GRE

JULY 2015

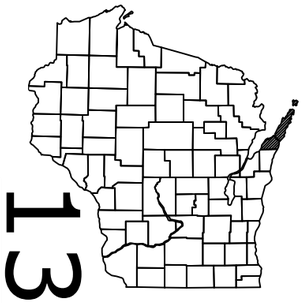
ORDER OF SHEETS

TOTAL SHEETS = 216

PROJECT ID: 1009-32-74, 4430-15-71

WITH:

COUNTY: DOOR



13

N

DESIGN DESIGNATION

A.A.D.T.	2015	=	9,500
A.A.D.T.	2035	=	10,500
D.H.V.		=	1575
D.D.		=	61/39
T.		=	8.6 %
DESIGN SPEED		=	70 MPH
ESALS		=	340,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1009-32-74	———	———
4430-15-71	WISC 2015429	1

GREEN BAY - STURGEON BAY

PINE ROAD MITIGATION SITE

STH 57

DOOR COUNTY

STATE PROJECT NUMBER: 1009-32-74

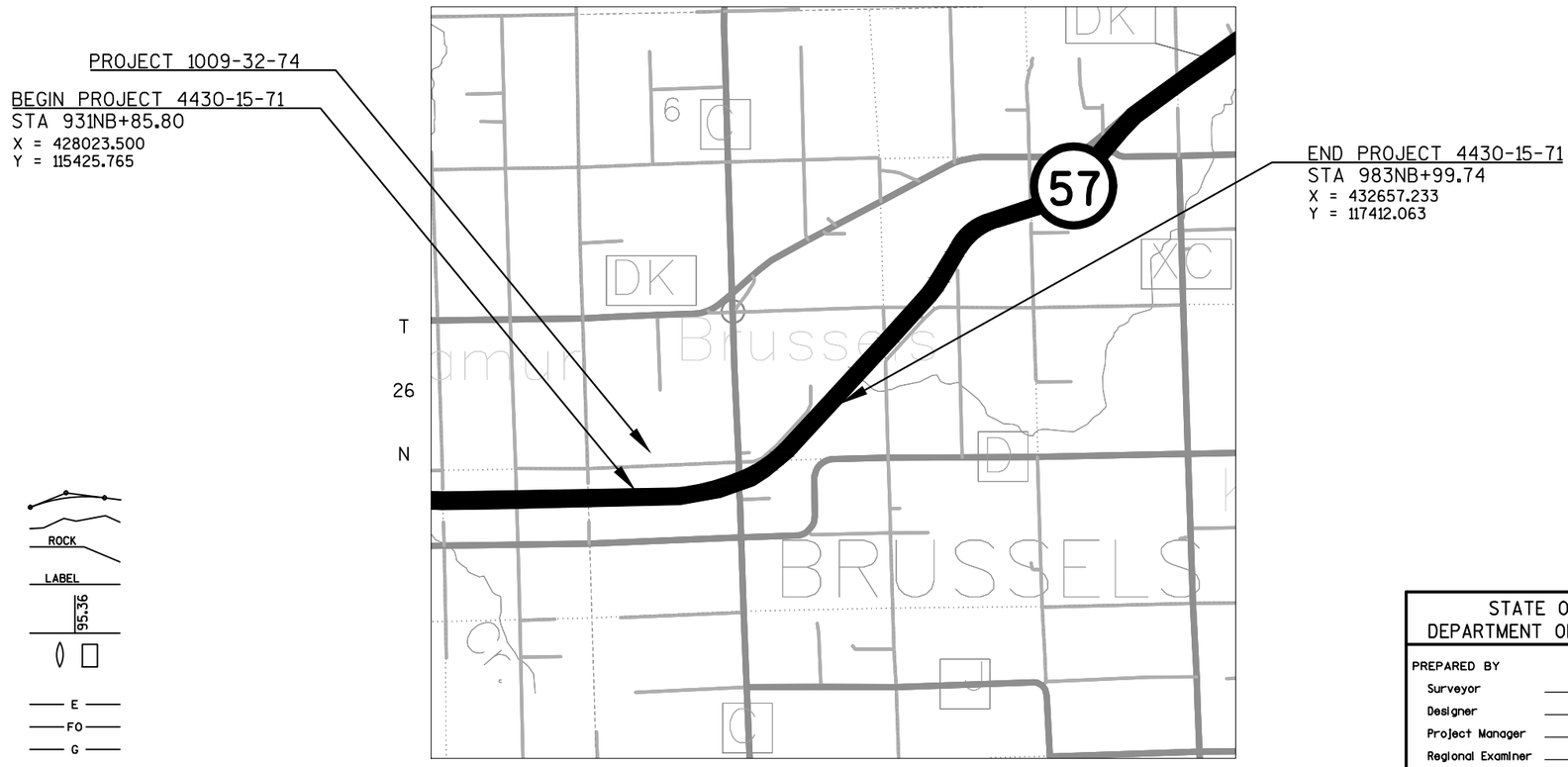
CTH C INTERSECTION

STH 57

DOOR COUNTY

STATE PROJECT NUMBER: 4430-15-71

R - 24 - E



LAYOUT

SCALE 0 0.5 MI

PROJECT 1009-32-74 TOTAL NET LENGTH OF CENTERLINE = 0.000 MI.
PROJECT 4430-15-71 TOTAL NET LENGTH OF CENTERLINE = 0.987 MI.

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

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NATIONAL AMERICAN VERTICAL DATUM OF NAVD 88 (2012).

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	NE REGION
Designer	K. A. LORENZ
Project Manager	J. J. ASHAUER
Regional Examiner	
Regional Supervisor	J. F. THOMPSON

APPROVED FOR THE DEPARTMENT

DATE: 2/2/2015 (Signature)

E

UTILITY CONTACTS

AMERICAN TRANSMISSION COMPANY, LLC
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DE PERE, WI 54115-6113
(920) 338-6582
MOBILE: (920) 660-2390
MOLSEN@ATCLLC.COM

CENTURYTEL OF FORESTVILLE, LLC
MR. DENNIS HAAG
144 N. PEARL STREET
P.O. BOX 70
BERLIN, WI 54923
(920) 361-0040
DENNIS.HAAG@CENTURYTEL.COM

WISCONSIN PUBLIC SERVICE CORPORATION
MS. LORI BUTRY
700 N. ADAMS STREET
P.O. BOX 19001
GREEN BAY, WI 54307-9001
(920) 433-1703
LABUTRY@INTEGRYSGROUP.COM

ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES

THE CONTRACTOR SHALL CONTACT DIGGERS HOTLINE TO LOCATE AND FIELD VERIFY UTILITIES PRIOR TO THE START OF WORK. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. ANY LOCAL, MUNICIPAL OR OTHER UTILITY THAT IS NOT A MEMBER OF DIGGERS HOTLINE SHALL BE CONTACTED SEPERATELY.

EXISTING SURFACE ELEVATIONS USED TO CALCULATE PROPOSED EARTHWORK QUANTITIES ARE BASED UPON PREVIOUS CONSTRUCTION DIGITAL TERRAIN MODEL (DTM). FIELD CHANGES TO THESE PROPOSED DTM'S WILL NOT BE REFLECTED IN THE EXISTING DTM FOR THIS CONTRACT.

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

PROTECT INLETS WITH PROPER INLET PROTECTION AT LOCATIONS EXHIBITING RISK OF BEING IMPACTED BY CONSTRUCTION OPERATIONS AS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE, AT THE CONTRACTOR'S EXPENSE, FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY ANY OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS .

PLACE SALVAGED TOPSOIL IN ALL GRADED AREAS AS DESIGNATED BY THE ENGINEER IMMEDIATELY AFTER GRADING HAS BEEN COMPLETED. SEED, EMAT OR MULCH, AND FERTILIZE ALL AREAS 5 DAYS AFTER PLACEMENT OF SALVAGED TOPSOIL.

EROSION BALES ARE TO ONLY BE USED FOR REINFORCEMENT OF PROPOSED SILT FENCE LOCATIONS ALONG WETLANDS. ANY OTHER USE OF EROSION BALES IS PROHIBITED.

TEMPORARY STORAGE OF ANY EXCAVATED MATERIAL WILL NOT BE PERMITTED IN WETLANDS, FLOODWAY OR FLOODPLAIN OF ANY WATERWAY.

CROSS SECTIONS SHOWN INCLUDE THE THICKNESS OF TOPSOIL WHERE REQUIRED. TOPSOIL SHALL BE REPLACED WITH SPECIFIED THICKNESS AS OUTLINED IN THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

A SAWED JOINT IS REQUIRED WHERE NEW HMA PAVEMENT MEETS EXISTING HMA PAVEMENT.

CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE. CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF CURB.

FERTILIZER SHALL NOT BE USED NEAR NAVIGABLE WATERWAYS OR WETLANDS.

BROKEN CONCRETE CONTAINING STEEL SHALL NOT BE USED AS RIPRAP OR HEAVY RIPRAP.

REMOVING CONCRETE INCLUDES ANY MESH OR REINFORCEMENT THAT MAY BE PART OF THE PAVEMENT STRUCTURE. EXISTING PAVEMENT DEPTHS ARE BASED ON AS-BUILT DATA AND MAY VARY IN THE FIELD.

THE EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATION WILL BE DETERMINED BY THE ENGINEER.

EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.

PRIOR TO ORDERING DRAINAGE PIPES AND STRUCTURES, THE CONTRACTOR SHALL VERIFY RELATED DRAINAGE INFORMATION IN THE PLAN AND PROVIDE DOCUMENTATION TO THE ENGINEER IN ACCORDANCE WITH THE SPECIFICATIONS. THIS ALSO INCLUDES VERIFICATION OF INVERT ELEVATIONS AT ALL PROPOSED STORM SEWER CONNECTION POINTS TO EXISTING SYSTEMS.

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER THE ITEM "TRAFFIC CONTROL COVERING SIGNS TYPE 1 OR TYPE 2."

STATIONING, DISTANCES AND OFFSETS FOR SIGNS SHOWN IN THE PLANS ARE APPROXIMATE. FINAL LOCATION OF SIGNS ARE TO BE DETERMINED BY THE ENGINEER.

BENCHMARK LOCATIONS SHOWN ON PLAN ARE APPROXIMATE AND SHOULD BE VERIFIED.

ALL ITEMS ASSOCIATED WITH SIGNING REMOVALS ARE SHOWN ON SIGNING PLAN, EXCEPT FOR REMOVING OLD SIGN STRUCTURES.

DNR AREA LIAISON

MATT SCHAEVE
DNR NORTHEAST REGIONAL HQ
2984 SHAWANO AVENUE
GREEN BAY, WI 54313
(920) 662-5472
MATTHEW.SHAEVE@WISCONSIN.GOV

ALIGNMENTS ARE LABELED WITH THE FOLLOWING IDENTIFIERS

ALIGNMENT IDENTIFIERS	
CC	CTH C
NB	STH 57 NB
NBL	STH 57 NB LEFT TURN LANE
NCL	STH 57 NB / CTH C LEFT TURN LANE
SB	STH 57 SB
SBL	STH 57 SB LEFT TURN LANE
SCL	STH 57 SB / CTH C LEFT TURN LANE
SN	SIDEWALK NORTH
SS	SIDEWALK SOUTH

FILE NAME: N:\pds\c3d\44301500\SheetsPlan\020101_gn.ppt PLOT DATE : 3/4/2015 10:08:01 AM PLOT BY : WisDOT. PLOT NAME : 020101_gn1 PLOT SCALE : 1:1

ABBREVIATIONS

BAD	BASE AGGREGATE DENSE
BM	BENCH MARK
C&G	CURB AND GUTTER
C/L	CENTER OR CONSTRUCTION LINE
CMCP	CULVERT PIPE CORRUGATED METAL
CONC	CONCRETE
CP	CULVERT PIPE
CPRC	CULVERT PIPE REINFORCED CONCRETE
CY	CUBIC-YARD
D	DEGREE OF CURVE
Δ	DELTA
DISCH	DISCHARGE
EAT	ENERGY ABSORBING TERMINAL
HMA	HOT MIX ASPHALT
INV	INVERT
L	LENGTH OF CURVE
LHF	LEFT HAND FORWARD
LT	LEFT
MIN	MINIMUM
M/L	MATCHLINE
NB	NORTHBOUND
NC	NORMAL CROWN
PAVT	PAVEMENT
PC	POINT OF CURVE
POC	POINT ON CURVE
PCC	POINT OF COMPOUND CURVE
PE	PRIVATE ENTRANCE
PI	POINT OF INTERSECTION
PLE	PERMANENT LIMITED EASMENT
PT	POINT OF TANGENT
R	RADIUS OF CURVE
R/L	REFERENCE LINE
R/W	RIGHT OF WAY
RC	REVERSE CROWN
REQD	REQUIRED
RHF	RIGHT HAND FORWARD
RO	RUN OFF LENGTH
RT	RIGHT
SB	SOUTHBOUND
SDD	STANDARD DETAIL DRAWINGS
SE	SUPER ELEVATION
SF	SQUARE FOOT
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
STA	STATION
SY	SQUARE YARD
T	TANGENT LENGTH
TLE	TEMPORARY LIMITED EASEMENT
TYP	TYPICAL
VCL	VERTICAL CURVE LENGTH
VPC	POINT OF VERTICAL CURVE
VPI	POINT OF VERTICAL INTERSECTION
VPT	POINT OF VERTICAL TANGENT

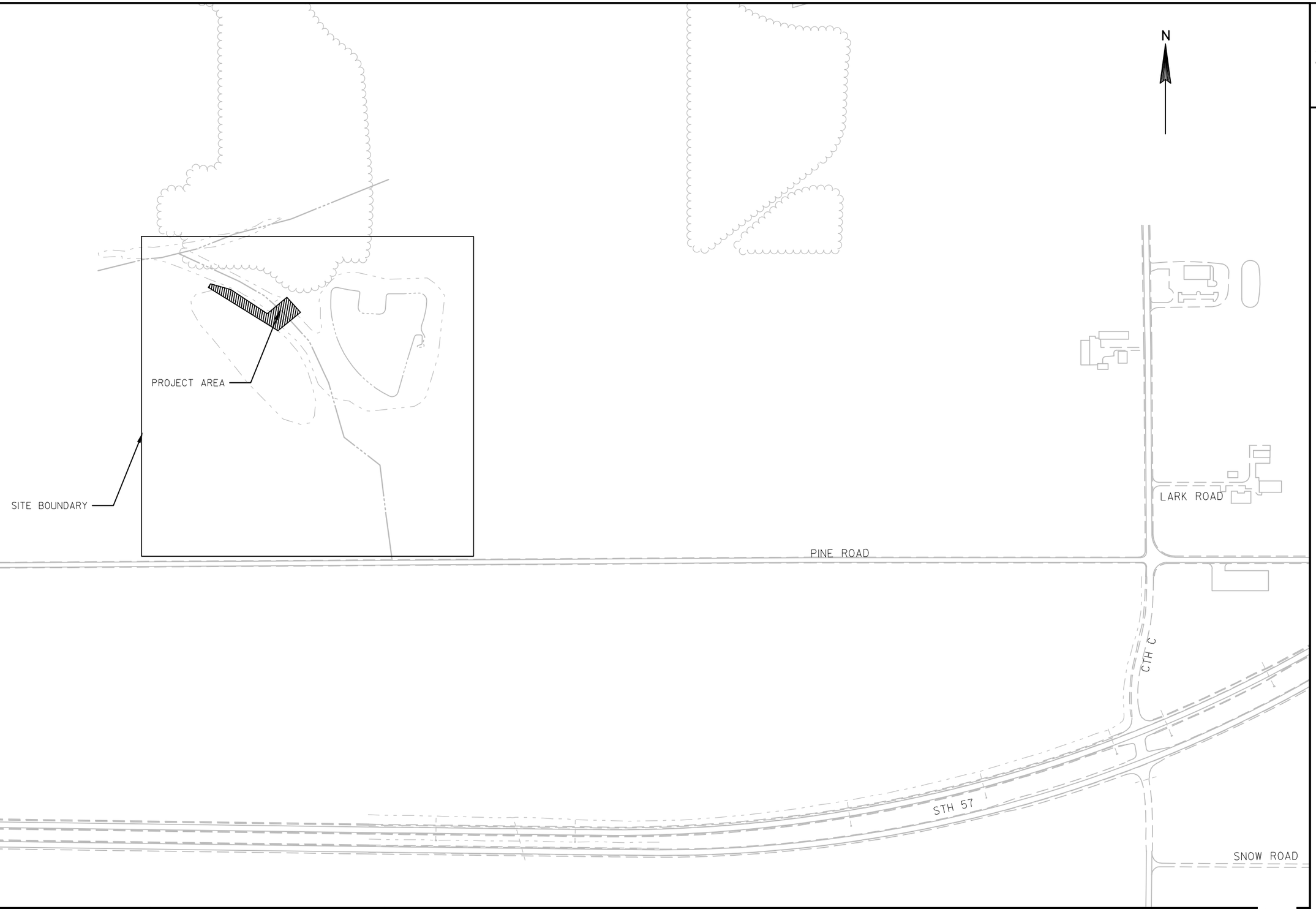
RUNOFF COEFFICIENT TABLE

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	0.08	0.16	0.22	0.12	0.20	0.27	0.15	0.24	0.33	0.19	0.28	0.38
	0.22	0.30	0.38	0.26	0.34	0.44	0.30	0.37	0.50	0.34	0.41	0.56
MEDIAN STRIP-	0.19	0.20	0.24	0.19	0.22	0.26	0.20	0.23	0.30	0.20	0.25	0.30
TURF	0.24	0.26	0.30	0.25	0.28	0.33	0.26	0.30	0.37	0.27	0.32	0.40
SIDE SLOPE-			0.25			0.27			0.28			0.30
TURF			0.32			0.34			0.36			0.38
PAVEMENT:												
ASPHALT	.70 - .95											
CONCRETE	.80 - .95											
BRICK	.70 - .80											
DRIVES, WALKS	.75 - .85											
ROOFS	.75 - .95											
GRAVEL ROADS, SHOULDERS	.40 - .60											

4430-15-71

TOTAL PROJECT AREA = 4.77 ACRES

TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 4.77 ACRES



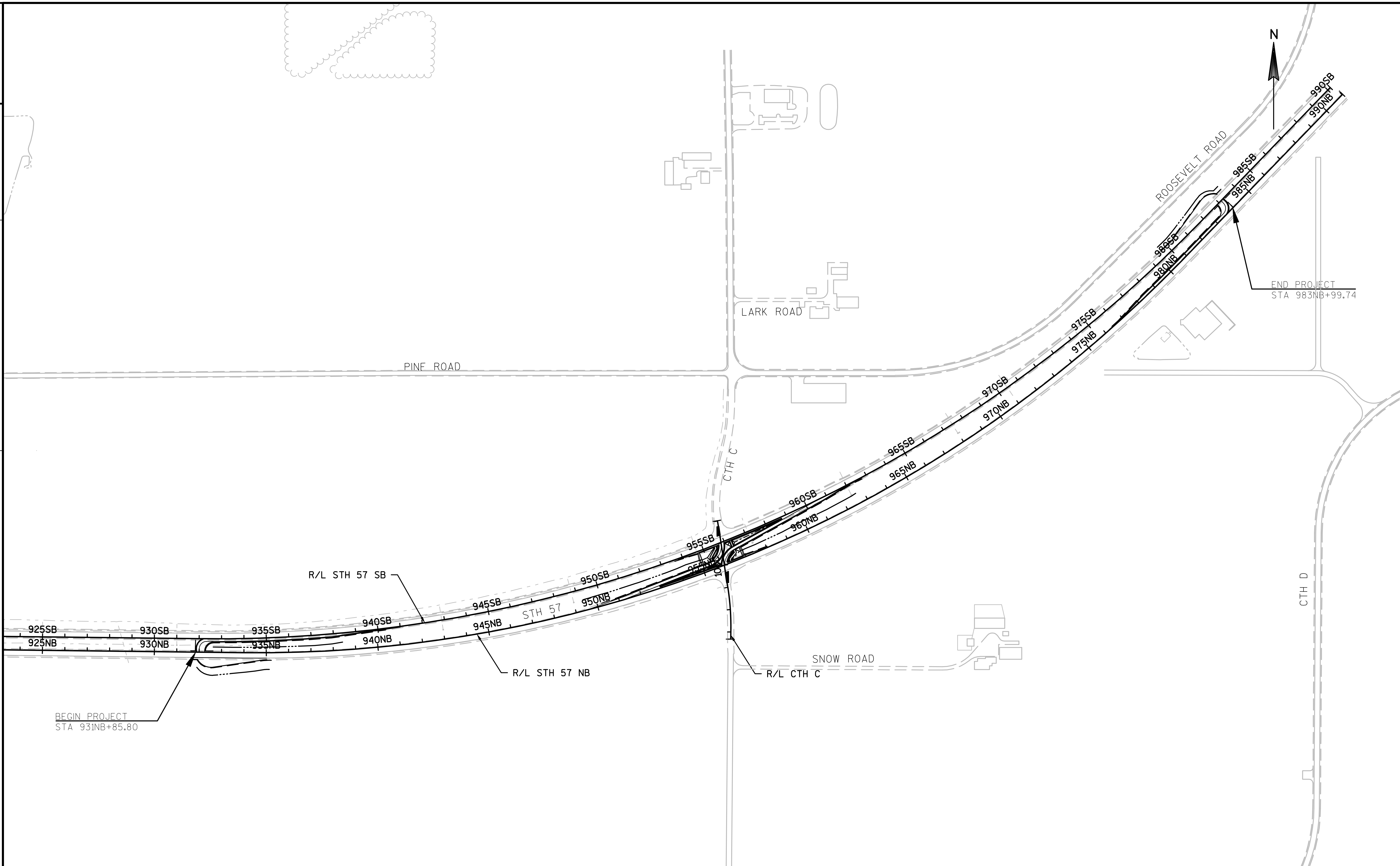
PROJECT NO: 1009-32-74	HWY: STH 57	COUNTY: DOOR	PROJECT OVERVIEW - PINE ROAD MITIGATION SITE	SHEET 4

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\020202_PO.DWG
LAYOUT NAME - PROJECT OVERVIEW

PLOT DATE : 3/4/2015 10:25 AM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1 IN:400FT_XREF

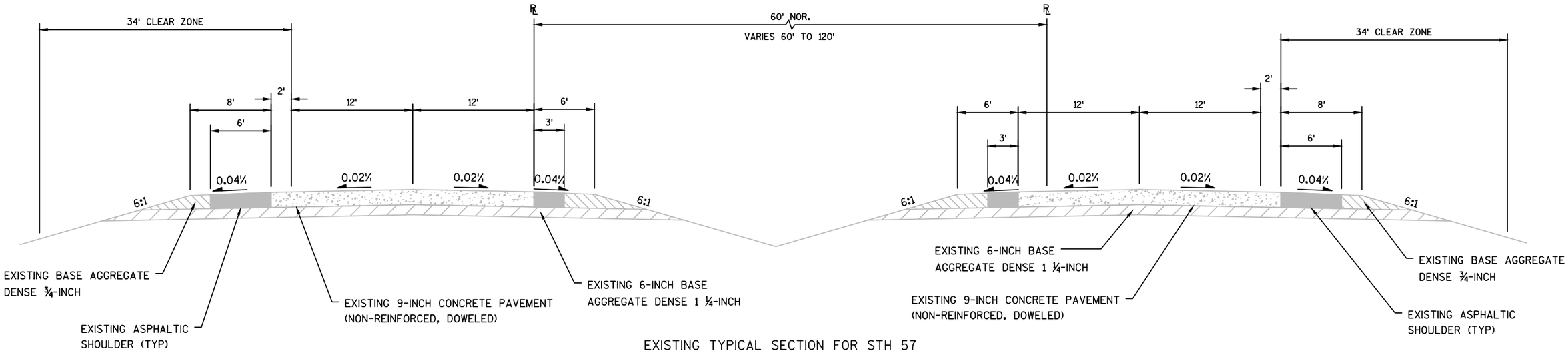
WISDOT/CADDS SHEET 42

2



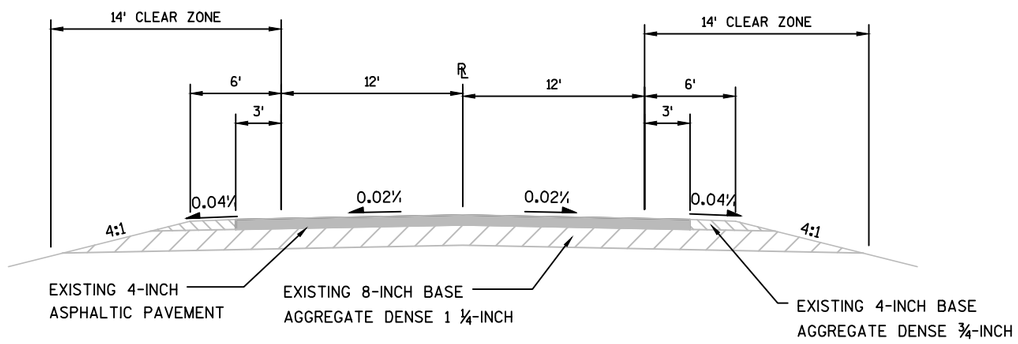
PROJECT NO:4430-15-71	HWY:STH 57	COUNTY:DOOR	PROJECT OVERVIEW	SHEET 5	E

2



EXISTING TYPICAL SECTION FOR STH 57

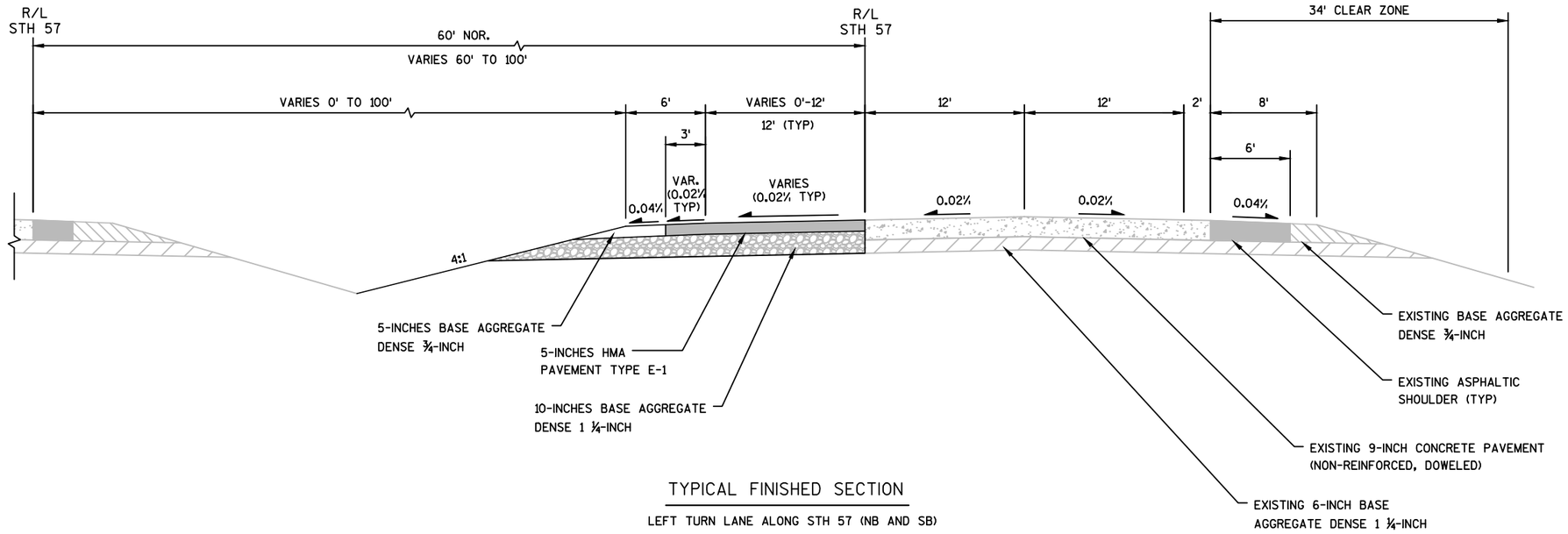
STA 876+00 TO STA 1134+00



EXISTING TYPICAL SECTION FOR CTH C

STA 6+00 TO STA 18+50

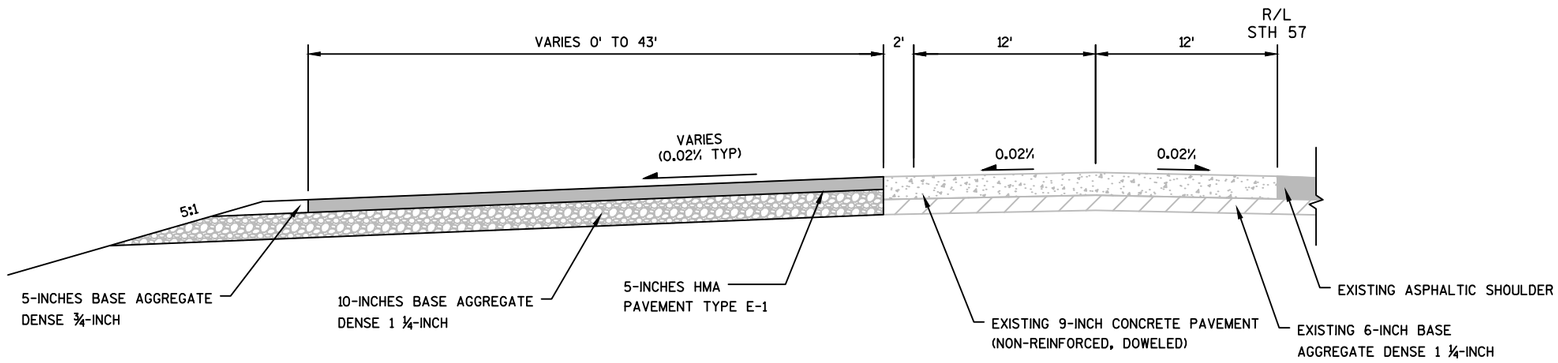
PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	TYPICAL SECTIONS	SHEET 6	E



TYPICAL FINISHED SECTION

LEFT TURN LANE ALONG STH 57 (NB AND SB)

STA 976NB+87.26 TO STA 983NB+99.71
STA 931SB+83.98 TO STA 941SB+00.00



PAVEMENT TYPE	TOTAL LAYER PAVEMENT THICKNESS	LAYERS	ASPHALTIC MATERIAL
E-1	5-INCHES	2-INCH UPPER LAYER 3-INCH LOWER LAYER	PG 58-28

TYPICAL FINISHED SECTION

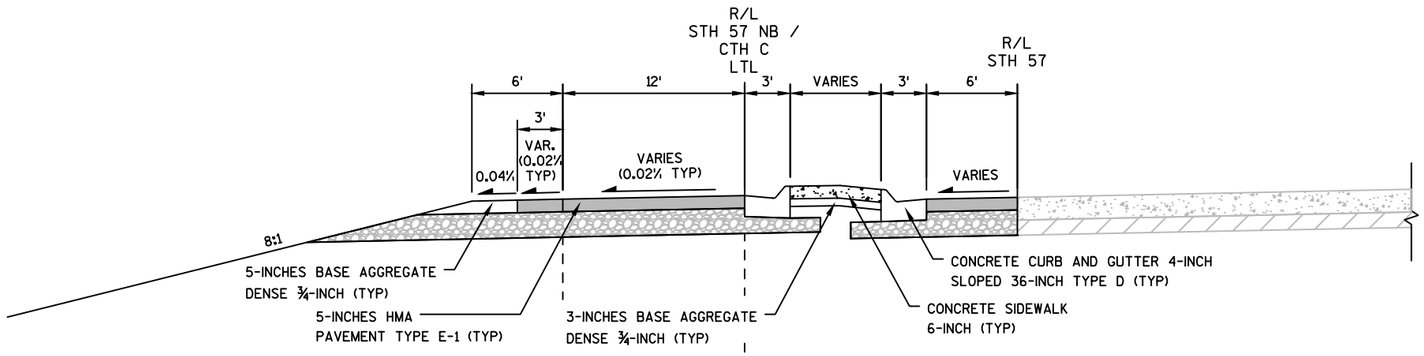
LOON ALONG STH 57 (NB AND SB)

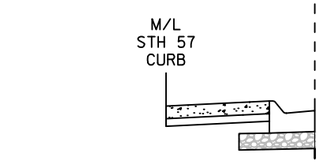
STA 931NB+92.95 TO STA 935NB+00.00
STA 979SB+63.43 TO STA 983SB+20.73

NOTE:

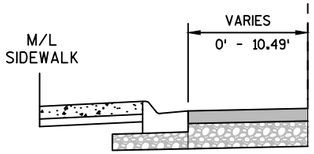
1) PAVED SHOULDER TO MATCH THE CROSS SLOPE OF ADJACENT PAVEMENT. AGGREGATE SHOULDER TO BE SLOPED 0.04¼, EXCEPT IN SUPER-ELEVATED SECTIONS.

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	TYPICAL SECTIONS	SHEET 7	E

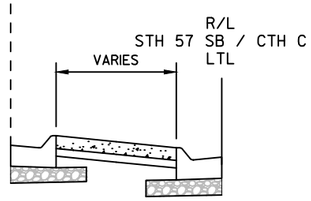




STA 104NCL+00.69 TO STA 104NCL+10.99



STA 104NCL+10.99 TO STA 105NCL+60.19



STA 104NCL+46.19 TO STA 105NCL+60.19

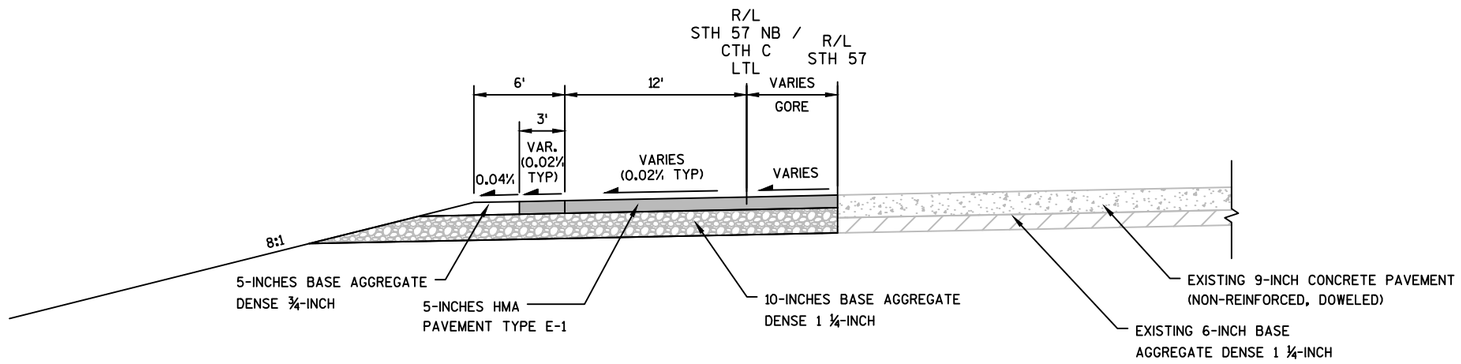
PAVEMENT TYPE	TOTAL LAYER PAVEMENT THICKNESS	LAYERS	ASPHALTIC MATERIAL
E-1	5-INCHES	2-INCH UPPER LAYER 3-INCH LOWER LAYER	PG 58-28

STA 104NCL+10.99 TO STA 105NCL+60.19

TYPICAL FINISHED SECTION

STH 57 NB / CTH C LEFT TURN LANE

STA 101NCL+83.27 TO STA 105NCL+60.19



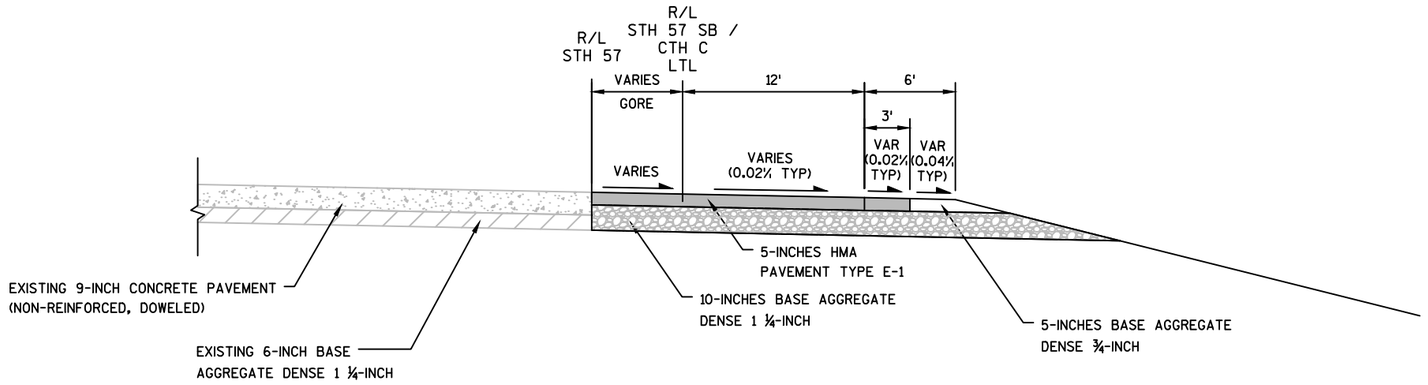
TYPICAL FINISHED SECTION

STH 57 NB / CTH C LEFT TURN LANE

STA 100NCL+00.00 TO STA 101NCL+83.27

NOTE:

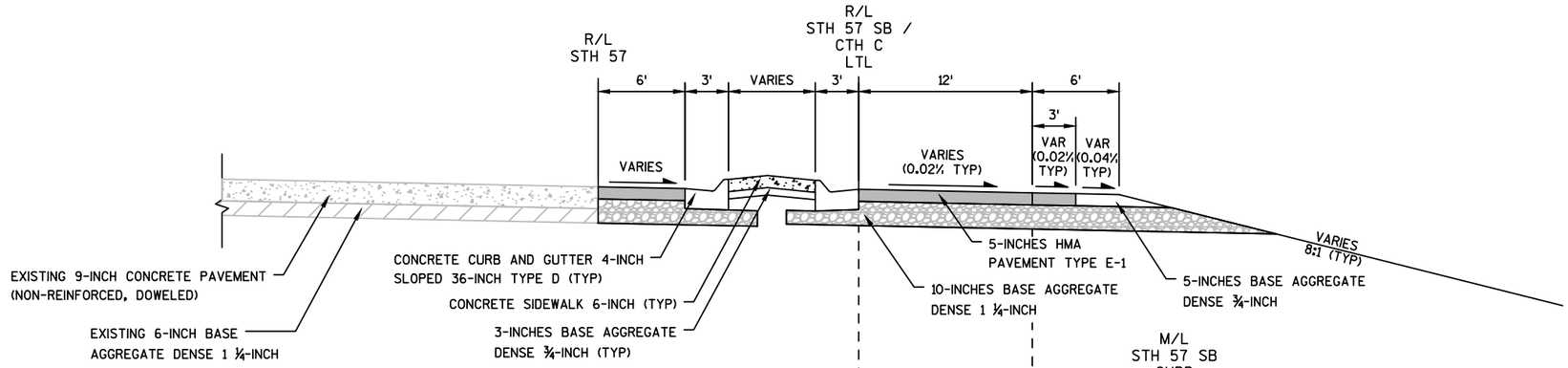
1) PAVED SHOULDER TO MATCH THE CROSS SLOPE OF ADJACENT PAVEMENT. AGGREGATE SHOULDER TO BE SLOPED 0.04%, EXCEPT IN SUPER-ELEVATED SECTIONS.



TYPICAL FINISHED SECTION

STH 57 SB / CTH C LEFT TURN LANE

STA 103SCL+56.37 TO STA 105SCL+53.28



STA 100SCL+00.00 TO STA 101SCL+00.00

STA 101SCL+17.83 TO STA 101SCL+27.83

STA 100SCL+00.00 TO STA 101SCL+17.83

PAVEMENT TYPE	TOTAL LAYER PAVEMENT THICKNESS	LAYERS	ASPHALTIC MATERIAL
E-1	5-INCHES	2-INCH UPPER LAYER 3-INCH LOWER LAYER	PG 58-28

TYPICAL FINISHED SECTION

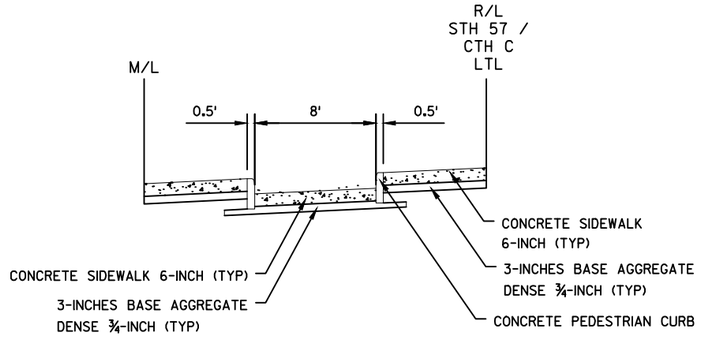
STH 57 SB / CTH C LEFT TURN LANE

STA 100SCL+00.00 TO STA 103SCL+56.37

NOTE:

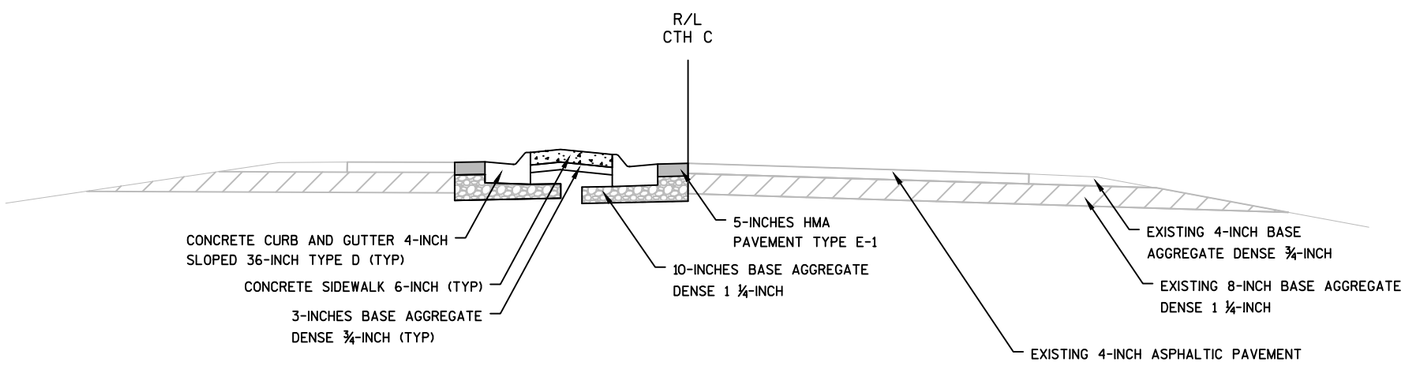
1) PAVED SHOULDER TO MATCH THE CROSS SLOPE OF ADJACENT PAVEMENT. AGGREGATE SHOULDER TO BE SLOPED 0.04¼, EXCEPT IN SUPER-ELEVATED SECTIONS.

2



TYPICAL FINISHED SECTION

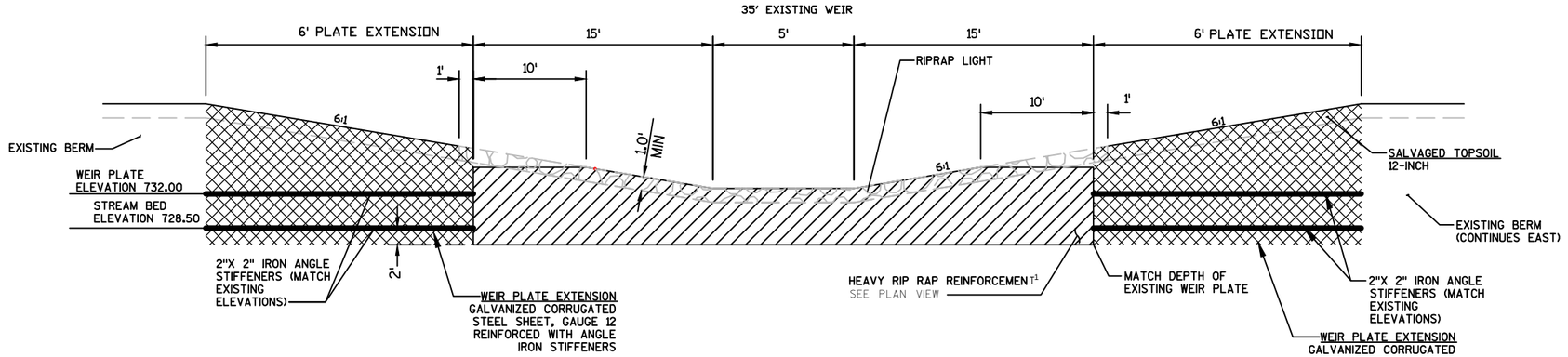
SIDEWALK



TYPICAL FINISHED SECTION

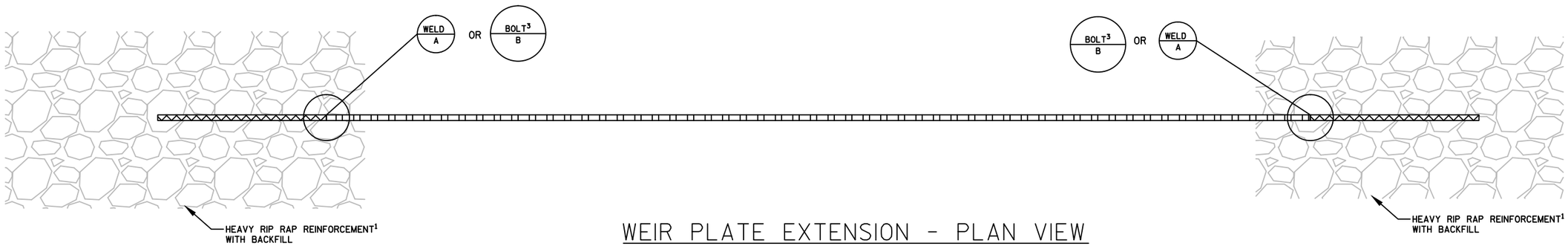
CTH C

PAVEMENT TYPE	TOTAL LAYER PAVEMENT THICKNESS	LAYERS	ASPHALTIC MATERIAL
E-1	5-INCHES	2-INCH UPPER LAYER 3-INCH LOWER LAYER	PG 58-28



WEIR PLATE EXTENSION - PROFILE VIEW

N.T.S.



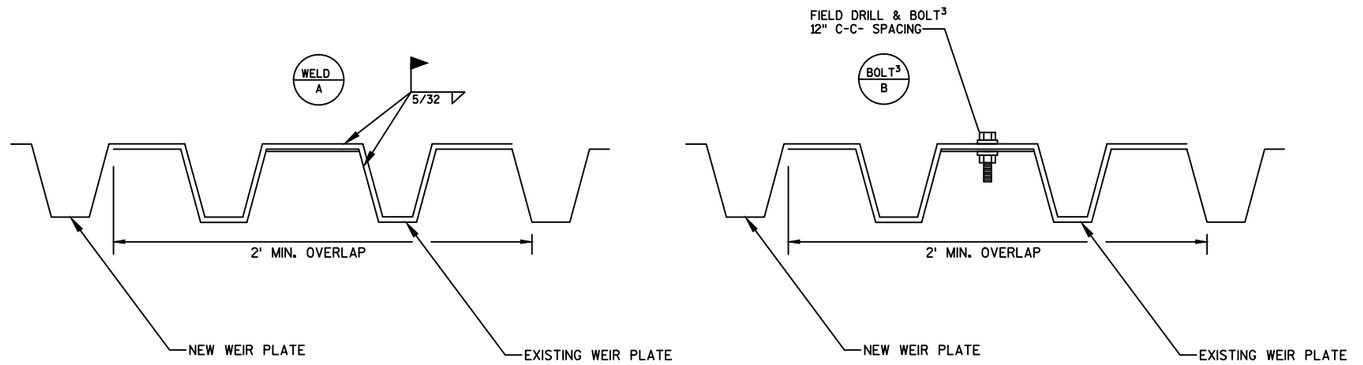
WEIR PLATE EXTENSION - PLAN VIEW

N.T.S.

[1]NOTE: INSTALL GEOTEXTILE FABRIC TYPE HR OVER BACKFILL MATERIAL PRIOR PLACING HEAVY RIP RAP.

[2]NOTE: CONTRACTOR MAY CHOOSE BOLT OR WELD METHOD.

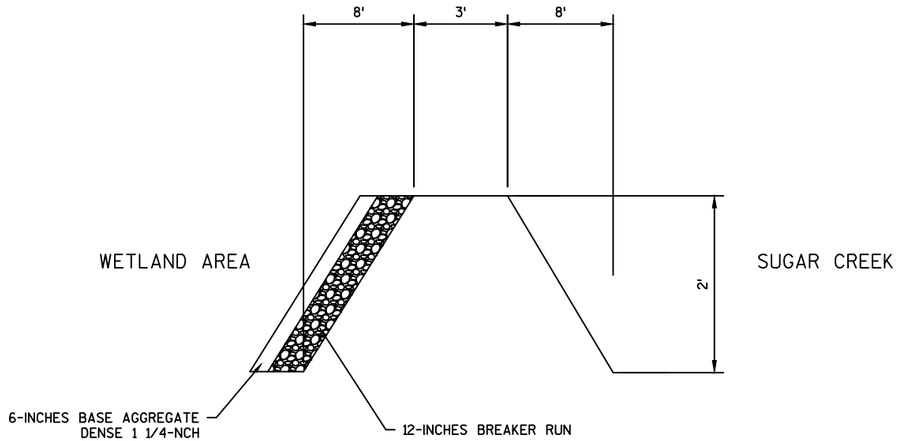
[3]NOTE: 3/4" DIAMETER GALVANIZED BOLT, 1 1/2" LENGTH WITH GALVANIZED NUT & WASHERS.



WEIR EXPANSION DETAIL[2]

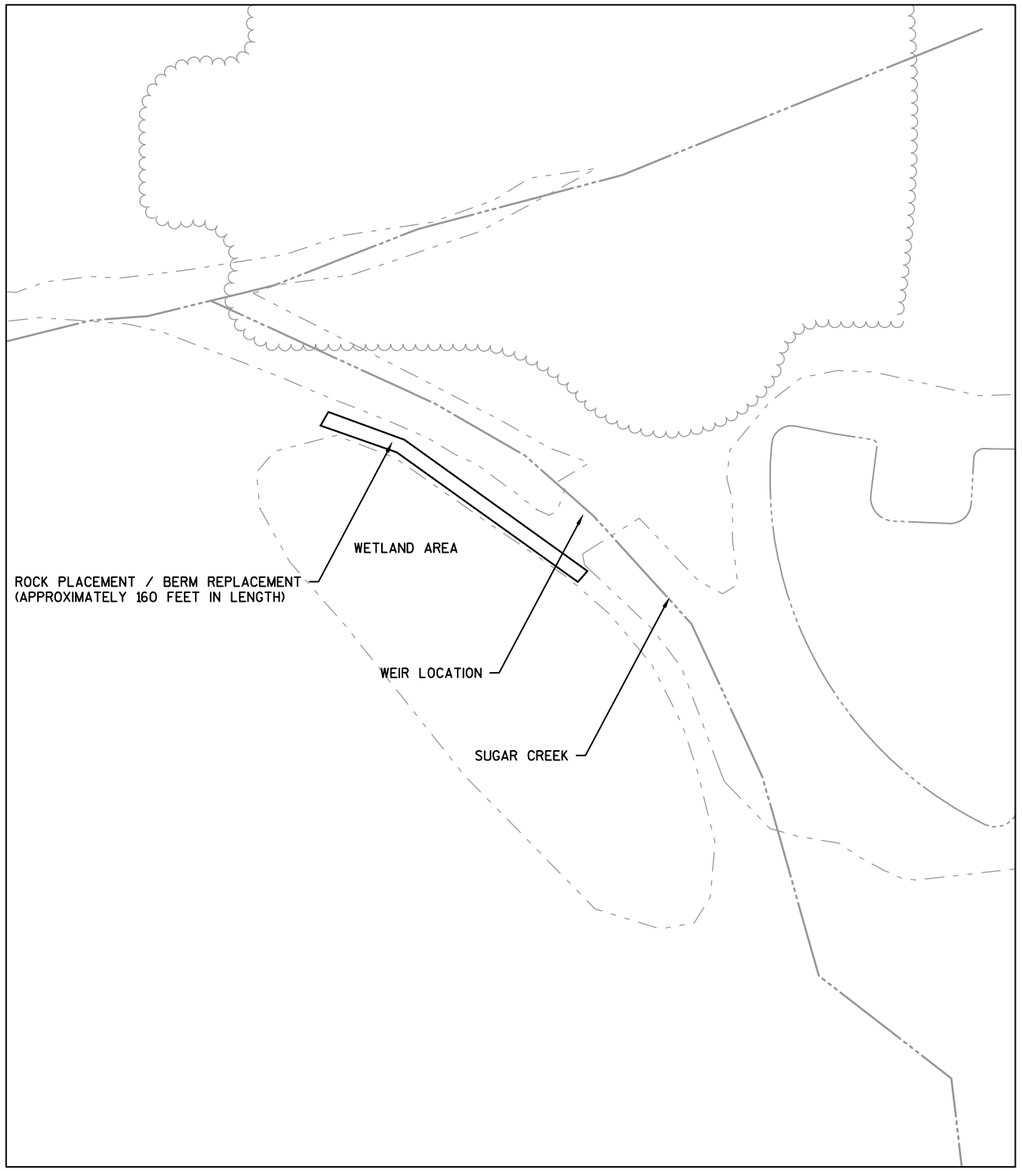
N.T.S.

2



BERM DETAIL

OVERVIEW OF ROCK PLACEMENT AREA



PINE ROAD WETLAND MITIGATION SITE - ROCK PLACEMENT

PROJECT NO:1009-32-74	HWY: NON-HIGHWAY	COUNTY: DOOR	CONSTRUCTION DETAILS	SHEET 12	E

2

N

SCALE, FEET

0 100 200

TURBIDITY BARRIER

WEIR LOCATION
SEE WEIR PLATE
EXTENSION PROFILE

SITE ACCESS
FROM FIELD ENTRANCE

SITE ACCESS
FROM FIELD ENTRANCE

TO CTH C
AND STH 57
1/4 MILE

CTH C

PINE RD.

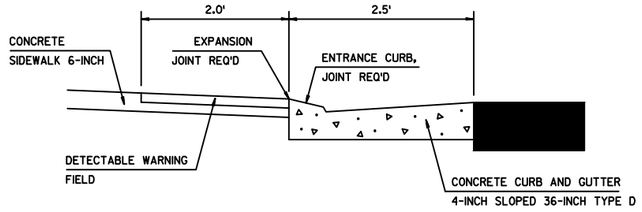
LEGEND

SITE BOUNDARY

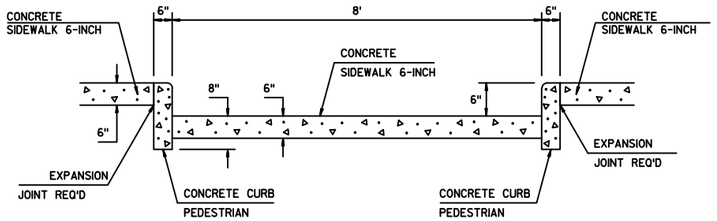
TURBIDITY BARRIER

APPROXIMATE ACCESS ROUTE

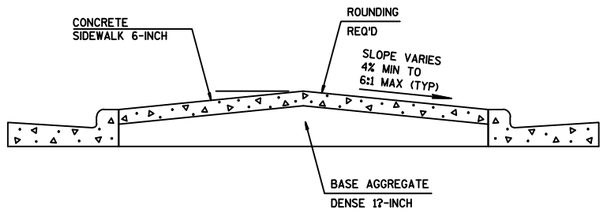
PROJECT NO:1009-32-74	HWY: NON HIGHWAY	COUNTY: DOOR	CONSTRUCTION DETAILS PINE ROAD MITIGATION SITE	SHEET 13	E



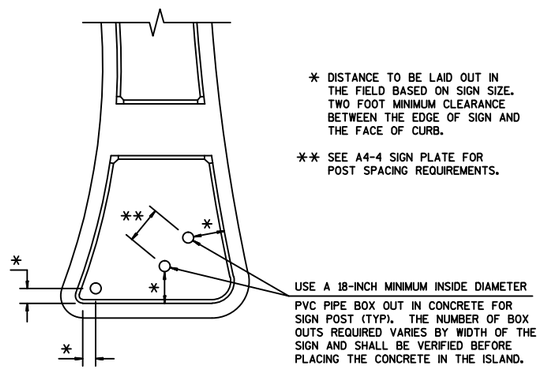
SECTION A-A



SECTION B-B

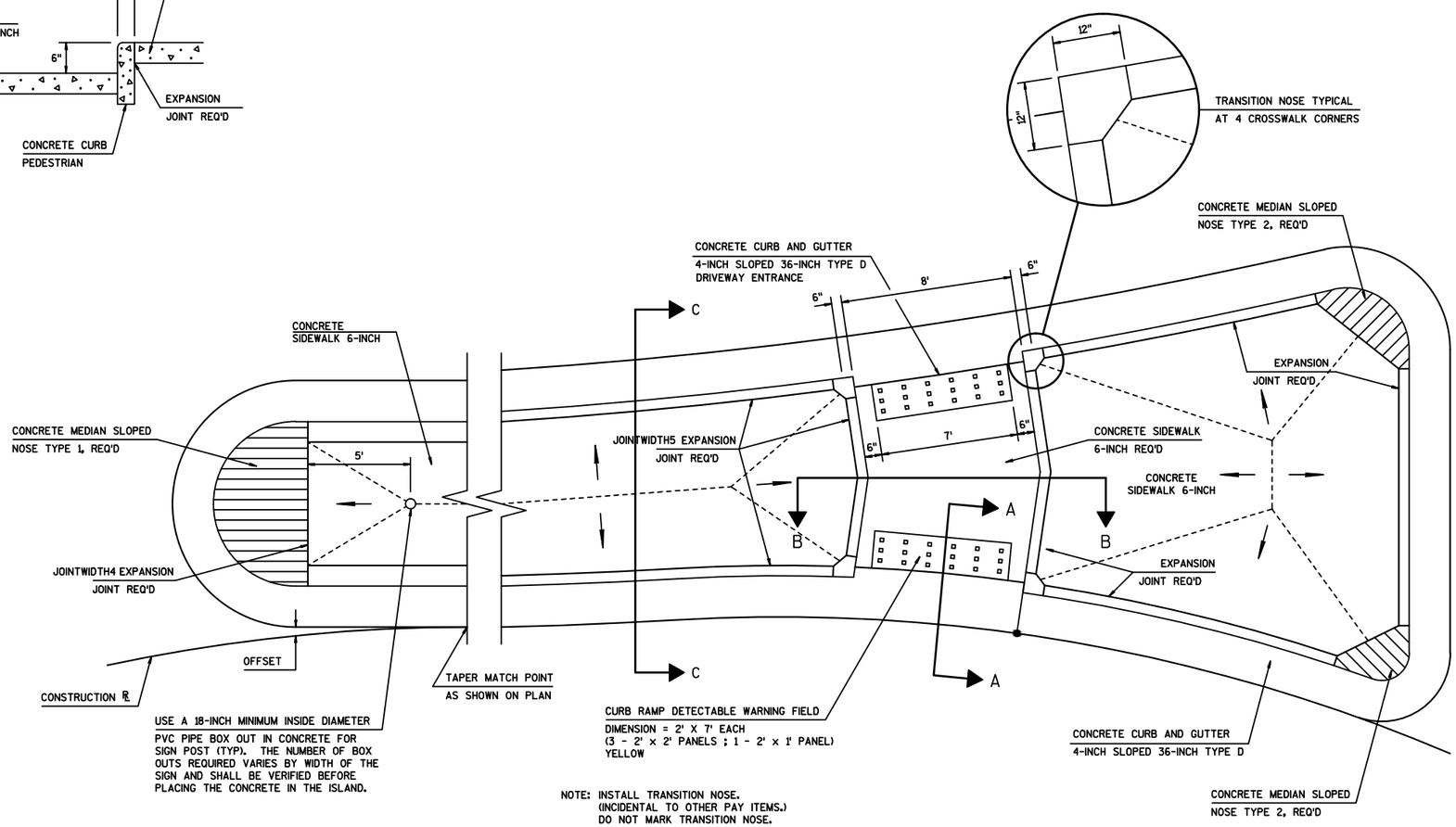


SECTION C-C



ISLAND SIGN LOCATION DETAIL (TYP)

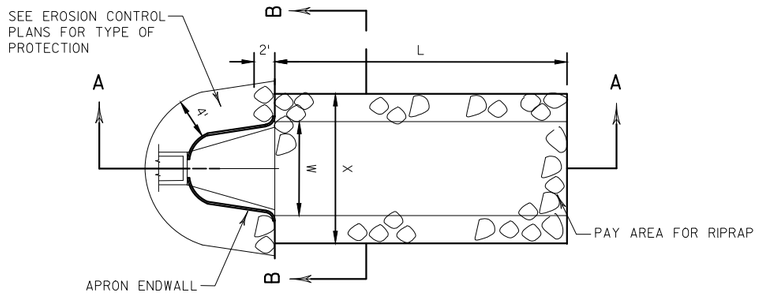
NOTIFY THE REGIONAL TRAFFIC UNIT AT 920-492-5653 A MINIMUM OF TWO WEEKS PRIOR TO THE NEED FOR SIGN PLACEMENT TO ALLOW FOR STAKING OF ANY PERMANENT SIGNING REQUIRED ON THE PROJECT.



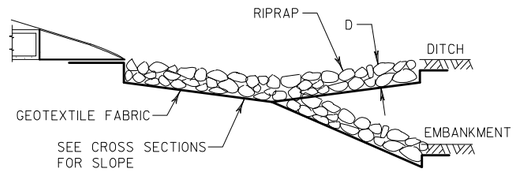
NOTE: INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

SPLITTER ISLAND DETAIL

2



PLAN VIEW



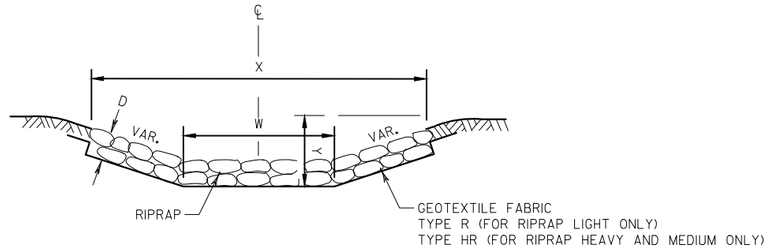
SECTION A-A

L = 3 x W (NOR.) OR 10' MIN. OR AS INDICATED IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

D = 12" FOR RIPRAP LIGHT
18" FOR RIPRAP MEDIUM
24" FOR RIPRAP HEAVY

X = W+2' FOR TYPICAL CULVERT DISCHARGE INTO DITCH
W+5' FOR CULVERT DISCHARGE DOWN EMBANKMENT SLOPE

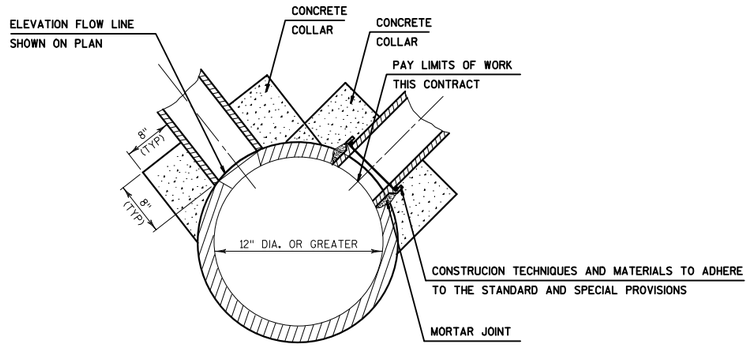
Y = 0' FOR TYPICAL CULVERT DISCHARGE INTO DITCH
12" FOR CULVERT DISCHARGE DOWN EMBANKMENT SLOPE



SECTION B-B

RIPRAP AND GEOTEXTILE FABRIC DETAIL AT APRON ENDWALLS

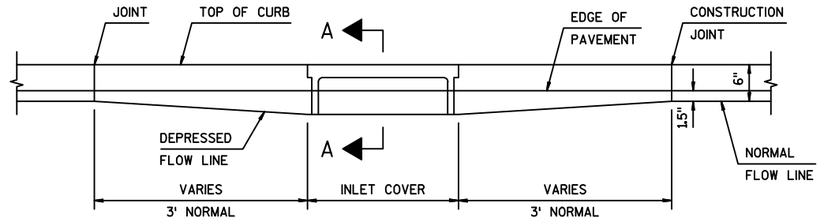
SEE EROSION CONTROL PLAN FOR LOCATIONS

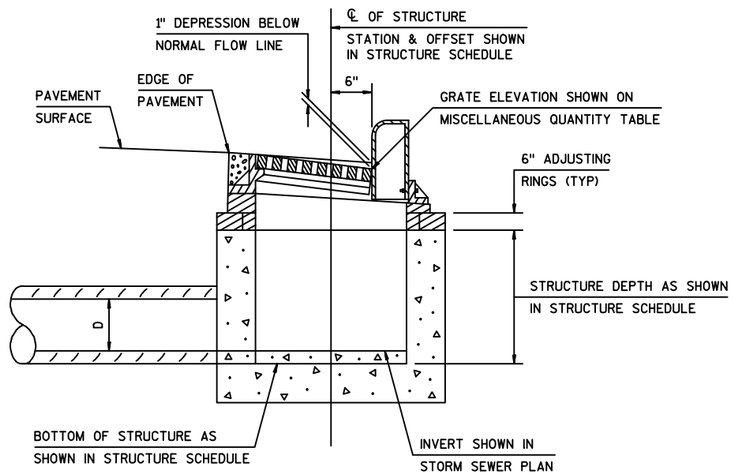


DETAIL OF CONNECTION TO EXISTING STORM SEWER

NOTE:

CONTRACT UNIT PRICE FOR PIPE SHALL INCLUDE COST OF CONNECTION TO EXISTING STORM SEWER OR INTLET OR M.H.

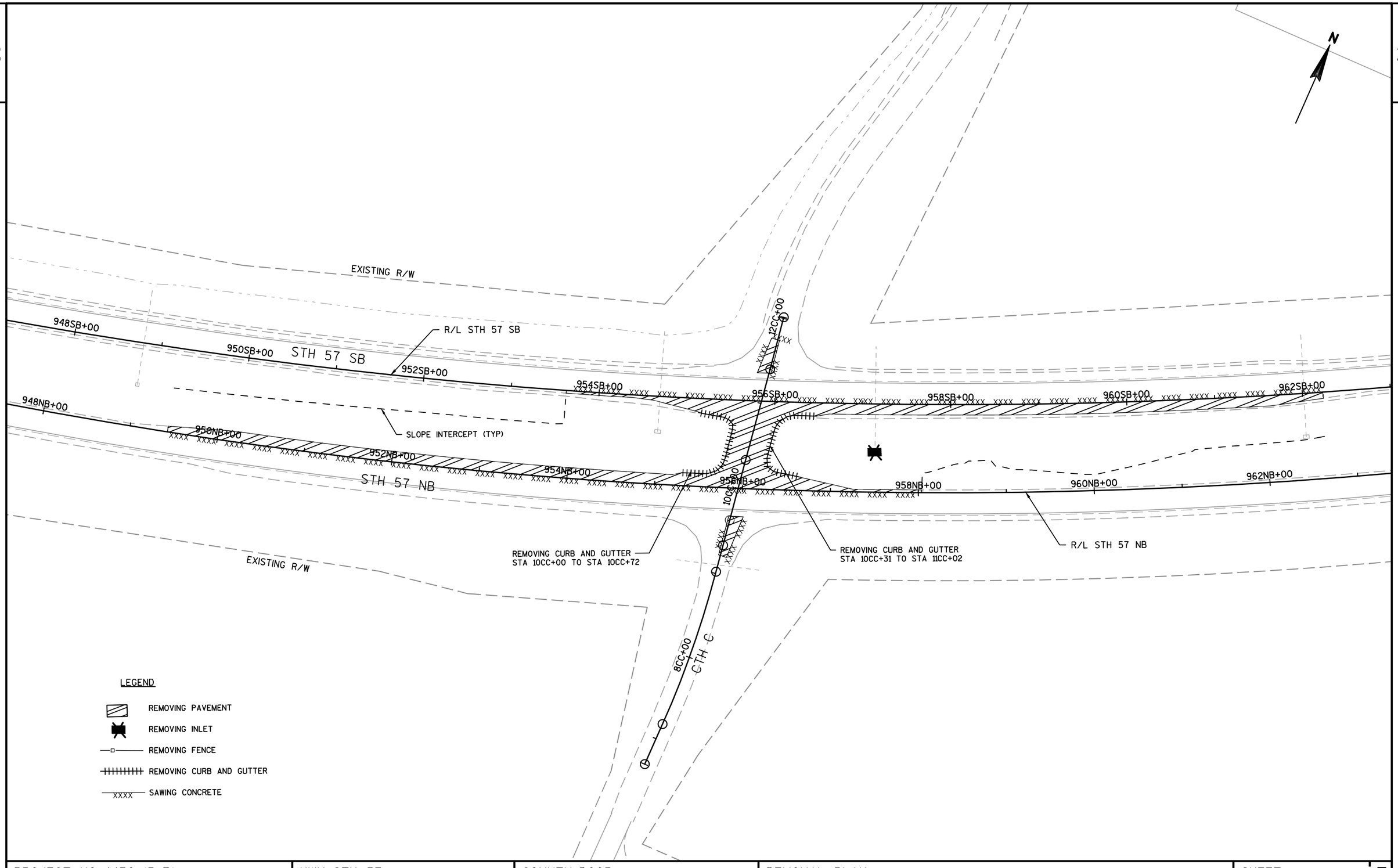




SECTION A-A

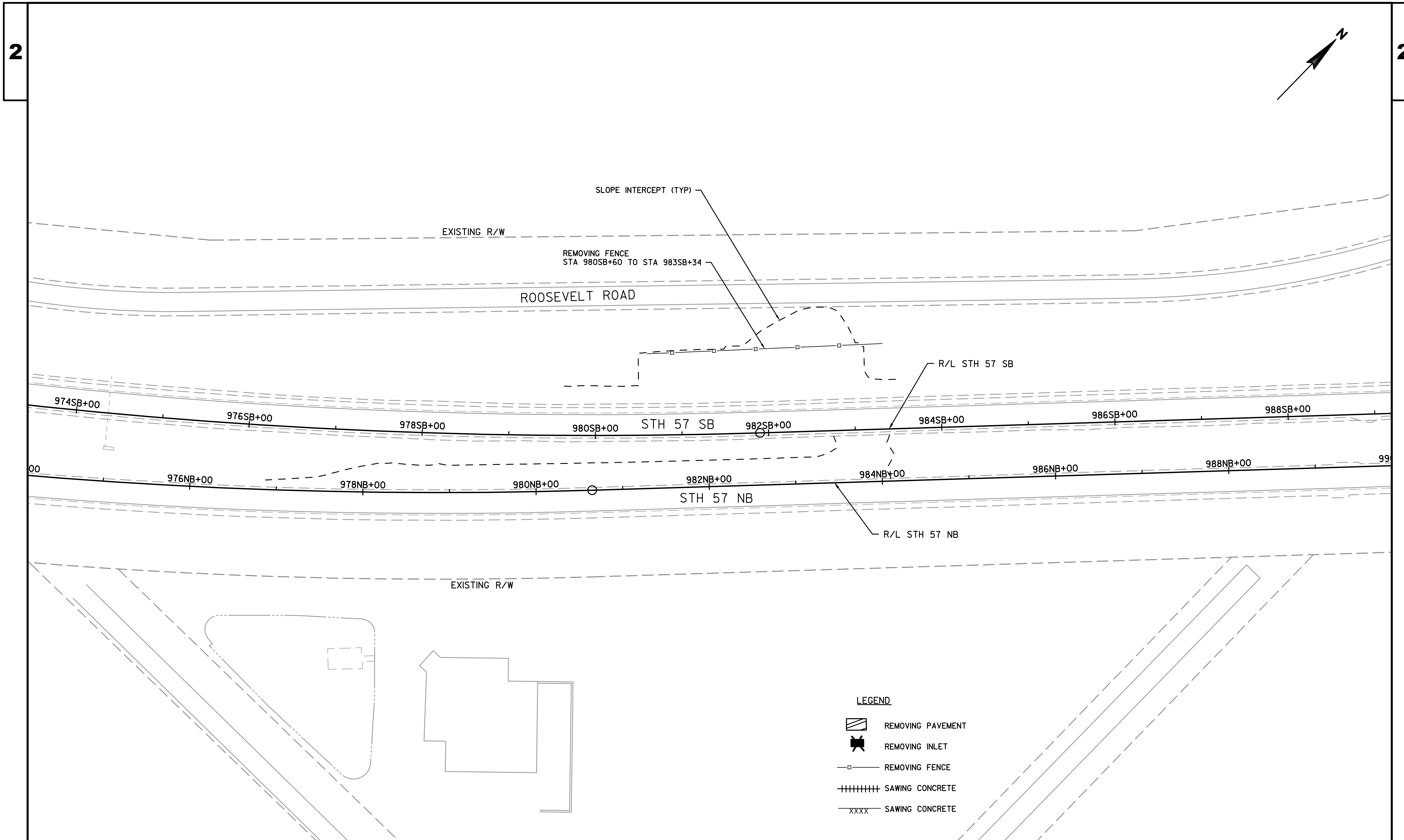
DETAIL OF CURB AND GUTTER AT INLETS

2



PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	REMOVAL PLAN	SHEET 17 E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021101
PLOT DATE : 3/4/2015 1:34 PM
PLOT BY : SPITZER, NICHOLAS J PLOT NAME :
PLOT SCALE : 1:100_XREF
WISDOT/CADDS SHEET 42



PROJECT NO:4430-15-71	HWY:STH 57	COUNTY:DOOR	REMOVAL PLAN	SHEET 18	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021102
PLOT DATE : 3/4/2015 1:34 PM
PLOT BY : SPITZER, NICHOLAS J PLOT NAME :
PLOT SCALE : 1:100_XREF
WISDOT/CADDS SHEET 42

2

STH 57 SB

N

R/L STH 57 SB LEFT TURN LANE

931SB+00 | 932SB+00 | 1SBL+00 | 933SB+00 | 2SBL+00 | 934SB+00

STA 0SBL+44.48
18.0' LT

STA 0SBL+47.89
18.0' LT

24'

12'

3'

3'

AG01

STA 1SBL+15.64 (PT)
15.1' RT

STA 1SBL+16.28 (PT)
18.1' RT

AP01

AP01

AG01

R40'

R/L STH 57 NB

931NB+00 | 932NB+00 | 933NB+00 | 934NB+00

STA 0SBL+06.08
6.0' LT

STA 0SBL+03.00
3.0' LT

STA 0SBL+06.99 (PC)
39.4' RT

STA 0SBL+03.71 (PC)
36.4' RT

24'

STH 57 NB

STA 931NB+93.23 (PC)
32.6' RT

R70'

STA 931NB+63.65
32.1' RT

STA 931NB+63.65
34.1' RT

STA 931NB+90.65 (PC)
34.1' RT

3'

AP01

AG01

STA 932NB+64.08 (PT)
66.1' RT

STA 932NB+64.53 (PT)
69.1' RT

LEGEND

AP01 HMA PAVEMENT TYPE E-1 , 5-INCHES

AG01 BASE AGGREGATE DENSE ¾ - INCH , 5-INCHES

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	PLAN DETAILS	SHEET 19	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021201

PLOT DATE : 3/5/2015 9:59 AM

PLOT BY : SPITZER, NICHOLAS J PLOT NAME :

PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 42

2

2

STH 57 SB

N

R/L STH 57 SB LEFT TURN LANE

934SB+00
3SBL+00
935SB+00
4SBL+00
936SB+00
5SBL+00
937SB+00

24'
12'
3'
3'
R6135'

AP01
AP01
AG01

R/L STH 57 NB

934NB+00
935NB+00
936NB+00
937NB+00

STH 57 NB

24'
3'

STA 934NB+80.90 (PC)
33.2' RT

STA 934NB+88.25 (PC)
35.2' RT

STA 935NB+22.87
34.0' RT

STA 935NB+01.85 (PT)
31.8' RT

STA 935NB+00.38 (PT)
34.1' RT

AP01
AG01

R151'
R150'

LEGEND

AP01 HMA PAVEMENT TYPE E-1 , 5-INCHES

AG01 BASE AGGREGATE DENSE ¾ - INCH , 5-INCHES

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	PLAN DETAILS	SHEET 20	E

STH 57 SB

N

937SB+00 6SBL+00 938SB+00 7SBL+00 939SB+00 8SBL+00 940SB+

12'

3'

3'

AP01

AP01

AG01

STA 6SBL+43.24 (PT)
18.0' RT

STA 6SBL+43.14 (PT)
15.0' RT

937NB+00 938NB+00 939NB+00 940NB+00

24'

STH 57 NB

LEGEND

AP01 HMA PAVEMENT TYPE E-1 , 5-INCHES

AG01 BASE AGGREGATE DENSE ¾ - INCH , 5-INCHES

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	PLAN DETAILS	SHEET 21	E

2

R/L STH 57 SB LEFT TURN LANE

STH 57 SB

940SB+00

9SBL+00

941SB+00

942SB+00

N

2

AP01

AG01

AP01

STA 8SBL+85.54
7.3' RT

STA 9SBL+51.68
3.1' RT

R/L STH 57 NB

940NB+00

941NB+00

942NB+00

943

24'

STH 57 NB

LEGEND

AP01 HMA PAVEMENT TYPE E-1 , 5-INCHES

AG01 BASE AGGREGATE DENSE ¾ - INCH , 5-INCHES

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	PLAN DETAILS	SHEET 22	E

2

2

STH 57 SB

949SB+00

950SB+00

951SB+00

R/L STH 57 SB

N

STA 948NB+83.84
3.1' LT

STA 948NB+98.01
2.9' LT

STA 950NB+19.61
12.0' LT

STA 950NB+65.73
12.0' LT

STA 950NB+92.12
16.6' LT

STA 950NB+92.34
13.6' LT

STA 950NB+92.56
10.6' LT

AG01

AP01

AP01

AP01

3"

3"

12"

24"

949+00NB

950+00NB

951+00NB

R/L STH 57 NB

STA 949NB+08.21
0.0' RT

STA 949NB+42.79
0.0' RT

STH 57 NB

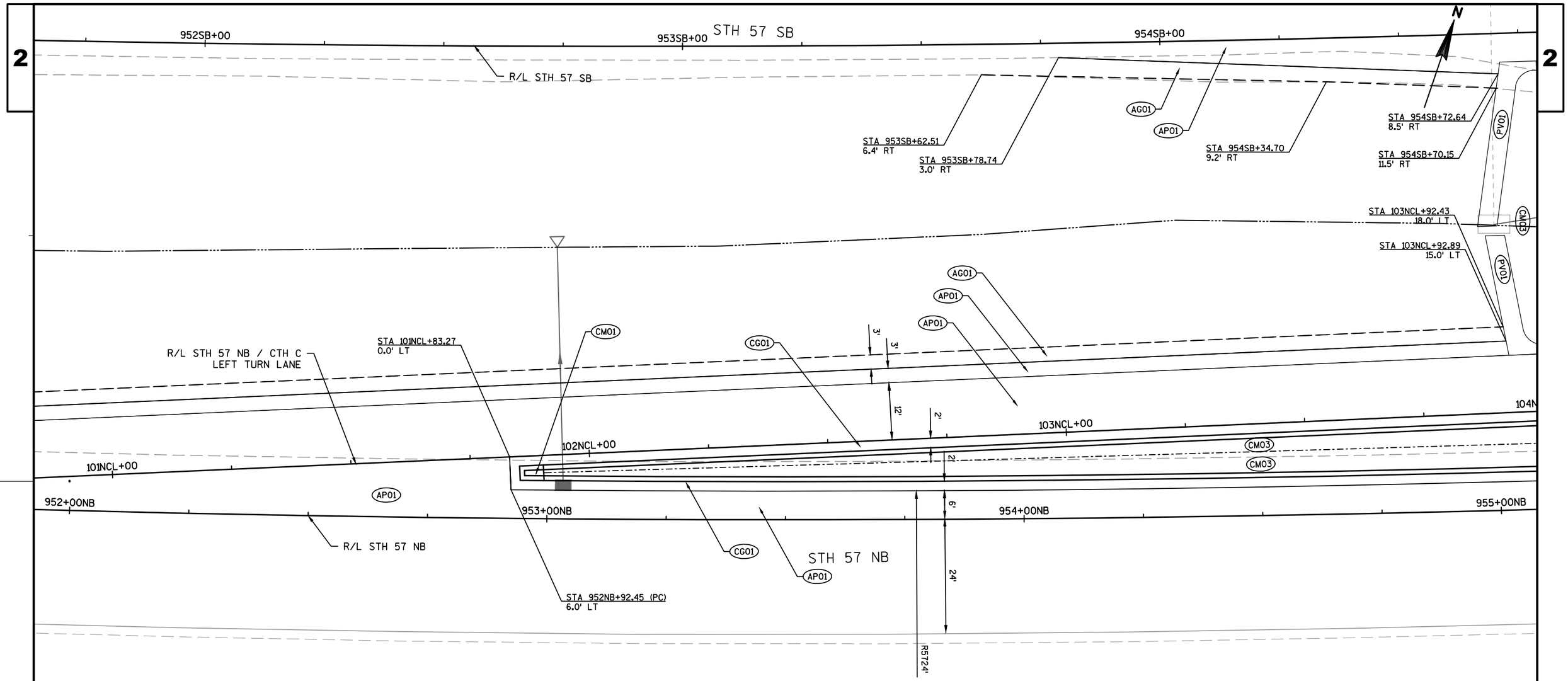
LEGEND

HMA PAVEMENT TYPE E-1 , 5-INCHES

BASE AGGREGATE DENSE ¾ - INCH , 5-INCHES
AP01

AG01

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	PLAN DETAILS	SHEET 23	E



NOTES:

1) CURB AND GUTTER STATION / OFFSETS ARE MEASURED FROM THE FACE OF CURB.

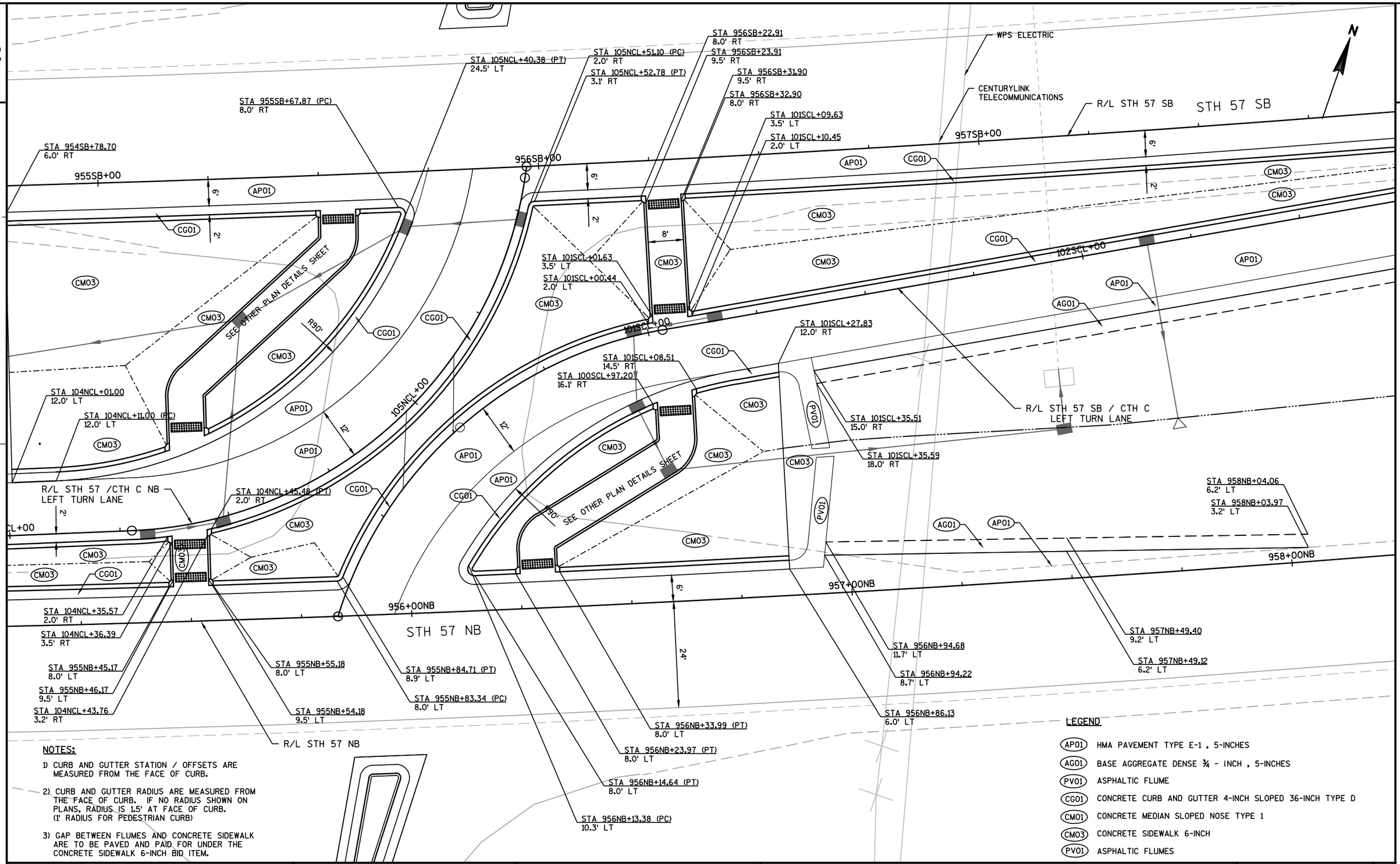
2) CURB AND GUTTER RADIUS ARE MEASURED FROM THE FACE OF CURB. IF NO RADIUS SHOWN ON PLANS, RADIUS IS 1.5' AT FACE OF CURB. (1' RADIUS FOR PEDESTRIAN CURB)

3) GAP BETWEEN FLUMES AND CONCRETE SIDEWALK ARE TO BE PAVED AND PAID FOR UNDER THE CONCRETE SIDEWALK 6-INCH BID ITEM.

LEGEND

APO1	HMA PAVEMENT TYPE E-1 , 5-INCHES
AGO1	BASE AGGREGATE DENSE ¾ - INCH , 5-INCHES
CGO1	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
CM01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CM03	CONCRETE SIDEWALK 6-INCH
PV01	ASPHALTIC FLUMES

2



NOTES:

1) CURB AND GUTTER STATION / OFFSETS ARE MEASURED FROM THE FACE OF CURB.

2) CURB AND GUTTER RADIUS ARE MEASURED FROM THE FACE OF CURB. IF NO RADIUS SHOWN ON PLANS, RADIUS IS 1.5' AT FACE OF CURB. (1' RADIUS FOR PEDESTRIAN CURB)

3) GAP BETWEEN FLUMES AND CONCRETE SIDEWALK ARE TO BE PAVED AND PAID FOR UNDER THE CONCRETE SIDEWALK 6-INCH BID ITEM.

LEGEND

AP01	HMA PAVEMENT TYPE E-1 , 5-INCHES
AG01	BASE AGGREGATE DENSE ¾ - INCH , 5-INCHES
PV01	ASPHALTIC FLUME
CG01	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
CM01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CM03	CONCRETE SIDEWALK 6-INCH
PV01	ASPHALTIC FLUMES

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	PLAN DETAILS	SHEET 25	E

2

STA 958SB+76.37
6.0' RT

STH 57 SB

STA 103SCL+56.37
0.0' LT

R/L STH 57 SB

N

2

958SB+00 | 959SB+00 | 960SB+00 | 961SB+00

105SCL+00

104SCL+00

103SCL+00

CM01 | AP01 | CG01 | CM03 | AP01 | AP01 | AG01

6" | 2" | 12" | 3" | 3"

R/L STH 57 SB / CTH C
LEFT TURN LANE

STA 105SCL+53.27
15.0' RT

STA 960SB+74.22
17.9' RT

959+00NB | 960+00NB | 961+00NB

R/L STH 57 NB

STH 57 NB

24"

LEGEND

AP01	HMA PAVEMENT TYPE E-1 , 5-INCHES
AG01	BASE AGGREGATE DENSE ¾ - INCH , 5-INCHES
CG01	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
CM01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CM03	CONCRETE SIDEWALK 5-INCH

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	PLAN DETAILS	SHEET 26	E

2

STH 57 SB

8+00

962SB+00

963SB+00

964SB+00

N

AP01

AP01

AG01

3"

3"

R/L STH 57 SB

STA 962SB+23.25
2.9' RT

STA 962SB+23.26
5.9' RT

STA 962SB+75.25
2.9' RT

STA 962SB+76.17
7.1' RT

ATC ELECTRIC

ATC ELECTRIC

ATC ELECTRIC

962+00NB

963+00NB

964+00NB

R/L STH 57 NB

STH 57 NB

24'

LEGEND

AP01 HMA PAVEMENT TYPE E-1 , 5-INCHES

AG01 BASE AGGREGATE DENSE ¾ - INCH , 5-INCHES

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	PLAN DETAILS	SHEET 27	E

2

2

AP01
AG01

R/L STH 57 SB

STH 57 SB

975SB+00
976SB+00
977SB+00
978SB+00

STA 978NB+36.43
18.0' LT

AG01

STA 978NB+36.53
15.0' LT

AP01

STA 976NB+86.36
2.9' LT

STA 976NB+77.26
5.1' LT

AP01

1NBL+00
978NB+00
977NB+00
976NB+00

LEGEND

AP01 HMA PAVEMENT TYPE E-1 , 5-INCHES

AG01 BASE AGGREGATE DENSE ¾ - INCH , 5-INCHES

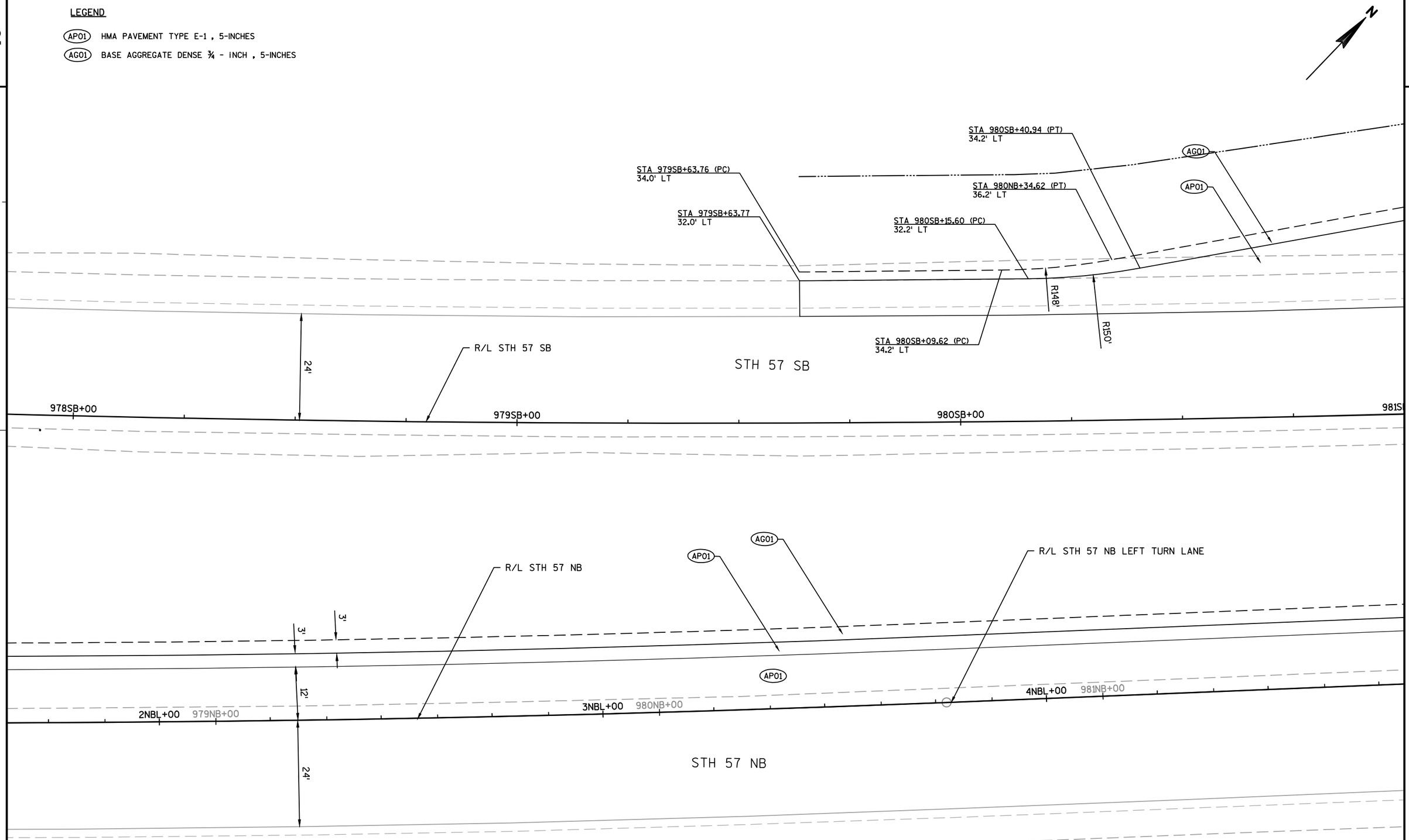
STH 57 NB

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	PLAN DETAILS	SHEET 28	E

LEGEND

AP01 HMA PAVEMENT TYPE E-1 , 5-INCHES

AG01 BASE AGGREGATE DENSE ¾ - INCH , 5-INCHES



PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	PLAN DETAILS	SHEET 29	E

LEGEND

AP01 HMA PAVEMENT TYPE E-1 , 5-INCHES

AG01 BASE AGGREGATE DENSE ¾ - INCH , 5-INCHES

STA 982SB+50.73 (PC)
68.0' LT

STA 982SB+51.14 (PC)
65.0' LT

STA 983SB+21.56 (PT)
36.0' LT

STA 983SB+50.00
36.0' LT

STA 983SB+20.73 (PT)
31.8' LT

STA 7NBL+38.90 (PT)
36.0' LT

STA 7NBL+44.26
36.1' LT

STA 982SB+85.76
6.3' RT

STA 7NBL+42.40
6.0' RT

STA 6NBL+34.91 (PC)
18.0' LT

STA 7NBL+01.87
20.1' RT

STA 6NBL+98.85
19.9' RT

R70'

R37'

R/L STH 57 SB

STH 57 SB

STH 57 NB

24'

3'

3'

6'

12'

24'

981SB+00

982SB+00

983SB+00

7NBL+00

5NBL+00

982NB+00

6NBL+00

983NB+00

984NB+00

AP01

AP01

AP01

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	PLAN DETAILS	SHEET 30	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\021210_PD.DWG
LAYOUT NAME - 021212

PLOT DATE : 3/5/2015 10:00 AM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

N

955NB+00

104NCL+00

STH 57 SB

955SB+00

R/L STH 57 NB / CTH C
LEFT TURN LANE

STA 104NCL+37.81
17.2' LT

STA 104NCL+39.33
18.9' LT

R/L STH 57 SB

R/L STH 57 NB

R/L SIDEWALK SOUTH

STA 104NCL+50.01
20.4' RT

STA 0SS+06.55
2.5' RT

STA 0SS+14.29
2.5' RT

STA 0SS+16.12
2.5' RT

STA 0SS+69.12
5.5' LT

STA 955SB+49.14
8.0' RT

STA 11CC+39.52 (PT)
10.1' LT

STA 11CC+32.64
13.0' LT

STA 11CC+75.08
7.3' LT

STA 11CC+70.18 (PC)
6.0' LT

STA 0SS+61.01
5.5' RT

STA 0SS+63.23
5.5' RT

STA 0SS+69.36
2.5' RT

STA 955SB+59.13
8.0' RT

STA 9CC+66.73
2.0' LT

STA 9CC+26.03 (PT)
0.0' RT

STA 9CC+62.70 (PC)
0.0' RT

STA 9CC+21.36
2.0' LT

CTH C

9CC+00

STA 9CC+65.64 (PT)
2.3' RT

STA 9CC+66.76 (PC)
7.4' RT

STA 9CC+20.73
7.3' RT

STA 9CC+25.59 (PC)
6.0' RT

STA 9CC+63.44 (PT)
11.0' RT

STA 9CC+70.26
14.0' RT

10CC+00

956NB+00

R/L CTH C

105NCL+00

11CC+00

12C

STA 11CC+36.21 (PC)
6.5' LT

STA 11CC+37.17 (PT)
2.3' LT

STA 11CC+36.12
2.0' RT

STA 11CC+40.11 (PC)
0.0' RT

STA 11CC+69.78 (PT)
0.0' RT

STA 11CC+74.45
2.0' RT

STH 57 NB

R/L SIDEWALK NORTH

R/L STH 57 SB / CTH C
LEFT TURN LANE

955SB+00

STA 0SN+58.76
2.5' RT

STA 0SN+58.75
5.0' LT

STA 0SN+55.16
5.5' LT

STA 0SN+48.03
5.5' LT

STA 0SN+15.93
2.5' RT

STA 0SN+13.29
2.5' RT

STA 0SN+06.09
2.5' RT

STA 101SCL+07.33
16.0' RT

R1.0'

8'

CM02

CM03

CM07

AP01

CG01

NOTES:

1) CURB AND GUTTER STATION / OFFSETS ARE MEASURED FROM THE FACE OF CURB

2) CURB AND GUTTER RADIUS ON CTH C ARE MEASURED FROM THE FACE OF CURB AND ARE 1.0'

LEGEND

AP01	HMA PAVEMENT TYPE E-1 , 5-INCHES
CG01	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
CM02	CONCRETE PEDESTRIAN CURB
CM03	CONCRETE SIDEWALK 6-INCH
CM07	CURB RAMP DETECTABLE WARNING FIELD YELLOW

2

STH 57 SB

R/L STH 57 SB LEFT TURN LANE

1SBL+00

2SBL+00

739.04 739.01 739.00 738.98 738.99 739.00 739.01 739.03 739.06

739.23 738.80 738.78 738.76 738.74 738.75 738.76 738.97 739.13 739.28

738.68 738.69 738.70 738.96 739.15 739.33

738.97 738.62

739.61 738.39

739.38 738.56

739.79 738.84

740.03 739.94 739.28

931NB+00 932NB+00 933NB+00 934NB+00

R/L STH 57 NB

24'

12'

3'

3'

N

2

STH 57 NB

24'

740.26 740.29 740.29 740.31 740.33 740.32 740.33 740.34 740.39 740.43 740.51

740.14 740.12

739.92

739.71

739.88

740.12 740.35 740.54 740.72 740.86 740.99

5%

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	PAVING GRADES	SHEET	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\021251_PD.DWG
LAYOUT NAME - 021251

PLOT DATE : 3/5/2015 12:37 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 42

2

2

STH 57 SB

N

R/L STH 57 SB LEFT TURN LANE

24'

12'

3'

3'

3SBL+00

4SBL+00

5SBL+00

739.06 739.05 739.00 738.97 738.97 738.99 739.02 739.04 739.05 739.09 739.15 739.21 739.26

739.28 739.39 739.38 739.35 739.36 739.37 739.40 739.42 739.44 739.47 739.53 739.59 739.65

739.33 739.47 739.48 739.45 739.46 739.47 739.50 739.52 739.53 739.57 739.63 739.68 739.74

R/L STH 57 NB

934NB+00 935NB+00 936NB+00 937NB+00

STH 57 NB

24'

740.51 740.60 740.71 740.76 740.79

3'

741.06 741.10 741.17 741.09 740.99

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	PAVING GRADES	SHEET 33	E

2

STH 57 SB

N

6SBL+00

7SBL+00

8SBL+00

739.26	739.32	739.38	739.44	739.49	739.56	739.64	739.74	739.86	739.98	740.09	740.22	740.38
739.65	739.70	739.76	739.82	739.86	739.88	739.92	739.97	740.05	740.13	740.21	740.32	740.45
739.74	739.80	739.86	739.91	739.96	739.97	740.01	740.07	740.15	740.23	740.31	740.41	740.55

739.86 739.96 739.86 739.96

12'

3'

3'

937NB+00 938NB+00 939NB+00 940NB+00

24'

STH 57 NB

2

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	PAVING GRADES	SHEET 34	E

2

R/L STH 57 SB LEFT TURN LANE

STH 57 SB

9SBL+00

740.38
740.45
740.55

740.52
740.57
740.67

740.64
740.76

740.76
740.86

740.87
740.96

N

2

R/L STH 57 NB

940NB+00

941NB+00

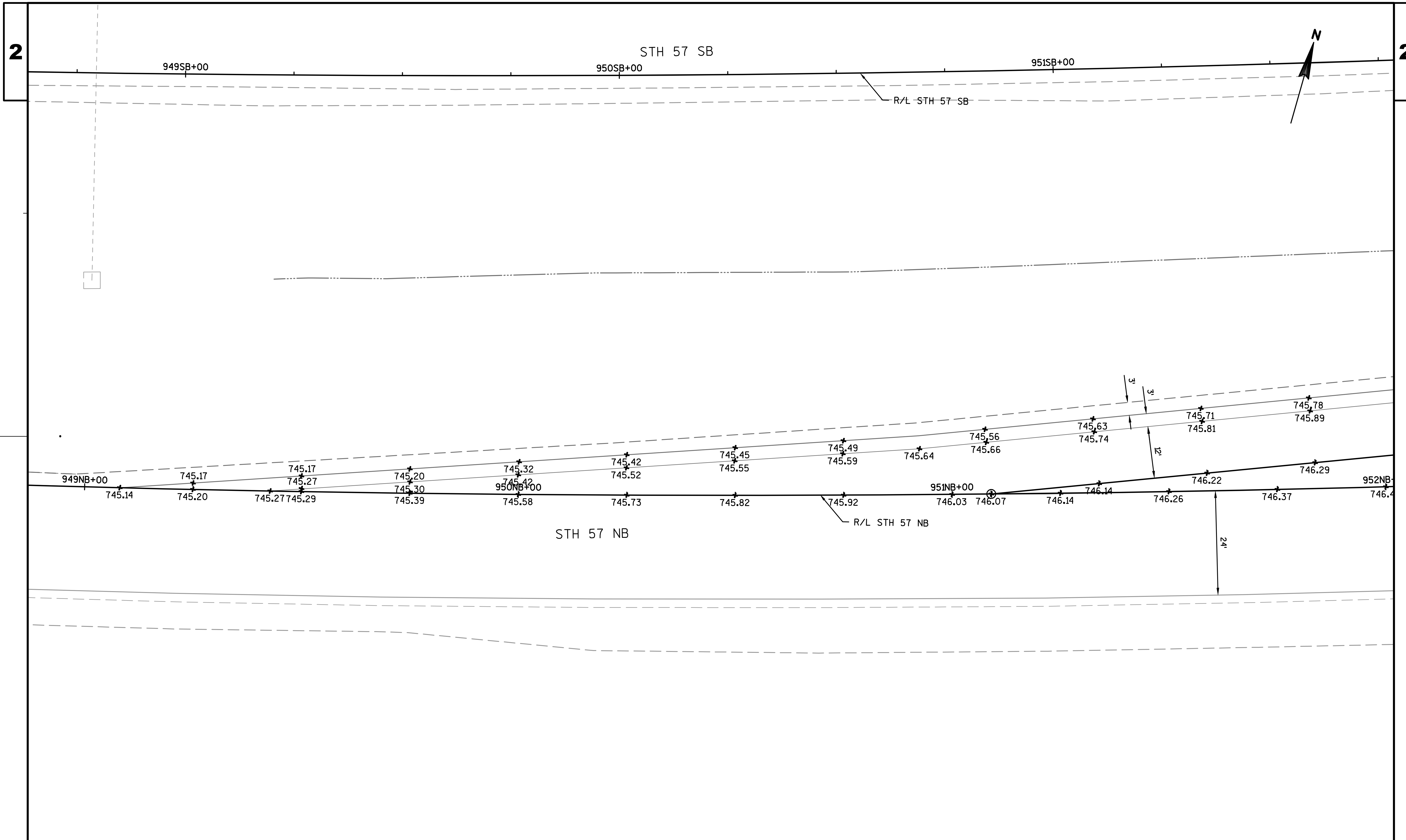
942NB+00

943

24'

STH 57 NB

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	PAVING GRADES	SHEET 35	E



PROJECT NO:4430-15-71	HWY:STH 57	COUNTY:DOOR	PAVING GRADES	SHEET 36	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\021255_PD.DWG
LAYOUT NAME - 021255
PLOT DATE : 3/5/2015 12:38 PM
PLOT BY : SPITZER, NICHOLAS J PLOT NAME :
PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 42

2

952SB+00 953SB+00 954SB+00

R/L STH 57 SB

747.16 747.25 747.34
747.18 747.32 747.44 747.60

N

R/L STH 57 NB / CTH C
LEFT TURN LANE

3' 3' 12' 6' 24'

745.86 745.96 | 745.93 746.04 | 746.01 746.11 | 746.08 746.19 | 746.16 746.26 | 746.23 746.34 | 746.34 746.44 | 746.50 746.59 | 746.71 746.79 | 746.96 747.04 | 747.27 747.33 | 747.59 747.65

101NCL+00 746.37 | 746.44 | 746.52 | 746.59 | 102NCL+00 746.67 | 746.74 | 746.82 | 746.94 | 103NCL+00 747.10 | 747.32 | 747.59 | 747.89 | 104N

952NB+00 746.48 | 746.59 | 746.70 | 746.80 | 953NB+00 746.80 | 746.91 | 747.05 | 747.19 | 954NB+00 747.31 | 747.43 | 747.49 | 747.55 | 955NB+00 747.62

746.76 746.60 | 746.70 | 746.85 | 746.98 | 747.11 | 747.23 | 747.29 | 747.35 | 747.41

R/L STH 57 NB

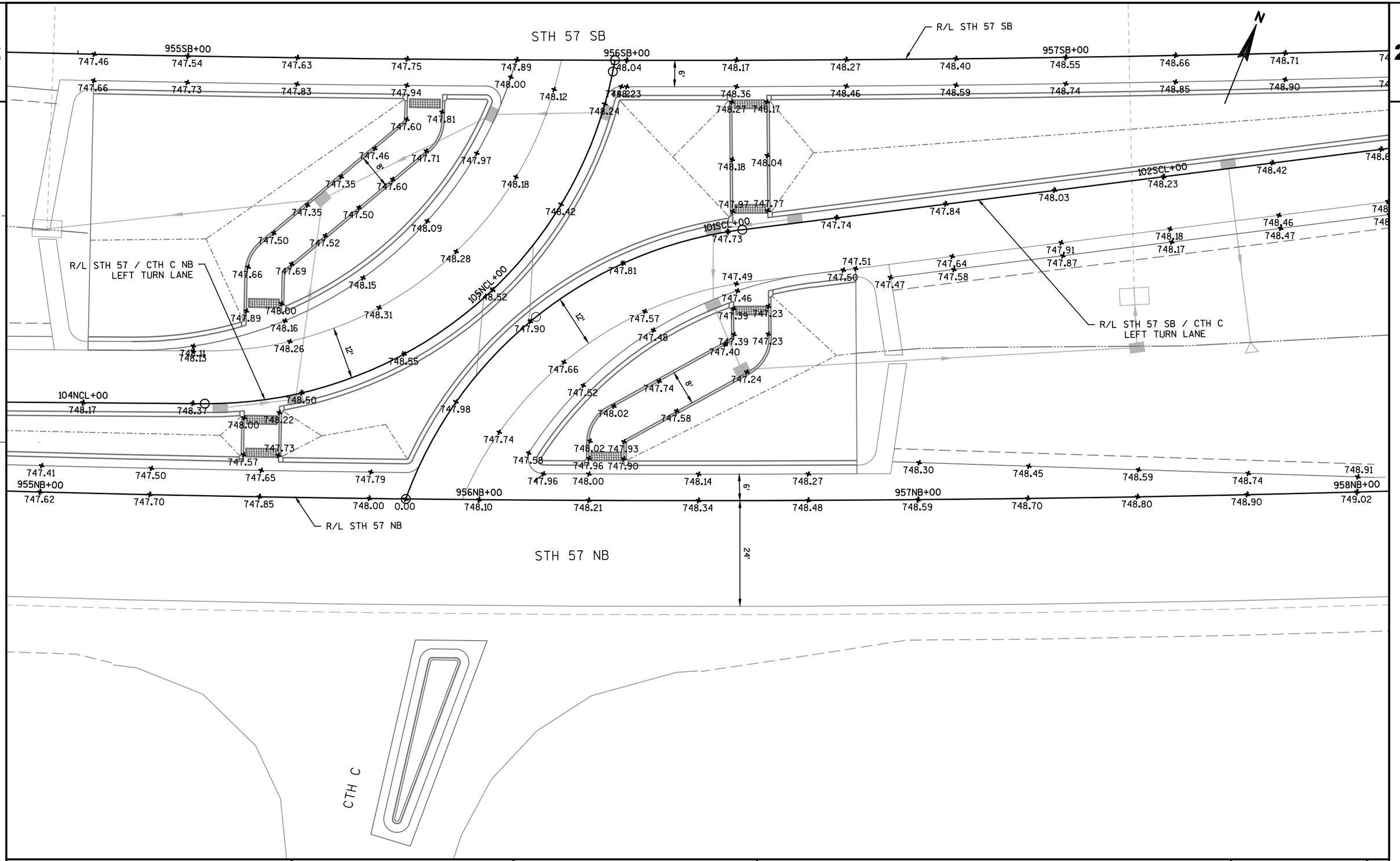
STH 57 NB

2

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	PAVING GRADES	SHEET 37	E

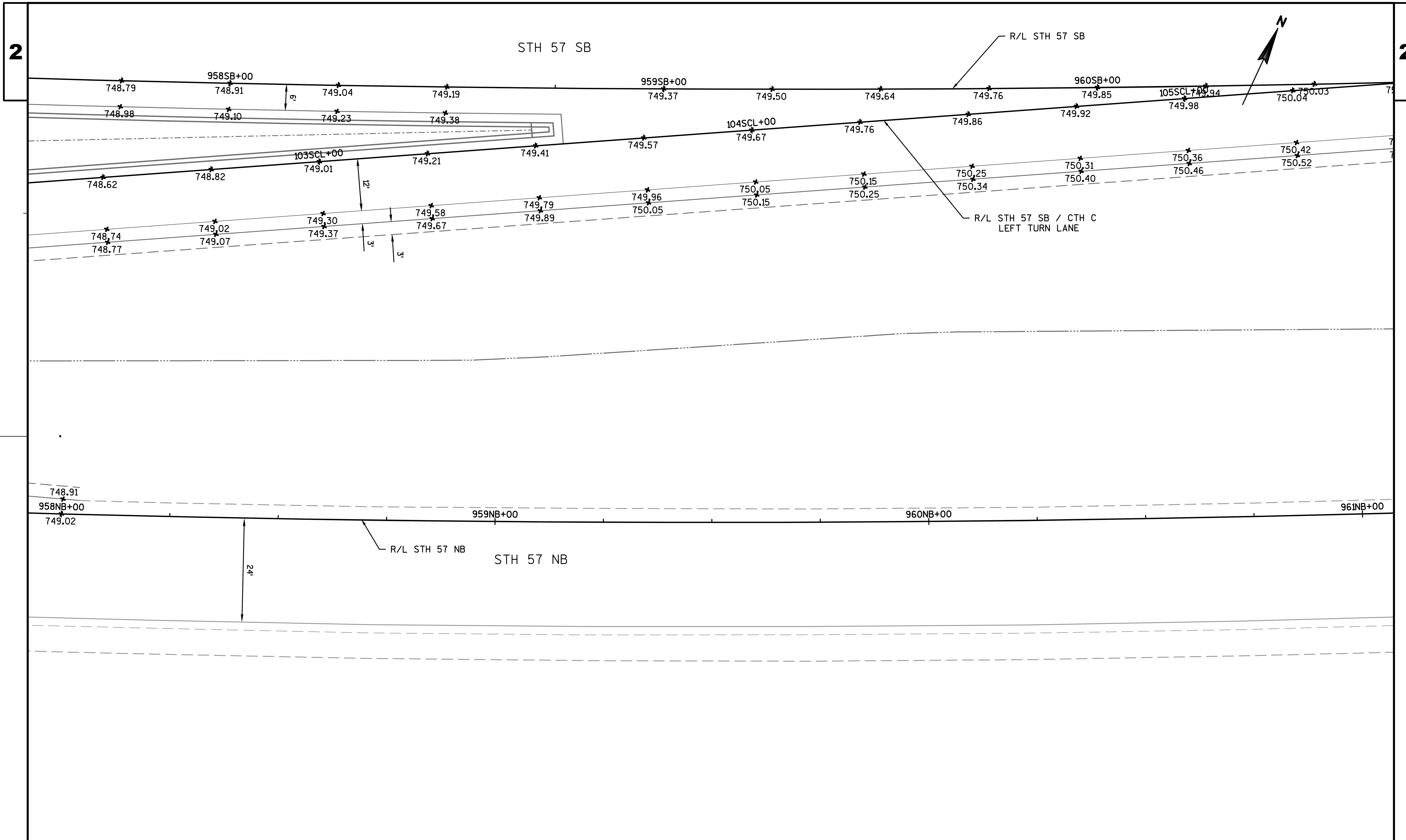
FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\021255_PD.DWG
LAYOUT NAME - 021256

PLOT DATE : 3/5/2015 12:38 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	PAVING GRADES	SHEET 38 E

FILE NAME : \\GRE31FP1\N3PUBLIC\PDS\C3D\44301500\SHEETSPLAN\021255_PD.DWG
LAYOUT NAME - 021257
PLOT DATE : 3/12/2015 4:41 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME :
PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 42


2
2
STH 57 SB
R/L STH 57 SB
958SB+00
959SB+00
960SB+00
748.79
748.91
749.04
749.19
749.37
749.50
749.64
749.76
749.85
750.03
750.04
748.98
749.10
749.23
749.38
104SCL+00
749.67
749.76
749.86
749.92
749.98
105SCL+00
103SCL+00
749.01
749.21
749.41
749.57
748.62
748.82
750.42
750.52
750.36
750.46
750.31
750.40
750.25
750.34
750.15
750.25
750.05
750.15
749.96
750.05
749.79
749.89
749.58
749.67
749.30
749.37
749.02
749.07
748.74
748.77
6'
12'
3'
3'
R/L STH 57 SB / CTH C
LEFT TURN LANE
748.91
958NB+00
749.02
959NB+00
960NB+00
961NB+00
R/L STH 57 NB
STH 57 NB
24'

PROJECT NO:4430-15-71	HWY:STH 57	COUNTY:DOOR	PAVING GRADES	SHEET 39	E

2

STH 57 SB

961SB+00

962SB+00

963SB+00

750.03
750.10
750.11
750.21
750.33
750.49
750.61
750.70
750.93
751.01
751.11
750.48
750.58
750.51
750.61
750.57
750.67
750.66
750.76
750.72
750.81
750.74
750.84
750.87
750.95
751.05
3'
3'

R/L STH 57 SB

N

2

961NB+00

962NB+00

963NB+00

964NB+00

R/L STH 57 NB

STH 57 NB

24'

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	PAVING GRADES	SHEET 40	E

2

2

N

R/L STH 57 SB

STH 57 SB

24'

976SB+00

977SB+00

978SB+00

979SB+00

757.15
757.12
757.11
757.13
757.10
757.07
757.06
757.12
757.16
757.18
757.22
757.26
757.21
757.28
757.37
757.46
1NBL+00
757.50
757.53
757.59
757.66
2NBL+00
757.69
757.72
757.76
757.81
757.23
757.17
757.17
757.23
757.26
757.29
757.33
757.37

12'

24'

STH 57 NB

R/L STH 57 NB LEFT TURN LANE

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	PAVING GRADES	SHEET 41	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\021260_PD.DWG
LAYOUT NAME - 021260

PLOT DATE : 3/5/2015 12:38 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

N

756.23 755.93 756.26 756.23 756.10 755.98 755.90 755.83 755.79 755.93 756.

756.53 756.52 756.51 756.50 756.47 756.48 756.52 756.57 756.65 756.73 756.

STH 57 SB

24'

R/L STH 57 SB

979SB+00 980SB+00 981SB+00 982S

757.26 757.29 757.32 757.40 757.47 757.50 757.48 757.45 757.42 757.40 757.38 757.34 757.29

757.37 757.40 757.43 757.49 757.54 757.56 757.54 757.51 757.48 757.46 757.44 757.40 757.35

6'

12'

3NBL+00 4NBL+00 5NBL+00

757.81 757.84 757.87 757.86 757.83 757.80 757.78 757.75 757.72 757.70 757.68 757.64 757.59

R/L STH 57 NB LEFT TURN LANE

24'

STH 57 NB

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	PAVING GRADES	SHEET 42	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\021260_PD.DWG
LAYOUT NAME - 021261

PLOT DATE : 3/5/2015 12:38 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

2

N

756.15
756.12
756.09
756.10
756.31
756.74
756.74
756.68
756.90
756.82
756.87
756.90
757.16
756.90
756.90
756.88

24'

STH 57 SB

R/L STH 57 SB

982SB+00
983SB+00
984SB+00

757.06
756.96
756.75
756.95
757.03
756.59
756.86
756.94
757.05
757.29
757.23
757.17
6'
757.35
757.29
757.23
757.17
757.07
7NBL+00
757.17
12'
6NBL+00
757.59
757.53
757.47
757.41
757.31
24'

R/L STH 57 NB LEFT TURN LANE

STH 57 NB

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	PAVING GRADES	SHEET 43	E

2

2

N

EXISTING R/W

SLOPE INTERCEPT (TYP)

R/L STH 57 SB

930SB

932SB

934SB

936SB

938SB

940SB

942SB

944SB

STH 57 SB

930NB

932NB

934NB

936NB

938NB

940NB

942NB

944NB

STH 57 NB

R/L STH 57 NB

EXISTING R/W

A

A

NOTES:

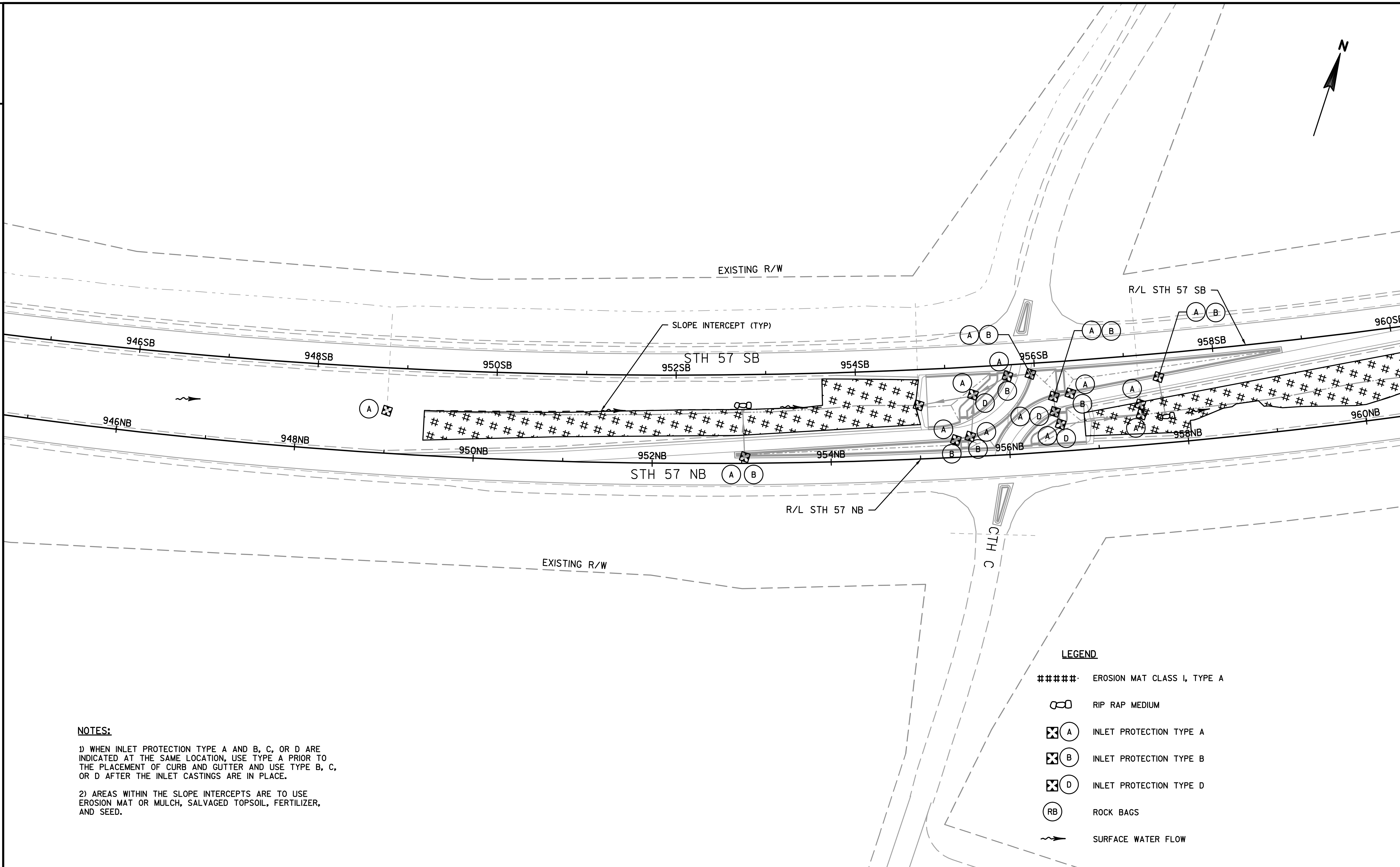
1) WHEN INLET PROTECTION TYPE A AND B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C, OR D AFTER THE INLET CASTINGS ARE IN PLACE.

2) AREAS WITHIN THE SLOPE INTERCEPTS ARE TO USE EROSION MAT OR MULCH, SALVAGED TOPSOIL, FERTILIZER, AND SEED.

LEGEND

- EROSION MAT CLASS I, TYPE A
- RIP RAP MEDIUM
- A — INLET PROTECTION TYPE A
- B — INLET PROTECTION TYPE B
- D — INLET PROTECTION TYPE D
- RB — ROCK BAGS
- SURFACE WATER FLOW

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	EROSION CONTROL	SHEET 44	E



NOTES:

1) WHEN INLET PROTECTION TYPE A AND B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C, OR D AFTER THE INLET CASTINGS ARE IN PLACE.

2) AREAS WITHIN THE SLOPE INTERCEPTS ARE TO USE EROSION MAT OR MULCH, SALVAGED TOPSOIL, FERTILIZER, AND SEED.

LEGEND

#####	EROSION MAT CLASS I, TYPE A
	RIP RAP MEDIUM
A	INLET PROTECTION TYPE A
B	INLET PROTECTION TYPE B
D	INLET PROTECTION TYPE D
RB	ROCK BAGS
	SURFACE WATER FLOW

PROJECT NO:4430-15-71	HWY:STH 57	COUNTY:DOOR	EROSION CONTROL	SHEET 45	E

2

2

N

ROOSEVELT ROAD

EXISTING R/W

R/L STH 57 SB

STH 57 SB

962SB 964SB 966SB 968SB 970SB 972SB 974SB

962NB 964NB 966NB 968NB 970NB 972NB 974NB 976NB

STH 57 NB

R/L STH 57 NB

EXISTING R/W

A

A

A

NOTES:

1) WHEN INLET PROTECTION TYPE A AND B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C, OR D AFTER THE INLET CASTINGS ARE IN PLACE.

2) AREAS WITHIN THE SLOPE INTERCEPTS ARE TO USE EROSION MAT OR MULCH, SALVAGED TOPSOIL, FERTILIZER, AND SEED.

LEGEND

- ##### EROSION MAT CLASS I, TYPE A
- RIP RAP MEDIUM
- A INLET PROTECTION TYPE A
- B INLET PROTECTION TYPE B
- D INLET PROTECTION TYPE D
- RB ROCK BAGS
- SURFACE WATER FLOW

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	EROSION CONTROL	SHEET 46	E

2

2

EXISTING R/W

ROOSEVELT ROAD

R/L STH 57 SB

SB 974SB 976SB 978SB 980SB 982SB 984SB 986SB

STH 57 SB

974NB 976NB 978NB 980NB 982NB 984NB 986NB 988NB

STH 57 NB

A

RB

SLOPE INTERCEPT (TYP)

R/L STH 57 NB

EXISTING R/W

NOTES:

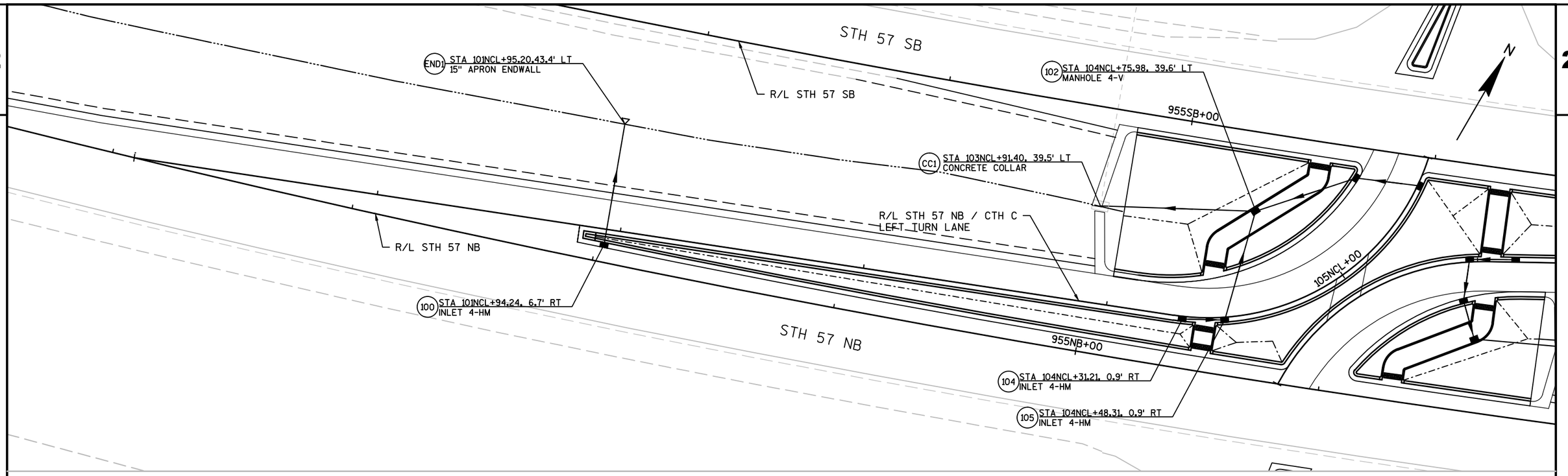
1) WHEN INLET PROTECTION TYPE A AND B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C, OR D AFTER THE INLET CASTINGS ARE IN PLACE.

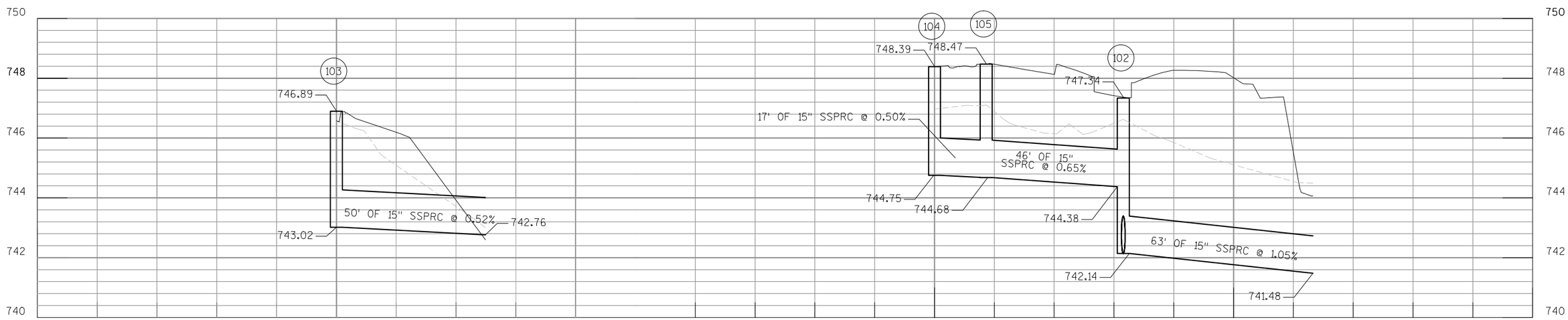
2) AREAS WITHIN THE SLOPE INTERCEPTS ARE TO USE EROSION MAT OR MULCH, SALVAGED TOPSOIL, FERTILIZER, AND SEED.

LEGEND

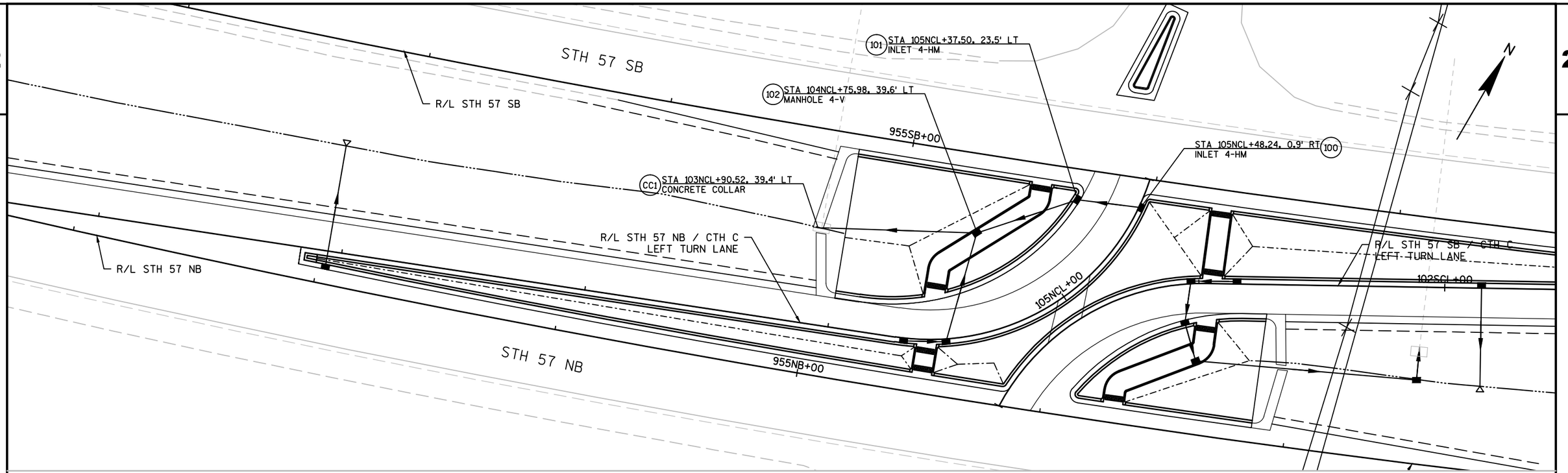
- ##### EROSION MAT CLASS I, TYPE A
- RIP RAP MEDIUM
- A INLET PROTECTION TYPE A
- B INLET PROTECTION TYPE B
- D INLET PROTECTION TYPE D
- RB ROCK BAGS
- SURFACE WATER FLOW

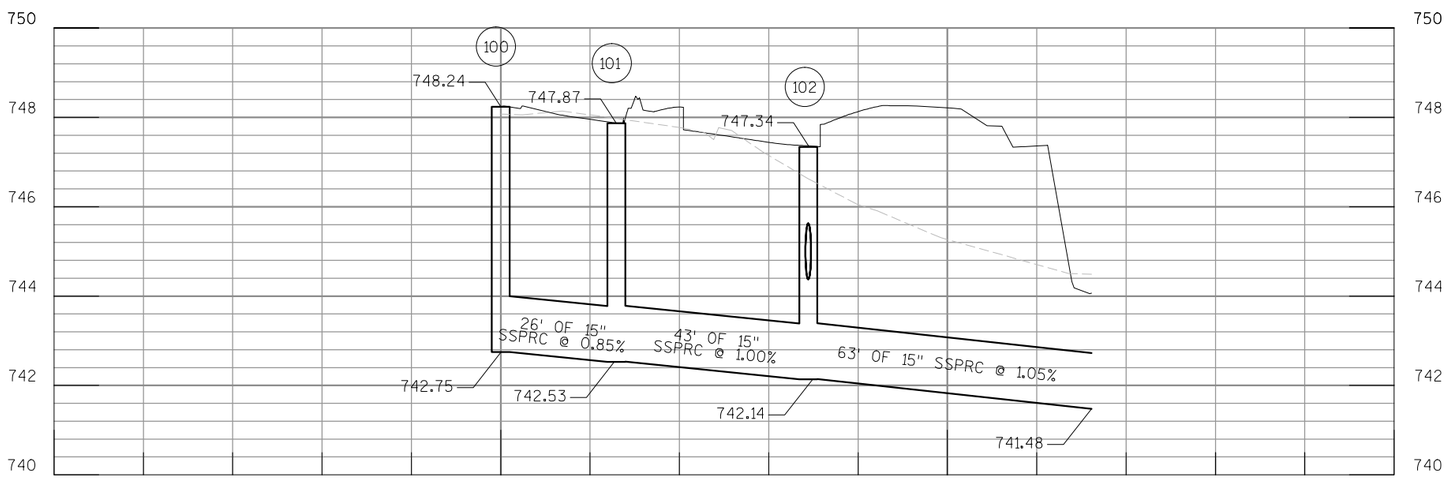
PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	EROSION CONTROL	SHEET 47	E





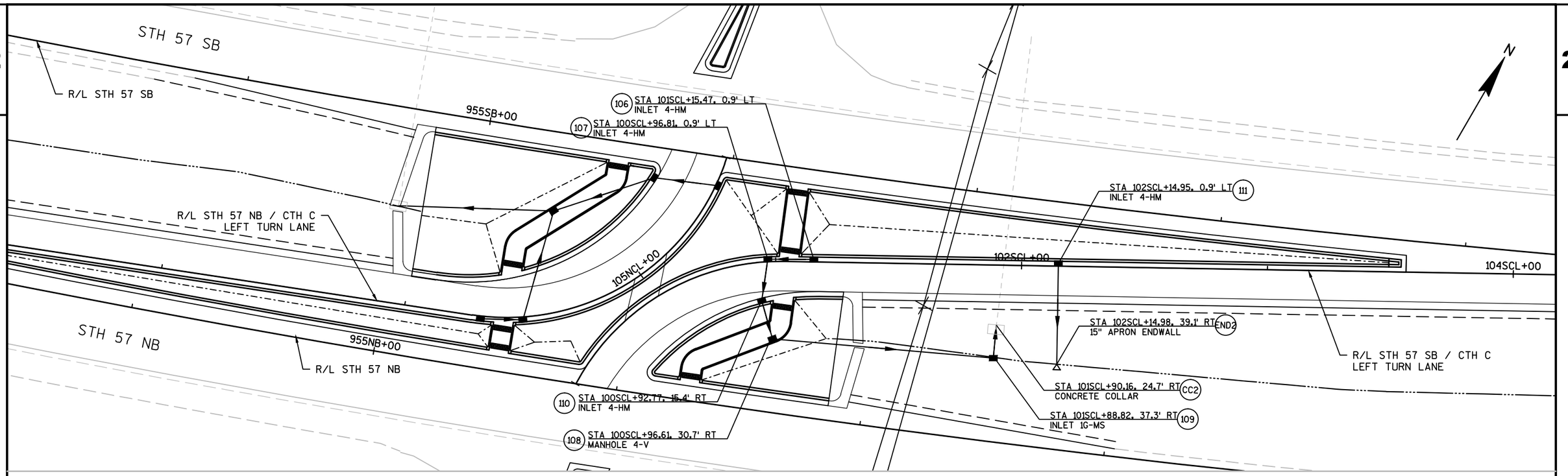
PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	STORM SEWER	SHEET 48 E

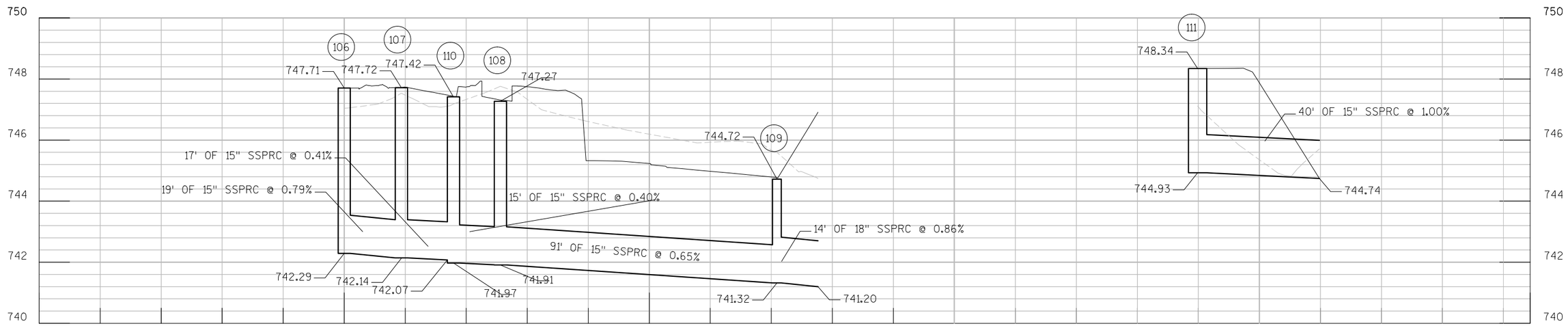




PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	STORM SEWER	SHEET 49 E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\022502_SS.DWG
LAYOUT NAME - 022502
PLOT DATE : 3/5/2015 2:42 PM
PLOT BY : SPITZER, NICHOLAS J PLOT NAME :
PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 41





PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	STORM SEWER	SHEET 50 E

2

N

Dyckesville 10
Green Bay 28
D2-2
108" X 36"
2

SPEED LIMIT 65
R2-1
48" X 60"
3

SOUTH 57
J4-1
36" X 54"
4

ONE WAY
R6-1L
54" X 18"
9

ONE WAY
R6-1L
54" X 18"
11

YIELD
R1-2
48" X 42"
8

YIELD
R1-2
48" X 42"
10

NORTH SOUTH 57 COUNTY C
J3-2
48" X 57"
12

SOUTH 57
J3-1
36" X 84"
14

NORTH SOUTH 57 COUNTY C
J3-2
72" X 84"
13

STH 57

930

935

940

930

935

940

1
WRONG WAY
R5-1A
42" X 30"

5
R3-18
36" X 36"

6
DO NOT ENTER
R5-1
36" X 36"

7
ONE WAY
R6-2L
36" X 48"

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 THE 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 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.

SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	PERMANENT SIGNING PLAN	SHEET 51	E

2

N

Brussels
Casco
D1-2
84" X 42"
17

PARK & RIDE
D4-5L
36" X 48"
18

NORTH
COUNTY C
J3-1
36" X 84"
19

NORTH SOUTH SOUTH
57 COUNTY C 57
USE LEFT LANE | USE LEFT LANE
J2-3
108" X 90"
22

NORTH SOUTH SOUTH
57 COUNTY C 57
USE LEFT LANE | USE LEFT LANE
J2-3
108" X 90"
23

ONE WAY
R6-1R
36" X 12"
42

57 COUNTY C
J13-2
48" X 45"
40

STOP
R1-1
36" X 36"
41

ONE WAY
R6-1R
36" X 12"
44

STOP
R1-1
36" X 36"
43

R4-7
24" X 30"
45

ONE WAY
R6-1L
54" X 18"
38

YIELD
R1-2
48" X 42"
37

ONE WAY
R6-1R
54" X 18"
39

CTH C

945

950

955

STH 57

15
JCT
COUNTY C
J1-1
36" X 57"

16
JCT
COUNTY C
J1-1
36" X 57"

21
WRONG WAY
R5-1A
42" X 30"

35 **
DO NOT ENTER
R5-1
36" X 36"

34
ONE WAY
R6-1L
54" X 18"

33
YIELD
R1-2
48" X 42"

24
SOUTH
COUNTY C
J3-1
36" X 84"

25
DO NOT ENTER
R5-1
36" X 36"

26
R3-2
24" X 24"

27
R4-7
24" X 30"

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 THE 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 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 FINAL 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.

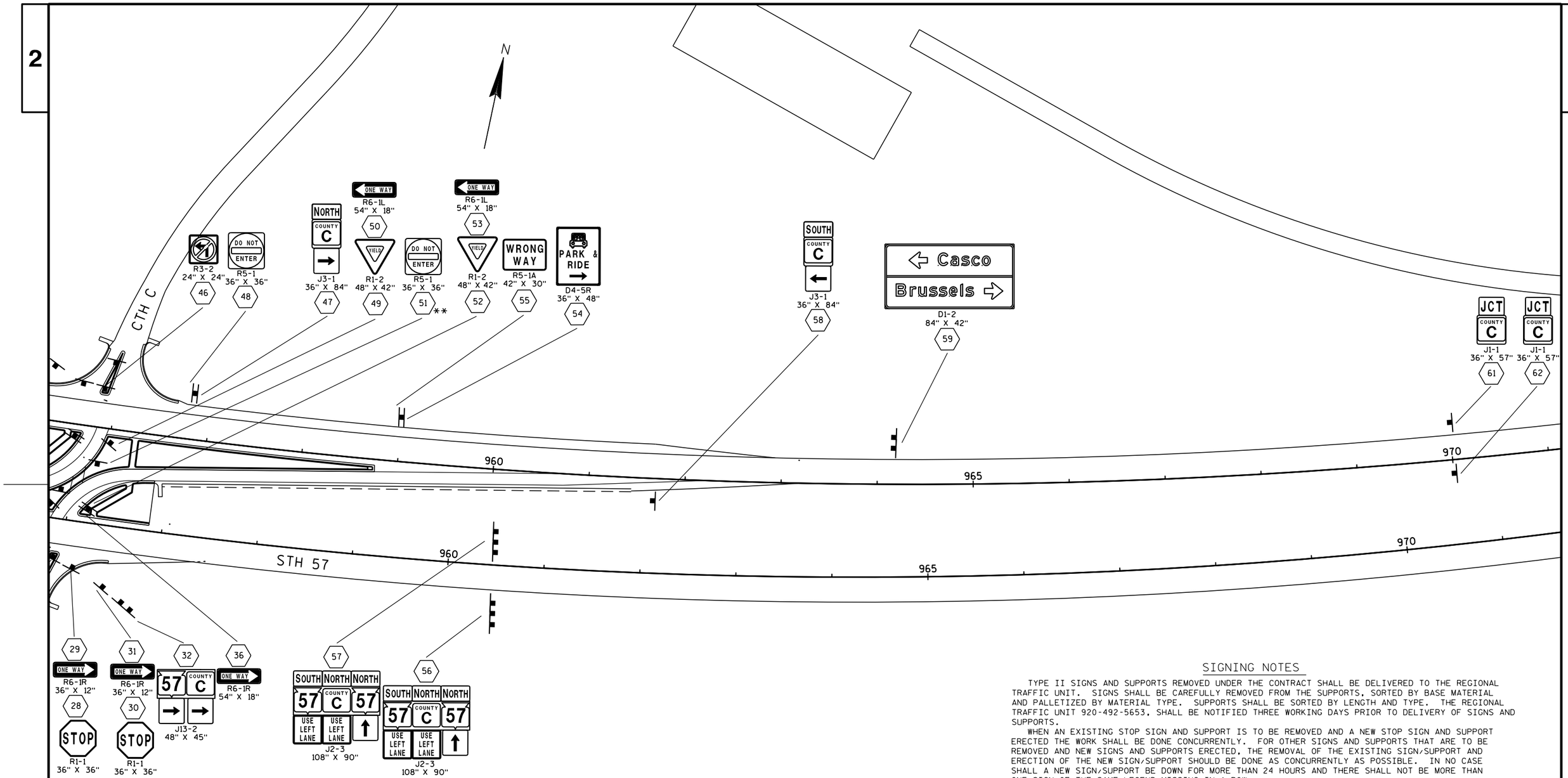
**SIGNS #35 AND #51 NEED TO BE INSTALLED SUCH, THAT THERE IS A MINIMUM OF 15' FROM EDGE OF SIGN TO EDGE OF SIGN CLEARANCE WIDTH FOR EMERGENCY VEHICLE ACCESSIBILITY. PLACEMENT OF THESE SIGNS SHALL NOT OBSTRUCT VISION FOR YIELD SIGNS #33 AND #49 ON EACH APPROACH.

⬡ SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	PERMANENT SIGNING PLAN	SHEET 52	E

2



SIGNING NOTES

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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 FINAL 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.

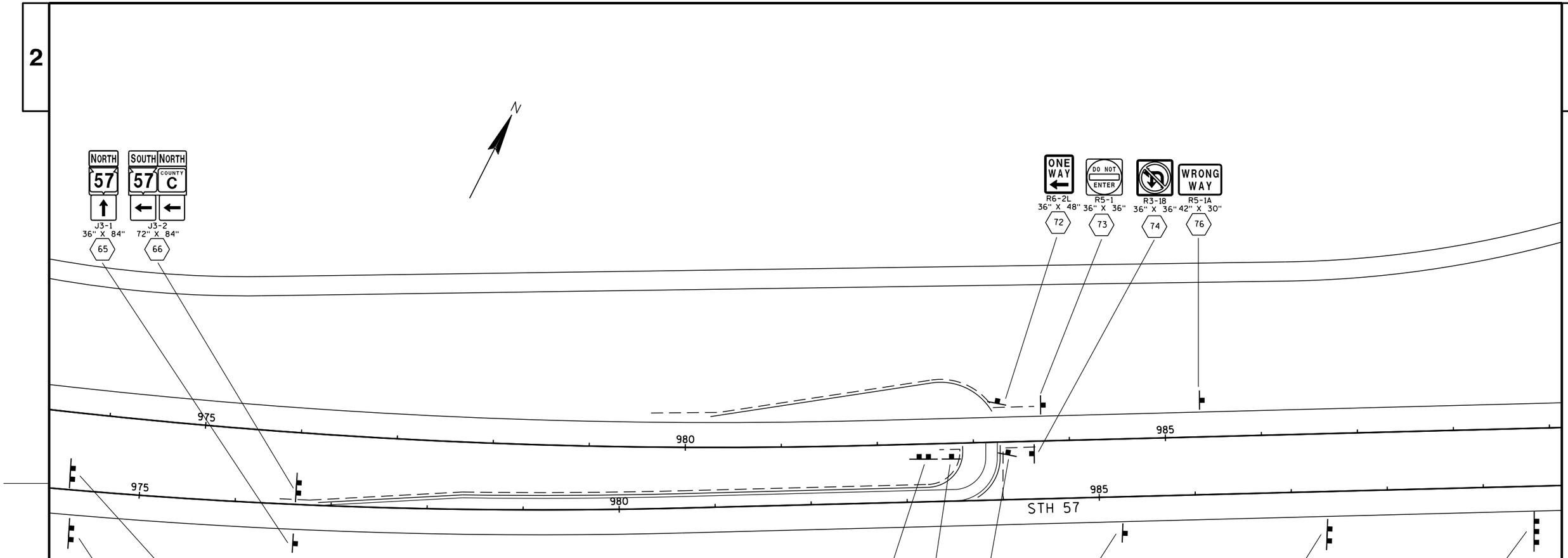
**SIGNS #35 AND #51 NEED TO BE INSTALLED SUCH, THAT THERE IS A MINIMUM OF 15' FROM EDGE OF SIGN TO EDGE OF SIGN CLEARANCE WIDTH FOR EMERGENCY VEHICLE ACCESSIBILITY. PLACEMENT OF THESE SIGNS SHALL NOT OBSTRUCT VISION FOR YIELD SIGNS #33 AND #49 ON EACH APPROACH.

⬡ SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	PERMANENT SIGNING PLAN	SHEET 53	E

2



NORTH 57 — J3-1 36" X 84" — 65

SOUTH 57 / NORTH C COUNTY — J3-2 72" X 84" — 66

ONE WAY — R6-2L 36" X 48" — 72

DO NOT ENTER — R5-1 36" X 36" — 73

R3-18 36" X 36" — 74

WRONG WAY — R5-1A 42" X 30" — 76

63 — W11-6 48" X 48"

64 — W11-6 48" X 48"

67 — SOUTH 57 / NORTH C COUNTY — J3-2 48" X 57"

69 — ONE WAY — R6-1L 54" X 18"

71 — ONE WAY — R6-1L 54" X 18"

68 — YIELD — R1-2 48" X 42"

70 — YIELD — R1-2 48" X 42"

75 — NORTH 57 — J4-1 36" X 54"

77 — SPEED LIMIT 65 — R2-1 48" X 60"

78 — Sturgeon Bay 14 / Sister Bay 46 — D2-2 126" X 36"

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 THE 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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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.

⬡ SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	PERMANENT SIGNING PLAN	SHEET 54	E

FILE NAME : N:\spo\traffic\SIGNING\Projects\4430-15-71 STH 57_CTH C\023206_ps.dgn PLOT DATE : 23-SEP-2014 14:10 PLOT BY : dotj1f PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

2

2

N

Dyckesville 10
Green Bay 28
D2-2
103

JCT
COUNTY C
J1-1
101

WRONG WAY
R5-1A
105

SPEED LIMIT 65
R2-1
107

DO NOT ENTER
R5-1
110

SOUTH 57
J4-1
112

YIELD
R1-2
113

ONE WAY
R6-2L
121

ONE WAY
R6-2R
122

SOUTH 57
J3-1
123

SOUTH 57
J3-1
124

STOP
R1-1
125

DIVIDED HIGHWAY
R6-3
126

YIELD
R1-2
127

R3-1
128

DO NOT ENTER
R5-1
129

COUNTY C
J13-1
130

WRONG WAY
R5-1A
135

PARK & RIDE
D4-5
136

← Casco
Brussels →
D1-2
138

CTH C

950

STH 57

955

960

100
JCT
COUNTY C
J1-1

102
← Brussels
Casco →
D1-2

104
PARK & RIDE
D4-5

106
WRONG WAY
R5-1A

108
COUNTY C
J13-1

109
COUNTY C
J13-1

111
DO NOT ENTER
R5-1

114
R3-1

115
STOP
R1-1

116
DIVIDED HIGHWAY
R6-3

117
NORTH 57
J3-1

118
NORTH 57
J3-1

119
ONE WAY
R6-2R

120
ONE WAY
R6-2L

131
DO NOT ENTER
R5-1

132
NORTH 57
J4-1

133
COUNTY C
J13-1

134
WRONG WAY
R5-1A

137
SPEED LIMIT 65
R2-1

SIGNING NOTES

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☐ SIGN-REMOVE EXISTING

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	SIGN REMOVALS	SHEET 55	E

2

2

N

JCT COUNTY C
J1-1
141

JCT COUNTY C
J1-1
140

W11-6
142

W11-6
143

965

970

975

965

970

975

139

Sturgeon Bay 14
Sister Bay 46

D2-2

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 THE 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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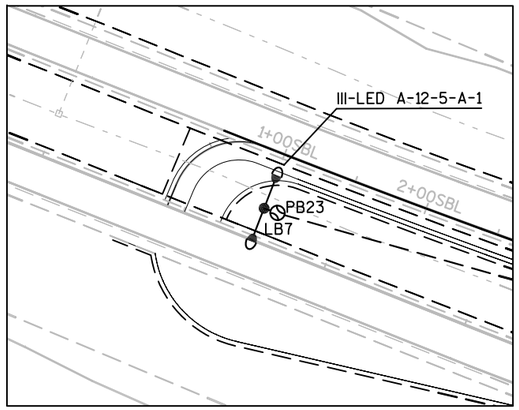
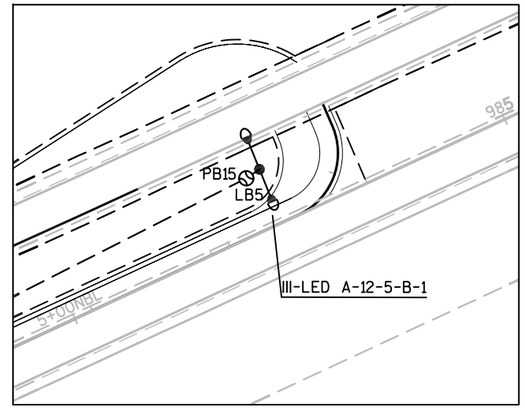
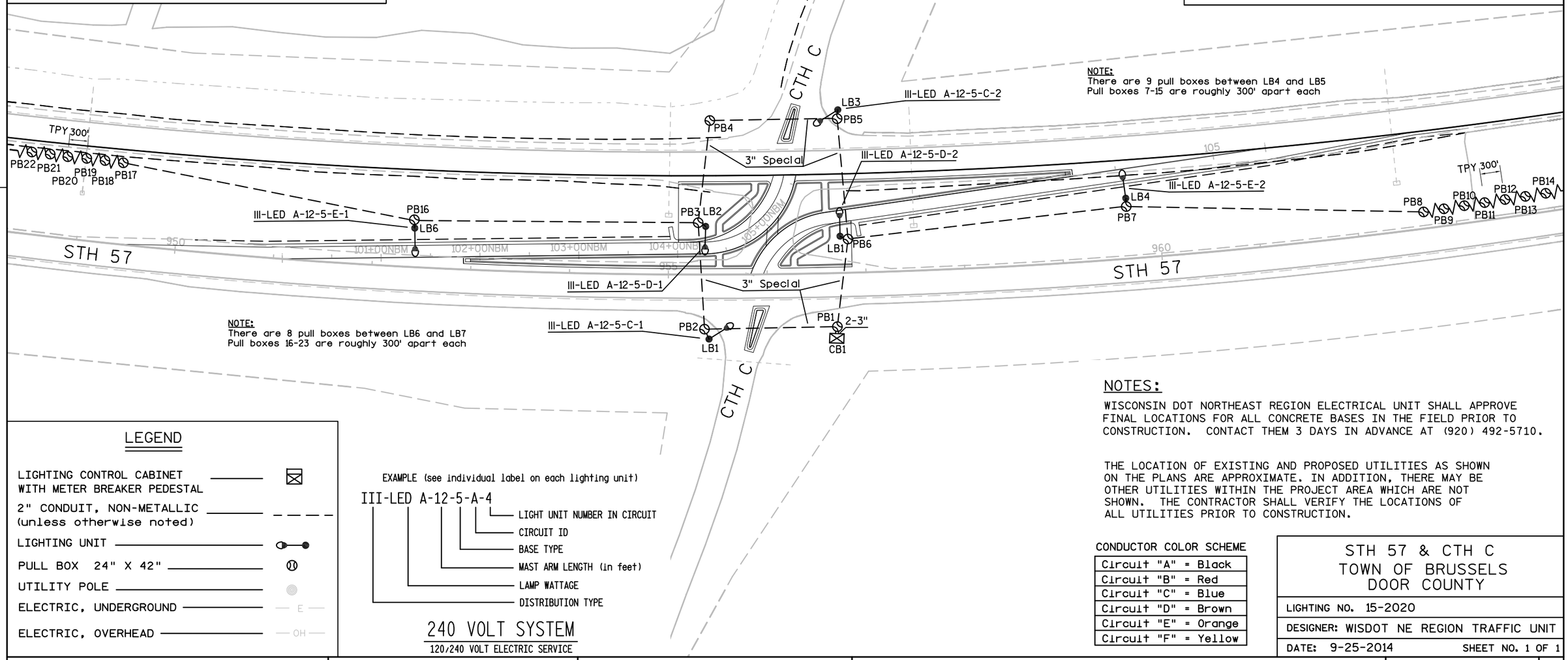
☐ SIGN-REMOVE EXISTING

PLAN SHEET PRODUCED
BY WisDOT-NE REGION

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	SIGN REMOVALS	SHEET 56	E







NOTE:
There are 9 pull boxes between LB4 and LB5
Pull boxes 7-15 are roughly 300' apart each

NOTE:
There are 8 pull boxes between LB6 and LB7
Pull boxes 16-23 are roughly 300' apart each

LEGEND

- LIGHTING CONTROL CABINET WITH METER BREAKER PEDESTAL
- 2" CONDUIT, NON-METALLIC (unless otherwise noted)
- LIGHTING UNIT
- PULL BOX 24" X 42"
- UTILITY POLE
- ELECTRIC, UNDERGROUND — E —
- ELECTRIC, OVERHEAD — OH —

EXAMPLE (see individual label on each lighting unit)

III-LED A-12-5-A-4

- LIGHT UNIT NUMBER IN CIRCUIT
- CIRCUIT ID
- BASE TYPE
- MAST ARM LENGTH (in feet)
- LAMP WATTAGE
- DISTRIBUTION TYPE

240 VOLT SYSTEM

120/240 VOLT ELECTRIC SERVICE

NOTES:

WISCONSIN DOT NORTHEAST REGION ELECTRICAL UNIT SHALL APPROVE FINAL LOCATIONS FOR ALL CONCRETE BASES IN THE FIELD PRIOR TO CONSTRUCTION. CONTACT THEM 3 DAYS IN ADVANCE AT (920) 492-5710.

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.

CONDUCTOR COLOR SCHEME

Circuit "A" = Black
Circuit "B" = Red
Circuit "C" = Blue
Circuit "D" = Brown
Circuit "E" = Orange
Circuit "F" = Yellow

STH 57 & CTH C
TOWN OF BRUSSELS
DOOR COUNTY

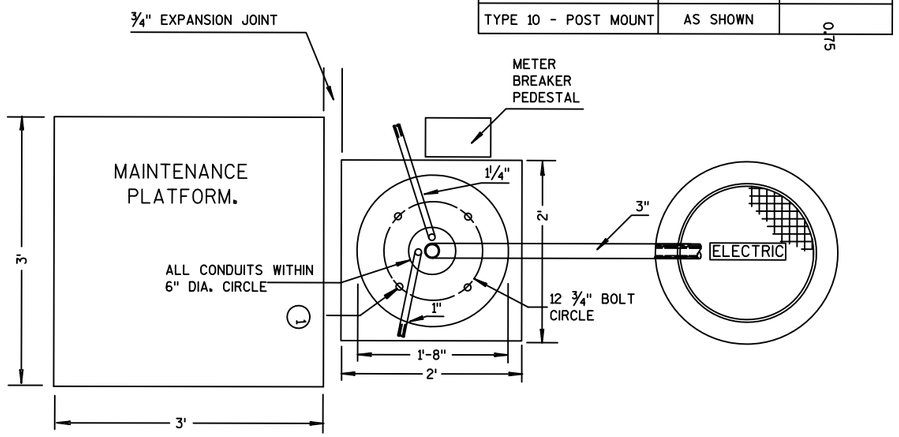
LIGHTING NO. 15-2020

DESIGNER: WISDOT NE REGION TRAFFIC UNIT

DATE: 9-25-2014 SHEET NO. 1 OF 1

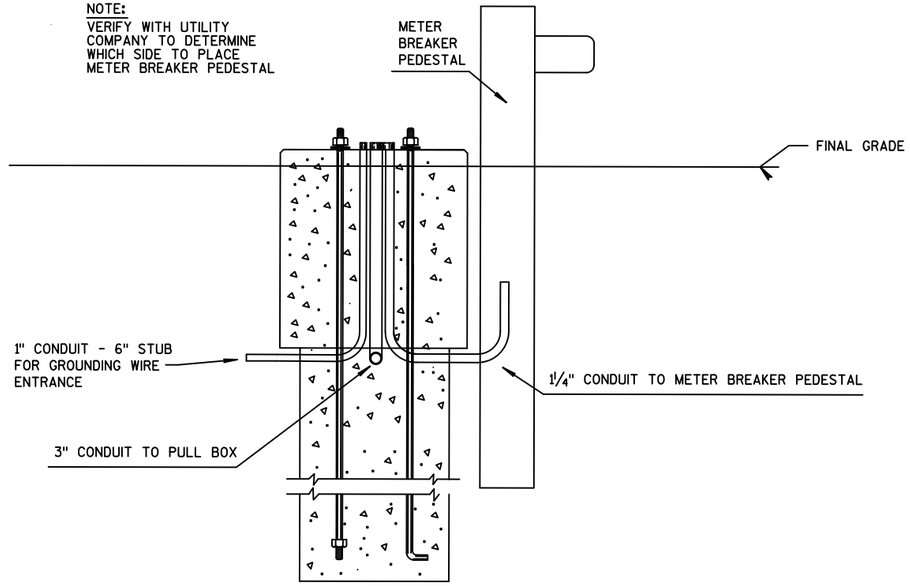
PROJECT NO: 4430-15-00	HWY: STH 57	COUNTY: DOOR	CONSTRUCTION DETAIL - "J" TURN LIGHTING	SHEET 57	E

CONTROL CABINET BASE TYPE	DIMENSIONS	C.Y. CONCRETE (APPROX.)
TYPE 10 - POST MOUNT	AS SHOWN	0.75

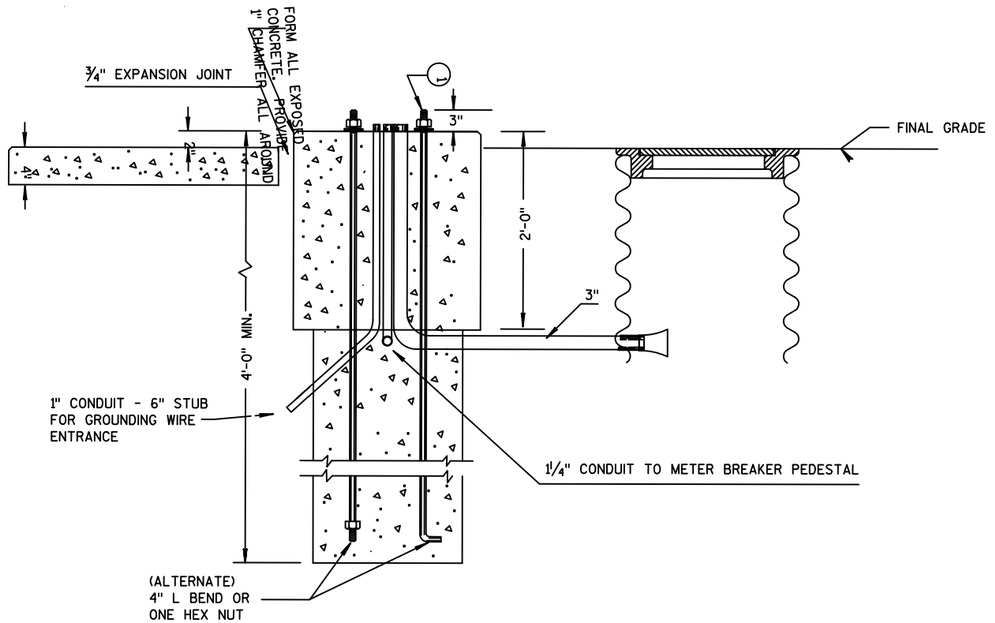


PLAN VIEW

NOTE:
VERIFY WITH UTILITY COMPANY TO DETERMINE WHICH SIDE TO PLACE METER BREAKER PEDESTAL



FRONT VIEW



PROFILE VIEW

GENERAL NOTES

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

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

CONTROL CABINET BASE TOP SURFACES SHALL BE TROWEL FINISHED AND LEVEL.

WHEN A TYPE 10 CONTROL CABINET BASE IS USED TO POST MOUNT A CONTROL CABINET, A 36" SQUARE 4" THICK CONCRETE MAINTENANCE PLATFORM SHALL BE REQUIRED ON THE DOOR SIDE OF THE CABINET. THE TOP 1 INCH SHALL BE ABOVE FINISHED GRADE AND BE BROOM FINISHED AND LEVEL.

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

ALL CONDUIT ENDS AT THE TOP OF THE CONCRETE BASE SHALL PLUGGED IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

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

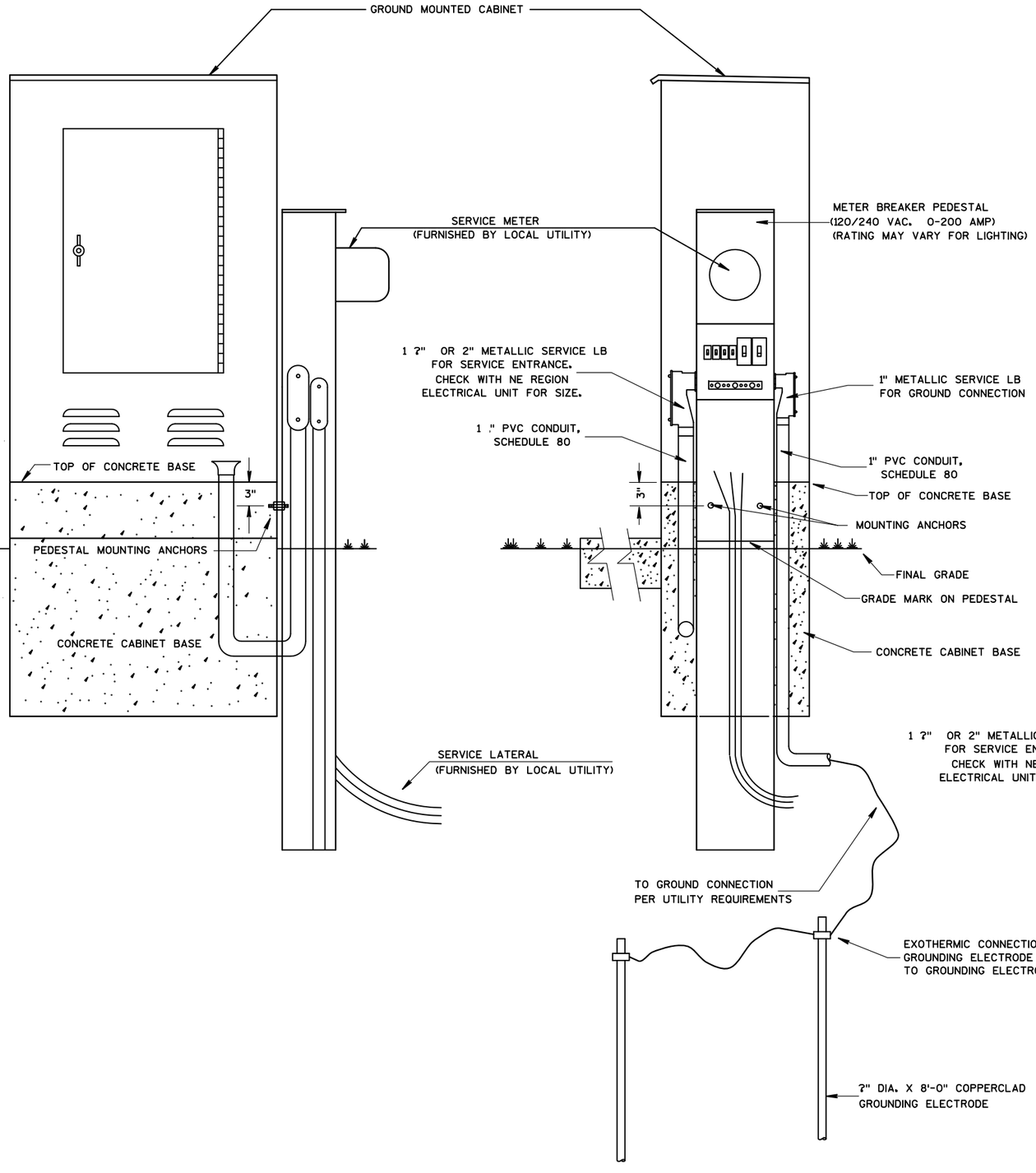
WHEN ANCHOR RODS USING THE ALTERNATE L BEND ARE FURNISHED FOR THE TYPE 10 BASE, THE 4" L BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH.

THE "L" BEND SHALL NOT BE THREADED.

STRAIGHT ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD.

FOUR (4) ANCHOR RODS, 1" DIA. X 3'-6"
ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 AND 641.2.2 OF THE STANDARD SPECIFICATIONS AND IN ACCORDANCE WITH A-449, OR ASTM. A-687 (GRADE 105).

PROJECT NO: 4430-15-00	HWY: STH 57	COUNTY: DOOR	CONSTRUCTION DETAIL - LIGHTING CABINET BASE, TYPE 10 NER	SHEET 58	E



GENERAL NOTES

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

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

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

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

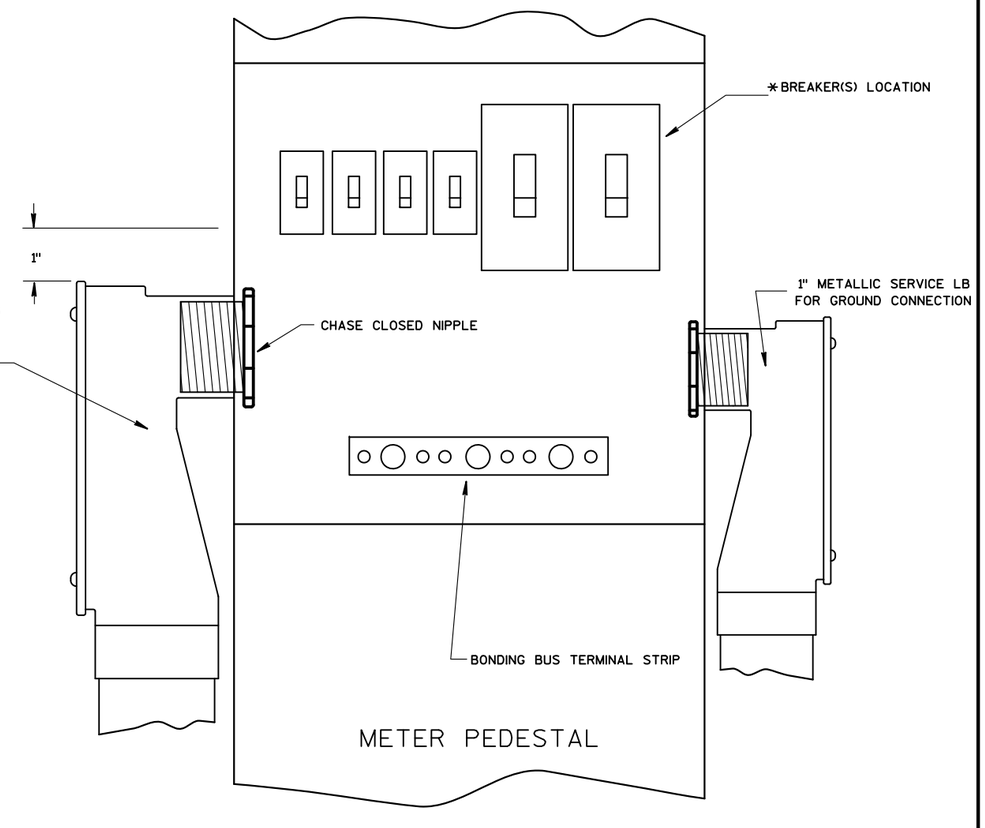
WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT OR SCHEDULE 80 PVC, NIPPLES AND/OR CONDULETS AS REQUIRED. CONDUIT LB SHALL BE OF METALLIC SERVICE ENTRANCE TYPE.

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

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

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.



PROJECT NO: 4430-15-00	HWY: STH 57	COUNTY: DOOR	CONSTRUCTION DETAIL- NER METER PEDESTAL INSTALLATION	SHEET 59	E

2

NOTES:

1) THERE ARE NO TRAFFIC CONTROL SHEETS FOR THIS STAGE AS STANDARD DETAIL DRAWINGS WILL ONLY BE USED.

2) FOR CLOSURES ALONG MAINLINE AND SIDE ROADS, REFER TO STANDARD DETAIL DRAWINGS FOR APPROPRIATE SIGNING AND TRAFFIC CONTROL DEVICES.

3) MAINTAIN A 3' AGGREGATE SHOULDER WITH A MINIMUM OF 3:1 SLOPES WHEN ROADWAY FULLY OPENS ON WEEKENDS.

TRAFFIC

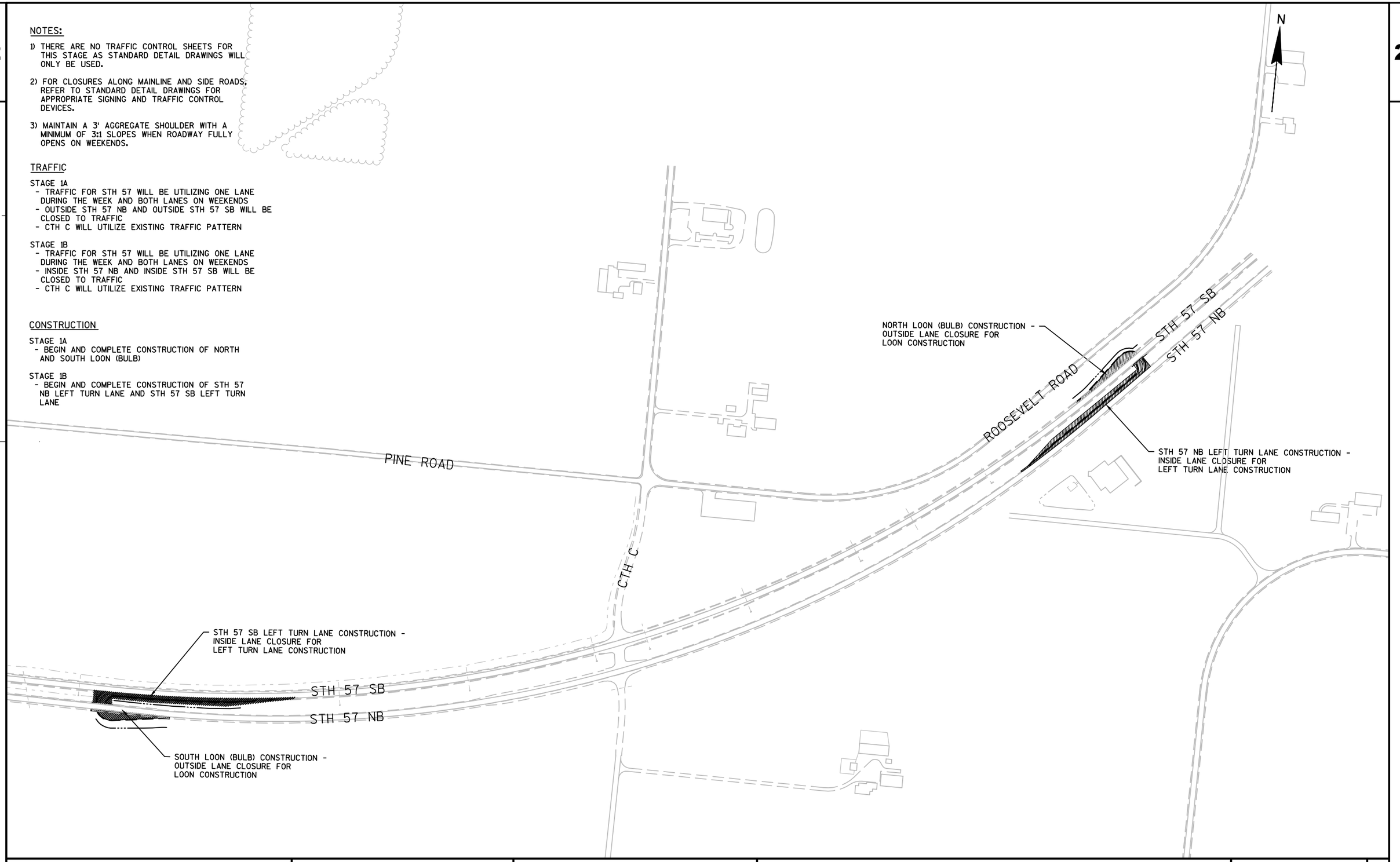
STAGE 1A
- TRAFFIC FOR STH 57 WILL BE UTILIZING ONE LANE DURING THE WEEK AND BOTH LANES ON WEEKENDS
- OUTSIDE STH 57 NB AND OUTSIDE STH 57 SB WILL BE CLOSED TO TRAFFIC
- CTH C WILL UTILIZE EXISTING TRAFFIC PATTERN

STAGE 1B
- TRAFFIC FOR STH 57 WILL BE UTILIZING ONE LANE DURING THE WEEK AND BOTH LANES ON WEEKENDS
- INSIDE STH 57 NB AND INSIDE STH 57 SB WILL BE CLOSED TO TRAFFIC
- CTH C WILL UTILIZE EXISTING TRAFFIC PATTERN

CONSTRUCTION

STAGE 1A
- BEGIN AND COMPLETE CONSTRUCTION OF NORTH AND SOUTH LOON (BULB)

STAGE 1B
- BEGIN AND COMPLETE CONSTRUCTION OF STH 57 NB LEFT TURN LANE AND STH 57 SB LEFT TURN LANE



PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CONSTRUCTION STAGING PLAN - STAGE 1	SHEET 60 E

FILE NAME : K:\44301500\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 026001-S1
PLOT DATE : 2/1/2015 11:22 AM PLOT BY : NICHOLAS SPITZER PLOT NAME : PLOT SCALE : 1 IN:400 FT
WISDOT/CADDS SHEET 42

2

NOTES:

1) THERE ARE NO TRAFFIC CONTROL SHEETS FOR THIS STAGE AS STANDARD DETAIL DRAWINGS WILL ONLY BE USED.

2) FOR CLOSURES ALONG MAINLINE AND SIDE ROADS, REFER TO STANDARD DETAIL DRAWINGS FOR APPROPRIATE SIGNING AND TRAFFIC CONTROL DEVICES.

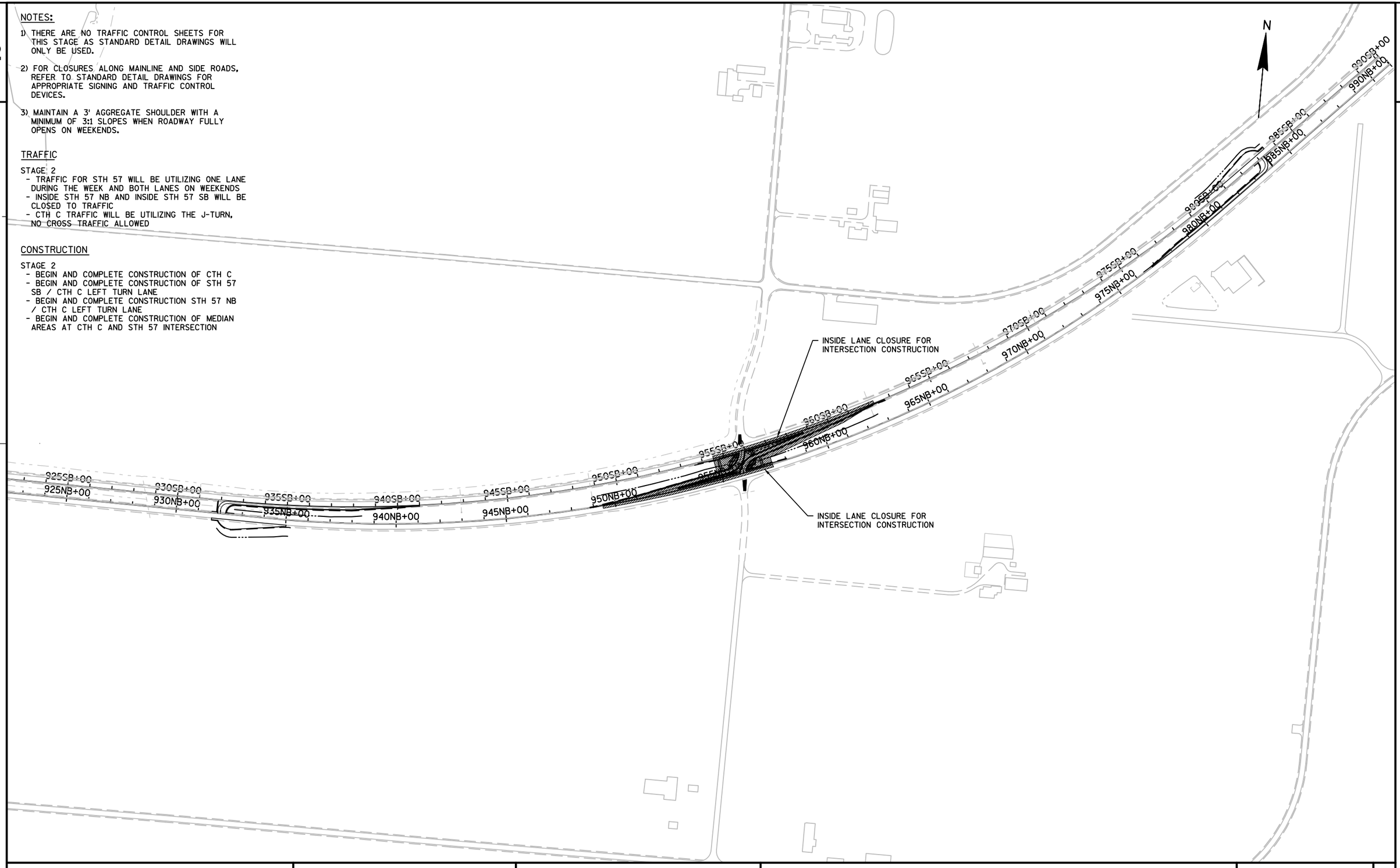
3) MAINTAIN A 3' AGGREGATE SHOULDER WITH A MINIMUM OF 3:1 SLOPES WHEN ROADWAY FULLY OPENS ON WEEKENDS.

TRAFFIC

STAGE 2
- TRAFFIC FOR STH 57 WILL BE UTILIZING ONE LANE DURING THE WEEK AND BOTH LANES ON WEEKENDS
- INSIDE STH 57 NB AND INSIDE STH 57 SB WILL BE CLOSED TO TRAFFIC
- CTH C TRAFFIC WILL BE UTILIZING THE J-TURN, NO CROSS TRAFFIC ALLOWED

CONSTRUCTION

STAGE 2
- BEGIN AND COMPLETE CONSTRUCTION OF CTH C
- BEGIN AND COMPLETE CONSTRUCTION OF STH 57 SB / CTH C LEFT TURN LANE
- BEGIN AND COMPLETE CONSTRUCTION STH 57 NB / CTH C LEFT TURN LANE
- BEGIN AND COMPLETE CONSTRUCTION OF MEDIAN AREAS AT CTH C AND STH 57 INTERSECTION



PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CONSTRUCTION STAGING PLAN - STAGE 2	SHEET 61	E

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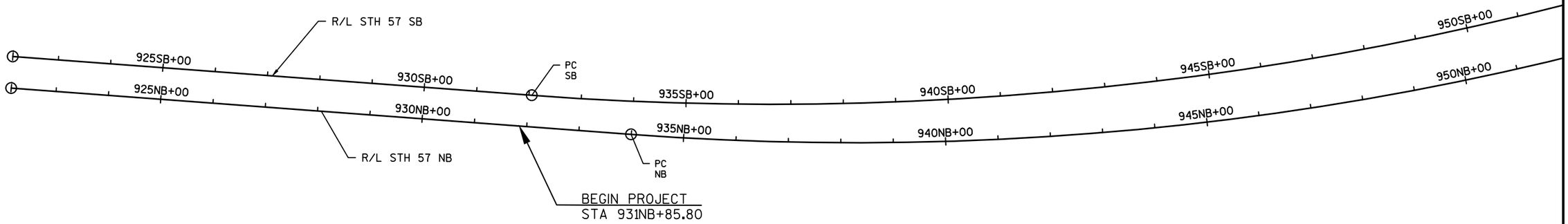
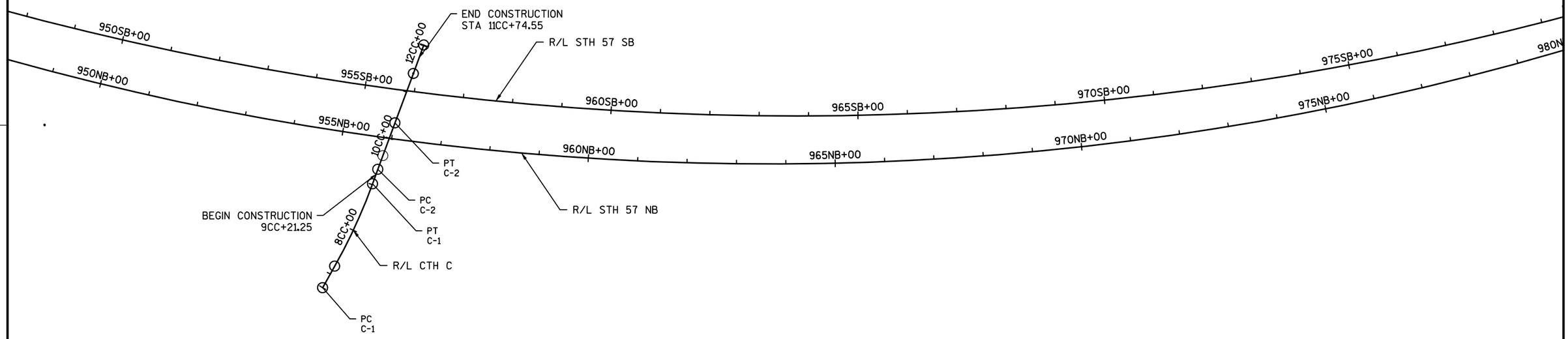


Curve: NB
PC= 933+99.70
X= 428237.6858
Y= 115423.2706
PI= 958+70.24
X= 428304.1078
Y= 121152.4656
PT= 980+64.74
X= 432424.4550
Y= 117171.1560
R= 5729.580
DELTA= 46°39'1.44"
D= 1°0'0"
L= 4665.042
T= 2470.535

Curve: SB
PC= 932+05.47
X= 428043.6094
Y= 115485.7162
PI= 958+45.29
X= 428115.1251
Y= 121605.2983
PT= 981+89.98
X= 432517.1617
Y= 117353.6546
R= 6120.000
DELTA= 46°39'18.72"
D= 0°56'10.32"
L= 4984.503
T= 2639.817

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	ALIGNMENT PLAN	SHEET 62	E

2



Curve: NB
PC= 933+99.70
X= 428237.6858
Y= 115423.2706
PI= 958+70.24
X= 428304.1078
Y= 121152.4656
PT= 980+64.74
X= 432424.4550
Y= 117171.1560
R= 5729.580
DELTA= 46°39'1.44"
D= 1°0'0"
L= 4665.042
T= 2470.535

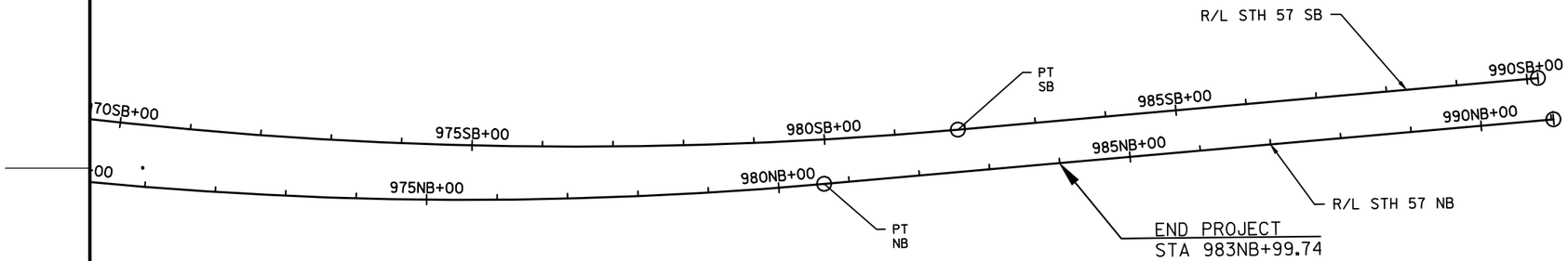
Curve: SB
PC= 932+05.47
X= 428043.6094
Y= 115485.7162
PI= 958+45.29
X= 428115.1251
Y= 121605.2983
PT= 981+89.98
X= 432517.1617
Y= 117353.6546
R= 6120.000
DELTA= 46°39'18.72"
D= 0°56'10.32"
L= 4984.503
T= 2639.817

Curve: C-1
PC= 7+18.20
X= 430413.0193
Y= 115533.8147
PI= 8+10.28
X= 429276.3402
Y= 115539.9368
PT= 9+01.70
X= 430399.1824
Y= 115716.8613
R= 1136.696
DELTA= 9°15'46.8"
D= 5°2'26.16"
L=183.769
T= 92.085

Curve: C-2
PC= 9+33.08
X= 430394.3396
Y= 115747.5961
PI= 9+83.22
X= 445938.8668
Y= 118196.9224
PT= 10+33.35
X= 430379.0481
Y= 115846.6951
R= 15736.312
DELTA= 0°21'54.36"
D= 0°21'50.76"
L= 100.272
T= 50.136

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	ALIGNMENT PLAN	SHEET 63	E

2



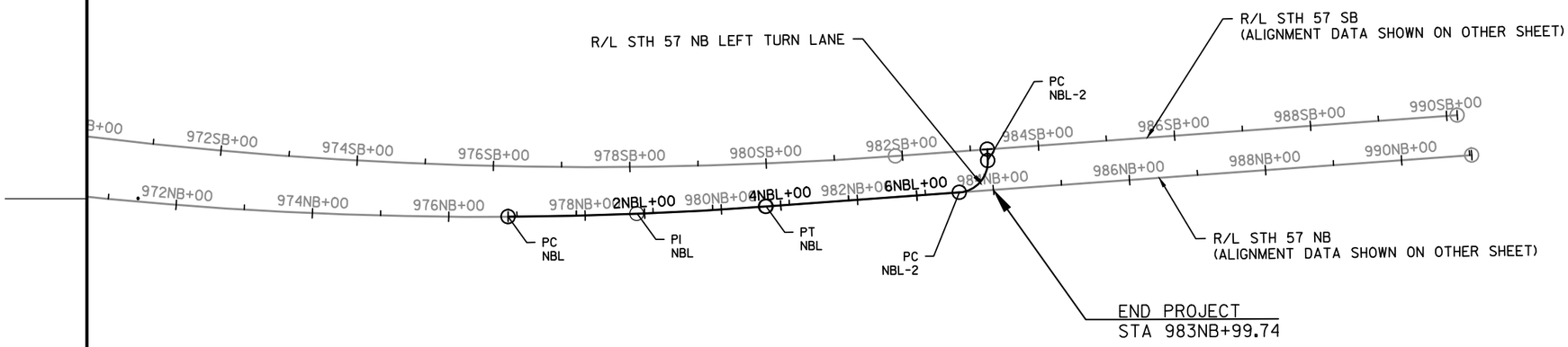
Curve: NB
PC= 933+99.70
X= 428237.6858
Y= 115423.2706
PI= 958+70.24
X= 428304.1078
Y= 121152.4656
PT= 980+64.74
X= 432424.4550
Y= 117171.1560
R= 5729.580
DELTA= 46°39'1.44"
D= 1°0'0"
L= 4665.042
T= 2470.535

Curve: SB
PC= 932+05.47
X= 428043.6094
Y= 115485.7162
PI= 958+45.29
X= 428115.1251
Y= 121605.2983
PT= 981+89.98
X= 432517.1617
Y= 117353.6546
R= 6120.000
DELTA= 46°39'18.72"
D= 0°56'10.32"
L= 4984.503
T= 2639.817

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	ALIGNMENT PLAN	SHEET 64	E

2

N

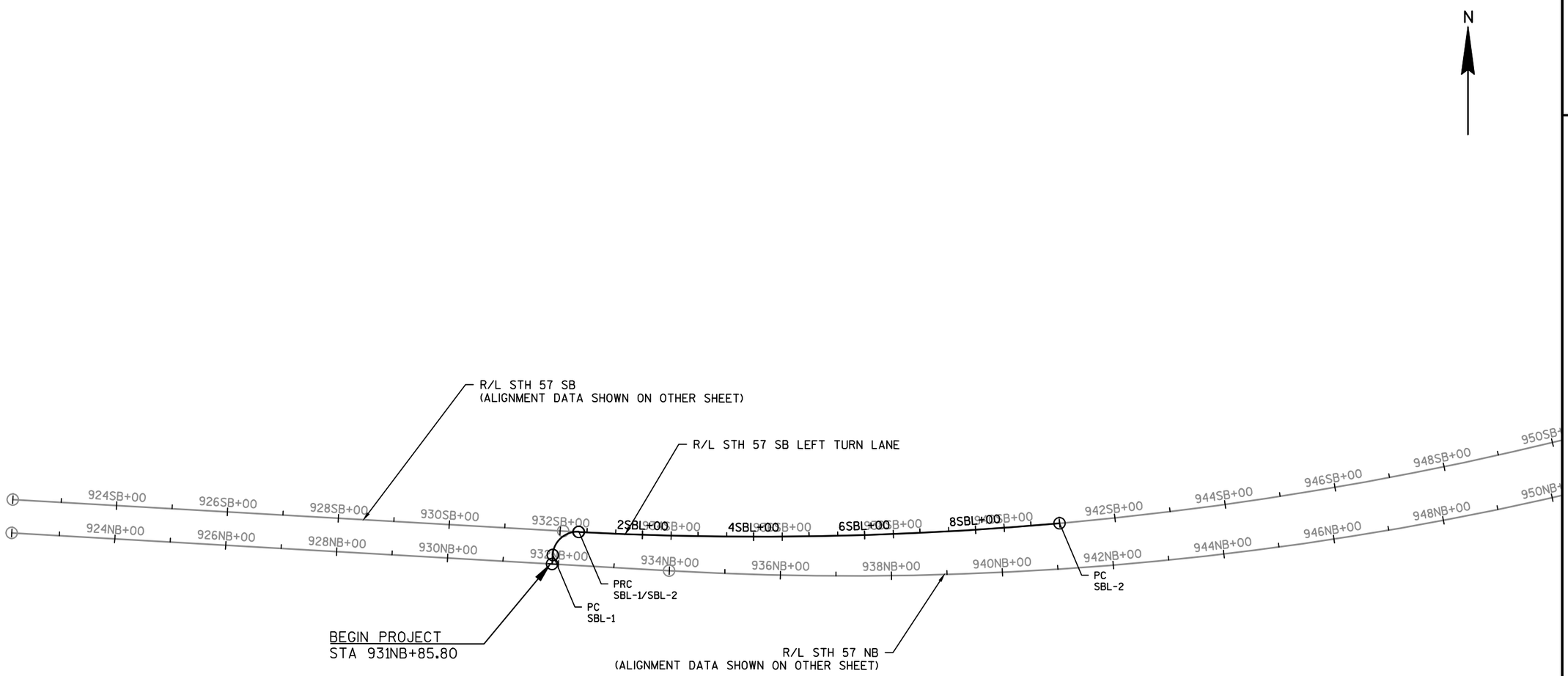


Curve: NBL-1
PC= 0+00.00
X= 432153.3969
Y= 116908.5351
PI= 1+88.81
X= 428304.2133
Y= 121152.5748
PT= 3+77.48
X= 432424.4550
Y= 117171.1560
R= 5729.580
DELTA= 3°46'29.28"
D= 1°0'00"
L= 377.483
T= 188.810

Curve: NBL-2
PC= 6+62.69
X= 432622.5995
Y= 117376.2936
PI= 7+06.39
X= 432590.2291
Y= 117407.5531
PT= 7+32.05
X= 432622.4256
Y= 117438.9917
R= 45.000
DELTA= 88°19'2.28"
D= 127°19'26.40"
L= 69.364
T= 43.697

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	ALIGNMENT PLAN	SHEET 65	E

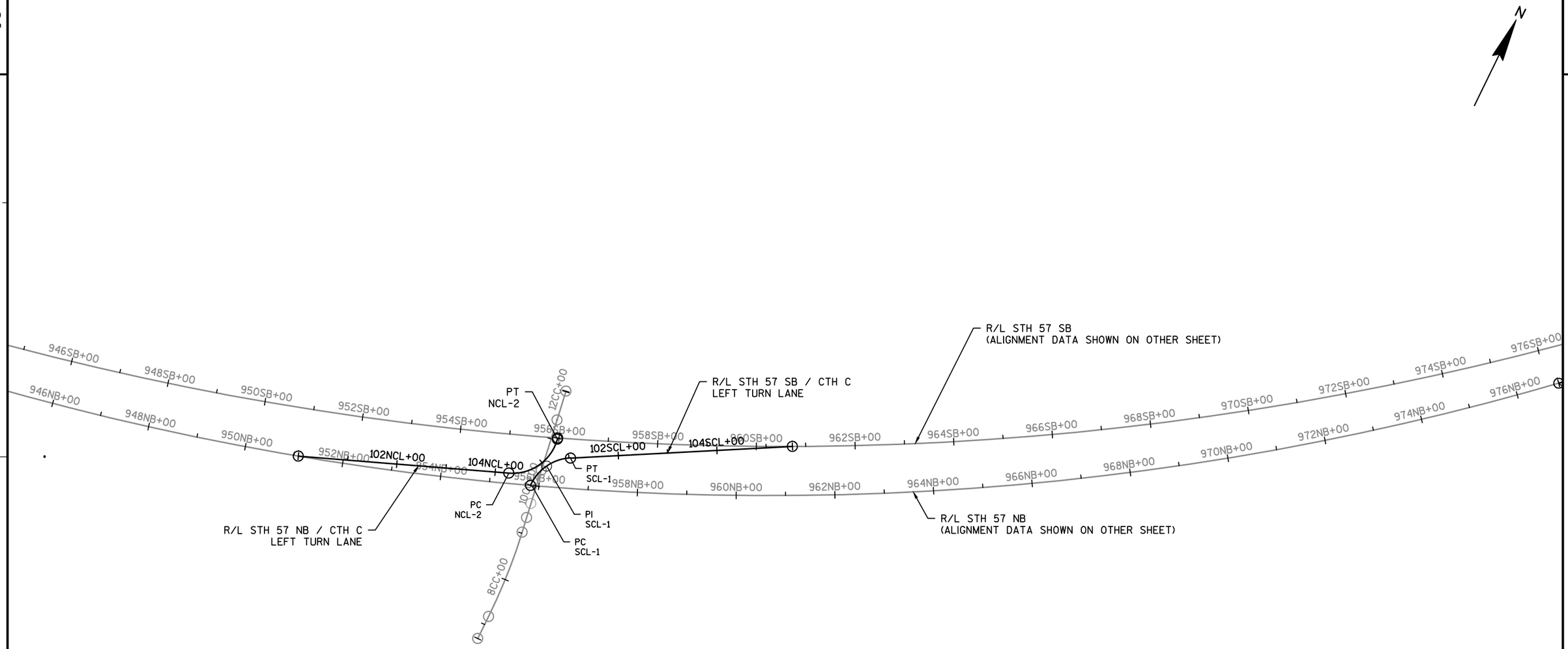
2



Curve: SBL-1
PC= 0+16.17
X= 428026.8821
Y= 115441.8960
PI= 0+60.12
X= 428071.8609
Y= 115440.5136
PRC= 0+85.79
X= 428072.1799
Y= 115485.5125
R= 45.000
DELTA= 88°38'44.88"
D= 127°19'26.4"
L= 69.622
T= 43.949

Curve: SBL-2
PRC= 0+85.79
X= 428072.1799
Y= 115485.5125
PI= 5+19.49
X= 428115.5715
Y= 121605.3587
PT= 9+51.75
X= 428935.6572
Y= 115540.5537
R= 6120.000
DELTA= 8°6'25.56"
D= 0°56'10.32"
L= 865.952
T= 433.700

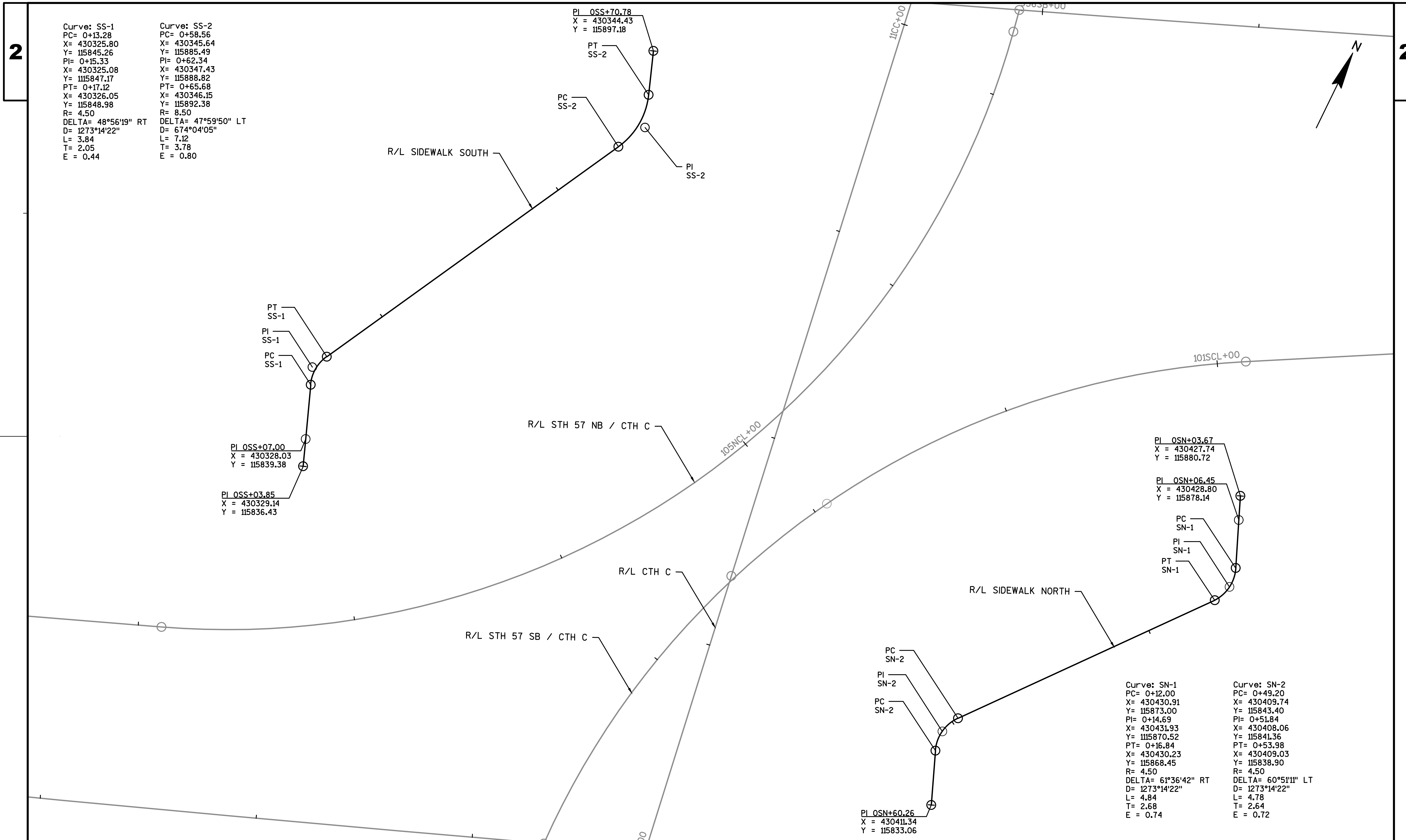
2



Curve: NCL
PC= 104+27.70
X= 430322.5981
Y= 115812.6171
PI= 105+05.43
X= 430288.3391
Y= 115900.1518
PT= 105+57.59
X= 430380.7506
Y= 115917.3593
R= 94.00
DELTA= 79°10'25.68"
D= 60°57'10.80"
L= 129.893
T= 77.727

Curve: SCL
PC= 100+00.00
X= 430373.1483
Y= 115809.4717
PI= 100+57.56
X= 430467.0928
Y= 115812.7007
PT= 101+03.30
X= 430421.5142
Y= 115894.9113
R= 94.000
DELTA= 62°57'50.4
D= 60°57'10.80"
L= 103.299
T= 57.563

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	ALIGNMENT PLAN	SHEET 67	E


2
Curve: SS-1
PC= 0+13.28
X= 430325.80
Y= 115845.26
PI= 0+15.33
X= 430325.08
Y= 1115847.17
PT= 0+17.12
X= 430326.05
Y= 115848.98
R= 4.50
DELTA= 48°56'19" RT
D= 1273°14'22"
L= 3.84
T= 2.05
E = 0.44
Curve: SS-2
PC= 0+58.56
X= 430345.64
Y= 115885.49
PI= 0+62.34
X= 430347.43
Y= 115888.82
PT= 0+65.68
X= 430346.15
Y= 115892.38
R= 8.50
DELTA= 47°59'50" LT
D= 674°04'05"
L= 7.12
T= 3.78
E = 0.80
PI 0SS+70.78
X = 430344.43
Y = 115897.18
PT SS-2
PC SS-2
PI SS-2
R/L SIDEWALK SOUTH
11CC+00
N
PT SS-1
PI SS-1
PC SS-1
PI 0SS+07.00
X = 430328.03
Y = 115839.38
PI 0SS+03.85
X = 430329.14
Y = 115836.43
R/L STH 57 NB / CTH C
105NCL+00
101SCL+00
PI 0SN+03.67
X = 430427.74
Y = 115880.72
PI 0SN+06.45
X = 430428.80
Y = 115878.14
PC SN-1
PI SN-1
PT SN-1
R/L CTH C
R/L SIDEWALK NORTH
R/L STH 57 SB / CTH C
PC SN-2
PI SN-2
PC SN-2
Curve: SN-1
PC= 0+12.00
X= 430430.91
Y= 115873.00
PI= 0+14.69
X= 430431.93
Y= 1115870.52
PT= 0+16.84
X= 430430.23
Y= 115868.45
R= 4.50
DELTA= 61°36'42" RT
D= 1273°14'22"
L= 4.84
T= 2.68
E = 0.74
Curve: SN-2
PC= 0+49.20
X= 430409.74
Y= 115843.40
PI= 0+51.84
X= 430408.06
Y= 115841.36
PT= 0+53.98
X= 430409.03
Y= 115838.90
R= 4.50
DELTA= 60°51'11" LT
D= 1273°14'22"
L= 4.78
T= 2.64
E = 0.72
PI 0SN+60.26
X = 430411.34
Y = 115833.06

PROJECT NO:4430-15-71	HWY:STH 57	COUNTY:DOOR	ALIGNMENT PLAN	SHEET 68	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\027203_AD.DWG
LAYOUT NAME - STH 57-CTH C INTERSECTION ALIGNMENT PLAN
PLOT DATE : 3/5/2015 3:13 PM
PLOT BY : SPITZER, NICHOLAS J PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

DATE 20MAY15 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	1009-32-74 QUANTITY	4430-15-71 QUANTITY
0010	204.0100	Removing Pavement	SY	2,704.000		2,704.000
0020	204.0150	Removing Curb & Gutter	LF	278.000		278.000
0030	204.0170	Removing Fence	LF	274.000		274.000
0040	204.0220	Removing Inlets	EACH	1.000		1.000
0050	205.0100	Excavation Common	CY	3,813.000		3,813.000
0060	208.0100	Borrow	CY	4,305.000		4,305.000
0070	209.0100	Backfill Granular	CY	13.000		13.000
0080	213.0100	Finishing Roadway (project) 02. 4430-15-71	EACH	1.000		1.000
0090	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,013.000		1,013.000
0100	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	6,720.000	50.000	6,670.000
0110	311.0110	Breaker Run	TON	3,000.000	100.000	2,900.000
0120	455.0105	Asphaltic Material PG58-28	TON	111.000		111.000
0130	455.0605	Tack Coat	GAL	434.000		434.000
0140	460.1101	HMA Pavement Type E-1	TON	2,021.000		2,021.000
0150	460.2000	Incentive Density HMA Pavement	DOL	1,294.000		1,294.000
0160	460.4000	HMA Cold Weather Paving	TON	1,185.000		1,185.000
0170	465.0315	Asphaltic Flumes	SY	52.000		52.000
0180	465.0400	Asphaltic Shoulder Rumble Strips	LF	3,086.000		3,086.000
0190	520.8000	Concrete Collars for Pipe	EACH	2.000		2.000
0200	522.0124	Culvert Pipe Reinforced Concrete Class III 24-Inch	LF	83.000		83.000
0210	522.1015	Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	EACH	2.000		2.000
0220	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	2.000		2.000
0230	601.0553	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type D	LF	1,773.000		1,773.000
0240	601.0600	Concrete Curb Pedestrian	LF	329.000		329.000
0250	602.0415	Concrete Sidewalk 6-Inch	SF	13,183.000		13,183.000
0260	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	112.000		112.000
0270	606.0200	Riprap Medium	CY	12.000		12.000
0280	606.0300	Riprap Heavy	CY	5.000	5.000	
0290	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	427.000		427.000
0300	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	14.000		14.000
0310	611.0627	Inlet Covers Type HM	EACH	9.000		9.000
0320	611.0642	Inlet Covers Type MS	EACH	1.000		1.000
0330	611.0654	Inlet Covers Type V	EACH	2.000		2.000
0340	611.2004	Manholes 4-FT Diameter	EACH	2.000		2.000
0350	611.3004	Inlets 4-FT Diameter	EACH	9.000		9.000
0360	611.3901	Inlets Median 1 Grate	EACH	1.000		1.000
0370	616.0100	Fence Woven Wire (height) 01. 5-FT	LF	274.000		274.000
0380	618.0100	Maintenance And Repair of Haul Roads (project) 02. 4430-15-71	EACH	1.000		1.000
0390	619.1000	Mobilization	EACH	1.000	0.015	0.985
0400	620.0300	Concrete Median Sloped Nose	SF	65.000		65.000
0410	624.0100	Water	MGAL	91.000		91.000
0420	625.0500	Salvaged Topsoil	SY	13,403.000		13,403.000
0430	628.1104	Erosion Bales	EACH	270.000	30.000	240.000
0440	628.1504	Silt Fence	LF	800.000	300.000	500.000
0450	628.1520	Silt Fence Maintenance	LF	700.000	200.000	500.000
0460	628.1905	Mobilizations Erosion Control	EACH	4.000	1.000	3.000

3

DATE 20MAY15 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	1009-32-74 QUANTITY	4430-15-71 QUANTITY
0470	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	1.000	3.000
0480	628.2002	Erosion Mat Class I Type A	SY	13,403.000		13,403.000
0490	628.6005	Turbidity Barriers	SY	30.000	30.000	
0500	628.7005	Inlet Protection Type A	EACH	23.000		23.000
0510	628.7010	Inlet Protection Type B	EACH	10.000		10.000
0520	628.7020	Inlet Protection Type D	EACH	3.000		3.000
0530	628.7560	Tracking Pads	EACH	4.000		4.000
0540	628.7570	Rock Bags	EACH	30.000		30.000
0550	629.0210	Fertilizer Type B	CWT	9.000		9.000
0560	630.0120	Seeding Mixture No. 20	LB	362.000		362.000
0570	630.0160	Seeding Mixture No. 60	LB	150.000	150.000	
0580	630.0200	Seeding Temporary	LB	362.000		362.000
0590	633.5200	Markers Culvert End	EACH	4.000		4.000
0600	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	6.000		6.000
0610	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	11.000		11.000
0620	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	29.000		29.000
0630	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	32.000		32.000
0640	637.2210	Signs Type II Reflective H	SF	1,118.590		1,118.590
0650	637.2230	Signs Type II Reflective F	SF	32.000		32.000
0660	638.2602	Removing Signs Type II	EACH	34.000		34.000
0670	638.3000	Removing Small Sign Supports	EACH	37.000		37.000
0680	642.5401	Field Office Type D	EACH	1.000		1.000
0690	643.0100	Traffic Control (project) 02. 4430-15-71	EACH	1.000		1.000
0700	643.0300	Traffic Control Drums	DAY	8,970.000		8,970.000
0710	643.0420	Traffic Control Barricades Type III	DAY	362.000		362.000
0720	643.0705	Traffic Control Warning Lights Type A	DAY	725.000		725.000
0730	643.0715	Traffic Control Warning Lights Type C	DAY	1,597.000		1,597.000
0740	643.0800	Traffic Control Arrow Boards	DAY	179.000		179.000
0750	643.0900	Traffic Control Signs	DAY	2,070.000		2,070.000
0760	643.0920	Traffic Control Covering Signs Type II	EACH	4.000		4.000
0770	643.1050	Traffic Control Signs PCMS	DAY	32.000		32.000
0780	645.0120	Geotextile Fabric Type HR	SY	73.000	50.000	23.000
0790	646.0106	Pavement Marking Epoxy 4-Inch	LF	5,849.000		5,849.000
0800	646.0126	Pavement Marking Epoxy 8-Inch	LF	215.000		215.000
0810	646.0600	Removing Pavement Markings	LF	4,520.000		4,520.000
0820	646.0883.S	Pavement Marking Grooved Wet Reflective Tape 8-Inch	LF	3,204.000		3,204.000
0830	649.0400	Temporary Pavement Marking Removable Tape 4-Inch	LF	15,975.000		15,975.000
0840	650.4000	Construction Staking Storm Sewer	EACH	13.000		13.000
0850	650.4500	Construction Staking Subgrade	LF	3,844.000		3,844.000
0860	650.5000	Construction Staking Base	LF	3,844.000		3,844.000
0870	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	835.000		835.000
0880	650.6000	Construction Staking Pipe Culverts	EACH	1.000		1.000
0890	650.9910	Construction Staking Supplemental Control (project) 02. 4430-15-71	LS	1.000		1.000
0900	650.9920	Construction Staking Slope Stakes	LF	3,844.000		3,844.000
0910	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	4,950.000		4,950.000
0920	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	20.000		20.000
0930	652.0615	Conduit Special 3-Inch	LF	680.000		680.000
0940	653.0140	Pull Boxes Steel 24x42-Inch	EACH	23.000		23.000
0950	654.0105	Concrete Bases Type 5	EACH	8.000		8.000

3

DATE 20MAY15 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	1009-32-74 QUANTITY	4430-15-71 QUANTITY
0960	654.0220	Concrete Control Cabinet Bases Type 10	EACH	1.000		1.000
0970	655.0610	Electrical Wire Lighting 12 AWG	LF	1,200.000		1,200.000
0980	655.0615	Electrical Wire Lighting 10 AWG	LF	21,420.000		21,420.000
0990	656.0200	Electrical Service Meter Breaker Pedestal (location) 02. 4430-15-71	LS	1.000		1.000
1000	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	8.000		8.000
1010	657.0322	Poles Type 5-Aluminum	EACH	8.000		8.000
1020	657.0710	Luminaire Arms Truss Type 4 1/2-Inch Clamp 12-FT	EACH	10.000		10.000
1030	659.1115	Luminaires Utility LED A	EACH	10.000		10.000
1040	690.0150	Sawing Asphalt	LF	226.000		226.000
1050	690.0250	Sawing Concrete	LF	1,741.000		1,741.000
1060	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,200.000		1,200.000
1070	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	600.000		600.000
1080	SPV.0165	Special 01. Weir Expansion	SF	120.000	120.000	

3

BASE AGGREGATE ITEMS

ROADWAY	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	311.0110 BREAKER RUN TON
STAGE 2		
MITIGATION SITE	50	100
STAGE 2 TOTAL	50	100
PROJECT 1009-32-74 TOTAL	50	100

RIPRAP

ROADWAY	606.0300 RIPRAP HEAVY CY	645.0120 GEOTEXTILE FABRIC TYPE HR SY
STAGE 2		
MITIGATION SITE	5	50
STAGE 2 SUBTOTALS	5	50
PROJECT 1009-32-74 TOTAL	5	50

3

FINISHING MATERIALS AND EROSION CONTROL

ROADWAY	628.1104 EROSION BALES EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.6005 TURBIDITY BARRIERS SY	630.0160 SEEDING MIXTURE NO. 60 LB
STAGE 2							
MITIGATION SITE	30	300	200	1	1	30	150
STAGE 2 SUBTOTAL	30	300	200	1	1	30	150
PROJECT 1009-32-74 TOTAL	30	300	200	1	1	30	150

WEIR EXPANSION

ROADWAY	SPV.0165.01 SF
MITIGATION SITE	120
PROJECT 1009-32-74 TOTAL	120

3

REMOVING PAVEMENT

ROADWAY	STATION	204.0100 REMOVING PAVEMENT SY
STAGE 2		
STH 57 / CTH C INTERSECTION	950NB+43 - 962NB+68	2,584
CTH C	9CC+21 - 9CC+67	66
	11CC+36 - 11CC+75	54
STAGE 2 SUBTOTAL		2,704
PROJECT 4430-15-71 TOTAL		2,704

REMOVING DRAINAGE ITEMS

ROADWAY	STATION	OFFSET	204.0220 REMOVING INLETS EACH
STAGE 2			
STH 57 SB	957SB+15	55.0' RT	1
STAGE 2 SUBTOTAL			1
PROJECT 4430-15-71 TOTAL			1

BACKFILL GRANULAR

ROADWAY	STATION	OFFSET	209.0100 BACKFILL GRANULAR CY	COMMENTS
STAGE 1				
STH 57 NB LEFT TURN LANE	982SB+57 - 983SB+45	RT	13	24" CULVERT PIPE
STAGE 1 SUBTOTAL			13	
PROJECT 4430-15-71 TOTAL			13	

REMOVING CURB AND GUTTER

ROADWAY	STATION	OFFSET	204.0150 LF
STAGE 2			
CTH C	10CC+00 - 10CC+72	LT	140
	10CC+31 - 11CC+02	RT	138
STAGE 2 SUBTOTAL			278
PROJECT 4430-15-71 TOTAL			278

REMOVING FENCE

ROADWAY	STATION	204.0170 REMOVING FENCE LF
STAGE 1		
STH 57 SB	980SB+60 - 983SB+34	274
STAGE 1 SUBTOTAL		274
PROJECT 4430-15-71 TOTAL		274

FINISHING ROADWAY (PROJECT 4430-15-71)

ROADWAY	213.0100 FINISHING ROADWAY 4430-15-71 EACH
PROJECT 4430-15-71	1
PROJECT 4430-15-71 TOTAL	1

Division	From/To Station	Location	Excavation Common (CY) (1) 205.0100		Structure Excavation (CY) (6)	Excavation Marsh (CY) (7) 205.0400	Unexpanded Fill (CY)	Expanded Fill (CY)	Borrow (CY) (4) 208.0100	Mass Ordinate +/- (5)	Comment:
			Cut (CY) (2)	EBS (CY) (3)				1.20			
1	931NB+76 - 935NB+13	STH 57 NB LOON	293	0	0	0	1,126	1,351	1,351	-1,058	
	0NBL+03 - 7NBL+38	STH 57 NB LEFT TURN LANE	378	0	0	0	251	301	301	77	
	979SB+66 - 983SB+46	STH 57 SB LOON	757	0	0	0	430	516	516	241	
	0SBL+01 - 9SBL+50	STH 57 SB LEFT TURN LANE	687	0	0	0	683	820	820	-132	
Project 4430-15-71 - Division 1 Subtotal			2,115	0	0	0	2,490	2,987	2,987	-872	
Project 4430-15-71 - Division 1 Total			2,115		0	0			2,987		
2	948NB+85 - 958NB+04	STH 57 NB CURB	795	0	0	0	17	21	21	774	
	953SB+63 - 962SB+74	STH 57 SB CURB	521	0	0	0	580	697	697	-175	
	101NCL+90 - 105NCL+40	STH 57 NB / CTH C LEFT TURN LANE	152	0	0	0	146	175	175	-23	
	100SCL+28 - 103SCL+49	STH 57 SB / CTH C LEFT TURN LANE	162	0	0	0	334	401	401	-239	
	9CC+27 - 11CC+70	CTH C	24	0	0	0	0	0	0	24	
	0SN+08 - 0SN+56	SIDEWALK NORTH	32	0	0	0	0	0	0	32	
	0SS+08 - 0SS+69	SIDEWALK SOUTH	11	0	0	0	20	24	24	-13	
Project 4430-15-71 - Division 2 Subtotal			1,698	0	0	0	1,098	1,318	1,318	380	
Project 4430-15-71 - Division 2 Total			1,698		0	0			1,318		
Project 4430-15-71 Totals			**3,813**		**0**				**4,305**	**-492**	

1) Excavation Common = Cut + EBS Excavation. Item number 205.0100.
2) Cut volume includes concrete and asphaltic surface material.
3) EBS Excavation to be backfilled with roadway embankment unless otherwise noted in plans.
4) Borrow = (Fill + EBS Excavation)
5) The Mass Ordinate is calculated by division. A positive quantity indicates an excess of material within the Division and a negative quantity indicates a shortage of material within the Division. Structure Excavation is not included.
   Mass Ordinate = Cut - Fill. The Mass Ordinate is for information purposes only as Common Excavation and Roadway Embankment are not balanced for quantity purposes and does not guarantee the quality of Common Excavation, and if it can be reused onsite. All EBS material is assumed to be wasted offsite.
6) Structure Excavation limits for Retaining Wall construction are shown in the cross sections and are assumed to be 70% of the retaining wall height. This is for informational purposes only, and will vary depending on shop drawing design.
7) Excavation Marsh limits as identified in the cross sections. All marsh material assumed to be wasted offsite. See marsh excavation and trench detail for fill requirements.
8) The estimated area outside the 1:1 fill slopes where excavated EBS or excess topsoil material is placed.
9) Expanded Fill. Factor = 1.20

3

BASE AGGREGATE ITEMS

ROADWAY	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
STAGE 1				
STH 57 NB LEFT TURN LANE	79	880	--	11
STH 57 SB LEFT TURN LANE	101	1,007	--	13
STH 57 NORTH LOON	56	514	--	7
STH 57 SOUTH LOON	53	680	--	8
STAGE 1 TOTAL	288	3,081	--	39
STAGE 2				
STH 57 NB / CTH C TURN LANE	270	1,318	--	19
STH 57 SB / CTH C TURN LANE	324	1,252	--	19
STH 57 NB CURB	13	159	--	2
STH 57 SB CURB	15	173	--	3
CTH C	7	81	--	1
STAGE 2 TOTAL	629	2,983	--	44
UNDISTRIBUTED	96	606	2,900	8
PROJECT 4430-15-71 TOTAL	1,013	6,670	2,900	91

* BREAKER RUN QUANTITIES SHOWN IN CASE NEEDED FOR CONSTRUCTION PURPOSES

FILE NAME: I:\56537\1517-75-72\t1\cds\030201_mq_ss.ppt PLOT DATE : 3/12/2015 12:46:23 PM PLOT BY : WisDOT PLOT NAME : PLOT SCALE : 1:1

ASPHALT ITEMS

ROADWAY	455.0105 ASPHALTIC MATERIAL PG 58-28 TON	455.0605 TACK COAT GAL	460.1101 HMA PAVEMENT TYPE E-1 TON	460.4000 HMA COLD WEATHER PAVING TON	465.0315 ASPHALTIC FLUMES SY	465.0400 ASPHALTIC SURFACE RUMBLE STRIPS LF
STAGE 1						
STH 57 NB LEFT TURN LANE	18	70	325	81	--	698
STH 57 SB LEFT TURN LANE	20	77	357	89	--	902
STH 57 NORTH LOON	9	37	172	43	--	216
STH 57 SOUTH LOON	14	56	261	65	--	215
STAGE 1 SUBTOTAL	61	240	1,115	279	--	2,031
STAGE 2						
STH 57 NB / CTH C TURN LANE	25	98	459	459	29	435
STH 57 SB / CTH C TURN LANE	24	93	433	433	23	620
CTH C	1	3	14	14	--	--
STAGE 2 SUBTOTAL	50	194	906	906	52	1,055
PROJECT 4430-15-71 TOTAL	111	434	2,021	1,185	52	3,086

CONCRETE ITEMS

ROADWAY	601.0553 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A LF	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0415 CONCRETE SIDEWALK 6-INCH SF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF
STAGE 2					
STH 57 NB / CTH C TURN LANE	483	159	56	5,646	26
STH 57 SB / CTH C TURN LANE	434	170	56	7,321	26
STH 57 NB	365	--	--	--	--
STH 57 SB	370	--	--	--	--
CTH C	121	--	--	216	13
STAGE 2 SUBTOTAL	1,773	329	112	13,183	65
PROJECT 4430-15-71 TOTAL	1,773	329	112	13,183	65

RIPRAP

ROADWAY	STATION	STRUCTURE	OFFSET	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE FABRIC TYPE HR SY
STAGE 1					
STH 57 NB LEFT TURN LANE	7NBL+22	CULVERT	22.1' RT	4	8
STAGE 1 SUBTOTALS				4	8
STAGE 2					
STH 57 NB / CTH C TURN LANE	101NCL+95	END1	46.8' LT	3	6
STH 57 SB / CTH C TURN LANE	102SCL+15	END2	39.1' LT	3	6
STAGE 2 SUBTOTALS				6	12
UNDISTRIBUTED				2	3
PROJECT 4430-15-71 TOTAL				12	23

GENERAL NOTES

1) STATIONS AND OFFSETS ARE TO THE CENTER OF STRUCTURES OR TO THE APRON END OF ENDWALLS UNLESS OTHERWISE NOTED.
2) RIM ELEVATIONS ARE GIVEN AT THE FLANGE LINE FOR INLET GRATES OR THE CENTER OF THE MANHOLE COVER FOR MANHOLES UNLESS OTHERWISE NOTED.
3) STRUCTURE DEPTH = RIM ELEVATION - INVERT
4) STRUCTURE CONSTRUCTED BY OTHERS WITH COVER PLATES LEFT IN PLACE. CONTRACTOR TO PROVIDE 0.5' ADJUSTING RINGS AND CASTING AS SPECIFIED
5) PROVIDE 0.5' ADJUSTING RINGS WHERE ONLY A NEW COVER IS CALLED FOR. INCIDENTAL TO COVER.

CULVERT PIPE ITEMS

	INLET END		DISCHARGE END				522.0124 CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH	633.5200* MARKERS CULVERT END
STATION	OFFSET	ELEVATION	STATION	OFFSET	ELEVATION	SLOPE	LF	EACH	EACH
6NBL+40	34.8' LT	754.21	7NBL+23	22.0' LT	753.63	0.71%	83	2	2
PROJECT 4330-15-71 TOTALS							83	2	2

* QUANTITIES SHOWN ELSEWHERE

MAINTENANCE AND REPAIR OF HAUL ROADS

	618.0100
	4430-15-71
ROADWAY	EACH
UNDISTRIBUTED	1
PROJECT 4430-15-71 TOTAL	1

STORM SEWER ITEMS

FROM STR	TO STR	INVERT ELEV FT	DISCH ELEV FT	SLOPE	608.0315 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH LF	608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH LF
STAGE 2						
100	101	742.75	742.53	0.85%	26	--
101	102	742.53	742.14	0.91%	43	--
102	CC1	742.14	741.48	1.05%	63	--
104	105	744.75	744.68	0.41%	17	--
105	102	744.68	744.38	0.65%	46	--
103	END1	743.02	742.76	0.52%	50	--
106	107	742.29	742.14	0.79%	19	--
107	110	742.14	742.07	0.41%	17	--
110	108	741.97	741.91	0.40%	15	--
108	109	741.91	741.32	0.65%	91	--
109	CC2	741.32	741.20	0.86%	--	14
111	END2	744.93	744.74	0.47%	40	--
PROJECT 4430-15-71 TOTAL					427	14

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STORM SEWER STRUCTURES

STRUCTURE NUMBER	STATION	OFFSET	FLANGE OR RIM ELEV	LOWEST INVERT	DEPTH	520.8000 CONCRETE COLLARS FOR PIPE CONCRETE EACH	522.1015 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH EACH	611.0654 INLET COVERS TYPE V EACH	611.0627 INLET COVERS TYPE HM EACH	611.0642 INLET COVERS TYPE MS EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	633.5200* MARKERS CULVERT END EACH
STAGE 2														
100	105NCL+48	0.9' RT	748.16	742.75	4.66	--	--	--	1	--	--	1	--	--
101	105NCL+38	23.5' LT	747.79	742.53	4.51	--	--	--	1	--	--	1	--	--
102	104NCL+76	39.6' LT	747.39	742.14	4.50	--	--	1	--	--	1	--	--	--
CC1	103NCL+91	39.4' LT	--	741.48	--	1	--	--	--	--	--	--	--	--
103	101NCL+94	6.7' RT	746.81	743.02	3.04	--	--	--	1	--	--	1	--	--
END1	101NCL+95	46.8' LT	--	742.76	--	--	1	--	--	--	--	--	--	1
104	104NCL+31	0.9' RT	748.31	744.75	2.81	--	--	--	1	--	--	1	--	--
105	104NCL+48	0.9' RT	748.39	744.68	2.96	--	--	--	1	--	--	1	--	--
106	101SCL+15	0.9' LT	747.63	742.29	4.59	--	--	--	1	--	--	1	--	--
107	100SCL+97	0.9' LT	747.64	742.14	4.75	--	--	--	1	--	--	1	--	--
108	100SCL+97	30.7' RT	747.19	741.91	4.53	--	--	1	--	--	1	--	--	--
109	101SCL+89	37.3' RT	744.64	741.91	1.81	--	--	--	--	1	--	--	1	--
110	100SCL+93	15.4' RT	747.34	742.07	4.35	--	--	--	1	--	--	1	--	--
111	102SCL+15	0.9' LT	748.26	744.93	2.41	--	--	--	1	--	--	1	--	--
END2	102SCL+15	39.1' RT	--	744.74	--	--	1	--	--	--	--	--	--	1
CC2	101SCL+90	24.7' RT	--	741.20	--	1	--	--	--	--	--	--	--	--
PROJECT 4430-15-71 TOTALS						2	2	2	9	1	2	9	1	2

* QUANTITIES SHOWN ELSEWHERE

WOVEN WIRE FENCE

ROADWAY	STATION	616.0100 5-FEET LF
STAGE 1		
STH 57 SB	980SB+60 - 983SB+34	274
STAGE 1 SUBTOTAL		274
PROJECT 4430-15-71 TOTAL		274

TRACKING PADS

ROADWAY	628.7560 TRACKING PADS EACH
UNDISTRIBUTED	4
PROJECT 4430-15-71 TOTAL	4

FIELD OFFICE

ROADWAY	642.5401 TYPE D EACH
UNDISTRIBUTED	1
PROJECT 4430-15-71 TOTAL	1

FINISHING MATERIALS AND EROSION CONTROL

ROADWAY	STATION	OFFSET	625.0500 SALVAGED TOPSOIL SY	628.1104 EROSION BALES EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.2002 EROSION MAT CLASS I TYPE A SY	628.7570 ROCK BAGS EACH	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0200 SEEDING TEMPORARY LB
STAGE 1													
STH 57 NB LEFT TURN LANE			651	--	--	--	--	--	651	20	0.4	18	18
STH 57 SB LEFT TURN LANE			2,670	--	--	--	--	--	2,670	--	1.7	72	72
STH 57 NORTH LOON			1,753	--	--	--	--	--	1,753	--	1.1	47	47
STH 57 SOUTH LOON			1,270	--	--	--	--	--	1,270	--	0.8	34	34
STAGE 1 SUBTOTAL			6,344	--	--	--	--	--	6,344	20	4.0	171	171
STAGE 2													
STH 57 NB / CTH C TURN LANE			2,057	--	--	--	--	--	2,057	--	1.3	56	56
STH 57 SB / CTH C TURN LANE			2,321	--	--	--	--	--	2,321	--	1.5	63	63
STAGE 2 SUBTOTAL			4,378	--	--	--	--	--	4,378	--	2.8	118	118
UNDISTRIBUTED			2,681	240	500	500	3	3	2,681	10	1.7	72	72
PROJECT 4430-15-71 TOTAL			13,403	240	500	500	3	3	13,403	30	9.0	362	362

INLET PROTECTION

ROADWAY	STATION	OFFSET	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7020 INLET PROTECTION TYPE D EACH
STAGE 1					
STH 57 NB	931NB+00	30' LT	1	--	--
	943NB+00	43' LT	1	--	--
	962NB+50	49' LT	1	--	--
	968NB+00	45' LT	1	--	--
	975NB+00	39' LT	1	--	--
STAGE 1 SUBTOTAL			5	--	--
STAGE 2					
STH 57 NB	949NB+00	47' LT	1	--	--
	186EB+35	32' LT	1	--	--
STH 57 NB / CTH C TURN LANE	101NCL+94	6.7' RT	1	1	--
	103NCL+91	39.4' LT	1	--	--
	104NCL+31	0.9' RT	1	1	--
	104NCL+48	0.9' RT	1	1	--
	104NCL+75	39.6' LT	1	--	1
	105NCL+37	23.5' LT	1	1	--
	105NCL+48	0.9' RT	1	1	--
STH 57 SB / CTH C TURN LANE	100SCL+93	15.4' RT	1	1	1
	100SCL+96	30.7' RT	1	--	1
	100SCL+96	0.9' LT	1	1	--
	101SCL+15	0.9' LT	1	1	--
	101SCL+89	37.3' RT	1	--	--
	101SCL+90	24.7' RT	1	--	--
	102SCL+15	0.9' LT	1	1	--
STAGE 2 SUBTOTAL			16	9	3
UNDISTRIBUTED			2	1	--
PROJECT 4430-15-71 TOTAL			23	10	3

ERECTION 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	634.0618 POSTS WOOD 4x6x18 EACH	REMARKS
1	STH 57, S. OF CTH C TURNAROUND	R5-1A	42" X 30"	8.75	---	1	---	---	---	
2	"	D2-2	108" X 36"	27.00	---	---	---	3	---	DYCKESVILLE 10, GREEN BAY 28, SEE SIGN DETAIL SHEET
3	"	R2-1	48" X 60"	20.00	---	---	---	---	2	65 MPH
4	"	J4-1	36" X 54"	13.50	---	---	---	---	1	SOUTH STH 57
5	"	R3-18	36" X 36"	9.00	---	---	1	---	---	
6	"	R5-1A	36" X 36"	9.00	---	---	1	---	---	
7	STH 57, AT CTH C TURNAROUND	R6-2L	36" X 48"	12.00	---	---	---	1	---	
8	"	R1-2	48" X 42"	7.00	---	---	---	1	---	
9	"	R6-1L	54" x 18"	6.75	---	---	---	---	---	MOUNT ABOVE SIGN #8
10	"	R1-2	48" X 42"	7.00	---	---	---	1	---	
11	"	R6-1L	54" X 18"	6.75	---	---	---	---	---	MOUNT ABOVE SIGN #10
12	"	J3-2	48" X 57"	19.00	---	---	---	---	2	NORTH STH 57, SOUTH CTH C, SEE PLAN SHEET
13	STH 57, S. OF CTH C	J3-2	72" X 84"	42.00	---	---	---	---	2	NORTH STH 57, SOUTH CTH C, SEE PLAN SHEET
14	"	J3-1	36" X 84"	21.00	---	---	---	---	1	SOUTH STH 57, SEE PLAN SHEET
15	"	J1-1	36" X 57"	14.25	---	---	---	---	1	JCT CTH C
16	"	J1-1	36" X 57"	14.25	---	---	---	---	1	JCT CTH C
17	"	D1-1	84" X 42"	24.50	---	---	---	2	---	BRUSSELS, CASCO, SEE SIGN DETAIL SHEET
18	"	D4-5L	36" X 48"	12.00	---	---	---	1	---	
19	"	J3-1	36" X 84"	21.00	---	---	---	---	1	NORTH CTH C, SEE PLAN SHEET
20	VACANT	---	---	---	---	---	---	---	---	
21	STH 57, S. OF CTH C	R5-1A	42" X 30"	8.75	---	---	1	---	---	
22	"	J2-3	108" X 90"	67.50	---	---	---	---	3	NORTH STH 57, SOUTH CTH C, SOUTH STH 57, SEE PLAN SHEET
23	"	J2-3	108" X 90"	67.50	---	---	---	---	3	NORTH STH 57, SOUTH CTH C, SOUTH STH 57, SEE PLAN SHEET
24	"	J3-1	36" X 84"	21.00	---	---	---	---	1	SOUTH CTH C, SEE PLAN SHEET
25	"	R5-1	36" X 36"	9.00	---	---	---	---	---	MOUNT ON BACK SIDE OF SIGN #24
26	CTH C	R3-2	24" X 24"	4.00	---	1	---	---	---	
27	"	R4-7	24" X 30"	5.00	---	1	---	---	---	
28	"	R1-1	36" X 36"	7.46	---	---	---	1	---	
29	"	R6-1R	36" X 12"	3.00	---	---	---	---	---	MOUNT ABOVE SIGN #28
30	"	R1-1	36" X 36"	7.46	---	---	---	1	---	
31	"	R6-1R	36" X 12"	3.00	---	---	---	---	---	MOUNT ABOVE SIGN #30
32	"	J13-2	48" X 45"	15.00	---	---	2	---	---	STH 57, CTH C, SEE PLAN SHEET
33	STH 57, INTERSECTION AT CTH C	R1-2	48" X 42"	7.00	---	---	---	1	---	
34	"	R6-1L	54" X 18"	6.75	---	---	---	---	---	MOUNT ABOVE SIGN #33
35	"	R5-1	36" X 36"	9.00	---	---	1	---	---	15' CLEARANCE BETWEEN SIGN #51, SEE PLAN SHEET
36	"	R6-1R	54" X 18"	6.75	---	---	---	---	---	MOUNT ON BACK SIDE OF SIGN #53
37	"	R1-2	48" X 42"	7.00	---	---	---	1	---	
38	"	R6-1L	54" X 18"	6.75	---	---	---	---	---	MOUNT ABOVE SIGN #37
	PAGE SUBTOTALS			556.67	0.00	3	6	13	18	

PLAN SHEET PRODUCED

BY WisDOT - NE REGION

ERECTION 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	634.0618 POSTS WOOD 4x6x18 EACH	REMARKS
39	STH 57, INTERSECTION AT CTH C	R6-1R	54" X 18"	6.75	---	---	---	---	---	MOUNT ON BACK SIDE OF SIGN #38
40	CTH C	J13-2	48" X 45"	15.00	---	---	2	---	---	STH 57, CTH C, SEE PLAN SHEET
41	"	R1-1	36" X 36"	7.46	---	---	---	1	---	
42	"	R6-1R	36" X 12"	3.00	---	---	---	---	---	MOUNT ABOVE SIGN #41
43	"	R1-1	36" X 36"	7.46	---	---	---	1	---	
44	"	R6-1R	36" X 12"	3.00	---	---	---	---	---	MOUNT ABOVE SIGN #43
45	"	R4-7	24" X 30"	5.00	---	1	---	---	---	
46	"	R3-2	24" X 24"	4.00	---	1	---	---	---	
47	STH 57, N. OF CTH C	J3-1	36" X 84"	21.00	---	---	---	---	1	NORTH CTH C, SEE PLAN SHEET
48	"	R5-1	36" X 36"	9.00	---	---	---	---	---	MOUNT ON BACK SIDE OF SIGN #47
49	"	R1-2	48" X 42"	7.00	---	---	---	1	---	
50	"	R6-1L	54" X 18"	6.75	---	---	---	---	---	MOUNT ABOVE SIGN #49
51	"	R5-1	36" X 36"	9.00	---	---	1	---	---	15' CLEARANCE BETWEEN SIGN #31, SEE PLAN SHEET
52	"	R1-2	48" X 42"	7.00	---	---	---	1	---	
53	"	R6-1L	54" X 18"	6.75	---	---	---	---	---	MOUNT ABOVE SIGN #52
54	"	D4-5R	36" X 48"	12.00	---	---	---	1	---	
55	"	R5-1A	42" X 30"	8.75	---	---	---	---	---	MOUNT ON BACK SIDE OF SIGN #54
56	"	J2-3	108" X 90"	67.50	---	---	---	---	3	SOUTH STH 57, NORTH CTH C, NORTH STH 57, SEE PLAN SHEET
57	"	J2-3	108" X 90"	67.50	---	---	---	---	3	SOUTH STH 57, NORTH CTH C, NORTH STH 57, SEE PLAN SHEET
58	"	J3-1	36" X 84"	21.00	---	---	---	---	1	SOUTH CTH C, SEE PLAN SHEET
59	"	D1-1	84" X 42"	24.50	---	---	---	2	---	CASCO, BRUSSELS, SEE SIGN DETAIL SHEET
60	VACANT	---	---	---	---	---	---	---	---	
61	STH 57, N. OF CTH C	J1-1	36" X 57"	14.25	---	---	---	1	---	JCT CTH C
62	"	J1-1	36" X 57"	14.25	---	---	---	1	---	JCT CTH C
63	"	W11-6	48" X 48"	---	16.00	---	---	---	---	
64	"	W11-6	48" X 48"	---	16.00	---	---	---	---	
65	"	J3-1	36" X 84"	21.00	---	---	---	---	1	NORTH STH 57, SEE PLAN SHEET
66	"	J3-2	72" X 84"	42.00	---	---	---	---	2	SOUTH STH 57, NORTH CTH C, SEE PLAN SHEET
67	STH 57, AT CTH C TURNAROUND	J3-2	48" X 57"	19.00	---	---	---	---	2	SOUTH STH 57, NORTH CTH C, SEE PLAN SHEET
68	"	R1-2	48" X 42"	7.00	---	---	---	1	---	
69	"	R6-1L	54" X 18"	6.75	---	---	---	---	---	MOUNT ABOVE SIGN #66
70	"	R1-2	48" X 42"	7.00	---	---	---	1	---	
71	"	R6-1L	54" X 18"	6.75	---	---	---	---	---	MOUNT ABOVE SIGN #68
72	"	R6-2L	36" X 48"	12.00	---	---	---	1	---	
73	STH 57, N. OF CTH C TURNAROUND	R5-1	36" X 36"	9.00	---	---	1	---	---	
74	"	R3-18	36" X 36"	9.00	---	---	1	---	---	
75	"	J4-1	36" X 57"	14.25	---	---	---	1	---	NORTH STH 57
76	"	R5-1A	42" X 30"	8.75	---	1	---	---	---	
77	"	R2-1	48" X 60"	20.00	---	---	---	---	1	65 MPH
78	"	D2-2	126" X 36"	31.50	---	---	---	3	---	STURGEON BAY 14, SISTER BAY 46, SEE SIGN DETAIL SHEET
	PAGE SUBTOTALS			561.92	32.00	3	5	16	14	
	PROJECT TOTALS			**1118.59**	**32.00**	**6**	**11**	**29**	**32**	

PLAN SHEET PRODUCED

BY WisDOT - NE REGION

REMOVAL OF TYPE II SIGNS AND SUPPORTS

SIGN NO.	LOCATION	SIGN CODE	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
100	STH 57, S. OF CTH C	J1-1	1	1	
101	"	J1-1	1	1	
102	"	D1-2	1	2	
103	"	D2-2	1	2	
104	"	D4-5L	1	1	
105	"	R5-1A	---	---	MOUNTED ON BACK OF SIGN #104, PART OF REMOVAL FOR SIGN #104
106	"	R5-1A	1	1	
107	"	R2-1	1	1	
108	"	J13-1	1	1	
109	"	J13-1	1	1	
110	"	R5-1	---	---	MOUNTED ON BACK OF SIGN #108, PART OF REMOVAL FOR SIGN #108
111	"	R5-1	---	---	MOUNTED ON BACK OF SIGN #109, PART OF REMOVAL FOR SIGN #109
112	"	J4-1	1	1	
113	STH 57, AT INTERSECTION OF CTH C	R1-2	1	1	
114	"	R3-1	1	1	
115	CTH C	R1-1	1	1	
116	"	R6-3	1	---	MOUNTED BELOW SIGN #115
117	"	J3-1	1	1	
118	"	J3-1	---	---	MOUNTED ON BACK OF SIGN #117, PART OF REMOVAL FOR SIGN #117
119	"	R6-2R	1	1	
120	"	R6-2L	---	---	MOUNTED ON BACK OF SIGN #119, PART OF REMOVAL FOR SIGN #119
121	"	R6-2L	1	---	MOUNTED ON BACK OF SIGN #122
122	"	R6-2R	---	1	PART OF REMOVAL FOR SIGN #121
123	"	J3-1	1	---	MOUNTED ON BACK OF SIGN #124
124	"	J3-1	---	1	PART OF REMOVAL FOR SIGN #123
125	"	R1-1	1	1	
126	"	R6-3	1	---	MOUNTED BELOW SIGN #125
127	STH 57, AT INTERSECTION OF CTH C	R1-2	1	1	
128	"	R3-1	1	1	
129	STH 57, N. OF CTH C	R5-1	1	---	MOUNTED ON BACK OF SIGN #130
130	"	J13-1	---	1	PART OF REMOVAL FOR SIGN #129
131	"	R5-1	1	---	MOUNTED ON BACK OF SIGN #133
132	"	J4-1	1	1	
133	"	J13-1	---	1	PART OF REMOVAL FOR SIGN #131
134	"	R5-1A	1	1	
135	"	R5-1A	1	---	MOUNTED ON BACK OF SIGN #136
136	"	D4-5R	---	1	PART OF REMOVAL FOR SIGN #135
137	"	R2-1	1	1	
138	"	D1-2	1	2	
139	"	D2-2	1	3	
140	"	J1-1	1	1	
141	"	J1-1	1	1	
142	"	W11-6	1	1	
143	"	W11-6	1	1	
		PROJECT TOTALS	**34**	**37**	

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

TRAFFIC CONTROL ITEMS

ROADWAY	STAGE DURATION DAYS	643.0100 TRAFFIC CONTROL (4430-15-71) EACH	643.0300 TRAFFIC CONTROL DRUMS EACH*	643.0300 DAYS	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH*	643.0420 DAYS	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH*	643.0705 DAYS	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C EACH*	643.0715 DAYS	643.0800 TRAFFIC CONTROL ARROW BOARDS EACH*	643.0800 DAYS	643.0900 TRAFFIC CONTROL SIGNS EACH*	643.0900 DAYS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH*	643.1050 DAYS
STAGE 1 CONSTRUCTION	15	--															
STH 57 NB		--	100	1,500	4	60	8	120	13	195	2	30	20	300	--	1	7
STH 57 SB		--	100	1,500	4	60	8	120	13	195	2	30	20	300	--	1	7
STAGE 1 SUBTOTAL		--		3,000		120		240		390		60		600	--		14
STAGE 2 CONSTRUCTION	24	--															
STH 57 NB		--	100	2,400	5	120	10	240	21	499	2	48	25	600	2	1	7
STH 57 SB		--	100	2,400	5	75	10	150	21	499	2	48	25	600	2	1	7
STAGE 2 SUBTOTAL		--		4,800		195		390		998		96		1,200	4		14
UNDISTRIBUTED		1		1,170		47		95		208		23		270			4
PROJECT 4430-15-71 TOTAL		1		8,970		362		725		1,597		179		2,070	4		32

* FOR INFORMATION ONLY

PAVEMENT MARKING

STAGE	ROADWAY	646.0106 PAVEMENT MARKING EPOXY 4-INCH YELLOW LF	646.0106 WHITE LF	646.0106 3 FT LINE WHITE LF	646.0126 PAVEMENT MARKING EPOXY 8-INCH 3 FT LINE WHITE LF	646.0883.S PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH WHITE LF	646.0600 REMOVING PAVEMENT MARKINGS LF	649.0300 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH YELLOW LF	649.0300 WHITE LF
STAGE 1									
	STH 57 NB LEFT TURN LANE	961	--	--	38	1,030	715	1,980	--
	STH 57 SB LEFT TURN LANE	1,173	--	--	77	1,122	910	1,980	--
	STH 57 NORTH LOON	--	370	76	--	--	360	--	1,320
	STH 57 SOUTH LOON	--	355	78	--	--	310	--	1,320
STAGE 1 SUBTOTAL		2,134	725	154	115	2,152	2,295	3,960	2,640
STAGE 2									
	STH 57 NB / CTH C TURN LANE	660	376	--	42	368	915	3,960	--
	STH 57 SB / CTH C TURN LANE	685	357	--	38	394	900	3,960	--
	CTH C	228	--	--	--	--	--	--	--
STAGE 2 SUBTOTAL		1,573	733	--	80	762	1,815	7,920	--
UNDISTRIBUTED		370	145	15	20	290	410	1,190	265
PROJECT 4430-15-71 TOTAL			5,849		215	3,204	4,520	15,975	

3

Conduit Rigid Nonmetallic Schedule 40

LOCATION		652.0225	652.0235	652.0615
STH 57 & CTH C		2-Inch	3-Inch	3-Inch
				Special
FROM	TO	LF	LF	LF
CB1	PB1		10	
CB1	PB1		10	
PB1	PB2			130
PB2	LB1	10		
PB2	PB3			100
PB3	LB2	10		
PB3	PB16	280		
PB16	LB7	10		
PB16	PB17	300		
PB17	PB18	300		
PB18	PB19	300		
PB19	PB20	300		
PB20	PB21	300		
PB21	PB22	300		
PB22	PB23	160		
PB23	LB8	10		
PB3	PB4			100
PB4	PB5			130
PB5	LB3	10		
PB5	PB6			120
PB6	LB4	10		
PB6	PB7	280		
PB7	LB5	10		
PB7	PB8	300		
PB8	PB9	300		
PB9	PB10	300		
PB10	PB11	300		
PB11	PB12	300		
PB12	PB13	300		
PB13	PB14	300		
PB14	PB15	250		
PB15	LB6	10		
PB6	PB1			100
	TOTAL	4,950	20	680

Pull Boxes Steel

	653.0140
	24x42-Inch
LOCATION	EACH
STH 57 & CTH C	23

CONCRETE BASES

		654.0220
	654.0105	Concrete Control
	Type 5	Cabinet Bases Type 10
LOCATION	EACH	EACH
STH 57 & CTH C	8	1

3

Electrical Wire Lighting

			10AWG	12AWG	
LOCATION					655.0610
STH 57 & CTH C			655.0615	655.0610	Equipment
			Ungrounded	Ungrounded	Grounding
(240 VOLT SYSTEM)			Conductor	Conductor	Conductor
			(see Circuit Color)	(Black)/(Red)	(Green)
Circuit	FROM	TO	LF	LF	LF
A	CB1	LB8	2620		
(Black)	LB8	Luminaires		100	50
B	CB1	LB6	2880		
(Red)	LB6	Luminaires		100	50
C	CB1	LB1	190		
(Blue)	LB1	Luminaire		100	50
	CB1	LB3	290		
	LB3	Luminaire		100	50
D	CB1	LB2	300		
(Brown)	LB2	Luminaire		100	50
	CB1	LB4	150		
	LB4	Luminaire		100	50
E	CB1	LB5	450		
(Orange)	LB5	Luminaire		100	50
	CB1	LB7	590		
	LB7	Luminaire		100	50
		SUB-TOTALS	7,470	800	400
		TOTAL	7,470	1,200	

Electrical Wire Lighting 10AWG		
LOCATION		655.0615
STH 57 & CTH C		Equipment
		Grounding
(240 VOLT SYSTEM)		Conductor
		(Green)
FROM	TO	LF
CB1	PB1	30
CB1	LB1	190
LB1	PB2	30
LB1	LB2	160
LB2	PB3	30
LB2	LB7	340
LB7	PB16	30
LB7	LB8	2080
LB7	PB17	320
LB7	PB18	630
LB7	PB19	940
LB8	PB20	820
LB8	PB23	30
LB8	PB22	200
LB8	PB21	510
LB2	LB3	300
LB3	PB4	170
LB3	PB5	30
LB3	LB4	180
LB4	PB6	30
LB4	LB5	330
LB5	PB7	30
LB5	LB6	2480
LB5	PB8	330
LB5	PB9	640
LB5	PB10	950
LB5	PB11	310
LB6	PB15	30
LB6	PB14	290
LB6	PB13	600
LB6	PB12	910
	TOTAL	13,950

Electric Service	
	656.0200
	Meter Breaker Pedestal
LOCATION	LS
STH 57 & CTH C	1

Lighting Summary				
	657.0255	657.0322	657.0710	659.1115
	Transformer Bases	Poles	Luminaire Arms	Luminaires
	Breakaway	Type 5	Truss Type	Utility
	11 1/2-Inch	(Aluminum)	4 1/2-Inch Clamp	LED-A
	Bolt Circle		12-FT	
LOCATION	EACH	EACH	EACH	EACH
STH 57 & CTH C	8	8	10	10

CONSTRUCTION STAKING

STAGE	ROADWAY	STATION	STATION	STRUCTURE NUMBER	650.4000 STORM SEWER EACH	650.4500 SUBGRADE LF	650.5000 BASE LF	650.5500 CURB GUTTER AND CURB & GUTTER LF	650.6000 PIPE CULVERTS EACH	650.9910 SUPPLEMENTAL CONTROL 4430-15-71 LS	650.9920 SLOPE STAKES LF
STAGE 1											
	STH 57 NB LEFT TURN LANE	0NBL+00	9NBL+52		--	952	952	--	--	--	952
		6NBL+40			--	--	--	--	1	--	--
	STH 57 SB LEFT TURN LANE	0SBL+00	7SBL+48		--	748	748	--	--	--	748
	STH 57 NORTH LOON	931NB+93	935NB+02		--	309	309	--	--	--	309
	STH 57 SOUTH LOON	979SB+63	983SB+21		--	357	357	--	--	--	357
STAGE 1 SUBTOTAL					--	2,366	2,366	--	1	--	2,366
STAGE 2											
	STH 57 NB / CTH C TURN LANE	950NB+20	951NB+09		--	89	89	--	--	--	89
		100NCL+00	105NCL+50		--	550	550	415	--	--	550
		105NCL+48		100	1	--	--	--	--	--	--
		105NCL+38		101	1	--	--	--	--	--	--
		104NCL+76		102	1	--	--	--	--	--	--
		103NCL+91		CC1	1	--	--	--	--	--	--
		101NCL+94		103	1	--	--	--	--	--	--
		101NCL+95		END1	1	--	--	--	--	--	--
		104NCL+31		104	1	--	--	--	--	--	--
		104NCL+48		105	1	--	--	--	--	--	--
	STH 57 SB / CTH C TURN LANE	100SCL+09	105SCL+53		--	545	545	345	--	--	545
		960SB+73	962SB+75		--	202	202	--	--	--	202
		101SCL+15		106	1	--	--	--	--	--	--
		100SCL+97		107	1	--	--	--	--	--	--
		100SCL+97		108	1	--	--	--	--	--	--
		101SCL+89		109	1	--	--	--	--	--	--
		101SCL+90		CC2	1	--	--	--	--	--	--
	CTH C	9CC+21	9CC+70		--	49	49	40	--	--	49
		11CC+33	11CC+75		--	42	42	35	--	--	42
STAGE 2 SUBTOTAL					13	1,478	1,478	835	--	--	1,478
	UNDISTRIBUTED				--	--	--	--	--	1	--
PROJECT 4430-15-71 TOTAL					13	3,844	3,844	835	1	1	3,844

3

SAWING PAVEMENT

		FROM		TO		690.0150 SAWING ASPHALT	690.0250 SAWING CONCRETE
STAGE	ROADWAY	STATION	OFFSET	STATION	OFFSET	LF	LF
STAGE 2							
	STH 57 NB	949NB+43	6.6' LT	949NB+43	0' LT	--	7
		949NB+43	0' LT	958NB+04	0' LT	--	861
		958NB+04	0' LT	958NB+04	3.2' LT	--	3
	STH 57 SB	953SB+63	3.0' RT	953SB+63	0' RT	--	3
		953SB+63	0' RT	962SB+23	0' RT	--	860
		962SB+23	0' RT	962SB+23	7.3' RT	--	7
	CTH C	9CC+21	2.0' LT	9CC+21	7.3' RT	9	--
		9CC+21	2.0' LT	9CC+67	2.0' LT	45	--
		9CC+67	2.0' LT	9CC+67	14.0' RT	16	--
		9CC+21	7.3' RT	9CC+67	14.0' RT	50	--
		11CC+36	13.0' LT	11CC+36	2.0' RT	16	--
		11CC+36	13.0' LT	11CC+75	7.5' LT	43	--
		11CC+75	7.5' LT	11CC+75	1.8' RT	9	--
		11CC+36	2.0' RT	11CC+75	1.8' RT	38	--
STAGE 2 SUBTOTAL						226	1,741
PROJECT 4430-15-71 TOTAL						226	1,741

FILE NAME: I:\56537\1517-75-72\t1\cds\030201_mq_ss.ppt PLOT DATE : 3/12/2015 12:46:23 PM PLOT BY : WisDOT PLOT NAME : PLOT SCALE : 1:1

BENCHMARKS				
BM #	NORTHING	EASTING	DESCRIPTION	ELEV.
CP 800	115587.89	428528.18	1" IP WITH RED DOT CAP; 29' TO RW FENCE, 56' N OF SB 57 ASPH, 460' E. OF PC OF CURVE, 1678' W OF CTH C	736.53
CP 801	115561.96	430191.30	1" IP WITH RED DOT CAP; 134' TO S EDGE OF ASPHALT NB STH 57, 208' TO W EDGE OF CTH C ASPHALT	747.62
BM 600			CHISL. SQ. ON N END OF 18" RCCP; 66.5' TO RW FENCE, 37.5' TO CP 801, 18.5' TO EDGE OF ASPH OF STH 57 SB, 1868' W OF CTH C	735.51
BM 603			RR SPIKE SET IN SOUTH FACE OF PPOL #2624 20W30 34' FROM ROOSEVELT RD CL, 57' FROM CTH C CL	744.386

N

R/L STH 57 SB

R/L STH 57 SB
LEFT TURN LANE

1SBL+00

2SBL+00

3SBL+00

935SB+00

4SBL+00

5SBL+00

6SBL+00

STH 57 SB

BEGIN PROJECT
STA 931NB+85.80

R/L STH 57 NB

935NB+00

STH 57 NB

5

5

VCL = 118.50

K = 62.79

STA 0+00.00
EL 740.18

STA 5+00.00
EL 739.15

-1.86%

740.00

PROPOSED GROUND

0.03%

EXISTING
GROUND

VPC STA 0+03.25
VPC EL 740.12

VPI STA 0+62.50
VPI EL 739.02

VPT STA 1+21.75
VPT EL 739.04

-0.35%

RIGHT MEDIAN DITCH

EXISTING GROUND ELEVATION

PROPOSED GROUND ELEVATION

730.00

0 1 2 3 4 5

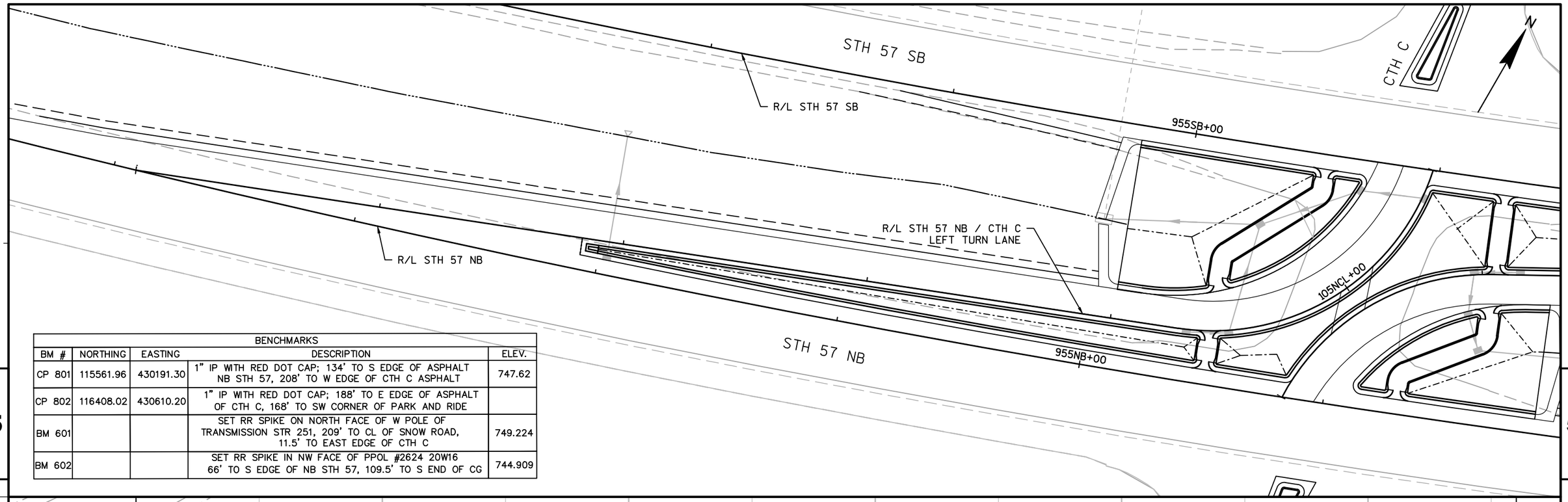
740.18 740.18 | 738.40 739.43 | 739.00 739.07 | 738.99 739.05 | 739.01 739.06 | 739.06 739.08 | 739.00 739.09 | 738.97 739.10 | 739.02 739.12 | 739.05 739.13 | 739.15 739.15 | 739.26 739.27

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	PLAN AND PROFILE: STH 57 SB Left Turn Lane	SHEET 89	E

FILE NAME : K:\44301500\SHEETSPLAN\050103_PP.DWG
LAYOUT NAME - 050103_PP - SB LEFT TURN LANE PLAN AND PROFILE

PLOT DATE : 1/27/2015 9:35 PM PLOT BY : NICHOLAS SPITZER PLOT NAME : PLOT SCALE : 1:40_XREF

BENCHMARKS				
BM #	NORTHING	EASTING	DESCRIPTION	ELEV.
CP 801	115561.96	430191.30	1" IP WITH RED DOT CAP; 134' TO S EDGE OF ASPHALT NB STH 57, 208' TO W EDGE OF CTH C ASPHALT	747.62
CP 802	116408.02	430610.20	1" IP WITH RED DOT CAP; 188' TO E EDGE OF ASPHALT OF CTH C, 168' TO SW CORNER OF PARK AND RIDE	
BM 601			SET RR SPIKE ON NORTH FACE OF W POLE OF TRANSMISSION STR 251, 209' TO CL OF SNOW ROAD, 11.5' TO EAST EDGE OF CTH C	749.224
BM 602			SET RR SPIKE IN NW FACE OF PPOL #2624 20W16 66' TO S EDGE OF NB STH 57, 109.5' TO S END OF CG	744.909



PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	PLAN AND PROFILE: STH 57 NB & CTH C	SHEET 90	E

BENCHMARKS				
BM #	NORTHING	EASTING	DESCRIPTION	ELEV.
CP 801	115561.96	430191.30	1" IP WITH RED DOT CAP; 134' TO S EDGE OF ASPHALT NB STH 57, 208' TO W EDGE OF CTH C ASPHALT	747.62
CP 802	116408.02	430610.20	1" IP WITH RED DOT CAP; 188' TO E EDGE OF ASPHALT OF CTH C, 168' TO SW CORNER OF PARK AND RIDE	
BM 601			SET RR SPIKE ON NORTH FACE OF W POLE OF TRANSMISSION STR 251, 209' TO CL OF SNOW ROAD, 11.5' TO EAST EDGE OF CTH C	749.224
BM 602			SET RR SPIKE IN NW FACE OF PPOL #2624 20W16 66' TO S EDGE OF NB STH 57, 109.5' TO S END OF CG	744.909

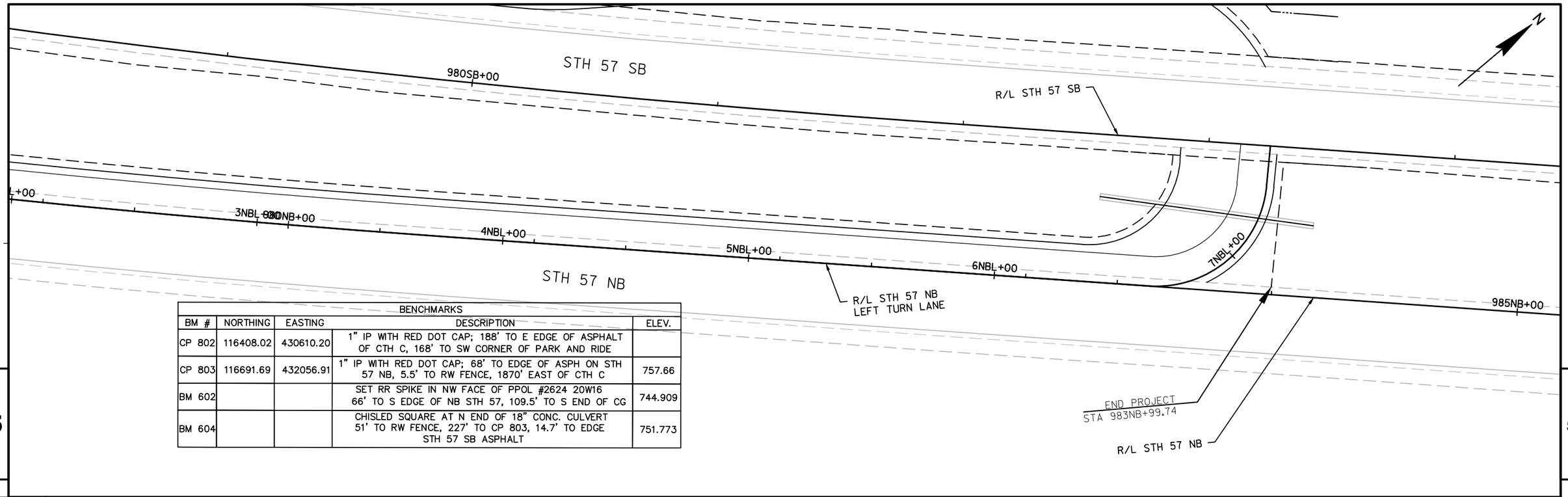
955SB+00
105NCL+00
102SCL+00
104SCL+00
960SB+00
960NB+00
WPS ELECTRIC
CENTURYLINK TELECOMMUNICATIONS
STH 57 SB
R/L STH 57 SB
R/L STH 57 SB / CTH C LEFT TURN LANE
R/L STH 57 NB
STH 57 NB
N
5
5

STA 100+01.11
EL 748.07
VPC STA 100+88.82
VPC EL 747.76
VCL = 72.24
K = 63.71
VPT STA 101+61.06
VPT EL 747.92
VPI STA 101+24.94
VPI EL 747.64
STA 103+66.47
EL 749.53
STA 104+50.00
EL 749.86
STA 105+53.28
EL 750.11
PROPOSED GROUND
EXISTING GROUND
RIGHT MEDIAN DITCH
-0.35%
0.79%
-0.50%
0.30%
0.39%
0.24%
-0.80%
750.00
740.00
100
101
102
103
104
105
EXISTING GROUND ELEVATION
PROPOSED GROUND ELEVATION

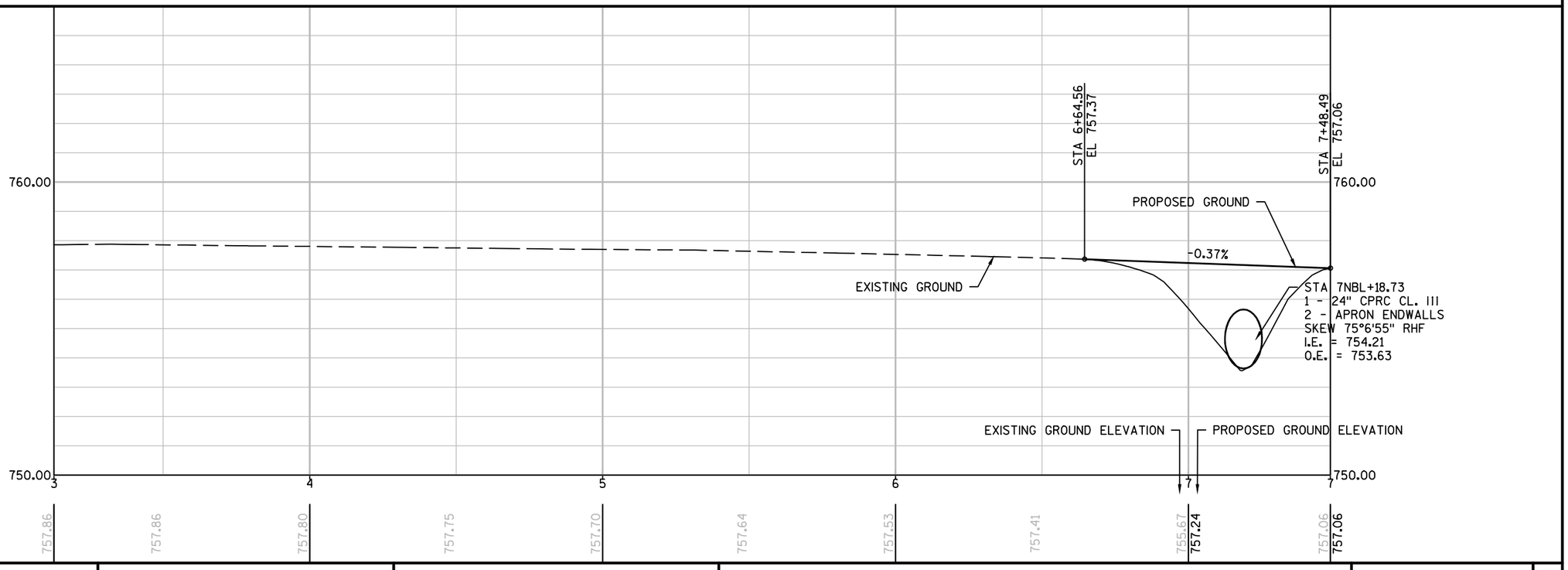
748.03	747.96	747.90	747.30	747.73	746.32	747.84	746.86	748.23	747.73	748.62	748.62	749.01
749.41	749.41	749.71	749.67	749.86	749.86	749.94	749.98	750.10	750.11			

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	PLAN AND PROFILE: STH 57 SB & CTH C	SHEET 91	E

FILE NAME : K:\44301500\SHEETSPLAN\050102_PP.DWG
LAYOUT NAME - 050102_PP - STH 57 SB_CTH C PLAN AND PROFILE
PLOT DATE : 1/27/2015 9:34 PM PLOT BY : NICHOLAS SPITZER PLOT NAME : PLOT SCALE : 1:40_XREF



BENCHMARKS				
BM #	NORTHING	EASTING	DESCRIPTION	ELEV.
CP 802	116408.02	430610.20	1" IP WITH RED DOT CAP; 188' TO E EDGE OF ASPHALT OF CTH C, 168' TO SW CORNER OF PARK AND RIDE	
CP 803	116691.69	432056.91	1" IP WITH RED DOT CAP; 68' TO EDGE OF ASPH ON STH 57 NB, 5.5' TO RW FENCE, 1870' EAST OF CTH C	757.66
BM 602			SET RR SPIKE IN NW FACE OF PPOL #2624 20W16 66' TO S EDGE OF NB STH 57, 109.5' TO S END OF CG	744.909
BM 604			CHISLED SQUARE AT N END OF 18" CONC. CULVERT 51' TO RW FENCE, 227' TO CP 803, 14.7' TO EDGE STH 57 SB ASPHALT	751.773



PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	PLAN AND PROFILE: STH 57 NB LEFT TURN LANE	SHEET 92	E

FILE NAME : K:\44301500\SHEETSPLAN\050104-PP.DWG
LAYOUT NAME - 050104-PP - NB LEFT TURN LANE PLAN AND PROFILE

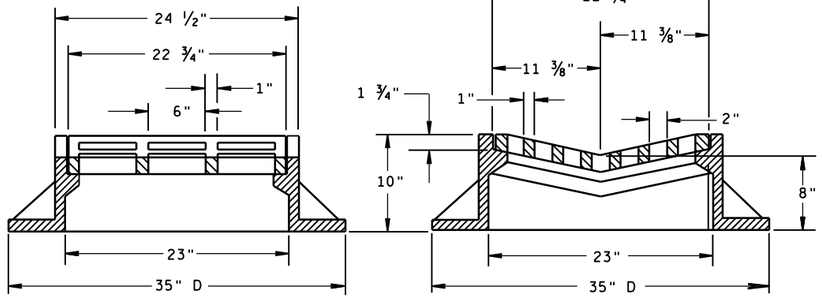
PLOT DATE : 1/27/2015 9:35 PM PLOT BY : NICHOLAS SPITZER PLOT NAME : PLOT SCALE : 1:40_XREF

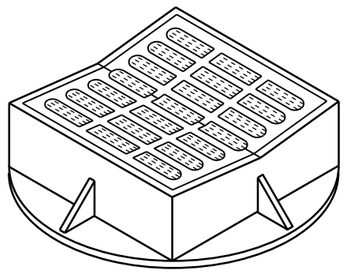
WISDOT/CADDS SHEET 44

Standard Detail Drawing List

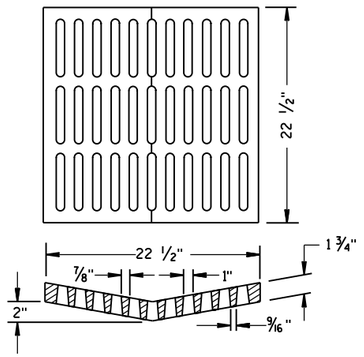
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08B09-01	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C06-01	INLETS 3-FT AND 4-FT DIAMETER
08C08-01	INLETS MEDIAN 1 AND 2 GRATE
08D01-17	CONCRETE CURB, CONCRETE CURB AND 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
08E11-02	TURBIDITY BARRIER
08E14-01	TRACKING PAD
08F01-11	APRON ENDWALLS FOR CULVERT 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
09C03-04	TRANSFORMER/PEDESTAL BASES
09C05-09	CONCRETE CONTROL CABINET BASES
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09E01-13D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-13G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-05	NON-FREEWAY LIGHTING UNIT POLE WIRING
11B02-02	CONCRETE MEDIAN NOSE
13A05-05A	SHOULDER RUMBLE STRIP, MILLING
13A05-05B	SHOULDER RUMBLE STRIP, MILLING
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
15C03-02	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C08-16F	PAVEMENT MARKING (ISLANDS)
15C32-01A	J TURN MEDIAN PAVEMENT MARKING
15C32-01B	J TURN LANE PAVEMENT MARKING
15D12-04	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D27-02	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

6



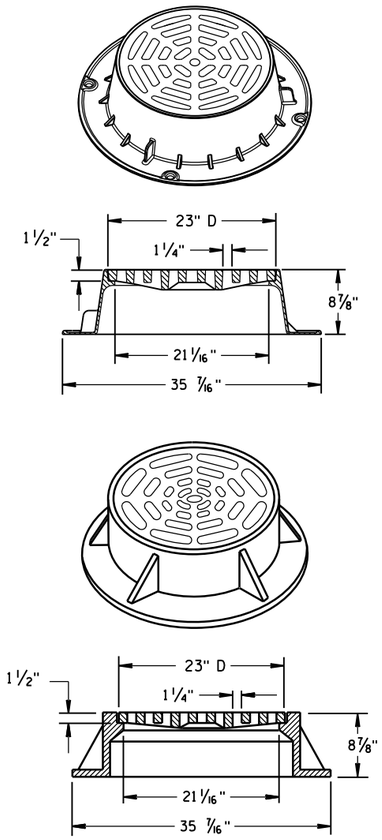


TYPE "B"



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"

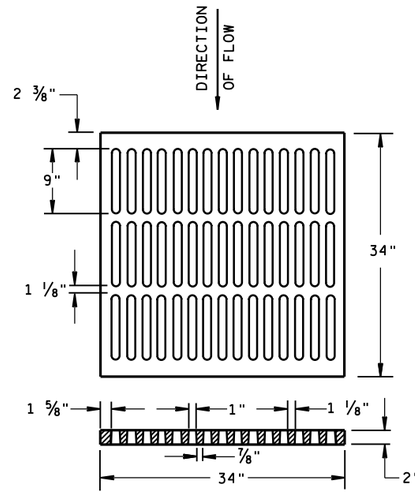
NOTE: EITHER CASTING IS ACCEPTABLE

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.

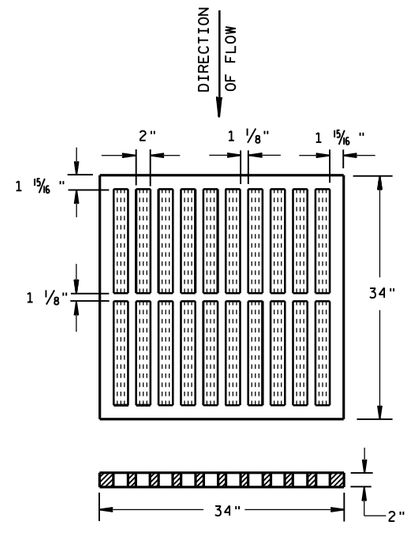
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



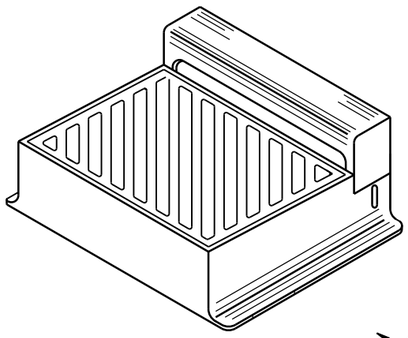
ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

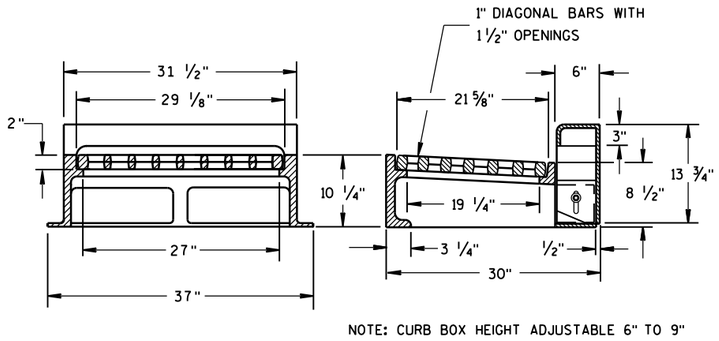


TYPE "MS"

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"

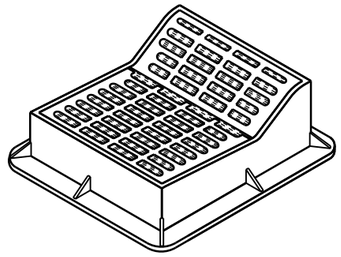
INLET COVERS
TYPE B, B-A, C,
MS, MS-A, & WM

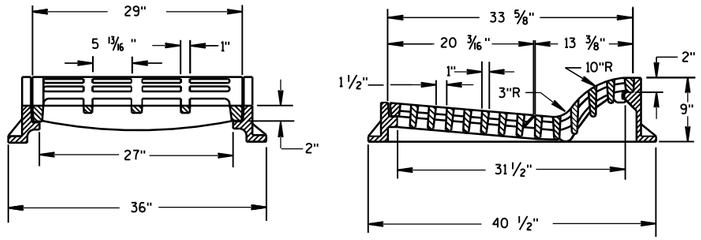
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

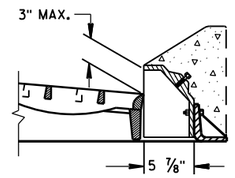
S.D.D. 8 A 5-19b





TYPE "F"

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



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

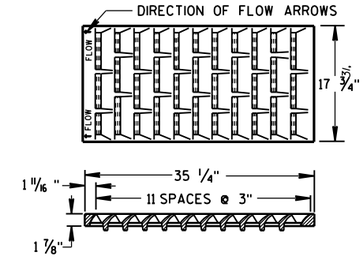
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

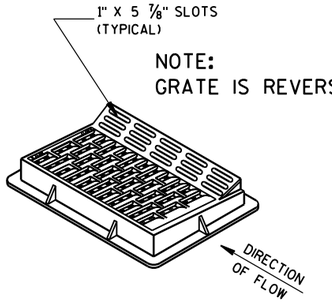
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

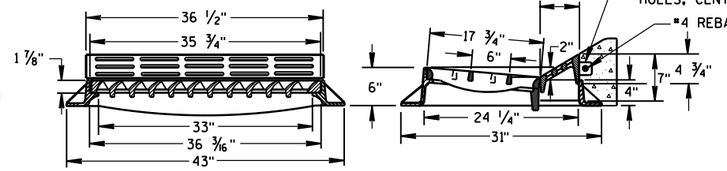
GENERAL NOTES

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

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



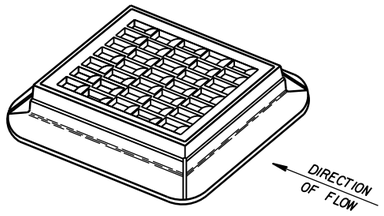


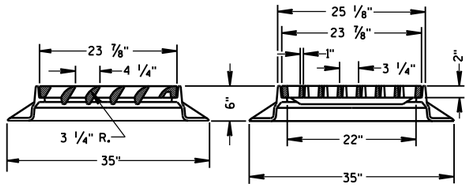


TYPE "HM"

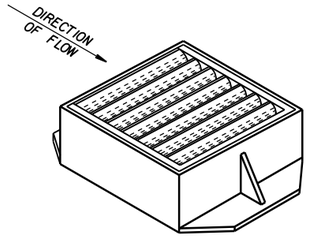
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

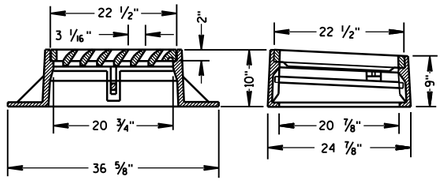
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



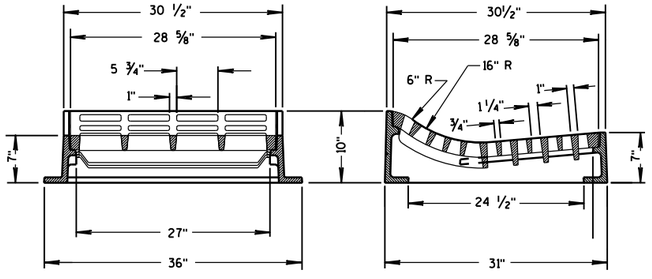


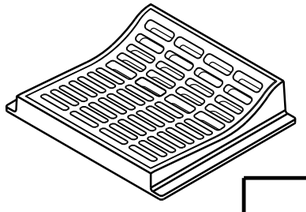
TYPE "S"





TYPE "V"





TYPE "T"

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

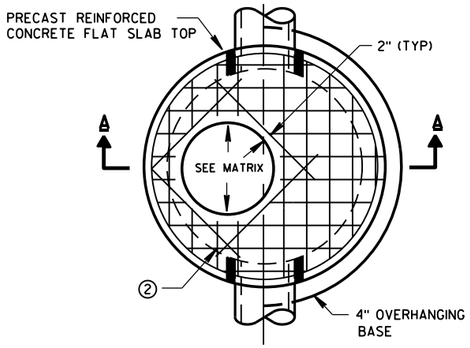
FHWA

6

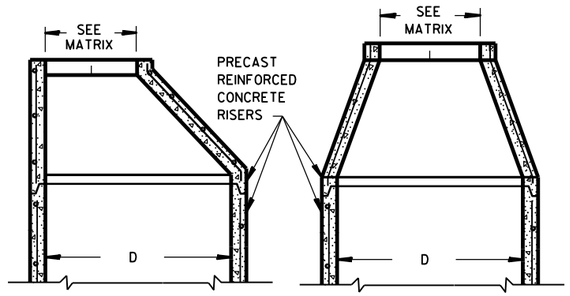
S.D.D. 8 A 5-19c

6

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

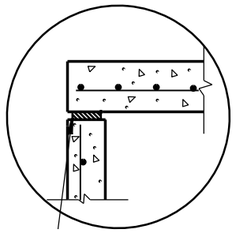


PLAN VIEW CIRCULAR OPENING

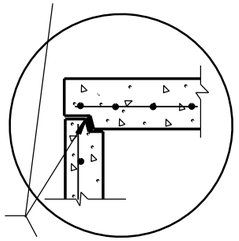


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

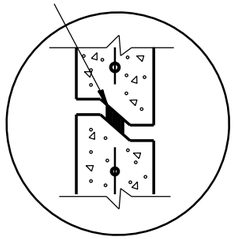


TOP WITH PLAIN END JOINT



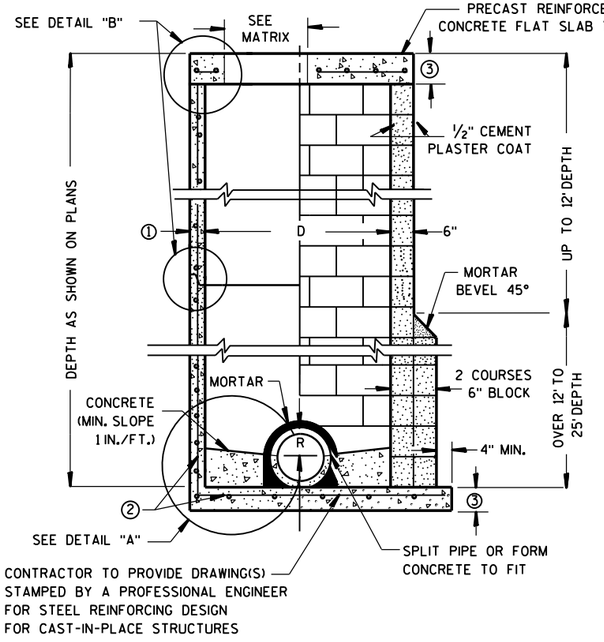
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



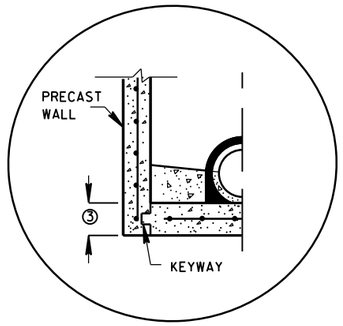
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

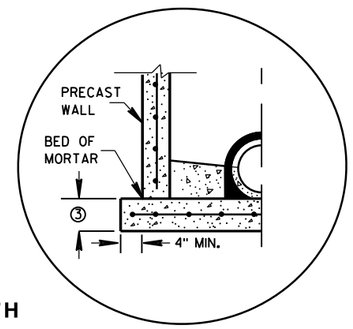


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

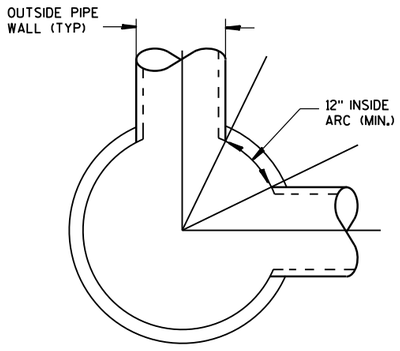


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



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

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6/5/2012
DATE
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6
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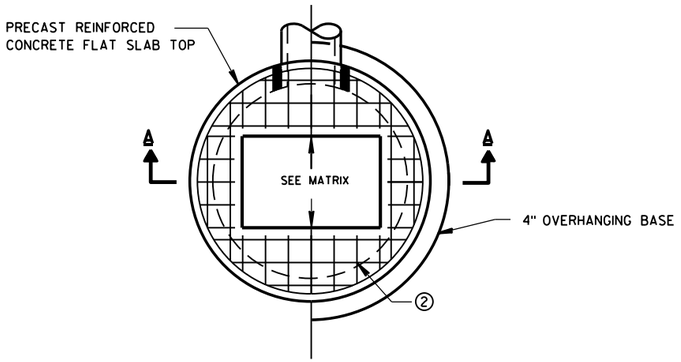
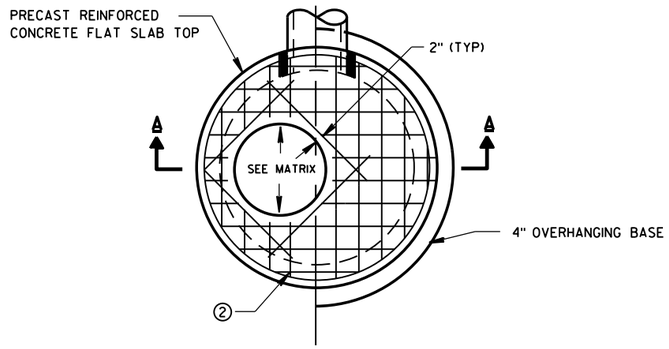
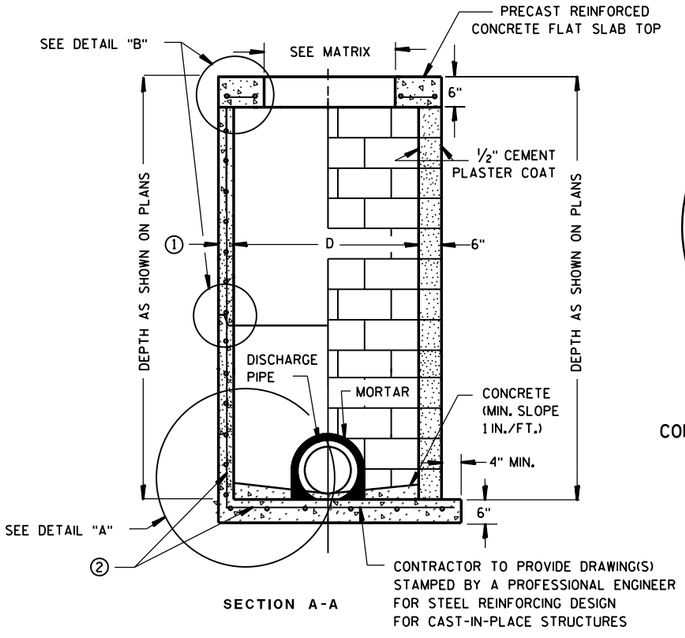


PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

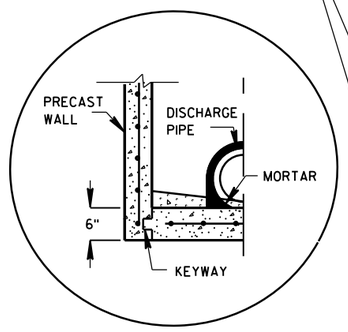


SECTION A-A

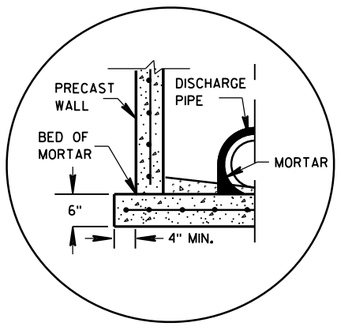
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

CIRCULAR INLETS W/ FLAT TOP

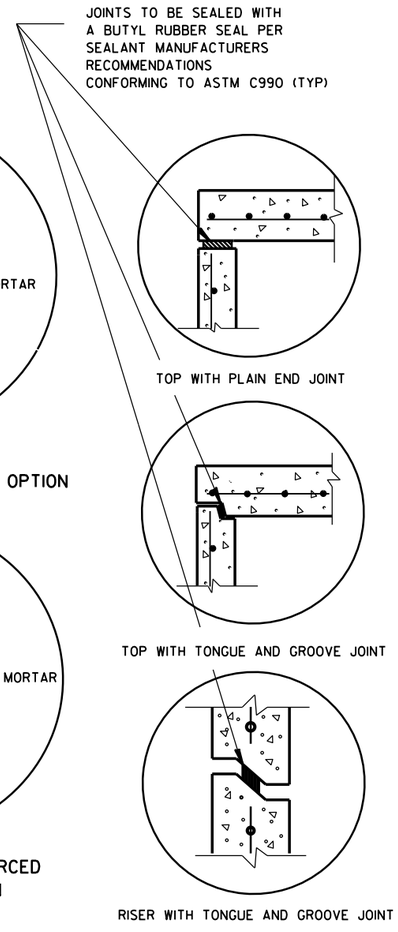


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "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.

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

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

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

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF 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.

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

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

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

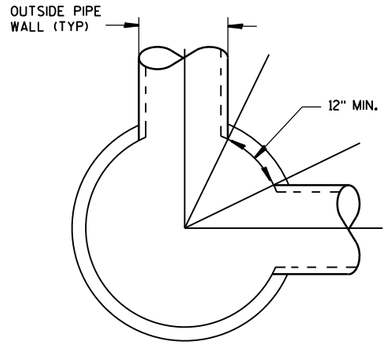
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

INLET COVER OPENING MATRIX

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



DETAIL "C"

PIPE MATRIX

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

INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

INLETS 3-FT AND 4-FT DIAMETER

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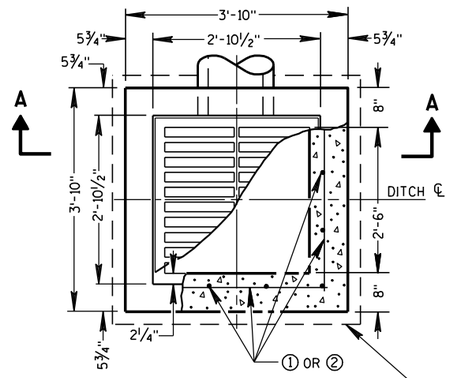
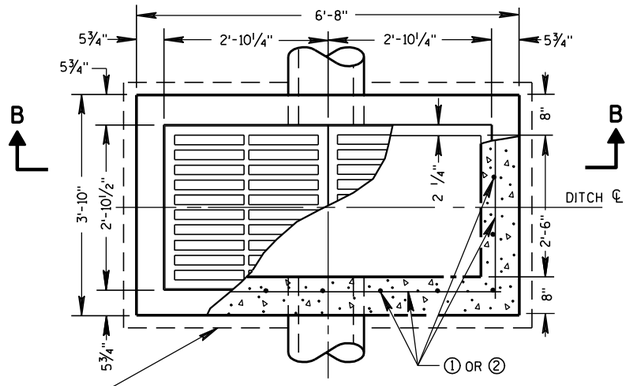
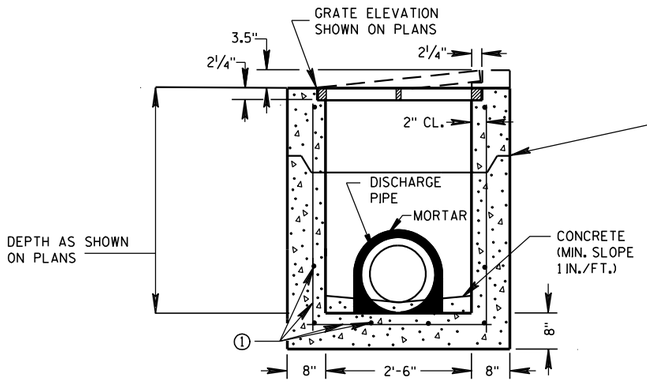


PLAN VIEW

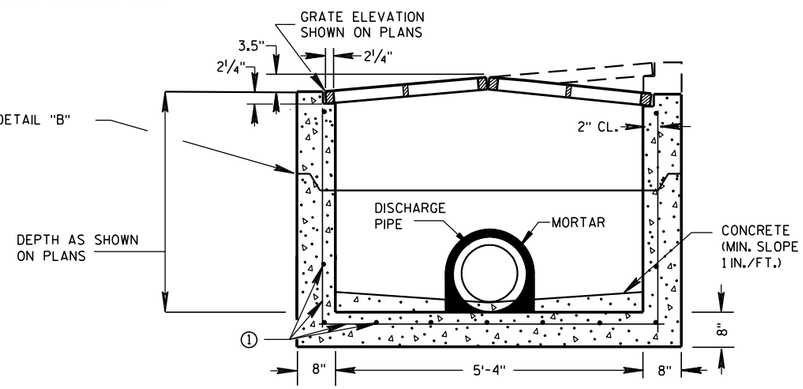


PLAN VIEW

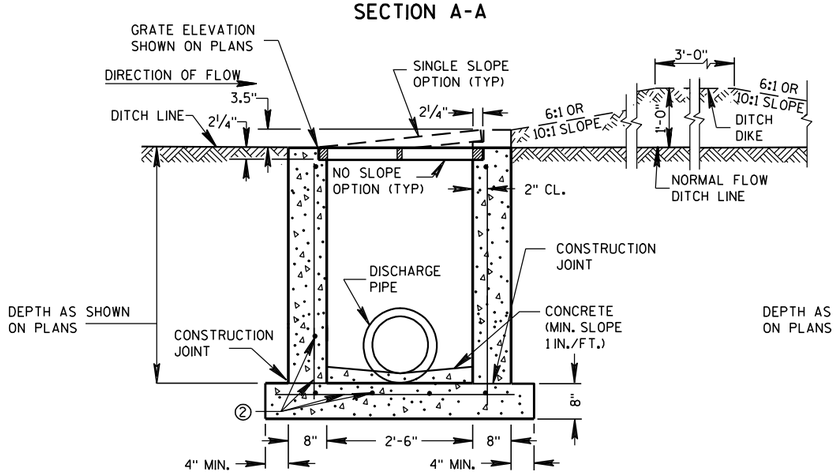
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



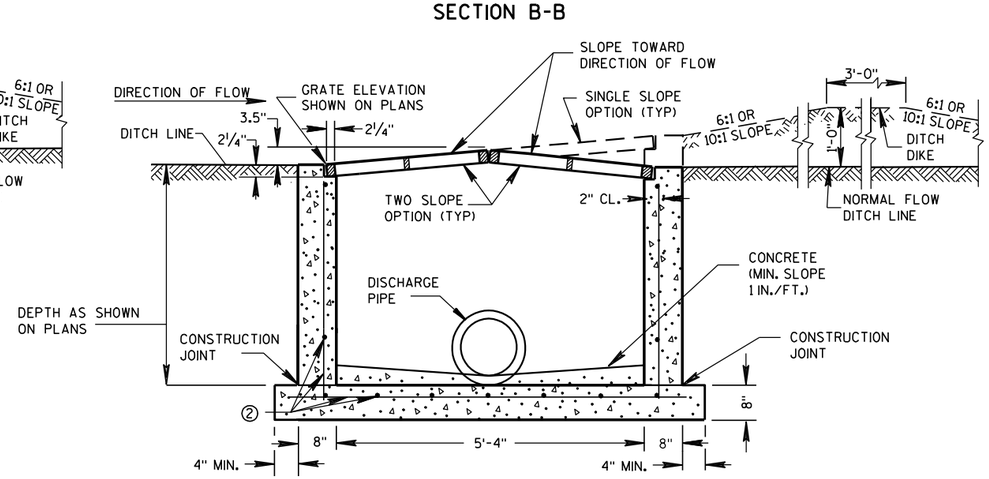
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

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 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.

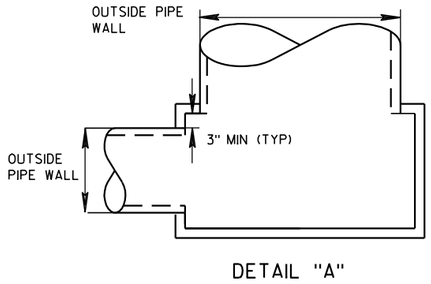
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

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.

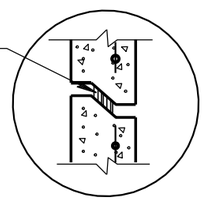
PIPE MATRIX

	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 GRATE

INLETS MEDIAN 2 GRATE

INLETS MEDIAN 1 AND 2 GRATE

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APPROVED

6/5/2012
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ROADWAY STANDARDS [98
ENGINEER

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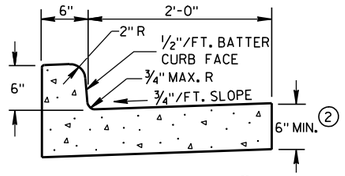
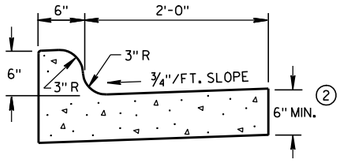
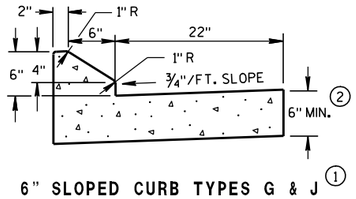


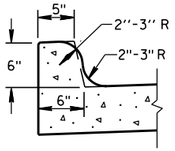
TYPES A & D (1)



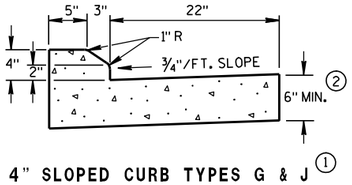
TYPES K & L (1)



6" SLOPED CURB TYPES G & J (1)

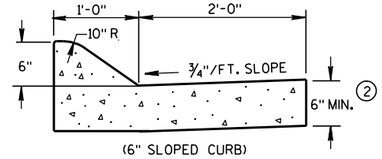


OPTIONAL CURB SHAPE FOR TYPES K & L (1)

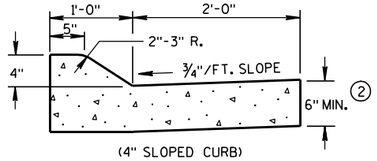


4" SLOPED CURB TYPES G & J (1)

CONCRETE CURB & GUTTER 30"

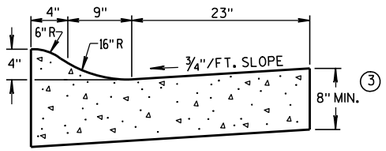


(6" SLOPED CURB)



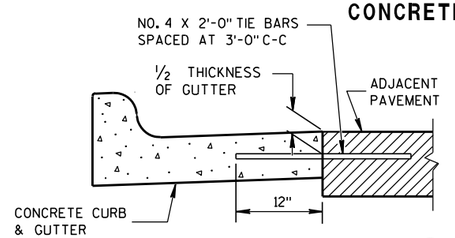
(4" SLOPED CURB)

TYPES A & D (1)

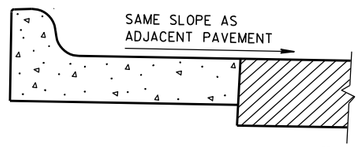


4" SLOPED CURB TYPES R & T (1) (4)

CONCRETE CURB & GUTTER 36"



TYPICAL TIE BAR LOCATION (1)



REVERSE SLOPE GUTTER (5)
(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.

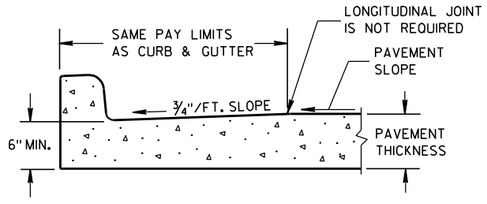
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

(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.

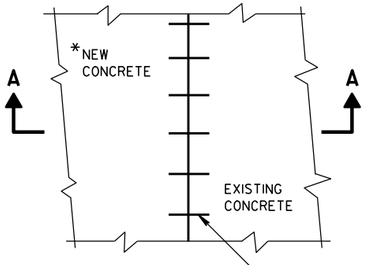
(3) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(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.

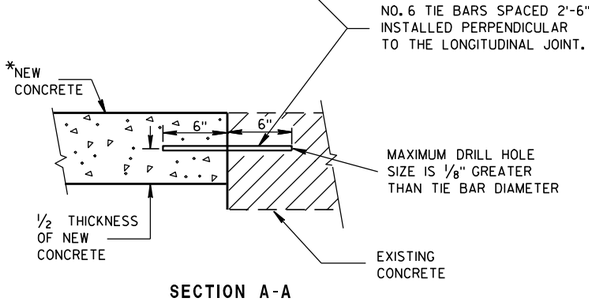


PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



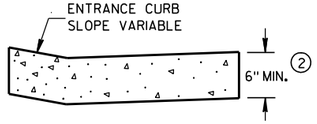
PLAN VIEW

*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

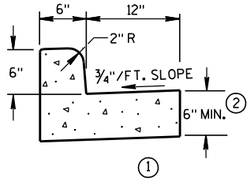


SECTION A-A

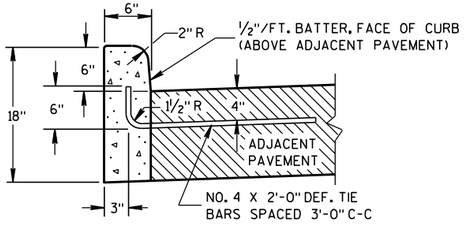
TIE BARS DRILLED INTO EXISTING PAVEMENT



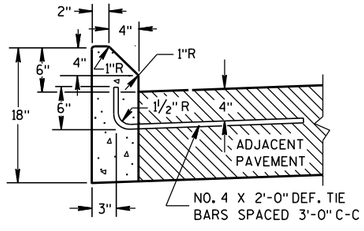
DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)



(1)
TYPES A & D
CONCRETE CURB & GUTTER 18"

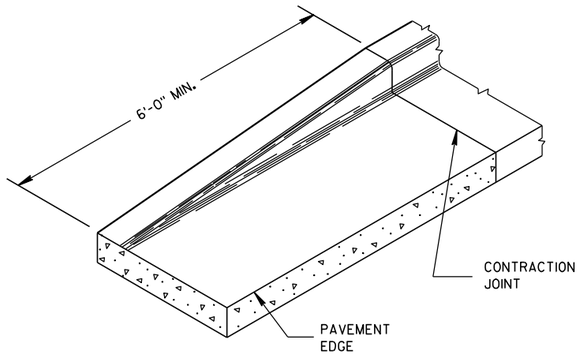


(1)
TYPES A & D



(1)
TYPES G & J

CONCRETE CURB



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

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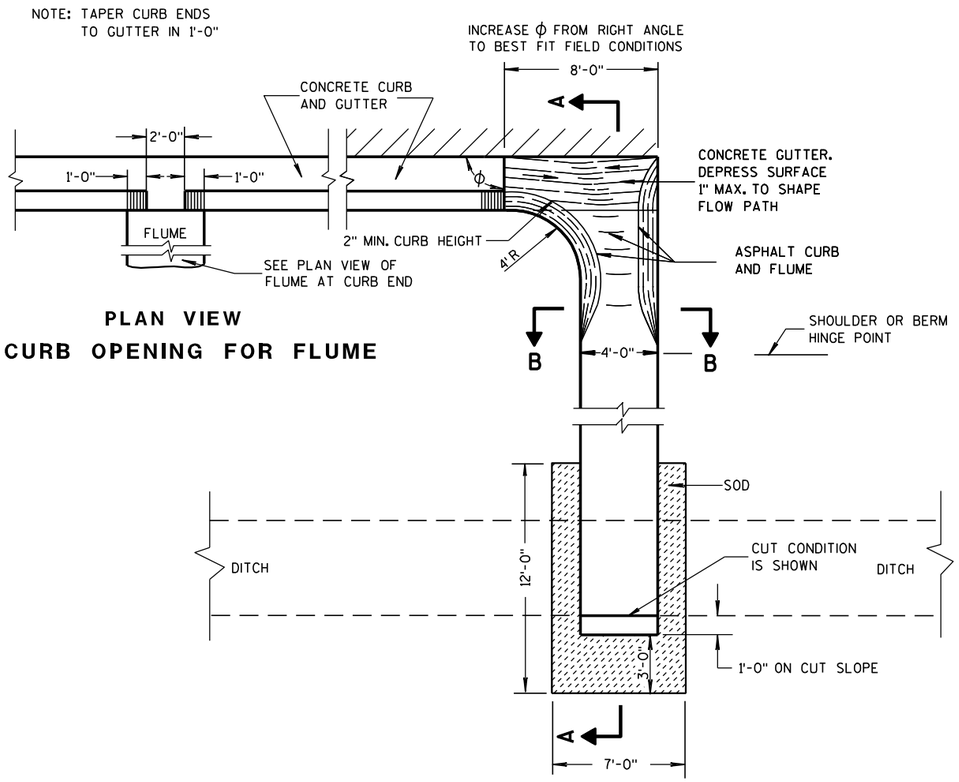
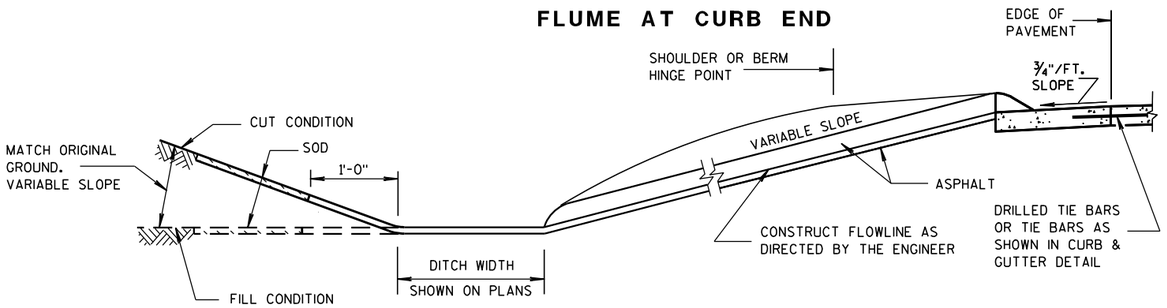
S.D.D. 8 D 1-17

ASPHALTIC FLUME

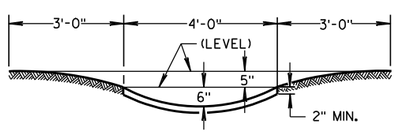


PLAN VIEW
CURB OPENING FOR FLUME

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.

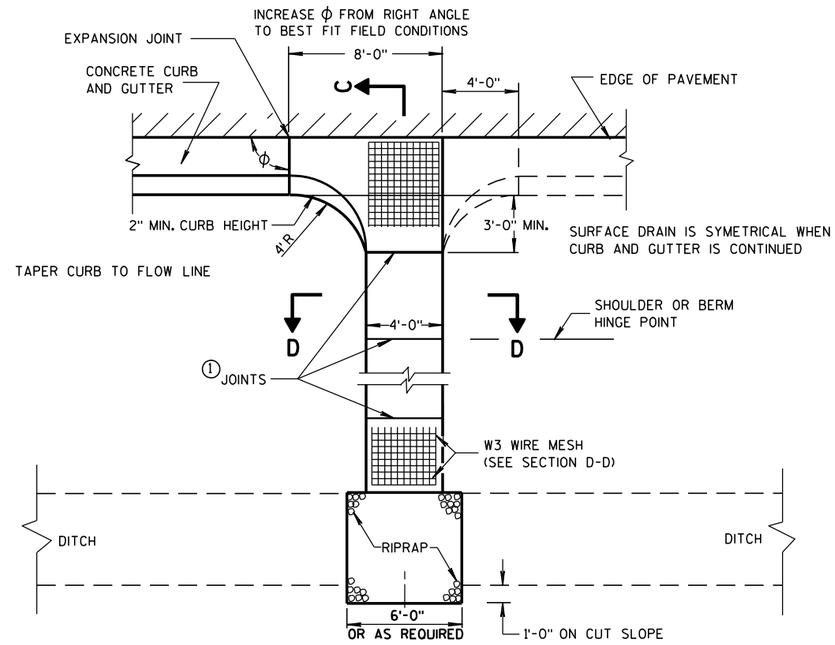
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

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.

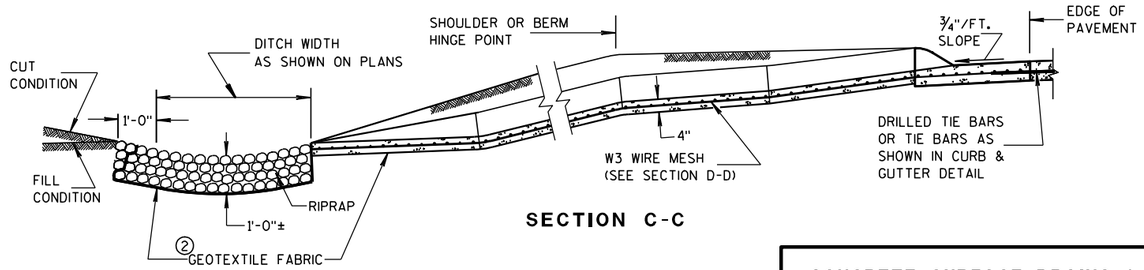
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

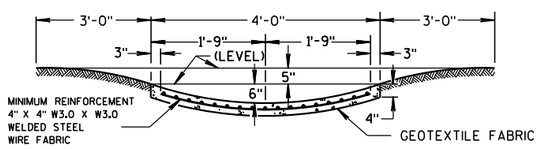
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

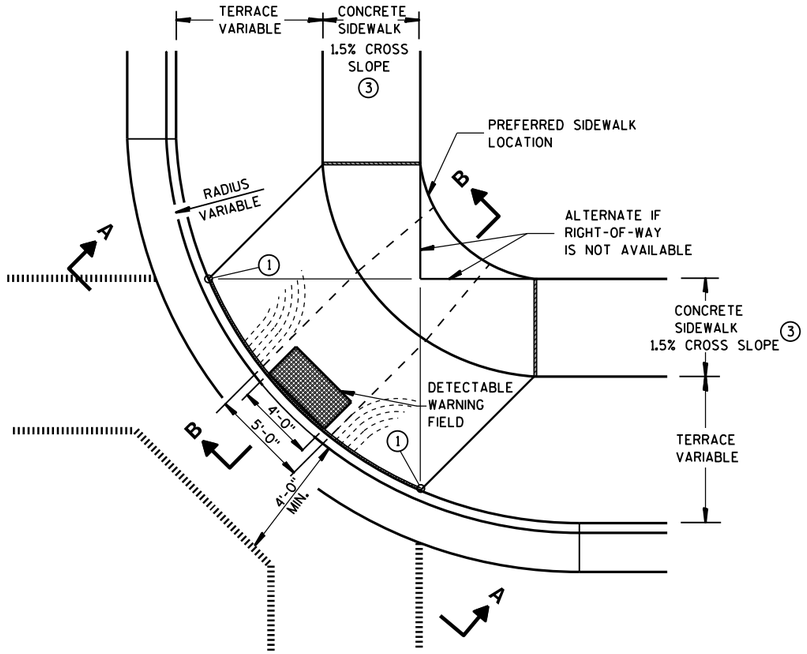
APPROVED
9-4-08 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
100
MENT
FHWA

6

S.D.D. 8 D 4-5

6

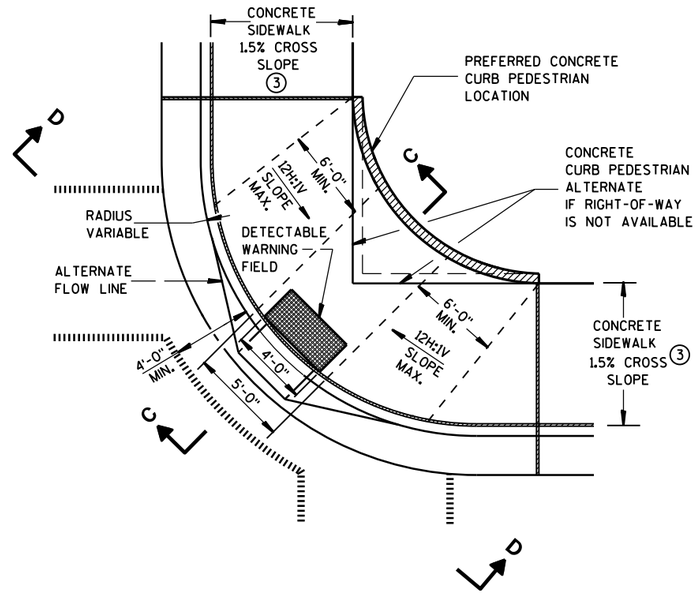
S.D.D. 8 D 4-5



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.

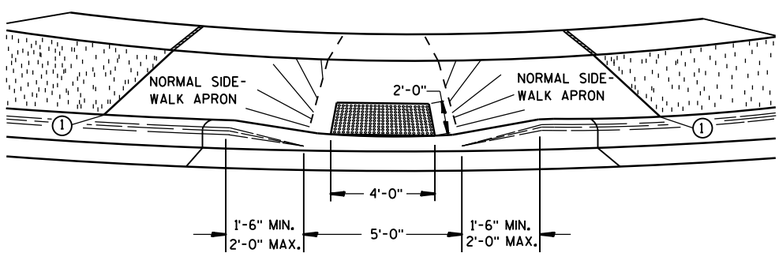
① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.

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.

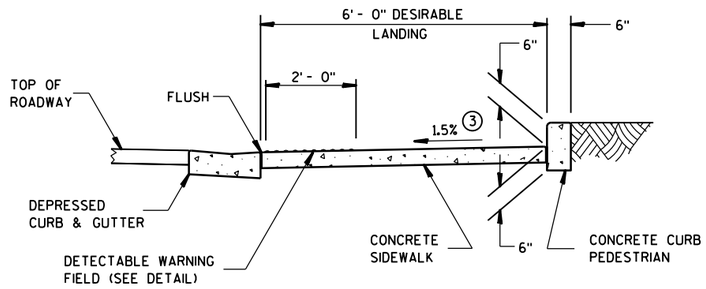
③ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

LEGEND

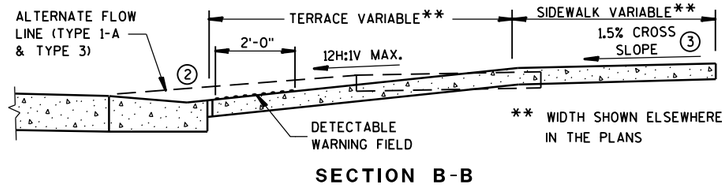
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



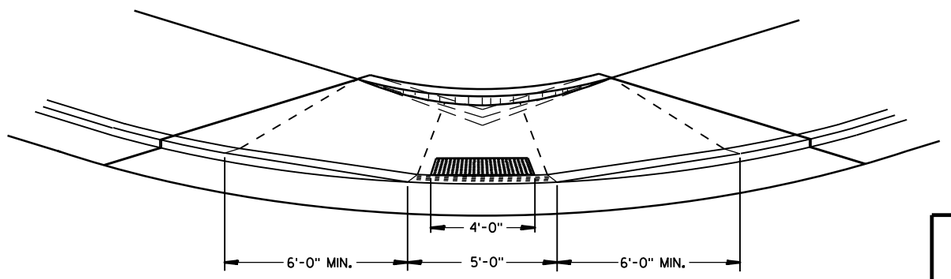
VIEW A-A



SECTION C-C



SECTION B-B



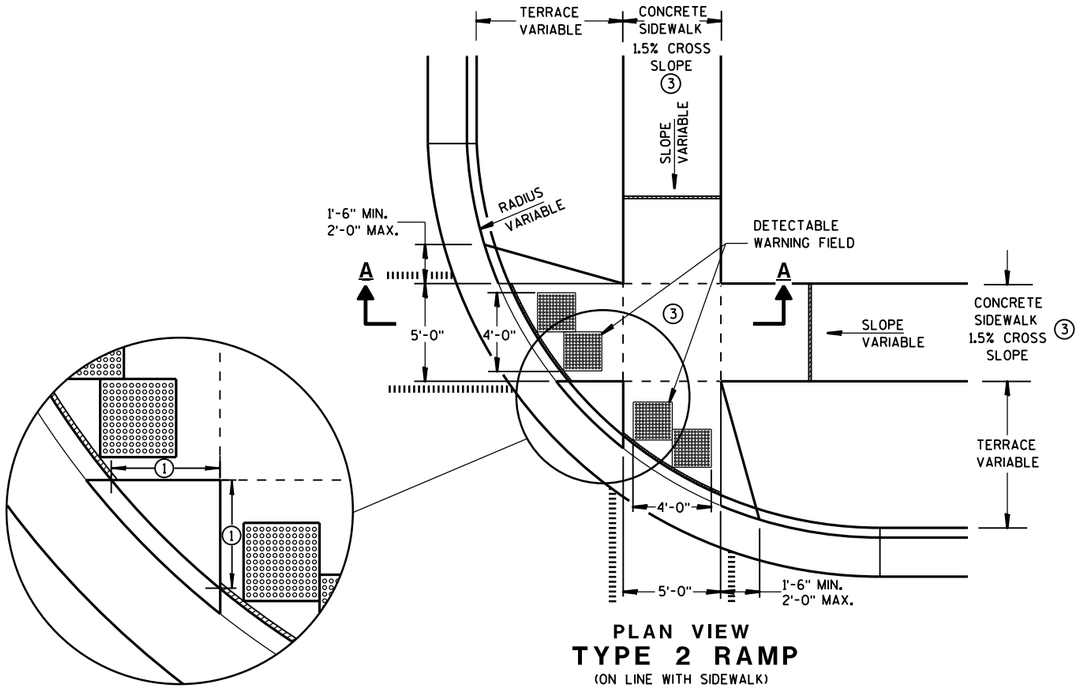
VIEW D-D

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

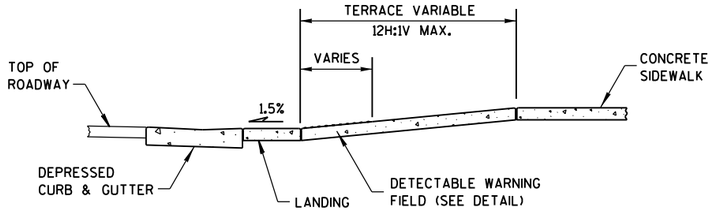
S.D.D. 8 D 5-15a



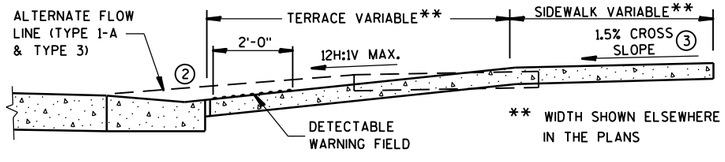
PLAN VIEW

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.

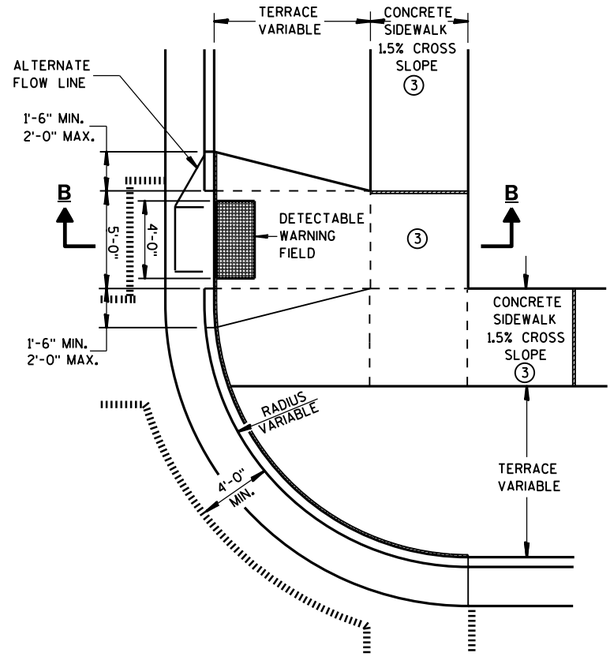
① WHEN THIS DISTANCE IS LESS THAN 6'-0" IT MAY BE DIFFICULT TO ACHIEVE A 12H:1V SLOPE, OR FLATTER, ON THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 12H:1V SLOPE, OR FLATTER, ON RAMP. 2" MINIMUM CURB HEIGHT.

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

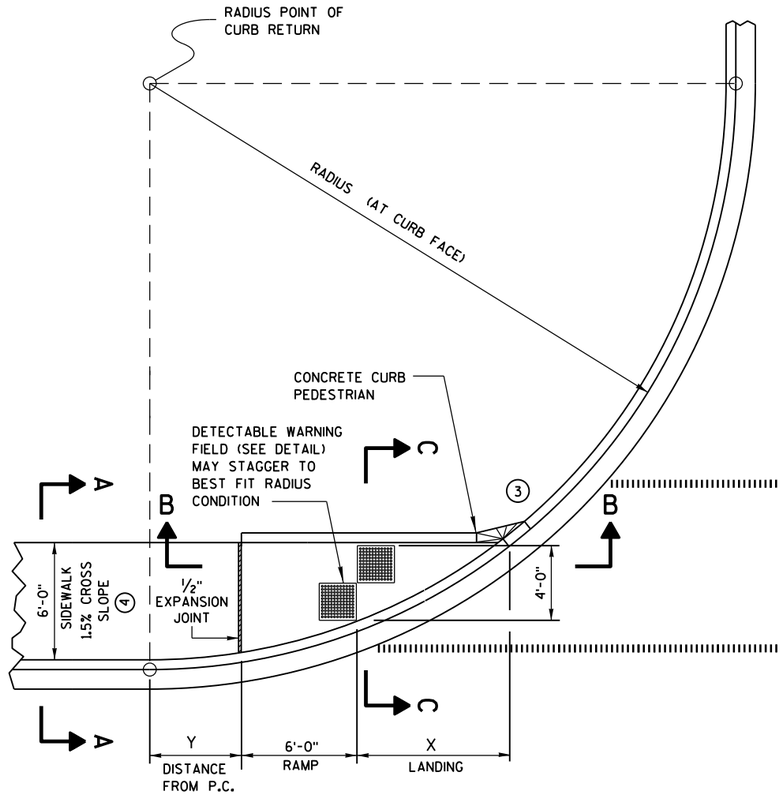
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

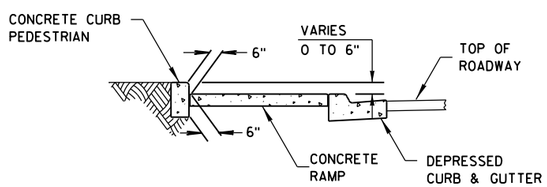
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

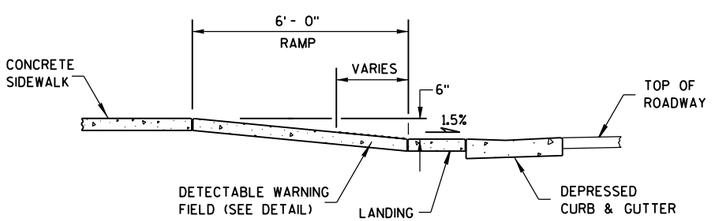
S.D.D. 8 D 5-15b



CURB RAMP TYPE 4A
PLAN VIEW



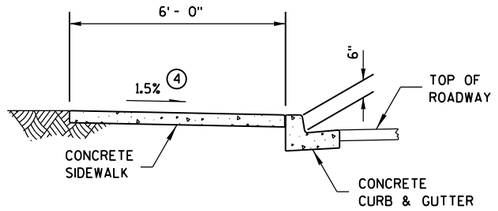
SECTION C-C FOR TYPE 4A



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

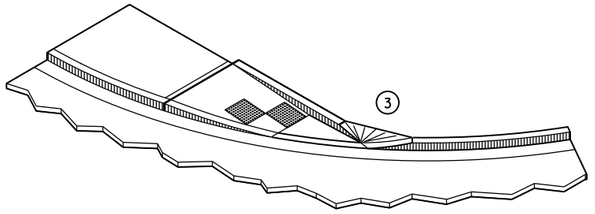
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

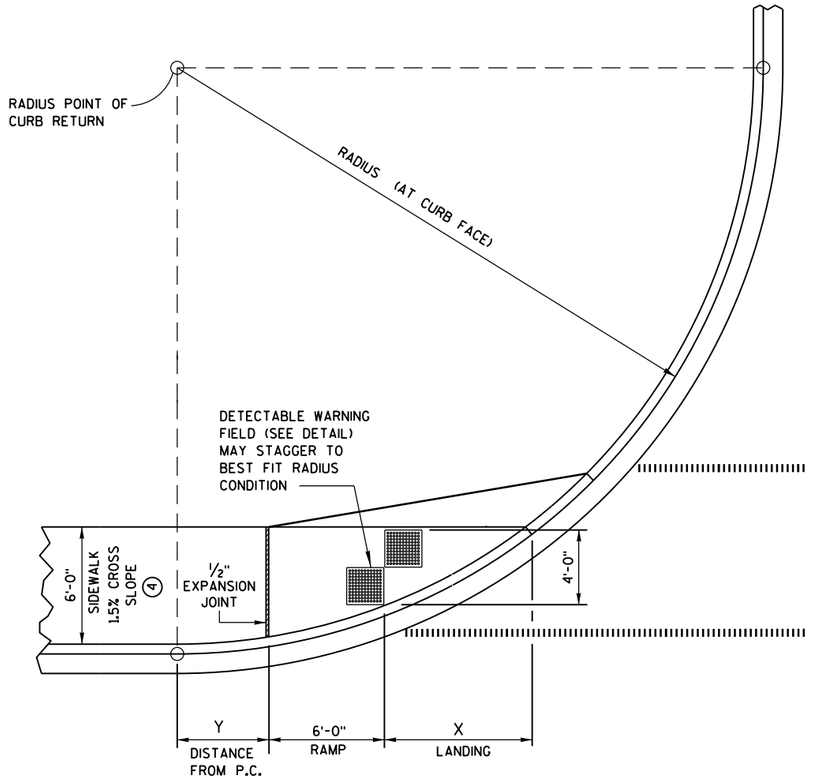
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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

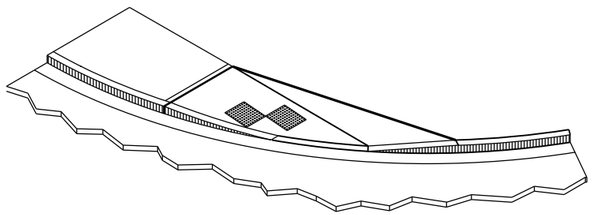
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



ISOMETRIC VIEW FOR TYPE 4A



CURB RAMP TYPE 4A1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

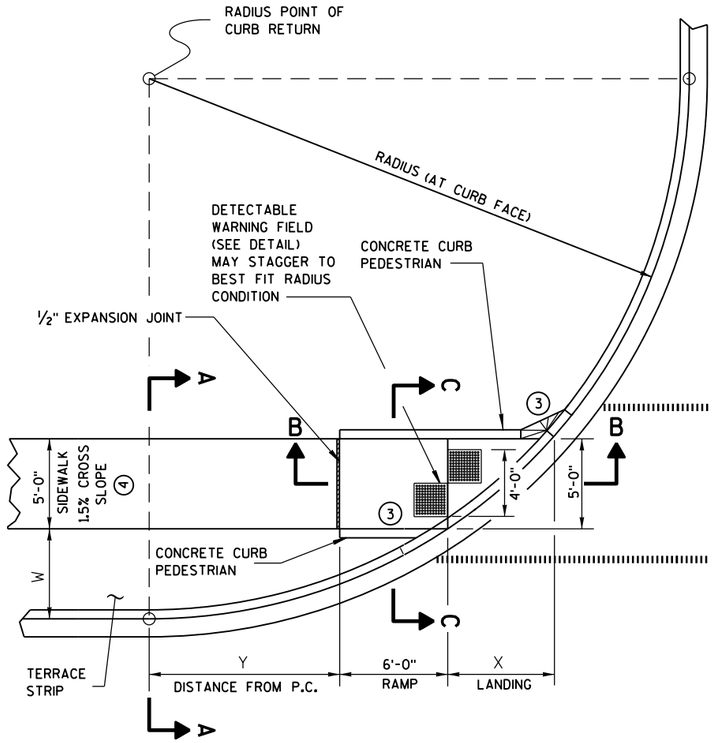
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 4A AND 4A1

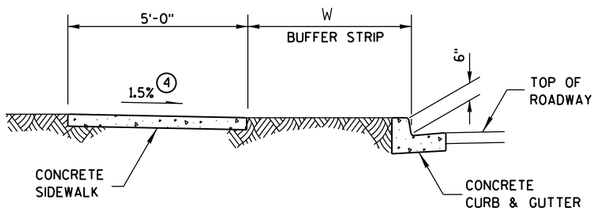
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

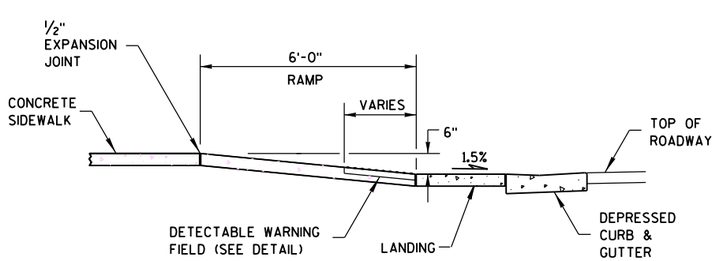
S.D.D. 8 D 5-15c



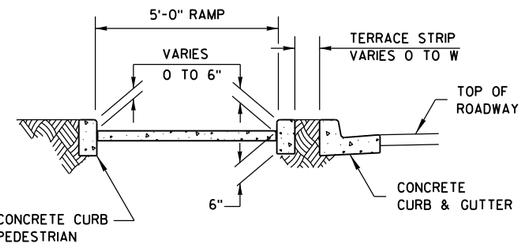
CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



SECTION B-B FOR TYPE 4B



SECTION C-C FOR TYPE 4B

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

GENERAL NOTES

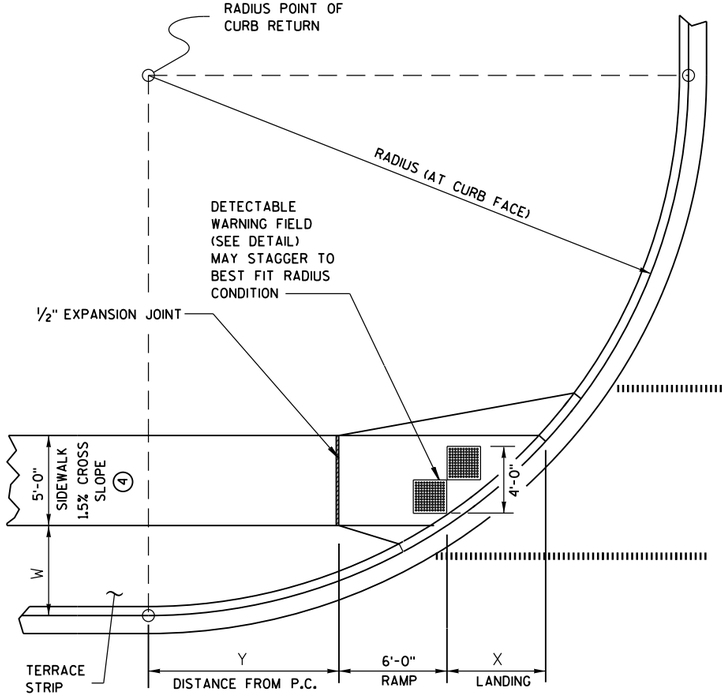
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

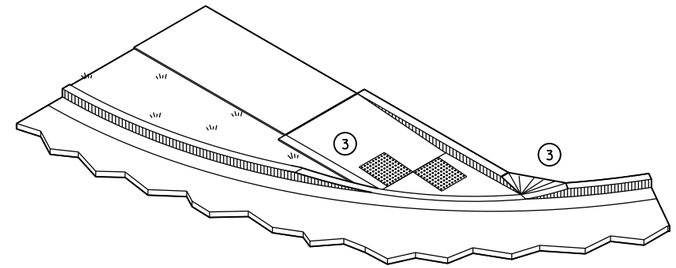
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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

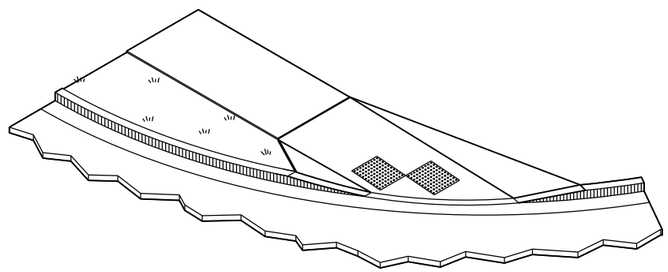
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



CURB RAMP TYPE 4B1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4B



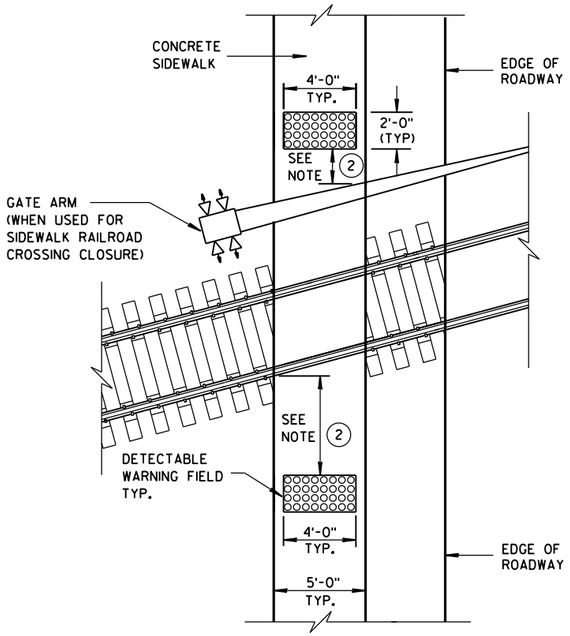
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

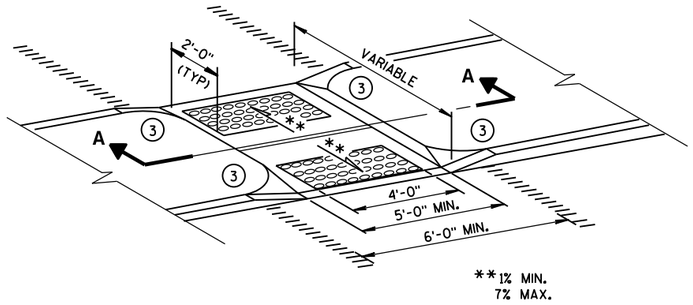
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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%.

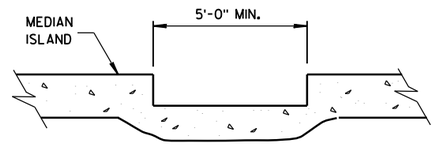
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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

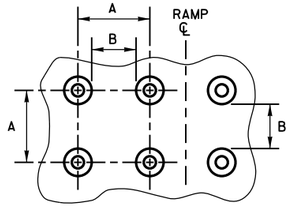
(2) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET 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.



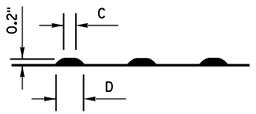
SECTION A-A



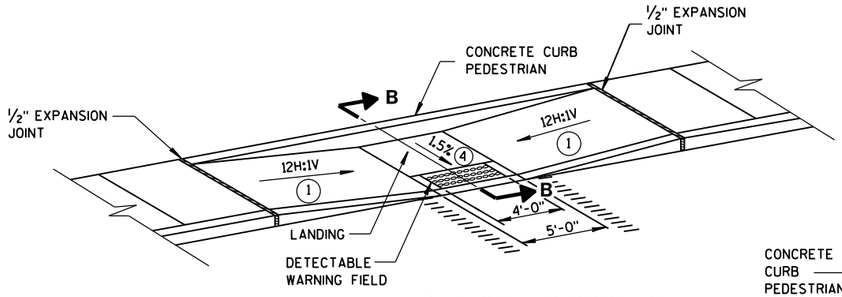
PLAN VIEW

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

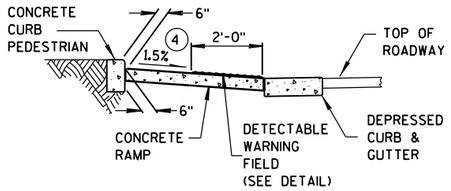
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



ELEVATION VIEW

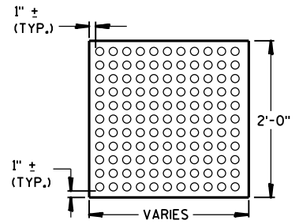


MID-BLOCK CROSSING
TYPE 7A



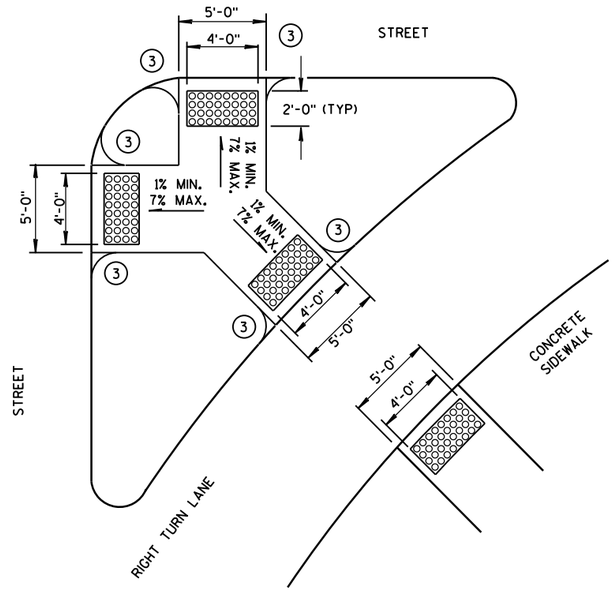
SECTION B-B

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

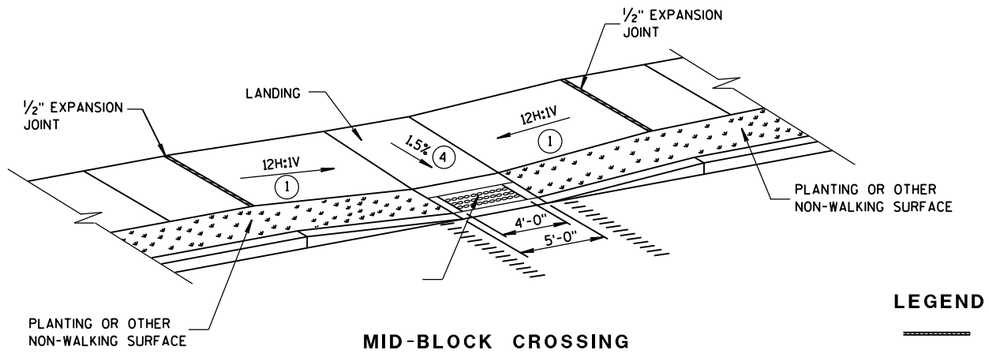


PLAN VIEW

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

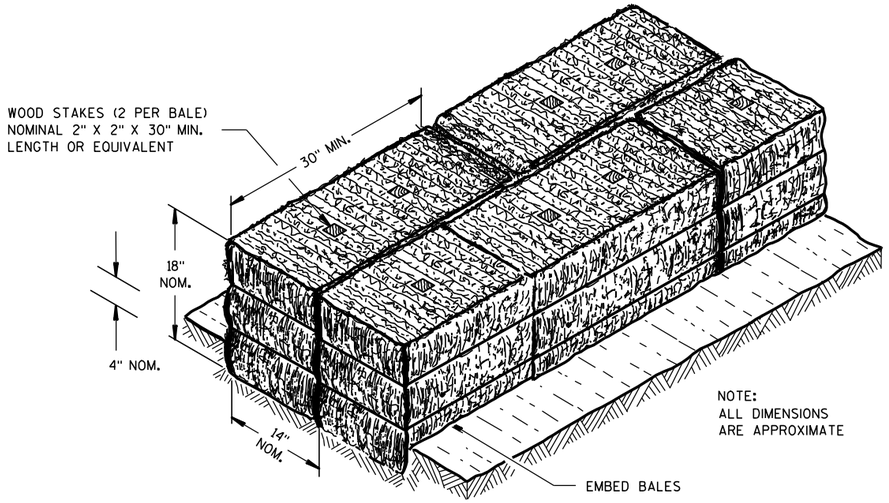
APPROVED
2-6-2013 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS [illegible] ENGINEER
FHWA

6

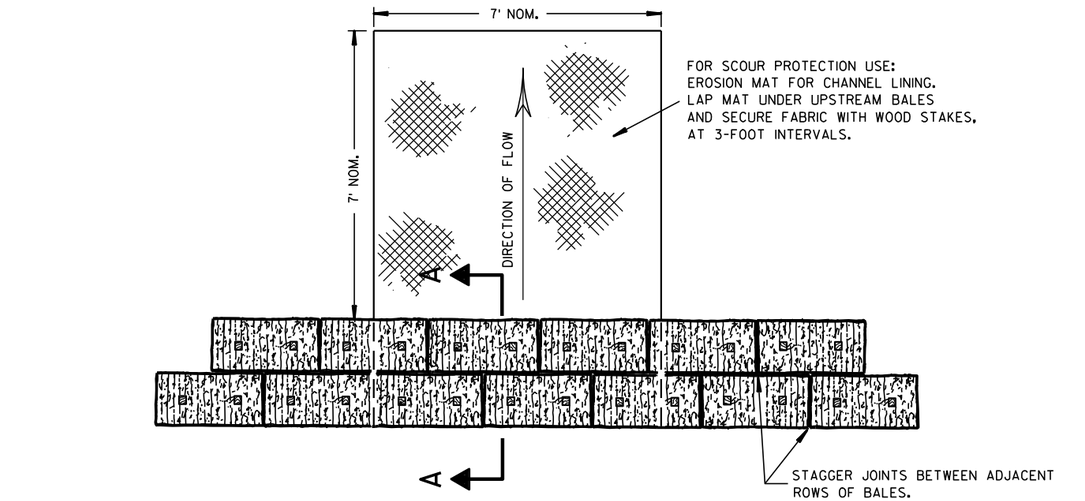
S.D.D. 8 D 5-15e

6

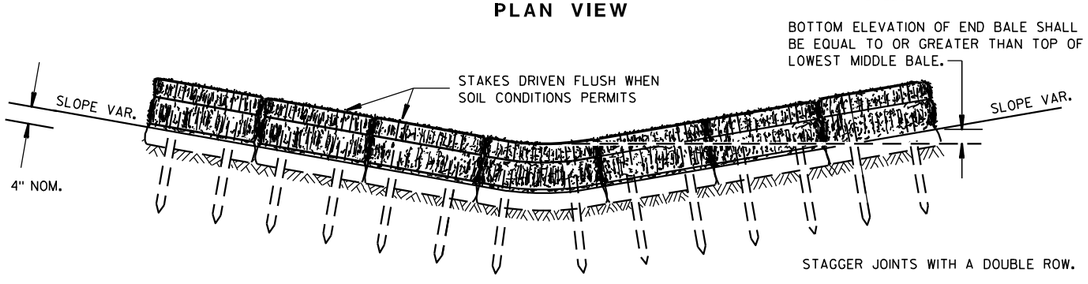
S.D.D. 8 D 5-15e



SECTION A-A



PLAN VIEW



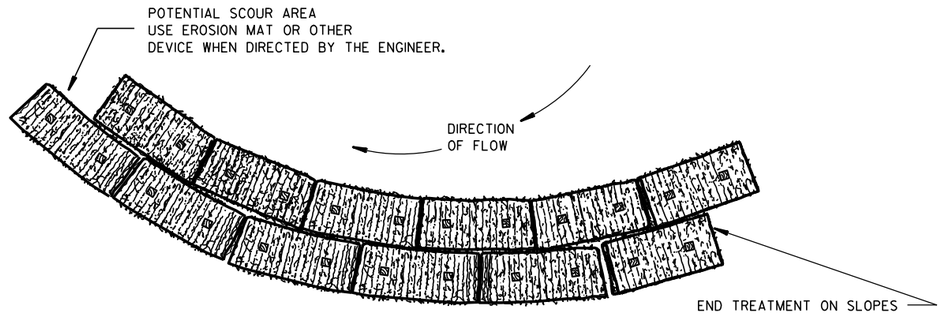
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

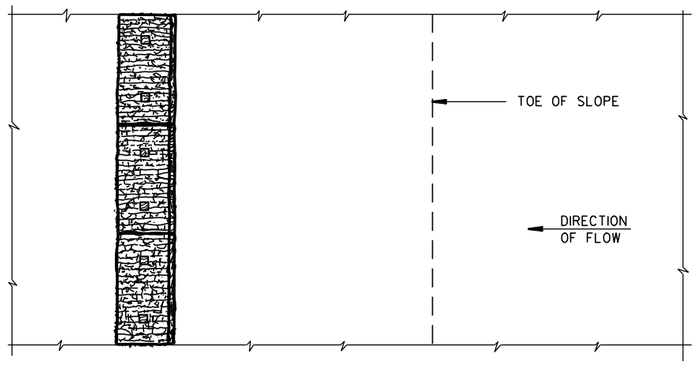
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.

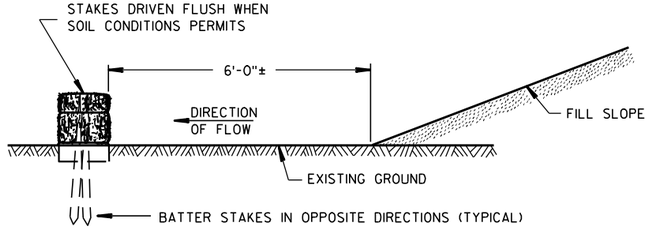


PLAN VIEW

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

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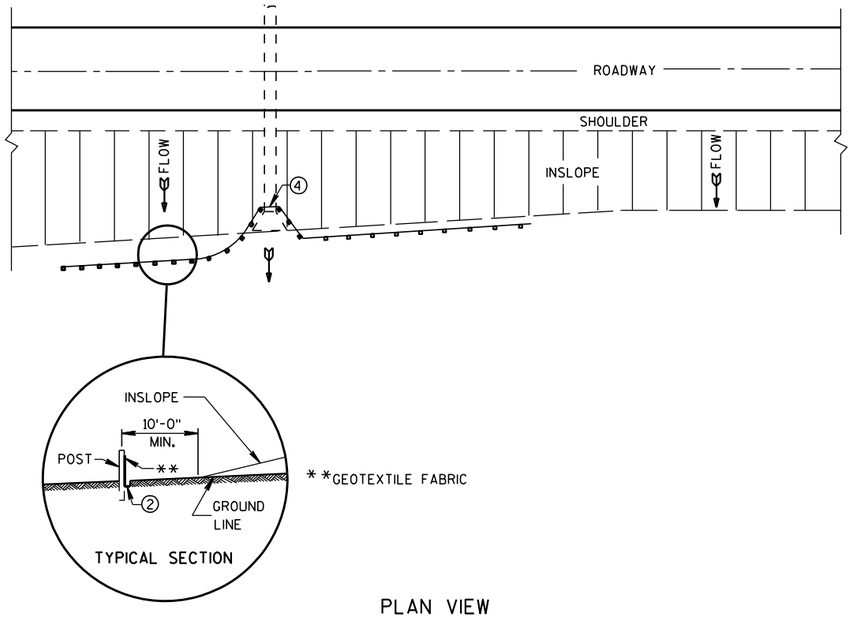
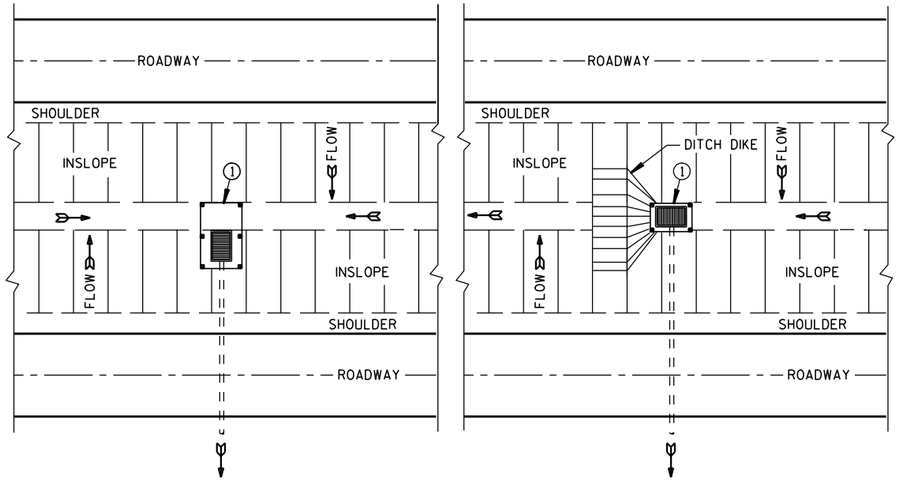
S.D.D. 8 E 8-3



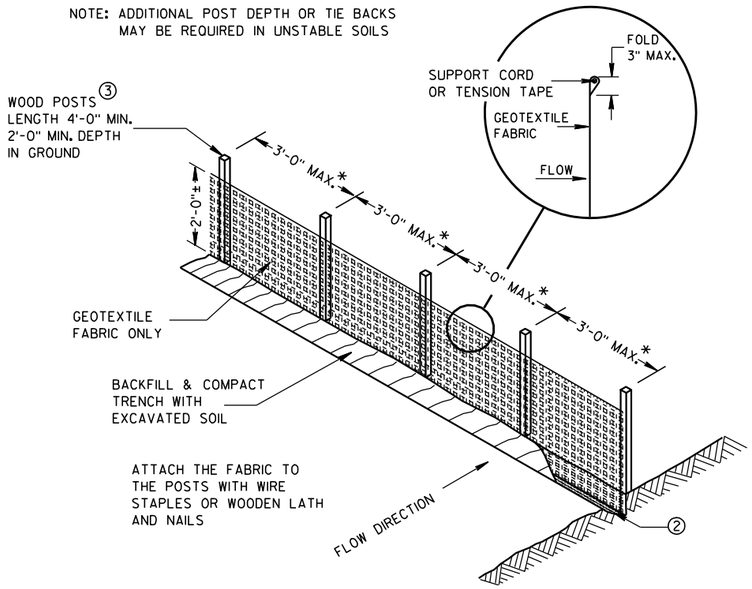
PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



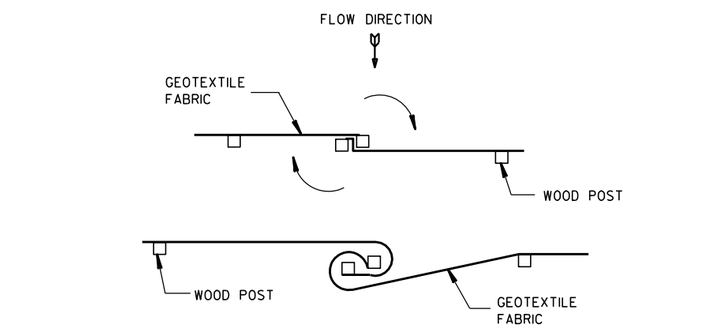
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

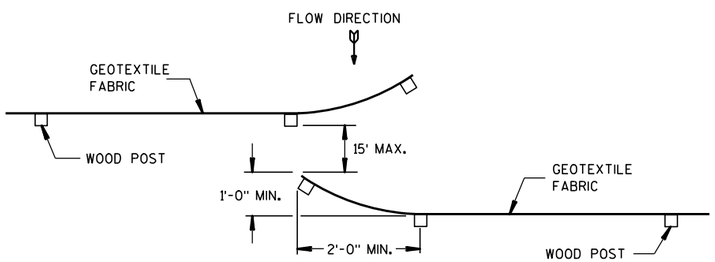


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE



TWIST METHOD



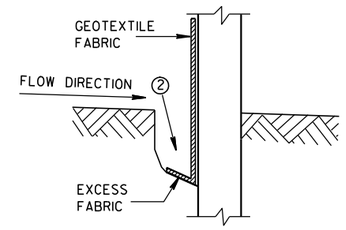
HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5

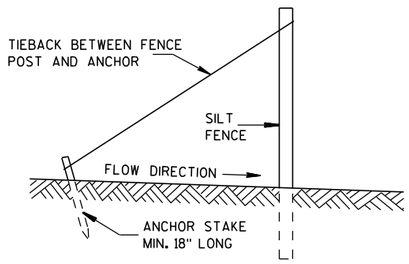
GENERAL NOTES

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

1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



TRENCH DETAIL



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 8 E 9-6

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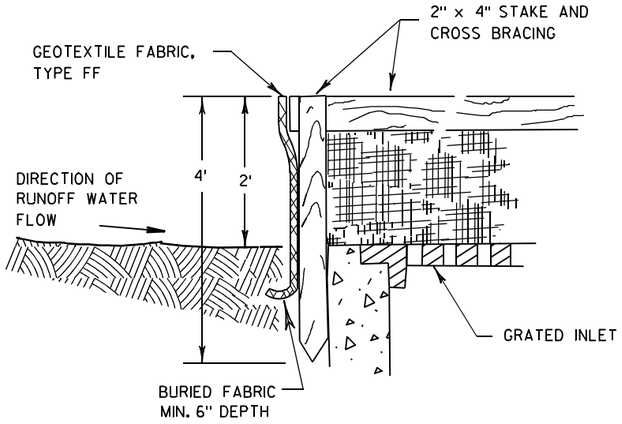
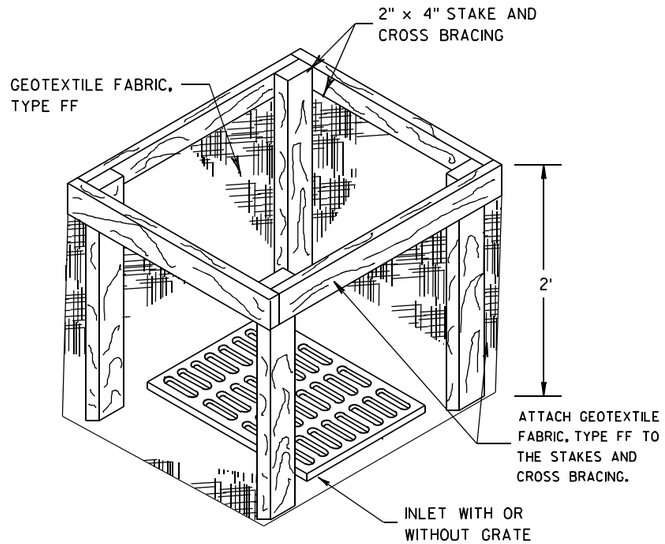
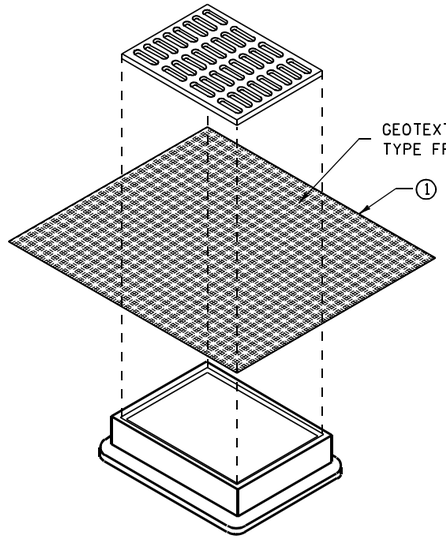
S.D.D. 8 E 9-6



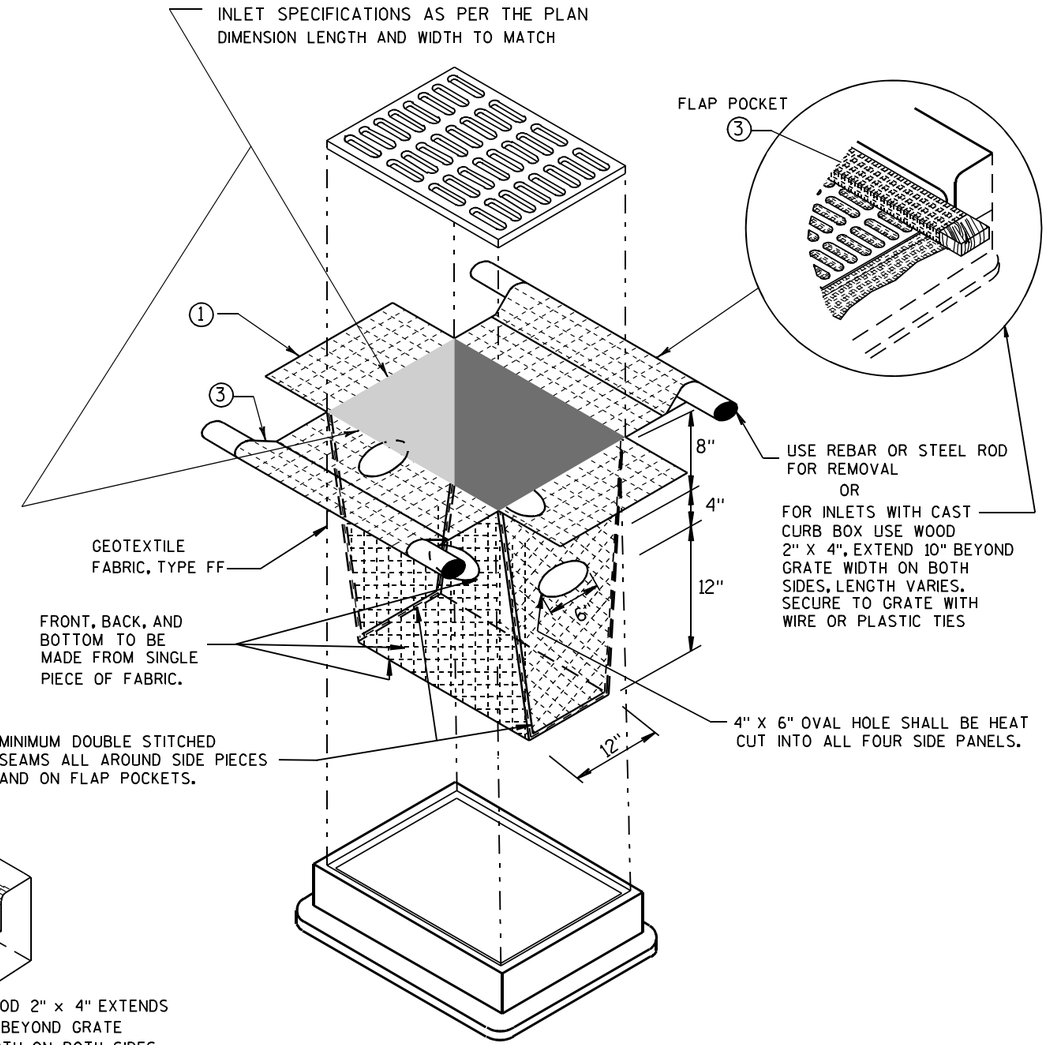


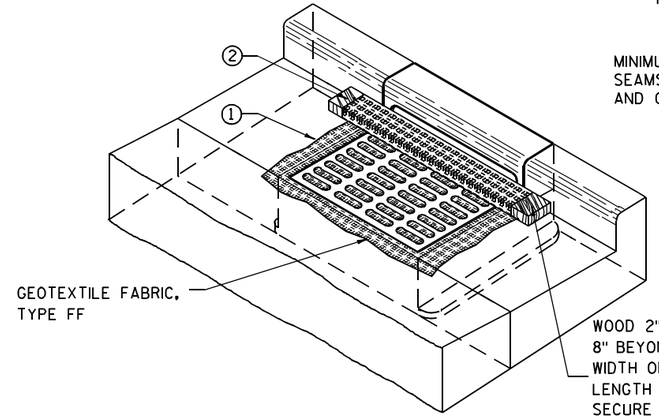
INLET PROTECTION, TYPE A



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

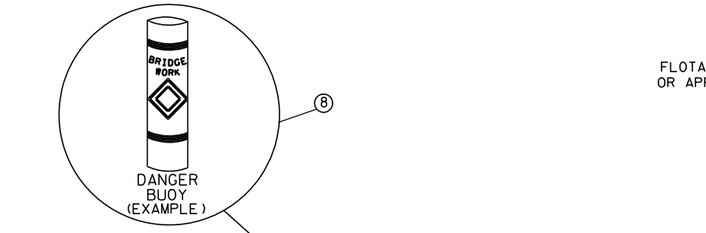
APPROVED

10/16/02
DATE

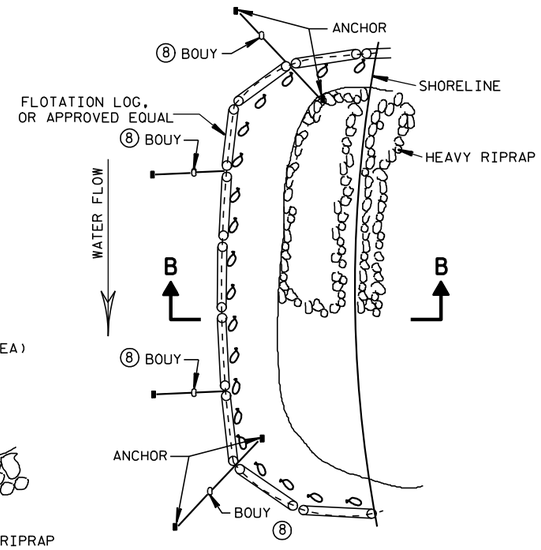
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

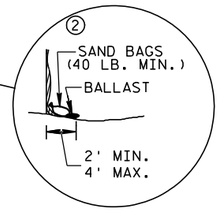
FHWA

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

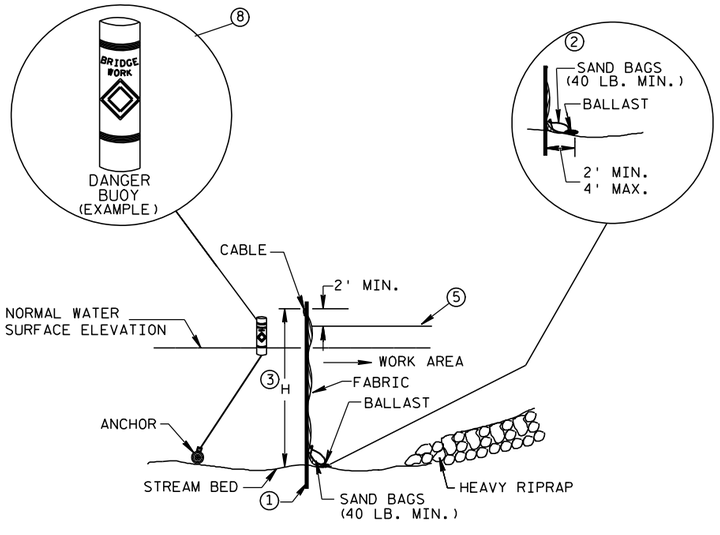


SECTION B-B

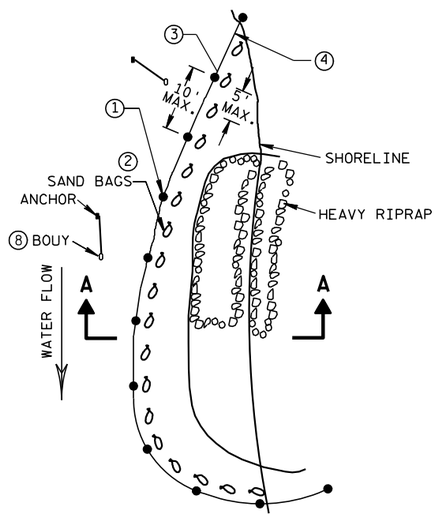




TURBIDITY BARRIER FLOAT ALTERNATIVE
CAUTION - SEE NOTE 6



SECTION A-A



PLAN VIEW

TURBIDITY BARRIER STANDARD POST INSTALLATION

TURBIDITY BARRIER PLACEMENT 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.

TURBIDITY BARRIER MAY BE REMOVED AT THE ENGINEERS DISCRETION, WHEN PERMANENT EROSION CONTROL MEASURES HAVE BEEN ESTABLISHED.

① DRIVEN STEEL POSTS, PIPES, OR CHANNELS. LENGTH SHALL BE SUFFICIENT TO SECURELY SUPPORT BARRIER AT HIGH WATER ELEVATIONS.

② SANDBAGS TO BE USED AS ADDITIONAL BALLAST WHEN ORDERED BY THE ENGINEER TO MEET ADVERSE FIELD CONDITIONS. SPACE AS APPROPRIATE FOR SITE CONDITIONS.

③ WHEN BARRIER HEIGHT, H, EXCEEDS 8 FT., POST SPACING MAY NEED TO BE DECREASED.

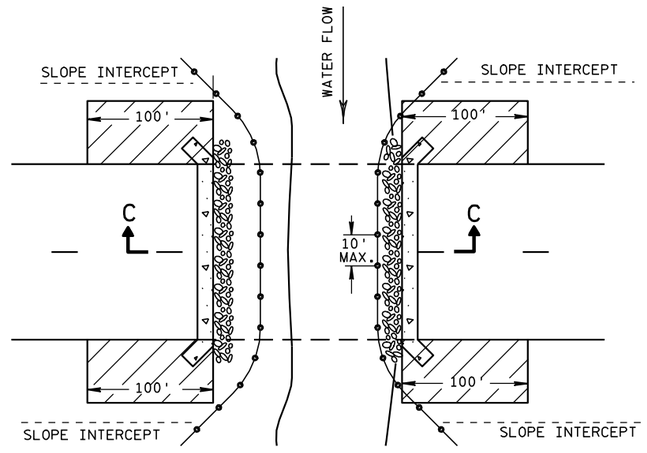
④ IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.

⑤ ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION PERIOD. MIMIMUM BARRIER HEIGHT SHALL BE 2'GREATER THAN EITHER THE O2 ELEVATION OR THE ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION, WICHEVER IS GREATER.

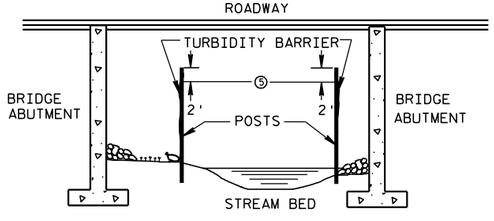
⑥ FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BED ROCK PREVENTS THE INSTALLATION OF POSTS.

⑦ ALLOW SUFFICIENT SLACK VERTICALLY AND HORIZONTALLY SO THAT SEDIMENT BUILD UP WILL NOT SEPARATE OR LOWER THE TURBIDITY BARRIER.

⑧ USE AS DIRECTED BY COAST GUARD OR DNR PERMIT WHEN WORKING IN NAVIGABLE WATERWAYS.



PLAN VIEW



SECTION C-C

TURBIDITY BARRIER DETAIL SHOWING TYPICAL PLACEMENT AT STRUCTURES

TURBIDITY BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

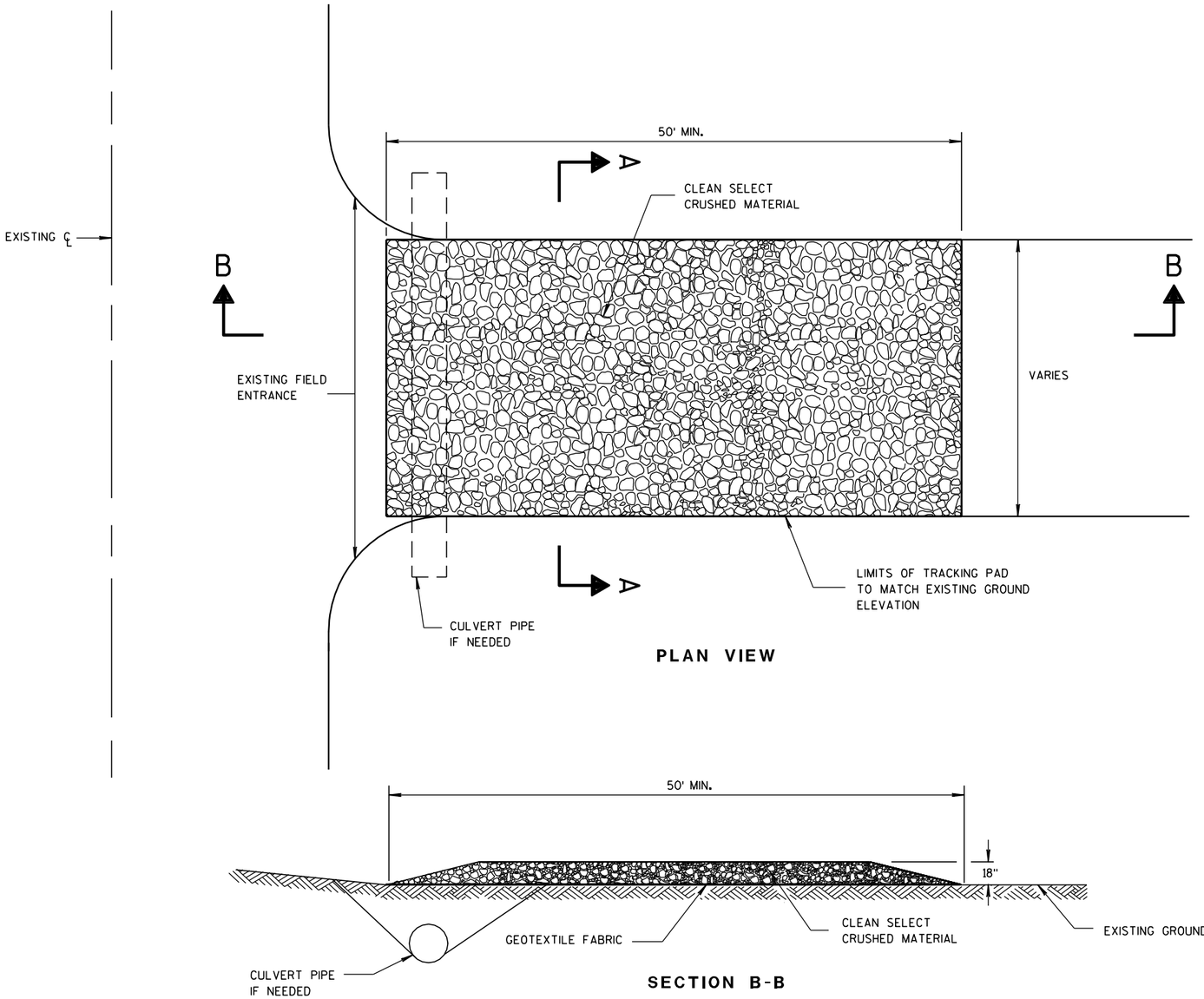
APPROVED
6/04/02 — DATE
/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 11-2

6

S.D.D. 8 E 11-2



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.

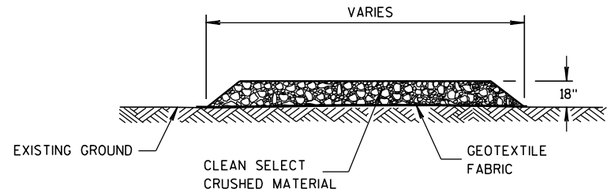
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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. Zoda — ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 8 E 14-1

6

S.D.D. 8 E 14-1

METAL APRON ENDWALLS

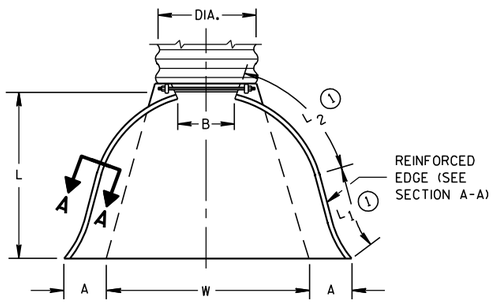
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

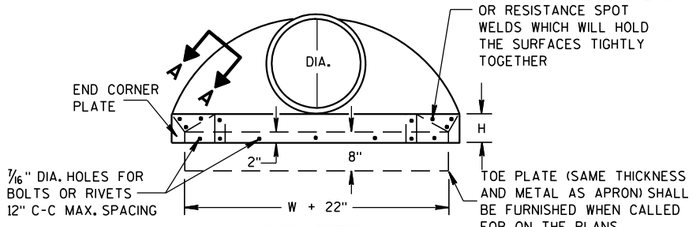
REINFORCED CONCRETE APRON ENDWALLS

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

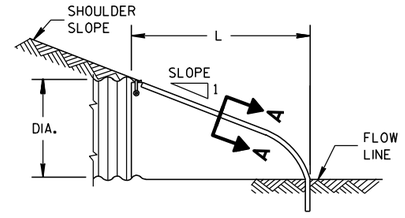
*MINIMUM
**MAXIMUM



PLAN VIEW

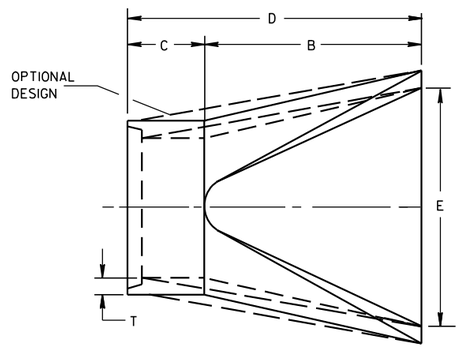


END VIEW

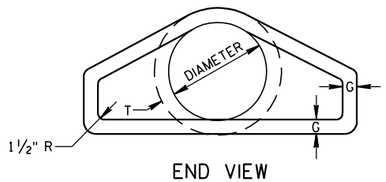


SIDE ELEVATION

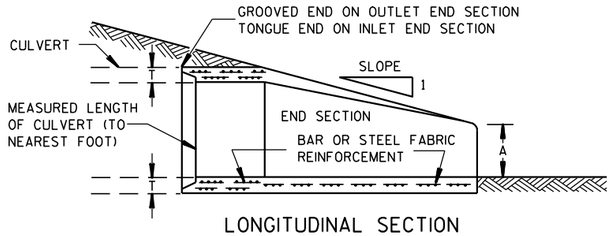
METAL ENDWALLS



PLAN

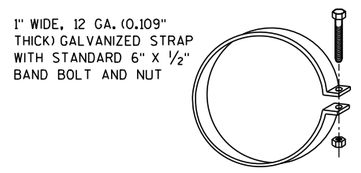


END VIEW



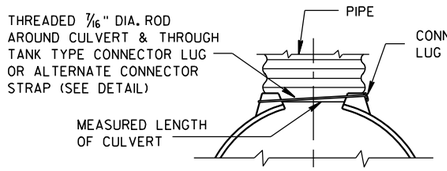
LONGITUDINAL SECTION

CONCRETE ENDWALLS

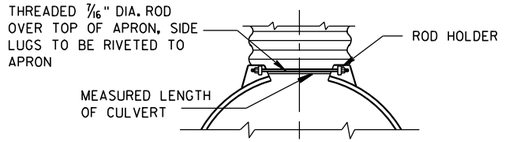


ALTERNATE FOR TYPE 1 CONNECTION

END SECTION CONNECTOR STRAP

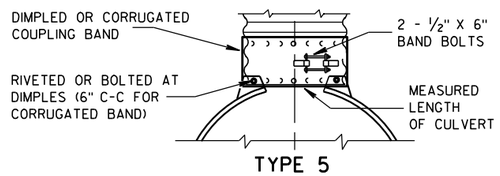


TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

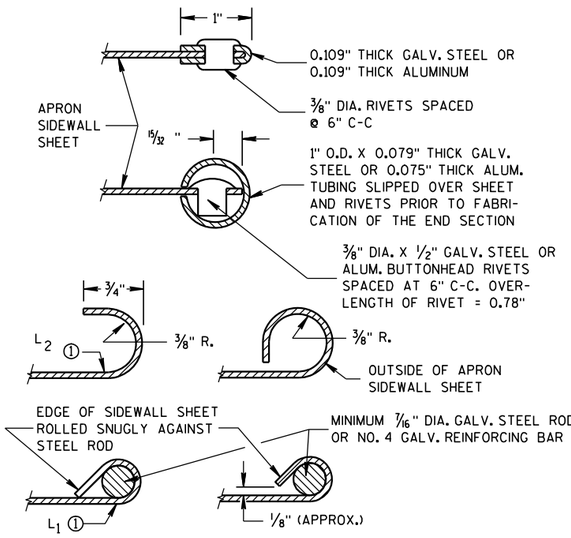
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

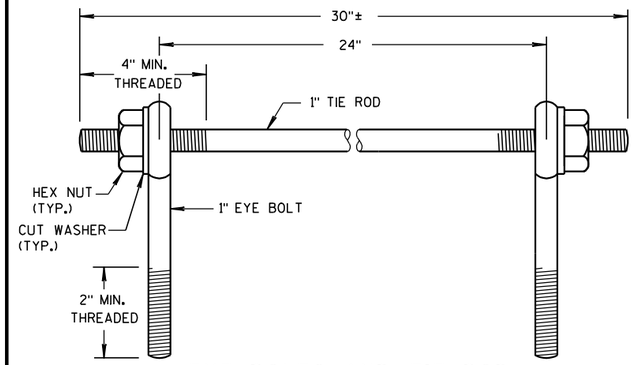
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

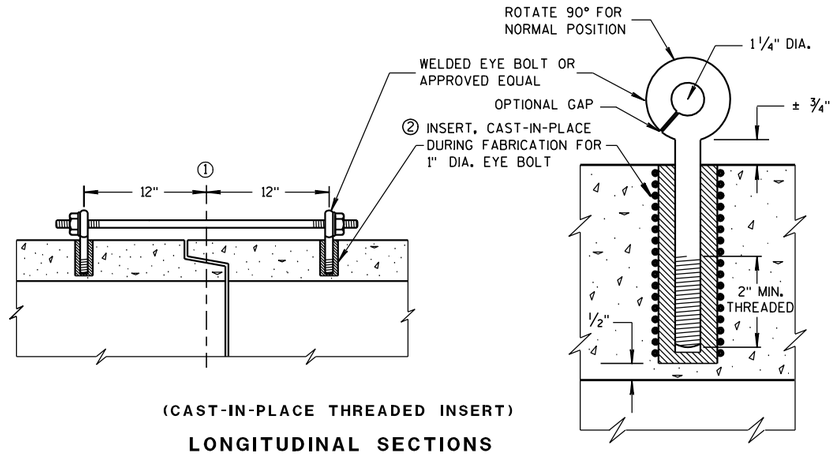
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

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

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

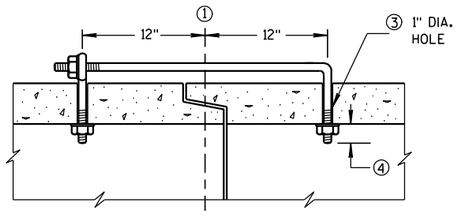
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

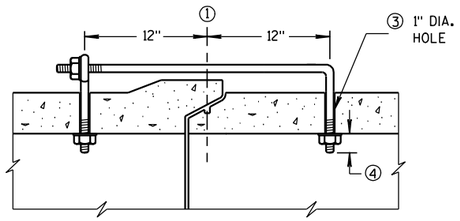
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

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)

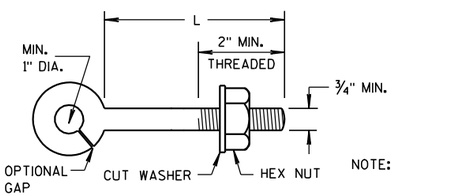


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

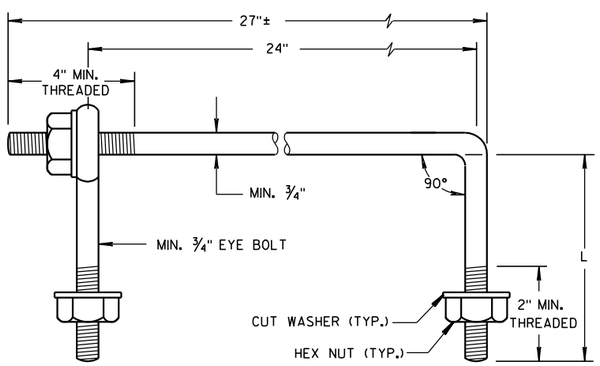
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



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

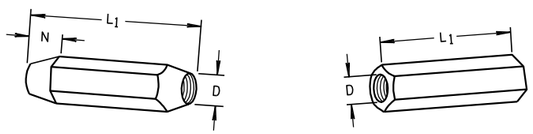
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

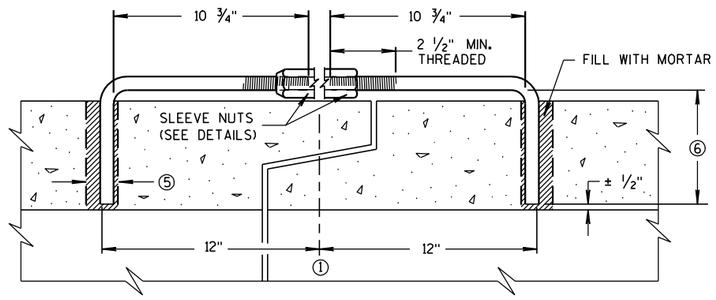
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

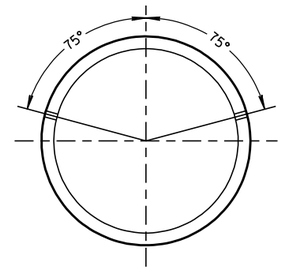
SLEEVE NUTS



LONGITUDINAL SECTION

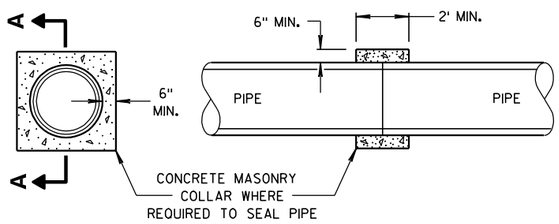
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

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
FHWA

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S.D.D. 8 F 4-7

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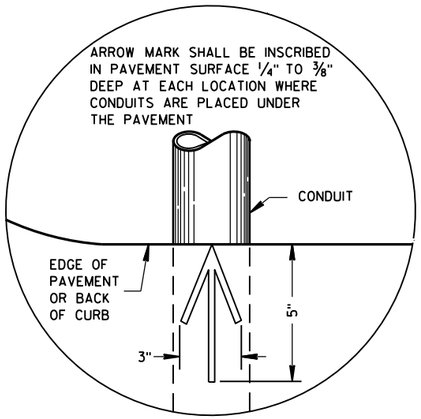
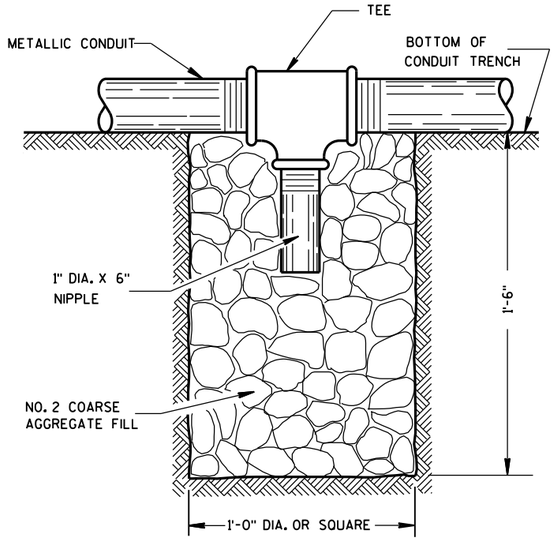
S.D.D. 8 F 4-7



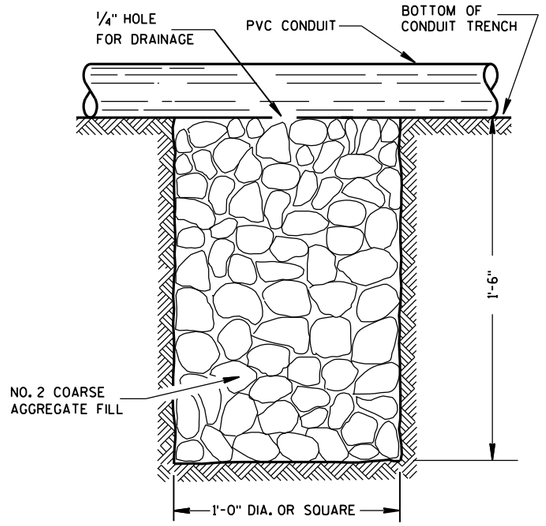
PLAN VIEW

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.

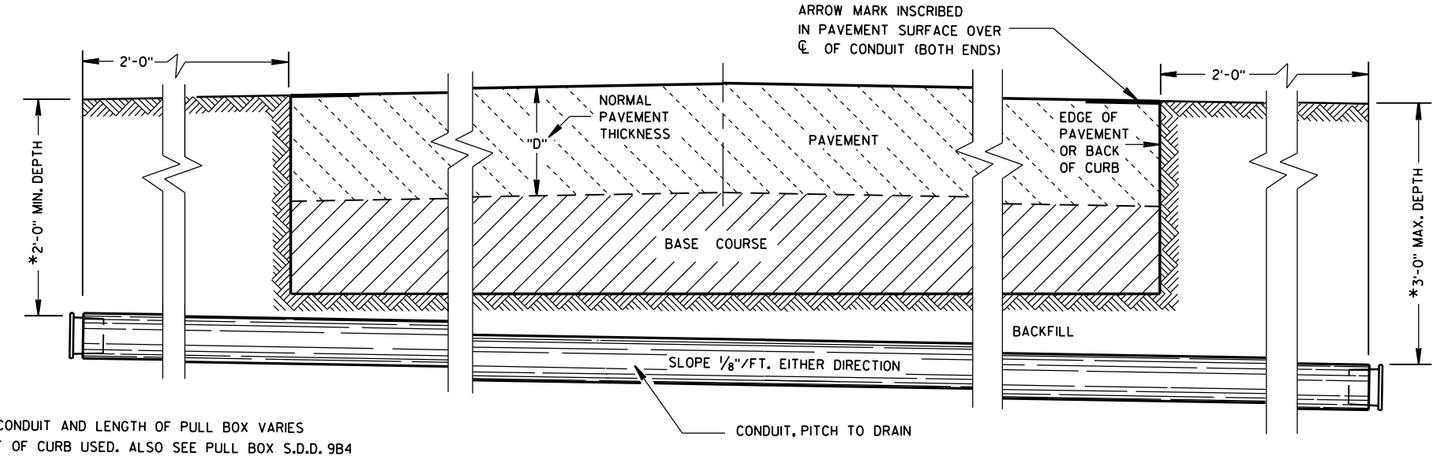
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2014 — DATE

/S/ Ahmet Demirbilek — STATE ELECTRICAL

FHWA

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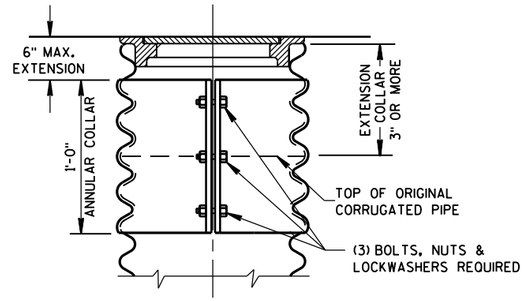
S.D.D. 9 B 2-8

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

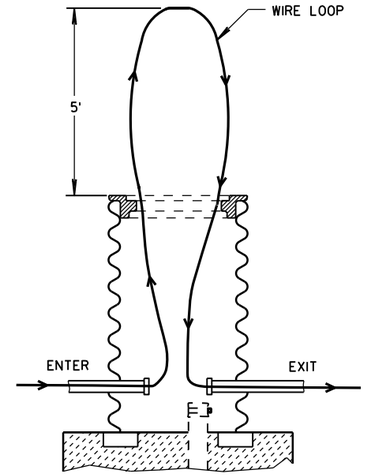
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	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.

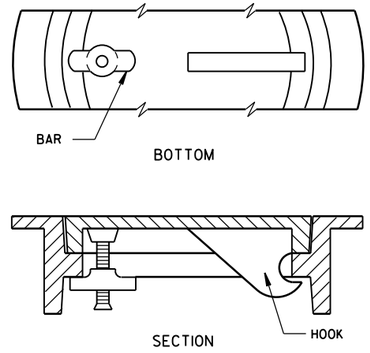
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

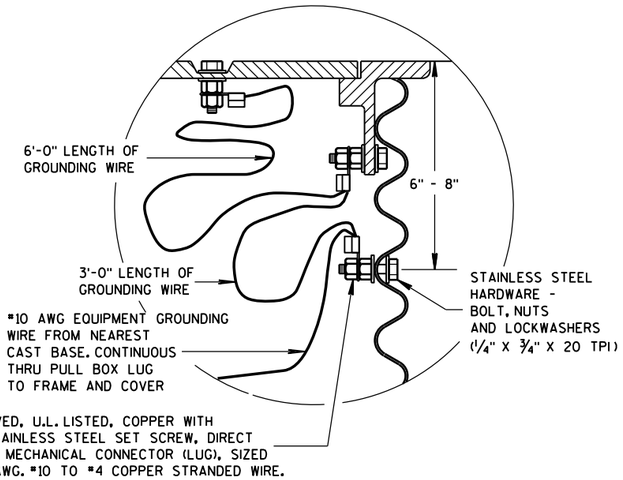


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

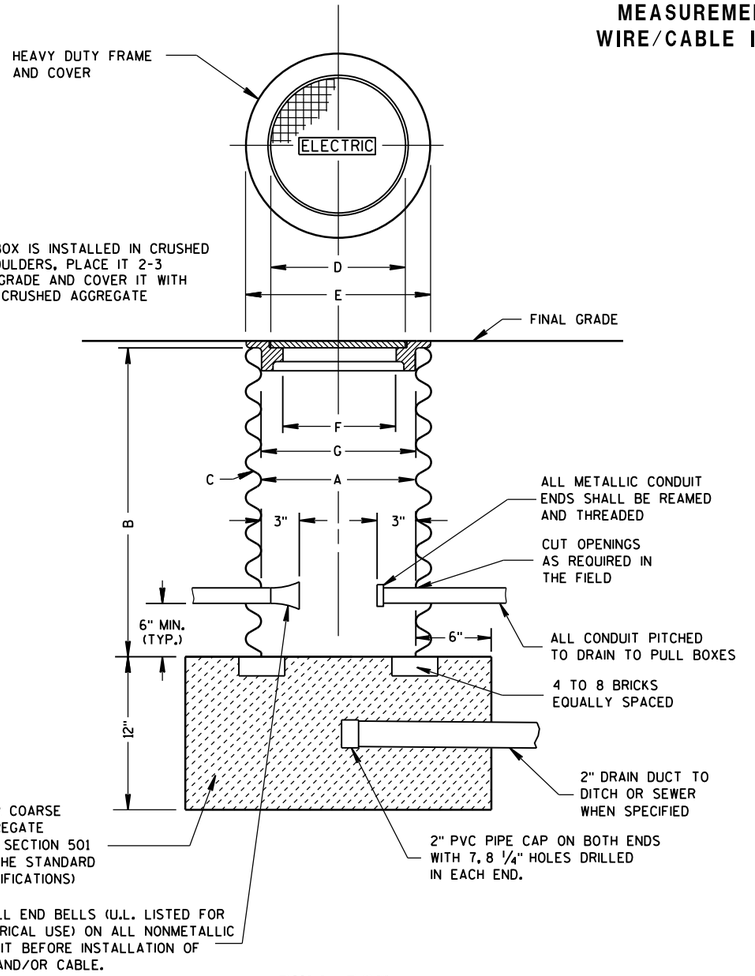


ALTERNATE COVER (LOCKING)

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.

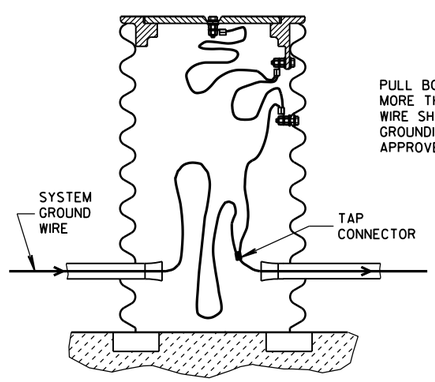
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

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.



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
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/S/ Ahmet Demirbilek
STATE ELECTRICAL

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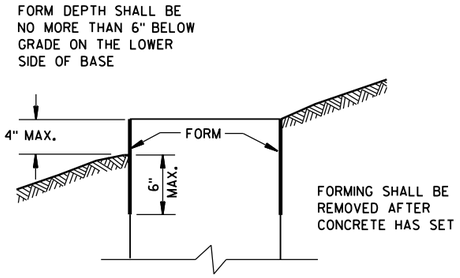


FORMING DETAIL

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.

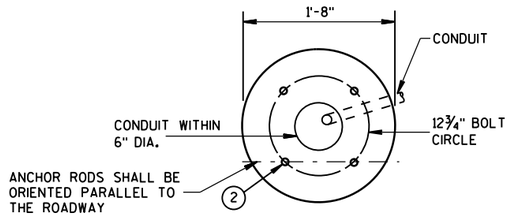
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

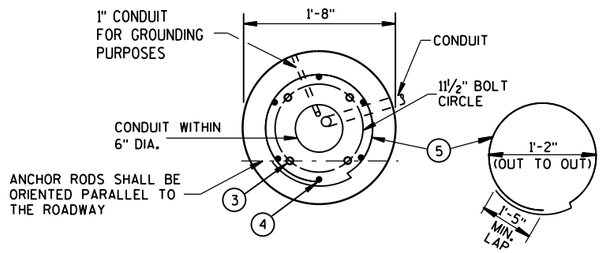
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

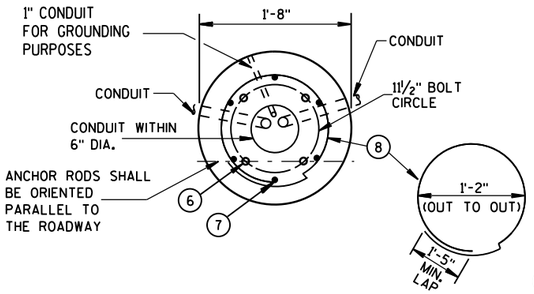
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

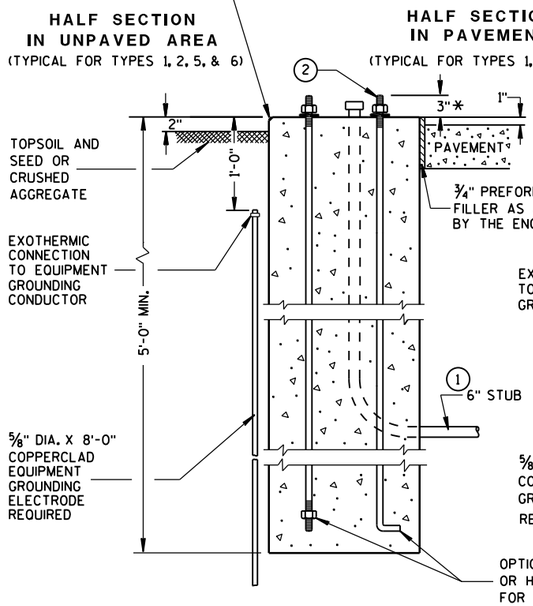
(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

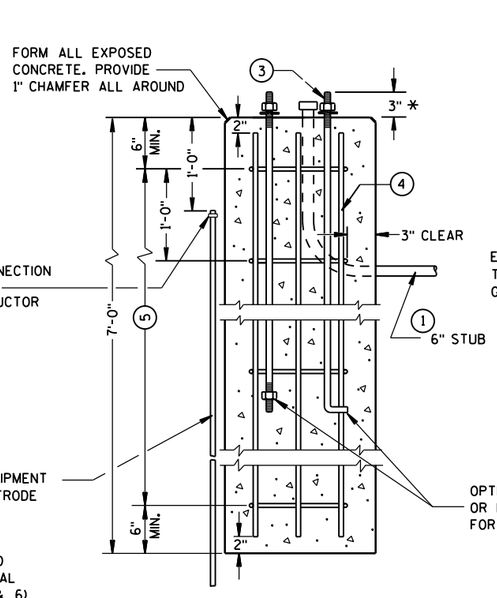
(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.



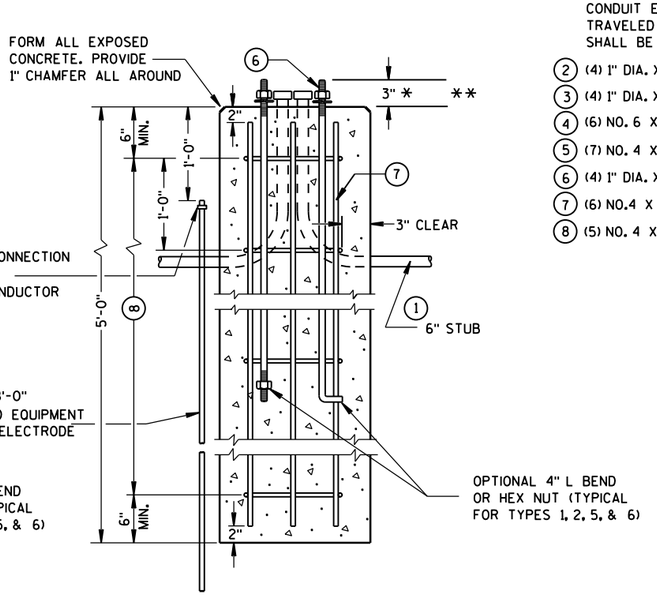








TYPE 2



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
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GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

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

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

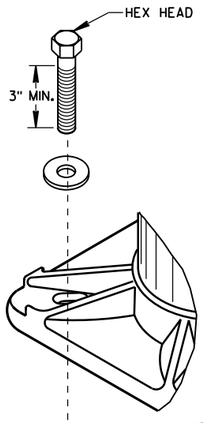
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

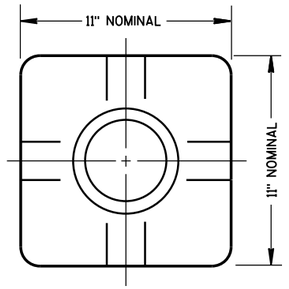
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

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

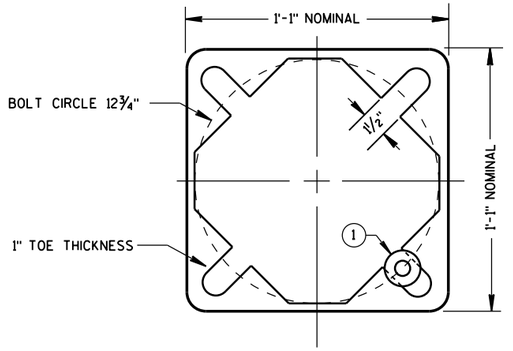
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

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

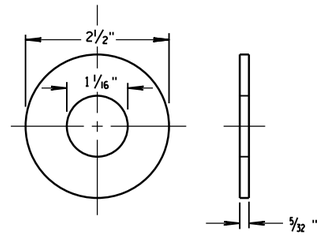




TOP VIEW
(PEDESTAL BASE)

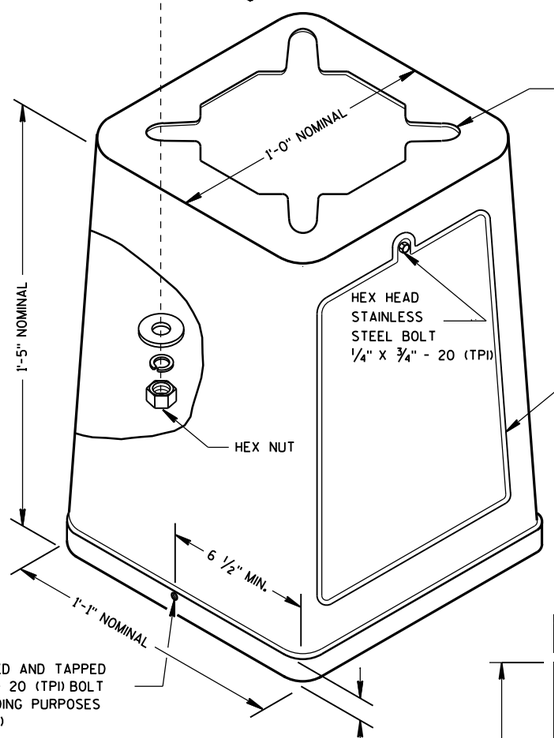


BOTTOM VIEW
(PEDESTAL BASE)

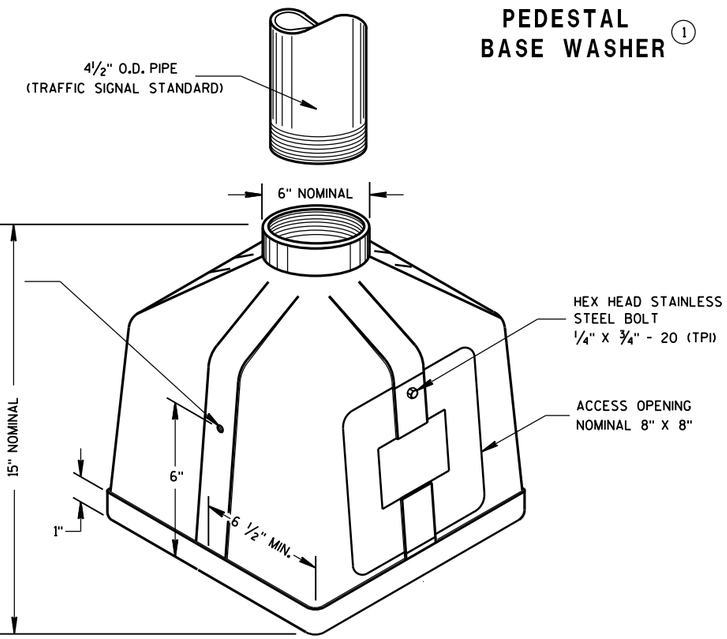


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

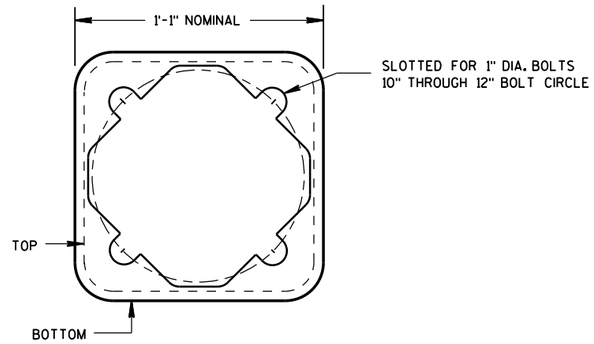
PEDESTAL BASE WASHER (1)



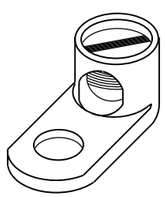
ISOMETRIC VIEW



ISOMETRIC VIEW
PEDESTAL BASE

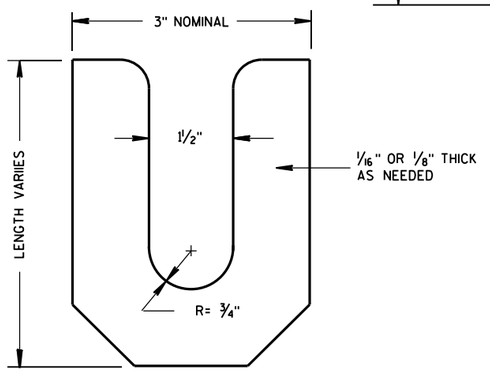


BOTTOM VIEW
(TRANSFORMER BASE)



TYPICAL MECHANICAL CONNECTOR LUG
TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE
INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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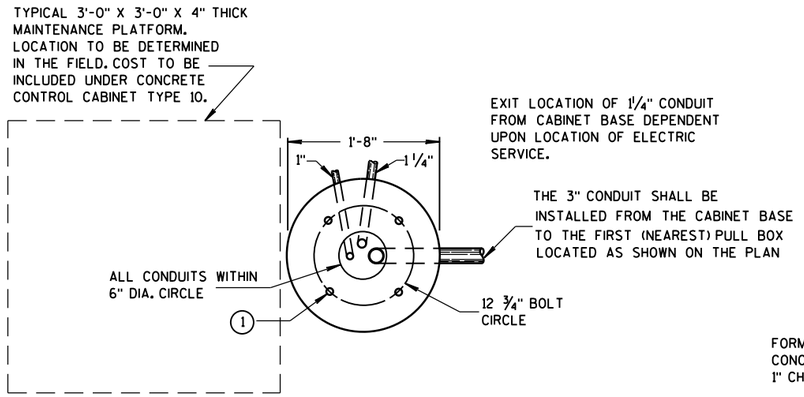
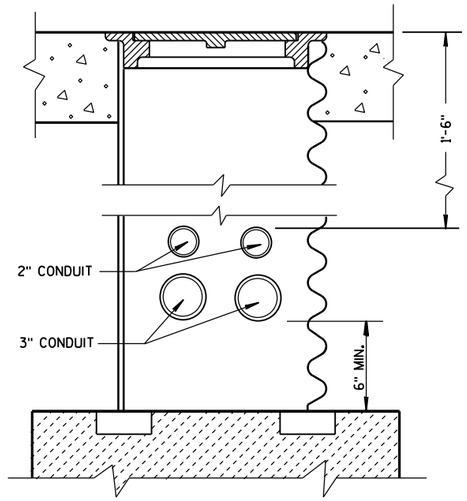
CONTROL CABINET BASE TYPE	DIMENSIONS				C.Y. CONCRETE (APPROX.)
	H	I	J	K	
TYPE 6 - 30" CABINET	34"	60"	10"	17"	.64
TYPE 7 - 38" CABINET	42"	60"	10"	21"	.93
TYPE 8 - 38" CABINET	42"	72"	12"	21"	1.29
TYPE 9 - VARIABLE	54"	72"	14"	27"	1.56
TYPE 10 - POST MOUNT	AS SHOWN				.65 *

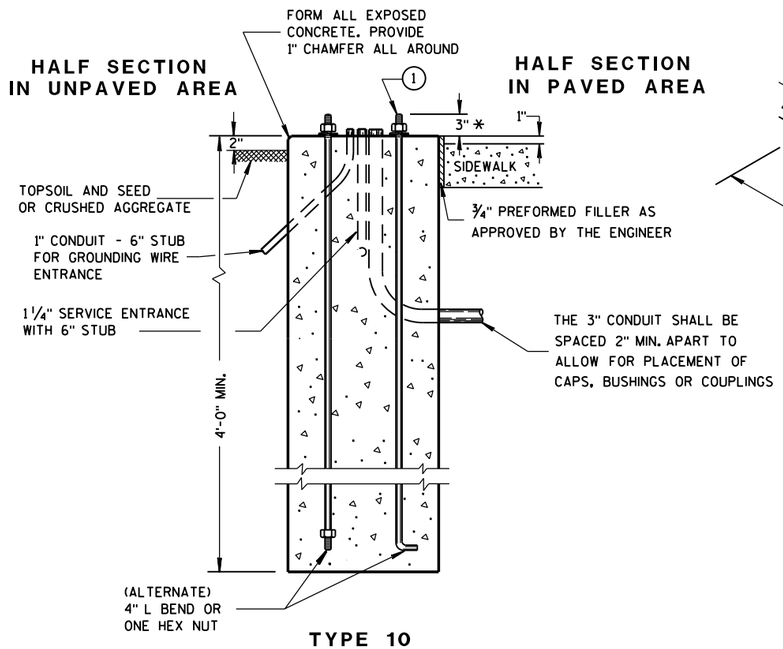
* INCLUDES MAINTENANCE PLATFORM.



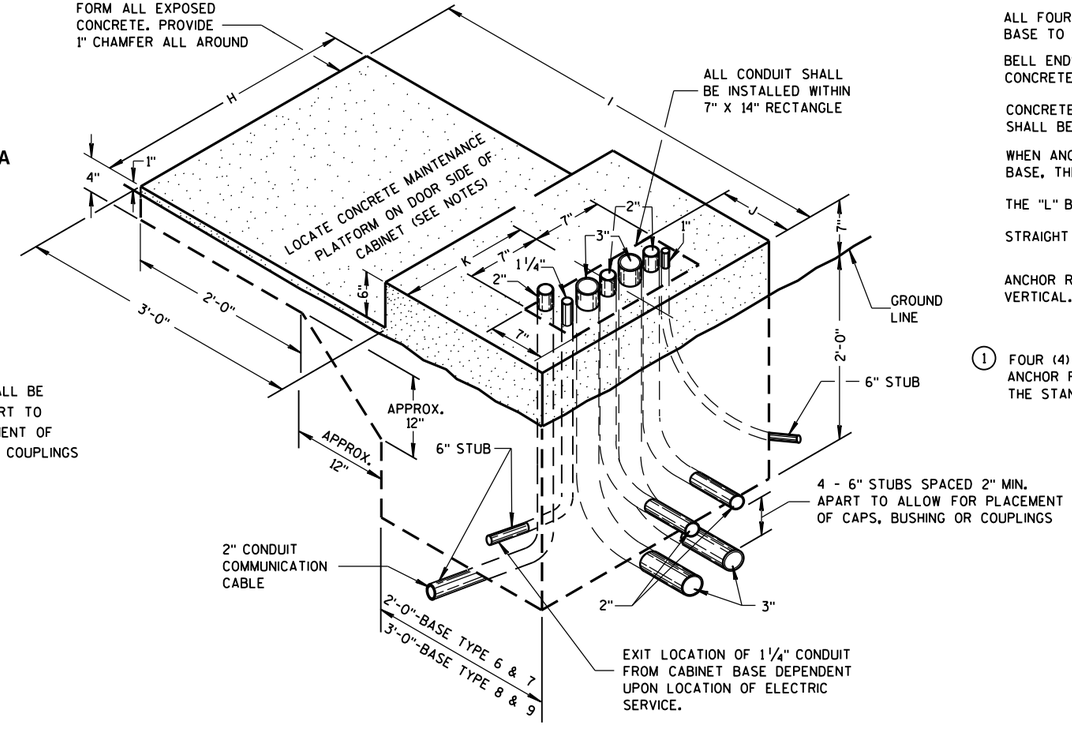


CONDUIT LOCATIONS IN 24" X 36" PULL BOX

(LEADING TO CONTROLLER CABINET BASE TYPE 6, 7, 8 AND 9)



TYPE 10



TYPE 6,7,8 AND 9
(ISOMETRIC VIEW)

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

GENERAL NOTES

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

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

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

WHEN A TYPE 10 CONTROL CABINET BASE IS USED TO POST MOUNT A CONTROL CABINET, A 36" SQUARE 4" THICK CONCRETE MAINTENANCE PLATFORM SHALL BE REQUIRED ON THE DOOR SIDE OF THE CABINET. THE TOP 1 INCH SHALL BE ABOVE FINISHED GRADE AND BE BROOM FINISHED AND LEVEL.

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

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

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 BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

ALL FOUR (TWO INCH AND THREE INCH) CONDUIT SHALL BE INSTALLED FROM THE CABINET BASE TO THE FIRST (NEAREST PULL BOX LOCATED AS SHOWN ON THE PLANS.

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

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

WHEN ANCHOR RODS USING THE ALTERNATE L BEND ARE FURNISHED FOR THE TYPE 10 BASE, THE 4" L BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH.

THE "L" BEND SHALL NOT BE THREADED.

STRAIGHT ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD.

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

(1) FOUR (4) ANCHOR RODS, 1" DIA. X 3'-6". ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

CONCRETE CONTROL CABINET BASES

CONCRETE CONTROL CABINET BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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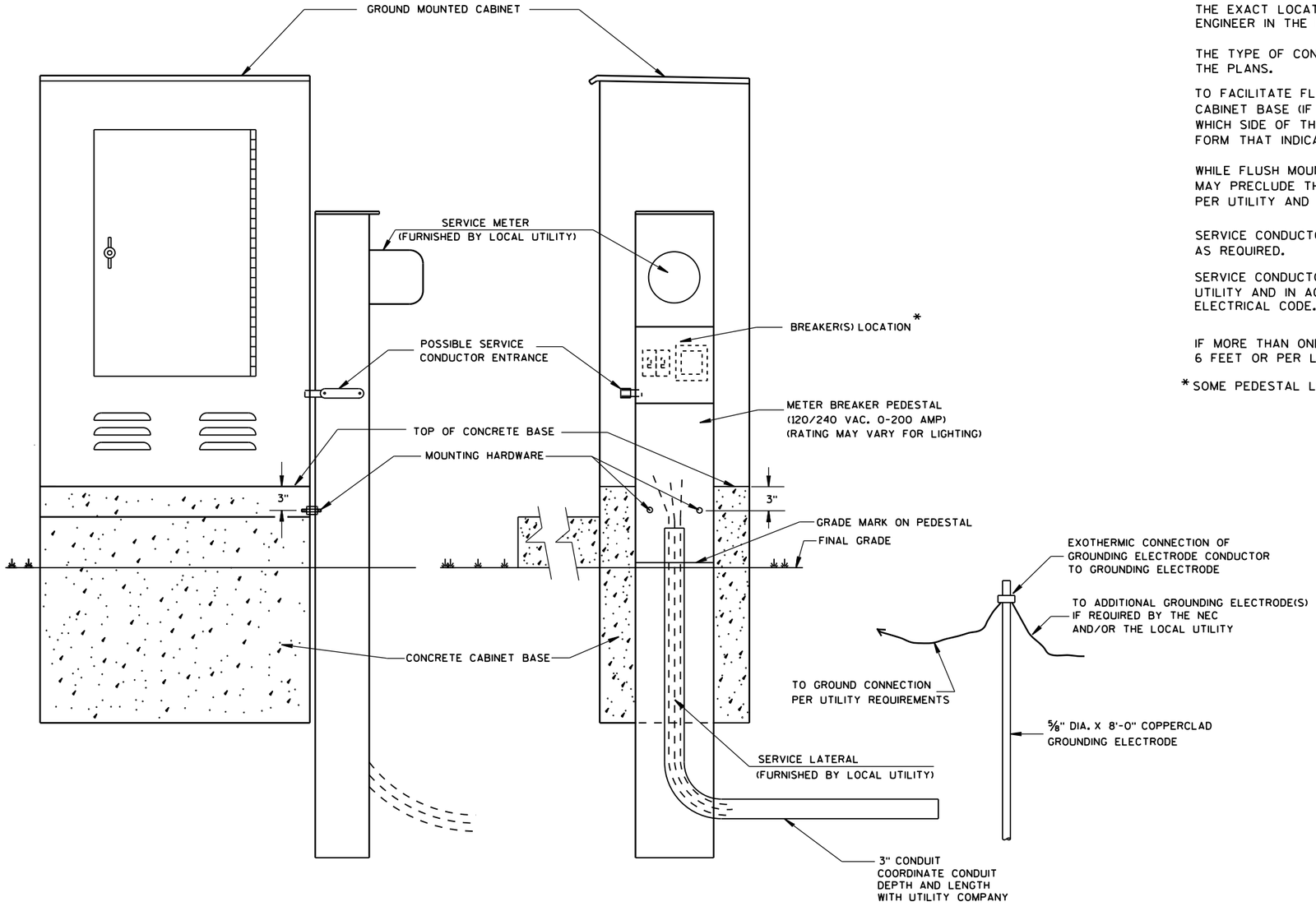

TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

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

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

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

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

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

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

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

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
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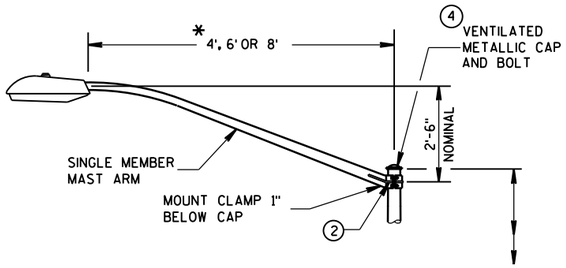
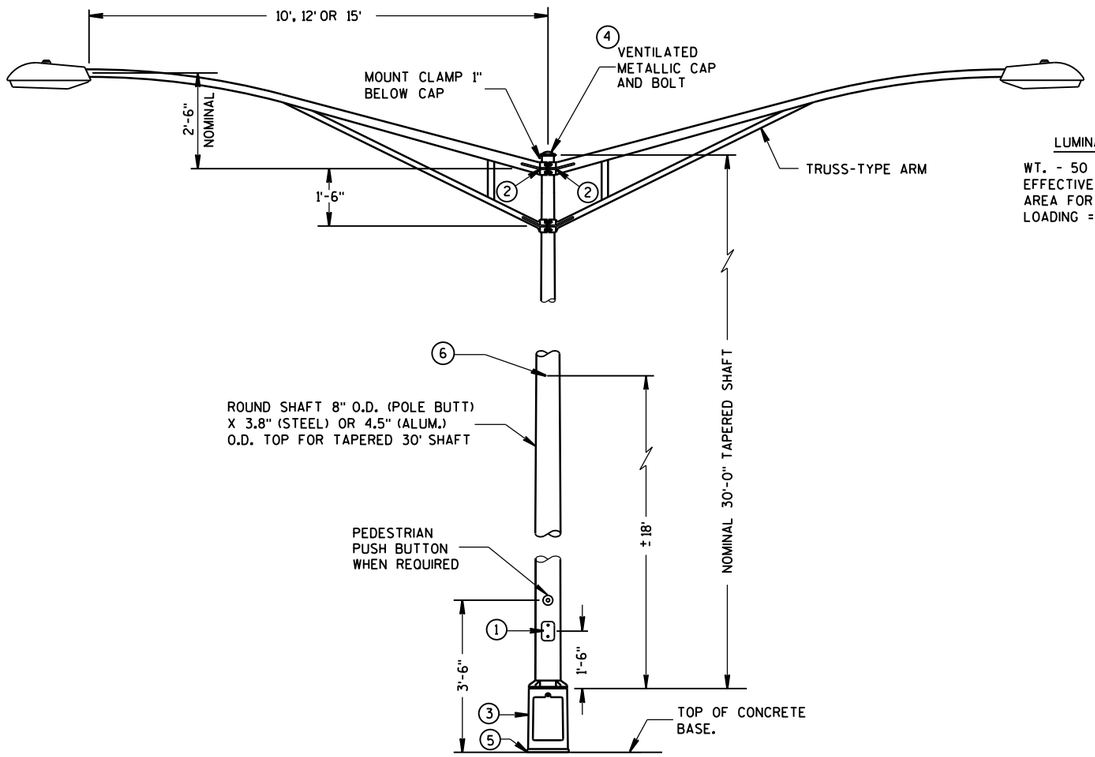
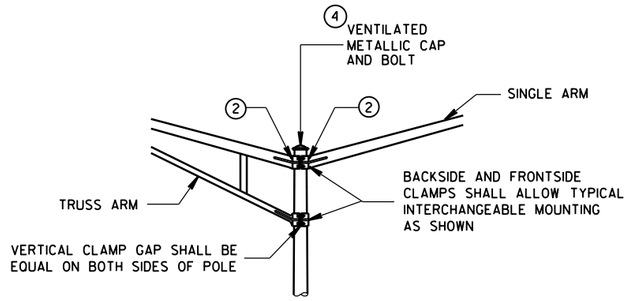
*RISE FOR 4' ARM SHALL BE 2'-0".





TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY



INTERCHANGEABLE MOUNTING DETAIL

LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

GENERAL NOTES

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

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.188".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONEECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

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

(6) INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

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S.D.D. 9 E 1-13d

POLE MONTINGS FOR
LIGHTING UNITS, TYPE 5
(30 FEET)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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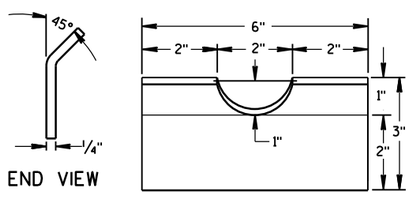
S.D.D. 9 E 1-13d

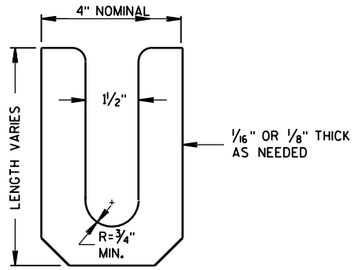


END VIEW

FRONT VIEW

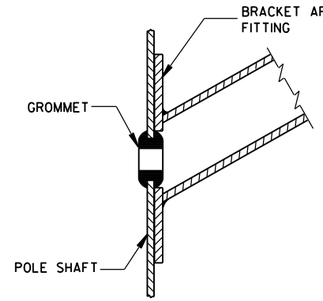
RECTANGULAR CLAMP SHIM

(4 TO A SET)

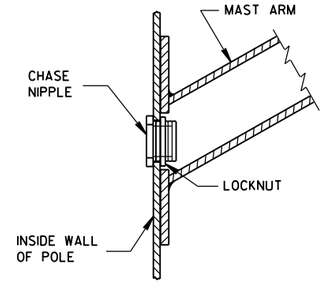


LEVELING SHIM (15)

SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

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

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

(13) OUTSIDE SHIM DIAMETER - (4.5" O.D. FOR LUMINAIRE MAST ARM)
(6.625" O.D. FOR TROMBONE MAST ARM)

(14) VARIABLE SHIM THICKNESS - (0.10", 0.25", 0.35", 0.53" OR 0.70")

SHIM THICKNESS FOR TROMBONE MAST ARMS MAY BE TYPICALLY 0.25", 0.35", 0.53" OR 0.70".

SHIM THICKNESS FOR LUMINAIRE MAST ARMS MAY BE TYPICALLY 0.10", 0.25" OR 0.35".

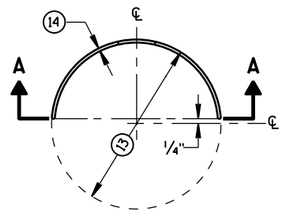
SHIM MATERIAL SHALL BE ALUMINUM ALLOY.

SHIM THICKNESS SHALL BE IMPRESSED INTO EACH SHIM. NUMERALS SHALL BE 1/4" HIGH AND LEGIBLE.

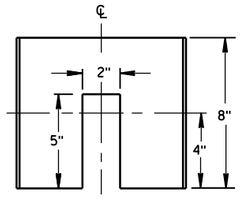
THE CONTRACTOR SHALL SUBMIT TWO COPIES OF ALL SHIM SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL.

(15) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

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



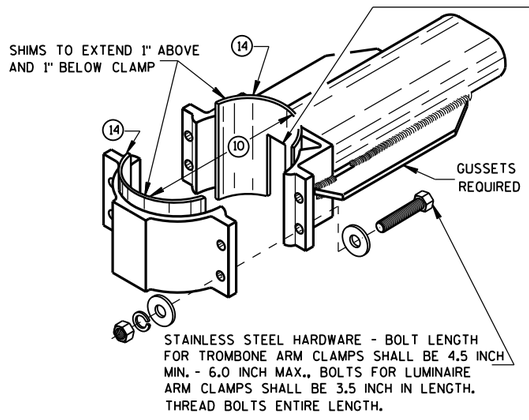
PLAN VIEW



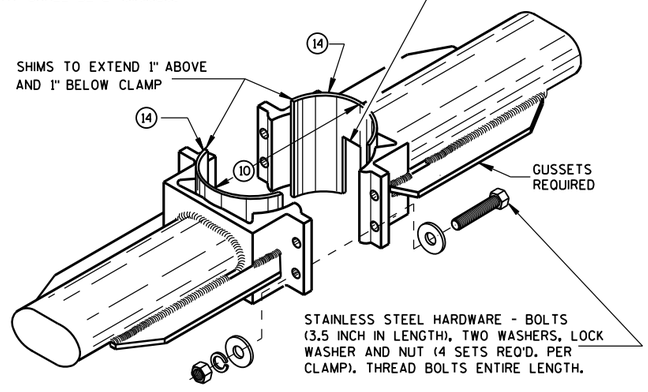
SECTION A-A

CIRCULAR CLAMP SHIM

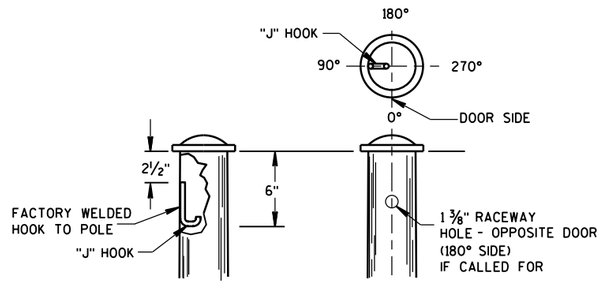
(2 TO A SET)



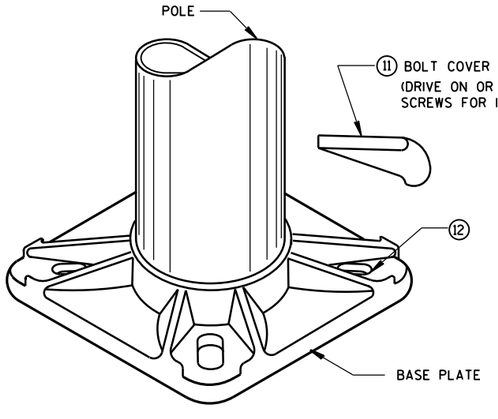
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



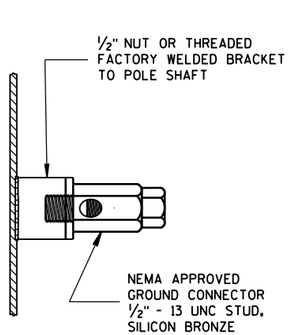
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

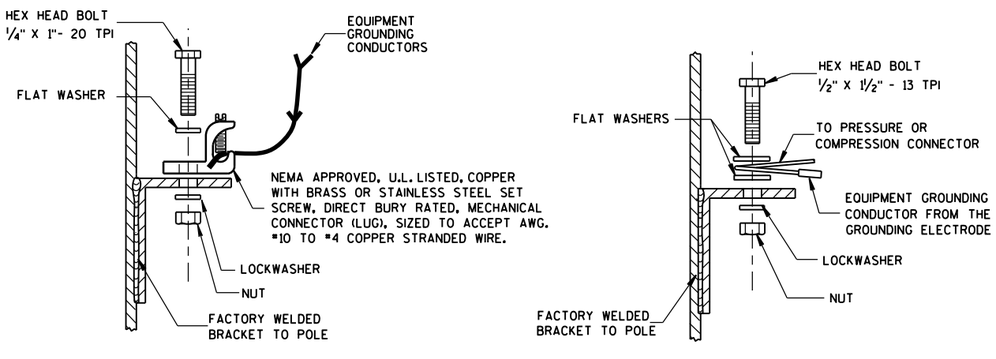


TYPICAL "J" HOOK LOCATION



BASE PLATE





TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 E 1-13g

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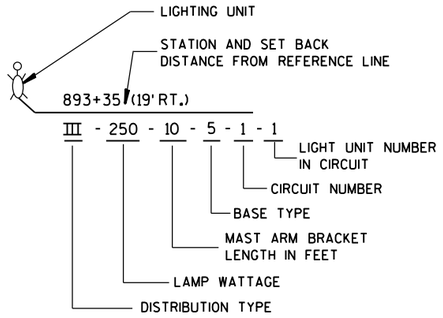
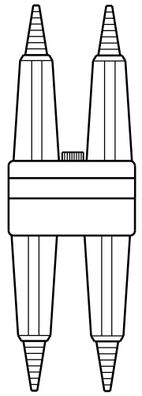
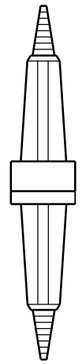
S.D.D. 9 E 1-13g



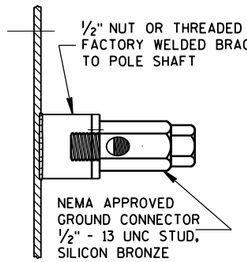
LIGHTING UNIT CODE
(TYPICAL)

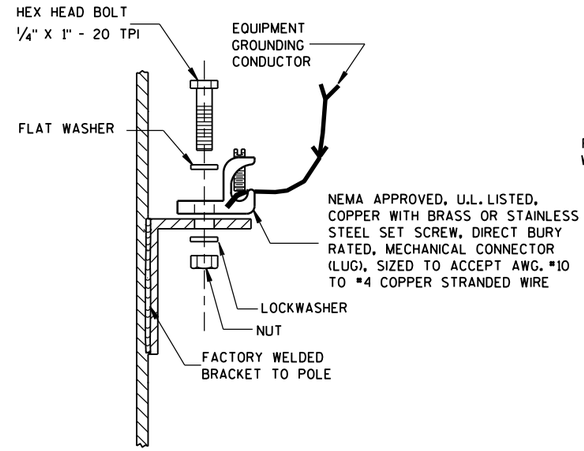


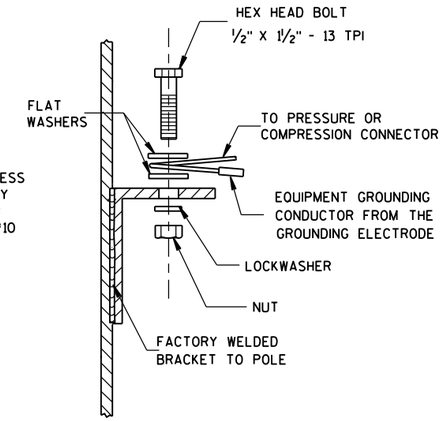
DETAIL "A"
BREAKAWY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



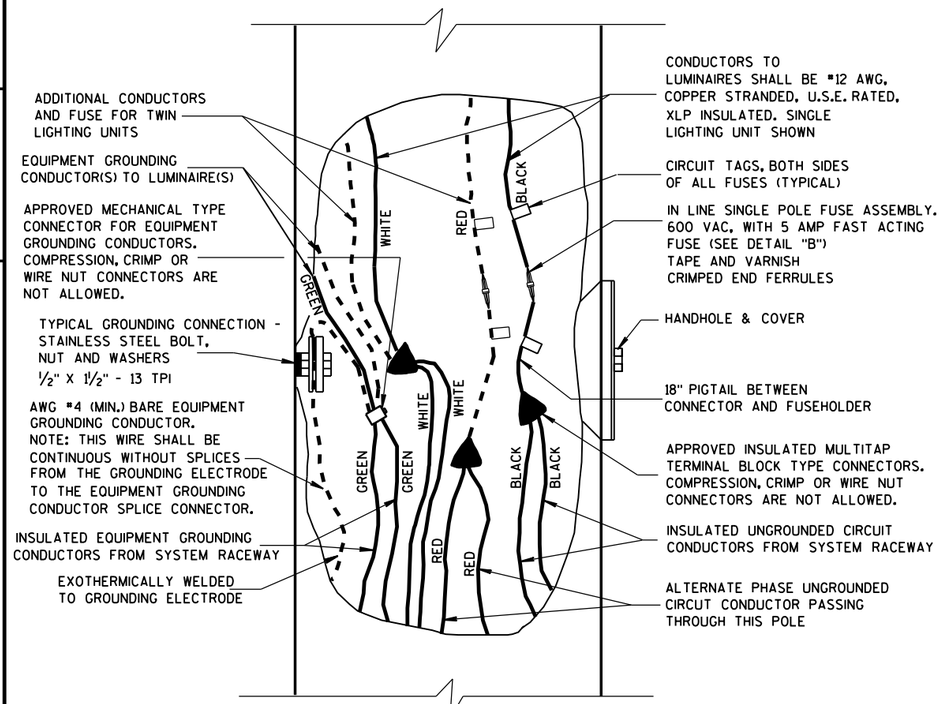
DETAIL "B"
BREAKAWY SINGLE POLE WITH WATERPROOF INSULATING BOOT



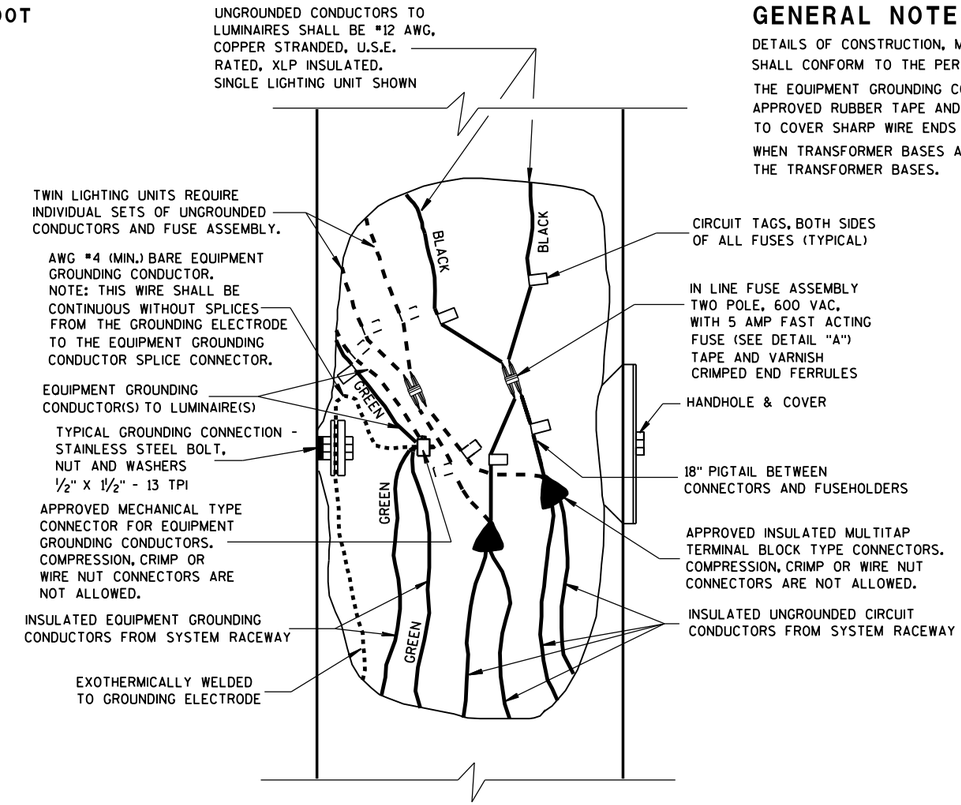




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTOR) WITH GROUNDED CONDUCTOR AND WITH EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

GENERAL NOTES

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

THE EQUIPMENT GROUNDING CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

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

NON-FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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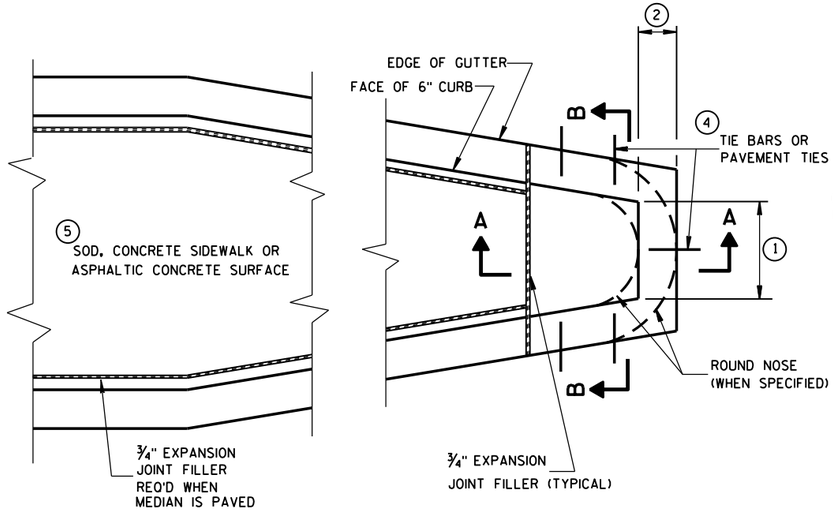
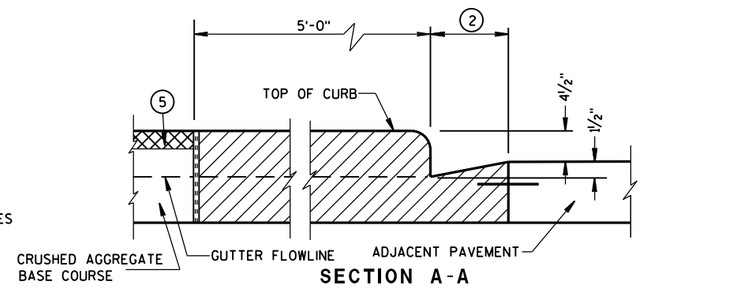
S.D.D. 9 E 3-5





CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

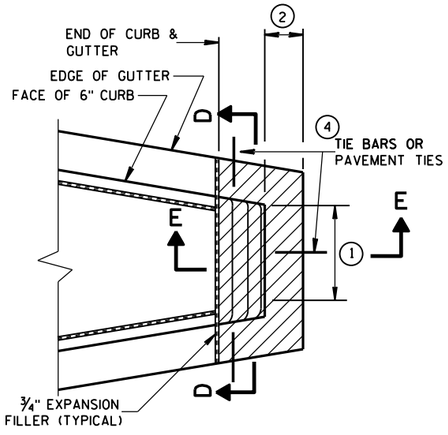
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

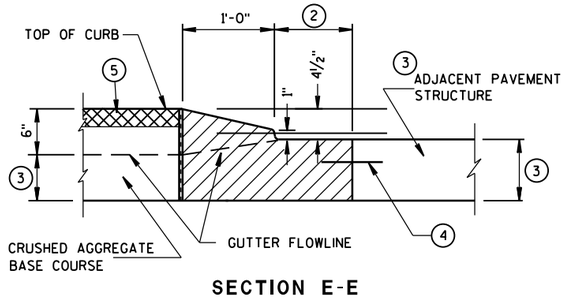
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

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

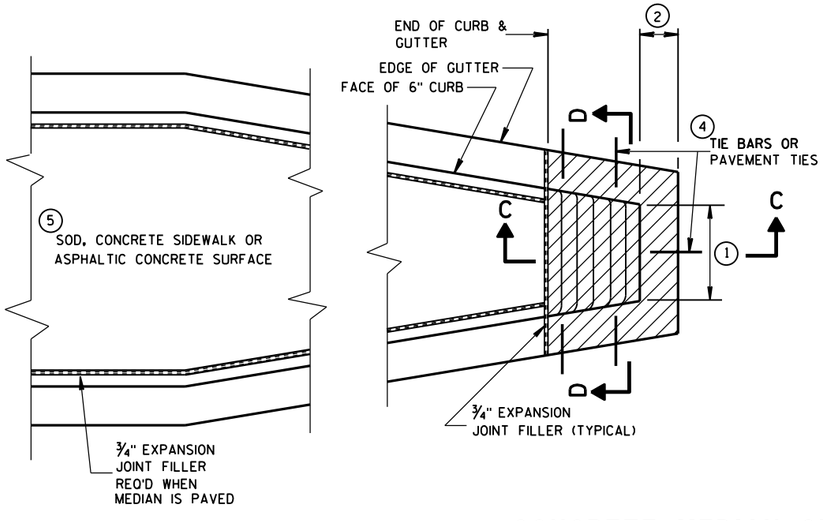
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

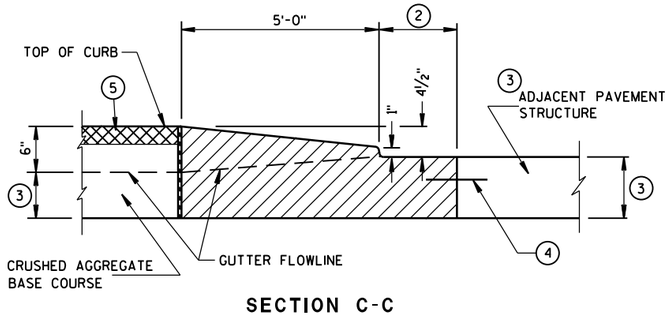
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



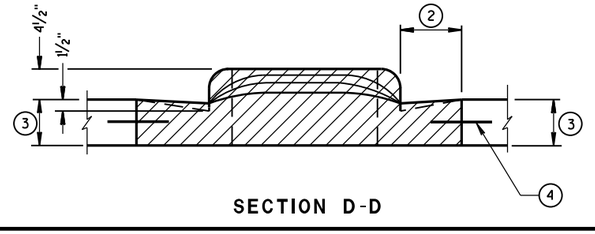


CONCRETE MEDIAN SLOPED NOSE TYPE 2





CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS D ENGINEER
FHWA

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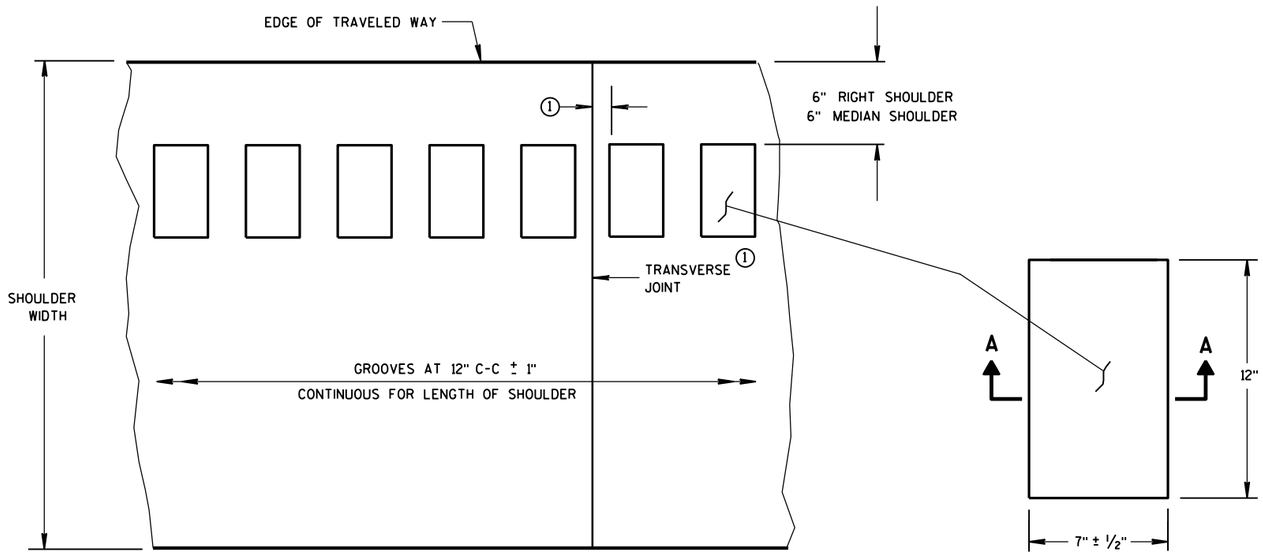
S.D.D. 11 B 2-2



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

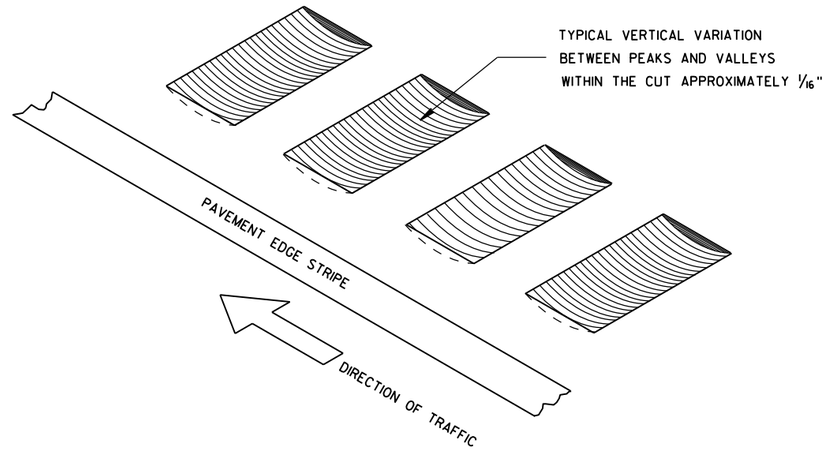
GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

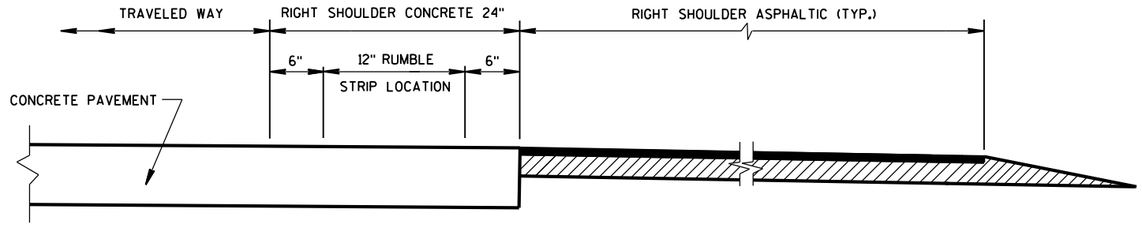
RUMBLE STRIPS ON EXPRESSWAYS

DO NOT INSTALL RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL DRIVEWAYS, PRIVATE DRIVEWAYS OR ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, BRIDGE DECKS, BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSING. THE ATTACHED STANDARD DETAIL DRAWING SHOWS THE LOCATION OF THE RUMBLE STRIPS AT INTERCHANGE AREAS.

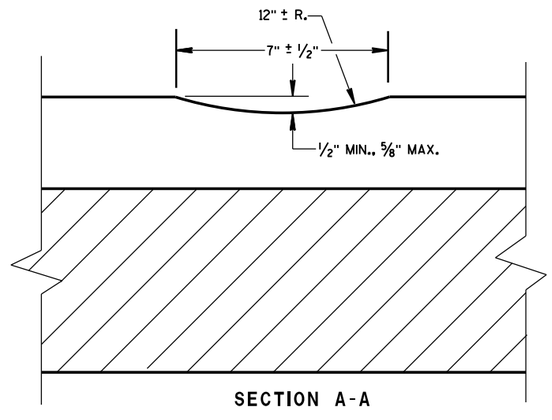
(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



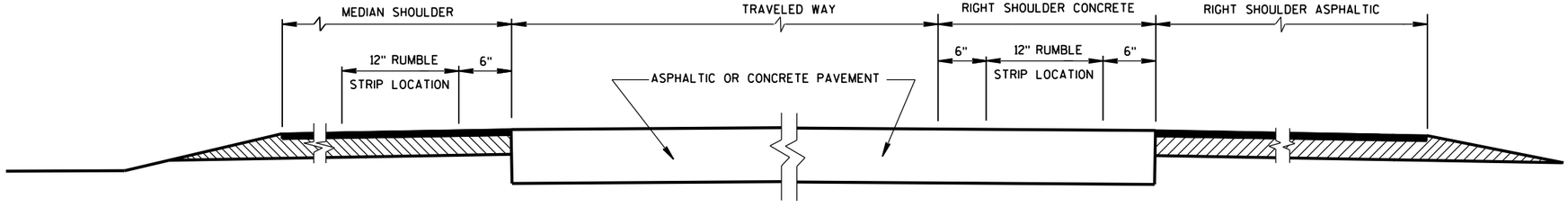
ISOMETRIC



SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



SECTION A-A



SECTION VIEW

TYPICAL LOCATIONS OF SHOULDER RUMBLE STRIPS IN RURAL DIVIDED HIGHWAYS

(ONE ROADWAY IS SHOWN)

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 13 A 5-5a

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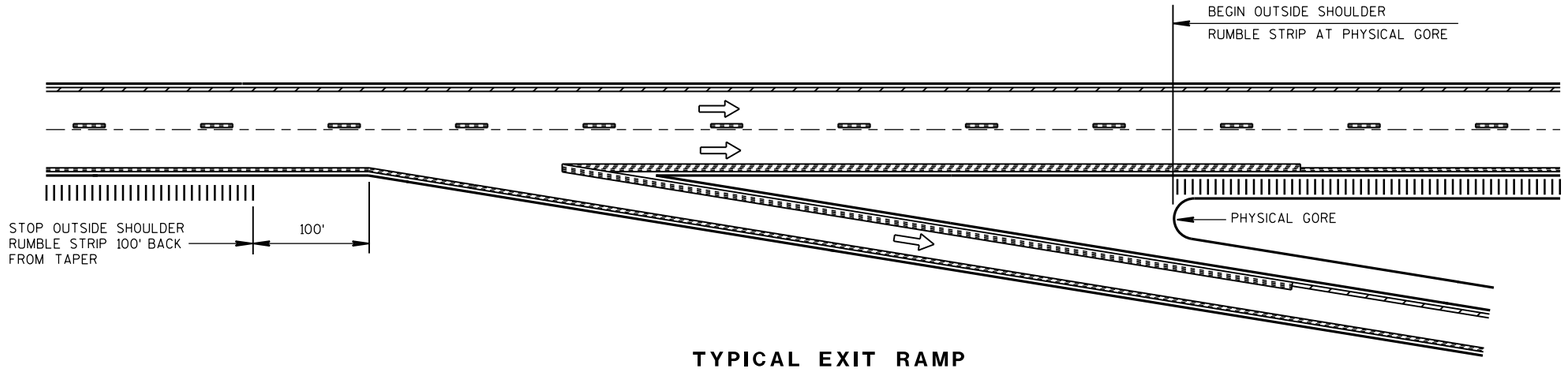
S.D.D. 13 A 5-5a



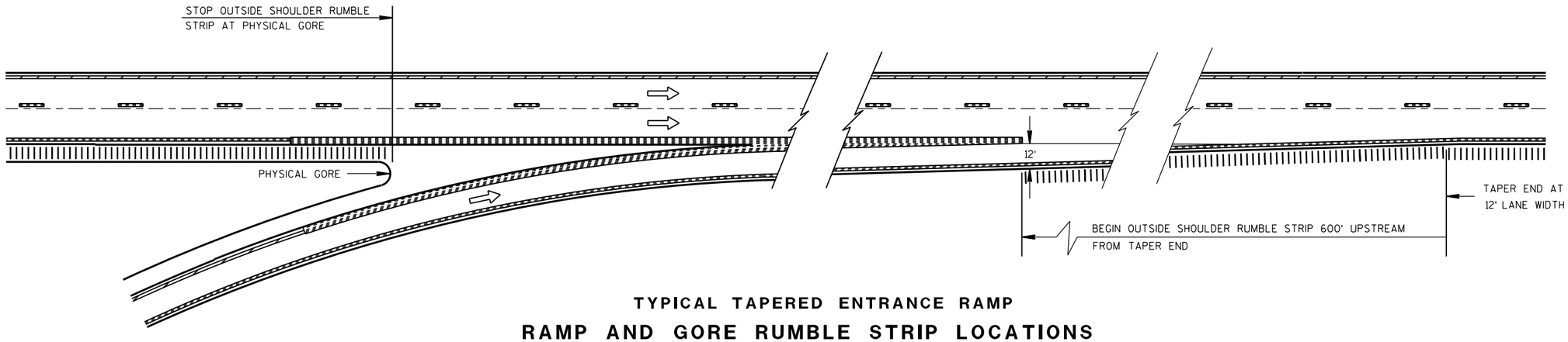
TYPICAL EXIT RAMP

NOTES:

NO RUMBLE STRIP ON EXIT, DIRECTIONAL, OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

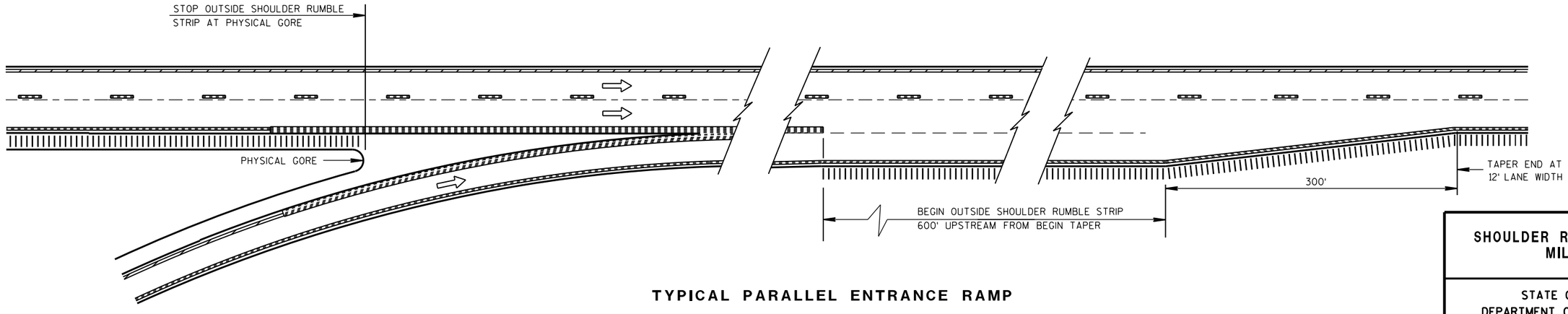
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TYPICAL TAPERED ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS



TYPICAL PARALLEL ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/17/2012
DATE

/S/ Jerry H. Zoga
ROADWAY STANDARDS ENGINEER

FHWA

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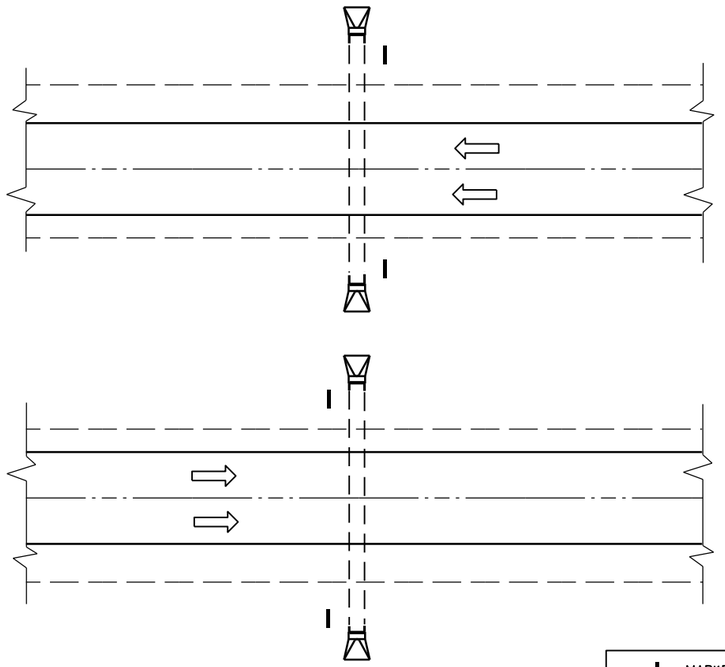
S.D.D. 13 A 5-5b

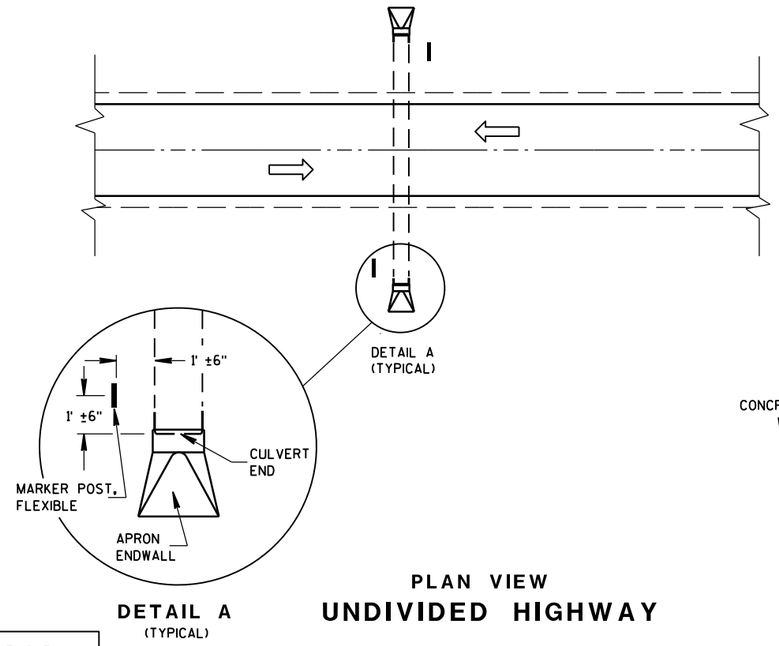
6

S.D.D. 13 A 5-5b



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

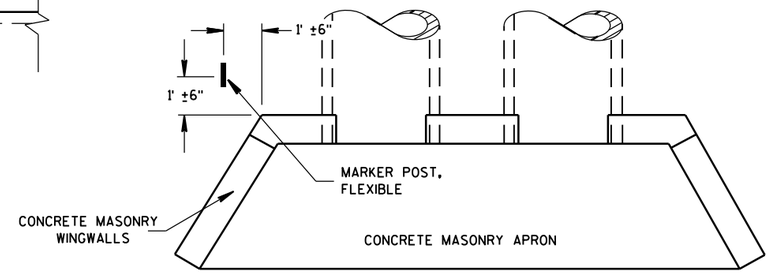
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

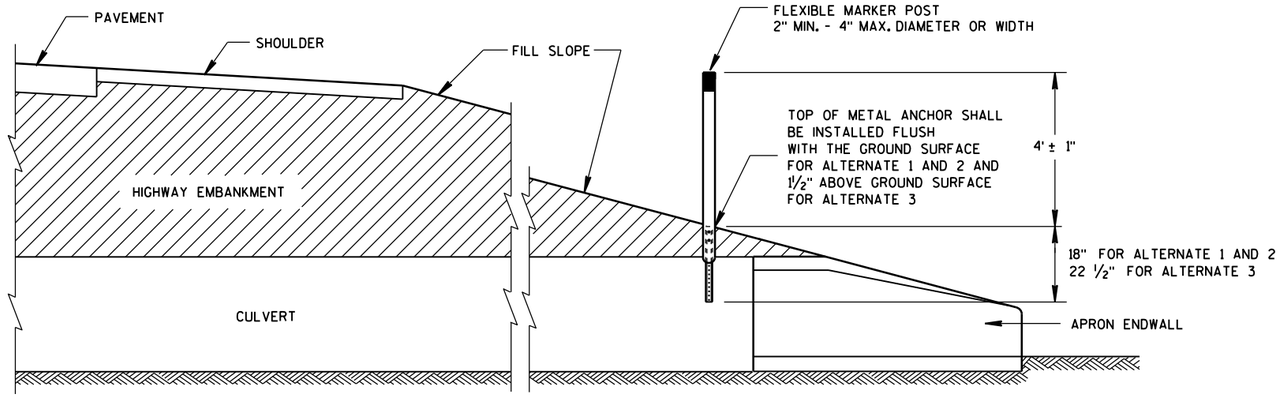
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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

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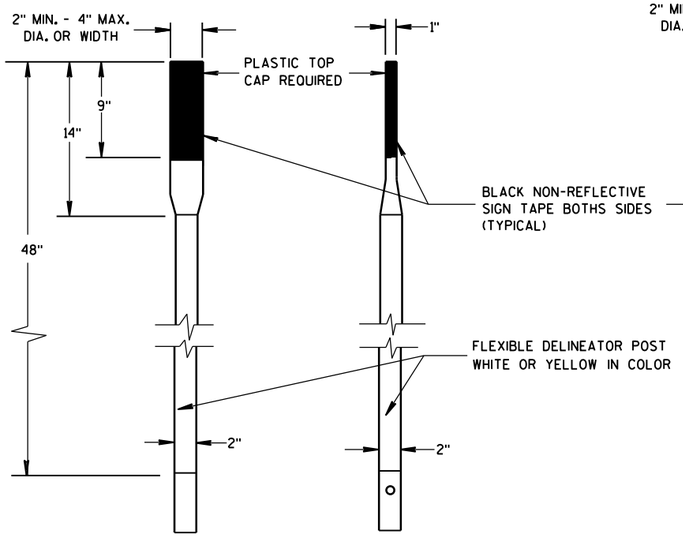
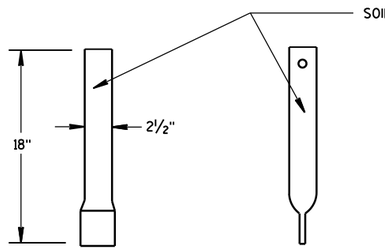
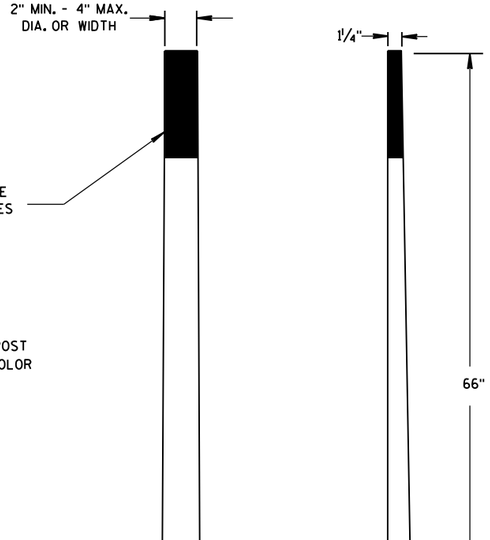
S.D.D. 15 A 3-2a





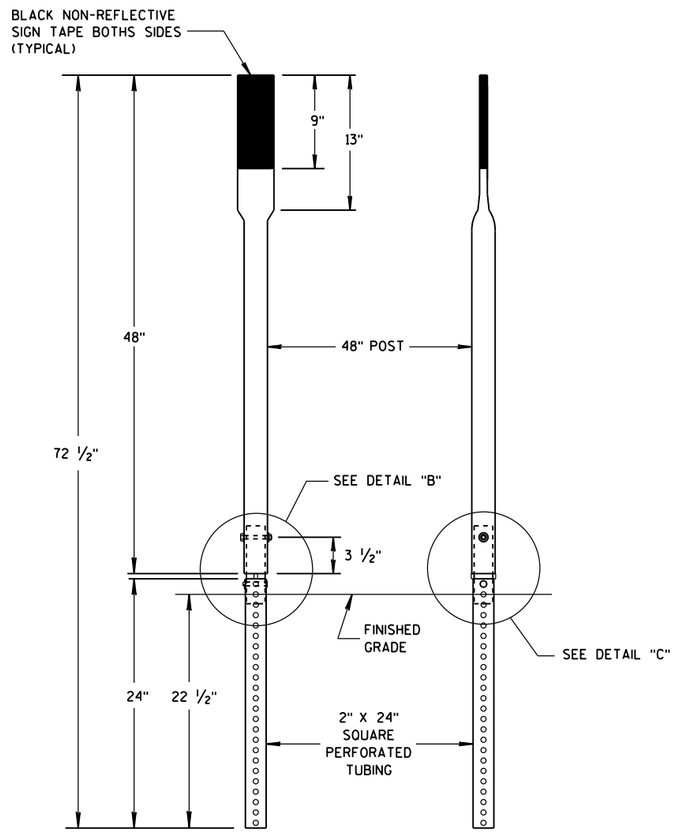
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

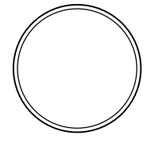
ALTERNATE 2



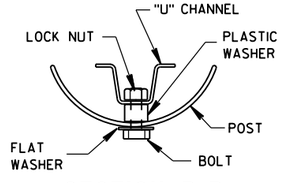
FRONT VIEW SIDE VIEW

ALTERNATE 3

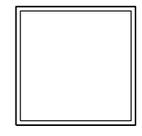
FLEXIBLE MARKER POSTS



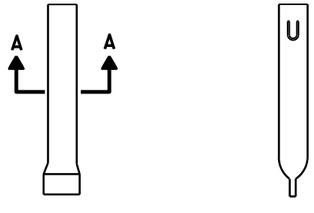
SECTION A-A



SECTION B-B

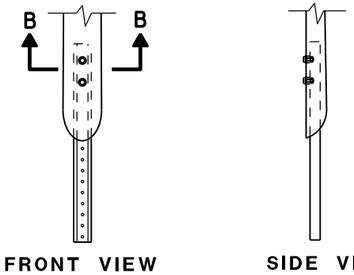


SECTION C-C



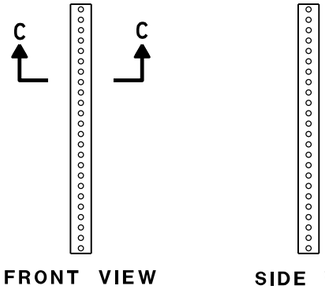
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

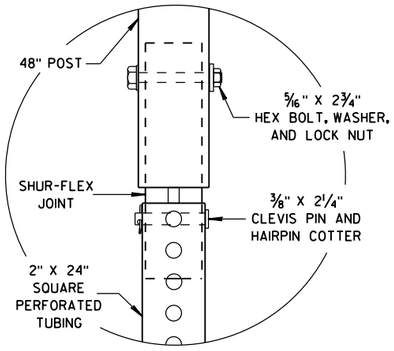
ALTERNATE 2



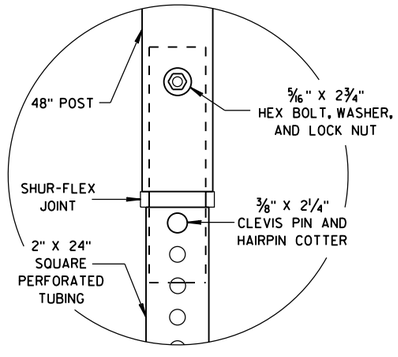
FRONT VIEW SIDE VIEW

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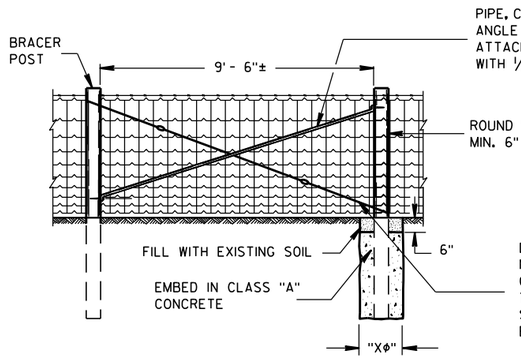
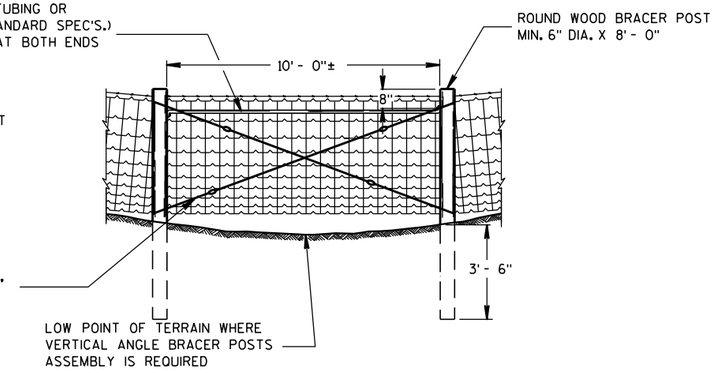
S.D.D. 15 A 3-2b

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

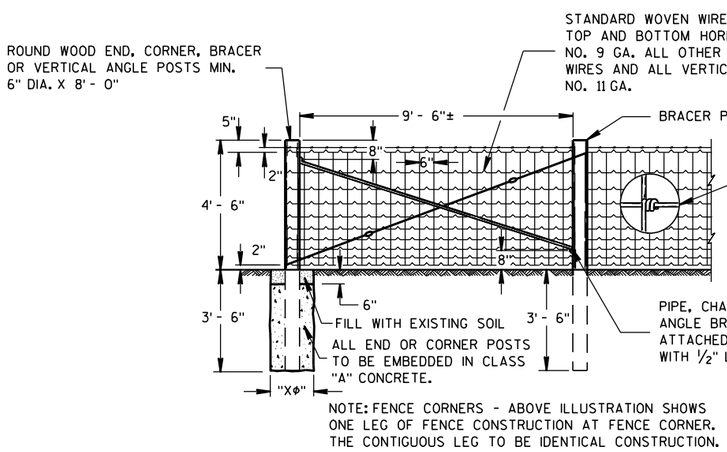
GENERAL NOTES

"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.

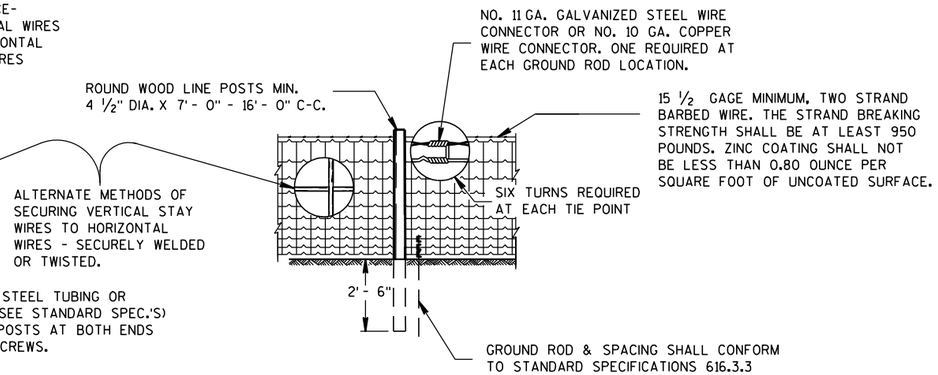
DO NOT STAPLE WIRE TIGHT TO THE LINE POSTS. ALLOW MOVEMENT OF WIRE FOR EXPANSION AND CONTRACTION. STAPLE ARRANGEMENT SHALL BE THE SAME FOR ALL OTHER POSTS EXCEPT THAT THEY SHALL BE DRIVEN TIGHT TO POSTS. ALL STAPLES SHALL BE 2" X 9 GAGE AND SHALL BE MANUFACTURED FROM GALVANIZED WIRE OR HOT DIP GALVANIZED 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.



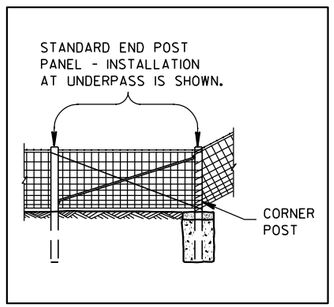
NOTE: FENCE CORNERS - ABOVE ILLUSTRATION SHOWS ONE LEG OF FENCE CONSTRUCTION AT FENCE CORNER. THE CONTIGUOUS LEG TO BE IDENTICAL CONSTRUCTION.

END OR CORNER POSTS ASSEMBLY

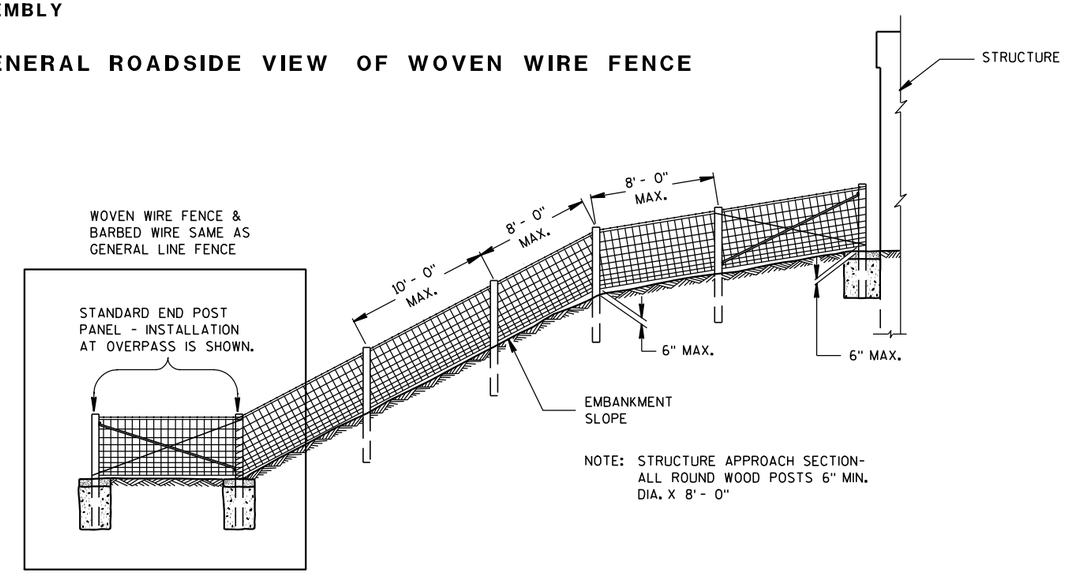


LINE FENCE CONSTRUCTION

GENERAL ROADSIDE VIEW OF WOVEN WIRE FENCE



ALTERNATE FENCE DESIGN AT STRUCTURE



NOTE: STRUCTURE APPROACH SECTION- ALL ROUND WOOD POSTS 6" MIN. DIA. X 8' - 0"

FENCE DESIGN AT STRUCTURE APPROACH

FENCE WOVEN WIRE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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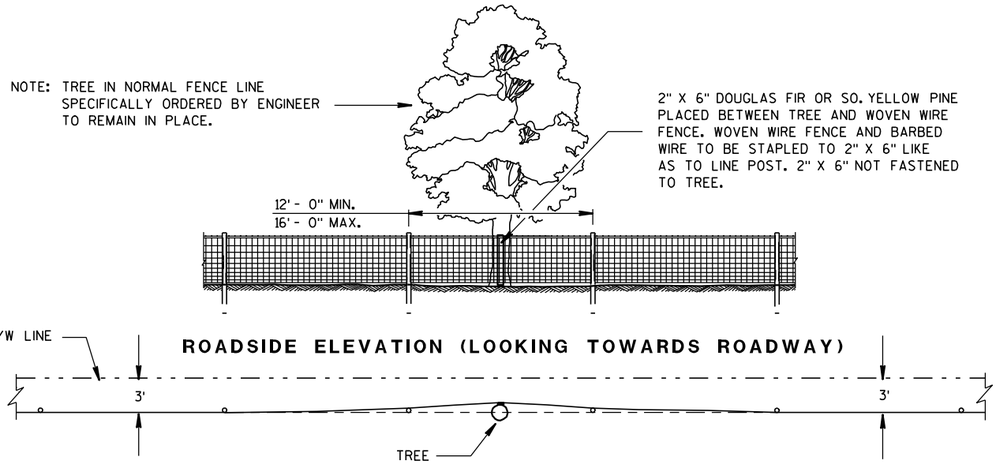
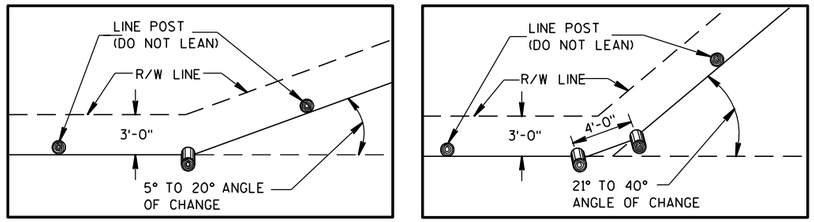
S.D.D. 15 B 1-8a



PLAN VIEW

FENCE DESIGN AT TREES REMAINING IN NORMAL FENCE LINE



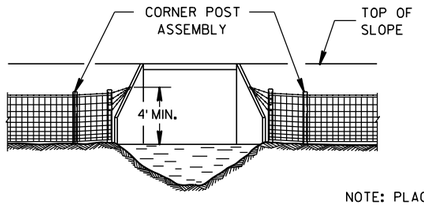
PLAN VIEW
SINGLE POST CORNER

PLAN VIEW
DOUBLE POST CORNER

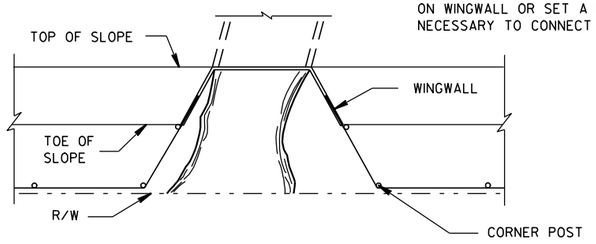
RIGHT OF WAY LINE CHANGE 40° AND LESS

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.

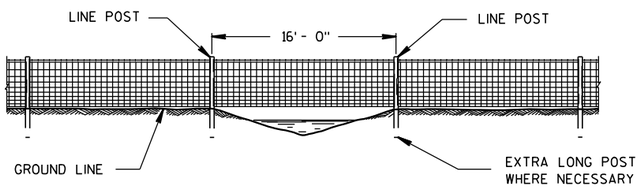
WHEN THE RIGHT OF WAY LINE CHANGE IS MORE THAN 40° USE THE CORNER OR STRETCHER POSTS ASSEMBLY.



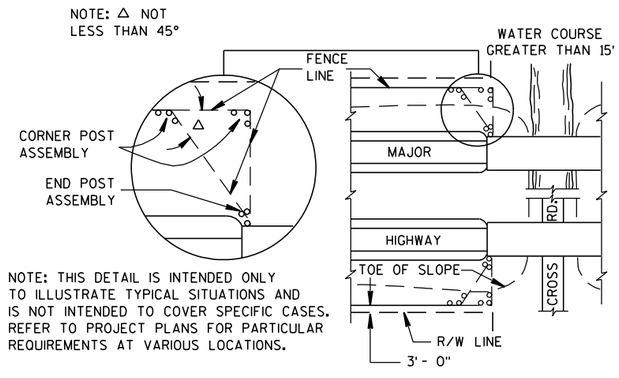
NOTE: PLACE A MINIMUM OF 4 STRANDS OF BARBED WIRE, 6" MAXIMUM CENTERS IN FAN SHAPE CONNECTED TO AN EYE BOLT ON WINGWALL OR SET A LONE POST WHEN NECESSARY TO CONNECT BARBED WIRE.



FENCE INSTALLATION TO WINGWALLS

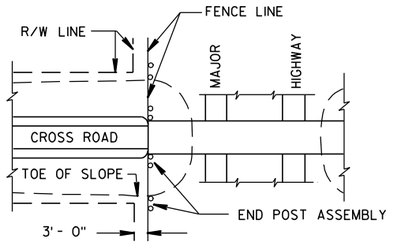


FENCE CONSTRUCTION OVER STREAM COURSES OF 15 FT. OR LESS IN WIDTH



PLAN VIEW

MAJOR HIGHWAY OVERPASS OR STREAM COURSE CROSSING OF GREATER THAN 15 FT. IN WIDTH

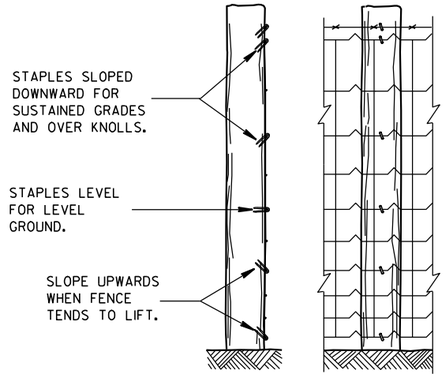


PLAN VIEW

MAJOR HIGHWAY UNDERPASS

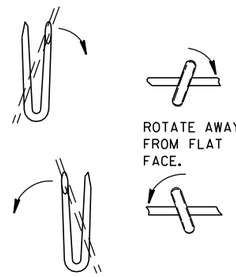
FENCE LOCATION AT STRUCTURES

NOTE: WHEN POSTS ARE DRIVEN THE SMALL END SHALL BE DOWN.



END ELEVATION **FARM SIDE ELEVATION**

FENCE MOUNTING DETAIL



LINE POST

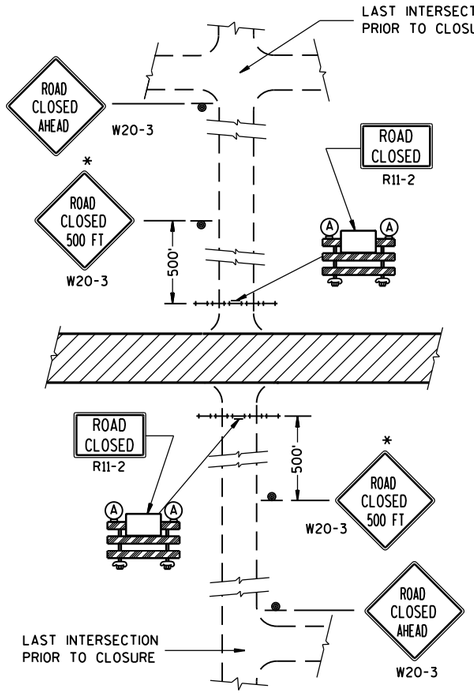
FENCE WOVEN WIRE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/4/2008
DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

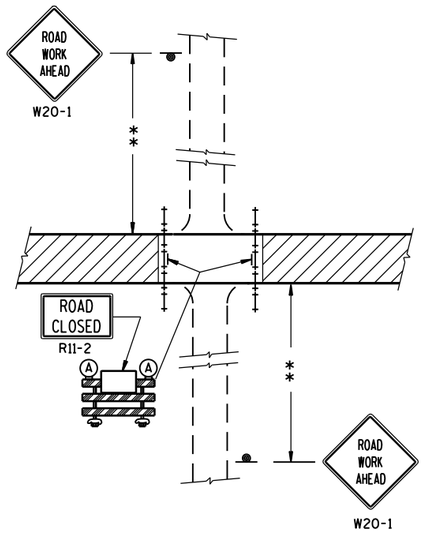
6

S.D.D. 15 B 1-8b



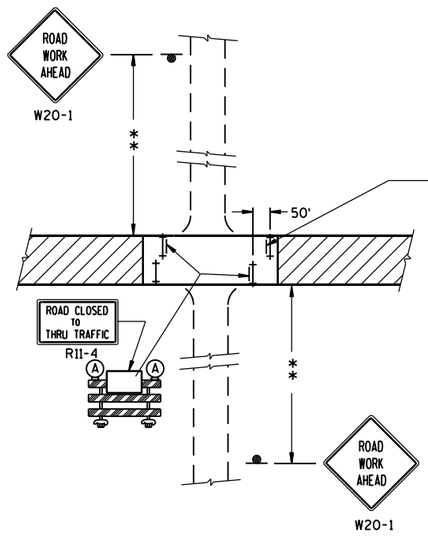
DETAIL 1

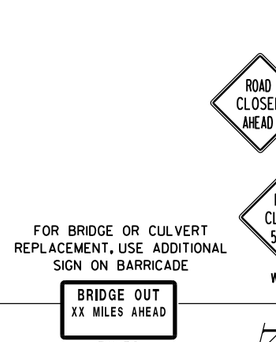
(NO ACCESS TO PROJECT)



DETAIL 2

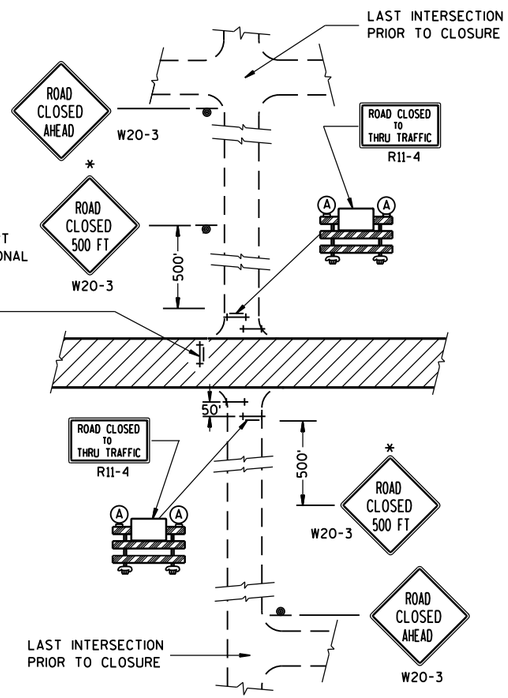
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT).





DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).



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

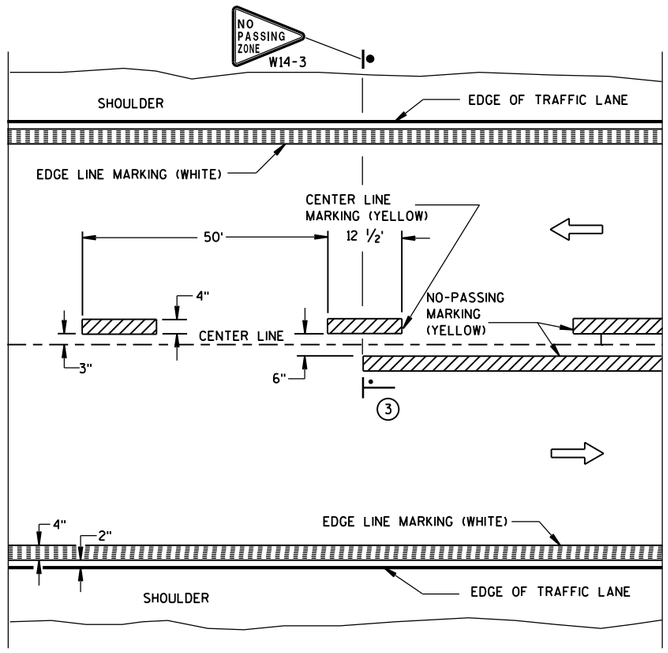
BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

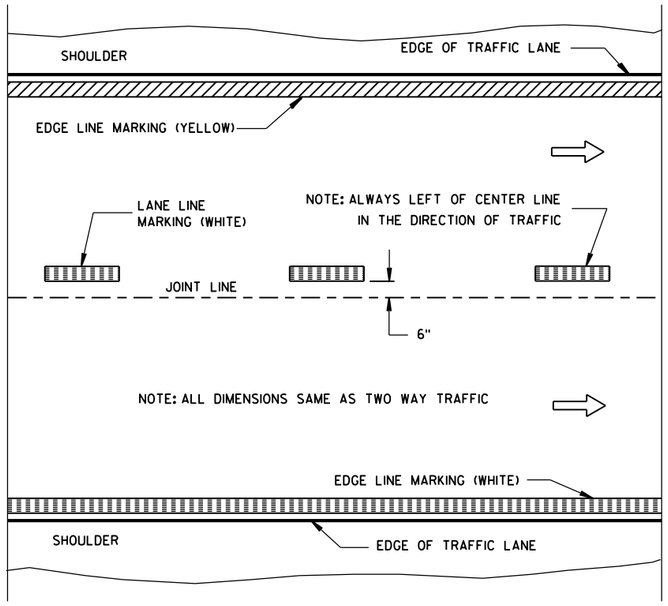
APPROVED
8/2013
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINE
ESIGN
FHWA

6

S.D.D. 15 C 3-2

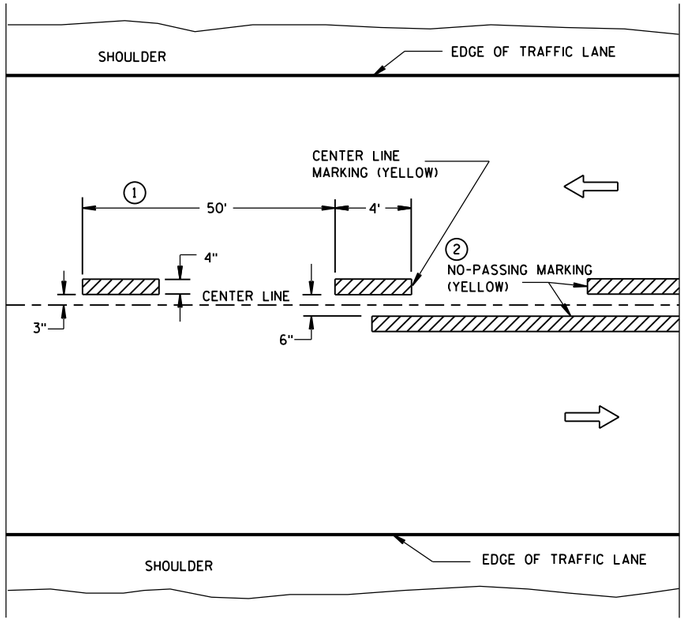


TWO WAY TRAFFIC

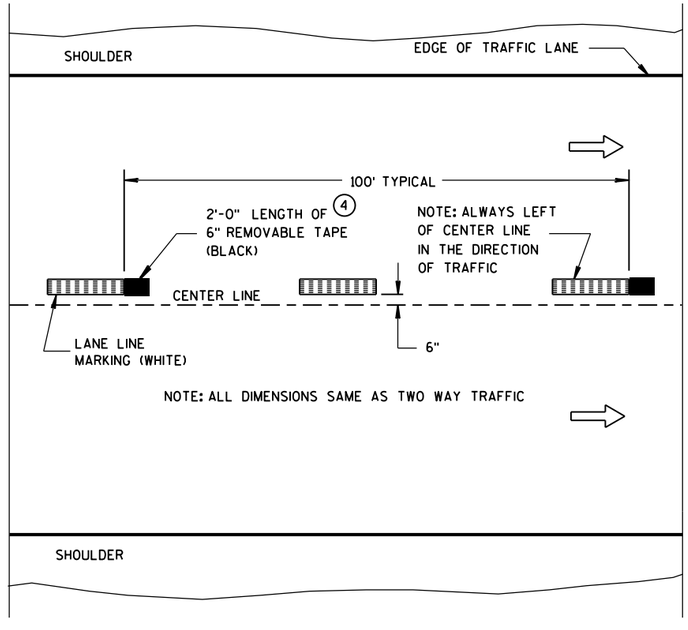


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

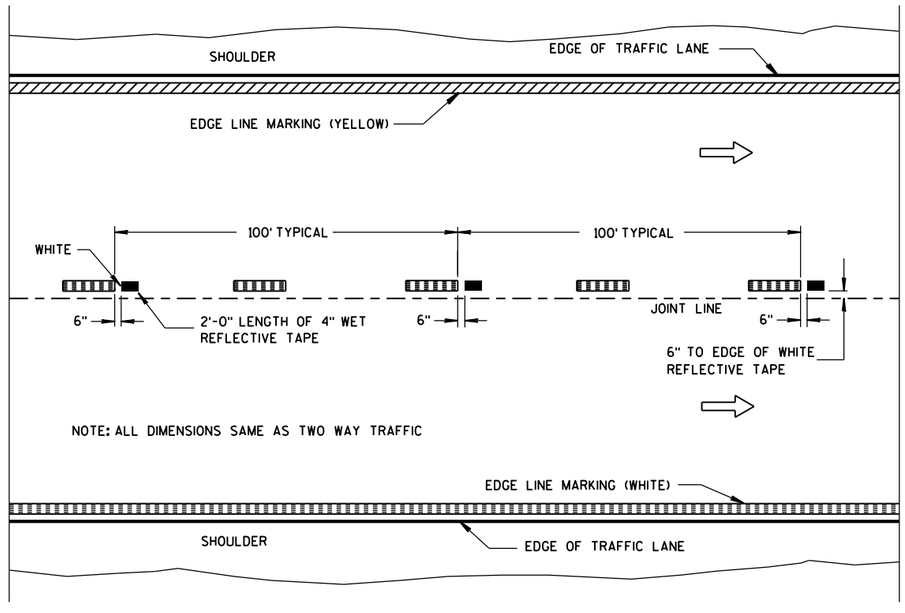
GENERAL NOTES

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



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

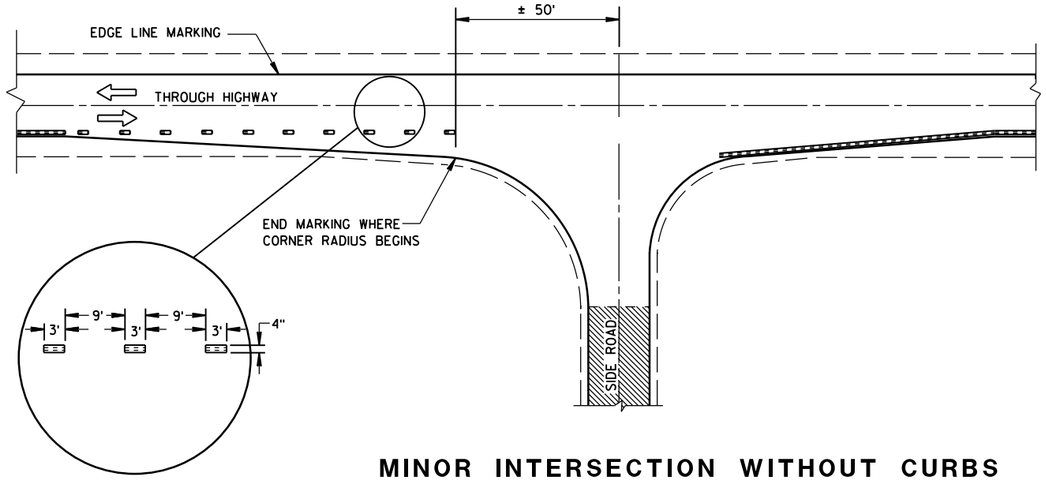
FHWA

6

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.

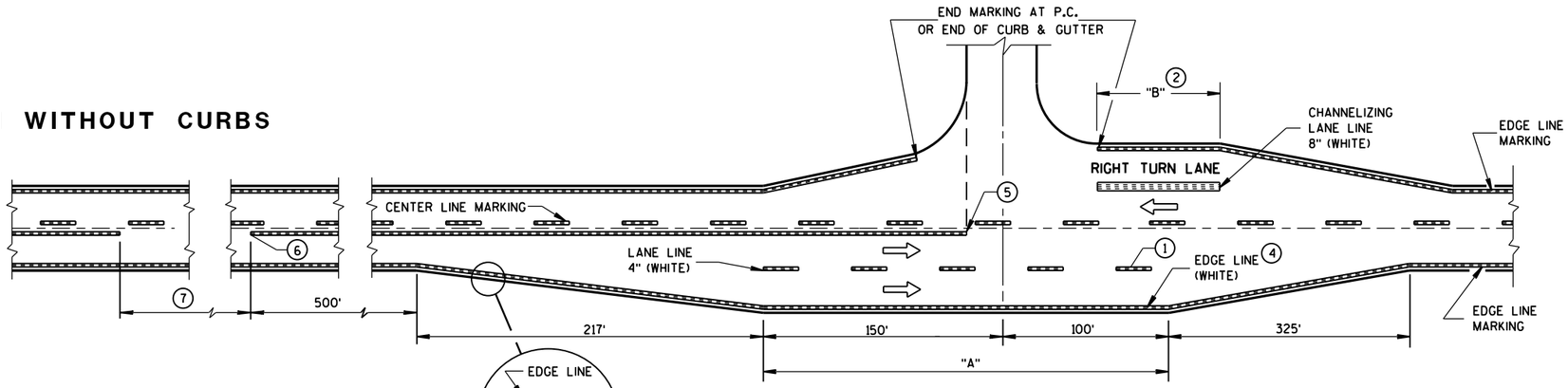
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

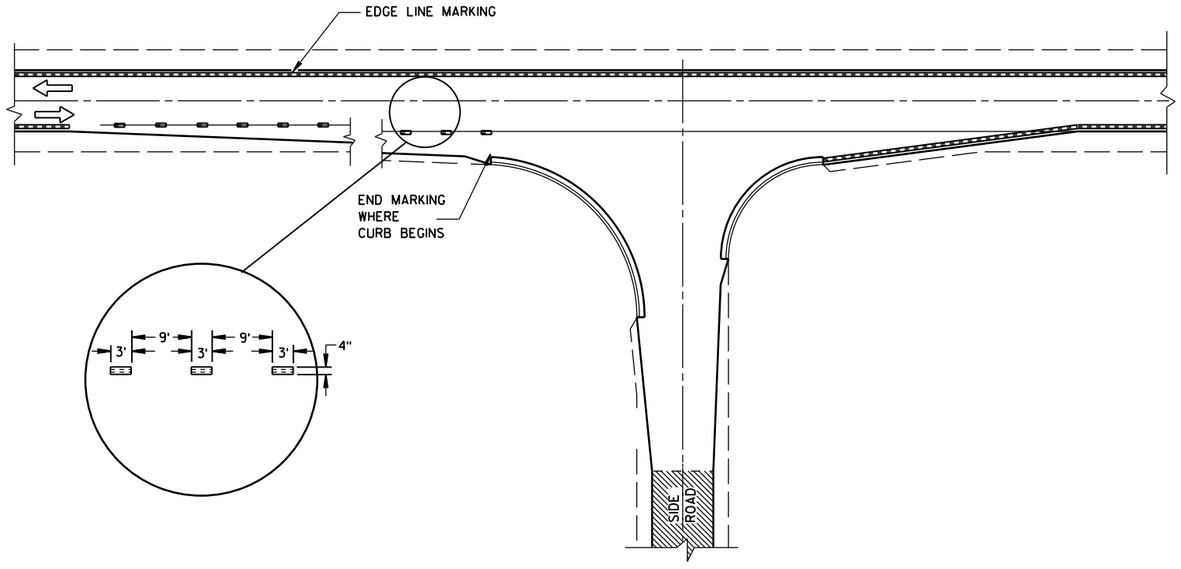
(7)

POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792



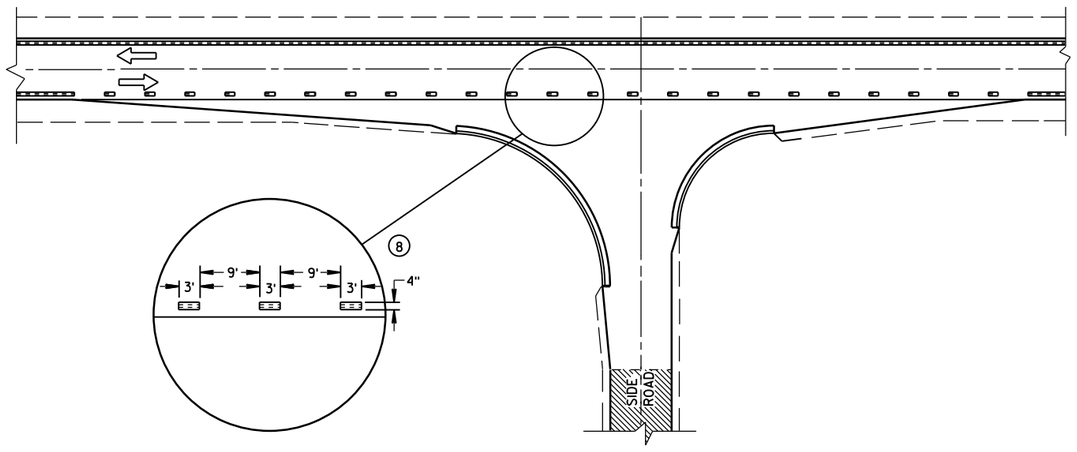
MAJOR INTERSECTIONS

(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)

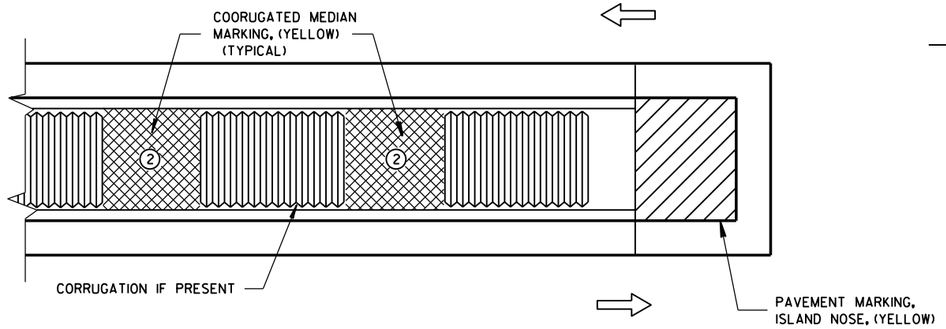
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 131

6

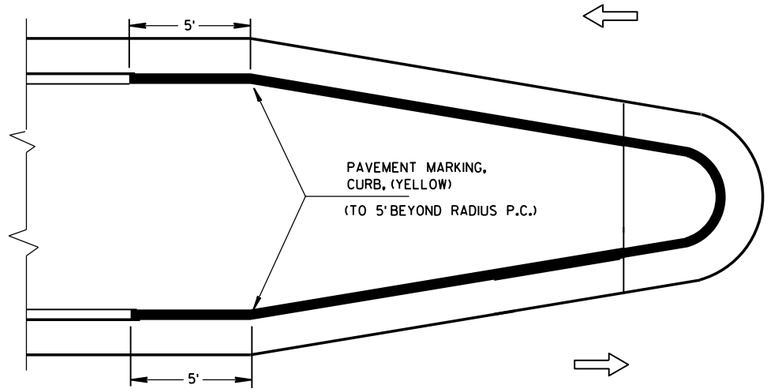
S.D.D. 15 C 8-16b

6

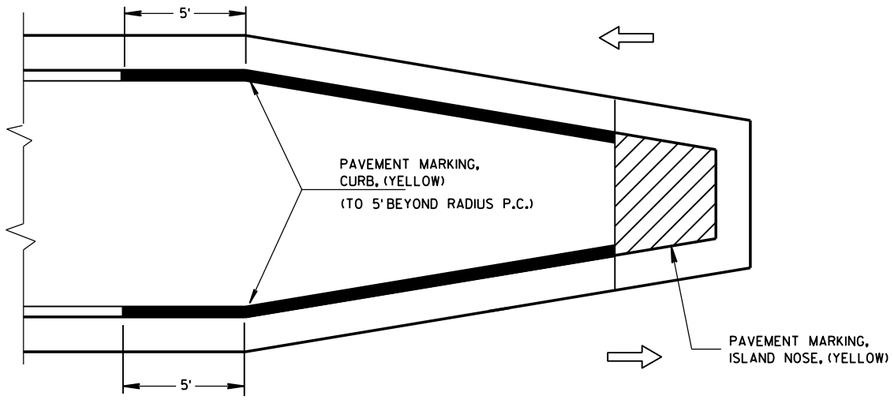
S.D.D. 15 C 8-16b



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

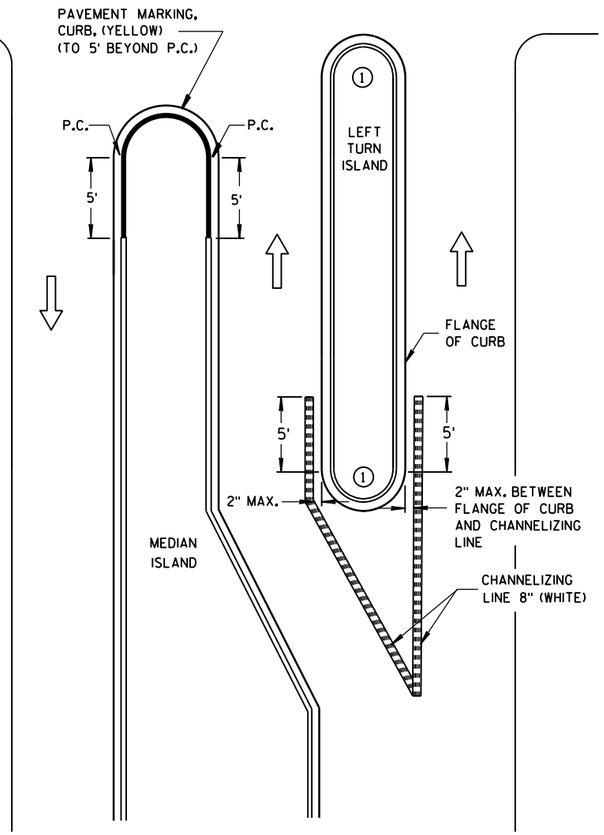


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

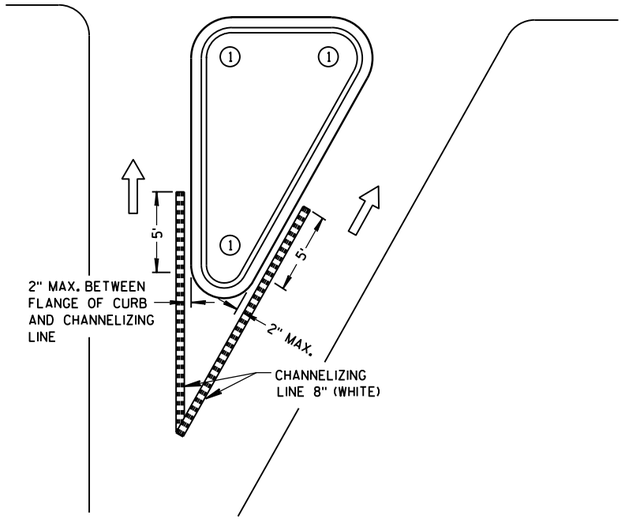


LEFT TURN & MEDIAN ISLAND

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

6

S.D.D. 15 C 8-16f

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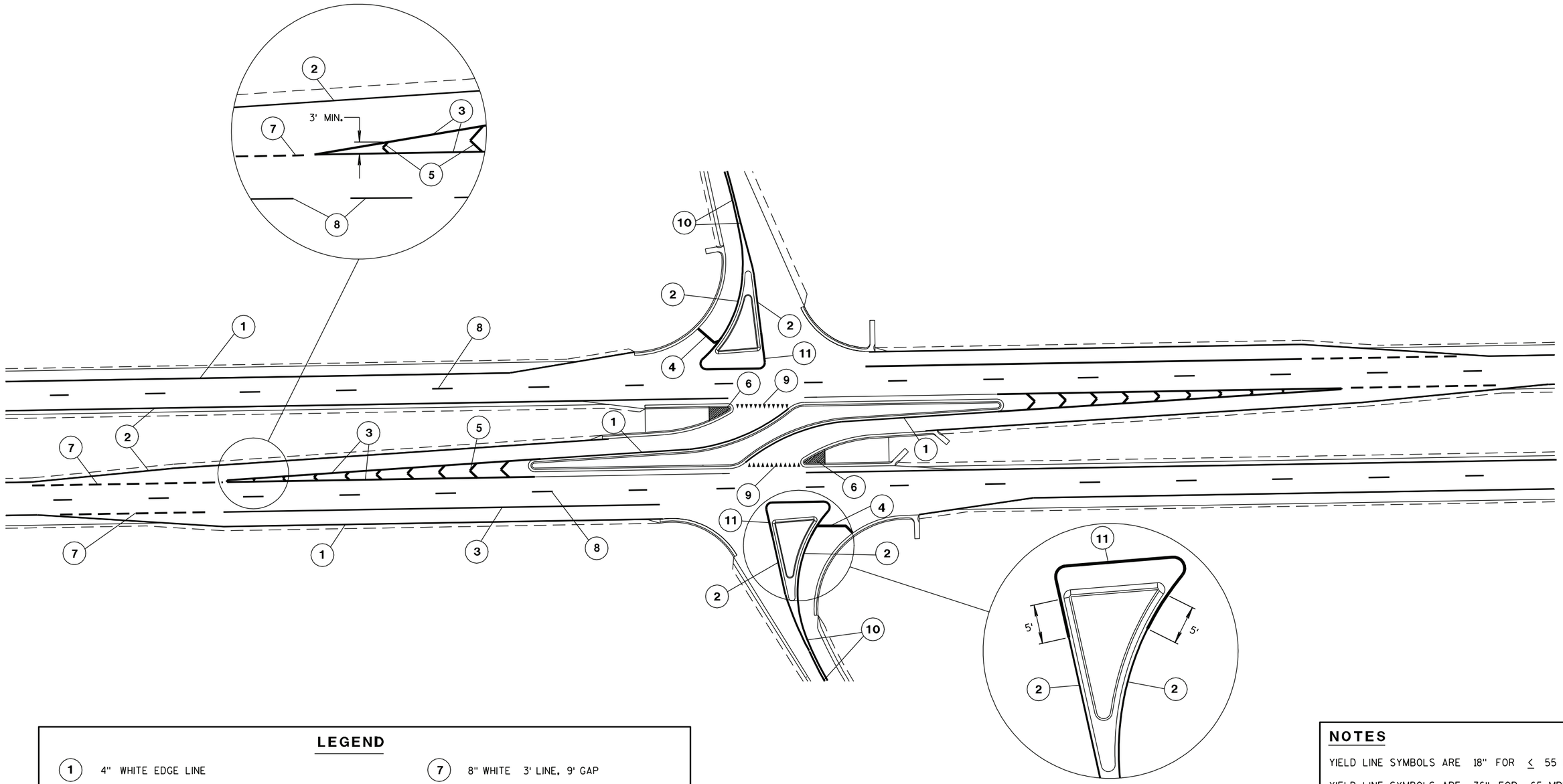
S.D.D. 15 C 8-16f



LEGEND

1. 4" WHITE EDGE LINE
2. 4" YELLOW EDGE LINE
3. 8" WHITE WET REFLECTIVE TAPE
4. 18" STOP LINE WHITE WHEN SPECIFIED IN THE CONTRACT
5. CHEVRON 24" WHITE 25' C-C
6. ISLAND NOSE EPOXY (SOLID YELLOW)
7. 8" WHITE 3' LINE, 9' GAP
8. 4" WHITE WET REFLECTIVE TAPE LANE LINE
9. YIELD LINE SYMBOLS 18" OR 36" WHITE WHEN SPECIFIED IN THE CONTRACT
10. 4" LINE YELLOW
11. 8" WHITE WHEN SPECIFIED IN THE CONTRACT

NOTES

YIELD LINE SYMBOLS ARE 18" FOR $\leq$ 55 MPH.

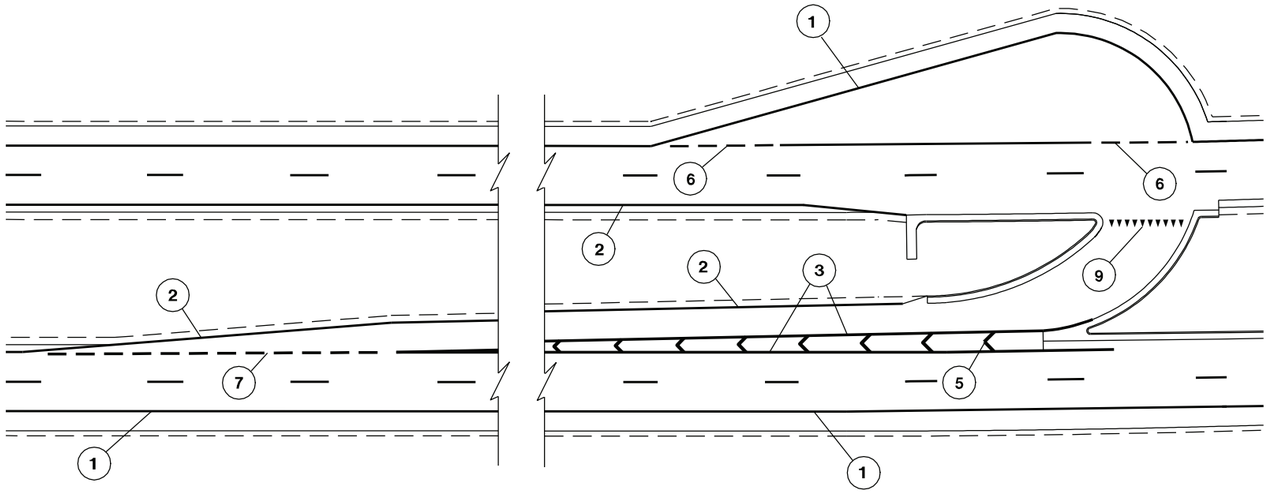
YIELD LINE SYMBOLS ARE 36" FOR 65 MPH.

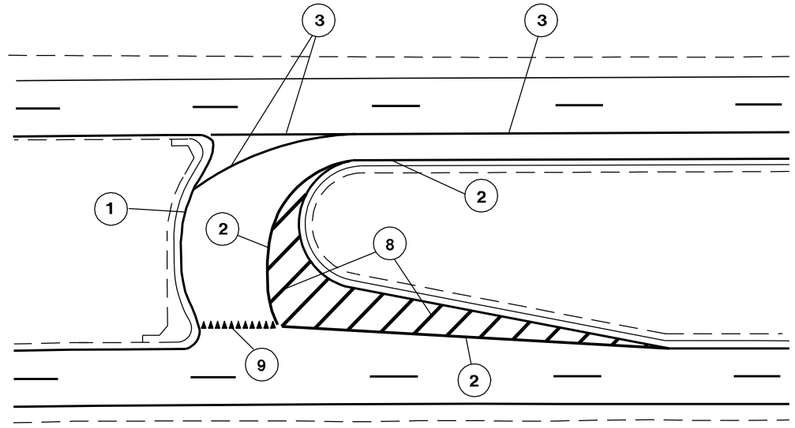
J TURN MEDIAN PAVEMENT MARKING

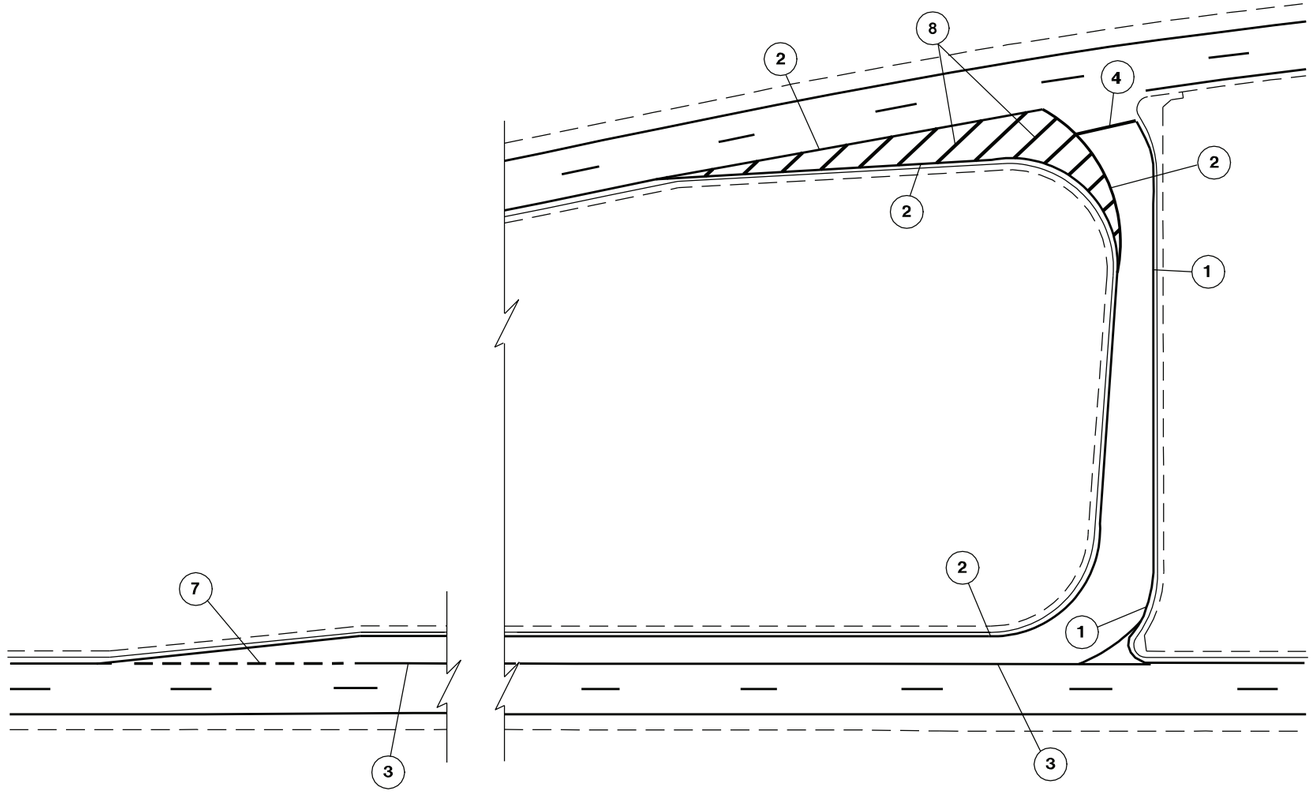
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 15 C 32-1a







NOTES

YIELD LINE SYMBOLS ARE 18" FOR ≤ 55 MPH.

YIELD LINE SYMBOLS ARE 36" FOR 65 MPH.

LEGEND

1. 4" WHITE EDGE LINE
2. 4" YELLOW EDGE LINE
3. 8" WHITE WET REFLECTIVE TAPE
4. 18" STOP LINE WHITE
5. CHEVRON 24" WHITE 25' C-C
6. 4" WHITE 3' LINE, 9' GAP
7. 8" WHITE 3' LINE, 9' GAP
8. 12" YELLOW AT 10' C-C WHEN SPECIFIED IN THE CONTRACT
9. YIELD LINE SYMBOLS 18" OR 36" WHITE

J TURN LANE PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/15/2012
DATE

/S/ Thomas N. [illegible]
STATE TRAFFIC ENGINEER

FHWA

6
S.D.D. 15 C 32-1b

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.

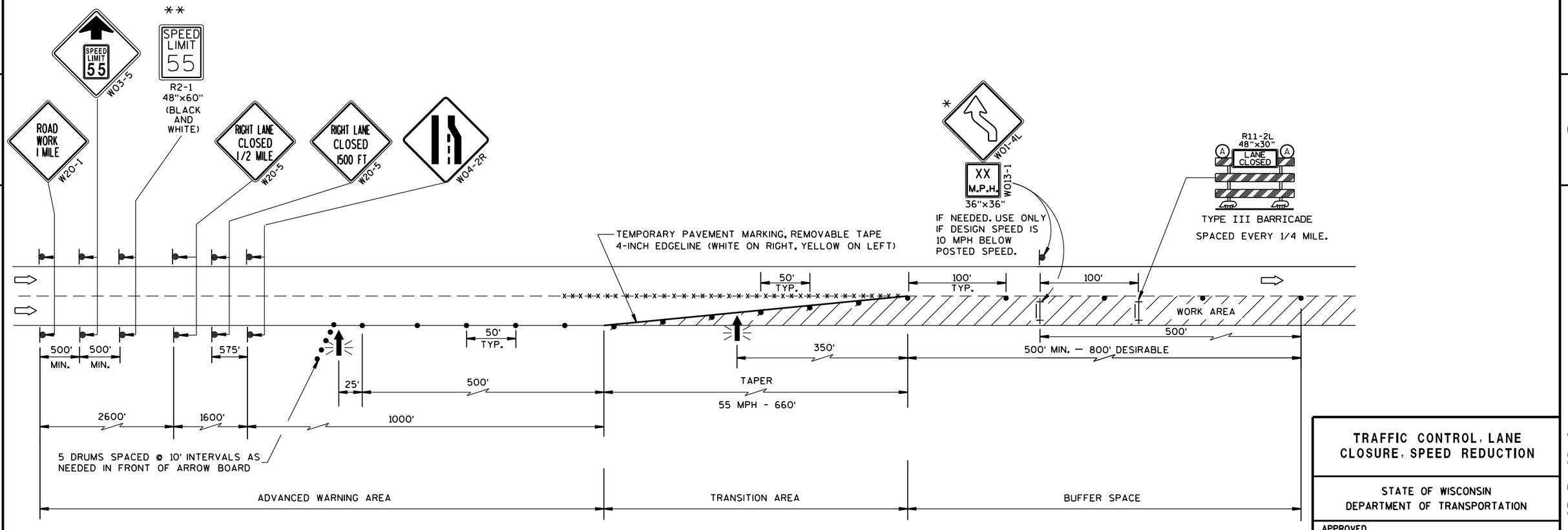
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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 (W01-4L) 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

6

S.D.D. 15 D 12-4

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.

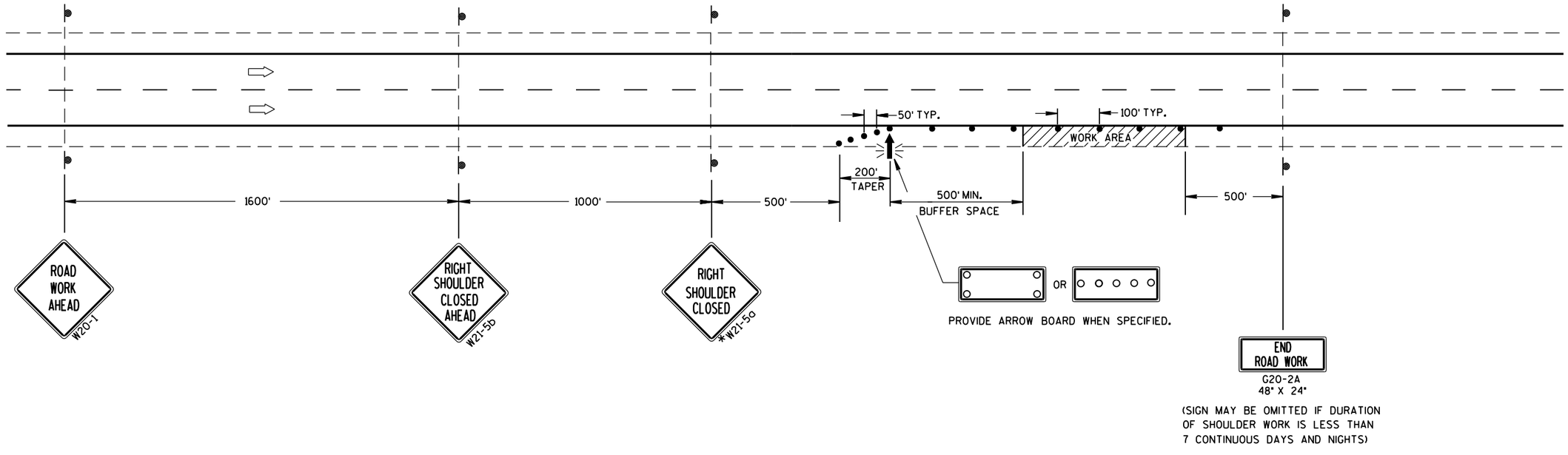
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

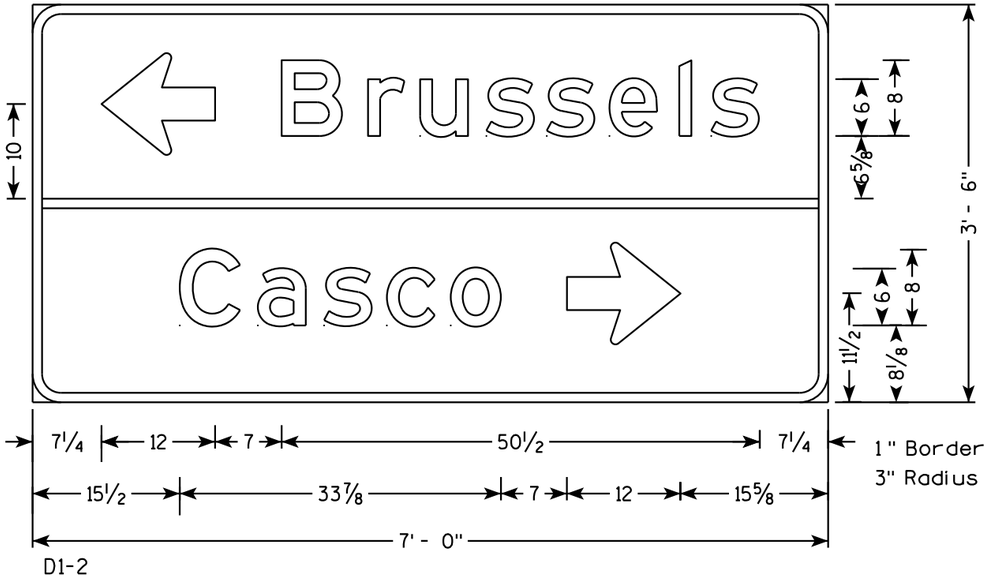
FHWA

6

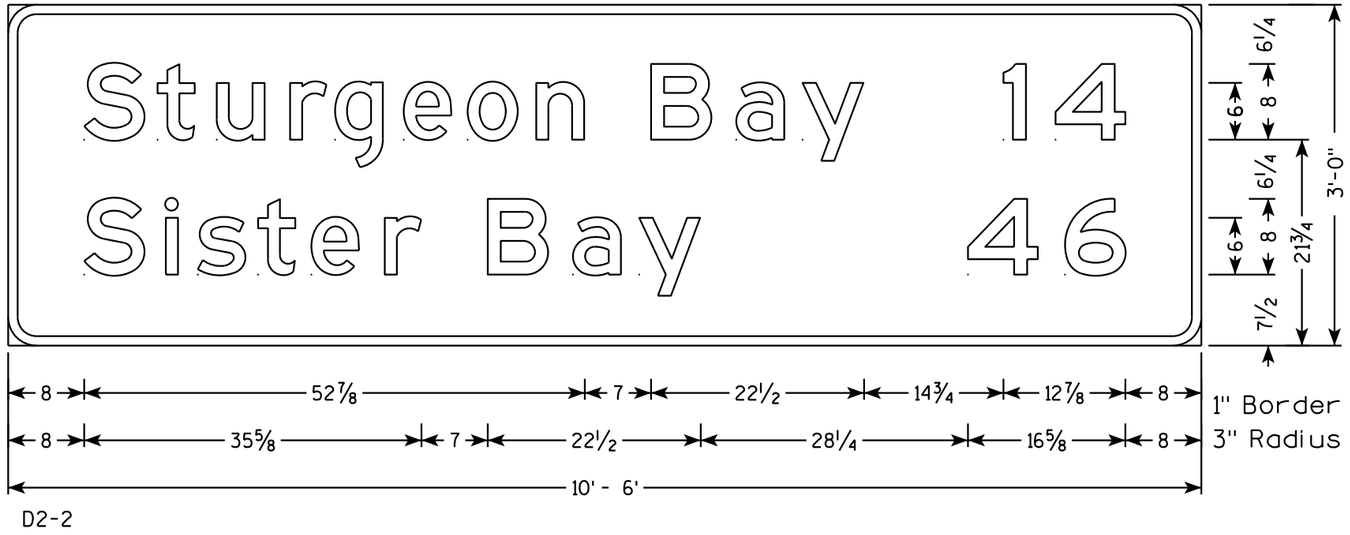
S.D.D. 15 D 27-2

NOTES

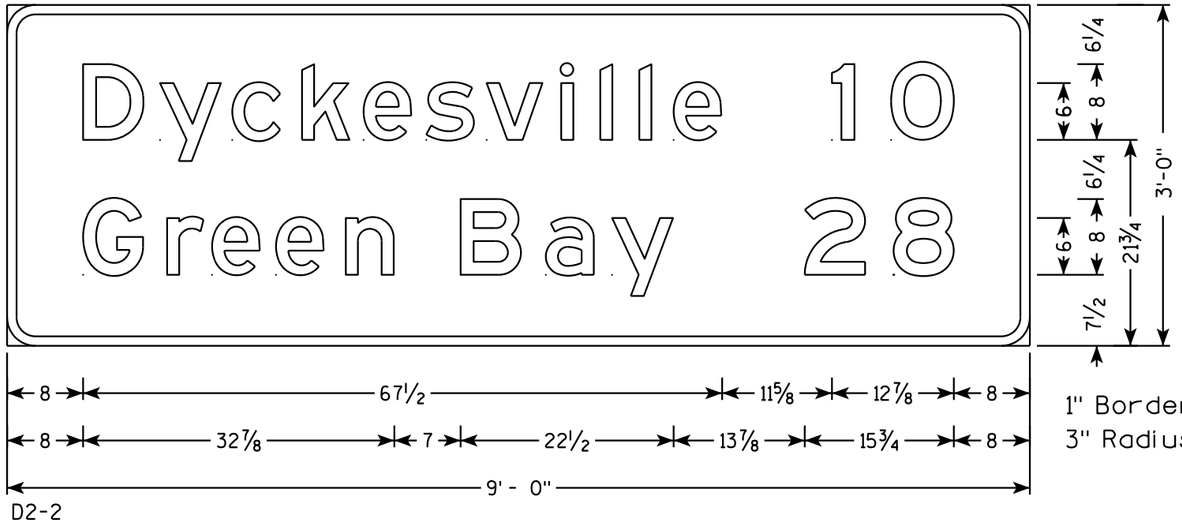
1. All Signs Type II - Type H Reflective
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - E



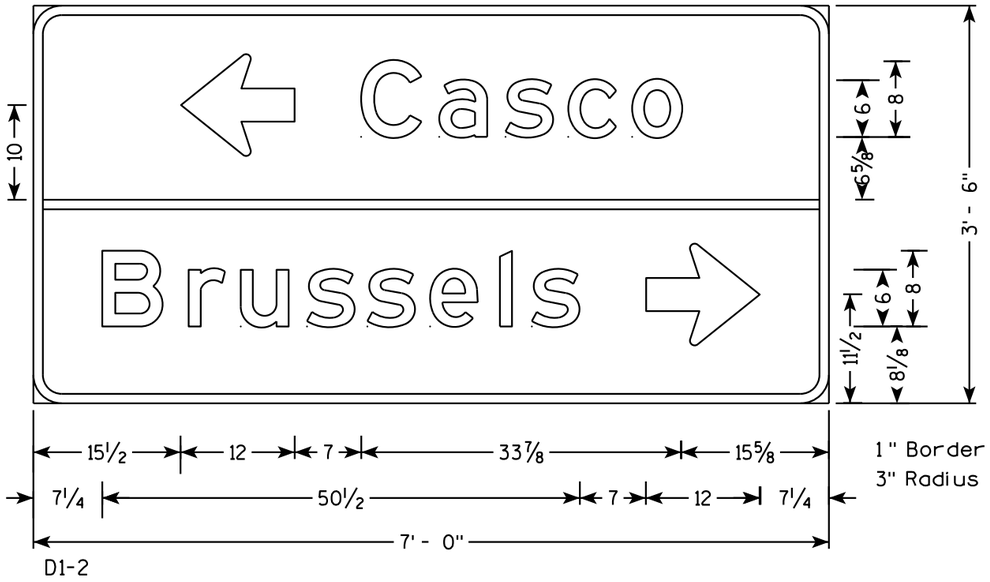
D1-2



D2-2



D2-2

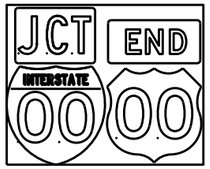


D1-2

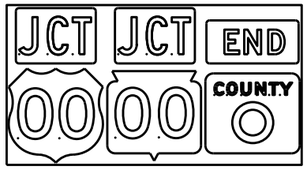
PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	PERMANENT SIGNING	SHEET NO: 137	E

TYPICAL ASSEMBLIES

J1-1

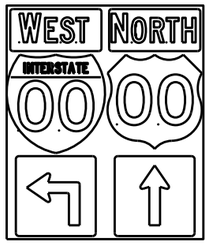


J1-2

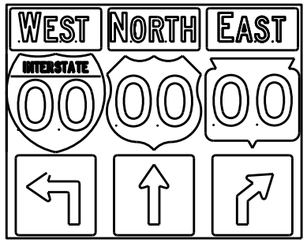


J1-3

J2-1



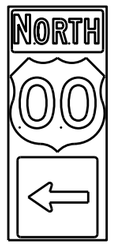
J2-2



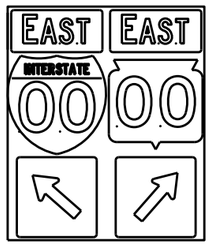
J2-3

JV

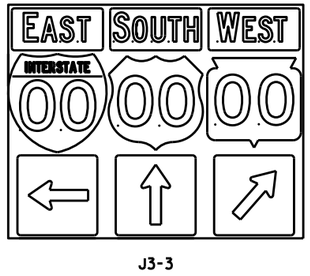
(Typical Vertical J-Assembly
See Note 10 and 11)



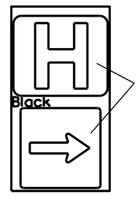
J3-1



J3-2



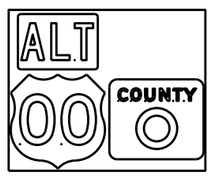
J3-3



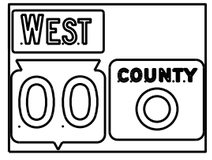
Blue Background

JH-1

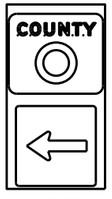
J4-1



J4-2



J4-2



J13-1

J12-1

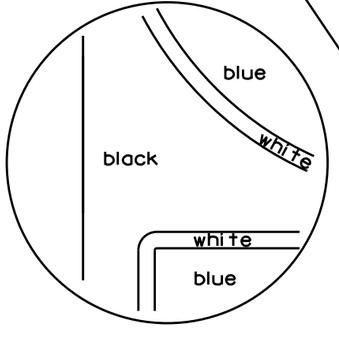
J32-1

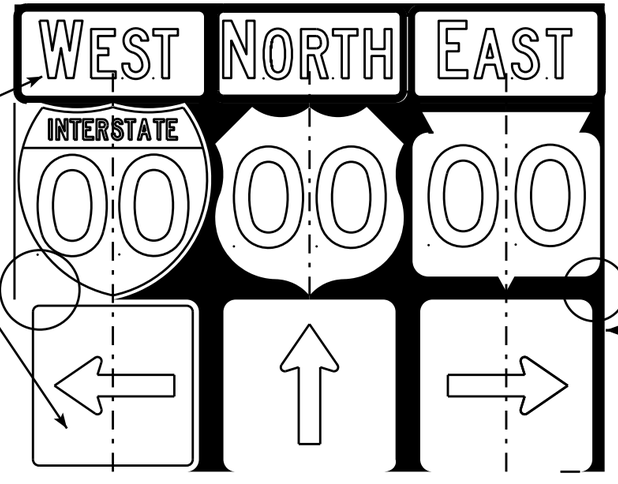
J33-1

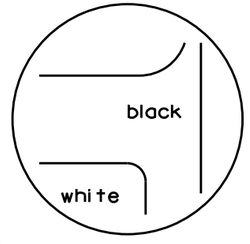
J23-1

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

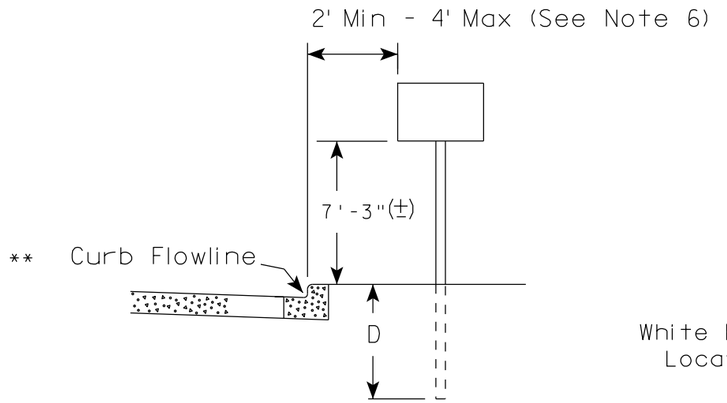
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

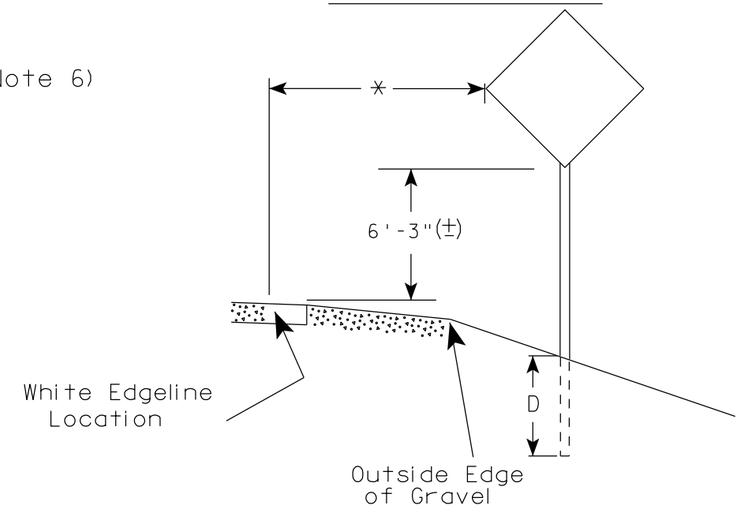
DATE 2/06/14 PL... A2-1S.8

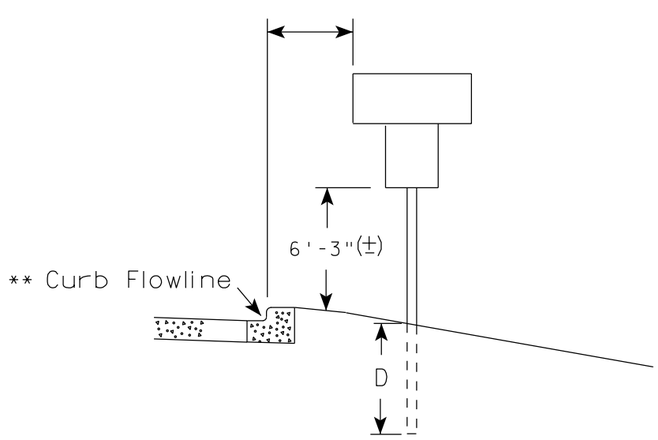
PROJECT NO: | SHEET NO: E

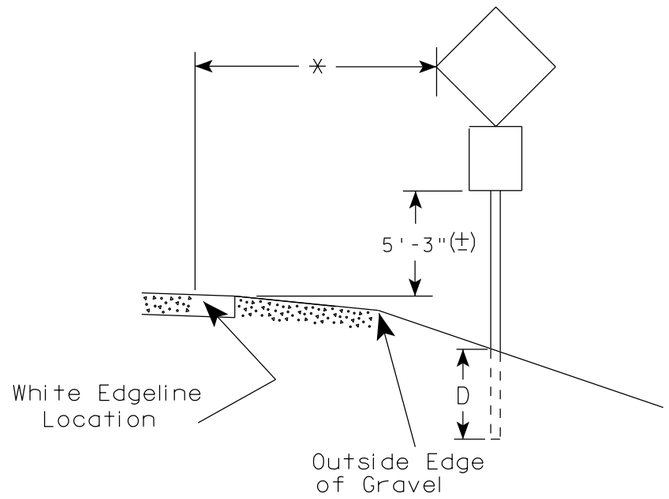
URBAN AREA



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" (±).

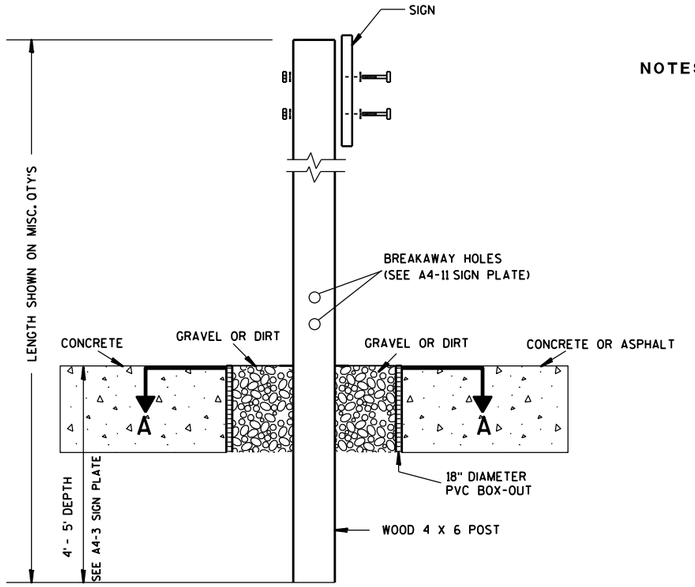
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/14 PLATE NO. A4-3.19

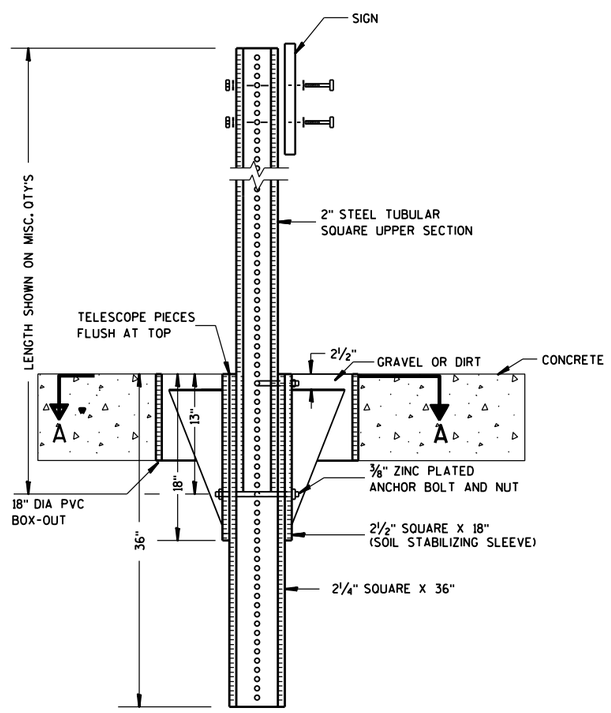
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

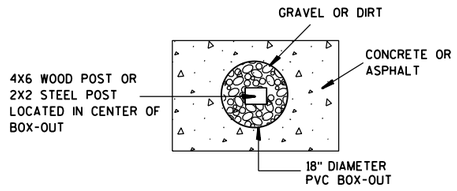
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

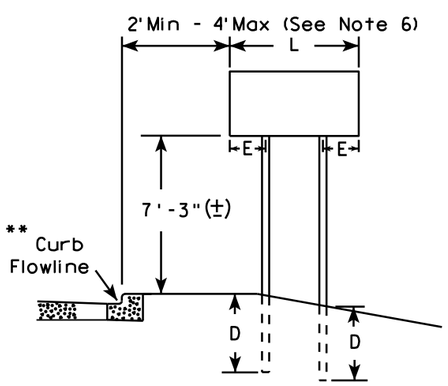
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

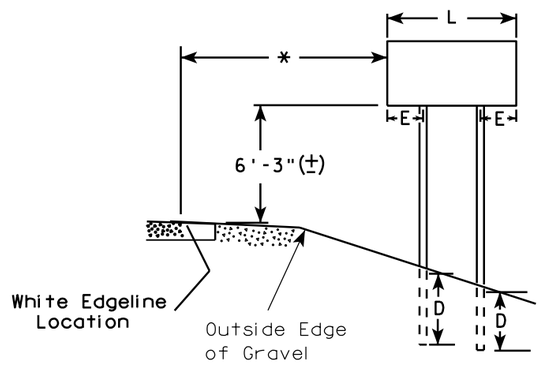
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

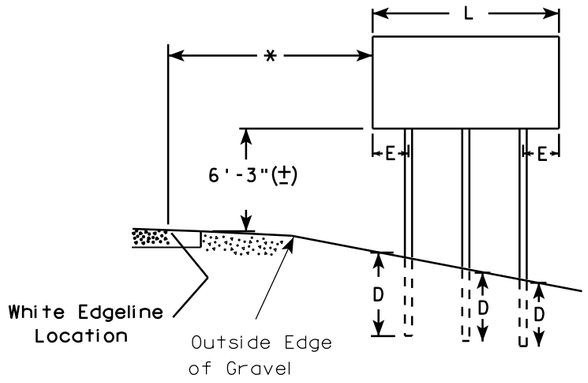
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

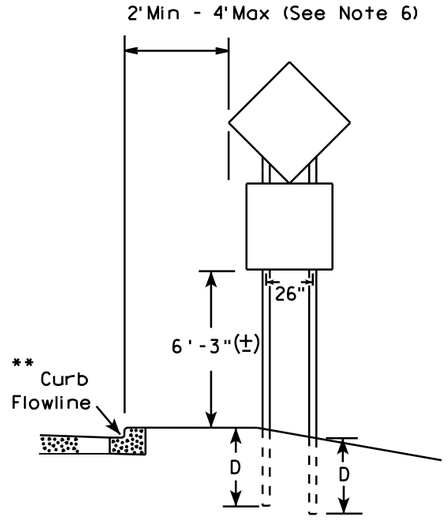
URBAN AREA



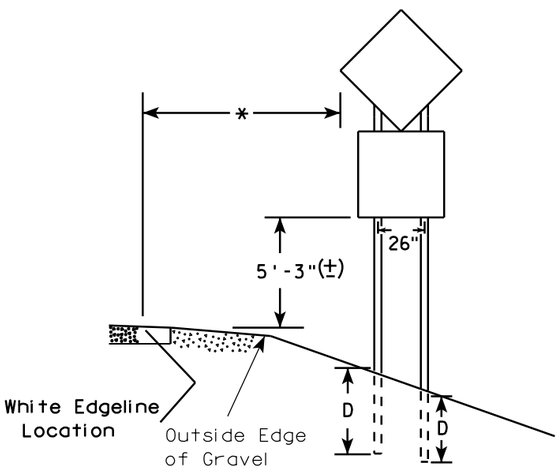
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

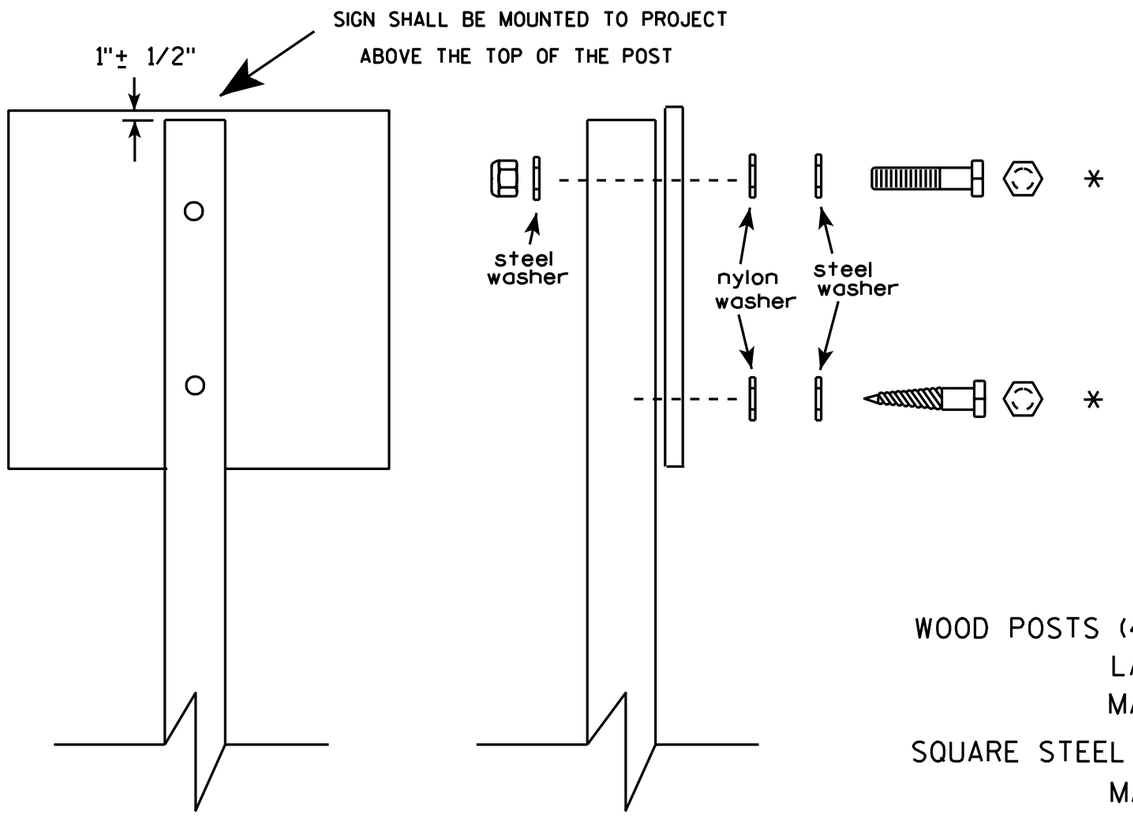
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/14 PLATE NO. A4-4 13

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A44.DGN PLOT DATE : 12-NOV-2014 14:01 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 107.021305:1.000000 WISDOT/CADDS SHEET 42



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

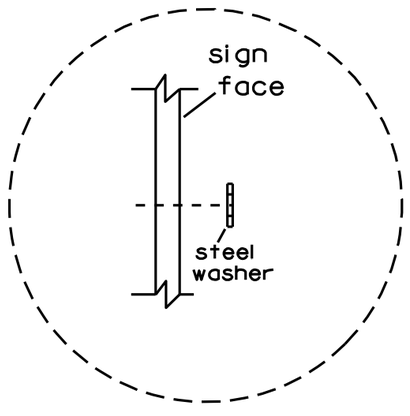
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

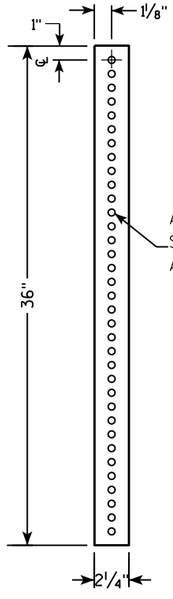
7

PROJECT NO:

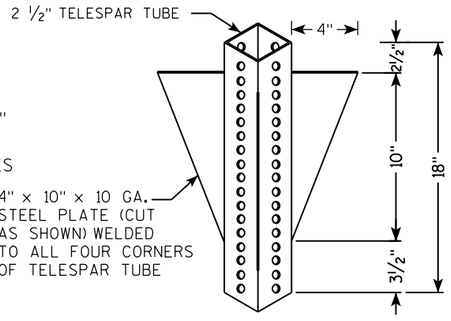
SHEET NO: 142 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

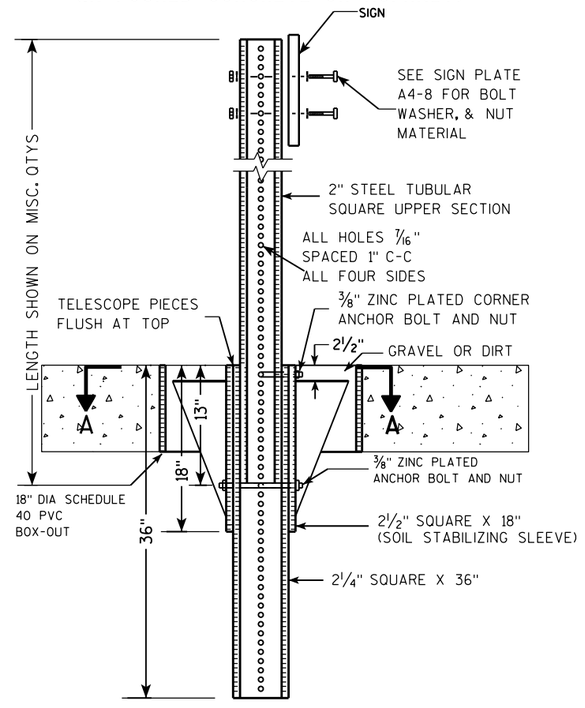
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



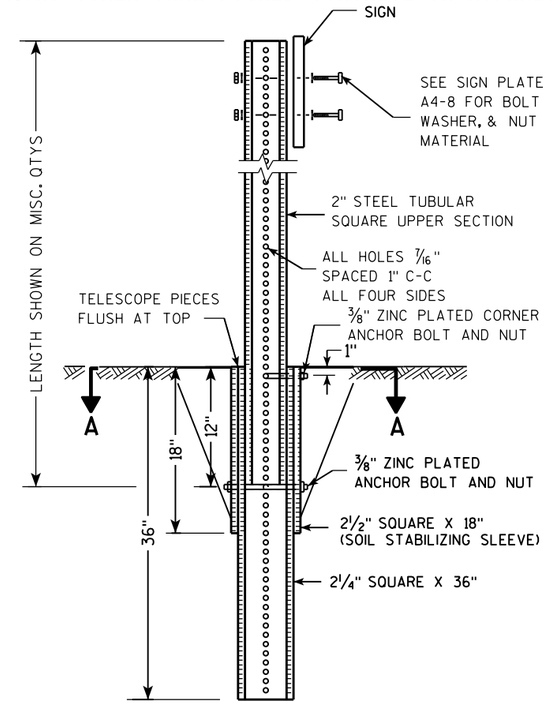
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

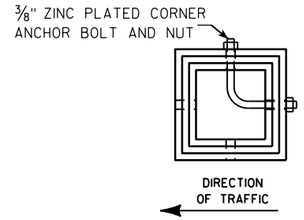


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

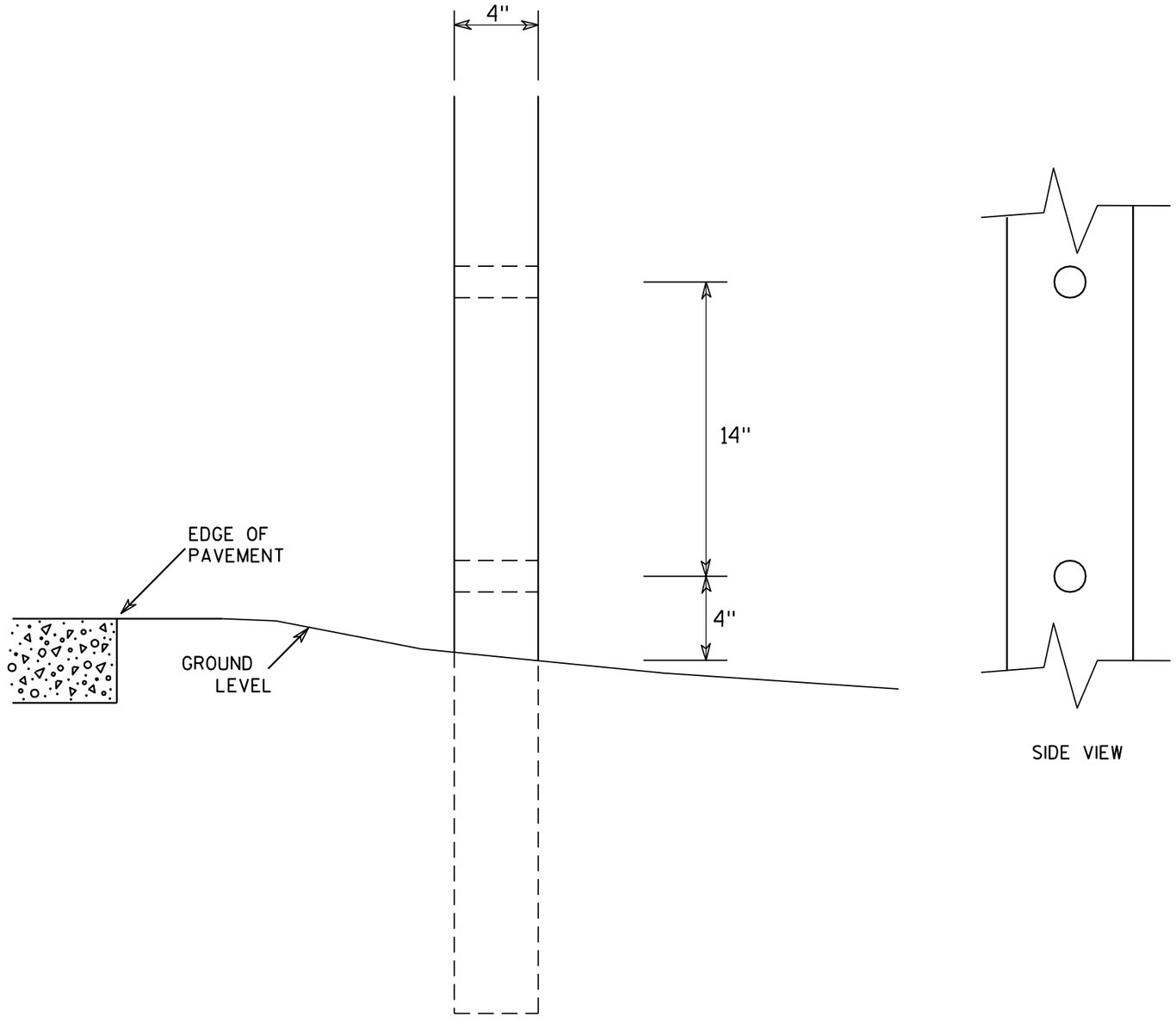
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

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

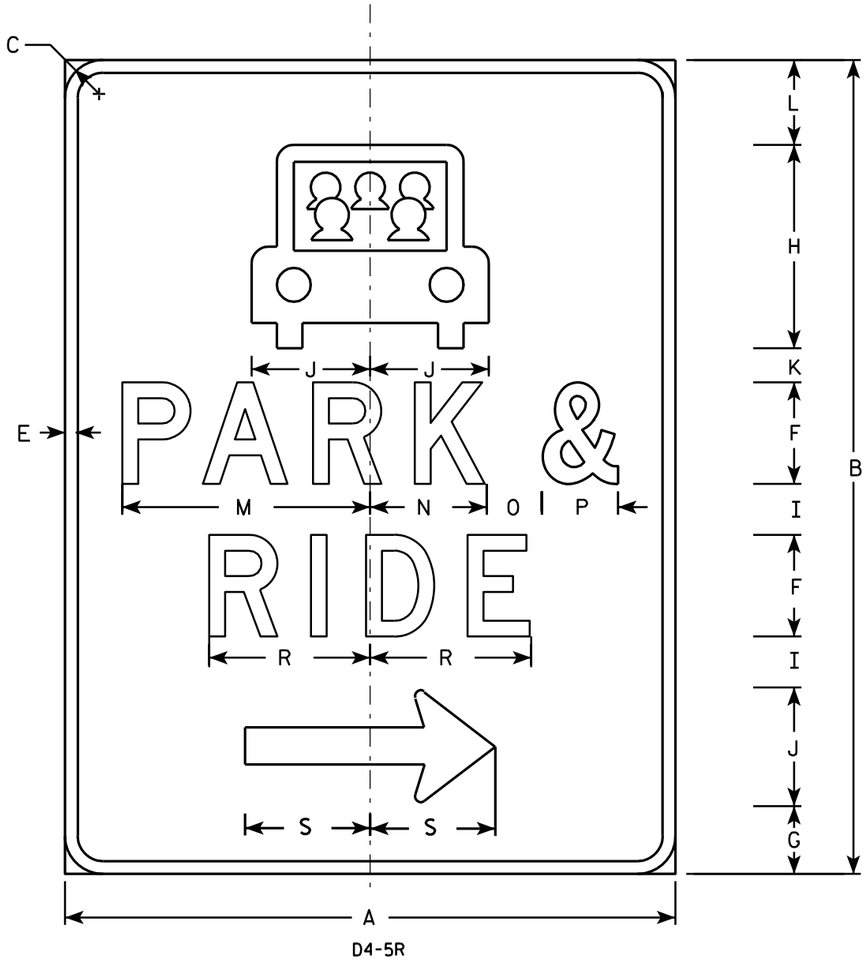
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

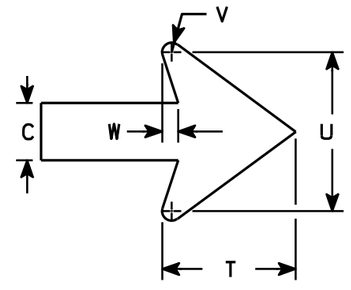
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 144	E



D4-5R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White - Type H Reflective
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. The D4-5L is the same as a D4-5R except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	36	1 3/8		5/8	5	1 3/8	9	2	5	1 5/8	5	11 3/4	5 1/2	2 3/4	3 3/4		8	6 1/8	4	4 3/8	3/8	1/2				7.50
3	36	48	2 1/4		3/4	6	4	12	3	7	2	5	14 5/8	6 7/8	3 1/4	4 1/2		9 1/2	7 1/2	5 1/4	6 1/4	3/8	5/8				12.0
4																											
5																											

STANDARD SIGN
D4-5 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/15/10 PLATE NO. D4-5.2

PROJECT NO:

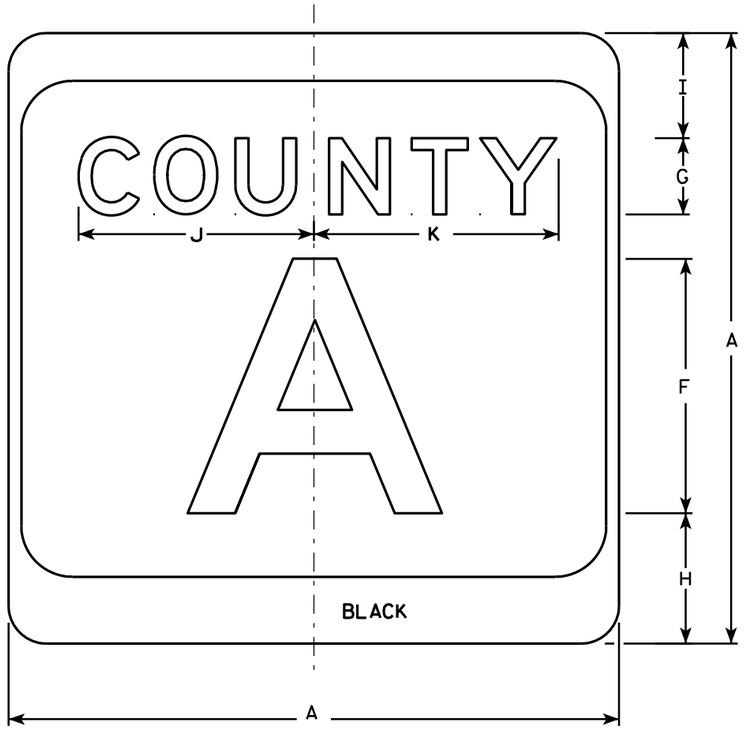
SHEET NO: 145 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\D45.DGN PLOT DATE : 15-NOV-2010 14:08 PLOT BY : dotsja

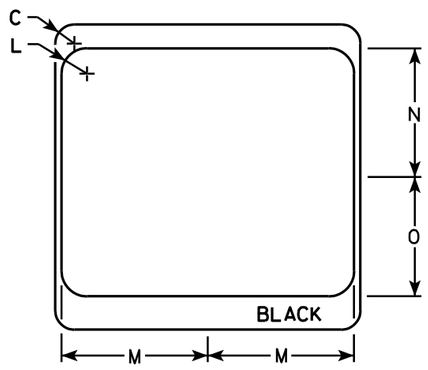
WISDOT/CADDS SHEET 42

7

7

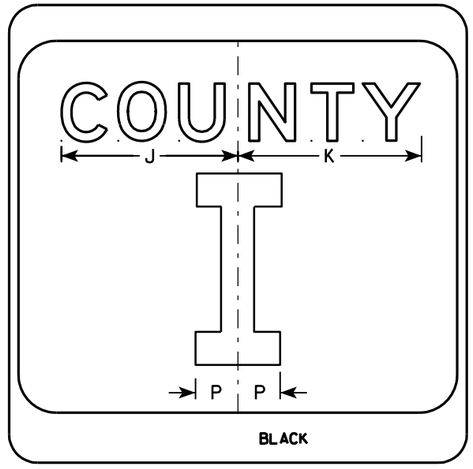


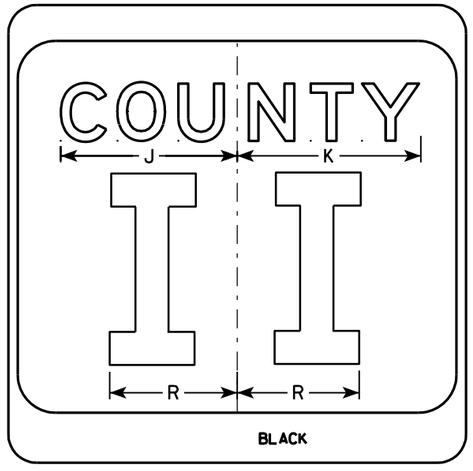
M1-5A



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

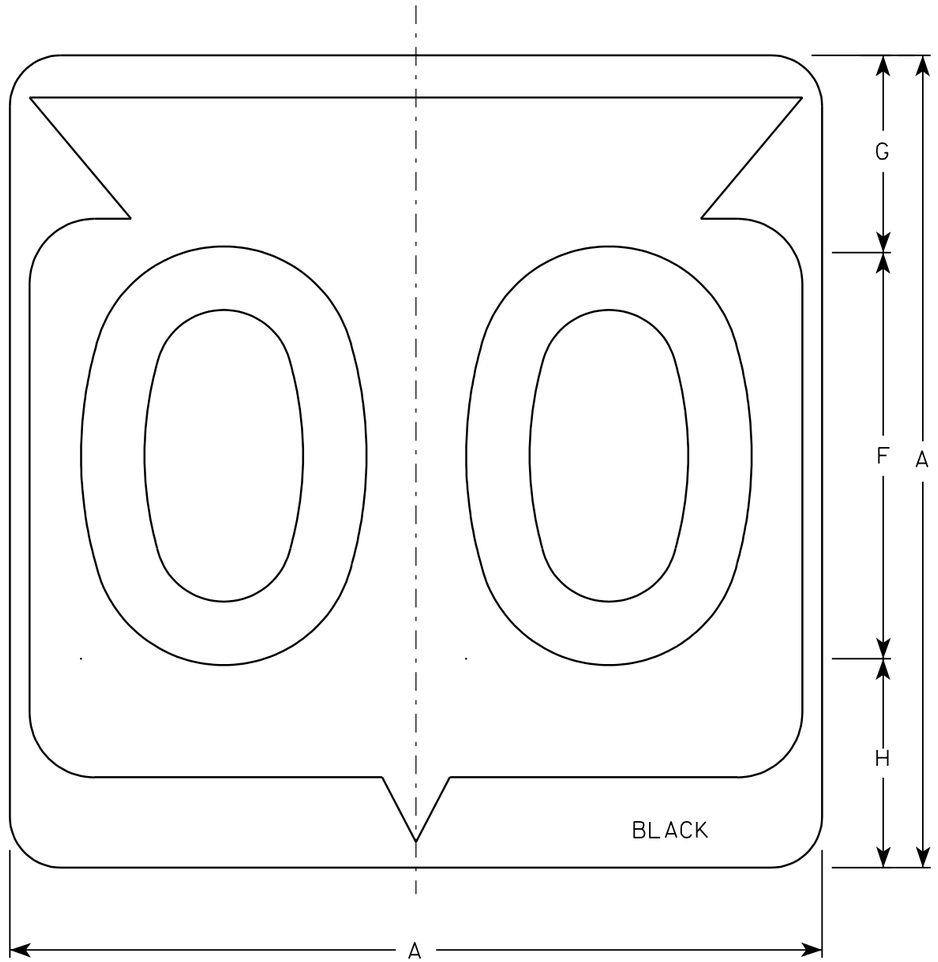
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

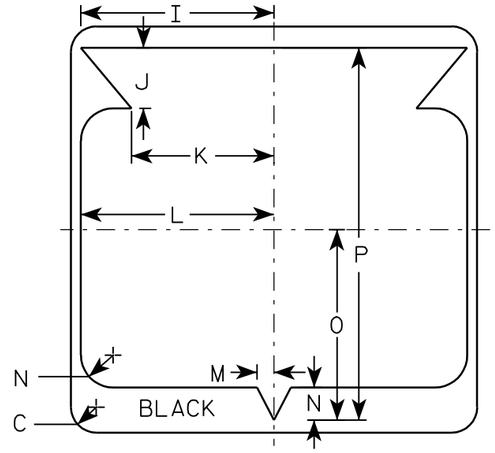
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 146	E



M1-6

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 Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective



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	Area sq. ft.	Area m2
1																												
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0	.36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81

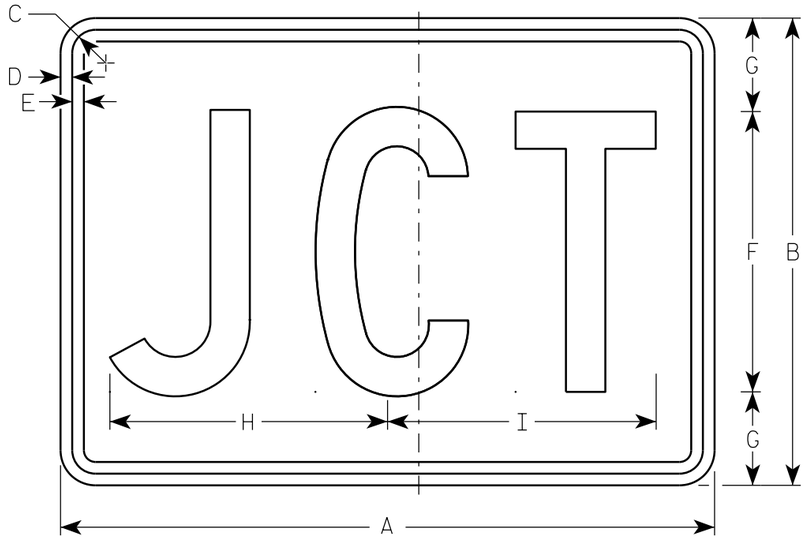
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

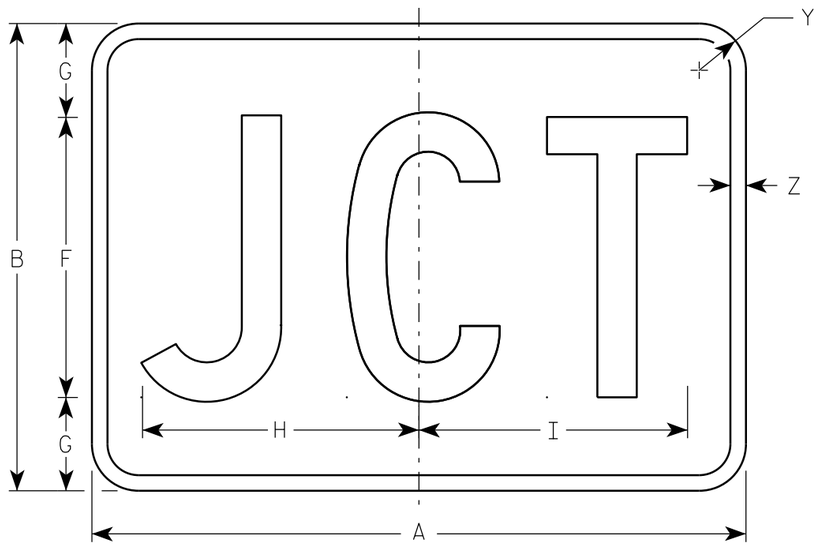
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 147	E



M2-1
MK2-1
MM2-1
MN2-1
MR2-1



MB2-1

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MR2-1 Background - Brown
   Message - Yellow

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

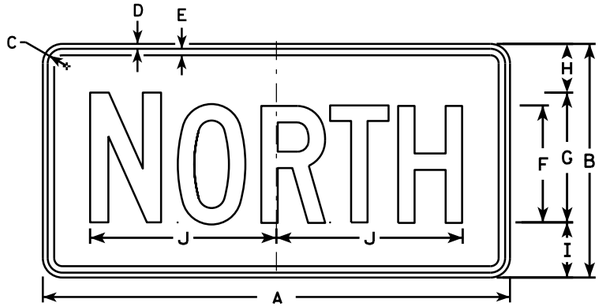
STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

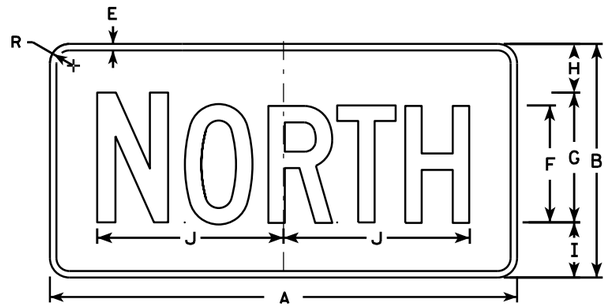
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 6/30/14 PLATE 148 12-1.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

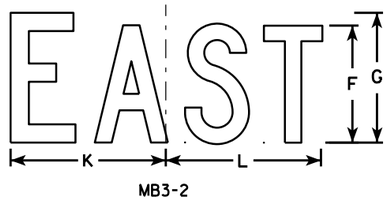


M3-1
MK3-1
MM3-1
MN3-1

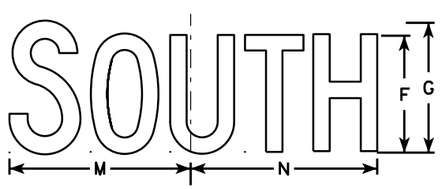


MB3-1

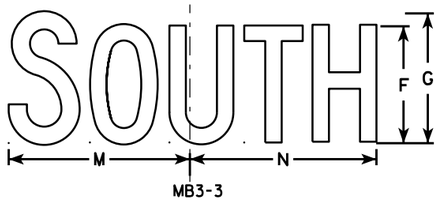
M3-2
MK3-2
MM3-2
MN3-2



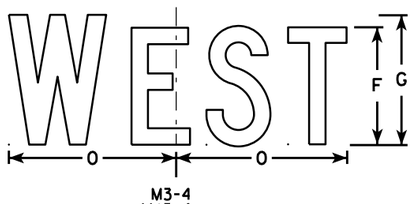
MB3-2



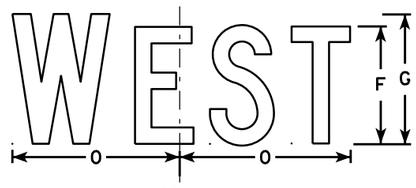
M3-3
MK3-3
MM3-3
MN3-3



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

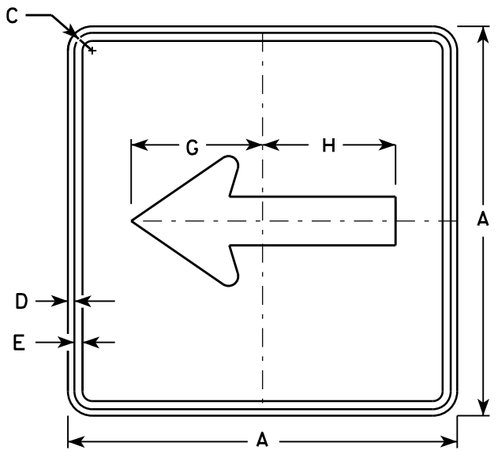
STANDARD SIGNS
M3-1 thur M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

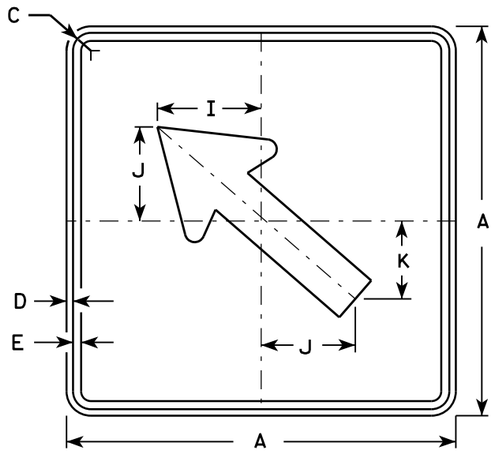
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 6/30/14 PLATE NO M3-1.13

PROJECT NO: | HWY: | COUNTY: | | SHEET NO: E



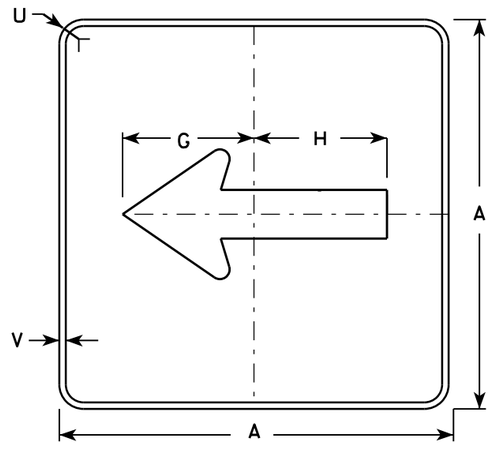
M6-1
MK6-1
MM6-1
MN6-1
MO6-1
MP6-1
MR6-1



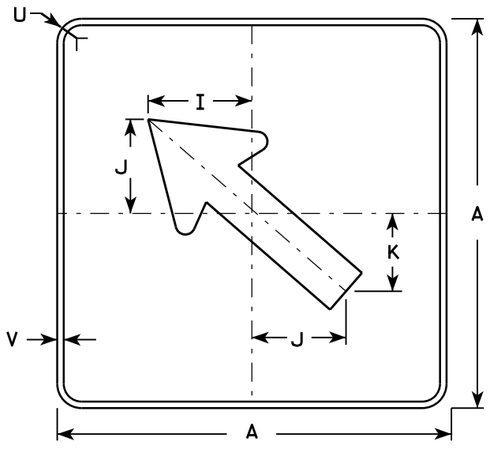
M6-2
MK6-2
MM6-2
MN6-2
MO6-2
MP6-2
MR6-2

NOTES

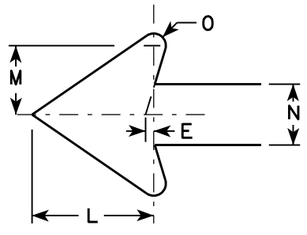
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - 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

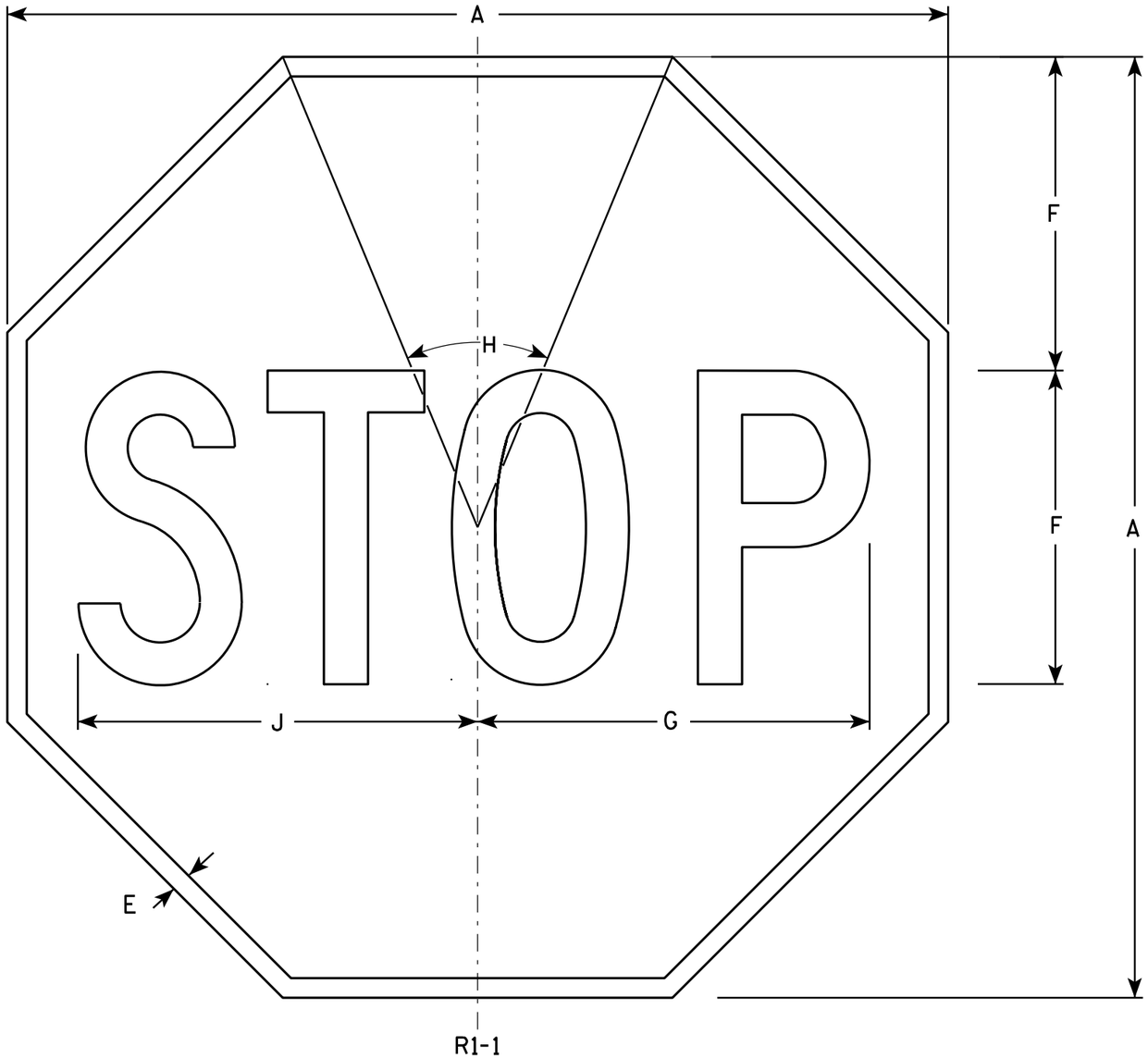
STANDARD SIGN M6-1 & M6-2 SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/03/14 PLATE 150 M6-1.14

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



NOTES

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

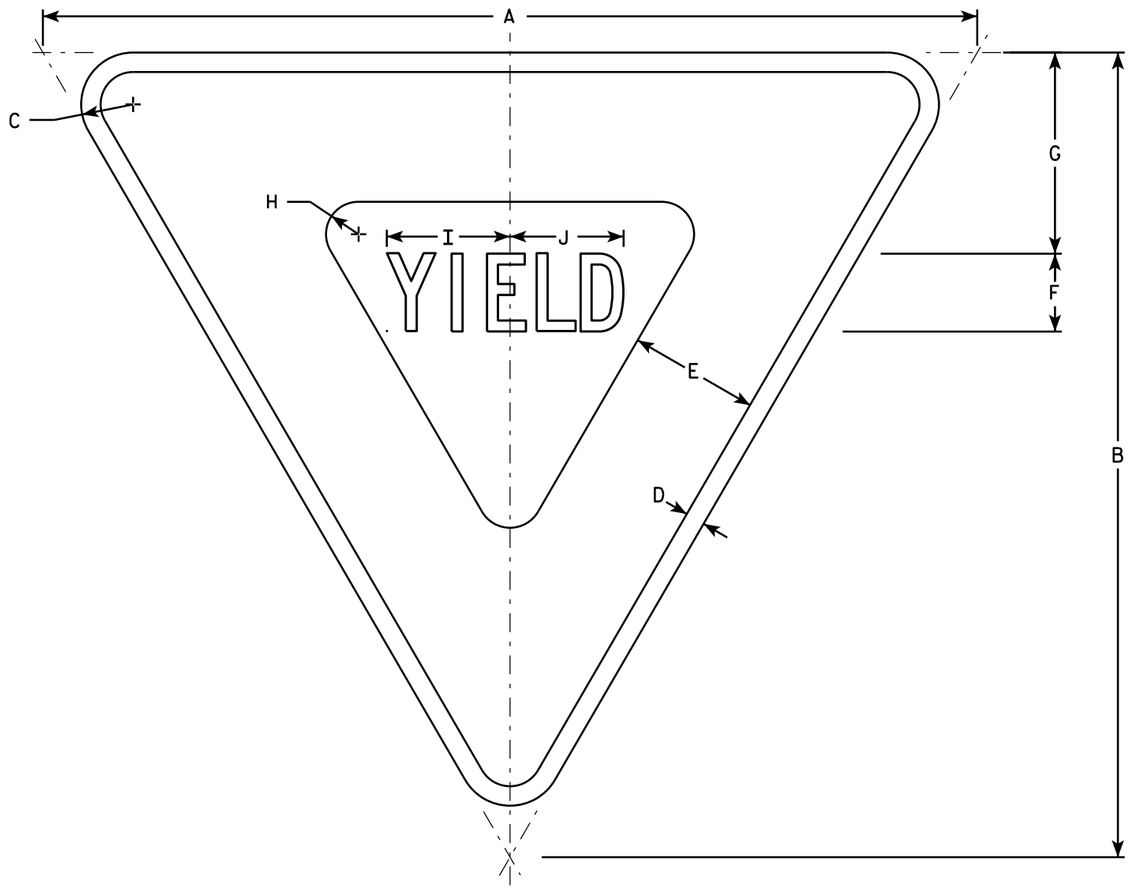
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew L Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 151	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

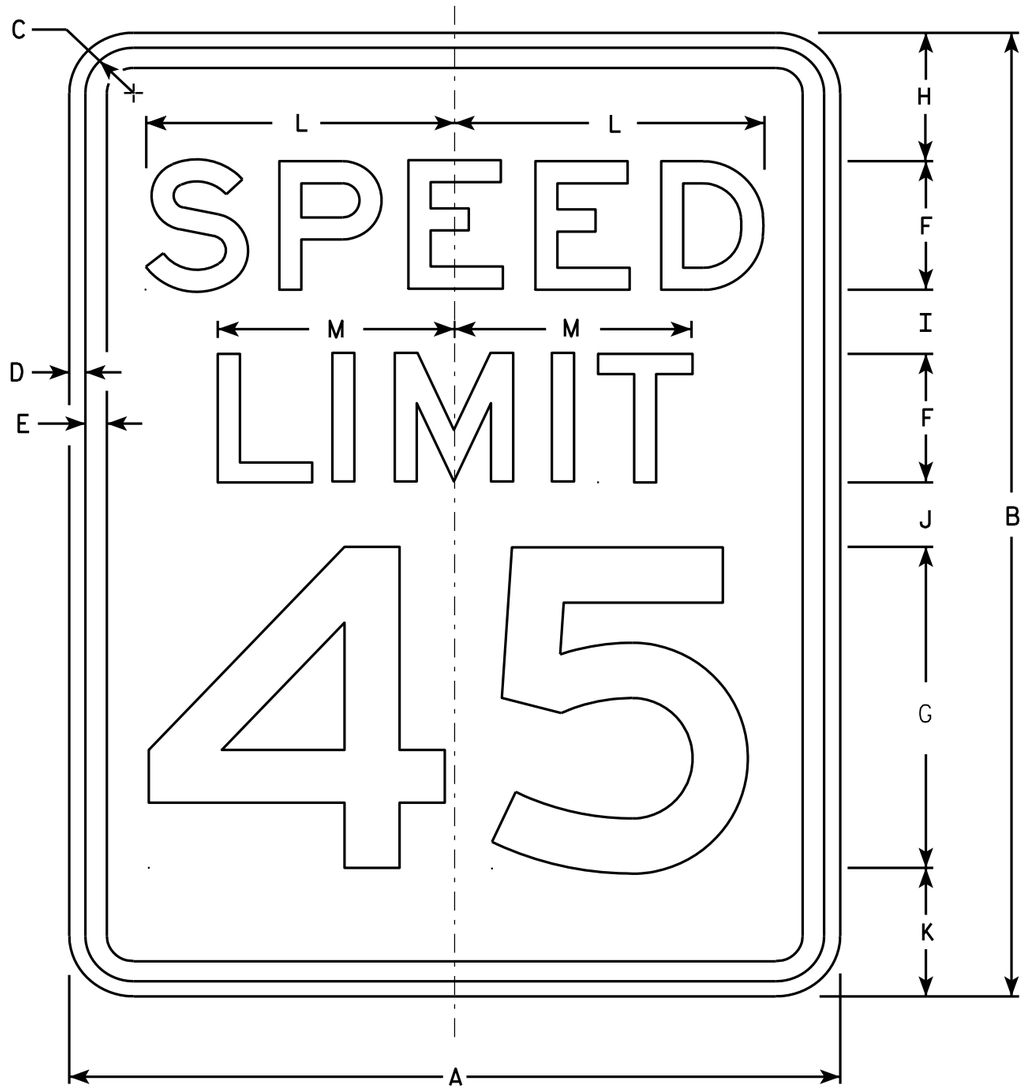
WISCONSIN DEPT OF TRANSPORTATION

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



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

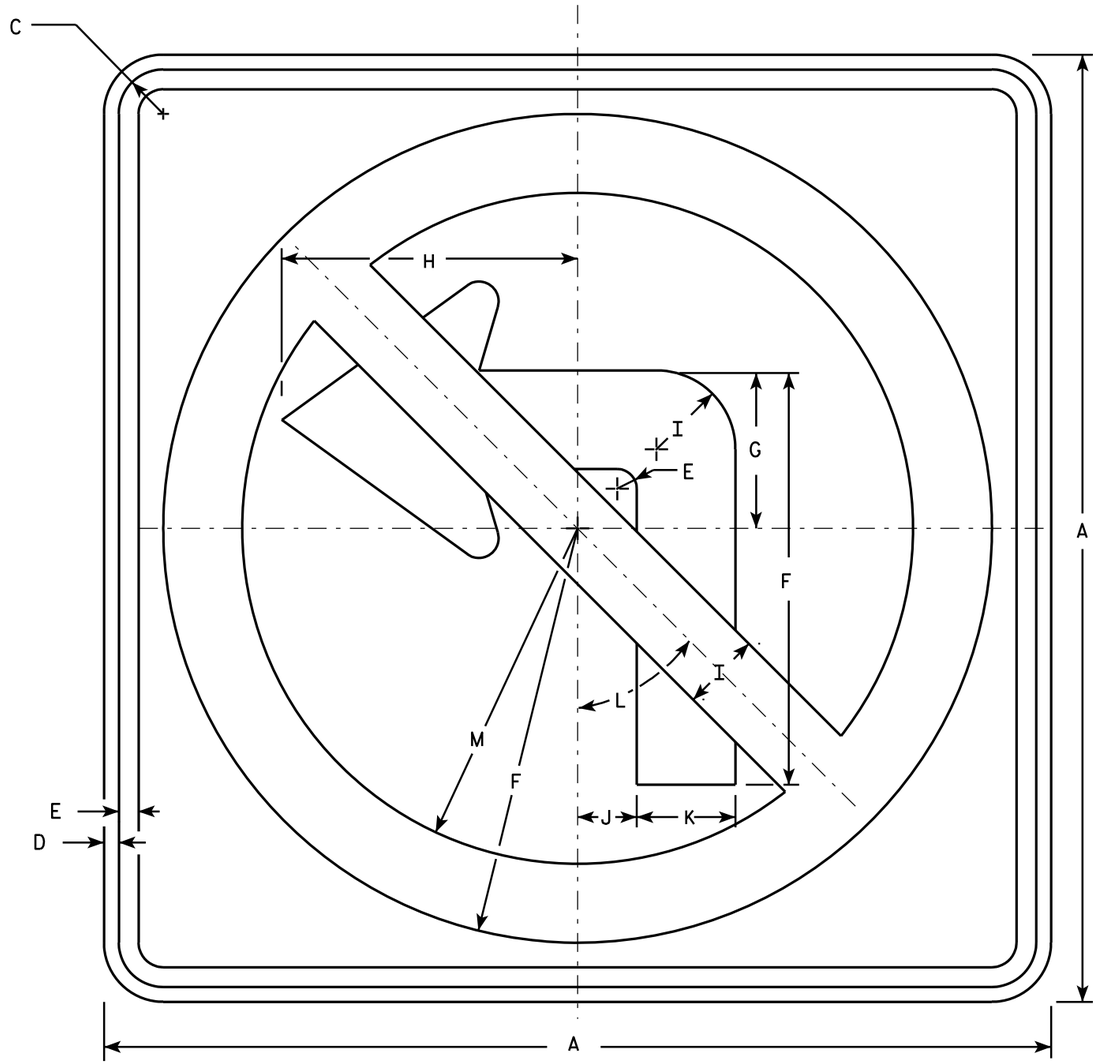
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 153 | E

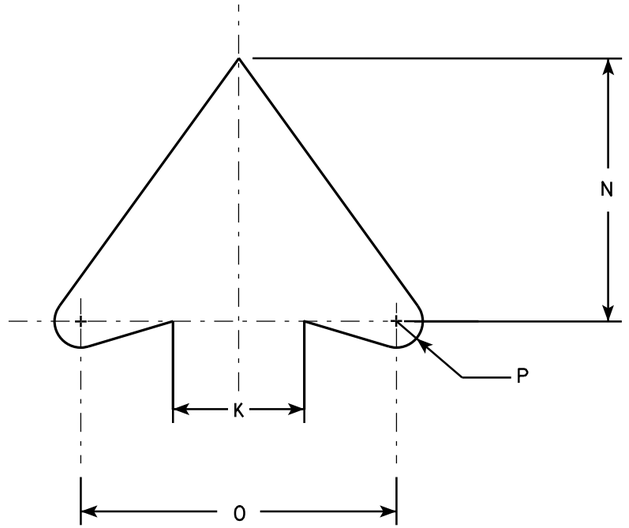
FILE NAME : C:\Users\PROJECTS\tr_stdplate\R21.DGN PLOT DATE : 28-MAY-2010 08:32 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 4.717577:1.000000
WISDOT/CADDS SHEET 42



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

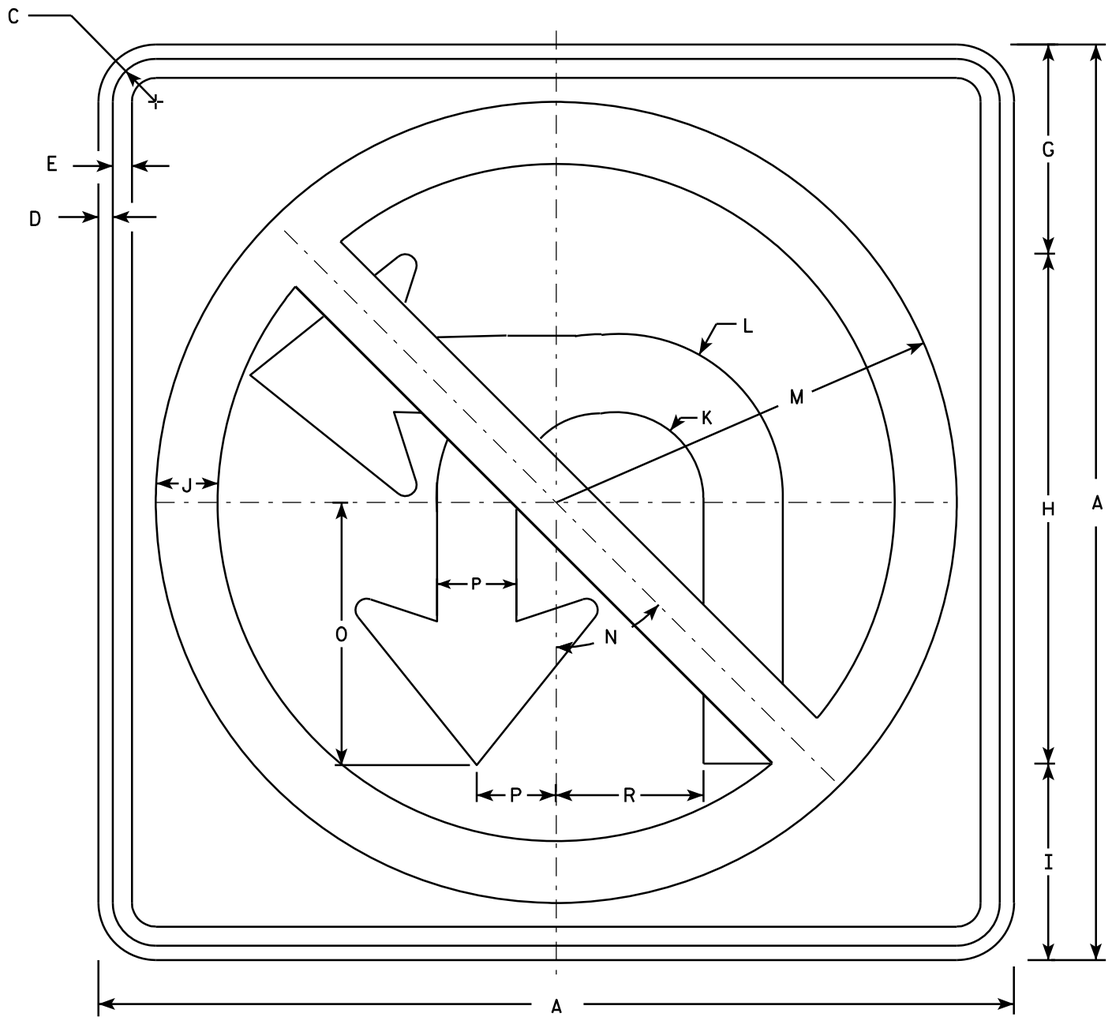
STANDARD SIGN
R3-2

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: 154	E



R3-18

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.

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		1 1/8	3/8	1/2		5 1/2	13 3/8	5 1/8	1 5/8	2 1/4	4 1/4	10 1/2	45°	6 7/8	2 1/8		3 7/8									4.0
2M	36		1 5/8	5/8	3/4		8 1/4	20	7 3/4	2 1/2	3 3/8	6 1/2	15 3/4	45°	10 3/8	3 1/8		5 3/4									9.0
3	36		1 5/8	5/8	3/4		8 1/4	20	7 3/4	2 1/2	3 3/8	6 1/2	15 3/4	45	10 3/8	3 1/8		5 3/4									9.0
4	36		1 5/8	5/8	3/4		8 1/4	20	7 3/4	2 1/2	3 3/8	6 1/2	15 3/4	45	10 3/8	3 1/8		5 3/4									9.0
5	48		2 1/4	3/4	1		11	26 3/4	10 1/4	3 1/4	4 5/8	8 5/8	21	45°	13 3/4	4 1/8		7 3/4									16.0

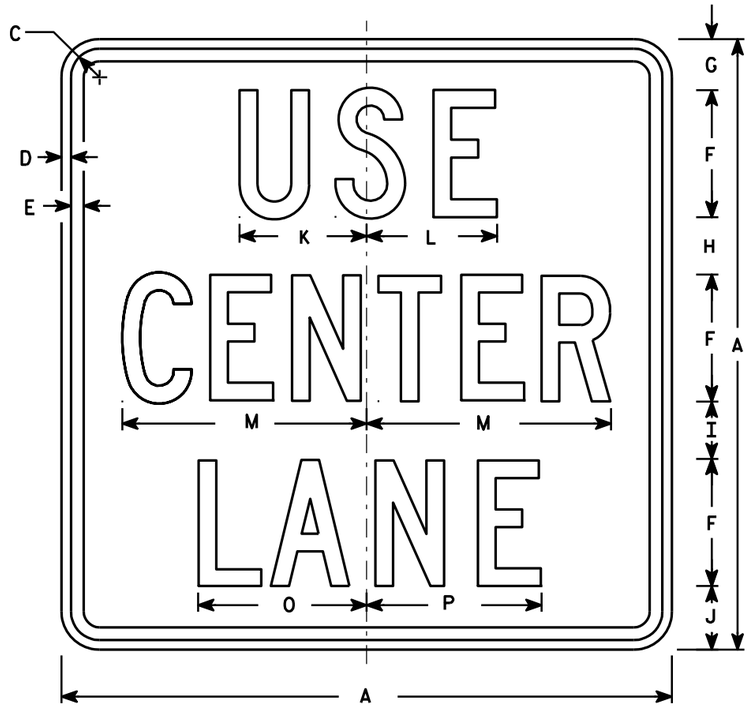
STANDARD SIGN
R3-18

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/21/10 PLATE NO. R3-18.2

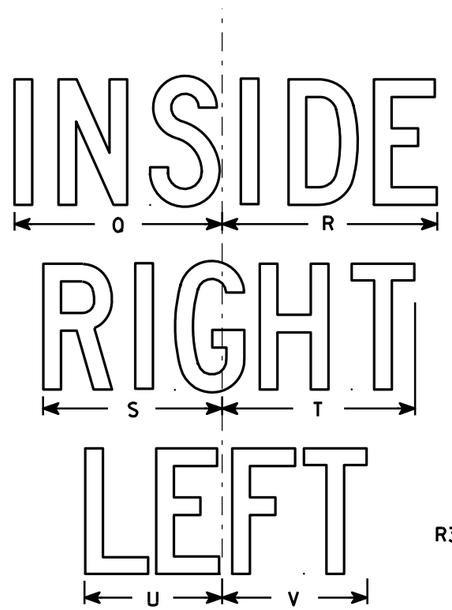
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 155	E



R3-54C

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.



R3-54 I

R3-54R

R3-54L

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

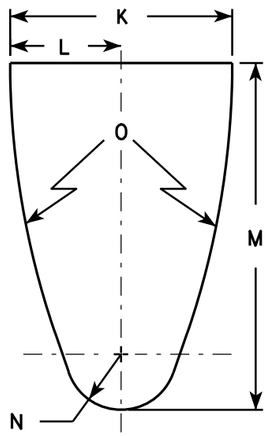
STANDARD SIGN
R3-54C, I ,L & R

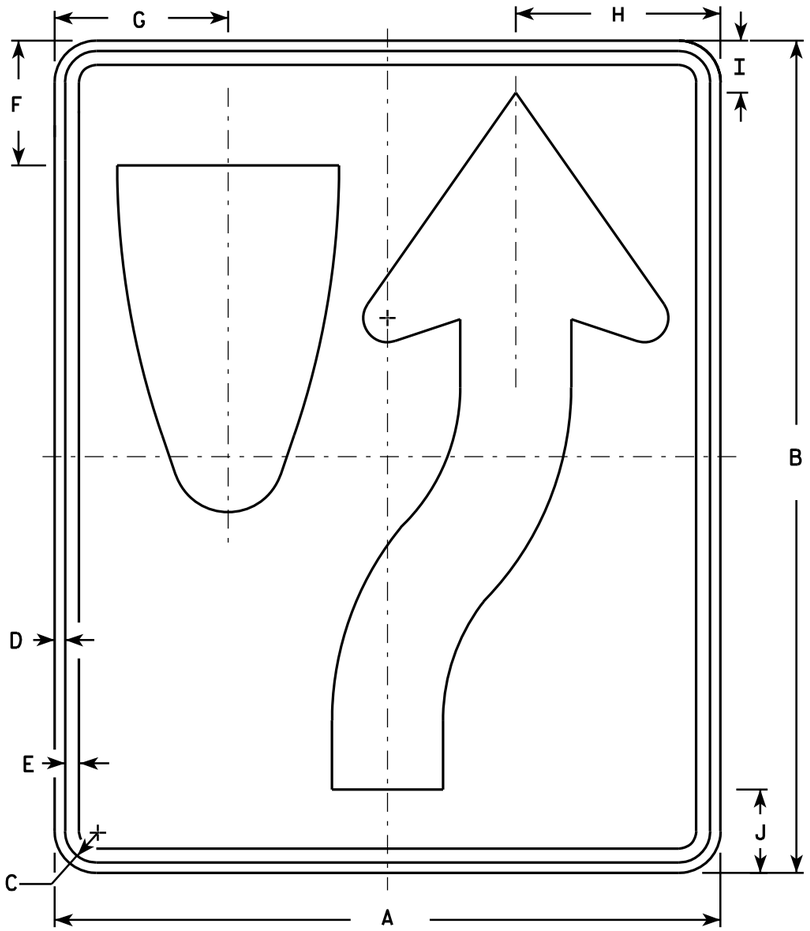
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-54.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 156 | E

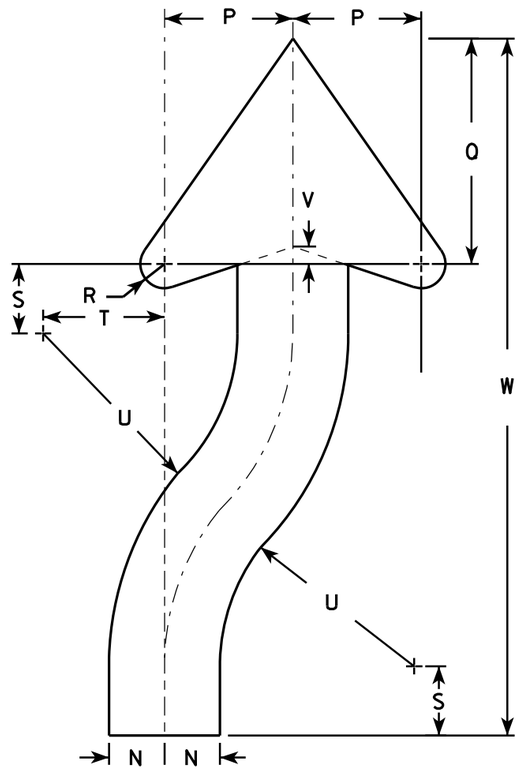




R4-7

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

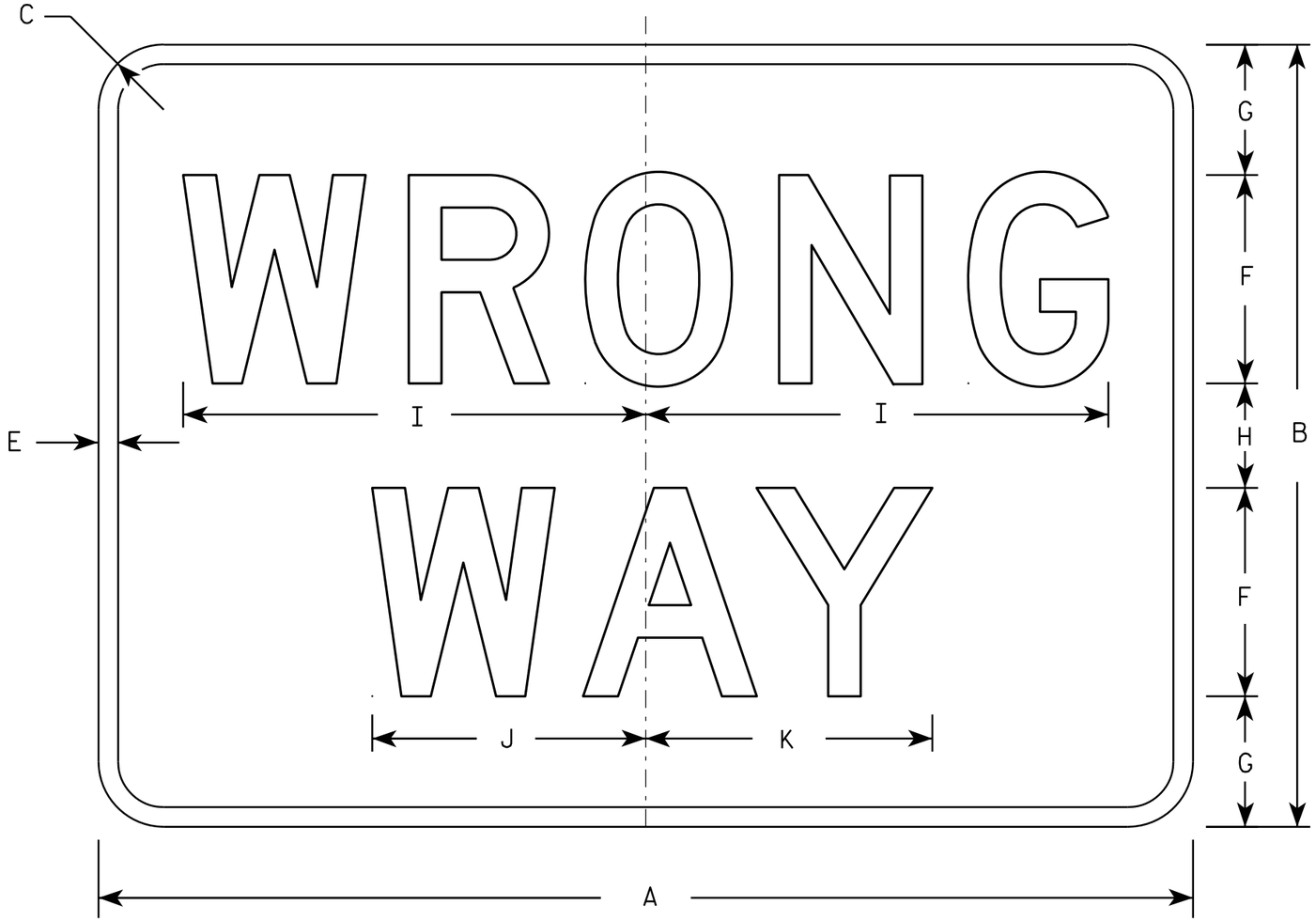
STANDARD SIGN
R4-7 & R4-8

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: 157	E



R5-1A

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 - 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	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75

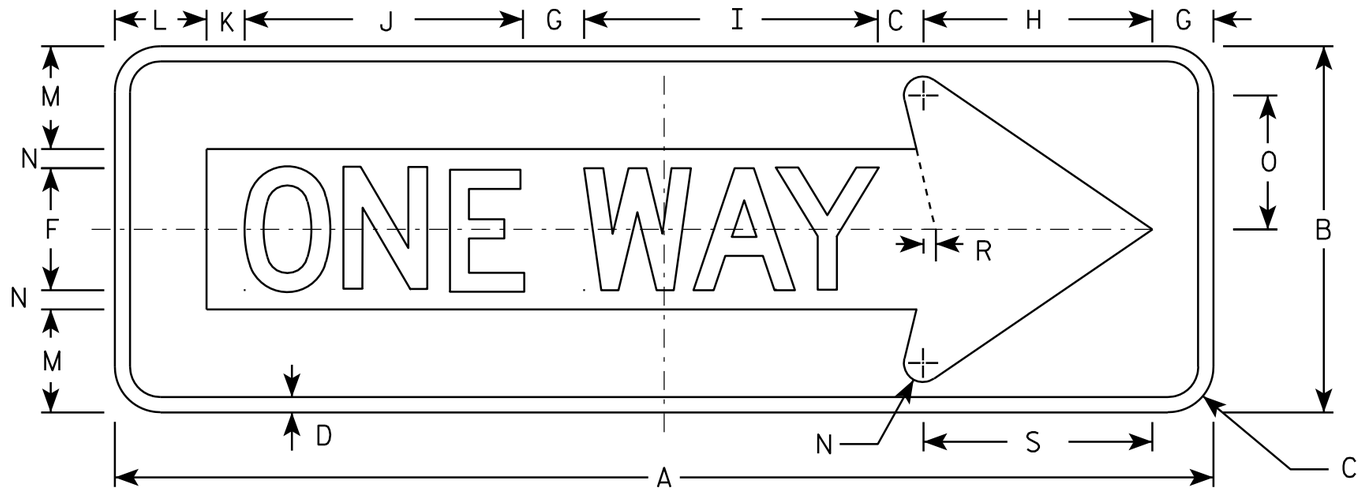
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

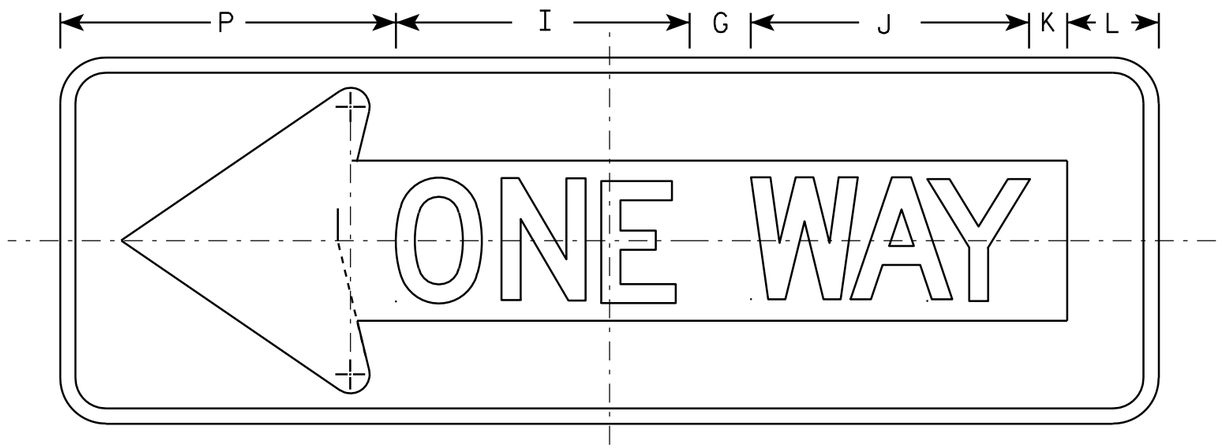
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 158 | E



R6-1R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - BLACK
   Message - BLACK LEGEND & WHITE ARROW & BORDER
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.



R6-1L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	12	1 ½	½		4	2	7 ½	9 ⅝	9 ⅛	1 ¼	3	3 ⅜	⅝	4 ⅜	11		⅜	7 ½								3.0
2M	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
3	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
4	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
5																											

STANDARD SIGN
R6-1 L & R

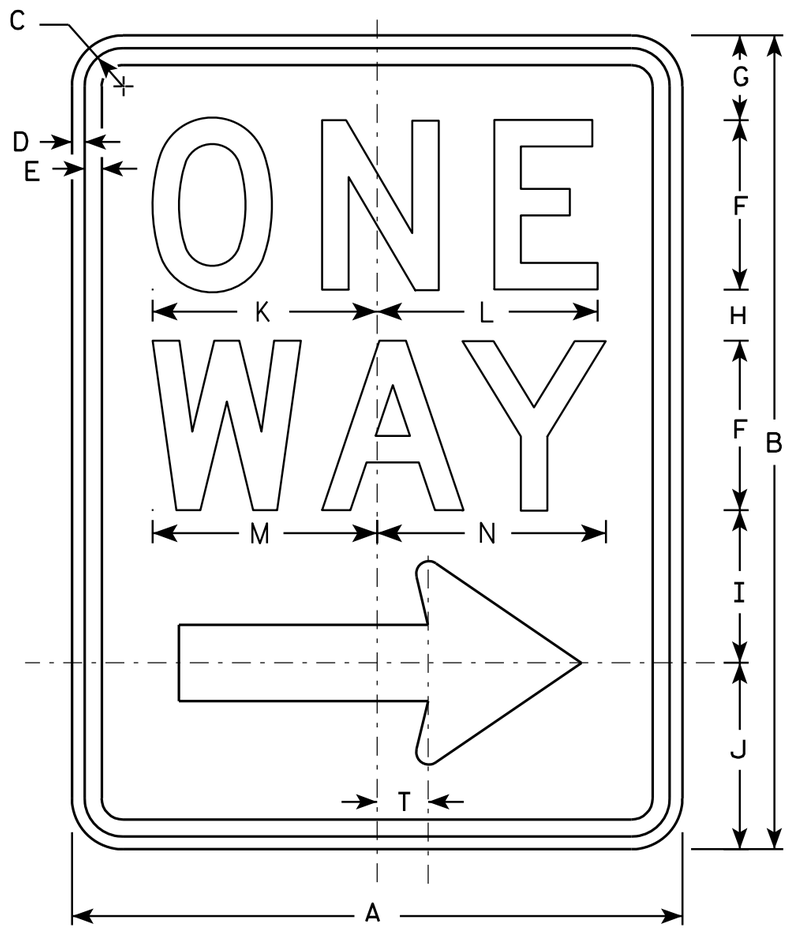
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R6-1.2

PROJECT NO:

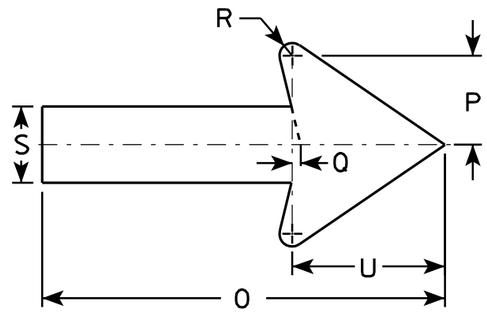
SHEET NO: 159 E



R6-2R

NOTES

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



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

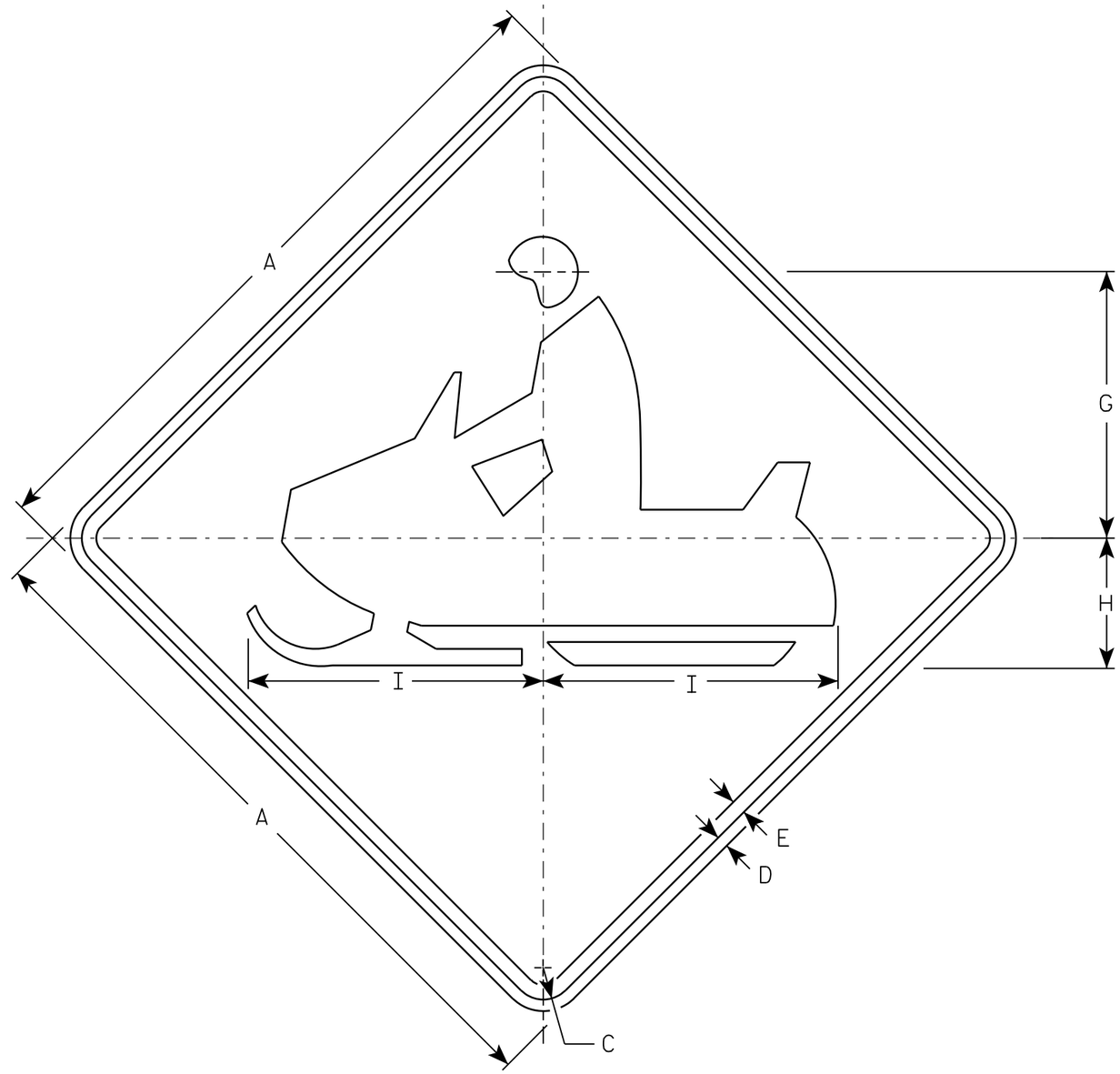
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 160	E



W11-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - 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	24		1 1/8	3/8	1/2		9 1/2	4 1/2	10 1/4																		4.0
2S	30		1 3/8	1/2	5/8		11 1/2	5 5/8	12 3/4																		6.25
2M	30		1 3/8	1/2	5/8		11 1/2	5 5/8	12 3/4																		6.25
3	36		1 5/8	5/8	3/4		14 1/8	6 3/4	15 1/4																		9.0
4	48		2 1/4	3/4	1		19	9	20 1/2																		16.0
5																											

STANDARD SIGN
W11-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W11-6.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 161 | E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W116.DGN PLOT DATE : 13-MAR-2013 12:57 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.954276:1.000000
WISDOT/CADDS SHEET 42

PROJECT ID 4430-15-71
DIVISION 1 - STH 57 NB LOON

STATION		Distance	AREA (SF) Cut	Fill	EBS (In Cross Sections)	Structure Excavation (In Cross Sections)	Incremental Vol (CY) (Unadjusted) Cut	Fill	EBS	Structure Excavation	Cumulative Vol (CY) Cut	Fill	EBS	Structure Excavation	Mass Ordinate
931NB+76	**AH**	0.00	20.37	1.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
932NB+00		24.22	26.47	51.75	0.00	0.00	21.01	23.85	0.00	0.00	21.01	23.85	0.00	0.00	-2.84
932NB+50		50.00	23.98	141.27	0.00	0.00	46.71	178.72	0.00	0.00	67.72	202.57	0.00	0.00	-134.85
933NB+00		50.00	24.44	135.35	0.00	0.00	44.83	256.13	0.00	0.00	112.55	458.70	0.00	0.00	-346.14
933NB+50		50.00	24.16	120.19	0.00	0.00	45.00	236.61	0.00	0.00	157.55	695.31	0.00	0.00	-537.76
934NB+00		50.00	26.49	94.98	0.00	0.00	46.90	199.23	0.00	0.00	204.45	894.54	0.00	0.00	-690.09
934NB+50		50.00	22.33	66.46	0.00	0.00	45.20	149.48	0.00	0.00	249.66	1044.02	0.00	0.00	-794.37
935NB+00		50.00	16.13	14.86	0.00	0.00	35.61	75.30	0.00	0.00	285.27	1119.32	0.00	0.00	-834.05
935NB+13	**BK**	13.11	16.55	11.69	0.00	0.00	7.93	6.45	0.00	0.00	293.20	1125.77	0.00	0.00	-832.56
						Column totals	293.20	1125.77	0.00	0.00					

PROJECT ID 4430-15-71

DIVISION 1 - STH 57 NB LEFT TURN LANE

STATION		Distance	AREA (SF) Cut	Fill	EBS (In Cross Sections)	Structure Excavation (In Cross Sections)	Incremental Vol (CY) (Unadjusted) Cut	Fill	EBS	Structure Excavation	Cumulative Vol (CY) Cut	Fill	EBS	Structure Excavation	Mass Ordinate
0NBL+03	**AH**	0.00	13.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0NBL+50		47.14	13.75	0.00	0.00	0.00	23.95	0.00	0.00	0.00	23.95	0.00	0.00	0.00	23.95
1NBL+00		50.00	13.70	2.03	0.00	0.00	25.42	1.88	0.00	0.00	49.36	1.88	0.00	0.00	47.48
1NBL+50		50.00	13.31	6.70	0.00	0.00	25.01	8.08	0.00	0.00	74.37	9.96	0.00	0.00	64.41
2NBL+00		50.00	12.22	7.34	0.00	0.00	23.64	13.00	0.00	0.00	98.01	22.96	0.00	0.00	75.05
2NBL+50		50.00	12.99	6.25	0.00	0.00	23.34	12.58	0.00	0.00	121.35	35.55	0.00	0.00	85.81
3NBL+00		50.00	13.34	6.03	0.00	0.00	24.38	11.37	0.00	0.00	145.73	46.92	0.00	0.00	98.82
3NBL+50		50.00	13.05	8.34	0.00	0.00	24.44	13.31	0.00	0.00	170.17	60.22	0.00	0.00	109.95
4NBL+00		50.00	13.15	9.93	0.00	0.00	24.26	16.92	0.00	0.00	194.43	77.14	0.00	0.00	117.29
4NBL+50		50.00	12.63	8.51	0.00	0.00	23.87	17.07	0.00	0.00	218.30	94.21	0.00	0.00	124.08
5NBL+00		50.00	12.39	7.70	0.00	0.00	23.17	15.01	0.00	0.00	241.46	109.22	0.00	0.00	132.24
5NBL+50		50.00	11.84	8.02	0.00	0.00	22.44	14.56	0.00	0.00	263.90	123.78	0.00	0.00	140.12
6NBL+00		50.00	11.95	9.21	0.00	0.00	22.03	15.95	0.00	0.00	285.93	139.73	0.00	0.00	146.20
6NBL+35		35.00	11.62	9.34	0.00	0.00	15.28	12.02	0.00	0.00	301.20	151.75	0.00	0.00	149.45
6NBL+50		15.00	11.73	16.36	0.00	0.00	6.49	7.14	0.00	0.00	307.69	158.89	0.00	0.00	148.80
7NBL+00		50.00	15.91	47.15	0.00	0.00	25.59	58.81	0.00	0.00	333.28	217.70	0.00	0.00	115.58
7NBL+38	**BK**	38.05	47.68	0.00	0.00	0.00	44.81	33.22	0.00	0.00	378.09	250.92	0.00	0.00	127.17
						Column totals	378.09	250.92	0.00	0.00					

DIVISION 1 - STH 57 SB LOON

STATION		Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) EBS (In Cross Sections)	AREA (SF) Structure Excavation (In Cross Sections)	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) EBS	Incremental Vol (CY) (Unadjusted) Structure Excavation	Cumulative Vol (CY) Cut	Cumulative Vol (CY) Fill	Cumulative Vol (CY) EBS	Cumulative Vol (CY) Structure Excavation	Mass Ordinate
979SB+66	**AH**	0.00	26.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
980SB+00		34.35	25.33	0.00	0.00	0.00	33.04	0.00	0.00	0.00	33.04	0.00	0.00	0.00	33.04
980SB+50		50.00	19.88	1.12	0.00	0.00	41.86	1.04	0.00	0.00	74.90	1.04	0.00	0.00	73.86
981SB+00		50.00	18.29	42.93	0.00	0.00	35.34	40.79	0.00	0.00	110.24	41.82	0.00	0.00	68.42
981SB+50		50.00	40.73	19.13	0.00	0.00	54.65	57.46	0.00	0.00	164.89	99.29	0.00	0.00	65.60
982SB+00		50.00	96.93	42.05	0.00	0.00	127.46	56.65	0.00	0.00	292.35	155.94	0.00	0.00	136.42
982SB+50		50.00	127.50	94.22	0.00	0.00	207.81	126.18	0.00	0.00	500.16	282.11	0.00	0.00	218.05
983SB+00		50.00	67.31	33.97	0.00	0.00	180.38	118.69	0.00	0.00	680.54	400.81	0.00	0.00	279.73
983SB+46	**BK**	46.32	21.48	0.00	0.00	0.00	76.16	29.14	0.00	0.00	756.70	429.94	0.00	0.00	326.76
						Column totals	756.70	429.94	0.00	0.00					

PROJECT ID 4430-15-71

DIVISION 1 - STH 57 SB LEFT TURN LANE

STATION		Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)				Mass Ordinate
			Cut	Fill	EBS (In Cross Sections)	Structure Excavation (In Cross Sections)	Cut	Fill	EBS	Structure Excavation	Cut	Fill	EBS	Structure Excavation	
0SBL+01	**AH**	0.00	49.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0SBL+50		48.73	39.29	15.49	0.00	0.00	79.72	13.98	0.00	0.00	79.72	13.98	0.00	0.00	65.74
1SBL+00		50.00	19.40	7.76	0.00	0.00	54.34	21.53	0.00	0.00	134.06	35.51	0.00	0.00	98.56
1SBL+50		50.00	19.38	2.27	0.00	0.00	35.91	9.29	0.00	0.00	169.97	44.79	0.00	0.00	125.18
2SBL+00		50.00	15.07	10.31	0.00	0.00	31.90	11.65	0.00	0.00	201.87	56.44	0.00	0.00	145.43
2SBL+50		50.00	16.08	20.48	0.00	0.00	28.84	28.51	0.00	0.00	230.71	84.95	0.00	0.00	145.76
3SBL+00		50.00	17.43	27.72	0.00	0.00	31.03	44.63	0.00	0.00	261.74	129.58	0.00	0.00	132.16
3SBL+50		50.00	17.77	29.53	0.00	0.00	32.59	53.01	0.00	0.00	294.33	182.59	0.00	0.00	111.74
4SBL+00		50.00	18.04	33.30	0.00	0.00	33.16	58.18	0.00	0.00	327.49	240.77	0.00	0.00	86.72
4SBL+50		50.00	20.00	34.10	0.00	0.00	35.22	62.41	0.00	0.00	362.71	303.17	0.00	0.00	59.54
5SBL+00		50.00	24.55	36.19	0.00	0.00	41.25	65.08	0.00	0.00	403.96	368.26	0.00	0.00	35.70
5SBL+50		50.00	29.48	41.42	0.00	0.00	50.03	71.86	0.00	0.00	453.99	440.12	0.00	0.00	13.87
6SBL+00		50.00	22.75	34.79	0.00	0.00	48.36	70.56	0.00	0.00	502.35	510.68	0.00	0.00	-8.33
6SBL+50		50.00	16.38	36.39	0.00	0.00	36.23	65.91	0.00	0.00	538.58	576.59	0.00	0.00	-38.01
7SBL+00		50.00	12.58	24.43	0.00	0.00	26.81	56.31	0.00	0.00	565.39	632.90	0.00	0.00	-67.51
7SBL+50		50.00	12.63	9.82	0.00	0.00	23.34	31.71	0.00	0.00	588.74	664.62	0.00	0.00	-75.88
8SBL+00		50.00	12.97	4.53	0.00	0.00	23.70	13.29	0.00	0.00	612.44	677.90	0.00	0.00	-65.46
8SBL+50		50.00	13.26	0.45	0.00	0.00	24.29	4.61	0.00	0.00	636.73	682.52	0.00	0.00	-45.79
9SBL+00		50.00	13.21	0.00	0.00	0.00	24.51	0.42	0.00	0.00	661.24	682.93	0.00	0.00	-21.69
9SBL+50	**BK**	50.00	15.05	0.00	0.00	0.00	26.17	0.00	0.00	0.00	528.51	510.68	0.00	0.00	17.83
						Column totals	687.40	682.93	0.00	0.00					

PROJECT ID 4430-15-71
DIVISION 2 - STH 57 NB CURB

STATION		Distance	AREA (SF) Cut	Fill	EBS (In Cross Sections)	Structure Excavation (In Cross Sections)	Incremental Vol (CY) (Unadjusted) Cut	Fill	EBS	Structure Excavation	Cumulative Vol (CY) Cut	Fill	EBS	Structure Excavation	Mass Ordinate
948NB+85	**AH**	0.00	21.03	0.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
949NB+00		15.01	21.75	4.41	0.00	0.00	11.89	1.38	0.00	0.00	11.89	1.38	0.00	0.00	10.51
949NB+50		50.00	34.60	0.00	0.00	0.00	52.18	4.08	0.00	0.00	64.07	5.46	0.00	0.00	58.60
950NB+00		50.00	40.74	0.00	0.00	0.00	69.76	0.00	0.00	0.00	133.83	5.46	0.00	0.00	128.36
950NB+50		50.00	37.44	0.00	0.00	0.00	72.39	0.00	0.00	0.00	206.22	5.46	0.00	0.00	200.75
951NB+00		50.00	34.95	0.00	0.00	0.00	67.03	0.00	0.00	0.00	273.24	5.46	0.00	0.00	267.78
951NB+50		50.00	32.36	1.02	0.00	0.00	62.32	0.94	0.00	0.00	335.57	6.41	0.00	0.00	329.16
952NB+00		50.00	29.23	2.42	0.00	0.00	57.03	3.19	0.00	0.00	392.59	9.59	0.00	0.00	383.00
952NB+50		50.00	28.77	2.27	0.00	0.00	53.70	4.34	0.00	0.00	446.30	13.94	0.00	0.00	432.36
953NB+00		50.00	13.93	0.00	0.00	0.00	39.54	2.10	0.00	0.00	485.84	16.04	0.00	0.00	469.80
953NB+50		50.00	14.28	0.00	0.00	0.00	26.12	0.00	0.00	0.00	511.96	16.04	0.00	0.00	495.92
954NB+00		50.00	14.77	0.00	0.00	0.00	26.90	0.00	0.00	0.00	538.85	16.04	0.00	0.00	522.82
954NB+50		50.00	14.51	0.00	0.00	0.00	27.11	0.00	0.00	0.00	565.97	16.04	0.00	0.00	549.93
955NB+00		50.00	14.07	0.27	0.00	0.00	26.46	0.25	0.00	0.00	592.43	16.29	0.00	0.00	576.14
955NB+50		50.00	7.69	0.00	0.00	0.00	20.15	0.25	0.00	0.00	612.58	16.54	0.00	0.00	596.04
956NB+00		50.00	8.34	0.00	0.00	0.00	14.84	0.00	0.00	0.00	627.42	16.54	0.00	0.00	610.88
956NB+50		50.00	18.84	0.00	0.00	0.00	25.17	0.00	0.00	0.00	652.59	16.54	0.00	0.00	636.05
957NB+00		50.00	33.24	0.00	0.00	0.00	48.22	0.00	0.00	0.00	700.81	16.54	0.00	0.00	684.27
957NB+50		50.00	23.47	0.00	0.00	0.00	52.51	0.00	0.00	0.00	753.32	16.54	0.00	0.00	736.78
958NB+00		50.00	18.46	0.74	0.00	0.00	38.82	0.69	0.00	0.00	792.14	17.22	0.00	0.00	774.92
958NB+04	**BK**	3.84	17.80	0.85	0.00	0.00	2.58	0.11	0.00	0.00	794.72	17.34	0.00	0.00	777.38
						Column totals	794.72	17.34	0.00	0.00					

PROJECT ID 4430-15-71
DIVISION 2 - STH 57 SB CURB

STATION		Distance	AREA (SF) Cut	Fill	EBS (In Cross Sections)	Structure Excavation (In Cross Sections)	Incremental Vol (CY) (Unadjusted) Cut	Fill	EBS	Structure Excavation	Cumulative Vol (CY) Cut	Fill	EBS	Structure Excavation	Mass Ordinate
953SB+63	**AH**	0.00	21.03	0.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
954SB+00		37.36	21.75	4.41	0.00	0.00	29.60	3.44	0.00	0.00	29.60	3.44	0.00	0.00	26.16
954SB+50		50.00	13.51	10.14	0.00	0.00	32.65	13.47	0.00	0.00	62.25	16.91	0.00	0.00	45.33
955SB+00		50.00	10.57	40.92	0.00	0.00	22.30	47.28	0.00	0.00	84.54	64.19	0.00	0.00	20.35
955SB+50		50.00	9.54	0.00	0.00	0.00	18.62	37.89	0.00	0.00	103.16	102.08	0.00	0.00	1.08
956SB+00		50.00	12.39	0.00	0.00	0.00	20.31	0.00	0.00	0.00	123.47	102.08	0.00	0.00	21.39
956SB+50		50.00	13.42	0.00	0.00	0.00	23.90	0.00	0.00	0.00	147.37	102.08	0.00	0.00	45.29
957SB+00		50.00	13.16	0.00	0.00	0.00	24.61	0.00	0.00	0.00	171.98	102.08	0.00	0.00	69.90
957SB+50		50.00	12.83	0.00	0.00	0.00	24.06	0.00	0.00	0.00	196.04	102.08	0.00	0.00	93.96
958SB+00		50.00	12.71	0.00	0.00	0.00	23.65	0.00	0.00	0.00	219.69	102.08	0.00	0.00	117.61
958SB+50		50.00	12.70	0.00	0.00	0.00	23.53	0.00	0.00	0.00	243.22	102.08	0.00	0.00	141.14
958SB+68		18.00	12.96	0.00	0.00	0.00	8.55	0.00	0.00	0.00	251.77	102.08	0.00	0.00	149.69
959SB+00		32.00	21.54	63.96	0.00	0.00	20.44	37.90	0.00	0.00	272.22	139.98	0.00	0.00	132.24
959SB+50		50.00	21.15	65.03	0.00	0.00	39.53	119.44	0.00	0.00	311.74	259.41	0.00	0.00	52.33
960SB+00		50.00	19.38	47.77	0.00	0.00	37.53	104.44	0.00	0.00	349.27	363.86	0.00	0.00	-14.59
960SB+50		50.00	18.95	35.79	0.00	0.00	35.49	77.37	0.00	0.00	384.76	441.23	0.00	0.00	-56.47
961SB+00		50.00	18.82	28.54	0.00	0.00	34.97	59.56	0.00	0.00	419.73	500.79	0.00	0.00	-81.06
961SB+50		50.00	18.02	12.87	0.00	0.00	34.11	38.34	0.00	0.00	453.85	539.14	0.00	0.00	-85.29
962SB+00		50.00	15.64	11.73	0.00	0.00	31.17	22.78	0.00	0.00	485.01	561.91	0.00	0.00	-76.90
962SB+50		50.00	12.53	3.15	0.00	0.00	26.08	13.78	0.00	0.00	511.10	575.69	0.00	0.00	-64.60
962SB+74	**BK**	23.94	10.87	7.54	0.00	0.00	10.37	4.74	0.00	0.00	521.47	580.43	0.00	0.00	-58.96
						Column totals	521.47	580.43	0.00	0.00					

PROJECT ID 4430-15-71
DIVISION 2 - STH 57 NB / CTH C LTL

STATION		Distance	AREA (SF) Cut	Fill	EBS (In Cross Sections)	Structure Excavation (In Cross Sections)	Incremental Vol (CY) (Unadjusted) Cut	Fill	EBS	Structure Excavation	Cumulative Vol (CY) Cut	Fill	EBS	Structure Excavation	Mass Ordinate
101NCL+90	**AH**	0.00	10.23	4.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
102NCL+00		9.73	15.91	3.97	0.00	0.00	4.71	1.53	0.00	0.00	4.71	1.53	0.00	0.00	3.18
102NCL+50		50.00	16.31	2.56	0.00	0.00	29.83	6.05	0.00	0.00	34.54	7.57	0.00	0.00	26.97
103NCL+00		50.00	7.99	12.52	0.00	0.00	22.50	13.96	0.00	0.00	57.04	21.54	0.00	0.00	35.51
103NCL+50		50.00	4.70	25.46	0.00	0.00	11.75	35.17	0.00	0.00	68.79	56.70	0.00	0.00	12.09
104NCL+00		50.00	0.61	23.10	0.00	0.00	4.92	44.96	0.00	0.00	73.71	101.67	0.00	0.00	-27.96
104NCL+50		50.00	0.97	12.34	0.00	0.00	1.46	32.81	0.00	0.00	75.17	134.48	0.00	0.00	-59.31
105NCL+00		50.00	25.95	0.00	0.00	0.00	24.93	11.43	0.00	0.00	100.10	145.91	0.00	0.00	-45.81
105NCL+40	**BK**	40.16	43.81	0.00	0.00	0.00	51.88	0.00	0.00	0.00	151.98	145.91	0.00	0.00	6.07
						Column totals	151.98	145.91	0.00	0.00					

PROJECT ID 4430-15-71
DIVISION 2 - STH 57 SB / CTH C LTL

STATION		Distance	AREA (SF) Cut	Fill	EBS (In Cross Sections)	Structure Excavation (In Cross Sections)	Incremental Vol (CY) (Unadjusted) Cut	Fill	EBS	Structure Excavation	Cumulative Vol (CY) Cut	Fill	EBS	Structure Excavation	Mass Ordinate
100SCL+28	**AH**	0.00	46.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
100SCL+50		21.70	42.91	0.00	0.00	0.00	36.09	0.00	0.00	0.00	36.09	0.00	0.00	0.00	36.09
101SCL+00		50.00	15.31	0.00	0.00	0.00	53.91	0.00	0.00	0.00	90.00	0.00	0.00	0.00	90.00
101SCL+50		50.00	3.25	16.43	0.00	0.00	17.19	15.21	0.00	0.00	107.19	15.21	0.00	0.00	91.97
102SCL+00		50.00	3.47	43.95	0.00	0.00	6.22	55.91	0.00	0.00	113.41	71.12	0.00	0.00	42.29
102SCL+50		50.00	9.72	43.15	0.00	0.00	12.21	80.65	0.00	0.00	125.62	151.77	0.00	0.00	-26.15
103SCL+00		50.00	8.97	51.23	0.00	0.00	17.31	87.39	0.00	0.00	142.93	239.16	0.00	0.00	-96.23
103SCL+49	**BK**	49.10	12.11	53.37	0.00	0.00	19.17	95.11	0.00	0.00	162.09	334.27	0.00	0.00	-172.17
						Column totals	162.09	334.27	0.00	0.00					

PROJECT ID 4430-15-71
DIVISION 2 - CTH C

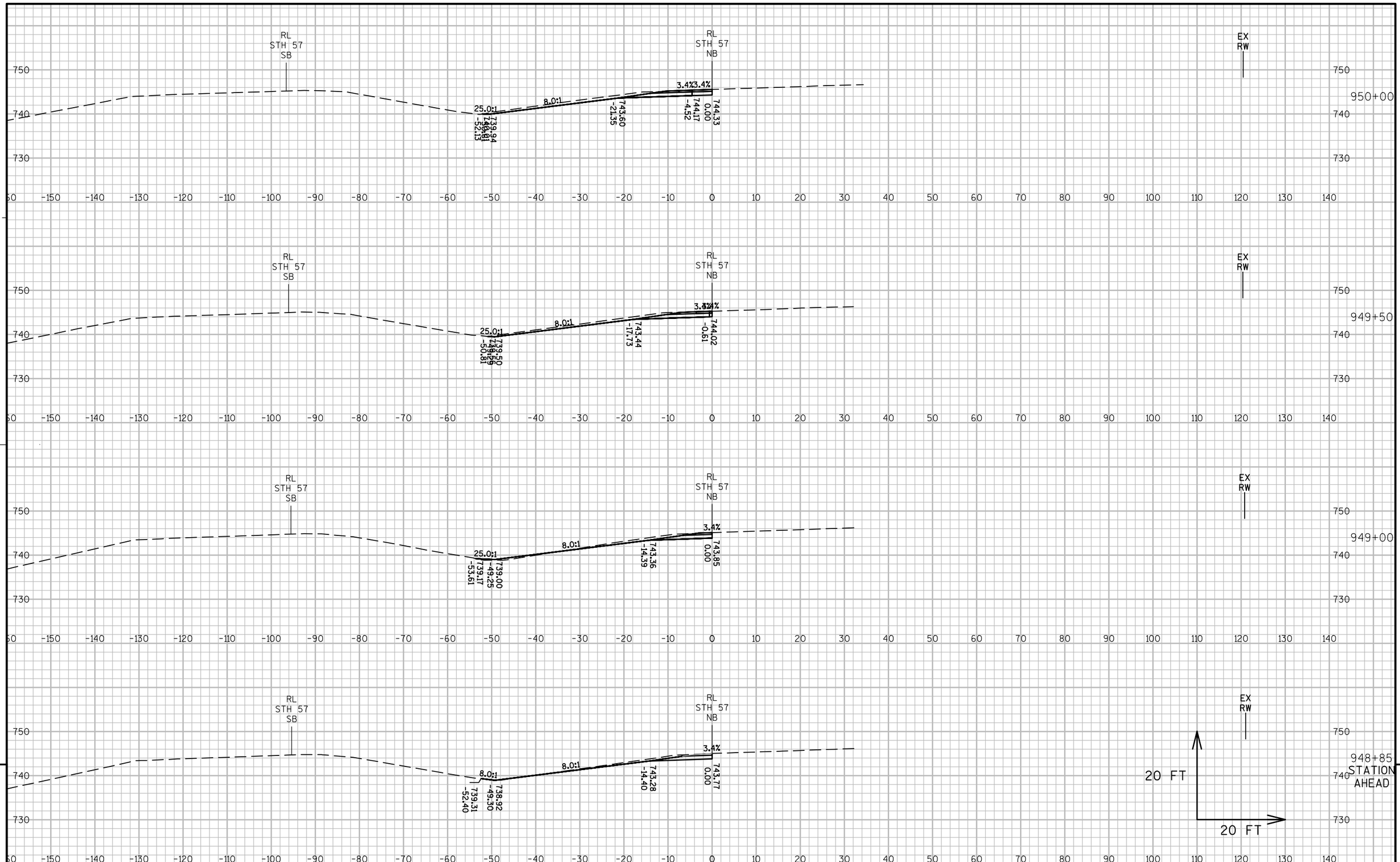
STATION		Distance	AREA (SF) Cut	Fill	EBS (In Cross Sections)	Structure Excavation (In Cross Sections)	Incremental Vol (CY) (Unadjusted) Cut	Fill	EBS	Structure Excavation	Cumulative Vol (CY) Cut	Fill	EBS	Structure Excavation	Mass Ordinate
9CC+27	**AH**	0.00	8.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
9CC+50		23.00	12.02	0.00	0.00	0.00	8.54	0.00	0.00	0.00	8.54	0.00	0.00	0.00	8.54
9CC+61	**BK**	10.74	13.91	0.00	0.00	0.00	5.16	0.00	0.00	0.00	13.69	0.00	0.00	0.00	13.69
11CC+42	**AH**	0.00	13.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
11CC+50		8.05	11.31	0.00	0.00	0.00	3.62	0.00	0.00	0.00	3.62	0.00	0.00	0.00	3.62
11CC+70	**BK**	19.78	7.82	0.00	0.00	0.00	7.01	0.00	0.00	0.00	10.63	0.00	0.00	0.00	10.63
						Column totals	24.32	0.00	0.00	0.00					

PROJECT ID 4430-15-71
DIVISION 2 - SIDEWALK SOUTH

STATION		Distance	AREA (SF) Cut	Fill	EBS (In Cross Sections)	Structure Excavation (In Cross Sections)	Incremental Vol (CY) (Unadjusted) Cut	Fill	EBS	Structure Excavation	Cumulative Vol (CY) Cut	Fill	EBS	Structure Excavation	Mass Ordinate
0SS+08	**AH**	0.00	0.00	18.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0SS+10		2.43	0.00	22.06	0.00	0.00	0.00	1.83	0.00	0.00	0.00	1.83	0.00	0.00	-1.83
0SS+20		10.00	0.00	23.31	0.00	0.00	0.00	8.40	0.00	0.00	0.00	10.23	0.00	0.00	-10.23
0SS+30		10.00	0.00	12.40	0.00	0.00	0.00	6.61	0.00	0.00	0.00	16.84	0.00	0.00	-16.84
0SS+40		10.00	4.24	2.75	0.00	0.00	0.79	2.81	0.00	0.00	0.79	19.65	0.00	0.00	-18.86
0SS+50		10.00	12.51	0.00	0.00	0.00	3.10	0.51	0.00	0.00	3.89	20.15	0.00	0.00	-16.27
0SS+60		10.00	10.61	0.00	0.00	0.00	4.28	0.00	0.00	0.00	8.17	20.15	0.00	0.00	-11.99
0SS+69	**BK**	9.11	8.84	0.00	0.00	0.00	3.28	0.00	0.00	0.00	11.45	20.15	0.00	0.00	-8.71
						Column totals	11.45	20.15	0.00	0.00					

PROJECT ID 4430-15-71
DIVISION 2 - SIDEWALK NORTH

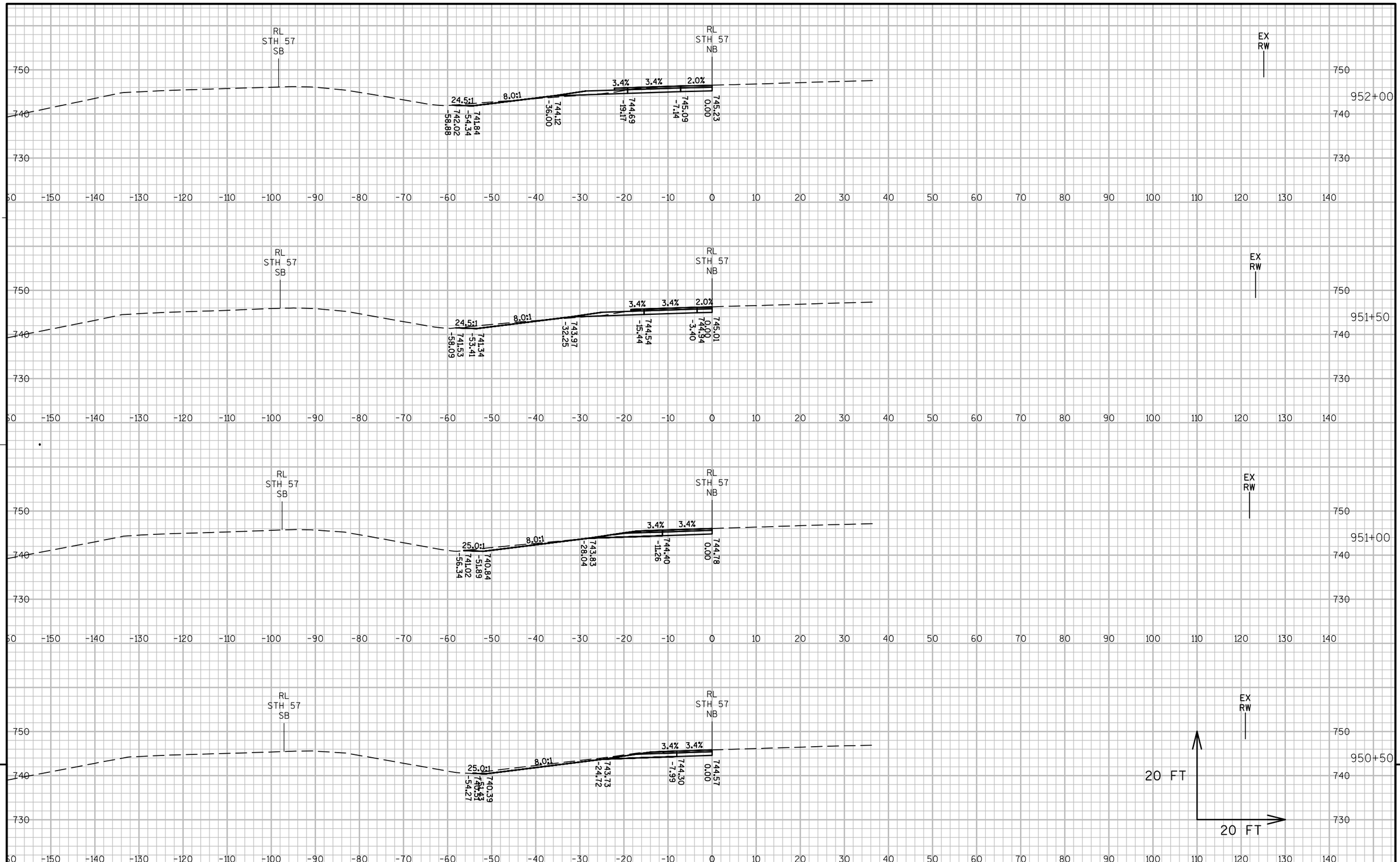
STATION		Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)				Mass Ordinate
			Cut	Fill	EBS (In Cross Sections)	Structure Excavation (In Cross Sections)	Cut	Fill	EBS	Structure Excavation	Cut	Fill	EBS	Structure Excavation	
0SN+08	**AH**	0.00	6.22	0.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0SN+10		1.96	7.24	0.81	0.00	0.00	0.49	0.05	0.00	0.00	0.49	0.05	0.00	0.00	0.44
0SN+20		10.00	21.96	0.00	0.00	0.00	5.41	0.15	0.00	0.00	5.90	0.20	0.00	0.00	5.69
0SN+30		10.00	25.10	0.00	0.00	0.00	8.71	0.00	0.00	0.00	14.61	0.20	0.00	0.00	14.41
0SN+40		10.00	17.65	0.00	0.00	0.00	7.92	0.00	0.00	0.00	22.53	0.20	0.00	0.00	22.33
0SN+50		10.00	13.65	0.00	0.00	0.00	5.80	0.00	0.00	0.00	28.32	0.20	0.00	0.00	28.12
0SN+56	**BK**	5.64	19.09	0.00	0.00	0.00	3.42	0.00	0.00	0.00	31.74	0.20	0.00	0.00	31.54
						Column totals	31.74	0.20	0.00	0.00					



PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 NB CURB	SHEET 173	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090201_XS_STH 57 NB_CURB.DWG
LAYOUT NAME - 090201_XS_STH 57 NB_CURB_(01)

PLOT DATE : 3/11/2015 3:04 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF



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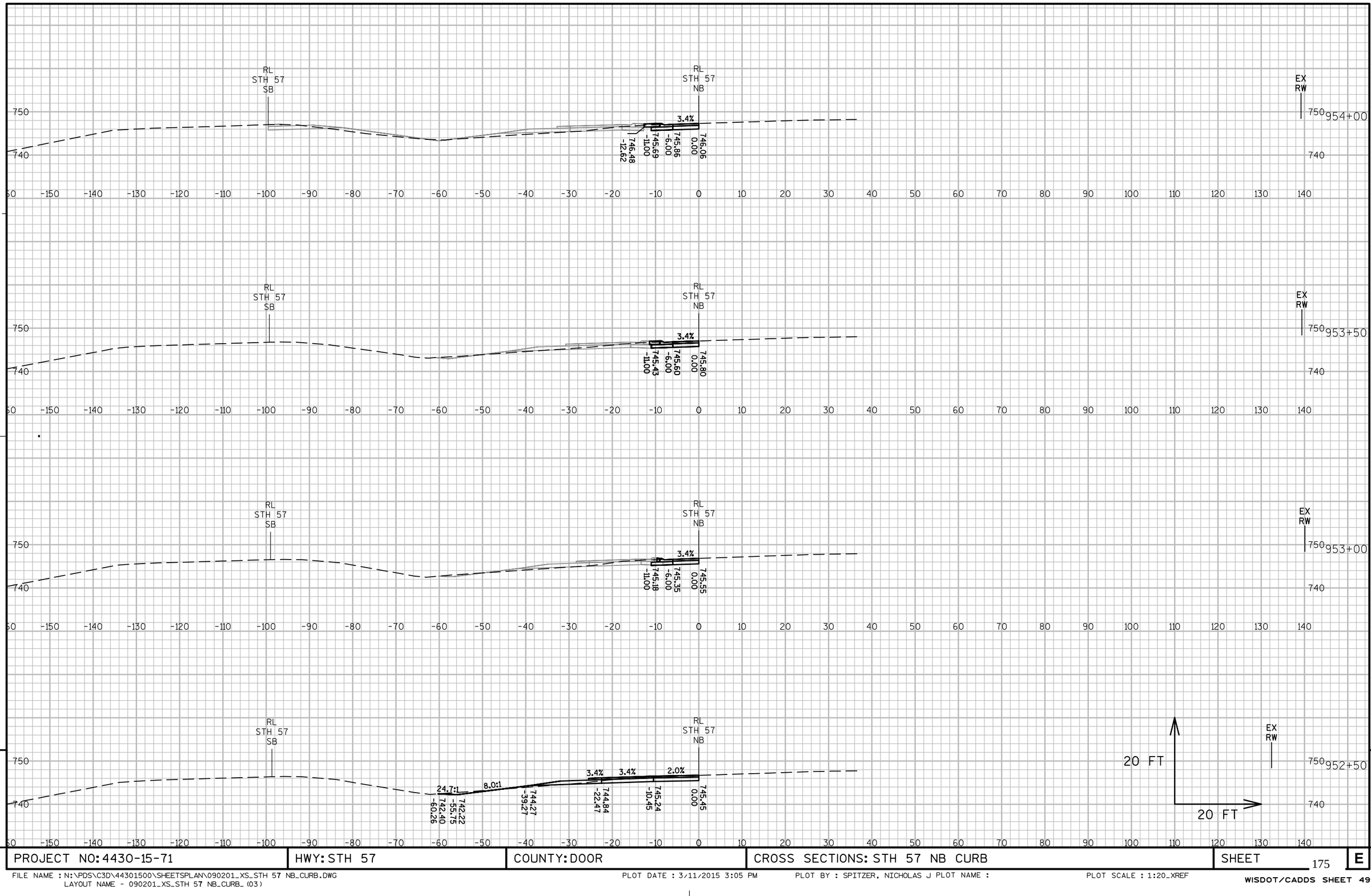
9

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 NB CURB	SHEET 174	E



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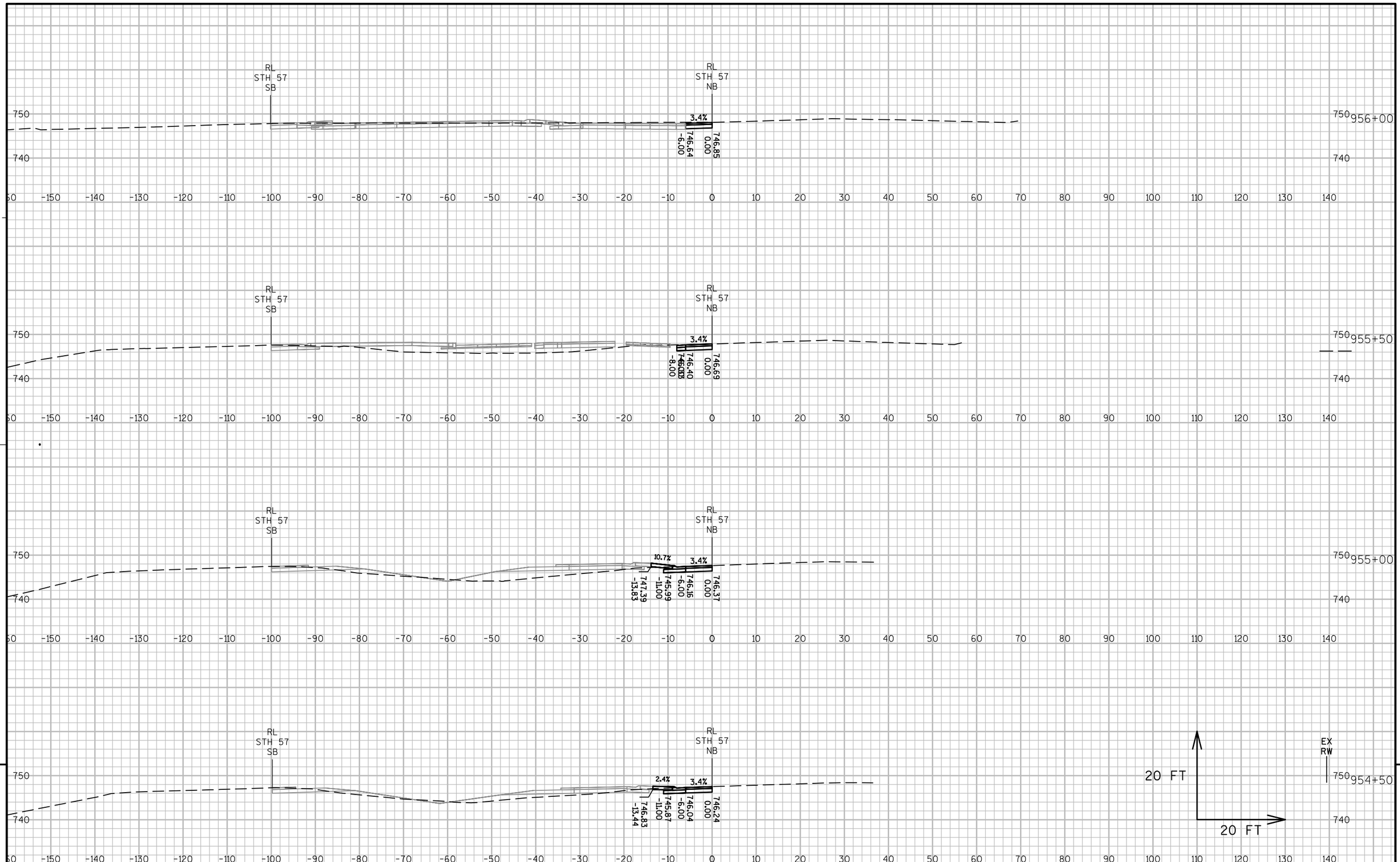
9

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 NB CURB	SHEET 175	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090201_XS_STH 57 NB_CURB.DWG
LAYOUT NAME - 090201_XS_STH 57 NB_CURB_ (03)

PLOT DATE : 3/11/2015 3:05 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF



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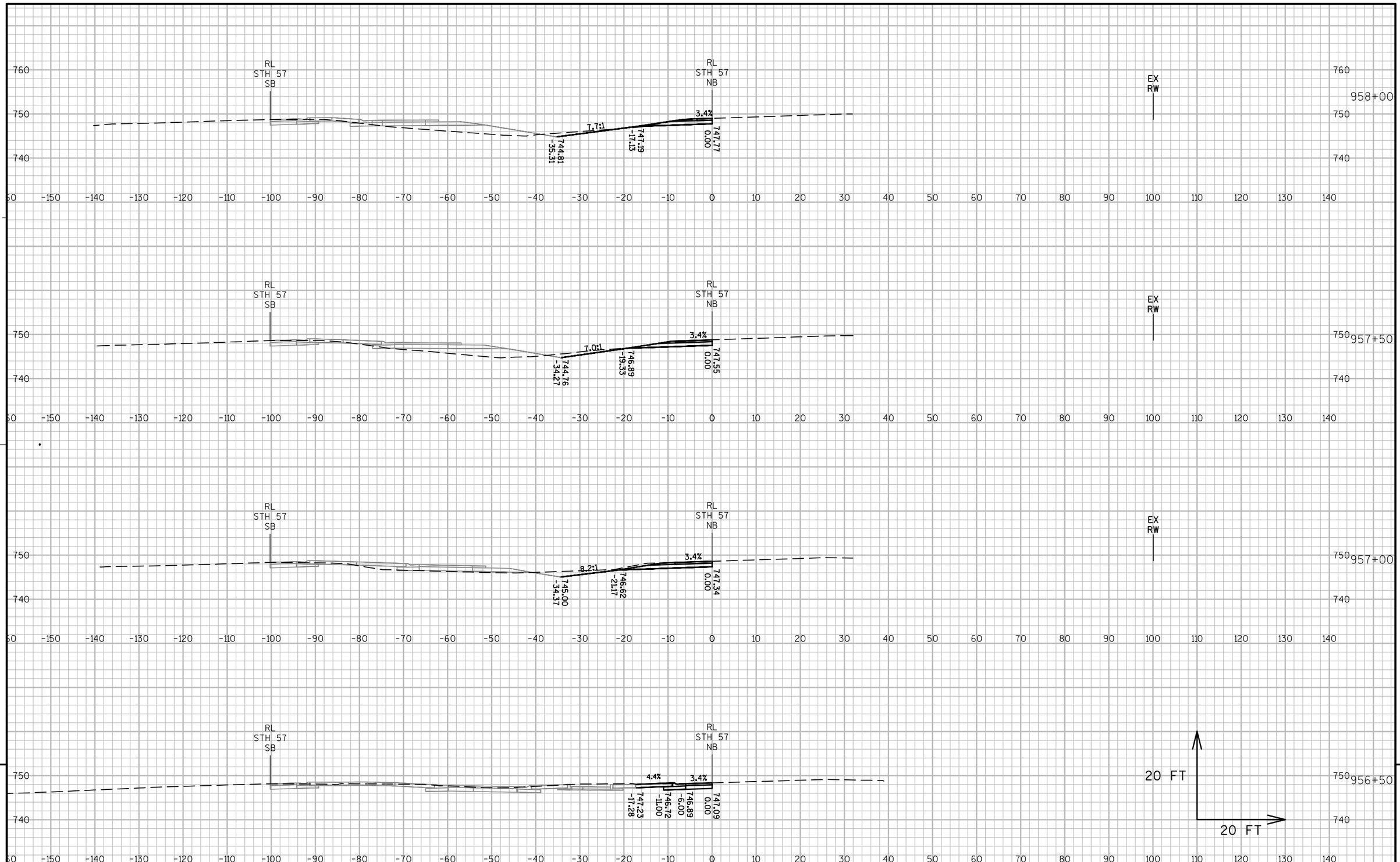
PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 NB CURB	SHEET 176	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090201_XS_STH 57 NB_CURB.DWG
LAYOUT NAME - 090201_XS_STH 57 NB_CURB_(04)

PLOT DATE : 3/11/2015 3:05 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF



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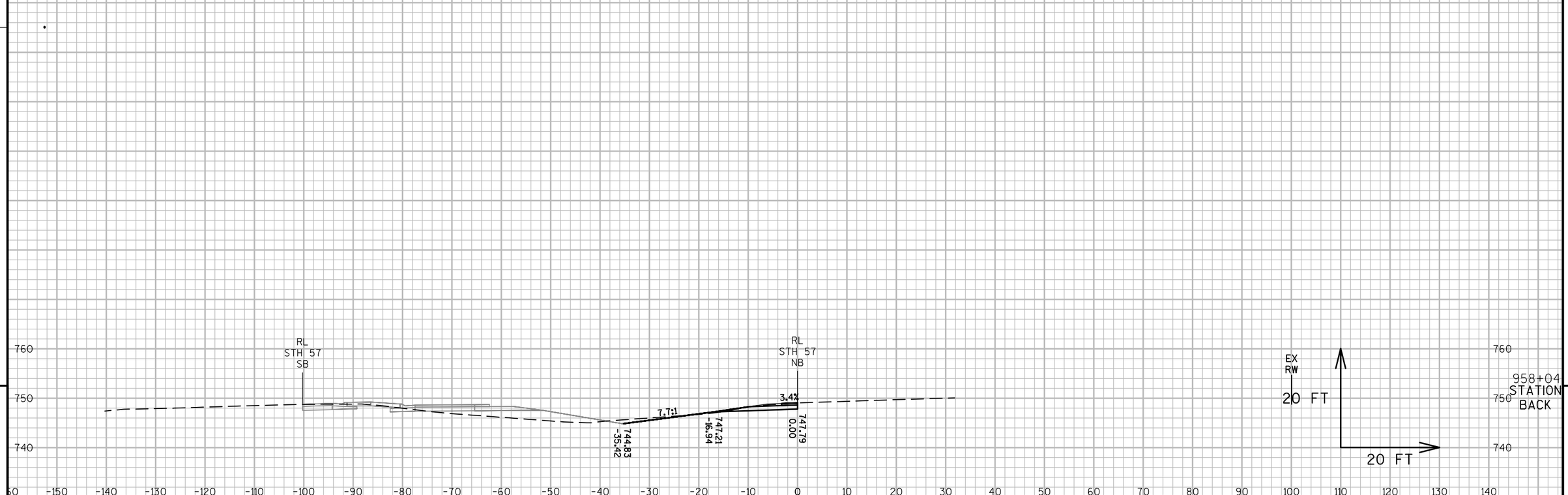
PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 NB CURB	SHEET 177	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090201_XS_STH 57 NB_CURB.DWG
LAYOUT NAME - 090201_XS_STH 57 NB_CURB_ (05)

PLOT DATE : 3/11/2015 3:05 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF



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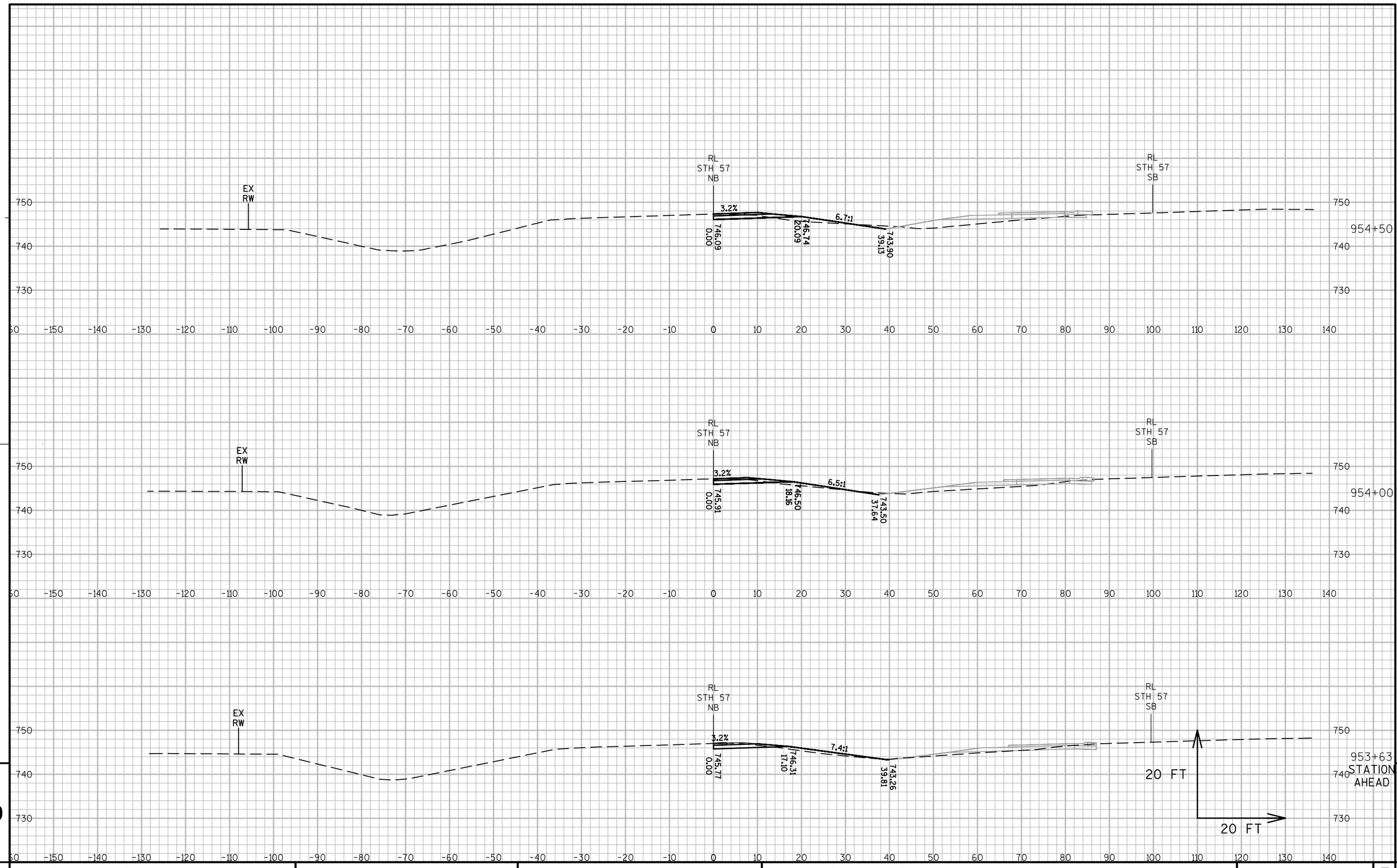
PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 NB CURB	SHEET 178	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090201_XS_STH 57 NB_CURB.DWG
LAYOUT NAME - 090201_XS_STH 57 NB_CURB_(06)

PLOT DATE : 3/11/2015 3:05 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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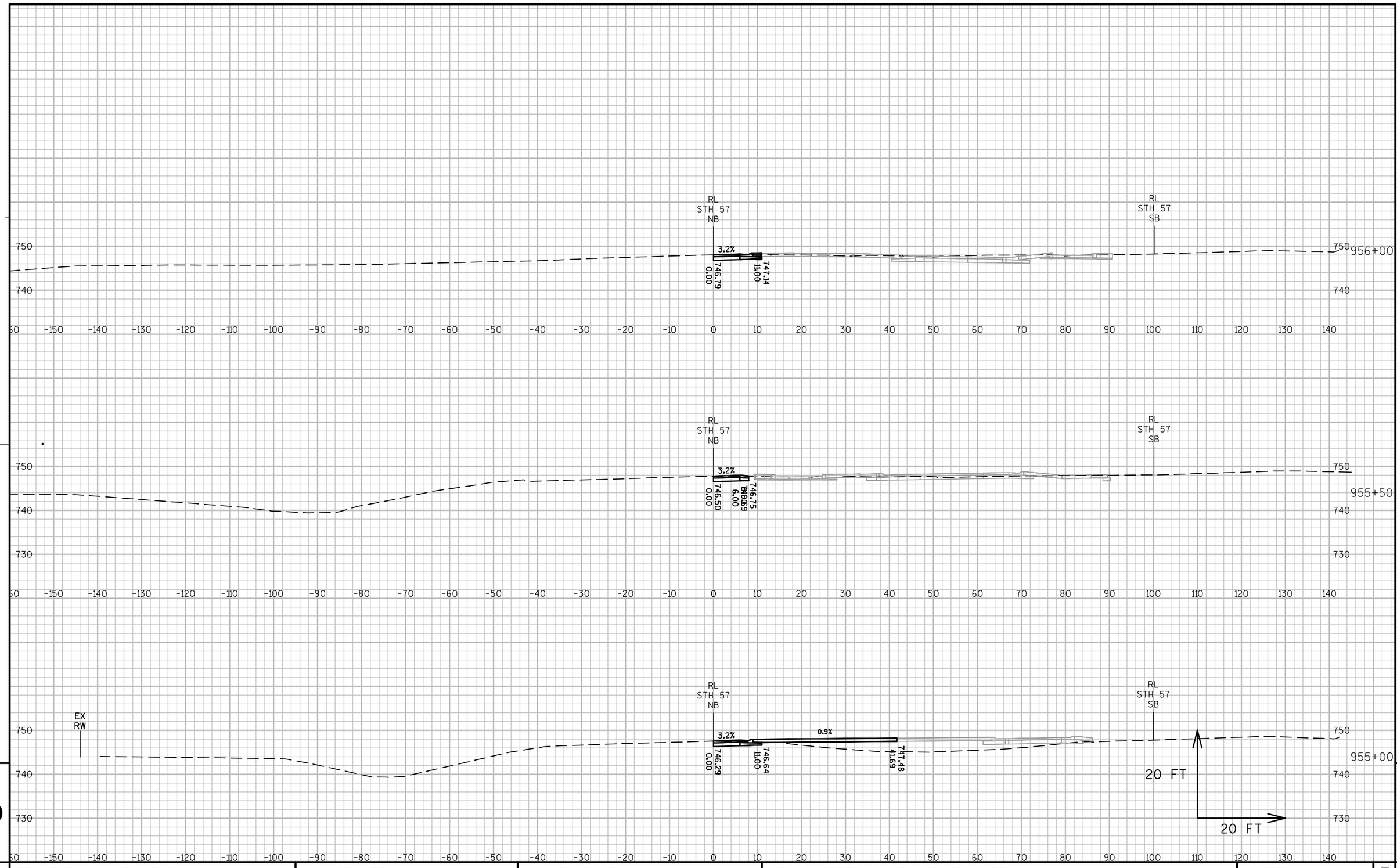
PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 SB CURB	SHEET 179	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090202_XS_STH 57 SB_CURB.DWG
LAYOUT NAME - 090202_XS_STH 57 SB_CURB_ (01)

PLOT DATE : 3/11/2015 3:03 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF



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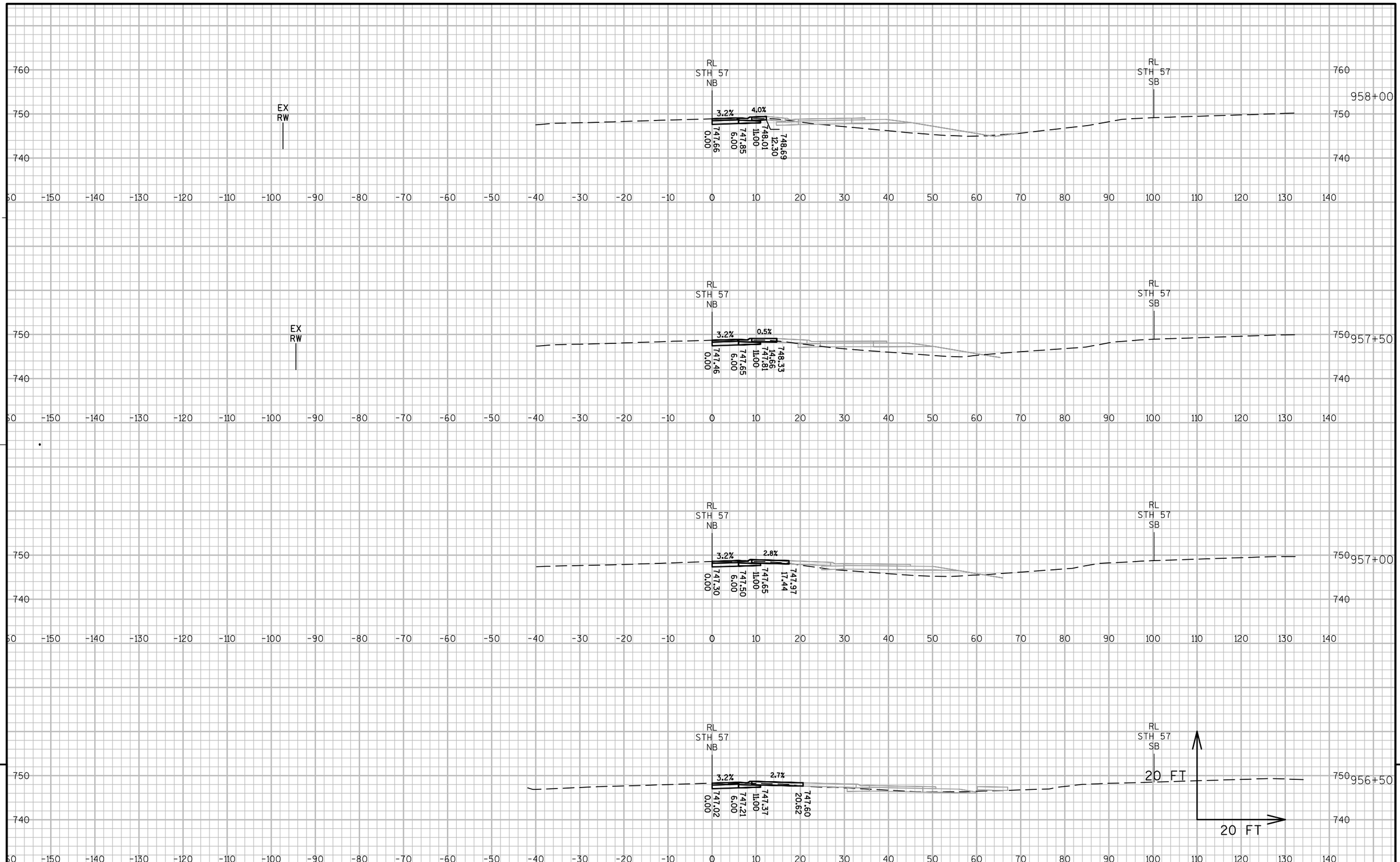
PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 SB CURB	SHEET 180	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090202_XS_STH 57 SB_CURB.DWG
LAYOUT NAME - 090202_XS_STH 57 SB_CURB_(02)

PLOT DATE : 3/11/2015 3:03 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF



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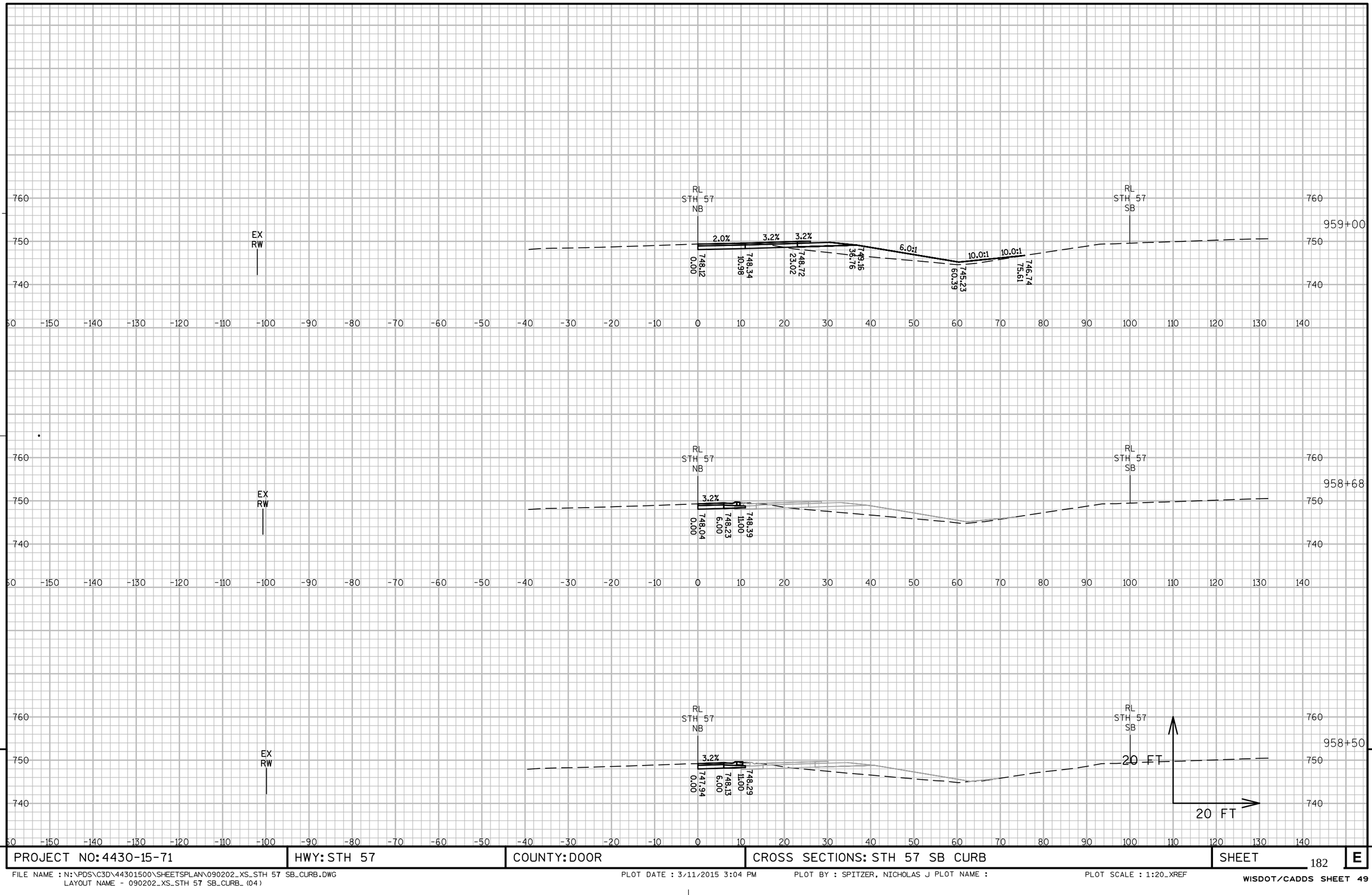
PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 SB CURB	SHEET 181	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090202_XS_STH 57 SB_CURB.DWG
LAYOUT NAME - 090202_XS_STH 57 SB_CURB_(03)

PLOT DATE : 3/11/2015 3:03 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF



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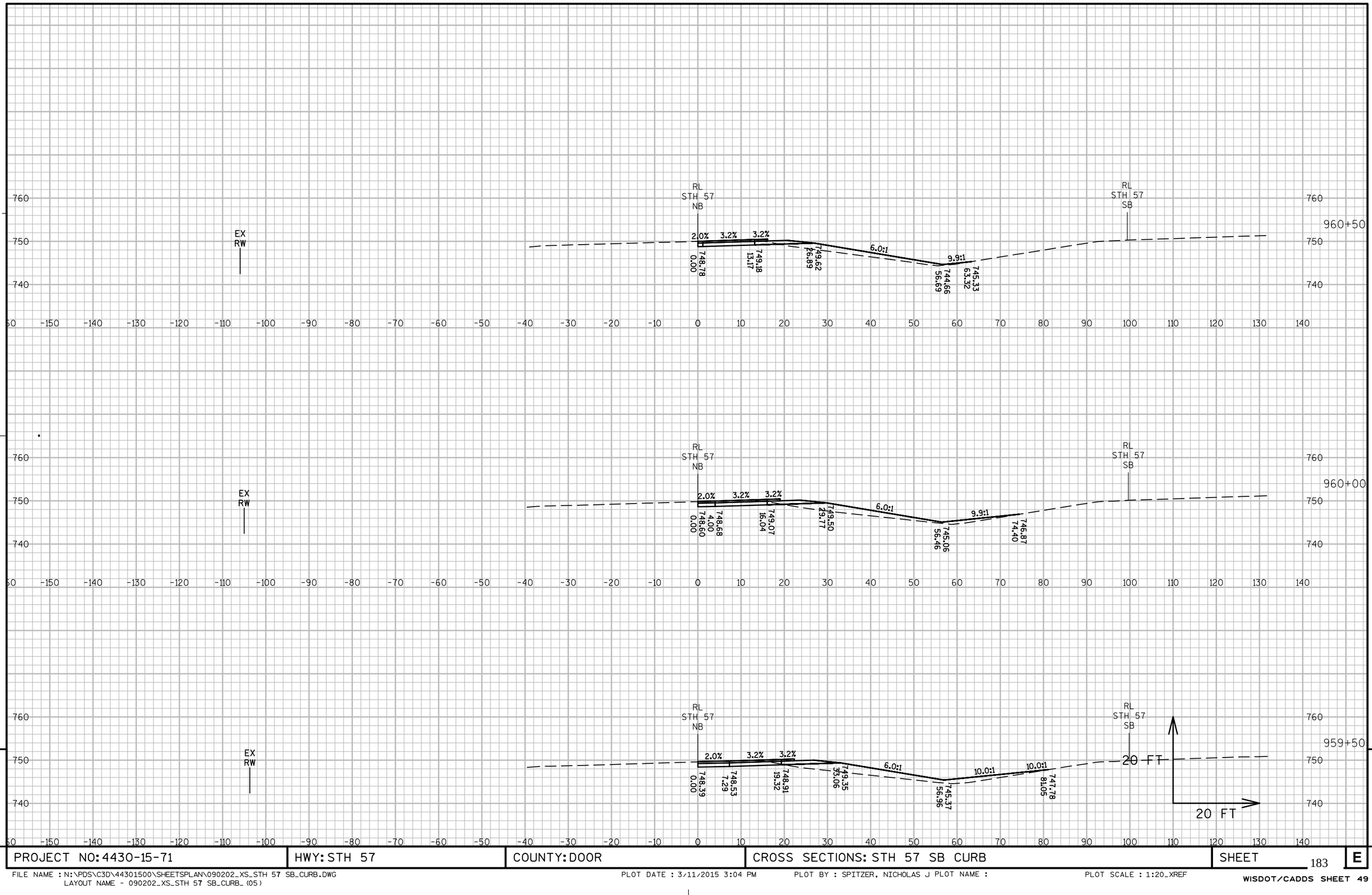
PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 SB CURB	SHEET 182	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090202_XS_STH 57 SB_CURB.DWG
LAYOUT NAME - 090202_XS_STH 57 SB_CURB_(04)

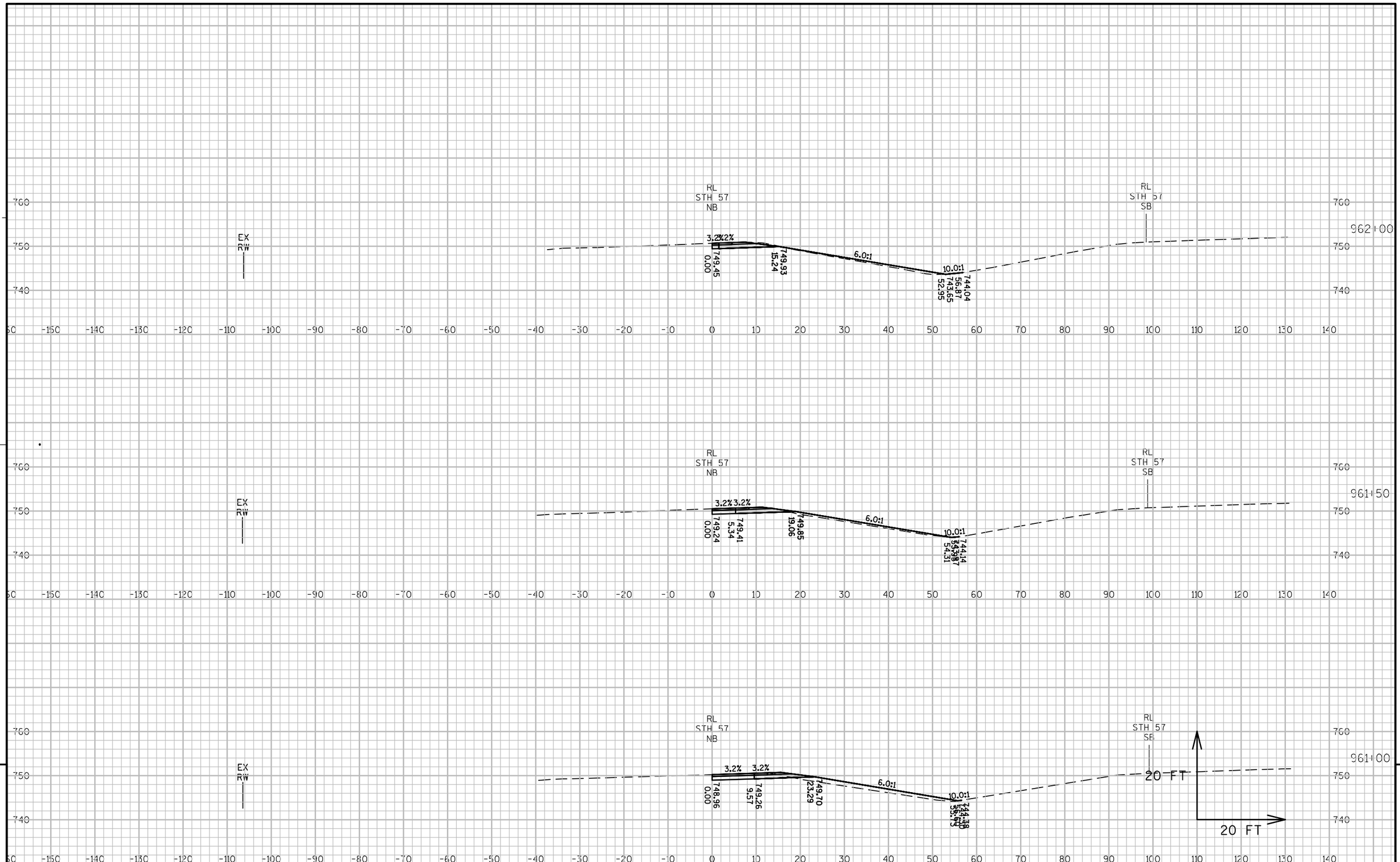
PLOT DATE : 3/11/2015 3:04 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 SB CURB	SHEET 183	E

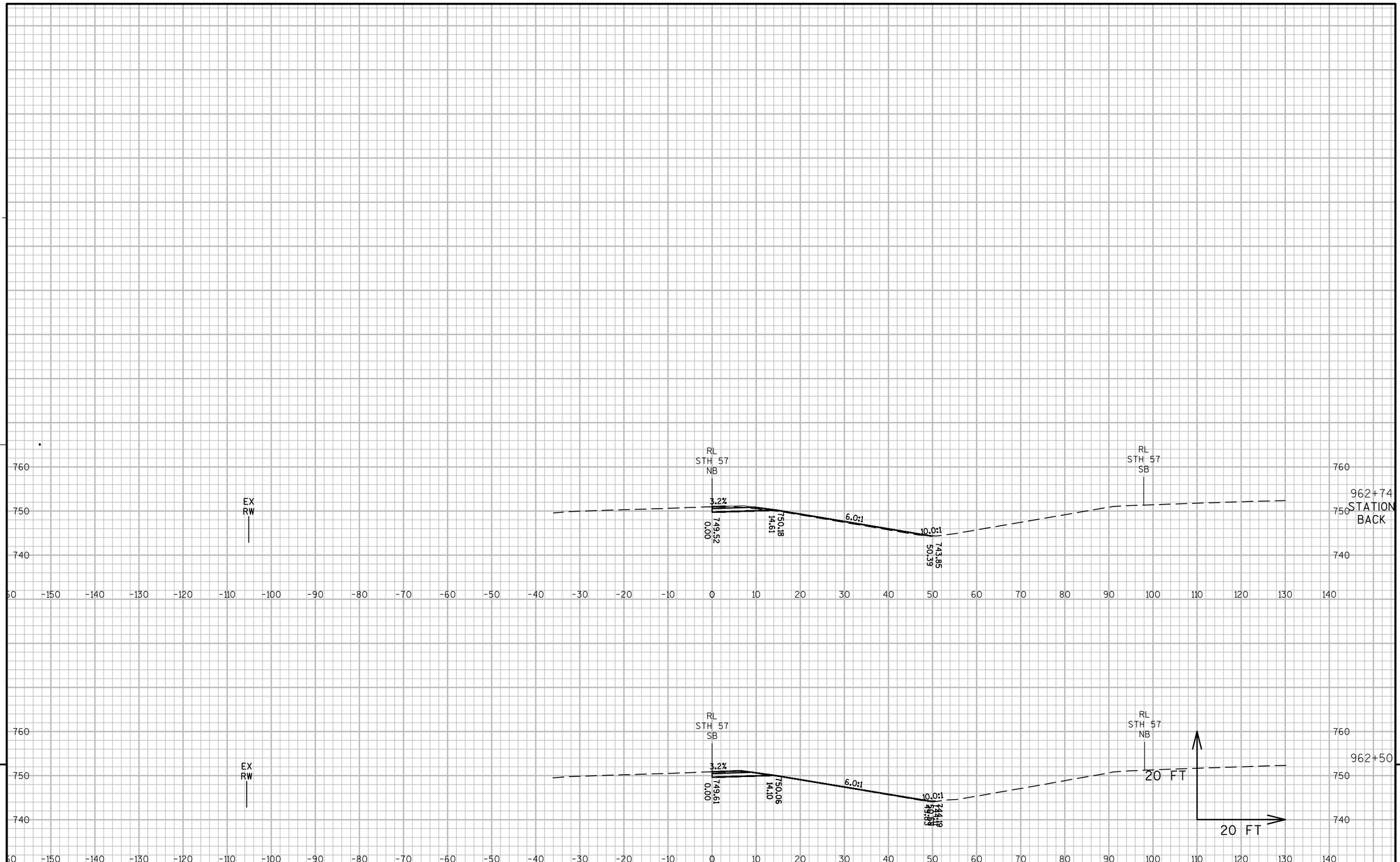
FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090202_XS_STH 57 SB_CURB.DWG
LAYOUT NAME - 090202_XS_STH 57 SB_CURB_(05)

PLOT DATE : 3/11/2015 3:04 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 SB CURB	SHEET 184	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090202_XS_STH 57 SB_CURB.DWG
LAYOUT NAME - 090202_XS_STH 57 SB_CURB_ (06)
PLOT DATE : 3/11/2015 3:04 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME :
PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49

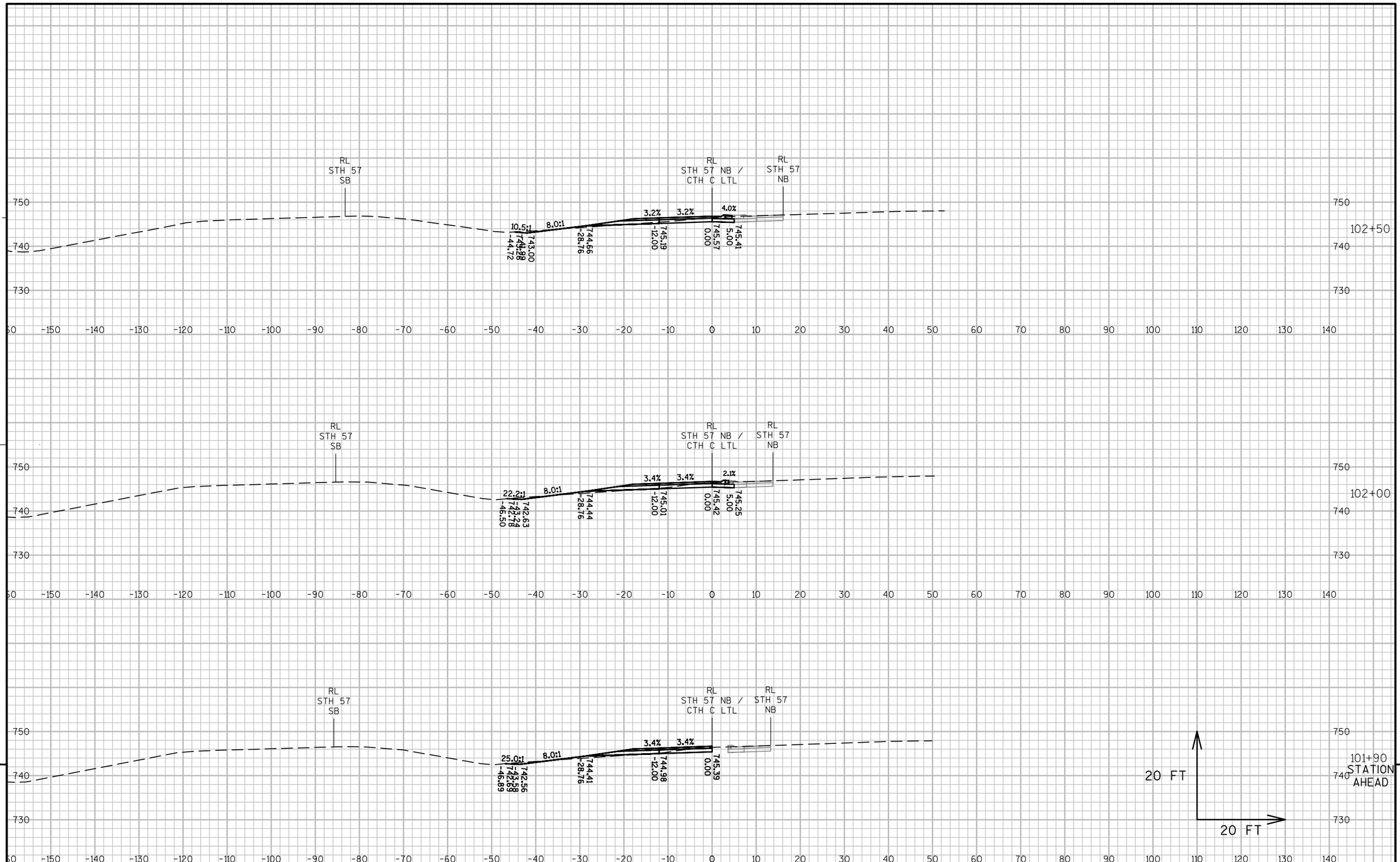


PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 SB CURB	SHEET 185 E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090202_XS_STH 57 SB_CURB.DWG
LAYOUT NAME - 090202_XS_STH 57 SB_CURB_(07)

PLOT DATE : 3/11/2015 3:04 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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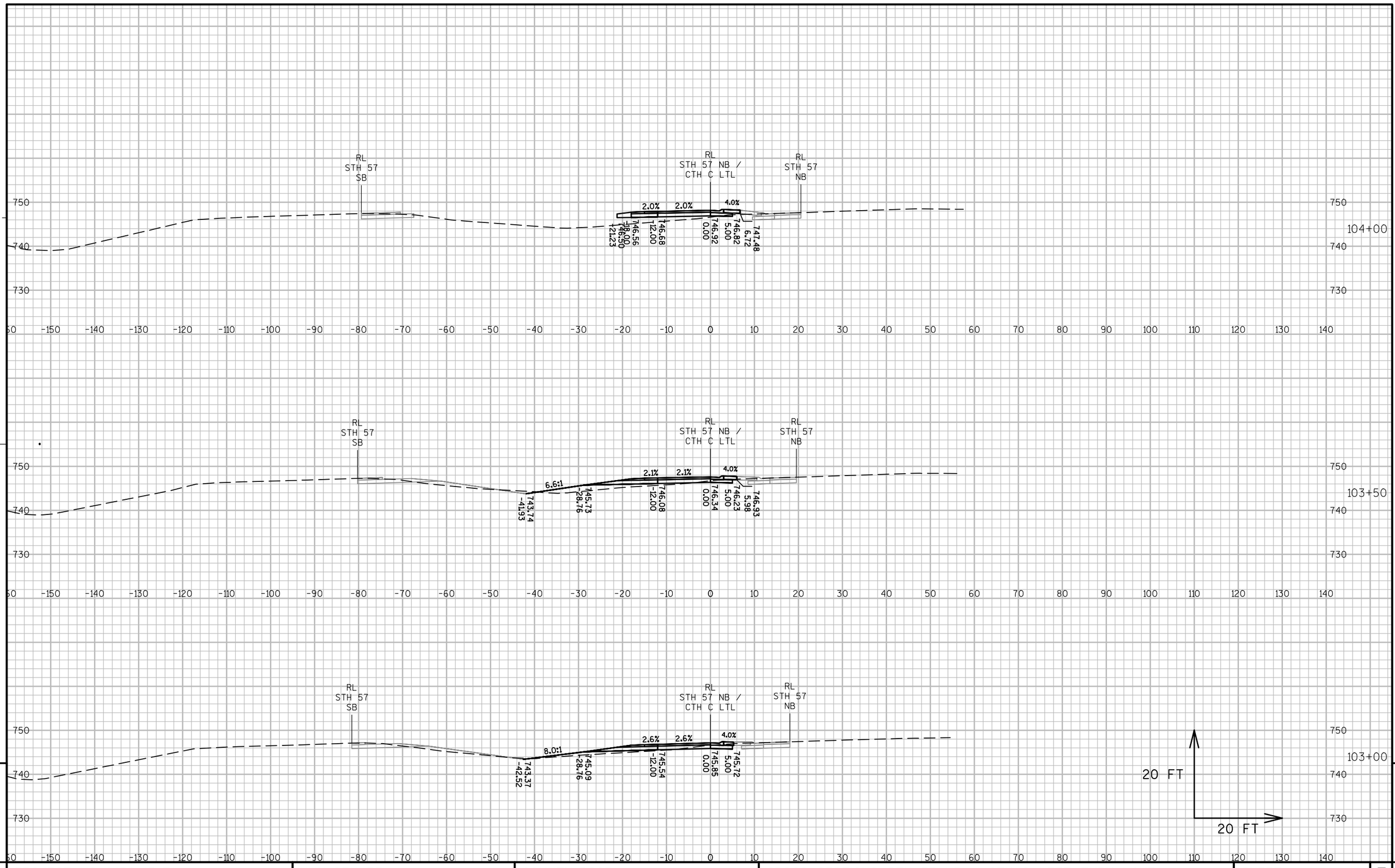
PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 NB / CTH C LEFT TURN LANE	SHEET 186 E



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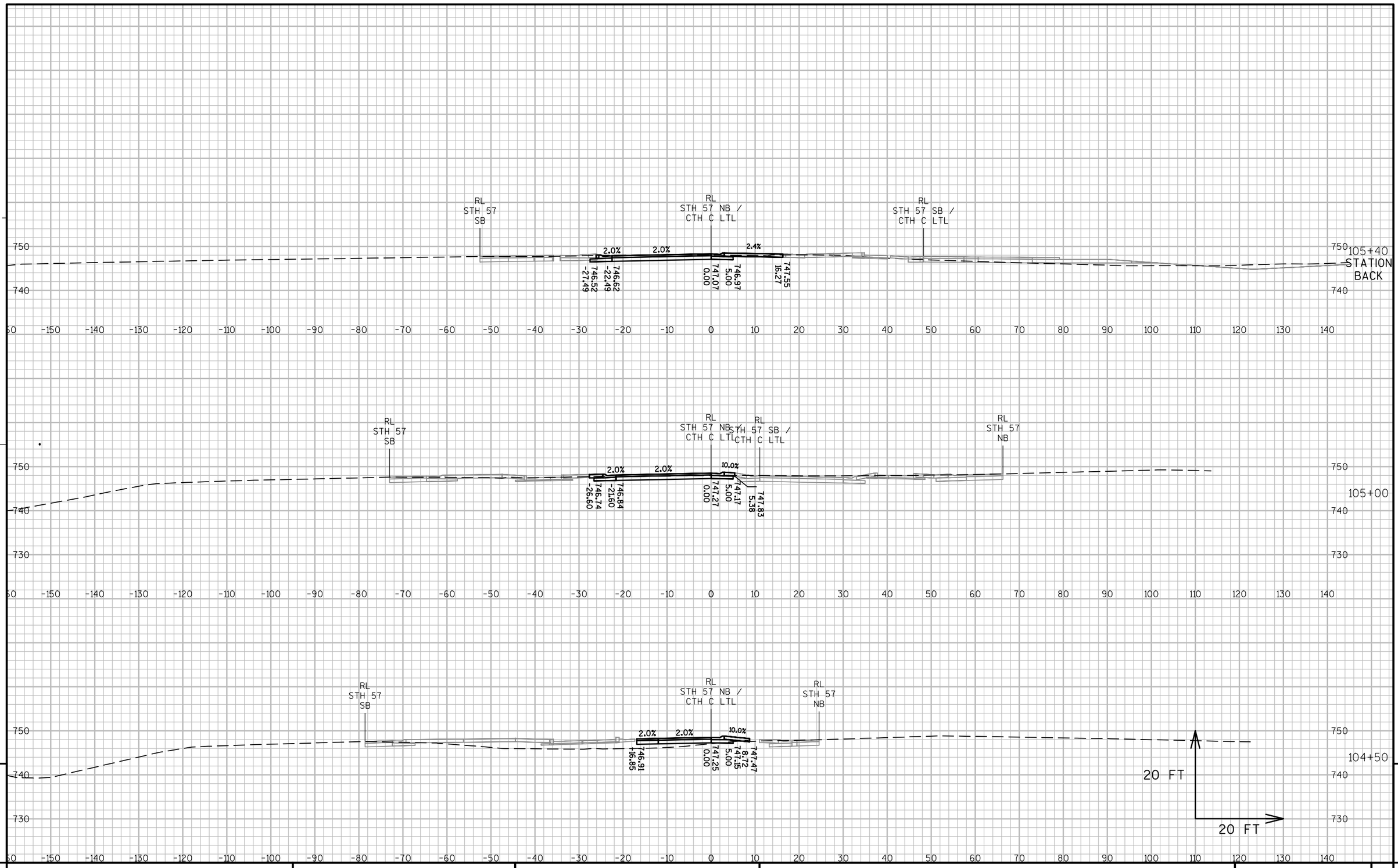
PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 NB / CTH C LEFT TURN LANE	SHEET 187	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090203_XS_STH 57 NB_CTHC_LTL.DWG
LAYOUT NAME - 090203_XS_STH 57 NB_CTHC_LTL_(02)

PLOT DATE : 3/11/2015 3:01 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF

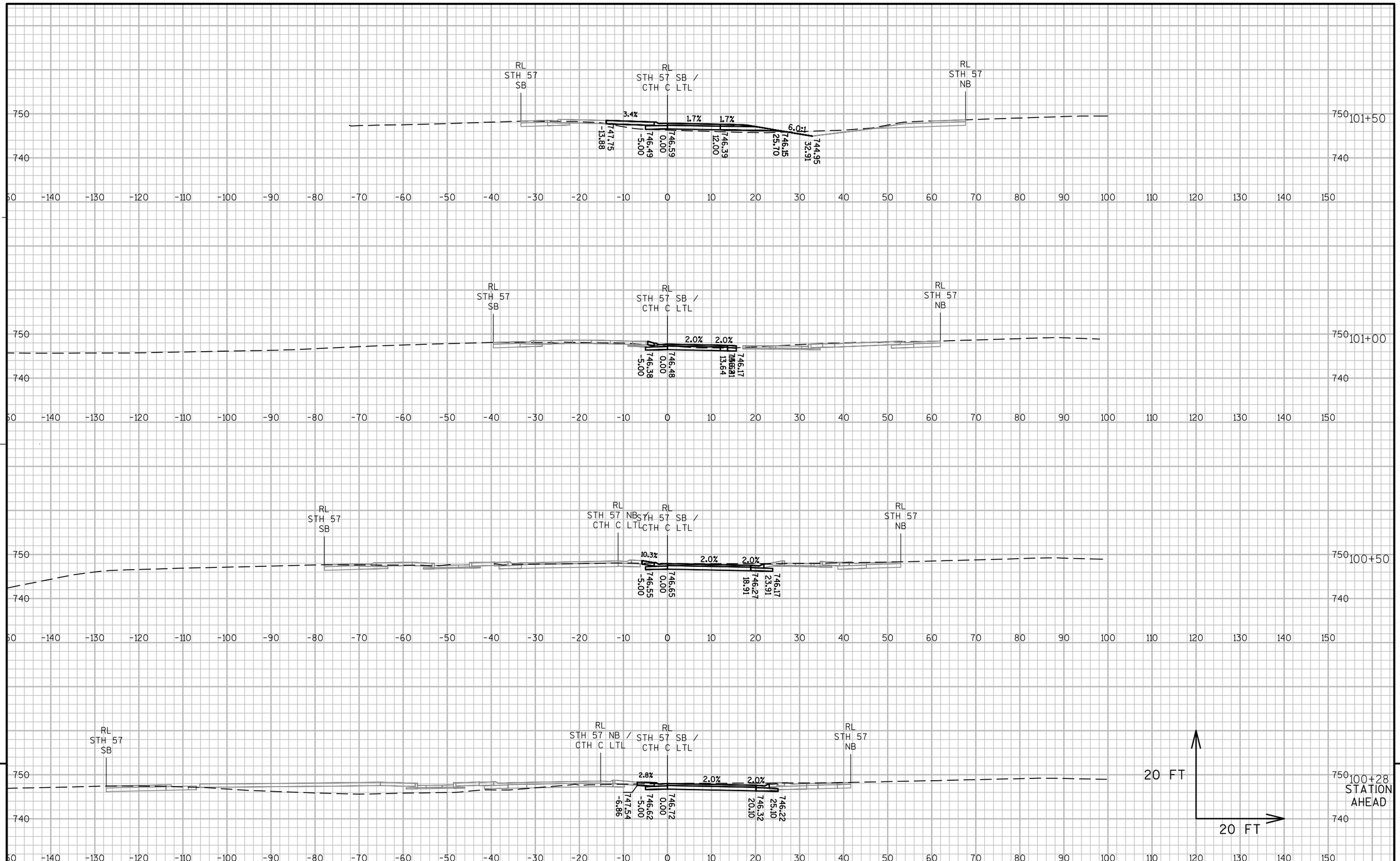


PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 NB / CTH C LEFT TURN LANE	SHEET 188	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090203_XS_STH 57 NB_CTHC_LTL.DWG
LAYOUT NAME - 090203_XS_STH 57 NB_CTHC_LTL_(03)

PLOT DATE : 3/11/2015 3:01 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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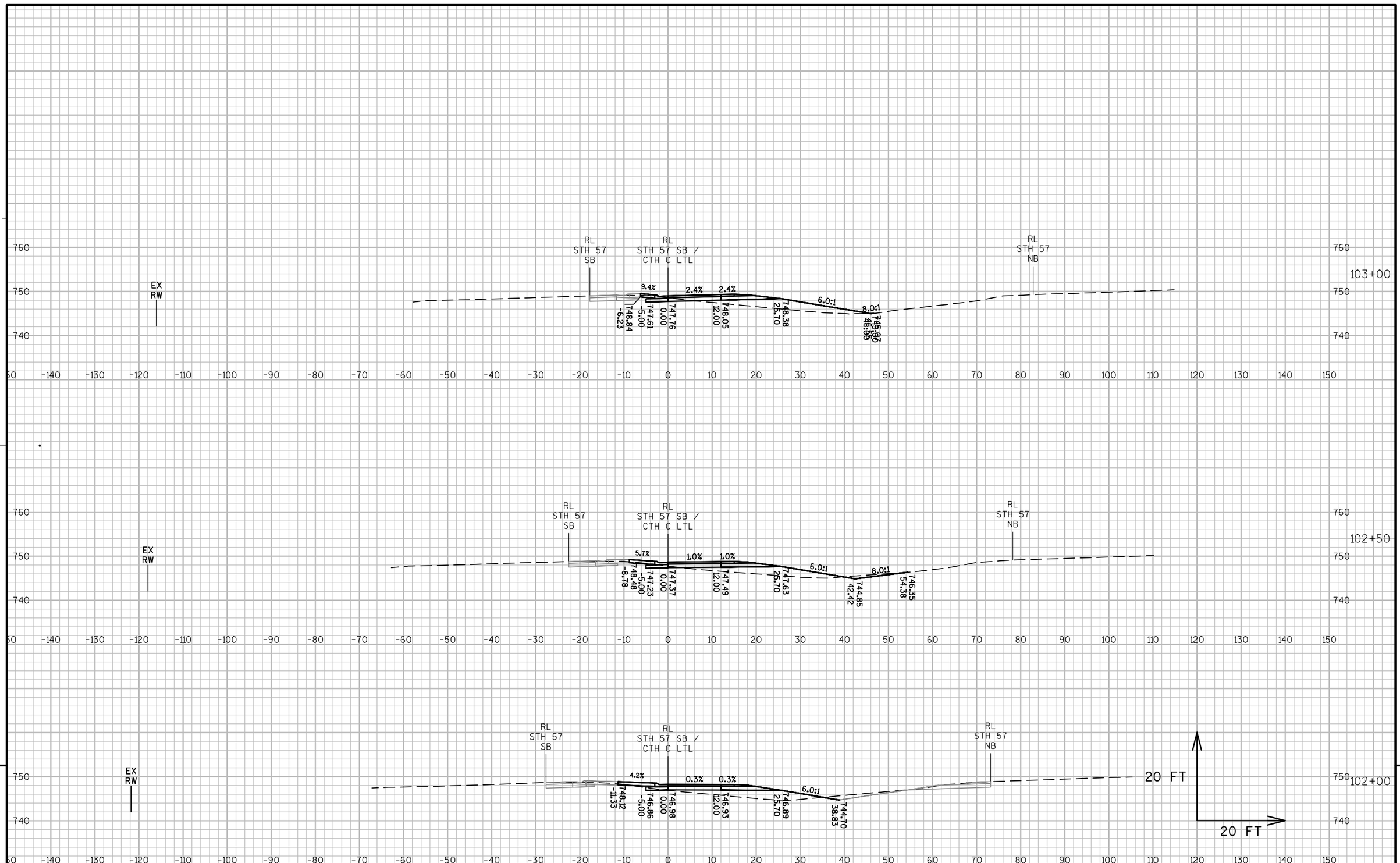
PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 SB / CTH C LEFT TURN LANE	SHEET 189	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090204_XS_STH 57 SB_CTHC_LTL.DWG
LAYOUT NAME - 090204_XS_STH 57 SB_CTHC_LTL_(01)
PLOT DATE : 3/11/2015 3:00 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



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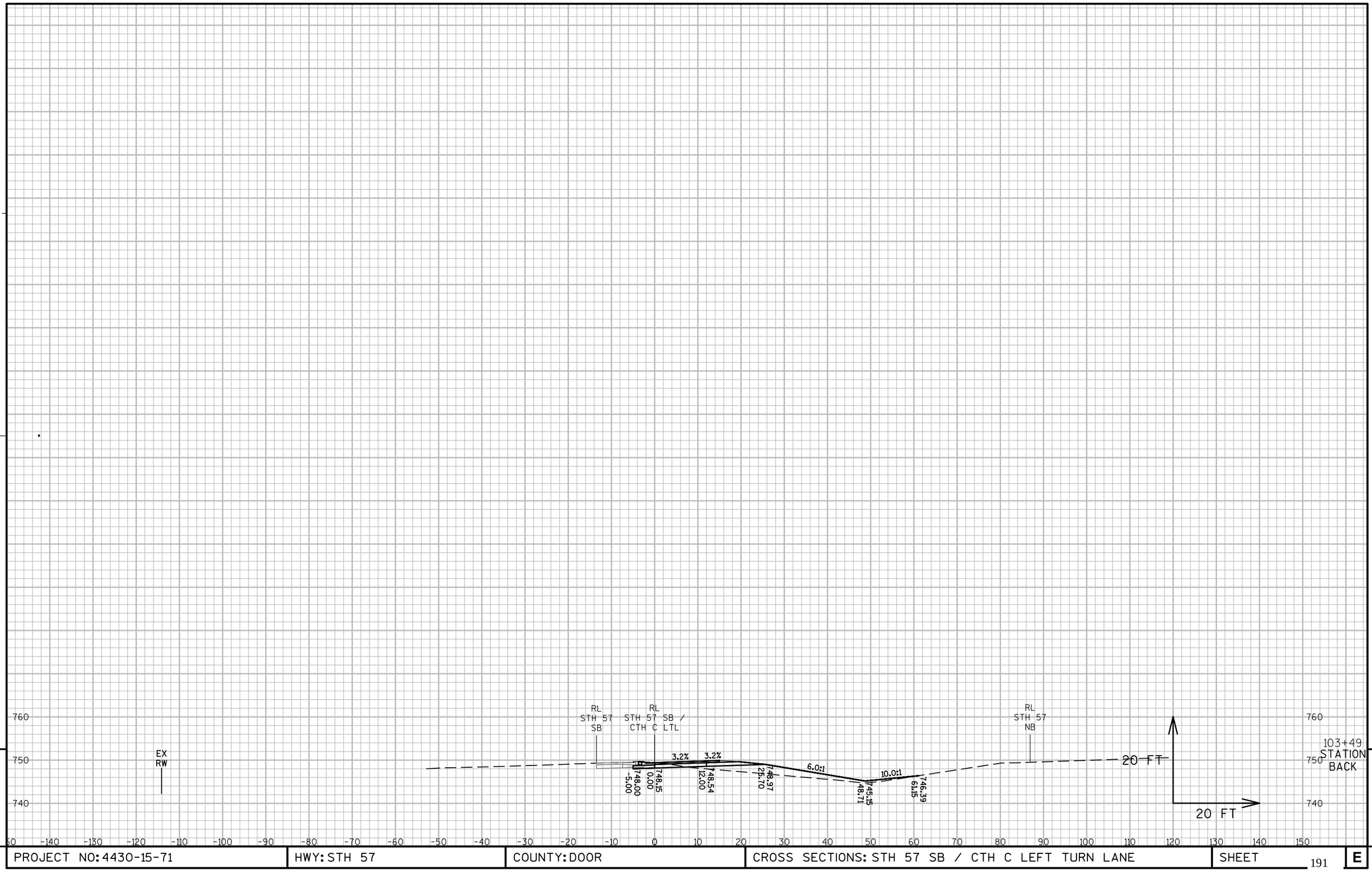
PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 SB / CTH C LEFT TURN LANE	SHEET 190	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090204_XS_STH 57 SB_CTHC_LTL.DWG
LAYOUT NAME - 090204_XS_STH 57 SB_CTHC_LTL_(02)

PLOT DATE : 3/11/2015 3:00 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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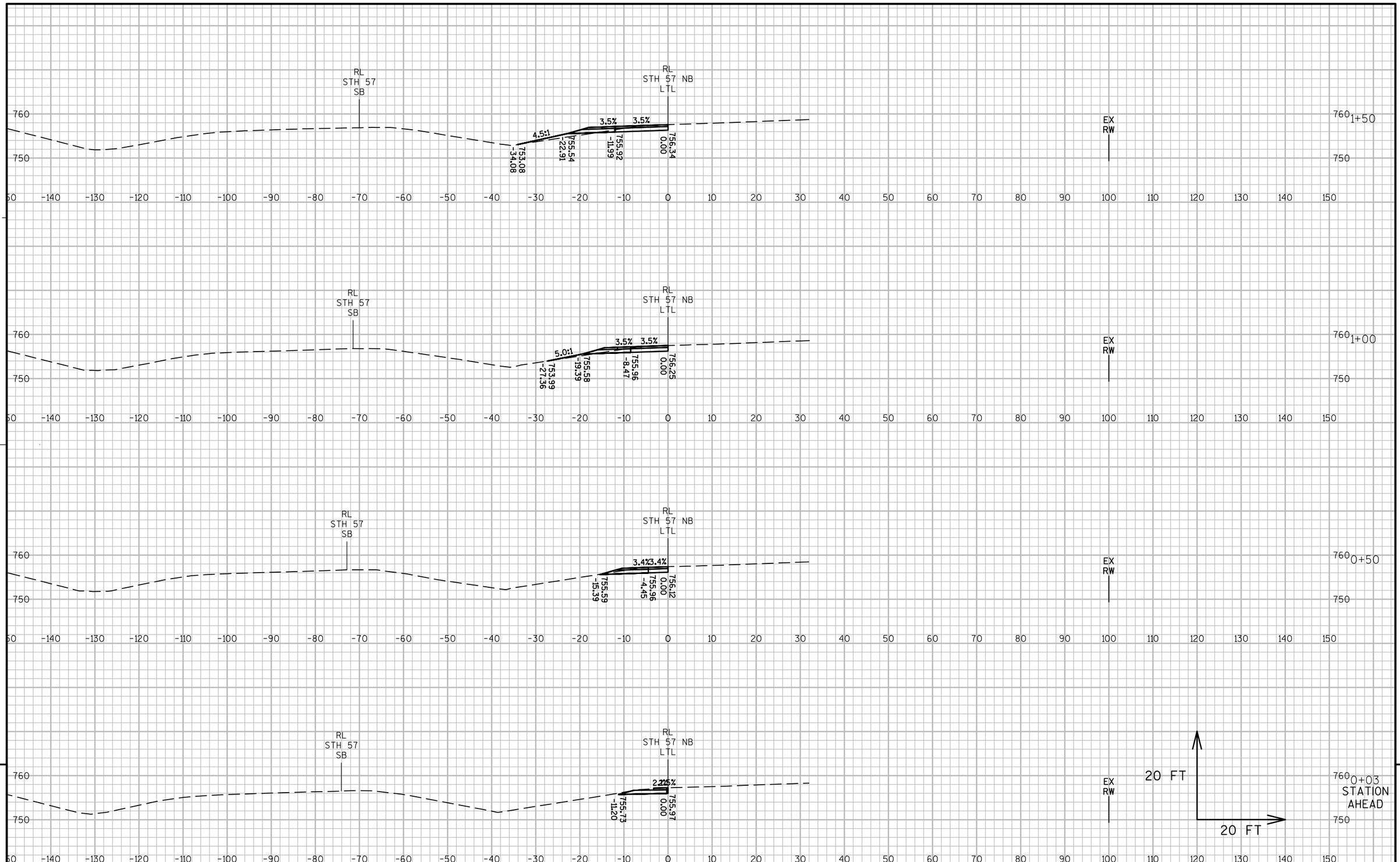
PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 SB / CTH C LEFT TURN LANE	SHEET 191	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090204_XS_STH 57 SB_CTHC_LTL.DWG
LAYOUT NAME - 090204_XS_STH 57 SB_CTHC_LTL_(03)

PLOT DATE : 3/11/2015 3:00 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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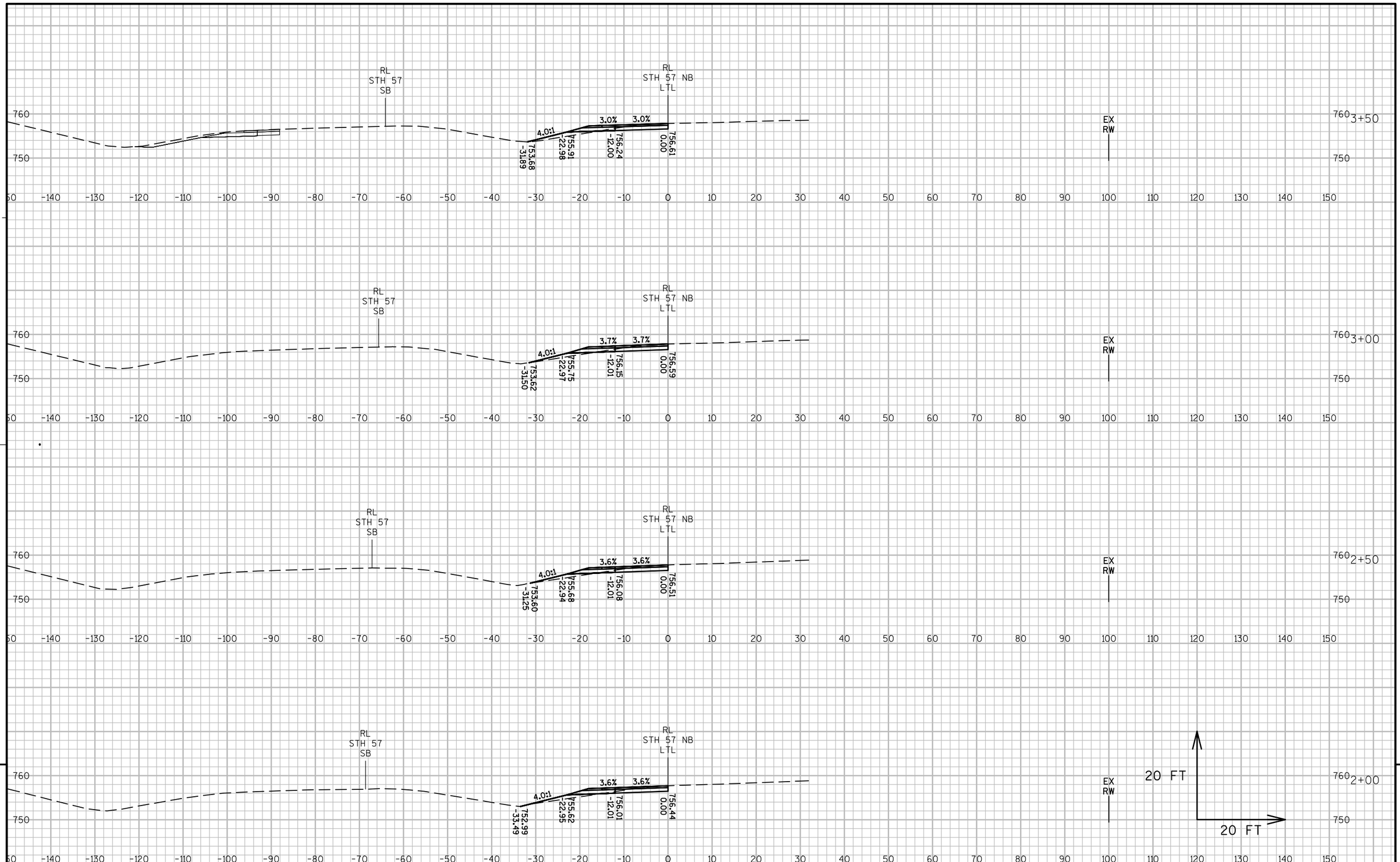
9

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 NB LEFT TURN LANE	SHEET 192	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090205_XS_STH 57_NORTH.DWG
LAYOUT NAME - 090205_XS_STH 57_NORTH_(01)
PLOT DATE : 3/11/2015 3:00 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



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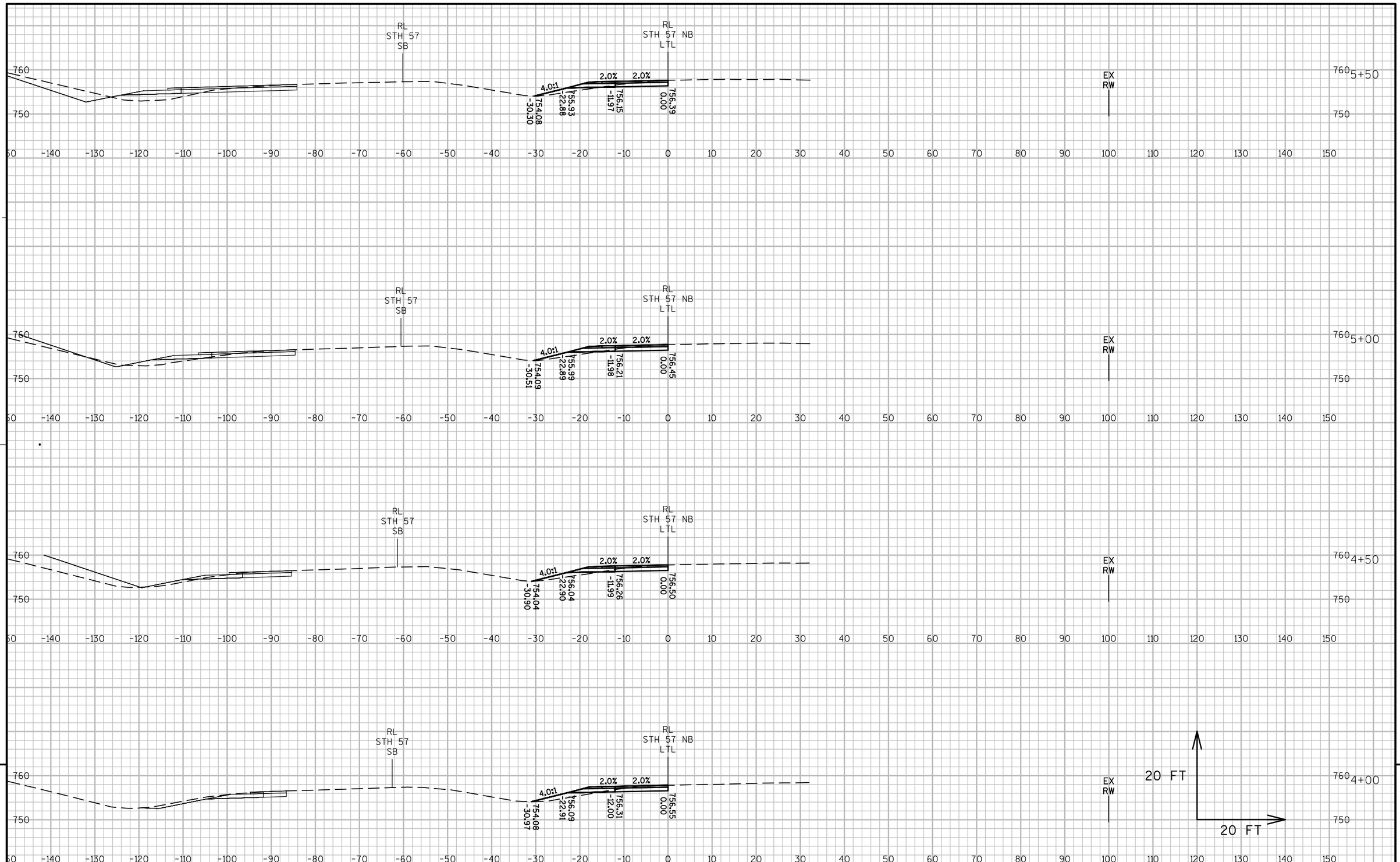
PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 NB LEFT TURN LANE	SHEET 193	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090205_XS_STH 57_NORTH.DWG
LAYOUT NAME - 090205_XS_STH 57_NORTH_ (02)

PLOT DATE : 3/11/2015 3:00 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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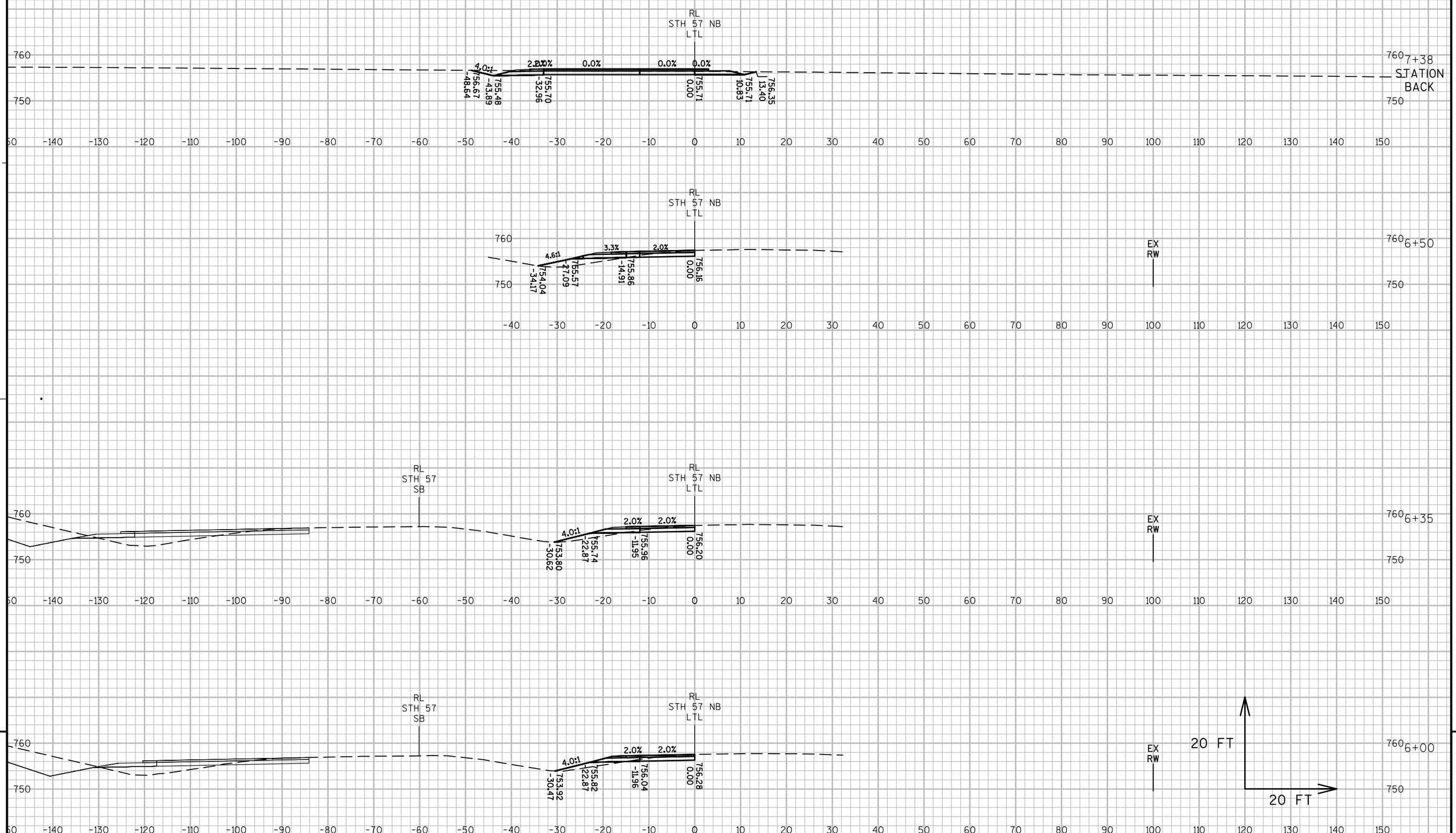
PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 NB LEFT TURN LANE	SHEET 194 E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090205_XS_STH 57_NORTH.DWG
LAYOUT NAME - 090205_XS_STH 57_NORTH_(03)
PLOT DATE : 3/11/2015 3:00 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



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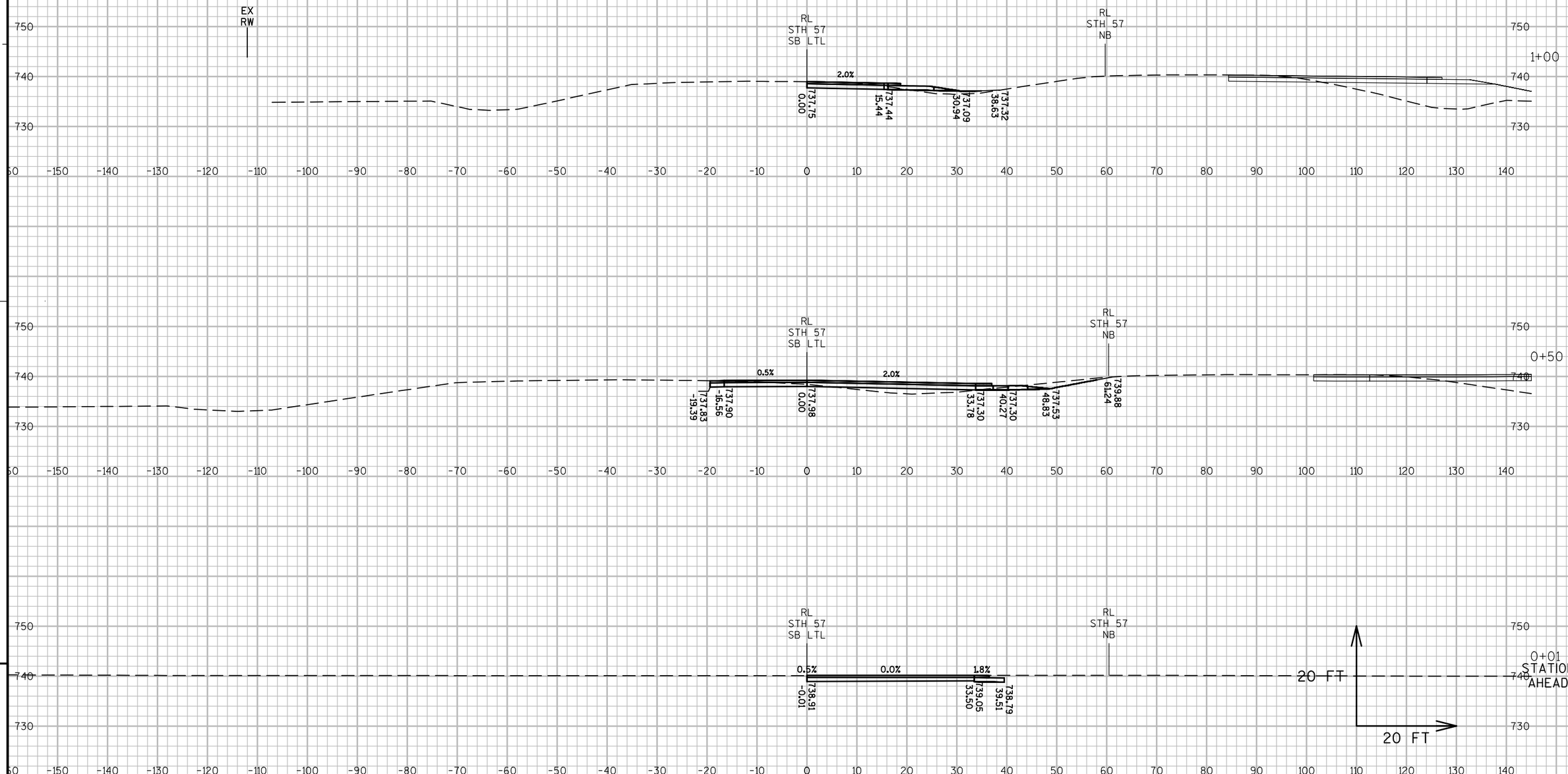
PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 NB LEFT TURN LANE	SHEET 195	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090205_XS_STH 57_NORTH.DWG
LAYOUT NAME - 090205_XS_STH 57_NORTH_(04)

PLOT DATE : 3/11/2015 3:00 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF

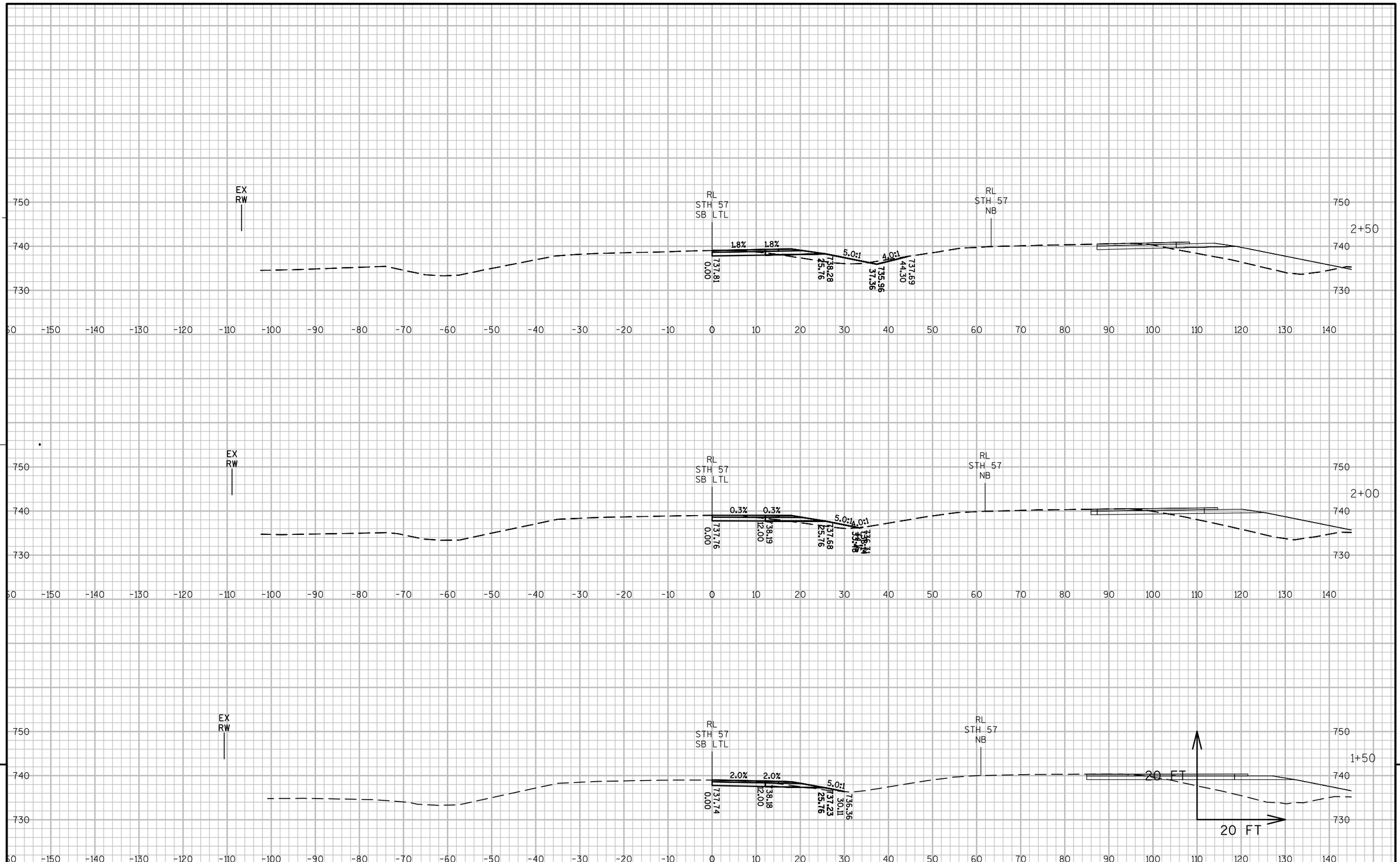


PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 SB LEFT TURN LANE	SHEET 196 E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090206_XS_STH 57_SORTH.DWG
LAYOUT NAME - 090206_XS_STH 57_SOUTH_01

PLOT DATE : 3/11/2015 2:58 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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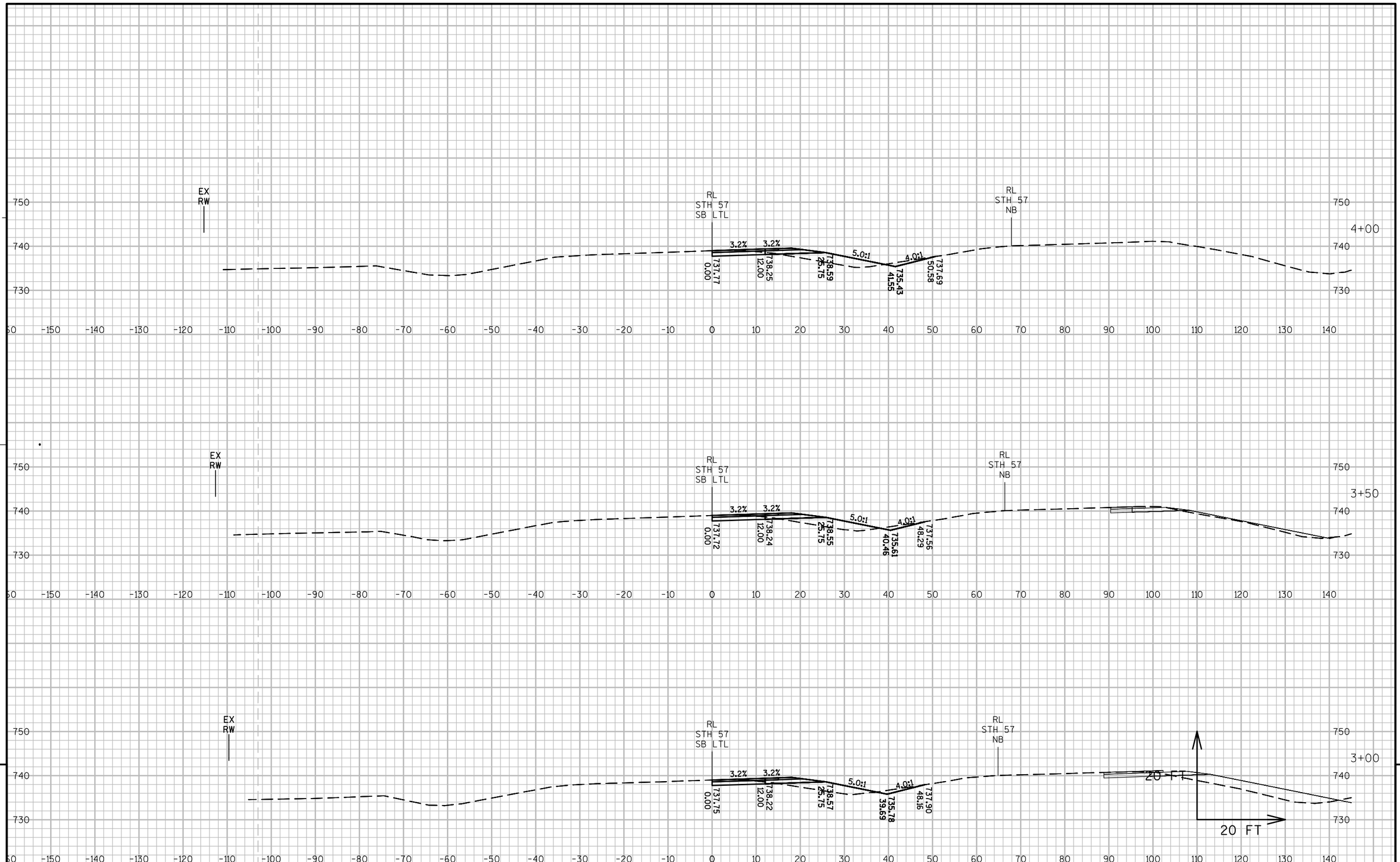
PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 SB LEFT TURN LANE	SHEET 197	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090206_XS_STH 57_SORTH.DWG
LAYOUT NAME - 090206_XS_STH 57_SOUTH_02

PLOT DATE : 3/11/2015 2:58 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF



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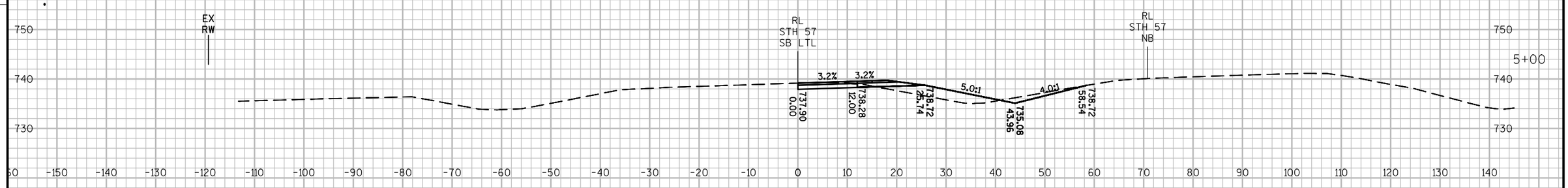
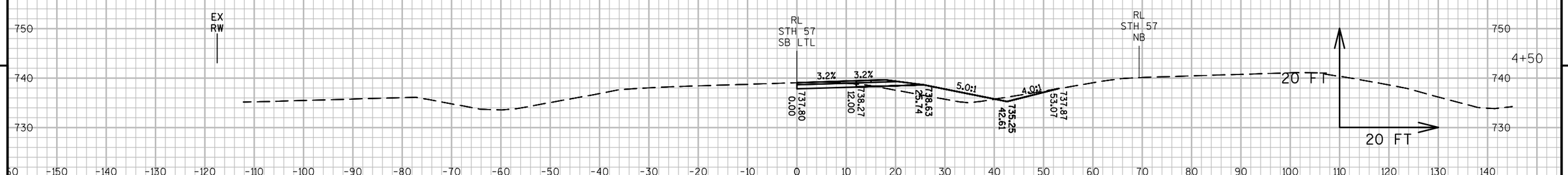
9

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 SB LEFT TURN LANE	SHEET 198	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090206_XS_STH 57_SORTH.DWG
LAYOUT NAME - 090206_XS_STH 57_SOUTH_03
PLOT DATE : 3/11/2015 2:58 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49





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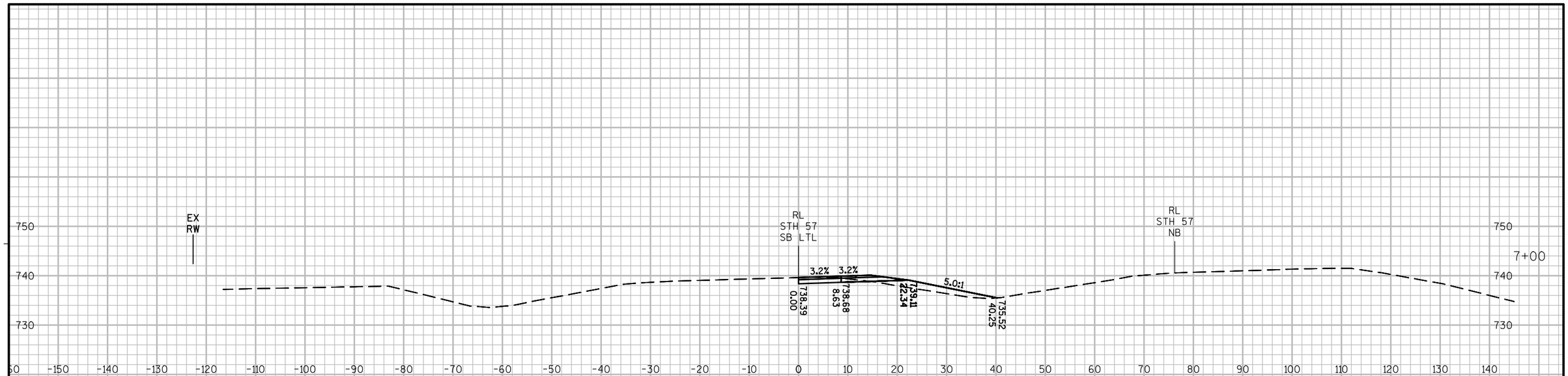
9

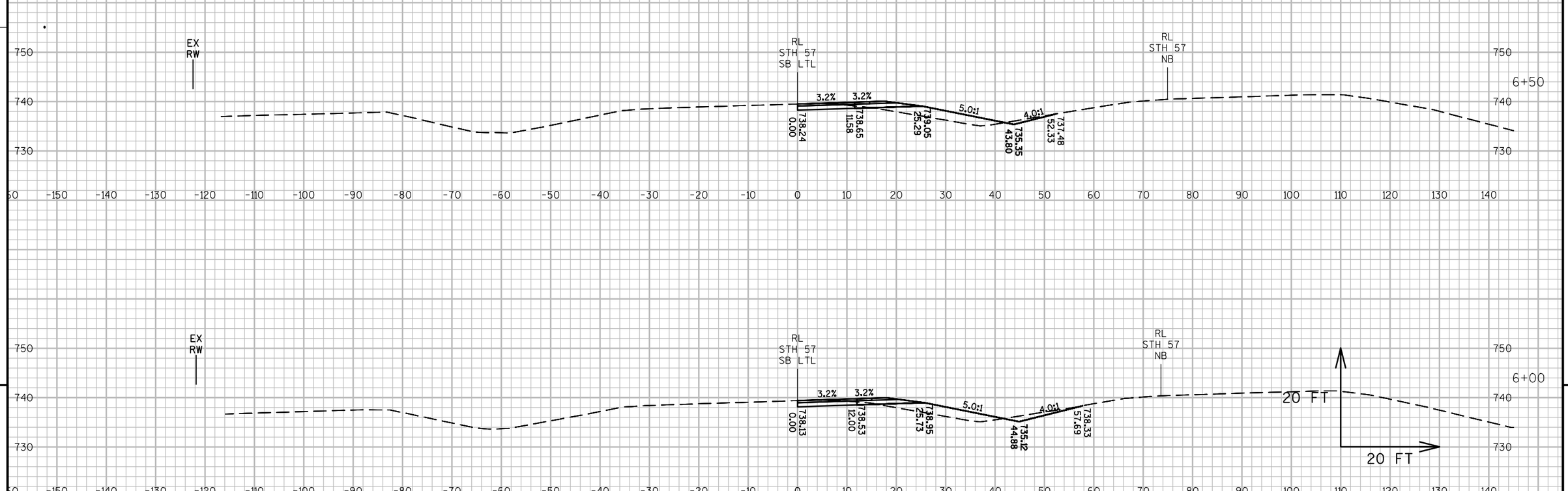
PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 SB LEFT TURN LANE	SHEET 199	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090206_XS_STH 57_SORTH.DWG
LAYOUT NAME - 090206_XS_STH 57_SOUTH_04

PLOT DATE : 3/11/2015 2:58 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49





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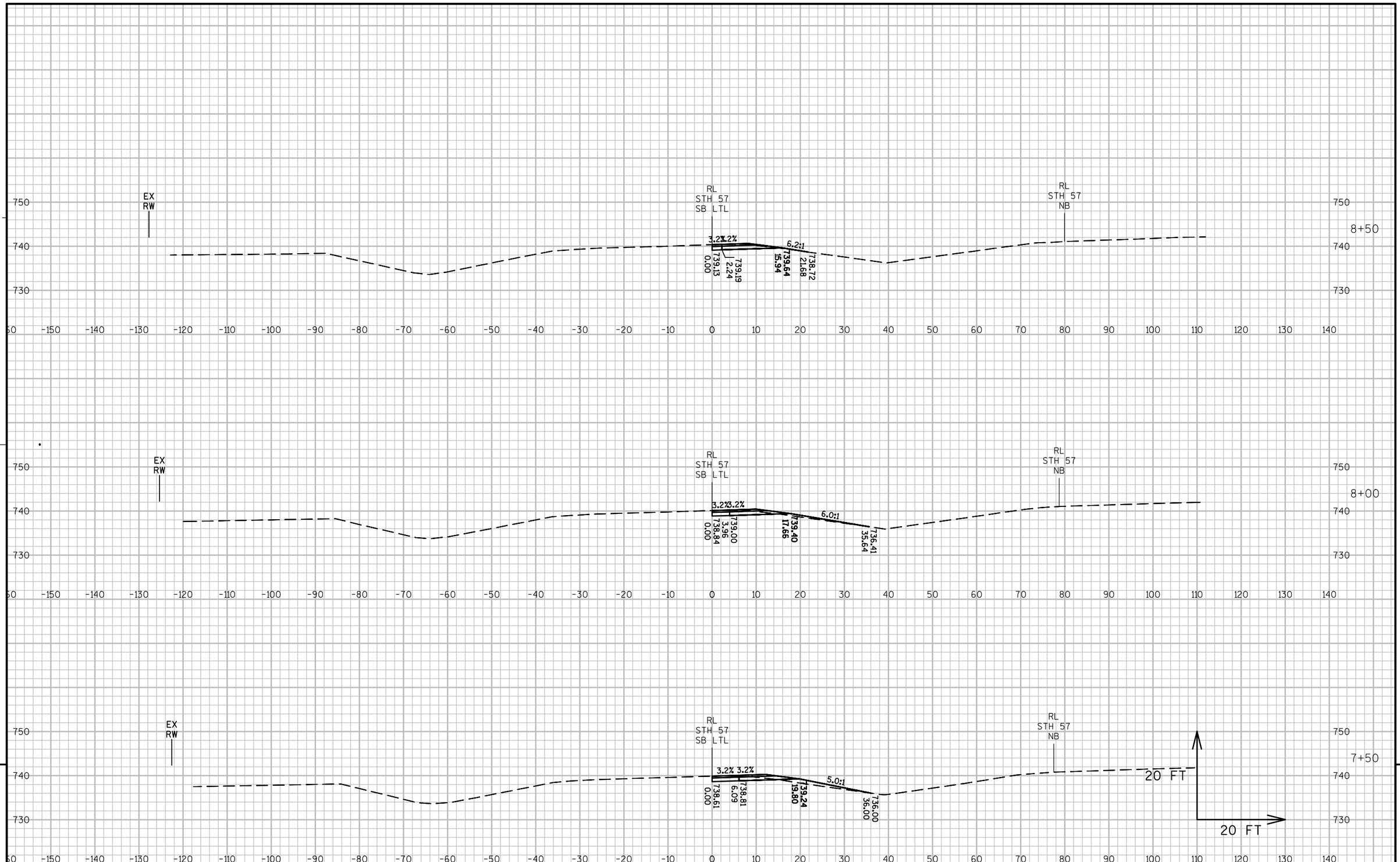
PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 SB LEFT TURN LANE	SHEET 200	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090206_XS_STH 57_SORTH.DWG
LAYOUT NAME - 090206_XS_STH 57_SOUTH_05

PLOT DATE : 3/11/2015 2:59 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF



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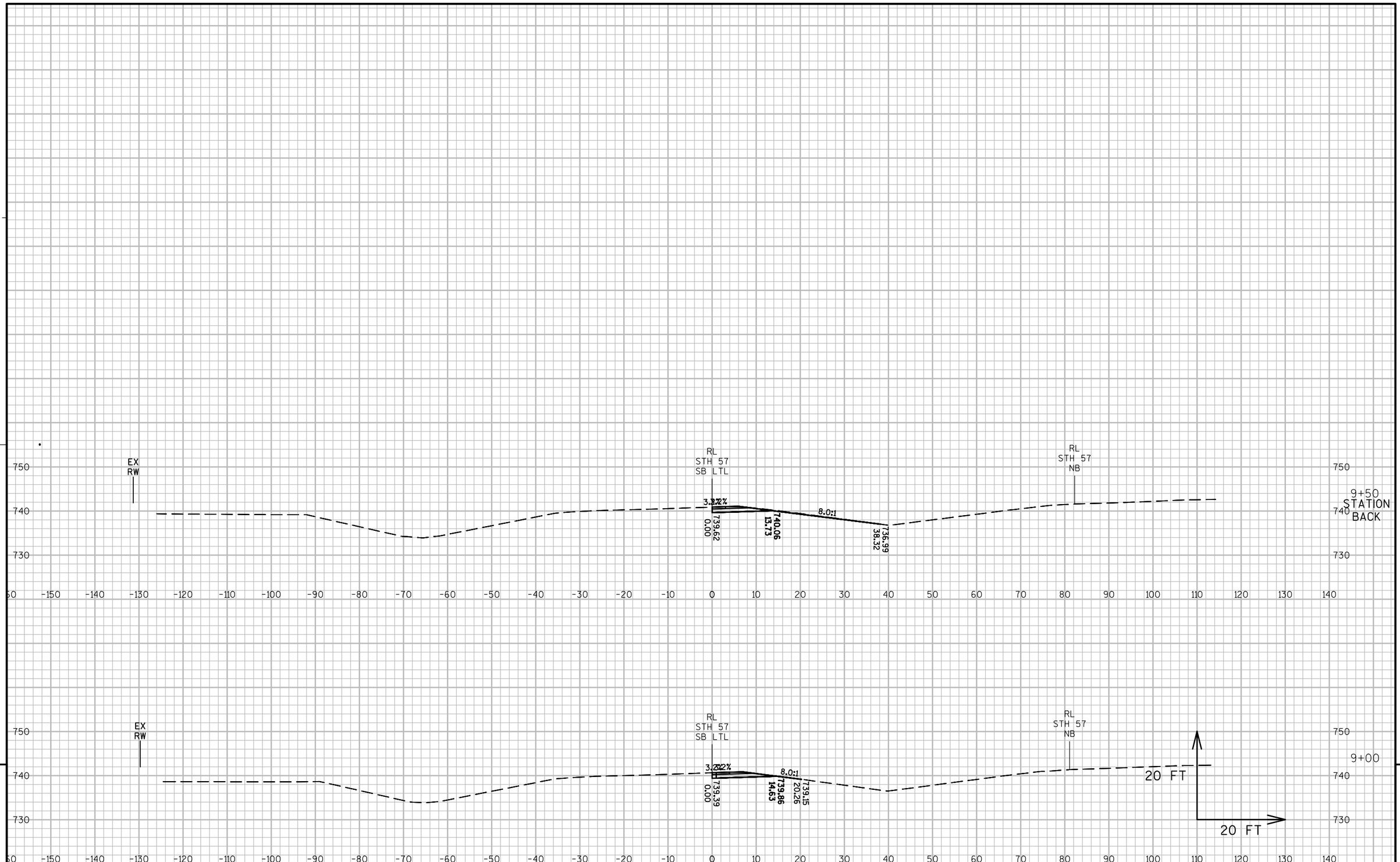
9

PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 SB LEFT TURN LANE	SHEET 201	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090206_XS_STH 57_SORTH.DWG
LAYOUT NAME - 090206_XS_STH 57_SOUTH_06

PLOT DATE : 3/11/2015 2:59 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF



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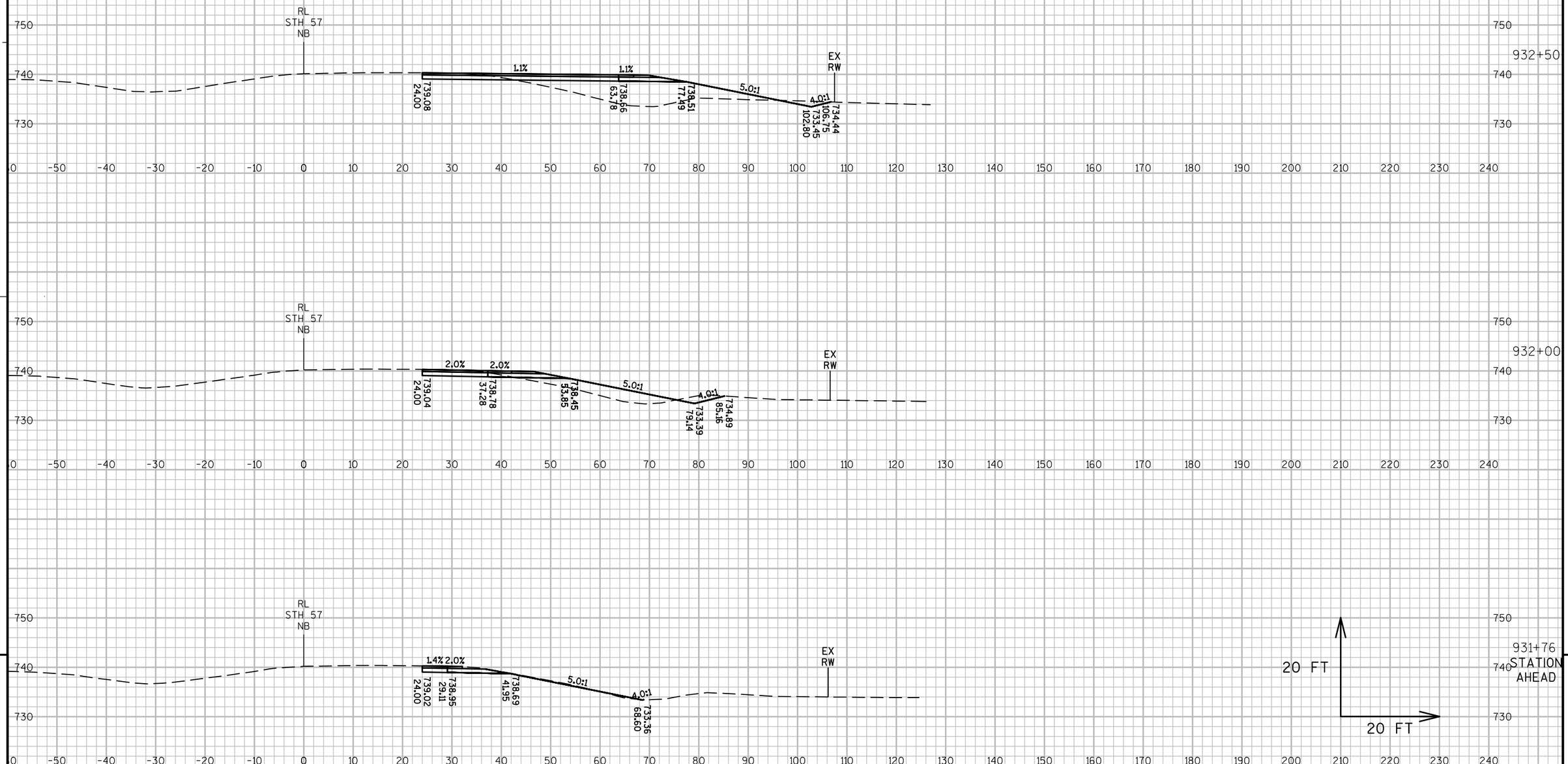
PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 SB LEFT TURN LANE	SHEET 202	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090206_XS_STH 57_SORTH.DWG
LAYOUT NAME - 090206_XS_STH 57_SOUTH_07

PLOT DATE : 3/11/2015 2:59 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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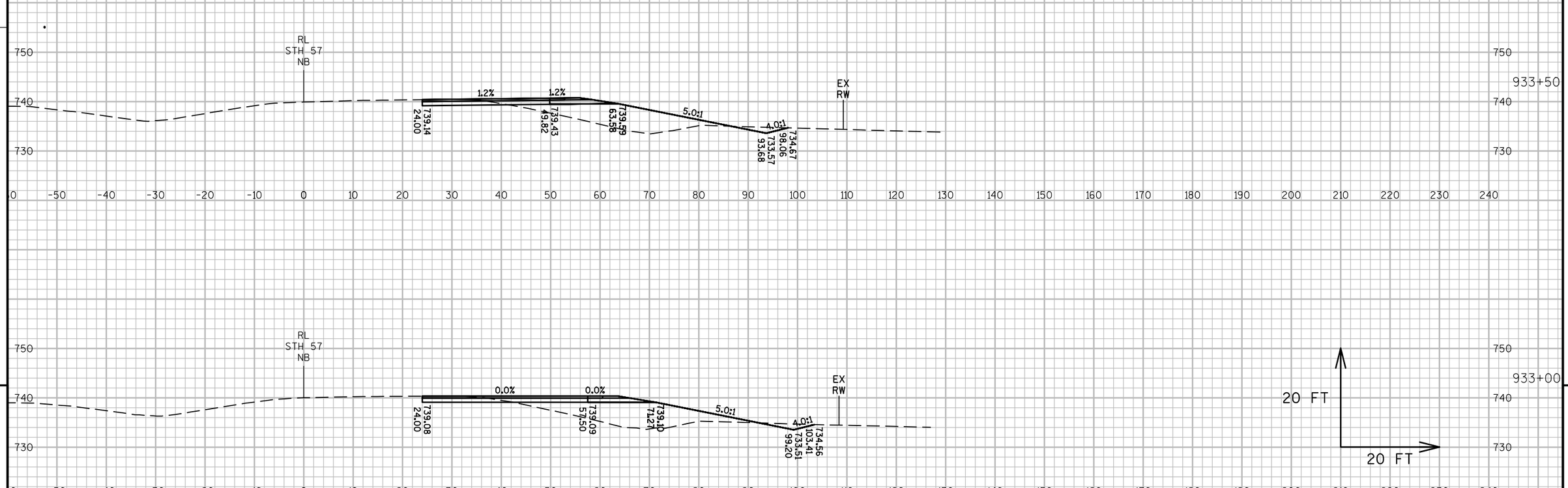
PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 NB LOON	SHEET 203	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090208_XS_STH 57_NB LOON.DWG
LAYOUT NAME - 090208_XS_STH 57_NB LOON_01

PLOT DATE : 3/11/2015 2:57 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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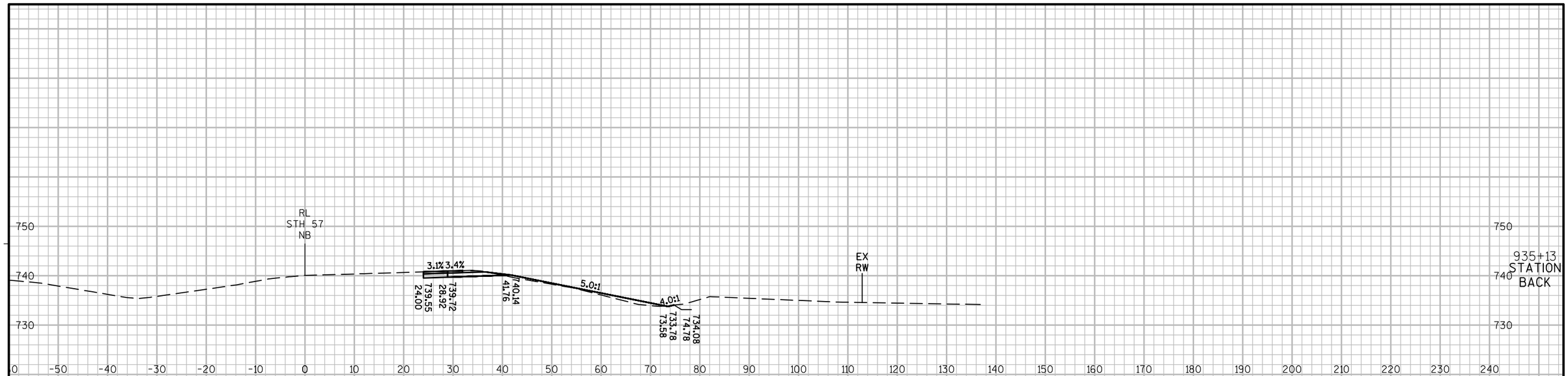
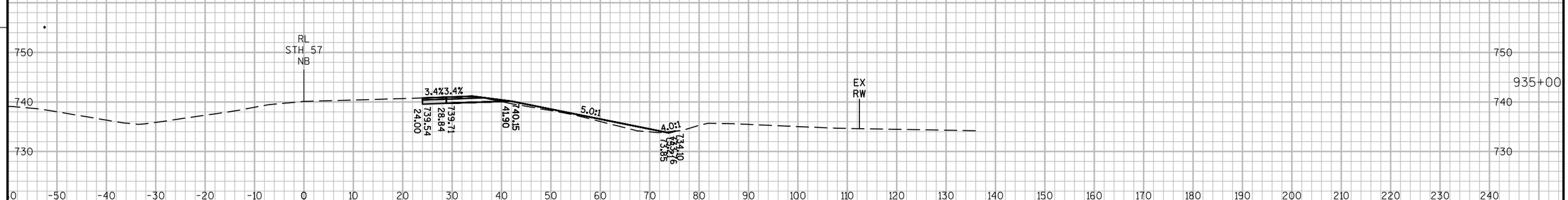
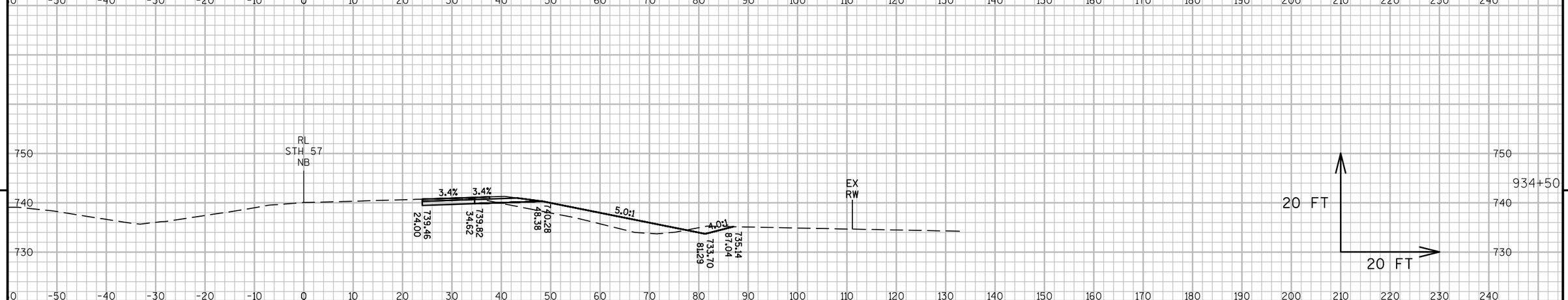
PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 NB LOON	SHEET 204	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090208_XS_STH 57_NB LOON.DWG
LAYOUT NAME - 090208_XS_STH 57_NB LOON_02

PLOT DATE : 3/11/2015 2:57 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF







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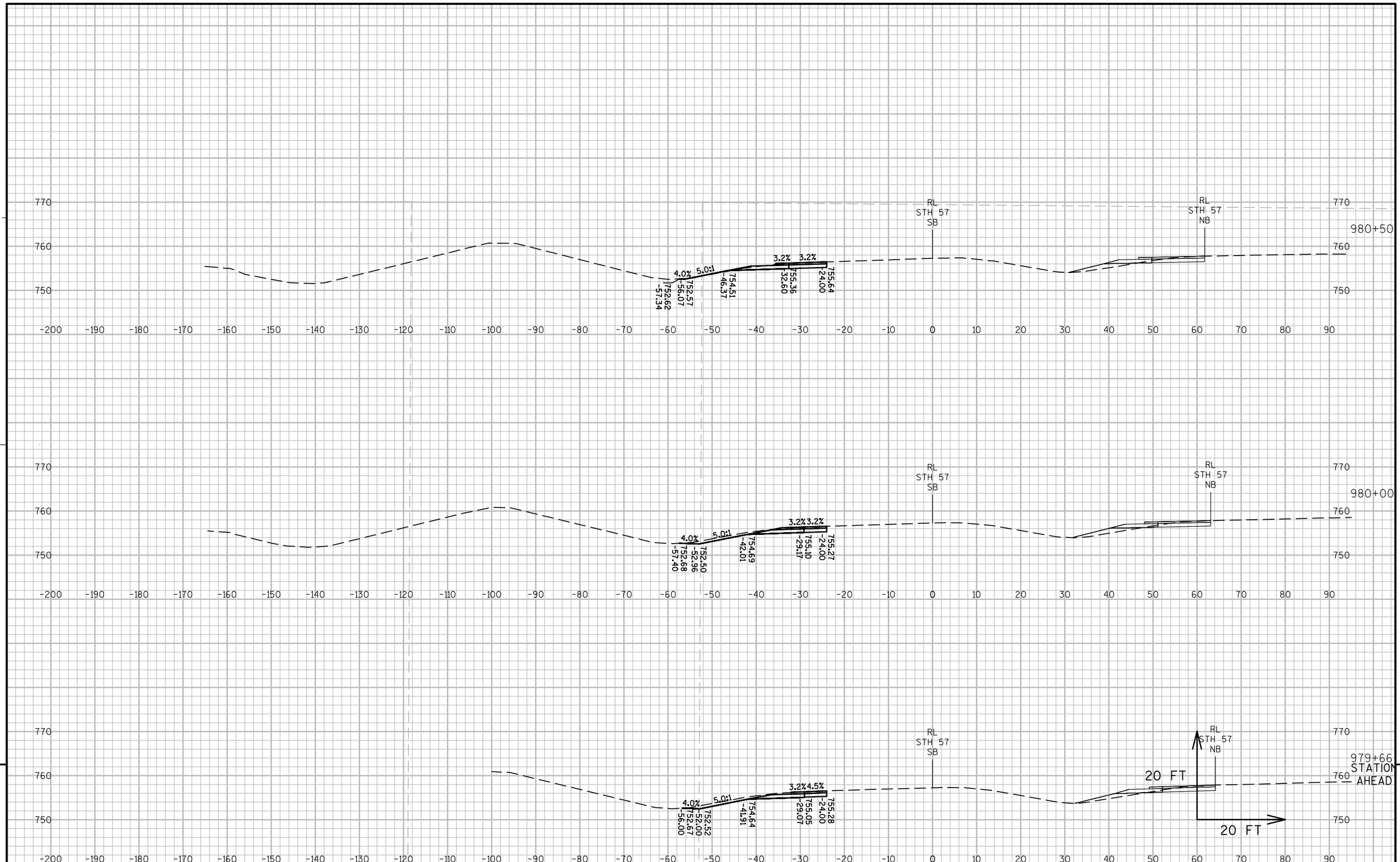
PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 NB LOON	SHEET 205	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090208_XS_STH 57_NB LOON.DWG
LAYOUT NAME - 090208_XS_STH 57_NB LOON_03

PLOT DATE : 3/11/2015 2:58 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF



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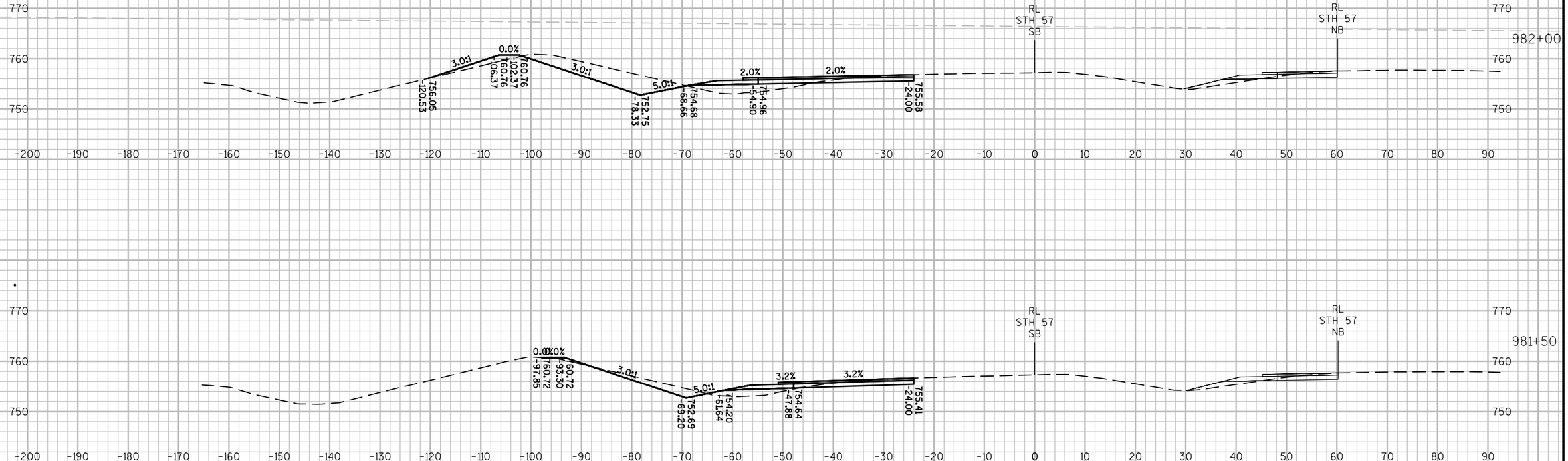
PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 SB LOON	SHEET 206	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090209_XS_STH 57_SB LOON.DWG
LAYOUT NAME - 090209_XS_STH 57_SB LOON_(01)
PLOT DATE : 3/11/2015 2:56 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



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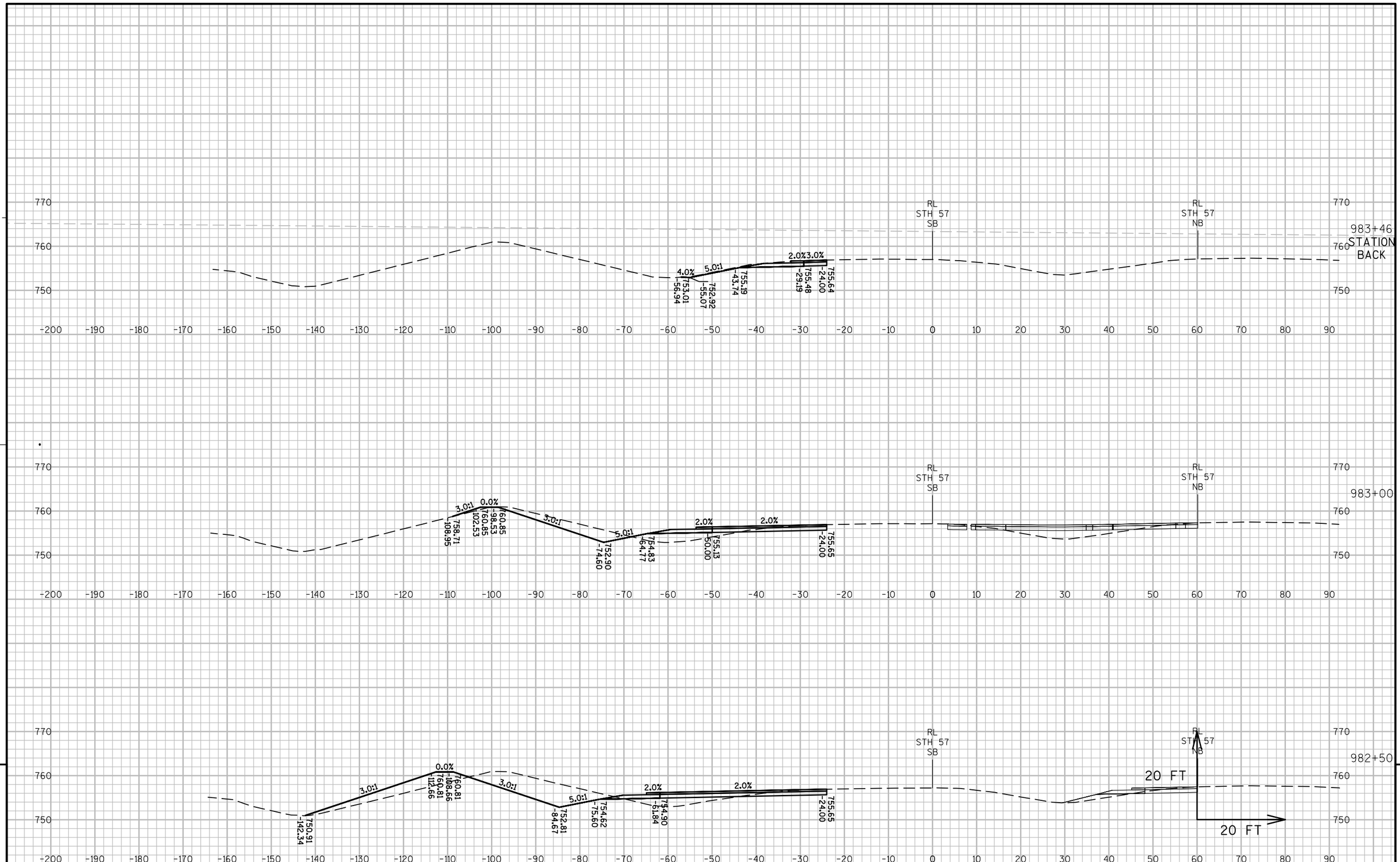
PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 SB LOON	SHEET 207	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090209_XS_STH 57_SB LOON.DWG
LAYOUT NAME - 090209_XS_STH 57_SB LOON_(02)

PLOT DATE : 3/11/2015 2:56 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

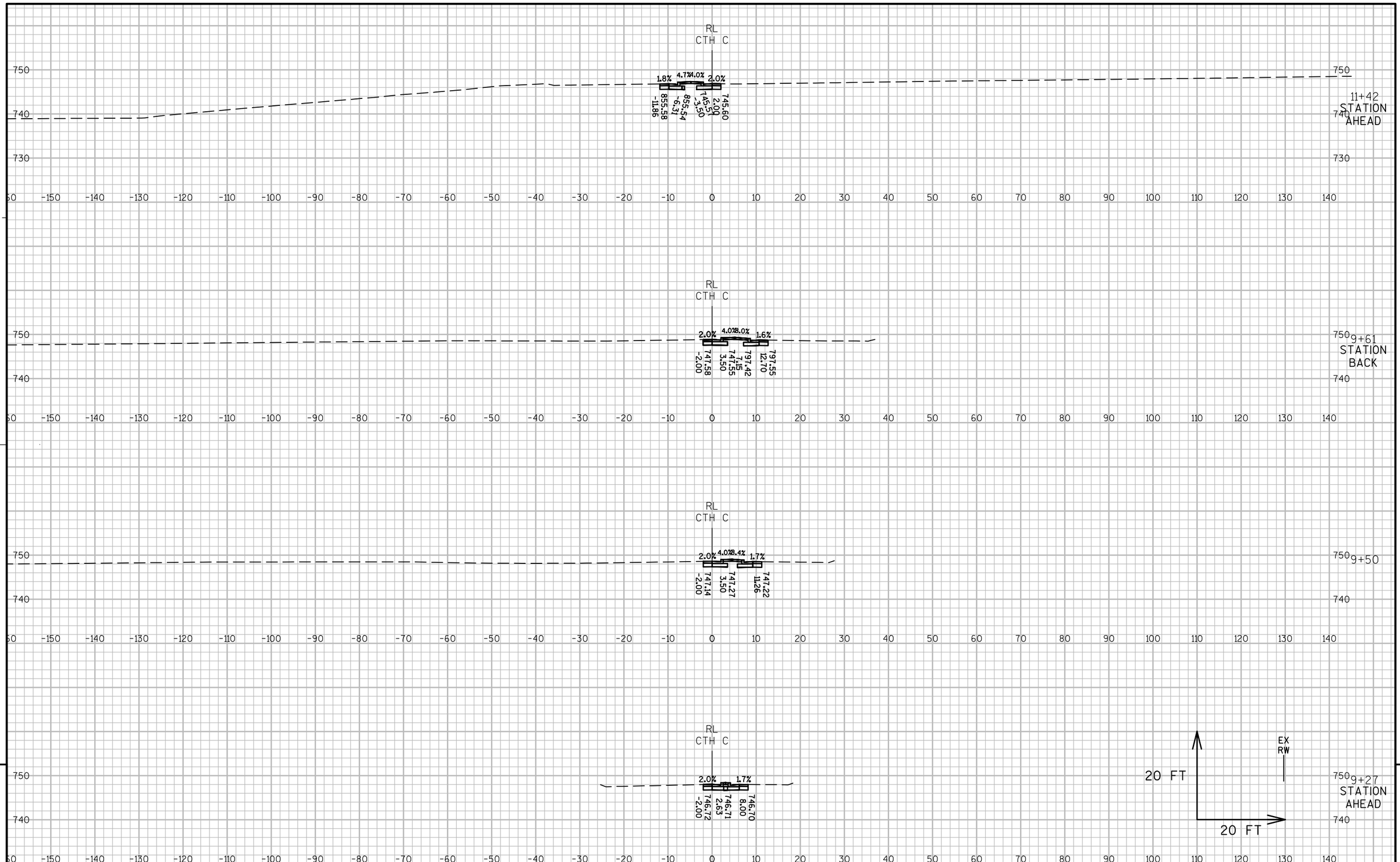


PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: STH 57 SB LOON	SHEET 208	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090209_XS_STH 57_SB LOON.DWG
LAYOUT NAME - 090209_XS_STH 57_SB LOON_(03)

PLOT DATE : 3/11/2015 2:56 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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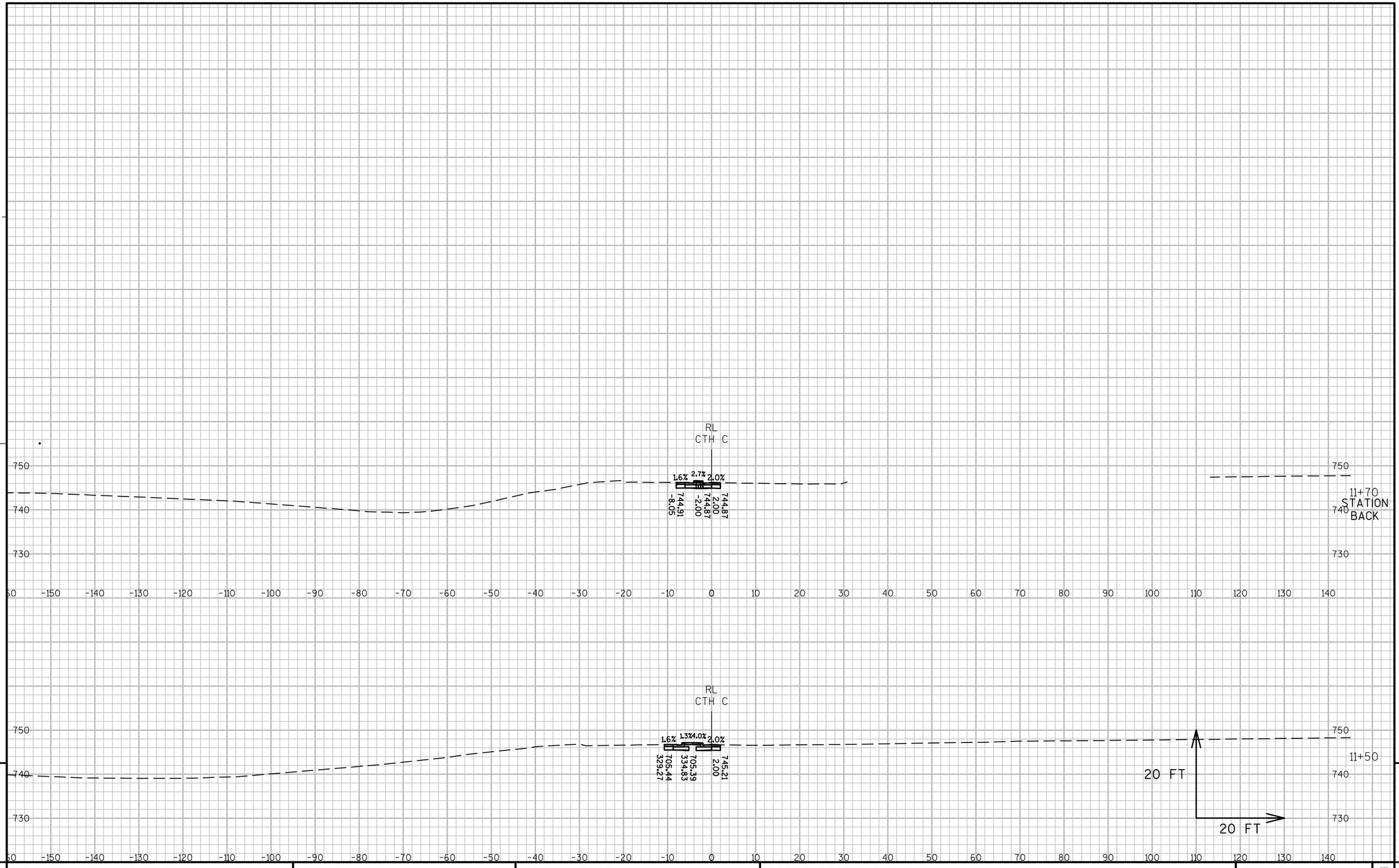
PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: CTH C	SHEET 209	E

FILE NAME : K:\44301500\SHEETSPLAN\090210_XS_CTHC.DWG
LAYOUT NAME - 090210_XS_CTHC - 090210_XS_CTHC_01

PLOT DATE : 2/1/2015 1:37 PM PLOT BY : NICHOLAS SPITZER PLOT NAME : PLOT SCALE : 1:20_XREF



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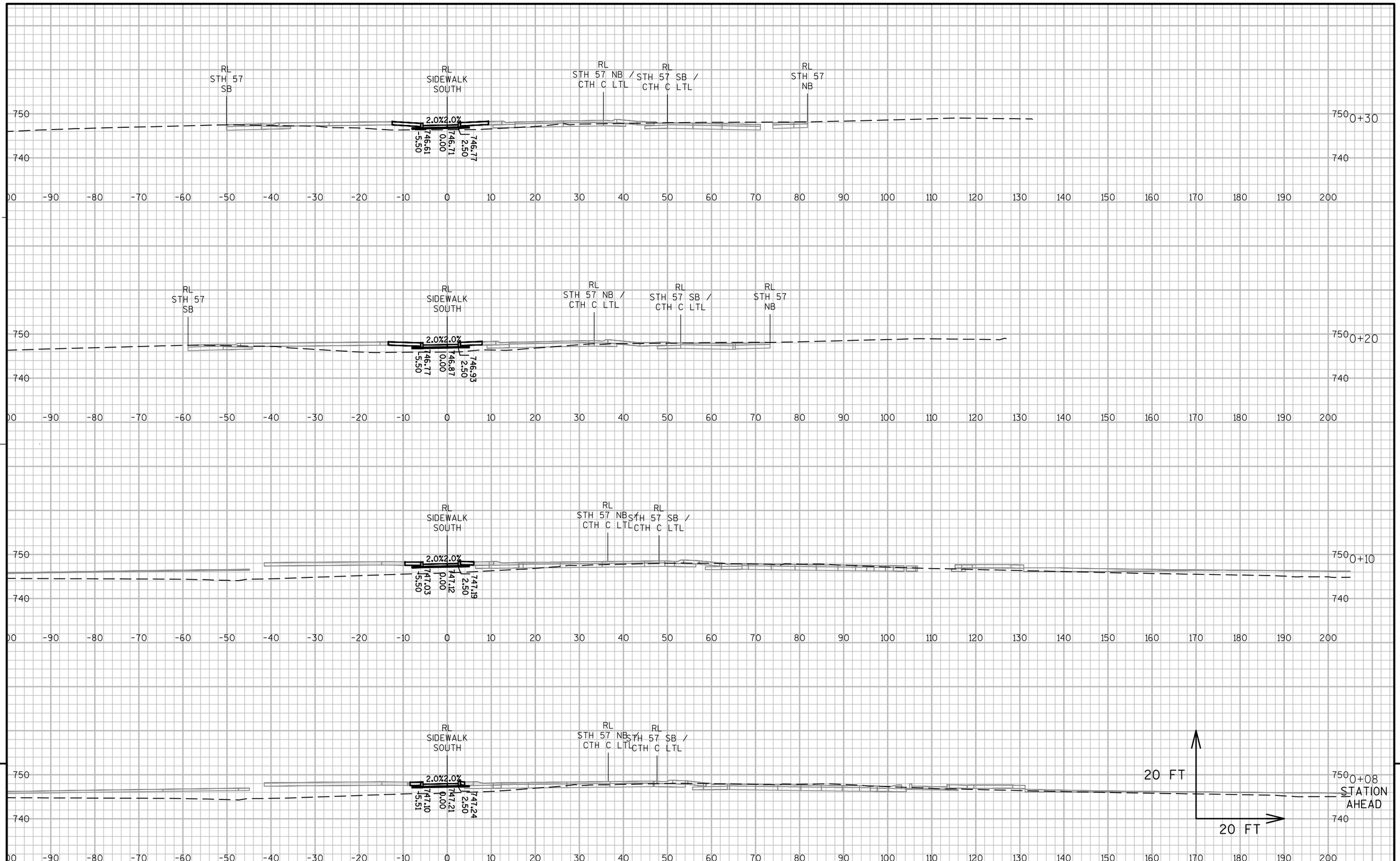
PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: CTH C	SHEET 210	E

FILE NAME : K:\44301500\SHEETSPLAN\090210_XS_CTHC.DWG
LAYOUT NAME - 090210_XS_CTHC - 090210_XS_CTHC_02

PLOT DATE : 2/1/2015 1:37 PM PLOT BY : NICHOLAS SPITZER PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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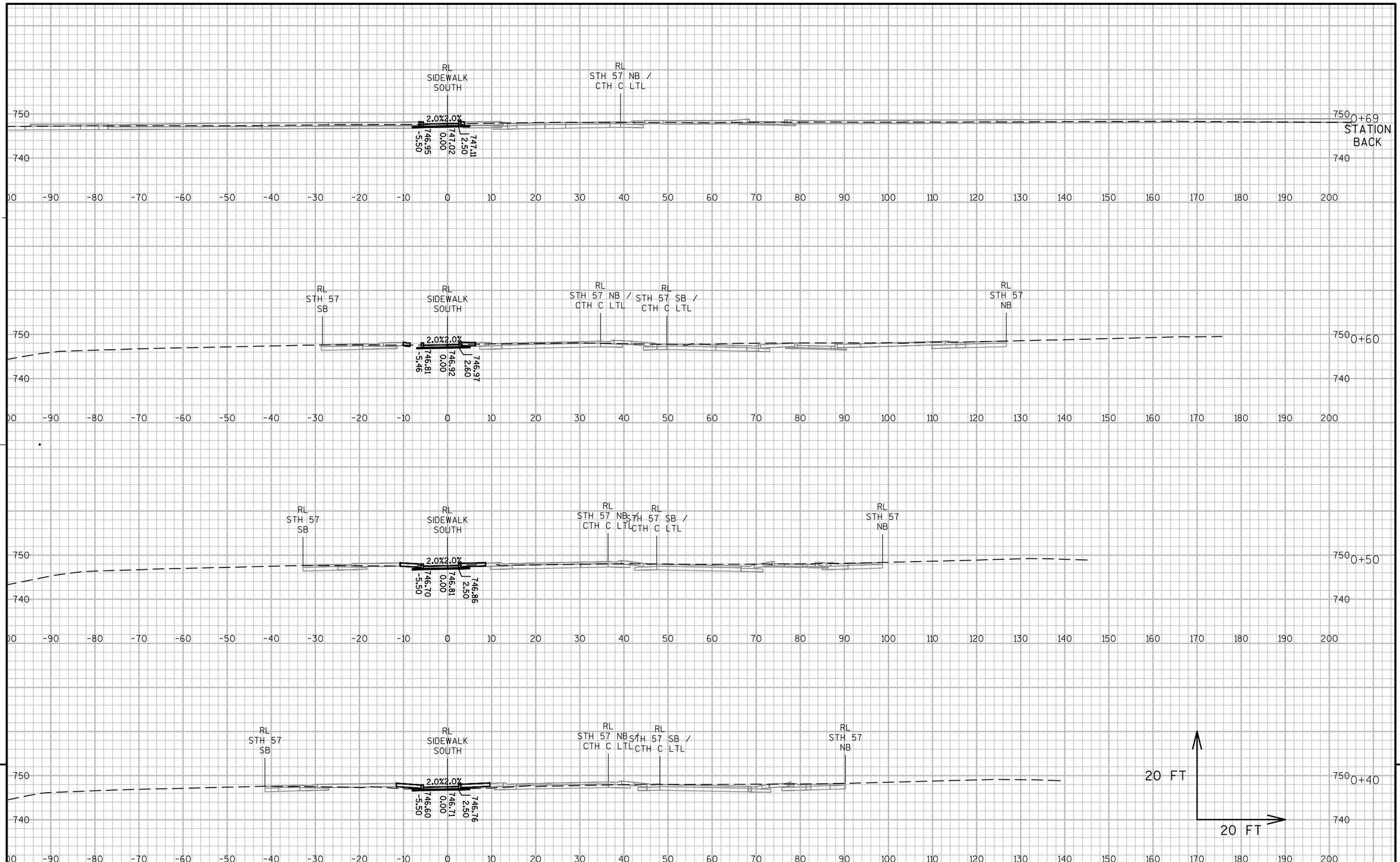
PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: SIDEWALK SOUTH	SHEET 211	E

9

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090211_XS_SIDEWALK SOUTH.DWG
LAYOUT NAME - 090211_XS_SIDEWALK_1

PLOT DATE : 3/11/2015 2:55 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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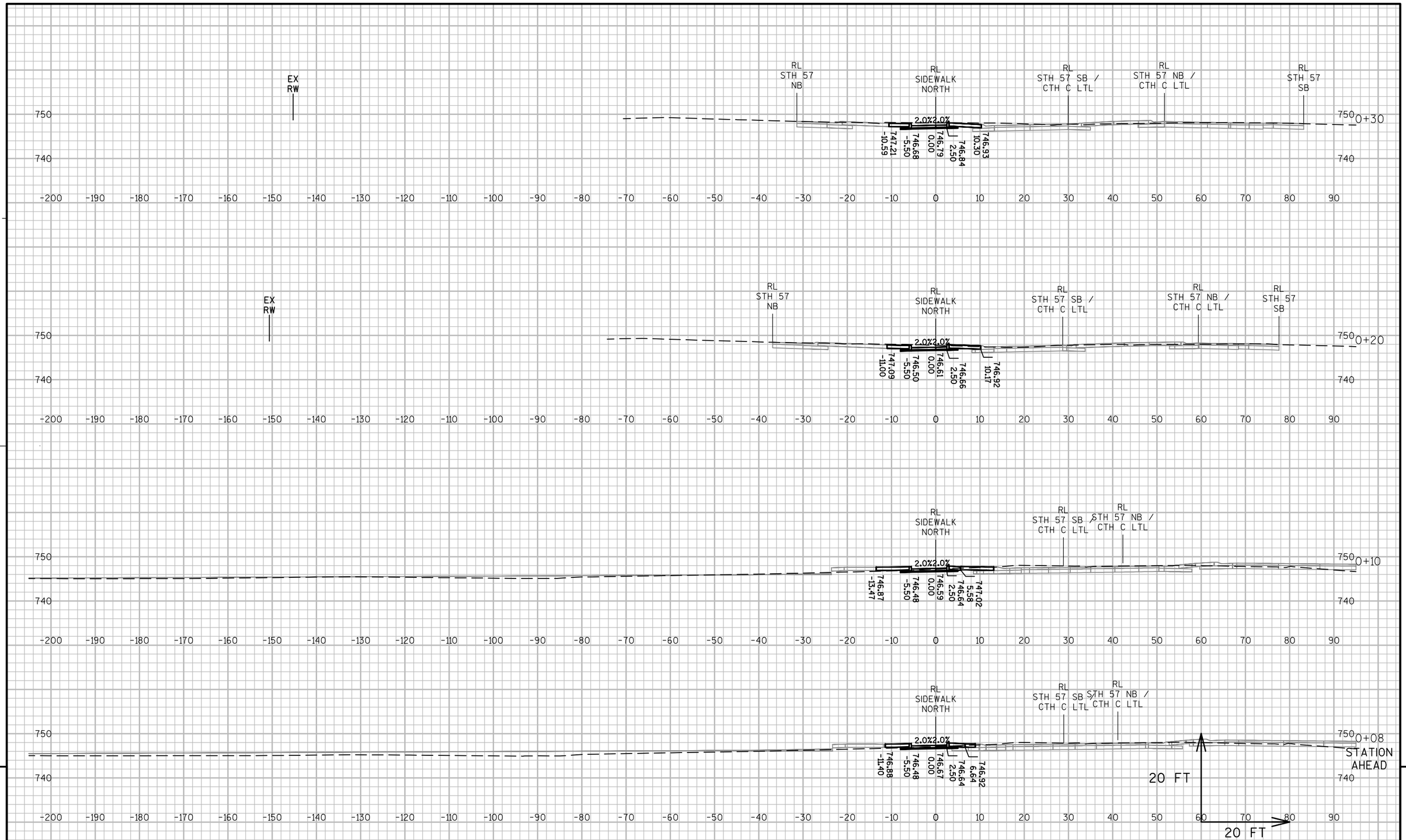
PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: SIDEWALK SOUTH	SHEET 212	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090211_XS_SIDEWALK SOUTH.DWG
LAYOUT NAME - 090211_XS_SIDEWALK_2

PLOT DATE : 3/11/2015 2:55 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF

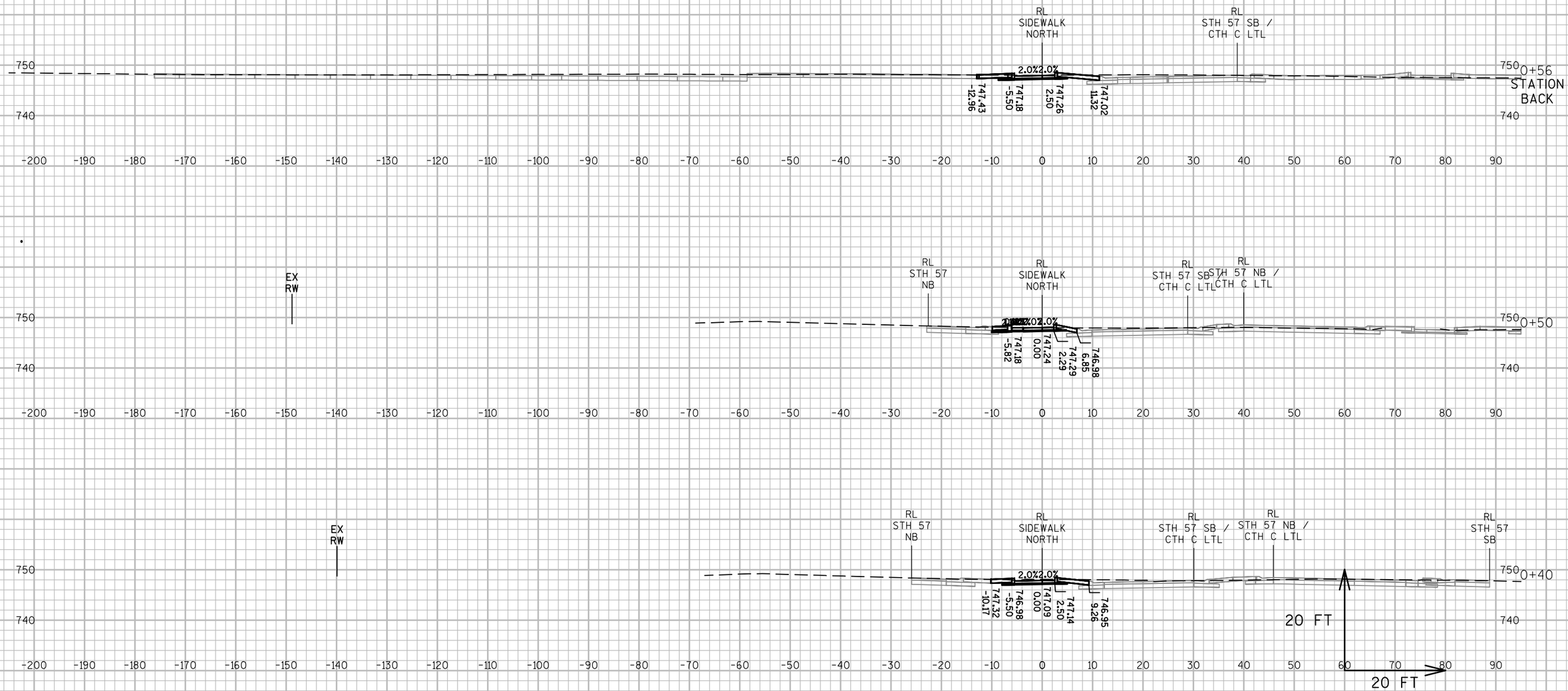


PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: SIDEWALK NORTH	SHEET 213	E

FILE NAME : N:\PDS\C3D\44301500\SHEETSPLAN\090212_XS_SIDEWALK NORTH.DWG
LAYOUT NAME - 090212_XS_SIDEWALK NORTH_(1)

PLOT DATE : 3/11/2015 3:06 PM PLOT BY : SPITZER, NICHOLAS J PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 4430-15-71	HWY: STH 57	COUNTY: DOOR	CROSS SECTIONS: SIDEWALK NORTH	SHEET 214	E

Notes

Wisconsin Department of Transportation

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