GRE

MAY 2015

PROJECT ID: 1420-23-71

WITH: N/A

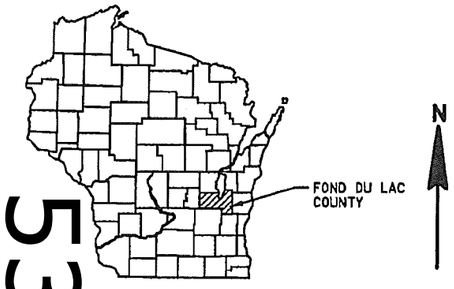
COUNTY: FOND DU LAC

53

ORDER OF SHEETS

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

TOTAL SHEETS = 646



DESIGN DESIGNATION

		CTH T	CTH V
A.A.D.T.	(2006) =	3,000	3,000
A.A.D.T.	(2038) =	5,800	4,700
D.H.V.	(2038) =	638	517
D.D.	=	60/40	60/40
T.	=	7.1	7.1
DESIGN SPEED	=	40 MPH	40 MPH
ESALS	=	1,284,800 (HMA)	905,200

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

- GRADE LINE
- ORIGINAL GROUND
- MARSH OR ROCK PROFILE (To be noted as such) (ROCK)
- SPECIAL DITCH (LABEL)
- GRADE ELEVATION (955.36)
- CULVERT (Profile View)

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

FOND DU LAC BYPASS

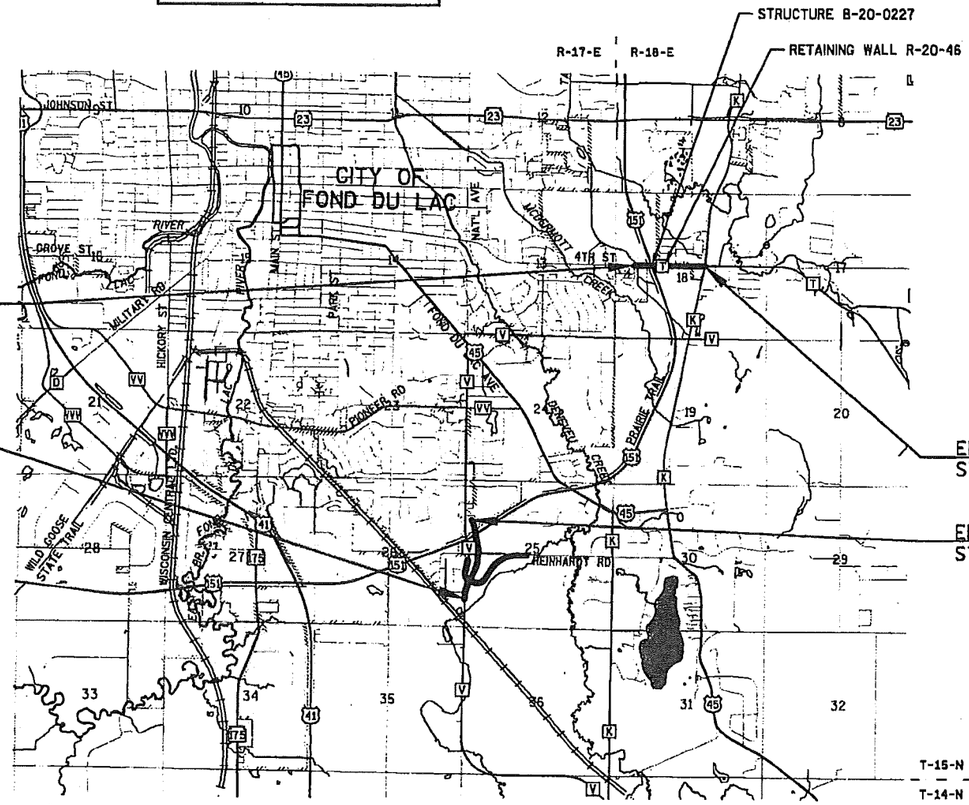
CTH T OVERPASS

USH 151

FOND DU LAC

STATE PROJECT NUMBER
1420-23-71

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1420-23-71	WISC 2015306	1



LAYOUT SCALE 0 0.5 MI

TOTAL NET LENGTH OF CENTERLINE (CTH T) = 0.665 MI
TOTAL NET LENGTH OF CENTERLINE (CTH V) = 0.565 MI
TOTAL NET LENGTH OF CENTERLINE = 1.230 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, FOND DU LAC COUNTY, NAD83 (97), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).

ORIGINAL PLANS PREPARED BY

OMNNI ASSOCIATES

WISCONSIN PROFESSIONAL ENGINEER
RYAN E. BETKER
E-38778
NEENAH
WI
2-19-15

ORIGINAL PLANS PREPARED BY

GREMMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
Stevens Point • Fond du Lac
85 South Pioneer Road, Suite 300 • Fond du Lac, WI 54935
(920) 924-8720 • fax (920) 924-8725

WISCONSIN PROFESSIONAL ENGINEER
JEFFREY A. CHVOSTA
E-38047
SLINGER, WI
2/10/15

(Date) JEFFREY A. CHVOSTA, PE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT/ GREMMER & ASSOCIATES, INC.
Designer	GREMMER & ASSOCIATES, INC./ OMNNI
Project Manager	BRYAN LEARST
Regional Examiner	
Regional Supervisor	ROBERT WAGNER

APPROVED FOR THE DEPARTMENT

DATE: 02/19/2015 (Signature)

E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_010101_TI.DWG
LAYOUT NAME - 14202371_010101_TI - SHEET-01

PLOT DATE : 2/10/2015 9:41 AM PLOT BY : AARON SARAUER PLOT NAME :

WISDOT/CADDS SHEET 10

ABBREVIATIONS

AEW	APRON ENDWALL
ASP OR ASPH	ASPHALT
BOC	BACK OF CURB
BAD	BASE AGGREGATE DENSE
BLDG	BUILDING
CP	CONTROL POINT
COR	CORNER
CORR	CORRUGATED
CPCM	CULVERT PIPE CORRUGATED METAL
CPCP	CULVERT PIPE CORRUGATED PLASTIC
CSW	CONCRETE SIDEWALK
CSD	CONCRETE SURFACE DRAIN
DIM	DIMENSION
EOP	EDGE OF PAVEMENT
ECIP	EROSION CONTROL IMPLEMENTATION PLAN
FOC	FACE OF CURB
FO	FIBER OPTIC
G	GARAGE
HMOD	HEIGHT MODERNIZATION SURVEY STATION
HMA	HOT MIX ASPHALT
IE	INVERT ELEVATION
D	LANE DISTRIBUTION
LP	LOW POINT
MAX	MAXIMUM
MGS	MIDWEST GUARDRAIL SYSTEM
MIN	MINIMUM
MOD	MODIFIED
NOR	NORMAL
OC	ON CENTER
OH	OVERHEAD ELECTRIC
PC	PORTLAND CEMENT
RC	REVERSE CROWN
S	SHED
SHLD	SHOULDER
SD	SPECIAL DITCH
ULO	UTILITY LINE OPENING

ORDER OF SECTION 2 SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PAVING DETAILS
CONTOUR PLAN
EROSION CONTROL
STORM SEWER
PLANTING
SIGN REMOVALS
PERMANENT SIGNING
LIGHTING
PAVEMENT MARKING
TRAFFIC CONTROL
ALIGNMENT DIAGRAM

UTILITIES

CABLE

* CHARTER COMMUNICATIONS
1623 BROADWAY AVENUE
SHEBOYGAN, WI 53081
PHONE: (608) 826-1619
MOBILE: (920) 263-0074
ATTN: BRUCE HENRY
EMAIL: BRUCE.HENRY@CHARTER.COM

TELEPHONE

* AT&T
70 EAST DIVISION STREET
FOND DU LAC, WI 54935
PHONE: (920) 929-1013
MOBILE: (920) 410-5104
ATTN: CHUCK BARTELT
EMAIL: CB1461@ATT.COM

ELECTRIC TRANSMISSION

* AMERICAN TRANSMISSION COMPANY
801 O'KEEFE ROAD
DEPERE, WI 54241
PHONE: (920) 338-6556
MOBILE: (920) 680-6322
ATTN: KIM HACKELBERG
EMAIL: KHACKELBERG@ATCLLC.COM

ELECTRIC & GAS

* ALLIANT ENERGY CORPORATION
883 WEST SCOTT STREET
FOND DU LAC, WI 54937
PHONE: (920) 322-6683
MOBILE: (920) 979-0135
ATTN: STEVEN PAUTZ
EMAIL: STEVEPAUTZ@ALLIANTENERGY.COM

WATER

* CITY OF FOND DU LAC
160 SOUTH MACY STREET
FOND DU LAC, WI 54936
PHONE: (920) 322-3682
MOBILE: (920) 960-5458
ATTN: KATHY SCHARF
EMAIL: KSCHARF@FDL.WI.GOV

SEWER

* CITY OF FOND DU LAC
160 SOUTH MACY STREET
FOND DU LAC, WI 54936
PHONE: (920) 322-3473
MOBILE: (920) 517-7890
ATTN: PAUL DEVRIES
EMAIL: PDEVRIES@FDL.WI.GOV

SEWER

* TOWN OF EMPIRE SANITARY DISTRICT #1
100 CAMELOT DRIVE
FOND DU LAC, WI 54935
PHONE: (920) 322-1726
ATTN: MAX FRANZEN
EMAIL: MAXWELL.F@EXCELENGINEER.COM

SEWER

* TOWN OF EMPIRE SANITARY DISTRICT #3
W4340 WHITETAIL COURT
FOND DU LAC, WI 54937
PHONE: (920) 921-5446
MOBILE: (920) 948-5705
ATTN: RONALD E. CUNZENHEIM, PE
EMAIL: RONC_PE@CHARTER.NET

SEWER

* TOWN OF FOND DU LAC SANITARY DISTRICT #4
100 CAMELOT DRIVE
FOND DU LAC, WI 54935
PHONE: (920) 322-1726
ATTN: MAX FRANZEN
EMAIL: MAXWELL.F@EXCELENGINEER.COM

* DENOTES MEMBER OF DIGGERS HOTLINE

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

GENERAL NOTES

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

UTILITY REFERENCE LINES ON THE CROSS SECTIONS ARE FOR HORIZONTAL REFERENCE ONLY.

NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER.

ALL MANHOLE AND INLET OFFSETS ARE GIVEN TO THE CENTER OF THE STRUCTURE.

INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES SHOWN ARE APPROXIMATE AND SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

CULVERT PIPE FLOWLINE ELEVATIONS SHOWN ARE APPROXIMATE AND SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

PRIOR TO ORDERING DRAINAGE STRUCTURES, THE CONTRACTOR SHALL VERIFY RELATED DRAINAGE INFORMATION IN THE PLAN WITH THE ENGINEER.

CURB AND GUTTER RADII ARE SHOWN TO THE FLANGE LINE OF THE CURB AND GUTTER.

THE EXACT LOCATIONS AND LIMITS OF PRIVATE ENTRANCES, FIELD ENTRANCE AND COMMERCIAL ENTRANCES SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

IMMEDIATELY AFTER CONSTRUCTION OF ANY INLET, CONTRACTOR SHALL CONSTRUCT THE EROSION CONTROL PROTECTION IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS TO MINIMIZE SEDIMENTATION IN THE INLET AND STORM SEWER.

WETLAND AREAS ARE SHOWN ON THE PLANS. CONTRACTOR SHALL LIMIT CONSTRUCTION ACTIVITIES TO WORK WITHIN THE SLOPE INTERCEPTS IN THE WETLAND AREAS.

DISTANCES SHOWN ON THIS PLAN ARE GROUND DISTANCES.

EROSION CONTROL FEATURES AS SHOWN ON THE PLAN SHEETS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

MISCELLANEOUS REMOVAL ITEMS SHALL BE REMOVED TO AN EXISTING JOINT OR SAWCUT WHERE SHOWN ON THE PLANS.

DESIGNER NOTES

DESIGN, PLANS, SPECIFICATIONS AND ESTIMATE FOR CTH V ITEMS PROVIDED BY OMNNI ASSOCIATES.

DESIGN, PLANS, SPECIFICATIONS AND ESTIMATE FOR PLANTING ITEMS PROVIDED BY KEN SAIKI DESIGN.

DESIGN, PLANS, SPECIFICATIONS AND ESTIMATE FOR SIGNING PROVIDED BY WISDOT NORTHEAST REGION.

DESIGN, PLANS, SPECIFICATIONS AND ESTIMATE FOR LIGHTING PROVIDED BY POWRTEK ENGINEERING, INC.

DESIGN, PLANS, SPECIFICATIONS AND ESTIMATE FOR TRAFFIC CONTROL PROVIDED BY QUEST CIVIL ENGINEERS, LLC.

DESIGN, PLANS, SPECIFICATIONS AND ESTIMATE FOR STRUCTURES B-20-227 AND R-20-46 PROVIDED BY WISDOT BOS.

HYDROLOGY, HYDRAULICS AND CULVERT SIZING FOR THE PROJECT PROVED BY STORMWATER SOLUTIONS ENGINEERING.

DESIGN CONTACT - CTH T

GREMMER & ASSOCIATES, INC.
93 S. PIONEER ROAD, SUITE 300
FOND DU LAC, WI 54935
PHONE: (920) 924-5720
ATTN: JEFFREY CHVOSTA
EMAIL: J.CHVOSTA@GREMMERASSOCIATES.COM

DESIGN CONTACT - CTH V

OMNNI ASSOCIATES
ONE SYSTEMS DRIVE
APPLETON, WI 54914
PHONE: (920) 830-6157
ATTN: RYAN BETKER
EMAIL: RYAN.BETKER@OMNNI.COM

WISDOT SURVEY CONTACT

WISDOT NORTHEAST REGION SURVEY
944 VANDERPERREN WAY
GREEN BAY, WI 54304
PHONE: (920) 492-5638
ATTN: MR. CORMAC MCINNIS
EMAIL: CORMAC.MCINNIS@DOT.WI.GOV

CITY OF FOND DU LAC CONTACT

MR. JORDAN SKIFF
DIRECTOR OF PUBLIC WORKS
160 S. MACY STREET
FOND DU LAC, WI 54935
PHONE: (920) 322-3472

FOND DU LAC COUNTY CONTACT

MR. TOM JANKE
HIGHWAY COMMISSIONER
301 DIXIE STREET
FOND DU LAC, WI 54936-1234
PHONE: (920) 929-3488

TOWN OF EMPIRE CONTACT

MR. JAMES PIERQUET
TOWN CHAIRMAN
W3204 4TH ST. ROAD
FOND DU LAC, WI 54937-80118
PHONE: (920) 922-7814

DNR AREA LIAISON

WISCONSIN DEPT. OF NATURAL RESOURCES
2984 SHAWANO AVENUE
GREEN BAY, WI 54313
PHONE: (920) 662-5130
ATTN: MR. JAY SCHIEFELBEIN
EMAIL: JEREMIAH.SCHEFELBEIN@WISCONSIN.GOV

2

N

BEGIN CONSTRUCTION
STA 593+00.00

END CONSTRUCTION
STA 57+00.00

END CONSTRUCTION
STA 19+00.00

END CONSTRUCTION
STA 311+80.00

END CONSTRUCTION
STA 32+75.00

END CONSTRUCTION
STA 628+13.35

BEGIN CONSTRUCTION
STA 10+75.00

BEGIN CONSTRUCTION
STA 51+75.00

BEGIN CONSTRUCTION
STA 298+85.00

R-20-46

STRUCTURE B-20-227

PRAIRIE TRAIL

USH 151 NB

USH 151 SB

FOURTH STREET WAY

CTH K

CTH T

DRIVEWAY 'A'

PRAIRIE TRAIL CONNECTOR

COUNTRY CREEK DRIVE

COUNTRY LANE

595 600 605 610 615 620 625 630

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PROJECT OVERVIEW: CTH T	SHEET 3	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_020201_PO - C3D12.DWG
LAYOUT NAME - 14202371_020201_PO - SHEET-01

PLOT DATE : 2/17/2015 12:44 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:300 FT

2

N

MUSTANG LANE

CTH V

USH 45

USH 151

PRAIRIE TRAIL

150+00
145+00
140+00
135+00
130+00
125+00
120+00
115+00
110+00
105+00
100+00
95+00
90+00
85+00
80+00
75+00
70+00
65+00
60+00
55+00
50+00
45+00
40+00
35+00
30+00
25+00
20+00
15+00
10+00
05+00
00+00

1329+07
1325+00
1320+00
1315+00
1310+00
1305+00
1300+00
1295+00
1290+00
1285+00
1280+00
1275+00
1270+00
1265+00
1260+00
1255+00

END CONSTRUCTION
STA 136 'NB'+75.00

BEGIN CONSTRUCTION
STA 277'VAA'+50.00

END CONSTRUCTION
STA 283 'VBB'+50.00

NB RAMPS

SLOPE INTERCEPT (TYP)

LIGHTHOUSE
VILLAGE ROAD

REINHARDT ROAD

BEGIN CONSTRUCTION
STA 91'0V'+50.00
WILDLIFE DRIVE

PROPOSED R/W

END CONSTRUCTION
STA 124'RE'+50.00

OLD CTH 'V' SOUTH

SLOPE INTERCEPT (TYP)

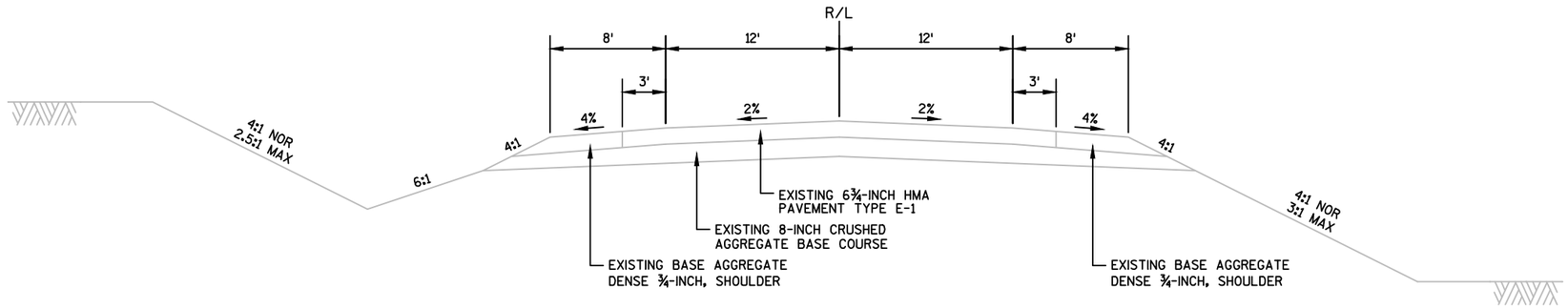
BEGIN CONSTRUCTION
STA 106'NB'+94.58

LEGEND

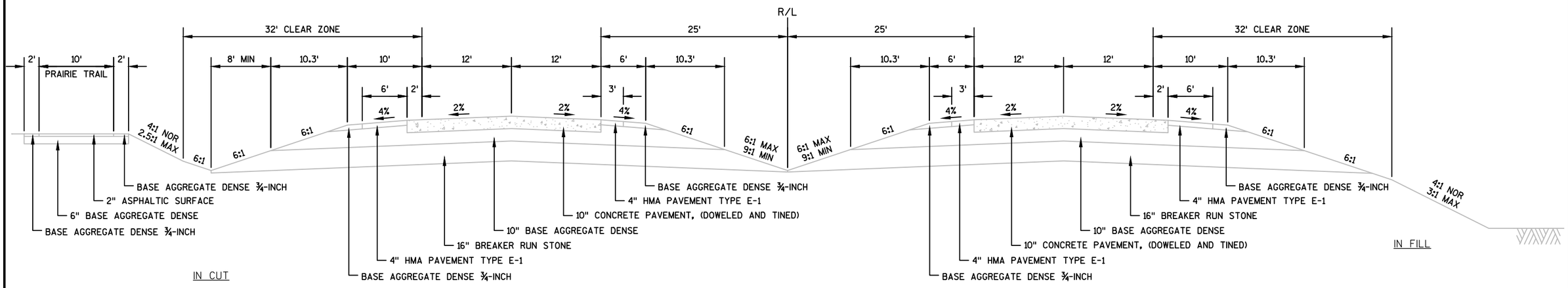
× OBLITERATE OLD ROAD

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PROJECT OVERVIEW - CTH V	SHEET 4	E

FILE NAME : F:\TR\JOBS\E2017A12\CIVIL 3D 2012\SHEETSPLAN\14202371 CTH T & CTH V\142023_020202_PO.DWG
142023_020202_po
PLOT DATE : 2/27/2015 12:17 PM PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH
WISDOT/CADDS SHEET 42

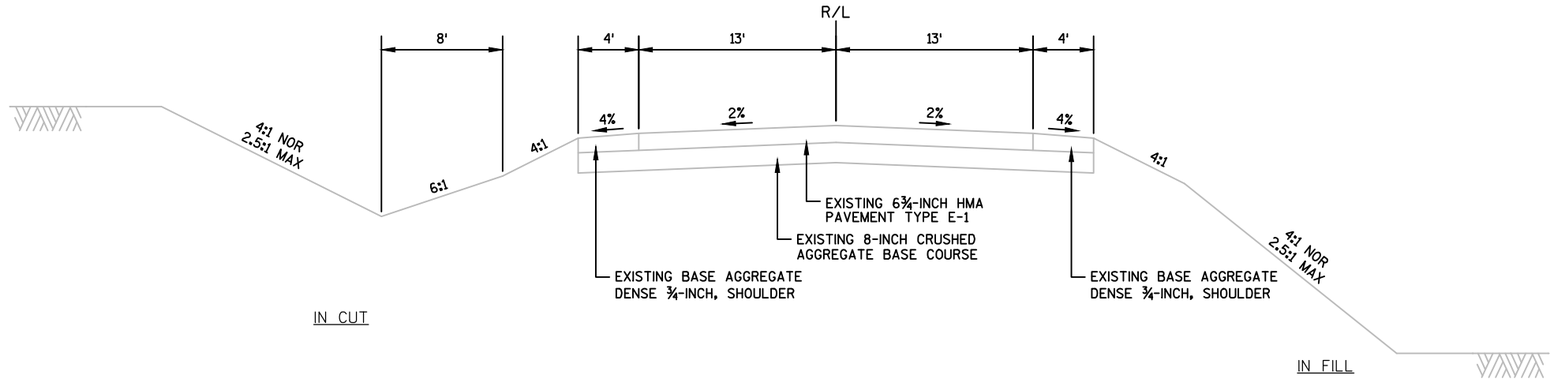


TYPICAL EXISTING SECTION
CTH T
STA 593+00 - STA 628+13

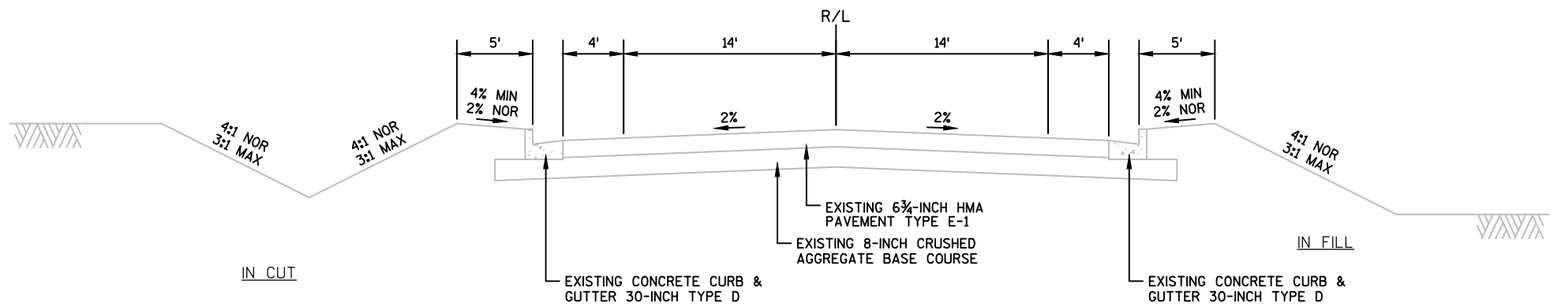


TYPICAL EXISTING SECTION
USH 151
STA 298+85 - STA 311+80

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TYPICAL SECTIONS: CTH T	SHEET 5	E



TYPICAL EXISTING SECTION
COUNTRY CREEK DRIVE
STA 10+75 - STA 15+00

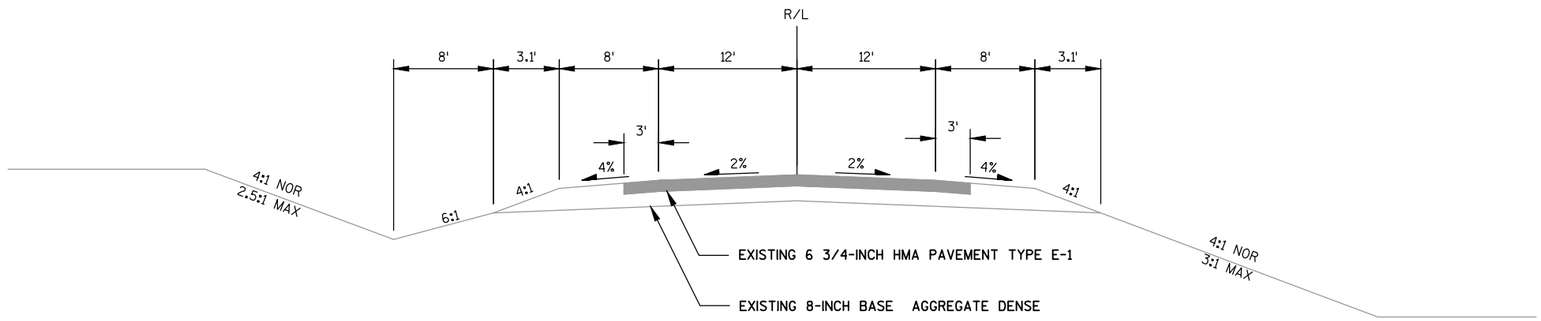


TYPICAL EXISTING SECTION
FOURTH STREET WAY
STA 30+00 - STA 32+75

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TYPICAL SECTIONS: CTH T	SHEET 6	E

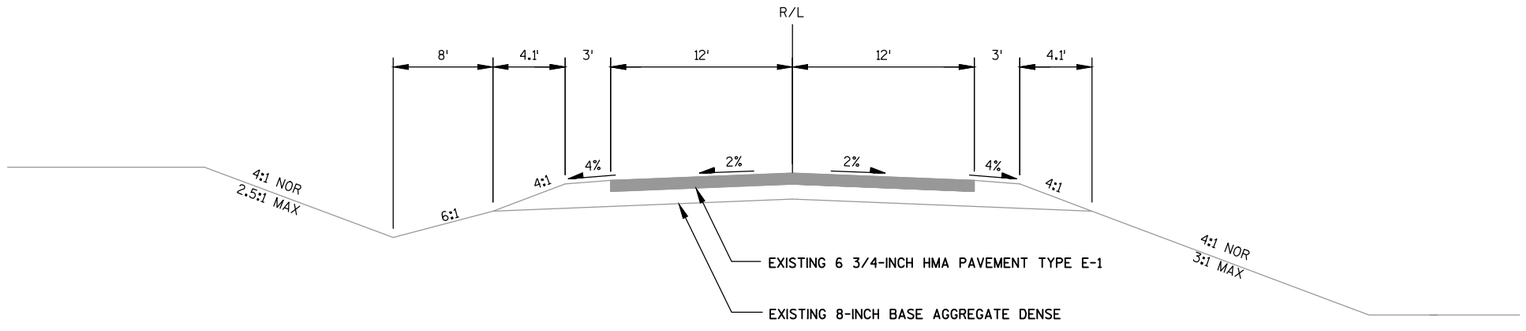
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LAYOUT NAME - 14202371_020301_TS - SHEET-02
PLOT DATE : 2/25/2015 10:19 AM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1:10
WISDOT/CADDS SHEET 42

2



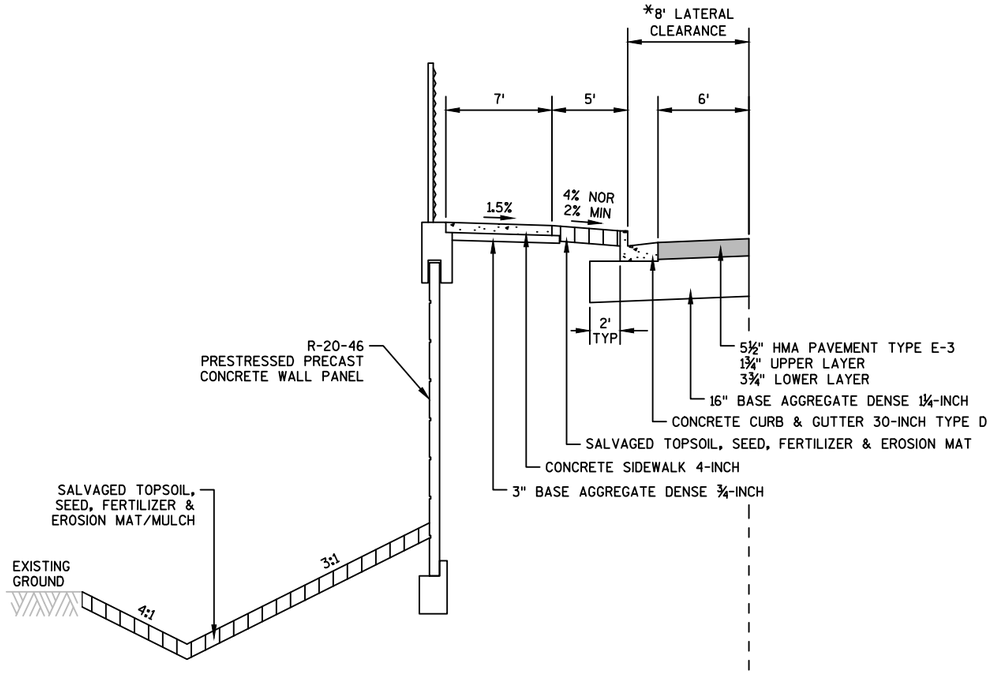
EXISTING TYPICAL SECTION FOR CTH V

BEGINNING OF CONSTRUCTION--USH 151



EXISTING TYPICAL SECTION FOR REINHARDT ROAD

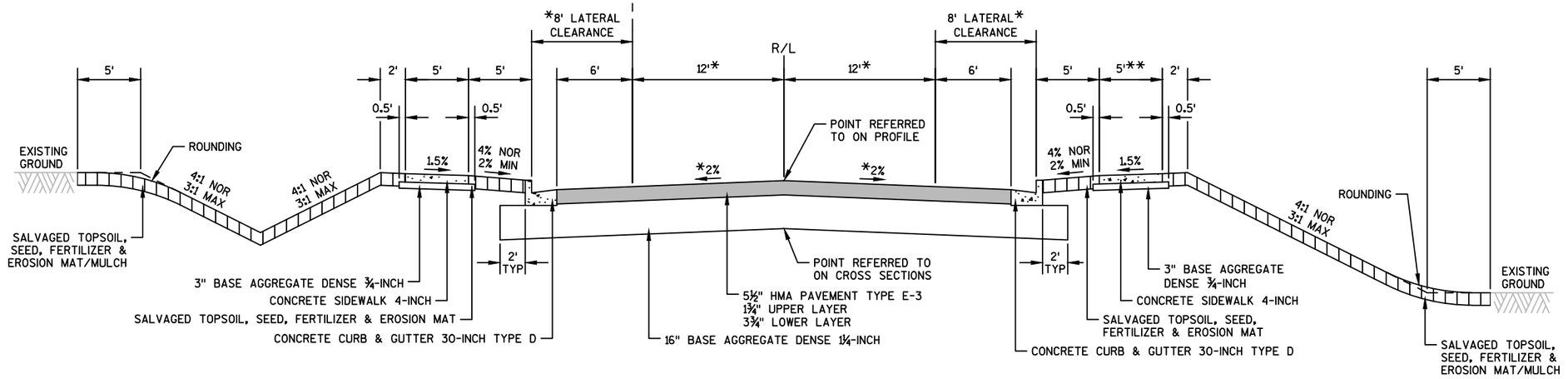
2



TYPICAL RETAINING WALL SECTION

CTH T

STA 612+00 - STA 616+00 LT



IN CUT

IN FILL

TYPICAL FINISHED SECTION

CTH T

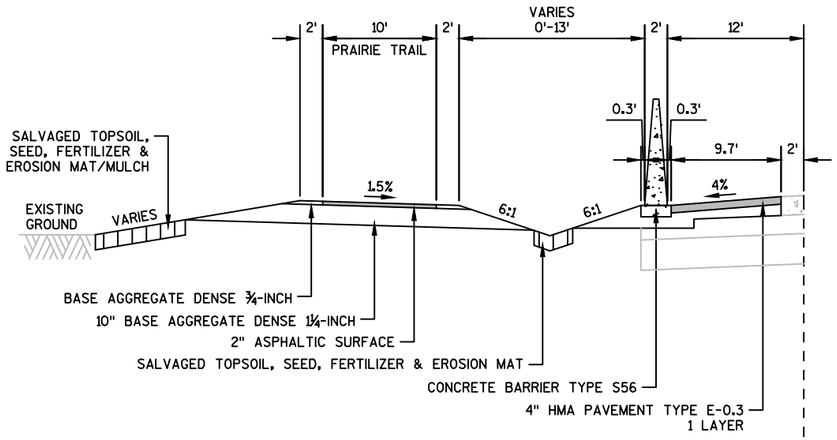
STA 593+00 - STA 628+13

* CONTROLLING CRITERIA

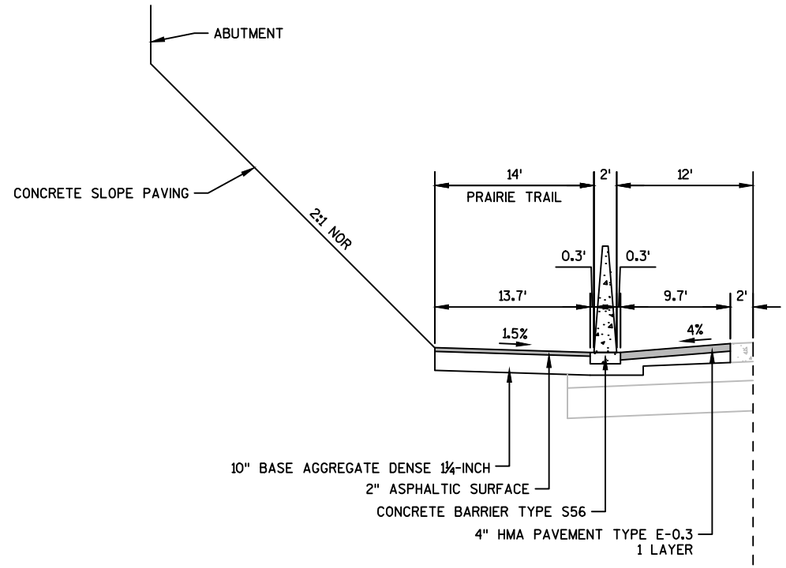
** NO SIDEWALK FROM STA 603+10 - 603+96
ASPHALT TRAIL TO BE PLACED INSTEAD

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TYPICAL SECTIONS: CTH T	SHEET 8	E

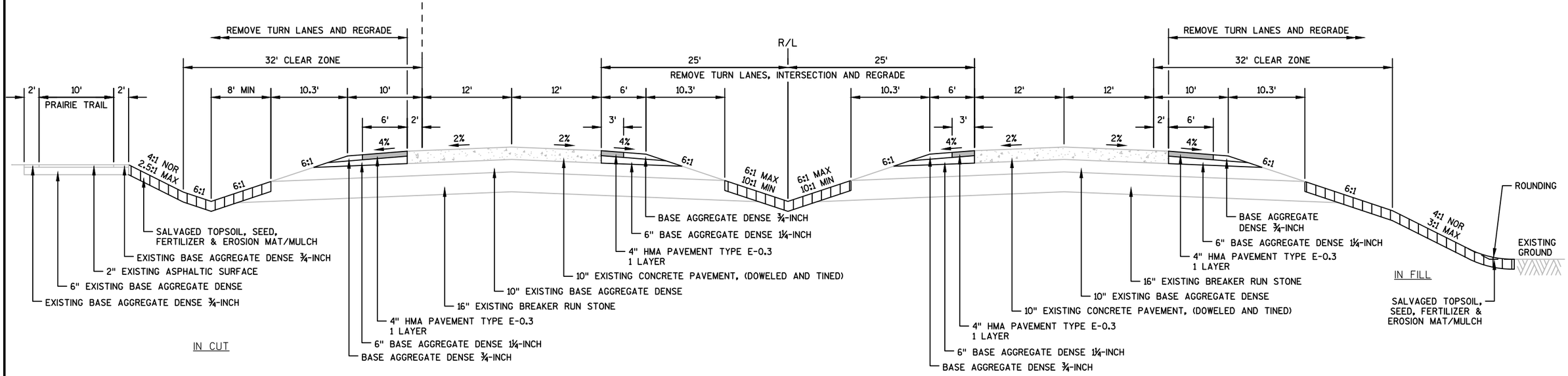
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LAYOUT NAME - 14202371_020301_TS - SHEET-03
PLOT DATE : 2/25/2015 10:19 AM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1:10
WISDOT/CADDS SHEET 42



TYPICAL BARRIER WALL SECTION
USH 151
STA 304+97 - STA 305+47
STA 306+34 - STA 306+84

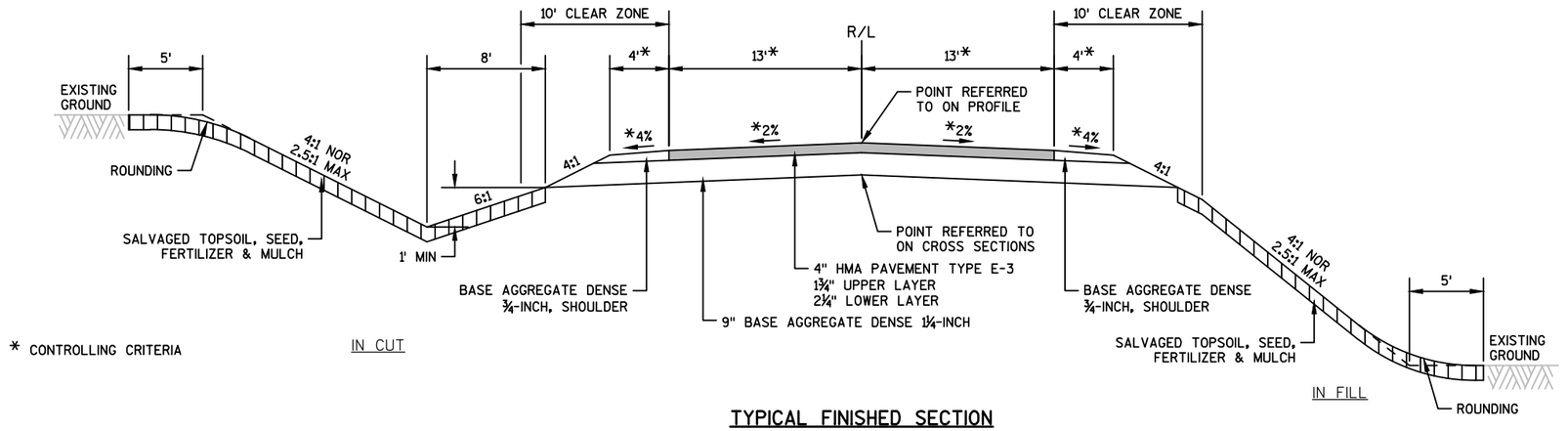


TYPICAL BARRIER WALL SECTION
USH 151
STA 305+47 - STA 306+34

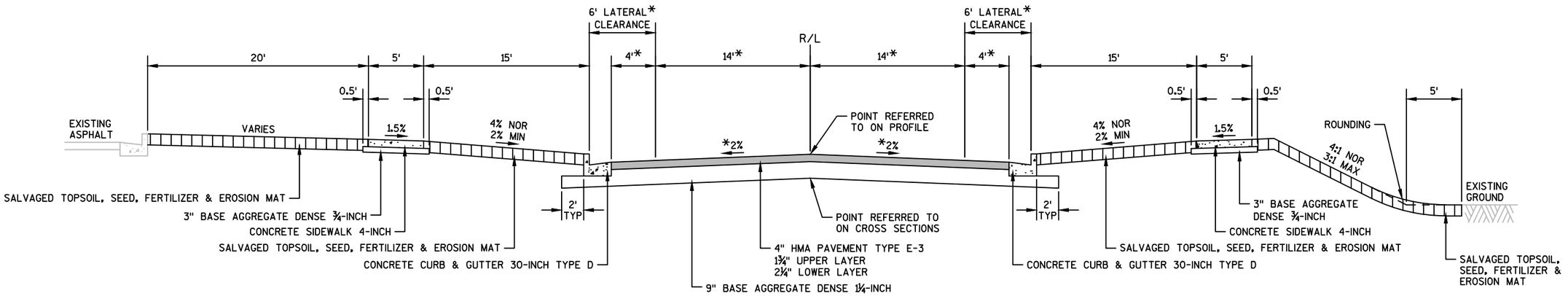


TYPICAL FINISHED SECTION
USH 151
STA 298+85 - STA 311+80

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TYPICAL SECTIONS: CTH T	SHEET 9	E



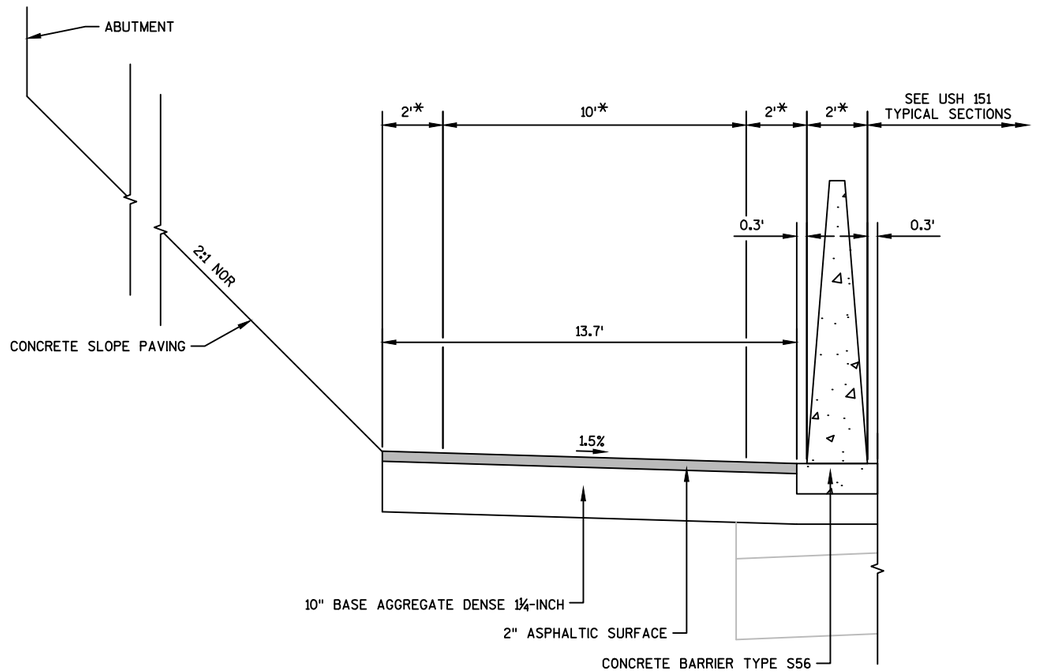
TYPICAL FINISHED SECTION
COUNTRY CREEK DRIVE
COUNTRY CREEK DRIVE TEMPORARY
STA 10+75 - STA 15+00



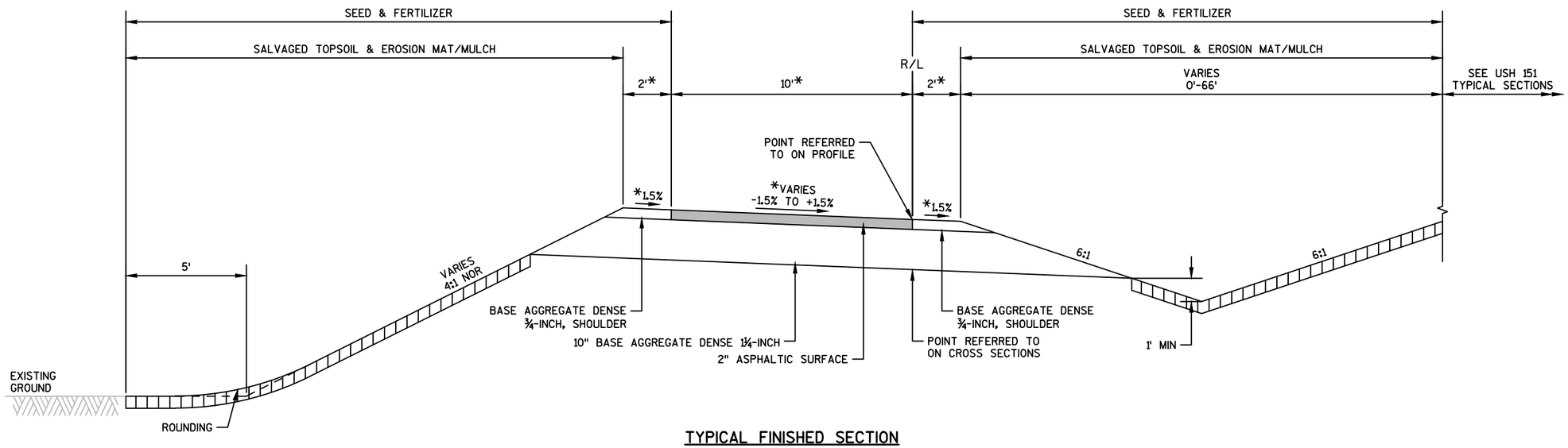
TYPICAL FINISHED SECTION
FOURTH STREET WAY
STA 30+00 - STA 32+75

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TYPICAL SECTIONS: CTH T	SHEET 10	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_020301_TS.DWG
LAYOUT NAME - 14202371_020301_TS - SHEET-05
PLOT DATE : 2/25/2015 10:19 AM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1:10
WISDOT/CADDS SHEET 42



TYPICAL FINISHED SECTION
PRAIRIE TRAIL
STA 53+31 - STA 54+18

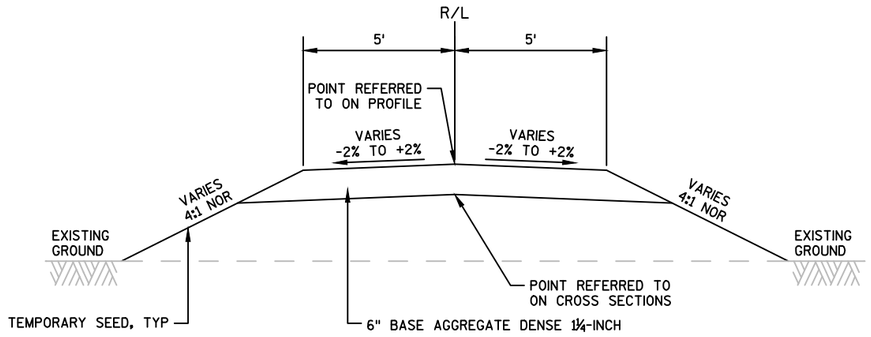


TYPICAL FINISHED SECTION
PRAIRIE TRAIL
PRAIRIE TRAIL TEMPORARY
STA 51+90 - STA 53+31
STA 54+18 - STA 57+00

* CONTROLLING CRITERIA

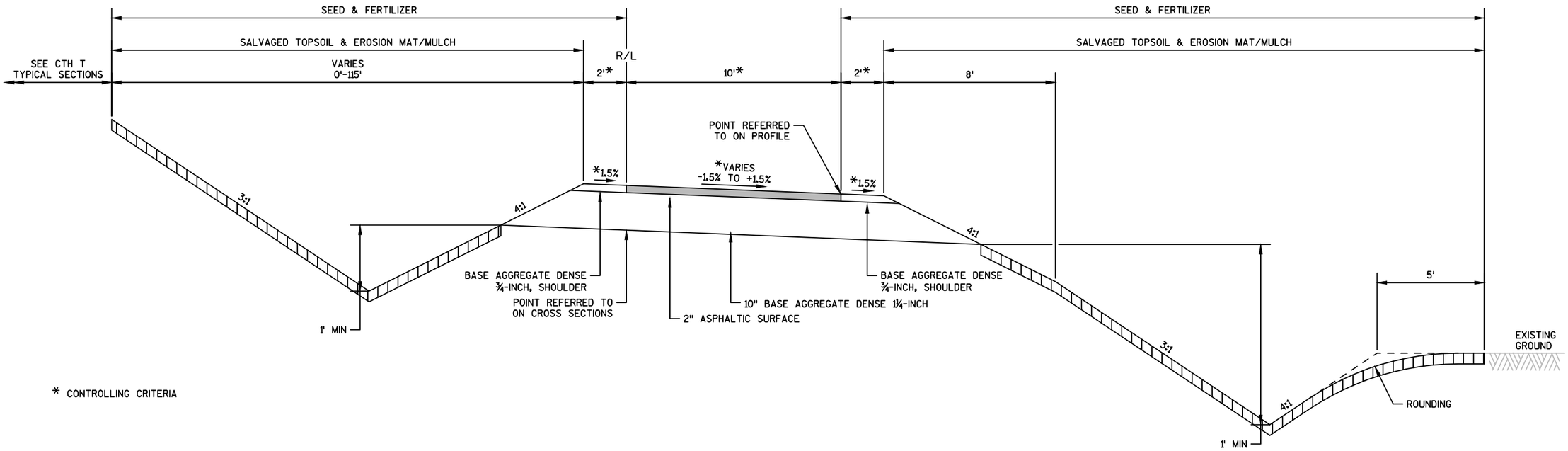
PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TYPICAL SECTIONS: CTH T	SHEET 11	E

2



TYPICAL FINISHED SECTION

DRIVEWAY 'A' TEMPORARY
OUTSIDE WICK DRAIN AREAS
STA 89+53 - STA 93+48
STA 96+81 - STA 99+40

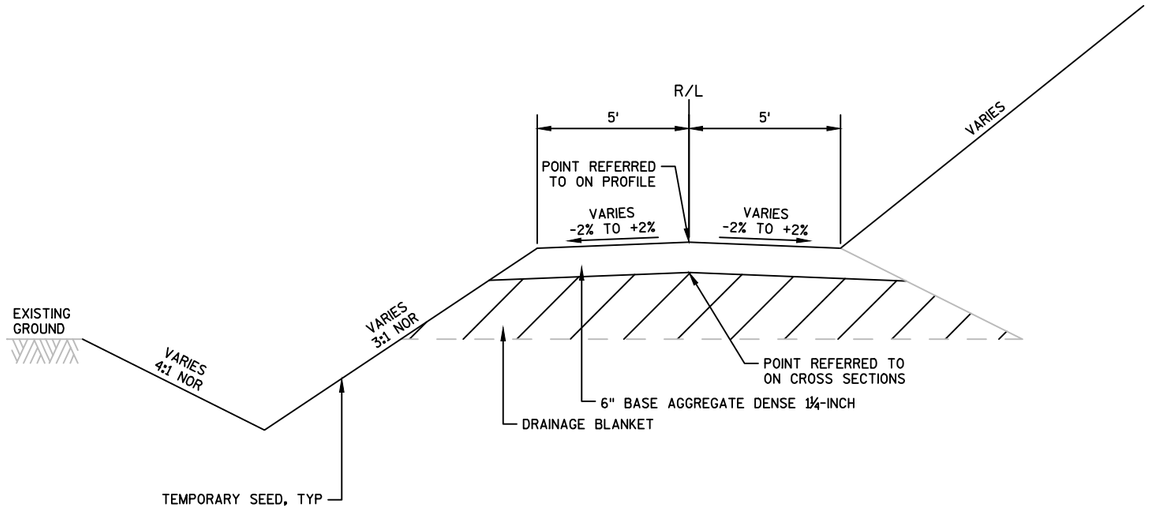


TYPICAL FINISHED SECTION

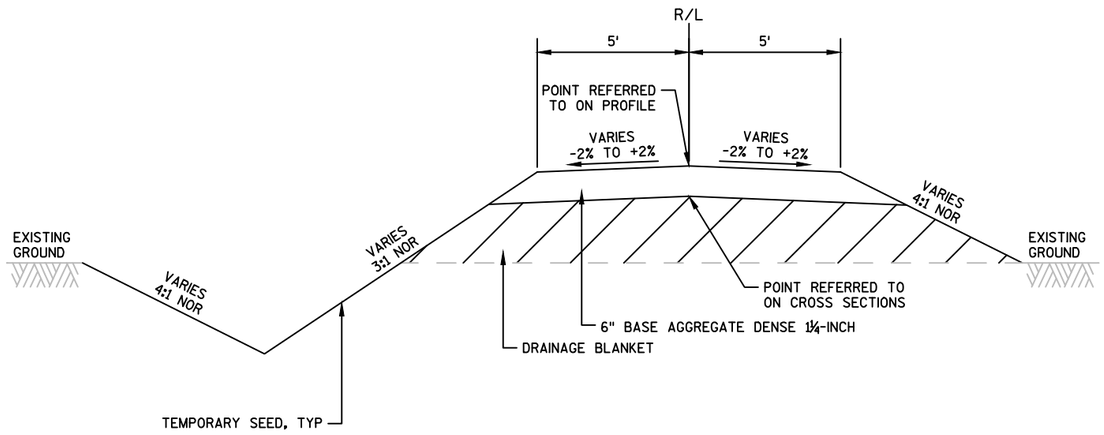
PRAIRIE TRAIL CONNECTOR
STA 40+55 - STA 45+85

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TYPICAL SECTIONS: CTH T	SHEET 12	E

2



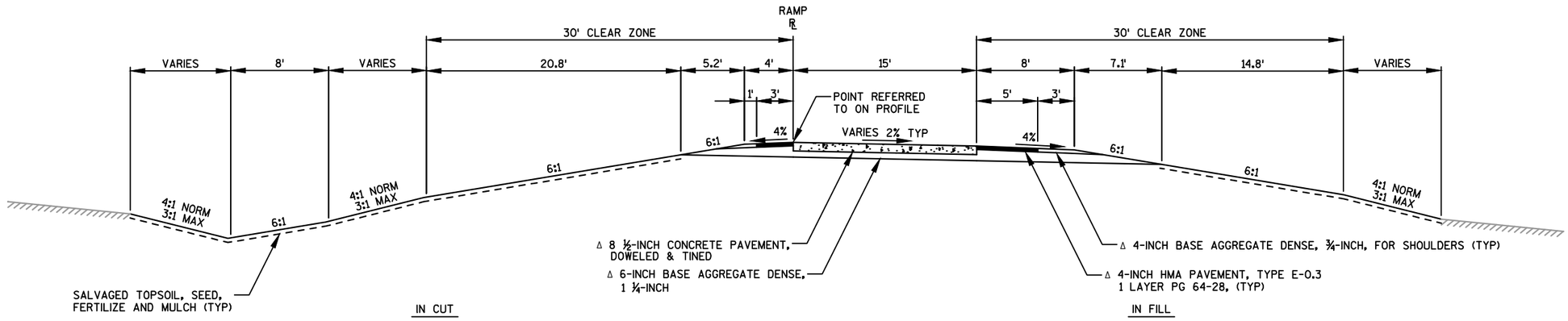
TYPICAL FINISHED SECTION
DRIVEWAY 'A' TEMPORARY
WITHIN WICK DRAIN AREAS
AFTER WICK DRAIN & FILL CONSTRUCTION
STA 93+48 - STA 96+81



TYPICAL FINISHED SECTION
DRIVEWAY 'A' TEMPORARY
WITHIN WICK DRAIN AREAS
BEFORE WICK DRAIN & FILL CONSTRUCTION
STA 93+48 - STA 96+81

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TYPICAL SECTIONS: CTH T	SHEET 13	E

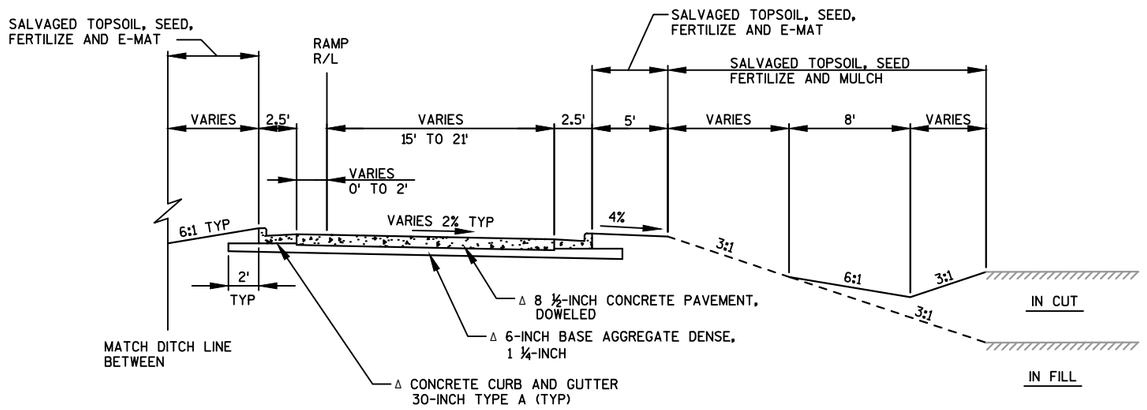
2



TYPICAL FINISHED SECTION FOR USH 151 RAMPS

NB OFF-RAMP (VAA) STA 275'VAA'+40.70 - STA 285'VAA'+84.23
NB ON-RAMP (VBB) STA 271'VBB'+30.04 - STA 285'VBB'+81.35

Δ UNDER FUTURE PROJECT 1420-22-71

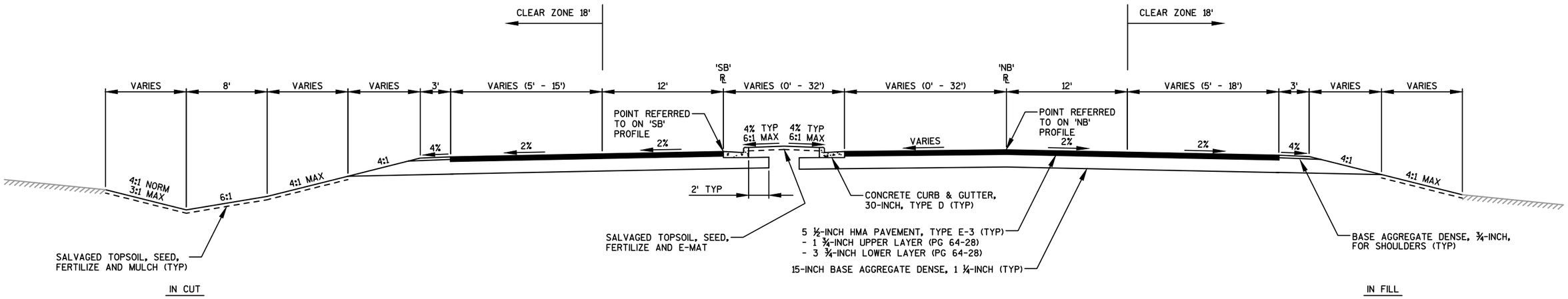


TYPICAL FINISHED SECTION FOR USH 151 RAMPS

NB OFF-RAMP (VAA) STA 285'VAA'+84.23 - STA 287'VAA'+43.45
NB ON-RAMP (VBB) STA 269'VBB'+56.79 - STA 271'VBB'+30.04

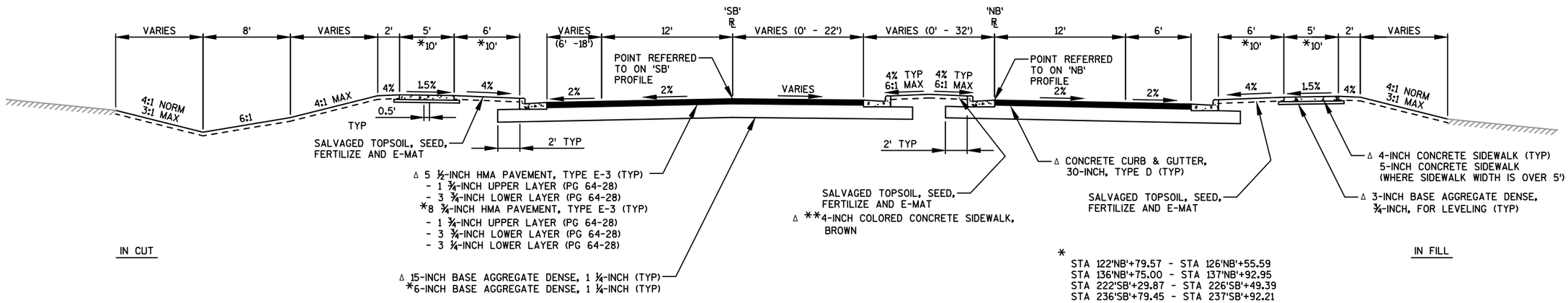
Δ UNDER FUTURE PROJECT 1420-22-71

2



TYPICAL FINISHED SECTION FOR CTH V

STA 106'NB'+92.58 - STA 114'NB'+50.00



TYPICAL FINISHED SECTION FOR CTH V

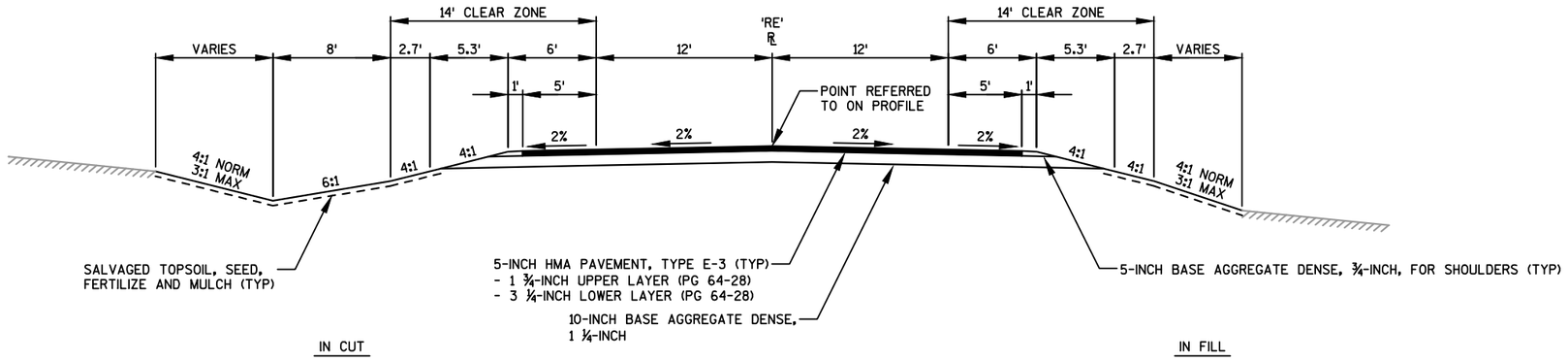
STA 114'NB'+50.00 - STA 129'NB'+60.71
STA 132'NB'+93.17 - STA 137'NB'+92.95

* STA 122'NB'+79.57 - STA 126'NB'+55.59
STA 136'NB'+75.00 - STA 137'NB'+92.95
STA 222'SB'+29.87 - STA 226'SB'+49.39
STA 236'SB'+79.45 - STA 237'SB'+92.21

** STA 114'NB'+57.81 - STA 114'NB'+70.43
STA 123'NB'+05.08 - STA 123'NB'+97.30
STA 125'NB'+40 - STA 126'NB'+25
STA 136'NB'+56.87 - STA 137'NB'+92.95

Δ UNDER FUTURE PROJECT 1420-22-71

2

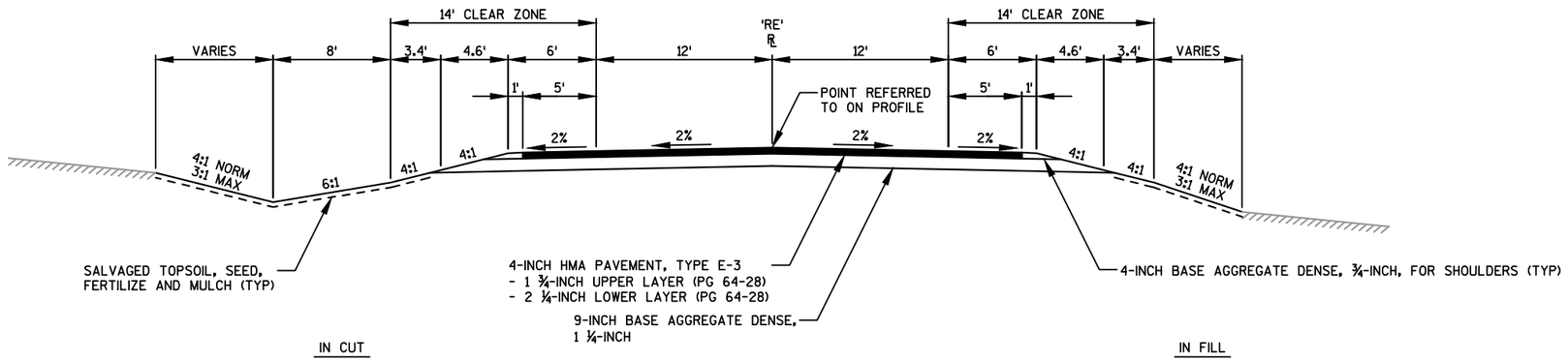


FINISHED SECTION FOR REINHARDT ROAD

STA 100'RE'+61.60 - STA 123'RE'+00.00 (REINHARDT ROAD)

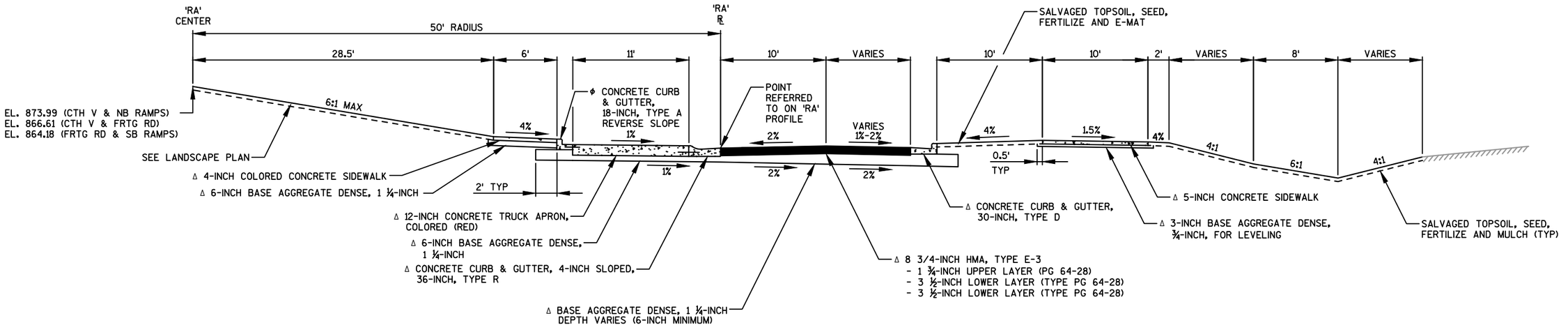
PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TYPICAL SECTIONS - CTH V	SHEET 16	E

2



FINISHED SECTION FOR OLD CTH V SOUTH

STA 91'RE'+50.00 - STA 99'RE'+00.00 (OLD CTH V SOUTH)



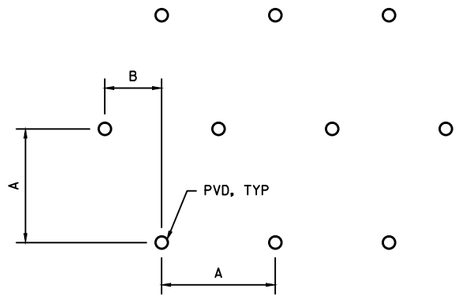
TYPICAL FINISHED SECTION FOR ROUNDABOUTS

Δ UNDER FUTURE PROJECT 1420-22-71

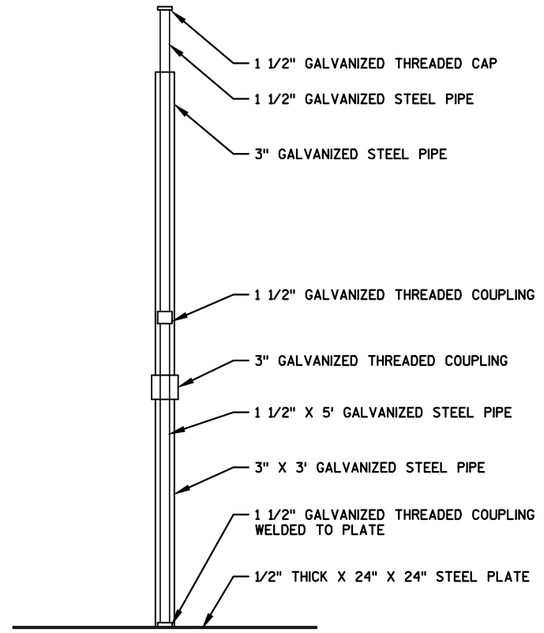
PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TYPICAL SECTIONS - CTH V	SHEET 17	E

PVD SPACING TABLE	
A	B
5'	2.5'
7.5'	3.75'
10'	5'

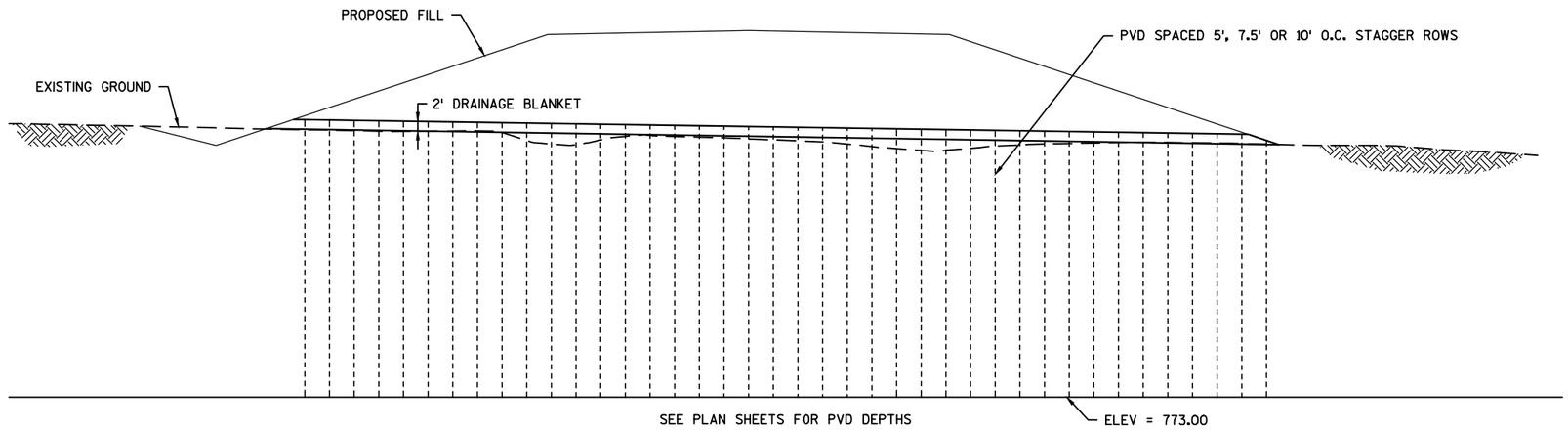
*SEE PVD LOCATION DETAIL FOR SPACING LOCATIONS



PREFABRICATED VERTICAL DRAIN (PVD) PLACEMENT DETAIL



SETTLEMENT GAUGE DETAIL



PREFABRICATED VERTICAL DRAIN (PVD) SECTION DETAIL FOR CTH T

SEE PLAN SHEETS FOR LOCATIONS

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CONSTRUCTION DETAILS	SHEET 18	E

NOTES:

LIMITS OF PVD ARE DITCH BOTTOM (WHEN PRESENT) OR THE SLOPE INTERCEPT.

ADJUST SPACING OF PVD TO AVOID UTILITY CONFLICTS.

✳ SLOPE INCLINOMETER (WISDOT SUPPLIED, INSTALLED AND MAINTAINED)

N

STA 601+50 TO STA 608+60
APPROXIMATELY 7,800 PVD
AVERAGE DEPTH ESTIMATE = 38 FT

STA 600+50 TO STA 601+50
APPROXIMATELY 400 PVD
AVERAGE DEPTH ESTIMATE = 34 FT

STA 599+50 TO STA 600+50
APPROXIMATELY 200 PVD
AVERAGE DEPTH ESTIMATE = 35 FT

CTH T

10' SPACING

5' SPACING

7.5' SPACING

SETTLEMENT GAUGE
STA 606+75, 23' LT

PRE-BORING FOR PVD'S
(AVERAGE DEPTH = 15')

SETTLEMENT GAUGE
STA 611+20, 23' RT

SLOPE INCLINOMETER
STA 613+00, 44' LT

STA 617+00 TO STA 618+00
APPROXIMATELY 140 PVD
AVERAGE DEPTH ESTIMATE = 60 FT

10' SPACING

5' SPACING

7.5' SPACING

PRE-BORING FOR PVD'S
(AVERAGE DEPTH = 15')

STA 616+00 TO STA 617+00
APPROXIMATELY 260 PVD
AVERAGE DEPTH ESTIMATE = 60 FT

STA 609+25 TO STA 616+00
APPROXIMATELY 5,150 PVD
AVERAGE DEPTH ESTIMATE = 55 FT

PVD LEGEND

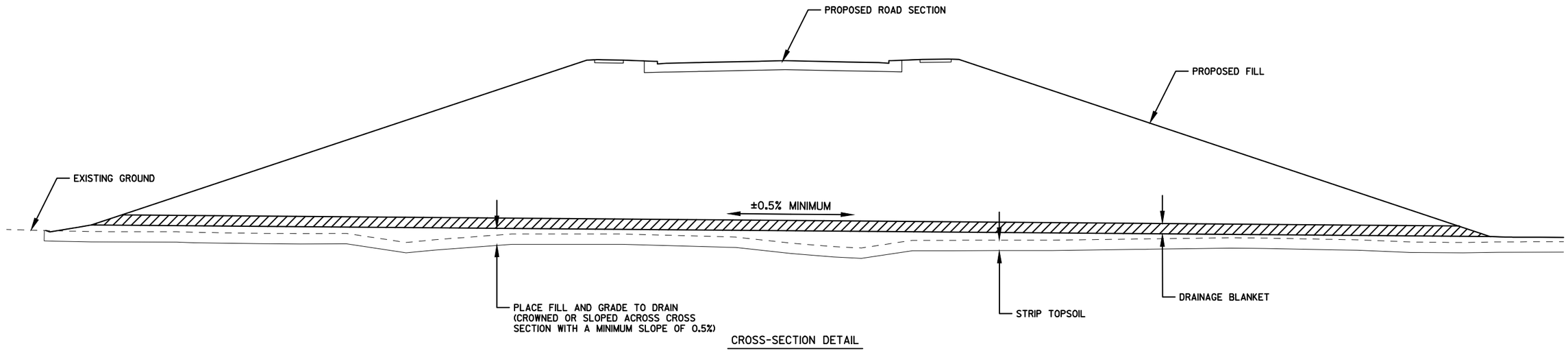
- PVD - 5' STAGGERED SPACING
- PVD - 7.5' STAGGERED SPACING
- PVD - 10' STAGGERED SPACING

PREFABRICATED VERTICAL DRAIN (PVD) LOCATION DETAIL FOR CTH T

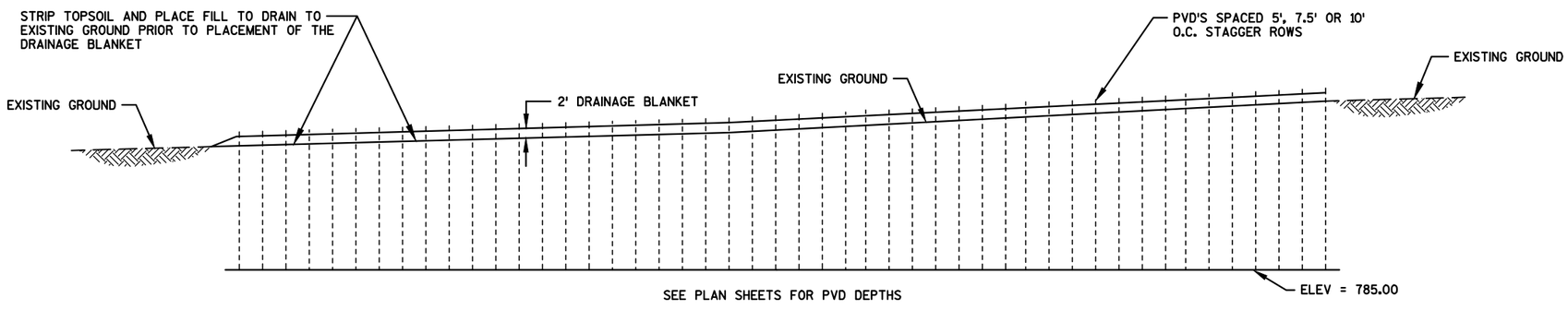
PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CONSTRUCTION DETAILS	SHEET	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_021001_CD - C3D12.DWG
LAYOUT NAME - 14202371_021001_CD - C3D12 - SHEET-02
PLOT DATE : 3/13/2015 7:52 AM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1" = 200'_XREF
WISDOT/CADDS SHEET 42

2



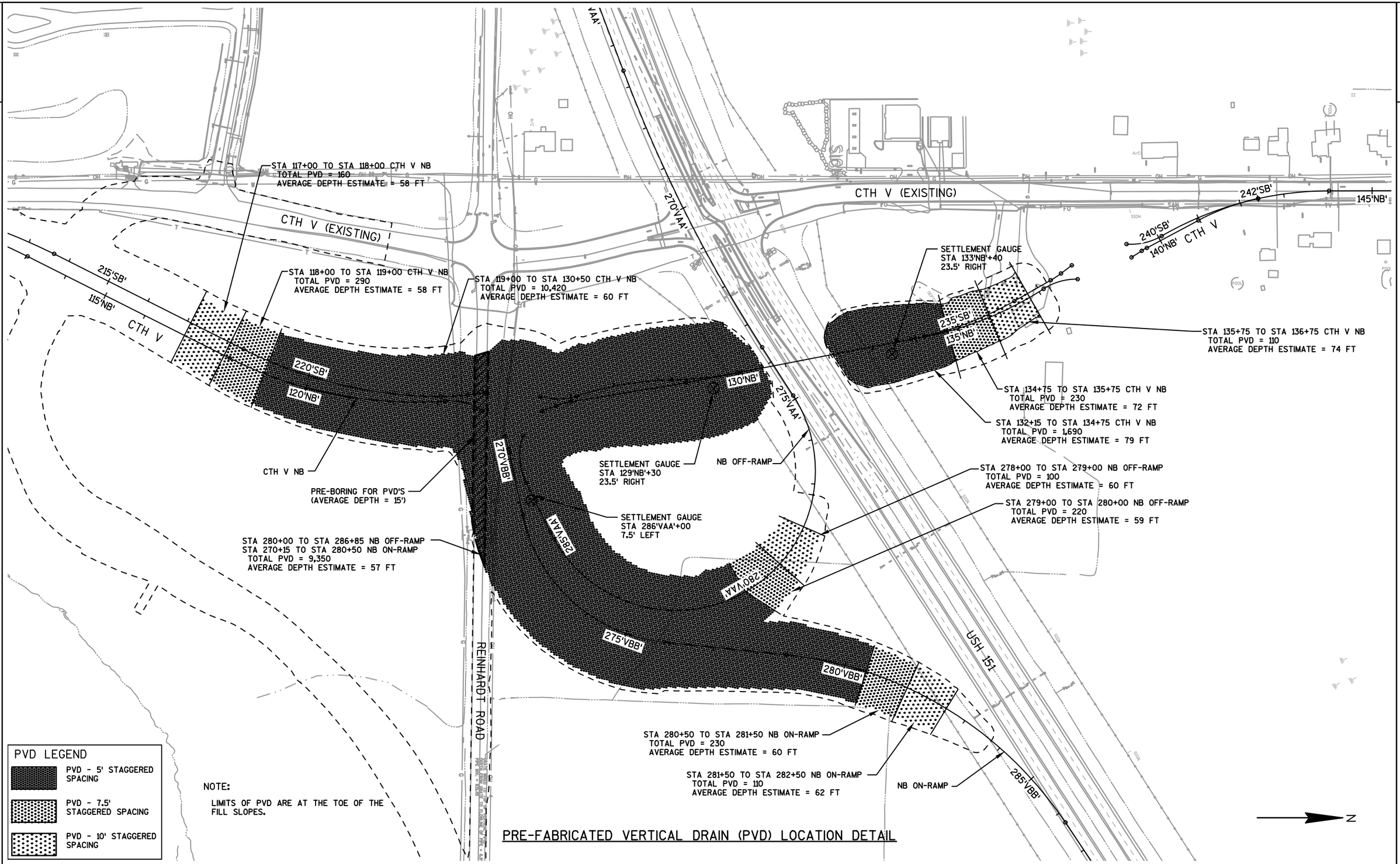
CROSS-SECTION DETAIL



PRE-FABRICATED VERTICAL DRAIN (PVD) SECTION DETAIL FOR CTH V

SEE PLAN SHEETS FOR LOCATIONS

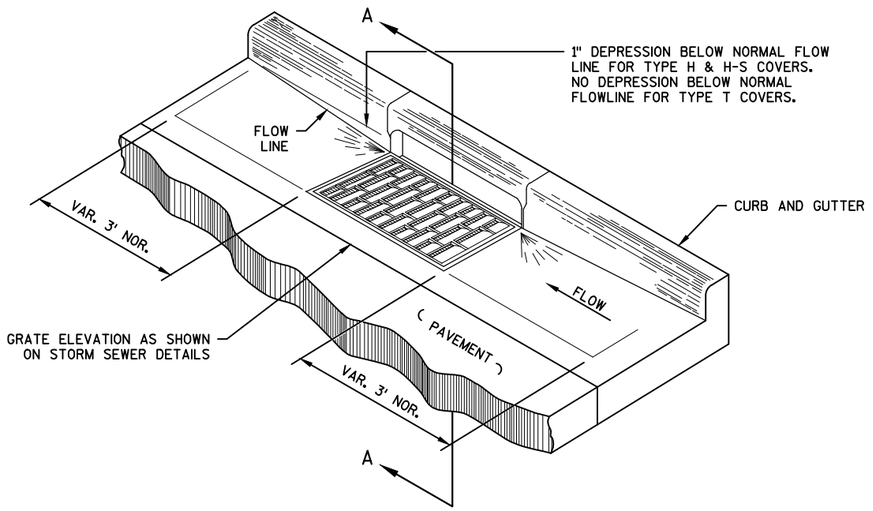
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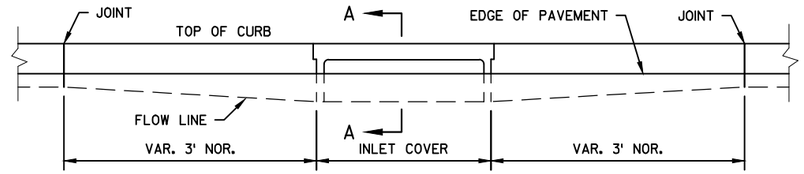
PRE-FABRICATED VERTICAL DRAIN (PVD) LOCATION DETAIL

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CONSTRUCTION DETAILS	SHEET 21	E

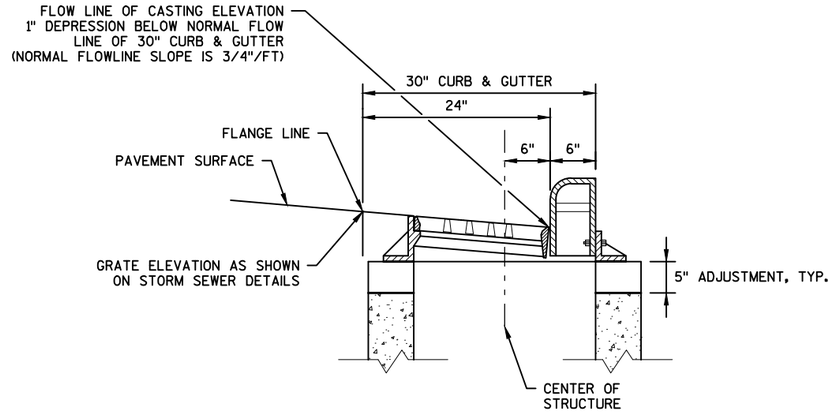
FILE NAME : F:\TR\JOBS\E2017A12\CIVIL 3D 2012\SHEETSPLAN\14202371 CTH T & CTH V\142023_021051_CD.DWG
142023_021052_cd
PLOT DATE : 3/11/2015 11:48 AM PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH



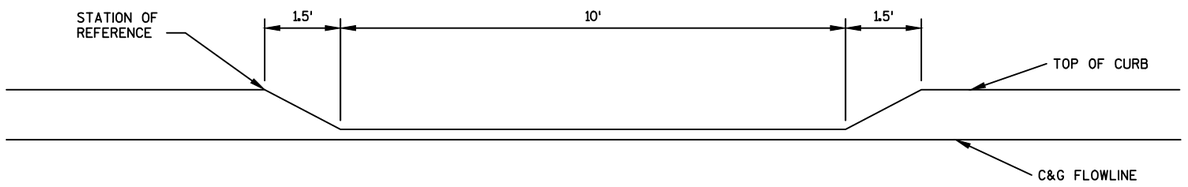
CURB AND GUTTER DETAIL AT INLETS



ELEVATION

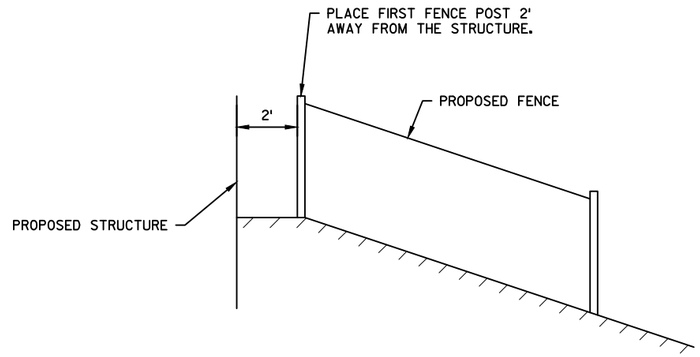


(INLETS 2'X3'-H & 2'X3'-HS)
SECTION A-A



CURB CUT FOR MOWING DETAIL

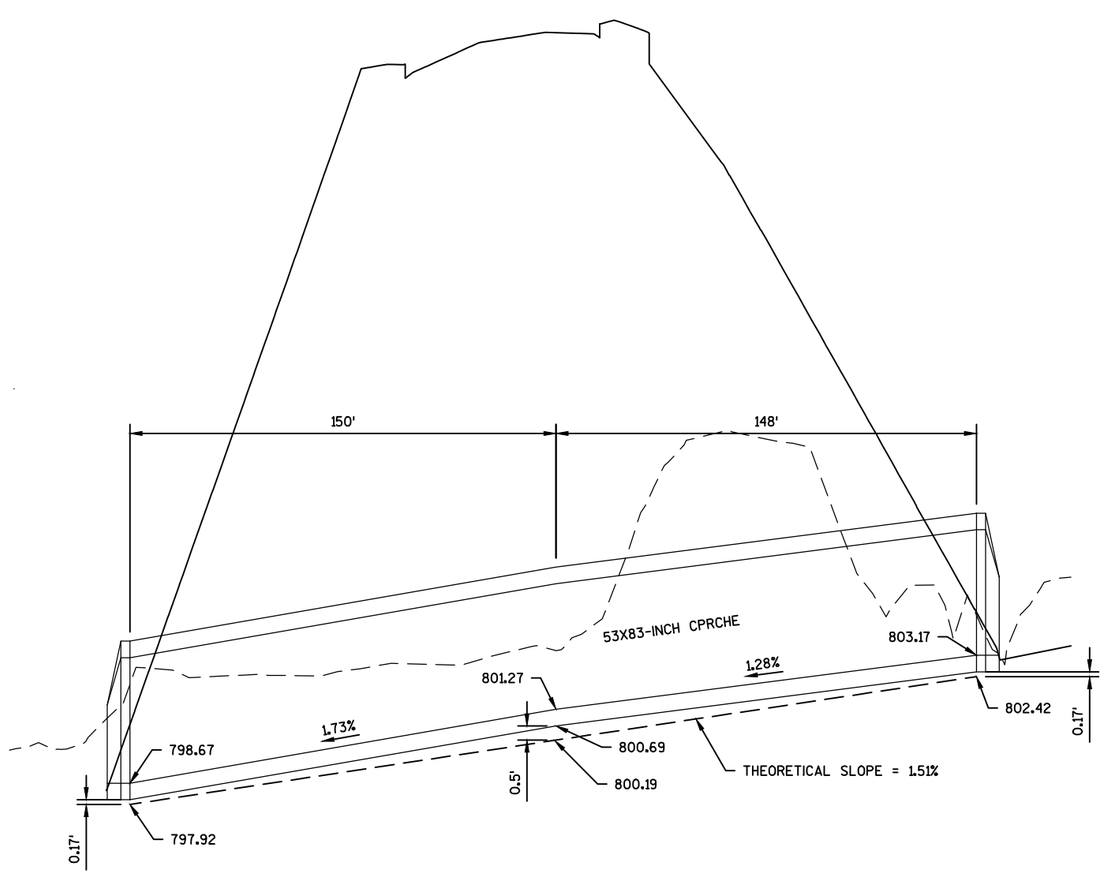
STA 109'NB'+22
STA 114'NB'+75



FENCE AT STRUCTURE DETAIL

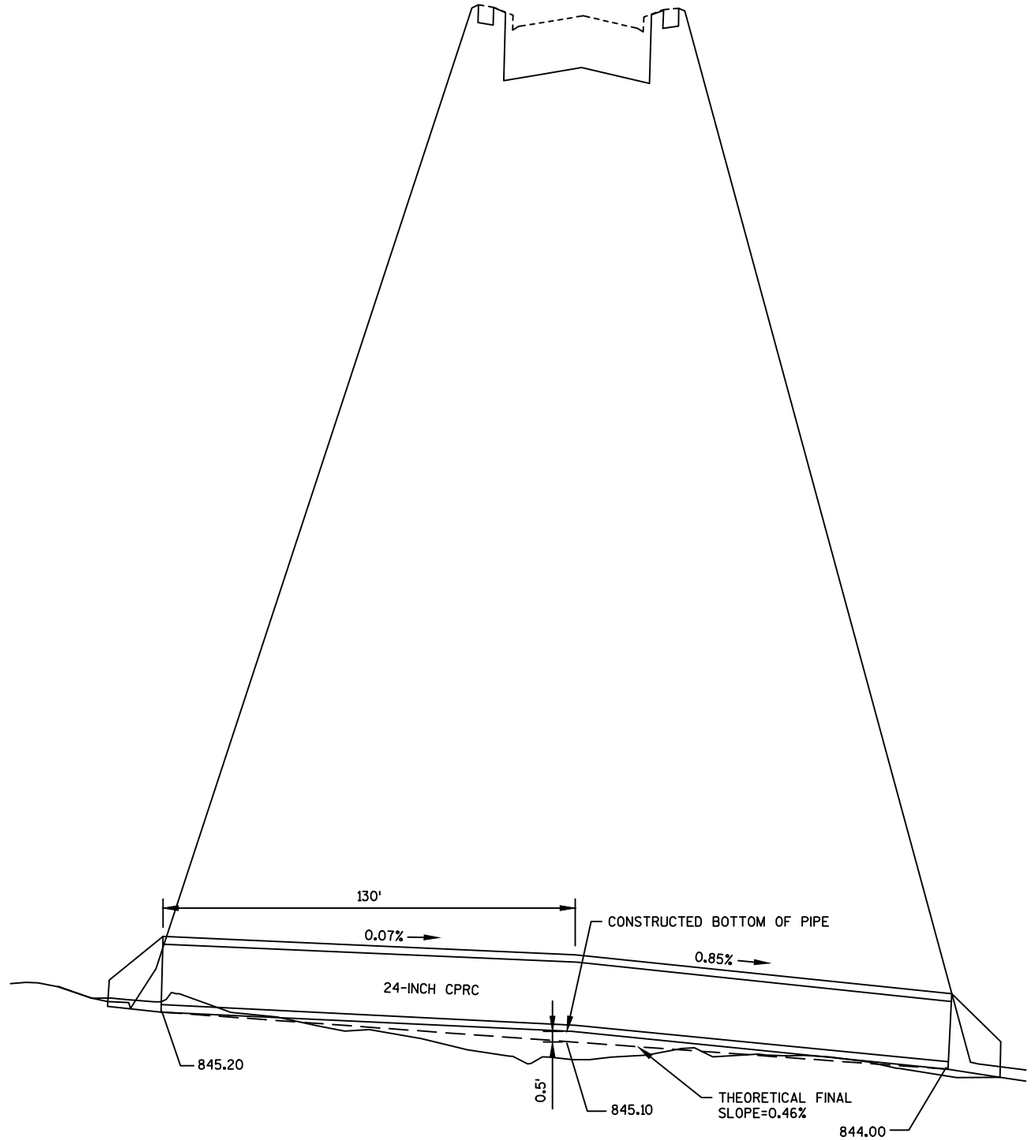
PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CONSTRUCTION DETAILS	SHEET 22	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_021021_CD.DWG
LAYOUT NAME - 14202371_021021_CD - SHEET-01
PLOT DATE : 2/25/2015 12:50 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1" = 1'
WISDOT/CADDS SHEET 42



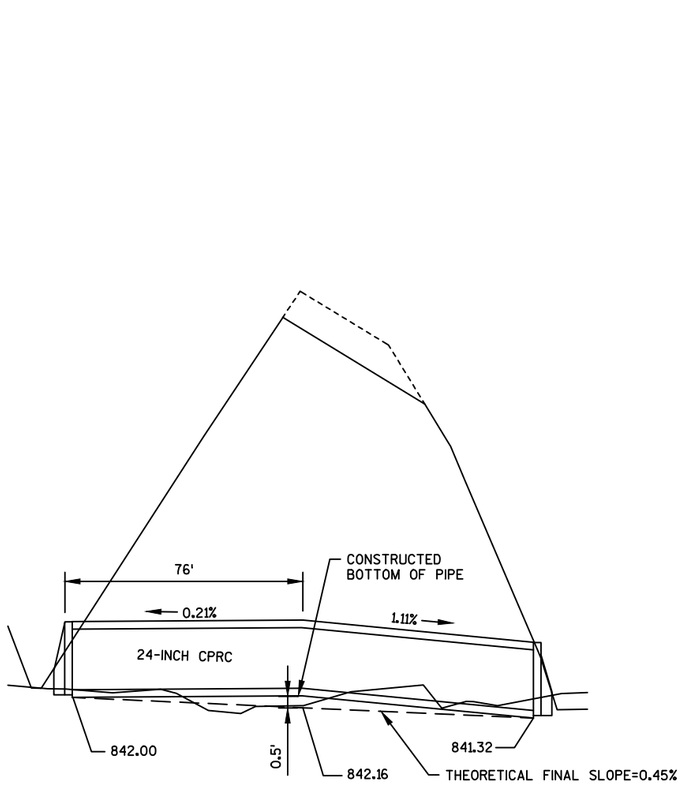
PIPE CAMBER DETAIL

53X83-INCH CPRCHE @ STA 602+85 CTH T



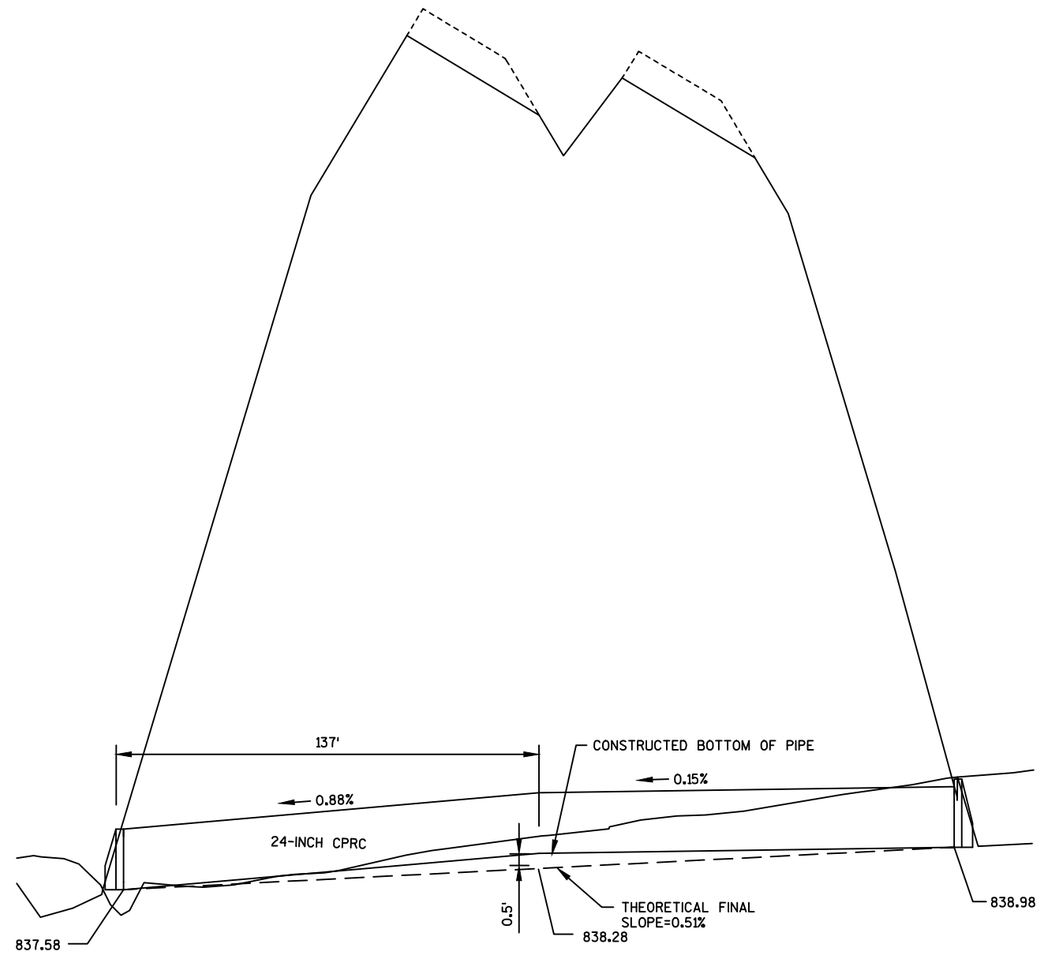
PIPE CAMBER DETAIL

24-INCH CPRC @ STA 129+10 CTH V NB
24-INCH CPRC @ STA 129+16 CTH V NB



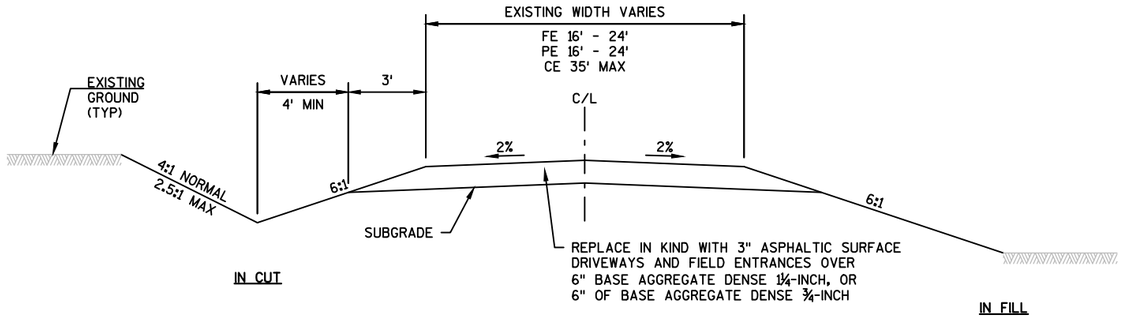
PIPE CAMBER DETAIL

24-INCH CPRC @ STA 279+45.70 USH 151 NB OFF RAMP
24-INCH CPRC @ STA 279+51 USH 151 NB OFF RAMP

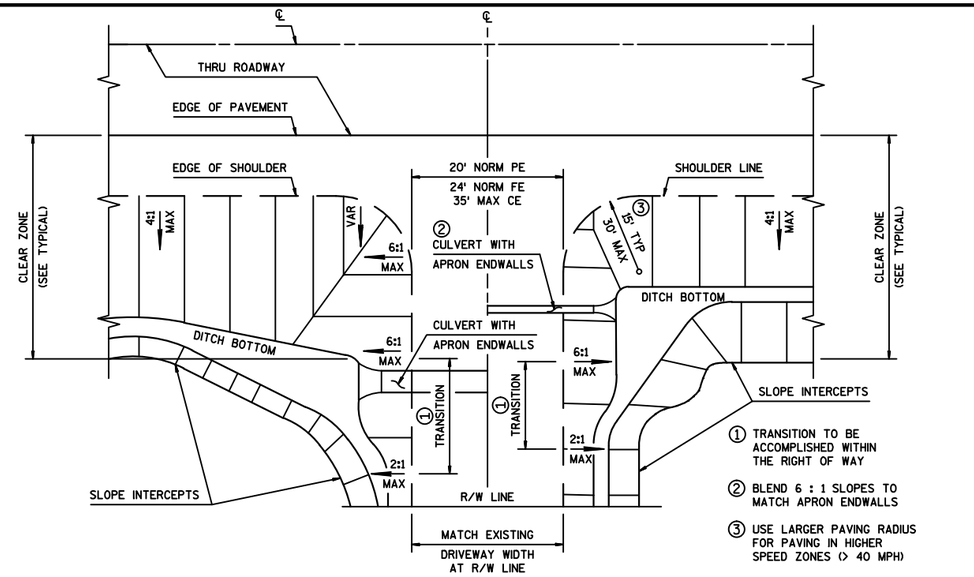


PIPE CAMBER DETAIL

24-INCH CPRC @ STA 284+78 USH 151 NB OFF RAMP



TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE

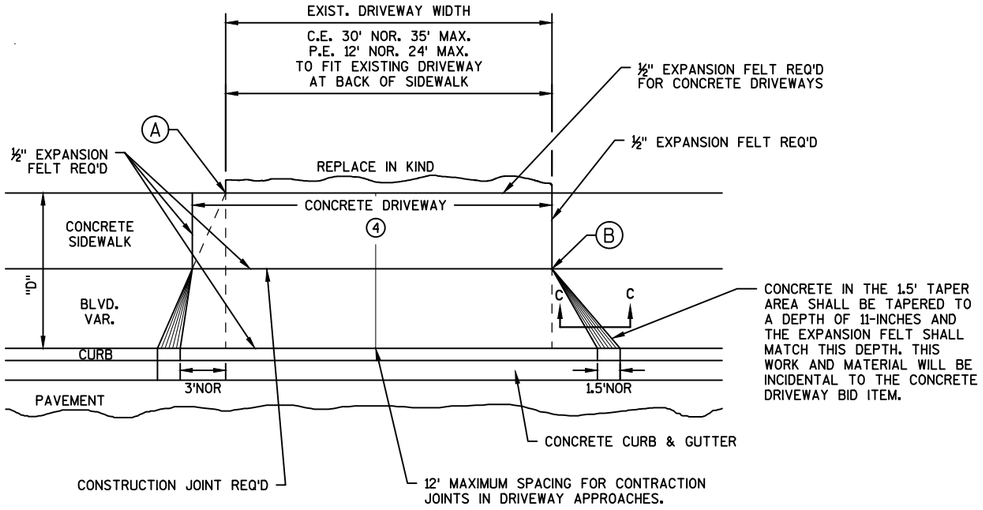


FOR CULVERTS OVER 24" DIAMETER

FOR CULVERTS 24" DIAMETER & LESS

PLAN VIEW

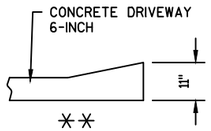
RURAL DRIVEWAY GRADING AND/OR PAVING DETAIL



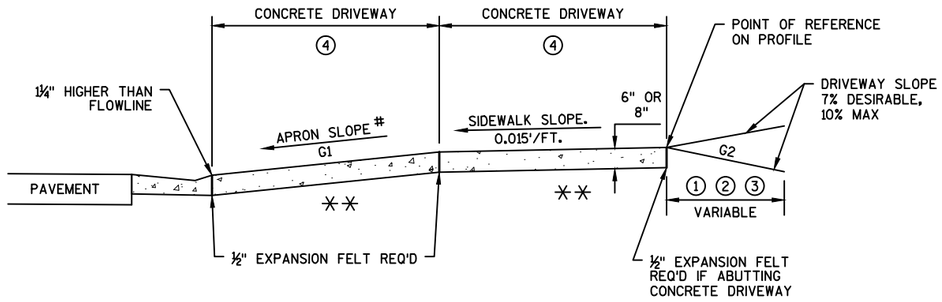
PLAN VIEW

Ⓐ WHEN "D" IS 13' OR LESS, ALIGN TAPER WITH BACK OF SIDEWALK

Ⓑ WHEN "D" IS GREATER THAN 13', ALIGN TAPER WITH FRONT OF SIDEWALK



SECTION C-C



TYPICAL SIDEWALK SECTION

① — 6" CONCRETE DRIVEWAY OR H.E.S. CONCRETE DRIVEWAY

② — 6" BASE AGG. DENSE 1 1/4-INCH

③ — 4" BASE AGG. DENSE 1 1/4-INCH BASE WITH 2" ASPHALTIC SURFACE

④ — RESIDENTIAL DRIVEWAY 6-INCH COMMERCIAL DRIVEWAY 7-INCH

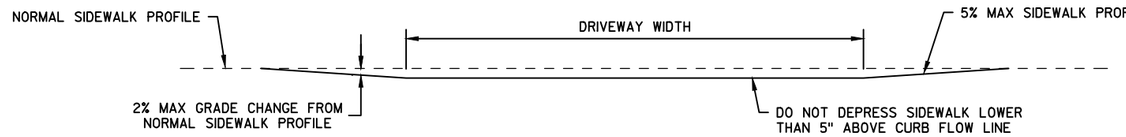
✳✳ = 6" BASE AGG. DENSE 1 1/4-INCH REQ'D UNDER CONCRETE DRWY

\#

TERRACE WIDTH	APRON SLOPE (G1)		
	MIN %	DESIRABLE %	MAX %
3 FT	7.0	8.5	9.0
4 FT	5.0	7.0	9.0
5 FT	4.0	7.0	9.0
6 FT	4.0	7.0	9.0
7 FT	3.5	7.0	9.0
8 FT	3.0	7.0	9.0

NOTE: ALGEBRAIC DIFFERENCE BETWEEN TANGENT GRADES G1 & G2 TO NOT EXCEED 15%

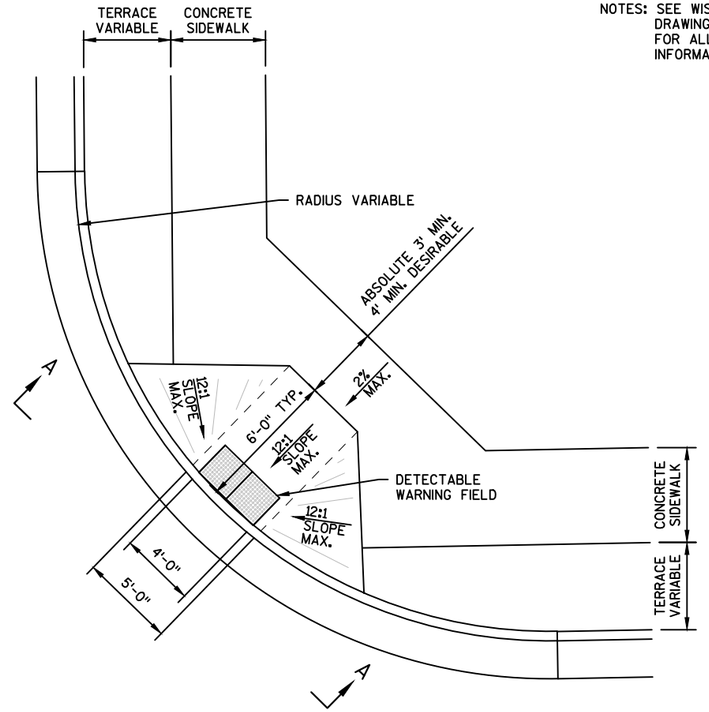
DEPRESS SIDEWALK PROFILE IF DRIVEWAY APRON EXCEEDS MAX SLOPE



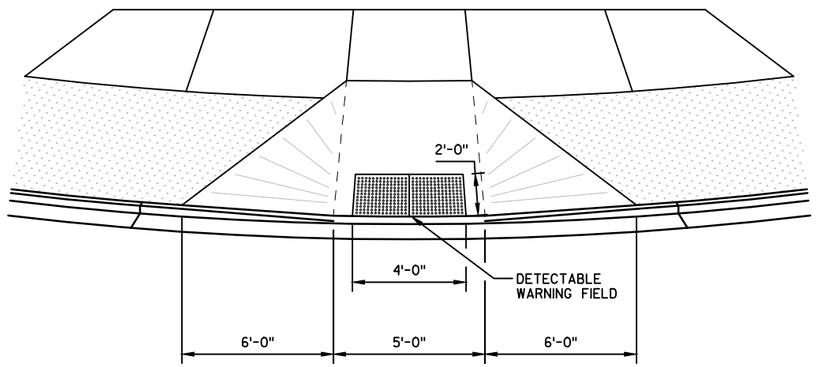
DEPRESSED SIDEWALK PROFILE DETAIL

ENTRANCE DETAIL WITH SIDEWALK, CURB & GUTTER

NOTES: SEE WISDOT STANDARD DETAIL DRAWINGS FOR CURB RAMPS FOR ALL OTHER PERTINENT INFORMATION

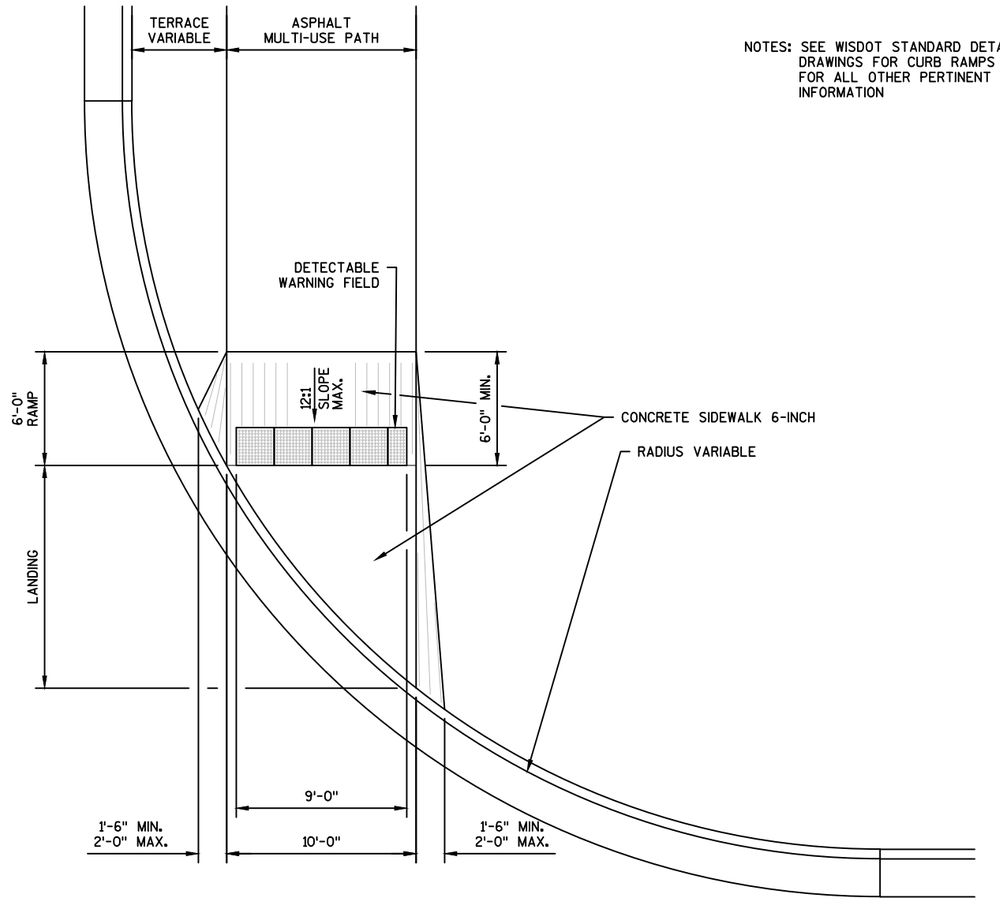


PLAN VIEW

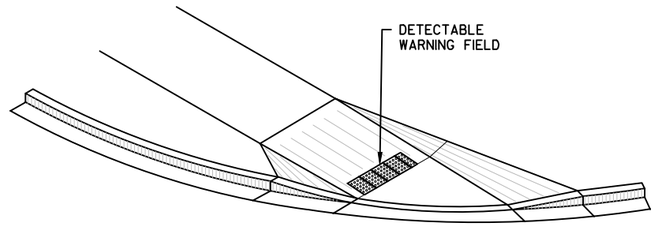


SECTION VIEW A-A

CURB RAMP TYPE 1 MODIFIED



PLAN VIEW



ISOMETRIC VIEW

CURB RAMP TYPE 4B1 MODIFIED

NOTES: SEE WISDOT STANDARD DETAIL DRAWINGS FOR CURB RAMPS FOR ALL OTHER PERTINENT INFORMATION

2

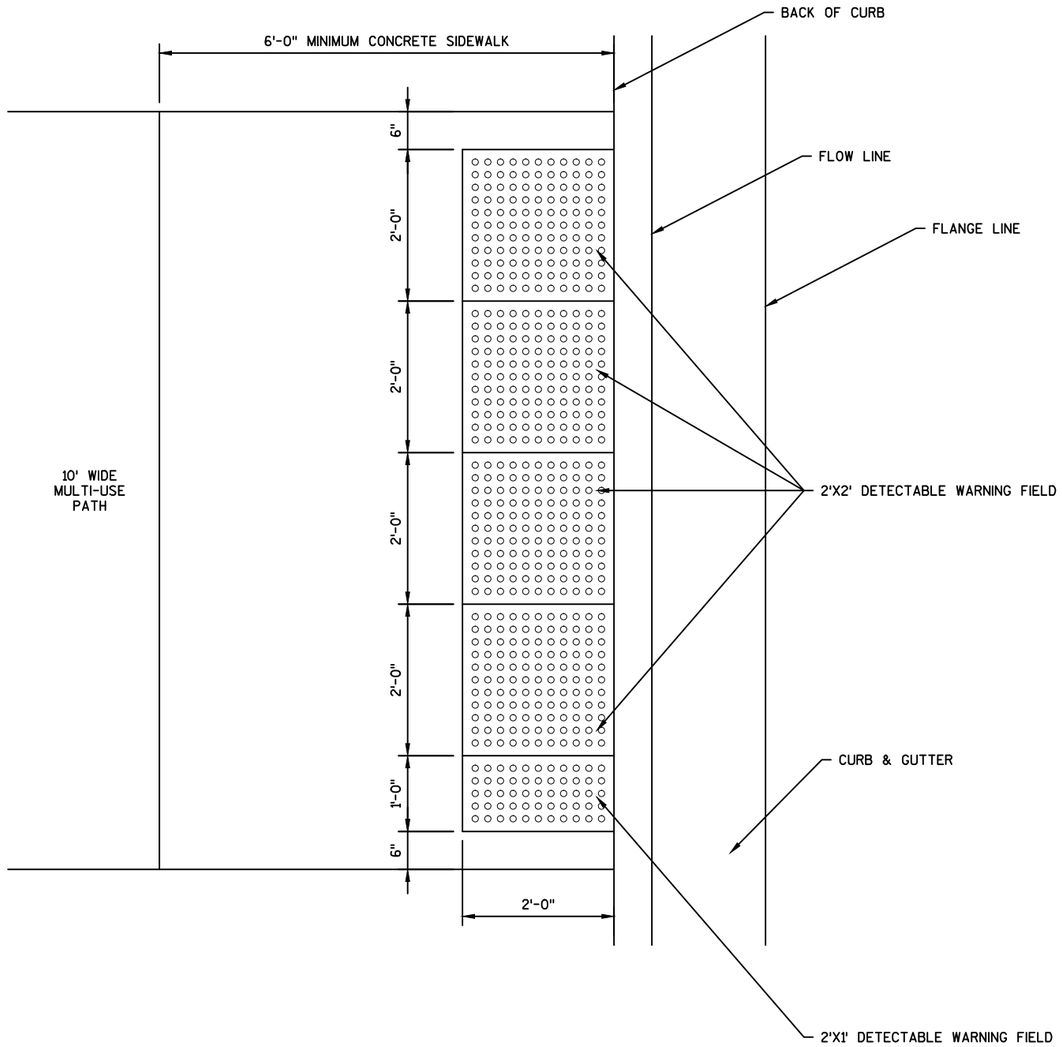
PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CONSTRUCTION DETAILS	SHEET 26	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_021021_CD.DWG
LAYOUT NAME - 14202371_021021_CD - SHEET-05
PLOT DATE : 2/25/2015 12:50 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1" = 1'
WISDOT/CADDS SHEET 42

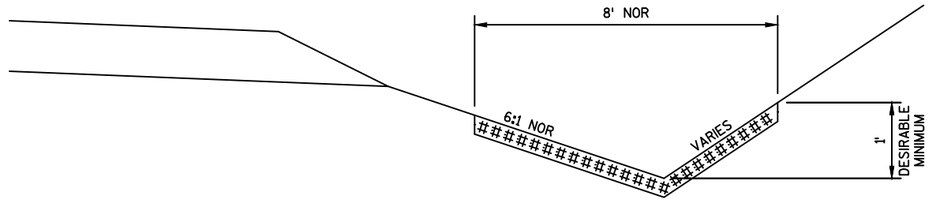
NOTES

THE DETECTABLE WARNING FIELD SHALL EXTEND TO 6" FROM THE EDGE OF THE PAVED PORTION OF THE PATH WIDTH.

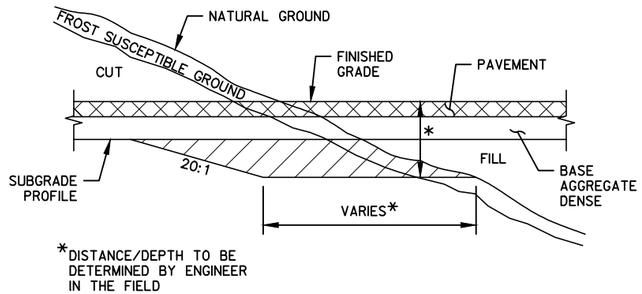
DO NOT PROVIDE SPACE BETWEEN MULTIPLE PANELS.



DETECTABLE WARNING FIELD FOR MULTI-USE PATH



EROSION MAT DETAIL FOR DITCHES

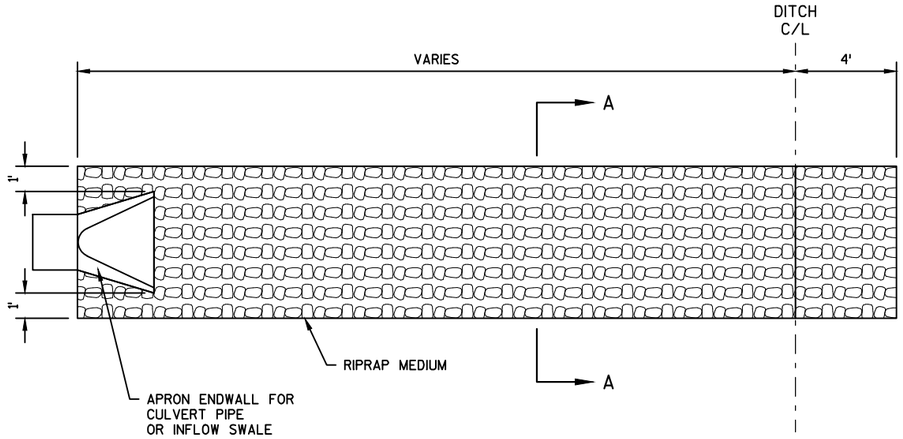


PROFILE VIEW

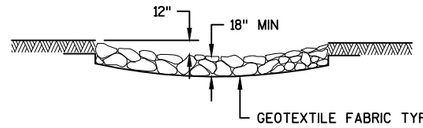
EXCAVATION BELOW SUBGRADE (EBS)

EXACT LOCATION OF EXCAVATION BELOW SUBGRADE (EBS) SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. EBS AREA TO BE BACKFILLED WITH MATERIAL ACCEPTABLE TO THE ENGINEER.

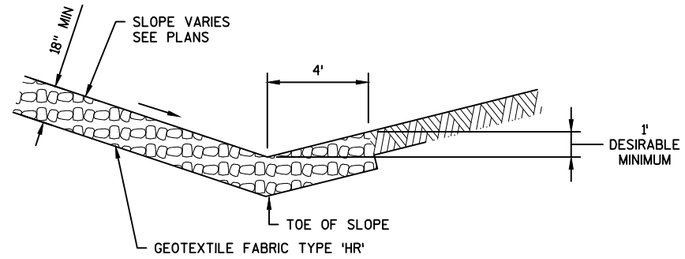
PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CONSTRUCTION DETAILS	SHEET 27	E



PLAN VIEW

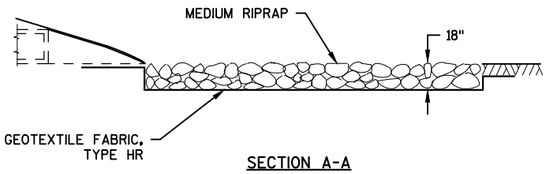


SECTION A-A

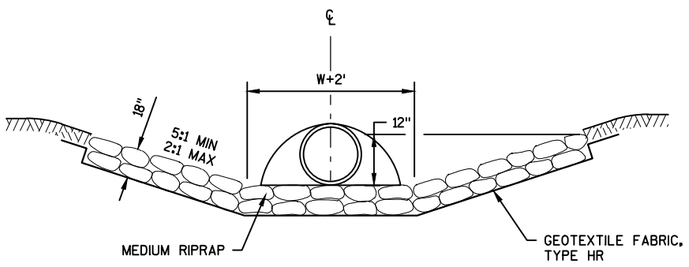


SIDE VIEW WHEN DISCHARGING TO DITCH

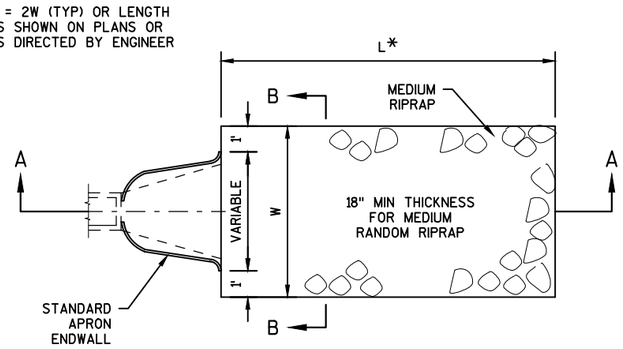
RIPRAP FLUME DETAIL



SECTION A-A

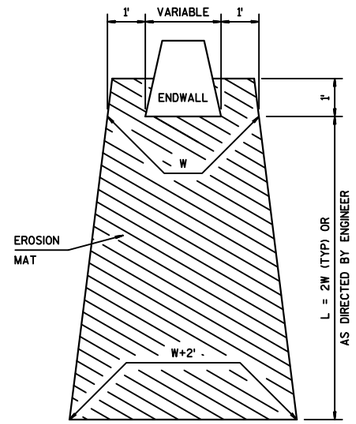


SECTION B-B



PLAN VIEW

MEDIUM RIPRAP AND GEOTEXTILE FABRIC DETAIL AT APRON ENDWALLS



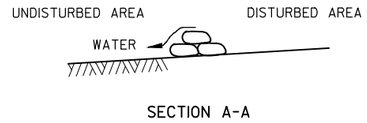
EROSION MAT TREATMENT AT CULVERTS

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY:FOND DU LAC	CONSTRUCTION DETAILS	SHEET 28	E

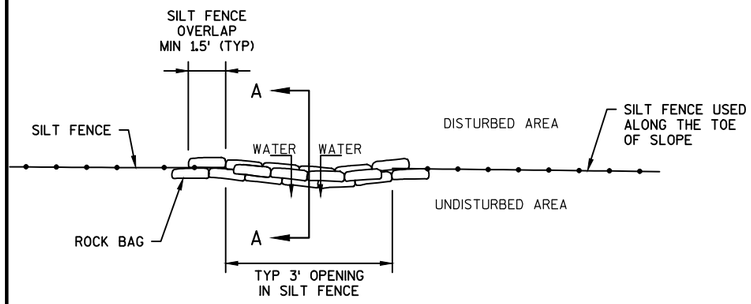
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33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

TOTAL PROJECT AREA = 27 ACRES (CTH T) + 49 ACRES (CTH V) = 76 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 19 ACRES (CTH T) + 31 ACRES (CTH V) = 50 ACRES

RUNOFF COEFFICIENT TABLE

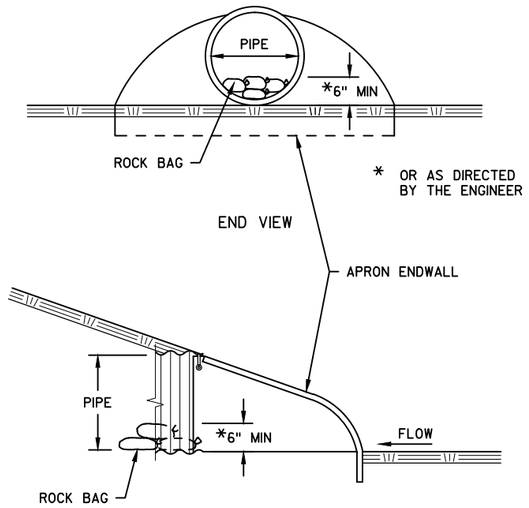


SECTION A-A



PLAN VIEW

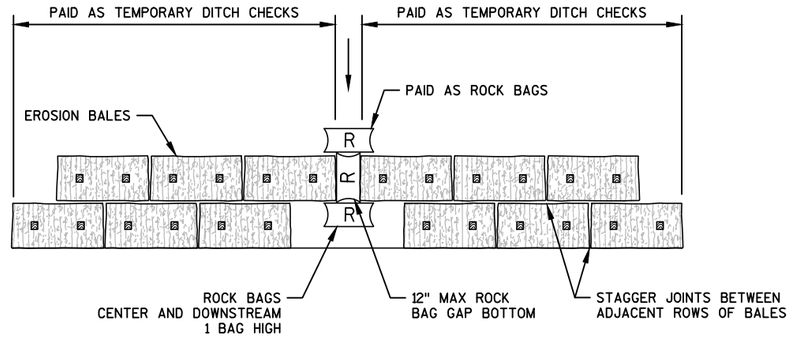
ROCK BAGS USED FOR SILT FENCE RELIEF POINT



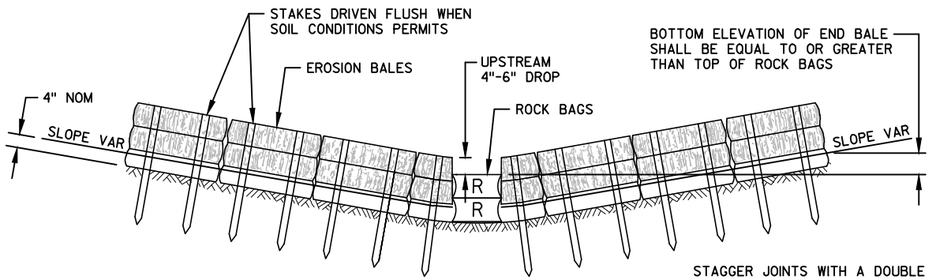
SIDE VIEW

ROCK BAGS USED FOR CULVERT PIPE CHECKS

ROCK BAGS DETAIL



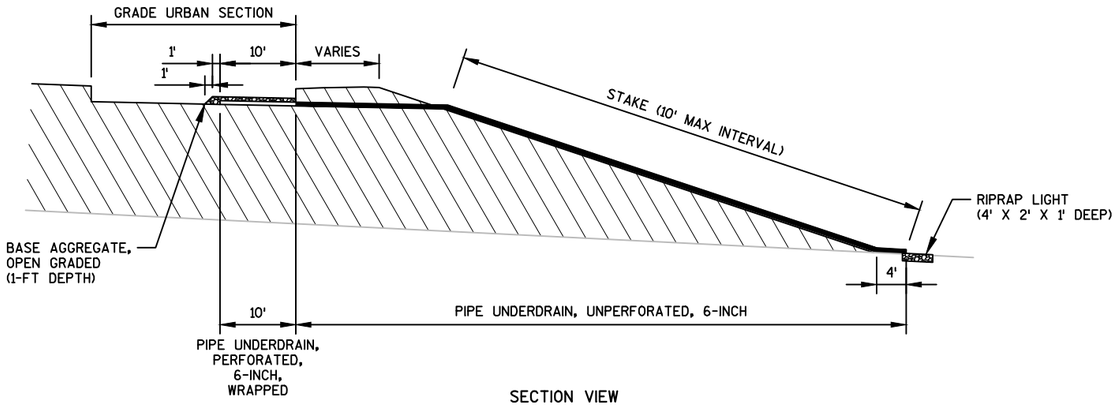
PLAN VIEW



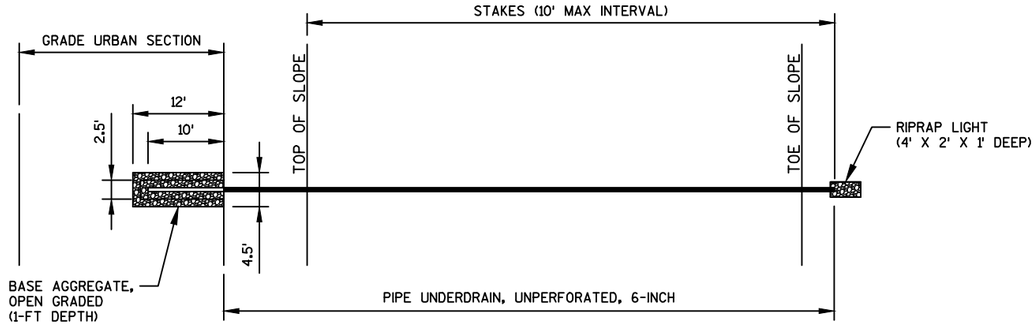
FRONT ELEVATION

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

TEMPORARY DITCH CHECKS WITH ROCK BAG RELIEF

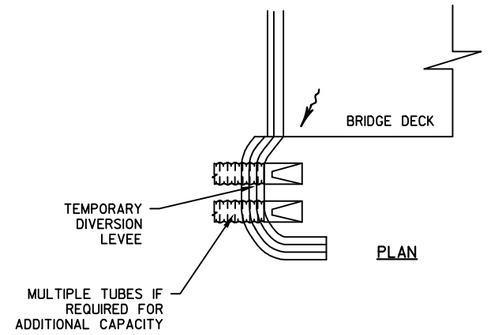


SECTION VIEW

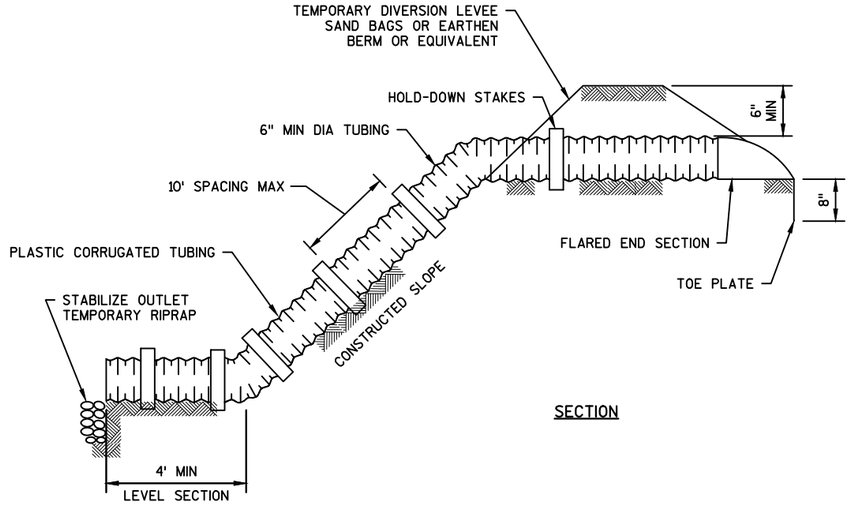


PLAN VIEW

TEMPORARY PIPE UNDERDRAIN OUTFALL



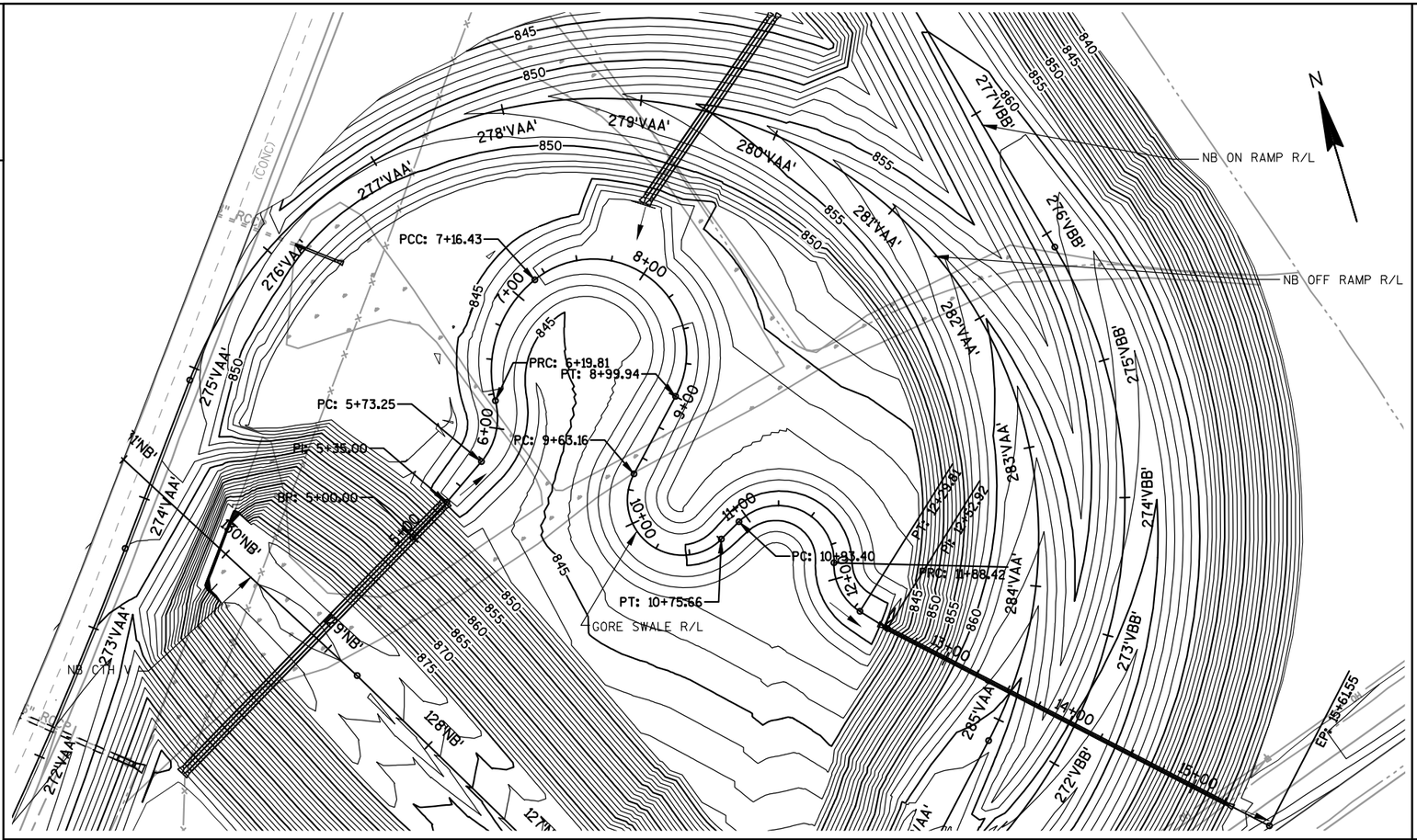
PLAN

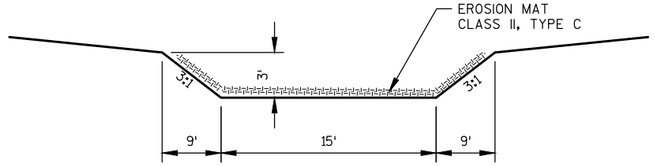


SECTION

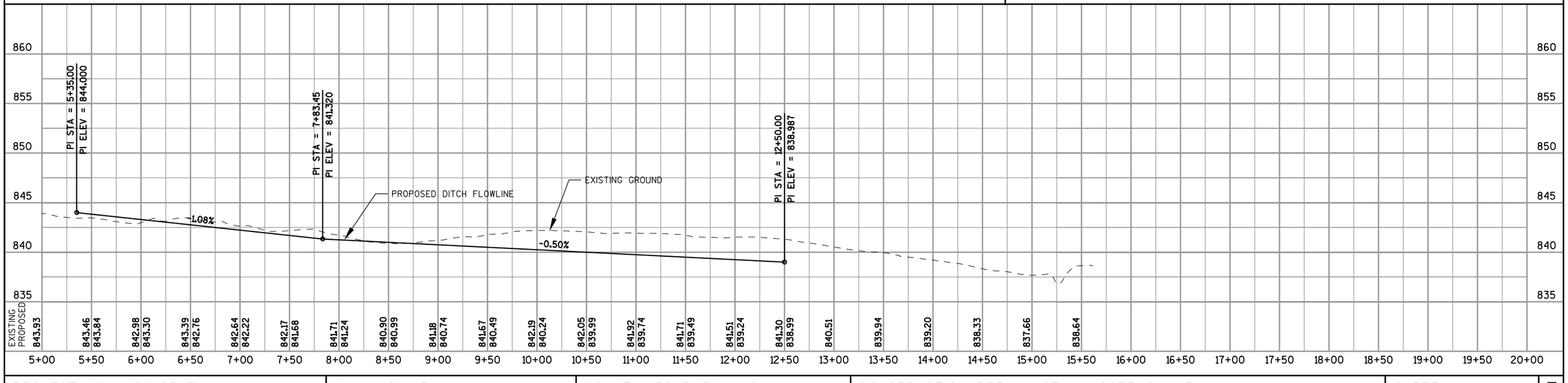
NOTES:
1. TEMPORARY LEVEE SHALL BE CONSTRUCTED FROM EARTHEN BERM, SAND BAGS, OR OTHER EQUIVALENT MATERIAL TO TEMPORARILY DIVERT WATER ALONG THE TOP OF SLOPE.
2. ADD MULTIPLE CONDUITS DOWN THE SLOPE AS REQUIRED FOR DISCHARGE CAPACITY.
3. CONDUIT MATERIAL SHALL BE HEAVY DUTY FLEXIBLE MATERIAL SUCH AS NON-PERFORATED CORRUGATED PLASTIC TUBING OR SPECIALLY DESIGNED FLEXIBLE TUBING.
4. THE FLARED END SECTION AT THE INLET SHALL BE WATER-TIGHT WITH HAND COMPACTED MATERIAL AROUND THE PIPE AND END SECTION.
5. THE SOIL MATERIAL AROUND THE PIPE SHALL BE HAND COMPACTED IN 6" LIFTS TO FILL ALL VOIDS IN THE TUBING CORRUGATIONS.
6. REMOVE TEMPORARY DRAINS AND TEMPORARY LEVEES AFTER SLOPE IS FULLY STABILIZED WITH VEGETATION AND EROSION CONTROL FEATURES.
7. TEMPORARY OUTLET STABILIZATION SUCH AS RIPRAP OR OTHER APPROVED METHOD IS INCIDENTAL TO THE TEMPORARY SLOPE DRAIN ITEM.

TEMPORARY SLOPE DRAIN DETAIL





DITCH TYPICAL



PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CONSTRUCTION DETAIL: CTH V GORE SWALE	SHEET 31	E

PI 'PT' STA = 50+51.39
Y = 372932.606
X = 823941.069
DELTA = 075°17'05.1"
D = 143°14'22.0"
T = 30.85'
L = 52.56'
R = 40.00'
PC 'PT' STA = 50+20.54
Y = 372917.055
X = 823914.424
PT 'PT' STA = 50+73.09
Y = 372910.785
X = 823962.878
BK = N59° 43' 51.5"E
AH = S44° 59' 03.4"E

PI 'PT' STA = 51+05.32
Y = 372887.991
X = 823985.659
DELTA = 077°42'46.5"
D = 143°14'22.0"
T = 32.23'
L = 54.25'
R = 40.00'
PC 'PT' STA = 50+73.09
Y = 372910.785
X = 823962.878
PT 'PT' STA = 51+27.35
Y = 372905.400
X = 824012.778
BK = S44° 59' 03.4"E
AH = N57° 18' 10.1"E

PI 'PT' STA = 52+67.73
Y = 372981.231
X = 824130.911
DELTA = 074°10'25.7"
D = 143°14'22.0"
T = 30.24'
L = 51.78'
R = 40.00'
PC 'PT' STA = 52+37.49
Y = 372964.897
X = 824105.465
PT 'PT' STA = 52+89.27
Y = 373010.167
X = 824122.136
BK = N57° 18' 10.1"E
AH = N16° 52' 15.6"W

PI 'PT' STA = 53+20.12
Y = 373039.494
X = 824112.582
DELTA = 075°07'24.0"
D = 142°51'26.4"
T = 30.84'
L = 52.59'
R = 40.11'
PC 'PT' STA = 52+89.27
Y = 373010.167
X = 824122.136
PT 'PT' STA = 53+41.86
Y = 373056.257
X = 824138.473
BK = N18° 02' 36.3"W
AH = N57° 04' 47.7"E

BP: 49+50.00'PT'
PC: 50+20.54'PT'
50'PT'
18" CMP
18" CMCP
SLOPE INTERCEPT (TYP)
R40'
PRC: 50+73.09'PT'
R40'
PT: 51+27.35'PT'
51'PT'
52'PT'
TEMPORARY 30 LF 24-IN CPCS
STA 50'PT'+79
SKEW 23.2° LHF
PRC: 52+89.27'PT'
PC: 52+37.49'PT'
R40'
53'PT'
40.11'
PT: 53+41.86'PT'
EP: 54+00.00'PT'
54'PT'
PRAIRIE TRAIL
TEMPORARY 30 LF 24-IN CPCS
STA 52'PT'+77
SKEW 32.6° RHF
+02.27'PT'
12.50' RT
+21.00'PT'
10.64' RT
29'
TEMPORARY CONCRETE BARRIER (SEE TRAFFIC CONTROL PLAN)
+56.99'PT'
21.56' RT
+81.17'PT'
55.98' RT
(CONC)
USH 151 SB
(ASPH)

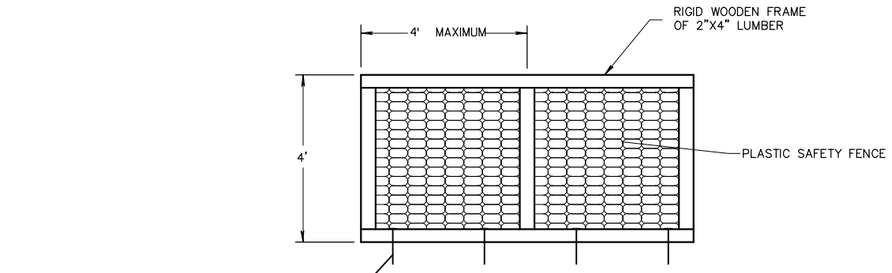
'PT'
2'
8'
2'
4%
VARIES
4%
4:1
4:1
2-INCH ASPHALTIC SURFACE
10-INCH BASE AGGREGATE DENSE, 1 ¼-INCH

858
856
854
852
850
848
846
844

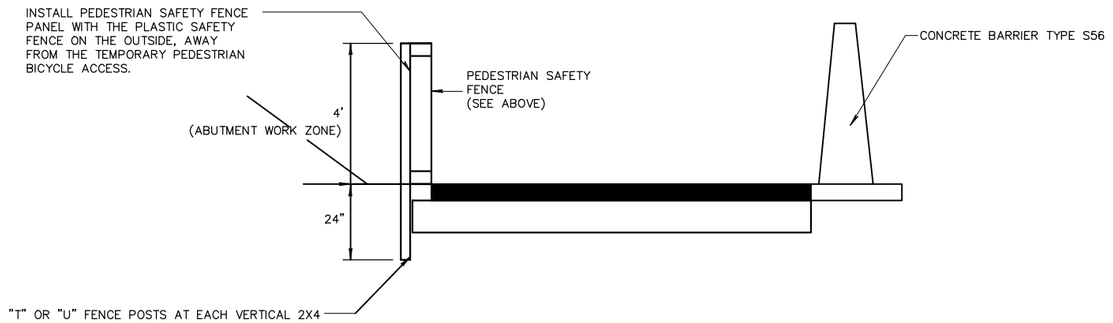
PVI 'PT' STA = 50+49.79
PVI 'PT' ELEV = 850.17
PVI 'PT' STA = 51+15.00
PVI 'PT' ELEV = 850.99
PVI 'PT' STA = 52+37.49
PVI 'PT' ELEV = 850.67
PVI 'PT' STA = 53+12.62
PVI 'PT' ELEV = 850.41
PROPOSED PROFILE FOR TEMPORARY PRAIRIE TRAIL
1.26% 'PT'
-0.26% 'PT'
-0.35% 'PT'
EXISTING PROFILE FOR TEMPORARY PRAIRIE TRAIL
TEMPORARY 30 LF 24-IN CPCS
TEMPORARY 30 LF 24-IN CPCS

49+20 49+40 49+60 49+80 50+00 50+20 50+40 50+60 50+80 51+00 51+20 51+40 51+60 51+80 52+00 52+20 52+40 52+60 52+80 53+00 53+20 53+40 53+60 53+80 54+00 54+20 54+40 54+60 54+80 55+00 55+20

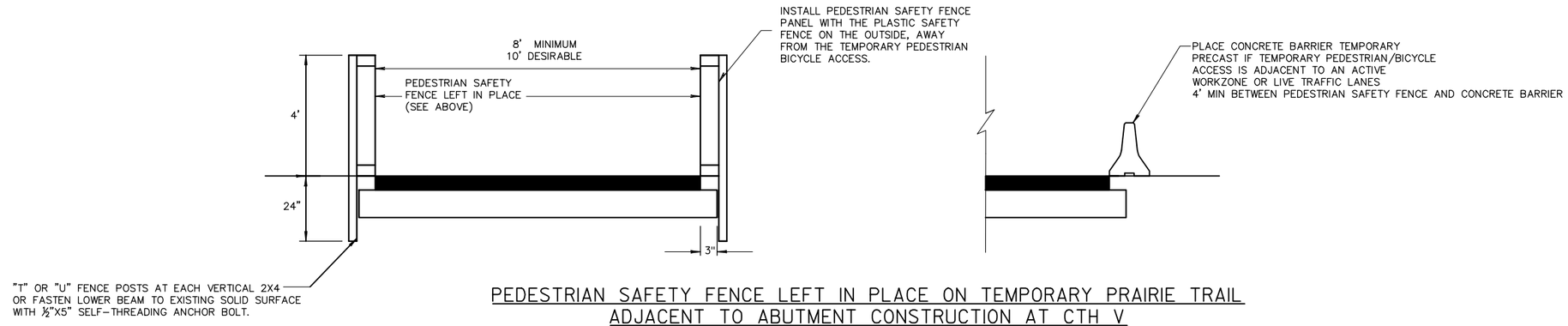
PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CONSTRUCTION DETAILS: CTH V - TEMPORARY PRAIRIE TRAIL	SHEET 32	E



PEDESTRIAN SAFETY FENCE



PEDESTRIAN SAFETY FENCE ON PRAIRIE TRAIL ADJACENT TO ABUTMENT CONSTRUCTION AT CTH T



PEDESTRIAN SAFETY FENCE LEFT IN PLACE ON TEMPORARY PRAIRIE TRAIL ADJACENT TO ABUTMENT CONSTRUCTION AT CTH V

2

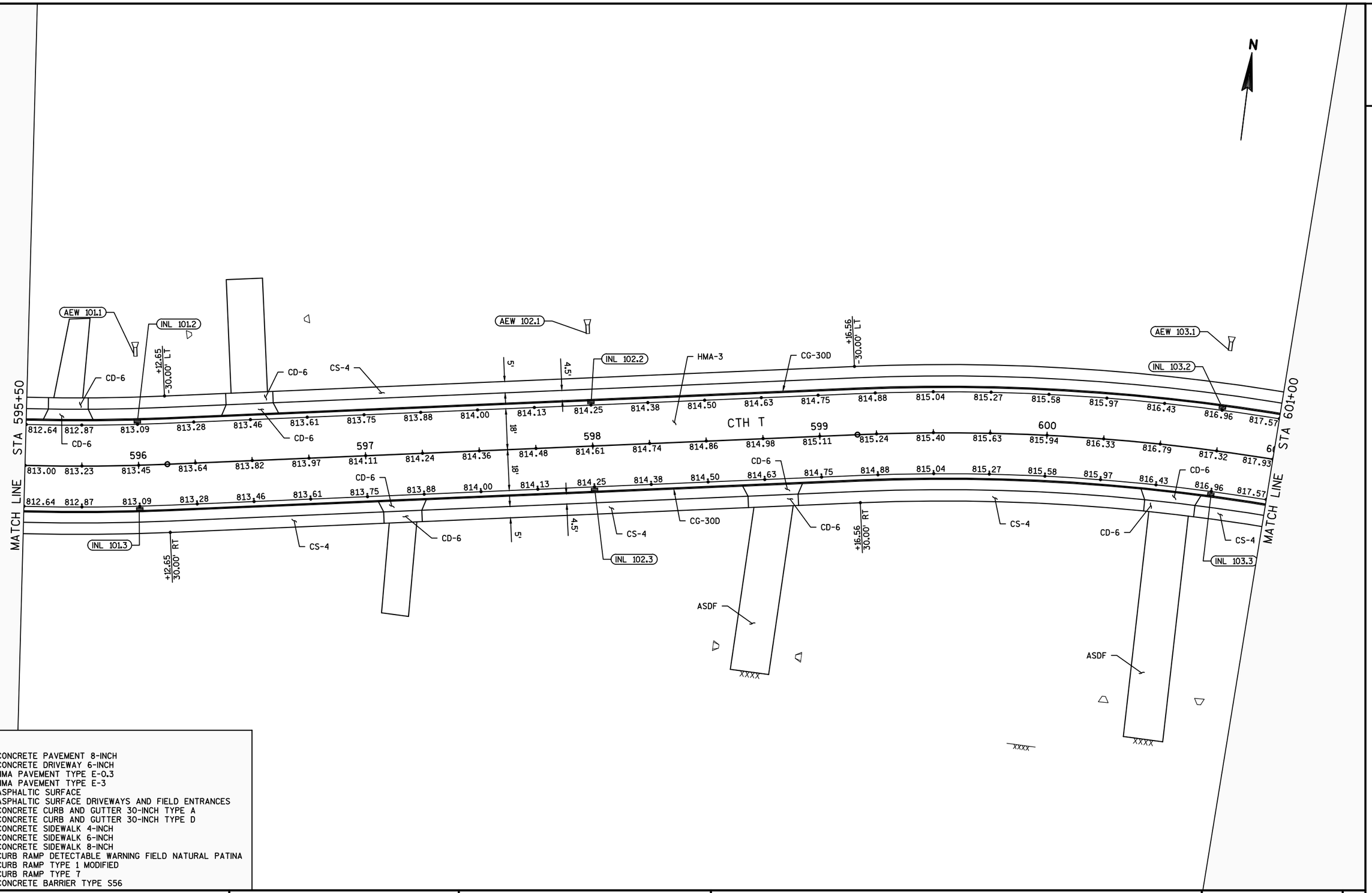
N

CR-7B
CS-6
+02.35
-33.92' LT
+13.34
-33.53' LT
+12.18
-30.00' LT
+42.46
-30.00' LT
ASPHALTIC
FLUME
CG-30D
CS-4
+11.96
-18.00' LT
5'
4.5'
HMA-3
WF-NP
+00.00
-22.00' LT
809.09 809.54 809.98 810.39 810.79 810.97 811.15 811.49 811.81 812.10 812.38 812.64
STA 595+50
591 592 593 CTH T 594 595
809.53 809.96 810.38 810.78 811.16 811.51 811.85 812.17 812.46 812.74 813.00
18'
+00.00
24.25' RT
809.11 809.56 809.91 810.02 810.42 810.80 811.15 811.49 811.81 812.10 812.38 812.64
809.03
MATCH LINE
+81.21
46.37' RT
WF-NP
WF-NP
CS-4
WF-NP
CR-1M
CS-6
INL 100.1
+14.19
34.01' RT
+43.44
18.00' RT
CG-30D
CS-4
+44.24
30.00' RT
+42.46
30.00' RT
CR-7B
CS-6
+02.98
23.42' RT
INL 100.2
CR-1M
CS-6
+79.78
51.42' RT
+97.60
37.37' RT
+85.51
53.66' RT
+84.64
50.24' RT
COUNTRY LANE

LEGEND

CP-8	CONCRETE PAVEMENT 8-INCH
CD6	CONCRETE DRIVEWAY 6-INCH
HMA-0.3	HMA PAVEMENT TYPE E-0.3
HMA-3	HMA PAVEMENT TYPE E-3
AS	ASPHALTIC SURFACE
ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG-30D	CONCRETE CURB AND GUTTER 30-INCH TYPE D
CS-4	CONCRETE SIDEWALK 4-INCH
CS-6	CONCRETE SIDEWALK 6-INCH
CS-8	CONCRETE SIDEWALK 8-INCH
WF-NP	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
CR-1M	CURB RAMP TYPE 1 MODIFIED
CR-7	CURB RAMP TYPE 7
CB-56	CONCRETE BARRIER TYPE S56

2



LEGEND

CP-8	CONCRETE PAVEMENT 8-INCH
CD6	CONCRETE DRIVEWAY 6-INCH
HMA-0.3	HMA PAVEMENT TYPE E-0.3
HMA-3	HMA PAVEMENT TYPE E-3
AS	ASPHALTIC SURFACE
ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG-30D	CONCRETE CURB AND GUTTER 30-INCH TYPE D
CS-4	CONCRETE SIDEWALK 4-INCH
CS-6	CONCRETE SIDEWALK 6-INCH
CS-8	CONCRETE SIDEWALK 8-INCH
WF-NP	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
CR-1M	CURB RAMP TYPE 1 MODIFIED
CR-7	CURB RAMP TYPE 7
CB-56	CONCRETE BARRIER TYPE S56

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PAVING DETAILS: CTH T	SHEET	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_021201_PD - C3D12.DWG
LAYOUT NAME - 14202371_021201_PD - C3D12 - SHEET-02

PLOT DATE : 2/17/2015 12:47 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1" = 40'_XREF

LEGEND

CP-8	CONCRETE PAVEMENT 8-INCH
CD6	CONCRETE DRIVEWAY 6-INCH
HMA-0.3	HMA PAVEMENT TYPE E-0.3
HMA-3	HMA PAVEMENT TYPE E-3
AS	ASPHALTIC SURFACE
ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG-30D	CONCRETE CURB AND GUTTER 30-INCH TYPE D
CS-4	CONCRETE SIDEWALK 4-INCH
CS-6	CONCRETE SIDEWALK 6-INCH
CS-8	CONCRETE SIDEWALK 8-INCH
WF-NP	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
CR-1M	CURB RAMP TYPE 1 MODIFIED
CR-7	CURB RAMP TYPE 7
CB-56	CONCRETE BARRIER TYPE S56

N

AEW 122.1

STA 601+00

STA 607+00

MATCH LINE

MATCH LINE

CTH T

CR-7B
CS-6

+41.35
-30.00' LT

+46.44
-30.00' LT

+63.44
-30.00' LT

CS-4

CD-6

AEW 104.1

INL 104.2

CG-30D

CS-4

HMA-3

AEW 105.1

INL 105.2

817.57 818.25 819.01 819.84 820.75 821.73 822.78 823.91 825.12 826.40 827.26 827.71 829.02 830.34 831.63 832.88 834.07 835.22 836.33 837.38 838.39 839.35 840.26 841.13 841.95 842.72

WF-NP

CD-6

601 602 603 604 605 606

817.93 818.62 819.37 820.20 821.11 822.09 823.14 824.27 825.48 826.76 828.07 829.38 830.70 831.99 833.24 834.43 835.58 836.69 837.74 838.75 839.71 840.62 841.49 842.31 843.08

821.93

817.57 818.25 819.01 819.84 820.75 821.73 822.78 823.91 825.12 826.40 827.18 827.26 827.71 829.02 830.34 831.63 832.88 834.07 835.22 836.33 837.38 838.39 839.35 840.26 841.13 841.95 842.72

WF-NP

822.67

CR-1M
CS-6

INL 104.3

CG-30D

CS-4

INL 106.2

AEW 106.1

+41.35
30.00' RT

CS-4

CG-30D

+30.00
30.00' RT

R40'

+50.42
38.84' RT

+42.00
-55.00' LT

+30.00
58.00' RT

823.15

ASPHALTIC
FLUME

824.23

WF-NP

825.24

CR-4B1M
CS-6

+43.19
10.00' RT

R40'

+42.00
55.00' RT

+40.00
58.00' RT

823.15

ASPHALTIC
FLUME

+95.94
30.00' RT

AS

PRAIRIE TRAIL CONNECTOR

823.67

822.92

822.10

821.28

820.45

819.62

COUNTRY CREEK DR

+56.85
-13.00' LT

+56.85
13.00' RT

HMA-3

4' 13' 13' 4'

40 41 42 43 44

14 16 11 56

2 10' 2

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PAVING DETAILS: CTH T	SHEET 36	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_021201_PD - C3D12.DWG
LAYOUT NAME - 14202371_021201_PD - C3D12 - SHEET-03

PLOT DATE : 2/17/2015 12:47 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

2

N

MH 122.2

+86.44
-61.00' LT

HMA-0.3

+95.00
51.00' RT

+95.00
57.00' RT

MH 122.3

55

PRAIRIE TRAIL

+83.92
-61.00' LT

CB-56

307

306

HMA-0.3

B-20-0227

AEW 107.1

CG-30D

+05.25
-30.00' LT

CS-4

INL 107.2

+45.25
-26.00' LT

CS-8

CG-30A

54

842.72 843.45 844.06 844.36

844.13

CPAS

608 609 610 611 612 CTH T

843.08 843.81 844.49 844.93

844.76

842.72 843.45 844.13 844.61 844.78

848.53 848.58 848.65 848.67 848.64 848.56 848.43 848.26 848.05 847.78 847.47 847.11

848.94

848.93

849.01 849.03 849.00 848.92 848.79 848.62 848.41 848.14 847.83 847.47

848.60 848.65 848.67 848.64 848.56 848.43 848.26 848.05 847.78 847.47 847.11

+39.75
-26.00' LT

CG-30A

CPAS

+79.75
-30.00' LT

CS-4

CG-30D

AEW 109.1

INL 109.2

+00.00
-30.00' LT

+00.00
-32.00' LT

CG-30D

R-20-46

5'

4.5'

18'

7'

MATCH LINE

STA 607+00

STA 613+00

INL 108.2

+70.25
26.00' RT

CS-4

AEW 108.1

+30.25
30.00' RT

CS-8

CG-30A

HMA-3

CG-30D

AS

53

+97.34
-61.00' LT

USH 151 SB

USH 151 NB

305

2' 10' 2'

+70.67
-5.00' LT

+57.34
-57.00' LT

MH 123.4

AEW 123.3

2' 3' 3' 6'

2' 6' 3'

+24.87
-15.00' LT

45

R5'

R5'

+04.87
-15.00' LT

AS

52

+70.67
15.00' RT

+70.00

CS-8

CG-30A

+64.75
26.00' RT

CS-4

CG-30D

+04.75
30.00' RT

5'

4.5'

HMA-3

CG-30D

INL 110.2

CS-4

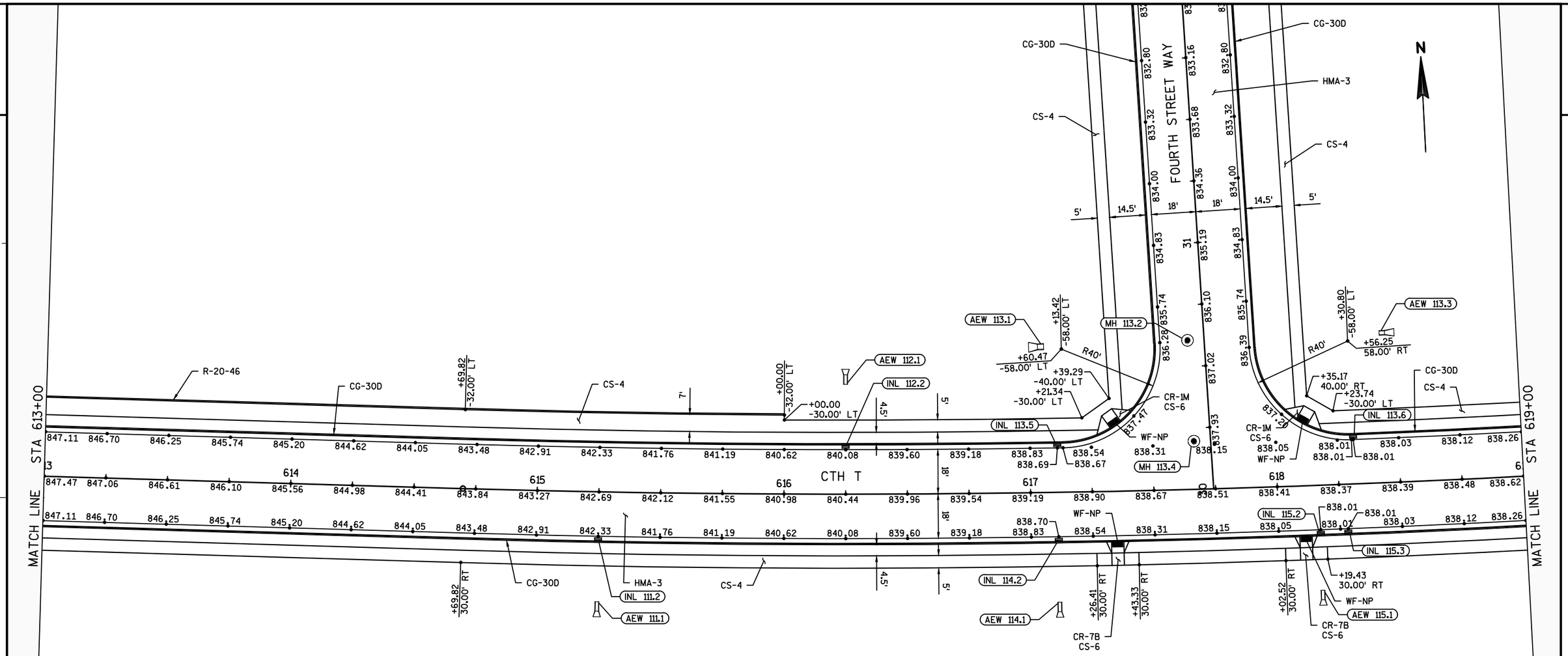
AEW 110.1

LEGEND

CP-8	CONCRETE PAVEMENT 8-INCH
CD6	CONCRETE DRIVEWAY 6-INCH
HMA-0.3	HMA PAVEMENT TYPE E-0.3
HMA-3	HMA PAVEMENT TYPE E-3
AS	ASPHALTIC SURFACE
ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG-30D	CONCRETE CURB AND GUTTER 30-INCH TYPE D
CS-4	CONCRETE SIDEWALK 4-INCH
CS-6	CONCRETE SIDEWALK 6-INCH
CS-8	CONCRETE SIDEWALK 8-INCH
WF-NP	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
CR-1M	CURB RAMP TYPE 1 MODIFIED
CR-7	CURB RAMP TYPE 7
CB-56	CONCRETE BARRIER TYPE S56

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PAVING DETAILS: CTH T	SHEET 37	E

2



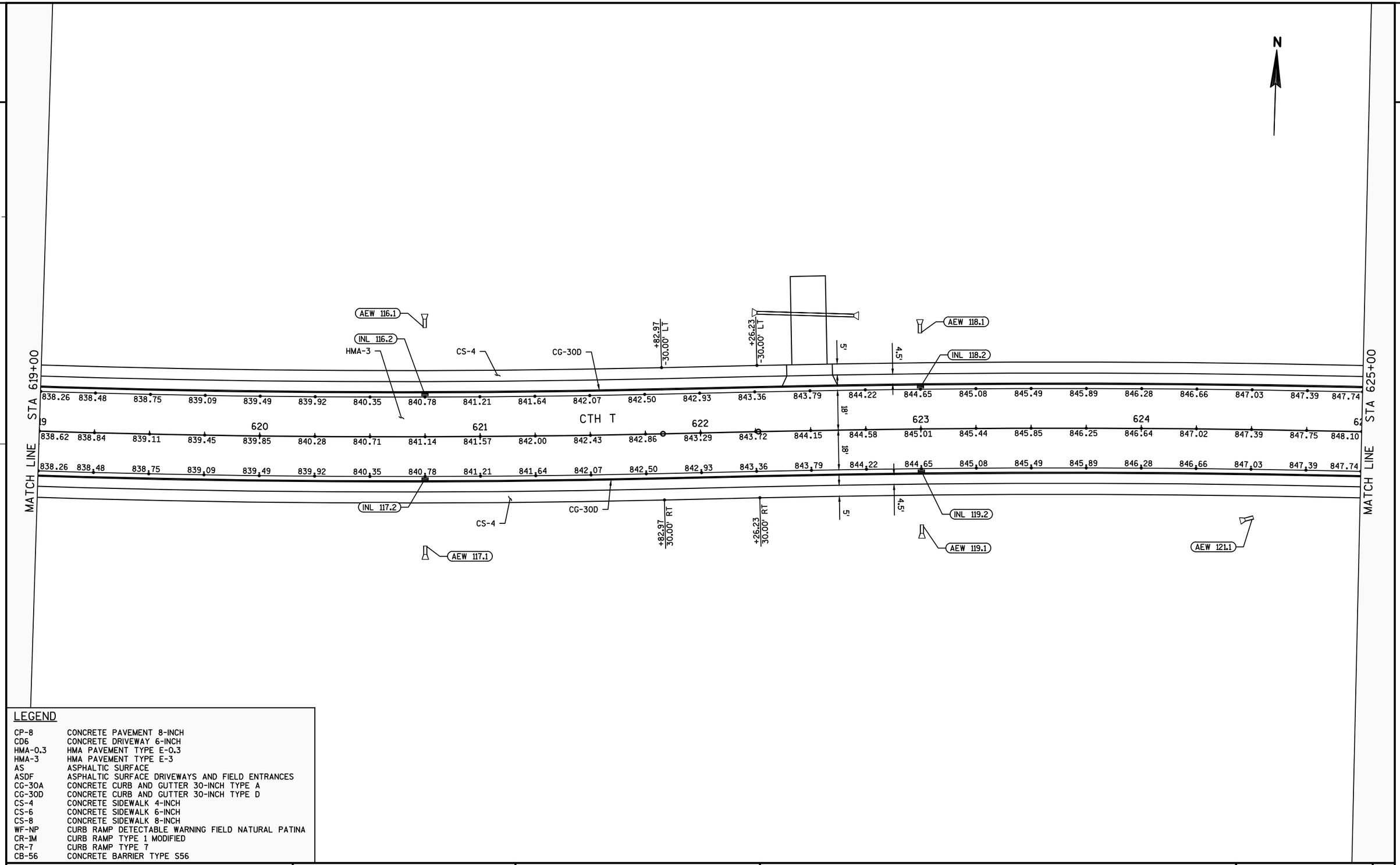
LEGEND

CP-8	CONCRETE PAVEMENT 8-INCH
CD6	CONCRETE DRIVEWAY 6-INCH
HMA-0.3	HMA PAVEMENT TYPE E-0.3
HMA-3	HMA PAVEMENT TYPE E-3
AS	ASPHALTIC SURFACE
ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG-30D	CONCRETE CURB AND GUTTER 30-INCH TYPE D
CS-4	CONCRETE SIDEWALK 4-INCH
CS-6	CONCRETE SIDEWALK 6-INCH
CS-8	CONCRETE SIDEWALK 8-INCH
WF-NP	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
CR-1M	CURB RAMP TYPE 1 MODIFIED
CR-7	CURB RAMP TYPE 7
CB-56	CONCRETE BARRIER TYPE S56

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PAVING DETAILS: CTH T	SHEET	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_021201_PD - C3D12.DWG
LAYOUT NAME - 14202371_021201_PD - C3D12 - SHEET-05
PLOT DATE : 2/17/2015 12:48 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1" = 40'_XREF

2



LEGEND

CP-8	CONCRETE PAVEMENT 8-INCH
CD6	CONCRETE DRIVEWAY 6-INCH
HMA-0.3	HMA PAVEMENT TYPE E-0.3
HMA-3	HMA PAVEMENT TYPE E-3
AS	ASPHALTIC SURFACE
ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG-30D	CONCRETE CURB AND GUTTER 30-INCH TYPE D
CS-4	CONCRETE SIDEWALK 4-INCH
CS-6	CONCRETE SIDEWALK 6-INCH
CS-8	CONCRETE SIDEWALK 8-INCH
WF-NP	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
CR-1M	CURB RAMP TYPE 1 MODIFIED
CR-7	CURB RAMP TYPE 7
CB-56	CONCRETE BARRIER TYPE S56

2

N

STA 625+00

MATCH LINE

CTH T

CTH K

AEW 120.1

INL 120.2

HMA-3

+11.94 -30.00' LT

CG-30D

CS-4

+75.30 -58.00' LT

+53.40 -58.00' LT

+53.40 -18.00' LT

+75.30 -30.00' LT

+82.96 -31.07' LT

R40'

850.86

851.04

850.85

+58.40 -11.00' LT

+63.40 -17.33' LT

ASPHALTIC FLUME

+30.70 -11.00' LT

CR-1M CS-6

WF-NP

3'

71

70

847.74 848.07 848.39 848.71 849.01 849.30 849.58 849.84 850.10 850.35 850.60 850.85

625 626 627 628 629 630 631

848.10 848.43 848.75 849.07 849.37 849.66 849.94 850.20 850.46 850.71 850.96 851.21 851.46

CD-6

INL 121.2

CS-4

ASDF

+11.94 30.00' RT

+53.19 30.00' RT

+28.60 -58.00' LT

+53.19 58.00' RT

+76.41 42.36' RT

+28.60 -18.00' LT

850.63

851.06

851.50

69

68

+58.60 -11.00' LT

LEGEND

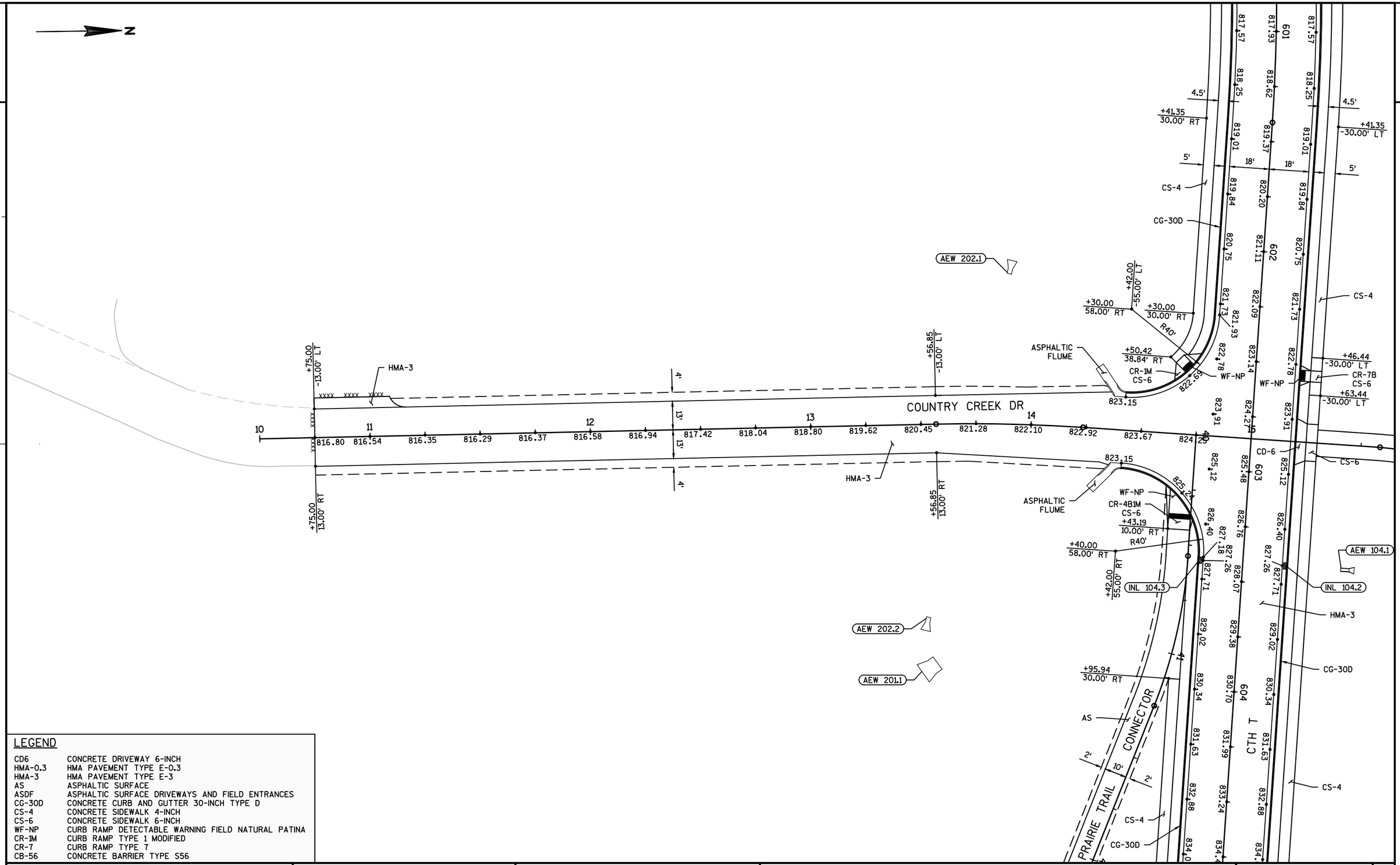
CP-8	CONCRETE PAVEMENT 8-INCH
CD6	CONCRETE DRIVEWAY 6-INCH
HMA-0.3	HMA PAVEMENT TYPE E-0.3
HMA-3	HMA PAVEMENT TYPE E-3
AS	ASPHALTIC SURFACE
ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG-30D	CONCRETE CURB AND GUTTER 30-INCH TYPE D
CS-4	CONCRETE SIDEWALK 4-INCH
CS-6	CONCRETE SIDEWALK 6-INCH
CS-8	CONCRETE SIDEWALK 8-INCH
WF-NP	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
CR-1M	CURB RAMP TYPE 1 MODIFIED
CR-7	CURB RAMP TYPE 7
CB-56	CONCRETE BARRIER TYPE S56

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PAVING DETAILS: CTH T	SHEET 40	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_021201_PD - C3D12.DWG
LAYOUT NAME - 14202371_021201_PD - C3D12 - SHEET-07

PLOT DATE : 2/17/2015 12:48 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42



LEGEND

CD6	CONCRETE DRIVEWAY 6-INCH
HMA-0.3	HMA PAVEMENT TYPE E-0.3
HMA-3	HMA PAVEMENT TYPE E-3
AS	ASPHALTIC SURFACE
ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CG-30D	CONCRETE CURB AND GUTTER 30-INCH TYPE D
CS-4	CONCRETE SIDEWALK 4-INCH
CS-6	CONCRETE SIDEWALK 6-INCH
WF-NP	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
CR-1M	CURB RAMP TYPE 1 MODIFIED
CR-7	CURB RAMP TYPE 7
CB-56	CONCRETE BARRIER TYPE S56

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PAVING DETAILS: COUNTRY CREEK DRIVE	SHEET 41	E

2

N

+85.00
-25.00' LT

HMA-0.3

USH 151 SB

3'

3'

296 297 298 299 300 301 30

+85.00 +85.00
22.00' RT -22.00' LT

3'

+85.00
25.00' RT

3'

USH 151 NB

HMA-0.3

+85.00
51.00' RT

6'

2'

+85.00
57.00' RT

MATCH LINE STA 302+00

LEGEND

CD6	CONCRETE DRIVEWAY 6-INCH
HMA-0.3	HMA PAVEMENT TYPE E-0.3
HMA-3	HMA PAVEMENT TYPE E-3
AS	ASPHALTIC SURFACE
ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CG-30D	CONCRETE CURB AND GUTTER 30-INCH TYPE D
CS-4	CONCRETE SIDEWALK 4-INCH
CS-6	CONCRETE SIDEWALK 6-INCH
WF-NP	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
CR-1M	CURB RAMP TYPE 1 MODIFIED
CR-7	CURB RAMP TYPE 7
CB-56	CONCRETE BARRIER TYPE S56

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PAVING DETAILS: USH 151	SHEET 42	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_021202_PD - C3D12.DWG
LAYOUT NAME - 14202371_021202_PD - C3D12 - SHEET-02
PLOT DATE : 2/17/2015 12:48 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1" = 40'_XREF

2

N

AEW 206.2
AEW 204.2
AEW 205.2
AEW 204.1
AEW 205.1
AEW 206.1
AEW 108.1
AEW 122.1
AEW 107.1
AEW 123.3

+14.33
-147.99' LT
+48.79
-147.14' LT
+67.84
-146.67' LT
+04.87
-15.00' LT
+24.87
-15.00' LT
+70.67
15.00' RT
+70.67
-5.00' LT
+70.00
-57.00' LT
+57.34
-57.00' LT
+97.34
-61.00' LT
+70.00
-51.00' LT
+82.94
-125.34' LT
+70.25
26.00' RT
+30.25
30.00' RT
+05.25
-30.00' LT
+45.25
-26.00' LT
+48.55
-121.51' LT
+73.91
-146.07' LT
+86.44
-61.00' LT
+83.92
-61.00' LT
+66.01
123.41' RT
+31.61
127.24' RT
+64.75
26.00' RT
+39.75
-26.00' LT
+04.75
30.00' RT
+79.75
-30.00' LT
+38.25
147.08' RT
+24.74
148.24' RT
+15.00
51.00' RT
+15.00
57.00' RT

INL 108.2
INL 107.2
INL 123.1
MH 122.2
MH 122.3
MH 123.4
CB-56
B-20-0227

CG-30D
CS-4
HMA-3
HMA-0.3
CG-30D
CS-4
CS-4
CG-30D
HMA-3
HMA-0.3

CTH T
PRAIRIE TRAIL
USH 151 SB
USH 151 NB

50 51 52 53 54 55
303 304 305 306 307
607 608 609 610 611

AS
2'
10'
6'
3'
3'
3'
2'
4.5'
5'
18'
R50'
R50'

MATCH LINE STA 302+00
MATCH LINE STA 308+00

LEGEND

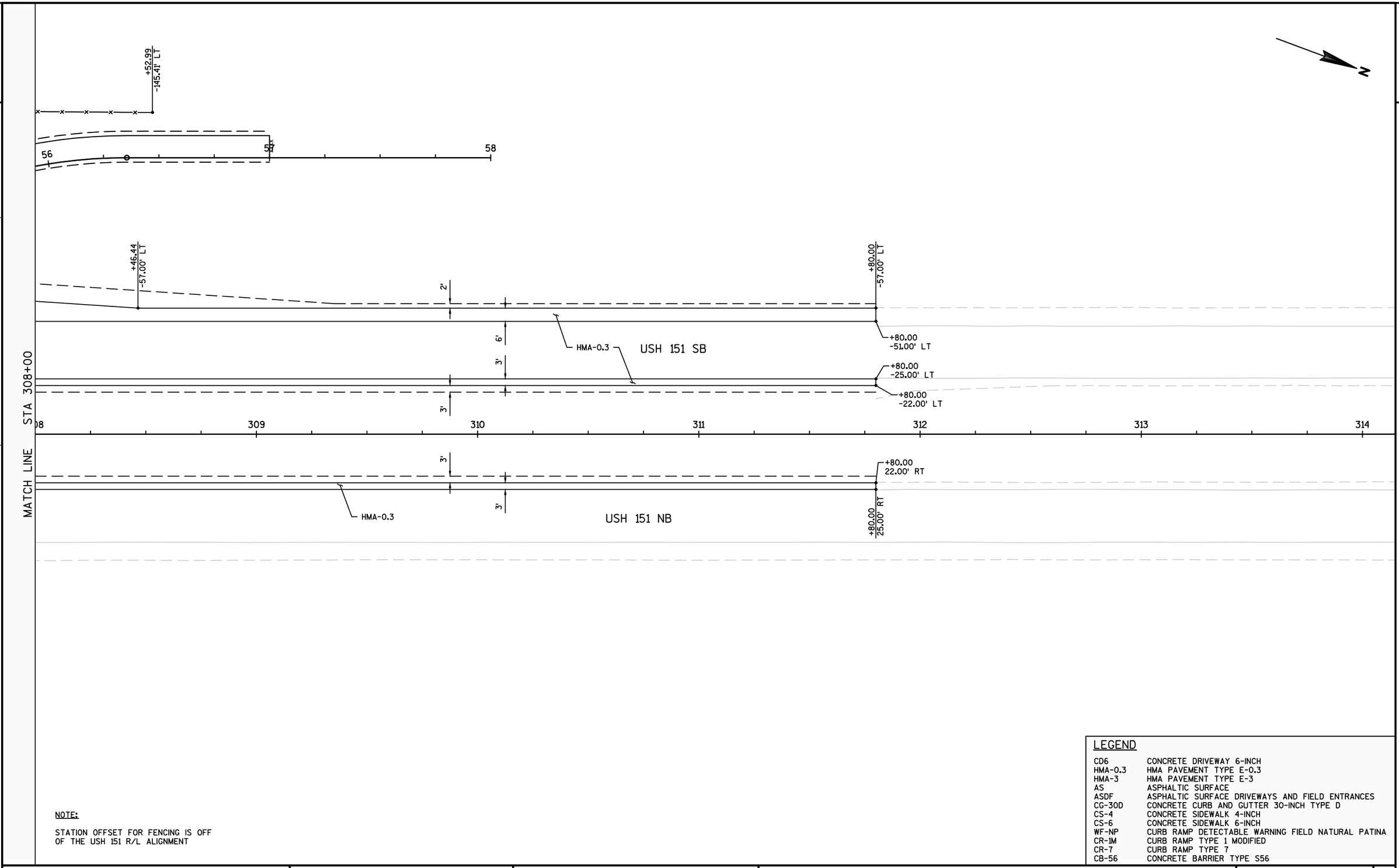
CD6	CONCRETE DRIVEWAY 6-INCH
HMA-0.3	HMA PAVEMENT TYPE E-0.3
HMA-3	HMA PAVEMENT TYPE E-3
AS	ASPHALTIC SURFACE
ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CG-30D	CONCRETE CURB AND GUTTER 30-INCH TYPE D
CS-4	CONCRETE SIDEWALK 4-INCH
CS-6	CONCRETE SIDEWALK 6-INCH
WF-NP	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
CR-1M	CURB RAMP TYPE 1 MODIFIED
CR-7	CURB RAMP TYPE 7
CB-56	CONCRETE BARRIER TYPE S56

NOTE:

STATION OFFSET FOR FENCING IS OFF OF THE USH 151 R/L ALIGNMENT

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PAVING DETAILS: USH 151	SHEET 43	E

2



NOTE:

STATION OFFSET FOR FENCING IS OFF
OF THE USH 151 R/L ALIGNMENT

LEGEND

CD6	CONCRETE DRIVEWAY 6-INCH
HMA-0.3	HMA PAVEMENT TYPE E-0.3
HMA-3	HMA PAVEMENT TYPE E-3
AS	ASPHALTIC SURFACE
ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CG-30D	CONCRETE CURB AND GUTTER 30-INCH TYPE D
CS-4	CONCRETE SIDEWALK 4-INCH
CS-6	CONCRETE SIDEWALK 6-INCH
WF-NP	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
CR-1M	CURB RAMP TYPE 1 MODIFIED
CR-7	CURB RAMP TYPE 7
CB-56	CONCRETE BARRIER TYPE S56

2

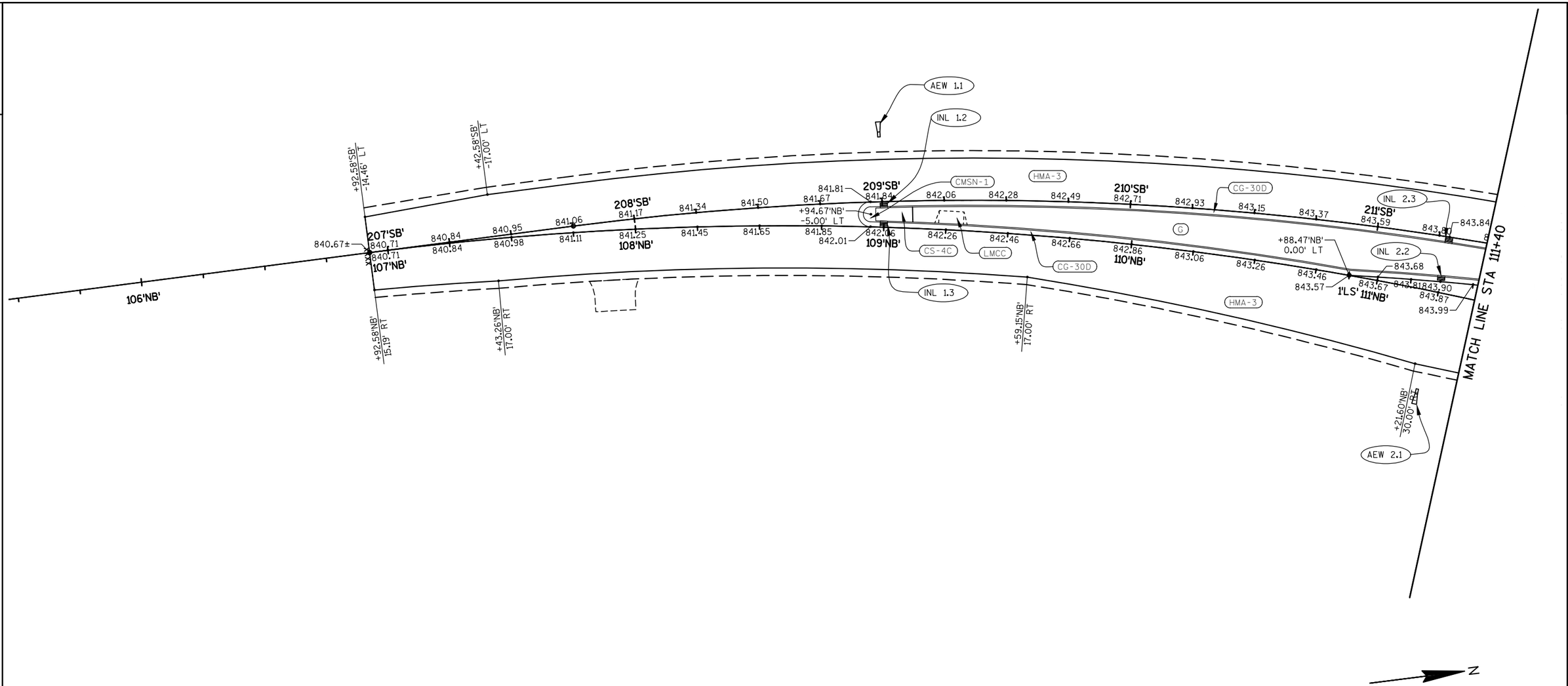
N

CS-4
HMA-3
4.5'
5'
18'
18'
4.5'
5'
7'
R-20-46
+00.00
-32.00' LT
+00.00
-30.00' LT
CS-4
INL 113.5
INL 114.2
AEW 114.1
AEW 113.1
+60.47
-58.00' LT
R40'
+13.42
-58.00' LT
+21.34
-30.00' LT
+39.29
-40.00' LT
+80.93
-40.00' LT
+26.41
30.00' RT
CR-7B
CS-6
WF-NP
+43.33
30.00' RT
WF-NP
CR-1M
CS-6
CS-4
CG-30D
MH 113.4
MH 113.2
FOURTH STREET WAY
HMA-3
CG-30D
+75.00
20.50' RT
+02.52
30.00' RT
CR-7B
CS-6
AEW 115.1
WF-NP
+19.43
30.00' RT
INL 115.2
INL 115.3
CR-1M
CS-6
WF-NP
+35.17
40.00' RT
+23.74
-30.00' LT
R40'
+30.80
-58.00' LT
INL 113.6
+56.25
58.00' RT
AEW 113.3
CG-30D
CS-4
CS-4
+75.00
40.00' RT

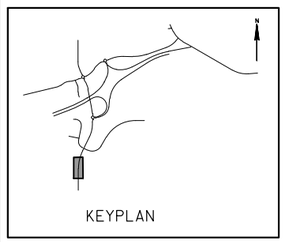
LEGEND

CD6	CONCRETE DRIVEWAY 6-INCH
HMA-0.3	HMA PAVEMENT TYPE E-0.3
HMA-3	HMA PAVEMENT TYPE E-3
AS	ASPHALTIC SURFACE
ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CG-30D	CONCRETE CURB AND GUTTER 30-INCH TYPE D
CS-4	CONCRETE SIDEWALK 4-INCH
CS-6	CONCRETE SIDEWALK 6-INCH
WF-NP	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
CR-1M	CURB RAMP TYPE 1 MODIFIED
CR-7	CURB RAMP TYPE 7
CB-56	CONCRETE BARRIER TYPE S56

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PAVING DETAILS: FOURTH STREET WAY	SHEET 45	E



2

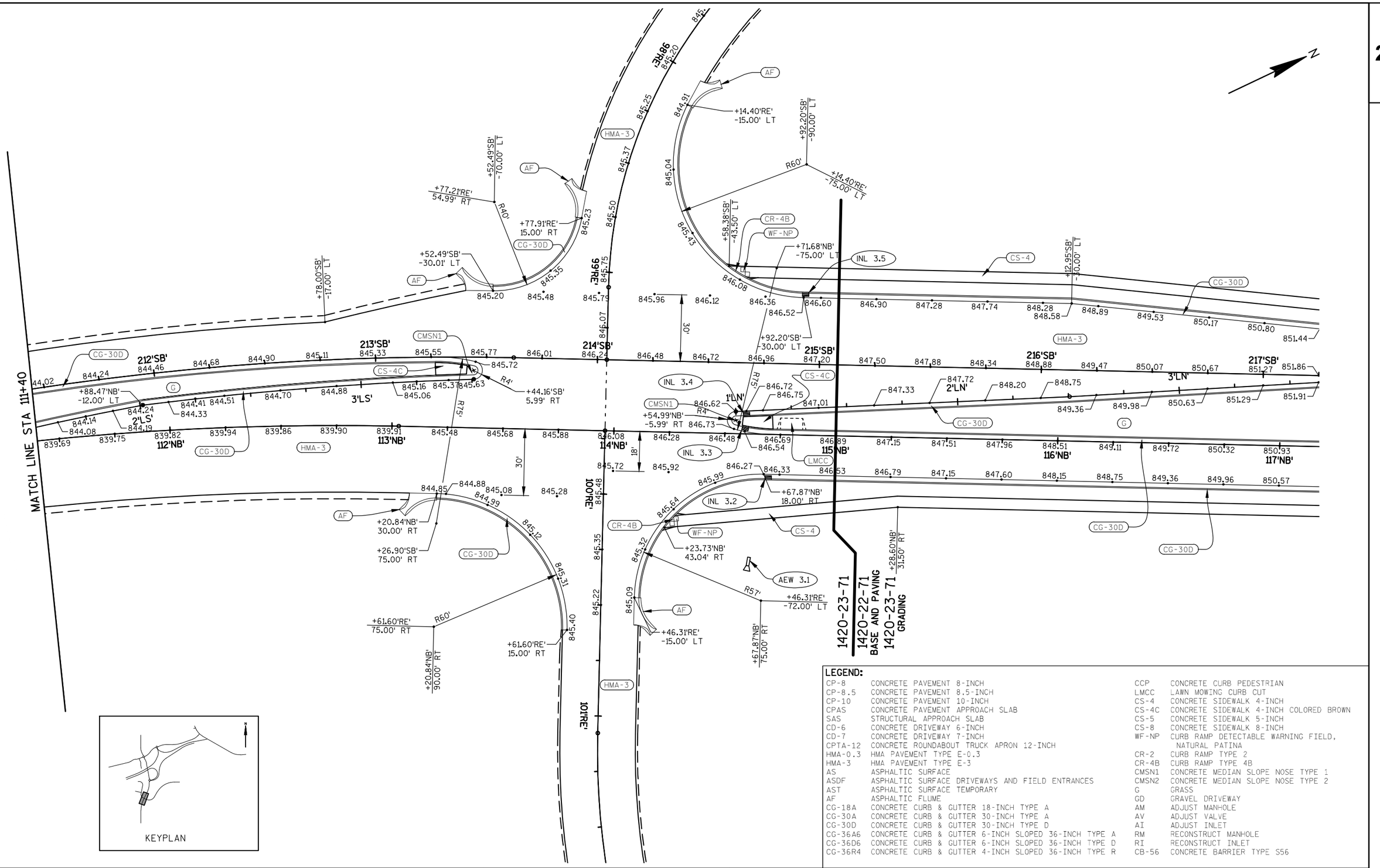


LEGEND:

CP-8	CONCRETE PAVEMENT 8-INCH	CCP	CONCRETE CURB PEDESTRIAN
CP-8.5	CONCRETE PAVEMENT 8.5-INCH	LMCC	LAWN MOWING CURB CUT
CP-10	CONCRETE PAVEMENT 10-INCH	CS-4	CONCRETE SIDEWALK 4-INCH
CPAS	CONCRETE PAVEMENT APPROACH SLAB	CS-4C	CONCRETE SIDEWALK 4-INCH COLORED BROWN
SAS	STRUCTURAL APPROACH SLAB	CS-5	CONCRETE SIDEWALK 5-INCH
CD-6	CONCRETE DRIVEWAY 6-INCH	CS-8	CONCRETE SIDEWALK 8-INCH
CD-7	CONCRETE DRIVEWAY 7-INCH	WF-NP	CURB RAMP DETECTABLE WARNING FIELD, NATURAL PATINA
CPTA-12	CONCRETE ROUNDABOUT TRUCK APRON 12-INCH		
HMA-0.3	HMA PAVEMENT TYPE E-0.3	CR-2	CURB RAMP TYPE 2
HMA-3	HMA PAVEMENT TYPE E-3	CR-4B	CURB RAMP TYPE 4B
AS	ASPHALTIC SURFACE	CMSN1	CONCRETE MEDIAN SLOPE NOSE TYPE 1
ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	CMSN2	CONCRETE MEDIAN SLOPE NOSE TYPE 2
AST	ASPHALTIC SURFACE TEMPORARY	G	GRASS
AF	ASPHALTIC FLUME	GD	GRAVEL DRIVEWAY
CG-18A	CONCRETE CURB & GUTTER 18-INCH TYPE A	AM	ADJUST MANHOLE
CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A	AV	ADJUST VALVE
CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D	AI	ADJUST INLET
CG-36A6	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A	RM	RECONSTRUCT MANHOLE
CG-36D6	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D	RI	RECONSTRUCT INLET
CG-36R4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R	CB-56	CONCRETE BARRIER TYPE S56

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PAVING DETAIL - CTH V	SHEET 46	E

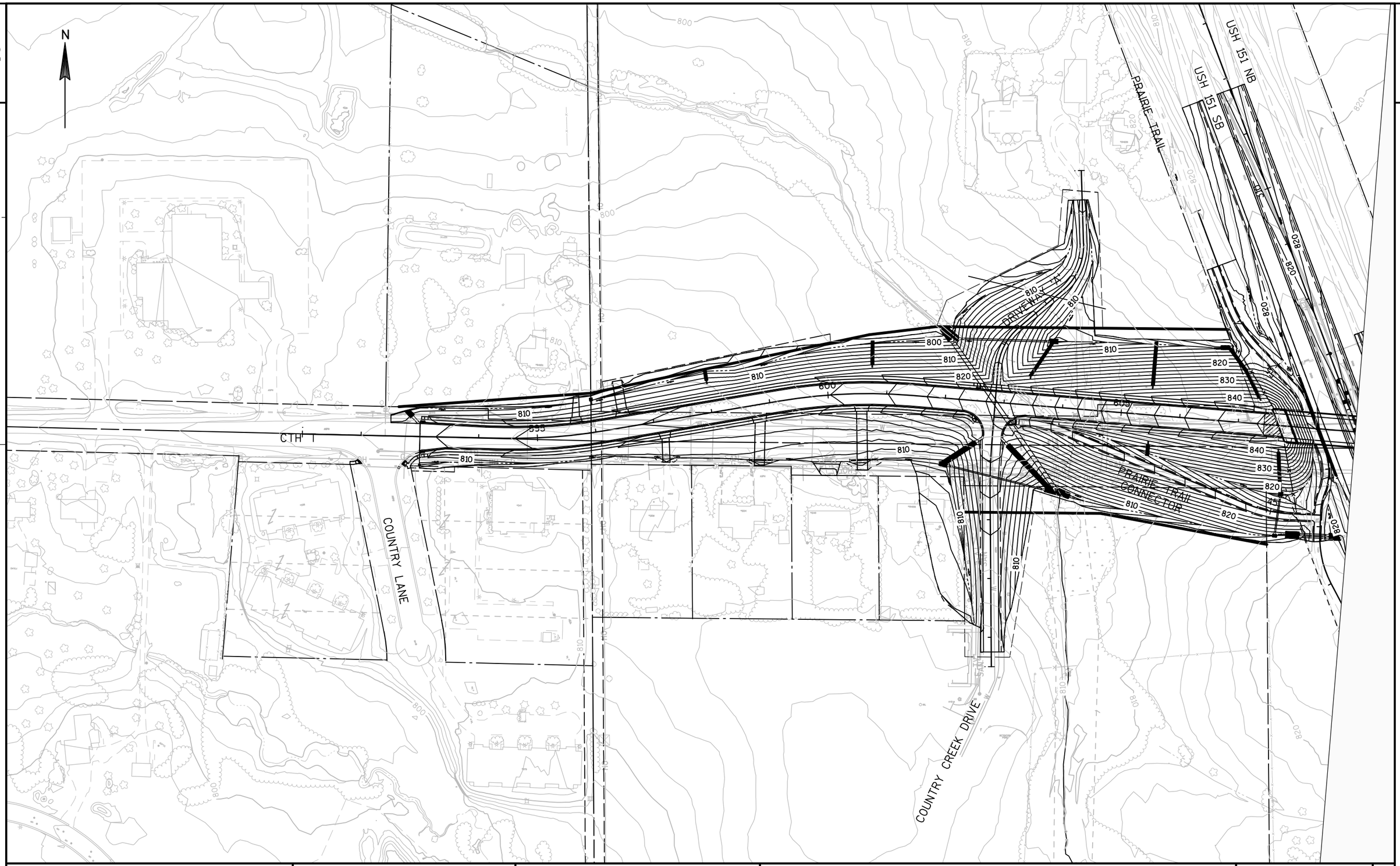
2



LEGEND:

CP-8	CONCRETE PAVEMENT 8-INCH	CCP	CONCRETE CURB PEDESTRIAN
CP-8.5	CONCRETE PAVEMENT 8.5-INCH	LMCC	LAWN MOWING CURB CUT
CP-10	CONCRETE PAVEMENT 10-INCH	CS-4	CONCRETE SIDEWALK 4-INCH
CPAS	CONCRETE PAVEMENT APPROACH SLAB	CS-4C	CONCRETE SIDEWALK 4-INCH COLORED BROWN
SAS	STRUCTURAL APPROACH SLAB	CS-5	CONCRETE SIDEWALK 5-INCH
CD-6	CONCRETE DRIVEWAY 6-INCH	CS-8	CONCRETE SIDEWALK 8-INCH
CD-7	CONCRETE DRIVEWAY 7-INCH	WF-NP	CURB RAMP DETECTABLE WARNING FIELD, NATURAL PATINA
CPTA-12	CONCRETE ROUNDABOUT TRUCK APRON 12-INCH		
HMA-0.3	HMA PAVEMENT TYPE E-0.3	CR-2	CURB RAMP TYPE 2
HMA-3	HMA PAVEMENT TYPE E-3	CR-4B	CURB RAMP TYPE 4B
AS	ASPHALTIC SURFACE	CMSN1	CONCRETE MEDIAN SLOPE NOSE TYPE 1
ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	CMSN2	CONCRETE MEDIAN SLOPE NOSE TYPE 2
AST	ASPHALTIC SURFACE TEMPORARY	G	GRASS
AF	ASPHALTIC FLUME	GD	GRAVEL DRIVEWAY
CG-18A	CONCRETE CURB & GUTTER 18-INCH TYPE A	AM	ADJUST MANHOLE
CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A	AV	ADJUST VALVE
CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D	AI	ADJUST INLET
CG-36A6	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A	RM	RECONSTRUCT MANHOLE
CG-36D6	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D	RI	RECONSTRUCT INLET
CG-36R4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R	CB-56	CONCRETE BARRIER TYPE S56

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PAVING DETAIL - CTH V	SHEET 47	E



2

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CONTOUR MAP: CTH T	SHEET 48	E

2

2

N

FOURTH STREET WAY

CTH K

CTH T

CTH K

MATCH LINE STA 609+00

USH 151 SB

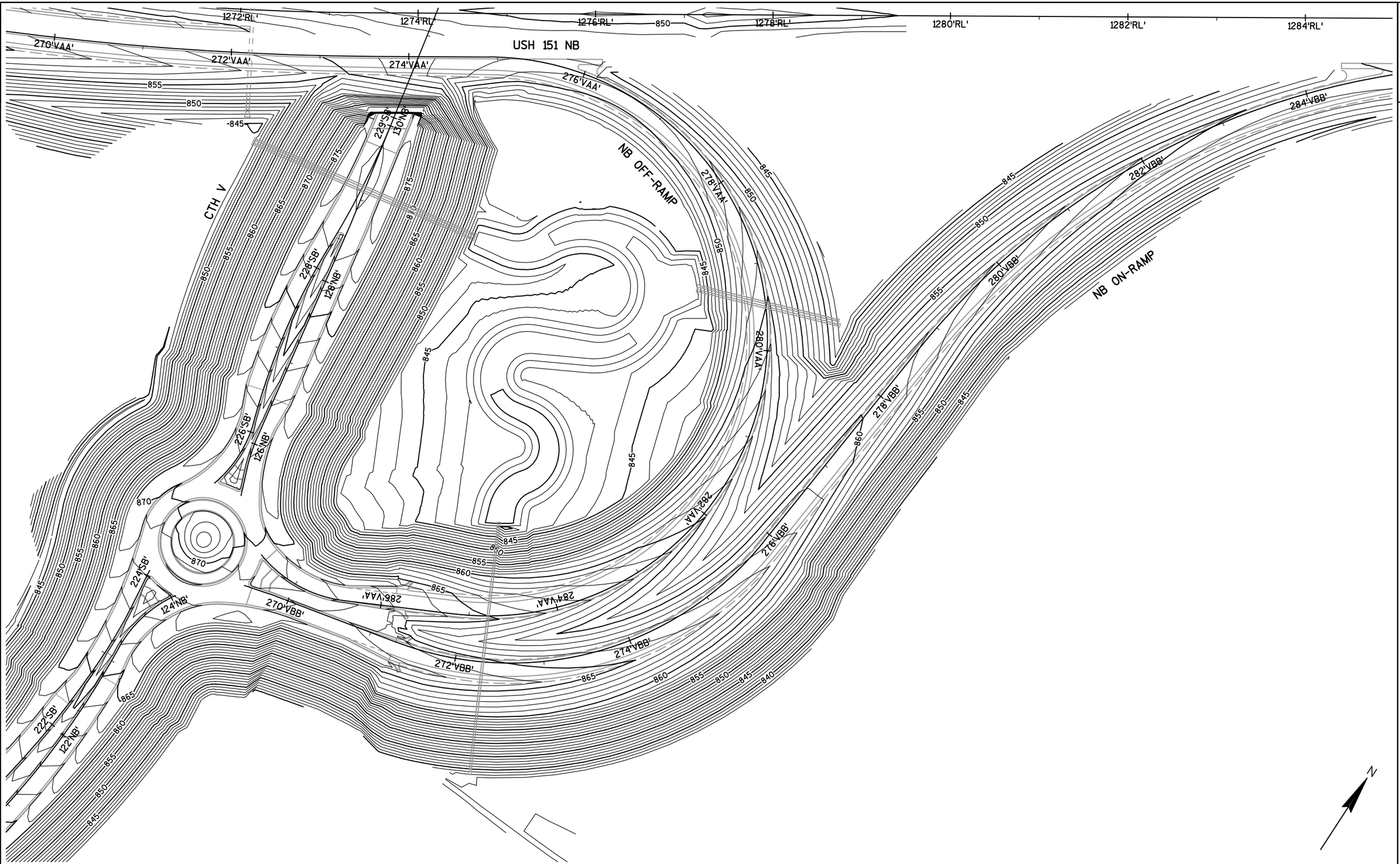
USH 151 NB

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CONTOUR MAP: CTH T	SHEET 49	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_021601_CM - C3D12.DWG PLOT DATE : 2/17/2015 12:50 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:150 FT

WISDOT/CADDS SHEET 42

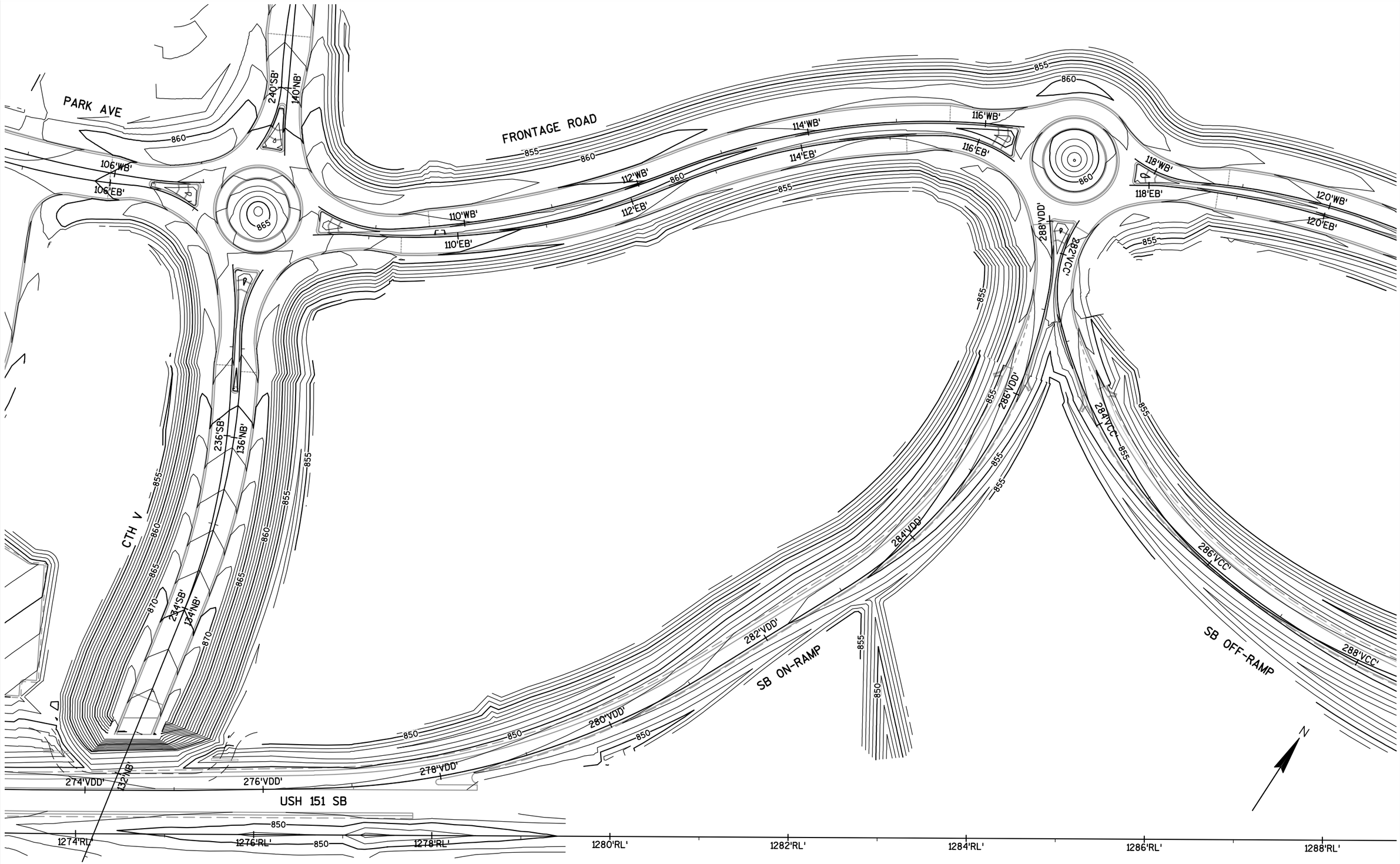
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PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CONTOUR MAP - CTH V INTERCHANGE	SHEET 50	E

FILE NAME : F:\TR\JOBS\E2017A12\CIVIL 3D 2012\SHEETSPLAN\14202371 CTH T & CTH V\142023_021601_CM.DWG
142023_021651_cm
PLOT DATE : 2/12/2015 8:09 AM
PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

2



PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CONTOUR MAP - CTH V INTERCHANGE	SHEET 51	E

LEGEND

- SILT FENCE
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- TSD — TEMPORARY SLOPE DRAIN
- SLOPE INTERCEPT
- SURFACE WATER FLOW

N

PROPOSED R/W

EXISTING R/W

CTH T

591 592 593 594 595

STA 595+50

MATCH LINE

TYPE C

TYPE A

TLE

EXISTING R/W

EXISTING R/W

EXISTING R/W

EXISTING R/W

#W4901

#336

#347

ASPH

SIGN

2

LEGEND

- SILT FENCE
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- TSD — TEMPORARY SLOPE DRAIN
- SLOPE INTERCEPT
- SURFACE WATER FLOW

N

STA 595+50

MATCH LINE

TLE

PROPOSED R/W

TLE

PROPOSED R/W

CTH T

596

TYPE C

597

598

TYPE C

599

600

EXISTING R/W

TYPE C

STA 601+00

MATCH LINE

EXISTING R/W

EXISTING R/W

GRAV

ASPH

#1308

#1324

#1340

15" CPCM SAN

18" CPCM SAN

18" MH

6" PVC

6" PVC

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	EROSION CONTROL TEMPORARY: CTH T	SHEET 53	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_022001_ECT - C3D12.DWG
LAYOUT NAME - 14202371_022001_ECT - C3D12 - SHEET-02
PLOT DATE : 2/25/2015 2:59 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1" = 40'_XREF

2

N

WETLAND LIMITS

PROPOSED R/W

EROSION BALE WITH ROCK BAG RELIEF DITCH CHECK

EROSION BALE WITH ROCK BAG RELIEF DITCH CHECK

PROPOSED R/W

EXISTING R/W

TLE

STA 601+00

MATCH LINE

CTH T

TYPE C

EXISTING R/W

TYPE C

EXISTING R/W

WETLAND LIMITS

STA 607+00

MATCH LINE

PRAIRIE TRAIL

COUNTRY CREEK DR

EXISTING R/W

EXISTING R/W

EROSION BALE WITH ROCK BAG RELIEF DITCH CHECK

PROPOSED R/W

TLE

PROPOSED R/W

WETLAND LIMITS

LEGEND

- SILT FENCE
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- TSD TEMPORARY SLOPE DRAIN
- SLOPE INTERCEPT
- SURFACE WATER FLOW

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	EROSION CONTROL TEMPORARY: CTH T	SHEET 54	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_022001_ECT - C3D12.DWG
LAYOUT NAME - 14202371_022001_ECT - C3D12 - SHEET-03

PLOT DATE : 2/25/2015 2:30 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

2

MATCH LINE STA 607+00

MATCH LINE STA 613+00

TYPE A

TYPE A

TYPE C

TYPE C

TYPE C

TYPE C

TYPE C

TYPE C

TYPE A

55

PRAIRIE TRAIL

307

306

305

304

53

52

45

EXISTING R/W

EXISTING R/W

EXISTING R/W

EXISTING R/W

WETLAND LIMITS

PROPOSED R/W

PROPOSED R/W

TSD

TSD

CTH T

USH 151 SB

USH 151 NB

608

609

610

611

612

ASPH

CONC

RIPRAP

SIGN

TEL PED

PPLM

MH

SAN

G

OH

W

WV

T

INL

SS

CPRC

CPCM

36" CPRC

24" CPCM

N

LEGEND

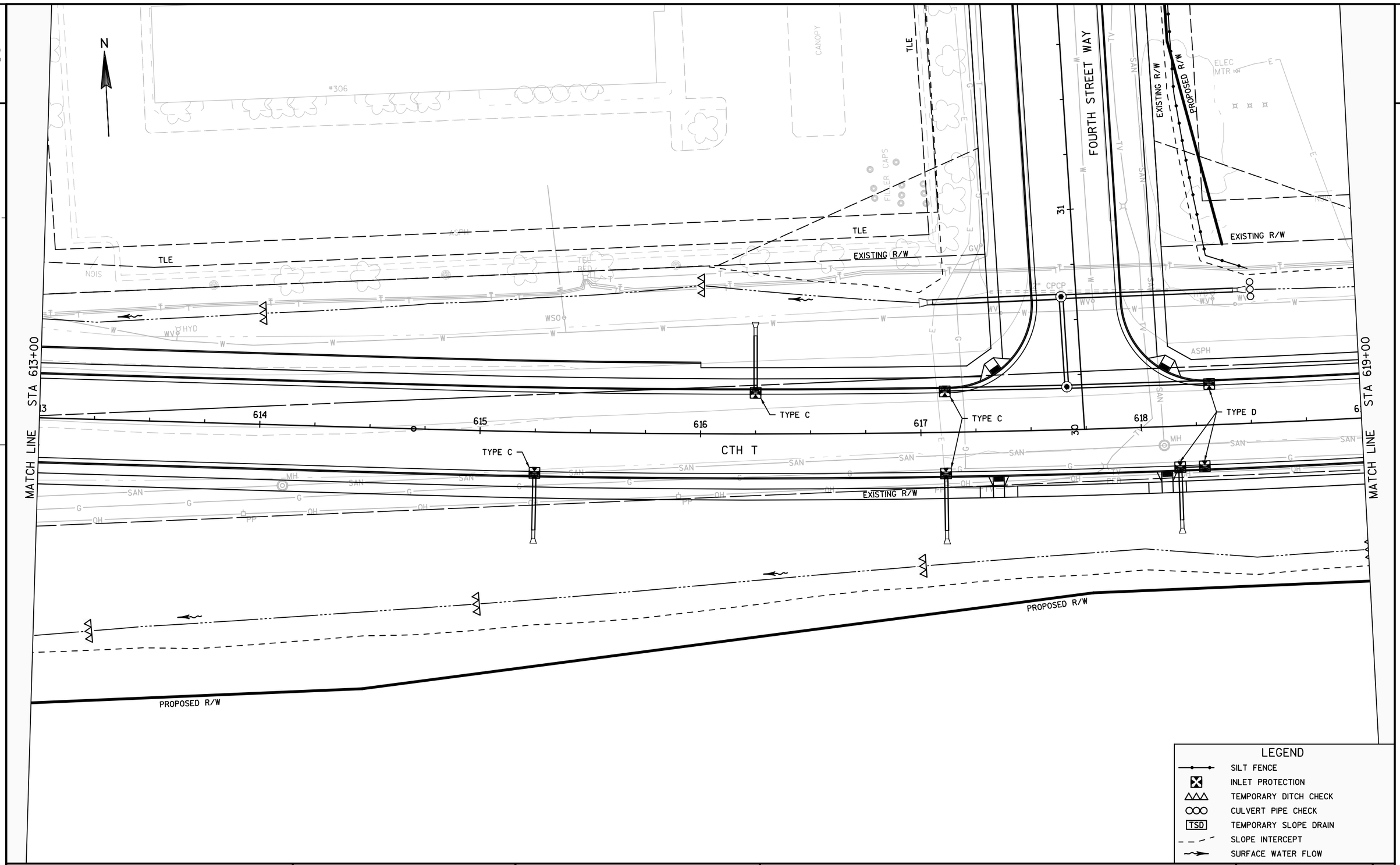
- SILT FENCE
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- TSD — TEMPORARY SLOPE DRAIN
- SLOPE INTERCEPT
- SURFACE WATER FLOW

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	EROSION CONTROL TEMPORARY: CTH T	SHEET 55	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_022001_ECT - C3D12.DWG
LAYOUT NAME - 14202371_022001_ECT - C3D12 - SHEET-04

PLOT DATE : 2/25/2015 2:30 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42



PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	EROSION CONTROL TEMPORARY: CTH T	SHEET 56	E

2

2

N

EXISTING R/W

PROPOSED R/W

PROPOSED R/W

STA 619+00

MATCH LINE

619

620

621

622

623

624

STA 625+00

MATCH LINE

TYPE C

TYPE C

CTH T

EXISTING R/W

PROPOSED R/W

PROPOSED R/W

TEL

PED

HYD

ASPH

MH

PED

ELEC

MTR

TLE

LEGEND

- SILT FENCE
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- TSD — TEMPORARY SLOPE DRAIN
- SLOPE INTERCEPT
- SURFACE WATER FLOW

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	EROSION CONTROL TEMPORARY: CTH T	SHEET 57	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_022001_ECT - C3D12.DWG
LAYOUT NAME - 14202371_022001_ECT - C3D12 - SHEET-06

PLOT DATE : 2/25/2015 2:32 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

2

N

LEGEND
- SILT FENCE
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- TSD TEMPORARY SLOPE DRAIN
- SLOPE INTERCEPT
- SURFACE WATER FLOW

MATCH LINE STA 625+00

TYPE C

PROPOSED R/W

EXISTING R/W

CTH T

CTH K

625 626 627 628 629 630 631

ASPH

TLE

18" CPCM

MH

SAN

WV

TEL PED

MONUMENT

LIGHT

FLAG POLE

HYD

#1596

#W4659

#W4652

POOL

LEGEND

- SILT FENCE
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- TSD — TEMPORARY SLOPE DRAIN
- SLOPE INTERCEPT
- SURFACE WATER FLOW

N

COUNTRY CREEK DR

CTH T

EXISTING R/W

PROPOSED R/W

TLE

WETLAND LIMITS

EROSION BALE WITH ROCK BAG RELIEF DITCH CHECK

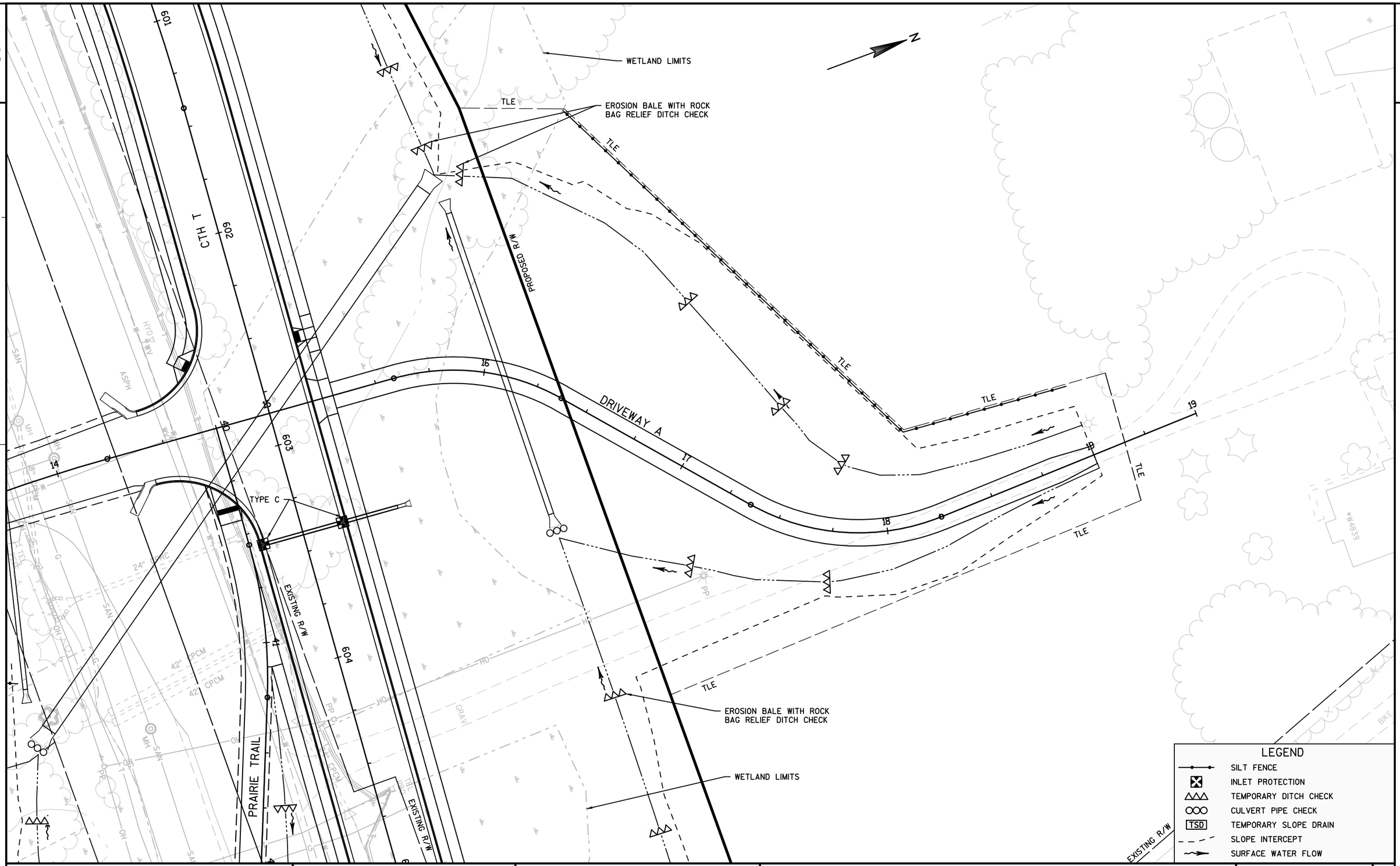
TYPE C

PRAIRIE TRAIL

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	EROSION CONTROL TEMPORARY: COUNTRY CREEK DRIVE	SHEET 59 E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_022002_ECT - C3D12.DWG
LAYOUT NAME - 14202371_022002_ECT - C3D12 - SHEET-01
PLOT DATE : 2/25/2015 2:33 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 42

2



PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	EROSION CONTROL TEMPORARY: DRIVEWAY A	SHEET 60	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_022002_ECT - C3D12.DWG
LAYOUT NAME - 14202371_022002_ECT - C3D12 - SHEET-02

PLOT DATE : 2/25/2015 2:34 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1" = 40'_XREF

LEGEND

- SILT FENCE
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- TSD — TEMPORARY SLOPE DRAIN
- SLOPE INTERCEPT
- SURFACE WATER FLOW



PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	EROSION CONTROL TEMPORARY: USH 151	SHEET 61	E

2

LEGEND

- SILT FENCE
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- TSD — TEMPORARY SLOPE DRAIN
- SLOPE INTERCEPT
- SURFACE WATER FLOW

N

MATCH LINE STA 302+00

MATCH LINE STA 308+00

USH 151 SB

USH 151 NB

CTH T

PRAIRIE TRAIL

EXISTING R/W

PROPOSED R/W

BIKE PATH

ASPH

CONC

RIPRAP

36" CPRC

24" CPRC

12" PDCM

15" PDCM

TYPE A

TYPE C

50 51 52 53 54 55 303 304 305 306 307 608 609 610 611

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	EROSION CONTROL TEMPORARY: USH 151	SHEET 62	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_022002_ECT - C3D12.DWG
LAYOUT NAME - 14202371_022002_ECT - C3D12 - SHEET-04

PLOT DATE : 2/25/2015 2:35 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1" = 40'_XREF

2

2

SIGN

EXISTING R/W

EXISTING R/W

56

57

58

ASPH

BIKE PATH

ASPH

RIPRAP

USH 151 SB

CONC

CONC

ASPH

MATCH LINE STA 308+00

308

309

310

311

312

313

314

USH 151 NB

CONC

EXISTING R/W

EXISTING R/W

LEGEND

- SILT FENCE
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- TSD TEMPORARY SLOPE DRAIN
- SLOPE INTERCEPT
- SURFACE WATER FLOW

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	EROSION CONTROL TEMPORARY: USH 151	SHEET 63	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_022002_ECT - C3D12.DWG
LAYOUT NAME - 14202371_022002_ECT - C3D12 - SHEET-05

PLOT DATE : 2/25/2015 2:35 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

2

N

PROPOSED R/W

EXISTING R/W

CTH T

616

617

618

619

TYPE C

TYPE C

TYPE C

TYPE D

TLE

TLE

TLE

EXISTING R/W

EXISTING R/W

EXISTING R/W

EXISTING R/W

PROPOSED R/W

PROPOSED R/W

30

31

32

33

34

FOURTH STREET WAY

#306

#1398

#1402

U/C

U/C

CANOPY

FILLER CAPS

ASPH

ASPH

ASPH

ELEC MTR

MH

MH

MH

SS

SAN

SAN

SAN

SAN

SAN

SAN

SAN

TV

TV

TV

TV

W

W

W

2

CTH V

TRACKING PAD (50' X 30')

WILDLIFE DRIVE

OLD CTH V SOUTH

REINHARDT ROAD

MATCH LINE STA 121+50

MATCH LINE STA 107'RE'+50

106'NB' 107'NB' 108'NB' 109'NB' 110'NB' 111'NB' 112'NB' 113'NB' 114'NB' 115'NB' 116'NB' 117'NB' 118'NB' 119'NB' 120'NB' 121'NB'

207'SB' 208'SB' 209'SB' 210'SB' 211'SB' 212'SB' 213'SB' 214'SB' 215'SB' 216'SB' 217'SB' 218'SB' 219'SB' 220'SB' 221'SB'

97'OV' 96'OV' 95'OV' 94'OV' 93'OV' 92'OV' 98'OV' 99'OV'

100'RE' 101'RE' 102'RE' 103'RE' 104'RE' 105'RE' 106'RE' 107'RE'

KEYPLAN

LEGEND

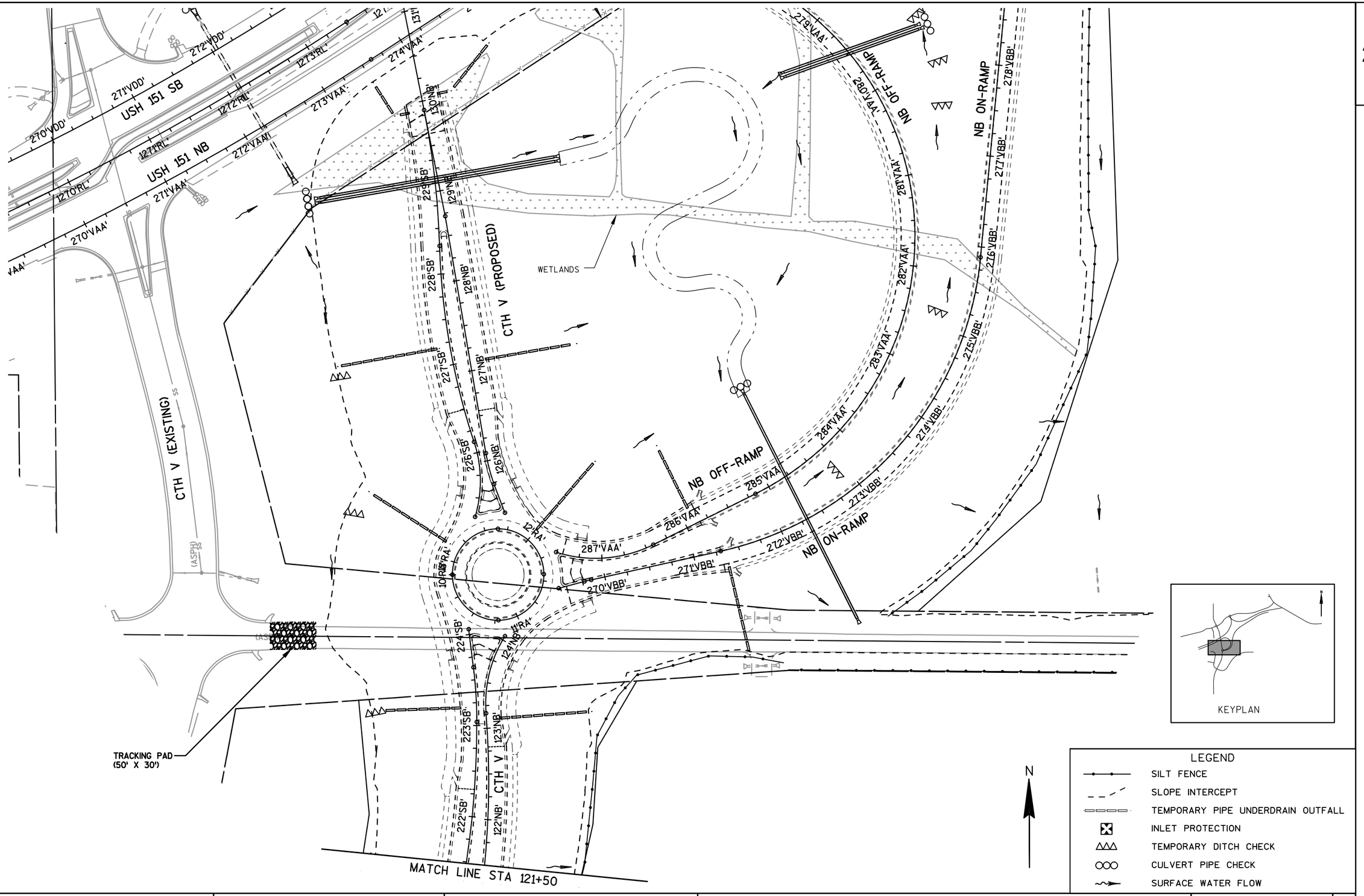
- SILT FENCE
- SLOPE INTERCEPT
- TEMPORARY PIPE UNDERDRAIN OUTFALL
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

N

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	EROSION CONTROL TEMPORARY - CTH V	SHEET 65	E

FILE NAME : F:\TR\JOBS\E2017A12\CIVIL 3D 2012\SHEETSPLAN\14202371 CTH T & CTH V\142023_022002_ECT.DWG
142023_022061_ect
PLOT DATE : 2/9/2015 9:48 AM
PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

2



PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	EROSION CONTROL TEMPORARY - CTH V	SHEET 66	E

2

CTH V (EXISTING)

TRACKING PAD
(50' X 30')

CTH V

USH 151 SB

USH 151 NB

WETLANDS

NB OFF-RAMP

NB ON-RAMP

22'RA'

20'RA'

21'RA'

137'NB'

136'NB'

135'NB'

134'NB'

133'NB'

132'NB'

131'NB'

130'NB'

235'SB'

234'SB'

276'VAA'

277'VAA'

278'VAA'

279'VAA'

280'VAA'

275'VAA'

274'VAA'

273'VAA'

286'VBB'

285'VBB'

284'VBB'

283'VBB'

282'VBB'

281'VBB'

280'VBB'

279'VBB'

278'VBB'

N

KEYPLAN

LEGEND

- SILT FENCE
- SLOPE INTERCEPT
- TEMPORARY PIPE UNDERDRAIN OUTFALL
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	EROSION CONTROL TEMPORARY: CTH V - USH 151	SHEET 67	E

FILE NAME : F:\TR\JOBS\E2017A12\CIVIL 3D 2012\SHEETSPLAN\14202371 CTH T & CTH V\142023_022002_ECT.DWG
142023_022063_ect

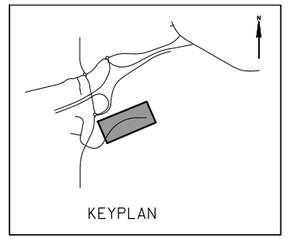
PLOT DATE : 2/9/2015 2:05 PM

PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

2

LEGEND

- SILT FENCE
- SLOPE INTERCEPT
- TEMPORARY PIPE UNDERDRAIN OUTFALL
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW



WETLANDS

WETLANDS

REINHARDT ROAD

MATCH LINE

STA 107'RE'+50

108'RE'

109'RE'

110'RE'

111'RE'

112'RE'

113'RE'

114'RE'

115'RE'

116'RE'

117'RE'

118'RE'

119'RE'

120'RE'

121'RE'

122'RE'

123'RE'

124'RE'

125'RE'

N

EROSION BALE WITH ROCK
BAG RELIEF DITCH CHECK

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	EROSION CONTROL TEMPORARY: CTH V - REINHARDT ROAD	SHEET 68	E

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- MEDIUM RIPRAP
- SLOPE INTERCEPT
- SURFACE WATER FLOW

N

PROPOSED R/W

EXISTING R/W

CTH T

591 592 593 594 595

STA 595+50

MATCH LINE

TLE

EXISTING R/W

EXISTING R/W

EXISTING R/W

EXISTING R/W

#W4901

#336

#347

ASPH

SIGN

MH SAN G OH PP INL SS W T

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	EROSION CONTROL PERMANENT: CTH T	SHEET 69	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_022101_EC - C3D12.DWG
LAYOUT NAME - 14202371_022101_EC - C3D12 - SHEET-01
PLOT DATE : 2/17/2015 1:01 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- MEDIUM RIPRAP
- SLOPE INTERCEPT
- SURFACE WATER FLOW

N

TLE

PROPOSED R/W

TLE

PROPOSED R/W

STA 595+50

MATCH LINE

CTH T

596

597

598

599

600

EXISTING R/W

STA 601+00

MATCH LINE

EXISTING R/W

EXISTING R/W

15" CPCM

18" CPCSAN

18" CPC

6" PVC

6" PVC

#1308

#1324

#1340

GRAV

ASPH

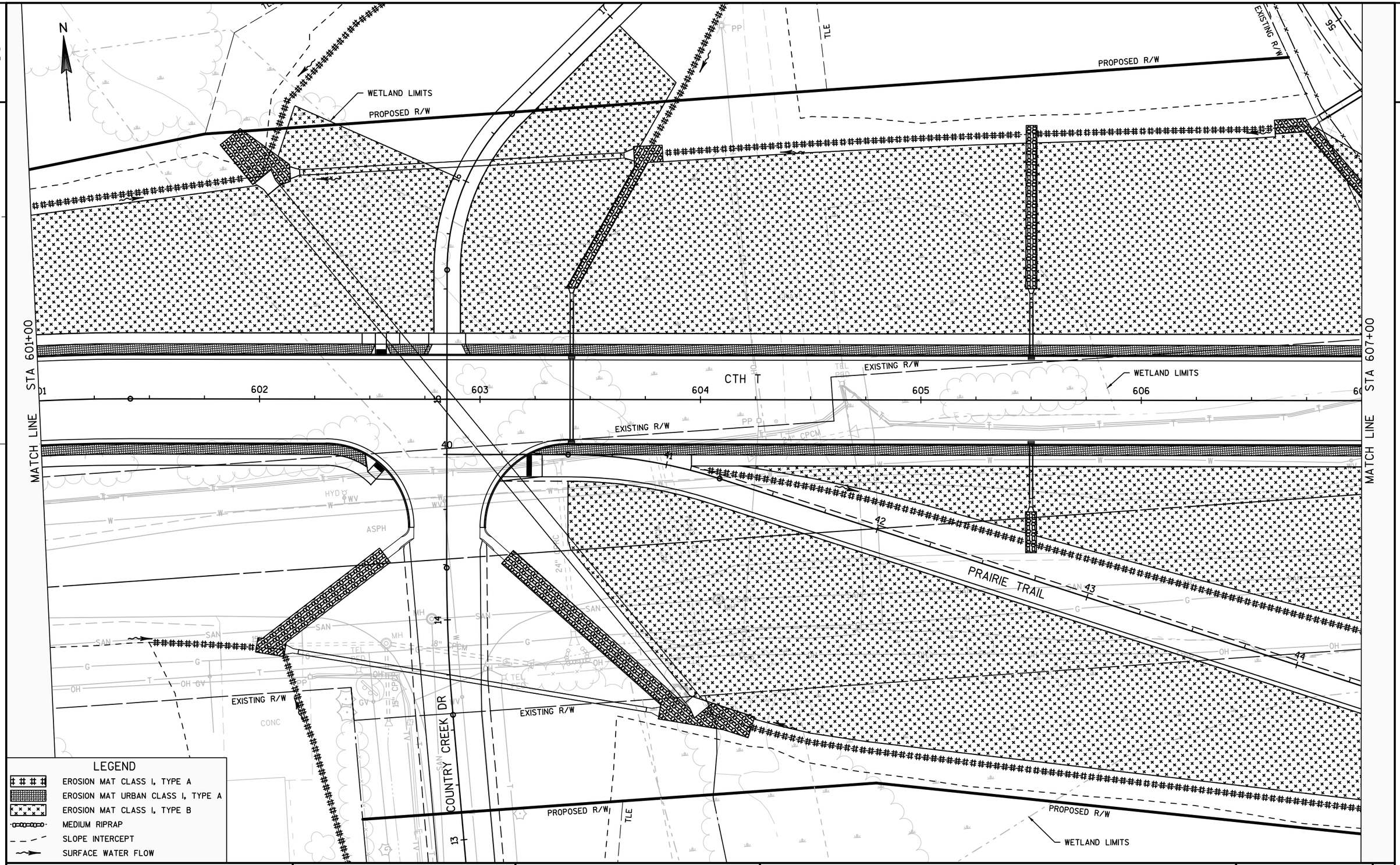
ASPH

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	EROSION CONTROL PERMANENT: CTH T	SHEET 70	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_022101_EC - C3D12.DWG
LAYOUT NAME - 14202371_022101_EC - C3D12 - SHEET-02

PLOT DATE : 2/17/2015 1:01 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

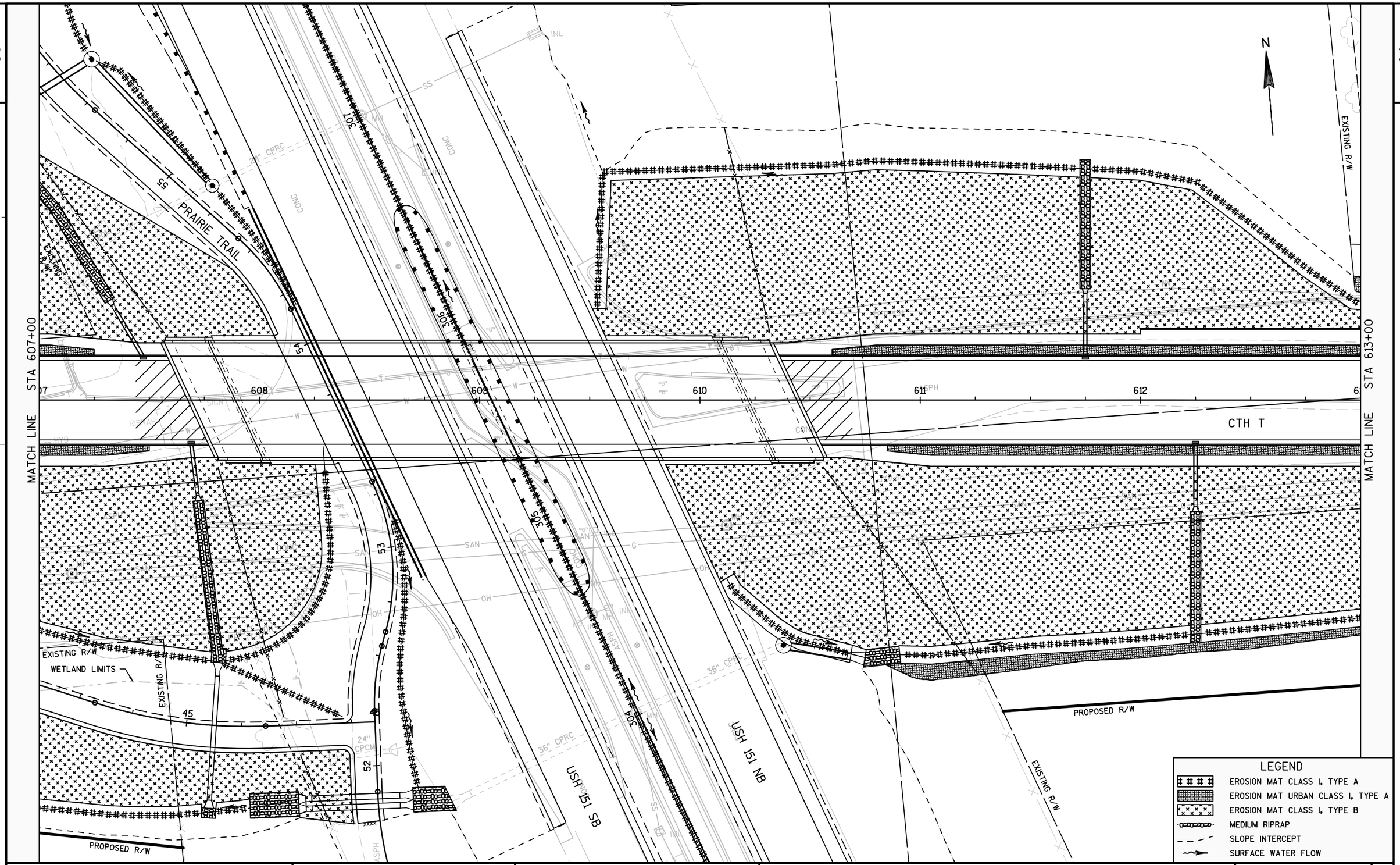


PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	EROSION CONTROL PERMANENT: CTH T	SHEET 71	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_022101_EC - C3D12.DWG
LAYOUT NAME - 14202371_022101_EC - C3D12 - SHEET-03
PLOT DATE : 2/17/2015 1:02 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2

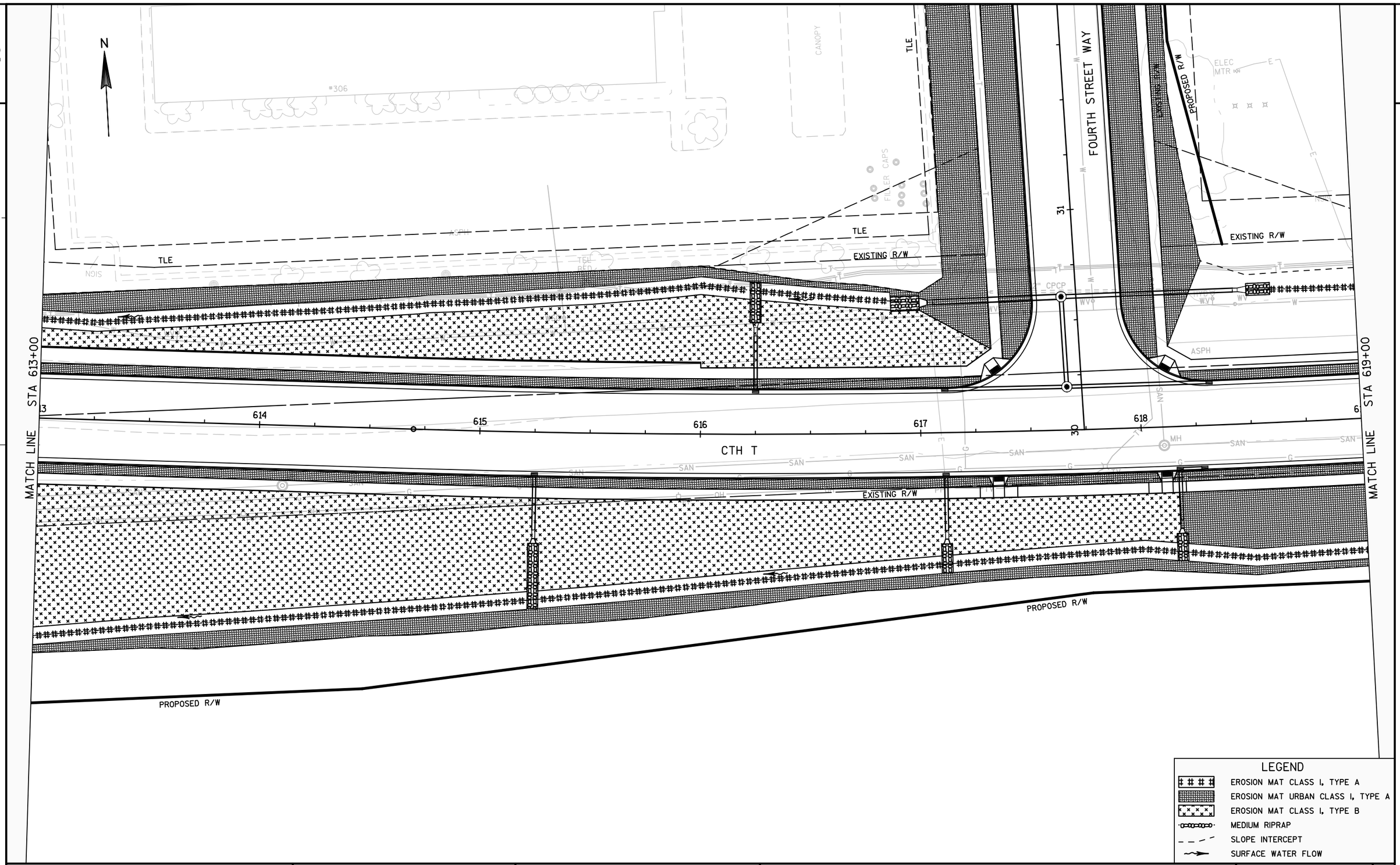


PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	EROSION CONTROL PERMANENT: CTH T	SHEET 72	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_022101_EC - C3D12.DWG
LAYOUT NAME - 14202371_022101_EC - C3D12 - SHEET-04

PLOT DATE : 2/17/2015 1:03 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1:40_XREF

2



LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- MEDIUM RIPRAP
- SLOPE INTERCEPT
- SURFACE WATER FLOW

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	EROSION CONTROL PERMANENT: CTH T	SHEET 73	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_022101_EC - C3D12.DWG
LAYOUT NAME - 14202371_022101_EC - C3D12 - SHEET-05
PLOT DATE : 2/17/2015 1:03 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

2

2

N

EXISTING R/W

PROPOSED R/W

PROPOSED R/W

STA 619+00

MATCH LINE

619

620

621

622

623

624

STA 625+00

MATCH LINE

CTH T

EXISTING R/W

PROPOSED R/W

PROPOSED R/W

TEL

PED

HYD

ASPH

MTR

TLE

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- MEDIUM RIPRAP
- SLOPE INTERCEPT
- SURFACE WATER FLOW

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	EROSION CONTROL PERMANENT: CTH T	SHEET 74	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_022101_EC - C3D12.DWG
LAYOUT NAME - 14202371_022101_EC - C3D12 - SHEET-06

PLOT DATE : 2/17/2015 1:04 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2

N

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- MEDIUM RIPRAP
- SLOPE INTERCEPT
- SURFACE WATER FLOW

EXISTING R/W

PROPOSED R/W

EXISTING R/W

STA 625+00

MATCH LINE

CTH T

CTH K

CTH K

CTH T

EXISTING R/W

EXISTING R/W

EXISTING R/W

EXISTING R/W

EXISTING R/W

EXISTING R/W

PROPOSED R/W

625 626 627 628 629 630 631

71

69

#W4659

#W4652

#1596

TLE TLE

ASPH ASPH

MH MH

TEL PED

MONUMENT

LIGHT

FLAG POLE

18" CPCM

24" CPCM

POOL

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	EROSION CONTROL PERMANENT: CTH T	SHEET 75	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_022101_EC - C3D12.DWG
LAYOUT NAME - 14202371_022101_EC - C3D12 - SHEET-07

PLOT DATE : 2/17/2015 1:05 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- MEDIUM RIPRAP
- SLOPE INTERCEPT
- SURFACE WATER FLOW

N

TLE

COUNTRY CREEK DR

10 11 12 13 14 15

EXISTING R/W

PROPOSED R/W

WETLAND LIMITS

CTH T

601 602 603 604

TYPE C

PRAIRIE TRAIL

24" CPCM

15" CPCM

ASPH

CONC

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	EROSION CONTROL PERMANENT: COUNTRY CREEK DRIVE	SHEET	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_022102_EC - C3D12.DWG
LAYOUT NAME - 14202371_022102_EC - C3D12 - SHEET-01

PLOT DATE : 2/17/2015 1:06 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

2

2

N

TLE

WETLAND LIMITS

TLE

TLE

TLE

TLE

TLE

PROPOSED R/W

CTH T

601

602

603

604

DRIVEWAY A

17

18

19

16

15

14

TYPE C

EXISTING R/W

EXISTING R/W

PRAIRIE TRAIL

WETLAND LIMITS

EXISTING R/W

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- MEDIUM RIPRAP
- SLOPE INTERCEPT
- SURFACE WATER FLOW

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	EROSION CONTROL PERMANENT: DRIVEWAY A	SHEET 77	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_022102_EC - C3D12.DWG
LAYOUT NAME - 14202371_022102_EC - C3D12 - SHEET-02

PLOT DATE : 2/17/2015 1:07 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- MEDIUM RIPRAP
- SLOPE INTERCEPT
- SURFACE WATER FLOW

N

ASPH

USH 151 SB

CONC

296 297 298 299 300 301

SS SS

INL

ASPH

CONC

USH 151 NB

MATCH LINE STA 302+00

EXISTING R/W

EXISTING R/W

2

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	EROSION CONTROL PERMANENT: USH 151	SHEET 78	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_022102_EC - C3D12.DWG
LAYOUT NAME - 14202371_022102_EC - C3D12 - SHEET-03
PLOT DATE : 2/17/2015 1:07 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- MEDIUM RIPRAP
- SLOPE INTERCEPT
- SURFACE WATER FLOW

N

STA 302+00

MATCH LINE

STA 308+00

MATCH LINE

USH 151 SB

USH 151 NB

CTH T

PRAIRIE TRAIL

BIKE PATH

EXISTING R/W

PROPOSED R/W

EXISTING R/W

50 51 52 53 54 55

45 607 809 610 619

303 304 305 306 307

ASPH CONC 24" CPRC 36" CPRC OH SAN INU SS

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	EROSION CONTROL PERMANENT: USH 151	SHEET 79	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_022102_EC - C3D12.DWG
LAYOUT NAME - 14202371_022102_EC - C3D12 - SHEET-04

PLOT DATE : 2/17/2015 1:08 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1" = 40'_XREF

2

2

SIGN

EXISTING R/W

EXISTING R/W

56

57

58

ASPH

BIKE PATH

ASPH

RIPRAP

MATCH LINE STA 308+00

CONC

ASPH

308

309

310

311

312

313

314

USH 151 SB

CONC

USH 151 NB

CONC

EXISTING R/W

EXISTING R/W

LEGEND

EROSION MAT CLASS I, TYPE A

EROSION MAT URBAN CLASS I, TYPE A

EROSION MAT CLASS I, TYPE B

MEDIUM RIPRAP

SLOPE INTERCEPT

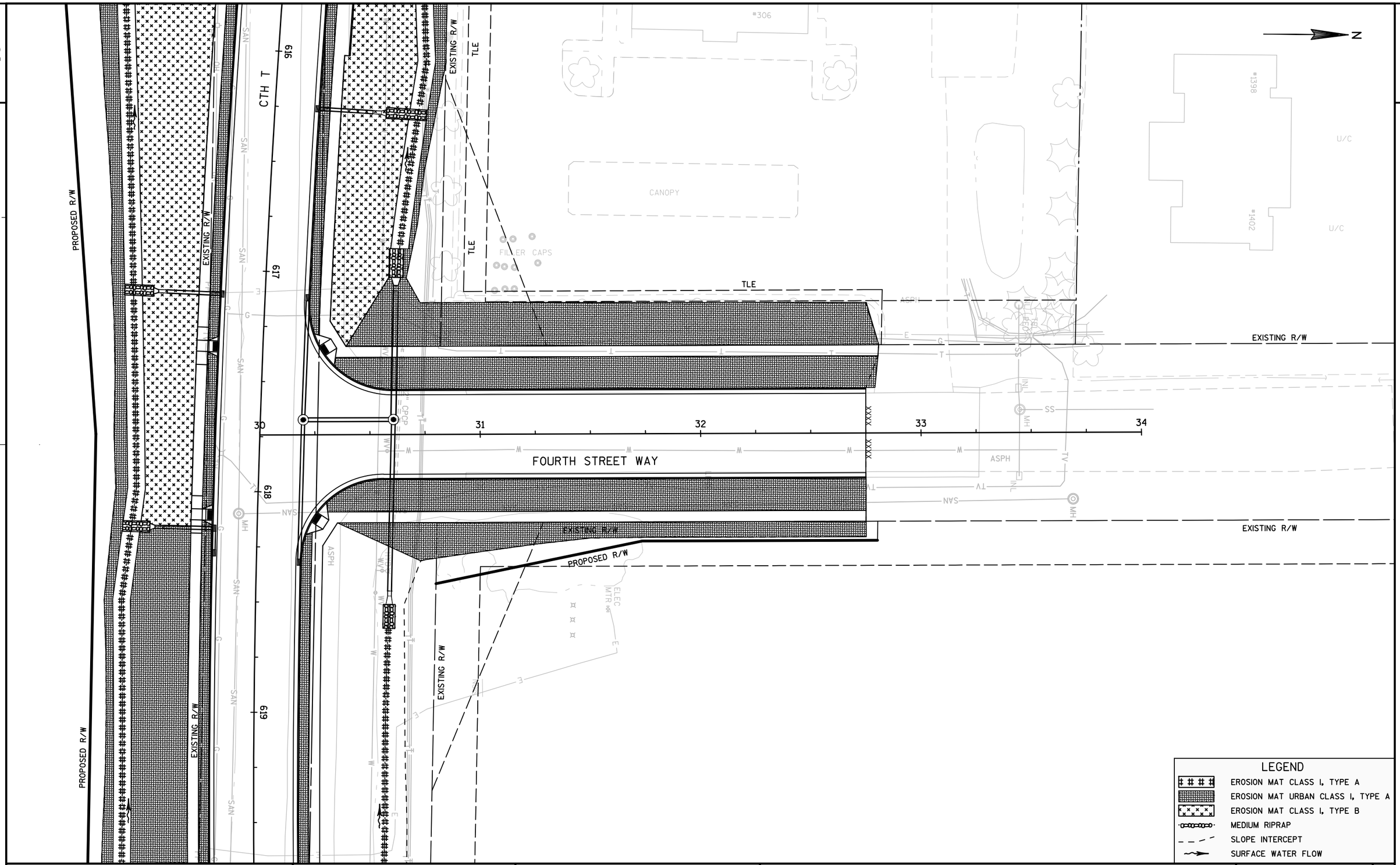
SURFACE WATER FLOW

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	EROSION CONTROL PERMANENT: USH 151	SHEET 80	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_022102_EC - C3D12.DWG
LAYOUT NAME - 14202371_022102_EC - C3D12 - SHEET-05

PLOT DATE : 2/17/2015 1:09 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42



PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	EROSION CONTROL PERMANENT: FOURTH STREET WAY	SHEET 81	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_022102_EC - C3D12.DWG
LAYOUT NAME - 14202371_022102_EC - C3D12 - SHEET-06

PLOT DATE : 2/17/2015 1:09 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

2

CTH V

WILDLIFE DRIVE

OLD CTH V SOUTH

REINHARDT ROAD

STA 107'RE'+50

MATCH LINE

106'NB' 107'NB' 108'NB' 109'NB' 110'NB' 111'NB' 112'NB' 113'NB' 114'NB' 115'NB' 116'NB' 117'NB' 118'NB' 119'NB' 120'NB' 121'NB' 122'NB'

207'SB' 208'SB' 209'SB' 210'SB' 211'SB' 212'SB' 213'SB' 214'SB' 215'SB' 216'SB' 217'SB' 218'SB' 219'SB' 220'SB' 221'SB' 222'SB

97'OV' 96'OV' 95'OV' 94'OV' 93'OV' 92'OV' 98'OV' 99'OV'

100'RE' 101'RE' 102'RE' 103'RE' 104'RE' 105'RE' 106'RE' 107'RE'

KEYPLAN

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE C
- MEDIUM RIPRAP
- SLOPE INTERCEPT
- SURFACE WATER FLOW

N

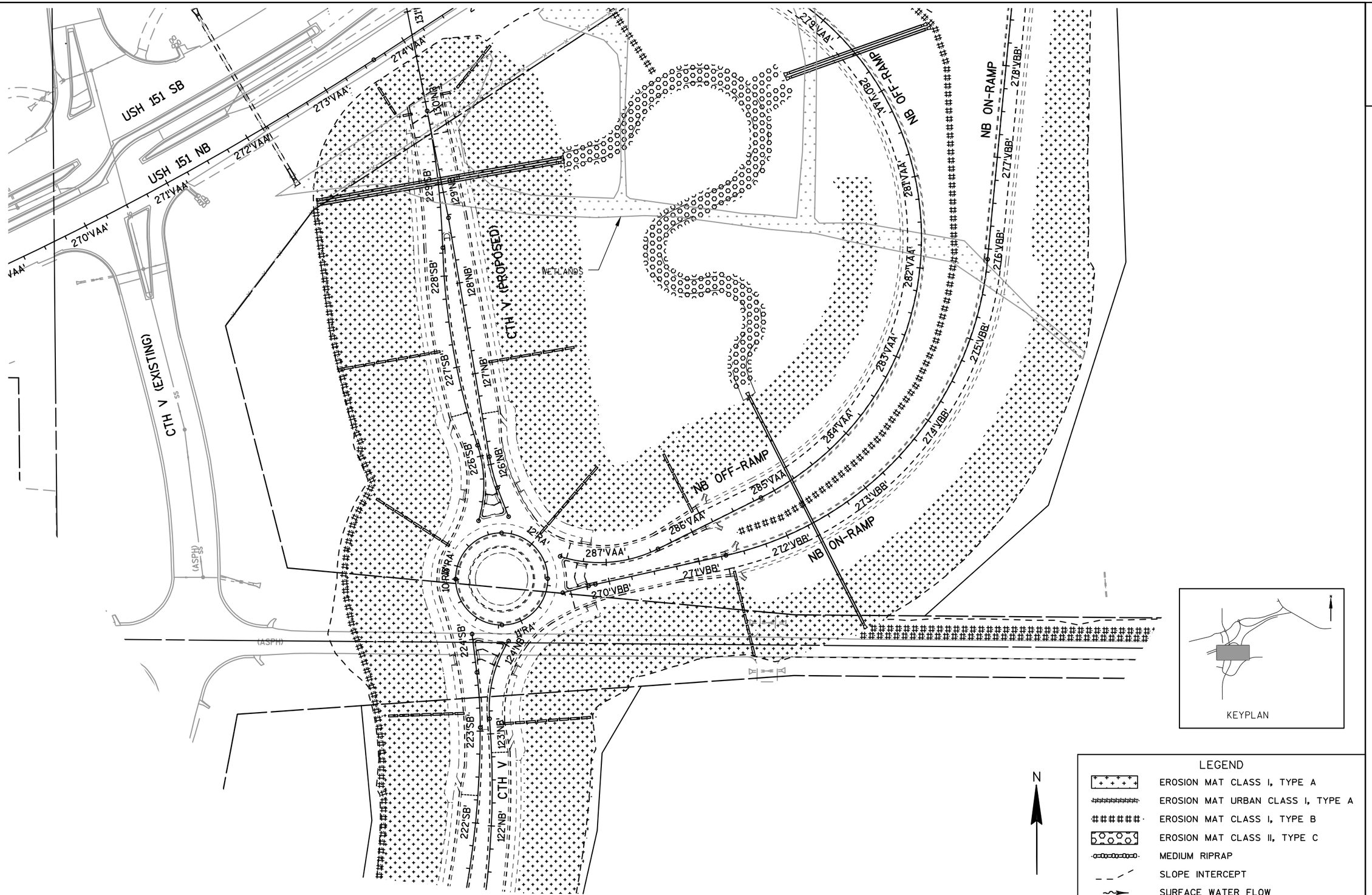
PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	EROSION CONTROL PERMANENT: CTH V	SHEET 82	E

FILE NAME : F:\TR\JOBS\E2017A12\CIVIL 3D 2012\SHEETSPLAN\14202371 CTH T & CTH V\142023_022003_ECP.DWG
142023_022081_ecp

PLOT DATE : 2/9/2015 3:16 PM

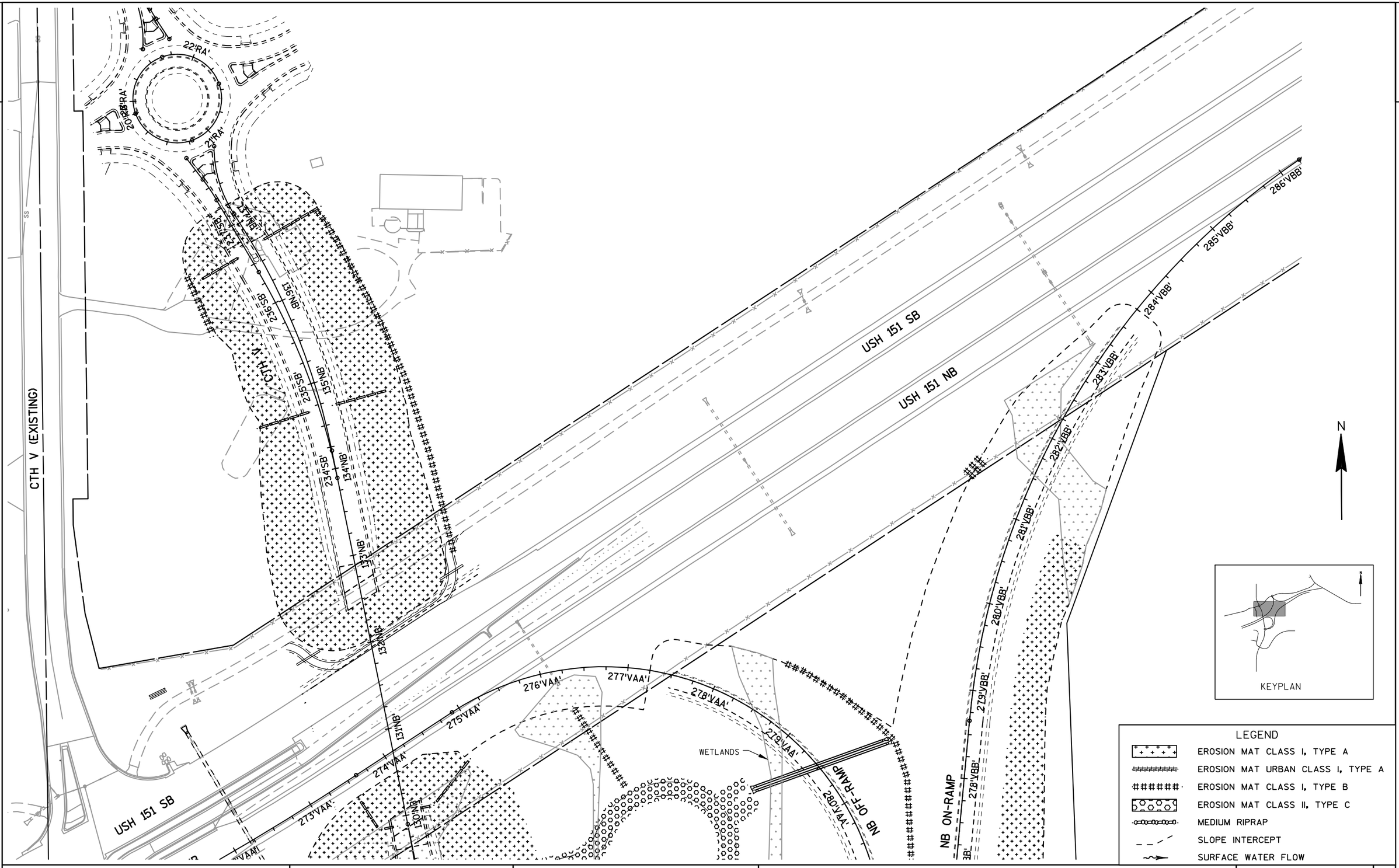
PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

2



PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	EROSION CONTROL PERMANENT: CTH V	SHEET 83	E

2



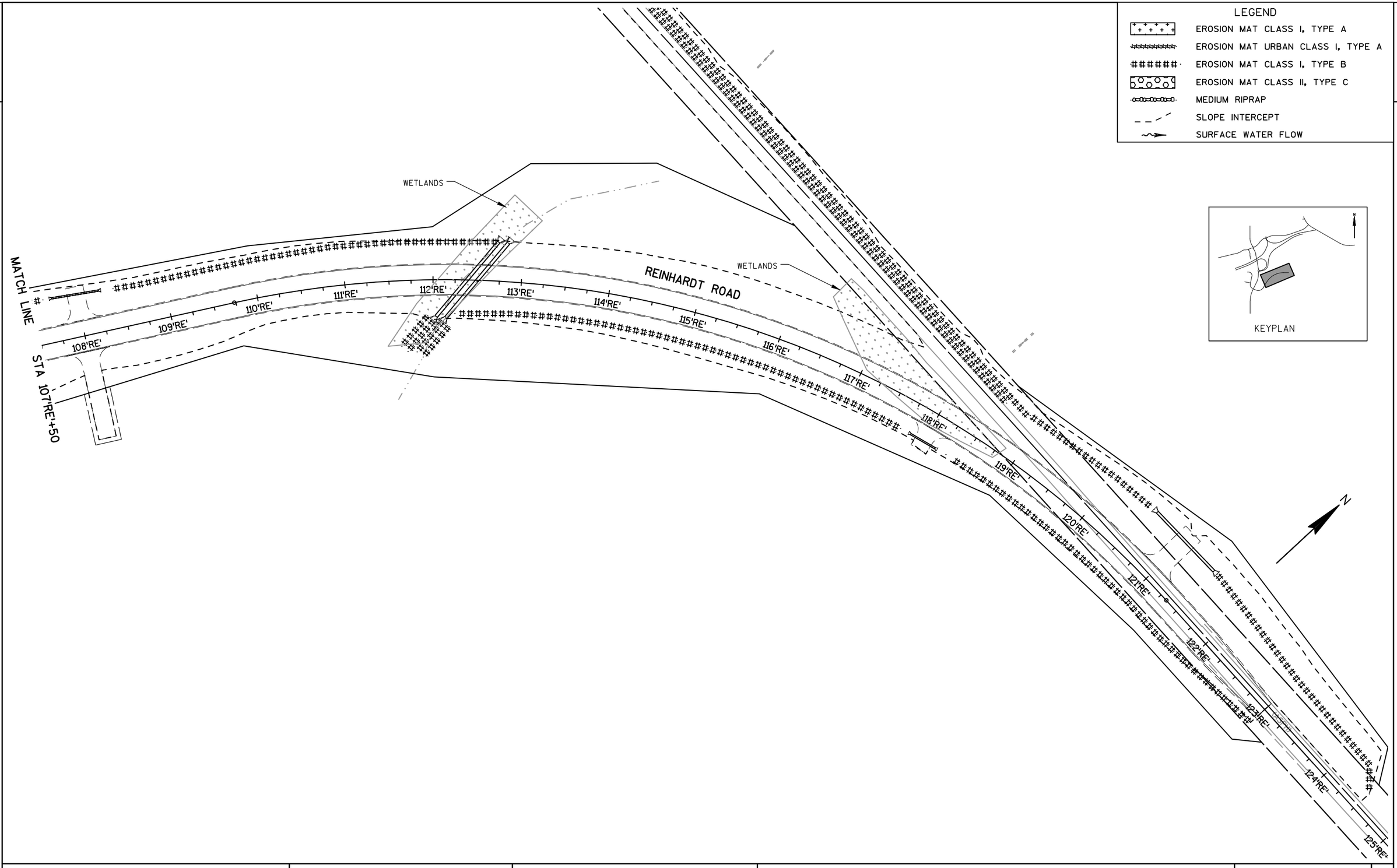
PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	EROSION CONTROL PERMANENT: CTH V	SHEET 84	E

FILE NAME : F:\TR\JOBS\E2017A12\CIVIL 3D 2012\SHEETSPLAN\14202371 CTH T & CTH V\142023_022003_ECP.DWG
142023_022083_ecp
PLOT DATE : 2/9/2015 3:17 PM
PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

2

LEGEND

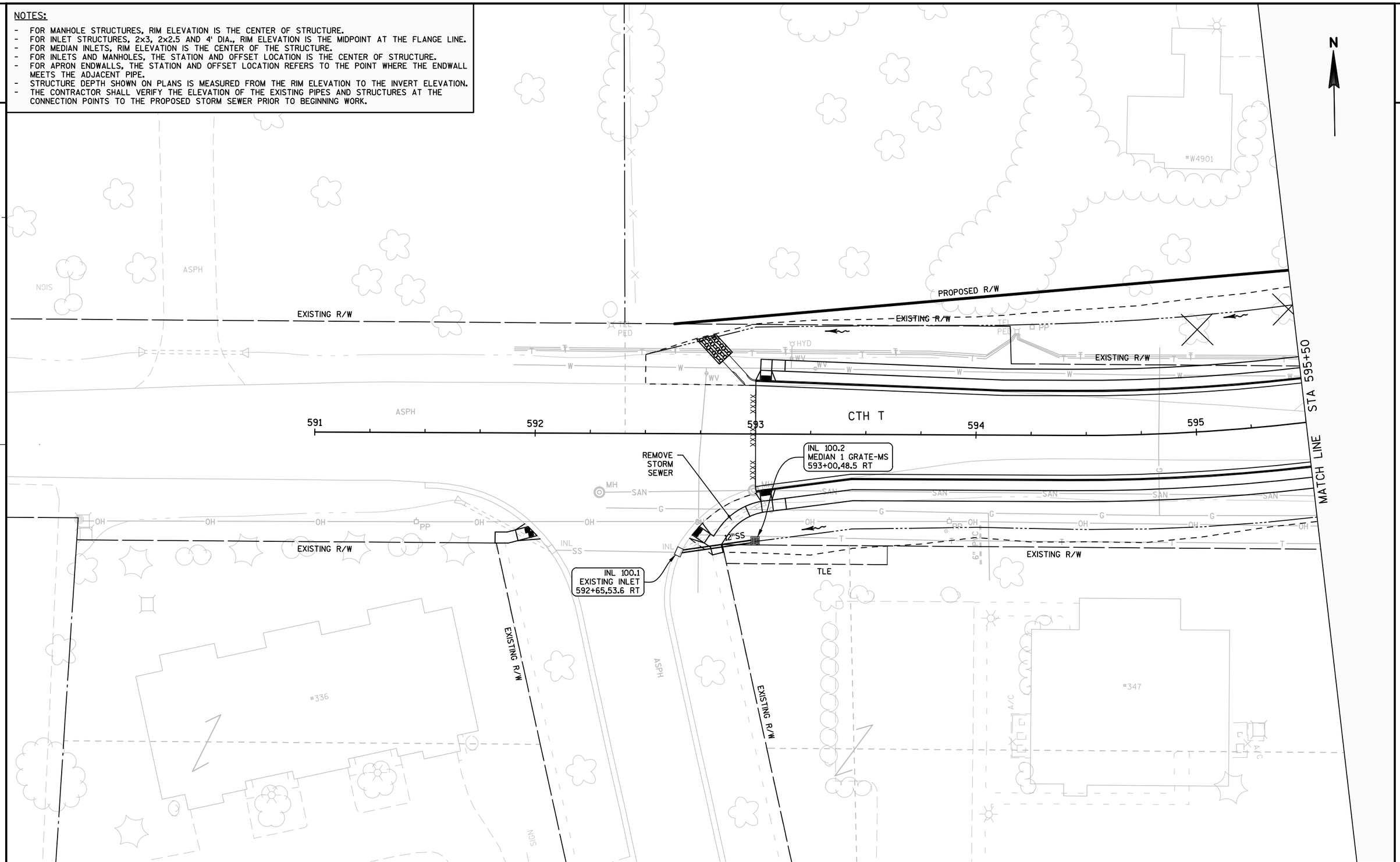
- EROSION MAT CLASS I, TYPE A
- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE C
- MEDIUM RIPRAP
- SLOPE INTERCEPT
- SURFACE WATER FLOW



PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	EROSION CONTROL PERMANENT: CTH V - REINHARDT ROAD	SHEET 85	E

NOTES:

- FOR MANHOLE STRUCTURES, RIM ELEVATION IS THE CENTER OF STRUCTURE.
- FOR INLET STRUCTURES, 2x3, 2x2.5 AND 4' DIA., RIM ELEVATION IS THE MIDPOINT AT THE FLANGE LINE.
- FOR MEDIAN INLETS, RIM ELEVATION IS THE CENTER OF THE STRUCTURE.
- FOR INLETS AND MANHOLES, THE STATION AND OFFSET LOCATION IS THE CENTER OF STRUCTURE.
- FOR APRON ENDWALLS, THE STATION AND OFFSET LOCATION REFERS TO THE POINT WHERE THE ENDWALL MEETS THE ADJACENT PIPE.
- STRUCTURE DEPTH SHOWN ON PLANS IS MEASURED FROM THE RIM ELEVATION TO THE INVERT ELEVATION.
- THE CONTRACTOR SHALL VERIFY THE ELEVATION OF THE EXISTING PIPES AND STRUCTURES AT THE CONNECTION POINTS TO THE PROPOSED STORM SEWER PRIOR TO BEGINNING WORK.

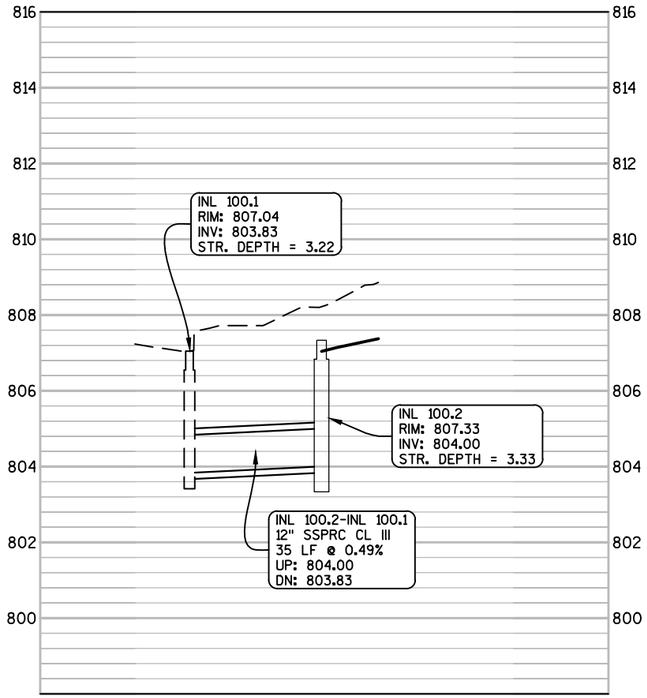


PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	STORM SEWER LAYOUT: CTH T	SHEET 86	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_022501_SS - C3D12.DWG
LAYOUT NAME - 14202371_022501_SS - C3D12 - SHEET-01

PLOT DATE : 2/17/2015 1:10 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42



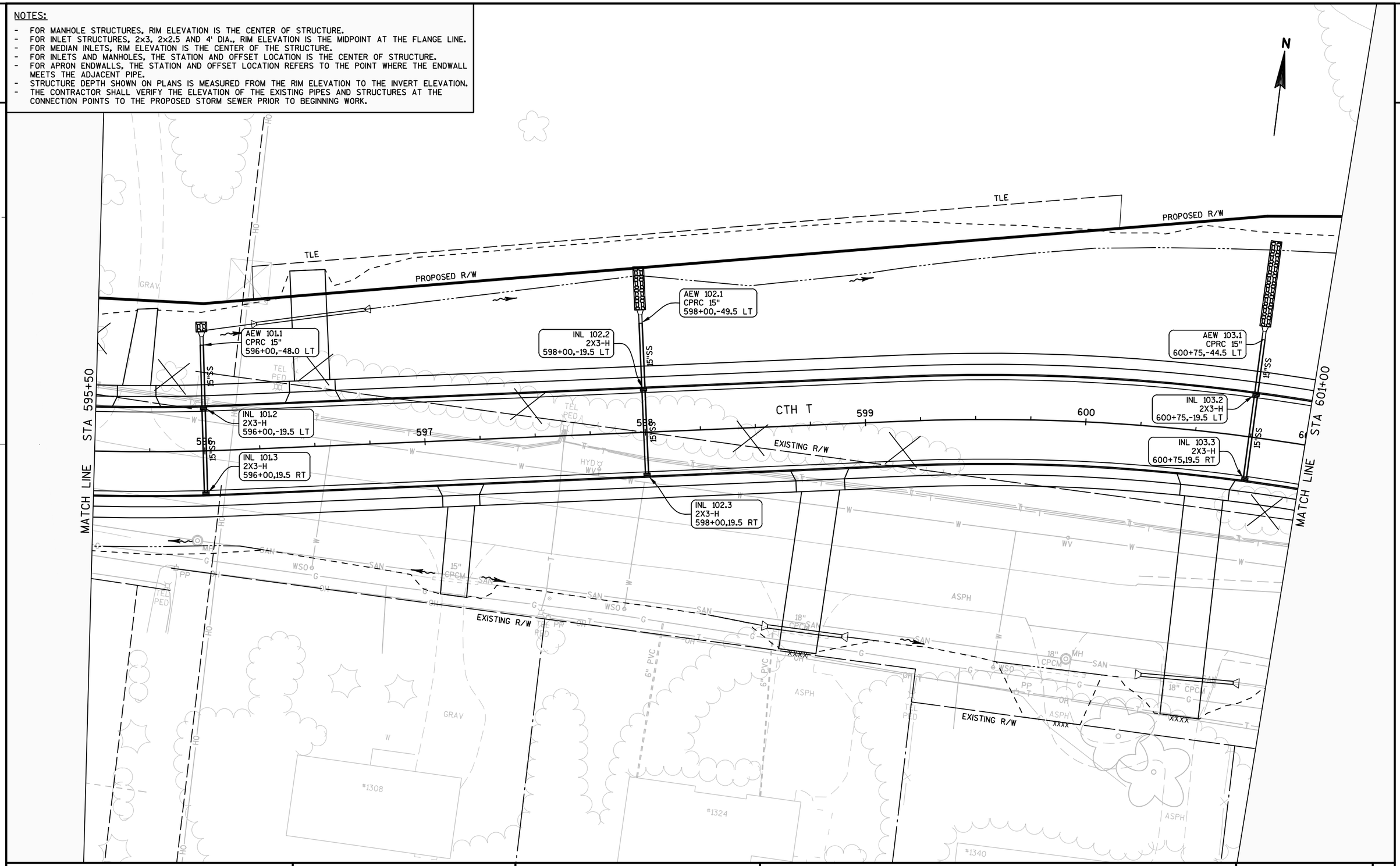
NOTES:

- FOR MANHOLE STRUCTURES, RIM ELEVATION IS THE CENTER OF STRUCTURE.
- FOR INLET STRUCTURES, 2x3, 2x2.5 AND 4' DIA., RIM ELEVATION IS THE MIDPOINT AT THE FLANGE LINE.
- FOR MEDIAN INLETS, RIM ELEVATION IS THE CENTER OF THE STRUCTURE.
- FOR INLETS AND MANHOLES, THE STATION AND OFFSET LOCATION IS THE CENTER OF STRUCTURE.
- FOR APRON ENDWALLS, THE STATION AND OFFSET LOCATION REFERS TO THE POINT WHERE THE ENDWALL MEETS THE ADJACENT PIPE.
- STRUCTURE DEPTH SHOWN ON PLANS IS MEASURED FROM THE RIM ELEVATION TO THE INVERT ELEVATION.
- THE CONTRACTOR SHALL VERIFY THE ELEVATION OF THE EXISTING PIPES AND STRUCTURES AT THE CONNECTION POINTS TO THE PROPOSED STORM SEWER PRIOR TO BEGINNING WORK.

2

NOTES:

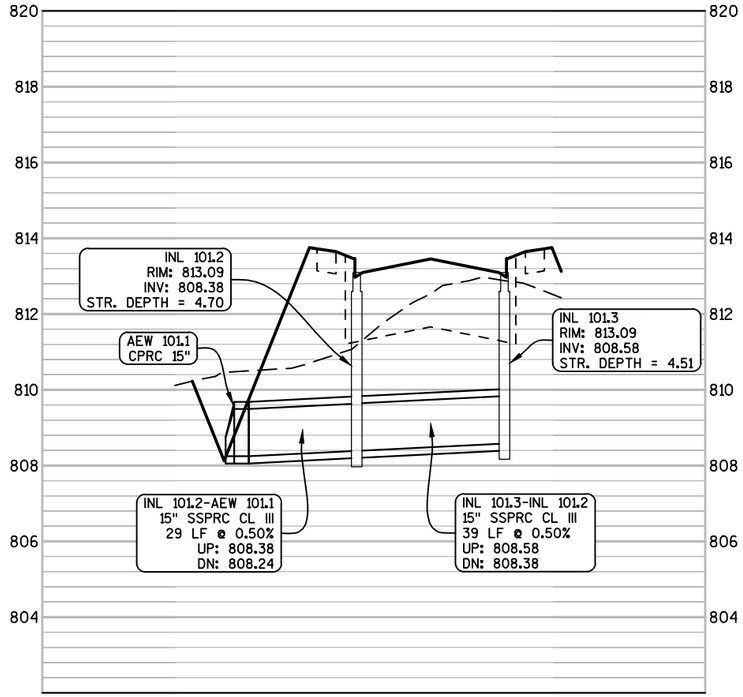
- FOR MANHOLE STRUCTURES, RIM ELEVATION IS THE CENTER OF STRUCTURE.
- FOR INLET STRUCTURES, 2x3, 2x2.5 AND 4' DIA., RIM ELEVATION IS THE MIDPOINT AT THE FLANGE LINE.
- FOR MEDIAN INLETS, RIM ELEVATION IS THE CENTER OF THE STRUCTURE.
- FOR INLETS AND MANHOLES, THE STATION AND OFFSET LOCATION IS THE CENTER OF STRUCTURE.
- FOR APRON ENDWALLS, THE STATION AND OFFSET LOCATION REFERS TO THE POINT WHERE THE ENDWALL MEETS THE ADJACENT PIPE.
- STRUCTURE DEPTH SHOWN ON PLANS IS MEASURED FROM THE RIM ELEVATION TO THE INVERT ELEVATION.
- THE CONTRACTOR SHALL VERIFY THE ELEVATION OF THE EXISTING PIPES AND STRUCTURES AT THE CONNECTION POINTS TO THE PROPOSED STORM SEWER PRIOR TO BEGINNING WORK.

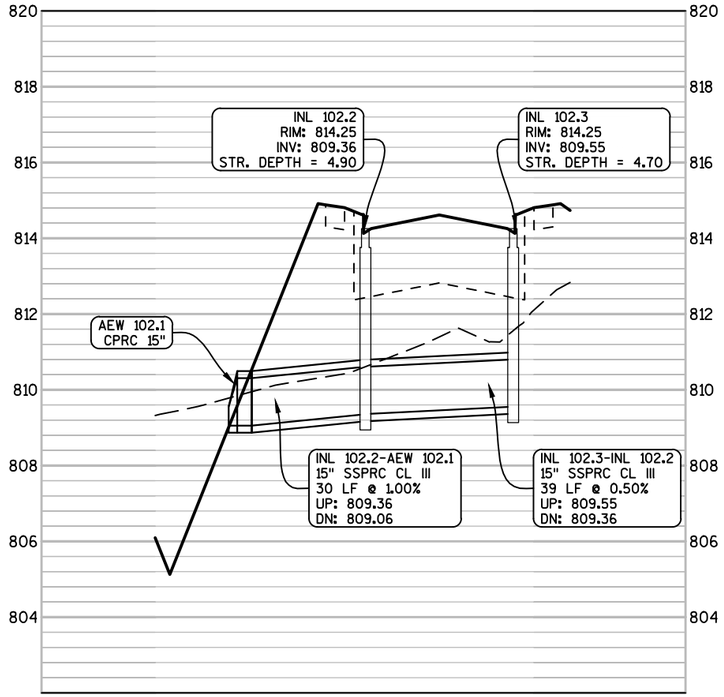


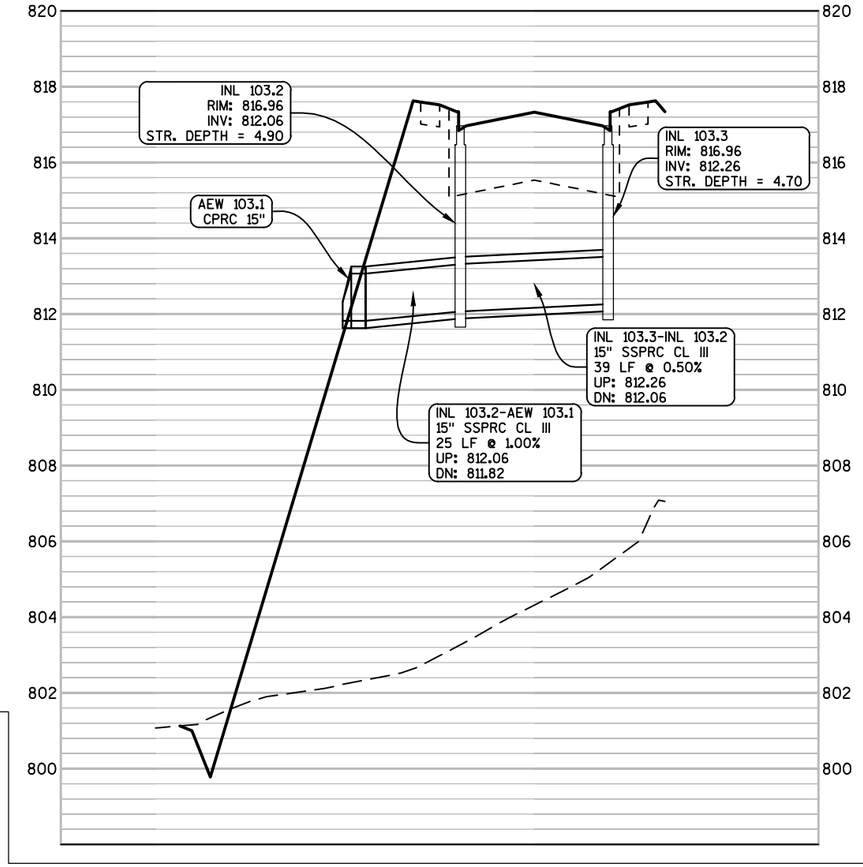
PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	STORM SEWER LAYOUT: CTH T	SHEET 88	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_022501_SS - C3D12.DWG
LAYOUT NAME - 14202371_022501_SS - C3D12 - SHEET-03

PLOT DATE : 2/17/2015 1:11 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1:40_XREF







NOTES:

- FOR MANHOLE STRUCTURES, RIM ELEVATION IS THE CENTER OF STRUCTURE.
- FOR INLET STRUCTURES, 2x3, 2x2.5 AND 4' DIA., RIM ELEVATION IS THE MIDPOINT AT THE FLANGE LINE.
- FOR MEDIAN INLETS, RIM ELEVATION IS THE CENTER OF THE STRUCTURE.
- FOR INLETS AND MANHOLES, THE STATION AND OFFSET LOCATION IS THE CENTER OF STRUCTURE.
- FOR APRON ENDWALLS, THE STATION AND OFFSET LOCATION REFERS TO THE POINT WHERE THE ENDWALL MEETS THE ADJACENT PIPE.
- STRUCTURE DEPTH SHOWN ON PLANS IS MEASURED FROM THE RIM ELEVATION TO THE INVERT ELEVATION.
- THE CONTRACTOR SHALL VERIFY THE ELEVATION OF THE EXISTING PIPES AND STRUCTURES AT THE CONNECTION POINTS TO THE PROPOSED STORM SEWER PRIOR TO BEGINNING WORK.

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	STORM SEWER LAYOUT: CTH T	SHEET 89	E

2

N

TLE

PROPOSED R/W

AEW 203.2
CPRC 30"
15+85,-71.1 LT

AEW 203.1
CPRC 30"
16+59,48.0 RT

30-INCH CPRC CL IV

AEW 201.2
53"x83" CPRCHE
602+06,-94.8 LT

53X83-INCH CPRC HE-IV

WETLAND LIMITS

AEW 104.1
CPRC 15"
603+42,-44.5 LT

INL 104.2
2X3-H
603+42,-19.5 LT

15"SS

CTH T

GRAV

AEW 105.1
CPRC 15"
605+50,-44.5 LT

INL 105.2
2X3-H
605+50,-19.5 LT

EXISTING R/W

TEL

PED

STA 601+00

MATCH LINE

601

602

603

604

605

606

607

STA 607+00

MATCH LINE

40

41

42

43

44

INL 104.3
2X3-H
603+42,19.5 RT

INL 106.2
2X3-H
605+50,19.5 RT

AEW 106.1
CPRC 15"
605+50,44.5 RT

PRAIRIE TRAIL CONNECTOR

EP: 1+92.74

30"SS

HYD

WV

ASPH

REMOVE MANHOLE

MH

SAN

42" CPCM

24" CPCM

18" CPCM

AEW 201.1
53"X83" CPRCHE
603+96,135.1 RT

AEW 202.1
CPRC 24"
13+89,-68.2 LT

REMOVE STORM SEWER

24-INCH CPRC CL IV

CONC

AEW 202.2
CPRC 24"
13+52,87.5 RT

COUNTRY CREEK DR

PROPOSED R/W

TILE

#W4858

NOTES:

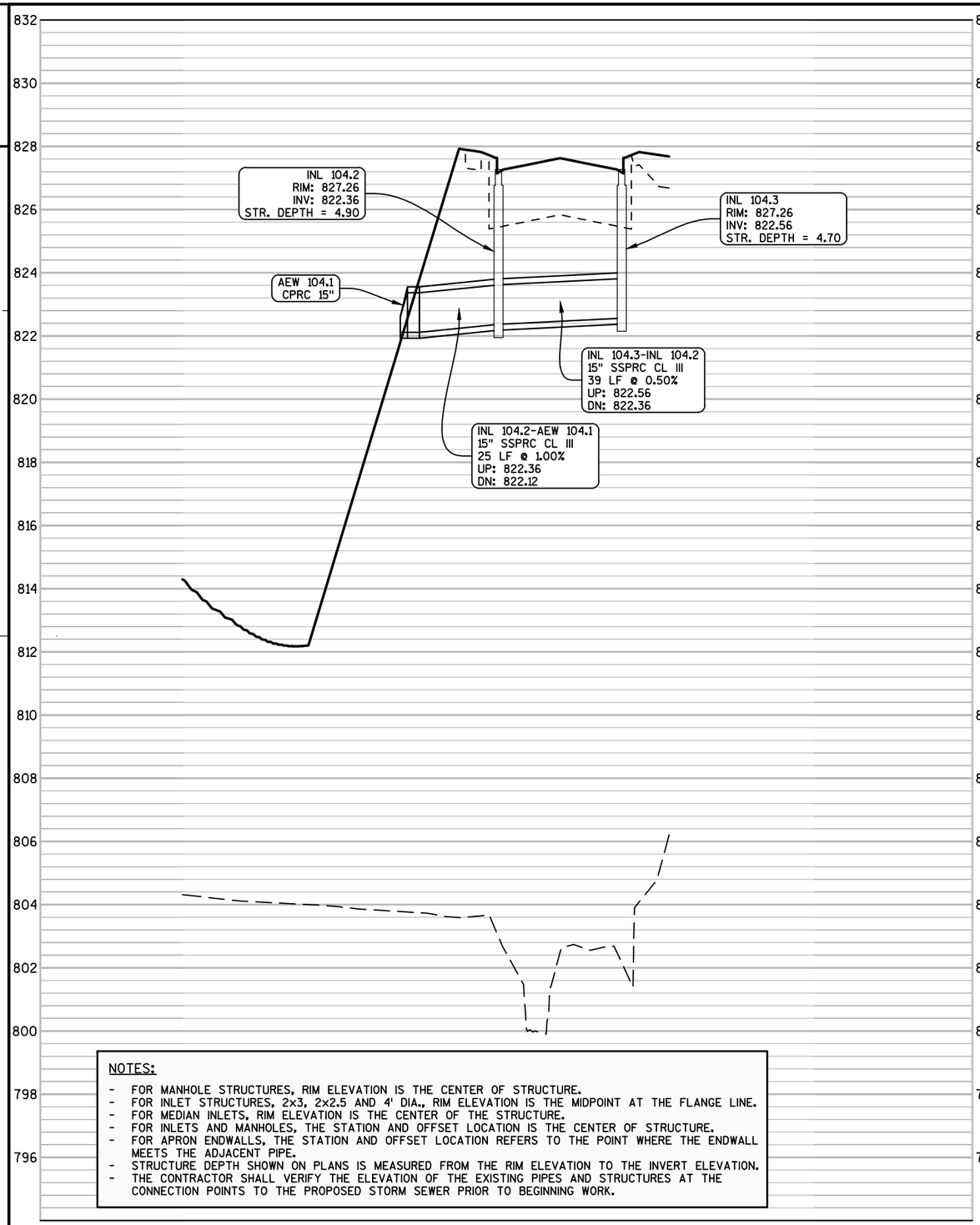
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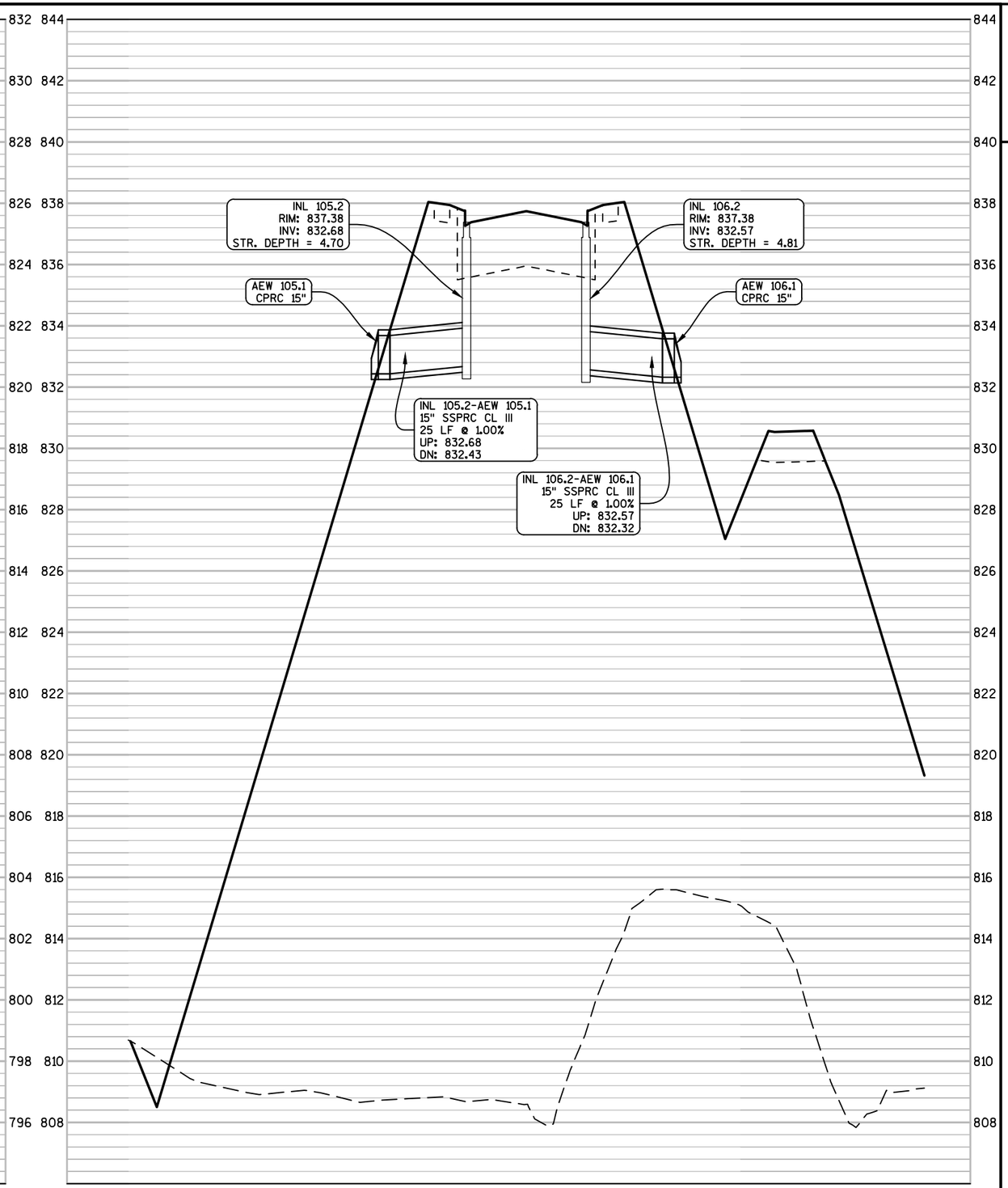
PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	STORM SEWER LAYOUT: CTH T	SHEET 90	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_022501_SS - C3D12.DWG
LAYOUT NAME - 14202371_022501_SS - C3D12 - SHEET-05

PLOT DATE : 2/17/2015 1:12 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1:40_XREF

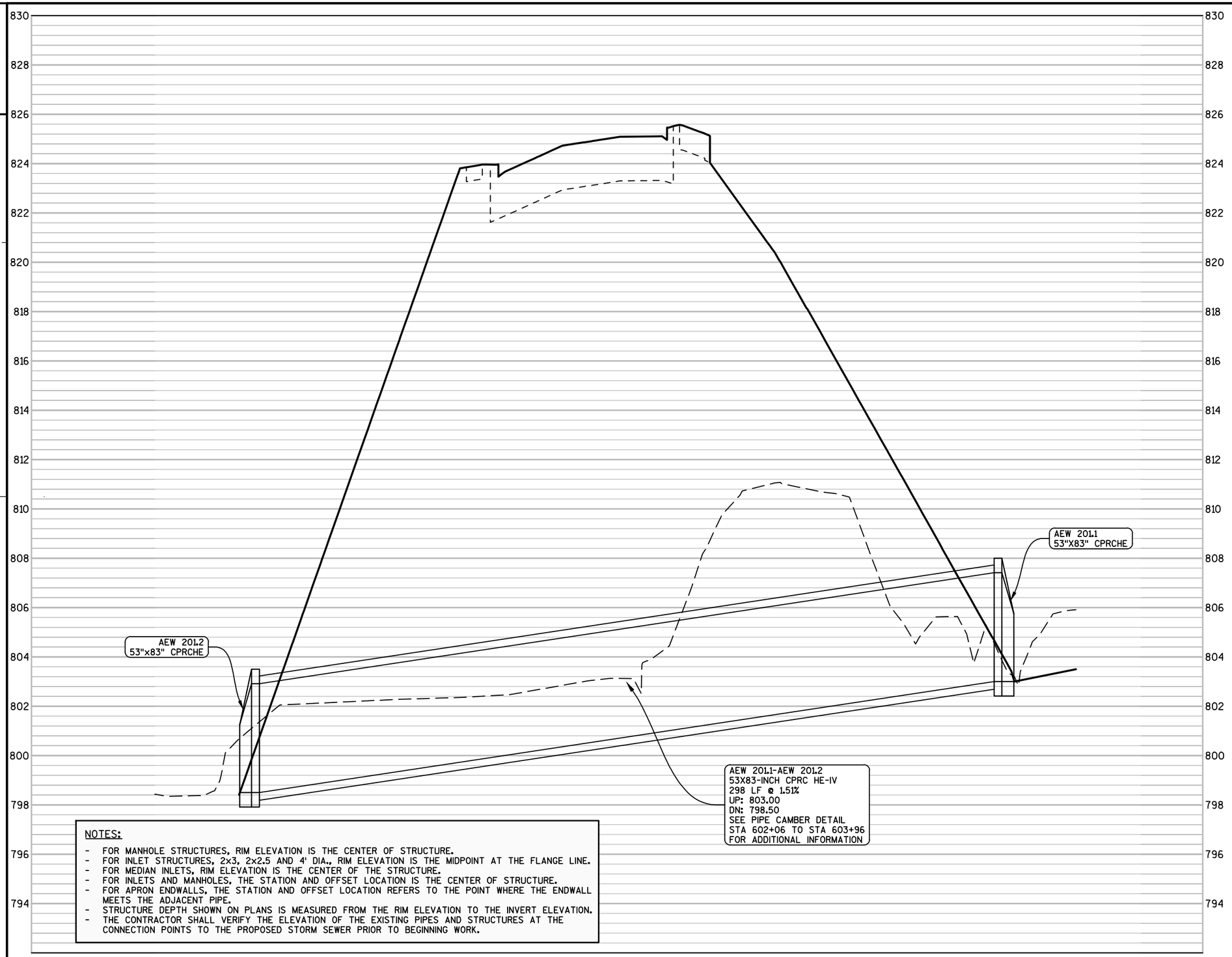
WISDOT/CADDS SHEET 42





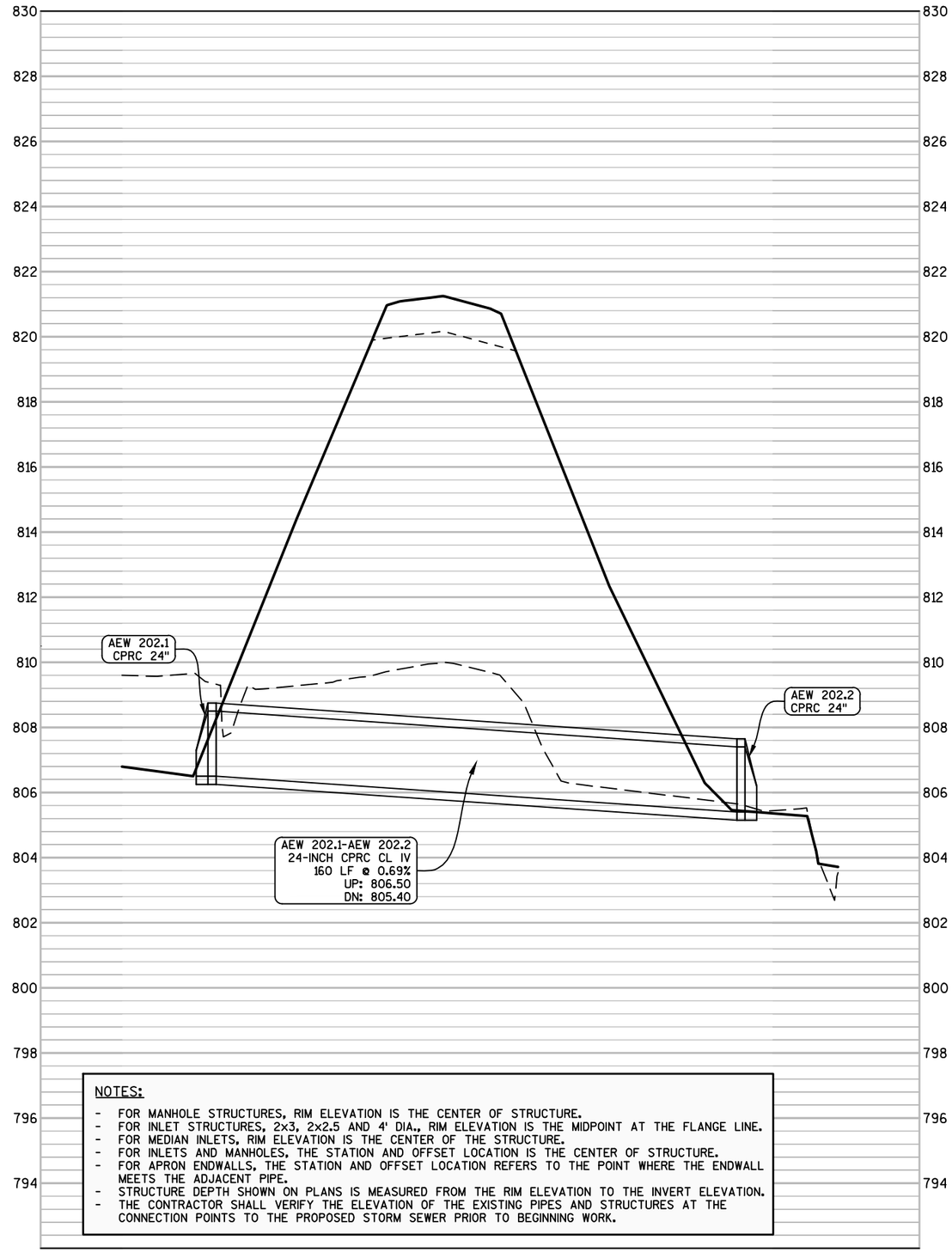
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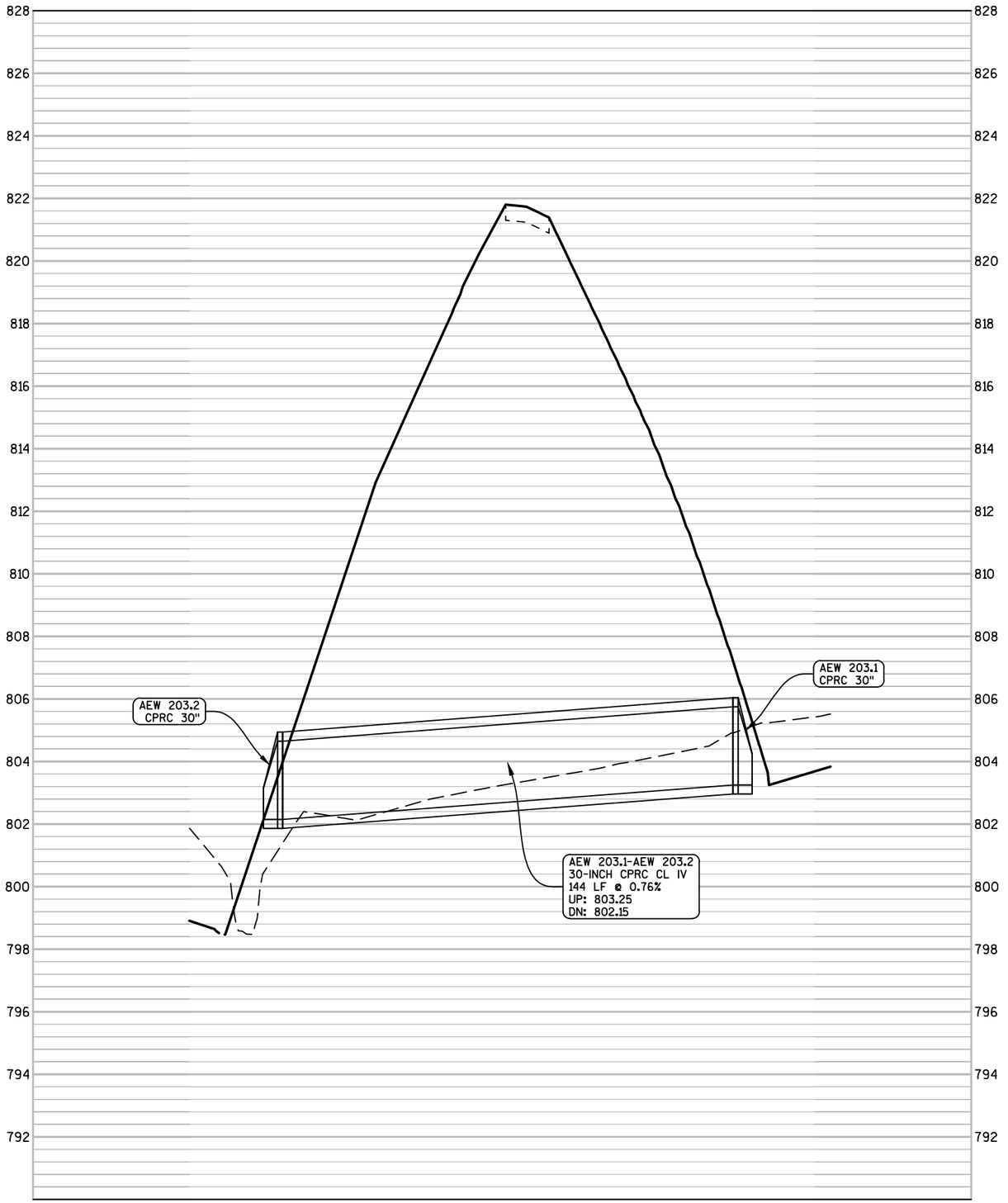
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2

MATCH LINE STA 607+00

MATCH LINE STA 613+00

EXISTING R/W

SLOPE INTERCEPT

N

PI: 1+04.35

30°

24"SS

REMOVE STORM SEWER

55

PRAIRIE TRAIL

20

BP: 0+00.00

307

306

305

304

EXISTING R/W

AEW 107.1
CPRC 15"
607+35,-40.0 LT

15"SS

STRUCTURE B-20-0227

AEW 109.1
CPRC 15"
611+75,-44.5 LT

15"SS

INL 107.2
2X3-H
607+47,-19.5 LT

INL 109.2
2X3-H
611+75,-19.5 LT

CTH T

607

608

609

610

611

612

INL 108.2
2X3-H
607+69,19.5 RT

INL 110.2
2X3-H
612+25,19.5 RT

15"SS

15"SS

AEW 108.1
CPRC 15"
607+71,39.5 RT

AEW 110.1
CPRC 15"
612+25,44.5 RT

EXISTING R/W

AEW 204.1
CPRC 24"
607+81,125.1 RT

EXISTING R/W

EXISTING R/W

53

45

46

52

24-INCH CPRC CL III

AEW 206.2
19" x 30" EW RCHE
608+24,180.8 RT

AEW 206.1
19" x 30" EW RCHE
608+64,179.2 RT

AEW 204.2
CPRC 24"
607+77,179.0 RT

19"x30"-INCH CPRC HE-III

AEW 205.2
19" x 30" EW RCHE
608+24,185.3 RT

19"x30"-INCH CPRC HE-III xxxx

AEW 205.1
19" x 30" EW RCHE
608+64,183.8 RT

USH 151 SB

USH 151 NB

18"SS

EP: 2+01.68

BP: 0+00.00

EP: 0+75.00

REMOVE STORM SEWER

36"SS

EXISTING R/W

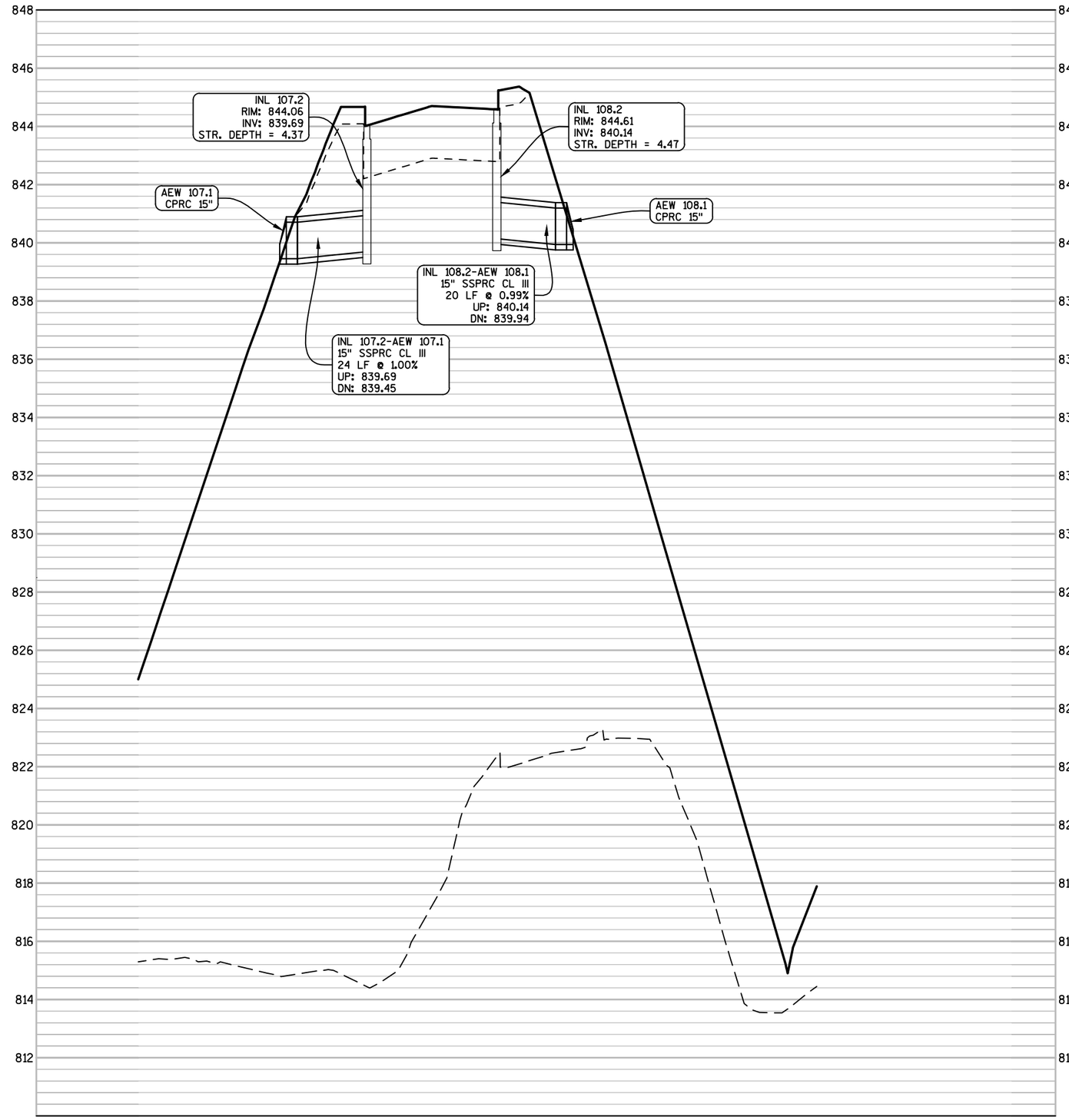
PROPOSED R/W

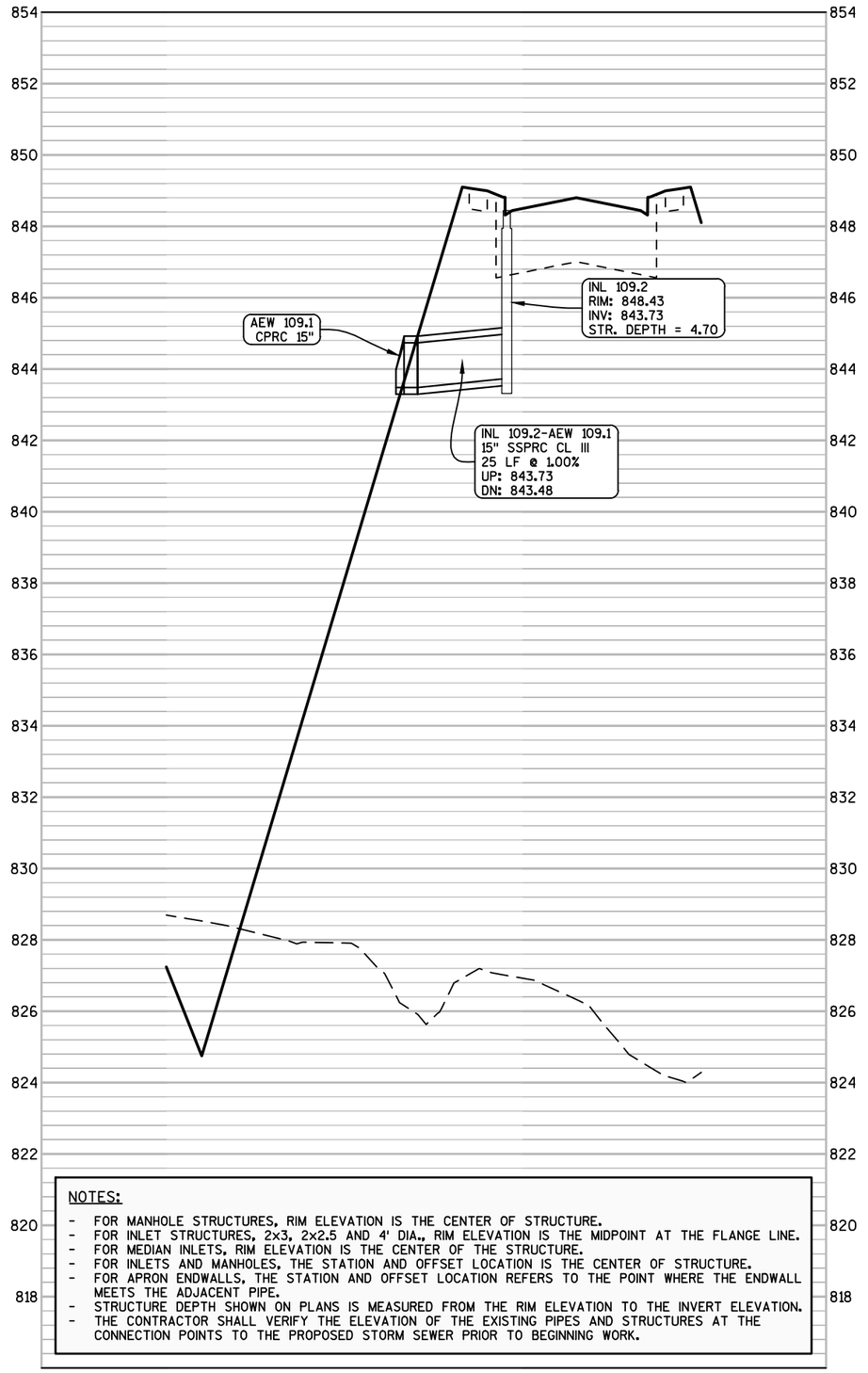
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PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	STORM SEWER LAYOUT: CTH T	SHEET 94	E

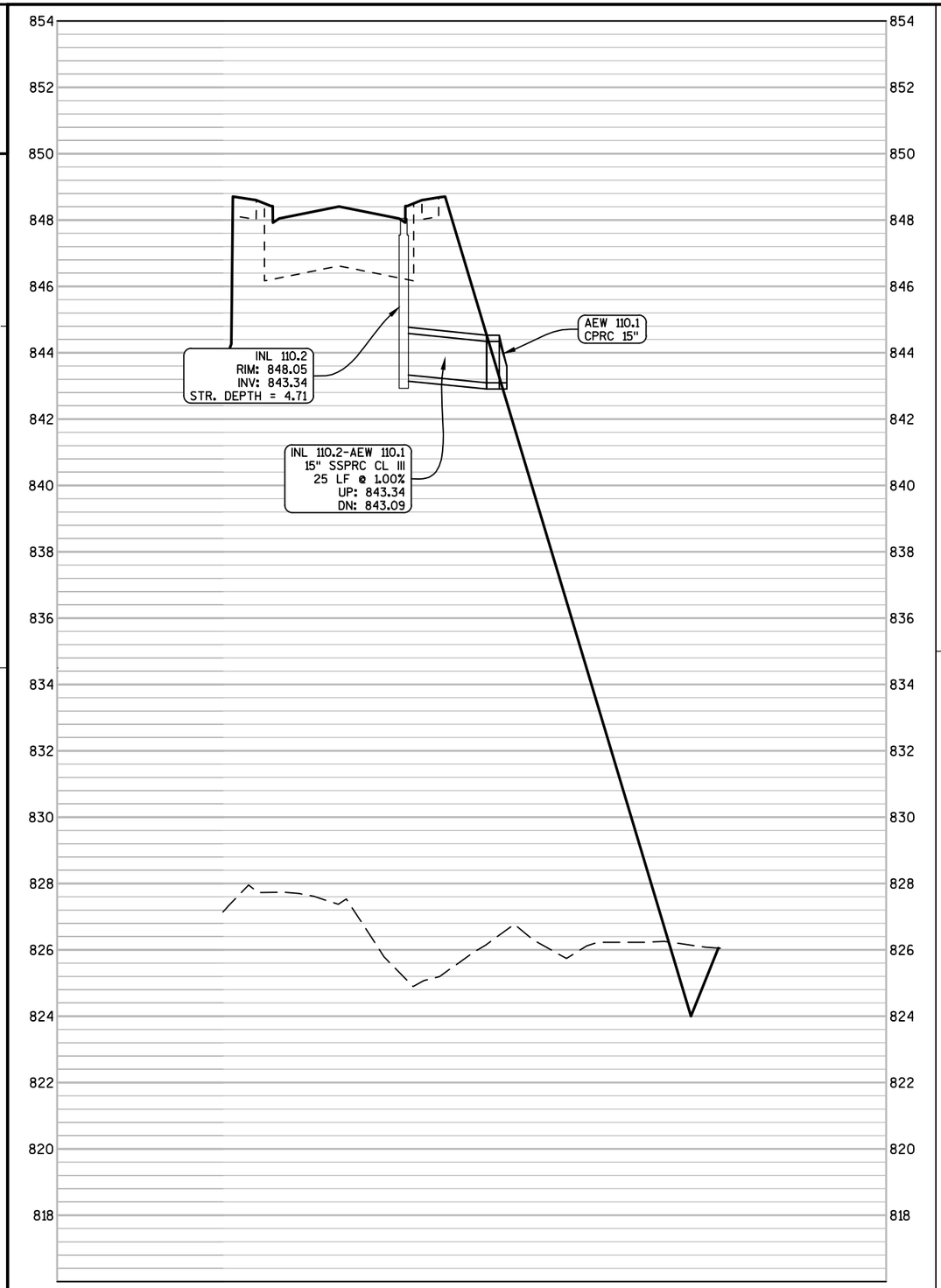
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LAYOUT NAME - 14202371_022501_SS - C3D12 - SHEET-09
PLOT DATE : 2/17/2015 1:13 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1:40_XREF





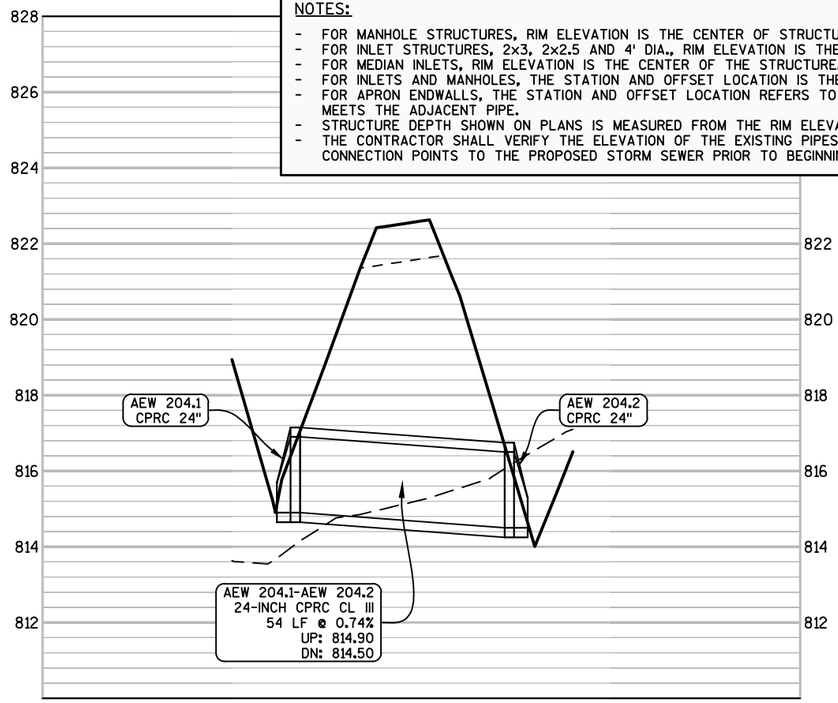
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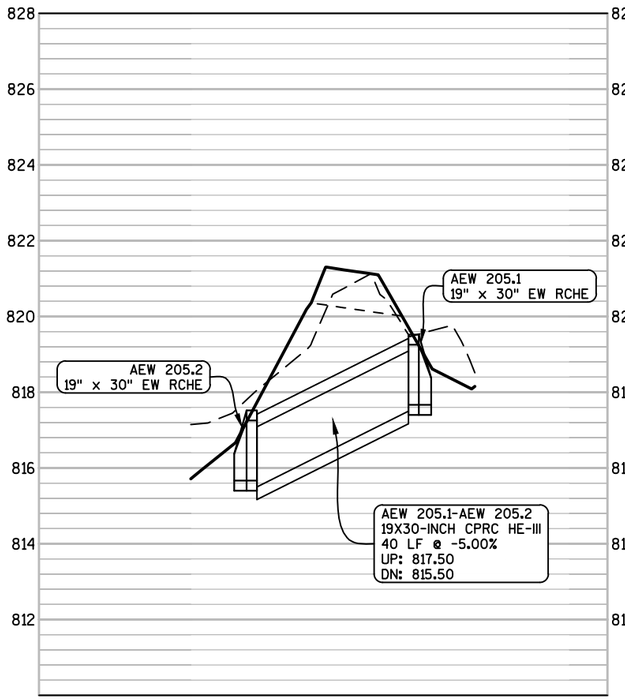
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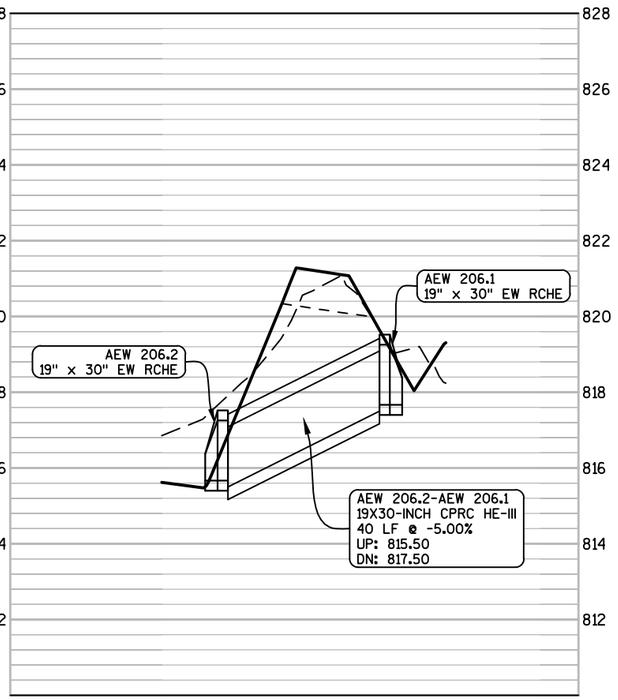


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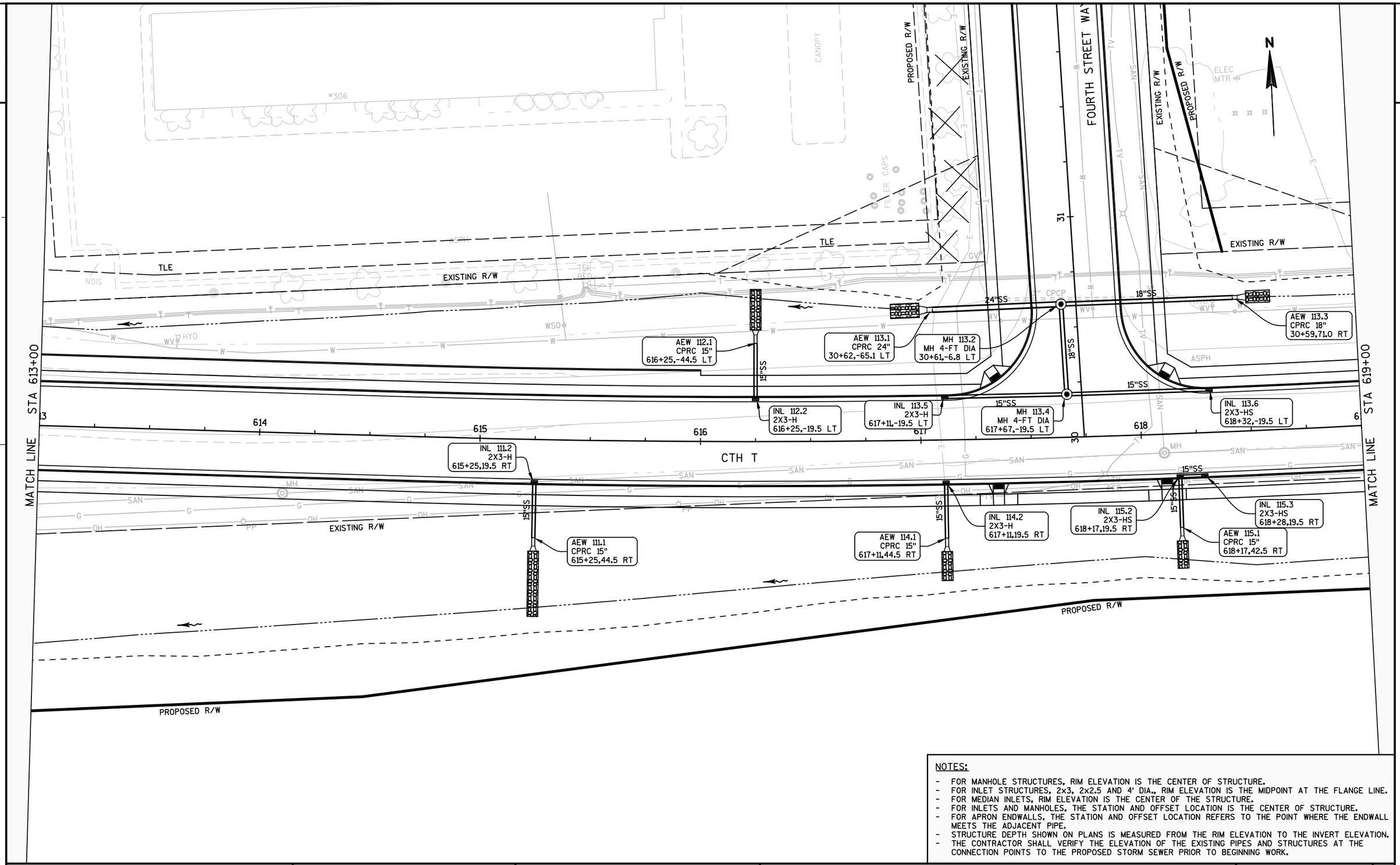






PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	STORM SEWER LAYOUT: CTH T	SHEET 96	E

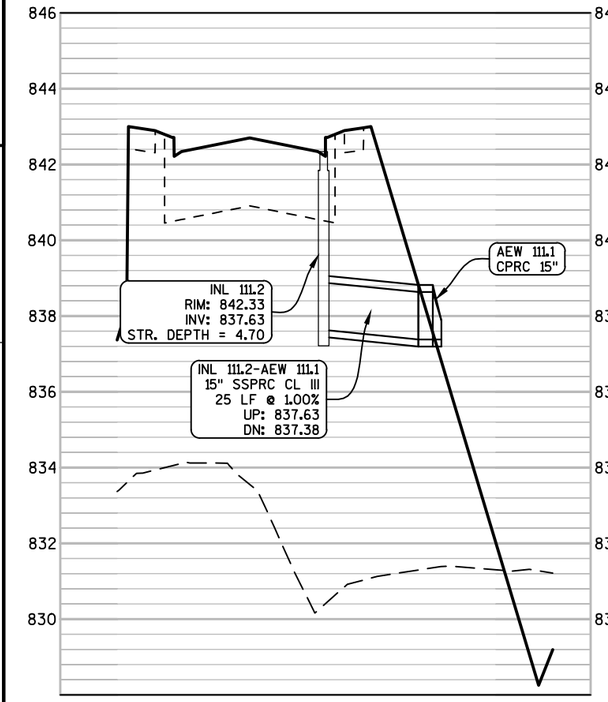
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LAYOUT NAME - 14202371_022501_SS - C3D12 - SHEET-11
PLOT DATE : 2/17/2015 1:14 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

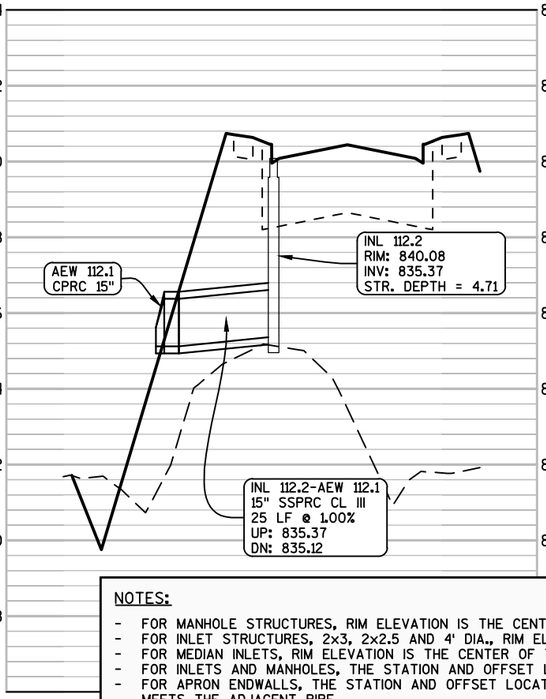


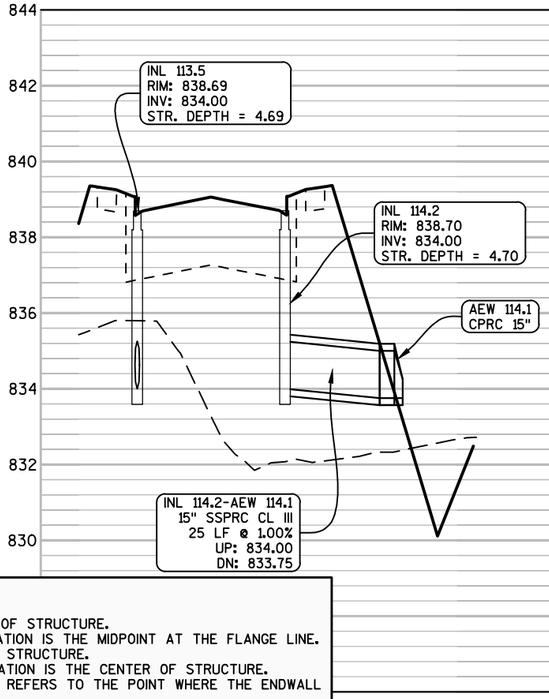
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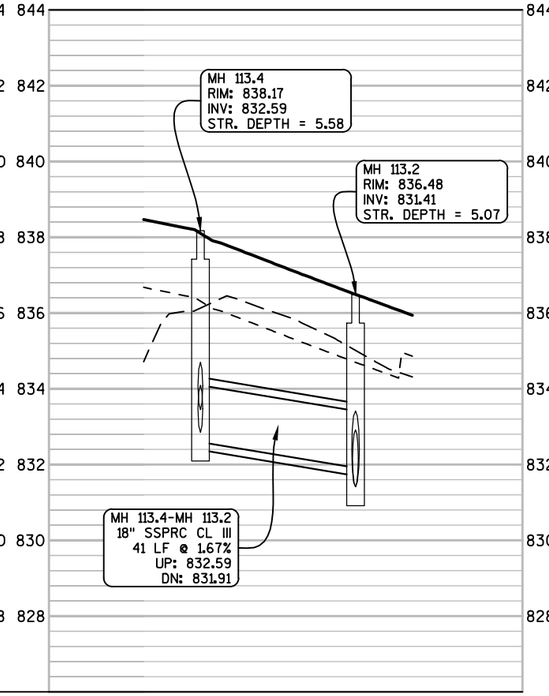
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PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	STORM SEWER LAYOUT: CTH T	SHEET 97	E



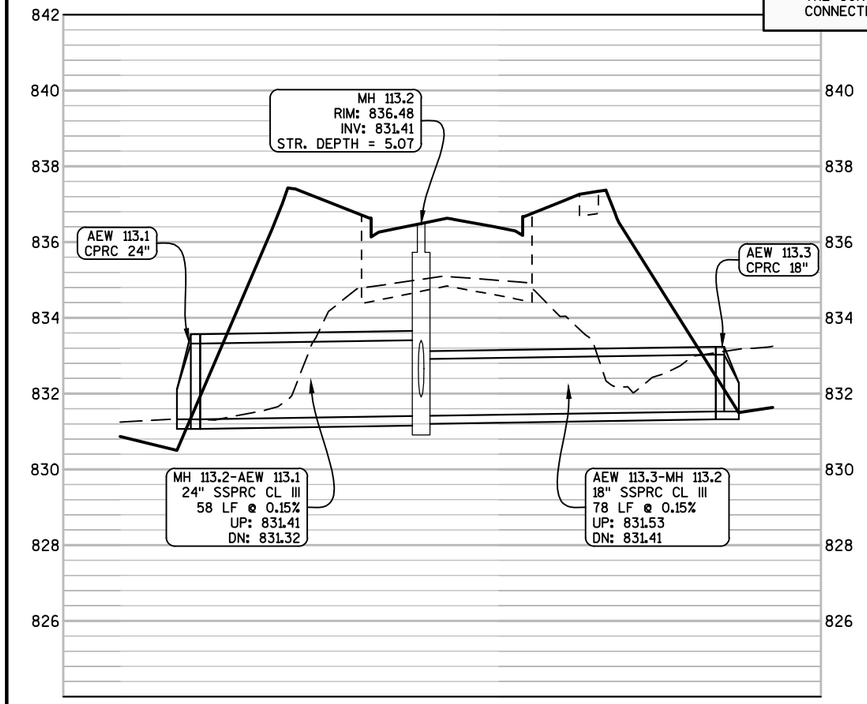


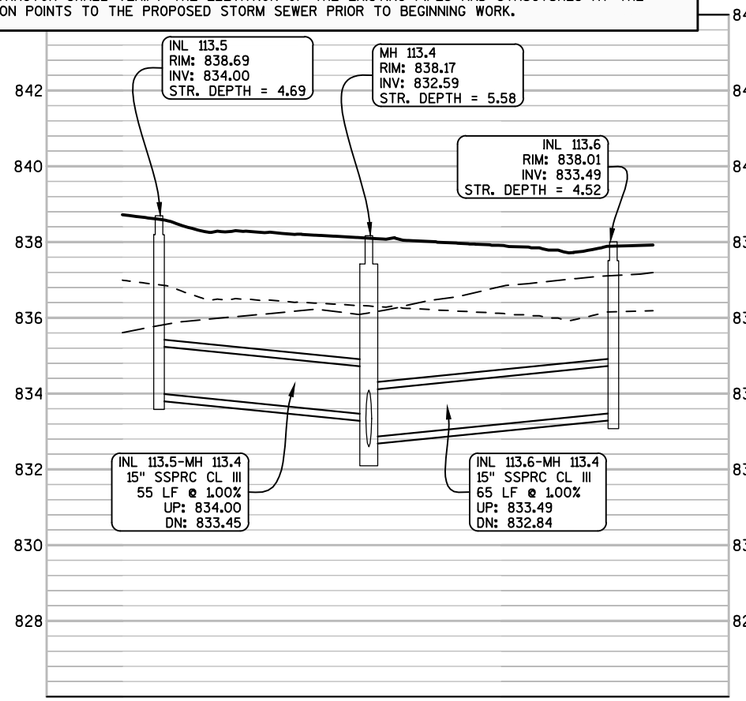


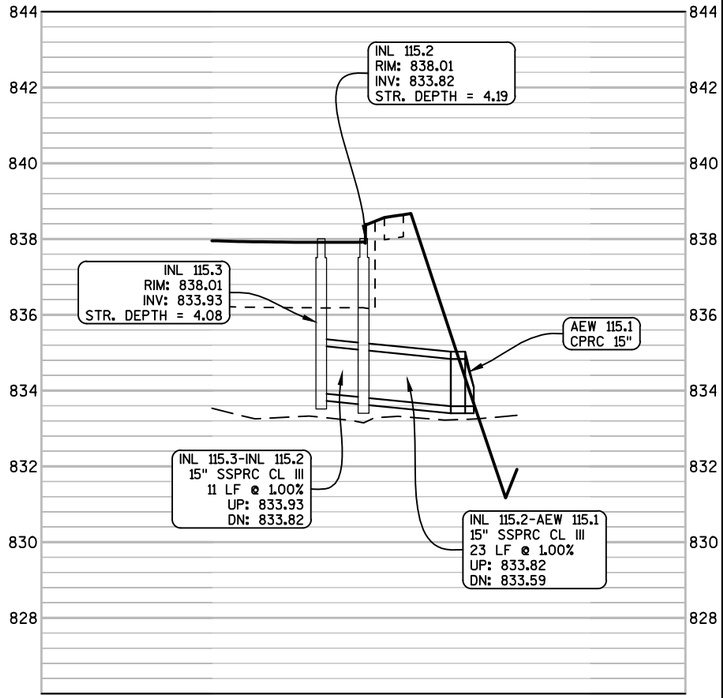


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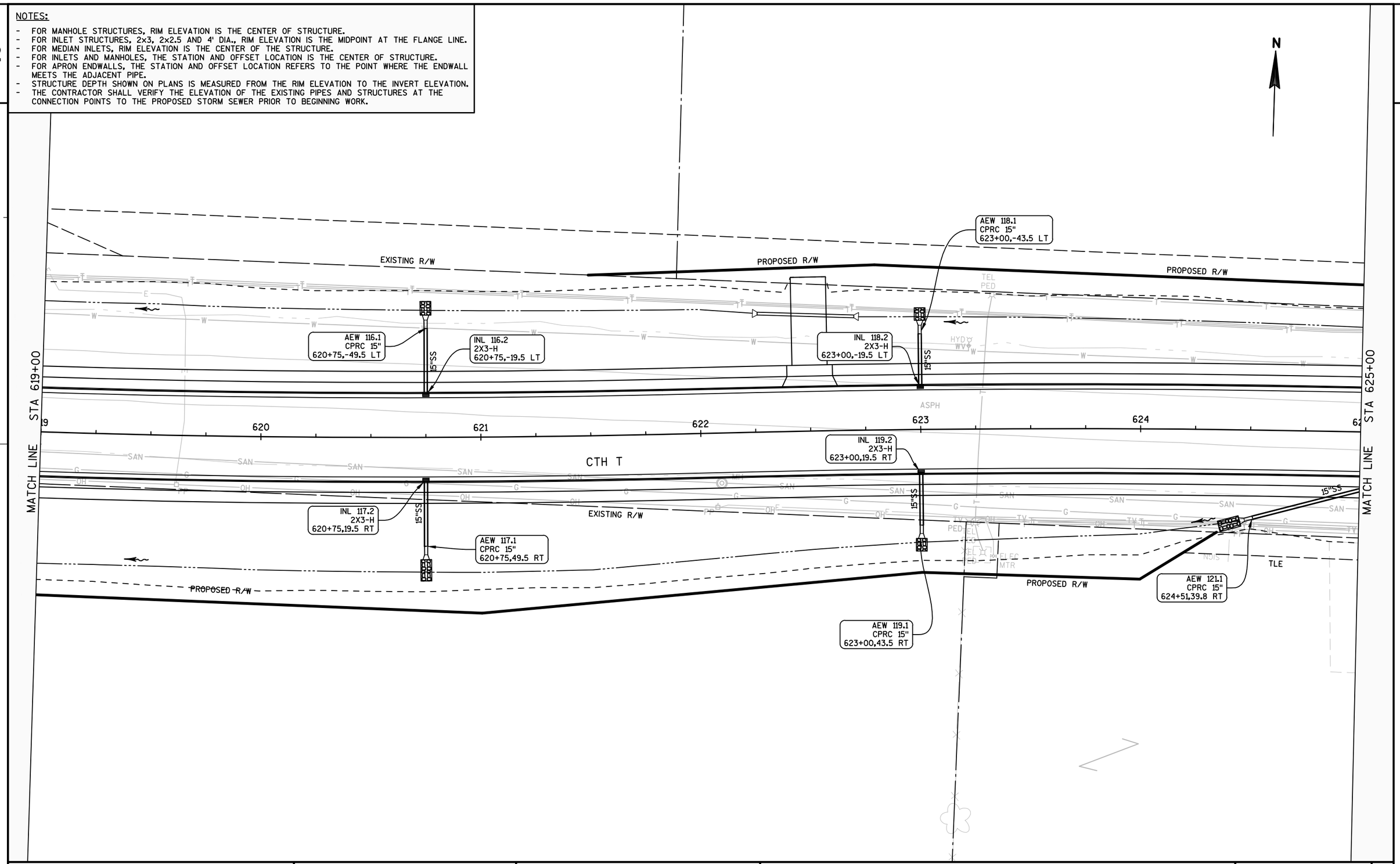
PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	STORM SEWER LAYOUT: CTH T	SHEET	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_022501_SS - C3D12.DWG
LAYOUT NAME - 14202371_022501_SS - C3D12 - SHEET-13

PLOT DATE : 2/17/2015 1:14 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1:40_XREF

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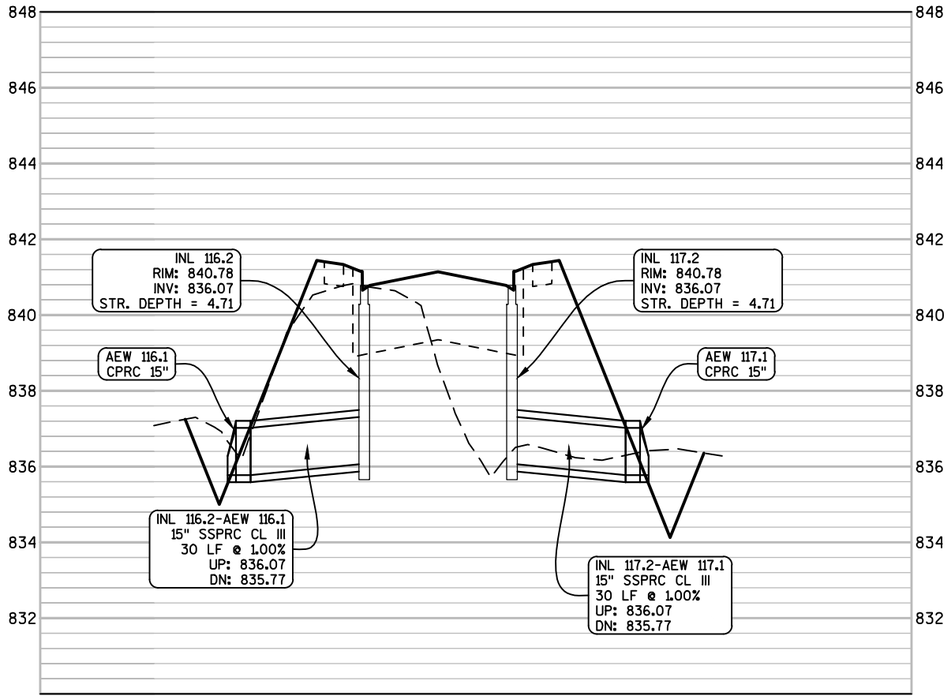


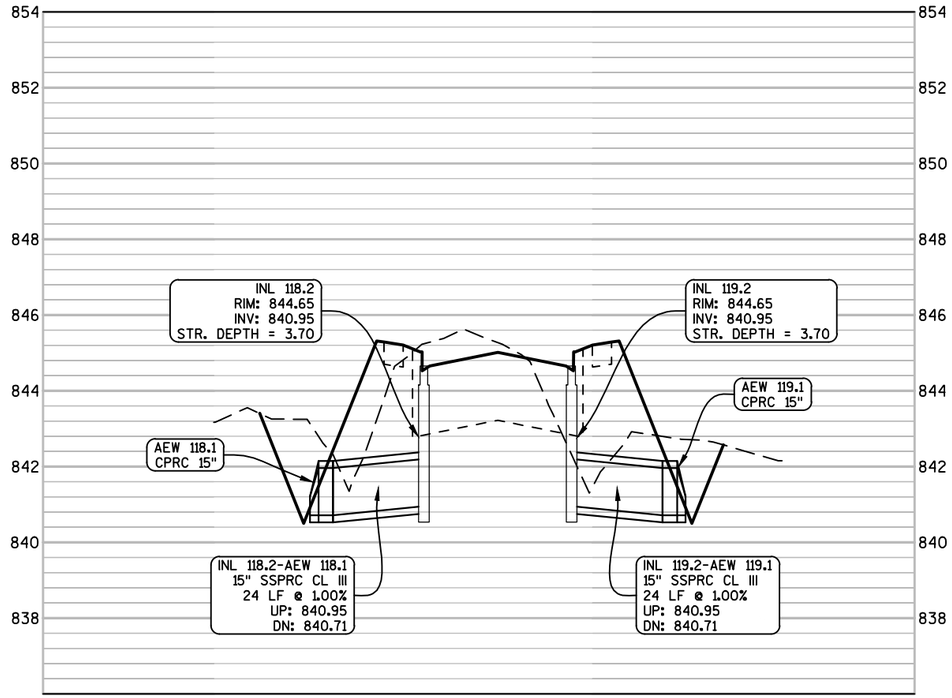
PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	STORM SEWER LAYOUT: CTH T	SHEET 99	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_022501_SS - C3D12.DWG
LAYOUT NAME - 14202371_022501_SS - C3D12 - SHEET-14

PLOT DATE : 2/17/2015 1:15 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42





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2

2

N

AEW 120.1
CPRC 15"
625+25,-39.5 LT

INL 120.2
2X3-H
625+25,-19.5 LT

INL 121.2
2X3-H
625+25,19.5 RT

AEW 207.1
24 IN AEW CMP
68+71,-29.4 LT

207.2
CONCRETE COLLAR
68+73,-20.6 LT

PROPOSED R/W

EXISTING R/W

CTH K

CTH T

MATCH LINE STA 625+00

625 626 627 628 629 630 631

71 70 69 68

24-INCH CPCS

18" CPCM

12" CPCM

15"SS

#1596

#W4659

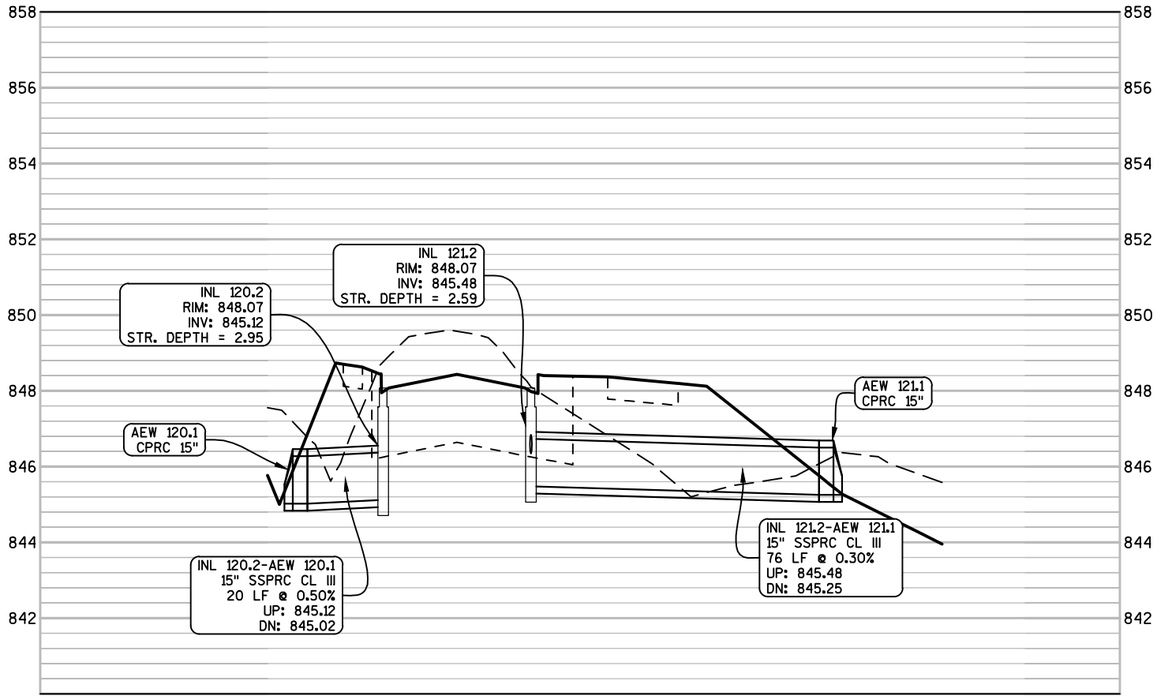
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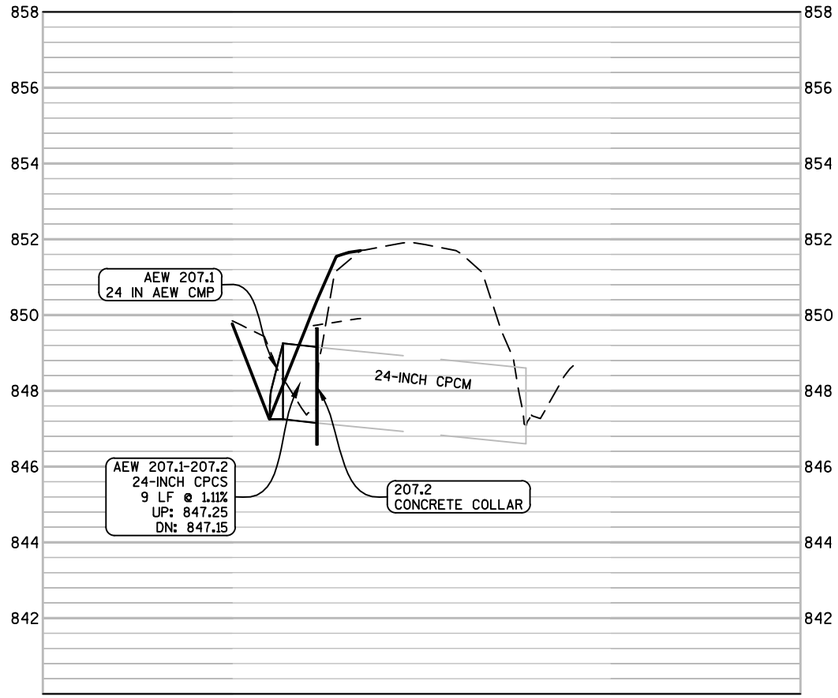
MONUMENT
LIGHT
FLAG POLE

NOTES:

- FOR MANHOLE STRUCTURES, RIM ELEVATION IS THE CENTER OF STRUCTURE.
- FOR INLET STRUCTURES, 2x3, 2x2.5 AND 4' DIA., RIM ELEVATION IS THE MIDPOINT AT THE FLANGE LINE.
- FOR MEDIAN INLETS, RIM ELEVATION IS THE CENTER OF THE STRUCTURE.
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- FOR APRON ENDWALLS, THE STATION AND OFFSET LOCATION REFERS TO THE POINT WHERE THE ENDWALL MEETS THE ADJACENT PIPE.
- STRUCTURE DEPTH SHOWN ON PLANS IS MEASURED FROM THE RIM ELEVATION TO THE INVERT ELEVATION.
- THE CONTRACTOR SHALL VERIFY THE ELEVATION OF THE EXISTING PIPES AND STRUCTURES AT THE CONNECTION POINTS TO THE PROPOSED STORM SEWER PRIOR TO BEGINNING WORK.

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	STORM SEWER LAYOUT: CTH T	SHEET 101	E





2

NOTES:

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PROJECT NO:1420-23-71	HWY: USH 151	COUNTY:FOND DU LAC	STORM SEWER LAYOUT: CTH T	SHEET 102	E

NOTES:

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2

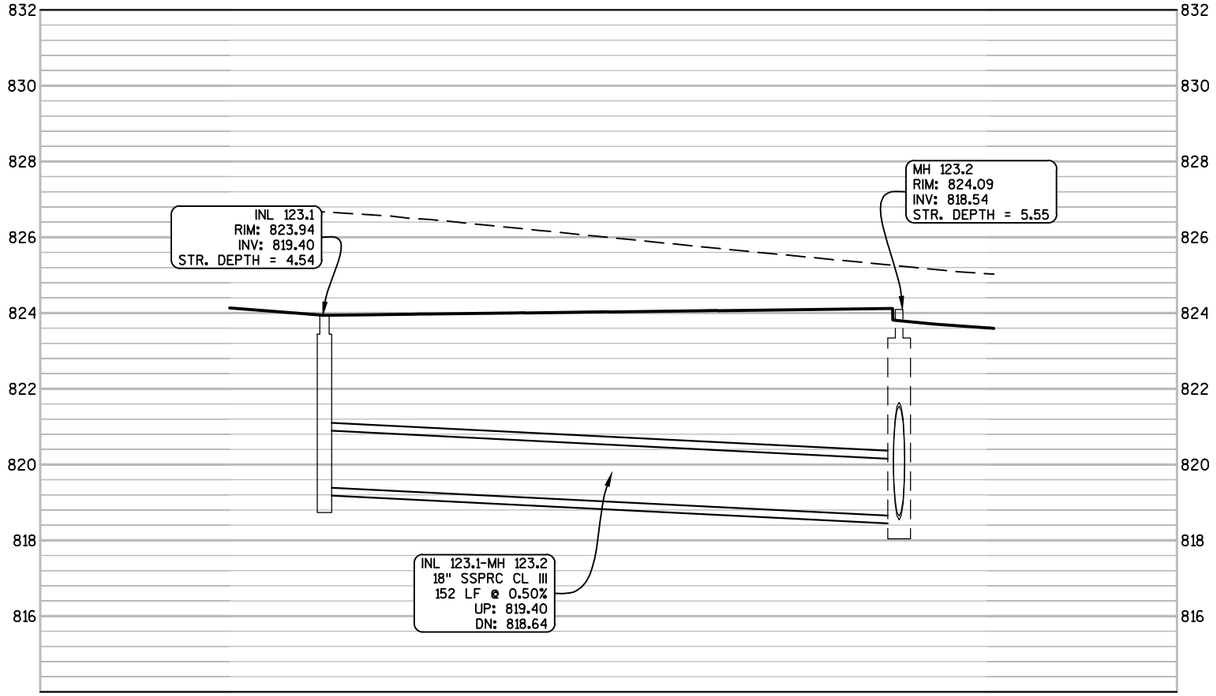
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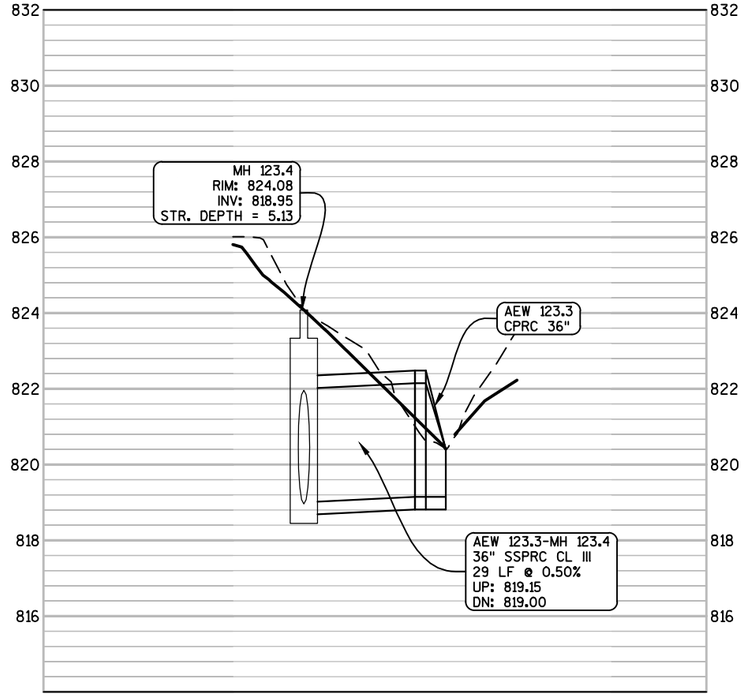
EXISTING R/W
WETLAND LIMITS
CTH T
AEW 122.1
CPRC 30"
55+72,-33.6 LT
EXISTING R/W
PROPOSED R/W
15"SS
30"SS
24"SS
PRAIRIE TRAIL
MH 122.2
MH 6-FT DIA
55+63,15.5 RT
MH 122.3
MH 5- FT DIA
54+83,10.0 RT
SLOPE INTERCEPT
USH 151 SB
RECONSTRUCT MANHOLE
REMOVE STORM SEWER
REMOVE INLET
REMOVE MANHOLE
INL 123.1
MEDIAN 1 GRATE-MS
302+50,-0.5 LT
MH 123.2
RECONSTRUCT MANHOLE
304+02,-1.0 LT
MH 122.4
RECONSTRUCT MANHOLE
307+00,1.4 RT
USH 151 NB
STRUCTURE B-20-0227
MH 123.4
MH 6-FT DIA
304+01,72.5 RT
AEW 123.3
CPRC 36"
303+84,96.7 RT
36"SS
18"SS
609
610
619
CTH T
PROPOSED R/W
EXISTING R/W

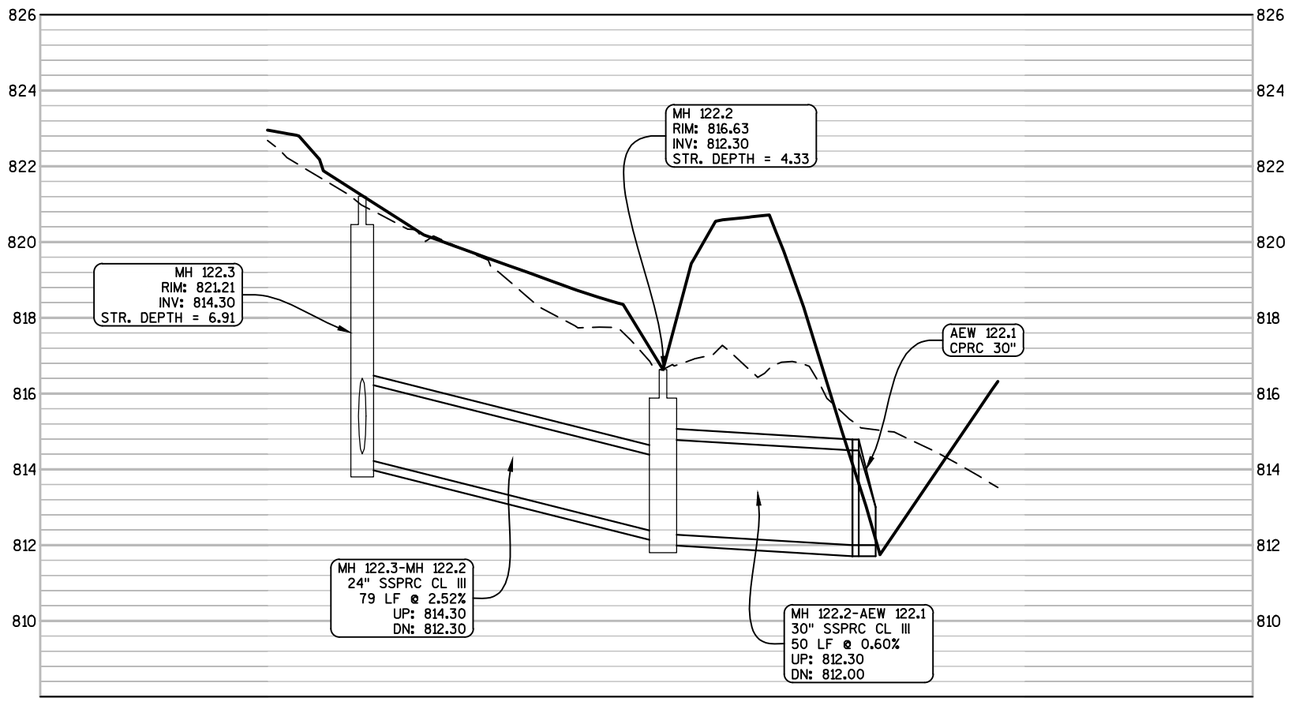
PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	STORM SEWER LAYOUT: USH 151	SHEET 103	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_022502_SS - C3D12.DWG PLOT DATE : 2/17/2015 1:17 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42





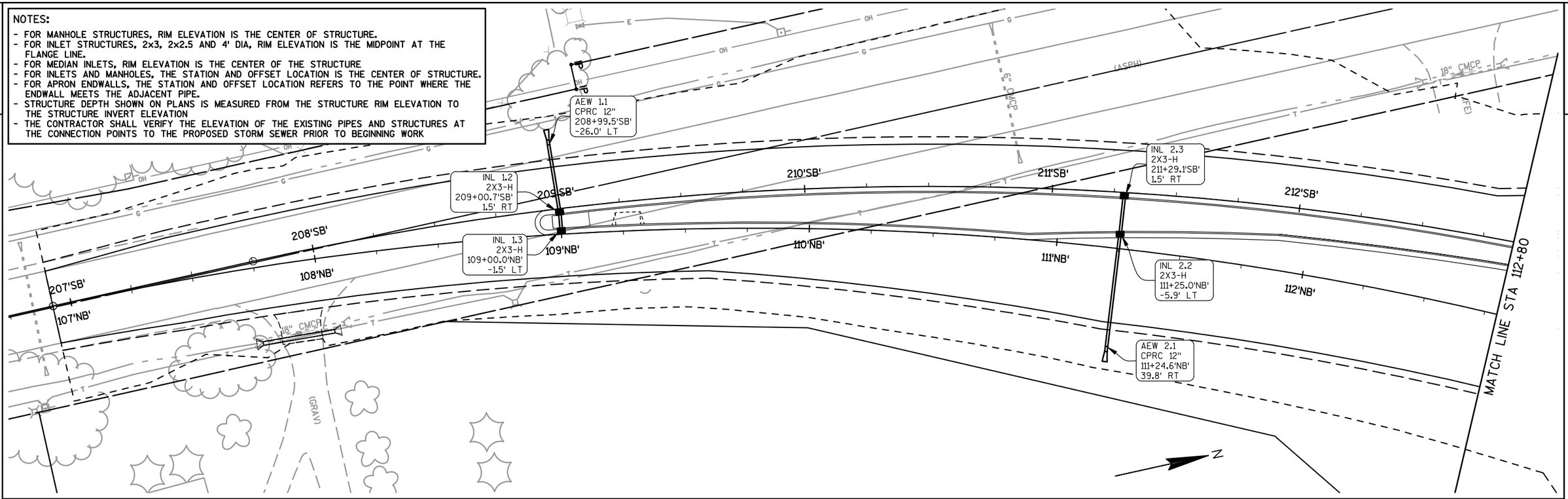


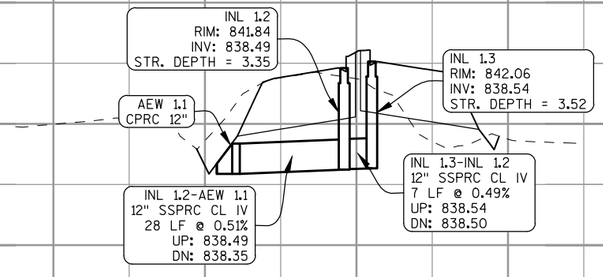
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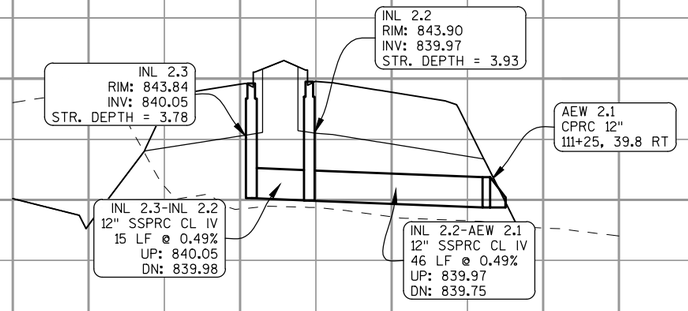
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PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	STORM SEWER LAYOUT: USH 151	SHEET 104	E

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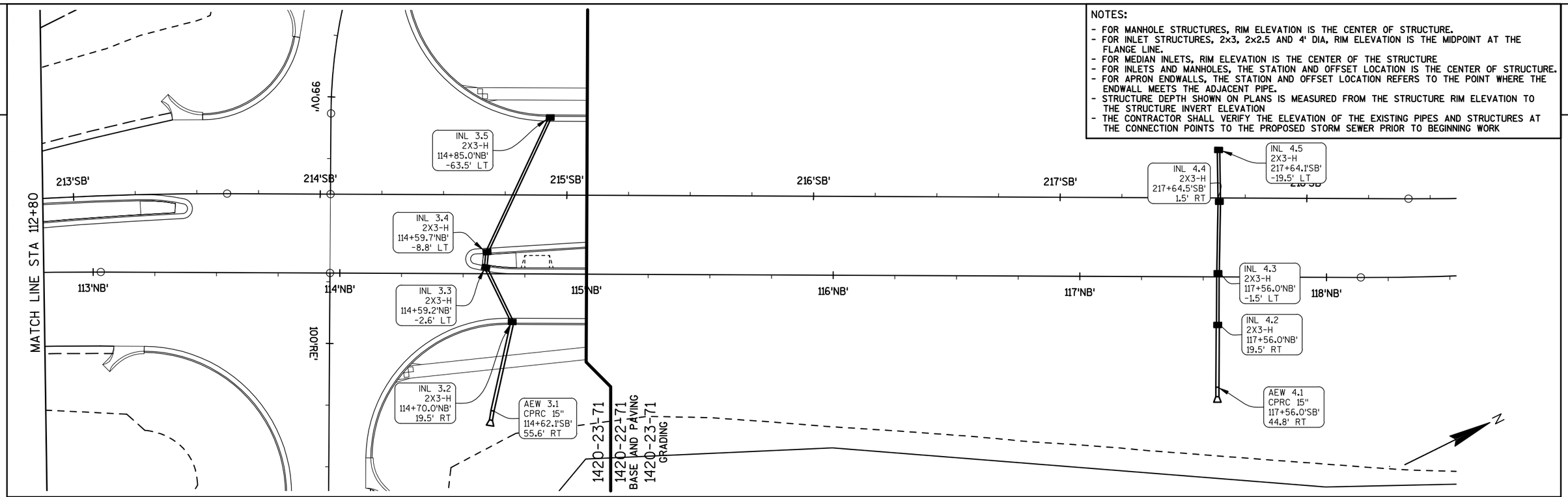


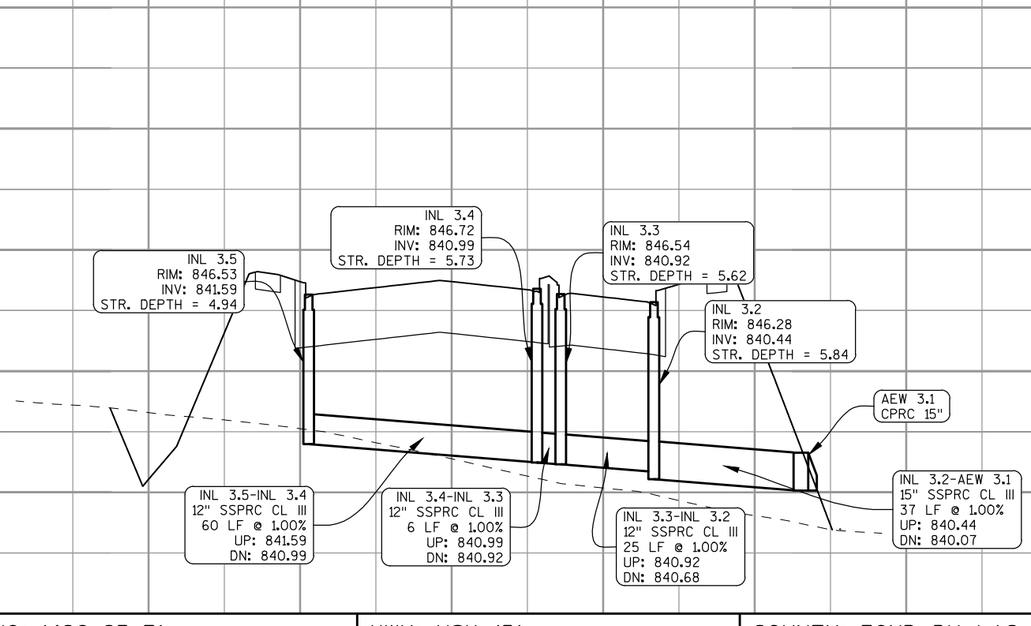


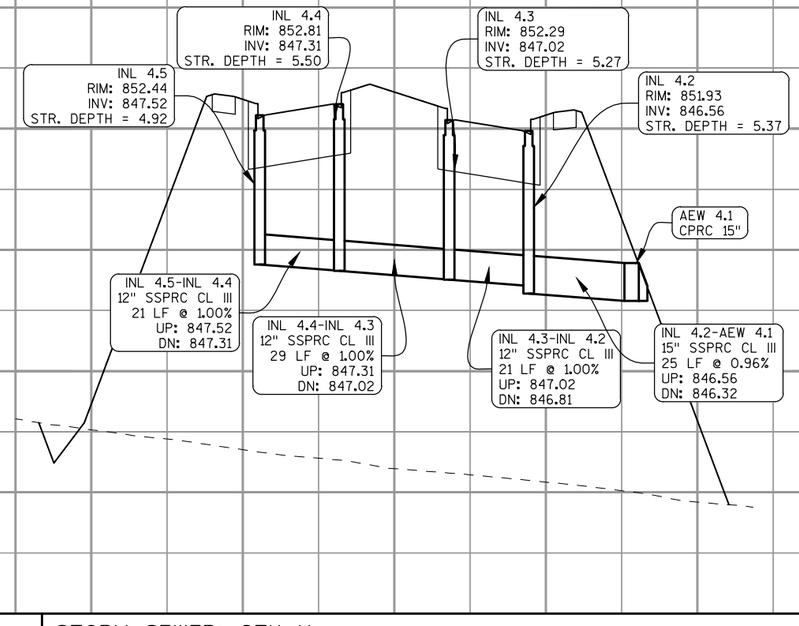


PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	STORM SEWER: CTH V	SHEET 105	E

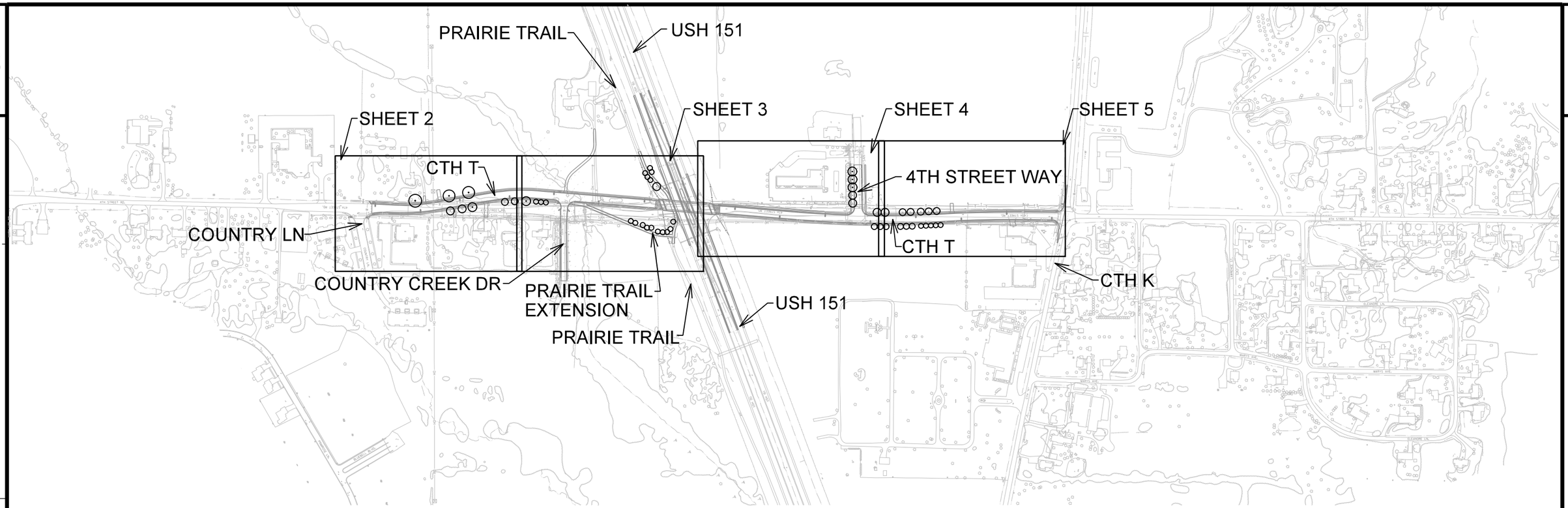
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PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	STORM SEWER: CTH V	SHEET 106	E



NOTES

CONTRACTOR WILL BE FULLY RESPONSIBLE FOR REPAIRING AND RESTORING ALL AREAS DISTURBED BY PLANTING OPERATIONS WITH LIKE MATERIALS AS DIRECTED BY THE FIELD ENGINEER OR AS INDICATED IN THE EROSION CONTROL PLANS INCLUDED IN THIS CONTRACT.

IF FIELD ADJUSTMENT OF TREES IS NECESSARY, RELOCATIONS MUST BE APPROVED BY FIELD ENGINEER PRIOR TO PLANTING.

THE CONTRACTOR SHALL FIELD LOCATE ALL PUBLIC AND PRIVATE EXISTING AND PROPOSED UTILITIES PRIOR TO DIGGING AND SHALL ADJUST TREE LOCATIONS AS NECESSARY TO AVOID CONFLICTS AND ACCOMMODATE UTILITY OFFSET REQUIREMENTS. MINIMUM UTILITY OFFSET REQUIREMENTS ARE AS FOLLOWS (GIVEN FROM CENTER OF UTILITY TO CENTER OF TREE):

-- 5'-0" MIN. FROM GAS & UG ELECTRIC LINES
-- 3'-0" MIN. FROM TELECOM, FIBER OPTIC & COAX LINES
-- 8'-0" MIN. FROM SANITARY, STORM SEWER & WATER LINES

TREES SHALL BE PLANTED A MINIMUM OF 8'-0" HORIZONTALLY FROM BOTTOM OF DRAINAGE CHANNELS.

CONTRACTOR SHALL VERIFY THAT A MINIMUM 24-INCH DEPTH OF TOPSOIL SPECIAL HAS BEEN PROVIDED FOR EACH TREE PLANTING PER THE WIDTHS INDICATED IN THE TREE PLANTING DETAILS, THIS PACKAGE.

SEE EROSION CONTROL PLANS FOR EXTENT OF SEED/SOD.

RE-MULCHING OF TREE RINGS IS EXPECTED TO BE PERFORMED IMMEDIATELY PRIOR TO THE END OF THE TWO YEAR PROVING PERIOD. WORK IS INCIDENTAL TO LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES BID ITEM. ADDITIONAL PAYMENT FOR RE-MULCHING WILL NOT BE GRANTED.

PLANS PREPARED BY KEN SAIKI DESIGN,
MADISON, WI (608) 251-3600

0' 300' 600' 1200'
SCALE: 1" = 600'-0"

1 OF 8

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PLAN LAYOUT OVERVIEW	SHEET	E

FILE NAME : Q:\ 2012-008 CTH V Interchange\ CAD\ 1 - Working Drawings\ 2012-008_ksd base_CTH V_1420-23-71.dgn
PLOT DATE : 18-FEB-2015
PLOT BY : KEN SAIKI DESIGN, INC - NIK SWARTZ
WISDOT/CADDS SHEET 42

LEGEND

abc / xx — PLANT SYMBOL / QUANTITY

XXX — STATIONING POINT

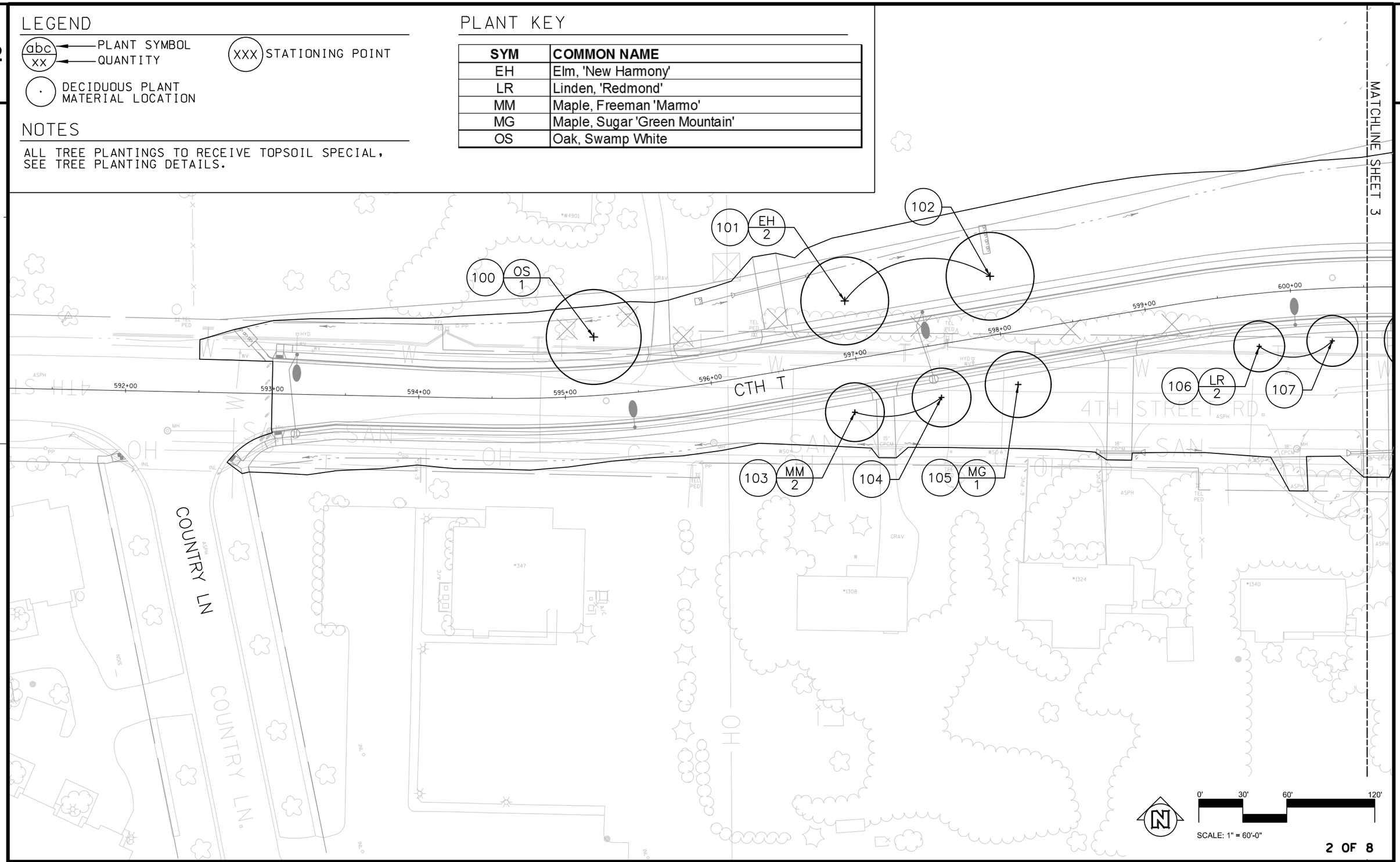
· — DECIDUOUS PLANT MATERIAL LOCATION

NOTES

ALL TREE PLANTINGS TO RECEIVE TOPSOIL SPECIAL, SEE TREE PLANTING DETAILS.

PLANT KEY

SYM	COMMON NAME
EH	Elm, 'New Harmony'
LR	Linden, 'Redmond'
MM	Maple, Freeman 'Marmo'
MG	Maple, Sugar 'Green Mountain'
OS	Oak, Swamp White



2 OF 8

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	LANDSCAPE PLAN	SHEET	E

FILE NAME : Q:\ 2012-008 CTH V Interchange\ CAD\ 1 - Working Drawings\ 2012-008_ksd base_CTH V_1420-23-71.dgn PLOT DATE : 18-FEB-2015 PLOT BY : KEN SAIKI DESIGN, INC - NIK SWARTZ

WISDOT/CADDS SHEET 42

LEGEND

abc / xx — PLANT SYMBOL / QUANTITY

XXX — STATIONING POINT

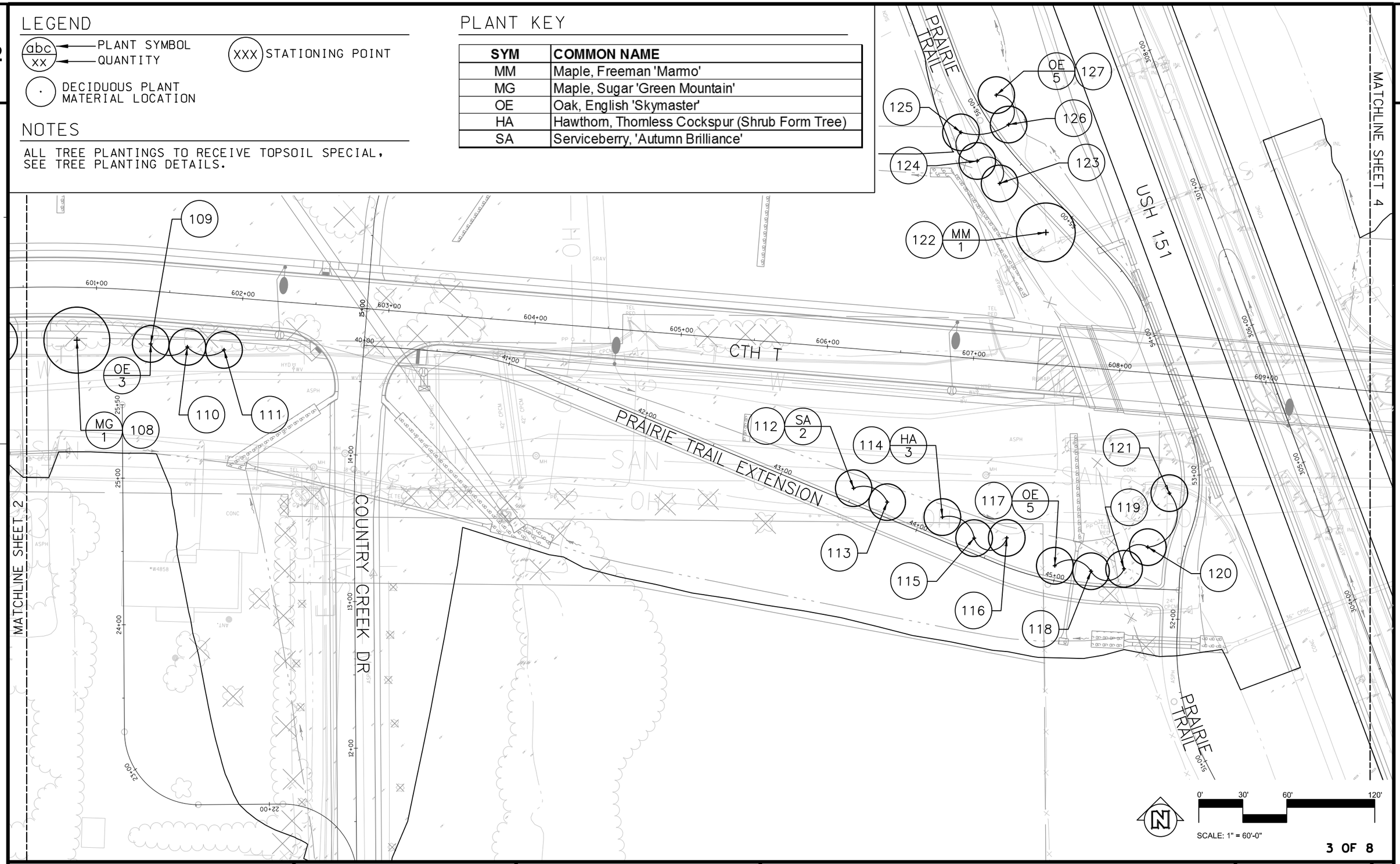
· — DECIDUOUS PLANT MATERIAL LOCATION

NOTES

ALL TREE PLANTINGS TO RECEIVE TOPSOIL SPECIAL, SEE TREE PLANTING DETAILS.

PLANT KEY

SYM	COMMON NAME
MM	Maple, Freeman 'Marmo'
MG	Maple, Sugar 'Green Mountain'
OE	Oak, English 'Skymaster'
HA	Hawthorn, Thornless Cockspur (Shrub Form Tree)
SA	Serviceberry, 'Autumn Brilliance'



3 OF 8

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	LANDSCAPE PLAN	SHEET	E

FILE NAME : Q:\ 2012-008 CTH V Interchange\ CAD\ 1 - Working Drawings\ 2012-008_ksd base_CTH V_1420-23-71.dgn

PLOT DATE : 18-FEB-2015

PLOT BY : KEN SAIKI DESIGN, INC - NIK SWARTZ

WISDOT/CADDS SHEET 42

LEGEND

abc / xx — PLANT SYMBOL / QUANTITY

XXX — STATIONING POINT

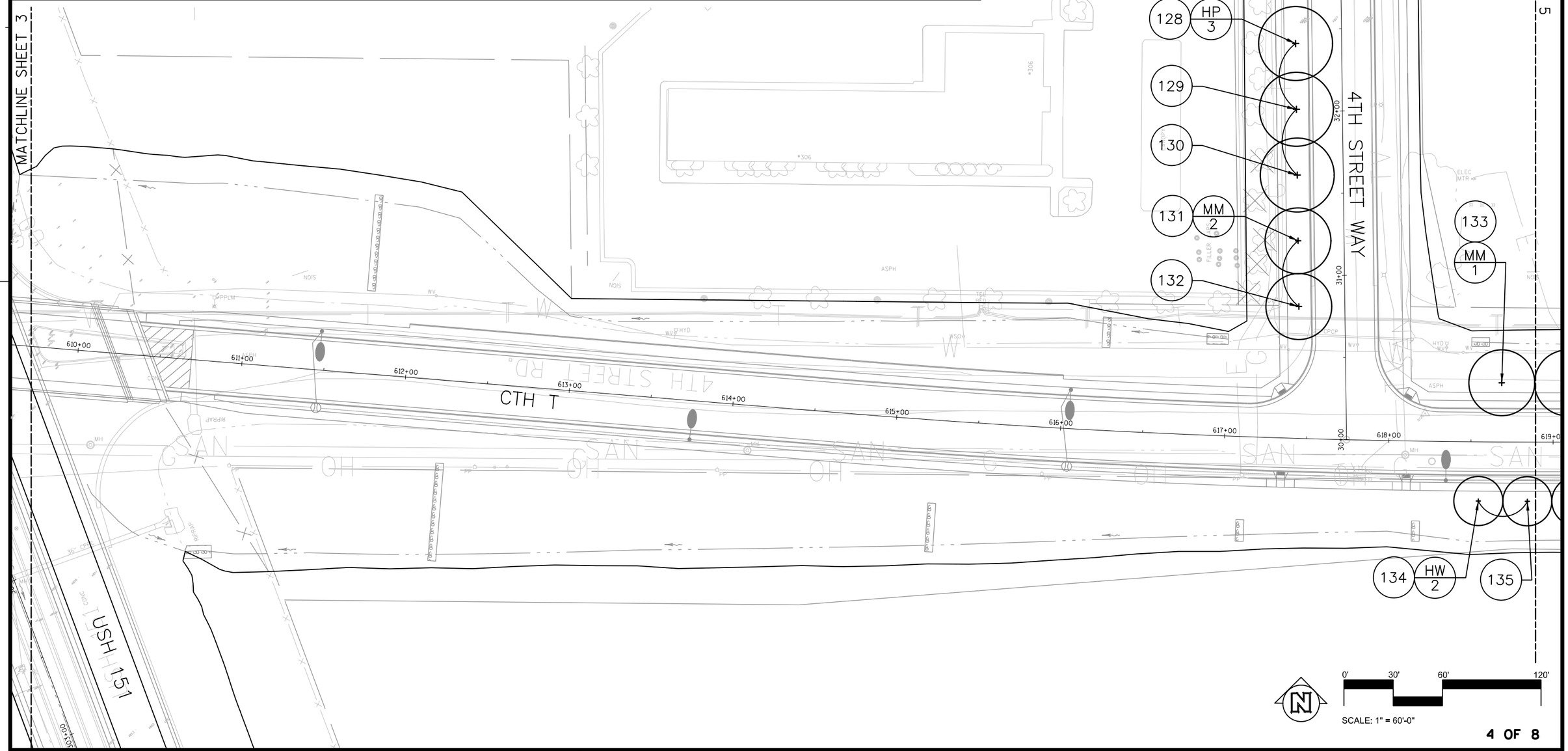
· — DECIDUOUS PLANT MATERIAL LOCATION

NOTES

ALL TREE PLANTINGS TO RECEIVE TOPSOIL SPECIAL, SEE TREE PLANTING DETAILS.

PLANT KEY

SYM	COMMON NAME
HP	Hackberry, 'Prairie Pride'
MM	Maple, Freeman 'Marmo'
HW	Hawthorn, 'Winter King'



4 OF 8

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	LANDSCAPE PLAN	SHEET 110	E

FILE NAME : Q:\ 2012-008 CTH V Interchange\ CAD\ 1 - Working Drawings\ 2012-008_ksd base_CTH V_1420-23-71.dgn

PLOT DATE : 18-FEB-2015

PLOT BY : KEN SAIKI DESIGN, INC - NIK SWARTZ

WISDOT/CADDS SHEET 42

LEGEND

abc / xx — PLANT SYMBOL / QUANTITY

XXX — STATIONING POINT

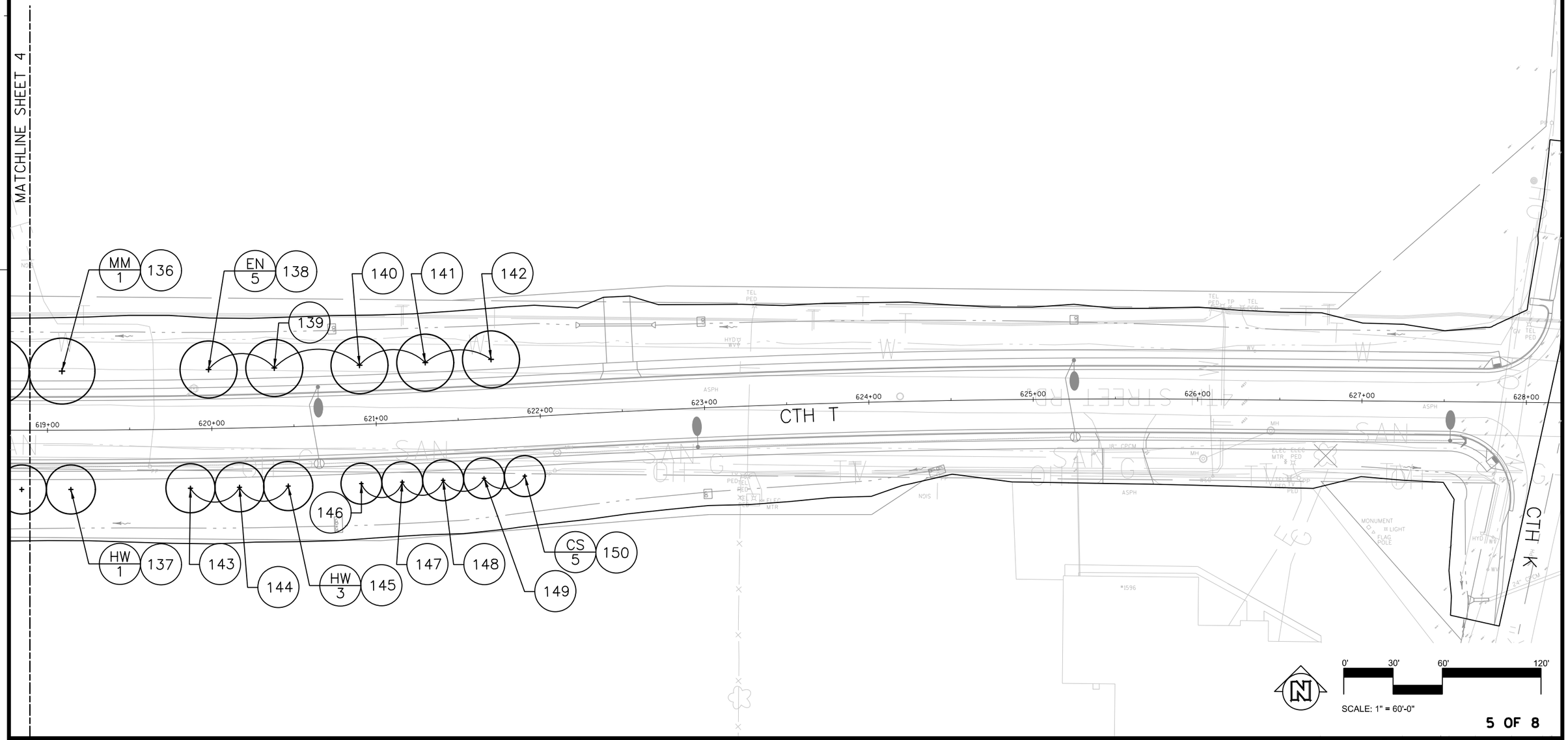
· — DECIDUOUS PLANT MATERIAL LOCATION

NOTES

ALL TREE PLANTINGS TO RECEIVE TOPSOIL SPECIAL, SEE TREE PLANTING DETAILS.

PLANT KEY

SYM	COMMON NAME
EN	Elm, 'New Horizon'
MM	Maple, Freeman 'Marmo'
CS	Crabapple, 'Snowdrift'
HW	Hawthorn, 'Winter King'



5 OF 8

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	LANDSCAPE PLAN	SHEET	E

FILE NAME : Q:\ 2012-008 CTH V Interchange\ CAD\ 1 - Working Drawings\ 2012-008_ksd base_CTH V_1420-23-71.dgn

PLOT DATE : 18-FEB-2015

PLOT BY : KEN SAIKI DESIGN, INC - NIK SWARTZ

WISDOT/CADDS SHEET 42

SHEET 2

POINT	STATION	OFFSET	DESCRIPTION	ALIGNMENT
100	595+22.03	40.00 LT	CENTER OF TREE	CTH T
101	596+99.09	40.00 LT	CENTER OF TREE	CTH T
102	597+99.60	40.00 LT	CENTER OF TREE	CTH T
103	596+93.21	36.00 RT	CENTER OF TREE	CTH T
104	597+53.24	35.59 RT	CENTER OF TREE	CTH T
POINT	STATION	OFFSET	DESCRIPTION	ALIGNMENT
105	598+6.14	36.00 RT	CENTER OF TREE	CTH T
106	599+74.93	36.00 RT	CENTER OF TREE	CTH T
107	600+27.13	33.52 RT	CENTER OF TREE	CTH T

SHEET 3

POINT	STATION	OFFSET	DESCRIPTION	ALIGNMENT
108	600+87.37	36.00 RT	CENTER OF TREE	CTH T
109	601+39.95	36.00 RT	CENTER OF TREE	CTH T
110	601+65.03	36.00 RT	CENTER OF TREE	CTH T
111	601+90.12	36.00 RT	CENTER OF TREE	CTH T
112	43+49.53	10.00 LT	CENTER OF TREE	PRAIRIE TRAIL EXTENSION
POINT	STATION	OFFSET	DESCRIPTION	ALIGNMENT
113	43+74.31	10.00 LT	CENTER OF TREE	PRAIRIE TRAIL EXTENSION
114	44+12.95	14.94 LT	CENTER OF TREE	PRAIRIE TRAIL EXTENSION
115	44+38.46	10.00 LT	CENTER OF TREE	PRAIRIE TRAIL EXTENSION
116	44+59.09	18.59 LT	CENTER OF TREE	PRAIRIE TRAIL EXTENSION
117	44+98.52	10.00 LT	CENTER OF TREE	PRAIRIE TRAIL EXTENSION
POINT	STATION	OFFSET	DESCRIPTION	ALIGNMENT
118	45+24.72	10.00 LT	CENTER OF TREE	PRAIRIE TRAIL EXTENSION
119	45+47.64	12.90 LT	CENTER OF TREE	PRAIRIE TRAIL EXTENSION
120	52+43.72	24.71 LT	CENTER OF TREE	PRAIRIE TRAIL
121	52+85.76	20.00 LT	CENTER OF TREE	PRAIRIE TRAIL
122	55+4.68	20.00 LT	CENTER OF TREE	PRAIRIE TRAIL
POINT	STATION	OFFSET	DESCRIPTION	ALIGNMENT
123	55+50.17	20.00 LT	CENTER OF TREE	PRAIRIE TRAIL
124	55+69.89	21.89 LT	CENTER OF TREE	PRAIRIE TRAIL
125	55+90.35	20.00 LT	CENTER OF TREE	PRAIRIE TRAIL
126	55+77.03	10.00 RT	CENTER OF TREE	PRAIRIE TRAIL
127	55+99.67	13.74 RT	CENTER OF TREE	PRAIRIE TRAIL

SHEET 4

POINT	STATION	OFFSET	DESCRIPTION	ALIGNMENT
128	32+41.38	28.00 LT	CENTER OF TREE	4TH STREET WAY
129	32+1.38	28.00 LT	CENTER OF TREE	4TH STREET WAY
130	31+61.37	28.00 LT	CENTER OF TREE	4TH STREET WAY
131	31+21.37	28.00 LT	CENTER OF TREE	4TH STREET WAY
132	30+81.37	28.00 LT	CENTER OF TREE	4TH STREET WAY
POINT	STATION	OFFSET	DESCRIPTION	ALIGNMENT
133	618+68.58 'CTH T'	36.00 LT	CENTER OF TREE	CTH T
134	618+54.81 'CTH T'	36.00 RT	CENTER OF TREE	CTH T
135	618+84.45 'CTH T'	36.00 RT	CENTER OF TREE	CTH T

SHEET 5

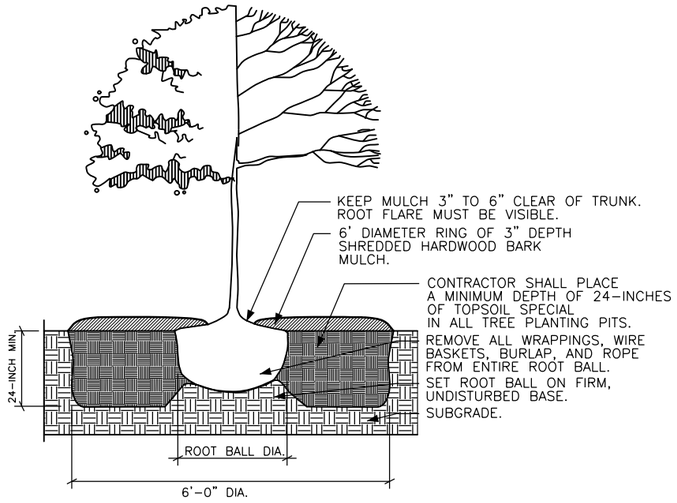
POINT	STATION	OFFSET	DESCRIPTION	ALIGNMENT
136	619+8.91 'CTH T'	36.00 LT	CENTER OF TREE	CTH T
137	619+14.10 'CTH T'	36.00 RT	CENTER OF TREE	CTH T
138	619+98.68 'CTH T'	36.00 LT	CENTER OF TREE	CTH T
139	620+38.99 'CTH T'	36.00 LT	CENTER OF TREE	CTH T
140	620+91.22 'CTH T'	36.00 LT	CENTER OF TREE	CTH T
POINT	STATION	OFFSET	DESCRIPTION	ALIGNMENT
141	621+31.53 'CTH T'	36.00 LT	CENTER OF TREE	CTH T
142	621+71.85 'CTH T'	36.00 LT	CENTER OF TREE	CTH T
143	619+86.39 'CTH T'	36.00 RT	CENTER OF TREE	CTH T
144	620+16.02 'CTH T'	36.00 RT	CENTER OF TREE	CTH T
145	620+45.45 'CTH T'	36.00 RT	CENTER OF TREE	CTH T
POINT	STATION	OFFSET	DESCRIPTION	ALIGNMENT
146	620+89.69 'CTH T'	36.00 RT	CENTER OF TREE	CTH T
147	621+14.43 'CTH T'	36.00 RT	CENTER OF TREE	CTH T
148	621+39.11 'CTH T'	36.00 RT	CENTER OF TREE	CTH T
149	621+63.85 'CTH T'	36.00 RT	CENTER OF TREE	CTH T
150	621+88.58 'CTH T'	36.00 RT	CENTER OF TREE	CTH T

PLANT DATA TABLE

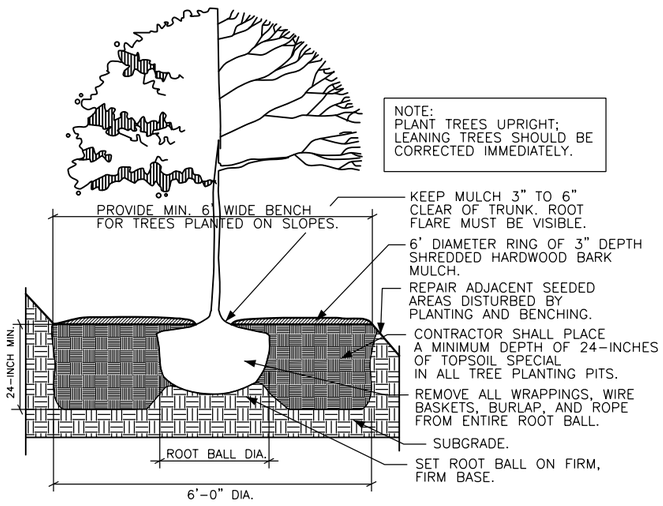
Symbol	Common Name	Scientific Name	Type	Average Mature Height	Plant Spacing	Size When Planted	Root Zone Mode	Minimum Size					Brace Or Guy	Fertilizer Units Required	Rodent Protection Required	Mulch Ring Required	Notes
								Ball/Pot		Root	Plant Hole						
								Diameter	Depth	Spread	Diameter	Depth					
	Canopy Trees																
EH	Elm, 'New Harmony'	*Ulmus americana 'New Harmony'*	1T	60'-70' Ht.	Per Plans	2.5" Cal.	B&B	28"	17"	--------	52"	17"	Yes	6	Yes	Yes	--------
EN	Elm, 'New Horizon'	*Ulmus 'New Horizon'*	1T	50'-60' Ht.	Per Plans	2.5" Cal.	B&B	28"	17"	--------	52"	17"	Yes	6	Yes	Yes	--------
HP	Hackberry, 'Prairie Pride'	*Celtis occidentalis 'Prairie Pride'*	1T	40'-50' Ht.	Per Plans	2.5" Cal.	B&B	28"	17"	--------	52"	17"	Yes	6	Yes	Yes	--------
LR	Linden, 'Redmond'	*Tilia americana 'Redmond'*	1T	50'-60' Ht.	Per Plans	2.5" Cal.	B&B	28"	17"	--------	52"	17"	Yes	6	Yes	Yes	--------
MM	Maple, Freeman 'Marmo'	*Acer x freemanii 'Marmo'*	1T	60'-70' Ht.	Per Plans	2.5" Cal.	B&B	28"	17"	--------	52"	17"	Yes	6	Yes	Yes	--------
MG	Maple, Sugar 'Green Mountain'	*Acer saccharum 'Green Mountain'*	1T	40'-50' Ht.	Per Plans	2.5" Cal.	B&B	28"	17"	--------	52"	17"	Yes	6	Yes	Yes	--------
OE	Oak, English 'Skymaster'	*Quercus robur 'Skymaster'*	1T	40'-50' Ht.	Per Plans	2.5" Cal.	B&B	28"	17"	--------	52"	17"	Yes	6	Yes	Yes	--------
OS	Oak, Swamp White	*Quercus bicolor*	1T	60'-70' Ht.	Per Plans	2.5" Cal.	B&B	28"	17"	--------	52"	17"	Yes	6	Yes	Yes	--------
	Ornamental Trees																
CS	Crabapple, 'Snowdrift'	*Malus 'Snowdrift'*	3T	15'-20' Ht.	Per Plans	2" Cal.	B&B	24"	14"	--------	48"	14"	Yes	4	Yes	Yes	--------
HA	Hawthorn, Thornless Cockspur (Shrub Form Tree)	*Crataegus crus-galli var. inermis (Shrub Form Tree)*	3T	20'-30' Ht.	Per Plans	8' Ht.	B&B	24"	14"	--------	48"	14"	Yes	4	Yes	Yes	3 Canes Minimum.
HW	Hawthorn, 'Winter King'	*Crataegus viridis 'Winter King'*	3T	20'-30' Ht.	Per Plans	2" Cal.	B&B	24"	14"	--------	48"	14"	Yes	4	Yes	Yes	--------
SA	Serviceberry, 'Autumn Brilliance'	*Amelanchier x grandiflora 'Autumn Brilliance'*	3T	20'-25' Ht.	Per Plans	2" Cal.	B&B	24"	14"	--------	48"	14"	Yes	4	Yes	Yes	--------

PLANT QUANTITIES TABLE

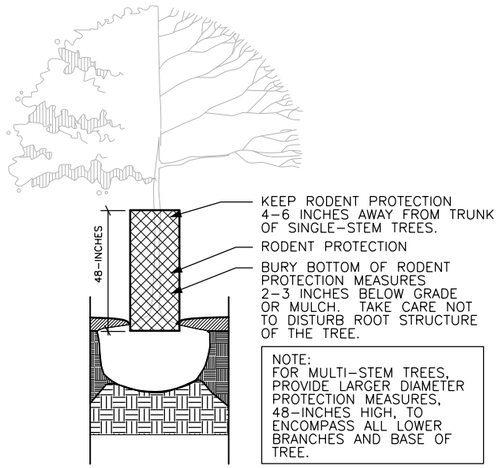
Symbol		Common Name	Scientific Name	Size When Planted	Root Zone Mode	Quantities				
						Sheet 2	Sheet 3	Sheet 4	Sheet 5	Totals
Canopy Trees 632.0101										
EH	632.0101.01	Elm, 'New Harmony'	*Ulmus americana 'New Harmony'*	2.5" Cal.	B&B	2				2
EN	632.0101.02	Elm, 'New Horizon'	*Ulmus 'New Horizon'*	2.5" Cal.	B&B				5	5
HP	632.0101.03	Hackberry, 'Prairie Pride'	*Celtis occidentalis 'Prairie Pride'*	2.5" Cal.	B&B			3		3
LR	632.0101.04	Linden, 'Redmond'	*Tilia americana 'Redmond'*	2.5" Cal.	B&B	2				2
MM	632.0101.05	Maple, Freeman 'Marmo'	*Acer x freemanii 'Marmo'*	2.5" Cal.	B&B	2	1	3	1	7
MG	632.0101.06	Maple, Sugar 'Green Mountain'	*Acer saccharum 'Green Mountain'*	2.5" Cal.	B&B	1	1			2
OE	632.0101.07	Oak, English 'Skymaster'	*Quercus robur 'Skymaster'*	2.5" Cal.	B&B		13			13
OS	632.0101.08	Oak, Swamp White	*Quercus bicolor*	2.5" Cal.	B&B	1				1
Ornamental Trees 632.0101										
CS	632.0101.09	Crabapple, 'Snowdrift'	*Malus 'Snowdrift'*	2" Cal.	B&B				5	5
HA	632.0101.10	Hawthorn, Thornless Cockspur (Shrub Form Tree)	*Crataegus crus-galli var. inermis (Shrub Form Tree)*	8' Ht.	B&B		3			3
HW	632.0101.11	Hawthorn, 'Winter King'	*Crataegus viridis 'Winter King'*	2" Cal.	B&B			2	4	6
SA	632.0101.12	Serviceberry, 'Autumn Brilliance'	*Amelanchier x grandiflora 'Autumn Brilliance'*	2" Cal.	B&B		2			2



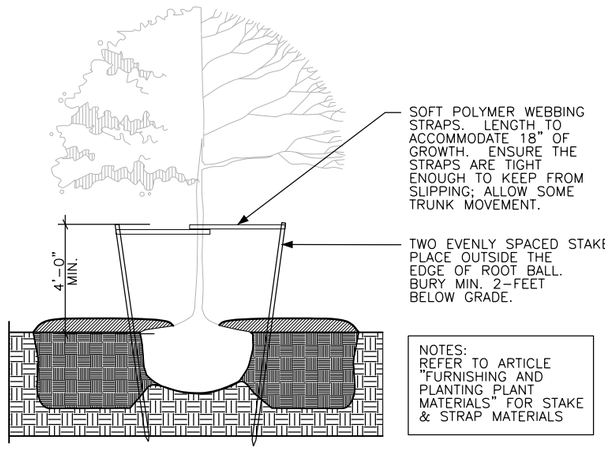
1 TREE PLANTING AND TOPSOIL SPECIAL DETAIL — DETAIL — NOT TO SCALE



2 TREE PLANTING ON SLOPE — DETAIL — NOT TO SCALE



3 TREE PLANTING RODENT PROTECTION — DETAIL — NOT TO SCALE



4 TREE STAKING & GUYING — DETAIL — NOT TO SCALE

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PLANTING DETAILS	SHEET	E

FILE NAME : Q:\ 2012-008 CTH V Interchange\ CAD\ 1 - Working Drawings\ 2012-008_ksd base_CTH V_1420-23-71.dgn
PLOT DATE : 18-FEB-2015
PLOT BY : KEN SAIKI DESIGN, INC - NIK SWARTZ
WISDOT/CADDS SHEET 42

2

N

SPEED LIMIT 35
R2-1
24" X 30"
2

WEST COUNTY T
J4-1
24" X 36"
3

W1-7
48" X 24"
4

12' PE

CTH T

17' PE

17.5' PE

6
EAST COUNTY T
J4-1
24" X 36"

24"CPRC

42"CPCM

42"CPCM

5
STOP
R1-1
30" X 30"

Country Creek Dr

ASPH

SIGNING NOTES

WHEN AN EXISTING STOP SIGN AND SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

WOOD POSTS SIZES, FOR TYPE II SIGNING, ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

NEW STOP SIGNS (R1-1) PLACED UNDER STAGE * SHALL HAVE A MINIMUM OF 6'6" OF CLEARANCE ABOVE THE ROADWAY. THIS WILL ALLOW FOR THE PLACEMENT OF FUTURE SIGNS BENEATH THE STOP SIGN.

LEGEND

- WOOD POST WITH SIGN
- SIGN-MOVE TYPE I
- SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	PERMANENT SIGNING PLAN	SHEET 115	E

2

2

N

CTH T

MH

INL

Hwy T
4th Street Rd
M1-94
102" X 36"
10

Hwy 151
M1-94
48" X 15"
12

7
SPEED LIMIT 35
R2-1
24" X 30"

9
Hwy 151
M1-94
48" X 15"

11
Hwy T
4th Street Rd
M1-94
102" X 36"

INL
MH
INL
INL
MH
INL

RIPRAP
STA. 304+22
GROUND MOUNT
MO1

LOGO LOGO
Marian Univ
NEXT RIGHT
E3-1

PLAN SHEET PRODUCED BY WisDOT-NE REGION

SIGNING NOTES

WHEN AN EXISTING STOP SIGN AND SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

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LEGEND

- WOOD POST WITH SIGN
- SIGN-MOVE TYPE I
- SIGN-PLACE NEW

PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	PERMANENT SIGNING PLAN	SHEET	E

FILE NAME : N:\spo\traffic\SIGNING\Projects\1420-23-71 USH 151_CTH T Fond du Lac Co\023211_ps.dgn PLOT DATE : 04-DEC-2014 11:26 PLOT BY : dotj1f PLOT NAME : PLOT SCALE : 40:1

2

2

FOURTH STREET WAY

FILLER CAPS

STOP
R1-1
30" X 30"
13

SIGN

N

CTH T

14
W1-7
48" X 24"

SIGNING NOTES

WHEN AN EXISTING STOP SIGN AND SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

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LEGEND

- WOOD POST WITH SIGN
- SIGN-MOVE TYPE I
- SIGN-PLACE NEW

PLAN SHEET PRODUCED
BY WisDOT-NE REGION

PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	PERMANENT SIGNING PLAN	SHEET 117	E

2

N

CTH K

CTH T

SPEED LIMIT 35
R2-1
24" X 30"
16

WEST
COUNTY T
J4-1
24" X 36"
17

COUNTY T
J13-1
24" X 45"

STOP
R1-1
30" X 30"

20

21

24' PE

XXXXX XXXXX

ASPH

SIGN

15

W3-1
36" X 36"

19

TO
COUNTY K 151
J3-2
48" X 57"

18

STOP
R1-1
30" X 30"

SIGNING NOTES

WHEN AN EXISTING STOP SIGN AND SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

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LEGEND

- WOOD POST WITH SIGN
- SIGN-MOVE TYPE I
- SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	PERMANENT SIGNING PLAN	SHEET 118 E

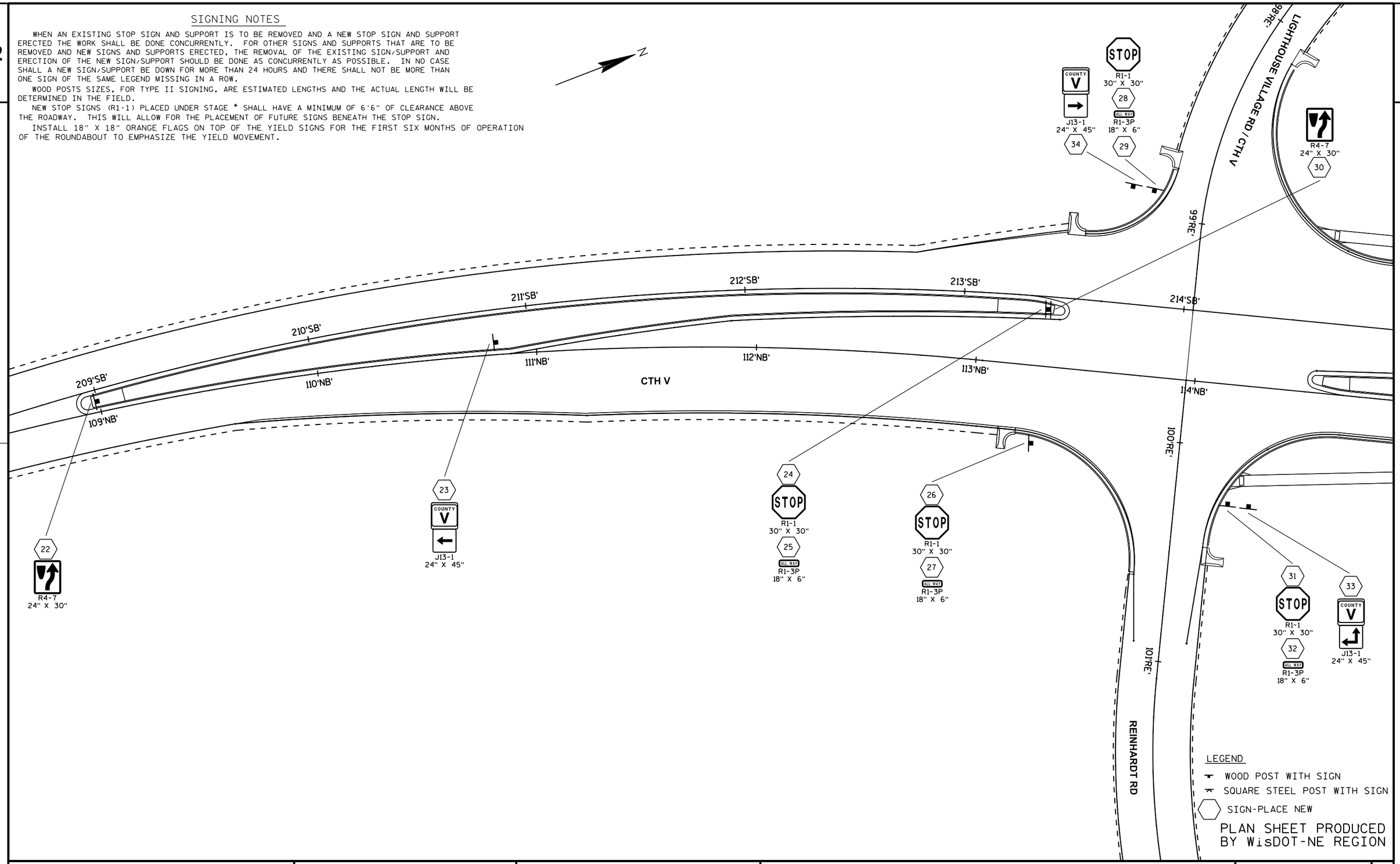
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WOOD POSTS SIZES, FOR TYPE II SIGNING, ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

NEW STOP SIGNS (R1-1) PLACED UNDER STAGE * SHALL HAVE A MINIMUM OF 6'6" OF CLEARANCE ABOVE THE ROADWAY. THIS WILL ALLOW FOR THE PLACEMENT OF FUTURE SIGNS BENEATH THE STOP SIGN.

INSTALL 18" X 18" ORANGE FLAGS ON TOP OF THE YIELD SIGNS FOR THE FIRST SIX MONTHS OF OPERATION OF THE ROUNDABOUT TO EMPHASIZE THE YIELD MOVEMENT.



LEGEND

- WOOD POST WITH SIGN
- SQUARE STEEL POST WITH SIGN
- SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	PERMANENT SIGNING PLAN	SHEET 119	E

2

2

N

SPEED LIMIT 35
R2-1
100

W3-1
102

JCT 151
J1-1
103

CTH T / 4TH ST

101
SPEED LIMIT 35
R2-1

GRAV

GRAV

ASPH

ASPH

A/C

A/C

W

SIGNING NOTES

TYPE II SIGNS AND SUPPORTS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE REGIONAL TRAFFIC UNIT. SIGNS SHALL BE CAREFULLY REMOVED FROM THEIR SUPPORTS, SORTED BY BASE MATERIAL AND PALLETIZED BY MATERIAL TYPE. SUPPORTS SHALL BE SORTED BY LENGTH AND TYPE. THE REGIONAL TRAFFIC UNIT, 920-492-5653, SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF SIGNS AND SUPPORTS.

WHEN AN EXISTING STOP SIGN AND SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

SIGN-REMOVE EXISTING

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	SIGN REMOVALS-TYPE II	SHEET 120 E

FILE NAME : N:\spo\traffic\SIGNING\Projects\1420-23-71 USH 151_CTH T Fond du Lac Co\023201_ps.dgn PLOT DATE : 18-SEP-2014 10:51 PLOT BY : dotj1f PLOT NAME : PLOT SCALE : 40:1

2

N

USH 151 SB

GRAV

CTH T / 4TH ST

COUNTRY CREEK DRIVE

SPEED LIMIT 35
R2-1
105

WEST COUNTY T
J4-1
106

R3-1
113

DO NOT ENTER
R5-1
115

WEST COUNTY T
J3-1
114

RIPRAP

SIGN

104
STOP
R1-1

107
R4-7

108
R3-2

109
STOP
R1-1

110
STOP
R1-1

111
SOUTH 151
J3-1

112
R3-1

SIGNING NOTES

TYPE II SIGNS AND SUPPORTS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE REGIONAL TRAFFIC UNIT. SIGNS SHALL BE CAREFULLY REMOVED FROM THEIR SUPPORTS, SORTED BY BASE MATERIAL AND PALLETIZED BY MATERIAL TYPE. SUPPORTS SHALL BE SORTED BY LENGTH AND TYPE. THE REGIONAL TRAFFIC UNIT, 920-492-5653, SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF SIGNS AND SUPPORTS.

WHEN AN EXISTING STOP SIGN AND SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

SIGN-REMOVE EXISTING

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	SIGN REMOVALS-TYPE II	SHEET 121	E

FILE NAME : N:\spo\traffic\SIGNING\Projects\1420-23-71 USH 151_CTH T Fond du Lac Co\023202_ps.dgn PLOT DATE : 18-SEP-2014 10:51 PLOT BY : dotjlf PLOT NAME : PLOT SCALE : 40:1

2

USH 151 NB

N

DO NOT ENTER
R5-1
119

ONE WAY
R6-2R
120

R3-1
121

NORTH 151
J3-1
122

STOP
R1-1
123

STOP
R1-1
124

R3-2
125

R4-7
126

SIGN

PROPERTY OF FOND DU LAC. TO BE REMOVED BY THEM

SPONSOR
I55-56
132

SPEED LIMIT 35
R2-1
133

BUMP
W8-1
134

SIGN

CTH T/4TH ST

RIPRAP

127
YIELD
R1-2

131
EAST
COUNTY T
J4-1

128
R3-1

RIPRAP

116
YIELD
R1-2

117
ONE WAY
R6-2R

118
DO NOT ENTER
R5-1

USH 151 SB

130
EAST
COUNTY T
J3-1

129
DO NOT ENTER
R5-1

SIGNING NOTES

TYPE II SIGNS AND SUPPORTS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE REGIONAL TRAFFIC UNIT. SIGNS SHALL BE CAREFULLY REMOVED FROM THEIR SUPPORTS, SORTED BY BASE MATERIAL AND PALLETIZED BY MATERIAL TYPE. SUPPORTS SHALL BE SORTED BY LENGTH AND TYPE. THE REGIONAL TRAFFIC UNIT, 920-492-5653, SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF SIGNS AND SUPPORTS.

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☐ SIGN-REMOVE EXISTING

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	SIGN REMOVALS-TYPE II	SHEET 122	E

2

2

N

STOP
R1-1
136

FILLER CAPS

FOURTH ST WAY

TO
SOUTH
151
JV
137

SIGN

W3-1
139

CTH T/4TH ST

135
JCT
151
J1-1

138
W3-1

SIGNING NOTES

TYPE II SIGNS AND SUPPORTS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE REGIONAL TRAFFIC UNIT. SIGNS SHALL BE CAREFULLY REMOVED FROM THEIR SUPPORTS, SORTED BY BASE MATERIAL AND PALLETIZED BY MATERIAL TYPE. SUPPORTS SHALL BE SORTED BY LENGTH AND TYPE. THE REGIONAL TRAFFIC UNIT, 920-492-5653, SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF SIGNS AND SUPPORTS.

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☐ SIGN-REMOVE EXISTING

PLAN SHEET PRODUCED
BY WisDOT-NE REGION

PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	SIGN REMOVALS-TYPE II	SHEET 123 E

2

2

N

CTH K

CTH T/4TH ST

JCT
COUNTY
K
J1-1
140

PROPERTY OF
FOND DU LAC, TO
BE REMOVED BY THEM
SPONSOR
I55-56
141

SPEED
LIMIT
35
R2-1
142

COUNTY
T
J13-1
146

STOP
R1-1
147

143
STOP
R1-1

144
COUNTY
K
J13-1

145
TO
SOUTH
151
JV

ASPH

SIGN

SIGNING NOTES

TYPE II SIGNS AND SUPPORTS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE REGIONAL TRAFFIC UNIT. SIGNS SHALL BE CAREFULLY REMOVED FROM THEIR SUPPORTS, SORTED BY BASE MATERIAL AND PALLETIZED BY MATERIAL TYPE. SUPPORTS SHALL BE SORTED BY LENGTH AND TYPE. THE REGIONAL TRAFFIC UNIT, 920-492-5653, SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF SIGNS AND SUPPORTS.

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SIGN-REMOVE EXISTING

PLAN SHEET PRODUCED
BY WisDOT-NE REGION

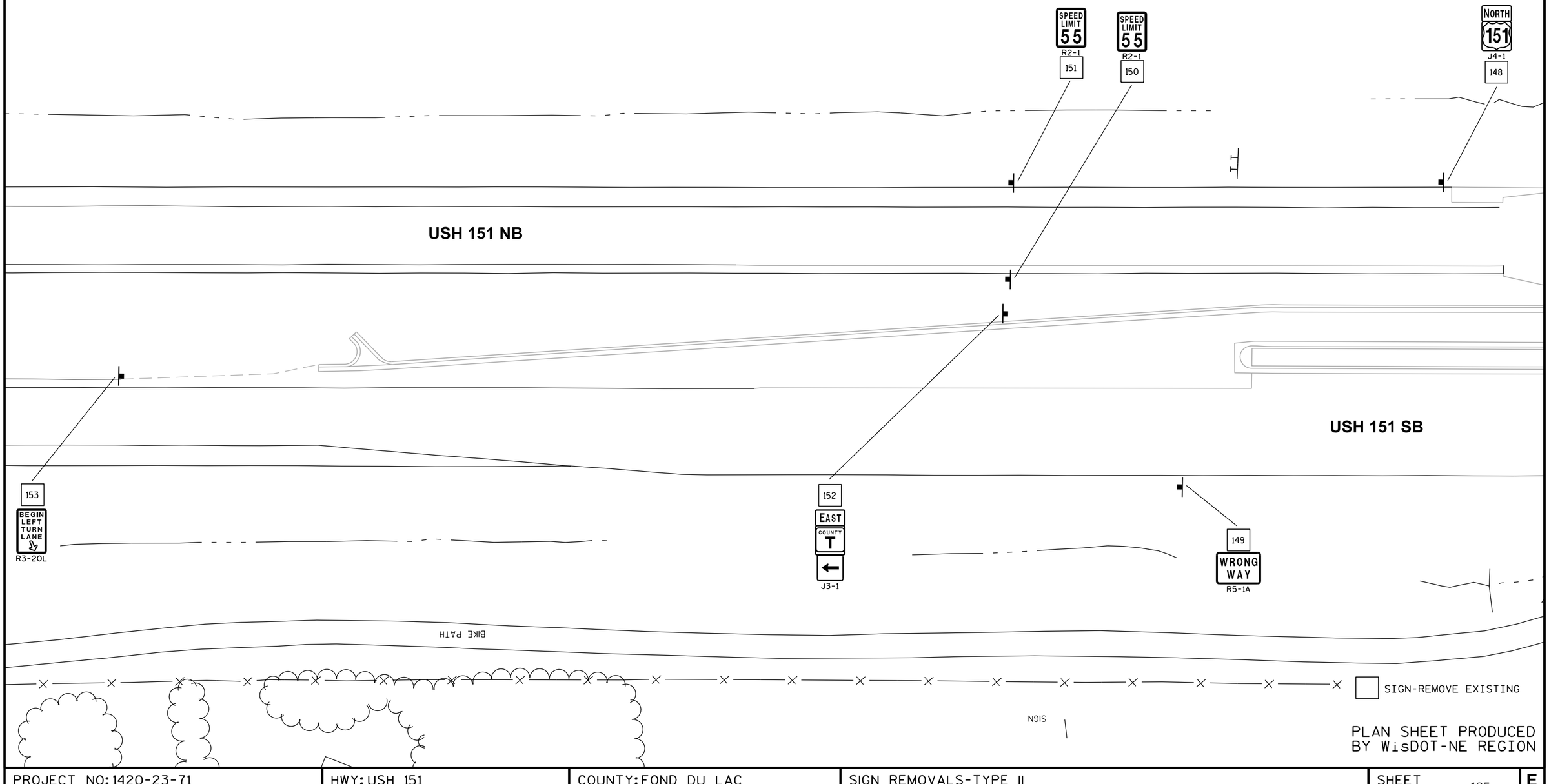
PROJECT NO:1420-23-71	HWY: USH 151	COUNTY:FOND DU LAC	SIGN REMOVALS-TYPE II	SHEET 124 E

2

SIGNING NOTES

TYPE II SIGNS AND SUPPORTS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE REGIONAL TRAFFIC UNIT. SIGNS SHALL BE CAREFULLY REMOVED FROM THEIR SUPPORTS, SORTED BY BASE MATERIAL AND PALLETIZED BY MATERIAL TYPE. SUPPORTS SHALL BE SORTED BY LENGTH AND TYPE. THE REGIONAL TRAFFIC UNIT, 920-492-5653, SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF SIGNS AND SUPPORTS.

WHEN AN EXISTING STOP SIGN AND SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.



☐ SIGN-REMOVE EXISTING

PLAN SHEET PRODUCED BY WisDOT-NE REGION

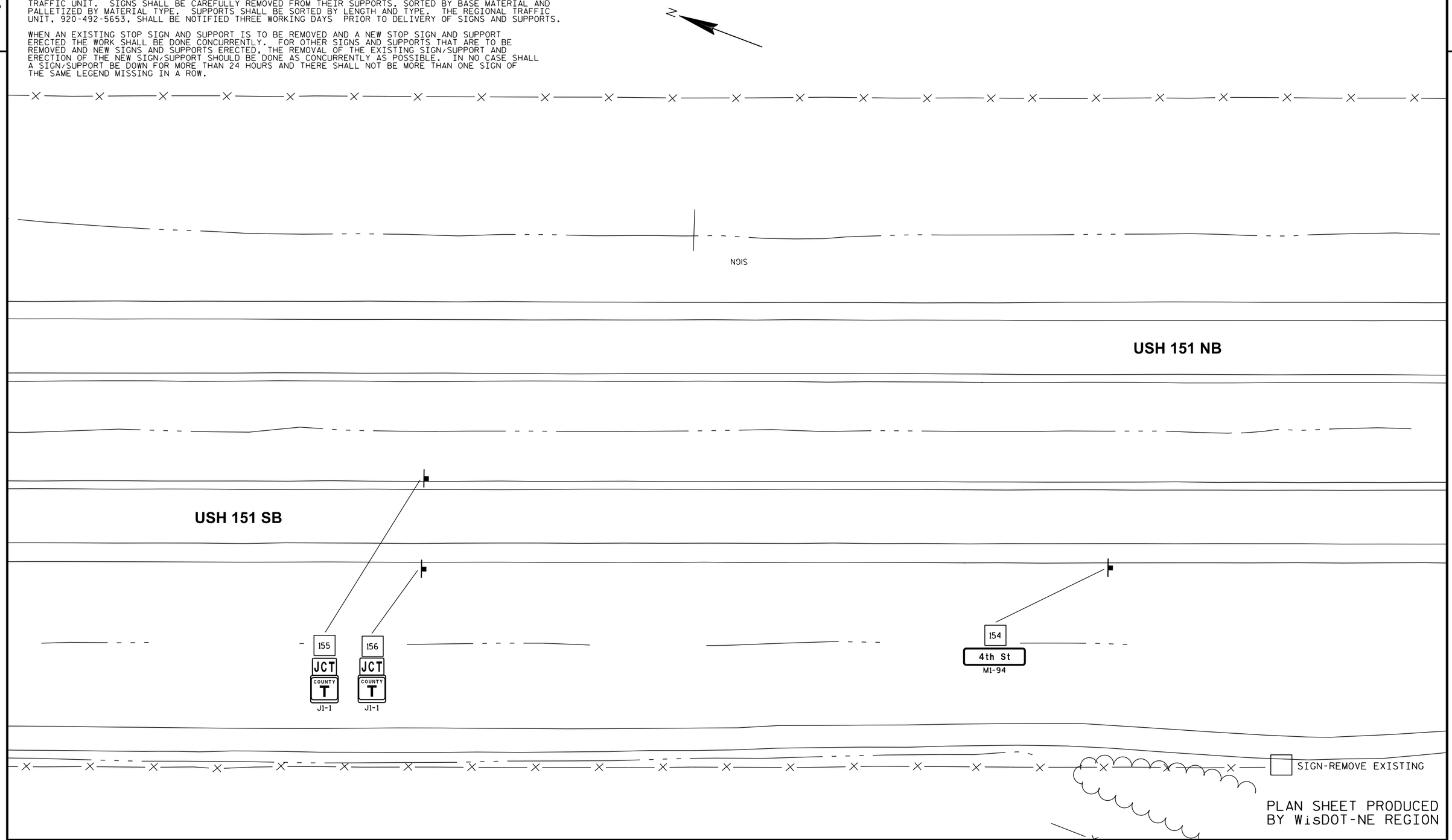
PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	SIGN REMOVALS-TYPE II	SHEET 125	E

2

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PLAN SHEET PRODUCED BY WisDOT-NE REGION

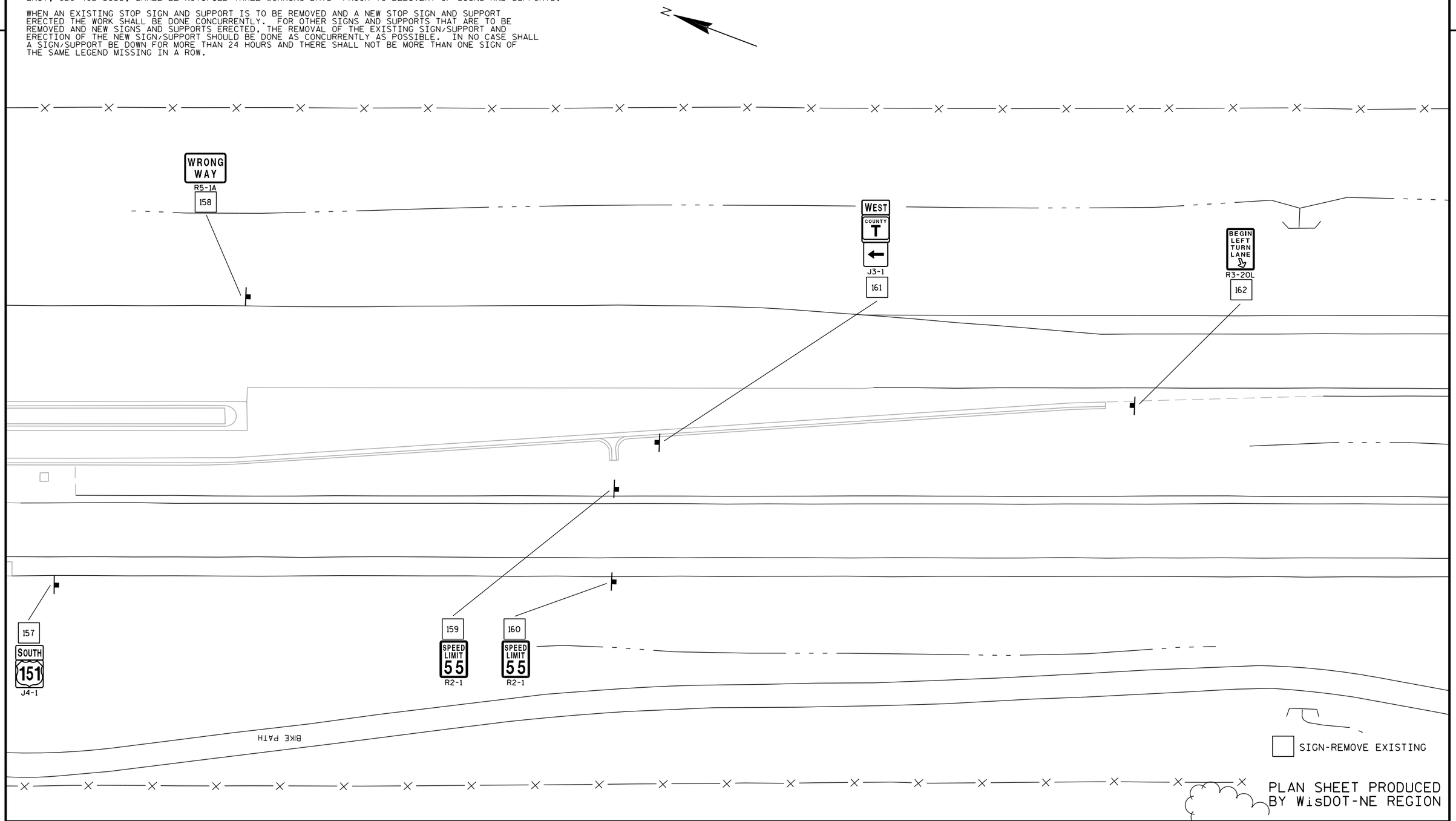
PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	SIGN REMOVALS-TYPE II	SHEET 126 E

2

SIGNING NOTES

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PLAN SHEET PRODUCED BY WisDOT-NE REGION

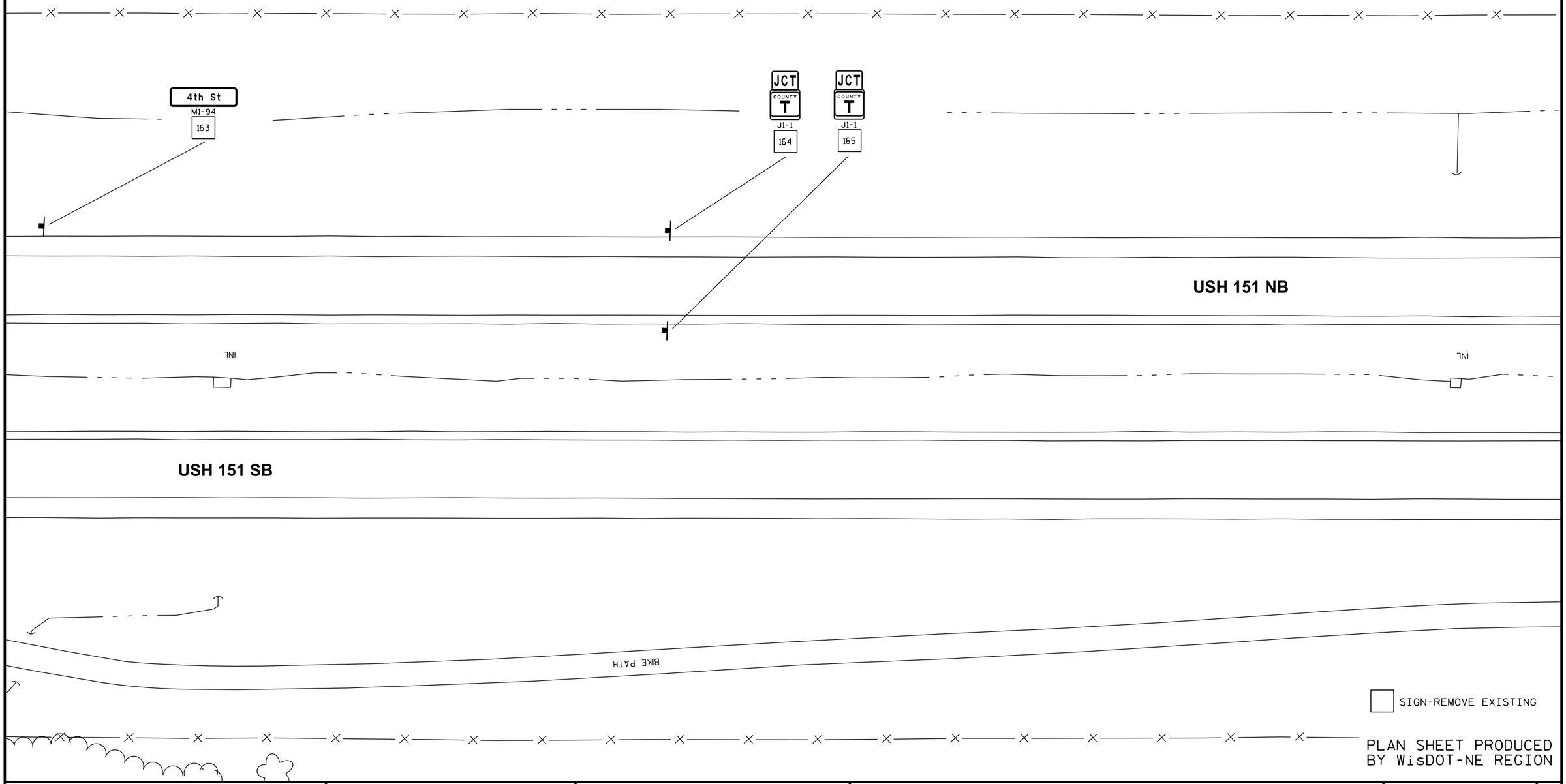
PROJECT NO:1420-23-71	HWY: USH 151	COUNTY:FOND DU LAC	SIGN REMOVALS-TYPE II	SHEET 127 E

2

SIGNING NOTES

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SIGN-REMOVE EXISTING

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY:FOND DU LAC	SIGN REMOVALS-TYPE II	SHEET 128	E

FILE NAME : N:\spo\traffic\SIGNING\Projects\1420-23-71 USH 151_CTH T Fond du Lac Co\023209_ps.dgn PLOT DATE : 18-SEP-2014 10:51 PLOT BY : dotj1f PLOT NAME : PLOT SCALE : 40:1

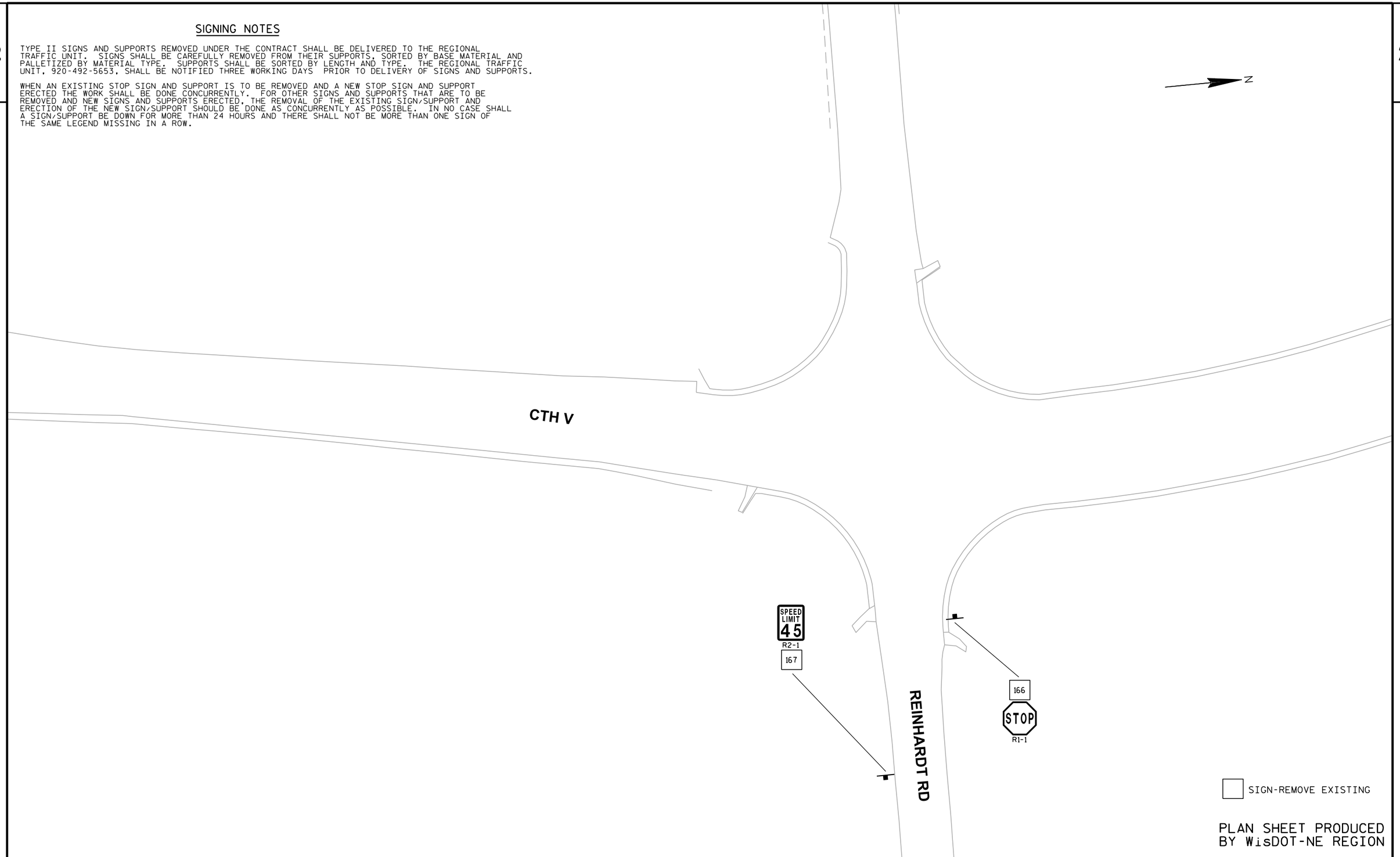
WISDOT/CADDS SHEET 42

2

SIGNING NOTES

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PLAN SHEET PRODUCED BY WisDOT-NE REGION

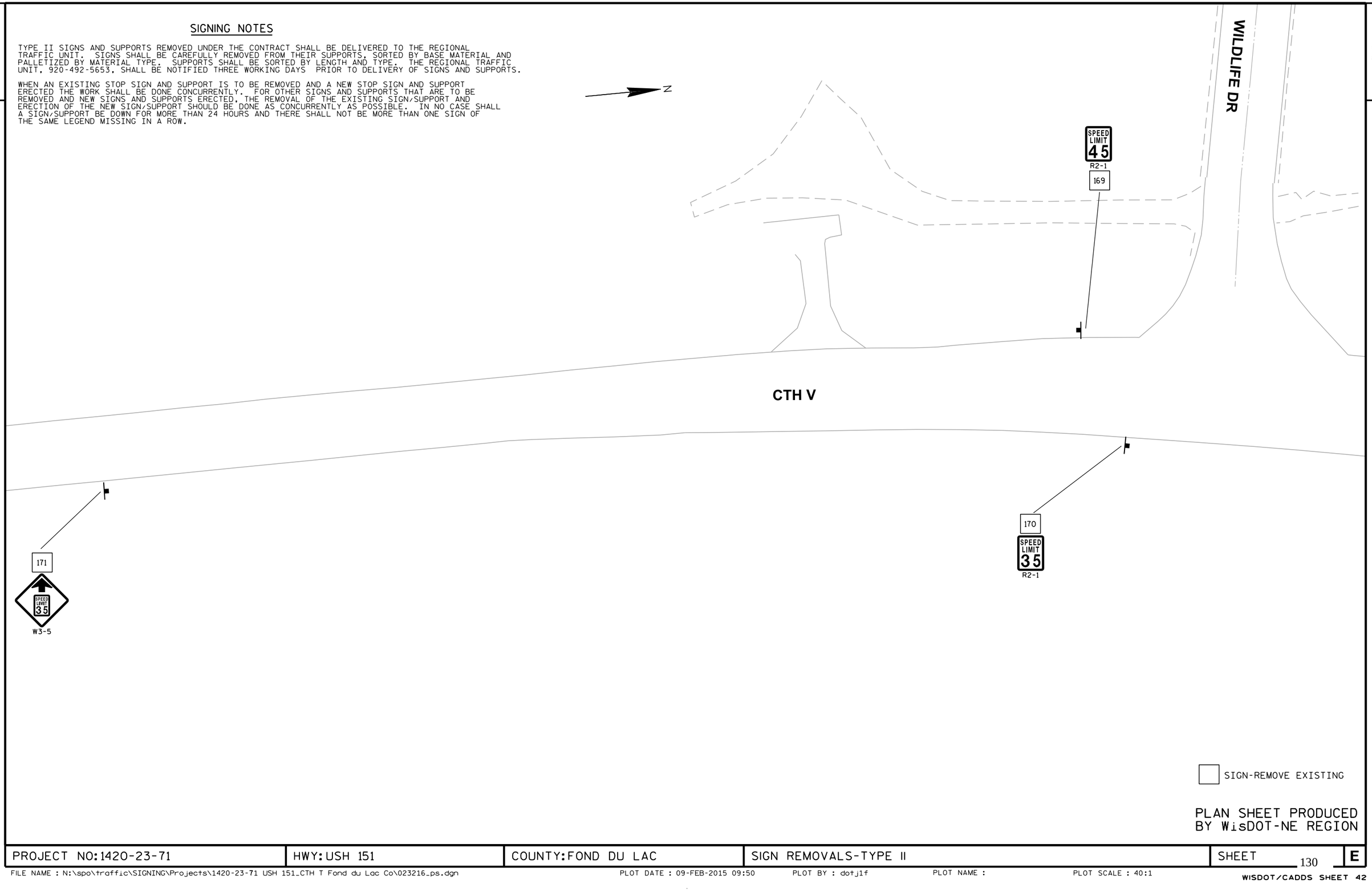
PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	SIGN REMOVALS-TYPE II	SHEET 129	E

2

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SIGN-REMOVE EXISTING

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	SIGN REMOVALS-TYPE II	SHEET 130	E

FILE NAME : N:\spo\traffic\SIGNING\Projects\1420-23-71 USH 151_CTH T Fond du Lac Co\023216_ps.dgn PLOT DATE : 09-FEB-2015 09:50 PLOT BY : dotj1f PLOT NAME : PLOT SCALE : 40:1

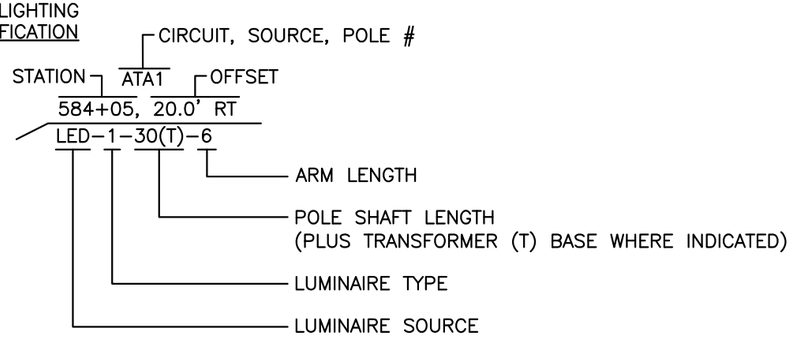
WISDOT/CADDS SHEET 42

2

LEGEND:

- MUNICIPAL LIGHTING UNIT
- STEEL PULL BOX (24 X 42 – INCH)
- CONDUCTORS IN CONDUIT: 2–6 AWG AND 1–6 AWG GND IN 2–INCH SCH. 40 NONMETALLIC CONDUIT
- CONDUCTORS IN CONDUIT: 3–6 AWG AND 1–6 AWG GND IN 2–INCH SCH. 40 NONMETALLIC CONDUIT
- CONDUCTORS IN CONDUIT: 3–2 AWG AND 1–6 AWG GND IN 2–INCH SCH. 40 NONMETALLIC CONDUIT UNLESS NOTED
- CONDUIT STUBOUT (CAPPED)

MUNICIPAL LIGHTING
UNIT IDENTIFICATION



GENERAL NOTES:

1. THE ENGINEER WILL APPROVE THE FINAL LOCATION OF ALL CONCRETE BASES AND PULL BOXES IN THE FIELD PRIOR TO CONSTRUCTION.
2. PITCH ALL CONDUITS TOWARDS PULL BOXES.
3. THE LOCATION OF EXISTING AND PROPOSED UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. IN ADDITION, THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.
4. CONDUIT IN BRIDGE INSTALLED AS PART OF BRIDGE STRUCTURE.
5. THE LOCATION OF CONDUIT AS SHOWN ON THE PLANS IS APPROXIMATE. INSTALL ALL CONDUIT WITHIN 12–INCHES BEHIND CURB AND GUTTER.

KEYED NOTES:

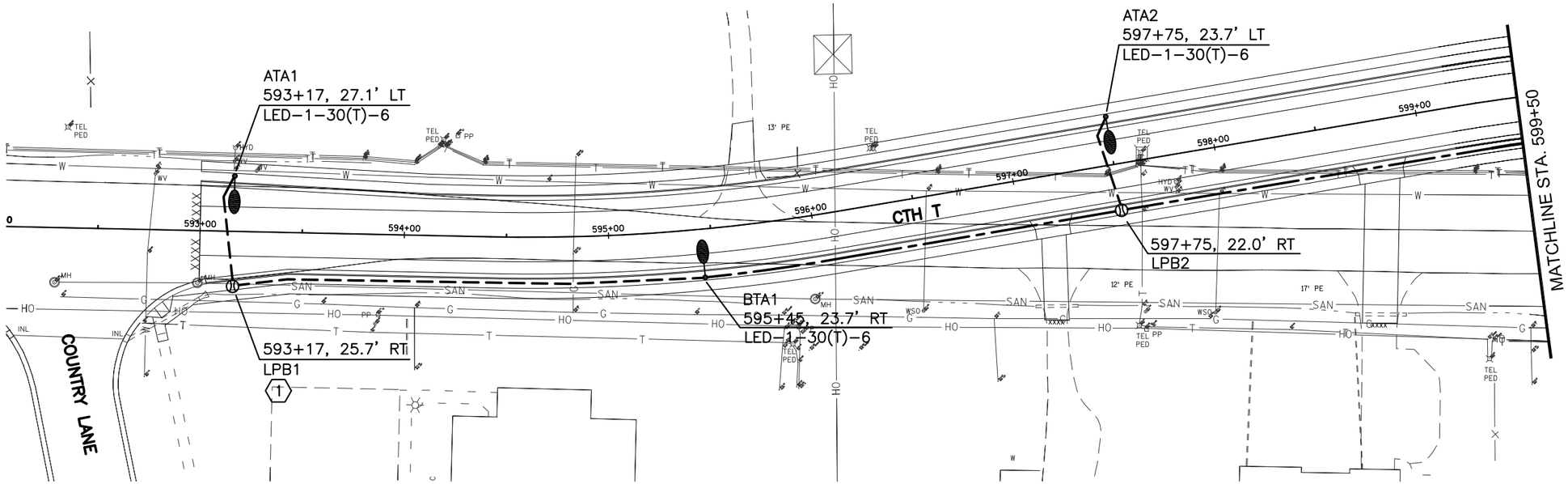
(1) NO SPLICES ALLOWED IN PULL BOX, EXCEPT FOR BONDING PULL BOX TO GROUNDING CONDUCTOR.

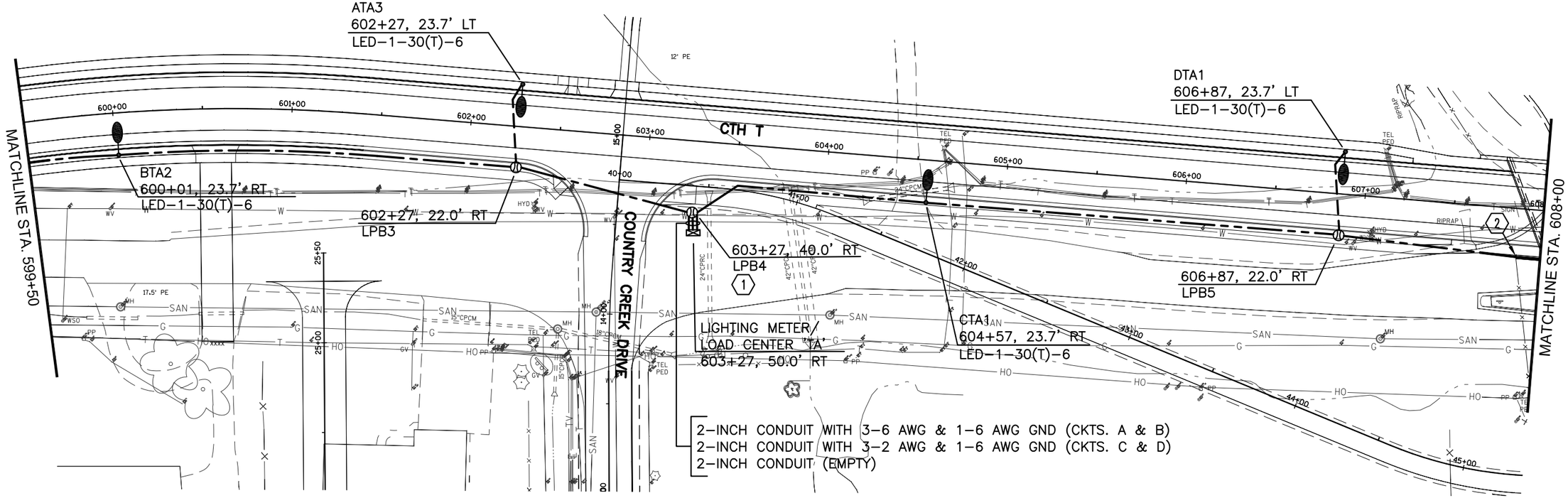
(2) CONNECT TO CONDUIT FROM BRIDGE STRUCTURE.



DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 1 OF 6

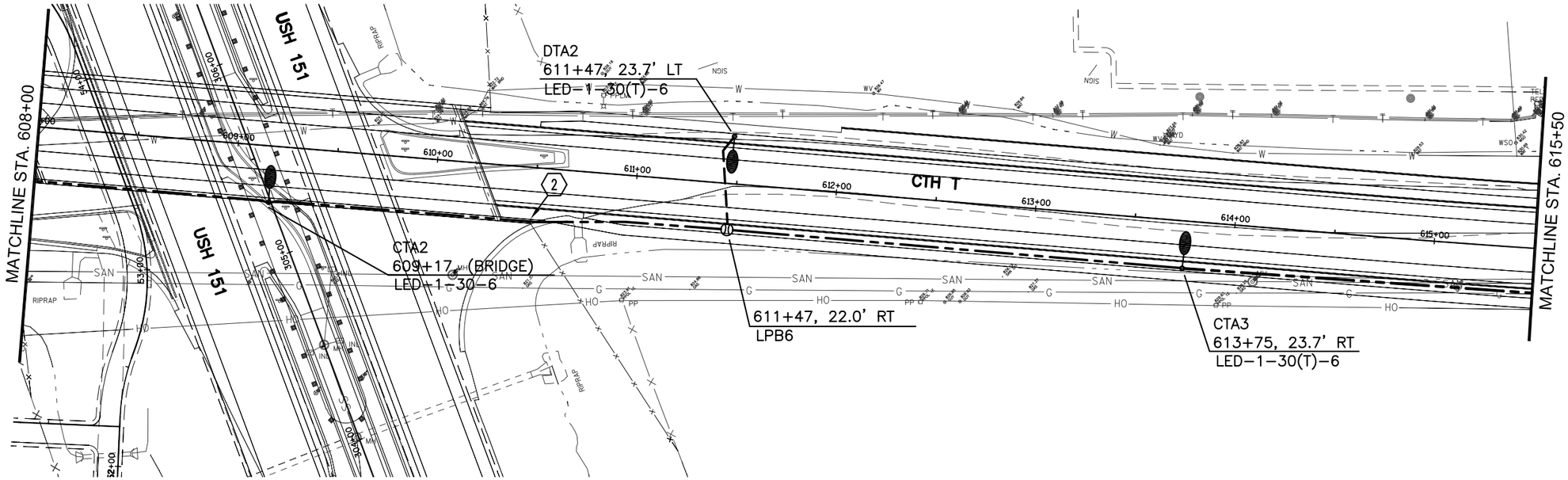
PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	LIGHTING PLAN	SHEET NO: 131	E

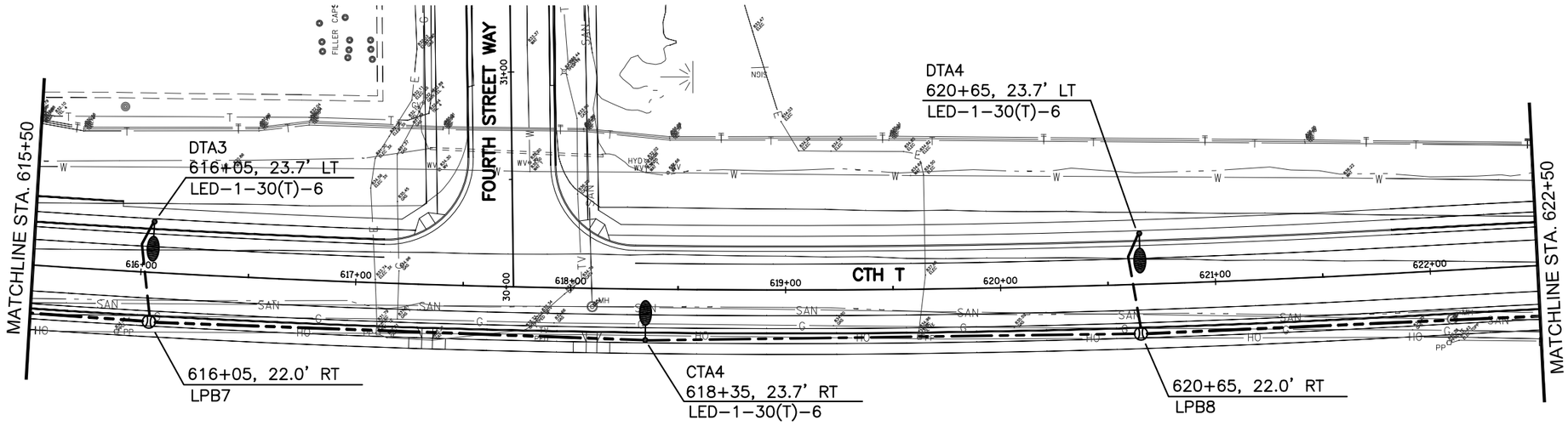




DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 2 OF 6

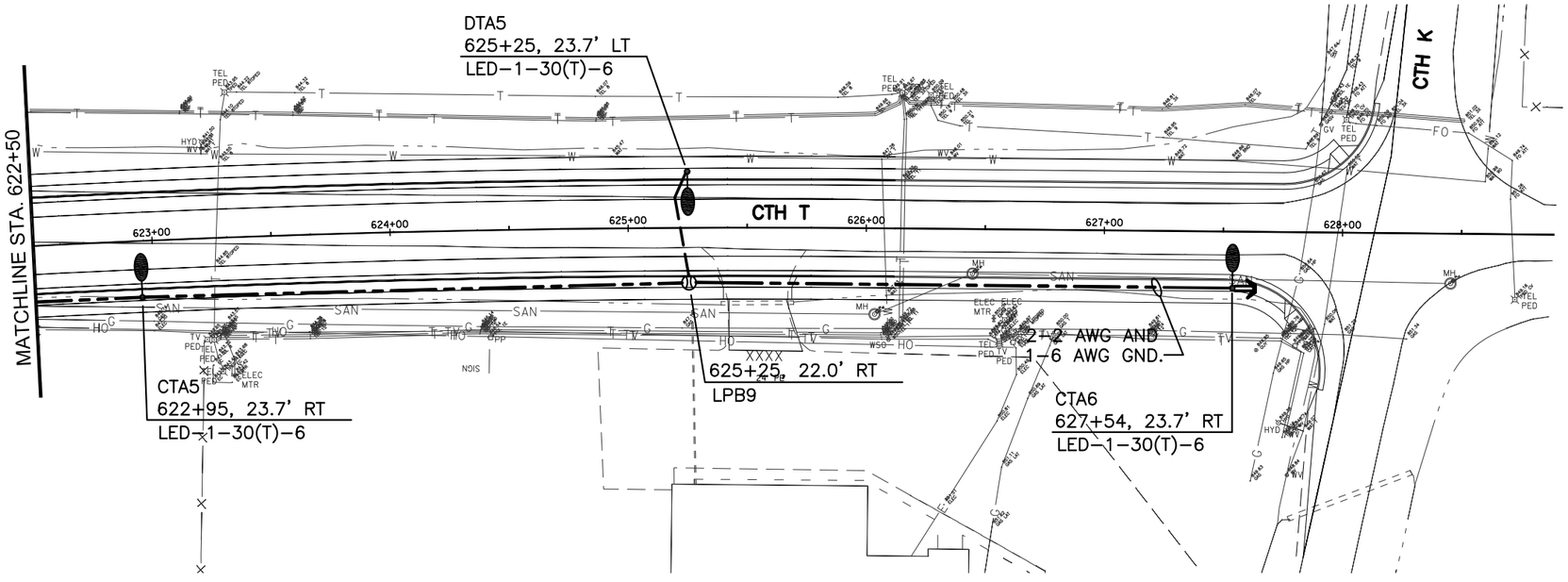
PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	LIGHTING PLAN	SHEET NO: 132	E


MATCHLINE STA. 608+00
MATCHLINE STA. 615+50
USH 151
USH 151
CTH T
DTA2
611+47, 23.7' LT
LED-1-30(T)-6
CTA2
609+17 (BRIDGE)
LED-1-30-6
611+47, 22.0' RT
LPB6
CTA3
613+75, 23.7' RT
LED-1-30(T)-6
RIPRAP
SAN
HO
G
W
T


MATCHLINE STA. 615+50
MATCHLINE STA. 622+50
FOURTH STREET WAY
CTH T
DTA3
616+05, 23.7' LT
LED-1-30(T)-6
DTA4
620+65, 23.7' LT
LED-1-30(T)-6
616+05, 22.0' RT
LPB7
CTA4
618+35, 23.7' RT
LED-1-30(T)-6
620+65, 22.0' RT
LPB8
SAN
HO
G
W
T

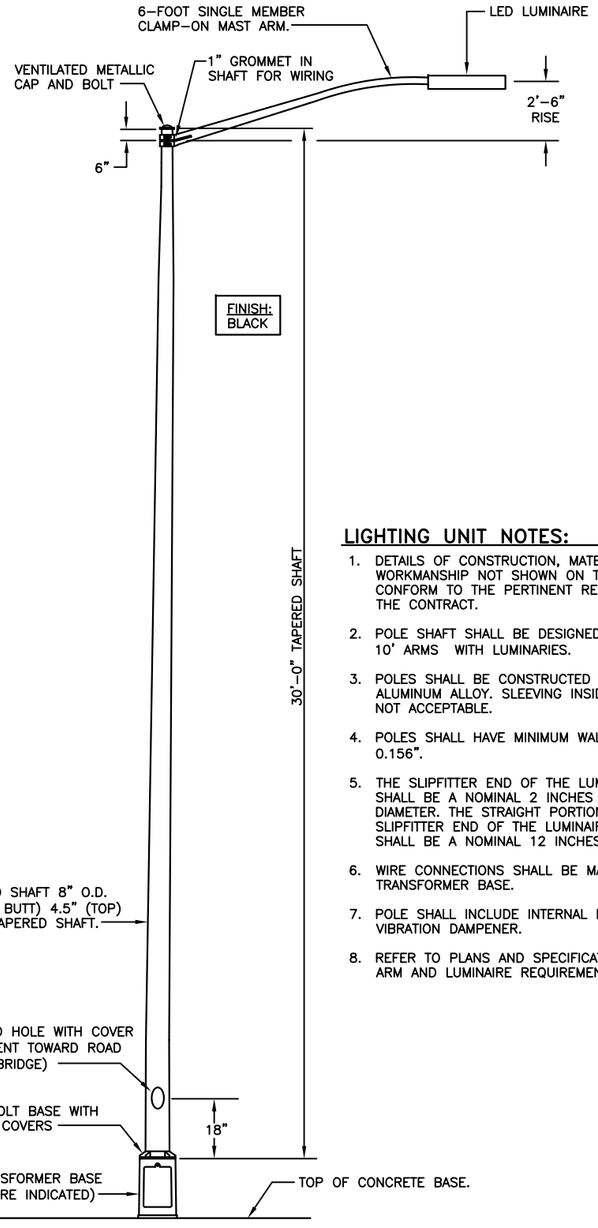
2

N



DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 4 OF 6

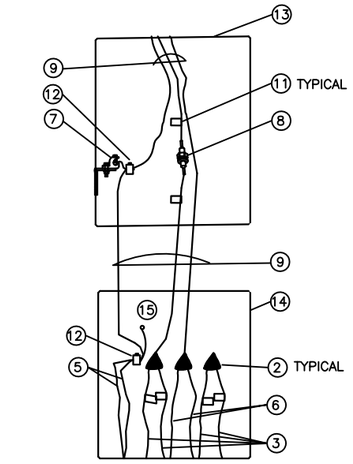
PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	LIGHTING PLAN	SHEET NO: 134	E



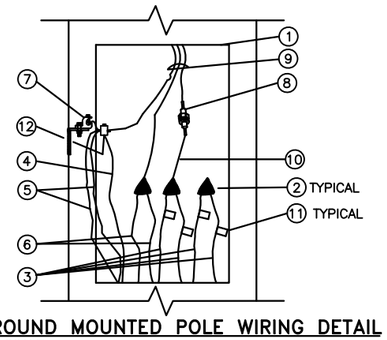
MUNICIPAL LIGHTING UNIT DETAIL
NO SCALE

LIGHTING UNIT NOTES:

1. DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.
2. POLE SHAFT SHALL BE DESIGNED TO INCLUDE TWIN 10' ARMS WITH LUMINARIES.
3. POLES SHALL BE CONSTRUCTED OF 6063–T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.
4. POLES SHALL HAVE MINIMUM WALL THICKNESS OF 0.156".
5. THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.
6. WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.
7. POLE SHALL INCLUDE INTERNAL DUMBBELL STYLE VIBRATION DAMPENER.
8. REFER TO PLANS AND SPECIFICATIONS FOR MAST ARM AND LUMINAIRE REQUIREMENTS.



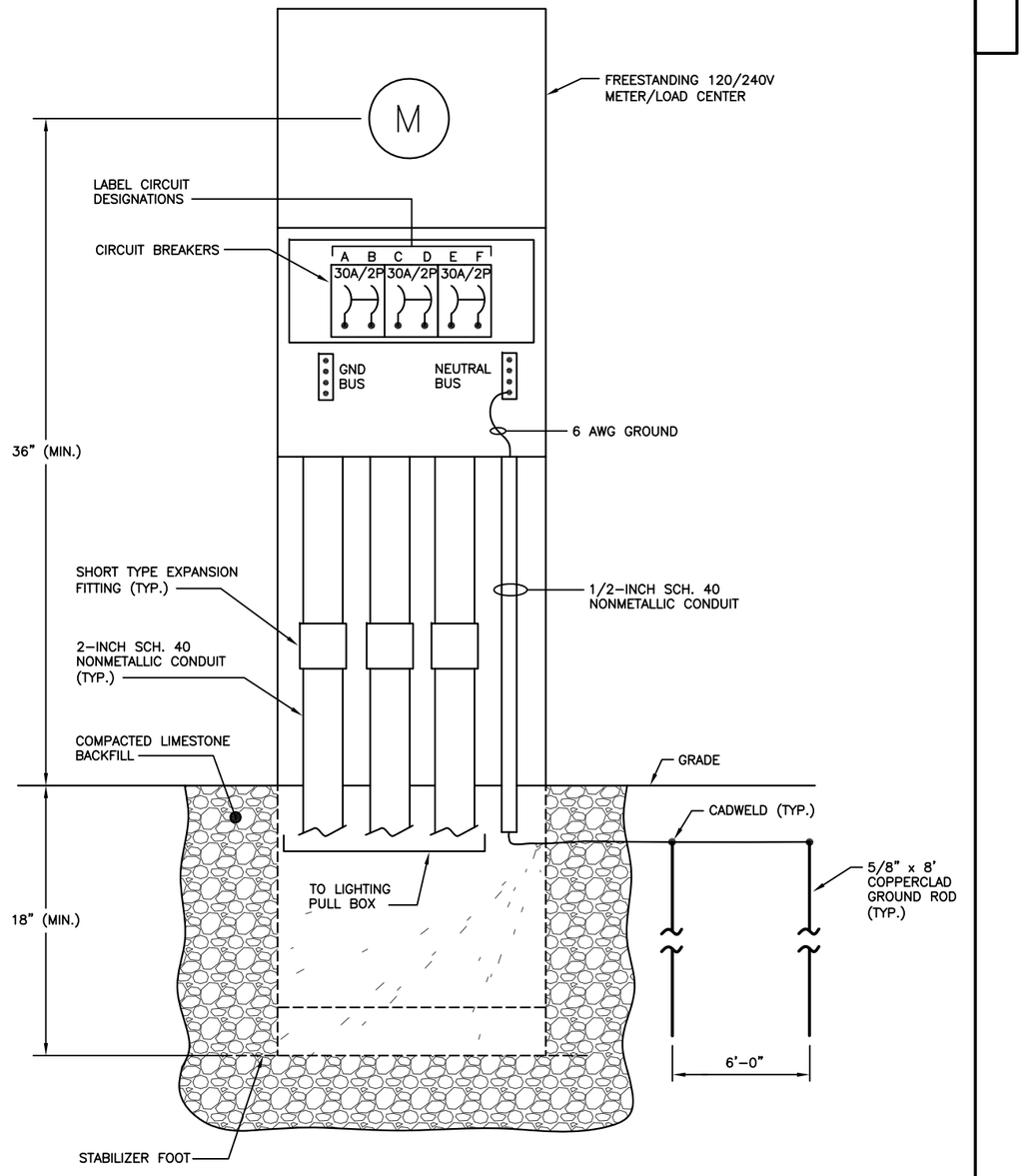
BRIDGE MOUNTED POLE WIRING DETAIL
NO SCALE



GROUND MOUNTED POLE WIRING DETAIL
NO SCALE

POLE WIRING NOTES:

1. TRANSFORMER BASE HAND HOLE AND COVER
2. INSULATED SPLICE
3. UNGROUNDED (CIRCUIT) CONDUCTOR
4. #8 CONDUCTOR TO GROUND ROD
5. SYSTEM GROUNDING CONDUCTORS
6. GROUNDED (NEUTRAL) CONDUCTOR
7. GROUNDING LUG
8. INLINE 1–POLE FUSE ASSEMBLY AND 5A KTK FUSES. WEATHERPROOF BOOTS.
9. 3#12 RHW/USE (XLP)
10. 12" PIGTAIL BETWEEN SPLICE AND FUSE ASSEMBLY
11. CIRCUIT TAG
12. REVERSIBLE PRESSURE OR COMPRESSION GROUNDING CONNECTION (NOT INSULATED)
13. POLE HAND HOLE AND COVER
14. BRIDGE JUNCTION BOX
15. BOND JUNCTION BOX

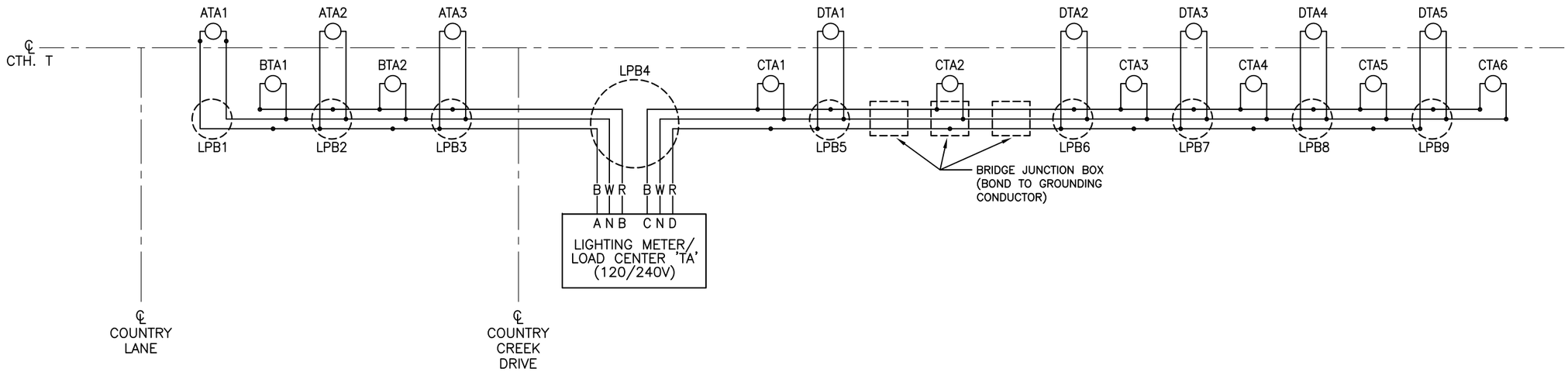


METER/LOAD CENTER DETAIL
NO SCALE

DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 5 OF 6

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LEGEND:

- ◯ TYPE 1 LED LUMINAIRE (135W MAX.)
- • SPLICE

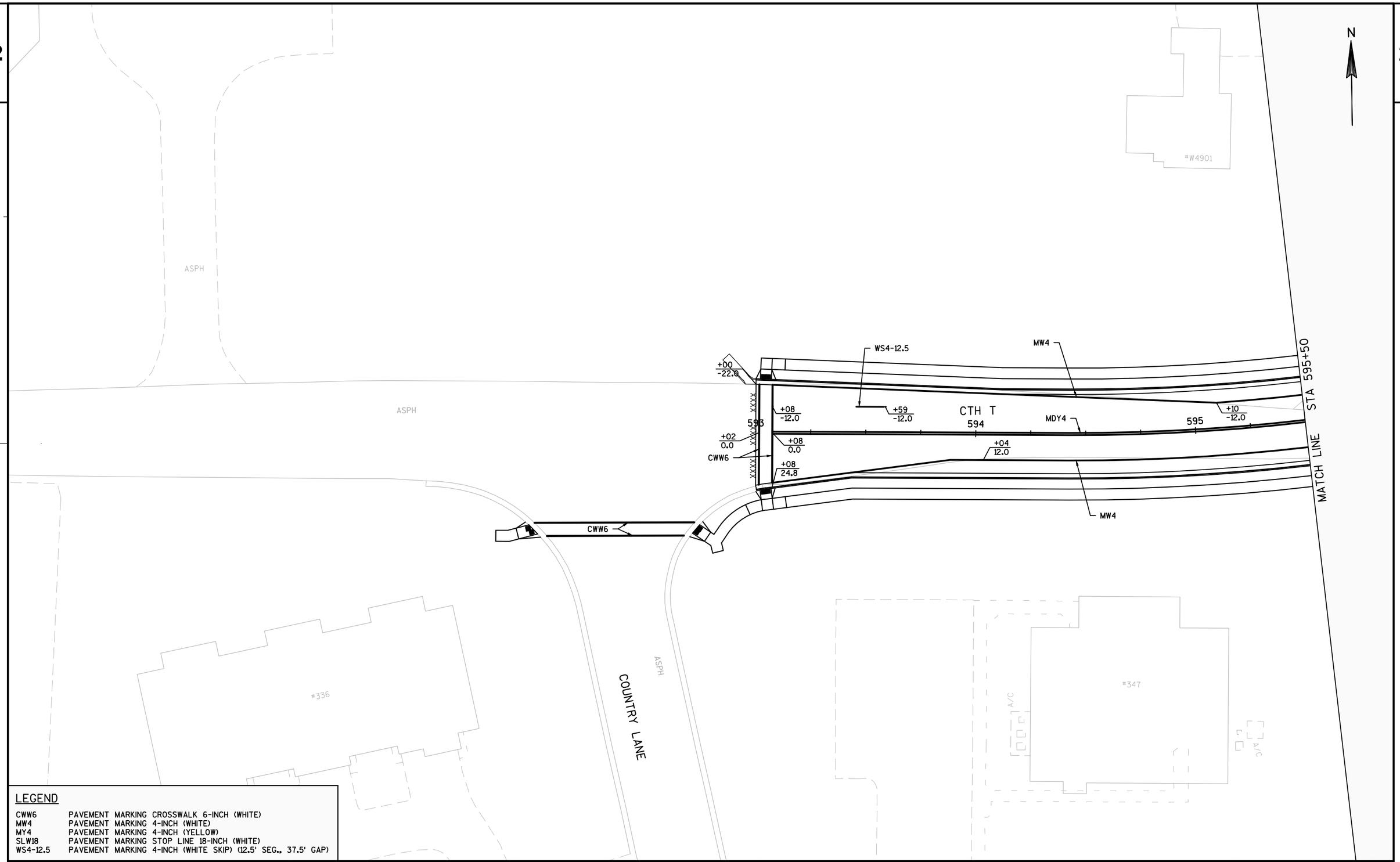
COLOR CODE:

B – BLACK
R – RED
W – WHITE

NOTES:

1. SPLICES ONLY ALLOWED IN PULL BOXES, WHERE INDICATED.
2. GROUND CONDUCTOR (GREEN) REQUIRED, NOT SHOWN.

FIELD WIRING DIAGRAM – 'TA'



LEGEND

CWW6	PAVEMENT MARKING CROSSWALK 6-INCH (WHITE)
MW4	PAVEMENT MARKING 4-INCH (WHITE)
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
SLW18	PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP) (12.5' SEG., 37.5' GAP)

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PAVEMENT MARKING PLAN: CTH T	SHEET 137 E

2

N

STA 595+50

MATCH LINE

596 597 598 599 600

STA 601+00

MATCH LINE

MW4

MDY4

CTH T

MW4

GRAV

ASPH

ASPH

ASPH

ASPH

GRAV

#1308

#1324

#1340

LEGEND

CWW6	PAVEMENT MARKING CROSSWALK 6-INCH (WHITE)
MW4	PAVEMENT MARKING 4-INCH (WHITE)
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
SLW18	PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
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PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PAVEMENT MARKING PLAN: CTH T	SHEET 138	E

2

2

N

STA 601+00

STA 607+00

MATCH LINE

MATCH LINE

601

602

603

604

605

606

607

CTH T

MW4

MDY4

MW4

CWW6

CWW6

+52 -12.0

+58 -12.0

+52 0.0

+58 0.0

+52 12.0

+76 0.0

+64 0.0

+40 12.0

16

17

40

41

42

43

44

14

18

55

GRAV

ASPH

CONC

COUNTRY CREEK DR

PRAIRIE TRAIL CONNECTOR

LEGEND

CWW6	PAVEMENT MARKING CROSSWALK 6-INCH (WHITE)
MW4	PAVEMENT MARKING 4-INCH (WHITE)
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
SLW18	PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP) (12.5' SEG., 37.5' GAP)

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PAVEMENT MARKING PLAN: CTH T	SHEET 139	E

2

2

N

MW4

PRAIRIE TRAIL

55

307

306

305

304

45

53

52

MW4

MDY4

MW4

MY4

MY4

MW4

USH 151 SB

USH 151 NB

CTH T

MATCH LINE STA 607+00

MATCH LINE STA 613+00

607

608

609

610

611

612

613

ASPH

CONC

RIPRAP

PROJECT NO: 1420-23-71	HWY: USH 151
COUNTY: FOND DU LAC	PAVEMENT MARKING PLAN: CTH T
SHEET 140	E

LEGEND

CWW6	PAVEMENT MARKING CROSSWALK 6-INCH (WHITE)
MW4	PAVEMENT MARKING 4-INCH (WHITE)
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
SLW18	PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP) (12.5' SEG., 37.5' GAP)

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_024501_PM - C3D12.DWG PLOT DATE : 2/17/2015 1:18 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2

2

#306

CANOPY

ASPH

FOURTH STREET WAY

N

MW4

MW4

MW4

MDY4

31

ASPH

STA 613+00

MATCH LINE

613

614

615

616

CTH T

MDY4

617

618

CWW6

CWW6

CWW6

+32
-12.0

+32
0.0

+32
12.0

+38
0.0

30

+08
0.0

+14
-12.0

+14
0.0

+14
12.0

STA 619+00

MATCH LINE

MW4

LEGEND

CWW6	PAVEMENT MARKING CROSSWALK 6-INCH (WHITE)
MW4	PAVEMENT MARKING 4-INCH (WHITE)
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
SLW18	PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP) (12.5' SEG., 37.5' GAP)

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PAVEMENT MARKING PLAN: CTH T	SHEET 141 E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_024501_PM - C3D12.DWG PLOT DATE : 2/17/2015 1:18 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2

2

N

MW4

STA 619+00

MATCH LINE

619

620

621

622

623

624

STA 625+00

MATCH LINE

ASPH

CTH T

MDY4

MW4

LEGEND

CWW6	PAVEMENT MARKING CROSSWALK 6-INCH (WHITE)
MW4	PAVEMENT MARKING 4-INCH (WHITE)
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
SLW18	PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP) (12.5' SEG., 37.5' GAP)

PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	PAVEMENT MARKING PLAN: CTH T	SHEET 142 E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_024501_PM - C3D12.DWG PLOT DATE : 2/17/2015 1:18 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2

2

N

STA 625+00

MATCH LINE

625

626

627

CTH T

ASPH

MW4

MDY4

+75
-12.0

+79
0.0

+85
0.0

CWW6

+53
12.0

MW4

XXXX XXXX

ASPH

#1596

CTH K

71

70

69

68

#W4659

CTH T

ASPH

#W4652

POOL

LEGEND

CWW6	PAVEMENT MARKING CROSSWALK 6-INCH (WHITE)
MW4	PAVEMENT MARKING 4-INCH (WHITE)
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
SLW18	PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP) (12.5' SEG., 37.5' GAP)

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PAVEMENT MARKING PLAN: CTH T	SHEET 143	E

2

2

N

USH 151 SB CONC

+85
-25.0

MY4

296 297 298 299 300 301 30

STA 302+00

MATCH LINE

ASPH

+85
25.0

MY4

USH 151 NB CONC

+85
49.0

MW4

LEGEND

CWW6	PAVEMENT MARKING CROSSWALK 6-INCH (WHITE)
MW4	PAVEMENT MARKING 4-INCH (WHITE)
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
SLW18	PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP) (12.5' SEG., 37.5' GAP)

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PAVEMENT MARKING PLAN: USH 151	SHEET 144 E

2

2

STA 302+00

STA 308+00

MATCH LINE

MATCH LINE

PRAIRIE TRAIL CONNECTOR

CTH T

PRAIRIE TRAIL

BIKE PATH

USH 151 SB

USH 151 NB

CONC

ASPH

RIPRAP

36" CPRC

24" CPRC

15" CPCM

+70
-49.0

+95
49.0

MW4

MY4

MDY4

50

51

52

53

54

55

303

304

305

306

307

607

608

609

610

619

N

LEGEND

CWW6	PAVEMENT MARKING CROSSWALK 6-INCH (WHITE)
MW4	PAVEMENT MARKING 4-INCH (WHITE)
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
SLW18	PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP) (12.5' SEG., 37.5' GAP)

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PAVEMENT MARKING PLAN: USH 151	SHEET E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_024502_PM - C3D12.DWG PLOT DATE : 2/17/2015 1:18 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2

2

N

56

57

58

BIKE PATH

RIPRAP

USH 151 SB

MW4

+80
-49.0

CONC

MY4

+80
-25.0

CONC

ASPH

STA 308+00

308

309

310

311

312

313

314

MATCH LINE

MY4

+80
25.0

USH 151 NB

CONC

LEGEND

CWW6	PAVEMENT MARKING CROSSWALK 6-INCH (WHITE)
MW4	PAVEMENT MARKING 4-INCH (WHITE)
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
SLW18	PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP) (12.5' SEG., 37.5' GAP)

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PAVEMENT MARKING PLAN: USH 151	SHEET 146	E

2

N

#306

#1398

#1402

U/C

U/C

CANOPY

ASPH

ASPH

ASPH

MW4

MW4

MDY4

CTH T

616

617

618

619

CWW6

CWW6

CWW6

MW4

MW4

MW4

MW4

MDY4

MDY4

FOURTH STREET WAY

30

31

32

+24
0.0

+30
0.0

+56
12.0

+60
-12.0

+75
-12.0

+75
0.0

+75
12.0

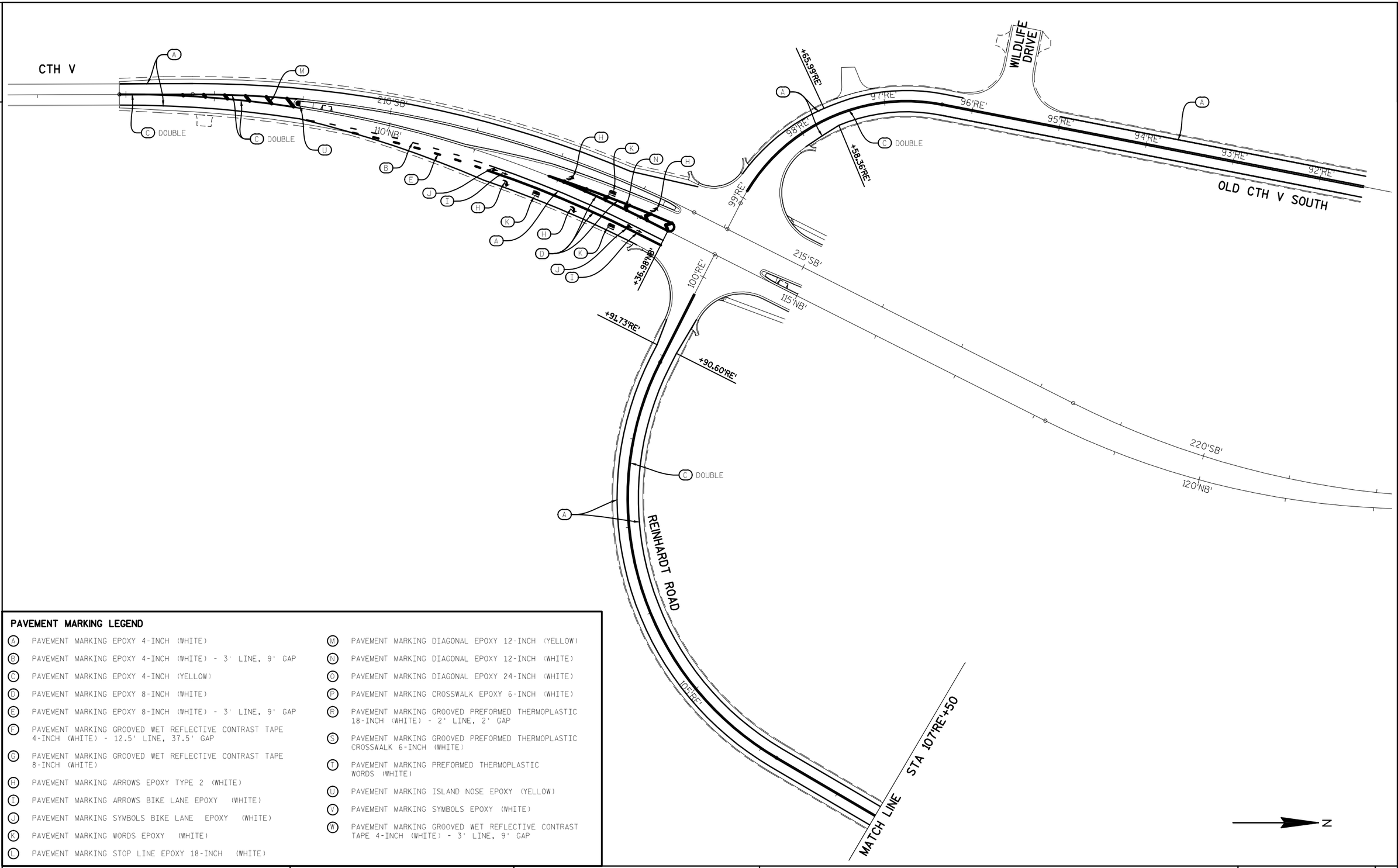
24" RCP

LEGEND

CWW6	PAVEMENT MARKING CROSSWALK 6-INCH (WHITE)
MW4	PAVEMENT MARKING 4-INCH (WHITE)
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
SLW18	PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP) (12.5' SEG., 37.5' GAP)

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PAVEMENT MARKING PLAN: FOURTH STREET WAY	SHEET 147	E

2

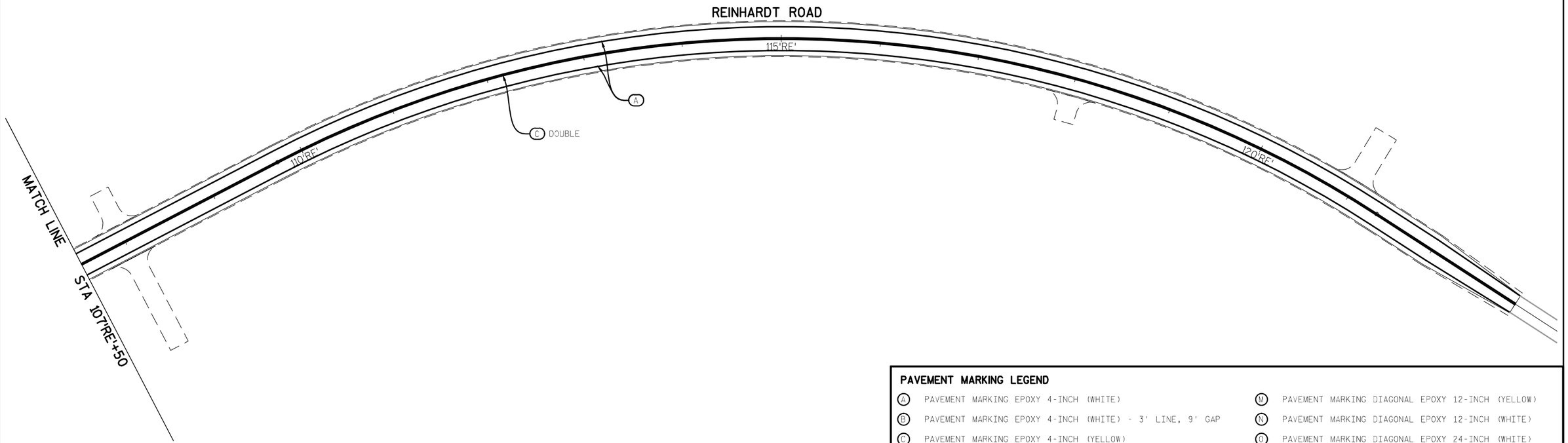


PAVEMENT MARKING LEGEND

- (A) PAVEMENT MARKING EPOXY 4-INCH (WHITE)
- (B) PAVEMENT MARKING EPOXY 4-INCH (WHITE) - 3' LINE, 9' GAP
- (C) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
- (D) PAVEMENT MARKING EPOXY 8-INCH (WHITE)
- (E) PAVEMENT MARKING EPOXY 8-INCH (WHITE) - 3' LINE, 9' GAP
- (F) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) - 12.5' LINE, 37.5' GAP
- (G) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)
- (H) PAVEMENT MARKING ARROWS EPOXY TYPE 2 (WHITE)
- (I) PAVEMENT MARKING ARROWS BIKE LANE EPOXY (WHITE)
- (J) PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY (WHITE)
- (K) PAVEMENT MARKING WORDS EPOXY (WHITE)
- (L) PAVEMENT MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (M) PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (N) PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- (O) PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)
- (P) PAVEMENT MARKING CROSSWALK EPOXY 6-INCH (WHITE)
- (R) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC 18-INCH (WHITE) - 2' LINE, 2' GAP
- (S) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC CROSSWALK 6-INCH (WHITE)
- (T) PAVEMENT MARKING PREFORMED THERMOPLASTIC WORDS (WHITE)
- (U) PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
- (V) PAVEMENT MARKING SYMBOLS EPOXY (WHITE)
- (W) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) - 3' LINE, 9' GAP

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PAVEMENT MARKING - CTH V	SHEET 148	E

2



PAVEMENT MARKING LEGEND

- (A) PAVEMENT MARKING EPOXY 4-INCH (WHITE)
- (B) PAVEMENT MARKING EPOXY 4-INCH (WHITE) - 3' LINE, 9' GAP
- (C) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
- (D) PAVEMENT MARKING EPOXY 8-INCH (WHITE)
- (E) PAVEMENT MARKING EPOXY 8-INCH (WHITE) - 3' LINE, 9' GAP
- (F) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) - 12.5' LINE, 37.5' GAP
- (G) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)
- (H) PAVEMENT MARKING ARROWS EPOXY TYPE 2 (WHITE)
- (I) PAVEMENT MARKING ARROWS BIKE LANE EPOXY (WHITE)
- (J) PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY (WHITE)
- (K) PAVEMENT MARKING WORDS EPOXY (WHITE)
- (L) PAVEMENT MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (M) PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (N) PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- (O) PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)
- (P) PAVEMENT MARKING CROSSWALK EPOXY 6-INCH (WHITE)
- (R) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC 18-INCH (WHITE) - 2' LINE, 2' GAP
- (S) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC CROSSWALK 6-INCH (WHITE)
- (T) PAVEMENT MARKING PREFORMED THERMOPLASTIC WORDS (WHITE)
- (U) PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
- (V) PAVEMENT MARKING SYMBOLS EPOXY (WHITE)
- (W) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) - 3' LINE, 9' GAP

GENERAL NOTES FOR TRAFFIC CONTROL

DRAWINGS SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON METHODS OF SEQUENCE OF OPERATION.

ADJUST SIGN SPACING TO AVOID CONFLICT WITH AND TO PROVIDE A MINIMUM SPACING OF 200 FEET (500 FEET DESIRABLE) TO EXISTING SIGNS.

UNLESS NOTED, ALL WARNING SIGNS ARE 48" X 48". ALL OTHER SIGNS ARE SIZE 5 IF LOCATED ON THE FREEWAY OR RAMPS AND SIZE 2S IF LOCATED ON OTHER ROADWAYS.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

REMOVE OR COVER ANY TEMPORARY OR EXISTING SIGNS THAT CONFLICT WITH "IN USE" TRAFFIC CONTROL.

ALL TRAFFIC CONTROL SIGNING WILL CONFORM TO PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009 EDITION, & THE WISCONSIN SUPPLEMENT DATED MAY 25. 2011.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM OF 1500 FEET IN FRONT OF DRUMS.

IF LANE CLOSURES ARE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

INSTALL THE LANE CLOSURE SERIES AS A COMPLETE UNIT THAT INCLUDES ALL ADVANCED WARNING SIGNING, DRUMS, AND ARROW BOARDS.

WARNING LIGHTS SHALL NOT BE WORKING ON "COVERED" OR "DOWNED" SIGN OR BARRICADES.

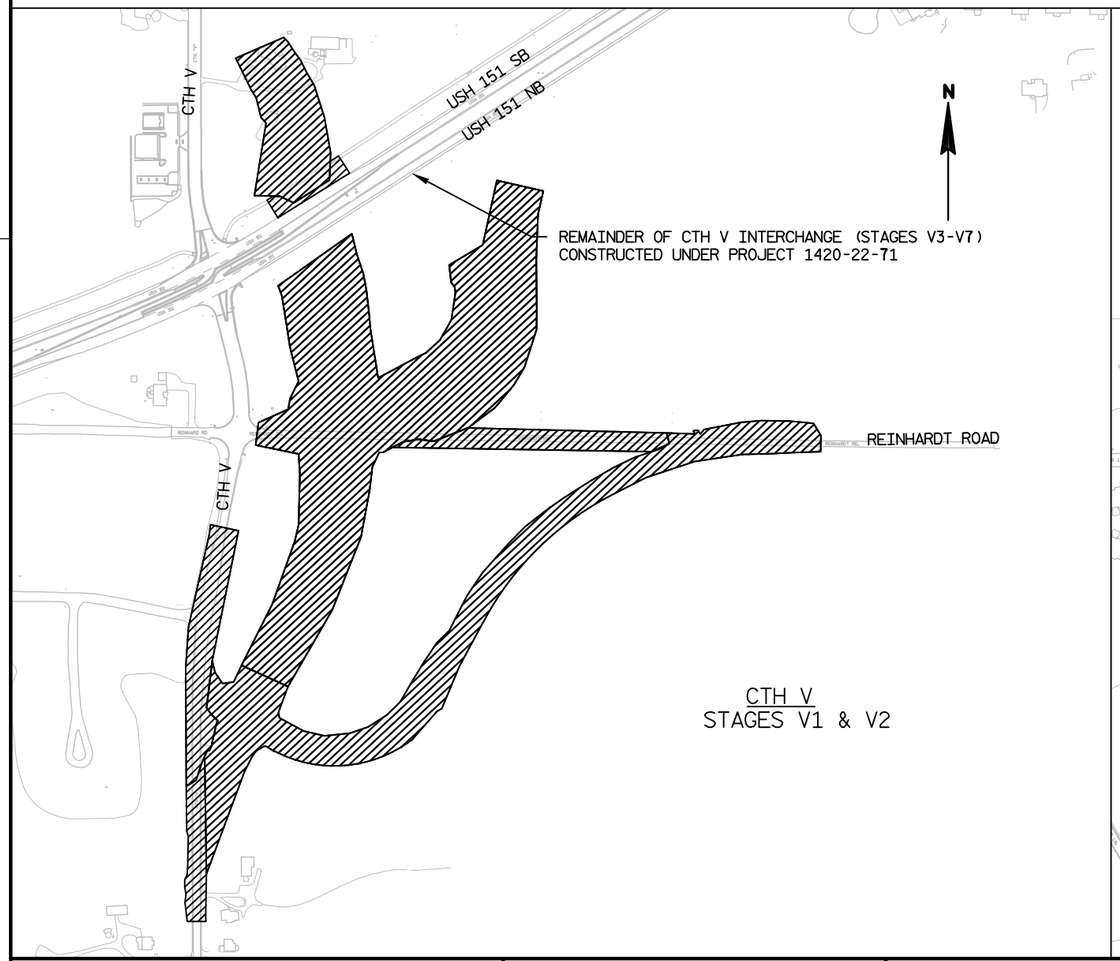
DURING HOURS OF DARKNESS, ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH TYPE "A" LIGHTS.

REMOVE ALL EXISTING PAVEMENT MARKINGS CONFLICTING WITH THE TRAFFIC CONTROL OR NOT APPROPRIATE TO THE TRAVEL PATH.

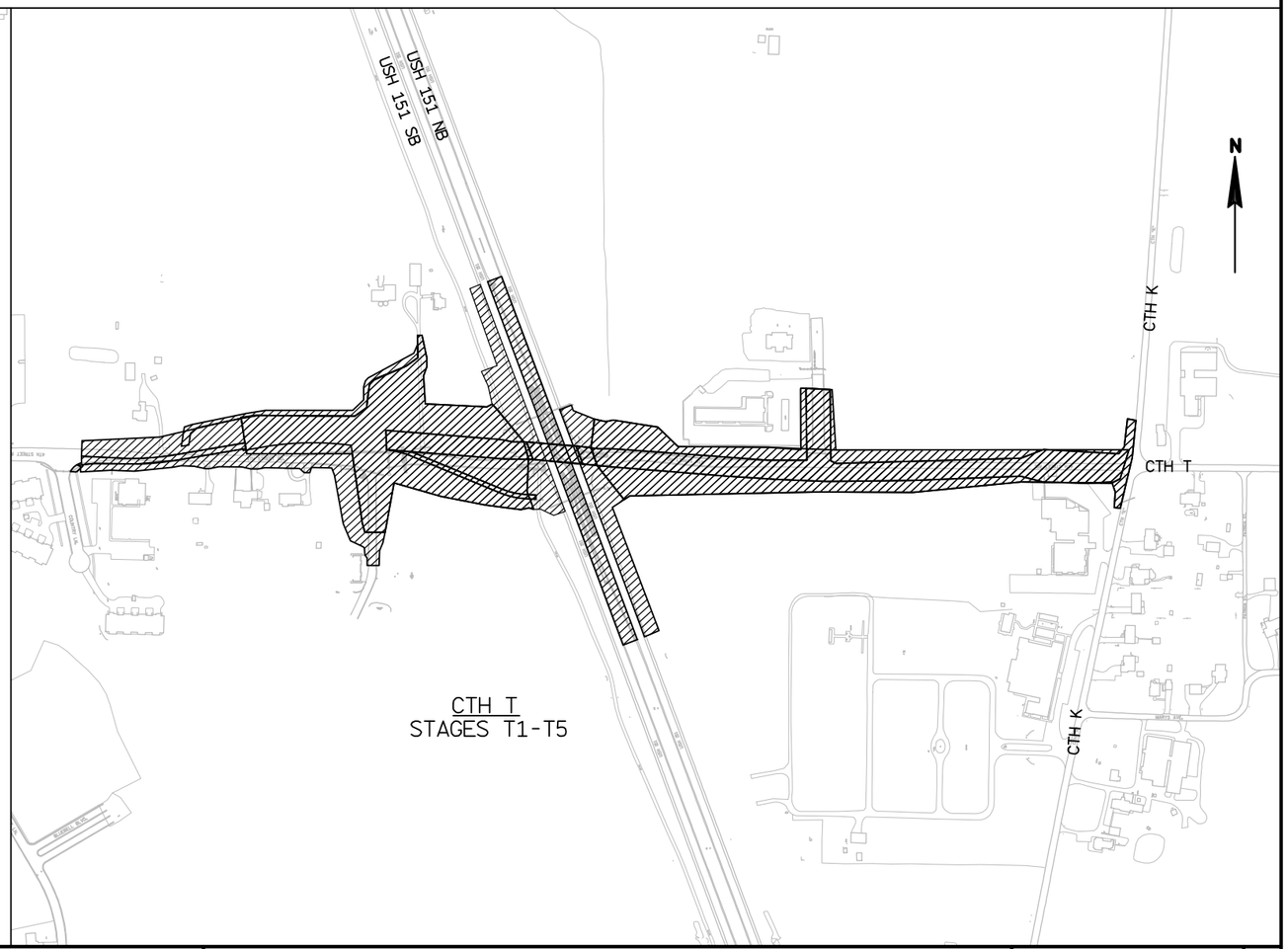
LAYOUT INFORMATION PROVIDED IS NOT INTENDED TO REPLACE WHAT IS PROVIDED IN APPLICABLE STANDARD DETAIL DRAWINGS.

ALL SIGN FLAGS SHOWN ARE 16" X 16" MIN (ORANGE) AND INCIDENTAL TO SIGN.

PROJECT 1420-22-71 UNDER SEPARATE CONTRACT FOR CTH V INTERCHANGE (STAGES V3-V7)
PROJECT 1420-26-71 UNDER SEPARATE CONTRACT IN VICINITY OF DUTCHARME PARKWAY



CTH V
STAGES V1 & V2

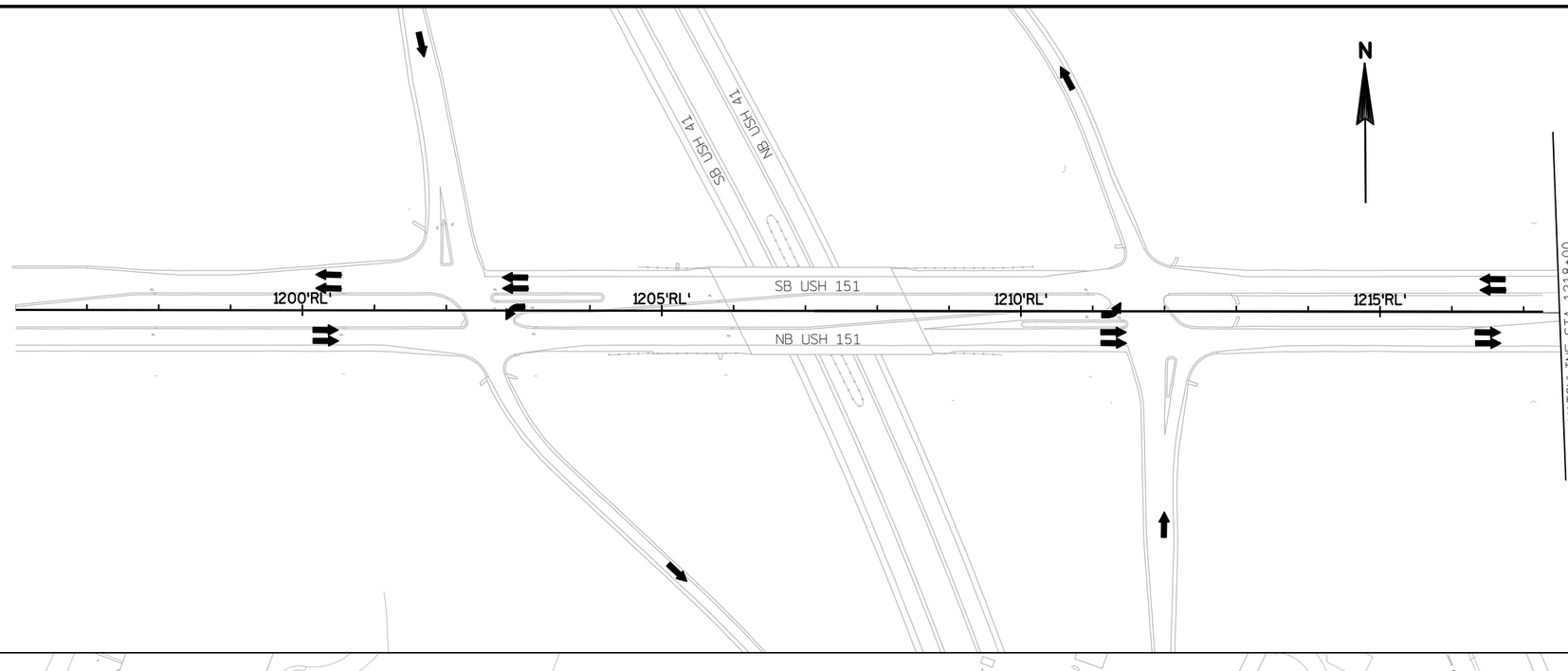


CTH T
STAGES T1-T5

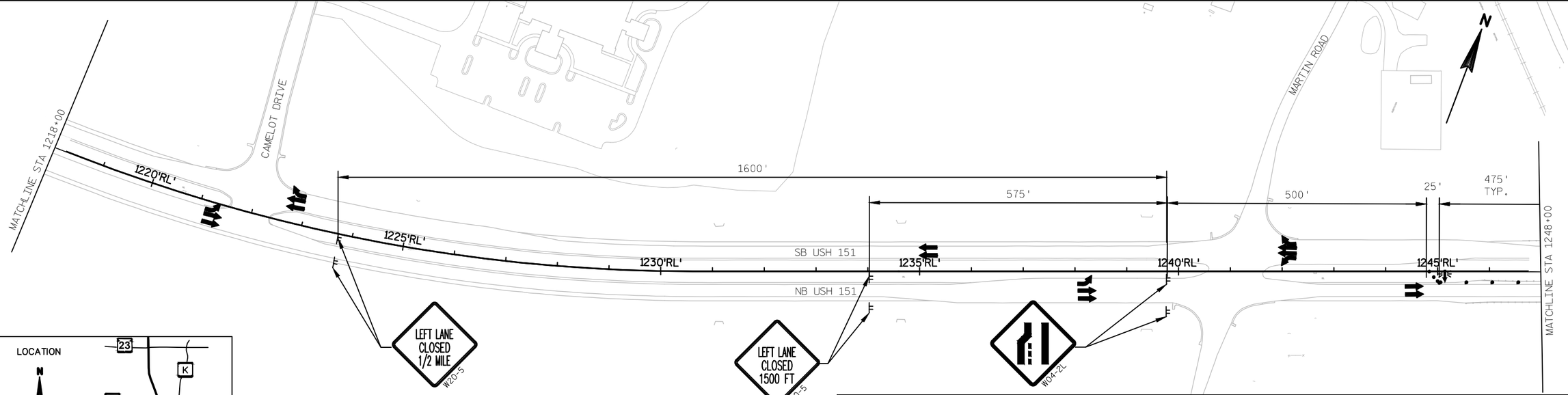
PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL NOTES	SHEET 150	E

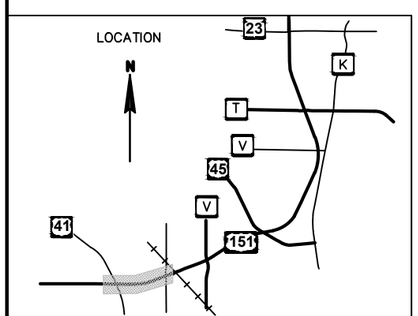
FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\026000-TC-T-NOTES.DWG PLOT DATE : 2/9/2015 10:39 AM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 41

2



2





NOTES:
DETAIL FOR USE FOR SHORT TERM LANE CLOSURES REQUIRED TO SET UP PERMANENT TRAFFIC CONTROL OR OTHER CONSTRUCTION OPERATIONS. USE INDIVIDUAL STAGE DETAILS FOR PERMANENT TRAFFIC CONTROL DURING THE STAGE.

COORDINATE LANE CLOSURES WITH CTH T AREA, INCLUDING CONNECTING ADJACENT CLOSURES.

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - LT LANE CLOSURE DETAIL (CTH V)	SHEET 151	E

2

N

475'
TYP.

660'
MIN.

500'
MIN.

MATCHLINE STA 1248+00

1250'RL'

1255'RL'

1260'RL'

1265'RL'

1270'RL'

1275'RL'

SB USH 151

NB USH 151

PRAIRIE TRAIL

OLD CTH V

LIGHTHOUSE VILLAGE ROAD

MATCHLINE STA 1278+00

LANE CLOSED
R11-2L
48" X 30"
ON TYPE III BARRICADE

LANE CLOSED
R11-2L
48" X 30"
ON TYPE III BARRICADE

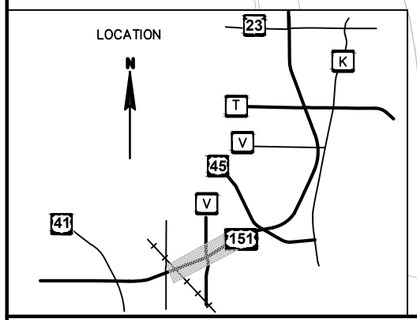
LANE CLOSED
R11-2L
48" X 30"
ON TYPE III BARRICADE

LANE CLOSED
R11-2L
48" X 30"
ON TYPE III BARRICADE

LANE CLOSED
R11-2L
48" X 30"
ON TYPE III BARRICADE

BEGIN LEFT TURN LANE
R3-20L
36"X54"

LOCATION



LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA

PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	TRAFFIC CONTROL - LT LANE CLOSURE DETAIL (CTH V)	SHEET	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025001-LT LANE CLOSURE-TC.DWG PLOT DATE : 2/9/2015 1:43 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

2

2

N

BEGIN LEFT TURN LANE
R3-20L
36"X54"

LANE CLOSED
R11-2L
48" X 30"
ON TYPE III BARRICADE

LANE CLOSED
R11-2L
48" X 30"
ON TYPE III BARRICADE

SB USH 151

NB USH 151

1280'RL'

1285'RL'

1290'RL'

1295'RL'

1300'RL'

1305'RL'

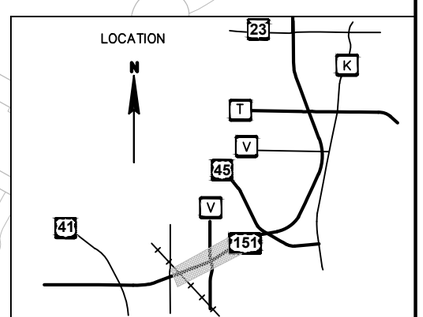
MATCHLINE STA 1278+00

MATCHLINE STA 1308+00

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA

LOCATION

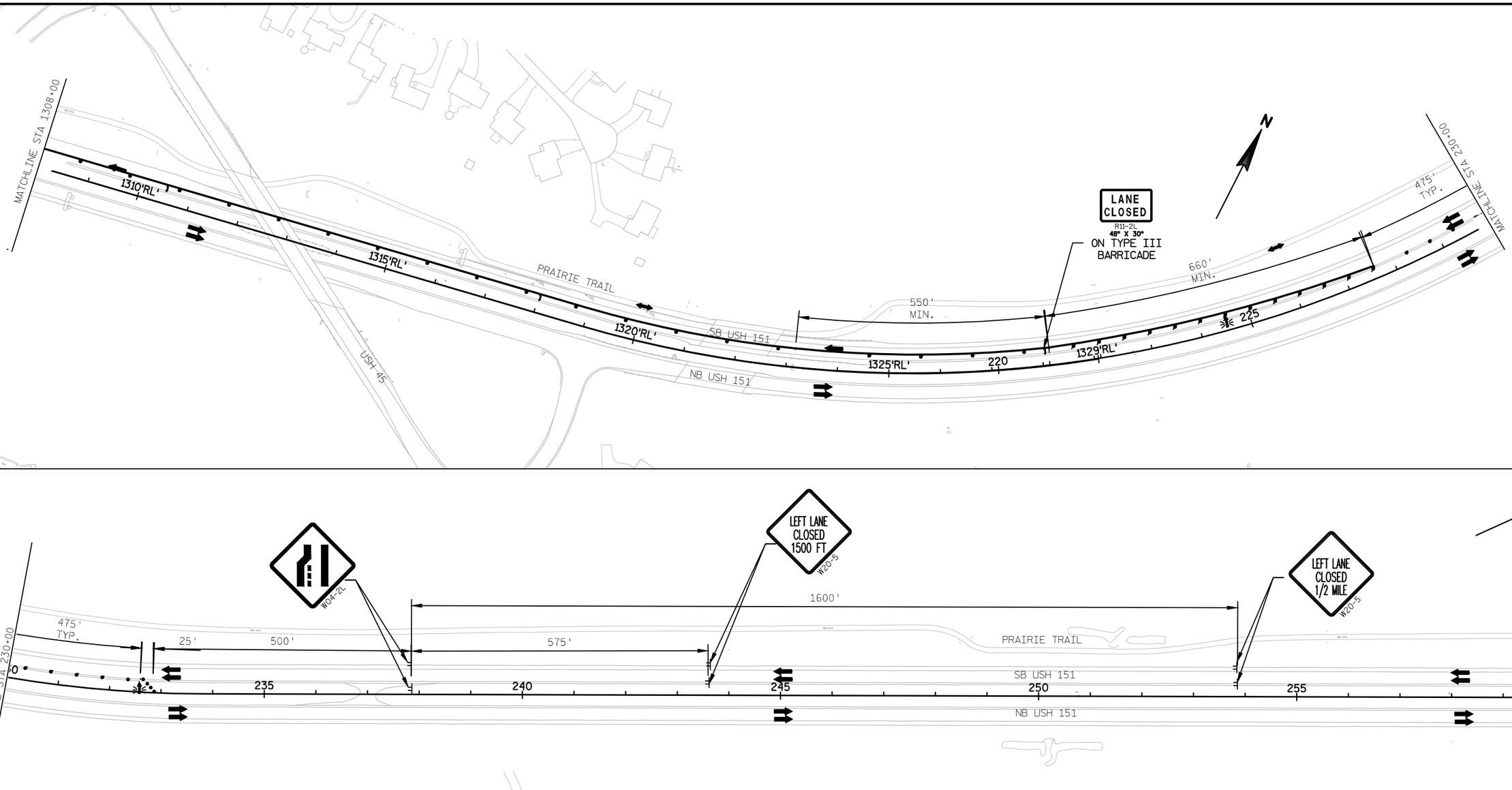


PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - LT LANE CLOSURE DETAIL (CTH V)	SHEET	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025001-LT LANE CLOSURE-TC.DWG PLOT DATE : 2/9/2015 1:44 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 41

2



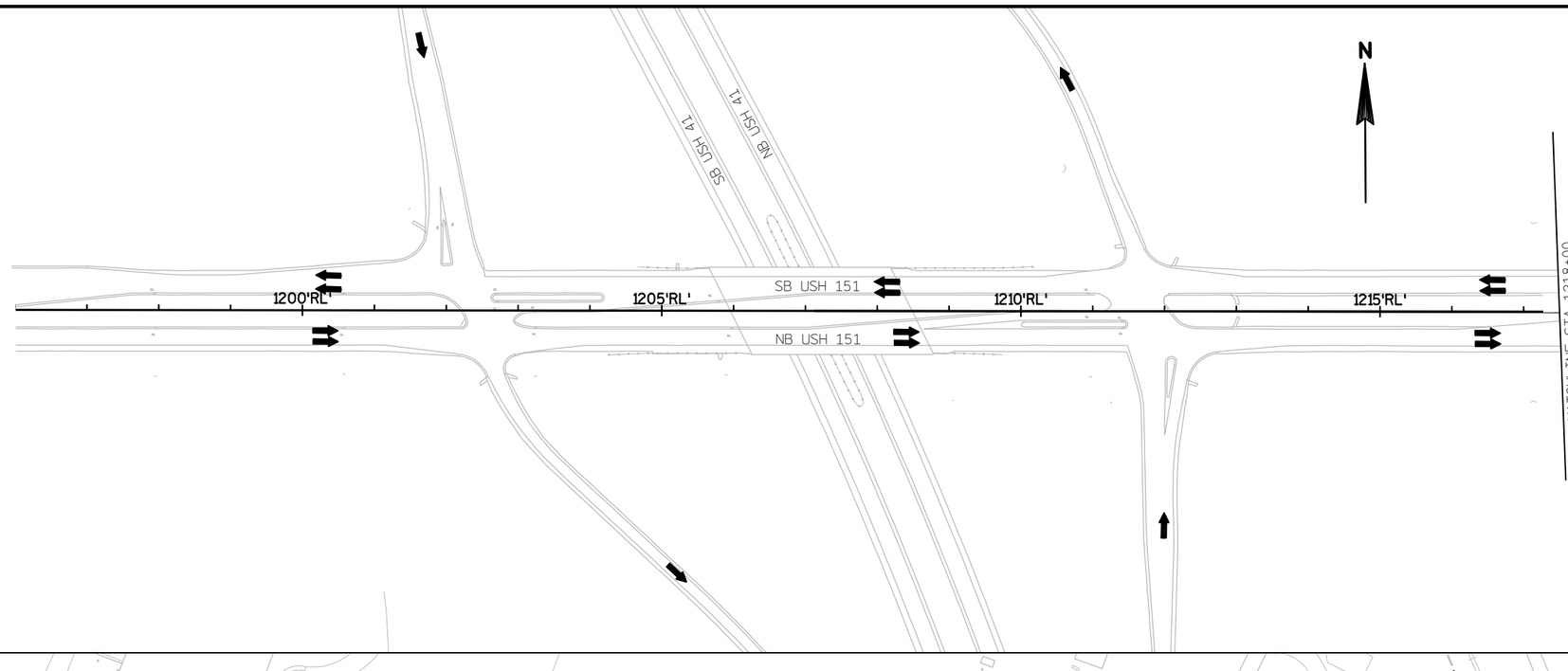
LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA

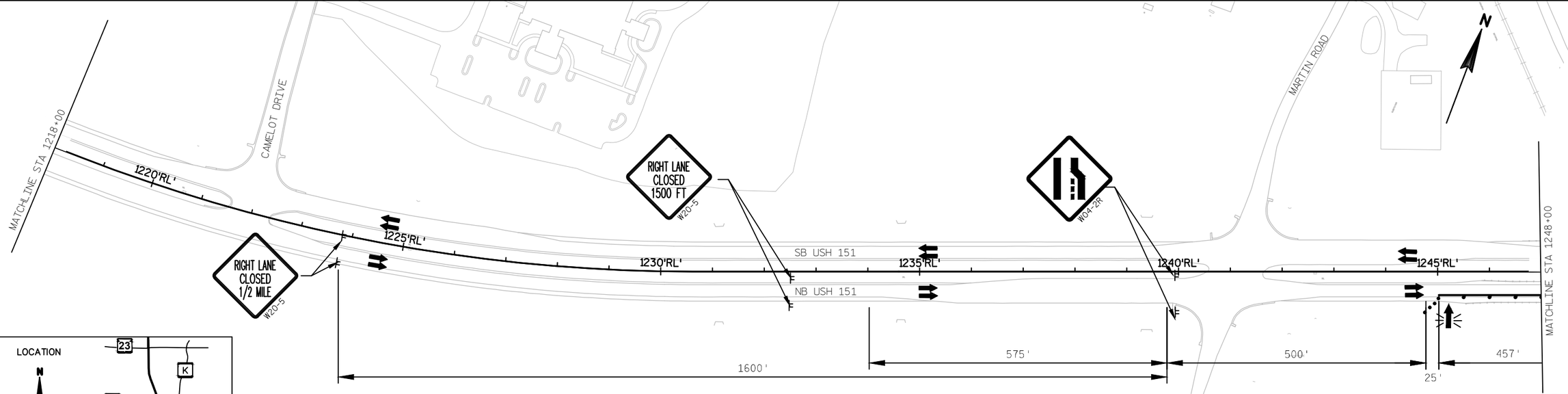
PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - LT LANE CLOSURE DETAIL (CTH V)	SHEET	E

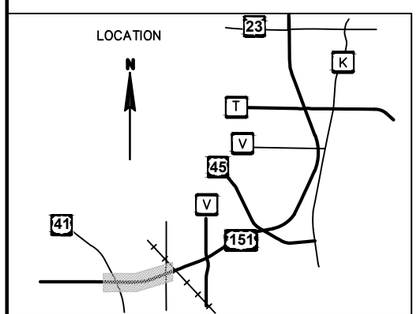
FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025001-LT LANE CLOSURE-TC.DWG PLOT DATE : 2/9/2015 1:44 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

2



2





NOTES:
DETAIL FOR USE FOR SHORT TERM LANE CLOSURES REQUIRED TO SET UP PERMANENT TRAFFIC CONTROL OR OTHER CONSTRUCTION OPERATIONS. USE INDIVIDUAL STAGE DETAILS FOR PERMANENT TRAFFIC CONTROL DURING THE STAGE.

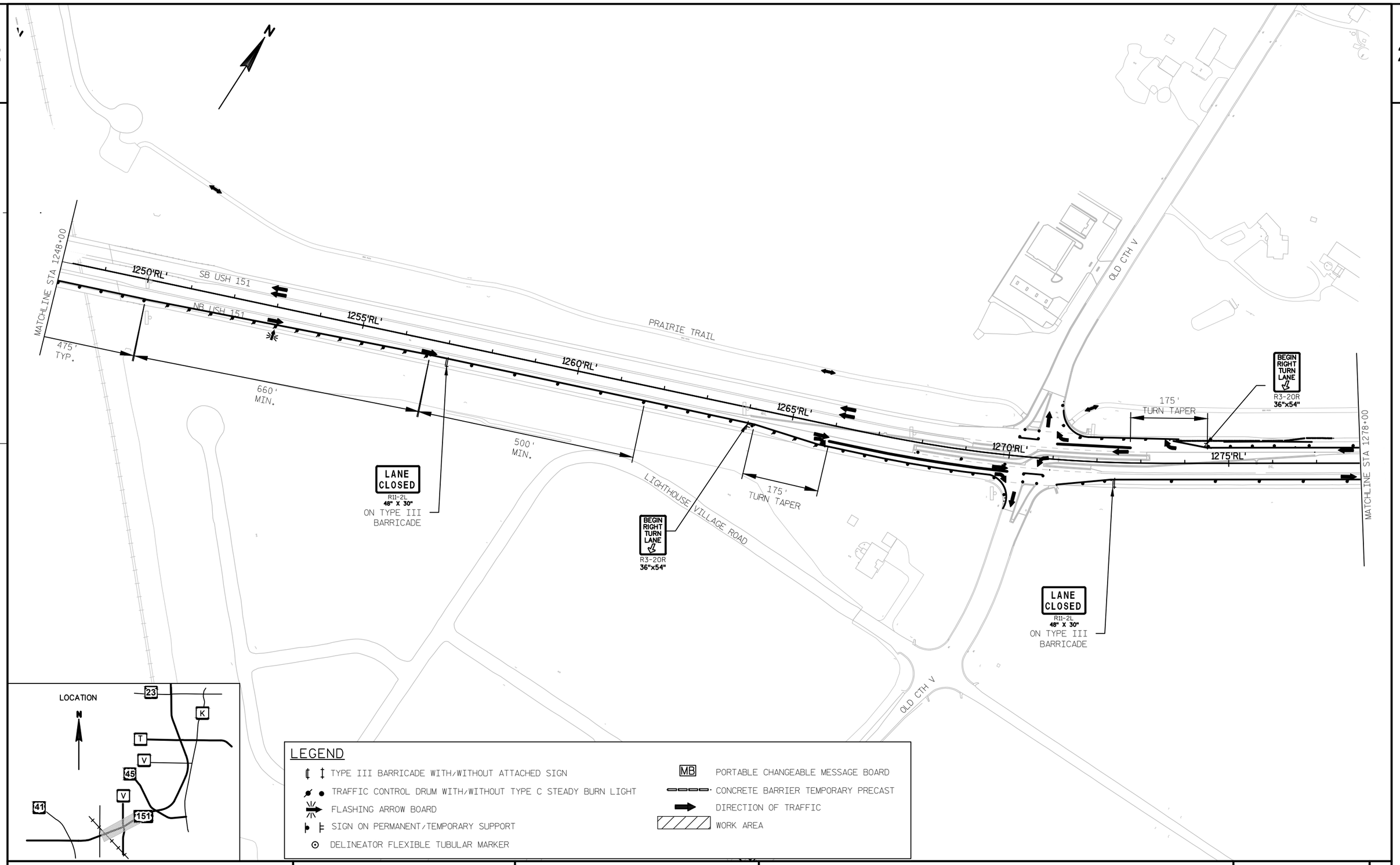
COORDINATE LANE CLOSURES WITH CTH T AREA, INCLUDING CONNECTING ADJACENT CLOSURES.

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - RT LANE CLOSURE DETAIL (CTH V)	SHEET	E

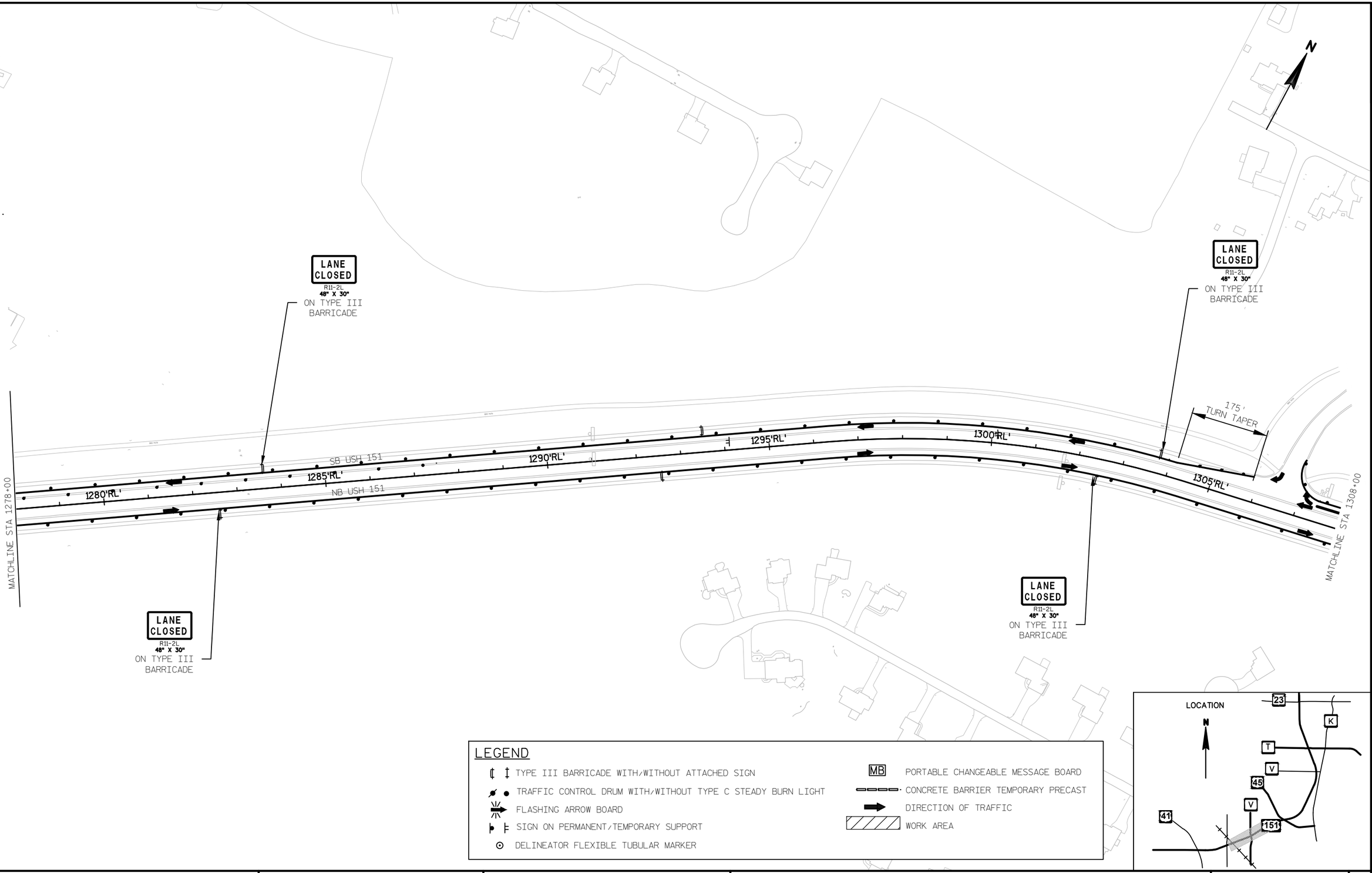
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PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - RT LANE CLOSURE DETAIL (CTH V)	SHEET	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025001-RT LANE CLOSURE-TC.DWG PLOT DATE : 2/9/2015 1:50 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : ========== WISDOT/CADDS SHEET 41

2



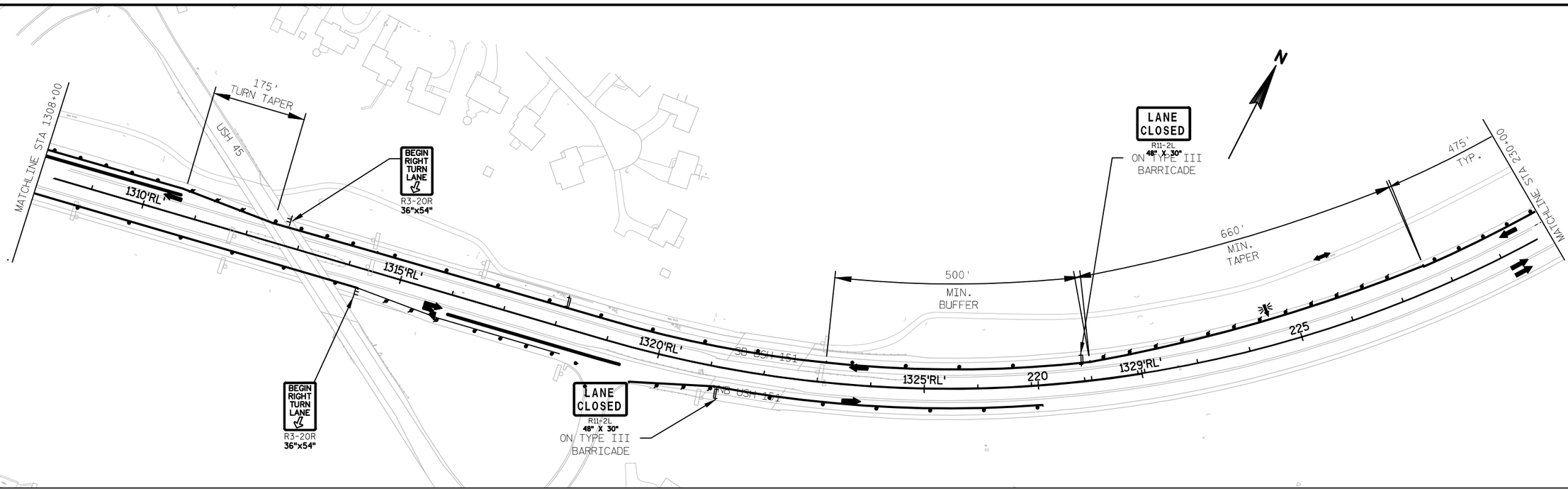
LEGEND

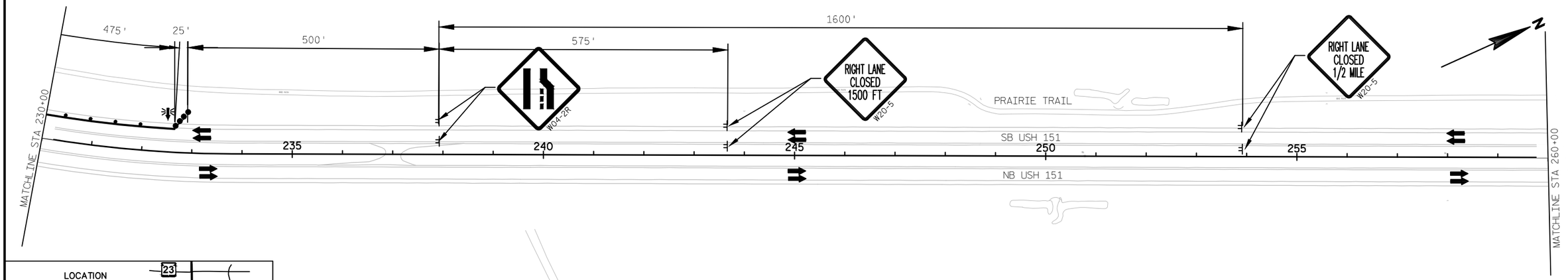
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA

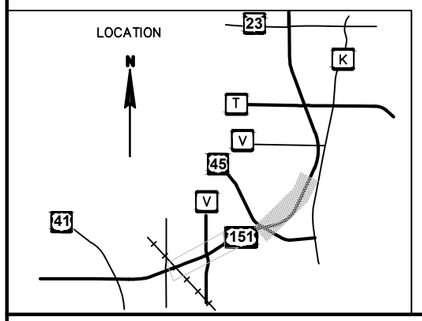
PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	TRAFFIC CONTROL - RT LANE CLOSURE DETAIL (CTH V)	SHEET	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025001-RT LANE CLOSURE-TC.DWG PLOT DATE : 2/9/2015 1:50 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : ==========

WISDOT/CADDS SHEET 41





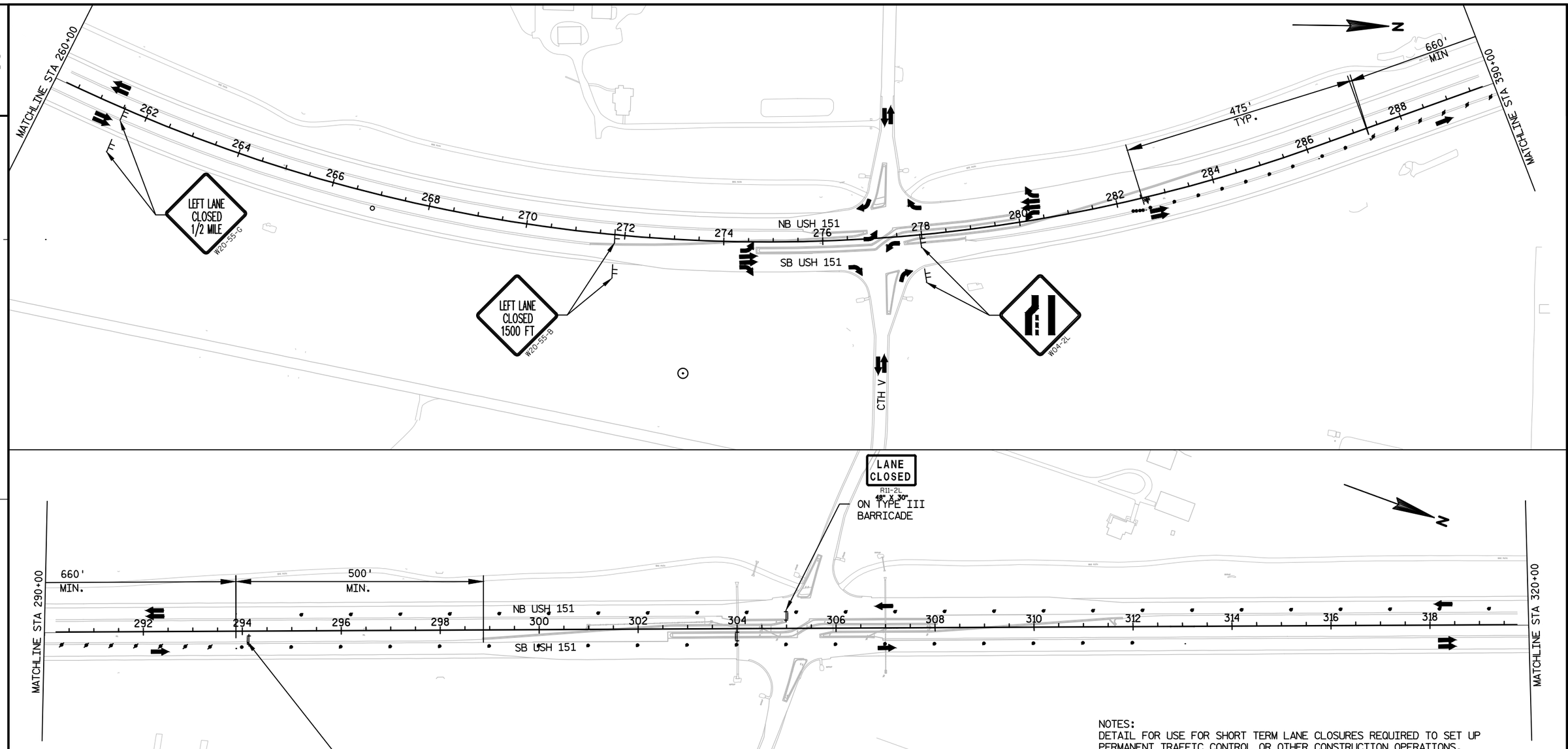


LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - RT LANE CLOSURE DETAIL (CTH V)	SHEET E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025001-RT LANE CLOSURE-TC.DWG PLOT DATE : 2/9/2015 1:51 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : ==========



NOTES:
DETAIL FOR USE FOR SHORT TERM LANE CLOSURES REQUIRED TO SET UP PERMANENT TRAFFIC CONTROL OR OTHER CONSTRUCTION OPERATIONS. USE INDIVIDUAL STAGE DETAILS FOR PERMANENT TRAFFIC CONTROL DURING THE STAGE.

COORDINATE LANE CLOSURES WITH CTH V AREA, INCLUDING CONNECTING ADJACENT CLOSURES.

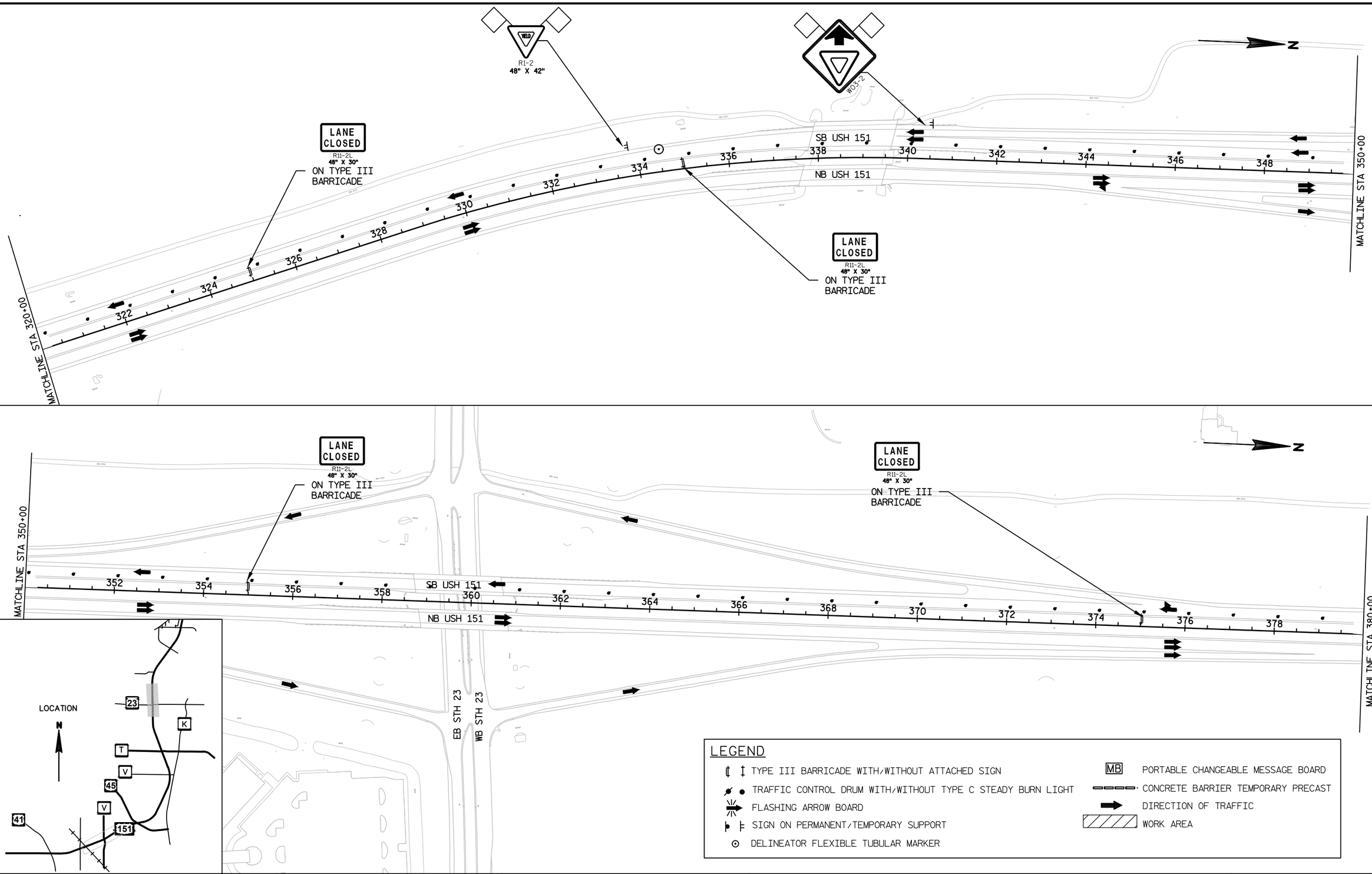
LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - LEFT LANE CLOSURE (CTH T)	SHEET E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025001-TC-T-LT LANE CLOSURE.DWG BUBT. DATE : 2/9/2015 11:42 AM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 41

2



LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - LEFT LANE CLOSURE (CTH T)	SHEET	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025001-TC-T-LT LANE CLOSURE.DWG PLOT DATE : 2/9/2015 11:43 AM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 41

2

LANE CLOSED
R11-2L
48" X 30"
ON TYPE III BARRICADE

DUTCHARME PARKWAY

SB USH 151

NB USH 151

MATCHLINE STA 380+00

MATCHLINE STA 410+00

382 384 386 388 390 392 394 396 398 400 402 404 406 408

LANE CLOSED
R11-2L
48" X 30"
ON TYPE III BARRICADE

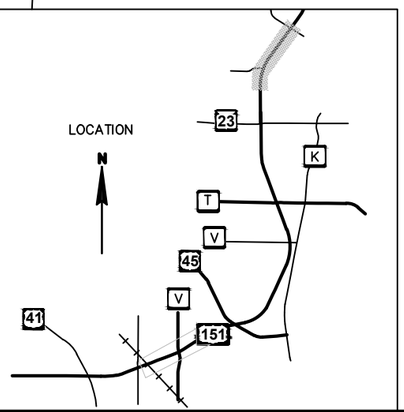
R4-7
36"X48"

CTH K

USH 151

412 414 416 418 420 422 424 426 428 430 432 434 436 438 440

LOCATION

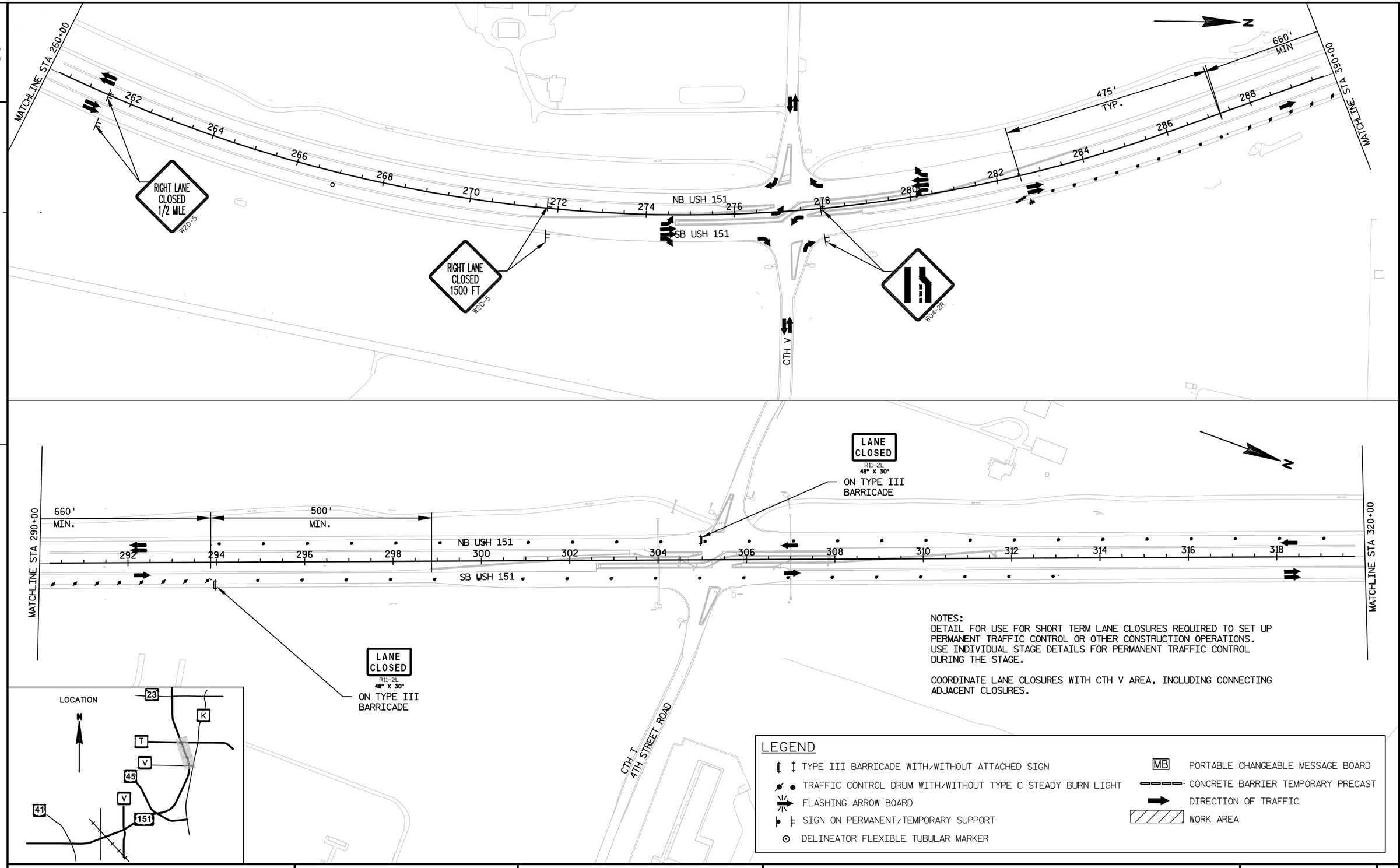


LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - LEFT LANE CLOSURE (CTH T)	SHEET	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025001-TC-T-LT LANE CLOSURE.DWG PLOT DATE : 2/9/2015 11:43 AM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********



NOTES:
DETAIL FOR USE FOR SHORT TERM LANE CLOSURES REQUIRED TO SET UP PERMANENT TRAFFIC CONTROL OR OTHER CONSTRUCTION OPERATIONS. USE INDIVIDUAL STAGE DETAILS FOR PERMANENT TRAFFIC CONTROL DURING THE STAGE.

COORDINATE LANE CLOSURES WITH CTH V AREA, INCLUDING CONNECTING ADJACENT CLOSURES.

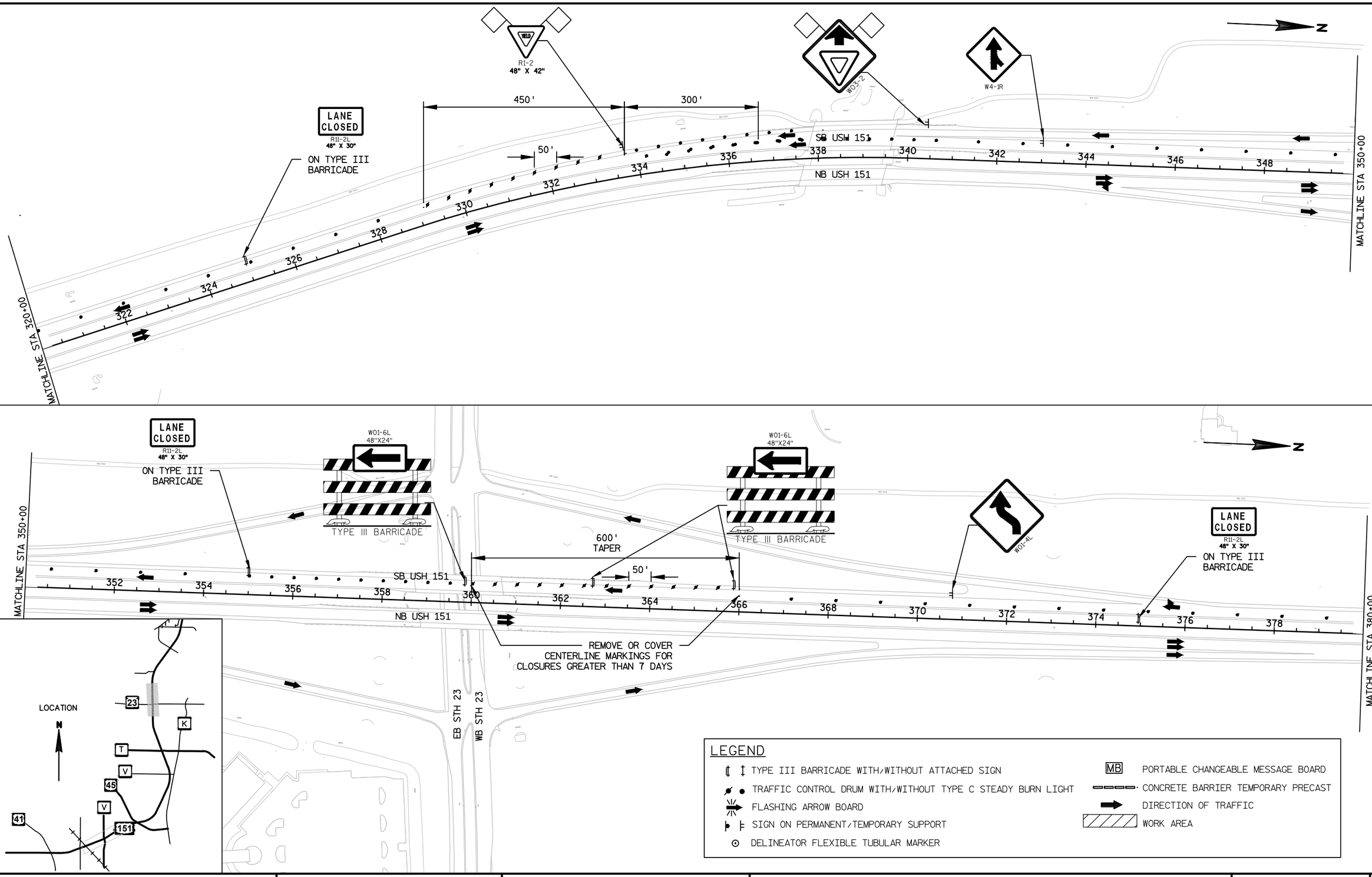
LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - RIGHT LANE CLOSURE (CTH T)	SHEET E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025001-TC-T-RT LANE CLOSURE.DWG PLOT DATE : 2/9/2015 11:46 AM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

2



LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - RIGHT LANE CLOSURE (CTH T)	SHEET	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025001-TC-T-RT LANE CLOSURE.DWG PLOT DATE : 2/9/2015 11:46 AM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

2

LANE CLOSED
R11-2L
48" X 30"
ON TYPE III BARRICADE

DUTCHARME PARKWAY

SB USH 151

NB USH 151

MATCHLINE STA 380+00

MATCHLINE STA 410+00

LANE CLOSED
R11-2L
48" X 30"
ON TYPE III BARRICADE

R4-7
36"X48"

MATCHLINE STA 410+00

CTH K

USH 151

PLACE DRUMS 6' O/S NB LANE LT TO SPLIT

LOCATION

N

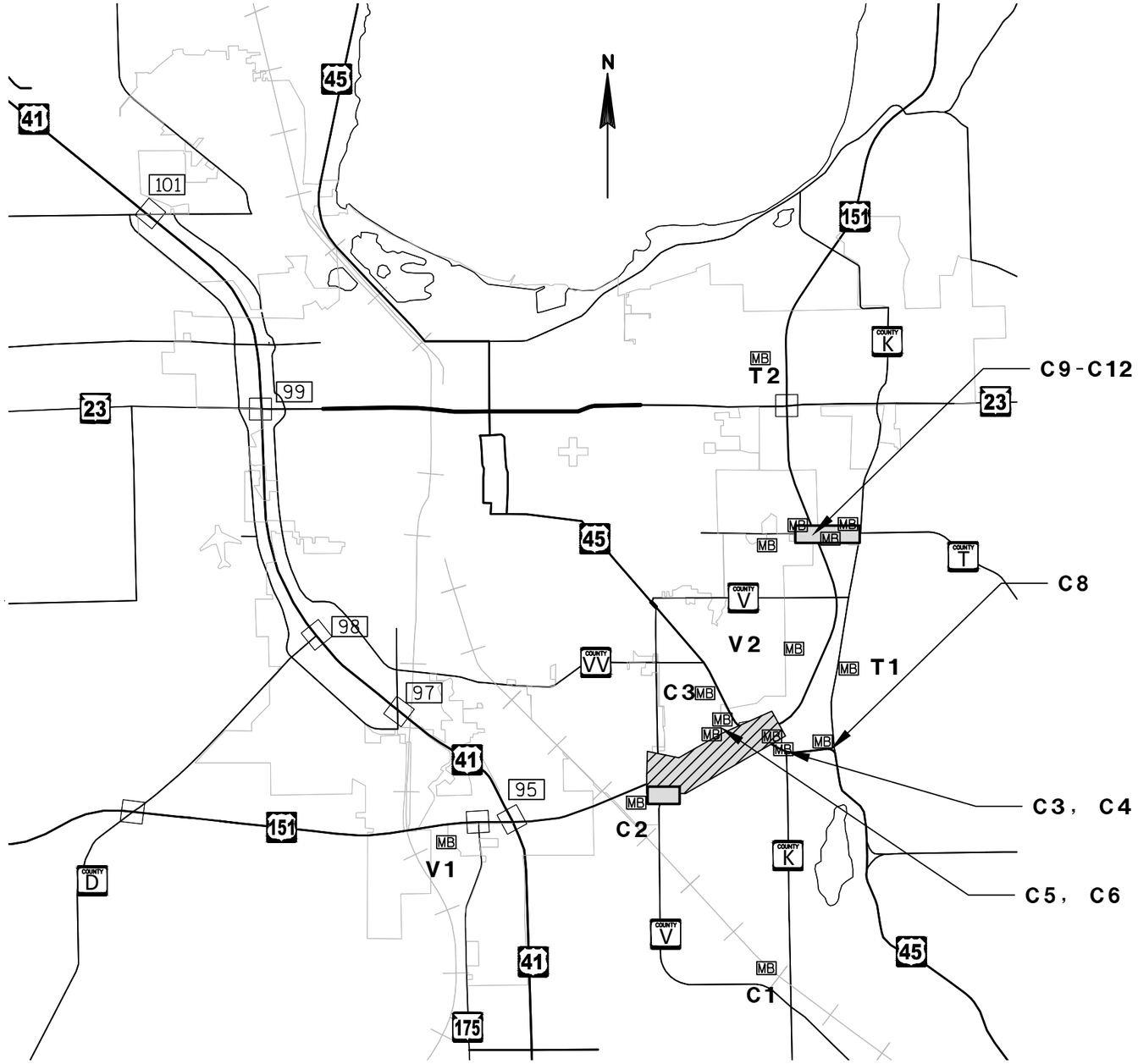
23 K T V 45 V 41 151

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
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- DIRECTION OF TRAFFIC
- WORK AREA

PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	TRAFFIC CONTROL - RIGHT LANE CLOSURE (CTH T)	SHEET	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025001-TC-T-RT LANE CLOSURE.DWG PLOT DATE : 2/9/2015 11:47 AM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********



PROJECT PCMS SIGN LOCATIONS

SITE NO	APPROXIMATE LOCATION	PURPOSE
PROJECT 1420-22-71		
V1	NB USH 151 UNDER STH 175 OVERPASS	CONSTRUCTION NOTIFICATION (2016)
V2	SB USH 151 ½ MILE SOUTH OF CTH V	CONSTRUCTION NOTIFICATION
C3	NB USH 45 OFF RAMP	ADVANCE RAMP CLOSURE NOTIFICATION
C4	NB USH 45 ON RAMP	ADVANCE RAMP CLOSURE NOTIFICATION
C5	SB USH 45 OFF RAMP	ADVANCE RAMP CLOSURE NOTIFICATION
C6	SB USH 45 ON RAMP	ADVANCE RAMP CLOSURE NOTIFICATION
C7	NB USH 45 AT CTH K	ADVANCE USH 45 CLOSURE NOTIFICATION
C8	SB USH 45 AT GLYNN AVE	ADVANCE USH 45 CLOSURE NOTIFICATION
PROJECT 1420-23-71		
V1	NB USH 151 UNDER STH 175 OVERPASS	CONSTRUCTION NOTIFICATION (2015)
T1	NB USH 151 ½ MILE SOUTH OF CTH V	CONSTRUCTION NOTIFICATION
T2	SB USH 151 ½ MILE NORTH OF STH 23 OFF RAMP	CONSTRUCTION NOTIFICATION
C1	SB CTH V AT USH 151	ADVANCE CTH V CLOSURE NOTIFICATION
C2	NB CTH V AT CTH K	ADVANCE CTH V CLOSURE NOTIFICATION
C9	EB CTH T AT USH 151	ADVANCE CTH T CLOSURE NOTIFICATION
C10	WB CTH T AT CTH K	ADVANCE CTH T CLOSURE NOTIFICATION
C11	WB CTH T AT USH 151	ADVANCE CTH T CLOSURE NOTIFICATION
C12	EB CTH T AT COUNTRY LANE	ADVANCE CTH T CLOSURE NOTIFICATION

GENERAL NOTES FOR PCMS

CONSIDER GEOMETRICS WHEN LOCATING PCMS SO THE DRIVE HAS A CLEAR VIEW OF THE BOARD FOR A MINIMUM OF 1000 FEET IN FRONT OF THE PCMS

PCMS SHOULD BE PLACED AS FAR AWAY FROM LIVE TRAFFIC LANES AS POSSIBLE WITHOUT HAMPERING VISIBILITY. IN ADVANCE OF HIGHWAY CONSTRUCTION PROJECTS, THE SIGNS SHOULD BE PLACED ON THE BACKSLOPE BEHIND THE DITCH. THE LOCATION FOR INTERMITTENT WORK SUCH AS FREEWAY LANE CLOSURE, OR WHERE SITE CONDITIONS DO NOT ALLOW OTHERWISE, THE SIGNS MAY BE PLACED ON THE SHOULDER. THE SITE SHOULD BE VISITED TO ASSURE VISIBILITY, SAFETY, AND MAINTENANCE CONSIDERATIONS. A TAPER OR REFLECTORIZED DRUMS OR BARRICADES SHOULD BE PLACED AHEAD OF PCMS PLACED ON THE SHOULDER IF IT IS NOT SHIELDED BY A BARRIER.

MB PROPOSED PCMS LOCATION

PROJECT 1420-22-71

PROJECT 1420-23-71

171 EXIT NUMBER

PCMS MESSAGE OVERVIEW - PROJECT 1420-23-71

2015

		7 DAYS PRIOR TO STAGES V1 AND T1		7 DAYS PRIOR TO STAGE V1C		STAGE T1		STAGE T2	
SITE NO.	ROADWAY CONDITION/ CONSTRUCTION	PHASE 1 (2 SEC)	PHASE 2 (2 SEC)	PHASE 1 (2 SEC)	PHASE 2 (2 SEC)	PHASE 1 (2 SEC)	PHASE 2 (2 SEC)	PHASE 1 (2 SEC)	PHASE 2 (2 SEC)
SITE V1	GENERAL	US 151 ROAD WORK	BEGINS MON.XX	NO MESSAGE BOARD USED					
SITE T1	GENERAL	US 151 ROAD WORK	BEGINS MON.XX	NO MESSAGE BOARD USED					
SITE T2	GENERAL	NO MESSAGE BOARD USED							
SITES C1-C2	CTH V CLOSURE ADVANCE NOTICE	NO MESSAGE BOARD USED		CTH V CLOSURE	TO BEGIN MON. XX	NO MESSAGE BOARD USED			
SITES C9-C12	CTH T CLOSURE ADVANCE NOTICE	CTH T CLOSURE	TO BEGIN MON. XX	NO MESSAGE BOARD USED					

IF A REVISION TO THESE MESSAGES OR ADDITIONAL PCMS LOCATIONS/MESSAGES ARE PROPOSED CONTACT THE NORTHEAST REGION TRAFFIC SECTION FOR APPROVAL

2016

		STAGE T3								STAGE T4		STAGE T5	
		7 DAYS PRIOR TO NORTHBOUND LIFT		NIGHT OF NORTHBOUND LIFT		7 DAYS PRIOR TO SOUTHBOUND LIFT		NIGHT OF SOUTHBOUND LIFT					
SITE NO.	ROADWAY CONDITION/ CONSTRUCTION	PHASE 1 (2 SEC)	PHASE 2 (2 SEC)	PHASE 1 (2 SEC)	PHASE 2 (2 SEC)	PHASE 1 (2 SEC)	PHASE 2 (2 SEC)	PHASE 1 (2 SEC)	PHASE 2 (2 SEC)	PHASE 1 (2 SEC)	PHASE 2 (2 SEC)	PHASE 1 (2 SEC)	PHASE 2 (2 SEC)
SITE T1	GENERAL	30 MIN CLOSURES AT CTH T	MON. XX 10 PM - 5 AM	30 MIN CLOSURES AT CTH T	BE PREPARED TO STOP	NO MESSAGE BOARD USED				NO MESSAGE BOARD USED			
SITE T2	LANE CLOSURE ADVANCE NOTICE	NO MESSAGE BOARD USED				30 MIN CLOSURES AT CTH T	MON. XX 10 PM - 5 AM	30 MIN CLOSURES AT CTH T	BE PREPARED TO STOP	NO MESSAGE BOARD USED			

2

STAGE V1

PURPOSE:
COMPLETE CONTSTRUCTION OF TEMPORARY PRAIRIE TRAIL UNDER FUTURE CTH V OVERPASS
COMPLETE CTH V/REINHARDT ROAD INTERSECTION
BEGIN INSTALLATION OF WICK DRAINS AND PLACEMENT OF FILL IN SETTLEMENT AREAS

TRAFFIC HANDLING:
NORTHBOUND USH 151 TRAFFIC OPEN TO TWO LANES OF TRAFFIC.
SOUTHBOUND USH 151 TRAFFIC OPEN TO TWO LANES OF TRAFFIC.
CTH V TRAFFIC ON EXISTING COUNTY V
CTH V OPEN TO ONE LANE IN EACH DIRECTION-STAGES V1A AND V1B
CTH V TRAFFIC SOUTH OF USH 151 CLOSED TO TRAFFIC AT REINHARDT ROAD - STAGE V1C
USH 45 TRAFFIC OPEN TO ONE LANE IN EACH DIRECTION
CTH V ACCESS TO USH 151 AT THE AT GRADE INTERSECTIONS
USH 45 RAMPS TO USH 151 OPEN TO TRAFFIC

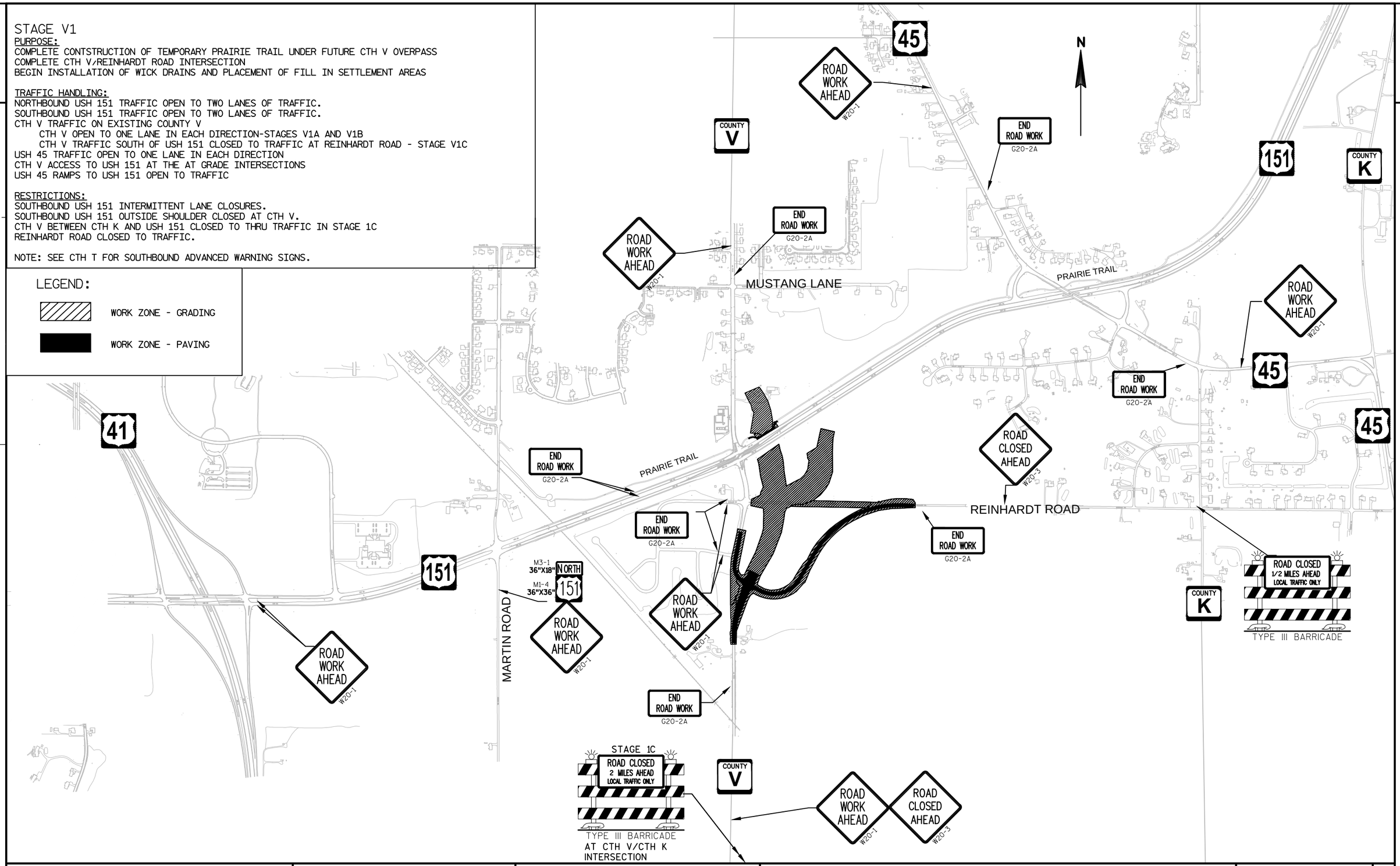
RESTRICTIONS:
SOUTHBOUND USH 151 INTERMITTENT LANE CLOSURES.
SOUTHBOUND USH 151 OUTSIDE SHOULDER CLOSED AT CTH V.
CTH V BETWEEN CTH K AND USH 151 CLOSED TO THRU TRAFFIC IN STAGE 1C
REINHARDT ROAD CLOSED TO TRAFFIC.

NOTE: SEE CTH T FOR SOUTHBOUND ADVANCED WARNING SIGNS.

LEGEND:

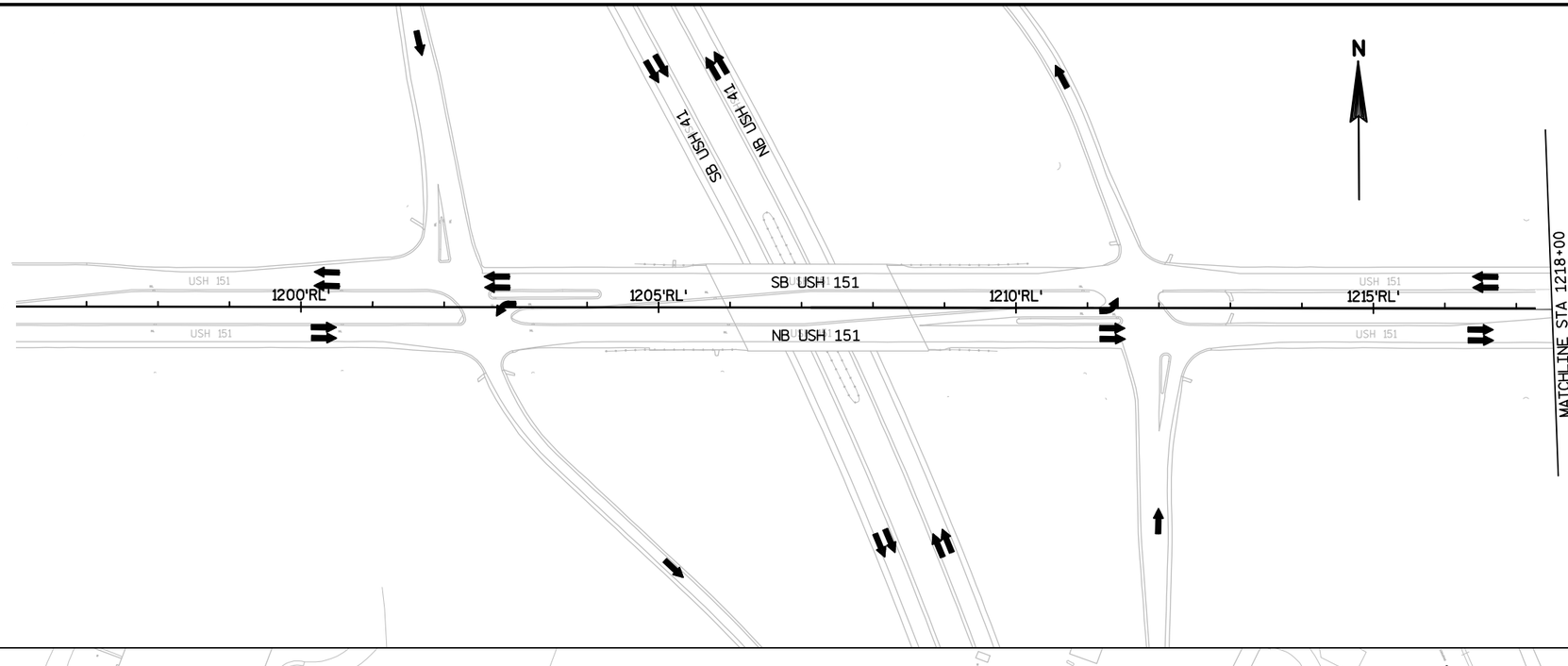
WORK ZONE - GRADING

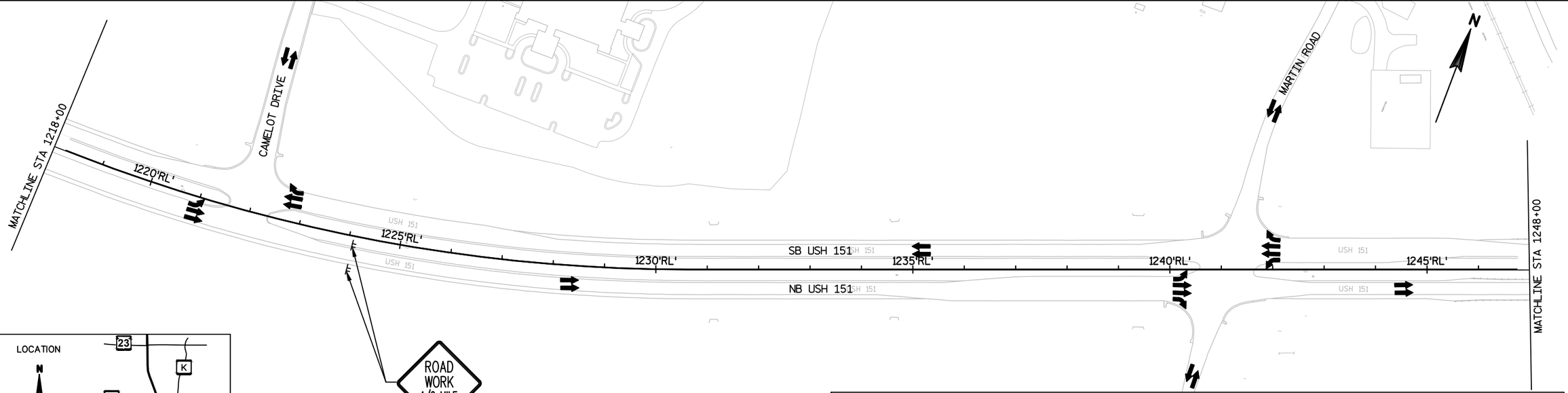
WORK ZONE - PAVING

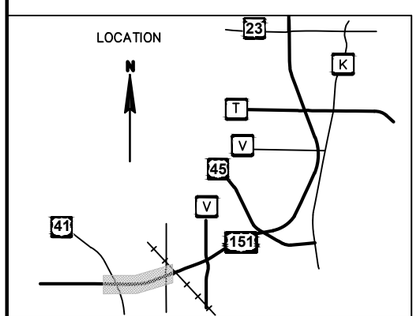


PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL STAGE V1	SHEET 167	E

2







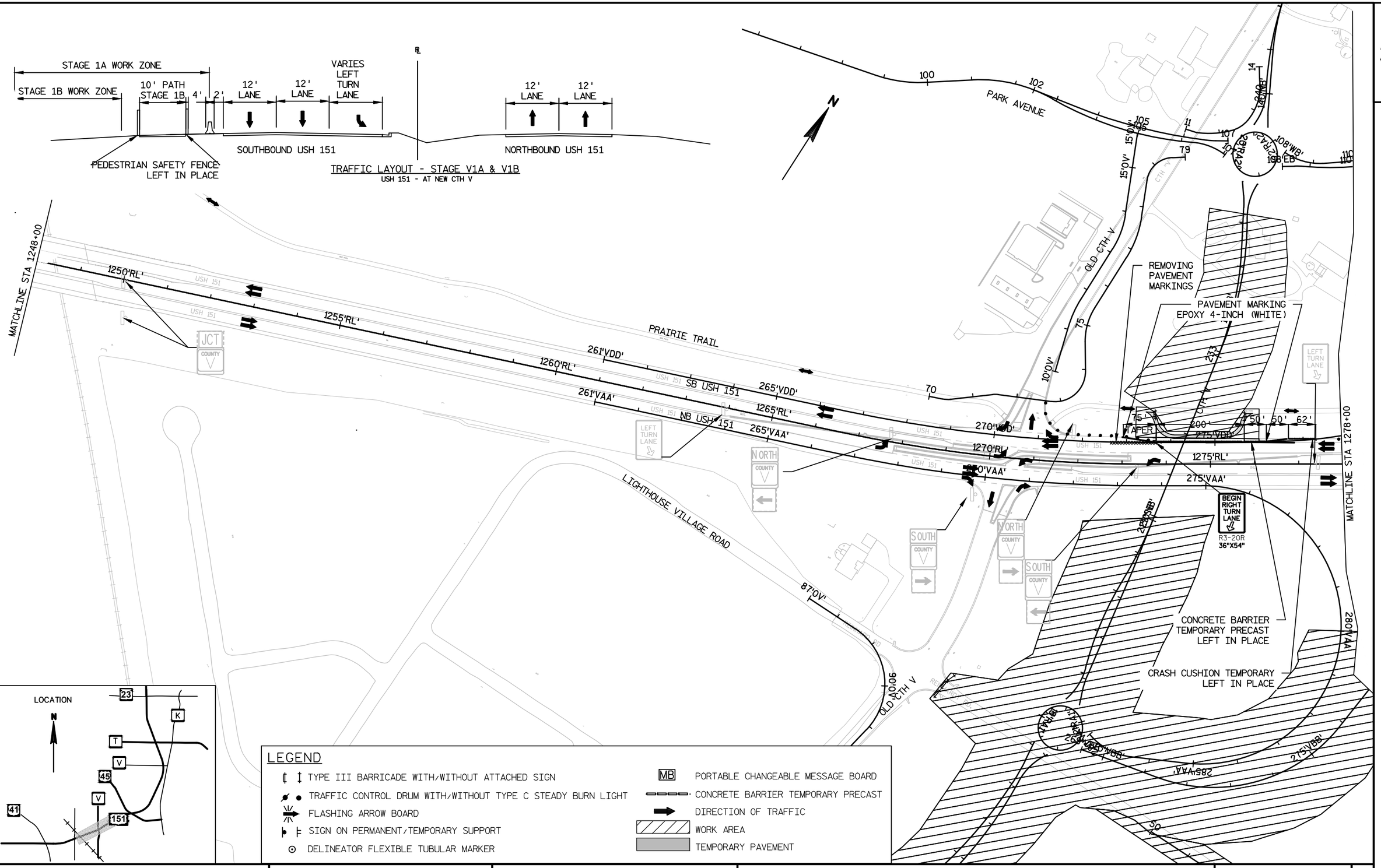
LEGEND

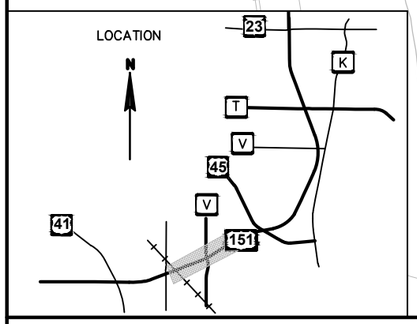
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGES V1 A&B - USH 151	SHEET	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025111-TC-V1AB-151.DWG PLOT DATE : 2/9/2015 12:08 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

TRAFFIC LAYOUT - STAGE V1A & V1B
USH 151 - AT NEW CTH V





LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
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PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	TRAFFIC CONTROL - STAGES V1 A&B - USH 151	SHEET E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025111-TC-V1AB-151.DWG PLOT DATE : 2/9/2015 12:09 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : ********** WISDOT/CADDS SHEET 41

2

2

N

115'WB'
115'EB'
280'VDD'
280'VCC'
120'WB'
120'EB'
123'WB'
125'EB'
285'VDD'
285'VCC'
130'EB'
FRONTAGE ROAD
135'EB'
140'EB'
SB ON RAMP
SB OFF RAMP
290'VCC'
PRAIRIE TRAIL
295'VCC'
300'VCC'
USH 151
1295'RL'
1300'RL'
SB USH 151
1290'RL'
295'VBB'
300'VBB'
305'VCC'
1285'RL'
1280'RL'
NB USH 151
290'VBB'
1305'RL'
304'VBB'
285'VBB'
MATCHLINE STA 1278+00
MATCHLINE STA 1308+00
280'VBB'
NB ON RAMP

RIGHT SHOULDER CLOSED
W21-5A

RIGHT SHOULDER CLOSED AHEAD
W21-5B

JCT COUNTY V

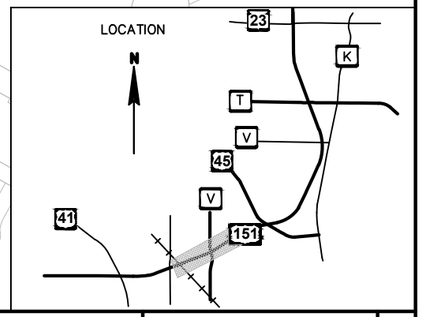
JCT 45

GLYNN AVE
DOUGLAS CT
VALLEY CREEK RD

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

LOCATION

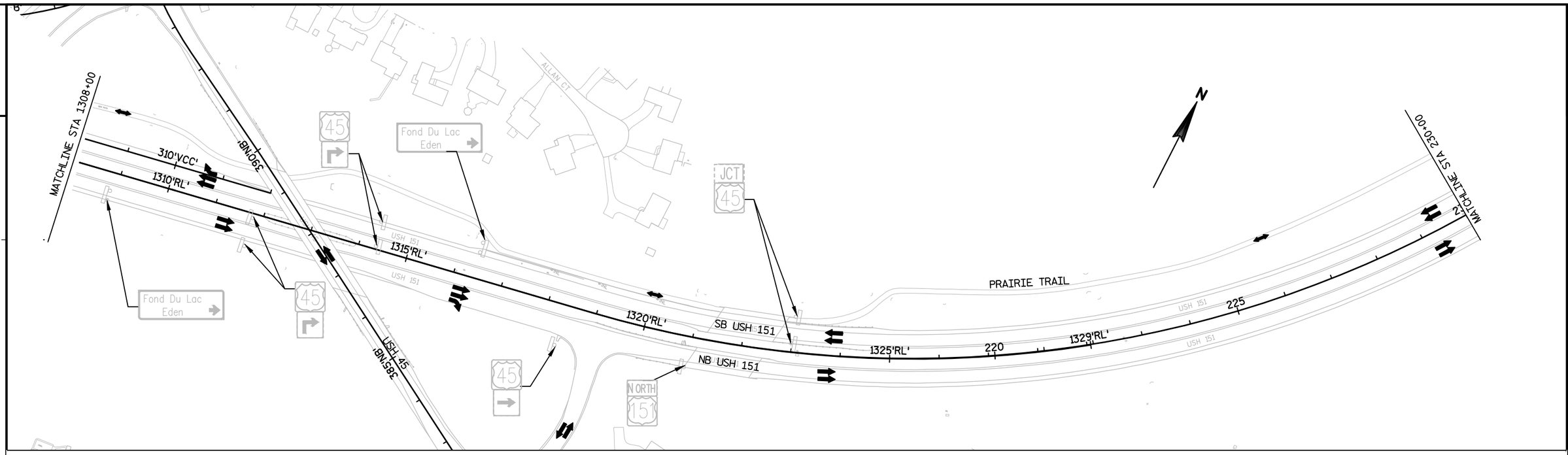


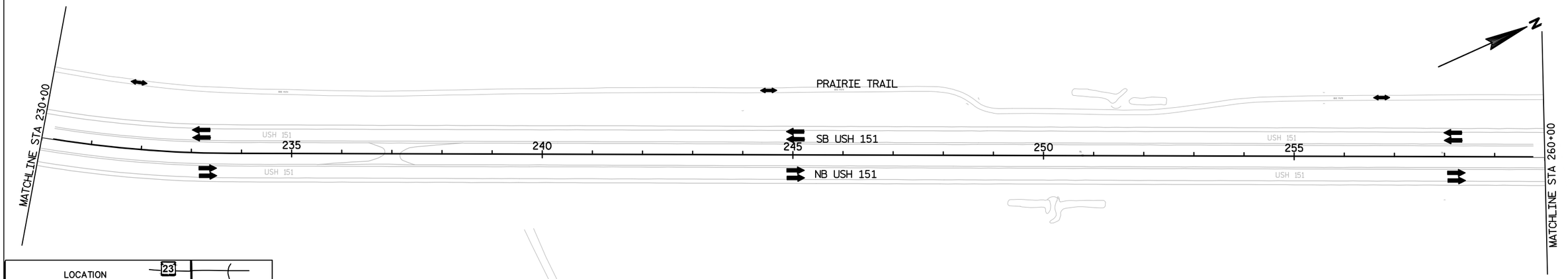
PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	TRAFFIC CONTROL - STAGES V1 A&B - USH 151	SHEET	E

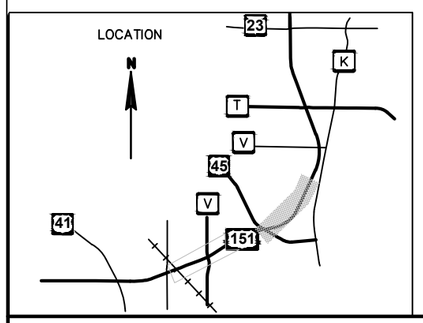
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WISDOT/CADDS SHEET 41

2







LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGES V1 A&B - USH 151	SHEET	E

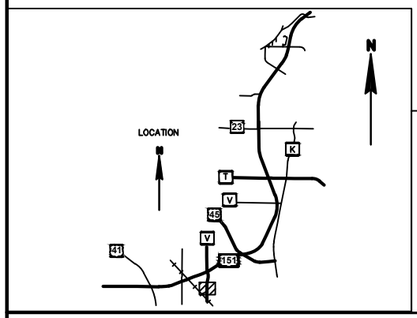
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2

N

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

102'NB'
104'NB'
106'NB'
206'SB'
208'SB'
108'NB'
CTH V
210'SB'
110'NB'
212'SB'
112'NB'
214'SB'
114'NB'
OLD CTH V
STA 98+75
CTH V
REINHARDT ROAD
105'RE
104'RE
216
MATCH LINE STA 216+00



LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	TRAFFIC CONTROL - STAGE V1A	SHEET E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025112-TC-V1A-LOC.DWG PLOT DATE : 2/9/2015 12:12 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

2

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

N

SOUTH COUNTY

NORTH COUNTY

SOUTH COUNTY

OLD CTH V

CTH V

MATCH LINE STA 216+00

NB USH 151

SB USH 151

1ST FRONTAGE RD

2ND FRONTAGE RD

96'RE'
94'RE'
92'RE'
90'RE'
87'RE'
88'RE'
4'WI'
4'WI'
6'NB'
218'SB'
118'NB'
220'SB'
120'NB'
222'SB'
122'NB'
224'SB'
124'NB'
10'RA'
226'SB'
126'NB'
228'SB'
128'NB'
268'VAA'
268'RL'
8'VDD'
270'VAA'
270'RL'
270'VDD'
272'VAA'
272'RL'
272'VDD'
274'VAA'
274'RL'
278'VAA'
269'VBB'
270'VBB'
287'VAA'
12'RA'

LOCATION

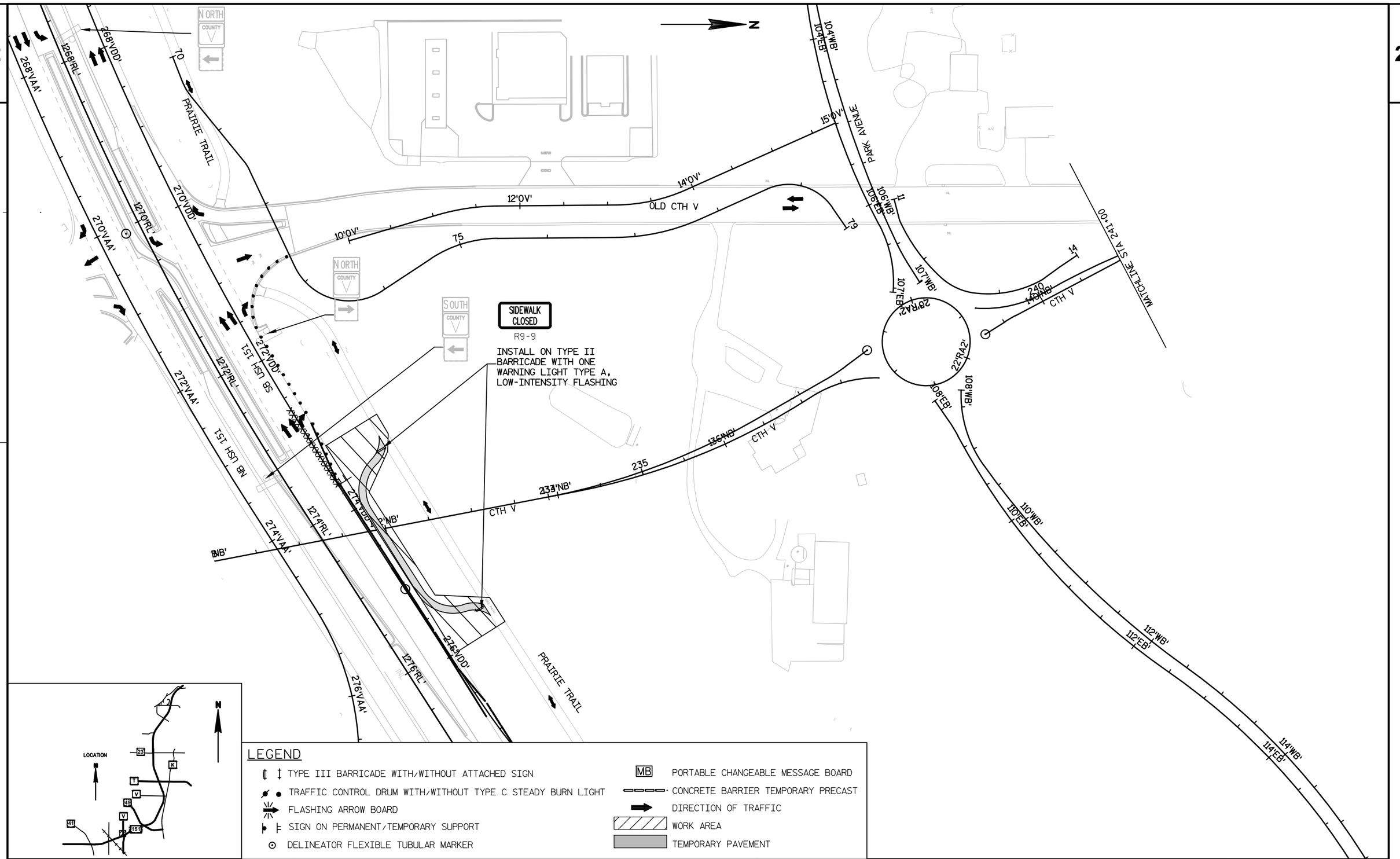
LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE V1A	SHEET	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025112-TC-V1A-LOC.DWG PLOT DATE : 2/9/2015 12:12 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

2



PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE V1A	SHEET	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025112-TC-V1A-LOC.DWG PLOT DATE : 2/9/2015 12:12 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

2

2

T-BIRD DRIVE

SAMMY JO CIRCLE

MUSTANG LANE

MATCHLINE STA 241+00

142'NB' 242

144'NB'

146'NB'

148'NB'

150'NB'

151'NB'

CTH V

N

LOCATION

23

K

T

V

45

V

22

41

151

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	TRAFFIC CONTROL - STAGE V1A	SHEET	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025112-TC-V1A-LOC.DWG PLOT DATE : 2/9/2015 12:13 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 41

2

2

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

12'VBB'

50 52 54 56 58 58 120'RE' 122'RE' 124'RE'

OLD REINHARDT ROAD

REINHARDT ROAD

118'RE'

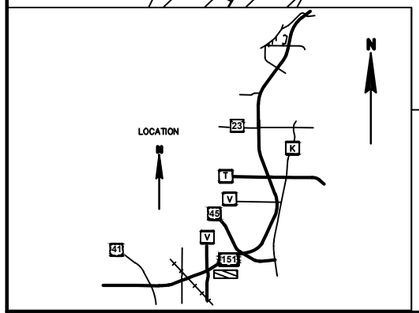
116'RE'

114'RE'

112'RE'

110'RE'

N



LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	TRAFFIC CONTROL - STAGE V1A	SHEET	E

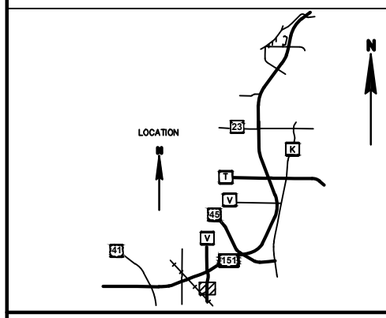
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WISDOT/CADDS SHEET 41

2

N

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

102'NB'
104'NB'
106'NB'
206'SB'
208'SB'
108'NB'
CTH V
210'SB'
110'NB'
212'SB'
112'NB'
214'SB'
114'NB'
OLD CTH V
34.86°
CTH V
REINHARDT ROAD
105'RE
104'RE
216
MATCH LINE STA 216+00



LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	TRAFFIC CONTROL - STAGE V1B	SHEET E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025122-TC-V1B-LOC.DWG PLOT DATE : 2/9/2015 12:16 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

2

2

N

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

87'RE'
88'RE'
90'RE'
92'RE'
94'RE'
96'RE'
4'WH'
4'WH'

OLD CTH V

MATCH LINE STA 216+00
6'NB'
8'SB'
CTH V
118'NB'
218'SB'
120'NB'
220'SB'
122'NB'
222'SB'
124'NB'
224'SB'
10'RA'
126'NB'
226'SB'
128'NB'
228'SB'
CTH V

SOUTH COUNTY
NORTH COUNTY
SOUTH COUNTY

268'VAA'
1268'RL'
8'VDD'
270'VAA'
1270'RL'
270'VDD'
SB USH 151
NB USH 151
272'VAA'
1272'RL'
272'VDD'
1ST FRST BS
1ST HSD
NB USH 151
274'VAA'
1274'RL'
278'VAA'
2'10'
269'VBB'
270'VBB'
28'VAA'
12'RA'

LOCATION
N
23
K
1
V
45
V
41
151

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	TRAFFIC CONTROL - STAGE V1B	SHEET E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025122-TC-V1B-LOC.DWG PLOT DATE : 2/9/2015 12:16 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 41

2

N

NORTH COUNTY

SOUTH COUNTY

PRAIRIE TRAIL

SIDEWALK CLOSED
R9-9

INSTALL ON TYPE II BARRICADE WITH ONE WARNING LIGHT TYPE A, LOW-INTENSITY FLASHING

OLD CTH V

PARK AVENUE

MATCHLINE STA 241+00

CTH V

NB USH 151

SB USH 151

268'VAA'
268'VDD'
268'RL'
270'VDD'
270'VAA'
1270'RL'
272'VDD'
272'VAA'
1272'RL'
274'VDD'
274'VAA'
1274'RL'
276'VDD'
276'VAA'
1276'RL'
15'0V'
14'0V'
12'0V'
10'0V'
75
79
104'WB'
104'EB'
106'WB'
106'EB'
107'WB'
107'EB'
20'RA2'
22'RA2'
108'WB'
108'EB'
14
240
240
233'NB'
136'NB'
235
5'NB'
8'NB'
110'WB'
110'EB'
112'WB'
112'EB'
114'WB'
114'EB'

LOCATION

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE V1B	SHEET E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025122-TC-V1B-LOC.DWG PLOT DATE : 2/9/2015 12:17 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : ********** WISDOT/CADDS SHEET 41

2

2

T-BIRD DRIVE

SAMMY JO CIRCLE

MUSTANG LANE

MATCHLINE STA 241+00

142'NB' 242

144'NB'

146'NB'

148'NB'

150'NB'

151'NB'

CTH V

N

LOCATION

23

K

T

V

45

V

22

41

151

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	TRAFFIC CONTROL - STAGE V1B	SHEET	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025122-TC-V1B-LOC.DWG PLOT DATE : 2/9/2015 12:17 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 41

2

2

R11-2
48" X 30"
ROAD CLOSED

TYPE III BARRICADE

12'VBB'

50 52 54 56 58 58

OLD REINHARDT ROAD

120'RE' 122'RE' 124'RE'

REINHARDT ROAD

118'RE'

116'RE'

114'RE'

112'RE'

110'RE'

N

LOCATION

23 K T V 45 V 41 151

LEGEND

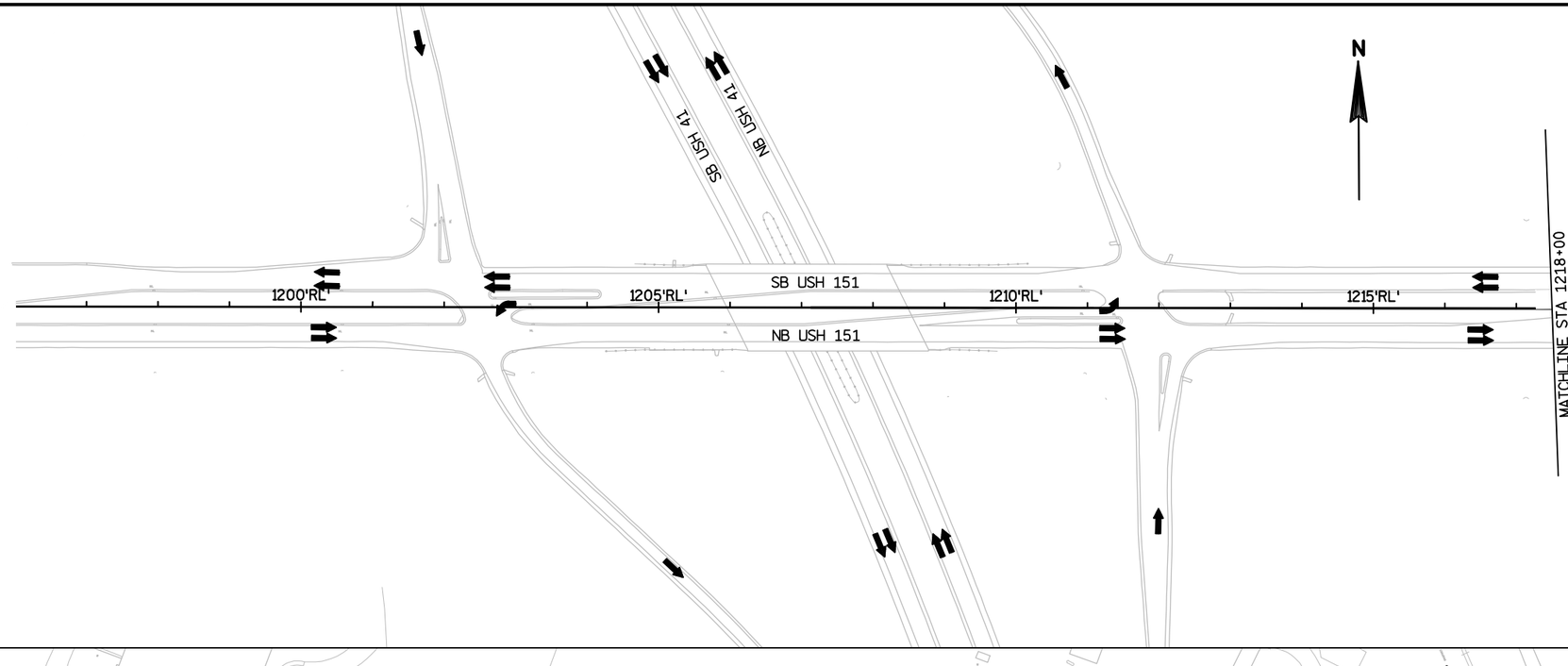
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE V1B	SHEET	E

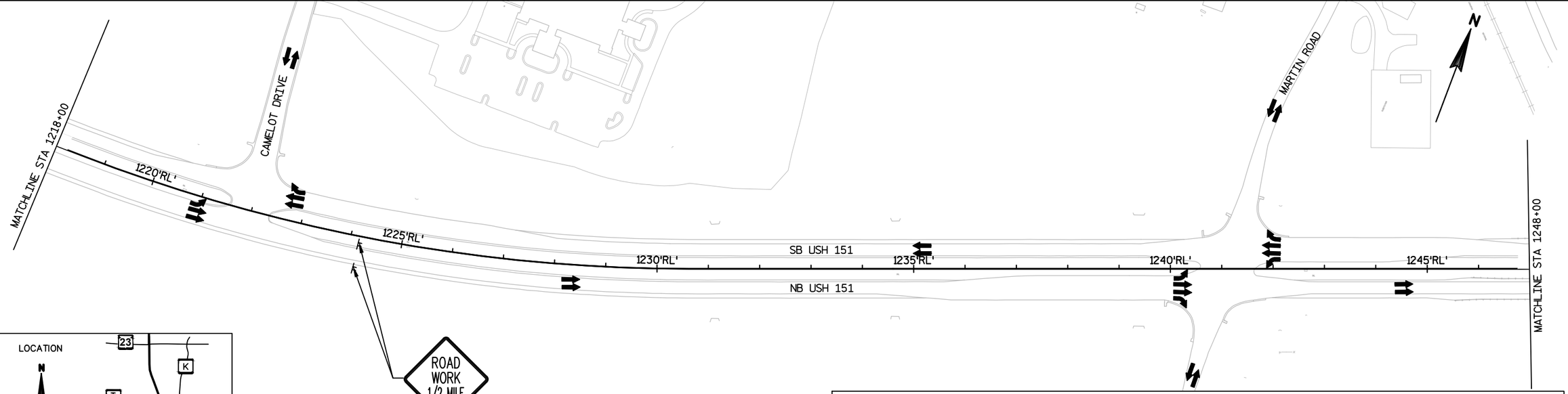
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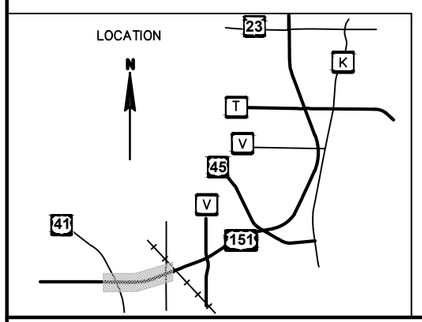
WISDOT/CADDS SHEET 41

2



2





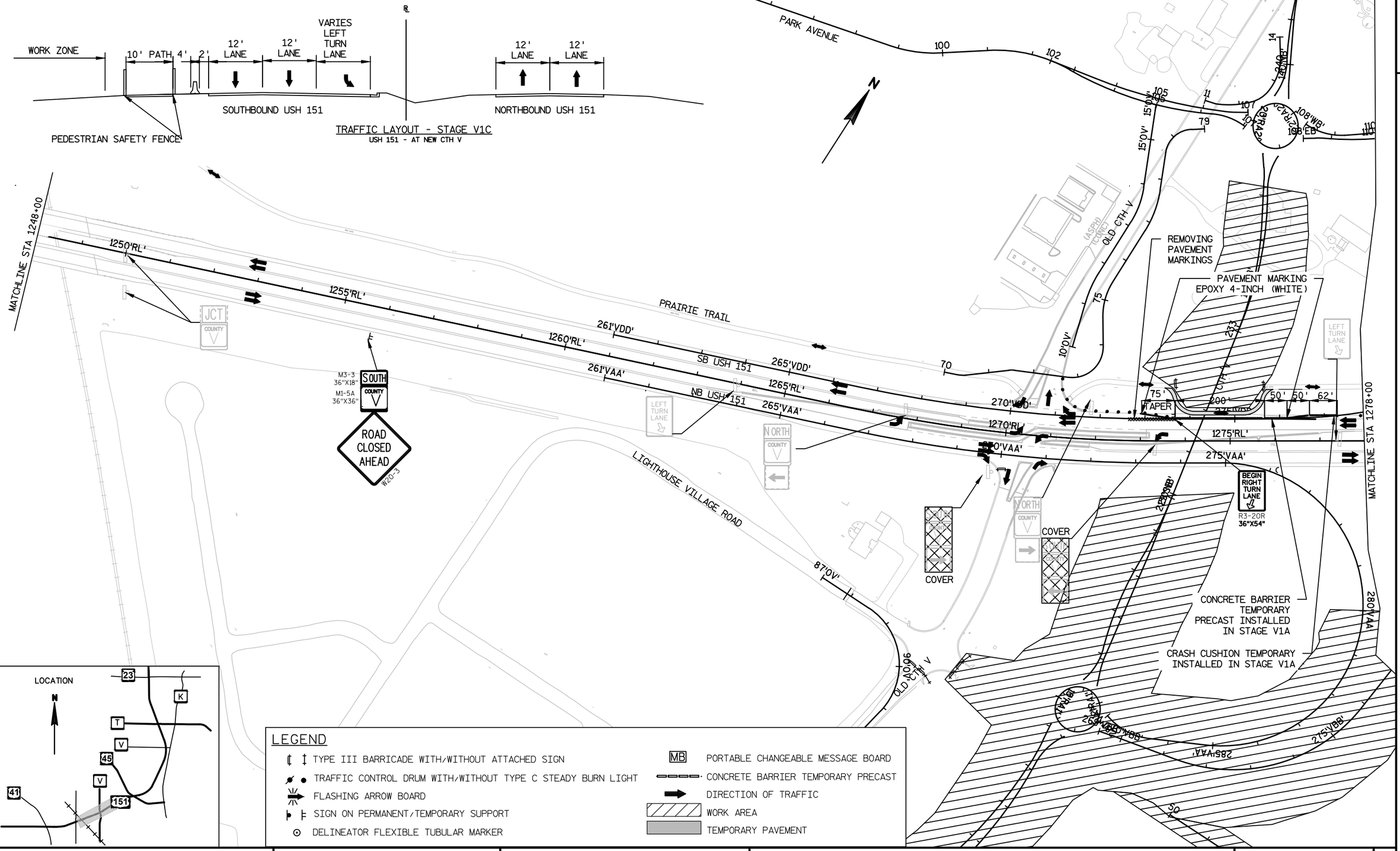
LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE V1C - USH 151	SHEET	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025131-TC-V1C-151.DWG PLOT DATE : 2/9/2015 12:20 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

TRAFFIC LAYOUT - STAGE V1C
USH 151 - AT NEW CTH V



LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE V1C - USH 151	SHEET E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025131-TC-V1C-151.DWG PLOT DATE : 2/9/2015 12:20 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

2

2

N

115'WB'
115'EB'
285'VDD'
32'RA'
30'RA'
285'VCC'
120'WB'
120'EB'
123'WB'
125'EB'
130'EB'
135'EB'
140'EB'
285'VDD'
M3-3
36"X18"
M1-5A
36"X36"
SOUTH
COUNTY
V
ROAD CLOSED AHEAD
W20-3
285'VCC'
SB OFF RAMP
RIGHT SHOULDER CLOSED
W21-5A
RIGHT SHOULDER CLOSED AHEAD
W21-5B
JCT
COUNTY
V
FRONTAGE ROAD
PRAIRIE TRAIL
290'VCC'
295'VCC'
300'VCC'
SB ON RAMP
280'VDD'
SB USH 151
1290'RL'
1295'RL'
1300'RL'
1285'RL'
295'VBB'
300'VBB'
305'VCC'
1280'RL'
NB USH 151
290'VBB'
1305'RL'
285'VBB'
304'VBB'
JCT
45
MATCHLINE STA 1278+00
MATCHLINE STA 1308+00
280'VBB'
NB ON RAMP

LOCATION
N
23
K
T
V
45
V
41
151

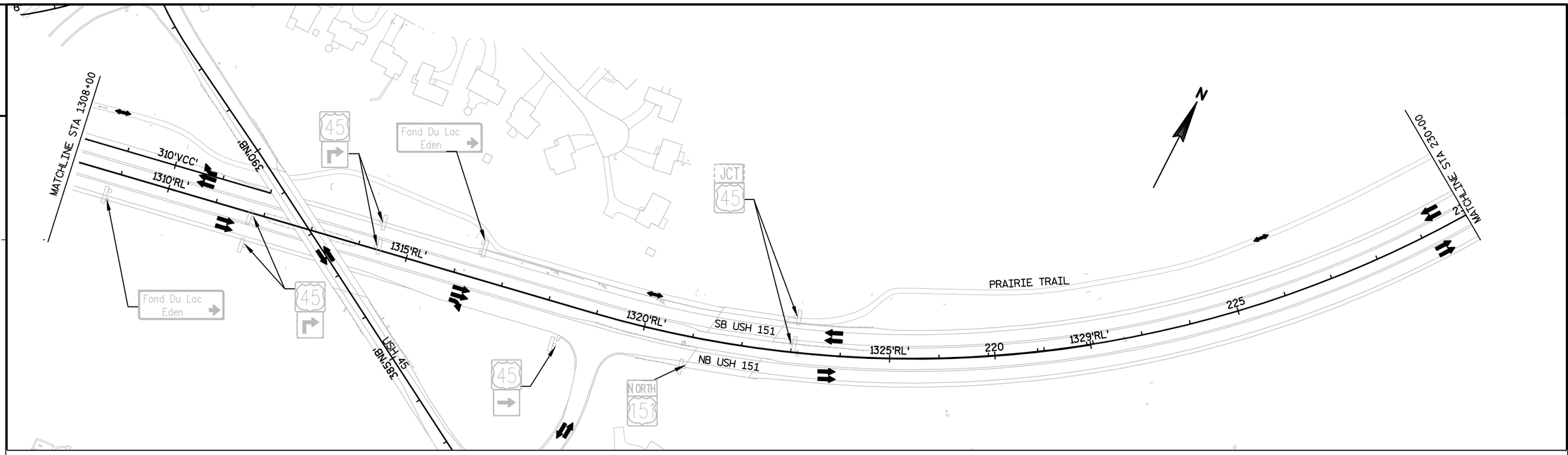
LEGEND

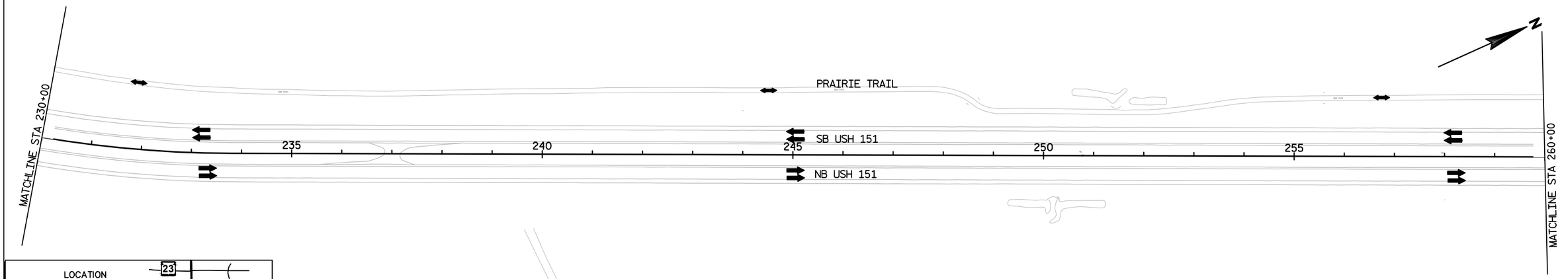
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

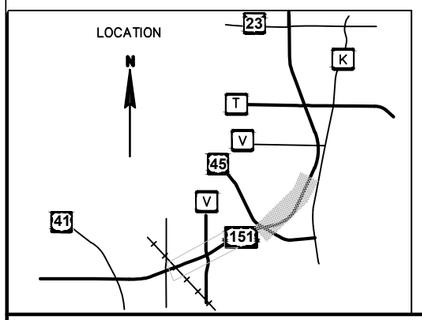
PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	TRAFFIC CONTROL - STAGE V1C - USH 151	SHEET	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025131-TC-V1C-151.DWG PLOT DATE : 2/9/2015 12:21 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 41

2







LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE V1C - USH 151	SHEET	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025131-TC-V1C-151.DWG PLOT DATE : 2/9/2015 12:21 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 41

2

N

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

102'NB'
104'NB'
106'NB'
206'SB'
208'SB'
108'NB'
210'SB'
110'NB'
212'SB'
112'NB'
214'SB'
114'NB'
CTH V
CTH V
98'RE
OLD CTH V
98'RE
BEGIN CURVE
REINHARDT ROAD
105'RE
216
MATCHLINE STA 216+00

LOCATION

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	TRAFFIC CONTROL - STAGE V1C	SHEET E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025132-TC-V1C-LOC.DWG PLOT DATE : 2/9/2015 12:23 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

2

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

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

COVER
SOUTH COUNTY

COVER
SOUTH COUNTY

NORTH COUNTY

N

MATCH LINE STA 216+00

CTH V

OLD CTH V

96'RE'
94'RE'
92'RE'
90'RE'
87'RE'
84'RE'
47'W'
47'W'

216'SB'
6'NB'
218'SB'
118'NB'
220'SB'
120'NB'
222'SB'
122'NB'
224'SB'
124'NB'
10'RA'
226'SB'
126'NB'
228'SB'
128'NB'
22[illegible]'NB'

268'VAA'
268'RL'
8'VDD'
270'VDD'
270'VAA'
270'RL'
SB USH 151
NB USH 151
272'VDD'
272'RL'
272'VAA'
SB USH 151
NB USH 151
274'RL'
274'VAA'
276'VAA'
278'VAA'
12'RA'
269'VBB'
270'VBB'
287'VAA'

LOCATION
23
K
T
V
45
V
41
151

N

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE V1C	SHEET	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025132-TC-V1C-LOC.DWG PLOT DATE : 2/9/2015 12:23 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

2

N

SIDEWALK CLOSED
R9-9

INSTALL ON TYPE II BARRICADE WITH ONE WARNING LIGHT TYPE A, LOW-INTENSITY FLASHING

NORTH COUNTY

SOUTH COUNTY

(ASPH)
(CONC)

OLD CTH V

CTH V

PARK AVENUE

MATCHLINE STA 241+00

USH 151 NB

USH 151 SB

268'VAA'
268'VDD'
268'RL'
270'VAA'
270'VDD'
270'RL'
272'VAA'
272'VDD'
272'RL'
274'VAA'
274'VDD'
274'RL'
276'VAA'
276'VDD'
276'RL'

70
75
79
5'NB'
8'NB'
233'NB'
235
136'NB'
15'0V'
14'0V'
12'0V'
10'0V'
104'WB'
104'EB'
106'WB'
106'EB'
107'WB'
107'EB'
108'WB'
108'EB'
110'WB'
110'EB'
112'WB'
112'EB'
114'WB'
114'EB'
240
22'RA2'

LOCATION

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE V1C	SHEET E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025132-TC-V1C-LOC.DWG PLOT DATE : 2/9/2015 12:23 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : ********** WISDOT/CADDS SHEET 41

2

2

N

T-BIRD DRIVE

SAMMY JO CIRCLE

MUSTANG LANE

MATCHLINE STA 241+00

144'NB'

146'NB'

148'NB'

150'NB'

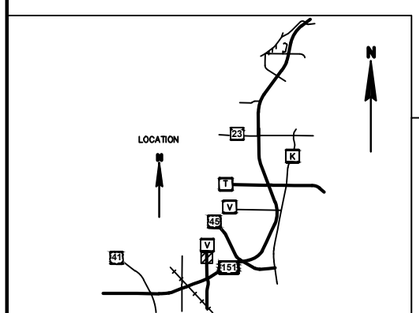
151'NB'

142'NB'

242

CTH V

USH 151



LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	TRAFFIC CONTROL - STAGE V1C	SHEET	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025132-TC-V1C-LOC.DWG PLOT DATE : 2/9/2015 12:24 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 41

2

2

R11-2
48" X 30"
ROAD CLOSED

TYPE III BARRICADE

12'YBB'

50 52 54 56 58 58

OLD REINHARDT ROAD

120'RE' 122'RE' 124'RE'

REINHARDT ROAD

118'RE'

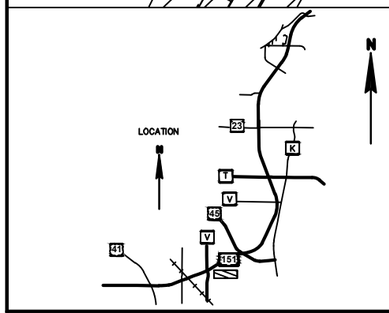
116'RE'

114'RE'

112'RE'

110'RE'

N



LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
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- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	TRAFFIC CONTROL - STAGE V1C	SHEET	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025132-TC-V1C-LOC.DWG PLOT DATE : 2/9/2015 12:24 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 41

2

STAGE V2

PURPOSE:
COMPLETE INSTALLATION OF WICK DRAINS AND PLACEMENT OF FILL IN SETTLEMENT AREAS

TRAFFIC HANDLING:
NORTHBOUND USH 151 TRAFFIC OPEN TO TWO LANES OF TRAFFIC.
SOUTHBOUND USH 151 TRAFFIC OPEN TO TWO LANES OF TRAFFIC.
CTH V TRAFFIC OPEN TO ONE LANE OF TRAFFIC IN EACH DIRECTION
CTH V ON NEW CTH V SOUTH OF REINHARDT ROAD INTERSECTION.
CTH V ON EXISTING CTH V NORTH OF REINHARDT ROAD INTERSECTION.
USH 45 TRAFFIC OPEN TO ONE LANE IN EACH DIRECTION
CTH V ACCESS TO USH 151 AT THE AT GRADE INTERSECTIONS
USH 45 RAMPS TO USH 151 OPEN TO TRAFFIC

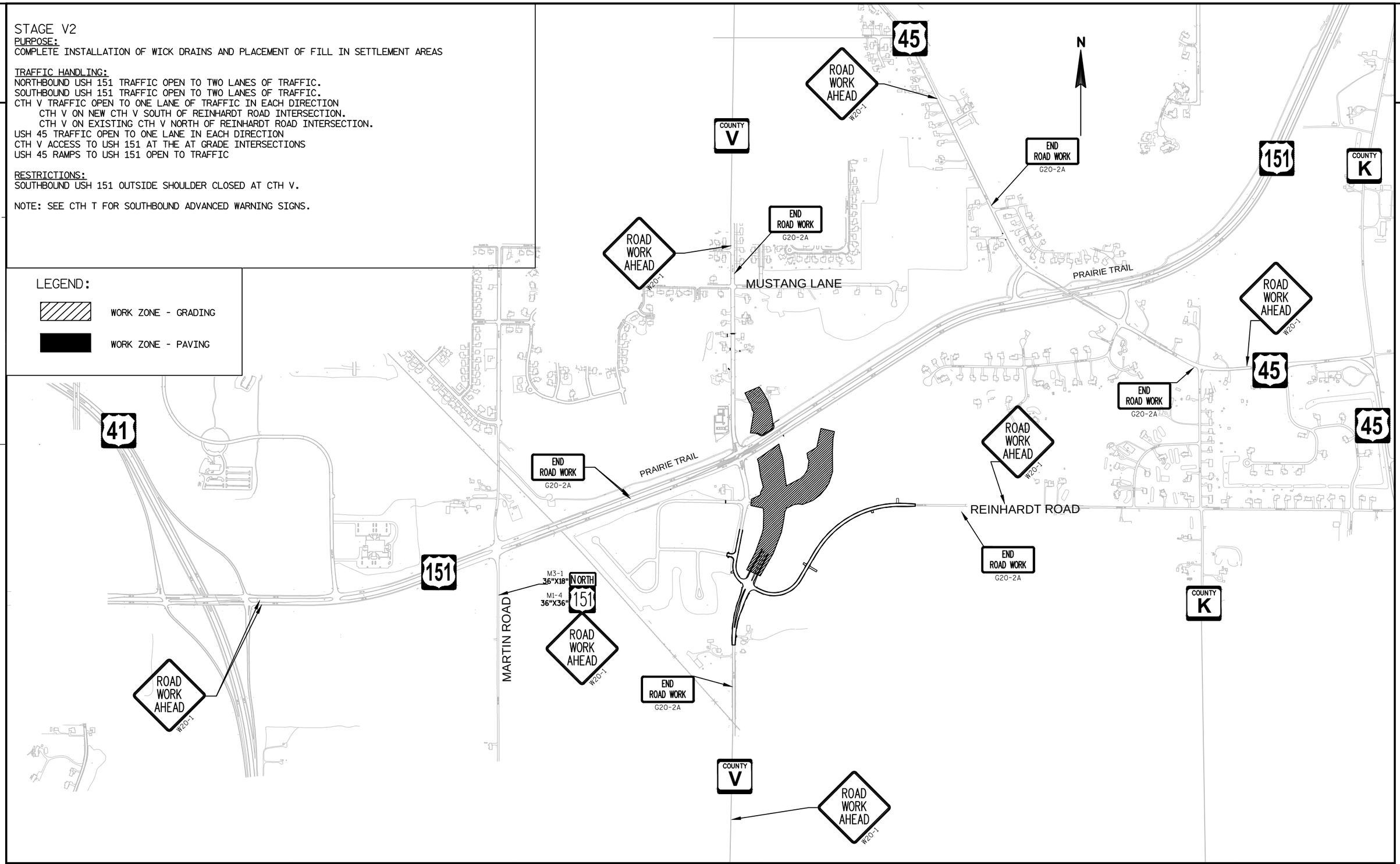
RESTRICTIONS:
SOUTHBOUND USH 151 OUTSIDE SHOULDER CLOSED AT CTH V.

NOTE: SEE CTH T FOR SOUTHBOUND ADVANCED WARNING SIGNS.

LEGEND:

WORK ZONE - GRADING

WORK ZONE - PAVING



PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL STAGE V2	SHEET 191	E

2

2

SB USH 41

NB USH 41

N

SB USH 151

NB USH 151

1200'RL'

1205'RL'

1210'RL'

1215'RL'

MATCHLINE STA 1218+00

MATCHLINE STA 1218+00

CAMELOT DRIVE

MARTIN ROAD

1220'RL'

1225'RL'

1230'RL'

1235'RL'

1240'RL'

1245'RL'

SB USH 151

NB USH 151

MATCHLINE STA 1248+00

ROAD WORK 1/2 MILE W20-1

LOCATION

N

23

K

T

V

45

V

41

151

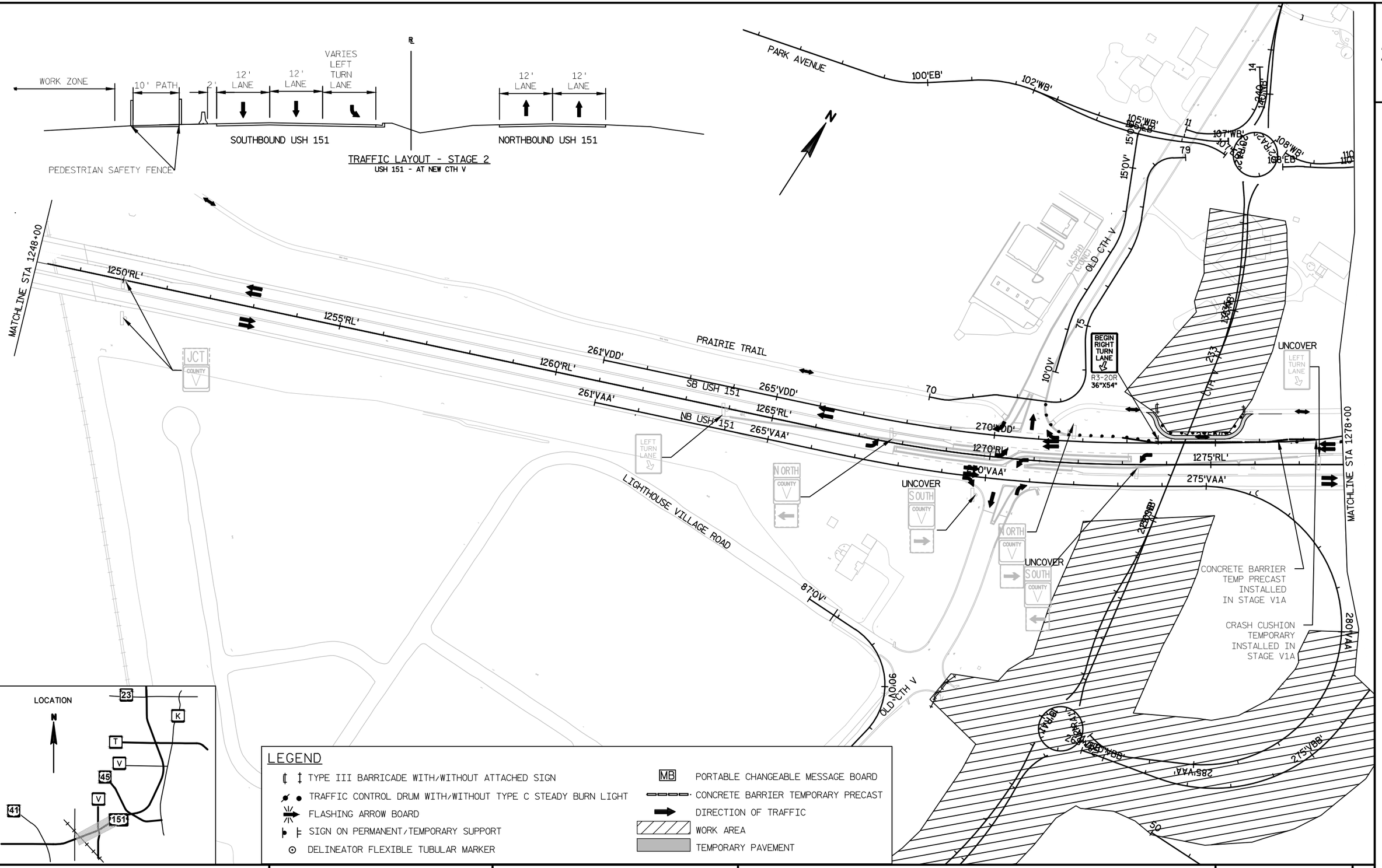
LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

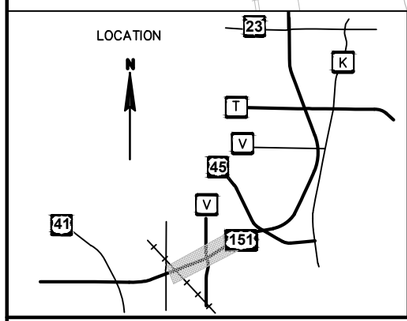
PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE V2 - USH 151	SHEET	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025211-TC-V2-151.DWG PLOT DATE : 2/9/2015 12:29 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : ********** WISDOT/CADDS SHEET 41

TRAFFIC LAYOUT - STAGE 2
USH 151 - AT NEW CTH V



LOCATION



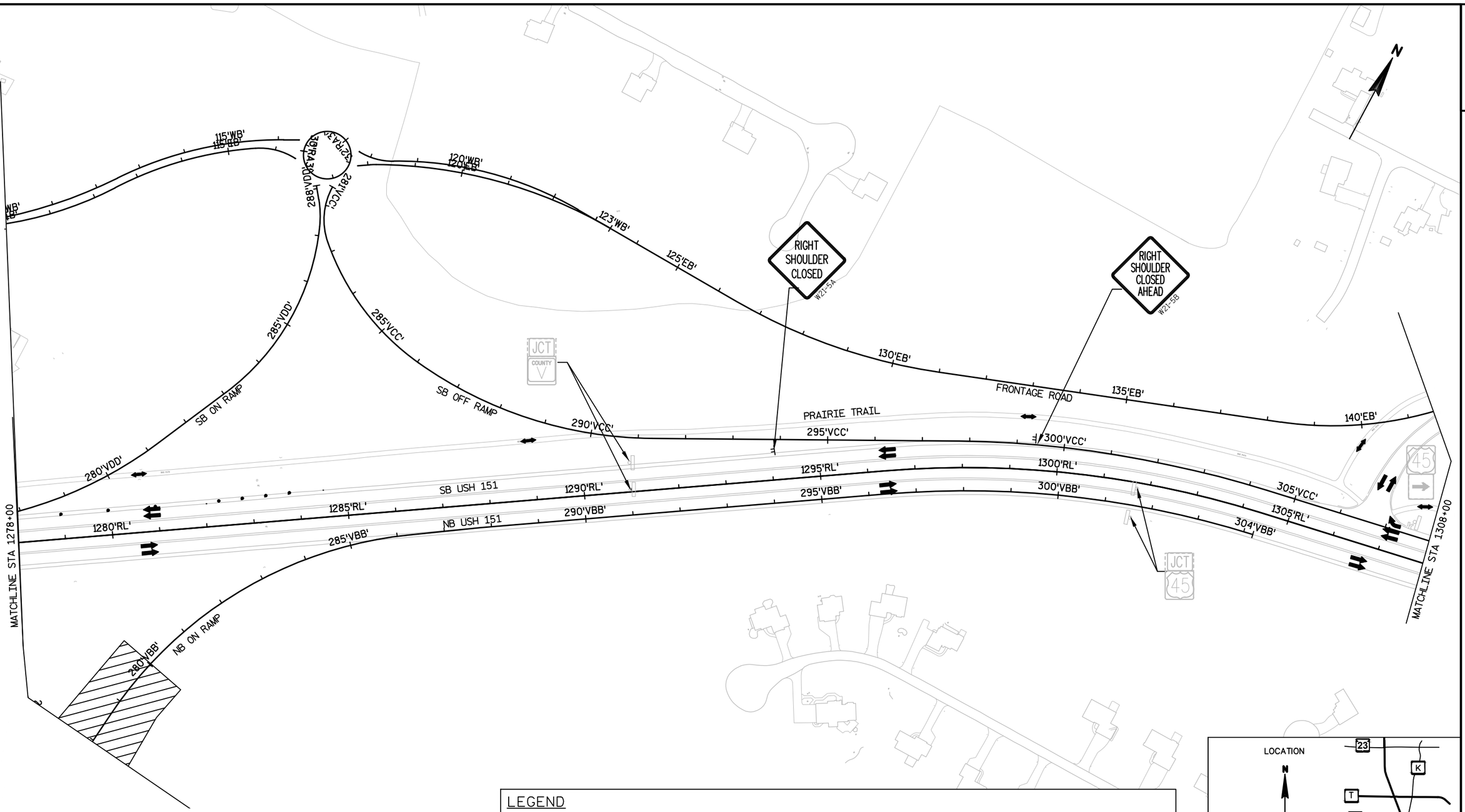
LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE V2 - USH 151	SHEET	E

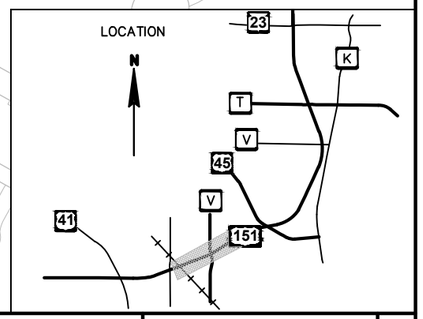
FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025211-TC-V2-151.DWG PLOT DATE : 2/9/2015 12:29 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : ==========

2



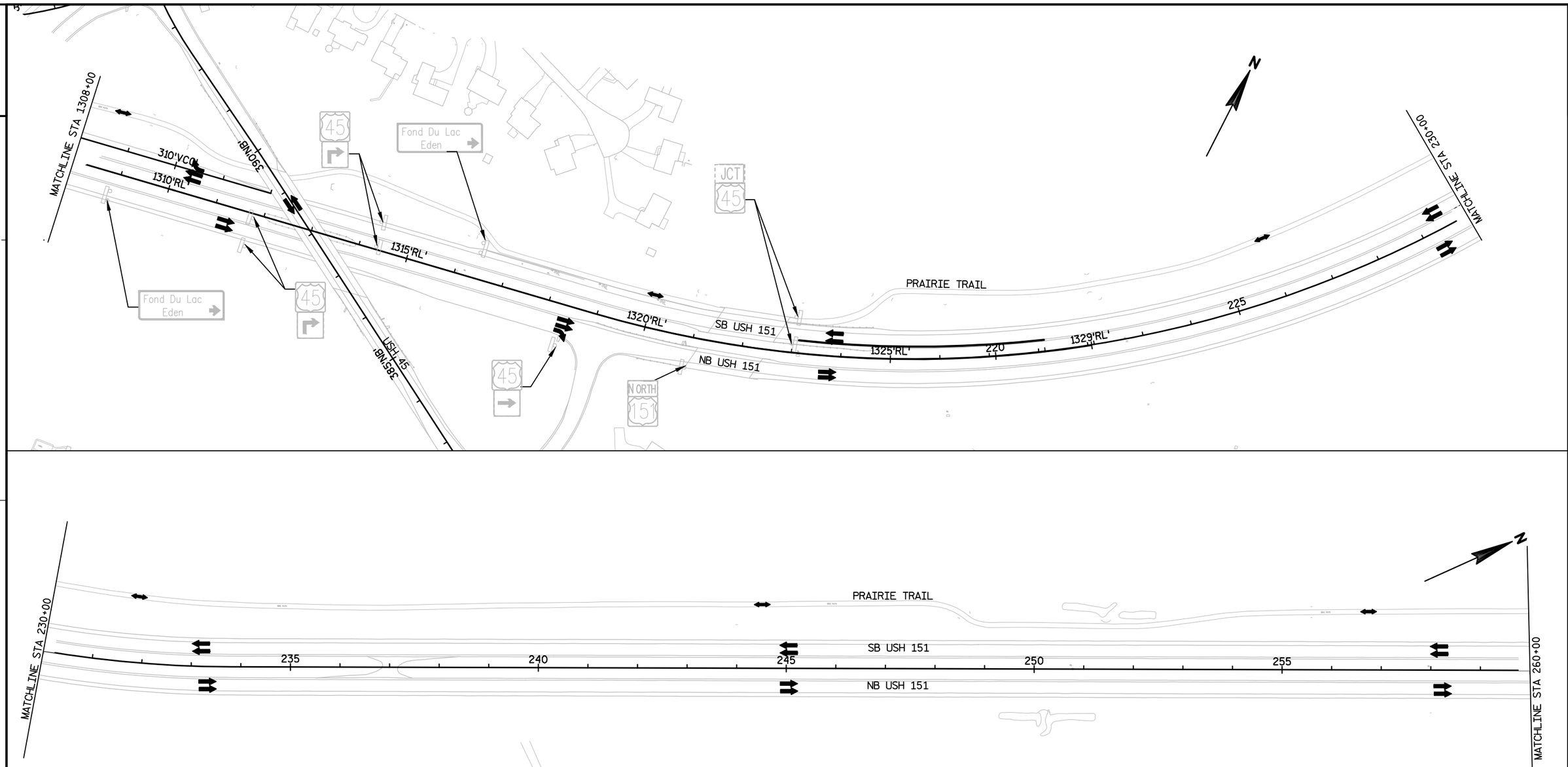
LEGEND

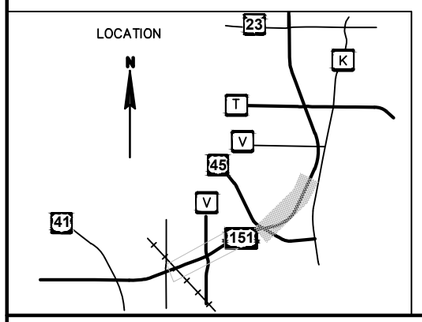
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT



PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	TRAFFIC CONTROL - STAGE V2 - USH 151	SHEET	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025211-TC-V2-151.DWG PLOT DATE : 2/9/2015 12:29 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : ==========





LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE V2 - USH 151	SHEET 195	E

2

N

102'NB'
104'NB'
106'NB'
206'SB'
208'SB'
108'NB'
CTH V

W03-1

COUNTY V
M1-5A
24"X24"
M05-1L
21"X21"

210'SB'
110'NB'
212'SB'
112'NB'

LANE CLOSED
R11-2L
48" X 30"
ON TYPE III BARRICADE

COUNTY V
M1-5A
24"X24"
M6-1
21"X21"

STOP
R1-1
36"X36"
PERMANENT SIGN INSTALLED IN THIS STAGE

98'RE
OLD CTH V

CTH V
214'SB
114'NB

STOP
R1-1
36"X36"
PERMANENT SIGN INSTALLED IN THIS STAGE

COUNTY V
M1-5A
24"X24"
M6-1
21"X21"
PERMANENT SIGN INSTALLED IN THIS STAGE

REINHARDT ROAD
REGROPE

216

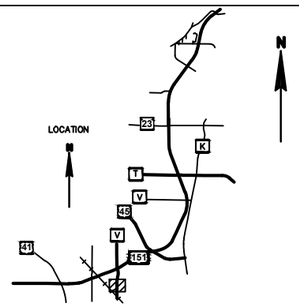
R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

MATCHLINE STA 216+00

STOP
R1-1
30"X30"
PERMANENT SIGN INSTALLED IN THIS STAGE

102'RE
104'RE

LOCATION



LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	TRAFFIC CONTROL - STAGE V2	SHEET	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025212-TC-V2-LOC.DWG PLOT DATE : 2/9/2015 1:55 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

2

2

N

M1-5A
24"X24"

M05-1R
21"X21"

W03-1

COUNTY

OLD CTH V

87'RE'
88'RE'
90'RE'
92'RE'
94'RE'
96'RE'
4'WI'
4'WI'

REMOVE COVER
SOUTH
COUNTY

NORTH
COUNTY

REMOVE COVER
SOUTH
COUNTY

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

268'VAA'
268'RL'
268'VDD'
270'VDD'
270'VAA'
270'RL'
272'VDD'
272'VAA'
272'RL'
274'VAA'
274'RL'
276'VAA'

SB USH 151
NB USH 151
NB USH 151
SB USH 151

MATCH LINE STA 216+00

216'NB'
218'SB'
218'NB'
220'SB'
120'NB'
222'SB'
122'NB'
224'SB'
124'NB'
226'SB'
126'NB'
228'SB'
128'NB'
228'NB'

CTH V
CTH V

269'VBB'
287'VAA'
270'VBB'

LOCATION
N
23
K
T
V
45
V
41
151

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY:FOND DU LAC	TRAFFIC CONTROL - STAGE V2	SHEET E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025212-TC-V2-LOC.DWG PLOT DATE : 2/9/2015 1:55 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 41

2

N

NORTH COUNTY

SOUTH COUNTY

SIDEWALK CLOSED
R9-9

INSTALL ON TYPE II BARRICADE WITH ONE WARNING LIGHT TYPE A, LOW-INTENSITY FLASHING

SB USH 151

NB USH 151

OLD CTH V

CTH V

PARK AVENUE

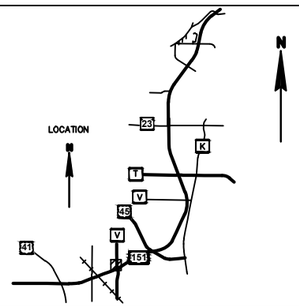
MATCHLINE STA 241+00

(ASPH)

(CONC)

268'VAA'
268'VDD'
268'RL'
270'VAA'
270'VDD'
270'RL'
272'VAA'
272'VDD'
272'RL'
274'VAA'
274'VDD'
274'RL'
276'VAA'
276'VDD'
276'RL'
104'WB'
104'EB'
106'WB'
106'EB'
107'WB'
107'EB'
108'WB'
108'EB'
110'WB'
110'EB'
112'WB'
112'EB'
114'WB'
114'EB'
136'NB'
233'NB'
240'NB'
20'RA2'
22'RA2'
70
75
79
14
15'0V'
14'0V'
12'0V'
10'0V'

LOCATION



LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE V2	SHEET E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025212-TC-V2-LOC.DWG PLOT DATE : 2/9/2015 1:55 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

2

2

N

T-BIRD DRIVE

SAMMY JO CIRCLE

MUSTANG LANE

MATCHLINE STA 241+00

142'NB'

242

144'NB'

146'NB'

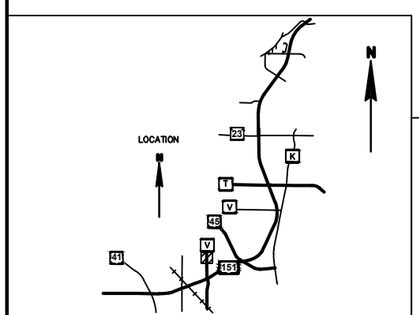
148'NB'

150'NB'

151'NB'

CTH V

USH 151

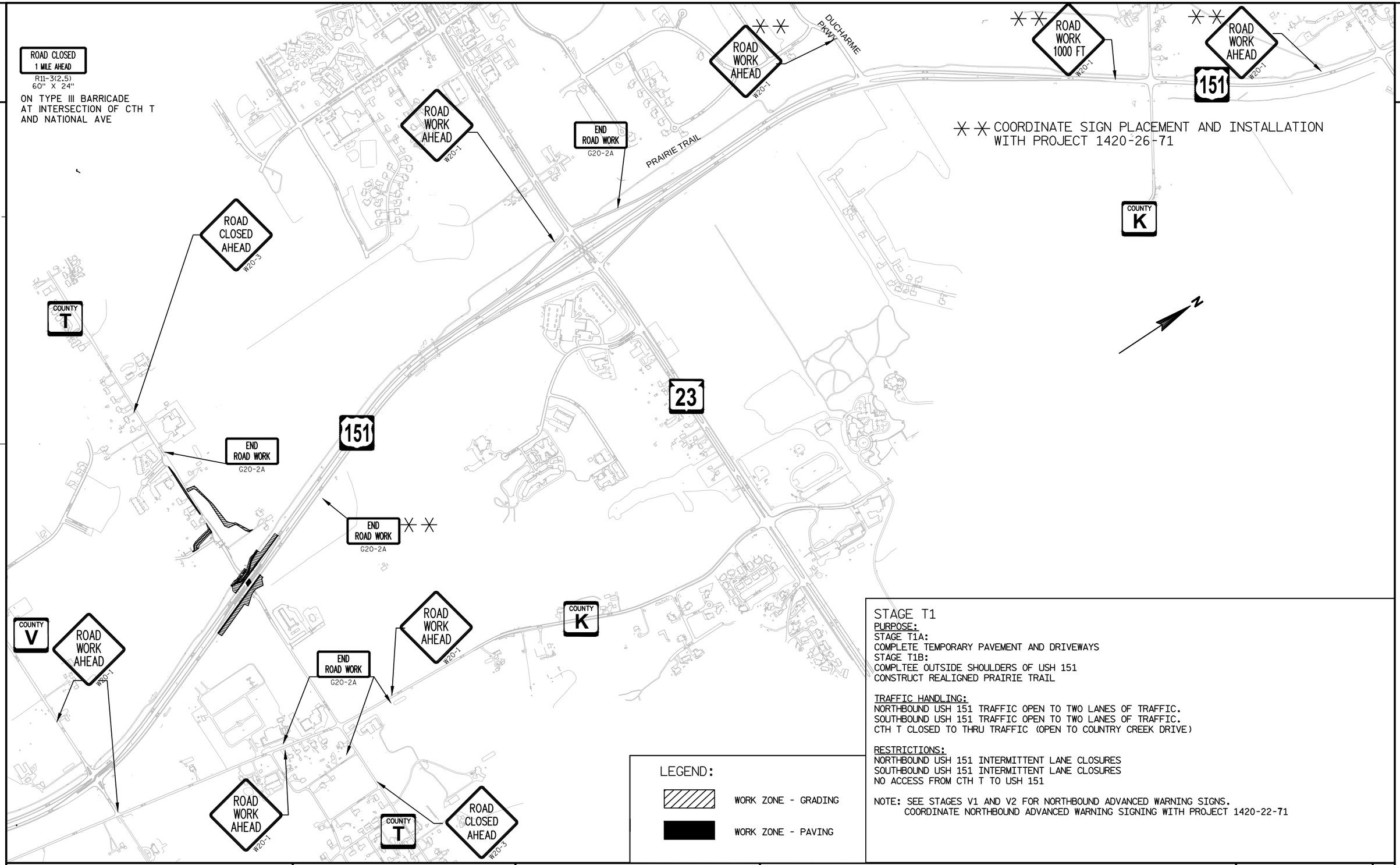


LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	TRAFFIC CONTROL - STAGE V2	SHEET	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\025212-TC-V2-LOC.DWG PLOT DATE : 2/9/2015 1:55 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********



LEGEND:

WORK ZONE - GRADING

WORK ZONE - PAVING

STAGE T1

PURPOSE:
STAGE T1A:
COMPLETE TEMPORARY PAVEMENT AND DRIVEWAYS
STAGE T1B:
COMPLTEE OUTSIDE SHOULDERS OF USH 151
CONSTRUCT REALIGNED PRAIRIE TRAIL

TRAFFIC HANDLING:
NORTHBOUND USH 151 TRAFFIC OPEN TO TWO LANES OF TRAFFIC.
SOUTHBOUND USH 151 TRAFFIC OPEN TO TWO LANES OF TRAFFIC.
CTH T CLOSED TO THRU TRAFFIC (OPEN TO COUNTRY CREEK DRIVE)

RESTRICTIONS:
NORTHBOUND USH 151 INTERMITTENT LANE CLOSURES
SOUTHBOUND USH 151 INTERMITTENT LANE CLOSURES
NO ACCESS FROM CTH T TO USH 151

NOTE: SEE STAGES V1 AND V2 FOR NORTHBOUND ADVANCED WARNING SIGNS.
COORDINATE NORTHBOUND ADVANCED WARNING SIGNING WITH PROJECT 1420-22-71

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL STAGE T1	SHEET 200	E

2

MATCHLINE STA 260+00

262 264 266 268 270 272 274 276 278 280 282 284 286 288

NB USH 151

SB USH 151

CTH V

MATCHLINE STA 290+00

M1-5A
36"X36"
COUNTY
ROAD CLOSED AHEAD
W20-3

2

LEFT TURN LANE
REMOVE

EAST COUNTY
REMOVE

R3-2
36"X36"

50 52 54 56 58

LANE CLOSED
R11-2L
48" X 30"
ON TYPE III BARRICADE

R3-1
36"X36"

4th St
REMOVE

292 294 296 298 300 302 304 306 308 310 312 314 316 318

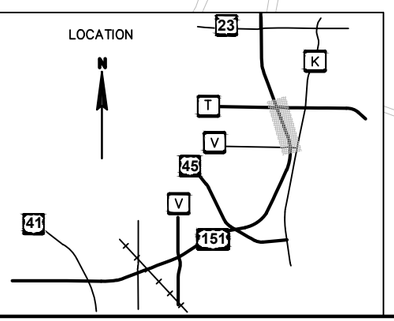
JCT COUNTY
REMOVE

WEST COUNTY
REMOVE

MATCHLINE STA 320+00

CTH I
47TH STREET ROAD

LOCATION



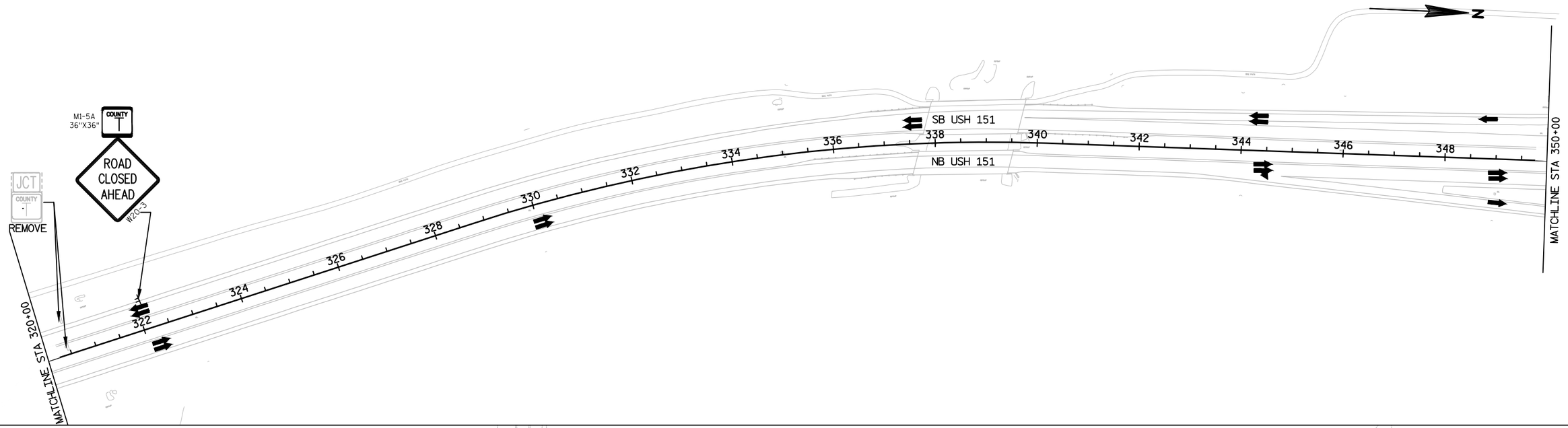
LEGEND

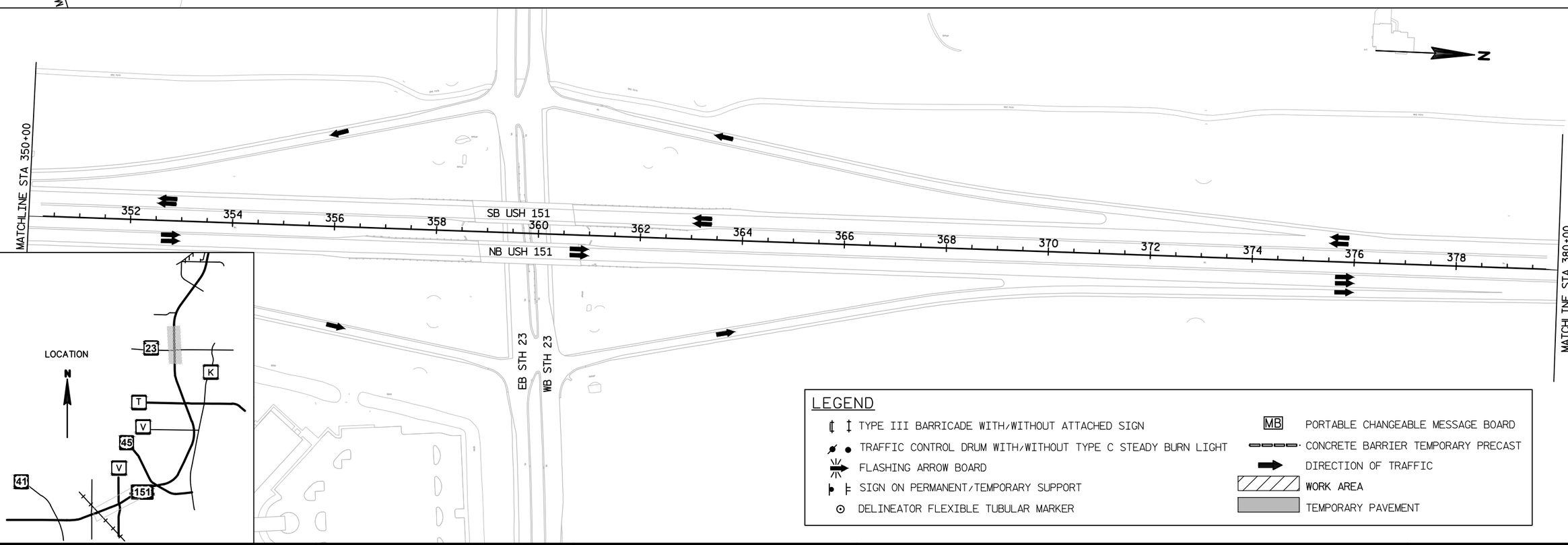
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T1A - USH 151	SHEET	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\026111-TC_T1A-151.DWG PLOT DATE : 2/9/2015 1:35 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 41

2





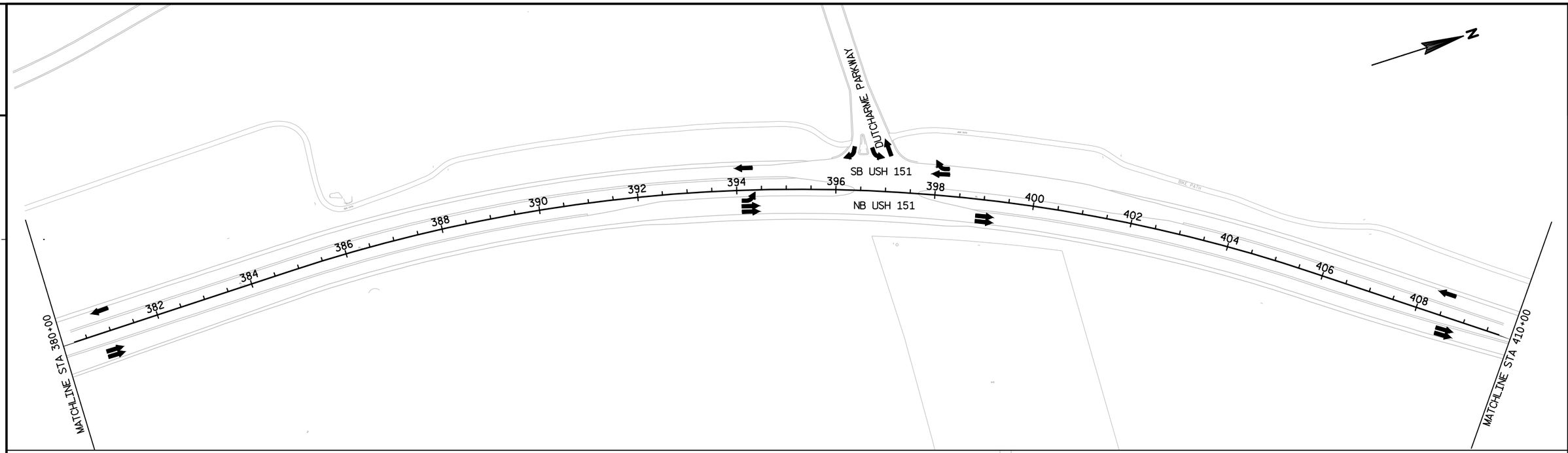
LEGEND

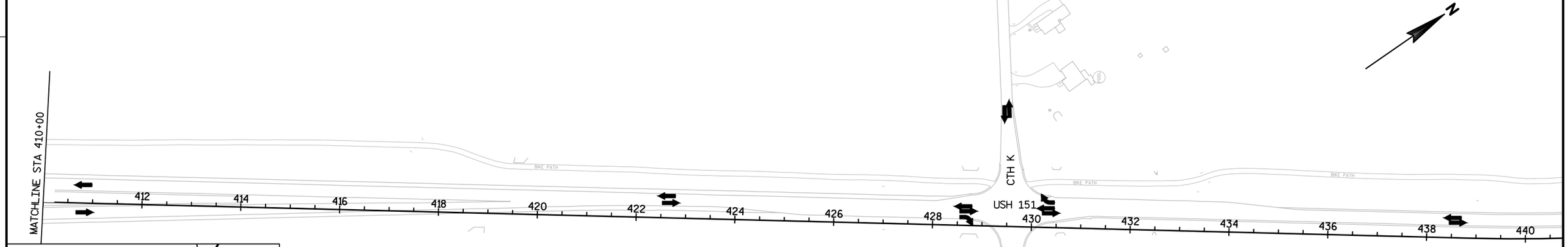
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

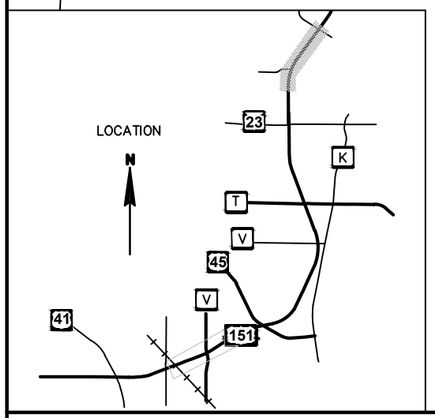
PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T1A - USH 151	SHEET	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\026111-TC_T1A-151.DWG PLOT DATE : 2/9/2015 1:36 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 41

2







LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T1A - USH 151	SHEET	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\23\026111-TC_T1A-151.DWG PLOT DATE : 2/9/2015 1:36 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 41

2

N

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

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

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

CTH T

591 592 594 596 598 600 602 604

CTH T

COUNTRY LANE

12 COUNTRY CREEK DRIVE

LOCATION

N

23 K T V 45 V 41 151

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T1A - CTH T	SHEET 204	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\026112-TC_T1A-LOC.DWG PLOT DATE : 1/15/2015 12:35 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 41

2

N

SB USH 151

NB USH 151

PRAIRIE TRAIL

SIDEWALK CLOSED
R9-9

INSTALL ON TYPE II BARRICADE WITH ONE WARNING LIGHT TYPE A, LOW-INTENSITY FLASHING

CTH T

606 608 610 612 614 616 618

58 56 54 52 50 48 46 44

310 308 306 304 302 300

R11-2
48" X 30"
ROAD CLOSED

TYPE III BARRICADE

FOURTH STREET WAY

34 32 30

SIDEWALK CLOSED
R9-9

INSTALL ON TYPE II BARRICADE WITH ONE WARNING LIGHT TYPE A, LOW-INTENSITY FLASHING

R11-2
48" X 30"
ROAD CLOSED

TYPE III BARRICADE

LOCATION

N

23 K T V 45 V 41 151

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T1A - CTH T	SHEET	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\026112-TC_T1A-LOC.DWG PLOT DATE : 1/15/2015 12:35 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

2

2

N

CTH K

R11-2
48" X 30"
ROAD CLOSED

TYPE III BARRICADE

CTH T

620 622 624 626 628 630 631

CTH T

CTH K

LOCATION

N

23 K T V 45 V 41 151

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T1A - CTH T	SHEET 206	E

2

MATCHLINE STA 260+00

MATCHLINE STA 290+00

MATCHLINE STA 320+00

MATCHLINE STA 262+00

N

660' MIN

475' TYP.

660' MIN.

500' MIN.

NB USH 151

SB USH 151

262 264 266 268 270 272 274 276 278 280 282 284 286 288

292 294 296 298 300 302 304 306 308 310 312 314 316 318

RIGHT LANE CLOSED 1/2 MILE
W20-5

RIGHT LANE CLOSED 1500 FT
W20-5

W04-2R

M1-5A 36"X36"
COUNTY T
ROAD CLOSED AHEAD
W20-3

LANE CLOSED
R11-2L 48" X 30"
ON TYPE III BARRICADE

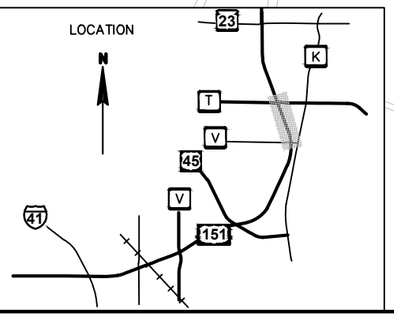
R3-1 36"X36"

R3-2 36"X36"

CTH V

CTH T
47TH STREET ROAD

LOCATION



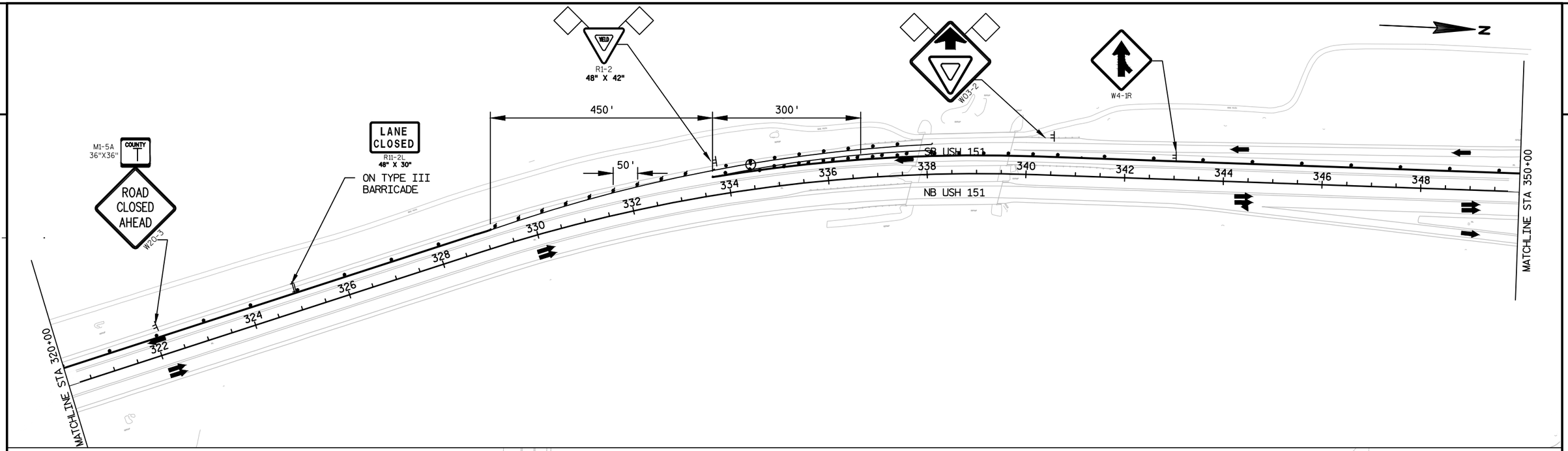
LEGEND

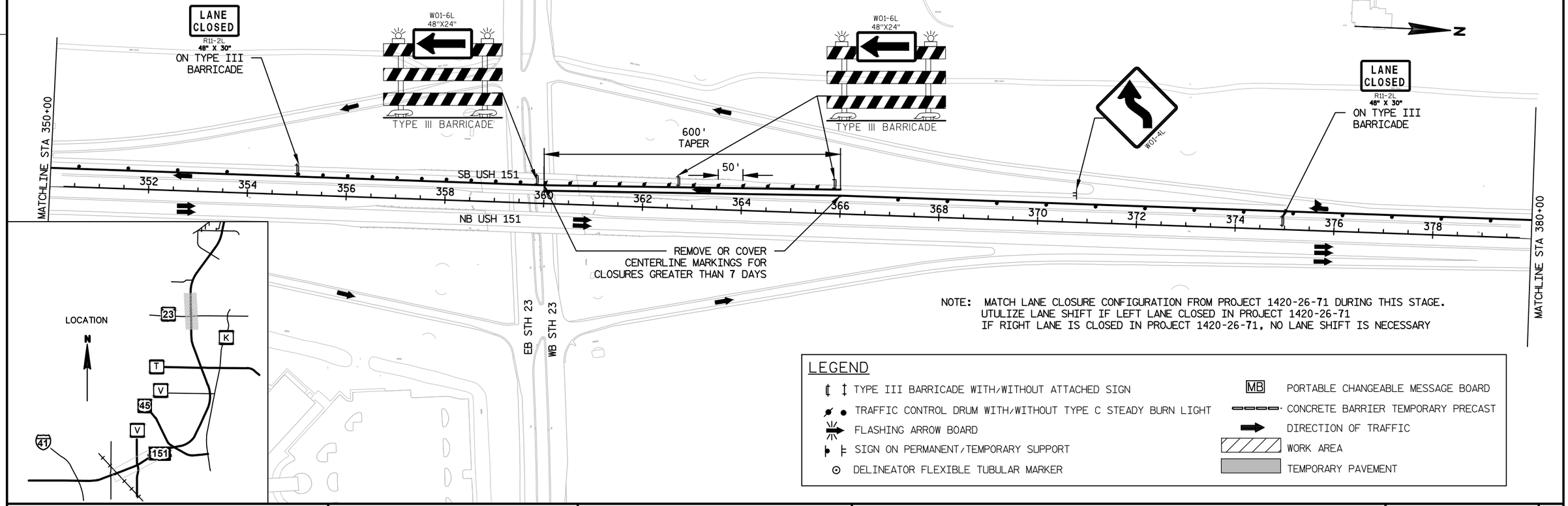
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T1B - USH 151	SHEET 207	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\026121-TC-T1B-151.DWG PLOT DATE : 1/15/2015 12:37 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

2





NOTE: MATCH LANE CLOSURE CONFIGURATION FROM PROJECT 1420-26-71 DURING THIS STAGE.
UTULIZE LANE SHIFT IF LEFT LANE CLOSED IN PROJECT 1420-26-71
IF RIGHT LANE IS CLOSED IN PROJECT 1420-26-71, NO LANE SHIFT IS NECESSARY

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T1B - USH 151	SHEET 208	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\026121-TC-T1B-151.DWG PLOT DATE : 1/15/2015 12:37 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 41

2

LANE CLOSED
R11-2L
48" X 30"

ON TYPE III BARRICADE

GUTCHARME PARKWAY

SB USH 151

NB USH 151

MATCHLINE STA 380+00

MATCHLINE STA 410+00

NOTE: MATCH LANE CLOSURE CONFIGURATION FROM PROJECT 1420-26-71 DURING THIS STAGE.
IF PROJECT 1420-26-71 HAS NO LANE CLOSURES, USE THIS DETAIL

LANE CLOSED
R11-2L
48" X 30"

ON TYPE III BARRICADE

R4-7
36"X48"

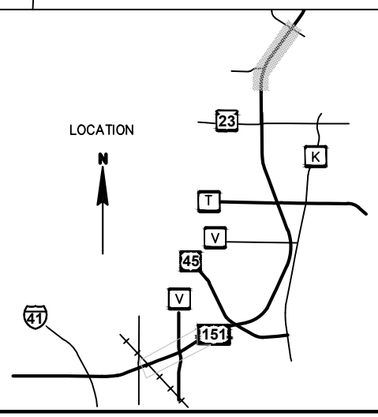
MATCHLINE STA 410+00

CTH K

USH 151

PLACE DRUMS 6' O/S NB LANE LT TO SPLIT

LOCATION



LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T1B - USH 151	SHEET 209	E

2

2

N

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

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

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

CTH T

591 592 594 596 598 600 602 604

CTH T

COUNTRY LANE

12 COUNTRY CREEK DRIVE

19 18 16 15 40 42 25 14 24 22 20

LOCATION

N

23 K T V 45 V 41 151

LEGEND

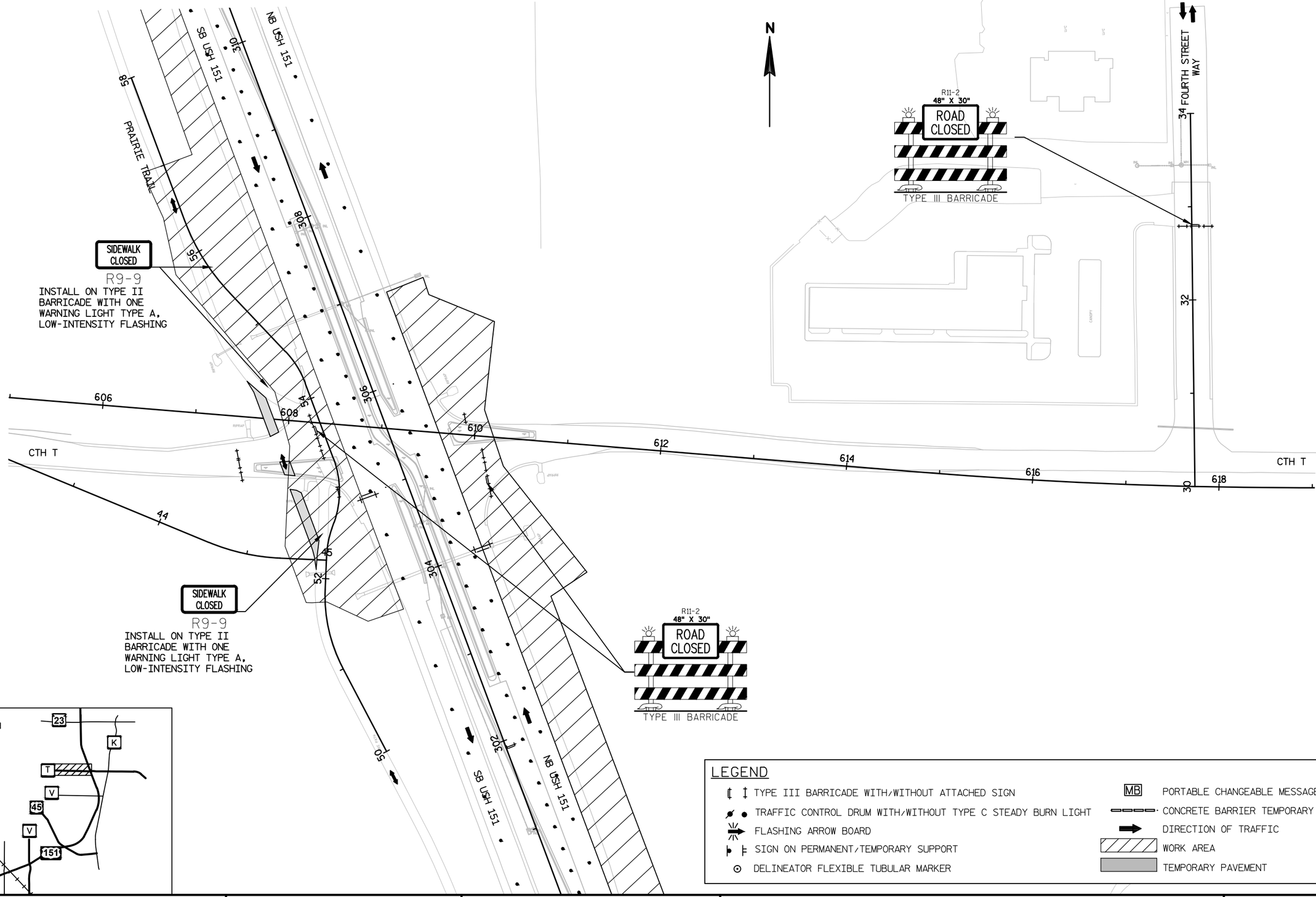
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
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- DIRECTION OF TRAFFIC
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- TEMPORARY PAVEMENT

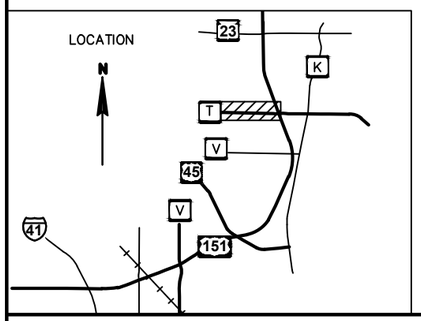
PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T1B - CTH T	SHEET 210	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\026122-TC_T1B-LOC.DWG PLOT DATE : 1/15/2015 1:16 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 41

2





LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T1B - CTH T	SHEET 211	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\026122-TC_T1B-LOC.DWG PLOT DATE : 1/15/2015 1:16 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 41

2

N

CTH K

R11-2
48" X 30"
ROAD CLOSED

TYPE III BARRICADE

CTH T

620 622 624 626 628 630 631

CTH T

CTH K

LOCATION

N

23 K T V 45 V 41 151

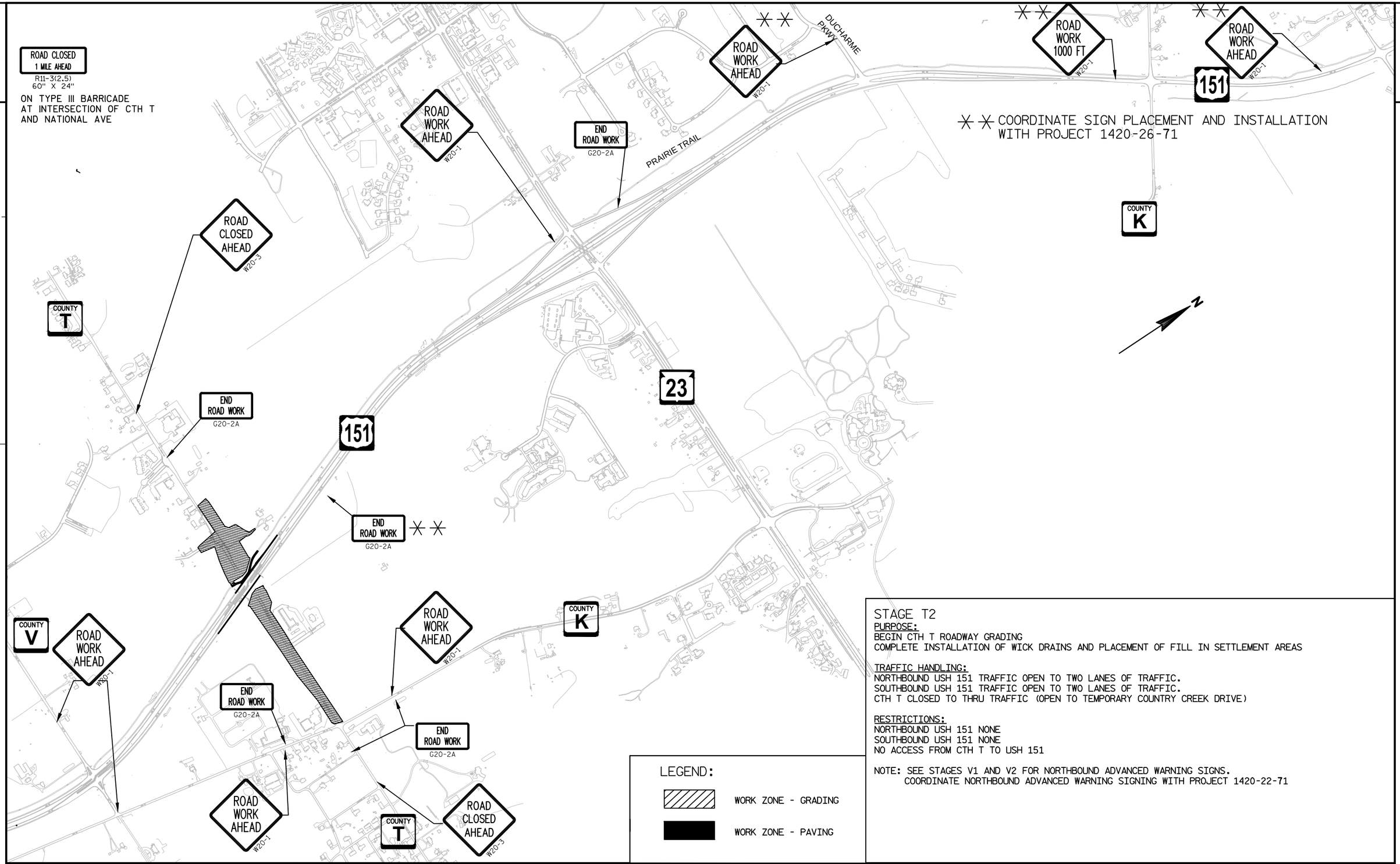
LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
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- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T1B - CTH T	SHEET 212	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\026122-TC_T1B-LOC.DWG PLOT DATE : 1/15/2015 1:16 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 41



LEGEND:

WORK ZONE - GRADING

WORK ZONE - PAVING

STAGE T2

PURPOSE:
BEGIN CTH T ROADWAY GRADING
COMPLETE INSTALLATION OF WICK DRAINS AND PLACEMENT OF FILL IN SETTLEMENT AREAS

TRAFFIC HANDLING:
NORTHBOUND USH 151 TRAFFIC OPEN TO TWO LANES OF TRAFFIC.
SOUTHBOUND USH 151 TRAFFIC OPEN TO TWO LANES OF TRAFFIC.
CTH T CLOSED TO THRU TRAFFIC (OPEN TO TEMPORARY COUNTRY CREEK DRIVE)

RESTRICTIONS:
NORTHBOUND USH 151 NONE
SOUTHBOUND USH 151 NONE
NO ACCESS FROM CTH T TO USH 151

NOTE: SEE STAGES V1 AND V2 FOR NORTHBOUND ADVANCED WARNING SIGNS.
COORDINATE NORTHBOUND ADVANCED WARNING SIGNING WITH PROJECT 1420-22-71

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL STAGE T2	SHEET 213	E

2

MATCHLINE STA 260+00

262 264 266 268 270 272 274 276 278 280 282 284 286 288

NB USH 151

SB USH 151

MATCHLINE STA 280+00

N

M1-5A
36"X36"

COUNTY T

ROAD CLOSED AHEAD

W20-3

CTH V

2

LANE CLOSED
R11-2L
48" X 30"
ON TYPE III BARRICADE

R3-2
36"X36"

R3-1
36"X36"

MATCHLINE STA 290+00

292 294 296 298 300 302 304 306 308 310 312 314 316 318

NB USH 151

SB USH 151

LANE CLOSED
R11-2L
48" X 30"
ON TYPE III BARRICADE

MATCHLINE STA 320+00

CTH V
41ST STREET ROAD

LOCATION

N

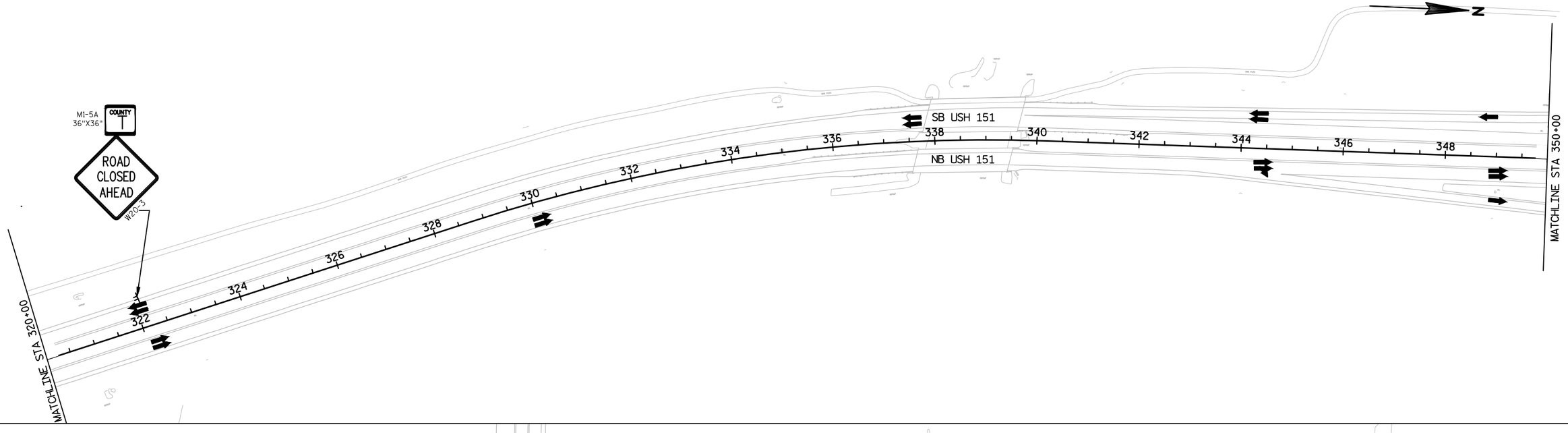
23 K T V 45 V 41 151

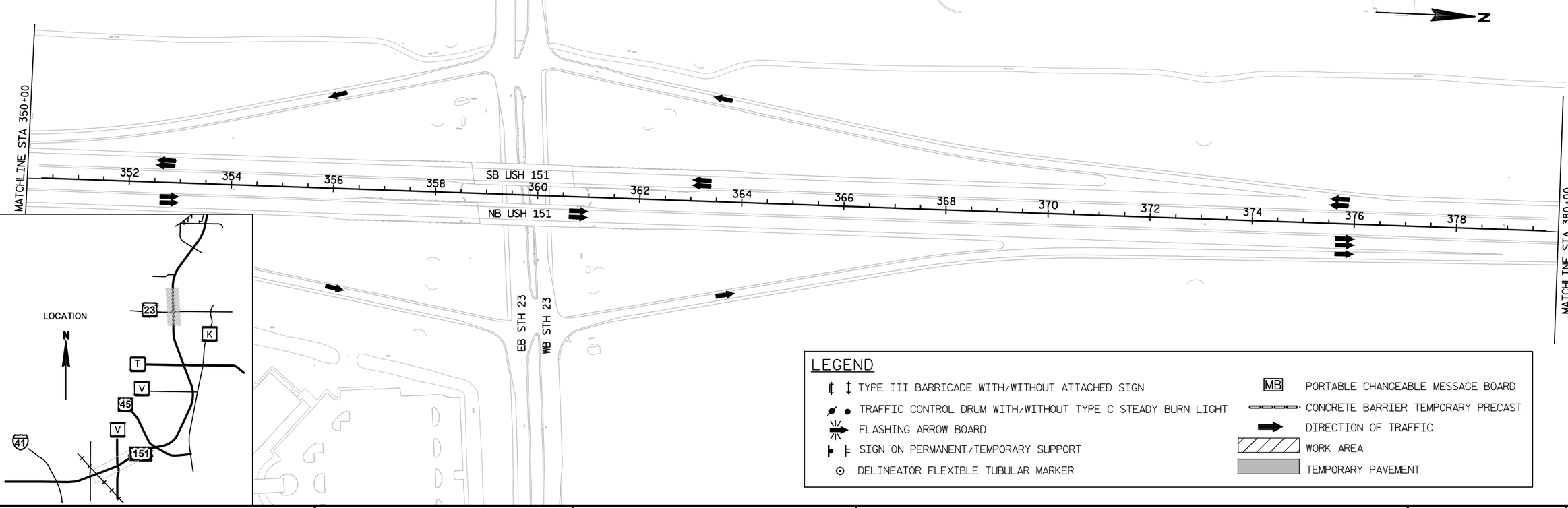
LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T2 - USH 151	SHEET 214	E

2



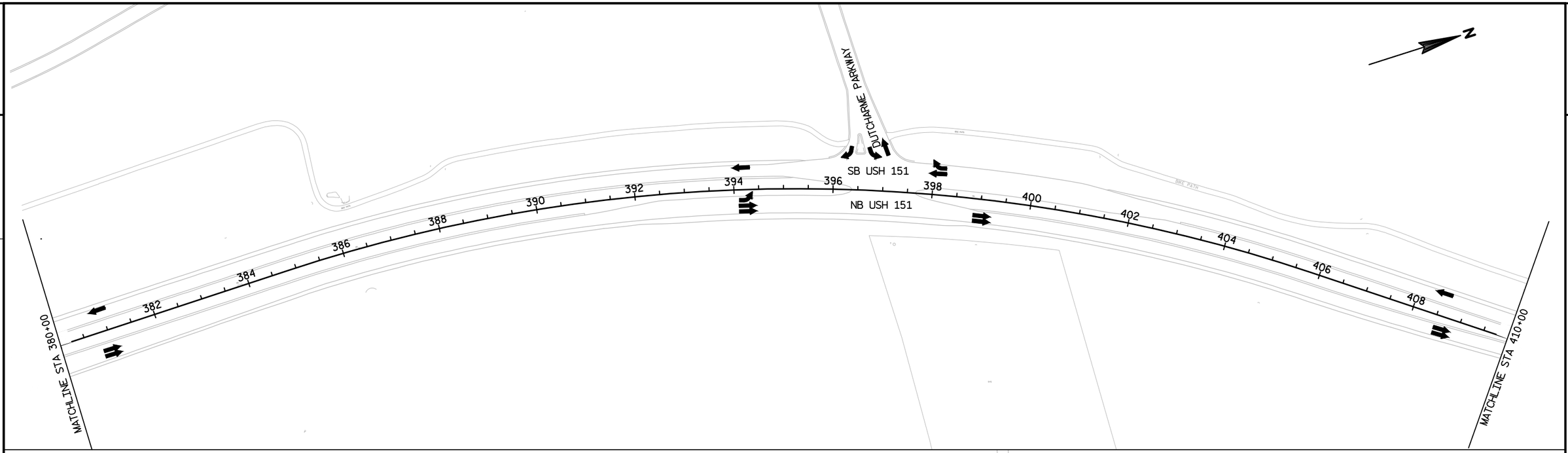


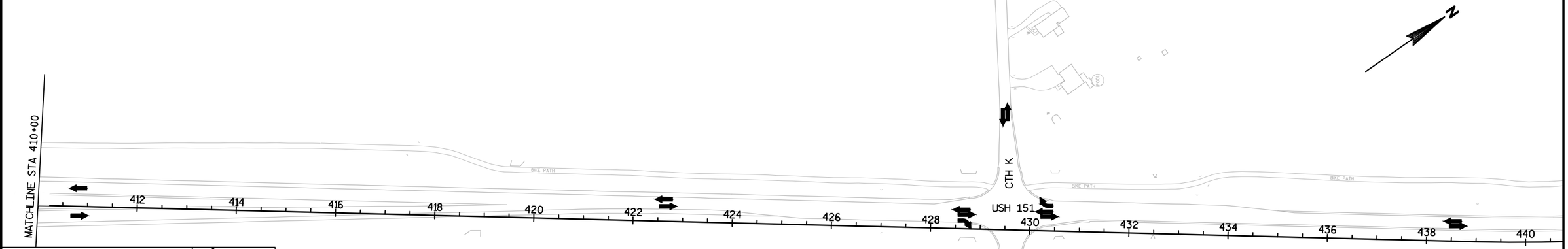
LEGEND

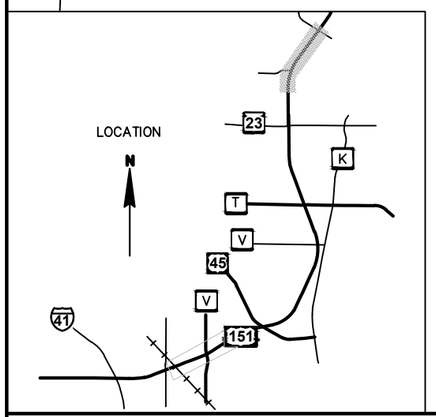
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T2 - USH 151	SHEET 215	E

2







LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T2 - USH 151	SHEET 216	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\026211-TC_T2-151.DWG PLOT DATE : 1/15/2015 12:53 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 41

2

N

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

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

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

CTH T

591 592 594 596 598 600 602 604

19 18 16 19 40 42 25 14 24 22 20

COUNTRY LANE

COUNTRY CREEK DRIVE

12

LOCATION

N

23 K T V 45 V 41 151

LEGEND

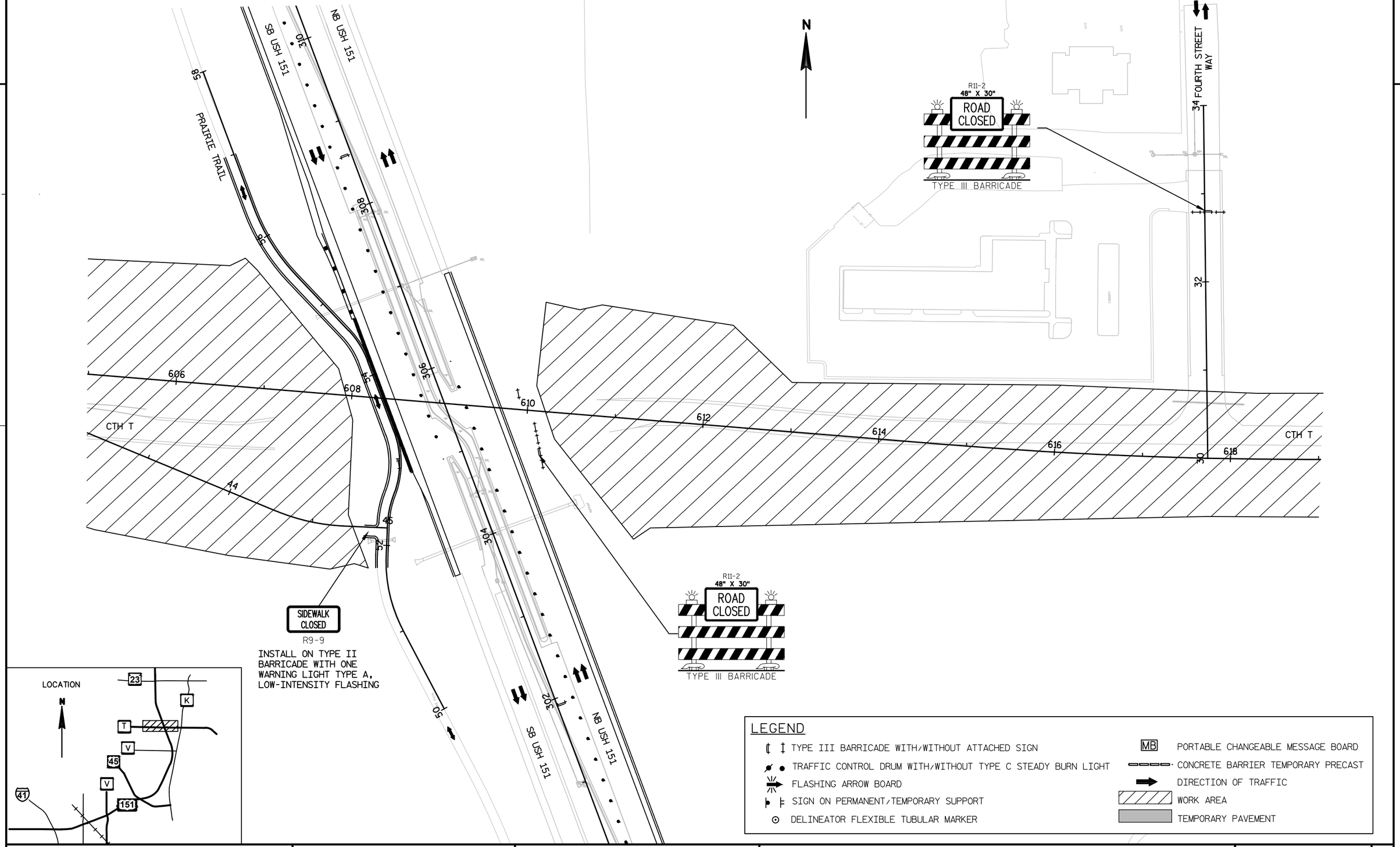
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T2 - CTH T	SHEET 217	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\026212-TC_T2-LOC.DWG PLOT DATE : 1/15/2015 1:02 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 41

2



PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T2 - CTH T	SHEET 218	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\026212-TC_T2-LOC.DWG PLOT DATE : 1/15/2015 1:02 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 41

2

N

CTH K

R11-2
48" X 30"
ROAD CLOSED

TYPE III BARRICADE

CTH T

620 622 624 626 628 630 631

CTH T

CTH K

LOCATION

N

23 K T V 45 V 41 151

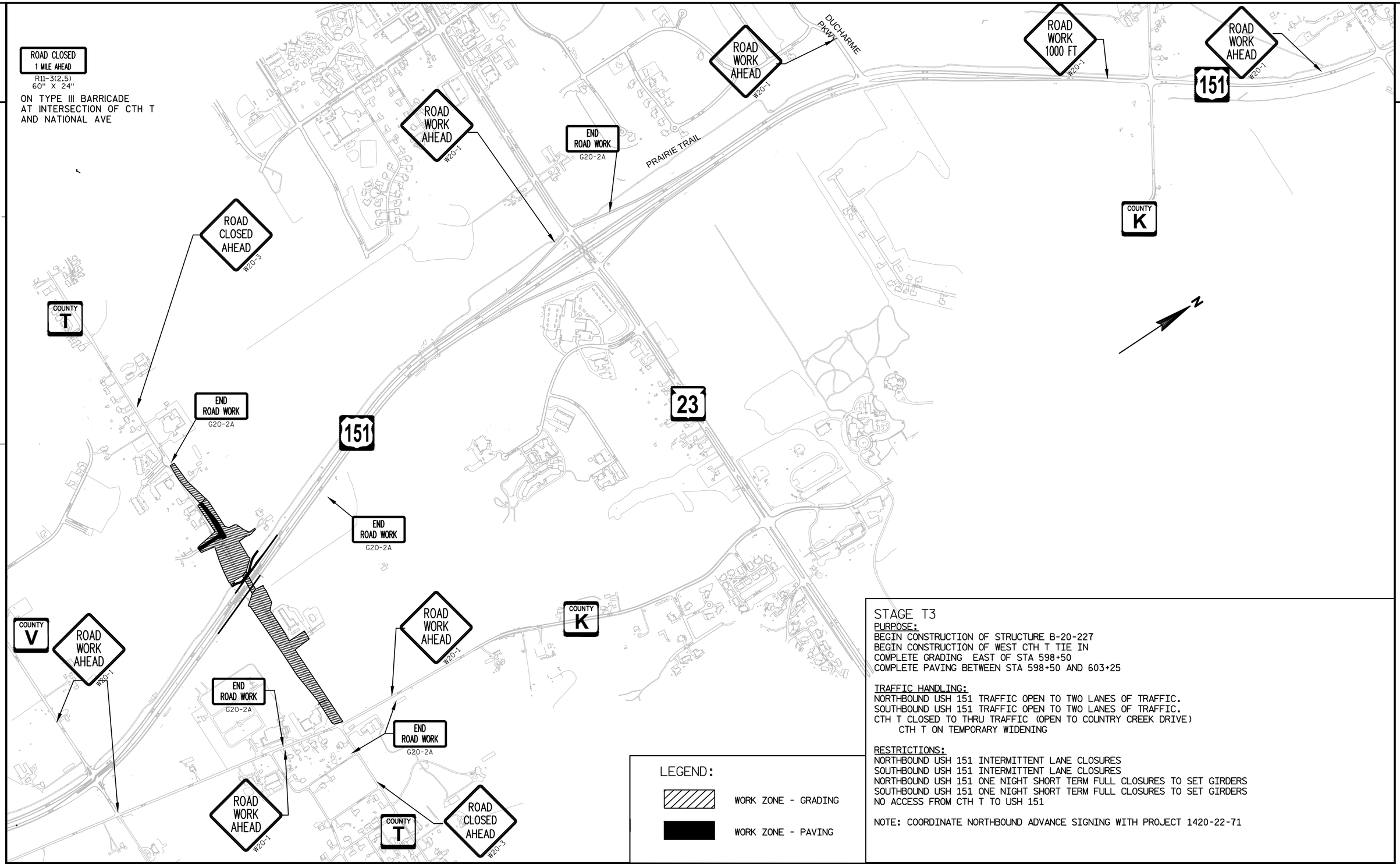
LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T2 - CTH T	SHEET 219	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\026212-TC_T2-LOC.DWG PLOT DATE : 1/15/2015 1:02 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 41



LEGEND:

WORK ZONE - GRADING

WORK ZONE - PAVING

STAGE T3

PURPOSE:
BEGIN CONSTRUCTION OF STRUCTURE B-20-227
BEGIN CONSTRUCTION OF WEST CTH T TIE IN
COMPLETE GRADING EAST OF STA 598+50
COMPLETE PAVING BETWEEN STA 598+50 AND 603+25

TRAFFIC HANDLING:
NORTHBOUND USH 151 TRAFFIC OPEN TO TWO LANES OF TRAFFIC.
SOUTHBOUND USH 151 TRAFFIC OPEN TO TWO LANES OF TRAFFIC.
CTH T CLOSED TO THRU TRAFFIC (OPEN TO COUNTRY CREEK DRIVE)
CTH T ON TEMPORARY WIDENING

RESTRICTIONS:
NORTHBOUND USH 151 INTERMITTENT LANE CLOSURES
SOUTHBOUND USH 151 INTERMITTENT LANE CLOSURES
NORTHBOUND USH 151 ONE NIGHT SHORT TERM FULL CLOSURES TO SET GIRDERS
SOUTHBOUND USH 151 ONE NIGHT SHORT TERM FULL CLOSURES TO SET GIRDERS
NO ACCESS FROM CTH T TO USH 151

NOTE: COORDINATE NORTHBOUND ADVANCE SIGNING WITH PROJECT 1420-22-71

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL STAGE T3	SHEET 220	E

2

MATCHLINE STA 260+00

MATCHLINE STA 290+00

MATCHLINE STA 320+00

NB USH 151

SB USH 151

CTH V

CTH T
44TH STREET ROAD

LEFT SHOULDER CLOSED AHEAD
W21-5-BL

LEFT SHOULDER CLOSED
W21-5-AL

M1-5A
36"X36"

COUNTY T

ROAD CLOSED AHEAD
W20-3

LANE CLOSED
R11-2L
48" X 30"
ON TYPE III BARRICADE

R3-2
36"X36"

R3-1
36"X36"

CONCRETE BARRIER TEMPORARY PRECAST

CRASH CUSHION TEMPORARY

LOCATION

N

23

K

T

V

45

V

41

151

LEGEND

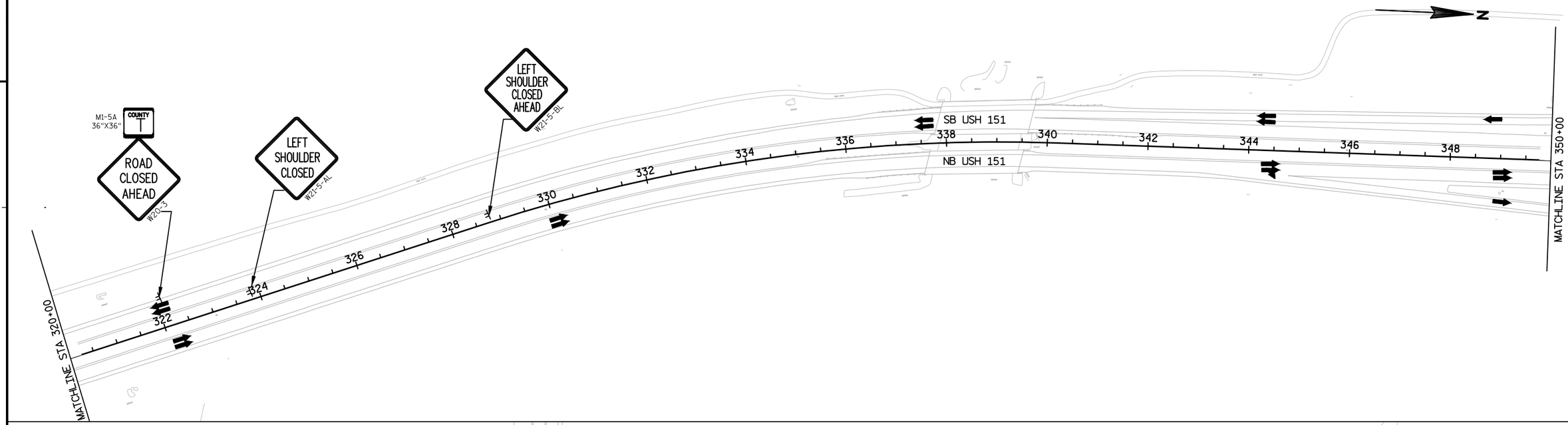
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

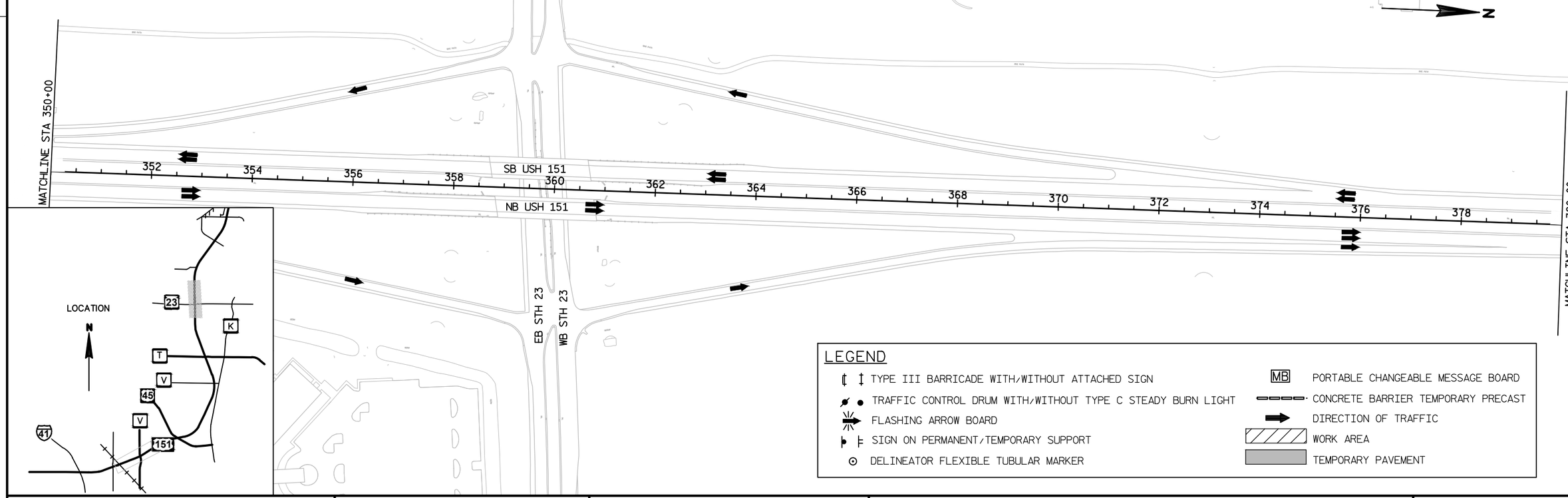
PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T3 - USH 151	SHEET 221	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\026311-TC-T3-151.DWG PLOT DATE : 1/15/2015 1:36 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 41

2





LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T3 - USH 151	SHEET 222	E

2

2

N

DUTCHARME PARKWAY

SB USH 151

NB USH 151

MATCHLINE STA 380+00

MATCHLINE STA 410+00

382 384 386 388 390 392 394 396 398 400 402 404 406 408

BIKE PATH

N

CTH K

USH 151

MATCHLINE STA 410+00

412 414 416 418 420 422 424 426 428 430 432 434 436 438 440

BIKE PATH

LOCATION

N

23 K T V 45 V 41 151

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T3 - USH 151	SHEET 223	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\026311-TC-T3-151.DWG PLOT DATE : 1/15/2015 1:36 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 41

2

2

N

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

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

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

CTH T

591 592 594 596 598 600 602 604

CTH T

COUNTRY LANE

COUNTRY CREEK DRIVE

19 18 16 19 40 42 25 14 24 12 22 20

LOCATION

N

23 K T V 45 V 41 151

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T3 - CTH T	SHEET 224	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\026312-TC_T3-LOC.DWG PLOT DATE : 1/15/2015 1:39 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 41

2

N

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

FOURTH STREET
WAY

PRAIRIE TRAIL

SB USH 151

NB USH 151

CTH T

CTH T

SIDEWALK CLOSED
R9-9

INSTALL ON TYPE II BARRICADE WITH ONE WARNING LIGHT TYPE A, LOW-INTENSITY FLASHING

LOCATION

N

23

K

T

V

45

V

41

151

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T3 - CTH T	SHEET 225	E

2

2

N

CTH K

R11-2
48" X 30"
ROAD CLOSED

TYPE III BARRICADE

CTH T

620 622 624 626 628 630 631

CTH T

CTH K

LOCATION

N

23 K T V 45 V 41 151

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T3 - CTH T	SHEET 226	E

ROAD CLOSED
1 MILE AHEAD
R11-3(2.5)
60" X 24"
ON TYPE III BARRICADE
AT INTERSECTION OF CTH T
AND NATIONAL AVE

ROAD CLOSED AHEAD W20-3

COUNTY T

END ROAD WORK G20-2A

151

ROAD WORK AHEAD W20-1

END ROAD WORK G20-2A

ROAD WORK AHEAD W20-1

DUCHARME PKWY

END ROAD WORK G20-2A

PRAIRIE TRAIL

23

ROAD WORK 1000 FT W20-1

ROAD WORK AHEAD W20-1

151

COUNTY K

COUNTY V

ROAD WORK AHEAD W20-1

END ROAD WORK G20-2A

ROAD WORK AHEAD W20-1

END ROAD WORK G20-2A

COUNTY K

COUNTY T

ROAD CLOSED AHEAD W20-3

N

LEGEND:

WORK ZONE - GRADING

WORK ZONE - PAVING

STAGE T4

PURPOSE:
COMPLETE CONSTRUCTION OF CTH T WEST TIE-IN
COMPLETE GRADING AND PAVING OF CTH T EAST OF STA 603+25
COMPLETE STRUCTURE B-20-227

TRAFFIC HANDLING:
NORTHBOUND USH 151 TRAFFIC OPEN TO TWO LANES OF TRAFFIC.
SOUTHBOUND USH 151 TRAFFIC OPEN TO TWO LANES OF TRAFFIC.
CTH T CLOSED TO THRU TRAFFIC (OPEN TO COUNTRY CREEK DRIVE)
CONSTRUCT WEST TIE IN UNDER FLAGGING
CTH T ON NEW CTH T ALIGNMENT

RESTRICTIONS:
NORTHBOUND USH 151 INTERMITTENT LANE CLOSURES
SOUTHBOUND USH 151 INTERMITTENT LANE CLOSURES
NO ACCESS FROM CTH T TO USH 151

NOTE: COORDINATE NORTHBOUND ADVANCE SIGNING WITH PROJECT 1420-22-71

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL STAGE T4	SHEET 227	E

2

MATCHLINE STA 260+00

262 264 266 268 270 272 274 276 278 280 282 284 286 288

NB USH 151

SB USH 151

CTH V

MATCHLINE STA 290+00

292 294 296 298 300 302 304 306 308 310 312 314 316 318

MATCHLINE STA 320+00

LEFT SHOULDER CLOSED AHEAD W21-5-BL

LEFT SHOULDER CLOSED W21-5-AL

M1-5A 36"X36"

COUNTY T

ROAD CLOSED AHEAD W20-3

LANE CLOSED R11-2L 48" X 30"

ON TYPE III BARRICADE

R3-2 36"X36"

R3-1 36"X36"

CONCRETE BARRIER TEMPORARY PRECAST FROM STAGE 3

CRASH CUSHION TEMPORARY FROM STAGE 3

CTH V 41ST STREET ROAD

LOCATION

N

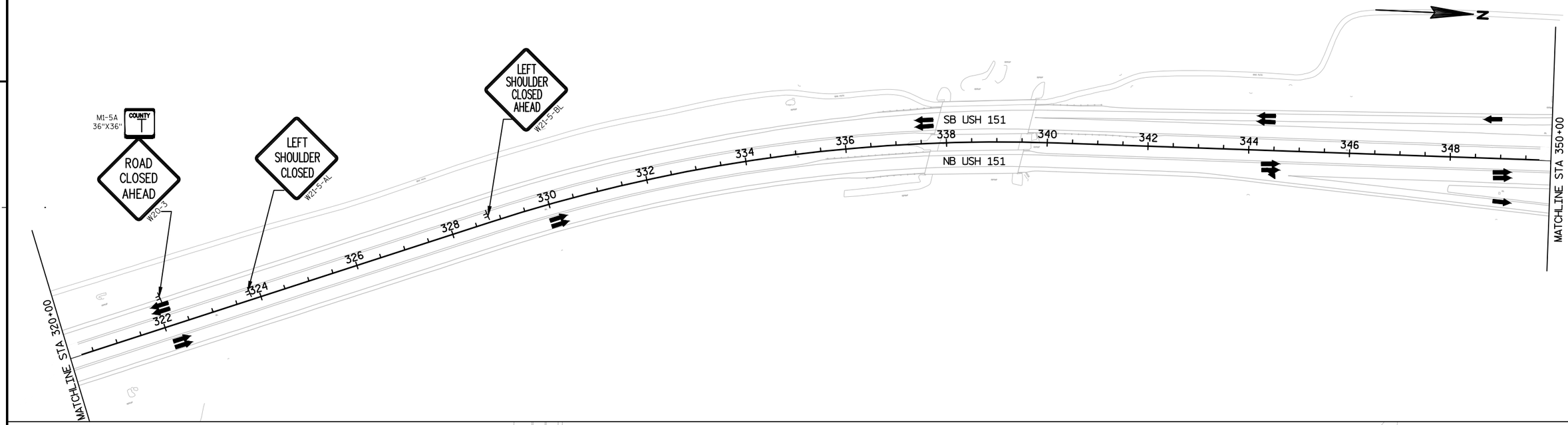
23 K T V 45 V 41 151

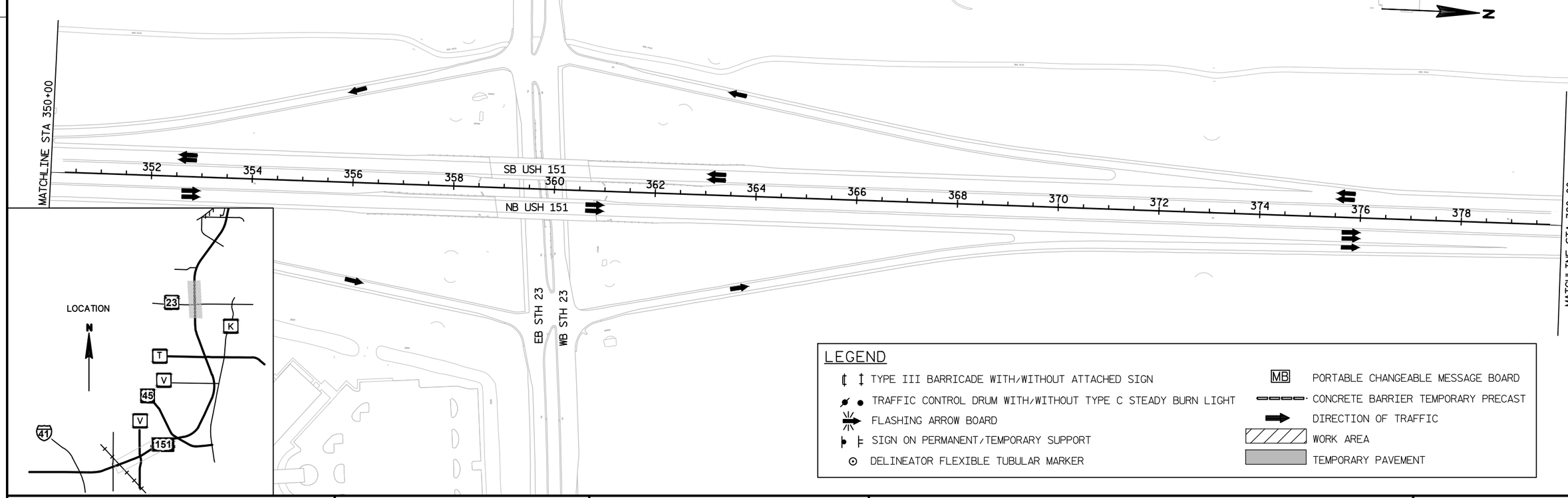
LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T4 - USH 151	SHEET 228	E

2





LEGEND

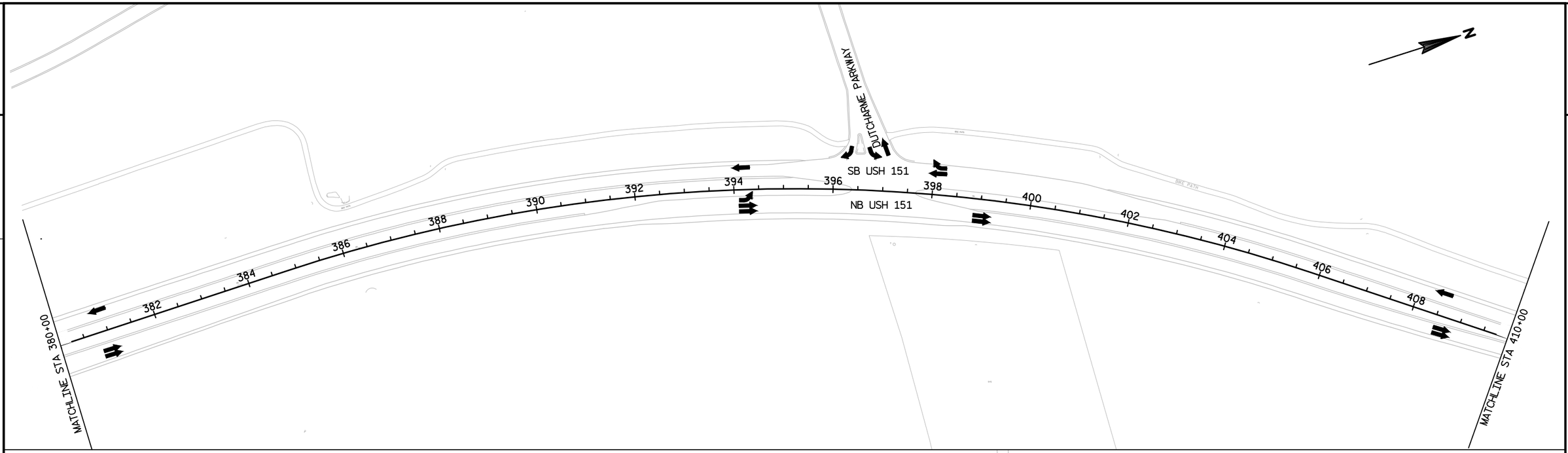
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

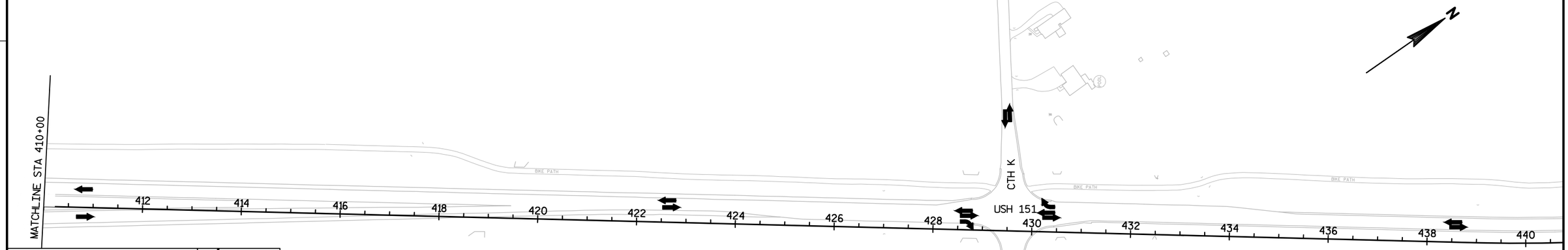
PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T4 - USH 151	SHEET 229	E

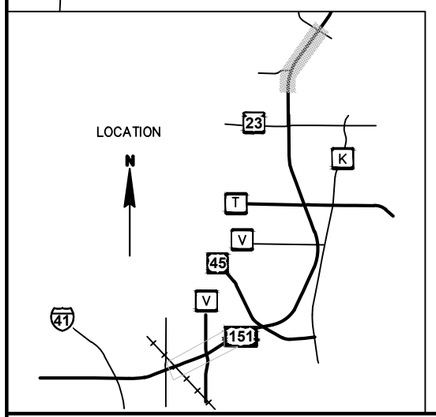
FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\026411-TC-T4-151.DWG PLOT DATE : 1/15/2015 1:43 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 41

2







LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T4 - USH 151	SHEET 230	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\026411-TC-T4-151.DWG PLOT DATE : 1/15/2015 1:43 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 41

2

N

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

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

CTH T

591 592 594 596 598 600 602 604

(AGGREGATE SURFACE)

CTH T

19 18 16 19 40 42 25 14 24 22 12 20

COUNTRY CREEK DRIVE

COUNTRY LANE

USE OLD CTH T TO MAINTAIN ACCESS TO RESIDENCES

LOCATION

N

23 K T V 45 V 41 151

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T4A - CTH T	SHEET 231	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\026412-TC_T4A-LOC.DWG PLOT DATE : 1/15/2015 1:45 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : ********** WISDOT/CADDS SHEET 41

2

N

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

SIDEWALK CLOSED
R9-9

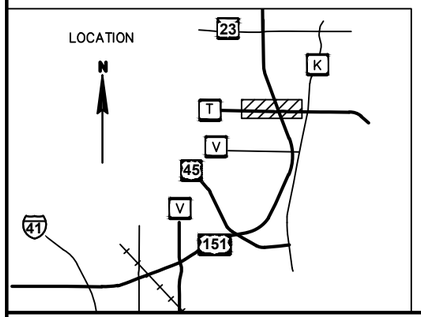
INSTALL ON TYPE II BARRICADE WITH ONE WARNING LIGHT TYPE A, LOW-INTENSITY FLASHING

SB USH 151
NB USH 151
PRAIRIE TRAIL
FOURTH STREET WAY
CTH T
CTH T

606 608 610 612 614 616 618

58 56 54 52 50 48 46 44 42 40 38 36 34 32 30

LOCATION



LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T4A - CTH T	SHEET 232	E

2

2

N

CTH K

R11-2
48" X 30"
ROAD CLOSED

TYPE III BARRICADE

CTH T

620 622 624 626 628 630 631

CTH T

CTH K

LOCATION

N

23 K T V 45 V 41 151

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T4A - CTH T	SHEET 233	E

2

2

N

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

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

CONSTRUCT PAVEMENT UNDER FLAGGING OPERATIONS

CTH T

591 592 594 596 598 600 602 604

(AGGREGATE SURFACE)

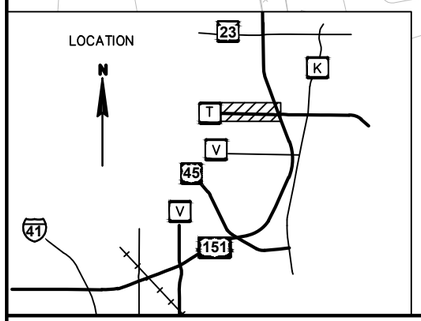
19 18 16 19 40 CTH T 42

22 24 14 12 COUNTRY CREEK DRIVE 22 20

COUNTRY LANE

USE OLD CTH T TO MAINTAIN ACCESS TO RESIDENCES

LOCATION



LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T4B - CTH T	SHEET 234	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\026422-TC_T4B-LOC.DWG PLOT DATE : 1/15/2015 1:50 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 41

2

N

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

FOURTH STREET
WAY

PRAIRIE TRAIL

SB USH 151

NB USH 151

CTH T

CTH T

606 608 610 612 614 616 618

58 56 54 52 50 48 46 44 42 40 38 36 34 32 30

SIDEWALK CLOSED
R9-9

INSTALL ON TYPE II BARRICADE WITH ONE WARNING LIGHT TYPE A, LOW-INTENSITY FLASHING

LOCATION

N

23 K T V 45 V 41 151

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T4B - CTH T	SHEET	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\026422-TC_T4B-LOC.DWG PLOT DATE : 1/15/2015 1:50 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

2

N

CTH K

R11-2
48" X 30"
ROAD CLOSED

TYPE III BARRICADE

CTH T

620 622 624 626 628 630 631

CTH T

CTH K

LOCATION

N

23 K T V 45 V 41 151

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T4B - CTH T	SHEET 236	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\026422-TC_T4B-LOC.DWG PLOT DATE : 1/15/2015 1:50 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 41

2

N

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

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

CTH T

591 592 594 596 598 600 602 604

CTH T

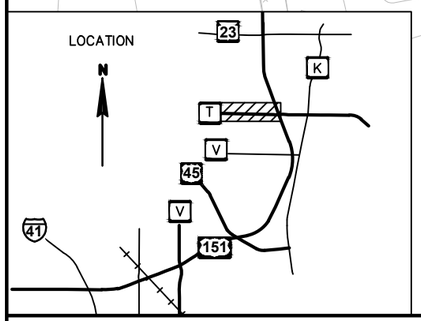
COUNTRY LANE

COUNTRY CREEK DRIVE

19 18 16 19 40 42 14 12 20

USE OLD CTH T TO MAINTAIN ACCESS TO RESIDENCES
WHILE CONSTRUCTING DRIVEWAYS AND APPROACHES

LOCATION



LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T4C - CTH T	SHEET 237	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\026432-TC_T4C-LOC.DWG PLOT DATE : 1/15/2015 1:58 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 41

2

N

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

FOURTH STREET
WAY

PRAIRIE TRAIL

SB USH 151

NB USH 151

CTH T

CTH T

606 608 610 612 614 616 618

58 56 54 52 50 48 46 44 42 40 38 36 34 32 30

SIDEWALK CLOSED
R9-9

INSTALL ON TYPE II BARRICADE WITH ONE WARNING LIGHT TYPE A, LOW-INTENSITY FLASHING

LOCATION

N

23 K T V 45 V 41 151

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T4C - CTH T	SHEET	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\026432-TC_T4C-LOC.DWG PLOT DATE : 1/15/2015 1:58 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

2

2

N

CTH K

R11-2
48" X 30"
ROAD CLOSED

TYPE III BARRICADE

CTH T

620 622 624 626 628 630 631

CTH T

CTH K

LOCATION

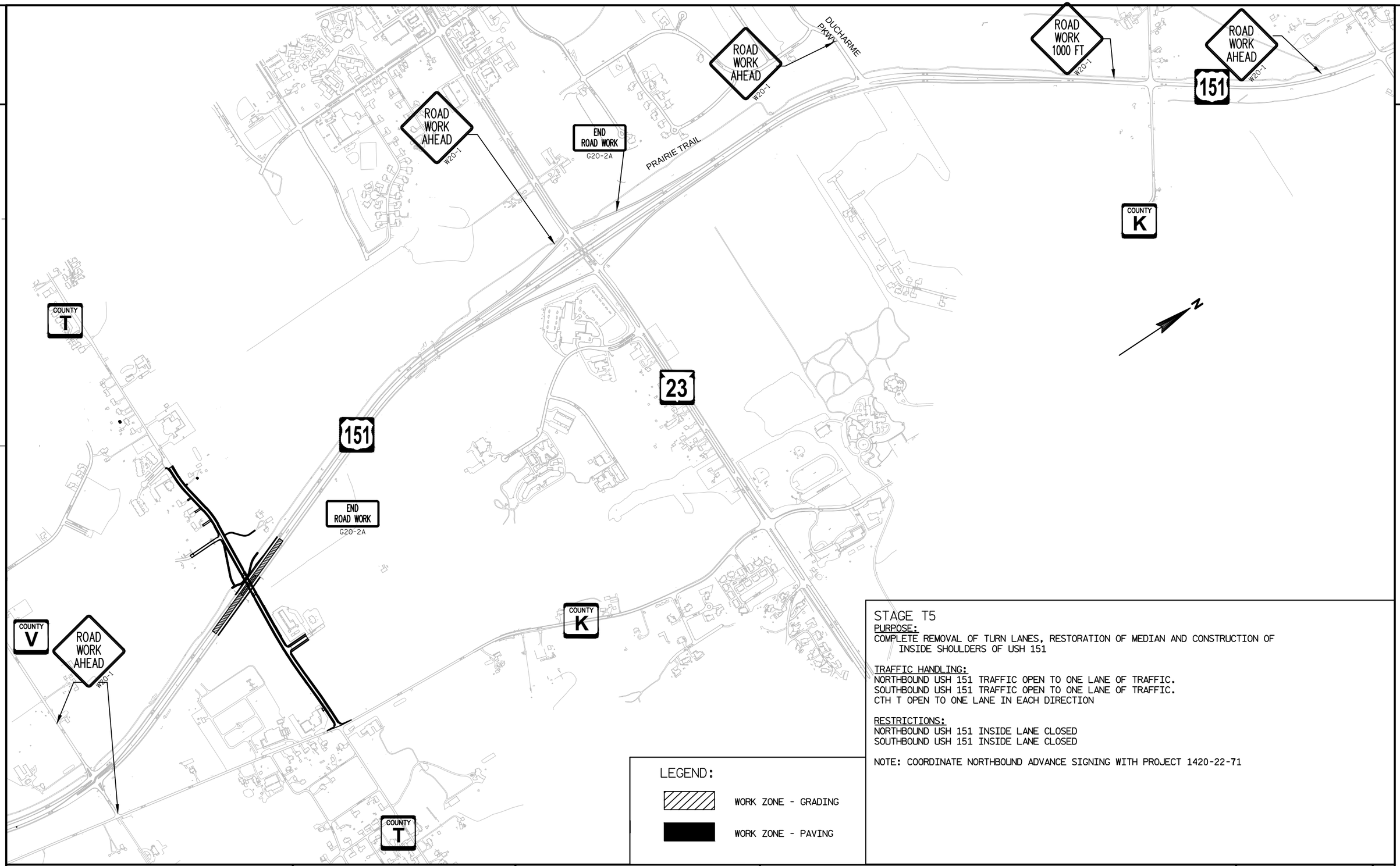
N

23 K T V 45 V 41 151

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE T4C - CTH T	SHEET 239	E



STAGE T5

PURPOSE:
COMPLETE REMOVAL OF TURN LANES, RESTORATION OF MEDIAN AND CONSTRUCTION OF INSIDE SHOULDERS OF USH 151

TRAFFIC HANDLING:
NORTHBOUND USH 151 TRAFFIC OPEN TO ONE LANE OF TRAFFIC.
SOUTHBOUND USH 151 TRAFFIC OPEN TO ONE LANE OF TRAFFIC.
CTH T OPEN TO ONE LANE IN EACH DIRECTION

RESTRICTIONS:
NORTHBOUND USH 151 INSIDE LANE CLOSED
SOUTHBOUND USH 151 INSIDE LANE CLOSED

NOTE: COORDINATE NORTHBOUND ADVANCE SIGNING WITH PROJECT 1420-22-71

LEGEND:

WORK ZONE - GRADING

WORK ZONE - PAVING

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL STAGE T5	SHEET 240	E

2

MATCHLINE STA 260+00

MATCHLINE STA 290+00

MATCHLINE STA 320+00

LEFT LANE CLOSED 1/2 MILE
W20-55-G

LEFT LANE CLOSED 1500 FT
W20-55-B

W04-2L

NB USH 151

SB USH 151

CTH V

660' MIN

475' TYP.

660' MIN.

500' MIN.

LANE CLOSED
R11-2L
48" X 30"
ON TYPE III BARRICADE

LANE CLOSED
R11-2L
48" X 30"
ON TYPE III BARRICADE

CTH T
ASH STREET ROAD

LOCATION

N

23

K

T

V

45

V

41

151

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE 5 -USH 151	SHEET 241	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NE REGION PROJECTS\1420-22-00 USH 151 - CTH V (OMNNI)\C3D\SHEETSPLAN\026511-TC_T5-151.DWG PLOT DATE : 1/15/2015 2:04 PM PLOT BY : QUEST CIVIL ENG. PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 41

2

R1-2
48" X 42"

W03-2

LANE CLOSED
R11-2L
48" X 30"
ON TYPE III BARRICADE

LANE CLOSED
R11-2L
48" X 30"
ON TYPE III BARRICADE

SB USH 151

NB USH 151

MATCHLINE STA 320+00

MATCHLINE STA 350+00

MATCHLINE STA 380+00

EB STH 23

WB STH 23

LOCATION

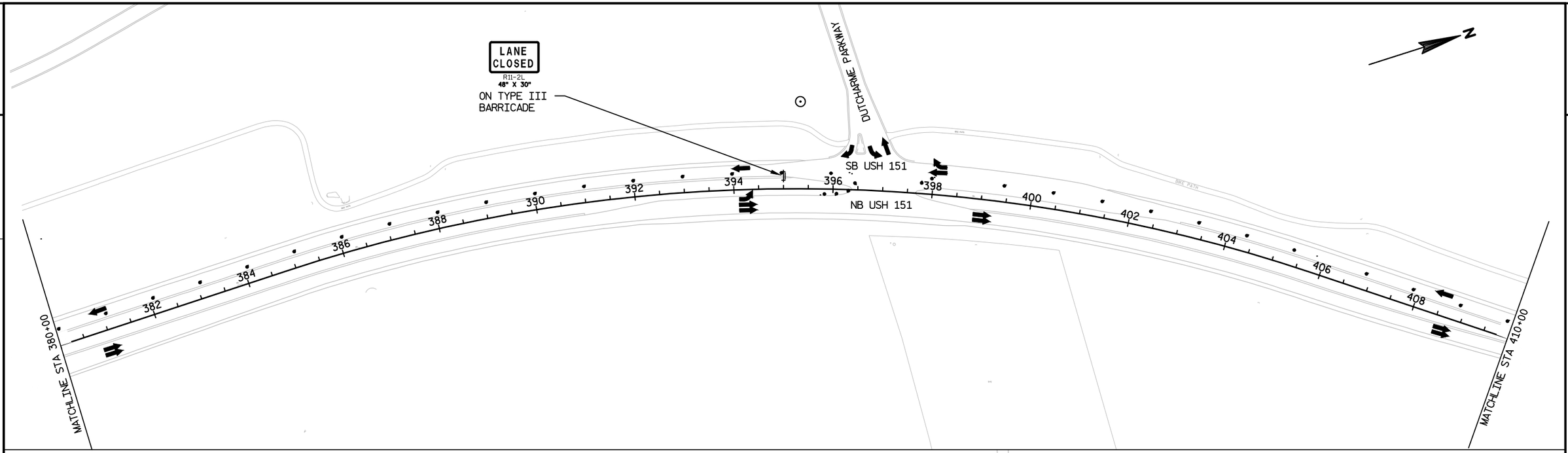
N

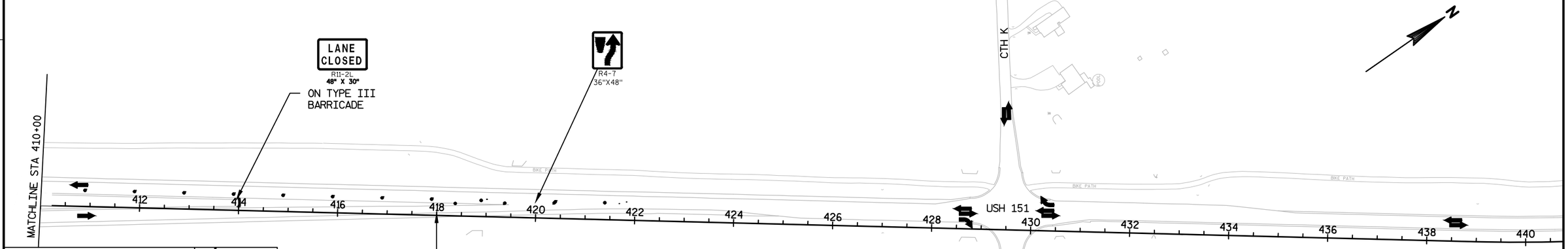
LEGEND

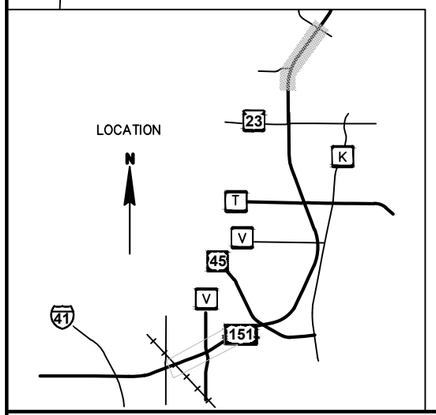
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	TRAFFIC CONTROL - STAGE 5 -USH 151	SHEET 242	E

2







LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE TUBULAR MARKER
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	TRAFFIC CONTROL - STAGE 5 -USH 151	SHEET 243	E

2

CURVE - T7
PI STA = 90+64.83
Y = 382746.505
X = 829009.867
DELTA = 77°34'22"
D = 114°35'30"
T = 40.18'
L = 67.69'
R = 50.00'
PC STA = 90+24.65
PT STA = 90+92.34

CURVE - T8
PI STA = 93+14.83
Y = 382800.526
X = 829266.924
DELTA = 12°25'38"
D = 11°27'33"
T = 54.44'
L = 108.45'
R = 500.00'
PC STA = 92+60.40
PT STA = 93+68.85

CURVE - T9
PI STA = 96+62.35
Y = 382797.131
X = 829614.849
DELTA = 90°00'00"
D = 114°35'30"
T = 50.00'
L = 78.54'
R = 50.00'
PC STA = 96+12.35
PT STA = 96+90.89

CURVE - T10
PI STA = 97+47.50
Y = 382903.739
X = 829615.890
DELTA = 63°12'42"
D = 114°35'30"
T = 30.77'
L = 55.16'
R = 50.00'
PC STA = 97+16.74
PT STA = 97+71.90

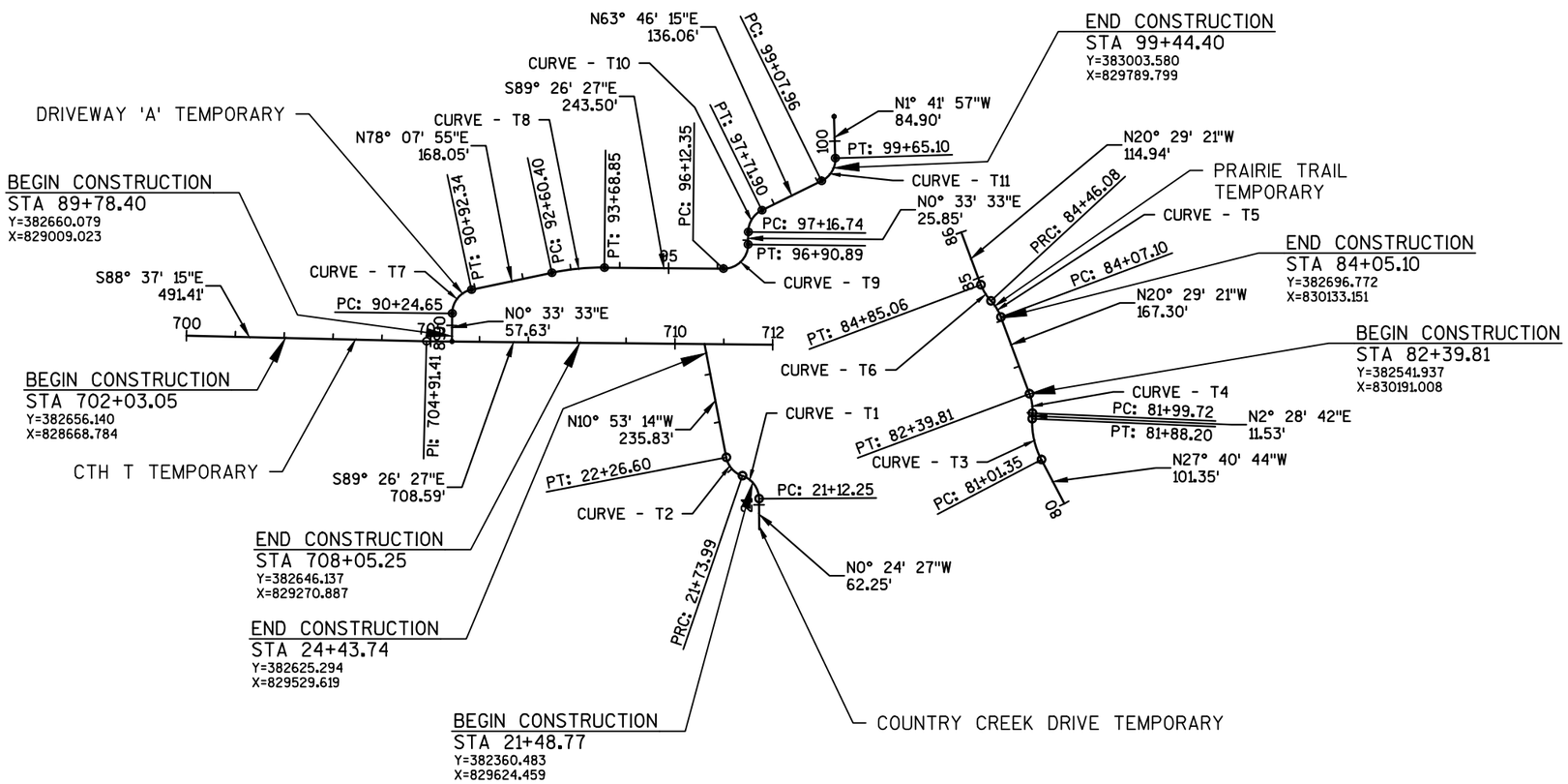
CURVE - T11
PI STA = 99+40.11
Y = 382991.678
X = 829794.376
DELTA = 65°28'12"
D = 114°35'30"
T = 32.14'
L = 57.13'
R = 50.00'
PC STA = 99+07.96
PT STA = 99+65.10

CURVE - T3
PI STA = 81+45.80
Y = 382446.681
X = 830194.820
DELTA = 30°09'26"
D = 34°43'29"
T = 44.45'
L = 86.85'
R = 165.00'
PC STA = 81+01.35
PT STA = 81+88.20

CURVE - T4
PI STA = 82+20.04
Y = 382522.907
X = 830198.119
DELTA = 22°58'03"
D = 57°17'45"
T = 20.32'
L = 40.09'
R = 100.00'
PC STA = 81+99.72
PT STA = 82+39.81

CURVE - T5
PI STA = 84+26.84
Y = 382717.140
X = 830125.541
DELTA = 22°19'54"
D = 57°17'45"
T = 19.74'
L = 38.98'
R = 100.00'
PC STA = 84+07.10
PT STA = 84+46.08

CURVE - T6
PI STA = 84+65.82
Y = 382746.095
X = 830098.708
DELTA = 22°19'54"
D = 57°17'45"
T = 19.74'
L = 38.98'
R = 100.00'
PC STA = 84+46.08
PT STA = 84+85.06



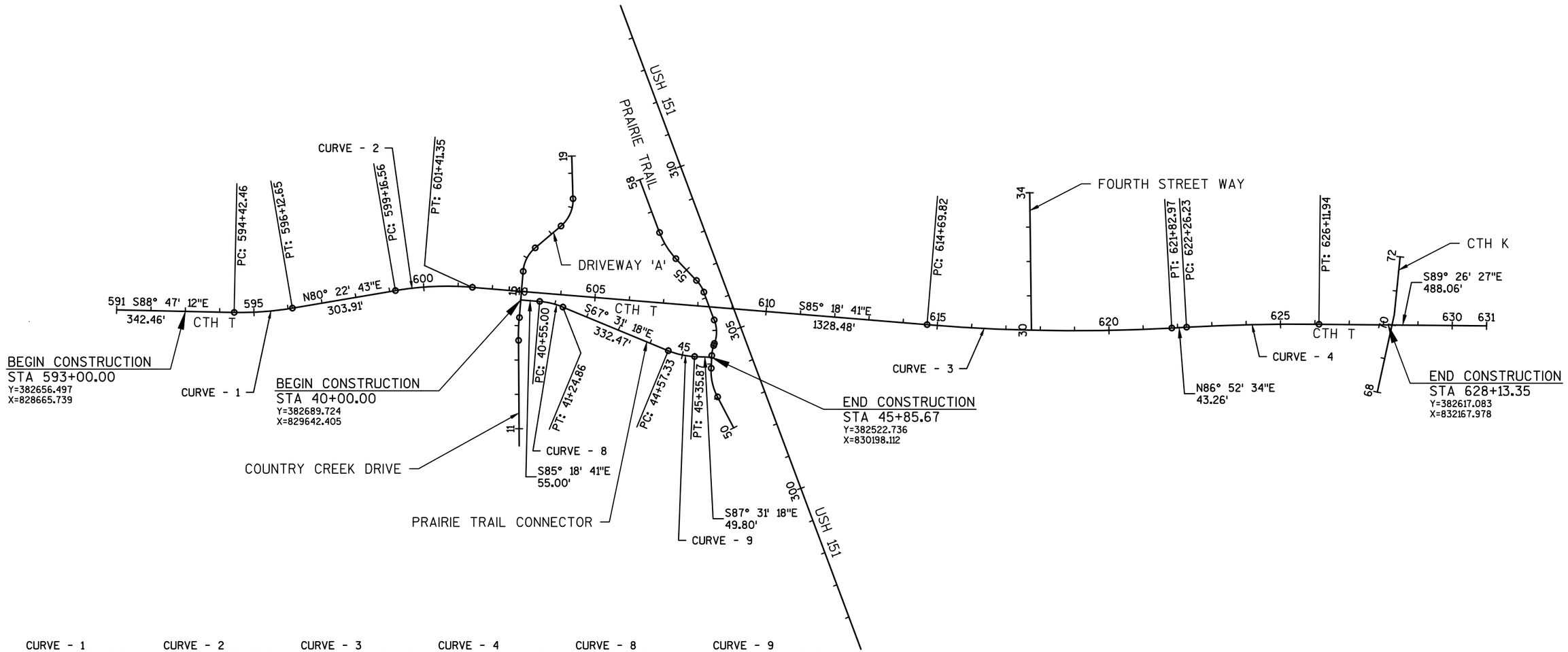
CURVE - T1
PI STA = 21+47.75
Y = 382362.722
X = 829637.196
DELTA = 70°45'55"
D = 114°37'37"
T = 35.50'
L = 61.74'
R = 49.98'
PC STA = 21+12.25
PT STA = 21+73.99

CURVE - T2
PI STA = 22+03.02
Y = 382383.548
X = 829576.116
DELTA = 60°17'08"
D = 114°35'30"
T = 29.03'
L = 52.61'
R = 50.00'
PC STA = 21+73.99
PT STA = 22+26.60

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	ALIGNMENT DIAGRAM: CTH T - TEMPORARY ALIGNMENTS	SHEET 244	E

2

N



CURVE - 1	CURVE - 2	CURVE - 3	CURVE - 4	CURVE - 8	CURVE - 9
PI STA = 595+27.81	PI STA = 600+29.54	PI STA = 618+26.95	PI STA = 624+19.15	PI STA = 40+90.21	PI STA = 44+97.00
Y = 382651.673	Y = 382735.618	Y = 382588.599	Y = 382620.932	Y = 382682.349	Y = 382526.605
X = 828893.495	X = 829388.673	X = 831181.239	X = 831773.667	X = 829732.316	X = 830108.722
DELTA = 10°50'05"	DELTA = 14°18'37"	DELTA = 7°48'46"	DELTA = 3°41'00"	DELTA = 17°47'23"	DELTA = 20°00'00"
D = 6°21'58"	D = 6°21'58"	D = 1°05'44"	D = 0°57'18"	D = 25°27'53"	D = 25°27'53"
T = 85.35'	T = 112.98'	T = 357.13'	T = 192.92'	T = 35.21'	T = 39.67'
L = 170.19'	L = 224.78'	L = 713.15'	L = 385.71'	L = 69.86'	L = 78.54'
R = 900.00'	R = 900.00'	R = 5230.00'	R = 6000.00'	R = 225.00'	R = 225.00'
PC STA = 594+42.46	PC STA = 599+16.56	PC STA = 614+69.82	PC STA = 622+26.23	PC STA = 40+55.00	PC STA = 44+57.33
PT STA = 596+12.65	PT STA = 601+41.35	PT STA = 621+82.97	PT STA = 626+11.94	PT STA = 41+24.86	PT STA = 45+35.87

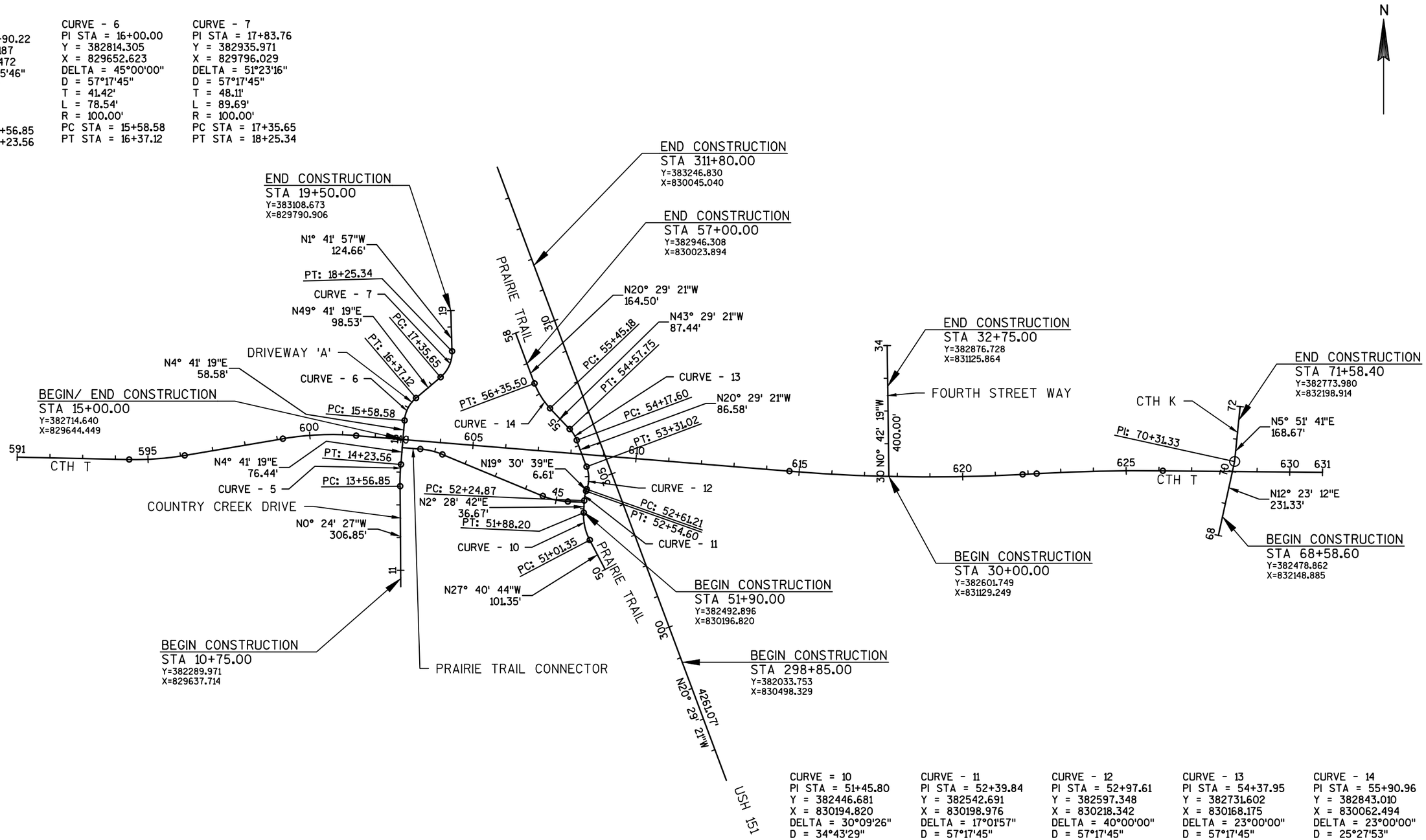
PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	ALIGNMENT DIAGRAM: CTH T	SHEET 245	E

2

CURVE - 5
PI STA = 13+90.22
Y = 382605.187
X = 829635.472
DELTA = 5°05'46"
D = 7°38'22"
T = 33.38'
L = 66.71'
R = 750.00'
PC STA = 13+56.85
PT STA = 14+23.56

CURVE - 6
PI STA = 16+00.00
Y = 382814.305
X = 829652.623
DELTA = 45°00'00"
D = 57°17'45"
T = 41.42'
L = 78.54'
R = 100.00'
PC STA = 15+58.58
PT STA = 16+37.12

CURVE - 7
PI STA = 17+83.76
Y = 382935.971
X = 829796.029
DELTA = 51°23'16"
D = 57°17'45"
T = 48.11'
L = 89.69'
R = 100.00'
PC STA = 17+35.65
PT STA = 18+25.34



CURVE = 10
PI STA = 51+45.80
Y = 382446.681
X = 830194.820
DELTA = 30°09'26"
D = 34°43'29"
T = 44.45'
L = 86.85'
R = 165.00'
PC STA = 51+01.35
PT STA = 51+88.20

CURVE - 11
PI STA = 52+39.84
Y = 382542.691
X = 830198.976
DELTA = 17°01'57"
D = 57°17'45"
T = 14.97'
L = 29.73'
R = 100.00'
PC STA = 52+24.87
PT STA = 52+54.60

CURVE - 12
PI STA = 52+97.61
Y = 382597.348
X = 830218.342
DELTA = 40°00'00"
D = 57°17'45"
T = 36.40'
L = 69.81'
R = 100.00'
PC STA = 52+61.21
PT STA = 53+31.02

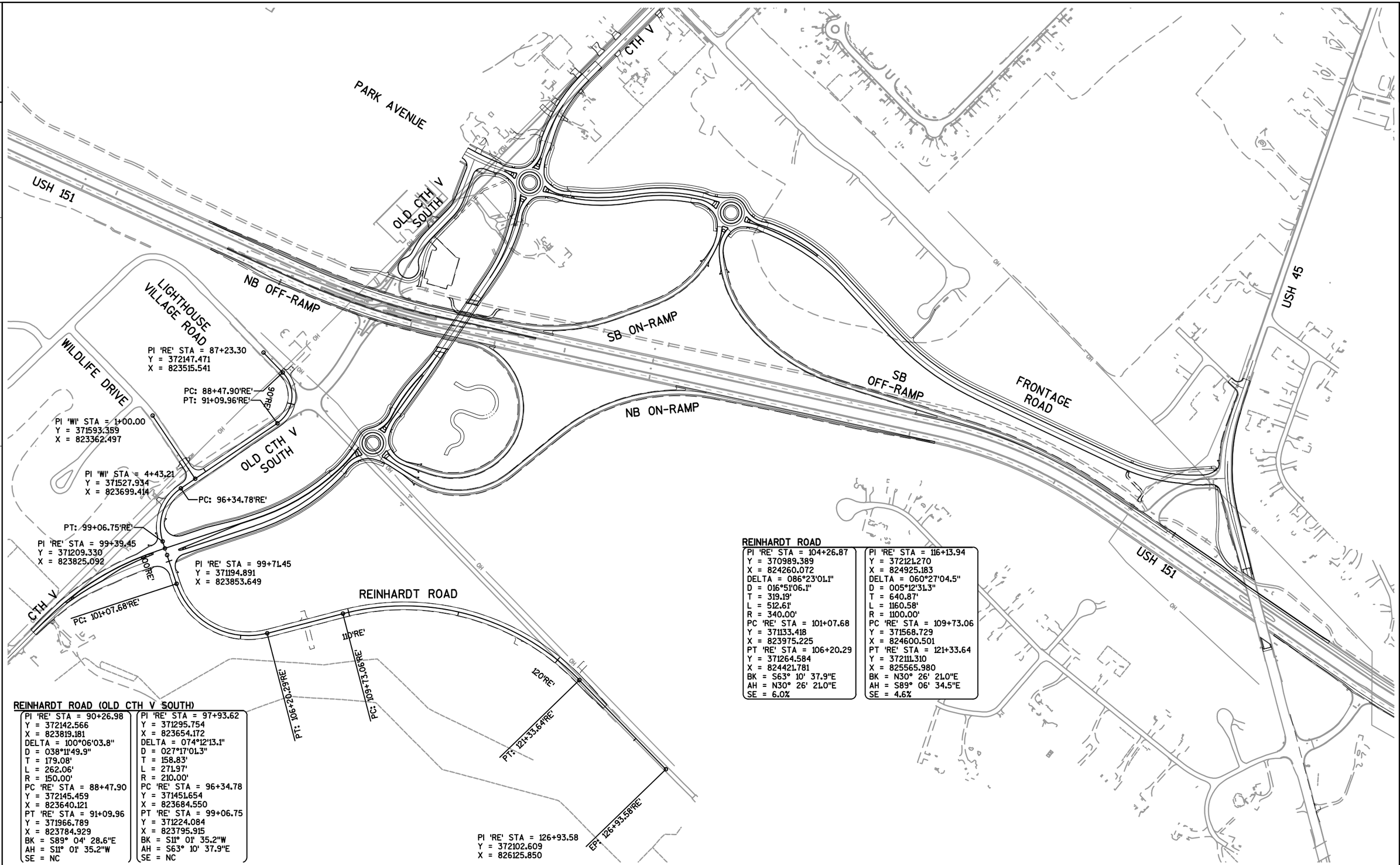
CURVE - 13
PI STA = 54+37.95
Y = 382731.602
X = 830168.175
DELTA = 23°00'00"
D = 57°17'45"
T = 20.35'
L = 40.14'
R = 100.00'
PC STA = 54+17.60
PT STA = 54+57.75

CURVE - 14
PI STA = 55+90.96
Y = 382843.010
X = 830062.494
DELTA = 23°00'00"
D = 25°27'53"
T = 45.78'
L = 90.32'
R = 225.00'
PC STA = 55+45.18
PT STA = 56+35.50

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	ALIGNMENT DIAGRAM: CTH T	SHEET 246	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_027202_AD - C3D12.DWG
LAYOUT NAME - 14202371_027202_AD - C3D12 - SHEET-02
PLOT DATE : 2/17/2015 1:19 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:300 FT
WISDOT/CADDS SHEET 42

2



REINHARDT ROAD (OLD CTH V SOUTH)

PI 'RE' STA = 90+26.98	PI 'RE' STA = 97+93.62
Y = 372142.566	Y = 371295.754
X = 823819.181	X = 823654.172
DELTA = 100°06'03.8"	DELTA = 074°12'13.1"
D = 038°11'49.9"	D = 027°17'01.3"
T = 179.08'	T = 158.83'
L = 262.06'	L = 271.97'
R = 150.00'	R = 210.00'
PC 'RE' STA = 88+47.90	PC 'RE' STA = 96+34.78
Y = 372145.459	Y = 371451.654
X = 823640.121	X = 823684.550
PT 'RE' STA = 91+09.96	PT 'RE' STA = 99+06.75
Y = 371966.789	Y = 371224.084
X = 823784.929	X = 823795.915
BK = S89° 04' 28.6"E	BK = S11° 01' 35.2"W
AH = S11° 01' 35.2"W	AH = S63° 10' 37.9"E
SE = NC	SE = NC

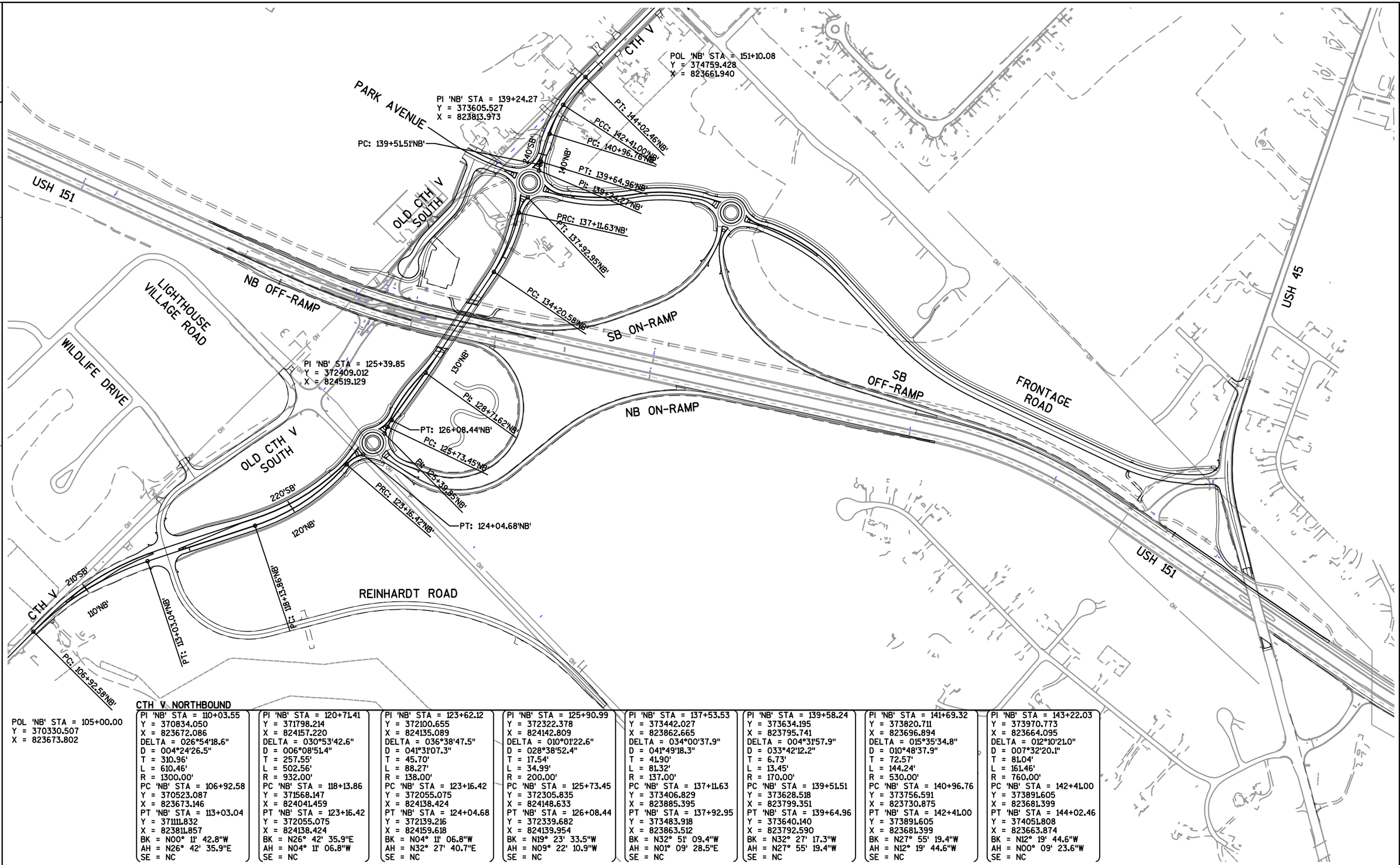
REINHARDT ROAD

PI 'RE' STA = 104+26.87	PI 'RE' STA = 116+13.94
Y = 370989.389	Y = 372121.270
X = 824260.072	X = 824925.183
DELTA = 086°23'01.1"	DELTA = 060°27'04.5"
D = 016°51'06.1"	D = 005°12'31.3"
T = 319.19'	T = 640.87'
L = 512.61'	L = 1160.58'
R = 340.00'	R = 1100.00'
PC 'RE' STA = 101+07.68	PC 'RE' STA = 109+73.06
Y = 371133.418	Y = 371568.729
X = 823975.225	X = 824600.501
PT 'RE' STA = 106+20.29	PT 'RE' STA = 121+33.64
Y = 371264.584	Y = 372111.310
X = 824421.781	X = 825565.980
BK = S63° 10' 37.9"E	BK = N30° 26' 21.0"E
AH = N30° 26' 21.0"E	AH = S89° 06' 34.5"E
SE = 6.0%	SE = 4.6%

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	ALIGNMENT DETAILS - CTH V: OLD CTH V SOUTH, REINHARDT ROAD	SHEET 247 E

FILE NAME : F:\TR\JOBS\E2017A12\CIVIL 3D 2012\SHEETSPLAN\14202371 CTH T & CTH V\142023_027202_AD.DWG PLOT DATE : 1/30/2015 3:40 PM PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH
142023_027251_ad
WISDOT/CADDS SHEET 44

2

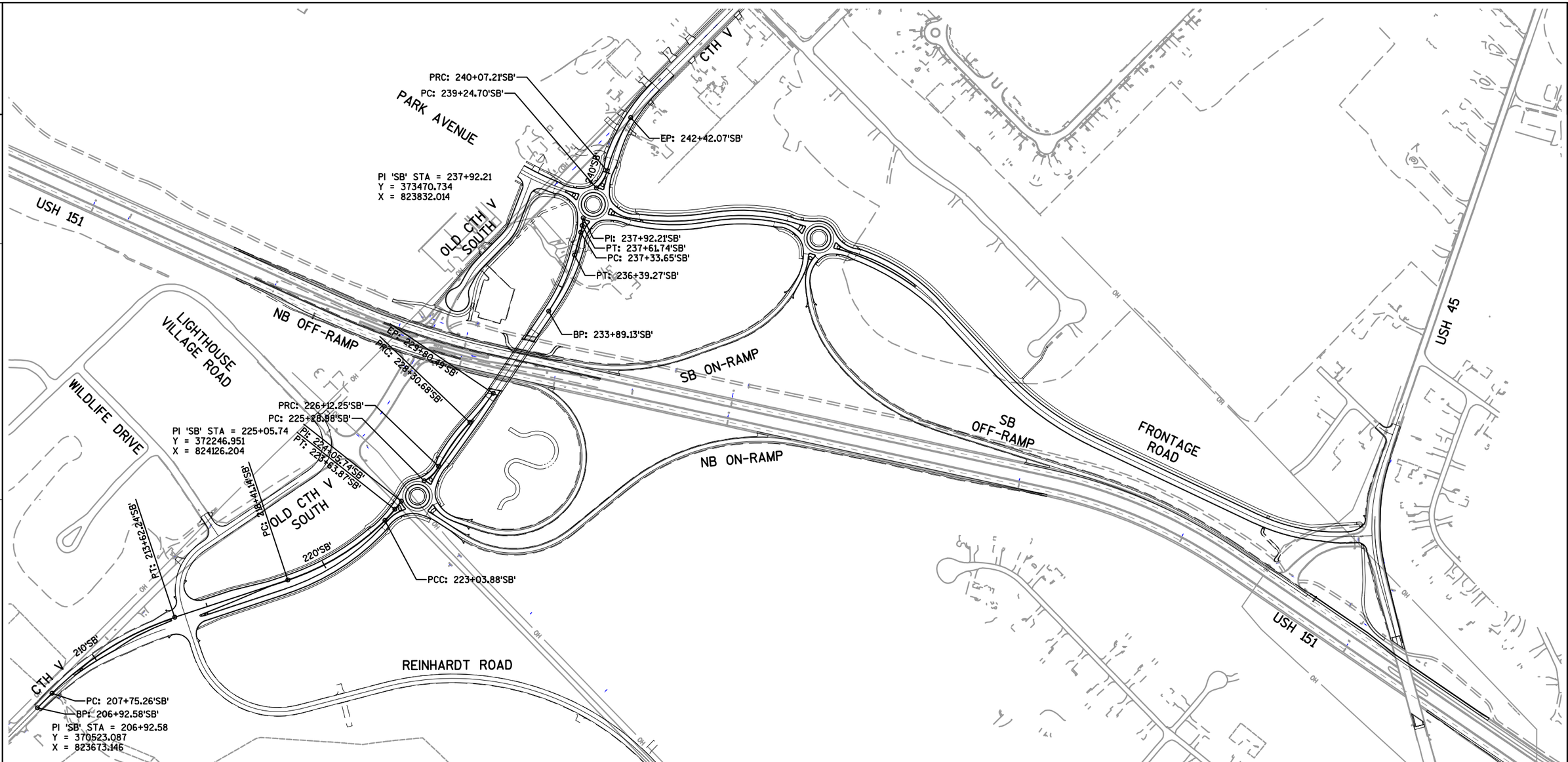


POL 'NB' STA = 105+00.00
Y = 370330.507
X = 823673.802

CTH V NORTHBOUND

PI 'NB' STA = 110+03.55 Y = 370834.050 X = 823672.086 DELTA = 026°54'18.6" D = 004°24'26.5" T = 310.96' L = 610.46' R = 1300.00' PC 'NB' STA = 106+92.58 Y = 370523.087 X = 823673.146 PT 'NB' STA = 113+03.04 Y = 371111.832 X = 823811.857 BK = N00° 11' 42.8"W AH = N26° 42' 35.9"E SE = NC	PI 'NB' STA = 120+71.41 Y = 371798.214 X = 824157.220 DELTA = 030°53'42.6" D = 006°08'51.4" T = 257.55' L = 502.56' R = 932.00' PC 'NB' STA = 118+13.86 Y = 371568.147 X = 824041.459 PT 'NB' STA = 123+16.42 Y = 372055.075 X = 824138.424 BK = N26° 42' 35.9"E AH = N04° 11' 06.8"W SE = NC	PI 'NB' STA = 123+62.12 Y = 372100.655 X = 824135.089 DELTA = 036°38'47.5" D = 041°31'07.3" T = 45.70' L = 88.27' R = 138.00' PC 'NB' STA = 123+16.42 Y = 372055.075 X = 824138.424 PT 'NB' STA = 124+04.68 Y = 372139.216 X = 824159.618 BK = N04° 11' 06.8"W AH = N32° 27' 40.7"E SE = NC	PI 'NB' STA = 125+90.99 Y = 372322.378 X = 824142.809 DELTA = 010°01'22.6" D = 028°38'52.4" T = 17.54' L = 34.99' R = 200.00' PC 'NB' STA = 125+73.45 Y = 372305.835 X = 824148.633 PT 'NB' STA = 126+08.44 Y = 372339.682 X = 824139.954 BK = N19° 23' 33.5"W AH = N09° 22' 10.9"W SE = NC	PI 'NB' STA = 137+53.53 Y = 373442.027 X = 823862.665 DELTA = 034°00'37.9" D = 041°49'18.3" T = 41.90' L = 81.32' R = 137.00' PC 'NB' STA = 137+11.63 Y = 373406.829 X = 823885.395 PT 'NB' STA = 137+92.95 Y = 373483.918 X = 823863.512 BK = N32° 51' 09.4"W AH = N01° 09' 28.5"E SE = NC	PI 'NB' STA = 139+58.24 Y = 373634.195 X = 823795.741 DELTA = 004°31'57.9" D = 033°42'12.2" T = 6.73' L = 13.45' R = 170.00' PC 'NB' STA = 139+51.51 Y = 373628.518 X = 823799.351 PT 'NB' STA = 139+64.96 Y = 373640.140 X = 823792.590 BK = N32° 27' 17.3"W AH = N27° 55' 19.4"W SE = NC	PI 'NB' STA = 141+69.32 Y = 373820.711 X = 823696.894 DELTA = 015°35'34.8" D = 010°48'37.9" T = 72.57' L = 144.24' R = 530.00' PC 'NB' STA = 140+96.76 Y = 373756.591 X = 823730.875 PT 'NB' STA = 142+41.00 Y = 373891.605 X = 823681.399 BK = N27° 55' 19.4"W AH = N12° 19' 44.6"W SE = NC	PI 'NB' STA = 143+22.03 Y = 373970.773 X = 823664.095 DELTA = 012°10'21.0" D = 007°32'20.1" T = 81.04' L = 161.46' R = 760.00' PC 'NB' STA = 142+41.00 Y = 373891.605 X = 823681.399 PT 'NB' STA = 144+02.46 Y = 374051.808 X = 823663.874 BK = N12° 19' 44.6"W AH = N00° 09' 23.6"W SE = NC

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	ALIGNMENT DETAILS - CTH V: CTH V NORTHBOUND	SHEET 248	E



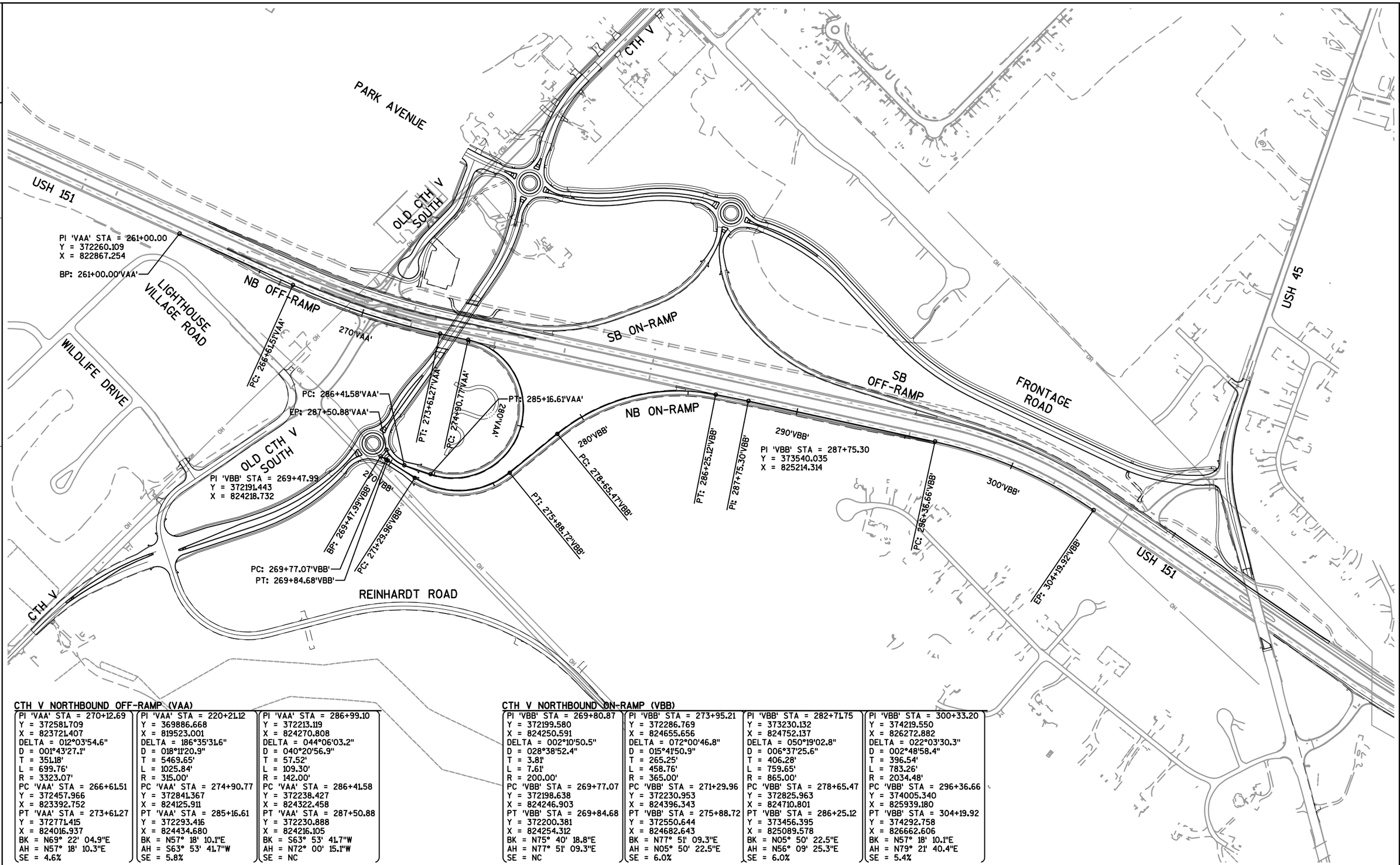
CTH V SOUTHBOUND

PI 'SB' STA = 210+74.26	PI 'SB' STA = 220+76.73	PI 'SB' STA = 223+33.91	PI 'SB' STA = 225+71.95	PI 'SB' STA = 227+22.22	PI 'SB' STA = 229+05.76
Y = 370904.766	Y = 371810.115	Y = 372075.731	Y = 372311.236	Y = 372456.822	Y = 372641.818
X = 823671.846	X = 824127.386	X = 824128.300	X = 824140.212	X = 824093.356	X = 824088.922
DELTA = 026°54'18.5"	DELTA = 026°30'46.1"	DELTA = 006°52'27.1"	DELTA = 034°49'34.6"	DELTA = 016°28'01.8"	DELTA = 009°32'13.3"
D = 004°35'01.2"	D = 005°43'46.5"	D = 011°27'33.0"	D = 041°49'18.3"	D = 007°32'20.1"	D = 006°21'58.3"
T = 299.00'	T = 235.59'	T = 30.03'	T = 42.97'	T = 109.97'	T = 75.08'
L = 586.98'	L = 462.74'	L = 59.99'	L = 83.27'	L = 218.43'	L = 149.81'
R = 1250.00'	R = 1000.00'	R = 500.00'	R = 137.00'	R = 760.00'	R = 900.00'
PC 'SB' STA = 207+75.26	PC 'SB' STA = 218+41.14	PC 'SB' STA = 223+03.88	PC 'SB' STA = 225+28.98	PC 'SB' STA = 226+12.25	PC 'SB' STA = 228+30.68
Y = 370605.763	Y = 371599.667	Y = 372045.700	Y = 372270.143	Y = 372352.138	Y = 372566.763
X = 823672.864	X = 824021.496	X = 824128.197	X = 824127.659	X = 824127.048	X = 824090.721
PT 'SB' STA = 213+62.24	PT 'SB' STA = 223+03.88	PT 'SB' STA = 223+63.87	PT 'SB' STA = 226+12.25	PT 'SB' STA = 228+30.68	PT 'SB' STA = 229+80.49
Y = 371171.864	Y = 372045.700	Y = 372105.557	Y = 372352.138	Y = 372566.763	Y = 372715.538
X = 823806.240	X = 824128.197	X = 824124.809	X = 824127.048	X = 824090.721	X = 824074.712
BK = N00° 11' 42.7"W	BK = N26° 42' 35.9"E	BK = N00° 11' 49.8"E	BK = N16° 59' 09.4"E	BK = N17° 50' 25.2"W	BK = N01° 22' 23.4"W
AH = N26° 42' 35.9"E	AH = N00° 11' 49.8"E	AH = N06° 40' 37.3"W	AH = N17° 50' 25.2"W	AH = N01° 22' 23.4"W	AH = N10° 54' 36.7"W
SE = NC	SE = NC	SE = NC	SE = NC	SE = NC	SE = NC

CTH V SOUTHBOUND

PI 'SB' STA = 235+15.34	PI 'SB' STA = 237+47.71	PI 'SB' STA = 239+67.23	PI 'SB' STA = 241+25.59
Y = 373231.442	Y = 373435.131	Y = 373636.666	Y = 373775.962
X = 823975.269	X = 823858.765	X = 823787.210	X = 823706.675
DELTA = 018°51'29.2"	DELTA = 007°09'09.1"	DELTA = 034°15'24.8"	DELTA = 017°42'20.8"
D = 007°32'20.1"	D = 025°27'53.2"	D = 041°31'07.3"	D = 007°32'20.1"
T = 126.21'	T = 14.06'	T = 42.53'	T = 118.37'
L = 250.14'	L = 28.09'	L = 82.51'	L = 234.86'
R = 760.00'	R = 225.00'	R = 138.00'	R = 760.00'
PC 'SB' STA = 233+89.13	PC 'SB' STA = 237+33.65	PC 'SB' STA = 239+24.70	PC 'SB' STA = 240+07.21
Y = 373107.510	Y = 373422.925	Y = 373594.252	Y = 373673.485
X = 823999.158	X = 823865.747	X = 823784.079	X = 823765.923
PT 'SB' STA = 236+39.27	PT 'SB' STA = 237+61.74	PT 'SB' STA = 240+07.21	PT 'SB' STA = 242+42.07
Y = 373341.001	Y = 373446.374	Y = 373673.485	Y = 373891.605
X = 823912.605	X = 823850.318	X = 823765.923	X = 823681.399
BK = N10° 54' 36.7"W	BK = N29° 46' 06.1"W	BK = N04° 13' 19.3"E	BK = N30° 02' 05.5"W
AH = N29° 46' 05.9"W	AH = N36° 55' 15.2"W	AH = N30° 02' 05.5"W	AH = N12° 19' 44.7"W
SE = NC	SE = NC	SE = NC	SE = NC

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	ALIGNMENT DETAILS - CTH V: CTH V SOUTHBOUND	SHEET 249 E



CTH V NORTHBOUND OFF-RAMP (VAA)

PI 'VAA' STA = 270+12.69	PI 'VAA' STA = 220+21.12	PI 'VAA' STA = 286+99.10
Y = 372581.709	Y = 369886.668	Y = 372213.119
X = 823721.407	X = 819523.001	X = 824270.808
DELTA = 012°03'54.6"	DELTA = 186°35'31.6"	DELTA = 044°06'03.2"
D = 001°43'27.1"	D = 018°11'20.9"	D = 040°20'56.9"
T = 351.18'	T = 5469.65'	T = 57.52'
L = 699.76'	L = 1025.84'	L = 109.30'
R = 3323.07'	R = 315.00'	R = 142.00'
PC 'VAA' STA = 266+61.51	PC 'VAA' STA = 274+90.77	PC 'VAA' STA = 286+41.58
Y = 372457.966	Y = 372841.367	Y = 372238.427
X = 823392.752	X = 824125.911	X = 824322.458
PT 'VAA' STA = 273+61.27	PT 'VAA' STA = 285+16.61	PT 'VAA' STA = 287+50.88
Y = 372771.415	Y = 372293.416	Y = 372230.888
X = 824016.937	X = 824434.680	X = 824216.105
BK = N69° 22' 04.9"E	BK = N57° 18' 10.1"E	BK = S63° 53' 41.7"W
AH = N57° 18' 10.3"E	AH = S63° 53' 41.7"W	AH = N72° 00' 15.1"W
SE = 4.6%	SE = 5.8%	SE = NC

CTH V NORTHBOUND ON-RAMP (VBB)

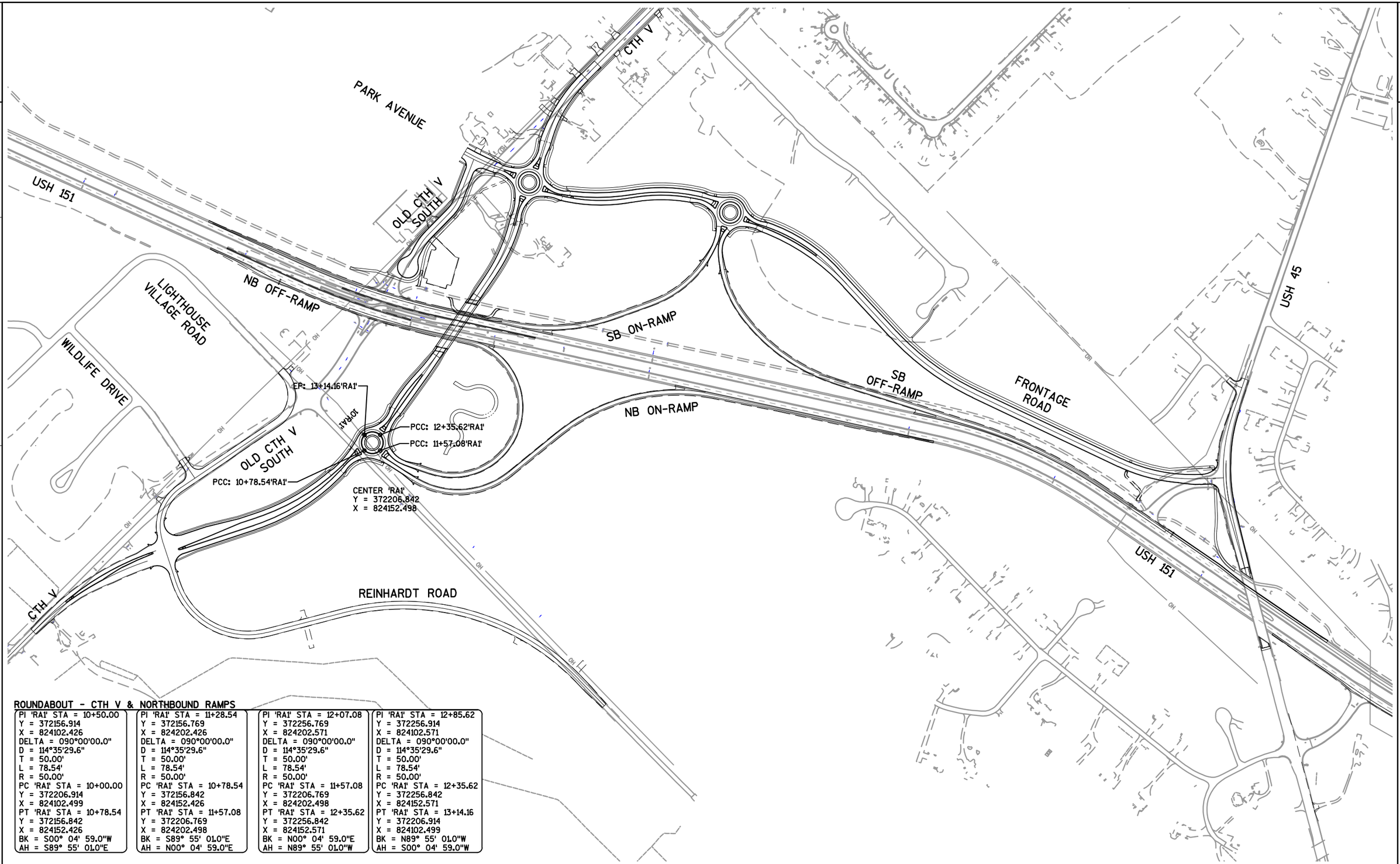
PI 'VBB' STA = 269+80.87	PI 'VBB' STA = 273+95.21	PI 'VBB' STA = 282+71.75	PI 'VBB' STA = 300+33.20
Y = 372199.580	Y = 372286.769	Y = 373230.132	Y = 374219.550
X = 824250.591	X = 824655.656	X = 824752.137	X = 826272.882
DELTA = 002°10'50.5"	DELTA = 072°00'46.8"	DELTA = 050°19'02.8"	DELTA = 022°03'30.3"
D = 028°38'52.4"	D = 015°41'50.9"	D = 006°37'25.6"	D = 002°48'58.4"
T = 3.81'	T = 265.25'	T = 406.28'	T = 396.54'
L = 7.61'	L = 458.76'	L = 759.65'	L = 783.26'
R = 200.00'	R = 365.00'	R = 865.00'	R = 2034.48'
PC 'VBB' STA = 269+77.07	PC 'VBB' STA = 271+29.96	PC 'VBB' STA = 278+65.47	PC 'VBB' STA = 296+36.66
Y = 372198.638	Y = 372230.953	Y = 372825.963	Y = 374005.340
X = 824246.903	X = 824396.343	X = 824710.801	X = 825939.180
PT 'VBB' STA = 269+84.68	PT 'VBB' STA = 275+88.72	PT 'VBB' STA = 286+25.12	PT 'VBB' STA = 304+19.92
Y = 372200.381	Y = 372550.644	Y = 373456.395	Y = 374292.758
X = 824254.312	X = 824682.643	X = 825089.578	X = 826662.606
BK = N75° 40' 18.8"E	BK = N77° 51' 09.3"E	BK = N05° 50' 22.5"E	BK = N57° 18' 10.1"E
AH = N77° 51' 09.3"E	AH = N05° 50' 22.5"E	AH = N56° 09' 25.3"E	AH = N79° 21' 40.4"E
SE = NC	SE = 6.0%	SE = 6.0%	SE = 5.4%

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	ALIGNMENT DETAILS - CTH V: NORTHBOUND RAMPS	SHEET 250 E

FILE NAME : F:\TR\JOBS\E2017A12\CIVIL 3D 2012\SHEETSPLAN\14202371 CTH T & CTH V\142023_027202_AD.DWG
142023_027254_ad

PLOT DATE : 1/30/2015 3:54 PM PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

WISDOT/CADDS SHEET 44



ROUNDABOUT - CTH V & NORTHBOUND RAMPS

PI 'RA1' STA = 10+50.00	PI 'RA1' STA = 11+28.54	PI 'RA1' STA = 12+07.08	PI 'RA1' STA = 12+85.62
Y = 372156.914	Y = 372156.769	Y = 372256.769	Y = 372256.914
X = 824102.426	X = 824202.426	X = 824202.571	X = 824102.571
DELTA = 090°00'00.0"	DELTA = 090°00'00.0"	DELTA = 090°00'00.0"	DELTA = 090°00'00.0"
D = 114°35'29.6"	D = 114°35'29.6"	D = 114°35'29.6"	D = 114°35'29.6"
T = 50.00'	T = 50.00'	T = 50.00'	T = 50.00'
L = 78.54'	L = 78.54'	L = 78.54'	L = 78.54'
R = 50.00'	R = 50.00'	R = 50.00'	R = 50.00'
PC 'RA1' STA = 10+00.00	PC 'RA1' STA = 10+78.54	PC 'RA1' STA = 11+57.08	PC 'RA1' STA = 12+35.62
Y = 372206.914	Y = 372156.842	Y = 372206.769	Y = 372256.842
X = 824102.499	X = 824152.426	X = 824202.498	X = 824152.571
PT 'RA1' STA = 10+78.54	PT 'RA1' STA = 11+57.08	PT 'RA1' STA = 12+35.62	PT 'RA1' STA = 13+14.16
Y = 372156.842	Y = 372206.769	Y = 372256.842	Y = 372206.914
X = 824152.426	X = 824202.498	X = 824152.571	X = 824102.499
BK = S00° 04' 59.0"W	BK = S89° 55' 01.0"E	BK = N00° 04' 59.0"E	BK = N89° 55' 01.0"W
AH = S89° 55' 01.0"E	AH = N00° 04' 59.0"E	AH = N89° 55' 01.0"W	AH = S00° 04' 59.0"W

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	ALIGNMENT DETAILS - CTH V: NORTHBOUND RAMPS ROUNDABOUT	SHEET 251	E

FILE NAME : F:\TR\JOBS\E2017A12\CIVIL 3D 2012\SHEETSPLAN\14202371 CTH T & CTH V\142023_027202_AD.DWG
PLOT DATE : 1/30/2015 4:00 PM
PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH
142023_027258_ad
WISDOT/CADDS SHEET 44

DATE 17MAR15 — E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1420-23-71 QUANTITY
0010	201.0105	Clearing	STA	28.000	28.000
0020	201.0120	Clearing	ID	8.000	8.000
0030	201.0205	Grubbing	STA	28.000	28.000
0040	201.0220	Grubbing	ID	8.000	8.000
0050	203.0100	Removing Small Pipe Culverts	EACH	19.000	19.000
0060	204.0100	Removing Pavement	SY	5,116.000	5,116.000
0070	204.0110	Removing Asphaltic Surface	SY	1,748.000	1,748.000
0080	204.0150	Removing Curb & Gutter	LF	1,950.000	1,950.000
0090	204.0155	Removing Concrete Sidewalk	SY	65.000	65.000
0100	204.0170	Removing Fence	LF	2,660.000	2,660.000
0110	204.0190	Removing Surface Drains	EACH	2.000	2.000
0120	204.0205	Removing Utility Poles	EACH	1.000	1.000
0130	204.0210	Removing Manholes	EACH	3.000	3.000
0140	204.0220	Removing Inlets	EACH	9.000	9.000
0150	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	130.000	130.000
0160	204.0245	Removing Storm Sewer (size) 02. 15-Inch	LF	120.000	120.000
0170	204.0245	Removing Storm Sewer (size) 03. 18-Inch	LF	560.000	560.000
0180	204.0245	Removing Storm Sewer (size) 04. 24-Inch	LF	25.000	25.000
0190	204.0245	Removing Storm Sewer (size) 05. 36-Inch	LF	30.000	30.000
0200	205.0100	Excavation Common	CY	40,494.000	40,494.000
0210	206.1000	Excavation for Structures Bridges (structure) 01. B-20-227	LS	1.000	1.000
0220	208.0100	Borrow	CY	538,664.000	538,664.000
0230	210.0100	Backfill Structure	CY	359.000	359.000
0240	213.0100	Finishing Roadway (project) 01. 1420-23-71	EACH	1.000	1.000
0250	214.0100	Obliterating Old Road	STA	5.000	5.000
0260	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,530.000	1,530.000
0270	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	39,738.000	39,738.000
0280	310.0115	Base Aggregate Open Graded	CY	40.000	40.000
0290	311.0110	Breaker Run	TON	2,850.000	2,850.000
0300	415.0410	Concrete Pavement Approach Slab	SY	190.000	190.000
0310	416.0160	Concrete Driveway 6-Inch	SY	185.000	185.000
0320	416.0610	Drilled Tie Bars	EACH	9.000	9.000
0330	440.4410.S	Incentive IRI Ride	DOL	5,040.000	5,040.000
0340	455.0120	Asphaltic Material PG64-28	TON	589.000	589.000
0350	455.0605	Tack Coat	GAL	2,599.000	2,599.000
0360	460.1100	HMA Pavement Type E-0.3	TON	560.000	560.000
0370	460.1103	HMA Pavement Type E-3	TON	10,133.000	10,133.000
0380	460.2000	Incentive Density HMA Pavement	DOL	6,860.000	6,860.000
0390	460.4000	HMA Cold Weather Paving	TON	370.000	370.000
0400	460.4110.S	Reheating HMA Pavement Longitudinal Joints	LF	15,003.000	15,003.000
0410	465.0105	Asphaltic Surface	TON	179.000	179.000
0420	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	61.000	61.000
0430	465.0125	Asphaltic Surface Temporary	TON	415.000	415.000
0440	465.0315	Asphaltic Flumes	SY	75.000	75.000
0450	502.0100	Concrete Masonry Bridges	CY	989.000	989.000
0460	502.3200	Protective Surface Treatment	SY	1,840.000	1,840.000
0470	503.0146	Prestressed Girder Type I 45W-Inch	LF	2,077.000	2,077.000
0480	505.0405	Bar Steel Reinforcement HS Bridges	LB	11,800.000	11,800.000
0490	505.0605	Bar Steel Reinforcement HS Coated Bridges	LB	155,110.000	155,110.000

3

DATE 17MAR15 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1420-23-71 QUANTITY
0500	505.0800.S	Bar Steel Reinforcement HS Stainless Structures	LB	1,870.000	1,870.000
0510	506.2605	Bearing Pads Elastomeric Non-Laminated	EACH	36.000	36.000
0520	506.4000	Steel Diaphragms (structure) 01. B-20-227	EACH	32.000	32.000
0530	516.0500	Rubberized Membrane Waterproofing	SY	30.000	30.000
0540	517.1015.S	Concrete Staining Multi-Color (structure) 01. B-20-227	SF	3,185.000	3,185.000
0550	517.1015.S	Concrete Staining Multi-Color (structure) 03. R-20-46	SF	3,310.000	3,310.000
0560	517.1050.S	Architectural Surface Treatment (structure) 01. B-20-227	SF	3,185.000	3,185.000
0570	517.1050.S	Architectural Surface Treatment (structure) 03. R-20-46	SF	3,310.000	3,310.000
0580	520.1015	Apron Endwalls for Culvert Pipe 15-Inch	EACH	2.000	2.000
0590	520.1018	Apron Endwalls for Culvert Pipe 18-Inch	EACH	2.000	2.000
0600	520.4015	Culvert Pipe Temporary 15-Inch	LF	42.000	42.000
0610	520.4018	Culvert Pipe Temporary 18-Inch	LF	50.000	50.000
0620	520.4024	Culvert Pipe Temporary 24-Inch	LF	60.000	60.000
0630	520.8000	Concrete Collars for Pipe	EACH	1.000	1.000
0640	521.0115	Culvert Pipe Corrugated Steel 15-Inch	LF	94.000	94.000
0650	521.0118	Culvert Pipe Corrugated Steel 18-Inch	LF	192.000	192.000
0660	521.0124	Culvert Pipe Corrugated Steel 24-Inch	LF	109.000	109.000
0670	521.0136	Culvert Pipe Corrugated Steel 36-Inch	LF	92.000	92.000
0680	521.0742	Pipe Arch Corrugated Steel 42x29-Inch	LF	220.000	220.000
0690	521.1015	Apron Endwalls for Culvert Pipe Steel 15-Inch	EACH	4.000	4.000
0700	521.1018	Apron Endwalls for Culvert Pipe Steel 18-Inch	EACH	10.000	10.000
0710	521.1024	Apron Endwalls for Culvert Pipe Steel 24-Inch	EACH	3.000	3.000
0720	521.1036	Apron Endwalls for Culvert Pipe Steel 36-Inch	EACH	2.000	2.000
0730	521.1242	Apron Endwalls for Pipe Arch Steel 42x29-Inch	EACH	4.000	4.000
0740	522.0124	Culvert Pipe Reinforced Concrete Class III 24-Inch	LF	360.000	360.000
0750	522.0324	Culvert Pipe Reinforced Concrete Class IV 24-Inch	LF	304.000	304.000
0760	522.0330	Culvert Pipe Reinforced Concrete Class IV 30-Inch	LF	144.000	144.000
0770	522.0524	Culvert Pipe Reinforced Concrete Class V 24-Inch	LF	794.000	794.000
0780	522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	2.000	2.000
0790	522.1015	Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	EACH	21.000	21.000
0800	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	1.000	1.000
0810	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	20.000	20.000
0820	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	3.000	3.000
0830	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	1.000	1.000

3

DATE 17MAR15 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1420-23-71 QUANTITY
0840	523.0119	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 19x30-Inch	LF	80.000	80.000
0850	523.0519	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch	EACH	4.000	4.000
0860	523.0553	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 53x83-Inch	EACH	2.000	2.000
0870	550.0600	Pile Redriving	EACH	8.000	8.000
0880	550.2126	Piling CIP Concrete 12 3/4 X 0.375-Inch	LF	3,160.000	3,160.000
0890	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	94.000	94.000
0900	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	8,213.000	8,213.000
0910	602.0405	Concrete Sidewalk 4-Inch	SF	34,133.000	34,133.000
0920	602.0415	Concrete Sidewalk 6-Inch	SF	1,150.000	1,150.000
0930	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	130.000	130.000
0940	603.1156	Concrete Barrier Type S56	LF	190.000	190.000
0950	603.8000	Concrete Barrier Temporary Precast Delivered	LF	1,800.000	1,800.000
0960	603.8125	Concrete Barrier Temporary Precast Installed	LF	1,800.000	1,800.000
0970	604.0400	Slope Paving Concrete	SY	582.000	582.000
0980	606.0100	Riprap Light	CY	8.000	8.000
0990	606.0200	Riprap Medium	CY	385.000	385.000
1000	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	126.000	126.000
1010	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	883.000	883.000
1020	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	271.000	271.000
1030	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	314.000	314.000
1040	608.0330	Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	LF	50.000	50.000
1050	608.0336	Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	LF	30.000	30.000
1060	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	96.000	96.000
1070	611.0420	Reconstructing Manholes	EACH	2.000	2.000
1080	611.0530	Manhole Covers Type J	EACH	4.000	4.000
1090	611.0612	Inlet Covers Type C	EACH	4.000	4.000
1100	611.0624	Inlet Covers Type H	EACH	32.000	32.000
1110	611.0639	Inlet Covers Type H-S	EACH	3.000	3.000
1120	611.0642	Inlet Covers Type MS	EACH	2.000	2.000
1130	611.2004	Manholes 4-FT Diameter	EACH	3.000	3.000
1140	611.2005	Manholes 5-FT Diameter	EACH	1.000	1.000
1150	611.2006	Manholes 6-FT Diameter	EACH	2.000	2.000
1160	611.3230	Inlets 2x3-FT	EACH	35.000	35.000
1170	611.3901	Inlets Median 1 Grate	EACH	2.000	2.000
1180	612.0206	Pipe Underdrain Unperforated 6-Inch	LF	1,613.000	1,613.000
1190	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	1,245.000	1,245.000
1200	612.0408	Pipe Underdrain Wrapped 8-Inch	LF	1,600.000	1,600.000
1210	612.0700	Drain Tile Exploration	LF	4,300.000	4,300.000
1220	614.0150	Anchor Assemblies for Steel Plate Beam Guard	EACH	4.000	4.000

3

DATE 17MAR15 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1420-23-71 QUANTITY
1230	614.0220	Steel Thrie Beam Bullnose Terminal	EACH	2.000	2.000
1240	614.0230	Steel Thrie Beam	LF	175.000	175.000
1250	614.0905	Crash Cushions Temporary	EACH	2.000	2.000
1260	614.2300	MGS Guardrail 3	LF	12.500	12.500
1270	614.2500	MGS Thrie Beam Transition	LF	39.400	39.400
1280	614.2610	MGS Guardrail Terminal EAT	EACH	1.000	1.000
1290	616.0100	Fence Woven Wire (height) 01. 4-Ft	LF	575.000	575.000
1300	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1420-23-71	EACH	1.000	1.000
1310	619.1000	Mobilization	EACH	1.000	1.000
1320	620.0300	Concrete Median Sloped Nose	SF	131.000	131.000
1330	624.0100	Water	MGAL	455.000	455.000
1340	625.0500	Salvaged Topsoil	SY	212,400.000	212,400.000
1350	627.0200	Mulching	SY	96,950.000	96,950.000
1360	628.1104	Erosion Bales	EACH	130.000	130.000
1370	628.1504	Silt Fence	LF	9,740.000	9,740.000
1380	628.1520	Silt Fence Maintenance	LF	8,945.000	8,945.000
1390	628.1905	Mobilizations Erosion Control	EACH	33.000	33.000
1400	628.1910	Mobilizations Emergency Erosion Control	EACH	23.000	23.000
1410	628.2002	Erosion Mat Class I Type A	SY	70,150.000	70,150.000
1420	628.2004	Erosion Mat Class I Type B	SY	27,150.000	27,150.000
1430	628.2006	Erosion Mat Urban Class I Type A	SY	15,450.000	15,450.000
1440	628.2027	Erosion Mat Class II Type C	SY	2,750.000	2,750.000
1450	628.6510	Soil Stabilizer Type B	ACRE	31.300	31.300
1460	628.7005	Inlet Protection Type A	EACH	20.000	20.000
1470	628.7010	Inlet Protection Type B	EACH	1.000	1.000
1480	628.7015	Inlet Protection Type C	EACH	55.000	55.000
1490	628.7020	Inlet Protection Type D	EACH	4.000	4.000
1500	628.7504	Temporary Ditch Checks	LF	1,470.000	1,470.000
1510	628.7555	Culvert Pipe Checks	EACH	195.000	195.000
1520	628.7560	Tracking Pads	EACH	7.000	7.000
1530	628.7570	Rock Bags	EACH	135.000	135.000
1540	629.0210	Fertilizer Type B	CWT	132.000	132.000
1550	630.0120	Seeding Mixture No. 20	LB	1,550.000	1,550.000
1560	630.0130	Seeding Mixture No. 30	LB	2,360.000	2,360.000
1570	630.0140	Seeding Mixture No. 40	LB	420.000	420.000
1580	630.0160	Seeding Mixture No. 60	LB	200.000	200.000
1590	630.0200	Seeding Temporary	LB	2,625.000	2,625.000
1600	630.0300	Seeding Borrow Pit	LB	1,300.000	1,300.000
1610	632.0101	Trees (species) (size) (root) 01. Elm, 'New Harmony', B&B, 2.5" Cal.	EACH	2.000	2.000
1620	632.0101	Trees (species) (size) (root) 02. Elm, 'New Horizon', B&B, 2.5" Cal.	EACH	5.000	5.000
1630	632.0101	Trees (species) (size) (root) 03. Hackberry, 'Prairie Pride', B&B, 2.5" Cal.	EACH	3.000	3.000
1640	632.0101	Trees (species) (size) (root) 04. Linden, 'Redmond', B&B, 2.5" Cal.	EACH	2.000	2.000
1650	632.0101	Trees (species) (size) (root) 05. Maple, Freeman 'Marmo', B&B, 2.5" Cal.	EACH	7.000	7.000
1660	632.0101	Trees (species) (size) (root) 06. Maple, Sugar 'Green Mountain', B&B, 2.5" Cal.	EACH	2.000	2.000
1670	632.0101	Trees (species) (size) (root) 07. Oak, English 'Skymaster', B&B, 2.5" Cal.	EACH	13.000	13.000

3

DATE 17MAR15 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1420-23-71 QUANTITY
1680	632.0101	Trees (species) (size) (root) 08. Oak, Swamp White, B&B, 2.5" Cal.	EACH	1.000	1.000
1690	632.0101	Trees (species) (size) (root) 09. Crabapple, 'Snowdrift', B&B, 2" Cal.	EACH	5.000	5.000
1700	632.0101	Trees (species) (size) (root) 10. Hawthorn, Thornless Cockspur (Shrub Form Tree), B&B, 8' Ht.	EACH	3.000	3.000
1710	632.0101	Trees (species) (size) (root) 11. Hawthorn, 'Winter King', B&B, 2" Cal	EACH	6.000	6.000
1720	632.0101	Trees (species) (size) (root) 12. Serviceberry, 'Autumn Brilliance', B&B, 2.5" Cal.	EACH	2.000	2.000
1730	632.9101	Landscape Planting Surveillance and Care Cycles	EACH	26.000	26.000
1740	633.5200	Markers Culvert End	EACH	61.000	61.000
1750	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	2.000	2.000
1760	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	23.000	23.000
1770	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	5.000	5.000
1780	635.0200	Sign Supports Structural Steel HS	LB	675.000	675.000
1790	636.0100	Sign Supports Concrete Masonry	CY	1.200	1.200
1800	636.0500	Sign Supports Steel Reinforcement	LB	68.000	68.000
1810	637.2210	Signs Type II Reflective H	SF	197.440	197.440
1820	637.2230	Signs Type II Reflective F	SF	25.000	25.000
1830	638.2101	Moving Signs Type I	EACH	1.000	1.000
1840	638.2602	Removing Signs Type II	EACH	64.000	64.000
1850	638.3000	Removing Small Sign Supports	EACH	64.000	64.000
1860	638.3100	Removing Structural Steel Sign Supports	EACH	2.000	2.000
1870	642.5201	Field Office Type C	EACH	1.000	1.000
1880	643.0200	Traffic Control Surveillance and Maintenance (project) 01. 1420-23-71	DAY	436.000	436.000
1890	643.0300	Traffic Control Drums	DAY	60,330.000	60,330.000
1900	643.0410	Traffic Control Barricades Type II	DAY	934.000	934.000
1910	643.0420	Traffic Control Barricades Type III	DAY	13,168.000	13,168.000
1920	643.0705	Traffic Control Warning Lights Type A	DAY	16,208.000	16,208.000
1930	643.0715	Traffic Control Warning Lights Type C	DAY	1,992.000	1,992.000
1940	643.0800	Traffic Control Arrow Boards	DAY	170.000	170.000
1950	643.0900	Traffic Control Signs	DAY	27,009.000	27,009.000
1960	643.0920	Traffic Control Covering Signs Type II	EACH	2.000	2.000
1970	643.1050	Traffic Control Signs PCMS	DAY	70.000	70.000
1980	645.0120	Geotextile Fabric Type HR	SY	780.000	780.000
1990	645.0130	Geotextile Fabric Type R	SY	65.000	65.000
2000	646.0106	Pavement Marking Epoxy 4-Inch	LF	33,473.000	33,473.000
2010	646.0126	Pavement Marking Epoxy 8-Inch	LF	566.000	566.000
2020	646.0600	Removing Pavement Markings	LF	300.000	300.000
2030	647.0166	Pavement Marking Arrows Epoxy Type 2	EACH	4.000	4.000
2040	647.0206	Pavement Marking Arrows Bike Lane Epoxy	EACH	2.000	2.000
2050	647.0306	Pavement Marking Symbols Bike Lane Epoxy	EACH	2.000	2.000
2060	647.0356	Pavement Marking Words Epoxy	EACH	3.000	3.000
2070	647.0606	Pavement Marking Island Nose Epoxy	EACH	1.000	1.000
2080	647.0726	Pavement Marking Diagonal Epoxy 12-Inch	LF	87.000	87.000
2090	647.0766	Pavement Marking Crosswalk Epoxy 6-Inch	LF	815.000	815.000
2100	649.0400	Temporary Pavement Marking Removable Tape 4-Inch	LF	16,900.000	16,900.000
2110	649.0600	Temporary Pavement Marking Removable Tape 6-Inch	LF	275.000	275.000

DATE 17MAR15 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1420-23-71 QUANTITY
2120	650.4000	Construction Staking Storm Sewer	EACH	71.000	71.000
2130	650.4500	Construction Staking Subgrade	LF	18,722.000	18,722.000
2140	650.5000	Construction Staking Base	LF	10,813.000	10,813.000
2150	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	8,213.000	8,213.000
2160	650.6000	Construction Staking Pipe Culverts	EACH	19.000	19.000
2170	650.6500	Construction Staking Structure Layout (structure) 01. B-20-227	LS	1.000	1.000
2180	650.6500	Construction Staking Structure Layout (structure) 02. R-20-46	LS	1.000	1.000
2190	650.7000	Construction Staking Concrete Pavement	LF	47.000	47.000
2200	650.7500	Construction Staking Concrete Barrier	LF	190.000	190.000
2210	650.8500	Construction Staking Electrical Installations (project) 01. 1420-23-71	LS	1.000	1.000
2220	650.9910	Construction Staking Supplemental Control (project) 01. 1420-23-71	LS	1.000	1.000
2230	650.9920	Construction Staking Slope Stakes	LF	20,848.000	20,848.000
2240	652.0125	Conduit Rigid Metallic 2-Inch	LF	68.000	68.000
2250	652.0135	Conduit Rigid Metallic 3-Inch	LF	108.000	108.000
2260	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	4,694.000	4,694.000
2270	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	458.000	458.000
2280	653.0140	Pull Boxes Steel 24x42-Inch	EACH	9.000	9.000
2290	653.0222	Junction Boxes 18x12x6-Inch	EACH	5.000	5.000
2300	654.0105	Concrete Bases Type 5	EACH	15.000	15.000
2310	655.0610	Electrical Wire Lighting 12 AWG	LF	1,920.000	1,920.000
2320	655.0625	Electrical Wire Lighting 6 AWG	LF	7,870.000	7,870.000
2330	655.0635	Electrical Wire Lighting 2 AWG	LF	7,372.000	7,372.000
2340	657.6005.S	Anchor Assemblies Light Poles on Structures	EACH	1.000	1.000
2350	690.0150	Sawing Asphalt	LF	755.000	755.000
2360	690.0250	Sawing Concrete	LF	2,495.000	2,495.000
2370	715.0415	Incentive Strength Concrete Pavement	DOL	500.000	500.000
2380	715.0502	Incentive Strength Concrete Structures	DOL	5,934.000	5,934.000
2390	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,100.000	2,100.000
2400	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	5,760.000	5,760.000
2410	SPV.0035	Special 01. Drainage Blanket	CY	75,731.000	75,731.000
2420	SPV.0035	Special 03. Topsoil Special	CY	107.000	107.000
2430	SPV.0035	Special 04. Coloring Concrete Brown	CY	3.000	3.000
2440	SPV.0060	Special 01. Vibrating Wire Piezometer Instrumentation System Delivered	EACH	10.000	10.000
2450	SPV.0060	Special 02. Settlement Gauge	EACH	5.000	5.000
2460	SPV.0060	Special 12. Temporary Slope Drain	EACH	2.000	2.000
2470	SPV.0060	Special 13. Cap Drain Tile	EACH	30.000	30.000
2480	SPV.0060	Special 20. Adjusting Water Service Curb Stop	EACH	2.000	2.000
2490	SPV.0060	Special 21. Adjusting Water Valve Box	EACH	12.000	12.000
2500	SPV.0060	Special 23. Adjusting Sanitary Sewer Manhole	EACH	3.000	3.000
2510	SPV.0060	Special 24. Reconstruct Sanitary Sewer Manhole Cover	EACH	6.000	6.000
2520	SPV.0060	Special 40. Lighting Meter / Load Center	EACH	1.000	1.000
2530	SPV.0060	Special 41. Municipal Light Poles	EACH	16.000	16.000
2540	SPV.0060	Special 42. Municipal Mast Arms 6-Ft	EACH	16.000	16.000

3

DATE 17MAR15 E S T I M A T E O F Q U A N T I T I E S

LINE 1420-23-71

NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
2550	SPV.0060	Special 44. Municipal Transformer Bases	EACH	15.000	15.000
2560	SPV.0060	Special 45. Municipal LED Luminaires Type 1	EACH	16.000	16.000
2570	SPV.0060	Special 71. Crash Cushions Temporary Left in Place	EACH	1.000	1.000
2580	SPV.0075	Special 01. Street Sweeping	HRS	72.000	72.000
2590	SPV.0090	Special 01. Prefabricated Vertical Drains	LF	1,999,215.000	1,999,215.000
2600	SPV.0090	Special 02. Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 53x83	LF	298.000	298.000
2610	SPV.0090	Special 03. Pedestrian Safety Fence	LF	450.000	450.000
2620	SPV.0090	Special 04. Storm Sewer Pipe PVC 6-Inch	LF	16.000	16.000
2630	SPV.0090	Special 05. Pre-boring for Prefabricated Vertical Drains	LF	40,585.000	40,585.000
2640	SPV.0090	Special 08. Railing Tubular Screening Galvanized B-20-227	LF	544.000	544.000
2650	SPV.0090	Special 09. Railing Tubular Screening Galvanized R-20-46	LF	400.000	400.000
2660	SPV.0090	Special 12. Concrete Barrier Temporary Left in Place	LF	350.000	350.000
2670	SPV.0090	Special 13. Pedestrian Safety Fence Left in Place	LF	600.000	600.000
2680	SPV.0105	Special 01. Geotechnical Instrumentation (CTH V)	LS	1.000	1.000
2690	SPV.0105	Special 02. Geotechnical Instrumentation (CTH T)	LS	1.000	1.000
2700	SPV.0120	Special 01. Water for Seeded Areas	MGAL	3,600.000	3,600.000
2710	SPV.0165	Special 01. Prestressed Precast Concrete Wall Panel **P**	SF	3,700.000	3,700.000
2720	SPV.0165	Special 02. Wall Wire Face Mechanically Stabilized Earth LRFD **P**	SF	3,700.000	3,700.000
2730	SPV.0165	Special 03. Concrete Sidewalk 8-Inch	SF	180.000	180.000
2740	SPV.0180	Special 01. Shredded Hardwood Bark Mulch	SY	163.000	163.000

3

CLEARING AND GRUBBING ITEMS

STATION TO STATION	LOCATION	201.0105 CLEARING STA	201.0120 CLEARING ID	201.0205 GRUBBING STA	201.0220 GRUBBING ID
PROJECT 1420-23-71 CATEGORY CODE 0010					
CTH T					
595+00 - 604+00	CTH T	9	--	9	--
605+00 - 606+00	CTH T	1	--	1	--
626+00 - 627+00	CTH T	1		1	--
11+00 - 14+00	COUNTRY CREEK DRIVE	3	--	3	
15+00 - 16+00	DRIVEWAY 'A'	1	--	1	--
31+00 - 32+00	FOURTH STREET WAY	1	--	1	--
41+00 - 43+00	PRAIRIE TRAIL CONNECTOR	2	--	2	--
45+00 - 46+00	PRAIRIE TRAIL CONNECTOR	1	--	1	--
	CTH T SUBTOTAL	19	--	19	--
CTH V					
107+00 - 109+00	CTH V	1	8	1	8
132+00 - 139+00	CTH V	7	---	7	---
121+00 - 122+00	REINHARDT RD	1	---	1	---
	CTH V SUBTOTAL	9	8	9	8
	PROJECT TOTALS	28	8	28	8

REMOVING PAVEMENT

STATION TO STATION	DIR	LOCATION	204.0100 REMOVING PAVEMENT SY	204.0110 REMOVING ASPHALTIC SURFACE SY
PROJECT 1420-23-71 CATEGORY CODE 0010				
CTH T				
601+80 - 602+24	RT	CTH T	320	--
299+16 - 306+95	RT	USH 151	1,528	--
302+60 - 306+94	LT & RT	USH 151	608	--
303+70 - 307+97	LT & RT	USH 151	592	--
303+70 - 311+53	LT	USH 151	1,552	--
		CTH T SUBTOTALS	4,600	--
CTH V				
236+07 - 237+00		CTH V SB	516	--
45+05 - 51+00		OLD REINHARDT RD	--	1,483
50+20 - 53+42		OLD PRAIRIE TRAIL	--	265
		CTH V SUBTOTALS	516	1,748
		PROJECT TOTALS	5,116	1,748

REMOVING SMALL PIPE CULVERTS

STATION	DIR	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS EACH	*FOR INFORMATION ONLY* COMMENTS
PROJECT 1420-23-71 CATEGORY CODE 0010				
CTH T				
597+11	RT	CTH T DRIVEWAY	1	REMOVE 21 LF OF CPCM 15-INCH
598+67	RT	CTH T DRIVEWAY	1	REMOVE 25 LF OF CPCM 18-INCH
599+90	RT	CTH T DRIVEWAY	1	REMOVE 29 LF OF CPCM 18-INCH
600+59	RT	CTH T DRIVEWAY	1	REMOVE 25 LF OF CPCM 18-INCH
603+39	RT	CTH T	1	REMOVE 72 LF OF CPRC 24-INCH
603+87	RT	CTH T	1	REMOVE 87 LF OF CPCM 42-INCH
603+92	RT	CTH T	1	REMOVE 87 LF OF CPCM 42-INCH
604+47	RT	CTH T DRIVEWAY	1	REMOVE 44 LF OF CPCM 24-INCH
625+54	RT	CTH T DRIVEWAY	1	REMOVE 30 LF OF CPCM 18-INCH
30+63	LT & RT	FOURTH STREET WAY	1	REMOVE 80 LF OF CPCP 12-INCH
52+05	LT & RT	PRAIRIE TRAIL	1	REMOVE 24 LF OF CPCM 24-INCH
55+01	LT	PRAIRIE TRAIL	1	REMOVE 25 LF OF CPCM 15-INCH
		CTH T SUBTOTAL	12	
CTH V				
107+90	RT	CTH V NB	1	--
110+75	LT	CTH V NB	1	--
112+47	LT	CTH V NB	1	--
3+90	CL	WILDLIFE LN	1	--
117+69	LT	REINHARDT RD	1	--
		OLD REINHARDT RD	2	--
		CTH V SUBTOTAL	7	
		PROJECT TOTAL	19	

REMOVING CURB & GUTTER

STATION TO STATION	DIR	LOCATION	204.0150 REMOVING CURB & GUTTER LF
PROJECT 1420-23-71 CATEGORY CODE 0010			
CTH T			
298+85 - 304+68	LT & RT	USH 151 NB LEFT TURN LANE	589
302+69 - 304+68	RT	USH 151 NB LEFT TURN LANE	200
305+94 - 307+97	LT	USH 151 SB LEFT TURN LANE	205
305+94 - 311+79	LT & RT	USH 151 SB LEFT TURN LANE	590
30+93 - 32+75	LT	FOURTH STREET WAY	183
30+94 - 32+75	RT	FOURTH STREET WAY	183
		PROJECT TOTAL	1,950

REMOVING CONCRETE SIDEWALK

STATION TO STATION	DIR	LOCATION	204.0155 REMOVING CONCRETE SIDEWALK SY
PROJECT 1420-23-71 CATEGORY CODE 0010			
CTH T			
592+80 - 592+85	RT	CTH T	2
52+78 - 52+91	LT	PRAIRIE TRAIL	14
53+08 - 53+35	LT	PRAIRIE TRAIL	33
53+90 - 54+06	LT	PRAIRIE TRAIL	16
		PROJECT TOTAL	65

REMOVING FENCE

STATION TO STATION	DIR	LOCATION	204.0170 REMOVING FENCE LF
PROJECT 1420-23-71 CATEGORY CODE 0010			
CTH T			
595+81 - 595+98	LT	CTH T	29
603+26 - 603+88	RT	CTH T	63
303+51 - 304+17	RT	USH 151 NB	66
305+41 - 306+25	RT	USH 151 NB	85
623+20 - 623+20	RT	CTH T	17
11+27 - 13+52	LT	COUNTRY CREEK DRIVE	260
44+87 - 45+04	LT & RT	PRAIRIE TRAIL	74
304+14 - 305+09	LT	USH 151 SB	95
306+63 - 308+53	LT	USH 151 SB	191
		CTH T SUBTOTAL	880
CTH V			
1270+78 - 1283+80	RT	USH 151	1,330
1271+63 - 1276+09	LT	USH 151	450
		CTH V SUBTOTAL	1,780
		PROJECT TOTAL	2,660

REMOVING SURFACE DRAINS

STATION	DIR	LOCATION	204.0190 REMOVING SURFACE DRAINS EACH
PROJECT 1420-23-71 CATEGORY CODE 0010			
CTH T			
301+00	RT	USH 151 NB LEFT TURN LANE	1
311+59	LT	USH 151 SB LEFT TURN LANE	1
		PROJECT TOTAL	2

REMOVALS

STATION	DIST.	DIR.	LOCATION	204.0205 REMOVING UTILITY POLES EACH
PROJECT 1420-23-71 CATEGORY 0010				
CTH V				
236+71	44	LT	CTH V SB	1
			PROJECT TOTALS	1

REMOVING STORM SEWER ITEMS

STATION TO STATION	DIR	LOCATION	EXISTING PIPE MATERIAL	204.0245.01 12-INCH LF	204.0245.02 15-INCH LF	204.0245.03 18-INCH LF	204.0245.04 24-INCH LF	204.0245.05 36-INCH LF
PROJECT 1420-23-71 CATEGORY CODE 0010								
CTH T								
592+66 -593+04	RT	CTH T	CONCRETE	--	--	46	--	--
13+57 - 13+91	LT	COUNTRY CREEK DRIVE	CORR. PLASTIC	--	39	--	--	--
13+78 - 13+91	LT & RT	COUNTRY CREEK DRIVE	CORR. METAL	--	--	66	--	--
13+91 - 13+93	LT	COUNTRY CREEK DRIVE	CORR. METAL	--	81	--	--	--
301+00 -303+48	LT	USH 151 MEDIAN	CONCRETE	--	--	251	--	--
303+48 -304+02	LT	USH 151 NB LEFT TURN LANE	CONCRETE	--	--	56	--	--
304+02 -304+51	LT	USH 151 NB LEFT TURN LANE	CONCRETE	--	--	50	--	--
304+50 -304+51	LT	USH 151 NB LEFT TURN LANE	CONCRETE	10	--	--	--	--
304+50 -304+51	RT	USH 151 NB LEFT TURN LANE	CONCRETE	10	--	--	--	--
304+51 -304+85	LT & RT	USH 151 NB LEFT TURN LANE	CONCRETE	40	--	--	--	--
306+64 -307+00	RT	USH 151 SB LEFT TURN LANE	CONCRETE	42	--	--	--	--
307+00 -307+89	RT	USH 151 SB LEFT TURN LANE	CONCRETE	--	--	91	--	--
307+00 -307+00	LT	USH 151 SB	CONCRETE	--	--	--	25	--
307+88 -307+89	RT	USH 151 SB LEFT TURN LANE	CONCRETE	10	--	--	--	--
307+89 -307+89	LT & RT	USH 151 SB LEFT TURN LANE	CONCRETE	8	--	--	--	--
307+89 -307+89	LT	USH 151 SB LEFT TURN LANE	CONCRETE	10	--	--	--	--
304+00 - 304+01	RT	USH 151 NB	CONCRETE	--	--	--	--	30
			PROJECT TOTALS	130	120	560	25	30

REMOVING MAHOLES AND INLETS

STATION	DIR	LOCATION	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH
PROJECT 1420-23-71 CATEGORY CODE 0010				
CTH T				
13+86	30' RT	COUNTRY CREEK DRIVE	1	--
301+00	9' LT	USH 151 MEDIAN	--	1
303+48	14' LT	USH 151 MEDIAN	--	1
304+50	8' RT	USH 151 NB LEFT TURN LANE	--	1
304+50	8' LT	USH 151 NB LEFT TURN LANE	--	1
304+51	0' LT	USH 151 NB LEFT TURN LANE	1	--
304+85	17' RT	USH 151 NB	--	1
306+64	17' RT	USH 151 NB	--	1
307+88	8' RT	USH 151 SB LEFT TURN LANE	--	1
307+89	0' LT	USH 151 SB LEFT TURN LANE	1	--
307+89	8' LT	USH 151 SB LEFT TURN LANE	--	1
307+89	17' LT	USH 151 SB	--	1
		PROJECT TOTALS	3	9

OBLITERATING OLD ROAD

STATION TO STATION	DIR	LOCATION	214.0100 STA	COMMENTS
PROJECT 1420-23-71 CATEGORY 0010				
CTH V				
211+43 - 213+94	LT	CTH V SB	3	OLD CTH V
236+05 - 237+40	LT	CTH V SB	2	PARCEL 3
		PROJECT TOTAL	5	

EARTHWORK SUMMARY

DIVISION	FROM/TO STATION	LOCATION	EXCAVATION COMMON (ITEM #205.0100) (NOTE 1)		SALVAGED / UNUSABLE PAVEMENT MATERIAL (NOTE 4)	DRAINAGE BLANKET (ITEM SPV.0035.01)	AVAILABLE MATERIAL (NOTE 5)	UNEXPANDED FILL	EXPANDED FILL (NOTE 6)	MASS ORDINATE +/- (NOTE 7)	WASTE	BORROW (ITEM #208.0100) (NOTE 8)	COMMENTS
			CUT (NOTE 2)	EBS EXCAVATION (NOTE 3)					FACTOR 1.10			FACTOR 1.10	
1	593+00.00 - 607+90.48	CTH T	2,279	506	0	0	2,785	83,172	91,489	-88,704			
	10+50.00 - 15+00.00	COUNTRY CREEK DRIVE	464	0	0	0	464	9,014	9,916	-9,452			
	15+00.00 - 19+00.00	DRIVEWAY A	437	0	0	0	437	8,644	9,509	-9,071			
	38+00.00 - 56+00.00	PRAIRIE TRAIL CTH T	289	0	0	0	289	13,425	14,768	-14,479			
	51+75.00 - 57+00.00	PRAIRIE TRAIL USH 151	162	0	0	0	162	2,382	2,620	-2,458			
	702+03.05 - 708+00.00	CTH T TEMPORARY	226	0	0	0	226	117	129	97			USE IN DIVISION 1
	21+48.77 - 24+43.74	COUNTRY CREEK DRIVE TEMPORARY	803	0	0	0	803	7	8	796			USE IN DIVISION 1
	82+10.70 - 84+31.67	PRAIRIE TRAIL USH 151 TEMPORARY	53	0	0	0	53	297	326	-274			
	89+78.40 - 99+44.40	DRIVEWAY A TEMPORARY	265	0	0	0	265	615	677	-412			
	---	CTH T WICK DRAIN BLANKET EXCAVATION	8,300	0	0	16,682	8,300	0	0	8,300			USE IN DIVISION 1
		DIVISION 1 SUBTOTAL	13,279	506	0	16,682	13,785	117,674	129,441	-115,656	0	115,656	
2	610+21.59 - 628+13.35	CTH T	4,996	506	0	0	5,502	47,205	51,926	-46,423			
	30+00.00 - 32+75.00	FOURTH STREET WAY	222	0	0	0	222	846	930	-709			
	68+58.60 - 71+58.40	CTH K	157	0	0	0	157	71	78	79			USE IN DIVISION 2
	---	CTH T WICK DRAIN BLANKET EXCAVATION	5,815	0	0	11,629	5,815	0	0	5,815			USE IN DIVISION 2
		DIVISION 2 SUBTOTAL	11,189	506	0	11,629	11,695	48,121	52,934	-41,238	0	41,238	
3	298+85.00 - 311+80.00	USH 151	3,189	0	0	0	3,189	2,604	2,864	325	325		
		DIVISION 3 SUBTOTAL	3,189	0	0	0	3,189	2,604	2,864	325	325	0	
4	277+50/287+25	NB_Offamp.xml	2	0	0	0	2	61,740	67,914	-67,912			
	269+75/283+50	NB_Onramp.xml	0	0	0	0	0	98,610	108,471	-108,471			
	91+50/98+75	Old_V_South.xml	2,214	0	0	0	2,214	362	399	1,815			
	133+00/136+75	CTH_V_NB_North.xml	348	0	0	0	348	21,178	23,296	-22,948			
	106+92.58/117+00	CTH_V_NB.xml	1,860	0	0	0	1,860	14,120	15,532	-13,673			
	51+00/57+00	Existing_Reinhardt_Ditch.xml	1,047	0	0	0	1,047	28	31	1,016			
	100+50/124+00	Reinhardt.xml	4,973	0	0	0	4,973	18,442	20,286	-15,313			
	50+50/53+12.62	Southbound_Temp_Trail.xml	0	0	166	0	0	66	72	-72			
	117+00/123+75	CTH_V_NB.xml	86	0	0	0	86	54,006	59,407	-59,321			
	222+00/223+75	CTH_V_SB.xml	67	0	0	0	67	10,169	11,186	-11,119			
	125+50/129+75	CTH_V_NB.xml	0	0	0	0	0	46,495	51,145	-51,145			
	225+50/229+50	CTH_V_SB.xml	39	0	0	0	39	34,516	37,968	-37,929			
	10+00/13+14.15	NB_Ramp_RA.xml	301	0	0	0	301	32,910	36,201	-35,901			
	---	Infield Drainage Swale	889	0	0	0	889	8,575	9,433	-8,544			
	---	Drainage Blanket	0	0	0	47,420	0	0	0	47,420			
		DIVISION 4 SUBTOTAL	11,825	0	166	47,420	11,824	401,218	441,340	-382,095	0	382,095	
		TOTAL	39,482	1,012	166	75,731	40,494	569,617	626,579	-538,664	325	538,989	
		GRAND TOTAL	40,494									538,664	

1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
3) EBS EXCAVATION TO BE BACKFILLED WITH BREAKER RUN.
4) SALVAGED/UNUSABLE PAVEMENT MATERIAL = LENGTH * TYPCIAL WIDTH * TYPICAL DEPTH
5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL
6) EXPANDED FILL FACTOR = 1.10. EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR
7) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.
8) BORROW = MASS ORDINATE / FILL FACTOR * BORROW FACTOR

BASE AGGREGATE DENSE AND BREAKER RUN ITEMS

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
PROJECT 1420-23-71 CATEGORY CODE 0010					
CTH T					
593+00 - 607+67	CTH T	--	8,220	--	114
610+46 - 628+13	CTH T	28	9,810	--	138
10+75 - 14+82	COUNTRY CREEK DRIVE	86	1,056	--	16
298+85 - 307+15	USH 151 NB OUTSIDE SHOULDER	94	303	--	6
298+85 - 311+80	USH 151 MEDIAN SHOULDERS	376	828	--	16
303+70 - 311+80	USH 151 SB OUTSIDE SHOULDER	80	342	--	6
30+18 - 32+75	FOURHT STREET WAY	--	822	--	12
40+24 - 45+76	PAIRIE TRAIL CONNECTOR	36	717	--	10
38+00 - 56+00	PRAIRIE TRAIL	30	672	--	10
593+03 - 598+97	TEMPORARY WIDENING	--	405	--	6
20+75 - 24+46	TEMPORARY ACCESS	--	474	--	6
82+11 - 84+32	TEMPORARY PATH	--	96	--	2
89+78 - 99+44	TEMPORARY DRIVEWAY	--	555	--	8
	UNDISTRIBUTED EBS	--	--	1,850	--
	CTH T SUBTOTALS	730	24,300	1,850	350
CTH V					
91+50 - 98+14	OLD CTH V SOUTH	62	1,849	--	12
100+62 - 123+00	REINHARDT ROAD	278	6,184	--	39
106+93 - 115+00	CTH V	192	6,600	--	41
50+50 - 53+13	TEMPORARY TRAIL WEST	--	225	--	2
	COLORED SIDEWALK	--	19	--	1
	SIDEWALK LEVELING COURSE	12	--	--	1
	CONC/ASPH DRIVEWAYS	--	26	--	1
	GRAVEL DRIVEWAYS	220	--	--	2
	UNDISTRIBUTED	36	197	1,000	6
	CTH V SUBTOTALS	800	15,100	1,000	105
	PROJECT TOTALS	1,530	39,400	2,850	455

BASE AGGREGATE DENSE 3/4-INCH WEIGHT CALCULATIONS BASED ON 2.1 TONS/CY.
BASE AGGREGATE DENSE 1 1/4-INCH WEIGHT CALCULATIONS BASED ON 2.0 TONS/CY.
BREAKER RUN WEIGHT CALCULATIONS BASED ON 1.8 TONS/CY.

BASE AGGREGATE OPEN GRADED

STATION	LOCATION	310.0115 CY
PROJECT 1420-23-71 CATEGORY CODE 0010		
CTH V		
261+95 - 285+80	USH 151 NB OFF-RAMP	1.5
277+25 - 283+75	USH 151 NB ON-RAMP	1.5
114+00 - 130+52	CTH V	24.0
132+18 - 137+25	CTH V	6.0
UNDISTRIBUTED		7.0
	CTH V SUBTOTAL	40.0
	PROJECT TOTAL	40.0

CONCRETE PAVEMENT ITEMS

STATION TO STATION	LOCATION	415.0410 CONCRETE PAVEMENT APPROACH SLAB SY
PROJECT 1420-23-71 CATEGORY CODE 0010		
CTH T		
607+44 - 607+67	CTH T	95
610+46 - 610+69	CTH T	95
	PROJECT TOTALS	190

CONCRETE DRIVEWAY ITEMS

STATION	DIR	LOCATION	416.0160 6-INCH SY
PROJECT 1420-23-71 CATEGORY CODE 0010			
CTH T			
595+69	LT	CTH T	20
596+50	LT	CTH T	23
597+15	RT	CTH T	19
598+78	RT	CTH T	24
600+57	RT	CTH T	25
602+85	LT	CTH T	19
622+50	LT	CTH T	23
625+54	RT	CTH T	32
		PROJECT TOTAL	185

DRILLED TIE BARS

STATION	DIR	LOCATION	416.0610 TIE BARS EACH
PROJECT 1420-23-71 CATEGORY CODE 0010			
CTH T			
593+04	RT	CTH T	3
32+75	LT & RT	FOURTH STREET WAY	6
		PROJECT TOTAL	9

ASPHALTIC ITEMS

STATION - STATION	DIR	LOCATION	455.0120 ASPHALTIC MATERIAL PG64-28 TON	455.0605 TACK COAT GAL	460.1100 HMA PAVEMENT TYPE E-0.3 TON	460.1103 HMA PAVEMENT TYPE E-3 TON	460.4000 HMA COLD WEATHER PAVING TON	465.0105 ASPHALTIC SURFACE TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON
PROJECT 1420-23-71 CATEGORY CODE 0010									
CTH T									
593+00 - 607+14	LT & RT	CTH T	114	466	--	2,061	--	--	--
610+99 - 628+13	LT & RT	CTH T	141	580	--	2,559	--	--	--
10+75 - 14+82	LT & RT	COUNTRY CREEK DRIVE	19	106	--	345	--	--	--
30+18 - 32+75	LT & RT	FOURTH STREET WAY	16	88	--	285	--	--	--
40+43 - 45+76	RT	PRAIRIE TRAIL CONNECTOR	--	--	--	--	--	77	--
51+75 - 57+00	LT	PRAIRIE TRAIL	--	--	--	--	--	78	--
298+85 - 307+15	RT	USH 151 NB OUTSIDE SHOULDER	8	44	142	--	--	--	--
298+85 - 311+80	LT & RT	USH 151 MEDIAN SHOULDERS	12	70	241	--	220	--	--
303+70 - 311+80	LT	USH 151 SB OUTSIDE SHOULDER	10	56	177	--	--	--	--
593+03 - 598+97	RT	TEMPORARY WIDENING	--	--	--	--	--	--	182
20+75 - 24+46	LT & RT	TEMPORARY ACCESS	--	--	--	--	--	--	214
82+11 - 84+32	LT	TEMPORARY PATH	--	--	--	--	--	--	19
		CTH T SUBTOTALS	320	1,410	560	5,250	220	155	415
CTH V									
91+50 - 98+14	LT & RT	OLD CTH V SOUTH	37	202	--	665	150	--	---
100+62 - 123+00	LT & RT	REINHARDT ROAD	133	587	--	2,409	---	--	---
106+93 - 115+00	LT & RT	CTH V	99	400	--	1,809	---	--	--
50+50 - 53+13	RT	TEMPORARY TRAIL WEST	---	---	---	---	---	24	---
		CTH V SUBTOTALS	269	1,189	--	4,883	150	24	--
		TOTALS	589	2,599	560	10,133	370	179	415

HMA PAVEMENT WEIGHT CALCULATIONS BASED ON 112 LB/SY/IN.
TACK COAT CALCULATIONS BASED ON 0.070 GAL/SY.
ASPHALTIC MATERIAL WEIGHT CALCULATIONS BASED ON 5.5% OF THE HMA PAVEMENT WEIGHT.

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

STATION	DIR	LOCATION	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON
PROJECT 1420-23-71 CATEGORY CODE 0010			
CTH T			
598+78	RT	CTH T	15
600+57	RT	CTH T	24
625+54	RT	CTH T	9
		CTH T SUBTOTAL	48
CTH V			
91+50 - 98+14	LT & RT	OLD CTH V SOUTH	13
		CTH V SUBTOTAL	13
		PROJECT TOTAL	61

ASPHALTIC SURFACE WEIGHT CALCULATIONS BASED ON 112 LB/SY/IN.

ASPHALTIC FLUMES

STATION	DIR	LOCATION	465.0315 ASPHALTIC FLUMES SY
PROJECT 1420-23-71 CATEGORY CODE 0010			
CTH T			
593+00	LT	CTH T	8
14+42	LT	COUNTRY CREEK DRIVE	8
14+42	RT	COUNTRY CREEK DRIVE	8
70+53	LT	CTH K	8
		CTH T SUBTOTAL	32
CTH V			
106+93 - 115+00	LT & RT	CTH V	43
		CTH V SUBTOTAL	43
		PROJECT TOTAL	75

REHEATING HMA PAVEMENT LONGITUDINAL JOINTS

STATION TO STATION	LOCATION	460.4110.S REHEATING HMA PAVEMENT LONGITUDINAL JOINTS LF
PROJECT 1420-23-71 CATEGORY CODE 0010		
CTH T		
593+00 - 607+14	CTH T	2,828
610+99 - 628+13	CTH T	3,429
10+75 - 14+82	COUNTRY CREEK DRIVE	814
30+18 - 32+75	FOURTH STREET WAY	514
	CTH T SUBTOTAL	7,585
CTH V		
91+50 - 98+14	OLD CTH V SOUTH	1,328
100+62 - 123+00	REINHARDT ROAD	4,476
106+93 - 115+00	CTH V	1,614
	CTH V SUBTOTAL	7,418
	PROJECT TOTAL	15,003

CULVERT PIPE ITEMS

STATION TO STATION	DIR	LOCATION	STEEL PIPE THICKNESS INCHES	ALUMINUM PIPE THICKNESS INCHES	520.1015 AEW FOR CP 15-INCH EACH	520.1018 AEW FOR CP 18-INCH EACH	520.8000 CONCRETE COLLARS FOR PIPE EACH	521.1015 AEW FOR CP STEEL 15-INCH EACH	521.1018 AEW FOR CP STEEL 18-INCH EACH	521.1024 AEW FOR CP STEEL 24-INCH EACH	521.1036 AEW FOR CP STEEL 36-INCH EACH	521.1242 AEW FOR PA STEEL 42X29-INCH EACH	522.1024* AEW FOR CPRC 24-INCH EACH	522.1030* AEW FOR CPRC 30-INCH EACH	523.0519 AEW FOR CPRCHE 19X30-INCH EACH	523.0553 AEW FOR CPRCHE 53X83-INCH EACH	633.5200* MARKERS CULVERT END EACH	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH
PROJECT 1420-23-71 CATEGORY CODE 0010																		
CTH T																		
596+26 - 596+76	LT	CTH T	0.064	--	--	--	--	2	--	--	--	--	--	--	--	--	--	--
598+54 - 598+81	RT	CTH T	0.064	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--
600+37 - 600+81	RT	CTH T	0.064	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--
602+06 - 603+96	LT & RT	CTH T	--	--	--	--	--	--	--	--	--	--	--	--	--	2	2	1
622+27 - 622+70	LT	CTH T	0.064	--	--	--	--	2	--	--	--	--	--	--	--	--	--	--
13+52 - 13+89	LT & RT	COUNTRY CREEK DRIVE	--	--	--	--	--	--	--	--	--	--	2	--	--	--	2	1
15+85 - 16+59	LT & RT	DRIVEWAY 'A'	--	--	--	--	--	--	--	--	--	--	--	2	--	--	2	1
45+13	LT & RT	PRAIRIE TRAIL CONNECTOR	--	--	--	--	--	--	--	--	--	--	2	--	--	--	2	1
51+81 - 51+83	LT & RT	PRAIRIE TRAIL	--	--	--	--	--	--	--	--	--	--	--	--	2	--	2	1
51+86 - 51+87	LT & RT	PRAIRIE TRAIL	--	--	--	--	--	--	--	--	--	--	--	--	2	--	2	1
68+71 - 68+73	LT	CTH K	0.064	--	--	--	1	--	--	1	--	--	--	--	--	--	1	1
21+61 - 21+88	LT & RT	TEMPORARY ACCESS ROAD	0.064	0.060	2	--	--	--	--	--	--	--	--	--	--	--	--	--
24+24 - 24+38	LT & RT	TEMPORARY ACCESS ROAD	0.064	0.060	--	2	--	--	--	--	--	--	--	--	--	--	--	--
		CTH T SUBTOTALS			2	2	1	4	4	1	--	--	4	2	4	2	13	7
CTH V																		
107+89	RT	CTH V	0.064	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--
107+00	C/L	REINHARDT RD	0.064	--	--	--	--	--	--	2	--	--	--	--	--	--	2	1
108+00	LT	REINHARDT RD	0.064	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--
112+38.30	C/L	REINHARDT RD	0.079	--	--	--	--	--	--	--	--	2	--	--	--	--	2	1
112+50	C/L	REINHARDT RD	0.079	--	--	--	--	--	--	--	--	2	--	--	--	--	2	1
118+00	RT	REINHARDT RD	0.064	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--
121+00	LT	REINHARDT RD	0.079	--	--	--	--	--	--	--	2	--	--	--	--	--	--	--
50+79	C/L	TEMP TRAIL WEST	0.064	0.075	--	--	--	--	--	--	--	--	--	--	--	--	--	1
52+77	C/L	TEMP TRAIL WEST	0.064	0.075	--	--	--	--	--	--	--	--	--	--	--	--	--	1
279+46	LT/RT	USH 151 NB OFF-RAMP	--	--	--	--	--	--	--	--	--	--	2	--	--	--	2	1
279+51	LT/RT	USH 151 NB OFF-RAMP	--	--	--	--	--	--	--	--	--	--	2	--	--	--	2	1
284+78	LT/RT	USH 151 NB OFF-RAMP	--	--	--	--	--	--	--	--	--	--	2	--	--	--	2	1
129+10	LT/RT	CTH V NB	--	--	--	--	--	--	--	--	--	--	2	--	--	--	2	1
129+15	LT/RT	CTH V NB	--	--	--	--	--	--	--	--	--	--	2	--	--	--	2	1
3+90	LT/RT	WILDLIFE DR	--	--	--	--	--	--	--	--	--	--	2	--	--	--	2	1
98+56	LT/RT	OLD CTH V SOUTH	--	--	--	--	--	--	--	--	--	--	2	--	--	--	2	1
		CTH V SUBTOTALS			--	--	--	--	6	2	2	4	14	--	--	--	20	12
		PROJECT TOTALS			2	2	1	4	10	3	2	4	18	2	4	2	33	19

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLANS

CULVERT PIPE ITEMS

STATION TO STATION	DIR	LOCATION	INLET PIPE INVERT	OUTLET PIPE INVERT	STEEL PIPE THICKNESS INCHES	ALUMINUM PIPE THICKNESS INCHES	520.4015 CPT 15-INCH LF	520.4018 CPT 18-INCH LF	520.4024 CPT 24-INCH LF	521.0115 CPCS 15-INCH LF	521.0118 CPCS 18-INCH LF	521.0124 CPCS 24-INCH LF	521.0136 CPCS 36-INCH LF	521.0742 PACS 42X29-INCH LF	522.0124 CPRC CLASS III 24-INCH LF	522.0324 CPRC CLASS IV 24-INCH LF	522.0330 CPRC CLASS IV 30-INCH LF	522.0524 CPRC CLASS V 24-INCH LF	523.0119 CPRCHE CLASS HE-III 19X30-INCH LF	SPV.0090.02 CPRCHE CLASS HE-IV 53X83-INCH LF
PROJECT 1420-23-71 CATEGORY CODE 0010																				
CTH T																				
596+26 - 596+76	LT	CTH T	807.740	806.990	0.064	--	--	--	--	50	--	--	--	--	--	--	--	--	--	--
598+54 - 598+81	RT	CTH T	811.220	810.590	0.064	--	--	--	--	--	34	--	--	--	--	--	--	--	--	--
600+37 - 600+81	RT	CTH T	809.040	808.490	0.064	--	--	--	--	--	42	--	--	--	--	--	--	--	--	--
602+06 - 603+96	LT & RT	CTH T	803.000	798.500	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	298
622+27 - 622+70	LT	CTH T	839.910	838.560	0.064	--	--	--	--	44	--	--	--	--	--	--	--	--	--	--
13+52 - 13+89	LT & RT	COUNTRY CREEK DRIVE	806.500	805.400	--	--	--	--	--	--	--	--	--	--	--	160	--	--	--	--
15+85 - 16+59	LT & RT	DRIVEWAY 'A'	803.250	802.150	--	--	--	--	--	--	--	--	--	--	--	--	144	--	--	--
45+13	LT & RT	PRAIRIE TRAIL CONNECTOR	814.900	814.500	--	--	--	--	--	--	--	--	--	--	54	--	--	--	--	--
51+81 - 51+83	LT & RT	PRAIRIE TRAIL	817.500	815.500	--	--	--	--	--	--	--	--	--	--	--	--	--	--	40	--
51+86 - 51+87	LT & RT	PRAIRIE TRAIL	817.500	815.500	--	--	--	--	--	--	--	--	--	--	--	--	--	--	40	--
68+71 - 68+73	LT	CTH K	847.250	847.150	0.064	--	--	--	--	--	--	9	--	--	--	--	--	--	--	--
21+61 - 21+88	LT & RT	TEMPORARY ACCESS ROAD	812.420	812.000	0.064	0.060	42	--	--	--	--	--	--	--	--	--	--	--	--	--
24+24 - 24+38	LT & RT	TEMPORARY ACCESS ROAD	807.380	807.000	0.064	0.060	--	50	--	--	--	--	--	--	--	--	--	--	--	--
						CTH T SUBTOTALS	42	50	--	94	76	9	--	--	54	160	144	--	80	298
CTH V																				
107+89	RT	CTH V	838.260	837.960	0.064	--	--	--	--	--	30	--	--	--	--	--	--	--	--	--
107+00	C/L	REINHARDT RD	831.500	829.730	0.064	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--
108+00	LT	REINHARDT RD	832.140	831.850	0.064	--	--	--	--	--	54	--	--	--	--	--	--	--	--	--
112+38.30	C/L	REINHARDT RD	830.050	828.920	0.079	--	--	--	--	--	--	--	--	110	--	--	--	--	--	--
112+50	C/L	REINHARDT RD	830.050	828.920	0.079	--	--	--	--	--	--	--	--	110	--	--	--	--	--	--
118+00	RT	REINHARDT RD	835.080	834.790	0.064	--	--	--	--	--	32	--	--	--	--	--	--	--	--	--
121+00	LT	REINHARDT RD	832.300	832.000	0.079	--	--	--	--	--	--	--	92	--	--	--	--	--	--	--
50+79	C/L	TEMP TRAIL WEST	847.360	847.260	0.064	0.075	--	--	30	--	--	--	--	--	--	--	--	--	--	--
52+77	C/L	TEMP TRAIL WEST	847.660	847.500	0.064	0.075	--	--	30	--	--	--	--	--	--	--	--	--	--	--
279+46	LT/RT	USH 151 NB OFF-RAMP	842.000	841.320	--	--	--	--	--	--	--	--	--	--	152	--	--	--	--	--
279+51	LT/RT	USH 151 NB OFF-RAMP	842.000	841.320	--	--	--	--	--	--	--	--	--	--	154	--	--	--	--	--
284+78	LT/RT	USH 151 NB OFF-RAMP	838.980	837.580	--	--	--	--	--	--	--	--	--	--	--	--	--	274	--	--
129+10	LT/RT	CTH V NB	844.900	844.000	--	--	--	--	--	--	--	--	--	--	--	--	--	260	--	--
129+15	LT/RT	CTH V NB	844.900	844.000	--	--	--	--	--	--	--	--	--	--	--	--	--	260	--	--
3+90	LT/RT	WILDLIFE DR	844.400	843.960	--	--	--	--	--	--	--	--	--	--	--	72	--	--	--	--
98+56	LT/RT	OLD CTH V SOUTH	840.850	840.130	--	--	--	--	--	--	--	--	--	--	--	72	--	--	--	--
						CTH V SUBTOTALS	--	--	60	--	116	100	92	220	306	144	--	794	--	--
						PROJECT TOTALS	42	50	60	94	192	109	92	220	360	304	144	794	80	298

CONCRETE CURB AND GUTTER ITEMS

STATION TO STATION	DIR	LOCATION	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	650.5500 CONSTRUCTION STAKING CURB, GUTTER AND CURB & GUTTER LF
PROJECT 1420-23-71 CATEGORY CODE 0010					
CTH T					
593+00 - 607+58	LT	CTH T	--	1,446	1,446
593+04 - 602+68	RT	CTH T	--	988	988
603+02 - 607+14	RT	CTH T	--	464	464
607+14 - 607+58	LT	CTH T	14	--	--
607+14 - 607+77	RT	CTH T	33	--	--
610+36 - 610+99	LT	CTH T	33	--	--
610+55 - 610+99	RT	CTH T	14	--	--
610+36 - 617+13	LT	CTH T	--	644	644
610+99 - 628+13	RT	CTH T	--	1,754	1,754
618+31 - 628+13	LT	CTH T	--	1,000	1,000
30+18 - 32+75	LT	FOURTH STREET WAY	--	276	276
30+18 - 32+75	RT	FOURTH STREET WAY	--	278	278
		CTH T SUBTOTALS	94	6,850	6,850
CTH V					
108+97 - 115+00	LT & RT	CTH V	--	1,363	1,363
		CTH V SUBTOTALS	--	1,363	1,363
		PROJECT TOTALS	94	8,213	8,213

CONCRETE BARRIER ITEMS

STATION TO STATION	DIR	LOCATION	603.1156 CONCRETE BARRIER TYPE S56 LF	650.7500 CONSTRUCTION STAKING CONCRETE BARRIER LF
PROJECT 1420-23-71 CATEGORY CODE 0010				
CTH T				
304+97 - 306+83	LT	USH 151 SB	190	190
		PROJECT TOTALS	190	190

CONCRETE SIDEWALK & DETECTABLE WARNING FIELD

STATION TO STATION	DIR	LOCATION	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0415 CONCRETE SIDEWALK 6-INCH SF	602.0515 CURB RAMP DETECTABLE WARINING FIELD NATURAL PATINA SF	SPV.0035.04 COLORING CONCRETE BROWN CY	SPV.0165.03 CONCRETE SIDEWALK 8-INCH SF
PROJECT 1420-23-71 CATEGORY CODE 0010							
CTH T							
591+81 - 602+61	RT	CTH T	4,582	285	32	--	--
593+00 - 607+58	LT	CTH T	6,854	207	16	--	62
603+96 - 607+80	RT	CTH T	1,906	--	--	--	45
610+33 - 617+41	LT	CTH T	4,336	67	8	--	28
610+55 - 627+87	RT	CTH T	8,326	305	24	--	45
618+04 - 628+06	LT	CTH T	4,884	135	16	--	--
30+35 - 32+75	RT	FOURTH STREET WAY	1,202	--	--	--	--
30+39 - 32+81	LT	FOURTH STREET WAY	1,210	--	--	--	--
40+24 - 40+43	LT & RT	PRAIRIE TRAIL CONNECTOR	--	151	18	--	--
		CTH T SUBTOTALS	33,300	1,150	114	--	180
CTH V							
214+57 - 215+08	LT	CTH V SB	233	--	8	--	--
114+23 - 115+00	RT	CTH V NB	378	--	8	--	--
		CTH V SUBTOTALS	611	--	16	--	--
		CATEGORY CODE 0010 SUBTOTALS	33,911	1,150	130	--	180
PROJECT 1420-23-71 CATEGORY CODE 0020							
CTH V							
108+97 - 114+72	LT	CTH V	222	--	--	3	--
		CTH V SUBTOTALS	222	--	--	3	--
		CATEGORY CODE 0020 SUBTOTALS	222	--	--	3	--
		PROJECT TOTALS	34,133	1,150	130	3	180

STEEL PLATE BEAM GUARD ITEMS

STATION TO STATION	DIR	LOCATION	614.0220 STEEL THRIE BEAM BULLNOSE TERMINAL EACH	614.0230 STEEL THRIE BEAM LF	614.2300 MGS GUARDRAIL 3 LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH
PROJECT 1420-23-71 CATEGORY CODE 0010							
CTH T							
304+61 - 306+55	LT & RT	USH 151 MEDIAN	2.0	175.0	--	--	--
306+84 - 307+87	LT	USH 151 SB	--	--	12.5	39.4	1.0
		PROJECT TOTALS	2.0	175.0	12.5	39.4	1.0

3

RIPRAP AND GEOTEXTILE FABRIC ITEMS

STATION TO STATION	DIR	LOCATION	606.0100 RIPRAP LIGHT CY	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE FABRIC TYPE HR SY	645.0130 GEOTEXTILE FABRIC TYPE R SY
PROJECT 1420-23-71 CATEGORY CODE 0010						
CTH T						
592+94	LT	CTH T	--	6	12	--
596+00	LT	CTH T	--	1	2	--
598+00	LT	CTH T	--	5	11	--
600+75	LT	CTH T	--	11	21	--
601+82 - 602+13	LT	CTH T/ DRIVEWAY 'A'	--	23	46	--
601+98 - 602+59	RT	CTH T/ COUNTRY CREEK DRIVE	--	33	66	--
603+39 - 603+82	LT	CTH T/ DRIVEWAY 'A'	--	21	42	--
603+81 - 604+25	RT	CTH T/ COUNTRY CREEK DRIVE	--	19	38	--
605+50	LT	CTH T	--	20	40	--
605+50	RT	CTH T	--	5	10	--
606+60 - 607+34	LT	CTH T	--	31	63	--
607+70 - 607+85	RT	CTH T	--	21	41	--
611+75	LT	CTH T	--	16	32	--
612+25	RT	CTH T	--	16	32	--
615+25	RT	CTH T	--	8	16	--
616+25	LT	CTH T	--	5	10	--
617+11	RT	CTH T	--	4	7	--
618+17	RT	CTH T	--	3	7	--
620+75	LT	CTH T	--	2	3	--
620+75	RT	CTH T	--	3	5	--
623+00	LT	CTH T	--	2	3	--
623+00	RT	CTH T	--	2	3	--
624+36 - 624+45	RT	CTH T	--	3	5	--
625+25	LT	CTH T	--	1	3	--
303+80	RT	USH 151 NB	--	7	14	--
30+59	RT	FOURTH STREET WAY	--	3	7	--
30+62	LT	FOURTH STREET WAY	--	5	9	--
45+12	RT	PRAIRIE TRAIL CONNECTOR	--	2	3	--
51+84	RT	PRAIRIE TRAIL	--	10	21	--
51+85	LT	PRAIRIE TRAIL	--	14	27	--
UNDISTRIBUTED			--	73	151	--
		CTH T SUBTOTALS	--	375	750	--
CTH V						
261+95 - 285+80	--	USH 151 NB OFF-RAMP	0.3	---	---	3
277+25 - 283+75	--	USH 151 NB ON-RAMP	0.3	---	---	3
114+00 - 130+52	--	CTH V	5.0	6	23	43
132+18 - 137+25	--	CTH V	1.0	---	---	11
UNDISTRIBUTED			1.4	4	7	5
		CTH V SUBTOTALS	8.0	10	30	65
		PROJECT TOTALS	8.0	385	780	65

STORM SEWER PIPE ITEMS

STRUCTURE FROM	STRUCTURE TO	608.0312 SSPRC CLASS III 12-INCH LF	608.0315 SSPRC CLASS III 15-INCH LF	608.0318 SSPRC CLASS III 18-INCH LF	608.0324 SSPRC CLASS III 24-INCH LF	608.0330 SSPRC CLASS III 30-INCH LF	608.0336 SSPRC CLASS III 36-INCH LF	608.0412 SSPRC CLASS IV 12-INCH LF	SPV.0090.04 PVC 6-INCH LF
PROJECT 1420-23-71 CATEGORY CODE 0010									
CTH T									
INL 100.2	INL 100.1	35	--	--	--	--	--	--	--
INL 101.2	AEW 101.1	--	29	--	--	--	--	--	--
INL 101.3	INL 101.2	--	39	--	--	--	--	--	--
INL 102.2	AEW 102.1	--	30	--	--	--	--	--	--
INL 102.3	INL 102.2	--	39	--	--	--	--	--	--
INL 103.2	AEW 103.1	--	25	--	--	--	--	--	--
INL 103.3	INL 103.2	--	39	--	--	--	--	--	--
INL 104.2	AEW 104.1	--	25	--	--	--	--	--	--
INL 104.3	INL 104.2	--	39	--	--	--	--	--	--
INL 105.2	AEW 105.1	--	25	--	--	--	--	--	--
INL 106.2	AEW 106.1	--	25	--	--	--	--	--	--
INL 107.2	AEW 107.1	--	24	--	--	--	--	--	--
INL 108.2	AEW 108.1	--	21	--	--	--	--	--	--
INL 109.2	AEW 109.1	--	25	--	--	--	--	--	--
INL 110.2	AEW 110.1	--	25	--	--	--	--	--	--
INL 111.2	AEW 111.1	--	25	--	--	--	--	--	--
INL 112.2	AEW 112.1	--	25	--	--	--	--	--	--
MH 113.2	AEW 113.1	--	--	--	59	--	--	--	--
AEW 113.3	MH 113.2	--	--	78	--	--	--	--	--
MH 113.4	MH 113.2	--	--	41	--	--	--	--	--
INL 113.5	MH 113.4	--	56	--	--	--	--	--	--
INL 113.6	MH 113.4	--	65	--	--	--	--	--	--
INL 114.2	AEW 114.1	--	25	--	--	--	--	--	--
INL 115.2	AEW 115.1	--	23	--	--	--	--	--	--
INL 115.3	INL 115.2	--	12	--	--	--	--	--	--
INL 116.2	AEW 116.1	--	30	--	--	--	--	--	--
INL 117.2	AEW 117.1	--	30	--	--	--	--	--	--
INL 118.2	AEW 118.1	--	24	--	--	--	--	--	--
INL 119.2	AEW 119.1	--	24	--	--	--	--	--	--
INL 120.2	AEW 120.1	--	20	--	--	--	--	--	--
INL 121.2	AEW 121.1	--	77	--	--	--	--	--	--
121.3	INL 121.2	--	--	--	--	--	--	--	16
MH 122.2	AEW 122.1	--	--	--	--	50	--	--	--
MH 122.3	MH 122.2	--	--	--	80	--	--	--	--
INL 123.1	MH 123.2	--	--	152	--	--	--	--	--
AEW 123.3	MH 123.4	--	--	--	--	--	30	--	--
CTH T SUBTOTALS		35	846	271	139	50	30	--	16
CTH V									
1.2	1.1	--	--	--	--	--	--	28	--
1.3	1.2	--	--	--	--	--	--	7	--
2.2	2.1	--	--	--	--	--	--	46	--
2.3	2.2	--	--	--	--	--	--	15	--
3.2	3.1	--	37	--	--	--	--	--	--
3.3	3.2	25	--	--	--	--	--	--	--
3.4	3.3	6	--	--	--	--	--	--	--
3.5	3.4	60	--	--	--	--	--	--	--
30.2	30.1	--	--	--	175	--	--	--	--
CTH V SUBTOTALS		91	37	--	175	--	--	96	--
PROJECT TOTALS		126	883	271	314	50	30	96	16

STORM SEWER ITEMS

STRUCTURE NO.	STATION	OFFSET	DIR	LOCATION	522.1012 AEW FOR CPRC 12-INCH EACH	522.1015 AEW FOR CPRC 15-INCH EACH	522.1018 AEW FOR CPRC 18-INCH EACH	522.1024* AEW FOR CPRC 24-INCH EACH	522.1030* AEW FOR CPRC 30-INCH EACH	522.1036 AEW FOR CPRC 36-INCH EACH	611.0420 RECONSTRUCTING MANHOLES EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0612 INLET COVERS TYPE C EACH	611.0624 INLET COVERS TYPE H EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	611.2004 MANHOLES 4-FT DIA. EACH	611.2005 MANHOLES 5-FT DIA. EACH	611.2006 MANHOLES 6-FT DIA. EACH	611.3230 INLETS 2X3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	633.5200 MARKERS CULVERT END EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH
PROJECT 1420-23-71 CATEGORY CODE 0010																							
CTH T																							
INL 100.2	593+00	48.50'	RT	CTH T	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	1	--	1
AEW 101.1	596+00	48.00'	LT	CTH T	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	1
INL 101.2	596+00	19.50'	LT	CTH T	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1
INL 101.3	596+00	19.50'	RT	CTH T	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1
AEW 102.1	598+00	49.50'	LT	CTH T	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	1
INL 102.2	598+00	19.50'	LT	CTH T	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1
INL 102.3	598+00	19.50'	RT	CTH T	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1
AEW 103.1	600+75	44.50'	LT	CTH T	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	1
INL 103.2	600+75	19.50'	LT	CTH T	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1
INL 103.3	600+75	19.50'	RT	CTH T	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1
AEW 104.1	603+42	44.50'	LT	CTH T	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	1
INL 104.2	603+42	19.50'	LT	CTH T	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1
INL 104.3	603+42	19.50'	RT	CTH T	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1
AEW 105.1	605+50	44.50'	LT	CTH T	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	1
INL 105.2	605+50	19.50'	LT	CTH T	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1
AEW 106.1	605+50	44.50'	RT	CTH T	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	1
INL 106.2	605+50	19.50'	RT	CTH T	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1
AEW 107.1	607+35	40.00'	LT	CTH T	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	1
INL 107.2	607+47	19.50'	LT	CTH T	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1
AEW 108.1	607+71	39.50'	RT	CTH T	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	1
INL 108.2	607+69	19.50'	RT	CTH T	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1
AEW 109.1	611+75	44.50'	LT	CTH T	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	1
INL 109.2	611+75	19.50'	LT	CTH T	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1
AEW 110.1	612+25	44.50'	RT	CTH T	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	1
INL 110.2	612+25	19.50'	RT	CTH T	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1
AEW 111.1	615+25	44.50'	RT	CTH T	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	1
INL 111.2	615+25	19.50'	RT	CTH T	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1
AEW 112.1	616+25	44.50'	LT	CTH T	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	1
INL 112.2	616+25	19.50'	LT	CTH T	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1
AEW 113.1	30+62	65.08'	LT	FOURTH STREET WAY	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	1	1
MH 113.2	30+61	6.78'	LT	FOURTH STREET WAY	--	--	--	--	--	--	--	1	--	--	--	--	1	--	--	--	--	--	1
AEW 113.3	30+59	70.96'	RT	FOURTH STREET WAY	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	1
MH 113.4	617+67	19.50'	LT	CTH T	--	--	--	--	--	--	--	1	--	--	--	--	1	--	--	--	--	--	1
INL 113.5	617+11	19.50'	LT	CTH T	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1
INL 113.6	618+32	19.50'	LT	CTH T	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	1	--	--	1
AEW 114.1	617+11	44.50'	RT	CTH T	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	1
INL 114.2	617+11	19.50'	RT	CTH T	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1
AEW 115.1	618+17	42.50'	RT	CTH T	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	1
INL 115.2	618+17	19.50'	RT	CTH T	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	1	--	--	1
INL 115.3	618+28	19.48'	RT	CTH T	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	1	--	--	1
AEW 116.1	620+75	49.50'	LT	CTH T	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	1
INL 116.2	620+75	19.50'	LT	CTH T	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1
AEW 117.1	620+75	49.50'	RT	CTH T	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	1
INL 117.2	620+75	19.50'	RT	CTH T	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1
AEW 118.1	623+00	43.50'	LT	CTH T	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	1
INL 118.2	623+00	19.50'	LT	CTH T	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1
AEW 119.1	623+00	43.50'	RT	CTH T	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	1
INL 119.2	623+00	19.50'	RT	CTH T	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1

STORM SEWER ITEMS (CONTINUED)

STRUCTURE NO.	STATION	OFFSET	DIR	LOCATION	522.1012 AEW FOR CPRC 12-INCH EACH	522.1015 AEW FOR CPRC 15-INCH EACH	522.1018 AEW FOR CPRC 18-INCH EACH	522.1024* AEW FOR CPRC 24-INCH EACH	522.1030* AEW FOR CPRC 30-INCH EACH	522.1036 AEW FOR CPRC 36-INCH EACH	611.0420 RECONSTRUCTING MANHOLES EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0612 INLET COVERS TYPE C EACH	611.0624 INLET COVERS TYPE H EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	611.2004 MANHOLES 4-FT DIA. EACH	611.2005 MANHOLES 5-FT DIA. EACH	611.2006 MANHOLES 6-FT DIA. EACH	611.3230 INLETS 2X3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	633.5200* MARKERS CULVERT END EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH
PROJECT 1420-23-71 CATEGORY CODE 0010																							
AEW 120.1	625+25	39.50'	LT	CTH T	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	1
INL 120.2	625+25	19.50'	LT	CTH T	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1
AEW 121.1	624+52	41.26'	RT	CTH T	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	1
INL 121.2	625+25	19.50'	RT	CTH T	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1
AEW 122.1	55+72	33.61'	LT	PRAIRIE TRAIL	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	1	1
MH 122.2	55+63	15.51'	RT	PRAIRIE TRAIL	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	--	1
MH 122.3	54+83	10.00'	RT	PRAIRIE TRAIL	--	--	--	--	--	--	--	--	1	--	--	--	--	1	--	--	--	--	1
MH 122.4	307+00	1.38'	RT	USH 151 MEDIAN	--	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--	--	--
INL 123.1	302+50	0.50'	LT	USH 151 MEDIAN	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	1	--	1
MH 123.2	304+02	1.00'	LT	USH 151 MEDIAN	--	--	--	--	--	--	1	--	1	--	--	--	--	--	--	--	--	--	--
AEW 123.3	303+84	96.71'	RT	USH 151 NB DITCH	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	1	1
MH 123.4	304+01	72.52'	RT	USH 151 NB DITCH	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1	--	--	--	1
				CTH T SUBTOTALS	--	20	1	1	1	1	2	3	4	24	3	2	2	1	2	27	2	24	58
CTH V																							
1.1			RT		1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	1
1.2			RT		--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1
1.3			LT		--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1
2.1			RT		1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	1
2.2			RT		--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1
2.3			LT		--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1
3.1			LT		--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	1
3.2			RT		--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1
3.3			RT		--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1
3.4			RT		--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1
3.5			RT		--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1
30.1			RT		--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	1	1
30.2			LT		--	--	--	--	--	--	--	1	--	--	--	--	1	--	--	--	--	--	1
				CTH V SUBTOTALS	2	1	--	1	--	--	--	1	--	8	--	--	1	--	--	8	--	4	13
				PROJECT TOTALS	2	21	1	2	1	1	2	4	4	32	3	2	3	1	2	35	2	28	71

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLANS

PIPE UNDERDRAIN

STATION TO STATION	DIR	LOCATION	612.0206 PIPE UNDERDRAIN UNPERFORATED 6-INCH LF	612.0406 PIPE UNDERDRAIN WRAPPED 6-INCH LF	612.0408 PIPE UNDERDRAIN WRAPPED 8-INCH LF	612.0700 DRAIN TILE EXPLORATION LF	SPV.0060.13 CAP DRAIN TILE EACH
PROJECT 1420-23-71 CATEGORY 0010							
CTH V							
277+25 - 285+80	RT	USH 151 NB OFF RAMP	71	10	--	--	--
271+30 - 283+75	RT	USH 151 NB ON RAMP	92	10	--	--	--
111+20 - 113+40	RT	CTH V NB	--	--	--	230	3
114+45 - 120+12	LT & RT	CTH V NB	296	60	--	600	5
120+12 - 130+52	LT & RT	CTH V NB	845	100	--	--	--
132+18 - 137+50	LT & RT	CTH V NB	--	40	--	--	--
100+50 - 116+50	LT	REINHARDT RD	250	--	1,550	1,550	--
100+62 - 118+60	RT	REINHARDT RD	--	--	--	1,850	18
		UNDISTRIBUTED	59	10	50	70	4
		PROJECT TOTALS	1,613	230	1,600	4,300	30

FENCE ITEMS

STATION TO STATION	DIR	LOCATION	616.0100.01 FENCE WOVEN WIRE (4-FT) LF
PROJECT 1420-23-71 CATEGORY CODE 0010			
CTH T			
303+51 - 304+66	RT	USH 151 NB	120
304+14 - 305+83	LT	USH 151 SB	150
305+32 - 306+25	RT	USH 151 NB	95
306+49 - 308+53	LT	USH 151 SB	210
		CTH T SUBTOTAL	575
		PROJECT TOTAL	575

LANDSCAPING ITEMS

STATION TO STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0130 SEEDING MIXTURE NO. 30 LB	630.0140 SEEDING MIXTURE NO. 40 LB	630.0160 SEEDING MIXTURE NO. 60 LB	630.0200 SEEDING TEMPORARY LB	630.0300 SEEDING BORROW PIT LB	SPV.0120.01 WATER FOR SEEDED AREAS MGAL
PROJECT 1420-23-71 CATEGORY CODE 0010											
CTH T											
592+66 - 607+89	CTH T	16,955	3,093	10.7	309	--	99	--	154	--	286
609+35 - 628+13	CTH T	18,554	3,183	11.7	173	--	218	--	87	--	313
10+75 - 14+64	COUNTRY CREEK DRIVE	3,973	3,689	2.5	107	--	--	--	54	--	67
15+85 - 19+00	DRIVEWAY 'A'	3,911	2,319	2.5	106	--	--	--	53	--	66
298+85 - 311+80	USH 151	10,646	8,847	6.7	288	--	--	--	144	--	179
30+30 - 32+81	FOURTH STREET WAY	1,484	--	0.9	6	--	23	--	3	--	25
40+24 - 45+75	PRAIRIE TRAIL CONNECTOR	4,768	1,079	3.0	129	--	--	--	64	--	80
51+75 - 57+00	PRAIRIE TRAIL	2,575	1,271	1.6	70	--	--	--	35	--	43
593+03 - 598+97	TEMPORARY WIDENING	--	--	--	--	--	--	--	27	--	--
20+75 - 24+46	TEMPORARY ACCESS	--	--	--	--	--	--	--	31	--	--
89+7 - 99+44	TEMPORARY DRIVEWAY	--	--	--	--	--	--	--	41	--	--
	BORROW PIT	--	--	--	--	--	--	--	--	641	--
UNDISTRIBUTED		15,734	5,869	10.4	312	--	80	--	167	159	241
	CTH T SUBTOTALS	78,600	29,350	50.0	1,500	--	420	--	860	800	1,300
CTH V											
277+25 - 285+80	USH 151 NB OFF-RAMP	22,200	16,250	12.6	---	360	---	---	270	---	374
271+30 - 283+75	USH 151 NB ON-RAMP	16,950	10,200	10.7	---	305	---	---	230	---	286
106+93 - 114+00	CTH V	4,000	1,700	2.5	---	70	---	---	55	---	68
114+00 - 130+52	CTH V	28,550	6,000	18.0	---	515	---	---	385	---	481
132+18 - 137+50	CTH V	7,800	---	4.9	---	140	---	---	105	---	132
91+50 - 99+08	OLD CTH V SOUTH	4,600	2,750	2.9	---	85	---	---	60	---	78
100+00 - 126+90	REINHARDT ROAD	17,450	12,950	11.0	---	315	---	---	235	---	295
50+00 - 58+31	REINHARDT SPECIAL DITCH	3,900	2,650	2.4	---	70	---	---	50	---	66
	OBLITERATION AREA	1,600	1,600	1.0	30	30	---	---	20	---	27
UNDISTRIBUTED		26,750	13,500	16.0	20	470	--	200	355	500	493
	CTH V SUBTOTALS	133,800	67,600	82.0	50	2,360	--	200	1,765	500	2,300
	PROJECT TOTALS	212,400	96,950	132.0	1,550	2,360	420	200	2,625	1,300	3,600

CONCRETE MEDIAN SLOPED NOSE

STATION	DIR	LOCATION	620.0300 SF	COMMENTS
PROJECT 1420-23-71 CATEGORY 0010				
CTH V				
108+95	LT	CTH V NB	60	TYPE 1
113+36	LT	CTH V NB	51	TYPE 1
114+55	LT	CTH V NB	20	TYPE 1
		PROJECT TOTAL	131	

DITCH CHECK ITEMS

STATION	DIR	LOCATION	628.1104 EROION BALES EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7570 ROCK BAGS EACH
PROJECT 1420-23-71 CATEGORY CODE 0010					
CTH T					
592+50	LT	CTH T	--	12	--
593+00	RT	CTH T	--	12	--
598+20 - 602+00	LT	CTH T	6	48	7
604+50 - 606+45	LT	CTH T	6	36	7
609+35 - 616+00	LT	CTH T	--	60	--
612+25 - 624+20	RT	CTH T	--	132	--
620+00 - 626+50	LT	CTH T	--	84	--
12+15 - 13+50	LT	COUNTRY CREEK DRIVE	--	24	--
16+00 - 17+75	LT	DRIVEWAY 'A'	6	36	7
17+25 - 17+75	RT	DRIVEWAY 'A'	--	24	--
304+55 - 311+80		USH 151 MEDIAN	--	60	--
41+75 - 45+25	LT	PRAIRIE TRAIL CONNECTOR	--	96	--
41+85 - 45+25	RT	PRAIRIE TRAIL CONNECTOR	6	60	7
57+00	RT	PRAIRIE TRAIL	--	12	--
UNDISTRIBUTED			6	174	7
		CTH T SUBTOTALS	30	870	35
CTH V					
261+95 - 285+80		USH 151 NB OFF-RAMP	--	12	--
277+25 - 283+75		USH 151 NB ON-RAMP	--	60	--
106+93 - 114+00		CTH V	--	84	--
114+00 - 130+52		CTH V	--	84	--
132+18 - 137+25		CTH V	--	60	--
91+50 - 99+08		OLD CTH V SOUTH	--	72	--
100+00 - 123+00		REINHARDT ROAD	--	60	4
		OBLITERATION AREA	--	12	--
UNDISTRIBUTED			100	156	96
		CTH V SUBTOTALS	100	600	100
		PROJECT TOTALS	130	1,470	135

INLET PROTECTION ITEMS

STATION	LOCATION	628.7005 TYPE A EACH	628.7010 TYPE B EACH	628.7015 TYPE C EACH	628.7020 TYPE D EACH
PROJECT 1420-23-71 CATEGORY CODE 0010					
CTH T					
EXISTING STRUCTURES		2	1	10	--
PROPOSED STRUCTURES		6	--	24	3
UNDISTRIBUTED		2	--	11	1
CTH T SUBTOTALS		10	1	45	4
CTH V					
106+93 - 114+00	CTH V	4	--	4	--
114+00 - 130+52	CTH V	4	--	4	--
UNDISTRIBUTED		2	--	2	--
CTH V SUBTOTALS		10	--	10	--
PROJECT TOTALS		20	1	55	4

SILT FENCE ITEMS

STATION TO STATION	DIR	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
PROJECT 1420-23-71 CATEGORY CODE 0010				
CTH T				
10+75 - 13+49	RT	COUNTRY CREEK DRIVE	281	141
30+68 - 32+75	RT	FOURTH STREET WAY	220	110
90+50 - 95+00	LT	TEMPORARY DRIVEWAY	480	240
97+25 - 100+00	LT	TEMPORARY DRIVEWAY	289	145
UNDISTRIBUTED			320	159
		CTH T SUBTOTALS	1,590	795
CTH V				
277+25 - 283+75		USH 151 NB ON-RAMP	1,190	1,190
106+93 - 114+00		CTH V	1,070	1,070
114+00 - 130+52		CTH V	1,180	1,180
132+18 - 137+25		CTH V	810	810
100+00 - 123+00		REINHARDT ROAD	1,210	1,210
50+00 - 58+31		REINHARDT SPECIAL DITCH	700	700
		OBLITERATION AREA	335	335
UNDISTRIBUTED			1,655	1,655
		CTH V SUBTOTALS	8,150	8,150
		PROJECT TOTALS	9,740	8,945

EROSION CONTROL MOBILIZATIONS ITEMS

STATION	LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
PROJECT 1420-23-71 CATEGORY CODE 0010			
CTH T			
STAGE 1		1	1
STAGE 2		9	5
STAGE 3		10	6
STAGE 4		4	2
STAGE 5		1	1
	CTH T SUBTOTALS	25	15
CTH V			
261+95 - 285+80	USH 151 NB OFF-RAMP	1	--
277+25 - 283+75	USH 151 NB ON-RAMP	1	--
106+93 - 114+00	CTH V	1	--
114+00 - 130+52	CTH V	1	--
132+18 - 137+25	CTH V	1	--
91+50 - 99+08	OLD CTH V SOUTH	1	--
100+00 - 123+00	REINHARDT ROAD	1	--
	OBLITERATION AREA	1	--
UNDISTRIBUTED		--	8
	CTH V SUBTOTALS	8	8
	PROJECT TOTALS	33	23

CULVERT PIPE CHECKS

STATION	DIR	LOCATION	628.7555 CULVERT PIPE CHECKS EACH
PROJECT 1420-23-71 CATEGORY CODE 0010			
CTH T			
593+04	RT	CTH T	2
596+24	LT	CTH T	2
597+01	RT	CTH T	2
598+52	RT	CTH T	2
599+74	RT	CTH T	2
600+37	RT	CTH T	2
604+01	RT	CTH T	19
622+73	LT	CTH T	2
13+54	LT	COUNTRY CREEK DRIVE	2
13+89	LT	COUNTRY CREEK DRIVE	3
13+93	LT	COUNTRY CREEK DRIVE	2
16+63	LT	DRIVEWAY 'A'	5
30+61	LT	FOURTH STREET WAY	2
45+13	LT	PRAIRIE TRAIL CONNECTOR	3
51+81	RT	PRAIRIE TRAIL	5
51+86	RT	PRAIRIE TRAIL	5
68+71	LT	CTH K	3
303+80	RT	USH 151 NB DITCH	7
21+58	LT	TEMPORARY ACCESS	2
24+44	LT	TEMPORARY ACCESS	2
UNDISTRIBUTED			21
		CTH T SUBTOTAL	95
CTH V			
261+95 - 285+80		USH 151 NB OFF-RAMP	12
106+93 - 114+00		CTH V	2
114+00 - 130+52		CTH V	16
91+50 - 99+08		OLD CTH V SOUTH	8
100+00 - 123+00		REINHARDT ROAD	32
UNDISTRIBUTED			30
		CTH V SUBTOTAL	100
		PROJECT TOTAL	195

SOIL STABILIZER

STATION - STATION	LOCATION	628.6510 TYPE B ACRE
PROJECT 1420-23-71 CATEGORY CODE 0010		
CTH T		
599+50 - 608+60	CTH T	5.43
609+25 - 618+00	CTH T	3.60
UNDISTRIBUTED		2.27
	CTH T SUBTOTAL	11.30
CTH V		
277+25 - 285+80	USH 151 NB OFF-RAMP	3.00
271+30 - 283+75	USH 151 NB ON-RAMP	3.00
114+00 - 130+52	CTH V	7.00
132+18 - 137+50	CTH V	2.00
UNDISTRIBUTED		5.00
	CTH V SUBTOTAL	20.00
	PROJECT TOTAL	31.30

TRACKING PADS

STATION	LOCATION	628.7560 TRAKCING PADS EACH
PROJECT 1420-23-71 CATEGORY CODE 0010		
CTH T		
593+00	CTH T	1
608+00	CTH T	1
610+00	CTH T	1
628+00	CTH T	1
	CTH T SUBTOTAL	4
CTH V		
106+93 - 114+00	CTH V	1
114+00 - 130+52	CTH V	1
132+18 - 137+25	CTH V	1
	CTH V SUBTOTAL	3
	PROJECT TOTAL	7

EROSION MAT ITEMS

STATION TO STATION	LOCATION	628.2002 CLASS I TYPE A SY	628.2004 CLASS I TYPE B SY	628.2006 URBAN CLASS I TYPE A SY	628.2027 CLASS II TYPE C SY
PROJECT 1420-23-71 CATEGORY CODE 0010					
CTH T					
592+66 - 607+89	CTH T	7,864	1,327	4,982	--
609+35 - 628+13	CTH T	7,504	2,724	5,173	--
11+25 - 13+87	COUNTRY CREEK DRIVE	--	240	--	--
15+88 - 19+00	DRIVEWAY 'A'	1,068	525	--	--
298+85 - 311+80	USH 151 MEDIAN	--	1,103	--	--
303+84 - 304+11	USH 151 NB	391	61	--	--
305+75 - 306+30	USH 151 NB	189	55	--	--
30+30 - 32+81	FOURTH STREET WAY	--	--	1,483	--
41+00 - 45+74	PRAIRIE TRAIL CONNECTOR	3,162	718	--	--
51+97 - 57+00	PRAIRIE TRAIL	407	461	--	--
UNDISTRIBUTED		5,115	1,786	2,912	--
	CTH T SUBTOTALS	25,700	9,000	14,550	--
CTH V					
277+25 - 285+80	USH 151 NB OFF-RAMP	2,100	1,650	--	2,200
271+30 - 283+75	USH 151 NB ON-RAMP	6,650	100	--	--
106+93 - 114+00	CTH V	--	1,600	700	--
114+00 - 130+52	CTH V	19,900	2,650	--	--
132+18 - 137+50	CTH V	6,900	900	--	--
91+50 - 99+08	OLD CTH V SOUTH	--	1,850	--	--
100+00 - 126+90	REINHARDT ROAD	--	4,500	--	--
50+00 - 58+31	REINHARDT SPECIAL DITCH	--	1,250	--	--
UNDISTRIBUTED		8,900	3,650	200	550
	CTH V SUBTOTALS	44,450	18,150	900	2,750
	PROJECT TOTATLS	70,150	27,150	15,450	2,750

PAVEMENT MARKING ITEMS

STATION TO STATION	LOCATION	646.0106* EPOXY 4-INCH WHITE LF	646.0106* EPOXY 4-INCH YELLOW LF	646.0126 EPOXY 8-INCH LF	647.0166 ARROWS EPOXY TYPE 2 EACH	647.0206 ARROWS BIKE LANE EPOXY EACH	647.0306 SYMBOLS BIKE LANE EPOXY EACH	647.0356 WORDS EPOXY EACH	647.0606 ISLAND NOSE EPOXY EACH	647.0726 DIAGONAL EPOXY 12-INCH WHITE LF	647.0726 DIAGONAL EPOXY 12-INCH YELLOW LF	647.0766 CROSSWALK EPOXY 6-INCH WHITE LF
PROJECT 1420-23-71 CATEGORY 0010												
CTH T												
	CTH T	6,674	6,770	--	--	--	--	--	--	--	--	444
	COUNTRY CREEK DRIVE	--	--	--	--	--	--	--	--	--	--	105
	USH 151	1,640	2,590	--	--	--	--	--	--	--	--	--
	FOURTH STREET WAY	434	492	--	--	--	--	--	--	--	--	130
	COUNTRY LANE	--	--	--	--	--	--	--	--	--	--	136
	CTH T SUBTOTALS	8,748	9,852	--	--	--	--	--	--	--	--	815
CTH V												
106+93 - 113+45	CTH V	1,548	714	566	4	2	2	3	1	48	39	--
91+50 - 98+91	OLD CTH V SOUTH	1,278	1,484	--	--	--	--	--	--	--	--	--
	WILDLIFE DRIVE	--	--	--	--	--	--	--	--	--	--	--
100+22 - 123+00	REINHARDT ROAD	4,493	4,556	--	--	--	--	--	--	--	--	--
	CTH V SUBTOTALS	7,319	6,754	566	4	2	2	3	1	48	39	--
	PROJECT TOTALS	16,067	16,606	566	4	2	2	3	1	48	39	815
		32,673								87		

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLANS

PLANTING MATERIALS

LOCATION	632.9101 LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES EACH	SPV.0035.03 TOPSOIL SPECIAL CY	SPV.0180.01 SHREDDED HARDWOOD BARK MULCH SY
PROJECT 1420-23-71 CATEGORY 0020			
CTH T			
ALL	26	107	163
PROJECT TOTALS	26	107	163

CONSTRUCTION STAKING ITEMS

STATION - STATION	LOCATION	650.4500 SUBGRADE LF	650.5000 BASE LF	650.6500 STRUCTURE LAYOUT LS	650.7000 CONCRETE PAVEMENT LF	650.9910 SUPPLEMENTAL CONTROL LS	650.9920 SLOPE STAKES LF
PROJECT 1420-23-71 CATEGORY CODE 0010							
	PROJECT	--	--	--	--	1	--
CTH T							
593+00 - 607+67	CTH T	1,467	1,444	--	23	--	1,467
610+46 - 628+13	CTH T	1,768	1,744	--	24	--	1,768
10+75 - 15+00	COUNTRY CREEK DRIVE	425	425	--	--	--	425
15+00 - 19+00	DRIVEWAY 'A'	400	400	--	--	--	400
30+00 - 32+75	FOURTH STREET WAY	275	275	--	--	--	275
40+24 - 45+76	PRAIRIE TRAIL CONNECTOR	552	552	--	--	--	552
51+75 - 57+00	PRAIRIE TRAIL	525	525	--	--	--	525
298+85 - 311+80	USH 151	--	--	--	--	--	1,295
607+67 - 610+46	B-20-227	--	--	1	--	--	--
612+00 - 616+00	R-20-46	--	--	1	--	--	--
702+03 - 708+05	CTH T TEMPORARY WIDENING	602	602	--	--	--	602
21+49 - 24+44	TEMPORARY ACCESS ROAD	295	295	--	--	--	295
82+40 - 84+05	TEMPORARY PATH	165	165	--	--	--	165
89+78 - 99+44	TEMPORARY DRIVEWAY	966	966	--	--	--	966
	CTH T SUBTOTALS	7,440	7,393	2	47	--	8,735
CTH V							
277+25 - 287+43	USH 151 NB OFF RAMP	1,018	--	--	--	--	1,018
269+57 - 283+75	USH 151 NB ON RAMP	1,418	--	--	--	--	1,418
106+93 - 124+05	CTH V NB	1,712	--	--	--	--	1,712
206+93 - 224+06	CTH V SB	1,713	--	--	--	--	1,713
10+00 - 13+14	RAB CTH V & NB RAMPS	314	--	--	--	--	314
125+40 - 129+87	CTH V NB	447	--	--	--	--	447
225+29 - 229+77	CTH V SB	448	--	--	--	--	448
132+67 - 137+25	CTH V NB	458	--	--	--	--	458
233+89 - 237+23	CTH V SB	334	--	--	--	--	334
91+50 - 99+10	OLD CTH V SOUTH	760	760	--	--	--	760
3+40 - 4+26	WILDLIFE DR	86	86	--	--	--	86
99+89 - 123+00	REINHARDT RD	2,311	2,311	--	--	--	2,311
50+00 - 58+31	REINHARDT SPECIAL DITCH	--	--	--	--	--	831
50+50 - 53+13	TEMP TRAIL WEST	263	263	--	--	--	263
	CTH V SUBTOTALS	11,282	3,420	--	--	--	12,113
	PROJECT TOTALS	18,722	10,813	2	47	1	20,848

STAKING ITEMS FOR STORM SEWER, CURB & GUTTER, BARRIER WALL, AND PIPE CULVERTS SHOWN ELSEWHERE

SAWING PAVEMENT ITEMS

STATION - STATION	DIR	LOCATION	690.0150 ASPHALT LF	690.0250 CONCRETE LF
PROJECT 1420-23-71 CATEGORY CODE 0010				
CTH T				
592+83	RT	CTH T	--	5
593+00	LT & RT	CTH T	46	--
598+65	RT	CTH T	18	--
599+90	RT	CTH T	13	--
600+57	RT	CTH T	18	--
625+58	RT	CTH T	40	--
628+13	LT & RT	CTH T/ CTH K	299	--
10+75	LT & RT	COUNTRY CREEK DR	26	--
10+92	LT	COUNTRY CREEK DR	39	--
32+75	LT & RT	FOURTH STREET WAY	36	5
51+75	LT & RT	PRAIRIE TRAIL	10	--
57+00	LT & RT	PRAIRIE TRAIL	10	--
298+85 - 306+95	RT	USH 151 NB OUTSIDE SHOULDER	--	810
302+60 - 306+94	RT	USH 151 NB MEDIAN SHOULDER	--	435
303+70 - 307+97	LT	USH 151 SB MEDIAN SHOULDER	--	430
303+70 - 311+80	LT	USH 151 SB OUTSIDE SHOULDER	--	810
		CTH T SUBTOTALS	555	2,495
CTH V				
106+93	LT & RT	CTH V NB	30	--
91+50 - 97+36	LT & RT	OLD CTH V SOUTH	53	--
3+40	LT & RT	WILDLIFE DR	32	--
123+00	LT & RT	REINHARDT RD	20	--
50+50 - 53+13	RT	TEMPORARY TRAIL	30	--
--	--	UNDISTRIBUTED	35	--
		CTH V SUBTOTALS	200	--
		PROJECT TOTALS	755	2,495

PREFABRICATED VERTICAL DRAIN ITEMS

STATION - STATION	LOCATION	SPV.0090.01 PREFABRICATED VERTICAL DRAIN LF	SPV.0090.05 PRE-BORING FOR PREFABRICATED VERTICAL DRAINS LF
PROJECT 1420-23-71 CATEGORY CODE 0010			
CTH T			
599+50 - 608+60	CTH T	308,925	17,400
609+25 - 618+00	CTH T	307,250	15,300
CTH T SUBTOTAL		616,175	32,700
CTH V			
117+00 - 118+00	CTH V NB	9,040	--
118+00 - 119+00	CTH V NB	17,050	--
119+00 - 130+47	CTH V NB	625,330	4,825
132+15 - 134+75	CTH V NB	133,430	--
134+75 - 135+75	CTH V NB	16,540	--
135+75 - 136+75	CTH V NB	8,400	--
270+12 - 280+50	NB ON RAMP	533,100	3,060
280+50 - 281+50	NB ON RAMP	13,970	--
281+50 - 282+50	NB ON RAMP	7,070	--
278+00 - 279+00	NB OFF RAMP	6,250	--
279+00 - 280+00	NB OFF RAMP	12,860	--
CTH V SUBTOTAL		1,383,040	7,885
PROJECT TOTALS		1,999,215	40,585

VIBRATING WIRE PIEZOMETER SYSTEM DELIVERED

STATION	OFFSET	LOCATION	SPV.0060.01 VIBRATING WIRE PIEZOMETER SYSTEM DELIVERED EACH	ELEVATION
PROJECT 1420-23-71 CATEGORY CODE 0010				
CTH T				
606+75	23' LT	CTH T	1	801.4
606+75	23' LT	CTH T	1	791.4
611+20	23' RT	CTH T	1	813.9
611+20	23' RT	CTH T	1	803.9
CTH T SUBTOTAL			4	
CTH V				
7.5' LT	7.5' LT	151 NB OFF	1	822.9
7.5' LT	7.5' LT	151 NB OFF	1	834.9
23.5' RT	23.5' RT	CTH V NB	1	824.9
23.5' RT	23.5' RT	CTH V NB	1	834.9
23.5' RT	23.5' RT	CTH V NB	1	828.0
23.5' RT	23.5' RT	CTH V NB	1	842.0
CTH V SUBTOTAL			6	
PROJECT TOTAL			10	

SETTLEMENT GAUGE

STATION	OFFSET	LOCATION	SPV.0060.02 SETTLEMENT GAUGE EACH
PROJECT 1420-23-71 CATEGORY CODE 0010			
CTH T			
606+75	23' LT	CTH T	1
611+20	23' RT	CTH T	1
CTH T SUBTOTAL			2
CTH V			
7.5' LT	7.5' LT	USH 151 NB OFF RAMP	1
23.5' RT	23.5' RT	CTH V NB	1
23.5' RT	23.5' RT	CTH V NB	1
CTH V SUBTOTAL			3
PROJECT TOTAL			5

ADJUST SANITARY MANHOLE COVER

STATION	LOCATION	PROPOSED ELEVATION	SPV.0060.23 EACH
PROJECT 1420-23-71 CATEGORY CODE 0060			
CTH T			
595+95	41' RT	811.55	1
622+10	23' RT	843.55	1
626+04	36' RT	849.77	1
PROJECT TOTAL			3

TEMPORARY SLOPE DRAIN

STATION	DIRECTION	LOCATION	SPV.0060.12 TEMPORARY SLOPE DRAIN EACH
PROJECT 1420-23-71 CATEGORY CODE 0010			
CTH T			
607+58	LT	CTH T	1
607+76	RT	CTH T	1
PROJECT TOTAL			2

STREET SWEEPING

LOCATION	SPV.0075.01 STREET SWEEPING HRS
PROJECT 1420-23-71 CATEGORY CODE 0010	
CTH T	
UNDISTRIBUTED	24
CTH T SUBTOTAL	24
CTH V	
CTH V	24
SIDEROADS	24
CTH V SUBTOTAL	48
PROJECT TOTAL	72

ADJUST WATER ITEMS

STATION	LOCATION	SPV.0060.20 WATER SERVICE CURB STOP EACH	SPV.0060.21 WATER VALVE BOX EACH
PROJECT 1420-23-71 CATEGORY CODE 0060			
CTH T			
593+20	LT	--	1
593+25	LT	--	1
598+12	RT	--	1
615+43	LT	1	--
616+17	LT	--	1
617+30	LT	--	1
617+80	LT	--	1
618+50	LT	--	1
623+20	LT	--	1
626+10	RT	1	--
626+30	LT	--	1
627+80	RT	--	1
627+82	RT	--	1
11+20	RT	--	1
PROJECT TOTALS		2	12

RECONSTRUCT SANITARY SEWER MANHOLE

STATION	LOCATION	EXISTING ELEVATION	PROPOSED ELEVATION	SPV.0060.24 EACH	COMMENTS
PROJECT 1420-23-71 CATEGORY CODE 0060					
CTH T					
599+90	107' RT	812.02	809.50	1	REMOVE EXISTING RINGS AND BARREL SECTIONS, INSTALL BARREL SECTIONS AND NEW RINGS AS NECESSARY
602+79	100' RT	809.93	821.98	1	REMOVE EXISTING RINGS, INSTALL BARREL SECTIONS AND NEW RINGS AS NECESSARY
604+09	90' RT	808.86	819.40	1	REMOVE EXISTING RINGS, INSTALL BARREL SECTIONS AND NEW RINGS AS NECESSARY
615+25	0' RT	833.55	842.70	1	REMOVE EXISTING RINGS, INSTALL BARREL SECTIONS AND NEW RINGS AS NECESSARY
618+10	9' RT	834.05	838.21	1	REMOVE EXISTING RINGS, INSTALL BARREL SECTIONS AND NEW RINGS AS NECESSARY
626+45	19' RT	849.41	849.47	1	REMOVE EXISTING RINGS, ROTATE CONE AND NEW RINGS AS NECESSARY
PROJECT TOTAL				6	

3

3

SUMMARY OF TYPE II SIGNS AND SUPPORTS

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.	634.0612 POSTS WOOD 4x6x12 EACH	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	REMARKS
1	VACANT	---	---	---	---	---	---	---	
2	CTH T/4TH ST, W. OF COUNTRY CREEK DR	R2-1	24" X 30"	5.00	---	---	1	---	35 MPH
3	"	J4-1	24" X 36"	6.00	---	---	1	---	WEST CTH T
4	"	W1-7	48" X 24"	---	8.00	---	1	---	
5	COUNTRY CREEK DR	R1-1	30" X 30"	5.18	---	---	1	---	
6	CTH T/4TH ST, W. OF USH 151	J4-1	24" X 36"	6.00	---	---	1	---	EAST CTH T
7	"	R2-1	24" X 30"	5.00	---	---	1	---	35 MPH
8	VACANT	---	---	---	---	---	---	---	
9	CTH T/4TH ST, W. OF USH 151	M1-94	48" X 15"	5.00	---	1	---	---	HWY 151, SEE SIGN DETAIL SHEET
10	USH 151, AT CTH T OVERPASS	M1-94	102" X 36"	25.50	---	---	2	---	HWY T, 4TH STREET RD, SEE SIGN DETAIL SHEET
11	"	M1-94	102" X 36"	25.50	---	---	2	---	HWY T, 4TH STREET RD, SEE SIGN DETAIL SHEET
12	CTH T/4TH ST, E. OF USH 151	M1-94	48" X 15"	5.00	---	1	---	---	HWY 151, SEE SIGN DETAIL SHEET
13	FOURTH STREET WAY	R1-1	30" X 30"	5.18	---	---	1	---	
14	CTH T/4TH ST, AT FOURTH STREET WAY	W1-7	48" X 24"	---	8.00	---	1	---	
15	CTH T/4TH ST, W. OF CTH K	W3-1	36" X 36"	---	9.00	---	---	1	
16	"	R2-1	24" X 30"	5.00	---	---	1	---	35 MPH
17	"	J4-1	24" X 36"	6.00	---	---	1	---	WEST CTH T
18	CTH T/4TH ST, AT CTH K	R1-1	30" X 30"	5.18	---	---	1	---	
19	"	J3-2	48" X 57"	19.00	---	---	---	1	CTH K, TO USH 151, SEE PLAN SHEET
20	CTH K, AT CTH T INTERSECTION	J13-1	24" X 45"	7.50	---	---	1	---	CTH T, SEE PLAN SHEET
21	"	R1-1	30" X 30"	5.18	---	---	1	---	
22	CTH V	R4-7	24" X 30"	5.00	---	---	1	---	
23	"	J13-1	24" X 45"	7.50	---	---	---	1	CTH V, SEE PLAN SHEET
24	CTH V, AT REINHARDT RD / LIGHTHOUSE VILLAGE RD	R1-1	30" X 30"	5.18	---	---	1	---	
25	"	R1-3P	18" X 6"	0.75	---	---	---	---	MOUNT BELOW SIGN #24
26	"	R1-1	30" X 30"	5.18	---	---	1	---	
27	"	R1-3P	18" X 6"	0.75	---	---	---	---	MOUNT BELOW SIGN #26
28	CTH V/LIGHTHOUSE RD	R1-1	30" X 30"	5.18	---	---	1	---	
29	"	R1-3P	18" X 6"	0.75	---	---	---	---	MOUNT BELOW SIGN #28
30	"	R4-7	24" X 30"	5.00	---	---	1	---	
31	REINHARDT RD	R1-1	30" X 30"	5.18	---	---	1	---	
32	"	R1-3P	18" X 6"	0.75	---	---	---	---	MOUNT BELOW SIGN #31
33	"	J13-1	24" X 45"	7.50	---	---	---	1	CTH V, SEE PLAN SHEET
34	CTH V/LIGHTHOUSE RD	J13-1	24" X 45"	7.50	---	---	---	1	CTH V, SEE PLAN SHEET
PROJECT TOTALS				**197.44**	**25.00**	**2**	**23**	**5**	

SUMMARY OF TYPE I SIGNS AND SUPPORTS

SIGN NO.	LOCATION	SIGN CODE	638.2101 MOVING SIGNS TYPE I EACH	638.3100 REMOVING STRUCT. STEEL SIGN SUPPORTS EACH	635.0200 SIGN SUPPORTS STRUCT. STEEL HIGH-STRENGTH LB	636.0100 SIGN SUPPORTS CONCRETE MASONRY CY	636.0500 SIGN SUPPORTS STEEL REINFORCEMENT LB	TYPE/SIZE OF STEEL	INFO ONLY - POST LENGTH TO BE VERIFIED BY CONTRACTOR PRIOR TO ORDERING: POST NO. 1 LENGTH FT	POST NO. 2 LENGTH FT	OFFSET DISTANCE FT	DISTANCE BETWEEN POSTS (S) FT	REMARKS
M01	USH 151 NB, S. OF CTH T OVERPASS	E3-1	1	2	675	1.2	68	2-TYPE A	21.7	21.9	30	9	MARIAN UNIV, NEXT RIGHT, MOVE SIGN TO
PROJECT TOTALS			**1**	**2**	**675**	**1.2**	**68**						

PLAN SHEET PRODUCED

BY WisDOT - NE REGION

3

REMOVING TYPE II SIGNS AND REMOVING SMALL SIGN SUPPORTS

SIGN NO.	LOCATION	SIGN CODE	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
100	CTH T/4TH ST, E. OF COUNTRY LN.	R2-1	1	1	
101	"	R2-1	1	1	
102	"	W3-1	1	1	
103	"	J1-1	1	1	
104	COUNTRY CREEK DR	R1-1	1	1	
105	CTH T/4TH ST, E. OF COUNTRY CREEK DR.	R2-1	1	1	
106	"	J4-1	1	1	
107	"	R4-7	1	1	
108	CTH T/4TH ST, AT USH 151 INTERSECTION	R3-2	1	1	
109	"	R1-1	1	1	
110	"	R1-1	1	1	
111	"	J3-1	1	1	
112	"	R3-1	---	---	PART OF REMOVAL FOR SIGN #108
113	USH 151, AT CTH T INTERSECTION	R3-1	1	1	
114	"	J3-1	1	1	
115	"	R5-1	---	---	PART OF REMOVAL FOR SIGN #114
116	"	R1-2	1	1	
117	"	R6-2R	1	1	
118	"	R5-1	1	1	
119	"	R5-1	1	1	
120	"	R6-2R	1	1	
121	CTH T/4TH ST, AT USH 151 INTERSECTION	R3-1	---	---	PART OF REMOVAL FOR SIGN #125
122	"	J3-1	1	1	
123	"	R1-1	1	1	
124	"	R1-1	1	1	
125	"	R3-2	1	1	
126	"	R4-7	1	1	
127	USH 151, AT CTH T INTERSECTION	R1-2	1	1	
128	"	R3-1	1	1	
129	"	R5-1	---	---	PART OF REMOVAL FOR SIGN #130
130	"	J3-1	1	1	
	PAGE SUBTOTALS		27	27	

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

REMOVING TYPE II SIGNS AND
REMOVING SMALL SIGN SUPPORTS

SIGN NO.	LOCATION	SIGN CODE	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
131	CTH T/4TH ST, E. OF USH 151	J4-1	1	1	
132	"	I55-56	---	---	PROPERTY OF FOND DU LAC, TO BE REMOVED BY THEM
133	"	R2-1	1	1	
134	"	W8-1	---	---	PART OF REMOVAL FOR SIGN #133
135	"	J1-1	1	1	
136	FOURTH ST WAY	R1-1	1	1	
137	"	JV	1	1	
138	CTH T/4TH ST, E. OF FOURTH ST WAY	W3-1	1	1	
139	"	W3-1	1	1	
140	"	J1-1	1	1	
141	CTH T/4TH ST, W. OF CTH K	I55-56	---	---	PROPERTY OF FOND DU LAC, TO BE REMOVED BY THEM
142	"	R2-1	1	1	
143	CTH T/4TH ST, AT CTH K INTERSECTION	R1-1	1	1	
144	"	J13-1	1	1	
145	"	JV	1	1	
146	CTH K, AT CTH T/4TH ST INTERSECTION	J13-1	1	1	
147	"	R1-1	1	1	
148	USH 151, N. OF CTH T	J4-1	1	1	
149	"	R5-1A	1	1	
150	"	R2-1	1	1	
151	"	R2-1	1	1	
152	"	J3-1	1	1	
153	"	R3-20L	1	1	
154	"	M1-94	1	1	
155	"	J1-1	1	1	
156	"	J1-1	1	1	
157	USH 151, S. OF CTH T	J4-1	1	1	
158	"	R5-1A	1	1	
159	"	R2-1	1	1	
160	"	R2-1	1	1	
161	"	J3-1	1	1	
162	"	R3-20L	1	1	
163	"	M1-94	1	1	
164	"	J1-1	1	1	
165	"	J1-1	1	1	
166	REINHARDT RD	R1-1	1	1	
167	"	R2-1	1	1	
168	VACANT	---	---	---	
169	CTH V	R2-1	1	1	
170	"	R2-1	1	1	
171	"	W3-5	1	1	
	PAGE SUBTOTALS		37	37	
	PROJECT TOTALS		**64**	**64**	

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

CONCRETE BARRIER TEMPORARY PRECAST

		603.8000	603.8125	SPV.0090.12
		DELIVERED	INSTALLED	LEFT IN PLACE
STAGE		LF	LF	
PROJECT 1420-23-71 CATEGORY 0010				
STAGE V1A	USH 151	350	350	350
STAGE T3	USH 151	1450	1450	---
PROJECT TOTALS		1800	1800	350

CRASH CUSHION TEMPORARY

STAGE	LOCATION	614.0905 EACH	SPV.0060.71 LEFT IN PLACE EACH	BACK WIDTH FT	OBJECT MARKING PATTERN	CRASH TEST LEVEL	TRAFFIC DIRECTION	TRAFFIC LOCATION	CRASH CUSHION SHIELDS
PROJECT 1420-23-71 CATEGORY 0010									
STAGE V1A	1277+25 SB	---	1	2	OM-3R	TL-3	UNIDIRECTIONAL	L	TEMP BARRIER ON SHOULDER
STAGE T3	302+00 NB	1	---	2	OM-3L	TL-3	UNIDIRECTIONAL	R	TEMP BARRIER IN MEDIAN
STAGE T3	309+50 SB	1	---	2	OM-3L	TL-3	UNIDIRECTIONAL	R	TEMP BARRIER IN MEDIAN
PROJECT TOTALS		2	1						

TRAFFIC CONTROL

			643.0300 DRUMS		643.0410 BARRICADES TYPE II		643.0420 BARRICADES TYPE III		643.0705 WARNING LIGHTS TYPE A		643.0715 WARNING LIGHTS TYPE C		643.0800 ARROW BOARDS		643.0900 SIGNS		643.0920 COVERING SIGNS TYPE 2		
STAGE	DESCRIPTION	DAYS	NUMBER	DAYS	NUMBER	DAYS	NUMBER	DAYS	NUMBER	DAYS	NUMBER	DAYS	NUMBER	DAYS	NUMBER	DAYS	NUMBER	CYCLES	EACH
PROJECT 1420-23-71 CATEGORY 0010																			
STAGE V1A	USH 151	38	16	608	---	---	1	38	2	76	---	---	---	---	26	988	---	---	---
STAGE V1B	USH 151	38	28	1064	2	76	16	608	20	760	---	---	---	---	6	228	---	---	---
STAGE V1C	USH 151	20	16	320	---	---	2	40	4	80	---	---	---	---	34	680	2	1	2
STAGE V1C	CTH V	20	---	---	2	40	17	340	22	440	---	---	---	---	7	140	---	---	---
STAGE V2	USH 151	178	16	2848	---	---	---	---	---	---	---	---	---	---	26	4628	---	---	---
STAGE V2	CTH V	178	20	3560	2	356	12	2136	16	2848	---	---	---	---	14	2492	---	---	---
CTH V LANE CLOSURE	NB USH 151 OUTSIDE	10	54	540	---	---	4	40	---	---	24	240	2	20	14	140	---	---	---
CTH V LANE CLOSURE	SB USH 151 OUTSIDE	5	105	525	---	---	4	20	---	---	24	120	2	10	12	60	---	---	---
STAGE T1A	USH 151	20	70	1400	---	---	5	100	2	40	---	---	---	---	33	660	---	---	---
STAGE T1A	CTH T	20	54	1080	2	40	27	540	39	780	---	---	---	---	9	180	---	---	---
STAGE T1B	USH 151	36	228	8190	---	---	15	540	2	72	34	1224	2	72	53	1908	---	---	---
STAGE T1B	CTH T	36	26	936	2	72	27	972	39	1404	---	---	---	---	9	324	---	---	---
STAGE T2	USH 151	195	35	6825	---	---	3	585	2	390	---	---	---	---	31	6045	---	---	---
STAGE T2	CTH T	195	40	7800	1	195	20	3900	28	5460	---	---	---	---	7	1365	---	---	---
STAGE T3	USH 151	109	84	9156	---	---	3	327	2	218	---	---	---	---	35	3815	---	---	---
STAGE T3	CTH T	109	36	3924	1	109	16	1744	22	2398	---	---	---	---	6	654	---	---	---
STAGE T4	USH 151	46	84	3864	---	---	3	138	2	92	---	---	---	---	35	1610	---	---	---
STAGE T4A	CTH T	13	44	572	1	13	18	234	25	325	---	---	---	---	7	91	---	---	---
STAGE T4B	CTH T	14	44	616	1	14	18	252	25	350	---	---	---	---	7	98	---	---	---
STAGE T4C	CTH T	19	44	836	1	19	18	342	25	475	---	---	---	---	7	133	---	---	---
STAGE T5	USH 151	24	167	3996	---	---	8	192	---	---	12	288	2	48	25	600	---	---	---
STAGE T5	CTH T	24	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
CTH T LANE CLOSURE	NB USH 151 INSIDE	10	41	410	---	---	1	10	---	---	12	120	2	20	7	70	---	---	---
CTH T LANE CLOSURE	NB USH 151 OUTSIDE	---	41	---	---	---	1	---	---	---	12	---	2	---	7	---	---	---	---
CTH T LANE CLOSURE	SB USH 151 INSIDE	10	126	1260	---	---	7	70	---	---	---	---	---	---	10	100	---	---	---
CTH T LANE CLOSURE	SB USH 151 OUTSIDE	---	177	---	---	---	10	---	---	---	36	---	---	---	14	---	---	---	---
PROJECT TOTALS				60330		934		13168		16208		1992		170		27009			2

TRAFFIC CONTROL SIGNS PCMS

SIGN	2015 DAYS	2016 DAYS	643.1050 TRAFFIC CONTROL SIGNS PCMS NUMBER	643.1050 TRAFFIC CONTROL SIGNS PCMS DAYS
PROJECT 1420-23-71 CATEGORY 0010				
PCMS V1	7	---	1	7
PCMS V2	---	---	1	---
CTH V CLOSURE ADV WARN (C1-C2)	7	---	2	14
PCMS T1	7	7	1	14
PCMS T2	---	7	1	7
CTH T CLOSURE ADV WARN (C9-C13)	7	---	4	28
PROJECT TOTALS				70

TRAFFIC CONTROL

PROJECT	643.0200.01 SURVEILLANCE AND MAINTAINANCE PROJECT DAY
PROJECT 1420-23-71 CATEGORY 0010	
1420-23-71	436
PROJECT TOTALS	436

PEDESTRIAN SAFETY FENCE

INSTALL IN STAGE	LOCATION	PEDESTRIAN SAFETY FENCE SPV.0090.03 LF	PEDESTRIAN SAFETY FENCE LEFT IN PLACE SPV.0090.13 LF	NOTES
PROJECT 1420-23-71 CATEGORY 0010				
STAGE 1B	PRAIRIE TRAIL	---	300	ALONG NORTH SIDE OF TRAIL STA 1273+50-1275+50
STAGE 1B	PRAIRIE TRAIL	---	300	ALONG SOUTH SIDE OF TRAIL STA 1273+50-1275+50
STAGE T2	PRAIRIE TRAIL	450	---	ALONG WEST SIDE OF TRAIL STA 52+00 - 56+00
PROJECT TOTALS		450	600	

TRAFFIC CONTROL PAVEMENT MARKING

STAGE		646.0600 REMOVING PAVEMENT MARKING 4-INCH LF	646.0106 PAVEMENT MARKING EPOXY 4-INCH WHITE LF	649.0400 TEMPORARY PAVEMENT MARKING 4-INCH WHITE LF	649.0400 TEMPORARY PAVEMENT MARKING 4-INCH YELLOW LF	649.0600 REMOVABLE TAPE 6-INCH BLACK LF
PROJECT 1420-23-71 CATEGORY 0010						
STAGE V1A	USH 151	300	300	---	---	---
STAGE V1B	USH 151	---	---	---	---	---
STAGE V1C	USH 151	---	---	---	---	---
STAGE V1C	USH 151	---	---	---	---	---
STAGE V2	USH 151	---	---	---	---	---
STAGE V2	USH 151	---	500	---	---	---
STAGE T1A	USH 151	---	---	---	---	---
STAGE T1A	CTH T	---	---	---	---	---
STAGE T1B	USH 151	---	---	9600	7300	275
STAGE T1B	CTH T	---	---	---	---	---
STAGE T2	USH 151	---	---	---	---	---
STAGE T2	CTH T	---	---	---	---	---
STAGE T3	USH 151	---	---	---	---	---
STAGE T3	CTH T	---	---	---	---	---
STAGE T4	USH 151	---	---	---	---	---
STAGE T4A	CTH T	---	---	---	---	---
STAGE T4B	CTH T	---	---	---	---	---
STAGE T4C	CTH T	---	---	---	---	---
STAGE T5	USH 151	---	---	---	---	---
STAGE T5	CTH T	---	---	---	---	---
SUBTOTAL		300	800	9600	7300	275
PROJECT TOTALS		300	800	16900		275

ALL ITEMS CATEGORY 0030

LIGHTING BRANCH CIRCUIT WIRE AND CONDUIT QUANTITIES

FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	655.0625 ELECTRICAL WIRE LIGHTING 6 AWG LF	655.0635 ELECTRICAL WIRE LIGHTING 2 AWG LF
ATA1	LPB1	54	183	
LPB1	BTA1	228	705	
BTA1	LPB2	230	948	
LPB2	ATA2	47	162	
LPB2	BTA2	226	932	
BTA2	LPB3	226	932	
LPB3	ATA3	47	162	
LPB3	LPB4	102	432	
LPB4	METER/LOAD CENTER 'TA'	39	85	51
LPB4	CTA1	145	152	456
CTA1	LPB5	230	237	711
LPB5	DTA1	47	162	
LPB5	CTA2	100	237	711
CTA2	LPB6	100	237	711
LPB6	DTA2	47	162	
LPB6	CTA3	228	235	705
CTA3	LPB7	230	237	711
LPB7	DTA3	47	162	
LPB7	CTA4	230	237	711
CTA4	LPB8	230	237	711
LPB8	DTA4	47	162	
LPB8	CTA5	230	237	711
CTA5	LPB9	230	237	711
LPB9	DTA5	47	162	
LPB9	CTA6	229	236	472
	TOTALS	3616	7870	7372

LIGHTING PULL BOX QUANTITIES

NO.	653.0140 PULL BOXES STEEL 24X42-INCH EACH
LPB1	1
LPB2	1
LPB2	1
LPB4	1
LPB5	1
LPB6	1
LPB7	1
LPB8	1
LPB9	1
TOTAL	9

LIGHTING CONTROL QUANTITIES

LOCATION	650.8500 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS LS	SPV.0060.40 LIGHTING METER/ LOAD CENTER EACH
PROJECT	1	
METER/LOAD CENTER 'TA'		1
TOTALS	1	1

LIGHTING UNIT QUANTITIES

NO.	654.0105 CONCRETE BASES TYPE 5 EACH	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	SPV.0060.41 MUNICIPAL LIGHT POLES EACH	SPV.0060.42 MUNICIPAL MAST ARMS 6-FT EACH	SPV.0060.44 MUNICIPAL TRANSFORMER BASES EACH	SPV.0060.45 MUNICIPAL LED LUMINAIRES TYPE 1 EACH
ATA1	1	120	1	1	1	1
BTA1	1	120	1	1	1	1
ATA2	1	120	1	1	1	1
BTA2	1	120	1	1	1	1
ATA3	1	120	1	1	1	1
CTA1	1	120	1	1	1	1
DTA1	1	120	1	1	1	1
CTA2		120	1	1		1
DTA2	1	120	1	1	1	1
CTA3	1	120	1	1	1	1
DTA3	1	120	1	1	1	1
CTA4	1	120	1	1	1	1
DTA4	1	120	1	1	1	1
CTA5	1	120	1	1	1	1
DTA5	1	120	1	1	1	1
CTA6	1	120	1	1	1	1
TOTALS	15	1920	16	16	15	16

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	RELEASE OF RIGHTS	ROR
ACCESS RIGHTS	AR	REMAINING	REM.
ACRES	AC.	RIGHT-OF-WAY	R/W
AND OTHERS	ET.AL.	SECTION	SEC.
CENTERLINE	C/L	STATION	STA.
CERTIFIED SURVEY MAP	CSM	TEMPORARY LIMITED EASEMENT	TLE
CORNER	COR.	VOLUME	V.
DOCUMENT	DOC.		
EASEMENT	EASE.	**CURVE DATA**	
HIGHWAY EASEMENT	H.E.	LONG CHORD	LCH
LAND CONTRACT	LC	LONG CHORD BEARING	LCB
MONUMENT	MON.	RADIUS	R
PAGE	P.	DEGREE OF CURVE	D
PERMANENT LIMITED EASEMENT	PLE.	CENTRAL ANGLE OR DELTA	DELTA
PROPERTY LINE	PL	LENGTH OF CURVE	L
RECORDED AS	(DOC)	TANGENT	TAN
REFERENCE LINE	R/L		

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN	(IF UNLESS NOTED)	PROPOSED R/W LINE	
R/W MONUMENT	○ (SET)	EXISTING H.E. LINE	
R/W STANDARD	△ (SET)	PROPERTY LINE	
SIGN	(SIGN)	LOT & TIE LINES	
SECTION CORNER MONUMENT		SLOPE INTERCEPTS	
SECTION CORNER SYMBOL		CORPORATE LIMITS	
FEE (HATCH VARIES)		ACCESS RESTRICTED (BY PREVIOUS PROJECT/CONTROL)	
TEMPORARY LIMITED EASEMENT		ACCESS RESTRICTED (BY ACQUISITION)	
PERMANENT LIMITED EASEMENT		NO ACCESS (BY STATUTORY AUTHORITY)	
R/W BOUNDARY POINT	(RW620)	SECTION LINE	
PARCEL NUMBER	(103)	QUARTER LINE	
UTILITY PARCEL NUMBER	(92)	SIXTEENTH LINE	
SIGN NUMBER (OFF PREMISE)	(21-0)	EXISTING CENTERLINE	
BUILDING		PROPOSED REFERENCE LINE	
		PARALLEL OFFSET	

CONVENTIONAL UTILITY SYMBOLS

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

TRANSPORTATION PROJECT PLAT NO: 1420-23-21 - 4.01

FOND DU LAC BYPASS (USH 151 & CTH T OVERPASS)

THAT PART OF THE SE1/4-NE1/4 OF SECTION 13, T15N, R17E, TOWN OF FOND DU LAC, AND THAT PART OF OUTLOT 1, CSM 5377, AND LOT 368, MEADOWLANDS VILLAGE, LOCATED IN THE NE1/4-SE1/4, SECTION 13, T15N, R17E, CITY OF FOND DU LAC, AND PART OF THE FRACTIONAL SW1/4-NW1/4, SECTION 18, T15N, R18E, TOWN OF EMPIRE, AND PART OF LOTS 1 & 2, CSM 7096, LOCATED IN THE FRACTIONAL NW1/4-SW1/4, SECTION 18, T15N, R18E, CITY OF FOND DU LAC, FOND DU LAC COUNTY, WISCONSIN

RELOCATION ORDER USH 151 AND CTH T FOND DU LAC COUNTY

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

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

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

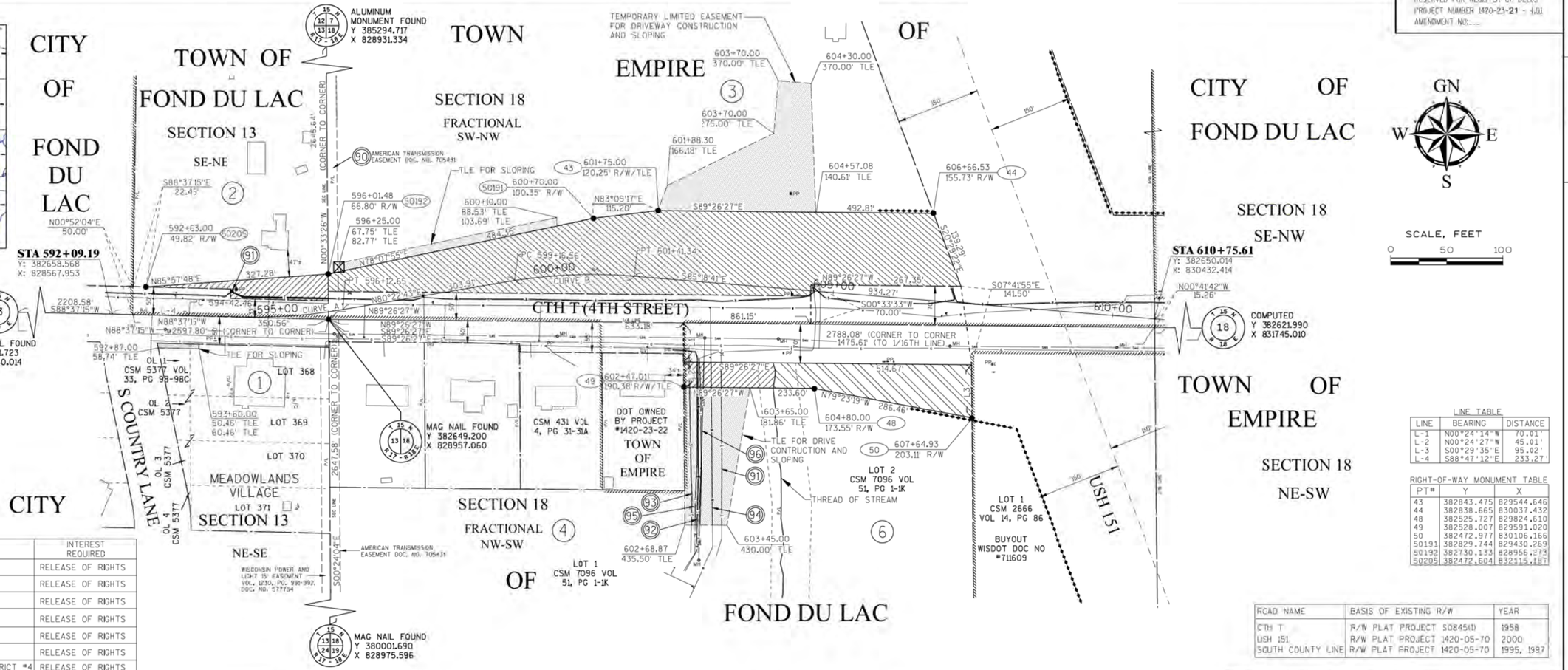
ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN Fond du Lac COUNTY, WISCONSIN AT 11:04AM ON 3-4-2014 AS DOCUMENT # 1034906 AND FILED IN Vol. 17 Pg 113

Shawn M Kelly
SIGNATURE OF REGISTER OF DEEDS

DOCN 1034906
Recorded
March 04, 2014 11:04 AM
SHAWN KELLY
REGISTER OF DEEDS
FOND DU LAC COUNTY
Fee Amount: $25.00

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1420-23-21 - 4.01
AMENDMENT NO:





STA 592+09.19
Y: 382658.568
X: 828567.953

MAG NAIL FOUND
Y 382711.723
X 826360.014

CURVE-A	CURVE-B
PI 595+27.31	PI 600+29.54
Y 382651.673	Y 382735.618
X 828893.495	X 829388.673
Δ 10°50'05"	Δ 14°18'37"
D 6°21'58"	D 6°21'58"
R 900.00'	R 900.00'
T 85.35'	T 112.98'
L 170.19'	L 224.78'
LC 169.94'	LC 224.20'
LCB N85°47'45.5"E	LCB N87°32'01.5"E

UTILITIES INTEREST REQUIRED

UTILITY NO.	OWNER(S)	INTEREST REQUIRED
90	AMERICAN TRANSMISSION COMPANY	RELEASE OF RIGHTS
91	AT&T WISCONSIN	RELEASE OF RIGHTS
92	ALLIANT ENERGY ELECTRIC	RELEASE OF RIGHTS
93	ALLIANT ENERGY GAS	RELEASE OF RIGHTS
94	CITY OF FOND DU LAC WATER	RELEASE OF RIGHTS
95	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS
96	CITY OF FOND DU LAC SANITARY DISTRICT #4	RELEASE OF RIGHTS

LINE TABLE

LINE	BEARING	DISTANCE
L-1	N00°24'14"W	70.01'
L-2	N00°24'27"W	45.01'
L-3	S00°29'35"E	95.02'
L-4	S88°47'12"E	233.27'

RIGHT-OF-WAY MONUMENT TABLE

PT#	Y	X
43	382843.475	829544.646
44	382838.665	830037.432
48	382525.727	829824.610
49	382528.007	829591.020
50	382472.977	830106.166
50191	382829.744	829430.269
50192	382730.133	828956.273
50205	382472.604	832115.187

ROAD NAME	BASIS OF EXISTING R/W	YEAR
CTH T	R/W PLAT PROJECT SO845(1)	1958
USH 151	R/W PLAT PROJECT 1420-05-70	2000
SOUTH COUNTY LINE	R/W PLAT PROJECT 1420-05-70	1995, 1997

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, FOND DU LAC COUNTY, NAD 83 (1991) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 1-INCH BY 24-INCH IRON PIPE) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

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

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

ACCESS CONTROL ON CTH T AND USH 151 ACQUIRED UNDER STATE R/W PROJECT 1420-05-2.

SCHEDULE OF LANDS AND INTEREST

"OWNERS" NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE DEPARTMENT OF TRANSPORTATION.

PARCEL NO.	OWNER	INTEREST REQUIRED	AREA ACRES REQUIRED			
			NEW	EXISTING	TOTAL	TLE
1	CORPORATION OF THE PRESIDING BISHOP OF THE CHURCH OF JESUS CHRIST OF LATTER DAY SAINTS, A UTAH CORPORATION SALE	TLE	----	----	----	0.01 AC
2	ROBERT L. AND JANE M. KONK LIVING TRUST, DATED SEPTEMBER 21, 2005	FEE	0.18 AC	0.33 AC	0.51 AC	----
3	DAVID P. KUEN AND JANICE E. KUEN AS HUSBAND AND WIFE AND MAURICE D. GREENE AND DARLENE B. GREENE, AS HUSBAND AND WIFE KOWN AS GERHARTZ SCENIC MEADOWS, LLP	FEE TLE	2.95 AC	0.99 AC	4.15 AC	0.92 AC
4	COUNTRY CREEK ESTATES LLC, A WISCONSIN LIMITED LIABILITY COMPANY	FEE TLE	0.17 AC	----	0.17 AC	0.55 AC
6	PARAGON IRREVOCABLE TRUST OF APRIL, 1993	FEE	0.53 AC	----	0.53 AC	----

OMNNI ASSOCIATES
ONE SYSTEMS DRIVE
APPLETON, WI 54914-1654
PHONE (920) 735-6900
FAX (920) 830-6100

I, DAVID A. YURK, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1420-23-21 - 4.01 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN DAVID A. YURK S-2648 DISTRICT, WI LAND SURVEYOR

(SIGNATURE) David A. Yurk DATE 2-20-2014
(PRINTED NAME) DAVID A. YURK
(REGISTRATION NO.) S-2648

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

(SIGNATURE) Curt Van Ess DATE 2-24-2014
(PRINTED NAME) CURT VAN

FILE NAME : F:\TR\JOBS\E2017C13\CIVIL 3D 2012\RW\14202300_040101_RP.DWG
APPRAISAL PLAT DATE : ----------
PLOT DATE : 2/24/2014 1:23 PM PLOT BY : OMNNI ASSOCIATES, INC. - DAVE A. YURK

CONVENTIONAL ABBREVIATIONS

ACCESS POINT, DRIVEWAY CONNECTION	AP	RELEASE OF RIGHTS	ROR
ACCESS RIGHTS	AR	REMAINING	REM.
ACRES	AC.	RIGHT-OF-WAY	R/W
AND OTHERS	ET.AL.	SECTION	SEC.
CENTERLINE	C/L	STATION	STA.
CERTIFIED SURVEY MAP	CSM	TEMPORARY LIMITED EASEMENT	TLE
CORNER	COR.	VOLUME	V.
DOCUMENT	DOC.		
EASEMENT	EASE.	CURVE DATA	
HIGHWAY EASEMENT	H.E.	LONG CHORD	LCH
LAND CONTRACT	LC	LONG CHORD BEARING	LCB
MONUMENT	MON.	RADIUS	R
PAGE	P.	DEGREE OF CURVE	D
PERMANENT LIMITED EASEMENT	P.L.E.	CENTRAL ANGLE OR DELTA	DELTA
PROPERTY LINE	P.L.	LENGTH OF CURVE	L
RECORDED AS	(000)	TANGENT	TAN
REFERENCE LINE	R/L		

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN	(IF UNLESS NOTED)	PROPOSED R/W LINE	
R/W MONUMENT	● =(SET)	EXISTING H.E. LINE	
R/W STANDARD	▲ =(SET)	PROPERTY LINE	
SIGN	SIGN	LOT & TIE LINES	
SECTION CORNER MONUMENT		SLOPE INTERCEPTS	
SECTION CORNER SYMBOL		CORPORATE LIMITS	
		ACCESS RESTRICTED (BY PREVIOUS PROJECT/CONTROL)	
FEE (HATCH VARIES)		ACCESS RESTRICTED (BY ACQUISITION)	
TEMPORARY LIMITED EASEMENT		NO ACCESS (BY STATUTORY AUTHORITY)	
PERMANENT LIMITED EASEMENT		SECTION LINE	
R/W BOUNDARY POINT	(RW020)	QUARTER LINE	
PARCEL NUMBER	(03)	SIXTEENTH LINE	
UTILITY PARCEL NUMBER	(92)	EXISTING CENTERLINE	
SIGN NUMBER (OFF PREMISES)	(21-)	PROPOSED REFERENCE LINE	
BUILDING		PARALLEL OFFSET	

CONVENTIONAL UTILITY SYMBOLS

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

NON COMPENSABLE / COMPENSABLE

TRANSPORTATION PROJECT PLAT NO: 1420-23-21 - 4.02

FOND DU LAC BYPASS (USH 151 & CTH T OVERPASS)

THAT PART OF LOT 1, CSM 6747, PART OF LOTS 1 & 2, CSM 6769, LOCATED IN THE SE1/4-NW1/4, THAT PART OF LOT 2, CSM 6769, LOCATED IN THE SW1/4-NE1/4, THAT PART OF THE NE1/4-SW1/4, AND THAT PART OF THE NW1/4-SE1/4 OF SECTION 18, CITY OF FOND DU LAC, AND THAT PART OF THE NE1/4-SW1/4 OF SECTION 18, TOWN OF EMPIRE; ALL IN T15N, R18E, FOND DU LAC COUNTY, WISCONSIN

RELOCATION ORDER USH 151 AND CTH T FOND DU LAC COUNTY

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

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

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN Fond du Lac COUNTY, WISCONSIN AT 11:28 AM ON 3-4-2014 AS DOCUMENT # 1034907 AND FILED IN Vol. 17 Pg. 114

Shawn M Kelly
SIGNATURE OF REGISTER OF DEEDS

DOC# 1034907
Recorded
March 04, 2014 11:28 AM
SHAWN KELLY
REGISTER OF DEEDS
FOND DU LAC COUNTY
Fee Amount: $25.00

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1420-23-21 - 4.02
AMENDMENT NO:

SHEET LOCATION

NOT TO SCALE

PROJECT LOCATION
SECTION 18
FRACTIONAL
SW-NW

SCALE, FEET
0 50 100

GN
W E
S

CITY OF FOND DU LAC

TOWN OF EMPIRE

SECTION 18
SW-NE

SECTION 18
NE-SW

SECTION 18
NW-SE

SECTION 18
FRACTIONAL
NW-SW

ALUMINUM MONUMENT FOUND
Y 385263.521
X 831719.538

MAG NAIL FOUND
Y 382649.200
X 828957.060

IRON PIPE FOUND
Y 379971.119
X 831770.560

BRASS MONUMENT FOUND
Y 382596.358
X 834371.128

COMPUTED
Y 382621.990
X 831745.010

STA 610+75.61
Y: 382650.014
X: 830432.414

STA 630+00.00
Y: 382615.261
X: 832354.619

CURVE-C
PI 618+26.95
Y 382588.599
X 831181.239
Δ 07°48'46"
D 01°05'44"
R 5230.00'
T 357.13'
L 713.14'
LC 712.59'
LCB S89°13'04"E

CURVE-D
PI 624+19.15
Y 382620.932
X 831773.669
Δ 03°41'00"
D 00°57'18"
R 6000.00'
T 192.92'
L 385.71'
LC 385.65'
LCB N88°43'04"E

LOT 1 CSM 6747 VOL 47, PG 44-44B
LOT 1 CSM 6769 VOL 47, PG 66-66B
LOT 2 CSM 6769 VOL 47, PG 66-66B
LOT 1 CSM 5660 VOL 36, PG 48-48B
LOT 1 CSM 2666 VOL 14, PG 86
LOT 2
LOT 3 BLOCK 4
LOT 4 LEDGEVIEW SUBDIVISION

BUYOUT WISDOT DOC NO #711609

4TH STREET WAY
CTH T (4TH STREET)
CTH K
USH 151

DETAIL A

RIGHT-OF-WAY MONUMENT TABLE

PT#	Y	X
69	382549.072	831756.402
73	382569.207	832029.904
78	382571.543	831790.566
80	382524.257	831458.048
81	382527.463	831129.494
50131	382504.304	830482.634
50133	382549.044	831657.458
50141	382501.247	830795.877
50162	382882.546	831165.796
50165	382882.461	831174.467
50171	382682.352	831195.911
50175	382775.743	831175.781
50178	382679.370	831501.386
50181	382688.103	831631.314
50204	382684.005	832051.163
50205	382472.604	832115.157

LINE TABLE

LINE	BEARING	DISTANCE
L-1	S20°29'22"E	85.72'
L-2	N89°59'01"E	98.94'
L-3	N56°39'58"E	40.89'
L-4	S41°25'44"E	128.84'
L-5	N12°10'33"E	97.77'
L-6	N89°26'27"W	105.88'
L-9	N89°26'27"E	8.67'
L-10	S89°26'27"E	27.66'
L-11	S48°46'33"W	15.01'
L-12	N00°24'13"W	55.01'
L-13	S00°42'19"E	55.00'
L-14	N86°52'34"E	43.26'

ROAD NAME	BASIS OF EXISTING R/W	YEAR
CTH T	R/W PLAT PROJECT 5084(1)	1958
USH 151	R/W PLAT PROJECT 1420-05-70	2000
4TH ST WAY	CSM'S 6747,6769	2004

NOTES:
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, FOND DU LAC COUNTY, NAD 83 (1991) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 1-INCH BY 24-INCH IRON PIPE) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

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

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

ACCESS CONTROL ON PARCELS 8, 9, 11, IS DELINEATED FROM CSM 6747, VOL. 47, PG. 44-44B, DOC. NO. 832419 AND FROM CSM 6769, VOL. 47, PG. 66-66B, DOC. NO. 834923. ACCESS CONTROL ON PARCEL 7 WAS ACQUIRED UNDER STATE R/W PROJECT #1420-05-21.

SCHEDULE OF LANDS AND INTEREST

"OWNERS" NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE DEPARTMENT OF TRANSPORTATION

PARCEL NO.	OWNER	INTEREST REQUIRED	AREA ACRES REQUIRED			
			NEW	EXISTING	TOTAL	TLE
7	LEDGEVIEW MEMORIAL PARK, WISCONSIN CEMETARY ASSOCIATION	FEE	1.67 AC	----	1.67 AC	----
8	MARINE CREDIT UNION	TLE	----	----	----	0.21 AC
9	HOLY FAMILY CONGREGATION	FEE	0.06 AC	----	0.06 AC	----
11	BASM LLC	FEE	0.11 AC	----	0.11 AC	----
12	GRACE CHRISTIAN CHURCH OF FOND DU LAC, INC	FEE TLE	0.14 AC	----	0.14 AC	0.06 AC

UTILITIES INTEREST REQUIRED

UTILITY NO.	OWNER(S)	INTEREST REQUIRED
91	AT&T	RELEASE OF RIGHTS
92	ALLIANT ENERGY ELECTRICAL	RELEASE OF RIGHTS
93	ALLIANT ENERGY GAS	RELEASE OF RIGHTS

OMNNI ASSOCIATES
ONE SYSTEMS DRIVE
APPLETON, WI 54914-1694
PHONE (920) 735-6900
FAX (920) 830-6100

I, DAVID A. YURK, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1420-23-21 - 4.02 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) David A. Yurk DATE 2-20-2014
(PRINTED NAME) DAVID A. YURK
(REGISTRATION NO.) S-2648

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

(SIGNATURE) Curt VanEss DATE 2-24-2014
(PRINTED NAME) CURT VAN

FILE NAME : F:\TR\JOBS\E2017C13\CIVIL 3D 2012\RW\14202300_040101_RP.DWG
APPRAISAL PLAT DATE :
PLOT DATE : 2/20/2014 10:52 AM PLOT BY : OMNNI ASSOCIATES, INC. - BEN WILDENBERG

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

TRANSPORTATION PROJECT PLAT TITLE SHEET

1420-22-21

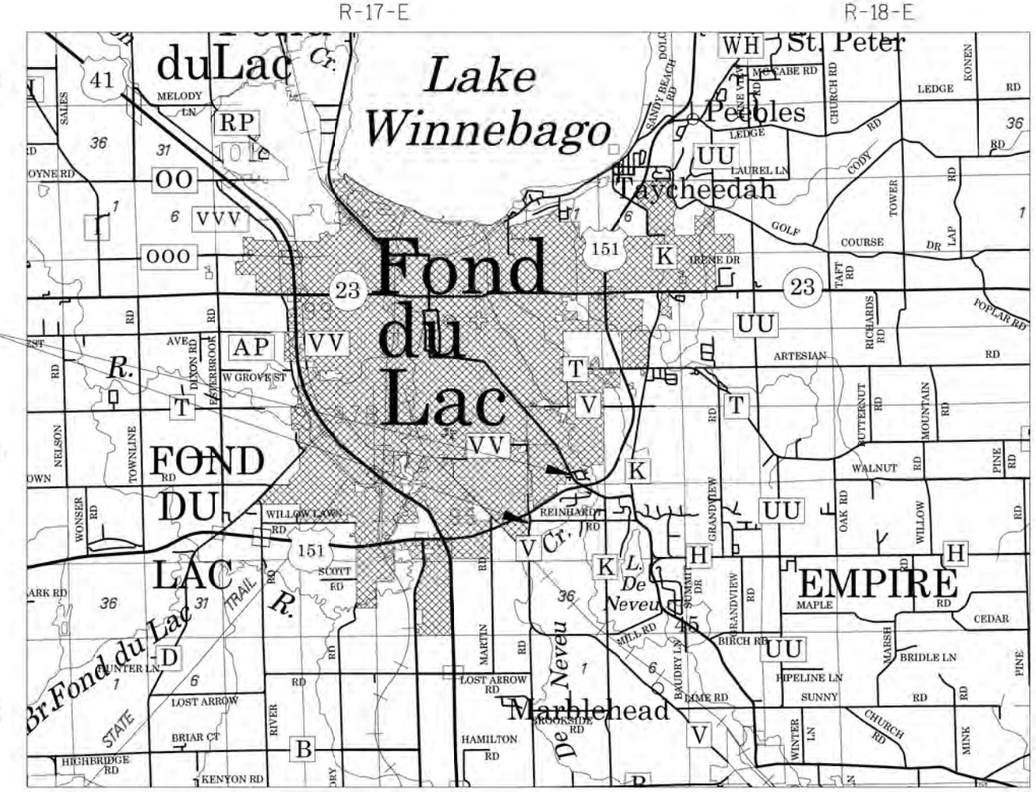
CTH V - USH 45 INTERCHANGE

USH 151

FOND DU LAC COUNTY



PROJECT LOCATION



NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, FOND DU LAC COUNTY, NAD 83 (1997) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYPICALLY 1"X24" IRON PIPE) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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".

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 151 ESTABLISHED FROM PREVIOUS PROJECT 1420-05-2C REVISED APRIL 4TH, 2005 AND EXISTING HIGHWAY RIGHT-OF-WAY FOR SIDE ROADS ESTABLISHED FROM CENTERLINE OF EXISTING PAVEMENTS.
EXISTING ACCESS CONTROL ALONG USH 151 ESTABLISHED FROM PREVIOUS PROJECTS 1420-05-2O REVISED APRIL 4TH, 2005.

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

TRANS 233 RESTRICTIONS APPLY.

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

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

THE NOTES, CONVENTIONAL SYMBOLS AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT NUMBER 1420-22-21.

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

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	REFERENCE LINE	R/L
ACCESS RIGHTS	AR	RELEASE OF RIGHTS	ROR
ACRES	AC.	REMAINING	REM.
AND OTHERS	ET.AL.	RIGHT-OF-WAY	R/W
CENTERLINE	C/L	SECTION	SEC.
CERTIFIED SURVEY MAP	CSM	STATION	STA.
CORNER	COR.	TEMPORARY LIMITED EASEMENT	TLE
DOCUMENT	DOC.	VOLUME	V.
EASEMENT	EASE.	**CURVE DATA**	
HIGHWAY EASEMENT	H.E.	LONG CHORD	LCH
LAND CONTRACT	LC	LONG CHORD BEARING	LCB
MONUMENT	MON.	RADIUS	R
PAGE	P.	DEGREE OF CURVE	D
PERMANENT LIMITED EASEMENT	PLE	CENTRAL ANGLE OR DELTA	DELTA
PROPERTY LINE	PL	LENGTH OF CURVE	L
RECORDED AS	(100')	TANGENT	TAN

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN	(1" UNLESS NOTED)	PROPOSED R/W LINE	
		EXISTING H.E. LINE	
R/W MONUMENT	●(SET)	PROPERTY LINE	
R/W STANDARD	▲(SET)	LOT & TIE LINES	
SIGN	SIGN	SLOPE INTERCEPTS	
SECTION CORNER MONUMENT		CORPORATE LIMITS	
SECTION CORNER SYMBOL		ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL)	
FEE (HATCH VARIES)		ACCESS RESTRICTED (BY ACQUISITION)	
TEMPORARY LIMITED EASEMENT		NO ACCESS (BY STATUTORY AUTHORITY)	
PERMANENT LIMITED EASEMENT		SECTION LINE	
R/W BOUNDARY POINT	RWB20	QUARTER LINE	
PARCEL NUMBER	10	SIXTEENTH LINE	
UTILITY PARCEL NUMBER	32	EXISTING CENTERLINE	
SIGN NUMBER (OFF PREMISE)	21-1	PROPOSED REFERENCE LINE	
BUILDING		PARALLEL OFFSET	

CONVENTIONAL UTILITY SYMBOLS

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

COLEMAN ENGINEERING COMPANY
635 CIRCLE DRIVE
IRON MOUNTAIN, MICHIGAN 49801

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1420-22-21 - 4.01
SHEET 2 OF 2
AMENDMENT NO:___

FILE NAME : F:\DATA\CAD PROJECTS\CAD11379-USH 151 TPP\1420-22-00\SHEETSPLAN\040101_RP.DWG
PLOT DATE : 3/10/2014 8:19 AM
PLOT BY : JEFF GILROY
PLOT NAME : ----------

TRANSPORTATION PROJECT PLAT NO: 1420-22-21 -4.01

THAT PART OF THE SW 1/4-SW 1/4, NW 1/4-SW 1/4 AND THE NE 1/4-SW 1/4 OF SECTION 25, TOWNSHIP 15 NORTH, RANGE 17 EAST, TOWN OF FOND DU LAC, FOND DU LAC COUNTY, WISCONSIN

RELOCATION ORDER USH 151 FOND DU LAC COUNTY

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

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

BANDICOOT LIMITED PARTNERSHIP
TAX ID. T09-15-17-25-07-001-00
LOT 1, CSM# 327, V.3, P. 126,
DOC. 262440

PI STA = 123+62.12"V"
X = 824135.089
Y = 372100.655
DELTA = 36°38'47"
D = 41°31'07"
T = 45.70'
L = 88.27'
R = 138.00'
PRC STA = 123+16.42"V"
PT STA = 124+04.68"V"

BANDICOOT LIMITED PARTNERSHIP
TAX ID. T09-15-17-25-08-001-00
DOC. 880968

DOC# 1035297
Recorded
March 17, 2014 9:37 AM
SHAWN KELLY
REGISTER OF DEEDS
FOND DU LAC COUNTY
Fee Amount: $25.00

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1420-22-21 - 4.01
SHEET 1 OF 2
AMENDMENT NO:...

0 100 200
SCALE, FEET

GN

SEE PLAT NO.-4.02

SW-NW SEC 25

SE-NW SEC 25

NE-SW SEC 25

NW-SW SEC 25

SW-SW SEC 25

SE-SW SEC 25

SE-SE SEC 26

NE-SE SEC 26

CITY

TOWN

OF

FOND DU LAC

SIXTEENTH LINE

REINHARDT RD.

WILDLIFE DR.

CTH V

S89°09'11"E 2654.98' (MON. TO MON.)

S89°09'11"E 351.17'

S89°09'11"E 436.80'

66'

120'R"

115'R"

110'R"

105'R"

100'R"

PI: 123+62.12"V"

PRC: 123+16.42"V"

PI: 120+71.41"V"

PC: 118+13.86"V"

PC: 109+73.06"R"

PT: 106+20.29"R"

PT: 113+03.04"V"

PI: 110+03.55"V"

PI: 116+13.94"R"

PT: 121+33.64"R"

PC: 106+92.58"V"

PI: 104+26.87"R"

PC: 101+07.68"R"

STA 113+96.02 "V"= STA 99+71.45 "R"

SEC1003
ALUM. MON. FOUND
X = 823669.966
Y = 372144.790

SEC1002
ALUM. MON. FOUND
X = 823675.352
Y = 369494.316

SEC1012
BERNSTEN MON.
X = 826333.632
Y = 369451.172

CTRS1010
SURVEY SPIKE
X = 826324.661
Y = 372105.550

LOCATION SKETCH
(NOT TO SCALE)

Lake Winnebago
Fond du Lac
SHEET LOCATION
T-15-N
R-17-E
R-18-E

S00°07'46"E 2650.48' (MON. TO MON.) 760.43'

NO0°07'46"W 2654.39' (MON. TO MON.)

NO0°07'46"W 432.91'

NO0°07'46"W 170.10'

PRW100 PRW101 PRW102 PRW103 PRW104 PRW105 PRW106 PRW107 PRW108 PRW109 PRW110 PRW111 PRW112 PRW113 PRW114 PRW115 PRW116 PRW117 PRW118 PRW119 PRW120 PRW121 PRW122 PRW123 PRW124 PRW125 PRW126 PRW127 PRW128 PRW129 PRW130 PRW131 PRW132 PRW133 PRW134 PRW135 PRW136 PRW137

TLE1 TLE2 TLE3 TLE4 TLE DRIVEWAY

AL1101 AL1102 AL1103

RWB104 CLS100

1.229 ACRES
SHERIDAN, ROSEMARY;
SHERIDAN FAMILY INVESTMENTS LLC.
TAX ID. T09-15-17-25-09-001-00
DOC. 966442

11.631 ACRES
SHERIDAN, ROSEMARY;
SHERIDAN FAMILY INVESTMENTS LLC.
TAX ID. T09-15-17-25-10-001-00
DOC. 966442
PI STA = 104+26.87"R"
X = 824260.072
Y = 370989.389
DELTA = 86°23'01"
D = 16°51'06"
T = 319.19'
L = 512.61'
R = 340.00'
PC STA = 101+07.68"R"
PT STA = 106+20.29"R"

0.056 ACRES
SHERIDAN, ROSEMARY;
SHERIDAN FAMILY INVESTMENTS LLC.
TAX ID. T09-15-17-25-11-001-00
DOC. 538608, V.1144, P.195
DOC. 966442

NOTE:
EXISTING ACCESS CONTROL ALONG USH 151 ESTABLISHED FROM PREVIOUS PROJECTS 1420-05-20 REVISED APRIL 4TH, 2005.

TLE TRAVERSE TABLE		
Line #	BEARING	DISTANCE
L1	S59°33'39"E	58.70'
L2	N30°22'17"E	30.00'
L3	N59°33'39"W	60.98'

CURVE TABLE			
CURVE #	LENGTH	RADIUS	DELTA
C3	913.05	1100.00'	47°33'29"
C2	24.03	138.00'	9°58'40"
C1	283.68	1300.00'	12°30'11"

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W NEW ACRES	R/W EXISTING ACRES	R/W TOTAL ACRES	PLE, TLE SF
1	SHERIDAN, ROSEMARY; SHERIDAN FAMILY INVESTMENTS LLC.	FEE, ACCESS RIGHTS & TLE	12.916	---	12.916	1795.18

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

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
80	WISCONSIN PUBLIC SERVICE - GAS	RELEASE OF RIGHTS
85	CHARTER COMMUNICATIONS - TELEPHONE	RELEASE OF RIGHTS

COLEMAN ENGINEERING COMPANY
635 CIRCLE DRIVE
IRON MOUNTAIN, MICHIGAN 49801

I, JAMES D. BLONDHEIM, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF WIS. DEPT. OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1420-22-21 - 4.01 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE _____ DATE 03/10/14
JAMES D. BLONDHEIM, R.L.S. S-2800
COLEMAN ENGINEERING COMPANY

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION, NORTHEAST REGION.
SIGNATURE _____ DATE 03/10/14
CURT VAN EREM

FILE NAME : F:\DATA\CAD PROJECTS\CAD11379-USH 151 TPP\1420-22-00\SHEETSPLAN\040101_RP.DWG
APPRAISAL PLAT DATE : ----------
PLOT DATE : 3/10/2014 8:30 AM
PLOT BY : JEFF GILROY
PLOT NAME :
PLOT SCALE : 1" = 200'

1420-22-21 4.01

TRANSPORTATION PROJECT PLAT NO: 1420-22-21 -4.02

THAT PART OF THE SW 1/4 - NW 1/4 AND THE SE 1/4 - NW 1/4 OF SECTION 25, TOWNSHIP 15 NORTH, RANGE 17 EAST, TOWN OF FOND DU LAC, FOND DU LAC COUNTY, WISCONSN.

RELOCATION ORDER USH 151 FOND DU LAC COUNTY

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

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

NOTE:
EXISTING ACCESS CONTROL ALONG USH 151 ESTABLISHED FROM PREVIOUS PROJECTS 1420-05-20 REVISED APRIL 4TH, 2005.

DOC# 1035940
Recorded April 04, 2014 11:51 AM
SHAWN KELLY
REGISTER OF DEEDS
FOND DU LAC COUNTY
Fee Amount: $25.00

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1420-22-21 - 4.02
AMENDMENT NO:...

GN
0 100 200
SCALE, FEET

SEC1004
ALUM. MON. FOUND
X = 823661.653
Y = 374796.215

SEC1021
ALUM. MON. FOUND
X = 826325.542
Y = 374768.766

SEC1003
ALUM. MON. FOUND
X = 823669.966
Y = 372144.790

CTRS1010
SURVEY SPIKE
X = 826324.661
Y = 372105.550

SEE PLAT NO.-4.03

SEE PLAT NO.-4.01

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
81	ALLIANT ENERGY	RELEASE OF RIGHTS
85	CHARTER COMMUNICATIONS - TELEPHONE	RELEASE OF RIGHTS
88	AT&T WISCONSIN	RELEASE OF RIGHTS

PI STA = 269+80.87"NB"
X = 824250.591
Y = 372199.580
DELTA = 2°10'50"
D = 28°38'52"
T = 3.81'
L = 7.61'
R = 200.00'
PC STA = 269+77.07"NB"
PT STA = 269+84.68"NB"

PI STA = 282+71.75"NB"
X = 824752.137
Y = 373230.132
DELTA = 50°19'03"
D = 6°37'26"
T = 406.28'
L = 759.65'
R = 865.00'
PC STA = 278+65.47"NB"
PT STA = 286+25.12"NB"

PI STA = 273+95.21"NB"
X = 824655.656
Y = 372286.769
DELTA = 72°00'47"
D = 15°41'51"
T = 265.25'
L = 458.76'
R = 365.00'
PC STA = 271+29.96"NB"
PT STA = 275+88.72"NB"

PI STA = 116+13.94"R"
X = 824925.183
Y = 372121.270
DELTA = 60°27'04"
D = 5°12'31"
T = 640.87'
L = 1160.58'
R = 1100.00'
PC STA = 109+73.06"R"
PT STA = 121+33.64"R"

CURVE TABLE			
CURVE #	LENGTH	RADIUS	DELTA
C1	360.90	865.00	23°54'18"

EASEMENTS OF RECORD

PARCEL #	UTILITY #	OWNERSHIP	RECORDING INFO
2	88	WISCONSIN BELL INC. DBA AT&T WISCONSIN	DOC. #842139
		WISCONSIN BELL INC. DBA AT&T WISCONSIN	VOL. 1102, PAGE 66 DOC. #520065
		WISCONSIN BELL INC. DBA AT&T WISCONSIN	VOL. 1078, PAGE 675 DOC. #509486
		WISCONSIN TELEPHONE COMPANY DBA AT&T WISCONSIN	VOL. 829, PAGE 448 DOC. #369722
	81	WISCONSIN POWER AND LIGHT COMPANY DBA ALLIANT ENERGY	VOL. 272, PAGE 331 DOC. #24473

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W NEW ACRES	R/W EXISTING ACRES	R/W TOTAL ACRES	TLE SF
2	BANDICOOT LIMITED PARTNERSHIP	FEE	14.864	---	14.864	---

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

14.460 ACRES
BANDICOOT LIMITED PARTNERSHIP
TAX ID. T09-15-17-25-07-001-00
LOT 1, CSM 327, V. 3, P. 126,
DOC. 262440

0.404 ACRES
BANDICOOT LIMITED PARTNERSHIP
TAX ID. T09-15-17-25-08-001-00
DOC. 880968

SHERIDAN, ROSEMARY;
SHERIDAN FAMILY INVESTMENTS LLC.
TAX ID. T09-15-17-25-10-001-00
DOC. 966442

SHERIDAN, ROSEMARY;
SHERIDAN FAMILY INVESTMENTS LLC.
TAX ID. T09-15-17-25-09-001-00
DOC. 966442

LOCATION SKETCH
(NOT TO SCALE)

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, TRANSPORTATION PROJECT PLATS, DOCUMENT NO. 1035297 FOR ADDITIONAL INFORMATION.

COLEMAN ENGINEERING COMPANY
635 CIRCLE DRIVE
IRON MOUNTAIN, MICHIGAN 49801

I, JAMES D. BLONDHEIM, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF WIS. DEPT. OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1420-22-21 - 4.02 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE _____ DATE 03/26/14
JAMES D. BLONDHEIM, R.L.S. S-2800
COLEMAN ENGINEERING COMPANY
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION, NORTHEAST REGION.
SIGNATURE _____ DATE 03/26/14
CURT VAN EREN

FILE NAME : F:\DATA\CAD PROJECTS\CAD11379-USH 151 TPP\1420-22-00\SHEETSPLAN\040102_RP.DWG
APPRAISAL PLAT DATE : ----------
PLOT DATE : 3/26/2014 7:46 AM
PLOT BY : JEFF GILROY
PLOT NAME :
PLOT SCALE : 1" = 200'

1420-22-21 4.02

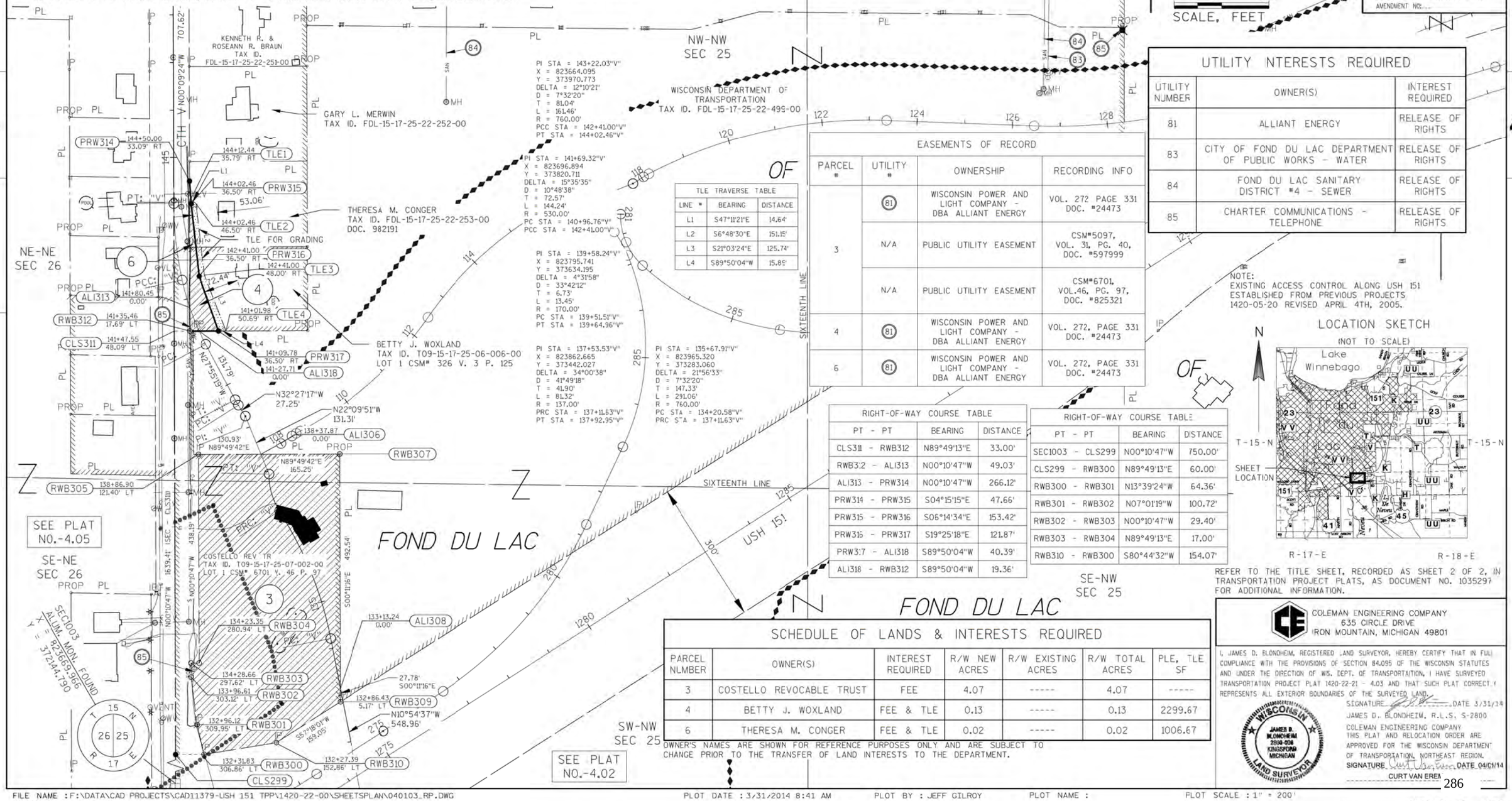
TRANSPORTATION PROJECT PLAT NO: 1420-22-21 - 4.03

THAT PART OF LOT 1, CSM 326, V. 3, PG. 125, LOCATED IN THE NW-NW OF SECTION 25; ALSO ALL OF LOT 1, CSM 6701, V. 46, PG. 97, LOCATED IN THE NW-NW AND THE SW-NW OF SECTION 25, T15N, R17E, TOWN OF FOND DU LAC; ALSO PART OF THE NW-NW OF SECTION 25, T15N, R17E, CITY OF FOND DU LAC, FOND DU LAC COUNTY, WISCONSIN.

RELOCATION ORDER USH 151 FOND DU LAC COUNTY

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

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



TLE TRAVERSE TABLE		
LINE #	BEARING	DISTANCE
L1	S47°11'21"E	14.64'
L2	S6°48'30"E	151.15'
L3	S21°03'24"E	125.74'
L4	S89°50'04"W	15.89'

EASEMENTS OF RECORD			
PARCEL #	UTILITY #	OWNERSHIP	RECORDING INFO
3	81	WISCONSIN POWER AND LIGHT COMPANY - DBA ALLIANT ENERGY	VOL. 272 PAGE 331 DOC. #24473
	N/A	PUBLIC UTILITY EASEMENT	CSM#5097, VOL. 31, PG. 40, DOC. #597999
	N/A	PUBLIC UTILITY EASEMENT	CSM#6701, VOL.46, PG. 97, DOC. #825321
4	81	WISCONSIN POWER AND LIGHT COMPANY - DBA ALLIANT ENERGY	VOL. 272, PAGE 331 DOC. #24473
6	81	WISCONSIN POWER AND LIGHT COMPANY - DBA ALLIANT ENERGY	VOL. 272, PAGE 331 DOC. #24473

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
81	ALLIANT ENERGY	RELEASE OF RIGHTS
83	CITY OF FOND DU LAC DEPARTMENT OF PUBLIC WORKS - WATER	RELEASE OF RIGHTS
84	FOND DU LAC SANITARY DISTRICT #4 - SEWER	RELEASE OF RIGHTS
85	CHARTER COMMUNICATIONS - TELEPHONE	RELEASE OF RIGHTS

RIGHT-OF-WAY COURSE TABLE		
PT - PT	BEARING	DISTANCE
CLS311 - RWB312	N89°49'13"E	33.00'
RWB312 - ALI313	N00°10'47"W	49.03'
ALI313 - PRW314	N00°10'47"W	266.12'
PRW314 - PRW315	S04°15'15"E	47.66'
PRW315 - PRW316	S06°14'34"E	153.42'
PRW316 - PRW317	S19°25'18"E	121.87'
PRW317 - ALI318	S89°50'04"W	40.39'
ALI318 - RWB312	S89°50'04"W	19.36'

RIGHT-OF-WAY COURSE TABLE		
PT - PT	BEARING	DISTANCE
SEC1003 - CLS299	N00°10'47"W	750.00'
CLS299 - RWB300	N89°49'13"E	60.00'
RWB300 - RWB301	N13°39'24"W	64.36'
RWB301 - RWB302	N07°01'19"W	100.72'
RWB302 - RWB303	N00°10'47"W	29.40'
RWB303 - RWB304	N89°49'13"E	17.00'
RWB310 - RWB300	S80°44'32"W	154.07'

NOTE:
EXISTING ACCESS CONTROL ALONG USH 151 ESTABLISHED FROM PREVIOUS PROJECTS 1420-05-20 REVISED APRIL 4TH, 2005.

LOCATION SKETCH
(NOT TO SCALE)

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN TRANSPORTATION PROJECT PLATS, AS DOCUMENT NO. 1035297 FOR ADDITIONAL INFORMATION.

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W NEW ACRES	R/W EXISTING ACRES	R/W TOTAL ACRES	PLE, TLE SF
3	COSTELLO REVOCABLE TRUST	FEE	4.07	-----	4.07	-----
4	BETTY J. WOXLAND	FEE & TLE	0.13	-----	0.13	2299.67
6	THERESA M. CONGER	FEE & TLE	0.02	-----	0.02	1006.67

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

DOCH 1036844
Recorded
April 08, 2014 8:47 AM
SHAWN KELLY
REGISTER OF DEEDS
FOND DU LAC COUNTY
Fee Amount: $25.00

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1420-22-21 - 4.03
AMENDMENT NO:...

COLEMAN ENGINEERING COMPANY
635 CIRCLE DRIVE
IRON MOUNTAIN, MICHIGAN 49801

I, JAMES D. BLONDHEIM, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF WIS. DEPT. OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1420-22-21 - 4.03 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE _____ DATE 3/31/14
JAMES D. BLONDHEIM, R.L.S, S-2800
COLEMAN ENGINEERING COMPANY

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION, NORTHEAST REGION.
SIGNATURE _____ DATE 04/01/14
CURT VAN EREM

FILE NAME : F:\DATA\CAD PROJECTS\CAD11379-USH 151 TPP\1420-22-00\SHEETSPLAN\040103_RP.DWG
APPRAISAL PLAT DATE : ----------
PLOT DATE : 3/31/2014 8:41 AM
PLOT BY : JEFF GILROY
PLOT NAME :
PLOT SCALE : 1" = 200'
---------- 1420-22-21 4.03

TRANSPORTATION PROJECT PLAT NO: 1420-22-21 -4.04

THAT PART OF LOTS 3, 4 AND 5 OF THE PLAT OF BOWHOUSEN'S SUBDIVISION V. 10 P. 41; PART OF LOTS 28, 29, 30, 31 AND 32 OF THE PLAT OF TAKODAH HEIGHTS SUBDIVISION V. 10 P. 31; LOCATED IN THE SW 1/4 - SE 1/4 OF SECTION 24, TOWNSHIP 15 NORTH, RANGE 17 EAST, TOWN OF FOND DU LAC, FOND DU LAC COUNTY, WISCONSIN.

RELOCATION ORDER USH 151 FOND DU LAC COUNTY

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

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

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

NOTE:
EXISTING ACCESS CONTROL ALONG USH 151 ESTABLISHED FROM PREVIOUS PROJECTS 1420-05-20 REVISED APRIL 4TH, 2005.

TLE TRAVERSE TABLE		
PT - PT	BEARING	DISTANCE
TLE4 - TLE3	S75°32'55"E	23.21'
TLE3 - TLE2	S21°24'41"E	65.19'
TLE2 - TLE1	S17°12'24"W	13.68'

TLE TRAVERSE TABLE		
PT - PT	BEARING	DISTANCE
TLE5 - TLE6	S69°34'05"W	5.00'
TLE6 - TLE7	N20°25'55"W	50.00'
TLE7 - TLE8	N69°34'05"E	5.00'

EASEMENTS OF RECORD			
PARCEL #	UTILITY #	OWNERSHIP	RECORDING INFO
7	(81)	WISCONSIN POWER AND LIGHT COMPANY - DBA ALLIANT ENERGY	VOL. 495, PAGE 311, DOC. #194591
	N/A	TOWN OF FOND DU LAC	VOL. 1268, P. 542, DOC. #595082
	(89)	AMERICAN TRANSMISSION COMPANY LLC.	DOC. #705430
	(81)	WISCONSIN POWER AND LIGHT COMPANY - DBA ALLIANT ENERGY	DOC. #769111
	(88)	WISCONSIN BELL INC - DBA AT&T WISCONSIN	
	(85)	WISCONSIN AND CHARTER CABLE PARTNERS, LLC. - DBA CHARTER COMMUNICATIONS	
8	(81)	WISCONSIN POWER AND LIGHT COMPANY - DBA ALLIANT ENERGY	VOL. 388, PAGE 532, DOC. #134363
	(88)	WISCONSIN TELEPHONE COMPANY - DBA AT&T WISCONSIN	
9	(81)	WISCONSIN POWER AND LIGHT COMPANY - DBA ALLIANT ENERGY	VOL. 388, PAGE 532, DOC. #134363
	(88)	WISCONSIN TELEPHONE COMPANY - DBA AT&T WISCONSIN	
11	(81)	WISCONSIN POWER AND LIGHT COMPANY - DBA ALLIANT ENERGY	VOL. 388, PAGE 532, DOC. #134363
	(88)	WISCONSIN TELEPHONE COMPANY - DBA AT&T WISCONSIN	
12	(81)	WISCONSIN POWER AND LIGHT COMPANY - DBA ALLIANT ENERGY	VOL. 388, PAGE 532, DOC. #134363
	(88)	WISCONSIN TELEPHONE COMPANY - DBA AT&T WISCONSIN	
13	(81)	WISCONSIN POWER AND LIGHT COMPANY - DBA ALLIANT ENERGY	VOL. 388, PAGE 532, DOC. #134363
	(88)	WISCONSIN TELEPHONE COMPANY - DBA AT&T WISCONSIN	
	N/A	LOT 32 & 33 OF THE PLAT OF TAKODAH HEIGHTS SUBDIVISION	VOL. 983, PAGE 48, DOC. #458650

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
80	WISCONSIN PUBLIC SERVICE - GAS	RELEASE OF RIGHTS
81	ALLIANT ENERGY	RELEASE OF RIGHTS
85	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS
87	TOWN OF EMPIRE SANITARY DISTRICT #1 - SEWER	RELEASE OF RIGHTS
88	AT&T WISCONSIN	RELEASE OF RIGHTS
89	AMERICAN TRANSMISSION COMPANY LLC.	RELEASE OF RIGHTS

RIGHT-OF-WAY COURSE TABLE		
PT - PT	BEARING	DISTANCE
PRW403 - PRW404	N48°35'29"E	36.69'
PRW404 - RWB405	N06°04'04"E	46.23'
RWB405 - RWB406	N20°25'55"W	247.47'
RWB406 - RWB407	N26°02'55"W	86.90'
RWB407 - ALI408	N64°11'24"E	33.44'
ALI408 - PRW409	N64°11'24"E	32.56'
PRW409 - PRW410	S35°13'42"E	76.02'
PRW410 - PRW411	S25°48'36"E	25.00'
PRW411 - PRW412	S14°50'43"E	49.71'
PRW413 - PRW414	S46°57'33"E	100.00'
PRW414 - RWB415	S52°18'52"E	90.01'
RWB415 - RWB416	S71°11'33"E	164.25'
RWB416 - ALI417	N88°39'23"W	173.86'
ALI417 - RWB418	N88°39'23"W	213.16'
RWB418 - PRW403	N88°39'23"W	24.77'

CURVE TABLE						
CURVE	CHORD BEARING	CHORD DISTANCE	RADIUS	ARC LENGTH	PI Y	PI X
C1	S35°06'23"E	134.13'	818.51'	134.28	374975.477	826886.902
C2	N40°26'19"W	378.83'	750.00'	382.97	374863.729	826895.473

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W NEW ACRES	R/W EXISTING SF	R/W TOTAL SF	PLE, TLE SF
7	JEFFREY AND JESSICA BURMEISTER	FEE, ACCESS RIGHTS & TLE	0.007	----	309.84	250.00
8	JAMES A. AND JALAINE M. KARL	FEE	0.003	----	117.69	----
9	RICHARD N. AND CAROL A. MIELKE	FEE	0.003	----	130.43	----
11	ROBERT J. EVANS	FEE	0.013	88.60	574.09	----
12	HAROLD C. MANSKE	FEE & TLE	0.011	----	484.74	526.78
13	JEREMY L. MUELLENBACH AND KIMBERLY D. SEARL	TLE	----	----	----	508.36

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

SEC1004
ALUM. MON. FOUND
X = 823661.653
Y = 374796.215

SEC1021
ALUM. MON. FOUND
X = 826325.542
Y = 374768.766

CTRS1010
SURVEY SPIKE
X = 826324.661
Y = 372105.550

SEC103
CHISLED "<-"
X = 828996.585
Y = 374706.115

PI STA = 394+77.00"S"
X = 826914.202
Y = 374825.003
DELTA = 35°19'11"
D = 7°38'22"
T = 238.78'
L = 462.33'
R = 750.00'
PC STA = 392+38.22"S"
PT STA = 397+00.56"S"

STA 394+30.68 "S" = STA 143+02.03

SEE PLAT NO.-4.03

S89°24'10"E 1331.62' (MON. TO MON.)

S00°01'50"W 1331.41' (MON. TO MON.)

S88°39'23"E 2671.78' (MON. TO MON.)

N61°07'47"W 1641.60'

SCALE, FEET 0 100 200

LOCATION SKETCH (NOT TO SCALE)

SHEET LOCATION

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN TRANSPORTATION PROJECT PLATS, AS DOCUMENT NO. 1035297 FOR ADDITIONAL INFORMATION.

COLEMAN ENGINEERING COMPANY
635 CIRCLE DRIVE
IRON MOUNTAIN, MICHIGAN 49801

I, JAMES D. BLONDHEIM, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF WIS. DEPT. OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1420-22-21 - 4.04 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE _____ DATE 3/31/14
JAMES D. BLONDHEIM, R.L.S. S-2800
COLEMAN ENGINEERING COMPANY

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION, NORTHEAST REGION.
SIGNATURE _____ DATE 04/01/14
CURT VAN EREM

DOC# 1036045
Recorded
April 08, 2014 8:56 AM
SHAWN KELLY
REGISTER OF DEEDS
FOND DU LAC COUNTY
Fee Amount: $25.00

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1420-22-21 - 4.04
AMENDMENT NO:...

TRANSPORTATION PROJECT PLAT NO: 1420-22-21 -4.05

THAT PART OF THE LOT 1 OF CSM 3986, V. 22, P. 65; ALSO THAT PART OF THE SE 1/4 - NE 1/4 AND THE NE 1/4 NE 1/4 OF SECTION 26, CITY OF FOND DU LAC; ALSO THAT PART OF THE NE 1/4 -NE 1/4 OF SECTION 26, TOWN OF FOND DU LAC; ALL IN TOWN 15 NORTH, RANGE 17 EAST, FOND DU LAC COUNTY, WISCONSIN.

RELOCATION ORDER USH 151 FOND DU LAC COUNTY

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

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

DOCM 1035941
Recorded
April 04, 2014 11:55 AM
SHAWN KELLY
REGISTER OF DEEDS
FOND DU LAC COUNTY
Fee Amount: $25.00

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1420-22-21 - 4.05
AMENDMENT NO:___

GN

0 100 200
SCALE, FEET

LOCATION SKETCH
(NOT TO SCALE)



EASEMENTS OF RECORD			
PARCEL #	UTILITY #	OWNERSHIP	RECORDING INFO
16	(89)	AMERICAN TRANSMISSION COMPANY LLC., WISCONSIN POWER AND LIGHT COMPANY	DOC. *863775
	(90)	US SPRINT COMMUNICATIONS COMPANY LIMITED PARTNERSHIP	VOL. 1036, PAGE 830, DOC. *489235
17	(81)	WISCONSIN POWER AND LIGHT COMPANY DBA ALLIANT ENERGY	VOL. 574, PAGE 214, DOC. *226847
18		WISCONSIN POWER AND LIGHT COMPANY DBA ALLIANT ENERGY	VOL. 574, PAGE 224, DOC. *226852

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
81	ALLIANT ENERGY	RELEASE OF RIGHTS
82	CITY OF FOND DU LAC DEPARTMENT OF PUBLIC WORKS - SANITARY SEWER	RELEASE OF RIGHTS
83	CITY OF FOND DU LAC DEPARTMENT OF PUBLIC WORKS - WATER	RELEASE OF RIGHTS
89	AMERICAN TRANSMISSION COMPANY LLC., WISCONSIN POWER AND LIGHT COMPANY	RELEASE OF RIGHTS
90	US SPRINT COMMUNICATIONS COMPANY LIMITED PARTNERSHIP	RELEASE OF RIGHTS

TLE TRAVERSE TABLE		
Line #	BEARING	DISTANCE
L21	S89°49'13"W	15.00'
L22	N0°10'47"W	30.00'
L23	N89°49'13"E	15.00'

CURVE TABLE						
CURVE	CHORD BEARING	CHORD DISTANCE	RADIUS	ARC LENGTH	PI X	PI Y
C1	N71° 30' 58"E	113.27'	760.00'	113.37	823573.489	373432.434

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W NEW ACRES	R/W EXISTING ACRES	R/W TOTAL SF	PLE, TLE SF
16	WHITE PINE RESOURCES	FEE & TLE	0.372	----	16205.67	1268.74
17	WILLIAM E. & JUDITH D. LEE	FEE & TLE	0.036	----	1577.37	3632.67
18	JAMES S. MALY	TLE	----	----	----	626.07
19	AARON C. KLASSY AND CARMEN L. JEGLUM	TLE	----	----	----	668.68

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

NOTE:
EXISTING ACCESS CONTROL ALONG USH 151 ESTABLISHED FROM PREVIOUS PROJECTS 1420-05-20 REVISED APRIL 4TH, 2005.

CITY OF FOND DU LAC

TOWN OF FOND DU LAC

SEC1004
ALUM MON. FOUND
X = 823661.653
Y = 374796.215

TLE TRAVERSE TABLE		
Line #	BEARING	DISTANCE
L25	S89°49'13"W	15.00'
L26	N0°10'47"W	44.58'
L27	N89°49'13"E	15.00'

PI STA = 143+22.03"V"
X = 823664.095
Y = 373970.773
DELTA = 12°10'21"
D = 7°32'20"
T = 81.04'
L = 161.46'
R = 760.00'
PCC STA = 142+41.00"V"
PT STA = 144+02.46"V"

PI STA = 141+69.32"V"
X = 823696.894
Y = 373820.711
DELTA = 15°35'35"
D = 10°48'38"
T = 72.57'
L = 144.24'
R = 530.00'
PC STA = 140+96.76"V"
PCC STA = 142+41.00"V"

PI STA = 139+58.24"V"
X = 823795.741
Y = 373634.195
DELTA = 4°3'58"
D = 3°42'12"
T = 6.73'
L = 13.45'
R = 170.00'
PC STA = 139+51.51"V"
PT STA = 139+64.96"V"

PI STA = 137+53.53"V"
X = 823862.665
Y = 373442.027
DELTA = 34°00'38"
D = 41°49'18"
T = 41.90'
L = 81.32'
R = 137.00'
PRC STA = 137+11.63"V"
PT STA = 137+92.95"V"

PI STA = 135+67.91"V"
X = 823965.320
Y = 373283.060
DELTA = 21°56'33"
D = 7°32'20"
T = 147.33'
L = 291.06'
R = 760.00'
PC STA = 134+20.58"V"
PRC STA = 137+11.63"V"

SEE PLAT NO.-4.03

PI STA = 11+40.23"O"
X = 823667.960
Y = 373014.660
DELTA = 15°45'12"
D = 22°55'06"
T = 34.59'
L = 68.74'
R = 250.00'
PC STA = 11+05.64"O"
PT STA = 11+74.38"O"

PI STA = 104+60.90"P"
X = 823539.155
Y = 373404.595
DELTA = 25°11'17"
D = 7°32'20"
T = 169.80'
L = 334.11'
R = 760.00'
PRC STA = 102+91.10"P"
PRC STA = 106+25.21"P"

PI STA = 106+66.08"P"
X = 823725.108
Y = 373503.599
DELTA = 32°46'10"
D = 41°13'12"
T = 40.87'
L = 79.50'
R = 139.00'
PRC STA = 106+25.21"P"
PT STA = 107+04.71"P"

PI STA = 13+51.47"O"
X = 823666.094
Y = 373226.331
DELTA = 23°33'54"
D = 28°38'52"
T = 41.72'
L = 82.26'
R = 200.00'
PC STA = 13+09.75"O"
PT STA = 13+92.01"O"

WHITE PINE RESOURCES
TAX ID. FDL-15-17-26-11-249-00
DOC. 491193 V. 1040 P. 507
TLE FOR GRADING

SCALE, FEET

M. SIX INTERNATIONAL PROPERTIES LLC
TAX ID.
FDL-15-17-26-14-998-00
CSM 7175
VOL. 51 PAGE 80
DOC. 888371

M. SIX INTERNATIONAL PROPERTIES LLC
TAX ID.
FDL-15-17-26-14-998-00
CSM 7175
VOL. 51 PAGE 80
DOC. 888371

WILLIAM E. & JUDITH D. LEE
TAX ID. T09-15-17-26-01-002-00
DOC. 296650 V. 719 P. 304
DOC. 312496 V. 742 P. 71

AARON C. KLASSY & CARMEN L. JEGLUM
TAX ID. FDL-15-17-26-11-005-00
LOT 1 CSM 3986 VOL. 22 PAGE 65

JAMES S. MALY
TAX ID. FLD-15-17-26-11-024-00
DOC. 920354, DOC. 911034

JAMES S. MALY
TAX ID. T09-15-17-26-01-003-00
DOC. 920354, DOC. 911034
LOT 1 CSM 1039 VOL. 6 PAGE 199

KENNETH R. & ROSEANN R. BRAUN
TAX ID.
FDL-15-17-25-22-251-00

GARY L. MERWIN
TAX ID.
FDL-15-17-25-22-252-00

ANTHONY & CATHLEEN RODEN
TAX ID. FDL-15-17-26-11-023-00

MICHAEL T. KOEHN & ALYSON G. MUELLER
TAX ID. FDL-15-17-26-11-004-00

THERESA M. CONGER
TAX ID. FDL-15-17-25-22-253-00
DOC. 982191

BETTY J. WOXLAND
TAX ID. T09-15-17-25-06-006-00
LOT 1, CSM 326 V. 3 P.125

WISCONSIN DEPARTMENT OF TRANSPORTATION
TAX ID. FDL-15-17-25-22-499-00

COSTELLO REV TR
TAX ID.
T09-15-17-25-07-002-00
LOT 1, CSM 5097
VOL. 31 PAGE 40
LOT 1, CSM 6710
VOL. 46 PAGE 97

TLE FOR DRIVEWAY

NE-NE SEC 26
SE-NE SEC 26
NW-NW SEC 25
SW-NW SEC 25

SIXTEENTH LINE
EAST LINE OF SECTION 26

PARK AVE. (EB)
OLD "V" NORTH
USH 151
CTH V (NB)

STA 104+98.86 "P"=
STA 15+78.32 "O"

R/W DETAIL

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN TRANSPORTATION PROJECT PLATS, DOCUMENT NO. 1035297 FOR ADDITIONAL INFORMATION.

COLEMAN ENGINEERING COMPANY
635 CIRCLE DRIVE
IRON MOUNTAIN, MICHIGAN 49801

I, JAMES D. BLONDHEIM, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF WIS. DEPT. OF TRANSPORTAITION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1420-22-21 - 4.05 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE _____ DATE 03/26/14
JAMES D. BLONDHEIM, R.L.S. S-2800
COLEMAN ENGINEERING COMPANY

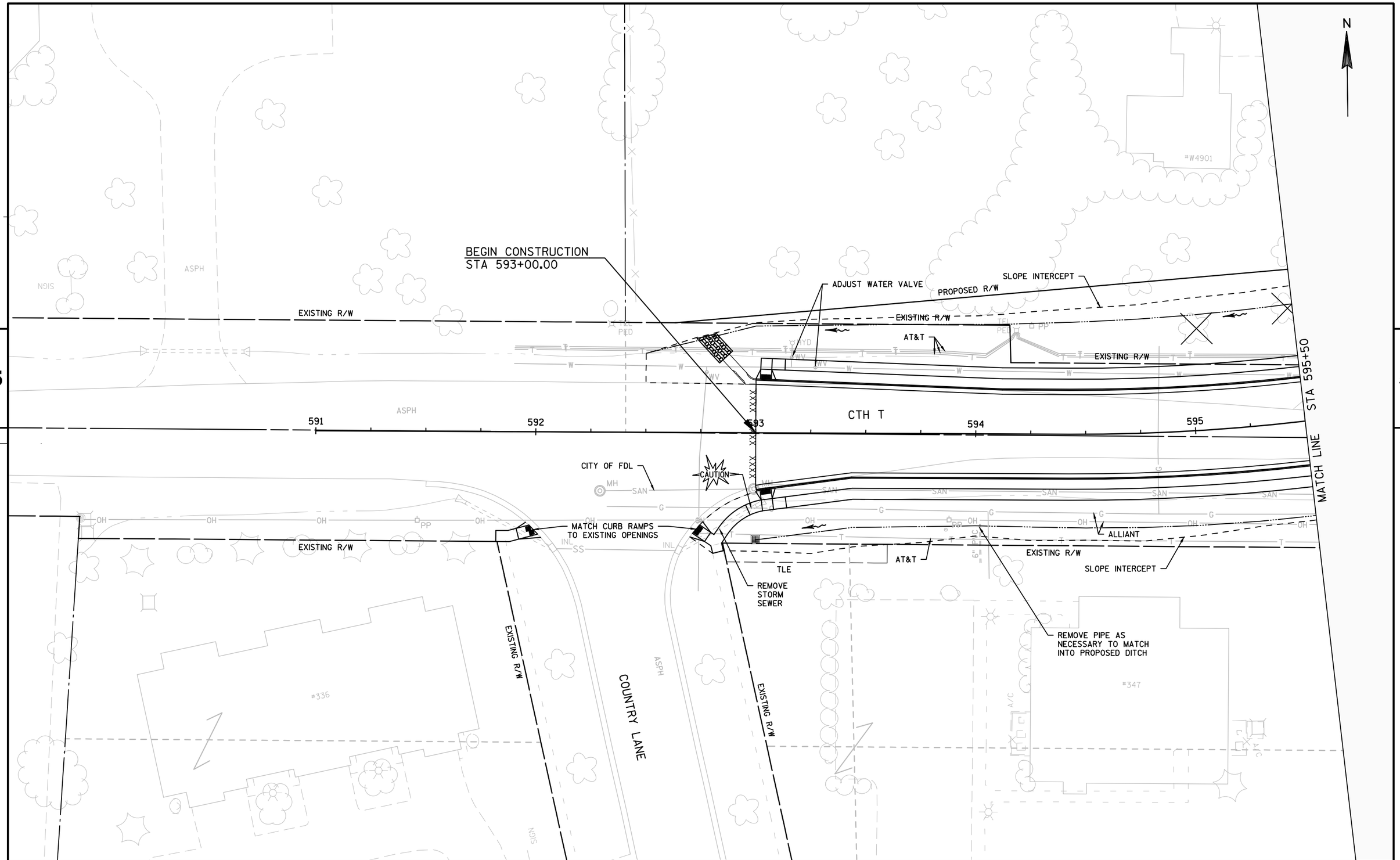
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION, NORTHEAST REGION.
SIGNATURE _____ DATE 03/26/14
CURT VAN EREM

WISCONSIN LAND SURVEYOR JAMES D. BLONDHEIM 2800-006 KINGSFORD MICHIGAN

288

1420-22-21 4.05

PLOT NAME : PLOT SCALE : 1" = 200'
PLOT BY : Jeff Gilroy
PLOT DATE : 3/26/2014 8:00 AM
PLOT DATE :
FILE NAME : F:\DATA\CAD PROJECTS\CAD11379-USH 151 TPP\1420-22-00\SHEETS\PLAN\040105_TP.DWG
APPRAISAL PLAT DATE :

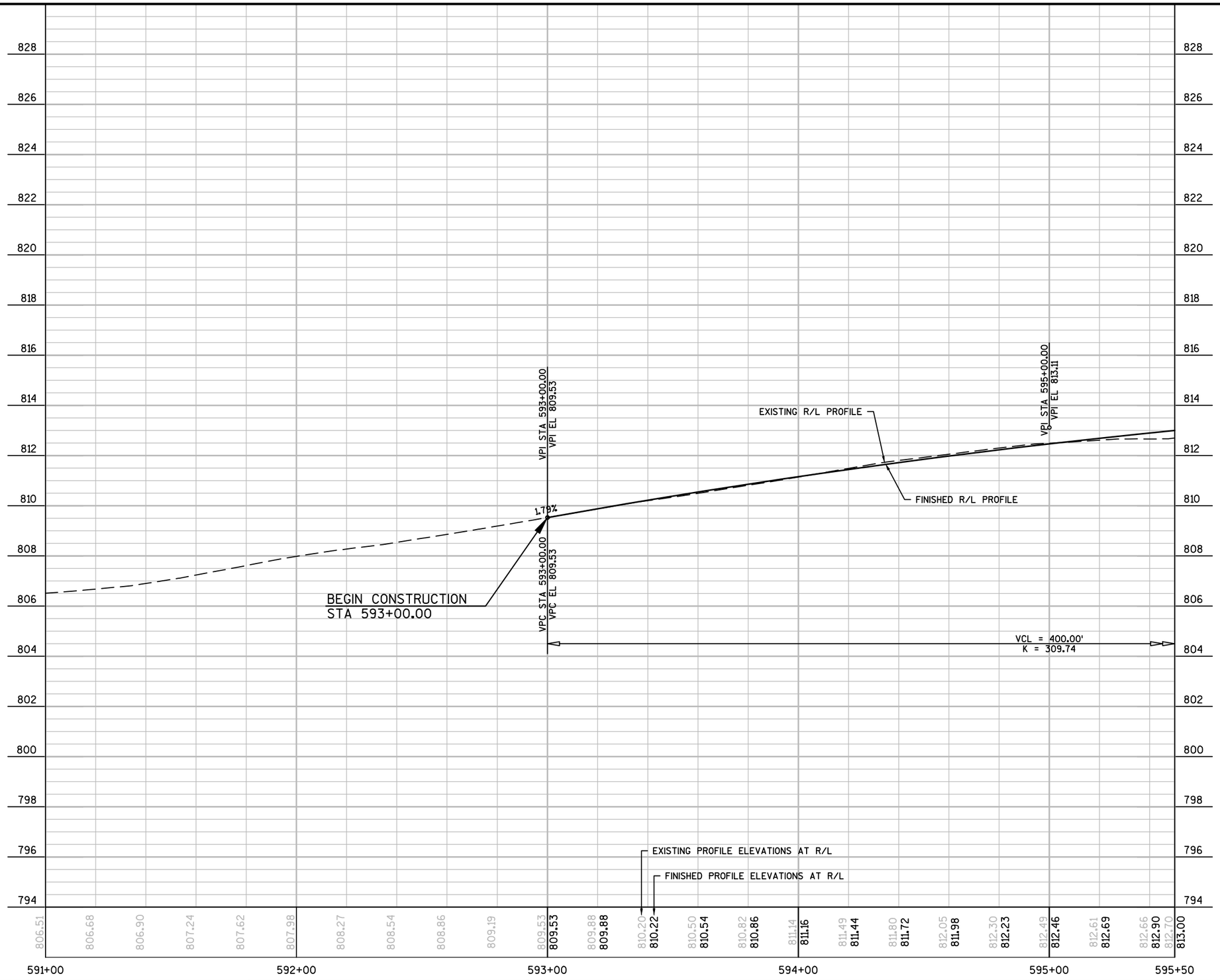


PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PLAN: CTH T	SHEET 289	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_050101_PP - C3D12.DWG
LAYOUT NAME - 14202371_050101_PP - C3D12 - SHEET-01

PLOT DATE : 2/26/2015 10:29 AM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 44



PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PROFILE: CTH T	SHEET 290	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_050101_PP - C3D12.DWG
LAYOUT NAME - 14202371_050101_PP - C3D12 - SHEET-02

PLOT DATE : 2/26/2015 10:30 AM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : *********

WISDOT/CADDS SHEET 44

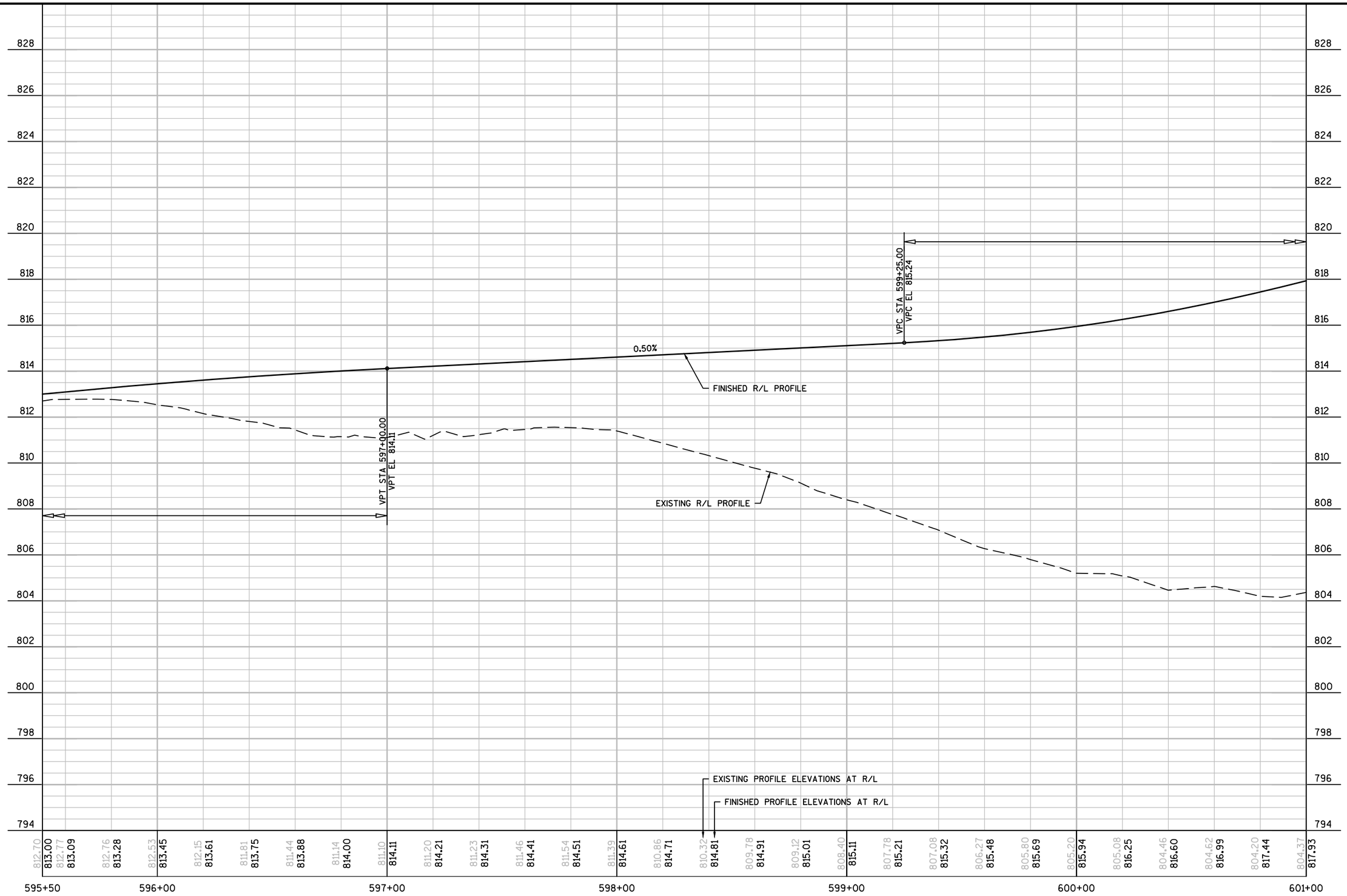
596+25.79; 56.7 LT; EL=807.74
596+75.61; 61.1 LT; EL=806.99
50 LF OF 15-INCH CPCS REQ'D
2 - AEW REQ'D

N

TLE
PROPOSED R/W
SLOPE INTERCEPT
TLE
PROPOSED R/W
16' FE
15"CPCS
13' PE
REMOVE FENCE
CTH T
596
597
598
599
600
EXISTING R/W
MATCH LINE STA 595+50
MATCH LINE STA 601+00
ADJUST WATER VALVE AT STATION 598+12, 31' RT
AT&T
12' PE
15" CPCM
CITY OF FDL
17' PE
18"CPCS
AT&T
ADJUST SANITARY MANHOLE
SLOPE INTERCEPT
REMOVE 15" CPCM
EXISTING R/W
ALLIANT
AT&T
ALLIANT
REMOVE 18" CPCM
598+51.64; 90.4 RT; EL=811.22
598+85.13; 96.3 RT; EL=810.59
34 LF OF 18-INCH CPCS REQ'D
2 - AEW REQ'D
REMOVE 18" CPCM
RECONSTRUCT SANITARY MANHOLE
17.5' PE
18"CPCS
EXISTING R/W
REMOVE DRIVEWAY TO EXISTING R/W
ALLIANT
600+35.10; 112.8 RT; EL=809.04
600+83.07; 111.6 RT; EL=808.49
42 LF OF 18-INCH CPCS REQ'D
2 - AEW REQ'D
#1308
#1324
#1340

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PLAN: CTH T	SHEET 291	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_050101_PP - C3D12.DWG
LAYOUT NAME - 14202371_050101_PP - C3D12 - SHEET-03
PLOT DATE : 2/26/2015 10:30 AM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1" = 40'_XREF



5

5

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PROFILE: CTH T	SHEET 292	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_050101_PP - C3D12.DWG
LAYOUT NAME - 14202371_050101_PP - C3D12 - SHEET-04
PLOT DATE : 2/26/2015 10:30 AM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : *********
WISDOT/CADDS SHEET 44

N

TLE

DRIVEWAY 'A'

WETLAND LIMITS

PROPOSED R/W

30-INCH CPRC CL IV

53X83-INCH CPRC HE-IV

12" PE

PP

TLE

SLOPE INTERCEPT

PROPOSED R/W

EXISTING R/W

56'

ALLIANT

OHP

GRAV

WETLAND LIMITS

5

STA 601+00

MATCH LINE

601

602

603

604

605

606

607

CTH T

EXISTING R/W

T&L

REMOVE 24" CPCM

EXISTING R/W

AT&T

40

41

42

43

44

HYD

WV

ASPH

RECONSTRUCT SANITARY MANHOLE

REMOVE 24" CPRC

CAUTION

REMOVE 42" CPCM

RECONSTRUCT SANITARY MANHOLE

REMOVE MANHOLE

14

MH

18" CPCM

24" CPCM

42" CPCM

AT&T

ALLIANT

PRAIRIE TRAIL CONNECTOR

CITY OF FDL

SAN

G

OH

T

TEL

24-INCH CPRC CL IV

EXISTING R/W

EXISTING R/W

CONC

REMOVE STORM SEWER

ALLIANT

AT&T

CHARTER

COUNTRY CREEK DR

REMOVE FENCE

AT&T

PROPOSED R/W

TLE

WETLAND LIMITS

SLOPE INTERCEPT

PROPOSED R/W

#W4858

5

MATCH LINE

STA 607+00

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PLAN: CTH T	SHEET 293	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_050101_PP - C3D12.DWG
LAYOUT NAME - 14202371_050101_PP - C3D12 - SHEET-05

PLOT DATE : 2/26/2015 10:31 AM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 44

VCL = 400.00'
K = 84.03

VPT STA 603+25.00
VPT EL 826.76

5.26%

VPC STA 604+00.00
VPC EL 830.70

FINISHED R/L PROFILE

VPI STA 601+25.00
VPI EL 816.24

FINISHED R/L PROFILE

EXISTING R/L PROFILE

603+96.00; 135.09 RT; EL=803.00
602+06.34; 94.77 LT; EL=798.50
298 LF OF 53X83-INCH CPRC HE-IV REQ'D

EXISTING PROFILE ELEVATIONS AT R/L

FINISHED PROFILE ELEVATIONS AT R/L

EXISTING R/L PROFILE

804.37	804.44	804.86	804.57	804.20	803.85	803.12	802.90	802.85	802.87	802.81	802.85	802.66	801.79	804.43	805.10	808.92	808.16	807.18	806.74	807.38	808.67	808.80	808.97	809.04	809.25	809.48	809.92	810.63	811.91
817.93	818.47	819.06	819.70	820.38	821.11	821.89	822.71	823.59	824.51	825.48	826.49	827.54	828.60	829.65	830.70	831.74	832.74	833.72	834.67	835.58	836.47	837.32	838.15	838.95	839.71	840.45	841.15	841.82	842.47	843.08

601+00 602+00 603+00 604+00 604+60 605+00 606+00 607+00

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PROFILE: CTH T	SHEET 294	E

EXISTING R/W

N

SLOPE INTERCEPT

REMOVE STORM SEWER

55

PRAIRIE TRAIL

307

306

305

304

REMOVE 15" CPCM

FENCE WOVEN WIRE 4-FT

REMOVE FENCE

EXISTING R/W

STRUCTURE B-20-0227

REMOVE CURB & GUTTER

BEGIN RETAINING WALL (R-20-46)
STA 612+00

AT&T

5

MATCH LINE STA 607+00

607

608

609

610

611

612

CTH T

MATCH LINE STA 613+00

5

REMOVE CURB & GUTTER

FENCE WOVEN WIRE 4-FT

WETLAND LIMITS

EXISTING R/W

REMOVE FENCE

REMOVE 24" CPCM

45

46

52

53

REMOVE CURB & GUTTER

USH 151 SB

USH 151 NB

REMOVE CURB & GUTTER

CITY OF FDL

ALLIANT

EXISTING R/W

CAUTION

REMOVE FENCE

REMOVE STORM SEWER

FENCE WOVEN WIRE 4-FT

SLOPE INTERCEPT

PROPOSED R/W

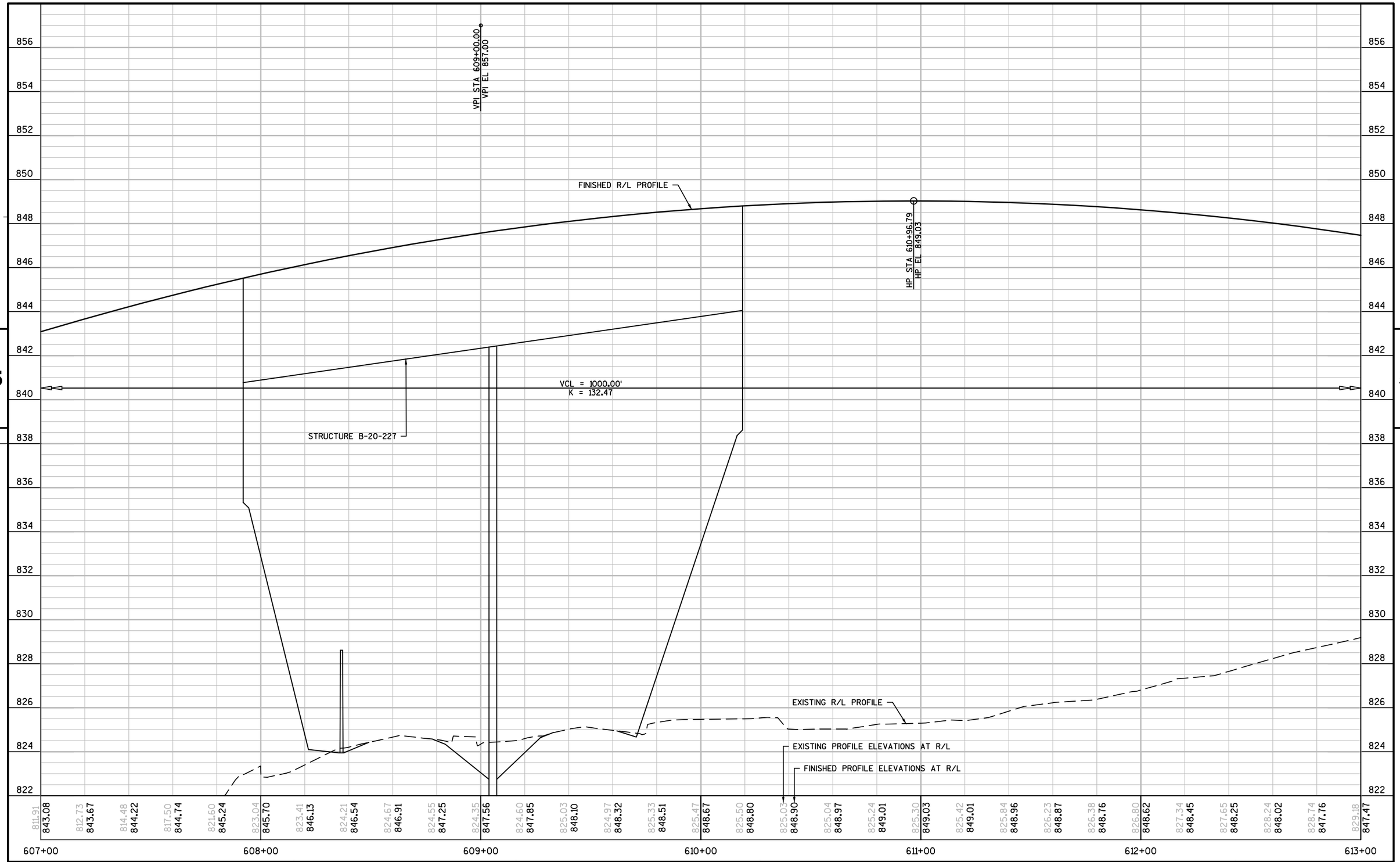
EXISTING R/W

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PLAN: CTH T	SHEET 295	E

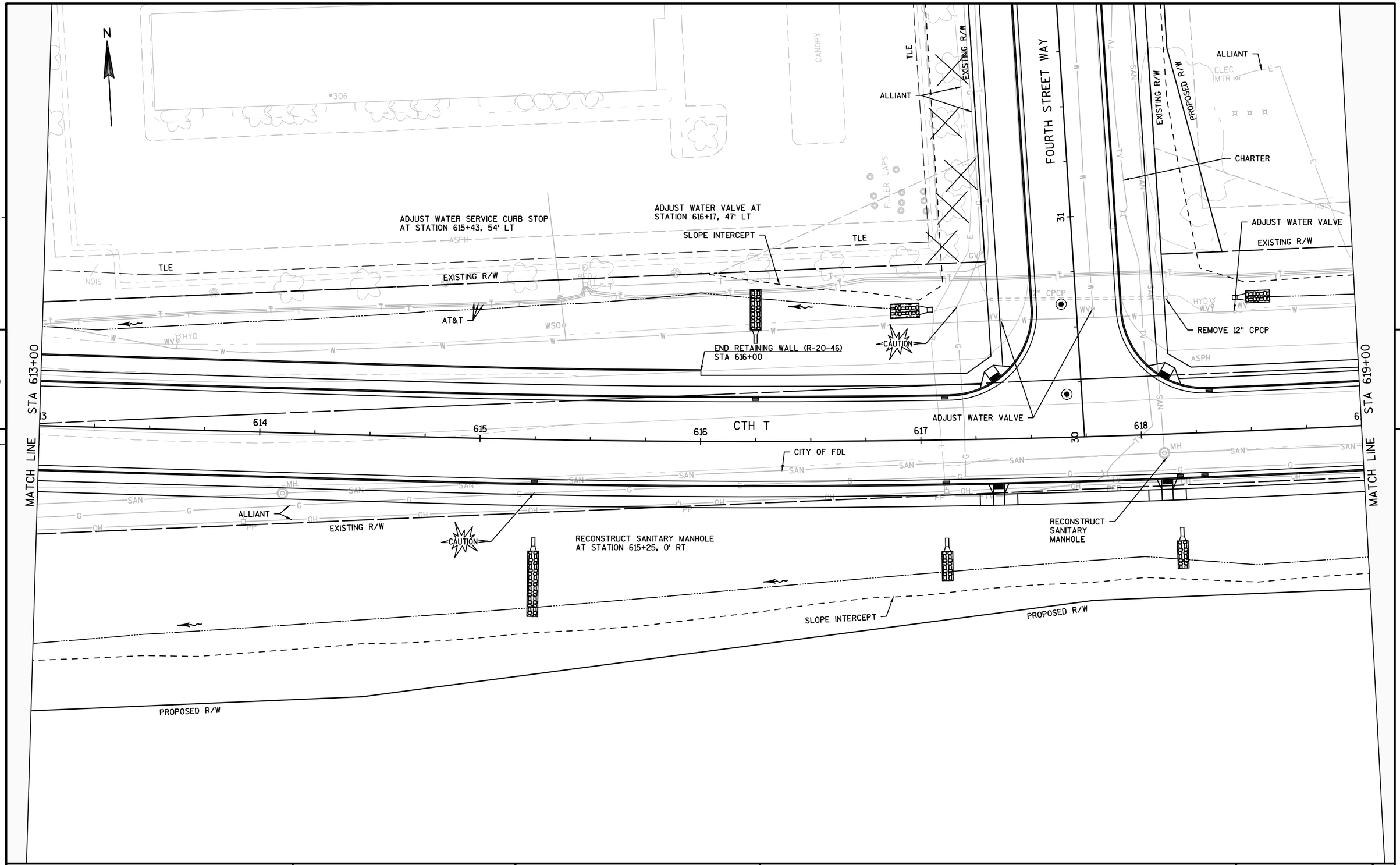
FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_050101_PP - C3D12.DWG
LAYOUT NAME - 14202371_050101_PP - C3D12 - SHEET-07

PLOT DATE : 2/26/2015 10:32 AM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 44



PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PROFILE: CTH T	SHEET 296	E

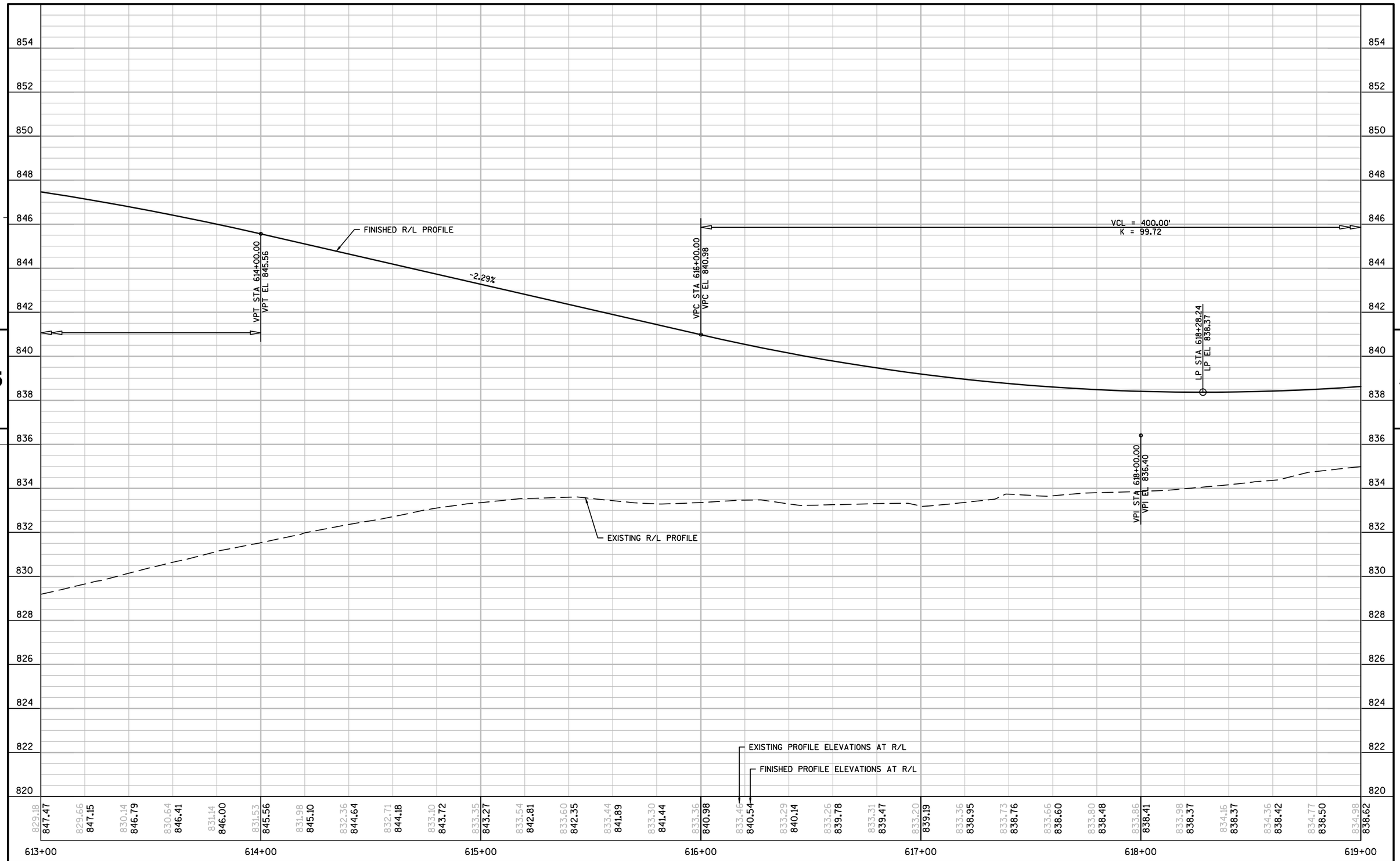


PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PLAN: CTH T	SHEET 297	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_050101_PP - C3D12.DWG
LAYOUT NAME - 14202371_050101_PP - C3D12 - SHEET-09

PLOT DATE : 2/26/2015 10:33 AM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 44



PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PROFILE: CTH T	SHEET 298	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_050101_PP - C3D12.DWG
LAYOUT NAME - 14202371_050101_PP - C3D12 - SHEET-10

PLOT DATE : 2/26/2015 10:33 AM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : *********

WISDOT/CADDS SHEET 44

622+70.39; 51.8 LT; EL=839.91
622+26.82; 53.9 LT; EL=838.56
44 LF OF 15-INCH CPCS REQ'D
2 - AEW REQ'D

N

5

5

STA 619+00

STA 625+00

MATCH LINE

MATCH LINE

EXISTING R/W

ALLIANT

AT&T

SLOPE INTERCEPT

PROPOSED R/W

PROPOSED R/W

16' FE

15"CPCS

ADJUST WATER VALVE

TEL

RED

ASPH

CTH T

619

620

621

622

623

624

CITY OF FDL

ADJUST SANITARY MANHOLE

CAUTION

EXISTING R/W

ALLIANT

AT&T

CHARTER

TLE

PROPOSED R/W

REMOVE FENCE

SLOPE INTERCEPT

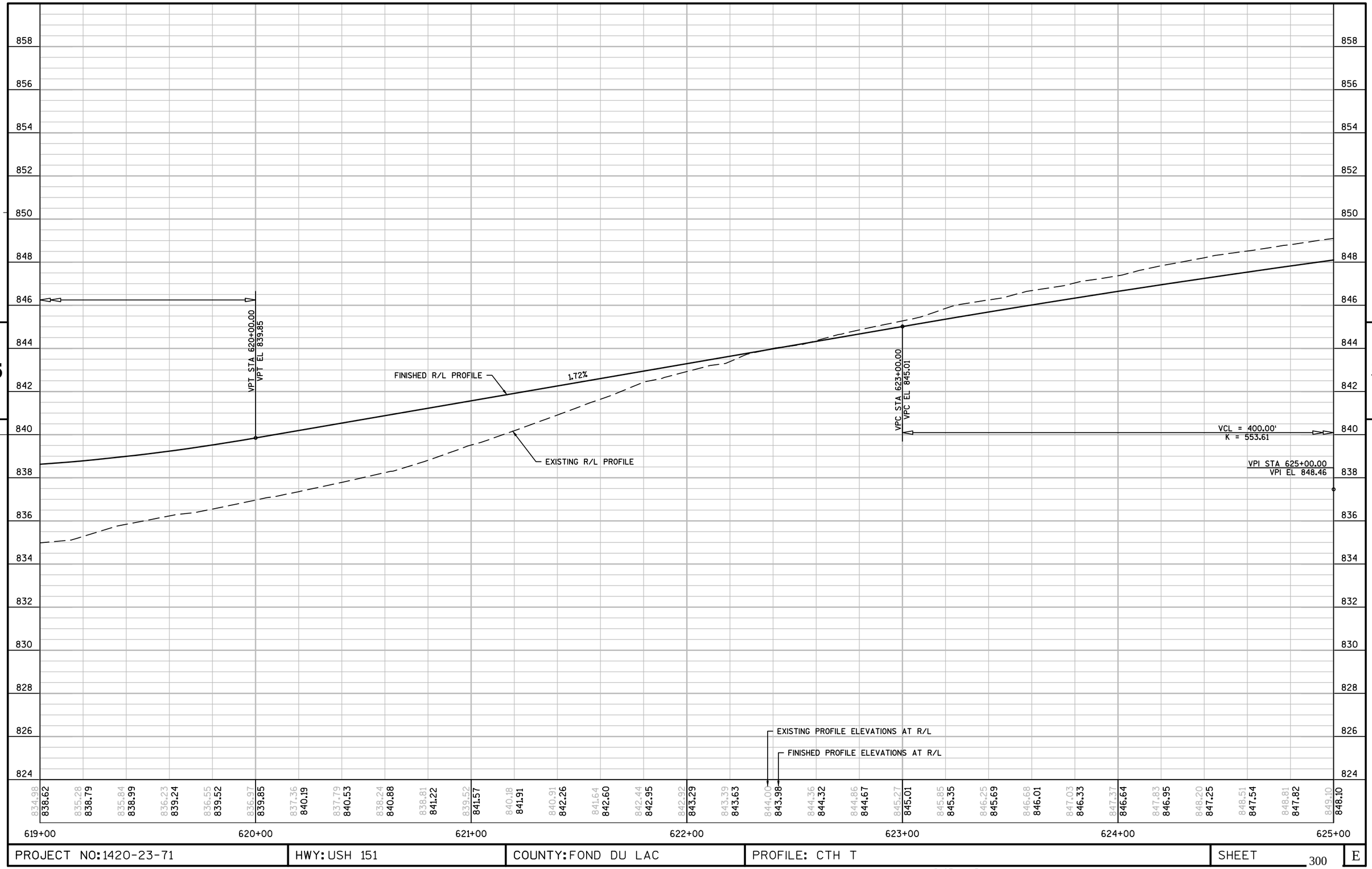
PROPOSED R/W

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PLAN: CTH T	SHEET 299	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_050101_PP - C3D12.DWG
LAYOUT NAME - 14202371_050101_PP - C3D12 - SHEET-11

PLOT DATE : 2/26/2015 10:33 AM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 44



PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PROFILE: CTH T	SHEET 300	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_050101_PP - C3D12.DWG
LAYOUT NAME - 14202371_050101_PP - C3D12 - SHEET-12
PLOT DATE : 2/26/2015 10:34 AM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : *********

N

MATCH LINE STA 625+00

CTH T

625 626 627 628 629 630 631

CTH K

71

69

70

EXISTING R/W

PROPOSED R/W

SLOPE INTERCEPT

AT&T

ADJUST WATER VALVE

ADJUST SANITARY MANHOLE

CITY OF FDL

RECONSTRUCT SANITARY MANHOLE

EMPIRE SAN DIST #3

18" CPCM

24" PE

REMOVE 18" CPCM

ADJUST WATER SERVICE CURB STOP

CHARTER

TLE

ALLIANT

CAUTION

END CONSTRUCTION
STA 628+13.35

68+70.80; 29.4 LT; EL=847.25
68+72.82; 20.6 LT; EL=847.15
9 LF OF 24-INCH CPCS REQ'D
1 - AEW REQ'D
1 - CONCRETE COLLAR REQ'D

#W4659

#W4652

#1596

5

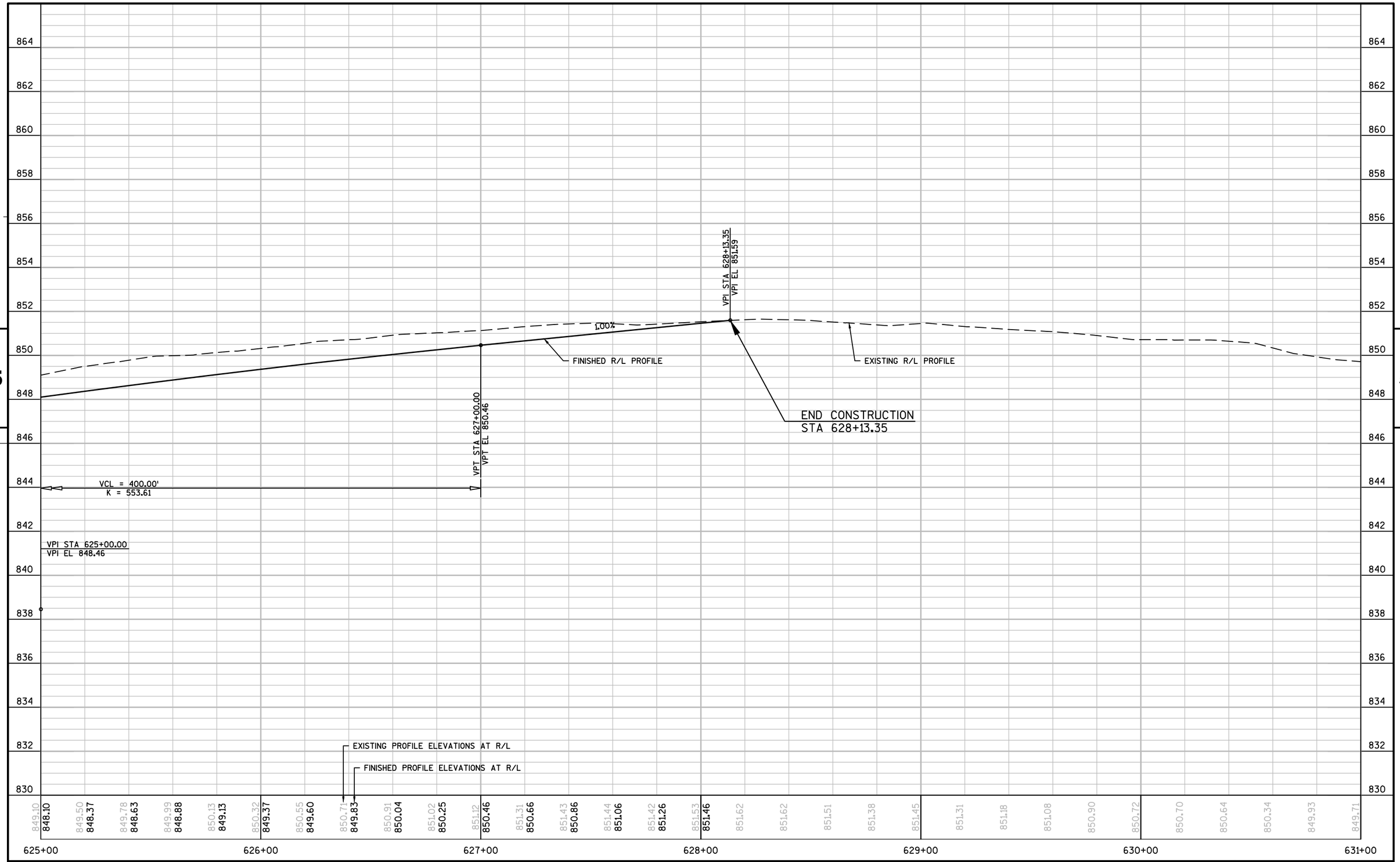
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PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PLAN: CTH T	SHEET 301	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_050101_PP - C3D12.DWG
LAYOUT NAME - 14202371_050101_PP - C3D12 - SHEET-13

PLOT DATE : 2/27/2015 7:56 AM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 44



PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PROFILE: CTH T	SHEET 302	E

N

5

5

COUNTRY CREEK DR

CTH T

BEGIN CONSTRUCTION
STA 10+75.00

ADJUST WATER VALVE
AT STATION 11+20, 5' RT

TLE

SLOPE INTERCEPT

WETLAND LIMITS

REMOVE FENCE

CHARTER

REMOVE STORM SEWER

REMOVE MANHOLE

RECONSTRUCT SANITARY MANHOLE

ALLIANT

AT&T

CITY OF FDL

EXISTING R/W

PROPOSED R/W

CAUTION

24-INCH CPRC CL IV

57X85-INCH CPRC HE-IV

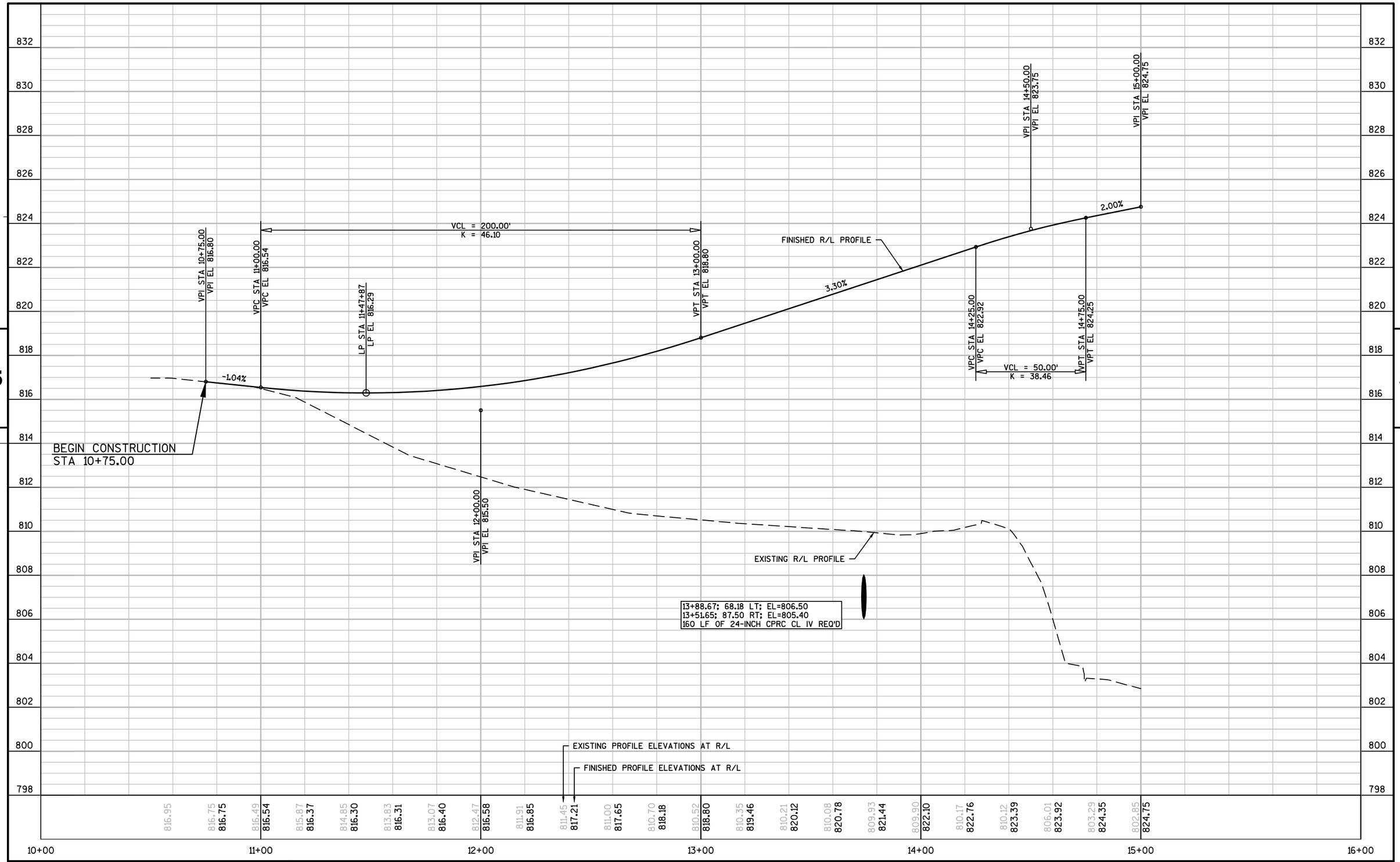
12" PE

42" CPCM

24" CPCM

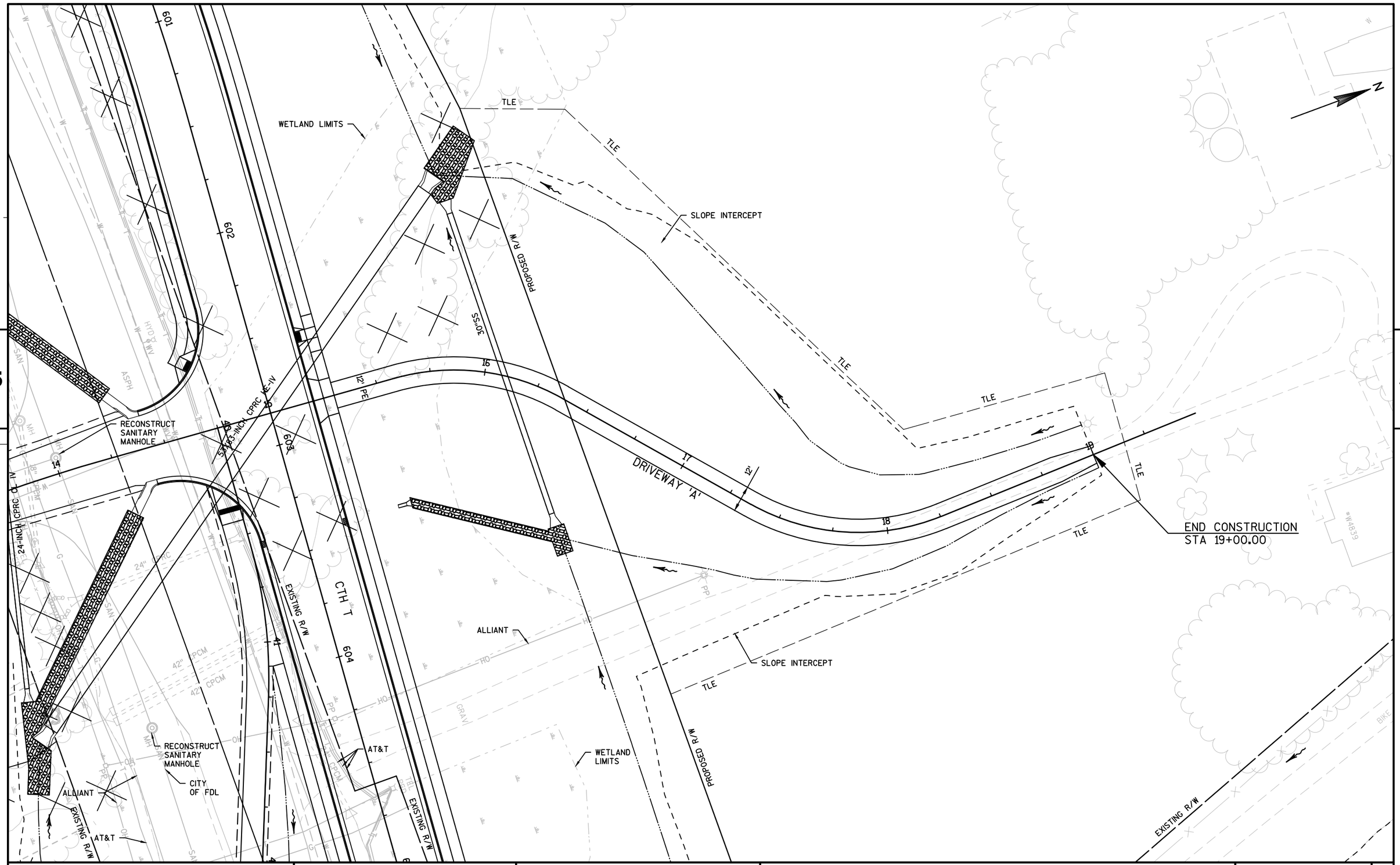
24" CPRC

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PLAN: COUNTRY CREEK DRIVE	SHEET 303	E



PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PROFILE: COUNTRY CREEK DRIVE	SHEET 304	E

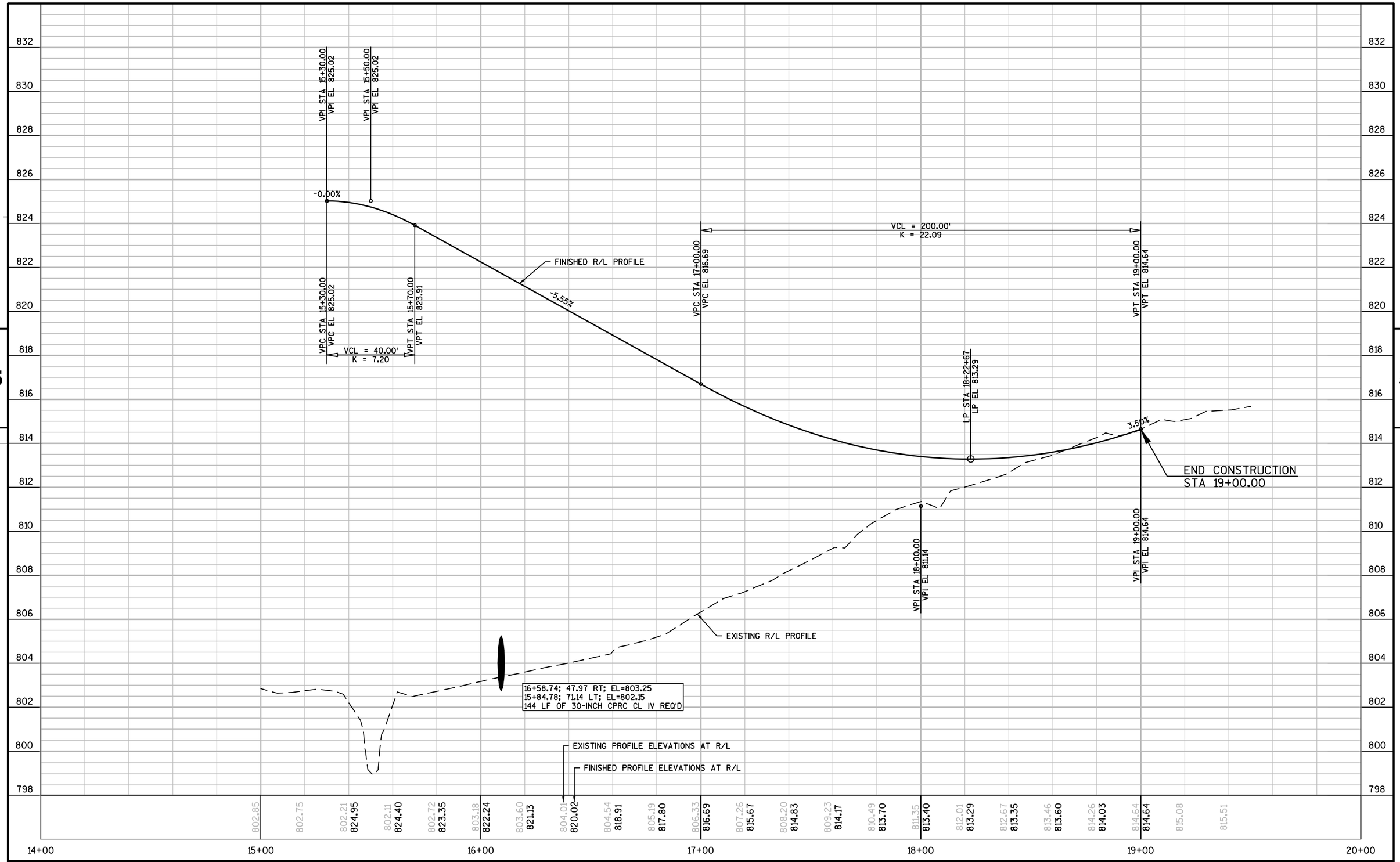
5



PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PLAN: DRIVEWAY A	SHEET 305 E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_050102_PP - C3D12.DWG
LAYOUT NAME - 14202371_050102_PP - C3D12 - SHEET-03

PLOT DATE : 2/26/2015 10:36 AM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1:40_XREF



PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PROFILE: DRIVEWAY A	SHEET 306	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_050102_PP - C3D12.DWG
LAYOUT NAME - 14202371_050102_PP - C3D12 - SHEET-04
PLOT DATE : 2/26/2015 10:36 AM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 44

EXISTING R/W

EXISTING R/W

PRAIRIE TRAIL

ASPH

N

5

USH 151 SB

CONC

REMOVE INLET

REMOVE STORM SEWER

296

297

298

299

300

301

SS

SS

INL

REMOVE CURB & GUTTER

REMOVE SURFACE DRAIN

ASPH

BEGIN CONSTRUCTION
STA 298+85.00

USH 151 NB

CONC

MATCH LINE STA 302+00

5

SLOPE INTERCEPT

EXISTING R/W

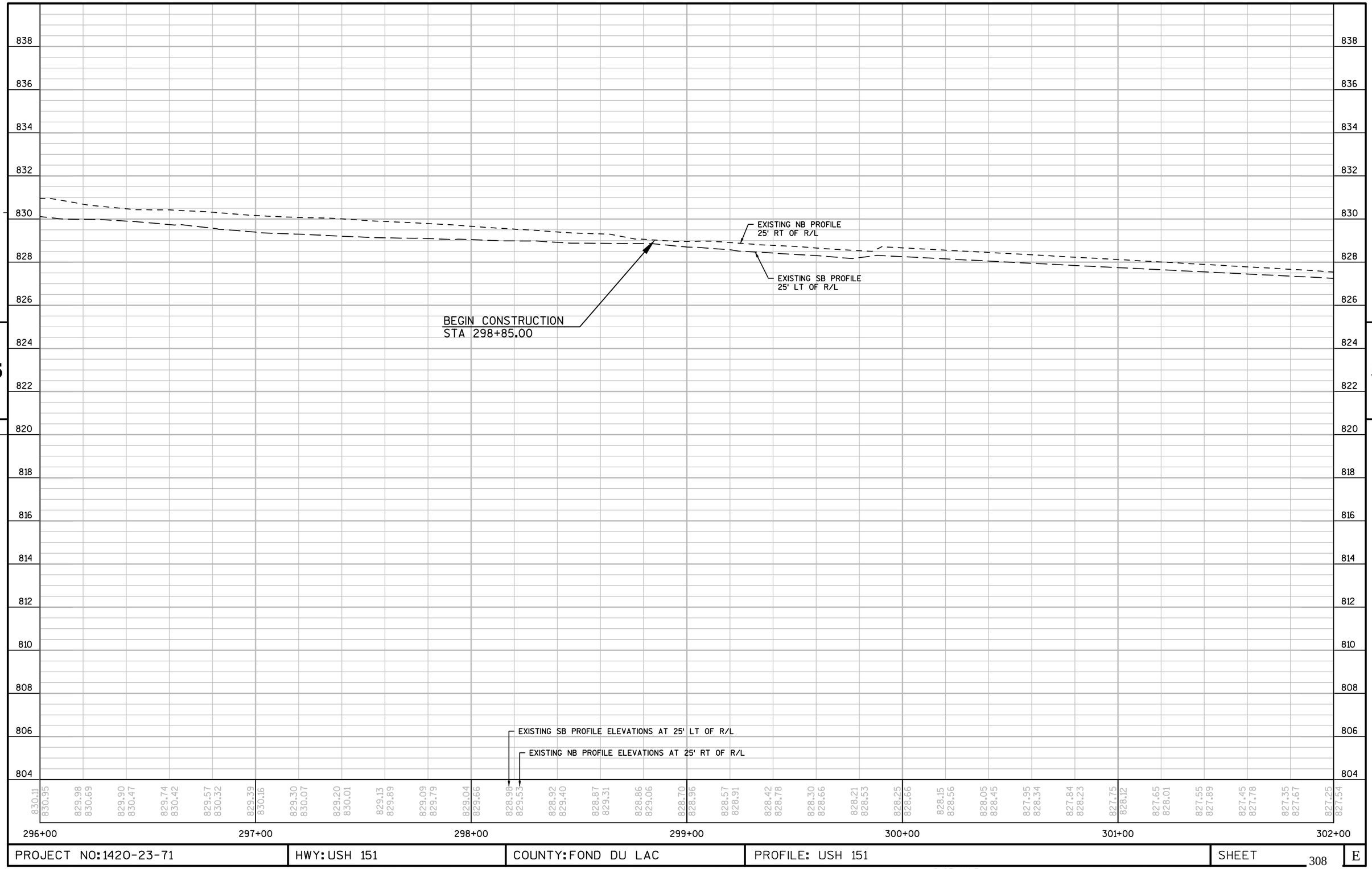
EXISTING R/W

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PLAN: USH 151	SHEET 307	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_050102_PP - C3D12.DWG
LAYOUT NAME - 14202371_050102_PP - C3D12 - SHEET-05

PLOT DATE : 2/26/2015 10:37 AM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1:40_XREF

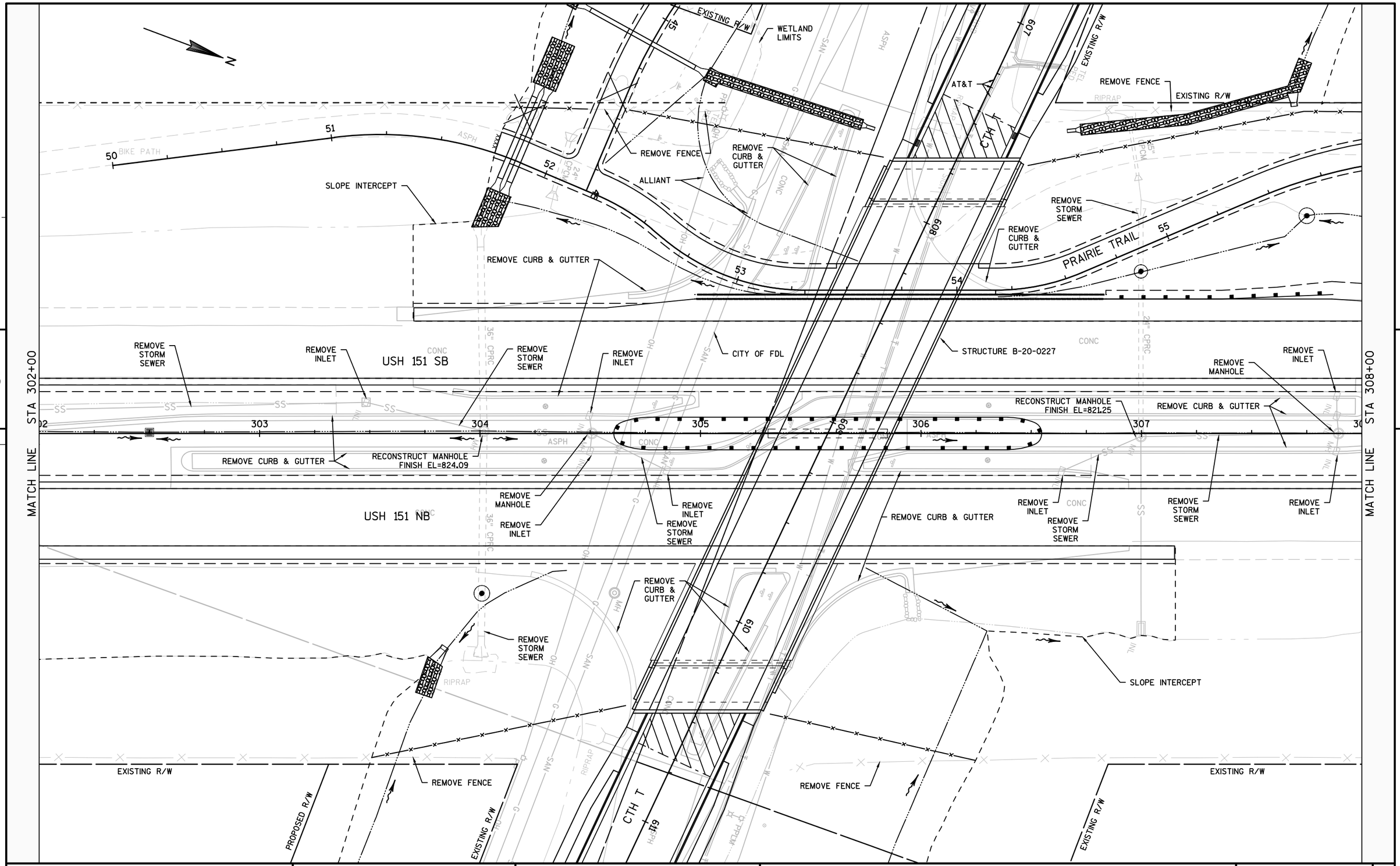
WISDOT/CADDS SHEET 44



5

5

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PROFILE: USH 151	SHEET 308	E

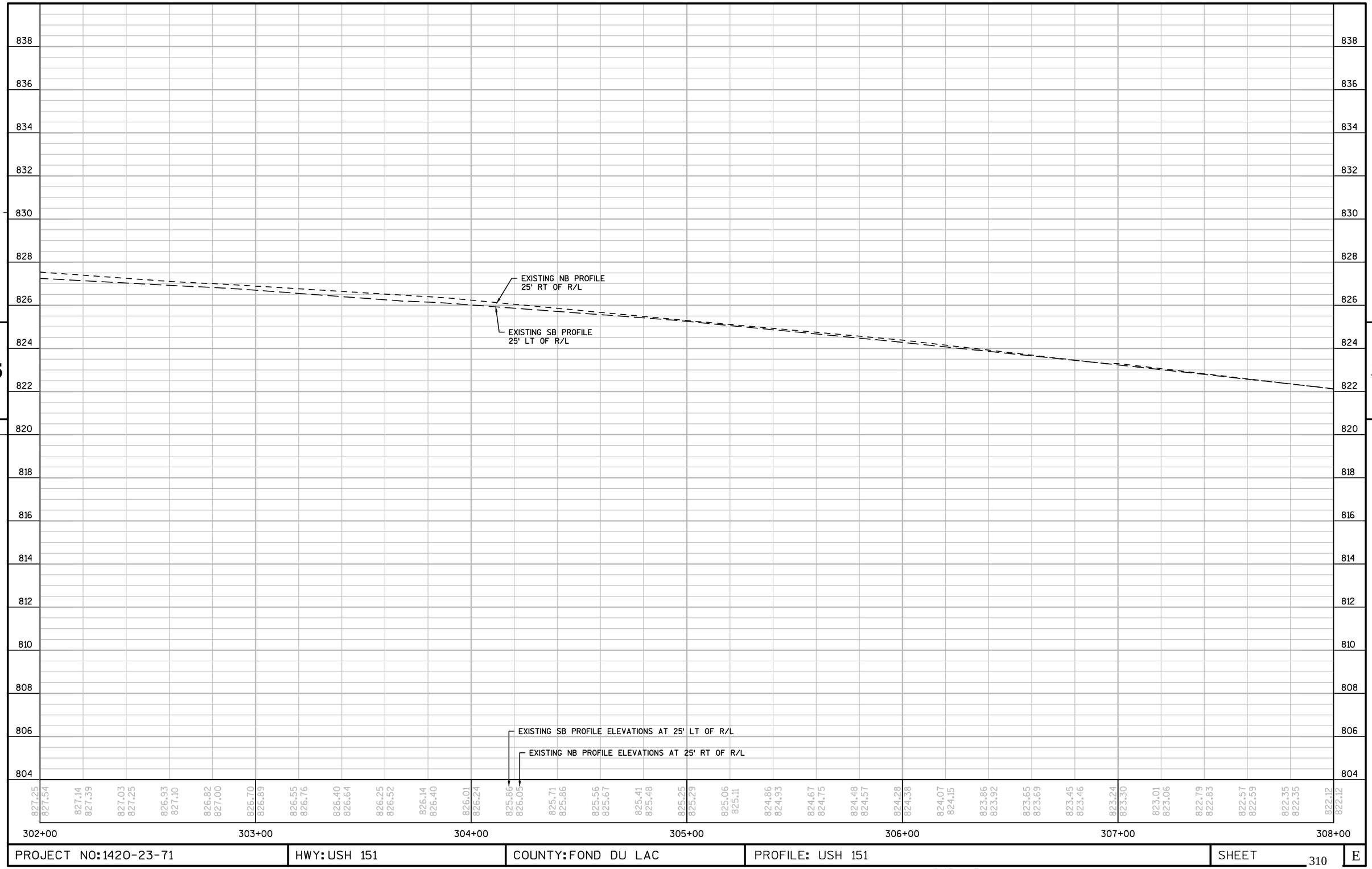


PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PLAN: USH 151	SHEET 309	E

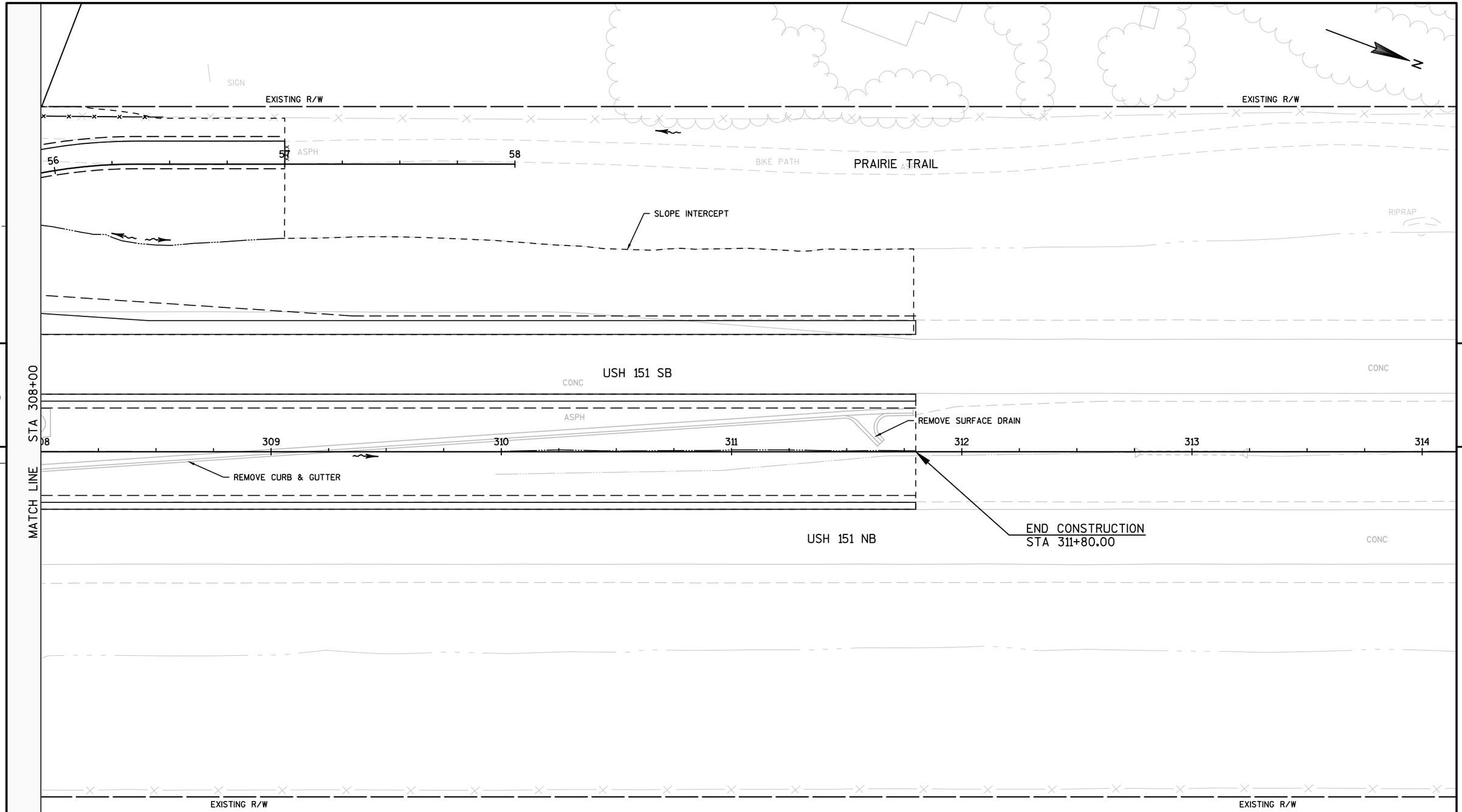
FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_050102_PP - C3D12.DWG
LAYOUT NAME - 14202371_050102_PP - C3D12 - SHEET-07

PLOT DATE : 2/26/2015 10:38 AM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 44



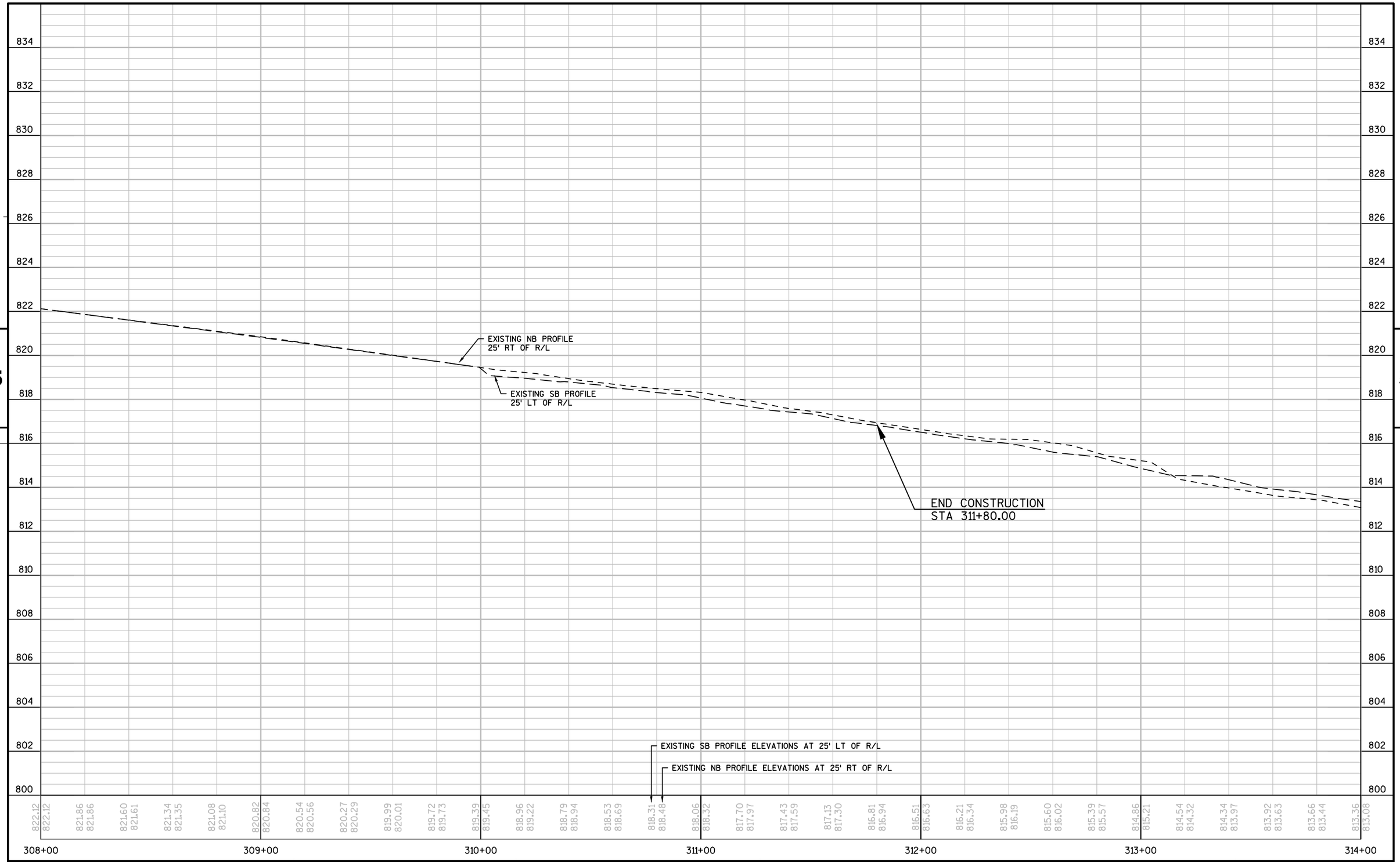
PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PROFILE: USH 151	SHEET 310	E



PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PLAN: USH 151	SHEET 311	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_050102_PP - C3D12.DWG
LAYOUT NAME - 14202371_050102_PP - C3D12 - SHEET-09

PLOT DATE : 2/26/2015 10:38 AM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1:40_XREF



5

5

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PROFILE: USH 151	SHEET 312	E

5 BEGIN CONSTRUCTION
STA 30+00.00

CITY OF FDL

PROPOSED R/W

EXISTING R/W

CTH T

EXISTING R/W

TLE

AT&T

TLE

FILLER CAPS

CANOPY

#306

#1398

#1402

U/C

U/C

TREES TO REMAIN

SLOPE INTERCEPT

TLE

ALLIANT

EXISTING R/W

AT&T

ADJUST WATER VALVE

REMOVE CURB & GUTTER

EXISTING R/W

ALLIANT

FOURTH STREET WAY

30 31 32 33 34

REMOVE
12" CPCP

CHARTER

REMOVE CURB & GUTTER

RECONSTRUCT
SANITARY
MANHOLE

EXISTING R/W

PROPOSED R/W

LIGHT POLE
TO REMAIN

CITY OF FDL

EXISTING R/W

SLOPE INTERCEPT

END CONSTRUCTION
STA 32+75.00

ADJUST WATER VALVE

ALLIANT

EXISTING R/W

PROPOSED R/W

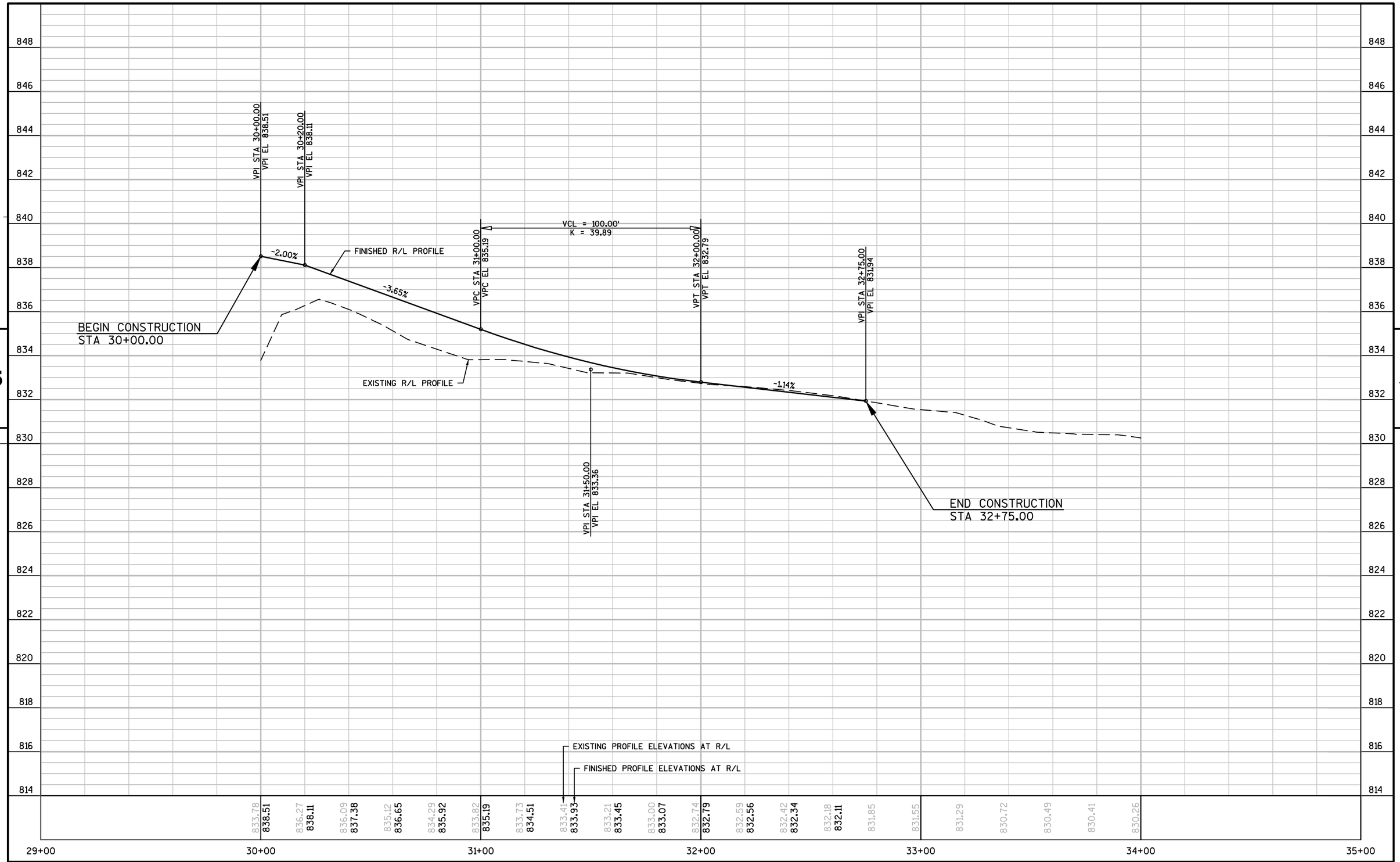
EXISTING R/W

616 617 618 619

N

5

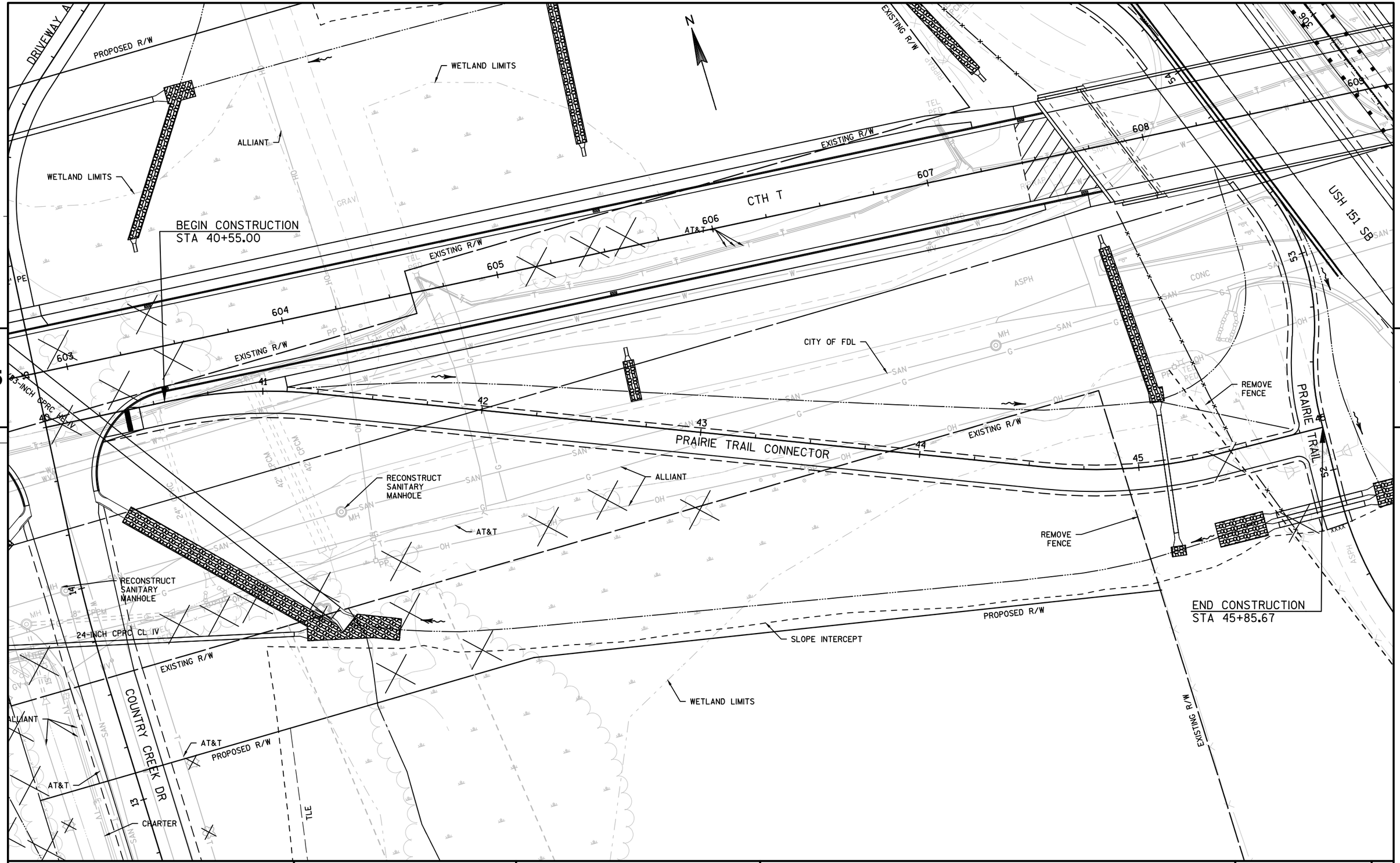
PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PLAN: FOURTH STREET WAY	SHEET 313	E



PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PROFILE: FOURTH STREET WAY	SHEET 314	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_050102_PP - C3D12.DWG
LAYOUT NAME - 14202371_050102_PP - C3D12 - SHEET-12

PLOT DATE : 2/26/2015 10:39 AM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1:40_XREF



PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PLAN: PRAIRIE TRAIL CONNECTOR	SHEET 315	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_050102_PP - C3D12.DWG
LAYOUT NAME - 14202371_050102_PP - C3D12 - SHEET-13

PLOT DATE : 2/26/2015 10:40 AM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 44

VPI STA 40+55.00
VPI EL 827.74

VPI STA 41+75.00
VPI EL 834.05

HP STA 41+84.49
HP EL 832.99

5.26%

VPC STA 41+25.00
VPC EL 831.42

VPT STA 42+25.00
VPT EL 832.26

VCL = 100.00'
K = 11.31

FINISHED R/L PROFILE

-3.58%

VPC STA 44+50.00
VPC EL 824.20

VCL = 100.00'
K = 41.68

VPT STA 45+50.00
VPT EL 821.82

-1.18%

VPI STA 45+75.48
VPI EL 821.52

-1.50%

VPI STA 45+85.48
VPI EL 821.37

VPI STA 45+00.00
VPI EL 822.41

BEGIN CONSTRUCTION
STA 40+55.00

EXISTING R/L PROFILE

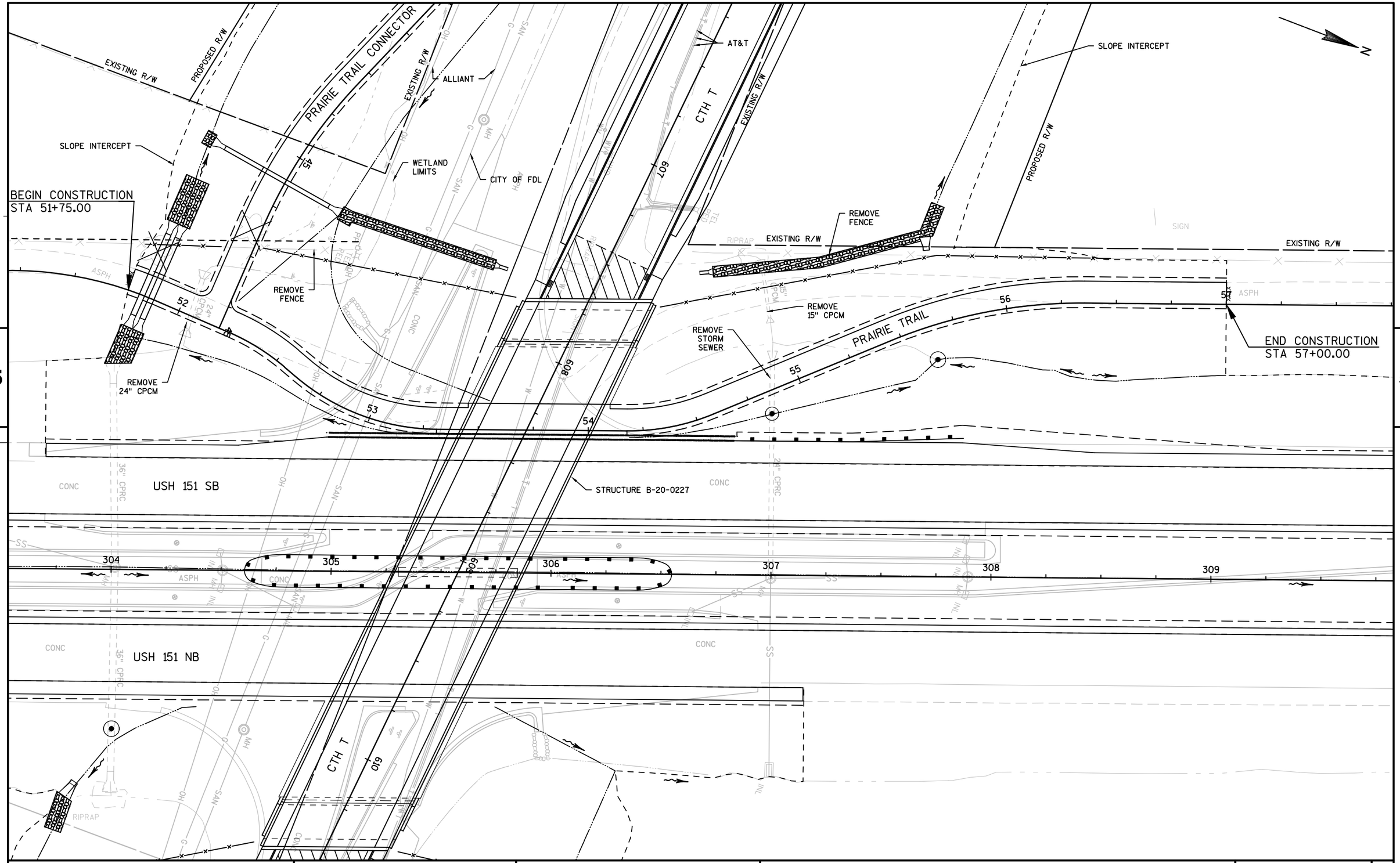
45+12.56; 31.48 RT; EL=814.50
45+12.56; 22.52 LT; EL=814.90
54 LF OF 24-INCH CPRC CL III REQ'D

END CONSTRUCTION
STA 45+85.48

EXISTING PROFILE ELEVATIONS AT R/L

FINISHED PROFILE ELEVATIONS AT R/L

| | | |



PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PLAN: PRAIRIE TRAIL	SHEET 317	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_050102_PP - C3D12.DWG
LAYOUT NAME - 14202371_050102_PP - C3D12 - SHEET-15

PLOT DATE : 2/26/2015 10:41 AM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 44

BEGIN CONSTRUCTION
STA 51+75.00

VPI STA 51+75.00
VPI EL 821.16

VPC STA 51+90.00
VPC EL 821.08

LP STA 51+95+12
LP EL 821.07

VPT STA 52+40.00
VPT EL 822.05

VPI STA 52+15.00
VPI EL 820.96

VCL = 50.00'
K = 10.24

-0.50%

4.38%

VPI STA 53+00.00
VPI EL 824.68

HP STA 53+15.86
HP EL 824.48

VPC STA 52+75.00
VPC EL 823.58

VPT STA 53+25.00
VPT EL 824.43

VCL = 50.00'
K = 9.33

-0.98%

VPI STA 54+40.00
VPI EL 823.31

VPC STA 54+15.00
VPC EL 823.55

VPT STA 54+65.00
VPT EL 822.77

VCL = 50.00'
K = 42.49

FINISHED R/L PROFILE

-2.16%

VPC STA 56+00.00
VPC EL 819.86

VPT STA 56+50.00
VPT EL 819.19

VCL = 50.00'
K = 30.18

-0.50%

VPI STA 57+00.00
VPI EL 818.94

END CONSTRUCTION
STA 57+00.00

EXISTING R/L PROFILE

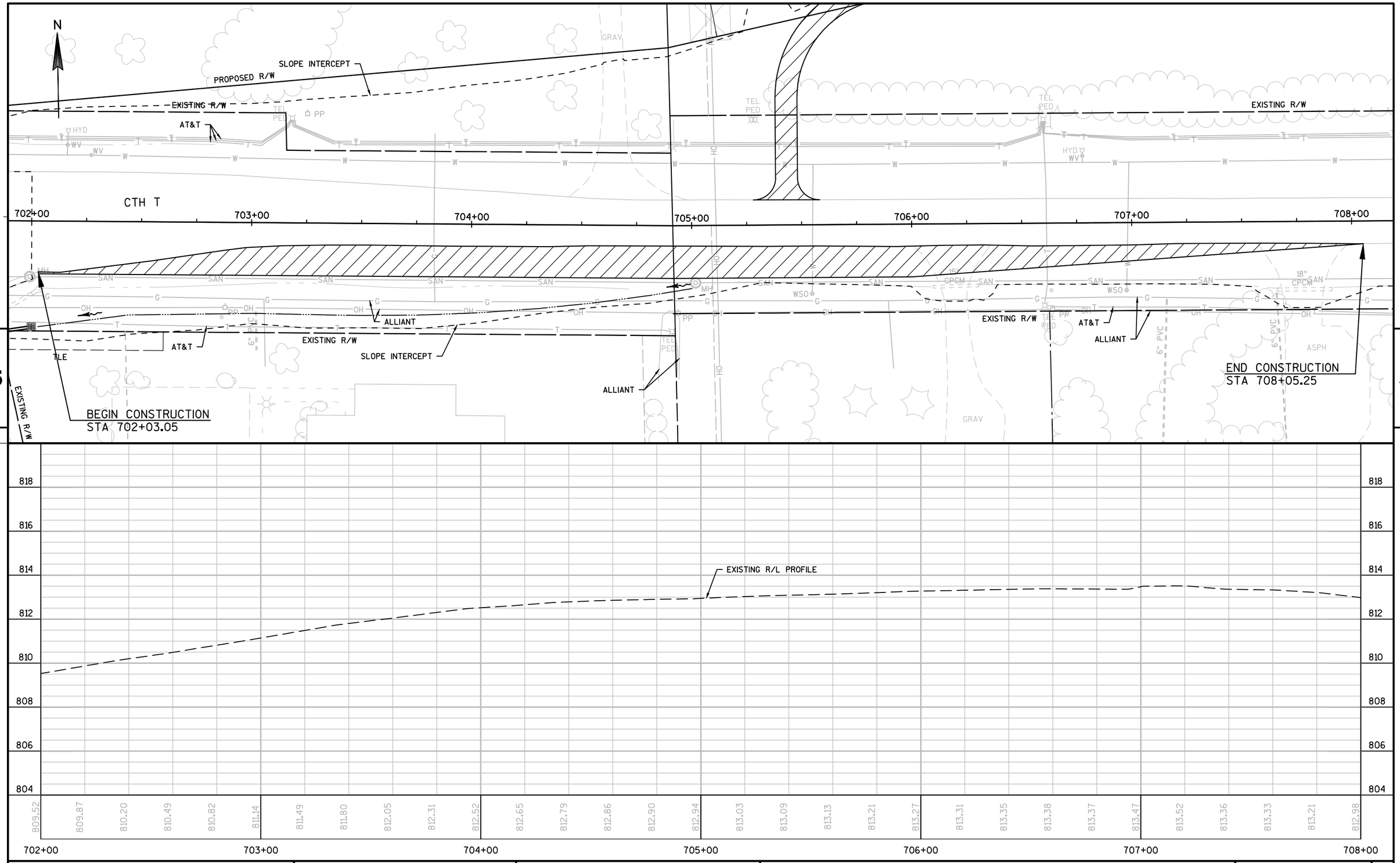
VPI STA 56+25.00
VPI EL 819.32

51+82.70; 30.12 LT; EL=815.50
51+81.27; 9.85 RT; EL=817.50
40 LF OF 19X30-INCH CPRC HE-III REQ'D

51+86.54; 30.02 LT; EL=815.50
51+86.10; 9.98 RT; EL=817.50
40 LF OF 19X30-INCH CPRC HE-III REQ'D

EXISTING PROFILE ELEVATIONS AT R/L
FINISHED PROFILE ELEVATIONS AT R/L

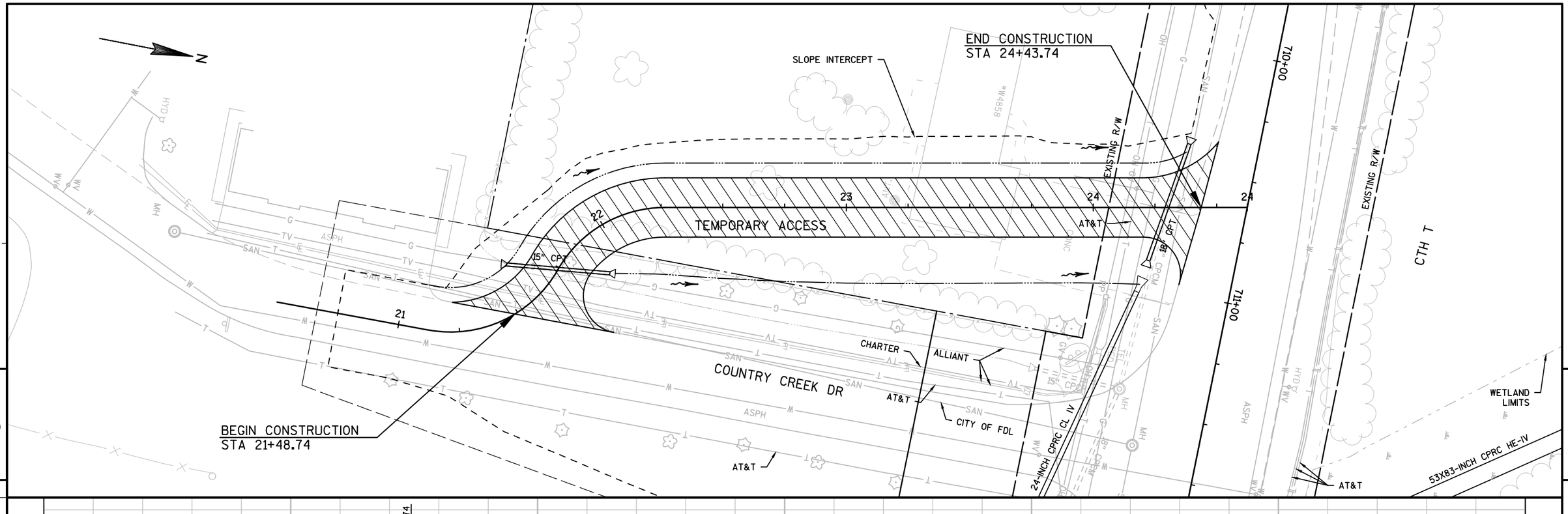
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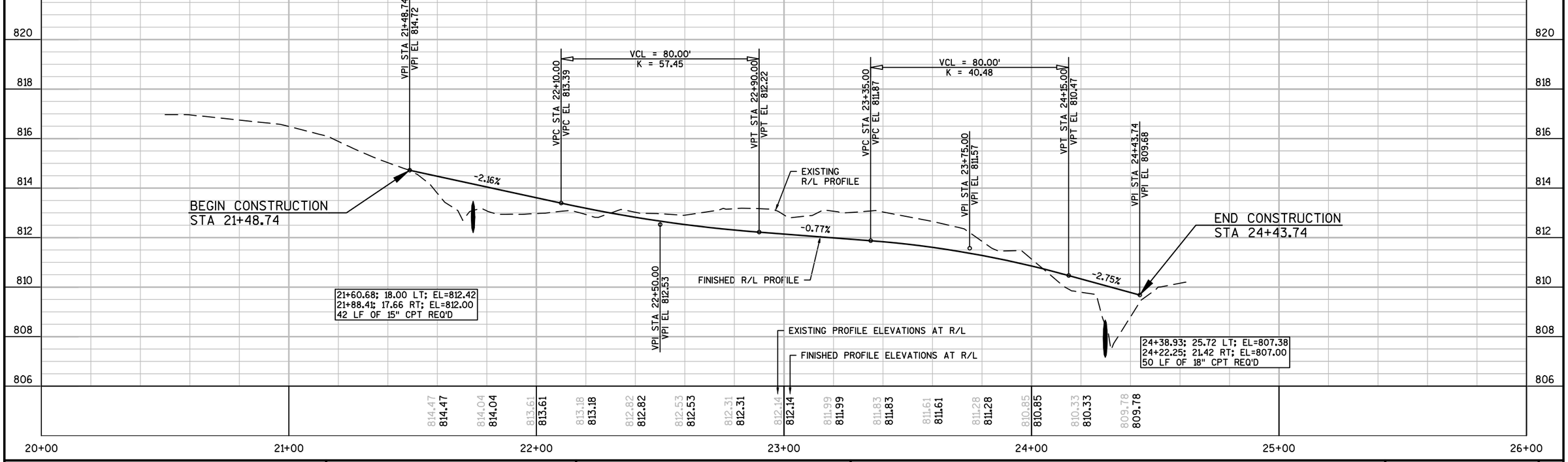


PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PLAN AND PROFILE: CTH T TEMPORARY WIDENING	SHEET 319	E

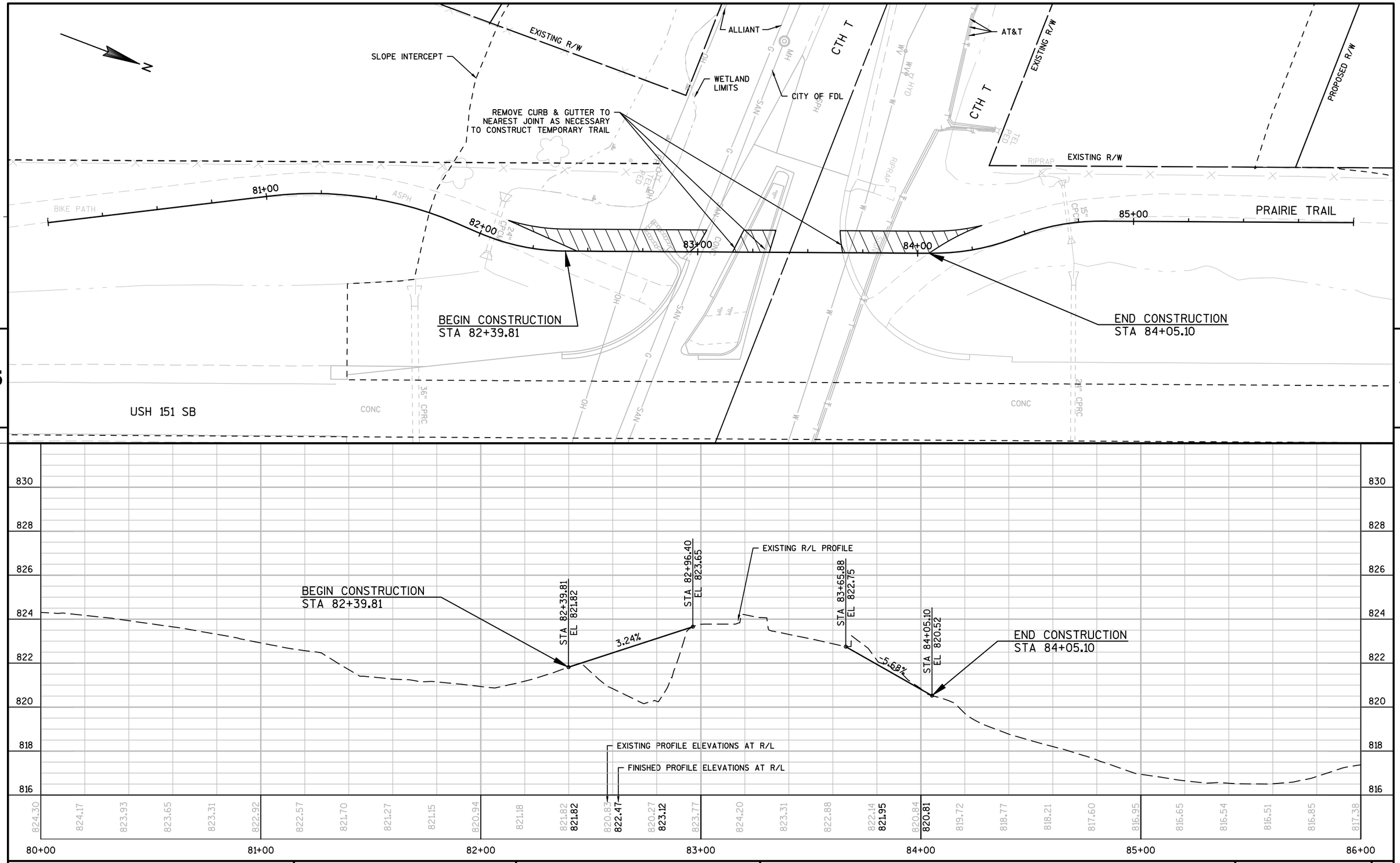
FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\SHEETSPLAN\14202371_050301_PP - C3D12.DWG PLOT DATE : 2/17/2015 1:33 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 44

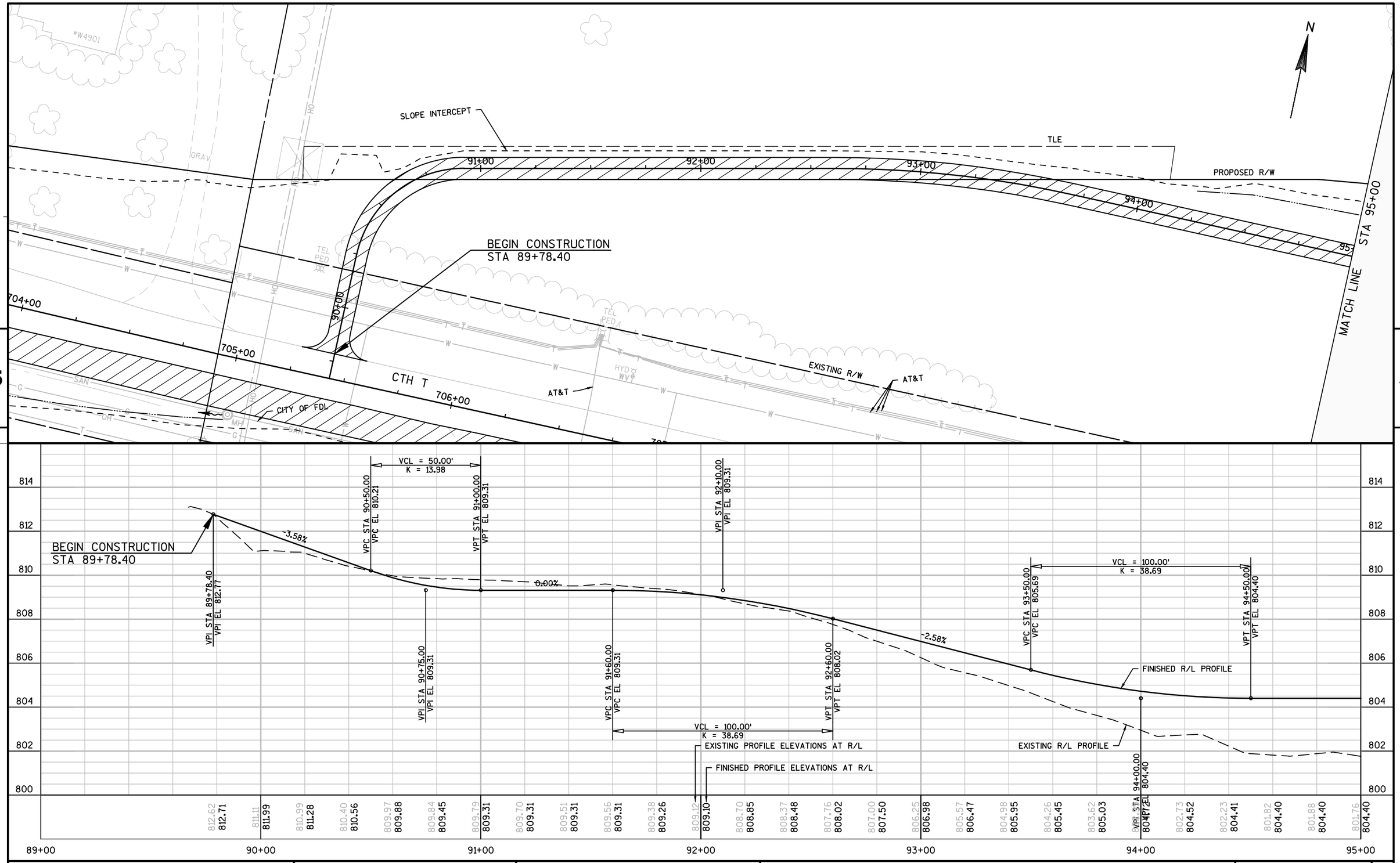




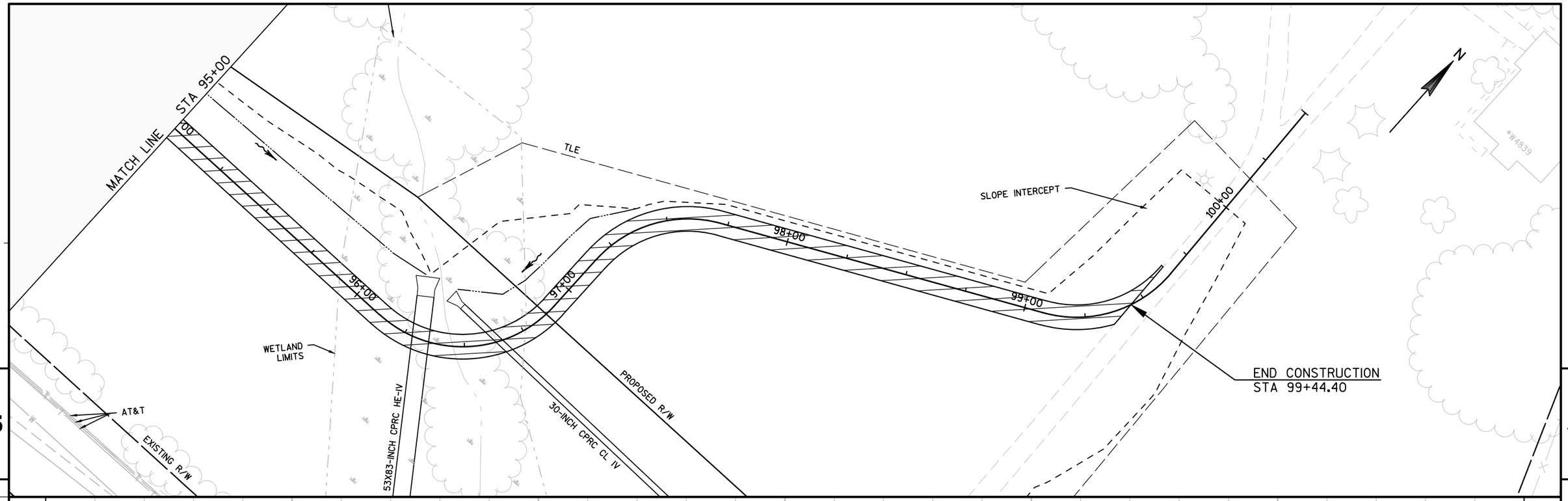
PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PLAN AND PROFILE: TEMPORARY ACCESS	SHEET 320	E

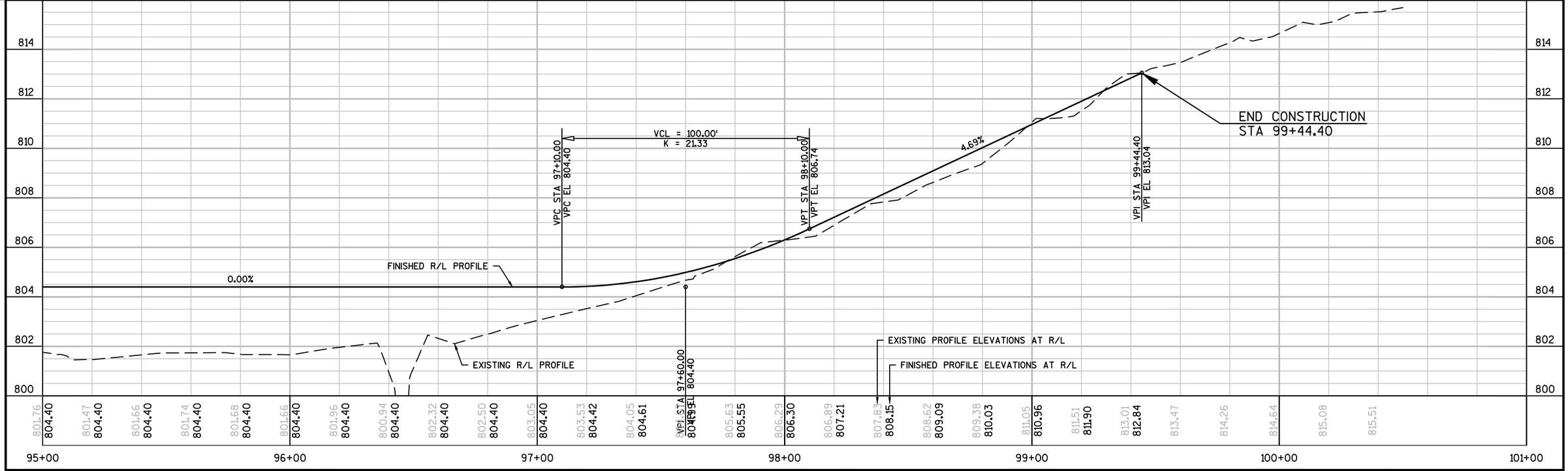


PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PLAN AND PROFILE: TEMPORARY PATH	SHEET 321	E

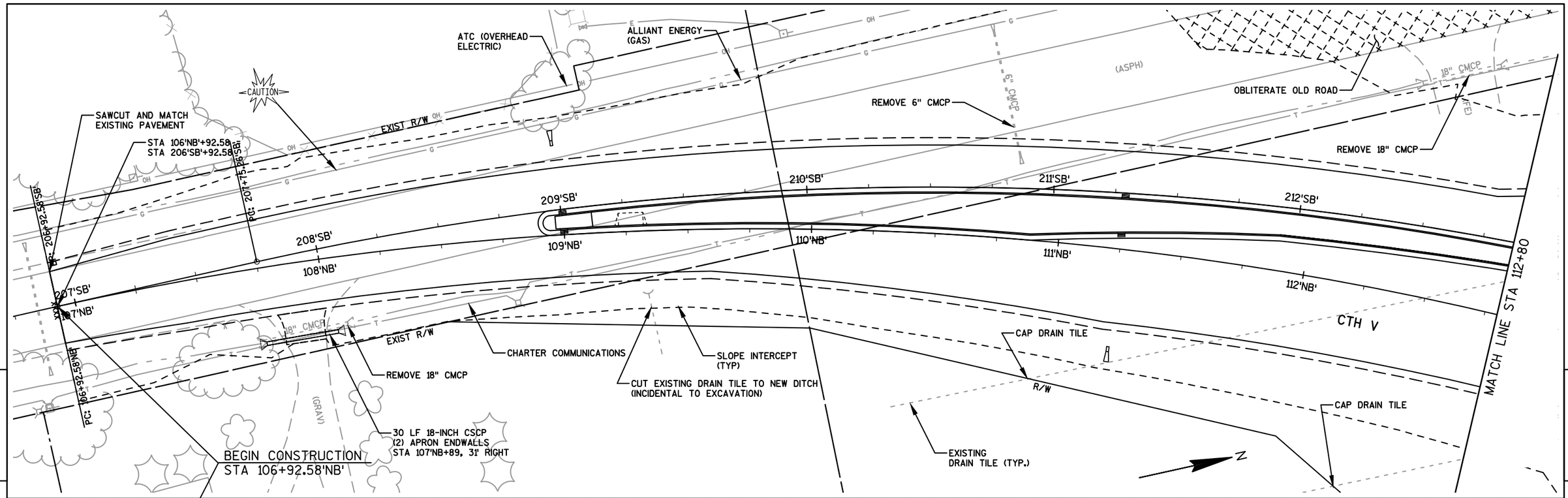


PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PLAN AND PROFILE: TEMPORARY DRIVEWAY 'A'	SHEET 322 E





PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PLAN AND PROFILE: TEMPORARY DRIVEWAY 'A'	SHEET 323	E



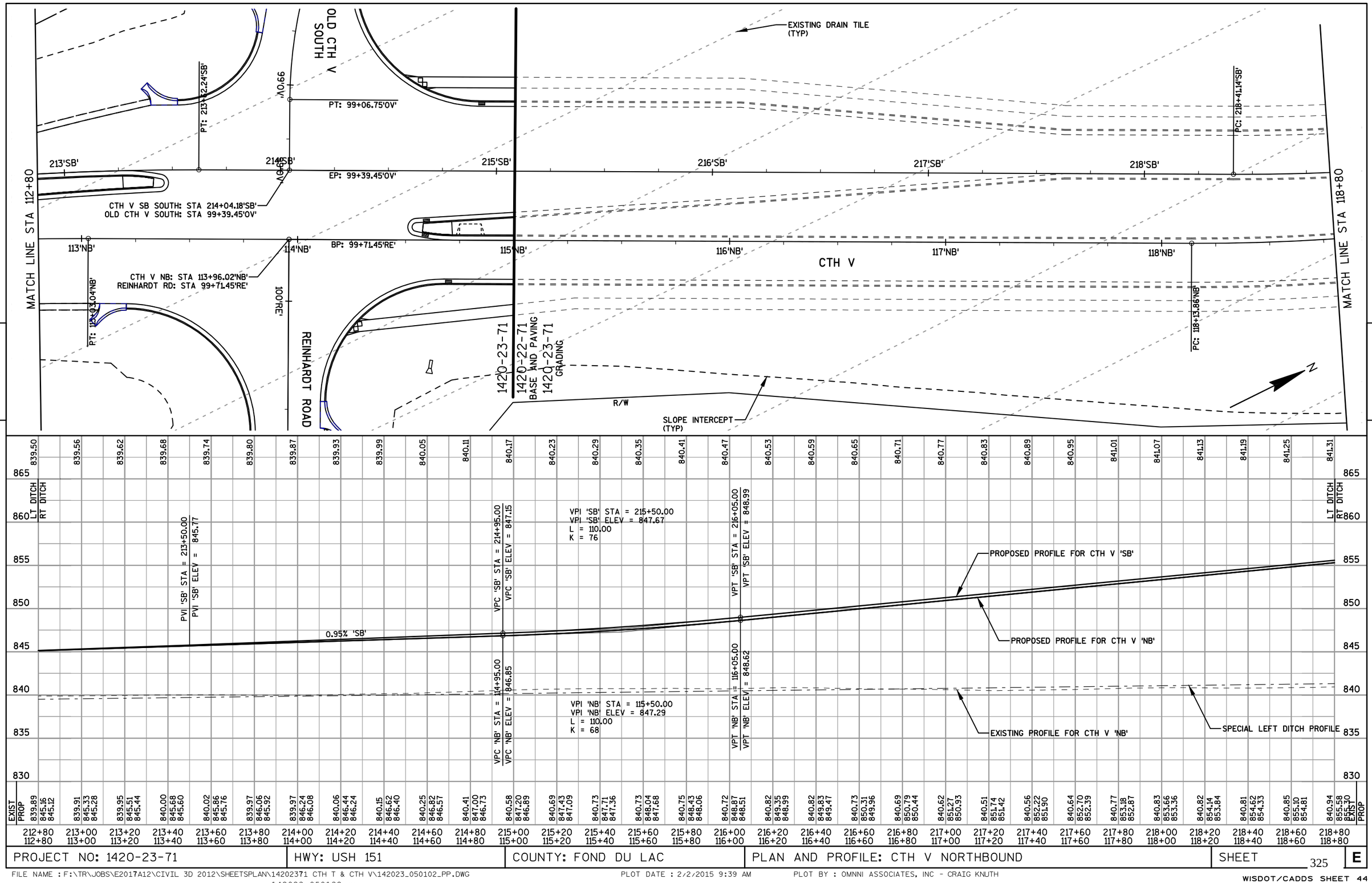
PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PLAN AND PROFILE: CTH V NORTHBOUND	SHEET 324	E

FILE NAME : F:\TR\JOBS\E2017A12\CIVIL 3D 2012\SHEETSPLAN\14202371 CTH T & CTH V\142023_050102_PP.DWG
142023_050131_pp

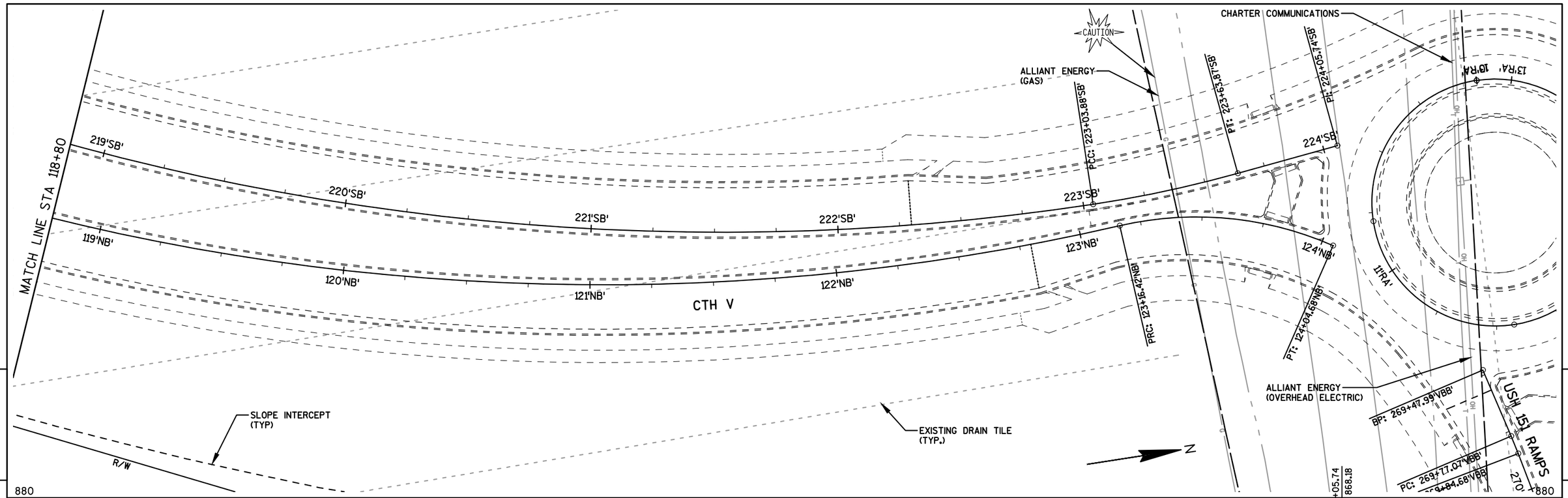
PLOT DATE : 2/2/2015 8:03 AM

PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

WISDOT/CADDS SHEET 44



PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PLAN AND PROFILE: CTH V NORTHBOUND	SHEET 325	E



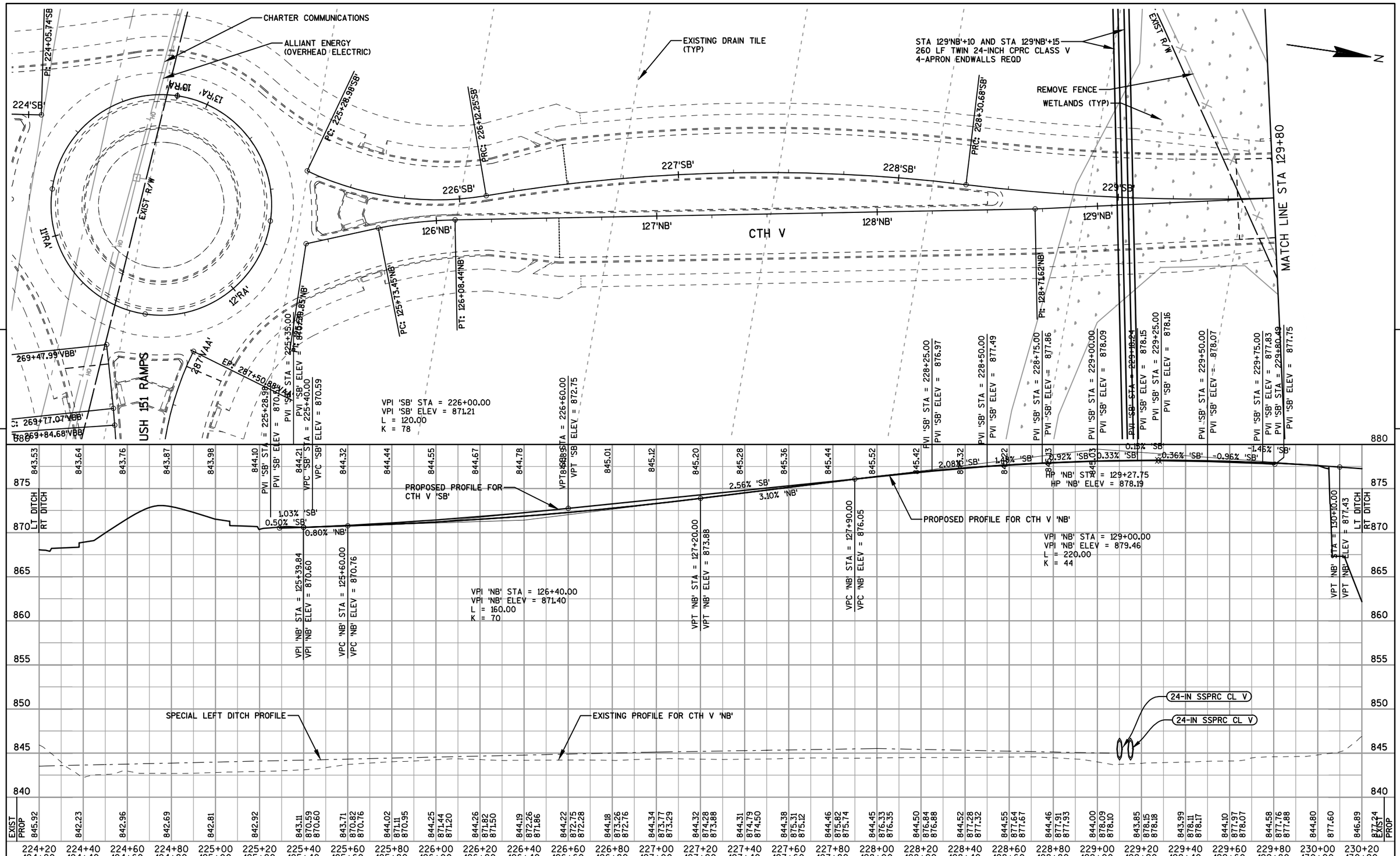
PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PLAN AND PROFILE: CTH V NORTHBOUND	SHEET 326	E

FILE NAME : F:\TR\JOBS\E2017A12\CIVIL 3D 2012\SHEETSPLAN\14202371 CTH T & CTH V\142023_050102_PP.DWG
142023_050133_pp

PLOT DATE : 2/2/2015 9:42 AM

PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

WISDOT/CADDS SHEET 44

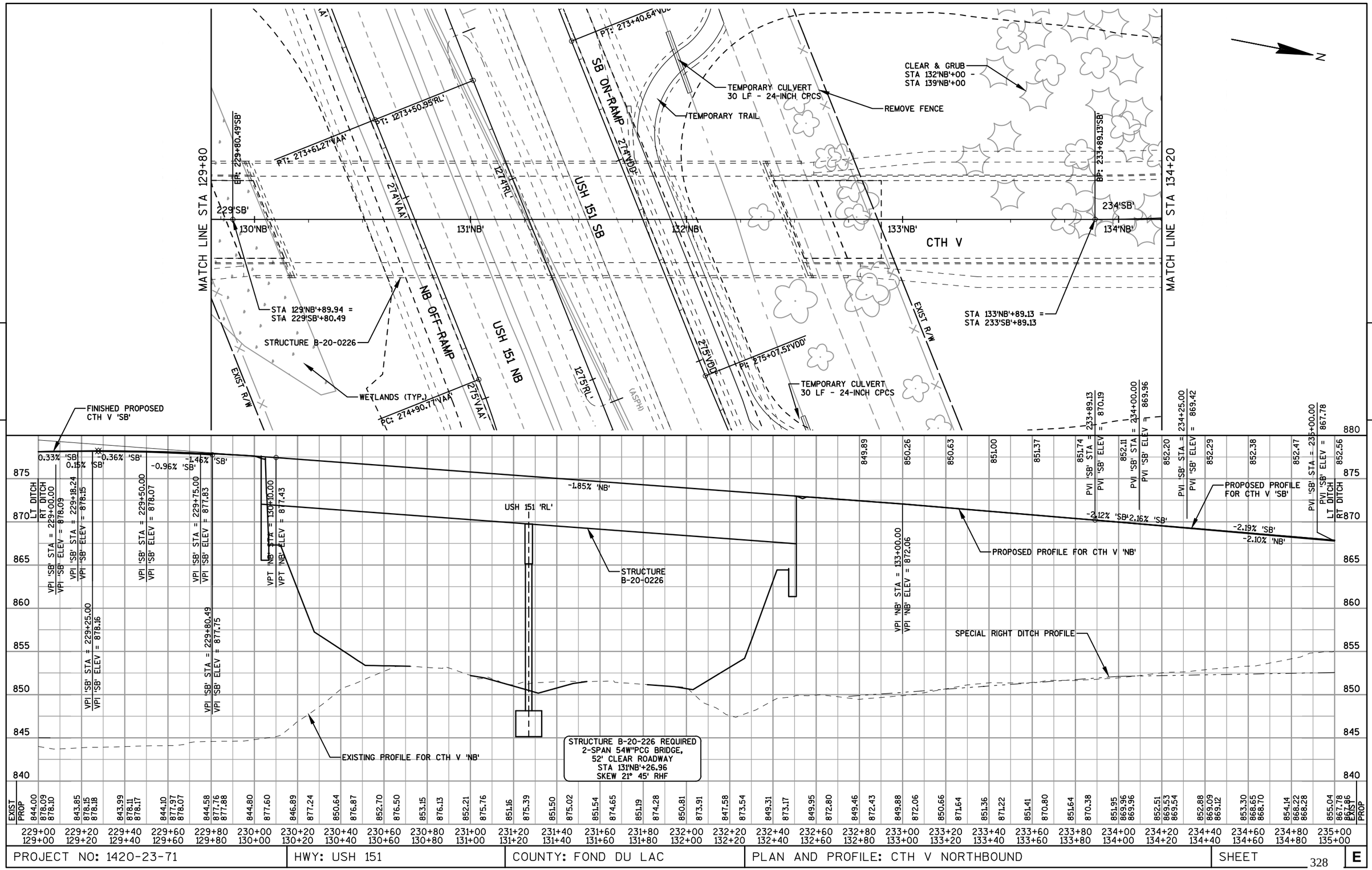


PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PLAN AND PROFILE: CTH V NORTHBOUND	SHEET 327	E

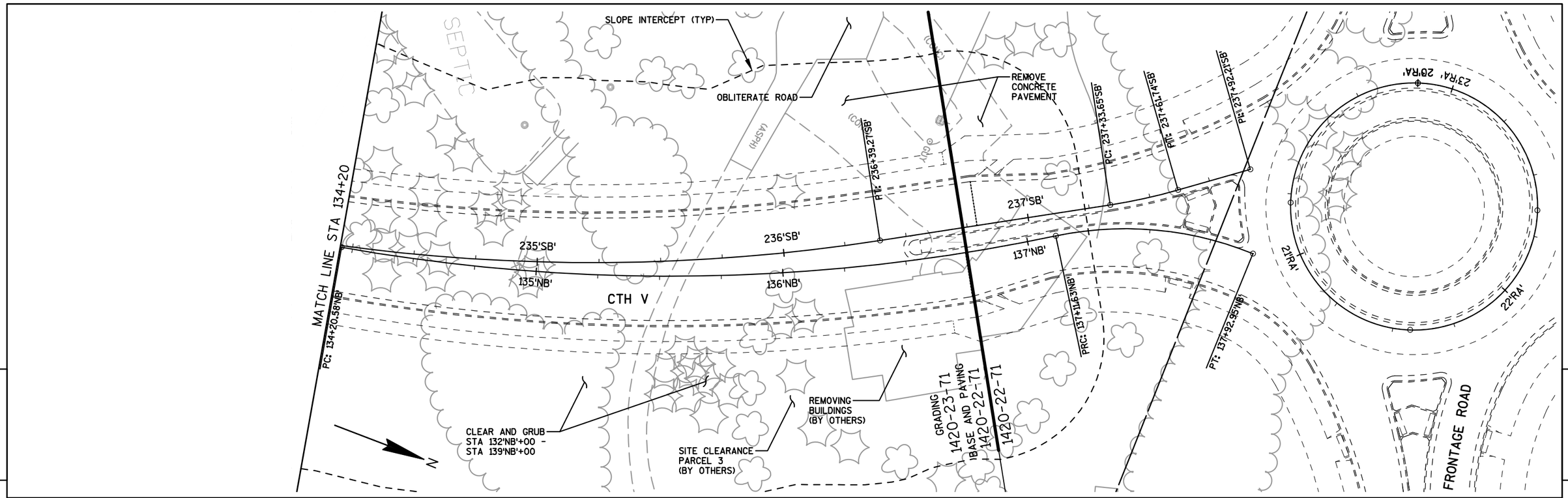
FILE NAME : F:\TR\JOBS\E2017A12\CIVIL 3D 2012\SHEETSPLAN\14202371 CTH T & CTH V\142023_050102_PP.DWG
142023_050135_pp

PLOT DATE : 2/16/2015 8:50 AM PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

WISDOT/CADDS SHEET 44



PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PLAN AND PROFILE: CTH V NORTHBOUND	SHEET 328 E

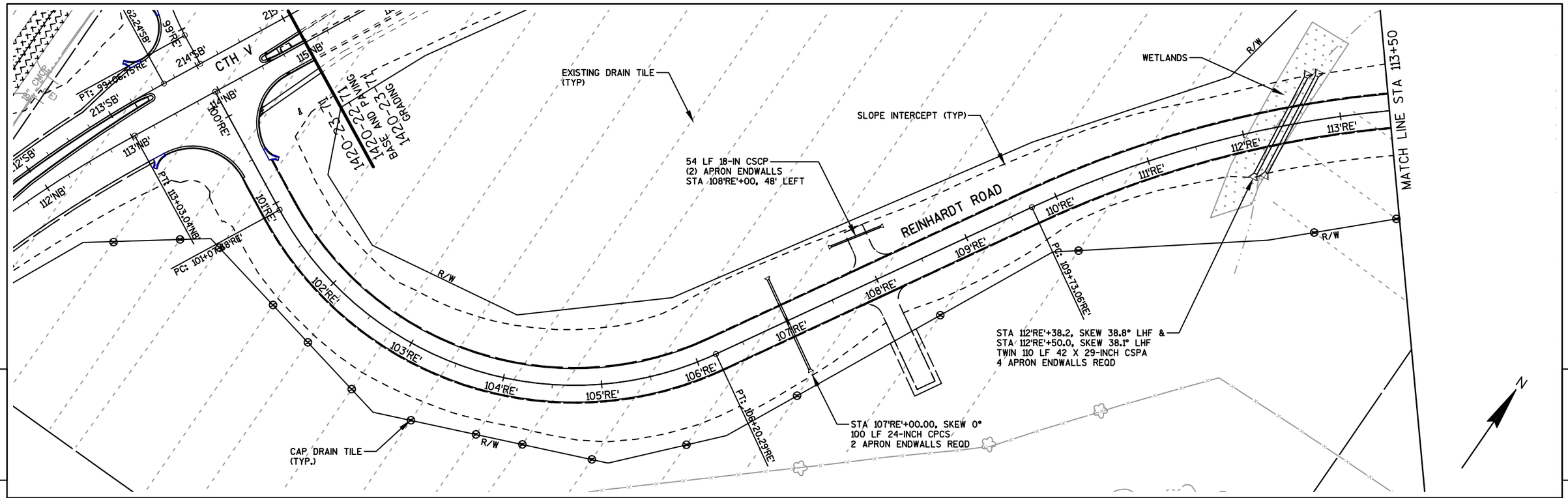


PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PLAN AND PROFILE: CTH V NORTHBOUND	SHEET 329 E

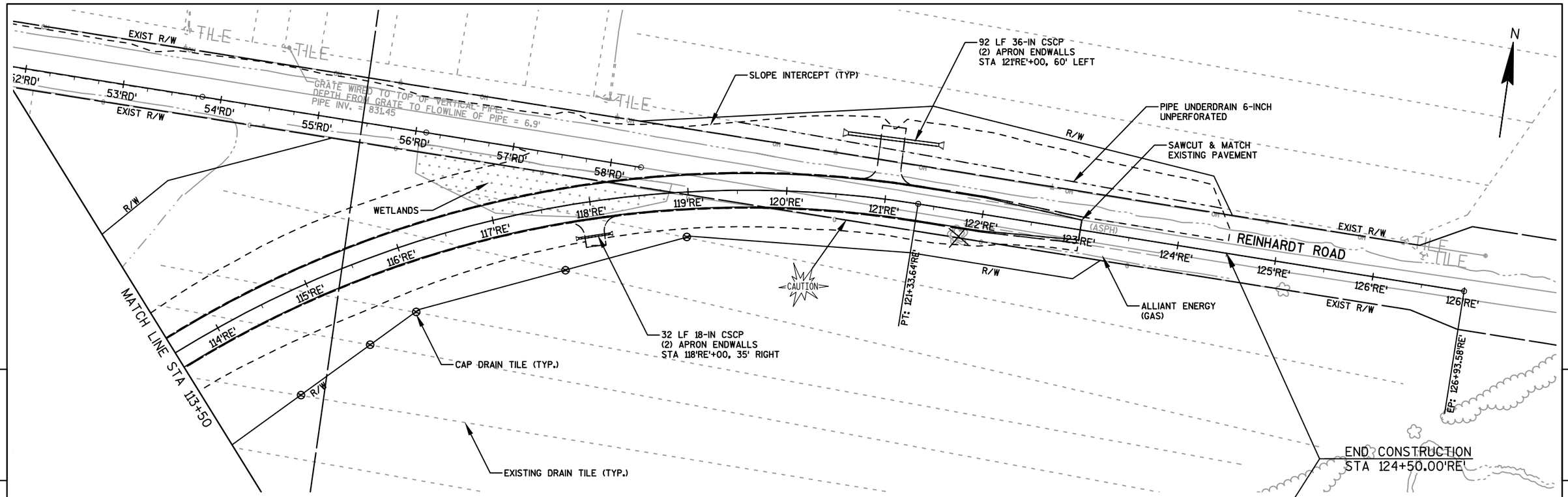
FILE NAME : F:\TR\JOBS\E2017A12\CIVIL 3D 2012\SHEETSPLAN\14202371 CTH T & CTH V\142023_050102_PP.DWG
142023_050137_pp

PLOT DATE : 2/25/2015 1:07 PM PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

WISDOT/CADDS SHEET 44



PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PLAN AND PROFILE: CTH V - REINHARDT ROAD	SHEET 330	E

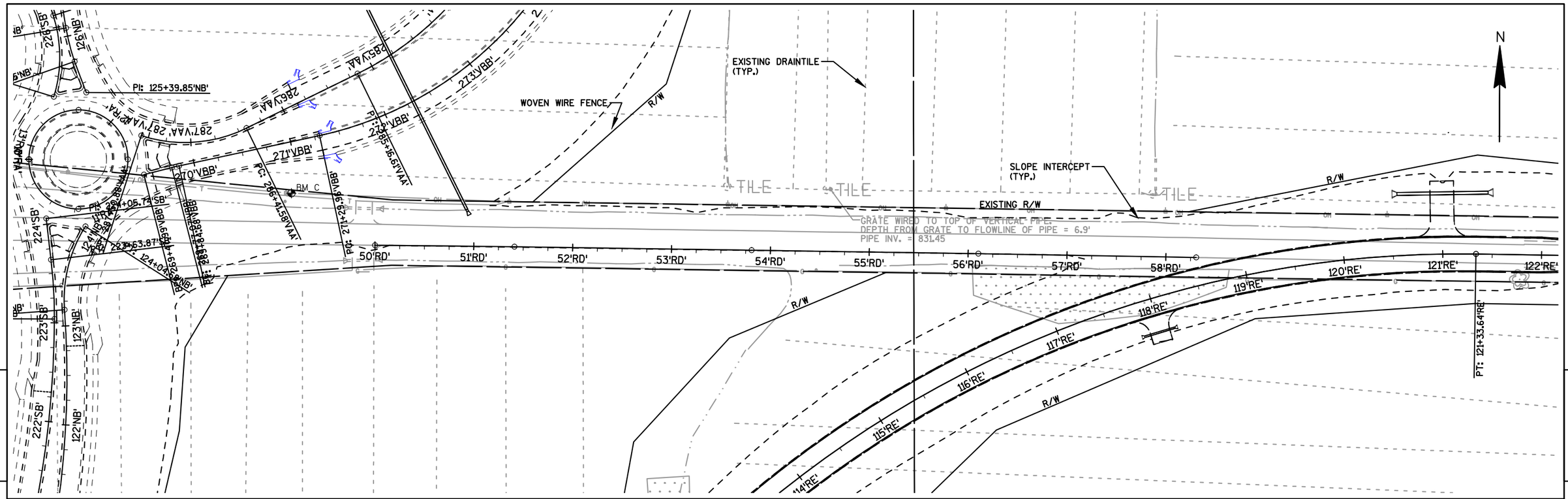


PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PLAN AND PROFILE: CTH V - REINHARDT ROAD	SHEET 331	E

FILE NAME : F:\TR\JOBS\E2017A12\CIVIL 3D 2012\SHEETSPLAN\14202371 CTH T & CTH V\142023_050102_PP.DWG
142023_050142_pp

PLOT DATE : 2/26/2015 9:50 AM PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

WISDOT/CADDS SHEET 44



PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PLAN AND PROFILE: CTH V - REINHARDT ROAD SPECIAL DITCH	SHEET 332	E

FILE NAME : F:\TR\JOBS\E2017A12\CIVIL 3D 2012\SHEETSPLAN\14202371 CTH T & CTH V\142023_050102_PP.DWG
142023_050145_pp

PLOT DATE : 2/3/2015 4:14 PM

PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

WISDOT/CADDS SHEET 44

EXISTING DRAIN TILE (TYP.)

EXIST R/W

BEGIN CONSTRUCTION
STA 91+50.00'RE'

SLOPE INTERCEPT (TYP)

CHARTER (TEL)

STA 98'RE'+54.00, SKEW 8.8° RHF
72 LF 24-INCH CPRC, CLASS IV
2 APRON ENDWALLS REQD

OLD CTH V SOUTH

CTH V

ADJUST WATER VALVE BOX

SAWCUT & MATCH EXISTING PAVEMENT

CITY OF FDL (WATER)

CHARTER (TEL)

OBLITERATE OLD ROAD

PC: 88+47.90'RE'

EXIST R/W

ALLIANT ENERGY (GAS)

CAUTION

REMOVE 24" RCCP

CULVERT PIPE (TO REMAIN)

ADJUST SANITARY MANHOLE

FDL SEWER (SAN)

REMOVE 18" CMCP

CULVERT PIPES (TO REMAIN)

SAWCUT & MATCH EXISTING PAVEMENT

STA 95'RE'+57.00, 53' RT
72 LF 24-INCH CPRC, CLASS IV
2 APRON ENDWALLS REQD

LIGHTHOUSE VILLAGE ROAD

WILDLIFE LANE

EXISTING FENCE

BP: 87+23.30'RE'

PC: 96+34.78'RE'

PT: 91+09.96'RE'

PT: 113+03.06'RE'

PC: 101+0

PT: 21+52.24'SB

PT: 98+34.75'RE'

EXISTING PROFILE FOR OLD CTH V SOUTH 'RE'

PROPOSED PROFILE FOR OLD CTH V SOUTH 'RE'

SPECIAL PROFILE FOR RIGHT DITCH

SPECIAL PROFILE FOR LEFT DITCH

SPECIAL PROFILE FOR RIGHT DITCH

PVI 'RE' STA = 88+37.90
PVI 'RE' ELEV = 854.20

PVI 'RE' STA = 90+90.00
PVI 'RE' ELEV = 852.75

PVI 'RE' STA = 96+35.00
PVI 'RE' ELEV = 847.50

VPI 'RE' STA = 97+90.00
VPI 'RE' ELEV = 845.08
L = 60.00
K = 29

VPC 'RE' STA = 97+60.00
VPC 'RE' ELEV = 845.55

VPT 'RE' STA = 98+20.00
VPT 'RE' ELEV = 845.23

PVI 'RE' STA = 98+75.00
PVI 'RE' ELEV = 845.50

PVI 'RE' STA = 99+10.45
PVI 'RE' ELEV = 845.85

PVI 'RE' STA = 99+39.45
PVI 'RE' ELEV = 846.28

-0.58% 'RE'

-0.96% 'RE'

1.56% 'RE'

0.49% 'RE'

1.00% 'RE'

1.50% 'RE'

LP 'RE' STA = 98+05.65
LP 'RE' ELEV = 845.19

STA 98'RE'+54.00, SKEW 8.8° RHF
72 LF 24-INCH CPRC, CLASS IV
2 APRON ENDWALLS REQD

EXIST	PROP
	854.74
	854.26
854.17	854.16
851.17	854.14
850.17	853.49
851.17	853.85
849.07	852.74
850.44	853.56
848.48	853.09
849.70	853.27
847.63	853.23
848.97	852.98
846.79	852.97
848.23	852.65
845.94	852.18
847.91	852.17
845.52	851.89
847.76	851.69
845.37	851.33
847.61	851.21
845.22	850.82
847.46	850.73
845.07	850.24
	850.24
844.92	849.77
	849.76
844.61	849.29
	849.28
844.21	848.80
	848.80
843.81	848.39
	848.32
843.41	848.00
	847.84
843.01	847.71
	847.27
842.57	846.92
	846.48
842.60	845.65
841.92	845.70
841.81	842.89
841.28	845.20
841.01	842.55
840.63	845.37
	841.94
840.22	845.75

85+00 85+50 86+00 86+50 87+00 87+50 88+00 88+50 89+00 89+50 90+00 90+50 91+00 91+50 92+00 92+50 93+00 93+50 94+00 94+50 95+00 95+50 96+00 96+50 97+00 97+50 98+00 98+50 99+00 99+50 100+00

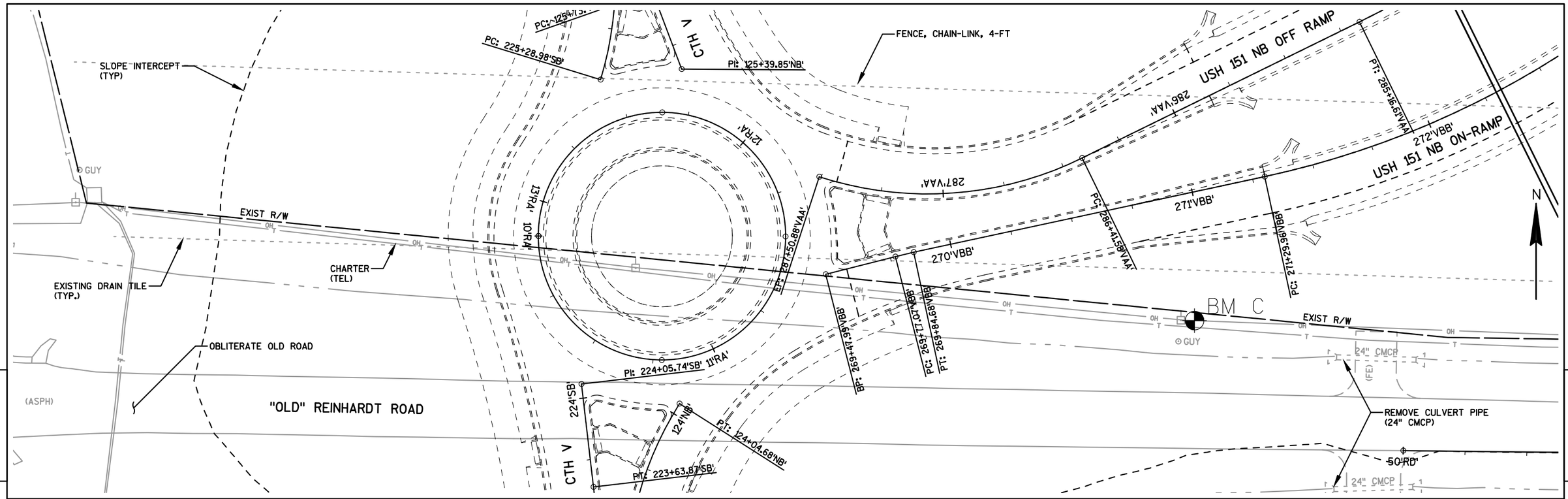
PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PLAN AND PROFILE: OLD CTH V SOUTH	SHEET 333	E

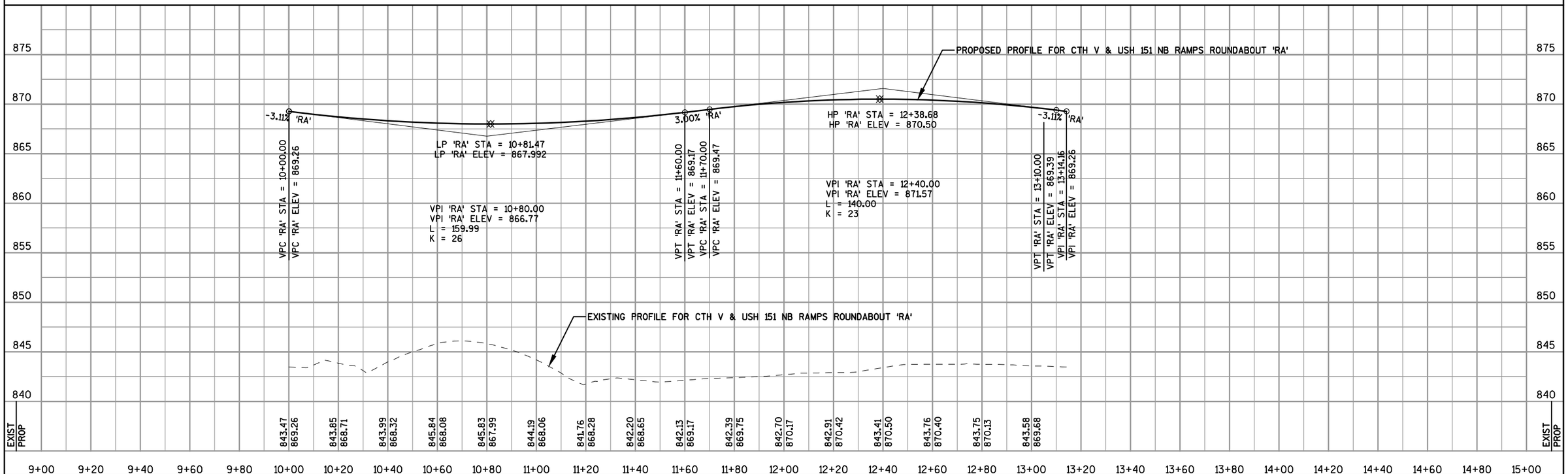
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142023_050191_pp

PLOT DATE : 2/12/2015 9:30 AM

PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

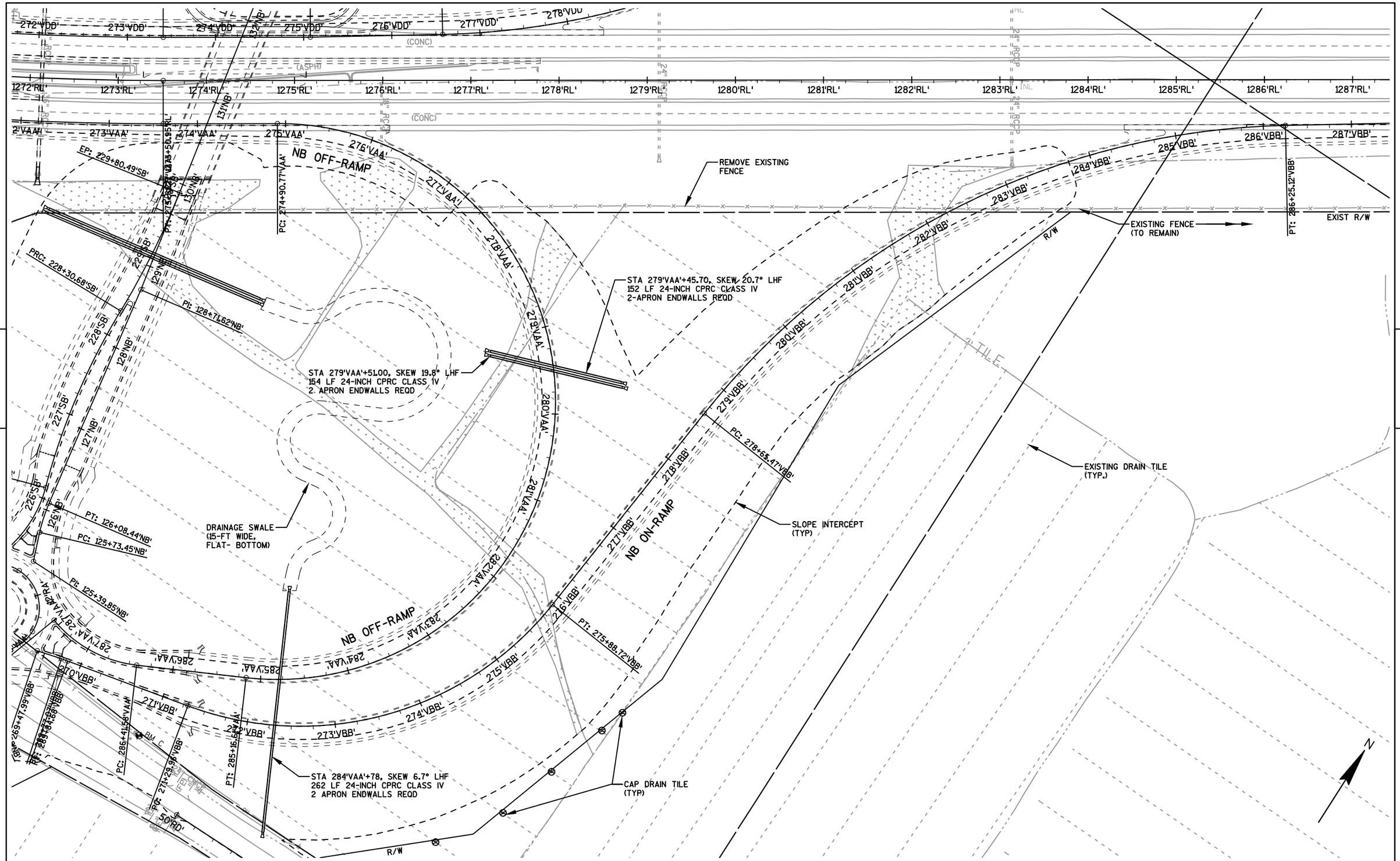
WISDOT/CADDS SHEET 44



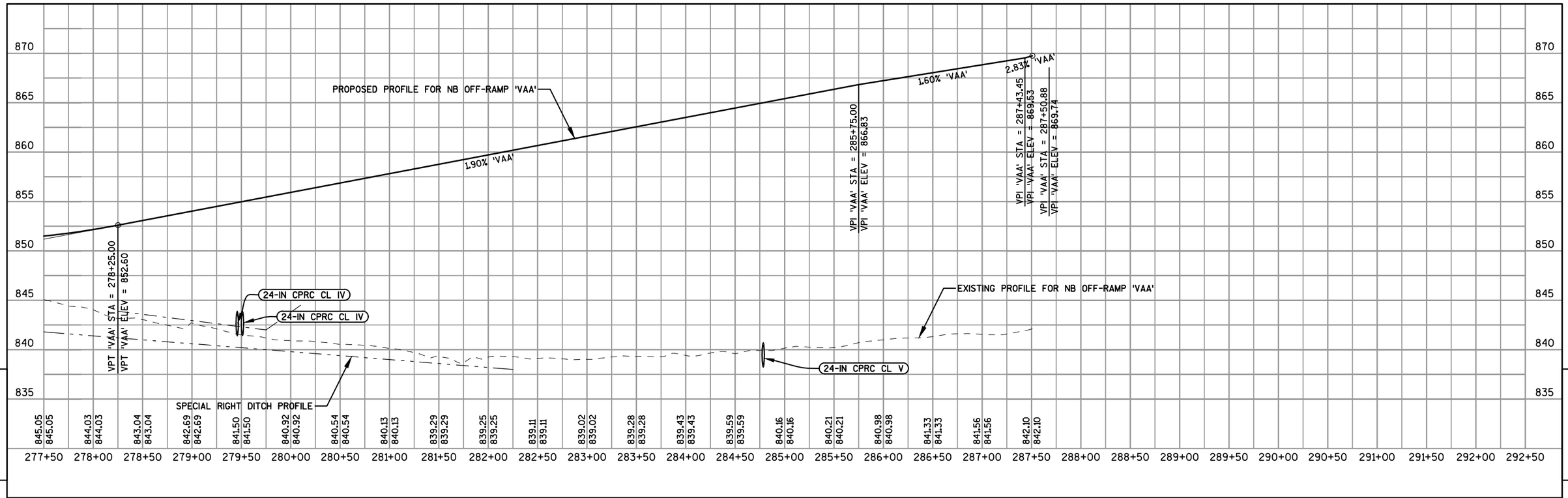


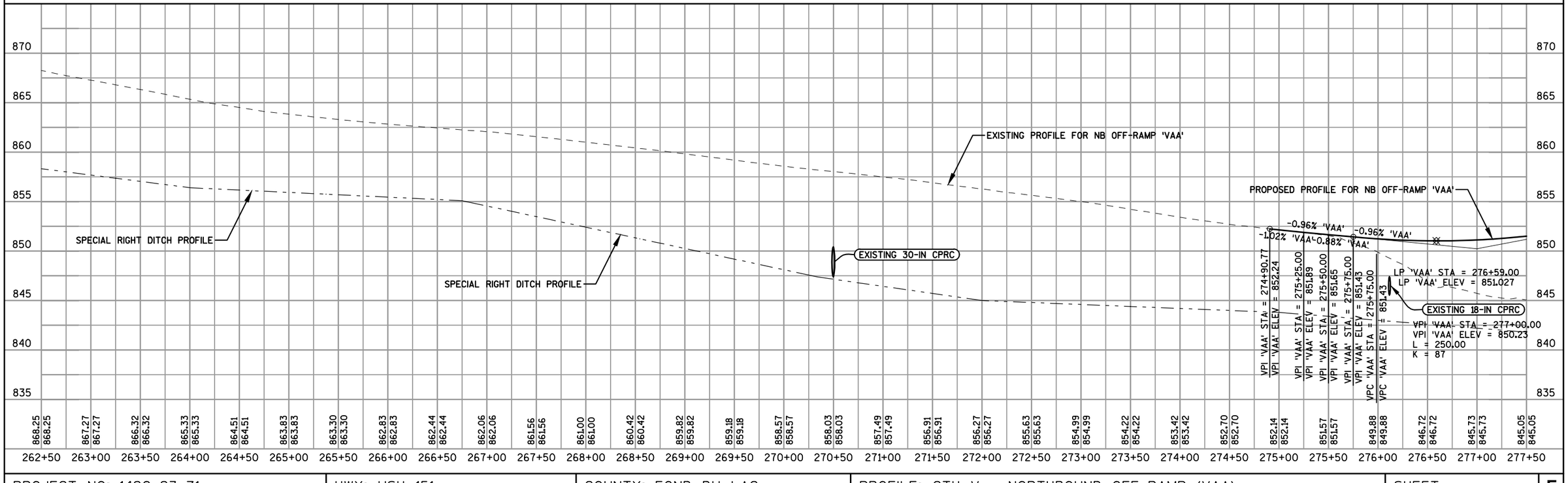
PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PLAN AND PROFILE: ROUNDABOUT - CTH V & NB RAMPS	SHEET 334	E

5

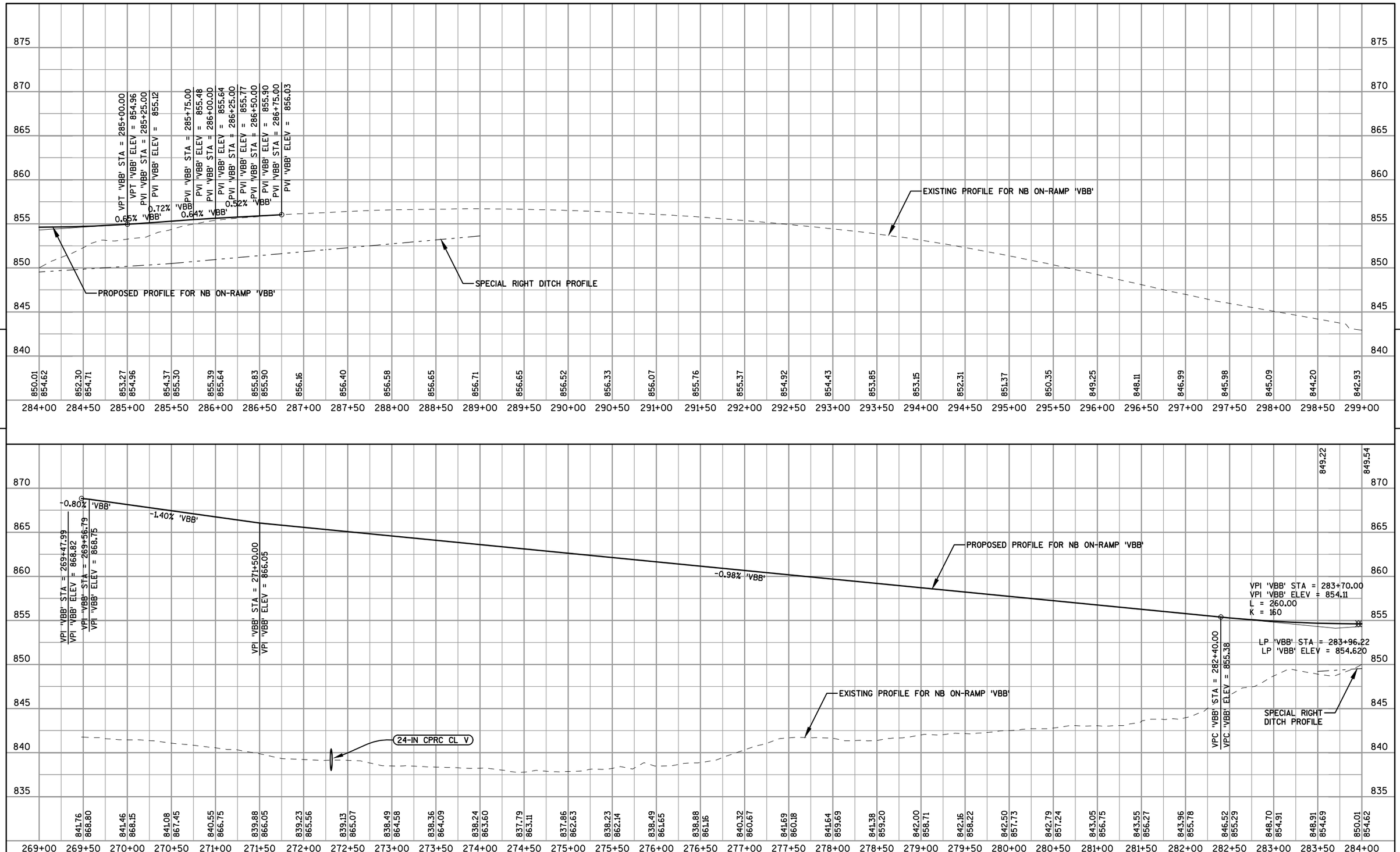


PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PLAN: CTH V - USH 151	SHEET 335	E





PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PROFILE: CTH V - NORTHBOUND OFF-RAMP (VAA)	SHEET 336	E



PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PROFILE: CTH V - NORTHBOUND ON-RAMP (VBB)	SHEET 337	E

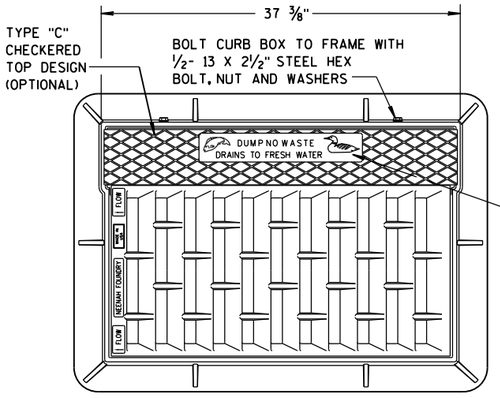
Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-01	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C07-01	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C08-01	INLETS MEDIAN 1 AND 2 GRATE
08D01-17	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-15A	CURB RAMPS TYPES 1 AND 1-A
08D05-15B	CURB RAMPS TYPES 2 AND 3
08D05-15C	CURB RAMPS TYPES 4A AND 4A1
08D05-15D	CURB RAMPS TYPE 4B AND 4B1
08D05-15E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-08	CONDUIT UNDER PAVED HIGHWAYS
09B04-11	PULL BOX
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
11B02-02	CONCRETE MEDIAN NOSE
12A03-10	NAME PLATE (STRUCTURES)
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13B02-07A	CONCRETE BRIDGE APPROACH
13B02-07B	STRUCTURAL APPROACH SLAB AND CONCRETE BRIDGE APPROACH
13C01-17	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
14A01-03	TREE PRESERVATION DETAILS
14B07-14A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B08-01A	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01B	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01C	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01D	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01E	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B20-11A	STEEL THRIE BEAM STRUCTURE APPROACH
14B26-03A	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03B	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03C	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03D	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03E	STEEL THRIE BEAM BULLNOSE TERMINAL
14B32-03A	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-03B	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-03C	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-03D	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B42-03A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-03B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-03C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-02A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-03A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)

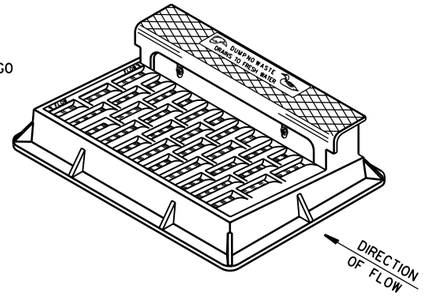
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Standard Detail Drawing List

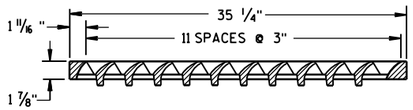
14B45-03J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15B01-08A	FENCE WOVEN WIRE
15B01-08B	FENCE WOVEN WIRE
15C02-05A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-05B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-05C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-02	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-02	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-02	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-12A	PAVEMENT MARKING SYMBOLS
15C07-12B	PAVEMENT MARKING WORDS
15C07-12C	PAVEMENT MARKING ARROWS
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C08-16F	PAVEMENT MARKING (ISLANDS)
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C19-02A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-02C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C33-01	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D12-04	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D15-01	TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE
15D21-03	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D27-02	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

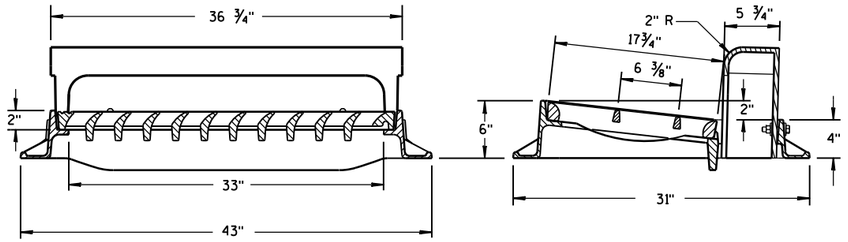


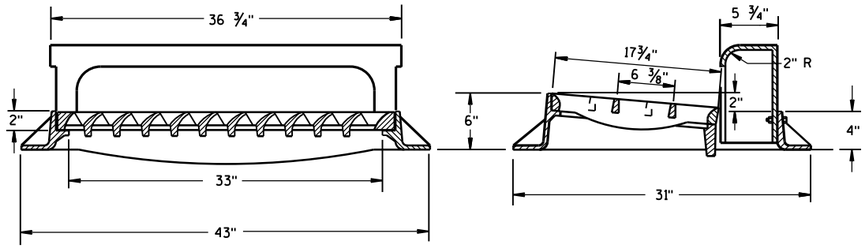
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

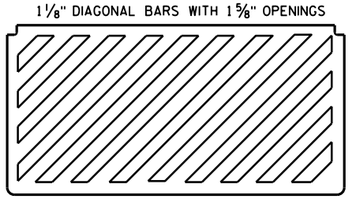






TYPE "H"

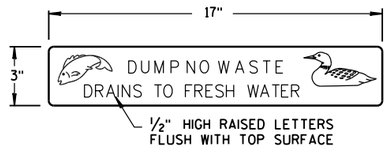
NOTE: EITHER CASTING IS ACCEPTABLE



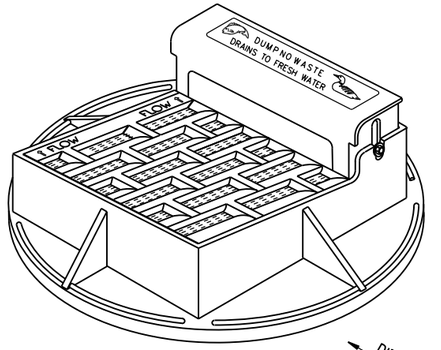
SPECIAL GRATE FOR TYPE "H" COVER

(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"

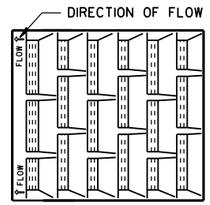
NOTE:
GRATE IS REVERSIBLE.

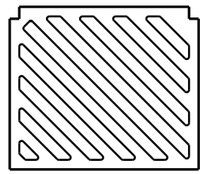
GENERAL NOTES

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

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

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

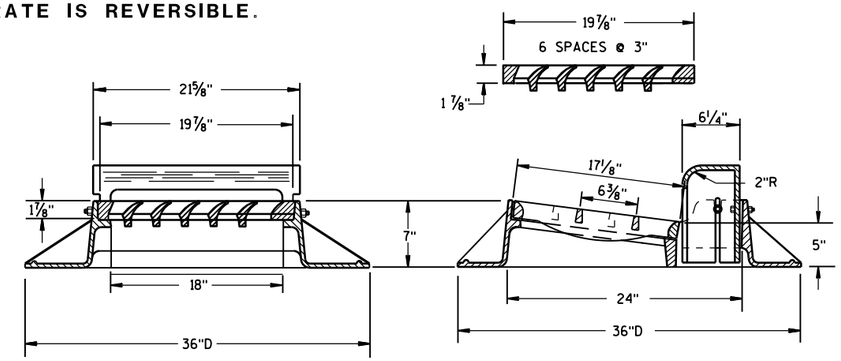




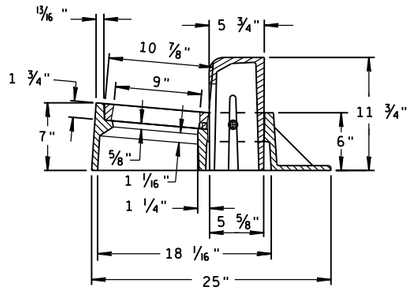
SPECIAL GRATE FOR TYPE "A" COVER

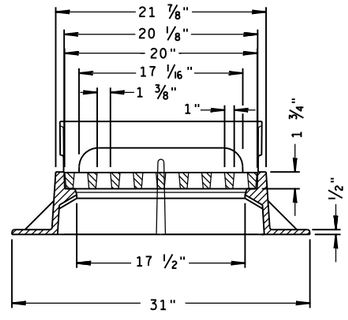
(MEASURES 19 3/4" X 17" X 1 7/8")

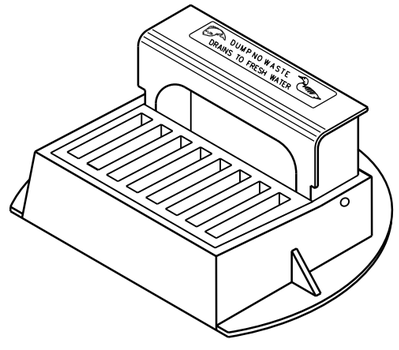
(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "A"







TYPE "Z"

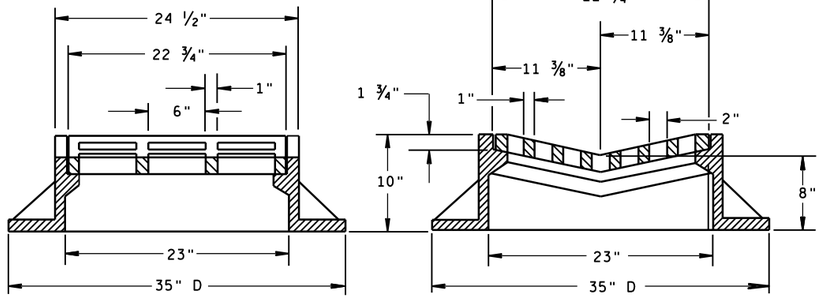
INLET COVERS
TYPE A, H, A-S, H-S & Z

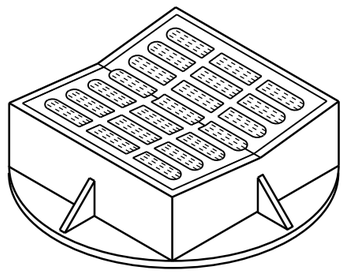
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

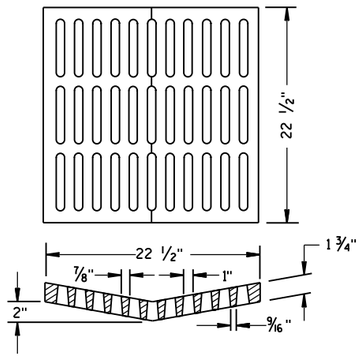
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S.D.D. 8 A 5-19a



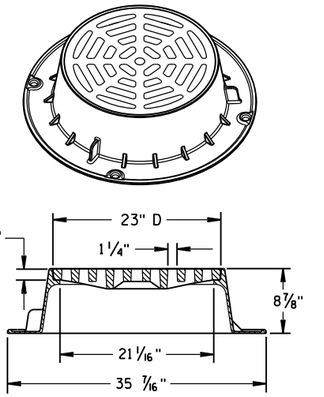


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

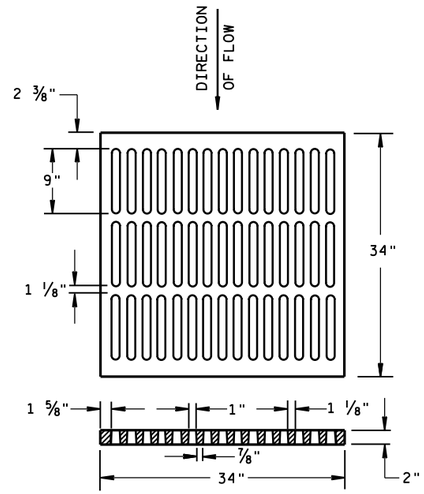
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

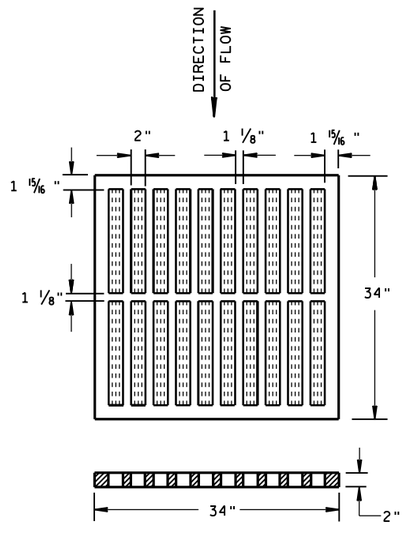
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



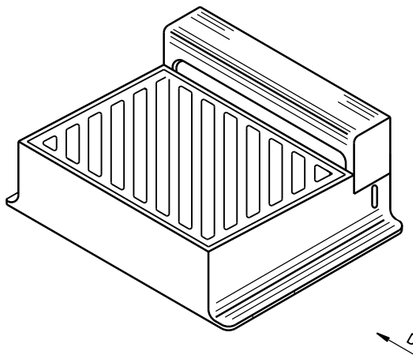
ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

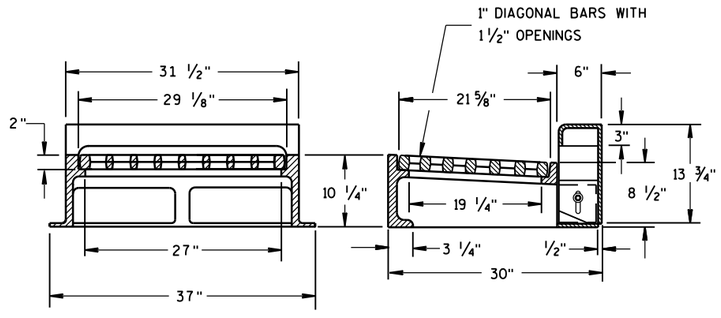


TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE



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



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

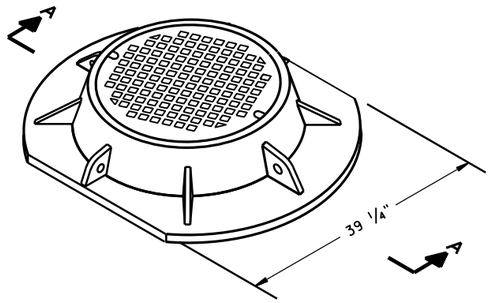
INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM

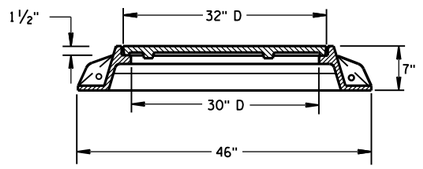
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

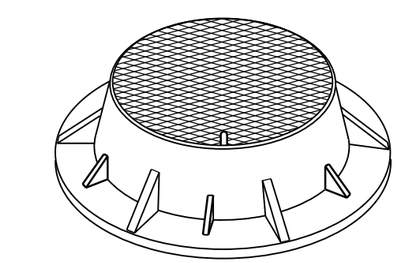
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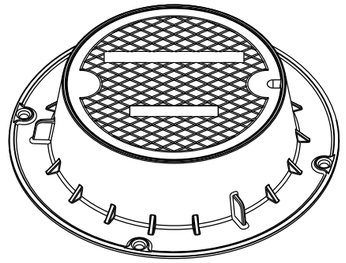
S.D.D. 8 A 5-19b

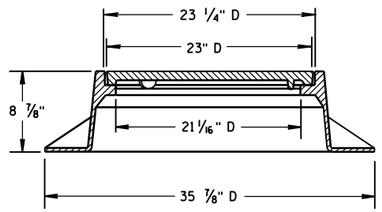


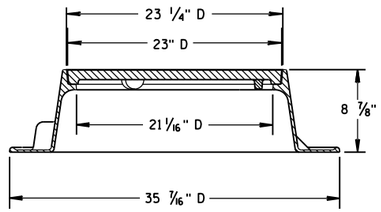


SECTION A-A
TYPE "K"









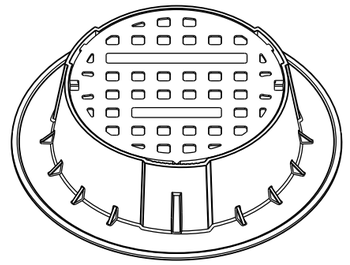
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

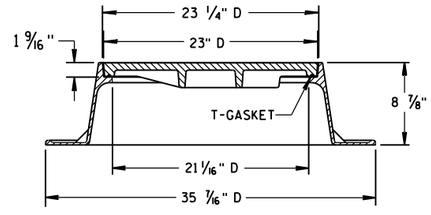
GENERAL NOTES

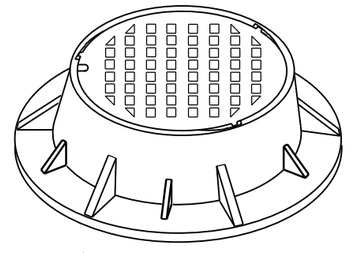
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

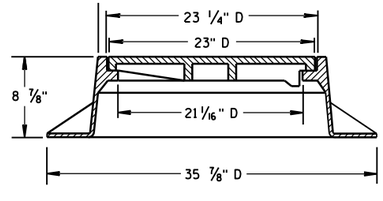
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

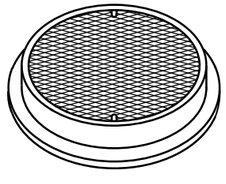


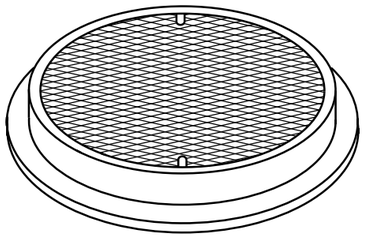


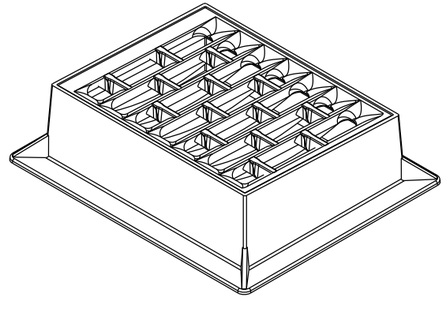


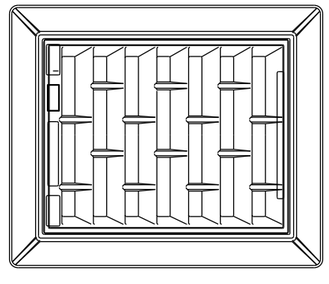


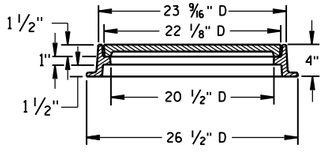
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



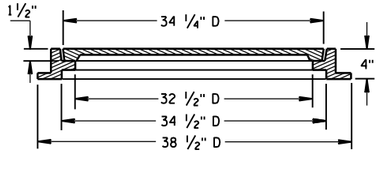




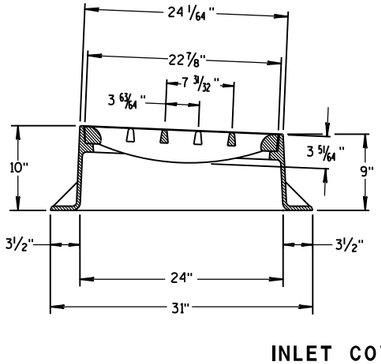


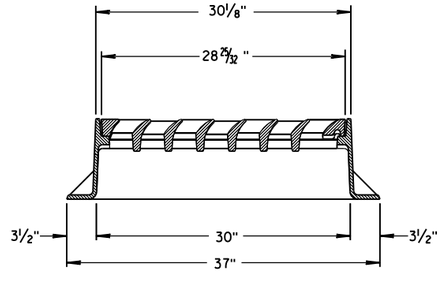


TYPE "L"



TYPE "M"





INLET COVER TYPE "BW"

INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

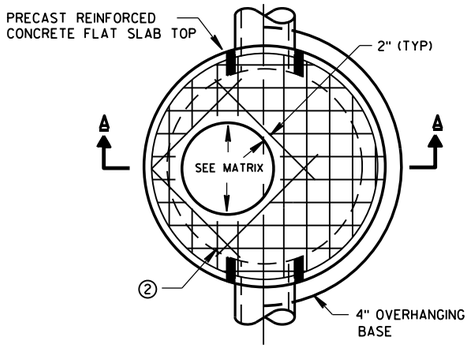
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

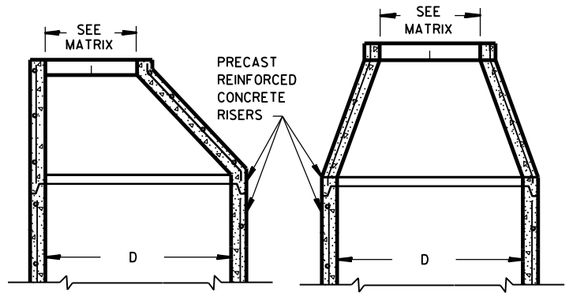
S.D.D. 8 A 5-19d

6

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

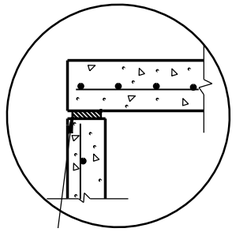


PLAN VIEW CIRCULAR OPENING

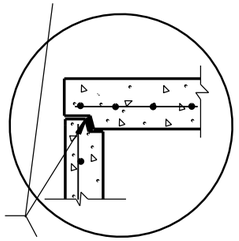


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

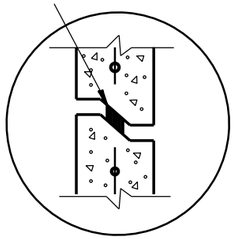


TOP WITH PLAIN END JOINT



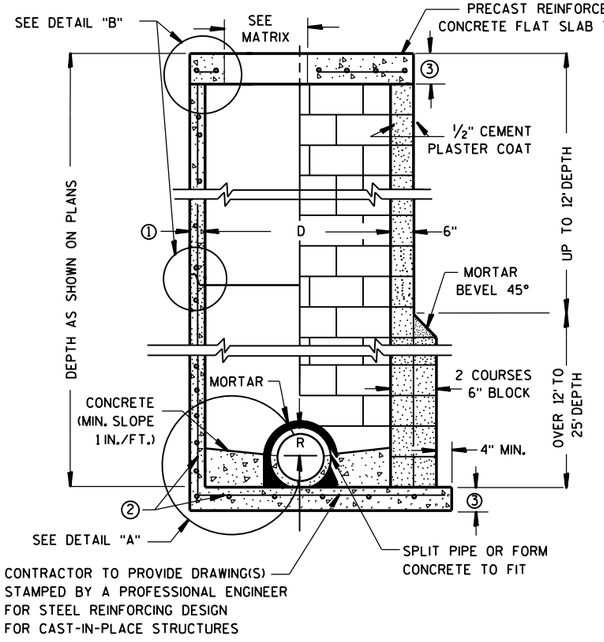
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



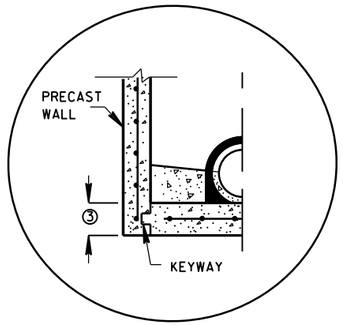
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

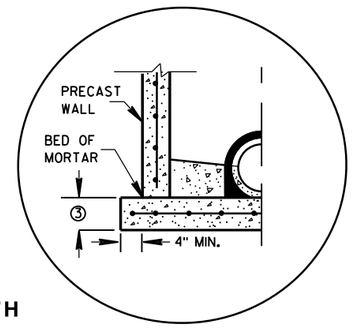


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

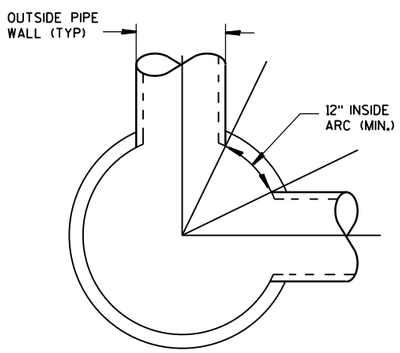


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

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

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

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

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

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE CONE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

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

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

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 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

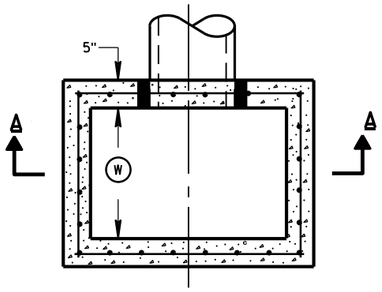
MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

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

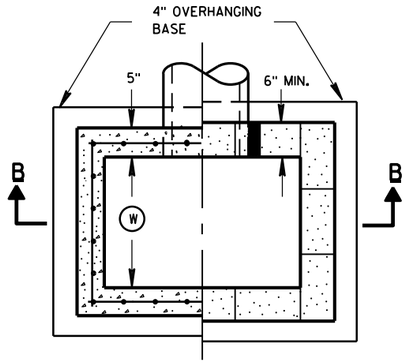
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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6/5/2012 — DATE
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FHWA

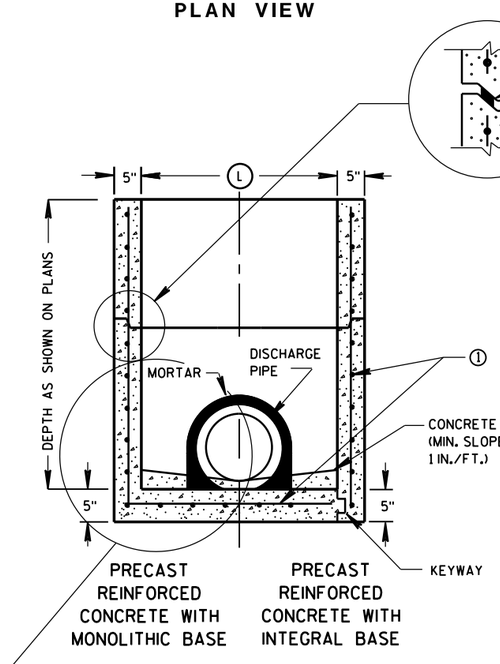
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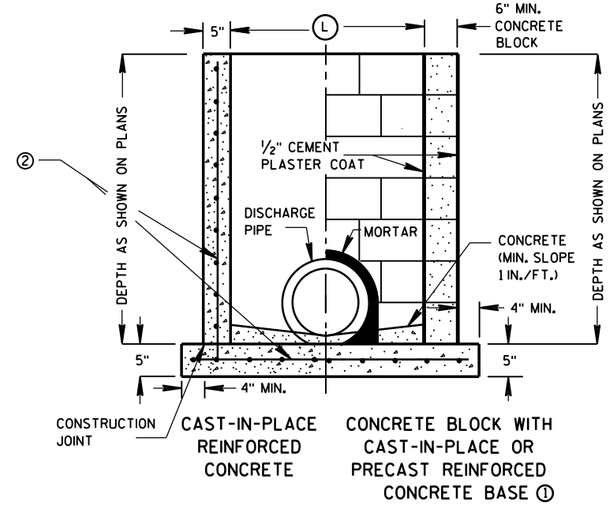
PLAN VIEW



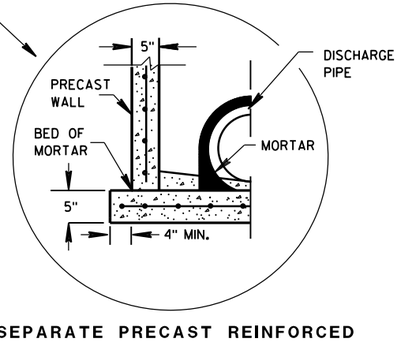
PLAN VIEW



SECTION A-A



SECTION B-B



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 GRANULAR 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.

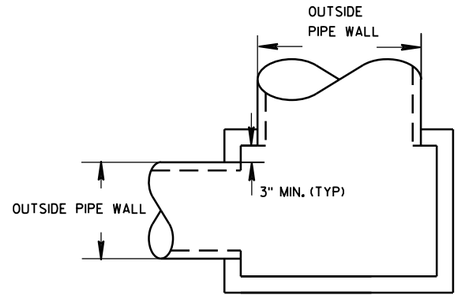
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

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"

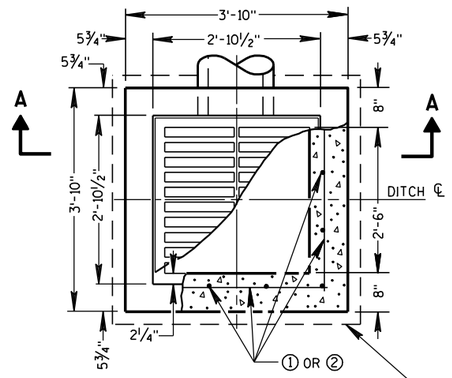
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

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DEPARTMENT OF TRANSPORTATION

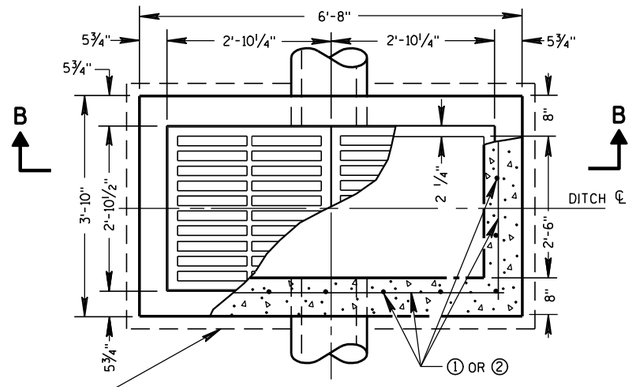
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DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DE ENGINEER
FHWA

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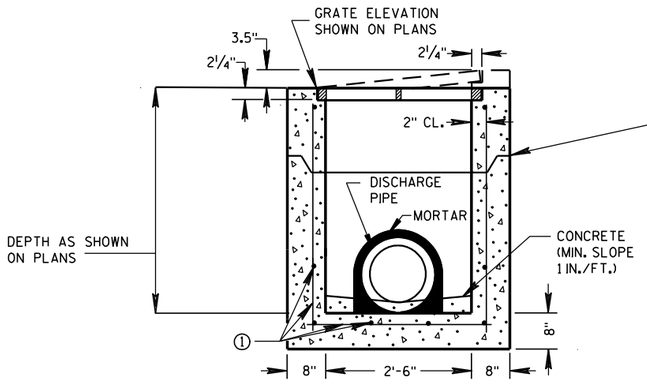


PLAN VIEW

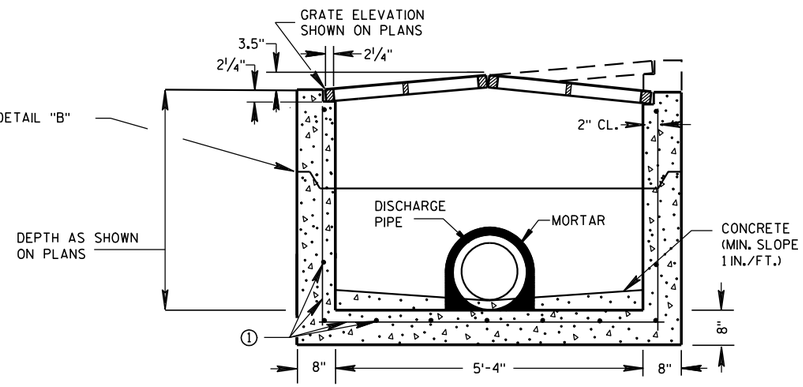


PLAN VIEW

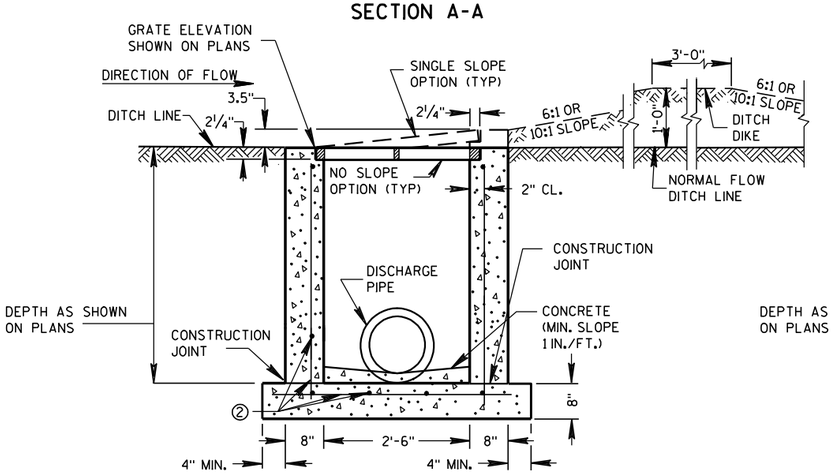
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



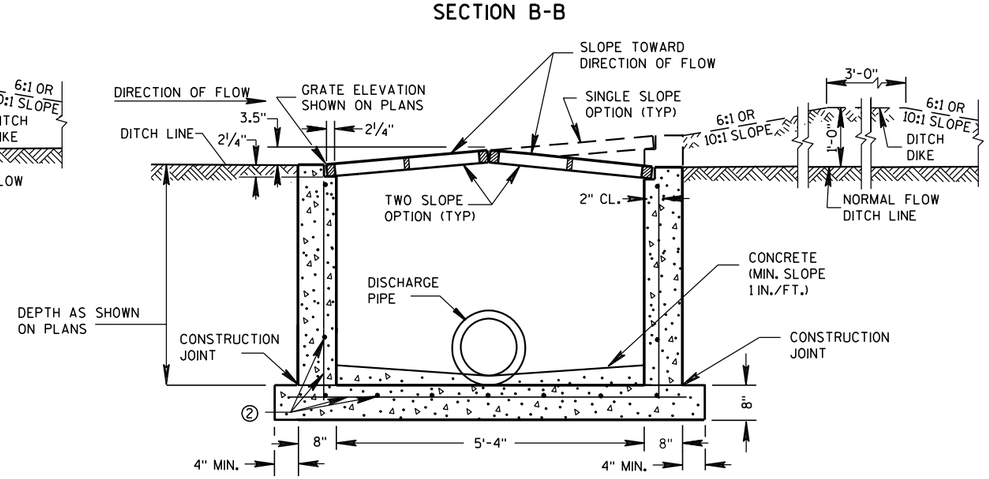
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

INLETS MEDIAN 1 GRATE

INLETS MEDIAN 2 GRATE

GENERAL NOTES

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DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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.

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

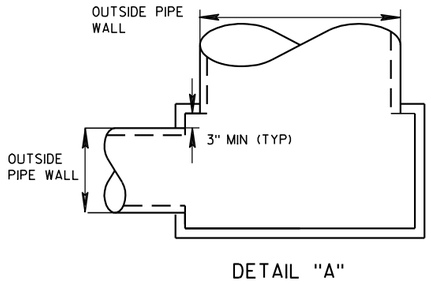
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS 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.

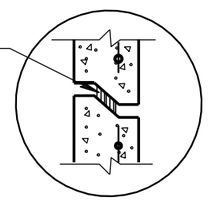
PIPE MATRIX

	MAXIMUM INSIDE PIPE DIAMETER	
INLET SIZE	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42



DETAIL "A"

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



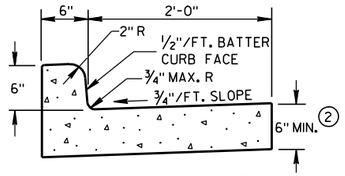
DETAIL "B"

INLETS MEDIAN 1 AND 2 GRATE

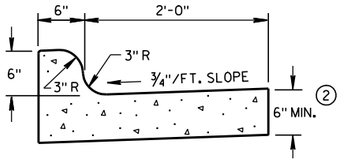
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DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

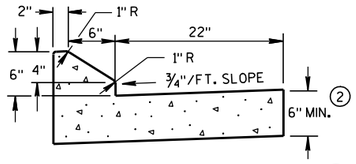
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S.D.D. 8 C 8-1



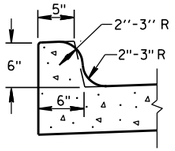
TYPES A & D (1)



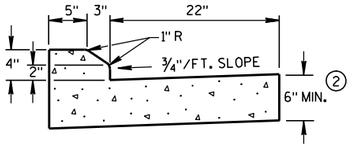
TYPES K & L (1)



6" SLOPED CURB TYPES G & J (1)

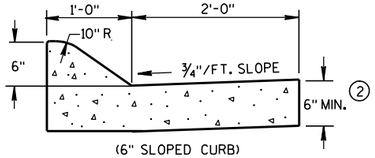


OPTIONAL CURB SHAPE FOR TYPES K & L (1)

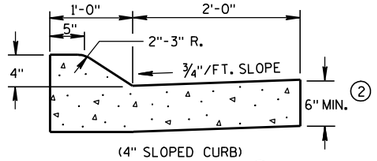


4" SLOPED CURB TYPES G & J (1)

CONCRETE CURB & GUTTER 30"

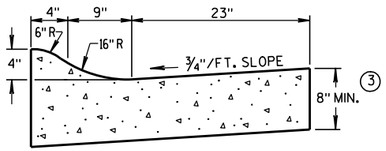


(6" SLOPED CURB)



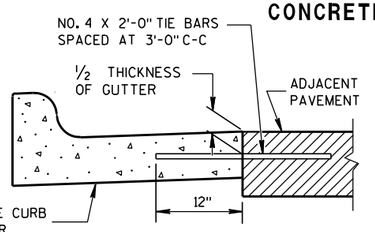
(4" SLOPED CURB)

TYPES A & D (1)

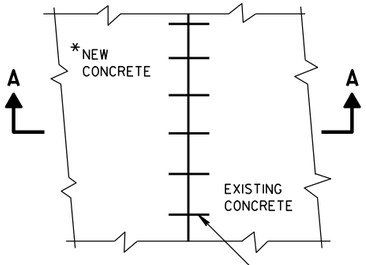


4" SLOPED CURB TYPES R & T (1) (4)

CONCRETE CURB & GUTTER 36"

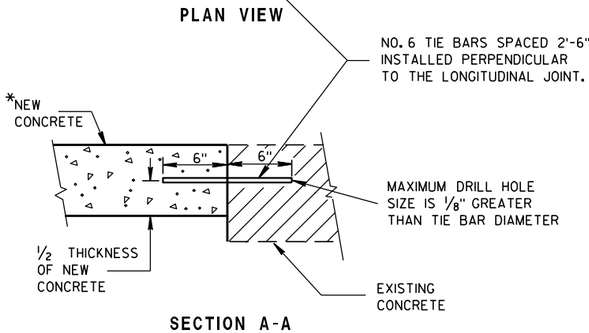


TYPICAL TIE BAR LOCATION (1)



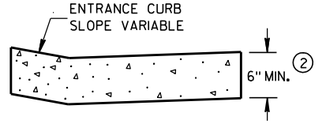
*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

PLAN VIEW



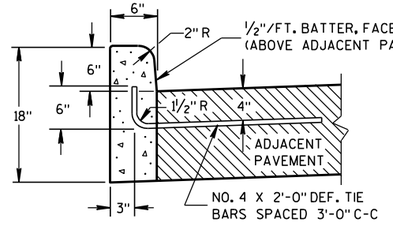
SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT



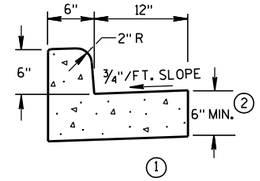
DRIVEWAY ENTRANCE CURB

(WHEN DIRECTED BY THE ENGINEER)



(1)

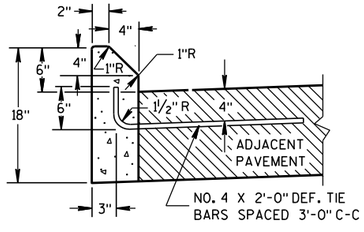
TYPES A & D



(1)

TYPES A & D

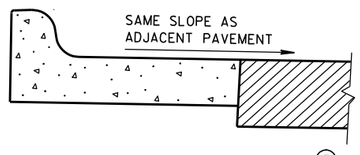
CONCRETE CURB & GUTTER 18"



(1)

TYPES G & J

CONCRETE CURB



(5)

REVERSE SLOPE GUTTER

(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS 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 & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

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

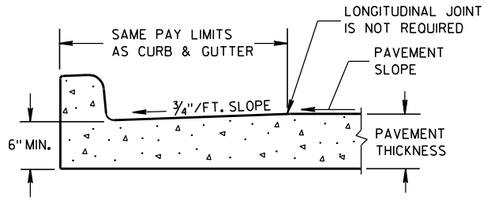
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

(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.

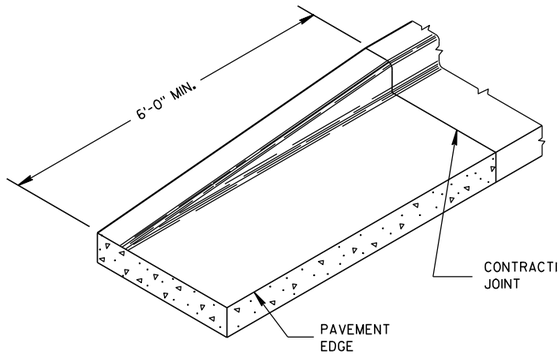
(3) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(4) THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

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



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

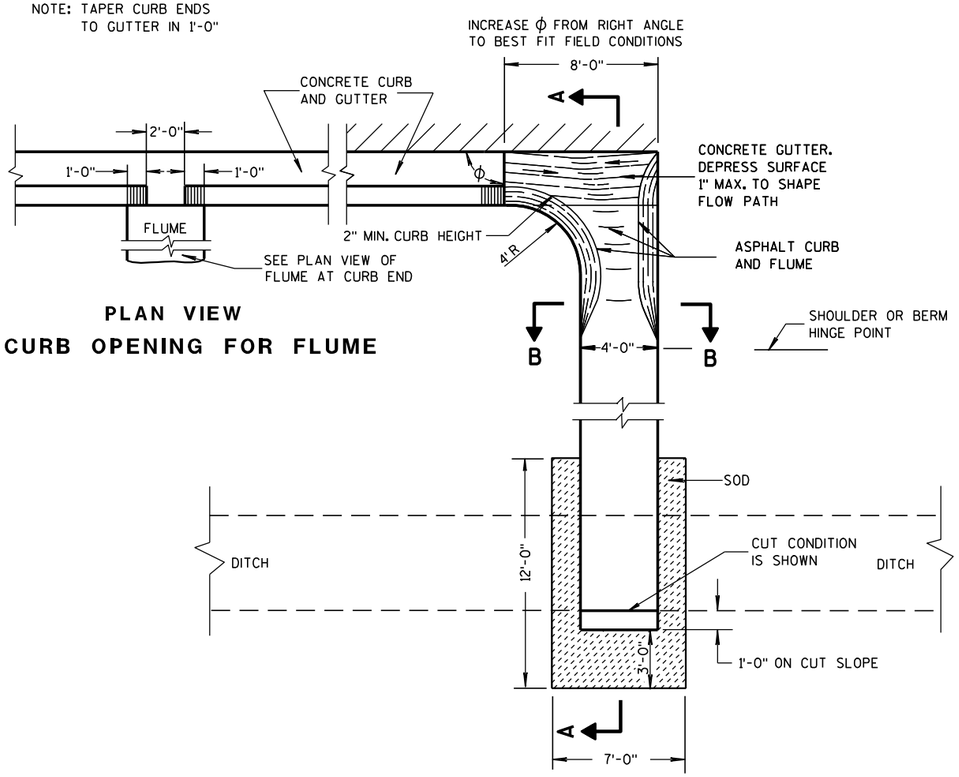
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/4/08 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
FHWA

6

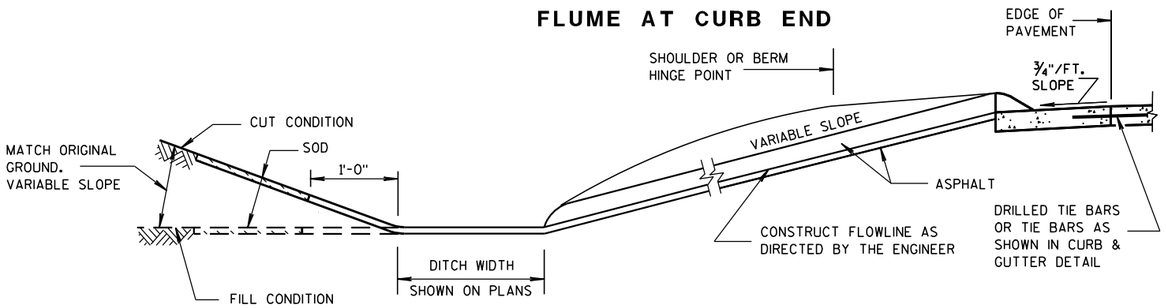
S.D.D. 8 D 1-17

ASPHALTIC FLUME

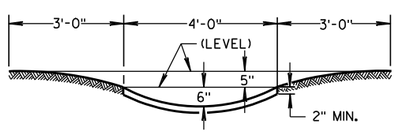


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

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.

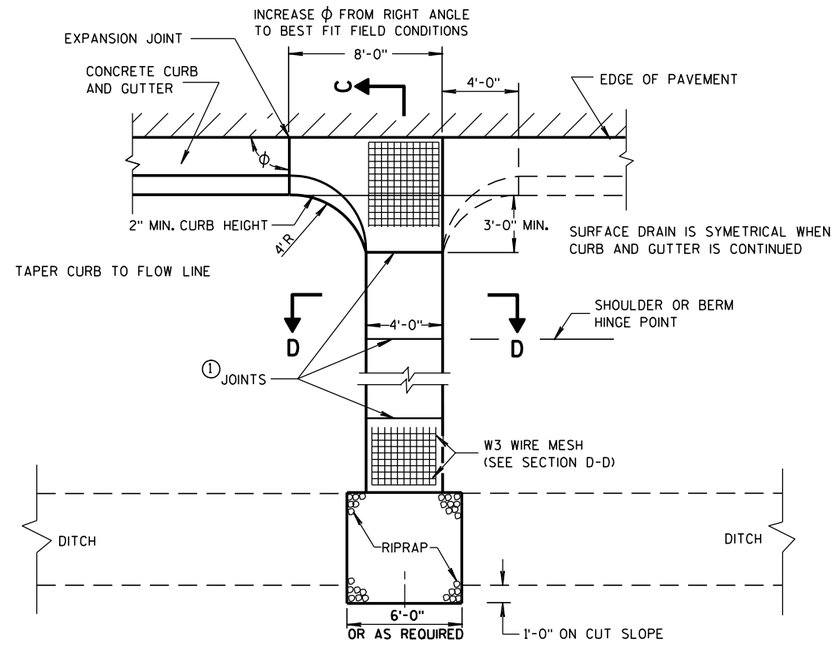
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE $\frac{1}{8}$ TO $\frac{1}{4}$ INCH WIDE BY $1\frac{1}{2}$ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

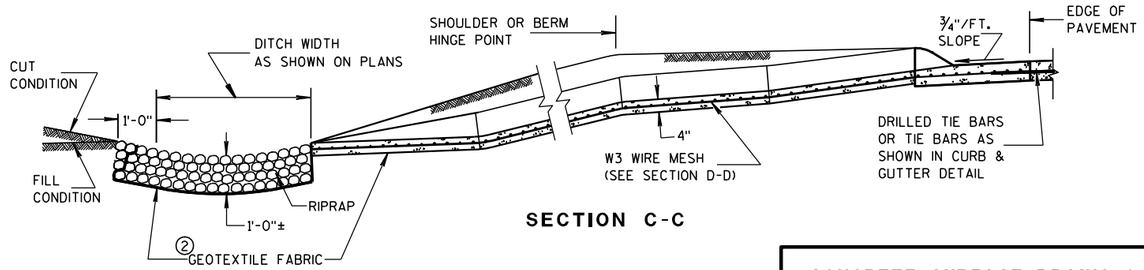
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

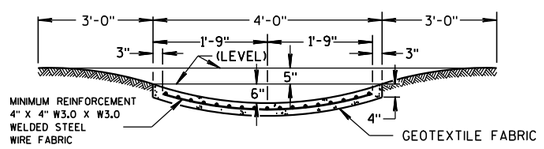
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9-4-08 DATE — /S/ Jerry H. ... ROADWAY STANDARDS ENGINEER — MENT

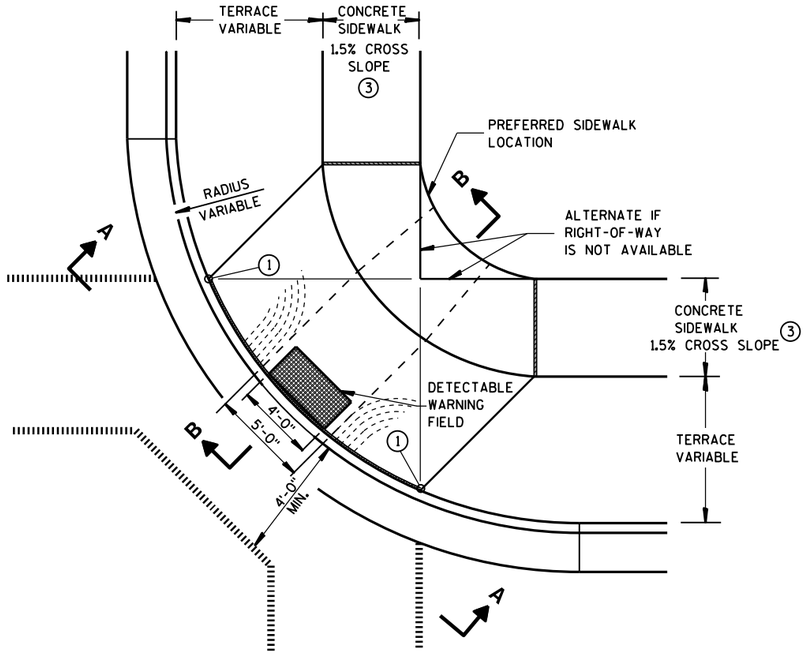
FHWA

6

S.D.D. 8 D 4-5

6

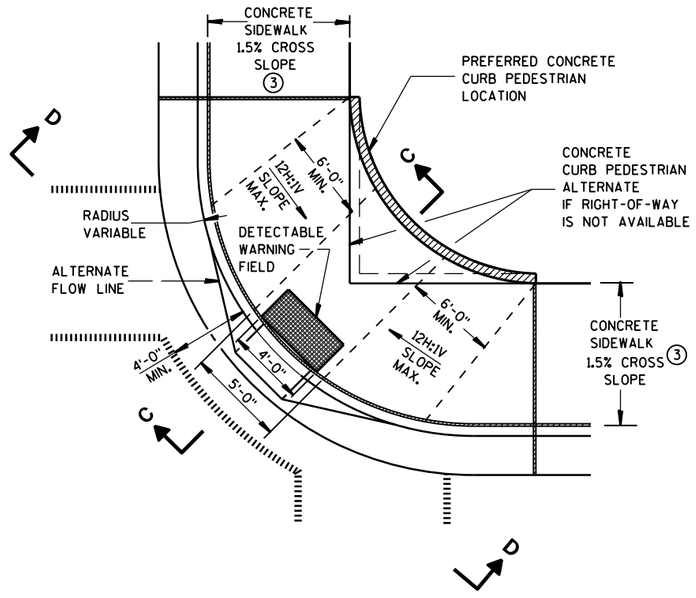
S.D.D. 8 D 4-5



PLAN VIEW

TYPE 1 RAMP

(CENTER OF CORNER RADIUS)



PLAN VIEW

TYPE 1-A RAMP

(NO TERRACE)

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.

RAMPS SHALL BE BUILT AT 12H:1V OR FLATTER. WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 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 LINEAL 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.

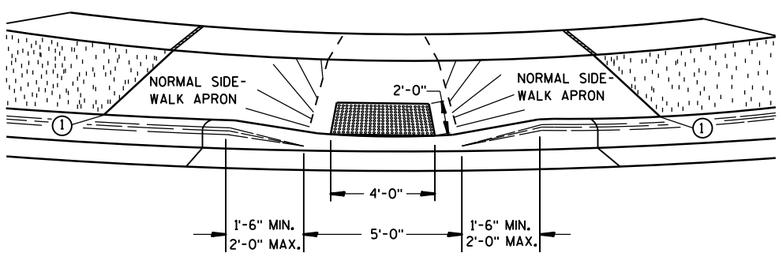
① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.

② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

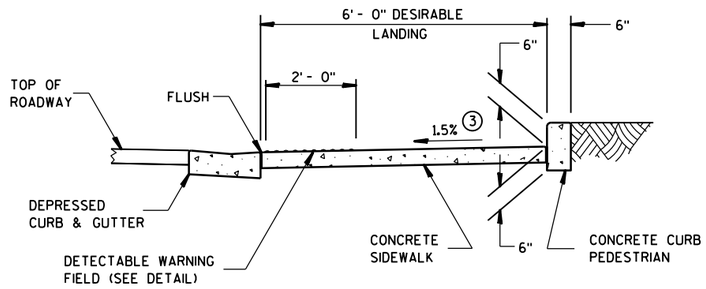
③ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

LEGEND

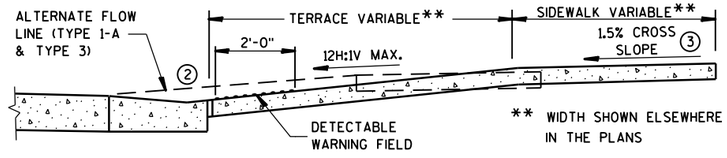
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



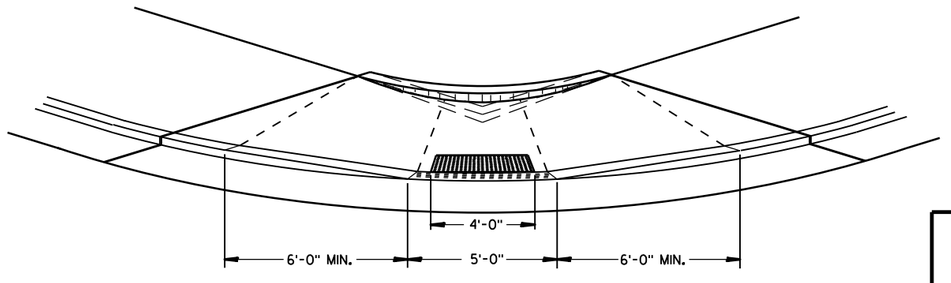
VIEW A-A



SECTION C-C



SECTION B-B



VIEW D-D

CURB RAMPS TYPES 1 AND 1-A

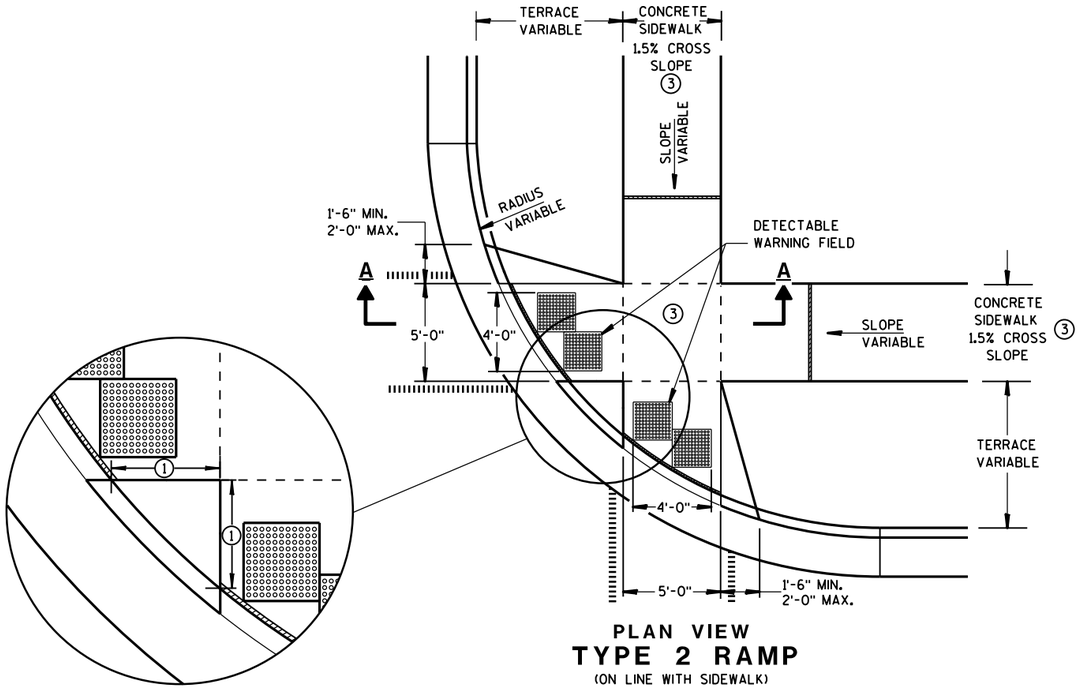
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 8 D 5-15a

6

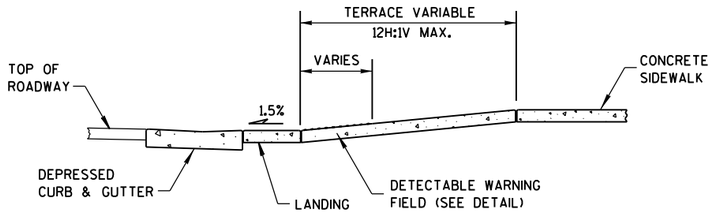
S.D.D. 8 D 5-15a



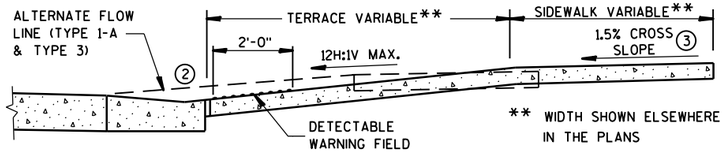
PLAN VIEW

TYPE 2 RAMP

(ON LINE WITH SIDEWALK)



SECTION A-A



SECTION B-B

GENERAL NOTES

USE THE TYPE 3 RAMP ONLY WHEN A TYPE 1 OR TYPE 2 CANNOT BE ACHIEVED BECAUSE OF FIELD CONDITIONS.

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

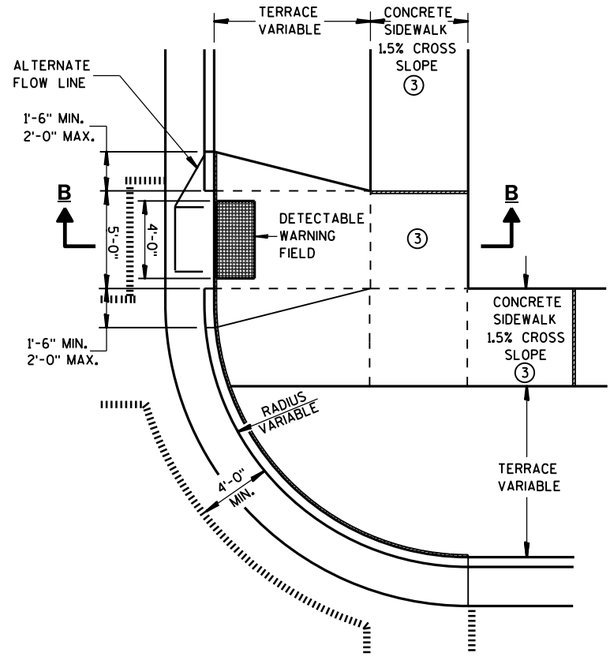
① WHEN THIS DISTANCE IS LESS THAN 6'-0" IT MAY BE DIFFICULT TO ACHIEVE A 12H:1V SLOPE, OR FLATTER, ON THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 12H:1V SLOPE, OR FLATTER, ON RAMP. 2" MINIMUM CURB HEIGHT.

② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

③ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



PLAN VIEW

TYPE 3 RAMP

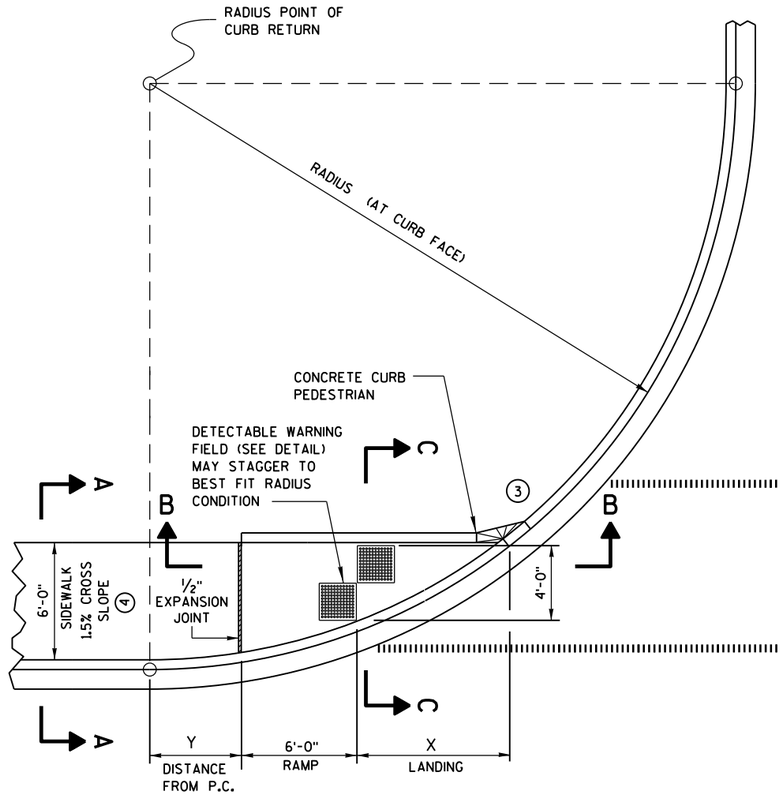
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS
TYPES 2 AND 3

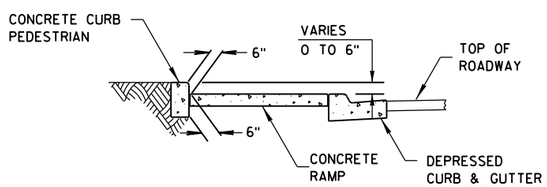
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

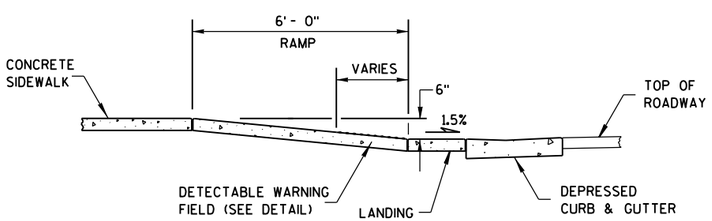
S.D.D. 8 D 5-15b



CURB RAMP TYPE 4A
PLAN VIEW



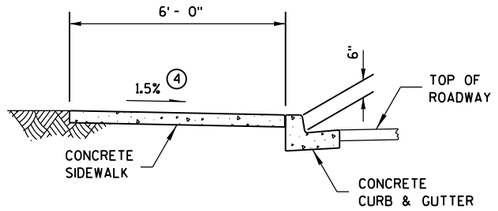
SECTION C-C FOR TYPE 4A



SECTION B-B FOR TYPE 4A

RADIUS (AT CURB FACE)	X	Y
20 FEET	6'-1¾"	2'-7¼"
30 FEET	7'-11¾"	4'-8¼"
40 FEET	9'-5¼"	6'-5"
50 FEET	10'-8¾"	7'-11¼"
60 FEET	11'-10¼"	9'-3½"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A-A FOR TYPE 4A

GENERAL NOTES

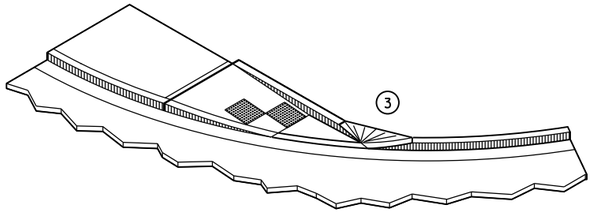
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

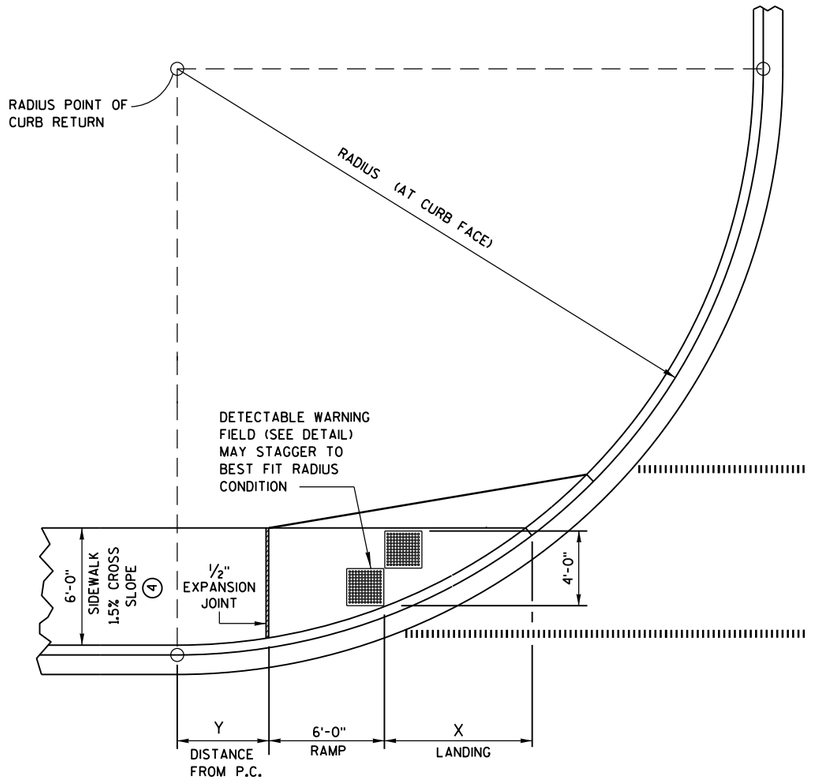
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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

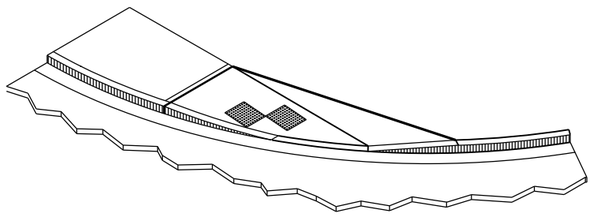
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



ISOMETRIC VIEW FOR TYPE 4A



CURB RAMP TYPE 4A1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

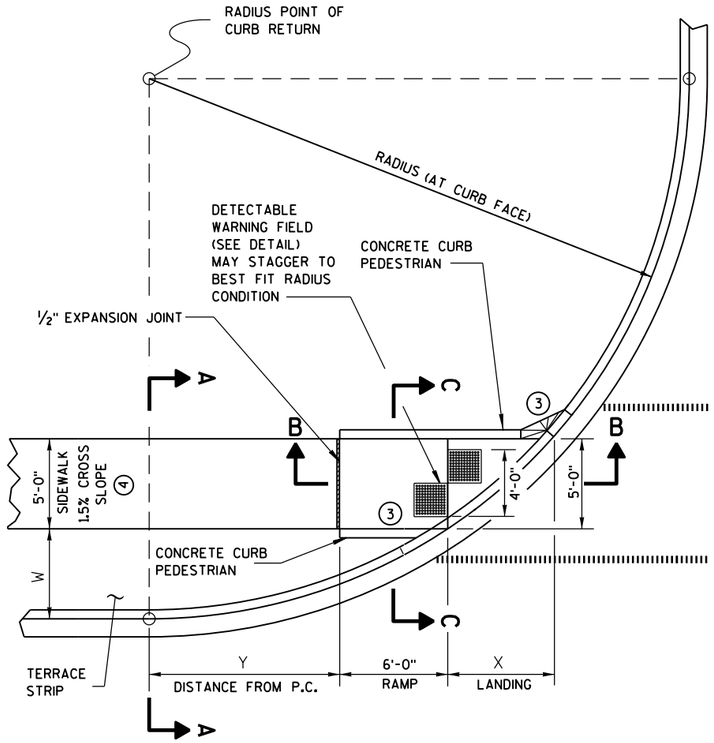
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPES 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 8 D 5-15c



CURB RAMP TYPE 4B
PLAN VIEW

LEGEND

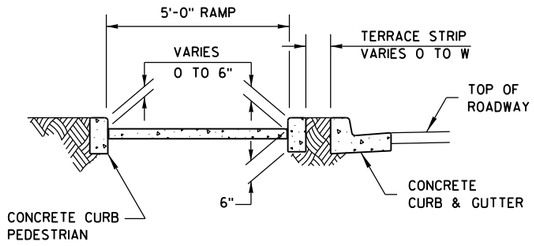
½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

PAVEMENT MARKING CROSSWALK (WHITE)

RADIUS (AT CURB FACE)	W = 3'-0"		W = 4'-0"		W = 5'-0"		W = 6'-0"		W = 7'-0"	
	X	Y	X	Y	X	Y	X	Y	X	Y
20 FEET	5'-5½"	4'-6½"	4'-8½"	6'-0"	4'-1"	7'-2¾"	3'-7"	8'-3½"	3'-1½"	9'-2½"
30 FEET	7'-3¾"	7'-1"	6'-5½"	8'-11½"	5'-9¼"	10'-7"	5'-2½"	12'-0"	4'-8¾"	13'-3¼"
40 FEET	8'-9½"	9'-2½"	7'-10"	11'-5¼"	7'-1"	13'-4½"	6'-5¾"	15'-¾"	5'-11½"	16'-7¼"
50 FEET	10'-¾"	11'-¾"	9'-¼"	13'-7¼"	8'-2½"	15'-9½"	7'-6½"	17'-9"	6'-11¾"	19'-6¼"
60 FEET	11'-2½"	12'-8¾"	10'-¾"	15'-6½"	9'-2¼"	17'-11¾"	8'-5¾"	20'-1¾"	7'-10½"	22'-1½"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION C-C FOR TYPE 4B

GENERAL NOTES

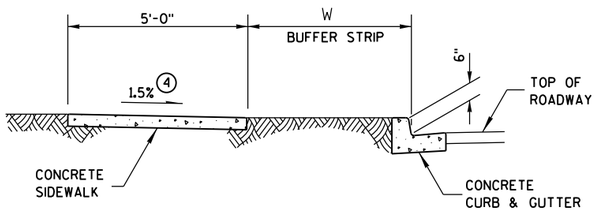
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

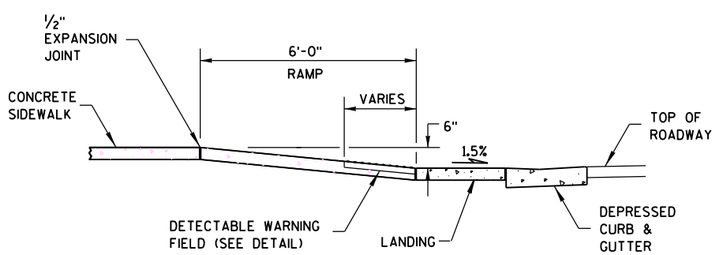
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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

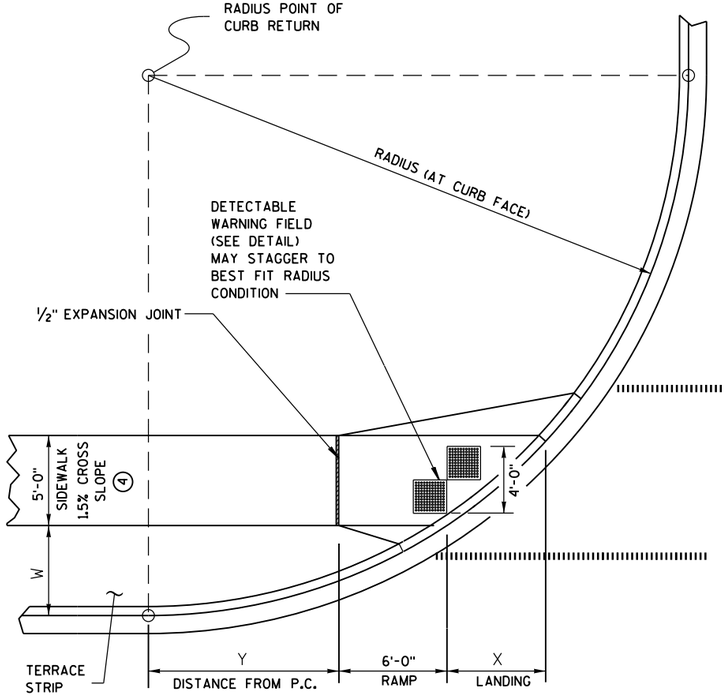
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



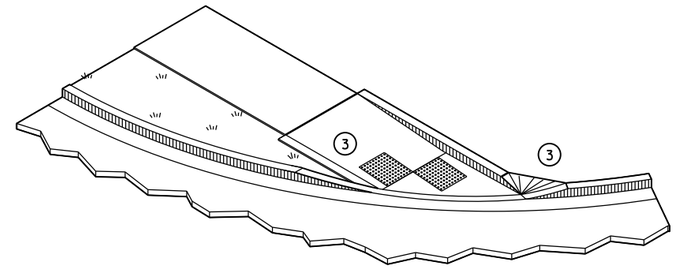
SECTION A-A FOR TYPE 4B



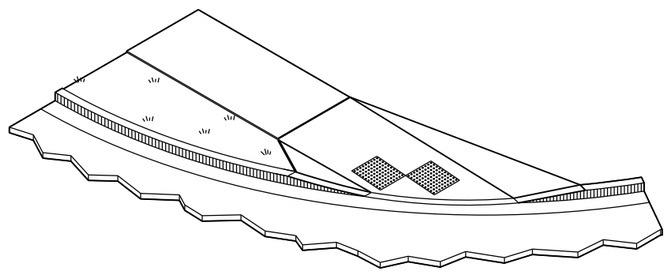
SECTION B-B FOR TYPE 4B



CURB RAMP TYPE 4B1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4B



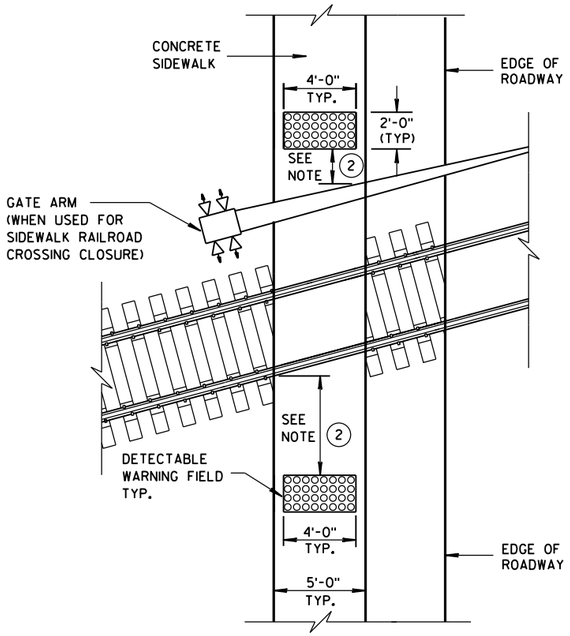
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

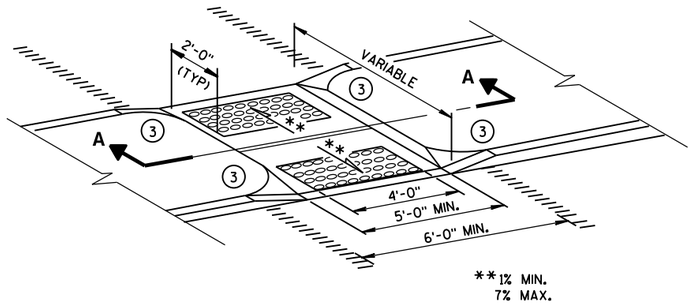
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 8 D 5-15d



TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING



MEDIAN ISLAND
NON-ELEVATED CROSSING
TYPE 5

GENERAL NOTES

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

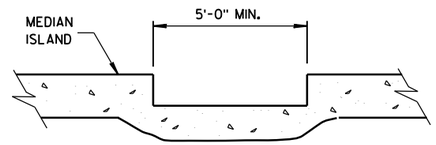
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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

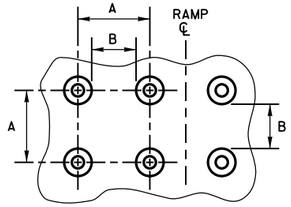
(2) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

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

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



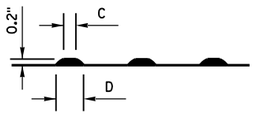
SECTION A-A



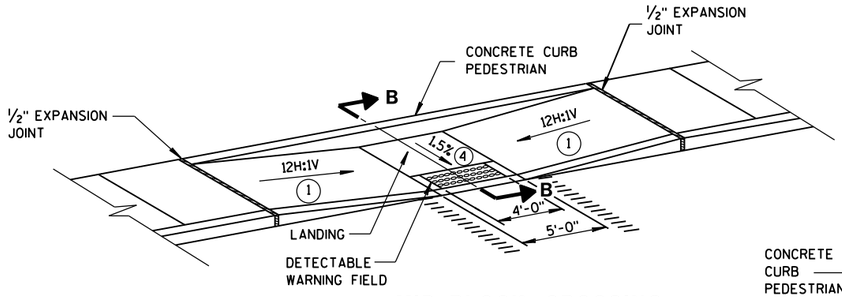
PLAN VIEW

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

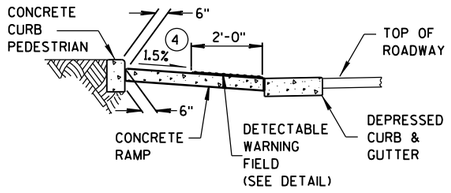
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



ELEVATION VIEW

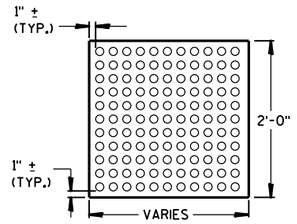


MID-BLOCK CROSSING
TYPE 7A



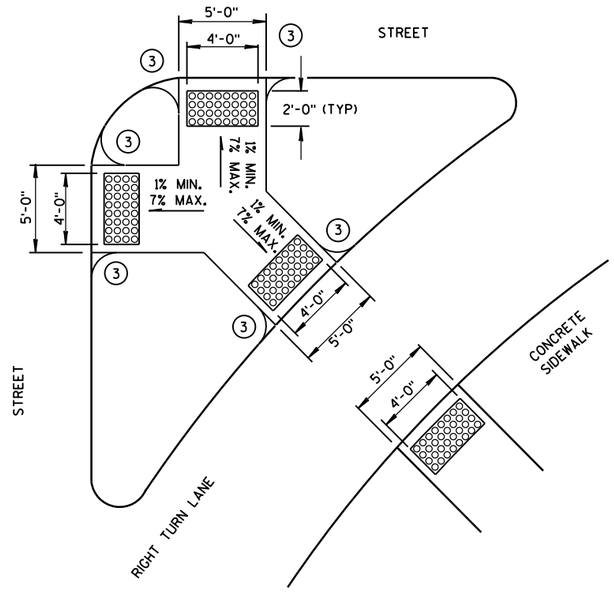
SECTION B-B

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

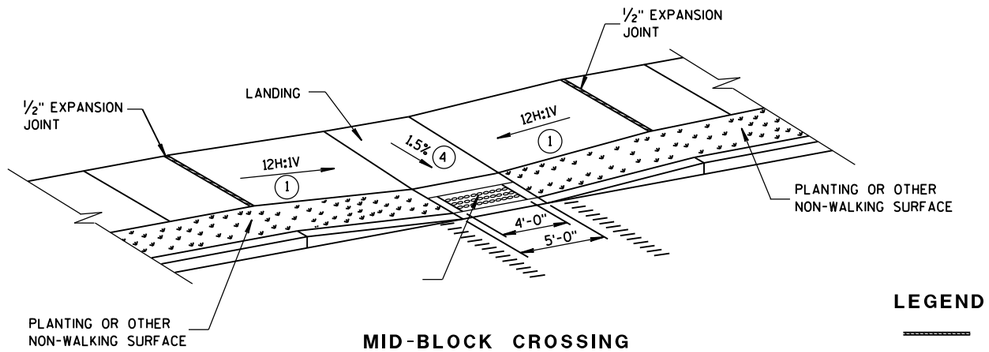


PLAN VIEW

DETECTABLE WARNING FIELD (TYPICAL)



TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

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

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

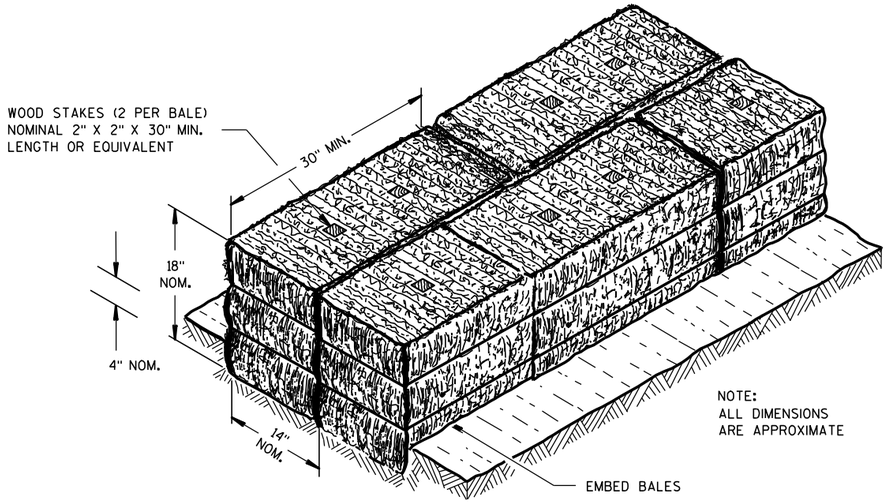
CURB RAMPS
TYPES 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

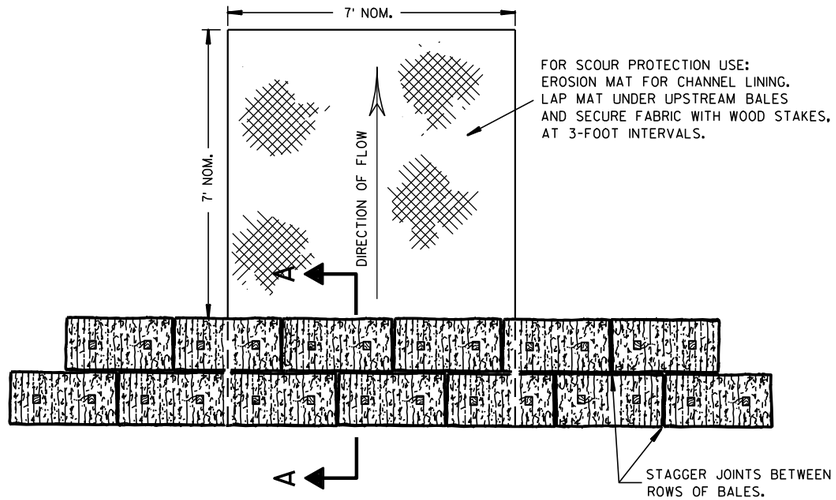
APPROVED
2-6-2013 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

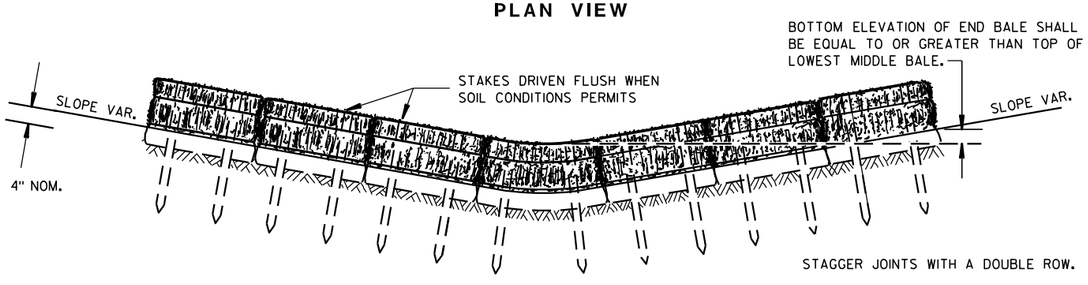
S.D.D. 8 D 5-15e



SECTION A-A



PLAN VIEW



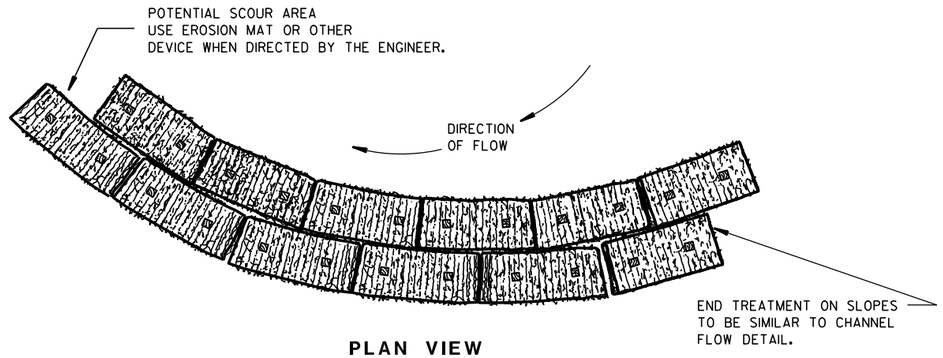
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

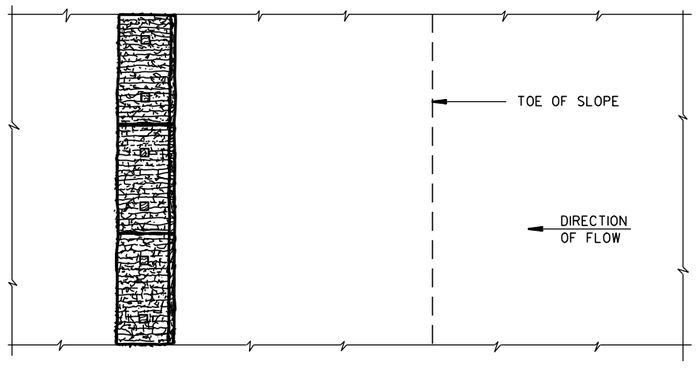
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

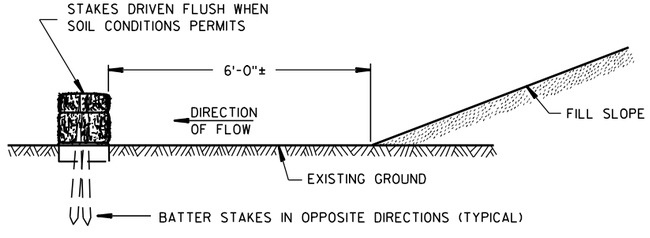


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

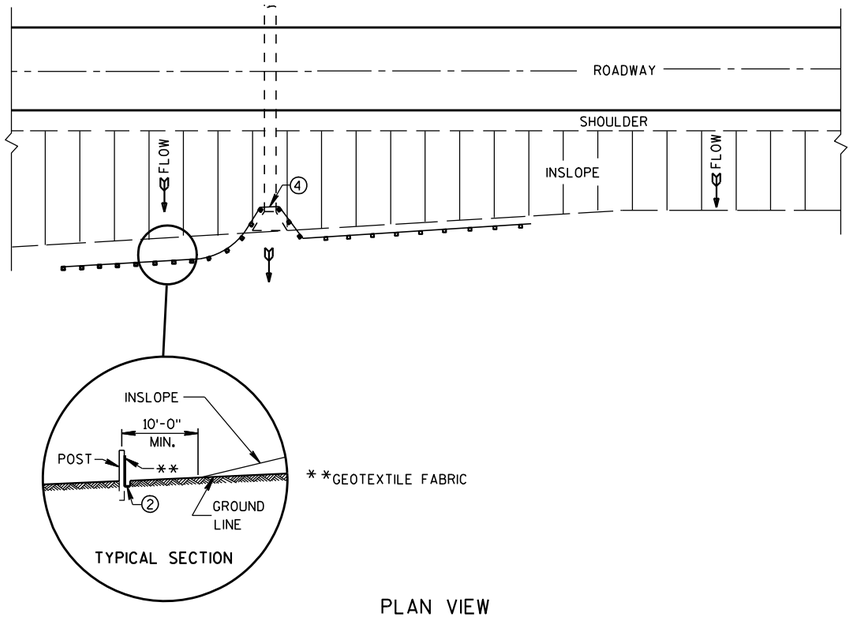
6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

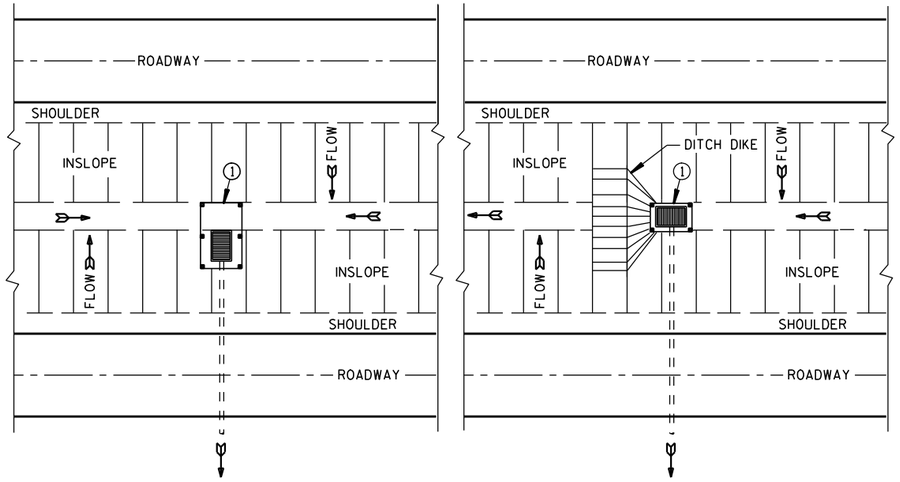
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

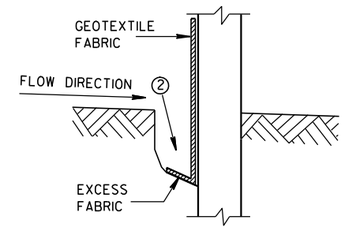
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

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

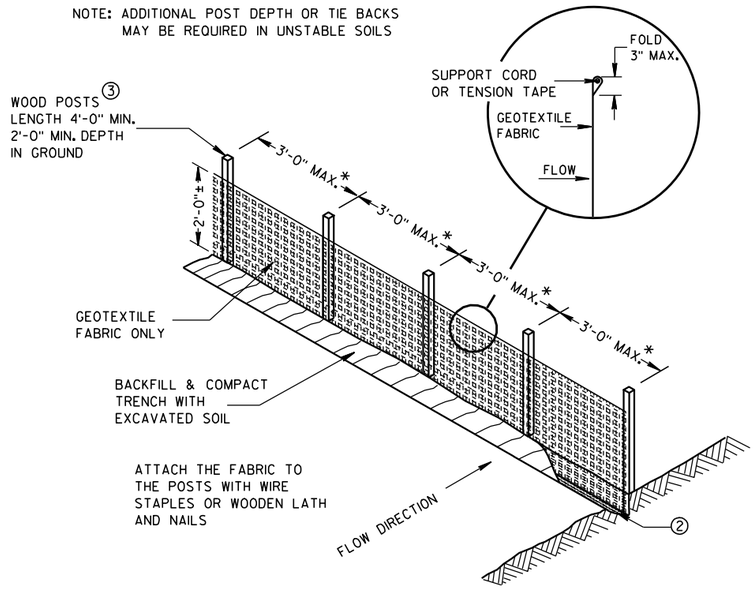
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

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

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

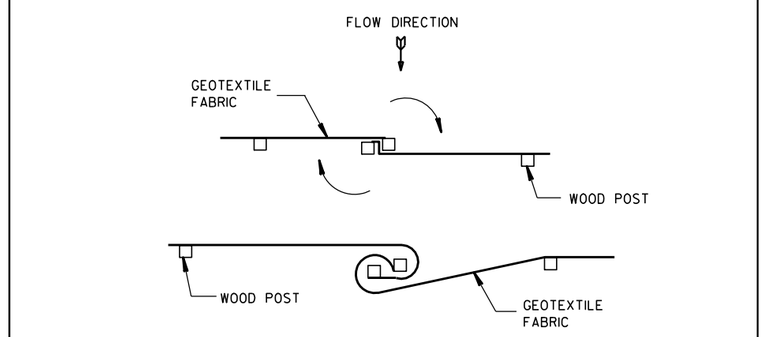


TRENCH DETAIL

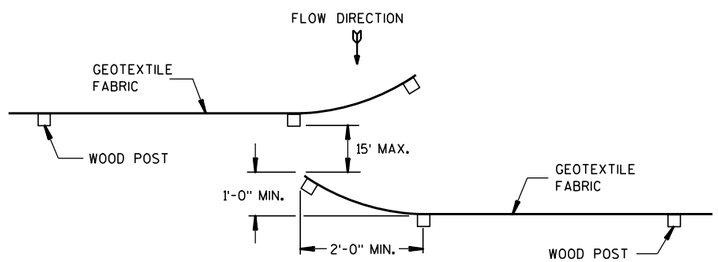


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

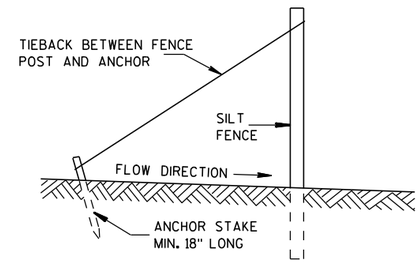


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

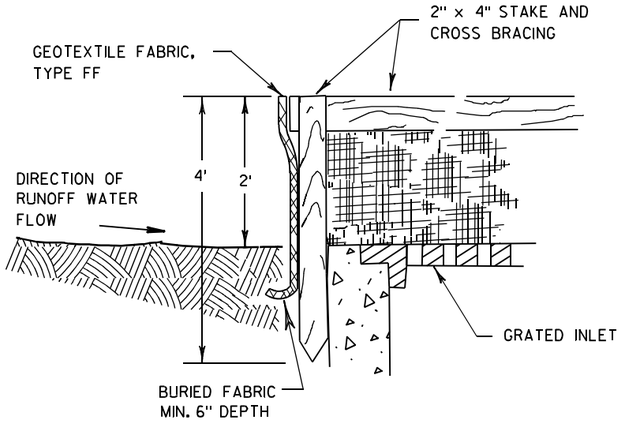
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

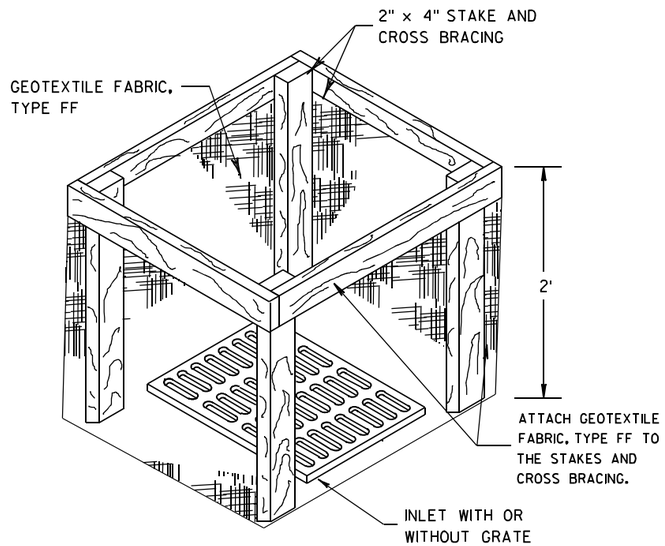
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S.D.D. 8 E 9-6

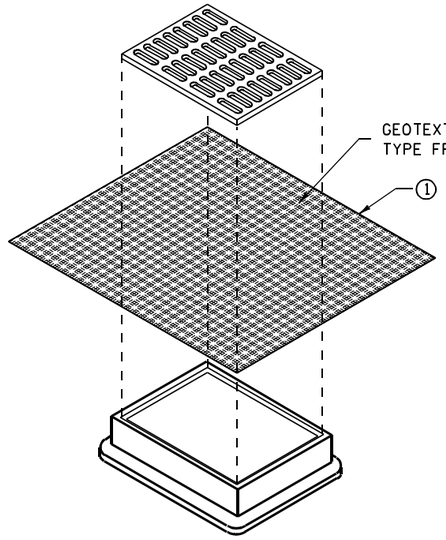
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S.D.D. 8 E 9-6



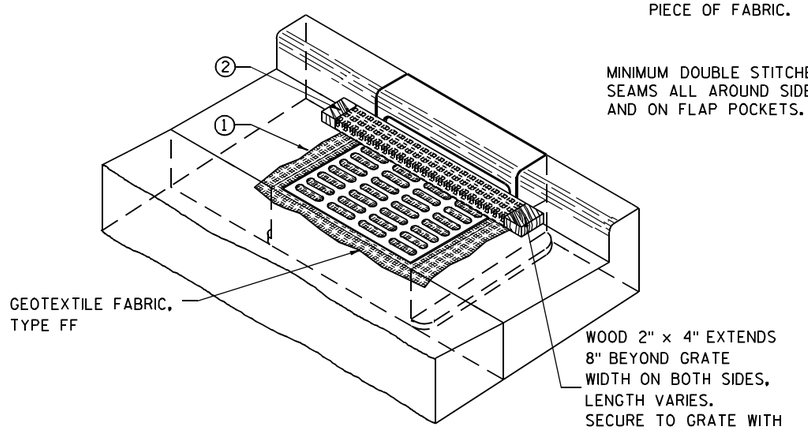


INLET PROTECTION, TYPE A

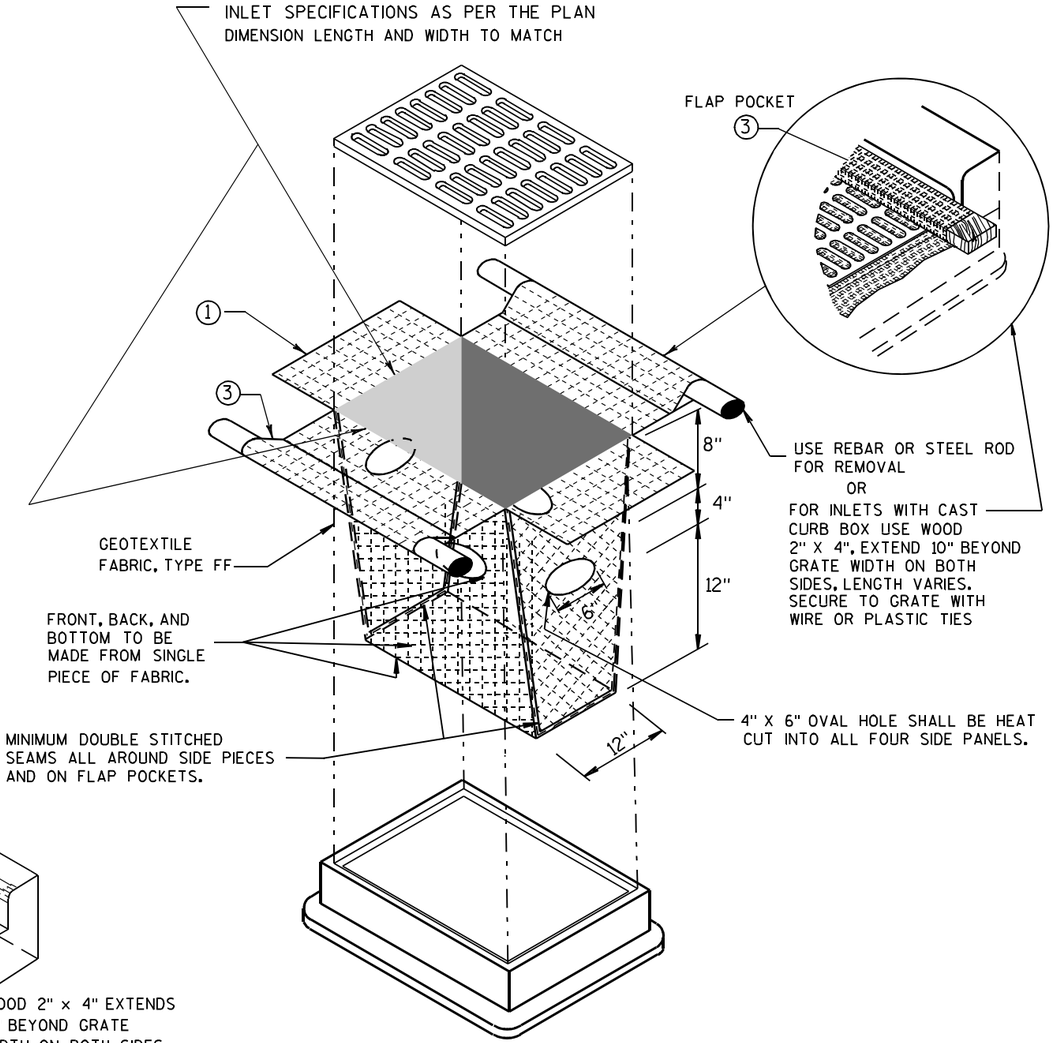


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

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

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

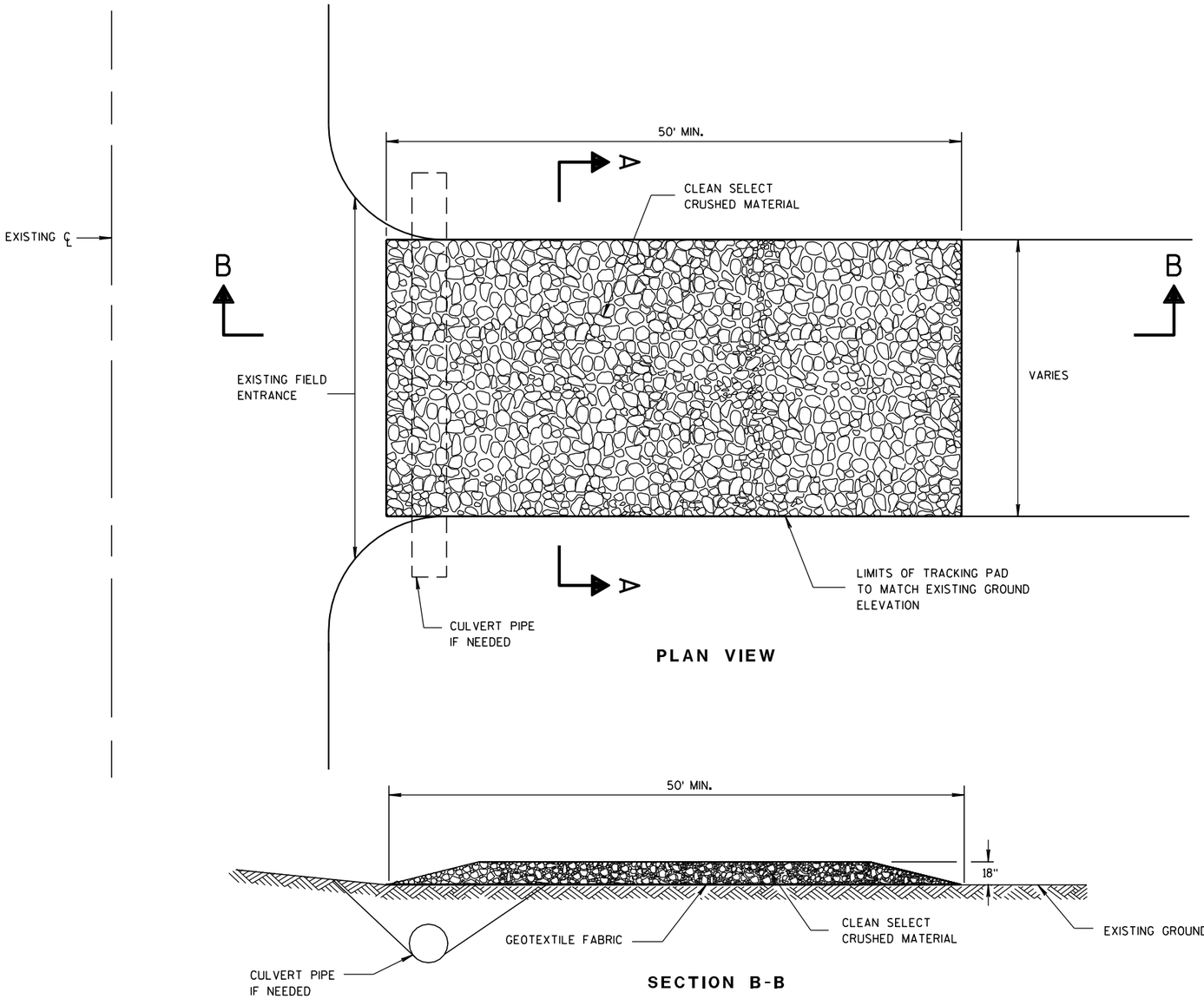
FHWA

6

S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2



PLAN VIEW

SECTION B-B

GENERAL NOTES

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

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

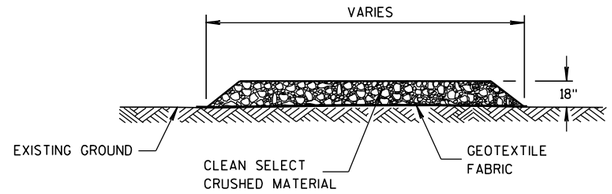
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A-A

TRACKING PAD

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/24/2011 — DATE
/S/ Jerry H. Zona — ROADWAY STANDARDS ENGINEER
356
ENT
FHWA

6

S.D.D. 8 E 14-1

6

S.D.D. 8 E 14-1

METAL APRON ENDWALLS

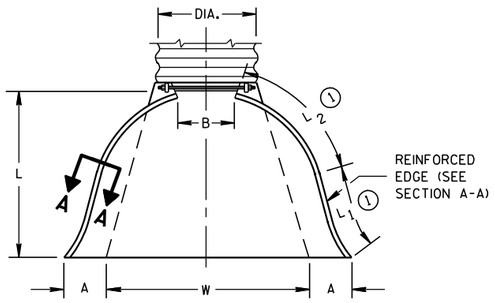
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

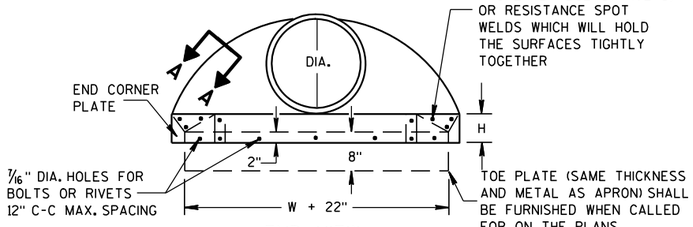
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

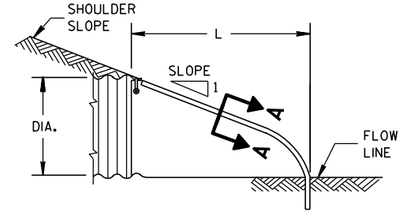
*MINIMUM
**MAXIMUM



PLAN VIEW

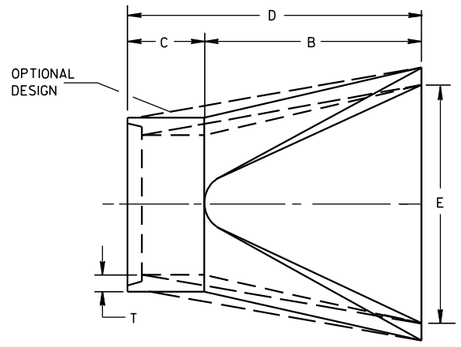


END VIEW

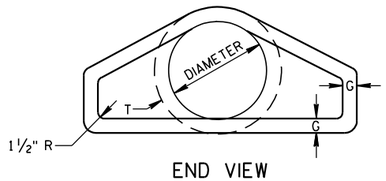


SIDE ELEVATION

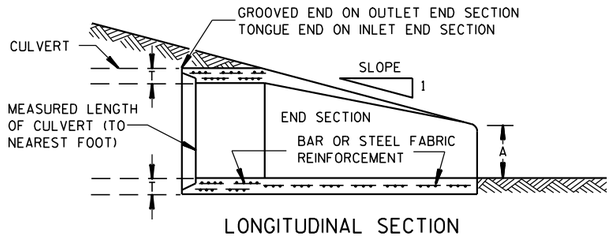
METAL ENDWALLS



PLAN

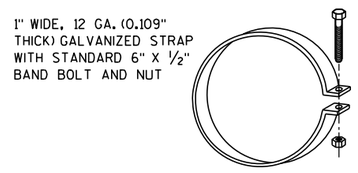


END VIEW



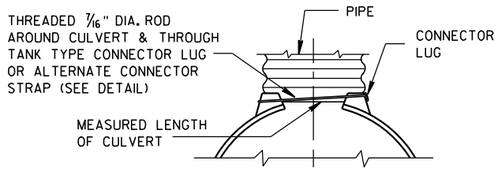
LONGITUDINAL SECTION

CONCRETE ENDWALLS

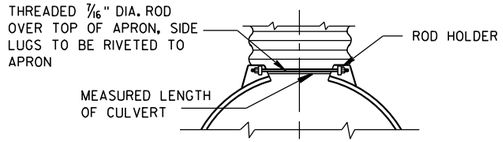


ALTERNATE FOR TYPE 1 CONNECTION

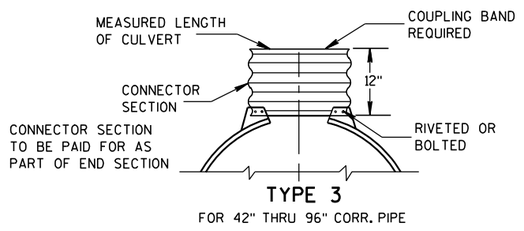
END SECTION CONNECTOR STRAP



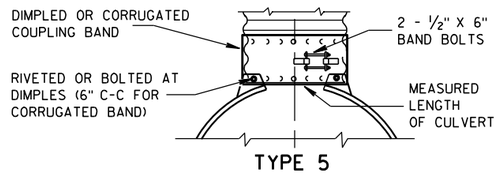
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

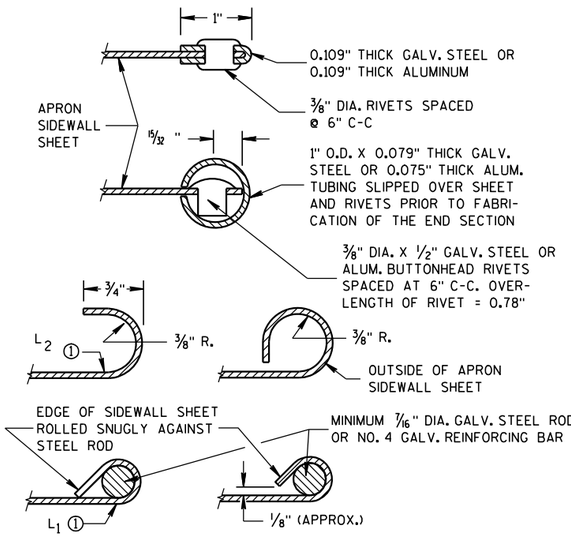
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

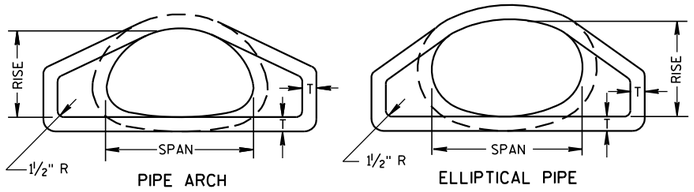
WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

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

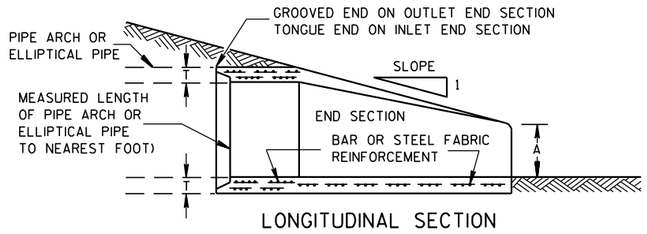
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

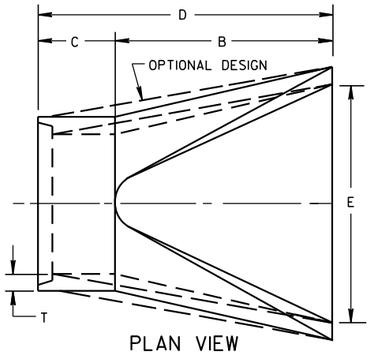
APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA



END VIEW

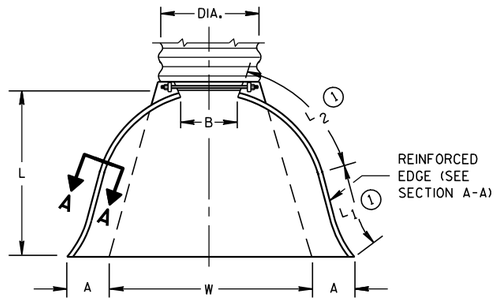


LONGITUDINAL SECTION

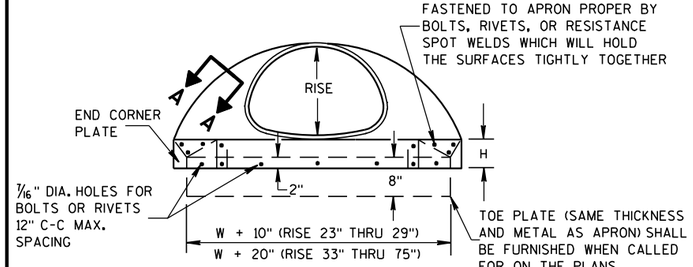


PLAN VIEW

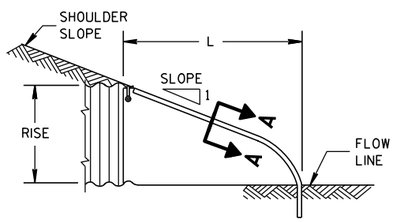
CONCRETE ENDWALLS



PLAN VIEW

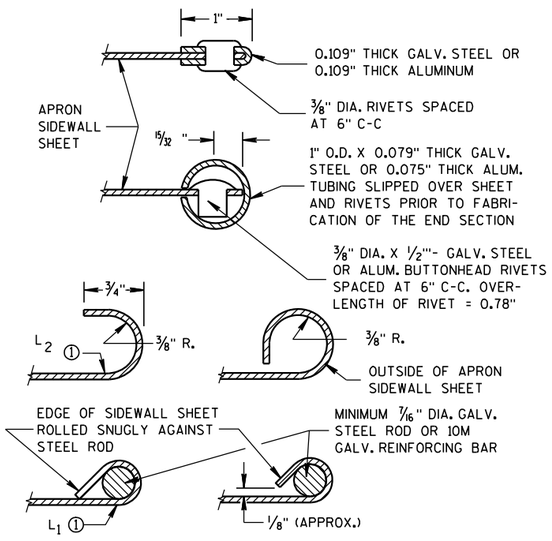


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

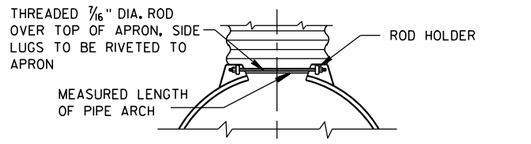
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

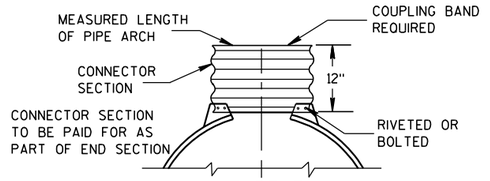
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



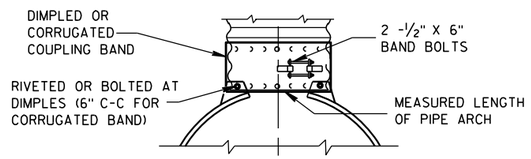
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

GENERAL NOTES

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

CONCRETE APRON ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM APRON ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

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

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

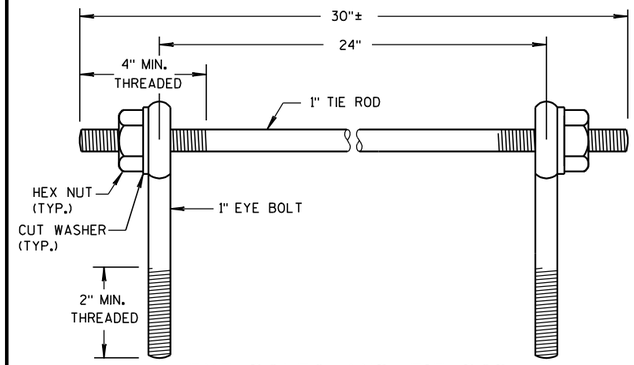
FHWA

6

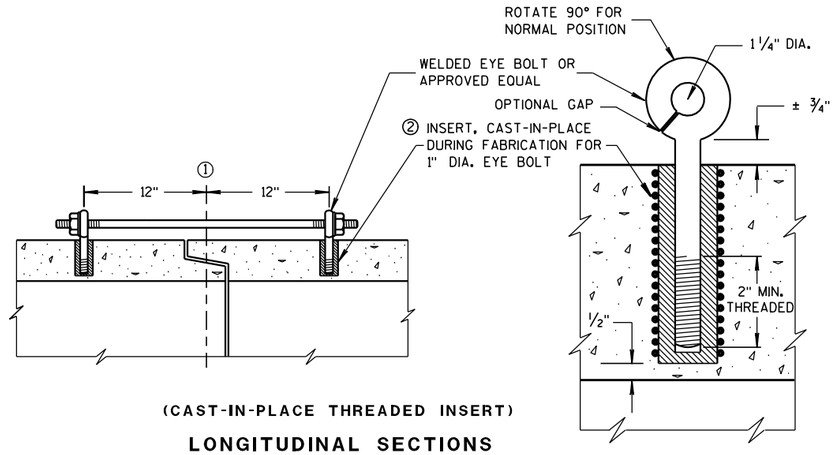
S.D.D. 8 F 2-1

6

S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

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

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

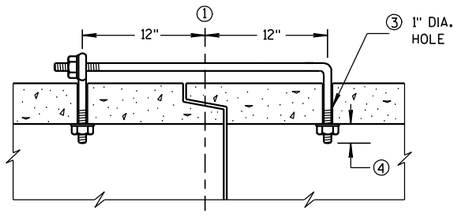
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

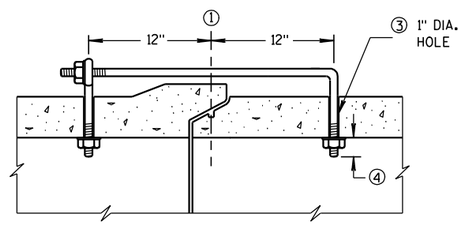
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

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.



(TONGUE & GROOVE PIPE)

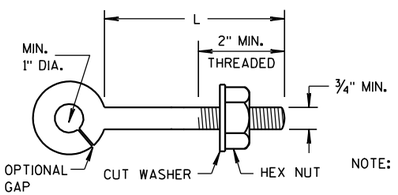


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

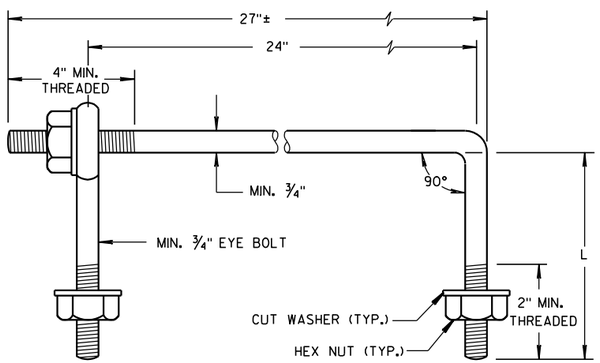
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

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



EYE BOLT AND TIE ROD

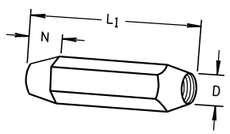
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

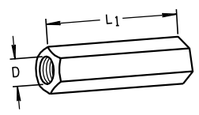
ADJUSTABLE TIE ROD TABLE

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
90-108	1	1	7	1 1/16

DIMENSIONS SHOWN ARE IN INCHES



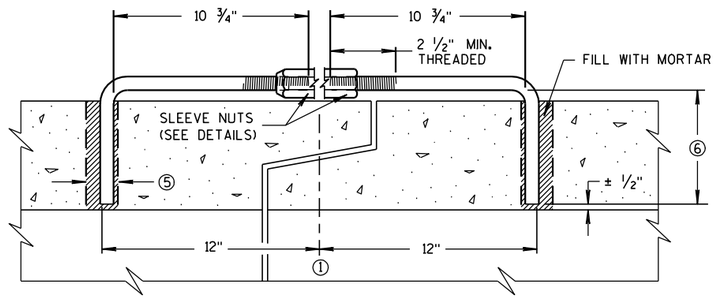
TAPERED



PLAIN

RIGHT AND LEFT THREADS

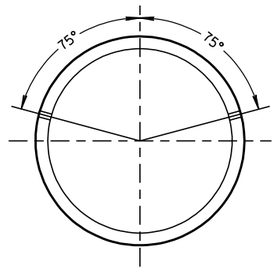
SLEEVE NUTS



LONGITUDINAL SECTION

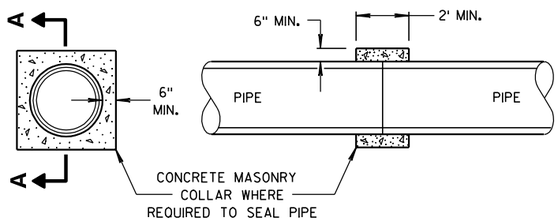
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

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

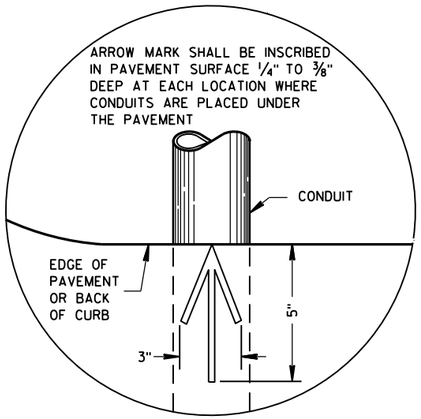
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
359
FHWA

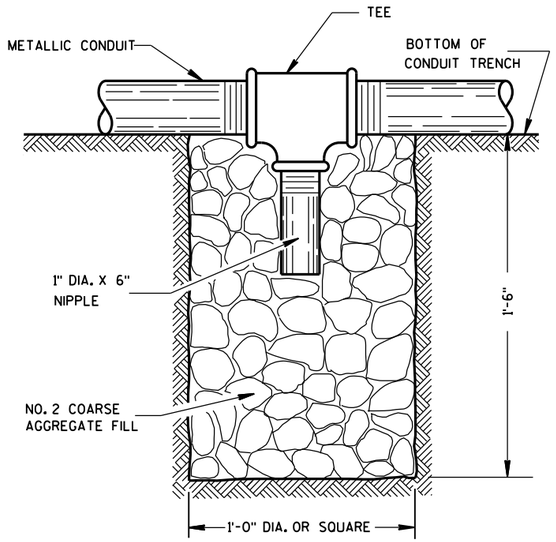
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S.D.D. 8 F 4-7



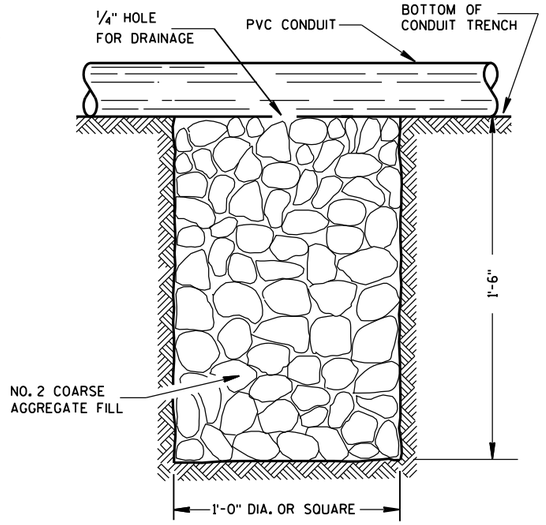
PLAN VIEW

ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

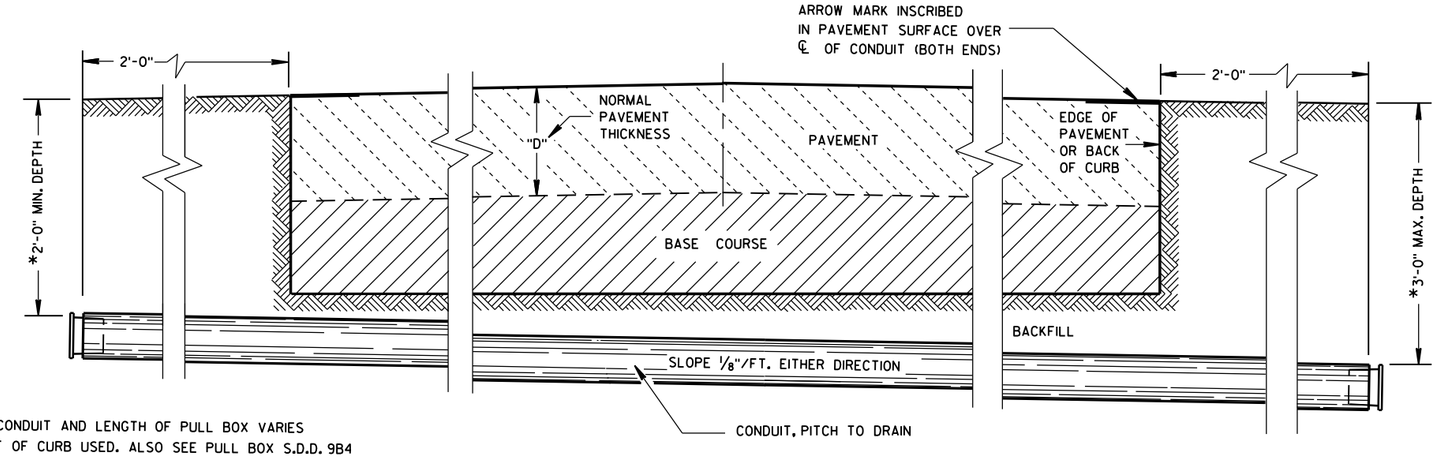
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

POLY ROPE OR A PULL WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT UNDER PAVED HIGHWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2014 — DATE

/S/ Ahmet Demirbilek — STATE ELECTRICAL

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S.D.D. 9 B 2-8

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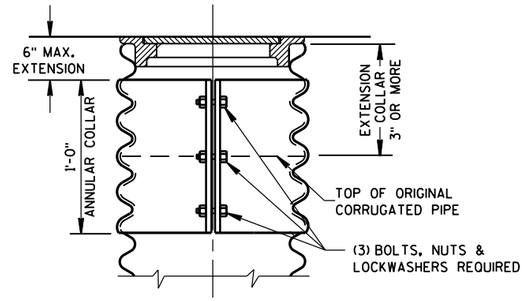
S.D.D. 9 B 2-8

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

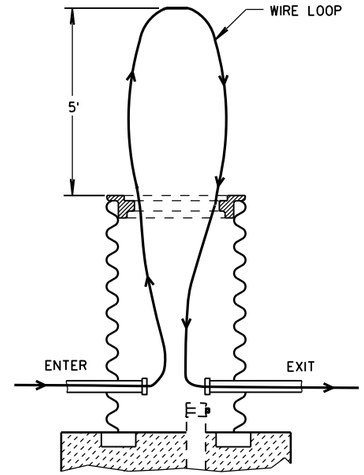
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

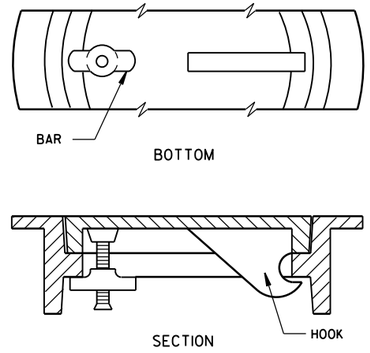
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

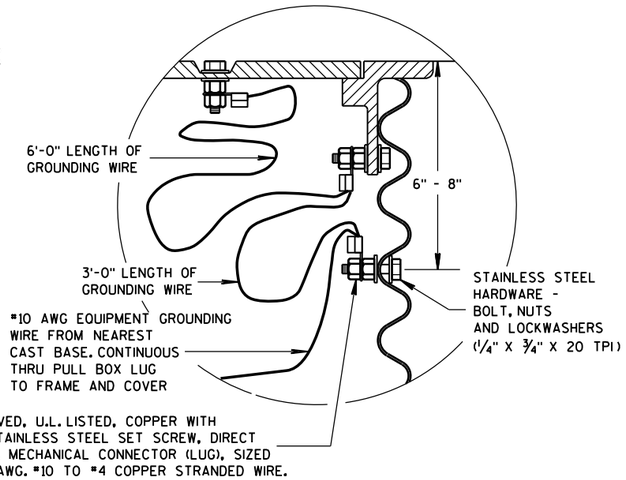


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

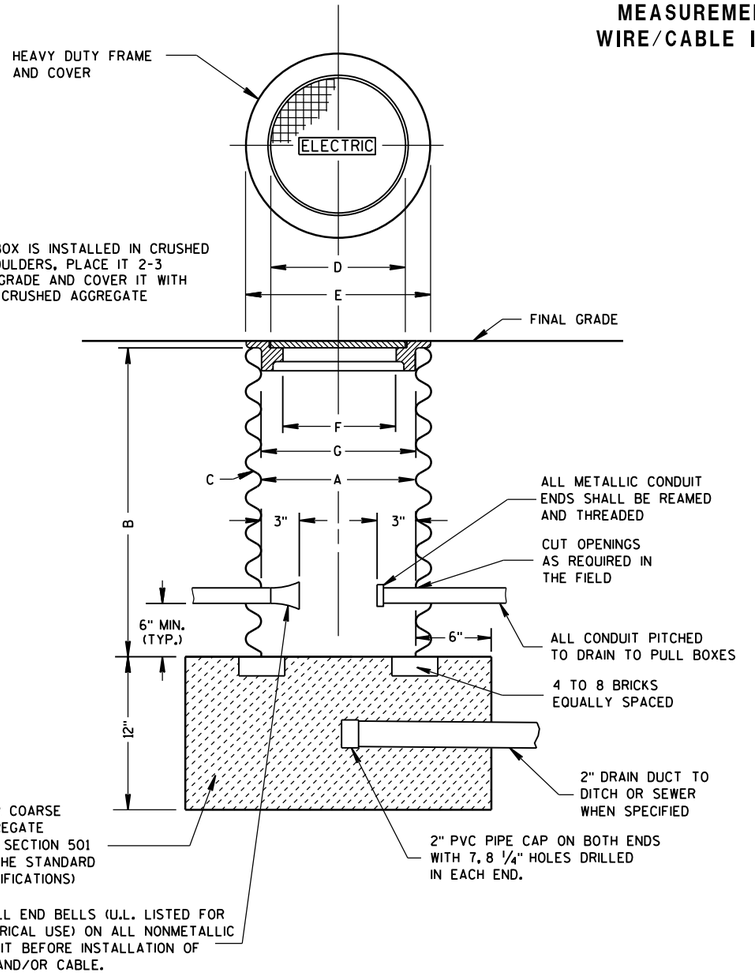


ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

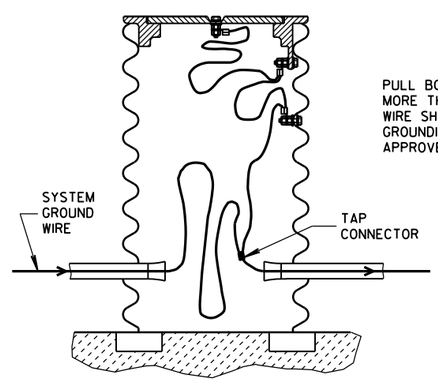
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

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

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

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

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

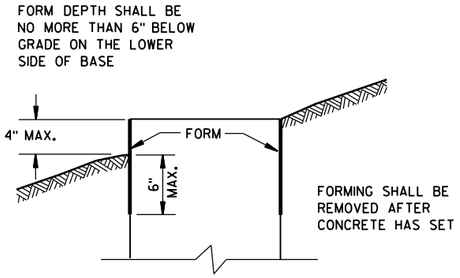
PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 B 4-11



FORMING DETAIL

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

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

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

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

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

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

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

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

GENERAL NOTES (CONTINUED)

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

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

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

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

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 1, TYPE 2, TYPE 5, AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

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

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

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

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

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

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

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

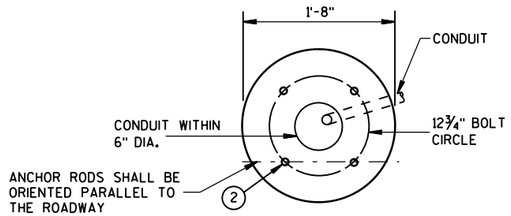
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

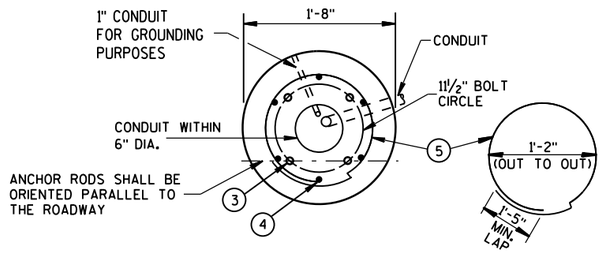
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

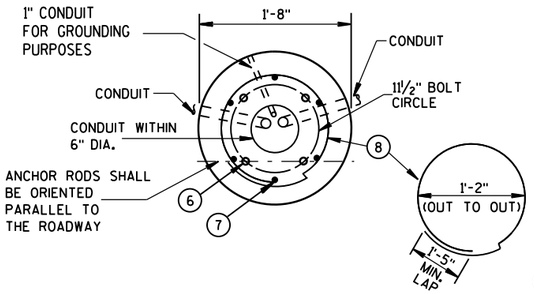
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

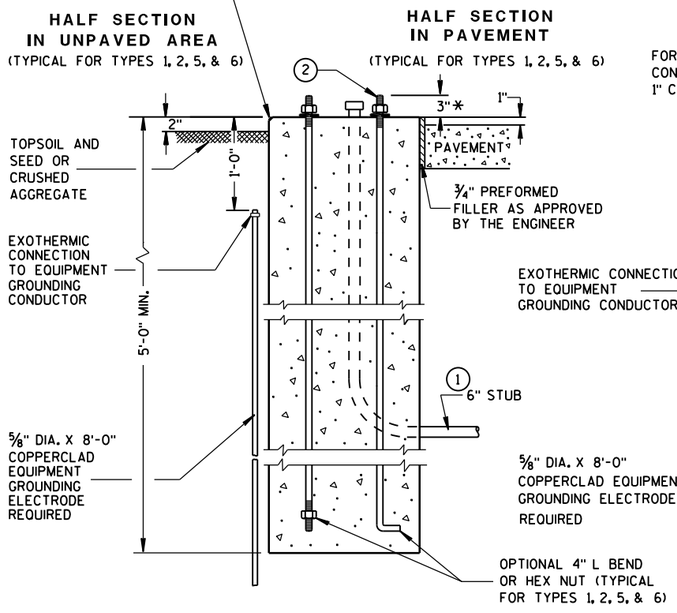


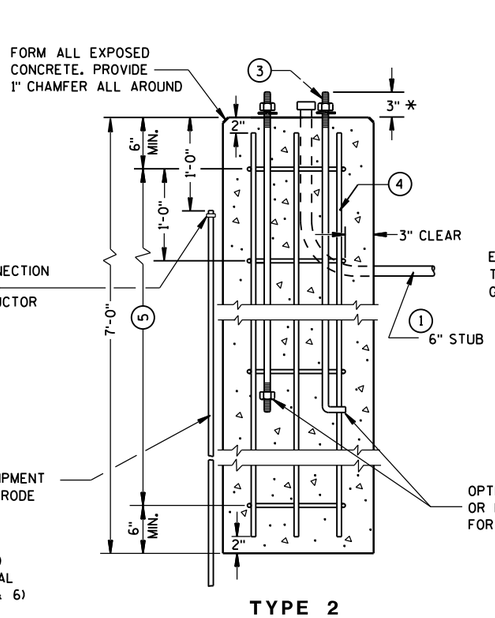




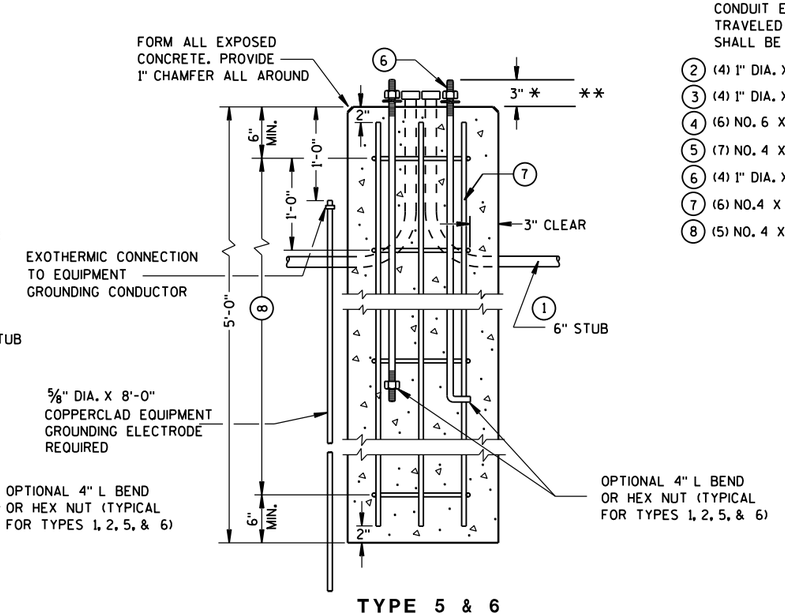
HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5, & 6)

HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5, & 6)





TYPE 2



TYPE 5 & 6

CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

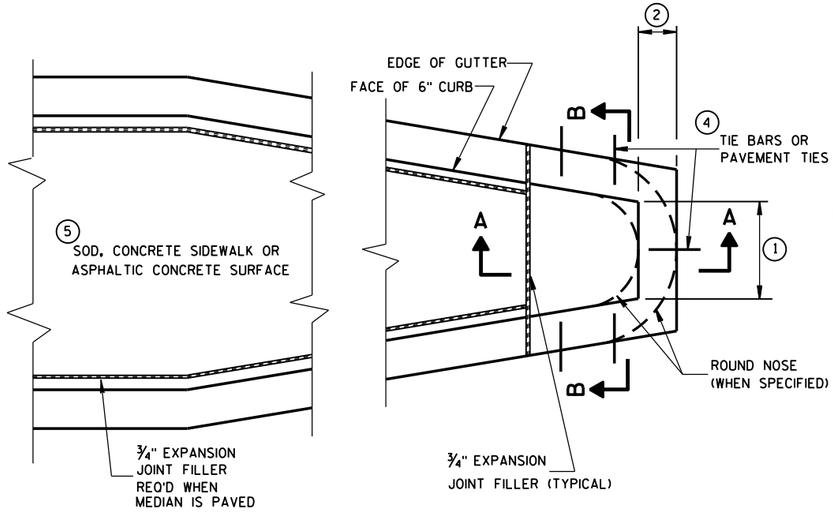
CONCRETE BASES, TYPES 1, 2, 5, & 6

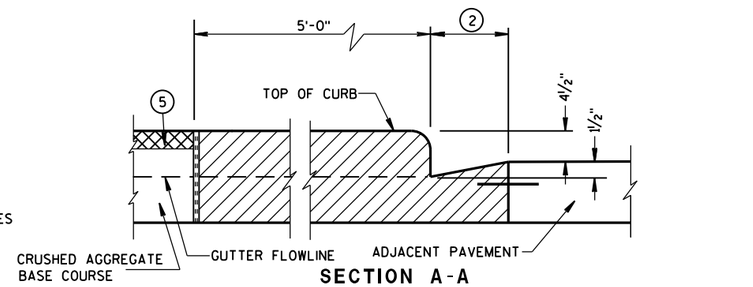
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

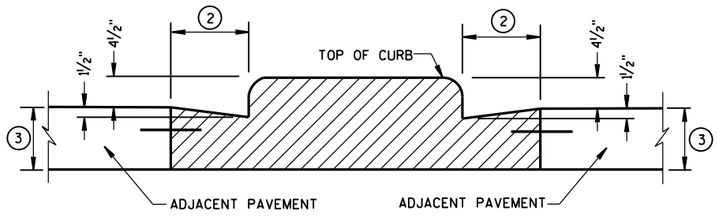
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 C 2-7







CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

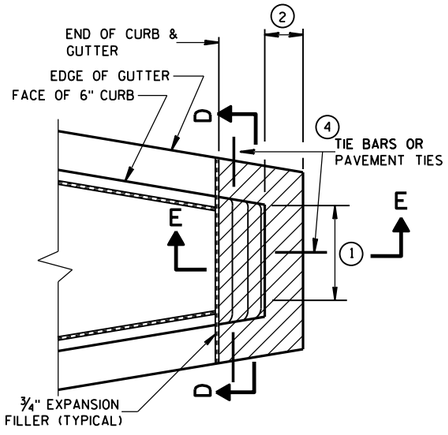
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

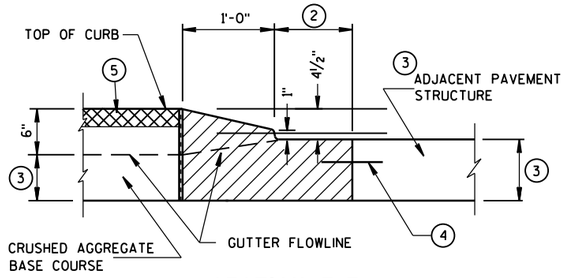
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

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

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

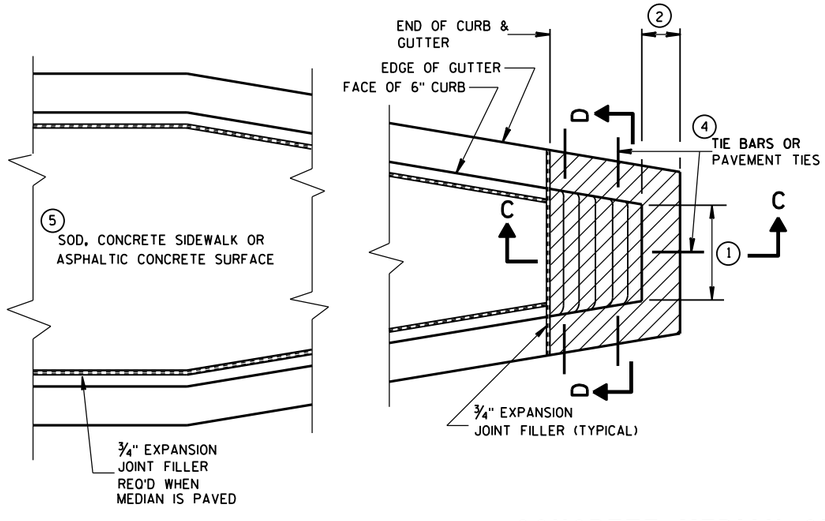
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

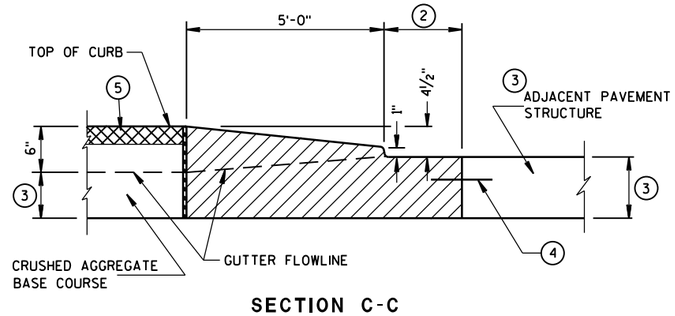




SECTION E-E

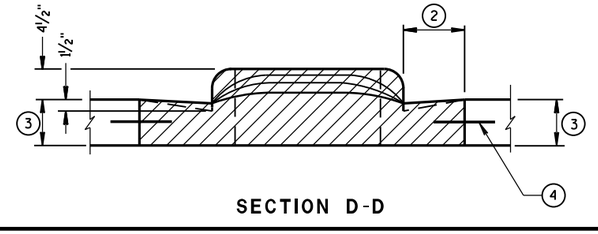
CONCRETE MEDIAN SLOPED NOSE TYPE 2





SECTION C-C

CONCRETE MEDIAN SLOPED NOSE TYPE 1



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/8/2006
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER

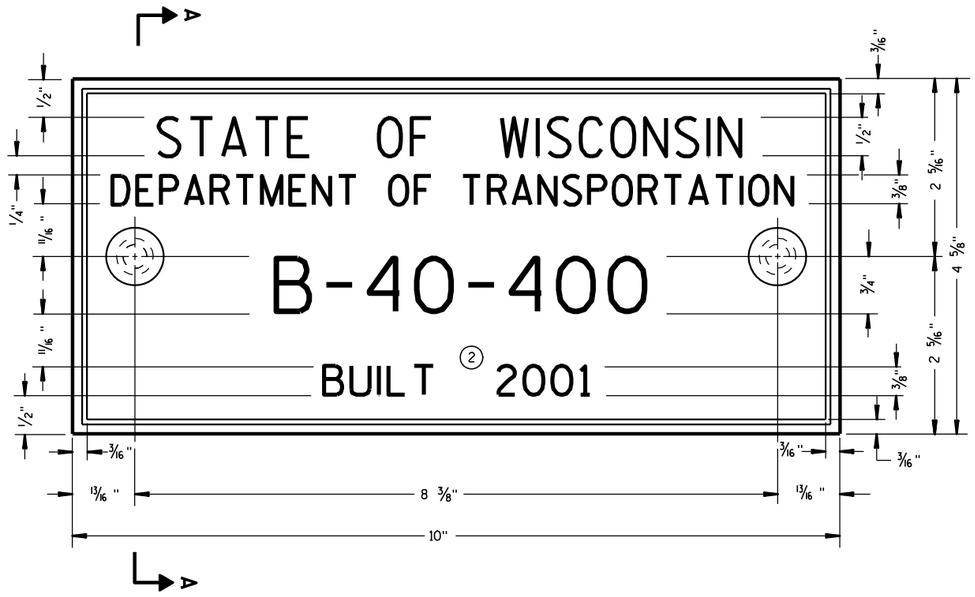
FHWA

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S.D.D. 11 B 2-2

6

S.D.D. 11 B 2-2



TYPICAL NAME PLATE
(BRIDGES, CULVERTS, AND RETAINING WALLS)

FOR MULTI-UNIT STRUCTURES
LINE 3 ABOVE SHALL READ

B = BRIDGE
C = CULVERT
R = RETAINING WALL

COUNTY NO.

BRIDGE NO.

UNIT NO. FOR MULTIPLE UNIT BRIDGE

B-40-400-1A

NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

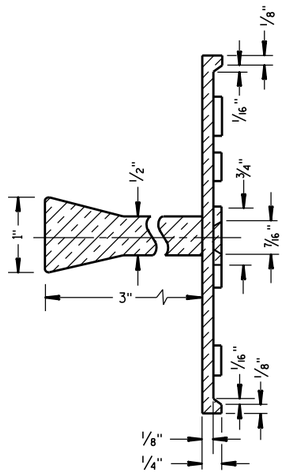
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

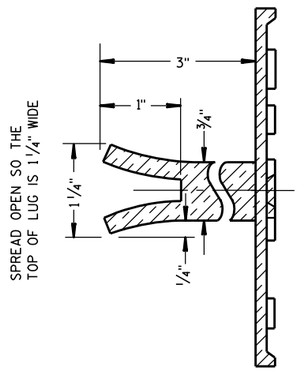
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

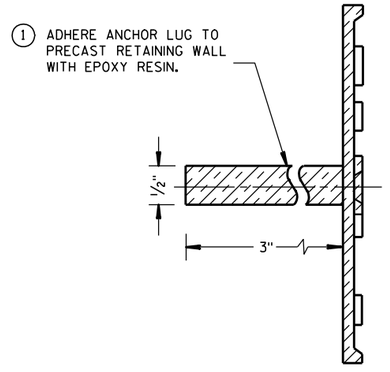
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

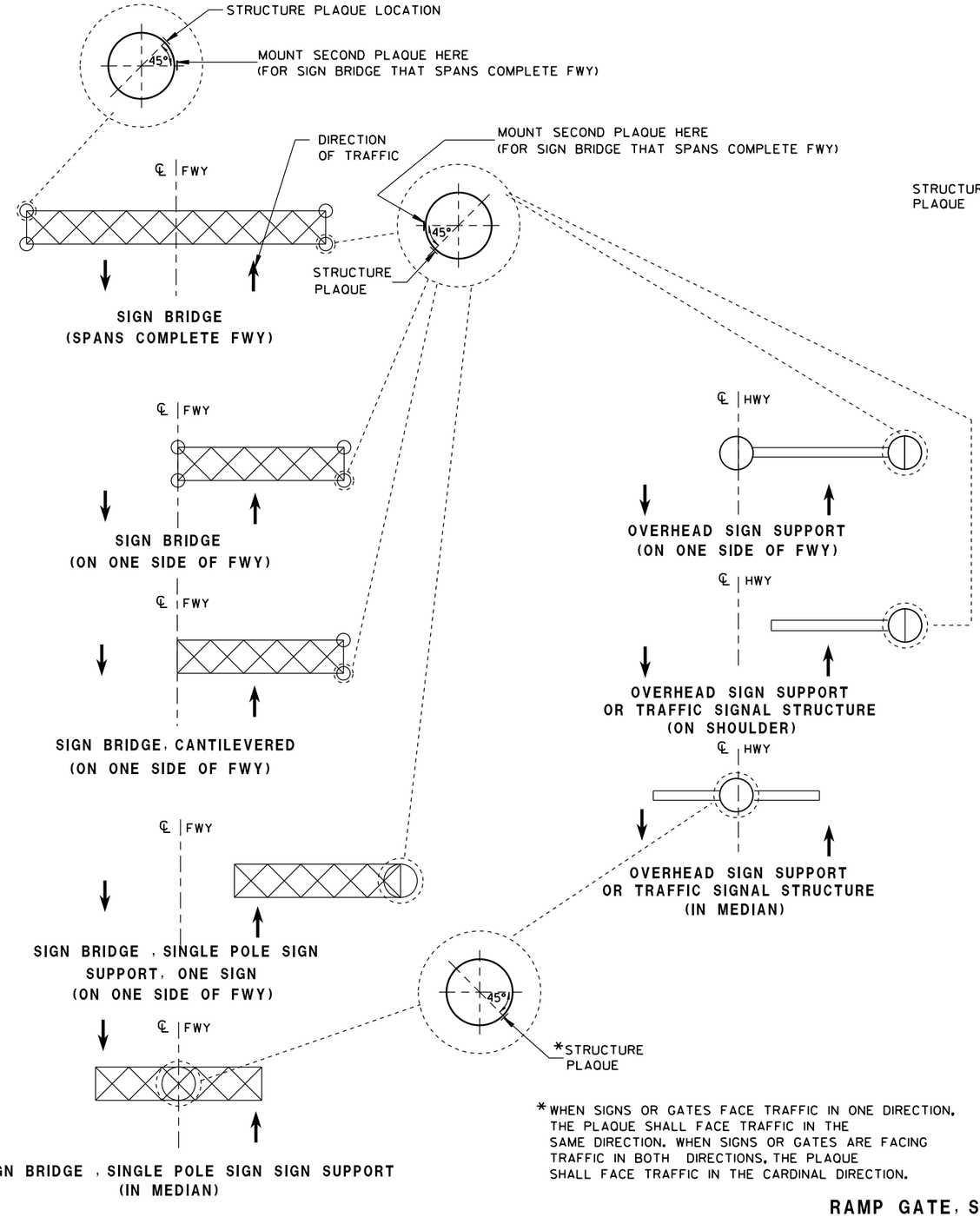
3/26/10 DATE

/S/ Scot Beck -- CHIEF STRUCTURAL DEVELOP ENGINEER

FHWA

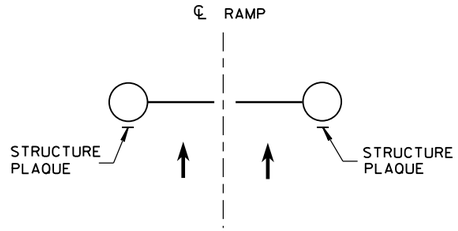
6

S.D.D. 12 A 3-10

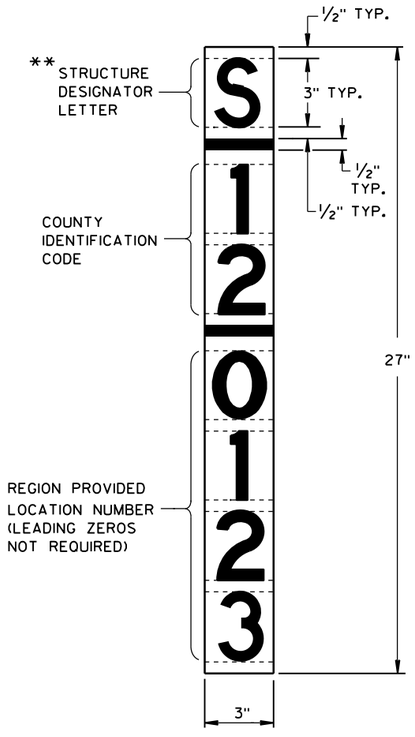


*WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES



RAMP GATE
(ACROSS FWY ON-RAMP)



** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

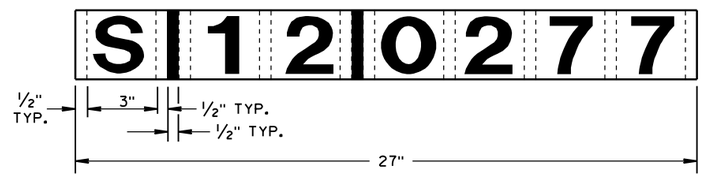
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

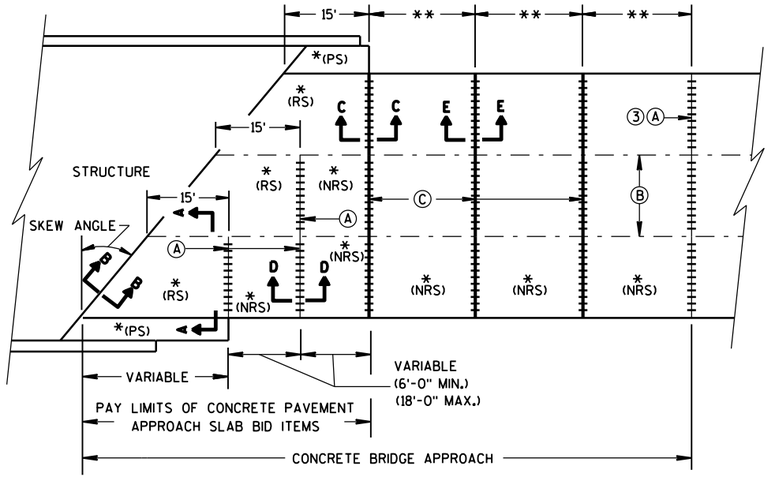
STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

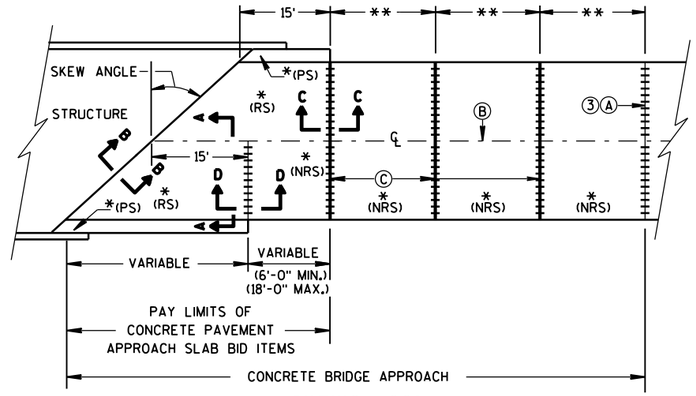
APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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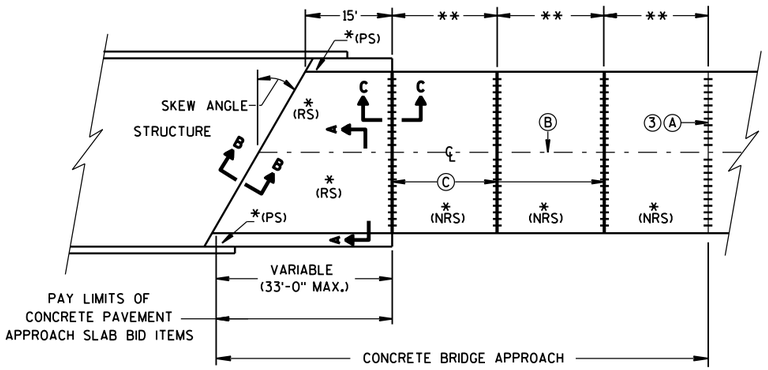
S.D.D. 12 A 4-3



SKEWED APPROACH
(PAVEMENT MORE THAN 2 LANES)



SKEWS >30°
(PAVEMENT WIDTH ≤30')



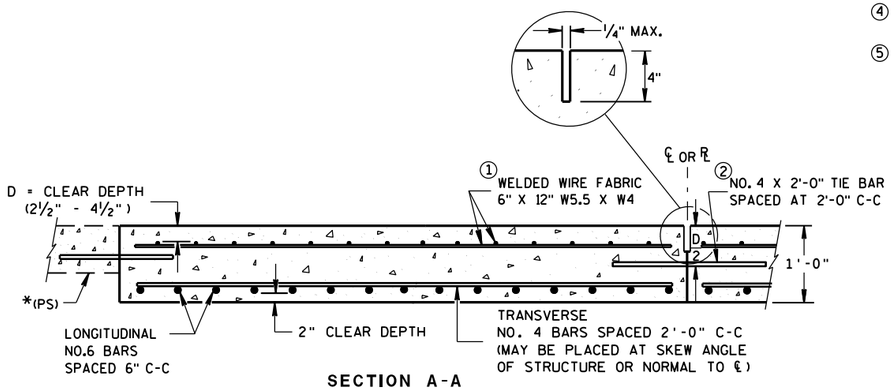
SKEWS ≤30°
(PAVEMENT WIDTH ≤30')

APPROACH SLAB AND ADJACENT PAVEMENT

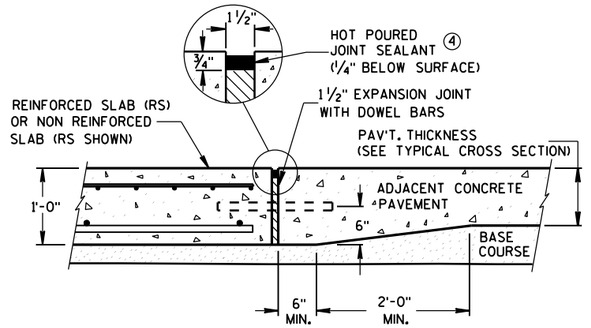
*(RS) = REINFORCED CONCRETE SLAB
*(PS) = PAVED CONCRETE SHOULDER: CONCRETE PAVEMENT, OR CONCRETE SURFACE DRAIN (SEE DETAILS ELSEWHERE IN THE PLAN)
*(NRS) = NON-REINFORCED CONCRETE SLAB

**STANDARD TRANSVERSE JOINT SPACING (SEE SDD 13C4, SDD 13C11, & SDD 13C13)
***STANDARD DOWEL BAR DIAMETER (SEE SDD 13C11, & SDD 13C13)

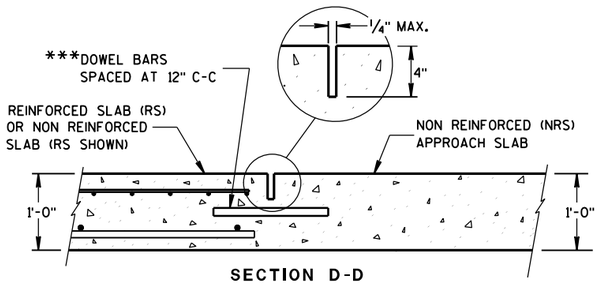
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℄
(B) STANDARD LONGITUDINAL JOINT AND TIE BARS.
(C) 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄



SECTION A-A
REINFORCEMENT POSITIONING DETAIL



SECTION C-C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT



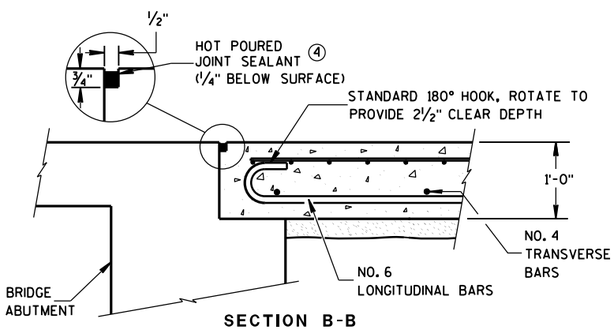
SECTION D-D
CONTRACTION JOINT

GENERAL NOTES

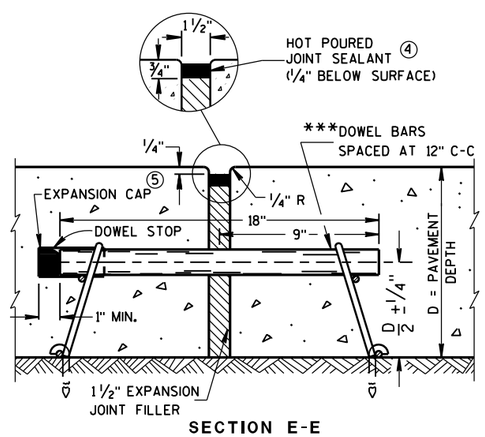
THE CONTRACTOR MAY SPLICE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

TACK WELD DOWEL BARS TO THE BASKETS ON ALTERNATE ENDS.

1. THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2'-0" C-C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.
2. THE CONTRACTOR MAY OMIT TIE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.
3. DO NOT DOWEL A CONTRACTION JOINT THAT ABUTS AN HMA PAVEMENT.
4. USE A JOINT SEALANT MEETING THE REQUIREMENTS OF ASTM D6690.
5. PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.



SECTION B-B
BEND DETAIL
BOTTOM REINFORCEMENT



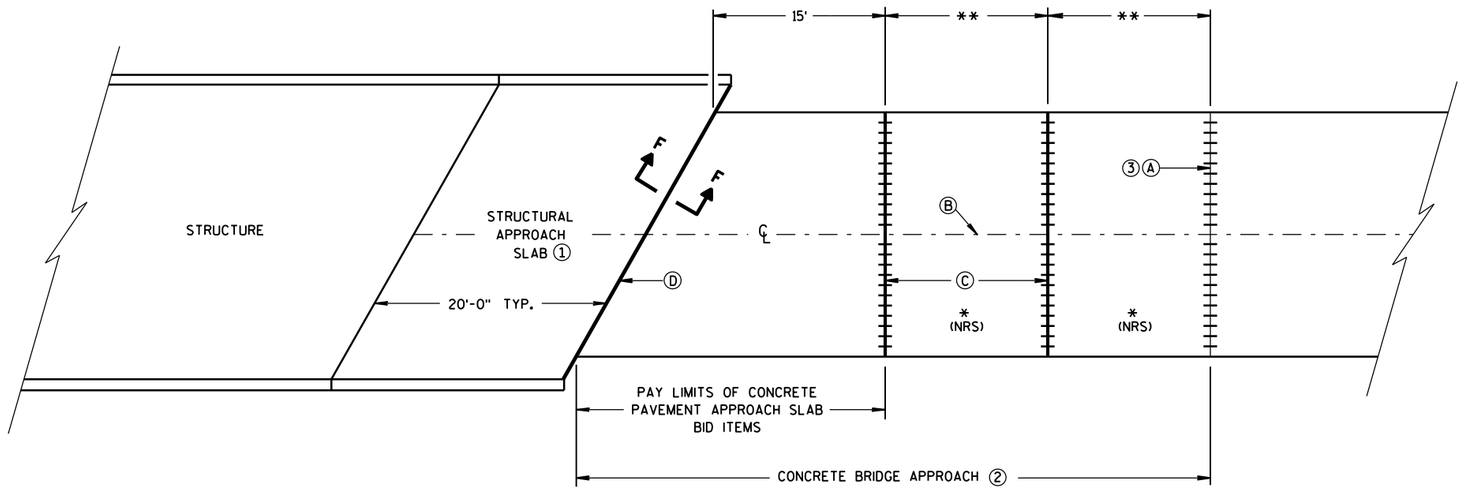
SECTION E-E
EXPANSION JOINT

CONCRETE BRIDGE APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2014 — DATE
/S/ Deb Bischoff — PAVEMENT POLICY & DE
FHWA

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S.D.D. 13 B 2-7a



BRIDGE APPROACHES

GENERAL NOTES

ALL PROJECTS THAT INVOLVE A STRUCTURAL APPROACH SLAB WILL ALSO HAVE A CONCRETE BRIDGE APPROACH.

① CONFORM TO APPLICABLE BRIDGE MANUAL STANDARD DRAWINGS FOR *STRUCTURAL APPROACH SLABS* (SEE CHAPTER 12 - ABUTMENTS).

② CONFORM TO SHEET (a) OF THIS SET FOR *CONCRETE BRIDGE APPROACH* DETAILS, WITH ONE EXCEPTION — WHEN CONSTRUCTING A *CONCRETE BRIDGE APPROACH* NEXT TO A *STRUCTURAL APPROACH SLAB*, AS SHOWN IN THE DETAIL DRAWING, THE *CONCRETE BRIDGE APPROACH* WILL ONLY HAVE TWO EXPANSION JOINTS; THE THIRD EXPANSION JOINT IS AT THE END OF THE *STRUCTURAL APPROACH SLAB*.

③ DO NOT DOWEL A CONTRACTION JOINT THAT ABUTS AN HMA PAVEMENT.

*(NRS) = NON-REINFORCED CONCRETE SLAB

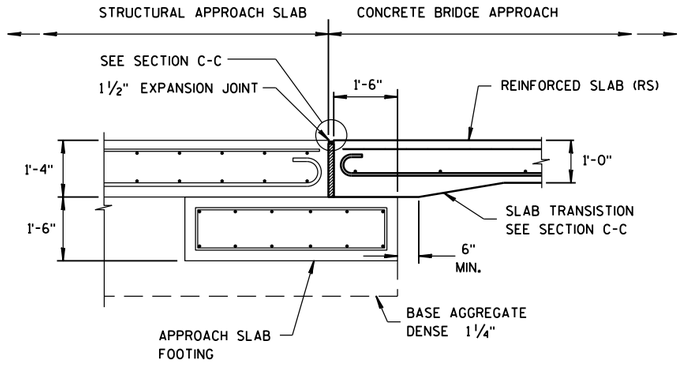
**STANDARD TRANSVERSE JOINT SPACING (SEE SDD 13C4, SDD 13C11, & SDD 13C13)

Ⓐ STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℄

Ⓑ STANDARD LONGITUDINAL JOINT AND TIE BARS.

Ⓒ 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄

Ⓓ 1½" EXPANSION JOINT (NO DOWELS)



SECTION F-F

FOOTING DETAIL

STRUCTURAL APPROACH SLAB TO CONCRETE BRIDGE APPROACH

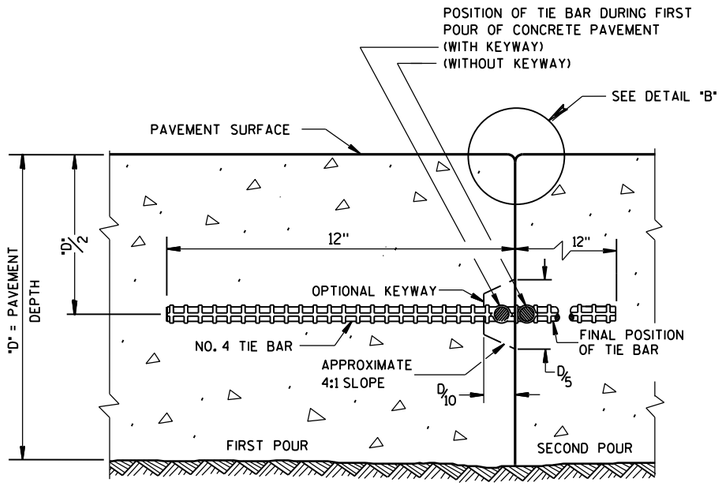
STRUCTURAL APPROACH SLAB AND CONCRETE BRIDGE APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

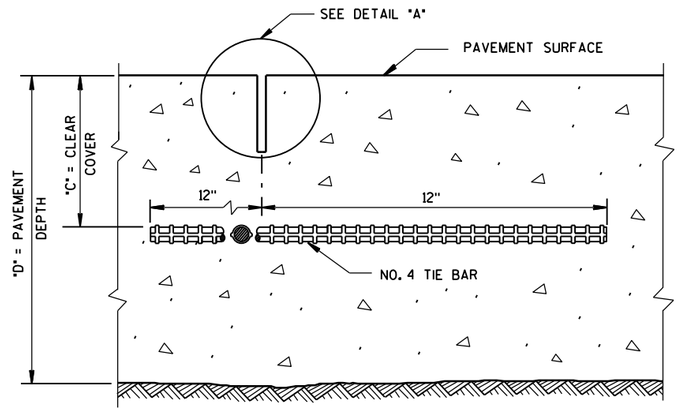
APPROVED
June, 2014 — DATE
/S/ Deb Bischoff — PAVEMENT POLICY & DE
FHWA
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S.D.D. 13 B 2-7b



CONSTRUCTION JOINT



SAWED JOINT

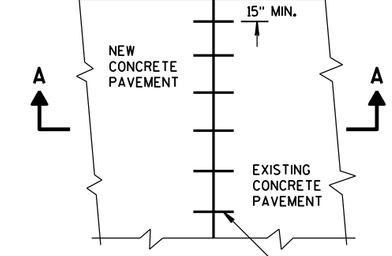
GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

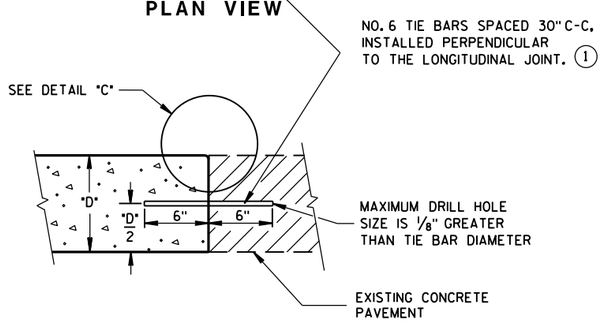
CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

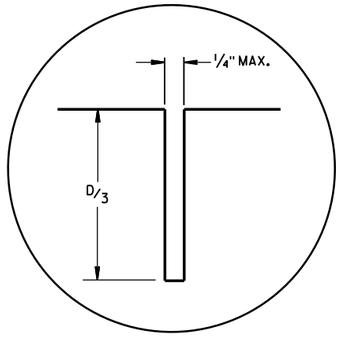
(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



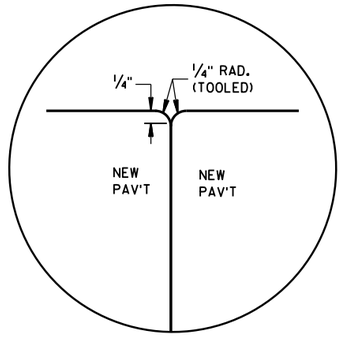
PLAN VIEW



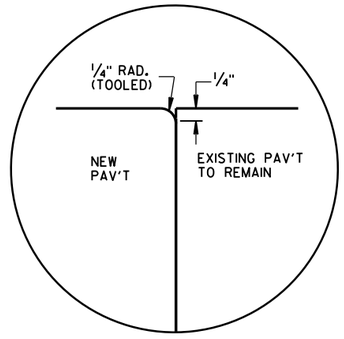
SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"



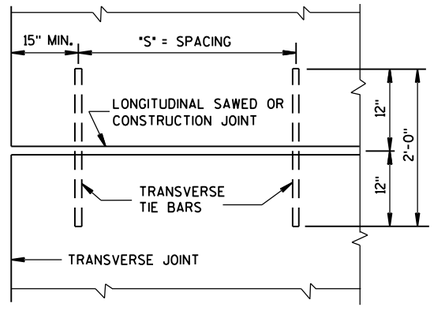
DETAIL "B"



DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH "D"	CLEAR COVER "C"	MAXIMUM TIE BAR SPACING "S"	
		PAVEMENT WIDTH	
		24' OR 26'	≥30'
6, 6 1/2"	3"±1/2"	48"	42"
7, 7 1/2"	3 1/4"±1"	45"	36"
8, 8 1/2"	3 3/4"±1"	39"	30"
9, 9 1/2"	4 1/4"±1"	33"	27"
10, 10 1/2"	4 3/4"±1"	30"	24"
11, 11 1/2"	5 1/4"±1"	27"	21"
12"	5 3/4"±1"	24"	21"



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9/2014 — DATE

/S/ Deb Bischoff — PAVEMENT POLICY & DE ENGINEER

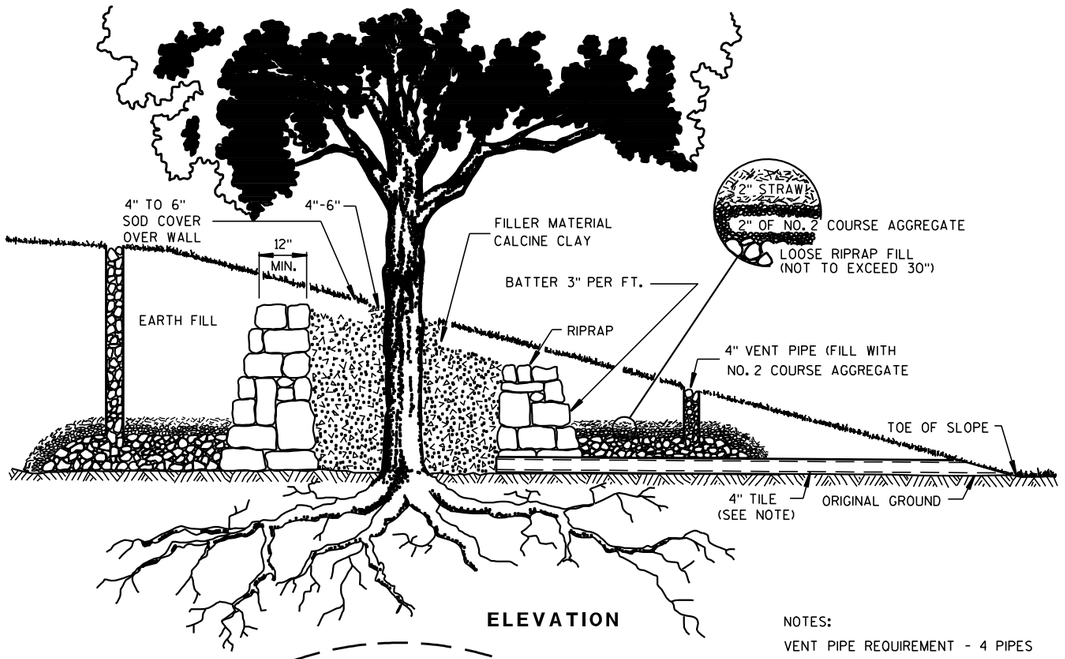
FHWA

6

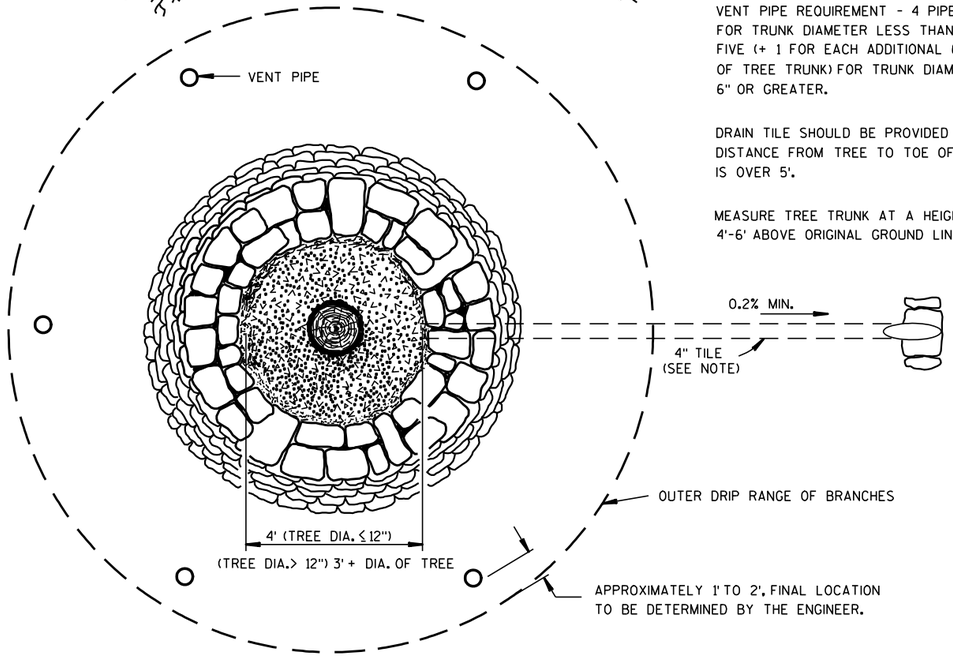
S.D.D. 13 C 1-17

6

S.D.D. 13 C 1-17



ELEVATION



PLAN

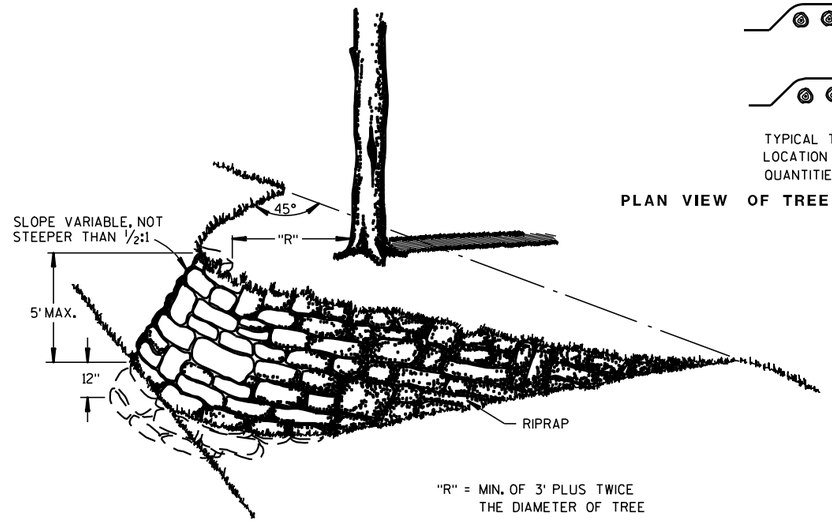
FULL TREE WELL WITH RIPRAP WALL

NOTES:

VENT PIPE REQUIREMENT - 4 PIPES FOR TRUNK DIAMETER LESS THAN 6". FIVE (+ 1 FOR EACH ADDITIONAL 6" OF TREE TRUNK) FOR TRUNK DIAMETER 6" OR GREATER.

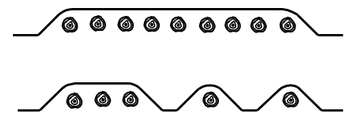
DRAIN TILE SHOULD BE PROVIDED IF DISTANCE FROM TREE TO TOE OF SLOPE IS OVER 5'.

MEASURE TREE TRUNK AT A HEIGHT 4'-6' ABOVE ORIGINAL GROUND LINE.



"R" = MIN. OF 3' PLUS TWICE THE DIAMETER OF TREE

DETAILS OF TREE ISLAND AND ROOT PROTECTION



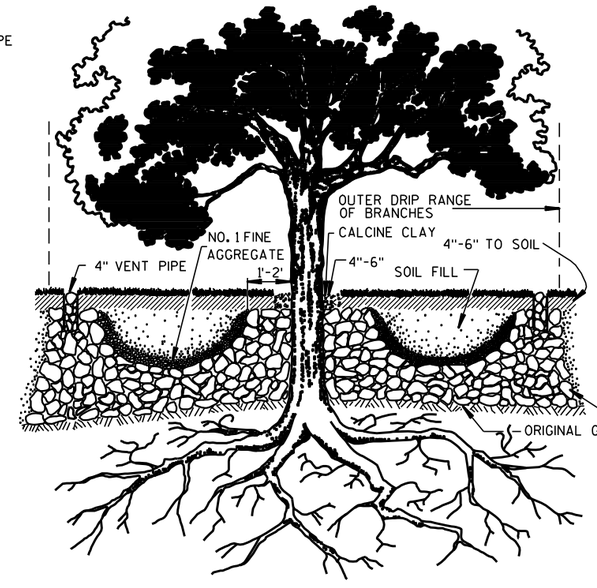
TYPICAL TREATMENTS OF ROOT PROTECTION. LOCATION SHOWN ON MISCELLANEOUS QUANTITIES SHEET.

PLAN VIEW OF TREE ISLANDS FOR ONE OR MORE TREES

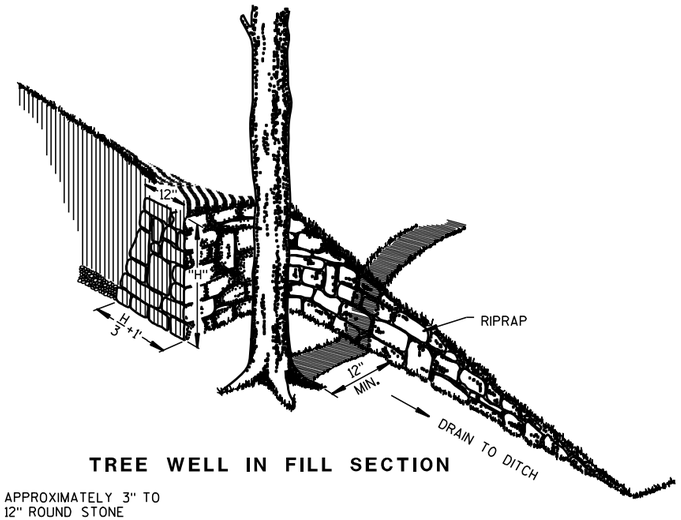
GENERAL NOTES

WALLS TO BE BUILT TO APPROXIMATE SHAPE AND DIMENSIONS SHOWN. STONE TO CONFORM TO SPECIFICATIONS FOR RIPRAP.

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.



TREE WELL WITHOUT WALL



TREE WELL IN FILL SECTION

DETAILS FOR TREE WELLS

TREE PRESERVATION DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/25/76 DATE

/S/ D. L. Strand STATE DESIGN ENGINEER

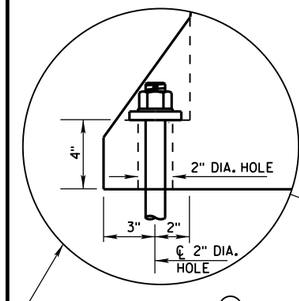
FHWA

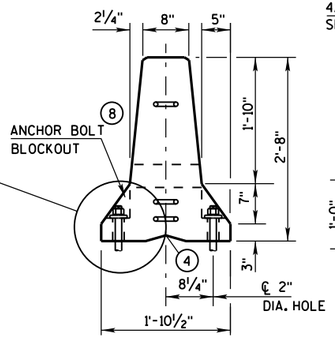
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S.D.D. 14 A 1-3

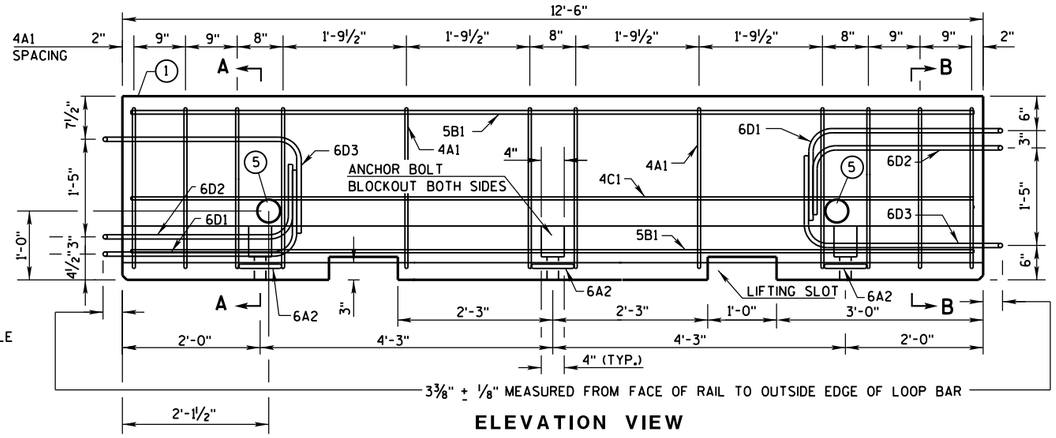
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S.D.D. 14 A 1-3

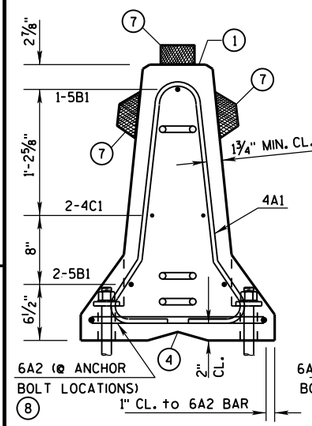




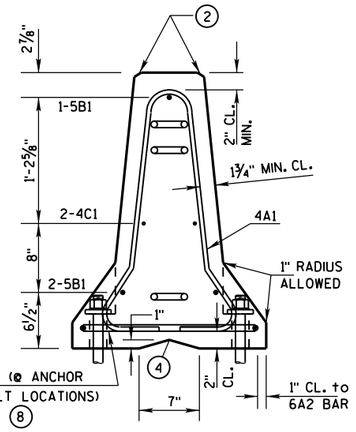
END VIEW



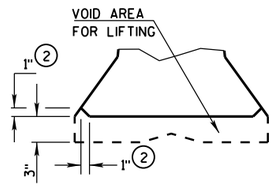
ELEVATION VIEW



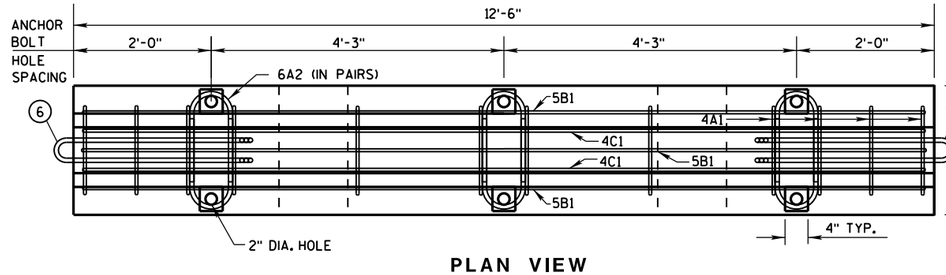
SECTION A-A
(STIRRUP PLACEMENT)



SECTION B-B
(STIRRUP PLACEMENT)

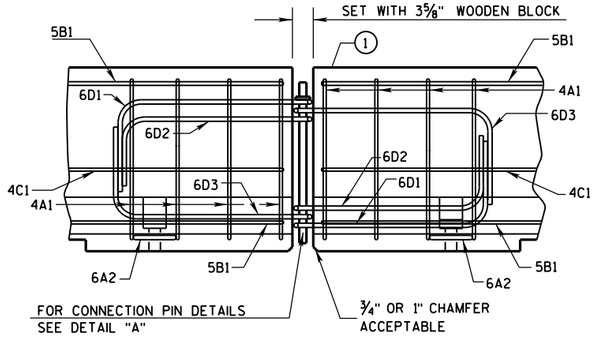


DETAIL "B"
LIFTING SLOT DETAIL

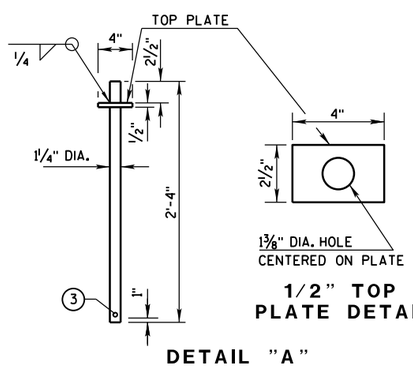


PLAN VIEW

DETAILS OF BARRIER SECTION

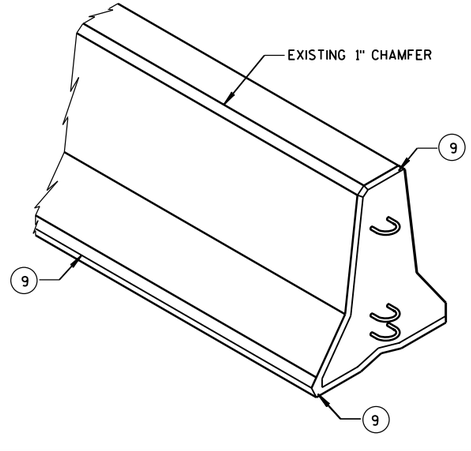


DETAILS OF BARRIER CONNECTION



1/2" TOP
PLATE DETAIL

DETAIL "A"
CONNECTION PIN
(A36 STEEL (10.9 LB EACH))



GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-14(a) THRU 14B7-14(h).

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH OTHER TEMPORARY CONCRETE BARRIERS.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR BARS 4A1, 6A2, 5B1 AND 4C1 IN THE BARRIER SECTION AND FOR 4V1, 4V2, 4V3, 4V4, 4V5, 4V6, 4F1, 4F2 AND 5F3 IN THE BARRIER TAPER SECTION.

LOOP BARS 6D1, 6D2 AND 6D3 SHALL BE ¾" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES AND PASSING A 180 DEGREE BEND TEST USING A 3-½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

CONSTRUCT LIFTING SLOTS AS SPECIFIED ON THE PLANS TO FACILITATE THE DRAINAGE OF WATER AFTER INSTALLATION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

INSTALL MECHANICAL OR EPOXY ANCHORS PER MANUFACTURER'S RECOMMENDATIONS. PROVIDE MANUFACTURER'S INFORMATION TO PROJECT ENGINEER.

(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
- a. TYPE: WI CBTP
- b. MANUFACTURER
- c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) A ⅜" HOLE IN THE CONNECTION PIN, AT THE LOCATION SHOWN, IS ACCEPTABLE, BUT NOT REQUIRED..

(4) "V" NOTCH IS OPTIONAL.

(5) THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).

(6) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

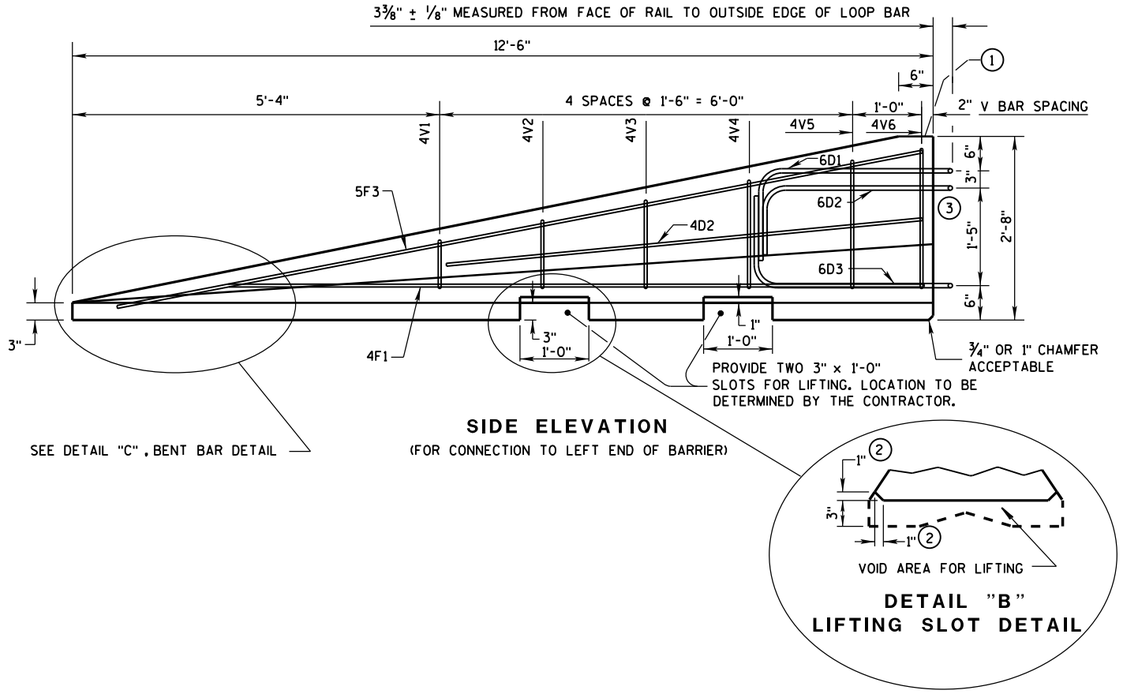
(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED TO THE RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART. PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAN 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

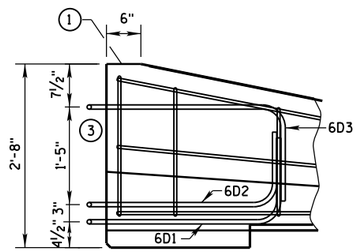
(8) SEE SHEET D FOR ANCHORING CRITERIA.

(9) 1" CHAMFER OPTIONAL.

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

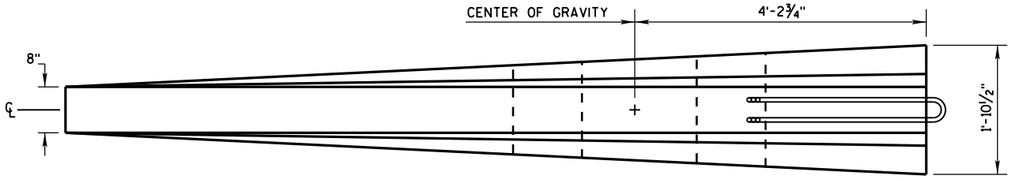
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 370

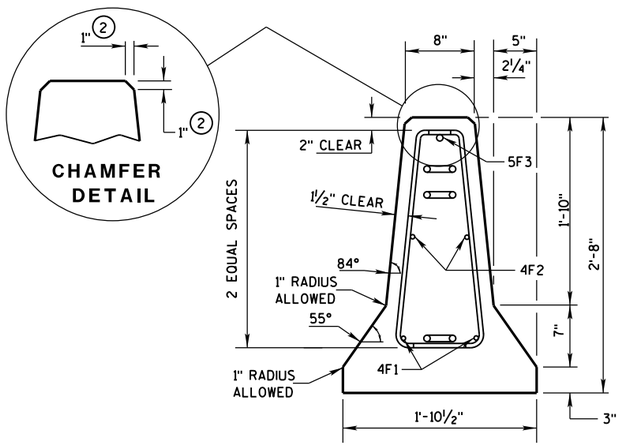


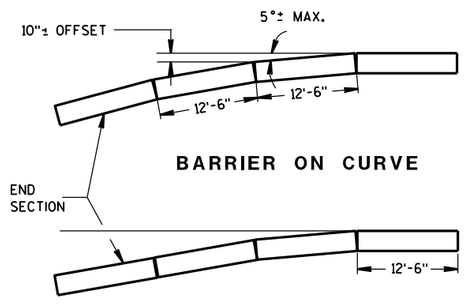


GENERAL NOTES

1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.







POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

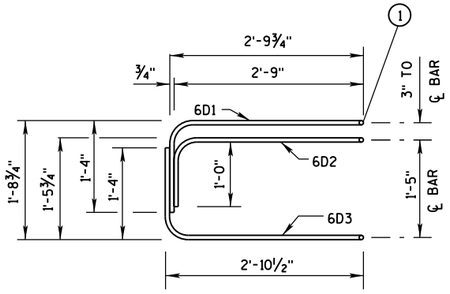
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 7-14b

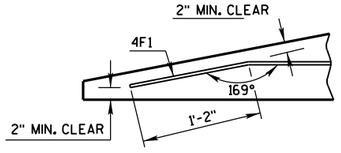
BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

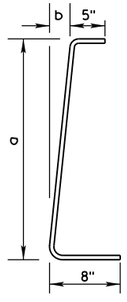
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



ELEVATION
LOOP BAR ASSEMBLY



DETAIL "C"
BENT BAR DETAIL



BAR	a	b
V1	10"	1"
V2	1'-1"	1¼"
V3	1'-5"	1⅝"
V4	1'-8"	1⅞"
V5	2'-0½"	2⅜"
V6	2'-3"	2¾"

4V BARS
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

TAPER BARRIER SECTION

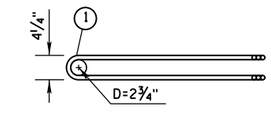
GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

BARRIER SECTION BILL OF MATERIALS

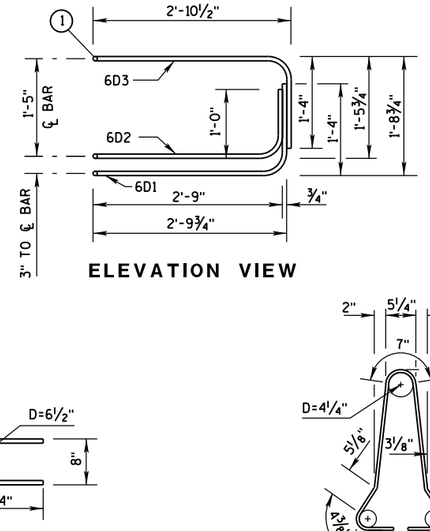
(PER 12'-6" BARRIER SECTION)

BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"

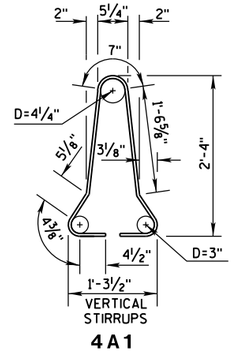


PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)

6A2



ELEVATION VIEW



4A1

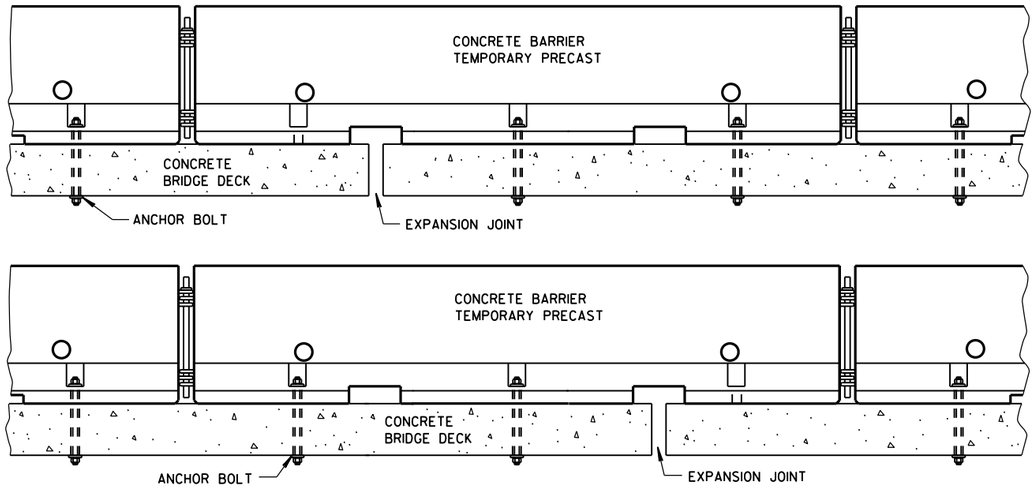
BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

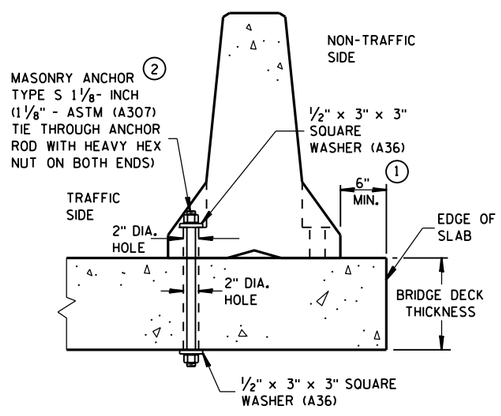
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S.D.D. 14 B 7-14c



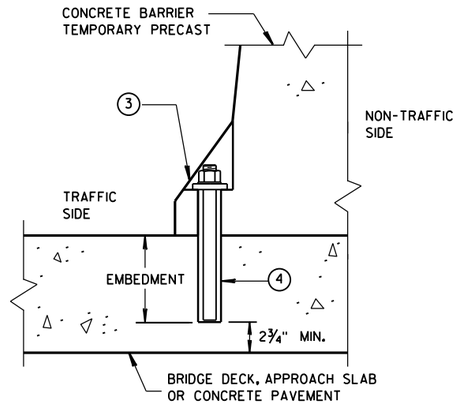
TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.)



THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)



REMOVABLE ADHESIVE BONDED ANCHOR ② INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)

GENERAL NOTES

① CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" SHALL BE ANCHORED IF:
THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT, IS LESS THAN 4 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 45 MPH OR GREATER, OR

THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT. IS LESS THAN 2 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 40 MPH OR LESS.

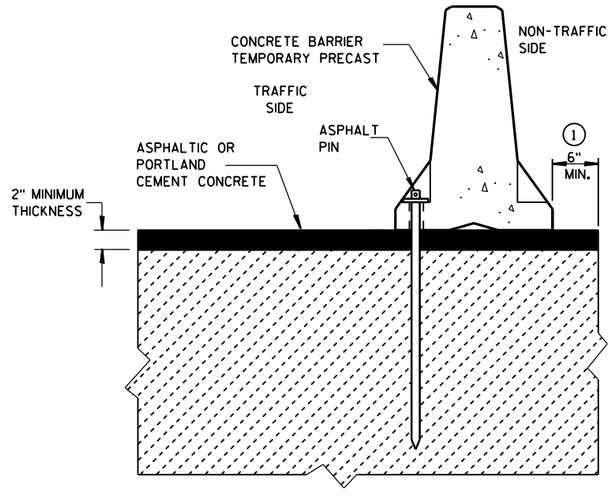
② ANCHORING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST.

WITH THE APPROVAL OF THE ENGINEER, REMOVABLE ADHESIVE BONDED (EPOXY) ANCHOR BOLT INSTALLATION MAY BE USED IN LIEU OF THROUGH BOLTED ANCHOR INSTALLATION. THE ADHESIVE BONDED ANCHOR BOLT MUST BE REMOVABLE. USE ASTM (A307) MASONRY ANCHORS TYPE S 1⅛-INCH, EMBEDDED TO A DEPTH SUFFICIENT TO DEVELOP THE ULTIMATE CAPACITY OF THE ANCHOR BOLT AND PROVIDE DOCUMENTATION TO CONFIRM THIS.

UPON REMOVAL OR RELOCATION OF THE BARRIER UNITS, REMOVE ALLANCHOR BOLTS AND COMPLETELY FILL IN THE REMAINING HOLES IN CONCRETE BRIDGE DECKS, CONCRETE APPROACH SLABS AND CONCRETE PAVEMENTS THAT ARE TO REMAIN, WITH A NON-SHRINK COMMERICAL GROUT OR EPOXY MATERIAL IDENTIFIED ON THE CURRENT WISDOT APPROVED PRODUCTS LIST.

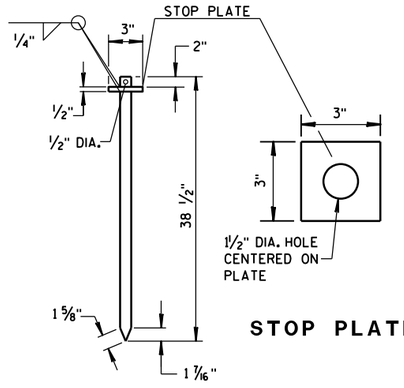
③ 1⅛" DIAMENTER A307 THREADED ROD, ½" X 3" X 3" SQUARE PLATE WASHER WITH ASTM A36 STEEL, ASTM A563A HEAVY HEX NUT.

④ ADHESIVE ANCHORS WITH A MINIMUM BOND STRENGTH OF 1,800 PSI AND 5¼" EMBEDMENT. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.



STAKE DOWN INSTALLATION FOR ASPHALTIC OR PORTLAND CEMENT CONCRETE SURFACE

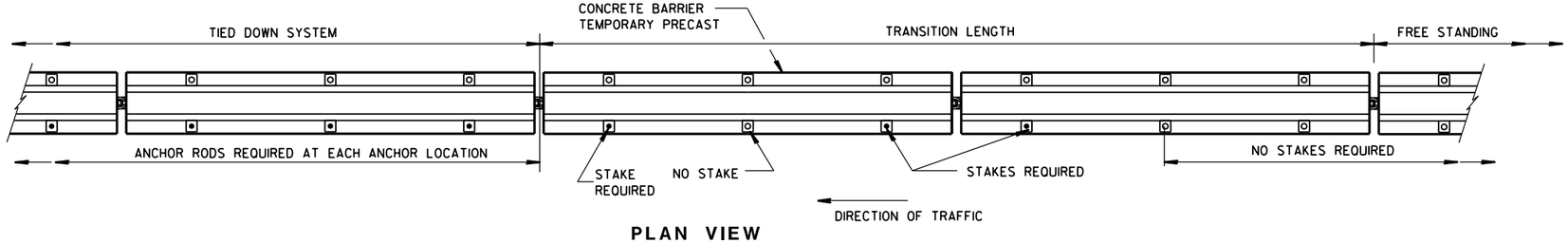
(STAKING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST)



STOP PLATE



(ASTM A36 STEEL)



PLAN VIEW

FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

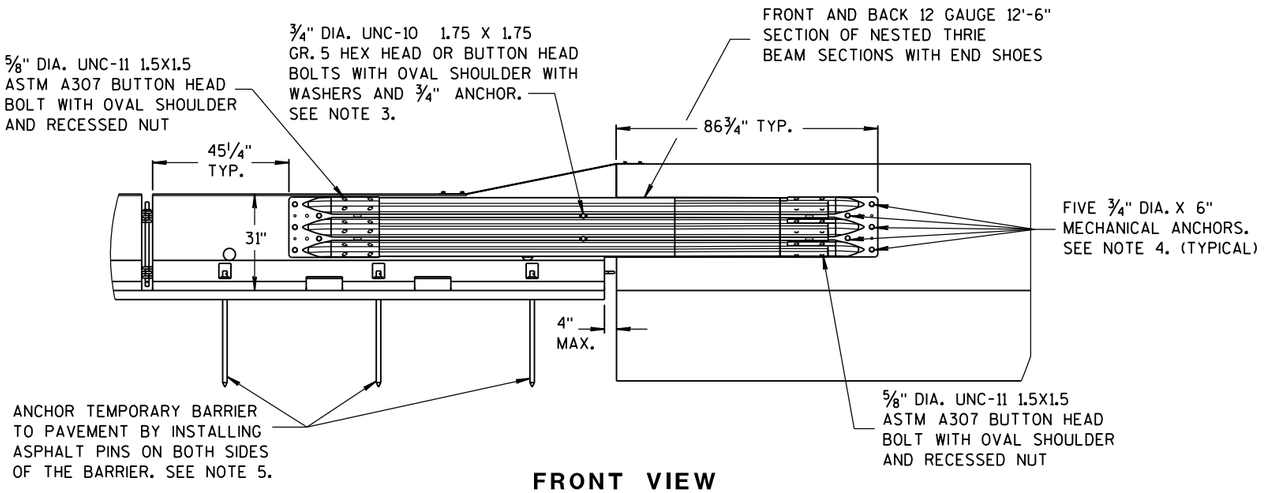
(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 7-14d

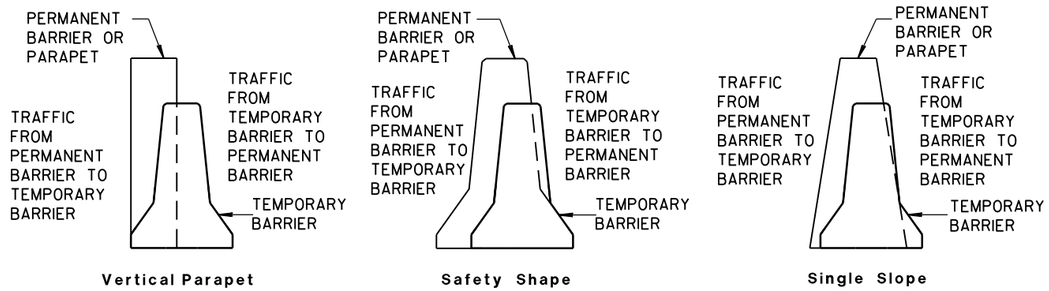


FRONT VIEW

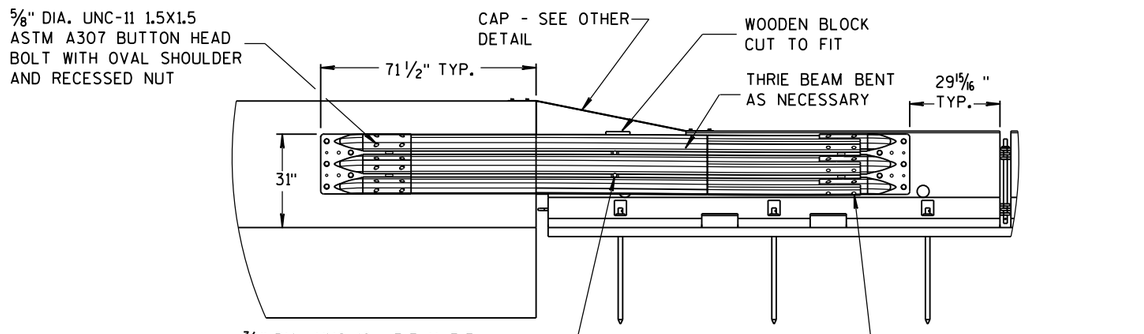
NOTES

NESTED THRIE BEAM IS REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS.

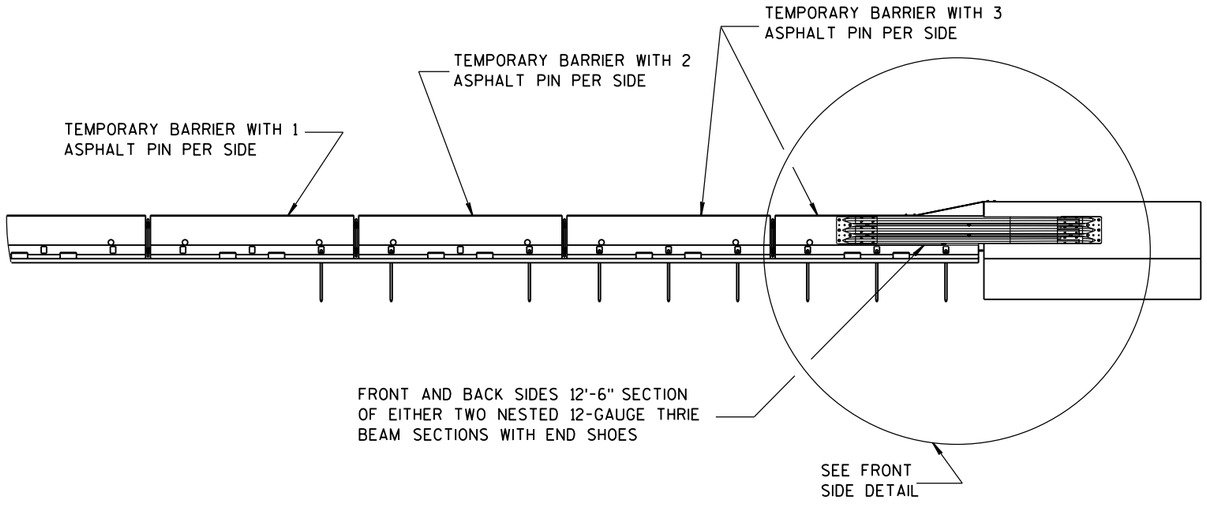
1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS.
4. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS.
5. MAY BE USED ON CONCRETE OR ASPHALT PAVEMENTS. ASPHALT OPTION SHOWN. FOR CONCRETE OPTION SEE OTHER DETAILS.
6. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.



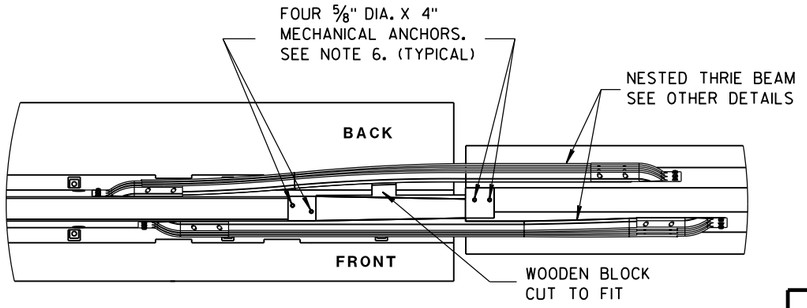
TEMPORARY BARRIER PLACEMENT FOR BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM



BACK VIEW



FRONT VIEW



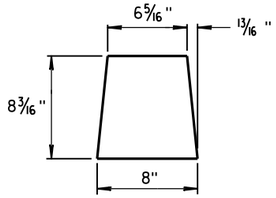
PLAN VIEW

BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

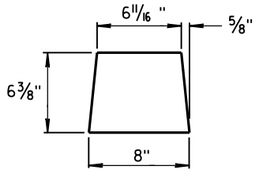
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

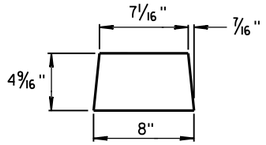
6
S.D.D. 14 B 7-14e



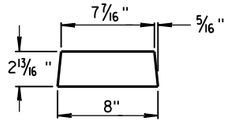
GUSSET 1



GUSSET 2

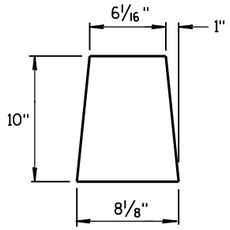


GUSSET 3

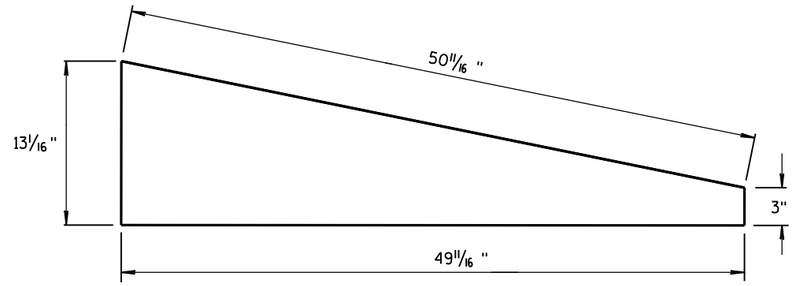


GUSSET 4

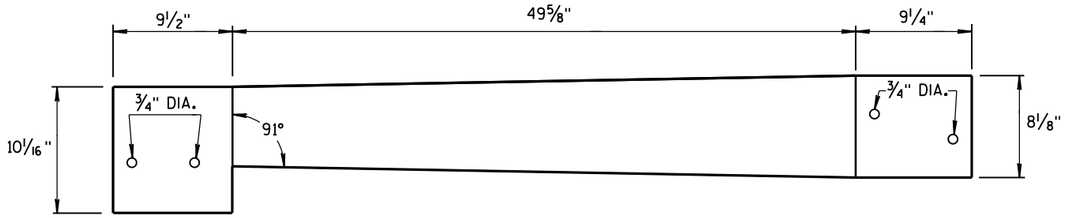
GUSSETS

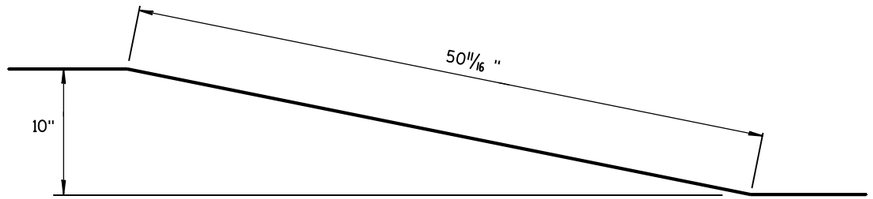


END PLATE



SIDE PLATE

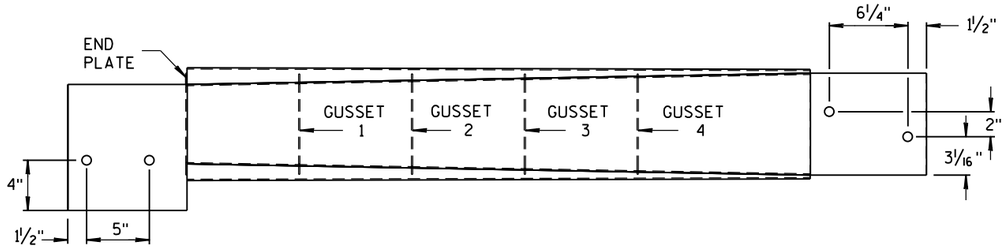


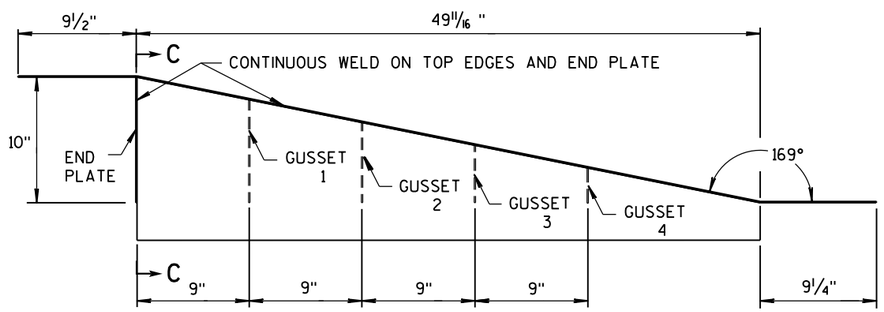


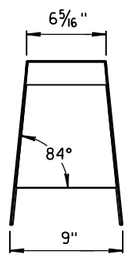
TOP PLATE

SIDE, TOP AND END PLATES FOR CAP FROM TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.







SECTION C-C

NOTES

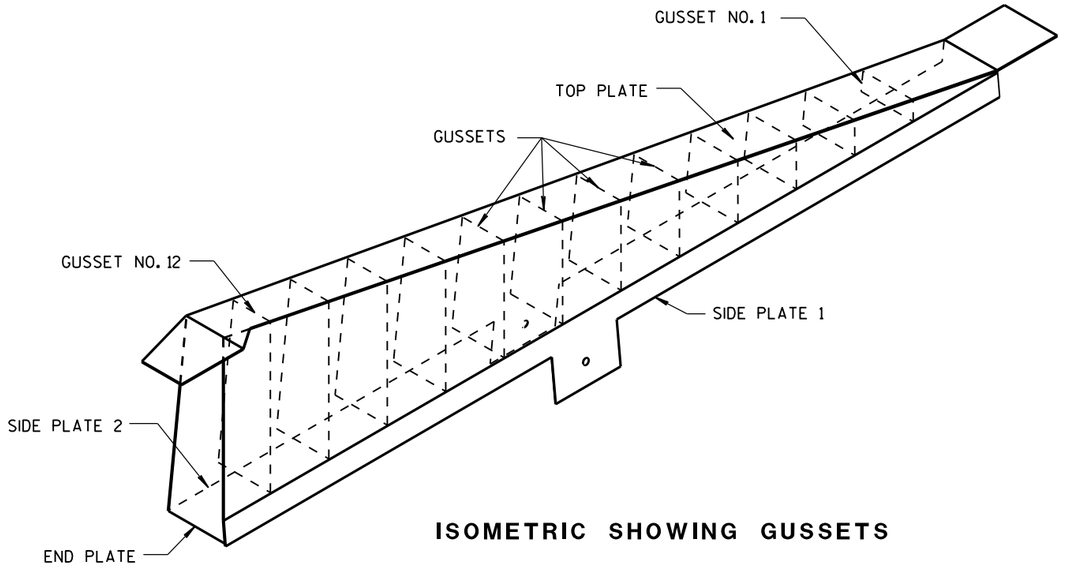
1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

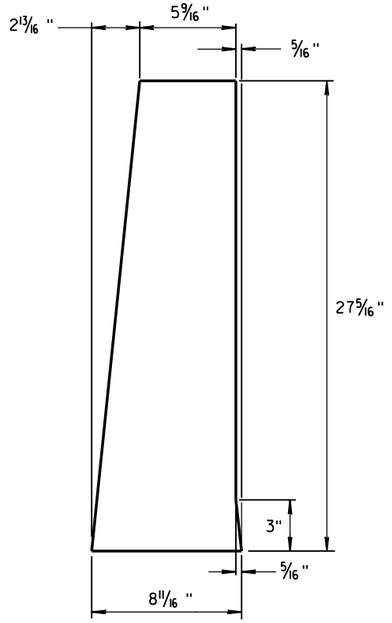
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 7-14f

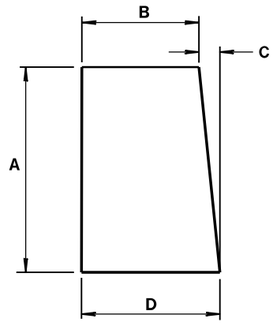


ISOMETRIC SHOWING GUSSETS



END PLATE

1/8" STEEL PLATE



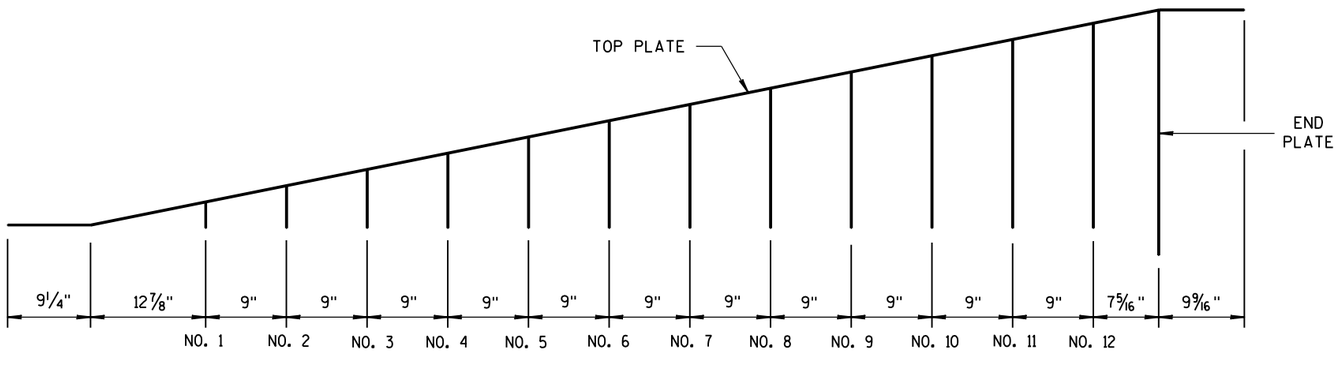
GUSSETS 1 - 12

ALL GUSSETS 1/8" STEEL PLATE

GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
1	2 7/8"	7 3/4"	1/4"	8
2	4 11/16 "	7 9/16 "	1/2"	8
3	6 1/2"	7 3/8"	11/16 "	8 1/16 "
4	8 5/16 "	7 3/16 "	7/8"	8 1/16 "
5	10 1/8"	7"	1 1/16 "	8 1/16 "
6	11 15/16 "	6 13/16 "	1 1/4"	8 1/16 "
7	13 3/4"	6 5/8"	1 7/16 "	8 1/16 "
8	15 9/16 "	6 7/16 "	1 9/16 "	8 1/16 "
9	17 3/8"	6 1/4"	1 13/16 "	8 1/16 "
10	19 3/16 "	6 1/16 "	1 15/16 "	8 1/16 "
11	21"	5 7/8"	2 3/16 "	8 1/16 "
12	22 13/16 "	5 11/16 "	2 5/16 "	8 1/16 "

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 STEEL AND GALVANIZED.

GUSSETS AND END PLATE ARE STITCH WELDED ON 3 SIDES. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE AND GUSSETS.



GUSSET LOCATION

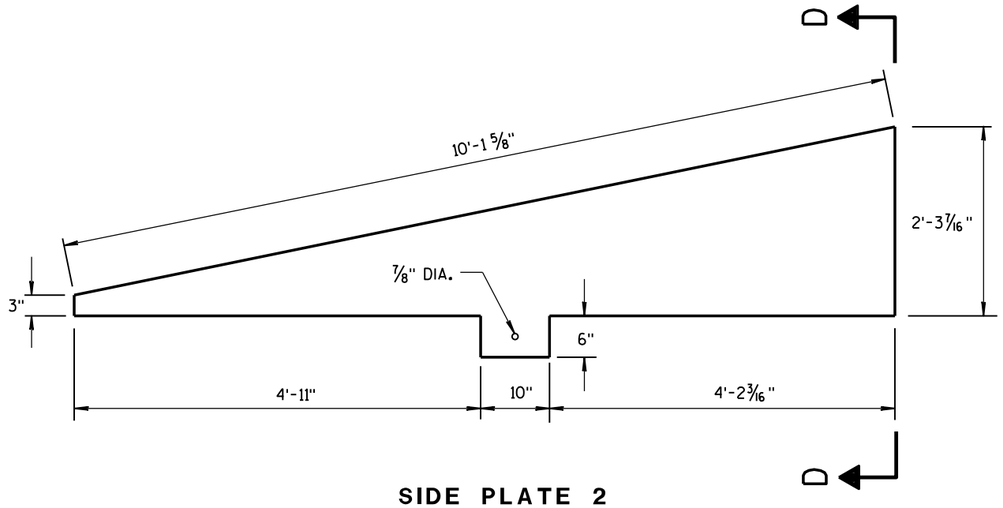
CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

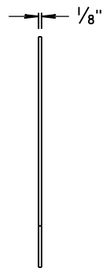
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

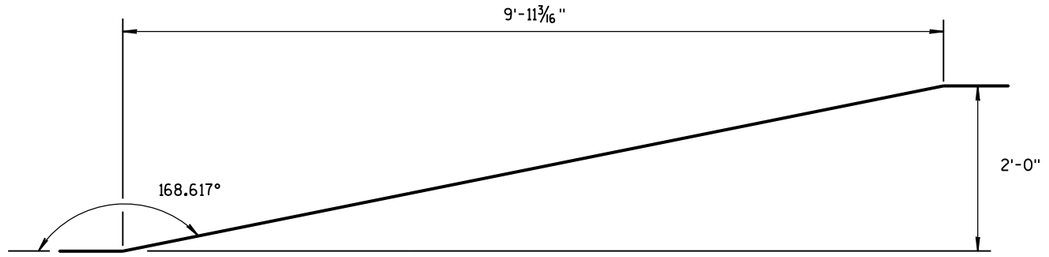
S.D.D. 14 B 7-14g



SIDE PLATE 2

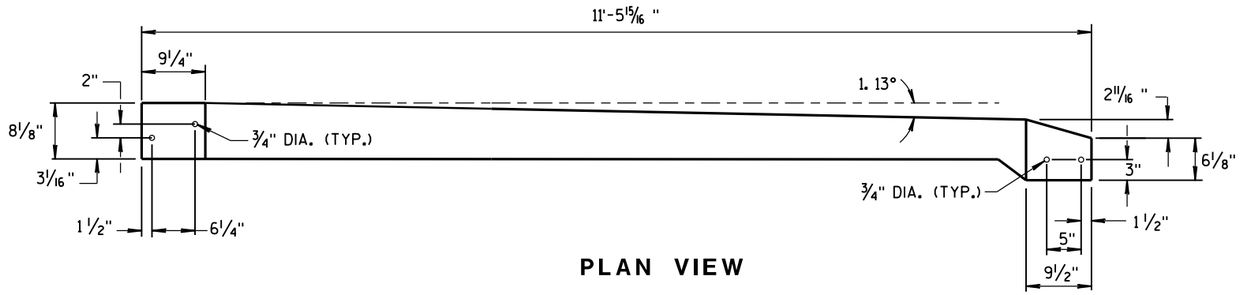


END VIEW



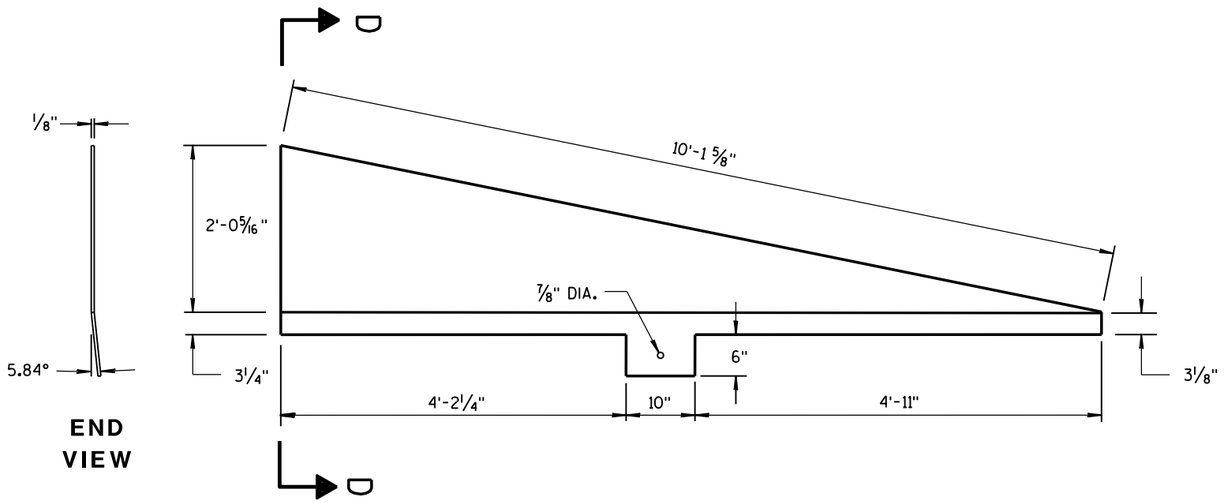
SIDE VIEW

TOP PLATE



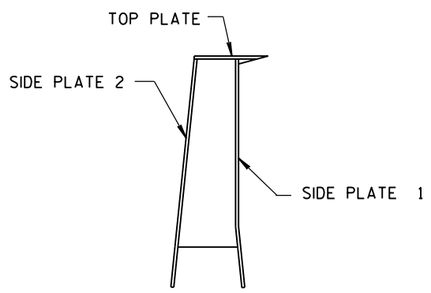
PLAN VIEW

TOP PLATE



END VIEW

SIDE PLATE 1



SECTION D-D

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

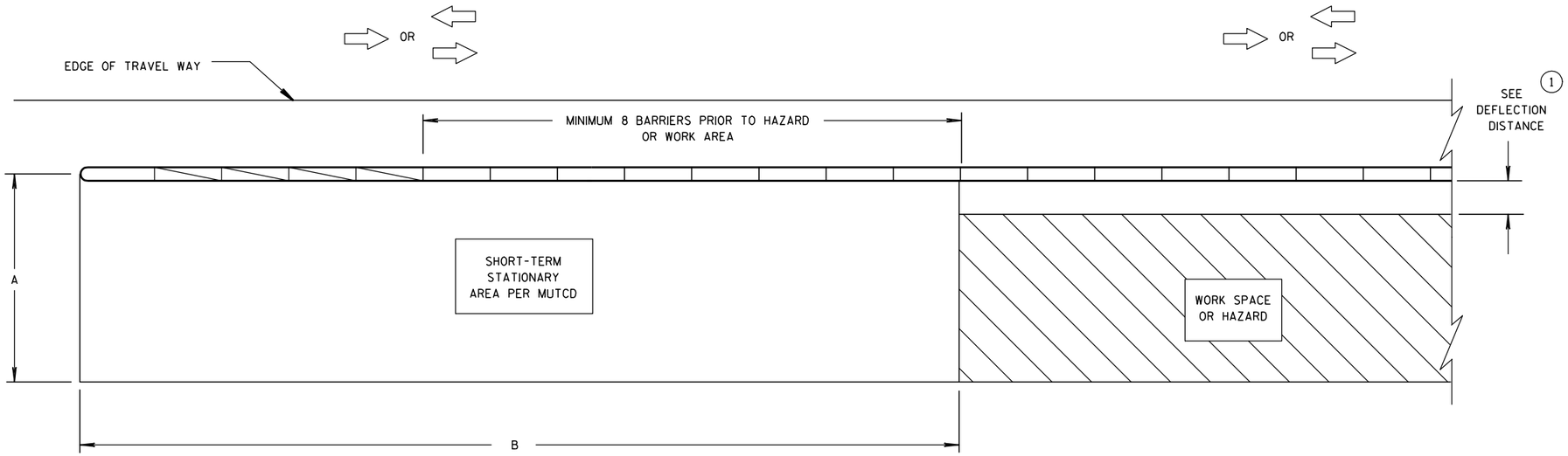
APPROVED
June 2014 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARD DEVELOPMENT ENGINEER
FHWA

6

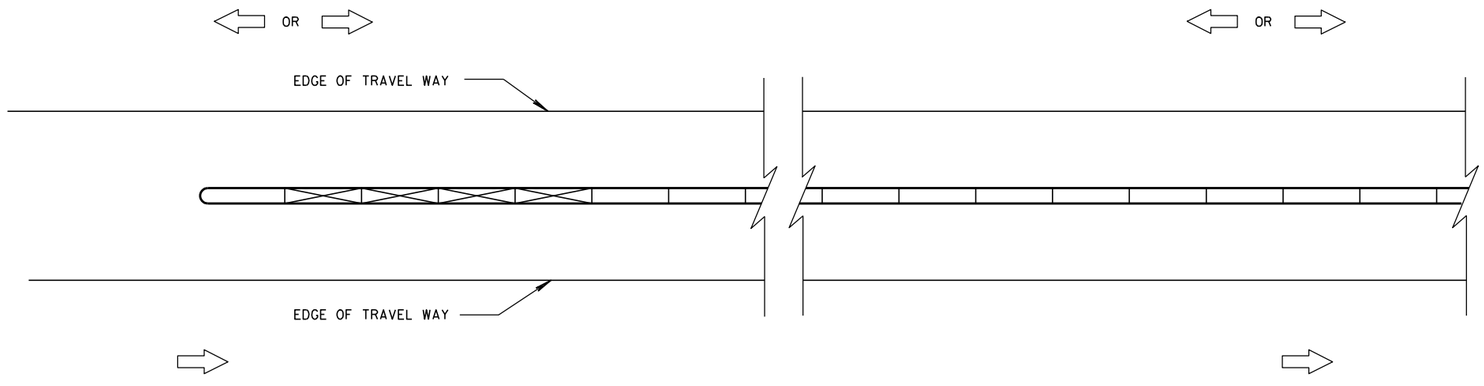
S.D.D. 14 B 7-14h

6

S.D.D. 14 B 7-14h



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON BOTH SIDES OF BARRIER

DIMENSION A TABLE (2)

FACILITY	POSTED SPEED MPH	DIMENSION A	
		MIN. FT	MAX. FT
FREEWAY/EXPRESSWAY	ALL	15	20
NON-FREEWAY/EXPRESSWAY	GREATER THAN OR EQUAL TO 45	10	15
NON-FREEWAY/EXPRESSWAY	LESS THAN 45	8	10
AADT LESS THAN 1,500	ALL	8	10

DIMENSION B TABLE (2)

POSTED SPEEDS MPH	DIMENSION B FT
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

GENERAL NOTES

SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

DETAILS PROVIDE A GENERAL LAYOUT OF TEMPORARY CONCRETE BARRIER, CRASH CUSHIONS, SAND BARREL ARRAYS AND TIE DOWN TRANSITIONS. DETAILS PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

ADDITIONAL TEMPORARY BARRIER MAY BE REQUIRED TO PROTECT TRAVELING PUBLIC FROM HAZARDS, CONTRACTOR'S OPERATIONS OR TO CONTROL TRAFFIC.

TEMPORARY BARRIER MAY BE REQUIRED TO BE ANCHORED TO PAVEMENT OR BRIDGE DECK.

FOR DETAILS ON CRASH CUSHION OR SAND BARREL ARRAYS SEE OTHER SECTIONS OF THE PLAN AND MANUFACTURE'S DETAILS.

SLOPES LEADING TO TEMPORARY BARRIER, CRASH CUSHION OR SAND BARREL ARRAY ARE 10:1 OR LESS.

(1) FOR DEFLECTION INFORMATION SEE STANDARD DETAIL DRAWING 14B7.

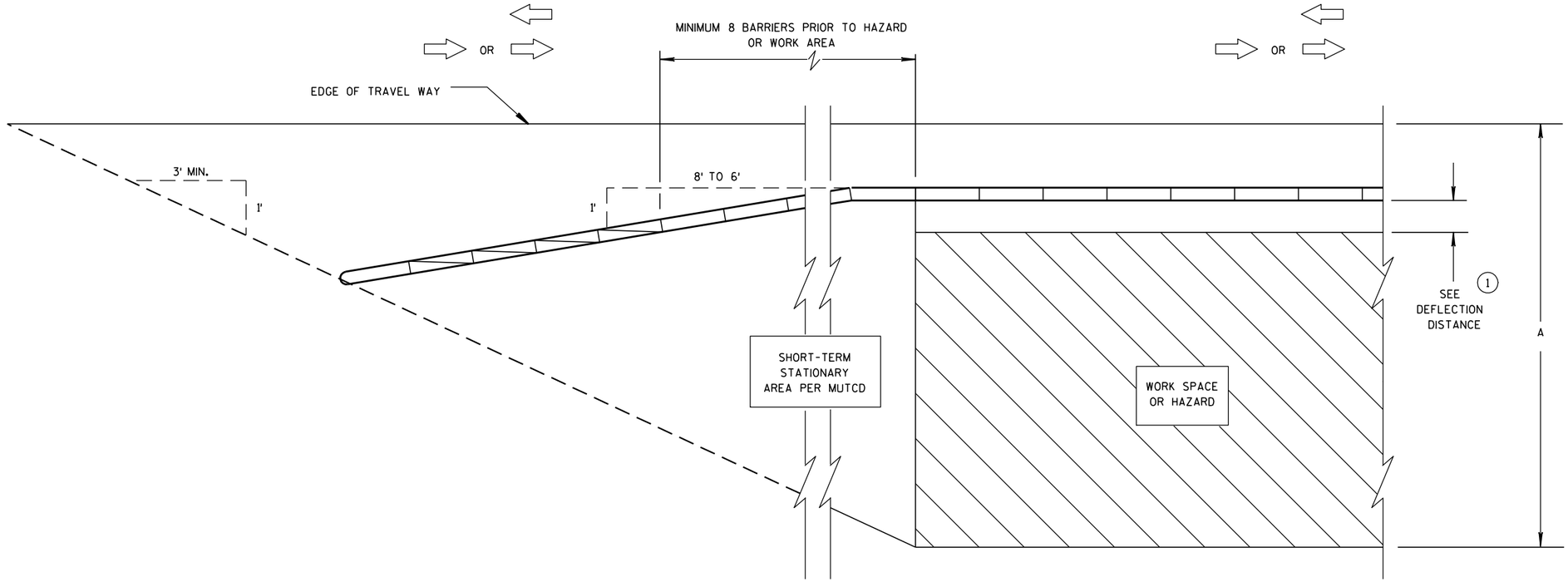
(2) VALUES PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

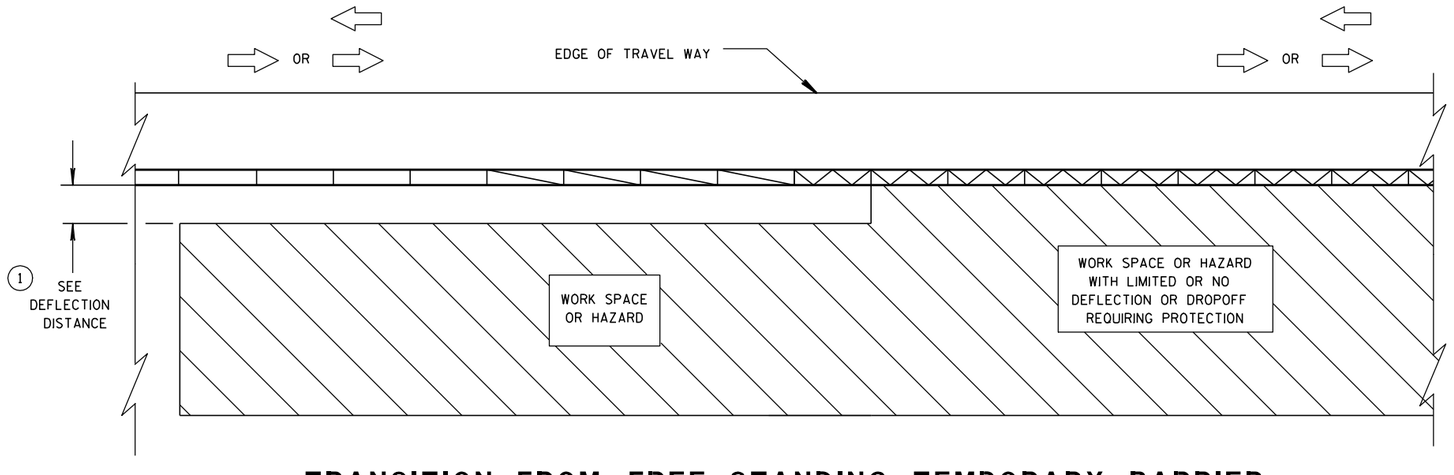
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 8-1a



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE - FLARED INSTALLATION



TRANSITION FROM FREE STANDING TEMPORARY BARRIER TO ANCHORED BARRIER

LEGEND

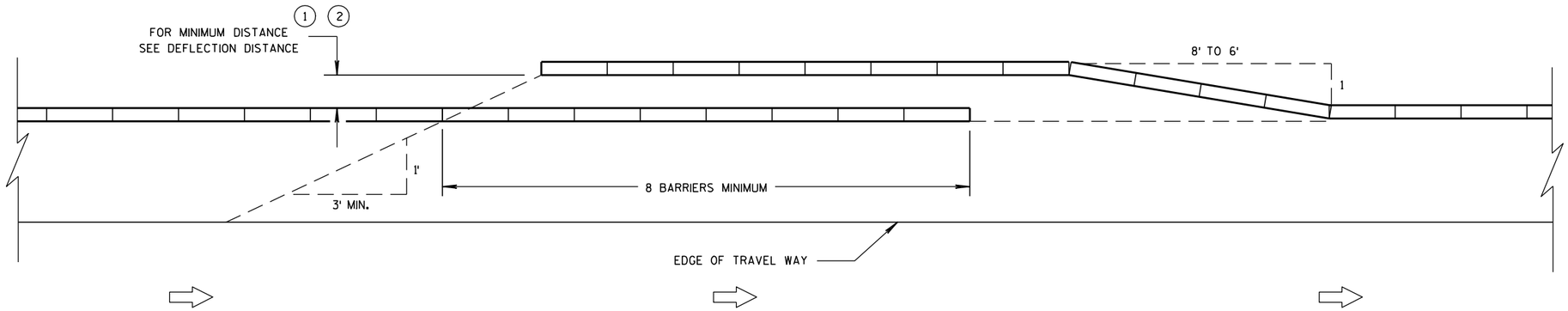
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

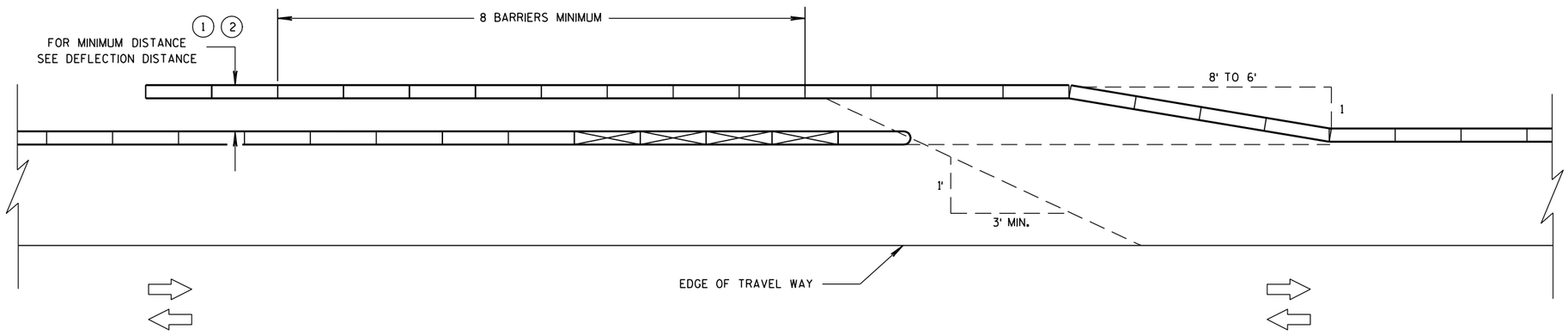
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

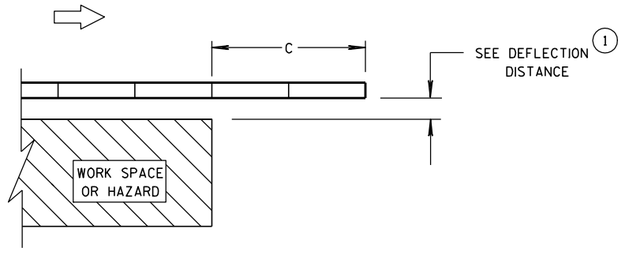
S.D.D. 14 B 8-1b



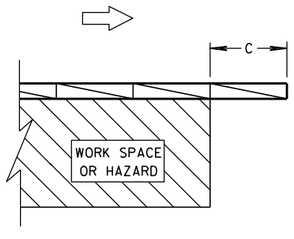
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED



ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

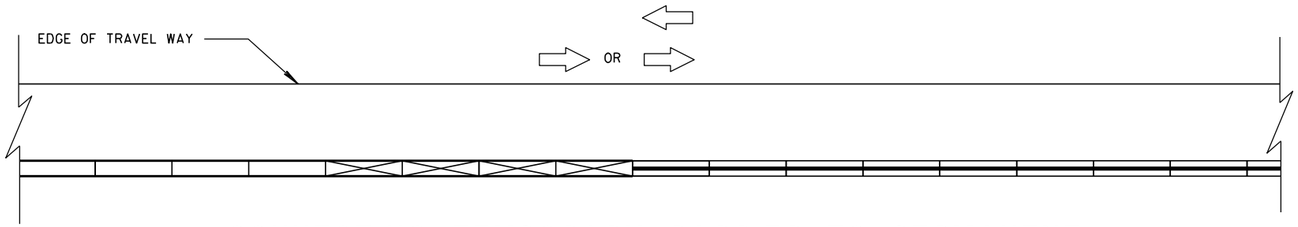
LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

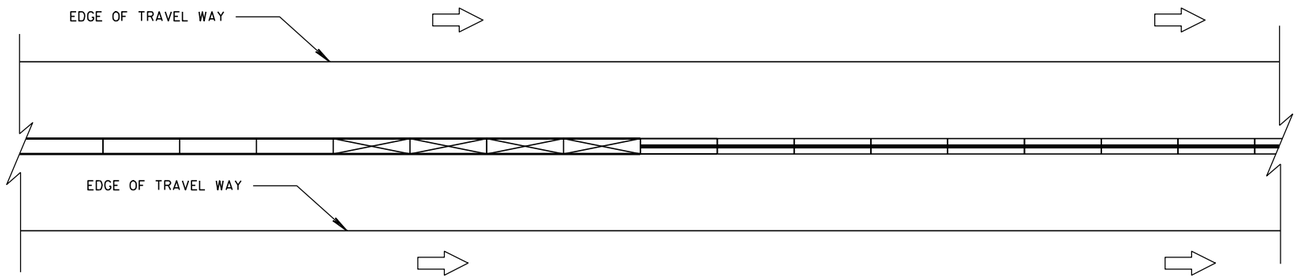
CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 8-1c



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON ONE SIDE



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON BOTH SIDES

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR
SAND BARREL ARRAY

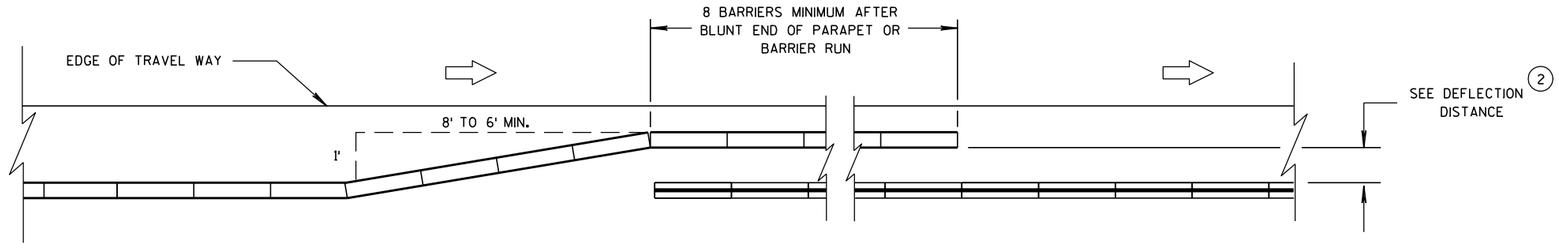
SEE FREE STANDING TRANSITION
TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION
TO TIED-DOWN SYSTEM DETAILS

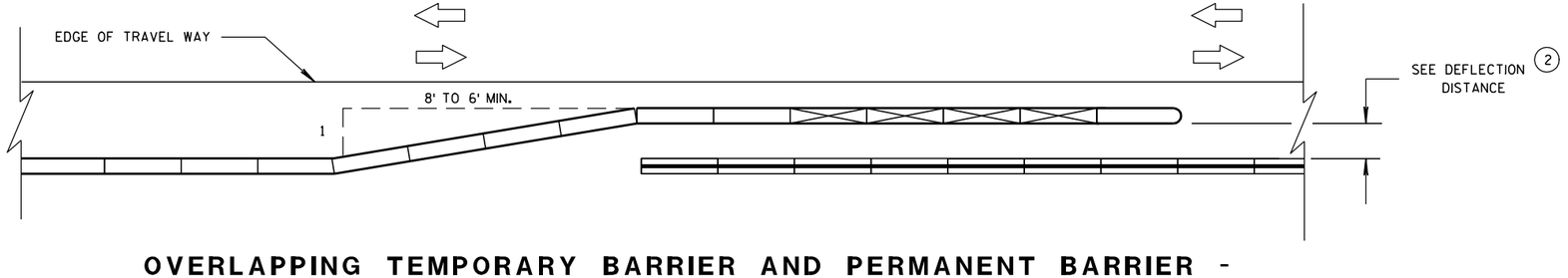
3 PINS PLACED ON
TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER
OR CONCRETE PARAPET

FREE STANDING TEMPORARY
BARRIER



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
ONE WAY TRAFFIC



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
TWO WAY TRAFFIC

CRASH CUSHION/SAND BARREL
ARRAY AND OTHER TEMPORARY
BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO...

6
S.D.D. 14 B 8-1d

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

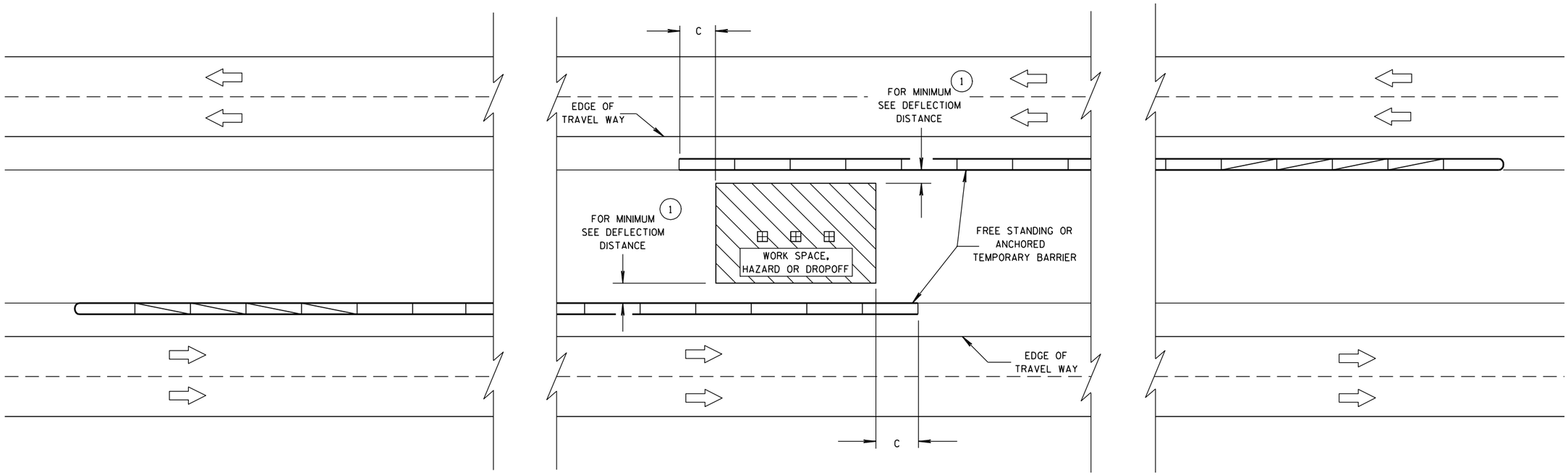
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

DIMENSION C TABLE (2)

AVAILABLE DEFLECTION DISTANCE	MINIMUM LENGTH OF BARRIER BEYOND HAZARD FT
GREATER THAN 8'	12.5
LESS THAN OR EQUAL TO 8' BUT GREATER THAN 4'	50
LESS THAN OR EQUAL TO 4'	100



CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINNER

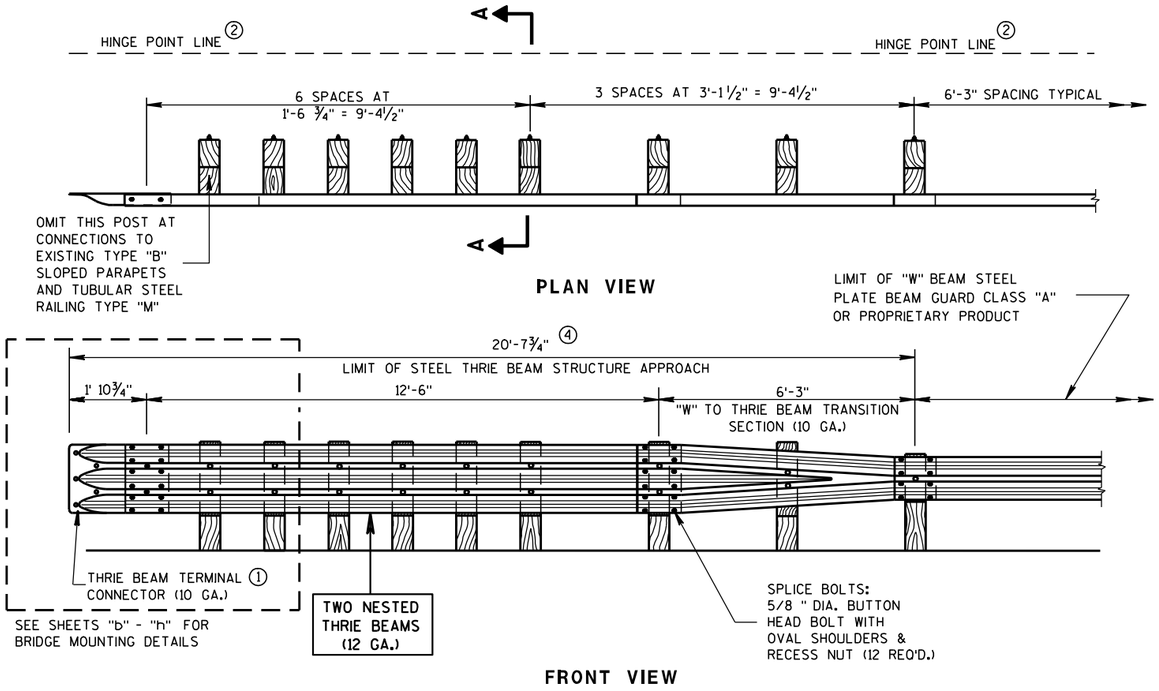
FHWA

6

S.D.D. 14 B 8-1e

6

S.D.D. 14 B 8-1e



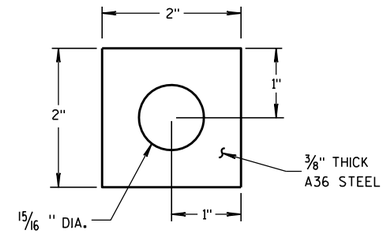


PLATE WASHER DETAIL

GENERAL NOTES

BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3".

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.

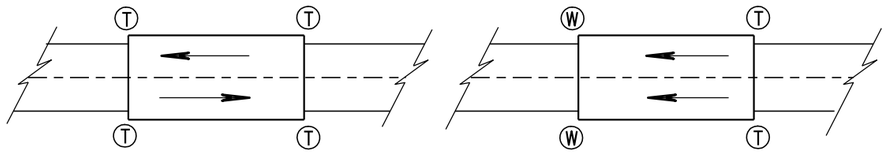
IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2 1/2" , AND 12" DIAMETER AROUND POST. SEE 14B15 FOR MORE DETAILS.

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

② MINIMUM EMBEDMENT SHALL BE 4'-0". WHERE EXISTING CONDITIONS DO NOT PERMIT THE APPROPRIATE EARTHWORK SHOWN ON THE PLAN TYPICAL SECTIONS OR DETAILS, THE ENGINEER MAY ALLOW THE REDUCTION OR ELIMINATION OF THE 2 FOOT DISTANCE TO THE HINGE POINT. OTHERWISE BUILD AS THE PLAN SHOWS OR AS THE ENGINEER DIRECTS. IF THE 2 FOOT DISTANCE TO THE HINGE POINT IS REDUCED OR ELIMINATED, INCREASE THE POST EMBEDMENT DEPTH TO 4'-6" OR MORE.

③ POST BOLTS ARE 5/8" DIAMETER ASTM A307 BUTTON HEAD BOLT. A POST BOLT REQUIRES A 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX AND A 5/8" DIAMETER F844 FLAT WASHER. LENGTH OF POST BOLT MAY VARY.

④ ALL WOOD POSTS MUST BE 6" X 8" AND AT LEAST 7'-0" LONG.



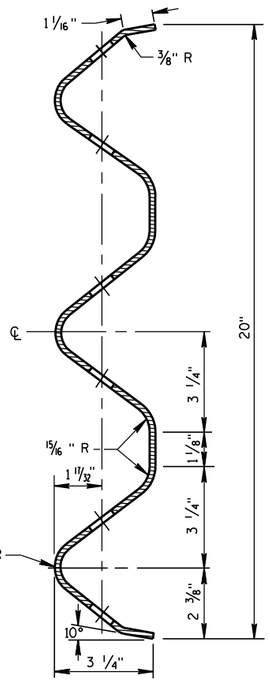
TWO WAY TRAFFIC

ONE WAY TRAFFIC

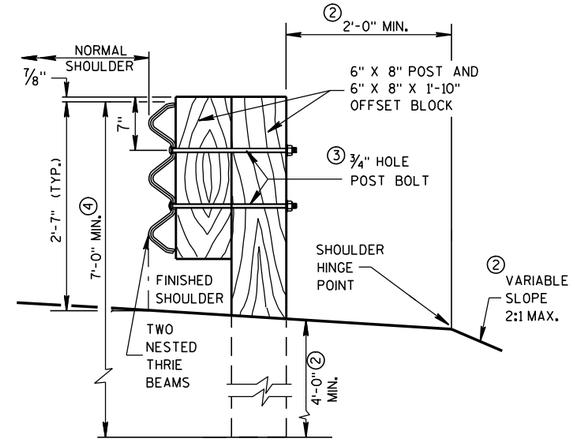
(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

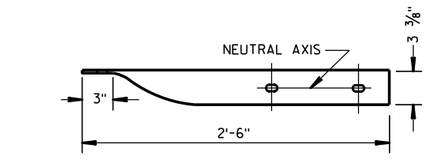
TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

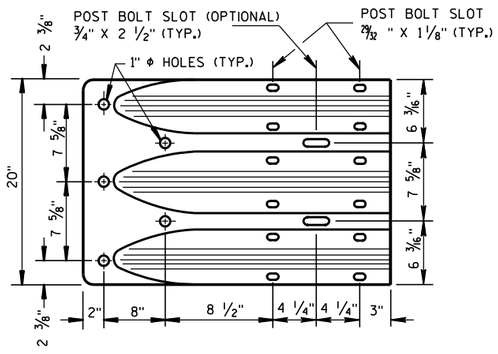


SECTION THRU THRIE BEAM RAIL ELEMENT

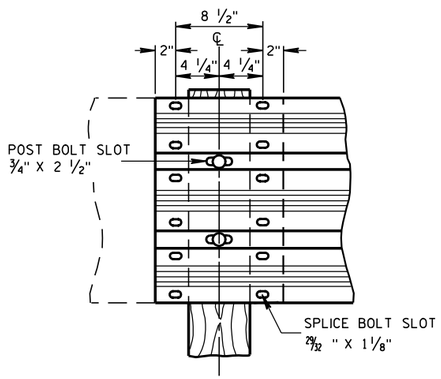


SECTION A-A





THRIE BEAM TERMINAL CONNECTOR



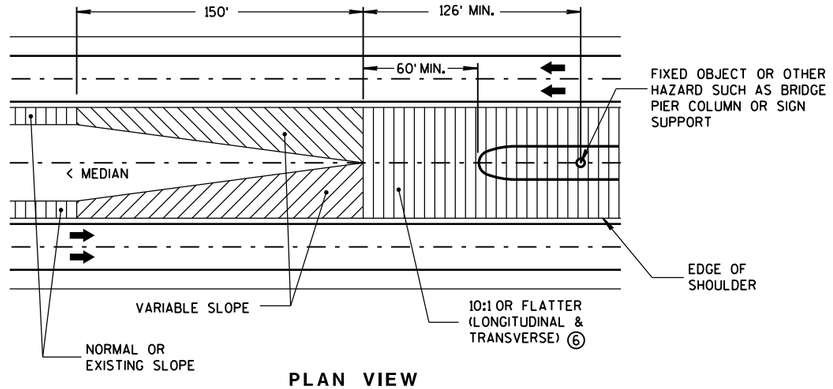
THRIE BEAM SPLICE

STEEL THRIE BEAM STRUCTURE APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

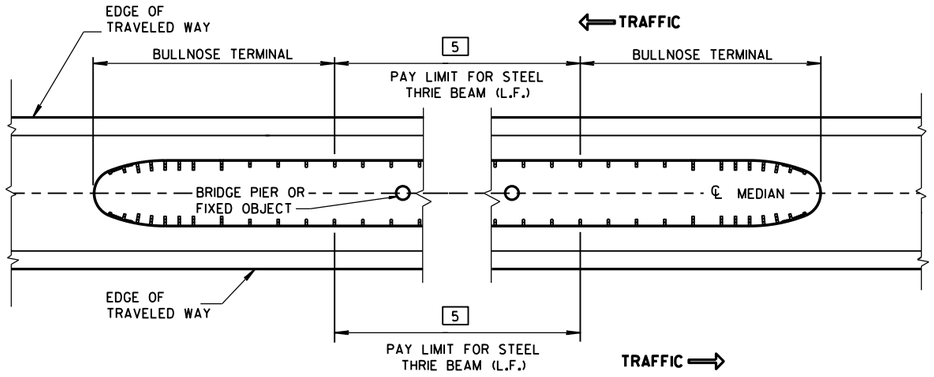
APPROVED
8/31/2012 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA

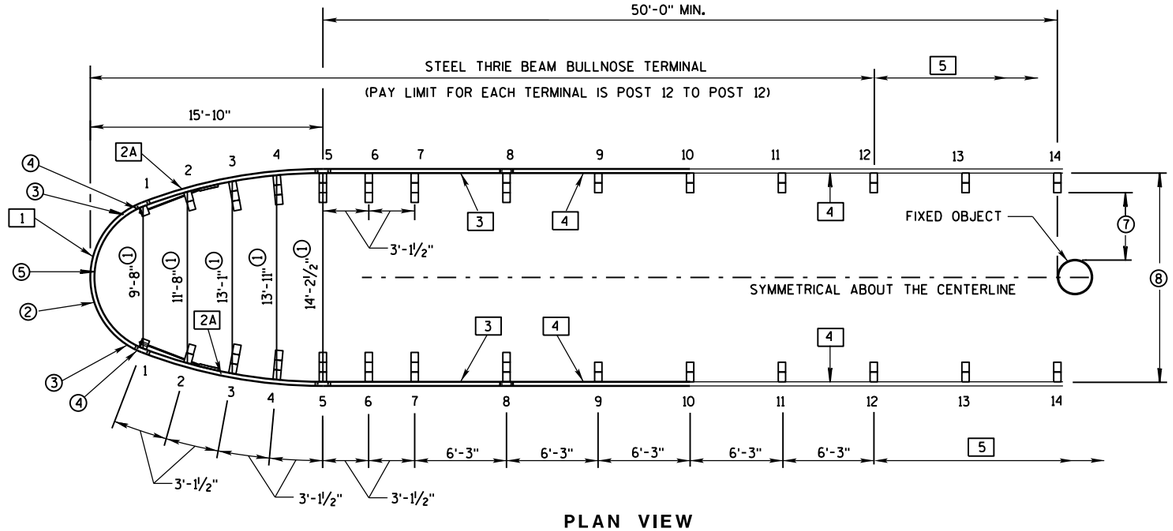


PLAN VIEW

GRADING AT BULLNOSE
(ALL INSTALLATIONS)

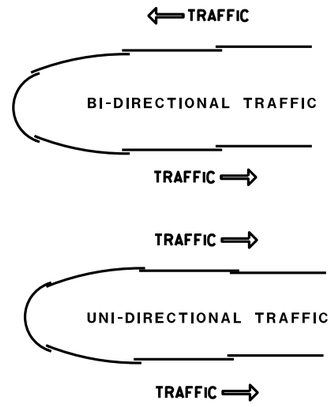


MEDIAN HAZARD PROTECTION PAY LIMITS



PLAN VIEW

TYPICAL BULLNOSE LAYOUT



LAPPING DETAIL
(ALL INSTALLATIONS)

GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.

PUNCHING, DRILLING, CUTTING OR WELDING IS NOT PERMITTED ON ANY GALVANIZED THRIE BEAM ACCESSORY OR TERMINAL ACCESSORY.

OTHER ANCHOR CABLE ASSEMBLIES HAVING 40,000 LBS. MIN. BREAKING STRENGTH MAY BE USED.

FOR POSTS 2 THROUGH 14, IF POST CANNOT BE INSTALLED AT SPECIFIED LOCATION 1 EXTRA STANDARD WOOD BLOCK MAY BE ADDED.

THE USE OF STEEL POSTS ON THE BULLNOSE IS NOT ALLOWED.

BOLTS AND ALL NECESSARY HARDWARE SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A 153.

ALL THRIE BEAM SHALL BE 12-GAUGE.

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½" AND 12" DIAMETER AROUND POST. SEE SDD 14B15 OR SDD 14B42 FOR MORE INFORMATION.

1. SLOTTED THRIE BEAM RAIL NO. 1. (POST 1 TO POST 1)
2A. SLOTTED THRIE BEAM RAIL NO. 2A. (POST 1 TO POST 5)
3. SLOTTED THRIE BEAM RAIL NO. 3. (POST 5 TO POST 8)
4. UNBENT STANDARD THRIE-BEAM RAIL NO.4. (POST 8 TO POST 10 & POST 10 TO POST 12)
5. BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD THRIE BEAM RAIL NO. 5.

① DIMENSIONS ARE FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO POST OR BLOCK.

② U-BOLT CABLE CLIPS (3 PER CABLE) SPACED OUT ON NOSE, TO HOLD CABLE TO BACKSIDE OF THE RAIL.

③ NOSE CABLE W/SWAGGED END BUTTONS.

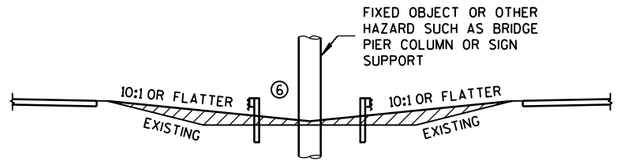
④ NOSE CABLE ANCHOR PLATE (BACKSIDE OF SPLICE).

⑤ THE SLACK IN THE NOSE CABLES SHALL BE EVENLY DISTRIBUTED BETWEEN THE CABLE CLIP FASTENERS AND POST NO. 1 ON EITHER SIDE OF THE NOSE.

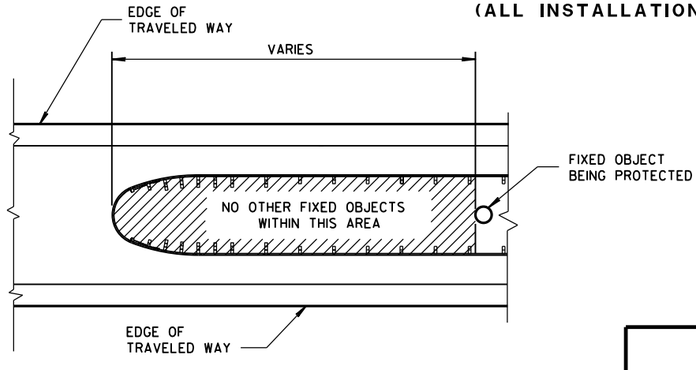
⑥ PROVIDE SUITABLE DRAINAGE WHEN MEDIAN GRADING IMPEDES NORMAL FLOW.

⑦ 2'-6" MINIMUM LATERAL DISTANCE BETWEEN BACK OF POST AND FACE OF FIXED OBJECT.

⑧ MAXIMUM WIDTH OF SYSTEM IS 14'-2½" MEASURED FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO A POST OR BLOCK.



MEDIAN GRADING SECTION
(ALL INSTALLATIONS)

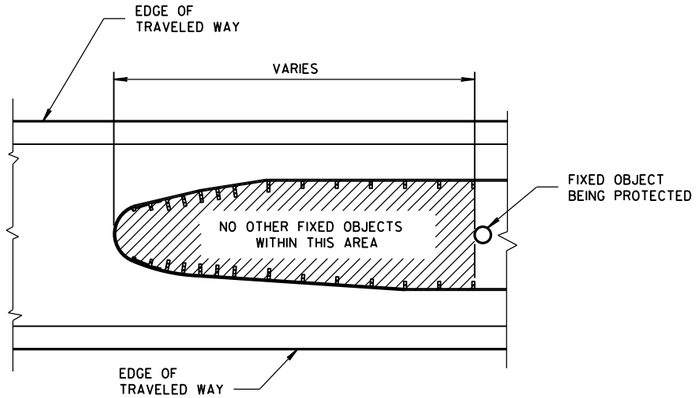


HAZARD FREE AREA INSIDE BULLNOSE

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6
S.D.D. 14 B 26-3a



HAZARD FREE
AREA INSIDE BULLNOSE

GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.

FOR POSTS 2 THROUGH 14, IF POST CANNOT BE INSTALLED AT SPECIFIED LOCATION 1 EXTRA STANDARD WOOD BLOCK MAY BE ADDED.

[1] SLOTTED THRIE BEAM RAIL NO. 1. (POST 1 TO POST 1)

[2A] SLOTTED THRIE BEAM RAIL NO. 2A, (POST 1 TO POST 5)

[2B] SLOTTED THRIE BEAM RAIL NO. 2B, (POST 1 TO POST 5)

[3] SLOTTED THRIE BEAM RAIL NO. 3. (POST 5 TO POST 8)

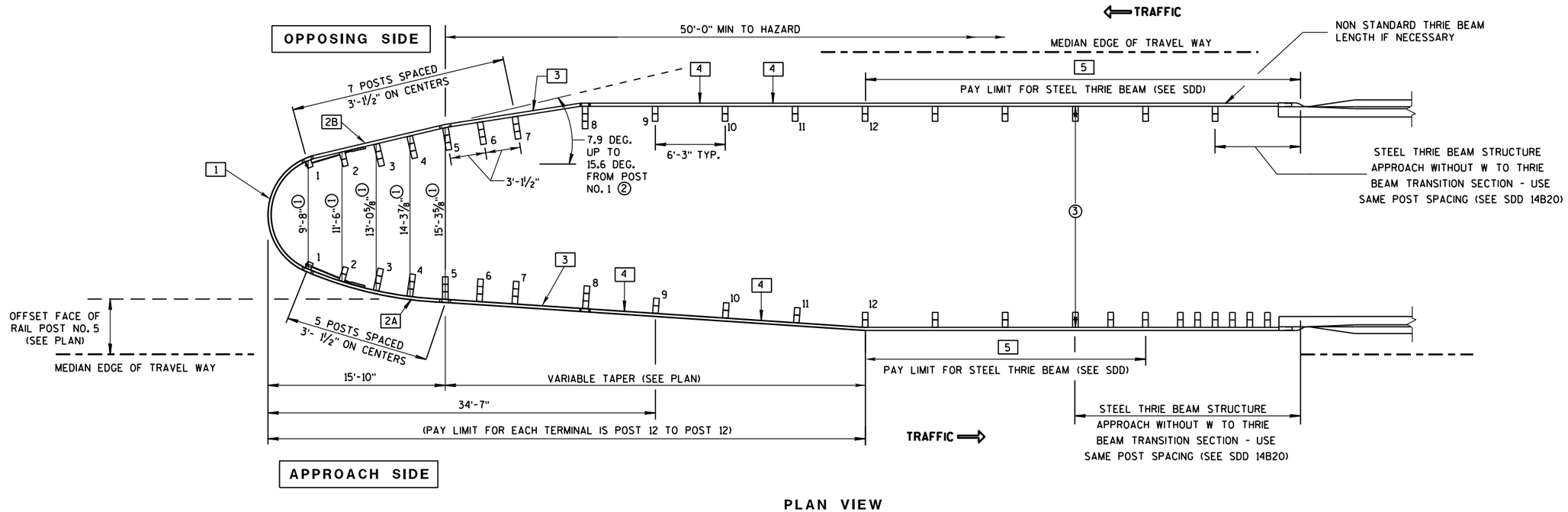
[4] UNBENT STANDARD THRIE-BEAM RAIL NO. 4, (POST 8 TO POST 10 & POST 10 TO POST 12)

[5] BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD THRIE BEAM RAIL NO. 5.

① DIMENSIONS ARE FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO POST.

② TAPER BEGINNING AT POST NO. 1 MUST CONTINUE TO POST NO. 5. PAST POST NO. 5 TAPER MAY END OR BE EXTENDED UP TO 15.6 DEGREES TO FIT VARIABLE MEDIAN WIDTHS. (SEE PLAN)

③ FOR MEDIANS WIDER THAN 14'-2½" MEASURED FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO A POST OR BLOCK.



PLAN VIEW

WIDENED BULLNOSE DESIGN

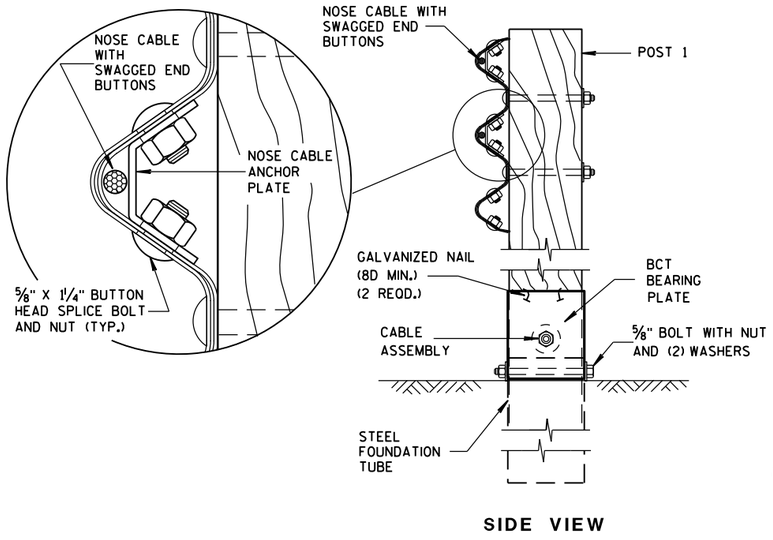
(INSTALLATION AT TWIN BRIDGES WITH BI-DIRECTIONAL TRAFFIC SHOWN)

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

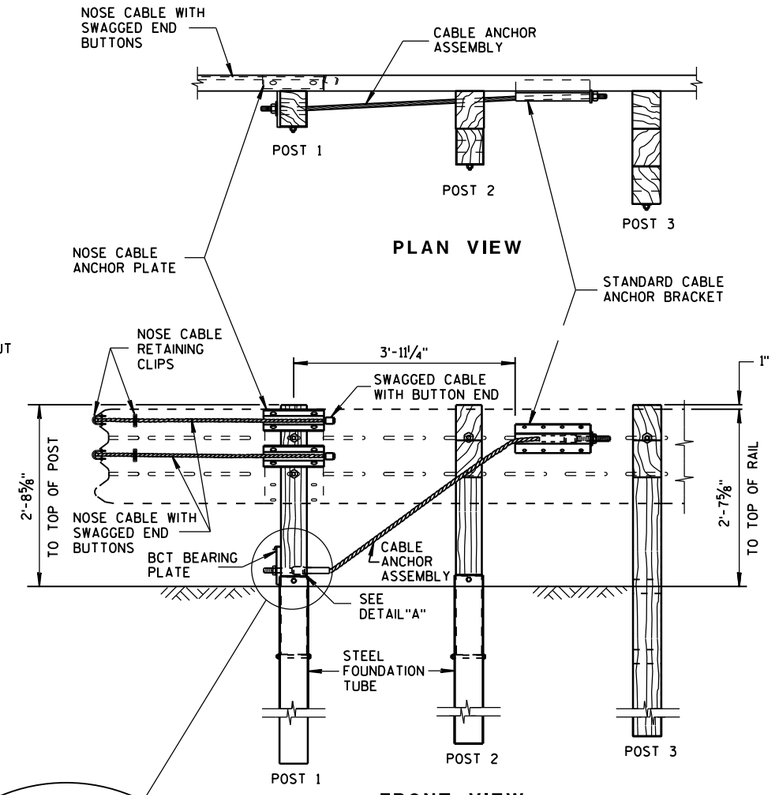
6

S.D.D. 14 B 26-3b



SIDE VIEW

NOSE CABLE ASSEMBLY AT POST NO. 1



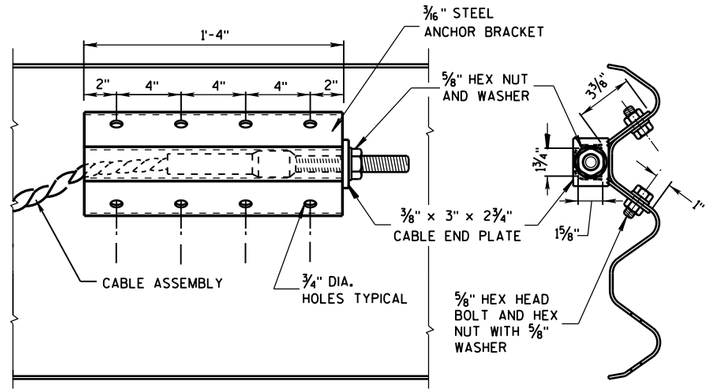
PLAN VIEW

FRONT VIEW

NOSE CABLE ANCHOR AND STANDARD BRACKET ASSEMBLY

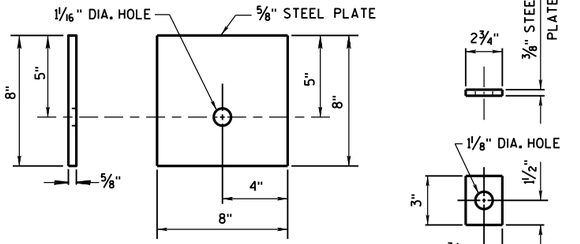
GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.



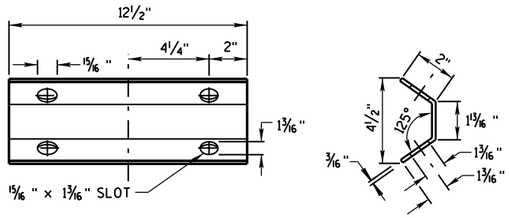
FRONT VIEW END VIEW

DETAILS OF CABLE ANCHOR BRACKET



BCT BEARING PLATE

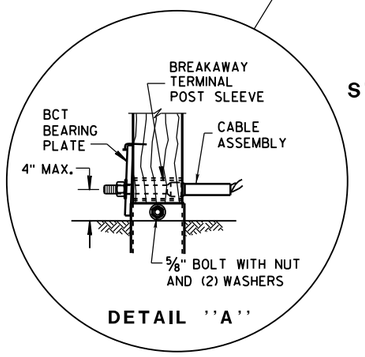
CABLE END PLATE



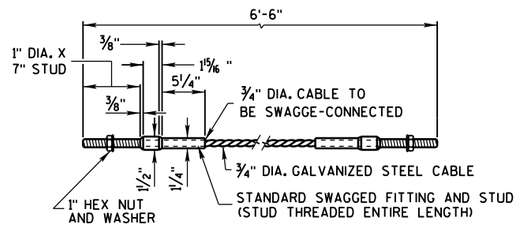
ELEVATION VIEW END VIEW

NOSE CABLE ANCHOR PLATE

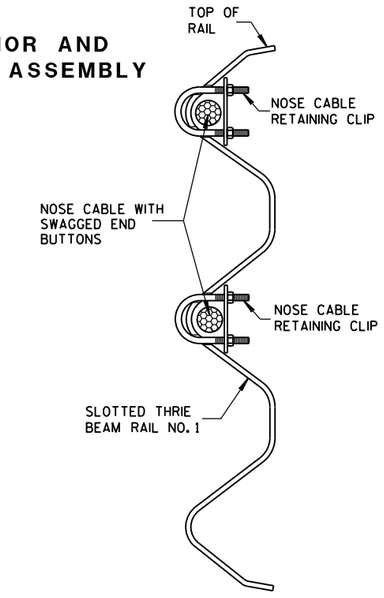
NOTE: 12 1/2" x 5 13/16" x 3/16" STEEL PLATE (A306)



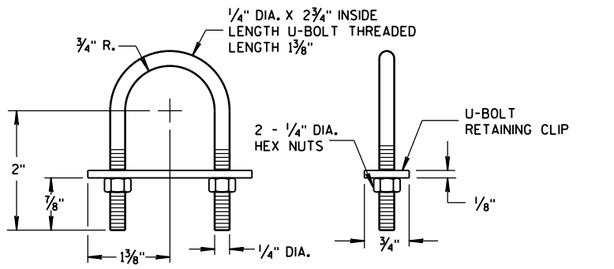
DETAIL ''A''



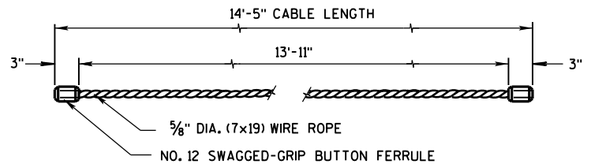
DETAILS OF CABLE ANCHOR ASSEMBLY



PLACEMENT OF NOSE CABLE RETAINING CLIP



NOSE CABLE RETAINING CLIP



NOSE CABLE WITH SWAGGED END BUTTONS

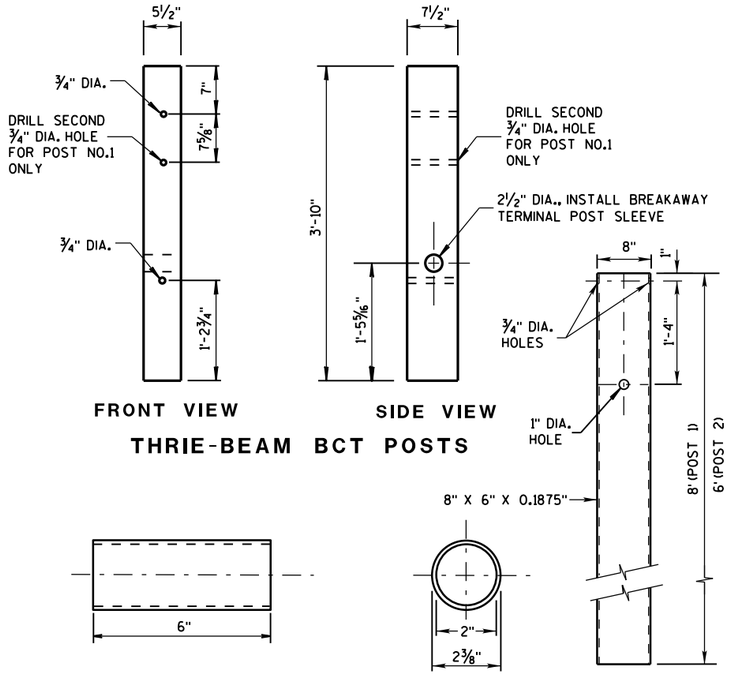
TO PULL OFF SWAGGED GRIP BUTTON FERRULE FROM WIRE ROPE REQUIRES A FORCE EQUAL TO 98% OF THE WIRE ROPE'S BREAKING STRENGHT.

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 26-3c

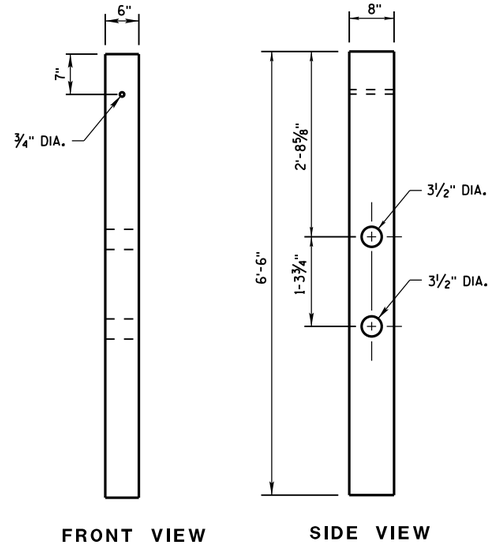


FRONT VIEW SIDE VIEW

THRIE-BEAM BCT POSTS

BREAKAWAY TERMINAL POST SLEEVE

STEEL FOUNDATION TUBE

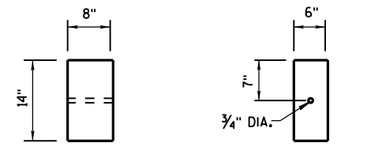


FRONT VIEW SIDE VIEW

THRIE-BEAM CRT WOOD POSTS

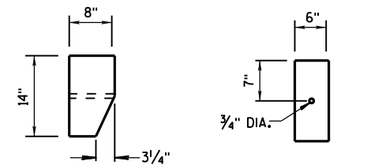
GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.



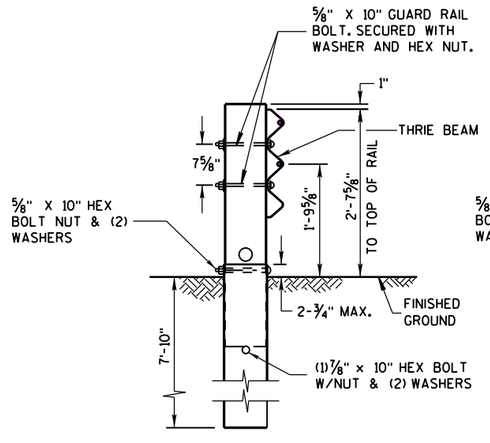
SIDE VIEW FRONT VIEW

STANDARD WOOD BLOCK



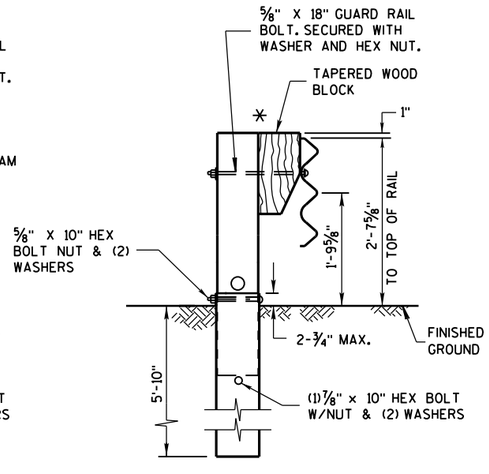
SIDE VIEW FRONT VIEW

TAPERED WOOD BLOCK



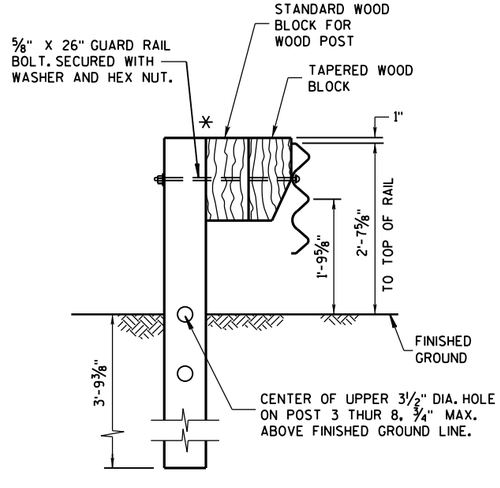
THRIE-BEAM BCT POST
(WITH 8'-0" FOUNDATION TUBE)

POST NO. 1



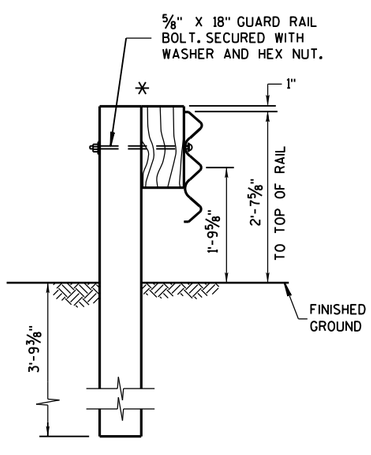
THRIE-BEAM BCT POST
(WITH 6'-0" FOUNDATION TUBE AND 1'-2" TAPERED BLOCK)

POST NO. 2



THRIE-BEAM CRT POST
(6'-6" LONG POST WITH 1'-2" BLOCK AND 1'-2" TAPERED BLOCK)

POST NO. 3,4,5,6,7, & 8



THRIE-BEAM POST
(6'-6" LONG POST WITH 1'-2" BLOCK)

POST NO. 9,10,11,& 12
(ALSO USE FOR STEEL THRIE BEAM BEYOND POST 12)

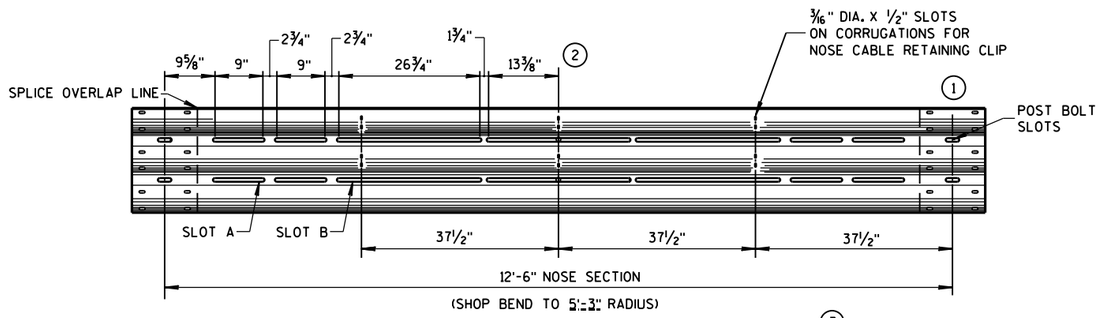
* IF NEEDED DUE TO AN UNDERGROUND OBSTACLE ADD 1 ADDITIONAL STANDARD BLOCKOUT TO POST.

STEEL THRIE BEAM BULLNOSE TERMINAL

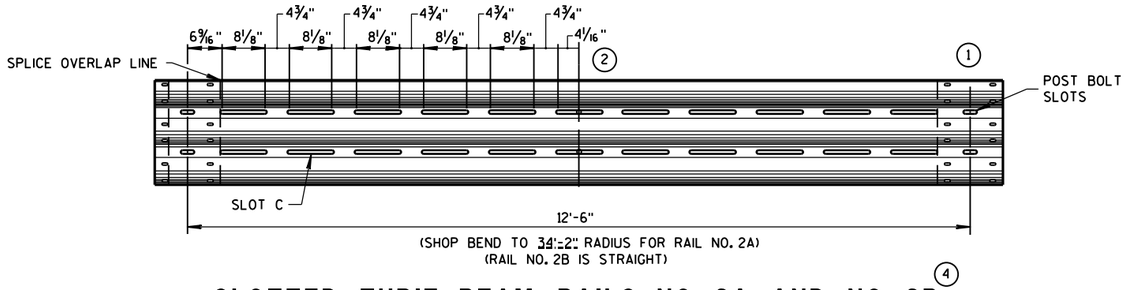
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

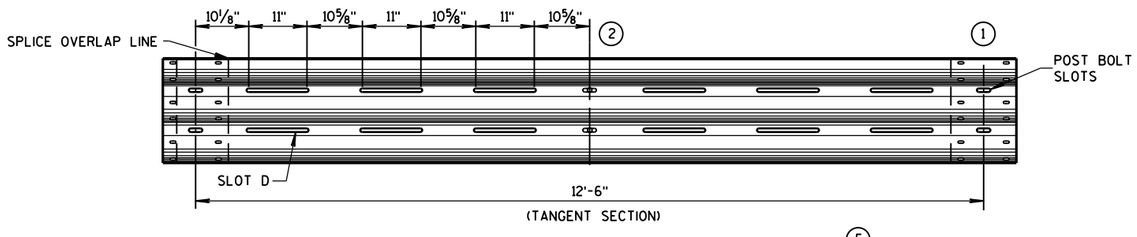
S.D.D. 14 B 26-3d



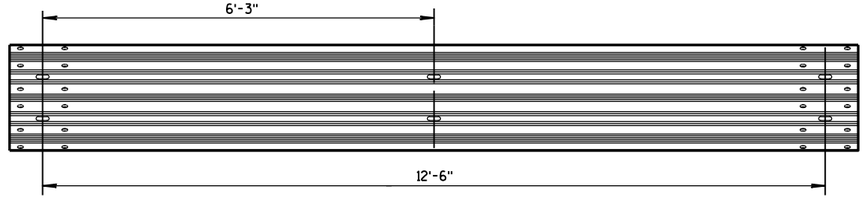
SLOTTED THRIE BEAM RAIL NO. 1 (3)



SLOTTED THRIE BEAM RAILS NO. 2A AND NO. 2B (4)



SLOTTED THRIE BEAM RAIL NO. 3 (5)



UNBENT STANDARD THRIE BEAM RAIL NO. 4 AND NO. 5

GENERAL NOTES

SEE STANADRD DETAIL DRAWINGS 14 B 26a-e.

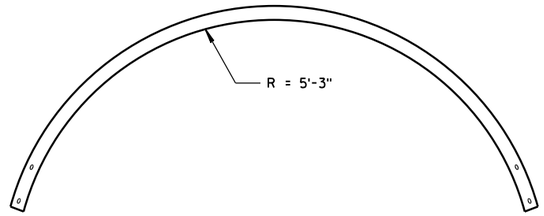
(1) SLOTTED THRIE BEAM RAIL DIMENSIONS SHOWN ARE BEFORE BENDING TO THE RADIUS SHOWN.

(2) SLOT SIZE AND SPACING SYMMETRIC.

(3) SLOTTED THRIE BEAM RAIL NO. 1, 12'-6", SHOP BEND TO R=5'-3".

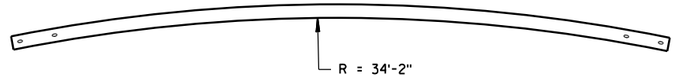
(4) SLOTTED THRIE BEAM RAIL NO. 2A, 12'-6", SHOP BEND TO R=34'-2".
SLOTTED THRIE BEAM RAIL NO. 2B, 12'-6", RAIL IS STRAIGHT.

(5) SLOTTED THRIE BEAM RAIL NO. 3, 12'-6", TANGENT.



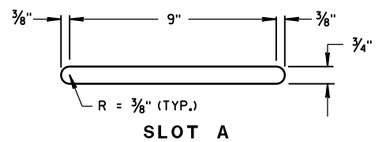
PLAN VIEW

SLOTTED THRIE BEAM RAIL NO. 1

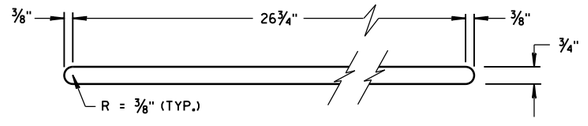


PLAN VIEW

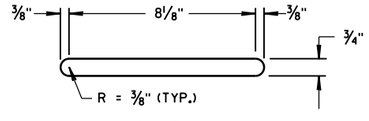
SLOTTED THRIE BEAM RAIL NO. 2A



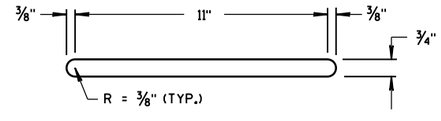
SLOT A



SLOT B



SLOT C



SLOT D

SLOT DETAILS

STEEL THRIE BEAM
BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

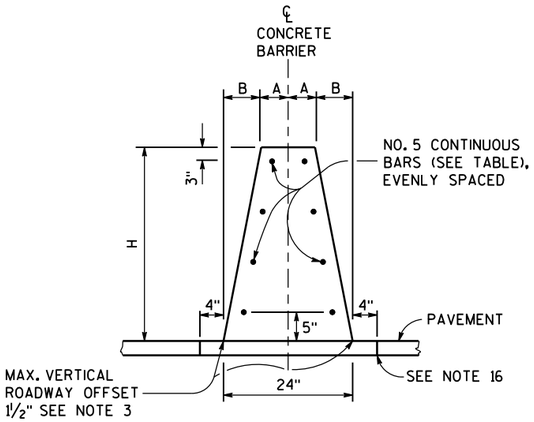
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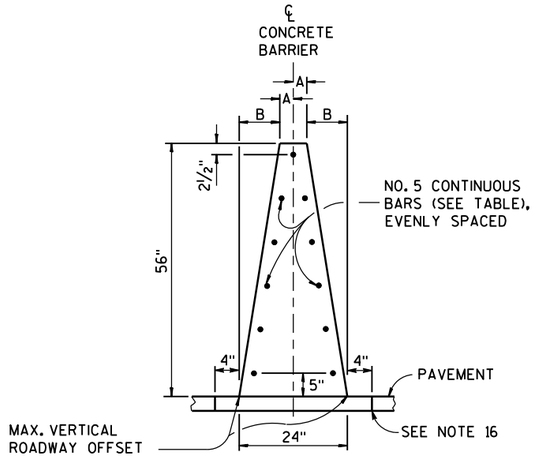
S.D.D. 14 B 26-3e

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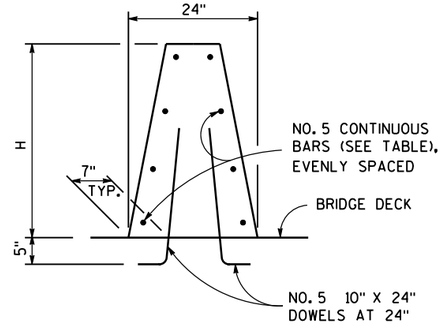
S.D.D. 14 B 26-3e



32-INCH, 36-INCH OR 42-INCH SINGLE SLOPE CONCRETE BARRIER (TYPE S32, TYPE S36, AND TYPE S42)



56-INCH SINGLE SLOPE CONCRETE BARRIER (TYPE S56)



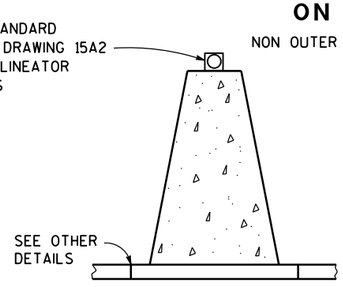
SINGLE SLOPE CONCRETE BARRIER ON BRIDGE

NON OUTER PARAPET APPLICATION

GENERAL NOTES

1. WHERE THE CONCRETE BARRIER IS ADDED TO THE FACE OF EXISTING CONCRETE STRUCTURE, MATCH EXISTING WEEP HOLES.
2. EXPANSION JOINTS IN CONCRETE BARRIER SHALL BE LOCATED AT ALL DECK, AND PRINCIPAL WALL JOINTS. EXPANSION JOINT FILLER MATERIAL SHALL BE THE SAME SIZE AS JOINT OR ½" MINIMUM.
3. WHERE VERTICAL ROADWAY OFFSET IS GREATER THAN 1½", USE TYPE A
4. PLACE BARRIER PERPENDICULAR TO SHOULDER GRADE, UNLESS INDICATED IN PLAN.
5. EXCEPT IN ANCHORS, VERTICAL REINFORCING STIRRUP NOT REQUIRED FOR ROADWAY OFFSETS LESS THAN 1'-0".
6. FOR TYPE S32, TYPE S36, TYPE S42, AND S56 MONOLITHIC FOOTING OR DOWELED FOOTING WITH 2-#8 x 8" @ 2'-0".
7. STAGGER LAPPING OF LONGITUDINAL STEEL. MINIMUM OVERLAP OF STEEL 2 FEET. BARS AT LAPS TO BE FIRMLY TIED OR CONNECTED.
8. 4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATION 501.
9. WHEN SWITCHING BETWEEN SLIP FORM AND CAST-IN-PLACE OPERATIONS, EXTEND LONGITUDINAL STEEL 3 FEET BEYOND SLIP-FORMING CUT OFF POINT. EXPOSED STEEL INTO NEXT POURS REINFORCEMENT. LAPS TO BE FIRMLY TIED.
10. USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.
11. 2" CLEAR COVER TYPICAL.
12. COLD-JOINTS MAY BE USED BETWEEN ANCHOR INSTALLATIONS. WHEN A COLD JOINT IS NEEDED, 3 FEET OF LAP OF LONGITUDINAL STEEL IS REQUIRED. LAPS TO BE FIRMLY TIED.
13. IN TYPE S32, TYPE S36, TYPE S42 AND TYPE S56 NO ADDITIONAL VERTICAL STEEL NEEDED. IN TYPE S32A, TYPE S36A, TYPE S42A AND TYPE S56A REQUIRES VERTICAL STEEL. SEE OTHER DETAIL.
14. IN TYPE S32, TYPE S36, TYPE S42 AND TYPE S56 DEPTH OF FOOTING 10". IN TYPE S32A, TYPE S36A, TYPE S42A AND TYPE S56A MATCH TOTAL HEIGHT OF SINGLE SLOPE BARRIER RETAINING WALL.
15. FOR ALL BARRIER TYPES SHOWN, ANCHOR IS REQUIRED AT CONCRETE BARRIER ENDS AND AT INTERRUPTIONS IN CONCRETE BARRIER. ANCHOR MAY BE AS SHOWN ON DRAWING OR DETAILS SHOWN ON S.D.D. 14B33. ANCHORS INCIDENTAL TO CBSS.
16. CONCRETE PAD UNDER CBSS MAY BE PLACED INTEGRAL WITH BARRIER, PLACED SEPARATELY OR PLACED WITH CONCRETE SHOULDER AND SAWED FULL DEPTH. CONCRETE PAD MINIMUM DEPTH IS 6 INCHES, OR EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER.

BARRIER HEIGHT H INCHES	A INCHES	B INCHES	NUMBER OF NO. 5 BARS EACH
32	7	5	8
36	6¼	5¾	8
42	5¼	6¾	10
56	3	9	11



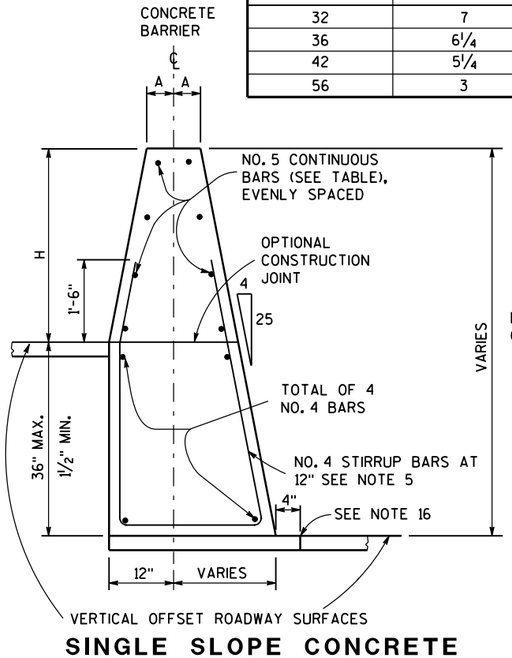
DELINEATION

DELINEATOR SPACING ON HORIZONTAL CURVES

RADIUS OF CURVE	APPROXIMATE SPACING ON CURVE
50 FEET	20 FEET
115 FEET	25 FEET
180 FEET	35 FEET
250 FEET	40 FEET
300 FEET	50 FEET
400 FEET	55 FEET
500 FEET	65 FEET
600 FEET	70 FEET
700 FEET	75 FEET
800 FEET	80 FEET
900 FEET	85 FEET
1000 FEET	90 FEET

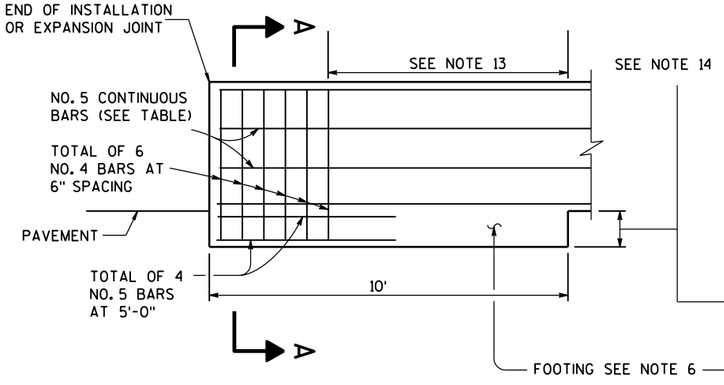
DELINEATOR SPACING ON RADIUS GREATER THAN 1000 FEET OR TANGENT SECTIONS

	LENGTH OF BARRIER	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200'	25' C-C	1	6
	> 200'	50' C-C	1	
TWO WAY TRAFFIC	< 200'	50' C-C	2	3
	> 200'	100' C-C	2	



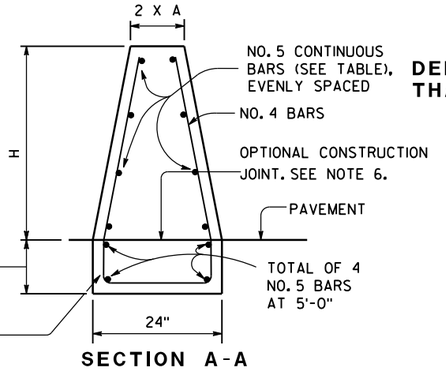
SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL (TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)

(BETWEEN ADJACENT ROADWAYS)



END ANCHOR SINGLE SLOPE CONCRETE BARRIER

AT CONSTRUCTION JOINT



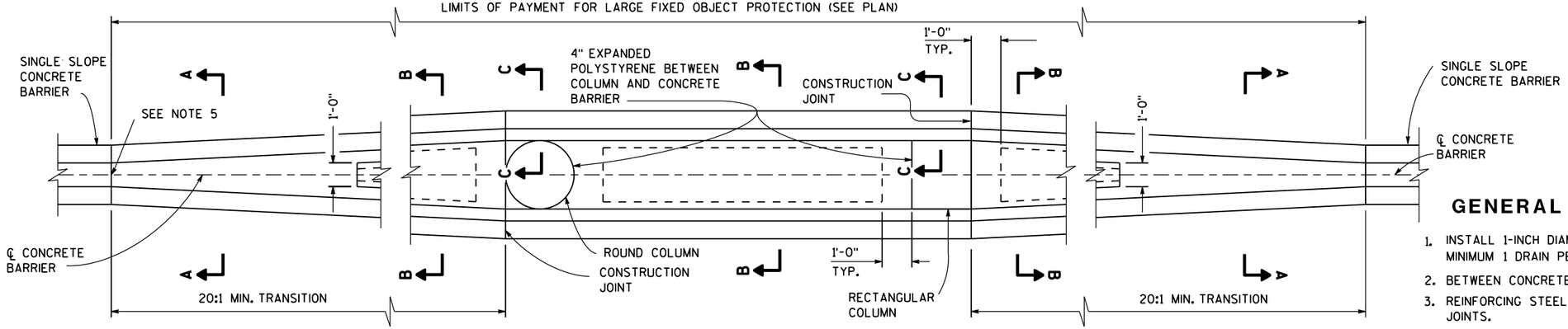
SECTION A-A

CONCRETE BARRIER SINGLE SLOPE (CBSS)

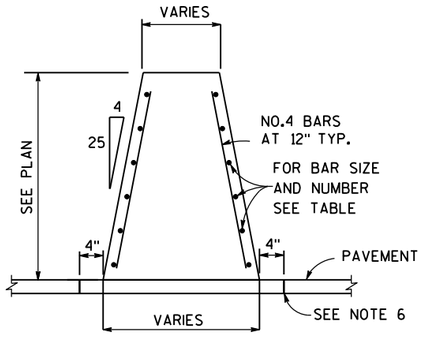
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

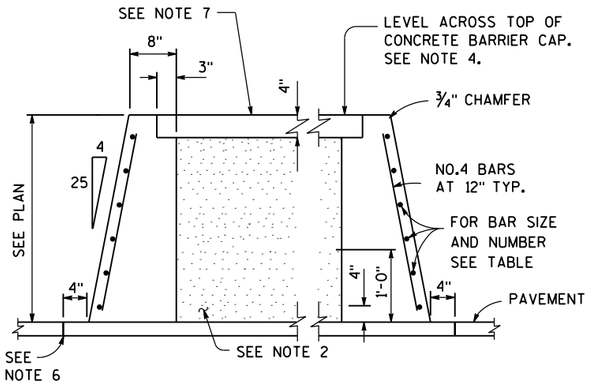
S.D.D. 14 B 32-3a



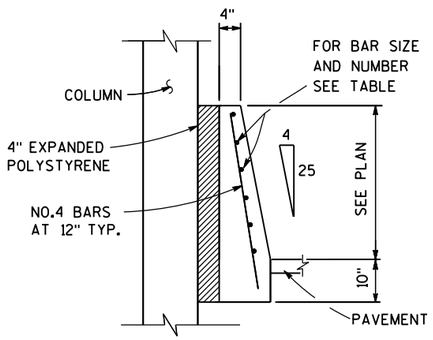
LARGE FIXED OBJECTS PROTECTION
TYPE S32, TYPE S36, TYPE S42, TYPE S56



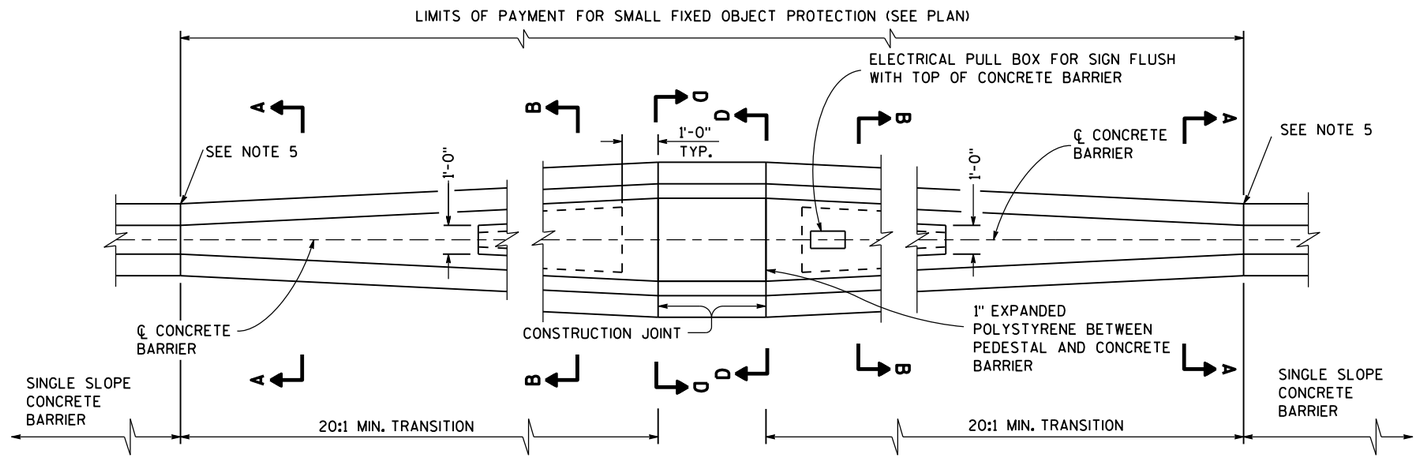
SECTION A-A



SECTION B-B



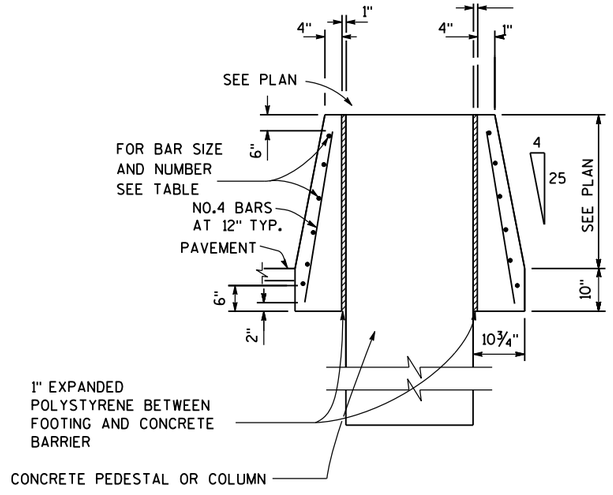
SECTION C-C



SMALL FIXED OBJECTS PROTECTION
TYPE S32, TYPE S36, TYPE S42, TYPE S56

GENERAL NOTES

1. INSTALL 1-INCH DIAMETER DRAIN PIPE EVERY 20 FEET OF CROSS SECTION B-B. MINIMUM 1 DRAIN PER CAVITY.
2. BETWEEN CONCRETE BARRIER WALLS FILL WITH GRANULAR BACKFILL GRADE 2
3. REINFORCING STEEL SHALL EXTEND CONTINUOUS THROUGH CONSTRUCTION JOINTS.
4. ADJUST HEIGHT OF CONCRETE BARRIER WALL ON LOW SIDE OF OFFSET OR SUPERELEVATED ROADWAYS TO PROVIDE LEVEL GRADE ACROSS TOP OF CONCRETE CAP.
5. IF FIXED OBJECT PROTECTION IS INSTALLED FIRST, USE COLD JOINTS. IF CBSS PLACED FIRST, USE EXPANSION JOINT.
6. CONCRETE PAD UNDER CBSS MAY BE PLACED INTEGRAL WITH BARRIER, PLACED SEPARATELY OR PLACED WITH CONCRETE SHOULDER AND SAWED FULL DEPTH. SAWING OF CONCRETE SHOULDER IS INCIDENTAL TO CONCRETE BARRIER BID ITEM. CONCRETE PAD MINIMUM DEPTH IS 6 INCHES, OR EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER.
7. USE NO. 3 BAR SPACED 12 INCHES CENTER TO CENTER (PLACED IN EACH DIRECTION) OR EQUIVALENT WIRE MESH.



SECTION D-D

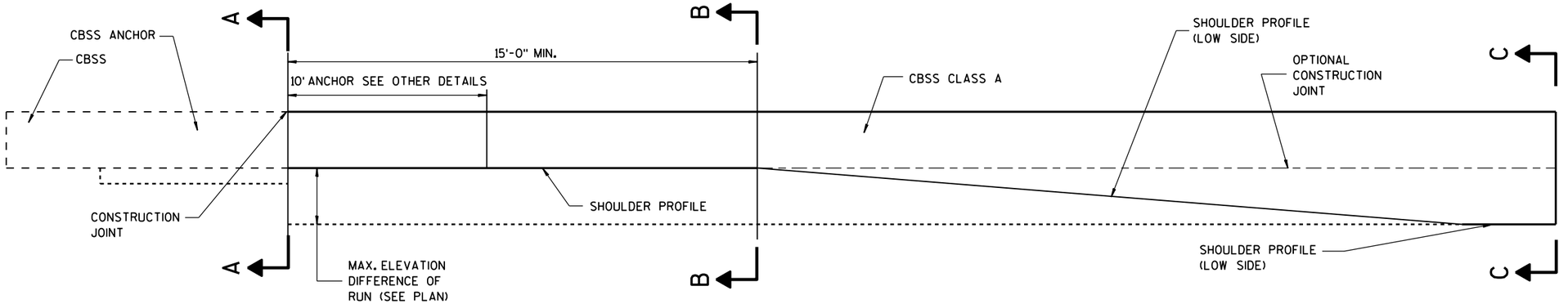
BARRIER HEIGHT H INCHES	BAR SIZE	NUMBER OF BARS EACH
32	4	6
36	4	6
42	5	6
56	5	9

CONCRETE BARRIER SINGLE SLOPE (CBSS)

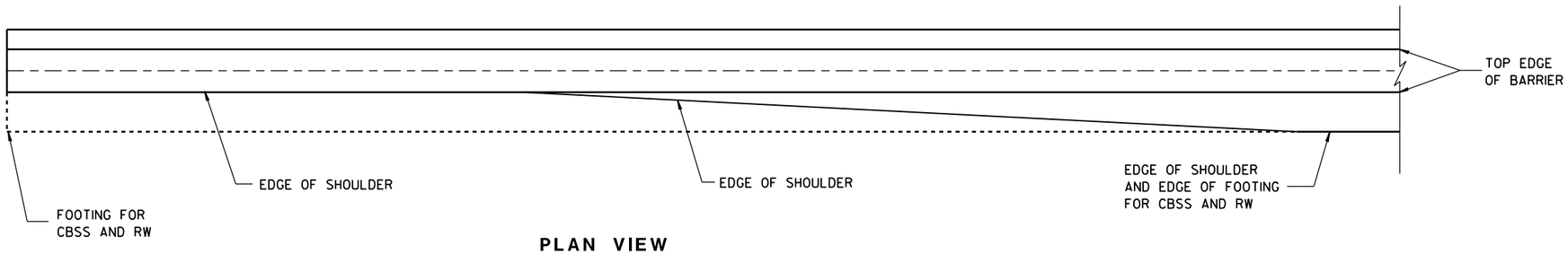
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

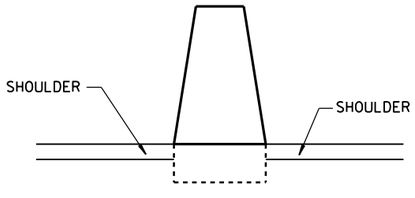
S.D.D. 14 B 32-3b



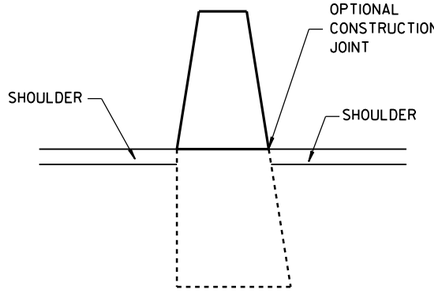
ELEVATION VIEW
TRANSITION TO CBSS CLASS A
(TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)



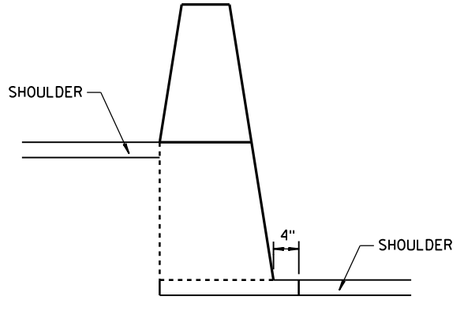
PLAN VIEW
TRANSITION TO CBSS CLASS A
(TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)



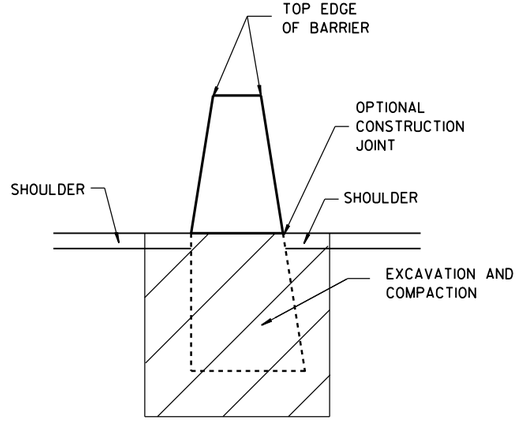
SECTION A-A



SECTION B-B



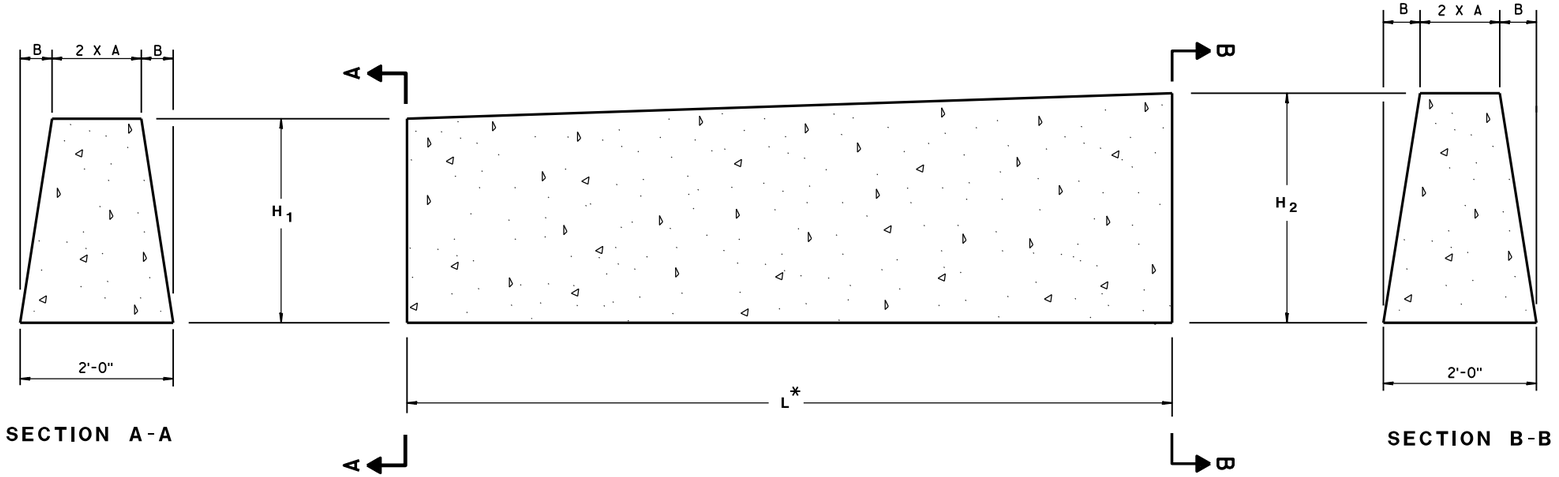
SECTION C-C



CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6
S.D.D. 14 B 32-3c



SECTION A-A

SECTION B-B

DOUBLE COLD JOINT HEIGHT TRANSITION

BARRIER DIMENSIONS

BARRIER HEIGHT INCHES	A INCHES	B INCHES
32	7	5
36	6 1/4	5 3/4
42	5 1/4	6 3/4
56	3	9

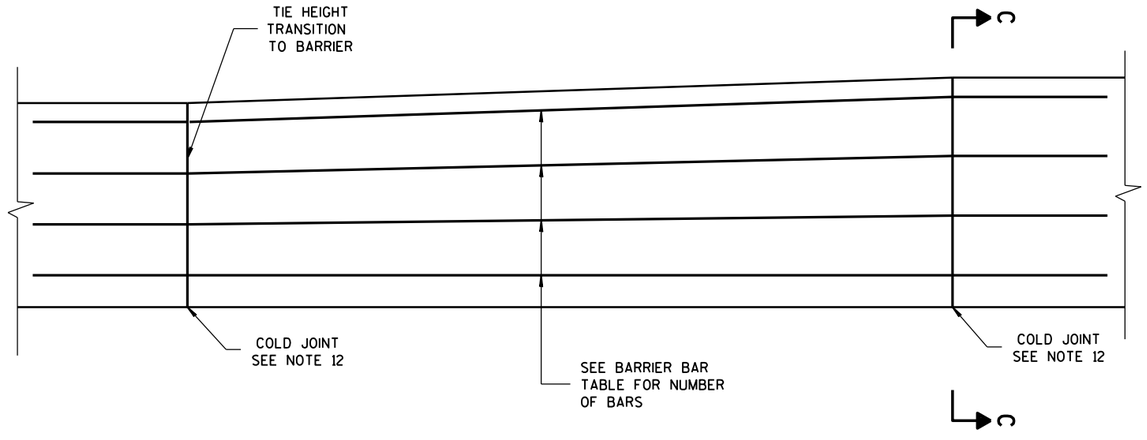
MULTIPLE HEIGHT TRANSITIONS MAY BE USED IN SEQUENCE TO GET TO APPROPRIATE HEIGHT.

USE COLD JOINT TO CONNECT MULTIPLE HEIGHT TRANSITIONS.

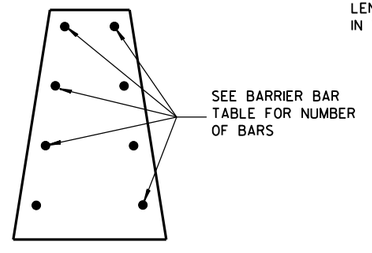
BARRIER BARS

H_1	H_2	L*	NUMBER OF NO. 5 BARS
32"	36"	10'-0"	8
36"	42"	10'-6"	10
42"	56"	24'-6"	11

* LENGTH OF DOUBLE COLD JOINT INCLUDED IN THE TOTAL LENGTH OF CBSS.



STEEL REINFORCEMENT DETAIL



SECTION C-C

CONCRETE BARRIER SINGLE SLOPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2014 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

6

S.D.D. 14 B 32-3d

6

S.D.D. 14 B 32-3d

GENERAL NOTES

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

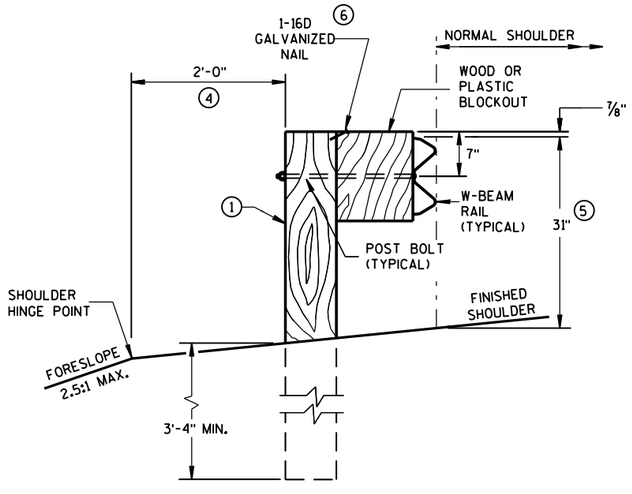
2. USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

3. IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2½ INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

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

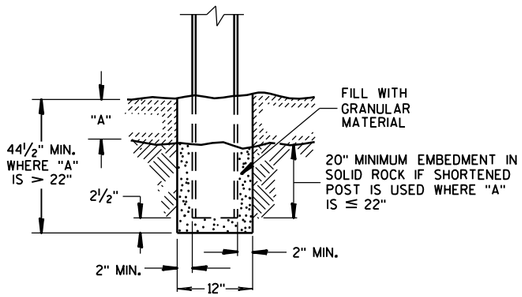
5. FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".

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



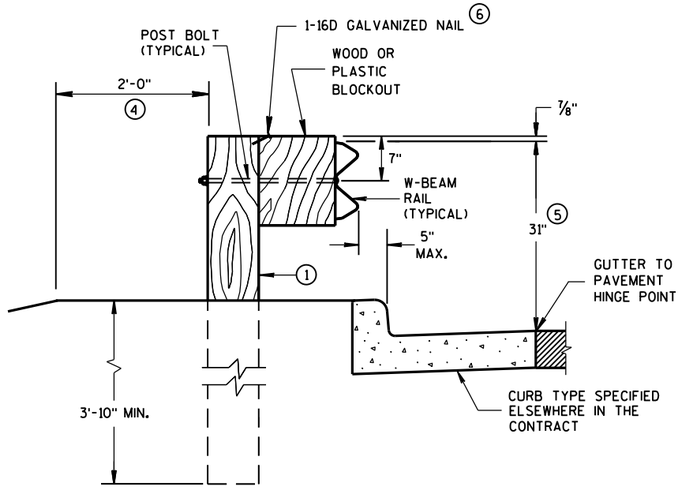
END VIEW

LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



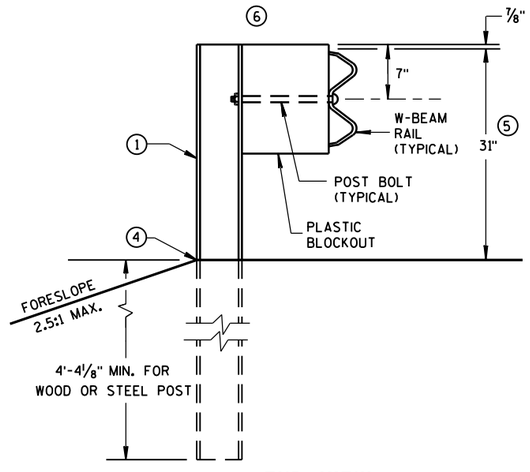
END VIEW

SETTING STEEL OR WOOD POST IN ROCK ③



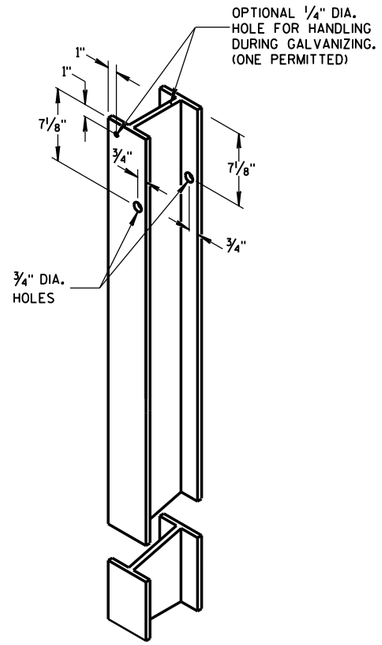
END VIEW

LOCATED ALONG A CURBED ROADWAY

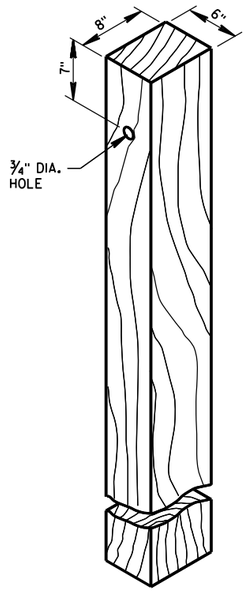


END VIEW

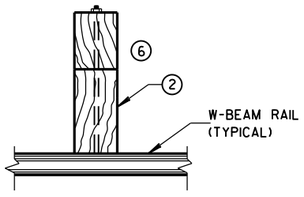
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



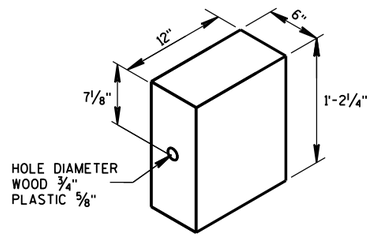
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) ①



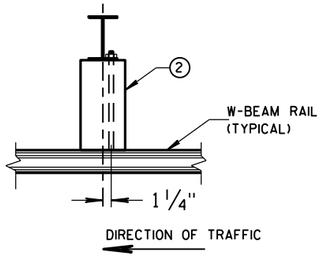
WOOD POST
(6" X 8") NOMINAL ①



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



WOOD OR
PLASTIC BLOCKOUT ②

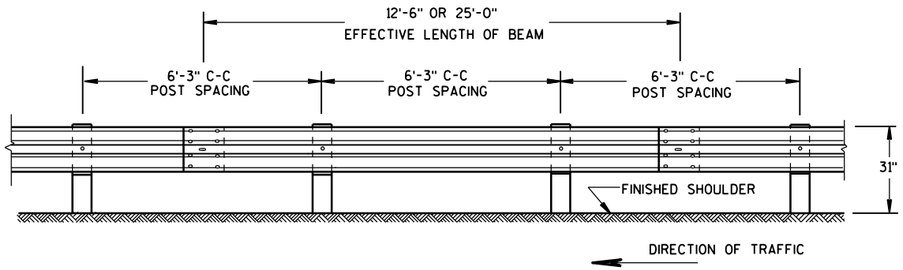


PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

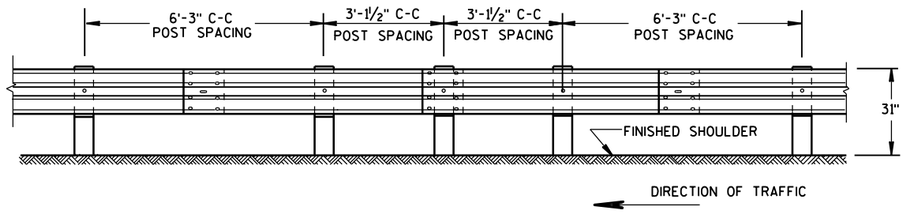
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6
S.D.D. 14 B 42-3a



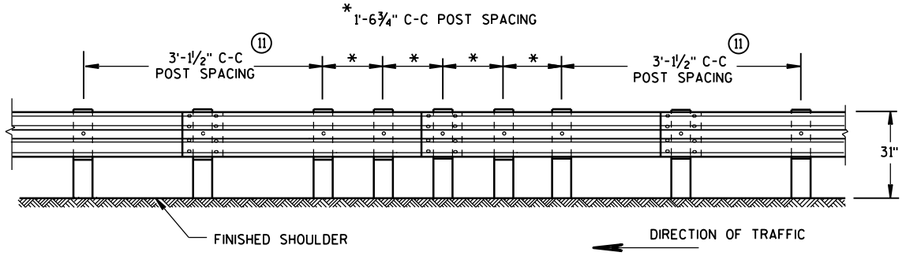
FRONT VIEW

POST SPACING STANDARD INSTALLATION



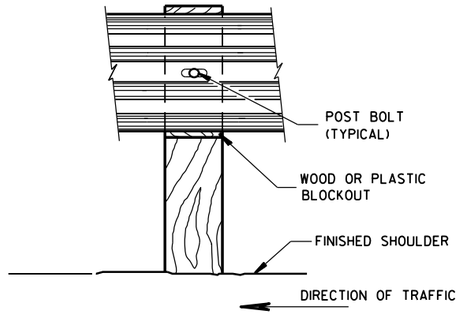
FRONT VIEW

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

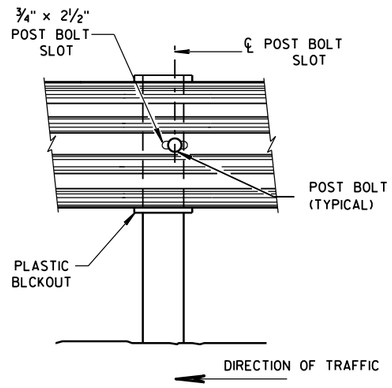


FRONT VIEW

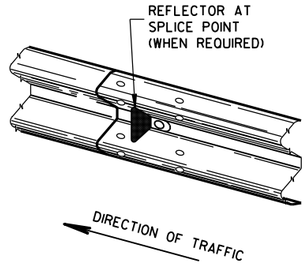
QUARTER POST SPACING (QS)

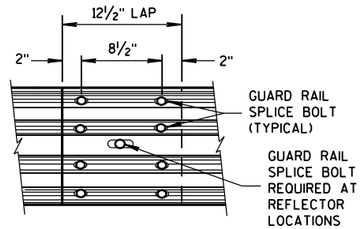


FRONT VIEW AT WOOD POST



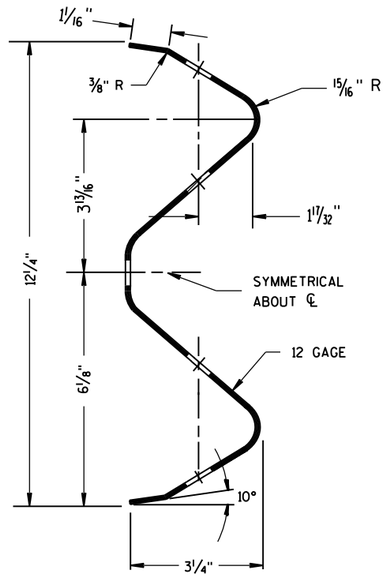
FRONT VIEW AT STEEL POST



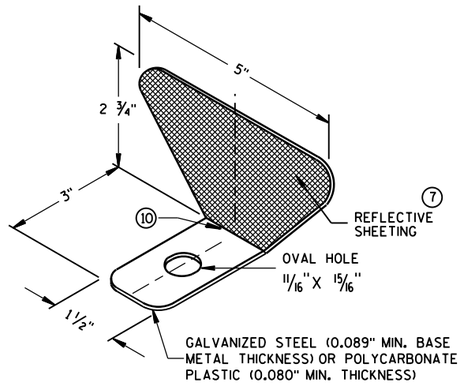


FRONT VIEW

MID-SPAN BEAM SPLICE



SECTION THRU W-BEAM RAIL



GENERAL NOTES

⑦ PROVIDE SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH YELLOW REFLECTIVE SHEETING. SHEETING IS TYPE H. SEE STANDARD SPECIFICATION 637.

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL. RAIL SPLICE LOCATIONS ARE THE ONLY ACCEPTABLE LOCATIONS FOR REFLECTORS.

⑨ REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.

⑩ PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.

⑪ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

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

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

REFLECTOR SPACING ⑧

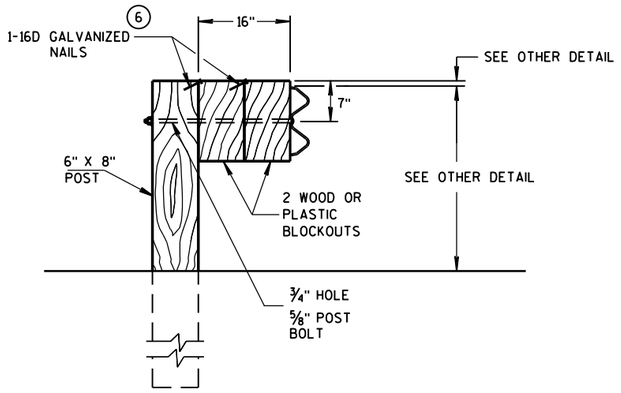
	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200'	25' C-C	1 ⑨	6
	> 200'	50' C-C	1	
TWO WAY TRAFFIC	< 200'	50' C-C	2	3
	> 200'	100' C-C	2 ⑩	

ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION ⑦

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

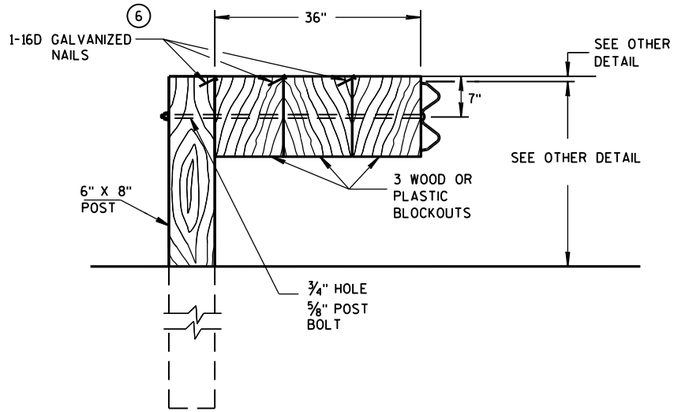
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

S.D.D. 14 B 42-3b



DETAIL FOR 16" BLOCKOUT DEPTH

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

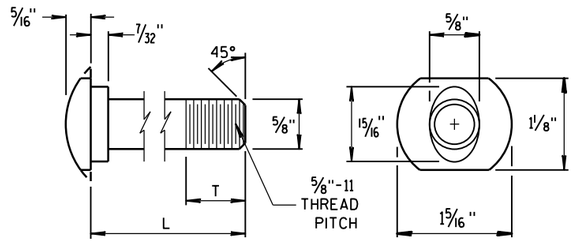


DETAIL FOR 36" BLOCKOUT DEPTH

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

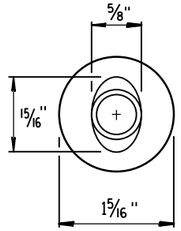
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

NOTE: 1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 1/16".
2. IF THE BOLT EXTENDS MORE THAN 1/4" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

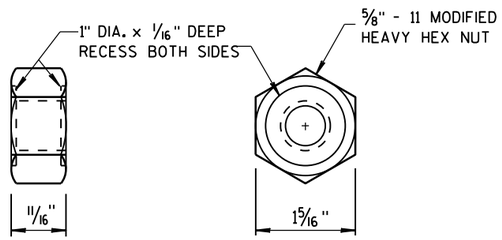


POST BOLT TABLE

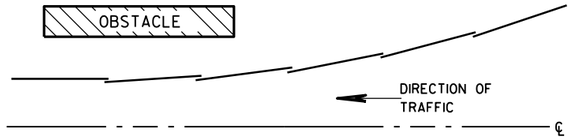
L	T (MIN.)
1¼"	1⅛"
2"	1¾"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

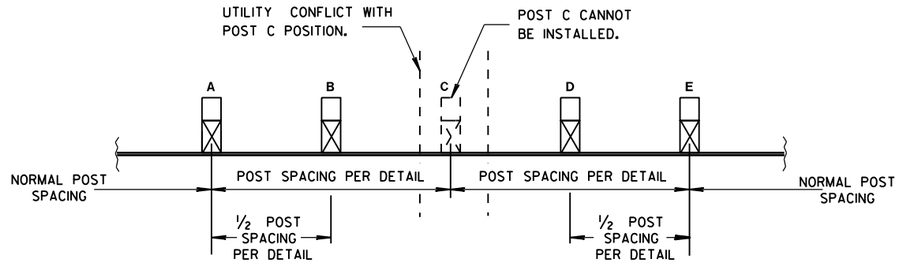


POST BOLT AND RECESS NUT

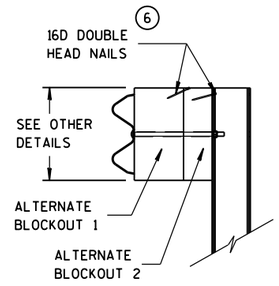


PLAN VIEW

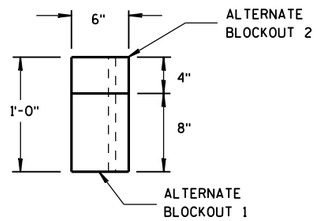
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW



TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

6
S.D.D. 14 B 42-3c

GENERAL NOTES

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

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

(C) DIFFERENT MANUFACTURES REQUIRE DIFFERENT PERFORATED W-BEAM RAIL END PANELS. SEE MANUFACTURES INFORMATION.

(D) THE TOP OF THE STEEL TUBE ON POST 1 AND POST 2 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.

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

(G) ½" DIAMETER X 3" LONG LAG BOLT AND WASHER.

(H) HARDWARE VARIES BETWEEN DIFFERENT MANUFACTURES. SEE MANUFACTURE'S DRAWING FOR INFORMATION.

(I) DIMENSIONS MAY VARY. SEE MANUFACTURE'S INFORMATION.

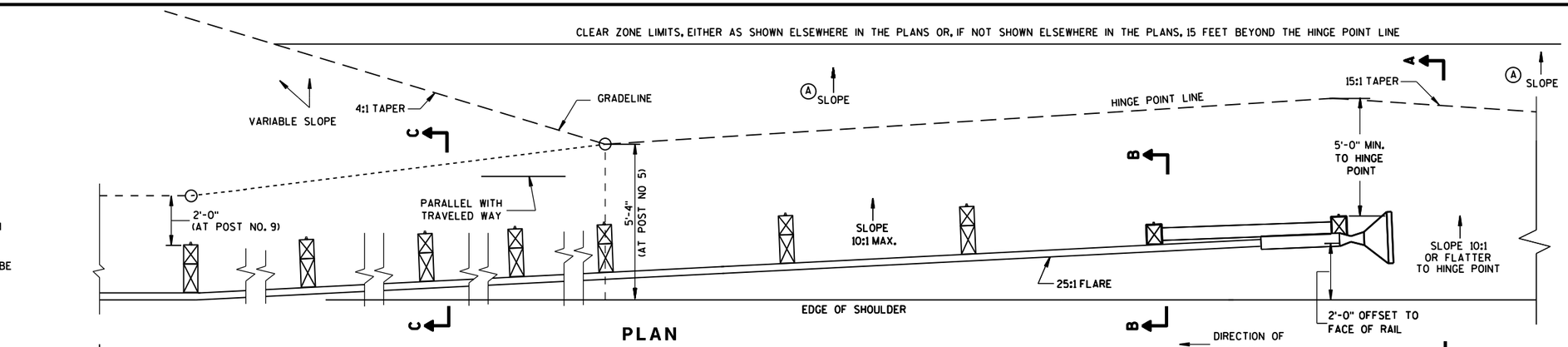
SEE SDD 14B42 FOR MORE INFORMATION.

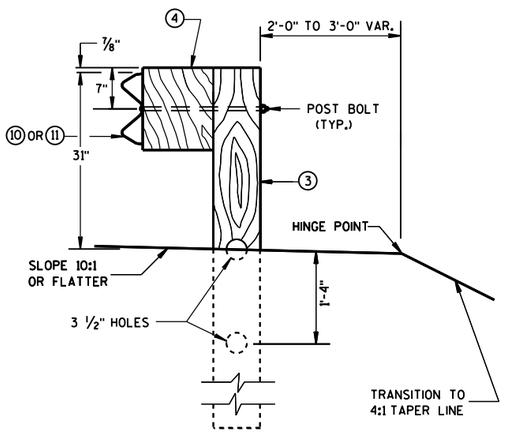
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

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

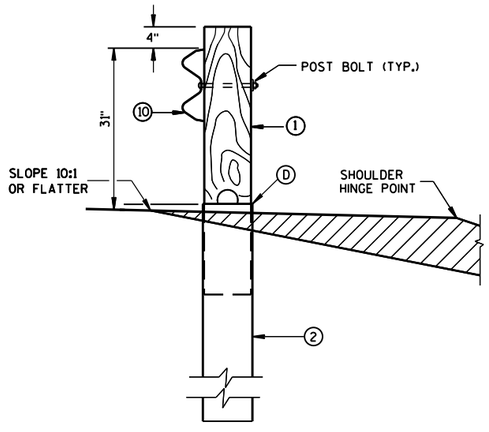
W-BEAM RAIL SPLICES ARE LOCATED AT POST NUMBER 3, AND BETWEEN POST 5 AND 6, BETWEEN POSTS 7 AND 8, AND MIDDLE OF THE SPAN AFTER POST 9.

THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE.

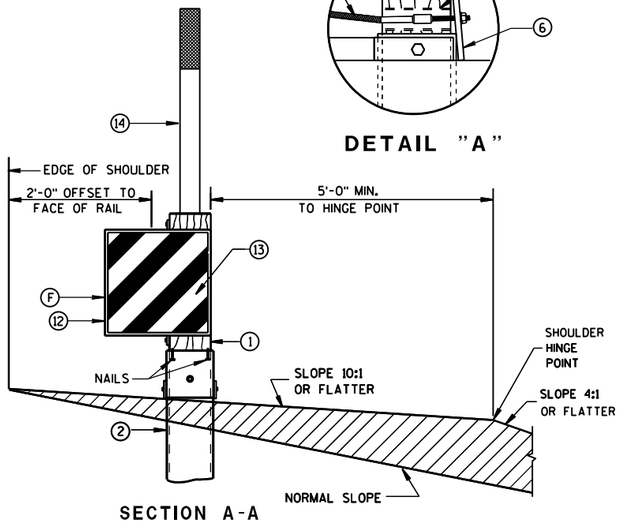




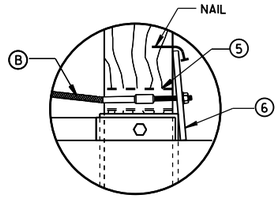
SECTION C-C
TYPICAL AT POST NOS. 3-9



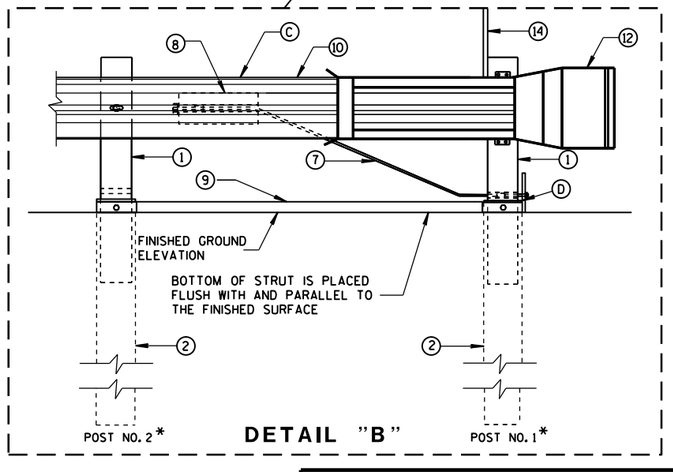
SECTION B-B
TYPICAL AT POST NO. 2*



SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "A"



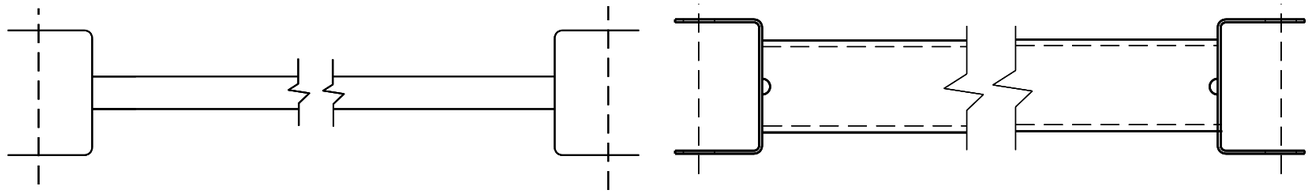
DETAIL "B"

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO 396

S.D.D. 14 B 44-2a

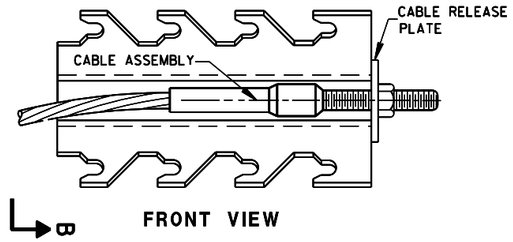
S.D.D. 14 B 44-2a



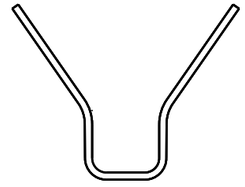
GENERIC GROUND STRUT (9) (H)

BILL OF MATERIALS

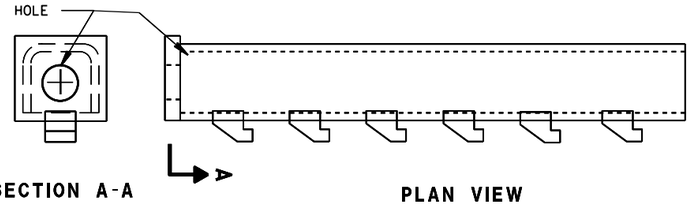
PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
(1)	WOOD BREAKAWAY POST
(2)	6" X 8" X 0.188", 6'-0" LONG FOUNDATION TUBE AT POSTS 1 AND 2
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR CABLE BOX
(9)	GROUND STRUT
(10)	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
(11)	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
(12)	END SECTION EAT
(13)	0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE F PER SECTION 637 OF THE STANDARD SPECIFICATIONS
(14)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)



FRONT VIEW



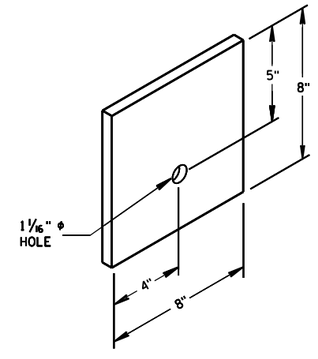
SECTION B-B



SECTION A-A

PLAN VIEW

GENERIC ANCHOR CABLE BOX (8) (H)



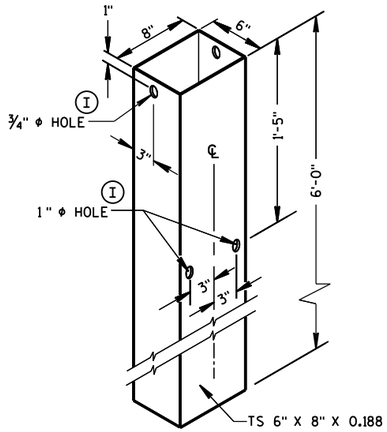
BEARING PLATE (6)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

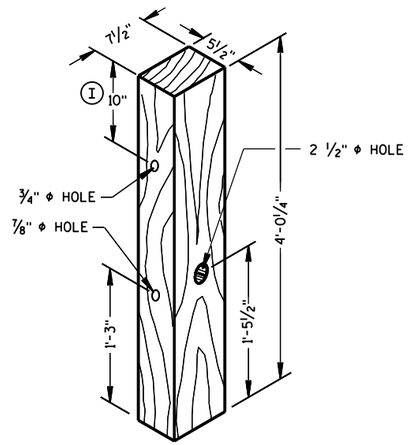
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 44-2b

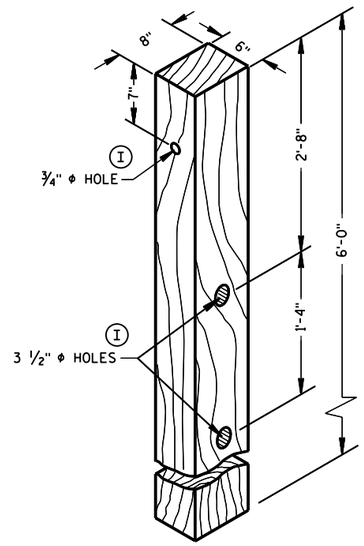


FOUNDATION TUBE (2)



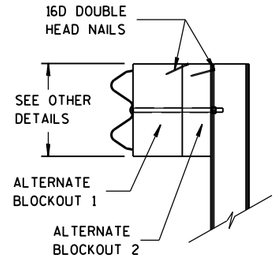
POSTS NUMBER 1 AND 2

WOOD BREAKAWAY POST (1)

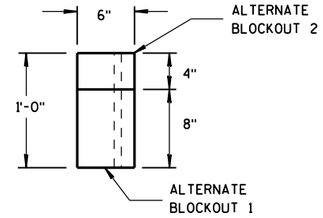


POSTS NUMBER 3-9

WOOD CRT POST (3)

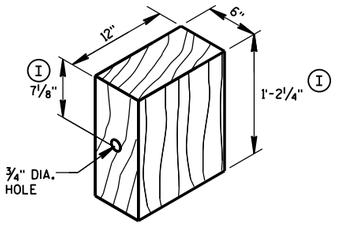


SIDE VIEW



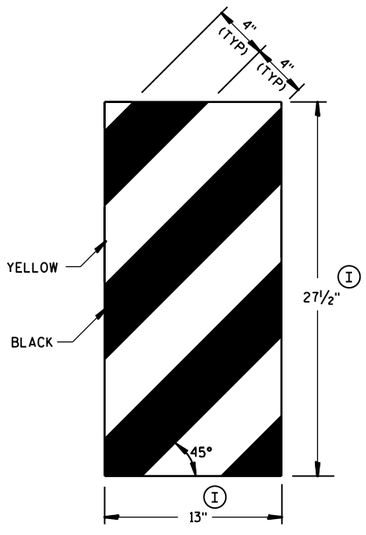
TOP VIEW

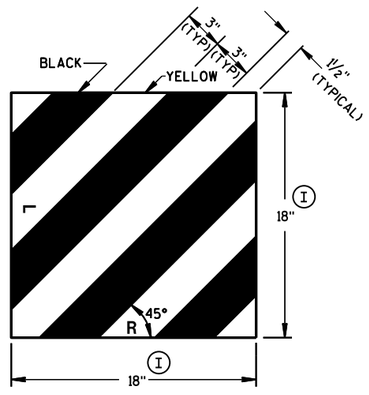
ALTERNATE WOOD BLOCKOUT DETAIL



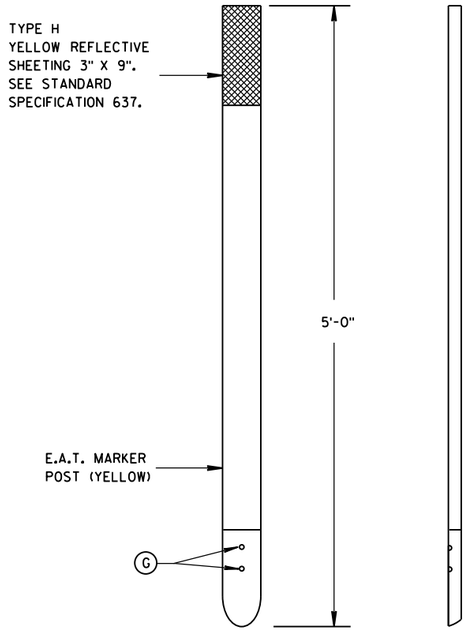
WOOD BLOCKOUT (4)

REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2





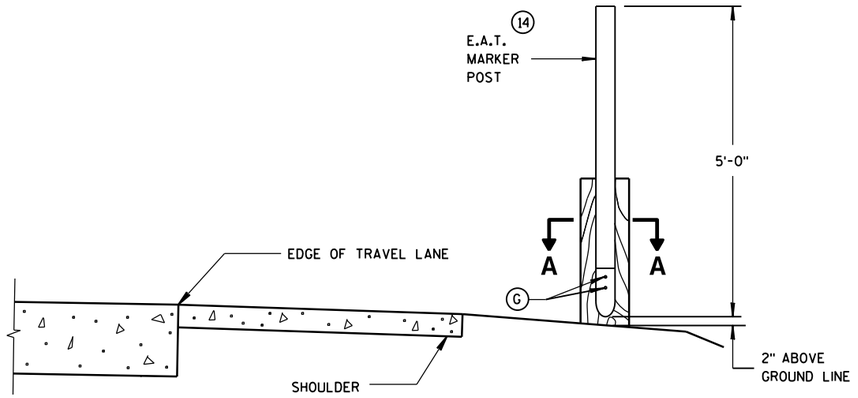
GENERIC REFLECTIVE SHEETING (13) (H)



FRONT VIEW

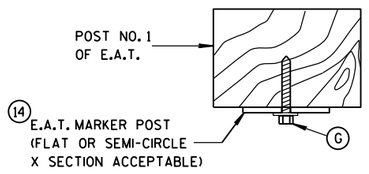
SIDE VIEW

E.A.T. MARKER POST (14)



TYPICAL INSTALLATION OF E.A.T. MARKER POST BACKSIDE OF POST NO. 1

(E.A.T. AND RAIL REMOVED FOR CLARITY)



SECTION A-A

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

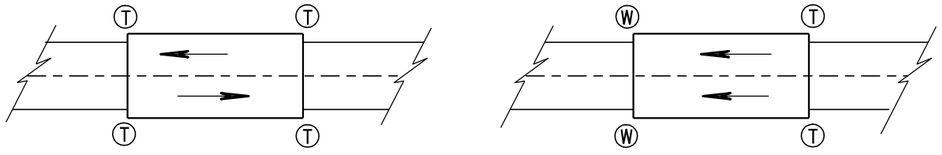
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA

6

S.D.D. 14 B 44-2c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

Ⓣ THRIE BEAM CONNECTION

Ⓦ W-BEAM CONNECTION WHEN REQUIRED

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

GENERAL NOTES

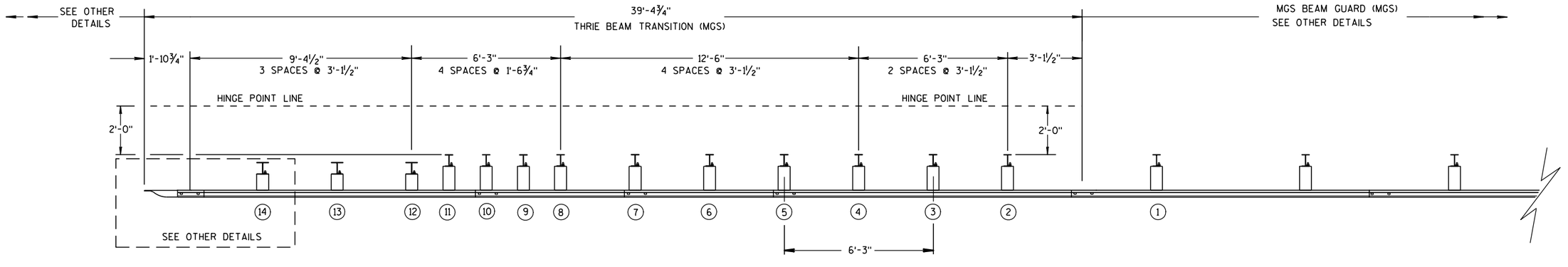
BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3.

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

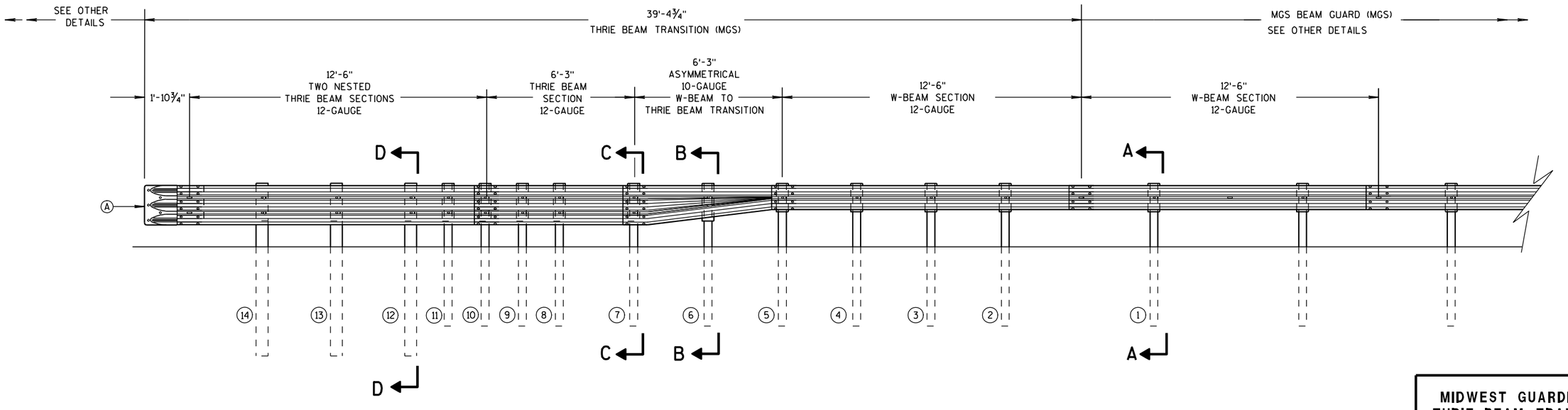
TRANSITION USES STEEL POSTS ONLY.

SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

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



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	399

6

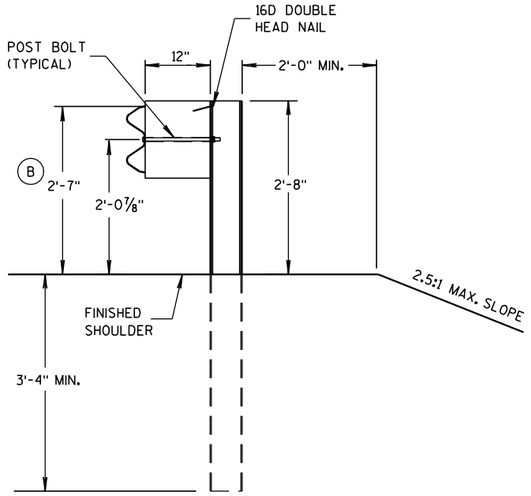
S.D.D. 14 B 45-3a

6

S.D.D. 14 B 45-3a

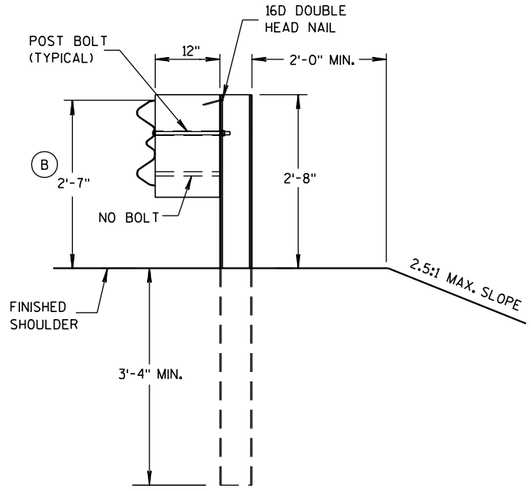
GENERAL NOTES

(B) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



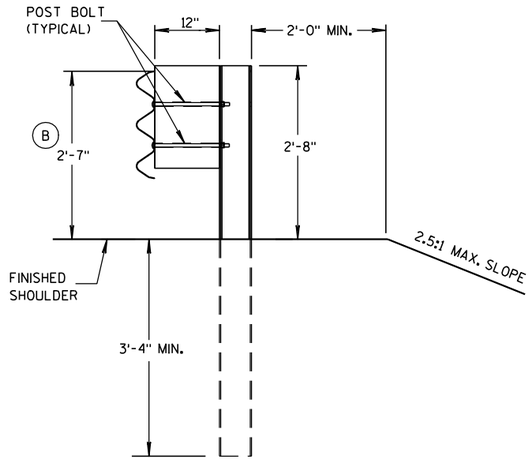
SECTION A-A

POSTS 1-5



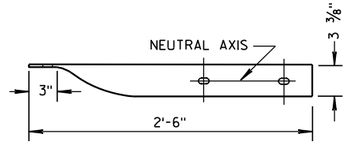
SECTION B-B

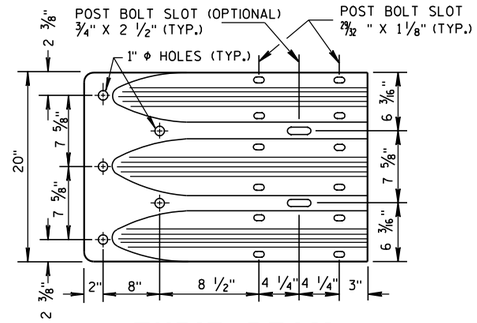
POST 6



SECTION C-C

POSTS 7-11





THRIE BEAM TERMINAL CONNECTOR

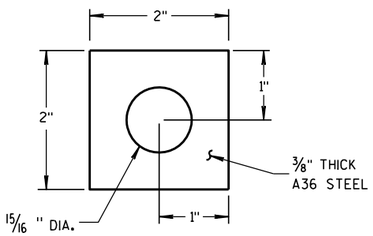
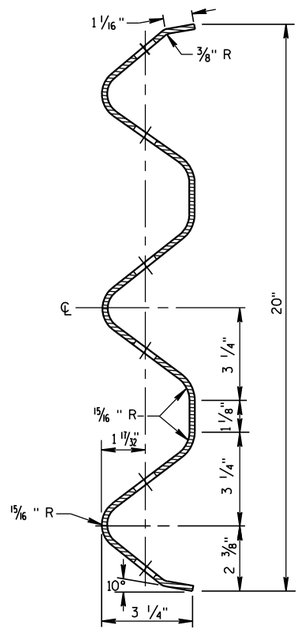
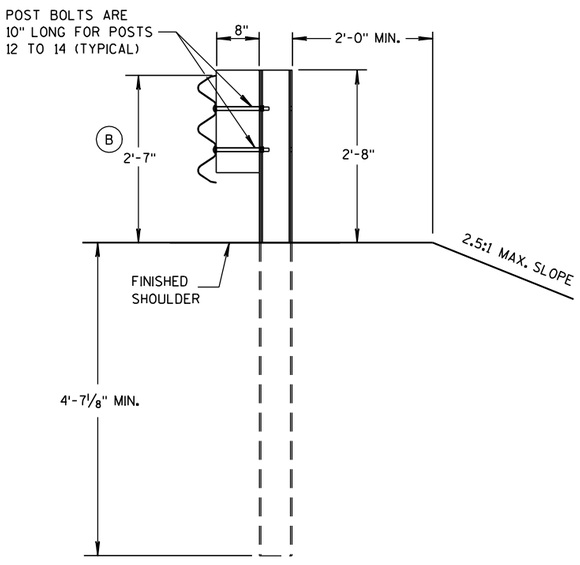


PLATE WASHER DETAIL

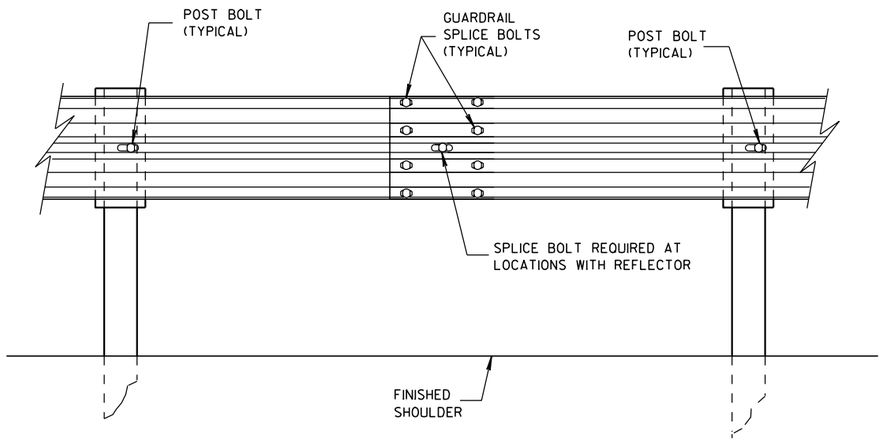


SECTION THRU THRIE BEAM RAIL ELEMENT



SECTION D-D

POSTS 12-14



SPLICE DETAIL

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

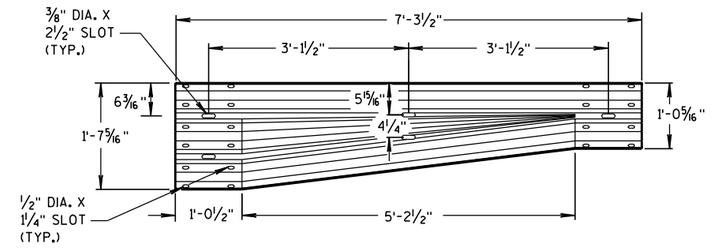
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

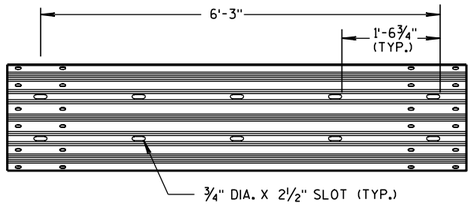
S.D.D. 14 B 45-3b

6

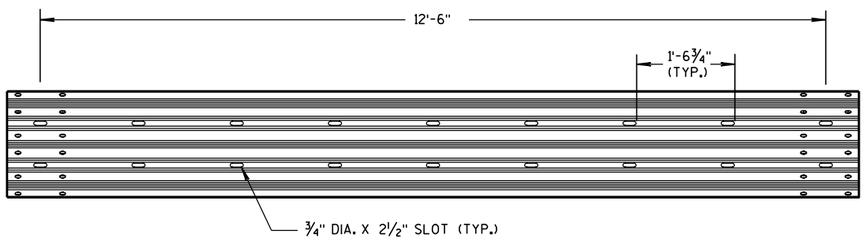
S.D.D. 14 B 45-3b



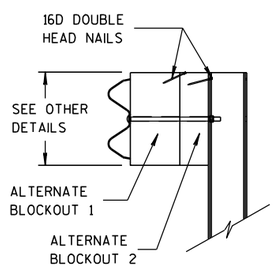
W-BEAM TO THRIE BEAM TRANSITION SECTION



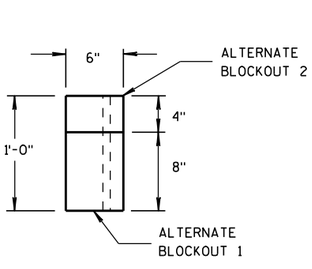
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

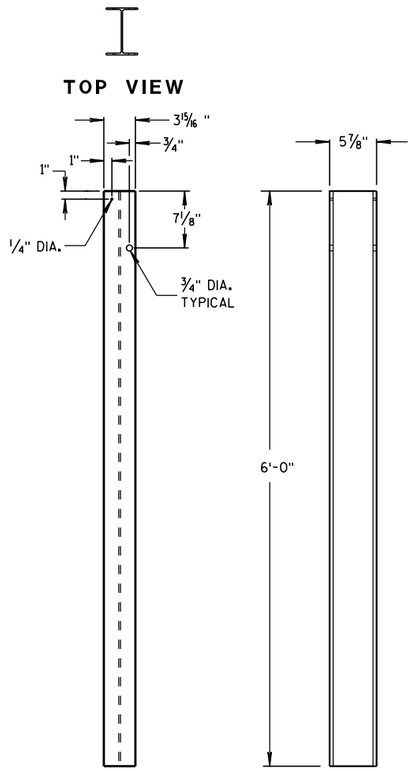


SIDE VIEW

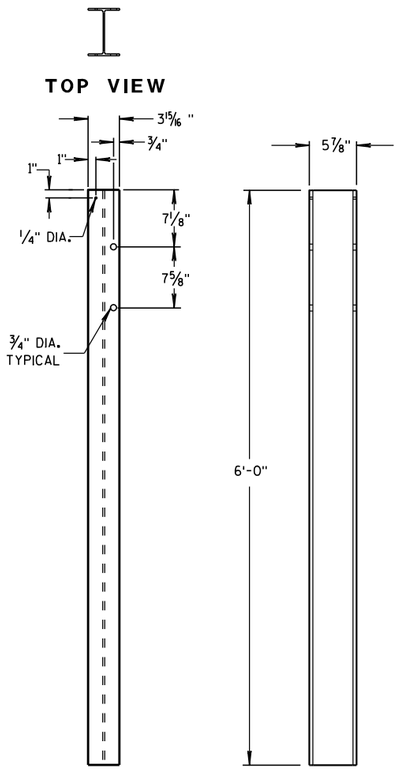


TOP VIEW

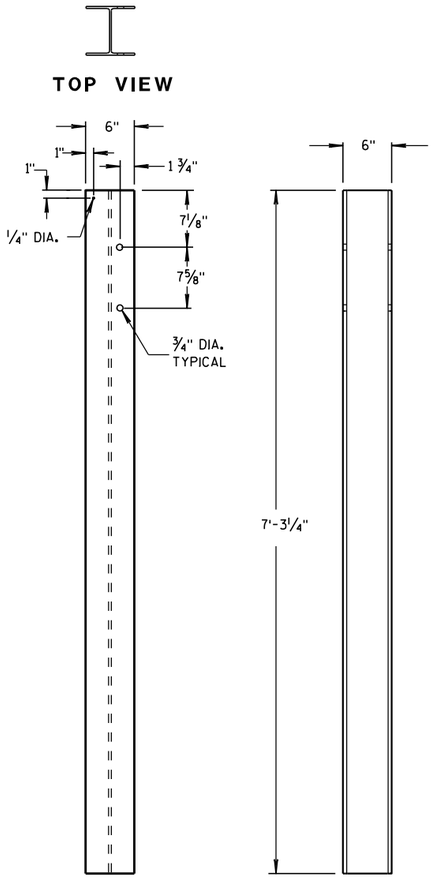
ALTERNATE WOOD BLOCKOUT DETAIL



STEEL POSTS 1-5

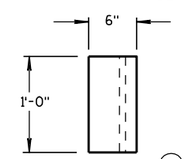


STEEL POSTS 6-11

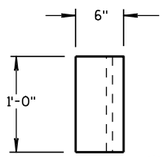


STEEL POSTS 12-14

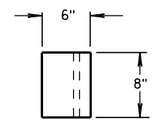
1 WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.



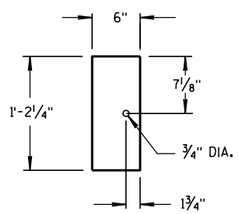
TOP VIEW (1)



TOP VIEW (1)

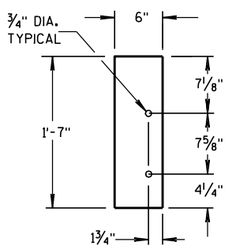


TOP VIEW



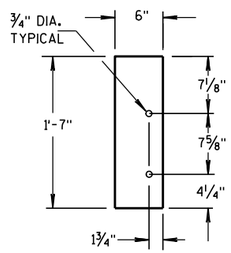
FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-11



FRONT VIEW

BLOCKOUT POSTS 12-14

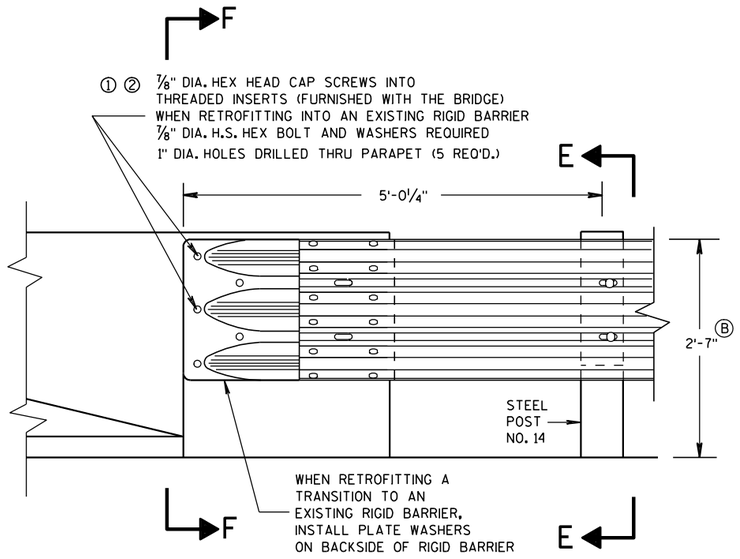
STEEL POST SIZES

POST NUMBER	SECTION TYPE	LENGTH
1	W6x9	72"
2	W6x9	72"
3	W6x9	72"
4	W6x9	72"
5	W6x9	72"
6	W6x9	72"
7	W6x9	72"
8	W6x9	72"
9	W6x9	72"
10	W6x9	72"
11	W6x9	72"
12	W6x15	87 1/8"
13	W6x15	87 1/8"
14	W6x15	87 1/8"

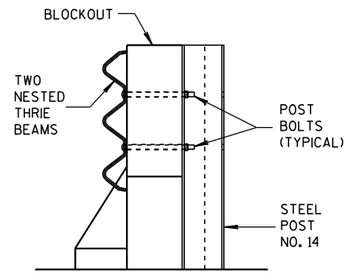
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 45-3c



FRONT VIEW



SECTION E-E

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

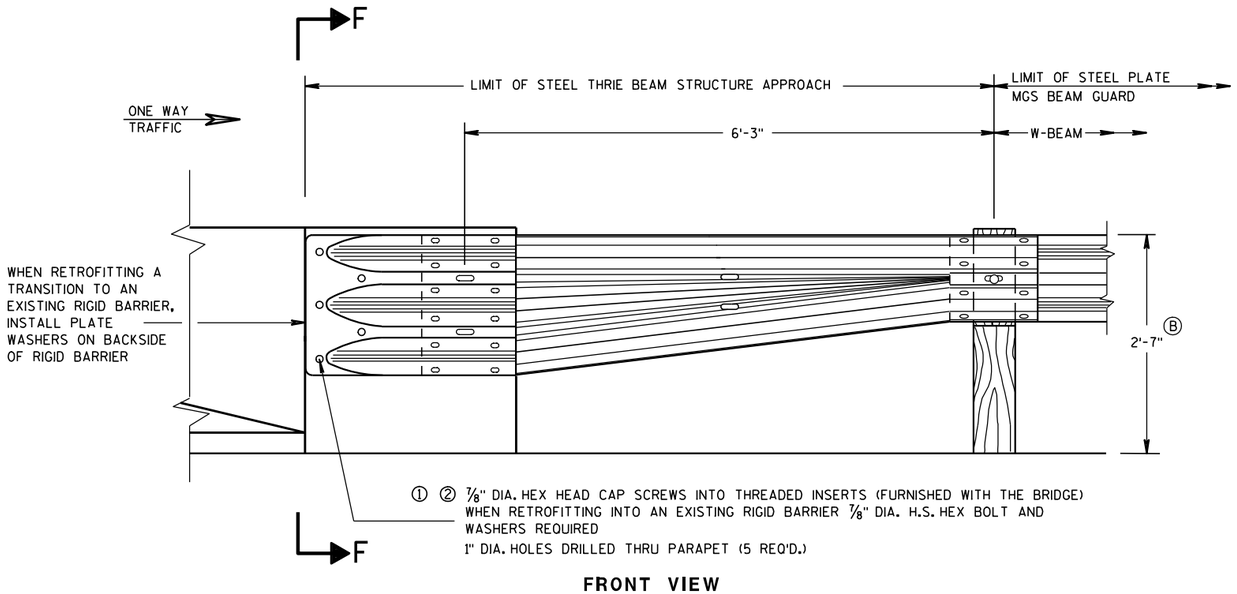
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

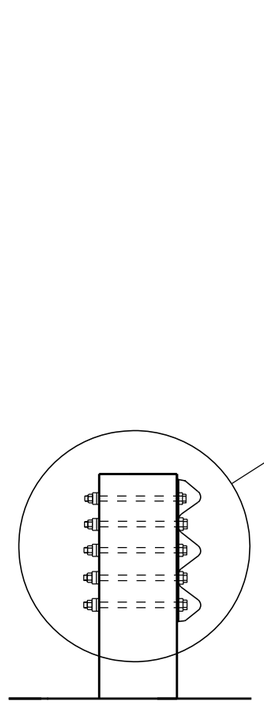
③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".

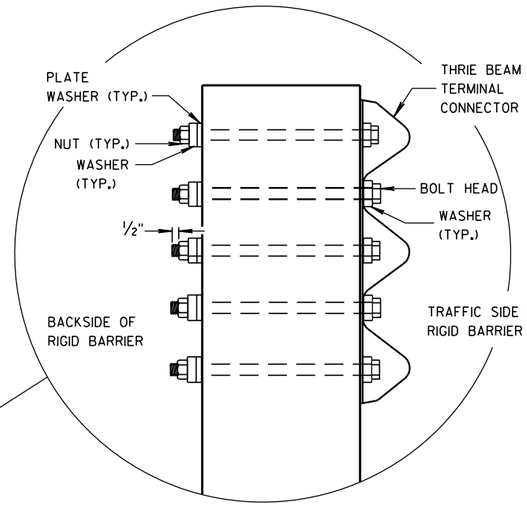
THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS



FRONT VIEW



SECTION F-F



W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012 — DATE

/S/ Jerry H. [illegible] — ROADWAY STANDARDS [illegible] ENGINEER

FHWA

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

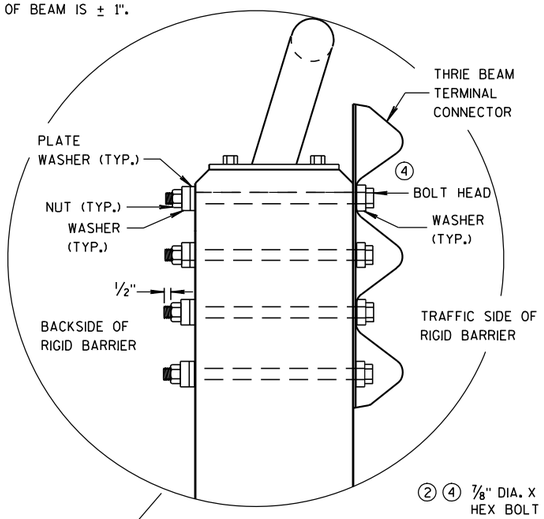
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

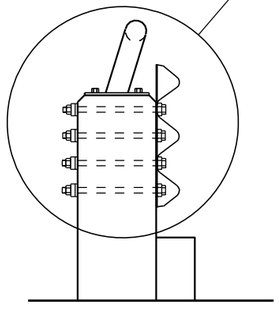
② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2". BLOCK IS INCIDENTAL TO THE CONTRACT.

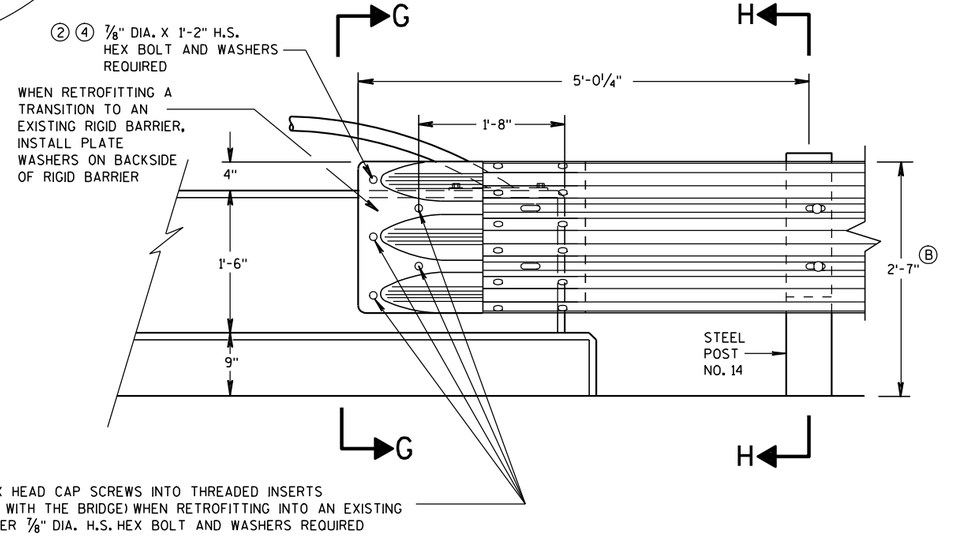
④ BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.

Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".

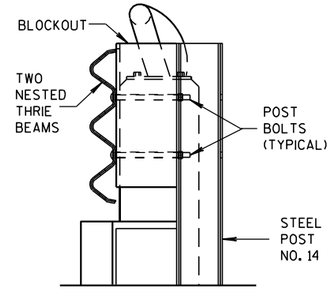




SECTION G-G

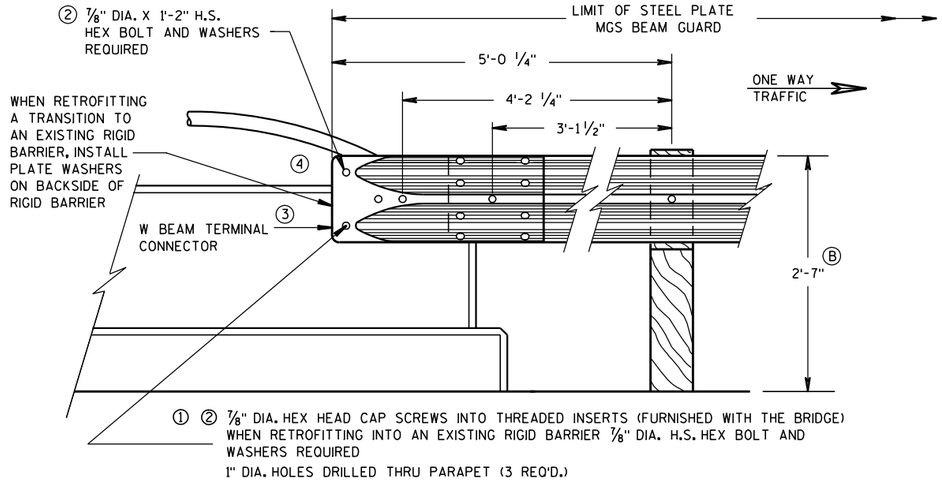


FRONT VIEW



SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8-31-2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

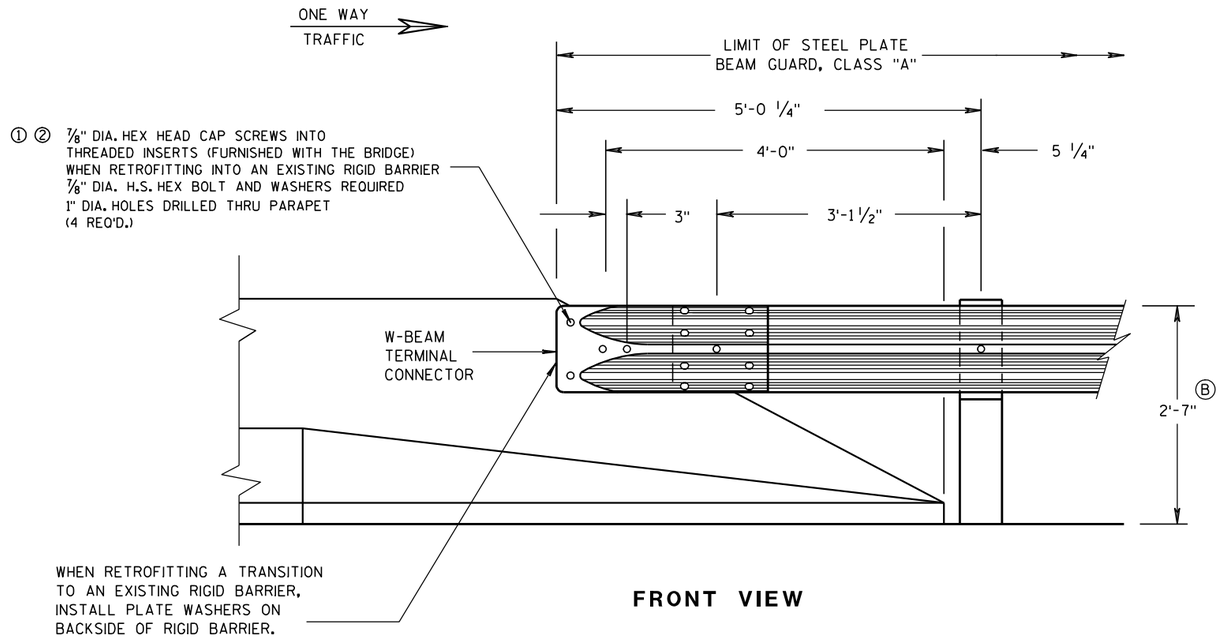
FHWA

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S.D.D. 14 B 45-3e

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S.D.D. 14 B 45-3e



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

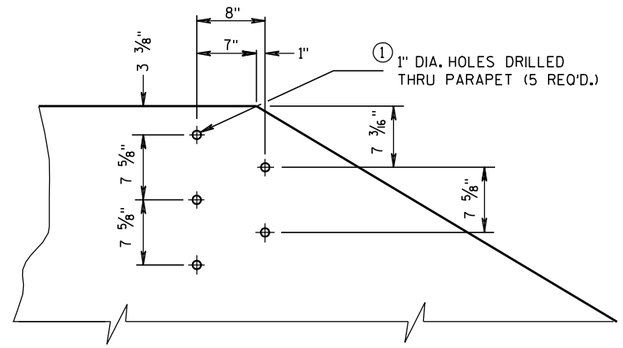
(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

GENERAL NOTES

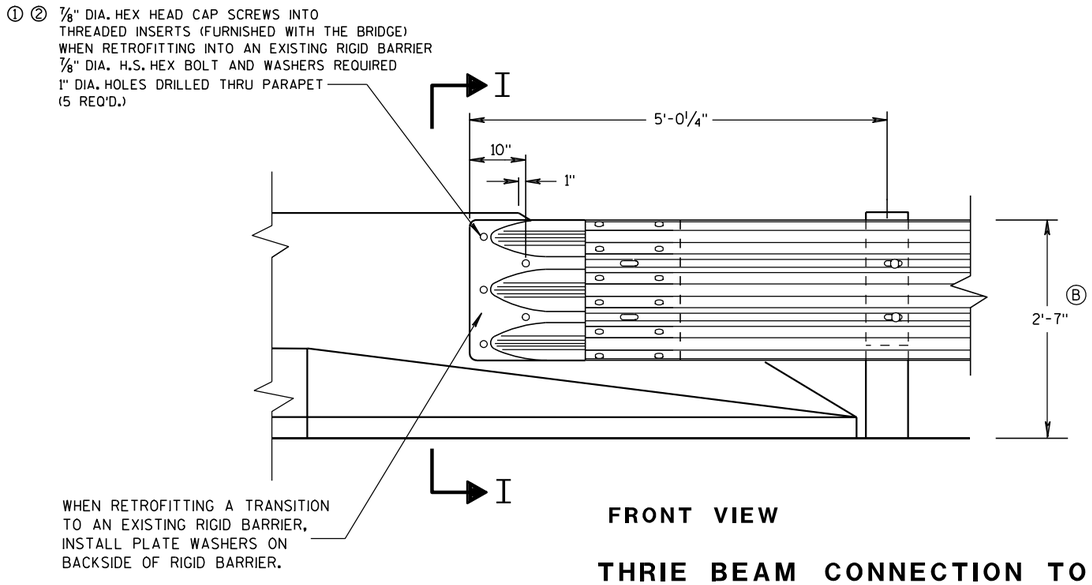
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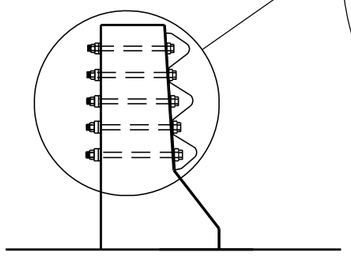
Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".



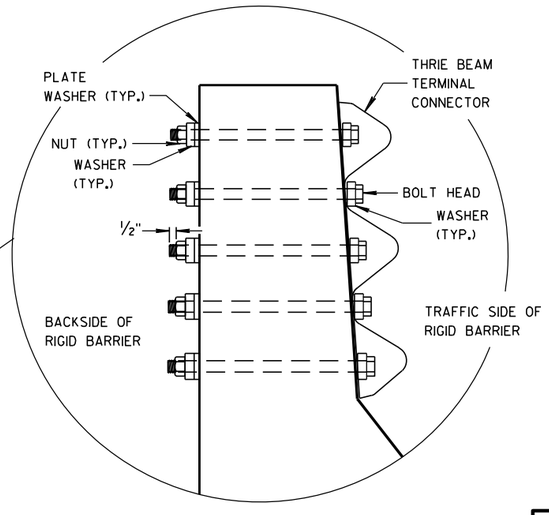
DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012 — DATE

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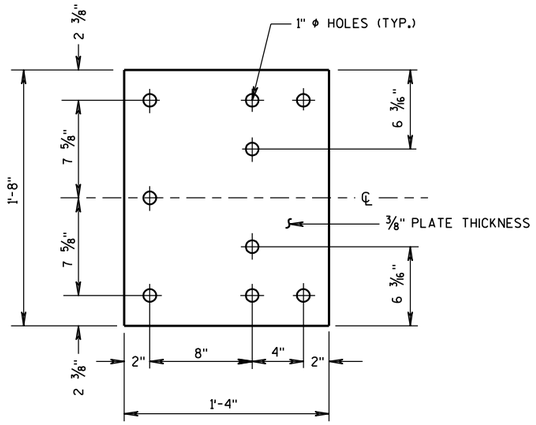
FHWA

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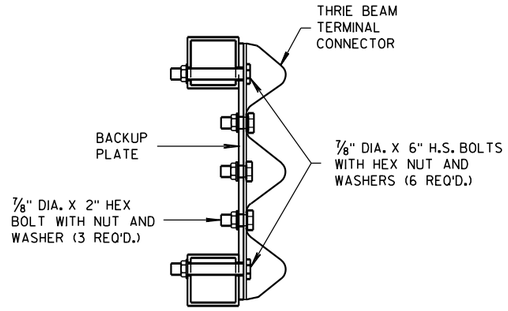
S.D.D. 14 B 45-3f

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S.D.D. 14 B 45-3f



BACK-UP PLATE DETAIL

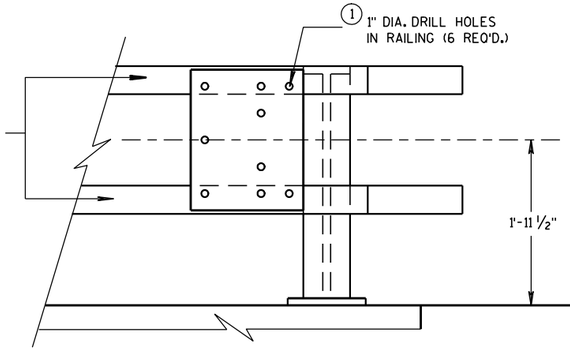


SECTION J-J

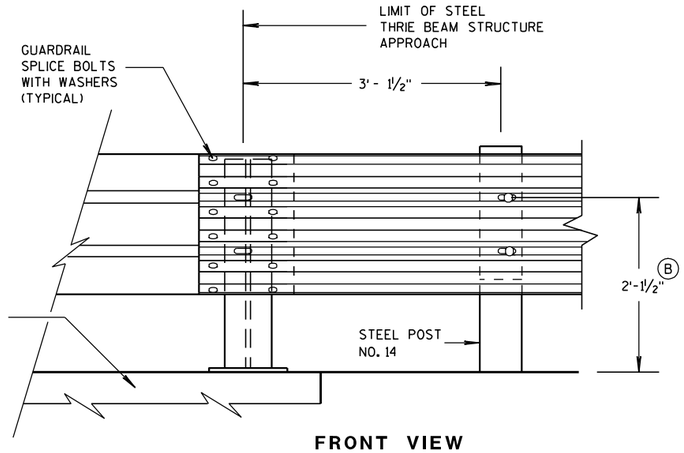
GENERAL NOTES

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(B) TOLERANCE FOR TOP OF BEAM IS ± 1".

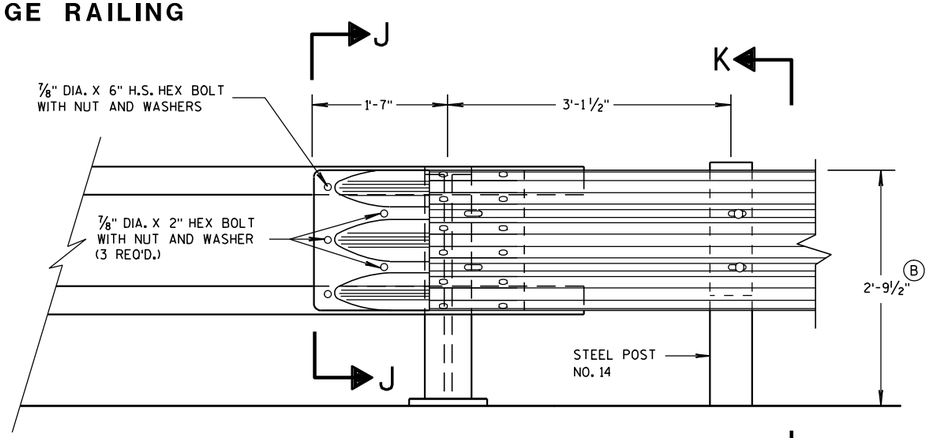


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

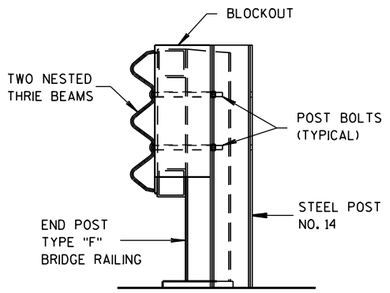


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/31/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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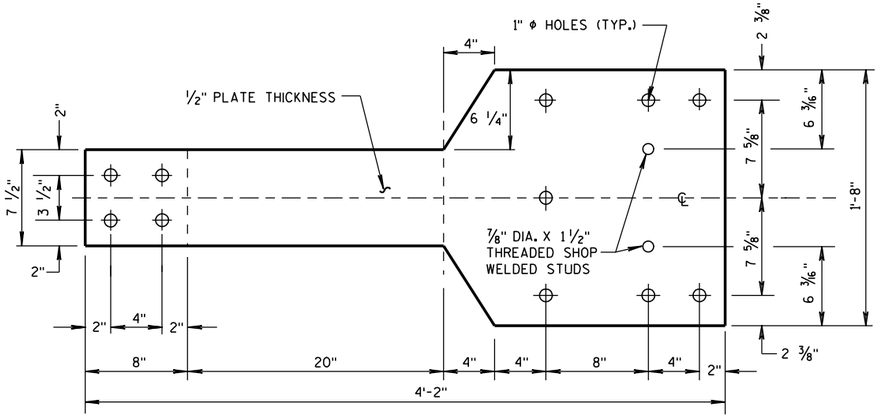
S.D.D. 14 B 45-3g

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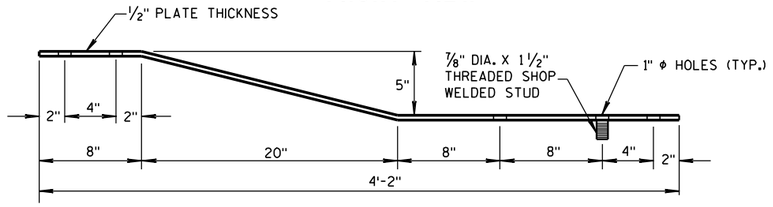
S.D.D. 14 B 45-3g

GENERAL NOTES

(B) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

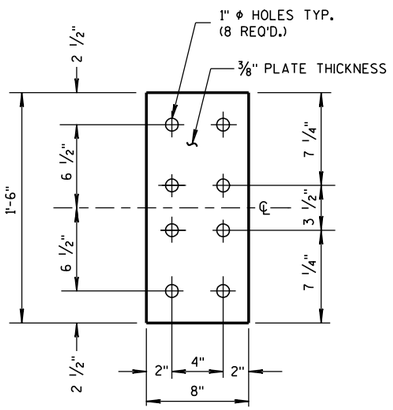


FRONT VIEW



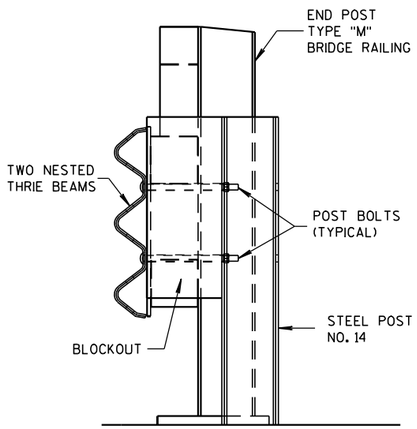
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

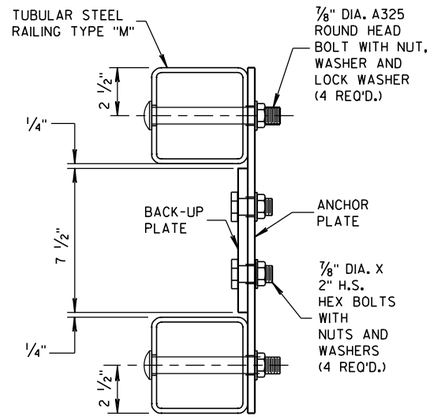


FRONT VIEW

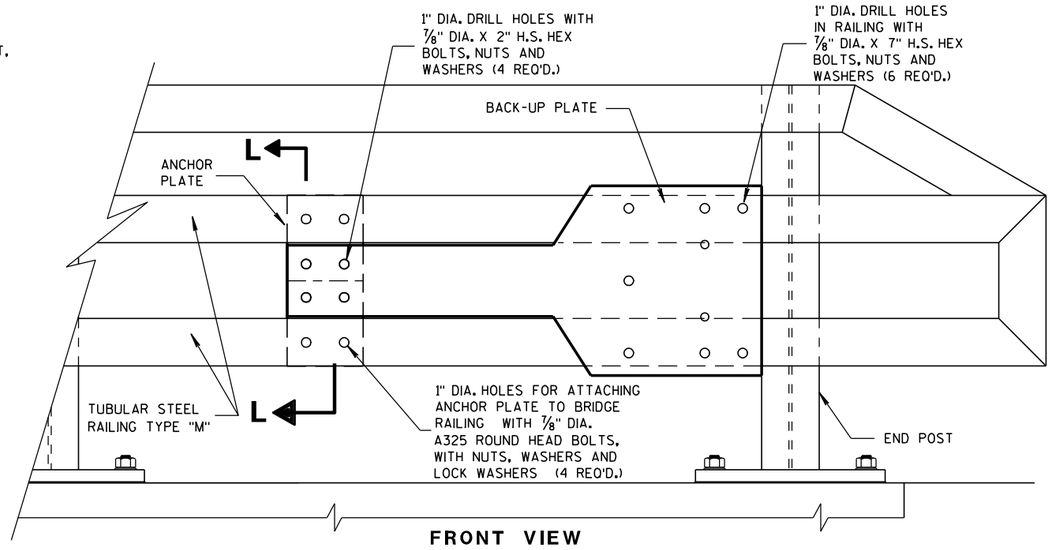
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M

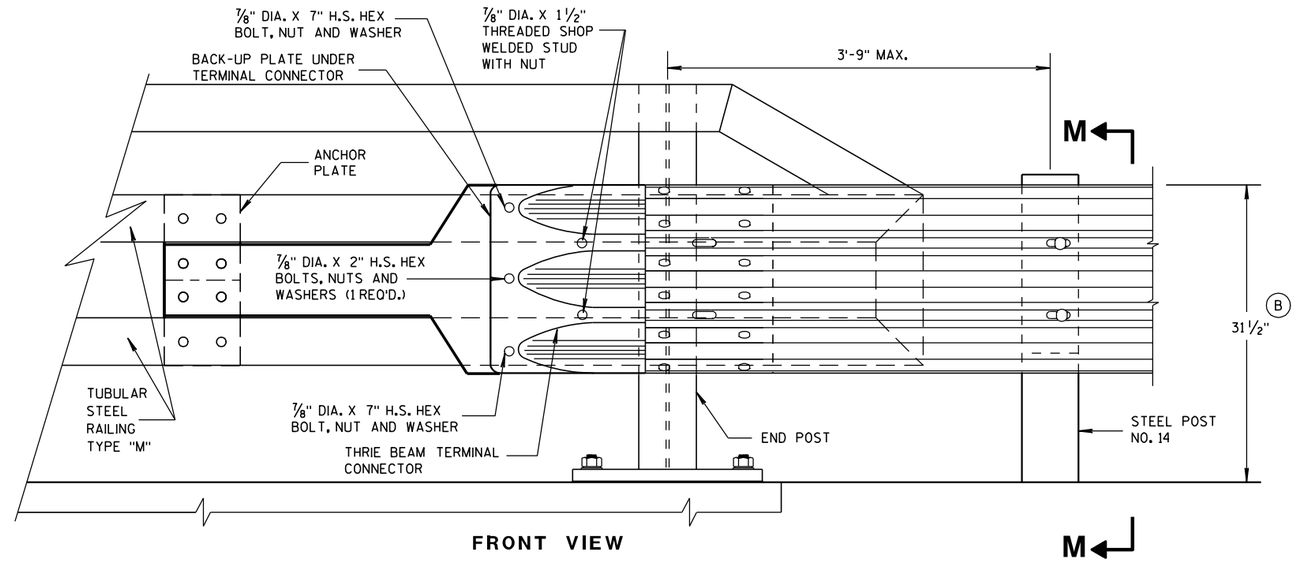


SECTION L-L

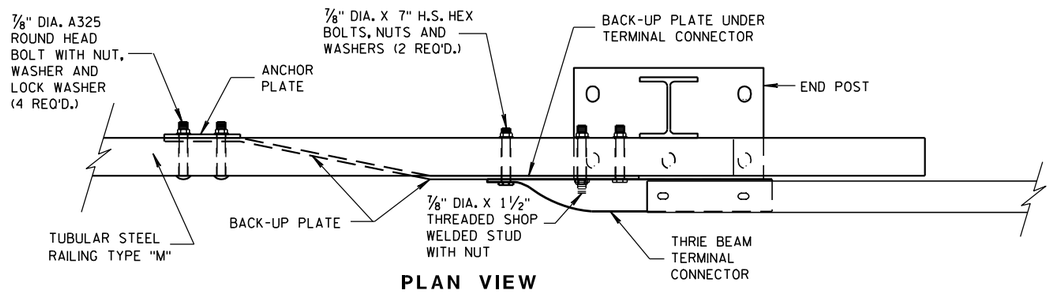


FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8-31-2012 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER

FHWA ENT

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S.D.D. 14 B 45-3h

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S.D.D. 14 B 45-3h

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

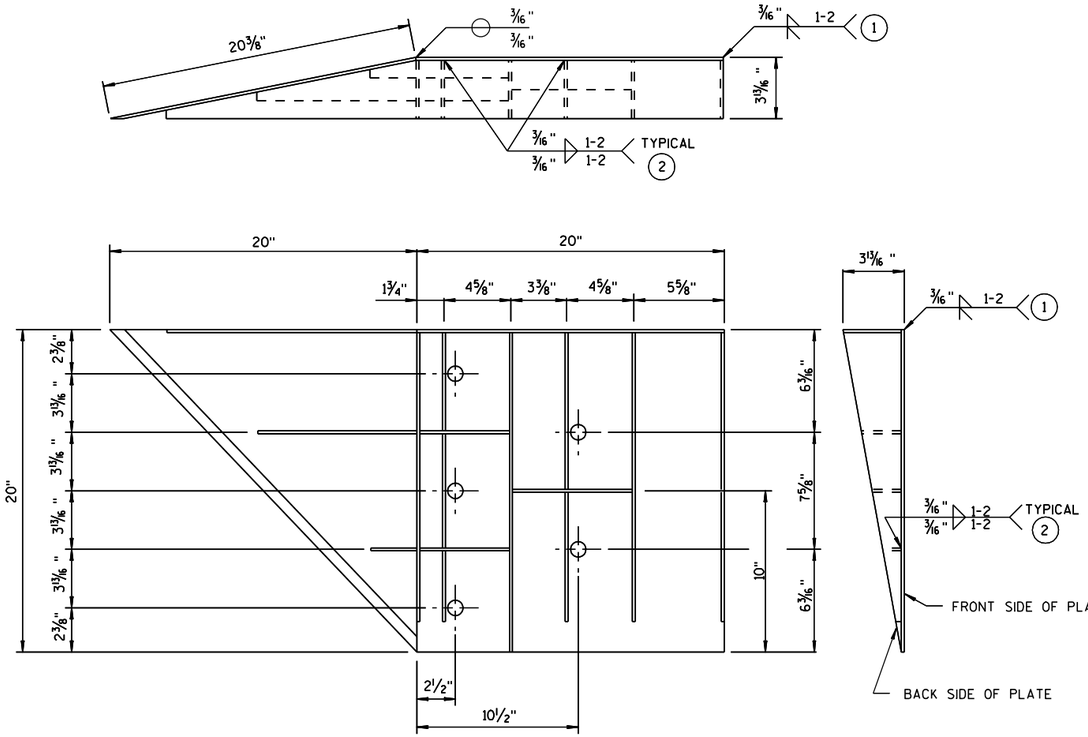
FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(1) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(2) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".



WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

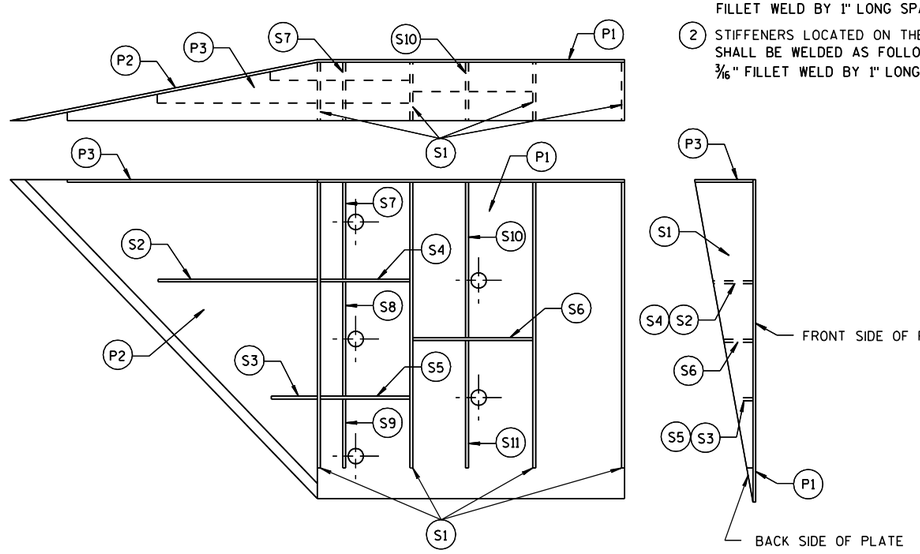


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 3/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

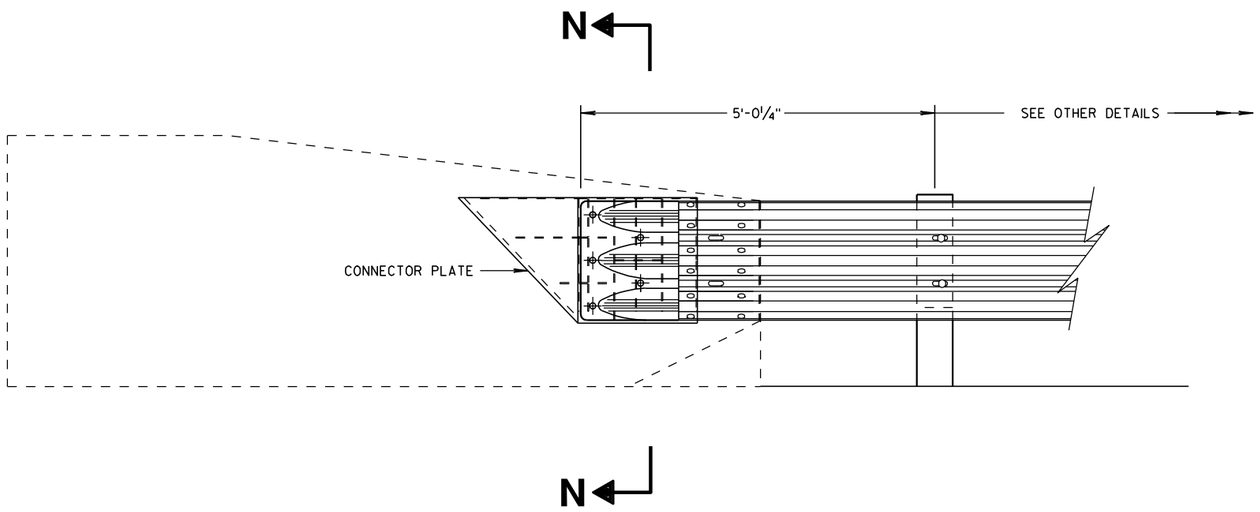
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8/31/2012
DATE
/S/ Jerry H ----
ROADWAY STANDARDS ENGINEER
407
FHWA

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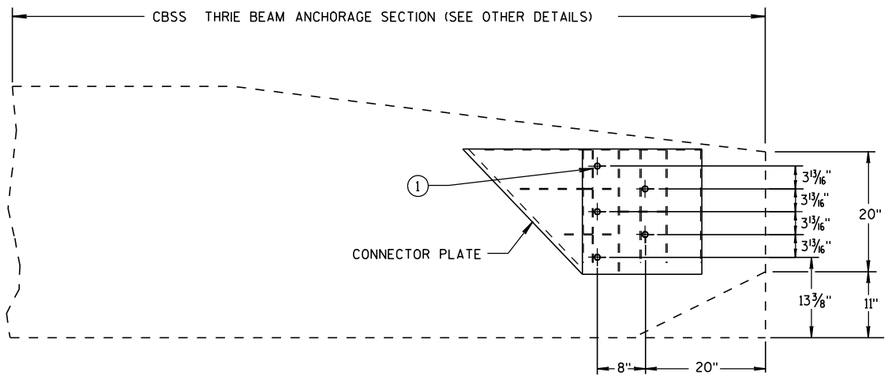
S.D.D. 14 B 45-3i

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S.D.D. 14 B 45-3i



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER

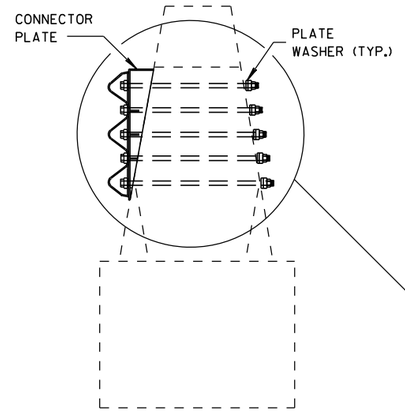


SINGLE SLOPE CONNECTION PLATE PLACEMENT

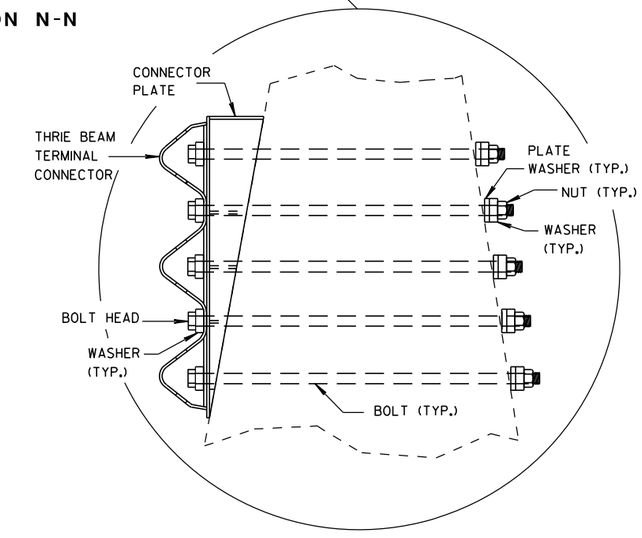
GENERAL NOTES

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SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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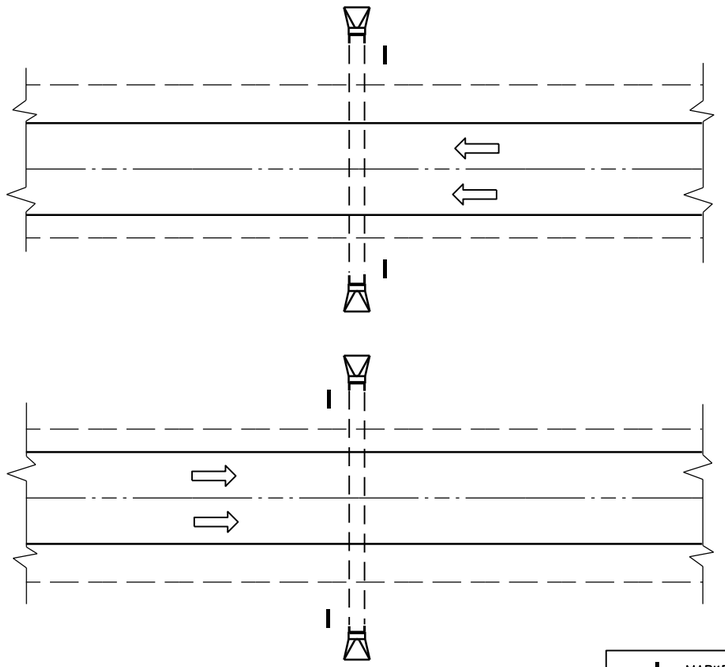
8/31/2012
DATE

/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER

FHWA

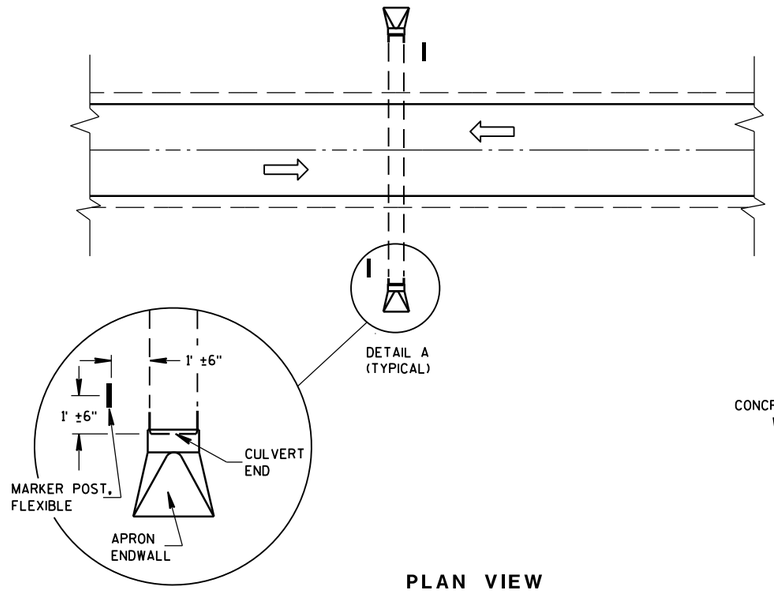
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S.D.D. 14 B 45-3j



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

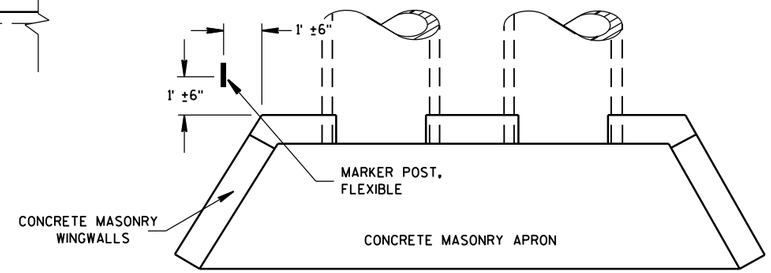
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

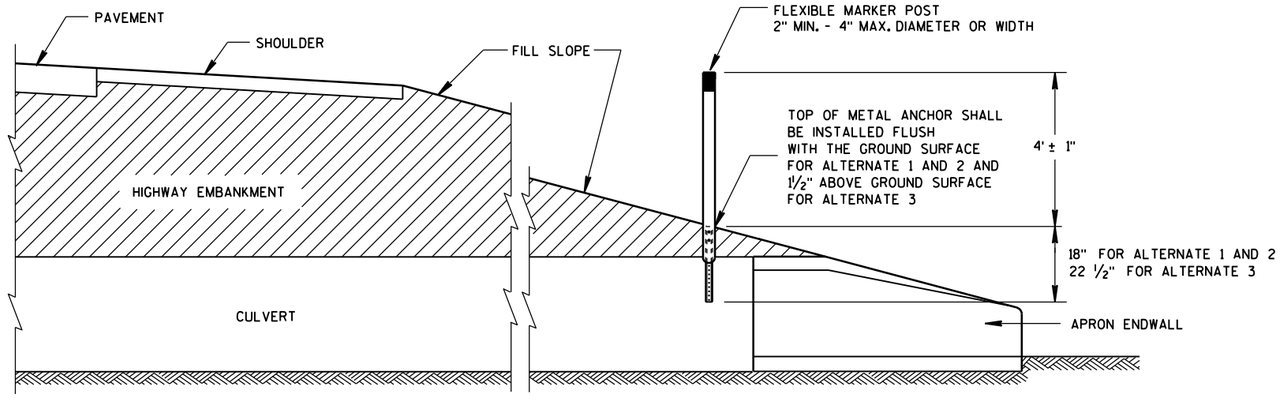
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

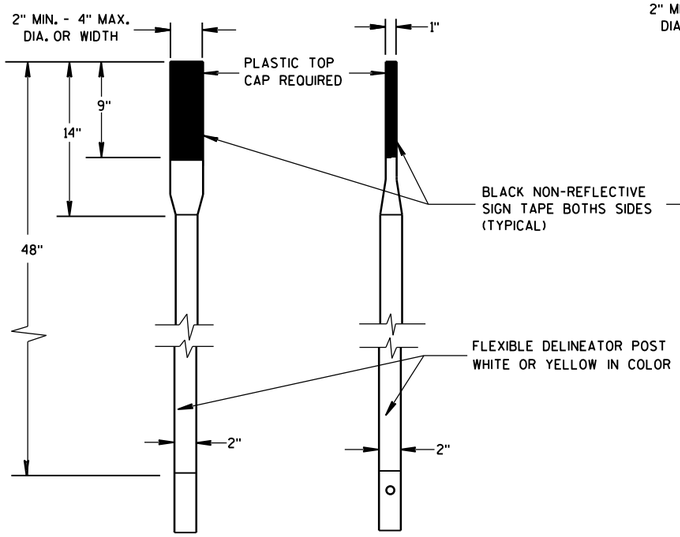
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DEPARTMENT OF TRANSPOI

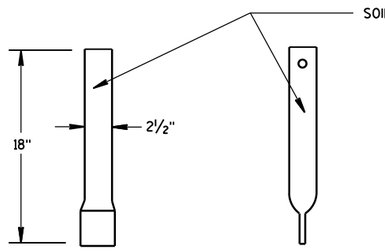
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S.D.D. 15 A 3-2a

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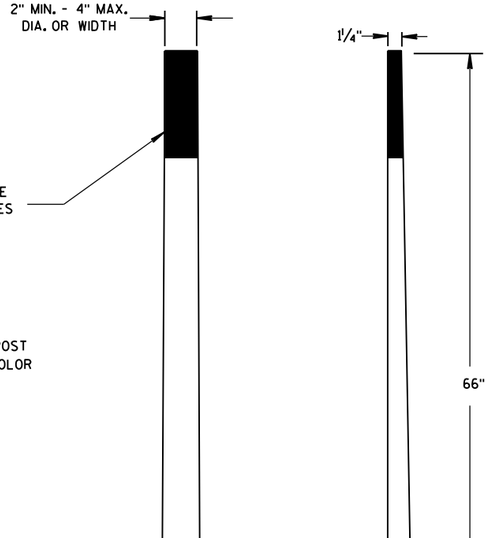
S.D.D. 15 A 3-2a





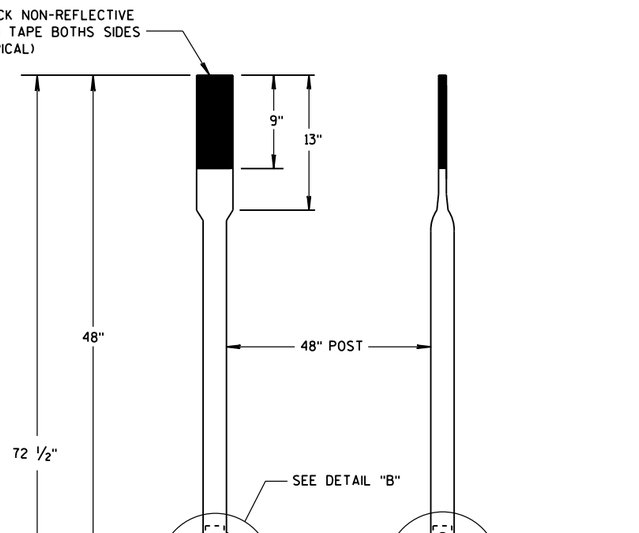
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

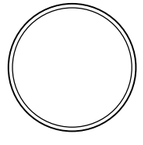
ALTERNATE 2



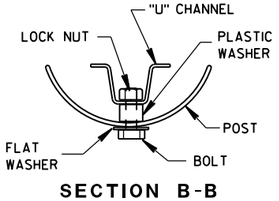
FRONT VIEW SIDE VIEW

ALTERNATE 3

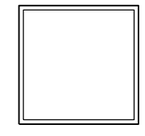
FLEXIBLE MARKER POSTS



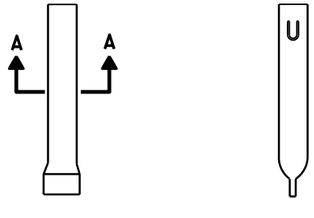
SECTION A-A



SECTION B-B

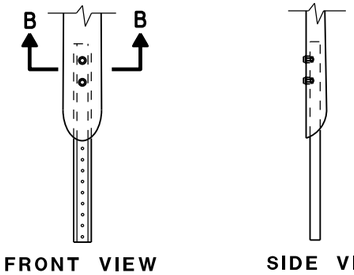


SECTION C-C



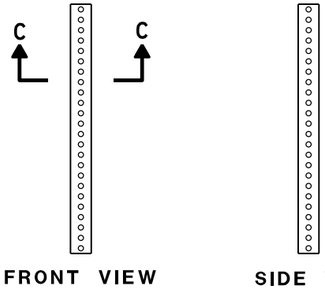
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

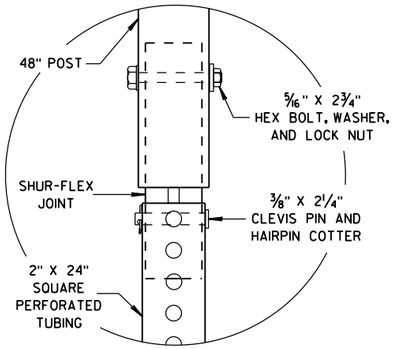
ALTERNATE 2



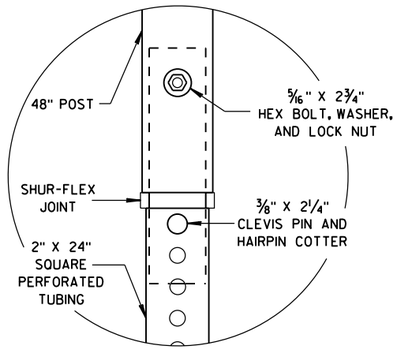
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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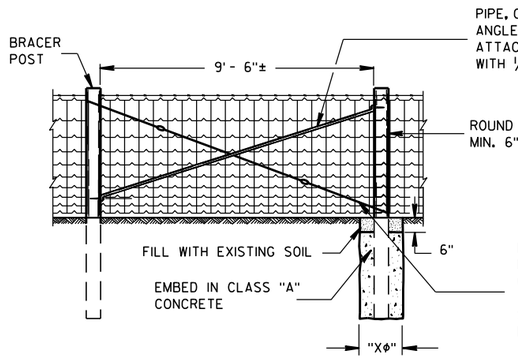
S.D.D. 15 A 3-2b

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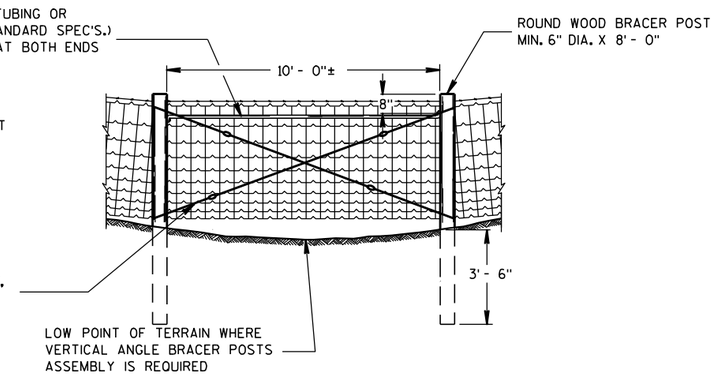
S.D.D. 15 A 3-2b

NOTE: PULL OR STRETCHER POST ASSEMBLIES SHALL BE PLACED MIDWAY BETWEEN END POSTS AND CORNER POSTS WHERE A RUN OF FENCE EXCEEDS 660' BUT IS LESS THAN 1,320'. FOR RUNS OF FENCE IN EXCESS OF 1,320' MAXIMUM SPACING OF PULL OR STRETCHER POST ASSEMBLIES SHALL BE 660'± C-C.

ILLUSTRATION SHOWS POSITION OF STANDARD STEEL BRACE, DOUBLE STRAND GALVANIZED WIRE, AND THE POST TO BE EMBEDDED IN CONCRETE WHEN WIRE FENCE IS INSTALLED FROM LEFT TO RIGHT. THE BRACES SHALL BE POSITIONED ON THE OPPOSITE DIAGONALS AND THE OPPOSITE POST SHALL BE EMBEDDED IN CONCRETE WHEN WIRE FENCE IS INSTALLED FROM RIGHT TO LEFT.



PULL OR STRETCHER POSTS ASSEMBLY



VERTICAL ANGLE BRACER POSTS ASSEMBLY

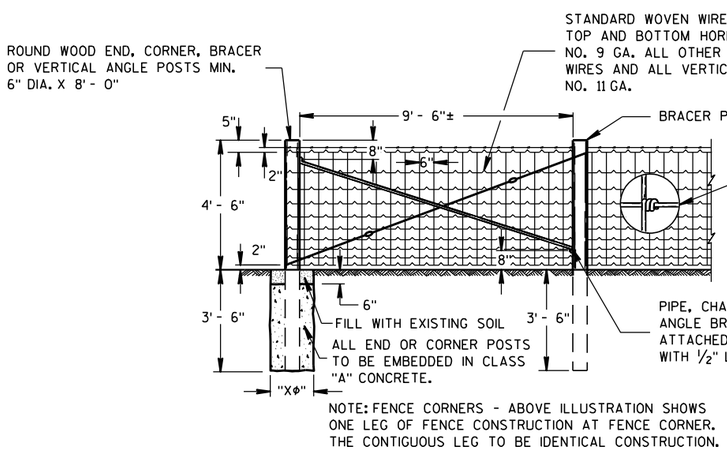
GENERAL NOTES

"XΦ" = DIAMETER OF THE POST PLUS 12".

FENCE STAPLES SHOULD NEVER BE DRIVEN VERTICALLY INTO WOOD POSTS (WITH BOTH LEGS PARALLEL WITH THE WOOD GRAIN). DOING SO CAN SEPARATE THE GRAIN AND SIGNIFICANTLY REDUCE THE HOLDING POWER. ROTATING THE STAPLES SLIGHTLY OFF VERTICAL STRADDLES THE GRAIN AND PROVIDES MORE RESISTANCE TO PULL-OUT.

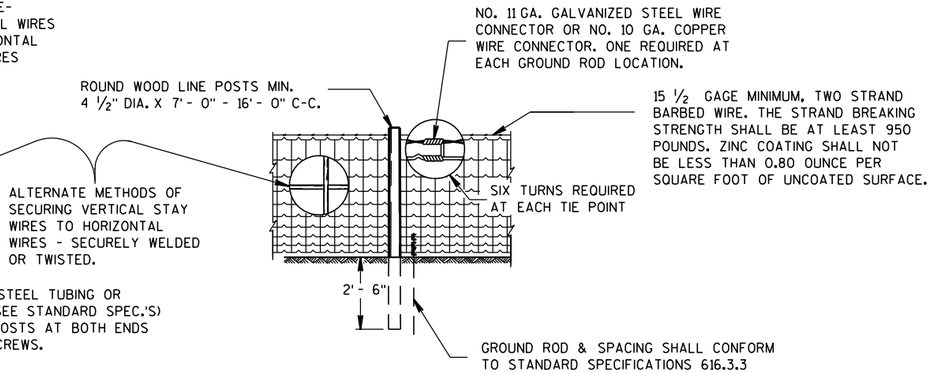
DO NOT STAPLE WIRE TIGHT TO THE LINE POSTS. ALLOW MOVEMENT OF WIRE FOR EXPANSION AND CONTRACTION. STAPLE ARRANGEMENT SHALL BE THE SAME FOR ALL OTHER POSTS EXCEPT THAT THEY SHALL BE DRIVEN TIGHT TO POSTS. ALL STAPLES SHALL BE 2" X 9 GAGE AND SHALL BE MANUFACTURED FROM GALVANIZED WIRE OR HOT DIP GALVANIZED AFTER FORMING. STAPLES SHALL HAVE SLASH-CUT POINTS.

FENCE SHALL BE LOCATED 3'-0" INSIDE THE RIGHT OF WAY LINE UNLESS OTHERWISE INDICATED ON THE PLANS.



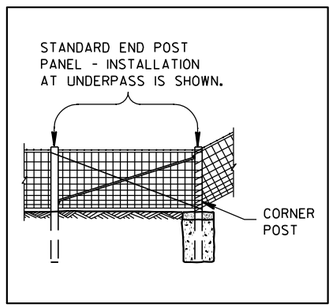
NOTE: FENCE CORNERS - ABOVE ILLUSTRATION SHOWS ONE LEG OF FENCE CONSTRUCTION AT FENCE CORNER. THE CONTIGUOUS LEG TO BE IDENTICAL CONSTRUCTION.

END OR CORNER POSTS ASSEMBLY

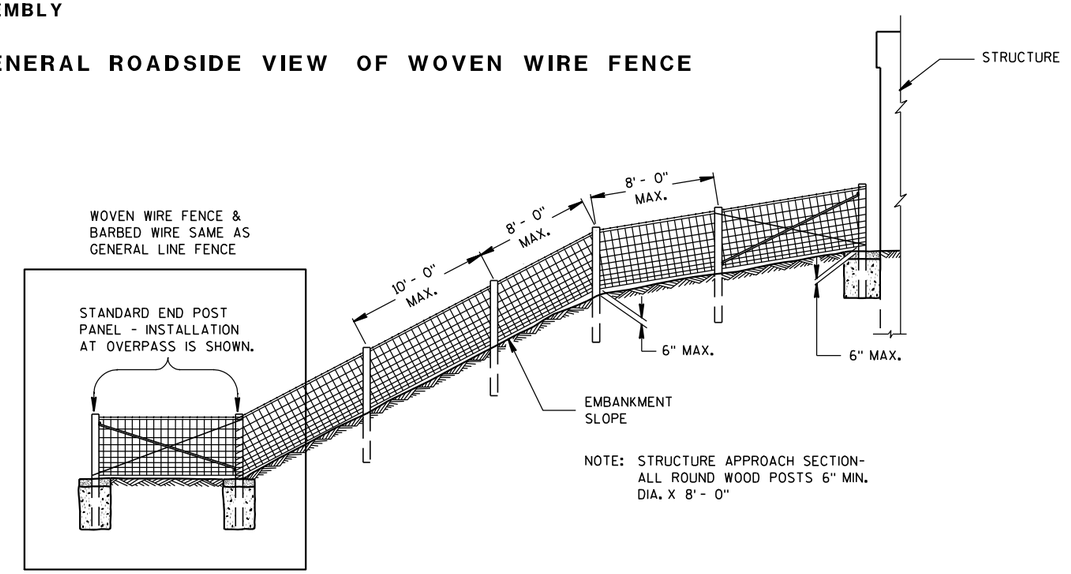


LINE FENCE CONSTRUCTION

GENERAL ROADSIDE VIEW OF WOVEN WIRE FENCE



ALTERNATE FENCE DESIGN AT STRUCTURE



FENCE DESIGN AT STRUCTURE APPROACH

FENCE WOVEN WIRE

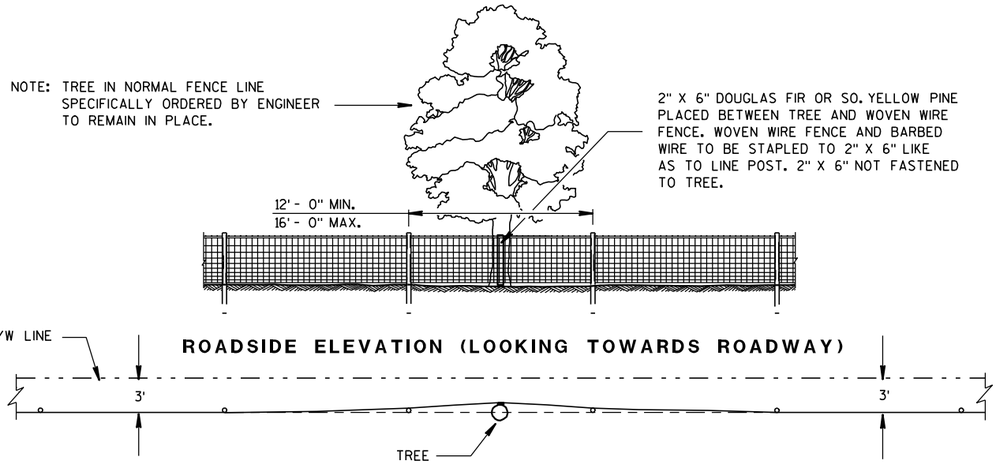
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 15 B 1-8a

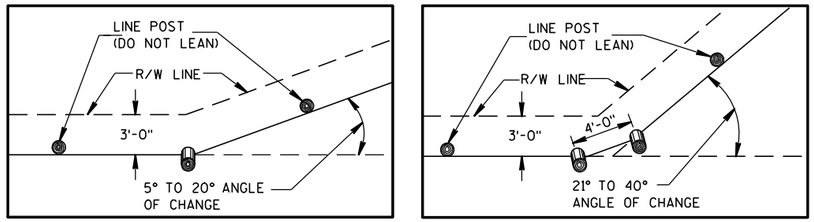
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S.D.D. 15 B 1-8a



PLAN VIEW

FENCE DESIGN AT TREES REMAINING IN NORMAL FENCE LINE



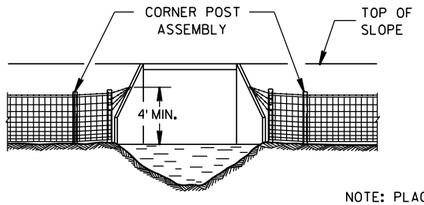
PLAN VIEW
SINGLE POST CORNER

PLAN VIEW
DOUBLE POST CORNER

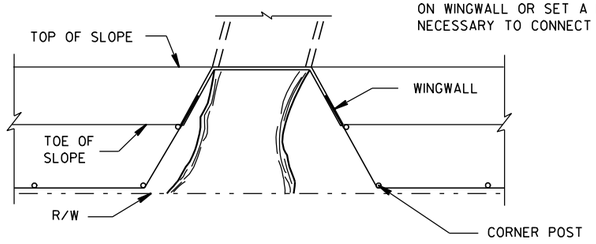
RIGHT OF WAY LINE CHANGE 40° AND LESS

NOTE: SINGLE AND DOUBLE POSTS SHALL BE A MIN. 6" DIA. X 8'-0" WITH A LEAN OF 4" TOWARD THE OUTSIDE OF THE CURVE.

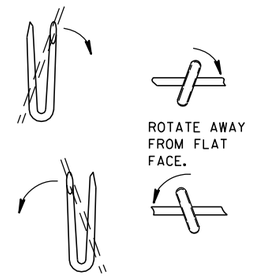
WHEN THE RIGHT OF WAY LINE CHANGE IS MORE THAN 40° USE THE CORNER OR STRETCHER POSTS ASSEMBLY.



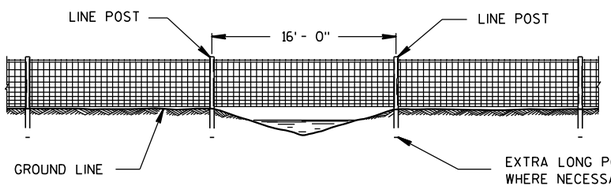
NOTE: PLACE A MINIMUM OF 4 STRANDS OF BARBED WIRE, 6" MAXIMUM CENTERS IN FAN SHAPE CONNECTED TO AN EYE BOLT ON WINGWALL OR SET A LONE POST WHEN NECESSARY TO CONNECT BARBED WIRE.



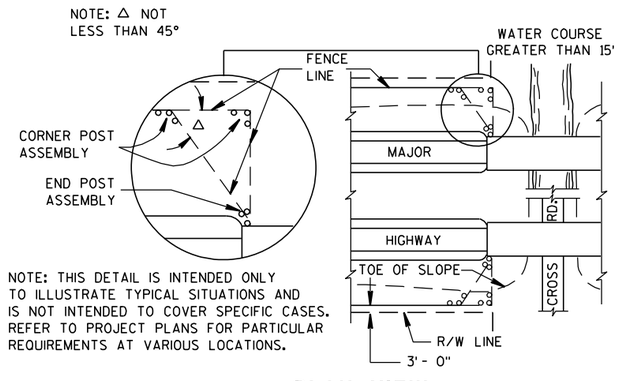
FENCE INSTALLATION TO WINGWALLS



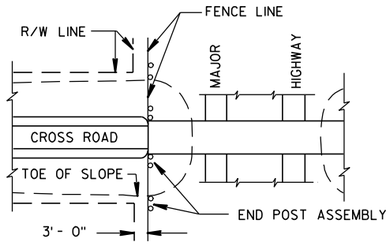
LINE POST



FENCE CONSTRUCTION OVER STREAM COURSES OF 15 FT. OR LESS IN WIDTH

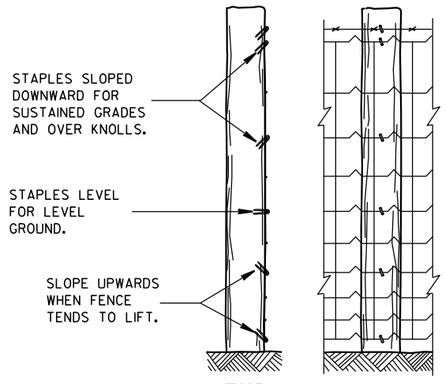


PLAN VIEW
MAJOR HIGHWAY OVERPASS OR STREAM COURSE CROSSING OF GREATER THAN 15 FT. IN WIDTH



PLAN VIEW
MAJOR HIGHWAY UNDERPASS

NOTE: WHEN POSTS ARE DRIVEN THE SMALL END SHALL BE DOWN.



END ELEVATION **FARM SIDE ELEVATION**

FENCE MOUNTING DETAIL

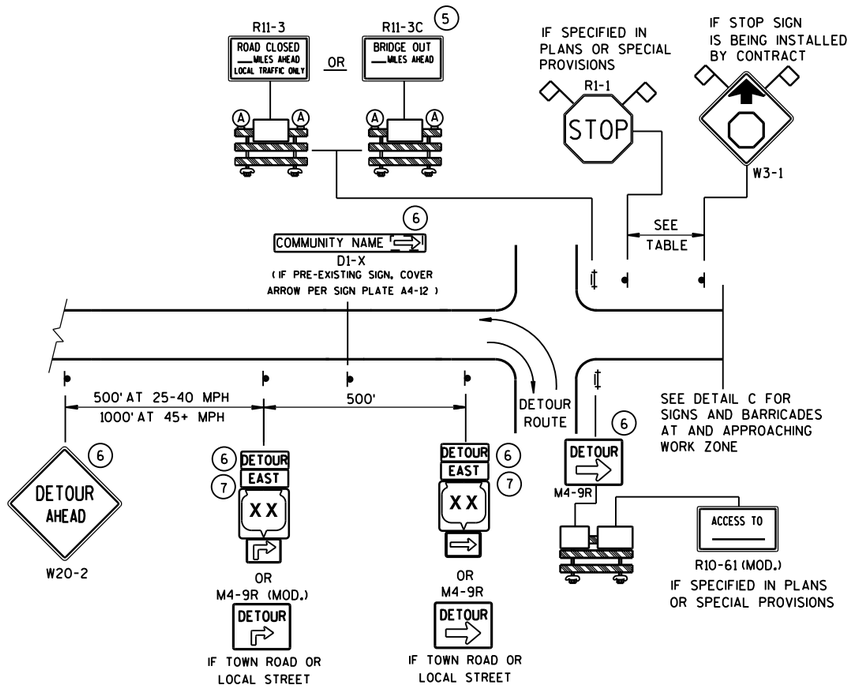
FENCE LOCATION AT STRUCTURES

FENCE WOVEN WIRE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

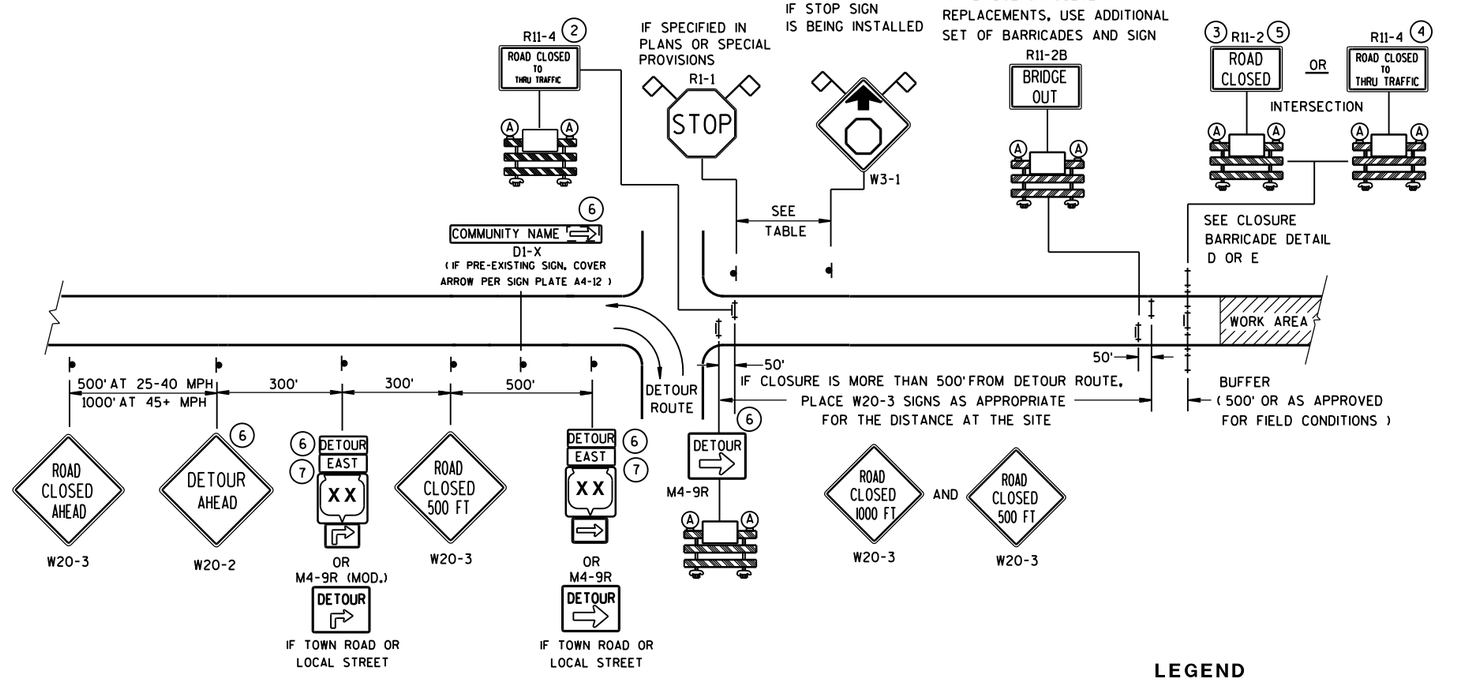
APPROVED
4/4/2008 — DATE
/S/ Jerry H. [illegible] — ROADWAY STANDARDS [illegible]412 ENGINEER
FHWA

6
S.D.D. 15 B 1-8b



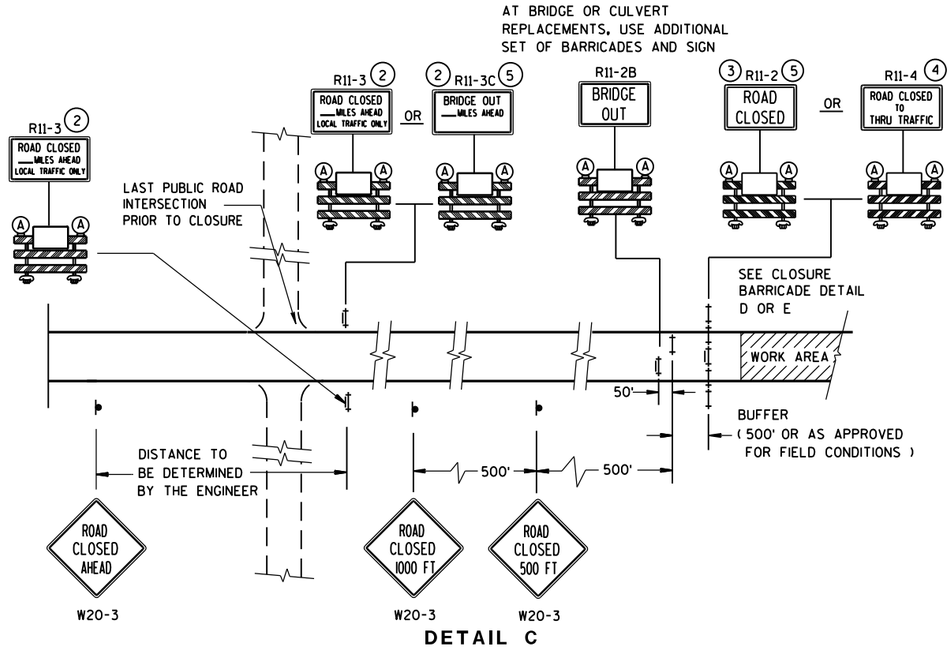
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

8/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

413

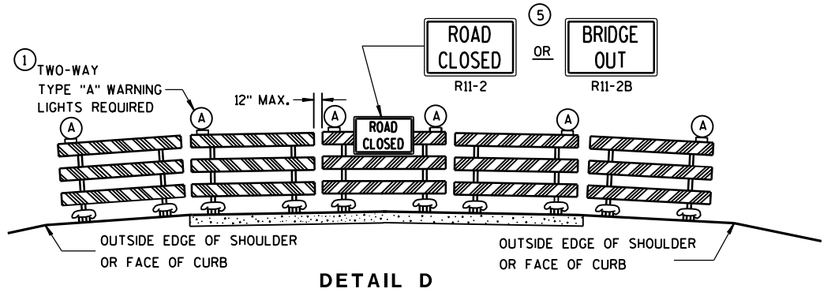
FHWA

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S.D.D. 15 C 2-5a

6

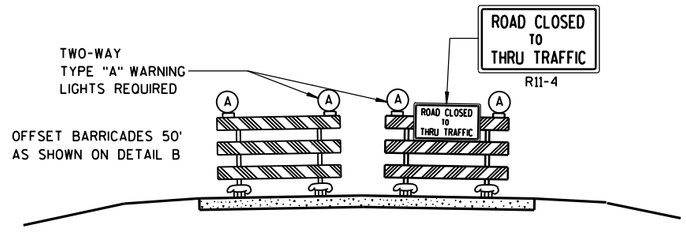
S.D.D. 15 C 2-5a



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 BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE 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, 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". (30" X 15" 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.)
- 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 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 LANE 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 MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

8/2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

FHWA

6

S.D.D. 15 C 2-5b

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

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.

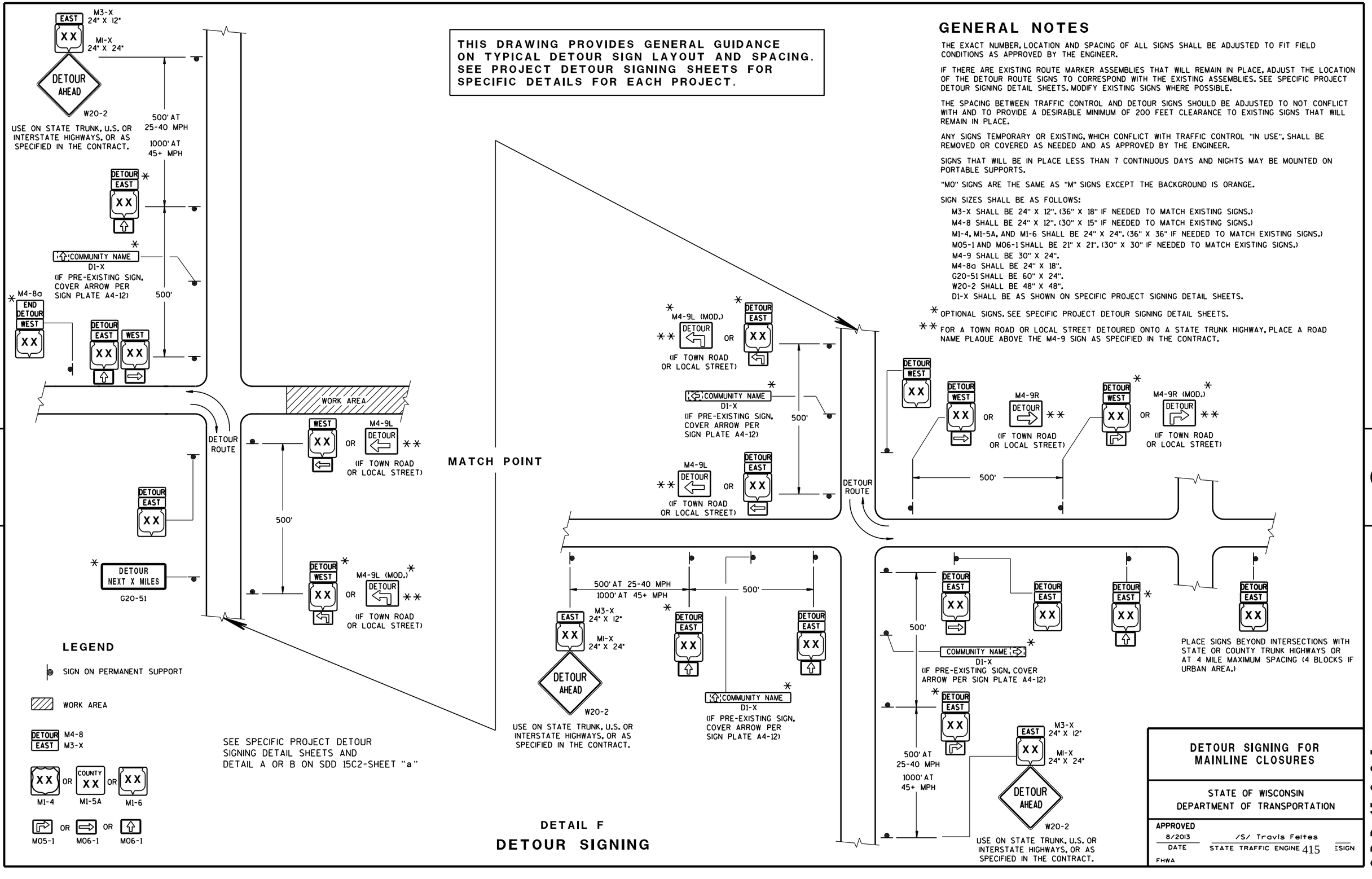
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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". (30" X 15" 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 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 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.



DETAIL F

DETOUR SIGNING

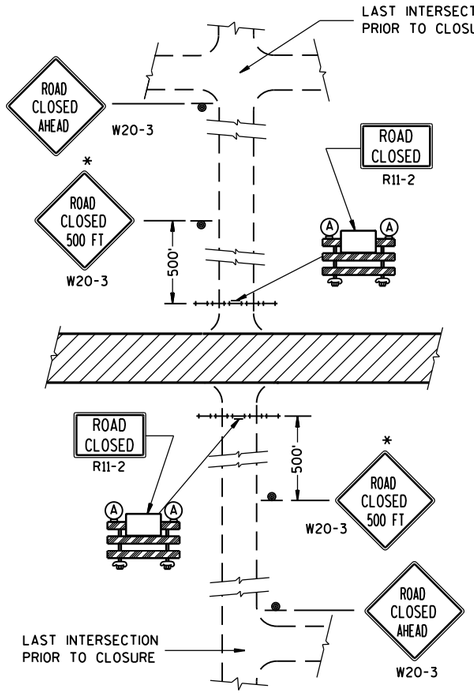
DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINE ESIGN
FHWA

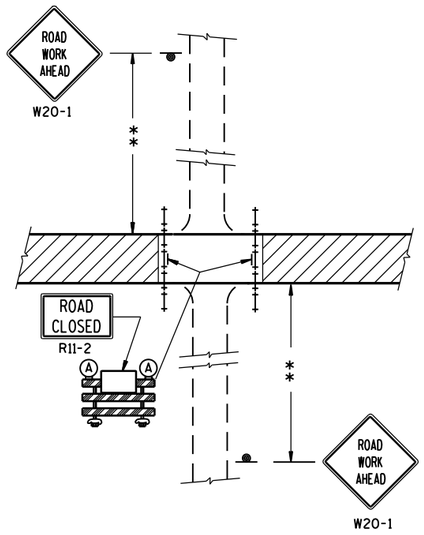
S.D.D. 15 C 2-5c

S.D.D. 15 C 2-5c



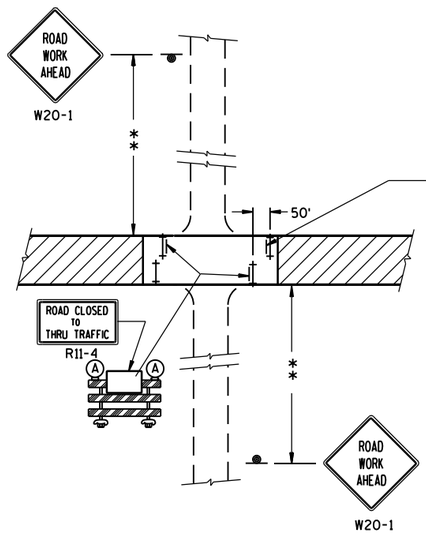
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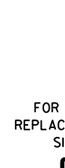
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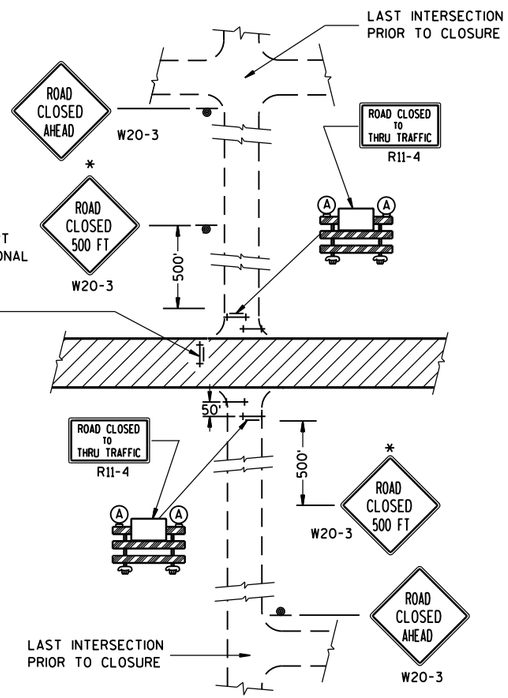
(PUBLIC CROSS-TRAFFIC MAINTAINED. NO ACCESS TO PROJECT).





DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

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 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

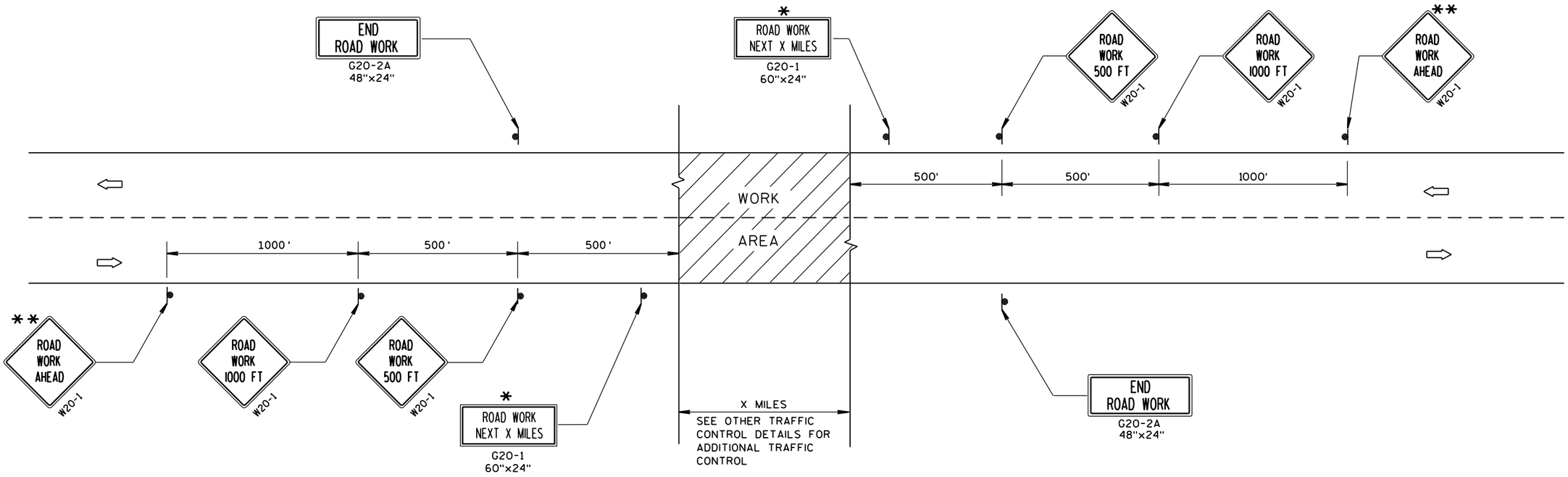
APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 C 3-2

6

S.D.D. 15 C 3-2



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

GENERAL NOTES

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

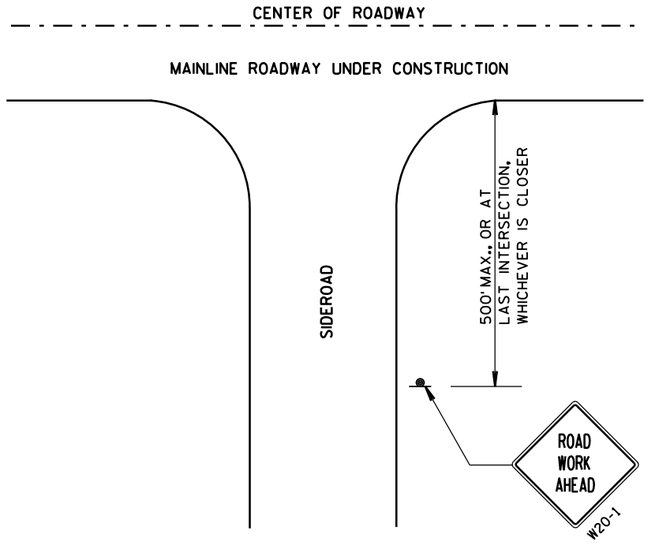
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

** PLACE ADDITIONAL W20-1 "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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8/2013 — DATE

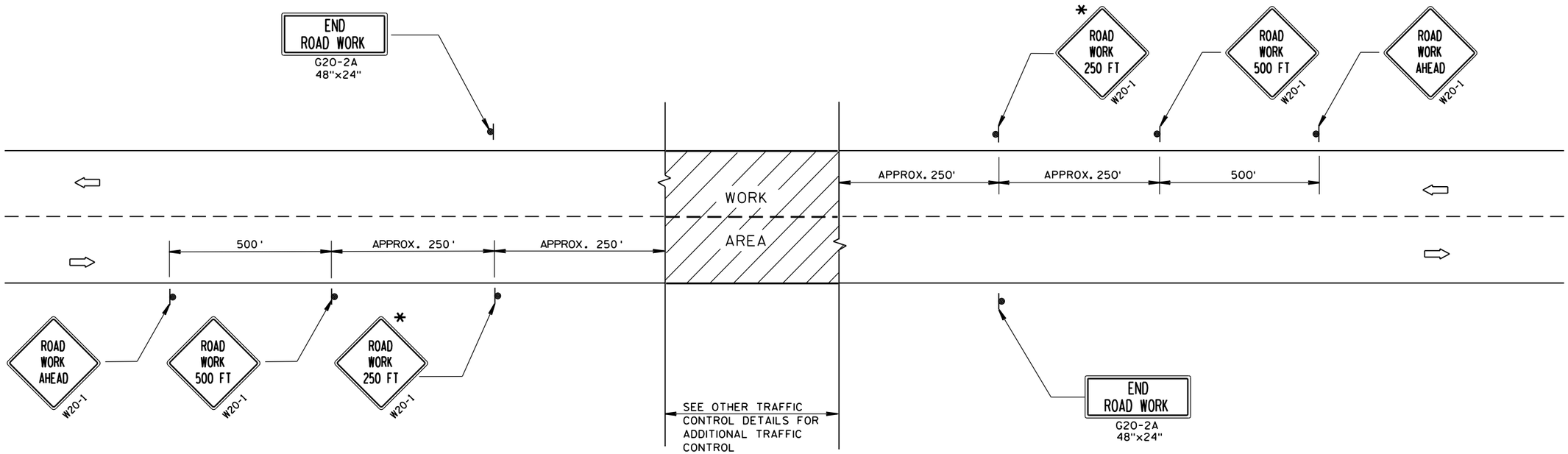
/S/ Travis Feltes — STATE TRAFFIC ENGINEER

SIGN

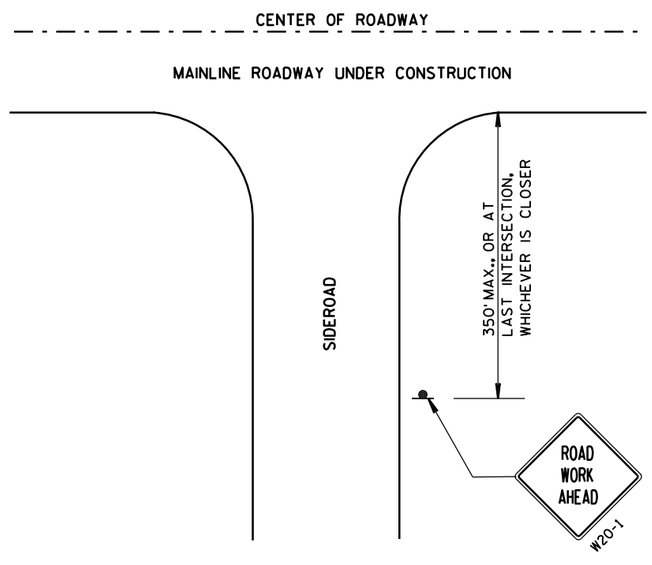
FHWA

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S.D.D. 15 C 4-2



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



GENERAL NOTES

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS.

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

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FT" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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8/2013 — DATE

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SIGN

6

S.D.D. 15 C 5-2

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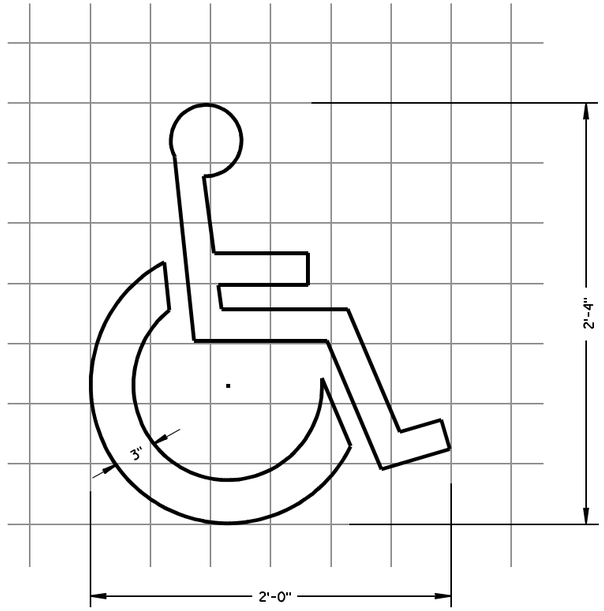
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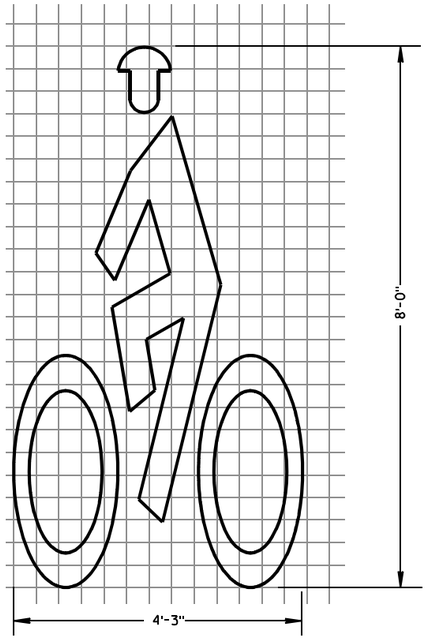
GENERAL NOTES

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.

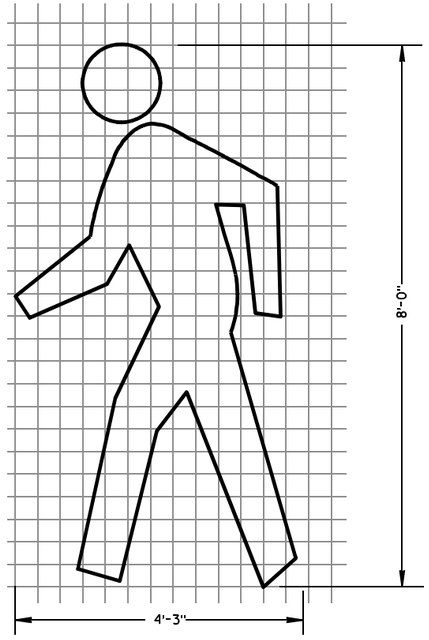
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.

A DETAILED DRAWING OF THE HANDICAPPED PARKING SYMBOL IS ILLUSTRATED IN THE "STANDARD HIGHWAY SIGNS MANUAL" BY THE FEDERAL HIGHWAY ADMINISTRATION.

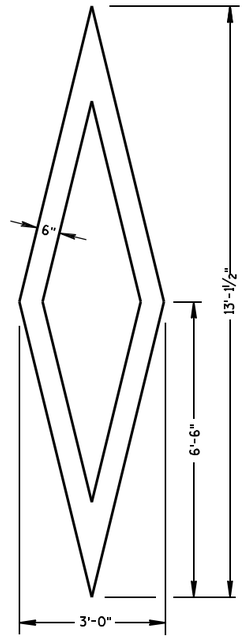




BIKE CROSSING SYMBOL



PEDESTRIAN SYMBOL



PREFERENTIAL LANE SYMBOL

6

6

S.D.D. 15 C 7-12a

S.D.D. 15 C 7-12a

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 DATE

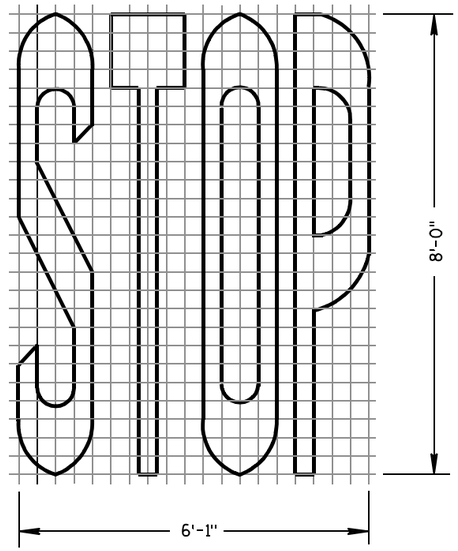
/S/ Thomas N Nathan
STATE TRAFFIC ENGINEER

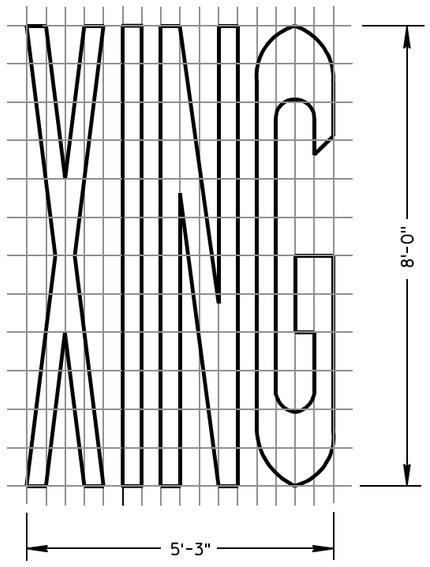
FHWA

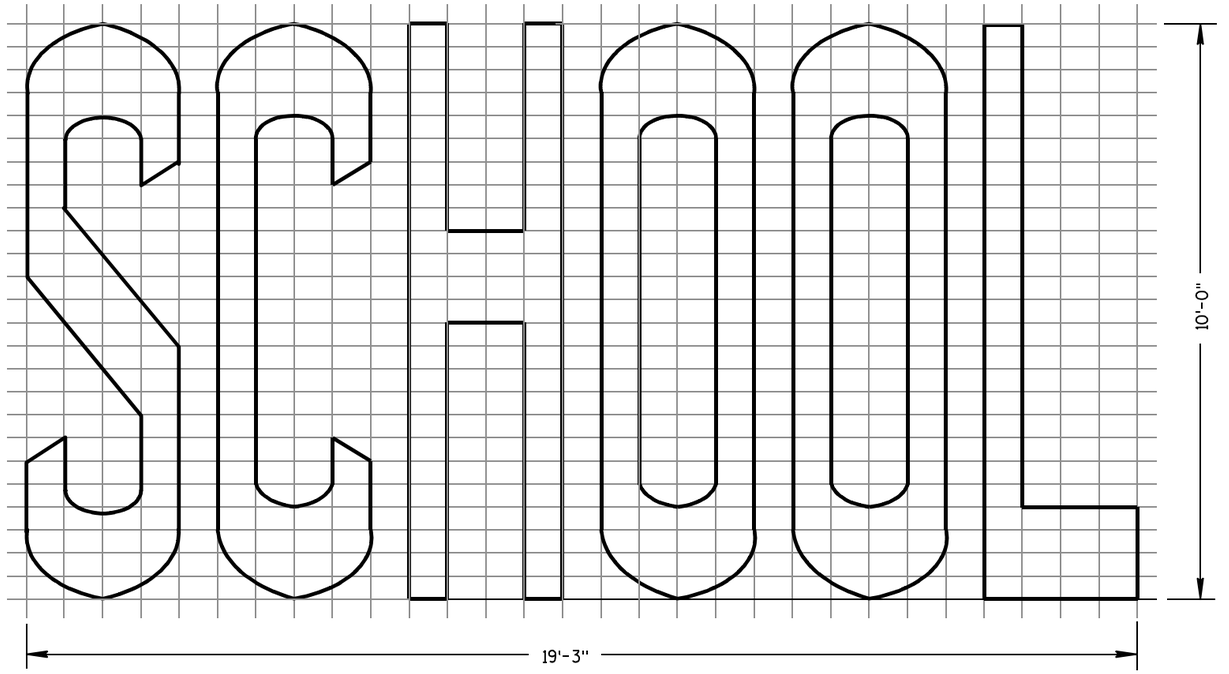
GENERAL NOTES

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.

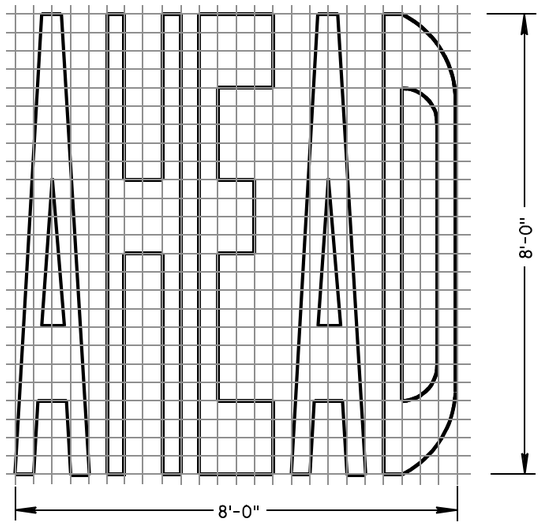
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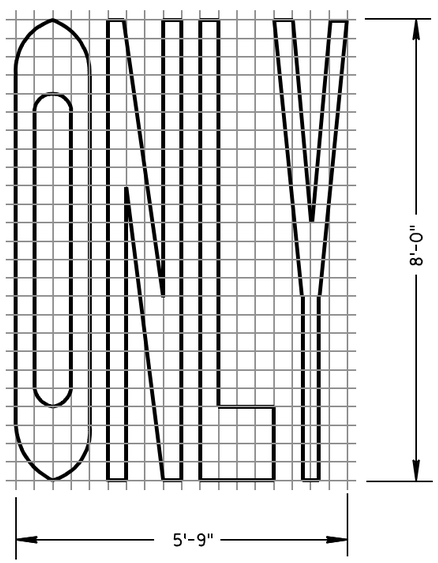


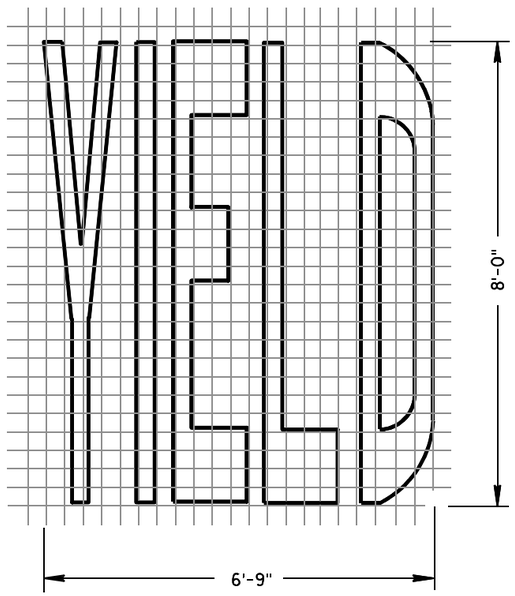


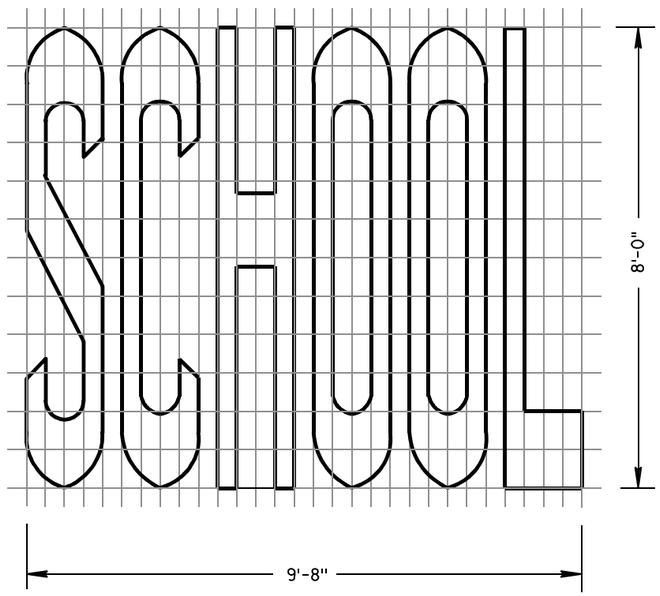


TWO-LANE









SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-1-11 DATE

/S/ Thomas N. Nothohm
STATE TRAFFIC ENGINEER

FHWA

IGN

6

S.D.D. 15 C 7-12b

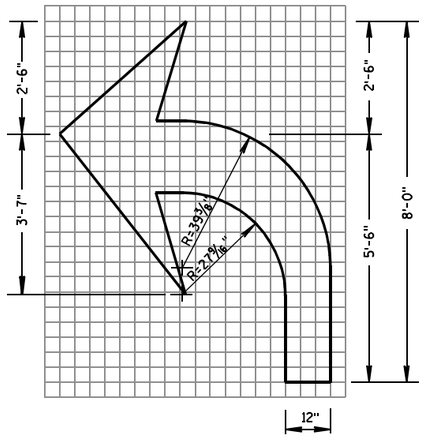
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S.D.D. 15 C 7-12b

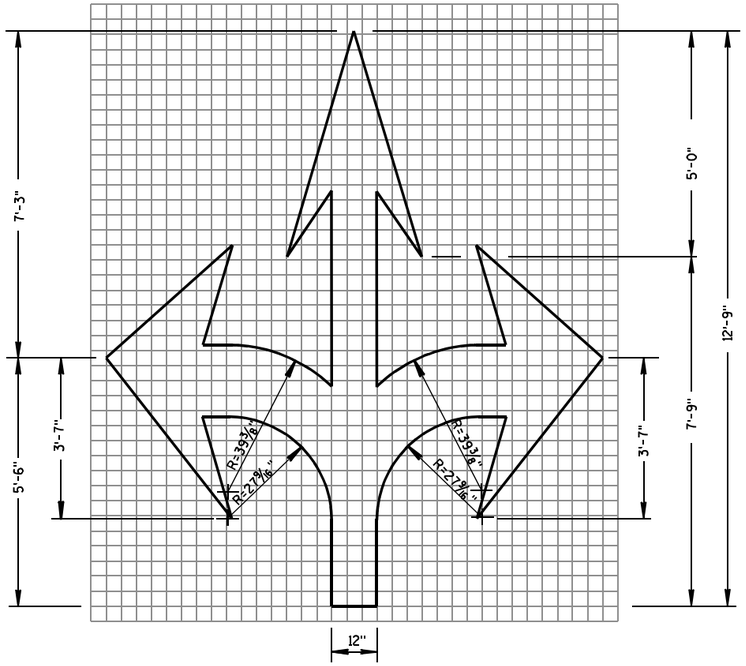
GENERAL NOTES

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.

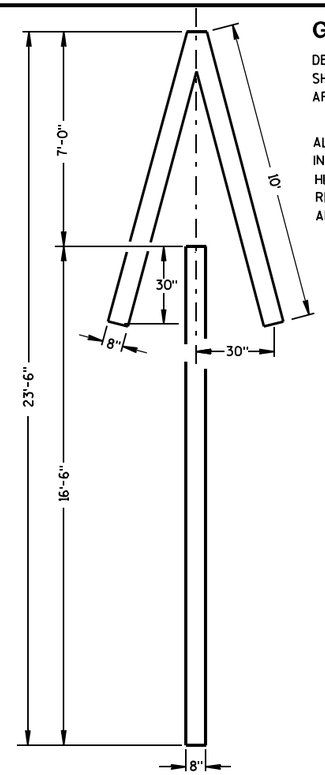
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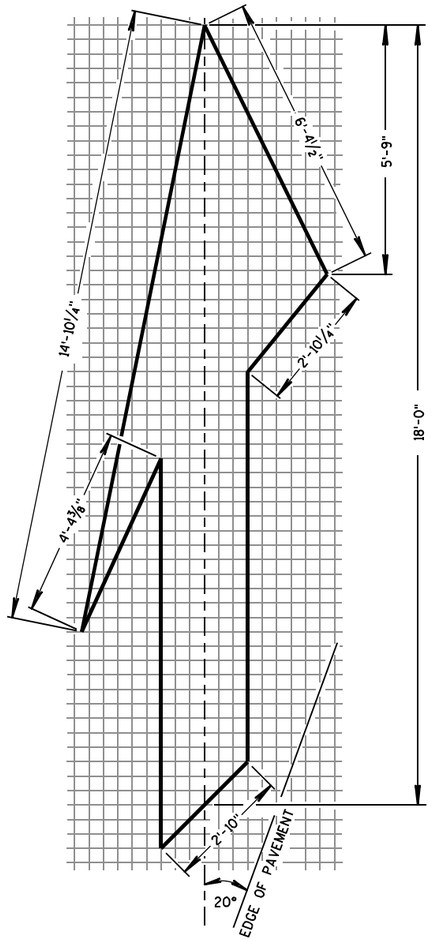
TYPE 2



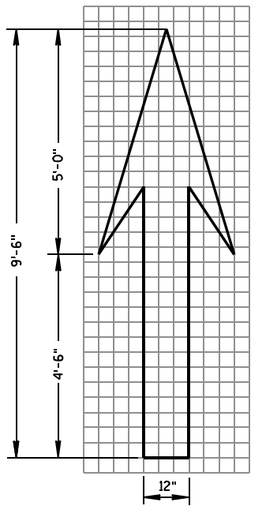
TYPE 6



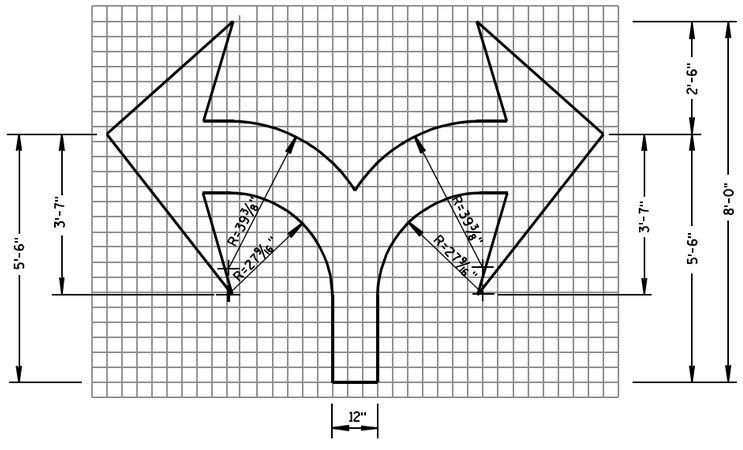
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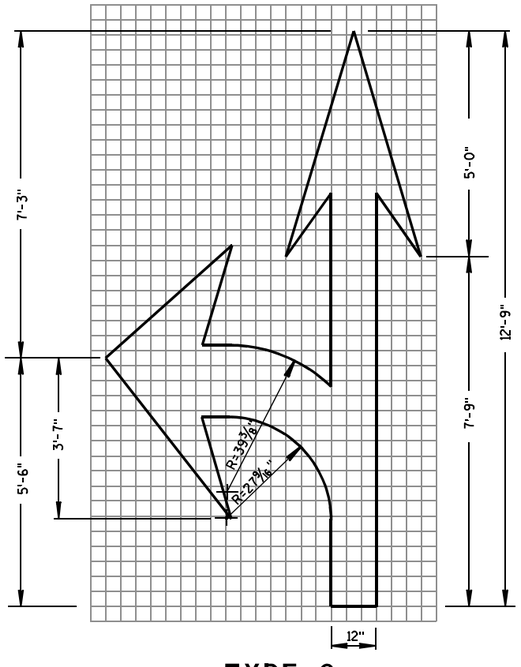
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 — DATE

/S/ Thomas N. Nothdurft — STATE TRAFFIC ENGINEER

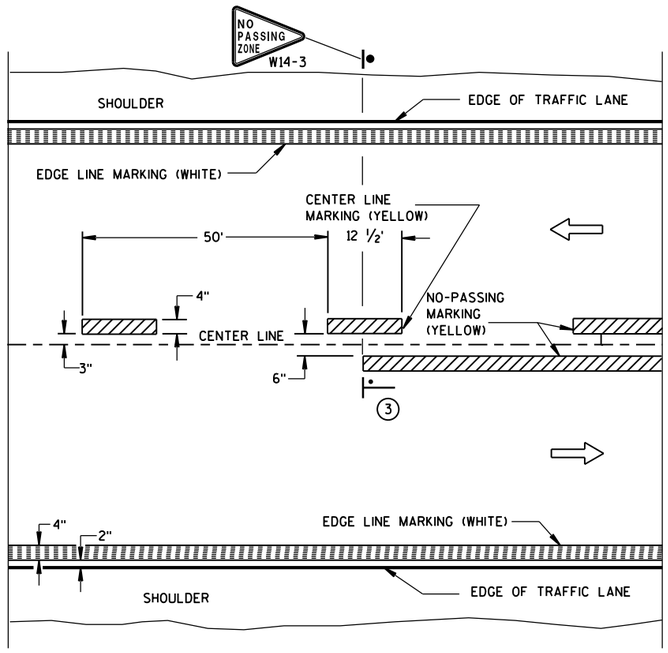
FHWA

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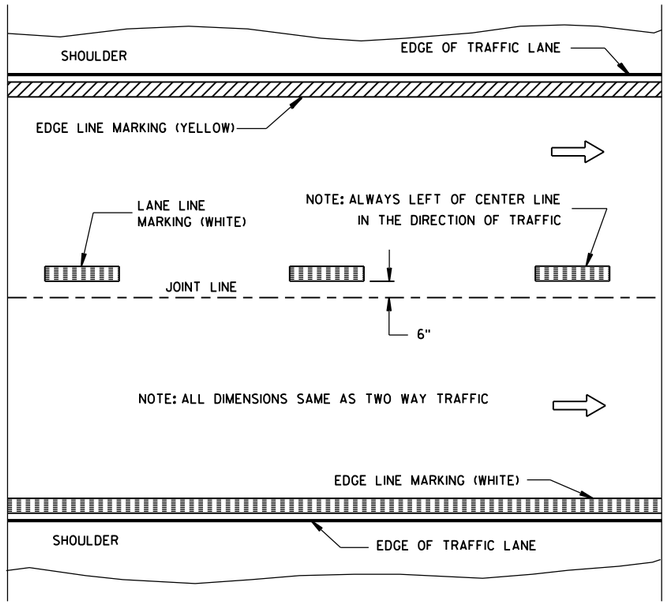
S.D.D. 15 C 7-12c

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S.D.D. 15 C 7-12c



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

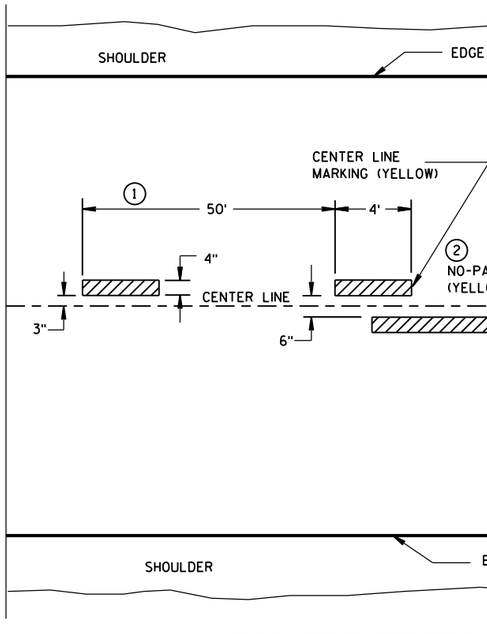
GENERAL NOTES

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

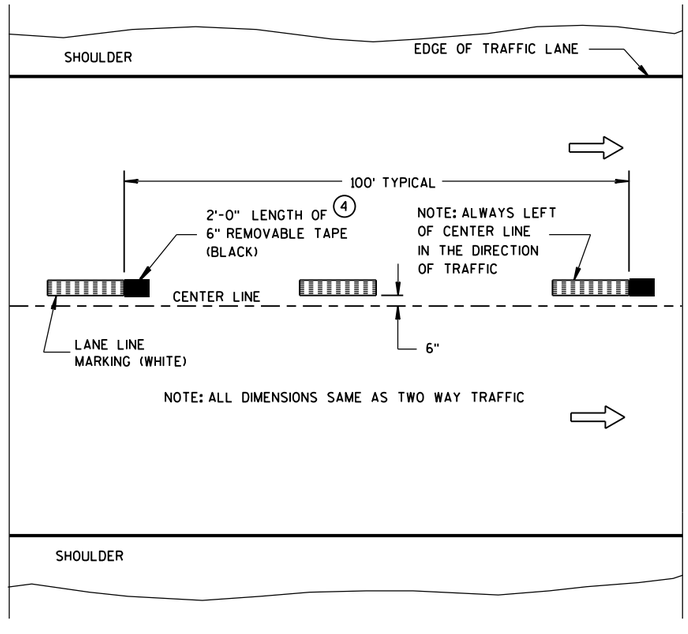
1. HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
2. NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
3. NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
4. CONCRETE ONLY.

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



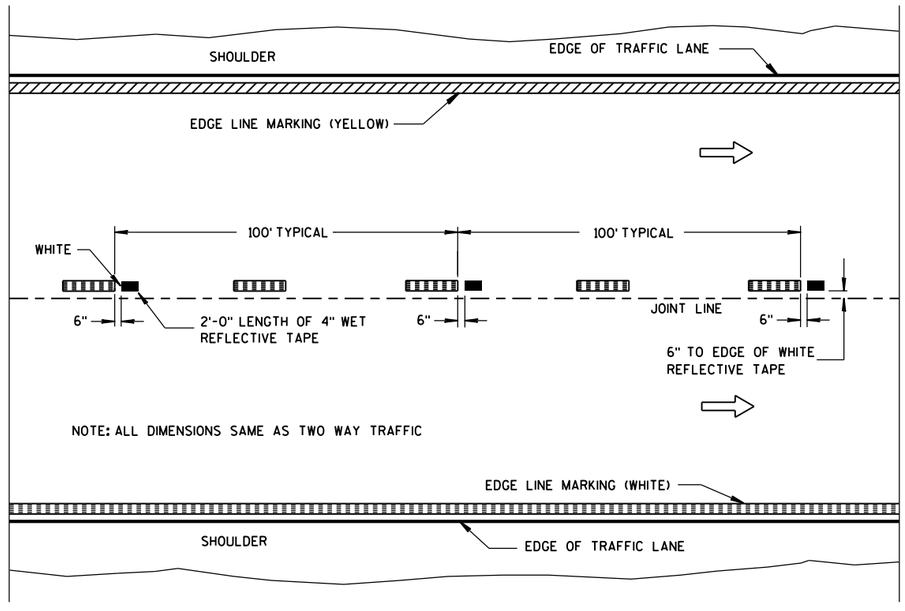
TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)



WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

LEGEND

"T" MARKING

POST MOUNTED SIGN

PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-13-2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC E

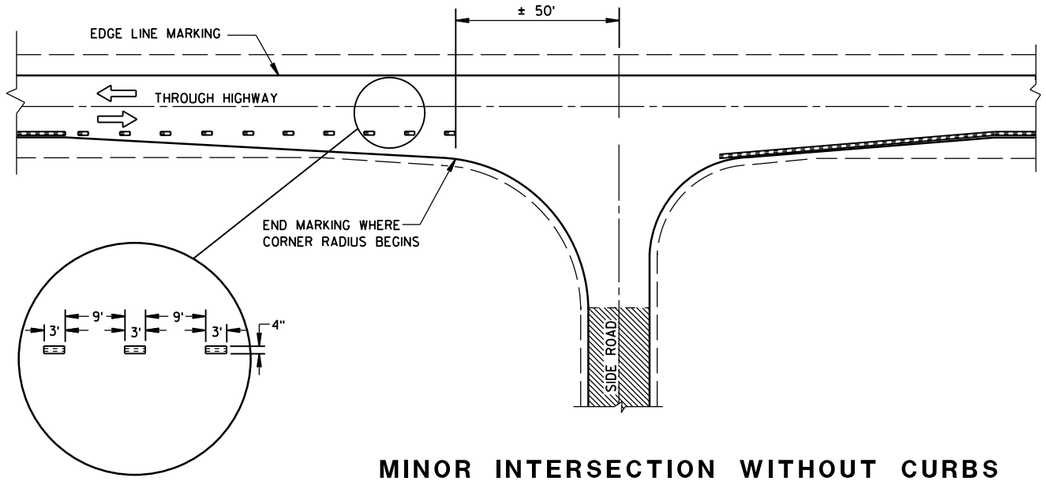
FHWA

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S.D.D. 15 C 8-16a

6

S.D.D. 15 C 8-16a



MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.

(4) THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.

(5) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(6) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

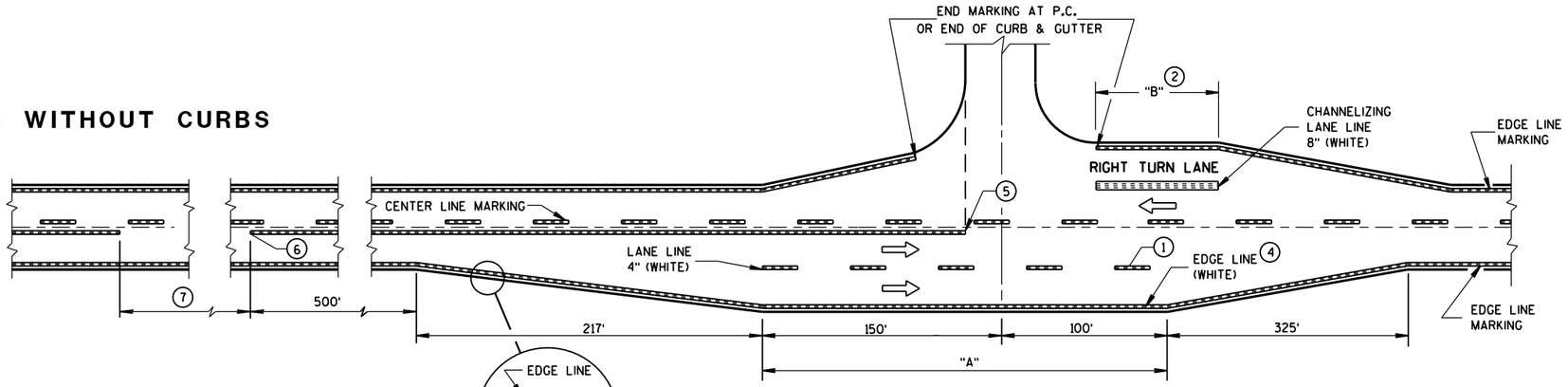
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

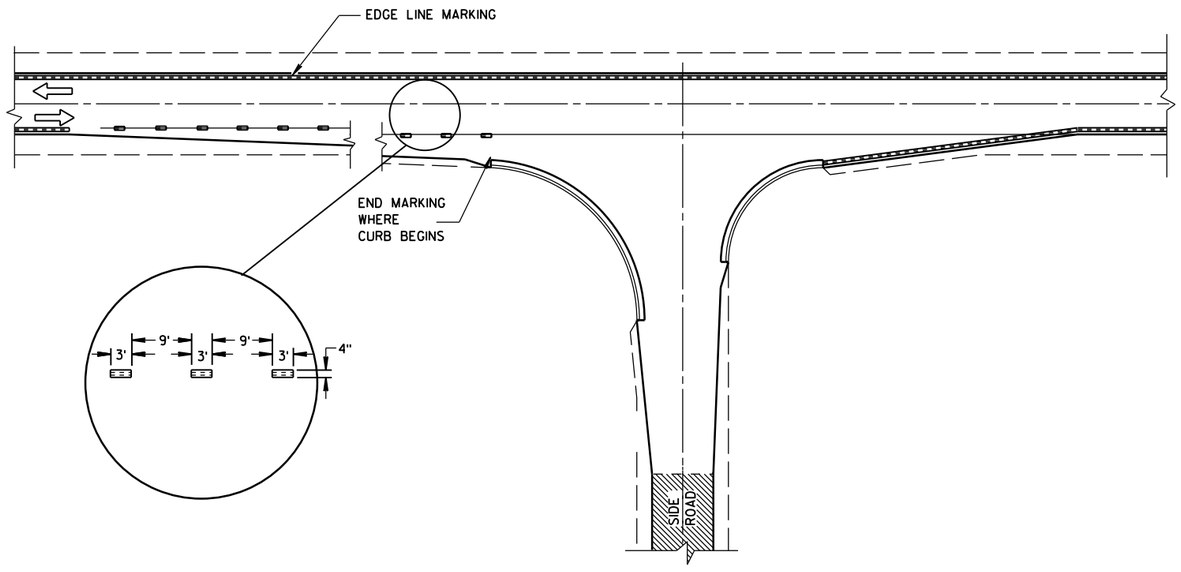
(7)

POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792



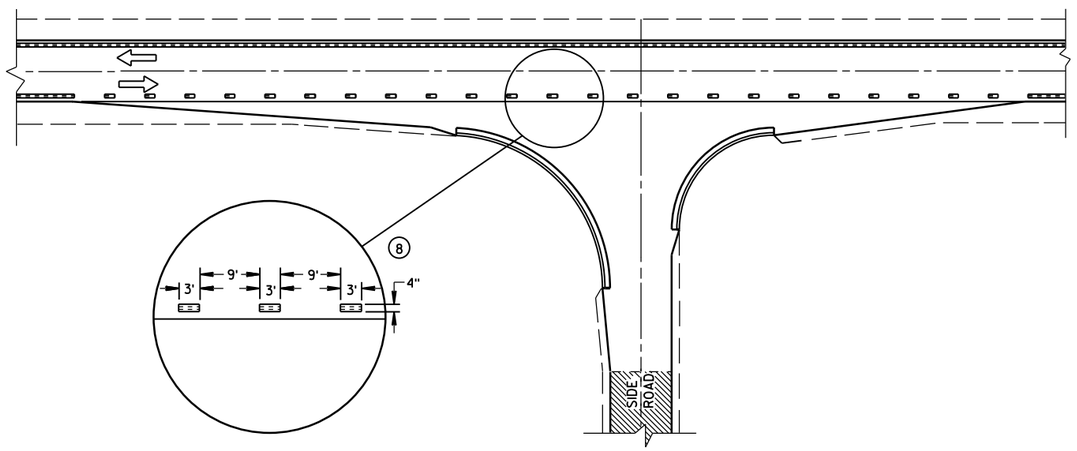
MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS

(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS

(3) (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING
(INTERSECTIONS)

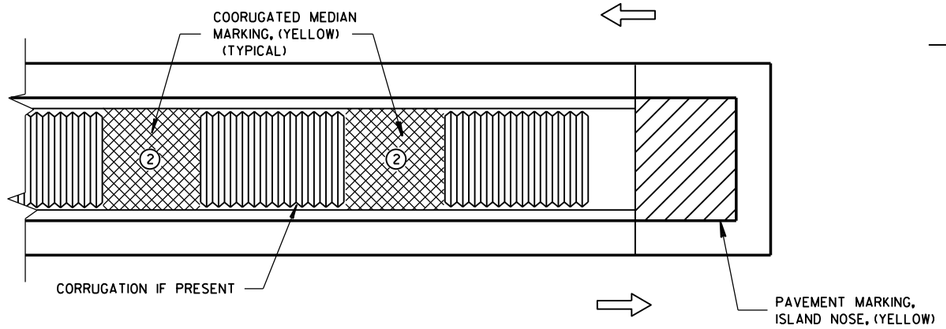
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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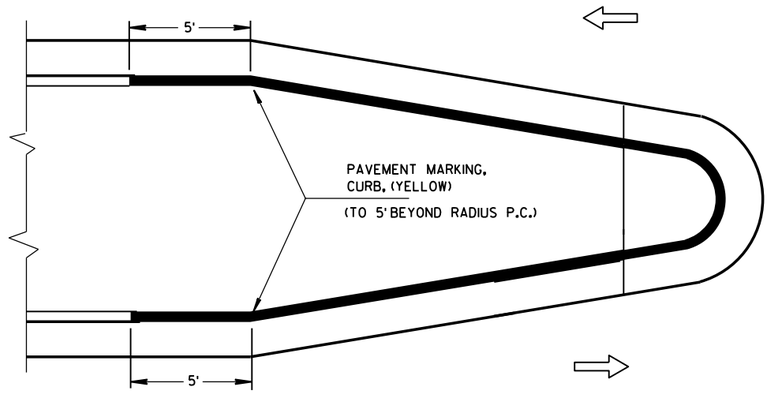
S.D.D. 15 C 8-16b

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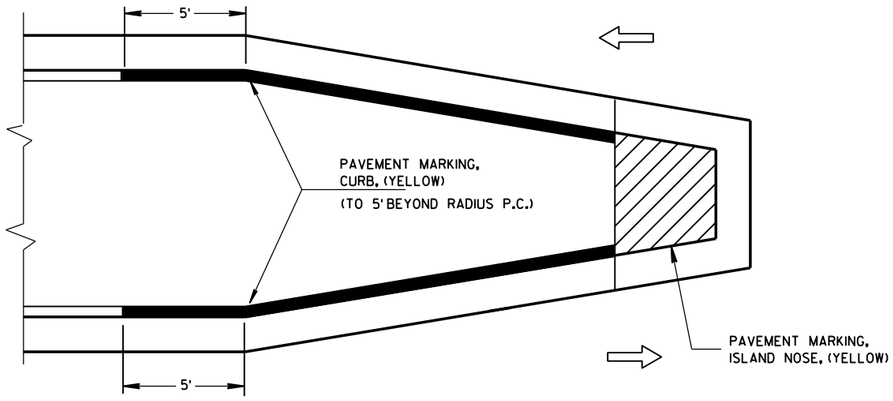
S.D.D. 15 C 8-16b



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

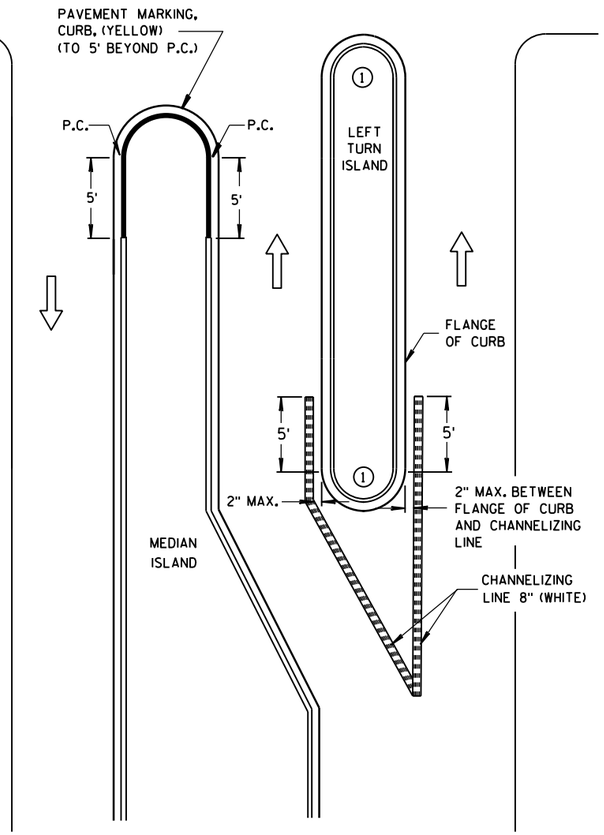


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

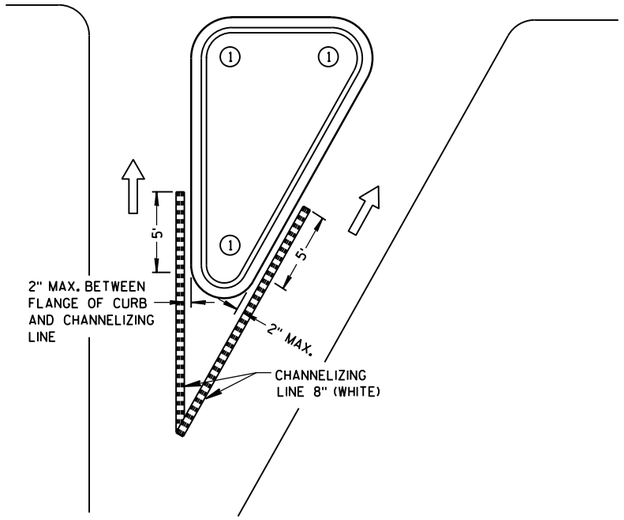


LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

1. DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.

2. 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 AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.



RIGHT TURN ISLAND

LEGEND

- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING
(ISLANDS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 15 C 8-16f

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

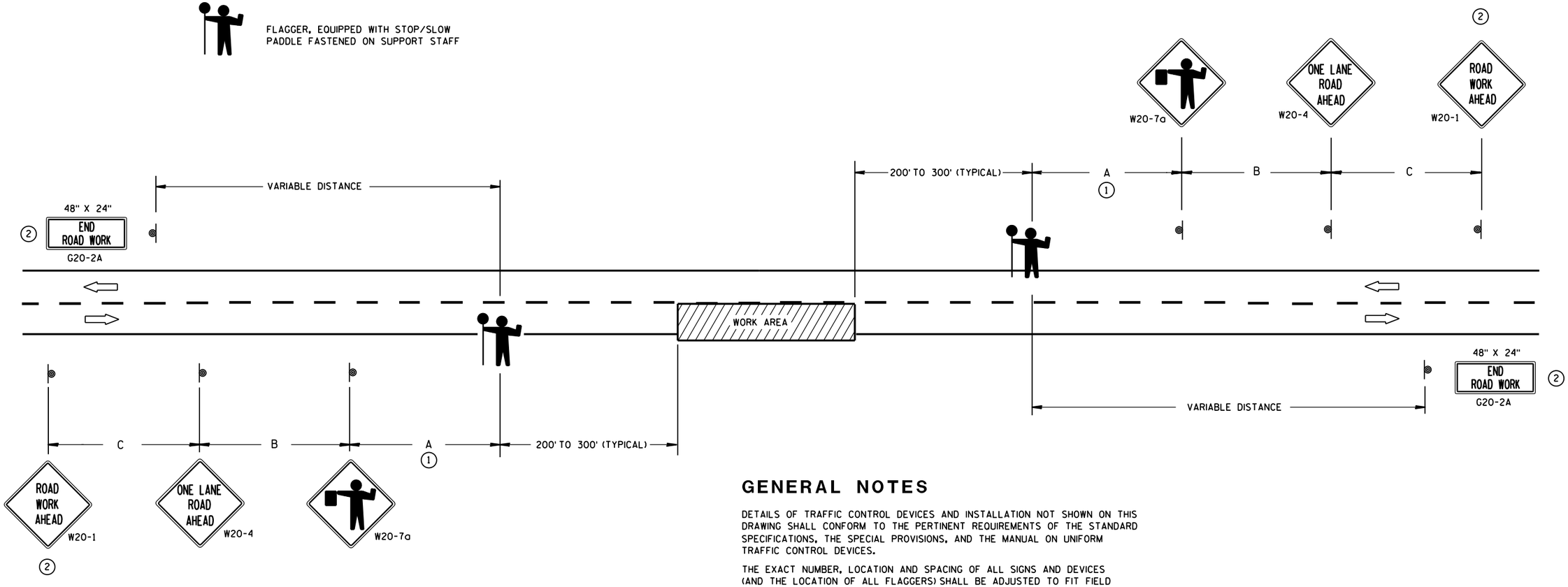
SIGN SPACING TABLE

SPEED LIMIT	SIGN SPACING A,B,C
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



W3-4

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



(1) FOR A MOVING WORK OPERATION,
SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT 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.

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.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES (AND THE 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.

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, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

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

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

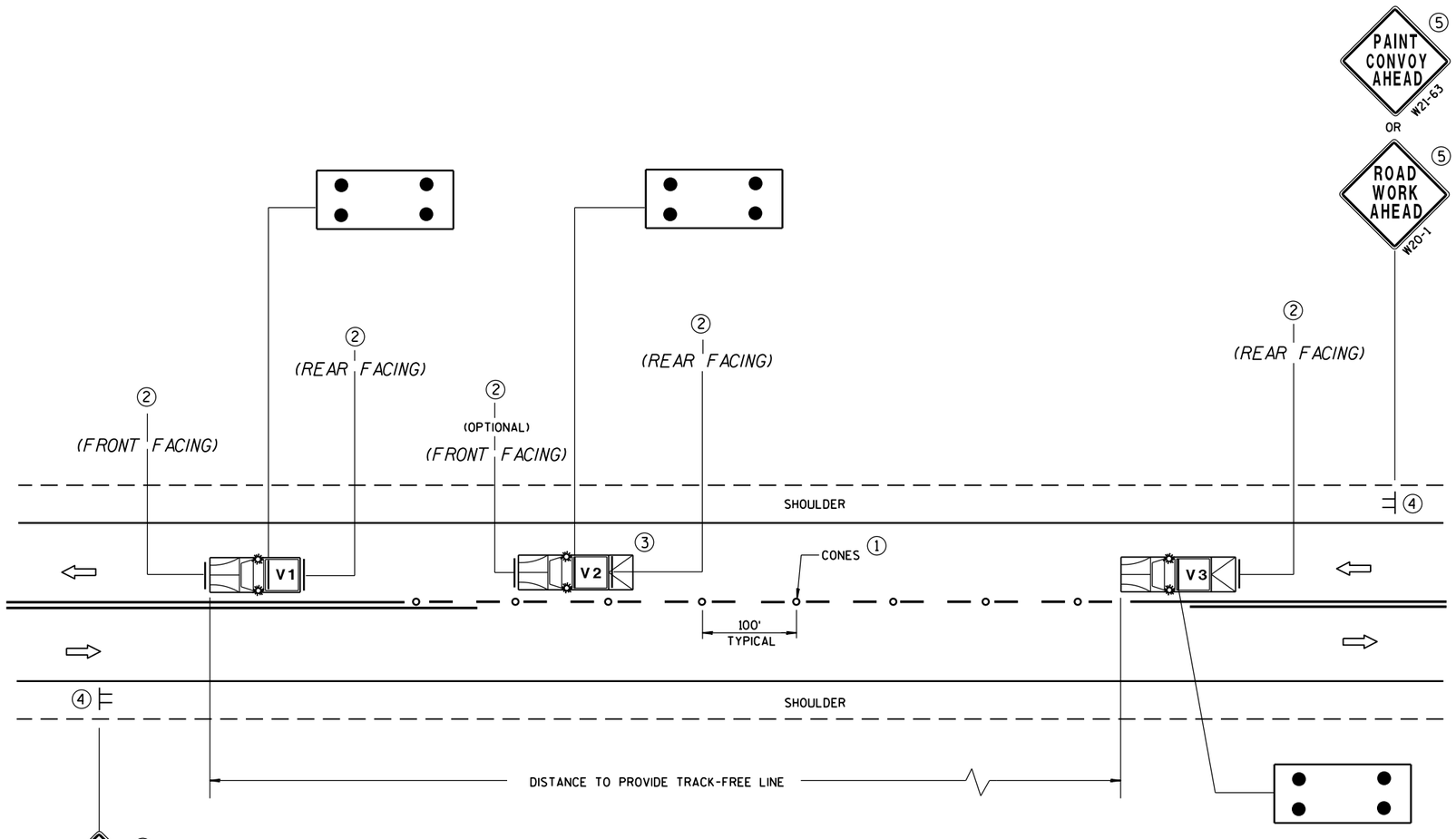
APPROVED
8/2013
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
425
DESIGN
FHWA

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S.D.D. 15 C 12-4

6

S.D.D. 15 C 12-4



GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE MARKING.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

(1) CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

(4) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(5) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

- **V1** LEAD VEHICLE
- **V2** SHADOW VEHICLE
- **V3** TRAIL VEHICLE WITH TMA
- **TMA** TRUCK-MOUNTED ATTENUATOR
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- CONES
- FLASHING ARROW PANEL (CAUTION)

MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY

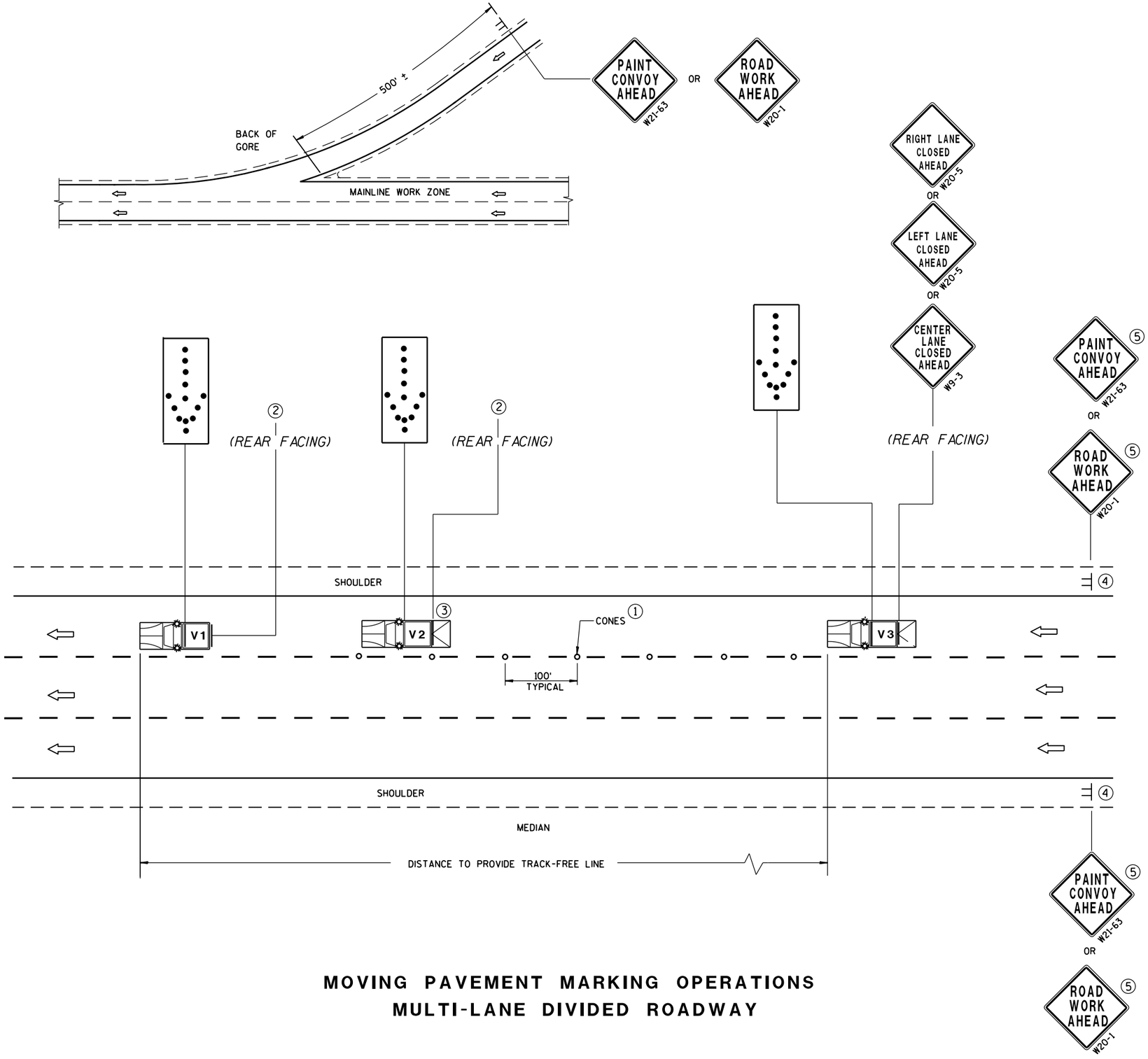
MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 5/3/2013 DATE	/S/ Travis Feltes STATE TRAFFIC E
FHWA	

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S.D.D. 15 C 19-2a

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S.D.D. 15 C 19-2a



MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE DIVIDED ROADWAY

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

FOR EDGELINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH. USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

THIS DRAWING SHALL BE USED FOR EDGELINE OR LANELINE MARKING FOR MULTILANE DIVIDED ROADWAYS.

① CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

② USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

③ OPTIONAL TRUCK-MOUNTED ATTENUATOR.

④ SIGNS SHALL BE REPEATED AFTER EVERY ON RAMP OR EVERY THREE MILES.

⑤ IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

V1	LEAD VEHICLE
V2	SHADOW VEHICLE
V3	TRAIL VEHICLE WITH TMA
TMA	TRUCK-MOUNTED ATTENUATOR
	SIGN ON TEMPORARY SUPPORT
	DIRECTION OF TRAFFIC
	CONES
	FLASHING ARROW PANEL (MERGE)

MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/3/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC EN

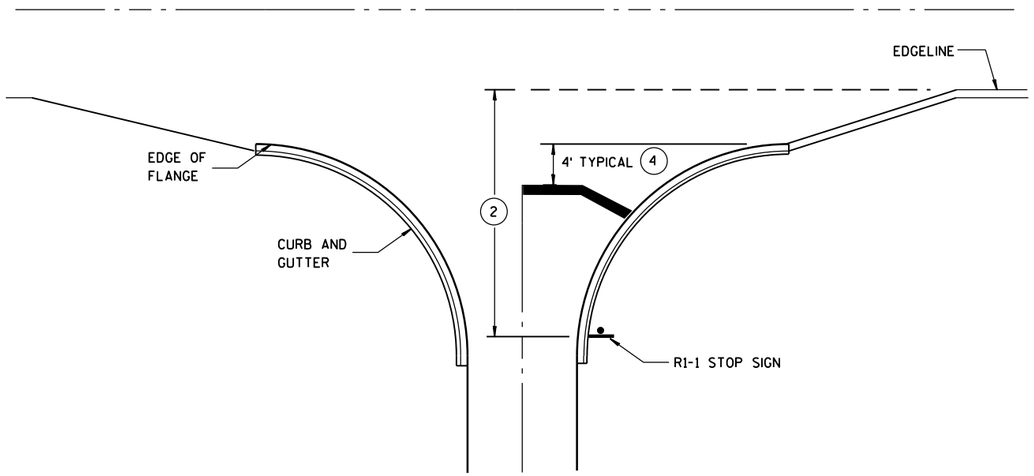
FHWA

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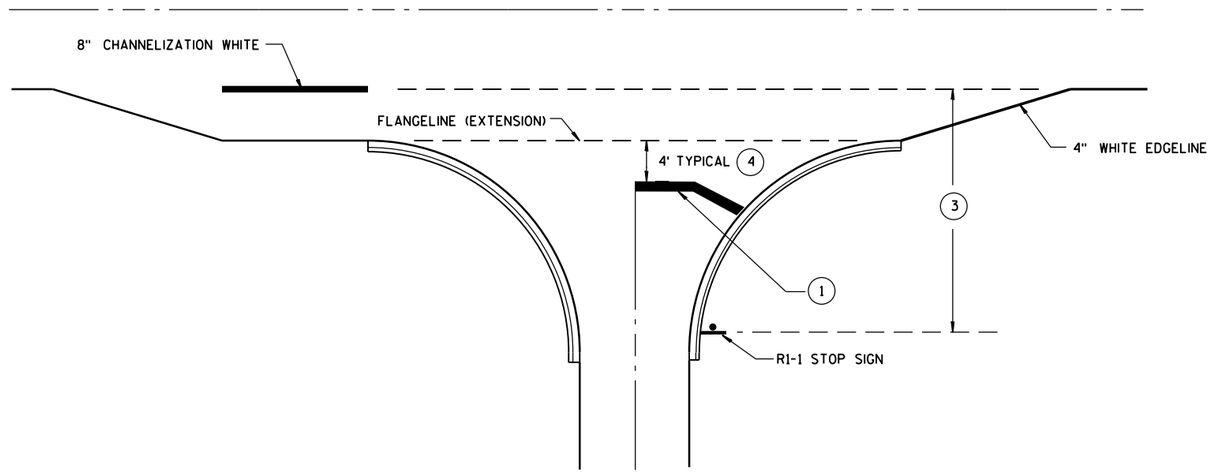
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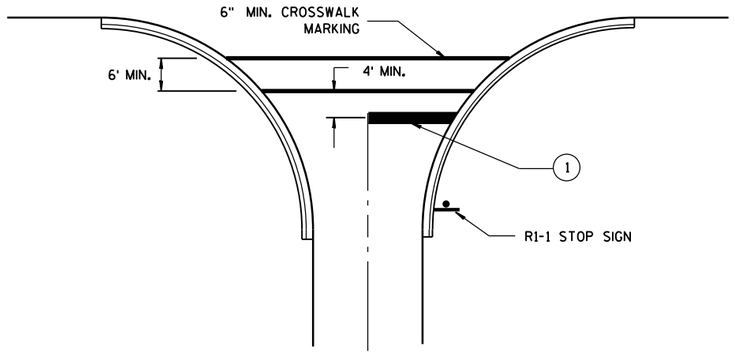
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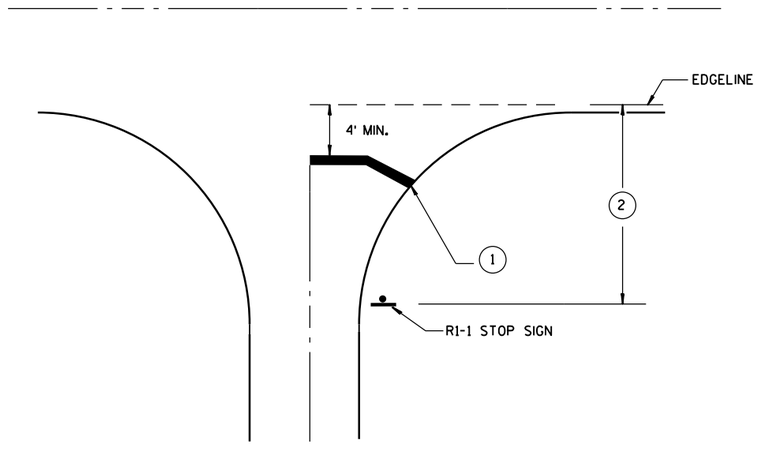
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE THAN NO STOP LINE IS REQUIRED.
3. IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
4. MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES.

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4/30/2013
DATE

/S/ Travis Feltes
STATE TRAFFIC EI

FHWA

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S.D.D. 15 C 33-1

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMENENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- WORK AREA

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48"×48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

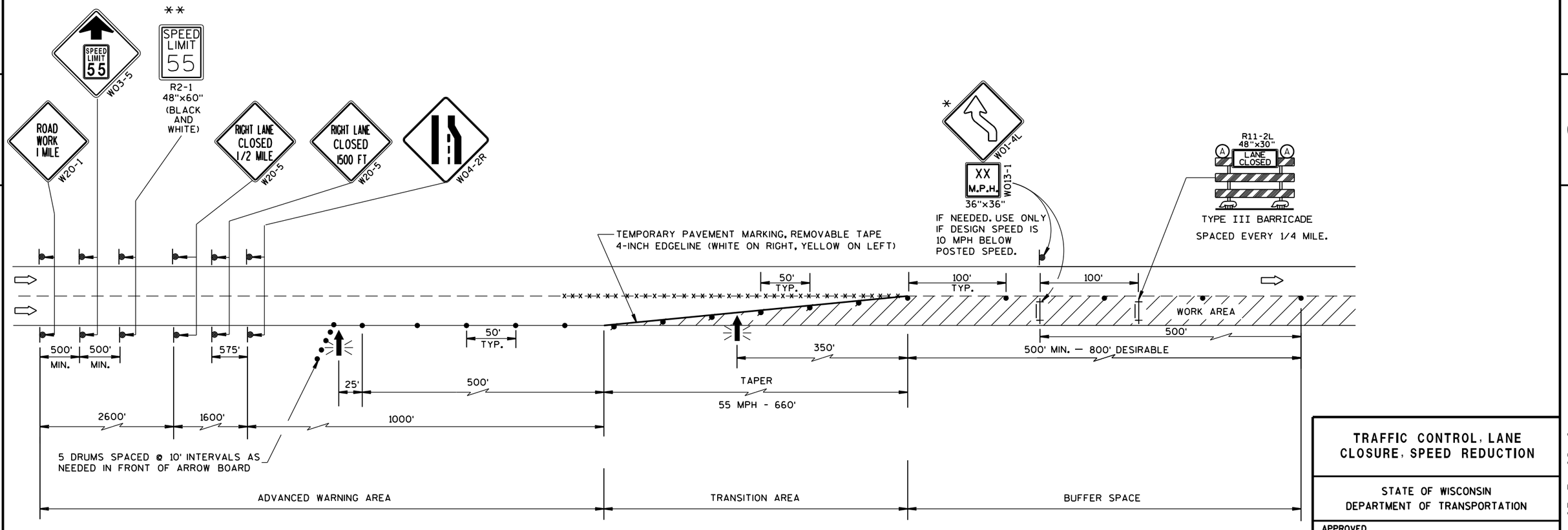
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (WO1-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.

** A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. THERE SHOULD BE A SPEED LIMIT SIGN INCORPORATED A MINIMUM OF EVERY 2 OR 3 MILES. INCLUDE A 65 MPH RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIREABLE) BEYOND THE "END OF ROADWORK" SIGN.

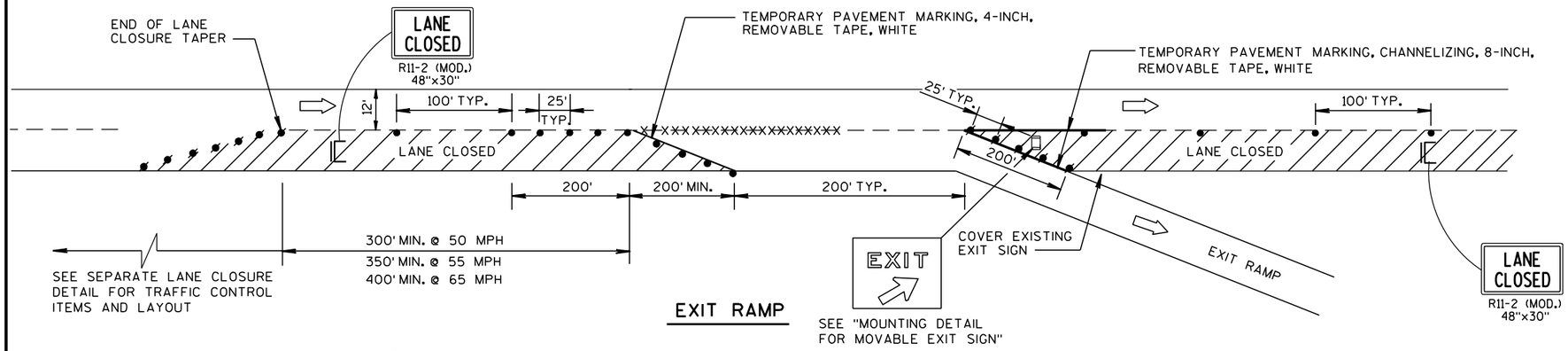


TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

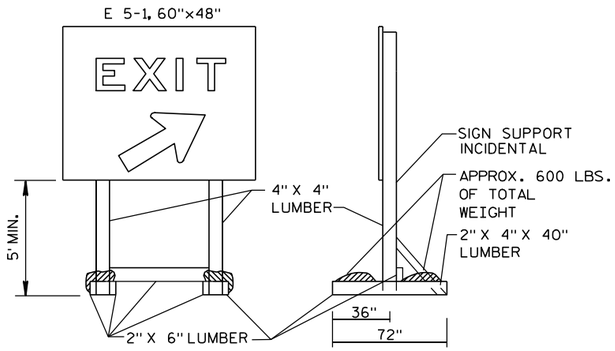
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3-2014 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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S.D.D. 15 D 12-4

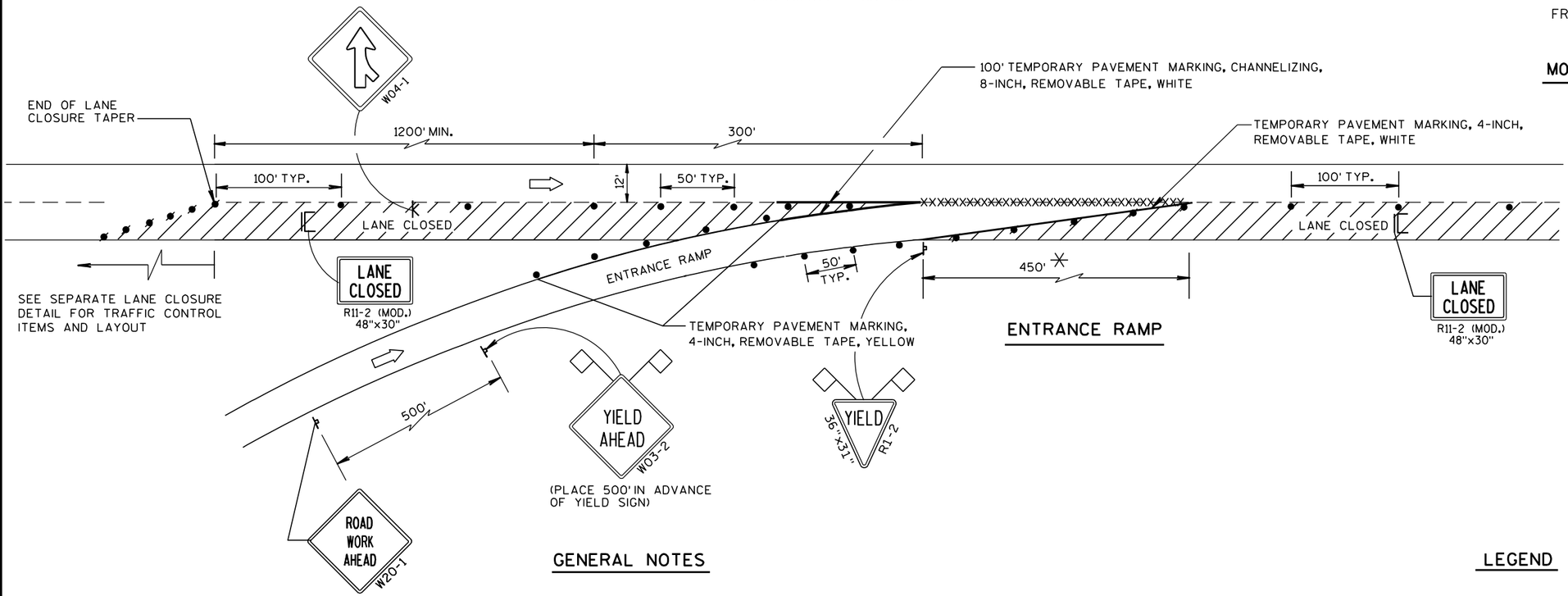


EXIT RAMP



NOTE: ALL LUMBER DIMENSIONS ARE NOMINAL

MOUNTING DETAIL FOR MOVABLE EXIT SIGN



ENTRANCE RAMP

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2 (MOD.) "LANE CLOSED" SIGNS.

YIELD SIGN AND WARNING SIGNS ON ENTRANCE RAMP ARE ALSO APPROPRIATE FOR CLOSURE OF THE MAINLINE LEFT LANE. OMIT THE YIELD SIGN IF MORE THAN ONE LANE REMAINS OPEN ON THE MAINLINE AND THE RAMP TAPER IS AT LEAST AS LONG AS THE NORMAL ENTRANCE RAMP TAPER AT THE SITE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 7 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

✳ LENGTH OF OPENING MAY BE REDUCED TO 150 FEET DURING STAGING OF WORK IN IMMEDIATE AREA OF RAMP TAPER.

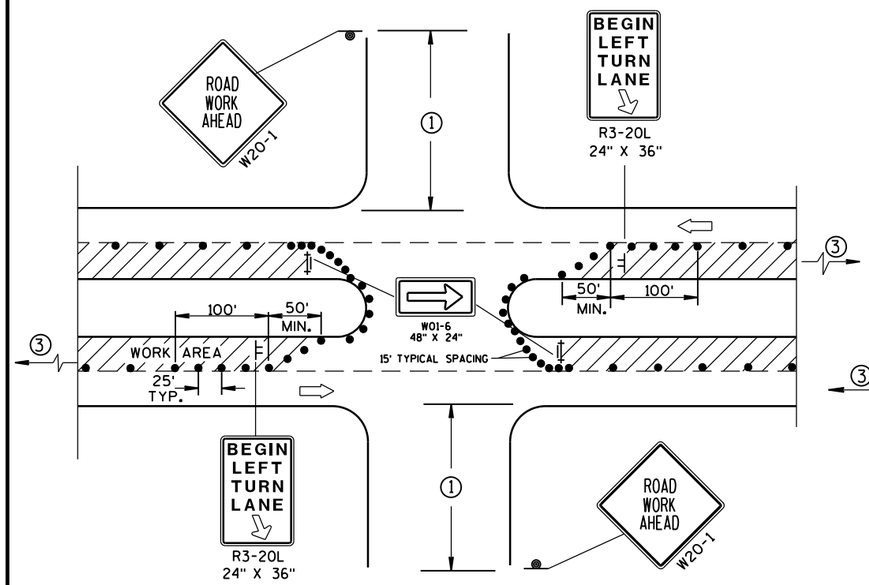
LEGEND

- POST MOUNTED SIGN
- SIGN ON PORTABLE SUPPORT
- TRAFFIC CONTROL, DRUM
- TRAFFIC CONTROL, DRUM WITH WARNING LIGHT, TYPE C (STEADY-BURN)
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- TYPE III BARRICADE (8' EQUIVALENT) WITH SIGN
- FLAGS, 16"x16" MIN., ORANGE
- DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

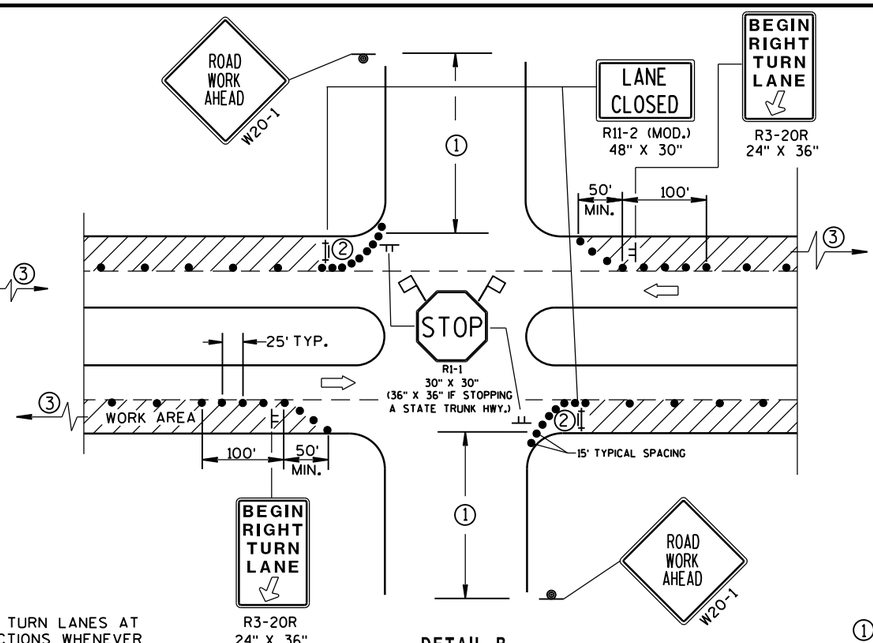
APPROVED
5/24/2000 DATE
/S/ Chester J. [illegible]
CHIEF SIGNS AND MARKINGS ENGINEER
FHWA



DETAIL A

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



DETAIL B

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

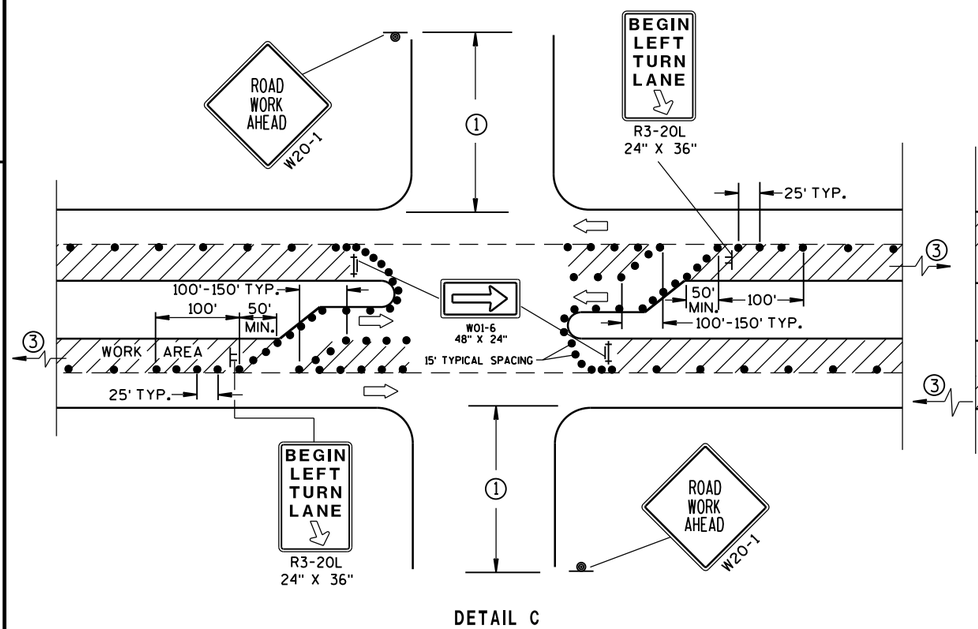
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE 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.

① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

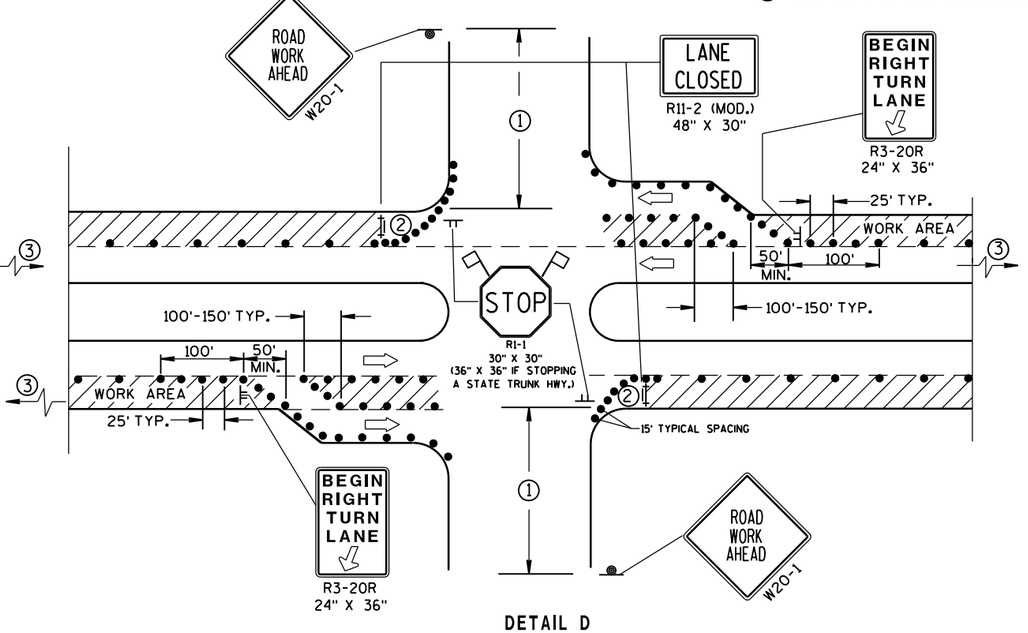
② ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.



DETAIL C

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)



DETAIL D

FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Nov. 2014 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 D 21-3

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT SHOULDER. FOR CLOSING THE LEFT SHOULDER, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

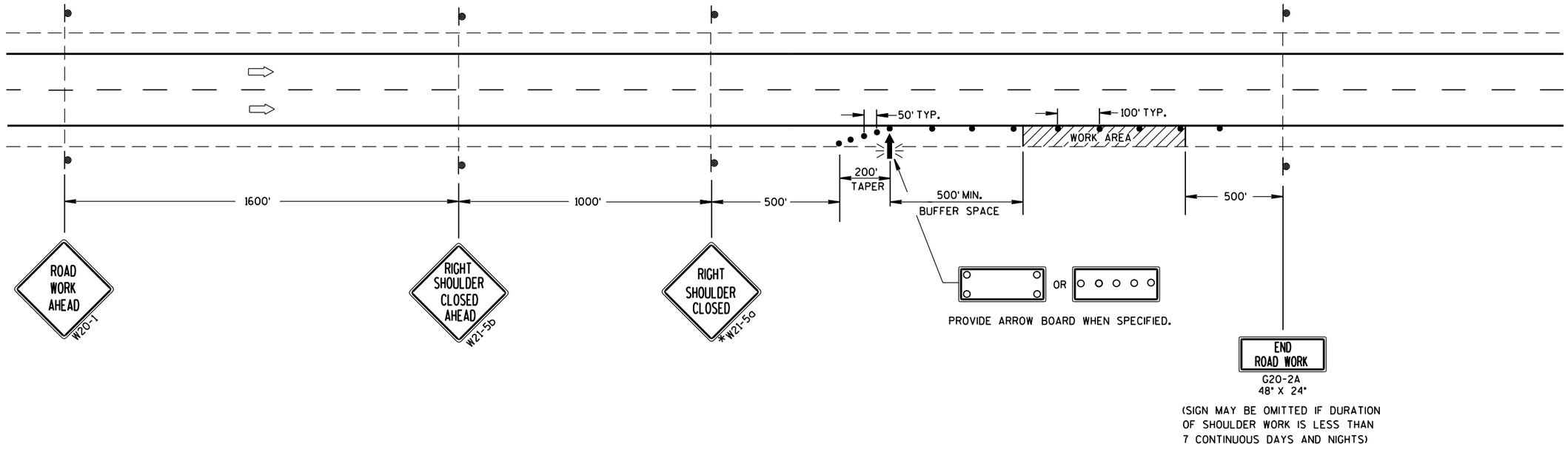
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WHEN A 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.

*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-5a SIGN MAY BE OMITTED.



TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

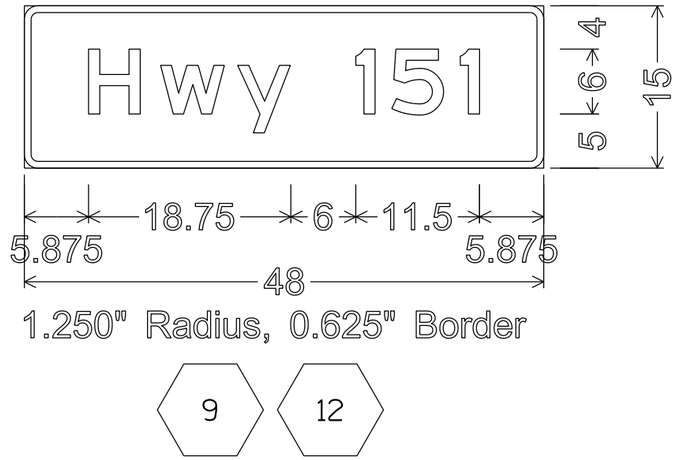
FHWA

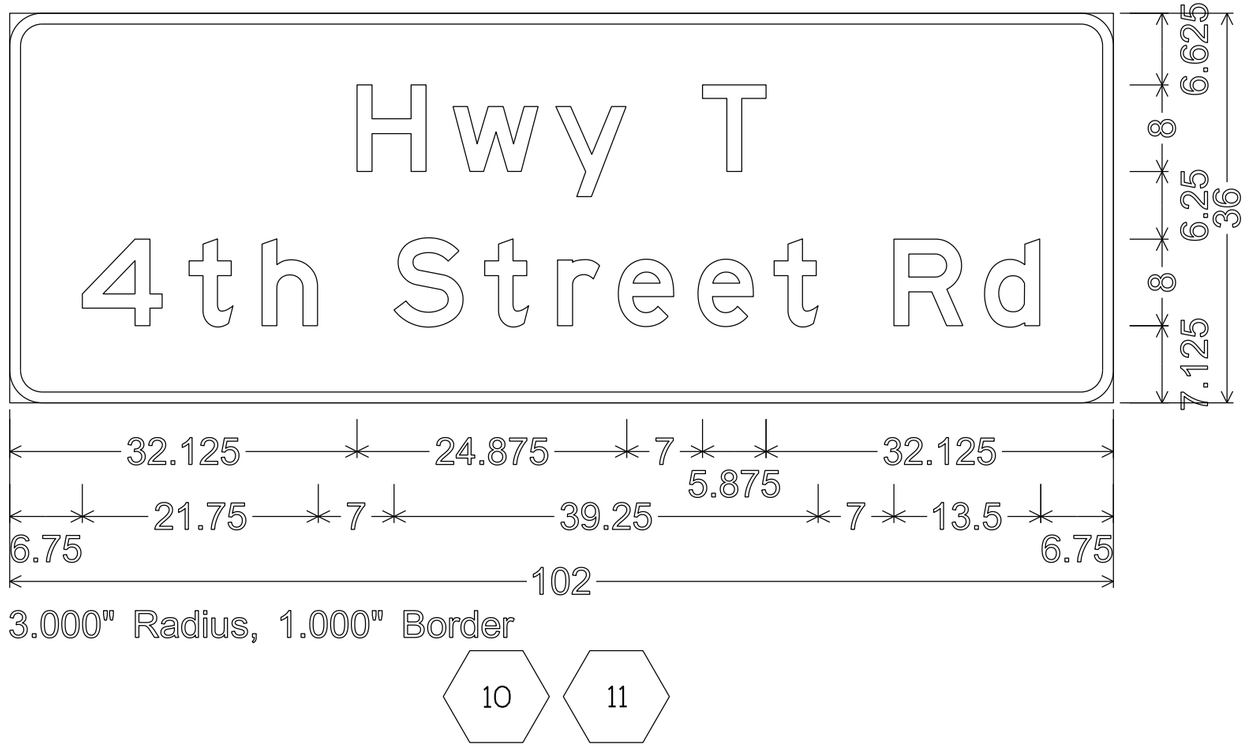
6

S.D.D. 15 D 27-2

NOTES

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





7

7

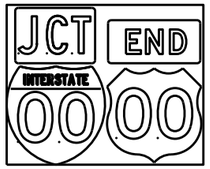
PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	PERMANENT SIGNING	SHEET NO:	E

FILE NAME : N:\spo\traffic\SIGNING\Projects\1420-23-71 USH 151_CTH T Fond du Lac Co\070101_sd.dgn PLOT DATE : 18-SEP-2014 10:52 PLOT BY : dotjlf PLOT NAME : PLOT SCALE : 21:1

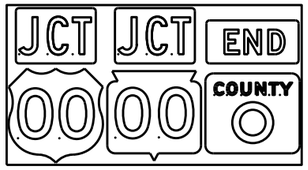
TYPICAL ASSEMBLIES



J1-1



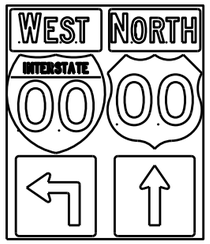
J1-2



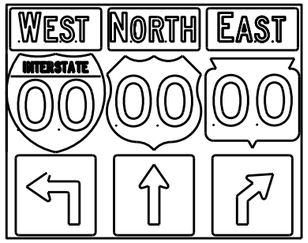
J1-3



J2-1



J2-2

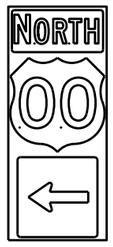


J2-3

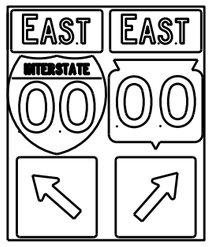


JV

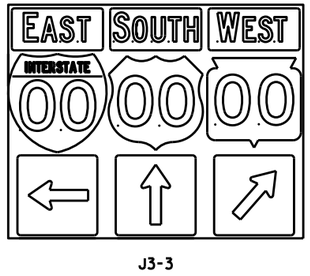
(Typical Vertical J-Assembly
See Note 10 and 11)



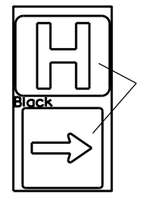
J3-1



J3-2



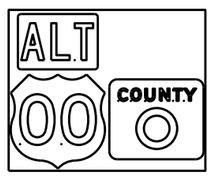
J3-3



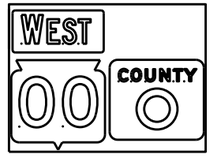
JH-1



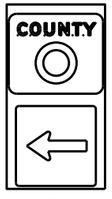
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1

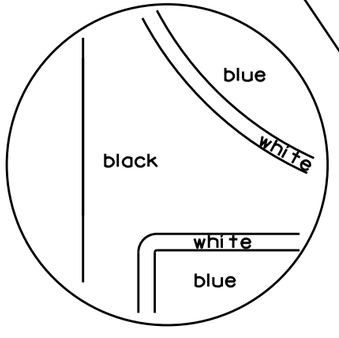


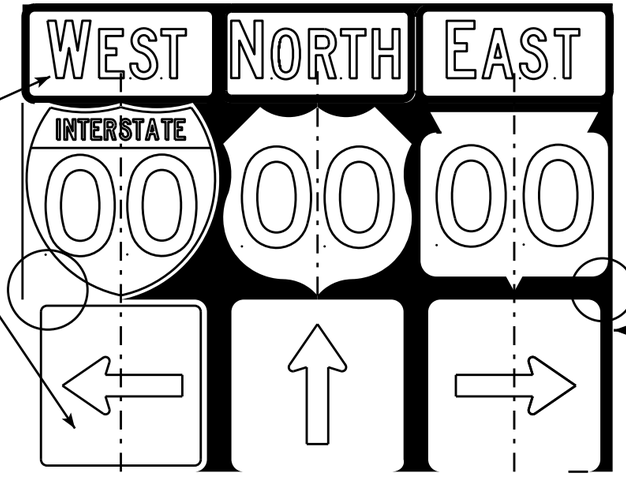
J23-1

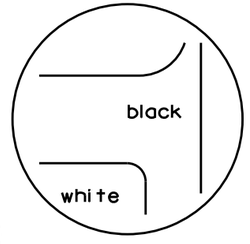


J22-1

[blue background with interstate]







[black background]

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. 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.
8. 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.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

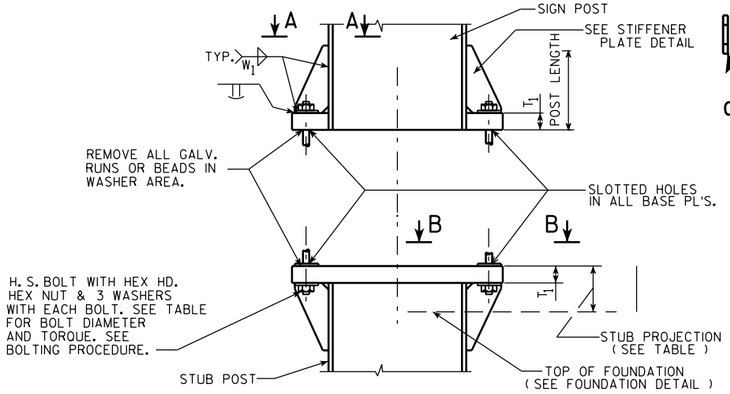
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

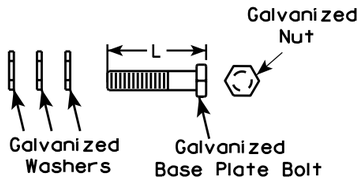
DATE 2/06/14 PL... A2-1S.8

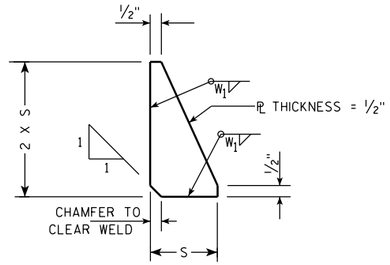
PROJECT NO: SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :
WISDOT/CADDS SHEET 42



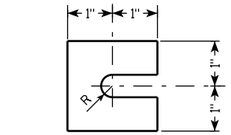
SIGN POST AND STUB POST ELEVATION





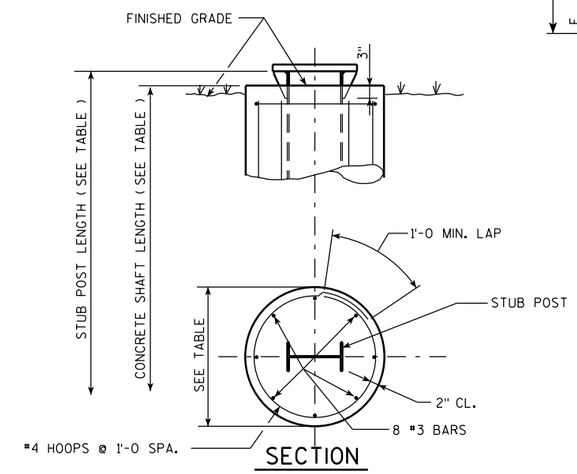
STIFFENER PLATE DETAIL

(SEE TABLE FOR DIMENSIONS)

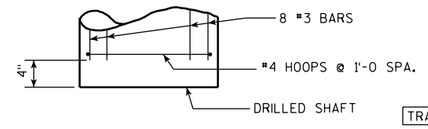


FURNISH 2 @ .012" ± THICK AND 2 @ .032" ± THICK SHIMS PER POST. SHIMS SHALL BE FABRICATED FROM BRASS SHIM STOCK OR STRIP CONFORMING TO A.S.T.M.- B36.

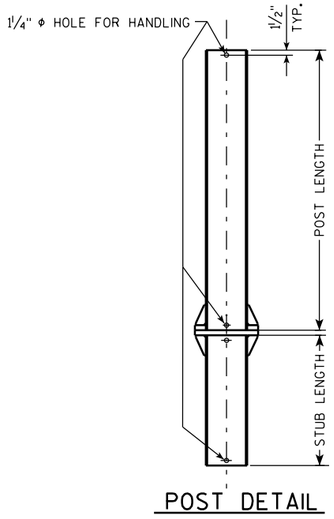
SHIM DETAIL



SECTION



FOUNDATION DETAIL



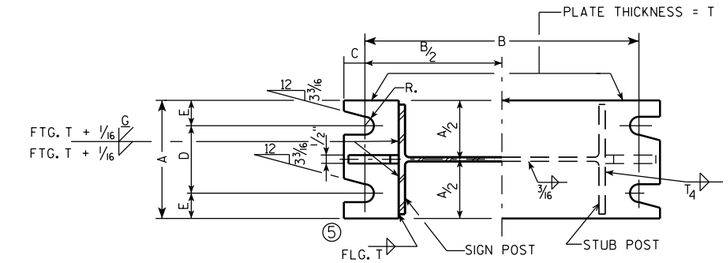
POST DETAIL

QUANTITIES FOR 1 FOOTING		
	CONC. MASONRY C.Y.	REINF. STEEL LBS.
A	0.6	34
B	0.8	49
C	0.9	50
D	0.9	56
E	1.0	62

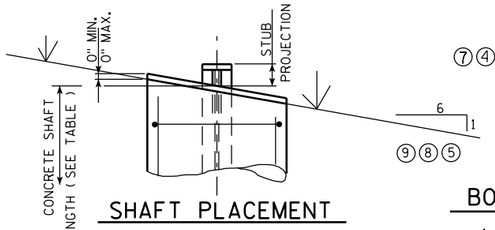
⑦

REINF.	TYPE	#3	#4
	A	8 @ 4'-5	5 @ 6'-3
	B	8 @ 6'-5	7 @ 6'-3
	C	8 @ 6'-11	7 @ 6'-3
	D	8 @ 7'-5	8 @ 6'-3
	E	8 @ 7'-11	9 @ 6'-3

⑦



SECTION A-A SECTION B-B



SHAFT PLACEMENT

DESIGN DATA

WIND PRESSURE = 75 M.P.H.
WIND COMPONENTS - NORMAL = 1.0 TRANSVERSE = 0.0
ICE LOAD = 3 P.S.F.

GROUP LOADS	PERCENT OF ALLOWABLE STRESS
1. DEAD	100
2. DEAD & WIND	140
3. DEAD, ICE & ½ WIND[4]	140 [4]25 P.S.F. MIN.

ALLOWABLE SOIL PRESSURE = 1½T / SQ. FT.
WIND LOAD WAS APPLIED TO THE AREA OF THE SIGN AND TO THE SUPPORTING MEMBERS.
ICE LOAD WAS APPLIED TO ONE FACE OF THE SIGN AND AROUND THE SURFACE OF THE SUPPORTING MEMBERS.

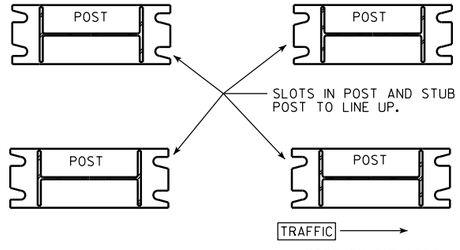
GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
DESIGN CONFORMS WITH A.A.S.H.T.O. SPECIFICATIONS 1985.
ALL POSTS, POST STUBS & ATTACHMENTS SHALL BE A.S.T.M. A709 GRADE 50.
⑨ THE POST, BASE PLATES, UPPER SIX INCHES OF STUB POST FLANGE SPLICE PLATE AND FUSE PLATE SHALL BE GALVANIZED AFTER FABRICATION.
H.S. BOLTS, WASHERS & NUTS SHALL BE A325 GALVANIZED WHEN POSTS, POST STUBS AND ATTACHMENTS ARE A709 GRADE 50 AND GALVANIZED.

BOLTING PROCEDURE - BASE CONNECTION

1. ASSEMBLE SIGN POST TO STUB POST WITH BOLTS AND ONE OF THE FLAT WASHERS ON EACH BOLT BETW. PLATES.
2. SHIM AS REQ'D. TO PLUMB POST.
3. PRIOR TO BOLT TIGHTENING LUBRICATE BASE CONNECTION BOLTS WITH BEESWAX OR OTHER HIGH-WAX LUBRICANT.
4. TIGHTEN ALL BOLTS THE MAXIMUM POSSIBLE WITH 12" OR 15" WRENCH TO BED WASHERS & SHIMS AND TO CLEAN BOLT THREADS, THEN LOOSEN EACH BOLT IN TURN AND RETIGHTEN IN A SYSTEMATIC ORDER TO THE PRESCRIBED TORQUE. (SEE TABLE)
5. BURR THREADS AT JUNCTION WITH NUT USING A CENTER PUNCH TO PREVENT NUT LOOSENING.

NOTE:
TIGHTEN THE HIGH STRENGTH BOLTS TO THE TORQUE SHOWN. DO NOT OVERTIGHTEN.



POST SLOT ORIENTATION ⑦

L	X	TYPE	DIMENSION / POST SIZE	BASE CONNECTION DATA TABLE: BOLT SIZE & TORQUE	A	B	C	D	E	T_1	T_4	W_1	R	S	FOUNDATION DATA: STUB LENGTH	STUB PROJECTION	SHAFT DIAMETER	SHAFT LENGTH	② K
3 ¾	④	A	W10"X12.0 #/FT.	¾" Φ @ 75#-FT.	5¼"	1'-0⅜"	⅞"	3½"	⅞"	1"	3/16"	5/16"	13/32"	2⅛"	3'-6	3"	2'-0 Φ	5'-0	76.0# ④
4 ¾	④	B	W12"X16.0 #/FT.	⅞" Φ @ 85#-FT.	5½"	1'-4¼"	1"	3½"	1"	1¼"	¼"	5/16"	15/32"	3"	5'-6	3"	2'-0 Φ	7'-0	146.5# ④
5		C	W12"X19.0 #/FT.	⅞" Φ @ 85#-FT.	5½"	1'-4¼"	1"	3½"	1"	1½"	5/16"	5/16"	15/32"	3"	6'-0	3"	2'-0 Φ	7'-6	182.1#
5		D	W12"X22.0 #/FT.	⅞" Φ @ 85#-FT.	5½"	1'-4¼"	1"	3½"	1"	1½"	⅜"	5/16"	15/32"	3"	6'-6	3"	2'-0 Φ	8'-0	210.5#
5	③	E	W12"X26.0 #/FT.	1" Φ @ 90#-FT.	7"	1'-4¼"	1¼"	4"	1½"	1½"	⅜"	5/16"	11/32"	3"	7'-0	3"	2'-0 Φ	8'-6	293.0# ③

① ⑥ ①

STRUCTURAL CARBON STEEL PAY WTS. (1 POST) = K+ (POST LENGTH X POST WT.)
" K " INCLUDES STUB, BASE PLATES, STIFFS., BOLTS, AND WASHERS.

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 6/30/14 PLATE NO. A3-1.15

NO.	DATE	REVISION
⑩	1-21-14	LUBRICATION OF BASE BOLTS
⑨	4-26-11	REMOVE NON-GALVANIZED
⑧	10-30-96	NOT GALVANIZED/GALVANIZED
⑦	10-30-92	QUANT., A588 EXCEPT., ADD SLOT VIEW
⑥	8-24-87	BASE CONN. WELD
⑤	10-13-81	BASE CONN. WELD & FUSE PL WASHERS
④	10-19-79	POST A & B, A572 GR. 50, & K
②	11-28-78	"K" ③ 4-23-79 TYPE "E"
①	5-4-78	T_1 , T_2 & W_1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

TYPE A, B, C, D, & E

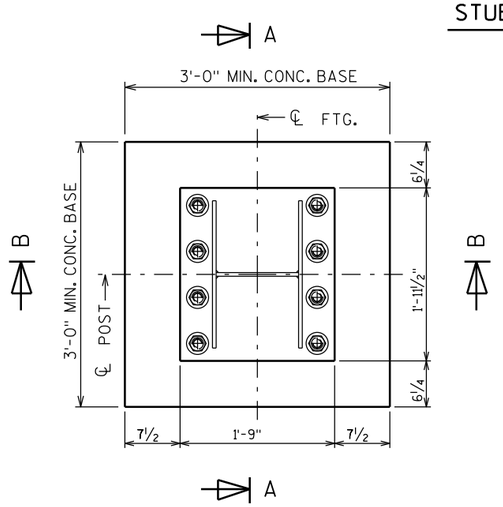
CONST. SPEC. 2011	DRAWN BY JPH	PLANS CK'D.

FTG. & SIGN SUPPORT DETAILS GROUND MOUNT BREAK-AWAY SIGNS

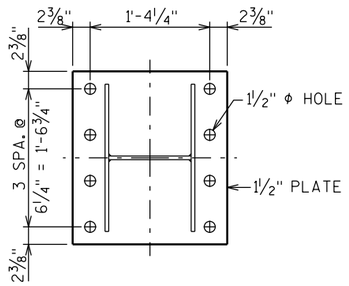
SHEET 435

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

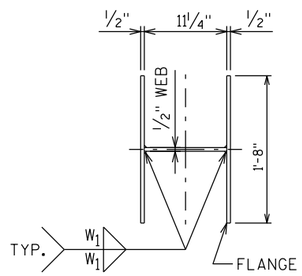
STUB AND MASONRY ANCHOR DETAILS



STUB SECTION



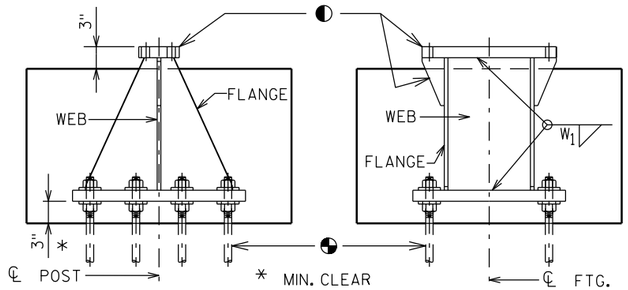
BASE PLATE



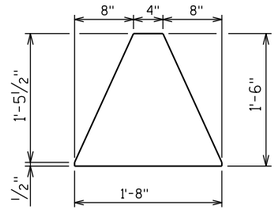
STUB

◐ SEE PLATE NO. A3-1 FOR DETAILS

◒ MASONRY ANCHORS TYPE S 1¼-INCHES (ADHESIVE). ALLOWABLE PULL OUT CAPACITY 14,995 KIPS. EMBED 1'-3" IN ROCK.



SECTION A SECTION B



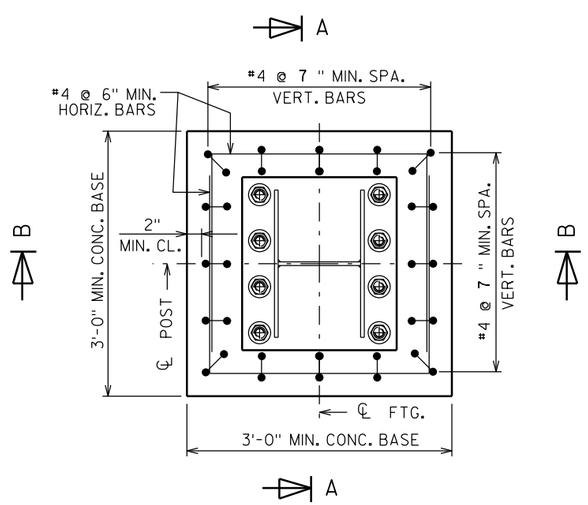
FLANGE

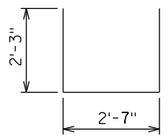
GENERAL NOTES

1. Quantities per Base:
   - REINFORCING BAR STEEL = 62 LBS
   - CONCRETE = 0.6 C.Y.
   - STEEL WEIGHT = 335 LBS
2. All materials, except anchor rod, nuts and washers, are to be A.S.T.M. A709 grade 50. All materials to be galvanized after fabrication.
3. If the contractor encounters rock before reaching the footing depth, per the A3-1 Sign Detail, determine the pull-out capacity of a test adhesive anchor installed in the rock. If the test result equals or exceeds the pull-out capacity of 14,995 KIPS, the contractor may install the breakaway stub for rock, according to this detail.

CONCRETE BASE AND REINFORCING STEEL DETAILS

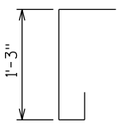
CONCRETE BASE SECTION





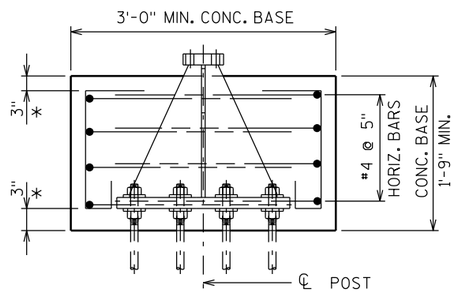
HORIZONTAL BAR

8 BARS @ 6'-11" LENGTH

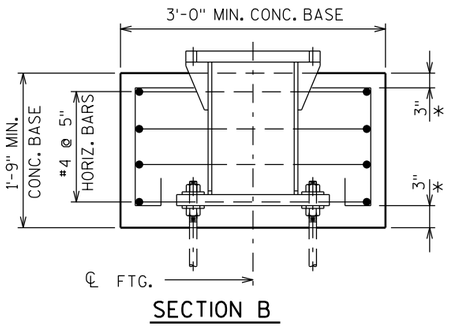


VERTICAL BARS

16 BARS @ 2'-4" LENGTH
MAY BE PLACED IN SKEW
FOR CLEARANCE NEED



SECTION A



SECTION B

* MIN. CLEAR

ALTERNATE BREAK-AWAY BASE ON ROCK
A3-1M

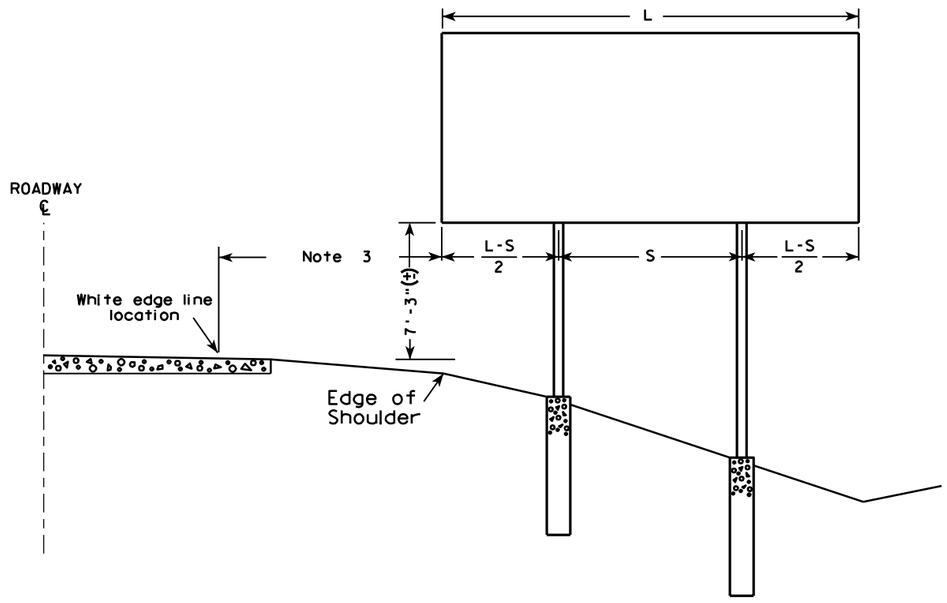
WISCONSIN DEPT OF TRANSPORTATION

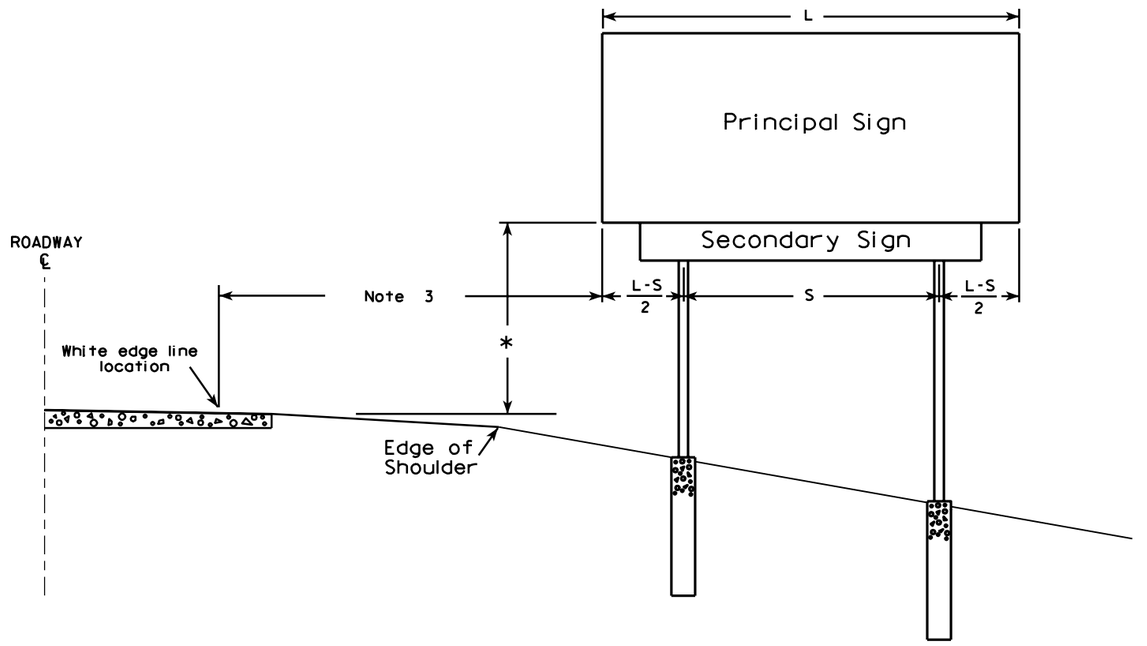
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/06/2014 PLATE A3-1M.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A31M.DGN PLOT DATE : 10-MAR-2014 15:16 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 1.556674:1.000000 WISDOT/CADDS SHEET 42





GENERAL NOTES

1. For a 2 post installation, S equals 3L/5, but shall not be less than 9 ft.
2. For a 3 post installation, S equals 5L/7, but shall not be less than 18 ft., and the space between any two posts shall not be less than 9 ft.
3. Unless noted in the plan, the sign offset distance shall be a minimum of 17'-6", desirable 30'-0".
4. The (±) tolerance shown on this sheet is 3 in.
5. The vertical sign height clearance detailed is measured from the bottom of the sign to the near edge of pavement.
6. Post lengths shown in the miscellaneous quantities are estimated lengths. The contractor shall verify post lengths at the time of final grading.
7. Refer to the Traffic Guidelines Manual for further guidance on minimum vertical clearance requirements.

* Clearance is 8'-3"(±) when the secondary sign is 3 ft. or less in height. For secondary signs larger than 3 ft., the clearance to the bottom of the secondary sign shall be 5'-3"(±).

7

7

TYPICAL INSTALLATION
OF TYPE I SIGNS

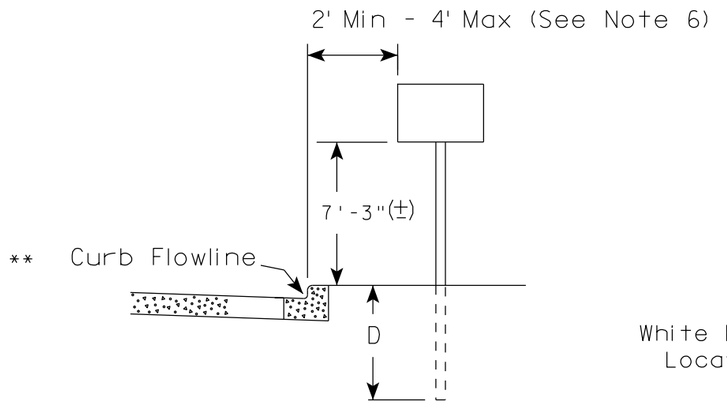
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

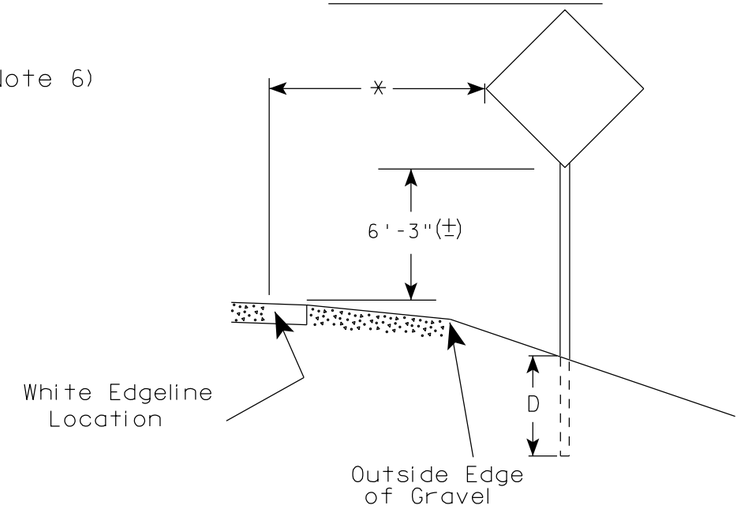
DATE 4/02/08 PLATE NO. A4-1.9

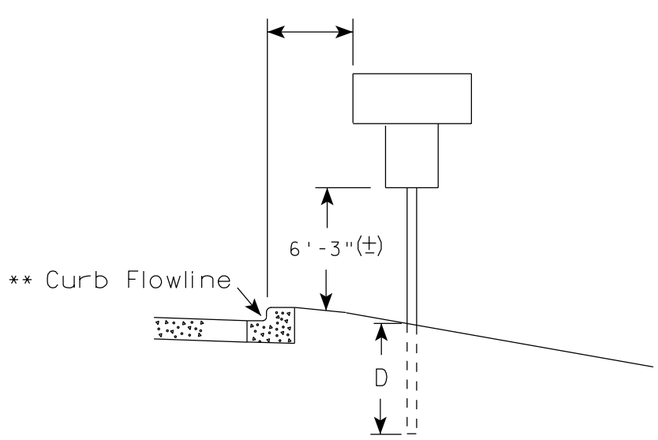
PROJECT NO:				SHEET NO: 437	E

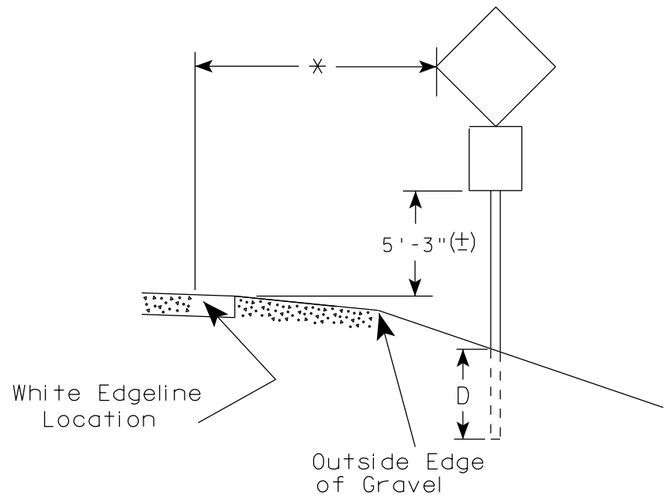
URBAN AREA



RURAL AREA (See Note 2)







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

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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

1. Signs wider than 4 feet, 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
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 J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. 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), 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" (±).

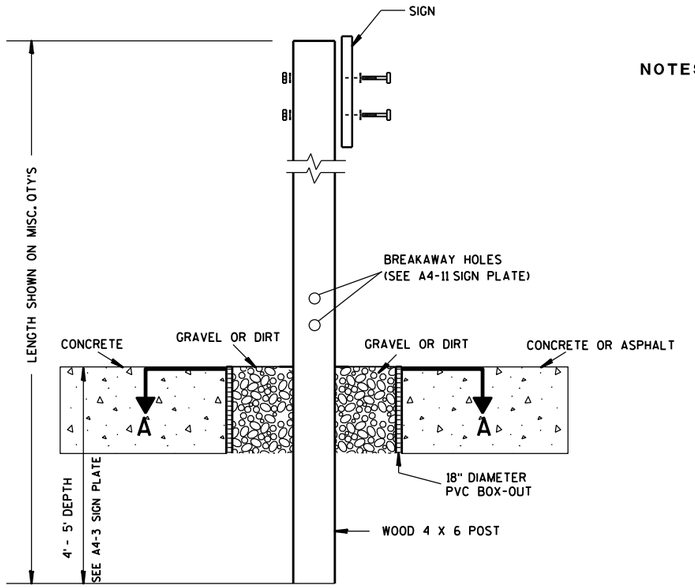
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/14 PLATE NO. A4-3.19

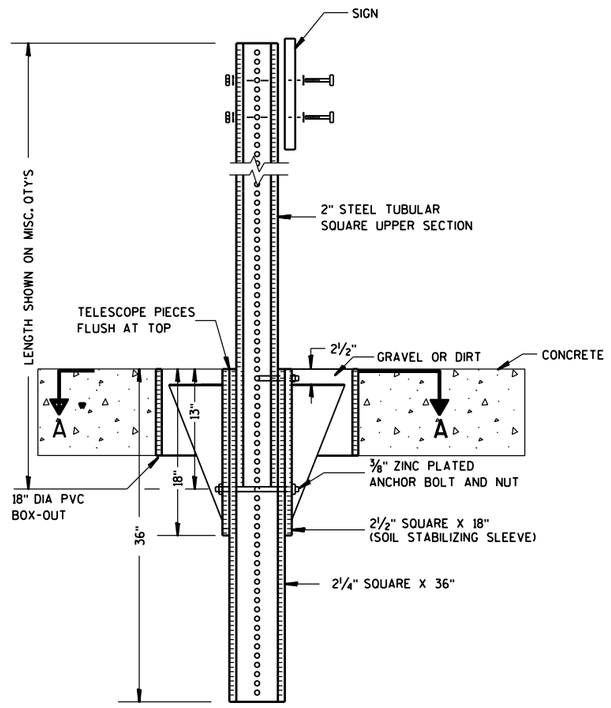
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

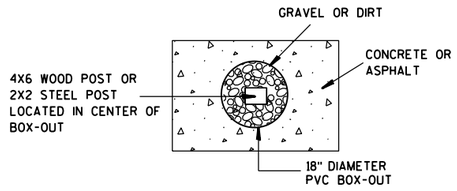
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

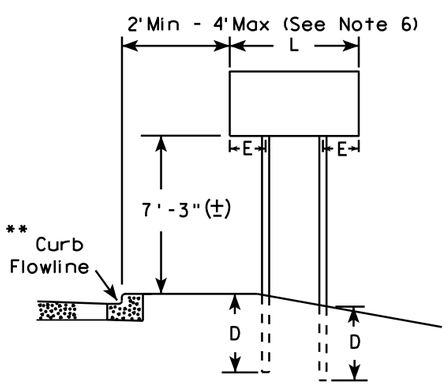
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

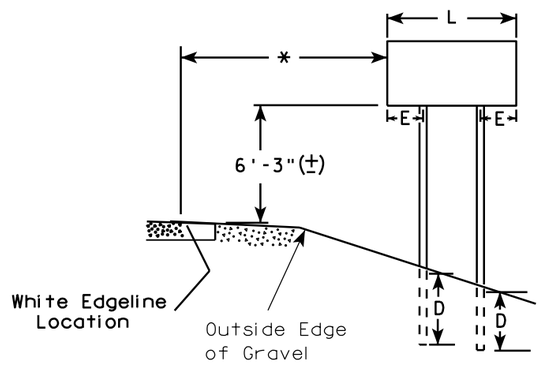
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

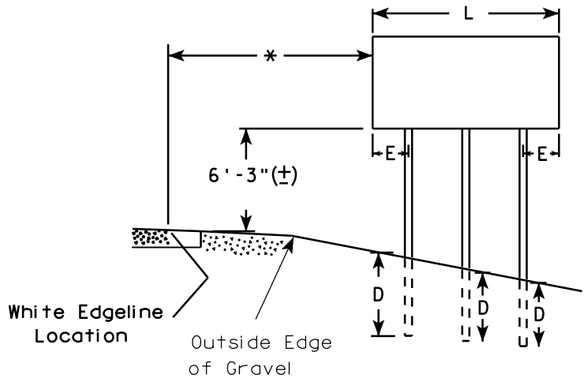
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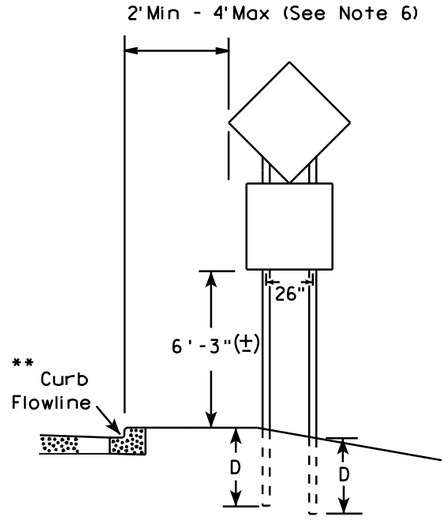
URBAN AREA



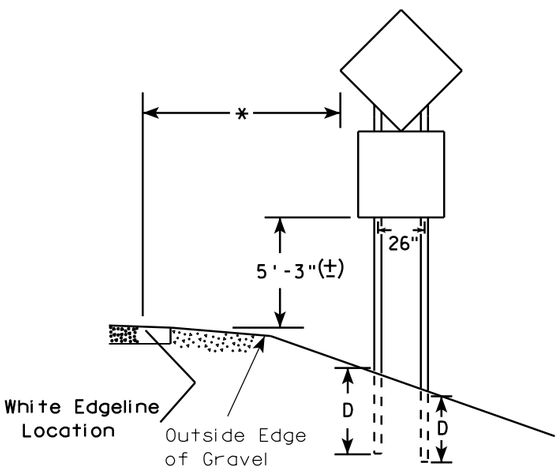
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
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" (±).

* 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 or 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 120"	L/5

***

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 120" less than 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" and greater	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

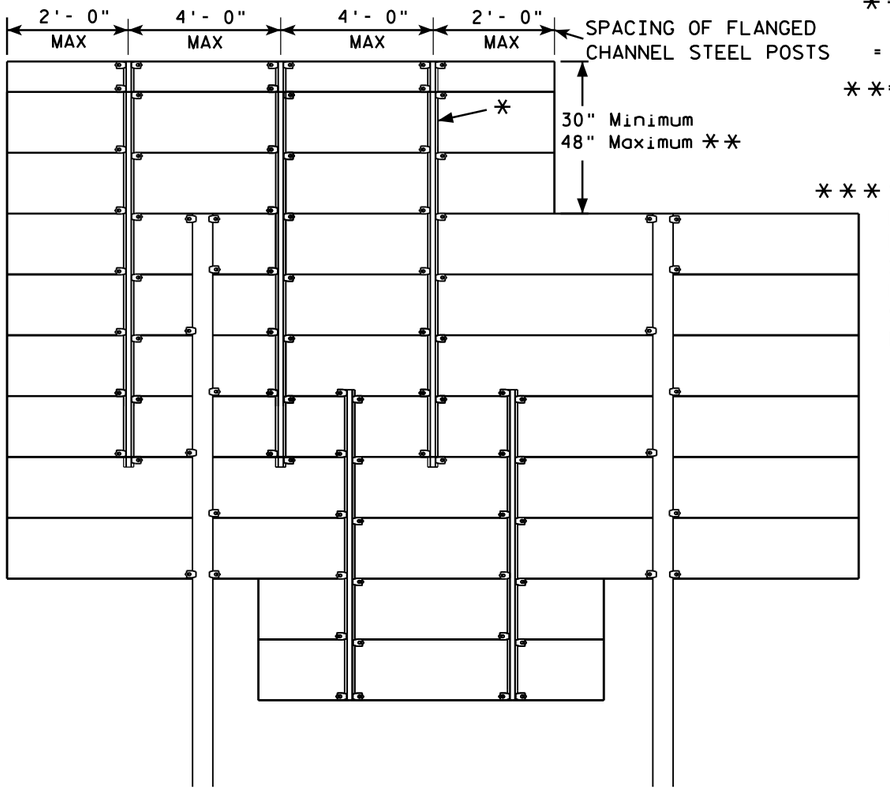
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/14 PLATE NO. AA-1-440 13

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

GROUND MOUNTED SIGN

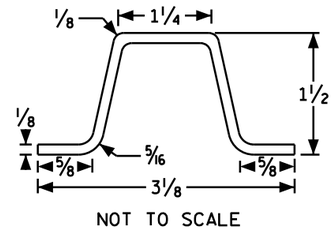


*=2.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

**=FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

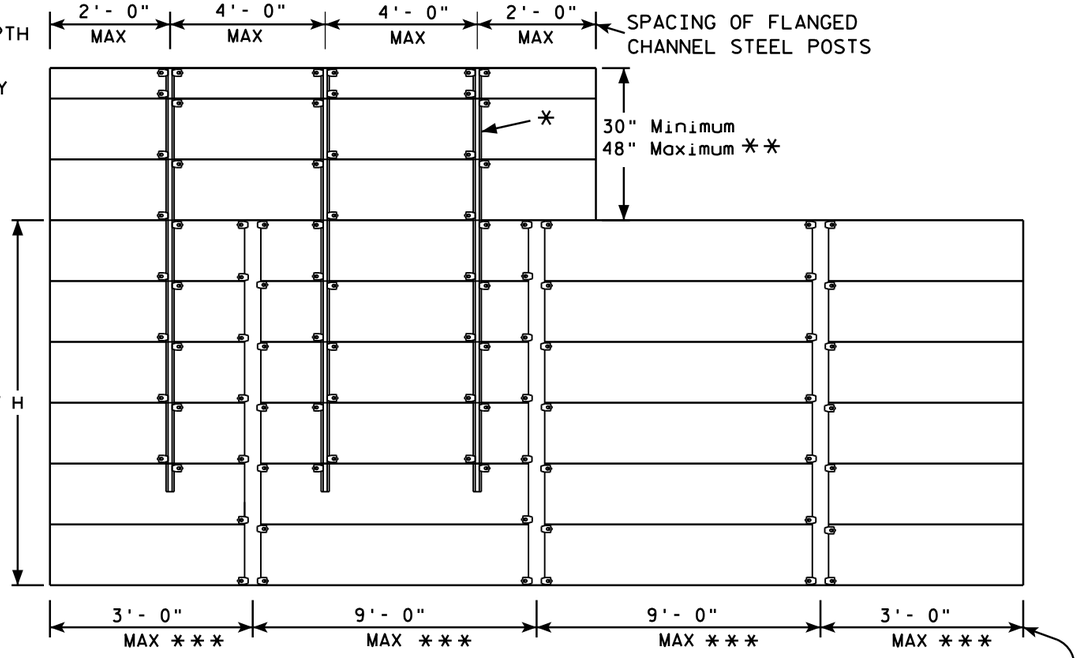
*** THESE SPACING DISTANCES SHALL ONLY BE USED WHEN THE MAIN SIGN HAS A MAXIMUM HEIGHT (DIMENSION H) OF 16 FT OR LESS. FOR SIGNS WITH A HEIGHT OF GREATER THAN 16 FT, STRUCTURAL CALCULATIONS SHALL BE PERFORMED.

FLANGE CHANNEL DETAIL



NOT TO SCALE

SIGN BRIDGE MOUNTED SIGN



GENERAL NOTES

1. Flanged channel steel posts shall conform to size and material above, and shall be considered as incidental to other items in the contract.
2. Number of Flanged channel steel supports varies with length of panel and shall be spaced as shown:

   PANEL LENGTH 8'-0" OR LESS = 2 CHANNELS
   PANEL LENGTH 9'- 0" - 12'- 0" = 3 CHANNELS
   PANEL LENGTH 13'- 0" OR MORE = 4 CHANNELS

   If the flanged channel steel posts can not be horizontally spaced as shown, they can be moved so as to securely hold the sign.
3. The EXIT NUMBER PANEL shall normally be positioned above the guide sign aligned with the right edge of the guide sign. If the guide sign indicates a left exit, the EXIT NUMBER PANEL shall be aligned with the left edge of the guide sign.
4. If the bolt holes in the top panel (EXIT NUMBER), or sub panel (NEXT EXIT) line up with holes in main sign panel, stitch bolts shall be used in addition to the channels.
5. Provide post clips for each sign as shown. (Please note the differences between a ground mounted versus Sign bridge mounted sign as far as number of clips required on the main supports or beams)
6. Structural steel sign supports shall extend to the top of the main signs, as shown on the above details.

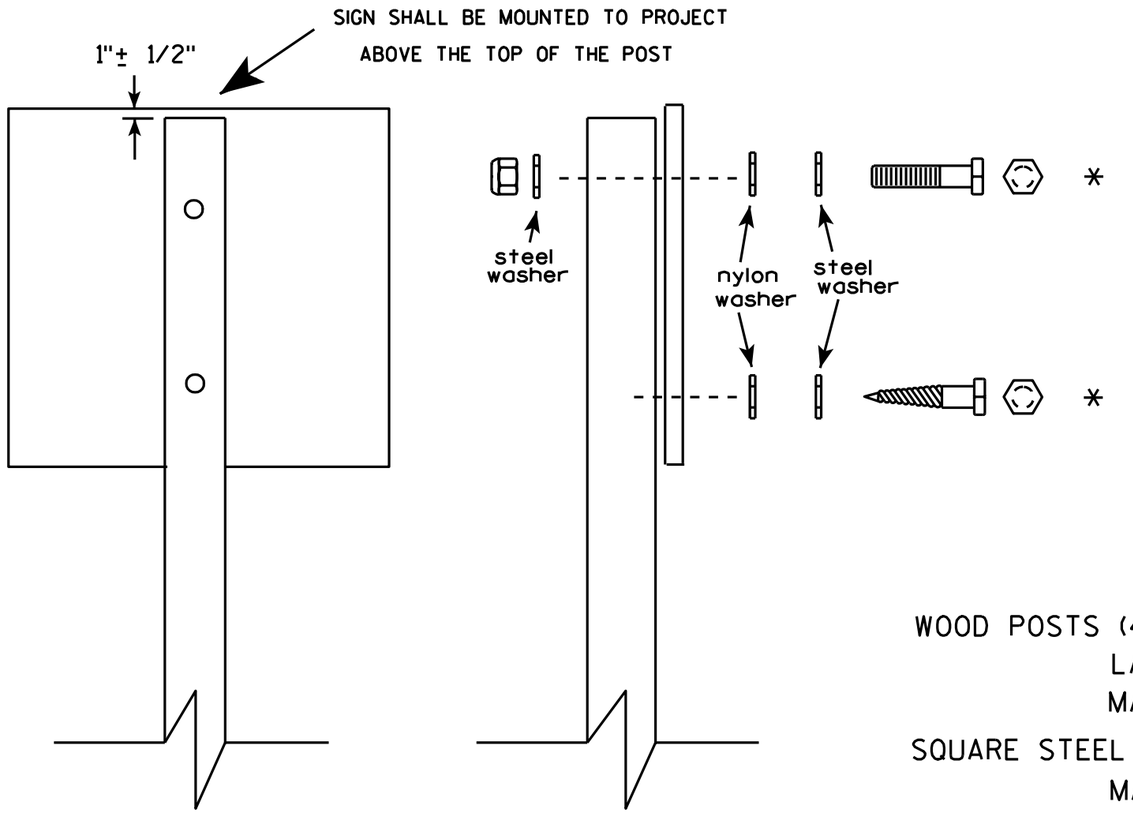
ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/05/13 PLAT 441 A4-6.12

PROJECT NO:				SHEET NO:	E



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

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

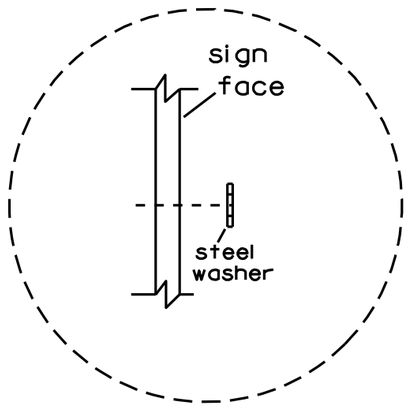
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3"
MACHINE BOLTS - 5/16" X 6-1/2" or 7" Length w/ nuts

SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts
RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON for all Type H signs.



Washer Placement when Sign Has Other Than Type H or Type F Face

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/23/10 PLATE NO. A4-8.7

7

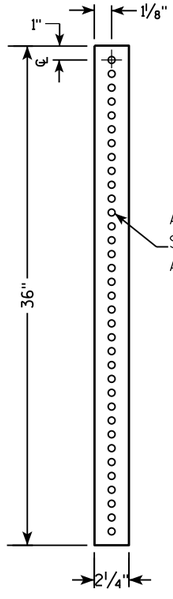
7

PROJECT NO:

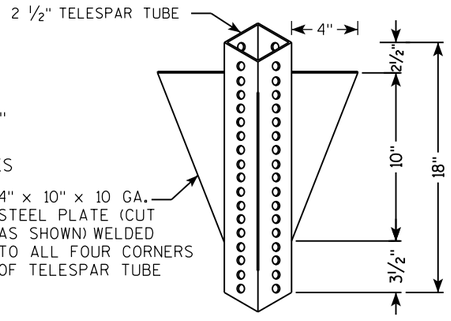
SHEET NO: 442 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

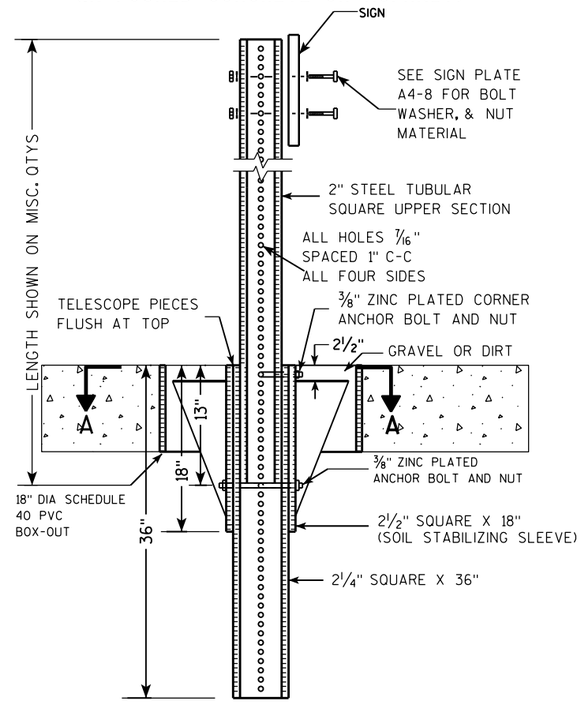
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



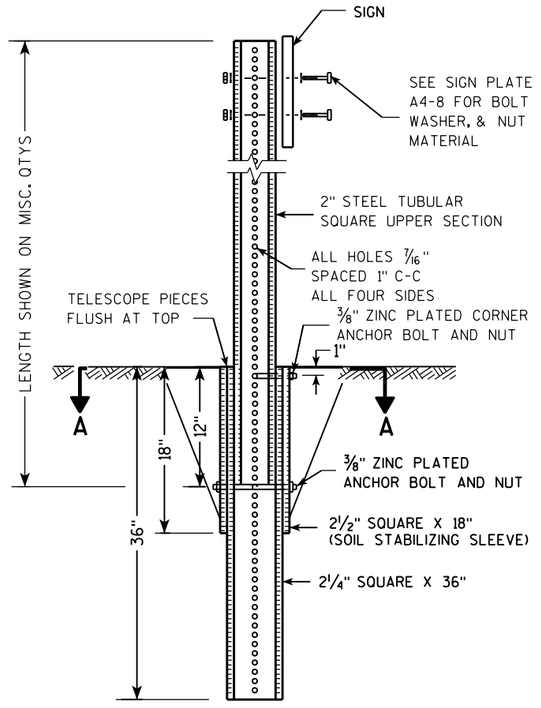
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

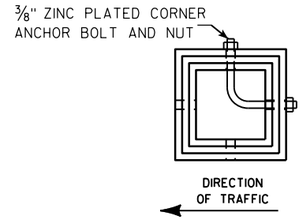


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

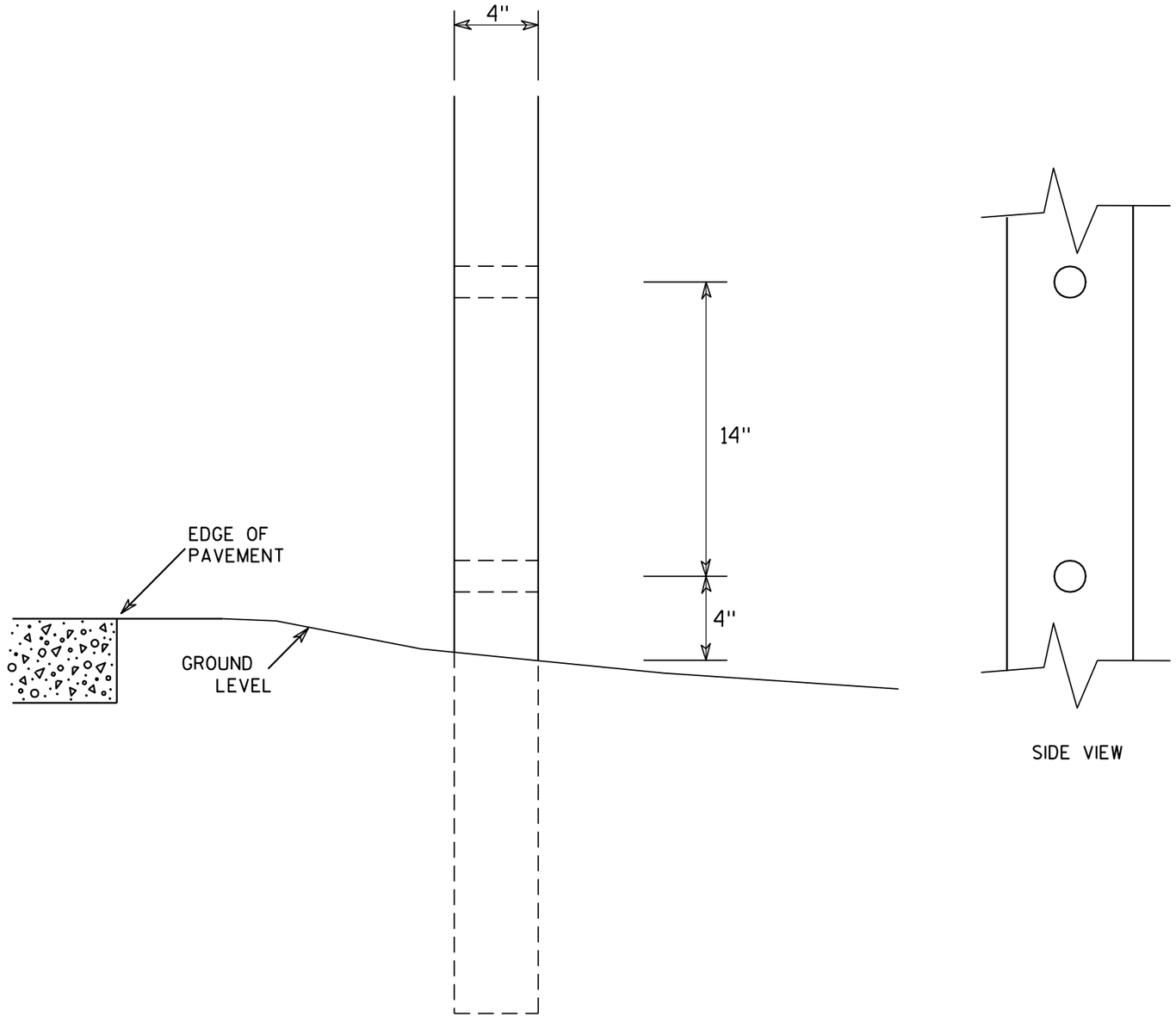
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 443 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

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

7

7

4 X 6 WOOD POST MODIFICATIONS

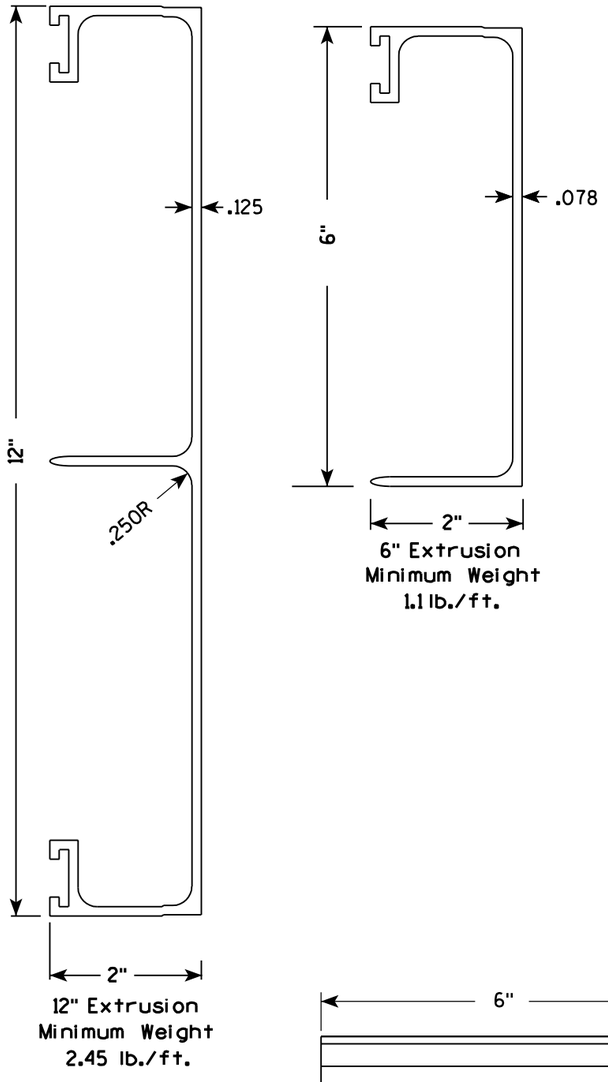
WISCONSIN DEPT OF TRANSPORTATION

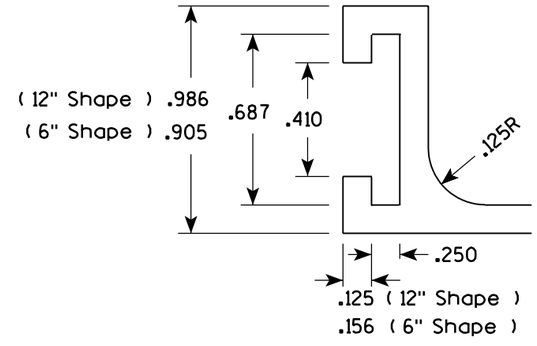
APPROVED Chester J Spang for State Traffic Engineer

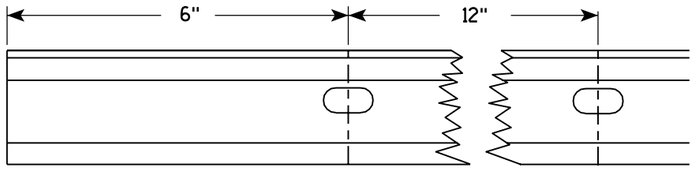
DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 444	E

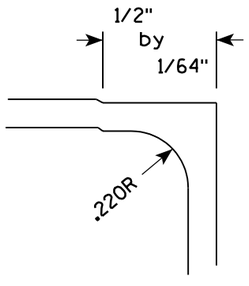
Extruded Shape







Punch 7/16" x 7/8" oval holes beginning 6" in from end of extrusion 12" CC on both edges of 6" and 12" panels.

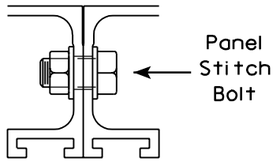


Hardware

STITCH BOLT, WASHER & NUT

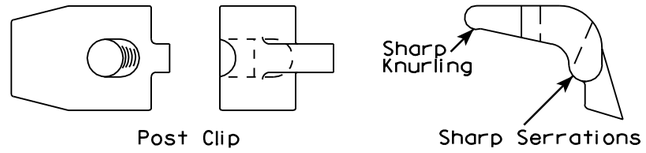
The hardware includes:

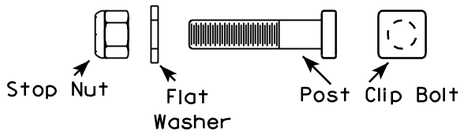
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy



POST CLIP, POST CLIP BOLT, WASHER & NUT

Post Clip shall be Alum. Alloy 356-T6
Post Clip Bolt shall be Stainless Steel.
Flat washer shall be 3/8" X .091, Stainless Steel.
Stop nut shall be stainless steel.





NOTES

1. The contractor may select any brand of extrusion that conforms to the illustrations or meets with the approval of the engineer, but all extrusions used on this contract shall be of the same brand.
2. Panel Stitch Bolts shall be used to assemble adjacent panels. Maximum stitch bolt spacing shall be 24" C-C, and a minimum of 4 bolts shall be used to connect any two extrusions.
3. Post Clips shall be used to attach the sign panel to the sign support.

ALUMINUM EXTRUSIONS FOR TYPE I SIGNS

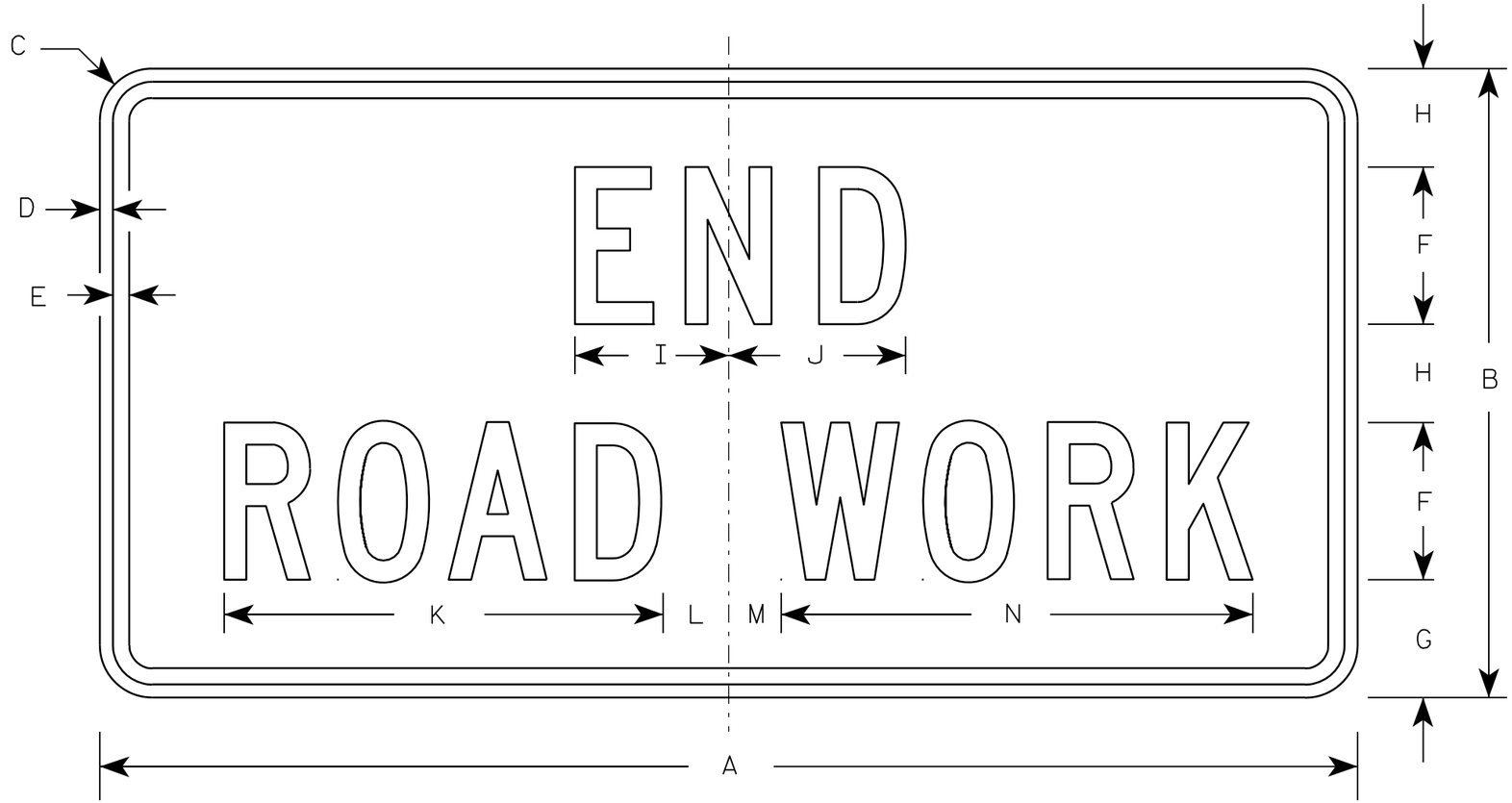
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spagg
for State Traffic Engineer

DATE 11/18/99 PLATE NO. A5-2.9

PROJECT NO:

SHEET NO: 445 E



G20-2A

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 - 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.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

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.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

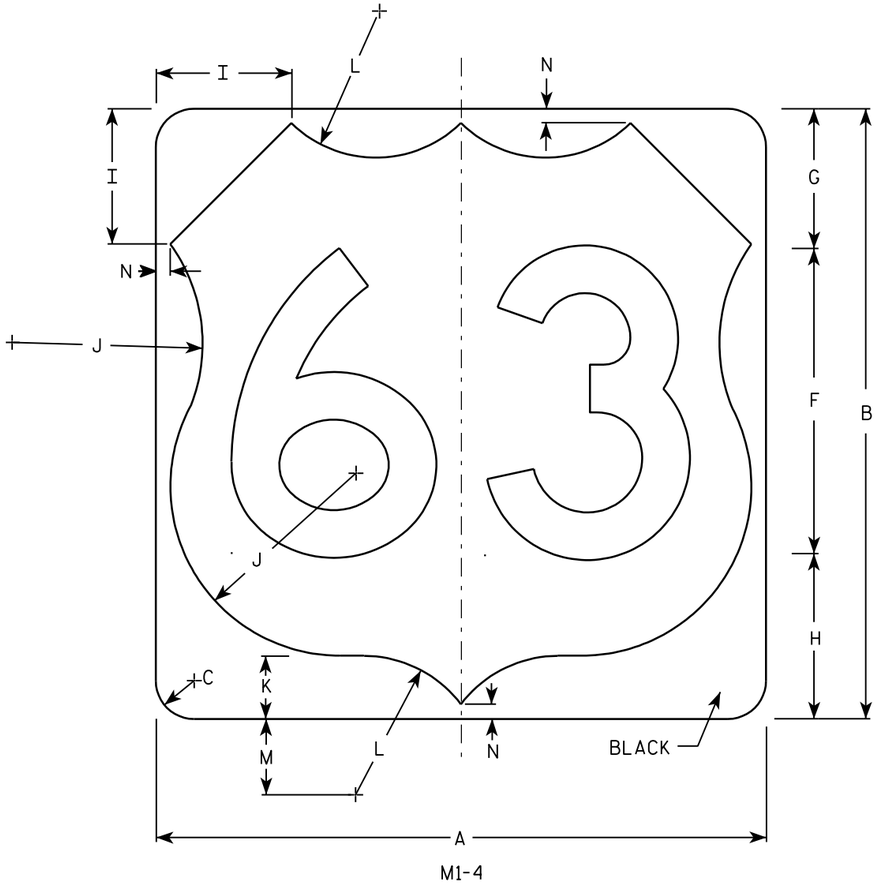
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

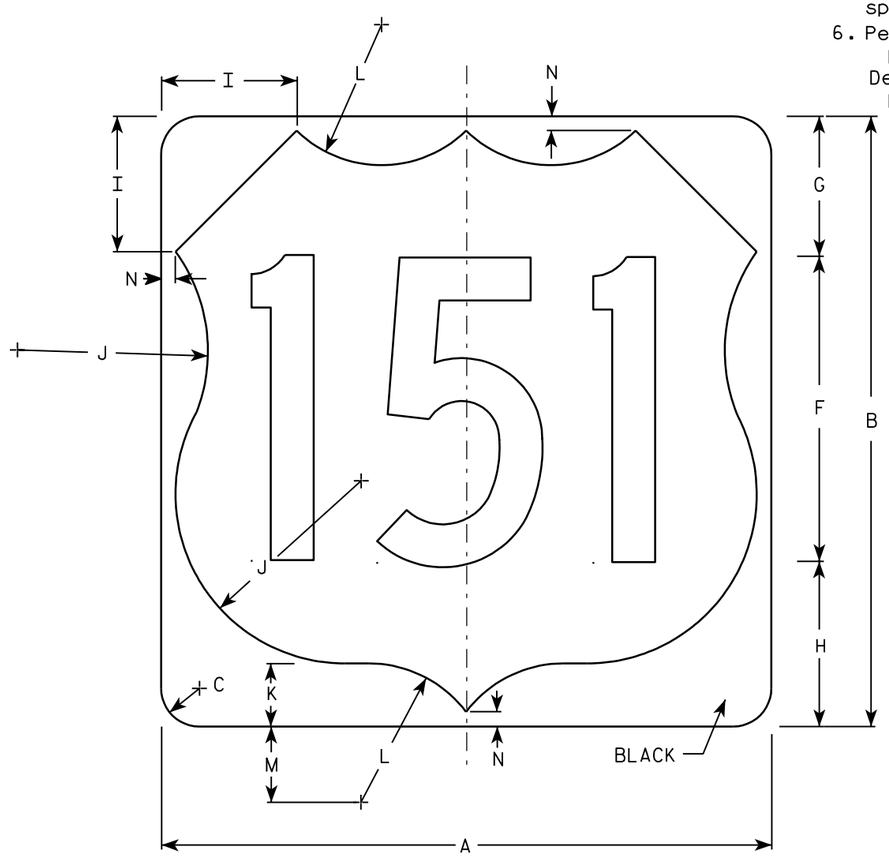
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 446	E

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   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. Substitute appropriate numerals and adjust spacing as per Plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or other temporary signs
   Background - Reflective



M1-4



M1-4

7

7

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Areq. sq. ft.	Area m2
1																												
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0	.36
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81

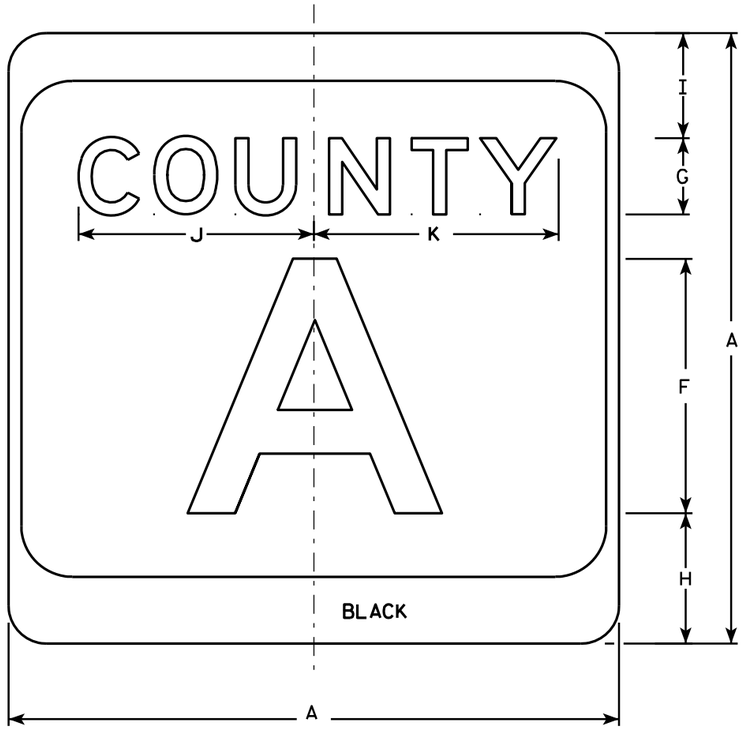
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

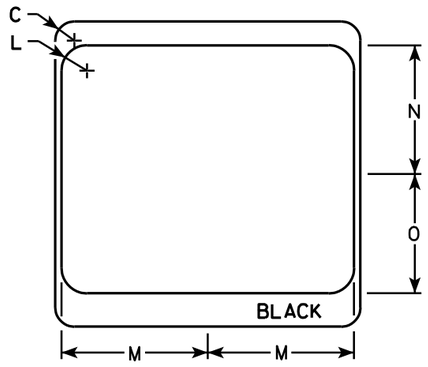
APPROVED Matthew R Rauch
for State Traffic Engineer

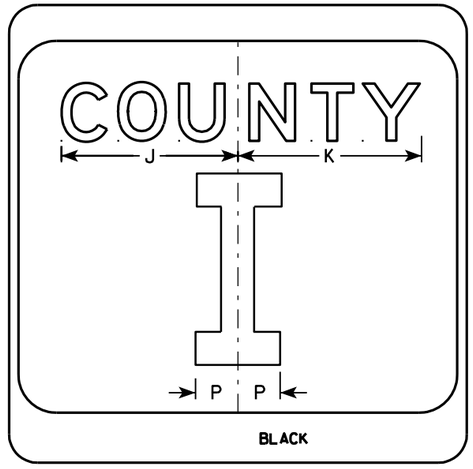
DATE 08/25/05 PLATE NO. M1-4.9

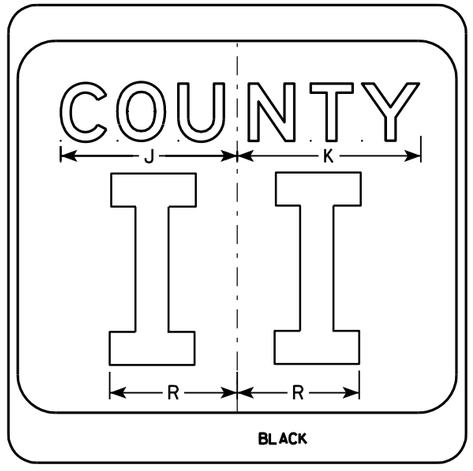
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 447	E



M1-5A







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

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

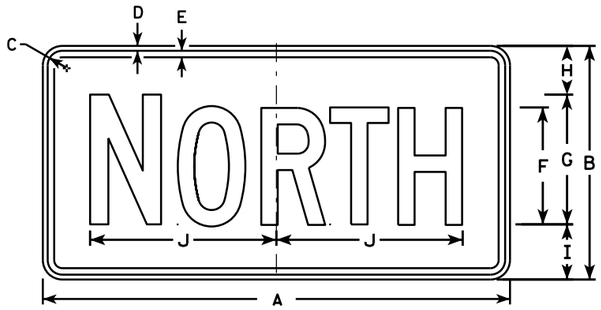
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

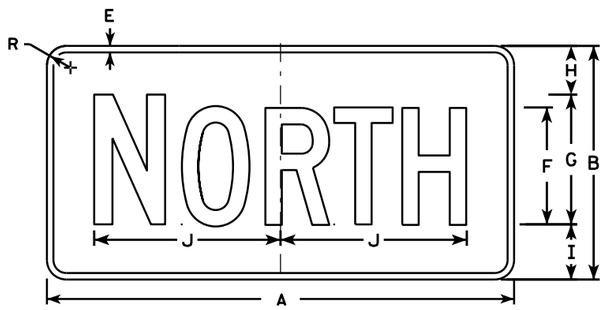
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 448	E



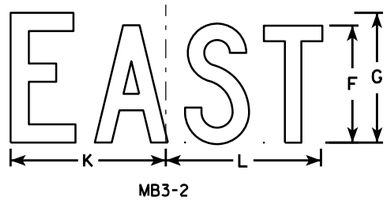
M3-1
MK3-1
MM3-1
MN3-1



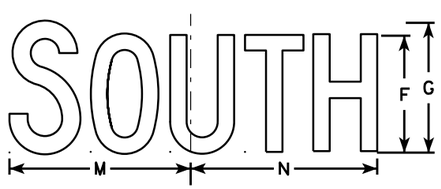
MB3-1



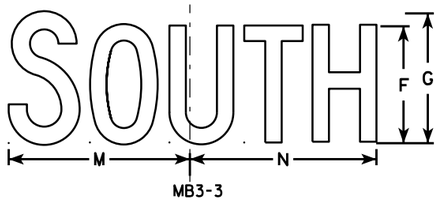
M3-2
MK3-2
MM3-2
MN3-2



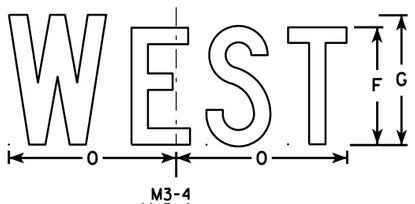
MB3-2



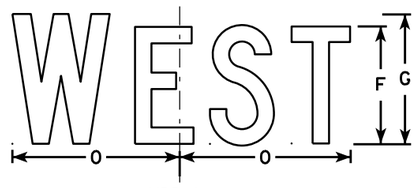
M3-3
MK3-3
MM3-3
MN3-3



MB3-3



M3-4
MK3-4
MM3-4
MN3-4



MB3-4

NOTES

1. All Signs 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. 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
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
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

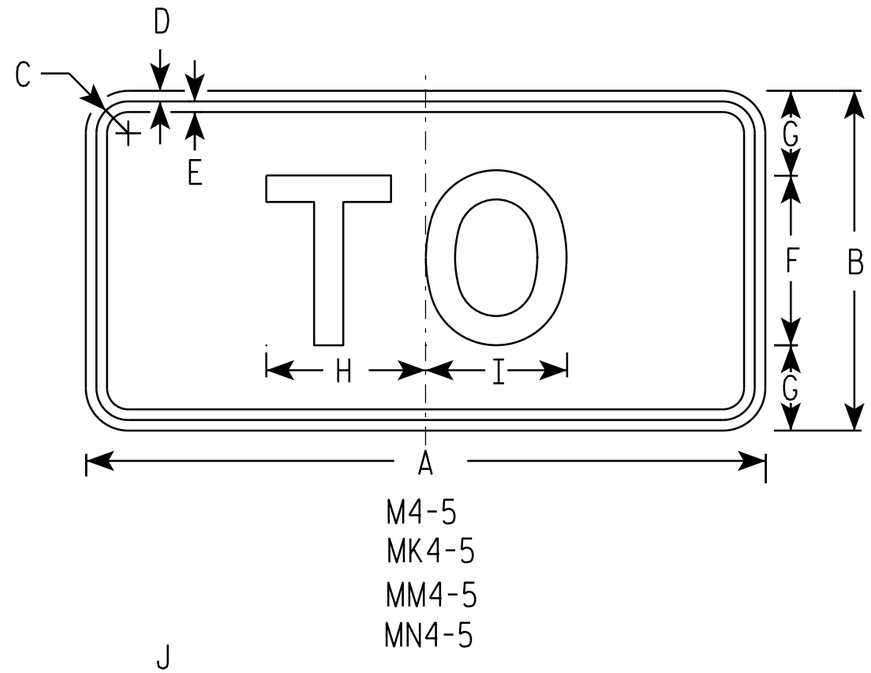
STANDARD SIGNS
M3-1 thur M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

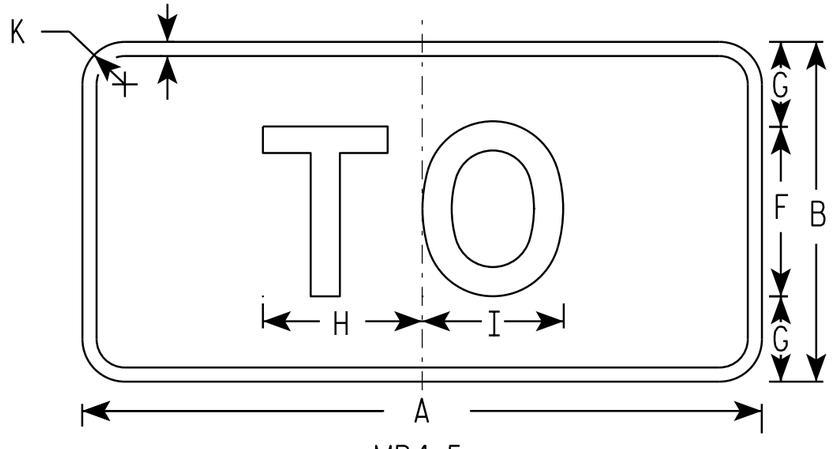
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 6/30/14 PLATE NO M3-1.13

PROJECT NO: | HWY: | COUNTY: | | SHEET NO: E



M4-5
MK4-5
MM4-5
MN4-5



MB4-5

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
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. M4-5 Background - White
   Message - Black

   MB4-5 Background - Blue
   Message - White

   MK4-5 Background - Green
   Message - White

   MM4-5 Background - White
   Message - Green

   MN4-5 Background - Brown
   Message - White

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	5 3/8	5 1/4	1/2	1 1/2																2.00
3	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
4	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
5	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5

STANDARD SIGN
M4-5

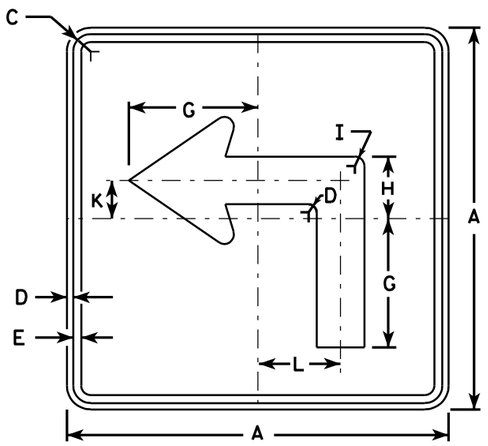
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

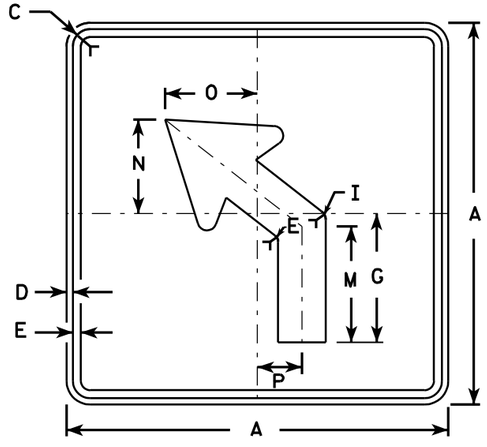
DATE 6/30/14 PLATE M4-5.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

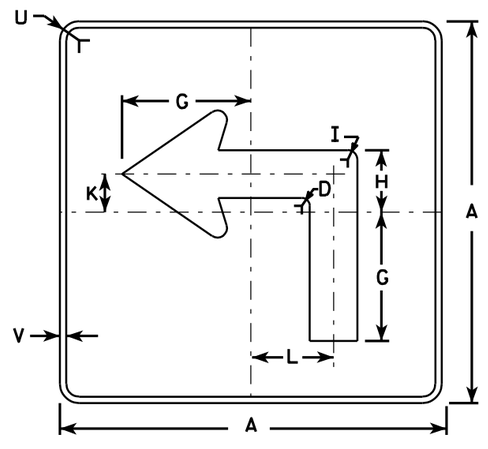
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M45.DGN PLOT DATE : 30-JUN-2014 12:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.351066:1.000000
WISDOT/CADDS SHEET 42



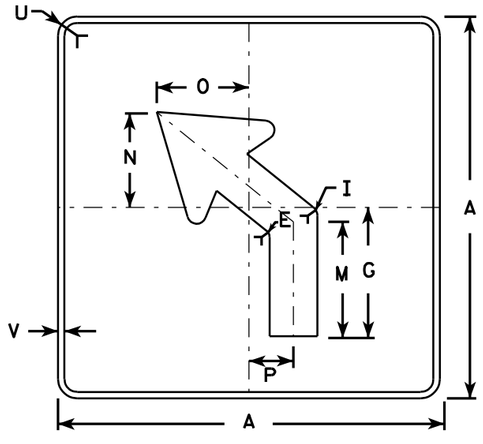
M5-1L
MK5-1L
MM5-1L
MO5-1L
MP5-1L
MR5-1L



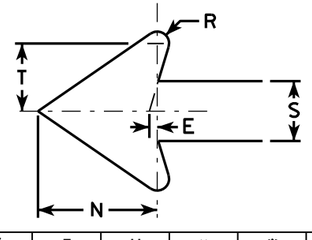
M5-2L
MK5-2L
MM5-2L
MO5-2L
MP5-2L
MR5-2L



MB5-1L
MG5-1L
MN5-1L



MB5-2L
MG5-2L
MN5-2L



NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White - Type H Reflective
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White - Type H Reflective
   MG5-1 and MG5-2 Background - Green
   Message - White - Type H Reflective
   MK5-1 and MK5-2 Background - Green
   Message - White Type H Reflective
   MM5-1 and MM5-2 Background - White - Type H Reflective
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White - Type H Reflective
   MO5-1 and MO5-2 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 - Type H Reflective
5. M5-1R same as M5-1L except arrow points right.
6. 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 1/8	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 1/8	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 1/8	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

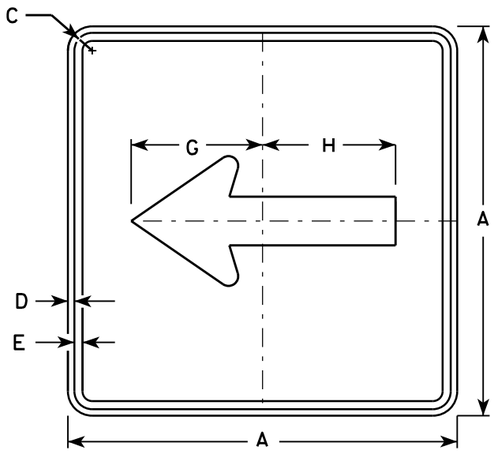
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/29/13 PLATE NO. M5-1.12

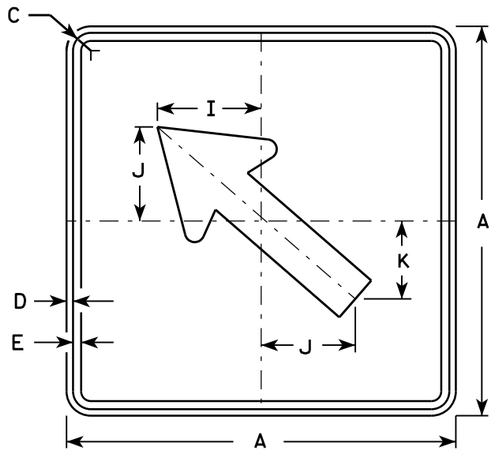
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 451 | E

7

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 29-JUL-2013 13:34 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.908552:1.000000



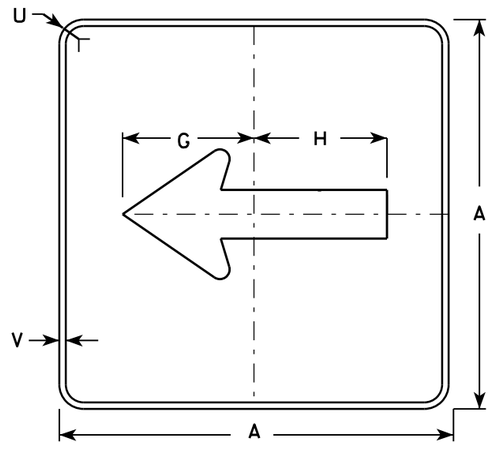
M6-1
MK6-1
MM6-1
MN6-1
MO6-1
MP6-1
MR6-1



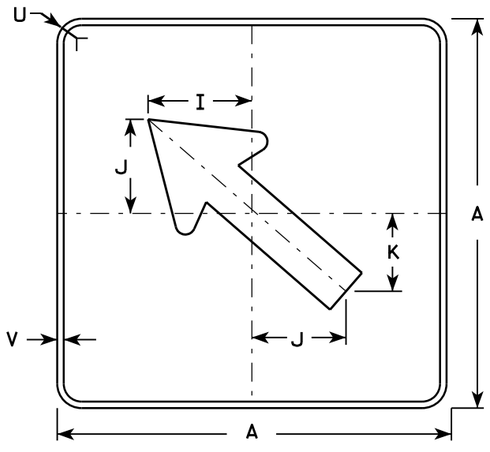
M6-2
MK6-2
MM6-2
MN6-2
MO6-2
MP6-2
MR6-2

NOTES

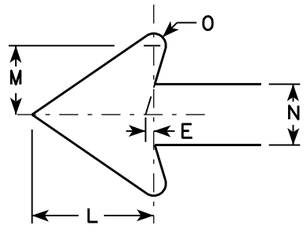
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MG6-1 and MG6-2 Background - Green
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1



MB6-2



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

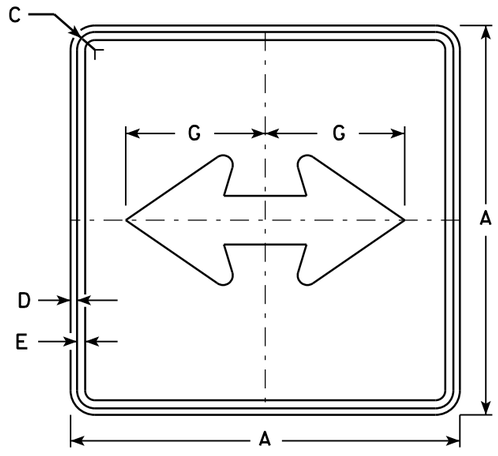
STANDARD SIGN M6-1 & M6-2 SERIES

WISCONSIN DEPT OF TRANSPORTATION

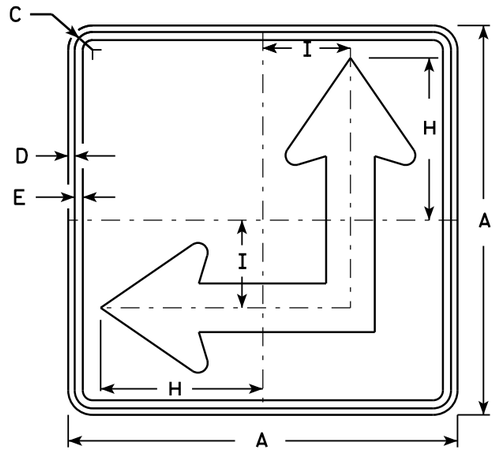
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/03/14 PLATE 452 M6-1.14

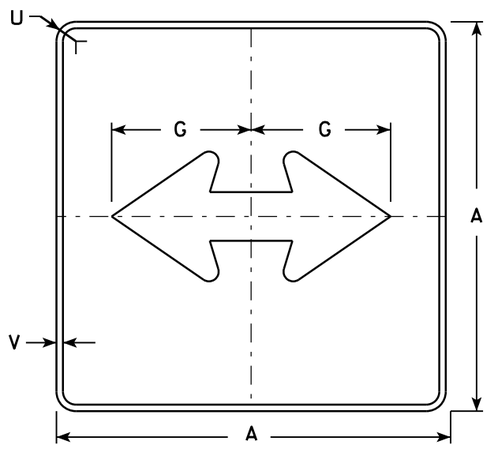
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



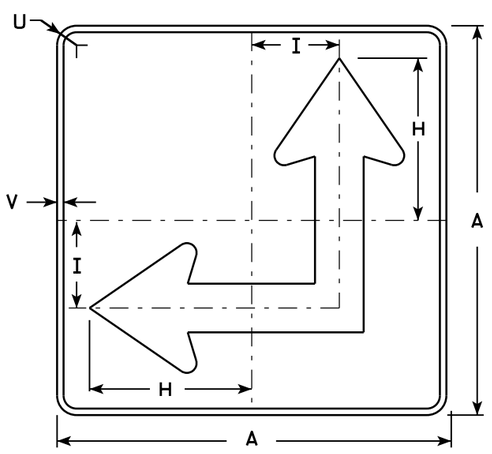
M6-4
MK6-4
MM6-4
MN6-4
MO6-4
MP6-4
MR6-4



M6-6
MK6-6
MM6-6
MN6-6
MO6-6
MP6-6
MR6-6



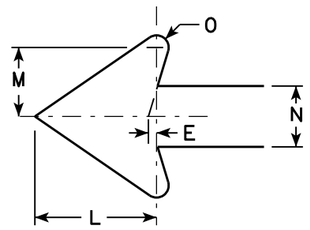
MB6-4



MB6-6

NOTES

1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - White
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White
   MK6-4 and MK6-6 Background - Green
   Message - White
   MM6-4 and MM6-6 Background - White
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow
5. M6-6R same as M6-6L except arrow points ahead and 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 1/2	8 3/4	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	12 1/2	6 3/4			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	12 1/2	6 3/4			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	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25

STANDARD SIGN M6-4 & M6-6 SERIES

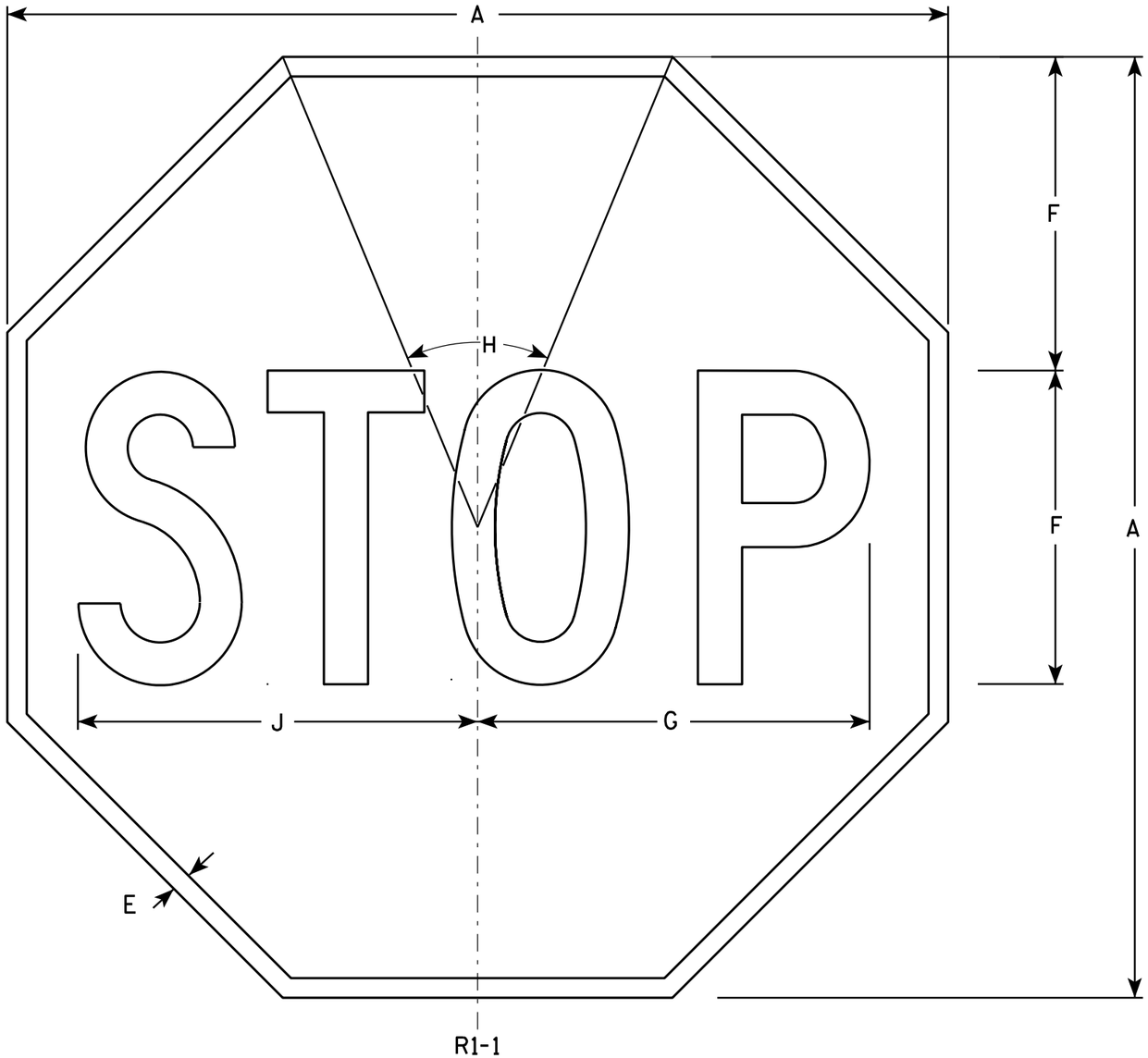
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 7/03/14 PLATE M6-4.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M64.DGN PLOT DATE : 03-JUL-2014 14:56 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 11.675051:1.000000
WISDOT/CADDS SHEET 42



NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24				3/8	8	10	45°		10 1/4																	3.31
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

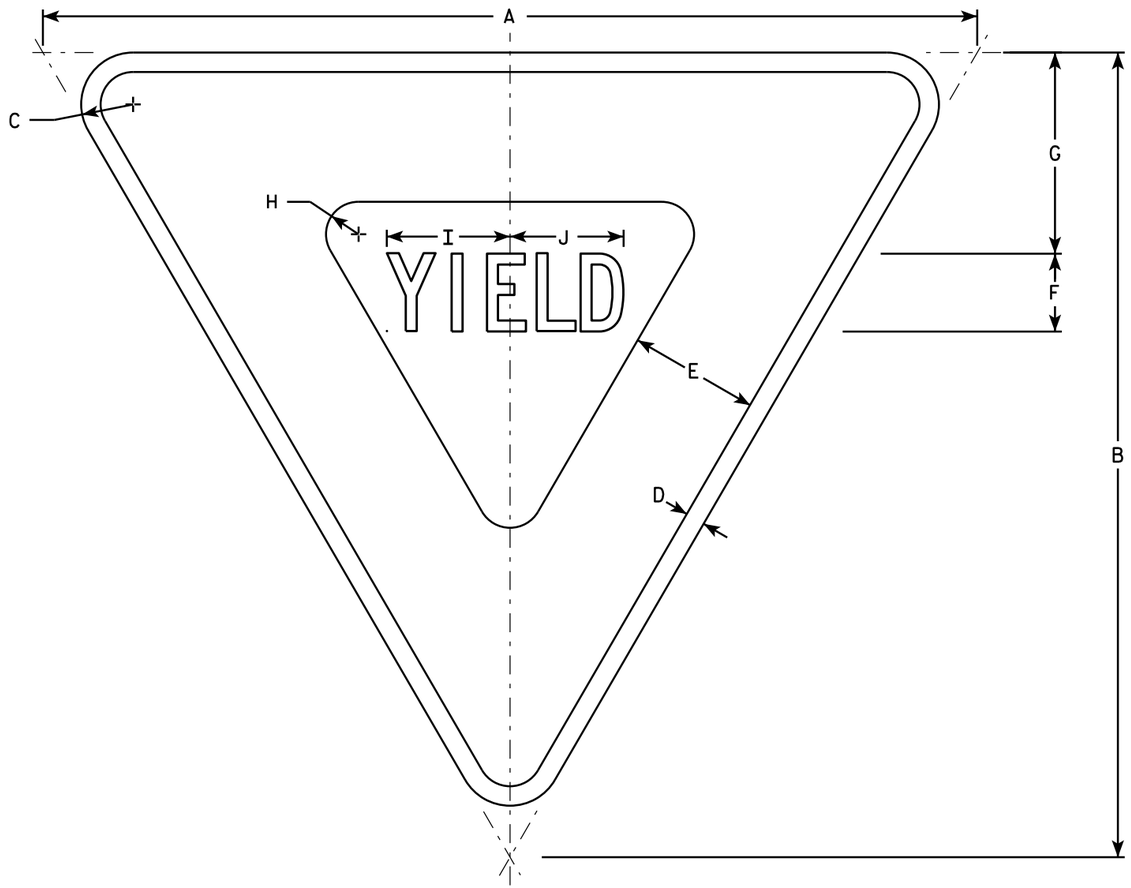
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 454	E



R1-2

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.

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

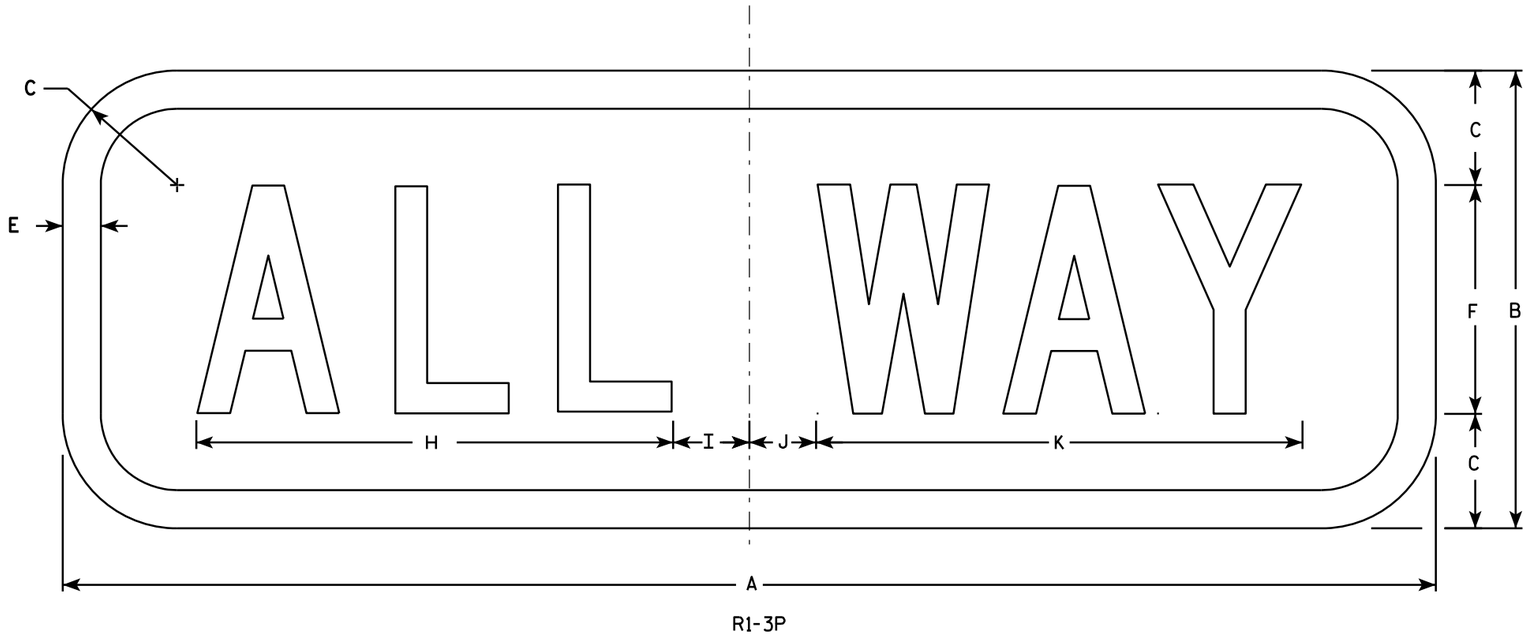
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

PROJECT NO: | HWY: | COUNTY: | | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



R1-3P

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	6	1 1/2		1/2	3		6 1/4	1 1/4	7/8	6 3/8																0.75
2S	18	6	1 1/2		1/2	3		6 1/4	1 1/4	7/8	6 3/8																1.5
2M	24	9	1 1/2		1/2	5		9 1/4	1 1/4	3/4	9 3/4																1.5
3	30	12	2 1/4		5/8	6		11	2 1/4	1 1/2	11 3/4																2.5
4																											
5																											

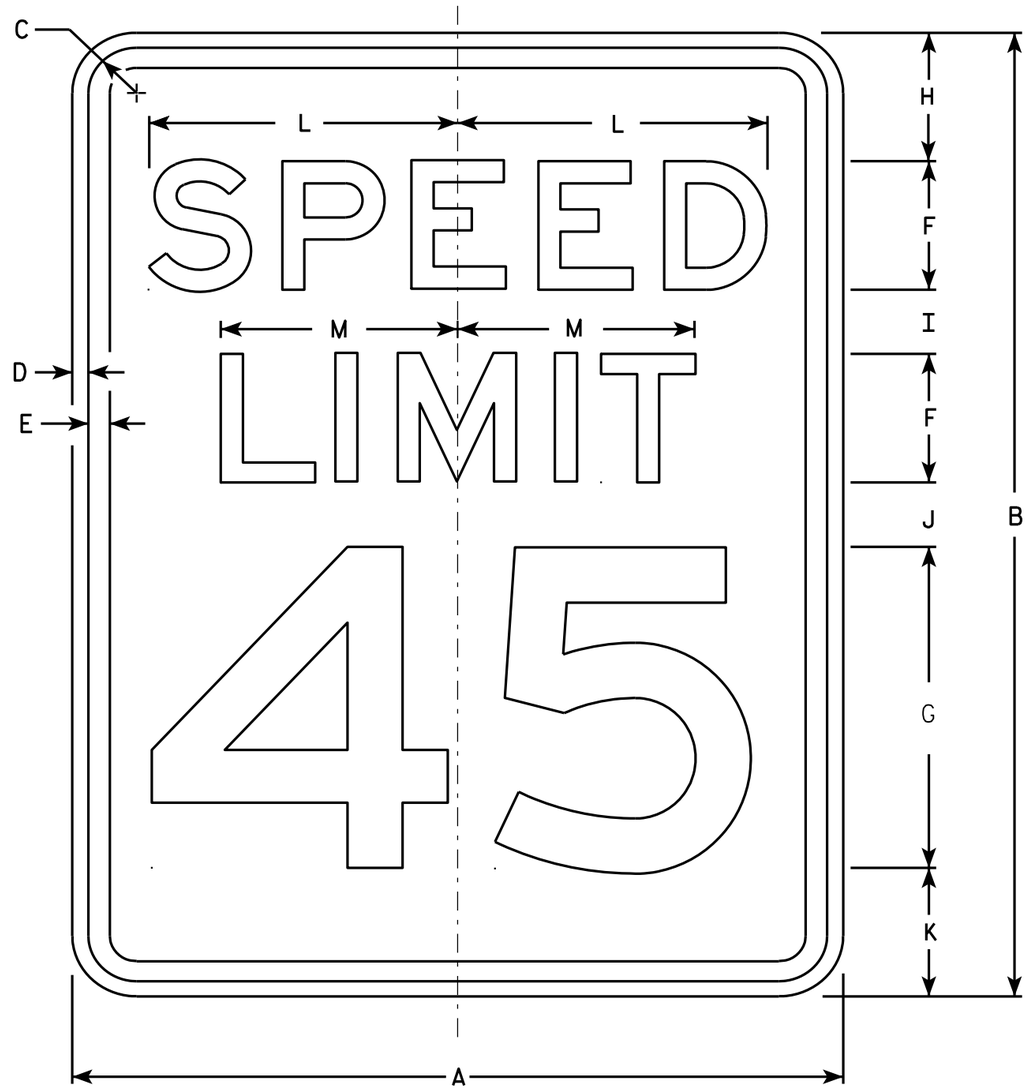
STANDARD SIGN
R1-3P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/02/10 PLATE NO. R1-3P.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 456 | 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.

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

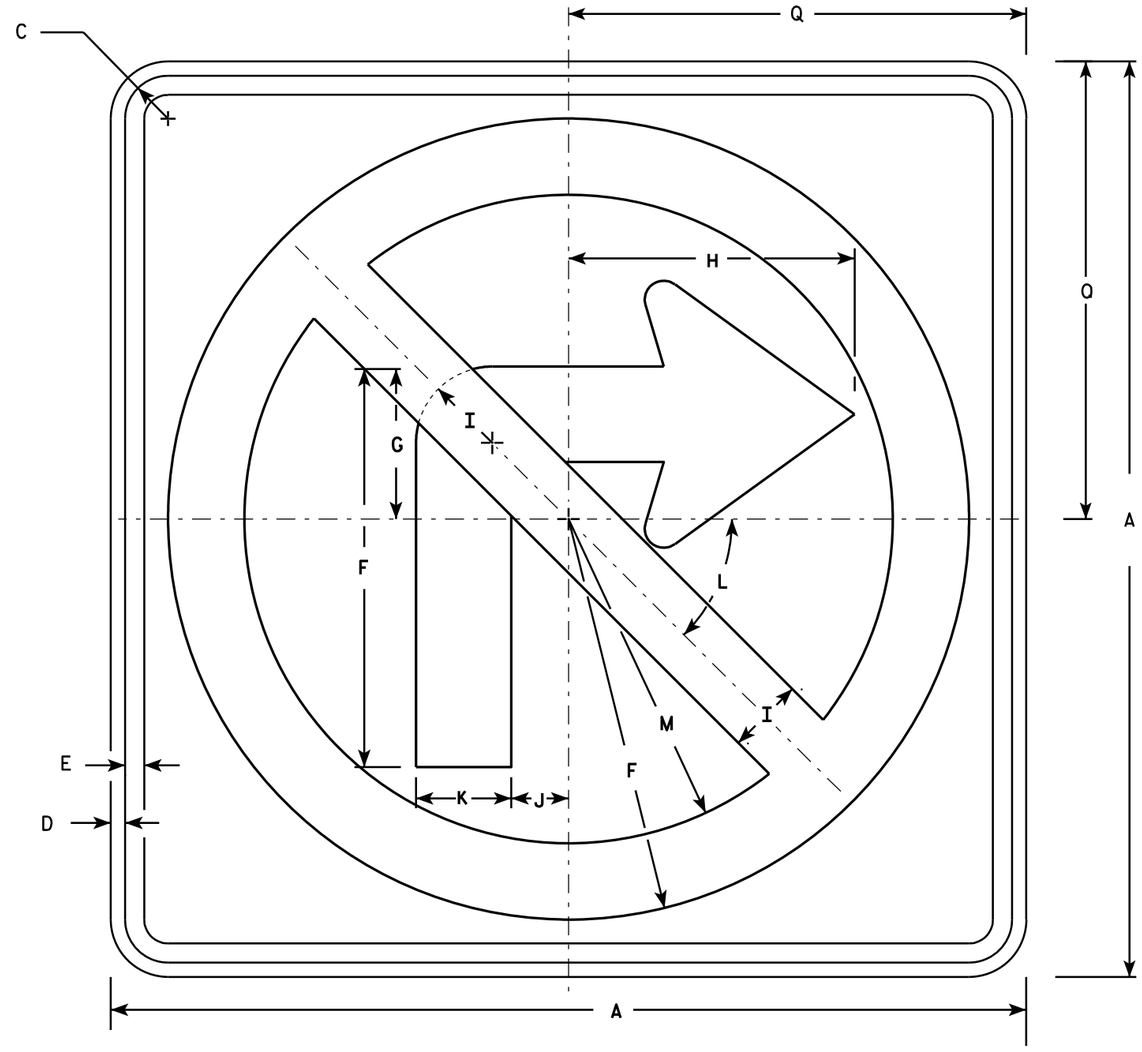
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

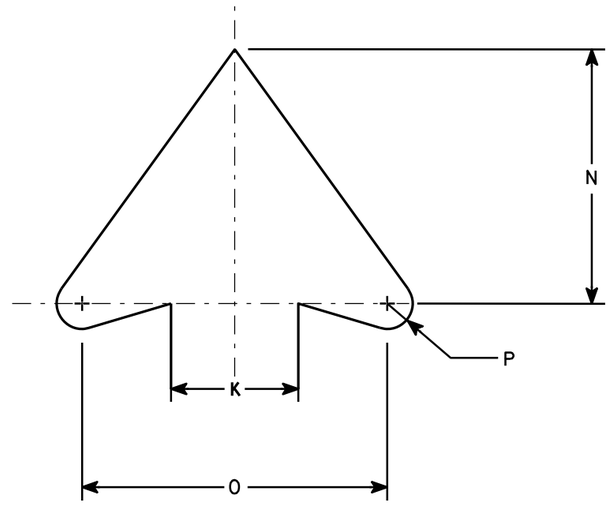
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 457	E



R3-1

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 - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



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	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

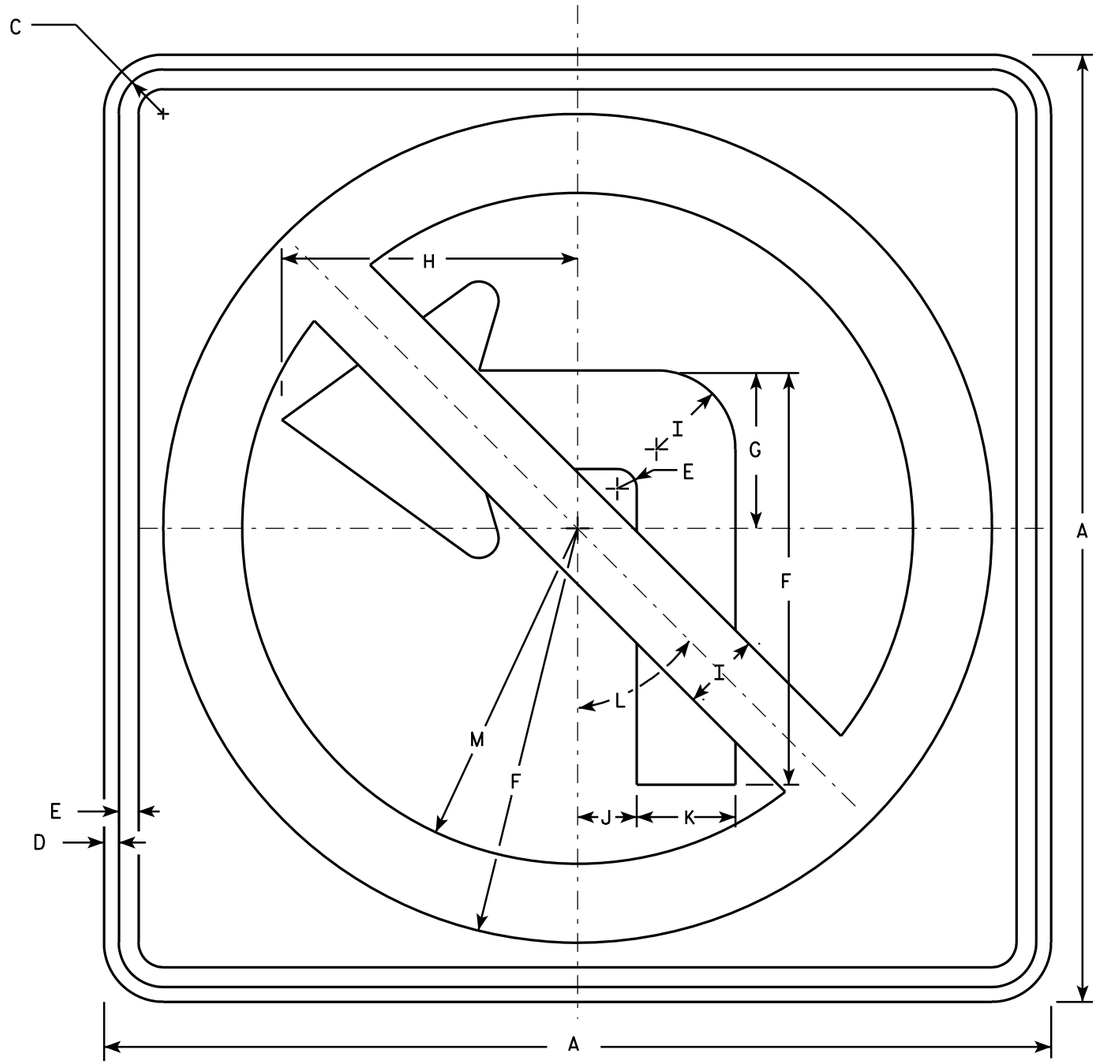
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

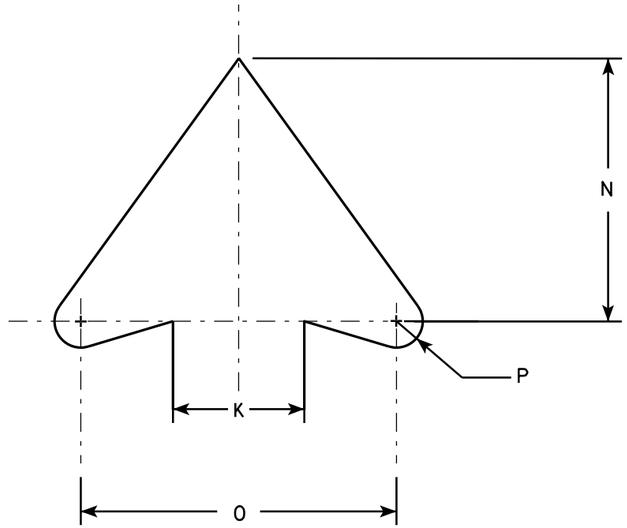
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 458	E



R3-2

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 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



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	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

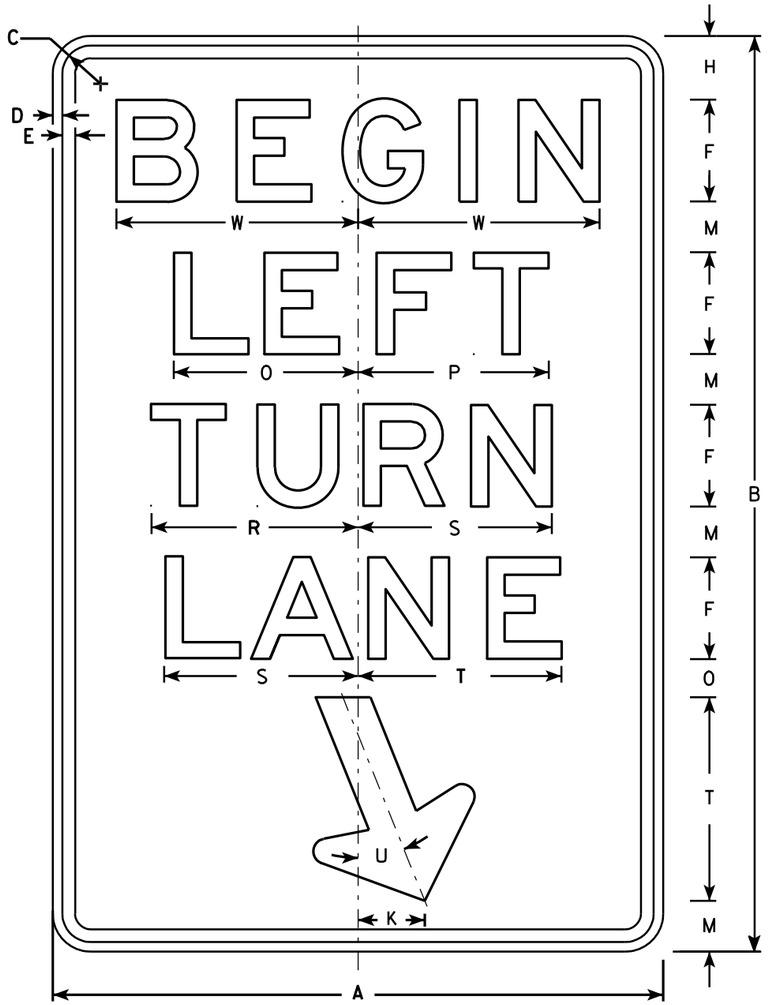
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

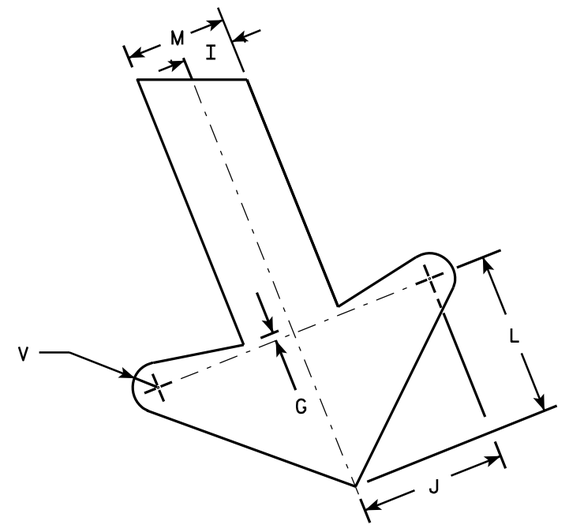
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 459	E



R3-20L

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.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

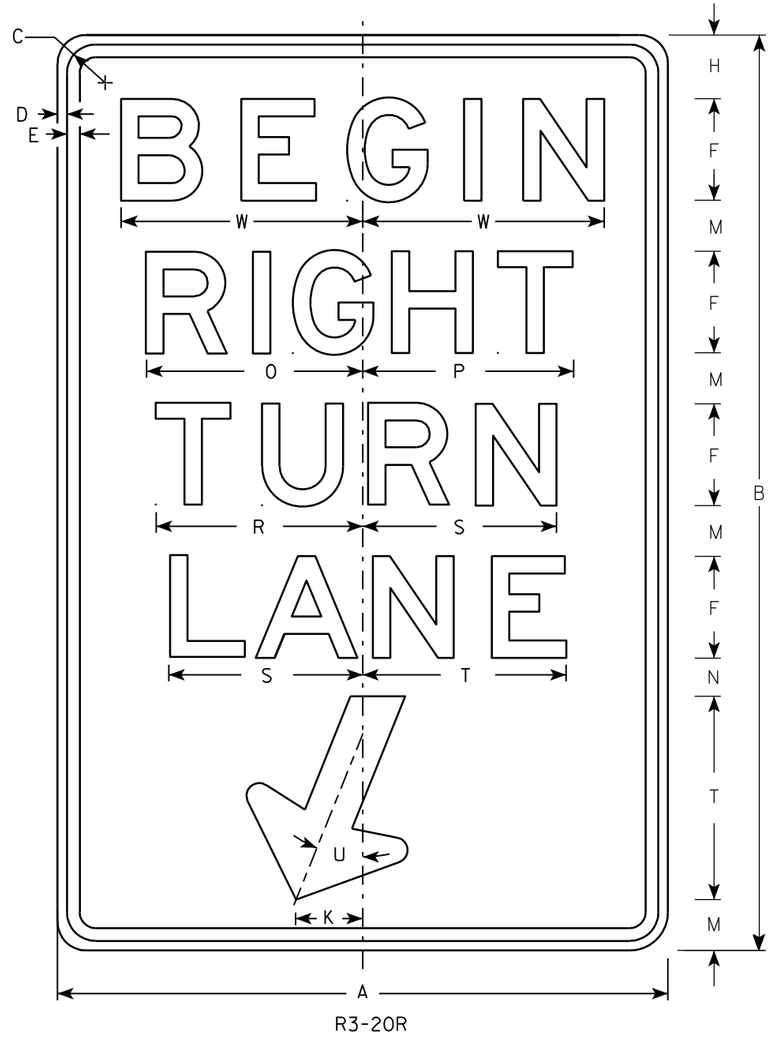
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

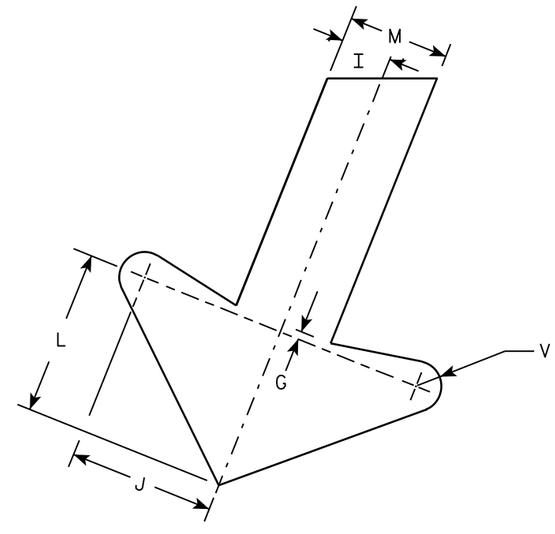
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 460 | E



R3-20R

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.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	12 3/4	12 1/2		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

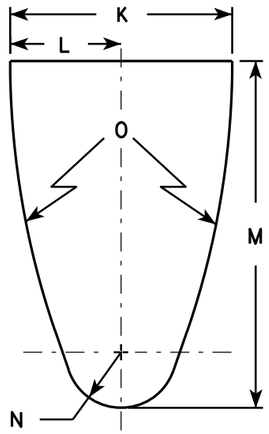
STANDARD SIGN
R3-20R

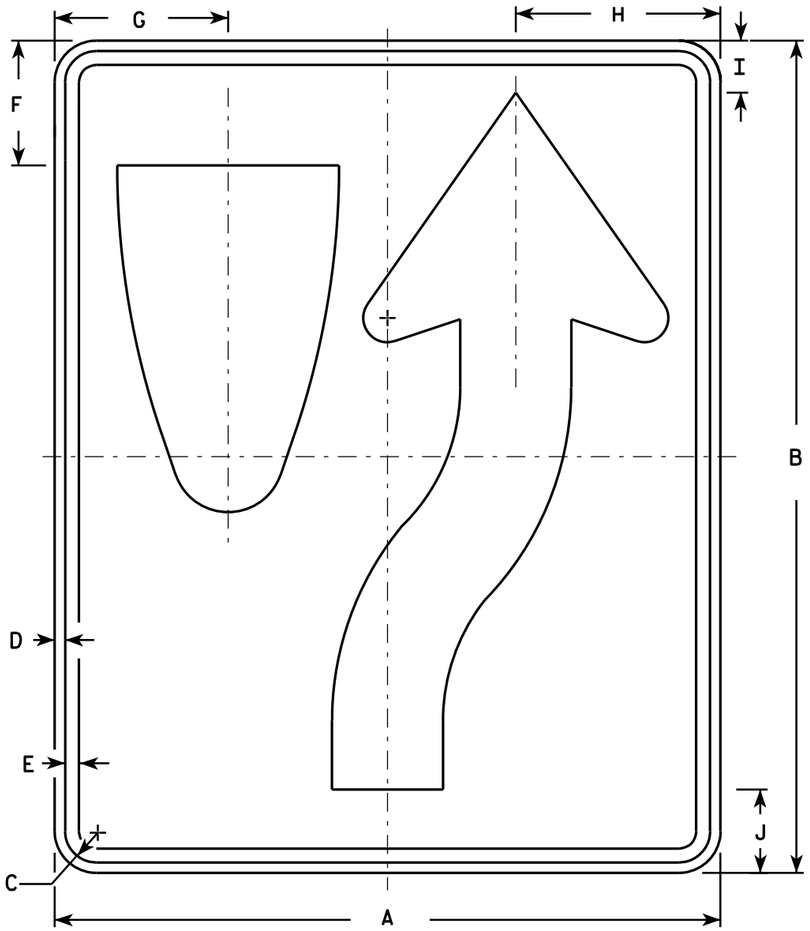
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20R.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 461 | E

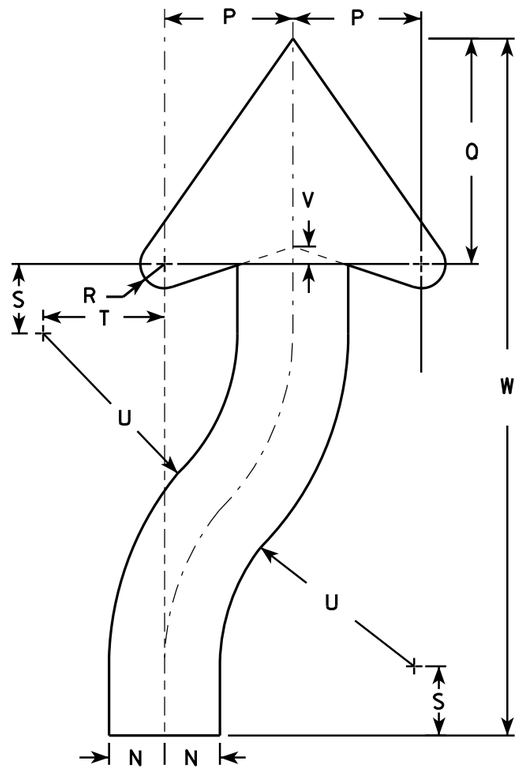




R4-7

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.



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: 462	E



R9-9

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 - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/4	1/2	1/2	4	3 1/2	3	10 3/4	8 1/8																	3.75
2M	30	18	1 3/4	1/2	1/2	4	3 1/2	3	10 3/4	8 1/8																	3.75
3																											
4																											
5																											

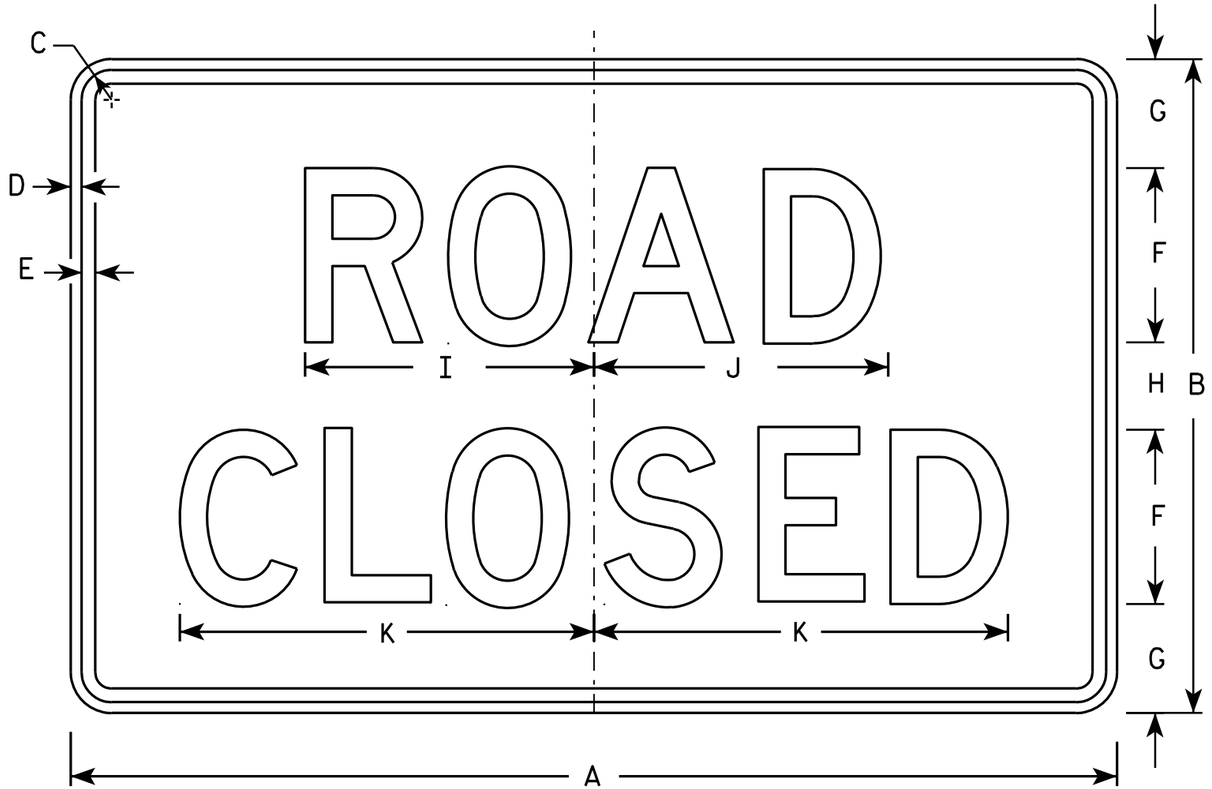
STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/2011 PLATE NO. R9-9.5

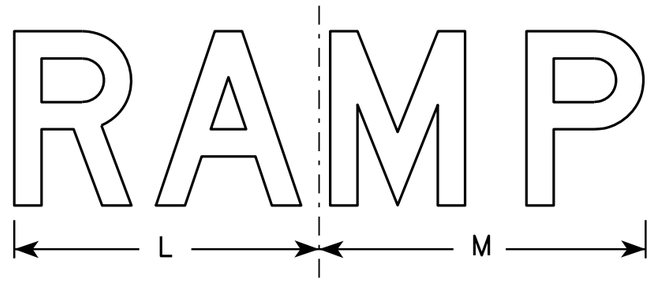
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 463	E



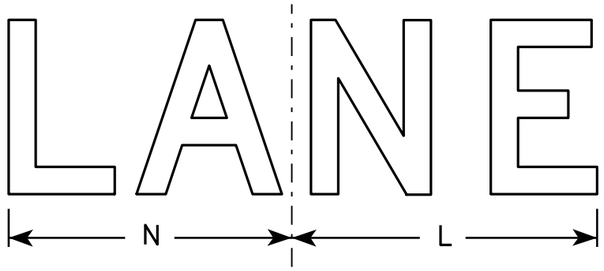
R11-2

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. Modify the message as required.



R11-2R



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0

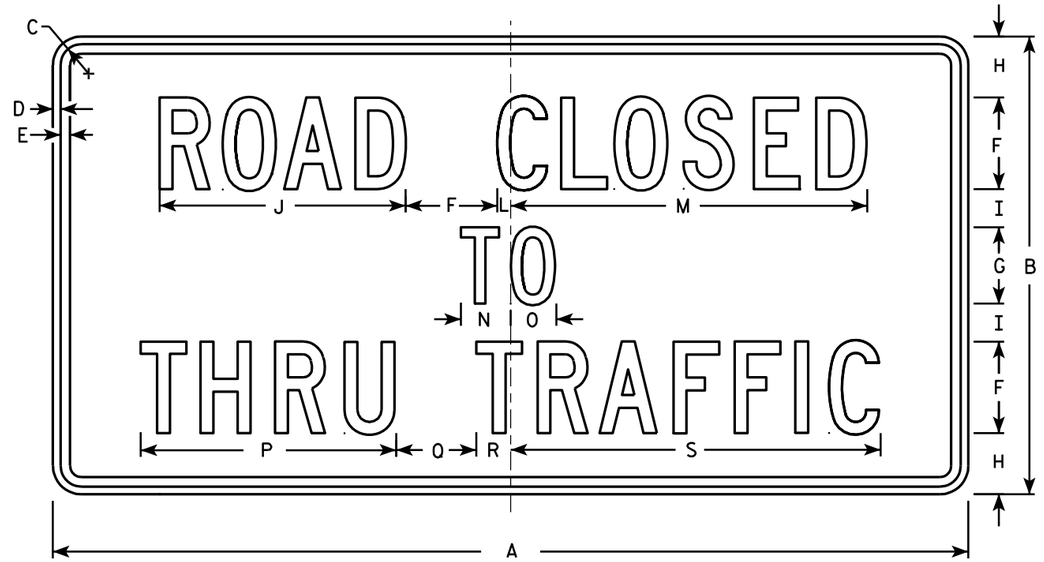
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 464	E



R11-4

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 - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

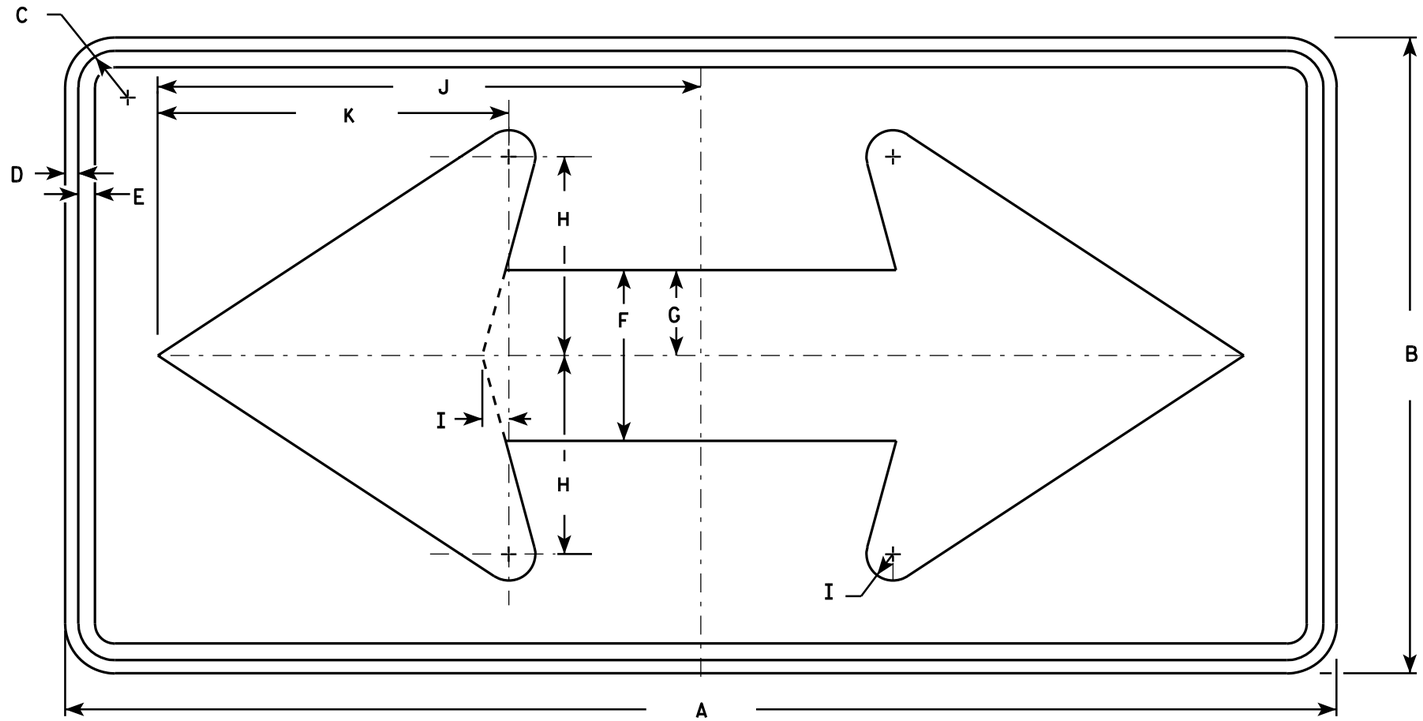
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 465 | E



W1-7

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. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	1/2	5	2 1/2	5 3/4	3/4	15 5/8	10 1/8																4.5
2S	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	96	48	2 1/4	3/4	1	13	6 1/2	15	2	41	26 1/2																32.0

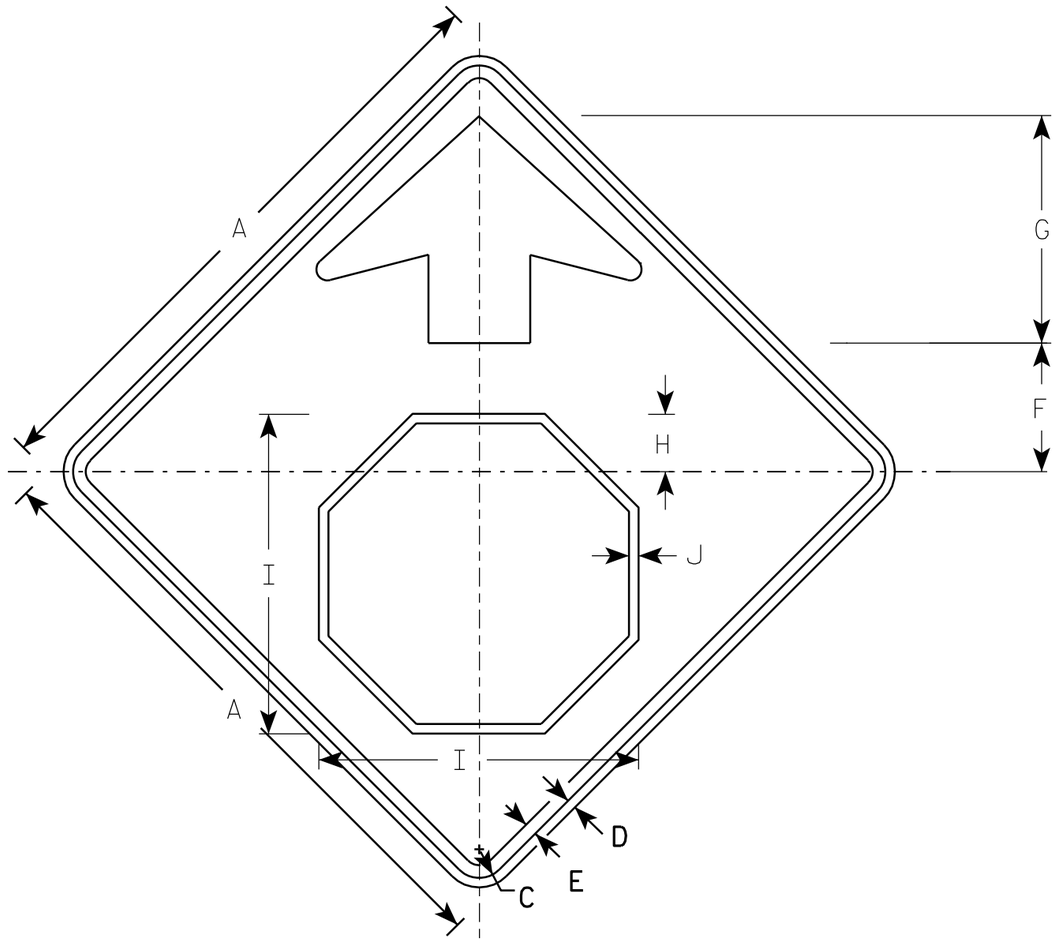
STANDARD SIGN
W1-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-7.7

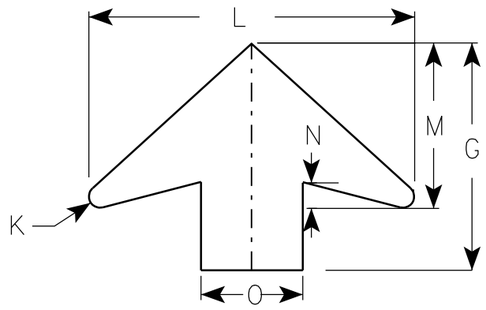
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 466 | E



W3-1

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
   Stop Symbol - WHITE BORDER ON RED BACKGROUND



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	30		1 3/8	1/2	5/8	6 1/4	11 1/4	2 7/8	15 3/4	1/2	1/2	16	8	1 1/4	5												6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0

STANDARD SIGN
W3-1

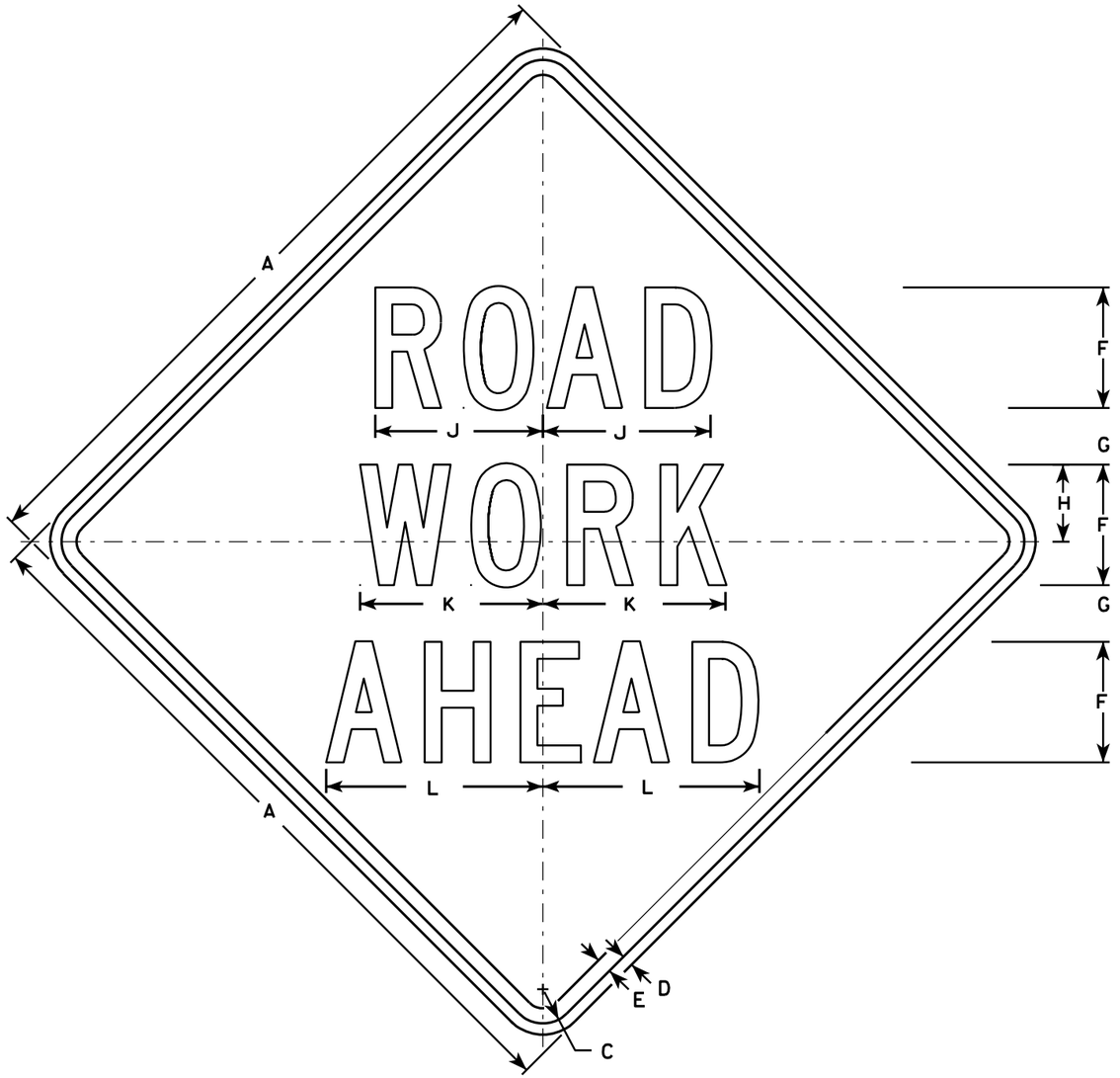
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

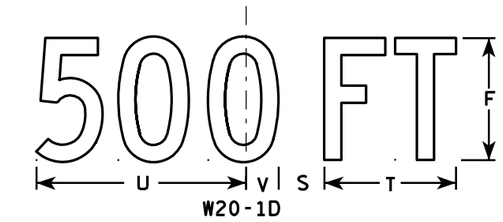
DATE 6/7/10 PLATE NO. W3-1.12

PROJECT NO:

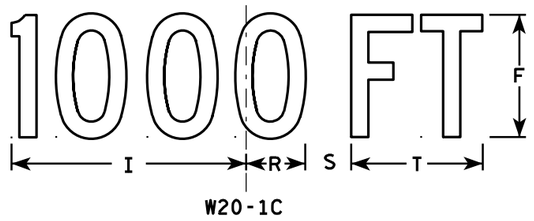
SHEET NO: 467 E



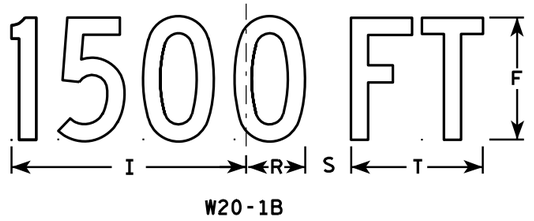
W20-1A



W20-1D



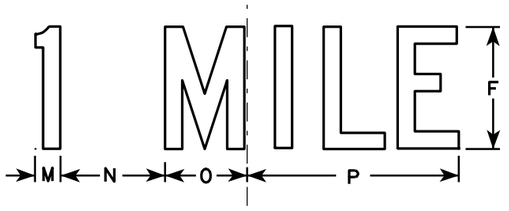
W20-1C



W20-1B



W20-1G



W20-1F

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 - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	1/2	5/8	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9		2 1/2	1 7/8	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8		3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8		3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8		3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8		3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8		3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-1.9

PROJECT NO:

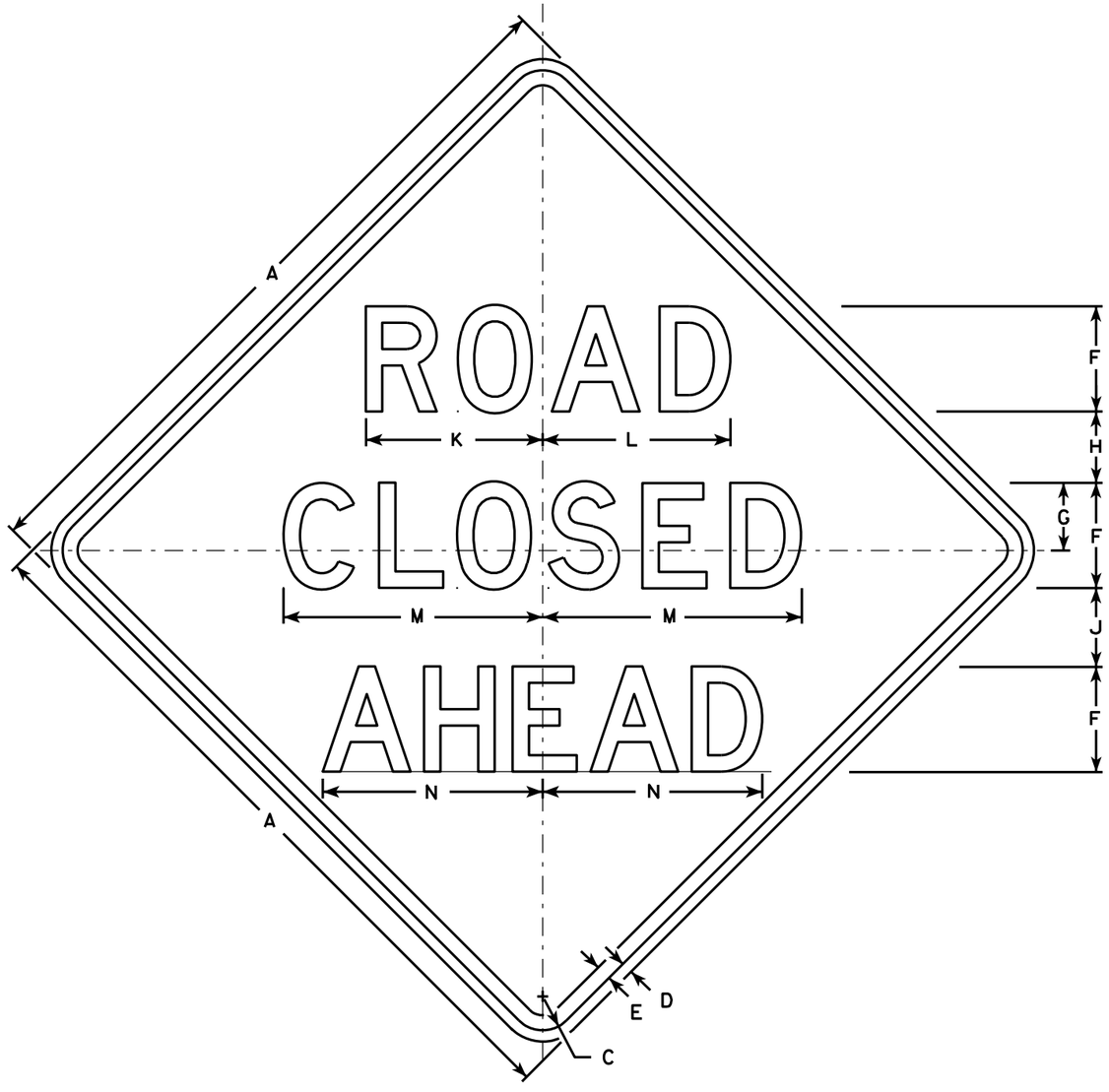
SHEET NO: 468 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W201.DGN PLOT DATE : 18-MAR-2011 09:56 PLOT BY : mscj9h

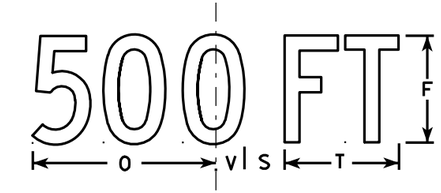
WISDOT/CADDS SHEET 42

7

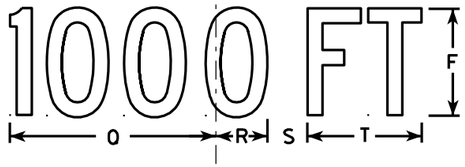
7



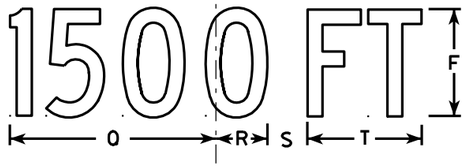
W20-3A



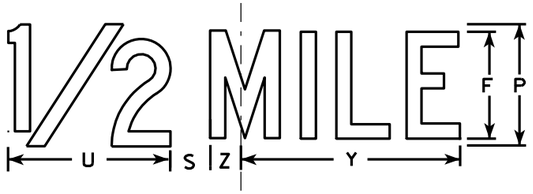
W20-3D



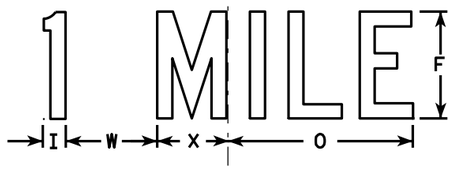
W20-3C



W20-3B



W20-3G



W20-3F

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. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 3/18/11 PLATE NO. W20-3.7

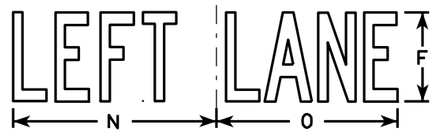
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 469 | E

7

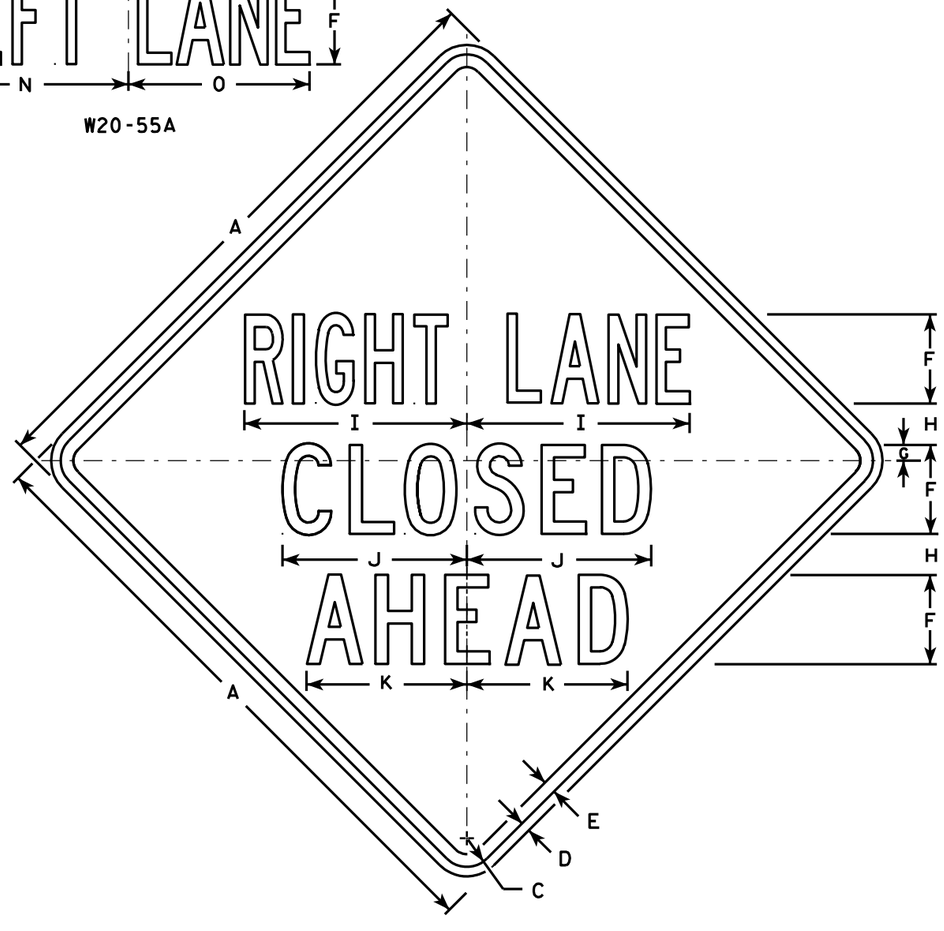
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W203.DGN PLOT DATE : 18-MAR-2011 12:08 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42



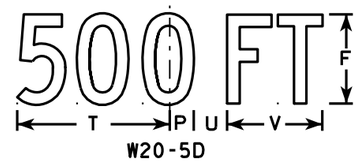
W20-56A



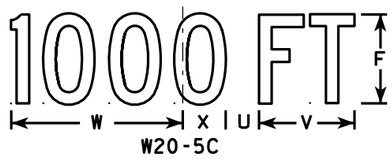
W20-55A



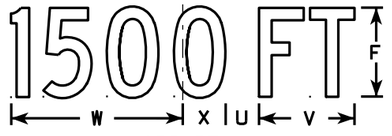
W20-5A



W20-5D



W20-5C



W20-5B



W20-5G



W20-5F

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. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	1 5/8	5/8	3/4	5	1/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 1/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

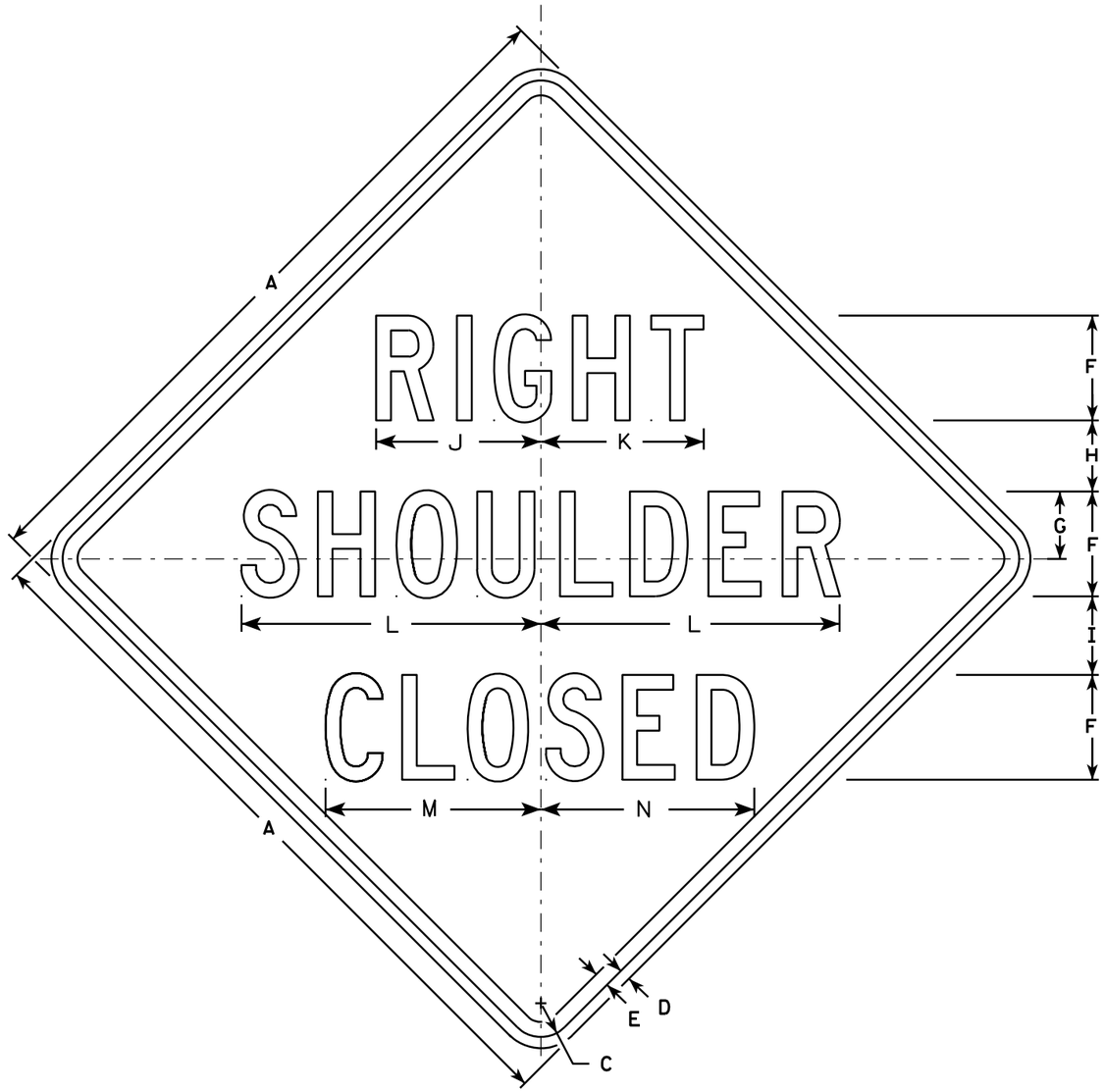
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

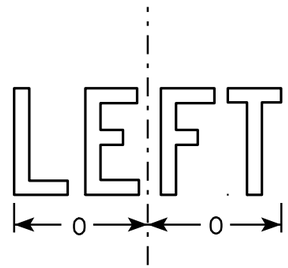
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 470 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W205.DGN PLOT DATE : 18-MAR-2011 12:15 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.918087:1.000000
WISDOT/CADDS SHEET 42



W21-5A



W21-5AL

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 - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	4	7 7/8	7 3/4	14 1/4	10 1/4	10 1/8	6 1/4												9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0

STANDARD SIGN
W21-5A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-5A.3

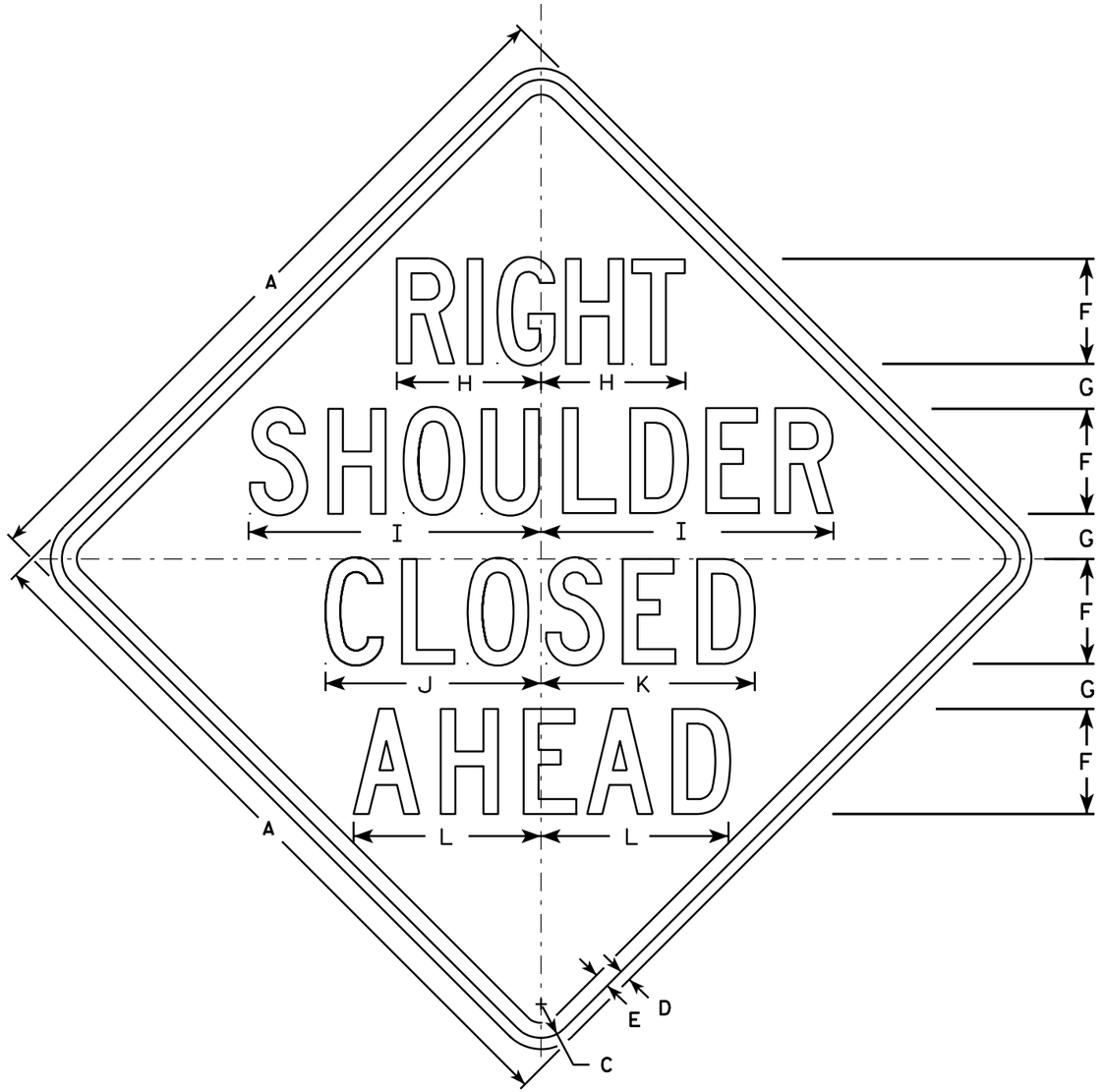
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 471 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W215A.DGN PLOT DATE : 21-MAR-2011 09:02 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000

WISDOT/CADDS SHEET 42

7

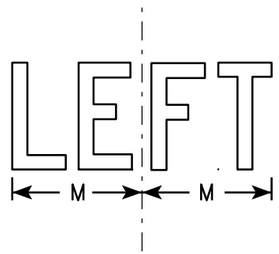
7



W21-5B

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 - 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.



W21-5BL

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	5	2 1/4	7 3/8	14 1/4	10 1/4	10 1/8	8 7/8	6 1/4														9.0
2S	48		2 1/4	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0
2M	48		2 1/4	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0
3	48		2 1/4	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0
4	48		2 1/4	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0
5	48		2 1/4	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0

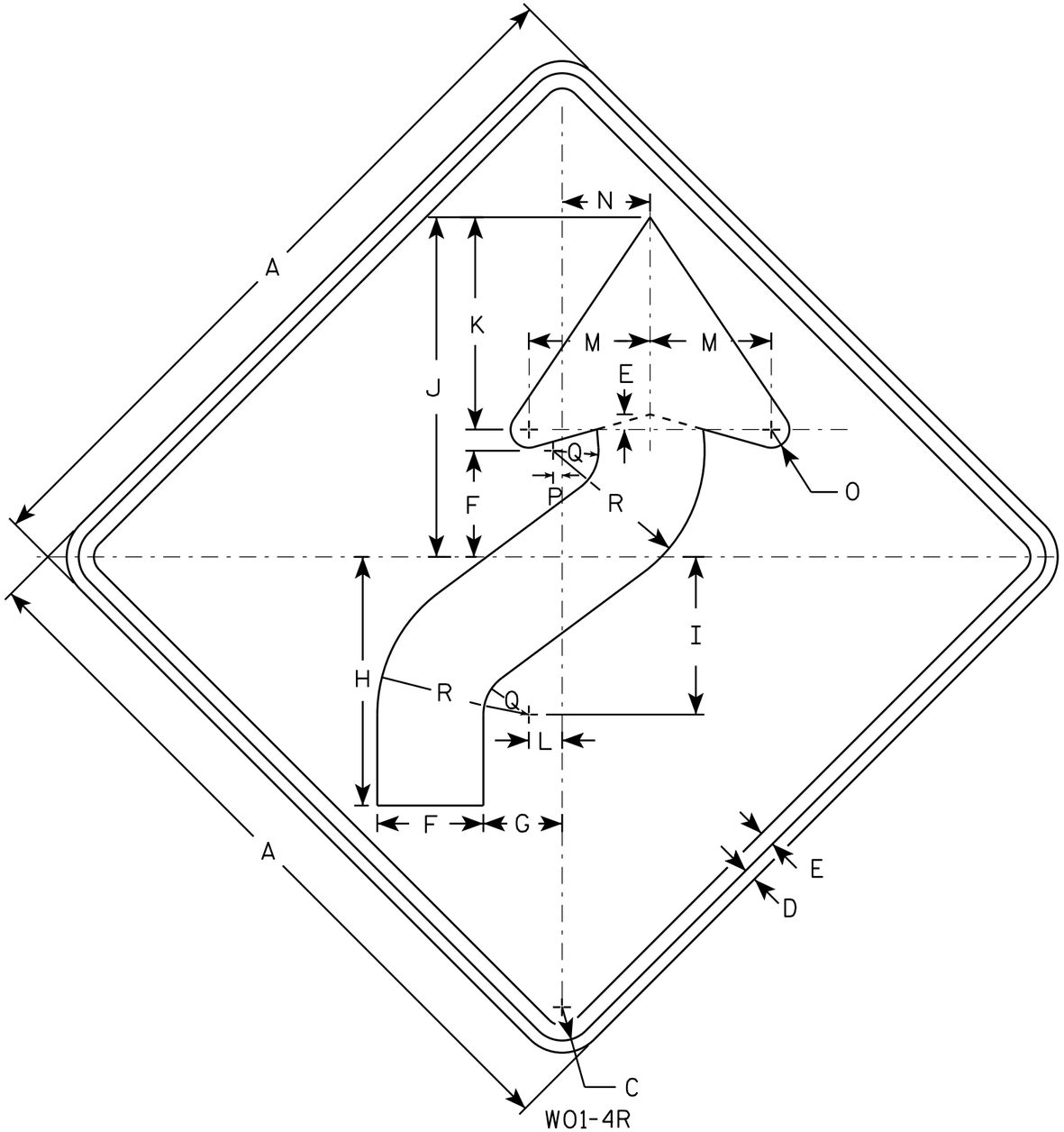
STANDARD SIGN
W21-5B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-5B.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 472	E



WO1-4R

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. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. WO1-4L is the same as WO1-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

STANDARD SIGN
WO1-4

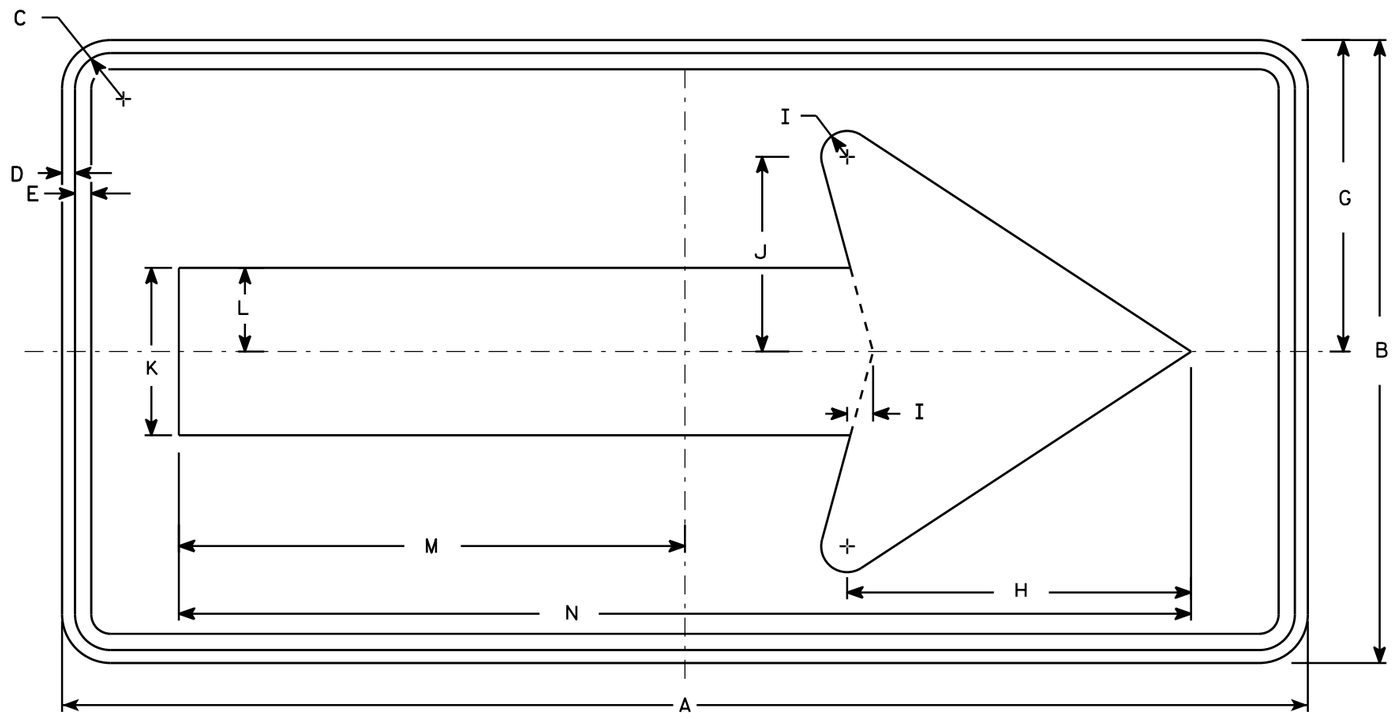
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO WO1-4.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\WO14.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000
WISDOT/CADDS SHEET 42



W01-6

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. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
W01-6

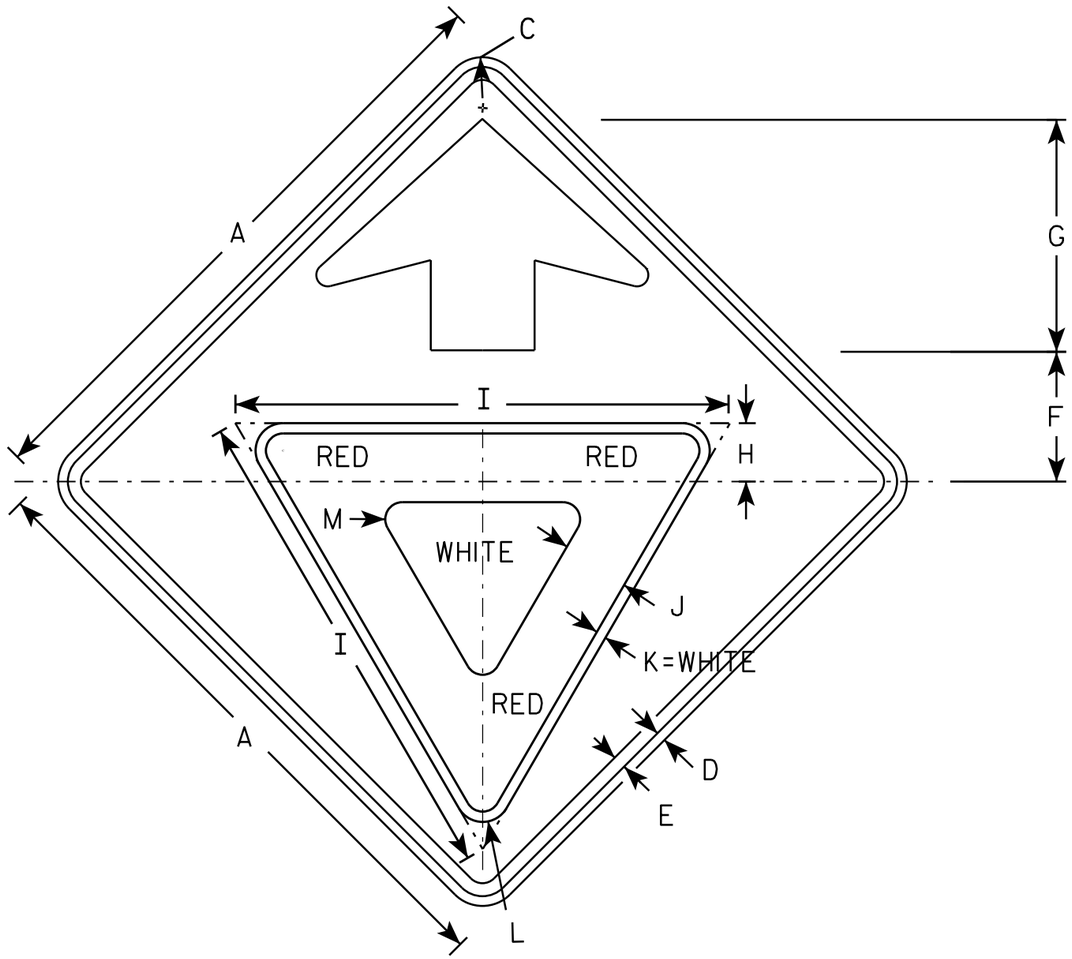
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE W01-6.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

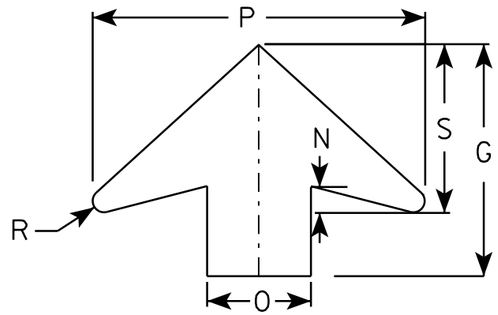
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



W03-2

NOTES

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



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	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
2S	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
2M	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
3	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
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

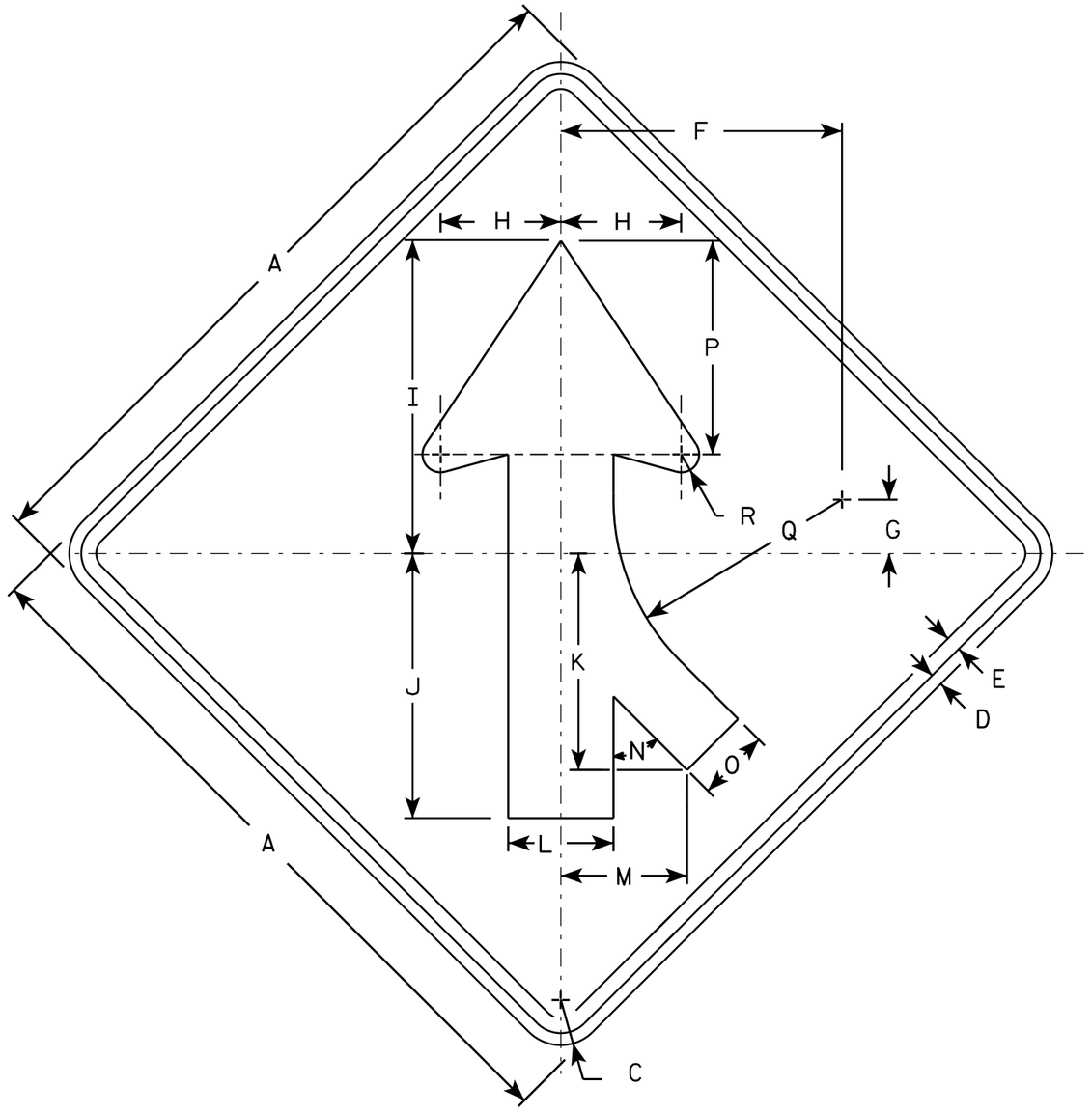
STANDARD SIGN
W03-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE W03-2.1

PROJECT NO: SHEET NO: E



W04-1R

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. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-1L is the same as W4-1R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
2S	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
2M	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
3	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
4	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
5	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0

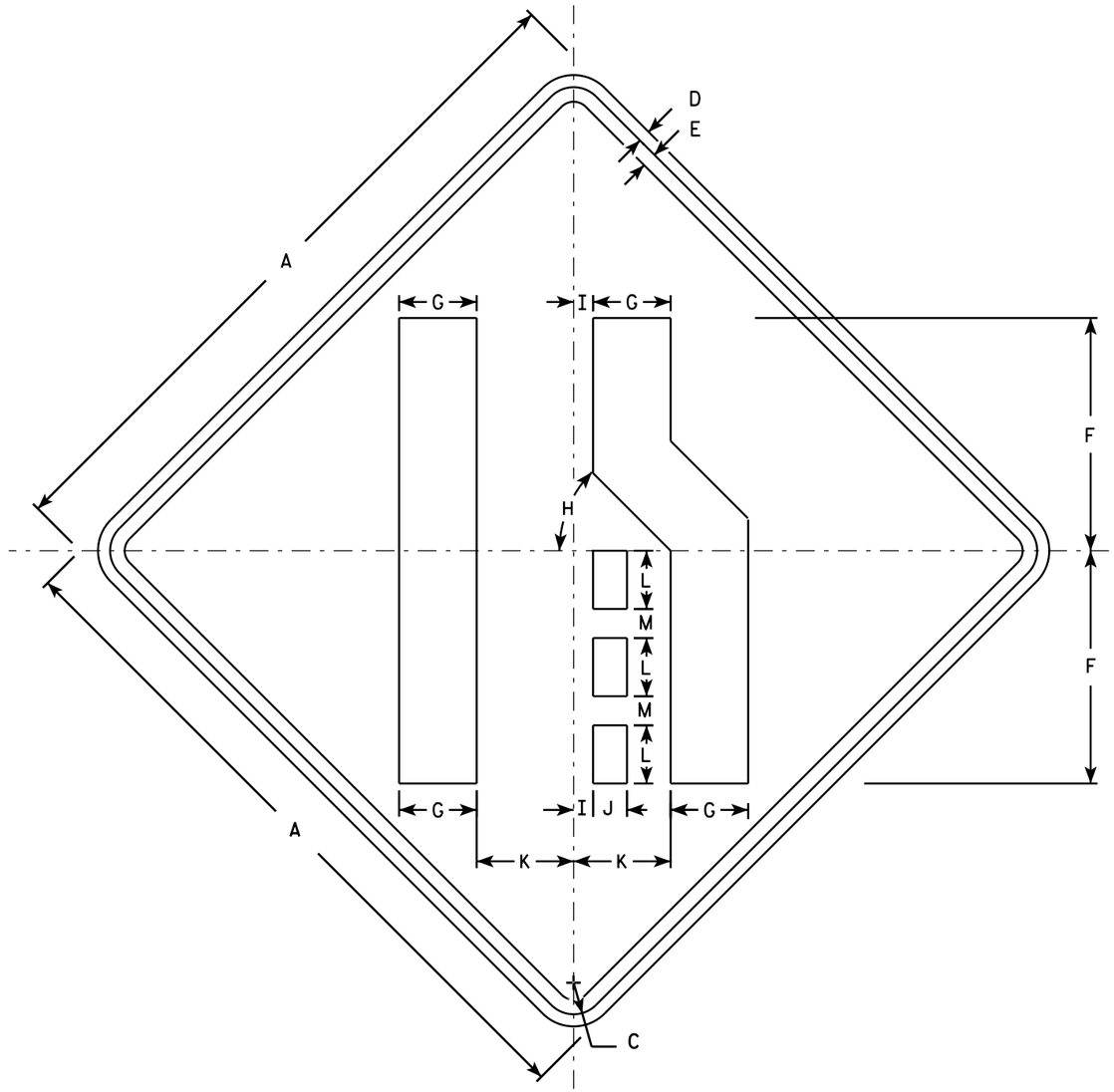
STANDARD SIGN
W04-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew L Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE NO. W04-1.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



W04-2R

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. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W04-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 477 "W04-2.1

PROJECT NO:

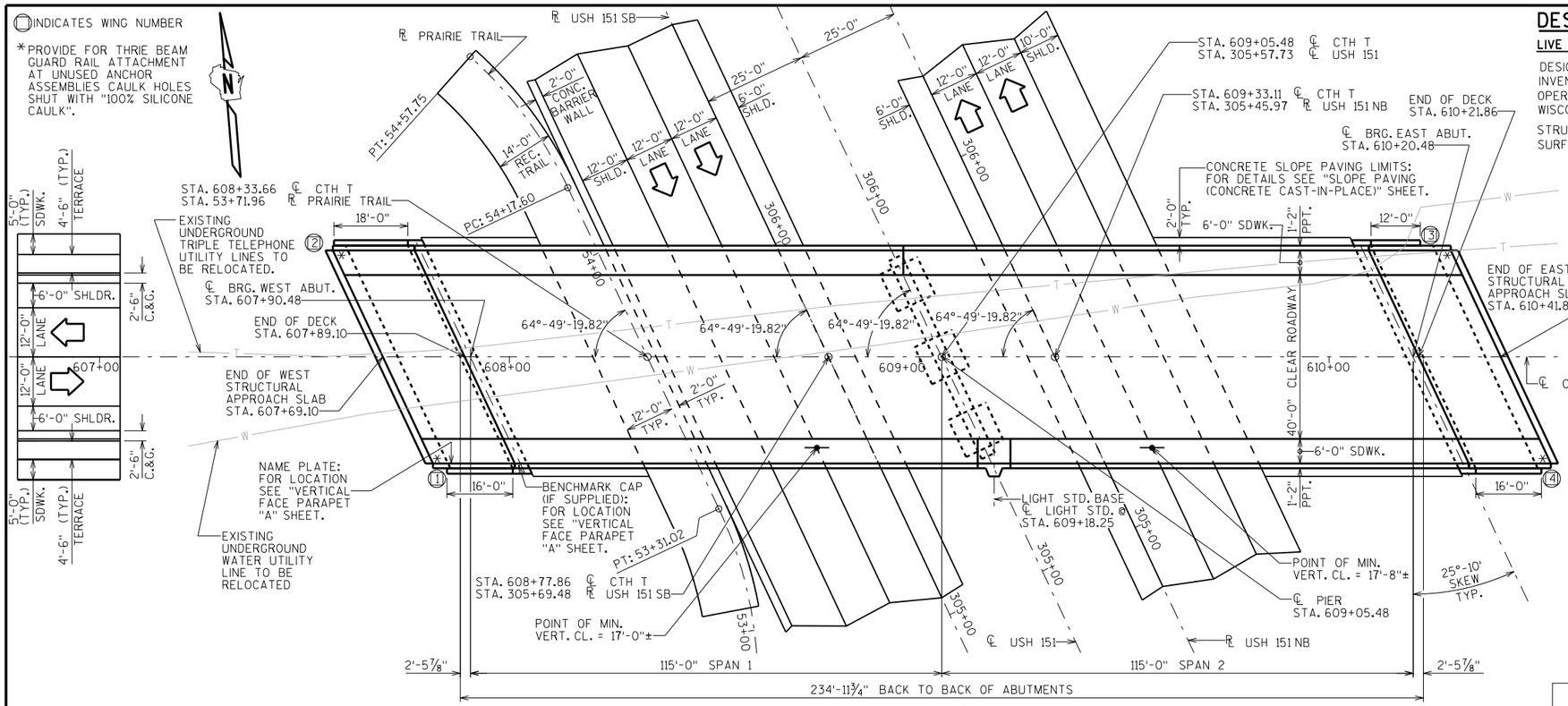
SHEET NO: E

STATE PROJECT NUMBER

1420-23-71

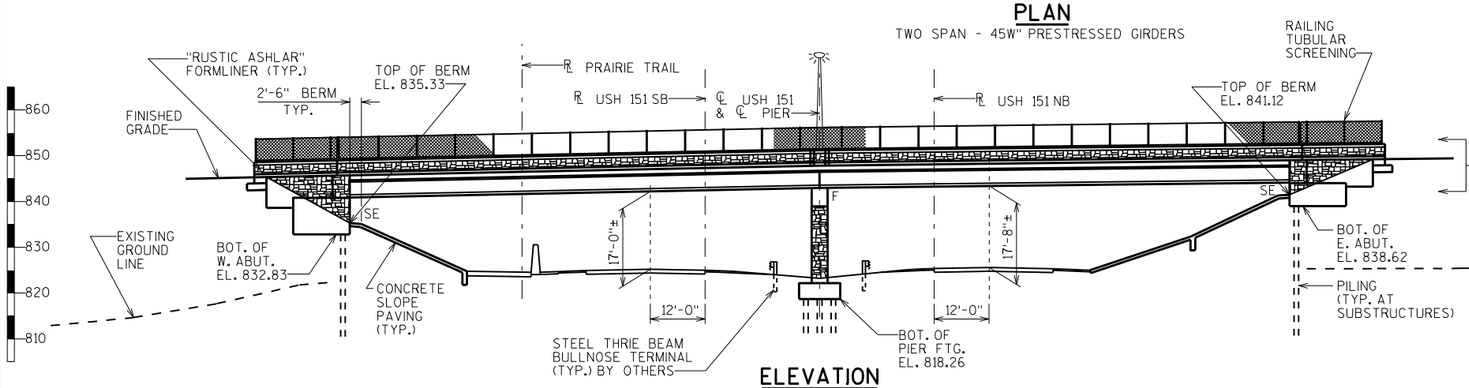
INDICATES WING NUMBER

*PROVIDE FOR THRIE BEAM GUARD RAIL ATTACHMENT AT UNUSED ANCHOR ASSEMBLIES CAULK HOLES SHUT WITH "100% SILICONE CAULK".



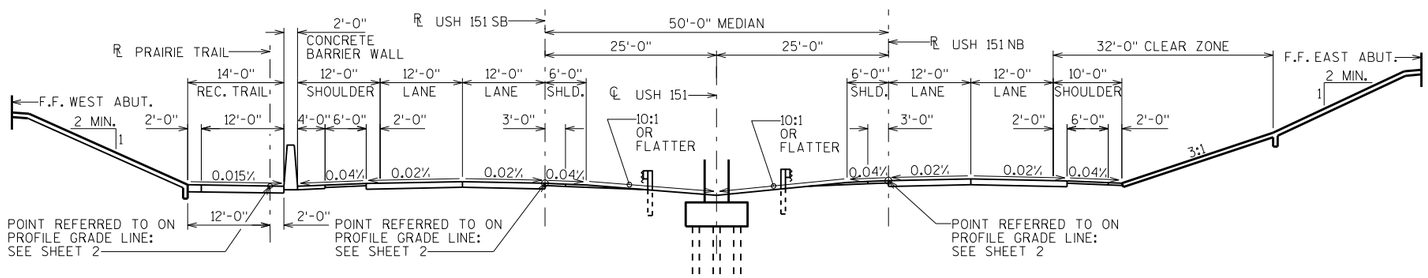
PLAN

TWO SPAN - 45W" PRESTRESSED GIRDERS



ELEVATION

NORMAL TO USH 151 - LOOKING NORTH



PROPOSED SECTION THRU USH 151

NORMAL TO USH 151 - LOOKING NORTH (UPSTATION)

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF=1.19
OPERATING RATING FACTOR: RF=1.57
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 (KIPS)

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

MATERIAL PROPERTIES:

CONCRETE MASONRY:
DECK—f'c = 4,000 P.S.I. ALL OTHER—f'c = 3,500 P.S.I.

BAR STEEL REINFORCEMENT, GRADE 60—fy = 60,000 P.S.I.

45W" PRESTRESSED GIRDERS, CONCRETE MASONRY—f'c = 8,000 P.S.I.
STRANDS- 0.6" DIA. WITH ULTIMATE TENSILE STRENGTH OF 270,000 P.S.I.

FOUNDATION DATA

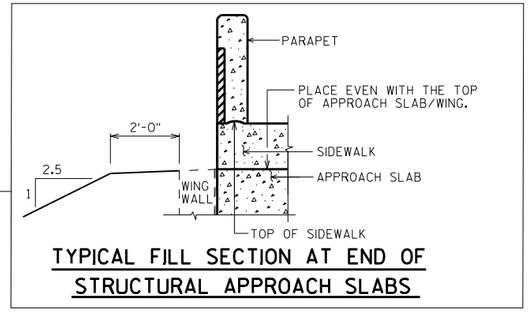
ABUTMENTS TO BE SUPPORTED ON CAST-IN-PLACE (CIP) 12¾" DIA. X 0.375" WALL CONCRETE PILINGS DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 210 TONS ** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA.
ESTIMATED 70'-0" LONG AT WEST ABUTMENT.
ESTIMATED 75'-0" LONG AT EAST ABUTMENT.

PIER TO BE SUPPORTED ON CAST-IN-PLACE (CIP) 12¾" DIA. X 0.375" WALL CONCRETE PILINGS DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 210 TONS ** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA.
ESTIMATED 50'-0" LONG AT PIER.

** THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

TRAFFIC VOLUME

CTH T	USH 151
A.D.T. = 5,800 (2038)	A.D.T. = 15,500 (2038)
R.D.S. = 40 M.P.H.	R.D.S. = 60 M.P.H.



TYPICAL FILL SECTION AT END OF STRUCTURAL APPROACH SLABS

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. SUBSURFACE EXPLORATION
4. WEST ABUTMENT
5. WEST ABUTMENT DETAILS
6. EAST ABUTMENT
7. EAST ABUTMENT DETAILS
8. PIER
9. PIER DETAILS
10. 45W" PRESTRESSED GIRDER DETAILS
11. 45W" PRESTRESSED GIRDER DETAILS 1
12. STEEL DIAPHRAGM
13. SUPERSTRUCTURE
14. SUPERSTRUCTURE DIAPH. DETAILS
15. SUPERSTRUCTURE DETAILS
16. PARAPET "A" ELECTRICAL WORK
17. CONDUIT DETAILS
18. WEST APPROACH SLAB DETAILS
19. EAST APPROACH SLAB DETAILS
20. VERTICAL FACE PARAPET 'A'
21. RAILING TUBULAR SCREENING
22. LIGHT ACCESS GATE DETAILS
23. SLOPE PAVING (CONCRETE CAST-IN-PLACE)
24. ALTERNATE CONSTRUCTION JOINT
25. AESTHETIC DETAILS

STRUCTURES DESIGN CONTACTS:
ADAM SWIERCZEK (608) 267-4593
AARON BONK (608) 261-0261

NO.	DATE	REVISION	BY

Plans Prepared By WISDOT
BUREAU OF STRUCTURES

ACCEPTED William C Dreher 1/21/15
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-20-227

CTH T OVER USH 151

COUNTY: FOND DU LAC — CITY: FOND DU LAC

DESIGN SPEC.: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
ABS	APC	JPH/DDS	ABS

GENERAL PLAN

SHEET 1 OF 25

478

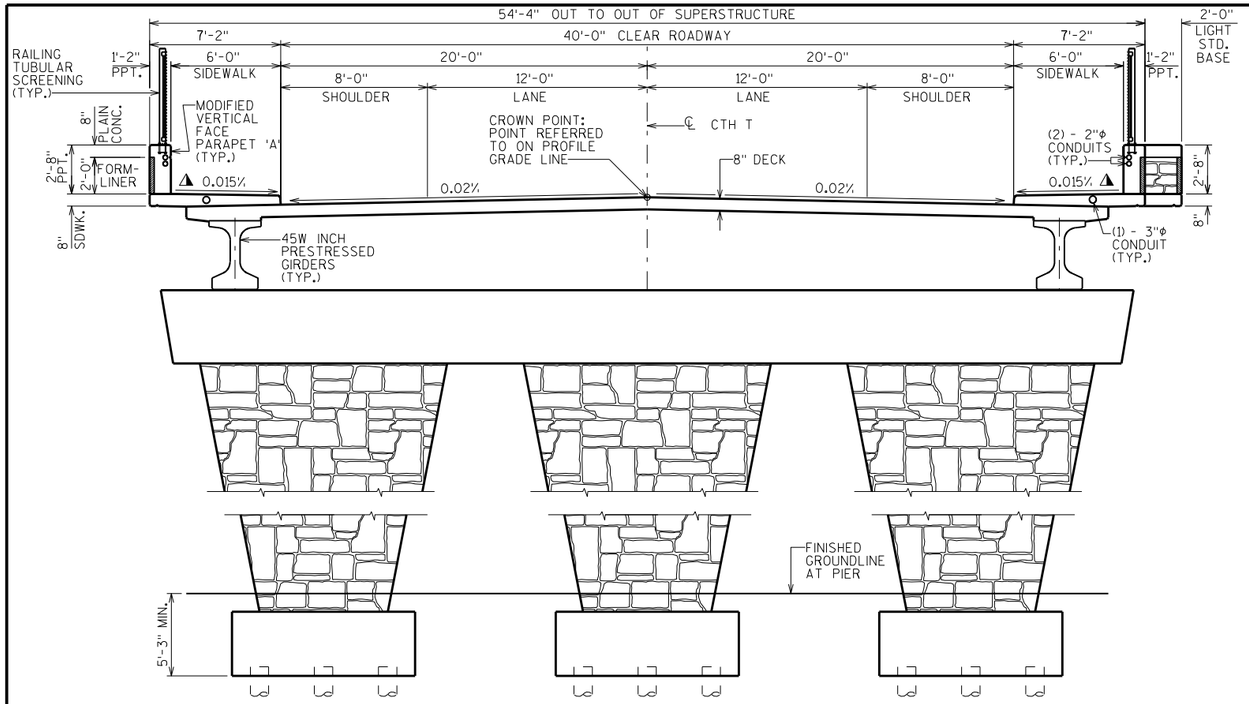
I.D. 1420-23-00A

DATE: NOV. 2014

SCALE = 16

8

8



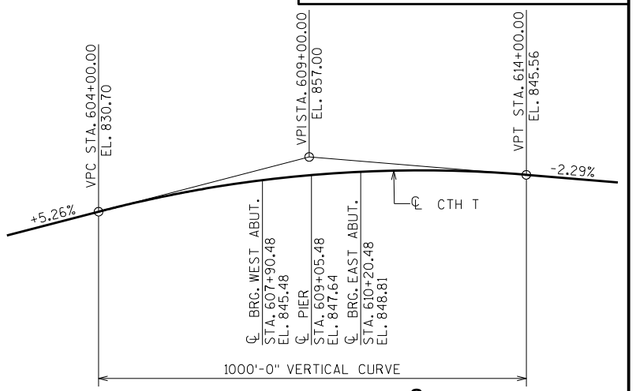
CROSS SECTION THRU ROADWAY

LOOKING EAST (UPSTATION)

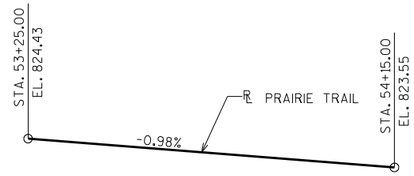
▲ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

STATE PROJECT NUMBER

1420-23-71



PROFILE GRADE LINE FOR ℄ CTH T



PROFILE GRADE LINE FOR PRAIRIE TRAIL

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER.	WEST APPROACH SLAB	WEST ABUT.	PIER	EAST ABUT.	EAST APPROACH SLAB	TOTALS
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-20-227	LS	———	———	———	———	———	———	1
210.0100	BACKFILL STRUCTURE	CY	———	———	198	47	114	———	359
305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	———	169	———	———	———	169	338
502.0100	CONCRETE MASONRY BRIDGES	CY	543	81	97	123	64	81	989
502.3200	PROTECTIVE SURFACE TREATMENT	SY	1,570	135		———		135	1,840
503.0146	PRESTRESSED GIRDER TYPE I 45W-INCH	LF	2,077	———	———	———	———	———	2,077
505.0405	BAR STEEL REINFORCEMENT HS BRIDGES	LB	———	———	5,600	2,020	4,180	———	11,800
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	108,340	13,650	2,460	15,370	1,640	13,650	155,110
505.0800.S	BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURE	LB	1,870	———	———	———	———	———	1,870
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	———	———	9	18	9	———	36
506.4000	STEEL DIAPHRAGMS B-20-227	EACH	32	———	———	———	———	———	32
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	———	———	16	———	14	———	30
◆ 517.1015.S	CONCRETE STAINING MULTI-COLOR B-20-227	SF	1,015	80	585	1,255	170	80	3,185
517.1050.S	ARCHITECTURAL SURFACE TREATMENT B-20-227	SF	1,015	80	585	1,255	170	80	3,185
550.0600	PILE REDRIVING	EACH	———	———	2	4	2	———	8
550.2126	PILING CIP CONCRETE 12 3/4 X 0.375-INCH	LF	———	———	910	1,350	900	———	3,160
604.0400	SLOPE PAVING CONCRETE	SY	———	———	213	———	369	———	582
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	———	———	295	———	290	———	585
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	———	2	———	———	———	2	4
652.0125	CONDUIT RIGID METALLIC 2-INCH	LF	44	12	———	———	12	———	68
652.0135	CONDUIT RIGID METALLIC 3-INCH	LF	12	48	———	———	———	48	108
652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	916	85	———	———	———	77	1,078
652.0235	CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH	LF	458	———	———	———	———	———	458
653.0222	JUNCTION BOXES 18X12X6-INCH	EACH	5	———	———	———	———	———	5
657.6005.S	ANCHOR ASSEMBLIES LIGHT POLES ON STRUCTURES	EACH	1	———	———	———	———	———	1
SPV.0090.08	RAILING TUBULAR SCREENING GALVANIZED B-20-227	LF	466	39	———	———	———	39	544
	NON-BID ITEMS								
	FILLER	SIZE	———	———	———	———	———	———	1/2", 3/4", 1 1/2"
	PLASTIC OR ZINC PLATE	SIZE	———	———	———	———	———	———	1/8"

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

AT THE BACKFACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE OR "BASE AGGREGATE DENSE 1 1/4-INCH" SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

THE GRADATION OF THE STRUCTURE BACKFILL SHALL MEET THE REQUIREMENTS OF SECTION 209.2.2 OF THE STANDARD SPECIFICATIONS FOR GRADE 1 MATERIAL.

THE EXISTING GROUND LINE SHALL BE USED AS THE UPPER LIMITS OF EXCAVATION AT THE PIER.

THE HAUNCH CONCRETE QUANTITY IS BASED ON THE AVERAGE HAUNCH SHOWN ON THE "45W PRESTRESED GIRDER DETAILS 1" SHEET.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE EXPOSED TOP OF DECK AND TOP OF APPROACH SLAB SURFACES AND SIDEWALK SURFACES AT BOTH DECK AND SLAB AS WELL AS THE INSIDE AND TOP OF PARAPETS, INCLUDING PARAPETS ON APPROACH SLABS.

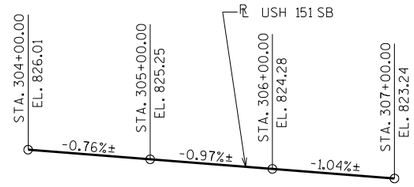
BEVEL EXPOSED EDGES OF CONCRETE 3/4" UNLESS OTHERWISE SHOWN OR NOTED.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON SHEET 1 AND ON THE 'SLOPE PAVING' SHEET AND ON THE ABUTMENT DETAILS SHEETS.

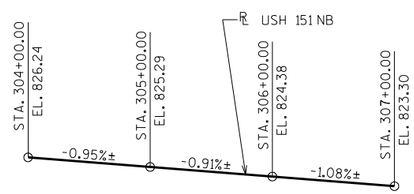
FOR AESTHETIC DETAILS (INCLUDING STAINING LOCATIONS/LIMITS AND ARCHITECTURAL SURFACE TREATMENT LOCATIONS/LIMITS.) SEE 'AESTHETIC DETAILS' SHEET.

◆ CONTRACTOR TO REMOVE AND DISPOSE OF AESTHETIC TEST PANEL UPON COMPLETION OF PROJET.

ALL RAILINGS, POSTS AND ALL EXPOSED/ASSOCIATED HARDWARE SHALL BE FINISHED AS DETAILED ON "RAILING TUBULAR SCREENING" AND "LIGHT ACCESS GATE DETAILS" SHEETS. IF TOUCH UP PAINTING IS REQUIRED AFTER INSTALLATION IS COMPLETE, ALL TOUCH UP PAINTING IS TO BE DONE TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST.



EXISTING PROFILE GRADE LINE FOR SOUTHBOUND USH 151



EXISTING PROFILE GRADE LINE FOR NORTHBOUND USH 151

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-20-227

DRAWN BY JPH | PLANS CK'D. ABS

CROSS SECTION & QUANTITIES

SHEET 2

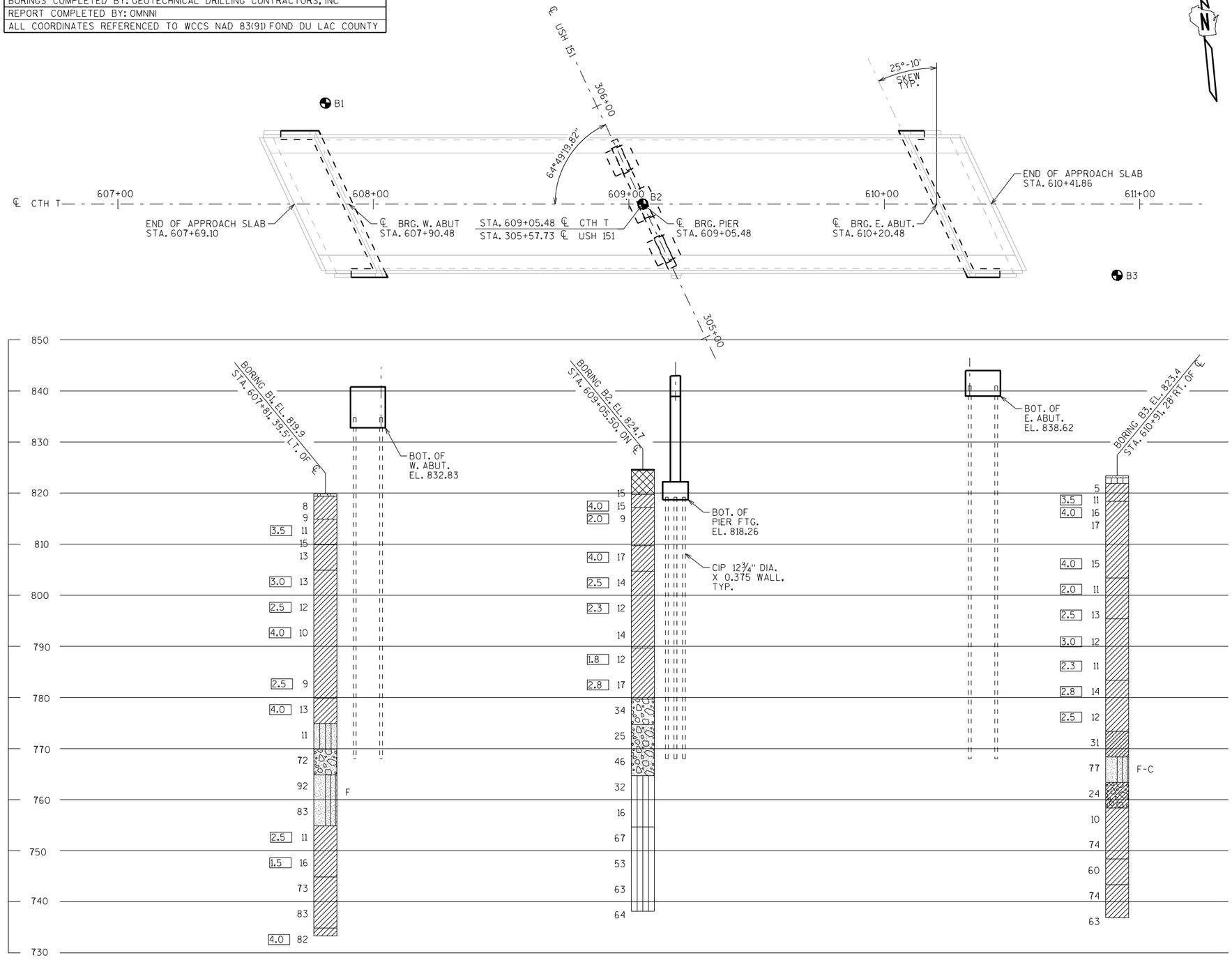
479

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SCALE = 4

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	7/25/2014	382713.5044	830142.2422
2	7/31/2014	382663.9196	830262.8687
3	7/29/2014	382621.0044	830445.6338
BORINGS COMPLETED BY: GEOTECHNICAL DRILLING CONTRACTORS, INC			
REPORT COMPLETED BY: OMNNI			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) FOND DU LAC COUNTY			



NOTE: NO GROUNDWATER WAS OBSERVED AT THE TIME OF DRILLING

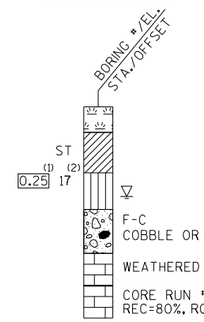
STATE PROJECT NUMBER

1420-23-71

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- ▽ AT TIME OF DRILLING
- ▼ END OF DRILLING
- ▽ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-20-227

DRAWN BY PR/ABS | PLANS CK'D. ABS

SUBSURFACE EXPLORATION

SHEET 3

480

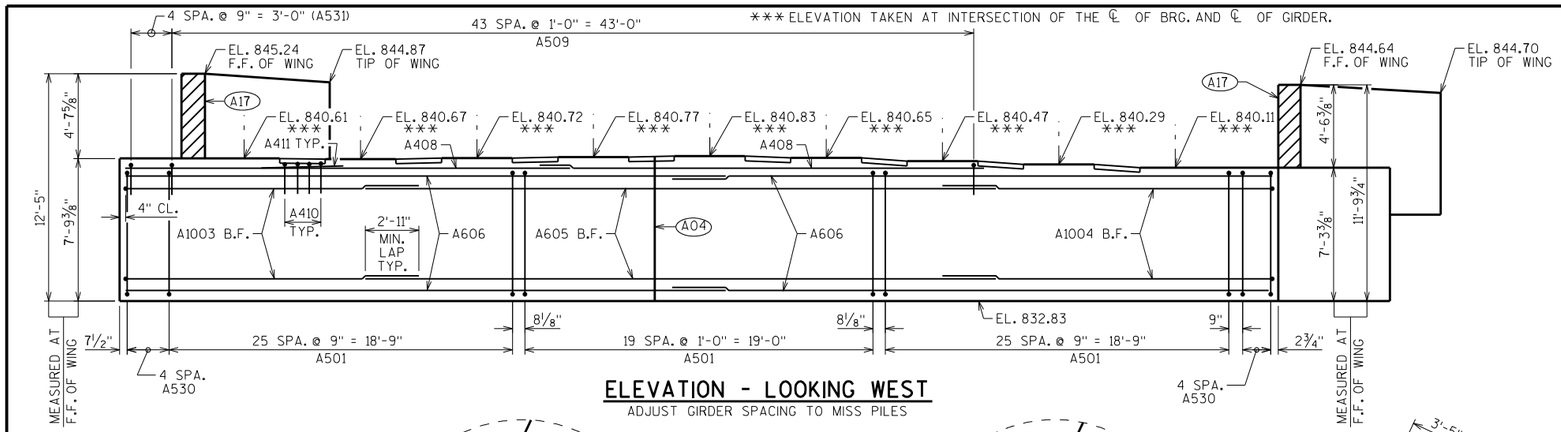
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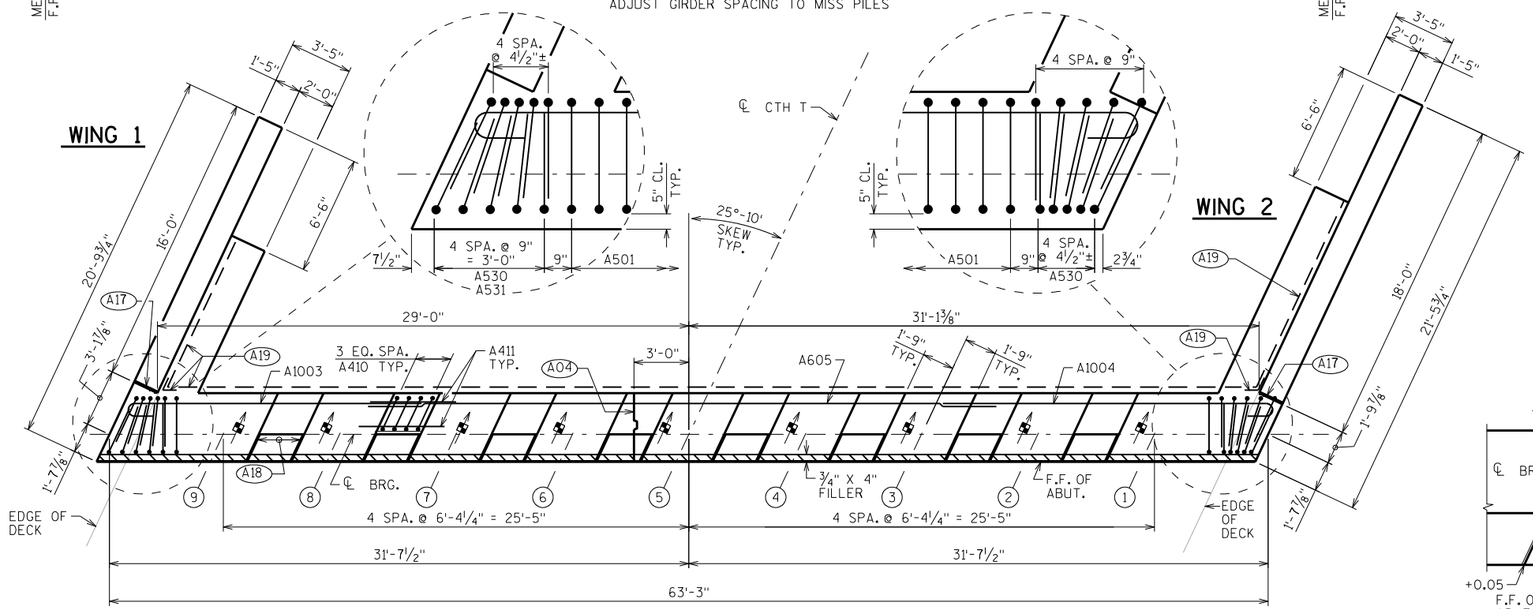
STATE PROJECT NUMBER

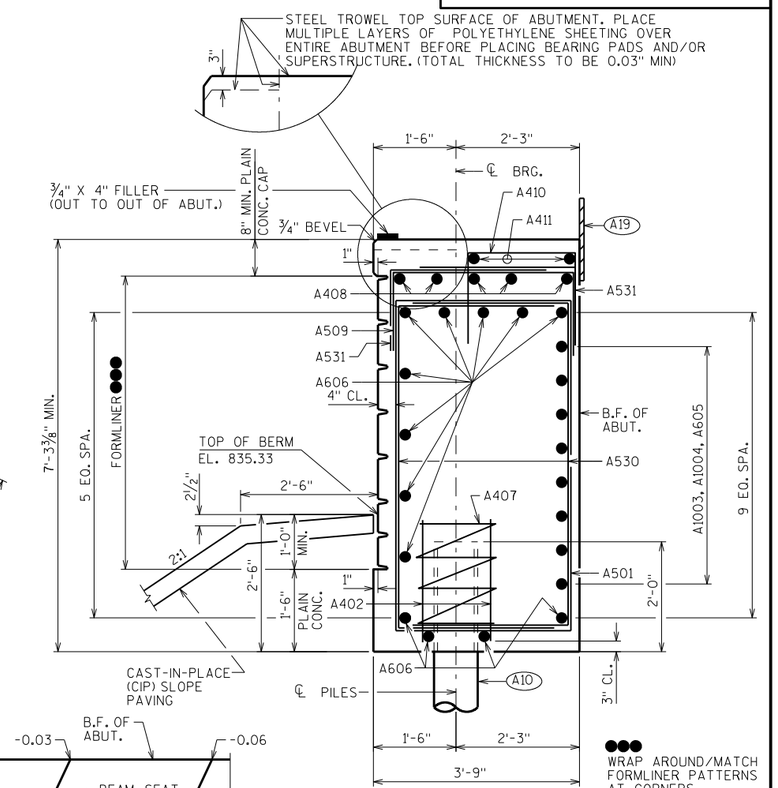
1420-23-71



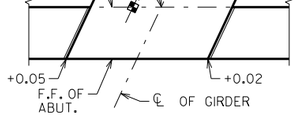
ELEVATION - LOOKING WEST

ADJUST GIRDER SPACING TO MISS PILES

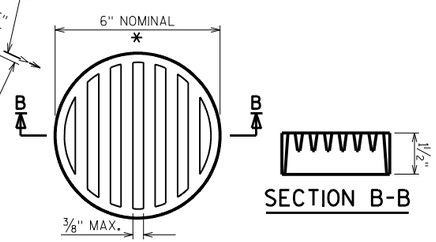




SECTION THRU BODY



BEAM SEAT DETAIL



SECTION B-B

RODENT SHIELD DETAIL

(A04) VERT. CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2 X 8. 3/4" "V" GROOVE @ THE FRONT FACE AND 18" R.M.W. @ BACKFACE. FOR OPTIONAL DETAILS SEE "ALTERNATE CONSTRUCTION JOINT" SHEET.

(A10) SUPPORT ABUTMENT ON 12¾" DIA. X .375 WALL CAST-IN-PLACE (CIP) CONCRETE PILING, ESTIMATED 70'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 210 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQ'D.

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A18) 3/4" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-20-227

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WEST ABUTMENT

SHEET 4

481

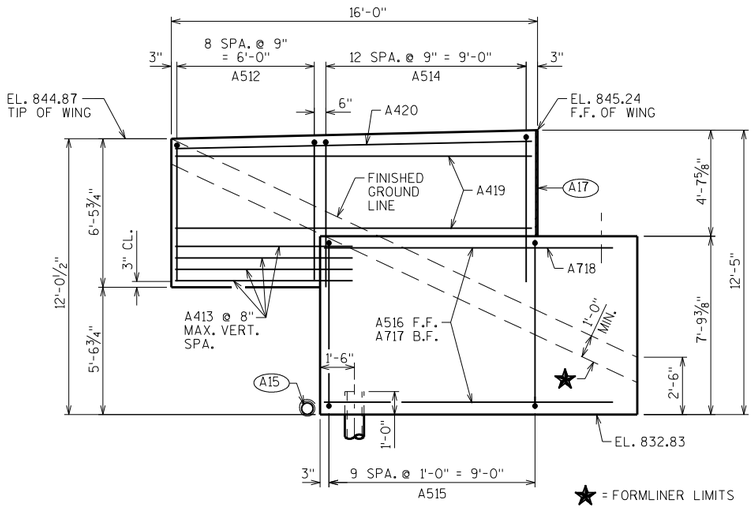
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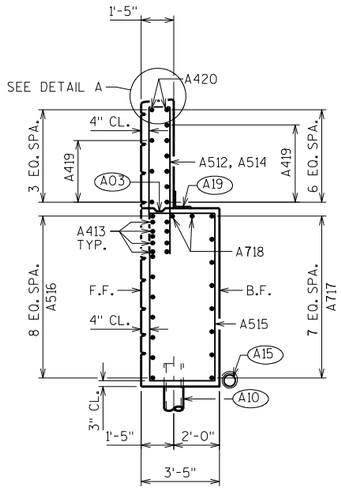
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STATE PROJECT NUMBER

1420-23-71



ELEVATION - WING 1



SECTION THRU WING 1

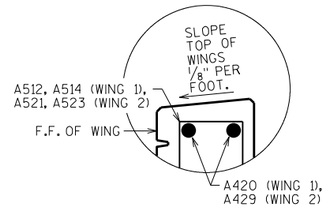
(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 X 6. (18" R.M.W. @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

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(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

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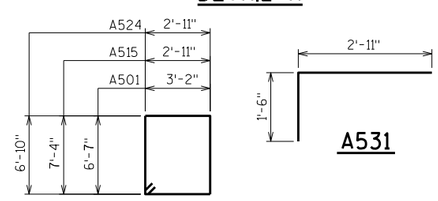


DETAIL A

BILL OF BARS

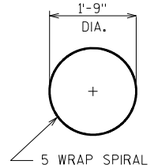
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A501		72	20'-2"	X		BODY-STIRRUPS
A402		22	2'-3"			PILES - 2 PER BODY PILE
A1003		8	17'-5"	X		BODY-HORIZONTAL - B.F.
A1004		8	19'-5"	X		BODY-HORIZONTAL - B.F.
A605		8	34'-5"			BODY-HORIZONTAL - B.F.
A606		26	32'-9"			BODY-HORIZONTAL
A407		11	28'-0"	X		PILES - 1 PER BODY PILE
A408		10	24'-4"			BODY-HORIZONTAL - UNDER GIRS. 3-9
A509		44	6'-5"	X		BODY-VERTICAL - TOP UNDER GIRS. 3-9
A410		32	4'-5"	X		BODY-VERTICAL - BETWEEN BEAM SEATS
A411		16	4'-9"			BODY-HORIZONTAL - BETWEEN BEAM SEATS
A512	X	9	12'-10"	X		WING 1-VERTICAL - UPPER WING
A413	X	8	7'-9"			WING 1-HORIZONTAL - UPPER WING
A514	X	13	13'-8"	X		WING 1-VERTICAL - UPPER WING
A515	X	10	21'-2"	X		WING 1-STIRRUP - LOWER WING
A516	X	9	13'-0"			WING 1-HORIZONTAL - F.F. - LOWER WING
A717	X	8	11'-3"			WING 1-HORIZONTAL - B.F. - LOWER WING
A718	X	2	12'-2"			WING 1-HORIZONTAL - LOWER WING
A419	X	9	15'-8"			WING 1-HORIZONTAL - UPPER WING
A420	X	2	15'-8"			WING 1-HORIZONTAL - TOP - UPPER WING
A521	X	9	12'-4"	X		WING 2-VERTICAL - UPPER WING
A422	X	6	7'-9"			WING 2-HORIZONTAL - UPPER WING
A523	X	16	13'-6"	X		WING 2-VERTICAL - UPPER WING
A524	X	12	20'-2"	X		WING 2-STIRRUP - LOWER WING
A525	X	9	14'-1"			WING 2-HORIZONTAL - F.F. - LOWER WING
A926	X	8	15'-2"	X		WING 2-HORIZONTAL - B.F. - LOWER WING
A927	X	2	15'-2"	X		WING 2-HORIZONTAL - LOWER WING
A428	X	10	17'-8"			WING 2-HORIZONTAL - UPPER WING
A429	X	2	17'-8"			WING 2-HORIZONTAL - TOP - UPPER WING
A530		20	12'-2"	X		BODY - VERT. - ENDS
A531		5	4'-4"	X		BODY - VERT. - ENDS

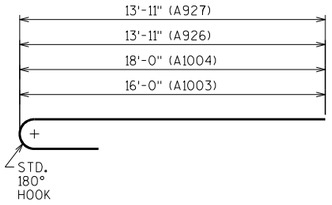


A501, A515, A524

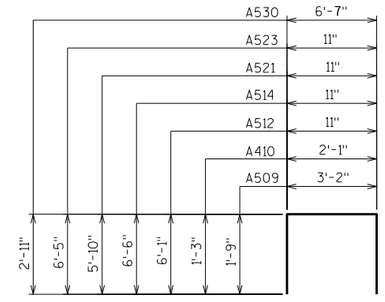
A531



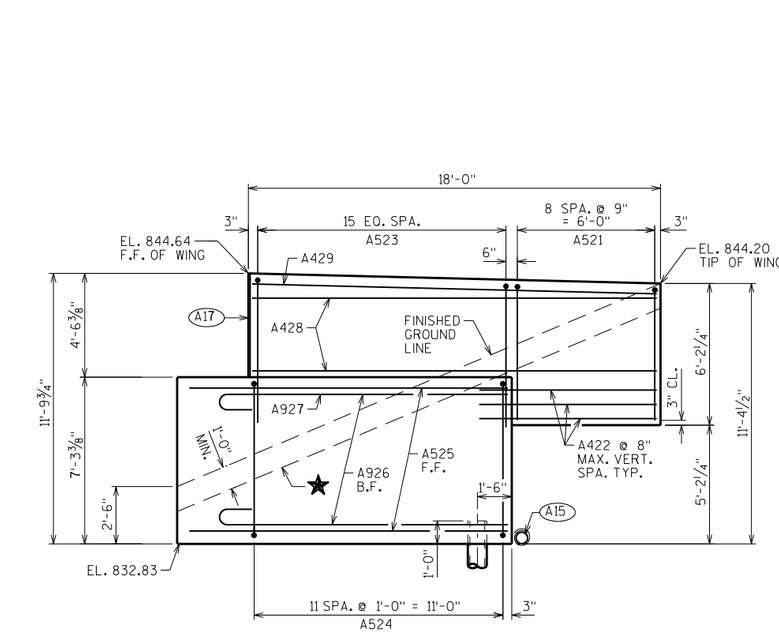
A407



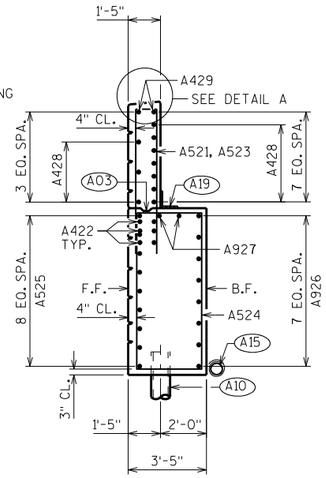
A1003, A1004, A926, A927



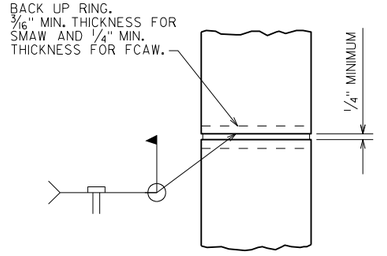
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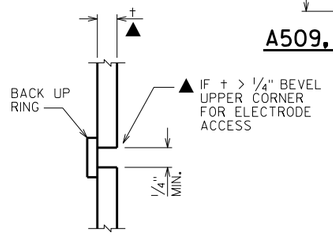
ELEVATION - WING 2



SECTION THRU WING 2



CAST-IN-PLACE 'PIPE PILE'



C.I.P. PILE WELD DETAIL

PILE DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-20-227

DRAWN BY DDS | PLANS CK'D. ABS

WEST ABUTMENT DETAILS

SHEET 5

482

SCALE = 3.20

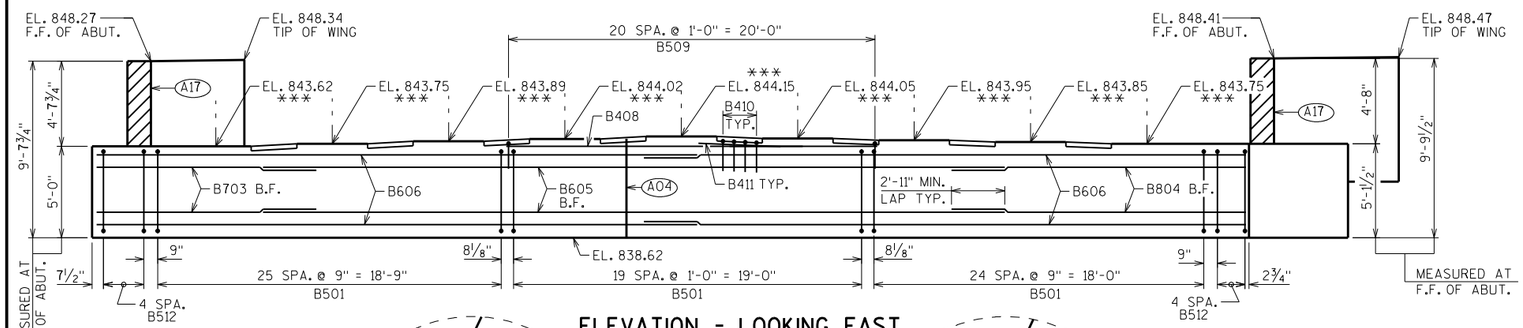
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STATE PROJECT NUMBER

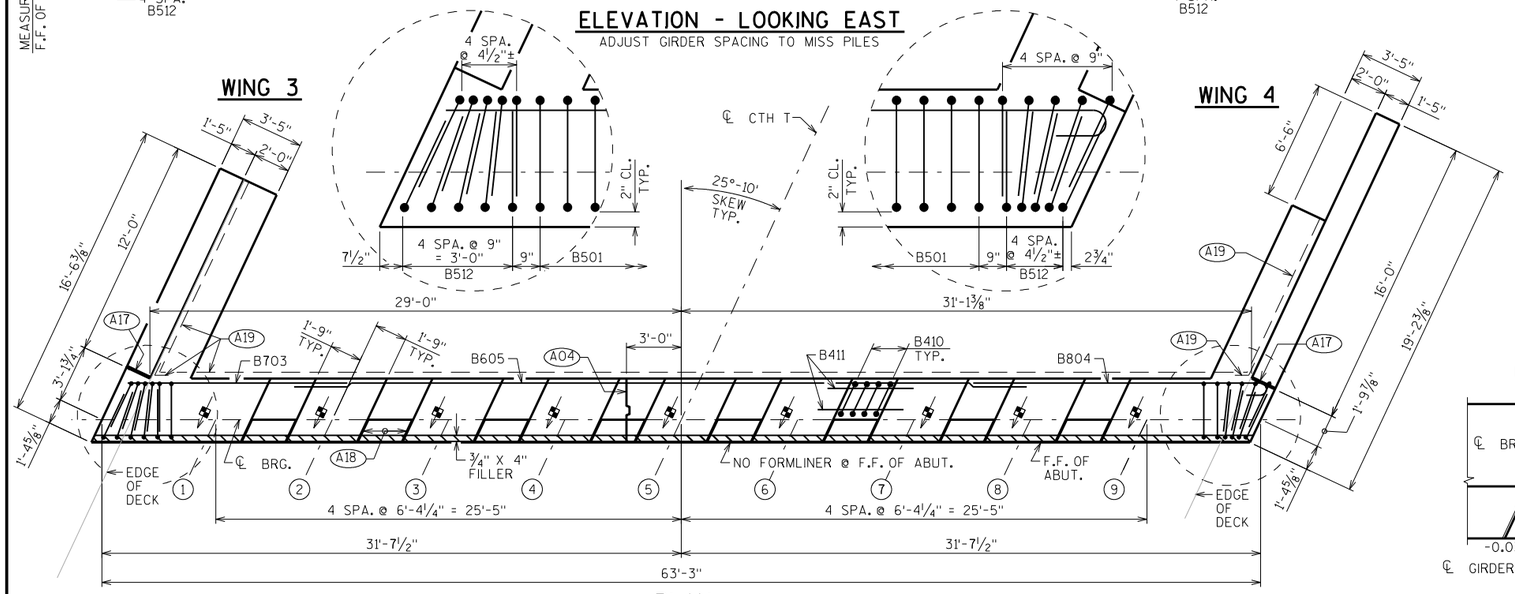
1420-23-71

*** ELEVATION TAKEN AT INTERSECTION OF THE ℄ OF BRG. AND ℄ OF GIRDER.



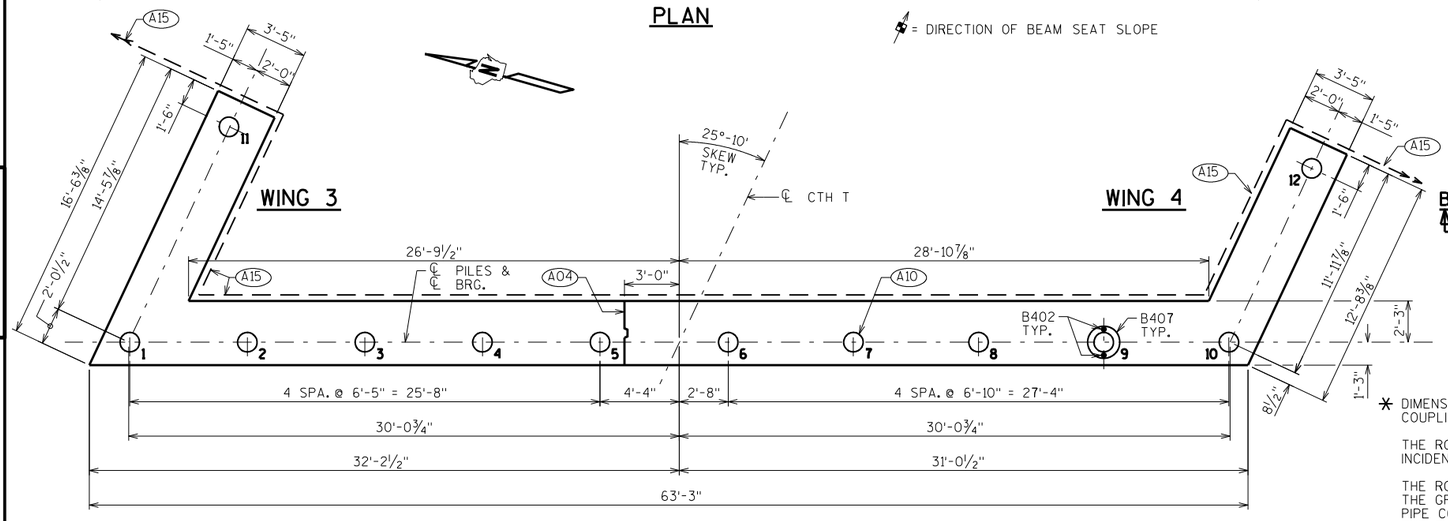
ELEVATION - LOOKING EAST

ADJUST GIRDER SPACING TO MISS PILES

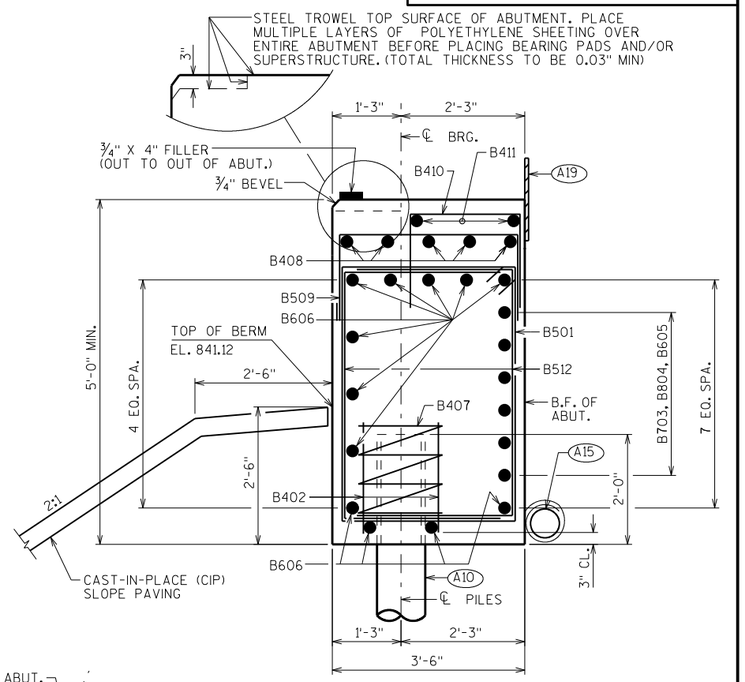


PLAN

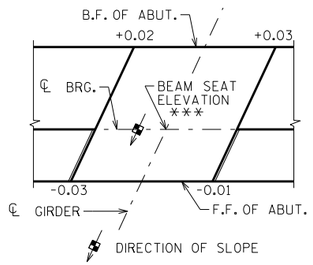
= DIRECTION OF BEAM SEAT SLOPE



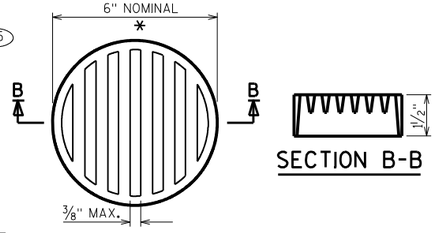
PILE PLAN



SECTION THRU BODY



BEAM SEAT DETAIL



RODENT SHIELD DETAIL

SECTION B-B

(A04) VERT. CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2 X 8. 3/4" "V" GROOVE @ THE FRONT FACE AND 18" R.M.W. @ BACKFACE. FOR OPTIONAL DETAILS SEE "ALTERNATE CONSTRUCTION JOINT" SHEET.

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THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-20-227

DRAWN BY DDS | PLANS CK'D. ABS

EAST ABUTMENT

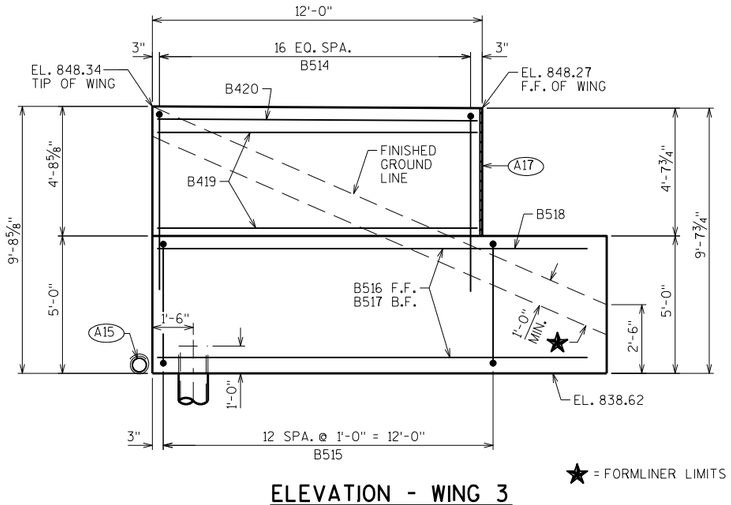
SHEET 6

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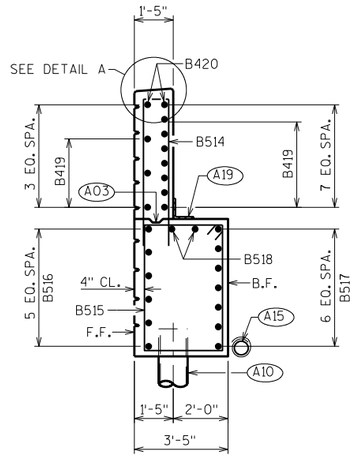
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ELEVATION - WING 3



SECTION THRU WING 3

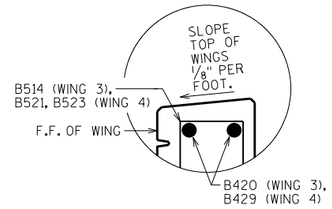
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DETAIL A

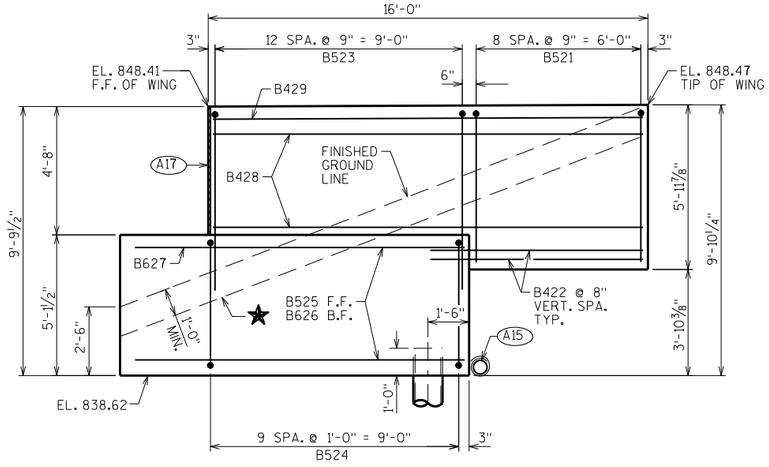
STATE PROJECT NUMBER

1420-23-71

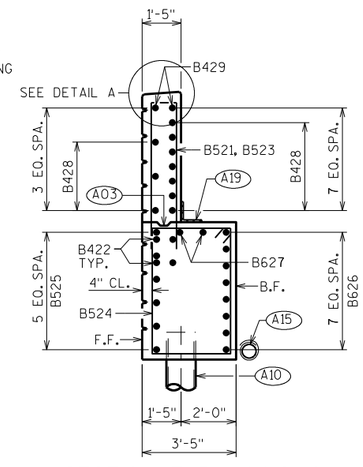
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

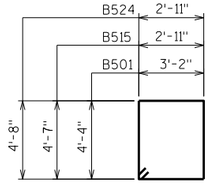
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B501		72	15'-8"	X		BODY-STIRRUPS
B402		20	2'-3"			PILES-2 PER BODY PILE
B703		6	12'-0"			BODY-HORIZONTAL - B.F.
B804		6	16'-11"	X		BODY-HORIZONTAL - B.F.
B605		6	40'-5"			BODY-HORIZONTAL - B.F.
B606		24	40'-2"			BODY-HORIZONTAL
B407		10	28'-0"	X		PILES-1 PER BODY PILE
B408		5	20'-6"			BODY-HORIZONTAL - UNDER GIRDS. 4-6
B509		21	5'-11"	X		BODY-VERTICAL - TOP - UNDER GIRDS. 4-6
B410		32	4'-5"	X		BODY-VERTICAL - BETWEEN BEAM SEATS
B411		16	4'-9"			BODY-HORIZONTAL - BETWEEN BEAM SEATS
B512		20	9'-11"	X		BODY-VERTICAL - ENDS
B413		NOT	USED			
B514	X	17	13'-8"	X		WING 3-VERTICAL - UPPER WING
B515	X	13	15'-8"	X		WING 3-STIRRUP - LOWER WING
B516	X	6	15'-7"			WING 3-HORIZONTAL - F.F. - LOWER WING
B517	X	7	13'-1"			WING 3-HORIZONTAL - B.F. - LOWER WING
B518	X	2	14'-0"			WING 3-HORIZONTAL - LOWER WING
B419	X	10	11'-8"			WING 3-HORIZONTAL - UPPER WING
B420	X	2	11'-8"			WING 3-HORIZONTAL - UPPER WING
B521	X	9	11'-10"	X		WING 4-VERTICAL - UPPER WING
B422	X	4	7'-9"			WING 4-HORIZONTAL - UPPER WING
B523	X	13	13'-8"	X		WING 4-VERTICAL - UPPER WING
B524	X	10	15'-10"	X		WING 4-STIRRUP - LOWER WING
B525	X	6	11'-11"			WING 4-HORIZONTAL - F.F. - LOWER WING
B626	X	8	12'-3"			WING 4-HORIZONTAL - B.F. - LOWER WING
B627	X	2	12'-3"			WING 4-HORIZONTAL - LOWER WING
B428	X	10	15'-8"			WING 4-HORIZONTAL - UPPER WING
B429	X	2	15'-8"			WING 4-HORIZONTAL - UPPER WING



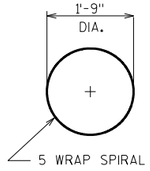
ELEVATION - WING 4



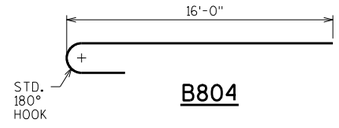
SECTION THRU WING 4



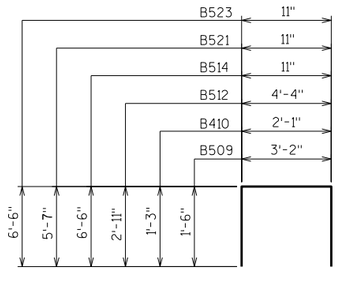
B501, B515, B524



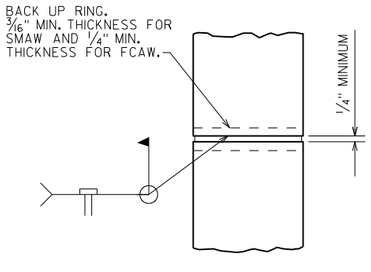
B407



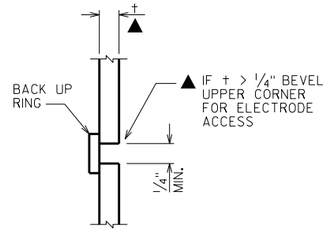
B804



B509, B410, B512, B514, B521, B523



CAST-IN-PLACE 'PIPE PILE'



C.I.P. PILE WELD DETAIL

PILE DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-20-227

DRAWN BY DDS | PLANS CK'D. ABS

EAST ABUTMENT DETAILS

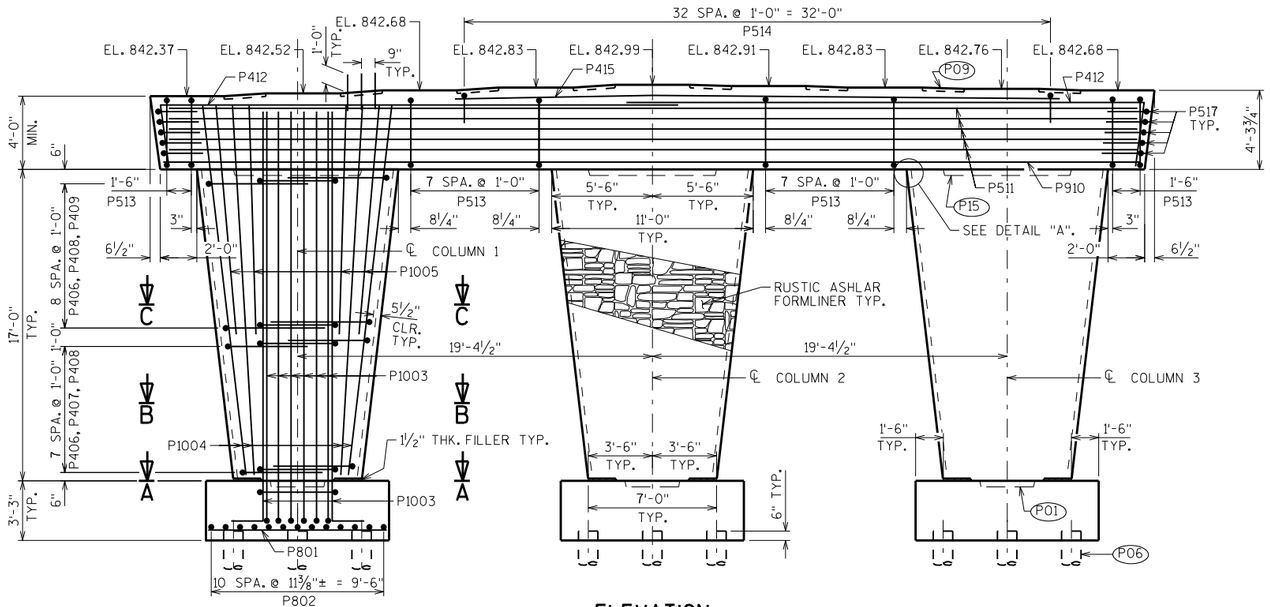
SHEET 7

484

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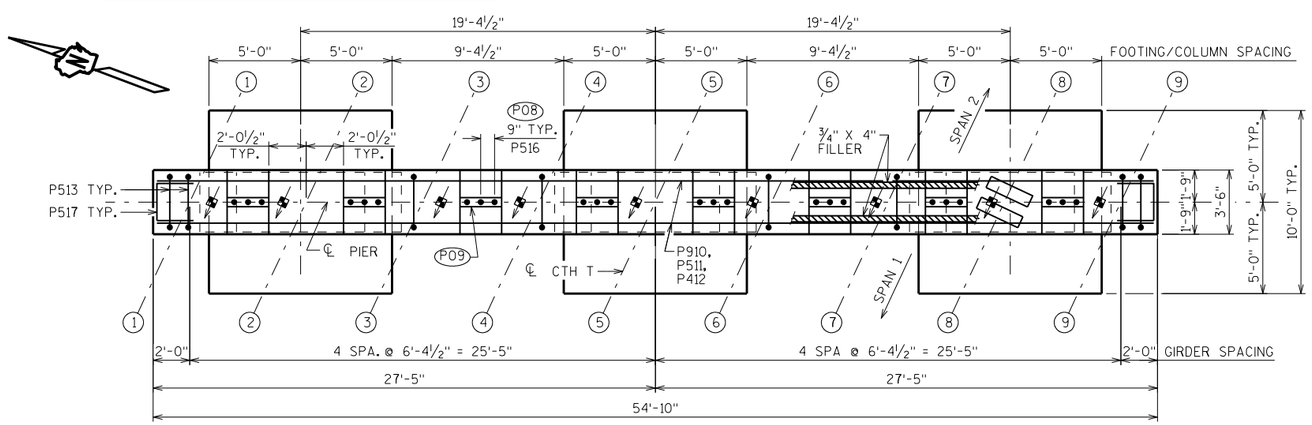
STATE PROJECT NUMBER

1420-23-71

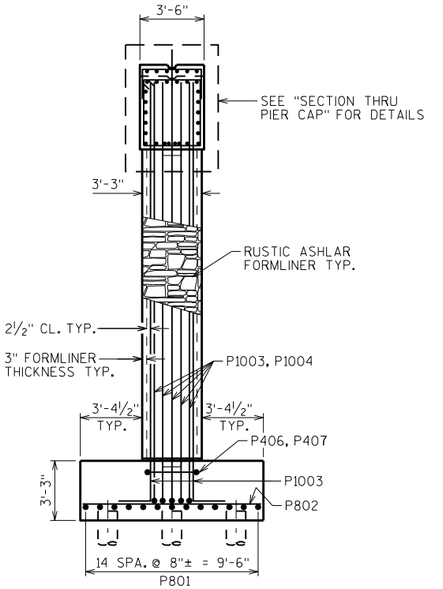


NOTE: FOR SECTION VIEWS SEE "PIER DETAIL" SHEET

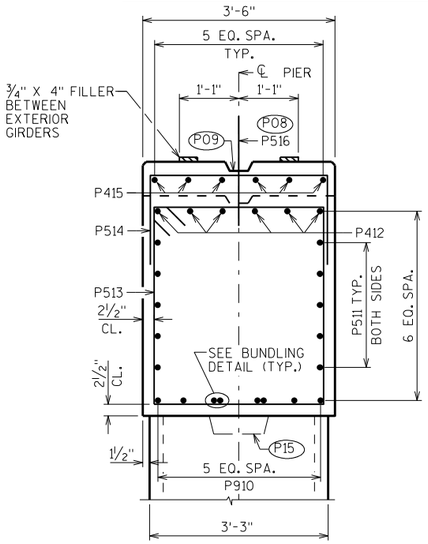
ELEVATION
LOOKING EAST



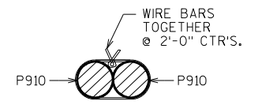
PLAN



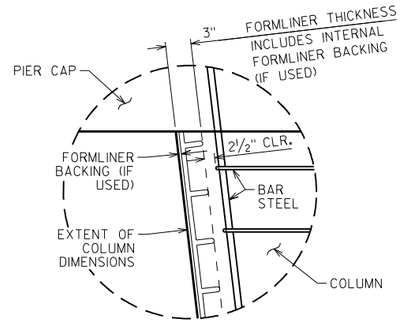
COLUMN SIDE VIEW
LOOKING NORTH



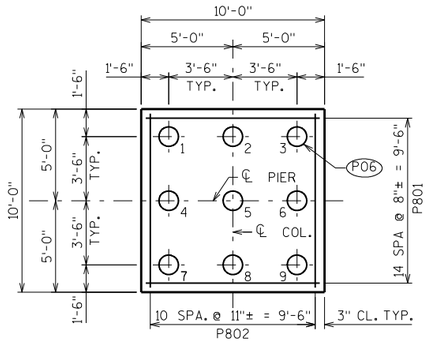
SECTION THRU PIER CAP



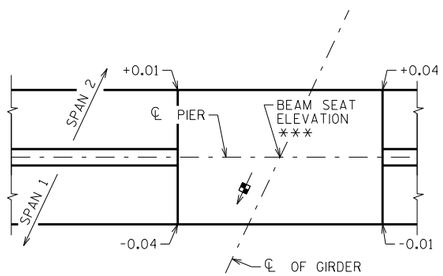
BUNDLING DETAIL



DETAIL "A"



PILE/FOOTING DETAIL - TYP.



BEAM SEAT DETAIL

*** ELEVATION TAKEN AT INTERSECTION OF THE ℄ PIER AND ℄ OF GIRDER.

(P01) 2'-0" X 1'-1" X 4" DEEP CONSTRUCTION JOINT FORMED BY BEVELED KEYWAY.

(P06) SUPPORT PIER ON 12 3/4" DIA. CAST-IN-PLACE CONCRETE PILING, ESTIMATED 50'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 210 TONS PER PILE.

(P08) BARS @ 9" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)

(P09) KEYWAY CONSTRUCTION JOINT-FORMED BY A BEVELED 2X6 BETWEEN BEAM SEATS.

(P15) 7'-0" X 1'-1" X 4" DEEP CONSTRUCTION JOINT FORMED BY BEVELED KEYWAY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-20-227

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PIER

SHEET 8

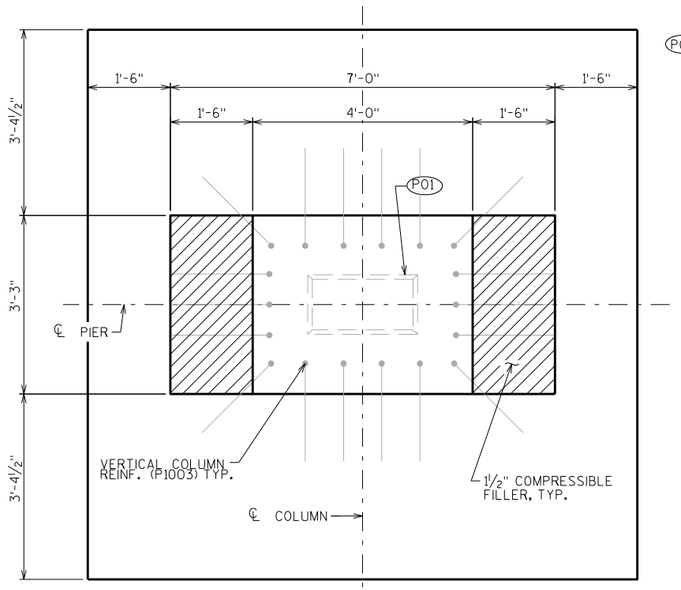
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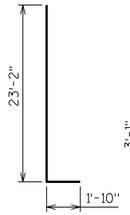
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STATE PROJECT NUMBER
1420-23-71

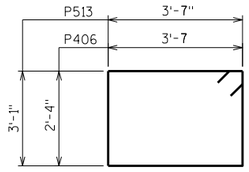


SECTION A-A

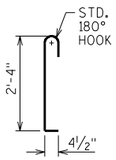
P01 2'-0" X 1'-1" X 4" DEEP CONSTRUCTION JOINT FORMED BY BEVELED KEYWAY.



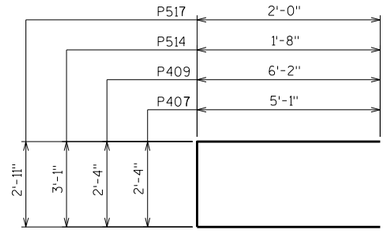
P1003



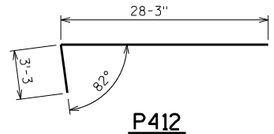
P406, P513



P408



P407, P409, P514, P517



P412

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

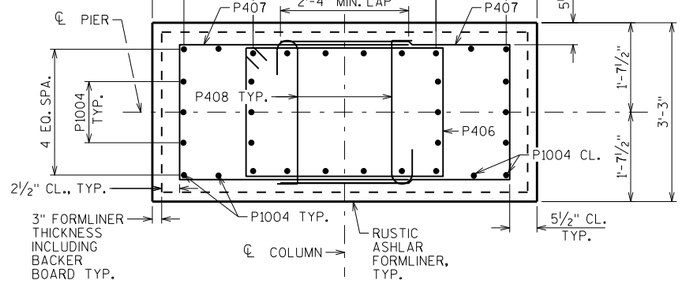
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
P801		45	9'-8"			FOOTING - HORIZ.
P802		33	9'-8"			FOOTING - HORIZ.
P1003	X	54	24'-9"	X		FOOTING/SHAFT - VERT.
P1004	X	42	20'-4"			SHAFT/CAP - VERT.
P1005	X	24	12'-6"			SHAFT/CAP - VERT.
P406	X	54	12'-4"	X		SHAFT - HORIZ. - STIRRUP
P407	X	48	12'-4"	X		SHAFT - HORIZ. - LOWER
P408	X	129	3'-2"	X		SHAFT - HORIZ. - TIE BARS
P409	X	54	14'-6"	X		SHAFT - HORIZ. - TOP
P910	X	8	53'-4"			CAP - HORIZ. - BOTTOM
P511	X	10	53'-7"		▲	CAP - HORIZ. - SIDES
P412	X	12	31'-5"	X		CAP - HORIZ. - TOP
P513	X	20	14'-0"	X		CAP - STIRRUP
P514	X	33	6'-2"	X		CAP - VERT. - TOP
P415	X	6	32'-6"			CAP - HORIZ. - TOP
P516	X	24	2'-0"			DOWEL BARS
P517	X	10	6'-8"	X		CAP - HORIZ. - ENDS

▲ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

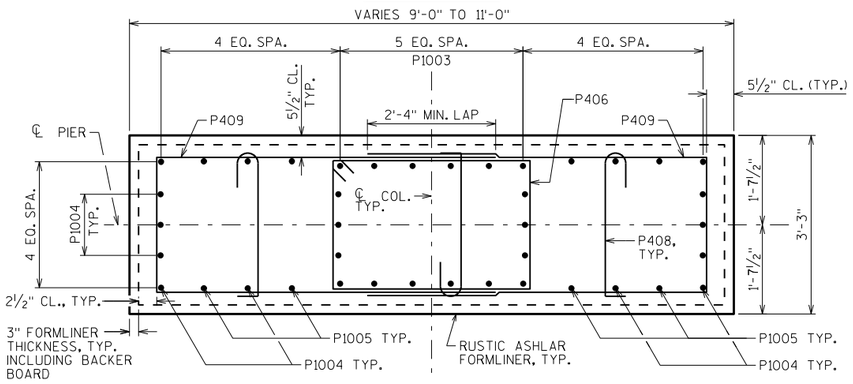
BAR SERIES TABLE

MARK	NO. REQD.	LENGTH
P511	2 SERIES OF 5	53'-3" TO 53'-10"

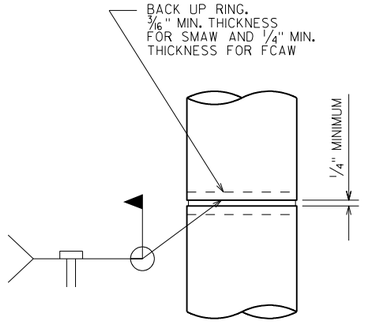
BUNDLE AND TAG EACH SERIES SEPARATELY.



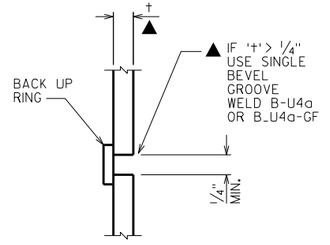
SECTION B-B



SECTION C-C



CAST-IN-PLACE 'PIPE PILE'



C.I.P. PILE WELD DETAIL

PILE DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-20-227

DRAWN BY DDS | PLANS CK'D. ABS

PIER DETAILS

SHEET 9

486

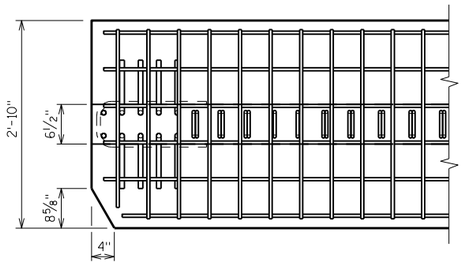
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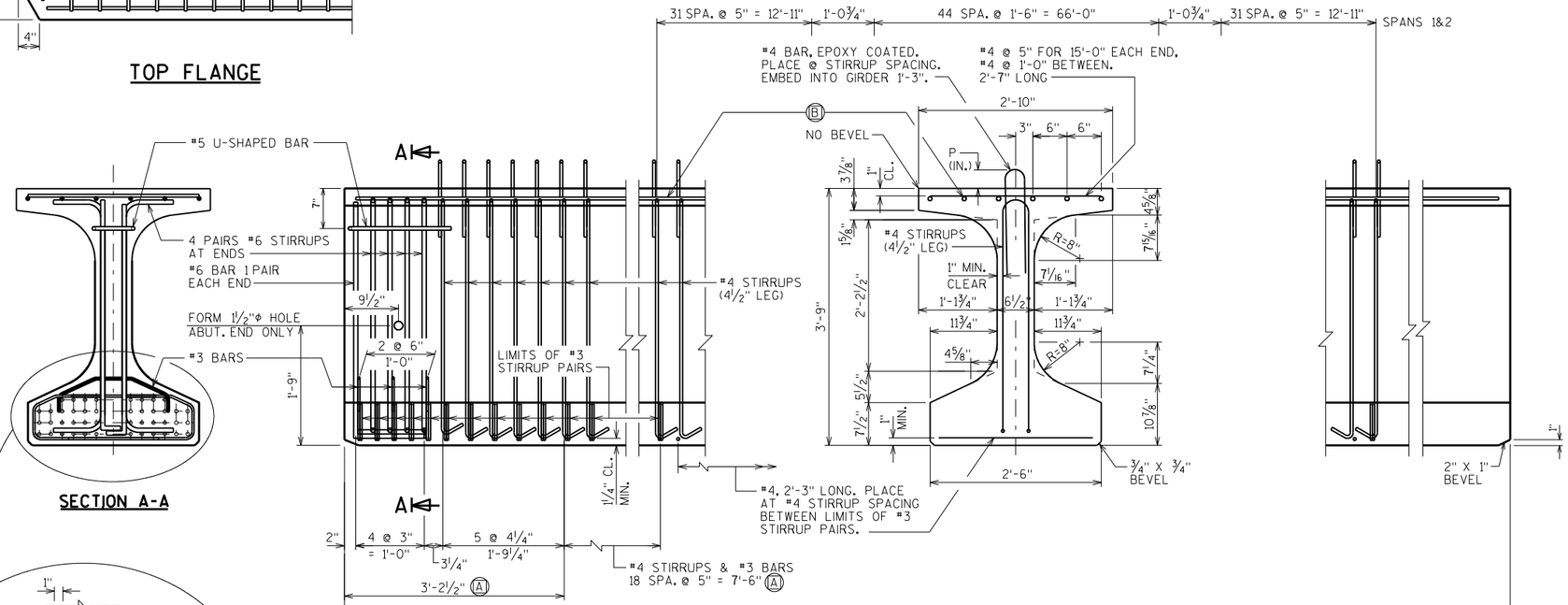
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STATE PROJECT NUMBER

1420-23-71



TOP FLANGE

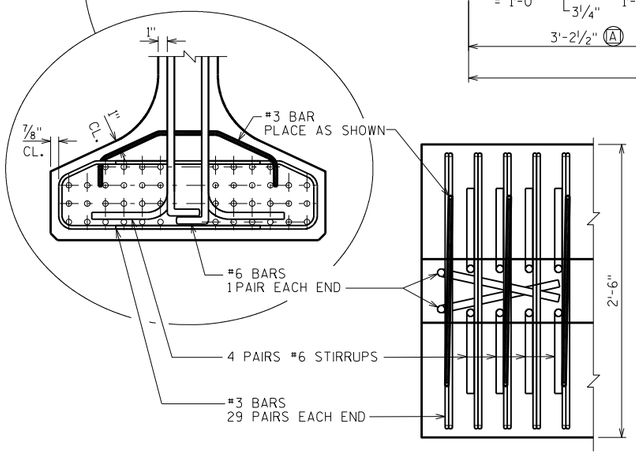


SECTION A-A

SIDE VIEW & TYP. SECTION IN SPAN

Ⓐ DETAIL TYP. AT EACH END

Ⓑ 6 #4 BARS, FULL LENGTH, MIN. LAP = 1'-11"



BOTTOM FLANGE

NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE OUTSIDE 8" OF THE GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 8" OF THE TOP FLANGE.

DO NOT APPLY CONCRETE SEALER TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

STRANDS SHALL BE FLUSH WITH THE END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, ENDS OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO APPLICATION OF THE SEALER.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

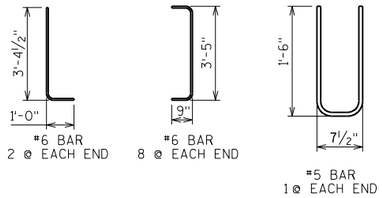
SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT. IF THE FABRICATOR WANTS TO BUILD A BAR STEEL CAGE BY WELDING LONGITUDINAL REINFORCEMENT TO THE #4 STIRRUPS, ONE OPTION IS AVAILABLE:

USE ASTM A706, GRADE 60 REINFORCEMENT AND THE STIRRUP SPACING AS SHOWN ON THE PLANS.

AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A497 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION.

PRESTRESSING STRANDS SHALL BE 0.6" DIA. -7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 psi.

FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.



✳ MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

GIRDER DATA

SPAN	GIRDER	GIRDER LENGTH "L"	DEAD LOAD DEFL. (IN.)									CONC. STRGTH. f'c (p.s.i.)	"P" 1ST ⅓ OF GIRDER	"P" MID ⅓ OF GIRDER	"P" END ⅓ OF GIRDER	DIA. OF STRAND (IN.)	DRAPED PATTERN						UNDRAPED PATTERN	
			1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10						TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳	(IN.) "A"	"B" MIN.	"B" MAX.	"C"	TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳
1	1, 9	115.375	0.73	1.38	1.89	2.19	2.28	2.15	1.82	1.31	0.68	8000	7"	7"	7"	0.06	34	6800	4.0	13.8	16.8	3.0		
1	2-8	115.375	0.79	1.50	2.04	2.38	2.49	2.35	1.99	1.44	0.75	8000	7"	7"	7"	0.06	34	6800	4.0	13.8	16.8	3.0		
2	1, 9	115.375	0.68	1.31	1.82	2.15	2.28	2.19	1.88	1.38	0.73	8000	7"	7"	7"	0.06	34	6800	4.0	13.8	16.8	3.0		
2	2-8	115.375	0.75	1.44	1.99	2.35	2.49	2.38	2.04	1.50	0.79	8000	7"	7"	7"	0.06	34	6800	4.0	13.8	16.8	3.0		

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-20-227

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45W" PRESTRESSED GIRDER DETAILS

SHEET 10

487

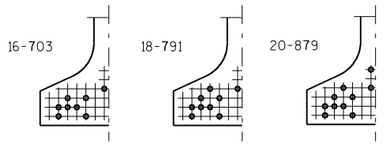
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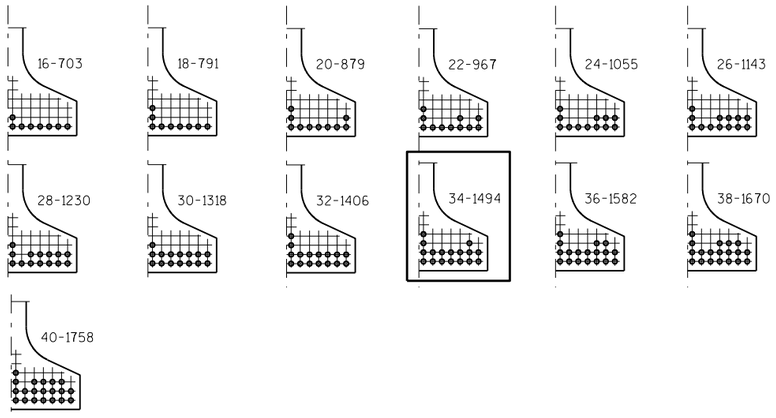
STATE PROJECT NUMBER

1420-23-71



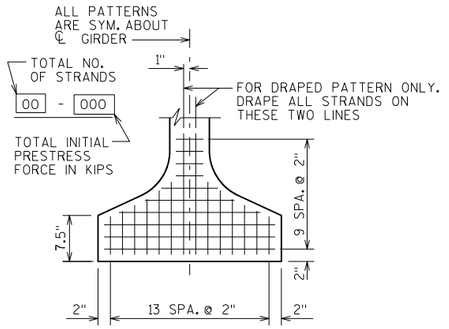
STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF STRANDS

0.6"Φ STRANDS

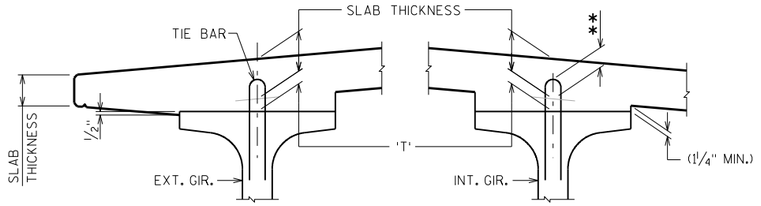


ARRANGEMENT AT ℄ SPAN - FOR GIRDERS WITH DRAPED STRANDS

0.6"Φ STRANDS



TYP. STRAND PATTERN



SLAB HAUNCH DETAIL

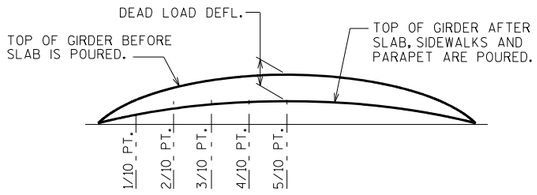
IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLAN SLAB THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

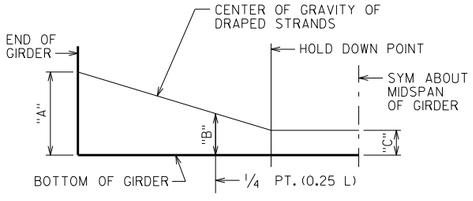
TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
- TOP OF GIRDER ELEVATION
+ DEAD LOAD DEFLECTION
- SLAB THICKNESS
= HAUNCH HEIGHT 'T'

NOTE: AN AVERAGE HAUNCH ('T') OF 2.6" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".



DEAD LOAD DEFLECTION DIAGRAM



DRAPED STRAND PROFILE

*THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN	CAMBER (IN.) *
1	3.65
2	3.65

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-20-227

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45W" PRESTRESSED GIRDER DETAILS 1

SHEET 11

488

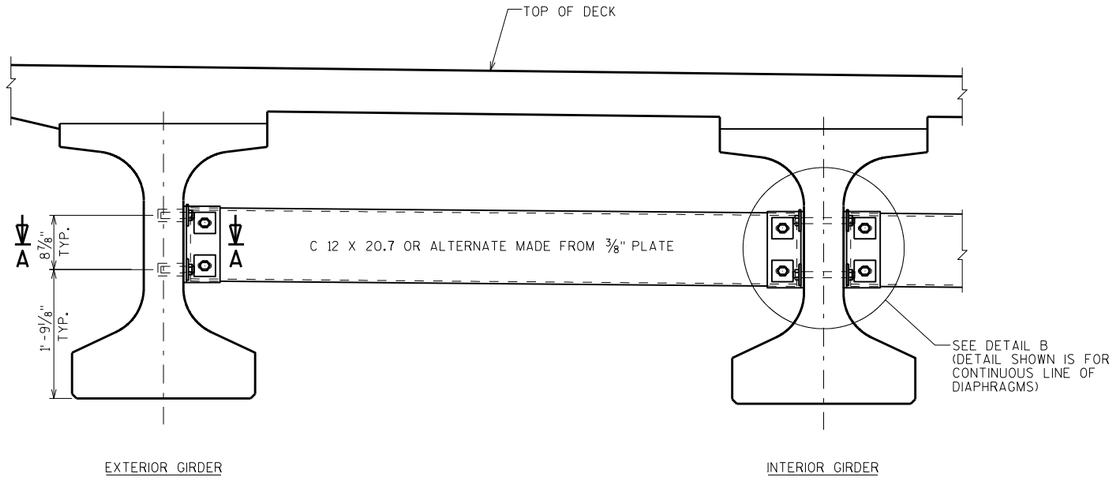
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SCALE = 1

STATE PROJECT NUMBER

1420-23-71



PART TRANSVERSE SECTION AT DIAPHRAGM

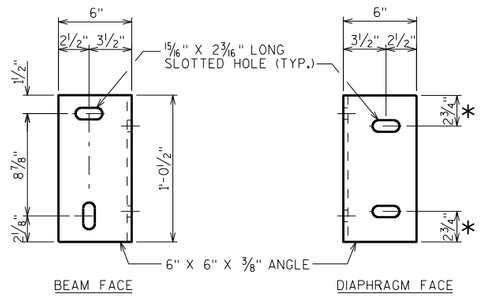
NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-20-227", EACH.

EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

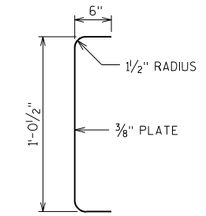
ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563, LUBRICANT AND TEST FOR COATED NUTS.

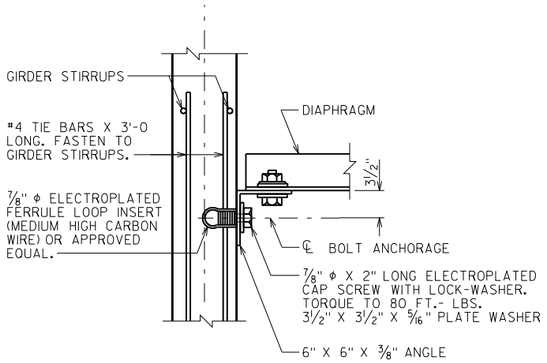


DIAPHRAGM SUPPORT

* 2½" FOR ALTERNATE PLATE DIAPHRAGM

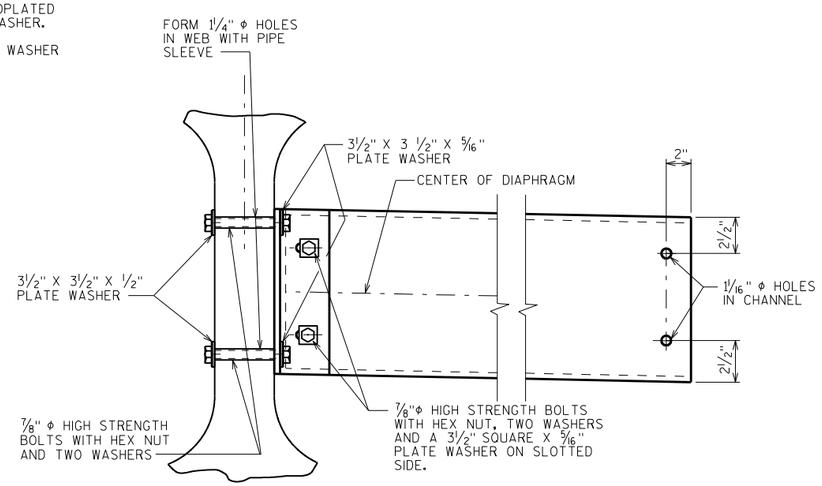


SECTION THRU ALTERNATE DIAPHRAGM



SECTION A-A

(FOR EXTERIOR ATTACHMENT)



(FOR STAGGERED DIAPHRAGM)

DETAIL B

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-20-227

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STEEL DIAPHRAGM

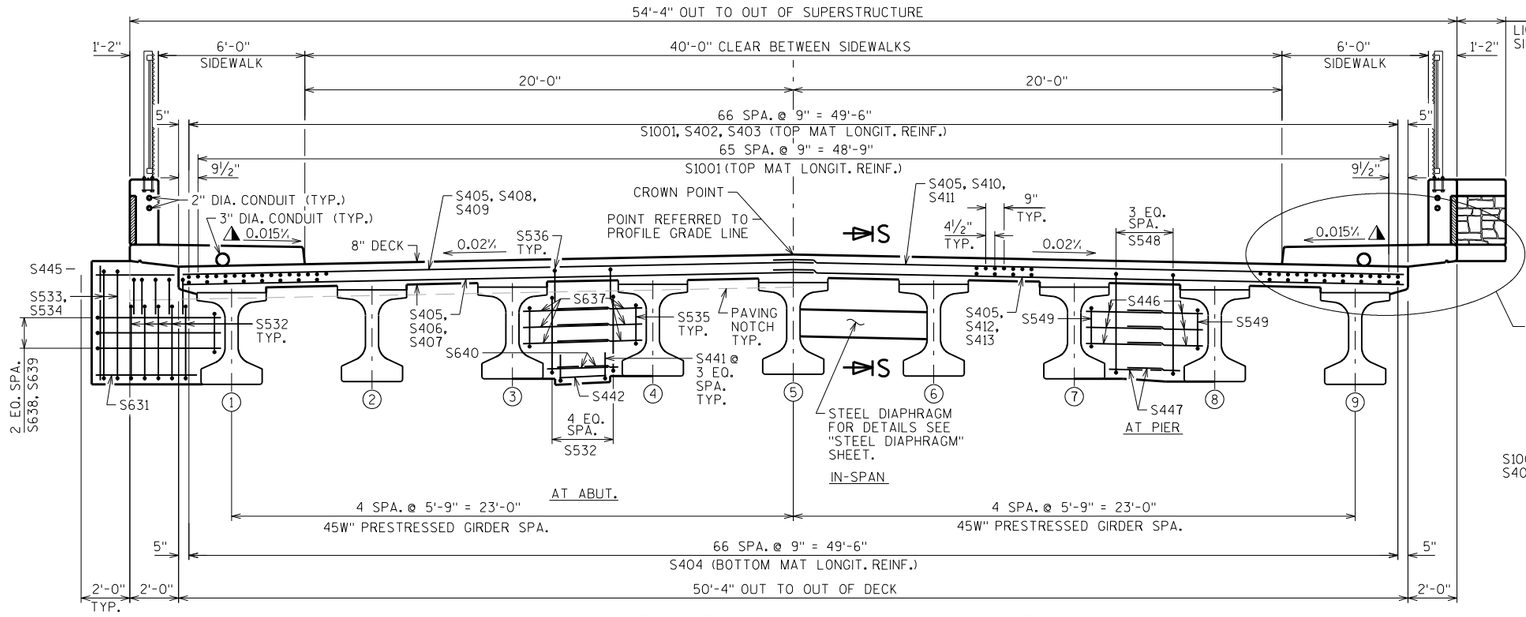
SHEET 12

489

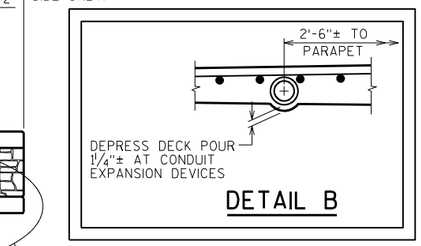
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STATE PROJECT NUMBER

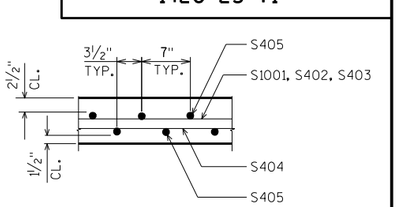
1420-23-71



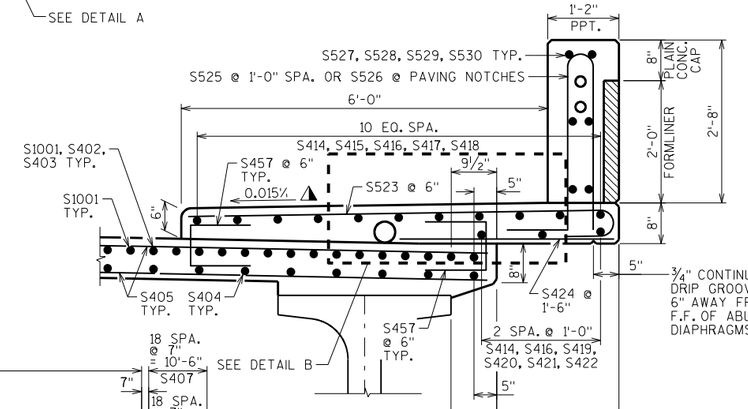
CROSS SECTION THRU ROADWAY - LOOKING EAST



DETAIL B

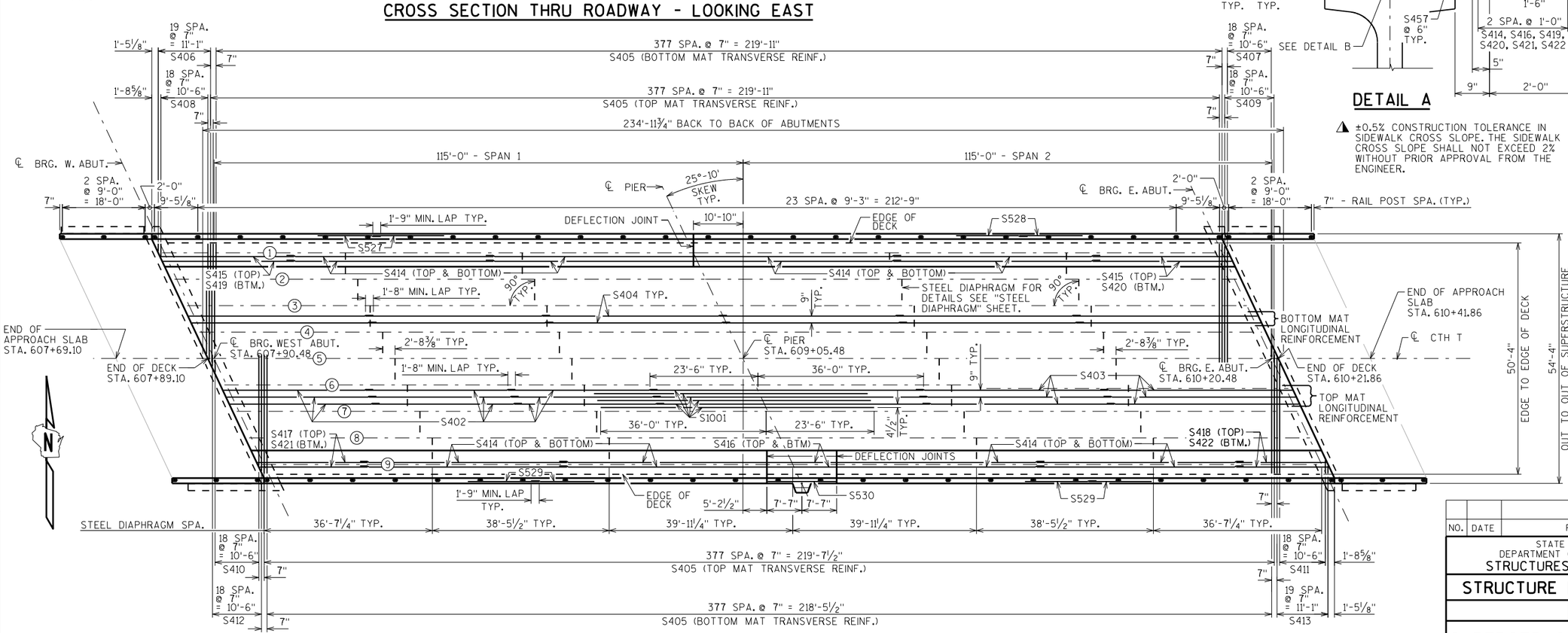


SECTION S-S



DETAIL A

0.015⅛ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



PLAN

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-20-227

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SUPERSTRUCTURE

SHEET 13

490

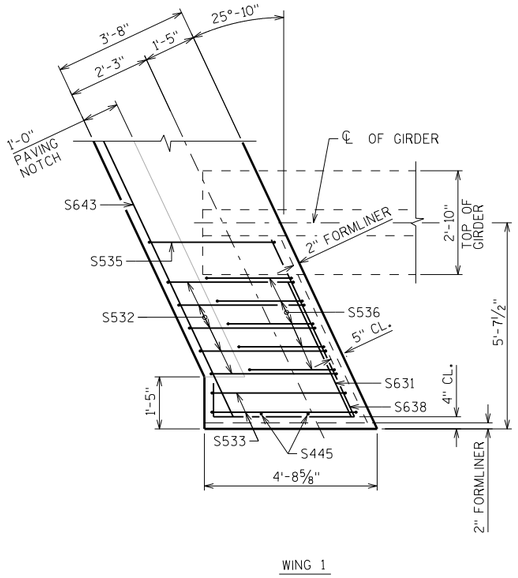
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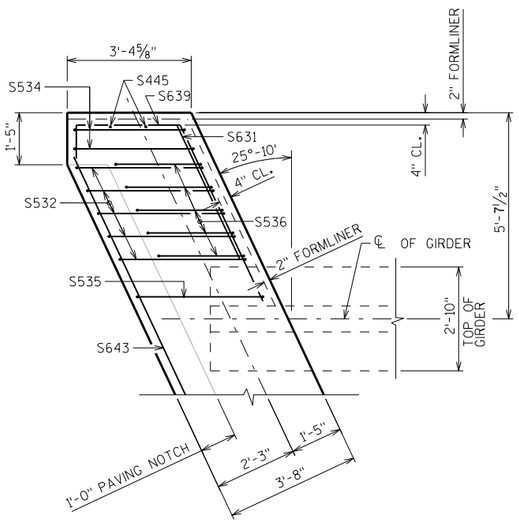
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STATE PROJECT NUMBER

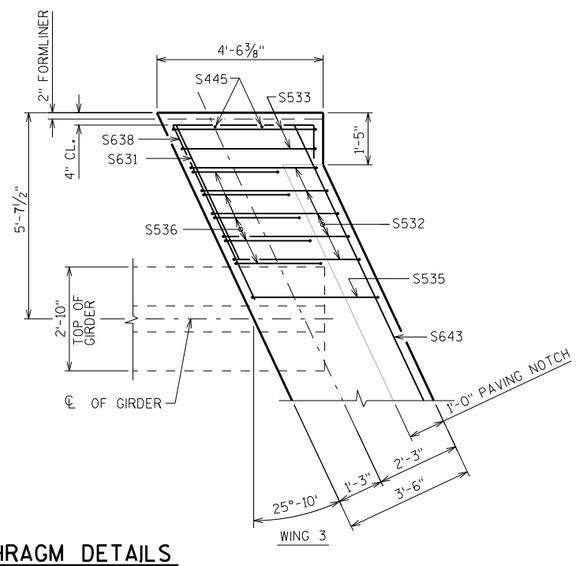
1420-23-71



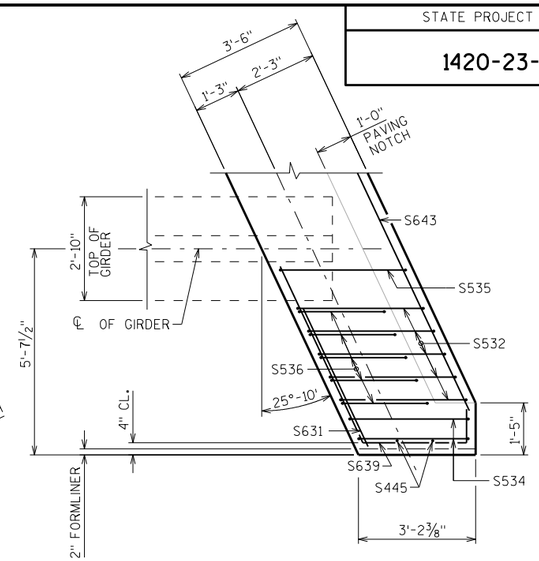
WING 1



WING 2



WING 3

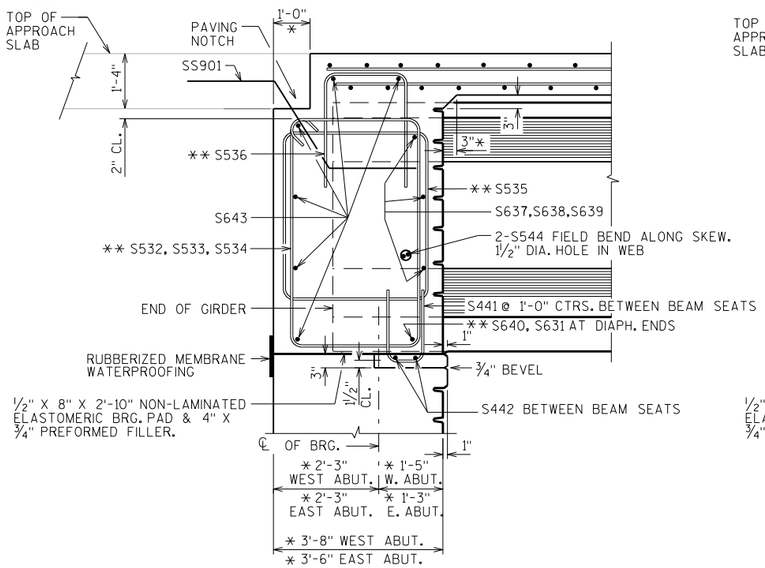


WING 4

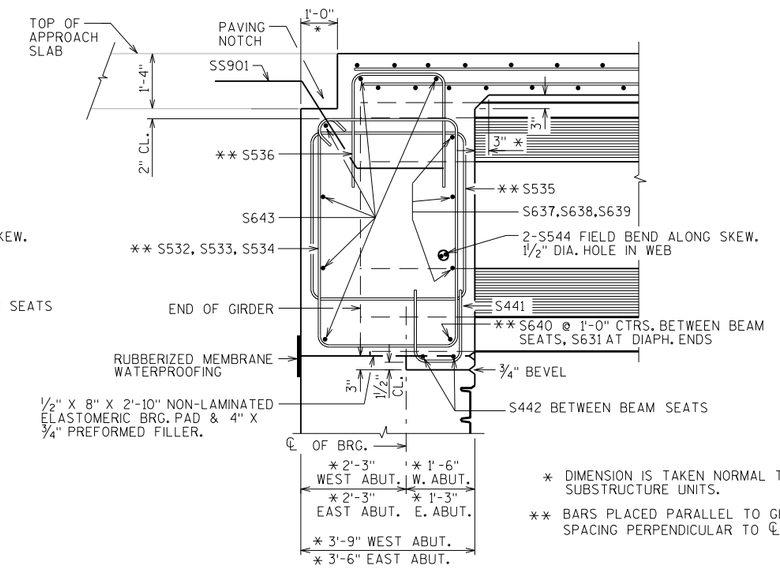
END DIAPHRAGM DETAILS

TOP OF DECK ELEVATIONS

	W. ABUT.	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	PIER	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	E. ABUT.
EOD	844.70	844.97	845.24	845.49	845.73	845.96	846.18	846.39	846.59	846.78	846.97	847.14	847.30	847.45	847.59	847.72	847.85	847.96	848.06	848.15	848.23
GIR. 1	844.77	845.04	845.30	845.55	845.79	846.02	846.24	846.45	846.65	846.84	847.03	847.20	847.36	847.51	847.65	847.78	847.90	848.01	848.11	848.20	848.28
GIR. 2	844.95	845.22	845.48	845.72	845.96	846.19	846.41	846.62	846.81	847.00	847.18	847.35	847.51	847.66	847.79	847.92	848.04	848.15	848.25	848.34	848.41
GIR. 3	845.13	845.39	845.65	845.90	846.13	846.36	846.57	846.78	846.98	847.16	847.34	847.50	847.66	847.80	847.94	848.07	848.18	848.29	848.38	848.47	848.55
GIR. 4	845.31	845.57	845.82	846.07	846.30	846.52	846.74	846.94	847.13	847.32	847.49	847.65	847.81	847.95	848.09	848.21	848.32	848.43	848.52	848.60	848.68
PGL/GIR. 5	845.49	845.75	846.00	846.24	846.47	846.69	846.90	847.10	847.29	847.47	847.65	847.81	847.96	848.10	848.23	848.35	848.46	848.56	848.66	848.74	848.81
GIR. 6	845.43	845.69	845.94	846.18	846.41	846.63	846.83	847.03	847.22	847.40	847.57	847.73	847.88	848.02	848.14	848.26	848.37	848.47	848.56	848.64	848.71
GIR. 7	845.38	845.64	845.88	846.12	846.34	846.56	846.77	846.96	847.15	847.33	847.49	847.65	847.80	847.93	848.06	848.18	848.28	848.38	848.46	848.54	848.61
GIR. 8	845.33	845.58	845.82	846.06	846.28	846.50	846.70	846.89	847.08	847.25	847.42	847.57	847.71	847.85	847.97	848.09	848.19	848.28	848.37	848.44	848.51
GIR. 9	845.27	845.52	845.76	846.00	846.22	846.43	846.63	846.82	847.00	847.18	847.34	847.49	847.63	847.76	847.88	848.00	848.10	848.19	848.27	848.34	848.41
EOD	845.25	845.50	845.74	845.97	846.19	846.40	846.60	846.80	846.98	847.15	847.31	847.46	847.60	847.73	847.85	847.96	848.06	848.15	848.24	848.31	848.37



AT ABUTMENTS - ENDS
NOTE: NO AESTHETICS AT EAST ABUT.

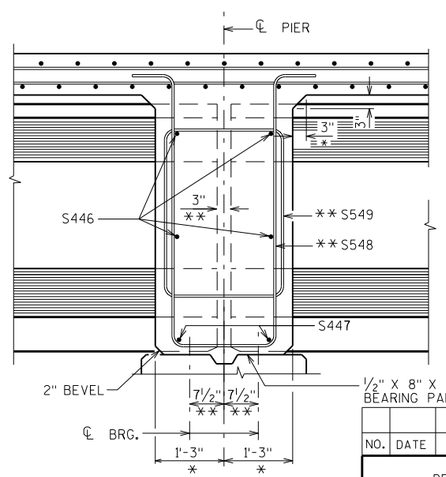


AT ABUTMENTS - BETWEEN GIRDERS

PART LONGIT. SECTION

* DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

** BARS PLACED PARALLEL TO GIRDERS SPACING PERPENDICULAR TO ℄ GIRDERS



AT PIER DIAPHRAGM

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-20-227

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SUPERSTRUCTURE DIAPH. DETAILS

SHEET 14

491

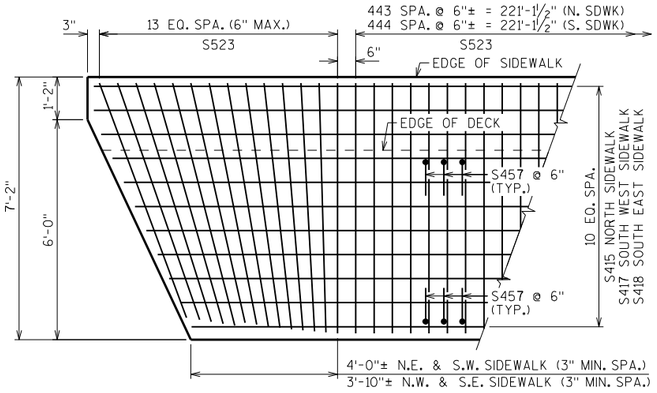
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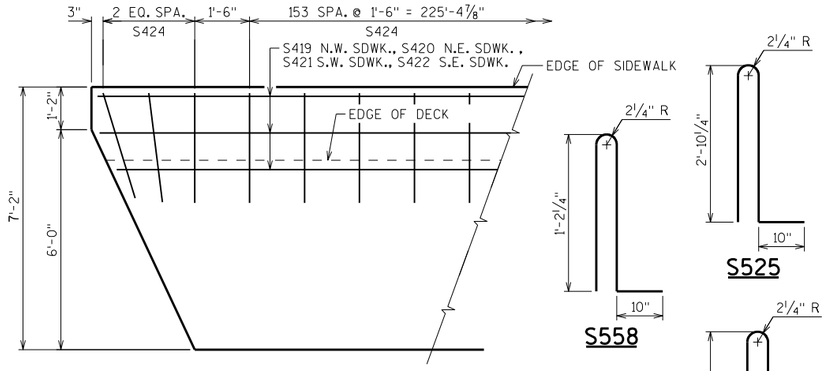
STATE PROJECT NUMBER

1420-23-71



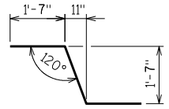
SIDEWALK - TOP TRANSVERSE BAR STEEL DETAIL

TYP. - ALL 4 CORNERS

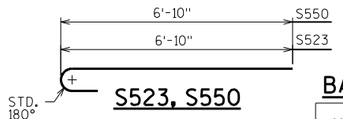


SIDEWALK - BOTTOM TRANSVERSE BAR STEEL DETAIL

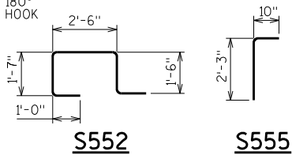
TYP. - ALL 4 CORNERS



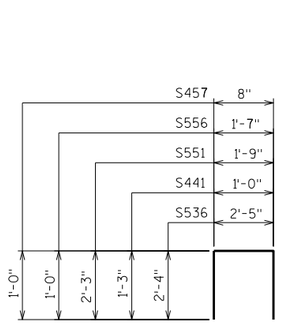
SS901



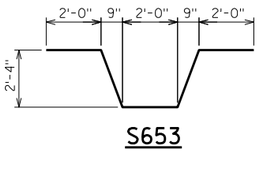
S523, S550



S552 S555

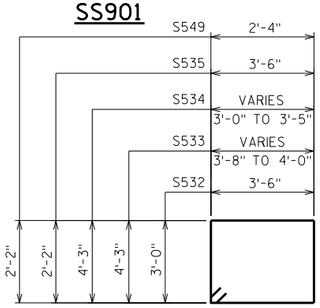


S536, S441, S551, S556, S457, S458

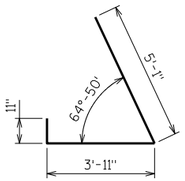


S653

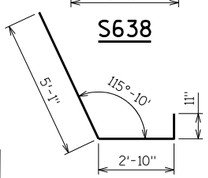
S548



S532, S533, S534, S535, S549



S638

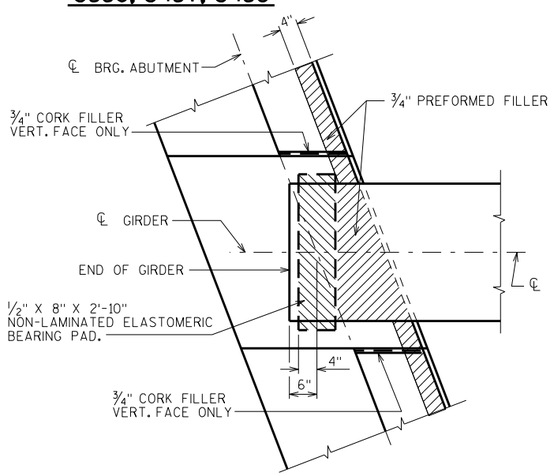


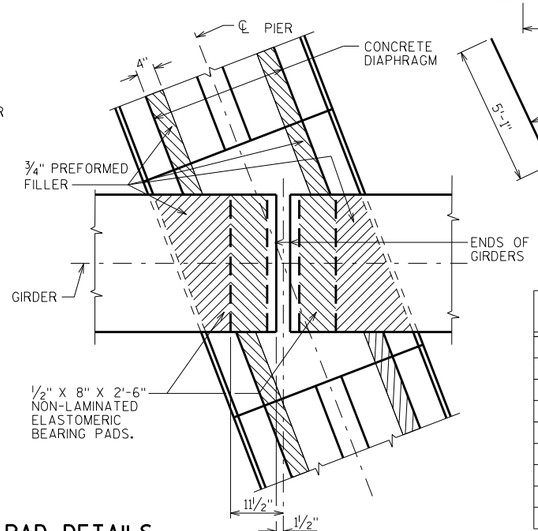
S639

BAR SERIES TABLE

MARK	NO. REQD.	LENGTH
S406	1 SERIES OF 20	1'-8" TO 25'-2"
S407	1 SERIES OF 19	2'-3" TO 24'-8"
S408	1 SERIES OF 19	2'-3" TO 24'-7"
S409	1 SERIES OF 19	2'-11" TO 25'-3"
S410	1 SERIES OF 19	2'-11" TO 25'-3"
S411	1 SERIES OF 19	2'-3" TO 24'-7"
S412	1 SERIES OF 19	2'-3" TO 24'-8"
S413	1 SERIES OF 20	1'-8" TO 25'-2"
S415	2 SERIES OF 11	28'-0" TO 30'-8"
S417	1 SERIES OF 11	22'-5" TO 25'-0"
S418	1 SERIES OF 11	18'-5" TO 21'-3"
S533	2 SERIES OF 2	16'-6" TO 17'-2"
S534	2 SERIES OF 2	15'-2" TO 16'-0"

BUNDLE AND TAG EACH SERIES SEPERATELY





BEARING PAD DETAILS

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
S1001	X	133	59'-6"			DECK - LONGITUDINAL - CONTINUITY
S402	X	198	32'-7"			DECK - LONGITUDINAL - TOP - SPAN 1
S403	X	132	41'-9"			DECK - LONGITUDINAL - TOP - SPAN 2
S404	X	402	40'-2"			DECK - LONGITUDINAL - BOTTOM
S405	X	1512	25'-10"			DECK - TRANSVERSE - TOP & BOTTOM
S406	X	20	13'-5"		▲	DECK - TRANSVERSE - BOTTOM
S407	X	19	13'-5"		▲	DECK - TRANSVERSE - BOTTOM
S408	X	19	13'-5"		▲	DECK - TRANSVERSE - TOP
S409	X	19	14'-1"		▲	DECK - TRANSVERSE - TOP
S410	X	19	14'-1"		▲	DECK - TRANSVERSE - TOP
S411	X	19	13'-5"		▲	DECK - TRANSVERSE - TOP
S412	X	19	13'-5"		▲	DECK - TRANSVERSE - BOTTOM
S413	X	20	13'-5"		▲	DECK - TRANSVERSE - BOTTOM
S414	X	112	45'-0"			NORTH & SOUTH SDWK.- LONGIT. - TOP & BOTTOM
S415	X	22	29'-4"		▲	NORTH SIDEWALK - LONGIT. - TOP - ENDS
S416	X	14	14'-10"			SOUTH SIDEWALK - LONGIT. - MIDDLE - TOP & BOTTOM
S417	X	11	23'-8"		▲	SOUTHWEST SIDEWALK - LONGIT. - TOP - END
S418	X	11	19'-11"		▲	SOUTHEAST SIDEWALK - LONGIT. - TOP - END
S419	X	3	30'-8"			NORTHWEST SIDEWALK - LONGIT. - BOTTOM - END
S420	X	3	28'-7"			NORTHEAST SIDEWALK - LONGIT. - BOTTOM - END
S421	X	3	23'-0"			SOUTHWEST SIDEWALK - LONGIT. - BOTTOM - END
S422	X	3	21'-3"			SOUTHEAST SIDEWALK - LONGIT. - BOTTOM - END
S523	X	945	7'-5"	X		SIDEWALK - TRANSVERSE - TOP
S424	X	320	3'-0"			SIDEWALK - TRANSVERSE - BOTTOM
S525	X	465	6'-8"	X		PARAPET - VERTICAL
S526	X	4	9'-5"	X		PARAPET - VERTICAL - AT PAVING NOTCHES
S527	X	18	40'-4"			PARAPET - HORIZONTAL - N.W. PPT.
S528	X	18	39'-5"			PARAPET - HORIZONTAL - N.E. PPT.
S529	X	36	37'-7"			PARAPET - HORIZONTAL - S.W. & S.E. PPT.
S530	X	6	14'-10"			PARAPET - HORIZONTAL - MID OF S. PPT.
S631	X	4	4'-3"			ABUT. DIAPH. - HORIZONTAL - ENDS - BOTTOM
S532	X	100	13'-8"	X		ABUT. DIAPH. - STIRRUP - WEST & EAST - ABUT. DIAPH.
S533	X	4	16'-10"	X	▲	ABUT. DIAPH. - STIRRUP - ENDS - WINGS 1&3
S534	X	4	15'-7"	X	▲	ABUT. DIAPH. - STIRRUP - ENDS - WINGS 2&4
S535	X	36	12'-0"	X		ABUT. DIAPH. - STIRRUPS - AT GIRDERS
S536	X	100	6'-10"	X		ABUT. DIAPH. - VERT.
S637	X	96	3'-6"			ABUT. DIAPH. - HORIZ. - BETWEEN GIRDERS
S638	X	6	9'-7"	X		ABUT. DIAPH. - HORIZ. - ENDS - WINGS 1&3
S639	X	6	8'-6"	X		ABUT. DIAPH. - HORIZ. - ENDS - WINGS 2&4
S640	X	32	2'-8"			ABUT. - HORIZ. - BOTTOM - BETWEEN BEAM SEATS
S441	X	64	3'-4"	X		ABUT. DIAPH. - VERT. - BOTTOM - BETWEEN GIRDERS
S442	X	32	2'-1"			ABUT. DIAPH. - HORIZ. - BOTTOM - BTWN. GIRDERS
S643	X	24	33'-0"			ABUT. DIAPH. - HORIZ. - B.F.
S544	X	36	6'-0"			ABUT. DIAPH. - HORIZ. - TIE BARS THRU GIRDERS
S445	X	8	4'-3"			ABUT. DIAPH. - VERT. - ENDS
S446	X	64	3'-2"			PIER - HORIZ. - BETWEEN GIRDERS
S447	X	32	2'-5"			PIER - HORIZ. - BETWEEN GIRDERS - BOTTOM
S548	X	32	11'-6"	X		PIER DIAPH. - VERT.
S549	X	16	9'-8"	X		PIER DIAPH. - STIRRUP AT GIRDERS
S550	X	10	7'-5"	X		LIGHT STD. - HORIZ. - SIDEWALK - TOP

▲ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BILL OF BARS (CONTINUED)

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
S551	X	4	6'-0"	X		LIGHT STD. - VERT. - AT JUNCTION BOX
S552	X	4	6'-11"	X		LIGHT STD. - VERT. - AT JUNCTION BOX
S653	X	7	10'-8"	X		LIGHT STD./DECK - HORIZ.
S554	X	10	3'-3"			LIGHT STD. - HORIZ. - SIDEWALK - BOTTOM
S555	X	2	3'-0"	X		LIGHT STD. - VERT.
S556	X	2	3'-4"	X		LIGHT STD. - VERT.
S457	X	1890	2'-6"	X		SIDEWALK - VERT. - TIE BAR
S558	X	12	3'-5"	X		PARAPET - VERT. - AT ABUT. JUNCTION BOX
S559	X	12	2'-4"			PARAPET - VERT. - AT ABUT. JUNCTION BOX
STAINLESS STEEL → S901	X	110	5'-0"	X		CONC. ABUT. DIAPH. TO APPROACH SLAB

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-20-227

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SUPERSTRUCTURE DETAILS

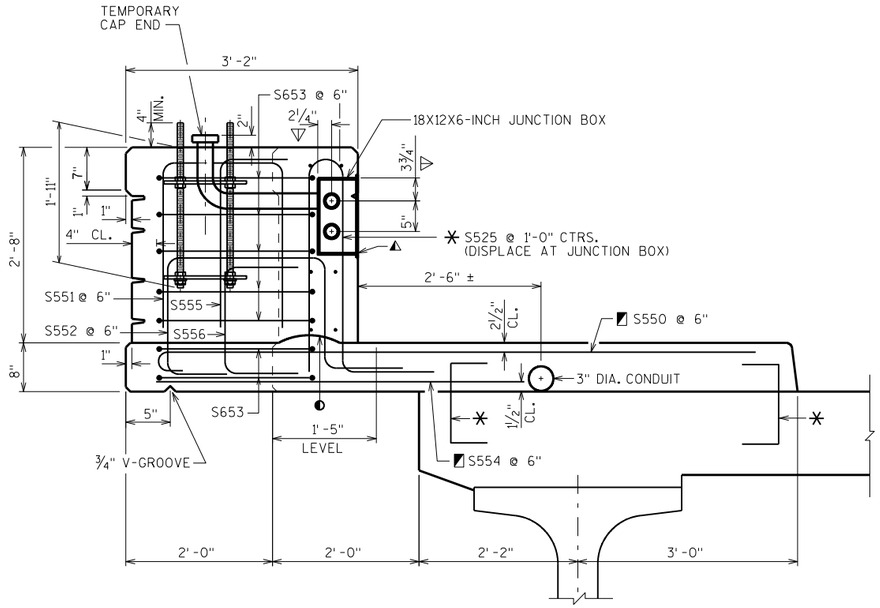
SHEET 15

492

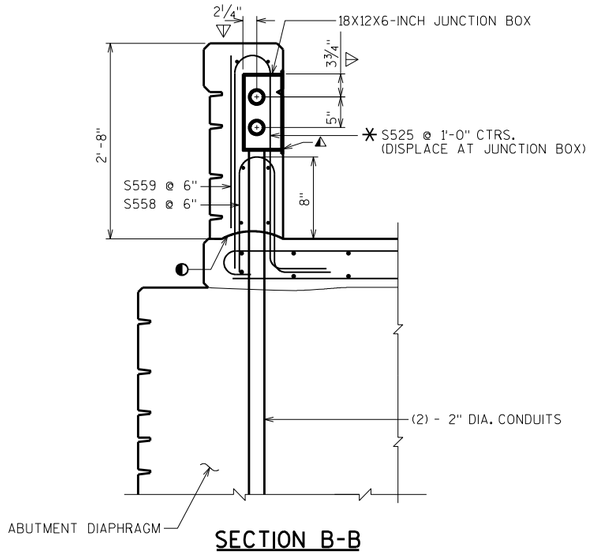
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STATE PROJECT NUMBER

1420-23-71



SECTION A-A



SECTION B-B

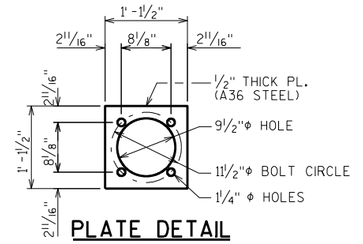
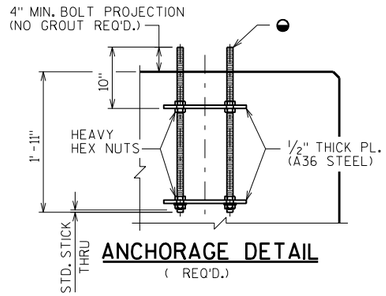


PLATE DETAIL

(REQ'D.)



ANCHORAGE DETAIL

(REQ'D.)

◐ CONSTR. JT. STRIKE OFF AS SHOWN

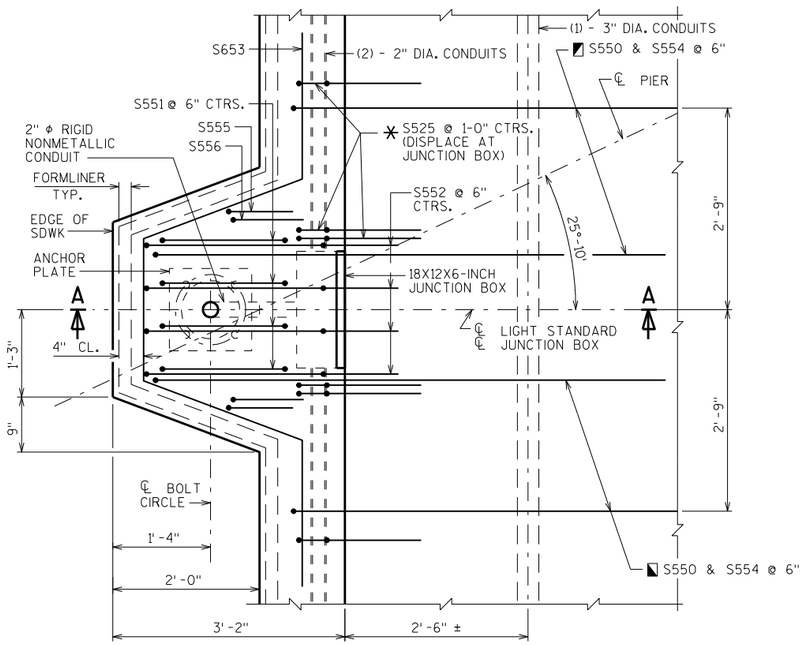
◭ CUT OUT ± 1" OF GASKET AT BOTTOM OF JUNCTION BOX COVER TO ALLOW FOR DRAINAGE.

▽ LOCATION OF CONDUIT IS MEASURED FROM OUTSIDE EDGE OF JUNCTION BOX.

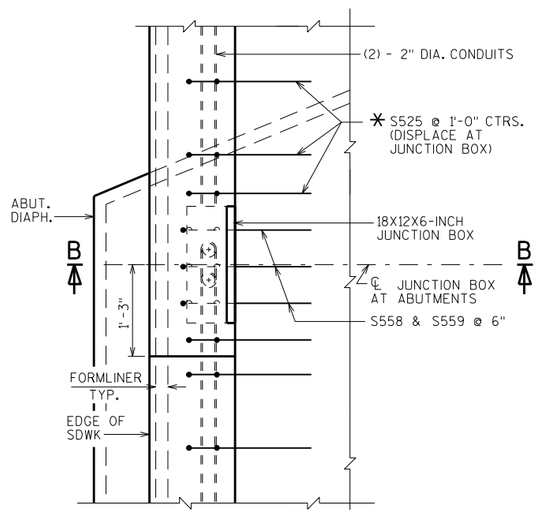
◩ THESE BARS ARE IN ADDITION TO STANDARD TRANSVERSE BARS IN SIDEWALK.

◒ 1"φ THREADED ANCHOR BOLTS ASTM A449 OR AASHTO M 314-90 GR 55. HOT DIP ASTM A153, CLASS C, UPPER 8" OF BOLT INCLUDING NUTS & WASHERS. PROVIDE ENLARGED THREAD ON NUTS FOR PROPER FIT AFTER GALVANIZING. PROVIDE DOUBLE FLAT WASHERS & NUTS.

✳ SEE VERTICAL FACE PARAPET "A", SHT. FOR ADDITIONAL BAR STEEL DETAILS.



PLAN AT LIGHT STANDARD



PLAN AT ABUTMENT JUNCTION BOXES

NORTHWEST CORNER SHOWN (WING 2). OTHERS SIMILAR

NOTES

BID ITEMS SHALL BE:
"JUNCTION BOXES 18X12X6-INCH", EACH.
"ANCHOR ASSEMBLIES LIGHT POLES", EACH.
"CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH"
"CONDUIT RIGID METALLIC 2-INCH"

APPROVED MANUFACTURERS - JUNCTION BOXES:
SEE APPROVED MATERIAL LIST.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-20-227

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PARAPET "A" ELECTRICAL WORK

SHEET 16

493

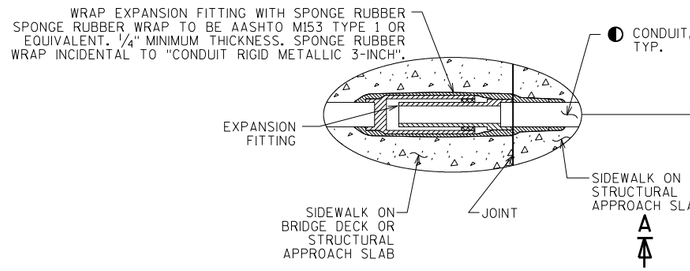
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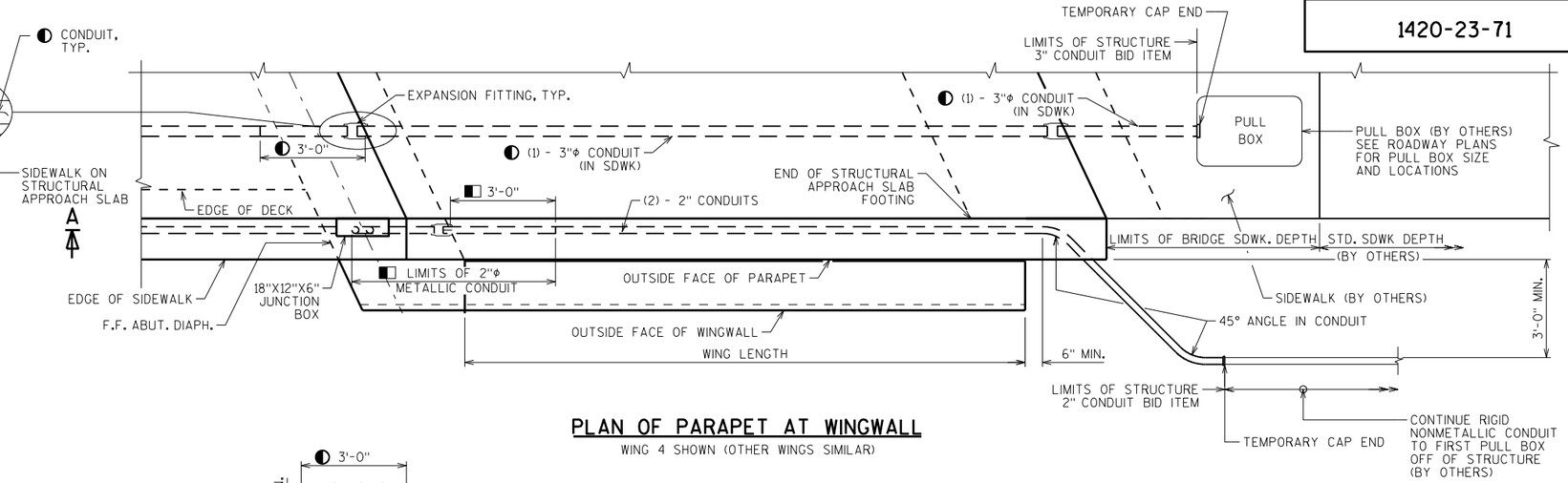
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STATE PROJECT NUMBER

1420-23-71

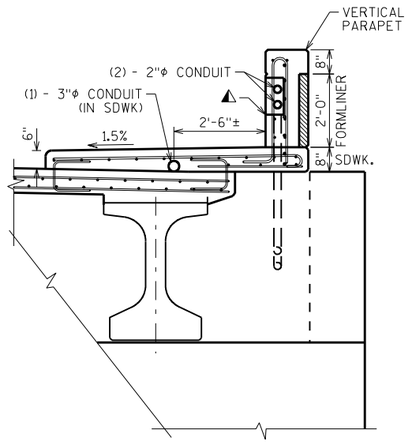




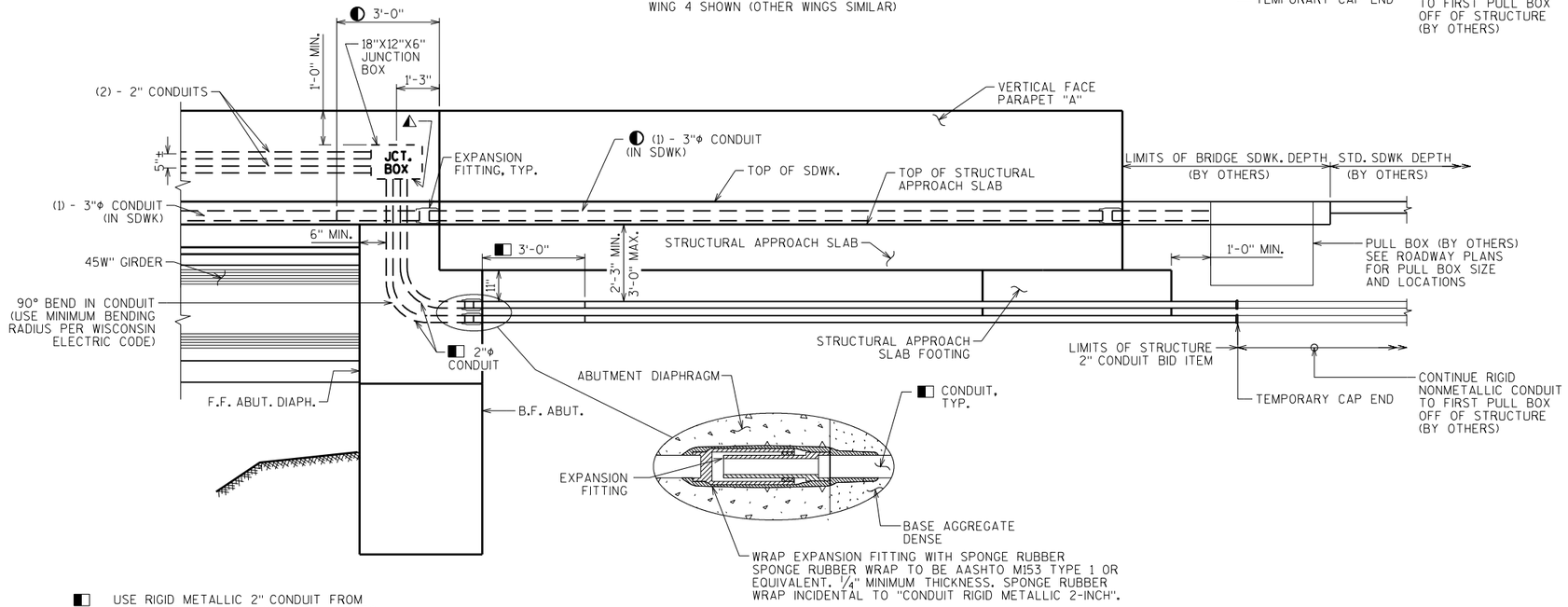
PLAN OF PARAPET AT WINGWALL

WING 4 SHOWN (OTHER WINGS SIMILAR)

NOTE: PLACE 3" CONDUIT DIRECTLY ON TOP OF ROUGHENED DECK SURFACE. AT CONDUIT EXPANSION FITTINGS, ROUGHENED DECK TO BE HELD DOWN 1¼"± AS NEEDED FOR EXPANSION DEVICE.



CROSS SECTION AT ABUTMENT DIAPHRAGM



SECTION A-A

WING 4 SHOWN (OTHER WINGS SIMILAR)

◧ USE RIGID METALLIC 2" CONDUIT FROM ABUTMENT JUNCTION BOX TO 3'-0" INTO BASE AGGREGATE DENSE BEHIND ABUTMENT DIAPHRAGM.

◐ USE RIGID METALLIC 3" CONDUIT 3'-0" INTO BRIDGE DECK SIDEWALK AND THROUGHOUT THE STRUCTURAL APPROACH SLAB SIDEWALK AND EXTEND TO FIRST PULL BOX OFF OF STRUCTURE.

◭ CUT OUT ± 1" OF GASKET AT BOTTOM OF JUNCTION BOX COVER TO ALLOW FOR DRAINAGE.

▽ LOCATION OF CONDUIT IS MEASURED FROM OUTSIDE EDGE OF JUNCTION BOX.

✳ SEE VERTICAL FACE PARAPET "A", AND PARAPET "A" ELECTRICAL WORK SHEETS FOR ADDITIONAL DETAILS.

NOTES

BID ITEMS SHALL BE:
"JUNCTION BOXES 18X12X6-INCH", EACH.
"CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH"
"CONDUIT RIGID METALLIC 2-INCH".
"CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH"
"CONDUIT RIGID METALLIC 3-INCH".

APPROVED MANUFACTURERS - JUNCTION BOXES:
SEE APPROVED MATERIAL LIST.

APPROVED MANUFACTURER OR EQUIVALENT - EXPANSION FITTING:
O-Z/GEDNEY TYPE AX-200 AND BONDING JUMPER (4" TOTAL CONDUIT MOVEMENT).

EXPANSION FITTINGS, ANGLES AND ADAPTER FITTINGS TO BE INCIDENTAL TO "CONDUIT RIGID METALLIC 2-INCH" AND "CONDUIT RIGID METALLIC 3-INCH".

WHEN CONNECTING NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS U.L. OR NRTL LISTED FOR ELECTRICAL USE SHALL BE USED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-20-227

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CONDUIT DETAILS

SHEET 17

494

SCALE = 2.0

8

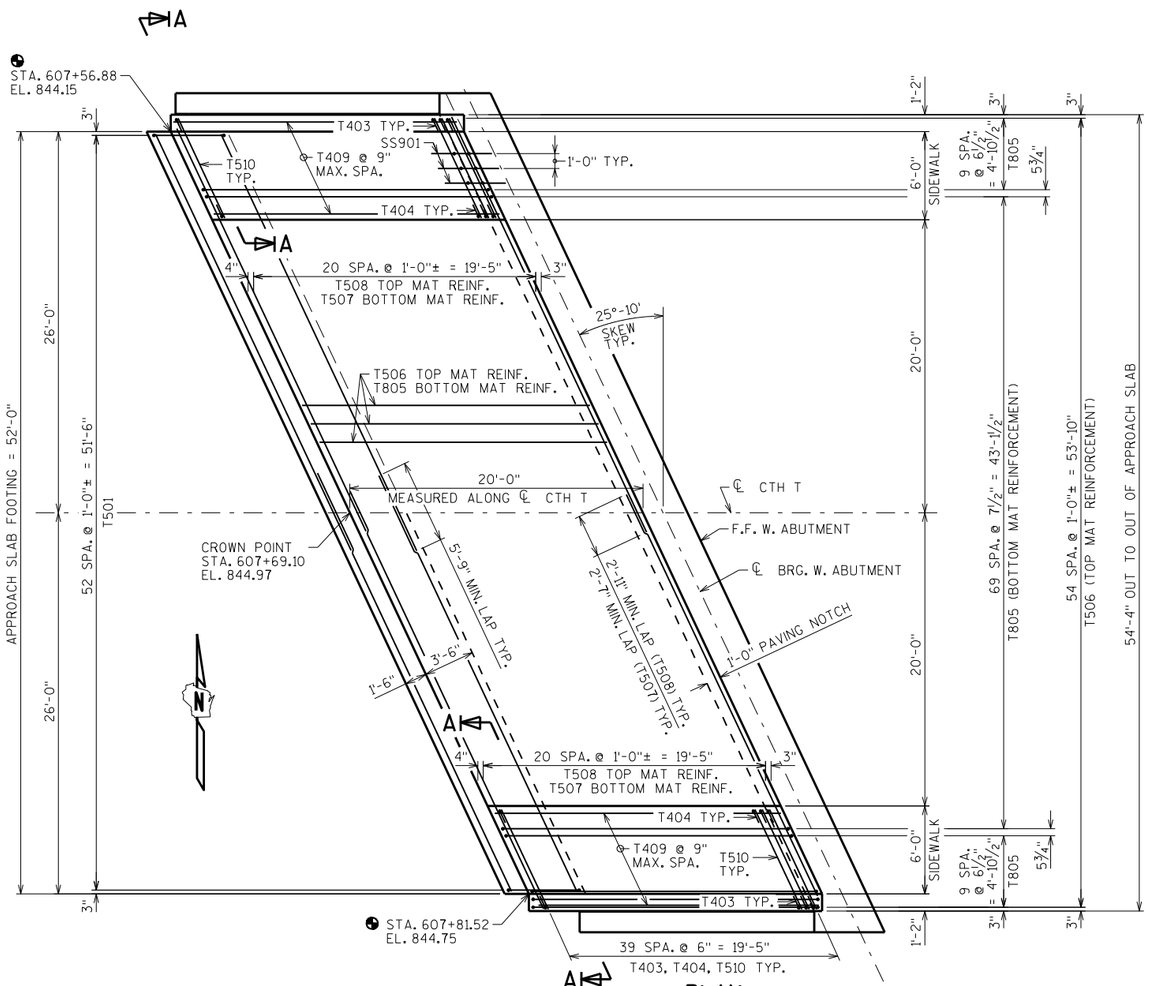
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STATE PROJECT NUMBER
1420-23-71

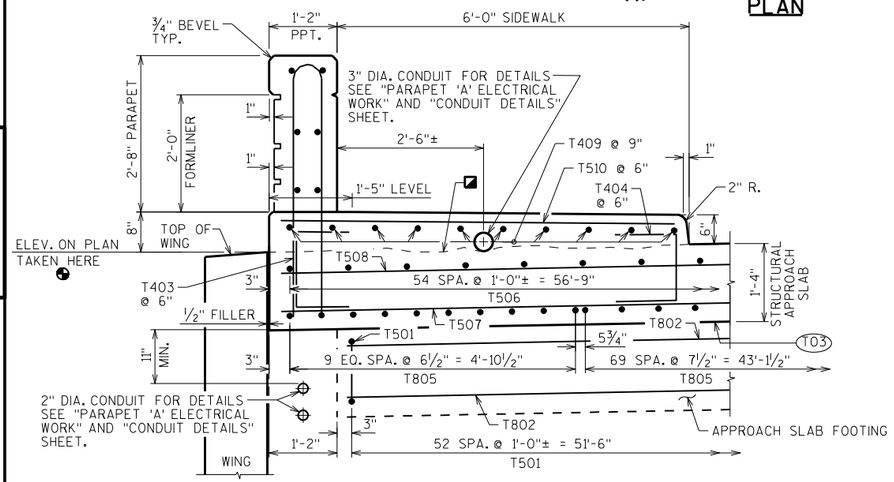
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
T501	X	58	12'-10"	X		APPROACH SLAB - FOOTING - STIRRUP
T802	X	24	31'-5"			APPROACH SLAB - FOOTING - TRANSVERSE
T403	X	80	3'-3"	X		SIDEWALK/APPROACH SLAB - TIE BAR
T404	X	80	3'-2"	X		SIDEWALK/APPROACH SLAB - TIE BAR
T805	X	90	21'-5"	X		APPROACH SLAB - LONGITUDINAL - BOTTOM MAT
T506	X	55	19'-7"			APPROACH SLAB - LONGITUDINAL - TOP MAT
T507	X	42	31'-2"			APPROACH SLAB - TRANSVERSE - BOTTOM MAT
T508	X	42	31'-4"			APPROACH SLAB - TRANSVERSE - TOP MAT
T409	X	20	19'-7"			SIDEWALK - LONGITUDINAL
T510	X	80	7'-5"			SIDEWALK - TRANSVERSE - TOP

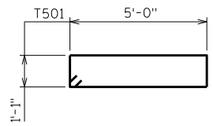


PLAN

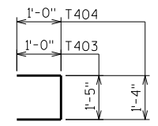


SECTION A-A THRU APPROACH SLAB/SIDEWALK

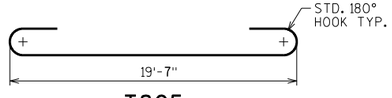
℄ CONSTRUCTION JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH. FOR APPROACH SLAB POUR, MATCH BRIDGE CROSS-SLOPE.



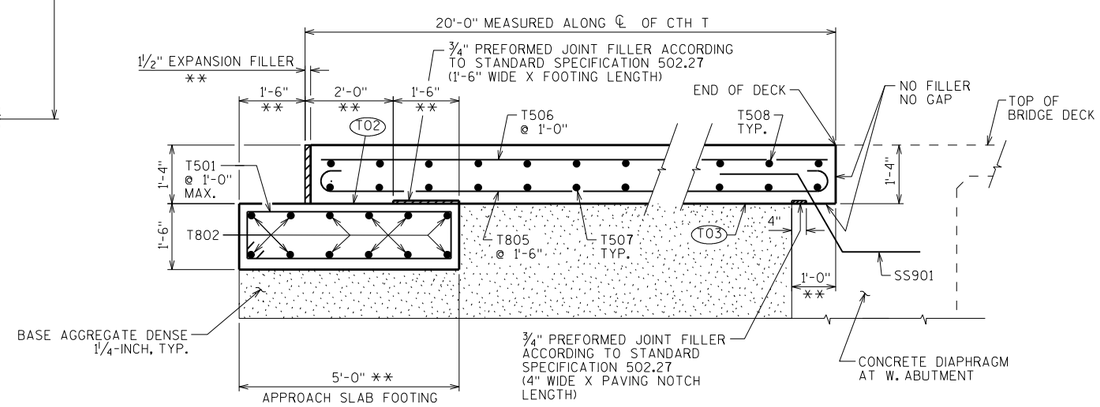
T501



T403, T404



T805



SECTION THRU APPROACH SLAB

APPLY PROTECTIVE SURFACE TREATMENT TO PAVING NOTCH SURFACES PRIOR TO POURING STRUCTURAL APPROACH SLAB.

STAINLESS STEEL SPACE PERPENDICULAR TO ℄ CTH 'T'. SEE "SUPERSTRUCTURE DETAILS" SHEET FOR BILL OF BARS.

** MEASURED NORMAL TO ABUTMENT.

(T02) STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THICKNESS) OF POLYETHELENE SHEETS OVER THE ENTIRE TOP OF FOOTING

(T03) PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THICKNESS) OF POLYETHELENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-20-227

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WEST APPROACH SLAB DETAILS

SHEET 18

495

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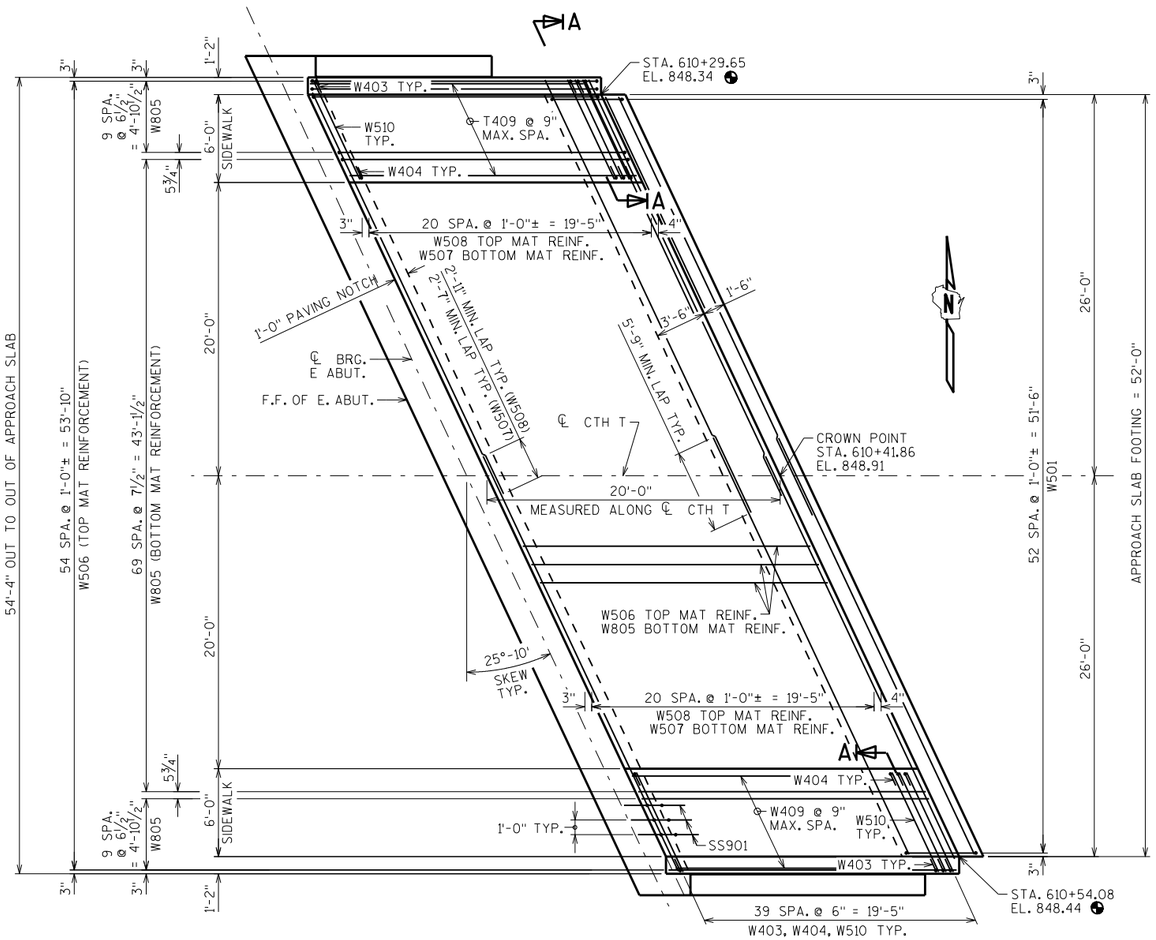
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STATE PROJECT NUMBER
1420-23-71

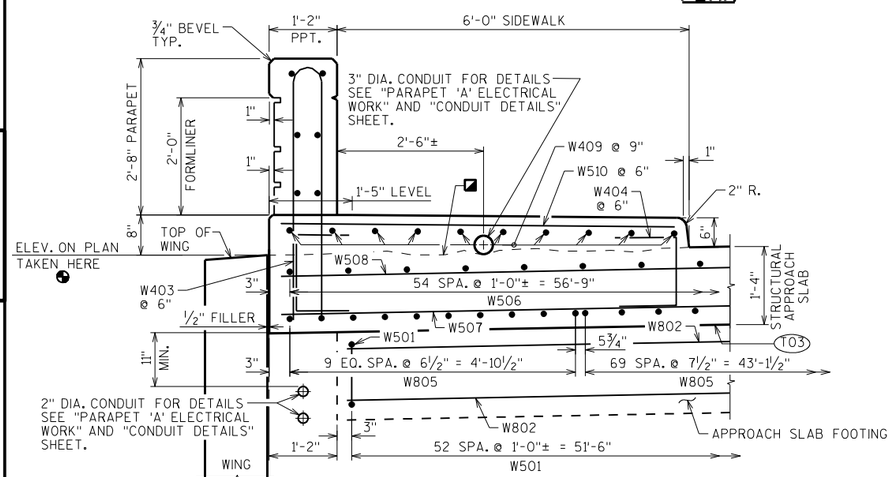
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
W501	X	58	12'-10"	X		APPROACH SLAB - FOOTING - STIRRUP
W802	X	24	31'-5"			APPROACH SLAB - FOOTING - TRANSVERSE
W403	X	80	3'-3"	X		SIDEWALK/APPROACH SLAB - TIE BAR
W404	X	80	3'-2"	X		SIDEWALK/APPROACH SLAB - TIE BAR
W805	X	90	21'-5"	X		APPROACH SLAB - LONGITUDINAL - BOTTOM MAT
W506	X	55	19'-7"			APPROACH SLAB - LONGITUDINAL - TOP MAT
W507	X	42	31'-2"			APPROACH SLAB - TRANSVERSE - BOTTOM MAT
W508	X	42	31'-4"			APPROACH SLAB - TRANSVERSE - TOP MAT
W409	X	20	19'-7"			SIDEWALK - HORIZONTAL
W510	X	80	7'-5"			SIDEWALK - TRANSVERSE - TOP

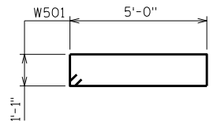


PLAN

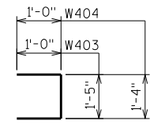


SECTION A-A THRU APPROACH SLAB/SIDEWALK

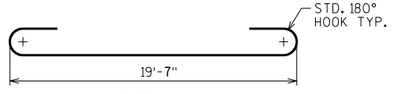
☑ CONSTRUCTION JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH. FOR APPROACH SLAB POUR, MATCH BRIDGE CROSS-SLOPE.



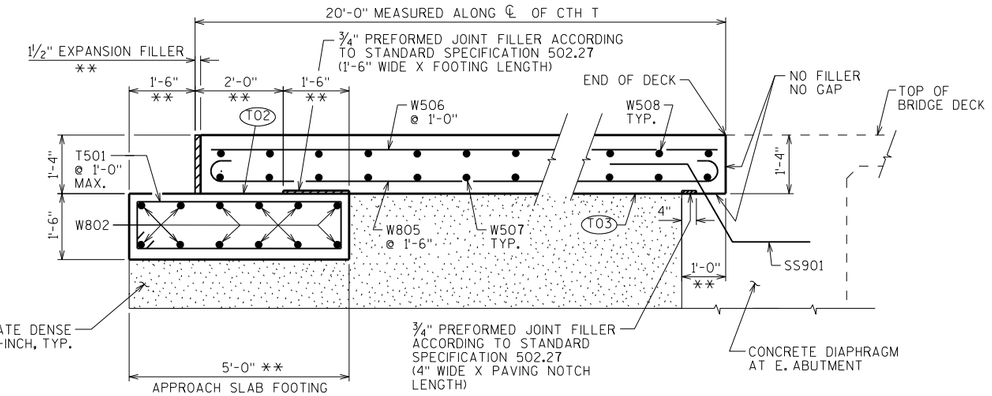
W501



W403, W404



W805



SECTION THRU APPROACH SLAB

APPLY PROTECTIVE SURFACE TREATMENT TO PAVING NOTCH SURFACES PRIOR TO POURING STRUCTURAL APPROACH SLAB.

STAINLESS STEEL SPACE PERPENDICULAR TO ℄ CTH 'T'. SEE "SUPERSTRUCTURE DETAILS" SHEET FOR BILL OF BARS.

** MEASURED NORMAL TO ABUTMENT.

(T02) STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THICKNESS) OF POLYETHELENE SHEETS OVER THE ENTIRE TOP OF FOOTING

(T03) PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THICKNESS) OF POLYETHELENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE

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STATE OF WISCONSIN
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STRUCTURES DESIGN SECTION

STRUCTURE B-20-227

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EAST APPROACH SLAB DETAILS

SHEET 19

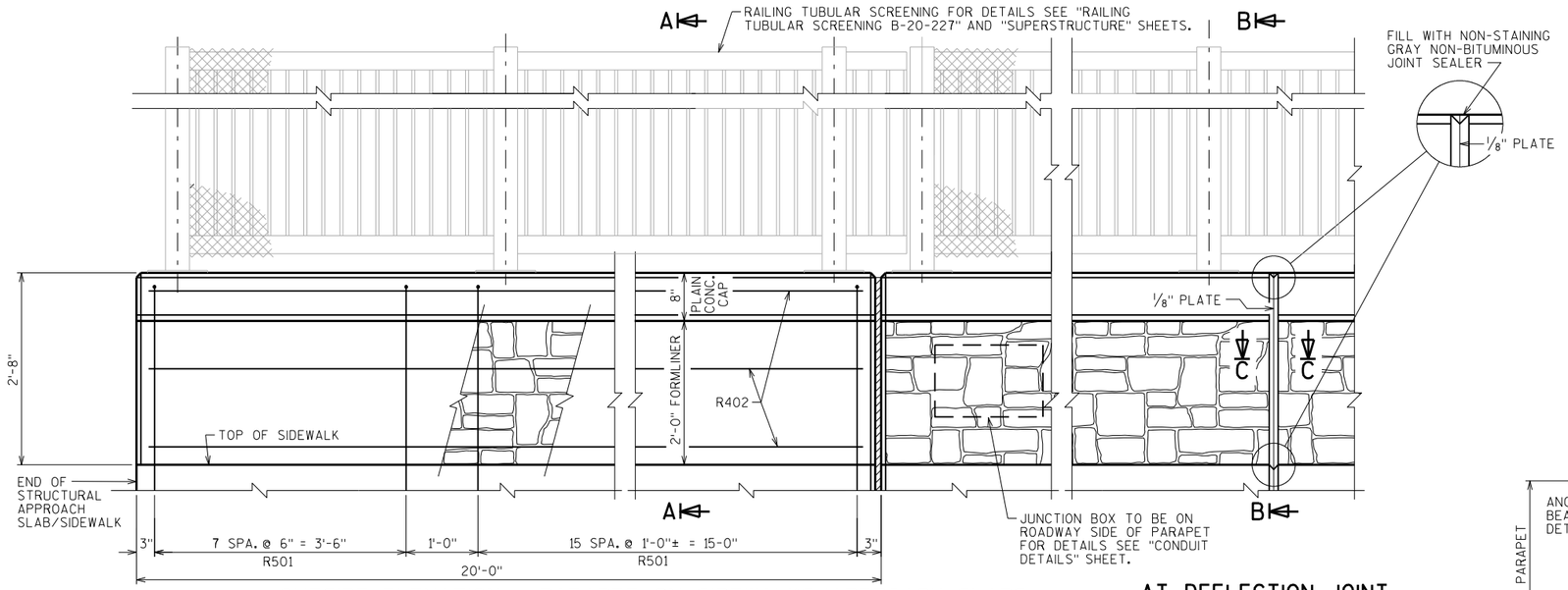
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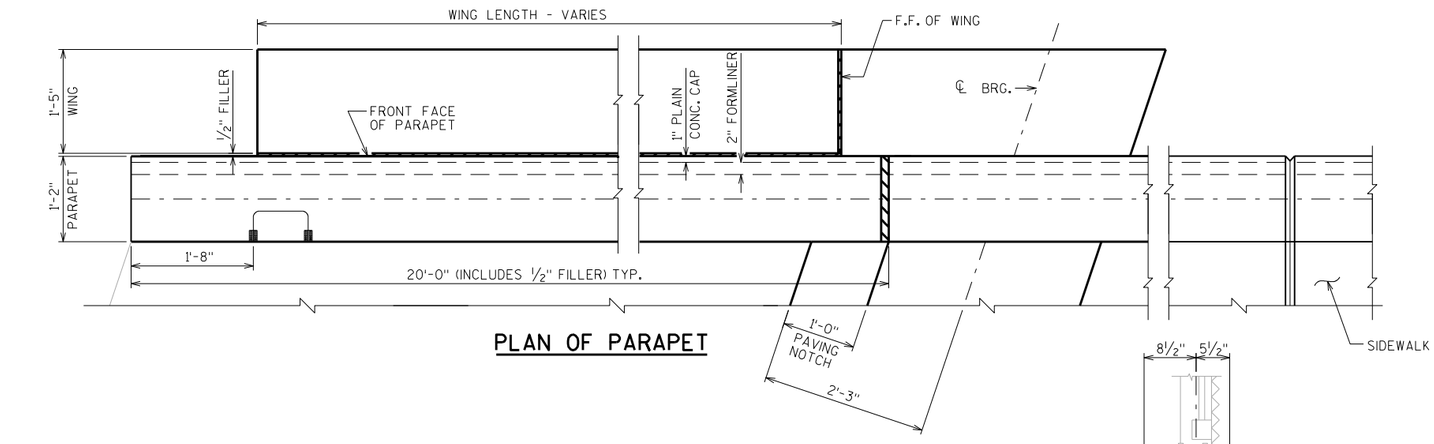
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STATE PROJECT NUMBER
1420-23-71

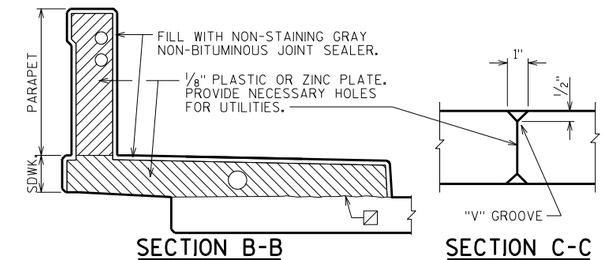


OUTSIDE ELEVATION - PARAPET ON SIDEWALKS/APPROACH SLABS

AT DEFLECTION JOINT



PLAN OF PARAPET



SECTION B-B

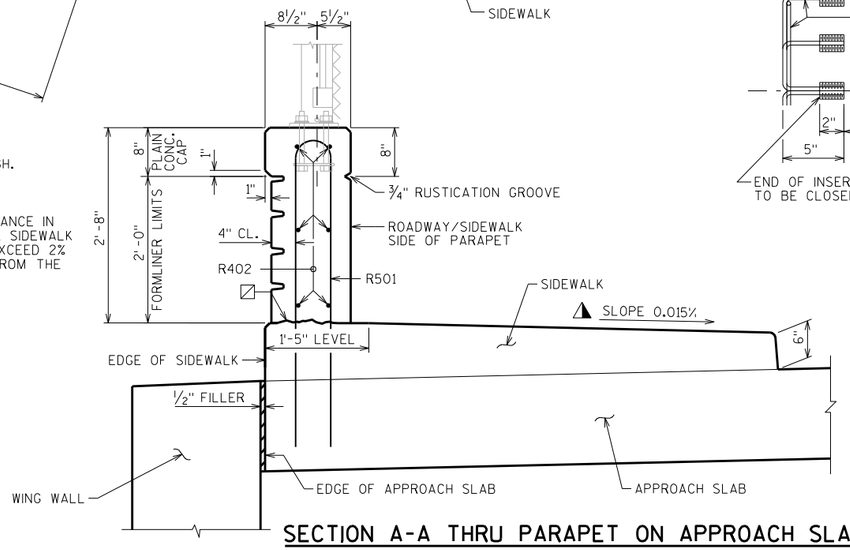
(SHOWING DEFLECTION JOINT IN PARAPET AND SIDEWALK.)

WHEN PARAPETS ARE POURED CONTINUOUSLY FROM END TO END, THEY SHALL BE SEPARATED AT THE DEFLECTION JOINTS BY A PIECE OF 1/8" ZINC OR PLASTIC PLATE CUT AS SHOWN IN SECTION B-B BY SHADED AREA. IF CONSTRUCTION JOINTS IN PARAPETS ARE USED AT THE DEFLECTION JOINTS, ONE SIDE OF JOINT SHALL BE COATED WITH AN APPROVED LIQUID BOND BREAKER AND PLATE SEPARATORS MAY BE OMITTED.

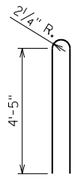
SECTION C-C

☒ CONST. JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH. FOR DECK POUR, MATCH BRIDGE X-SLOPE.

▲ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



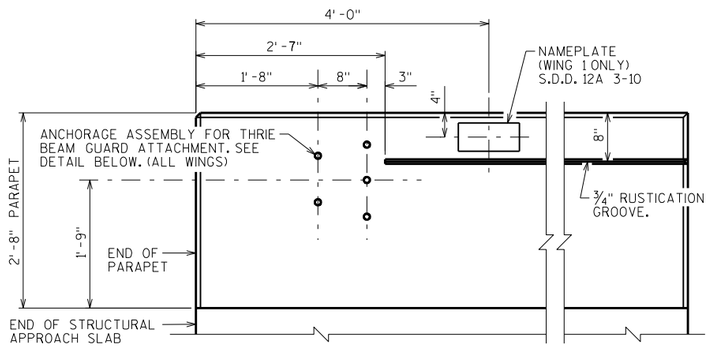
SECTION A-A THRU PARAPET ON APPROACH SLAB



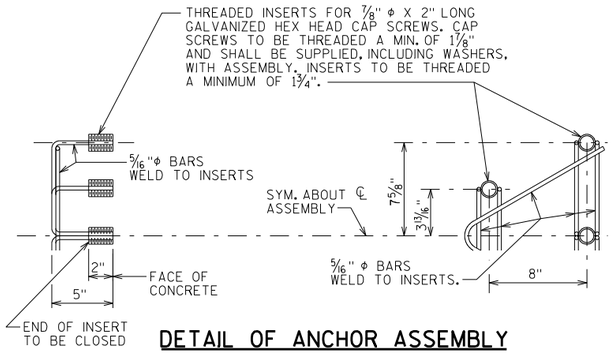
R501

BILL OF BARS

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
R501	X	96	9-5	X		PARAPET VERT.
R402	X	24	19-8			PARAPET - HORIZ.



INSIDE FACE OF PARAPET



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-20-227

DRAWN BY DDS | PLANS CK'D. ABS

VERTICAL FACE PARAPET 'A'

SHEET 20

497

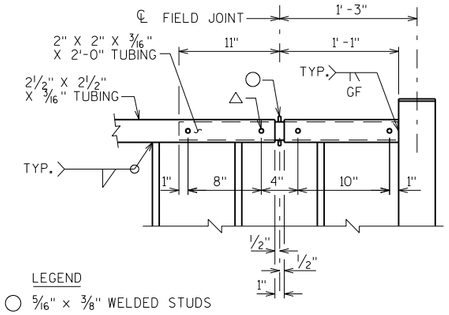
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STATE PROJECT NUMBER

1420-23-71

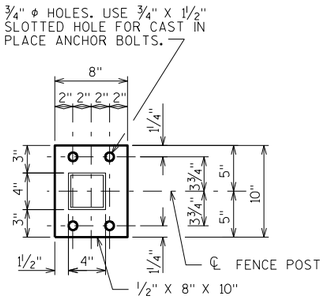


LEGEND

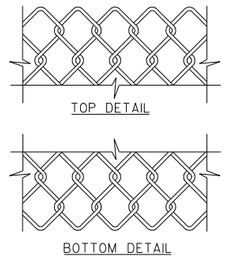
○ 5/16" x 3/8" WELDED STUDS

△ WELD BEAD ON EACH SIDE OF TUBE. GRIND BEADS SO THAT SLEEVE FITS FREELY INSIDE THE 2 1/2" x 2 1/2" TUBE.

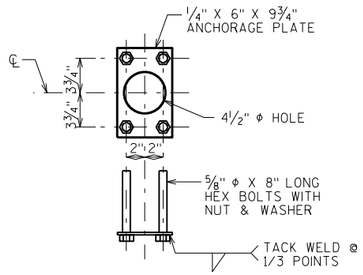
RAILING EXPANSION JOINT DETAIL



BASE PLATE



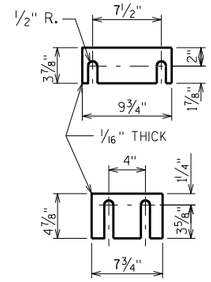
FENCE FABRIC



ANCHORAGE DETAIL

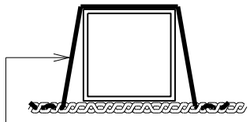
5/8" CAST-IN-PLACE ANCHOR BOLTS. MASONRY ANCHORS MAY BE SUBSTITUTED FOR C.I.P. ANCHOR BOLTS. ANCHORAGE PLATE NOT REQUIRED WHEN TYPE S ANCHORS ARE USED.

MASONRY ANCHOR TYPE S 5/8-INCH. EMBED 7" IN CONCRETE.



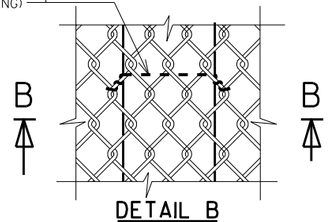
SHIM PLATE DETAILS

TWO SHIMS OF EACH SIZE REQUIRED PER POST



SECTION B-B

FABRIC TIE @ 1'-0" MAX. SPA. (TYP. RAIL POSTS & HORIZ. TUBING)



DETAIL B

NOTES

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

RAILS AND POSTS TO BE ASTM A500, GRADE B. BASE PLATES AND SHIMS TO BE ASTM A709, GRADE 36. ALL GALVANIZED AFTER FABRICATION.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET POSTS NORMAL TO GRADE.

ALL POST SPA. ARE TAKEN HORIZ. ALONG CENTER LINE OF RAILING AT BASE OF POST.

SHIMS SHALL BE USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT.

CAULK AROUND PERIMETER OF BASE PLATES AND FILL PORTION OF SLOTTED HOLES AROUND ANCHOR BOLTS WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

CUT BOTTOM OF POST TO MAKE VERTICAL IN TRANSVERSE DIRECTION.

ANCHOR BOLTS, NUTS AND WASHERS SHALL BE EITHER STAINLESS STEEL OR ASTM 307. IF 307 IS USED, ANCHOR BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED.

RAILING TO BE PAINTED AND FENCE FABRIC AND TIES TO BE POLYMER COATED. FABRIC SHALL CONFORM TO ASTM F668, CLASS 2B. THE COLOR OF POLYMER COATING FOR THIS STRUCTURE SHALL BE BLACK IN ACCORDANCE WITH ASTM F934.

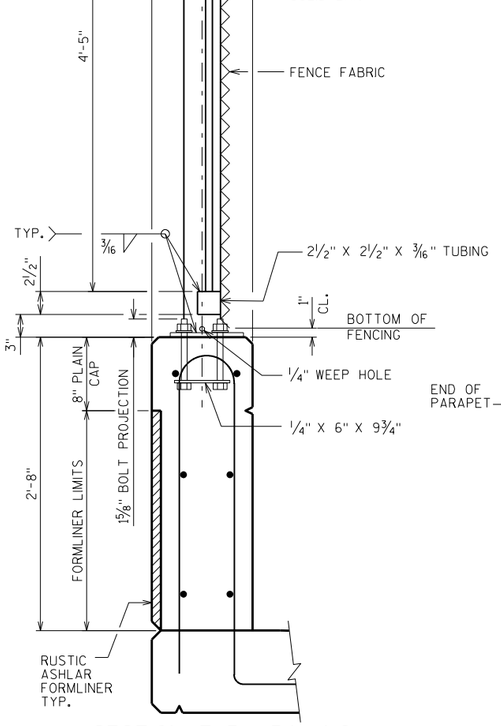
BID ITEM SHALL BE "RAILING TUBULAR SCREENING GALVANIZED B-20-227" WHICH SHALL INCLUDE ALL ITEMS SHOWN, INCLUDING LIGHT ACCESS PANEL.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE NOT MORE THAN 3 POSTS.

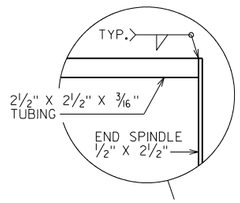
VENT HOLES SHALL BE DRILLED IN MEMBERS AS REQUIRED TO FACILITATE GALVANIZING.

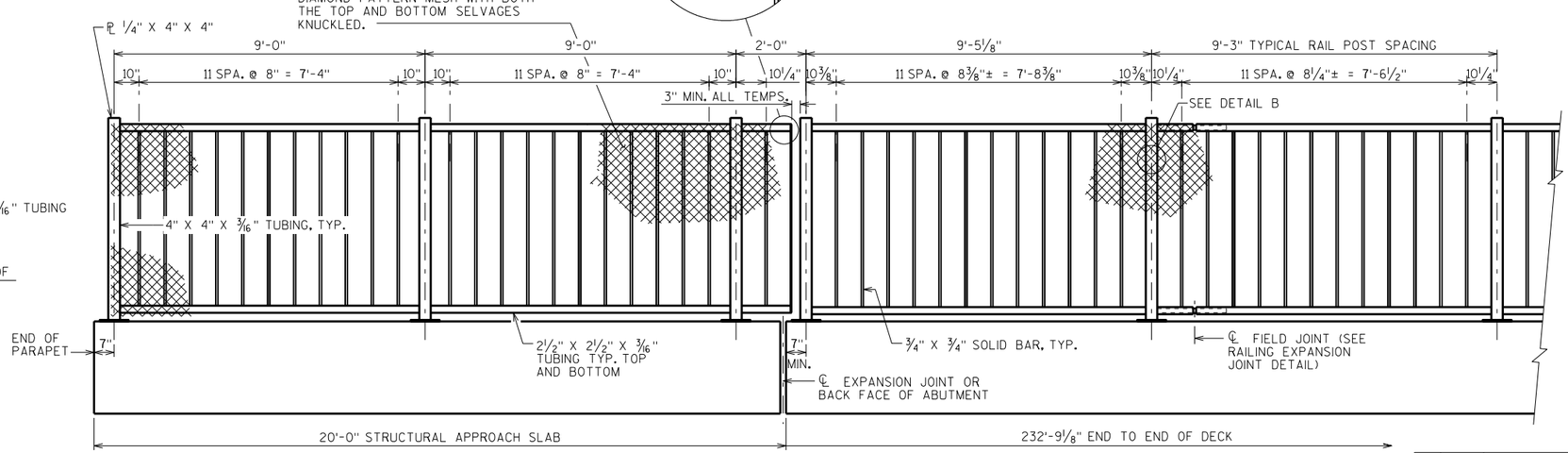
ALL MATERIAL SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING ALL STEEL RAILING POSTS AND STEEL TUBING SHALL BE GIVEN A #6 BLAST CLEANING BY SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH APPROVED TIE COAT AND TOPCOAT.

THE END OF THE FABRIC SHALL BE ATTACHED TO THE POST BY MEANS OF A TENSION BAR THREADED THROUGH THE END LOOPS OF THE FABRIC AND SECURED TO THE POST WITH CLAMPS & BOLT. THE FABRIC SHALL BE STRETCHED TO REMOVE ALL SLACK.



SECTION THRU RAILING





INSIDE ELEVATION OF RAILING

ELEVATION SHOWN AT NORTHWEST CORNER
OTHER CORNERS SIMILAR

NOTE: FOR POST AND RAILING LAYOUT AT LIGHT STANDARD, SEE "LIGHT ACCESS GATE DETAILS" SHEET.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-20-227

DRAWN BY ABS | PLANS CK'D. APC

RAILING TUBULAR SCREENING

SHEET 21

498

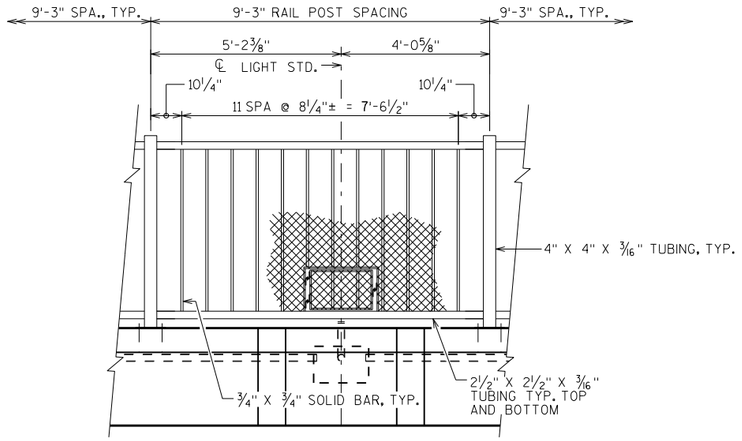
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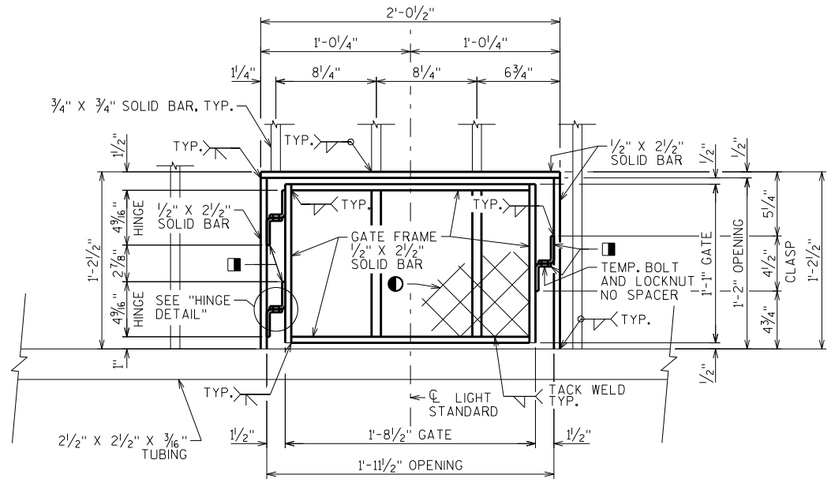
STATE PROJECT NUMBER

1420-23-71



OUTSIDE ELEVATION VIEW

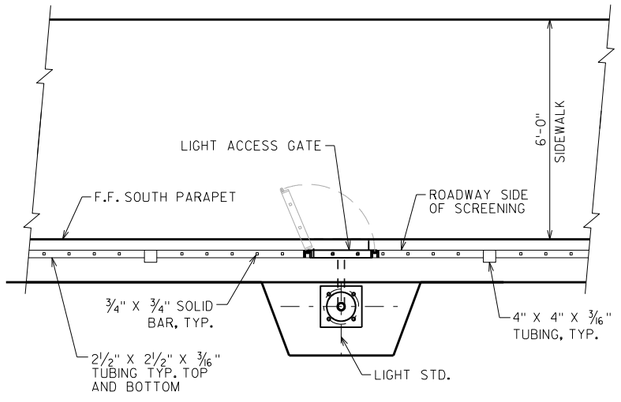
LOOKING NORTH



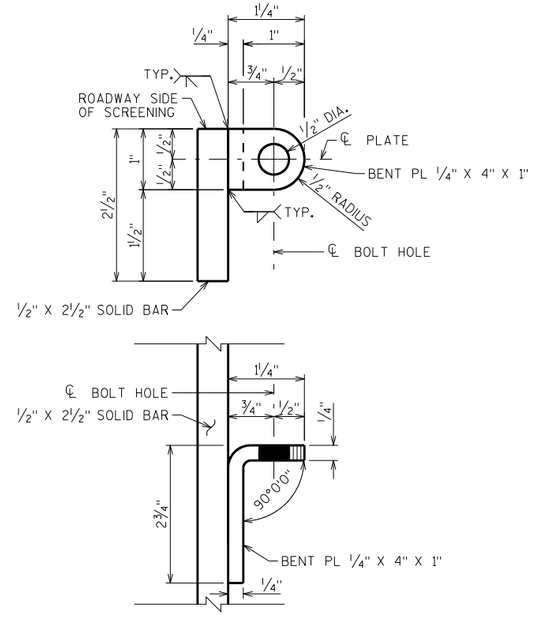
◐ MCNICHOLS STEEL WIRE MESH WITH OPENING SIZE 2" X 2" SQUARE, 1/4" DIA. WIRE. ITEM NO. 3293920148 (OR EQUIVALENT)

◨ BENT STEEL PL 1/4" X 3" X 1". SEE "STEEL PLATE DETAIL."

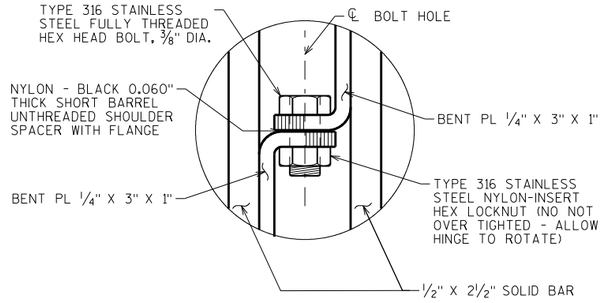
LIGHT ACCESS GATE DETAIL



PLAN



STEEL PLATE DETAIL



HINGE DETAIL

PROVIDE ADDITIONAL STAINLESS STEEL FULLY THREADED HEX HEAD BOLT, 3/8" DIA. AND STAILNESS STEEL NYLON-INSERT HEX LOCKNUT, HAND TIGHTENED, TO ACT AS TEMPORARY LOCK.

NOTES

THE STEEL WIRE MESH SHALL BE ATTACHED TO THE LIGHT ACCESS GATE BY MEANS OF TACK WELDING AT ALL LOCATIONS WHERE THE STEEL WIRE MESH MEETS THE LIGHT ACCESS GATE 1/2" X 2 1/2" SOLID BAR GATE FRAME AND 3/4" X 3/4" SOLID BARS. THE STEEL WIRE MESH SHALL BE WELDED TO THE ROADWAY SIDE OF THE 3/4" X 3/4" SOLID BARS.

8

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-20-227

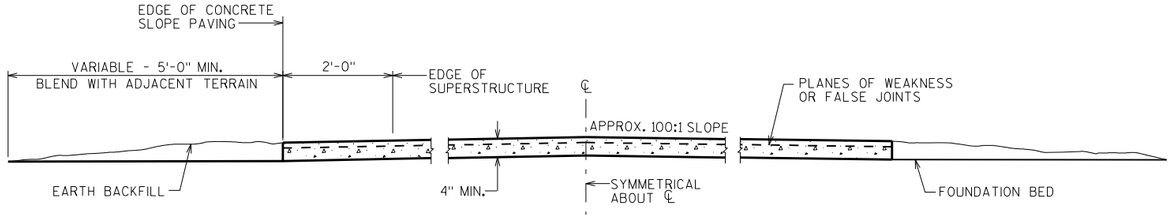
DRAWN BY ABS | PLANS CK'D. APC

LIGHT ACCESS GATE DETAILS

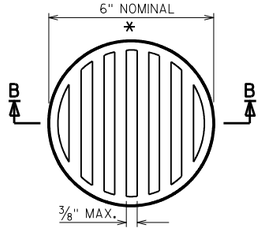
SHEET 22

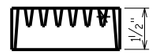
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SECTION A-A





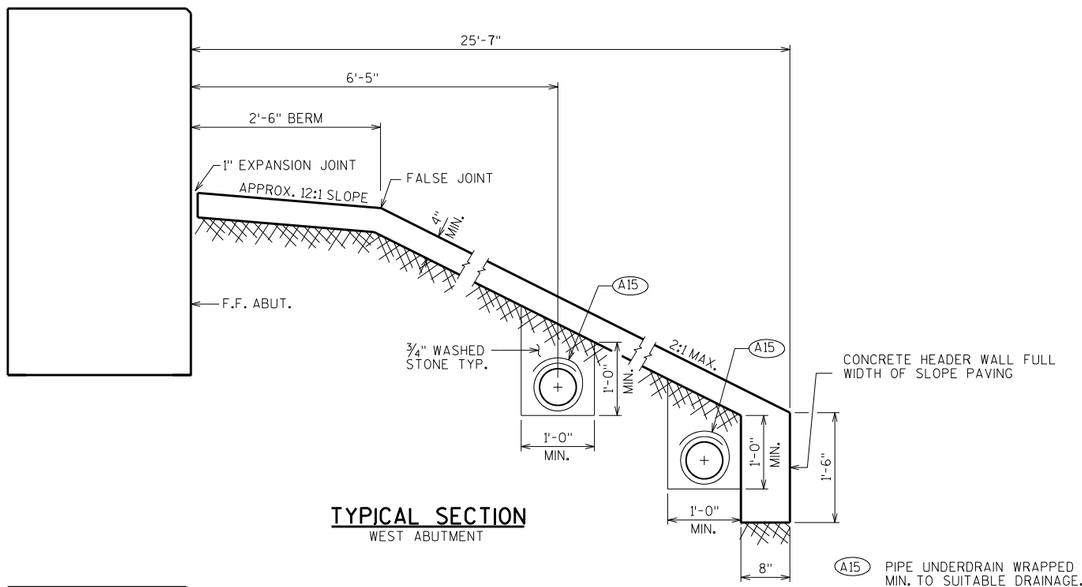
SECTION B-B

RODENT SHIELD DETAIL

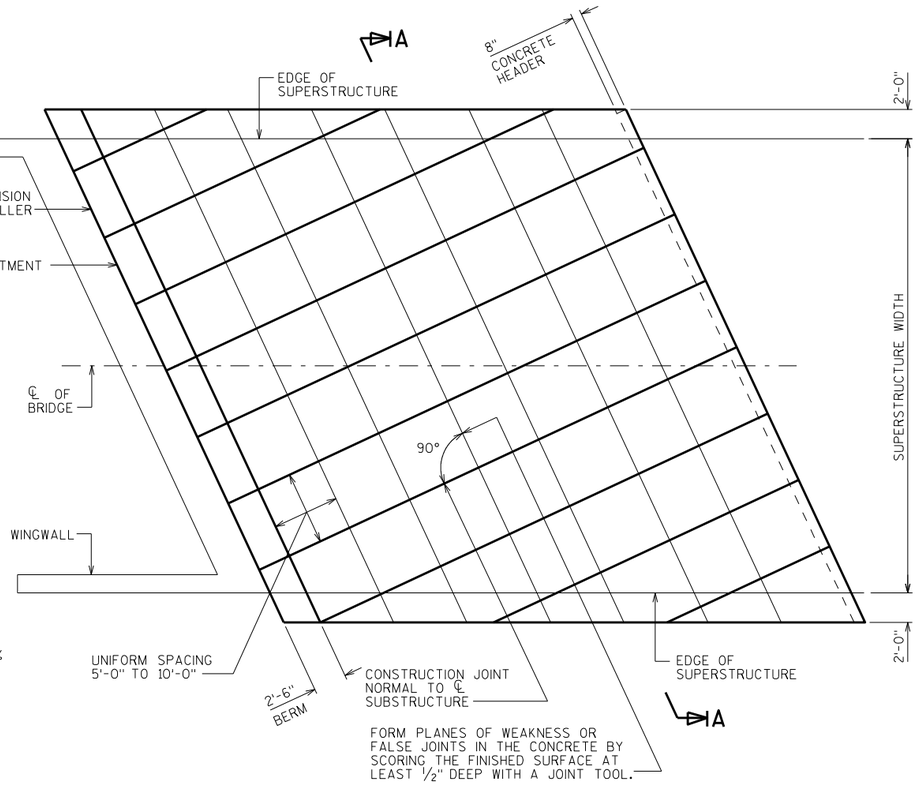
DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

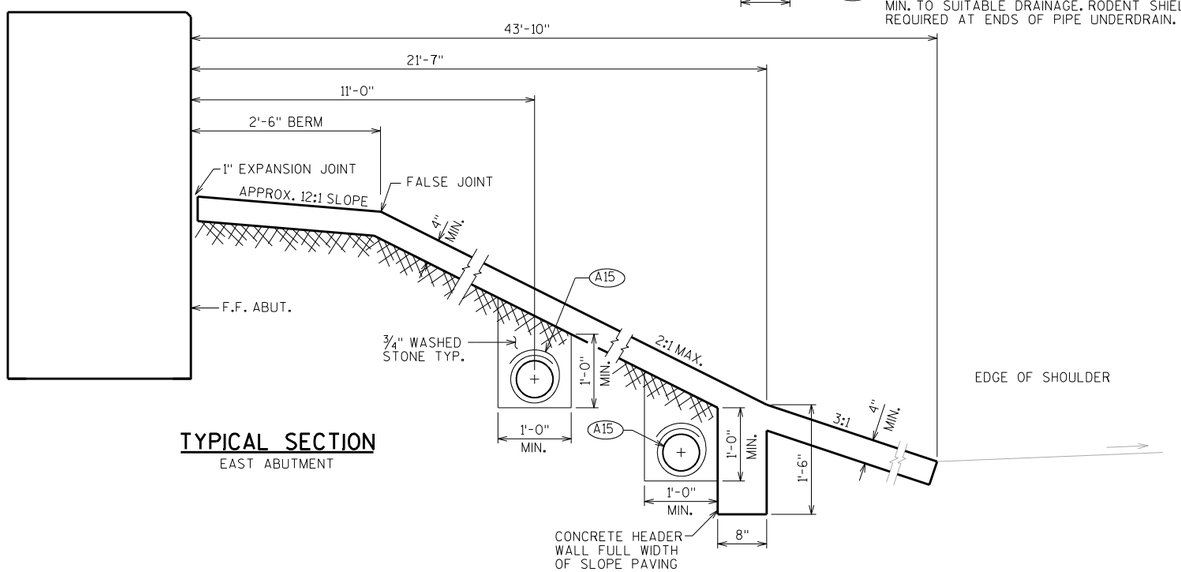


TYPICAL SECTION
WEST ABUTMENT

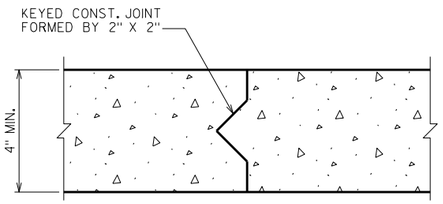


CONSTRUCTION JOINT DESIGN

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED AT ENDS OF PIPE UNDERDRAIN.



TYPICAL SECTION
EAST ABUTMENT



CONSTRUCTION JOINT

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN HEREON SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-20-227

DRAWN BY DDS | PLANS CK'D. ABS

SLOPE PAVING (CONCRETE CAST-IN-PLACE)

SHEET 23

500

STATE PROJECT NUMBER

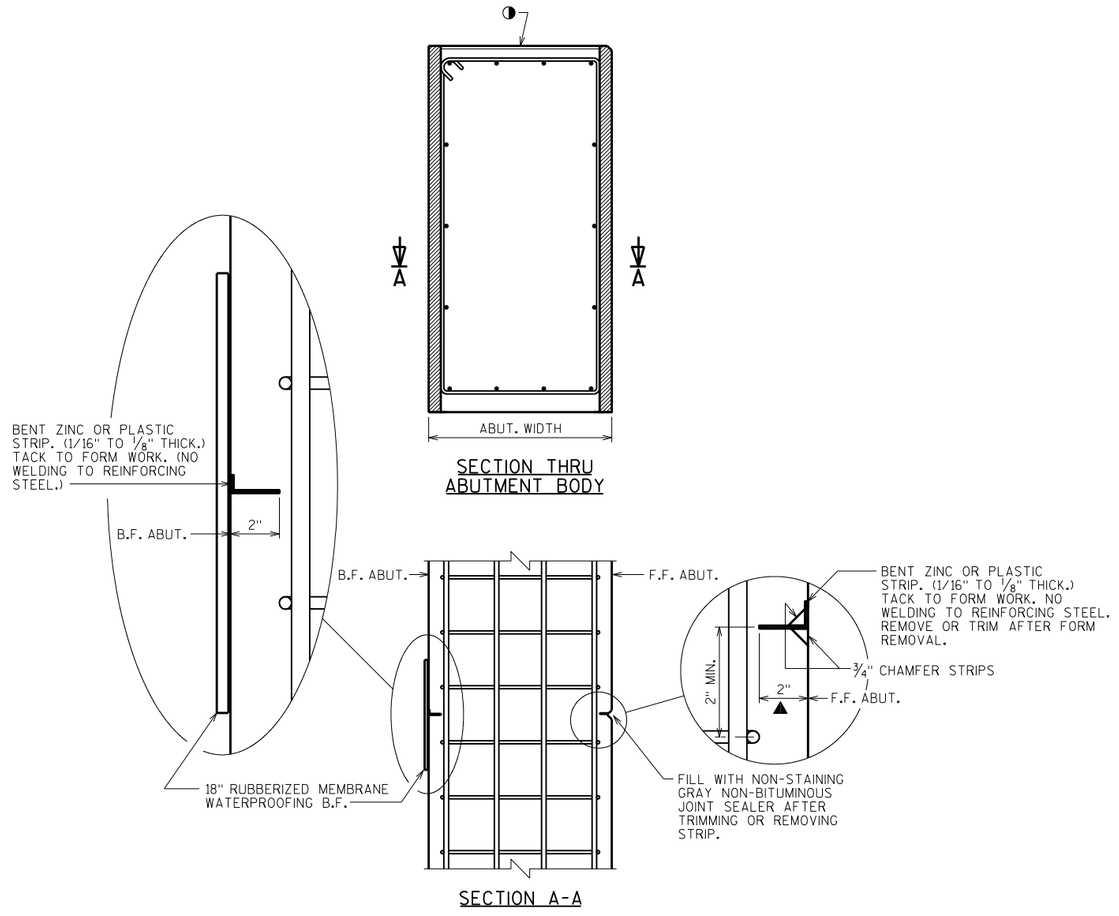
1420-23-71

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SCALE = 1

STATE PROJECT NUMBER
1420-23-71



SECTION THRU ABUTMENT BODY

SECTION A-A

ALTERNATE CONSTRUCTION JOINT AT ABUTMENT

NOTES

PARTIAL ZINC OR PLASTIC BULKHEAD MAY BE USED AS ALTERNATE CONSTRUCTION JOINT, WITH THE PERMISSION OF THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

VERTICAL CONSTRUCTION JOINT KEYWAY IS NOT REQUIRED WHEN USING ALTERNATE CONSTRUCTION JOINT.

CARE IS TO BE USED IN CASTING CONCRETE AROUND BULKHEAD TO PREVENT DISLOCATION OR MISALIGNMENT OF THE BULKHEAD.

◑ USE A JOINT TOOL TO CONSTRUCT A CONTRACTION JOINT APPROXIMATELY 1/2" DEEP.

▲ DIMENSION IS FOR ABUTMENT WITHOUT FORMLINER. ADD "MAX RELIEF" DIMENSION FROM "AESTHETIC DETAILS" SHEET TO THIS DIMENSION WHERE FORMLINER IS PRESENT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-20-227

DRAWN BY DDS | PLANS CK'D. ABS

ALTERNATE CONSTRUCTION JOINT

SHEET 24

501

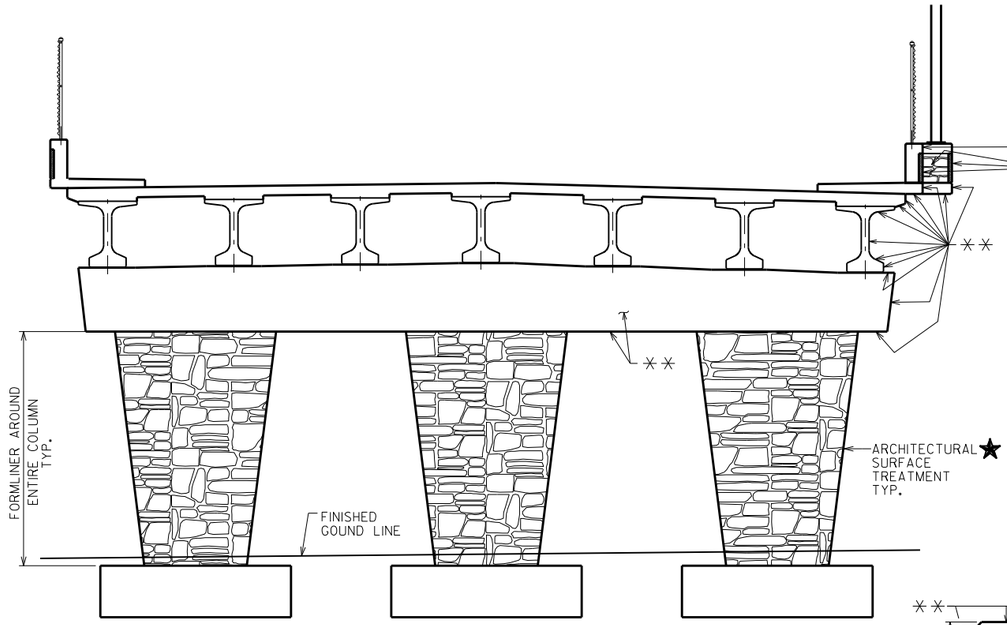
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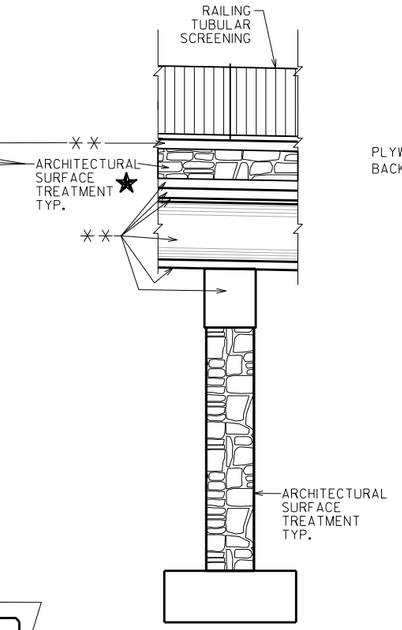
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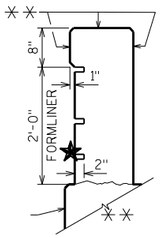
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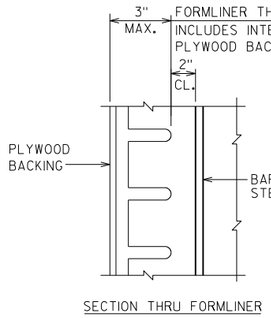
PIER ELEVATION
LOOKING EAST



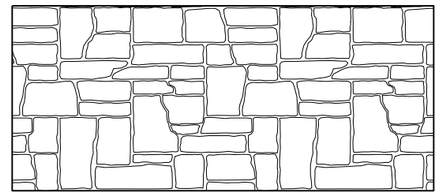
PIER COLUMN SIDE VIEW
LOOKING NORTH



FORMLINER ON PARAPET
TYP.



SECTION THRU FORMLINER



RUSTIC ASHLAR
SIZE = 8" TO 32"
MAX RELIEF = 2"

FORMLINER DETAILS

ABUTMENT NOTES

FORMLINER COURSING ON ABUTMENT AND WINGS SHALL BE LEVEL.

THE FORMLINER COURSING ON THE WINGS SHALL BE VERTICALLY ALIGNED WITH THE FORMLINER COURSING ON THE FRONT OF THE ABUTMENT.

THE FORMLINER PATTERN SHALL BE CONTINUOUS ACROSS CONSTRUCTION JOINTS.

WRAP AROUND/MATCH FORMLINER PATTERN AT CORNERS.

PIER NOTES

FORMLINER COURSING ON PIERS SHALL BE LEVEL.

THE FORMLINER COURSING ON ALL FACES OF EACH COLUMN SHALL BE VERTICALLY ALIGNED.

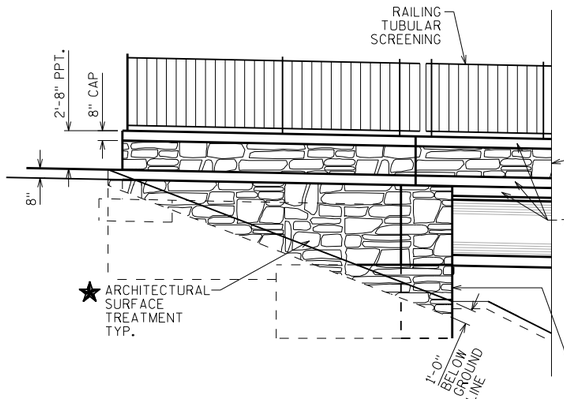
SPACE ADJACENT PORTIONS OF FORMLINER ON SLOPED FACE SO THAT COURSING IS ALIGNED VERTICALLY WITH COURSING ON VERTICAL FACE.

THE FORMLINER PATTERN SHALL BE CONTINUOUS ACROSS CONSTRUCTION JOINTS.

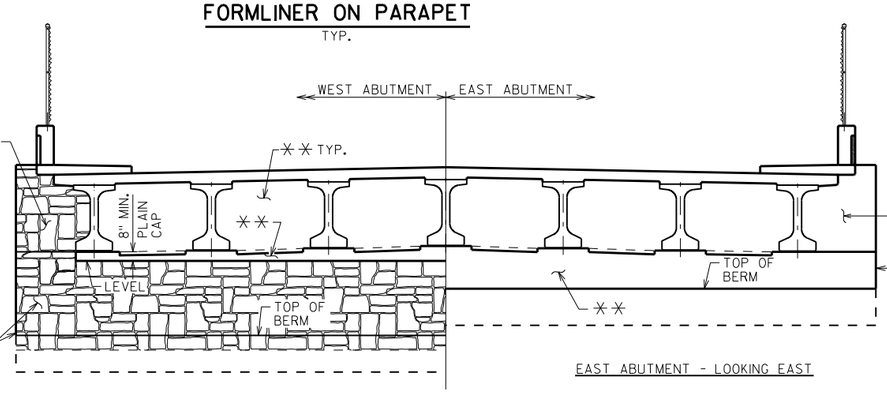
WRAP AROUND/MATCH FORMLINER PATTERN AT CORNERS.

PARAPET NOTES

FORMLINER COURSING ON PARAPETS SHALL BE PARALLEL TO TOP OF PARAPET.



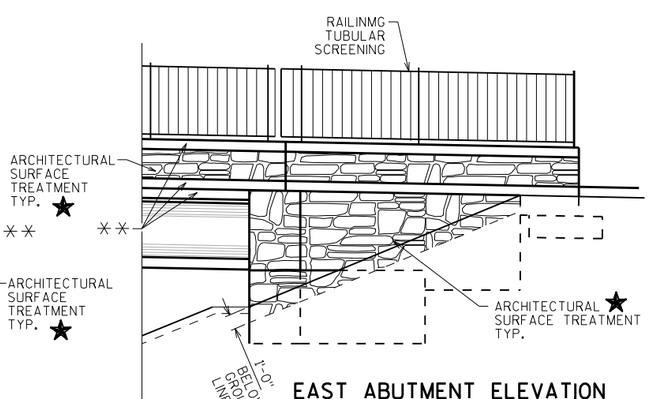
WEST ABUTMENT ELEVATION
LOOKING NORTH



WEST ABUTMENT - LOOKING WEST

EAST ABUTMENT - LOOKING EAST

ABUTMENT ELEVATION



EAST ABUTMENT ELEVATION
LOOKING NORTH

COLOR TABLE	
**	PLAIN CONCRETE, NO STAIN
★	MULTI-COLORED STAIN

NOTE:
MULTI-COLOR STAIN TO LOOK SIMILAR TO WEATHERED LIMESTONE, SIMILAR TO EXISTING BRIDGE B-20-3832.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-20-227

DRAWN BY DDS | PLANS CK'D. ABS

AESTHETIC DETAILS

SHEET 25

502

SCALE = 5

8

8

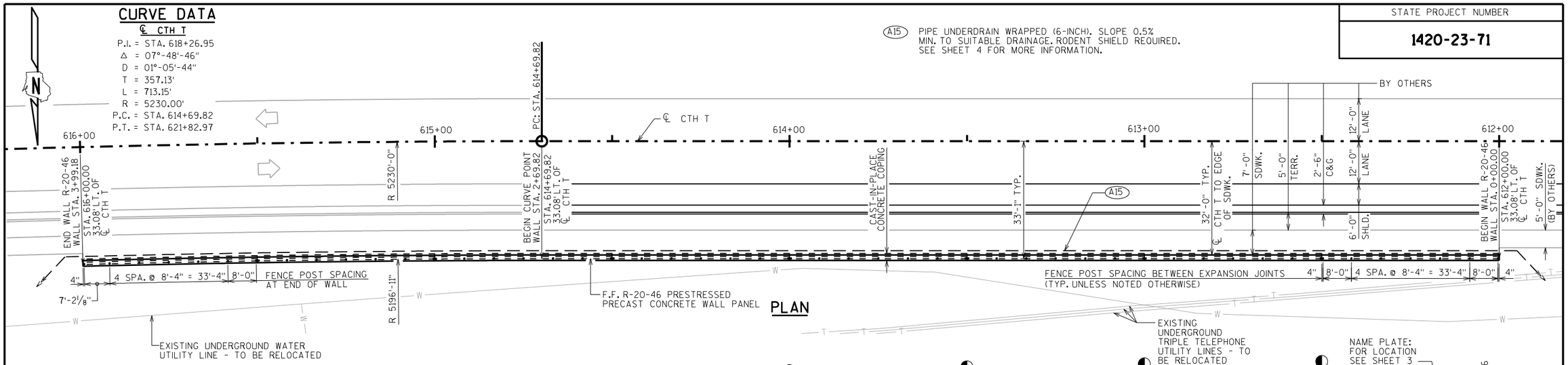
STATE PROJECT NUMBER
1420-23-71

CURVE DATA

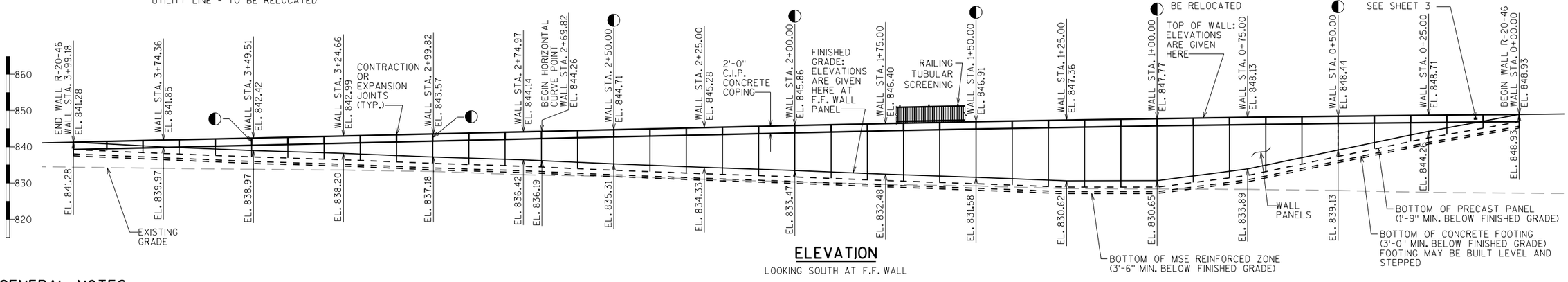
℄ CTH T

P.I. = STA. 618+26.95
Δ = 07°-48'-46"
D = 01°-05'-44"
T = 357.13'
L = 713.15'
R = 5230.00'
P.C. = STA. 614+69.82
P.T. = STA. 621+82.97

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED. SEE SHEET 4 FOR MORE INFORMATION.



PLAN



ELEVATION

LOOKING SOUTH AT F.F. WALL

◐ DENOTES EXPANSION JOINT

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BEVEL ALL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

ALL STATIONING, OFFSETS, AND DIMENSIONS ARE TO THE FRONT FACE OF PRECAST CONCRETE WALL PANEL, UNLESS OTHERWISE NOTED.

BAR STEEL REINFORCEMENT SHALL HAVE 2" CLEAR COVER UNLESS OTHERWISE SHOWN OR NOTED.

ALL BAR STEEL REINFORCEMENT IS TO BE EPOXY COATED, EXCEPT PRECAST WALL PANEL FOOTING AND WALL ANCHOR BLOCK.

THE FIRST OR FIRST TWO DIGITS OF BAR MARK SIGNIFY THE BAR SIZE. BAR DIMENSIONS ARE OUT TO OUT OF BAR.

THESE PLANS ARE FOR A WIRE FACED MECHANICALLY STABILIZED EARTH WALL WITH PRECAST PRESTRESSED CONCRETE FACING PANELS.

HOT DIP GALVANIZE ALL STRUCTURAL STEEL CARBON IN ACCORDANCE WITH ASTM A123 WHERE SHOWN.

FILLER SHALL CONFORM TO THE REQUIREMENTS OF AASHTO DESIGNATION M153 TYPES I, II, OR III, OR M123.

OPTIONAL TRANSVERSE CONSTRUCTION JOINTS ARE PERMITTED IN THE FOOTING WITH A MINIMUM SPACING OF TWO PANEL LENGTHS. FOOTING JOINTS SHALL BE OFFSET A MINIMUM OF 1'-0" FROM WALL JOINTS. RUN BAR STEEL THROUGH FOOTING JOINTS.

THE PLAN QUANTITY FOR THE ITEM "WALL WIRE FACED MECHANICALLY STABILIZED EARTH LRFD/QMP" AND "PRESTRESSED PRECAST CONCRETE WALL PANEL" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF THE WALL AS SHOWN ON PLANS TO THE FINISHED GRADE AT THE FRONT FACE OF THE PRESTRESSED PRECAST WALL PANEL.

THE COST OF FURNISHING AND PLACING THE FOOTING UNDER THE MSE PRECAST WALL PANELS IS INCIDENTAL TO THE BID ITEM "PRESTRESSED PRECAST CONCRETE WALL PANEL".

THE QUANTITY OF CONCRETE MASONRY & REINFORCING STEEL, FOR THE CAST-IN-PLACE COPING, IS INCIDENTAL TO THE ITEM "PRESTRESSED PRECAST CONCRETE WALL PANEL".

DO NOT PERMIT CONCRETE OR FILL TO ACCUMULATE IN THE WALL CAVITY BETWEEN THE WIRE FACED MSE WALL AND PRECAST CONCRETE WALL PANEL.

AT THE BEGINNING AND END OF WALL, SEAL OPENING BETWEEN FACE OF WIRE FACED WALL AND PRECAST CONCRETE WALL PANEL WITH 1'-6" WIDE COLUMN OF CONCRETE. THIS IS INCIDENTAL TO THE ITEM "PRESTRESSED PRECAST CONCRETE WALL PANEL".

THE UPPER LIMITS OF EXCAVATION FOR THIS STRUCTURE SHALL BE THE EXISTING GROUND LINE.

OVER EXCAVATE BELOW THE CONCRETE FOOTING AS DIRECTED BY THE FIELD ENGINEER TO REMOVE ANY UNSUITABLE MATERIAL AND BACKFILL REMOVAL AREAS WITH GRANULAR BACKFILL. WORK SHALL BE INCIDENTAL TO BID ITEM "WALL WIRE FACED MECHANICALLY STABILIZED EARTH LRFD/QMP".

SEE SPECIAL PROVISIONS FOR THE AESTHETIC TREATMENTS TO THE WALL ("CONCRETE STAINING MULTI-COLOR R-20-46" & "ARCHITECTURAL SURFACE TREATMENT"). ALSO SEE SHEET 2 FOR MORE DETAILS.

THE COST OF FURNISHING AND PLACING MSE BACKFILL WITHIN THE REINFORCED SOIL ZONE IS INCIDENTAL TO THE BID ITEM "WALL WIRE FACED MECHANICALLY STABILIZED EARTH LRFD/QMP".

EXPANSION JOINT CALLOUTS AND DIMENSIONS ARE FOR INFORMATION USE ONLY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE LOCATION OF THE EXPANSION JOINTS.

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS AND SHOP DRAWINGS FOR THE RETAINING WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL WIRE FACED MECHANICALLY STABILIZED EARTH LRFD/QMP."

PLANS, ELEVATIONS, AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

THE VOLUME OF EARTHWORK REQUIRED TO INSTALL THE FOOTING, WIRE FACED WALL, MSE BACKFILL, AND SOIL REINFORCEMENT IS INCIDENTAL TO THE BID ITEM "WALL MECHANICALLY STABILIZED EARTH LRFD/QMP."

LIST OF DRAWINGS

1. GENERAL PLAN
2. SOILS, QUANTITIES AND WALL DATA
3. WALL DETAILS 1
4. WALL DETAILS 2
5. RAILING TUBULAR SCREENING
6. SUBSURFACE EXPLORATION

ALLOWABLE WALL SYSTEMS

WALL WIRE FACED MECHANICALLY STABILIZED EARTH LRFD/QMP

DESIGN DATA

THE RETAINING WALL SHALL BE DESIGNED USING THE ELEVATIONS GIVEN ON THIS PLAN.

DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL, AS SHOWN.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 240 PSF.

DESIGN RETAINING WALL FOR A WIND SUCTION LOAD OF 20 PSF ON THE PRECAST PANEL.

THE MAXIMUM VALUE OF THE ANGLE OF INTERNAL FRICTION OF THE WALL BACKFILL MATERIAL IN THE REINFORCED ZONE SHALL BE ASSUMED TO BE 30 DEGREES WITHOUT CERTIFIED TEST VALUES.

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY ——— f'c = 3,500 P.S.I.
PRECAST CONCRETE WALL PANELS ——— f'c = 5,000 P.S.I.
BAR STEEL REINFORCEMENT, GRADE 60 ——— fy = 60,000 P.S.I.
STRUCTURAL CARBON STEEL (ASTM A709, GRADE 36) — fy = 36,000 P.S.I.

STRUCTURE DESIGN CONTACTS:
ADAM SWIERCZEK (608) 267-4593
AARON BONK (608) 261-0261

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES

ACCEPTED William C Dietz — CHIEF STRUCTURES DESIGN ENGINEER — 2/24/15 DATE

STRUCTURE R-20-46

WALL ALONG NORTH SIDE OF CTH T

COUNTY	CITY
FOND DU LAC	FOND DU LAC

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
ABS	APC	JPH/ABS	APC

GENERAL PLAN

SHEET 1 OF 6

503

I.D. 1420-23-00B

DATE: FEB. 2015

SCALE = 14

STATE PROJECT NUMBER

1420-23-71

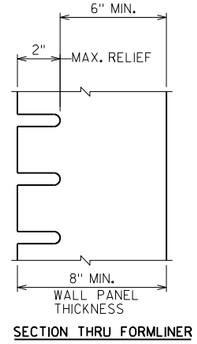
SOIL PARAMETERS

SOIL DESCRIPTION	FRICTION ANGLE (DEGREES)	COHESION (PSF)	UNIT WEIGHT (PCF)
GRANULAR BACKFILL BEHIND THE WALL IN THE REINFORCING ZONE	30	0	120
FILL, GRANULAR BEHIND THE REINFORCING ZONE	30	0	120
BOR-7, STA. 612+66 - 49' LEFT OF CTH T			
TOPSOIL (ELEVATION 827.1 FT TO 824.6 FT)	0	100	120
FAT CLAY, LITTLE SILT, SAND, AND GRAVEL (ELEVATION 824.6 FT TO 800.6 FT)	0	1,100	120
BOR-8, STA. 613+88 - 51' LEFT OF CTH T			
TOPSOIL (ELEVATION 830.5 FT TO 829.6 FT)	0	100	120
FAT CLAY, LITTLE SILT, AND SAND (ELEVATION 829.6 FT TO 823.0 FT)	0	1,100	120
FAT CLAY, LITTLE SILT, SAND, AND GRAVEL (ELEVATION 823.0 FT TO 804.0 FT)	0	1,100	120
BOR-9, STA. 614+99 - 53' LEFT OF CTH T			
TOPSOIL (ELEVATION 830.8 FT TO 829.8 FT)	0	100	120
FAT CLAY, LITTLE SILT, SAND, AND ROOTS (ELEVATION 829.8 FT TO 828.3 FT)	0	1,100	120
FAT CLAY, LITTLE SILT, SAND, AND GRAVEL (ELEVATION 828.3 FT TO 804.3 FT)	0	1,100	120

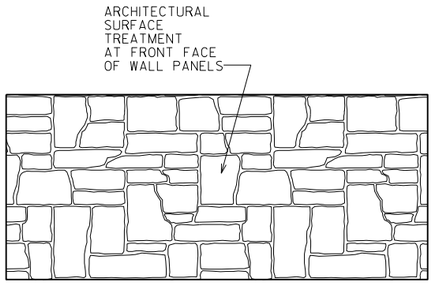
RESULTS OF MSE WALL EXTERNAL STABILITY EVALUATION

DIMENSIONS					
WALL HEIGHT (FEET)[2]	12.8	20.6	18.8	15.9	9.9
EXPOSED WALL HEIGHT (FEET)	9.3	17.1	15.3	12.4	6.4
LENGTH OF REINFORCEMENT (FEET)	10.2	16.5	15.0	12.7	8.0
LENGTH OF REINFORCEMENT TO HEIGHT RATIO	0.8	0.8	0.8	0.8	0.8
BORING LOCATION USED	B-7	B-7	B-8	B-8	B-9
APPROXIMATE STATION	612+50'	613+00'	613+50'	614+00'	615+00'
BACK SLOPE ABOVE WALL	3H:1V	3H:1V	3H:1V	3H:1V	3H:1V
CAPACITY TO DEMAND RATIO (CDR)[3]					
SLIDING (CDR > 1.0)	1.1	1.1	1.1	1.1	1.1
ECCENTRICITY (CDR > 1.0)	1.2	1.2	1.2	1.2	1.2
GLOBAL STABILITY (CDR > 1.0)[5]	N/A[4]	1.1	N/A[4]	N/A[4]	N/A[4]
BEARING RESISTANCE (CDR > 1.0)	2.2	1.5	1.5	1.8	2.5
REQUIRED BEARING CAPACITY	1,700	3,000	2,700	2,300	1,300

NOTES:
1. REFERENCES CTH T STATIONING
2. WALL HEIGHT INCLUDES AN EMBEDMENT OF 3.5 FEET.
3. CDR REQUIREMENTS GIVEN IN CHAPTER 14 OF THE BRIDGE MANUAL.
4. N/A = NOT APPLICABLE, 20.6 FOOT HIGH SECTION WAS DETERMINED TO HAVE A SUITABLE CDR.
5. GLOBAL STABILITY CDR IS CALCULATED IN A PRE-CONSOLIDATION CONDITION AND IS BASED ON THE ASSUMED FOLLOWING CONSTRUCTION SEQUENCE: THE CONTRACTOR WILL BUILD THE WALL FULL HEIGHT BEFORE THE ROADWAY FILLS ARE CONSTRUCTED.



SECTION THRU FORMLINER



"RUSTIC ASHLAR"
FORMLINER THICKNESS = 3"
SIZE = 8" TO 32"
MAX. RELIEF = 2"

FORMLINER DETAILS

APPLY FORMLINER TO THE FRONT FACE OF THE PRESTRESSED PRECAST CONCRETE WALL PANELS, TO A MINIMUM DEPTH OF 1'-0" BELOW FINISHED GRADE. FINISHED STAIN IS TO RESEMBLE A WEATHERED LIMESTONE SIMILAR TO FINISH ON B-20-3832. (SEE SPECIAL PROVISIONS FOR "ARCHITECTURAL SURFACE TREATMENT").

ALL EXTERIOR PLAIN CONCRETE SURFACES ARE NOT TO BE STAINED.

FORMLINER COURSING SHALL BE LEVEL.

THE FORMLINER PATTERN SHALL BE CONTINUOUS ACROSS WALL PANEL JOINTS.

GEOMETRY TABLE

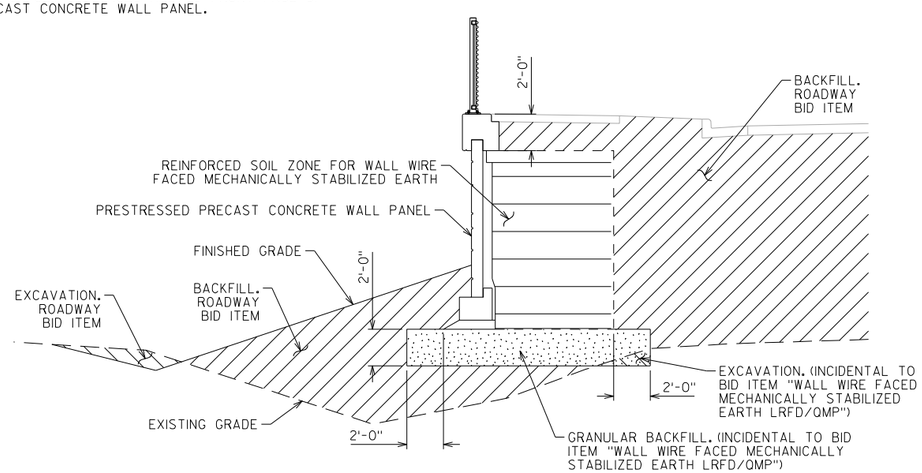
WALL STATION	℄ CTH T STA.	℄ OFFSET TO F.F. OF WALL	TOP OF WALL ELEVATIONS	FINISHED GRADE ELEVATIONS
0+00.00	612+00.00	33.08' LT.	848.93	848.93
0+25.00	612+25.00	33.08' LT.	848.71	844.26
0+50.00	612+50.00	33.08' LT.	848.44	839.13
0+75.00	612+75.00	33.08' LT.	848.13	833.89
1+00.00	613+00.00	33.08' LT.	847.77	830.65
1+25.00	613+25.00	33.08' LT.	847.36	830.62
1+50.00	613+50.00	33.08' LT.	846.91	831.58
1+75.00	613+75.00	33.08' LT.	846.40	832.48
2+00.00	614+00.00	33.08' LT.	845.86	833.47
2+25.00	614+25.00	33.08' LT.	845.28	834.33
2+50.00	614+50.00	33.08' LT.	844.71	835.31
2+69.82	614+69.82	33.08' LT.	844.26	836.19
2+74.97	614+75.00	33.08' LT.	844.14	836.42
2+99.82	615+00.00	33.08' LT.	843.57	837.18
3+24.66	615+25.00	33.08' LT.	842.99	838.20
3+49.51	615+50.00	33.08' LT.	842.42	838.97
3+74.36	615+75.00	33.08' LT.	841.85	839.97
3+99.18	616+00.00	33.08' LT.	841.28	841.28

NOTE: STATIONS & OFFSET DISTANCES ARE TO FRONT FACE OF PRESTRESSED PRECAST CONCRETE WALL PANEL.

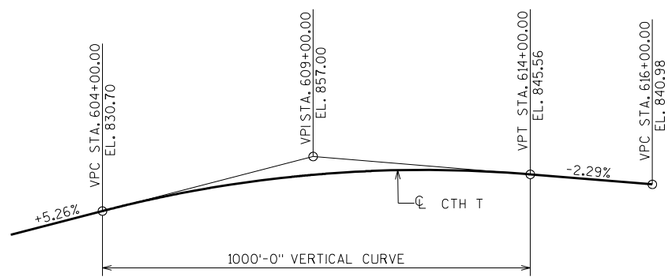
TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	QUANTITY	UNIT
517.1015.S	CONCRETE STAINING MULTI-COLOR R-20-46	3,310	SF
◆ 517.1050.S	ARCHITECTURAL SURFACE TREATMENT R-20-46	3,310	SF
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	430	LF
SPV.0090.09	RAILING TUBULAR SCREENING GALVANIZED R-20-46	400	LF
SPV.0165.01	PRESTRESSED PRECAST CONCRETE WALL PANEL	3,700	SF
SPV.0165.02	WALL WIRE FACED MECHANICALLY STABILIZED EARTH LRFD/QMP	3,700	SF
	NON-BID ITEMS		
	PREFORMED FILLER	¾"	SIZE
	EXPANDED POLYSTYRENE	1"	SIZE
	CLOSED CELL NEOPRENE FILLER	1"X1"	SIZE

◆ TEST PANEL REQUIRED FOR BID ITEM "ARCHITECTURAL SURFACE TREATEMENT R-20-46" TO BE REMOVED BY CONTRACTOR UPON COMPLETION OF CONSTRUCTION.



TYPICAL LIMITS OF EXCAVATION AND BACKFILL



PROFILE GRADE LINE FOR ℄ CTH T

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-20-46

DRAWN BY JPH | PLANS CK'D. APC

SOILS, QUANTITIES & WALL DATA

SHEET 2

504

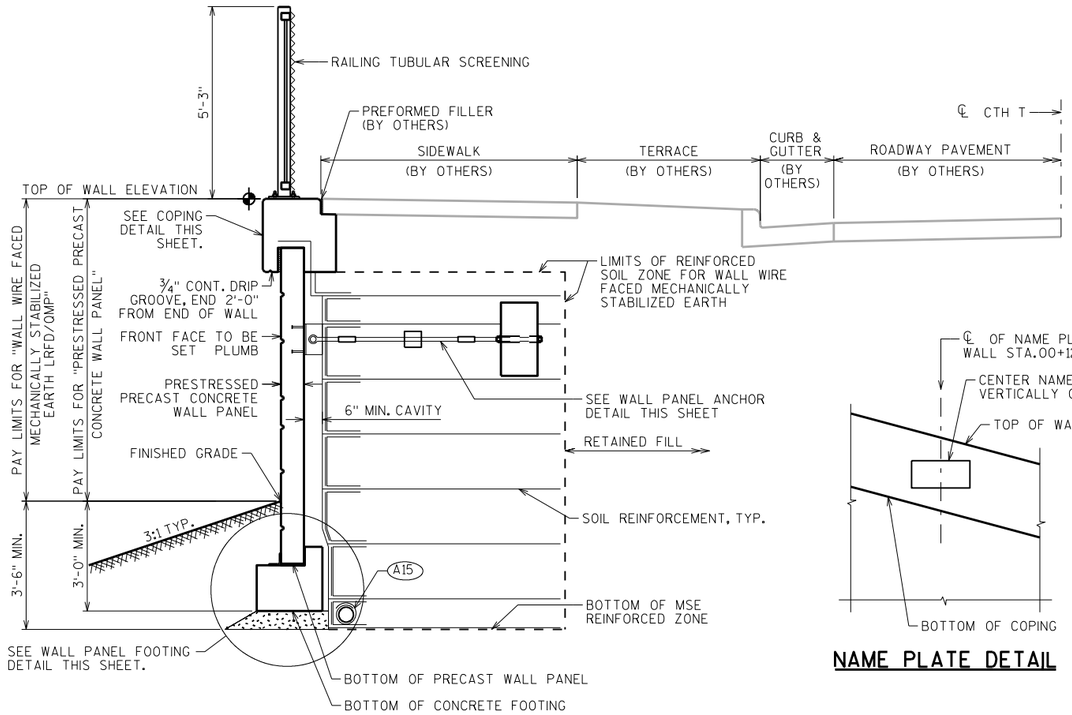
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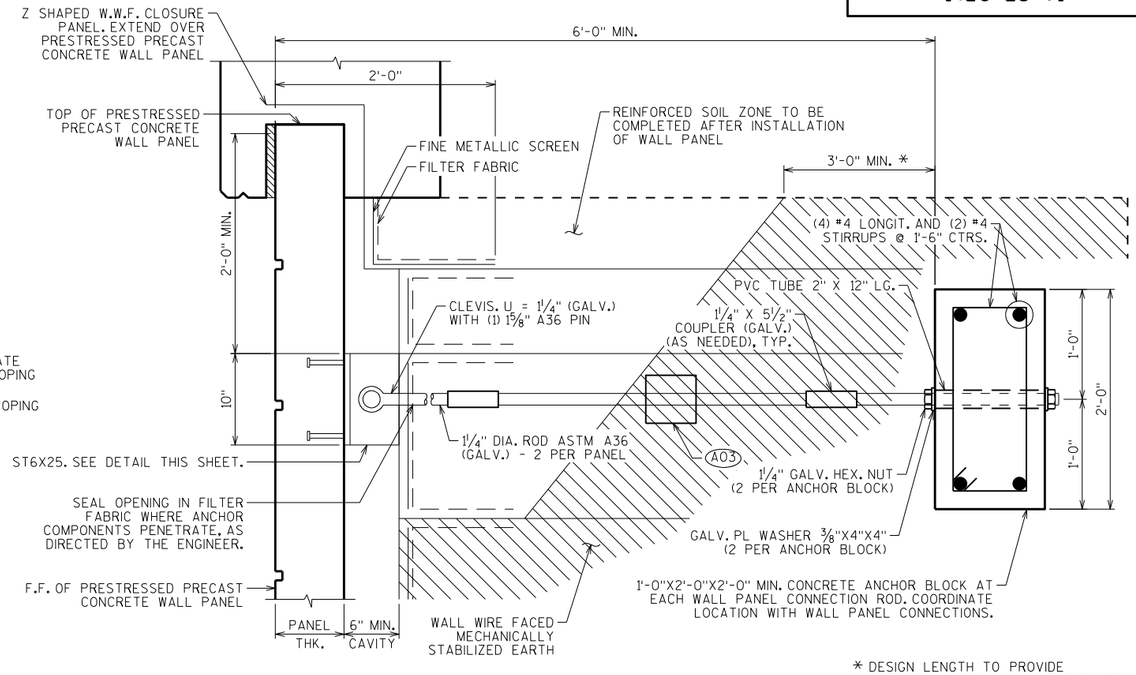
STATE PROJECT NUMBER

1420-23-71



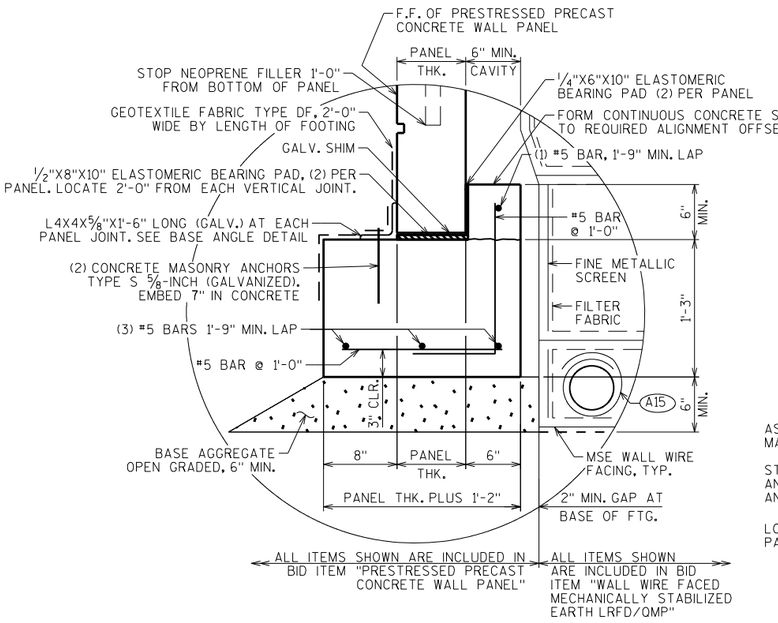
TYPICAL WALL SECTION - LOOKING EAST (UPSTATION)

NAME PLATE DETAIL

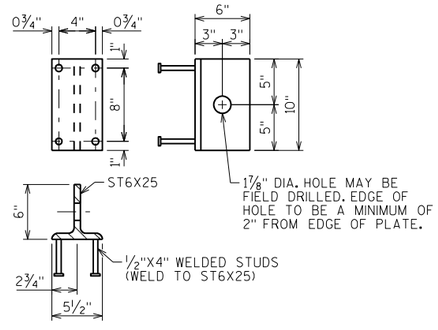


WALL PANEL ANCHOR DETAIL

* DESIGN LENGTH TO PROVIDE REQUIRED HORIZONTAL CAPACITY OF ANCHOR ASSEMBLY. MINIMUM OF 3'-0" OF COMPACTED FILL IN FRONT OF ANCHOR BLOCK PRIOR TO WALL PANEL ERECTION AND ROD TO BE 2'-0" MIN. BELOW FINISHED GRADE.



WALL PANEL FOOTING DETAIL

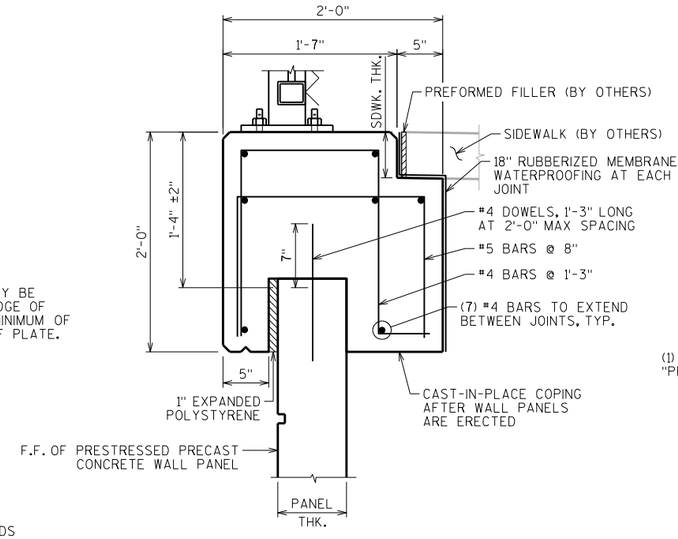


PANEL CONNECTION DETAILS

AS AN ALTERNATIVE, ½" TYPE "S" ANCHORS MAY BE USED IN PLACE OF THE 4" STUDS

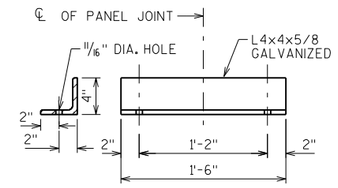
ST6X25 MAY BE WELDED TO ¾" THICK PLATE WITH (4)-½"X4" STUDS ANCHORED IN PRECAST CONCRETE PANEL. RESTORE ZINC COATING AROUND ANY WLEDED AREAS. SUBMIT DETAILS FOR APPROVAL BY THE ENGINEER.

LOCATE 2'-0" FROM EDGE ON 10'-0" PANELS AND 1'-0" FROM EDGE ON PANELS LESS THAN 10'-0".



CAST-IN-PLACE CONCRETE COPING DETAIL

(NOTE: COPING CONCRETE AND REINFORCEMENT INCLUDED IN THE BID ITEM "PRESTRESSED PRECAST CONCRETE WALL PANEL.")



BASE ANGLE DETAILS

(1) AT EACH PANEL JOINT. INCLUDED IN BID ITEM "PRESTRESSED PRECAST CONCRETE WALL PANEL".

(A03) OPTIONAL MULTIDIRECTIONAL CONNECTOR MAY BE USED TO FACILITATE ALIGNMENT AT THE CONNECTION (CONNECTOR TO BE CORROSION RESISTANT AND DEVELOP 100% OF THE ULTIMATE STRENGTH OF 1¼" DIAMETER BAR).

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-20-46

DRAWN BY ABS | PLANS CK'D. APC

WALL DETAILS 1

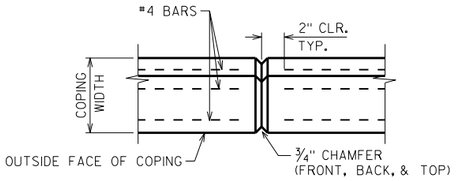
SHEET 3

505

SCALE = 2

STATE PROJECT NUMBER

1420-23-71

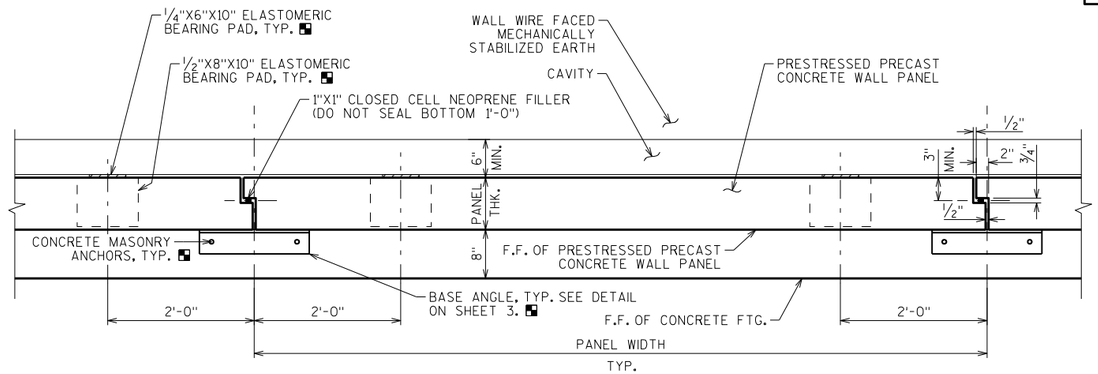


COPING CONTRACTION JOINT

DO NOT RUN BAR STEEL THRU JOINT.

MAX. SPACING OF JOINT = 12' AND MUST LINE UP WITH THE WALL PANEL JOINTS.

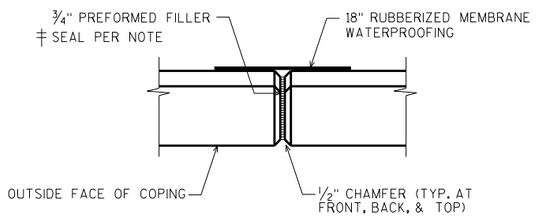
ALL CONTRACTION JOINTS TO EXTEND THE FULL DEPTH OF COPING



TYPICAL WALL PANEL CONNECTION - PLAN VIEW

■ INCIDENTAL TO THE BID ITEM "PRESTRESSED PRECAST CONCRETE WALL PANEL."

‡ SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONC.)



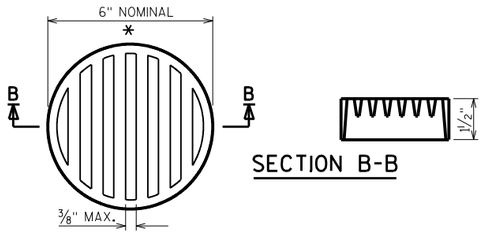
COPING EXPANSION JOINT

DO NOT RUN BAR STEEL THRU JOINT.

MAX. SPACING OF JOINT = 50'-0" AND MUST LINE UP WITH THE WALL PANEL JOINTS.

RUBBERIZED MEMBRANE WATERPROOFING TO EXTEND FROM TOP OF COPING TO 6" BELOW TOP OF WALL PANELS.

ALL EXPANSION JOINTS TO EXTEND THE FULL DEPTH OF COPING.



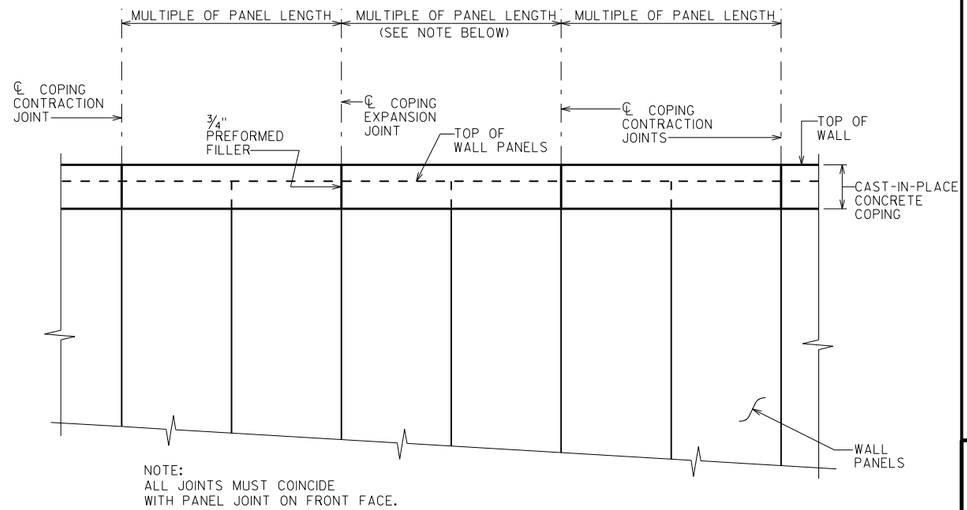
SECTION B-B

RODENT SHIELD DETAIL

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



PARTIAL WALL ELEVATION

LOOKING AT F.F. WALL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-20-46

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WALL DETAILS 2

SHEET 4

506

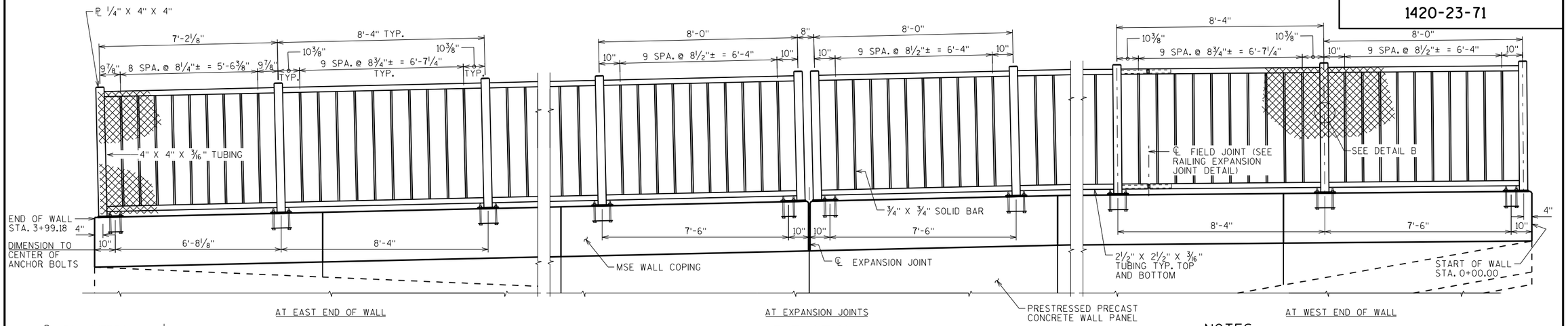
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8

8

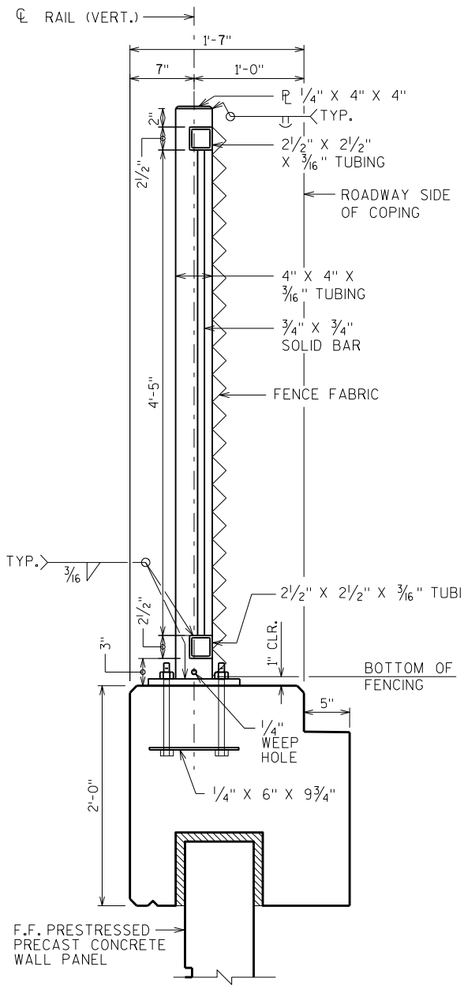
STATE PROJECT NUMBER

1420-23-71

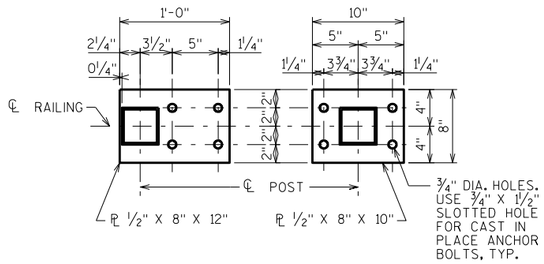


ELEVATION

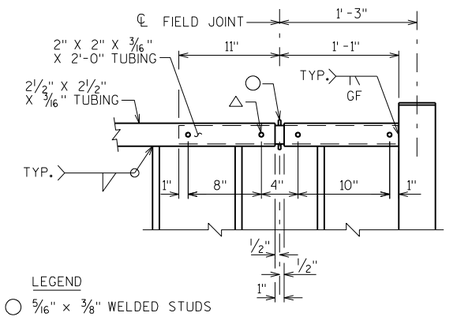
LOOKING SOUTH



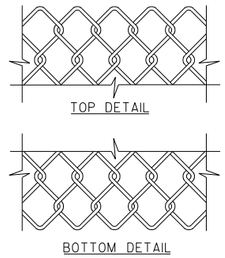
SECTION THRU RAILING



END BASE PLATE BASE PLATE



RAILING EXPANSION JOINT DETAIL



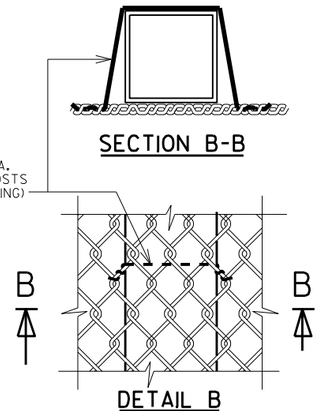
FENCE FABRIC

FABRIC TIE @ 1'-0" MAX. SPA. (TYP. RAIL POSTS & HORIZ. TUBING)

ANCHORAGE DETAIL

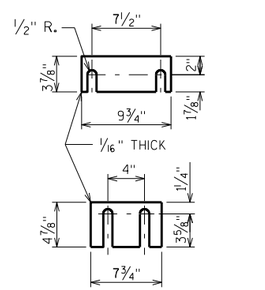
5/8" CAST-IN-PLACE ANCHOR BOLTS. MASONRY ANCHORS MAY BE SUBSTITUTED FOR C.I.P. ANCHOR BOLTS. ANCHORAGE PLATE NOT REQUIRED WHEN TYPE S ANCHORS ARE USED.

MASONRY ANCHOR TYPE S 5/8-INCH. EMBED 7" IN CONCRETE.



SECTION B-B

DETAIL B



SHIM PLATE DETAILS

TWO SHIMS OF EACH SIZE REQUIRED PER POST

NOTES

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

RAILS AND POSTS TO BE ASTM A500, GRADE B. BASE PLATES AND SHIMS TO BE ASTM A709, GRADE 36. ALL GALVANIZED AFTER FABRICATION.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET POSTS NORMAL TO GRADE.

ALL POST SPA. ARE TAKEN HORIZ. ALONG CENTER LINE OF RAILING AT BASE OF POST.

SHIMS SHALL BE USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT.

CAULK AROUND PERIMETER OF BASE PLATES AND FILL PORTION OF SLOTTED HOLES AROUND ANCHOR BOLTS WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

CUT BOTTOM OF POST TO MAKE VERTICAL IN TRANSVERSE DIRECTION.

ANCHOR BOLTS, NUTS AND WASHERS SHALL BE EITHER STAINLESS STEEL OR ASTM 307. IF 307 IS USED, ANCHOR BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED.

RAILING TO BE PAINTED AND FENCE FABRIC AND TIES TO BE POLYMER COATED. FABRIC SHALL CONFORM TO ASTM F668, CLASS 2B. THE COLOR OF POLYMER COATING FOR THIS STRUCTURE SHALL BE BLACK IN ACCORDANCE WITH ASTM F934.

BID ITEM SHALL BE "RAILING TUBULAR SCREENING GALVANIZED R-20-46" WHICH SHALL INCLUDE ALL ITEMS SHOWN.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE NOT MORE THAN 3 POSTS.

VENT HOLES SHALL BE DRILLED IN MEMBERS AS REQUIRED TO FACILITATE GALVANIZING.

ALL MATERIAL SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING ALL STEEL RAILING POSTS AND STEEL TUBING SHALL BE GIVEN A #6 BLAST CLEANING BY SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH APPROVED TIE COAT AND TOPCOAT.

THE END OF THE FABRIC SHALL BE ATTACHED TO THE POST BY MEANS OF A TENSION BAR THREADED THROUGH THE END LOOPS OF THE FABRIC AND SECURED TO THE POST WITH CLAMPS & BOLT. THE FABRIC SHALL BE STRETCHED TO REMOVE ALL SLACK.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-20-46

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RAILING TUBULAR SCREENING

SHEET 5

507

SCALE = 1:0

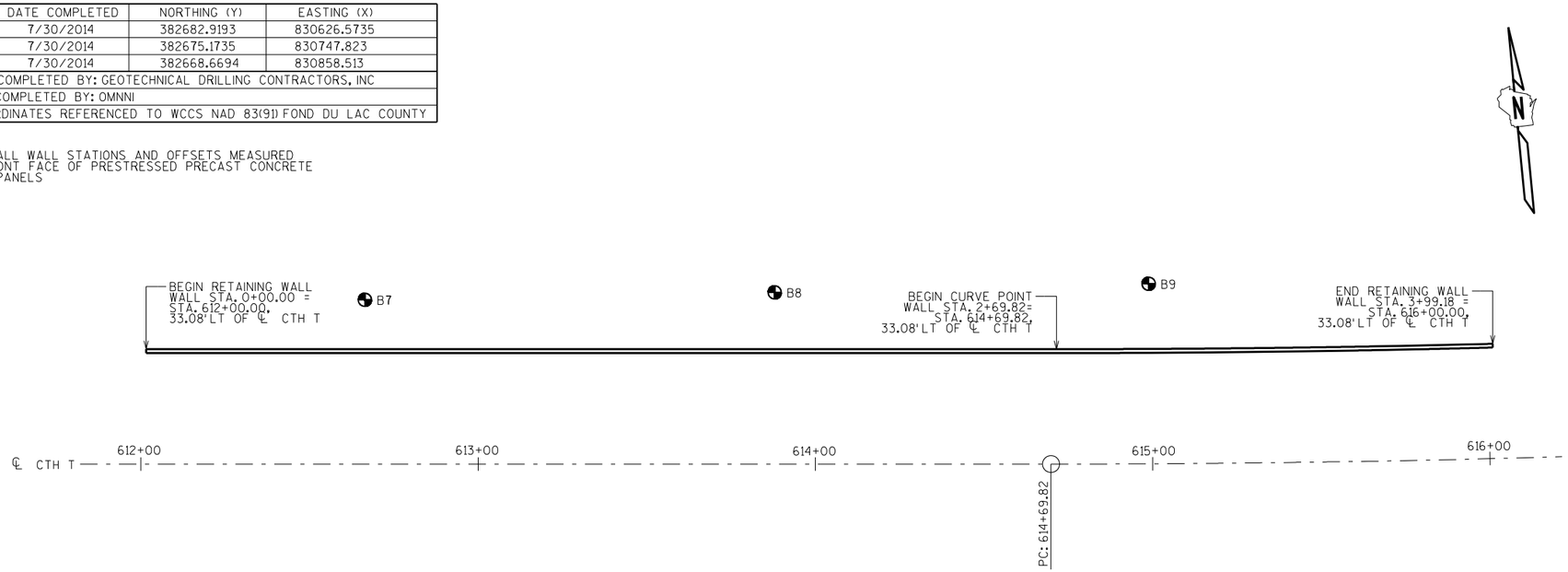
SCREENING
7-13

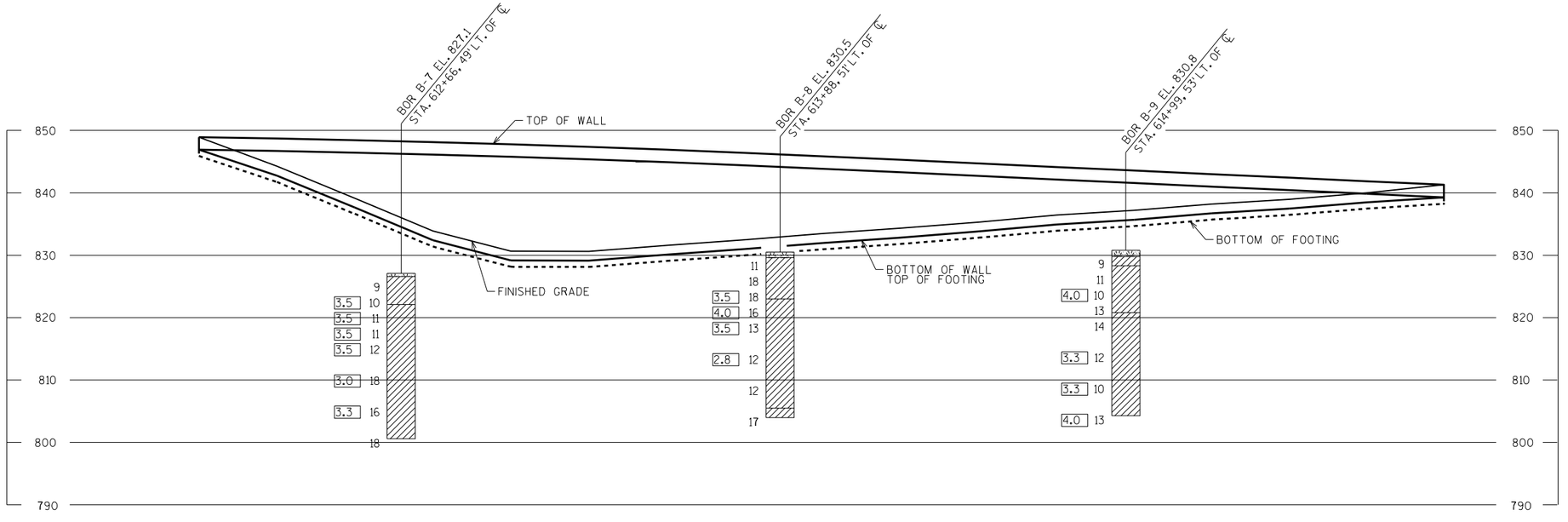
8

8

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
7	7/30/2014	382682.9193	830626.5735
8	7/30/2014	382675.1735	830747.823
9	7/30/2014	382668.6694	830858.513
BORINGS COMPLETED BY: GEOTECHNICAL DRILLING CONTRACTORS, INC			
REPORT COMPLETED BY: OMNNI			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) FOND DU LAC COUNTY			

NOTE: ALL WALL STATIONS AND OFFSETS MEASURED TO FRONT FACE OF PRESTRESSED PRECAST CONCRETE WALL PANELS





8

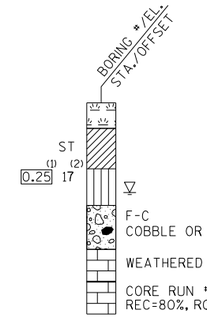
STATE PROJECT NUMBER

1420-23-71

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- ▽ AT TIME OF DRILLING
- ▼ END OF DRILLING
- ▽ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-20-46

DRAWN BY PR/ABS | PLANS CK'D. APC

SUBSURFACE EXPLORATION

SHEET 6

508

SCALE = 40

DIVISION 1 - CTH T

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
593+00	59300		0	0	0	0	0	0	0
593+50	59350	50	91	58	84	53	84	67	18
594+00	59400	50	84	56	162	105	247	198	48
594+50	59450	50	95	59	166	106	412	331	81
595+00	59500	50	96	63	177	113	589	473	116
595+50	59550	50	85	58	167	112	756	613	144
595+73	59573	23	63	58	64	50	820	675	145
596+00	59600	27	66	54	64	55	884	745	139
596+50	59650	50	18	136	78	176	962	965	-3
597+00	59700	50	62	99	74	218	1036	1238	-201
597+10	59710	10	58	123	22	41	1058	1288	-230
597+50	59750	40	67	135	93	192	1151	1528	-377
598+00	59800	50	83	189	139	300	1291	1903	-613
598+50	59850	50	80	314	151	465	1442	2485	-1043
598+65	59865	15	57	411	39	207	1481	2744	-1262
599+00	59900	35	62	517	77	595	1558	3487	-1929
599+50	59950	50	54	764	108	1415	1665	5256	-3590
600+00	60000	50	14	1101	63	1727	1728	7415	-5687
600+50	60050	50	8	1449	20	2362	1748	10367	-8619
600+57	60057	7	7	1481	2	387	1750	10851	-9101
601+00	60100	43	24	1481	25	2352	1775	13790	-12016
601+50	60150	50	36	1679	55	2926	1830	17448	-15618
602+00	60200	50	111	2035	136	3439	1966	21747	-19781
602+50	60250	50	0	1796	102	3548	2068	26182	-24113
603+00	60300	50	0	1464	0	3019	2068	29955	-27886
603+50	60350	50	0	2364	0	3544	2068	34385	-32316
604+00	60400	50	25	2548	23	4548	2092	40070	-37978
604+50	60450	50	28	2772	50	4926	2141	46228	-44087
605+00	60500	50	8	3389	34	5704	2175	53359	-51183
605+50	60550	50	10	3767	17	6626	2192	61641	-59449
606+00	60600	50	15	4027	24	7217	2216	70663	-68446
606+50	60650	50	26	4185	39	7604	2255	80167	-77912
607+00	60700	50	0	4198	24	7762	2279	89870	-87591
607+50	60750	50	0	3644	0	7262	2279	98947	-96668
607+90	60790	40	0	1711	0	4014	2279	103965	-101686
			COLUMN TOTALS		2279	83172			

NOTES

1 - CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
2 - FILL	DOES NOT INCLUDE PAVEMENT EXCAVATION VOLUME.
3 - MASS ORDINATE	[(CUT) - ((FILL) * FILL FACTOR)]

DIVISION 1 - COUNTRY CREEK DRIVE

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
10+50	1050		0	0	0	0	0	0	0
11+00	1100	50	29	1	27	1	27	1	26
11+50	1150	50	8	44	34	42	61	54	7
12+00	1200	50	20	203	26	229	88	340	-252
12+50	1250	50	42	389	58	548	145	1024	-879
13+00	1300	50	53	629	88	942	234	2202	-1968
13+50	1350	50	85	894	128	1410	362	3964	-3602
14+00	1400	50	13	1214	90	1952	452	6403	-5951
14+50	1450	50	0	1193	12	2229	464	9189	-8725
15+00	1500	50	0	603	0	1663	464	11268	-10804
				COLUMN TOTALS	464	9014			

DIVISION 1 - DRIVEWAY A

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
15+00	1500		0	402	0	0	0	0	0
15+50	1550	50	0	1013	0	1310	0	1638	-1638
16+00	1600	50	7	1699	6	2511	6	4777	-4770
16+50	1650	50	20	983	25	2484	32	7882	-7850
17+00	1700	50	35	547	52	1416	83	9652	-9569
17+50	1750	50	48	189	77	681	161	10503	-10343
18+00	1800	50	63	36	103	208	264	10764	-10500
18+50	1850	50	46	0	101	33	365	10805	-10440
19+00	1900	50	33	0	73	0	437	10805	-10368
				COLUMN TOTALS	437	8644			

DIVISION 1 - PRAIRIE TRAIL CTH T

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
40+37	4037		0	0	0	0	0	0	0
40+50	4050	13	0	475	0	113	0	141	-141
41+00	4100	50	0	898	0	1271	0	1729	-1729
41+50	4150	50	2	1151	2	1897	2	4101	-4099
42+00	4200	50	33	1171	33	2150	34	6789	-6754
42+50	4250	50	25	1025	54	2034	89	9331	-9242
43+00	4300	50	17	880	40	1764	128	11536	-11407
43+50	4350	50	12	716	28	1478	156	13383	-13227
44+00	4400	50	15	512	25	1137	181	14804	-14623
44+50	4450	50	16	322	29	773	210	15770	-15560
45+00	4500	50	21	181	35	466	245	16352	-16107
45+50	4550	50	13	94	32	254	276	16670	-16393
45+76	4576	26	13	94	12	89	289	16782	-16493
				COLUMN TOTALS	289	13425			

NOTES	
1 - CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
2 - FILL	DOES NOT INCLUDE PAVEMENT EXCAVATION VOLUME.
3 - MASS ORDINATE	[(CUT) - ((FILL) * FILL FACTOR)]

DIVISION 1 - PRAIRIE TRAIL USH 151

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
51+75	5175		0	0	0	0	0	0	0
52+00	5200	25	8	43	4	20	4	25	-21
52+50	5250	50	10	260	17	280	21	375	-355
53+00	5300	50	52	175	58	403	78	879	-801
53+50	5350	50	14	123	61	276	139	1225	-1086
54+00	5400	50	5	214	18	313	157	1616	-1458
54+50	5450	50	0	263	5	442	162	2168	-2006
55+00	5500	50	0	59	0	298	162	2541	-2378
55+50	5550	50	0	100	0	147	162	2724	-2562
56+00	5600	50	0	48	0	137	162	2896	-2733
56+50	5650	50	0	11	0	55	162	2964	-2802
57+00	5700	50	0	0	0	10	162	2977	-2815
				COLUMN TOTALS	162	2382			

DIVISION 1 - CTH T TEMPORARY

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
702+03	70203		0	0	0	0	0	0	0
702+50	70250	47	15	9	13	7	13	9	4
703+00	70300	50	10	13	23	20	36	35	2
703+50	70350	50	14	15	22	26	58	67	-9
704+00	70400	50	12	11	24	24	83	97	-15
704+50	70450	50	10	7	21	16	103	118	-14
705+00	70500	50	13	1	22	7	125	127	-1
705+50	70550	50	11	1	22	2	148	129	19
706+00	70600	50	12	2	21	3	169	133	36
706+50	70650	50	10	3	20	4	189	138	51
707+00	70700	50	7	2	15	5	204	144	60
707+50	70750	50	6	0	12	2	216	147	69
708+00	70800	50	6	0	11	0	226	147	80
				COLUMN TOTALS	226	117			

DIVISION 1 - COUNTRY CREEK DRIVE TEMPORARY

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
21+49	2149		0	0	0	0	0	0	0
21+50	2150	1	13	3	0	0	0	0	0
22+00	2200	50	33	2	42	5	43	6	37
22+50	2250	50	77	0	102	2	145	9	136
23+00	2300	50	101	0	165	0	310	9	301
23+50	2350	50	126	0	211	0	520	9	512
24+00	2400	50	95	0	205	0	725	9	716
24+44	2444	44	2	0	78	0	803	9	795
				COLUMN TOTALS	803	7			

NOTES	
1 - CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
2 - FILL	DOES NOT INCLUDE PAVEMENT EXCAVATION VOLUME.
3 - MASS ORDINATE	[(CUT) - ((FILL) * FILL FACTOR)]

DIVISION 1 - PRAIRIE TRAIL TEMPORARY

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
82+11	8211		0	0	0	0	0	0	0
82+25	8225	14	2	15	1	4	1	5	-4
82+50	8250	25	2	82	2	45	3	61	-58
82+75	8275	25	0	182	1	122	3	213	-210
83+00	8300	25	8	0	4	84	7	319	-311
83+25	8325	25	0	0	4	0	11	319	-308
83+50	8350	25	0	0	0	0	11	319	-308
83+75	8375	25	34	0	16	0	26	319	-292
84+00	8400	25	8	39	19	18	46	341	-296
84+25	8425	25	5	9	6	23	52	370	-318
84+32	8432	7	0	0	1	1	53	371	-318
				COLUMN TOTALS	53	297			

DIVISION 1 - DRIVEWAY A TEMPORARY

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
89+78	8978		0	0	0	0	0	0	0
90+00	9000	22	0	6	0	3	0	3	-3
90+50	9050	50	5	0	5	6	5	11	-6
91+00	9100	50	11	0	15	0	20	11	8
91+50	9150	50	8	0	18	0	37	11	26
92+00	9200	50	6	0	13	0	50	11	39
92+50	9250	50	3	1	8	1	58	12	46
93+00	9300	50	0	5	3	5	61	19	42
93+50	9350	50	0	11	0	15	61	37	23
94+00	9400	50	0	27	0	35	61	82	-21
94+50	9450	50	7	42	6	64	67	162	-95
95+00	9500	50	9	47	15	82	82	265	-183
95+50	9550	50	24	46	30	87	113	373	-260
96+00	9600	50	35	48	54	88	167	482	-316
96+50	9650	50	13	89	45	127	211	641	-429
97+00	9700	50	10	15	22	96	234	761	-527
97+50	9750	50	1	1	11	2	244	764	-519
98+00	9800	50	5	0	5	1	250	765	-516
98+50	9850	50	0	2	5	2	255	767	-513
99+00	9900	50	6	0	6	2	260	769	-509
99+44	9944	44	0	0	5	0	265	769	-504
				COLUMN TOTALS	265	615			

NOTES	
1 - CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
2 - FILL	DOES NOT INCLUDE PAVEMENT EXCAVATION VOLUME.
3 - MASS ORDINATE	[(CUT) - ((FILL) * FILL FACTOR)]

DIVISION 2 - CTH T

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
610+22	61022		30	3274	0	0	0	0	0
610+50	61050	28	41	2815	37	3172	37	3965	-3923
611+00	61100	50	72	3179	104	5550	141	10903	-10756
611+50	61150	50	74	3026	135	5746	276	18085	-17804
612+00	61200	50	65	2820	129	5413	404	24852	-24442
612+50	61250	50	62	2187	118	4636	522	30647	-30119
613+00	61300	50	18	1765	75	3659	597	35221	-34618
613+50	61350	50	41	1525	55	3046	652	39029	-38371
614+00	61400	50	57	1287	91	2604	742	42283	-41535
614+50	61450	50	55	1079	104	2190	846	45021	-44169
615+00	61500	50	57	902	104	1834	950	47313	-46358
615+50	61550	50	60	758	108	1537	1058	49235	-48170
616+00	61600	50	46	661	97	1314	1156	50877	-49715
616+50	61650	50	29	516	69	1089	1225	52239	-51008
617+00	61700	50	23	388	49	837	1274	53285	-52005
617+50	61750	50	17	240	38	581	1311	54012	-52694
618+00	61800	50	20	190	35	398	1346	54509	-53157
618+50	61850	50	45	196	60	357	1406	54955	-53543
619+00	61900	50	54	174	92	343	1498	55384	-53881
619+50	61950	50	71	149	116	299	1613	55758	-54139
620+00	62000	50	69	141	129	268	1742	56093	-54345
620+50	62050	50	64	152	123	271	1866	56432	-54561
621+00	62100	50	60	165	115	293	1980	56799	-54813
621+50	62150	50	72	144	121	286	2102	57155	-55048
622+00	62200	50	93	116	153	241	2254	57456	-55196
622+50	62250	50	107	85	185	186	2439	57689	-55244
623+00	62300	50	122	71	212	144	2651	57869	-55212
623+50	62350	50	131	69	235	129	2886	58030	-55139
624+00	62400	50	148	59	258	118	3144	58178	-55028
624+50	62450	50	142	55	268	106	3412	58310	-54891
625+00	62500	50	132	68	254	115	3666	58453	-54781
625+50	62550	50	143	33	255	94	3921	58570	-54643
625+58	62558	8	146	32	42	9	3963	58582	-54613
626+00	62600	42	142	66	224	76	4187	58677	-54484
626+50	62650	50	126	40	248	97	4435	58798	-54357
627+00	62700	50	115	27	223	62	4658	58876	-54212
627+50	62750	50	99	43	198	65	4856	58957	-54095
628+00	62800	50	41	0	130	40	4986	59006	-54014
628+13	62813	13	0	0	10	0	4996	59006	-54004
			COLUMN TOTALS		4996	47205			

NOTES	
1 - CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
2 - FILL	DOES NOT INCLUDE PAVEMENT EXCAVATION VOLUME.
3 - MASS ORDINATE	[(CUT) - ((FILL) * FILL FACTOR)]

DIVISION 2 - FOURTH STREET WAY

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
30+00	3000		0	107	0	0	0	0	0
30+50	3050	50	0	147	0	235	0	294	-294
31+00	3100	50	1	148	1	273	1	635	-634
31+50	3150	50	30	63	29	195	29	879	-850
32+00	3200	50	49	32	73	88	102	989	-886
32+50	3250	50	53	18	95	46	197	1047	-850
32+75	3275	25	0	0	25	8	222	1057	-836
				COLUMN TOTALS	222	846			

DIVISION 2 - CTH K

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
68+59	6859		0	0	0	0	0	0	0
69+00	6900	41	32	6	25	5	25	6	18
69+50	6950	50	10	0	39	6	63	14	50
70+00	7000	50	12	0	20	0	83	14	69
70+50	7050	50	14	22	24	20	107	39	68
71+00	7100	50	12	8	24	27	131	73	58
71+50	7150	50	14	5	24	12	154	87	67
71+58	7158	8	0	0	2	1	157	88	68
				COLUMN TOTALS	157	71			

NOTES	
1 - CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
2 - FILL	DOES NOT INCLUDE PAVEMENT EXCAVATION VOLUME.
3 - MASS ORDINATE	[(CUT) - ((FILL) * FILL FACTOR)]

9

9

DIVISION 3 - USH 151

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
298+85	29885		0	0	0	0	0	0	0
299+00	29900	15	54	4	15	1	15	1	14
299+50	29950	50	50	6	96	9	111	13	98
300+00	30000	50	48	15	91	20	202	38	164
300+50	30050	50	58	1	99	14	301	56	245
301+00	30100	50	65	3	115	4	415	60	355
301+50	30150	50	76	2	131	5	546	67	480
302+00	30200	50	78	1	143	3	690	71	619
302+50	30250	50	78	1	145	2	835	73	762
303+00	30300	50	68	9	135	8	970	83	886
303+50	30350	50	61	0	119	8	1089	94	996
304+00	30400	50	65	102	116	95	1205	212	993
304+50	30450	50	69	369	124	437	1329	758	571
305+00	30500	50	81	386	139	700	1468	1633	-166
305+50	30550	50	82	326	151	660	1618	2458	-839
306+00	30600	50	76	122	146	415	1765	2976	-1212
306+50	30650	50	74	8	139	16	1903	2996	-1092
307+00	30700	50	71	14	133	21	2037	3022	-985
307+50	30750	50	56	52	117	61	2154	3098	-945
308+00	30800	50	59	25	106	71	2260	3188	-928
308+50	30850	50	78	3	126	26	2386	3220	-834
309+00	30900	50	119	0	182	3	2568	3223	-655
309+50	30950	50	74	0	179	0	2747	3223	-476
310+00	31000	50	72	1	135	1	2881	3224	-343
310+50	31050	50	56	3	119	3	3000	3228	-228
311+00	31100	50	44	5	93	7	3093	3237	-144
311+50	31150	50	38	6	75	10	3168	3250	-82
311+80	31180	30	0	0	21	4	3189	3255	-65
			COLUMN TOTALS		3189	2604			

NOTES	
1 - CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
2 - FILL	DOES NOT INCLUDE PAVEMENT EXCAVATION VOLUME.
3 - MASS ORDINATE	[(CUT) - ((FILL) * FILL FACTOR)]

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged / Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged / Unusable Pavement Material Note 2	Cumulative Vol (CY) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.10	Mass Ordinate Note 8
277+50	27750.00	0.00	0.00	0.00	357.60	0	0	0	0	0	0.00
278+00	27800.00	50.00	0.00	0.00	534.28	0	0	826	0	908	-908.40
279+00	27900.00	100.00	0.62	0.00	940.12	1	0	2,730	1	3,912	-3,910.67
279+50	27950.00	50.00	0.00	0.00	1208.00	1	0	1,989	2	6,100	-6,097.99
280+00	28000.00	50.00	0.00	0.00	1383.06	0	0	2,399	2	8,739	-8,737.03
281+00	28100.00	100.00	0.00	0.00	1550.06	0	0	5,432	2	14,714	-14,711.89
282+00	28200.00	100.00	0.00	0.00	1815.21	0	0	6,232	2	21,569	-21,567.07
282+25	28225.00	25.00	0.00	0.00	1838.49	0	0	1,692	2	23,429	-23,427.75
283+00	28300.00	75.00	0.00	0.00	1940.23	0	0	5,248	2	29,203	-29,200.78
284+00	28400.00	100.00	0.00	0.00	2054.66	0	0	7,398	2	37,340	-37,338.52
285+00	28500.00	100.00	0.00	0.00	2250.10	0	0	7,972	2	46,109	-46,107.47
286+00	28600.00	100.00	0.00	0.00	2475.40	0	0	8,751	2	55,735	-55,733.49
286+50	28650.00	50.00	0.00	0.00	2152.52	0	0	4,285	2	60,449	-60,447.11
287+00	28700.00	50.00	0.00	0.00	2504.03	0	0	4,312	2	65,192	-65,189.89
287+25	28725.00	25.00	0.00	0.00	2841.90	0	0	2,475	2	67,914	-67,912.36
NB OFF-RAMP						2	0	61,740			

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged / Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged / Unusable Pavement Material Note 2	Cumulative Vol (CY) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.10	Mass Ordinate Note 8
269+75	26975.00	0.00	0.00	0.00	2064.01	0	0	0	0	0	0.00
270+00	27000.00	25.00	0.00	0.00	1691.94	0	0	1,739	0	1,913	-1,912.75
270+50	27050.00	50.00	0.00	0.00	1647.55	0	0	3,092	0	5,314	-5,314.08
271+00	27100.00	50.00	0.00	0.00	1764.81	0	0	3,160	0	8,790	-8,789.63
272+00	27200.00	100.00	0.05	0.00	2798.08	0	0	8,450	0	18,084	-18,084.32
273+00	27300.00	100.00	0.00	0.00	2949.80	0	0	10,644	0	29,793	-29,792.86
274+00	27400.00	100.00	0.00	0.00	2917.10	0	0	10,865	0	41,744	-41,743.96
275+00	27500.00	100.00	0.00	0.00	2818.33	0	0	10,621	0	53,427	-53,427.26
275+71.36	27571.36	71.36	0.00	0.00	2623.73	0	0	7,191	0	61,338	-61,337.71
276+00	27600.00	28.64	0.00	0.00	2446.50	0	0	2,689	0	64,296	-64,295.98
277+00	27700.00	100.00	0.04	0.00	2142.98	0	0	8,499	0	73,645	-73,644.87
278+00	27800.00	100.00	0.00	0.00	1862.87	0	0	7,418	0	81,805	-81,804.87
279+00	27900.00	100.00	0.00	0.00	1684.89	0	0	6,570	0	89,032	-89,031.79
280+00	28000.00	100.00	0.00	0.00	1429.13	0	0	5,767	0	95,375	-95,375.16
281+00	28100.00	100.00	0.00	0.00	1217.76	0	0	4,902	0	100,767	-100,766.97
282+00	28200.00	100.00	0.00	0.00	948.50	0	0	4,012	0	105,180	-105,179.71
283+00	28300.00	100.00	0.00	0.00	379.18	0	0	2,459	0	107,885	-107,884.23
283+50	28350.00	50.00	0.00	0.00	196.53	0	0	533	0	108,471	-108,470.61
NB ON-RAMP						0	0	98,610			

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.10	Mass Ordinate Note 8
91+50	9150.00	0.00	58.32	0.00	17.61	0	0	0	0	0	0.00
92+00	9200.00	50.00	73.98	0.00	9.71	123	0	25	123	28	94.68
93+00	9300.00	100.00	73.77	0.00	0.00	274	0	18	396	48	348.51
94+00	9400.00	100.00	0.00	0.00	0.00	137	0	0	533	48	485.13
95+00	9500.00	100.00	96.37	0.00	0.00	178	0	0	711	48	663.58
95+15	9515.00	15.00	113.37	0.00	1.15	58	0	0	769	48	721.49
95+25	9525.00	10.00	132.16	0.00	0.12	45	0	0	815	48	766.70
95+58	9558.00	33.00	152.75	0.00	0.04	174	0	0	989	48	940.71
95+75	9575.00	17.00	134.49	0.00	0.02	90	0	0	1,079	48	1,031.11
95+90	9590.00	15.00	99.68	0.00	9.04	65	0	3	1,145	51	1,093.39
96+00	9600.00	10.00	99.98	0.00	2.55	37	0	2	1,181	53	1,128.01
97+00	9700.00	100.00	125.84	0.00	0.40	418	0	5	1,600	59	1,540.17
98+00	9800.00	100.00	100.85	0.00	50.79	420	0	95	2,019	164	1,855.68
98+55	9855.00	55.00	59.62	0.00	83.02	163	0	136	2,183	314	1,869.20
98+75	9875.00	20.00	23.31	0.00	125.51	31	0	77	2,214	399	1,814.96
OLD CTH V - SOUTH						2,214	0	362			

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.10	Mass Ordinate Note 8
133+00	13300.00	0.00	1.03	0.00	2677.84	0	0	0	0	0	0.00
133+50	13350.00	50.00	0.02	0.00	2397.82	1	0	4,700	1	5,170	-5,168.67
134+00	13400.00	50.00	0.44	0.00	2076.95	0	0	4,143	1	9,727	-9,725.88
134+50	13450.00	50.00	5.99	0.00	1732.74	6	0	3,527	7	13,608	-13,600.17
135+00	13500.00	50.00	35.16	0.00	1294.04	38	0	2,803	45	16,690	-16,644.90
135+50	13550.00	50.00	48.19	0.00	1079.35	77	0	2,198	123	19,108	-18,985.06
136+00	13600.00	50.00	33.34	0.00	913.80	75	0	1,846	198	21,138	-20,939.62
136+50	13650.00	50.00	71.71	0.00	603.67	97	0	1,405	295	22,683	-22,387.93
136+75	13675.00	25.00	41.03	0.00	598.52	52	0	557	348	23,296	-22,947.96
CTH V - NB						348	0	21,178			

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged / Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged / Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.10	Mass Ordinate Note 8
106+92.58	10692.58	0.00	39.80	0.00	0.00	0	0	0	0	0	0.00
107+00	10700.00	7.42	76.98	0.00	2.26	16	0	0	16	0	15.70
107+50	10750.00	50.00	65.53	0.00	2.16	132	0	4	148	5	143.16
108+00	10800.00	50.00	94.84	0.00	0.00	148	0	2	296	7	289.44
108+50	10850.00	50.00	73.31	0.00	3.67	156	0	3	452	11	441.39
109+00	10900.00	50.00	69.80	0.00	12.08	133	0	15	585	27	557.84
109+50	10950.00	50.00	71.22	0.00	40.44	131	0	49	715	80	634.92
110+00	11000.00	50.00	95.67	0.00	78.70	155	0	110	870	202	668.11
110+50	11050.00	50.00	122.42	0.00	136.79	202	0	200	1,072	421	650.57
111+00	11100.00	50.00	152.73	0.00	196.15	255	0	308	1,326	760	566.23
111+50	11150.00	50.00	58.21	0.00	245.71	195	0	409	1,522	1,210	311.50
112+00	11200.00	50.00	17.43	0.00	284.28	70	0	491	1,592	1,750	-158.26
112+50	11250.00	50.00	15.80	0.00	325.43	31	0	565	1,623	2,371	-748.49
113+00	11300.00	50.00	16.42	0.00	375.72	30	0	649	1,652	3,085	-1,432.78
113+50	11350.00	50.00	23.08	0.00	571.30	37	0	877	1,689	4,050	-2,360.76
113+60	11360.00	10.00	7.02	0.00	635.52	6	0	223	1,695	4,296	-2,601.02
113+75	11375.00	15.00	0.00	0.00	660.36	2	0	360	1,697	4,692	-2,995.04
113+85	11385.00	10.00	0.00	0.00	644.17	0	0	242	1,697	4,957	-3,260.77
114+00	11400.00	15.00	0.00	0.00	650.41	0	0	360	1,697	5,353	-3,656.34
114+10	11410.00	10.00	0.00	0.00	645.17	0	0	240	1,697	5,617	-3,920.26
114+20	11420.00	10.00	0.00	0.00	685.52	0	0	246	1,697	5,888	-4,191.32
114+25	11425.00	5.00	0.00	0.00	669.82	0	0	125	1,697	6,026	-4,329.37
114+40	11440.00	15.00	0.01	0.00	594.45	0	0	351	1,697	6,412	-4,715.67
114+50	11450.00	10.00	0.00	0.00	627.55	0	0	226	1,697	6,661	-4,964.60
114+75	11475.00	25.00	20.06	0.00	660.32	9	0	596	1,706	7,317	-5,611.17
115+00	11500.00	25.00	24.75	0.00	660.82	21	0	612	1,727	7,990	-6,263.23
115+50	11550.00	50.00	21.55	0.00	731.74	43	0	1,289	1,769	9,408	-7,638.70
116+00	11600.00	50.00	17.36	0.00	904.82	36	0	1,515	1,805	11,075	-9,269.55
116+50	11650.00	50.00	14.45	0.00	1090.89	29	0	1,848	1,835	13,108	-11,272.76
117+00	11700.00	50.00	12.38	0.00	1289.83	25	0	2,204	1,860	15,532	-13,672.73
CTH V - NB						1,860	0	14,120			

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged / Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged / Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.10	Mass Ordinate Note 8
100+50	10050.00	0.00	0.00	0.00	446.94	0	0	0	0	0	0.00
101+00	10100.00	50.00	0.00	0.00	466.13	0	0	845	0	930	-929.97
102+00	10200.00	100.00	0.00	0.00	483.28	0	0	1,758	0	2,864	-2,863.94
103+00	10300.00	100.00	2.70	0.00	401.21	5	0	1,638	5	4,666	-4,660.68
104+00	10400.00	100.00	21.09	0.00	306.30	44	0	1,310	49	6,107	-6,057.87
105+00	10500.00	100.00	30.42	0.00	430.43	95	0	1,364	144	7,608	-7,463.22
106+00	10600.00	100.00	34.87	0.00	492.23	121	0	1,709	265	9,487	-9,221.80
106+50	10650.00	50.00	43.99	0.00	514.90	73	0	933	338	10,513	-10,174.55
107+00	10700.00	50.00	30.39	0.00	508.63	69	0	948	407	11,555	-11,148.16
107+75	10775.00	75.00	45.63	0.00	220.91	106	0	1,013	513	12,670	-12,157.16
108+00	10800.00	25.00	0.00	0.00	432.67	21	0	303	534	13,003	-12,468.88
108+25	10825.00	25.00	28.26	0.00	212.38	13	0	299	547	13,331	-12,784.29
109+00	10900.00	75.00	23.71	0.00	208.30	72	0	584	619	13,974	-13,354.81
110+00	11000.00	100.00	16.13	0.00	97.25	74	0	566	693	14,596	-13,903.44
111+00	11100.00	100.00	13.80	0.00	102.31	55	0	370	748	15,003	-14,254.51
112+00	11200.00	100.00	0.00	0.00	247.64	26	0	648	774	15,716	-14,941.80
112+50	11250.00	50.00	3.01	0.00	216.27	3	0	430	777	16,188	-15,411.52
113+00	11300.00	50.00	12.42	0.00	155.83	14	0	345	791	16,567	-15,776.24
114+00	11400.00	100.00	49.35	0.00	54.23	114	0	389	905	16,995	-16,089.75
115+00	11500.00	100.00	97.91	0.00	27.76	273	0	152	1,178	17,162	-15,984.06
116+00	11600.00	100.00	61.65	0.00	48.27	295	0	141	1,474	17,317	-15,843.45
117+00	11700.00	100.00	35.07	0.00	90.31	179	0	257	1,653	17,599	-15,946.63
117+75	11775.00	75.00	163.07	0.00	119.69	275	0	292	1,928	17,920	-15,992.26
118+00	11800.00	25.00	135.07	0.00	151.77	138	0	126	2,066	18,058	-15,992.47
118+25	11825.00	25.00	115.47	0.00	137.38	116	0	134	2,182	18,206	-16,023.73
118+75	11875.00	50.00	58.55	0.00	125.53	161	0	243	2,343	18,473	-16,130.38
119+00	11900.00	25.00	37.48	0.00	113.29	44	0	111	2,388	18,595	-16,207.54
119+25	11925.00	25.00	39.00	0.00	104.32	35	0	101	2,423	18,706	-16,282.96
120+00	12000.00	75.00	97.56	0.00	112.44	190	0	301	2,613	19,037	-16,424.45
121+00	12100.00	100.00	3.19	0.00	160.93	187	0	506	2,799	19,594	-16,794.73
122+00	12200.00	100.00	243.51	0.00	55.67	457	0	401	3,256	20,035	-16,779.08
122+50	12250.00	50.00	267.35	0.00	34.61	473	0	84	3,729	20,127	-16,398.02
123+00	12300.00	50.00	244.16	0.00	21.78	474	0	52	4,203	20,184	-15,981.84
124+00	12400.00	100.00	171.90	0.00	28.07	770	0	92	4,973	20,286	-15,312.90
REINHARDT RD.						4,973	0	18,442			

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.10	Mass Ordinate Note 8
51+00	5100.00	0.00	38.13	0.00	0.00	0	0	0	0	0	0.00
52+00	5200.00	100.00	43.23	0.00	2.14	151	0	4	151	4	146.31
53+00	5300.00	100.00	44.33	0.00	0.94	162	0	6	313	11	302.18
54+00	5400.00	100.00	41.13	0.00	2.81	158	0	7	471	18	452.78
55+00	5500.00	100.00	47.60	0.00	1.65	164	0	8	635	27	608.01
56+00	5600.00	100.00	56.80	0.00	0.00	193	0	3	829	31	797.98
57+00	5700.00	100.00	60.82	0.00	0.00	218	0	0	1,047	31	1,015.79
REINHARDT - DITCH						1,047	0	28			

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.10	Mass Ordinate Note 8
50+50	5050.00	0.00	0.02	0.00	5.08	0	0	0	0	0	0.00
51+00	5100.00	50.00	0.01	19.19	13.85	0	18	18	0	19	-37.02
51+50	5150.00	50.00	0.00	26.49	3.00	0	42	16	0	36	-96.47
52+00	5200.00	50.00	0.00	23.72	3.23	0	46	6	0	43	-149.31
52+50	5250.00	50.00	0.02	20.46	6.04	0	41	9	0	52	-199.64
53+00	5300.00	50.00	0.03	0.00	10.54	0	19	15	0	69	-235.42
53+12.62	5312.62	12.62	0.00	0.00	1.52	0	0	3	0	72	-238.51
TEMP. TRAIL						0	166	66			

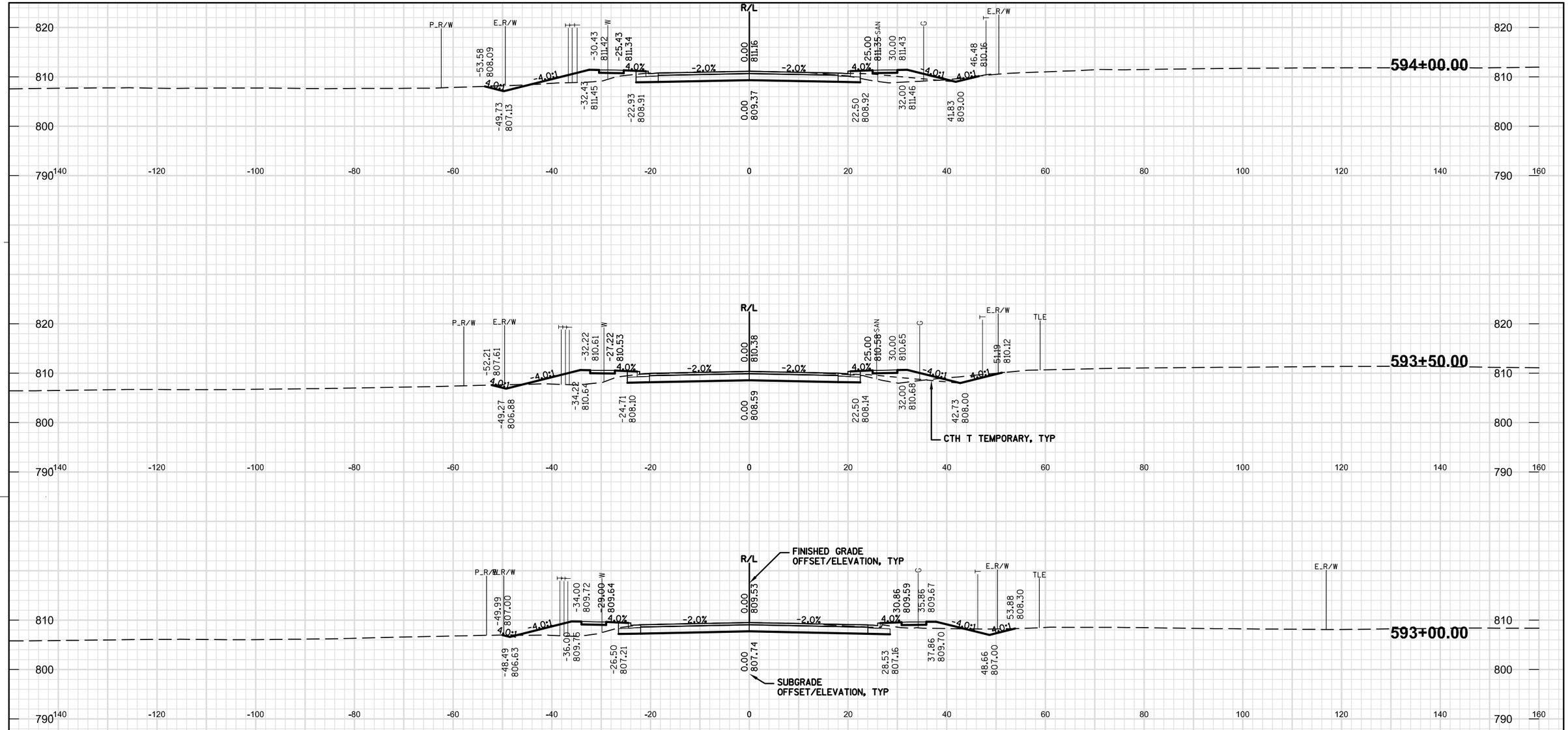
STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged / Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged / Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.10	Mass Ordinate Note 8
117+00	11700.00	0.00	12.38	0.00	1289.83	0	0	0	0	0	0.00
117+50	11750.00	50.00	7.34	0.00	1476.79	18	0	2,562	18	2,818	-2,799.59
118+00	11800.00	50.00	5.79	0.00	1662.53	12	0	2,907	30	6,015	-5,984.88
118+50	11850.00	50.00	6.93	0.00	1864.42	12	0	3,266	42	9,608	-9,565.37
119+00	11900.00	50.00	5.70	0.00	2036.75	12	0	3,612	54	13,581	-13,527.09
119+50	11950.00	50.00	3.91	0.00	2235.28	9	0	3,956	63	17,932	-17,869.34
120+00	12000.00	50.00	3.74	0.00	2431.29	7	0	4,321	70	22,685	-22,615.25
120+50	12050.00	50.00	3.73	0.00	2636.57	7	0	4,692	77	27,847	-27,770.04
121+00	12100.00	50.00	1.11	0.00	2859.79	4	0	5,089	81	33,445	-33,363.69
121+50	12150.00	50.00	1.73	0.00	3057.75	3	0	5,479	84	39,472	-39,388.18
122+00	12200.00	50.00	0.00	0.00	1891.18	2	0	4,582	86	44,513	-44,427.16
122+50	12250.00	50.00	0.00	0.00	1967.63	0	0	3,573	86	48,443	-48,357.43
123+00	12300.00	50.00	0.00	0.00	2087.03	0	0	3,754	86	52,573	-52,487.18
123+50	12350.00	50.00	0.00	0.00	2263.67	0	0	4,028	86	57,004	-56,918.46
123+75	12375.00	25.00	0.00	0.00	2454.54	0	0	2,184	86	59,407	-59,321.25
CTH V - NB						86	0	54,006			

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged / Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged / Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.10	Mass Ordinate Note 8
222+00	22200.00	0.00	2.87	0.00	1373.52	0	0	0	0	0	0.00
222+50	22250.00	50.00	4.38	0.00	1537.99	7	0	2,696	7	2,965	-2,958.71
223+00	22300.00	50.00	5.38	0.00	1625.45	9	0	2,929	16	6,187	-6,171.68
223+50	22350.00	50.00	12.12	0.00	1725.02	16	0	3,102	32	9,600	-9,567.99
223+75	22375.00	25.00	63.86	0.00	1388.73	35	0	1,442	67	11,186	-11,118.52
CTH V - SB						67	0	10,169			

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged / Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged / Unusable Pavement Material Note 2	Cumulative Vol (CY) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.10	Mass Ordinate Note 8
125+50	12550.00	0.00	0.00	0.00	3070.22	0	0	0	0	0	0.00
126+00	12600.00	50.00	0.00	0.00	2390.35	0	0	5,056	0	5,562	-5,561.69
126+50	12650.00	50.00	0.00	0.00	2696.32	0	0	4,710	0	10,743	-10,742.55
127+00	12700.00	50.00	0.00	0.00	2816.41	0	0	5,104	0	16,357	-16,357.36
127+50	12750.00	50.00	0.00	0.00	3072.96	0	0	5,453	0	22,356	-22,355.80
128+00	12800.00	50.00	0.00	0.00	3205.94	0	0	5,814	0	28,751	-28,750.98
128+50	12850.00	50.00	0.00	0.00	3151.60	0	0	5,887	0	35,226	-35,226.25
129+00	12900.00	50.00	0.00	0.00	3057.01	0	0	5,749	0	41,550	-41,549.84
129+50	12950.00	50.00	0.00	0.00	2815.93	0	0	5,438	0	47,532	-47,531.54
129+75	12975.00	25.00	0.00	0.00	4278.83	0	0	3,285	0	51,145	-51,144.62
CTH V - NB						0	0	46,495			

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged / Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged / Unusable Pavement Material Note 2	Cumulative Vol (CY) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.10	Mass Ordinate Note 8
225+50	22550.00	0.00	12.09	0.00	1955.91	0	0	0	0	0	0.00
226+00	22600.00	50.00	7.30	0.00	1977.57	18	0	3,642	18	4,006	-3,988.36
226+50	22650.00	50.00	3.62	0.00	2161.36	10	0	3,832	28	8,222	-8,193.83
227+00	22700.00	50.00	1.59	0.00	2166.20	5	0	4,007	33	12,630	-12,596.71
227+50	22750.00	50.00	1.03	0.00	2330.81	2	0	4,164	35	17,210	-17,174.56
228+00	22800.00	50.00	0.00	0.00	2499.40	1	0	4,472	36	22,130	-22,093.27
228+50	22850.00	50.00	0.33	0.00	2658.10	0	0	4,775	37	27,383	-27,345.97
229+00	22900.00	50.00	1.36	0.00	2784.17	2	0	5,039	38	32,926	-32,887.46
229+50	22950.00	50.00	0.00	0.00	2166.54	1	0	4,584	39	37,968	-37,928.59
CTH V - SB						39	0	34,516			

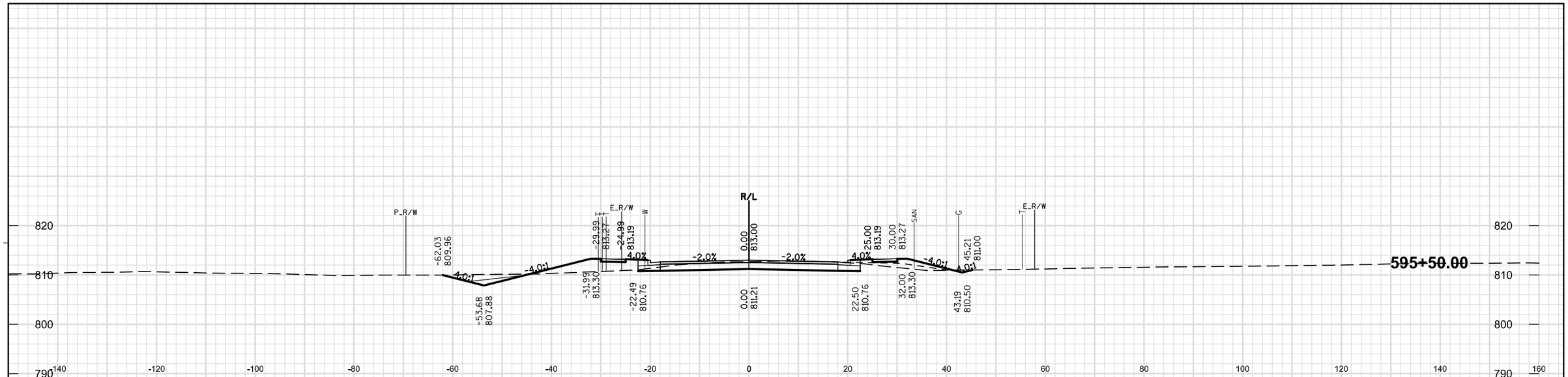
STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged / Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged / Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.10	Mass Ordinate Note 8
10+00	1000.00	0.00	26.78	0.00	3190.69	0	0	0	0	0	0.00
10+25	1025.00	25.00	210.94	0.00	2826.67	110	0	2,786	110	3,064	-2,954.34
10+68	1068.00	43.00	0.00	0.00	2155.48	168	0	3,967	278	7,428	-7,150.37
11+12	1112.00	44.00	0.00	0.00	3291.75	0	0	4,438	278	12,311	-12,032.71
11+60	1160.00	48.00	0.00	0.00	2383.12	0	0	5,044	278	17,860	-17,581.48
12+00	1200.00	40.00	0.00	0.00	3601.49	0	0	4,433	278	22,736	-22,457.83
12+42	1242.00	42.00	0.00	0.00	1984.98	0	0	4,345	278	27,515	-27,237.37
12+75	1275.00	33.00	0.00	0.00	3244.09	0	0	3,196	278	31,030	-30,752.46
13+00	1300.00	25.00	21.59	0.00	3259.83	10	0	3,011	288	34,343	-34,054.64
13+14.15	1314.15	14.15	26.78	0.00	3190.74	13	0	1,690	301	36,201	-35,900.76
NB RAMPS R-A-B						301	0	32,910			

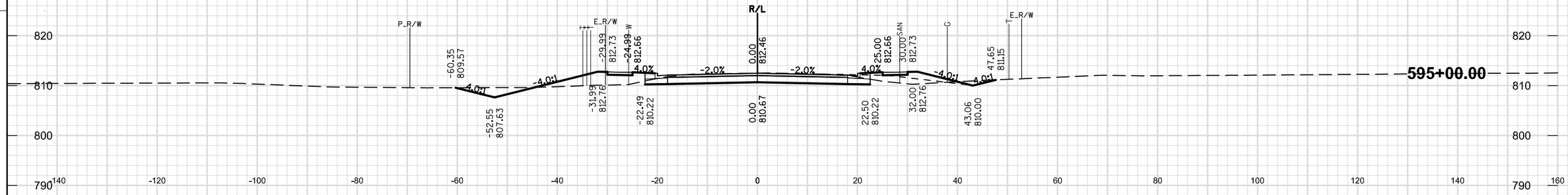


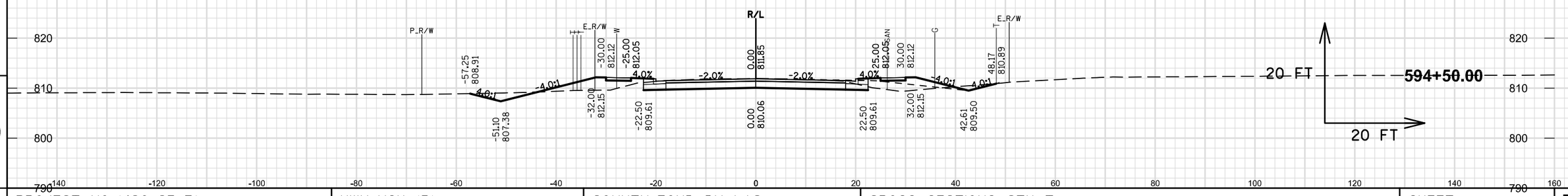
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WISDOT/CADDS SHEET 49



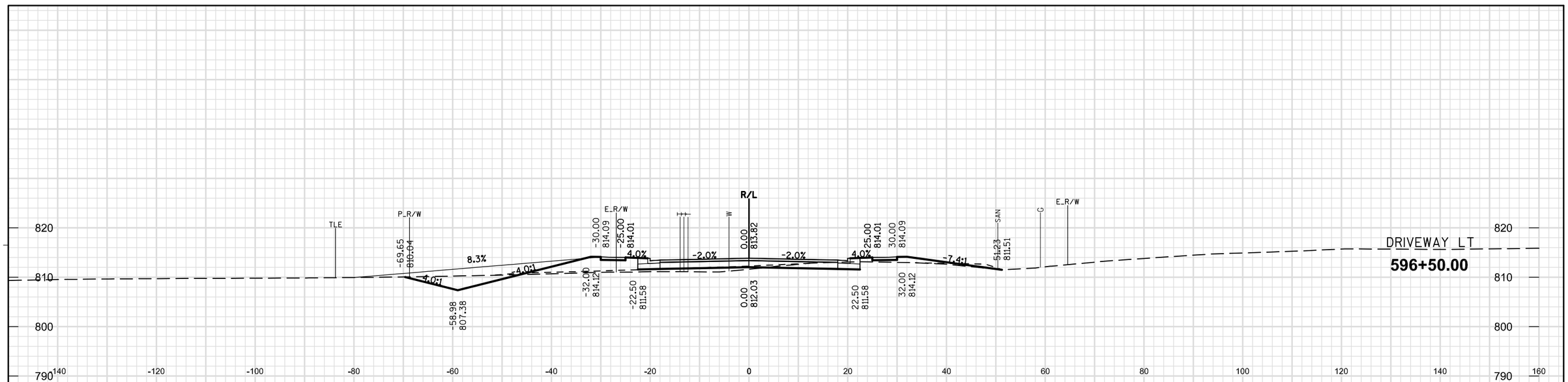


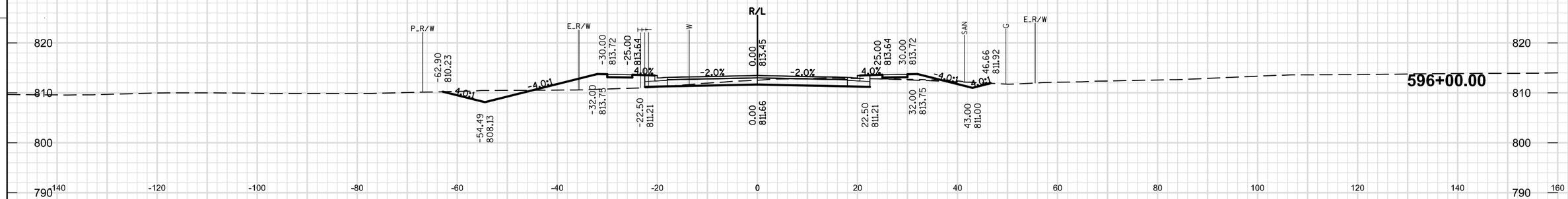


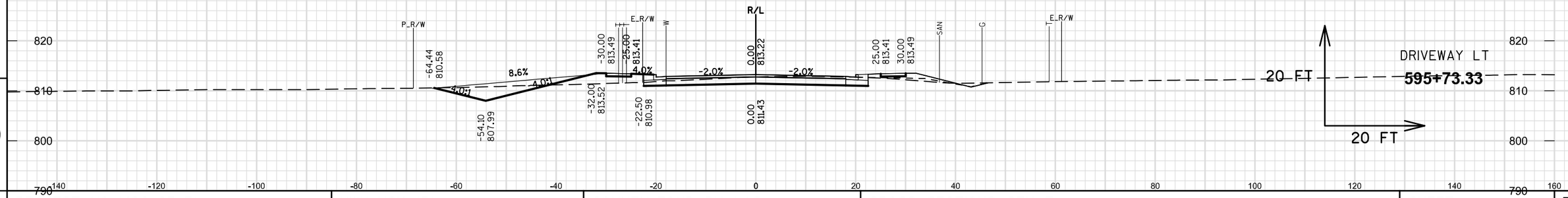
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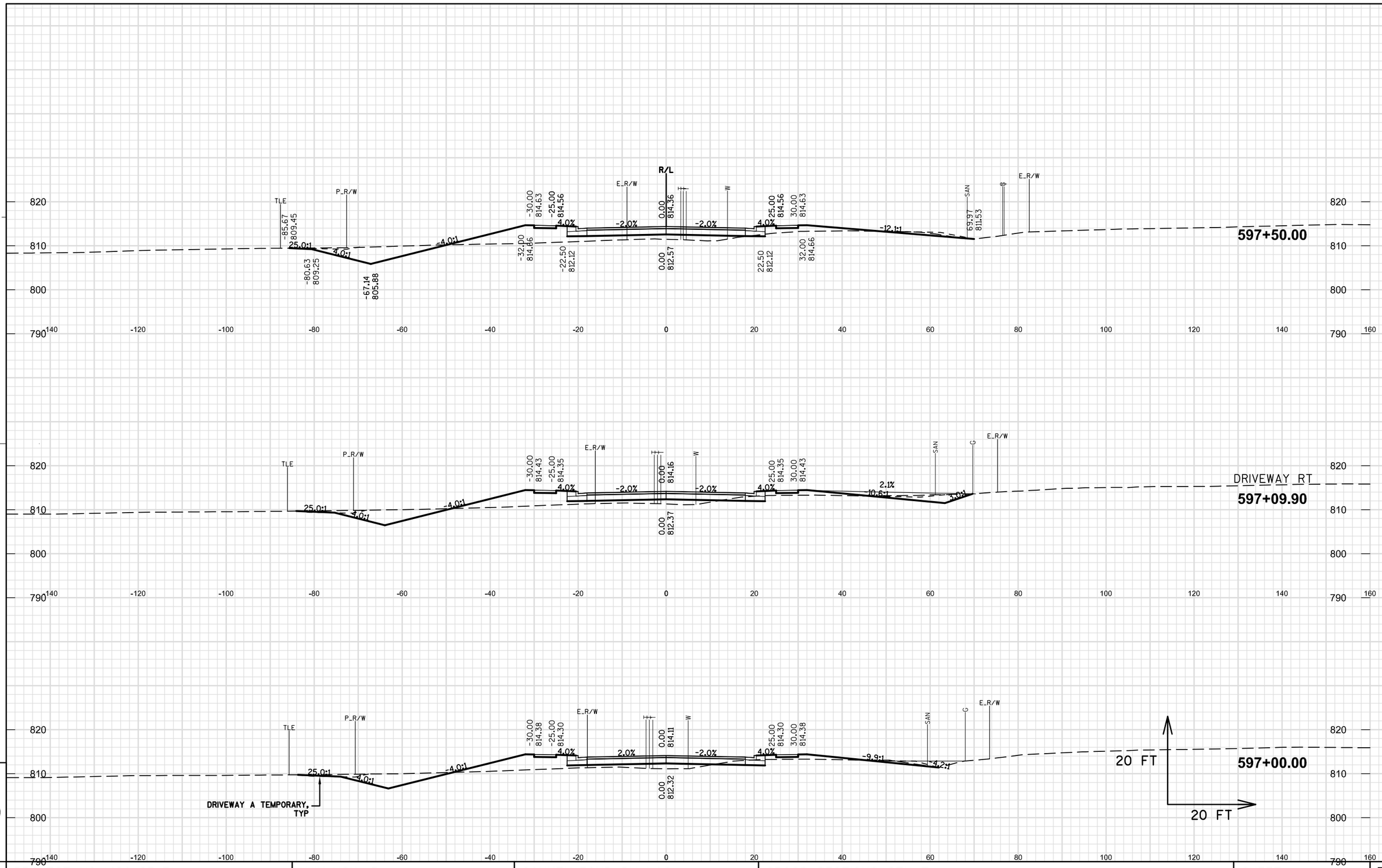


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PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS: CTH T	SHEET	E

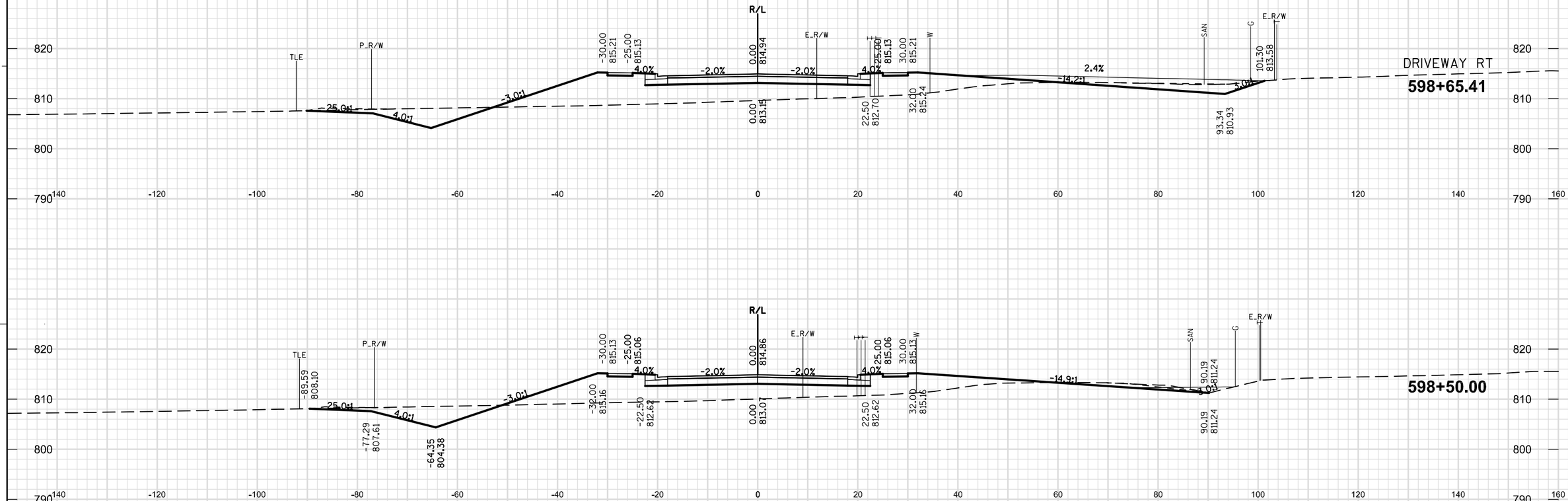
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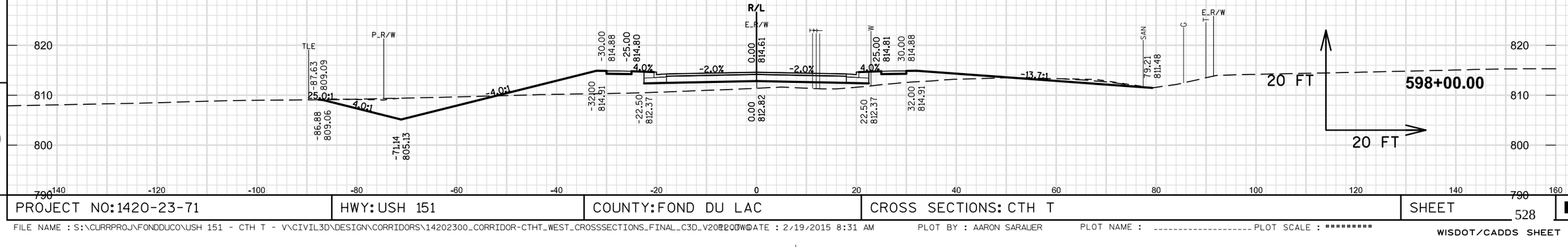


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WISDOT/CADDS SHEET 49

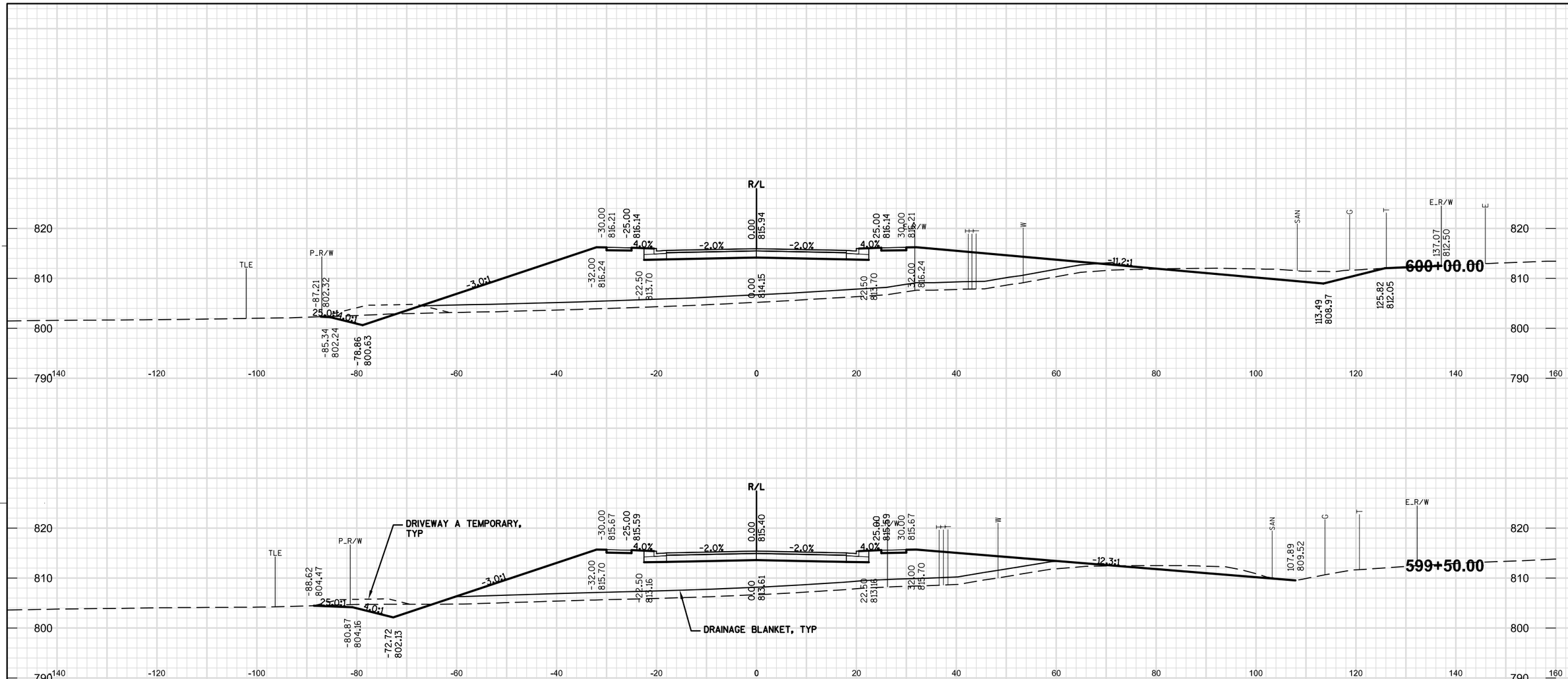


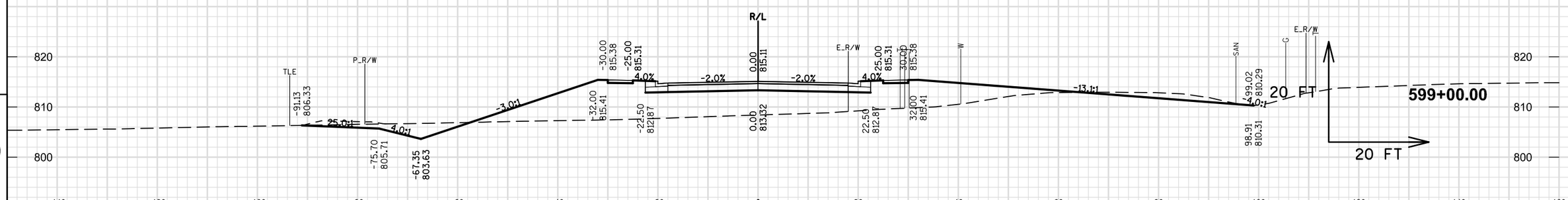


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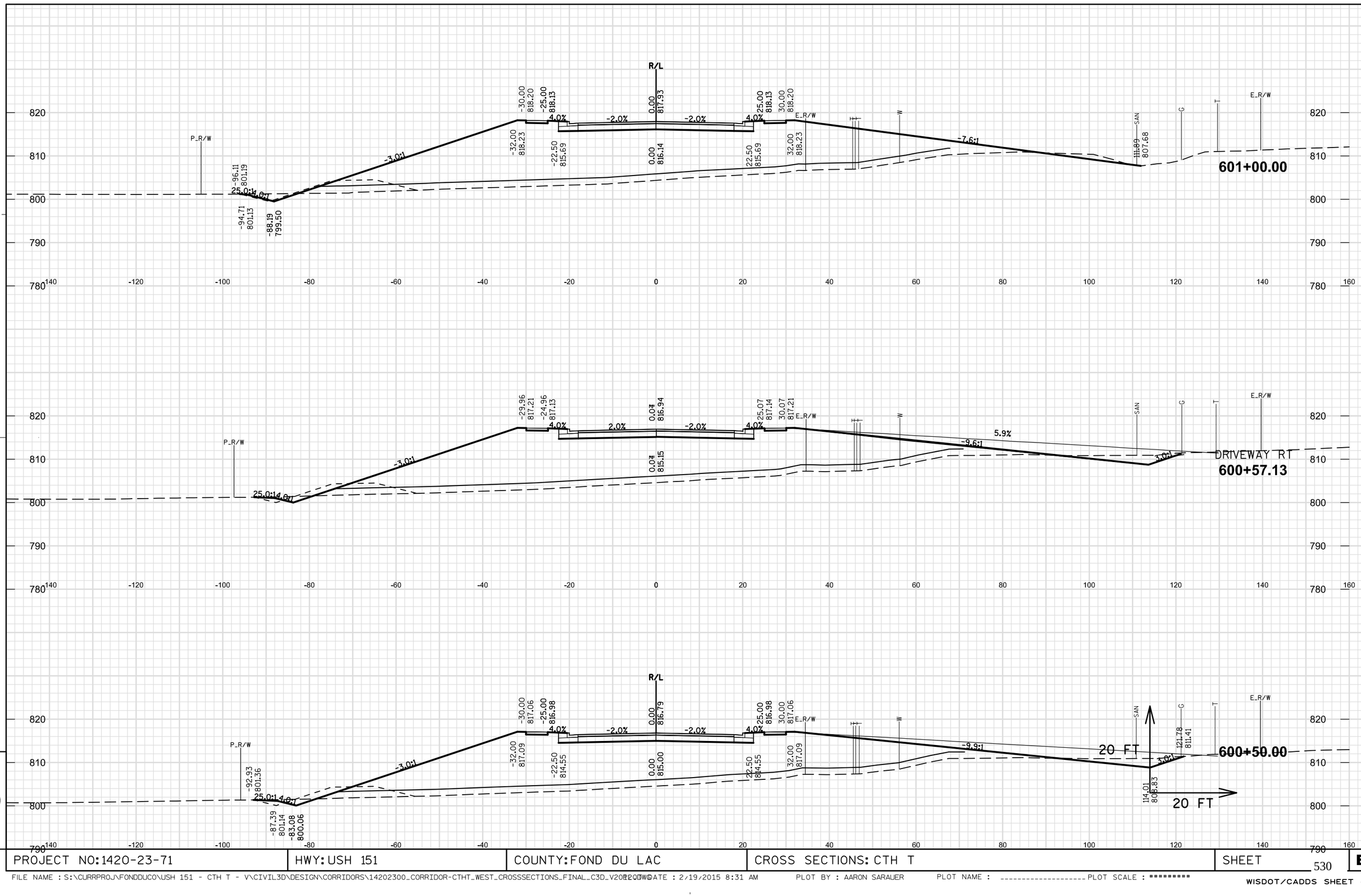




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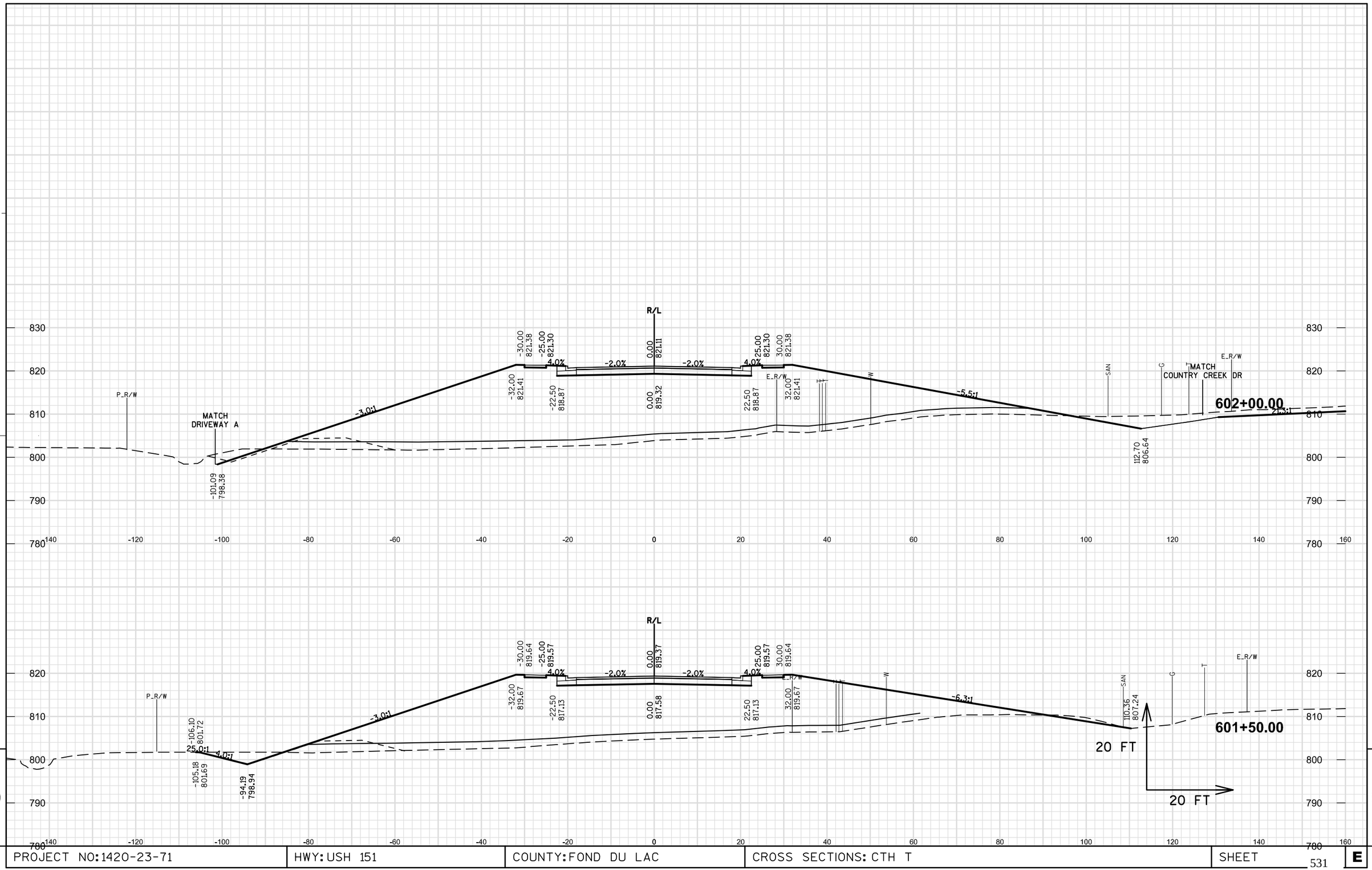
PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH T	SHEET 529	E



PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS: CTH T	SHEET 530 E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_WEST_CROSSSECTIONS_FINAL_C3D_V2021.DWG PLOT DATE : 2/19/2015 8:31 AM PLOT BY : AARON SARAUER PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49

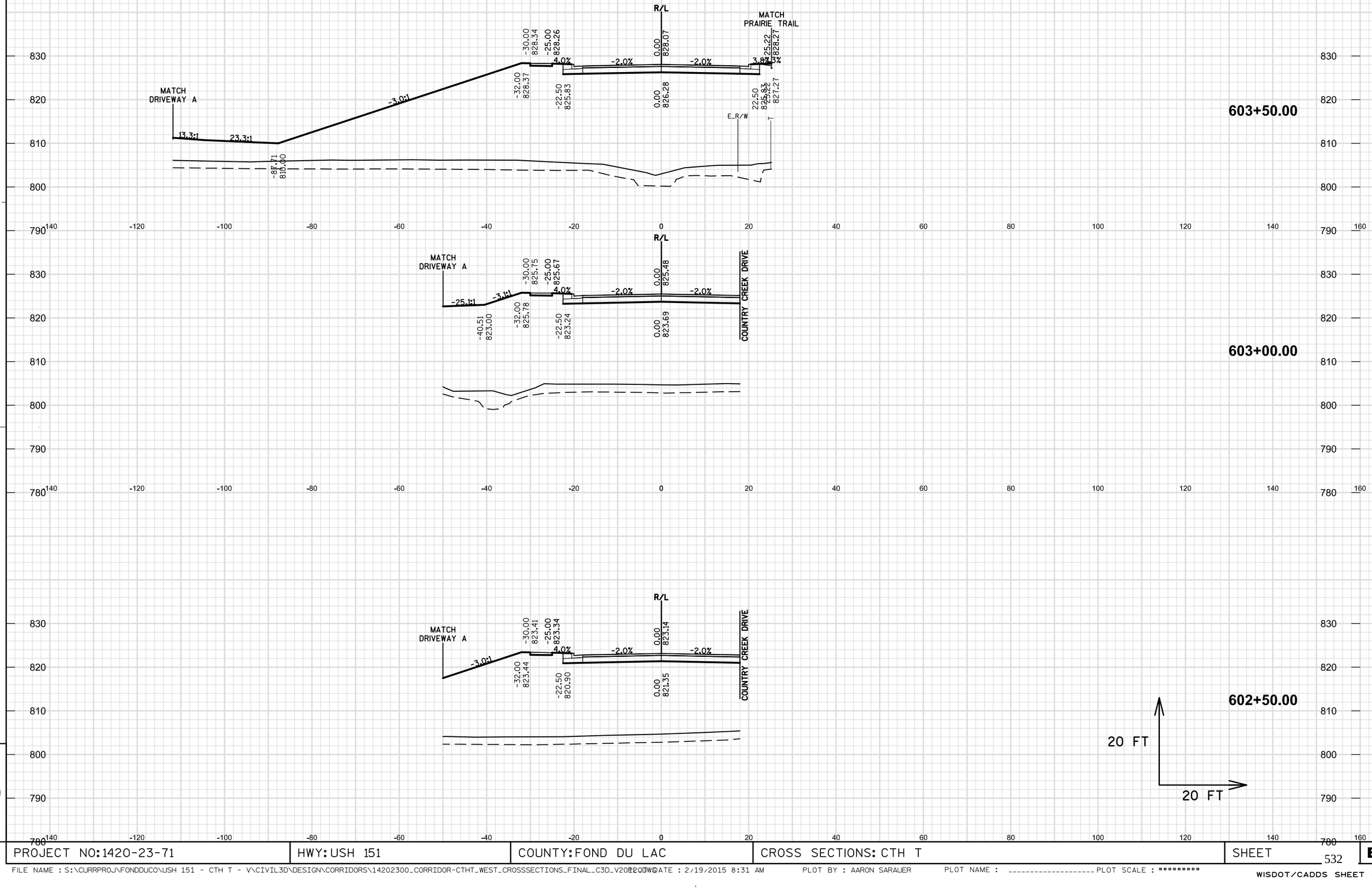


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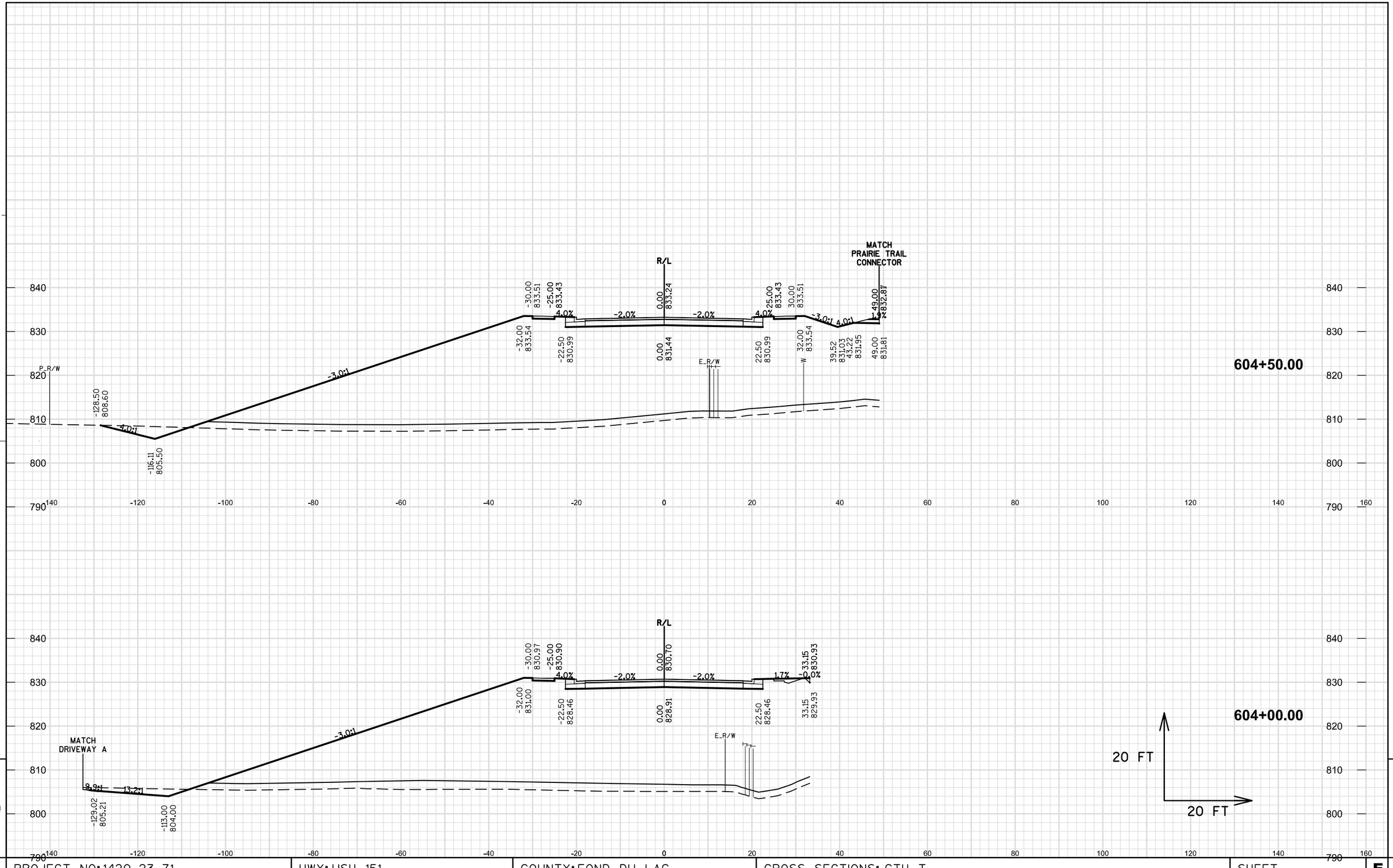
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PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS:CTH T	SHEET 531 E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_WEST_CROSSSECTIONS_FINAL_C3D_V2012.DWG PLOT DATE : 2/19/2015 8:31 AM PLOT BY : AARON SARAUER PLOT NAME : _____ PLOT SCALE : *********



PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS: CTH T	SHEET 532	E

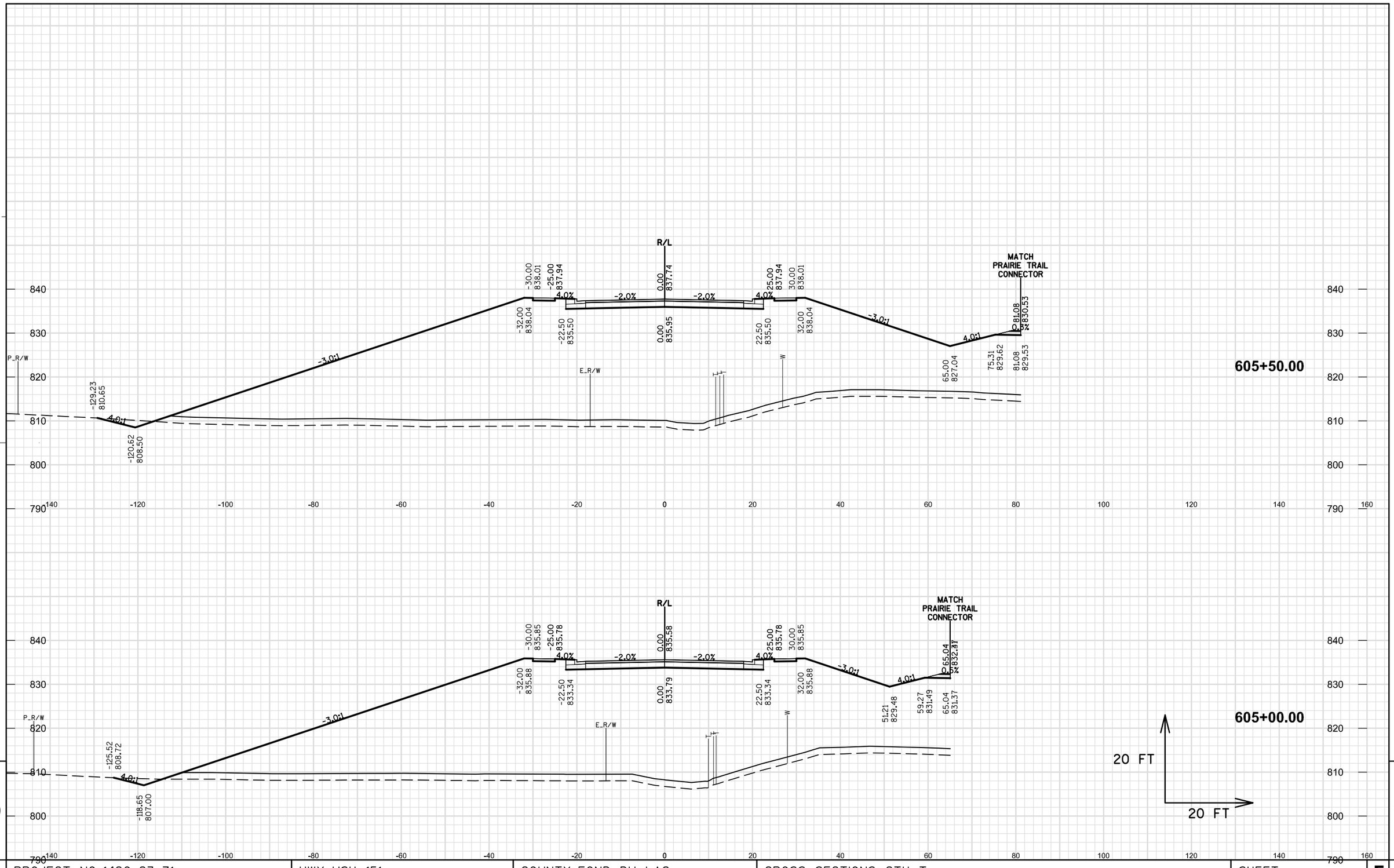


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PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS:CTH T	SHEET 533	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_WEST_CROSSSECTIONS_FINAL_C3D_V2021.DWG PLOT DATE : 2/19/2015 8:31 AM PLOT BY : AARON SARAUER PLOT NAME : _____ PLOT SCALE : *********

WISDOT/CADDS SHEET 49

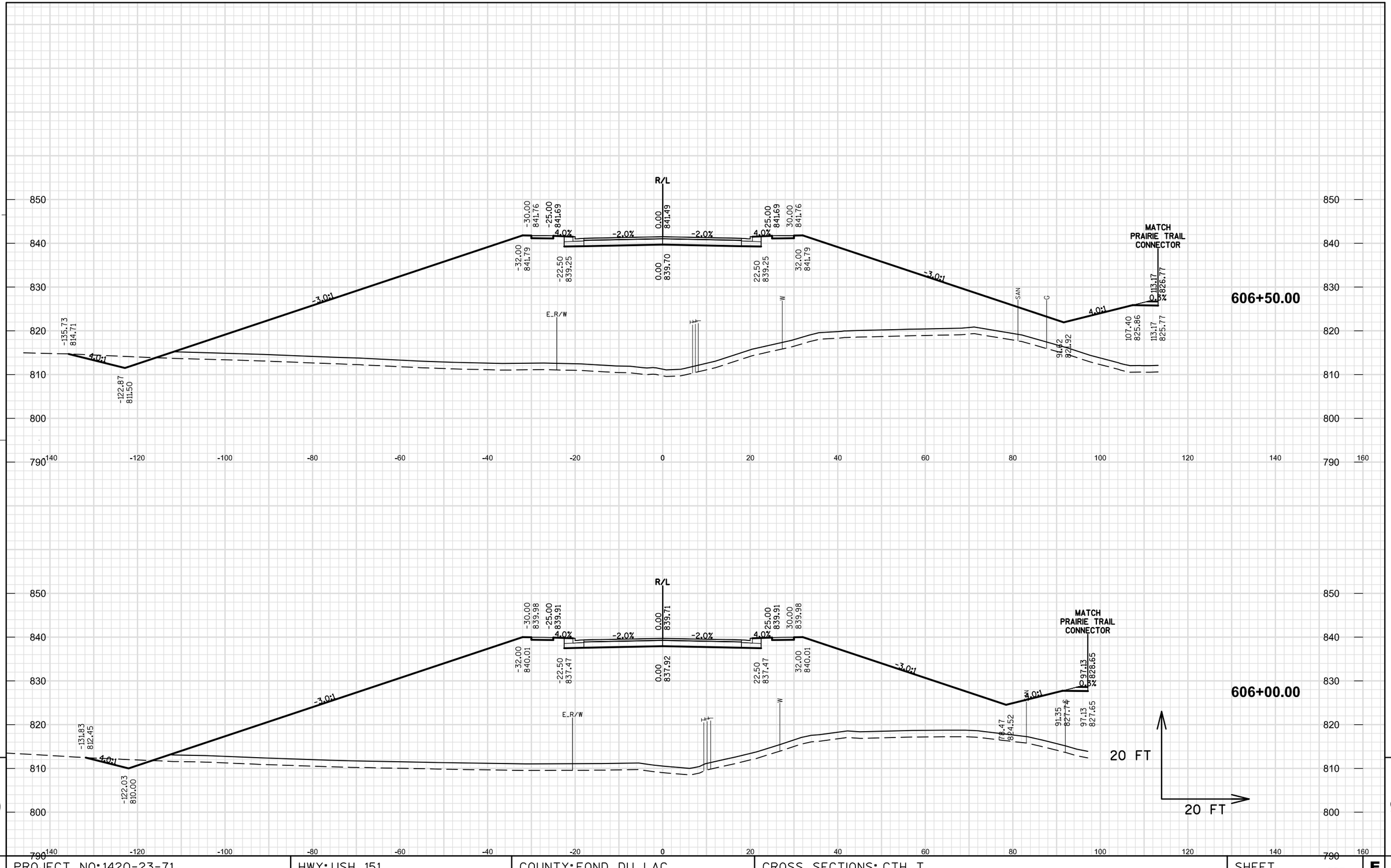


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PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS: CTH T	SHEET 534 E

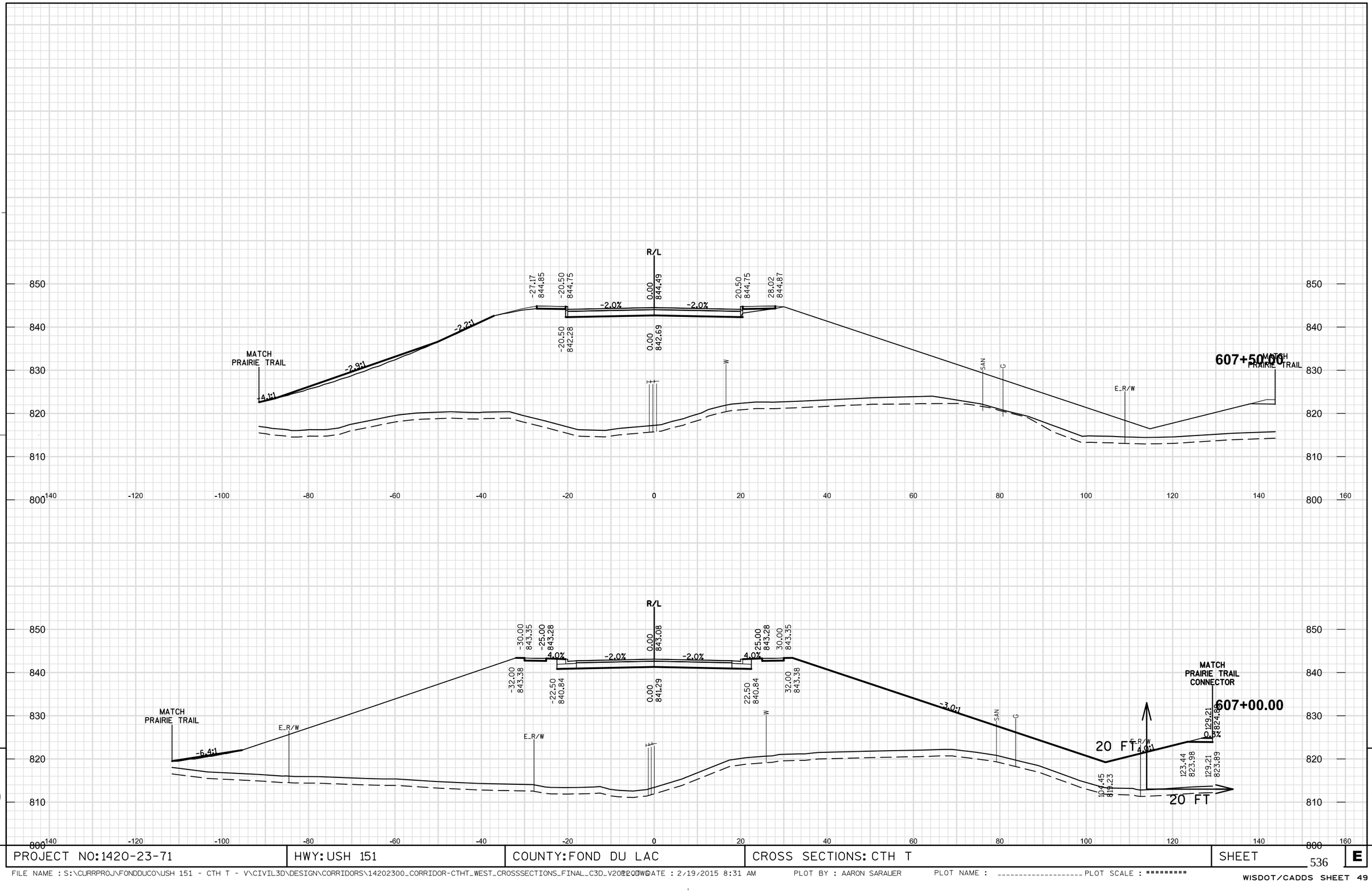
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PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS:CTH T	SHEET 535	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_WEST_CROSSSECTIONS_FINAL_C3D_V20.DWG PLOT DATE : 2/19/2015 8:31 AM PLOT BY : AARON SARAUER PLOT NAME : ---------- PLOT SCALE : ********

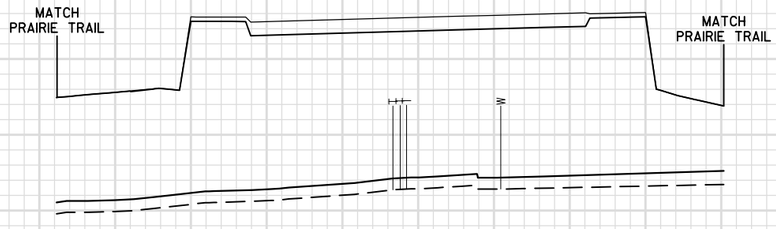
WISDOT/CADDS SHEET 49



PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH T	SHEET E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_WEST_CROSSSECTIONS_FINAL_C3D_V2021.DWG PLOT DATE : 2/19/2015 8:31 AM PLOT BY : AARON SARAUER PLOT NAME : _____ PLOT SCALE : *********

WISDOT/CADDS SHEET 49



WEST ABUTMENT
25°-10' SKEW
607+90.48

20 FT

20 FT

850
840
830
820
810
800

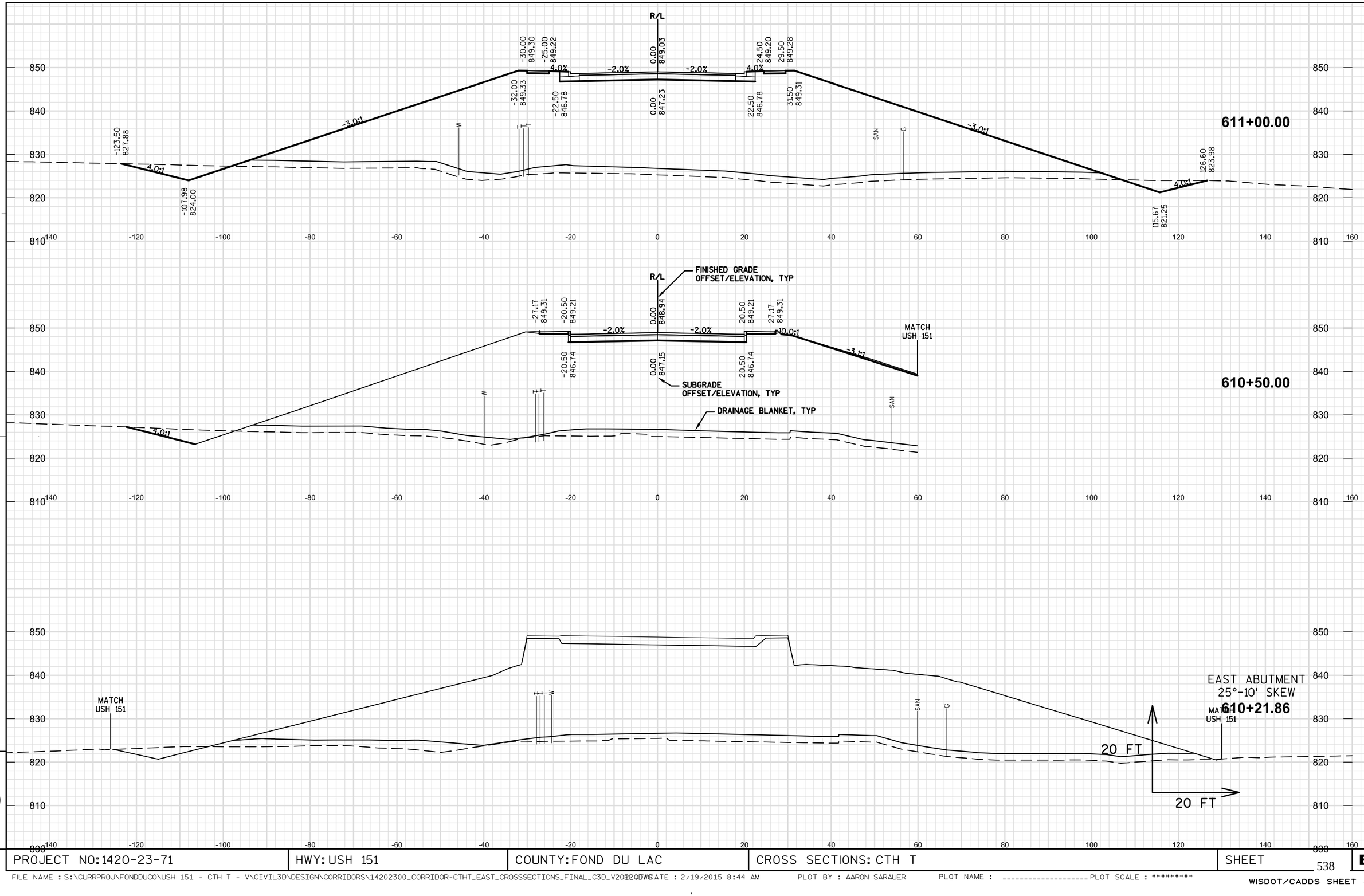
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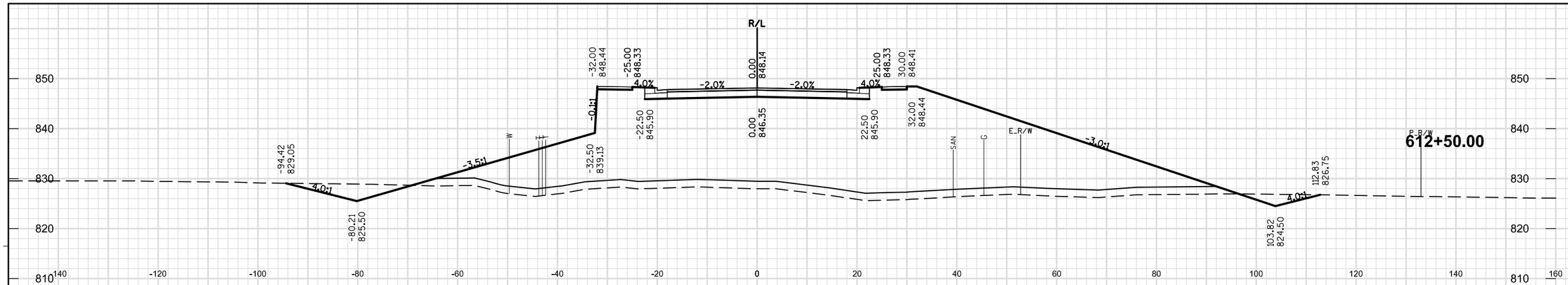
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FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_WEST_CROSSSECTIONS_FINAL_C3D_V2021.DWG PLOT DATE : 2/19/2015 8:31 AM PLOT BY : AARON SARAUER PLOT NAME : ---------- PLOT SCALE : ********

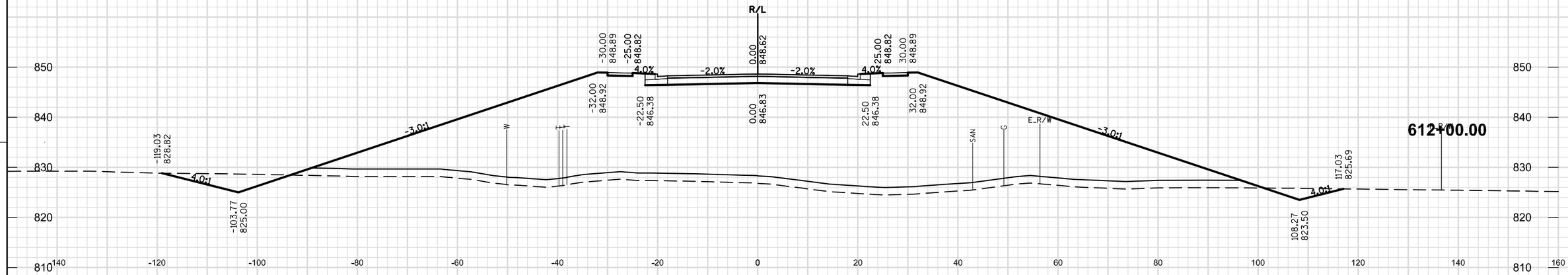
WISDOT/CADDS SHEET 49

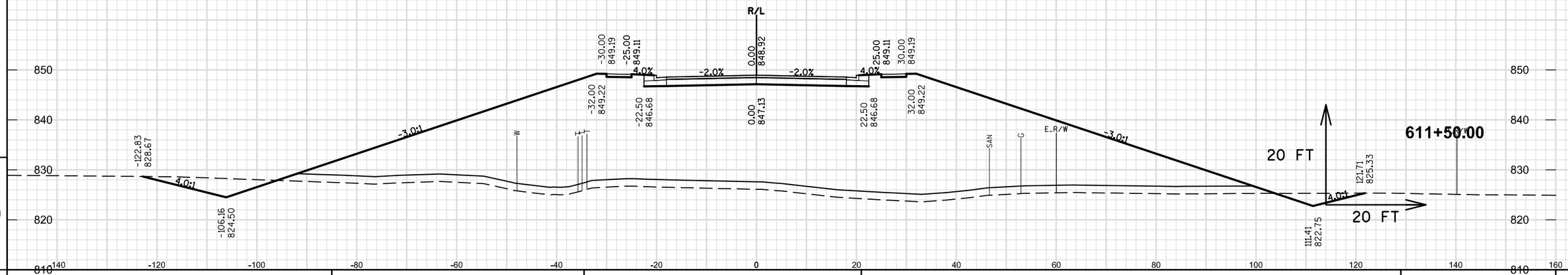


PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS:CTH T	SHEET 538	E



BEGIN R-20-46
STATION 612+00



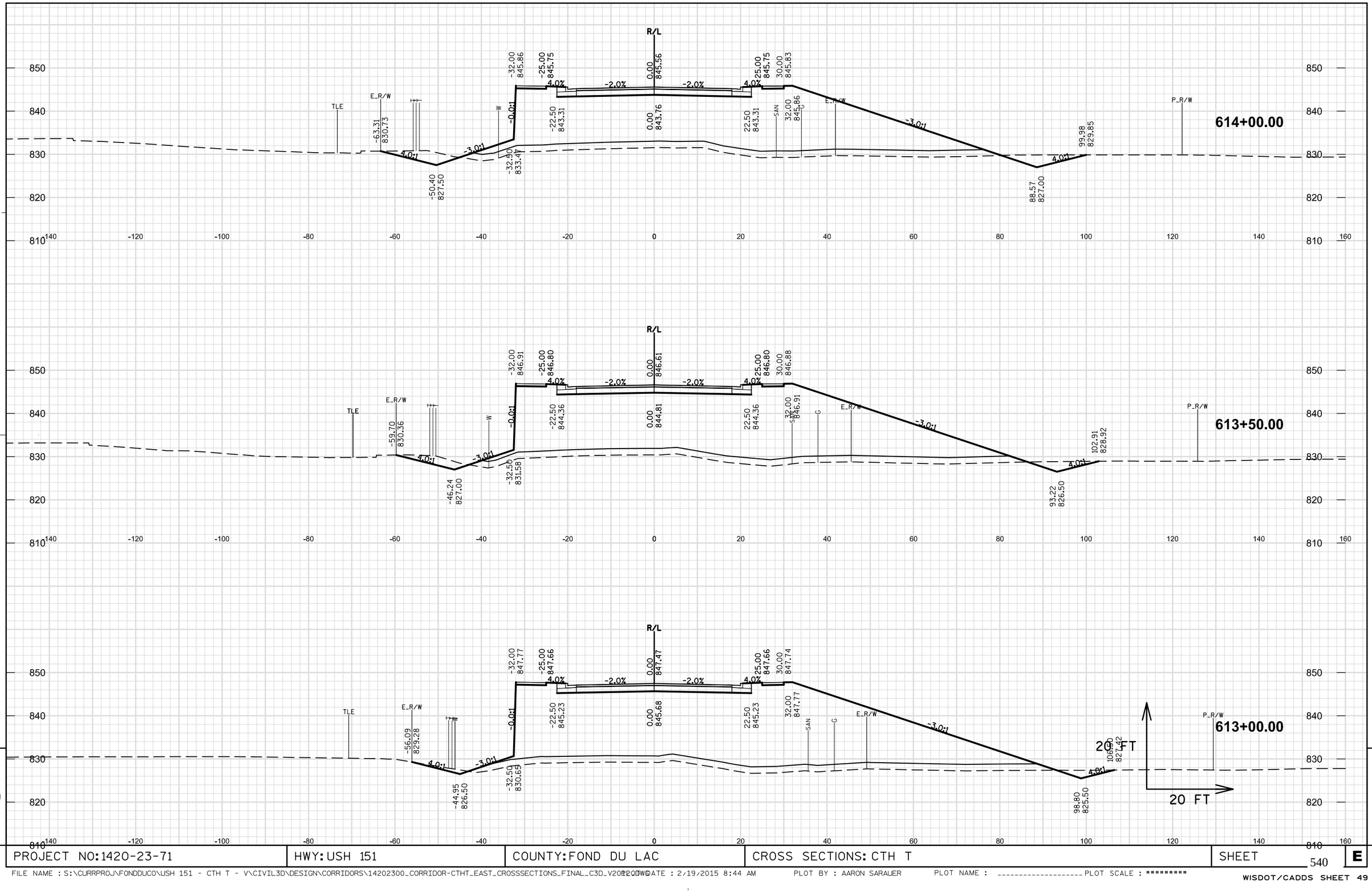


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PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH T	SHEET 539 E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_EAST_CROSSSECTIONS_FINAL_C3D_V2012.DWG DATE : 2/19/2015 8:44 AM PLOT BY : AARON SARAUER PLOT NAME : _____ PLOT SCALE : *********

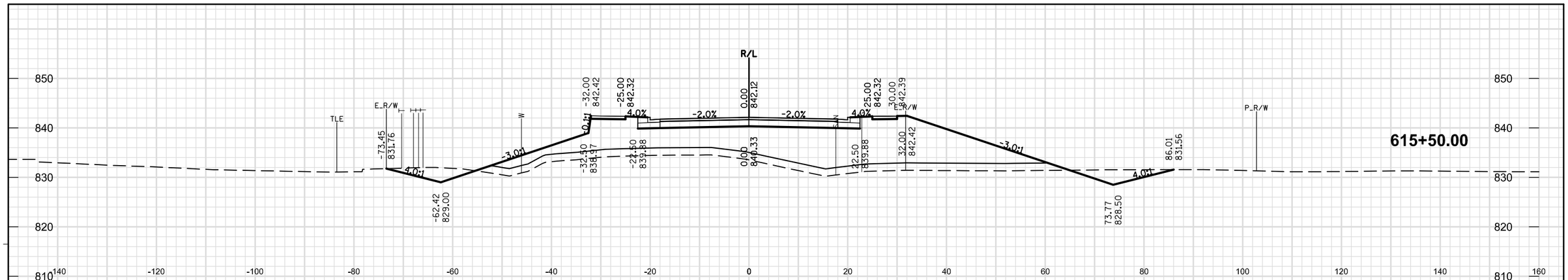


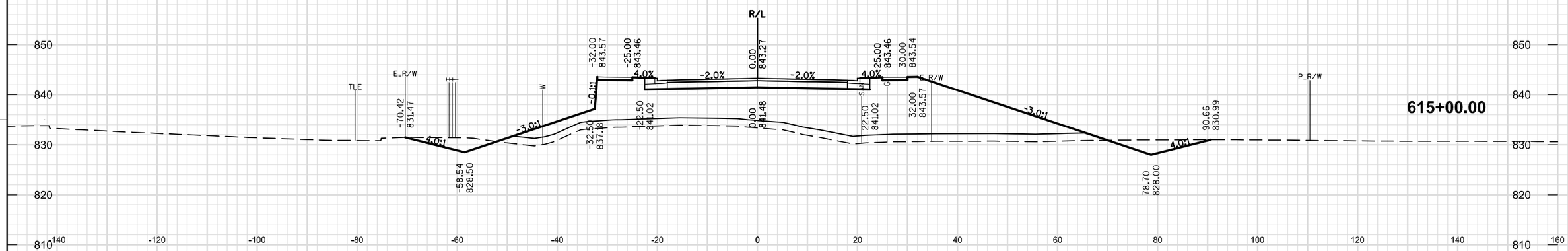
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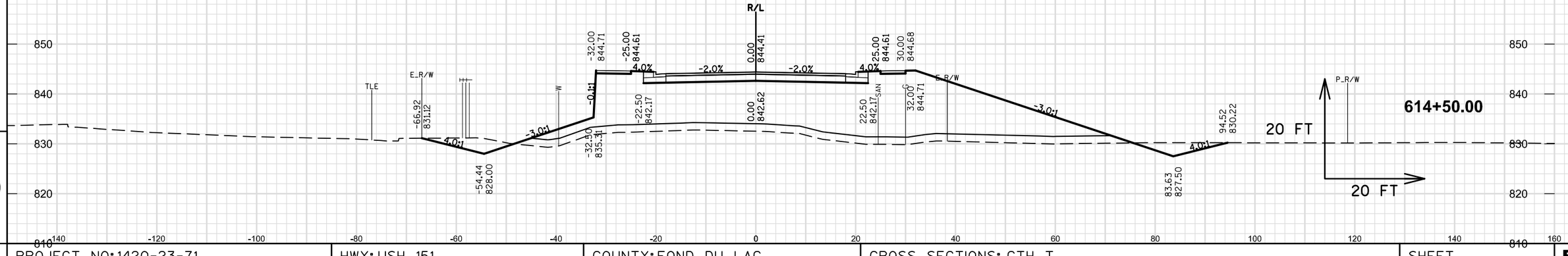
PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS:CTH T	SHEET 540	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_EAST_CROSSSECTIONS_FINAL_C3D_V2021.DWG PLOTDATE : 2/19/2015 8:44 AM PLOT BY : AARON SARAUER PLOT NAME : _____ PLOT SCALE : *********

WISDOT/CADDS SHEET 49

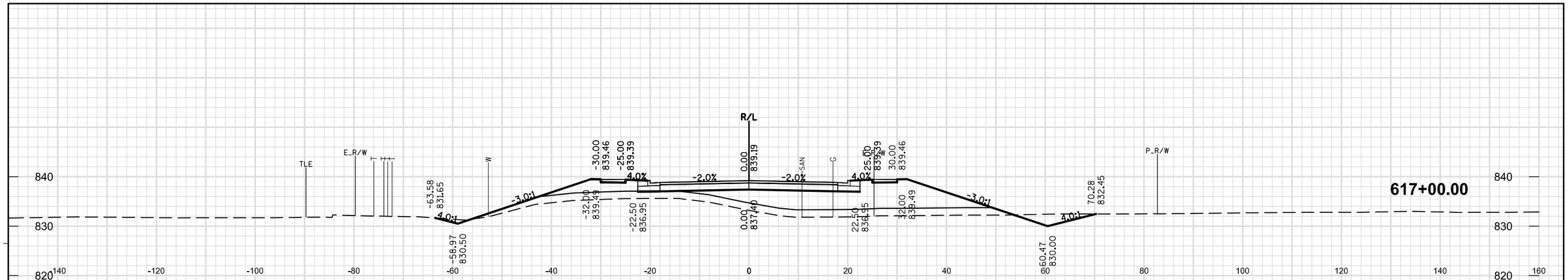






PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH T	SHEET 541 E

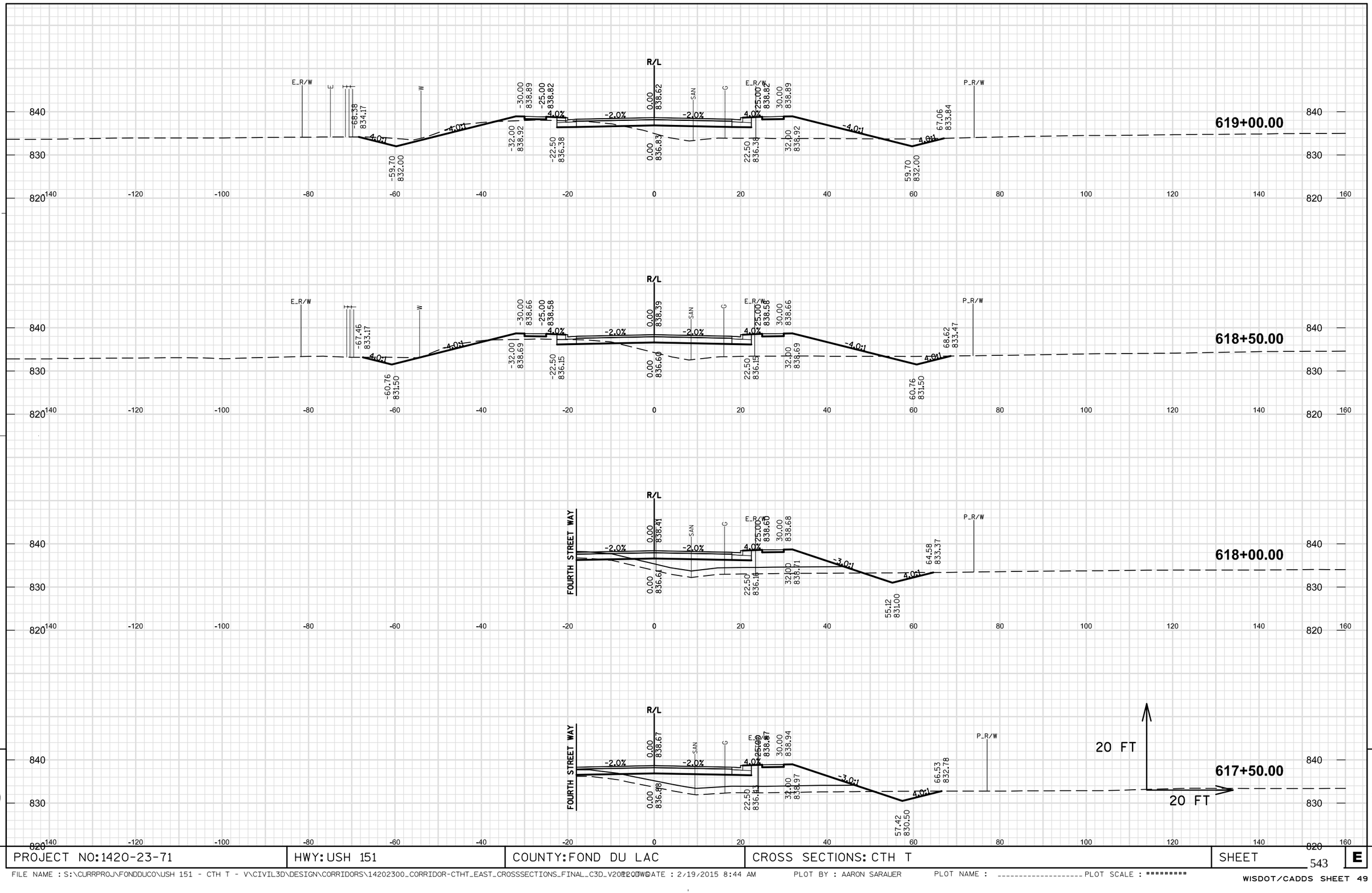
FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_EAST_CROSSSECTIONS_FINAL_C3D_V2021.DWG PLOT DATE : 2/19/2015 8:44 AM PLOT BY : AARON SARAUER PLOT NAME : _____ PLOT SCALE : *********



PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH T	SHEET 542 E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_EAST_CROSSSECTIONS_FINAL_C3D_V2021.DWG PLOT DATE : 2/19/2015 8:44 AM PLOT BY : AARON SARAUER PLOT NAME : _____ PLOT SCALE : *********

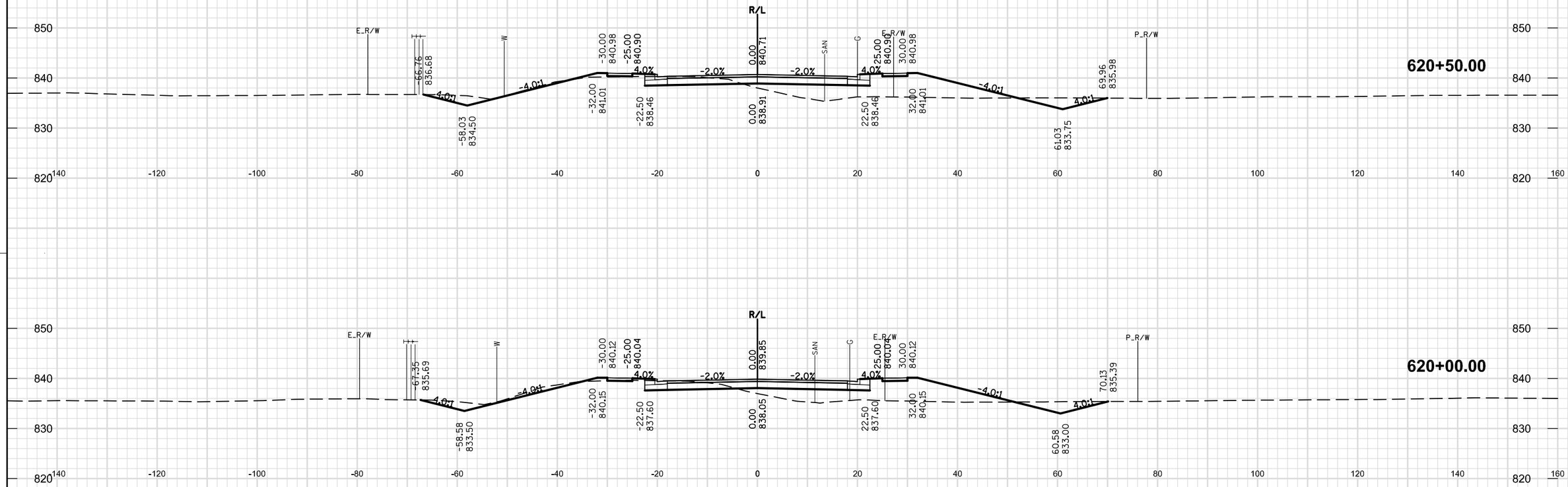
WISDOT/CADDS SHEET 49



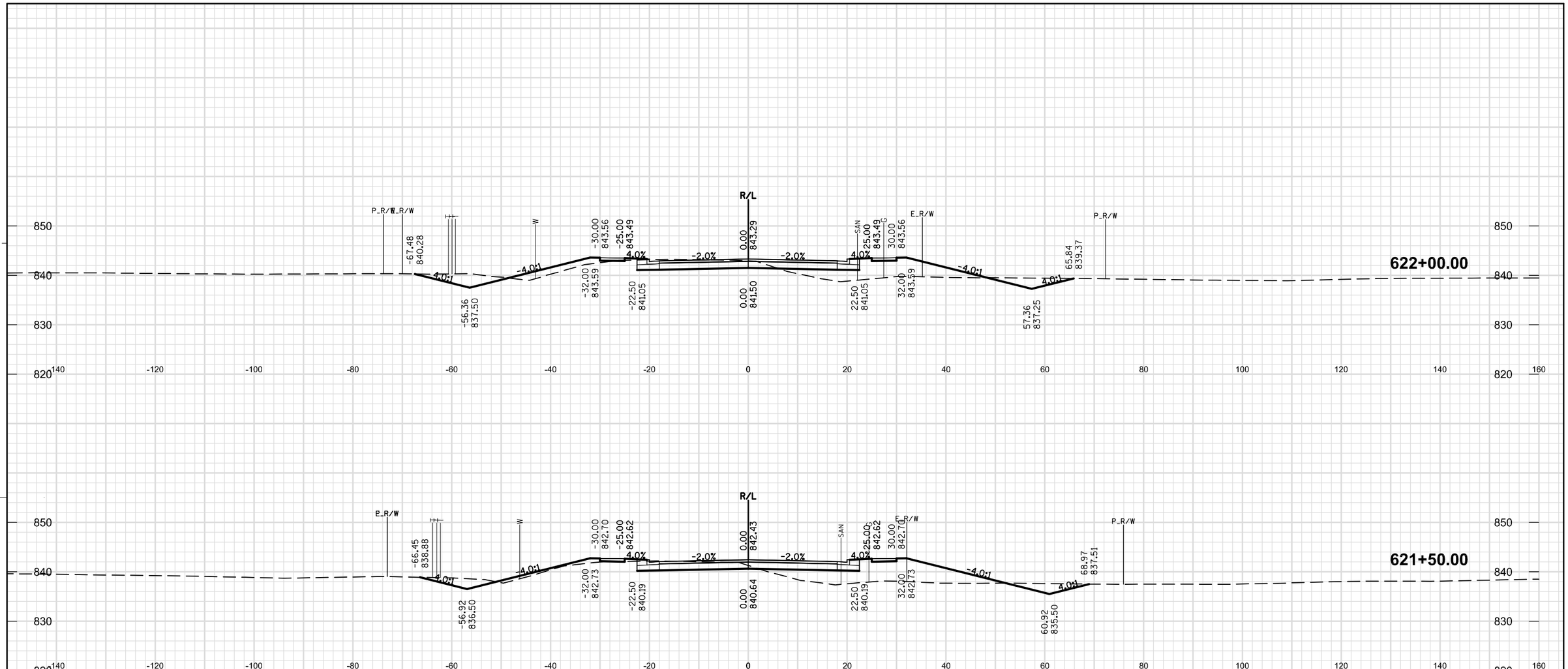
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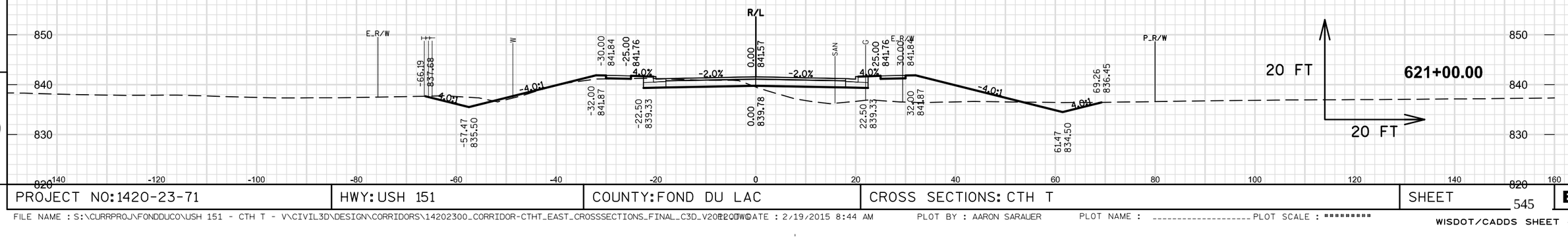
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FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_EAST_CROSSSECTIONS_FINAL_C3D_V2021.DWG PLOT DATE : 2/19/2015 8:44 AM PLOT BY : AARON SARAUER PLOT NAME : ---------- PLOT SCALE : ********* WISDOT/CADDS SHEET 49



PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS: CTH T	SHEET 544 E



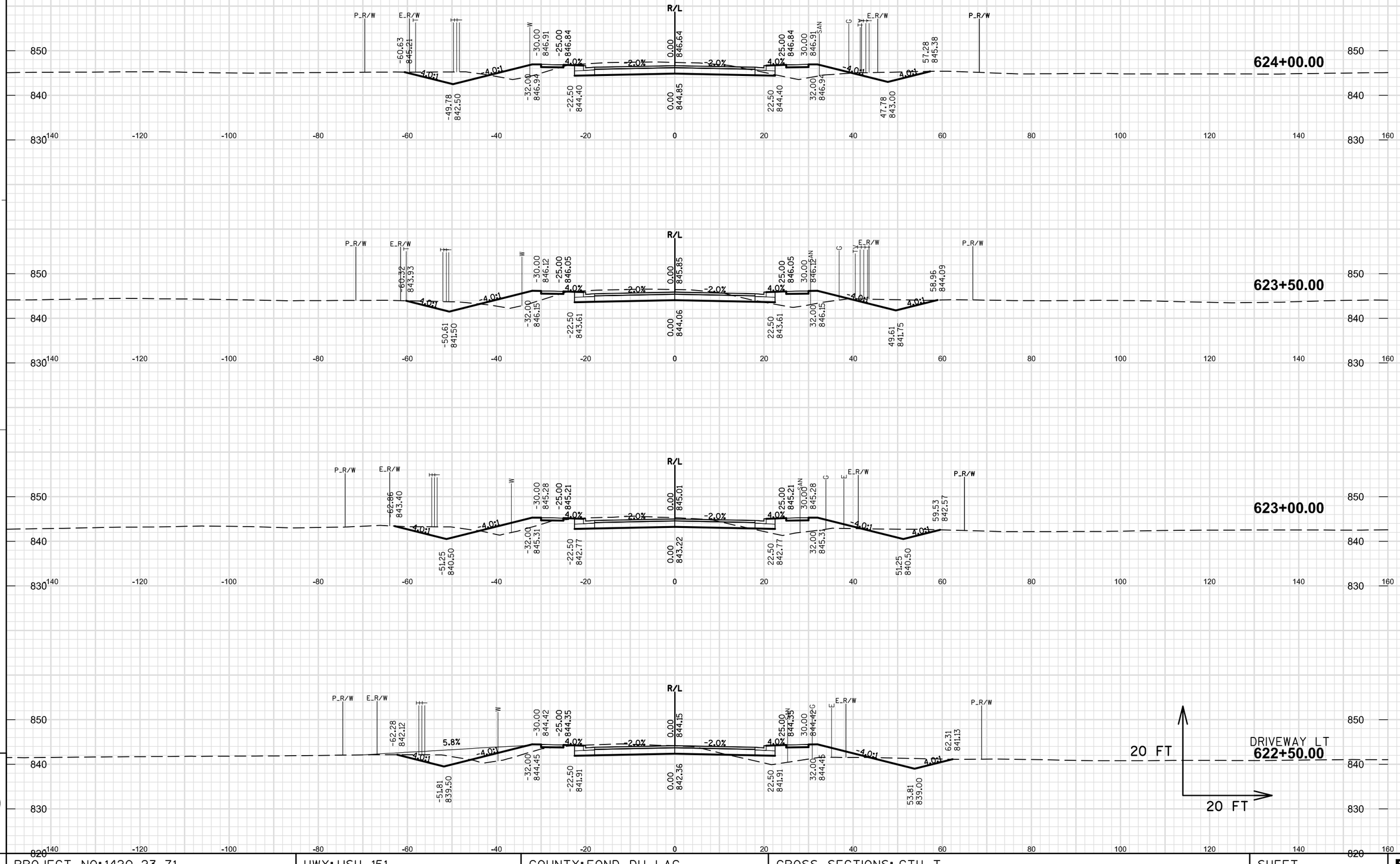


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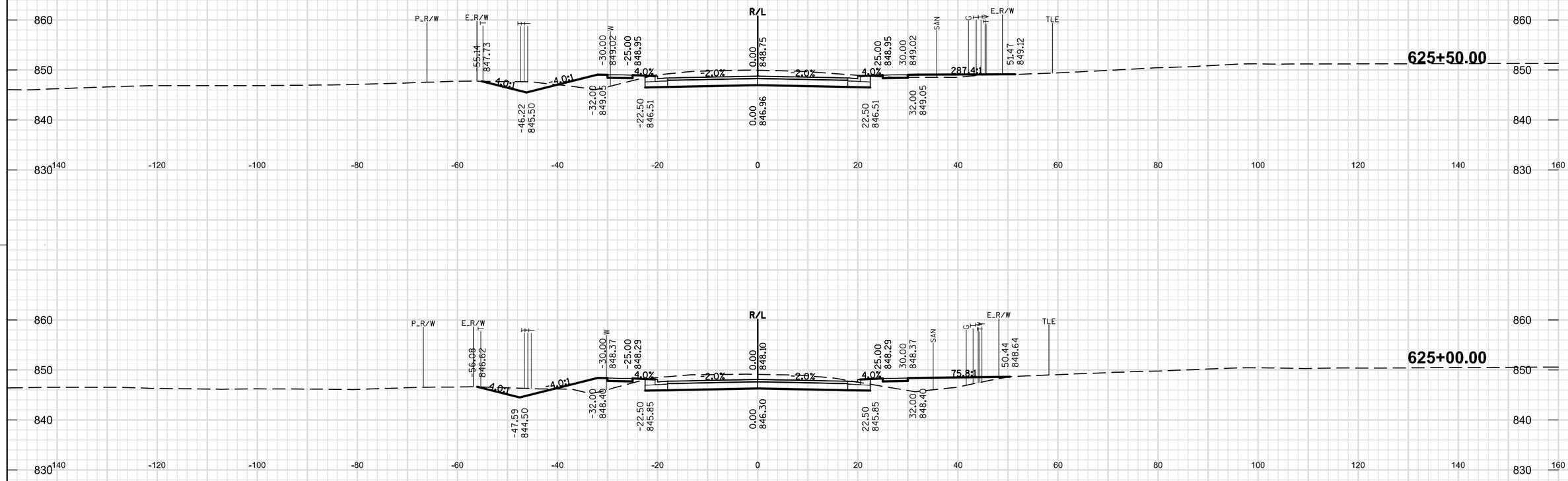
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FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_EAST_CROSSSECTIONS_FINAL_C3D_V20.DWG PLOTDATE : 2/19/2015 8:44 AM PLOT BY : AARON SARAUER PLOT NAME : _____ PLOT SCALE : ********* WISDOT/CADDS SHEET 49



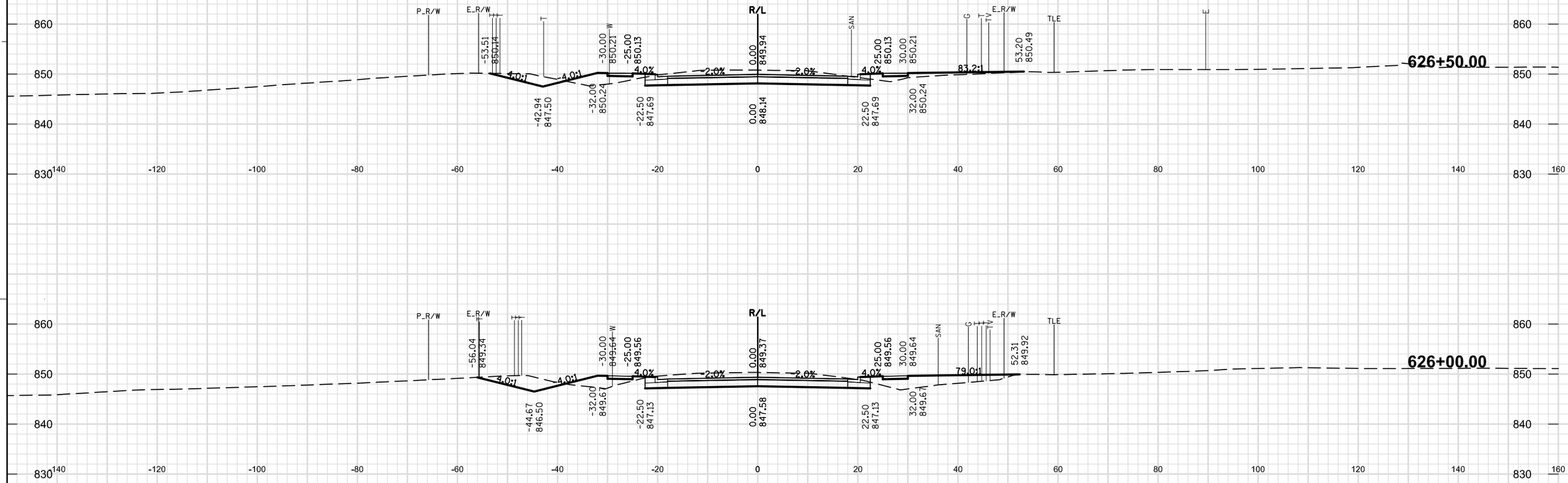
PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS: CTH T	SHEET 546 E



9

9

PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS:CTH T	SHEET 547	E

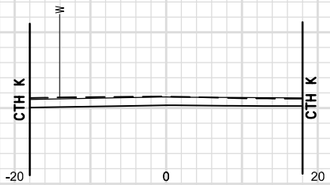


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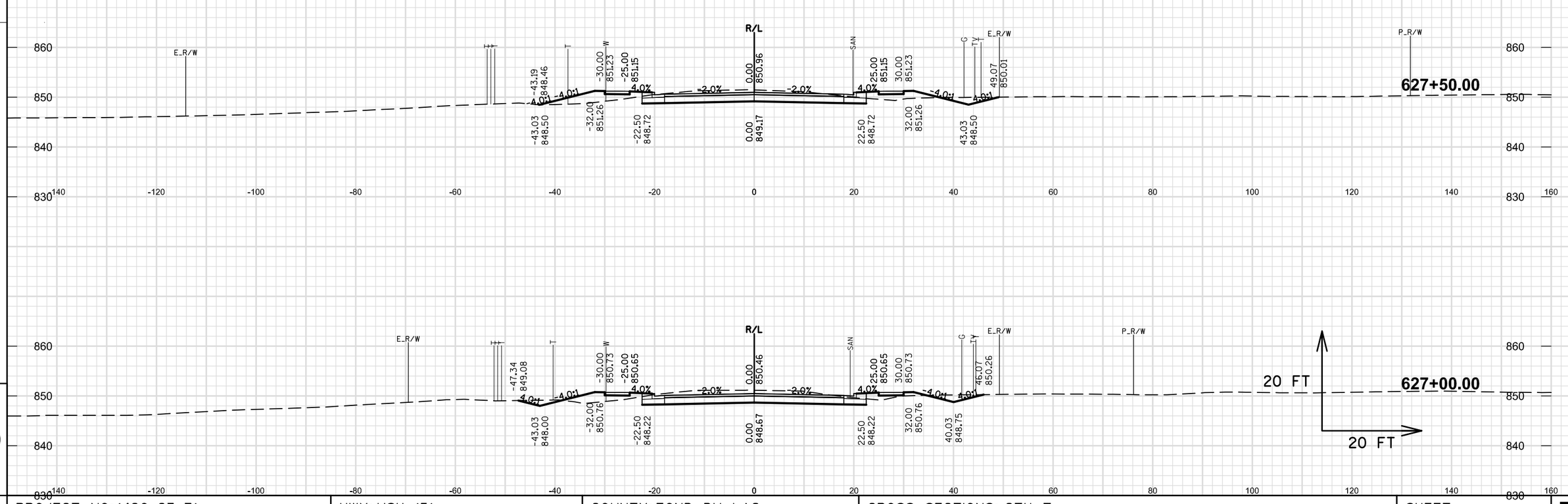
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WISDOT/CADDS SHEET 49

END CONSTRUCTION
CTH T
STA 628+13.35



628+00.00

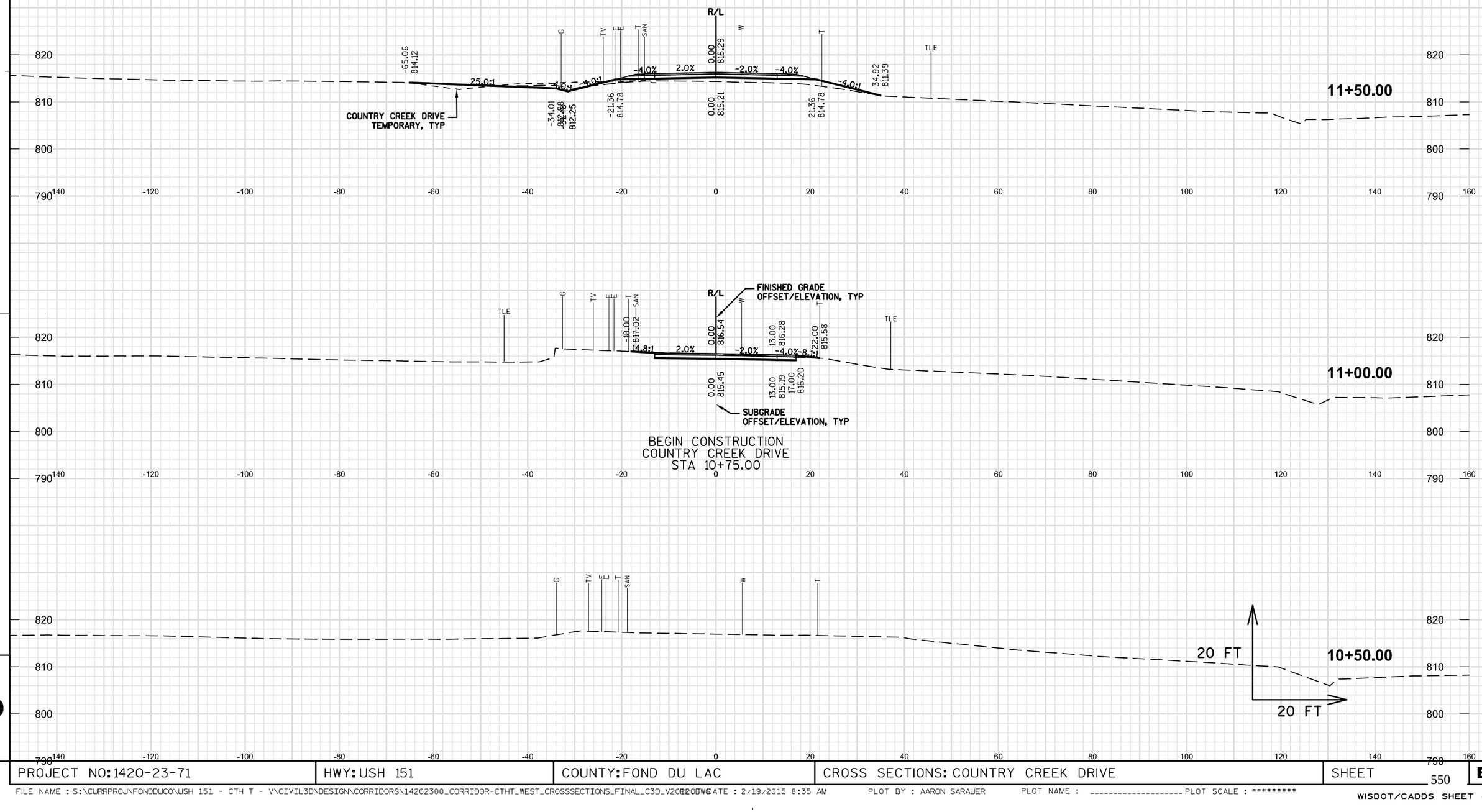


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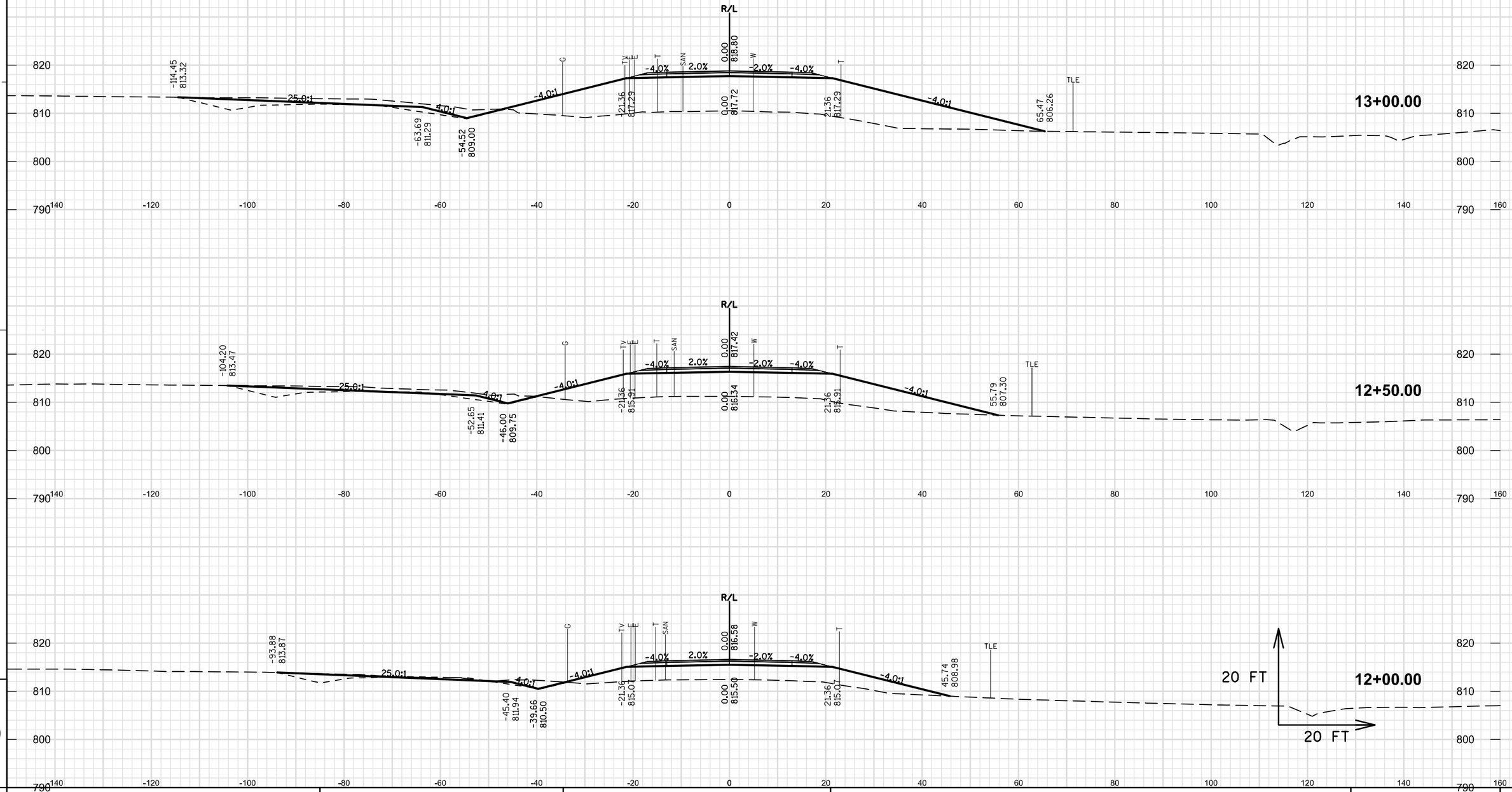
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FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_EAST_CROSSSECTIONS_FINAL_C3D_V2021.DWG PLOT DATE : 2/19/2015 8:44 AM PLOT BY : AARON SARAUER PLOT NAME : ---------- PLOT SCALE : *********

WISDOT/CADDS SHEET 49



PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS: COUNTRY CREEK DRIVE	SHEET 550 E

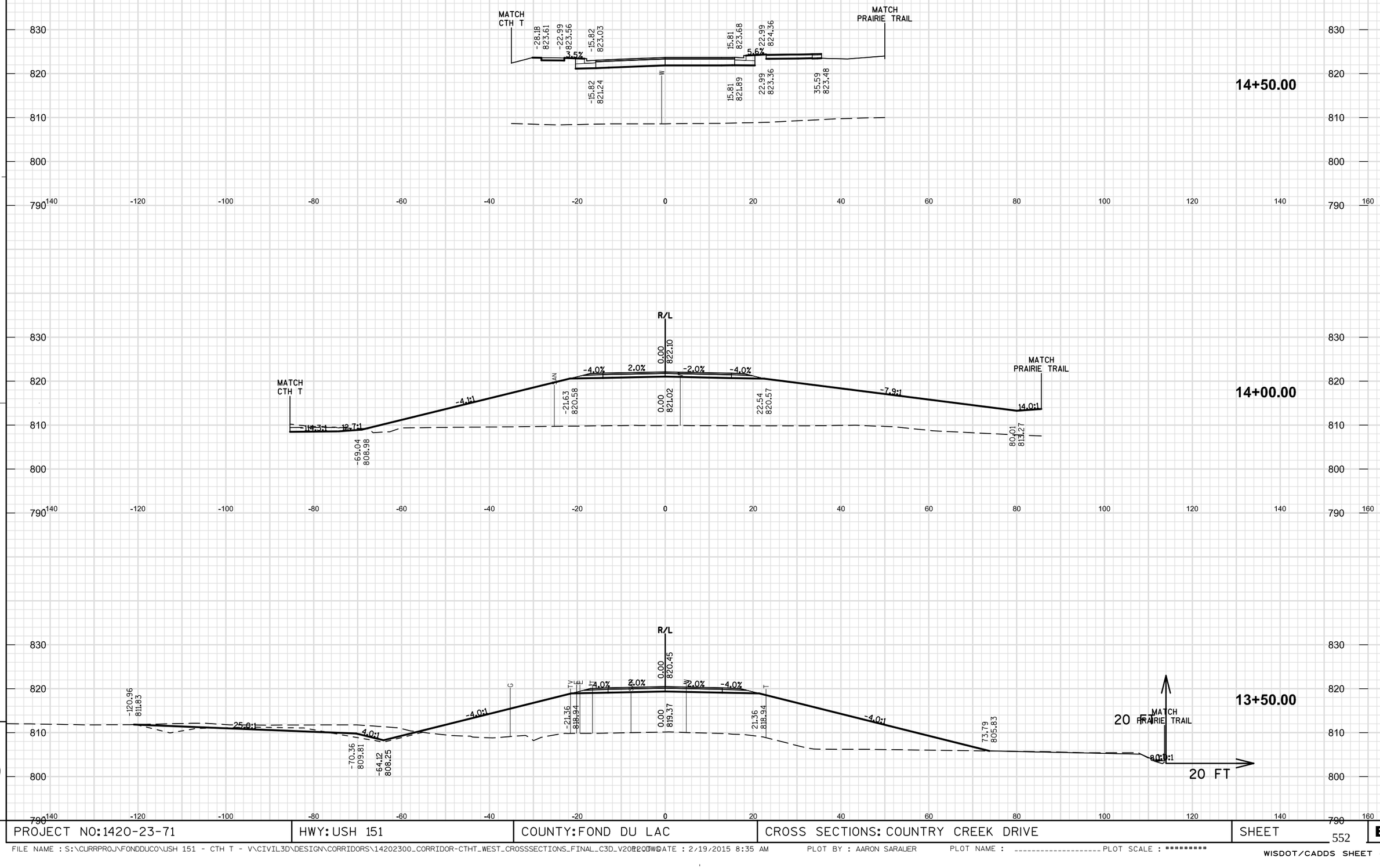


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PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS:COUNTRY CREEK DRIVE	SHEET 551 E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_WEST_CROSSSECTIONS_FINAL_C3D_V2021.DWG PLOT DATE : 2/19/2015 8:35 AM PLOT BY : AARON SARAUER PLOT NAME : _____ PLOT SCALE : *********

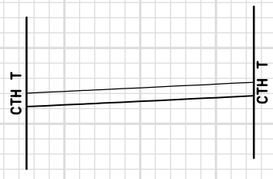
WISDOT/CADDS SHEET 49



PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS: COUNTRY CREEK DRIVE	SHEET 552 E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_WEST_CROSSSECTIONS_FINAL_C3D_V2021.DWG PLOT DATE : 2/19/2015 8:35 AM PLOT BY : AARON SARAUER PLOT NAME : _____ PLOT SCALE : *********

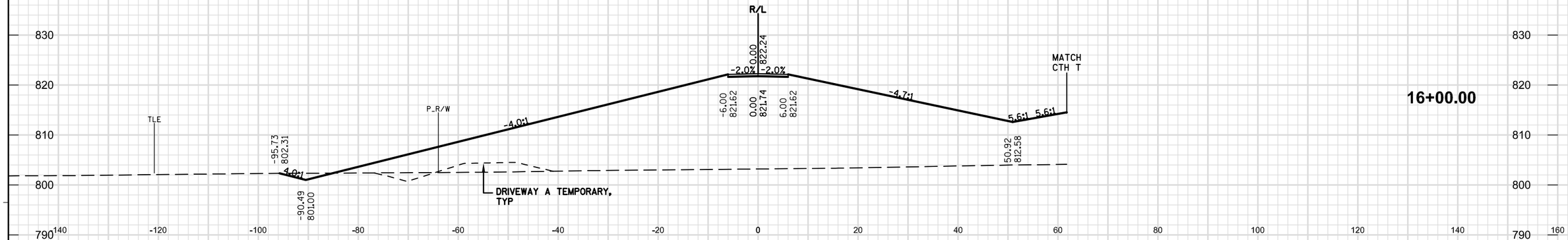
END CONSTRUCTION
COUNTRY CREEK DRIVE
STA 15+00.00

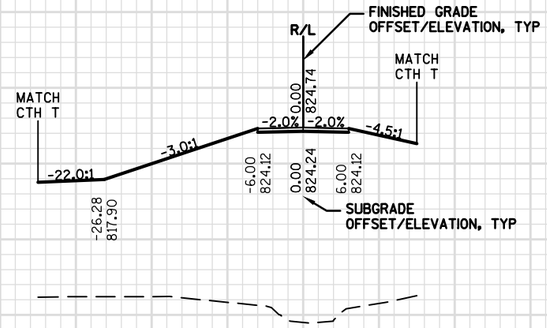


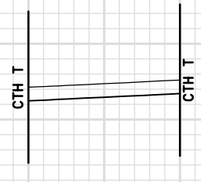


PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS:COUNTRY CREEK DRIVE	SHEET 553	E

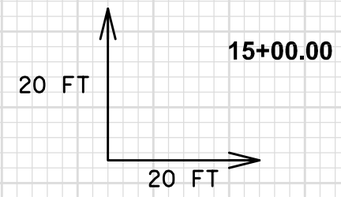
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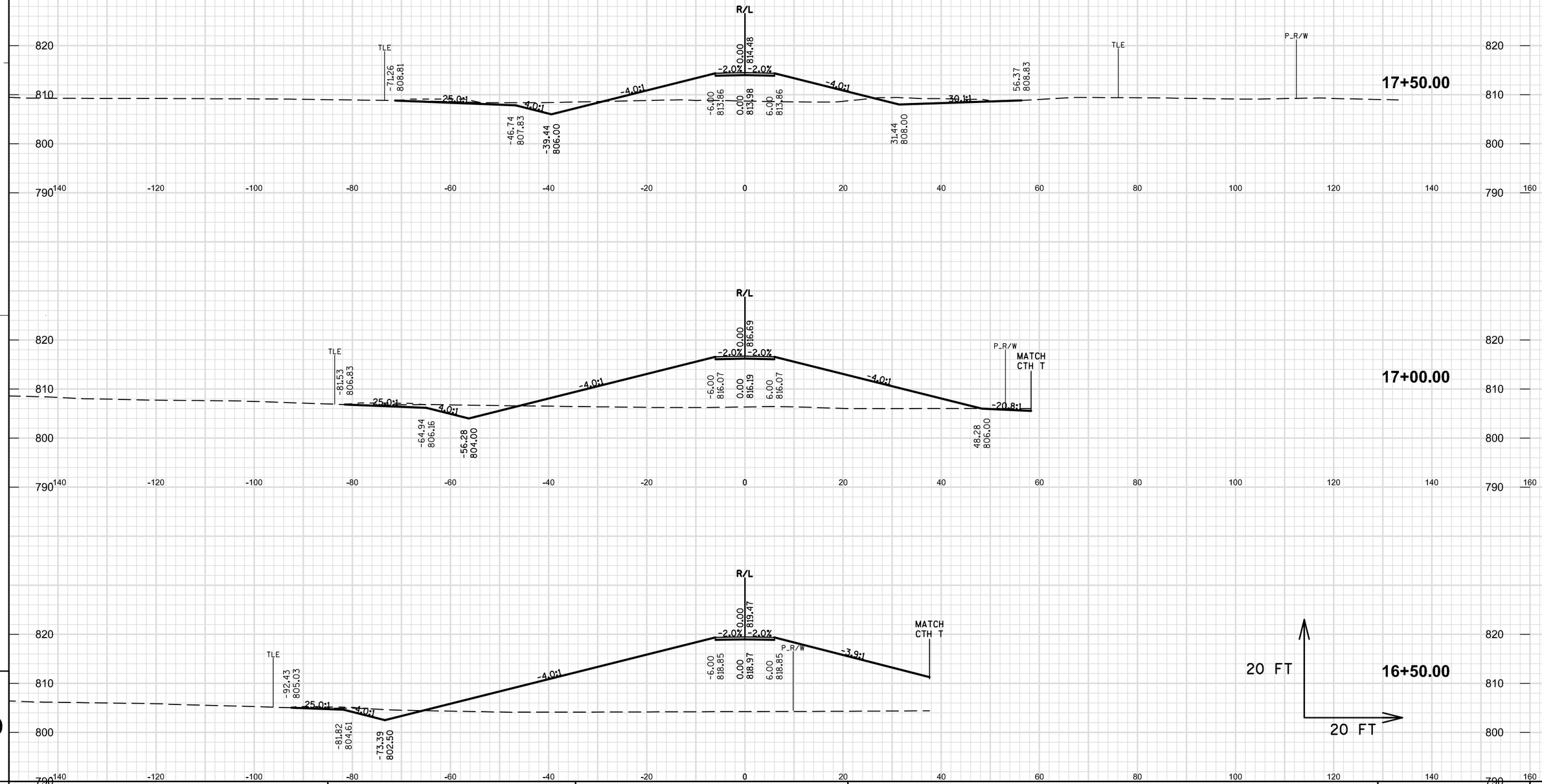
BEGIN CONSTRUCTION
DRIVEWAY
STA 15+00.00



9

9

PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS:DRIVEWAY A	SHEET 554	E



9

9

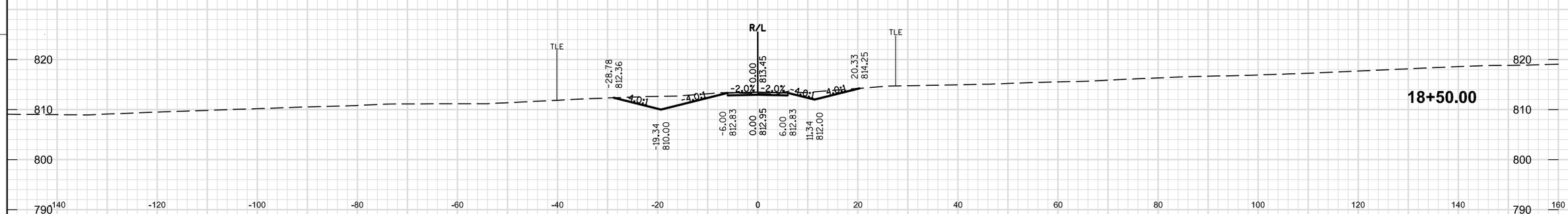
PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS:DRIVEWAY A	SHEET 555	E

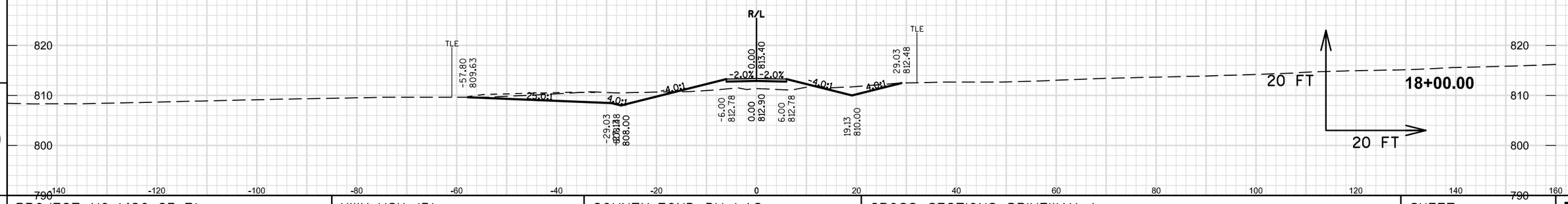
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WISDOT/CADDS SHEET 49

END CONSTRUCTION
DRIVEWAY
STA 19+00.00





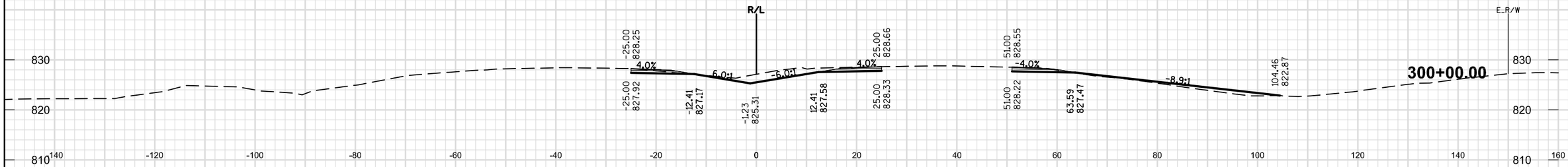


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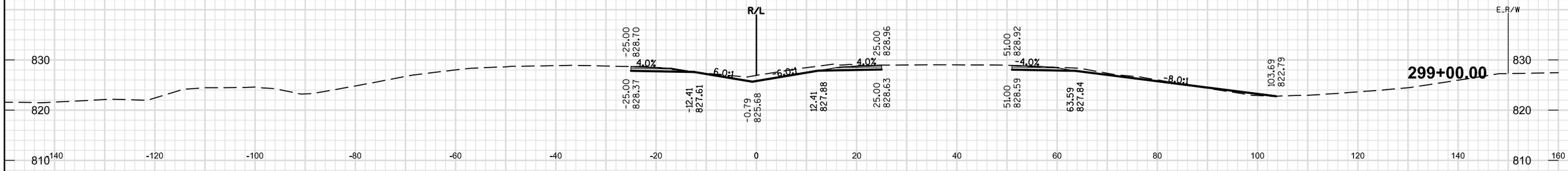
PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS: DRIVEWAY A	SHEET E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_WEST_CROSSSECTIONS_FINAL_C3D_V2012.DWG PLOT DATE : 2/19/2015 8:37 AM PLOT BY : AARON SARAUER PLOT NAME : _____ PLOT SCALE : *********

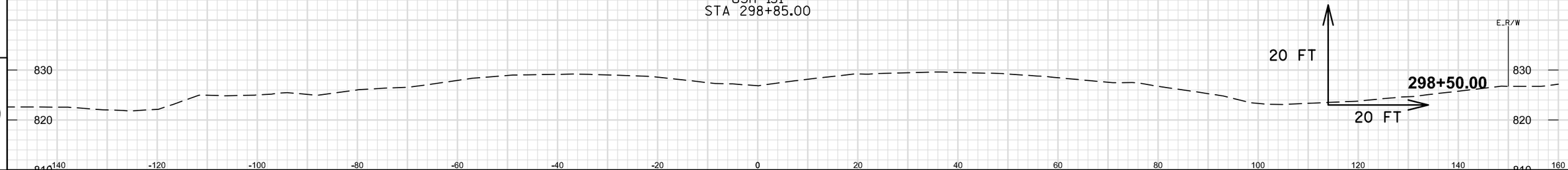
WISDOT/CADDS SHEET 49







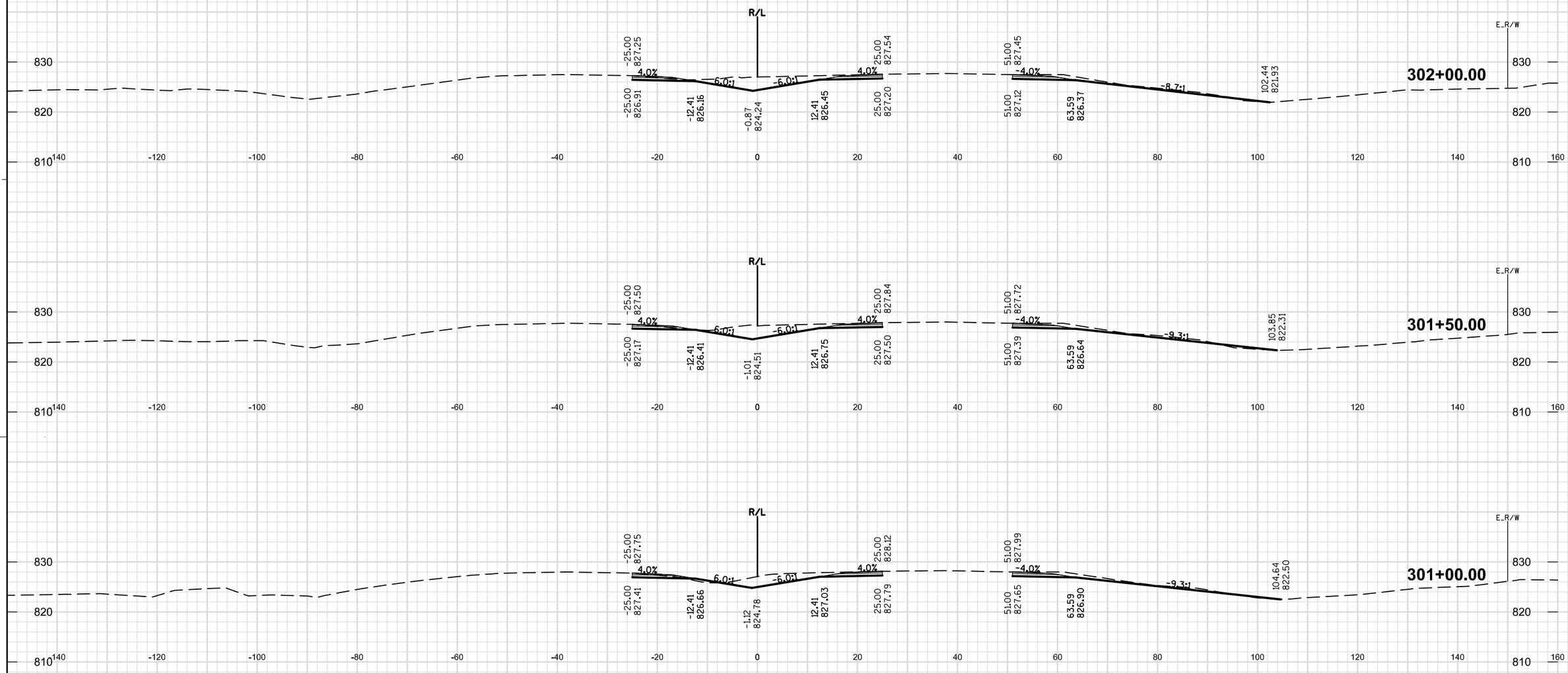
BEGIN CONSTRUCTION
USH 151
STA 298+85.00

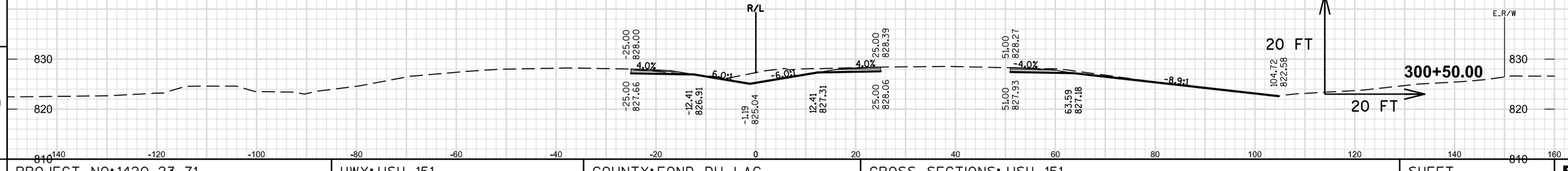


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PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS:USH 151	SHEET 557	E





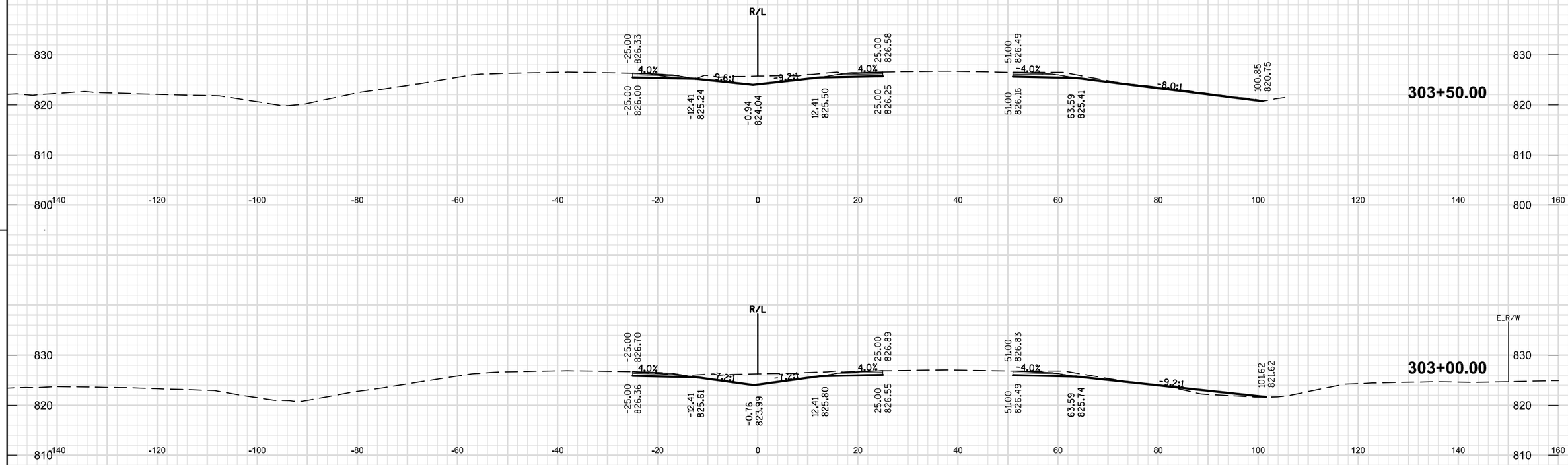
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PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS:USH 151	SHEET 558	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-USH151_MEDIAN_CROSSSECTIONS_FINAL_C3D2012.DWG 2/19/2015 8:52 AM PLOT BY : AARON SARAUER PLOT NAME : ---------- PLOT SCALE : *********

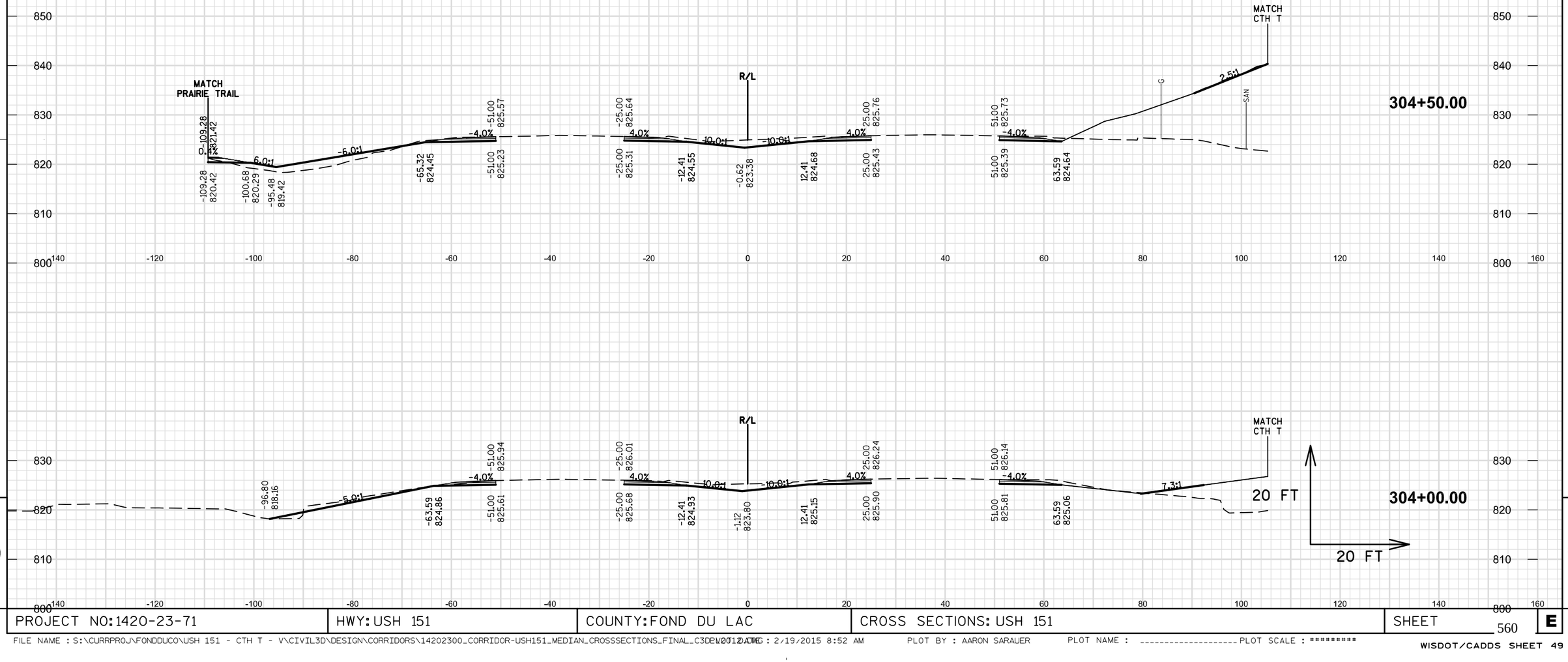
WISDOT/CADDS SHEET 49



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PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS:USH 151	SHEET 559	E

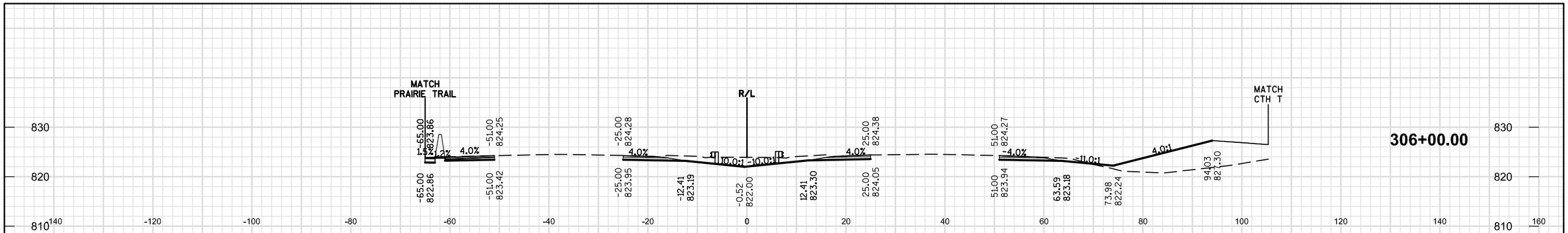


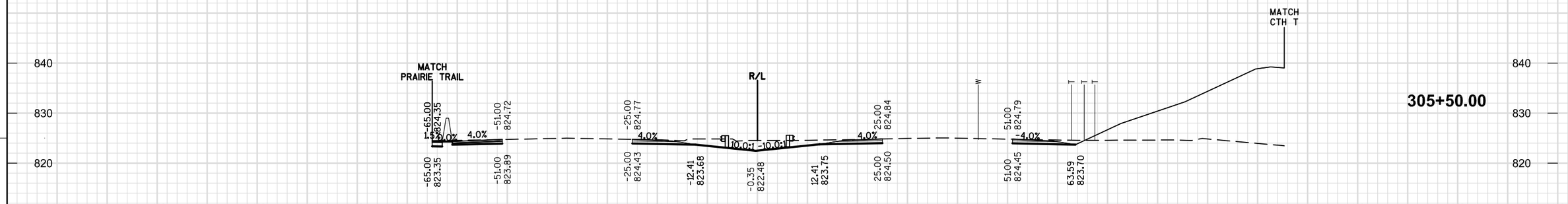
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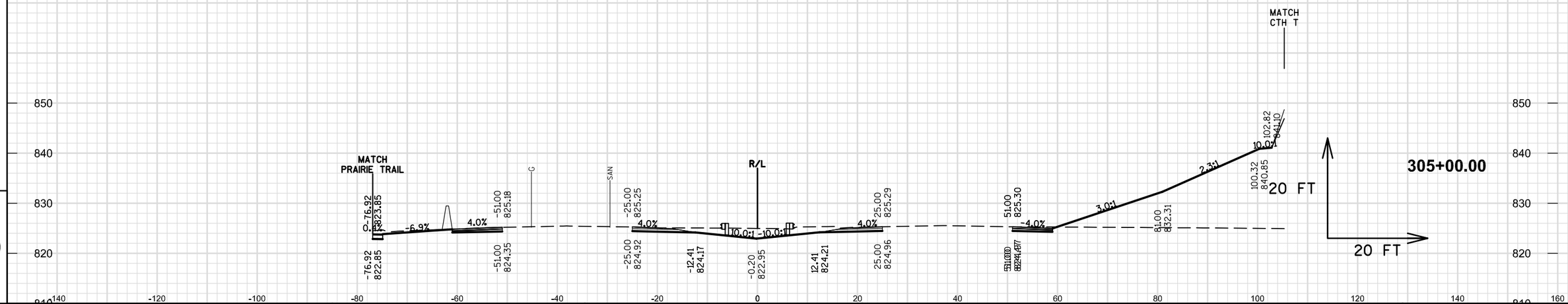
PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS:USH 151	SHEET E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-USH151_MEDIAN_CROSSSECTIONS_FINAL_C3D2012.DWG LAST SAVED : 2/19/2015 8:52 AM PLOT BY : AARON SARAUER PLOT NAME : _____ PLOT SCALE : *********

WISDOT/CADDS SHEET 49





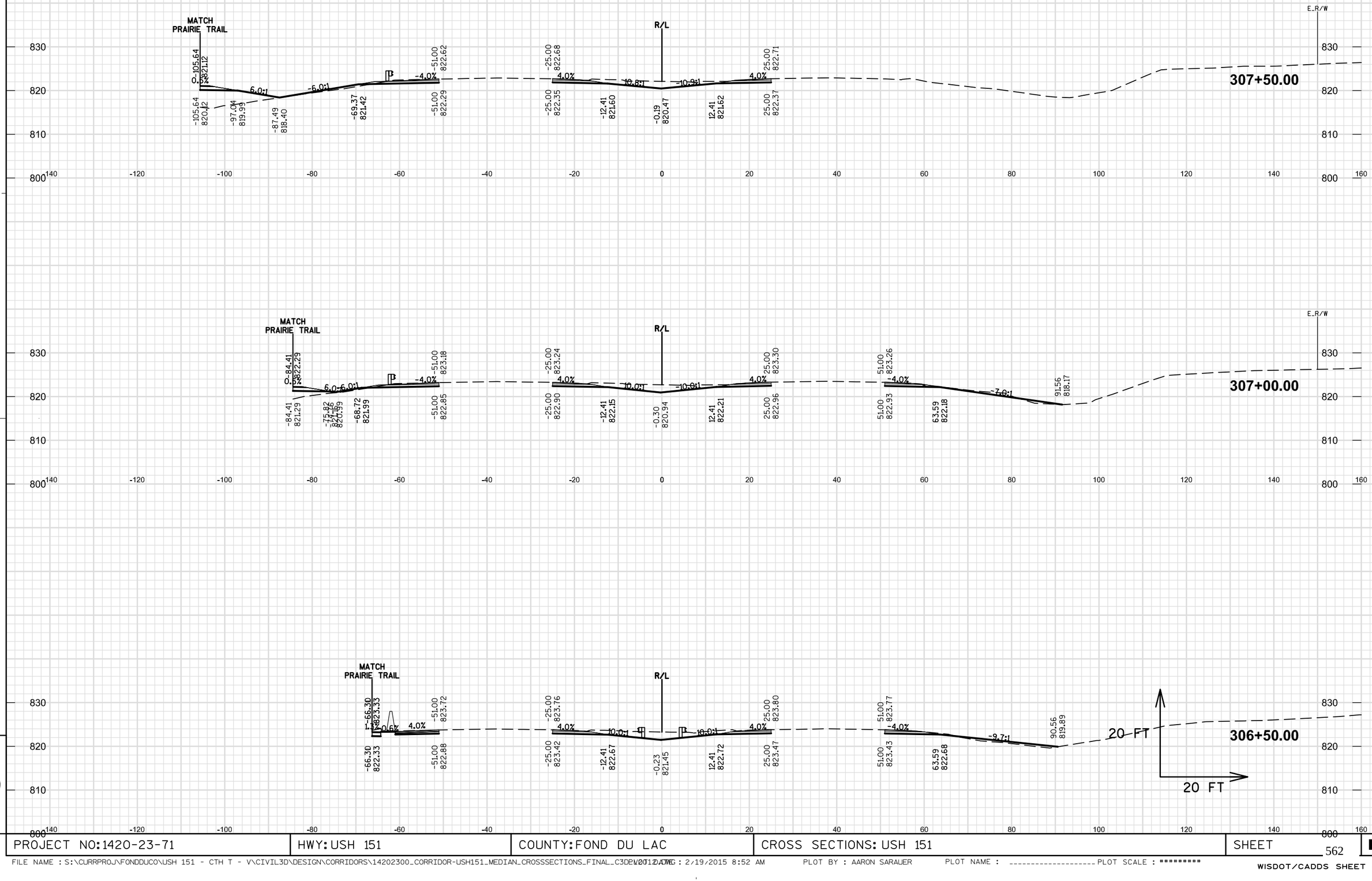


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PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS:USH 151	SHEET 561	E

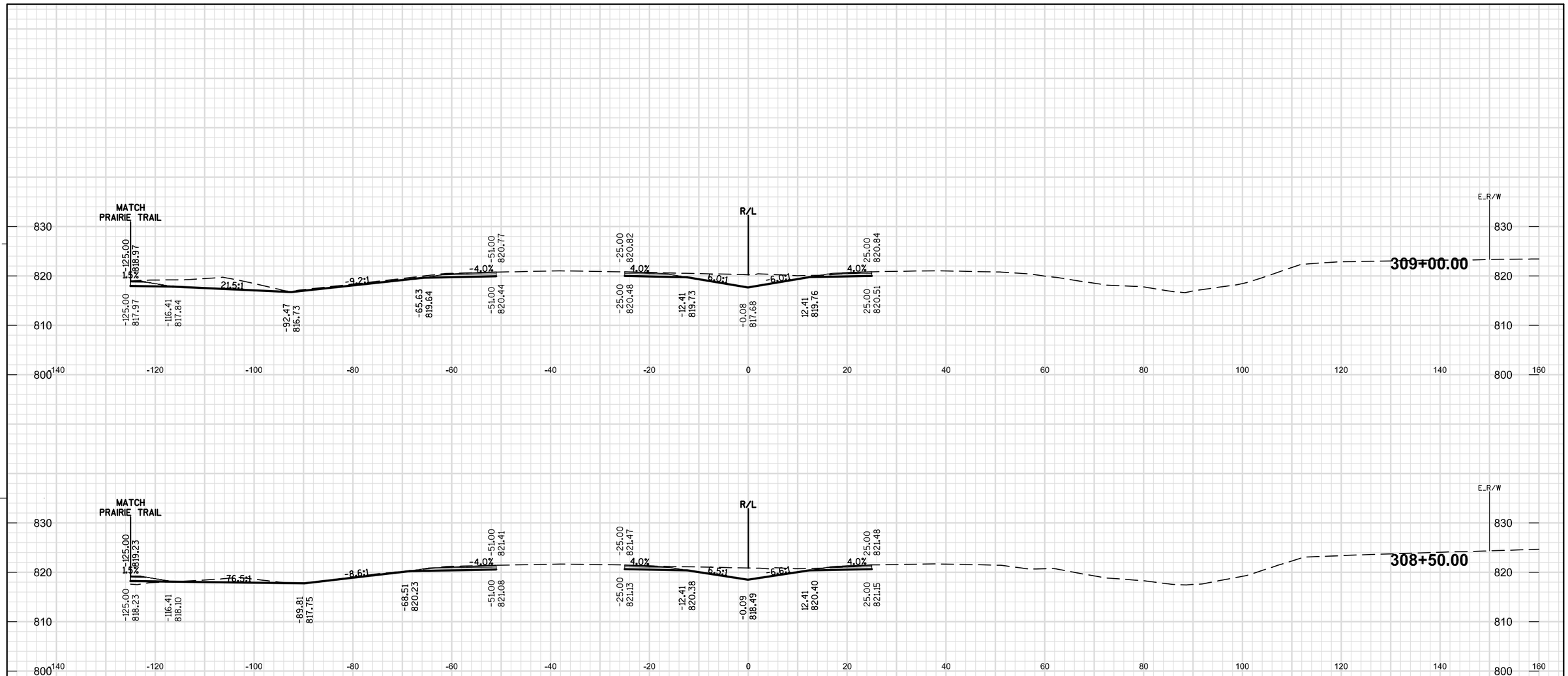
FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-USH151_MEDIAN_CROSSSECTIONS_FINAL_C3D_V2012.DWG PLOT DATE : 2/19/2015 8:52 AM PLOT BY : AARON SARAUER PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 49



PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: USH 151	SHEET	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-USH151_MEDIAN_CROSSSECTIONS_FINAL_C3D2012.DWG PLOT DATE : 2/19/2015 8:52 AM PLOT BY : AARON SARAUER PLOT NAME : _____ PLOT SCALE : *********

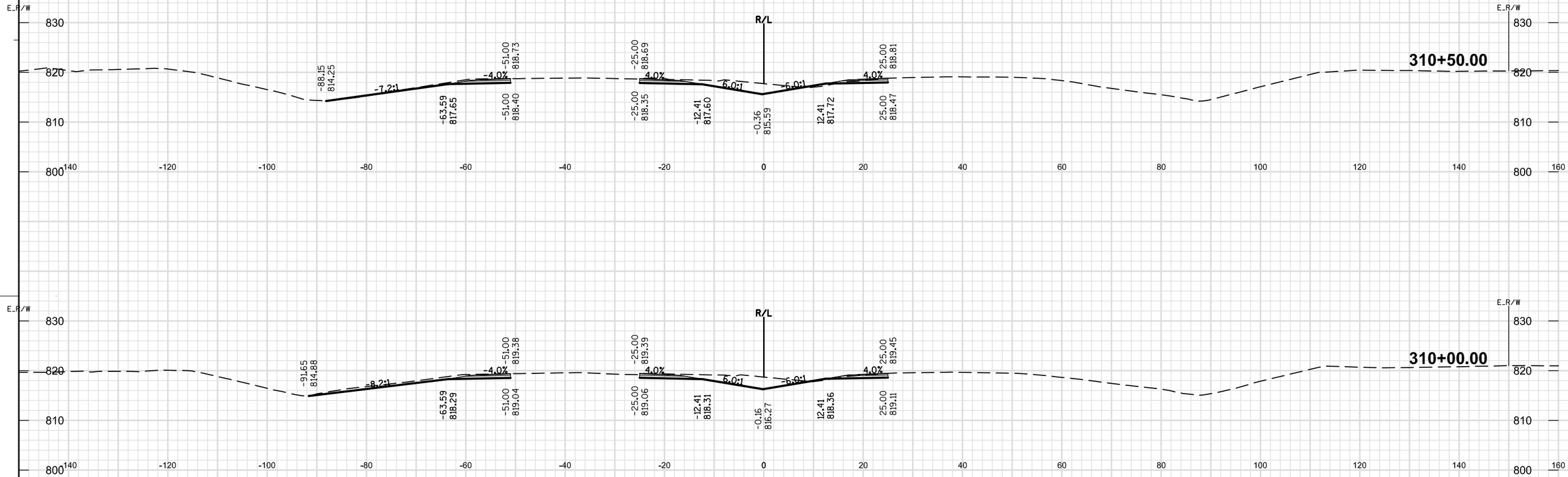
WISDOT/CADDS SHEET 49



PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: USH 151	SHEET 563 E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-USH151_MEDIAN_CROSSSECTIONS_FINAL_C3D2012.DWG PLOT DATE : 2/19/2015 8:52 AM PLOT BY : AARON SARAUER PLOT NAME : ---------- PLOT SCALE : *********

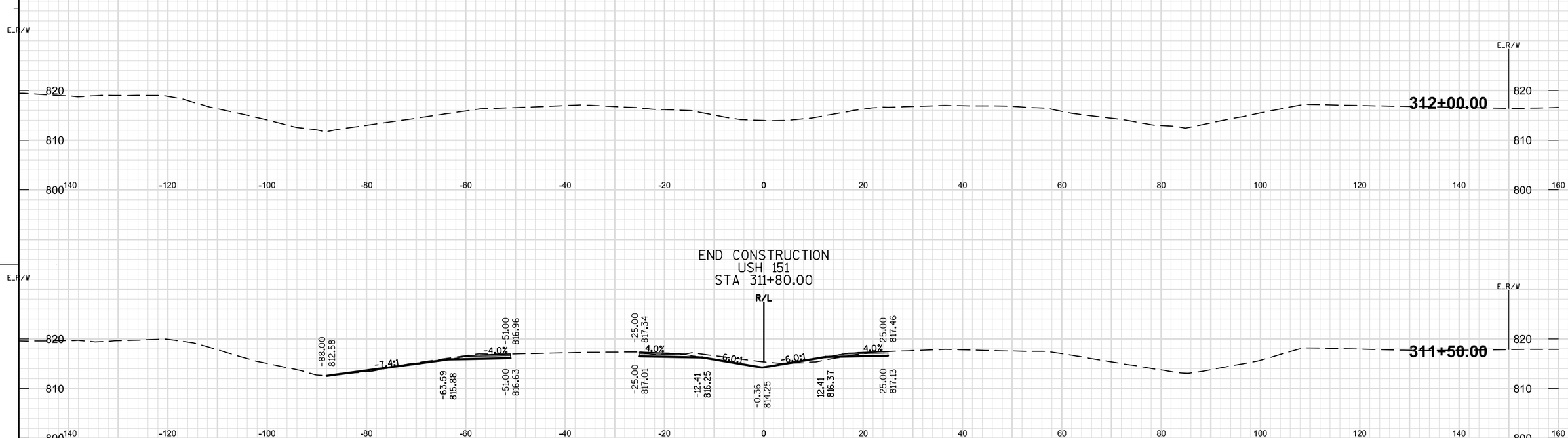
WISDOT/CADDS SHEET 49



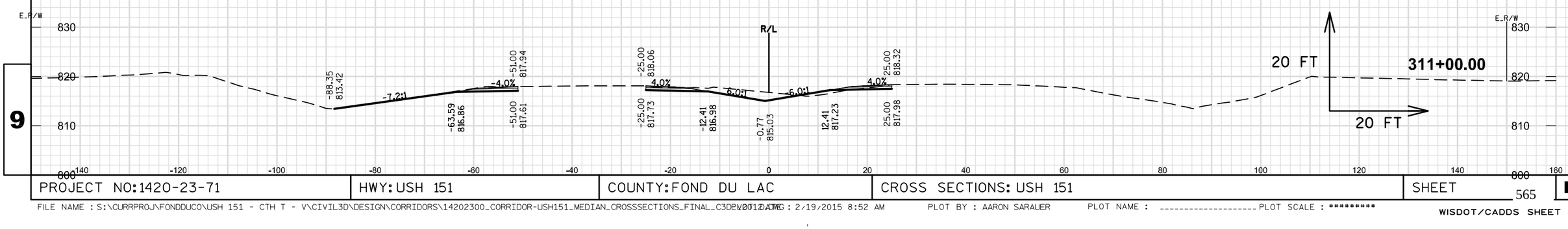
PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS:USH 151	SHEET 564	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-USH151_MEDIAN_CROSSSECTIONS_FINAL_C3D_2012.DWG : 2/19/2015 8:52 AM PLOT BY : AARON SARAUER PLOT NAME : ---------- PLOT SCALE : *********

WISDOT/CADDS SHEET 49



END CONSTRUCTION
USH 151
STA 311+80.00

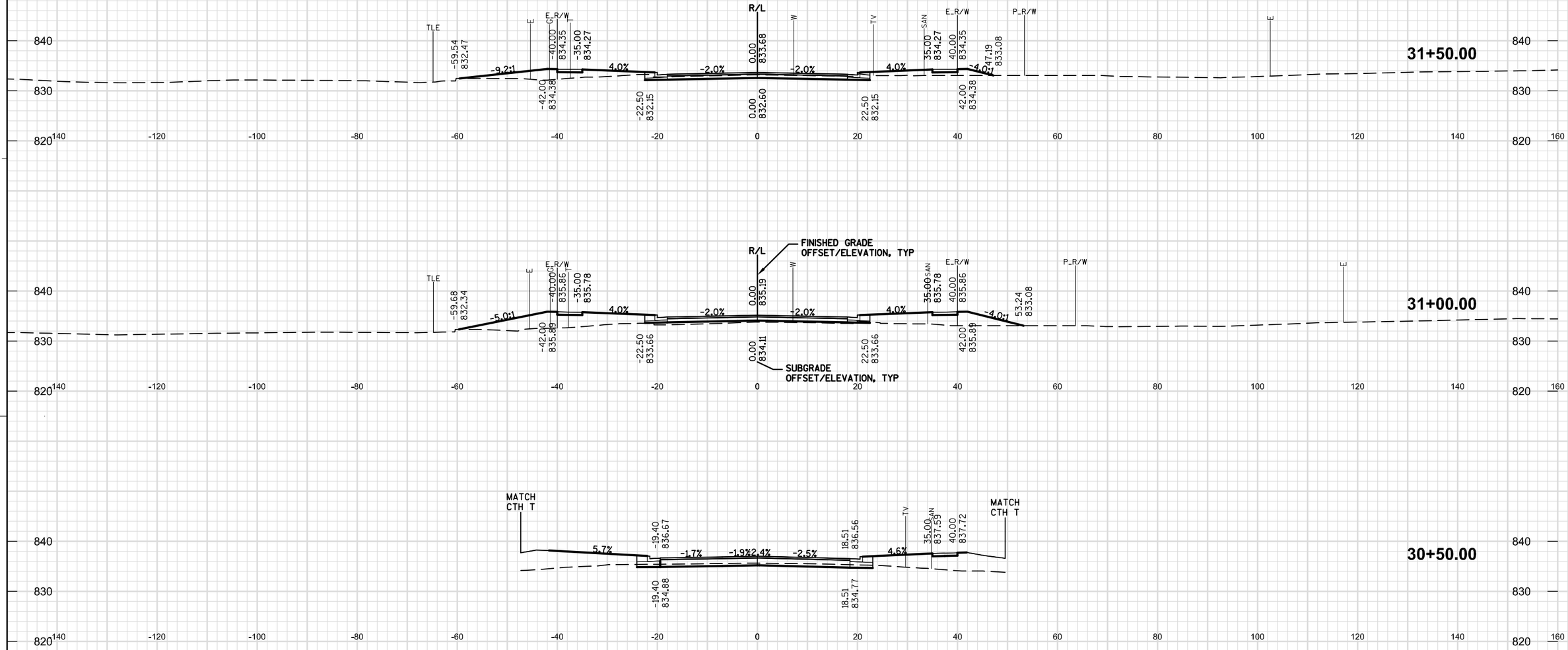


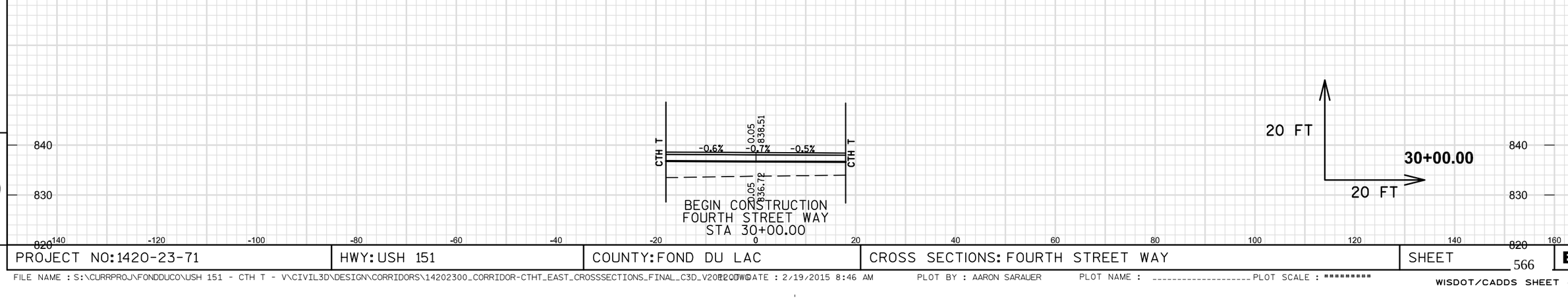
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PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: USH 151	SHEET 565	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-USH151_MEDIAN_CROSSSECTIONS_FINAL_C3D2012.DWG PLOT DATE : 2/19/2015 8:52 AM PLOT BY : AARON SARAUER PLOT NAME : _____ PLOT SCALE : *********

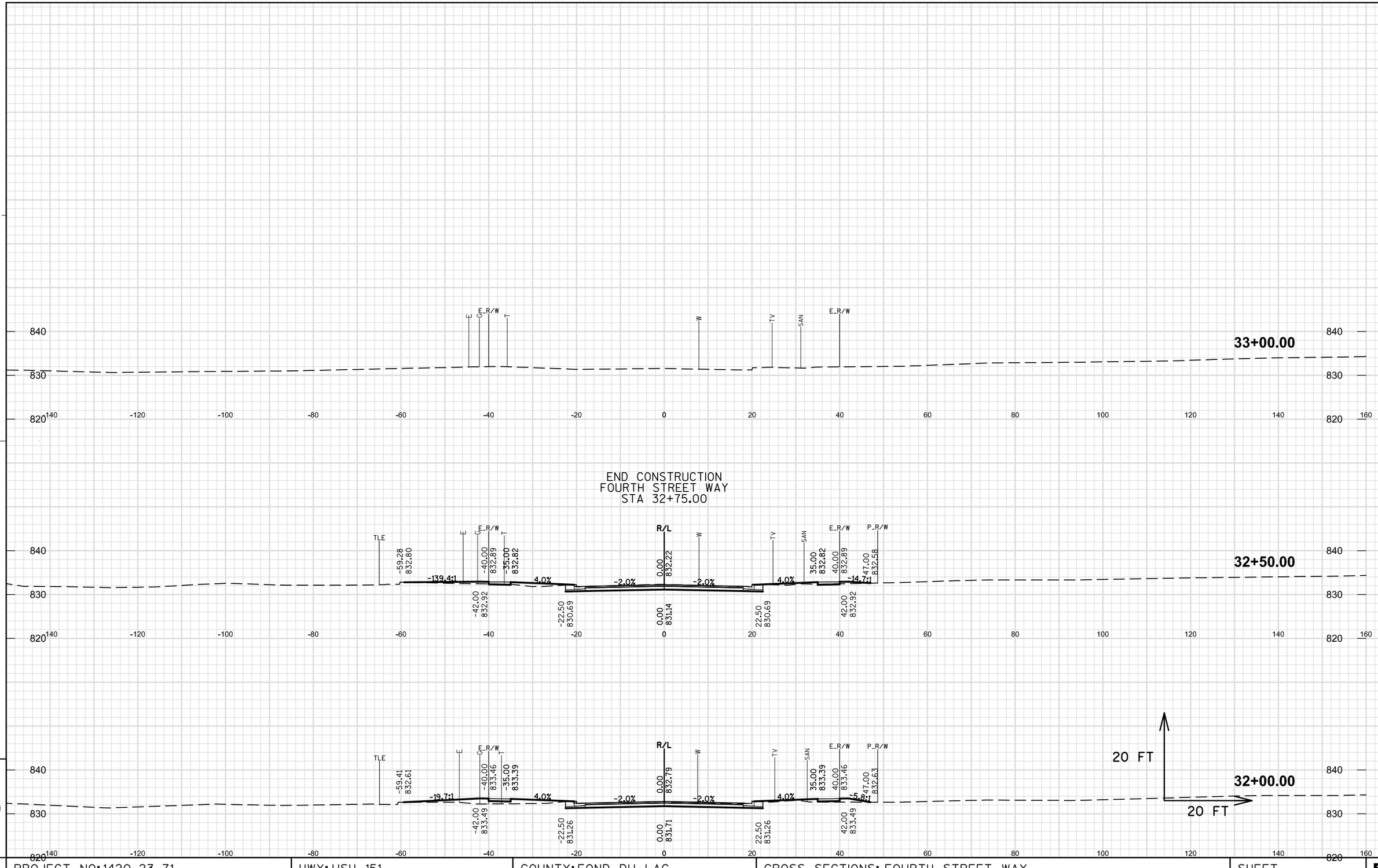




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PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS:FOURTH STREET WAY	SHEET 566	E



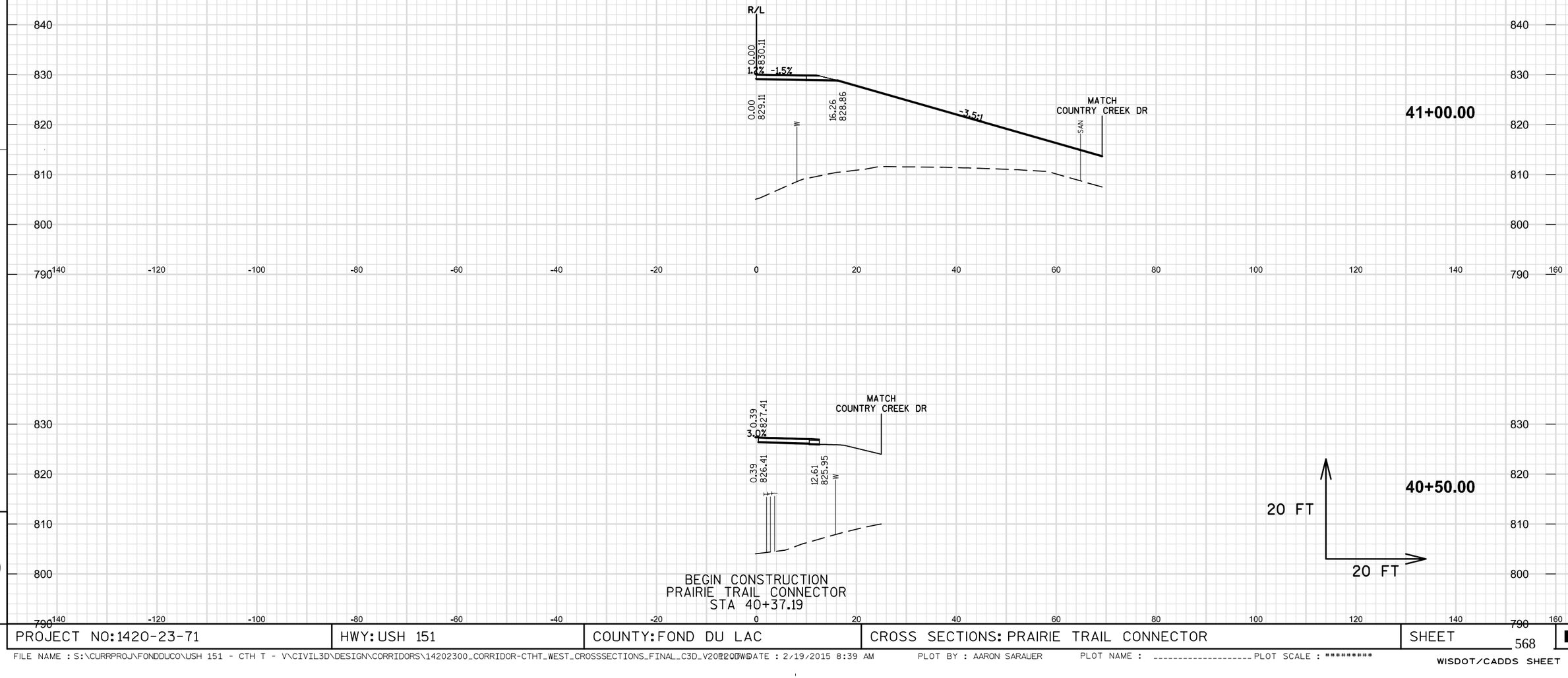
END CONSTRUCTION
FOURTH STREET WAY
STA 32+75.00

9

PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: FOURTH STREET WAY	SHEET 567	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_EAST_CROSSSECTIONS_FINAL_C3D_V2021.DWG DATE : 2/19/2015 8:46 AM PLOT BY : AARON SARAUER PLOT NAME : _____ PLOT SCALE : *********

WISDOT/CADDS SHEET 49



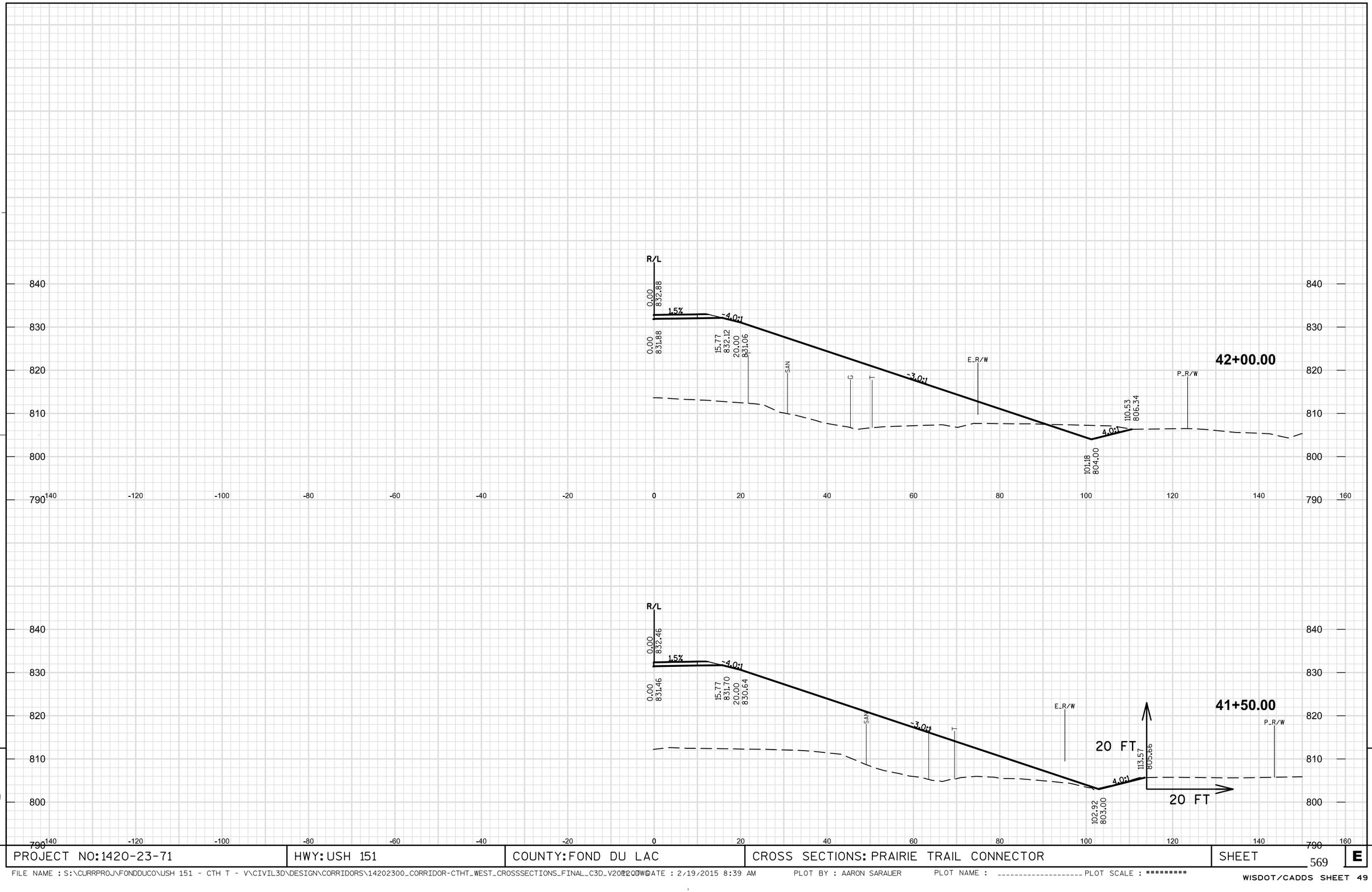
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PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: PRAIRIE TRAIL CONNECTOR	SHEET 568	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_WEST_CROSSSECTIONS_FINAL_C3D_V2021.DWG DATE : 2/19/2015 8:39 AM PLOT BY : AARON SARAUER PLOT NAME : _____ PLOT SCALE : *********

WISDOT/CADDS SHEET 49

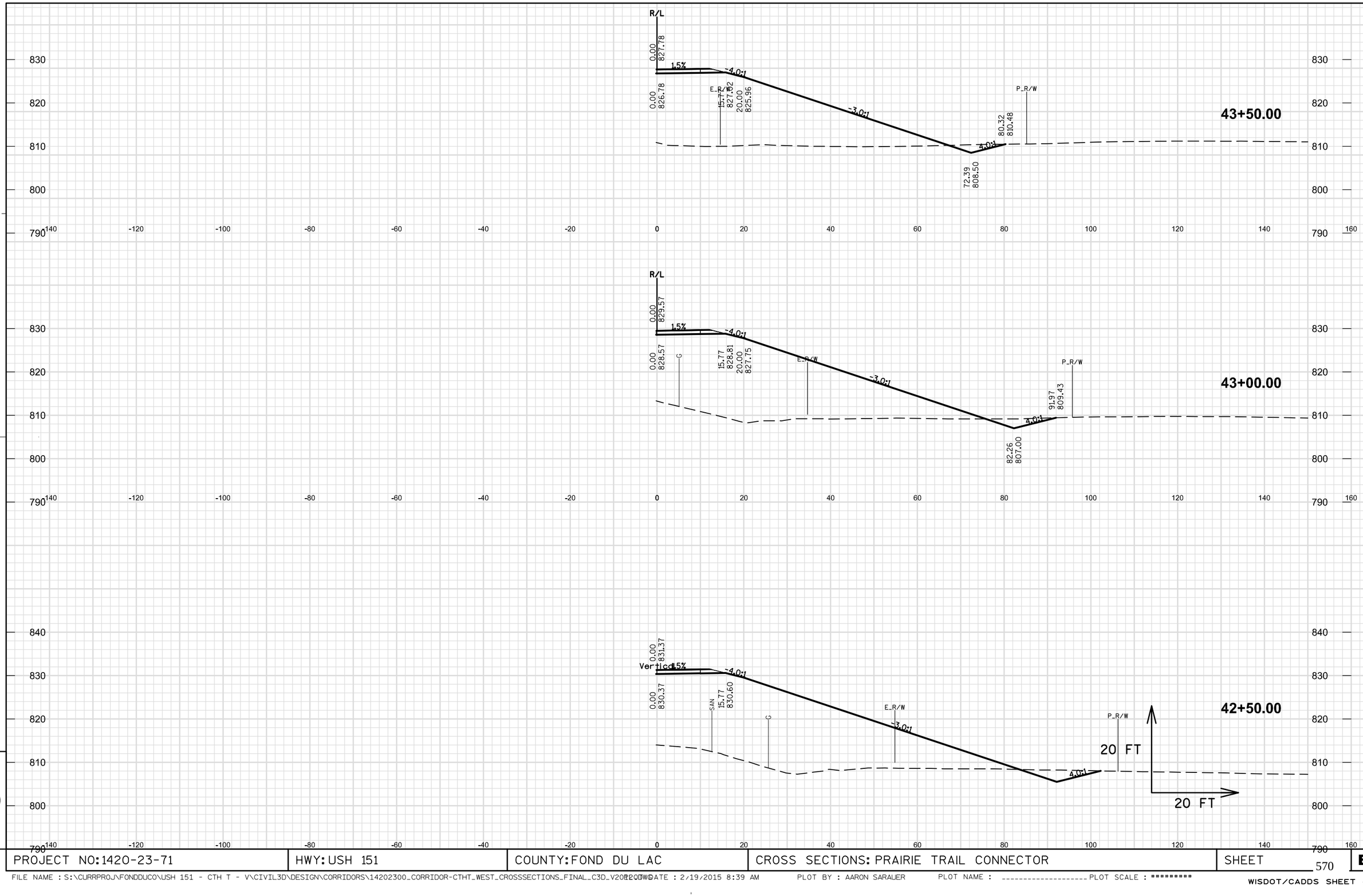


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PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS:PRAIRIE TRAIL CONNECTOR	SHEET 569 E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_WEST_CROSSSECTIONS_FINAL_C3D_V2021.DWG DATE : 2/19/2015 8:39 AM PLOT BY : AARON SARAUER PLOT NAME : _____ PLOT SCALE : *********

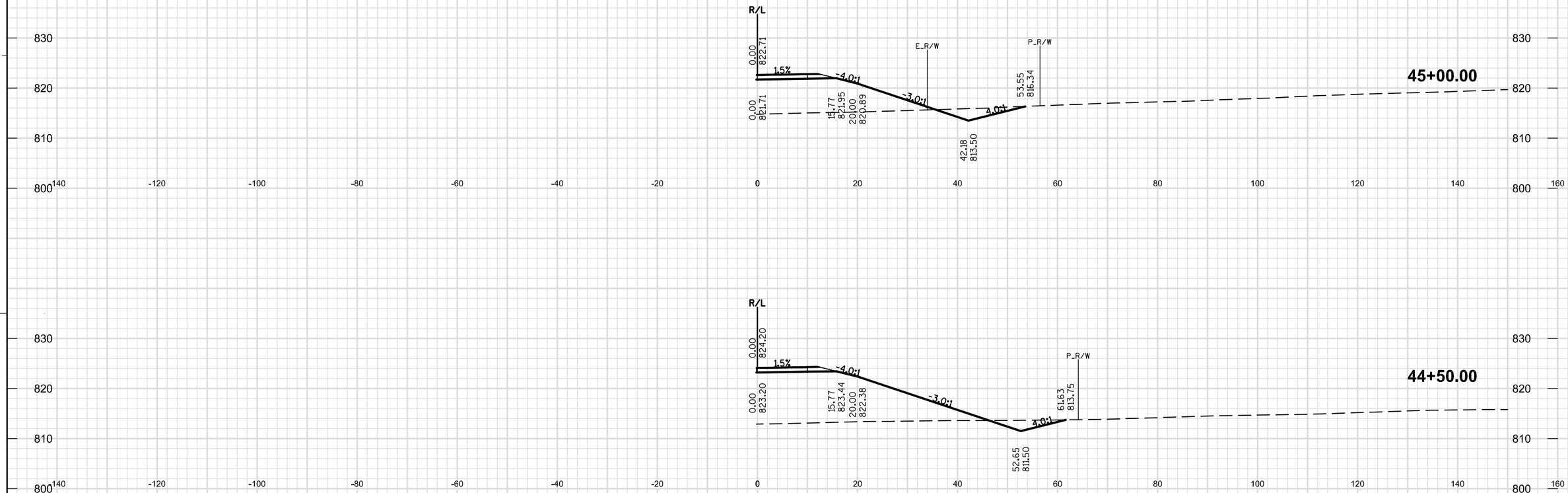
WISDOT/CADDS SHEET 49



PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: PRAIRIE TRAIL CONNECTOR	SHEET 570 E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_WEST_CROSSSECTIONS_FINAL_C3D_V2012.DWG PLOT DATE : 2/19/2015 8:39 AM PLOT BY : AARON SARAUER PLOT NAME : ---------- PLOT SCALE : ********

WISDOT/CADDS SHEET 49

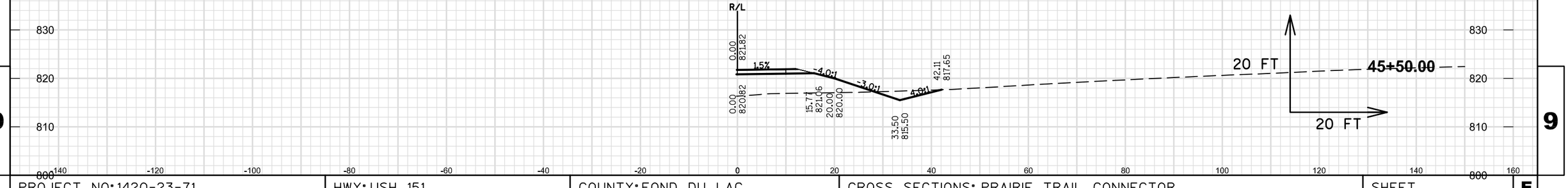


PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: PRAIRIE TRAIL CONNECTOR	SHEET 571 E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_WEST_CROSSSECTIONS_FINAL_C3D_V2021.DWG DATE : 2/19/2015 8:39 AM PLOT BY : AARON SARAUER PLOT NAME : _____ PLOT SCALE : *********

WISDOT/CADDS SHEET 49

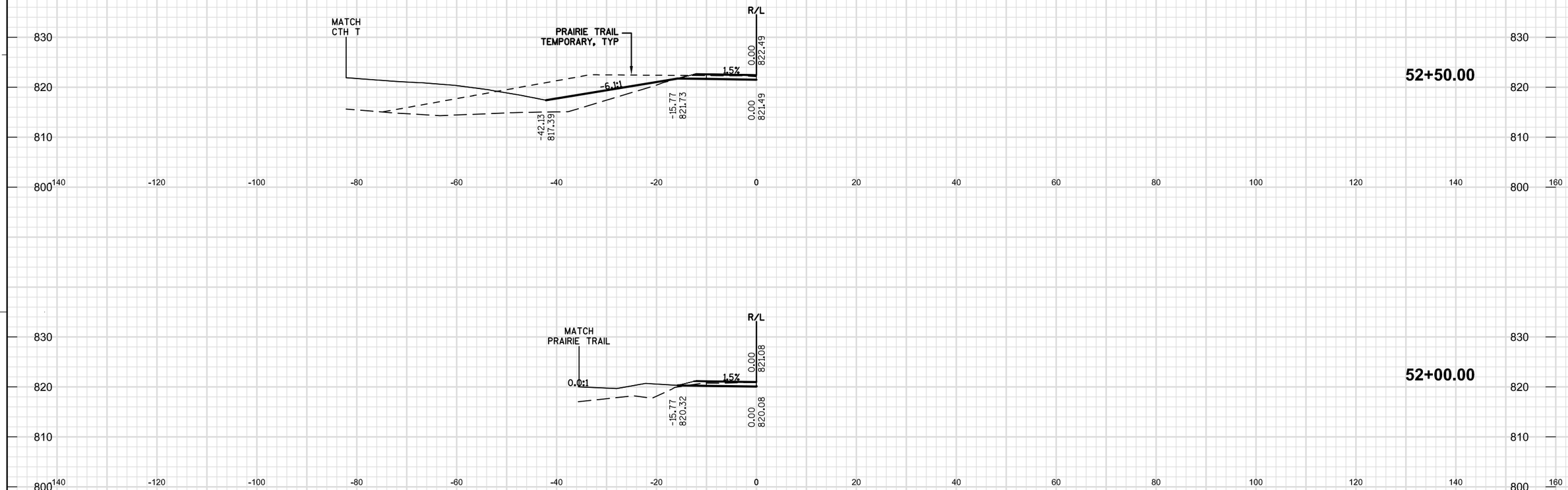
END CONSTRUCTION
PRAIRIE TRAIL CONNECTOR
STA 45+75.67



PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: PRAIRIE TRAIL CONNECTOR	SHEET 572	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_WEST_CROSSSECTIONS_FINAL_C3D_V2021.DWG PLOT DATE : 2/19/2015 8:39 AM PLOT BY : AARON SARAUER PLOT NAME : ---------- PLOT SCALE : ********

WISDOT/CADDS SHEET 49



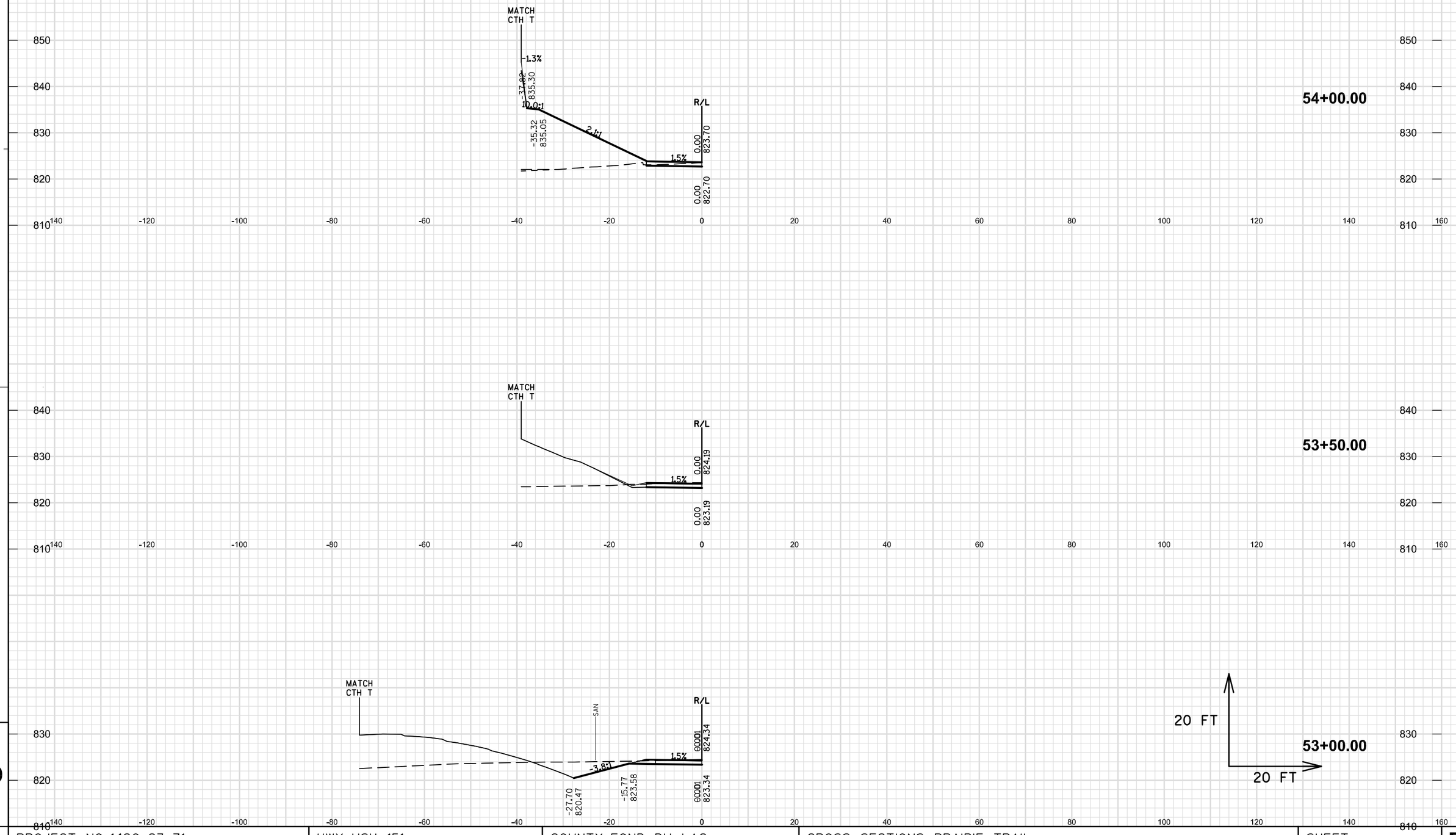
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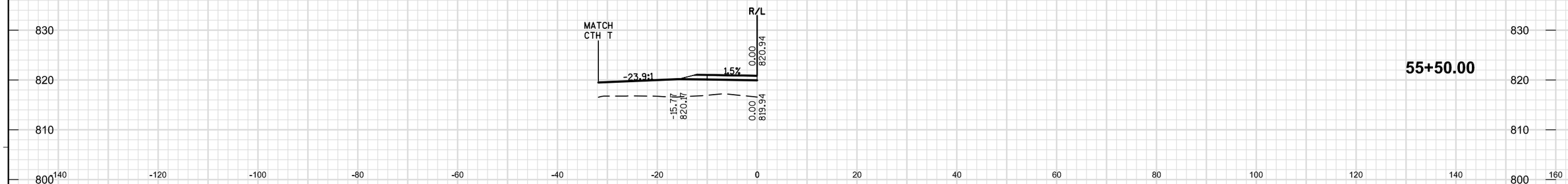
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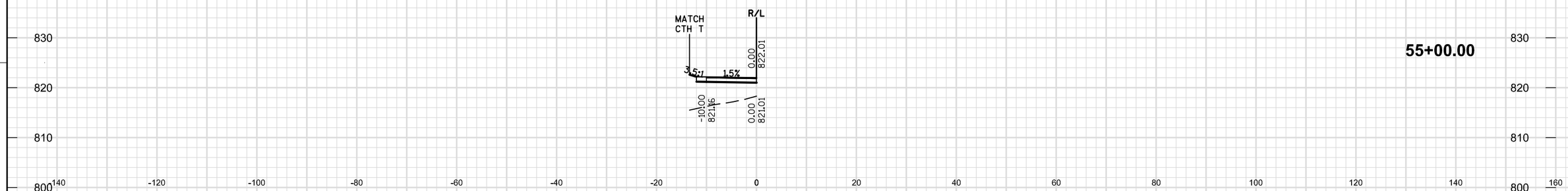
FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_WEST_CROSSSECTIONS_FINAL_C3D_V2012.DWG PLOT DATE : 2/19/2015 8:40 AM PLOT BY : AARON SARAUER PLOT NAME : _____ PLOT SCALE : *********

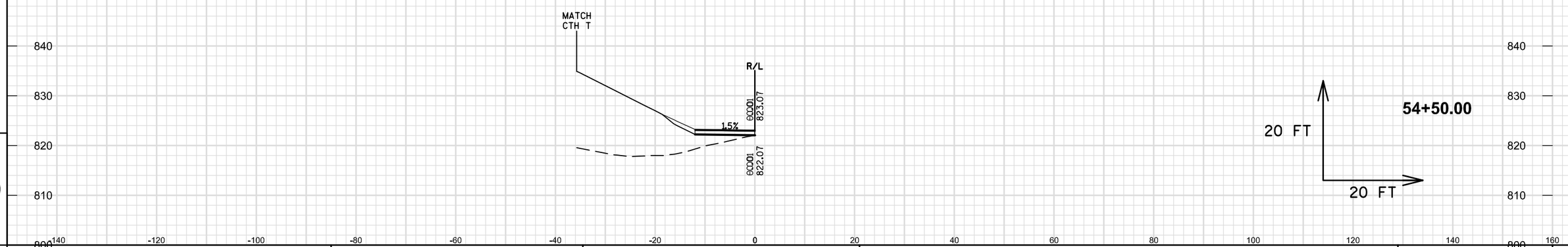
WISDOT/CADDS SHEET 49



PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS: PRAIRIE TRAIL	SHEET 574 E







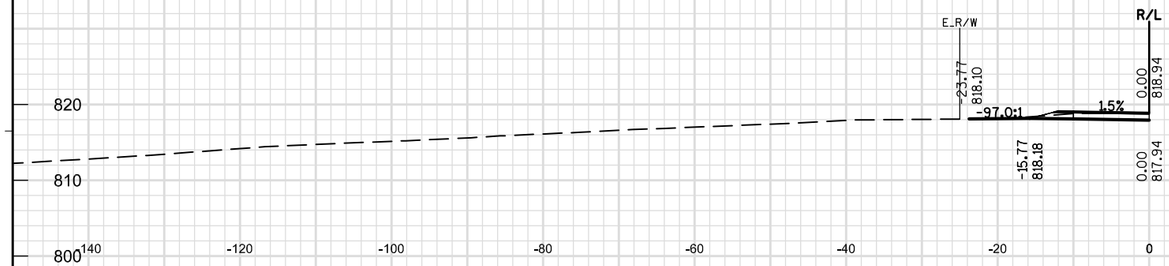
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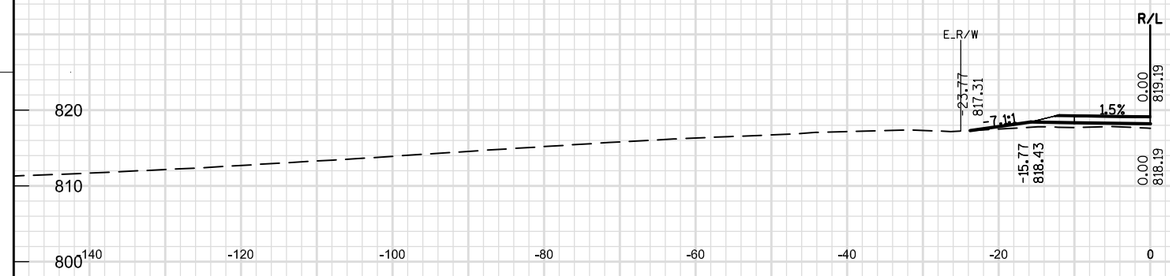
PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: PRAIRIE TRAIL	SHEET 575	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_WEST_CROSSSECTIONS_FINAL_C3D_V20.DWG PLOT DATE : 2/19/2015 8:40 AM PLOT BY : AARON SARAUER PLOT NAME : _____ PLOT SCALE : *********

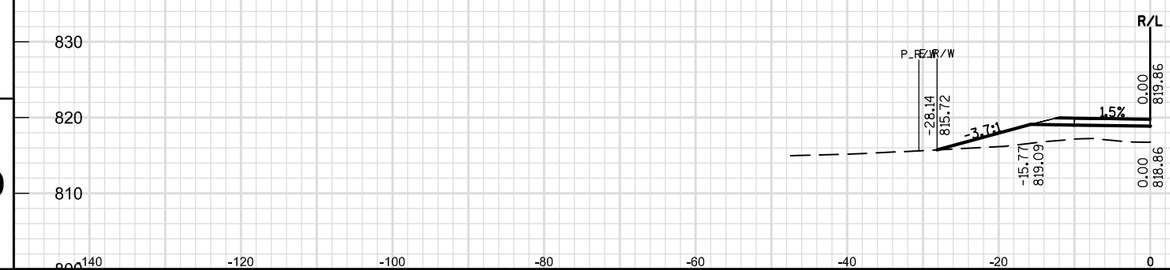
END CONSTRUCTION
PRAIRIE TRAIL
STA 57+00.00

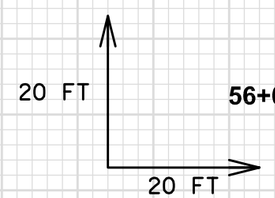


57+00.00



56+50.00





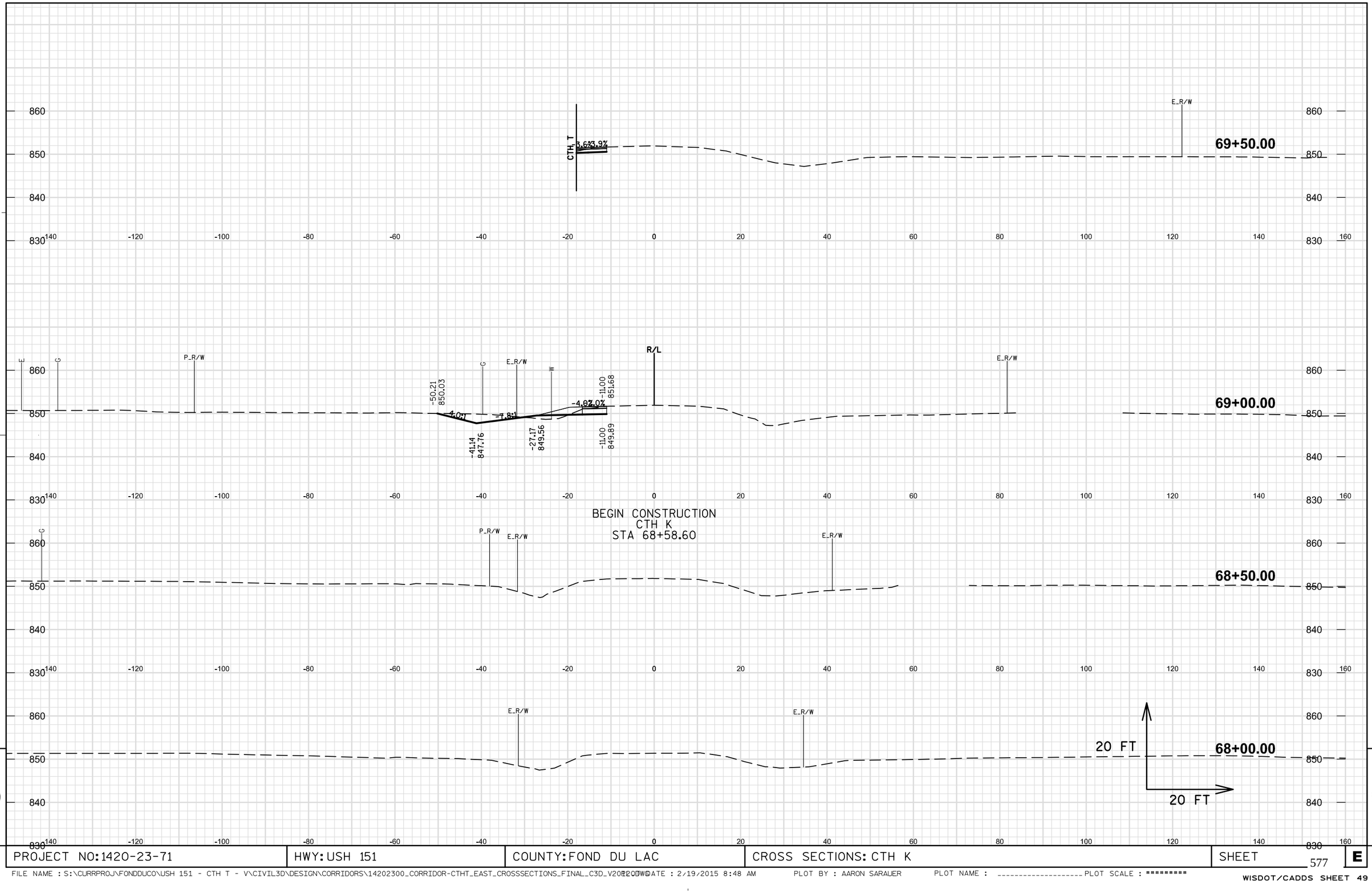
56+00.00

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PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS:PRAIRIE TRAIL	SHEET 576	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_WEST_CROSSSECTIONS_FINAL_C3D_V2012.DWG PLOT DATE : 2/19/2015 8:40 AM PLOT BY : AARON SARAUER PLOT NAME : _____ PLOT SCALE : *********

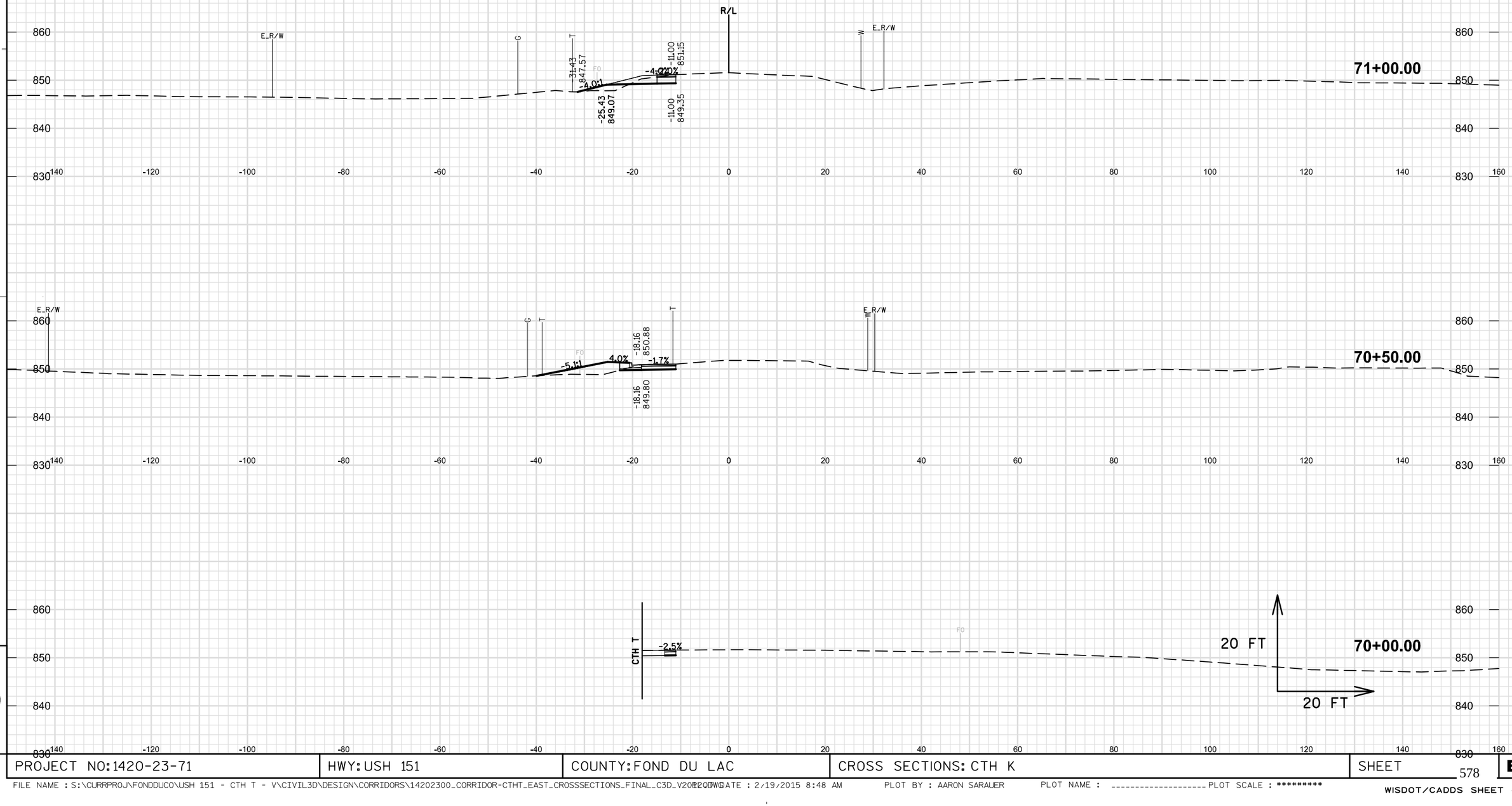
WISDOT/CADDS SHEET 49



PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH K	SHEET 577 E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_EAST_CROSSSECTIONS_FINAL_C3D_V20.DWG PLOT DATE : 2/19/2015 8:48 AM PLOT BY : AARON SARAUER PLOT NAME : _____ PLOT SCALE : *********

WISDOT/CADDS SHEET 49

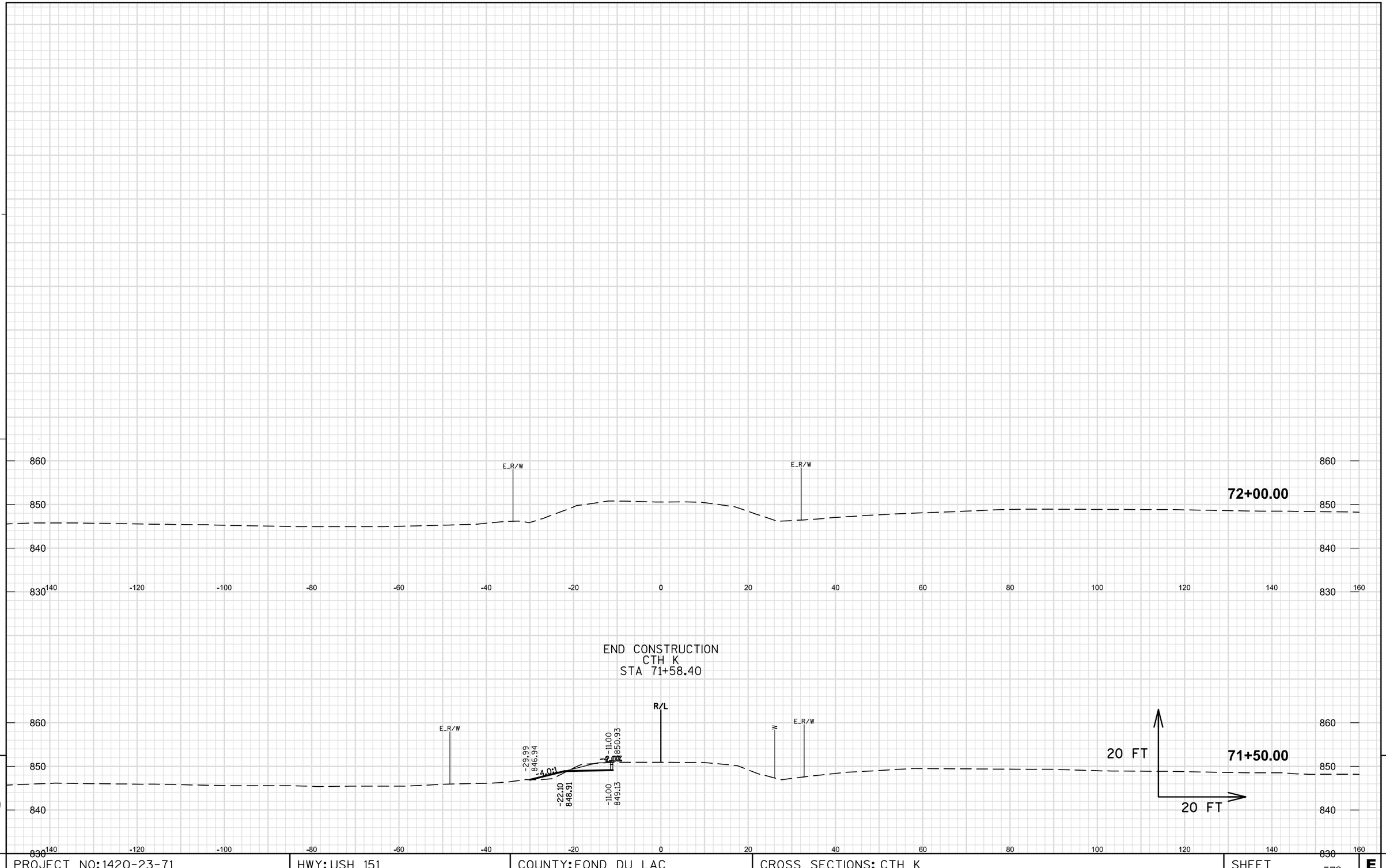


PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS:CTH K	SHEET 578	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_EAST_CROSSSECTIONS_FINAL_C3D_V2021.DWG DATE : 2/19/2015 8:48 AM PLOT BY : AARON SARAUER PLOT NAME : _____ PLOT SCALE : *********

WISDOT/CADDS SHEET 49

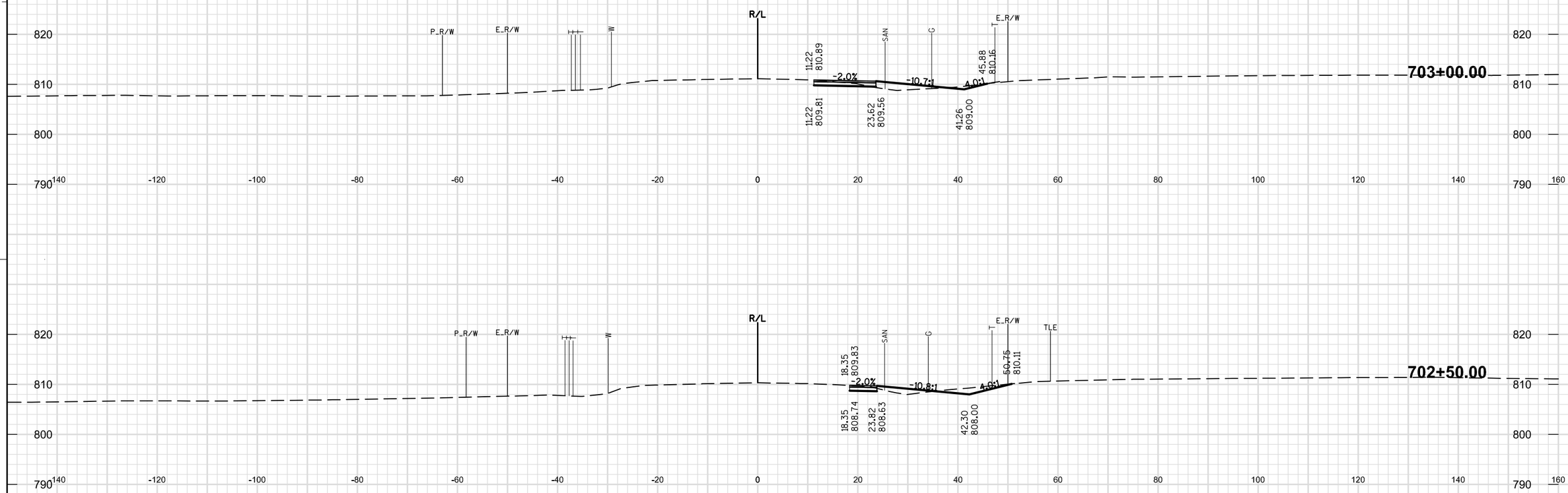
END CONSTRUCTION
CTH K
STA 71+58.40



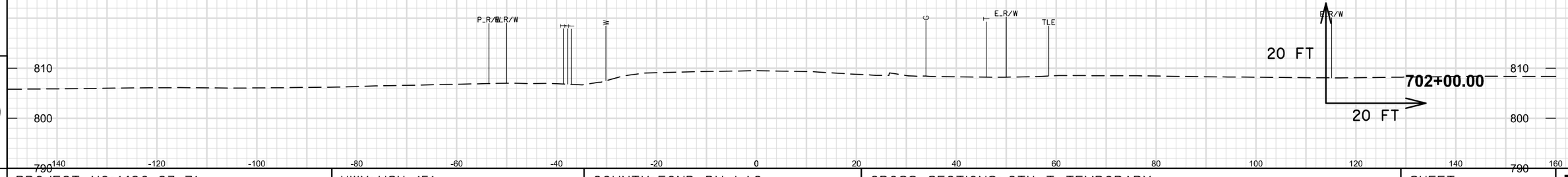
PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH K	SHEET 579	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_EAST_CROSSSECTIONS_FINAL_C3D_V2021.DWG PLOT DATE : 2/19/2015 8:48 AM PLOT BY : AARON SARAUER PLOT NAME : ---------- PLOT SCALE : *********

WISDOT/CADDS SHEET 49



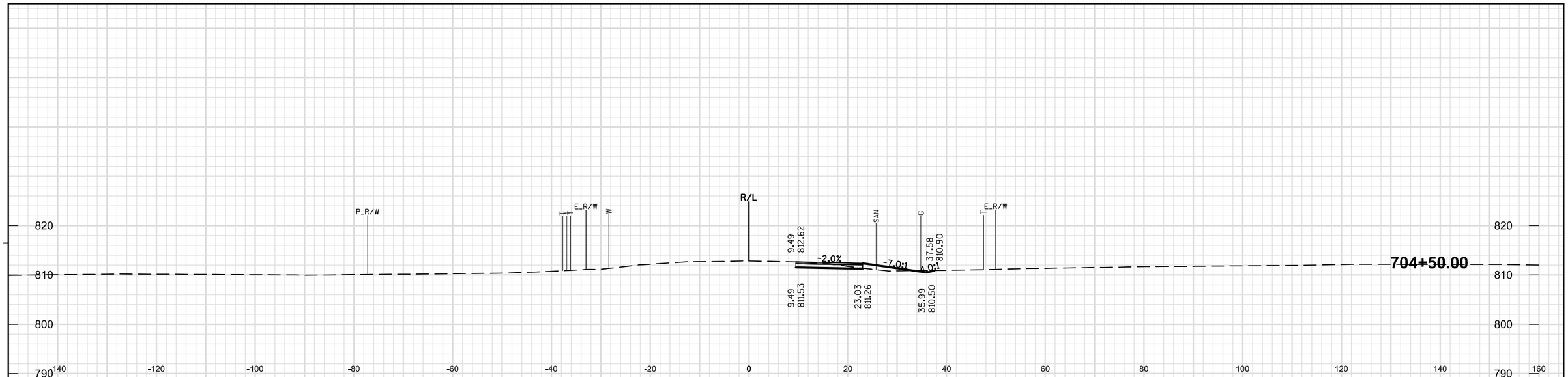
BEGIN CONSTRUCTION
CTH T TEMPORARY
STA 702+03.05

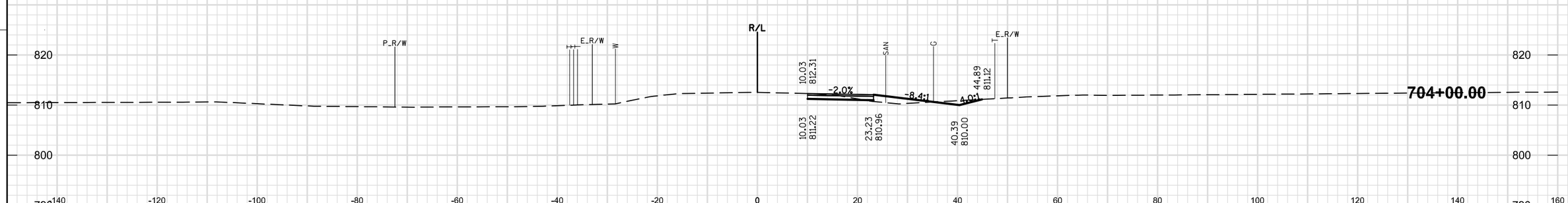


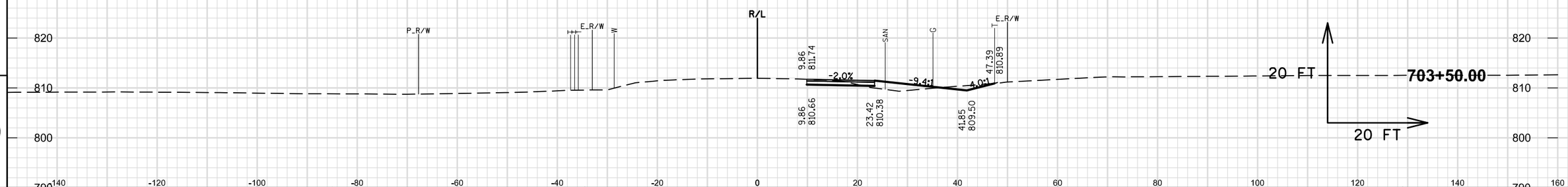
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PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS:CTH T TEMPORARY	SHEET 580	E







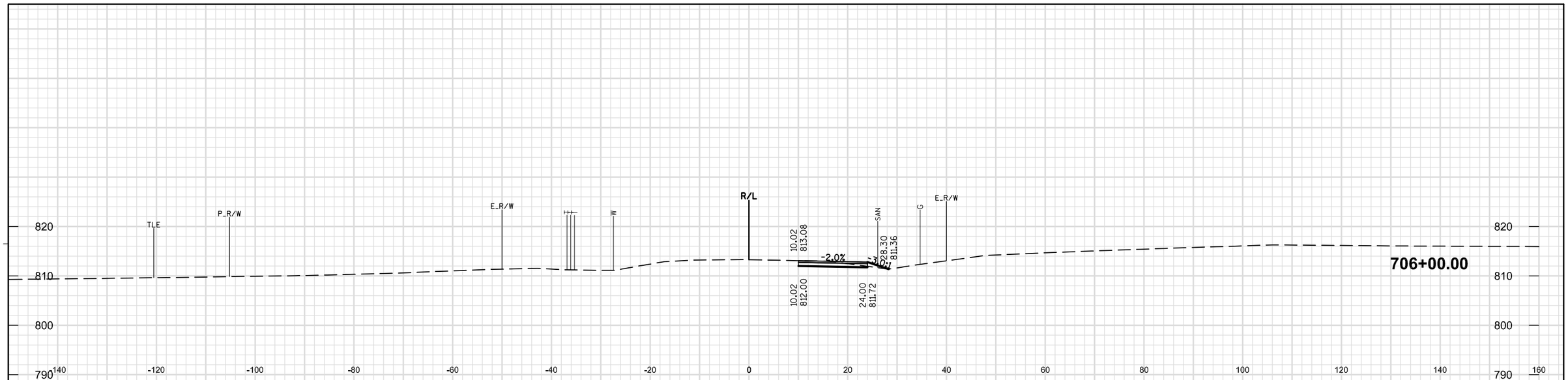
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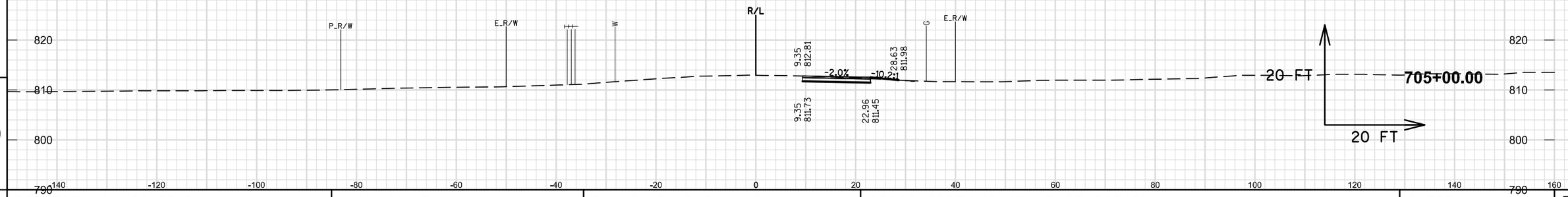
PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS:CTH T TEMPORARY	SHEET 581	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_STAGING_CROSSSECTIONS_FINAL_C3D_R2012.DWG DATE : 2/19/2015 8:58 AM PLOT BY : AARON SARAUER PLOT NAME : _____ PLOT SCALE : *********

WISDOT/CADDS SHEET 49





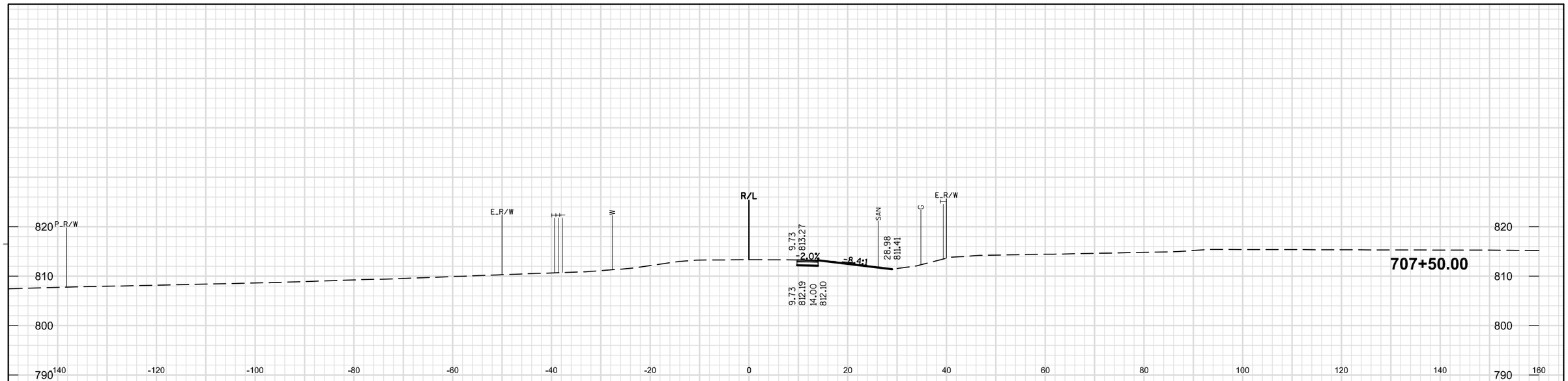


PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS: CTH T TEMPORARY	SHEET E

582

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_STAGING_CROSSSECTIONS_FINAL_C3D_V2012.DWG PLOT DATE : 2/19/2015 8:58 AM PLOT BY : AARON SARAUER PLOT NAME : _____ PLOT SCALE : *********

WISDOT/CADDS SHEET 49







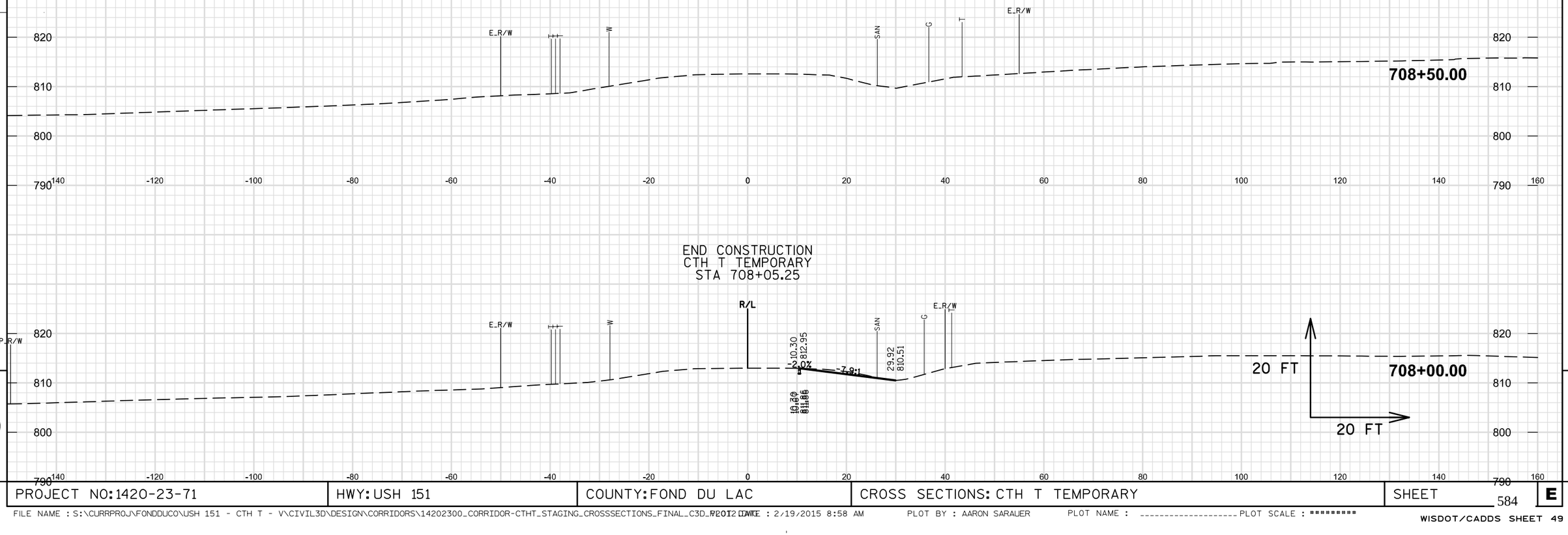
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PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS:CTH T TEMPORARY	SHEET 583	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_STAGING_CROSSSECTIONS_FINAL_C3D_V2012.DWG PLOT DATE : 2/19/2015 8:58 AM PLOT BY : AARON SARAUER PLOT NAME : _____ PLOT SCALE : *********

WISDOT/CADDS SHEET 49



END CONSTRUCTION
CTH T TEMPORARY
STA 708+05.25

9

9

PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS:CTH T TEMPORARY	SHEET 584	E



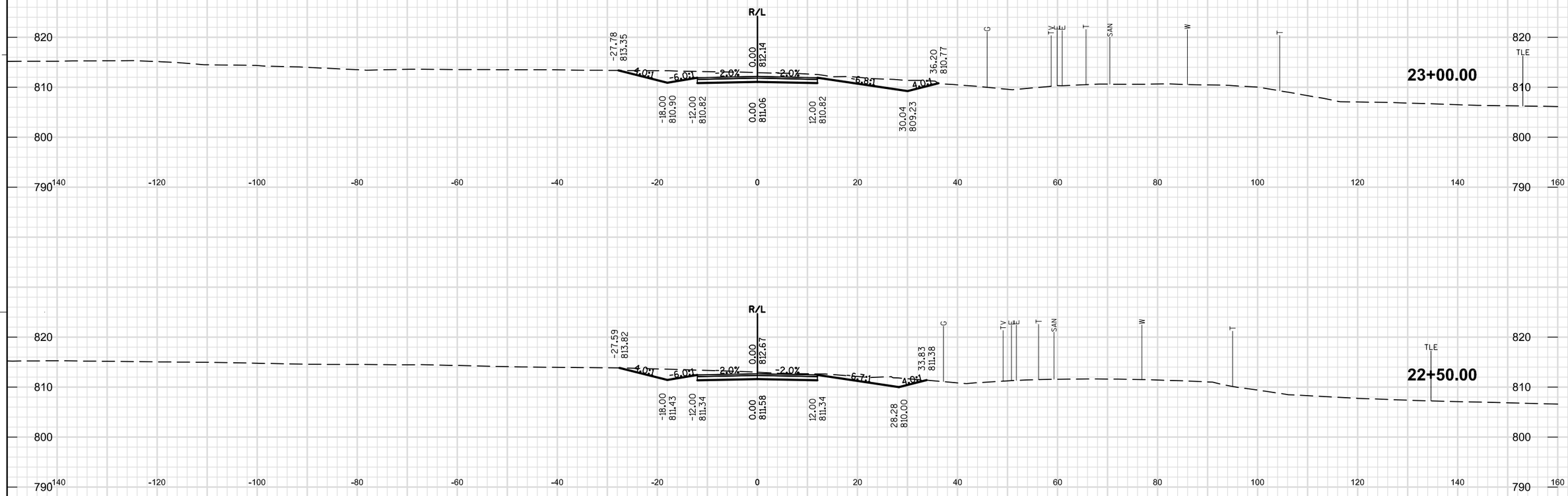
BEGIN CONSTRUCTION
COUNTRY CREEK DRIVE TEMPORARY
STA 21+48.77

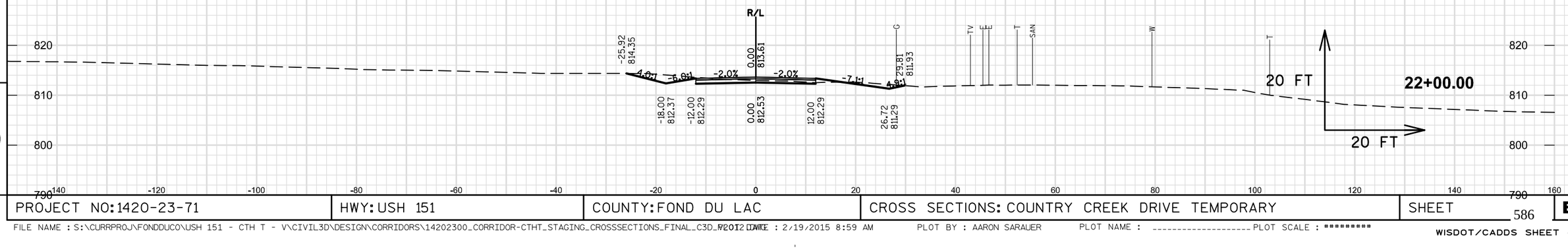
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PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS:COUNTRY CREEK DRIVE TEMPORARY	SHEET 585	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_STAGING_CROSSSECTIONS_FINAL_C3D_V2012.DWG PLOT DATE : 2/19/2015 8:59 AM PLOT BY : AARON SARAUER PLOT NAME : _____ PLOT SCALE : ********** WISDOT/CADDS SHEET 49





9

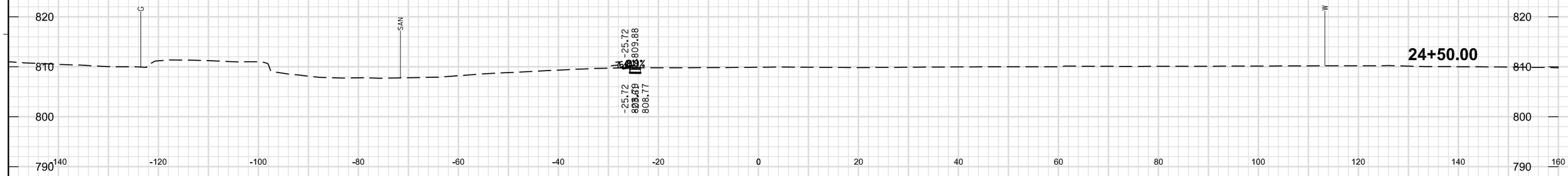
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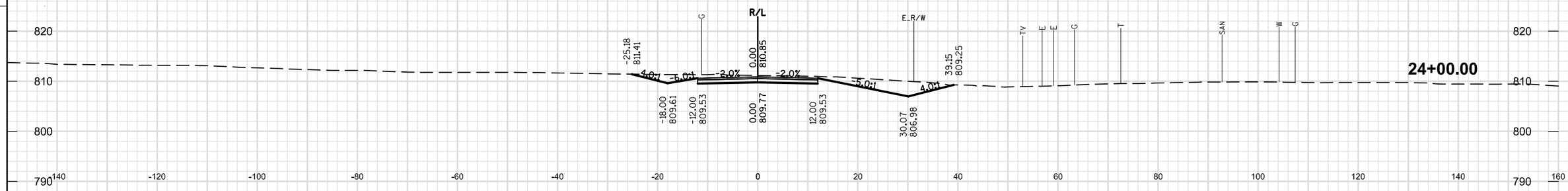
PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: COUNTRY CREEK DRIVE TEMPORARY	SHEET 586	E

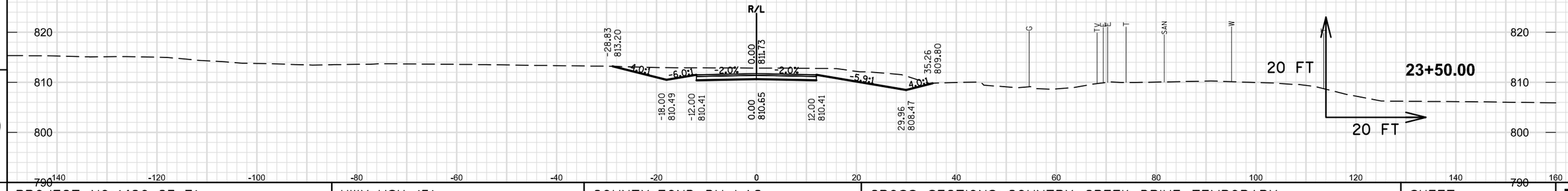
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WISDOT/CADDS SHEET 49

END CONSTRUCTION
COUNTRY CREEK DRIVE TEMPORARY
STA 24+43.74





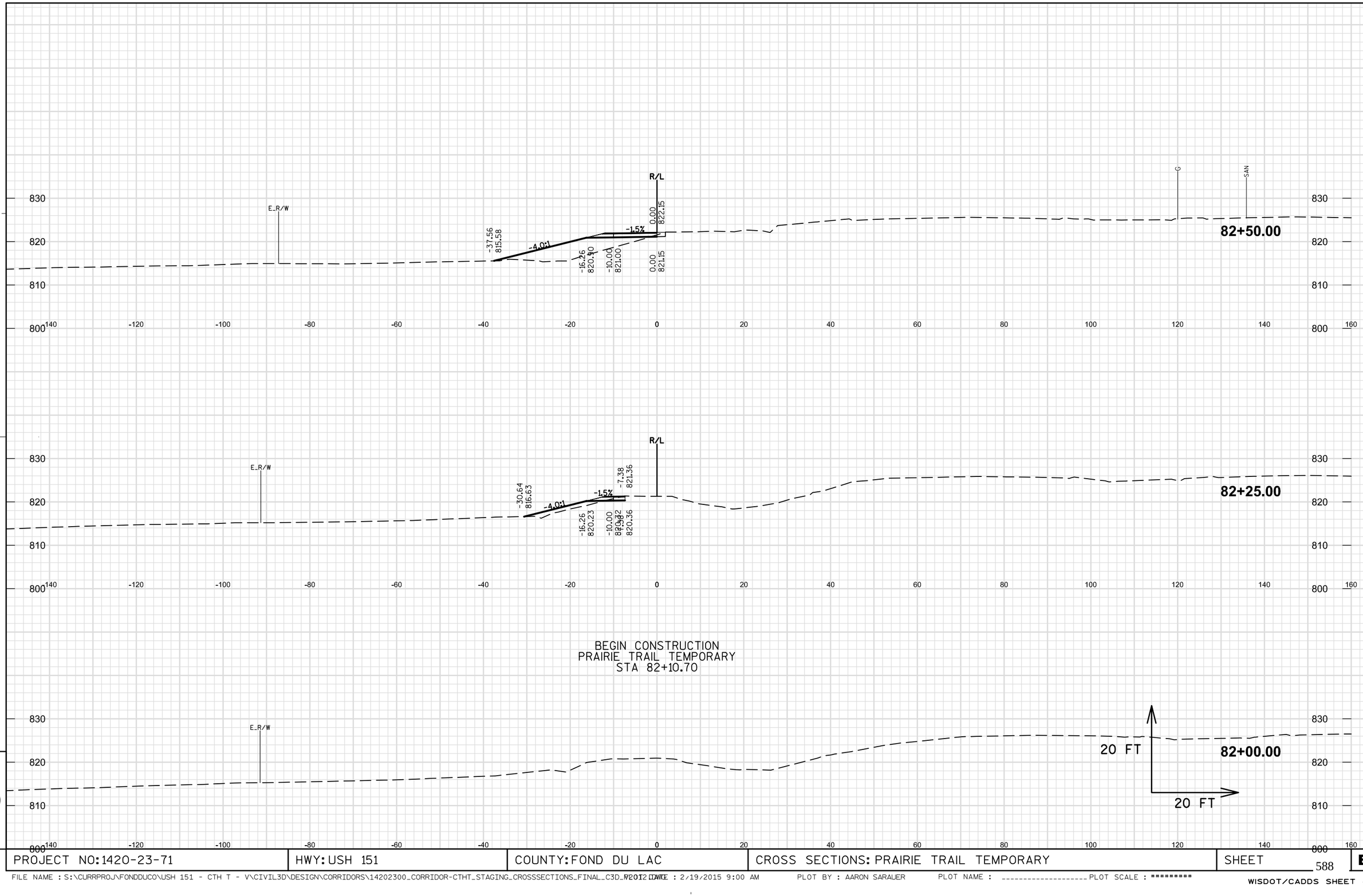


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PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: COUNTRY CREEK DRIVE TEMPORARY	SHEET 587	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_STAGING_CROSSSECTIONS_FINAL_C3D_V2012.DWG PLOT DATE : 2/19/2015 8:59 AM PLOT BY : AARON SARAUER PLOT NAME : ---------- PLOT SCALE : *********



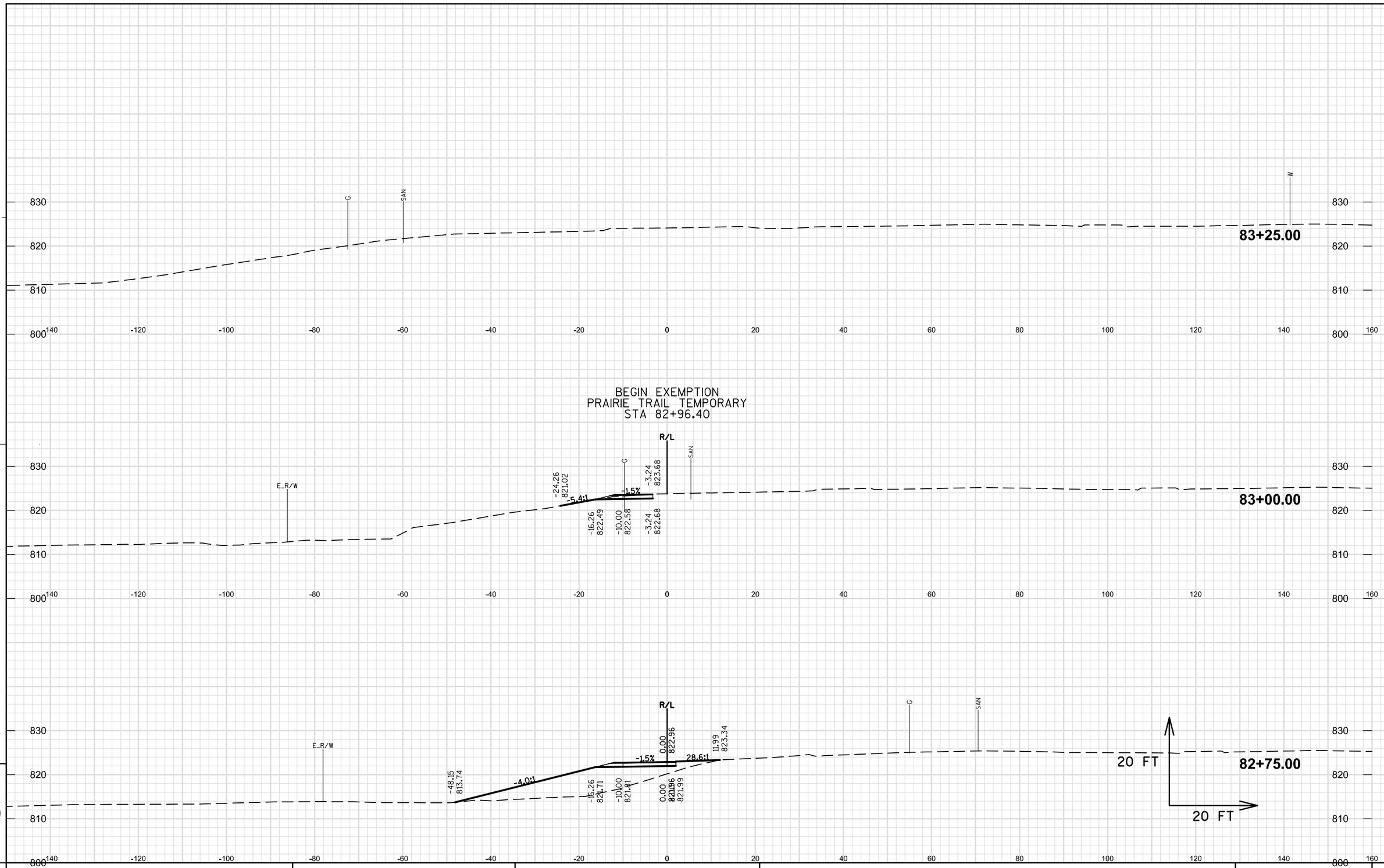
BEGIN CONSTRUCTION
PRAIRIE TRAIL TEMPORARY
STA 82+10.70

9

9

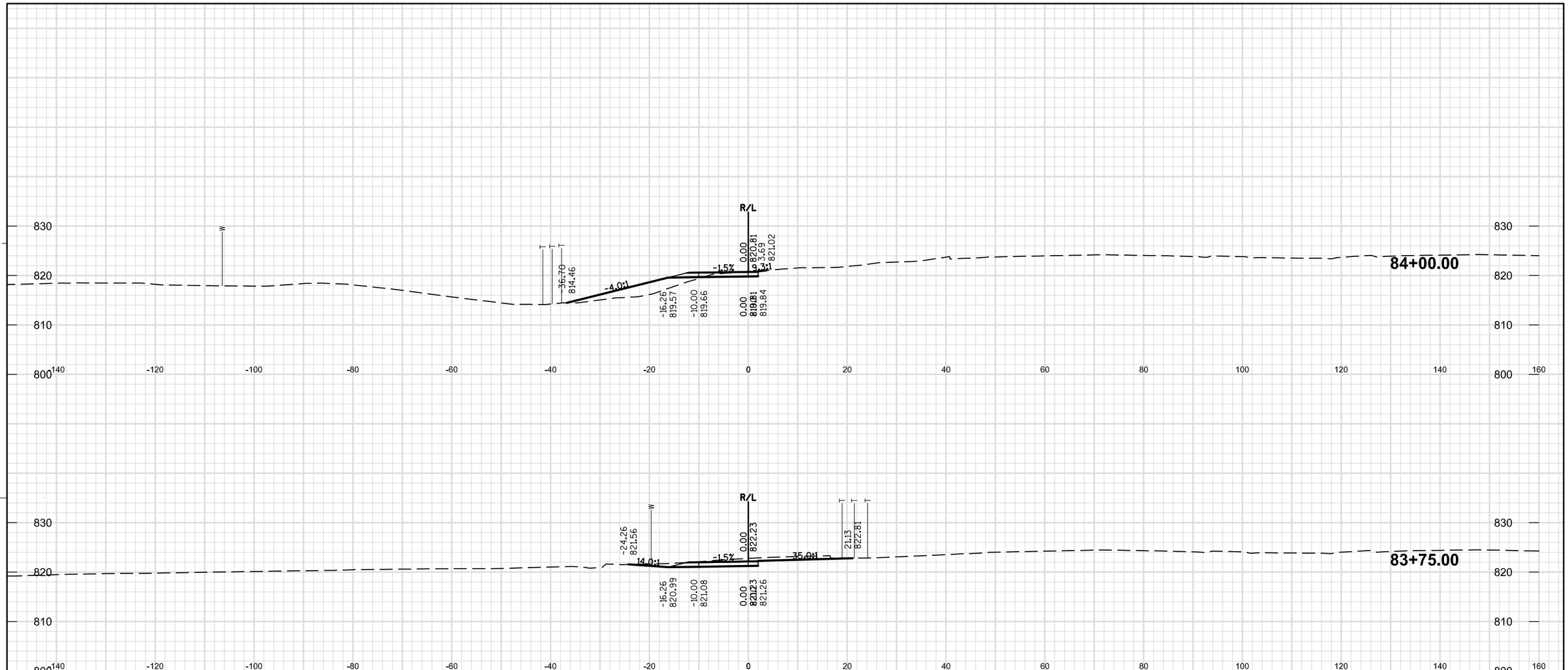
PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: PRAIRIE TRAIL TEMPORARY	SHEET 588	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_STAGING_CROSSSECTIONS_FINAL_C3D_2012.DWG PLOT DATE : 2/19/2015 9:00 AM PLOT BY : AARON SARAUER PLOT NAME : _____ PLOT SCALE : **********

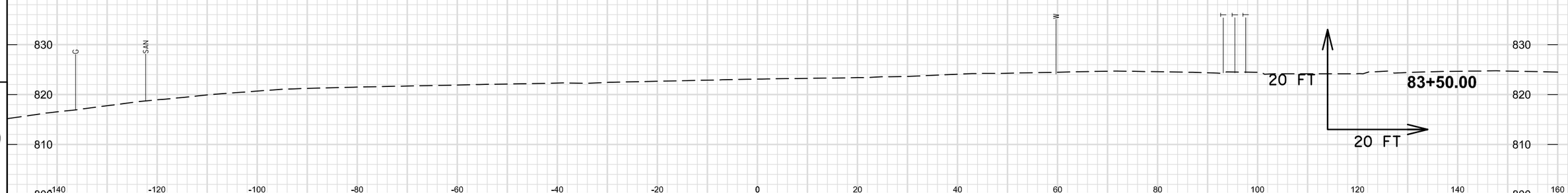


PROJECT NO:1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: PRAIRIE TRAIL TEMPORARY	SHEET 589 E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_STAGING_CROSSSECTIONS_FINAL_C3D_2012.DWG PLOT DATE : 2/19/2015 9:00 AM PLOT BY : AARON SARAUER PLOT NAME : _____ PLOT SCALE : *********



END EXEMPTION
PRAIRIE TRAIL TEMPORARY
STA 83+65.88

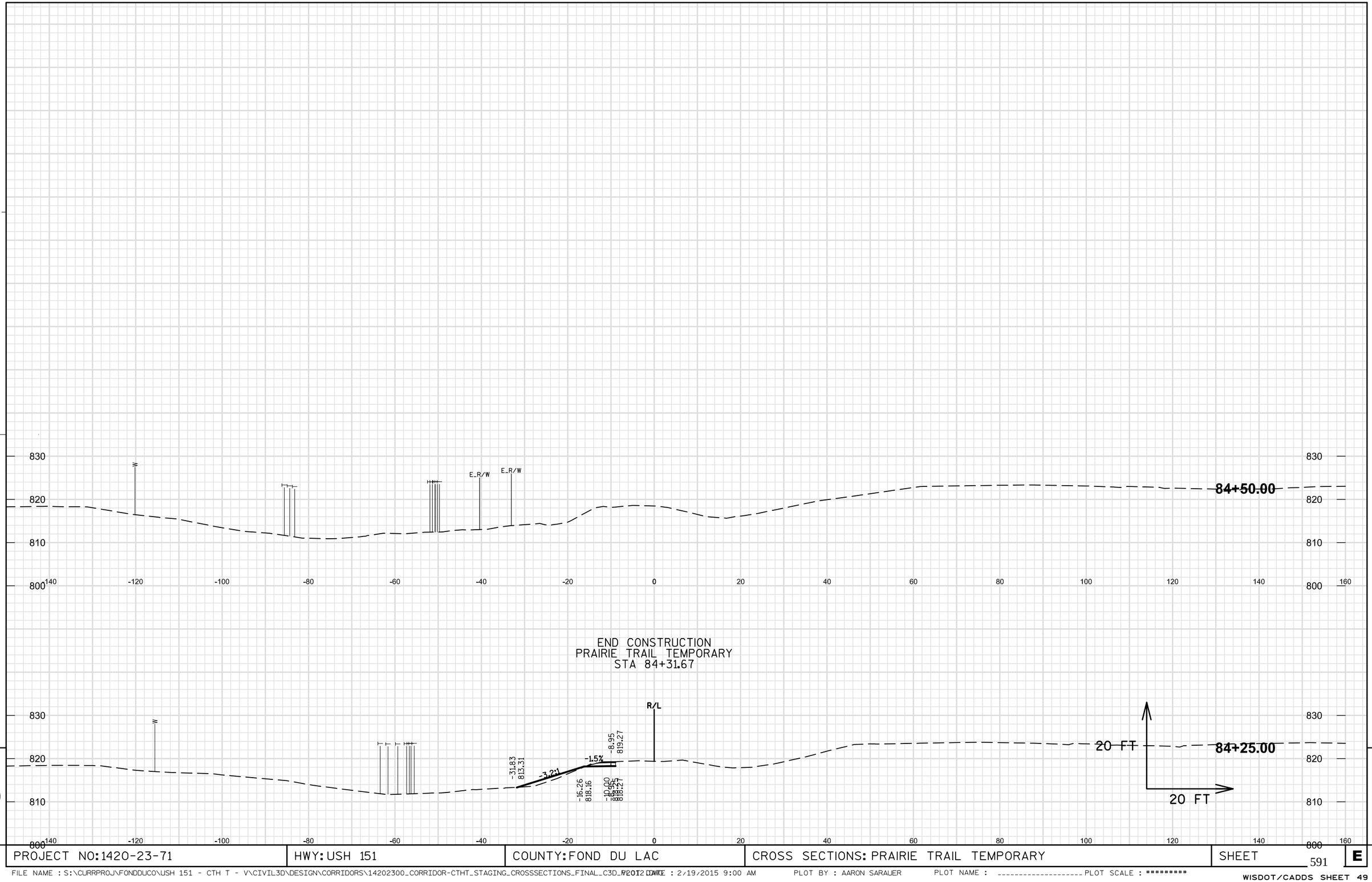


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PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS:PRAIRIE TRAIL TEMPORARY	SHEET 590	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_STAGING_CROSSSECTIONS_FINAL_C3D_R2012.DWG PLOT DATE : 2/19/2015 9:00 AM PLOT BY : AARON SARAUER PLOT NAME : ---------- PLOT SCALE : ********

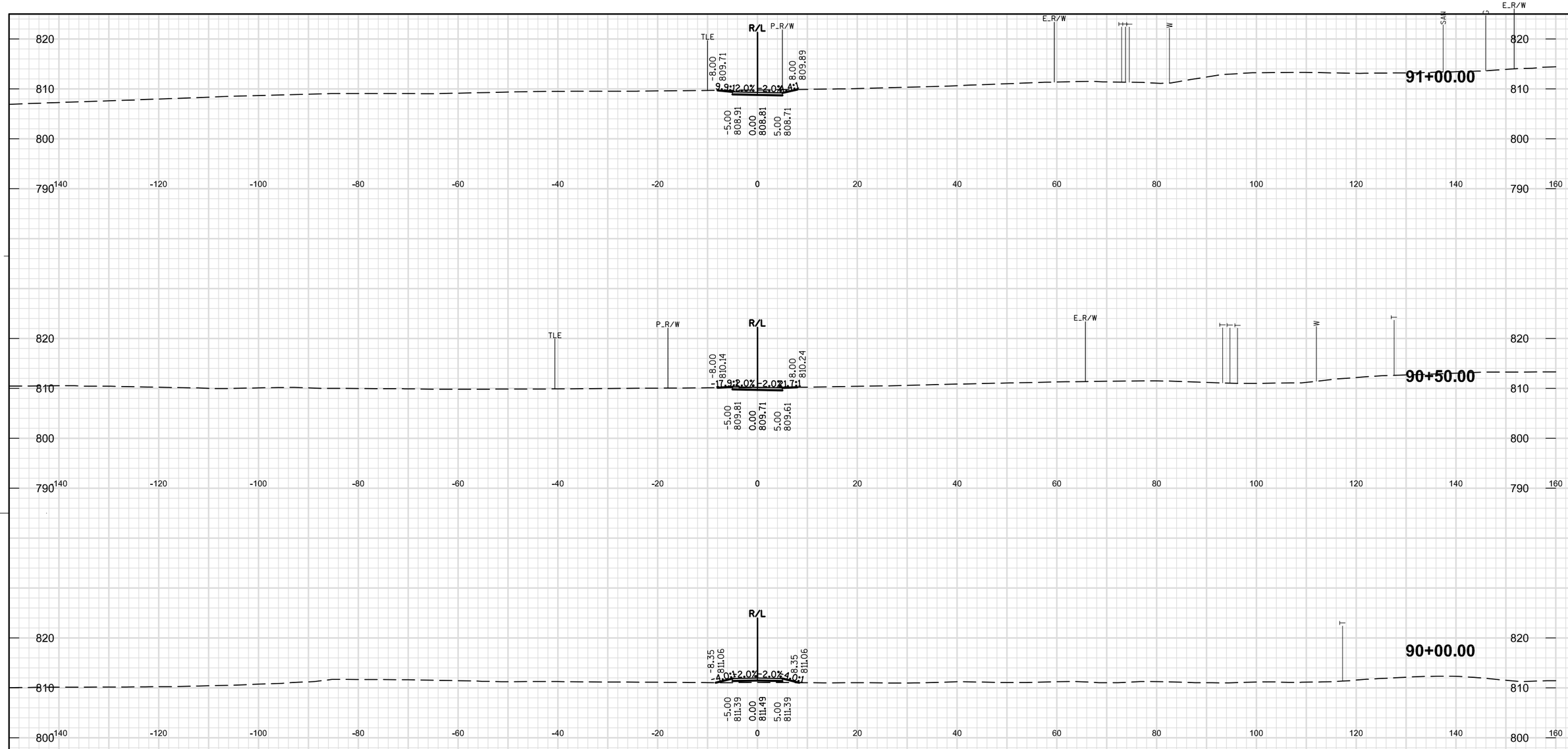


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PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS:PRAIRIE TRAIL TEMPORARY	SHEET 591	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_STAGING_CROSSSECTIONS_FINAL_C3D_V2012.DWG PLOT DATE : 2/19/2015 9:00 AM PLOT BY : AARON SARAUER PLOT NAME : ---------- PLOT SCALE : ********

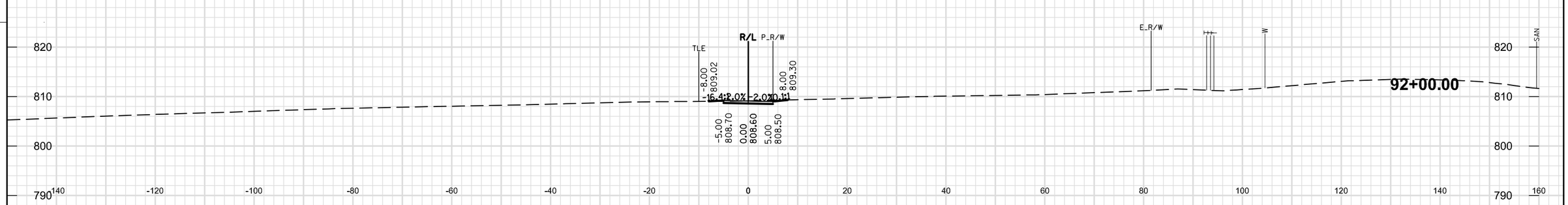


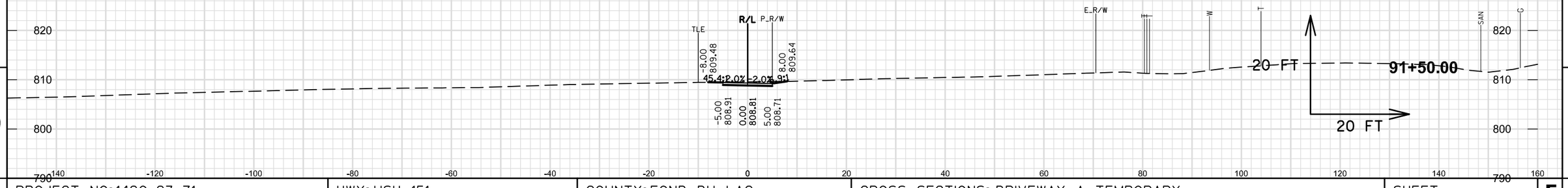
PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS:DRIVEWAY A TEMPORARY	SHEET 592	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_STAGING_CROSSSECTIONS_FINAL_C3D_V2012.DWG DATE : 2/19/2015 9:00 AM PLOT BY : AARON SARAUER PLOT NAME : _____ PLOT SCALE : *********

WISDOT/CADDS SHEET 49





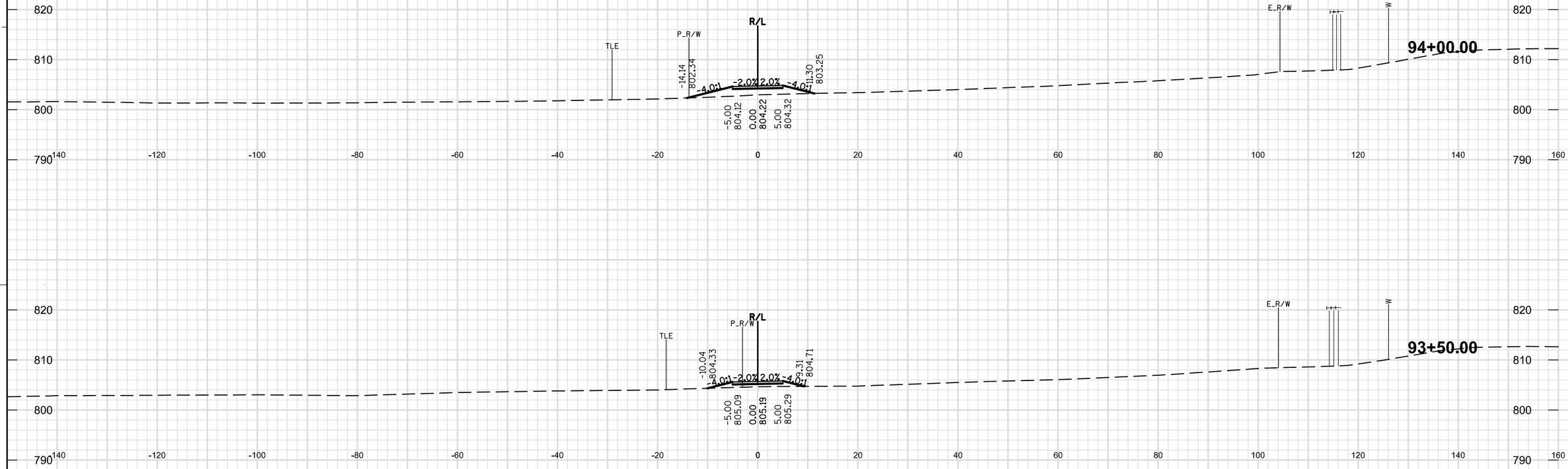


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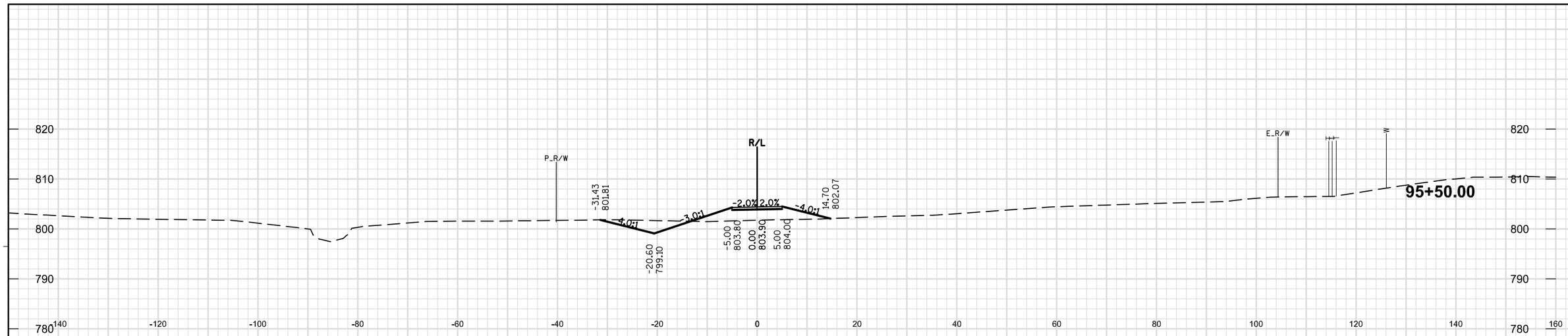
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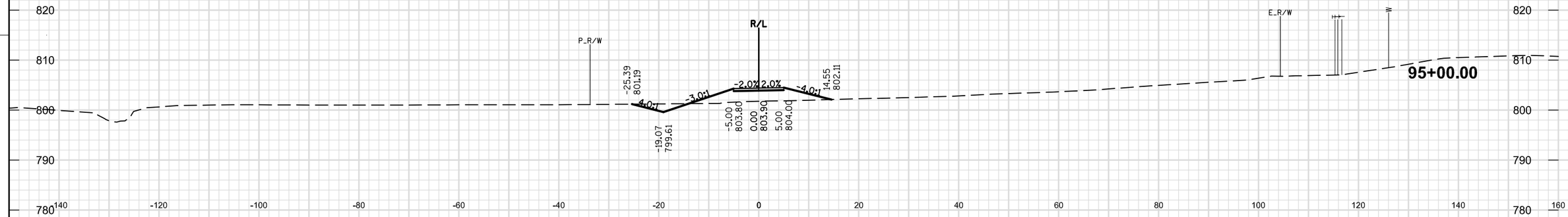
PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS:DRIVEWAY A TEMPORARY	SHEET 593	E

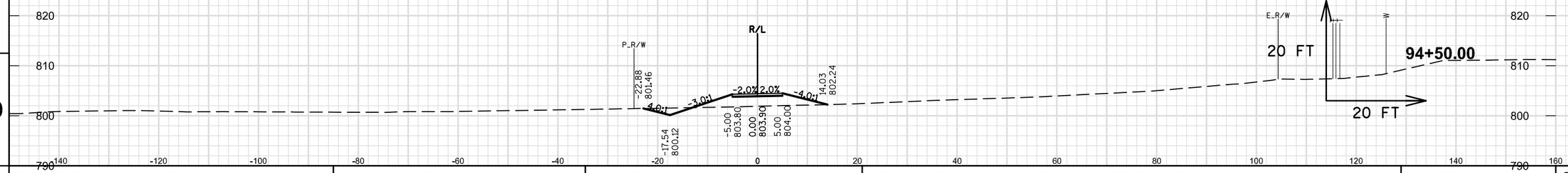
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PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS:DRIVEWAY A TEMPORARY	SHEET 594	E







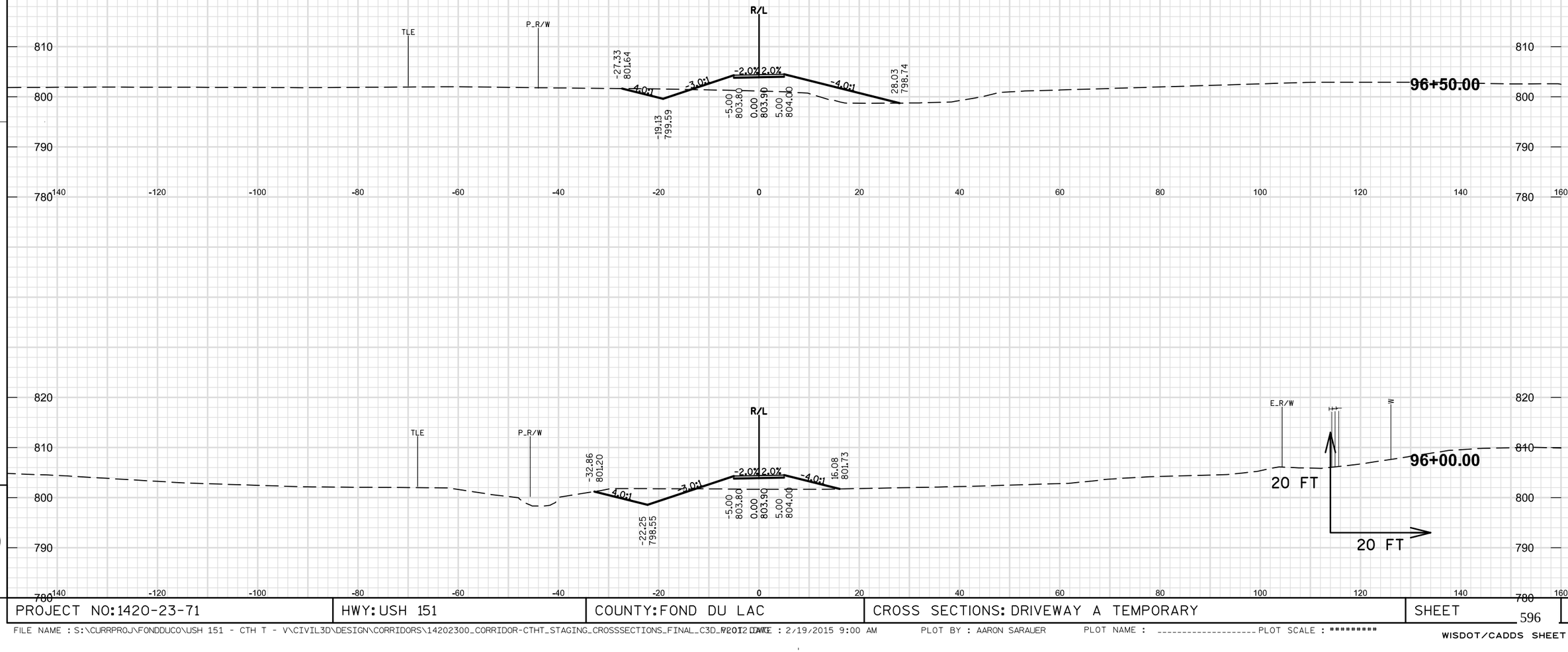
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PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS:DRIVEWAY A TEMPORARY	SHEET	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_STAGING_CROSSSECTIONS_FINAL_C3D_V2012.DWG PLOT DATE : 2/19/2015 9:00 AM PLOT BY : AARON SARAUER PLOT NAME : _____ PLOT SCALE : *********

WISDOT/CADDS SHEET 49



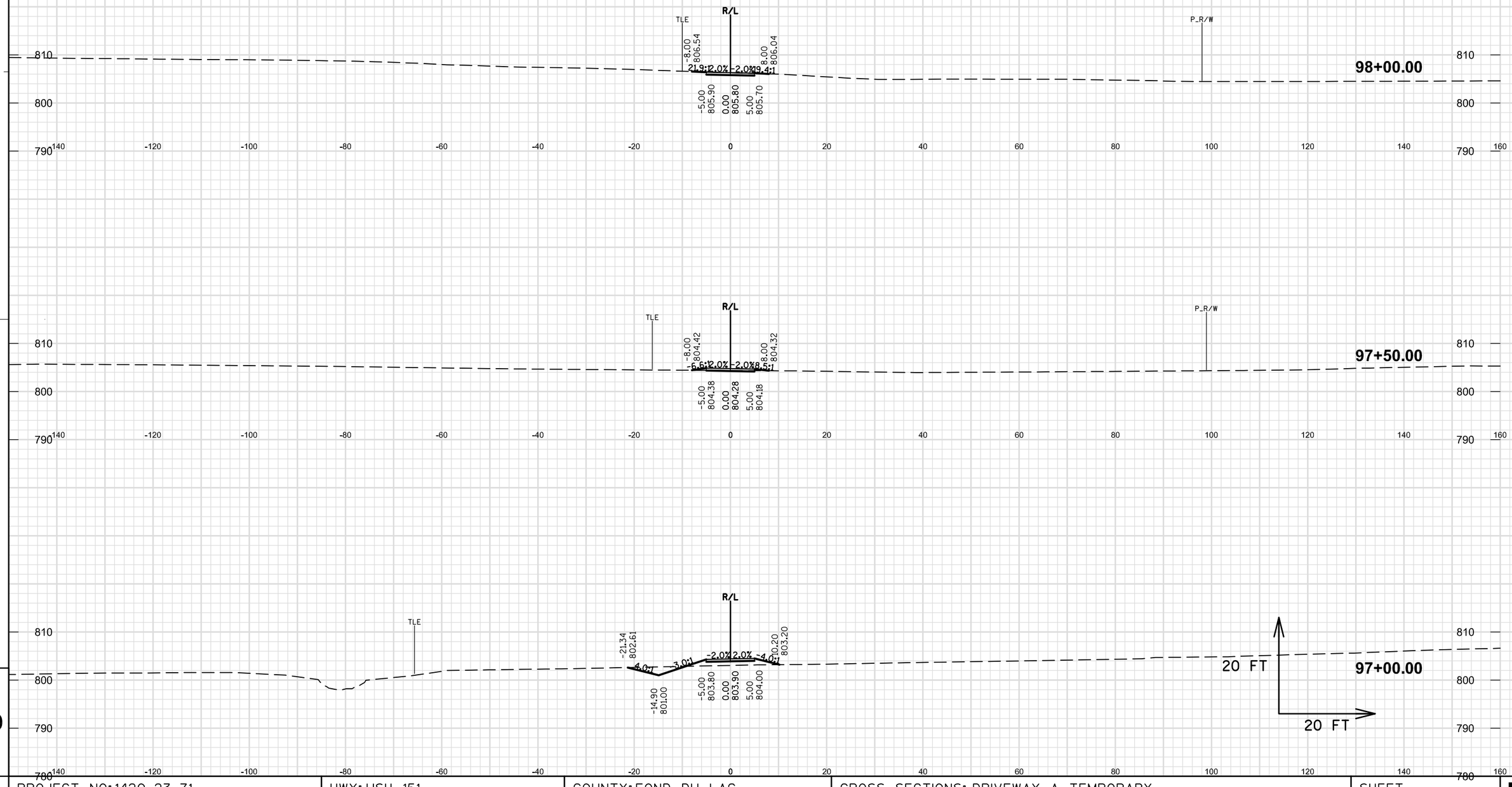
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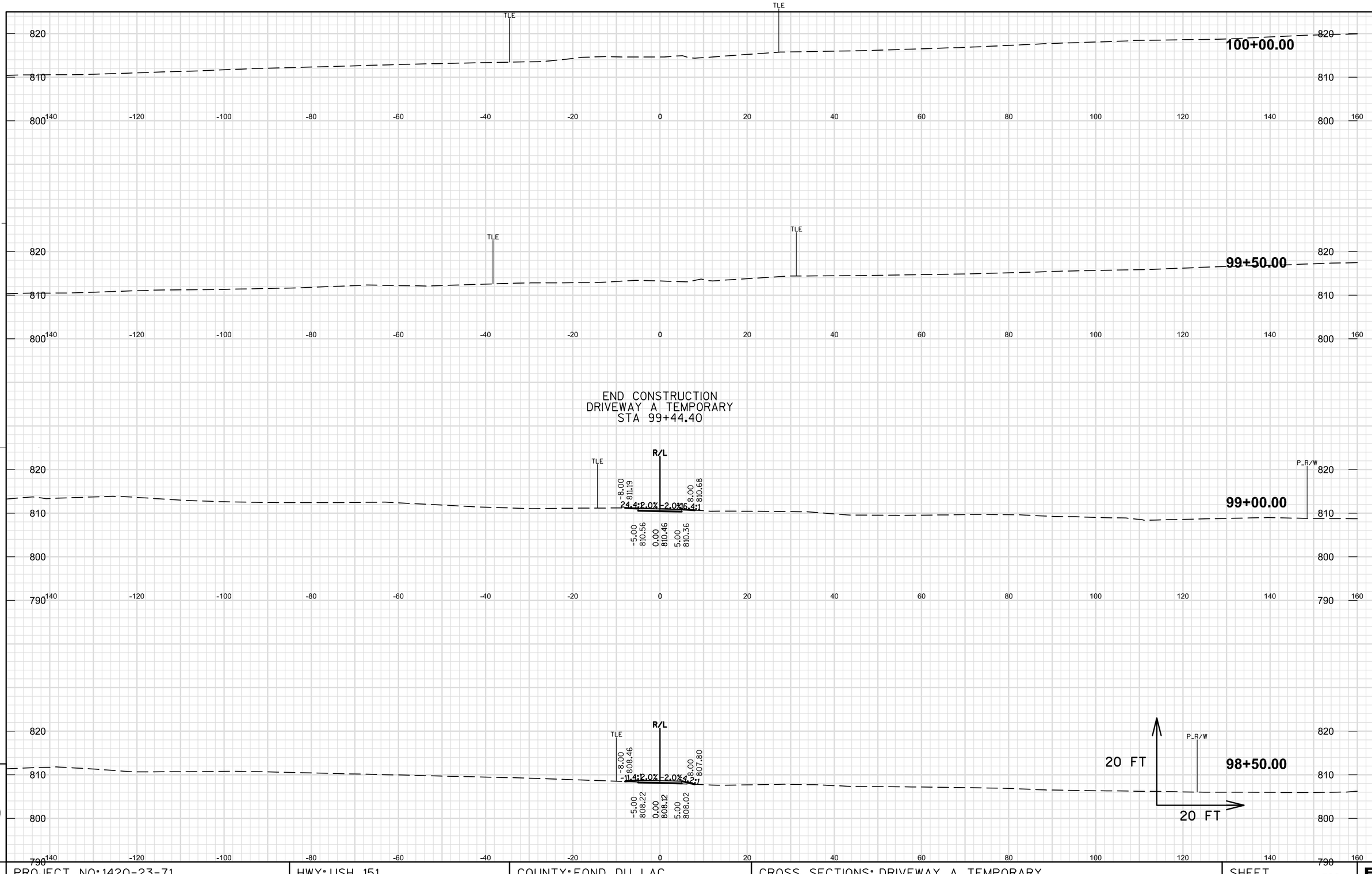
PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS:DRIVEWAY A TEMPORARY	SHEET 596	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_STAGING_CROSSSECTIONS_FINAL_C3D_R2012.DWG PLOT DATE : 2/19/2015 9:00 AM PLOT BY : AARON SARAUER PLOT NAME : _____ PLOT SCALE : *********

WISDOT/CADDS SHEET 49



PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS:DRIVEWAY A TEMPORARY	SHEET 597	E



9

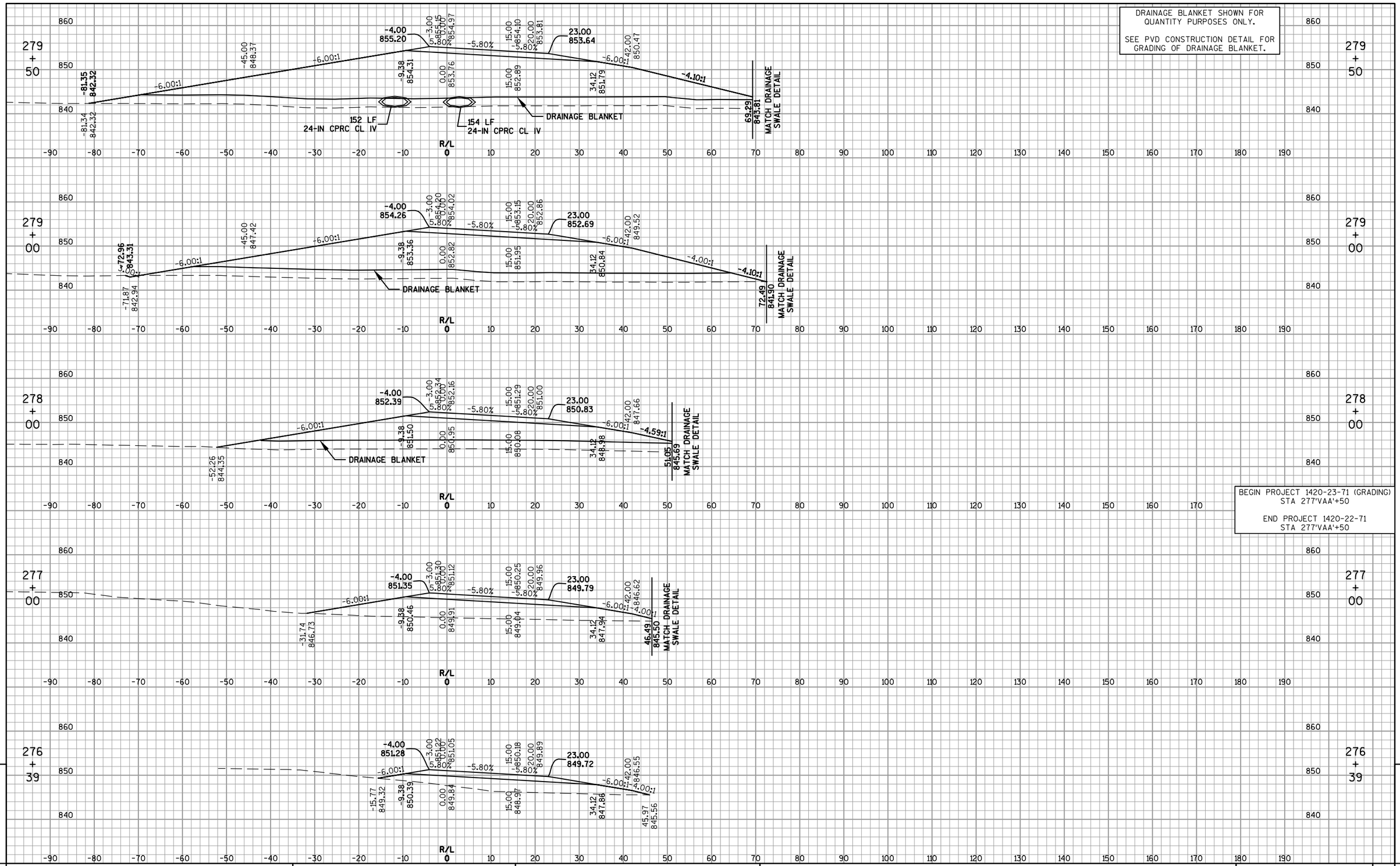
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PROJECT NO:1420-23-71	HWY:USH 151	COUNTY:FOND DU LAC	CROSS SECTIONS:DRIVEWAY A TEMPORARY	SHEET 598	E

FILE NAME : S:\CURRPROJ\FONDDUCO\USH 151 - CTH T - V\CIVIL3D\DESIGN\CORRIDORS\14202300_CORRIDOR-CTHT_STAGING_CROSSSECTIONS_FINAL_C3D_2012.DWG DATE : 2/19/2015 9:01 AM PLOT BY : AARON SARAUER PLOT NAME : ---------- PLOT SCALE : *********

DRAINAGE BLANKET SHOWN FOR QUANTITY PURPOSES ONLY.

SEE PVD CONSTRUCTION DETAIL FOR GRADING OF DRAINAGE BLANKET.



BEGIN PROJECT 1420-23-71 (GRADING)
STA 277'VAA'+50

END PROJECT 1420-22-71
STA 277'VAA'+50

9

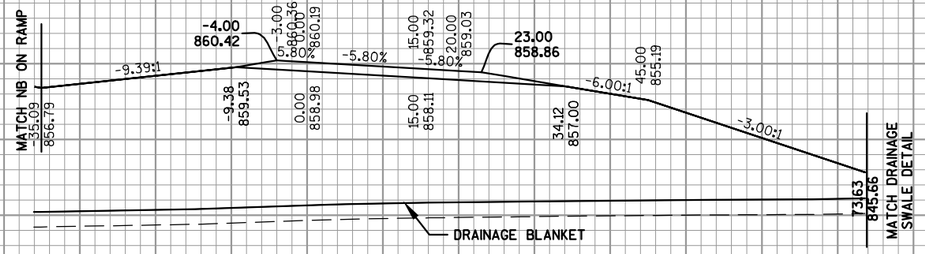
PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH V NB OFF-RAMP	SHEET 599	E

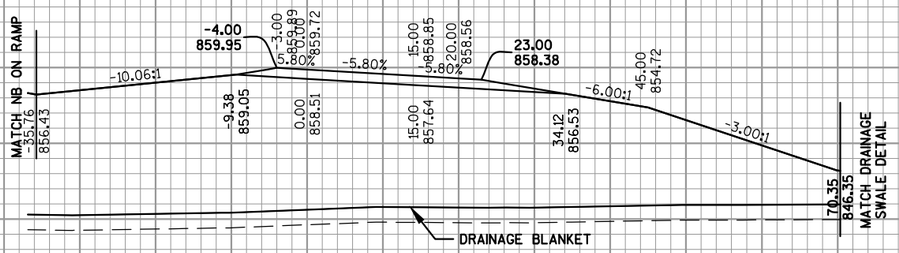
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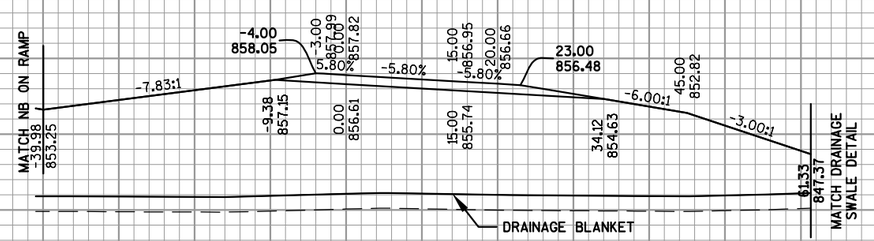
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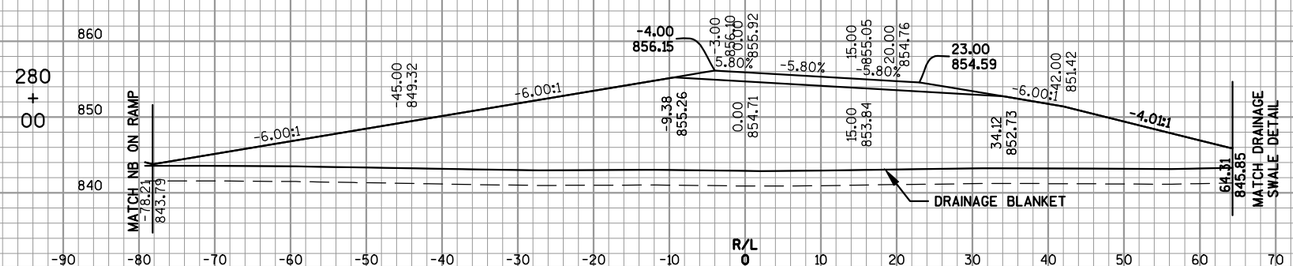
DRAINAGE BLANKET SHOWN FOR QUANTITY PURPOSES ONLY.

SEE PVD CONSTRUCTION DETAIL FOR GRADING OF DRAINAGE BLANKET.









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PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH V NB OFF-RAMP	SHEET 600	E

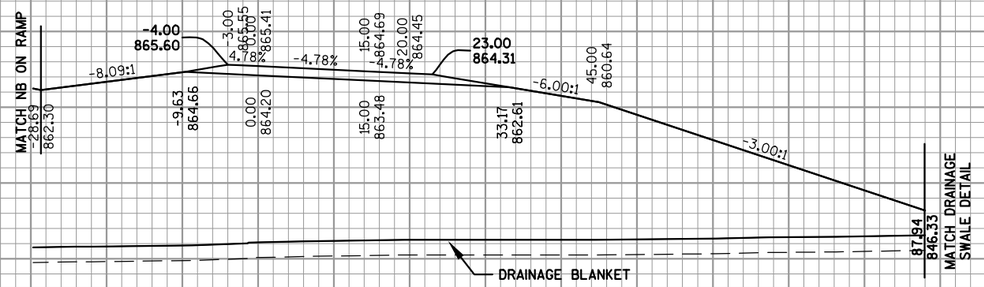
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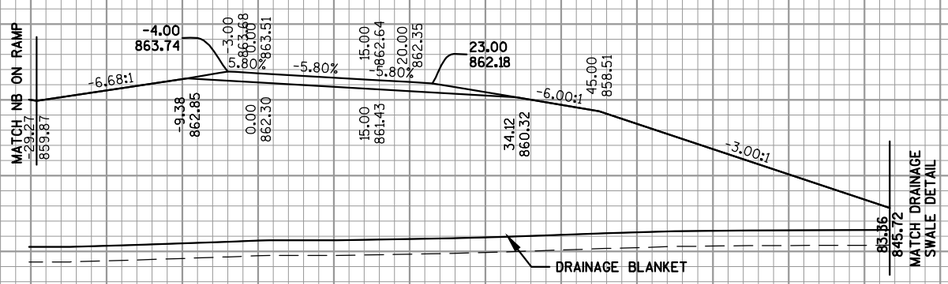
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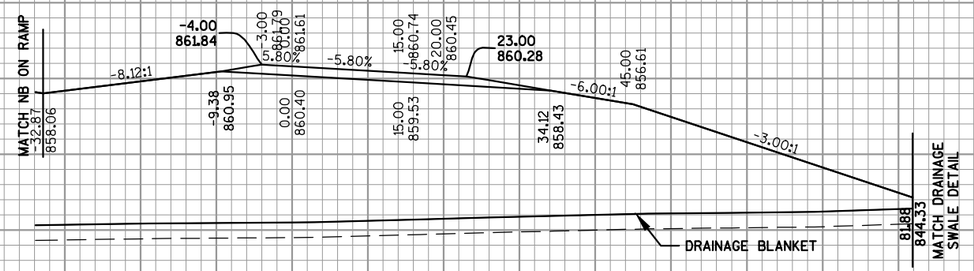
WISDOT/CADDS SHEET 49

DRAINAGE BLANKET SHOWN FOR QUANTITY PURPOSES ONLY.

SEE PVD CONSTRUCTION DETAIL FOR GRADING OF DRAINAGE BLANKET.







PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH V NB OFF-RAMP	SHEET 601	E

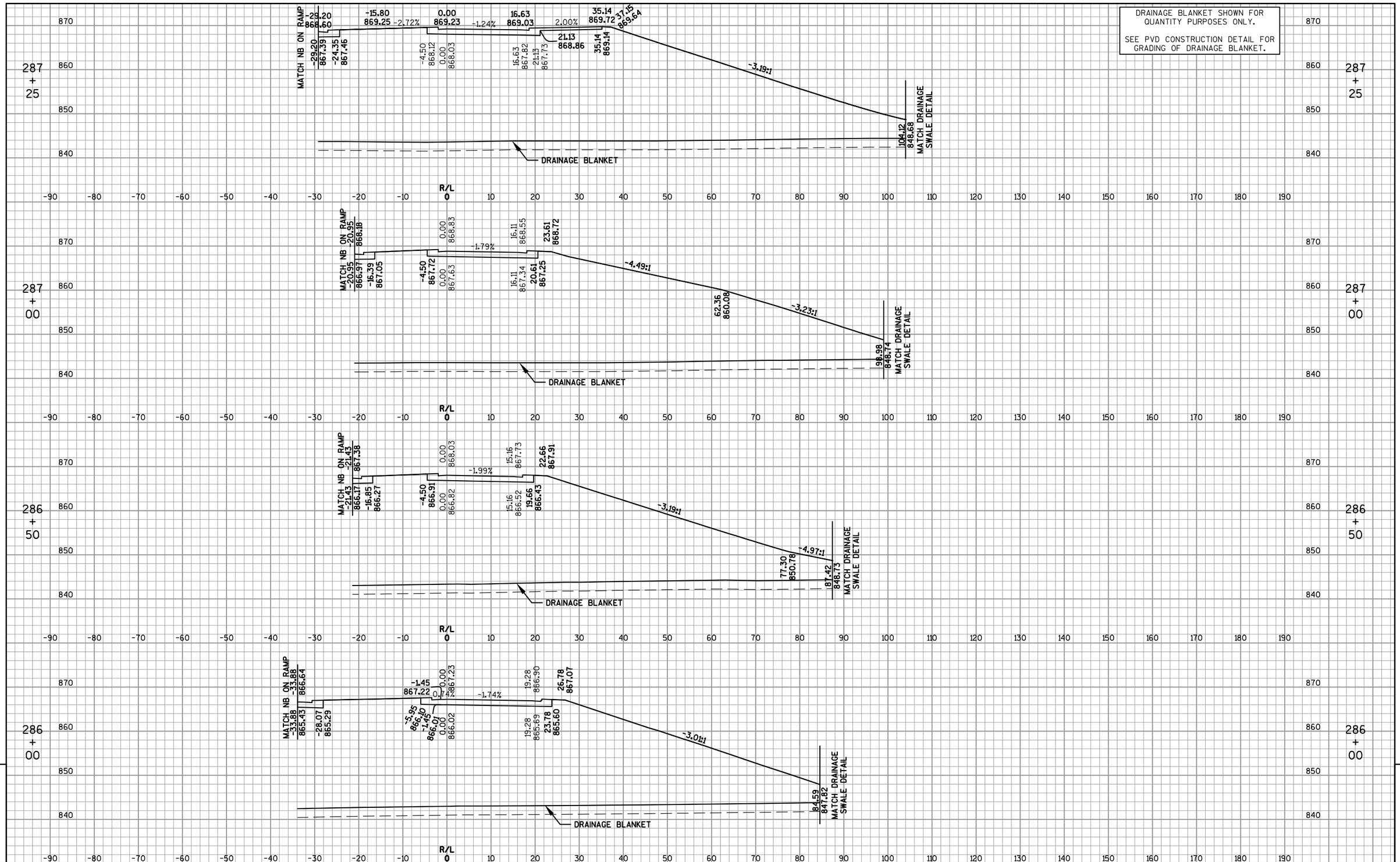
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142023_090507_xs

PLOT DATE : 2/12/2015 11:16 AM PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

WISDOT/CADDS SHEET 49

DRAINAGE BLANKET SHOWN FOR QUANTITY PURPOSES ONLY.

SEE PVD CONSTRUCTION DETAIL FOR GRADING OF DRAINAGE BLANKET.



PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH V NB OFF-RAMP	SHEET 602	E

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PLOT DATE : 2/12/2015 11:17 AM PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

WISDOT/CADDS SHEET 49

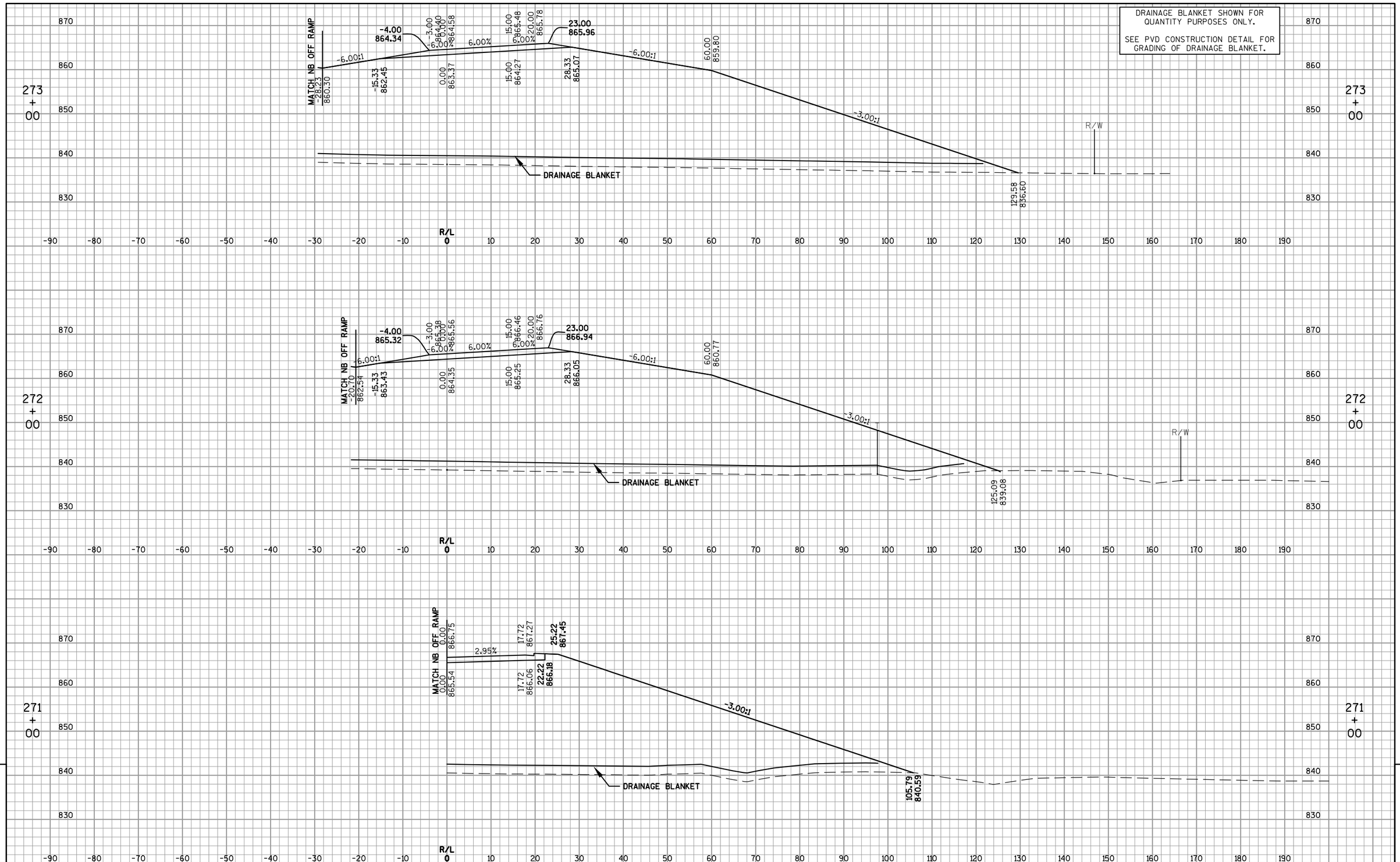
DRAINAGE BLANKET SHOWN FOR QUANTITY PURPOSES ONLY.

SEE PVD CONSTRUCTION DETAIL FOR GRADING OF DRAINAGE BLANKET.

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH V NB ON-RAMP	SHEET 603	E

DRAINAGE BLANKET SHOWN FOR QUANTITY PURPOSES ONLY.

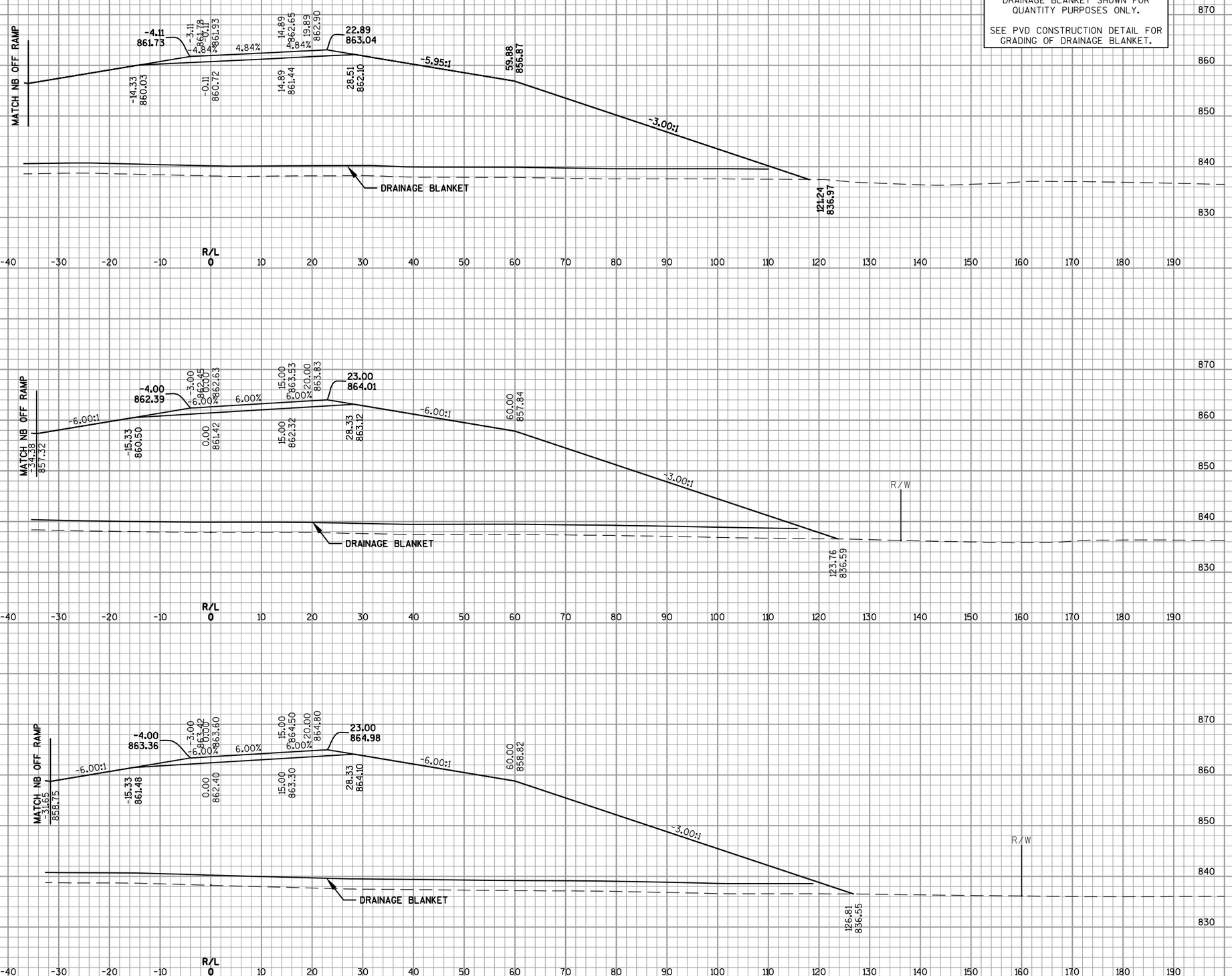
SEE PVD CONSTRUCTION DETAIL FOR GRADING OF DRAINAGE BLANKET.



PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH V NB ON-RAMP	SHEET 604 E

DRAINAGE BLANKET SHOWN FOR QUANTITY PURPOSES ONLY.

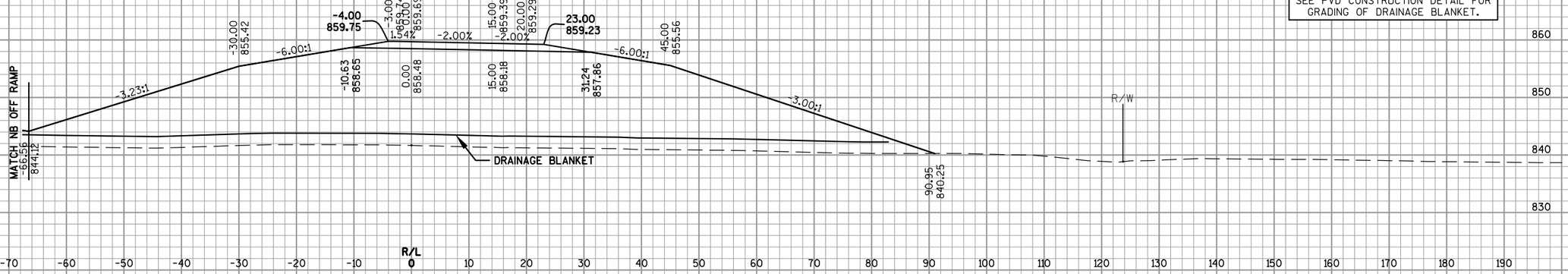
SEE PVD CONSTRUCTION DETAIL FOR GRADING OF DRAINAGE BLANKET.

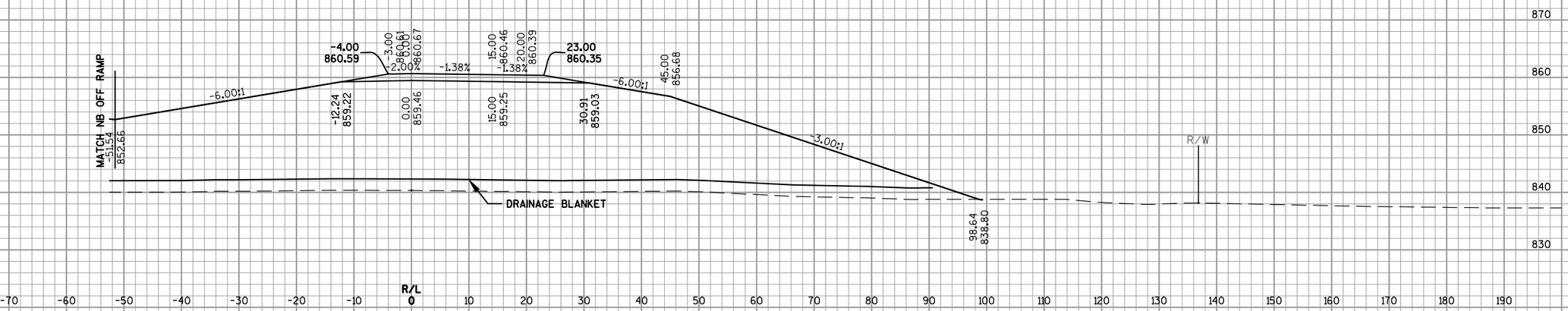


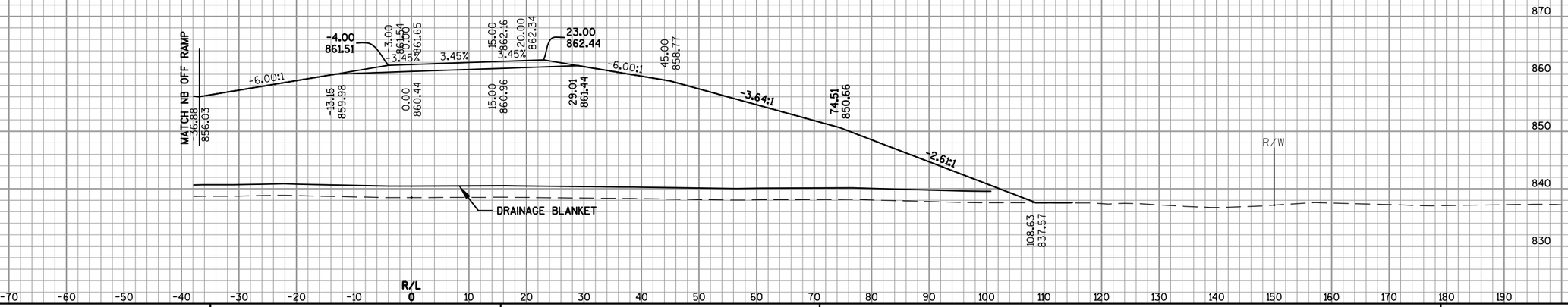
PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH V NB ON-RAMP	SHEET 605	E

DRAINAGE BLANKET SHOWN FOR QUANTITY PURPOSES ONLY.

SEE PVD CONSTRUCTION DETAIL FOR GRADING OF DRAINAGE BLANKET.







PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH V NB ON-RAMP	SHEET 606	E

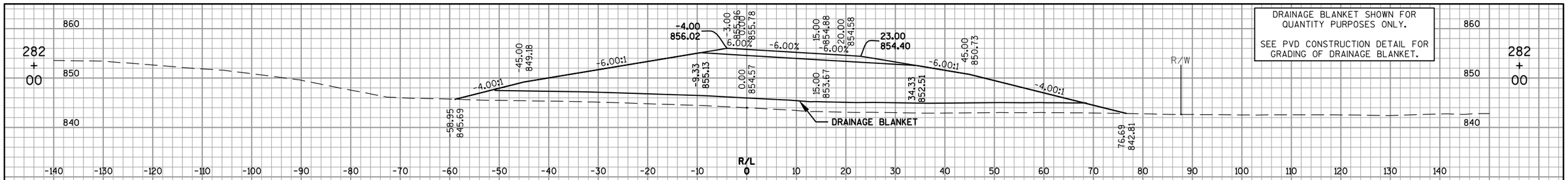
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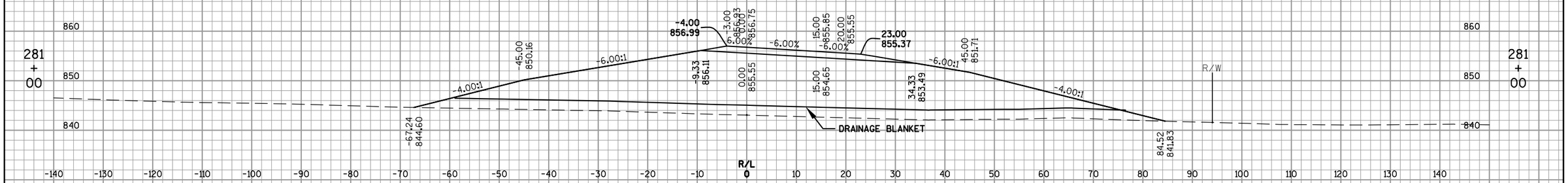
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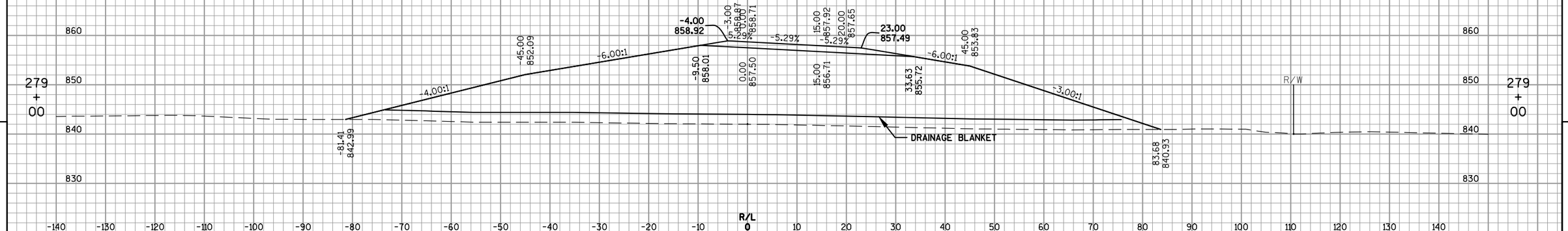
WISDOT/CADDS SHEET 49

DRAINAGE BLANKET SHOWN FOR QUANTITY PURPOSES ONLY.

SEE PVD CONSTRUCTION DETAIL FOR GRADING OF DRAINAGE BLANKET.



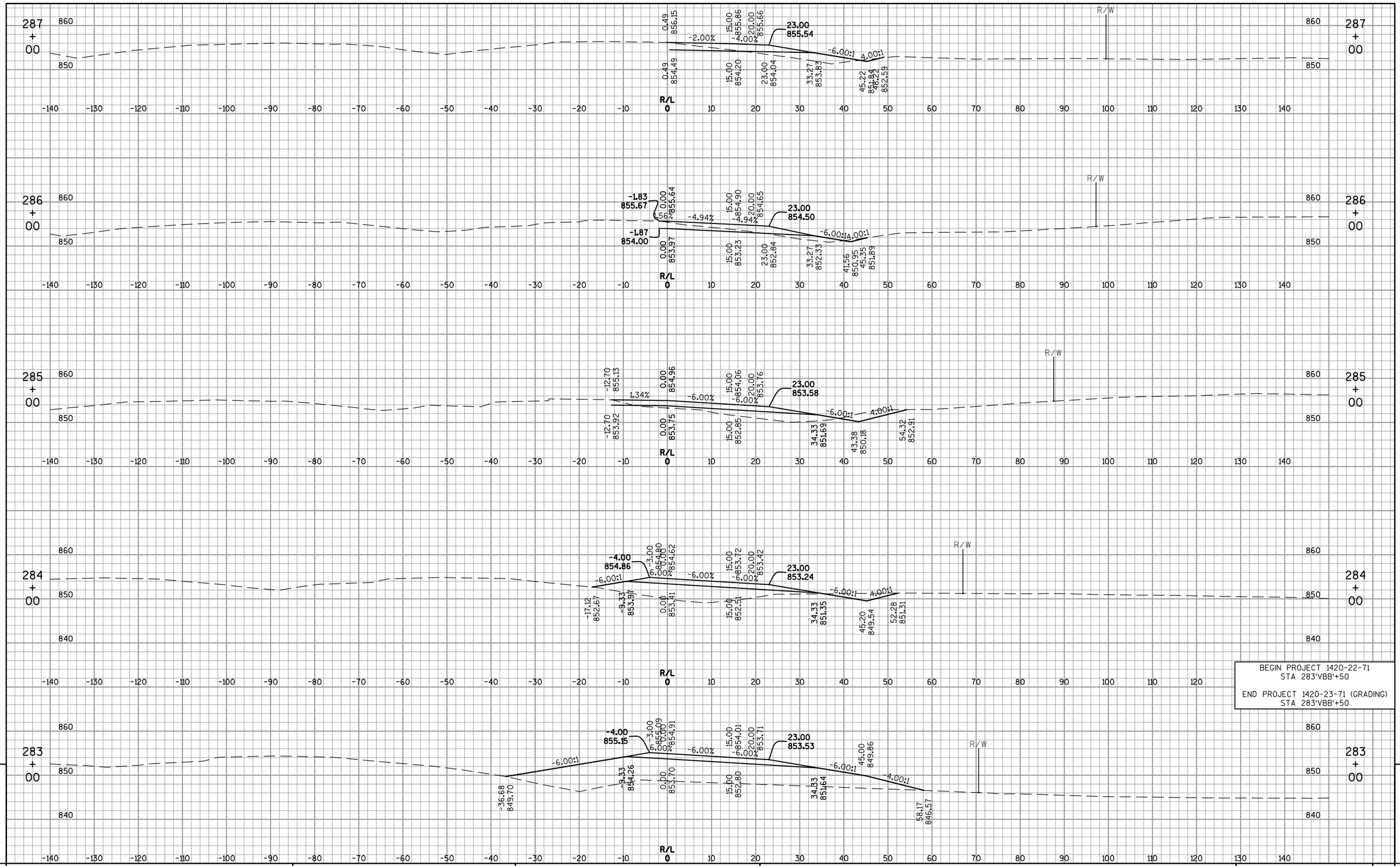




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PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH V NB ON-RAMP	SHEET 607	E



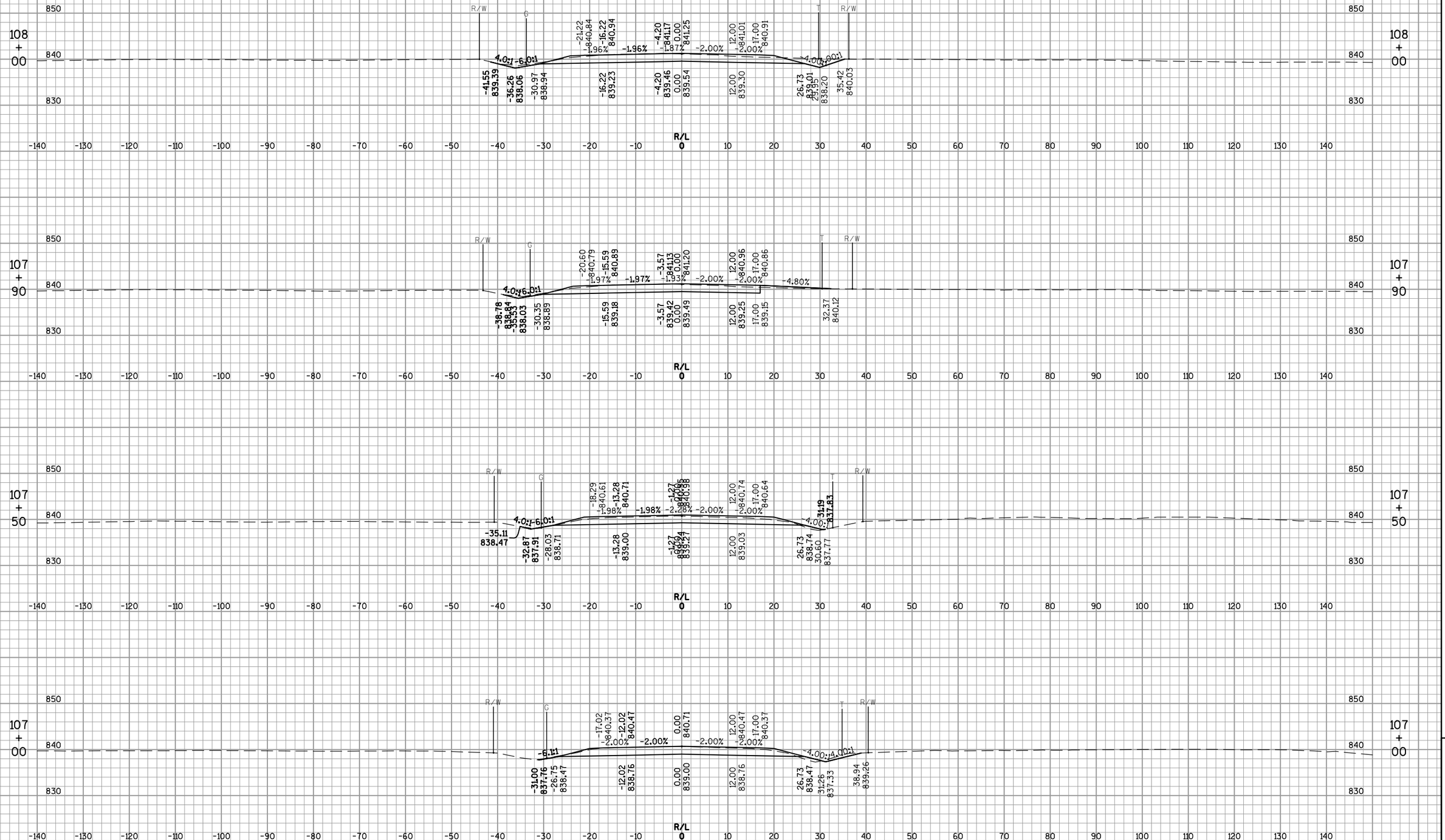
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PROJECT NO: 1420-23-71 | HWY: USH 151 | COUNTY: FOND DU LAC | CROSS SECTIONS: CTH V NB ON-RAMP | SHEET 608 | E

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WISDOT/CADDS SHEET 49



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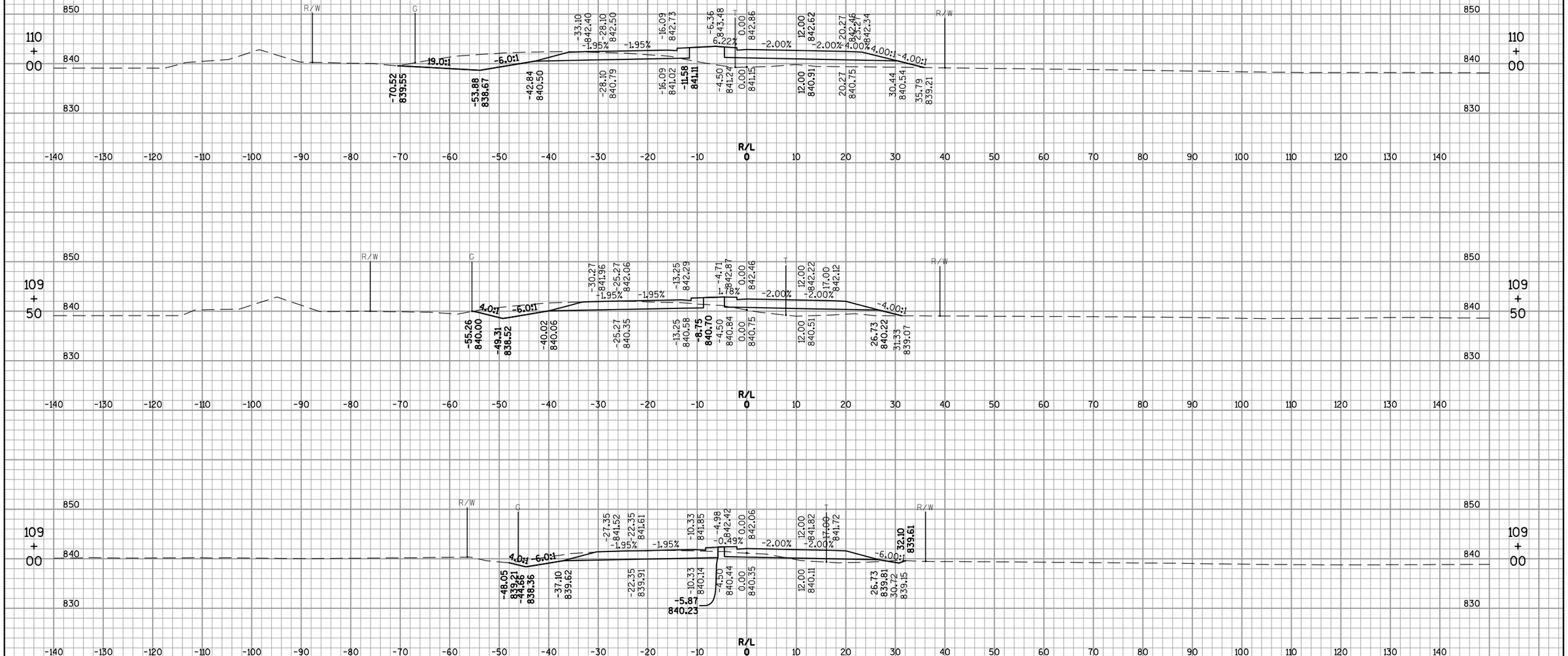
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PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH V NORTHBOUND	SHEET 609	E

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PLOT DATE : 2/3/2015 11:12 AM

PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH



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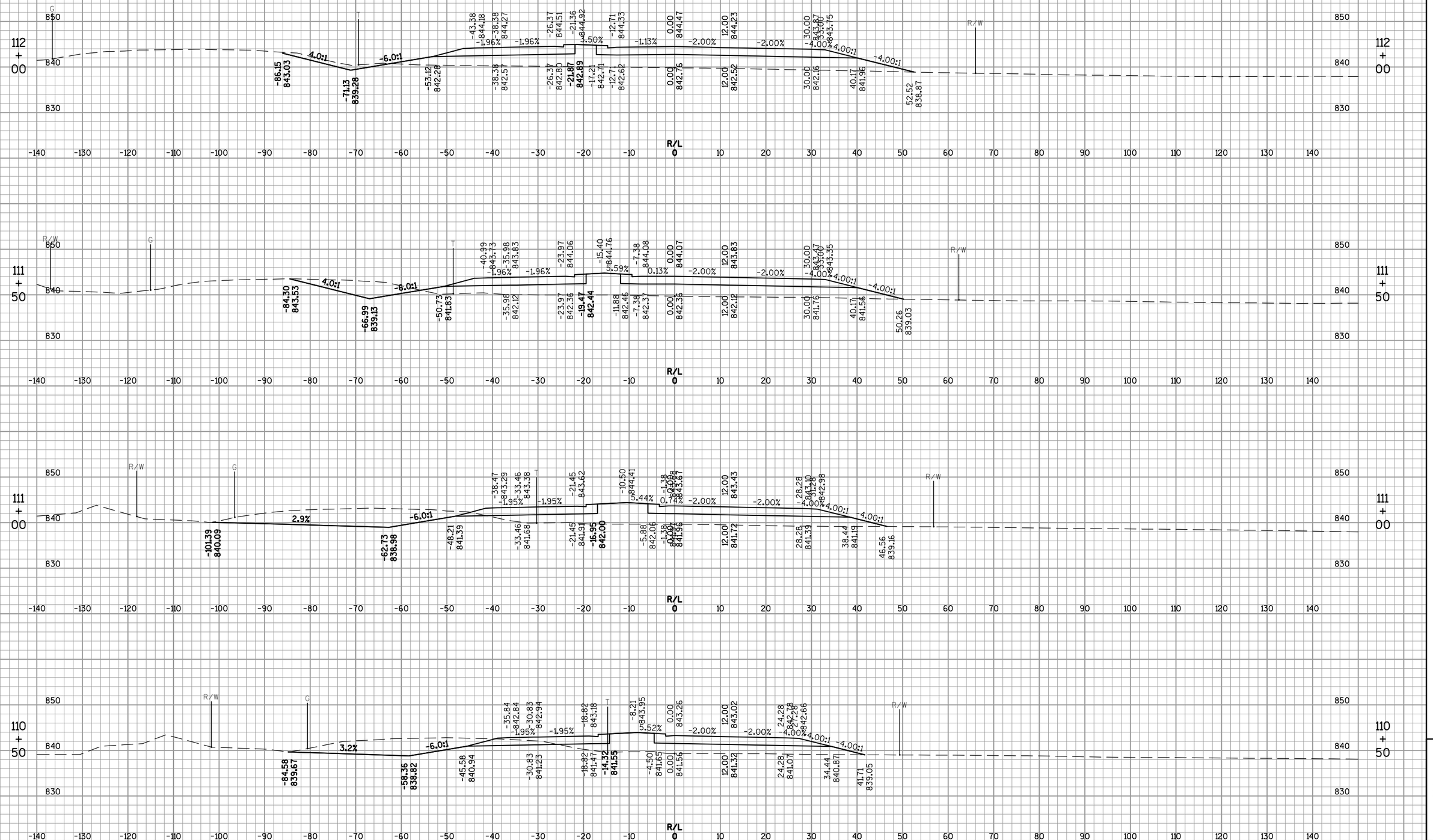
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PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH V NORTHBOUND	SHEET 610	E

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WISDOT/CADDS SHEET 49

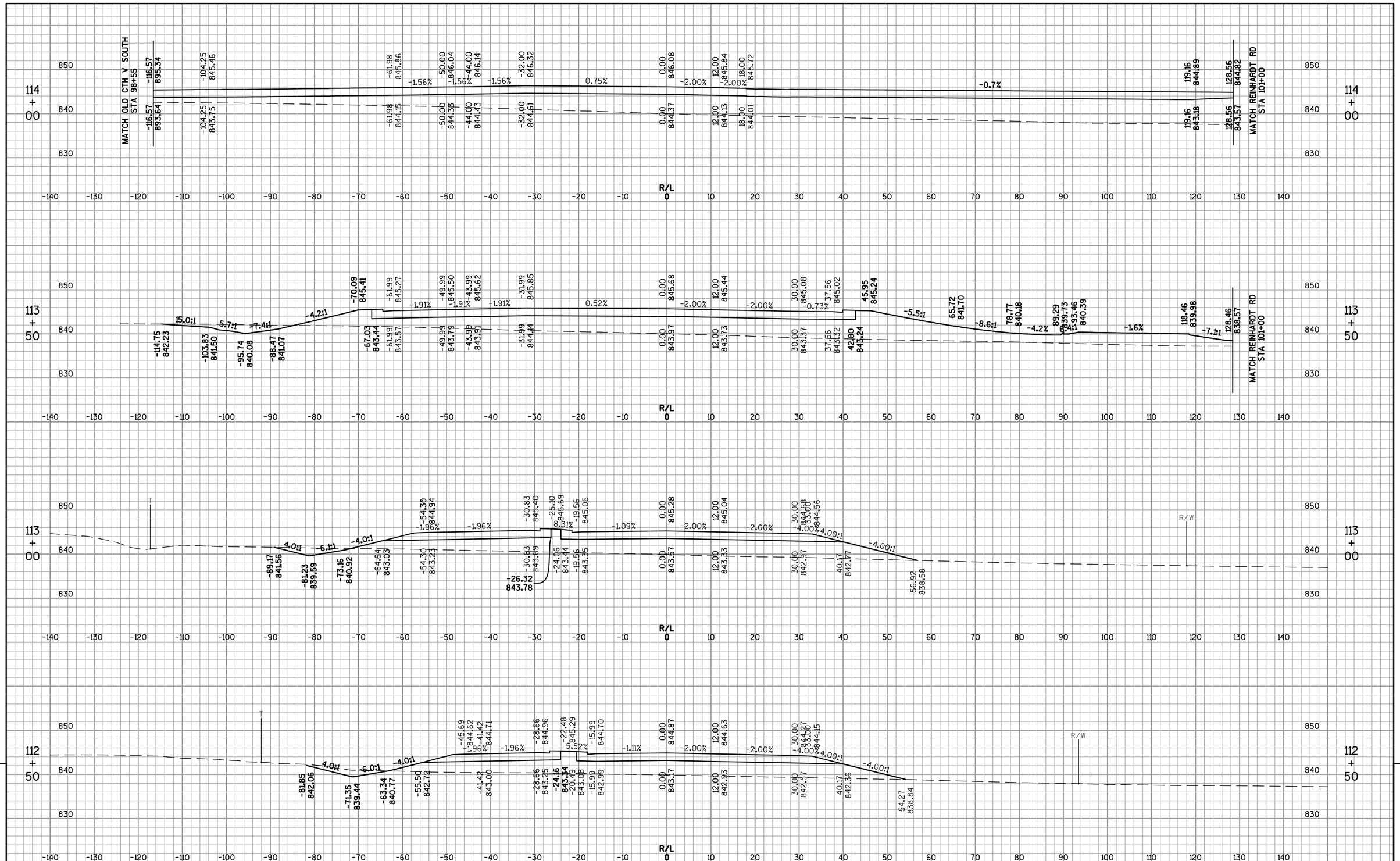


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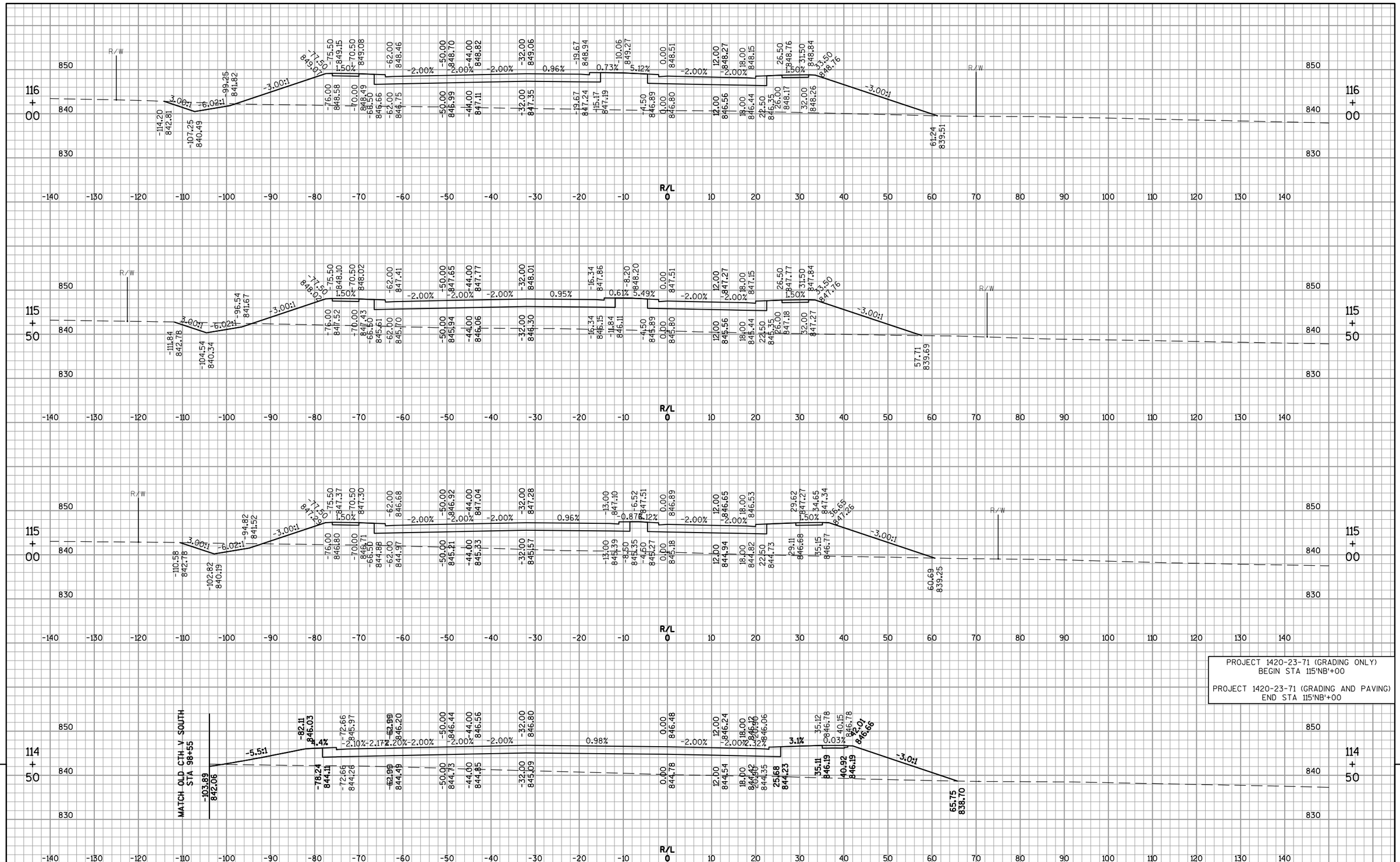
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WISDOT/CADDS SHEET 49



PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH V NORTHBOUND	SHEET 612	E

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PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH
WISDOT/CADDS SHEET 49



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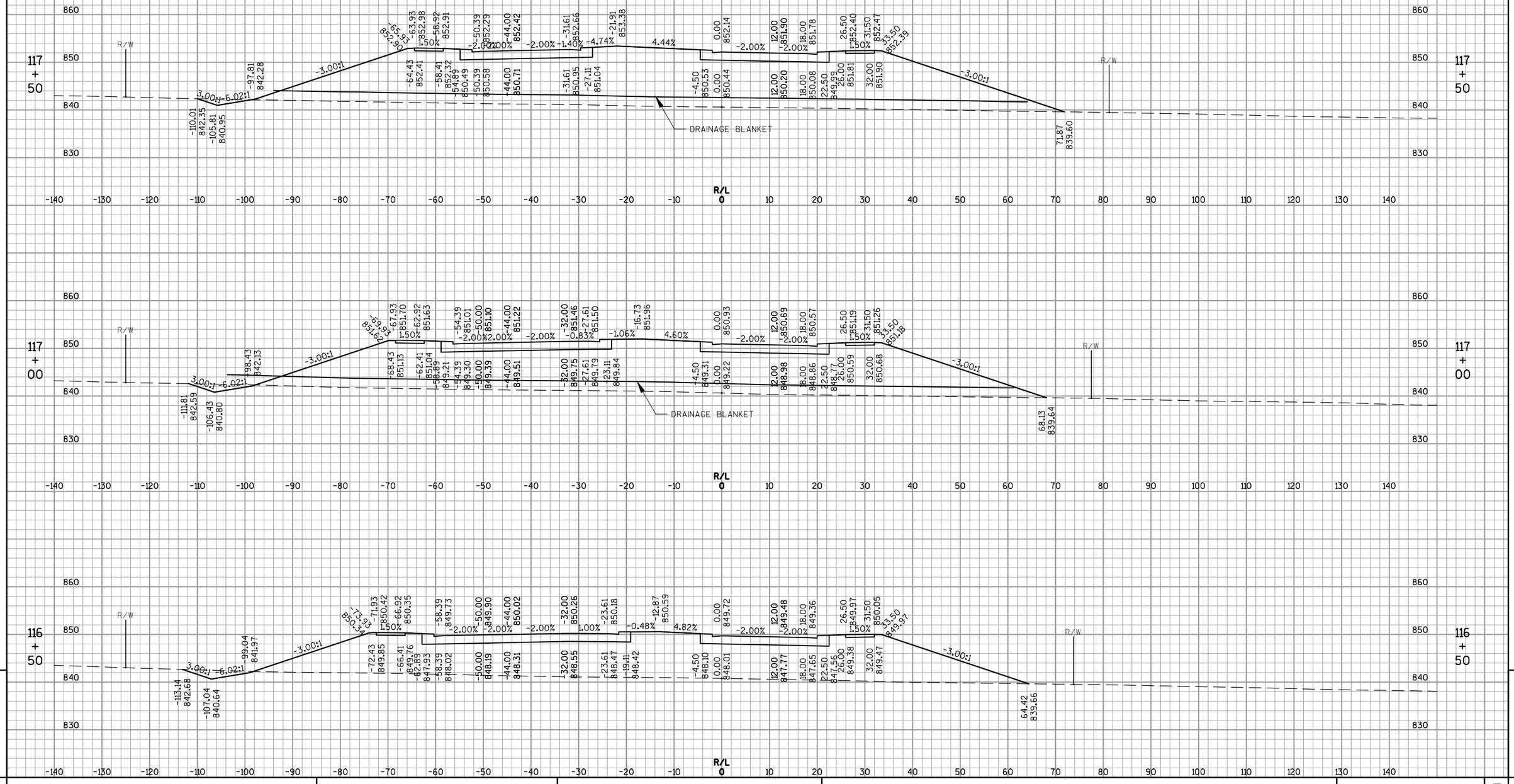
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PLOT DATE : 2/12/2015 11:42 AM PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

DRAINAGE BLANKET SHOWN FOR QUANTITY PURPOSES ONLY.

SEE PVD CONSTRUCTION DETAIL FOR GRADING OF DRAINAGE BLANKET.



PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH V NORTHBOUND	SHEET 614	E

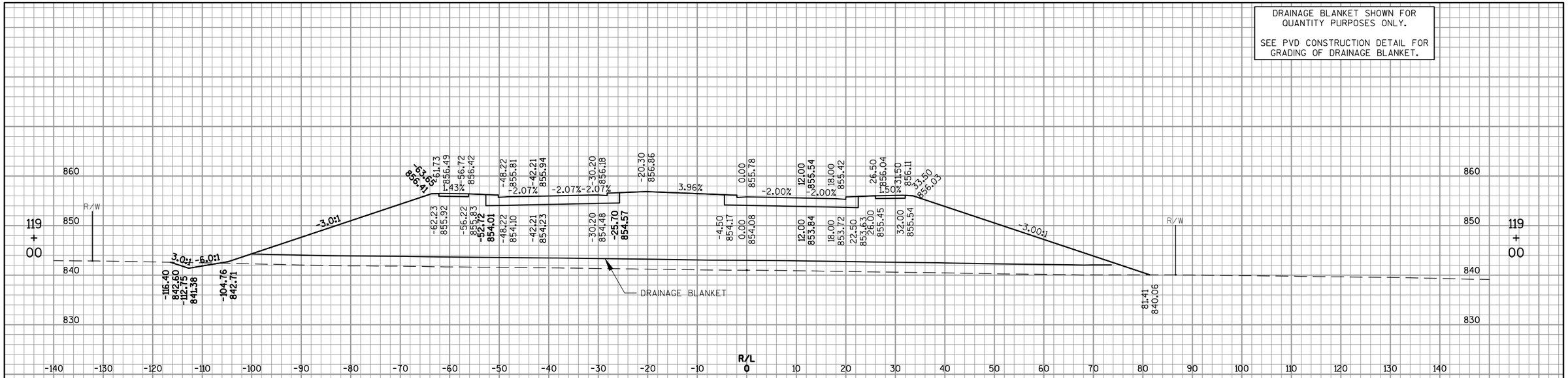
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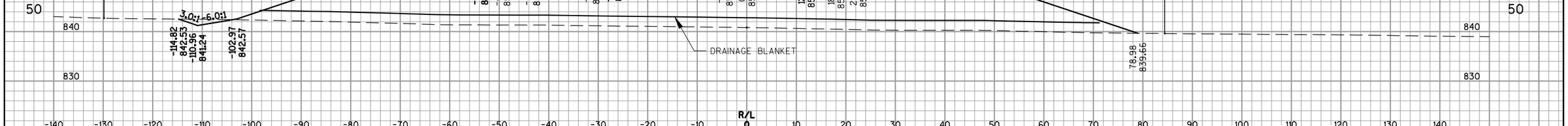
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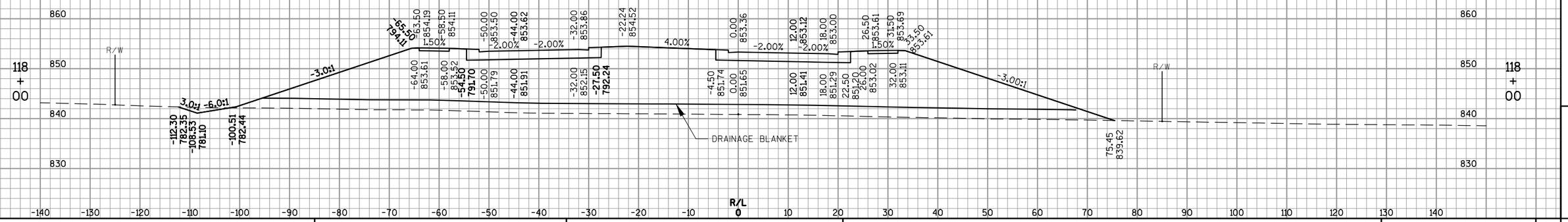
WISDOT/CADDS SHEET 49

DRAINAGE BLANKET SHOWN FOR QUANTITY PURPOSES ONLY.

SEE PVD CONSTRUCTION DETAIL FOR GRADING OF DRAINAGE BLANKET.







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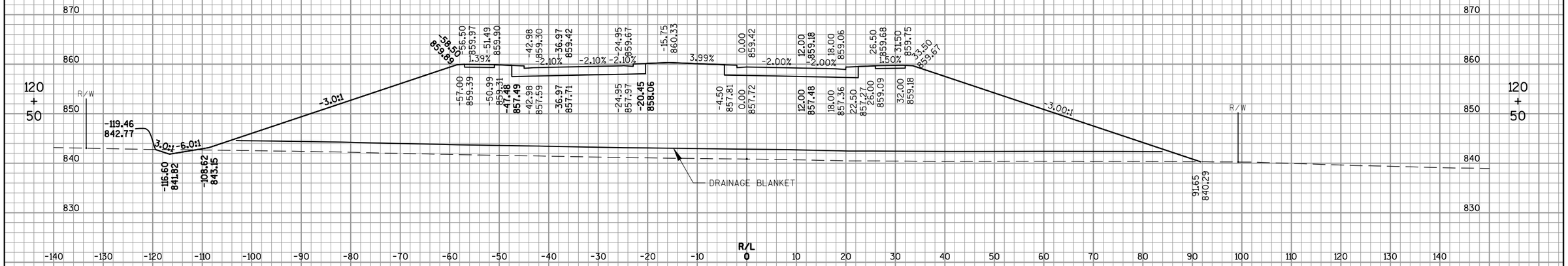
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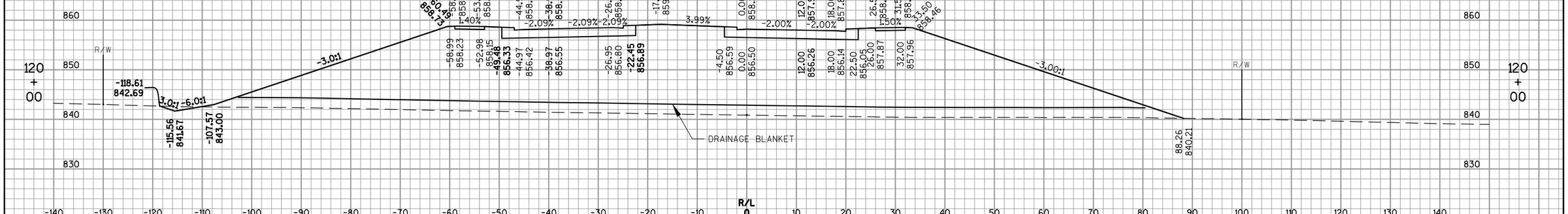
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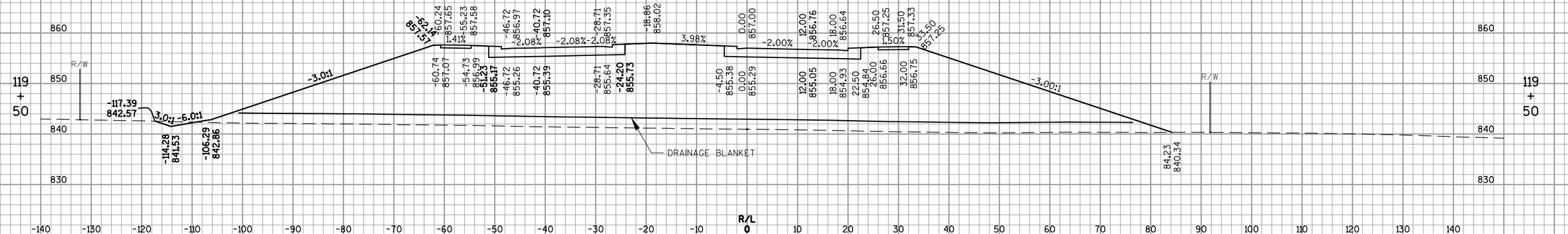
PLOT DATE : 2/12/2015 11:44 AM PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

DRAINAGE BLANKET SHOWN FOR QUANTITY PURPOSES ONLY.

SEE PVD CONSTRUCTION DETAIL FOR GRADING OF DRAINAGE BLANKET.







PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH V NORTHBOUND	SHEET 616	E

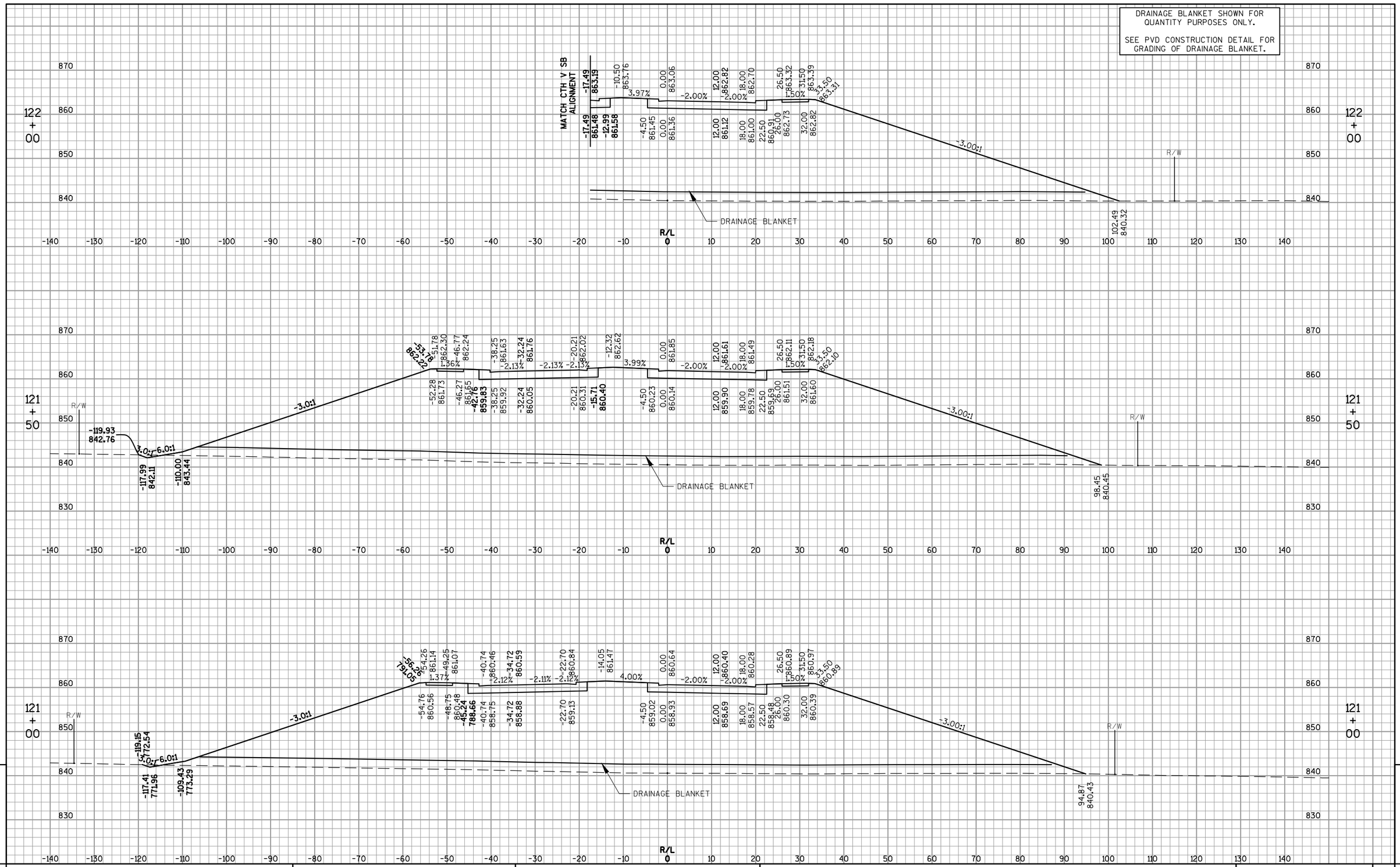
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PLOT DATE : 2/12/2015 11:45 AM PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

WISDOT/CADDS SHEET 49

DRAINAGE BLANKET SHOWN FOR QUANTITY PURPOSES ONLY.

SEE PVD CONSTRUCTION DETAIL FOR GRADING OF DRAINAGE BLANKET.



PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH V NORTHBOUND	SHEET 617	E

DRAINAGE BLANKET SHOWN FOR QUANTITY PURPOSES ONLY.

SEE PVD CONSTRUCTION DETAIL FOR GRADING OF DRAINAGE BLANKET.

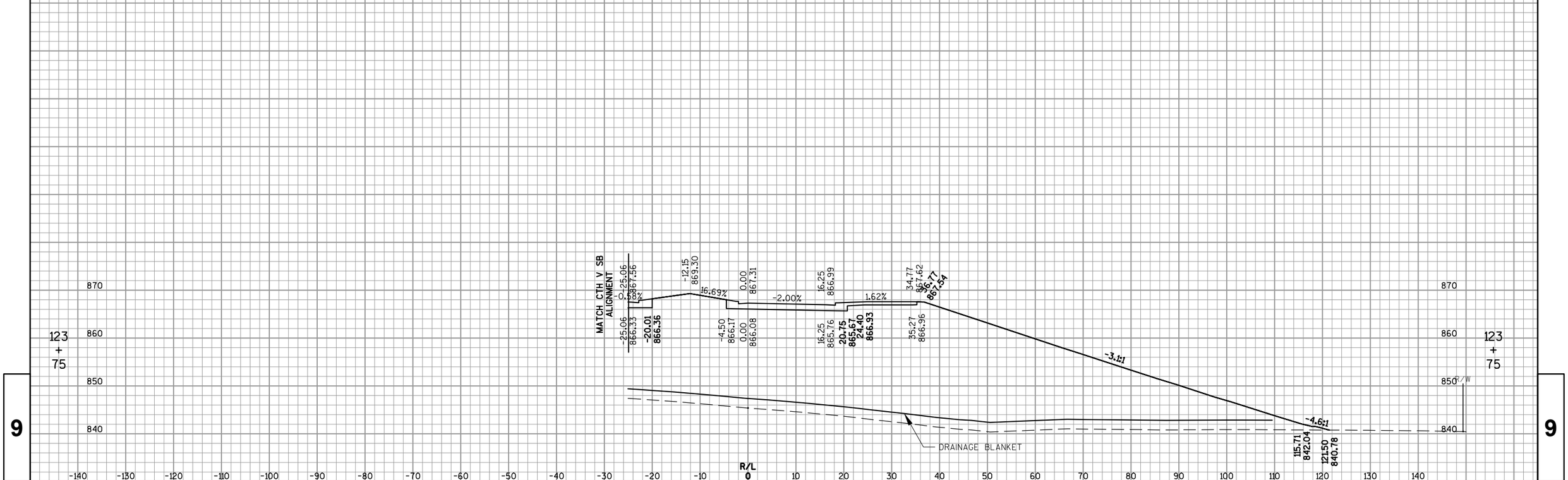
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PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH V NORTHBOUND	SHEET 618	E

DRAINAGE BLANKET SHOWN FOR QUANTITY PURPOSES ONLY.

SEE PVD CONSTRUCTION DETAIL FOR GRADING OF DRAINAGE BLANKET.



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PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH V NORTHBOUND	SHEET 619	E

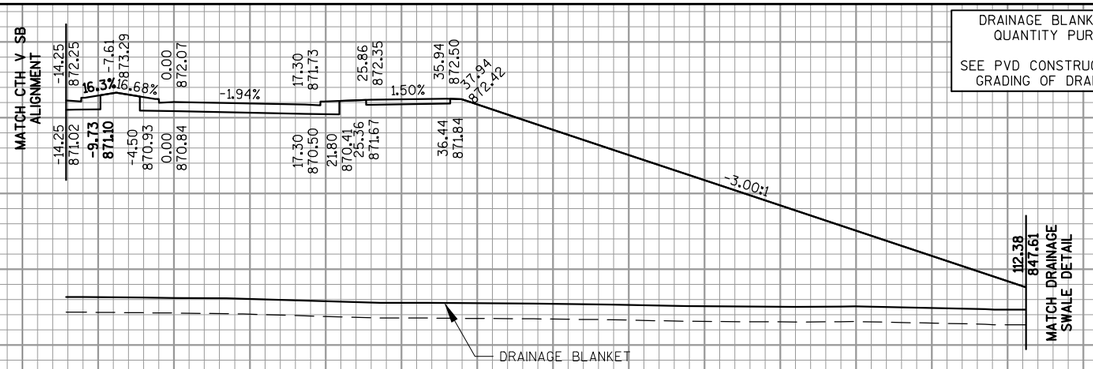
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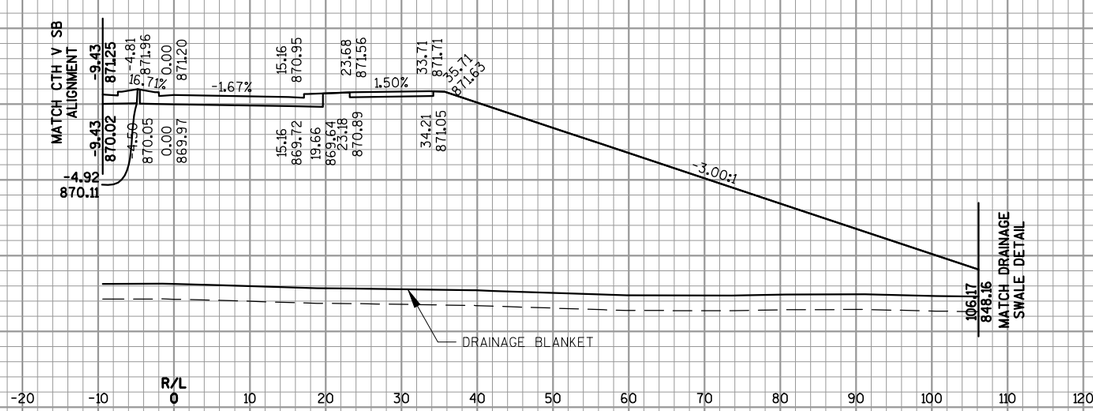
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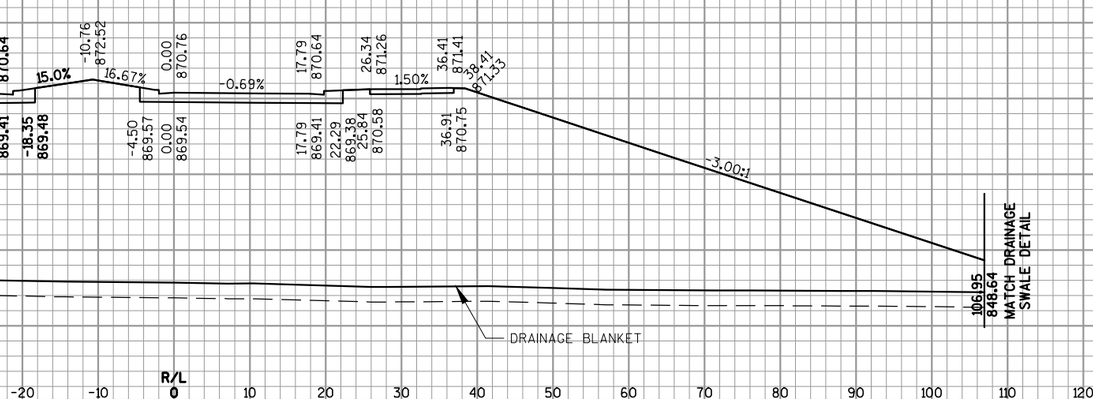
PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

DRAINAGE BLANKET SHOWN FOR QUANTITY PURPOSES ONLY.

SEE PVD CONSTRUCTION DETAIL FOR GRADING OF DRAINAGE BLANKET.



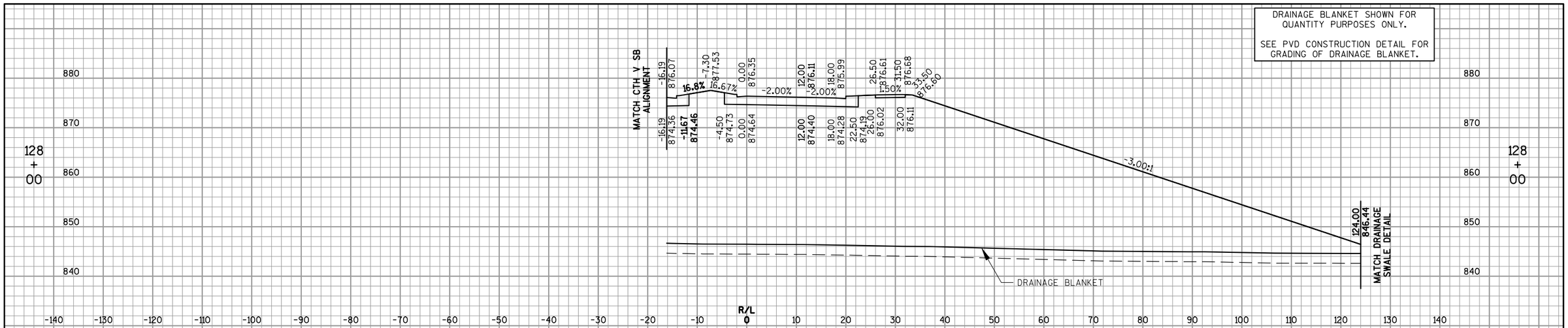




PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH V NORTHBOUND	SHEET 620	E

DRAINAGE BLANKET SHOWN FOR QUANTITY PURPOSES ONLY.

SEE PVD CONSTRUCTION DETAIL FOR GRADING OF DRAINAGE BLANKET.



PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH V NORTHBOUND	SHEET 621	E

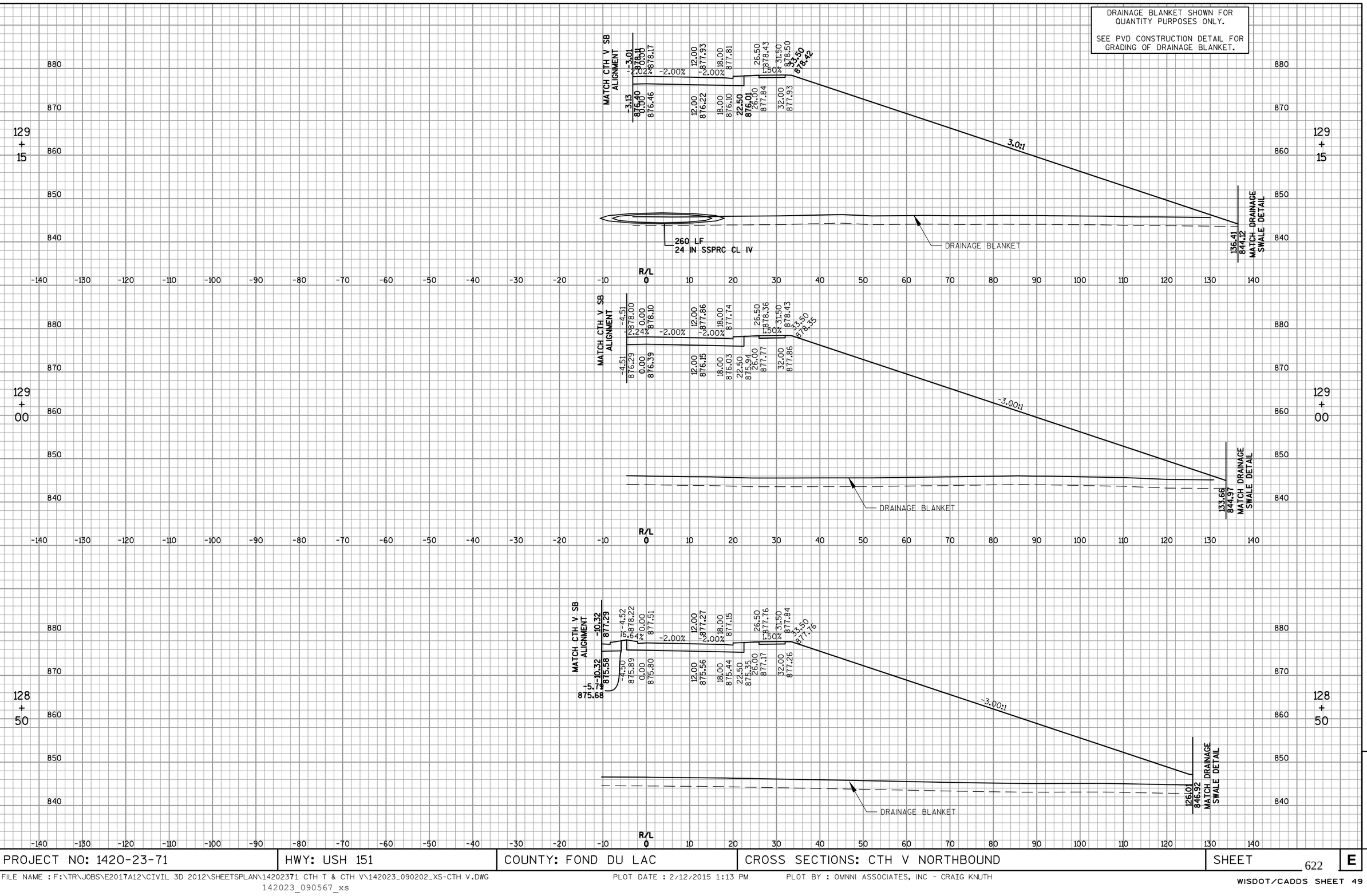
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142023_090566_xs

PLOT DATE : 2/12/2015 1:10 PM PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

WISDOT/CADDS SHEET 49

DRAINAGE BLANKET SHOWN FOR QUANTITY PURPOSES ONLY.

SEE PVD CONSTRUCTION DETAIL FOR GRADING OF DRAINAGE BLANKET.



PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH V NORTHBOUND	SHEET 622	E

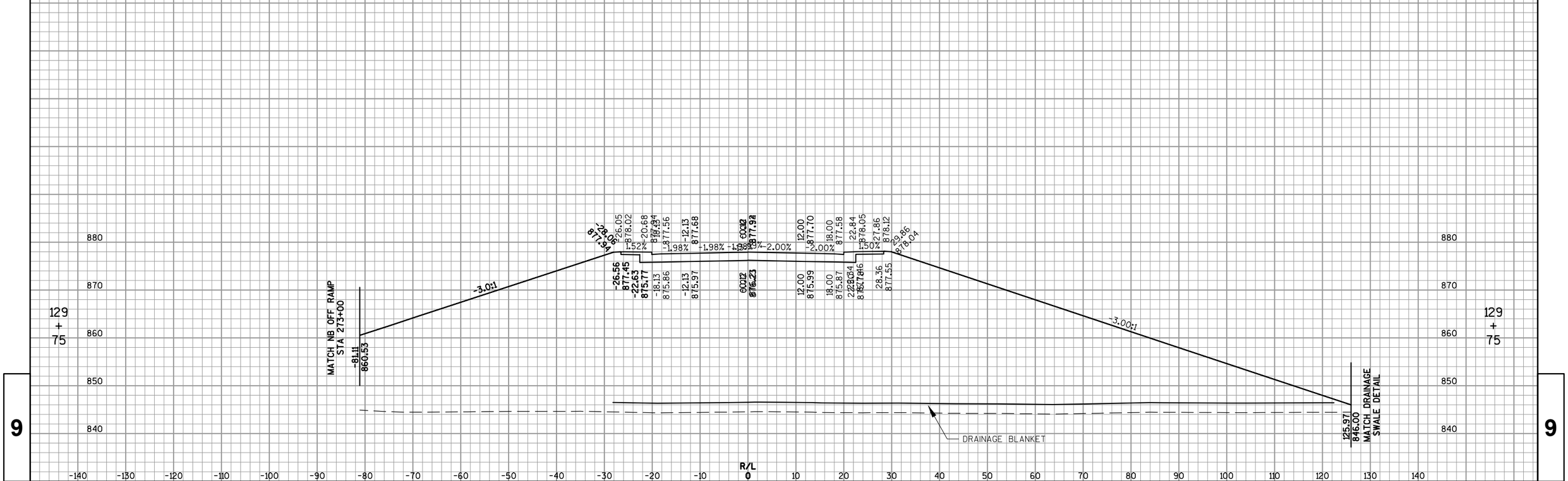
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PLOT DATE : 2/12/2015 1:13 PM PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

WISDOT/CADDS SHEET 49

DRAINAGE BLANKET SHOWN FOR QUANTITY PURPOSES ONLY.

SEE PVD CONSTRUCTION DETAIL FOR GRADING OF DRAINAGE BLANKET.



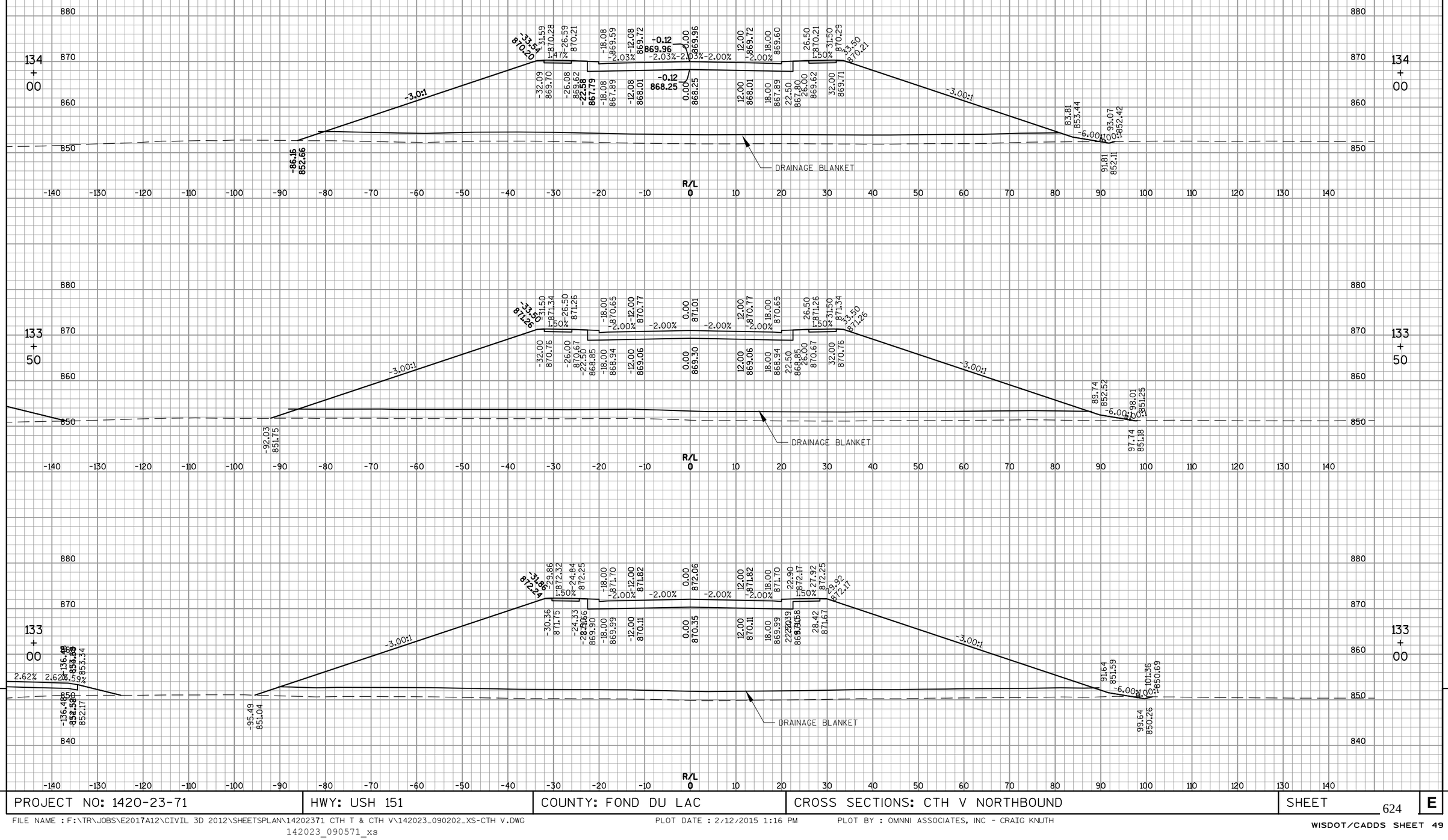
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PLOT DATE : 2/12/2015 1:14 PM PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

DRAINAGE BLANKET SHOWN FOR QUANTITY PURPOSES ONLY.

SEE PVD CONSTRUCTION DETAIL FOR GRADING OF DRAINAGE BLANKET.



PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH V NORTHBOUND	SHEET 624 E

FILE NAME : F:\TR\JOBS\E2017A12\CIVIL 3D 2012\SHEETSPLAN\14202371 CTH T & CTH V\142023_090202_XS-CTH V.DWG
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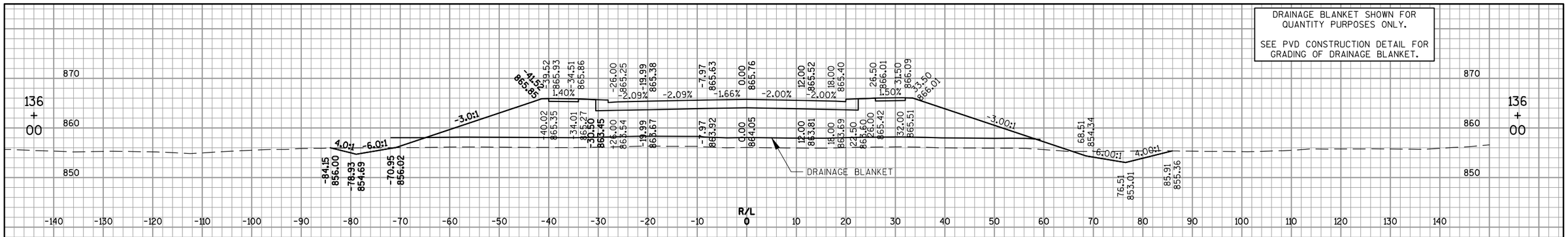
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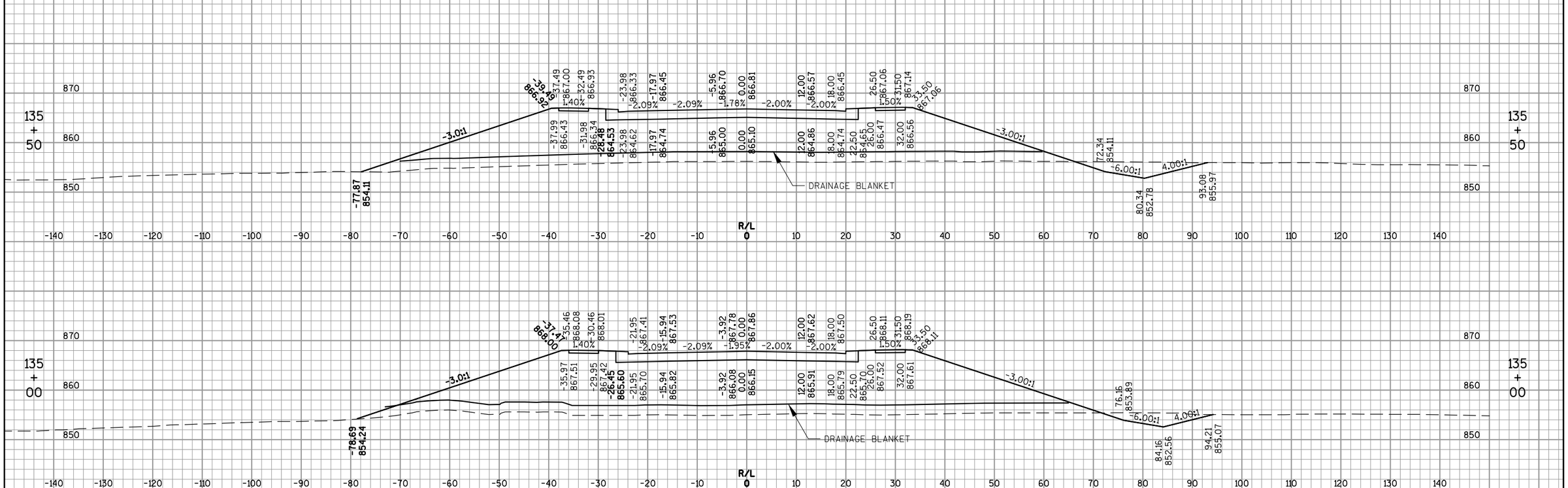
PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

WISDOT/CADDS SHEET 49

DRAINAGE BLANKET SHOWN FOR QUANTITY PURPOSES ONLY.

SEE PVD CONSTRUCTION DETAIL FOR GRADING OF DRAINAGE BLANKET.



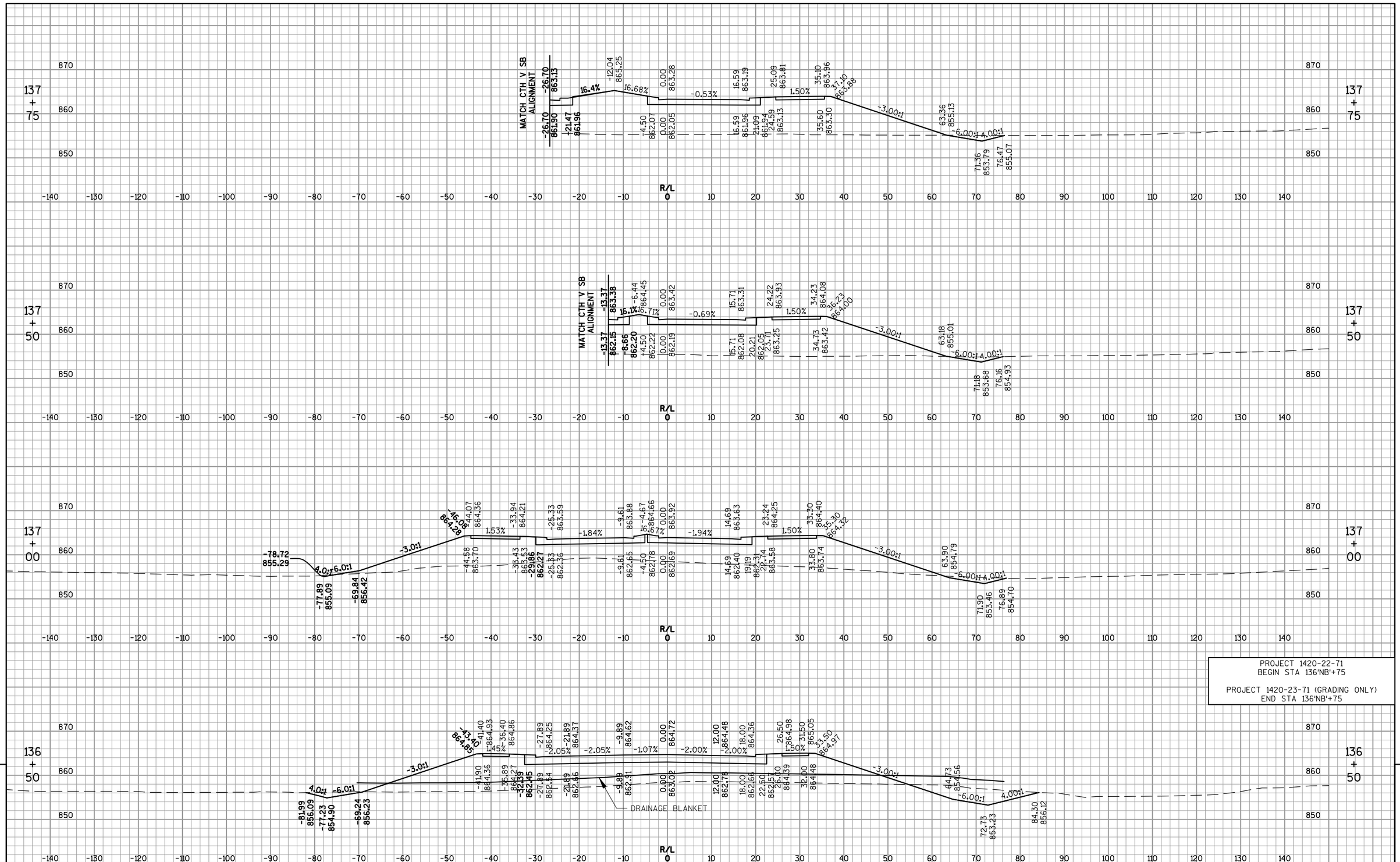


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PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH V NORTHBOUND	SHEET 625	E

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PLOT DATE : 2/12/2015 1:18 PM PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH



PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH V NORTHBOUND	SHEET 626	E

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PLOT DATE : 2/12/2015 1:22 PM

PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

WISDOT/CADDS SHEET 49

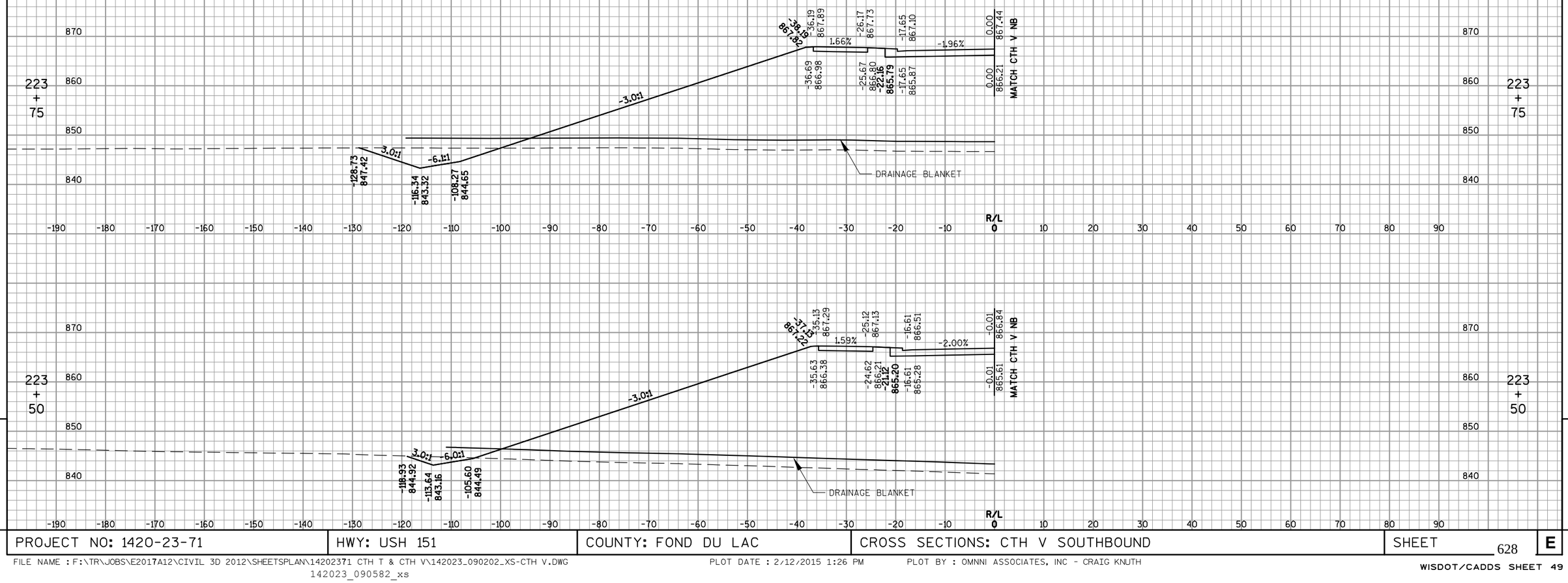
DRAINAGE BLANKET SHOWN FOR QUANTITY PURPOSES ONLY.

SEE PVD CONSTRUCTION DETAIL FOR GRADING OF DRAINAGE BLANKET.

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH V SOUTHBOUND	SHEET 627	E

DRAINAGE BLANKET SHOWN FOR QUANTITY PURPOSES ONLY.

SEE PVD CONSTRUCTION DETAIL FOR GRADING OF DRAINAGE BLANKET.



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PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH V SOUTHBOUND	SHEET 628	E

FILE NAME : F:\TR\JOBS\E2017A12\CIVIL 3D 2012\SHEETSPLAN\142023?1 CTH T & CTH V\142023_090202_XS-CTH V.DWG
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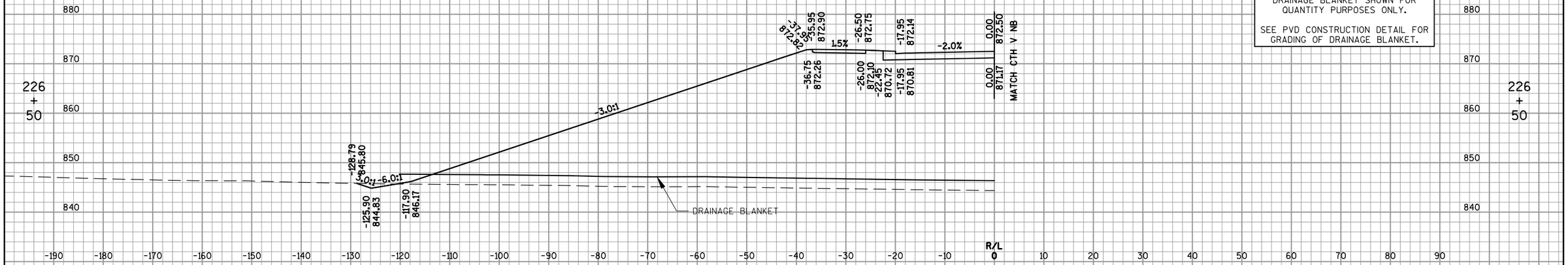
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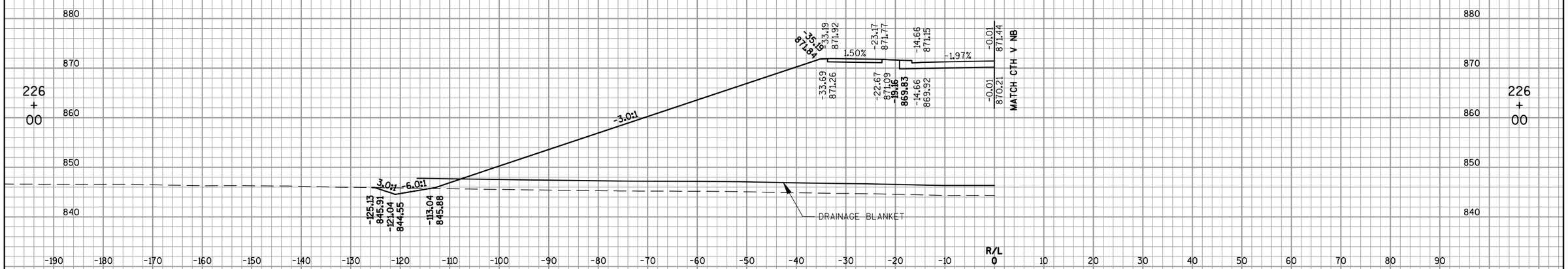
PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

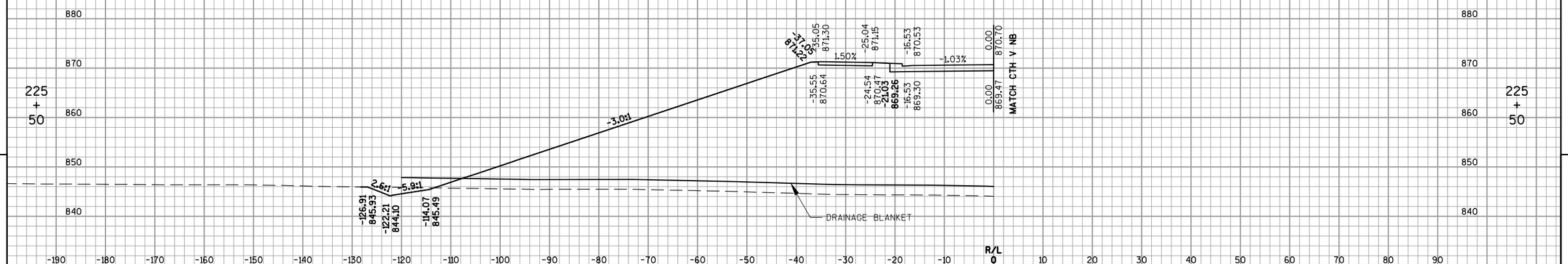
WISDOT/CADDS SHEET 49

DRAINAGE BLANKET SHOWN FOR QUANTITY PURPOSES ONLY.

SEE PVD CONSTRUCTION DETAIL FOR GRADING OF DRAINAGE BLANKET.







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PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH V SOUTHBOUND	SHEET 629	E

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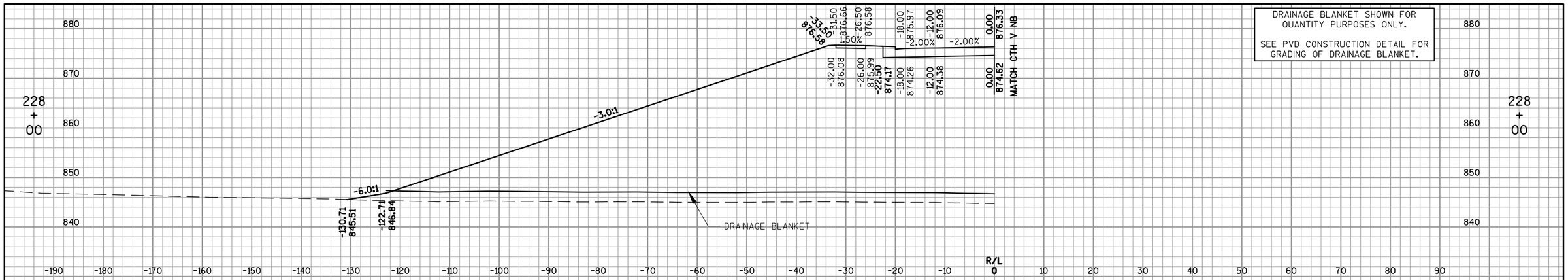
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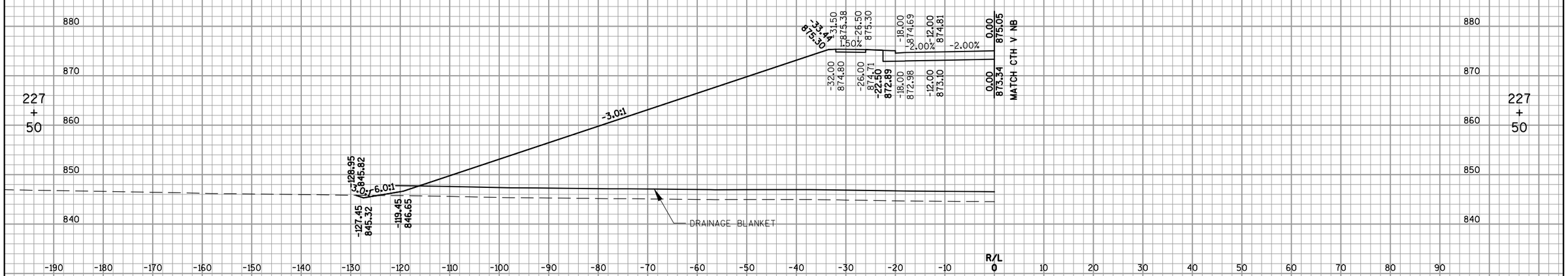
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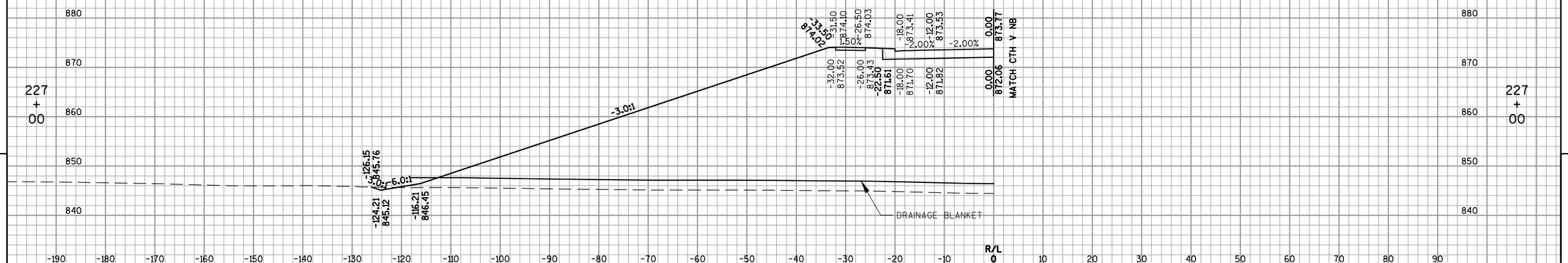
PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

DRAINAGE BLANKET SHOWN FOR QUANTITY PURPOSES ONLY.

SEE PVD CONSTRUCTION DETAIL FOR GRADING OF DRAINAGE BLANKET.







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PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH V SOUTHBOUND	SHEET 630	E

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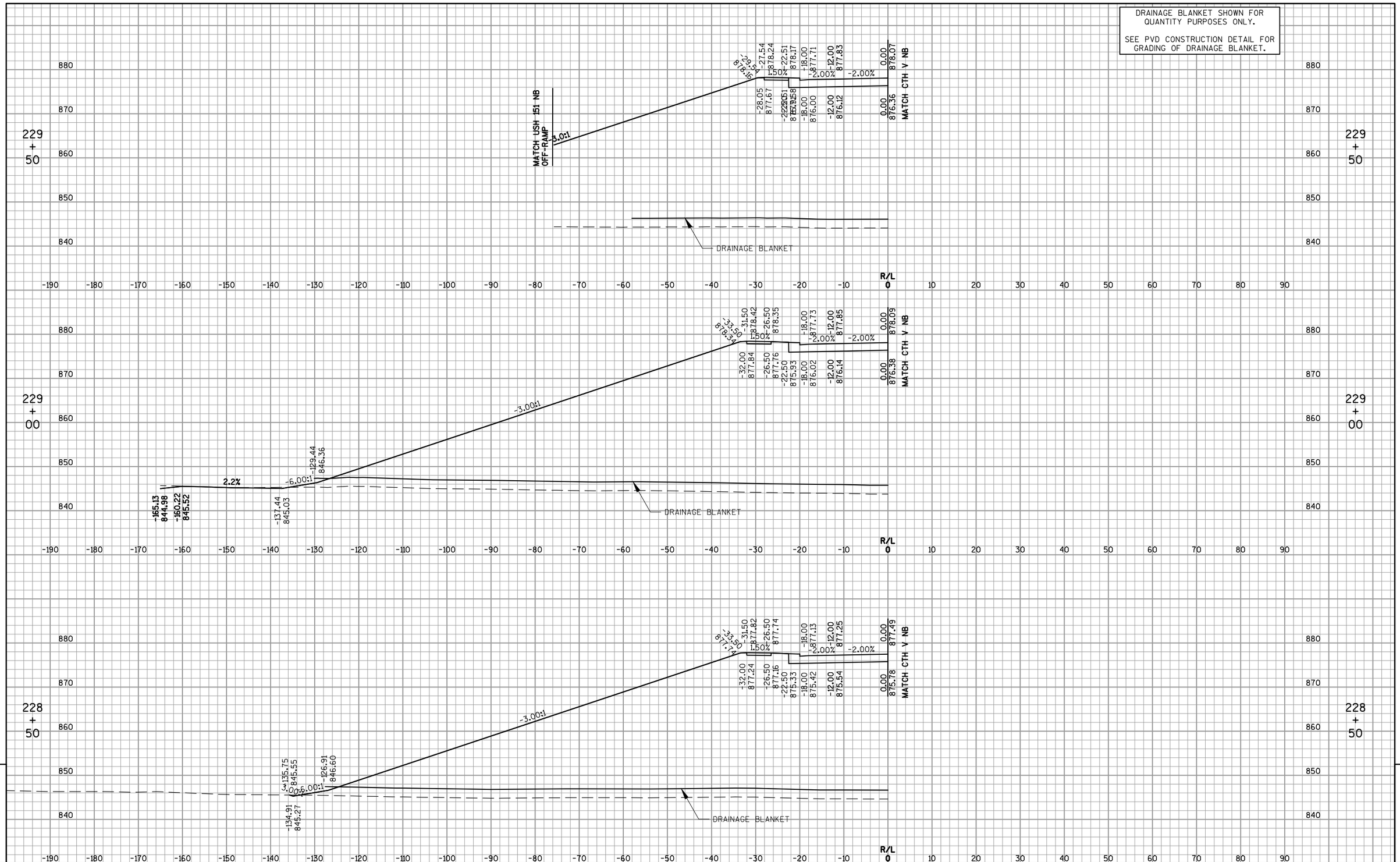
PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

142023_090586_xs

WISDOT/CADDS SHEET 49

DRAINAGE BLANKET SHOWN FOR QUANTITY PURPOSES ONLY.

SEE PVD CONSTRUCTION DETAIL FOR GRADING OF DRAINAGE BLANKET.

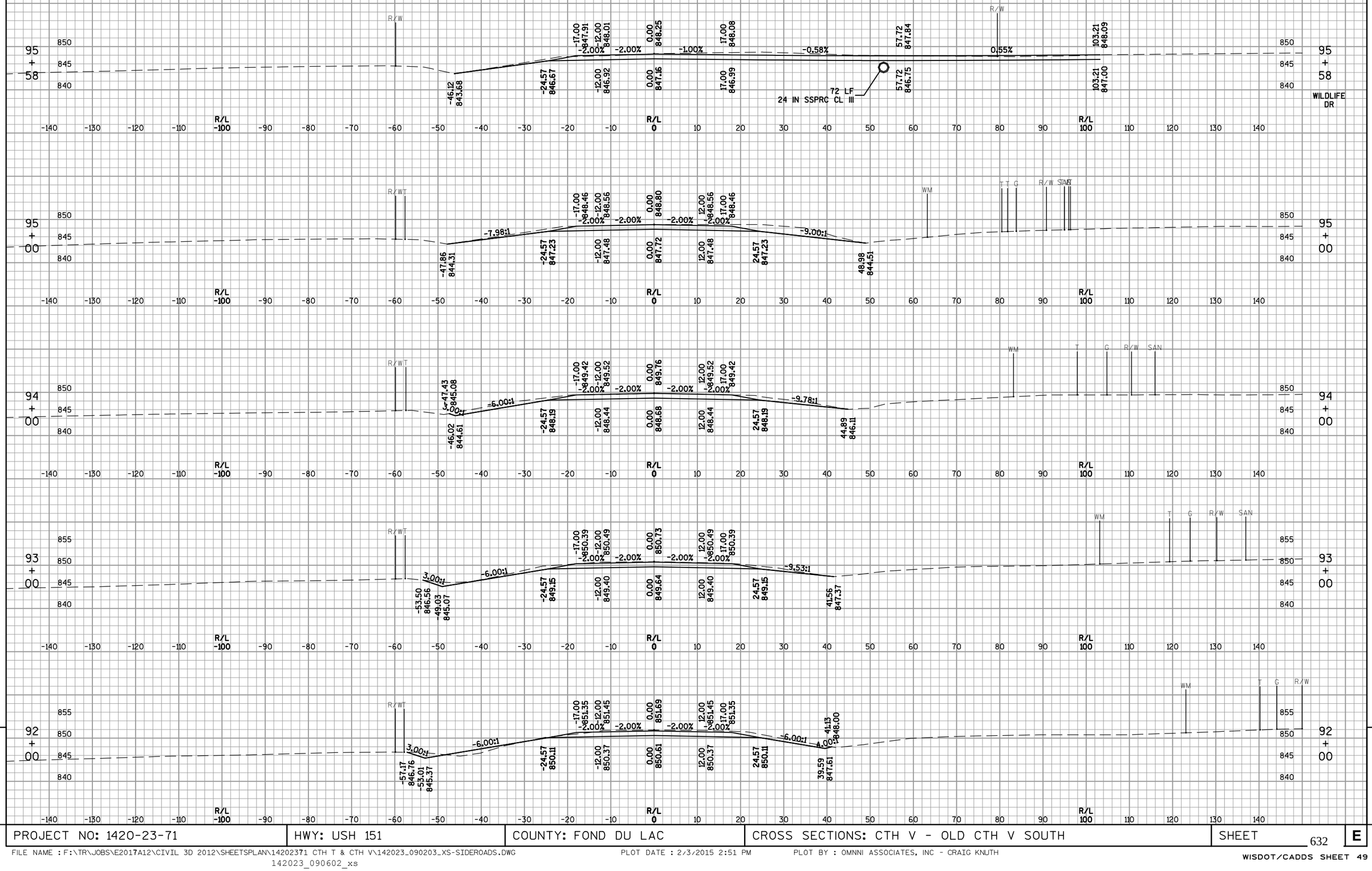


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WISDOT/CADDS SHEET 49



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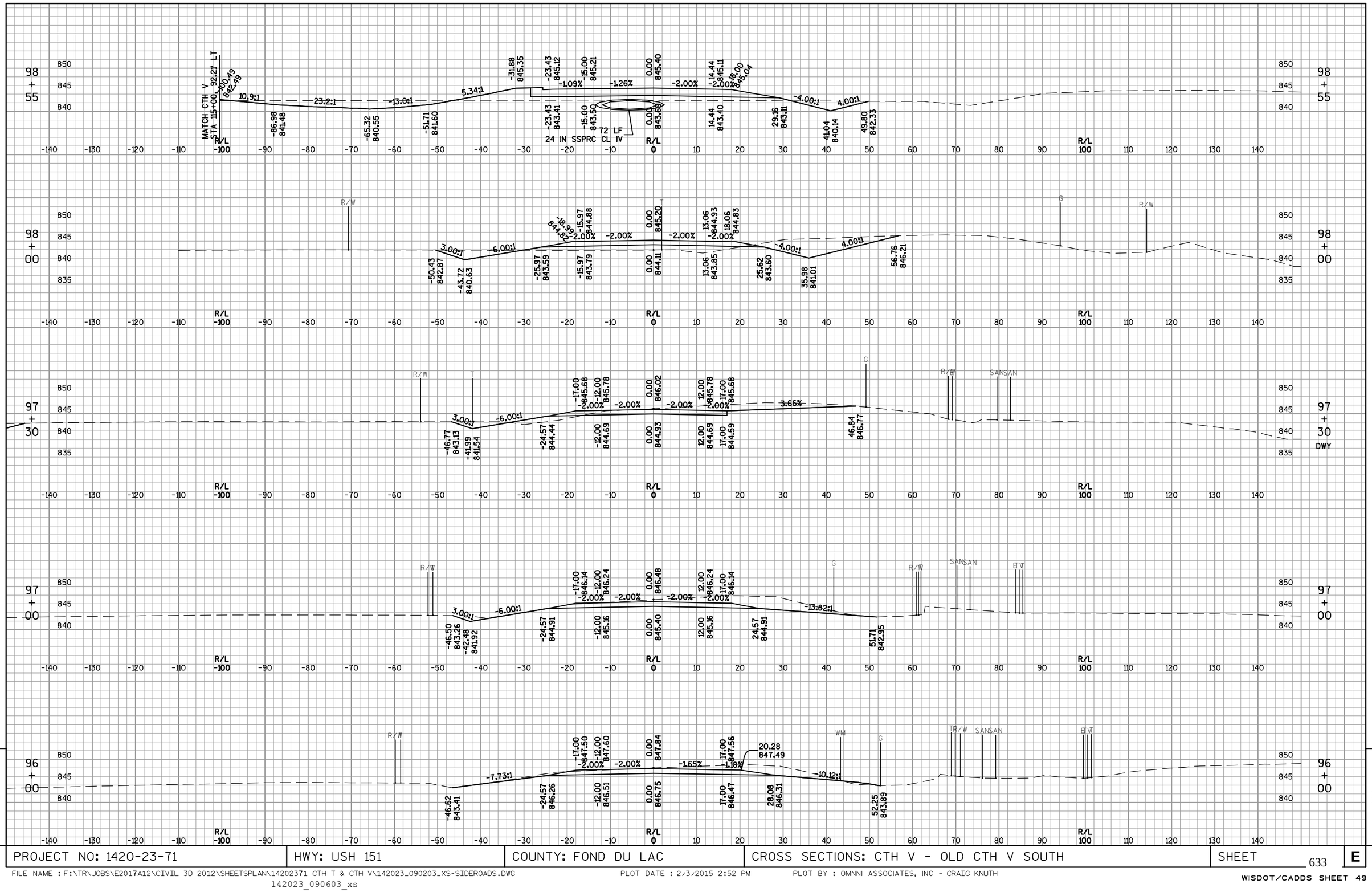
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PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

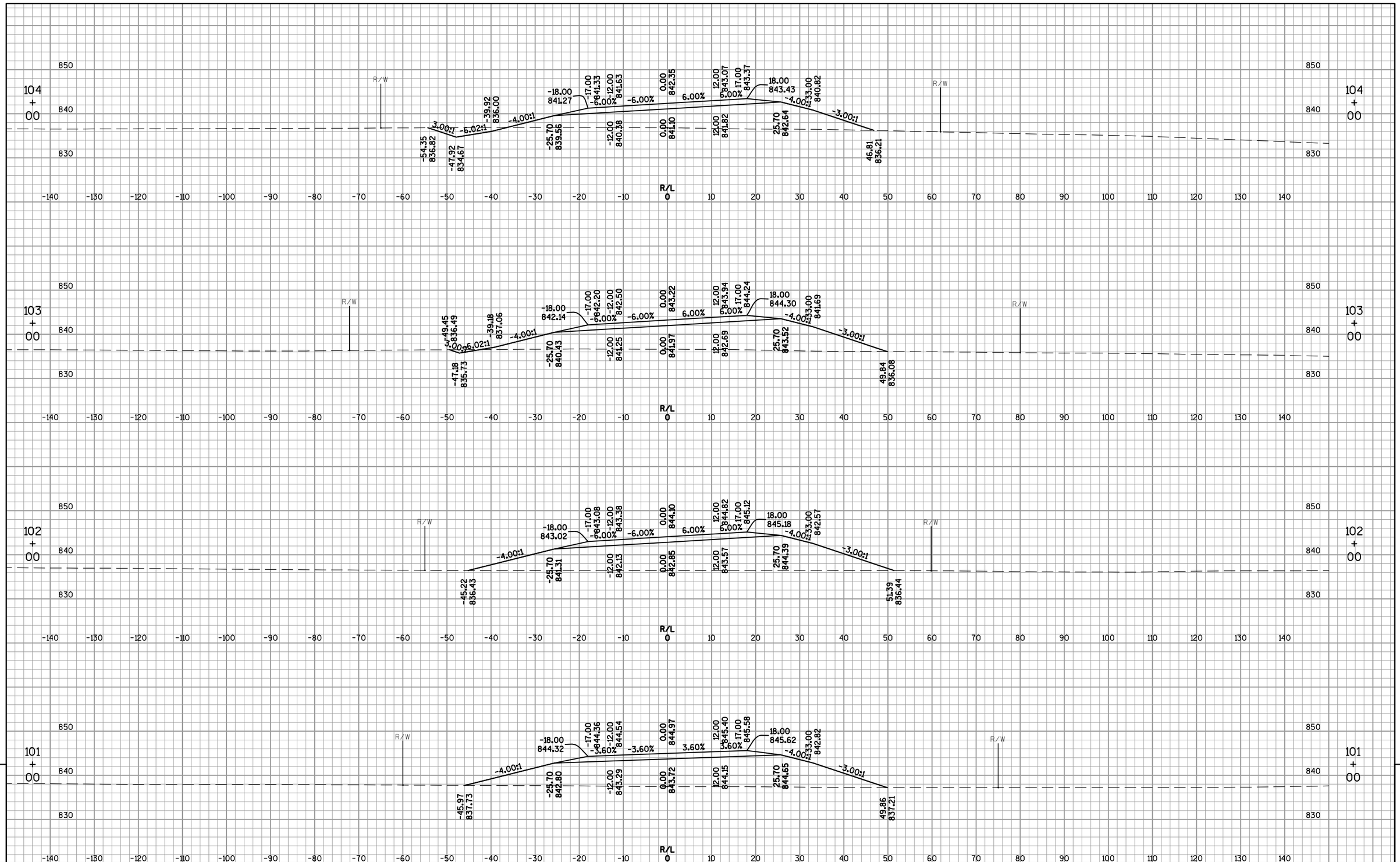
WISDOT/CADDS SHEET 49



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PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH V - OLD CTH V SOUTH	SHEET 633	E

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PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH
WISDOT/CADDS SHEET 49



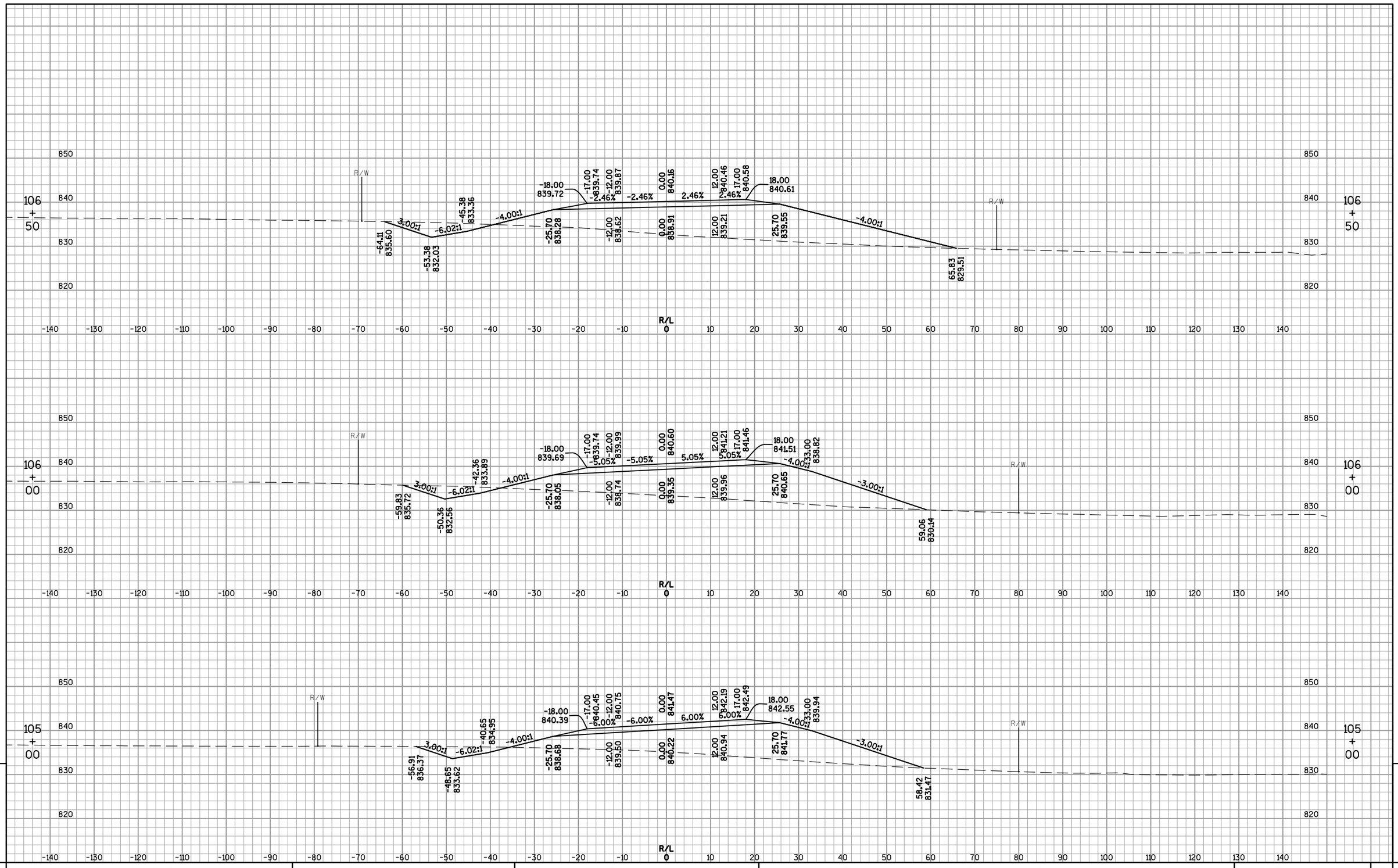
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PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

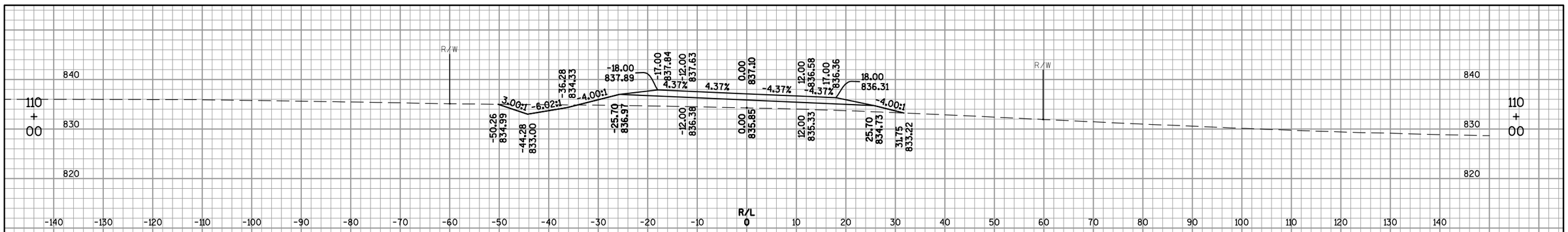
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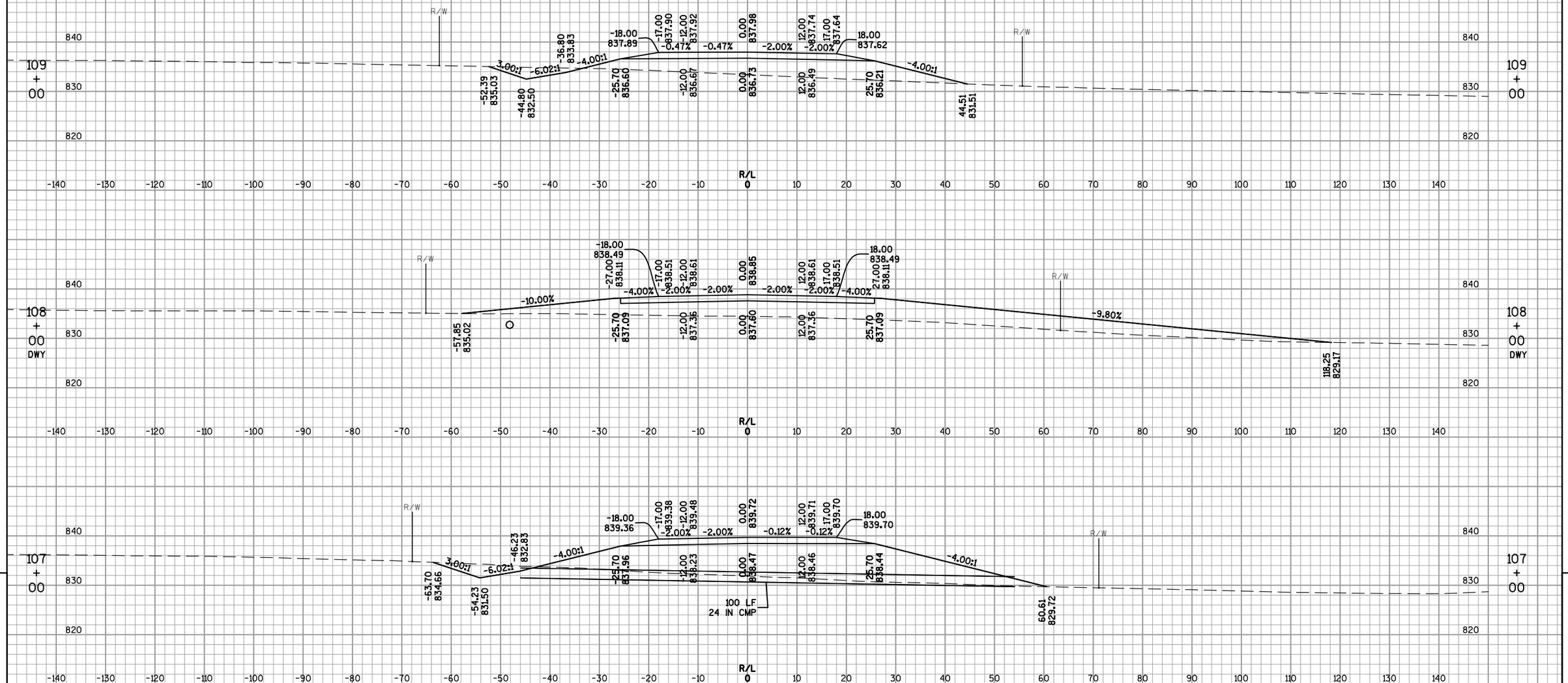


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PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH V - REINHARDT ROAD	SHEET 635	E

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PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH
WISDOT/CADDS SHEET 49





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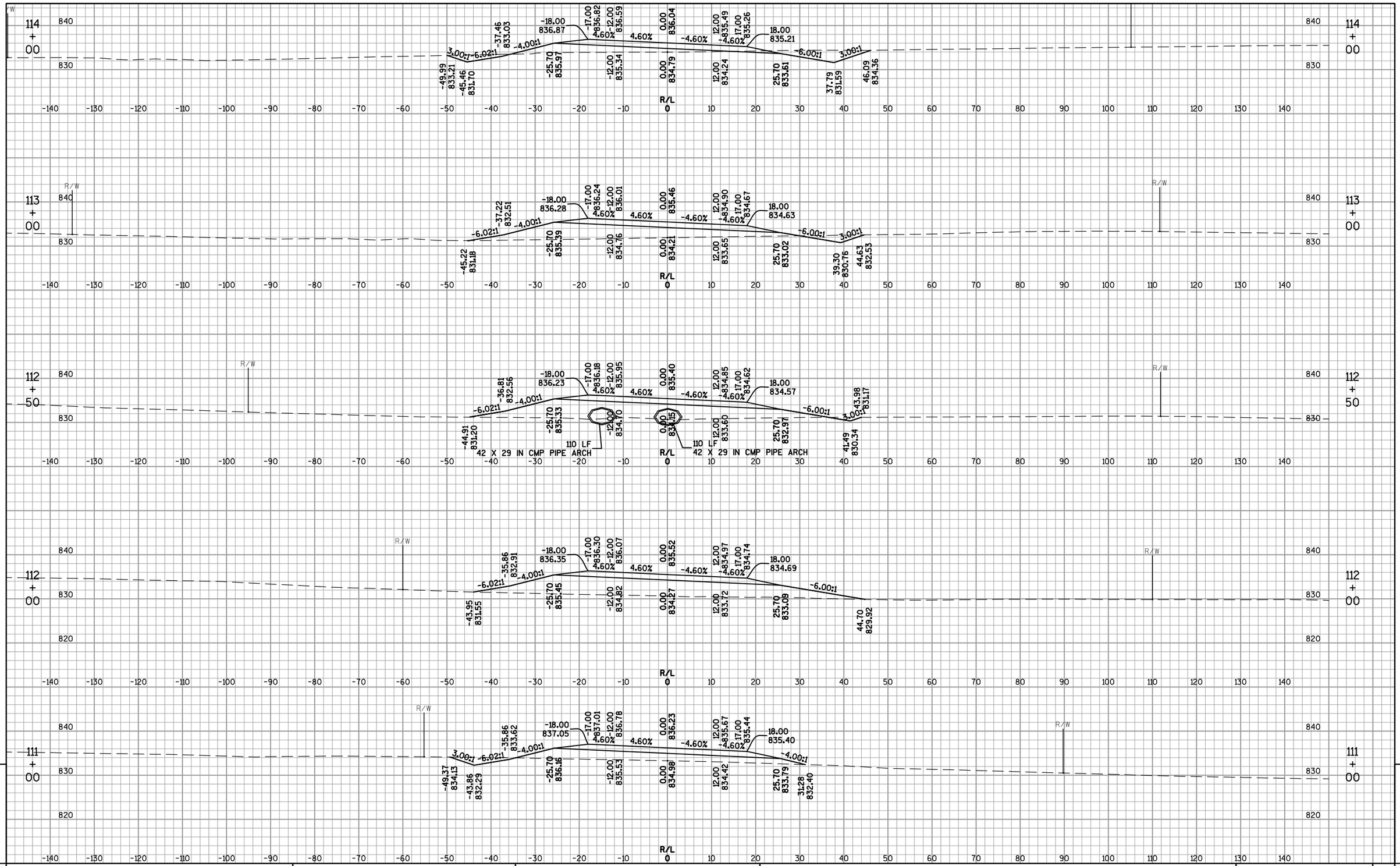
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PLOT DATE : 2/3/2015 2:59 PM

PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

WISDOT/CADDS SHEET 49

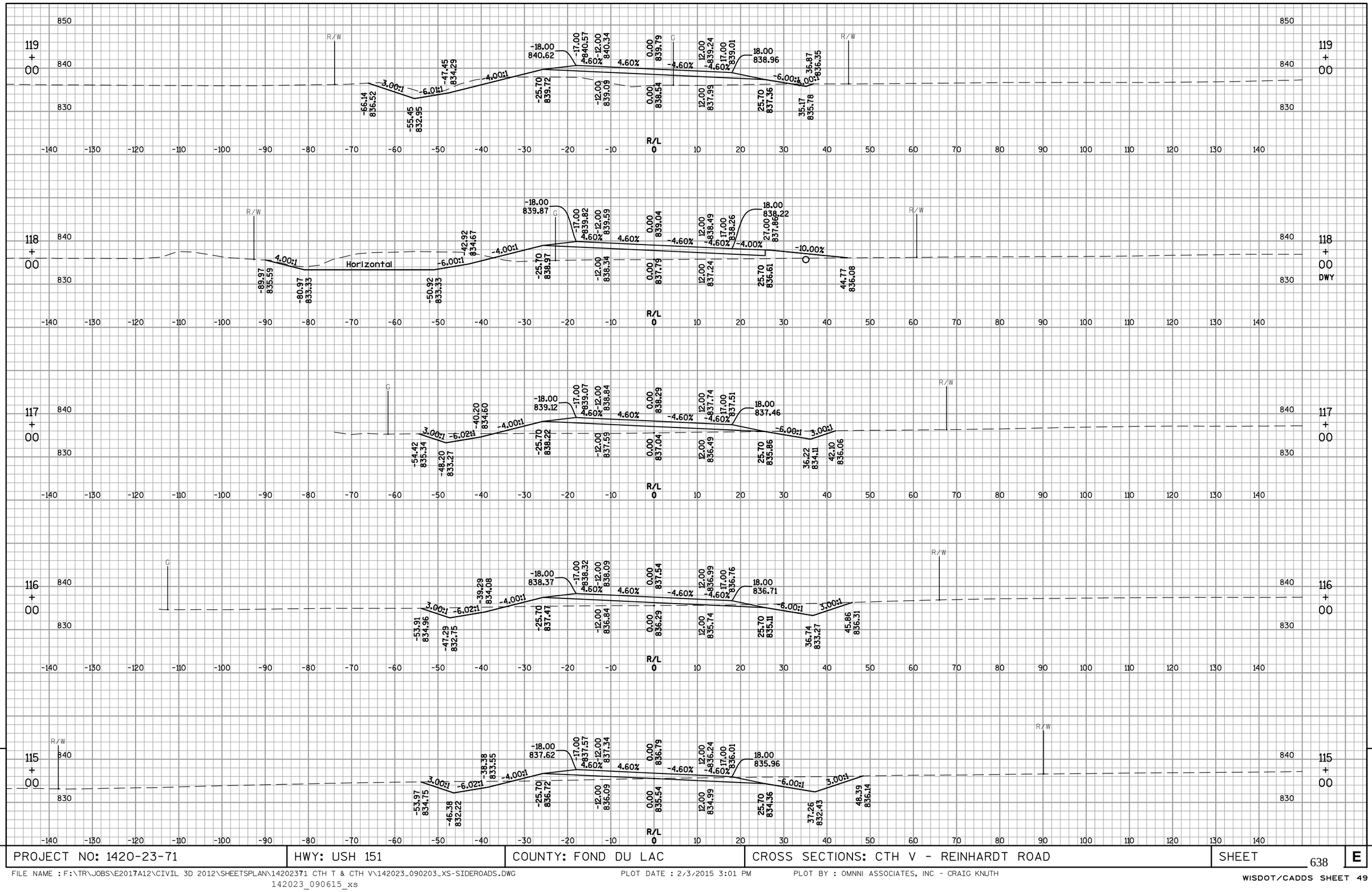


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PLOT DATE : 2/3/2015 3:00 PM

PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH



9

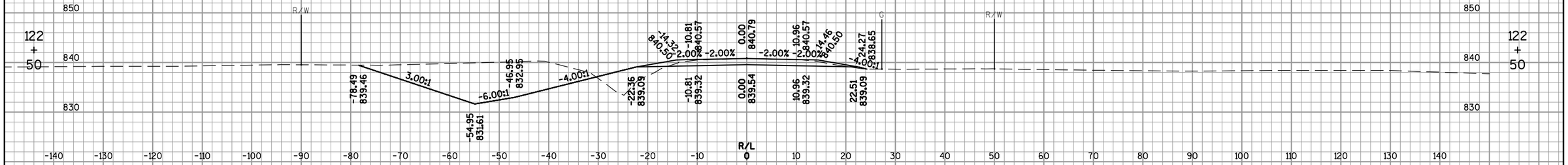
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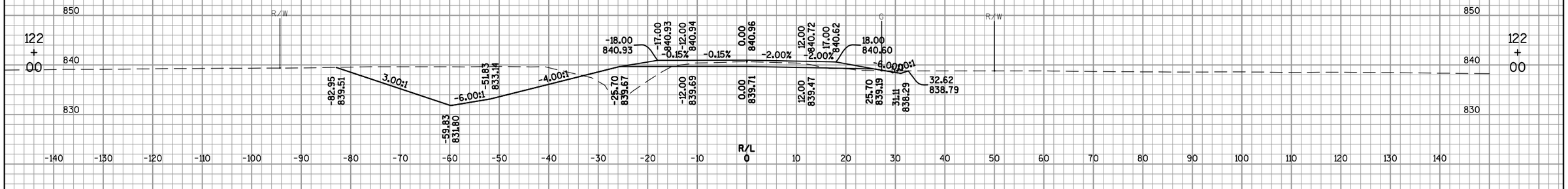
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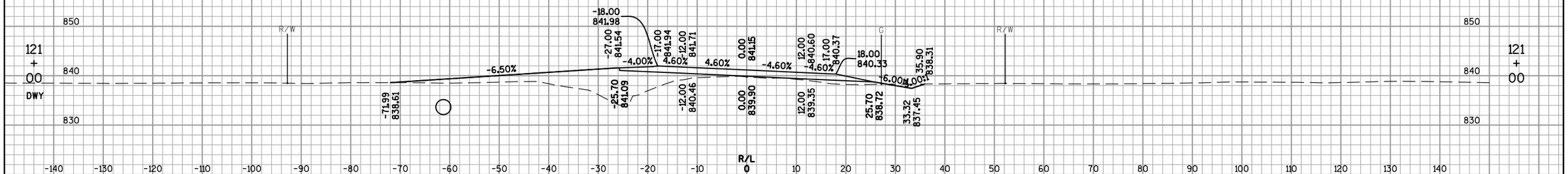
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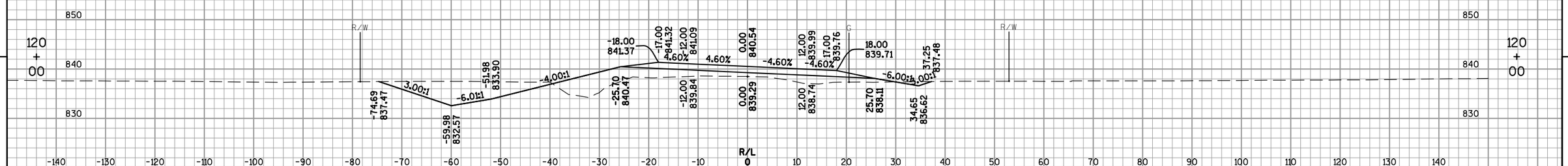
PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

WISDOT/CADDS SHEET 49









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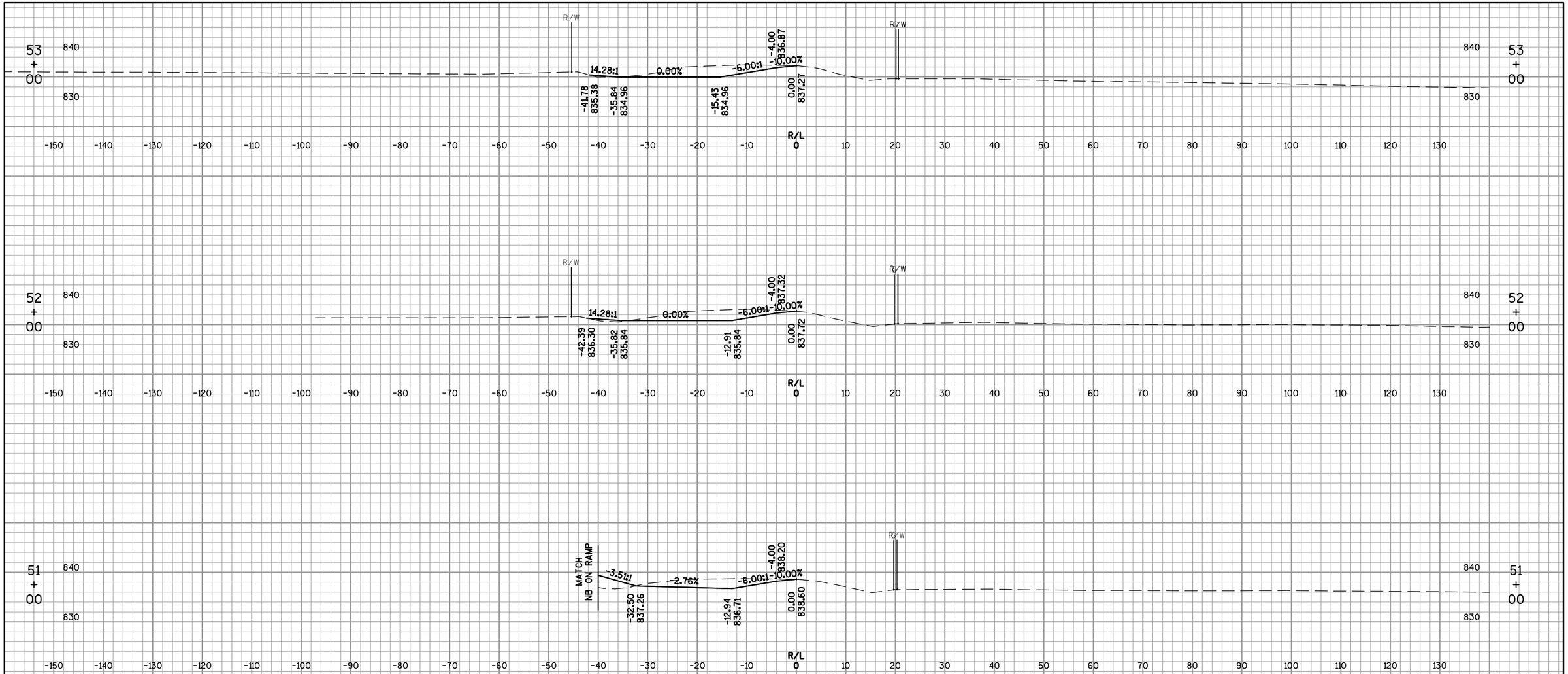
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PLOT DATE : 2/3/2015 3:06 PM

PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

WISDOT/CADDS SHEET 49



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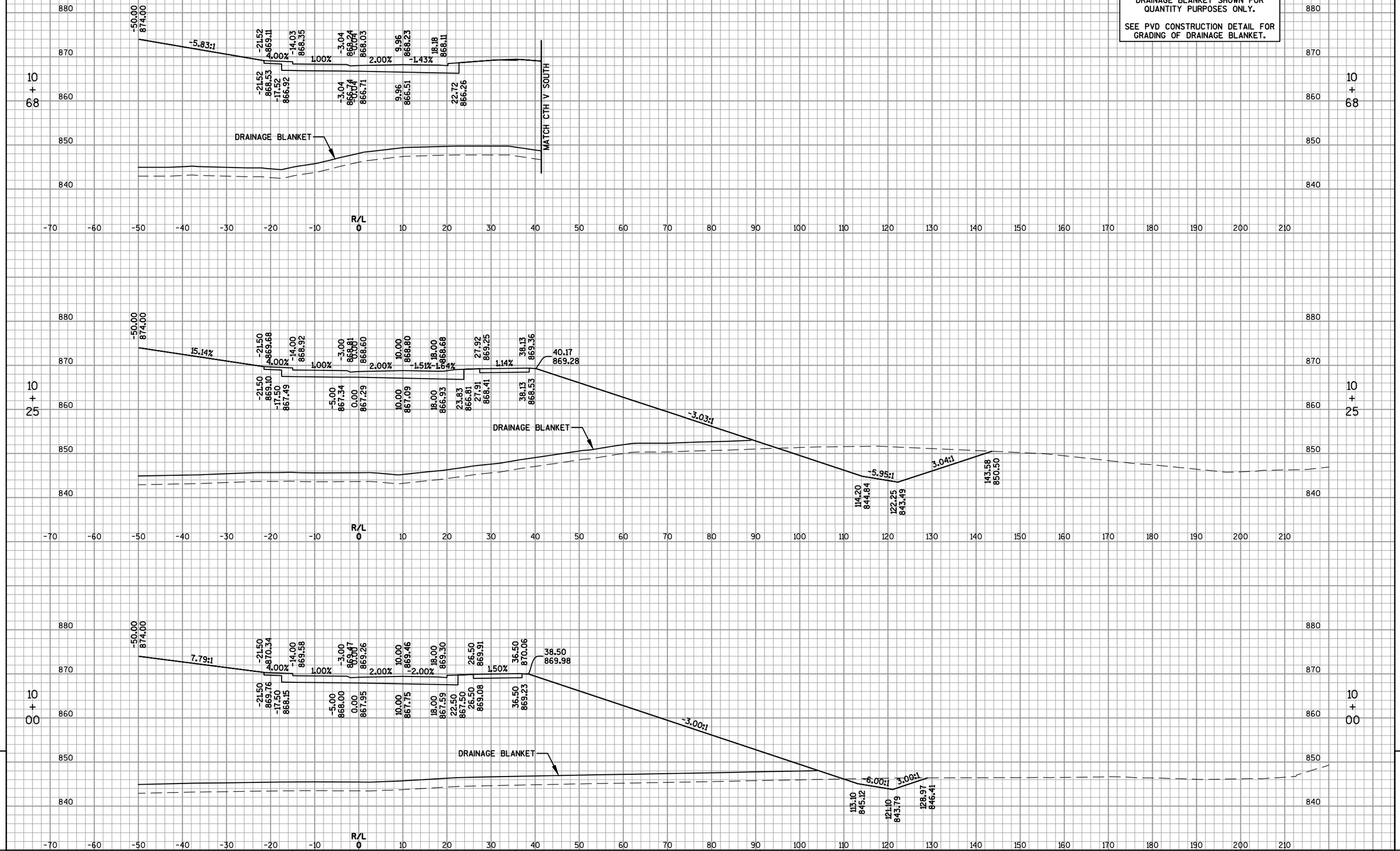
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PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: CTH V - REINHARDT ROAD SPECIAL DITCH	SHEET 640	E

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PLOT DATE : 2/3/2015 3:11 PM
PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

DRAINAGE BLANKET SHOWN FOR QUANTITY PURPOSES ONLY.

SEE PVD CONSTRUCTION DETAIL FOR GRADING OF DRAINAGE BLANKET.



PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: ROUNDABOUT - CTH V & NB RAMPS	SHEET 641	E

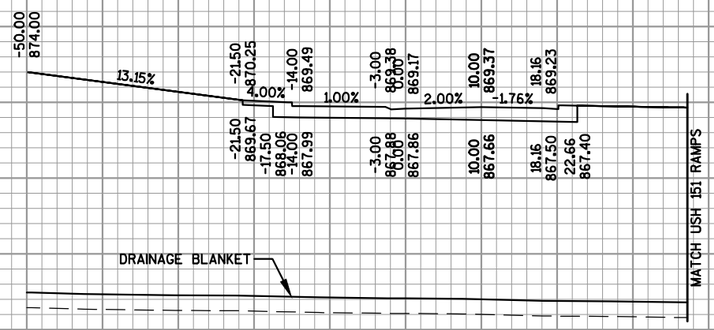
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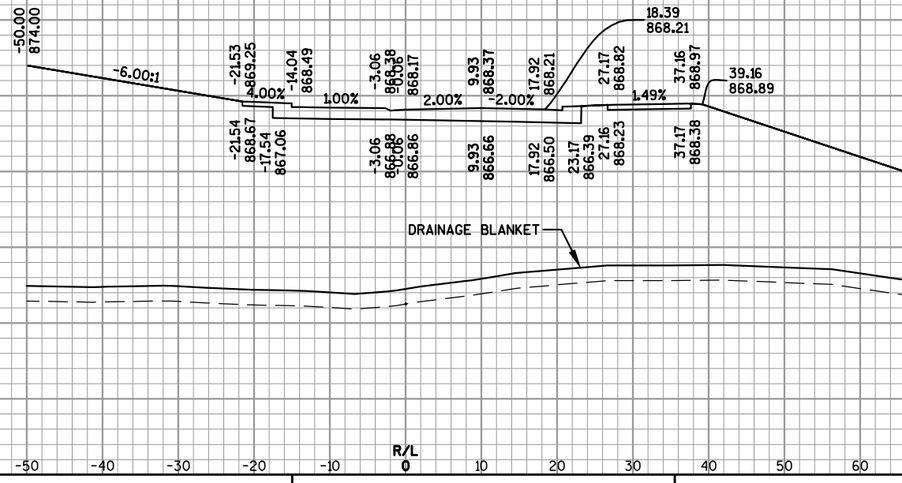
PLOT DATE : 2/12/2015 1:43 PM PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

WISDOT/CADDS SHEET 49

DRAINAGE BLANKET SHOWN FOR QUANTITY PURPOSES ONLY.

SEE PVD CONSTRUCTION DETAIL FOR GRADING OF DRAINAGE BLANKET.





PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: ROUNDABOUT - CTH V & NB RAMPS	SHEET 642	E

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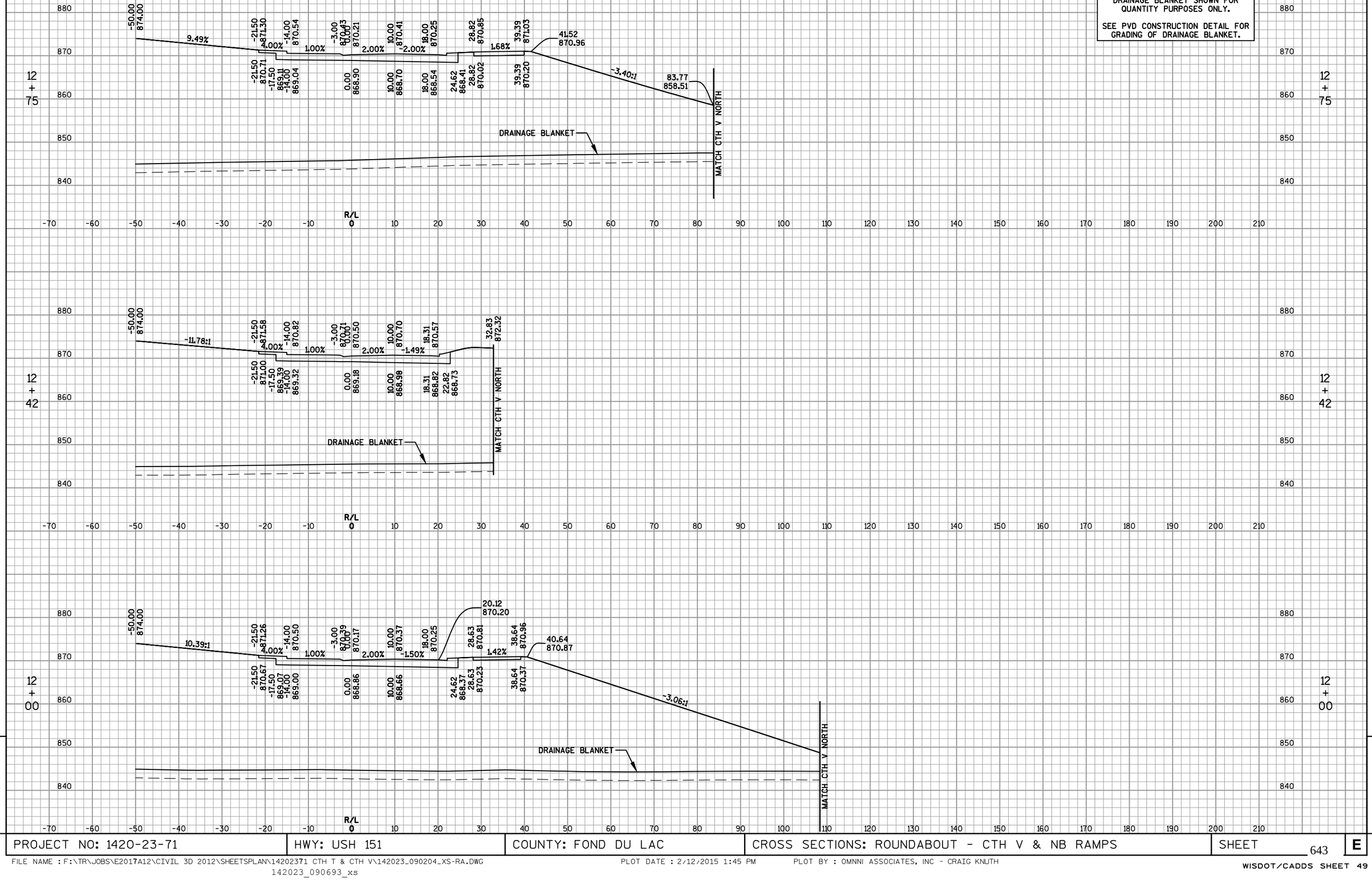
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PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

WISDOT/CADDS SHEET 49

DRAINAGE BLANKET SHOWN FOR QUANTITY PURPOSES ONLY.

SEE PVD CONSTRUCTION DETAIL FOR GRADING OF DRAINAGE BLANKET.



PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: ROUNDABOUT - CTH V & NB RAMPS	SHEET 643	E

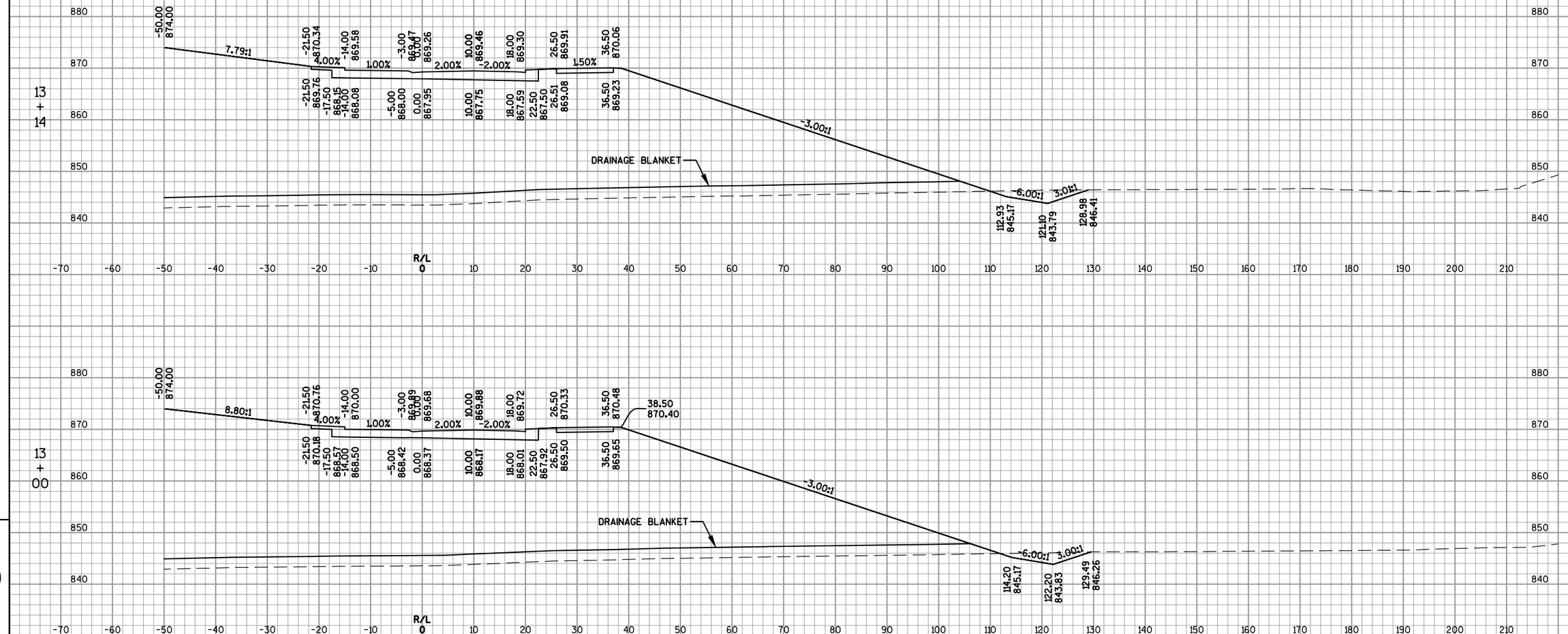
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142023_090693_xs

PLOT DATE : 2/12/2015 1:45 PM

PLOT BY : OMNNI ASSOCIATES, INC - CRAIG KNUTH

DRAINAGE BLANKET SHOWN FOR QUANTITY PURPOSES ONLY.

SEE PVD CONSTRUCTION DETAIL FOR GRADING OF DRAINAGE BLANKET.



9

PROJECT NO: 1420-23-71	HWY: USH 151	COUNTY: FOND DU LAC	CROSS SECTIONS: ROUNDABOUT - CTH V & NB RAMPS	SHEET 644	E

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PLOT DATE : 2/12/2015 1:47 PM

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Notes

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