LAX NOVEMBER 2016

PROJECT ID: 5589-01-74

COUNTY: GRANT

ORDER OF SHEETS

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

TOTAL SHEETS = 166

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

MAIN STREET, VILLAGE OF WOODMAN

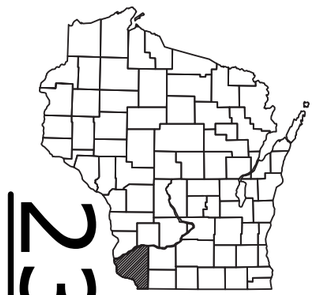
(S. VILLAGE LIMITS TO N. VILLAGE LIMITS)

STH 133

GRANT COUNTY

STATE PROJECT NUMBER
5589-01-74

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5589-01-74	WISC 2016412	1



N

DESIGN DESIGNATION

A.D.T.	(2017)	= 500
A.D.T.	(2037)	= 600
D.H.V.	(2037)	= 116
D.D.		= 60/40
T.		= 8.1%
DESIGN SPEED		= 40 MPH
ESALS		= 88,000

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

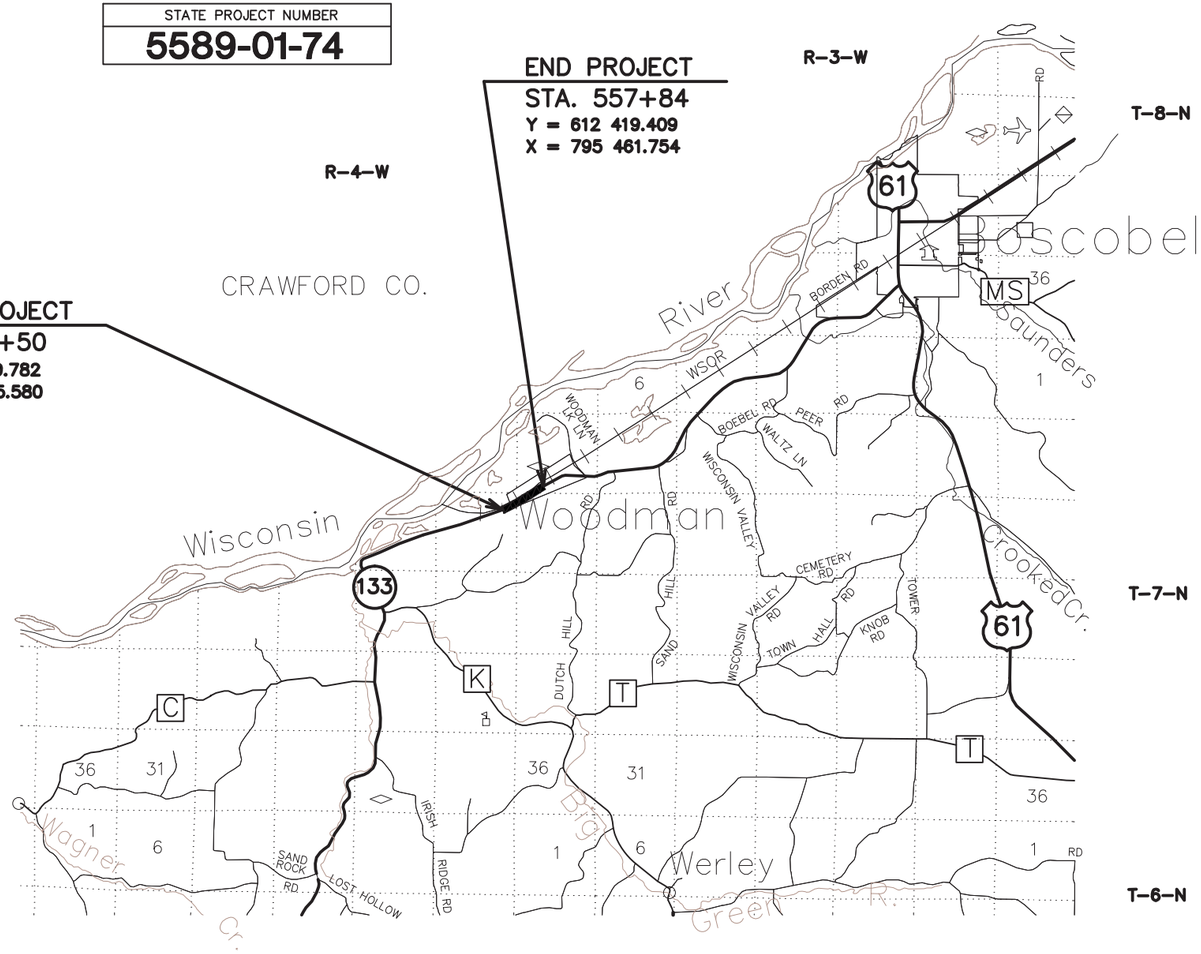
- GRADE LINE
- ORIGINAL GROUND
- MARSH OR ROCK PROFILE (To be noted as such) (ROCK)
- SPECIAL DITCH
- GRADE ELEVATION (LABEL 95.36)
- CULVERT (Profile View)

UTILITIES

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

BEGIN PROJECT
STA. 524+50
Y = 610 799.782
X = 792 555.580

END PROJECT
STA. 557+84
Y = 612 419.409
X = 795 461.754



LAYOUT
SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.631 MI.

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).

"COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), GRANT COUNTY."

ORIGINAL PLANS PREPARED BY

WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WISCONSIN 53588

WISCONSIN
AARON B. PALMER
E-35695
RICHLAND CENTER, WI
PROFESSIONAL ENGINEER

6-15-2016 (Date) Aaron B Palmer (Signature)

WESTBROOK Associated Engineers, Inc.
619 EAST HOXIE STREET
P.O. BOX 429
SPRING GREEN, WI 53588
PHONE (608) 588-7866
FAX (608) 588-7954

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY
Surveyor Westbrook Associated Engineers Inc.
Designer Westbrook Associated Engineers Inc.
Project Manager Tim Maedke
Regional Examiner
Regional Supervisor Reiny Yahnke
C.O. Examiner

APPROVED FOR THE DEPARTMENT
DATE 6/27/16 (SIGNATURE)

E

FILE NAME: G:\00-PROJECT FILES\2009\09202 Woodman STH 133\Plans\010101_ti.dwg PLOT DATE: Jun 01, 2016 PLOT BY: lsander PLOT SCALE: ROTATION:

GENERAL NOTES

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

WHEN THE QUANTITY OF THE ITEMS OF BASE OR SURFACE COURSE IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE COURSE SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

DRIVEWAYS SHALL BE REPLACED IN KIND, EITHER ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, CONCRETE OR BASE AGGREGATE DENSE 3/4–INCH. EXACT LOCATION AND WIDTH OF ALL DRIVEWAY ENTRANCES TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

SILT FENCE TO BE PLACED AS DIRECTED BY THE ENGINEER.
SILT FENCE SHALL BE IN PLACE PRIOR TO CONSTRUCTION.

EROSION MAT & TEMPORARY DITCH CHECKS ARE TO BE PLACED AS DIRECTED BY THE ENGINEER IN THE FIELD.

DISTURBED AREAS WITHIN THE SLOPE INTERCEPTS, EXCEPT THE AREA BETWEEN THE FINISHED SHOULDER POINTS, ARE TO BE FERTILIZED, TEMPORARY SEEDED AND SEEDED OR SODDED.

REMOVAL OF ASPHALTIC SURFACES WHERE AN ABUTTING ASPHALTIC SURFACE IS TO REMAIN IN PLACE, SHALL REQUIRE A SAWCUT MEETING THE APPROVAL OF THE ENGINEER IN THE FIELD.

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.

THE 4–INCH HMA PAVEMENT LAYER SHALL BE CONSTRUCTED WITH A 1¾" UPPER LAYER USING BID ITEM 460.5224. THE LOWER LAYER SHALL BE 2¼" USING BID ITEM 460.5223.

HMA WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.

THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, PASSING OR PARKING LANE.

EXCAVATION BELOW SUBGRADE (EBS) IS NOT USED TO BALANCE YARDAGE AND IS NOT SHOWN ON THE CROSS SECTIONS BUT IS MEASURED AND PAID FOR AS (COMMON) EXCAVATION.

DNR LIAISON

DNR SOUTH CENTRAL REGION HQ
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711

ATTN: ANDY BARTA
PH. (608) 275–3308
EMAIL: andy.barta@wisconsin.gov

WISDOT CONTACT

3550 MORMON COULEE RD
LA CROSSE, WI 54601

ATTN: TIM MAEDKE
PH. (608) 789–6317
EMAIL: timothy.maedke@dot.wi.gov

DESIGN CONSULTANT

WESTBROOK ASSOCIATED ENGINEERS INC.
619 E. HOXIE STREET
P.O. BOX 429
SPRING GREEN, WI 53588

ATTN: AARON PALMER
PH. (608) 588–7866
EMAIL: apalmer@westbrookeng.com

GRANT COUNTY HIGHWAY DEPARTMENT

1011 N. ADAMS ST.
P.O. BOX 150
LANCASTER, WI 53813

ATTN: DAVID LAMBERT
PH. (608) 723–2595
EMAIL: dlambert@co.grant.wi.gov

ORDER OF SECTION 2 SHEETS

PROJECT OVERVIEW
EXISTING TYPICAL SECTIONS
TYPICAL SECTIONS
CONSTRUCTION DETAILS
INTERSECTION DETAILS
STORM SEWER
PAVEMENT MARKING AND PERMANENT SIGNING
DETOUR PLAN
ALIGNMENT DETAILS
CONTROL POINTS

UTILITIES

TDS TELECOM (COMMUNICATIONS)
140 N. MONROE STREET
LANCASTER, WI 53813

ATTN: KEN KLAAS
PHONE: OFFICE (608) 723–3633
EMAIL: KENNETH.KLAAS@TDSTELECOM.COM

ALLIANT ENERGY (ELECTRIC)
4902 N. BILTMORE LANE
SUITE 1000
MADISON, WI 53718–2148

ATTN: JASON HOGAN
PHONE: OFFICE (608) 458–4871
PHONE: CELL (608) 395–7395
EMAIL: JASONHOGAN@ALLIANTENERGY.COM

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

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 6.48 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 4.67 ACRES

STANDARD ABBREVIATIONS

ADT	AVERAGE DAILY TRAFFIC	L.F.	LINEAR FEET	R/L	REFERENCE LINE
AGG.	AGGREGATE	L.H.F.	LEFT HAND FORWARD	R/W	RIGHT–OF–WAY
B.M.	BENCH MARK	L.S.	LUMP SUM	RD.	ROAD
B.O.P.	BEGIN PROJECT	LT.	LEFT	RDWY.	ROADWAY
℄ OR C/L	CENTERLINE	MAX.	MAXIMUM	S.	SOUTH
CR.	CRUSHED	MIN.	MINIMUM	SE	SOUTHEAST
C.T.H.	COUNTY TRUNK HIGHWAY	N.	NORTH	SHLD.	SHOULDER
CWT.	HUNDREDWEIGHT	NOR.	NORMAL	SHRK.	SHRINKAGE
C.Y.	CUBIC YARD	PAV'T.	PAVEMENT	S.R.	SIDE ROAD
D.H.	DOUBLE HEADED	P.C.	POINT OF CURVE	STD.	STANDARD
D.H.V.	DESIGN HOURLY VOLUME	P.I.	POINT OF INTERSECTION	S.T.H.	STATE TRUNK HIGHWAY
DIR.	DIRECTED	P.E.	PRIVATE ENTRANCE	STA.	STATION
E.	EAST	P.K.	PARKER–KALON NAIL	S.Y.	SQUARE YARD
COR.	CORNER	ℙ OR PL	PROPERTY LINE	T	TANGENT LENGTH OF CURVE
EL. OR ELEV.	ELEVATION	P.P.	POWER POLE	V	DESIGN SPEED
E.O.P.	END PROJECT	PROJ.	PROJECT	V.C.	VERTICAL CURVE
F.E.	FIELD ENTRANCE	P.T.	POINT OF TANGENCY	VAR.	VARIABLE
FT.	FOOT (FEET)	PVMT.	PAVEMENT	V.P.I.	VERTICAL POINT OF INTERSECTION
GAL.	GALLON	R.	RADIUS	V.P.C.	VERTICAL POINT OF CURVATURE
H.W.	HIGH WATER	R.R.	RAILROAD	V.P.T.	VERTICAL POINT OF TANGENCY
IN.	INCHES	REINF.	REINFORCED	W.	WEST
K	SIGHT DISTANCE	REQ'D.	REQUIRED		
L.	LENGTH OF CURVE	RT.	RIGHT		

2

N

STA. 557+84
END PROJECT 5589-01-74

STA. 524+50
BEGIN PROJECT 5589-01-74

R/L STH 133

VILLAGE OF WOODMAN

WISCONSIN & SOUTHERN RAILROAD

FOSTER

JERVIS

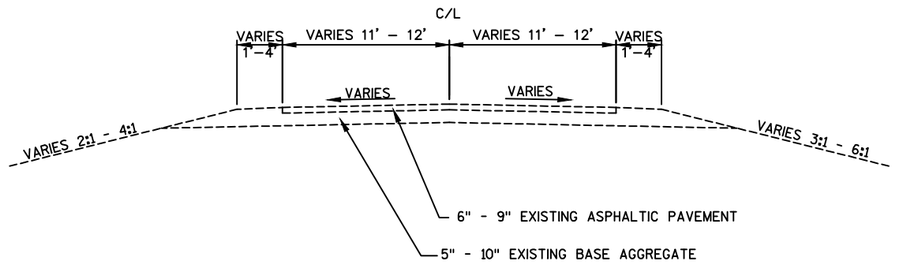
LAWLER

SMITH

LAUMAS

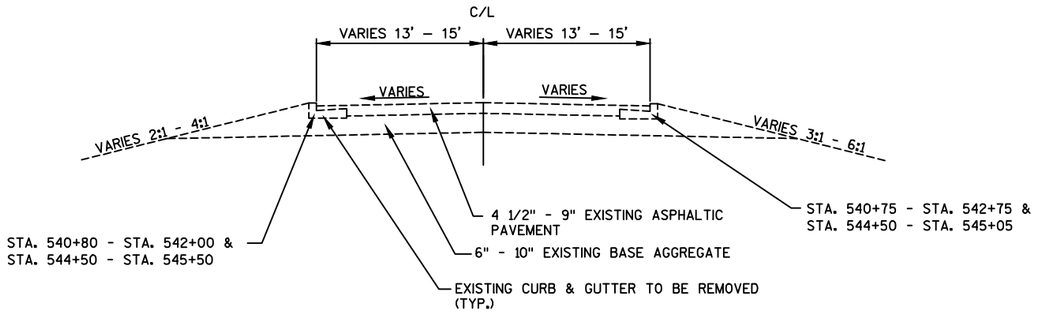
526 528 530 532 534 536 538 540 542 544 546 548 550 552 554 556

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	PROJECT OVERVIEW	SHEET 3	E



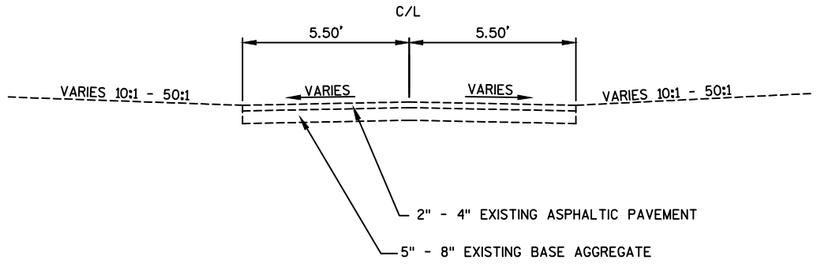
EXISTING TYPICAL SECTION - STH 133

STA. 524+50.00 - STA. 540+81.00



EXISTING TYPICAL SECTION - STH 133

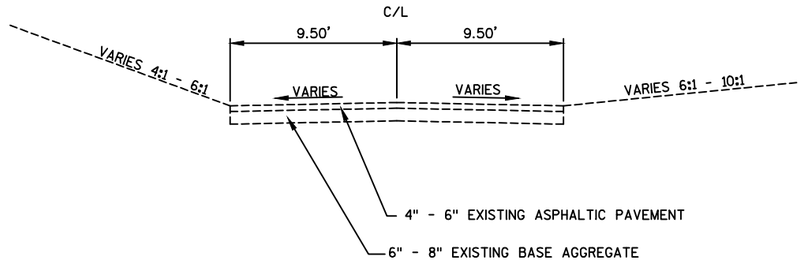
STA. 540+81.00 - STA. 557+84.00



EXISTING TYPICAL SECTION - LAWLER ST. (SOUTH)

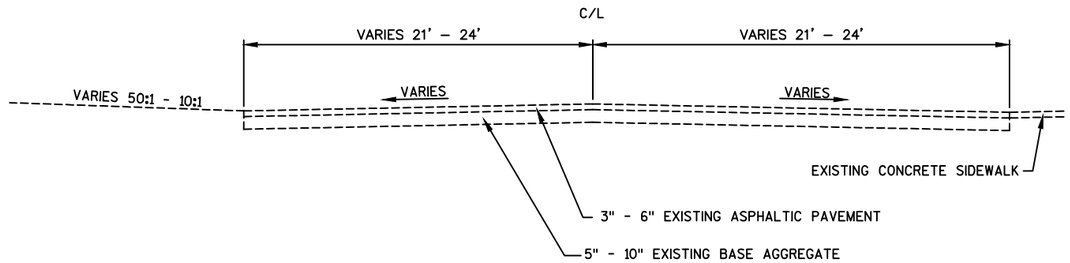
STA. 10"LW"+10.00 - STA. 10"LW"+75.00

PROJECT NO:5589-01-74	HWY: STH 133	COUNTY: GRANT	EXISTING TYPICAL SECTIONS	SHEET 4	E



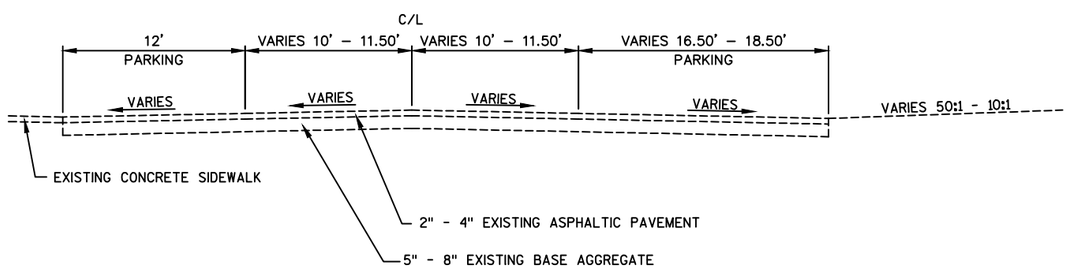
EXISTING TYPICAL SECTION - LAWLER ST. (NORTH)

STA. 9"LW"+15.00 - STA. 9"LW"+89.50



EXISTING TYPICAL SECTION - JERVIS ST. (SOUTH)

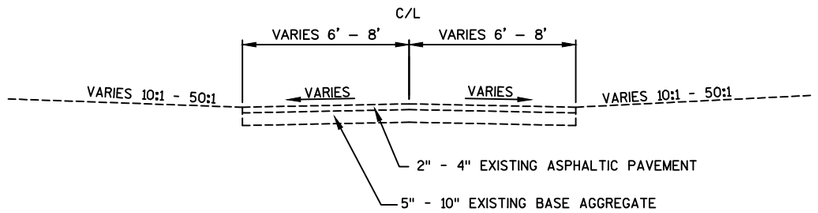
STA. 10"J"+10.00 - STA. 10"J"+75.00



EXISTING TYPICAL SECTION - JERVIS ST. (NORTH)

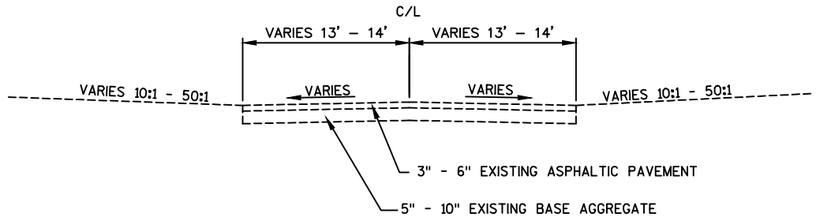
STA. 9"J"+25.00 - STA. 9"J"+90.55

PROJECT NO:5589-01-74	HWY:STH 133	COUNTY:GRANT	EXISTING TYPICAL SECTIONS	SHEET 5	E



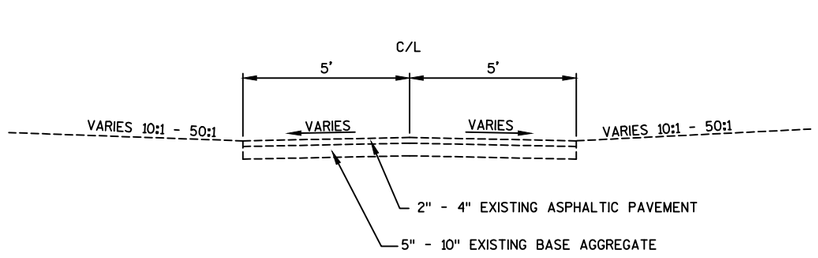
EXISTING TYPICAL SECTION - FOSTER ST. (SOUTH)

STA. 10"F"+09.51 - STA. 10"F"+85.00



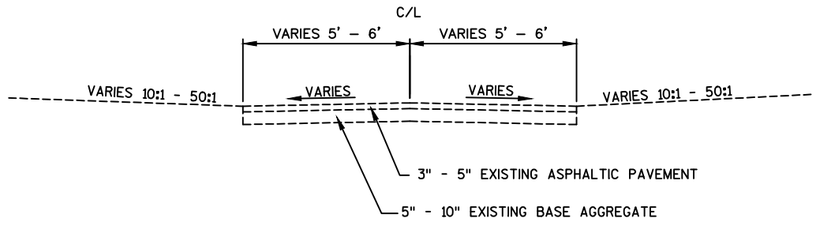
EXISTING TYPICAL SECTION - FOSTER ST. (NORTH)

STA. 9"F"+25.00 - STA. 9"F"+89.79



EXISTING TYPICAL SECTION - LAMAUS ST.

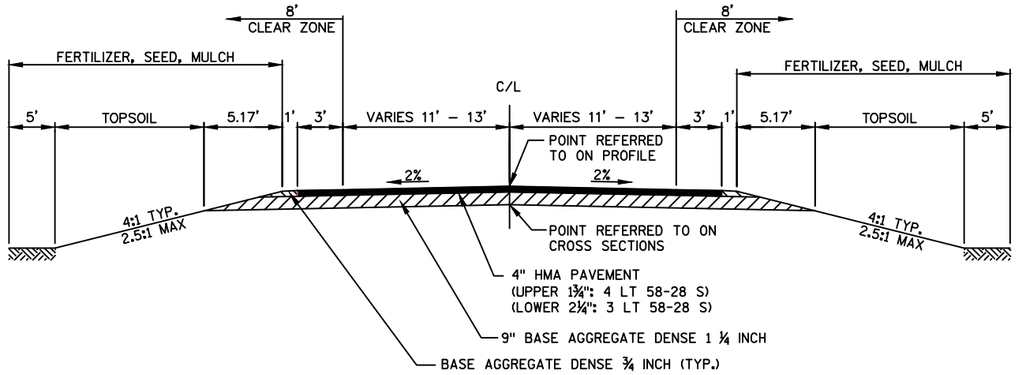
STA. 10"L"+08.95 - STA. 10"L"+70.00



EXISTING TYPICAL SECTION - SMITH ST.

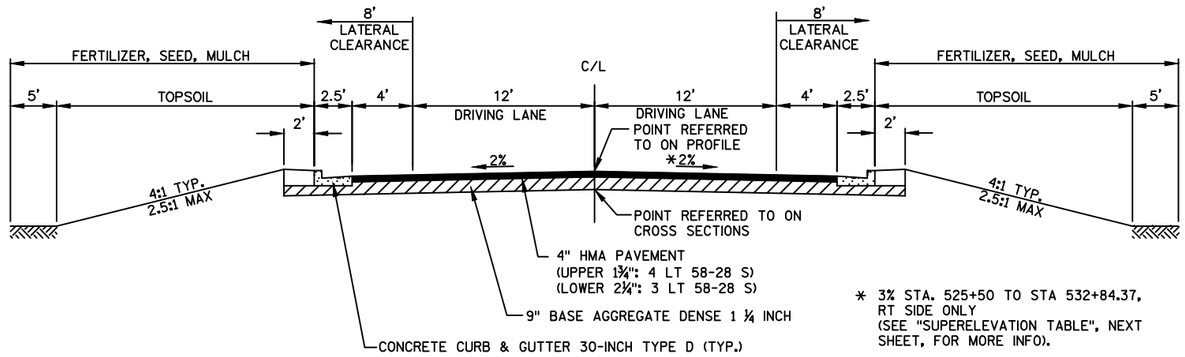
STA. 10"S"+10.05 - STA. 10"S"+70.00

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	EXISTING TYPICAL SECTIONS	SHEET 6	E



TYPICAL FINISHED SECTION - STH 133

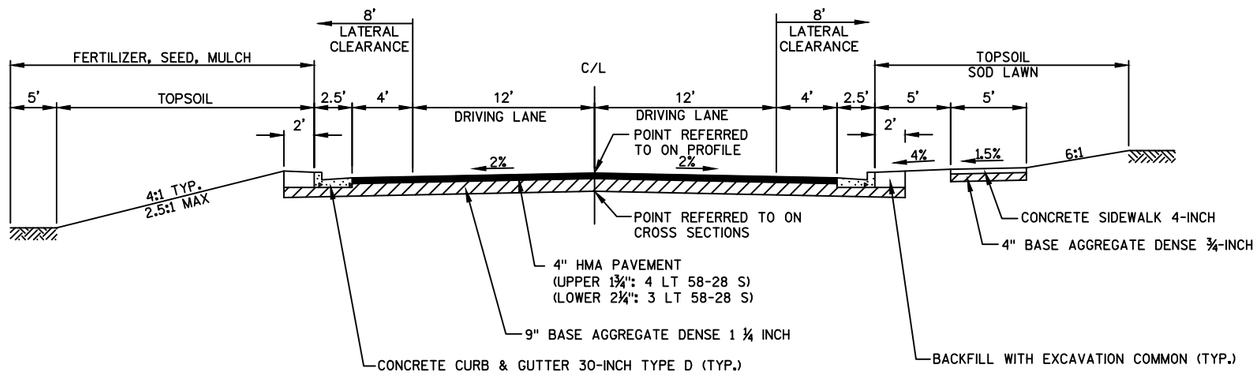
STA. 524+50.00 - STA. 525+50.00
STA. 557+34.00 - STA. 557+84.00



* 3% STA. 525+50 TO STA 532+84.37, RT SIDE ONLY (SEE "SUPERELEVATION TABLE", NEXT SHEET, FOR MORE INFO).

TYPICAL FINISHED SECTION - STH 133

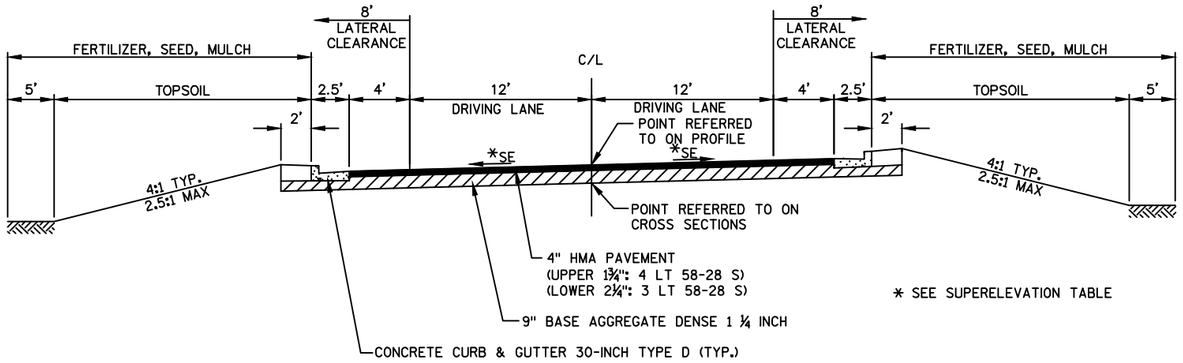
STA. 525+50.00 - STA. 539+93.27



TYPICAL FINISHED SECTION - STH 133

STA. 539+93.27 - STA. 540+86.82
STA. 545+03.00 - STA. 555+50.00

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	TYPICAL SECTIONS	SHEET 7	E

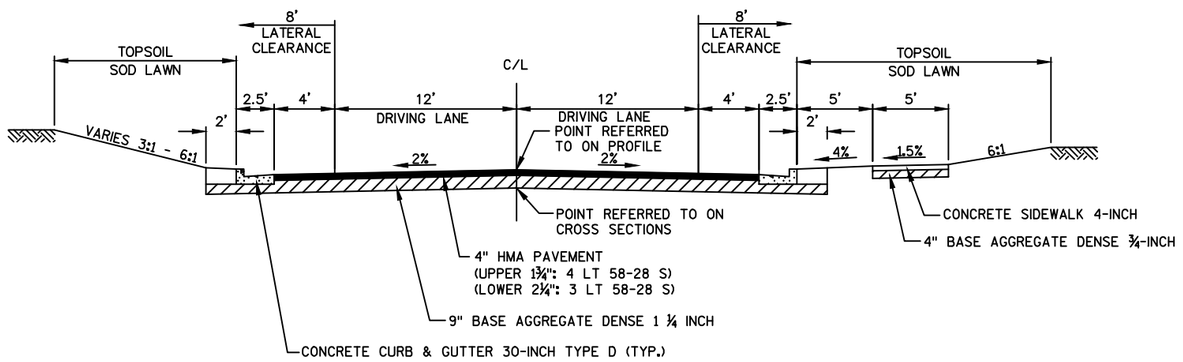


TYPICAL FINISHED SUPERELEVATED SECTION - STH 133

STA. 533+15.37 - STA. 538+89.11

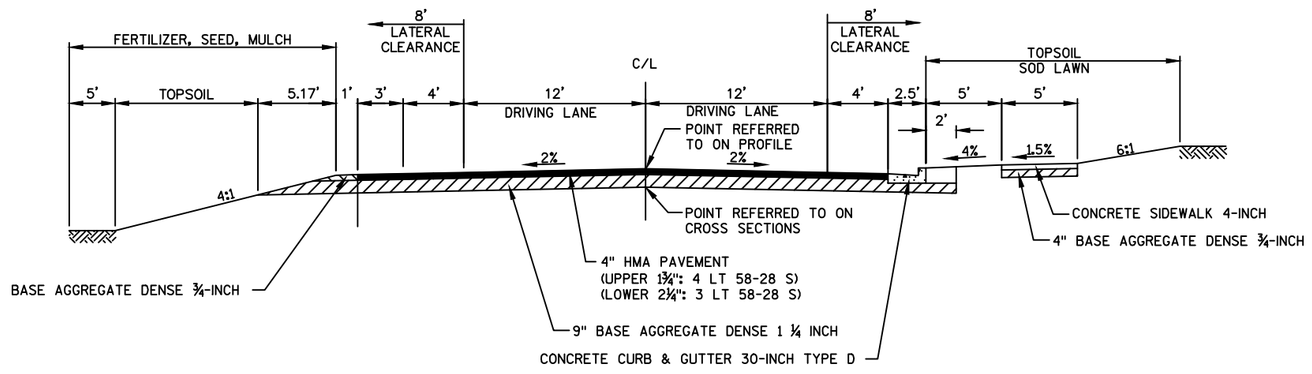
SUPERELEVATION TABLE: P.I. STA. = 536+02.46

STATION	REMARK	LEFT	RIGHT
533+15.37	END NORMAL CROWN	-2.00%	-2.00%
533+77.37	LEVEL CROWN	-2.00%	0.00%
534+34.13	REVERSE CROWN	-2.00%	2.00%
534+58.37	BEGIN FULL SUPER	-2.60%	2.60%
537+46.11	END FULL SUPER	-2.60%	2.60%
537+70.35	REVERSE CROWN	-2.00%	2.00%
538+27.11	LEVEL CROWN	-2.00%	0.00%
538+53.21	BEGIN NORMAL CROWN	-2.00%	-2.00%



TYPICAL FINISHED SECTION - STH 133

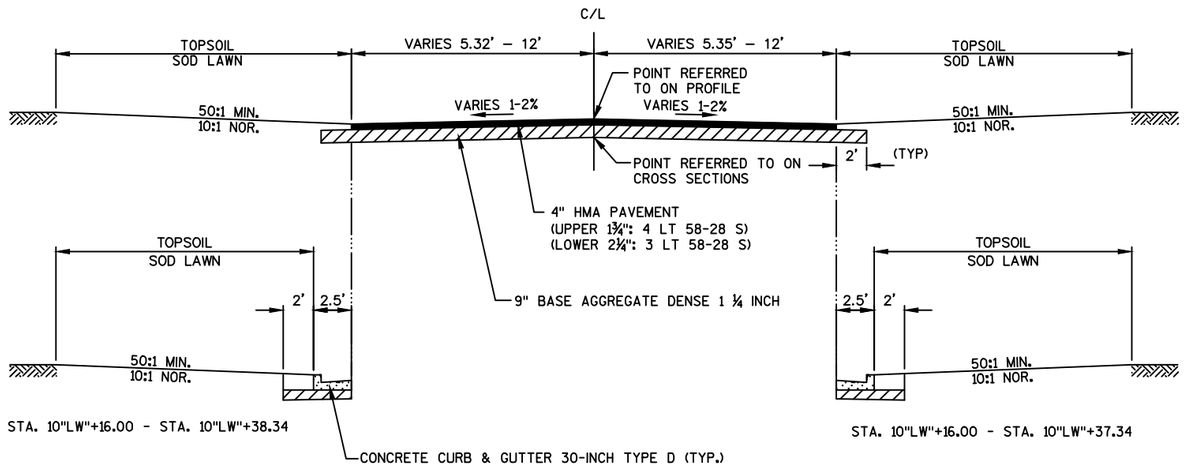
STA. 540+86.82 - STA. 545+03.00



TYPICAL FINISHED SECTION - STH 133

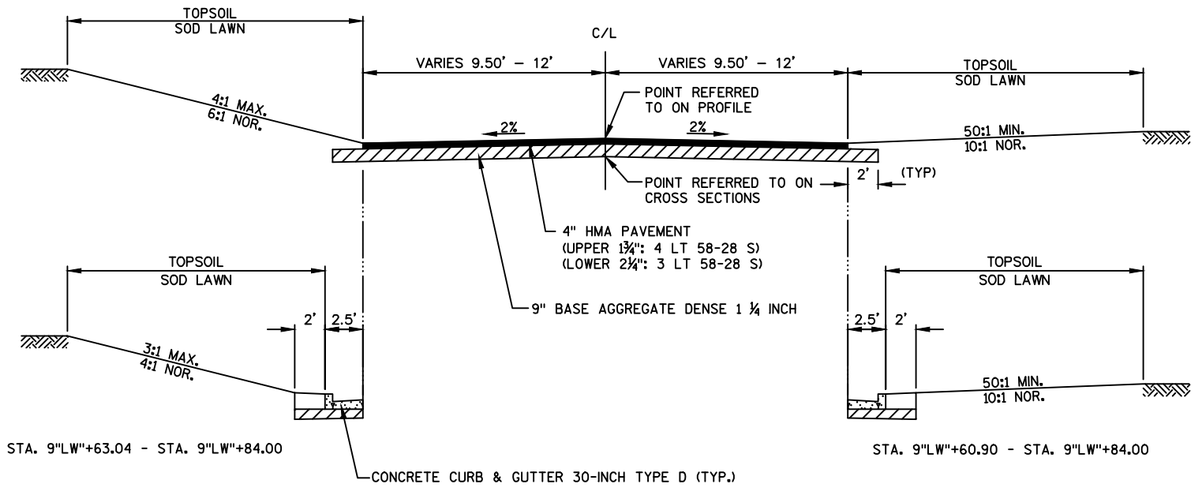
STA. 555+50.00 - STA. 557+34.00

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	TYPICAL SECTIONS	SHEET 8	E



TYPICAL FINISHED SECTION - LAWLER ST. (SOUTH)

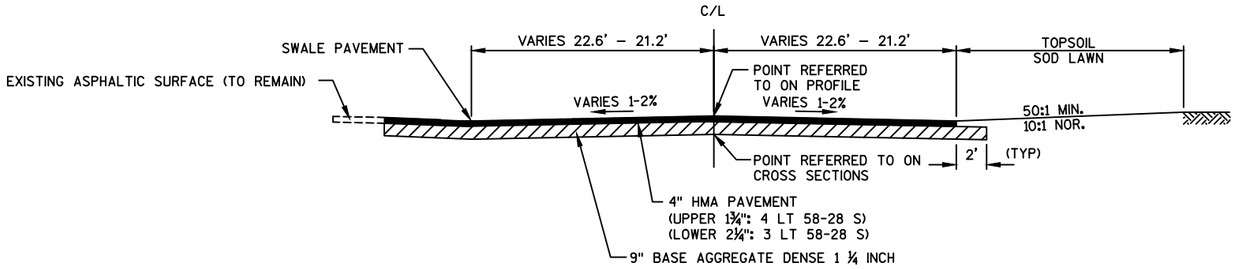
STA. 10"LW"+16.00 - STA. 10"LW"+75.00



TYPICAL FINISHED SECTION - LAWLER ST. (NORTH)

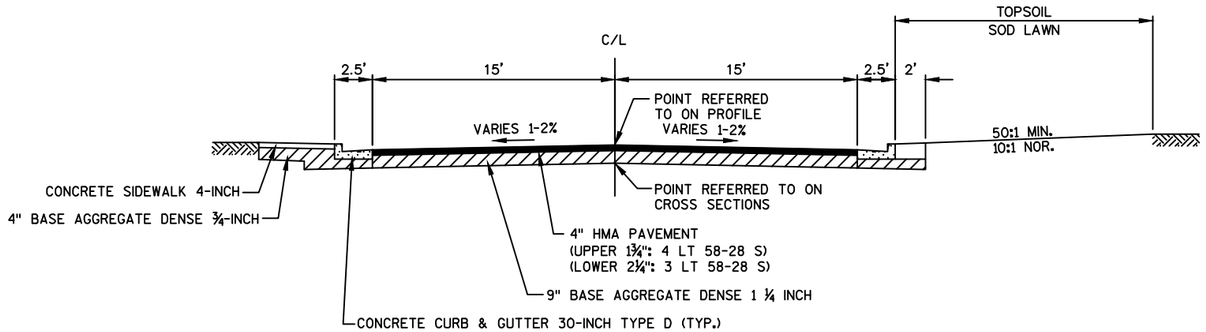
STA. 9"LW"+15.00 - STA. 9"LW"+84.00

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	TYPICAL SECTIONS	SHEET 9	E



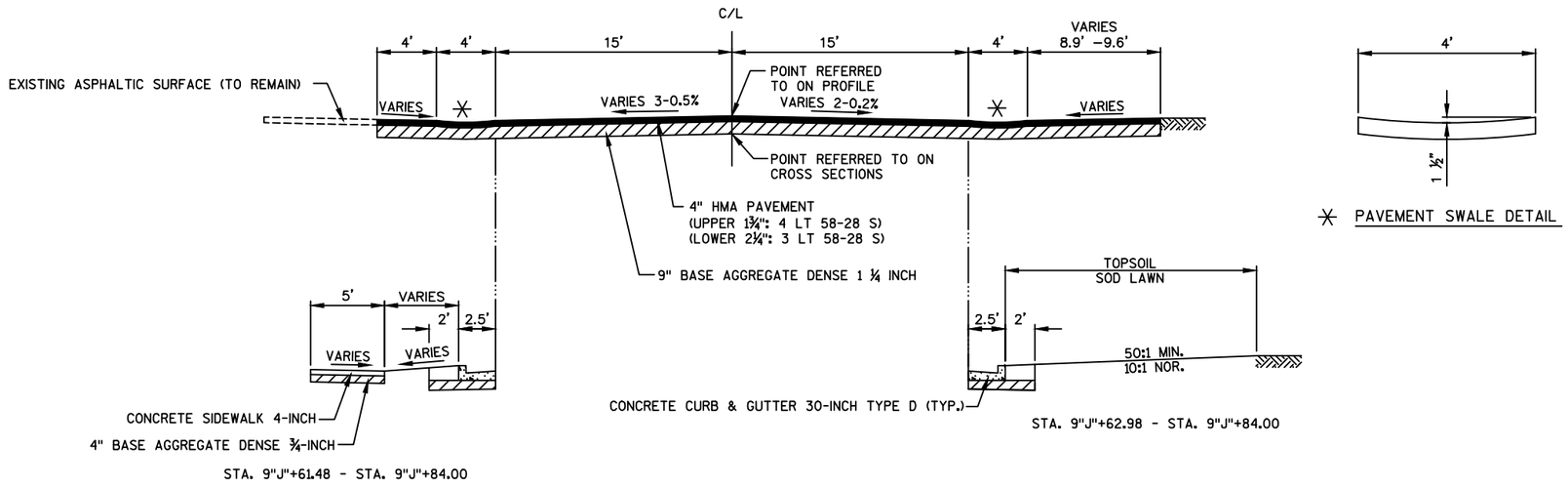
TYPICAL FINISHED SECTION - JERVIS ST. (SOUTH)

STA. 10"J"+38.00 - STA. 10"J"+75.00



TYPICAL FINISHED SECTION - JERVIS ST. (SOUTH)

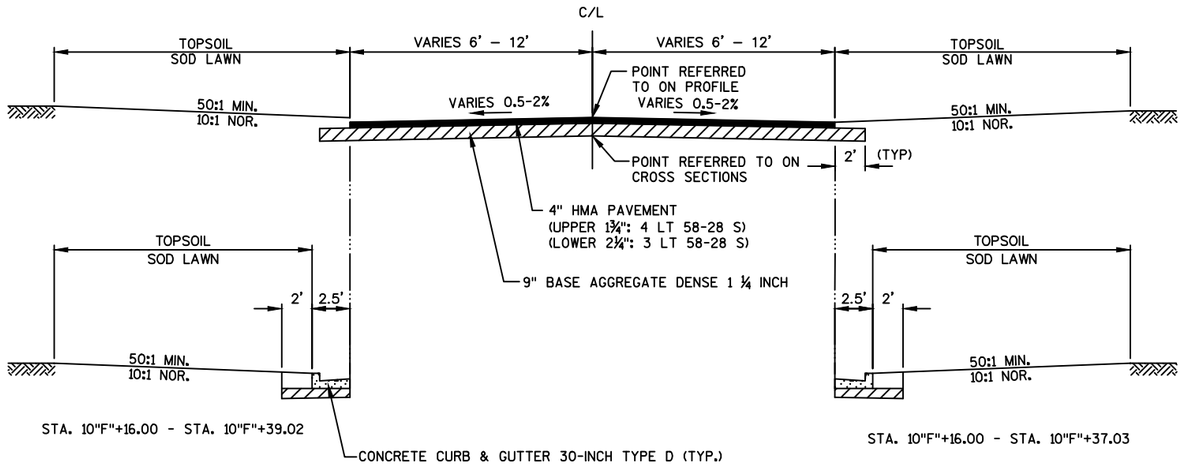
STA. 10"J"+16.00 - STA. 10"J"+38.00



TYPICAL FINISHED SECTION - JERVIS ST. (NORTH)

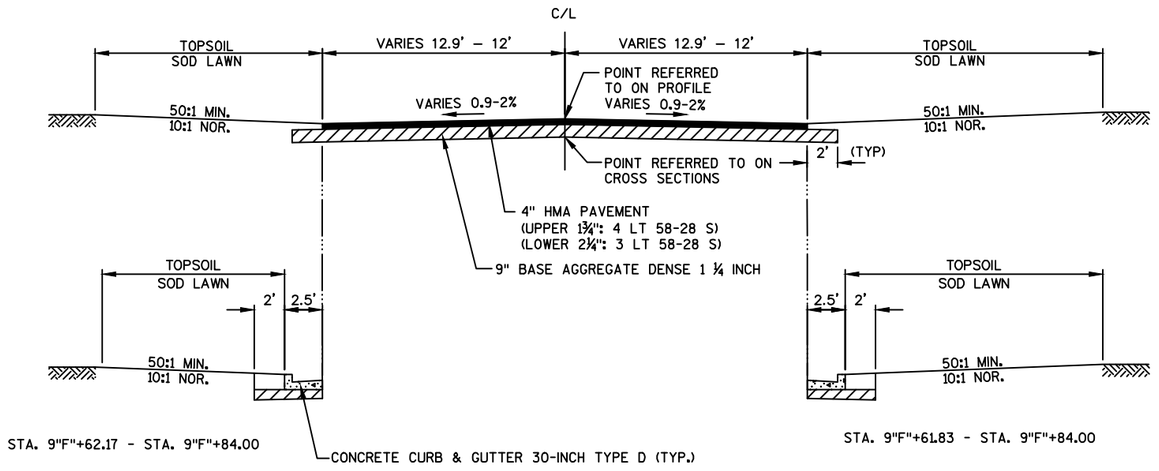
STA. 9"J"+25.00 - STA. 9"J"+84.00

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	TYPICAL SECTIONS	SHEET 10	E



TYPICAL FINISHED SECTION - FOSTER ST. (SOUTH)

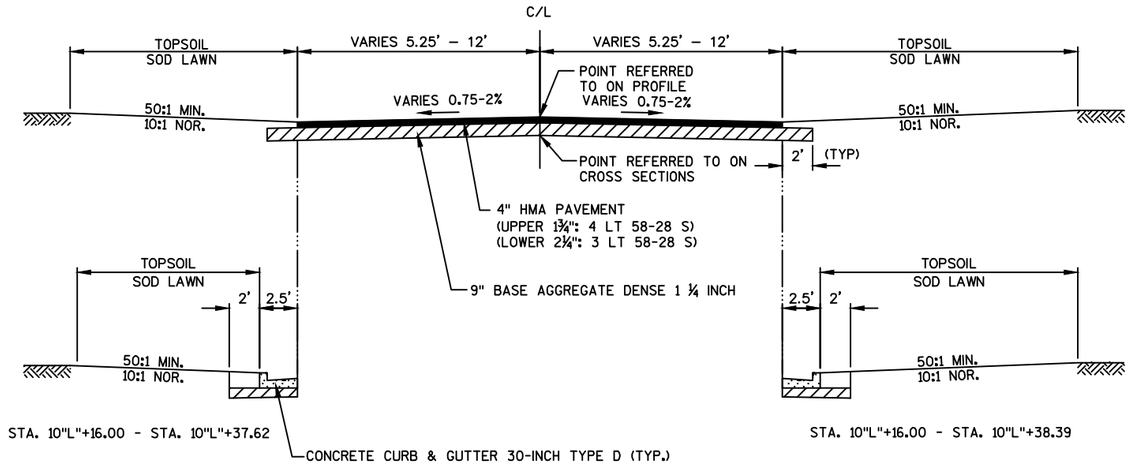
STA. 10"F"+16.00 - STA. 10"F"+85.00



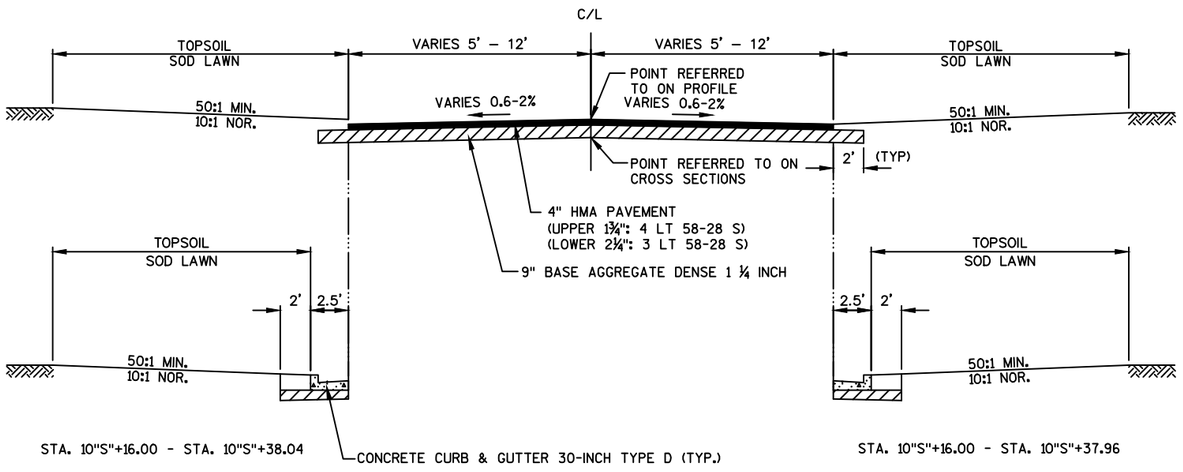
TYPICAL FINISHED SECTION - FOSTER ST. (NORTH)

STA. 9"F"+25.00 - STA. 9"F"+84.00

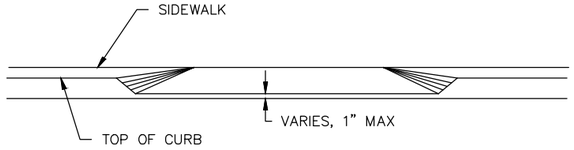
PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	TYPICAL SECTIONS	SHEET 11	E



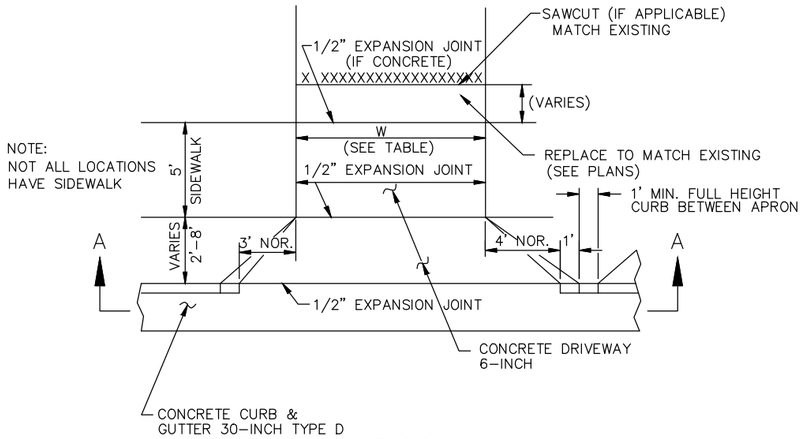
TYPICAL FINISHED SECTION - LAMAUS ST.
STA. 10"L"+16.00 - STA. 10"L"+70.00



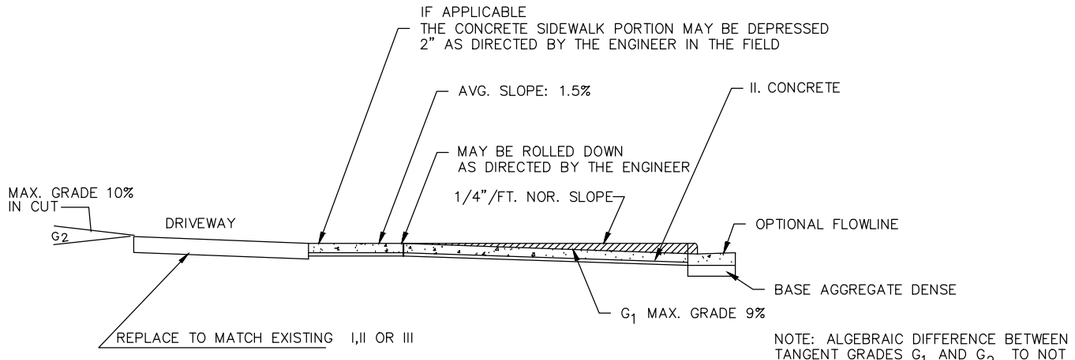
TYPICAL FINISHED SECTION - SMITH ST.
STA. 10"S"+16.00 - STA. 10"S"+75.00



SECTION A–A



PLAN



I. ASPHALT: 2" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES ON 6" BASE AGGREGATE DENSE 3/4-INCH

II. CONCRETE: 6" CONCRETE ON 6" BASE AGGREGATE DENSE 3/4-INCH

III. BASE AGGREGATE: 6" BASE AGGREGATE DENSE 3/4-INCH

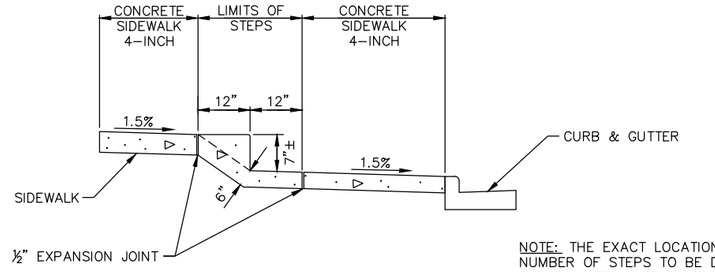
PROFILE

URBAN DRIVEWAY DETAIL

DRIVEWAY WIDTH TABLE

(AT BACK OF APRON)

STATION	LOCATION	WIDTH (FT)
527+43	P.E., RT	30
535+60	P.E., LT	24
537+06	P.E., LT	12
537+92	P.E., RT	16
10"LW"+68.40	P.E., RT	16
541+70	C.E., LT	8
542+24	P.E., LT	41
542+75	P.E., RT	24
545+30	C.E., RT	13
545+43	C.E., LT	16
546+91	P.E., RT	12
548+48	P.E., LT	28
549+43	P.E., LT	13
549+70	P.E., RT	12
551+04	P.E., LT	20
551+53	P.E., LT	12
553+20	P.E., LT	12
553+67	P.E., RT	12
554+40	P.E., LT	16
555+06	P.E., LT	12
556+06	P.E., RT	12
556+81	P.E., RT	27

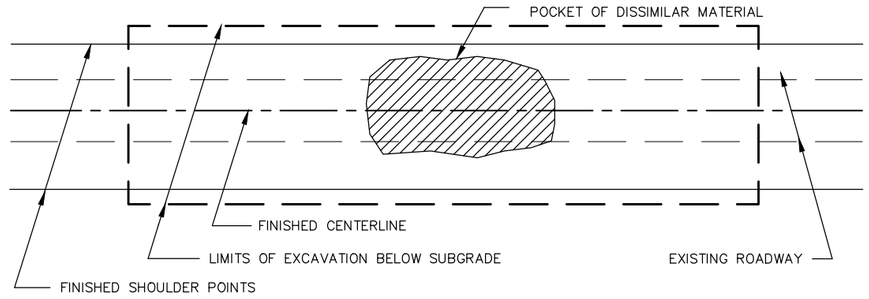


NOTE: THE EXACT LOCATION, WIDTH, & NUMBER OF STEPS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

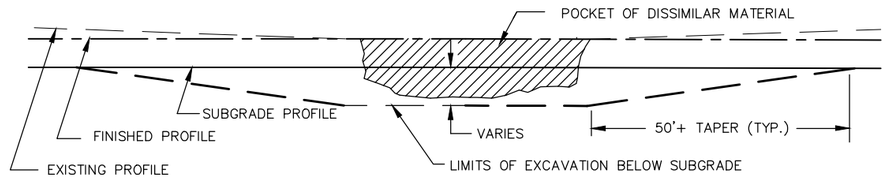
MINIMUM WIDTH OF STEPS EQUALS 4 FEET.

CONCRETE STEPS DETAIL

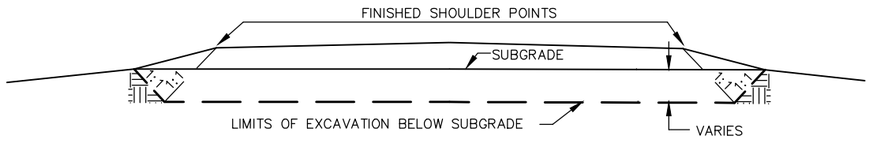
2



PLAN VIEW



PROFILE VIEW

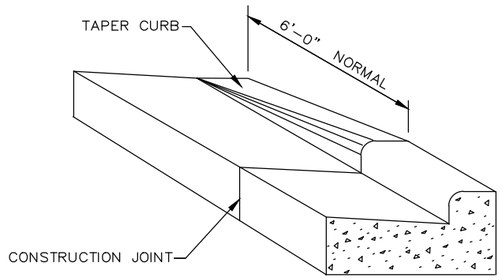


CROSS SECTION VIEW

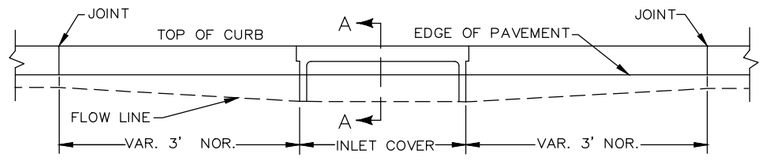
EXCAVATION BELOW SUBGRADE (E.B.S.)

1. EXACT LOCATION OF E.B.S. (EXCAVATION BELOW SUBGRADE) SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. E.B.S. AREA TO BE BACKFILLED WITH BREAKER RUN
3. THE E.B.S. SHALL BE PAID FOR AS COMMON EXCAVATION FOR THE MATERIAL REMOVED AND AS BREAKER RUN FOR THE MATERIAL THAT IS PLACED IN THE EXCAVATION AREA.
4. THE FILL SECTION WITHIN 100' OF THE MOUTH OF THE CUT MUST BE KEPT 2' BELOW SUBGRADE UNTIL E.B.S. IS IS COMPLETED. LATERAL LIMITS OF EXCAVATION SHALL BE THE SUBGRADE SHOULDER POINTS.
5. E.B.S. SHALL NOT BE USED FOR THE CONSTRUCTION OF THE SUBBASE. E.B.S. CAN BE UTILIZED ON THE JOB SITE ONLY IF IT IS BANKED OUTSIDE OF THE SHOULDER SUBGRADE LIMITS AT A MAXIMUM SLOPE OF 1:1.

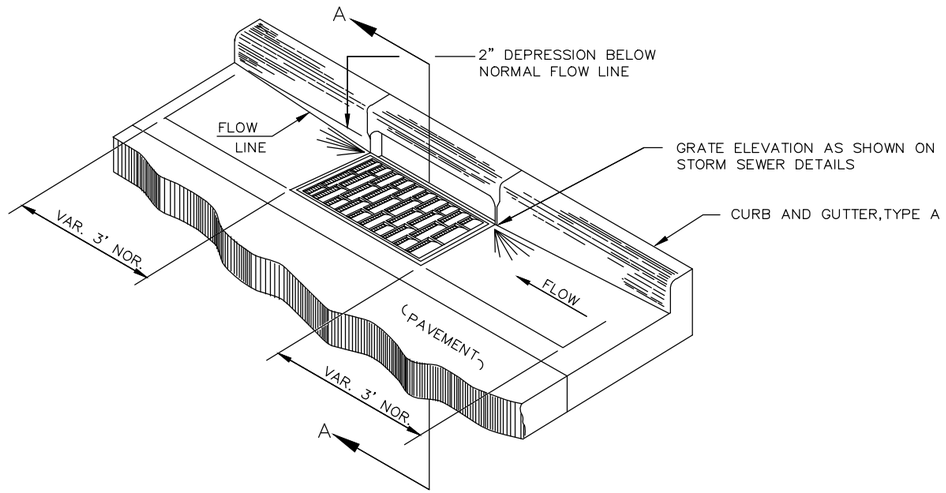
2

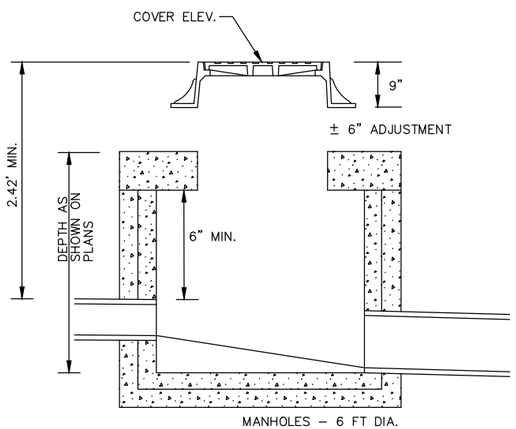


DETAIL OF CURB & GUTTER TERMINI

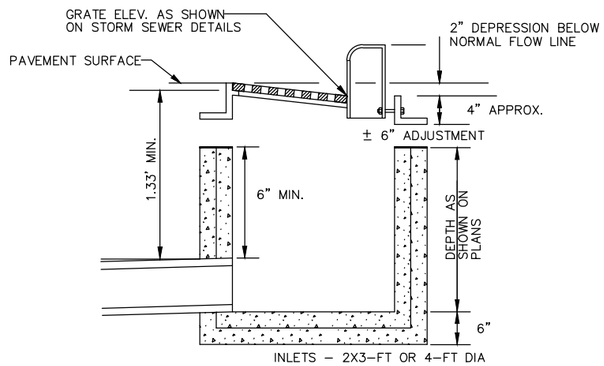


ELEVATION





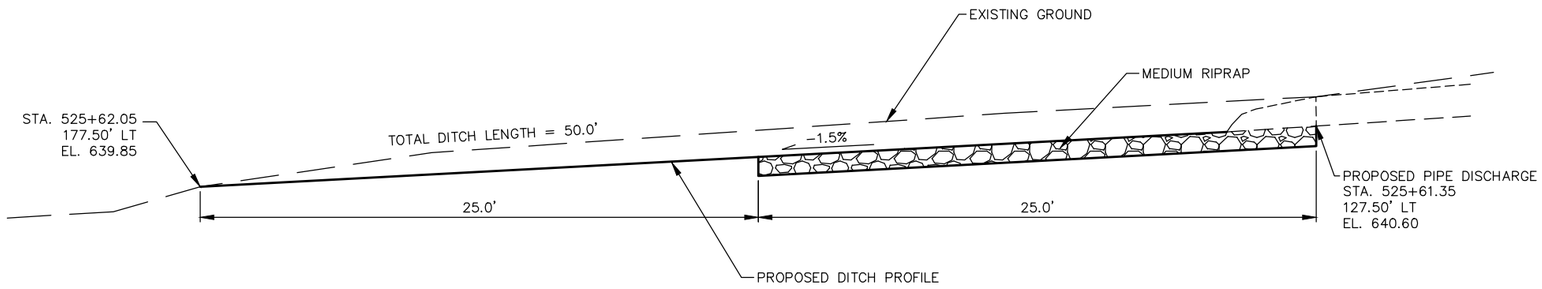
DETAIL FOR COMPUTING MANHOLE ELEVATIONS



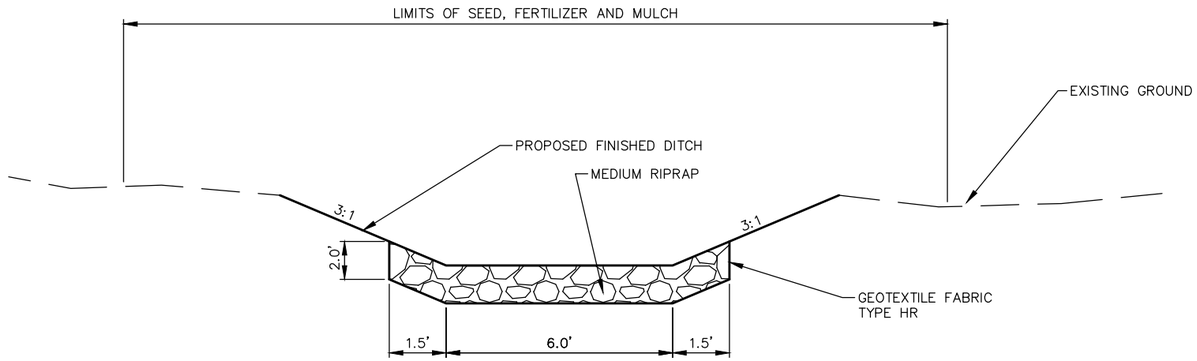
DETAIL FOR COMPUTING INLET ELEVATIONS
SECTION A–A

STATE PROJECT NUMBER: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CONSTRUCTION DETAILS	SHEET NO: 15	E

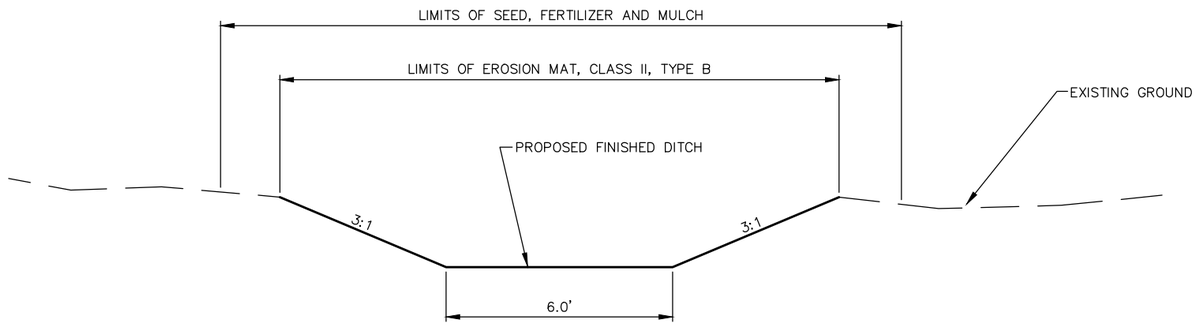
FILE NAME: G:\00-PROJECT FILES\2009\09202 Woodman STH 133\Plans\021003_cd.dwg PLOT DATE: Apr 05, 2016 PLOT BY: Jim0 PLOT SCALE: ROTATION:



DITCH PROFILE

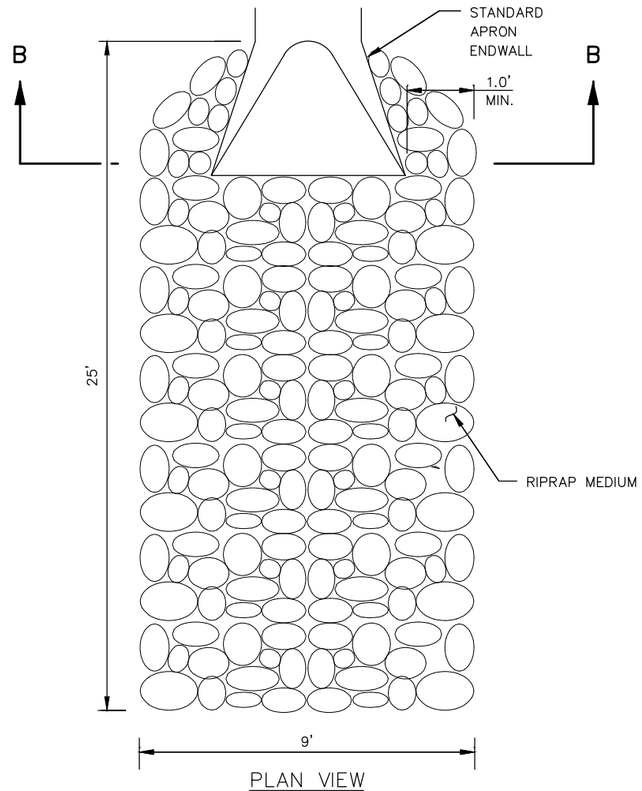


DITCH CROSS SECTION WITH RIPRAP

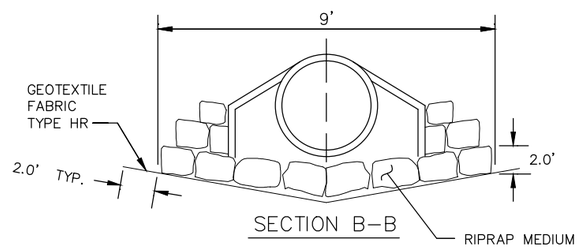


DITCH CROSS SECTION WITHOUT RIPRAP

SPECIAL DITCH DETAIL



PLAN VIEW

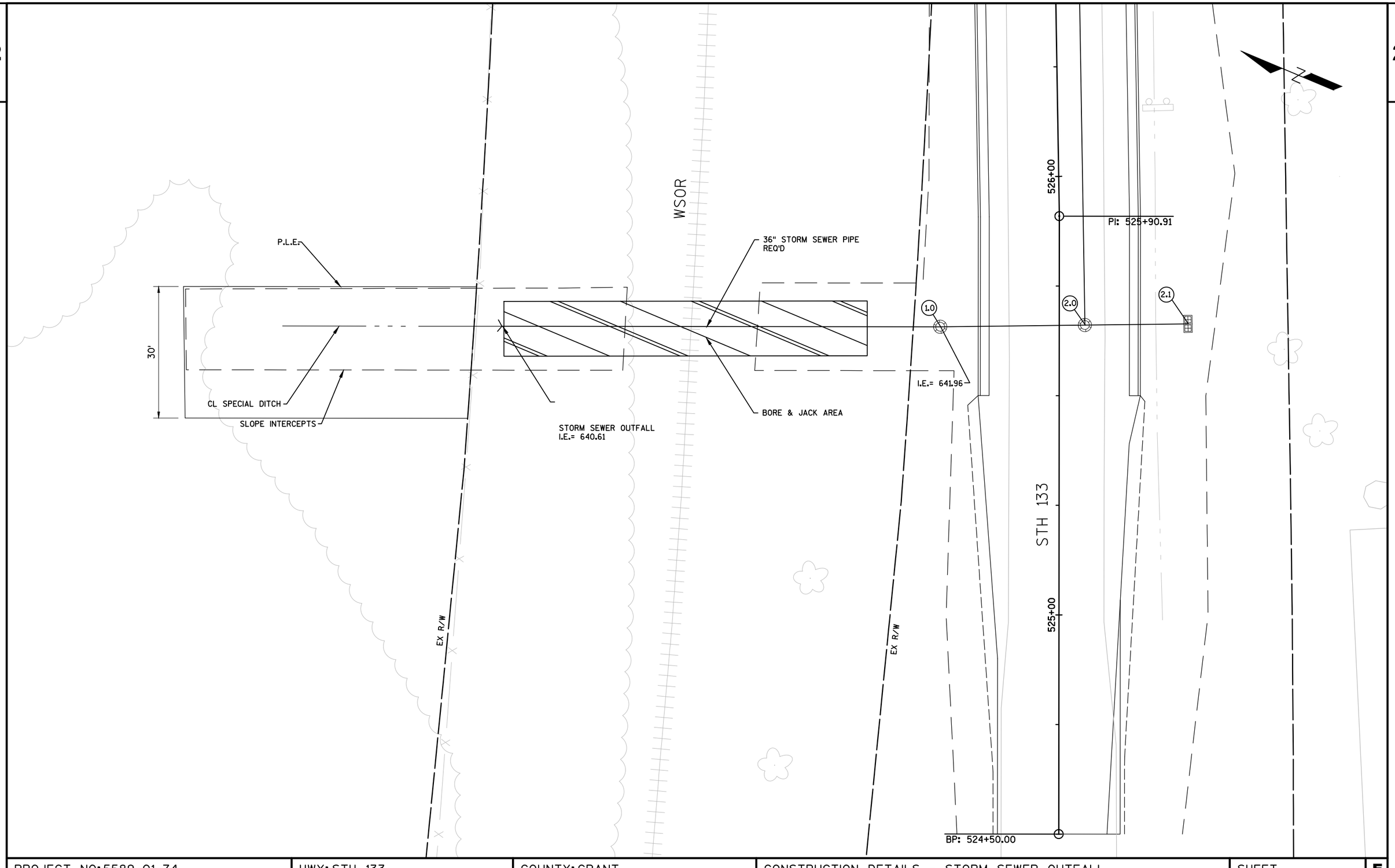


SECTION B–B

RIPRAP MEDIUM DISCHARGE APRON DETAIL

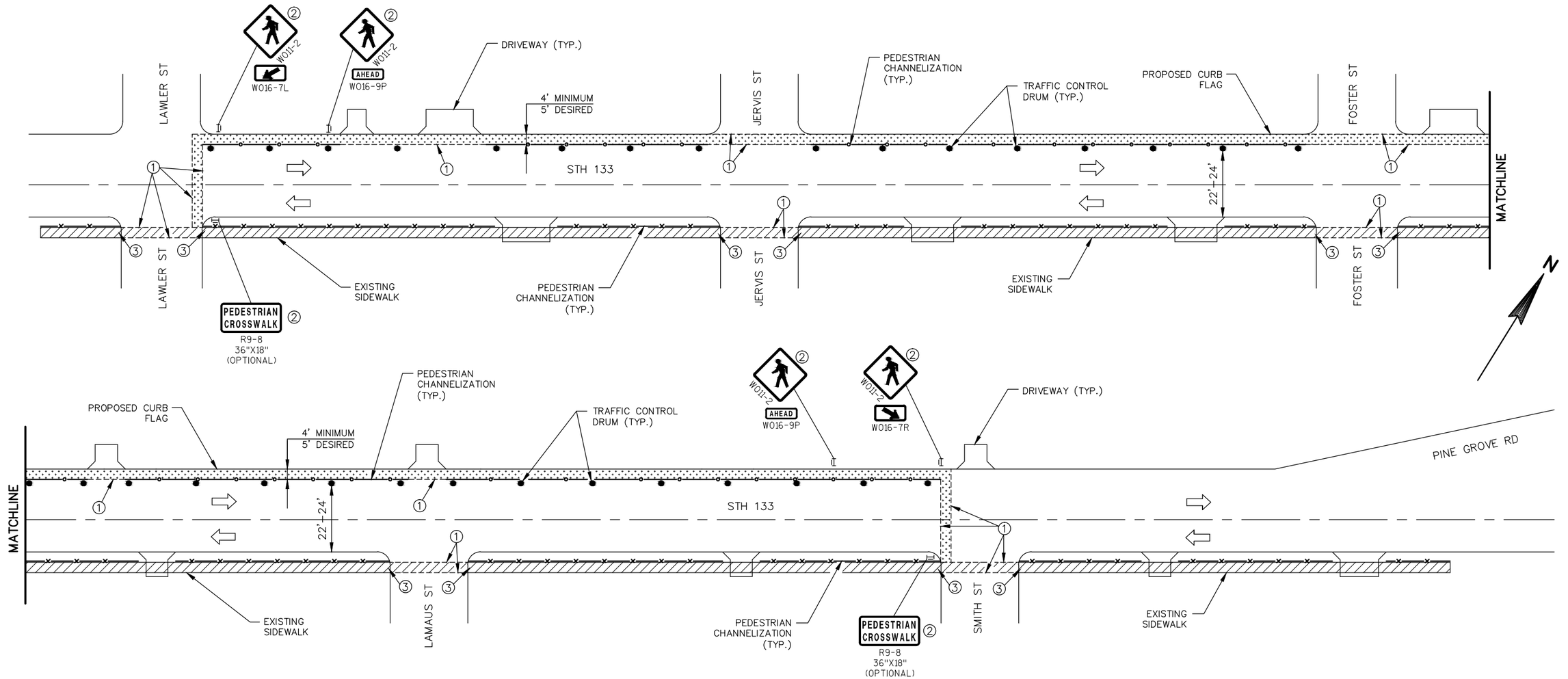
STA. 525+61.35, 127.5' LT

2



PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CONSTRUCTION DETAILS - STORM SEWER OUTFALL	SHEET 17	E

FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\PLANS\021005_CD.DWG
LAYOUT NAME - ****
PLOT DATE : 6/15/2016 2:38 PM PLOT BY : LUKE C. SANDER PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42



PEDESTRIAN TRAFFIC CONTROL, PROJECT

GENERAL NOTES

WHEN CLOSING OR RELOCATING CROSSWALKS OR OTHER PEDESTRIAN FACILITIES PROVIDE ADA COMPLIANT FACILITIES. INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES BY PROVIDING ADEQUATE SLOPE TRANSITIONS AND SURFACING.

TEMPORARY TRAFFIC CONTROL DEVICES FOR PEDESTRIANS ARE SHOWN. OTHER DEVICES MAY BE NECESSARY TO CONTROL VEHICULAR TRAFFIC. STAGE WORK, AS NECESSARY, TO PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE AT ALL TIMES. FOR ROADWAYS WITH NO AVAILABLE DETOURS, MAINTAIN ONE OPEN SIDEWALK AT ALL TIMES.

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

TRAFFIC CONTROL DRUMS SHALL BE SPACED APPROXIMATELY 25-FT APART.

PEDESTRIAN TRAFFIC CONTROL SHALL BE STAGED. IN STAGE 1 THE EXISTING SIDEWALK ALONG THE SOUTH SIDE OF STH 133 SHALL REMAIN IN PLACE UNTIL STH 133 IS RECONSTRUCTED INCLUDING CURB & GUTTER AND THE ASPHALTIC BINDER SURFACE LAYER. IN STAGE 2, PEDESTRIANS SHALL BE SHIFTED ONTO THE NEW ASPHALTIC BINDER LAYER WHILE THE EXISTING SIDEWALK IS RECONSTRUCTED.

STAGE 1 PEDESTRIAN CHANNELIZATION BARRIER MAY UTILIZE "T" OR "U" POSTS FOR INSTALLATION. STAGE 2 PEDESTRIAN CHANNELIZATION BARRIER SHALL EMPLOY AN ALTERNATIVE INSTALLATION DEVICE THAT DOES NOT DAMAGE ASPHALTIC BINDER LAYER.

(1) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH SHALL BE USED TO CHANNELIZE PEDESTRIANS IN AREAS WHERE CHANNELIZATION BARRIER WILL RESTRICT ACCESS TO MOTORISTS.

(2) IF TEMPORARY PEDESTRIAN CROSSWALK IS NOT PROVIDED, OMIT R9-8 AND W011-2 SIGNS.

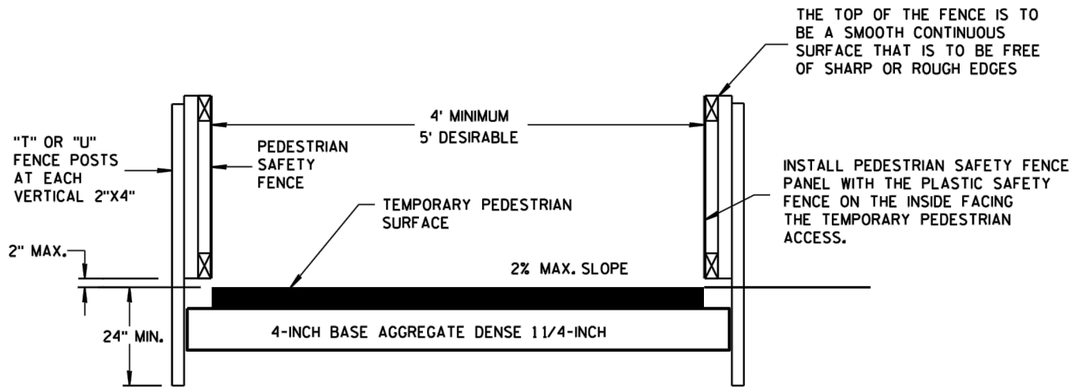
(3) TEMPORARY CURB RAMP

LEGEND

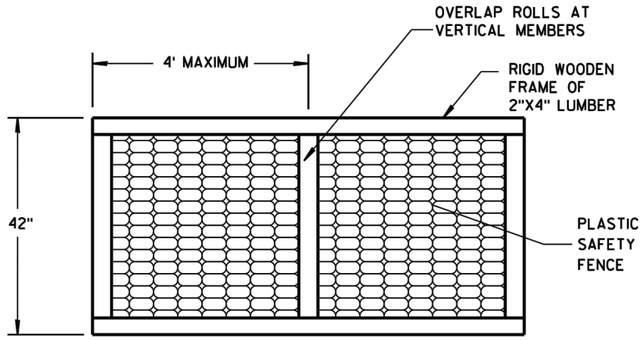
- STAGE 1 PEDESTRIAN TRAFFIC
- STAGE 2 PEDESTRIAN TRAFFIC
- TRAFFIC CONTROL DRUM
- STAGE 1 PEDESTRIAN CHANNELIZATION BARRIER
- STAGE 2 PEDESTRIAN CHANNELIZATION BARRIER
- TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH
- DIRECTION OF TRAFFIC
- TYPE II BARRICADE WITH SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CONSTRUCTION DETAIL - PEDESTRIAN ACCESS DETAILS	SHEET 18	E

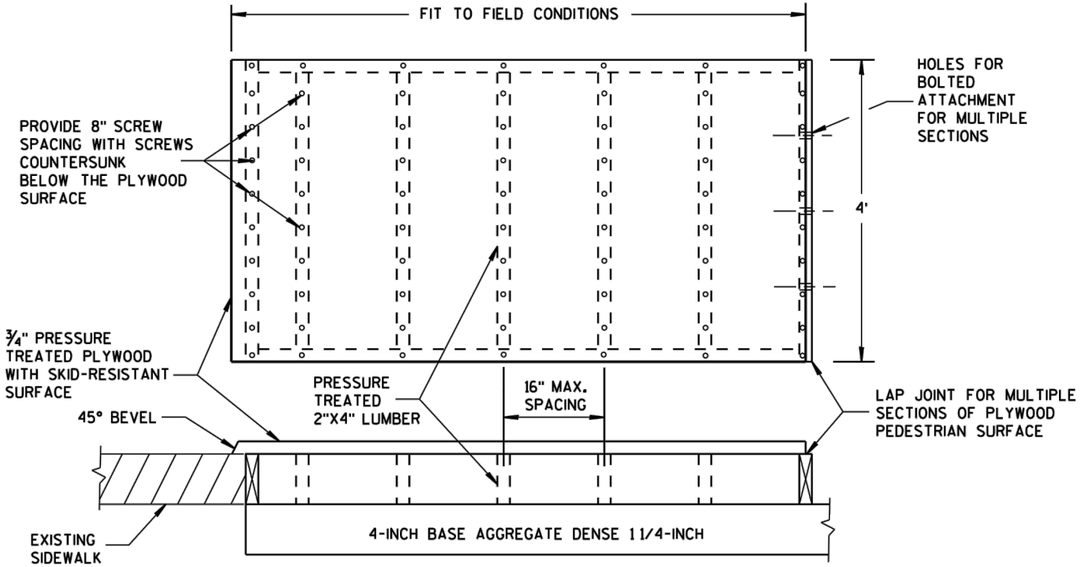
FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\PLANS\021006_CD.DWG
LAYOUT NAME - PD
PLOT DATE : 5/4/2016 11:23 AM PLOT BY : JAMES C. GEISHIRT PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42



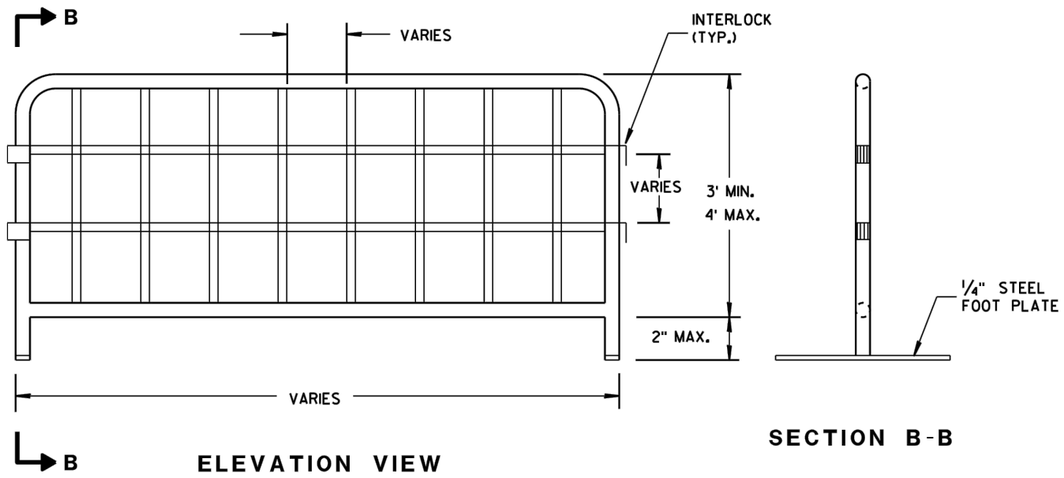
TEMPORARY PEDESTRIAN ACCESS



PEDESTRIAN SAFETY FENCE



TEMPORARY PEDESTRIAN SURFACE PLYWOOD



TEMPORARY PEDESTRIAN STEEL BARRICADE

GENERAL NOTES

A CONTINUOUS TEMPORARY PEDESTRIAN ACCESS ROUTE INCLUDING ACCESSIBLE CROSSWALKS IS REQUIRED ALONG THE STH 133 CORRIDOR AT ALL TIMES.

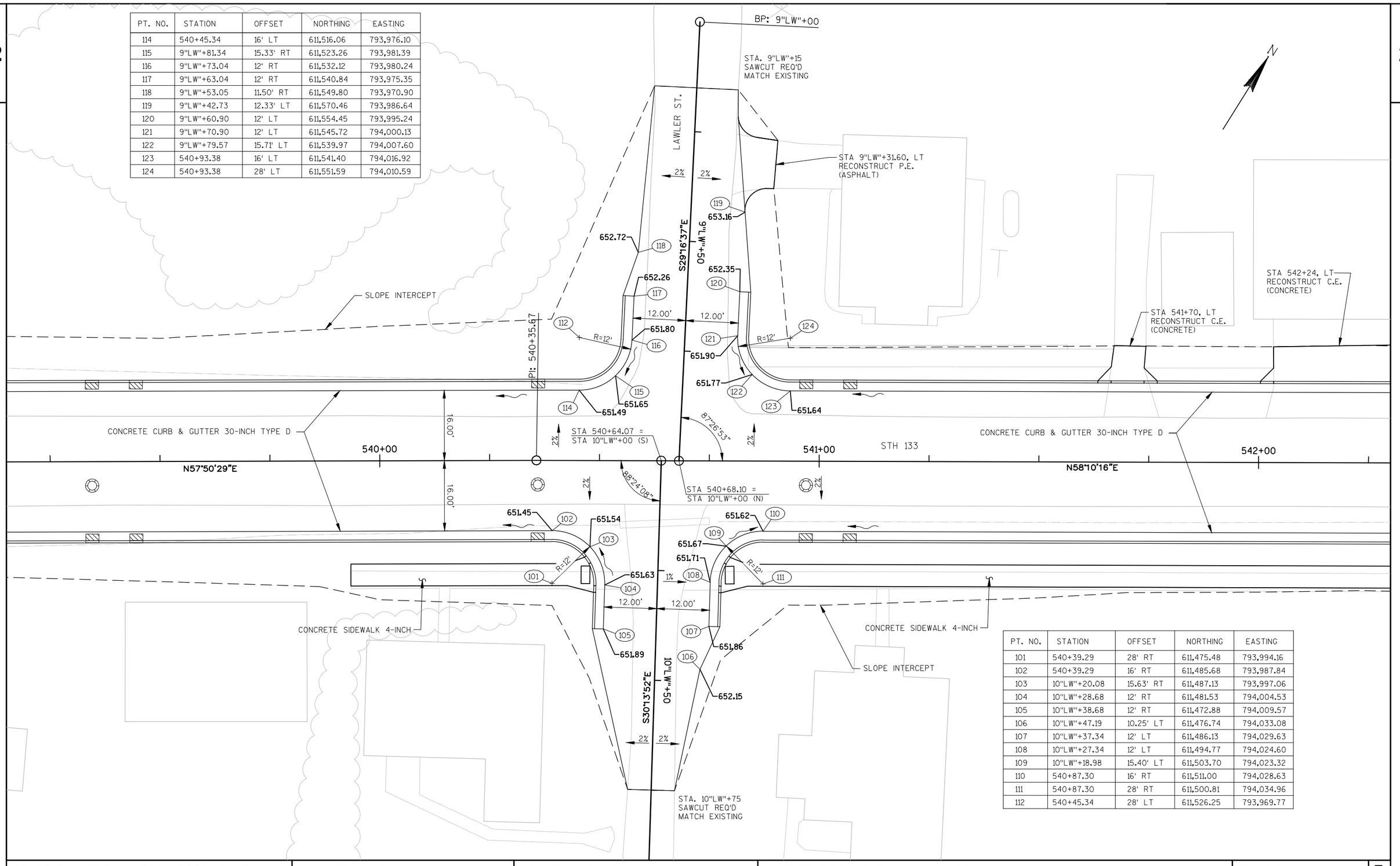
THE TEMPORARY PEDESTRIAN ACCESS ROUTE CROSSWALKS SHALL BE MOVED AS NEEDED TO PROVIDED CONTINUOUS ACCESS THROUGHOUT THE RECONSTRUCTION PROJECT.

IF A TEMPORARY CROSSWALK SHALL CROSS CURB & GUTTER, DO NOT RESTRICT DRAINAGE.

DETECTABLE WARNING FIELDS SHALL BE PLACED AT ALL TEMPORARY CROSSWALKS.

2

PT. NO.	STATION	OFFSET	NORTHING	EASTING
114	540+45.34	16' LT	611,516.06	793,976.10
115	9"LW"+81.34	15.33' RT	611,523.26	793,981.39
116	9"LW"+73.04	12' RT	611,532.12	793,980.24
117	9"LW"+63.04	12' RT	611,540.84	793,975.35
118	9"LW"+53.05	11.50' RT	611,549.80	793,970.90
119	9"LW"+42.73	12.33' LT	611,570.46	793,986.64
120	9"LW"+60.90	12' LT	611,554.45	793,995.24
121	9"LW"+70.90	12' LT	611,545.72	794,000.13
122	9"LW"+79.57	15.71' LT	611,539.97	794,007.60
123	540+93.38	16' LT	611,541.40	794,016.92
124	540+93.38	28' LT	611,551.59	794,010.59



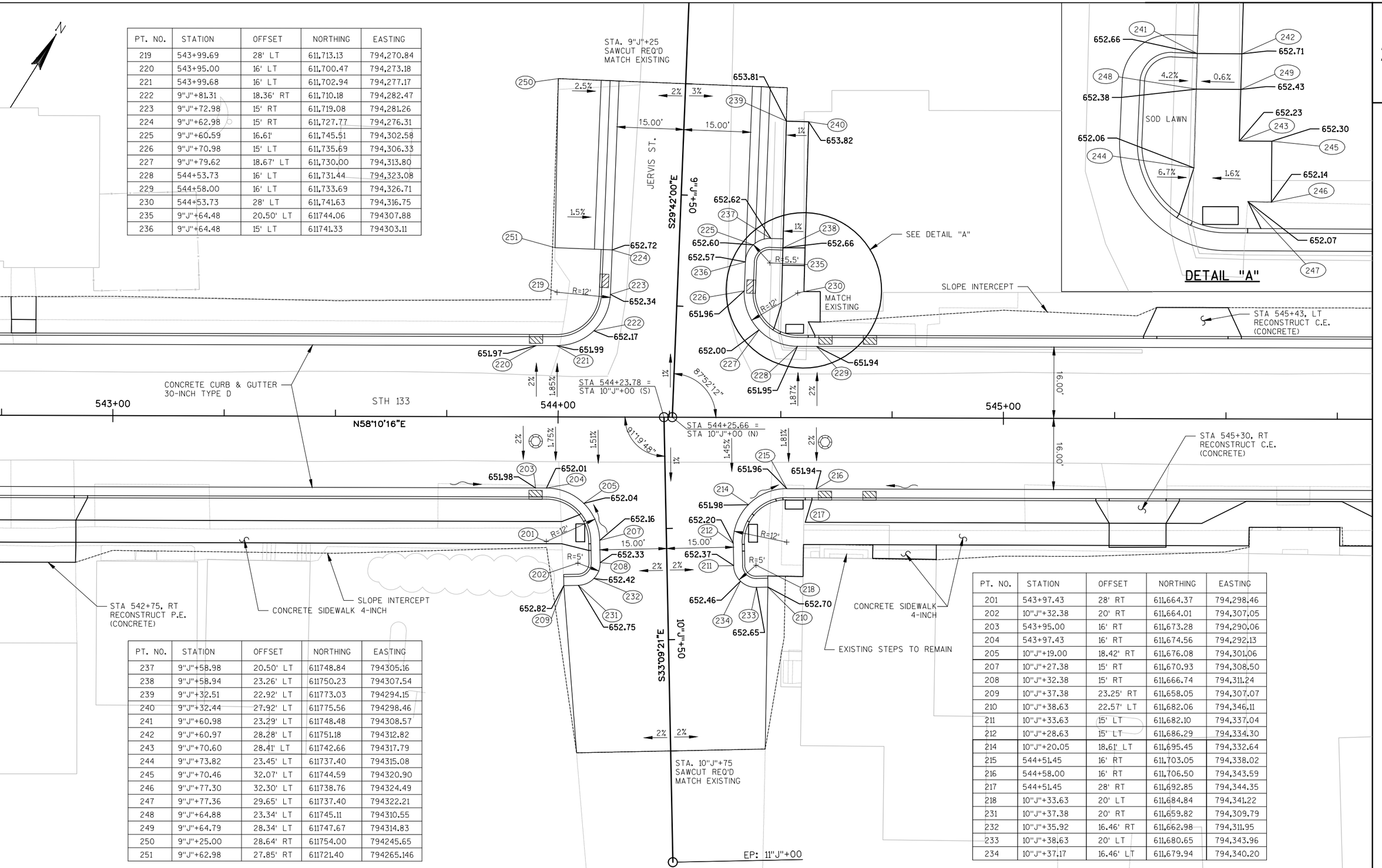
PT. NO.	STATION	OFFSET	NORTHING	EASTING
101	540+39.29	28' RT	611,475.48	793,994.16
102	540+39.29	16' RT	611,485.68	793,987.84
103	10"LW"+20.08	15.63' RT	611,487.13	793,997.06
104	10"LW"+28.68	12' RT	611,481.53	794,004.53
105	10"LW"+38.68	12' RT	611,472.88	794,009.57
106	10"LW"+47.19	10.25' LT	611,476.74	794,033.08
107	10"LW"+37.34	12' LT	611,486.13	794,029.63
108	10"LW"+27.34	12' LT	611,494.77	794,024.60
109	10"LW"+18.98	15.40' LT	611,503.70	794,023.32
110	540+87.30	16' RT	611,511.00	794,028.63
111	540+87.30	28' RT	611,500.81	794,034.96
112	540+45.34	28' LT	611,526.25	793,969.77

STATE PROJECT NUMBER: 5589-01-74	HWY: STH 133	COUNTY: GRANT	INTERSECTION DETAIL – LAWLER	SHEET NO:	E

FILE NAME: G:\00-PROJECT FILES\2009\09202 Woodman STH 133\Plans\021101_id.dwg PLOT DATE: May 12, 2016 PLOT BY: lsander PLOT SCALE: ROTATION:

2

PT. NO.	STATION	OFFSET	NORTHING	EASTING
219	543+99.69	28' LT	611,713.13	794,270.84
220	543+95.00	16' LT	611,700.47	794,273.18
221	543+99.68	16' LT	611,702.94	794,277.17
222	9"J"+81.31	18.36' RT	611,710.18	794,282.47
223	9"J"+72.98	15' RT	611,719.08	794,281.26
224	9"J"+62.98	15' RT	611,727.77	794,276.31
225	9"J"+60.59	16.61'	611,745.51	794,302.58
226	9"J"+70.98	15' LT	611,735.69	794,306.33
227	9"J"+79.62	18.67' LT	611,730.00	794,313.80
228	544+53.73	16' LT	611,731.44	794,323.08
229	544+58.00	16' LT	611,733.69	794,326.71
230	544+53.73	28' LT	611,741.63	794,316.75
235	9"J"+64.48	20.50' LT	611744.06	794307.88
236	9"J"+64.48	15' LT	611741.33	794303.11



PT. NO.	STATION	OFFSET	NORTHING	EASTING
237	9"J"+58.98	20.50' LT	611748.84	794305.16
238	9"J"+58.94	23.26' LT	611750.23	794307.54
239	9"J"+32.51	22.92' LT	611773.03	794294.15
240	9"J"+32.44	27.92' LT	611775.56	794298.46
241	9"J"+60.98	23.29' LT	611748.48	794308.57
242	9"J"+60.97	28.28' LT	611751.18	794312.82
243	9"J"+70.60	28.41' LT	611742.66	794317.79
244	9"J"+73.82	23.45' LT	611737.40	794315.08
245	9"J"+70.46	32.07' LT	611744.59	794320.90
246	9"J"+77.30	32.30' LT	611738.76	794324.49
247	9"J"+77.36	29.65' LT	611737.40	794322.21
248	9"J"+64.88	23.34' LT	611745.11	794310.55
249	9"J"+64.79	28.34' LT	611747.67	794314.83
250	9"J"+25.00	28.64' RT	611754.00	794245.65
251	9"J"+62.98	27.85' RT	611721.40	794265.146

PT. NO.	STATION	OFFSET	NORTHING	EASTING
201	543+97.43	28' RT	611,664.37	794,298.46
202	10"J"+32.38	20' RT	611,664.01	794,307.05
203	543+95.00	16' RT	611,673.28	794,290.06
204	543+97.43	16' RT	611,674.56	794,292.13
205	10"J"+19.00	18.42' RT	611,676.08	794,301.06
207	10"J"+27.38	15' RT	611,670.93	794,308.50
208	10"J"+32.38	15' RT	611,666.74	794,311.24
209	10"J"+37.38	23.25' RT	611,658.05	794,307.07
210	10"J"+38.63	22.57' LT	611,682.06	794,346.11
211	10"J"+33.63	15' LT	611,682.10	794,337.04
212	10"J"+28.63	15' LT	611,686.29	794,334.30
214	10"J"+20.05	18.61' LT	611,695.45	794,332.64
215	544+51.45	16' RT	611,703.05	794,338.02
216	544+58.00	16' RT	611,706.50	794,343.59
217	544+51.45	28' RT	611,692.85	794,344.35
218	10"J"+33.63	20' LT	611,684.84	794,341.22
231	10"J"+37.38	20' RT	611,659.82	794,309.79
232	10"J"+35.92	16.46' RT	611,662.98	794,311.95
233	10"J"+38.63	20' LT	611,680.65	794,343.96
234	10"J"+37.17	16.46' LT	611,679.94	794,340.20

STATE PROJECT NUMBER: 5589-01-74	HWY: STH 133	COUNTY: GRANT	INTERSECTION DETAIL – JERVIS	SHEET NO:	E

FILE NAME: G:\00-PROJECT FILES\2009\09202 Woodman STH 133\Plans\021102_id.dwg PLOT DATE: Jun 10, 2016 PLOT BY: lsander PLOT SCALE: ROTATION:

2

PT. NO.	STATION	OFFSET	NORTHING	EASTING
314	547+71.95	28' LT	611,909.46	794,587.12
315	547+58.00	16' LT	611,891.91	794,581.60
316	547+71.95	16' LT	611,899.26	794,593.45
317	9"F"+80.34	15.55' RT	611,906.77	794,598.82
318	9"F"+71.83	12' RT	611,915.86	794,597.27
319	9"F"+61.83	12' RT	611,924.32	794,591.94
320	9"F"+51.83	12.25' RT	611,932.64	794,586.39
321	9"F"+62.17	12' LT	611,936.83	794,612.42
322	9"F"+72.17	12' LT	611,928.37	794,617.75
323	9"F"+80.63	15.48' LT	611,923.08	794,625.21
324	548+19.95	16' LT	611,924.58	794,634.23
325	548+27.00	16' LT	611,928.30	794,640.22
326	548+19.95	28' LT	611,934.77	794,627.90

FOSTER ST.

STA. 9"F"+25
SAWCUT REQ'D
MATCH EXISTING

9"F"+50

S32°14'37"E

SLOPE INTERCEPT

STA 548+48, LT
RECONSTRUCT P.E.
(GRASS)

STA 549+43, LT
RECONSTRUCT P.E.
(B.A.D.)

CONCRETE CURB & GUTTER 30-INCH TYPE D

547+00

548+00

549+00

STH 133

N58°10'16"E

16.00'

STA 547+83.31 =
STA 10"F"+00 (S)

STA 547+96.14 =
STA 10"F"+00 (N)

90°24'53"

92°22'14"

652.54 (320)
652.38 (319)
652.22 (318)
652.19 (317)
652.14 (315)
652.17 (316)
652.37 (321)
652.21 (322)
652.13 (323)
652.05 (324)
652.01 (325)
652.14 (302)
652.14 (303)
652.21 (304)
652.28 (305)
652.56 (306)
652.92 (307)
652.61 (308)
652.33 (309)
652.16 (310)
652.07 (311)
652.00 (312)

12.00'

R=12'

2%

0.98%

1.45%

1.90%

1%

0.50%

1.08%

1.66%

1.29%

1.58%

STA 546+91, RT
RECONSTRUCT P.E.
(B.A.D.)

CONCRETE SIDEWALK 4-INCH

CONCRETE SIDEWALK 4-INCH

SLOPE INTERCEPT

10"F"+50

S34°11'58"E

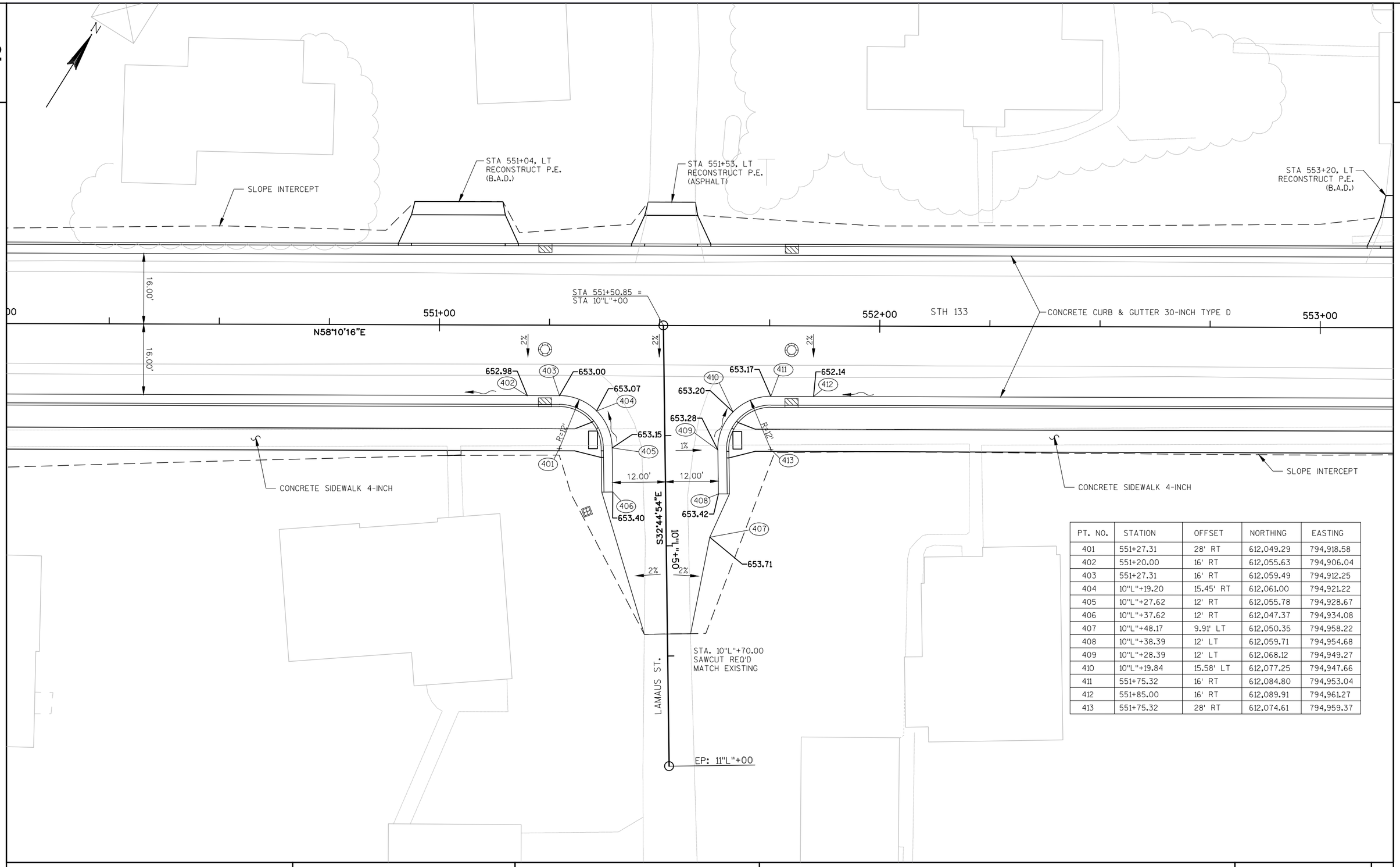
STA. 10"F"+85
SAWCUT REQ'D
MATCH EXISTING

PT. NO.	STATION	OFFSET	NORTHING	EASTING
301	547+60.46	28' RT	611,855.82	794,606.89
302	547+58.00	16' RT	611,864.72	794,598.48
303	547+60.46	16' RT	611,866.01	794,600.56
304	10"F"+18.72	15.34' RT	611,867.56	794,609.38
305	10"F"+27.03	12' RT	611,862.56	794,616.82
306	10"F"+37.03	12' RT	611,854.29	794,622.44
307	10"F"+48.93	10.71' LT	611,857.21	794,647.91
308	10"F"+39.02	12' LT	611,866.14	794,643.41
309	10"F"+29.02	12' LT	611,874.41	794,637.78
310	10"F"+20.36	15.69' LT	611,883.65	794,635.97
311	548+08.50	16' RT	611,891.35	794,641.38
312	548+27.00	16' RT	611,901.11	794,657.10
313	548+08.50	28' RT	611,881.15	794,647.71

STATE PROJECT NUMBER: 5589-01-74	HWY: STH 133	COUNTY: GRANT	INTERSECTION DETAIL – FOSTER	SHEET NO:	E

FILE NAME: G:\00-PROJECT FILES\2009\09202 Woodman STH 133\Plans\021103_id.dwg PLOT DATE: Jul 14, 2016 PLOT BY: lsander PLOT SCALE: ROTATION:

2

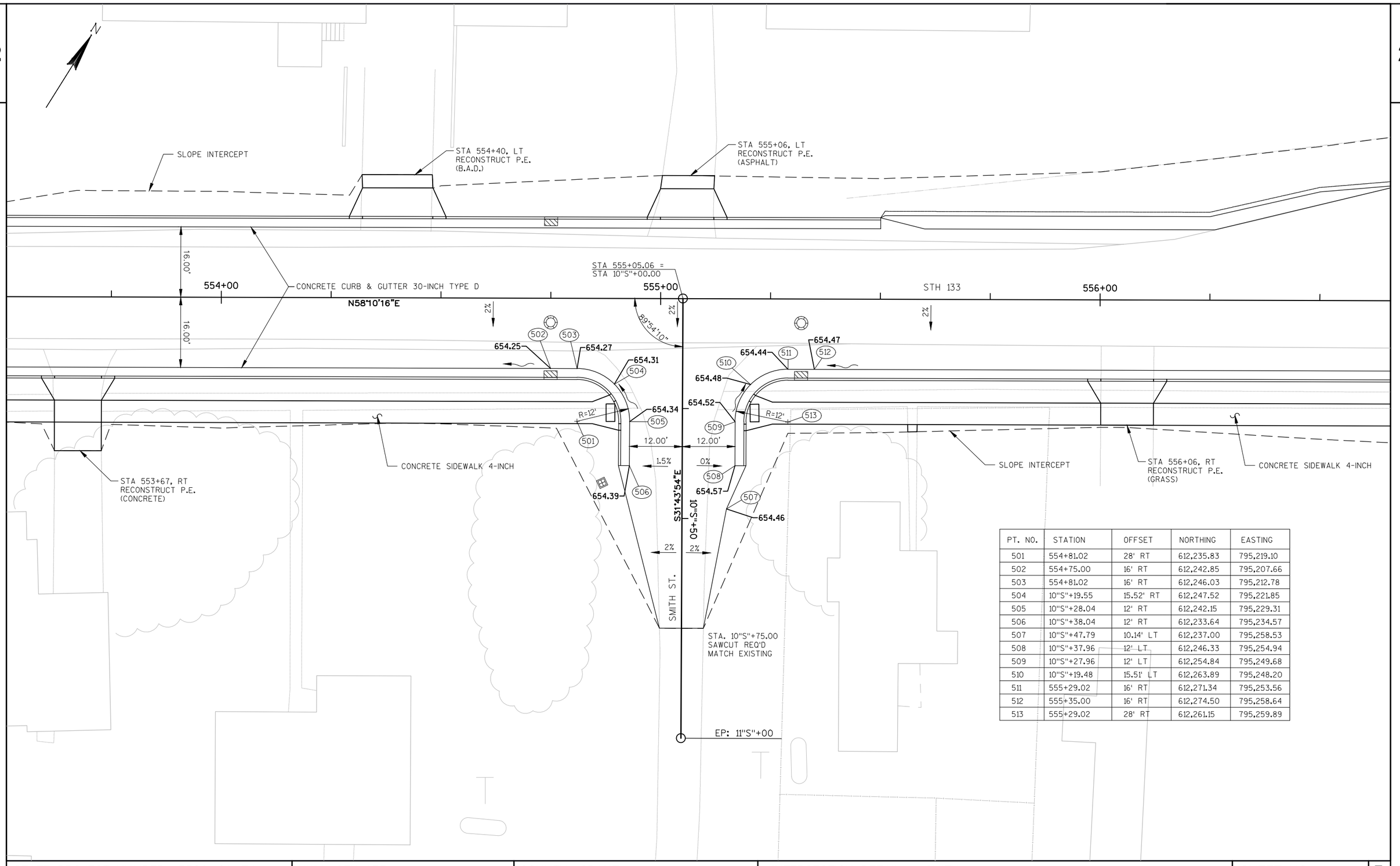


PT. NO.	STATION	OFFSET	NORTHING	EASTING
401	551+27.31	28' RT	612,049.29	794,918.58
402	551+20.00	16' RT	612,055.63	794,906.04
403	551+27.31	16' RT	612,059.49	794,912.25
404	10"L"+19.20	15.45' RT	612,061.00	794,921.22
405	10"L"+27.62	12' RT	612,055.78	794,928.67
406	10"L"+37.62	12' RT	612,047.37	794,934.08
407	10"L"+48.17	9.91' LT	612,050.35	794,958.22
408	10"L"+38.39	12' LT	612,059.71	794,954.68
409	10"L"+28.39	12' LT	612,068.12	794,949.27
410	10"L"+19.84	15.58' LT	612,077.25	794,947.66
411	551+75.32	16' RT	612,084.80	794,953.04
412	551+85.00	16' RT	612,089.91	794,961.27
413	551+75.32	28' RT	612,074.61	794,959.37

STATE PROJECT NUMBER: 5589-01-74	HWY: STH 133	COUNTY: GRANT	INTERSECTION DETAIL – LAMAUS	SHEET NO:	E

FILE NAME: G:\00-PROJECT FILES\2009\09202 Woodman STH 133\Plans\021104_id.dwg PLOT DATE: Jul 14, 2016 PLOT BY: lsander PLOT SCALE: ROTATION:

2



PT. NO.	STATION	OFFSET	NORTHING	EASTING
501	554+81.02	28' RT	612,235.83	795,219.10
502	554+75.00	16' RT	612,242.85	795,207.66
503	554+81.02	16' RT	612,246.03	795,212.78
504	10"S"+19.55	15.52' RT	612,247.52	795,221.85
505	10"S"+28.04	12' RT	612,242.15	795,229.31
506	10"S"+38.04	12' RT	612,233.64	795,234.57
507	10"S"+47.79	10.14' LT	612,237.00	795,258.53
508	10"S"+37.96	12' LT	612,246.33	795,254.94
509	10"S"+27.96	12' LT	612,254.84	795,249.68
510	10"S"+19.48	15.51' LT	612,263.89	795,248.20
511	555+29.02	16' RT	612,271.34	795,253.56
512	555+35.00	16' RT	612,274.50	795,258.64
513	555+29.02	28' RT	612,261.15	795,259.89

STATE PROJECT NUMBER: 5589-01-74	HWY: STH 133	COUNTY: GRANT	INTERSECTION DETAIL – SMITH	SHEET NO:	E

FILE NAME: G:\00-PROJECT FILES\2009\09202 Woodman STH 133\Plans\021105_id.dwg PLOT DATE: Jul 14, 2016 PLOT BY: lsander PLOT SCALE: ROTATION:

2

EROSION MAT CLASS II TYPE B
(SEE CONSTRUCTION DETAILS)

BEGIN PROJECT
STA. 524+50

SLOPE INTERCEPTS

R/L STH 133

525+00 526+00 527+00 528+00 529+00 530

STA 530+00

MATCH LINE

TYPE B

SLOPE INTERCEPTS

LEGEND

- SILT FENCE, TYP.
- TYPE C, UNLESS CALLED OUT OTHERWISE ON PLAN
- EROSION MAT CLASS I TYPE B
- SOD LAWN
- FLOW DIRECTION

SLOPE INTERCEPTS

R/L STH 133

STA 530+00

+00 531+00 532+00 533+00 534+00 535+00 536

STA 536+00

MATCH LINE

SLOPE INTERCEPTS

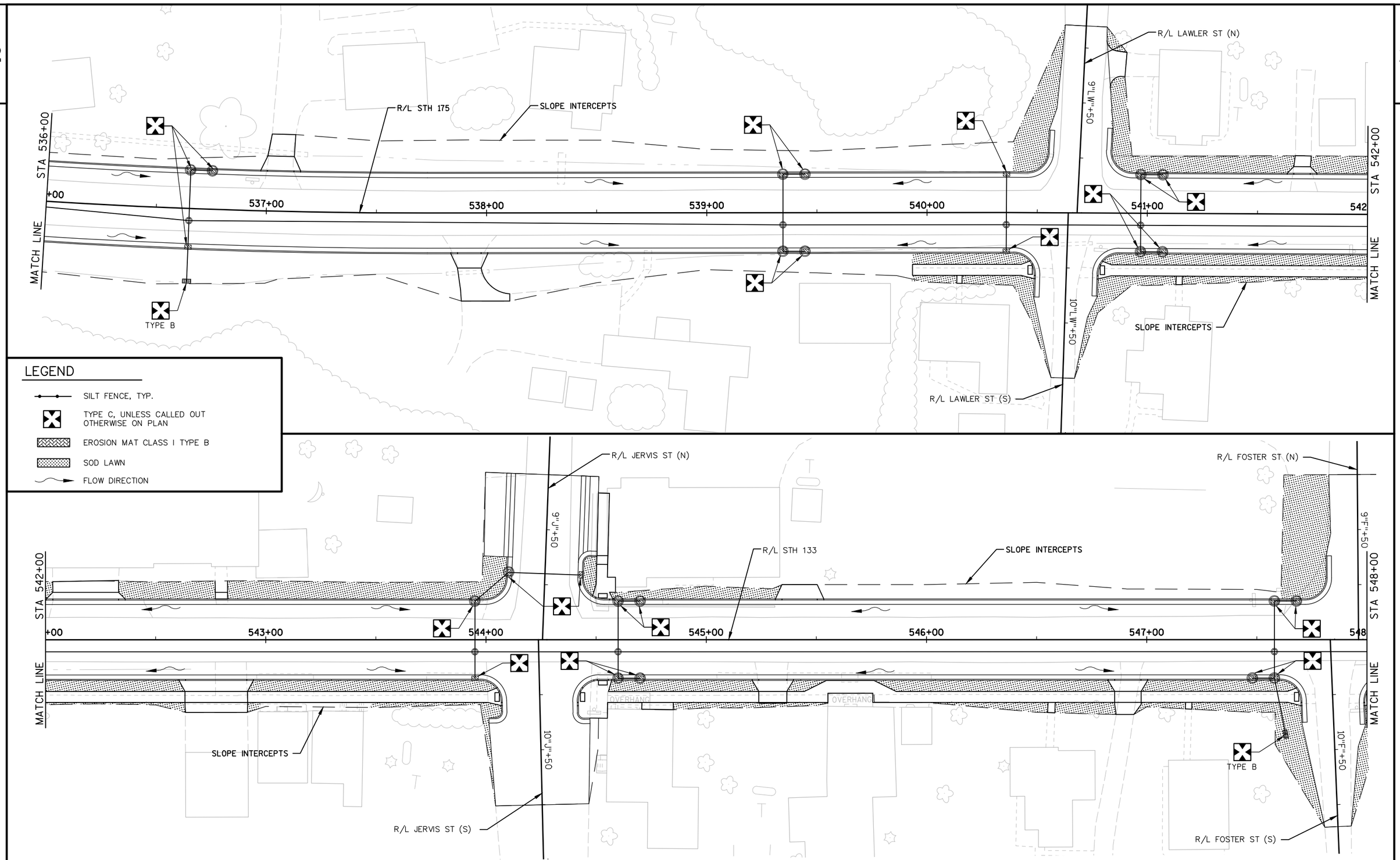
PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	EROSION CONTROL	SHEET 25	E

FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\PLANS\022001_EC.DWG
LAYOUT NAME - PD

PLOT DATE : 7/14/2016 8:56 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

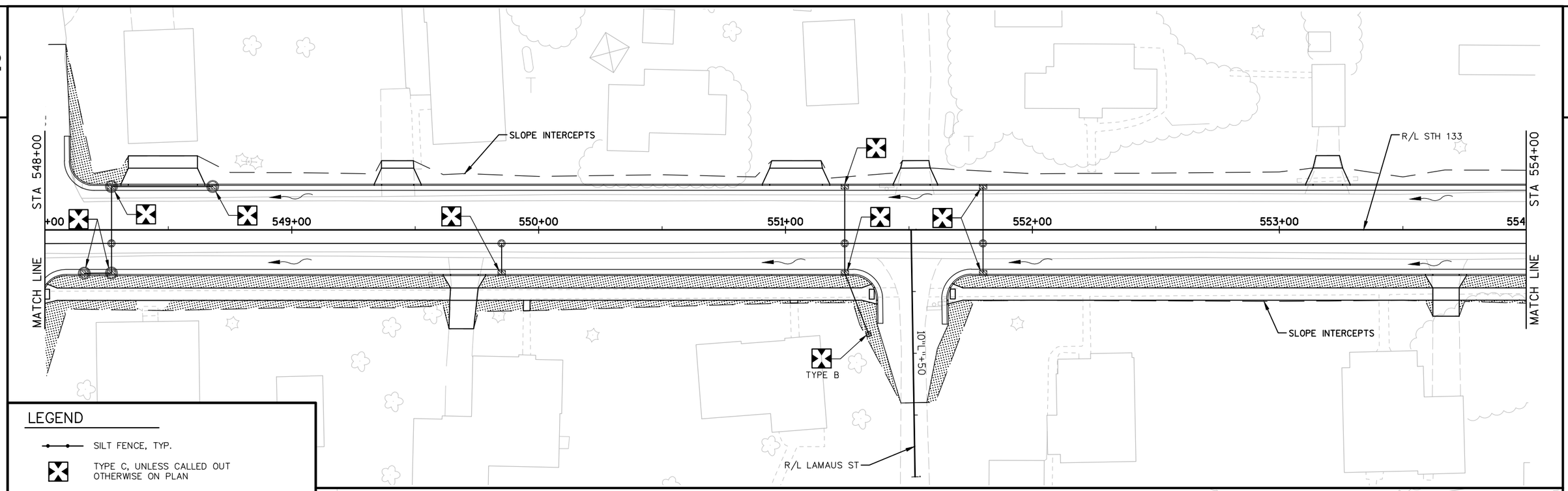


PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	EROSION CONTROL	SHEET	E

FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\PLANS\022002_EC.DWG
LAYOUT NAME - PD

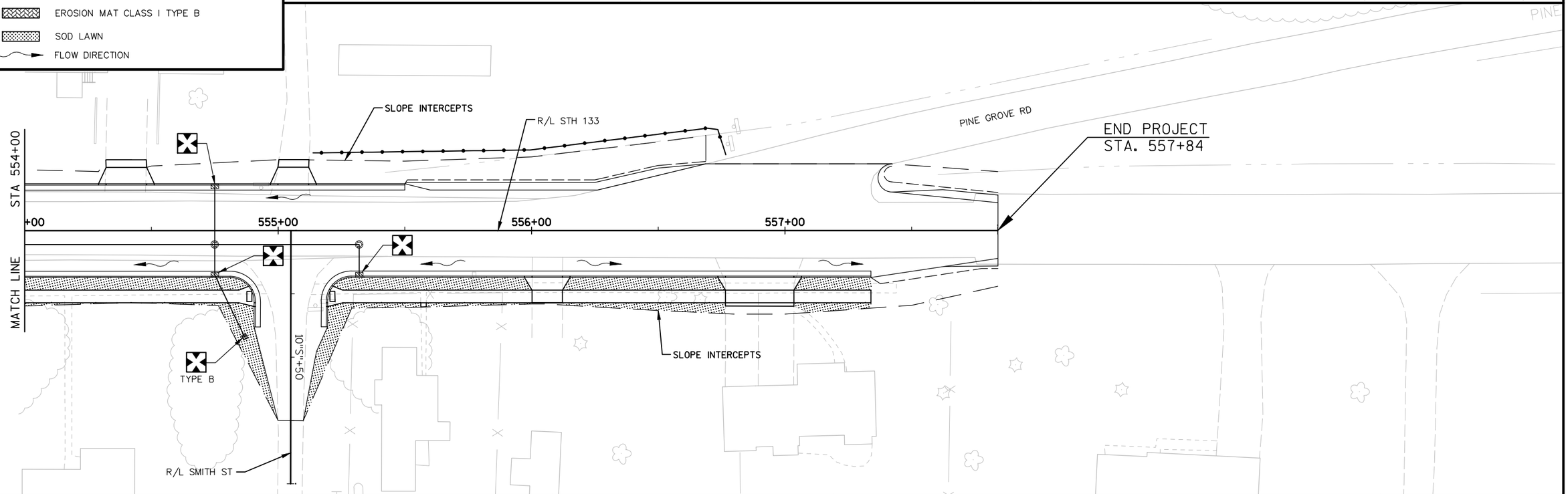
PLOT DATE : 6/14/2016 1:52 PM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



LEGEND

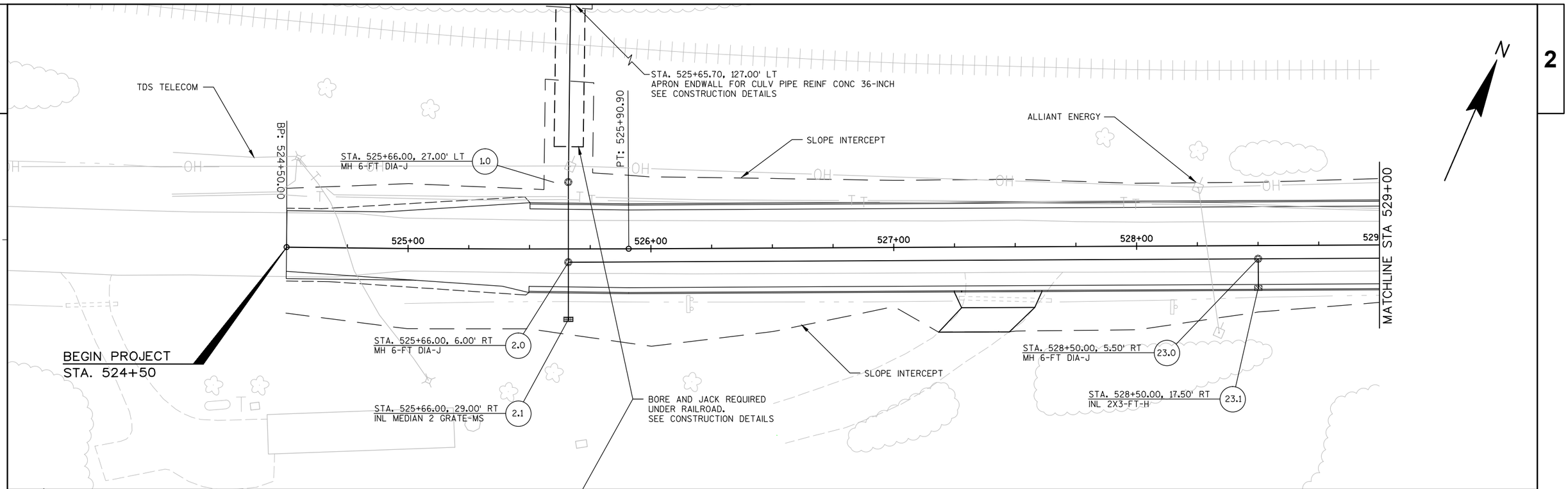
- SILT FENCE, TYP.
- TYPE C, UNLESS CALLED OUT OTHERWISE ON PLAN
- EROSION MAT CLASS I TYPE B
- SOD LAWN
- FLOW DIRECTION



PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	EROSION CONTROL	SHEET 27	E

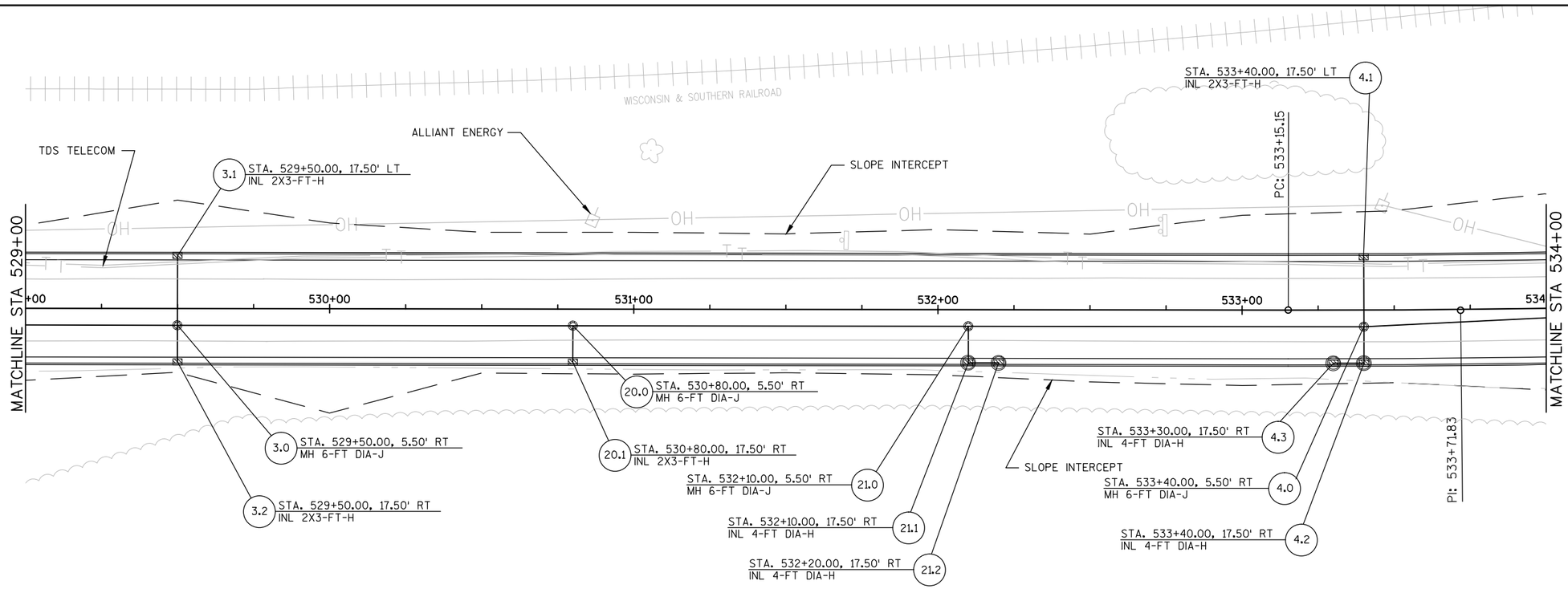
FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\PLANS\022003_EC.DWG
LAYOUT NAME - PD

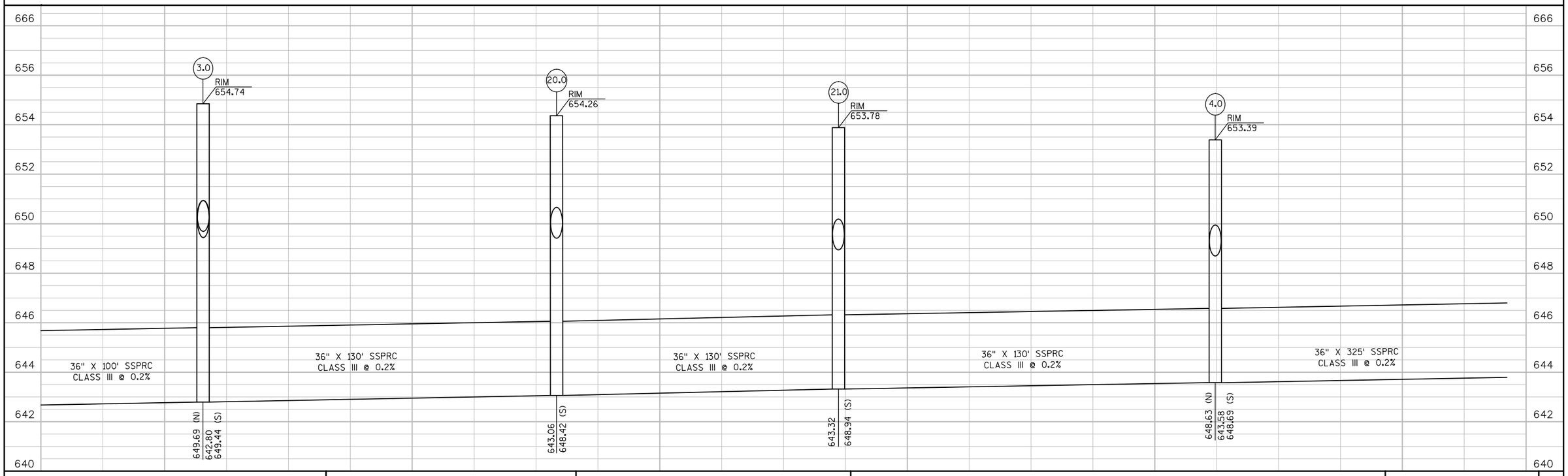
PLOT DATE : 6/14/2016 1:57 PM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : **********



PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	STORM SEWER, MAINLINE	SHEET 28 E

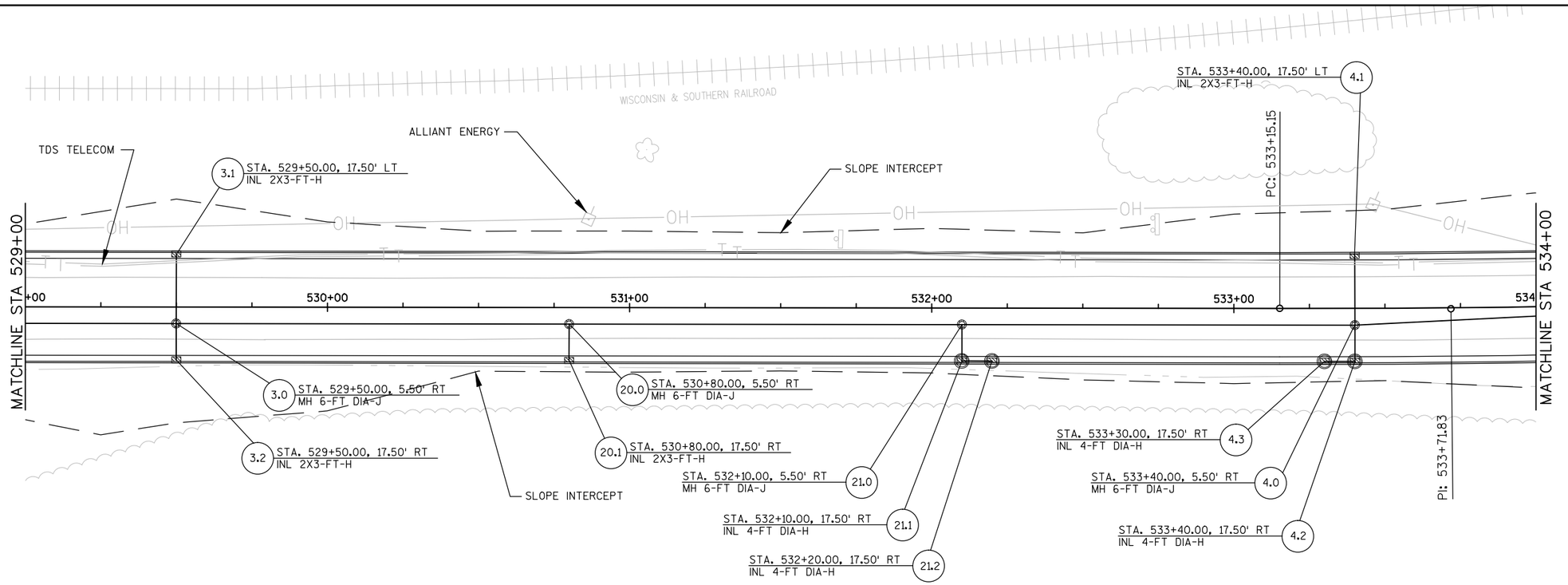
FILE NAME: G:\00-PROJECT FILES\2009\09202 Woodman STH 133\Plans\022501_ss.dwg PLOT DATE: Jul 14, 2016 09:09 AM PLOT BY: lsander PLOT SCALE: ROTATION:

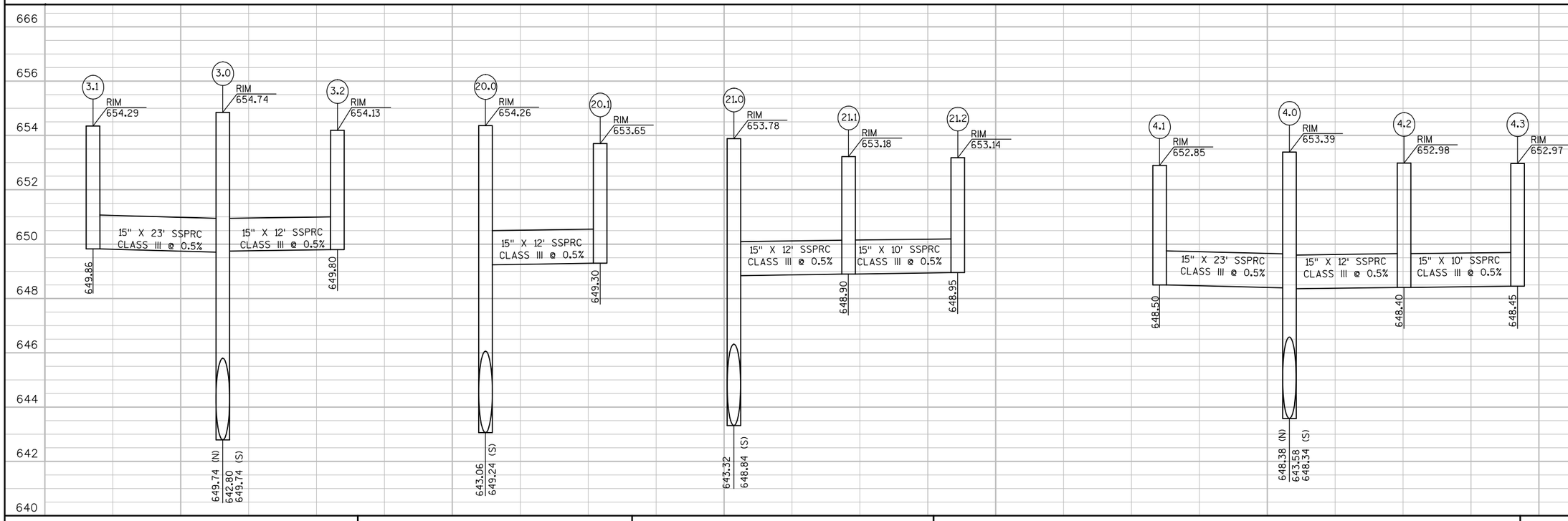




PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	STORM SEWER, MAINLINE	SHEET 29 E

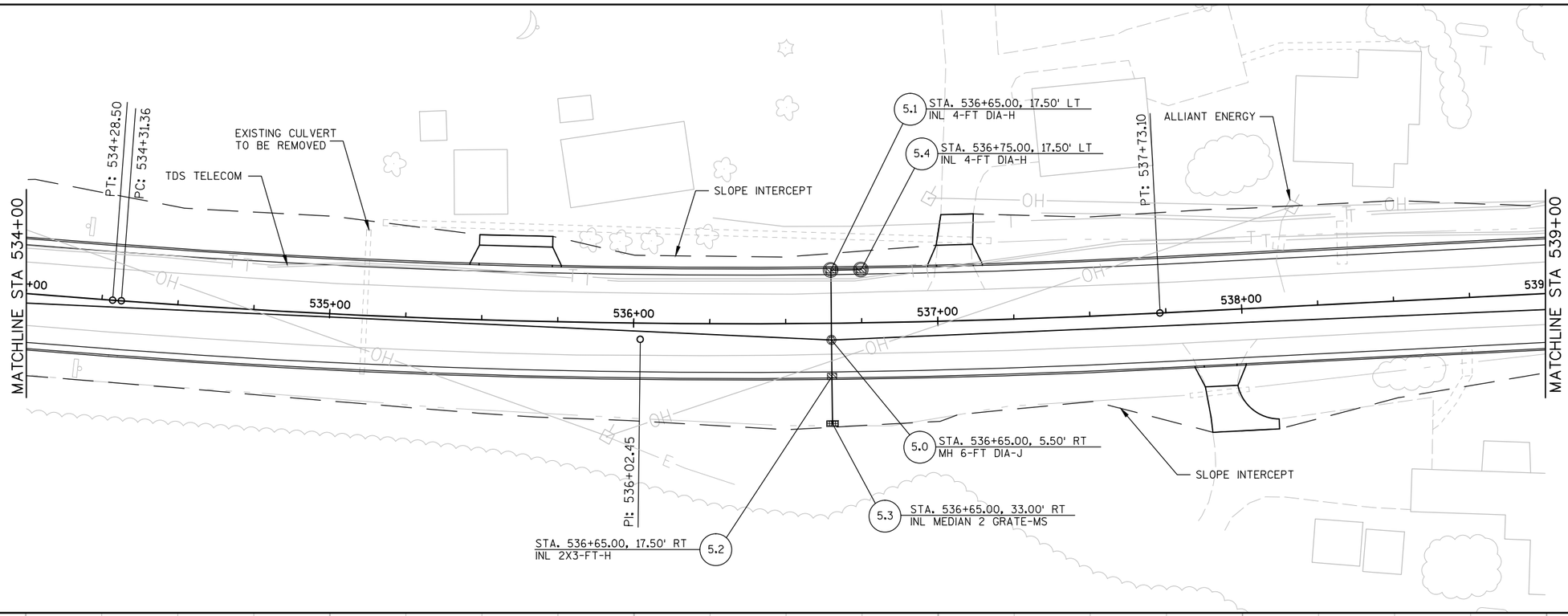
FILE NAME: G:\00-PROJECT FILES\2009\09202 Woodman STH 133\Plans\022502_ss.dwg PLOT DATE: Jul 14, 2016 09:13 AM PLOT BY: lsander PLOT SCALE: ROTATION:

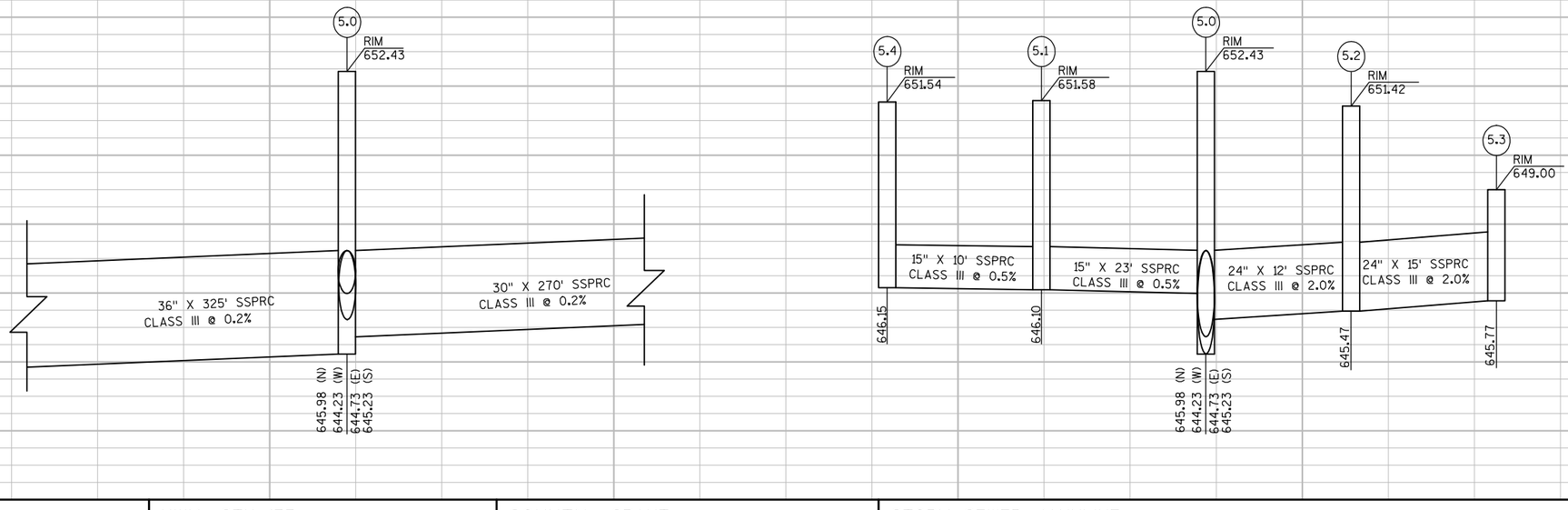




PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	STORM SEWER, MAINLINE	SHEET 30 E

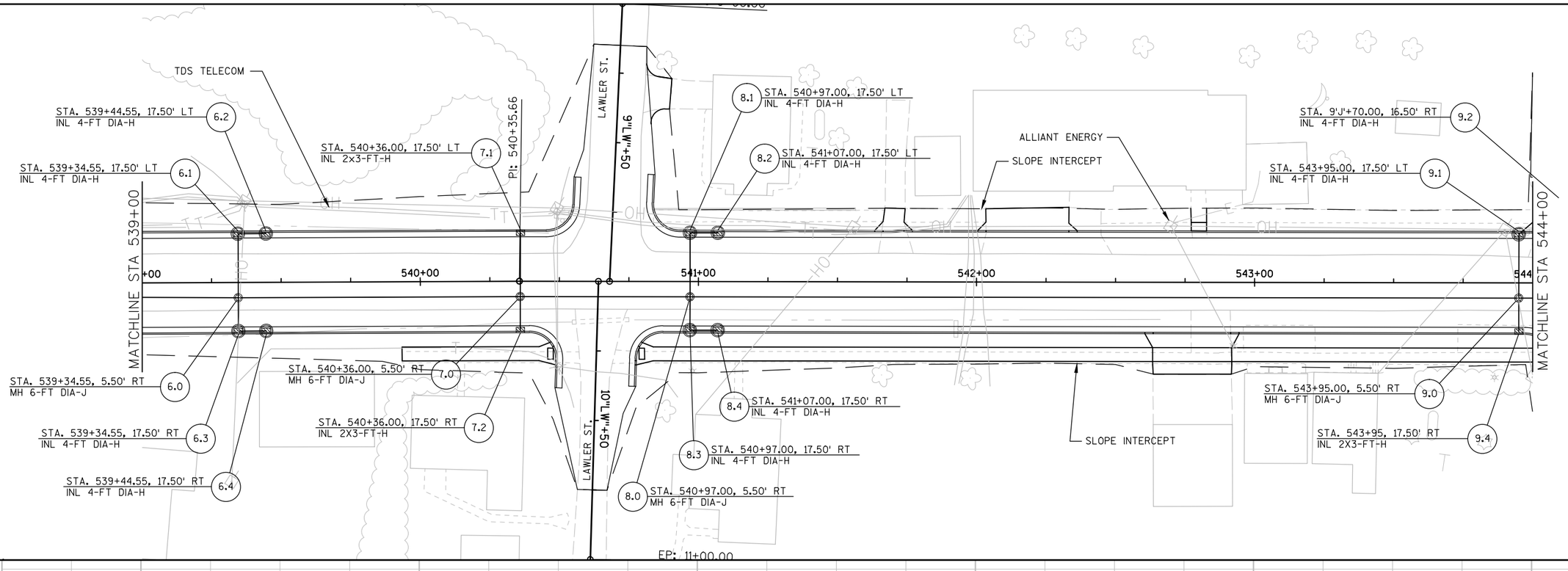
FILE NAME: C:\WisDOT\Stnd\Temp\AcPublish_3496\022503_ss.dwg PLOT DATE: Apr 28, 2016 08:12 AM PLOT BY: jgeishirt PLOT SCALE: ROTATION: WISDOT/CADDS SHEET 44

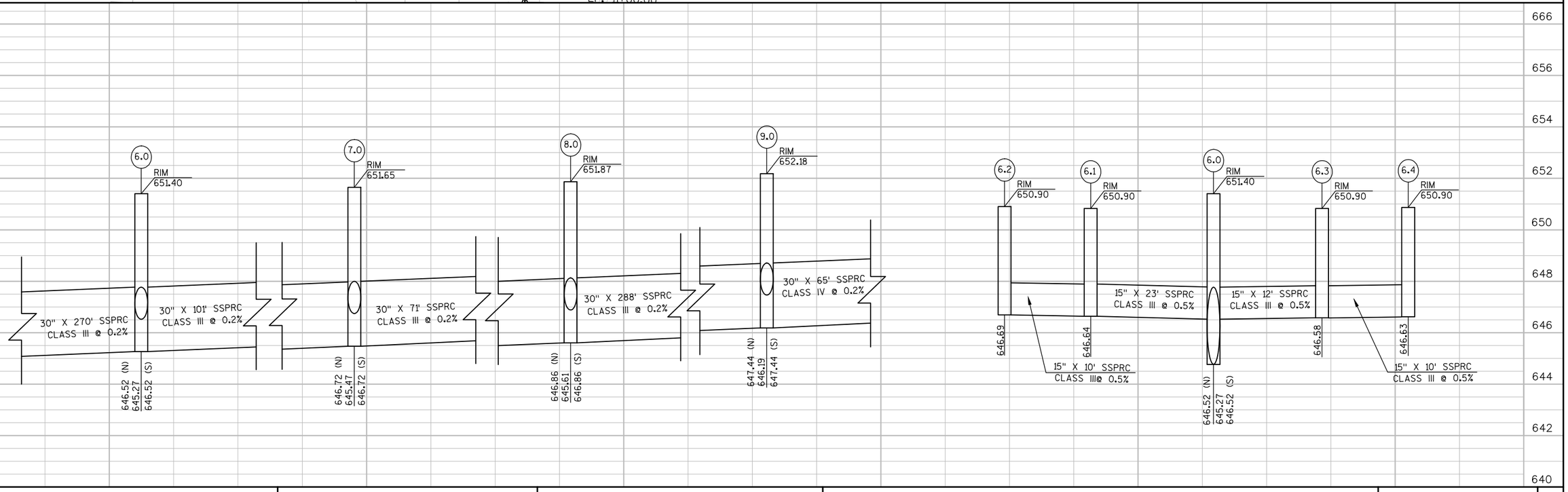




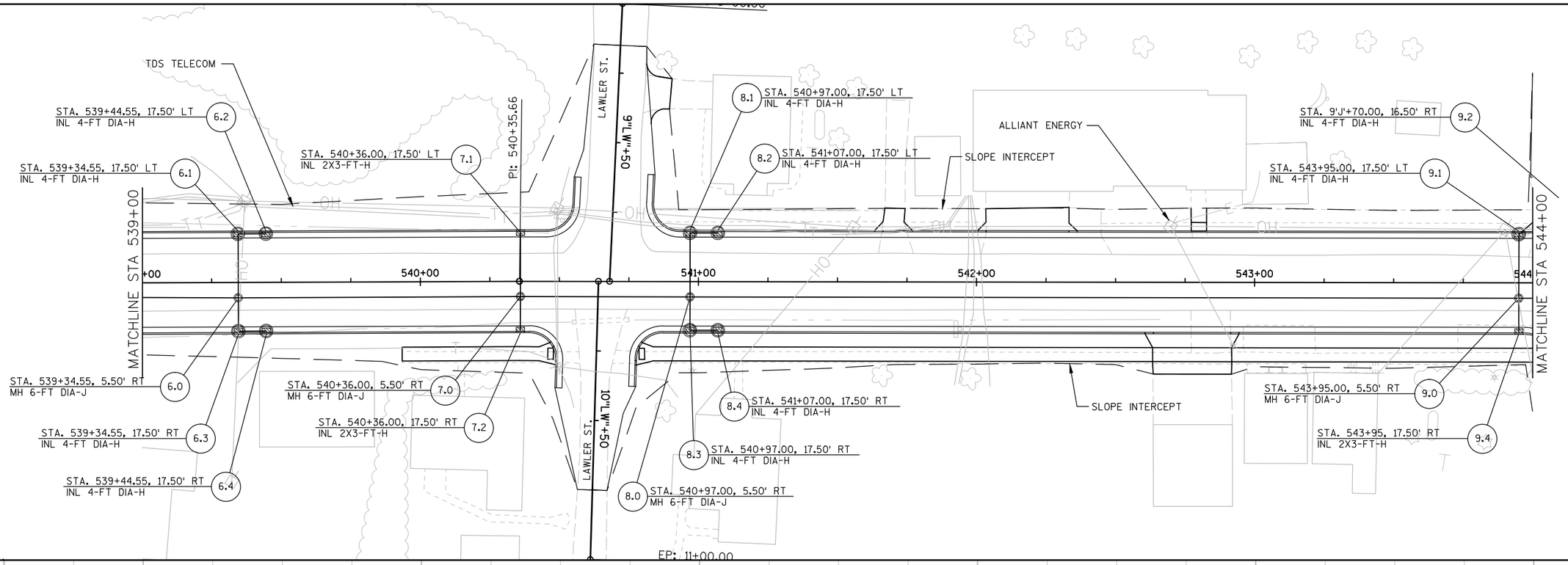
PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	STORM SEWER, MAINLINE	SHEET E

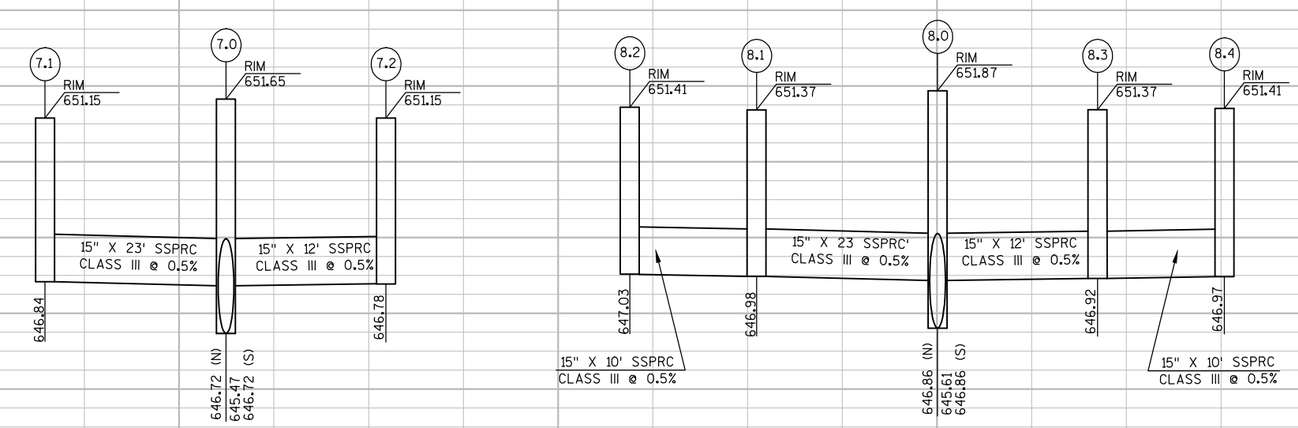
FILE NAME: C:\WisDOT\Stnd\Temp\AcPublish_5440\022504_ss.dwg PLOT DATE: Jun 07, 2016 11:30 AM PLOT BY: lsander PLOT SCALE: ROTATION:

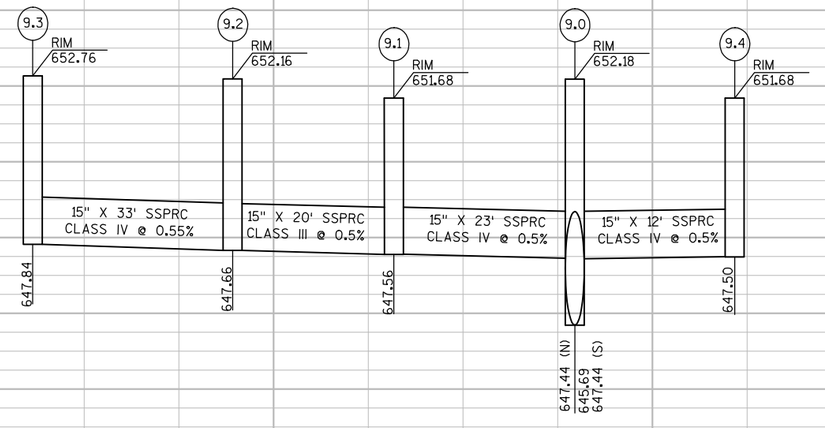




PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	STORM SEWER, MAINLINE	SHEET 32 E

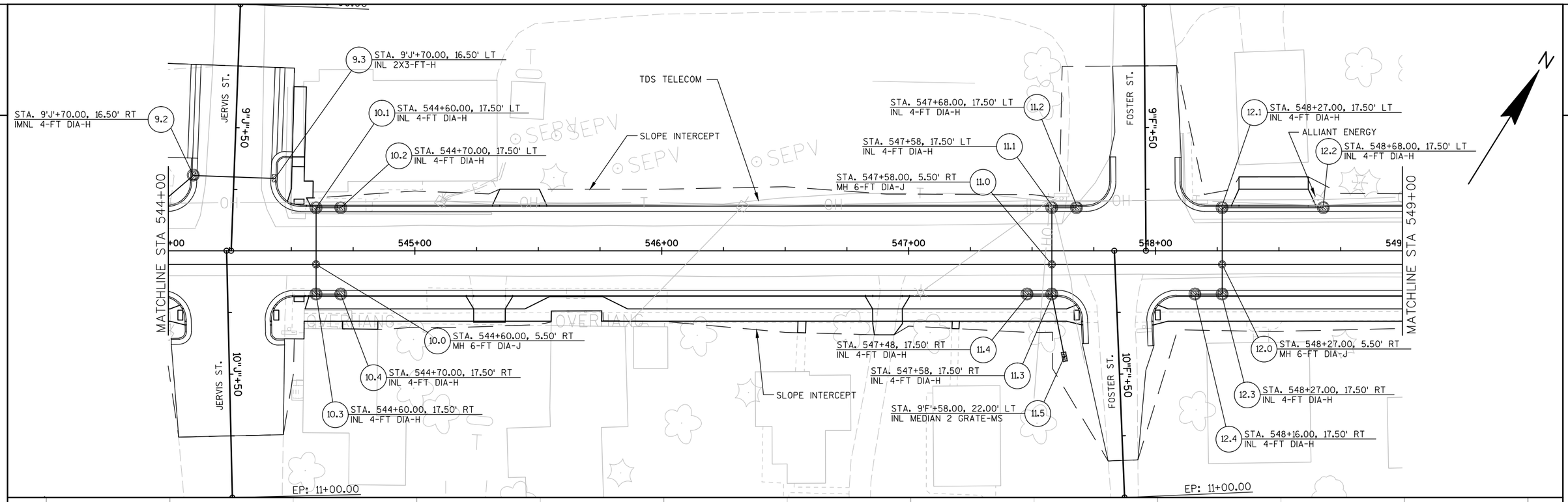


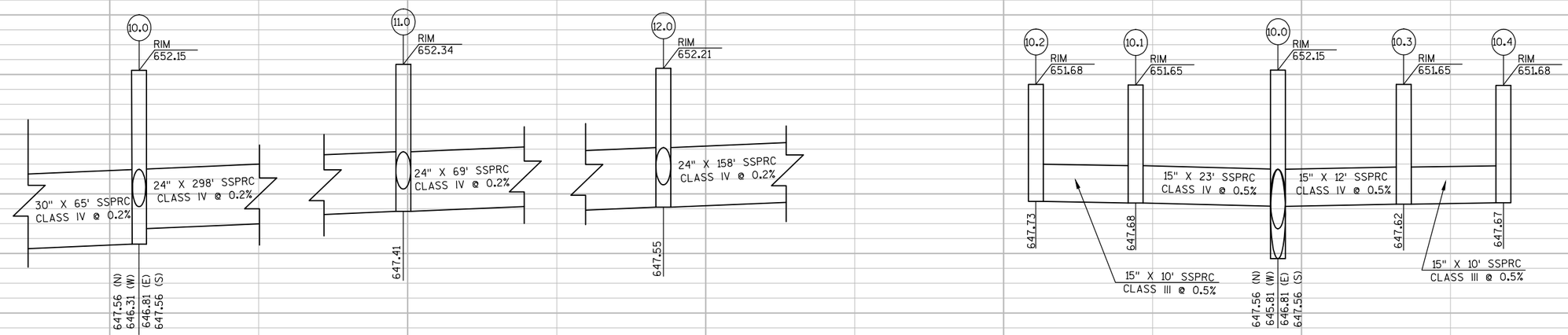




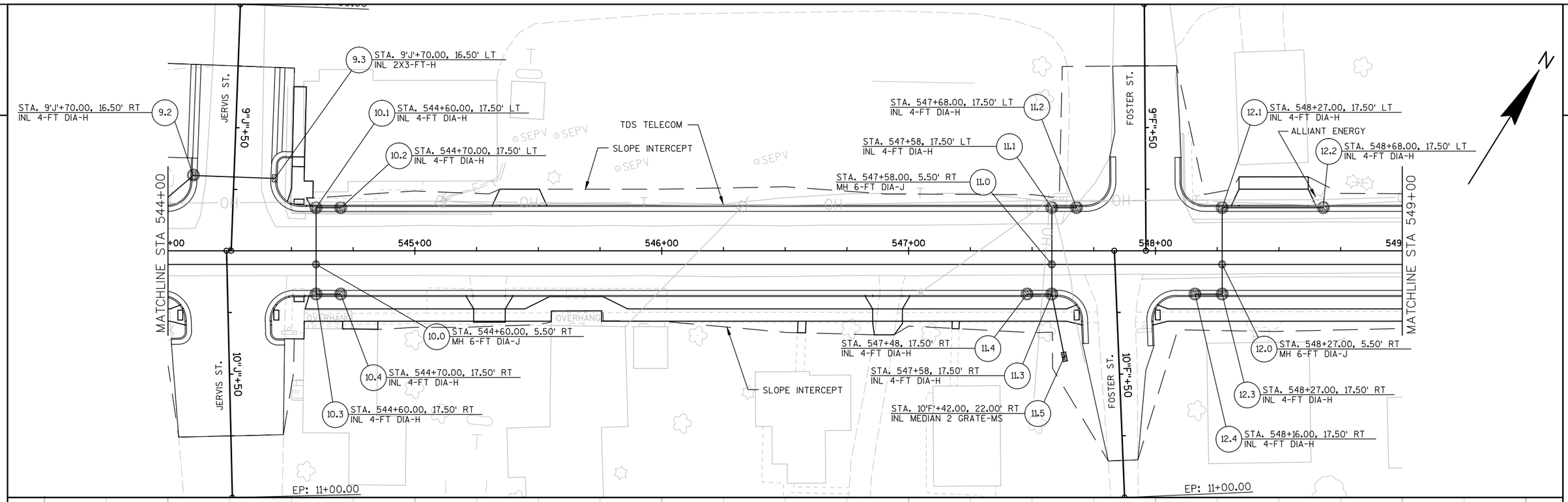
PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	STORM SEWER, MAINLINE	SHEET 33 E

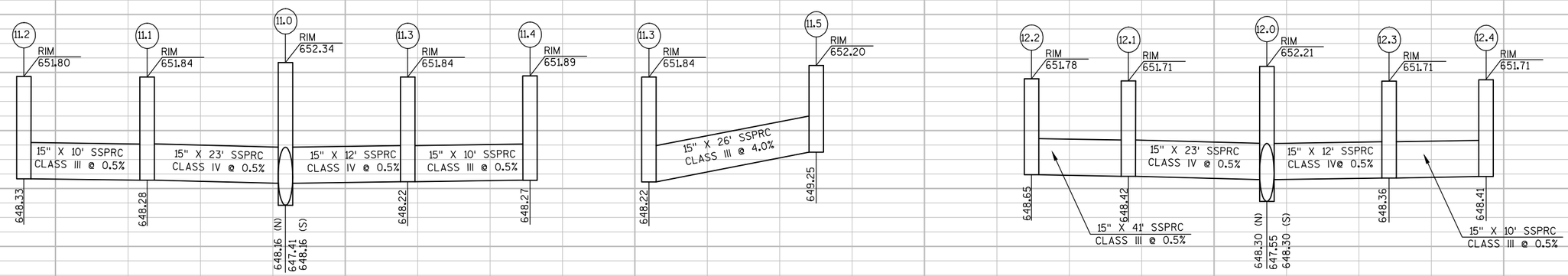
FILE NAME: G:\00-PROJECT FILES\2009\09202 Woodman STH 133\Plans\022506_ss.dwg PLOT DATE: May 13, 2016 11:27 AM PLOT BY: emeyer PLOT SCALE: ROTATION: WISDOT/CADDS SHEET 44





PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	STORM SEWER, MAINLINE	SHEET 34 E

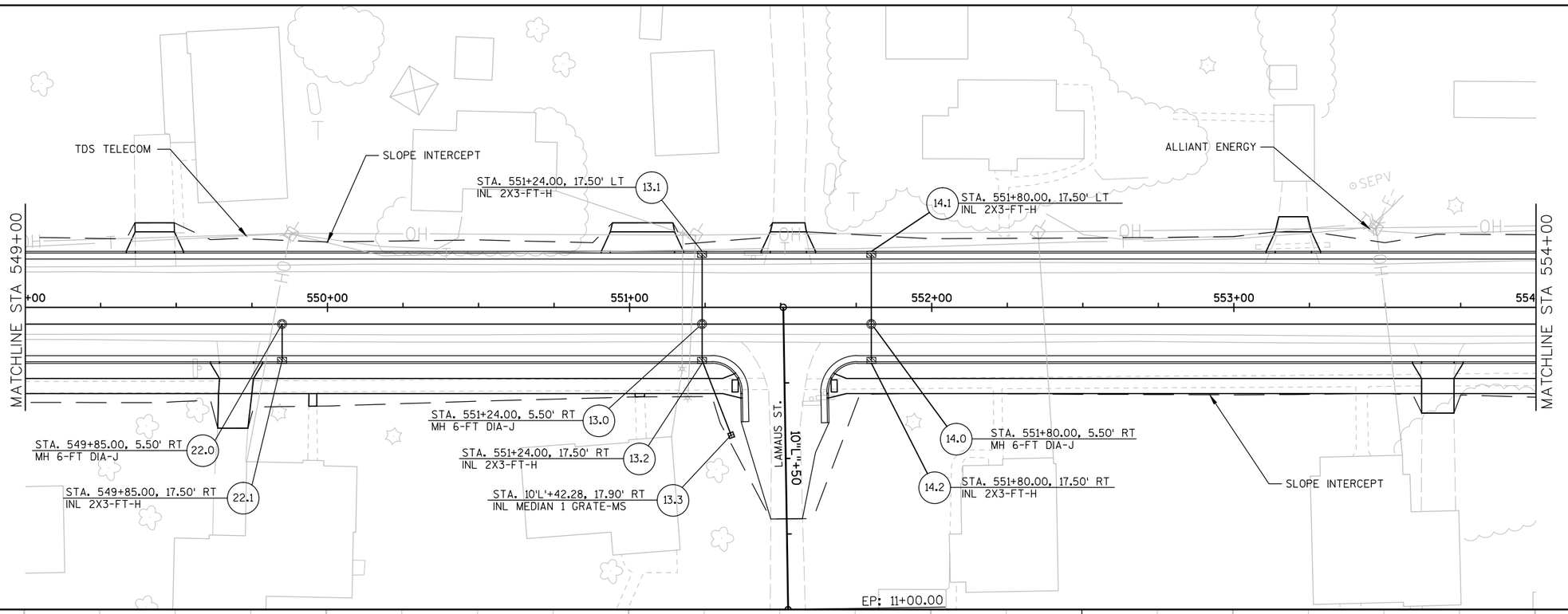


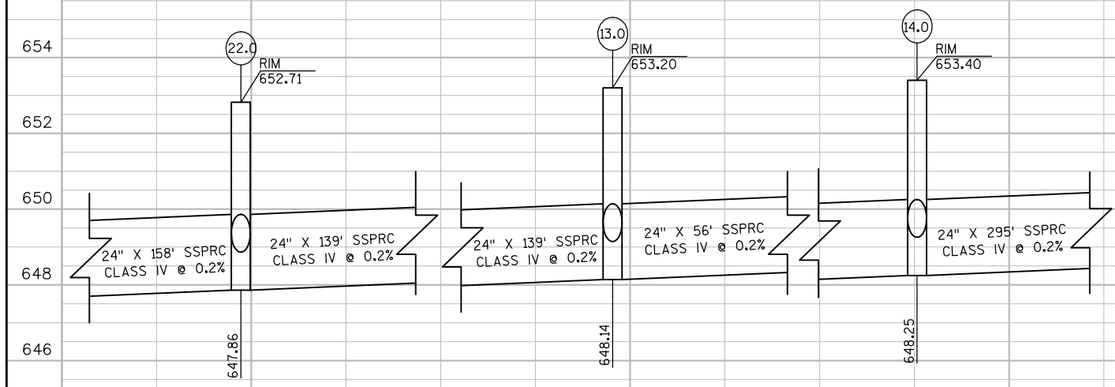


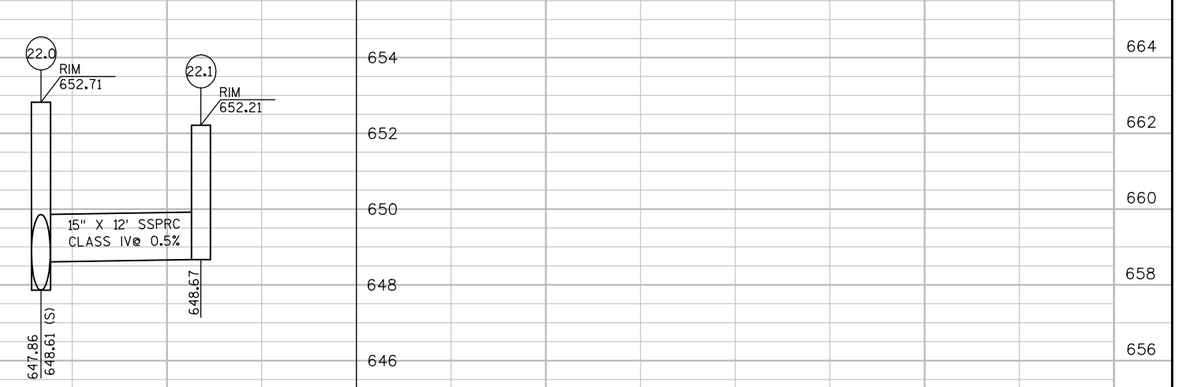
PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	STORM SEWER, MAINLINE	SHEET 35 E

FILE NAME: G:\00-PROJECT FILES\2009\09202 Woodman STH 133\Plans\022508_ss.dwg PLOT DATE: Jul 14, 2016 09:18 AM PLOT BY: jgeishirt PLOT SCALE: ROTATION:

2

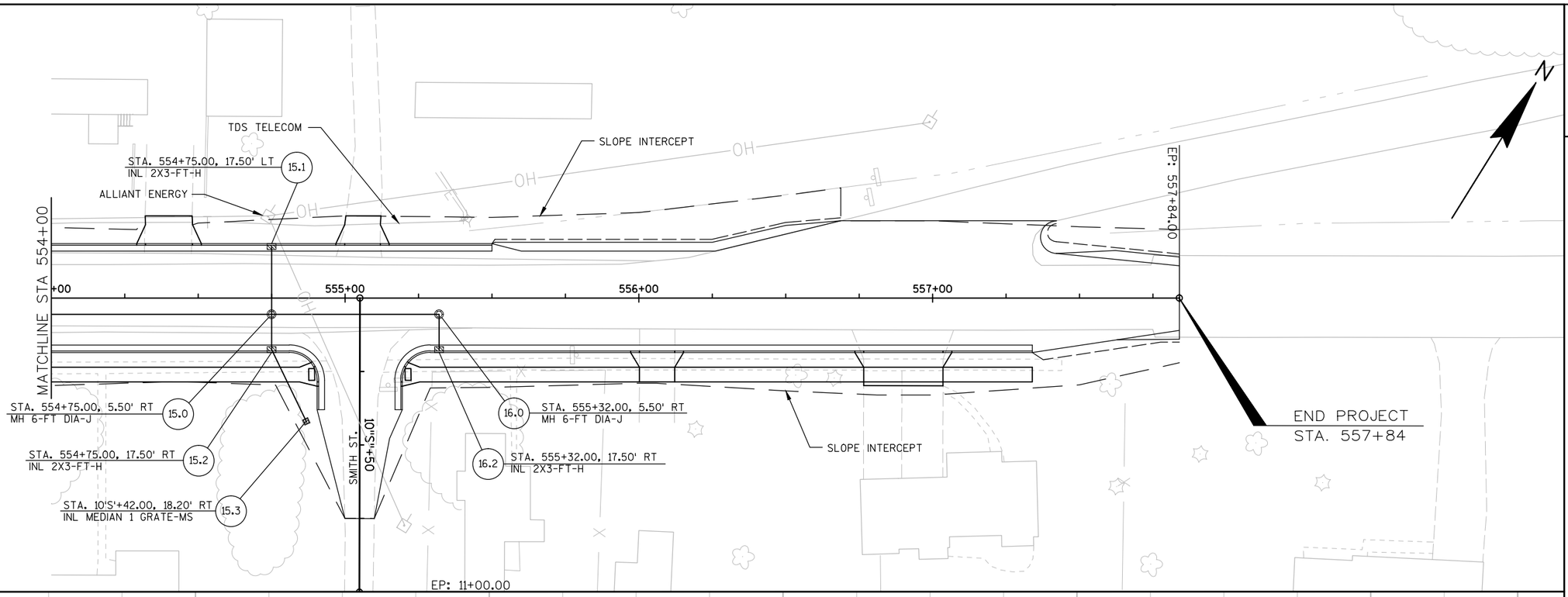


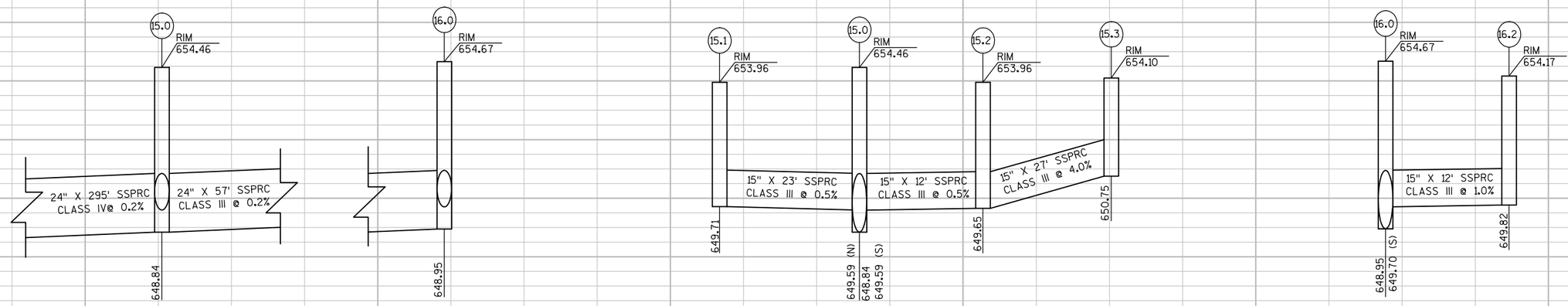




PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	STORM SEWER, MAINLINE	SHEET	E

FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\PLANS\022509_SS.DWG PLOT DATE : 4/4/2016 10:48 AM PLOT BY : ERIK MEYER PLOT NAME : **PLOT-NAME** PLOT SCALE : 1:1 WISDOT/CADDS SHEET 44





PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	STORM SEWER	SHEET 37 E

FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\PLANS\022510_SS.DWG
PLOT DATE : 5/12/2016 10:31 AM PLOT BY : LUKE C. SANDER PLOT NAME : **PLOT-NAME** PLOT SCALE : 1:1
WISDOT/CADDS SHEET 44

2

BEGIN PROJECT
STA. 524+50

525+00 526+00 527+00 528+00 529+00 530

STA 530+00

MATCH LINE

R/L STH 133

101M
WOODMAN
POPULATION 132
MOVE

102M
SPEED LIMIT 35
MOVE

LEGEND

- (A) PAVEMENT MARKING 4–INCH EPOXY (YELLOW DASHED)
- (B) PAVEMENT MARKING 4–INCH EPOXY (WHITE EDGELINE)
- EXISTING SIGN
- PROPOSED SIGN
- (XXXR) DENOTES SIGN REMOVAL NUMBER
- (XXXM) DENOTES SIGN MOVING NUMBER
- (XXX) DENOTES PROPOSED SIGN NUMBER

NOTE: THE FINAL LOCATION FOR ALL PAVEMENT MARKING AND PERMANENT SIGNING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

105R
SOUTH 133

107R
SPEED LIMIT 55
REMOVE

108
SPEED LIMIT 55
R2-1
24"X30"

104
Bloomington 23
D2-1
15"X90"

106R
Bloomington 21
REMOVE

STA 530+00

+00 531+00 532+00 533+00 534+00 535+00 536

STA 536+00

MATCH LINE

R/L STH 133

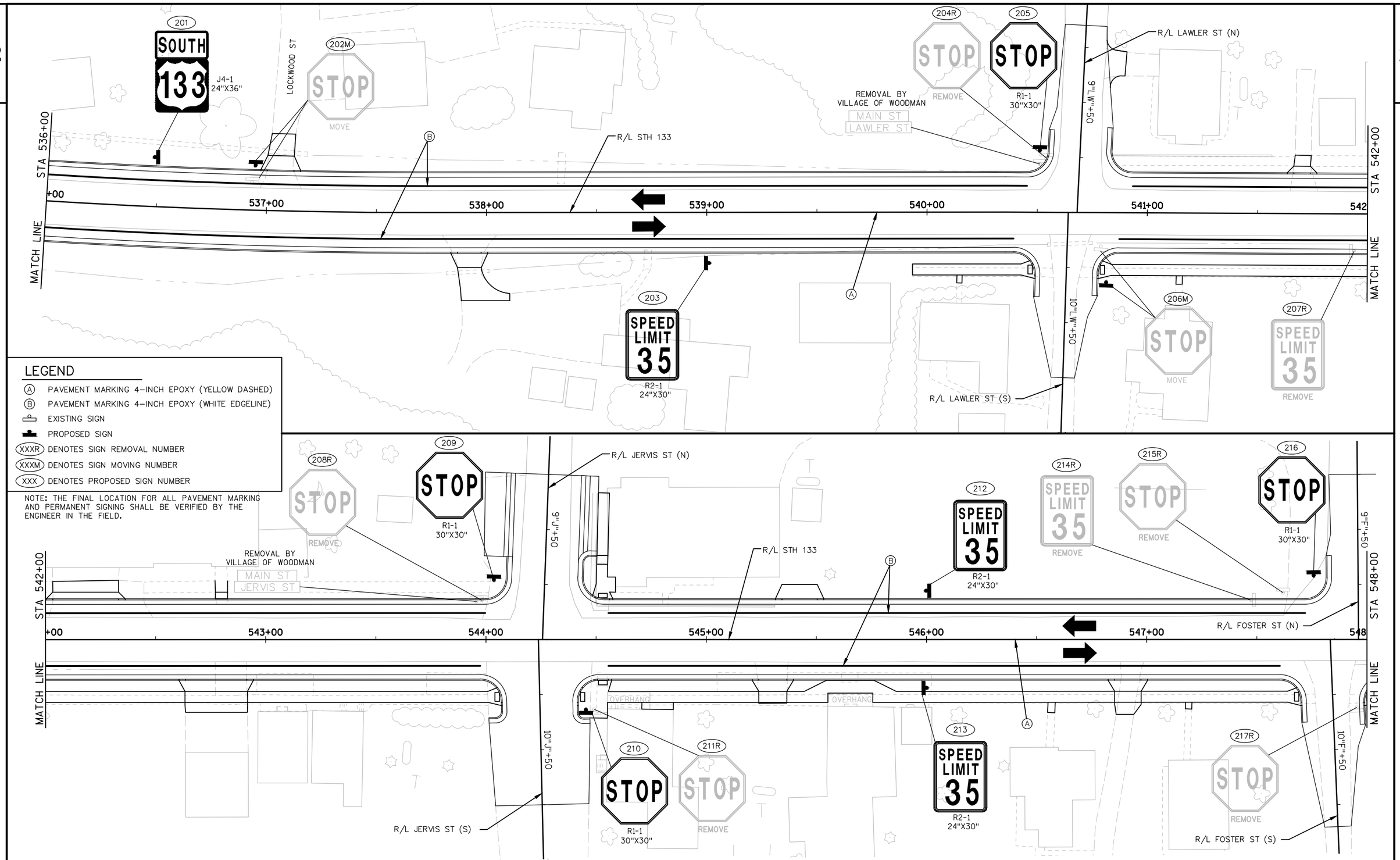
103M
ADOPT A HIGHWAY
SPONSOR
WOODMAN
IN MEMORY OF
JANEAN MILLER
MOVE

109R
SPEED LIMIT 35
REMOVE

110
SPEED LIMIT 35
R2-1
24"X30"

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	PAVEMENT MARKING AND PERMANENT SIGNING	SHEET 38	E

2



LEGEND

- (A) PAVEMENT MARKING 4–INCH EPOXY (YELLOW DASHED)
- (B) PAVEMENT MARKING 4–INCH EPOXY (WHITE EDGELINE)
- EXISTING SIGN
- PROPOSED SIGN
- (XXXR) DENOTES SIGN REMOVAL NUMBER
- (XXXM) DENOTES SIGN MOVING NUMBER
- (XXX) DENOTES PROPOSED SIGN NUMBER

NOTE: THE FINAL LOCATION FOR ALL PAVEMENT MARKING AND PERMANENT SIGNING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	PAVEMENT MARKING AND PERMANENT SIGNING	SHEET 39	E

2

2

REMOVAL BY VILLAGE OF WOODMAN
MAIN ST
JERVIS ST

303M
STOP
MOVE

LAMAUS ST

R/L STH 133

STA 548+00
+00
549+00
550+00
551+00
552+00
553+00
554
STA 554+00

MATCH LINE
MATCH LINE

301
STOP
R1-1
30"X30"

302R
SPEED LIMIT 35
REMOVE

10"L+50

304R
STOP
REMOVE

REMOVAL BY VILLAGE OF WOODMAN
MAIN ST
LAMAUS ST

305
STOP
R1-1
30"X30"

R/L LAMAUS ST

PINE

LEGEND

- (A) PAVEMENT MARKING 4-INCH EPOXY (YELLOW DASHED)
- (B) PAVEMENT MARKING 4-INCH EPOXY (WHITE EDGELINE)
- EXISTING SIGN
- PROPOSED SIGN
- (XXXR) DENOTES SIGN REMOVAL NUMBER
- (XXXM) DENOTES SIGN MOVING NUMBER
- (XXX) DENOTES PROPOSED SIGN NUMBER

NOTE: THE FINAL LOCATION FOR ALL PAVEMENT MARKING AND PERMANENT SIGNING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

306M
STOP
MOVE

SMITH ST

309
SPEED LIMIT 35
R2-1
24"X30"

312
STOP
R1-1
30"X30"

313R
STOP
REMOVE

PINE GROVE RD

END PROJECT
STA. 557+84

R/L STH 133

STA 554+00
+00
555+00
556+00
557+00

MATCH LINE

311R
SPEED LIMIT 35
REMOVE

307R
STOP
REMOVE

10"S+50

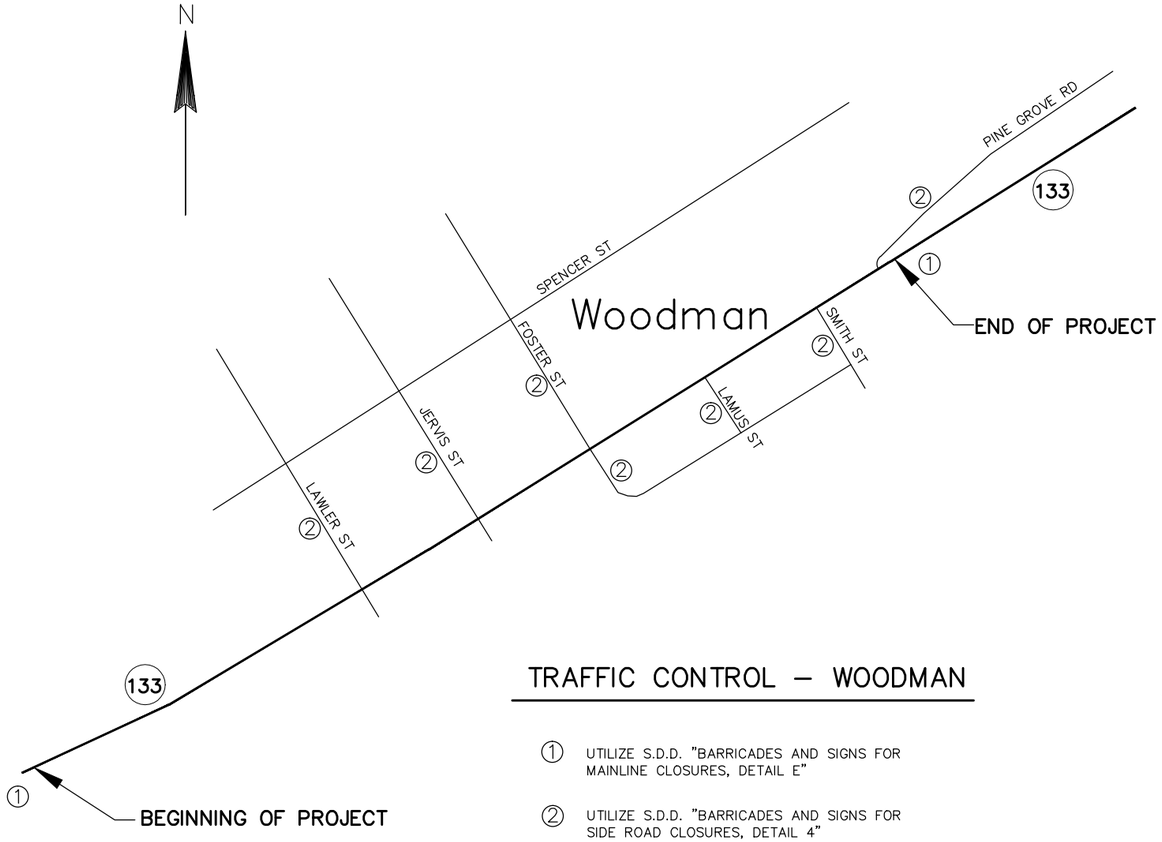
310
SPEED LIMIT 35
R2-1
24"X30"

308
STOP
R1-1
30"X30"

REMOVAL BY VILLAGE OF WOODMAN
MAIN ST
SMITH ST

R/L SMITH ST

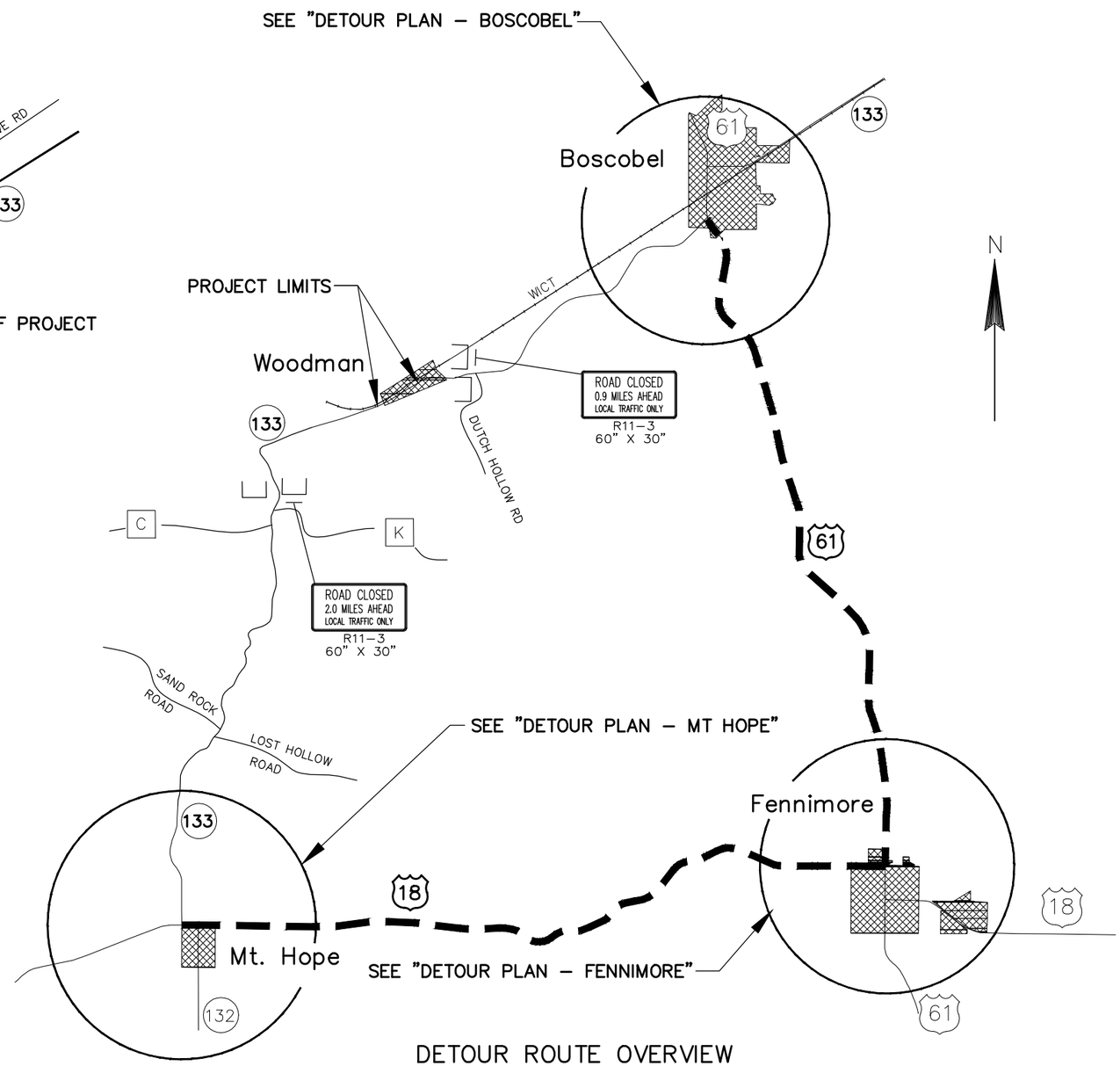
PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	PAVEMENT MARKING AND PERMANENT SIGNING	SHEET 40	E



TRAFFIC CONTROL – WOODMAN

① UTILIZE S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAIL E"

② UTILIZE S.D.D. "BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES, DETAIL 4"



DETOUR ROUTE OVERVIEW

LEGEND

= S.T.H. 133 DETOUR ROUTE

BARRICADE, TYPE III WITH/WITHOUT SIGN

PROJECT NO: 5589–01–74	HWY: STH 133	COUNTY: GRANT	TRAFFIC CONTROL – WOODMAN / DETOUR ROUTE	SHEET 41	E

FILE NAME: G:\00–PROJECT FILES\2009\09202 Woodman STH 133\Plans\027001_dt.dwg PLOT DATE: May 03, 2016 PLOT BY: jgeishirt PLOT SCALE: 1:1 ROTATION:

2

GENERAL TRAFFIC CONTROL SIGNING NOTES

ALL "W" AND "WO" SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.

ANY "STOP" SIGNS WHICH ARE REMOVED FOR A CONSTRUCTION OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED.

ALL TYPE III BARRICADES SHALL HAVE AN EQUIVALENT WIDTH OF 8 FEET.

ALL EXISTING SIGN MESSAGES THAT CONFLICT WITH TRAFFIC CONTROL SHALL BE COVERED WITH A BLANK ORANGE PANEL.

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

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

ALL M3 SERIES SIGNS (NORTH, EAST, SOUTH, WEST) WHICH ARE PART OF ANY DETOUR ROUTE MARKER SIGNING ASSEMBLY OR ATTACHED TO ANY WARNING SIGN SHALL BE BLACK LETTERING ON A WHITE BACKGROUND.

ALL MO5 AND MO6 ARROW SIGNS SHALL BE THE SAME AS "M" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

TYPE "H" REFLECTIVE SHEETING SHALL BE USED ON ALL BARRICADES AND ON R11-2, R11-3 SIGNS.

RAIL HOLLOW RD

LOST HOLLOW RD

107 M4-8A 24" X 18" END DETOUR

WEST 18 SOUTH 133 NORTH 133

109 NORTH 133 Woodman 10 Boscobel 16

133

Prairie du Chien Bloomington Woodman

106 WEST 18 SOUTH 133 NORTH 133

108 ROAD CLOSED 9.8 MILES AHEAD LOCAL TRAFFIC ONLY R11-3 60" X 30"

J

110 DETOUR M4-8 24" X 12" SOUTH M3-3 24" X 12" 133 M1-6 24" X 24"

112 DETOUR M4-8 24" X 12" SOUTH M3-3 24" X 12" 133 M1-6 24" X 24"

K

18

Mt. Ida

18

I

JJ

JJ

Mt. Hope

111 M4-8 24" X 12" DETOUR M3-1 24" X 12" NORTH M1-6 24" X 24" 133

113 M4-8 24" X 12" DETOUR M3-1 24" X 12" NORTH M1-6 24" X 24" 133

K

101 NORTH M3-1 24" X 12" 133 M1-6 24" X 24" DETOUR AHEAD W20-2

102 M4-8 24" X 12" DETOUR NORTH 133 EAST 18 MO6-1 21" X 21"

103 M4-8 24" X 12" DETOUR NORTH 133 EAST 18 MO6-1 21" X 21"

Fennimore Woodman

104 DETOUR NEXT 22 MILES G20-51 60"X24"

105 M4-8 24" X 12" DETOUR M3-1 24" X 12" NORTH M1-6 24" X 24" 133

N

LEGEND

- DETOUR ROUTE
- BARRICADE, TYPE III WITH / WITHOUT SIGN
- POST MOUNTED SIGN (NEW)
- POST MOUNTED SIGN (EXISTING)
- 133 NEW SIGN
- 133 EXISTING SIGN
- 133 EXISTING SIGN TO BE COVERED

PROJECT NUMBER: 5589-01-74	HWY: STH 133	COUNTY: GRANT	DETOUR PLAN – MT HOPE	SHEET NO: 42	E

FILE NAME: G:\00-PROJECT FILES\2009\09202 Woodman STH 133\Plans\027002_dt.dwg PLOT DATE: May 03, 2016 PLOT BY: lsander PLOT SCALE: ROTATION:

2

GENERAL TRAFFIC CONTROL SIGNING NOTES

ALL "W" AND "WO" SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.

ANY "STOP" SIGNS WHICH ARE REMOVED FOR A CONSTRUCTION OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED.

ALL TYPE III BARRICADES SHALL HAVE AN EQUIVALENT WIDTH OF 8 FEET.

ALL EXISTING SIGN MESSAGES THAT CONFLICT WITH TRAFFIC CONTROL SHALL BE COVERED WITH A BLANK ORANGE PANEL.

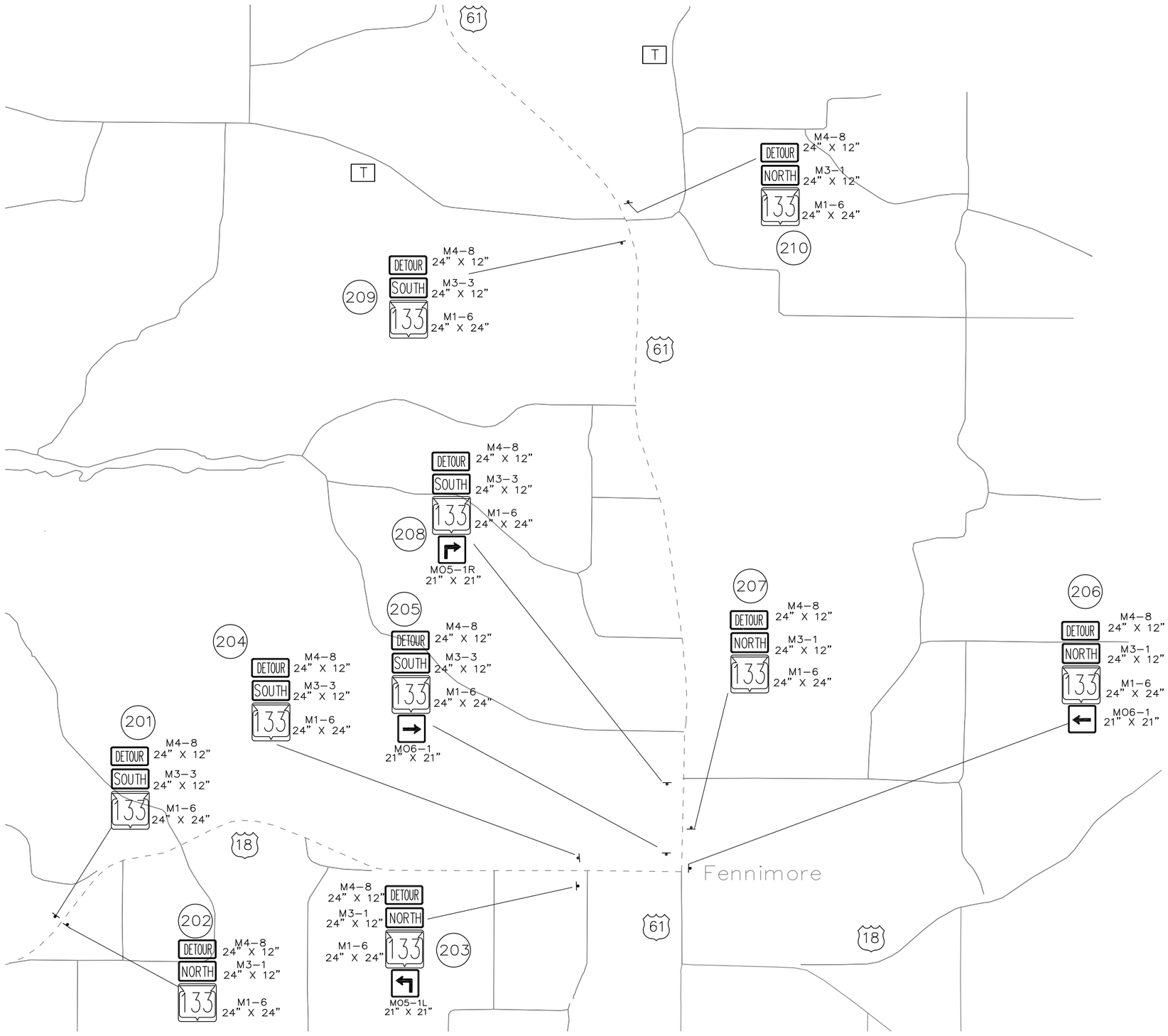
THE EXACT LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

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

ALL M3 SERIES SIGNS (NORTH, EAST, SOUTH, WEST) WHICH ARE PART OF ANY DETOUR ROUTE MARKER SIGNING ASSEMBLY OR ATTACHED TO ANY WARNING SIGN SHALL BE BLACK LETTERING ON A WHITE BACKGROUND.

ALL MO5 AND MO6 ARROW SIGNS SHALL BE THE SAME AS "M" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

TYPE "H" REFLECTIVE SHEETING SHALL BE USED ON ALL BARRICADES AND ON R11-2, R11-3 SIGNS.



N

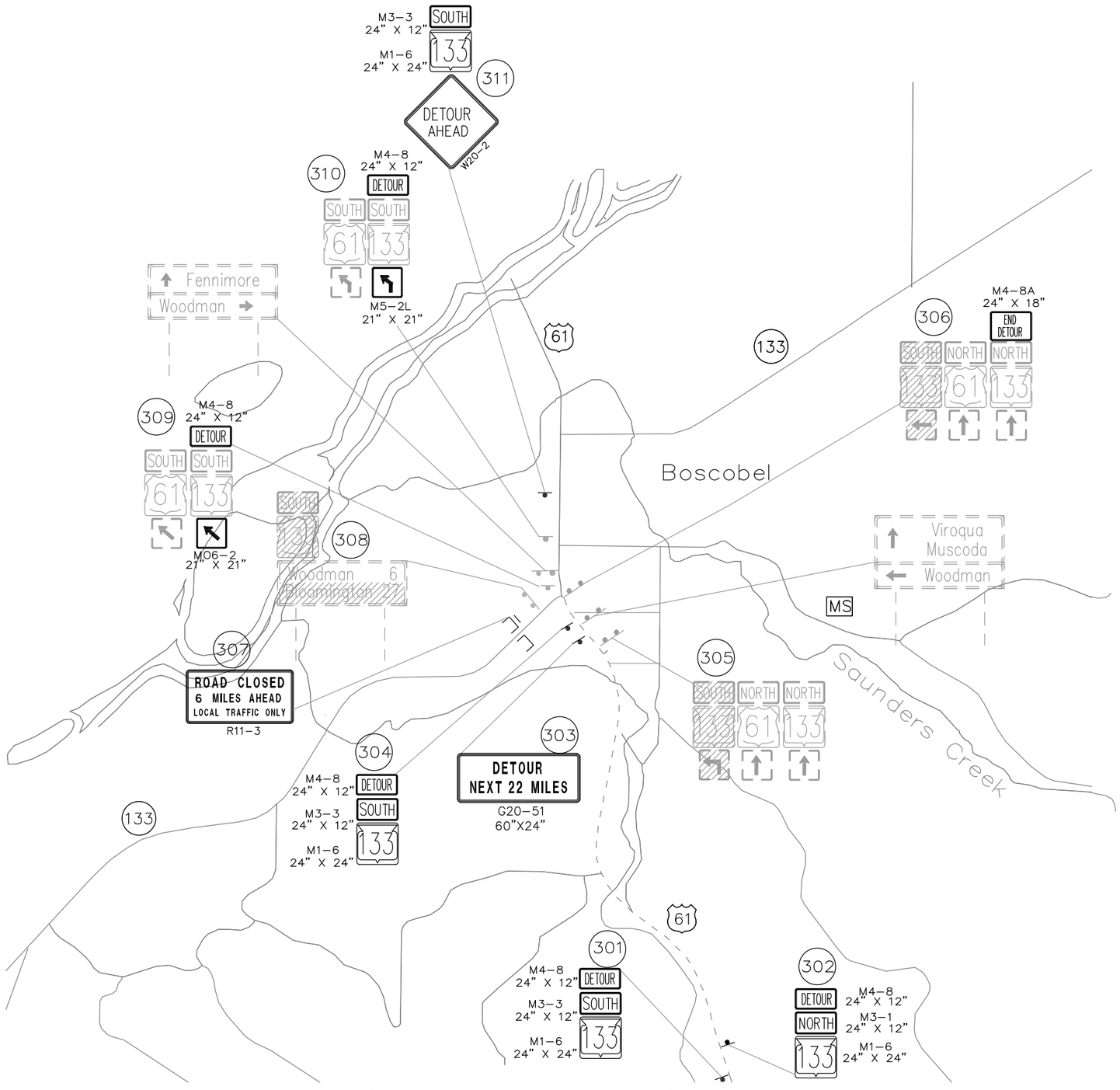
LEGEND

- DETOUR ROUTE
- BARRICADE, TYPE III WITH / WITHOUT SIGN
- POST MOUNTED SIGN (NEW)
- POST MOUNTED SIGN (EXISTING)
- NEW SIGN
- EXISTING SIGN
- EXISTING SIGN TO BE COVERED

PROJECT NUMBER: 5589-01-74	HWY: STH 133	COUNTY: GRANT	DETOUR PLAN – FENNIMORE	SHEET NO: 43	E

FILE NAME: G:\00-PROJECT FILES\2009\09202 Woodman STH 133\Plans\027003_dt.dwg PLOT DATE: Jun 15, 2016 PLOT BY: jgeishirt PLOT SCALE: ROTATION:

2



GENERAL TRAFFIC CONTROL SIGNING NOTES

ALL "W" AND "WO" SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.

ANY "STOP" SIGNS WHICH ARE REMOVED FOR A CONSTRUCTION OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED.

ALL TYPE III BARRICADES SHALL HAVE AN EQUIVALENT WIDTH OF 8 FEET.

ALL EXISTING SIGN MESSAGES THAT CONFLICT WITH TRAFFIC CONTROL SHALL BE COVERED WITH A BLANK ORANGE PANEL.

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

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

ALL M3 SERIES SIGNS (NORTH, EAST, SOUTH, WEST) WHICH ARE PART OF ANY DETOUR ROUTE MARKER SIGNING ASSEMBLY OR ATTACHED TO ANY WARNING SIGN SHALL BE BLACK LETTERING ON A WHITE BACKGROUND.

ALL MO5 AND MO6 ARROW SIGNS SHALL BE THE SAME AS "M" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

TYPE "H" REFLECTIVE SHEETING SHALL BE USED ON ALL BARRICADES AND ON R11-2, R11-3 SIGNS.

N

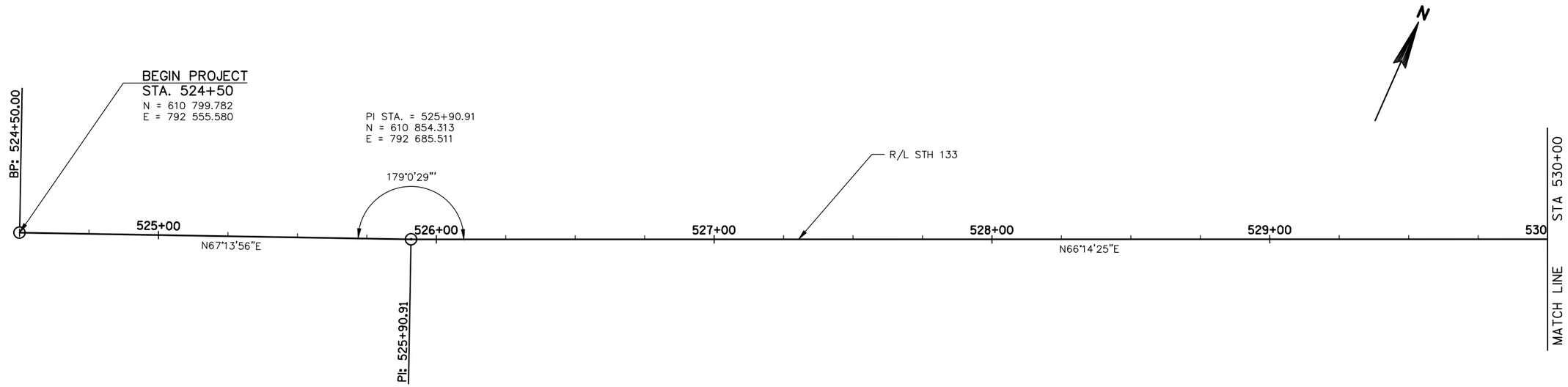
LEGEND

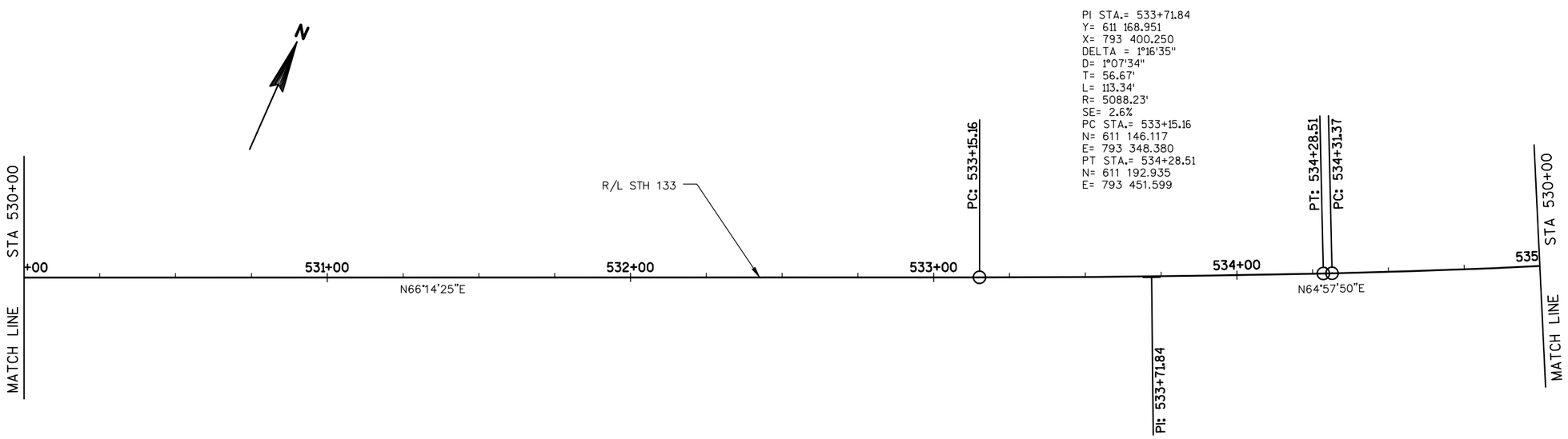
- DETOUR ROUTE
- BARRICADE, TYPE III WITH / WITHOUT SIGN
- POST MOUNTED SIGN (NEW)
- POST MOUNTED SIGN (EXISTING)
- NEW SIGN
- EXISTING SIGN
- EXISTING SIGN TO BE COVERED

PROJECT NUMBER: 5589-01-74	HWY: STH 133	COUNTY: GRANT	DETOUR PLAN – BOSCOBEL	SHEET NO: 44	E

FILE NAME: G:\00-PROJECT FILES\2009\09202 Woodman STH 133\Plans\027004_dt.dwg PLOT DATE: May 03, 2016 PLOT BY: jgeishirt PLOT SCALE: ROTATION:

2

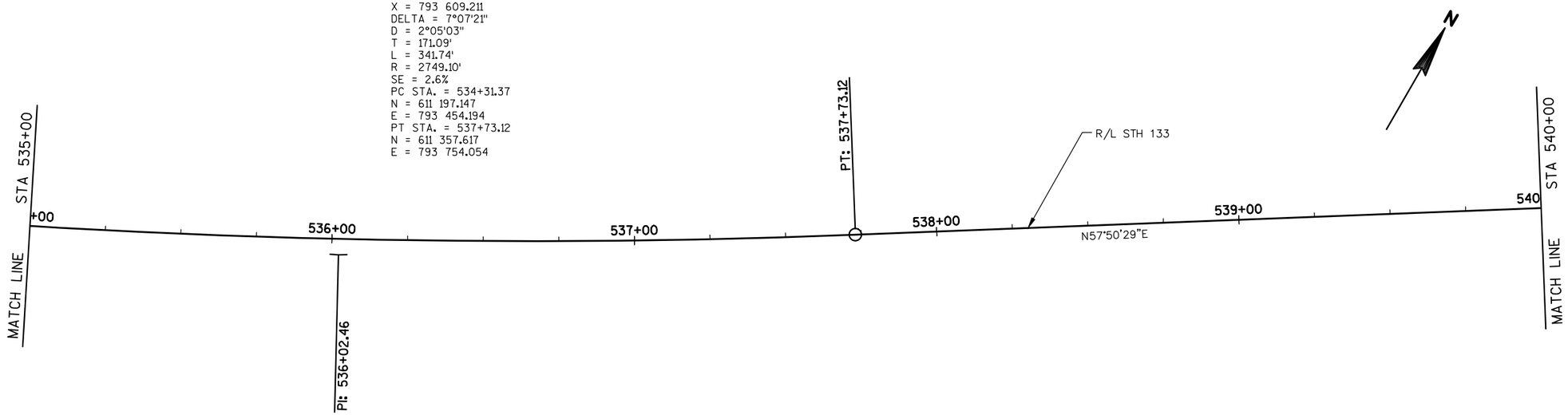




PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	ALIGNMENT DETAILS	SHEET 45	E

2

PI STA. = 536+02.46
Y = 611 266.551
X = 793 609.211
DELTA = 7°07'21"
D = 2°05'03"
T = 171.09'
L = 341.74'
R = 2749.10'
SE = 2.6%
PC STA. = 534+31.37
N = 611 197.147
E = 793 454.194
PT STA. = 537+73.12
N = 611 357.617
E = 793 754.054



BEGIN PROJECT
STA. 9"LW"+00
N = 611 601.702
E = 793 954.987

BP: 9+00.00

R/L LAWLER (N)

S29°16'37"E

9"LW"+50

PI: 540+35.67

STA. 540+68.10 =
STA. 10"LW"+00 (N)
N = 611 514.475
E = 794 003.890

92°33'07"

STA 540+00

+00

MATCH LINE

541+00

542+00

543+00

R/L STH 133

N58°10'16"E

88°24'08"

179°40'13"

STA. 540+64.07 =
STA. 10"LW"+00 (S)
N = 611 512.347
E = 794 000.461

PI STA. = 540+35.67
N = 611 497.364
E = 793 976.324

S30°13'52"E

10"LW"+50

R/L LAWLER (S)

END PROJECT
STA. 11"LW"+00
N = 611 425.947
E = 794 050.810

EP: 11+00.00

BEGIN PROJECT
STA. 9"J"+00
N = 611 789.907
E = 794 258.132

BP: 9+00.00

R/L JERVIS (N)

S29°42'00"E

9"J"+50

STA. 544+25.66 =
STA. 10"J"+00 (N)
N = 611 703.044
E = 794 307.678

92°07'44"

544+00

545+00

546

STA 546+00

MATCH LINE

91°19'37"

STA. 544+23.78 =
STA. 10"J"+00 (S)
N = 611 702.056
E = 794 306.086

S33°09'21"E

10"J"+50

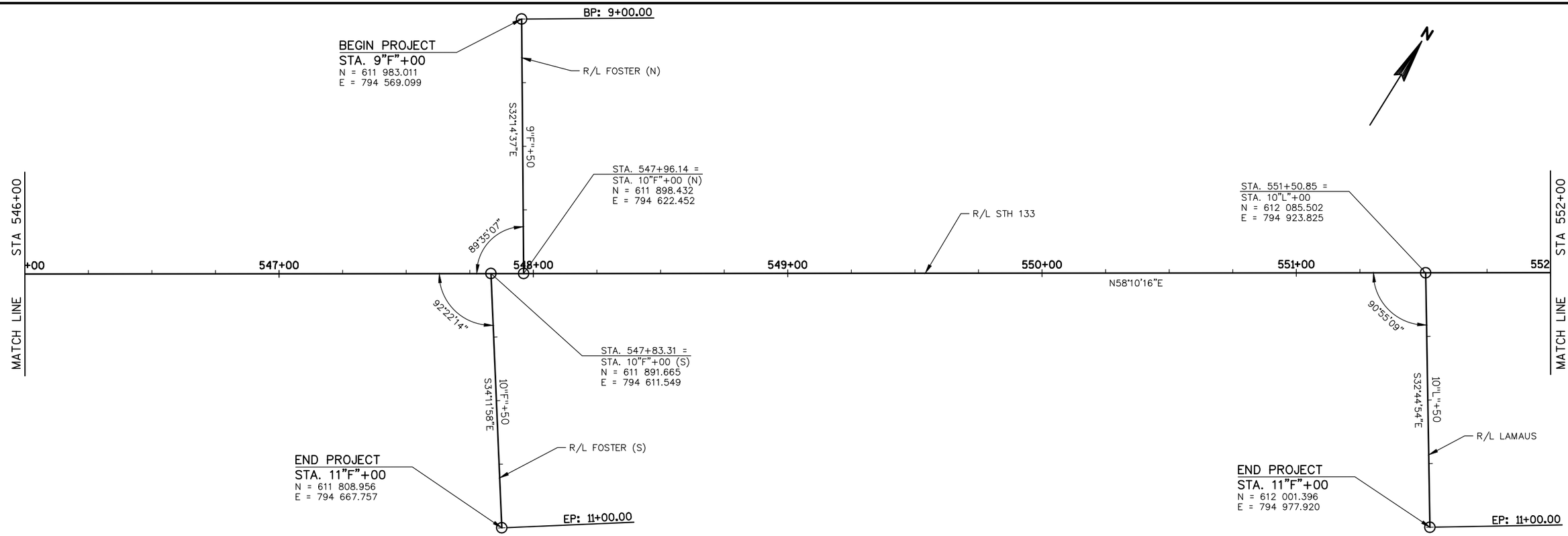
R/L JERVIS (S)

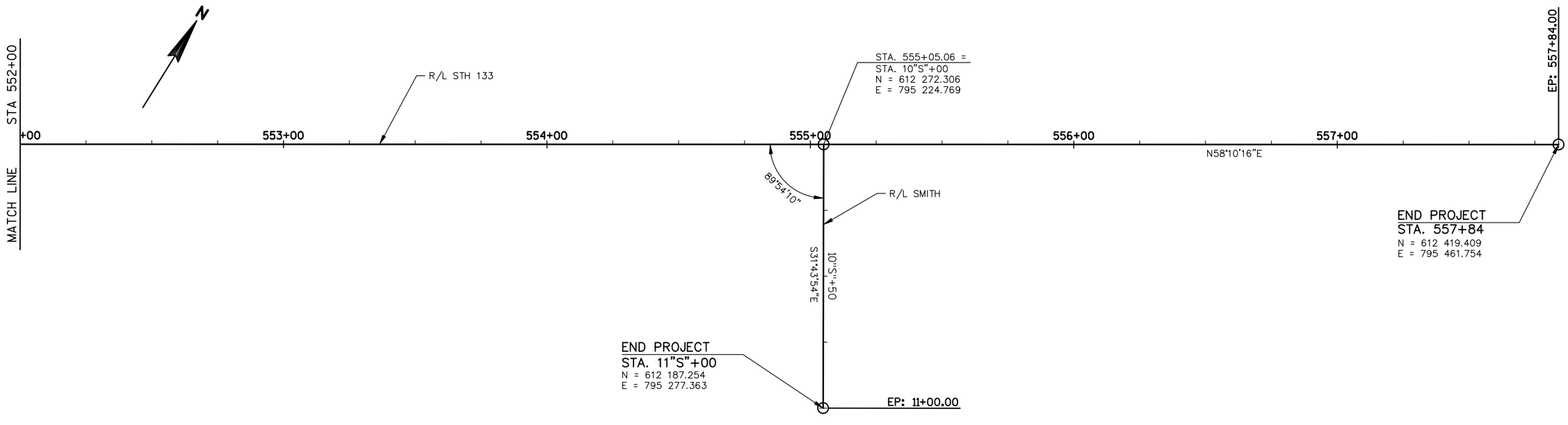
END PROJECT
STA. 11"J"+00
N = 711 618.337
E = 794 360.778

EP: 11+00.00

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	ALIGNMENT DETAILS	SHEET 46	E

2

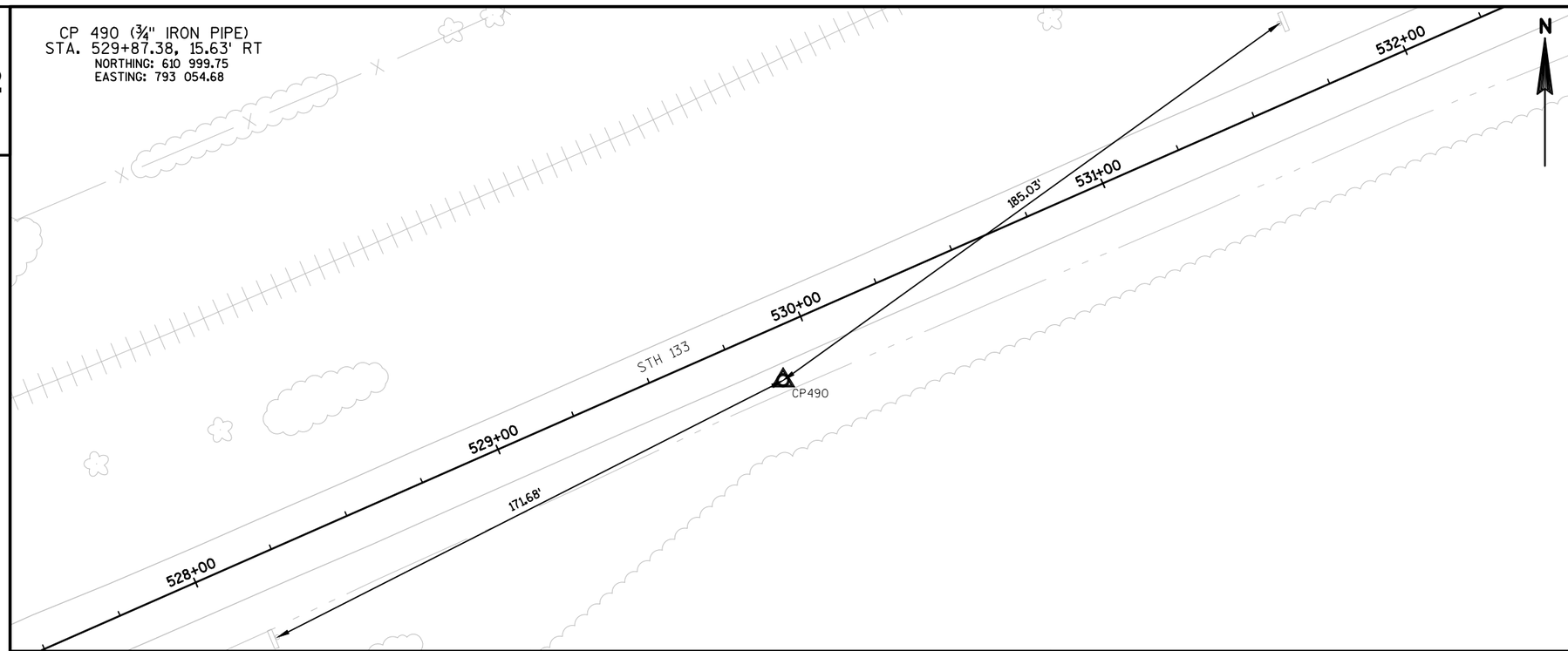




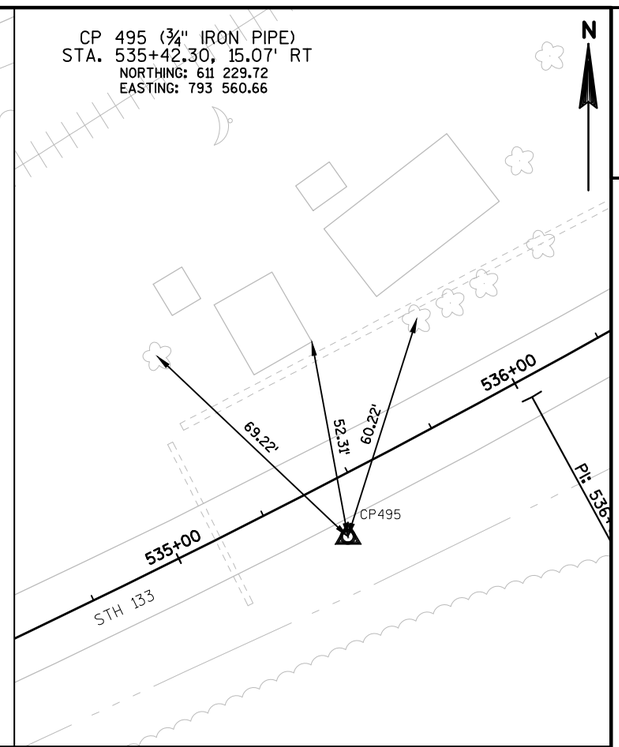
PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	ALIGNMENT DETAILS	SHEET 47	E

2

CP 490 (¾" IRON PIPE)
STA. 529+87.38, 15.63' RT
NORTHING: 610 999.75
EASTING: 793 054.68

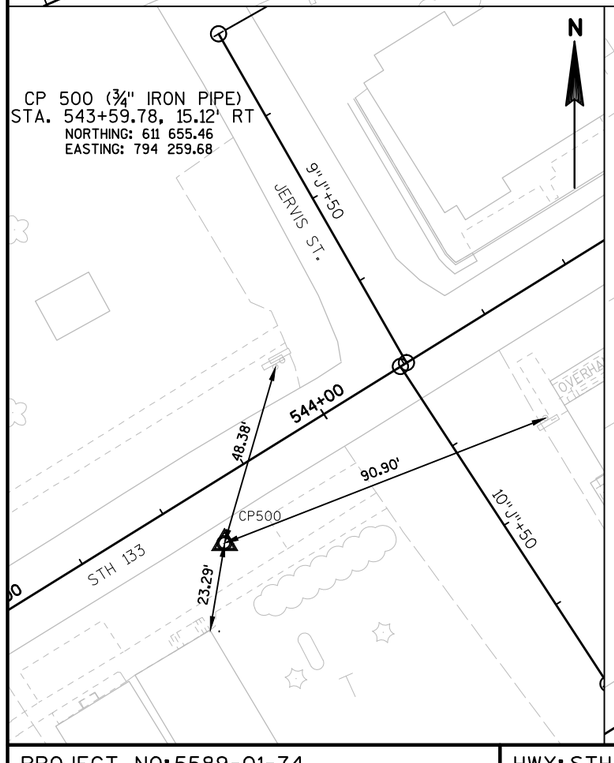


CP 495 (¾" IRON PIPE)
STA. 535+42.30, 15.07' RT
NORTHING: 611 229.72
EASTING: 793 560.66

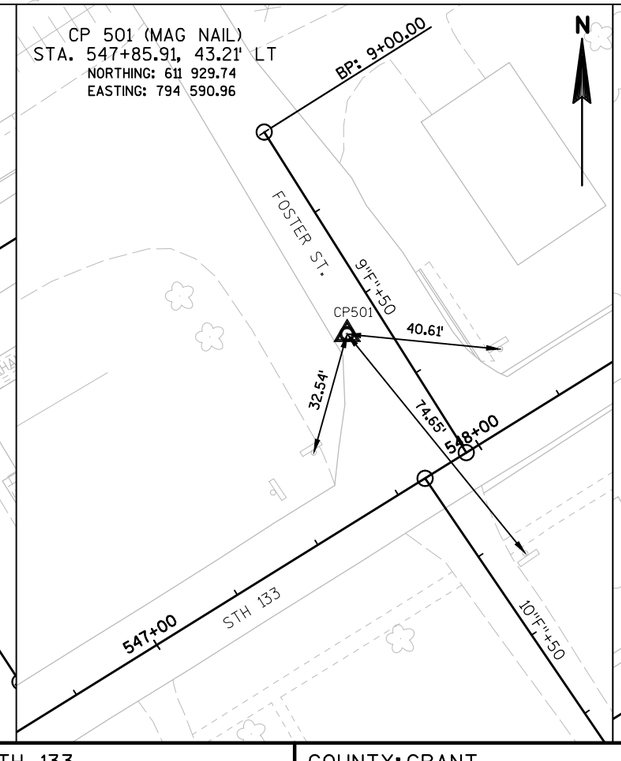


2

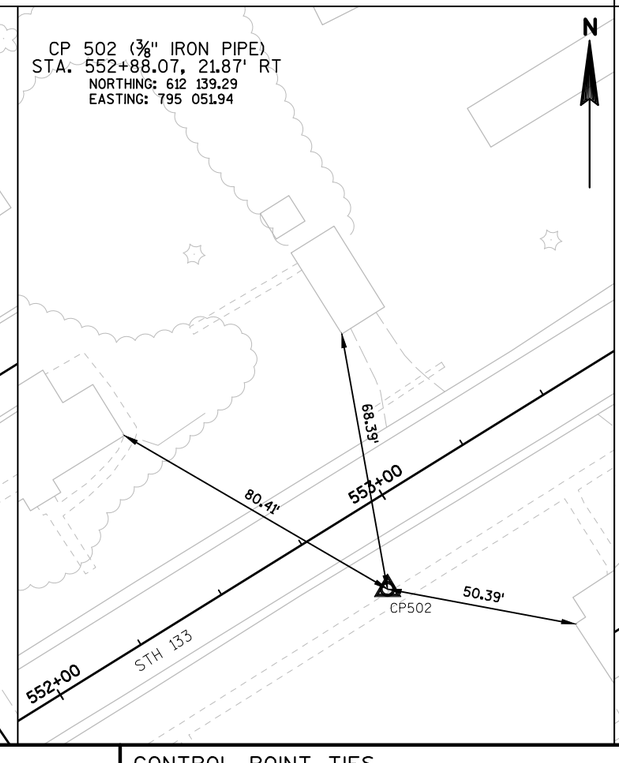
CP 500 (¾" IRON PIPE)
STA. 543+59.78, 15.12' RT
NORTHING: 611 655.46
EASTING: 794 259.68



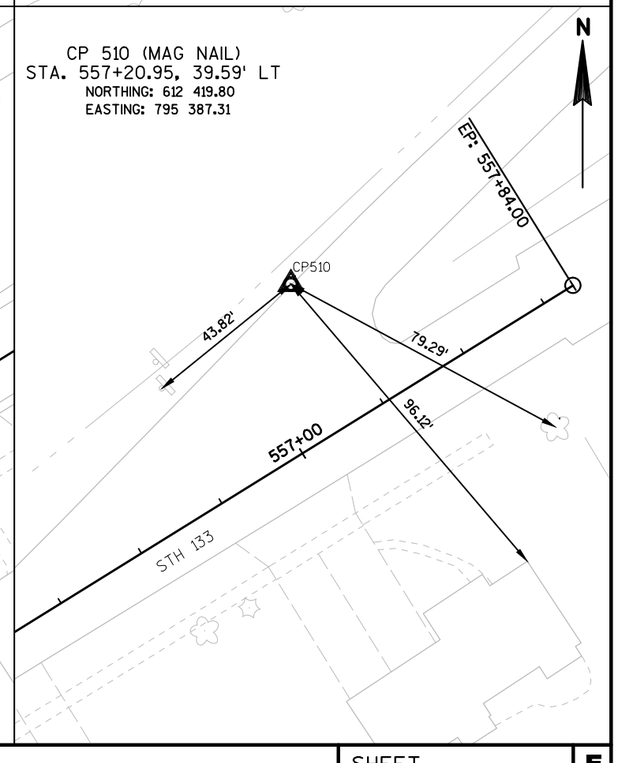
CP 501 (MAG NAIL)
STA. 547+85.91, 43.21' LT
NORTHING: 611 929.74
EASTING: 794 590.96



CP 502 (⅜" IRON PIPE)
STA. 552+88.07, 21.87' RT
NORTHING: 612 139.29
EASTING: 795 051.94



CP 510 (MAG NAIL)
STA. 557+20.95, 39.59' LT
NORTHING: 612 419.80
EASTING: 795 387.31



PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CONTROL POINT TIES	SHEET 48	E

FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\PLANS\027401_CP.DWG
LAYOUT NAME - 027401_cp

PLOT DATE : 7/14/2016 9:52 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE :

DATE 17AUG16 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	5589-01-74 QUANTITY
0010	201.0115	Clearing	ACRE	0.100	0.100
0020	201.0120	Clearing	ID	124.000	124.000
0030	201.0215	Grubbing	ACRE	0.100	0.100
0040	201.0220	Grubbing	ID	154.000	154.000
0050	203.0100	Removing Small Pipe Culverts	EACH	5.000	5.000
0060	204.0100	Removing Pavement	SY	346.000	346.000
0070	204.0150	Removing Curb & Gutter	LF	507.000	507.000
0080	204.0155	Removing Concrete Sidewalk	SY	895.000	895.000
0090	204.0180	Removing Delineators and Markers	EACH	2.000	2.000
0100	204.0270	Abandoning Culvert Pipes	EACH	1.000	1.000
0110	205.0100	Excavation Common	CY	10,443.000	10,443.000
0120	213.0100	Finishing Roadway (project) 01. 5589-01-74	EACH	1.000	1.000
0130	305.0110	Base Aggregate Dense 3/4-Inch	TON	476.000	476.000
0140	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	9,434.000	9,434.000
0150	311.0110	Breaker Run	TON	500.000	500.000
0160	416.0160	Concrete Driveway 6-Inch	SY	374.000	374.000
0170	440.4410	Incentive IRI Ride	DOL	2,524.000	2,524.000
0180	455.0605	Tack Coat	GAL	670.000	670.000
0190	460.2000	Incentive Density HMA Pavement	DOL	1,920.000	1,920.000
0200	460.5223	HMA Pavement 3 LT 58-28 S	TON	1,684.000	1,684.000
0210	460.5224	HMA Pavement 4 LT 58-28 S	TON	1,313.000	1,313.000
0220	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	1.000	1.000
0230	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	1.000	1.000
0240	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	6,206.000	6,206.000
0250	602.0405	Concrete Sidewalk 4-Inch	SF	7,902.000	7,902.000
0260	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	96.000	96.000
0270	602.1500	Concrete Steps	SF	11.000	11.000
0280	606.0200	Riprap Medium	CY	17.000	17.000
0290	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	541.000	541.000
0300	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	23.000	23.000
0310	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	84.000	84.000
0320	608.0330	Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	LF	730.000	730.000
0330	608.0336	Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	LF	1,132.000	1,132.000
0340	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	255.000	255.000
0350	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	1,015.000	1,015.000
0360	608.0430	Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch	LF	65.000	65.000
0370	608.0536	Storm Sewer Pipe Reinforced Concrete Class V 36-Inch	LF	15.000	15.000
0380	611.0530	Manhole Covers Type J	EACH	20.000	20.000
0390	611.0624	Inlet Covers Type H	EACH	46.000	46.000
0400	611.0642	Inlet Covers Type MS	EACH	8.000	8.000
0410	611.2006	Manholes 6-FT Diameter	EACH	20.000	20.000
0420	611.3004	Inlets 4-FT Diameter	EACH	28.000	28.000
0430	611.3230	Inlets 2x3-FT	EACH	18.000	18.000

3

DATE 17AUG16 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	5589-01-74 QUANTITY
0440	611.3901	Inlets Median 1 Grate	EACH	2.000	2.000
0450	611.3902	Inlets Median 2 Grate	EACH	3.000	3.000
0460	618.0100	Maintenance And Repair of Haul Roads (project) 01. 5589-01-74	EACH	1.000	1.000
0470	619.1000	Mobilization	EACH	1.000	1.000
0480	623.0200	Dust Control Surface Treatment	SY	55,000.000	55,000.000
0490	624.0100	Water	MGAL	160.000	160.000
0500	625.0100	Topsoil	SY	5,297.000	5,297.000
0510	627.0200	Mulching	SY	6,000.000	6,000.000
0520	628.1504	Silt Fence	LF	1,800.000	1,800.000
0530	628.1520	Silt Fence Maintenance	LF	3,600.000	3,600.000
0540	628.1905	Mobilizations Erosion Control	EACH	2.000	2.000
0550	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0560	628.2004	Erosion Mat Class I Type B	SY	400.000	400.000
0570	628.2023	Erosion Mat Class II Type B	SY	40.000	40.000
0580	628.7005	Inlet Protection Type A	EACH	5.000	5.000
0590	628.7010	Inlet Protection Type B	EACH	5.000	5.000
0600	628.7015	Inlet Protection Type C	EACH	46.000	46.000
0610	628.7504	Temporary Ditch Checks	LF	25.000	25.000
0620	629.0210	Fertilizer Type B	CWT	6.000	6.000
0630	630.0120	Seeding Mixture No. 20	LB	175.000	175.000
0640	630.0200	Seeding Temporary	LB	15.000	15.000
0650	631.0300	Sod Water	MGAL	87.000	87.000
0660	631.1000	Sod Lawn	SY	2,990.000	2,990.000
0670	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	18.000	18.000
0680	637.2210	Signs Type II Reflective H	SF	100.380	100.380
0690	638.2102	Moving Signs Type II	EACH	7.000	7.000
0700	638.2602	Removing Signs Type II	EACH	16.000	16.000
0710	642.5001	Field Office Type B	EACH	1.000	1.000
0720	643.0100	Traffic Control (project) 01. 5589-01-74	EACH	1.000	1.000
0730	643.0300	Traffic Control Drums	DAY	315.000	315.000
0740	643.0410	Traffic Control Barricades Type II	DAY	30.000	30.000
0750	643.0420	Traffic Control Barricades Type III	DAY	1,924.000	1,924.000
0760	643.0705	Traffic Control Warning Lights Type A	DAY	3,878.000	3,878.000
0770	643.0900	Traffic Control Signs	DAY	864.000	864.000
0780	643.0920	Traffic Control Covering Signs Type II	EACH	18.000	18.000
0790	643.2000	Traffic Control Detour (project) 01. 5589-01-74	EACH	1.000	1.000
0800	643.3000	Traffic Control Detour Signs	DAY	5,772.000	5,772.000
0810	644.1410.S	Temporary Pedestrian Surface Asphalt	SF	255.000	255.000
0820	644.1420.S	Temporary Pedestrian Surface Plywood	SF	255.000	255.000
0830	644.1430.S	Temporary Pedestrian Surface Plate	SF	255.000	255.000
0840	644.1601.S	Temporary Curb Ramp	EACH	10.000	10.000
0850	644.1616.S	Temporary Pedestrian Safety Fence	LF	2,557.000	2,557.000
0860	645.0120	Geotextile Type HR	SY	42.000	42.000
0870	646.0106	Pavement Marking Epoxy 4-Inch	LF	6,984.000	6,984.000
0880	649.0400	Temporary Pavement Marking Removable Tape 4-Inch	LF	1,047.000	1,047.000
0890	650.4000	Construction Staking Storm Sewer	EACH	72.000	72.000
0900	650.4500	Construction Staking Subgrade	LF	3,821.000	3,821.000
0910	650.5000	Construction Staking Base	LF	3,821.000	3,821.000
0920	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	6,206.000	6,206.000

3

DATE 17AUG16 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	5589-01-74 QUANTITY
0930	650.9910	Construction Staking Supplemental Control (project) 01. 5589-01-74	LS	1.000	1.000
0940	650.9920	Construction Staking Slope Stakes	LF	3,821.000	3,821.000
0950	690.0150	Sawing Asphalt	LF	360.000	360.000
0960	690.0250	Sawing Concrete	LF	209.000	209.000
0970	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	450.000	450.000
0980	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	500.000	500.000
0990	SPV.0090	Special 01. Bore & Jack Storm Sewer Pipe Reinforced Concrete Class V 36-Inch	LF	85.000	85.000

3

ALL ITEMS ARE CATEGORY 0010
UNLESS OTHERWISE NOTED.

3

CLEARING AND GRUBBING — 201.0115 / 201.0215

STATION	LOCATION	CLEARING (ACRE)	GRUBBING (ACRE)
525+00	MAINLINE, 130 FT LT	0.1	0.1
	TOTALS	0.1	0.1

CLEARING AND GRUBBING — 201.0120 / 201.0220

STATION	LOCATION	CLEARING (ID)	GRUBBING (ID)
535+85	MAINLINE, LT	24	24
535+95	MAINLINE, LT	16	16
536+05	MAINLINE, LT	---	30
536+24	MAINLINE, LT	24	24
538+55	MAINLINE, RT	60	60
	TOTALS	124	154

204.0100
REMOVING PAVEMENT

STATION	- STATION	LOCATION	(SY)
541+70		C.E., LT	17
542+24		P.E., LT	78
542+75		P.E., RT	36
542+96	- 543+22	MAINLINE, RT	28
543+73	- 544+00	MAINLINE, RT	30
545+43		P.E., LT	23
545+05	- 546+02	MAINLINE, RT	91
553+67		P.E., RT	30
556+81		P.E., RT	13
		TOTAL	346

204.0155
REMOVING CONCRETE SIDEWALK

STATION	- STATION	LOCATION	(SY)
539+93	- 540+57	MAINLINE, RT	29
540+69	- 544+00	MAINLINE, RT	149
540+84	- 541+67	MAINLINE, LT	38
541+74	- 542+03	MAINLINE, LT	16
542+80		MAINLINE, LT	3
542+45	- 544+01	MAINLINE, LT	84
9"J"+32	- 9"J"+58	JERVIS ST., LT	28
544+50	- 545+54.5	MAINLINE, RT	56
545+76	- 546+87	MAINLINE, RT	52
546+95	- 547+77	MAINLINE, RT	38
9"F"+52	- 9"F"+84	FOSTER ST., RT	10
547+92	- 551+45	MAINLINE, RT	153
551+57	- 553+62	MAINLINE, RT	85
553+73	554+95	MAINLINE, RT	53
555+13	- 557+44	MAINLINE, RT	101
		TOTAL	895

204.0150
REMOVING CURB AND GUTTER

STATION	- STATION	LOCATION	(LF)
540+75	- 542+75	MAINLINE, RT	200
540+80	- 542+00	MAINLINE, LT	120
544+50	- 545+50	MAINLINE, LT	100
544+50	- 545+05	MAINLINE, RT	55
9"F"+52	- 9"F"+84	FOSTER ST., LT	32
		TOTAL	507

305.0110
BASE AGGREGATE DENSE 3/4-INCH

STATION	- STATION	LOCATION	(TON)
524+50	- 525+50	MAINLINE, LT & RT	5
527+43		PE, RT	19
535+60		PE, LT	9
537+06		PE, LT	8
537+92		PE, RT	12
539+93	- 540+49	SIDEWALK, RT	7
9"LW"+31.60		LAWLER, PE, LT	4
540+78	- 542+63	SIDEWALK, RT	35
541+70		CE, LT	3
542+24		PE, LT	9
542+75		PE, RT	16
542+80		SIDEWALK, LT	2
542+92	- 544+07	SIDEWALK, RT	21
9"J"+32	- 9"J"+80	SIDEWALK, LT	10
544+42	- 545+24	SIDEWALK, RT	17
545+30		CE, RT	5
545+37	- 546+85	SIDEWALK, RT	30
545+43		CE, LT	5
546+91		PE, RT	7
546+97	- 547+70	SIDEWALK, RT	14
547+99	- 549+64	SIDEWALK, RT	31
548+48		PE, LT	13
549+43		PE, LT	5
549+70		PE, RT	9
549+75	- 551+37	SIDEWALK, RT	30
551+10		PE, LT	8
551+53		PE, LT	5
551+66	- 553+62	SIDEWALK, RT	37
553+20		PE, LT	6
553+67		PE, RT	7
553+73	- 554+91	SIDEWALK, RT	22
554+40		PE, LT	6
555+06		PE, LT	5
555+20	- 556+00	SIDEWALK, RT	15
556+06		PE, RT	5
556+12	- 556+77	SIDEWALK, RT	12
556+81		PE, RT	12
557+04	- 557+34	SIDEWALK, RT	6
555+60	- 556+20	MAINLINE, LT	2
557+34	- 557+84	MAINLINE, LT & RT	4
		TOTAL	476

203.0100
REMOVING SMALL PIPE CULVERTS

STATION	- STATION	LOCATION	DESCRIPTION	EACH
527+43		PE, RT	18" X 38' CPCP	1
535+12		MAINLINE	18" X 48' CMCP	1
537+92		PE, RT	18" X 20' CMCP	1
540+55	- 540+75	MAINLINE, RT	18" X 20' CMCP	1
553+20		PE, LT	18" X 24' CMCP	1
			TOTAL	5

204.0180
REMOVING DELINEATORS AND MARKERS

STATION	LOCATION	(EACH)
535+15	MAINLINE, LT & RT	2
	TOTAL	2

204.0270
ABANDONING CULVERT PIPES

STATION	- STATION	LOCATION	(EACH)	DESCRIPTION
535+16	- 537+17	MAINLINE, LT	1	24" X 200'
		TOTAL	1	

305.0120
BASE AGGREGATE DENSE 1 1/4-INCH

STATION	- STATION	LOCATION	(TON)
524+50.00	- 525+50.00	MAINLINE	224
525+50.00	- 555+50.00	MAINLINE	7674
555+50.00	- 557+84.00	MAINLINE	549
9"LW"+15.00	- 9"LW"+84.00	LAWLER ST., NORTH	127
10"LW"+16.00	- 10"LW"+75.00	LAWLER ST., SOUTH	101
9"J"+25.00	- 9"J"+84.00	JERVIS ST., NORTH	155
10"J"+16.00	- 10"J"+75.00	JERVIS ST., SOUTH	172
9"F"+25.00	- 9"F"+84.00	FOSTER ST., NORTH	119
10"F"+16.00	- 10"F"+85.00	FOSTER ST., SOUTH	118
10"L"+16.00	- 10"L"+70.00	LAMAUS ST.	94
10"S"+16.00	- 10"S"+75.00	SMITH ST.	101
		TOTAL	9434

ALL ITEMS ARE CATEGORY 0010
UNLESS OTHERWISE NOTED.

3

3

Category	From/To Station	Location	Common Excavation (1)	(Item # 205.0100)	Salvaged / Unusable Pavement Material (CY) (4)	Available Material (CY) (5)	Unexpanded Fill (CY)	Expanded Fill (CY) (6)	Mass Ordinate +/- (CY) (7)	Waste (CY)
			Cut (CY) (2)	EBS Excavation (CY) (3)				Factor		
								1.30		
010	524+50- 543+50	Mainline	5164	0	996	4168	706	918	3250	3250
	543+50 - 557+84	Mainline	3293	0	866	2427	188	244	2183	2183
	525+60	Special Ditch	1189	0	0	1189	0	0	1189	1189
	9"LW"+15 - 9"LW"+80	L awler North	113	0	19	94	3	4	100	100
	10"LW"+20 - 10"LW"+75	Lawler South	115	0	6	109	0	0	96	96
	9"F"+25 - 9"F"+80	Foster North	92	0	21	71	1	1	76	76
	10"F"+20 - 10"F"+85	Foster South	101	0	8	93	0	0	93	93
	9"J"+25 - 9"J"+75	Jervis North	114	0	24	90	2	3	83	83
	10"J"+20 - 10"F"+75	Jervis South	119	0	34	85	1	1	75	75
	10"L"+20 - 10"L"+70	Lamaus	70	0	5	65	0	0	64	64
	10"L"+20 - 10"L"+75	Smith	72	0	7	65	0	0	58	58
Grand Total			10443	0	1985	8457	900	1170	7267	7267
			Total Common Exc	10443						

1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
2) Salvaged/Unsuable Pavement Material is included in Cut.
3) EBS Excavation to be backfilled with Breaker Run material. Note: this is designers choice, can be backfilled with Borrow, or Cut as well.
4) Salvaged/Unusable Pavement Material
5) Available Material = Cut - Salvaged/Unusuable Pavement Material
6) Expanded Fill. Factor = 1.30
Depending on selections:

Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh - Reduced EBS) * Fill Factor

Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced EBS) * Fill Factor
Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh) * Fill Factor
Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor) * Fill Factor

7) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

ALL ITEMS ARE CATEGORY 0010
UNLESS OTHERWISE NOTED.

3

311.0110
BREAKER RUN

LOCATION	(TON)
UNDISTRIBUTED EBS	500
TOTAL	500

465.0120
ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

STATION	LOCATION	(TON)
551+53	P.E., LT	0.5
555+06	P.E., LT	0.5
	TOTAL	1

602.0405
CONCRETE SIDEWALK 4-INCH

STATION	-	STATION	LOCATION	(SF)
539+93	-	540+49	MAINLINE, RT	282
540+78	-	542+63	MAINLINE, RT	933
542+80			MAINLINE, LT	34
542+91	-	544+07	MAINLINE, RT	581
544+42	-	545+24	MAINLINE, RT	506
9'J'+32	-	9'J'+80	JERVIS ST., LT	274
545+76	-	546+85	MAINLINE, RT	816
546+97	-	547+70	MAINLINE, RT	368
547+99	-	549+64	MAINLINE, RT	831
549+76	-	551+37	MAINLINE, RT	813
551+66	-	553+62	MAINLINE, RT	987
553+73	-	554+90	MAINLINE, RT	594
555+20	-	556+00	MAINLINE, RT	409
556+12	-	556+77	MAINLINE, RT	322
557+03	-	557+44	MAINLINE, RT	152
			TOTAL	7902

602.0505
CURB RAMP DETECTABLE WARNING FIELD YELLOW

STATION	-	STATION	LOCATION	(SF)
540+47	-	540+80	MAINLINE, RT	16
544+05	-	544+53	MAINLINE, RT	24
544+53			MAINLINE, LT	8
547+68	-	548+00	MAINLINE, RT	16
551+35	-	551+68	MAINLINE, RT	16
554+89	-	555+21	MAINLINE, RT	16
			TOTAL	96

416.0160
CONCRETE DRIVEWAY 6-INCH

STATION	LOCATION	(SY)
527+43	P.E., RT	23.9
535+69	P.E., LT	18.0
537+06	P.E., LT	10.8
537+92	P.E., RT	9.9
541+70	C.E., LT	7.6
542+24	P.E., LT	28.0
542+75	P.E., RT	47.2
545+30	C.E., RT	16.4
545+43	C.E., LT	13.7
546+91	P.E., RT	15.0
548+48	P.E., LT	22.4
549+43	P.E., LT	11.6
549+70	P.E., RT	14.0
551+04	P.E., LT	17.5
551+53	P.E., LT	10.8
553+20	P.E., LT	10.8
553+67	P.E., RT	21.2
554+40	P.E., LT	13.7
555+06	P.E., LT	10.9
556+06	P.E., RT	15.0
556+81	P.E., RT	35.6
	TOTAL	374

602.1500
CONCRETE STEPS

STATION	-	STATION	LOCATION	(SF)
---	-	542+80	SIDEWALK, LT	11
			TOTAL	11

601.0411
CONCRETE CURB & GUTTER 30-INCH TYPE D

STATION	-	STATION	LOCATION	(LF)
525+50	-	540+00	MAINLINE, LT & RT	2900
540+00	-	541+00	MAINLINE, LT & RT	207
541+00	-	544+00	MAINLINE, LT & RT	600
544+00	-	545+00	MAINLINE, LT & RT	201
545+00	-	547+50	MAINLINE, LT & RT	500
547+50	-	548+50	MAINLINE, LT & RT	207
548+50	-	551+00	MAINLINE, LT & RT	500
551+00	-	552+00	MAINLINE, LT & RT	203
552+00	-	557+34	MAINLINE, LT & RT	888
			TOTAL	6206

ASPHALTIC ITEMS

STATION	-	STATION	LOCATION	455.0605 TACK COAT (GAL)	460.5224 HMA PAVEMENT 4 LT 58-28 S (TON)	460.5223 HMA PAVEMENT 3 LT 58-28 S (TON)
524+50.00	-	525+50.00	MAINLINE	17	32.7	42.1
525+50.00	-	555+50.00	MAINLINE	535	1045.3	1344.0
555+50.00	-	557+84.00	MAINLINE	45	88.8	114.2
9'LW'+15.00	-	9'LW'+84.00	LAWLER ST., NORTH	9	18.1	23.3
10'LW'+16.00	-	10'LW'+75.00	LAWLER ST., SOUTH	7	14.0	18.0
9'J'+25.00	-	9'J'+84.00	JERVIS ST., NORTH	12	24.3	31.2
10'J'+16.00	-	10'J'+75.00	JERVIS ST., SOUTH	13	25.7	33.1
9'F'+25.00	-	9'F'+84.00	FOSTER ST., NORTH	9	17.1	22.0
10'F'+16.00	-	10'F'+85.00	FOSTER ST., SOUTH	8	16.4	21.1
10'L'+16.00	-	10'L'+70.00	LAMAUS ST.	7	13.0	16.7
10'S'+16.00	-	10'S'+75.00	SMITH ST.	7	17.9	17.9
			TOTALS	670	1313	1684

NOTE: BID ITEM 460.5224 HMA PAVEMENT 4 LT 58-28 S ACCOUNTS FOR THE 1 3/4" UPPER PAVEMENT LAYER. BID ITEM 460.5223 HMA PAVEMENT 3 LT 58-28 S ACCOUNTS FOR THE 2 1/4" LOWER PAVEMENT LAYER.

RIPRAP

STATION	LOCATION	606.0200 RIPRAP MEDIUM (CY)	645.0120 GEOTEXTILE FABRIC TYPE HR (SY)
525+60	MAINLINE, 130' LT	17	42
	TOTALS	17	42

623.0200
DUST CONTROL SURFACE TREATMENT

STATION	-	STATION	LOCATION	(SY)
525+00.00	-	557+84.00	MAINLINE	52,521
9'LW'+15.00	-	9'LW'+84.00	LAWLER STR., NORTH	307
10'LW'+16.00	-	10'LW'+75.00	LAWLER STR., SOUTH	315
9'J'+25.00	-	9'J'+84.00	JERVIS STR., NORTH	393
10'J'+16.00	-	10'J'+75.00	JERVIS STR., SOUTH	393
9'F'+25.00	-	9'F'+84.00	FOSTER STR., NORTH	262
10'F'+16.00	-	10'F'+85.00	FOSTER STR., SOUTH	307
10'L'+16.00	-	10'L'+70.00	LAMAUS STR.	240
10'S'+16.00	-	10'S'+75.0	SMITH STR.	262
			TOTAL	55,000

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

NOTES:

1. PIPE LENGTHS AND INVERTS ARE TO THE CENTER OF STRUCTURES.
2. JOINT TIES FOR CONCRETE PIPE SHALL BE PROVIDED AT ALL REINFORCED CONCRETE APRON ENDWALL LOCATIONS. APRON ENDWALLS SHALL BE TIED FOR THE LAST THREE JOINTS AT PIPE ENDS. THE COSTS OF THESE ARE INCIDENTAL TO THE ITEM, "STORM SEWER PIPE REINFORCED CONCRETE".

3

					608.0315	608.0318	608.0324	608.0330	608.0336	608.0415	608.0424	608.0430	608.0536	SPV.0090.01	522.1036	
STORM SEWER PIPES & ENDWALLS					STORM SEWER PIPE REINFORCED CONCRETE											
					CLASS III					CLASS IV			CLASS V	BORE & JACK SSPRC CL V, 36-INCH (LF)	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH (EACH)	JOINT TIES (EACH)
DWN STRUC	UP STRUC	DISCH ELEV	INLET ELEV	SLOPE %	15" (LF)	18" (LF)	24" (LF)	30" (LF)	36" (LF)	15" (LF)	24" (LF)	30" (LF)	36" (LF)			
OUTFALL	1.0	640.61	641.96	1.35	---	---	---	---	---	---	---	---	15	85	1	6
1.0	2.0	641.96	642.03	0.20	---	---	---	---	33	---	---	---	---	---	---	---
2.0	2.1	650.75	651.00	1.10	---	23	---	---	---	---	---	---	---	---	---	---
2.0	23.0	642.03	642.60	0.20	---	---	---	---	284	---	---	---	---	---	---	---
23.0	23.1	650.14	650.20	0.50	12	---	---	---	---	---	---	---	---	---	---	---
23.0	3.0	642.60	642.80	0.20	---	---	---	---	100	---	---	---	---	---	---	---
3.0	3.1	649.74	649.86	0.50	23	---	---	---	---	---	---	---	---	---	---	---
3.0	3.2	649.74	649.80	0.50	12	---	---	---	---	---	---	---	---	---	---	---
3.0	20.0	642.80	643.06	0.20	---	---	---	---	130	---	---	---	---	---	---	---
20.0	20.1	649.24	649.30	0.50	12	---	---	---	---	---	---	---	---	---	---	---
20.0	21.0	643.06	643.32	0.20	---	---	---	---	130	---	---	---	---	---	---	---
21.0	21.1	648.84	648.90	0.50	12	---	---	---	---	---	---	---	---	---	---	---
21.1	21.2	648.90	648.95	0.50	10	---	---	---	---	---	---	---	---	---	---	---
21.0	4.0	643.32	643.58	0.20	---	---	---	---	130	---	---	---	---	---	---	---
4.0	4.1	648.38	648.50	0.50	23	---	---	---	---	---	---	---	---	---	---	---
4.0	4.2	648.34	648.40	0.50	12	---	---	---	---	---	---	---	---	---	---	---
4.2	4.3	648.40	648.45	0.50	10	---	---	---	---	---	---	---	---	---	---	---
4.0	5.0	643.58	644.23	0.20	---	---	---	---	325	---	---	---	---	---	---	---
5.0	5.1	645.98	646.10	0.50	23	---	---	---	---	---	---	---	---	---	---	---
5.0	5.2	645.23	645.47	2.00	---	---	12	---	---	---	---	---	---	---	---	---
5.1	5.4	646.10	646.15	0.50	10	---	---	---	---	---	---	---	---	---	---	---
5.2	5.3	645.47	645.77	2.00	---	---	15	---	---	---	---	---	---	---	---	---
5.0	6.0	644.73	645.27	0.20	---	---	---	270	---	---	---	---	---	---	---	---
6.0	6.1	646.52	646.64	0.50	23	---	---	---	---	---	---	---	---	---	---	---
6.1	6.2	646.64	646.69	0.50	10	---	---	---	---	---	---	---	---	---	---	---
6.0	6.3	646.52	646.58	0.50	12	---	---	---	---	---	---	---	---	---	---	---
6.3	6.4	646.58	646.63	0.50	10	---	---	---	---	---	---	---	---	---	---	---
6.0	7.0	645.27	645.47	0.20	---	---	---	101	---	---	---	---	---	---	---	---
7.0	7.1	646.72	646.84	0.50	23	---	---	---	---	---	---	---	---	---	---	---
7.1	7.2	646.72	646.78	0.50	12	---	---	---	---	---	---	---	---	---	---	---
7.0	8.0	645.47	645.61	0.20	---	---	---	71	---	---	---	---	---	---	---	---
8.0	8.1	646.86	646.98	0.50	23	---	---	---	---	---	---	---	---	---	---	---
8.1	8.2	646.98	647.03	0.50	10	---	---	---	---	---	---	---	---	---	---	---
8.0	8.3	646.86	464.92	0.50	12	---	---	---	---	---	---	---	---	---	---	---
8.3	8.4	646.92	646.97	0.50	10	---	---	---	---	---	---	---	---	---	---	---
8.0	9.0	645.61	646.19	0.20	---	---	---	288	---	---	---	---	---	---	---	---
9.0	9.1	647.44	647.56	0.50	---	---	---	---	---	23	---	---	---	---	---	---
9.1	9.2	647.56	647.66	0.50	20	---	---	---	---	---	---	---	---	---	---	---
9.2	9.3	647.66	647.84	0.55	---	---	---	---	---	33	---	---	---	---	---	---
9.0	9.4	647.44	647.50	0.50	---	---	---	---	---	12	---	---	---	---	---	---
9.0	10.0	646.19	646.31	0.20	---	---	---	---	---	---	---	65	---	---	---	---
10.0	10.1	647.56	647.68	0.50	---	---	---	---	---	23	---	---	---	---	---	---
10.1	10.2	647.68	647.73	0.50	10	---	---	---	---	---	---	---	---	---	---	---
10.0	10.3	647.56	647.62	0.50	---	---	---	---	---	12	---	---	---	---	---	---
10.3	10.4	647.62	647.67	0.50	10	---	---	---	---	---	---	---	---	---	---	---
10.0	11.0	647.56	647.41	0.20	---	---	---	---	---	---	298	---	---	---	---	---
11.0	11.1	648.16	648.28	0.50	---	---	---	---	---	23	---	---	---	---	---	---
11.1	11.2	648.28	648.33	0.50	10	---	---	---	---	---	---	---	---	---	---	---
11.0	11.3	648.16	648.22	0.50	---	---	---	---	---	12	---	---	---	---	---	---
11.3	11.4	648.22	648.27	0.50	10	---	---	---	---	---	---	---	---	---	---	---
11.3	11.5	648.22	649.25	4.00	26	---	---	---	---	---	---	---	---	---	---	---
11.0	12.0	647.41	647.55	0.20	---	---	---	---	---	---	69	---	---	---	---	---
12.0	12.1	648.30	648.42	0.50	---	---	---	---	---	23	---	---	---	---	---	---
12.1	12.2	648.42	648.65	0.50	41	---	---	---	---	---	---	---	---	---	---	---
12.0	12.3	648.30	648.36	0.50	---	---	---	---	---	12	---	---	---	---	---	---
12.3	12.4	648.36	648.41	0.50	10	---	---	---	---	---	---	---	---	---	---	---
12.0	22.0	647.55	647.86	0.20	---	---	---	---	---	---	158	---	---	---	---	---
22.0	22.1	648.61	648.67	0.50	---	---	---	---	---	12	---	---	---	---	---	---
22.0	13.0	647.86	648.14	0.20	---	---	---	---	---	---	139	---	---	---	---	---
13.0	13.1	648.89	649.01	0.50	---	---	---	---	---	23	---	---	---	---	---	---
13.0	13.2	648.89	648.95	0.50	---	---	---	---	---	12	---	---	---	---	---	---
13.2	13.3	648.95	650.00	4.00	26	---	---	---	---	---	---	---	---	---	---	---
13.0	14.0	648.14	648.25	0.20	---	---	---	---	---	---	56	---	---	---	---	---
14.0	14.1	649.00	649.12	0.50	---	---	---	---	---	23	---	---	---	---	---	---
14.0	14.2	649.00	649.06	0.50	---	---	---	---	---	12	---	---	---	---	---	---
14.0	15.0	648.25	648.84	0.20	---	---	---	---	---	---	295	---	---	---	---	---
15.0	15.1	649.59	649.71	0.50	23	---	---	---	---	---	---	---	---	---	---	---
15.0	15.2	649.59	649.55	0.50	12	---	---	---	---	---	---	---	---	---	---	---
15.2	15.3	649.55	650.75	4.00	27	---	---	---	---	---	---	---	---	---	---	---
15.0	16.0	648.84	648.95	0.20	---	---	57	---	---	---	---	---	---	---	---	---
16.0	16.2	649.70	649.82	1.00	12	---	---	---	---	---	---	---	---	---	---	---
			PROJECT TOTALS		541	23	84	730	1132	255	1015	65	15	85	1	6

ALL ITEMS ARE CATEGORY 0010
UNLESS OTHERWISE NOTED.

3

NOTES:
1. RIM ELEVATIONS ARE GIVEN AT THE FLOW LINE FOR INLET GRATES OR THE CENTER OF STRUCTURE FOR MANHOLES AND MEDIAN INLETS.
2. STATIONS AND OFFSETS ARE TO THE CENTER OF STRUCTURES OR TO THE END OF PIPE WHERE THERE IS AN ENDWALL.
3. "STRUC DEPTH" = RIM ELEV MINUS INVERT ELEV, MINUS CASTING HEIGHT, MINUS 4" ADJUSTMENT, EXCEPT FOR MEDIAN INLETS, "STRUC DEPTH" = RIM ELEV MINUS INVERT ELEV.
4. FIELD CHECK INVERT ELEVATION AND PIPE SIZE OF ALL CONNECTIONS TO EXISTING STORM SEWER.
5. ALL "SINGLE SLOPE" MS GRATES, AS CALLED OUT IN THE "NOTES" ARE TO BE SLOPED TOWARD THE DIRECTION OF FLOW, UNLESS CALLED OUT OTHERWISE.

STORM SEWER STRUCTURES			611.2006	611.3004	611.3230	611.3901	611.3902	611.0530	611.0624	611.0642			
STRUCTURE NUMBER	STATION	OFFSET	MH 6-FT DIA (EACH)	INL 4-FT DIA (EACH)	INL 2X3-FT (EACH)	INL MEDIAN 1 GRATE (EACH)	INL MEDIAN 2 GRATE (EACH)	MANHOLE COVERS TYPE J (EACH)	INLET COVERS TYPE H (EACH)	INLET COVERS TYPE MS (EACH)	RIM ELEV.	STRUC DEPTH (FT)	NOTES
1.0	525+66.00	27.00' LT	1	---	---	---	---	1	---	---	655.50	12.29	
2.0	525+66.00	6.00' RT	1	---	---	---	---	1	---	---	656.18	12.90	
2.1	525+66.00	29.00' RT	---	---	---	---	1	---	---	2	653.40	2.40	DOUBLE SLOPE
23.0	528+50.00	5.50' RT	1	---	---	---	---	1	---	---	655.10	11.25	
23.1	528+50.00	17.50' RT	---	---	1	---	---	---	1	---	654.50	3.47	
3.0	529+50.00	5.50' RT	1	---	---	---	---	1	---	---	654.74	10.69	
3.1	529+50.00	17.50' LT	---	---	1	---	---	---	1	---	654.29	3.60	
3.2	529+50.00	17.50' RT	---	---	1	---	---	---	1	---	654.13	3.50	
20.0	530+80.00	5.50' RT	1	---	---	---	---	1	---	---	654.26	9.95	
20.1	530+80.00	17.50' RT	---	---	1	---	---	---	1	---	653.65	3.52	
21.0	532+10.00	5.50' RT	1	---	---	---	---	1	---	---	653.78	9.21	
21.1	532+10.00	17.50' RT	---	1	---	---	---	---	1	---	653.18	3.45	2X3-FT OPENING
21.2	532+20.00	17.50' RT	---	1	---	---	---	---	1	---	653.14	3.36	2X3-FT OPENING
4.0	533+40.00	5.50' RT	1	---	---	---	---	1	---	---	653.39	8.56	
4.1	533+40.00	17.50' LT	---	---	1	---	---	---	1	---	652.85	3.52	
4.2	533+40.00	17.50' RT	---	1	---	---	---	---	1	---	652.98	3.75	2X3-FT OPENING
4.3	533+30.00	17.50' RT	---	1	---	---	---	---	1	---	652.97	3.69	2X3-FT OPENING
5.0	536+65.00	5.50' RT	1	---	---	---	---	1	---	---	652.43	6.95	
5.1	536+65.00	17.50' LT	---	1	---	---	---	---	1	---	651.58	4.65	
5.2	536+65.00	17.50' RT	---	---	1	---	---	---	1	---	651.42	5.12	
5.3	536+65.00	33.00' RT	---	---	---	---	1	---	---	2	649.00	3.23	DOUBLE SLOPE
5.4	536+75.00	17.50' LT	---	1	---	---	---	---	1	---	651.54	4.56	2X3-FT OPENING
6.0	539+34.55	5.50' RT	1	---	---	---	---	1	---	---	651.40	4.88	
6.1	539+34.55	17.50' LT	---	1	---	---	---	---	1	---	650.90	3.43	2X3-FT OPENING
6.2	539+44.55	17.50' LT	---	1	---	---	---	---	1	---	650.90	3.38	2X3-FT OPENING
6.3	539+34.55	17.50' RT	---	1	---	---	---	---	1	---	650.90	3.49	2X3-FT OPENING
6.4	539+44.55	17.50' RT	---	1	---	---	---	---	1	---	650.90	3.44	2X3-FT OPENING
7.0	540+36.00	5.50' RT	1	---	---	---	---	1	---	---	651.65	4.93	
7.1	540+36.00	17.50' LT	---	---	1	---	---	---	1	---	651.15	3.48	
7.2	540+36.00	17.50' RT	---	---	1	---	---	---	1	---	651.15	3.54	
8.0	540+97.00	5.50' RT	1	---	---	---	---	1	---	---	651.87	5.01	
8.1	540+97.00	17.50' LT	---	1	---	---	---	---	1	---	651.37	3.56	2X3-FT OPENING
8.2	541+07.00	17.50' LT	---	1	---	---	---	---	1	---	651.41	3.58	2X3-FT OPENING
8.3	540+97.00	17.50' RT	---	1	---	---	---	---	1	---	651.37	3.62	2X3-FT OPENING
8.4	541+07.00	17.50' RT	---	1	---	---	---	---	1	---	651.41	3.61	2X3-FT OPENING
9.0	543+95.00	5.50' RT	1	---	---	---	---	1	---	---	652.18	4.74	
9.1	543+95.00	17.50' LT	---	1	---	---	---	---	1	---	651.68	3.29	2X3-FT OPENING
9.2	9"J"+70.00	16.50' RT	---	1	---	---	---	---	1	---	652.16	3.67	2X3-FT OPENING
9.3	9"J"+70.00	16.50' LT	---	---	1	---	---	---	1	---	651.76	3.09	
9.4	543+95.00	17.50' RT	---	---	1	---	---	---	1	---	651.68	3.35	
10.0	544+60.00	5.50' RT	1	---	---	---	---	1	---	---	652.15	4.59	
10.1	544+60.00	17.50' LT	---	1	---	---	---	---	1	---	651.65	3.14	2X3-FT OPENING
10.2	544+70.00	17.50' LT	---	1	---	---	---	---	1	---	651.68	3.12	2X3-FT OPENING
10.3	544+60.00	17.50' RT	---	1	---	---	---	---	1	---	651.65	3.20	2X3-FT OPENING
10.4	544+70.00	17.50' RT	---	1	---	---	---	---	1	---	651.68	3.18	2X3-FT OPENING
11.0	547+58.00	5.50' RT	1	---	---	---	---	1	---	---	652.34	3.68	
11.1	547+58.00	17.50' LT	---	1	---	---	---	---	1	---	651.84	2.73	2X3-FT OPENING
11.2	547+68.00	17.50' LT	---	1	---	---	---	---	1	---	651.80	2.64	2X3-FT OPENING
11.3	547+58.00	17.50' RT	---	1	---	---	---	---	1	---	651.84	2.79	2X3-FT OPENING
11.4	547+48.00	17.50' RT	---	1	---	---	---	---	1	---	651.89	2.79	2X3-FT OPENING
11.5	10"F"+42.00	22.00' RT	---	---	---	---	1	---	---	2	652.20	2.95	
12.0	548+27.00	5.50' RT	1	---	---	---	---	1	---	---	652.21	3.41	
12.1	548+27.00	17.50' LT	---	1	---	---	---	---	1	---	651.71	2.46	2X3-FT OPENING
12.2	548+68.00	17.50' LT	---	1	---	---	---	---	1	---	651.78	2.30	2X3-FT OPENING
12.3	548+27.00	17.50' RT	---	1	---	---	---	---	1	---	651.71	2.52	2X3-FT OPENING
12.4	548+16.00	17.50' RT	---	1	---	---	---	---	1	---	651.71	2.47	2X3-FT OPENING
22.0	549+85.00	5.50' RT	1	---	---	---	---	1	---	---	652.71	3.60	
22.1	549+85.00	17.50' RT	---	---	1	---	---	---	1	---	652.21	2.71	
13.0	551+24.00	5.50' RT	1	---	---	---	---	1	---	---	653.20	3.81	
13.1	551+24.00	17.50' LT	---	---	1	---	---	---	1	---	652.70	2.86	
13.2	551+24.00	17.50' RT	---	---	1	---	---	---	1	---	652.70	2.92	
13.3	10"L"+42.28	17.90' RT	---	---	---	1	---	---	---	1	653.00	3.00	NO SLOPE
14.0	551+80.00	5.50' RT	1	---	---	---	---	1	---	---	653.40	3.90	
14.1	551+80.00	17.50' LT	---	---	1	---	---	---	1	---	652.90	2.95	
14.2	551+80.00	17.50' RT	---	---	1	---	---	---	1	---	652.90	3.01	
15.0	554+75.00	5.50' RT	1	---	---	---	---	1	---	---	654.46	4.37	
15.1	554+75.00	17.50' LT	---	---	1	---	---	---	1	---	653.96	3.42	
15.2	554+75.00	17.50' RT	---	---	1	---	---	---	1	---	653.96	3.58	
15.3	10"S"+42.00	18.20' RT	---	---	---	1	---	---	---	1	654.10	3.35	NO SLOPE
16.0	555+32.00	5.50' RT	1	---	---	---	---	1	---	---	654.67	4.47	
16.2	555+32.00	17.50' RT	---	---	1	---	---	---	1	---	654.17	3.52	
	PROJECT TOTALS		20	28	18	2	3	20	46	8			

3

624.0100 WATER

STATION	-	STATION	LOCATION	(MGAL)
524+50	-	525+50	MAINLINE	4
525+50	-	555+50	MAINLINE	131
555+50	-	557+84	MAINLINE	9
9"LW"+15	-	9"LW"+84	LAWLER ST	2
10"LW"+16	-	10"LW"+75	LAWLER ST	2
9"J"+25	-	9"J"+84	JERVIS ST	3
10"J"+16	-	10"J"+75	JERVIS ST	3
9"F"+25	-	9"F"+84	FOSTER ST	2
10"F"+16	-	10"F"+85	FOSTER ST	2
10"L"+16	-	10"L"+70	LAMUS ST	2
10"S"+16	-	10"S"+75	SMITH ST	2
			TOTAL	160

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

FINISHING ITEMS

STATION	-	STATION	625.0100 TOPSOIL (SY)	627.0200 MULCHING (SY)	629.0210 FERTILIZER TYPE B (CWT)	630.0120 SEEDING MIXTURE NO. 20 (LB)	630.0200 SEEDING TEMPORARY (LB)	631.0300 SOD WATER (MGAL)	631.1000 SOD LAWN (SY)
524+50	-	540+60	2860	4949	3.2	134	---	1	60
540+70	-	544+10	519	---	0.3	---	---	12	519
544+40	-	547+80	587	---	0.4	---	---	13	587
548+00	-	551+50	493	---	0.3	---	---	11	493
551+50	-	555+00	417	---	0.3	---	---	9	417
555+00	-	557+84	421	340	0.1	9	---	4	194
---		UNDISTRIBUTED	---	710	1.5	32	15	36	719
		TOTALS	5,297	6,000	6.0	175	15	87	2,990

3

PEDESTRIAN TRAFFIC CONTROL

STAGE	STATION	-	STATION	LOCATION	643.0300 TRAFFIC CONTROL DRUMS (DAYS)	643.0410 TRAFFIC CONTROL BARRICADES TYPE II (DAYS)	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A (DAYS)	643.0900 TRAFFIC CONTROL SIGNS (DAYS)	644.1410.S TEMPORARY PEDESTRIAN SURFACE ASPHALT (SF)	644.1420.S TEMPORARY PEDESTRIAN SURFACE PLYWOOD (SF)	644.1430.S TEMPORARY PEDESTRIAN SURFACE PLATE (SF)	644.1601.S TEMPORARY CURB RAMP (EACH)	644.1616.S TEMPORARY PEDESTRIAN SAFETY FENCE (LF)	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (LF)
1	539+95	-	540+65	MAINLINE, RT	---	---	---	---	---	---	---	1	55	22
1	542+75	-	544+25	MAINLINE, RT	---	---	---	---	---	---	---	2	294	68
1	544+25	-	547+90	MAINLINE, RT	---	---	---	---	---	---	---	2	290	68
1	547+90	-	551+50	MAINLINE, RT	---	---	---	---	---	---	---	2	325	42
1	551+50	-	555+10	MAINLINE, RT	---	---	---	---	---	---	---	2	312	48
1	555+10	-	557+44	MAINLINE, RT	---	---	---	---	---	---	---	1	185	24
1	---	-	---	UNDISTRIBUTED	---	---	---	---	205	205	205	---	---	---
2	539+95	-	540+65	MAINLINE, LT	---	---	---	---	---	---	---	---	---	---
2	542+75	-	544+25	MAINLINE, LT	35	15	15	25	---	---	---	---	245	424
2	544+25	-	547+90	MAINLINE, LT	70	---	---	---	---	---	---	---	330	94
2	547+90	-	551+50	MAINLINE, LT	60	---	---	---	---	---	---	---	230	139
2	551+50	-	555+10	MAINLINE, LT	70	15	15	25	---	---	---	---	291	118
2	555+10	-	557+44	MAINLINE, LT	---	---	---	---	---	---	---	---	---	---
2	---	-	---	UNDISTRIBUTED	---	---	---	---	50	50	50	---	---	---
				TOTALS	235 *	30	30 *	50 *	255	255	255	10	2557	1047

* MORE QUANTITIES FOUND IN "TRAFFIC CONTROL"

TRAFFIC CONTROL

STATION	LOCATION	643.0300 DRUMS (DAYS)	643.0420 BARRICADES TYPE III (DAYS)	643.0705 WARNING LIGHTS TYPE A (DAYS)	643.0900 SIGNS (DAYS)	NOTES
---	NORTH OF USH 18 INTERSECTION	---	148	296	---	SIGN ACCOUNTED FOR AS DETOUR SIGN
---	AT CTH K INTERSECTION	---	148	296	74	R11-3 SIGN, '2.0' MILES AHEAD
524+50	BEGINNING OF PROJECT	---	148	296	74	R11-4 SIGN
9"LW"+25	LAWLER ST, N	---	148	296	74	R11-4 SIGN
9"J"+25	JERVIS ST, N	---	148	296	74	R11-4 SIGN
9"F"+25	FOSTER ST, N	---	148	296	74	R11-4 SIGN
10"F+85	FOSTER ST, S	---	148	296	74	R11-4 SIGN
10"L"+70	LAMAS ST	---	148	296	74	R11-4 SIGN
10"S"+75	SMITH ST	---	148	296	74	R11-4 SIGN
---	PINE GROVE RD	---	148	296	74	R11-4 SIGN
557+84	END OF PROJECT	---	148	296	74	R11-4 SIGN
---	MAINLINE	80	---	---	---	FOR STORM SEWER CONSTRUCTION
---	AT DUTCH HILL RD INTERSEC.	---	148	296	74	R11-3 SIGN, '0.9' MILES AHEAD
---	WEST OF USH 61 INTERSECTION	---	148	296	---	SIGN ACCOUNTED FOR AS DETOUR SIGN
	TOTALS	80 *	1924	3848 *	814 *	

* MORE QUANTITIES FOUND IN "PEDESTRIAN TRAFFIC CONTROL"

INLET PROTECTION

STRUCTURE NO.	LOCATION	628.7005 TYPE A (EACH)	628.7010 TYPE B (EACH)	628.7015 TYPE C (EACH)
2.1	525+66, 29.0' RT	---	1	---
23.1	528+50, 17.5' RT	---	---	1
3.1	529+50, 17.5' LT	---	---	1
3.2	529+50, 17.5' RT	---	---	1
20.1	530+80, 17.5' RT	---	---	1
21.1	532+10, 17.5' RT	---	---	1
21.2	532+20, 17.5' RT	---	---	1
4.3	533+30, 17.5' RT	---	---	1
4.1	533+40, 17.5' LT	---	---	1
4.2	533+40, 17.5' RT	---	---	1
5.1	536+65, 17.5' LT	---	---	1
5.2	536+65, 17.5' RT	---	---	1
5.3	536+65, 33.0' RT	---	1	---
5.4	536+75, 17.5' LT	---	---	1
6.1	539+34.55, 17.5' LT	---	---	1
6.2	539+44.55, 17.5' LT	---	---	1
6.3	539+34.55, 17.5' RT	---	---	1
6.4	539+44.55, 17.5' RT	---	---	1
7.1	540+36, 17.5' LT	---	---	1
7.2	540+36, 17.5' RT	---	---	1
8.1	540+97, 17.5' LT	---	---	1
8.2	541+07, 17.5' LT	---	---	1
8.3	540+97, 17.5' RT	---	---	1
8.4	541+07, 17.5' RT	---	---	1
9.1	543+95, 17.5' LT	---	---	1
9.2	9"J"+70, 16.5' RT	---	---	1
9.3	9"J"+68, 16.5' LT	---	---	1
9.4	543+95, 17.5' RT	---	---	1
10.1	544+60, 17.5' LT	---	---	1
10.2	544+70, 17.5' LT	---	---	1
10.3	544+60, 17.5' RT	---	---	1
10.4	544+70, 17.5' RT	---	---	1
11.1	547+58, 17.5' LT	---	---	1
11.2	547+68, 17.5' LT	---	---	1
11.3	547+58, 17.5' RT	---	---	1
11.4	547+48, 17.5' RT	---	---	1
11.5	10"F"+42, 22' RT	---	1	---
12.1	548+27, 17.5' LT	---	---	1
12.2	548+68, 17.5' LT	---	---	1
12.3	548+27, 17.5' RT	---	---	1
12.4	548+16, 17.5' RT	---	---	1
22.1	549+85, 17.5' RT	---	---	1
13.1	551+24, 17.5' LT	---	---	1
13.2	551+24, 17.5' RT	---	---	1
13.3	10"L"+42, 18.2' RT	---	1	---
14.1	551+80, 17.5' LT	---	---	1
14.2	551+80, 17.5' RT	---	---	1
15.1	554+75, 17.5' LT	---	---	1
15.2	554+75, 17.5' RT	---	---	1
15.3	10"S"+42, 18.2' RT	---	1	---
16.2	555+32, 17.5' RT	---	---	1
	UNDISTRIBUTED	5	---	---
	TOTALS	5	5	46

ALL ITEMS ARE CATEGORY 0010
UNLESS OTHERWISE NOTED.

3

TRAFFIC CONTROL DETOUR — 643.3000 — 643.0920

SIGN NO.	LOCATION	SIGN CODE	SIZE (W X H) (INCHES)	DETOUR SIGNS (DAYS)	COVERING SIGNS TYPE II (EACH)	REMARKS
101	1500' WEST OF 18/133 INTERSECTION	M3-1	24 X 12	74	---	NORTHBOUND TRAFFIC
		M1-6	24 X 24	74	---	
		W20-2	48 X 48	74	---	
102	WEST OF 18/133 INTERSECTION, ON EXISTING J2-2 SIGN	M4-8	24 X 12	74	---	NORTHBOUND TRAFFIC
		M06-1	21 X 21	74	---	PLACE OVER "NORTH STH 133" & OVER "ARROW AHEAD LEFT" ON EXIST. J2-2 SIGN.
103	AT 18/133 INTERSECTION, ON EXISTING J3-2 SIGN	M4-8	24 X 12	74	---	NORTHBOUND TRAFFIC
		M06-1	21 X 21	74	---	PLACE OVER "NORTH STH 133" & OVER "ARROW LEFT" ON EXIST. J3-2 SIGN.
104	JUST EAST OF 18/133 INTERSECTION,	G20-51	60 X 24	74	---	NORTHBOUND TRAFFIC
105	EAST OF 18/133 INTERSECTION	M4-8	24 X 12	74	---	NORTHBOUND TRAFFIC
		M3-1	24 X 12	74	---	
		M1-6	24 X 24	74	---	
106	EAST OF 18/133 INTERSECTION, EXISTING J2-3 SIGN	---	---	---	3*	SOUTHBOUND TRAFFIC COVER "NORTH, 133, ARROW AHEAD RIGHT"
107	EAST OF 18/133 INTERSECTION, EXISTING J3-3 SIGN	M4-8A	24 X 18	74	3*	SOUTHBOUND TRAFFIC PLACE OVER "SOUTH STH 133, ARROW AHEAD" & COVER "NORTH, 133, ARROW RIGHT"
108	JUST NORTH OF 18/133 INTERSECTION	R11-3	60 X 30	74	---	NORTHBOUND TRAFFIC PLACE ON BARRICADE TYPE III
109	JUST NORTH OF 18/133 INTERSECTION, EXIST. D2-2 & J4-1 SIGNS	---	---	---	3*	NORTHBOUND TRAFFIC COVER "NORTH, 133, BOSCOBEL16"
110	JUST WEST OF 18/J INTERSECTION	M4-8	24 X 12	74	---	SOUTHBOUND TRAFFIC
		M3-3	24 X 12	74	---	
		M1-6	24 X 24	74	---	
111	JUST EAST OF 18/J INTERSECTION	M4-8	24 X 12	74	---	NORTHBOUND TRAFFIC
		M3-1	24 X 12	74	---	
		M1-6	24 X 24	74	---	
112	JUST WEST OF 18/K INTERSECTION	M4-8	24 X 12	74	---	SOUTHBOUND TRAFFIC
		M3-3	24 X 12	74	---	
		M1-6	24 X 24	74	---	
113	JUST EAST OF 18/K INTERSECTION	M4-8	24 X 12	74	---	NORTHBOUND TRAFFIC
		M3-1	24 X 12	74	---	
		M1-6	24 X 24	74	---	
201	WEST OF FENIMORE	M4-8	24 X 12	74	---	SOUTHBOUND TRAFFIC
		M3-3	24 X 12	74	---	PLACE ABOUT HALF WAY BETWEEN CTH K & FENNIMORE
		M1-6	24 X 24	74	---	
202	WEST OF FENIMORE	M4-8	24 X 12	74	---	NORTHBOUND TRAFFIC
		M3-1	24 X 12	74	---	PLACE ABOUT HALF WAY BETWEEN CTH K & FENNIMORE
		M1-6	24 X 24	74	---	
203	500' WEST OF 18/61 INTERSECTION	M4-8	24 X 12	74	---	NORTHBOUND TRAFFIC
		M3-1	24 X 12	74	---	PLACE ABOUT 500 ' BEFORE 18/61 INTERSECTION
		M1-6	24 X 24	74	---	
		M05-1L	21 X 21	74	---	
204	500' WEST OF 18/61 INTERSECTION	M4-8	24 X 12	74	---	SOUTHBOUND TRAFFIC
		M3-3	24 X 12	74	---	
		M1-6	24 X 24	74	---	
205	JUST NORTH OF 18/61 INTERSECTION	M4-8	24 X 12	74	---	SOUTHBOUND TRAFFIC
		M3-3	24 X 12	74	---	
		M1-6	24 X 24	74	---	
		M06-1	21 X 21	74	---	

TRAFFIC CONTROL DETOUR — 643.3000 — 643.0920

SIGN NO.	LOCATION	SIGN CODE	SIZE (W X H) (INCHES)	DETOUR SIGNS (DAYS)	COVERING SIGNS TYPE II (EACH)	REMARKS
206	AT 18/61 INTERSECTION	M4-8	24 X 12	74	---	NORTHBOUND TRAFFIC
		M3-1	24 X 12	74	---	
		M1-6	24 X 24	74	---	
		M06-1	21 X 21	74	---	
207	JUST NORTH OF 18/61 INTERSECTION	M4-8	24 X 12	74	---	NORTHBOUND TRAFFIC
		M3-1	24 X 12	74	---	
		M1-6	24 X 24	74	---	
208	500' NORTH OF 18/61 INTERSECTION	M4-8	24 X 12	74	---	SOUTHBOUND TRAFFIC
		M3-3	24 X 12	74	---	
		M1-6	24 X 24	74	---	
		M05-1R	21 X 21	74	---	
209	JUST SOUTH OF 61/T INTERSECTION	M4-8	24 X 12	74	---	SOUTHBOUND TRAFFIC
		M3-3	24 X 12	74	---	
		M1-6	24 X 24	74	---	
210	JUST NORTH OF 61/T INTERSECTION	M4-8	24 X 12	74	---	NORTHBOUND TRAFFIC
		M3-1	24 X 12	74	---	
		M1-6	24 X 24	74	---	
301	BETWEEN 133/61 INTERSECTION & 61/T INTERSECTION	M4-8	24 X 12	74	---	SOUTHBOUND TRAFFIC
		M3-3	24 X 12	74	---	
		M1-6	24 X 24	74	---	
302	BETWEEN 133/61 INTERSECTION & 61/T INTERSECTION	M4-8	24 X 12	74	---	NORTHBOUND TRAFFIC
		M3-1	24 X 12	74	---	
		M1-6	24 X 24	74	---	
303	JUST SOUTH OF 61/133 INTERSECTION,	G20-51	60 X 24	74	---	SOUTHBOUND TRAFFIC
304	JUST SOUTH OF 61/133 INTERSECTION,	M4-8	24 X 12	74	---	SOUTHBOUND TRAFFIC
		M3-3	24 X 12	74	---	
		M1-6	24 X 24	74	---	
305	SOUTH OF 61/133 INTERSECTION, EXISTING J2-3 SIGN	---	---	---	3*	NORTHBOUND TRAFFIC COVER "SOUTH, 133, ARROW AHEAD LEFT"
306	AT 61/133 INTERSECTION, EXISTING J3-3 SIGN	M4-8a	24 X 18	74	3*	NORTHBOUND TRAFFIC, PLACE OVER, "NORTH, STH 133" ON EXIST. J3-3 SIGN COVER "SOUTH, 133, ARROW LEFT"
307	JUST WEST OF 61/133 INTERSECTION	R11-3	60 X 30	74	---	NORTHBOUND TRAFFIC PLACE ON BARRICADE TYPE III
308	JUST WEST OF 61/133 INTERSECTION, EXIST. D2-2 & J4-1 SIGNS	---	---	---	3*	SOUTHBOUND TRAFFIC COVER "SOUTH, 133, BOSCOBEL16"
309	JUST NORTH OF 61/133 INTERSECTION, EXIST. J3-2 SIGN	M4-8	24 X 12	74	---	SOUTHBOUND TRAFFIC
		M06-2	21 X 21	74	---	PLACE OVER, "SOUTH, STH 133" & "ARROW RIGHT" EXIST. J3-2 SIGN
310	JUST NORTH OF 61/133 INTERSECTION, EXIST. J2-2 SIGN	M4-8	24 X 12	74	---	SOUTHBOUND TRAFFIC
		M5-2L	21 X 21	74	---	PLACE OVER, "SOUTH, STH 133" & "ARROW AHEAD RIGHT" ON EXIST. J2-2 SIGN
311	1500' NORTH OF 61/133 INTERSECTION	M3-3	24 X 24	74	---	SOUTHBOUND TRAFFIC
		M1-6	24X 12	74	---	
		W20-2	48 X 48	74	---	
			TOTALS	5,772	18	

* Indicates one cycle

EROSION CONTROL — 628.1504 — 628.1520 — 628.1905 — 628.1910 — 628.2004 — 628.2023 — 628.7504

STATION	- STATION	LOCATION	SILT FENCE (LF)	SILT FENCE MAINTENANCE (LF)	MOBILIZATIONS EROSION CONTROL (EACH)	MOBILIZATIONS EMERGENCY EROSION CONTROL (EACH)	EROSION MAT CLASS I TYPE B (SY)	EROSION MAT CLASS II TYPE B (SY)	TEMPORARY DITCH CHECKS (LF)
524+50	- 535+30	MAINLINE, LT	1430	2860	---	---	340	35	---
555+15	- 556+75	MAINLINE, LT	170	340	---	---	---	---	---
---		UNDISTRIBUTED	200	400	2	2	60	5	25
		TOTALS	1800	3600	2	2	400	40	25

PAVEMENT MARKING — 646.0106 EPOXY 4-INCH

STATION	- STATION	LOCATION	SOLID CL YELLOW (LF)	DASHED CL YELLOW (LF)	EDGELINE, WHITE (LF)
524+50	- 557+84	MAINLINE	0	834	6150
		TOTALS	6984		

PROJECT NUMBER: 5589-01-74	HWY: STH 133	COUNTY: GRANT	MISCELLANEOUS QUANTITIES	SHEET NO:	E

FILE NAME: G:\00-PROJECT FILES\2009\09202 Woodman STH 133\Plans\030206_mq.dwg PLOT DATE: Aug 12, 2016 PLOT BY: emeyer PLOT SCALE: ROTATION:

ALL ITEMS ARE CATEGORY 0010
UNLESS OTHERWISE NOTED.

3

3

PERMANENT SIGNING

SIGN NO.	APPROX STATION	LOCATION	SIGN CODE	W X H	634.0616 POSTS WOOD 4x6x16 (EACH)	637.2210 TYPE II REFLECTIVE H (SF)	638.2102 MOVING SIGNS TYPE II (EACH)	638.2602 REMOVING SIGNS TYPE II (EACH)	COMMENTS
101M	532+00 RT	MAINLINE	I2-3	24" X 72"	---	---	1	---	
102M	528+50 RT	MAINLINE	W3-5	36" X 36"	---	---	1	---	
103M	530+00 LT	MAINLINE	I55-56	30" X 36"	---	---	1	---	
104	532+00 LT	MAINLINE	D2-1	15" X 90"	2	9.38	---	---	
105R	532+75 LT	MAINLINE	J4-1	24" X 36"	---	---	---	1	
106R	532+75 LT	MAINLINE	D2-1	15" X 90"	---	---	---	1	
107R	534+25 LT	MAINLINE	R2-1	24" X 30"	---	---	---	1	
108	534+25 LT	MAINLINE	R2-1	24" X 30"	1	5.00	---	---	55 MPH
109R	534+25 RT	MAINLINE	R2-1	24" X 30"	---	---	---	1	
110	534+25 RT	MAINLINE	R2-1	24" X 30"	1	5.00	---	---	35 MPH
201	536+50 LT	MAINLINE	J4-1	24" X 36"	1	6.00	---	---	SOUTH 133
202M	536+90 LT	MAINLINE	R1-1	30" X 30"	---	---	1	---	
203	539+00 RT	MAINLINE	R2-1	24" X 30"	1	5.00	---	---	35 MPH
204R	9"LW"+75 RT	LAWLER (N)	R1-1	30" X 30"	---	---	---	1	
205	9"LW"+75 RT	LAWLER (N)	R1-1	30" X 30"	1	6.25	---	---	
206M	10"LW"+30 LT	LAWLER (S)	R1-1	30" X 30"	---	---	1	---	
207R	542+00 RT	MAINLINE	R2-1	30" X 30"	---	---	---	1	
208R	544+00 LT	MAINLINE	R1-1	30" X 30"	---	---	---	1	
209	9"J"+75 RT	JERVIS (N)	R1-1	30" X 30"	1	6.25	---	---	
210	10"J"+30 LT	JERVIS (S)	R1-1	30" X 30"	1	6.25	---	---	
211R	10"J"+30 LT	JERVIS (S)	R1-1	30" X 30"	---	---	---	1	
212	546+00 LT	MAINLINE	R2-1	24" X 30"	1	5.00	---	---	35 MPH
213	546+00 RT	MAINLINE	R2-1	24" X 30"	1	5.00	---	---	35 MPH
214R	547+50 LT	MAINLINE	R2-1	24" X 30"	---	---	---	1	
215R	9"F"+75 LT	FOSTER (N)	R1-1	30" X 30"	---	---	---	1	
216	9"F"+75 RT	FOSTER (N)	R1-1	30" X 30"	1	6.25	---	---	
217R	10"F"+25 LT	FOSTER (S)	R1-1	30" X 30"	---	---	---	1	
301	10"F"+25 LT	FOSTER (S)	R1-1	30" X 30"	1	6.25	---	---	
302R	549+50 RT	MAINLINE	R2-1	24" X 30"	---	---	---	1	
303M	551+40 LT	MAINLINE	R1-1	30" X 30"	---	---	1	---	
304R	10"L"+30 LT	LAMAUS ST	R1-1	30" X 30"	---	---	---	1	
305	10"L"+30 LT	LAMAUS ST	R1-1	30" X 30"	1	6.25	---	---	
306M	554+95 LT	MAINLINE	R1-1	30" X 30"	---	---	1	---	
307R	10"S"+30 LT	SMITH ST	R1-1	30" X 30"	---	---	---	1	
308	10"S"+30 LT	SMITH ST	R1-1	30" X 30"	1	6.25	---	---	
309	555+50 LT	MAINLINE	R2-1	24" X 30"	1	5.00	---	---	35 MPH
310	555+75 RT	MAINLINE	R2-1	24" X 30"	1	5.00	---	---	35 MPH
311R	555+75 RT	MAINLINE	R2-1	24" X 30"	---	---	---	1	
312	556+75 LT	MAINLINE	R1-1	30" X 30"	1	6.25	---	---	
313R	556+75 LT	MAINLINE	R1-1	30" X 30"	---	---	---	1	
				TOTALS	18	100.38	7	16	

ALL ITEMS ARE CATEGORY 0010
UNLESS OTHERWISE NOTED.

3

CONSTRUCTION STAKING

STATION	-	STATION	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE (LF)	650.5000 CONSTRUCTION STAKING BASE (LF)	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER (LF)	650.9910 CONSTRUCTION SUPLEMENTAL CONTROL (5589-01-74) (LS)	650.9920 CONSTRUCTION STAKING SLOPE STAKES (LF)
524+50	-	557+84	MAINLINE	3334	3334	6206	1	3334
9°LW°+15	-	9°LW°+84	LAWLER ST	59	59	0	0	59
10°LW°+16	-	10°LW°+75	LAWLER ST	69	69	0	0	69
9°J°+25	-	9°J°+84	JERVIS ST	59	59	0	0	59
10°J°+16	-	10°J°+75	JERVIS ST	59	59	0	0	59
9°F°+25	-	9°F°+84	FOSTER ST	69	69	0	0	69
10°F°+16	-	10°F°+85	FOSTER ST	59	59	0	0	59
10°L°+16	-	10°L°+70	LAMAUS ST	54	54	0	0	54
10°S°+16	-	10°S°+75	SMITH ST	59	59	0	0	59
			TOTALS	3821	3821	6206	1	3821

690.0150
SAWING ASPHALT

STATION	-	STATION	LOCATION	(LF)
---	-	524+50	MAINLINE	21
---	-	9°LW°+15	LAWLER STR., NORTH	19
---	-	9°LW°+32	P.E., LT	11
---	-	10°LW°+75	LAWLER STR., SOUTH	11
---	-	9°J°+25	JERVIS STR., NORTH	30
9°J°+25	-	9°J°+32	JERVIS STR., LT	7
10°J°+32	-	10°J°+75	JERVIS STR., LT	44
---	-	10°J°+75	JERVIS STR., SOUTH	42
---	-	9°F°+25	FOSTER STR., NORTH	26
---	-	10°F°+85	FOSTER STR., SOUTH	12
---	-	10°L°+70	LAMUS STR.	10
---	-	551+53	P.E., LT	11
---	-	555+06	P.E., LT	12
---	-	10°S°+75	SMITH STR.	10
556+69	-	557+42	MAINLINE, LT	73
---	-	557+84	MAINLINE	21
			TOTAL	360

690.0250
SAWING CONCRETE

STATION	-	STATION	LOCATION	(LF)
---	-	540+15	SIDEWALK, RT	3
---	-	541+15	SIDEWALK, RT	3
---	-	541+70	P.E., LT	8
---	-	542+24	P.E., LT	30
---	-	542+75	P.E., RT	28
---	-	542+80	SIDEWALK, LT	6
---	-	543+26	SIDEWALK, RT	16
---	-	543+47	SIDEWALK, RT	4
9°J°+32	-	9°J°+77	JERVIS ST, LT	53
544+51	-	544+71	MAINLINE, RT	23
---	-	545+42	P.E., LT	16
545+55	-	546+01	MAINLINE, RT	56
---	-	546+57	SIDEWALK, RT	3
---	-	547+19	SIDEWALK, RT	3
---	-	548+43	SIDEWALK, RT	14
---	-	549+95	SIDEWALK, RT	3
---	-	551+04	SIDEWALK, RT	3
---	-	552+22	SIDEWALK, RT	3
---	-	553+43	SIDEWALK, RT	4
---	-	553+67	P.E., RT	11
---	-	554+17	SIDEWALK, RT	3
---	-	556+81	P.E., RT	14
---	-	555+58	SIDEWALK, RT	2
			TOTAL	209

650.4000
CONSTRUCTION STAKING STORM SEWER SYSTEM

STRUCTURE NO.	STATION	LOCATION	(EACH)
OUTFALL	525+61.35	MAINLINE, 127.0' LT	1
1.0	525+60	MAINLINE, 27.5' LT	1
2.0	525+60	MAINLINE, 5.5' RT	1
2.1	525+60	MAINLINE, 29.0' RT	1
23.0	528+50	MAINLINE, 5.5' RT	1
23.1	528+51	MAINLINE, 17.5' RT	1
3.0	529+50	MAINLINE, 5.5' RT	1
3.1	529+50	MAINLINE, 17.5' LT	1
3.2	529+50	MAINLINE, 17.5' RT	1
20.0	530+80	MAINLINE, 5.5' RT	1
20.1	530+80	MAINLINE, 17.5' RT	1
21.0	532+10	MAINLINE, 5.5' RT	1
21.1	532+10	MAINLINE, 17.5' RT	1
21.2	532+20	MAINLINE, 17.5' RT	1
4.0	533+40	MAINLINE, 5.5' RT	1
4.1	533+40	MAINLINE, 17.5' LT	1
4.2	533+40	MAINLINE, 17.5' RT	1
4.3	533+30	MAINLINE, 17.5' RT	1
5.0	536+65	MAINLINE, 5.5' RT	1
5.1	536+65	MAINLINE, 17.5' LT	1
5.2	536+65	MAINLINE, 17.5' RT	1
5.3	536+65	MAINLINE, 33.0' RT	1
5.4	536+75	MAINLINE, 17.5' LT	1
6.0	539+34.55	MAINLINE, 5.5' RT	1
6.1	539+34.55	MAINLINE, 17.5' LT	1
6.2	539+44.55	MAINLINE, 17.5' LT	1
6.3	539+34.55	MAINLINE, 17.5' RT	1
6.4	539+44.55	MAINLINE, 17.5' RT	1
7.0	540+36	MAINLINE, 5.5' RT	1
7.1	540+36	MAINLINE, 17.5' LT	1
7.2	540+36	MAINLINE, 17.5' RT	1
8.0	540+97	MAINLINE, 5.5' RT	1
8.1	540+97	MAINLINE, 17.5' LT	1
8.2	541+07	MAINLINE, 17.5' LT	1
8.3	540+97	MAINLINE, 17.5' RT	1
8.4	541+07	MAINLINE, 17.5' RT	1
9.0	543+95	MAINLINE, 5.5' RT	1
9.1	543+95	MAINLINE, 17.5' LT	1
9.2	9°J°+70	JERVIS ST., 16.5' RT	1
9.3	9°J°+68.20	JERVIS ST., 16.5' LT	1
9.4	543+95	MAINLINE, 17.5' RT	1
10.0	544+60	MAINLINE, 5.5' RT	1
10.1	544+60	MAINLINE, 17.5' LT	1
10.2	544+70	MAINLINE, 17.5' LT	1
10.3	544+60	MAINLINE, 17.5' RT	1
10.4	544+70	MAINLINE, 17.5' RT	1
11.0	547+58	MAINLINE, 5.5' RT	1
11.1	547+58	MAINLINE, 17.5' LT	1
11.2	547+68	MAINLINE, 17.5' LT	1
11.3	547+58	MAINLINE, 17.5' RT	1
11.4	547+48	MAINLINE, 17.5' RT	1
11.5	10°F°+42	FOSTER ST., 22.0' RT	1
12.0	548+27	MAINLINE, 5.5' RT	1
12.1	548+27	MAINLINE, 17.5' LT	1
12.2	548+68	MAINLINE, 17.5' LT	1
12.3	548+27	MAINLINE, 17.5' RT	1
12.4	548+16	MAINLINE, 17.5' RT	1
22.0	549+85	MAINLINE, 5.5' RT	1
22.1	549+85	MAINLINE, 17.5' RT	1
13.0	551+24	MAINLINE, 5.5' RT	1
13.1	551+24	MAINLINE, 17.5' LT	1
13.2	551+24	MAINLINE, 17.5' RT	1
13.3	10°L°+42.28	LAMAUS ST., 17.9' RT	1
14.0	551+80	MAINLINE, 5.5' RT	1
14.1	551+80	MAINLINE, 17.5' LT	1
14.2	551+80	MAINLINE, 17.5' RT	1
15.0	554+75	MAINLINE, 5.5' RT	1
15.1	554+75	MAINLINE, 17.5' LT	1
15.2	554+75	MAINLINE, 17.5' RT	1
15.3	10°S°+42	SMITH ST., 18.2' RT	1
16.0	555+32	MAINLINE, 5.5' RT	1
16.2	555+32	MAINLINE, 17.5' RT	1
		TOTAL	72

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET

PROJECT NO. 5589-01-24

MAIN STREET, VILLAGE OF WOODMAN

(S. VILLAGE LIMITS TO N. VILLAGE LIMITS)

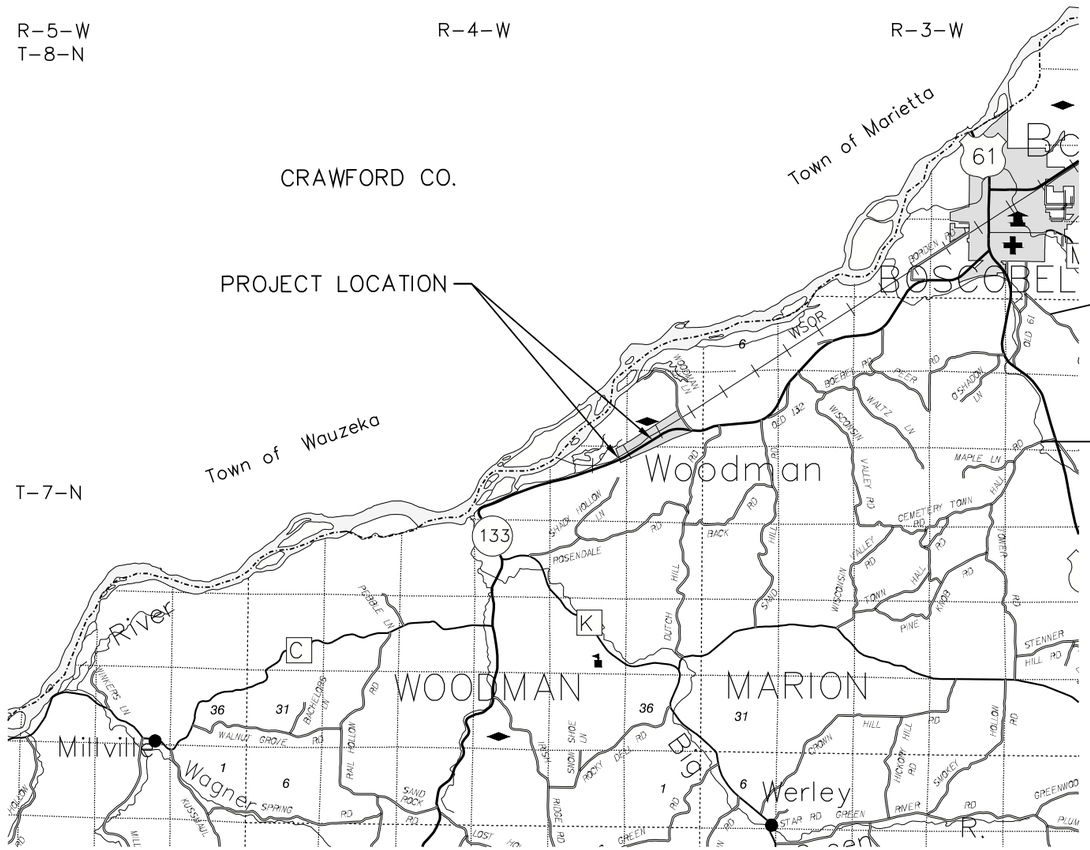
STH 133
GRANT COUNTY

R-5-W
T-8-N

R-4-W

R-3-W

CRAWFORD CO.



CONVENTIONAL SYMBOLS

SECTION LINE	SECTION CORNER
QUARTER LINE	R/W POINT, TO BE MONUMENTED
SIXTEENTH LINE	R/W POINT, NON-MONUMENTED
PROPOSED REFERENCE LINE	SIGN NUMBER OFF-PREMISE (21-1)
PROPOSED R/W LINE	FOUND IRON PIN IP
EXISTING R/W LINE	SIGN (SIGN)
PROPERTY LINE	
LOT, TIE & OTHER MINOR LINES	
CORPORATE LIMITS	
FEE (HATCH VARIES)	
TEMPORARY LIMITED EASEMENT	
PERMANENT LIMITED EASEMENT	
BUILDING	

	COMPENSABLE	NON-COMPENSABLE
POWER POLE	■	▯
TELEPHONE POLE	⌀	⌀
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)	⌘	⌘

NO ACCESS CONTROLLED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
R/W BOUNDARY POINT (RWB20)
UTILITY PARCEL NUMBER (40) PARCEL NUMBER (25)

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA

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

CONVENTIONAL UTILITY SYMBOLS

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

THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 5589-01-20.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, **GRANT** COUNTY, NAD83(**1991**), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 18" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT BY OTHERS.

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

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

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

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

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHTS TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

A HIGHWAY EASEMENT (HE) IS AN EASEMENT FOR HIGHWAY PURPOSES, AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THATTHE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

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

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN **LACROSSE.**

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
PREVIOUS PROJECT T 0335(1)
THE ORIGINAL PLAT OF THE VILLAGE OF WOODMAN (1863)
VARIOUS "PLATS OF SURVEY" ON RECORD

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5589-01-24
SHEET 2 OF 2

5589-01-24, 4.01

TRANSPORTATION PROJECT PLAT NO: 5589-01-24 - 4.01

PART OF LOTS 1, 2, AND 3 OF BLOCK 9 AND PART OF LOTS 1 AND 2 OF BLOCK 20 OF THE VILLAGE OF WOODMAN ORIGINAL PLAT, ALL IN THE NE 1/4 OF THE NE 1/4 OF SECTION 14, TOWN 7 NORTH, RANGE 4 WEST IN THE TOWN OF WOODMAN, GRANT COUNTY, WISCONSIN.

RELOCATION ORDER STH 133, MAIN STREET, VILLAGE OF WOODMAN, S. VILLAGE LIMITS TO N. VILLAGE LIMITS, GRANT COUNTY.

TO PROPERLY ESTABLISH, LAYOUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION

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

SCHEDULE OF LANDS AND INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	R/W REQUIRED (ACRES)		TLE ACRES	PLE ACRES
			NEW	TOTAL		
1	BENDER FARMS LIMITED PARTNERSHIP	PLE	0.00	0.00	0.00	0.04
2	GRANT COUNTY	FEE	0.01	0.01	0.00	0.00
3	KELLY R. COBERLEY	TLE	0.00	0.00	0.02	0.00

SCHEDULE OF R/W COURSES

POINT	BEARING	DISTANCE	POINT
145	N 23°22'55" W	164.07'	102
102	N 66°29'41" E	29.14'	103
103	S 23°37'44" E	166.22'	146
113	S 27°48'45" E	40.96'	112
112	N 58°09'12" E	131.06'	114
114	N 31°49'26" E	60.00'	111
111	S 31°49'26" E	10.88'	110
110	S 64°23'46" W	75.05'	109
109	S 29°00'44" E	15.87'	108
105	N 23°00'41" W	91.52'	100

CURVE DATA

PI STA = 525+45.45
Y = 610836.001
X = 792643.913
DELTA = 0°44'54"
D = 0°49'24"
T = 45.45'
L = 90.90'
R = 6958.86'
PC STA = 525+00
PT STA = 525+90.90
LC = 90.90'
LCB = N66°36'52"E

NE-NE
SEC. 14

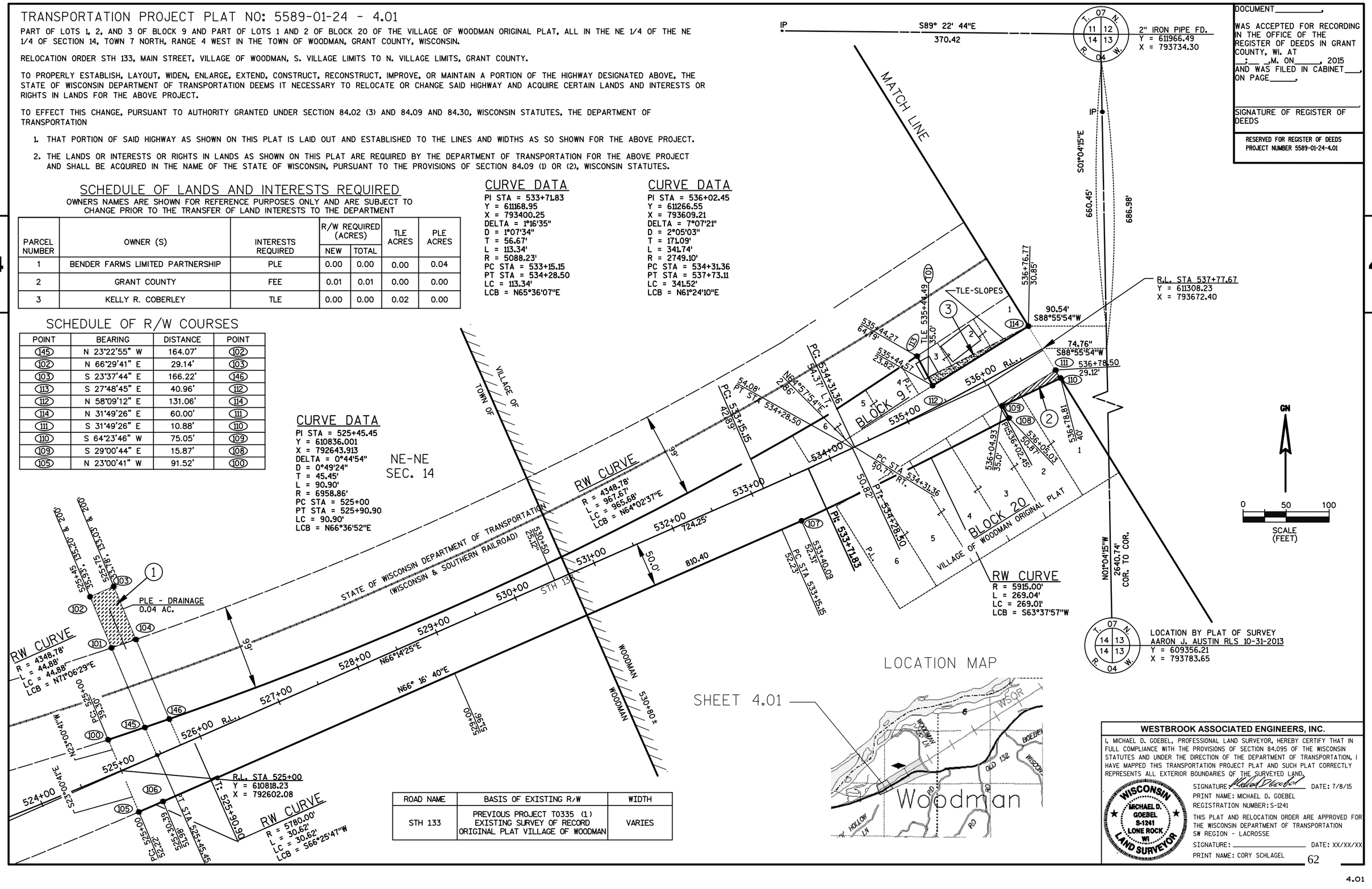
CURVE DATA

PI STA = 533+71.83
Y = 611168.95
X = 793400.25
DELTA = 1°16'35"
D = 1°07'34"
T = 56.67'
L = 113.34'
R = 5088.23'
PC STA = 533+15.15
PT STA = 534+28.50
LC = 113.34'
LCB = N65°36'07"E

CURVE DATA

PI STA = 536+02.45
Y = 611266.55
X = 793609.21
DELTA = 7°07'21"
D = 2°05'03"
T = 171.09'
L = 341.74'
R = 2749.10'
PC STA = 534+31.36
PT STA = 537+73.11
LC = 341.52'
LCB = N61°24'10"E

ROAD NAME	BASIS OF EXISTING R/W	WIDTH
STH 133	PREVIOUS PROJECT T0335 (1) EXISTING SURVEY OF RECORD ORIGINAL PLAT VILLAGE OF WOODMAN	VARIES


IP
S89° 22' 44"E
370.42
2" IRON PIPE FD.
Y = 611966.49
X = 793734.30
T. 07 N. R. 04 W.
11 12 14 13
MATCH LINE
IP
S01°04'15"E
660.45'
686.98'
R.L. STA 537+77.67
Y = 611308.23
X = 793672.40
536+76.17
30.85'
90.54'
S88°55'54"W
74.76'
S88°55'54"W
536+78.50
29.12'
TLE-SLOPES
TLE 535+44.49
35.0'
535+44.27
64.9'
535+44.27
23.82'
536+00 R.L.
PC: 534+31.36
N64°57'54"E
24.86'
534+28.50
PT
54.08'
PC: 533+15.15
42.89'
534+00
535+00
BLOCK 9
536+04.93
35.0'
PI: 536+02.45
50.81'
536+05.03
536+78.18
40.04'
PC STA 534+31.36
90.77' Rt.
50.82'
PT: 535+28.50
PI: 533+71.83
533+40.09
52.51'
PC STA 533+15.15
52.23'
533+00
532+00
724.25'
531+00
50.0'
810.40
530+00
529+00
528+00
527+00
526+00 R.L.
525+00
524+00
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
(WISCONSIN & SOUTHERN RAILROAD)
530+50
525+12
STH 133
VILLAGE OF
TOWN OF
RW CURVE
R = 4348.78'
L = 967.67'
LC = 965.68'
LCB = N64°02'37"E
RW CURVE
R = 5915.00'
L = 269.04'
LC = 269.01'
LCB = S63°37'57"W
BLOCK 20
VILLAGE OF WOODMAN ORIGINAL PLAT
NO1°04'15"W
2640.74'
COR. TO COR.
T. 07 N. R. 04 W.
14 13 14 13
LOCATION BY PLAT OF SURVEY
AARON J. AUSTIN RLS 10-31-2013
Y = 609356.21
X = 793783.65
GN
0 50 100
SCALE (FEET)
WOODMAN
WOODMAN
530+80±
N66° 16' 40"E
N66°14'25"E
RW CURVE
R = 4348.78'
L = 44.88'
LC = N71°06'29"E
LCB = N71°06'29"E
PLE - DRAINAGE
0.04 AC.
69'
N23°00'41"W
525+00
525+90.90
R.L. STA 525+00
Y = 610818.23
X = 792602.08
RW CURVE
R = 5780.00'
L = 30.62'
LC = 30.62'
LCB = S66°25'47"W
PC STA 525+45.45
PT STA 525+90.90
525+30.39
525+45.45
525+75.84
525+53.18
525+20.00
525+00
525+00
525+

TRANSPORTATION PROJECT PLAT NO: 5589-01-24 - 4.02

PART OF LOTS 1, 2, 3, 4, 5, AND 6 OF BLOCK 18; PART OF LOTS 1, 3, 4, 5, AND 6 OF BLOCK 19 AND PART OF LOTS 1, 4, 5, AND 6 OF BLOCK 10; ALL IN THE VILLAGE OF WOODMAN ORIGINAL PLAT, IN THE NW 1/4 OF THE NW 1/4 OF SECTION 13, AND IN THE NE 1/4 OF THE NE 1/4 OF SECTION 14, TOWN 7 NORTH, RANGE 4 WEST, VILLAGE OF WOODMAN, GRANT COUNTY, WISCONSIN.

RELOCATION ORDER STH 133, MAIN STREET, VILLAGE OF WOODMAN, S. VILLAGE LIMITS TO N. VILLAGE LIMITS, GRANT COUNTY.

TO PROPERLY ESTABLISH, LAYOUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION

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

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN GRANT COUNTY AS SHEET 2 OF 2 OF DOCUMENT _____ AND FILED IN PLAT _____.

SCHEDULE OF R/W COURSES

POINT	BEARING	DISTANCE	POINT
114	N 58°09'12" E	60.00'	115
115	N 58°09'12" E	300.00'	118
118	N 58°09'12" E	59.95'	119
119	N 58°09'12" E	300.11'	122
122	S 31°48'47" E	60.00'	121
121	S 58°16'05" W	75.02'	141
141	S 58°08'29" W	225.13'	120
120	S 58°00'06" W	59.90'	117
117	S 58°09'14" W	300.05'	116
116	S 58°09'12" W	60.00'	111
111	N 31°49'26" W	60.00'	114

SCHEDULE OF LANDS AND INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	TLE ACRES
4	R5 RENTALS, LLC	TLE	0.03
6	ROGER HALVERSON	TLE	0.03
7	DENNIS C. HARWOOD	TLE	0.01
8	NORMAN L. & DONNA KAY ASHMORE	TLE	0.02
9	RODERICK & LORINDA DULL	TLE	0.01
11	ARNOLD E. MILES	TLE	0.01

DOCUMENT_____,

WAS ACCEPTED FOR RECORDING IN THE OFFICE OF THE REGISTER OF DEEDS IN GRANT COUNTY, WI. AT __:__ __.M. ON_____, 2015 AND WAS FILED IN CABINET___, ON PAGE_____,

_____,
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5589-01-24-4.02

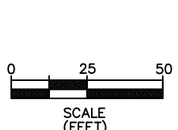
EASEMENT TABLE

OWNER	RECORDING INFORMATION	PARCEL
GRANTLAND TELECOM, INC. D/BA TDS TELECOM	VOL. 992 P. 504 DOC. #658780	8
ALLIANT ENERGY	NO EASEMENT OF RECORD FOUND	4

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER	INTEREST REQUIRED
81	GRANTLAND TELECOM, INC. D/BA TDS TELECOM	RELEASE OF RIGHTS
82	ALLIANT ENERGY	RELEASE OF RIGHTS

ROAD NAME	BASIS OF EXISTING R/W	WIDTH
STH 133	PREVIOUS PROJECT T0335 (1) EXISTING SURVEY OF RECORD ORIGINAL PLAT VILLAGE OF WOODMAN	VARIES



CURVE DATA

PI STA = 536+02.45
Y = 611266.55
X = 793609.21
DELTA = 7°07'21"
D = 2°05'03"
T = 171.09'
L = 341.74'
R = 2749.10'
PC STA = 534+31.36
PT STA = 537+73.11
LC = 341.52'
LCB = N61°24'10"E

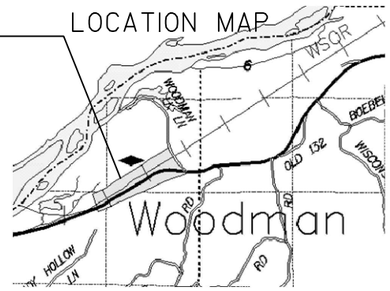
R.L. STA 536+77.67
Y = 611308.23
X = 793672.40

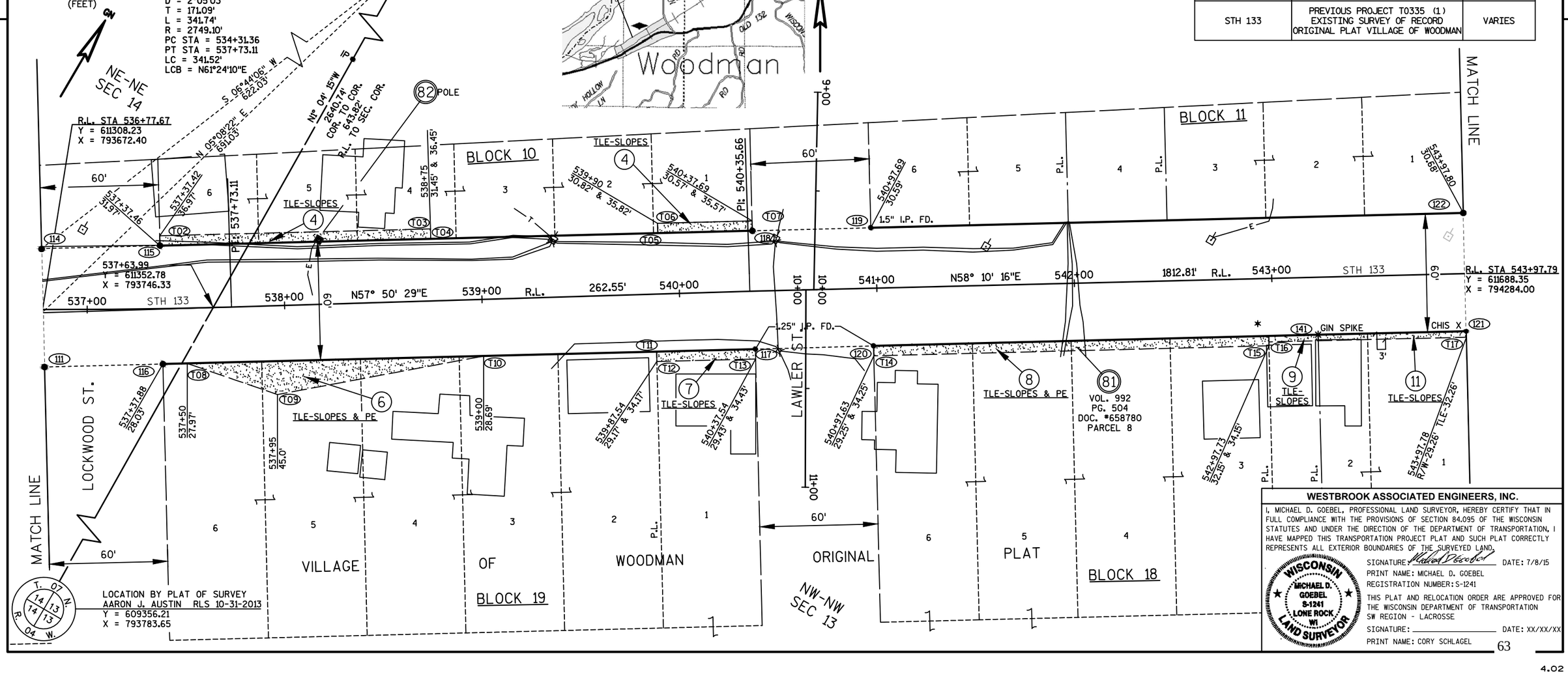
T. 07 N. R. 04 W. 11 12 14 13

SHEET 4.02

2" IRON PIPE FD.
Y = 611966.49
X = 793734.30

LOCATION MAP





WESTBROOK ASSOCIATED ENGINEERS, INC.

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

SIGNATURE: _____ DATE: 7/8/15
PRINT NAME: MICHAEL D. GOEBEL
REGISTRATION NUMBER: S-1241

WISCONSIN MICHAEL D. GOEBEL S-1241 LONE ROCK WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION - LACROSSE

SIGNATURE: _____ DATE: XX/XX/XX
PRINT NAME: CORY SCHLAGEL

TRANSPORTATION PROJECT PLAT NO: 5589-01-24 - 4.03

PART OF LOTS 1, 2, 3, 4, 5, AND 6 OF BLOCK 16 AND PART OF LOTS 1, 2, 3, 4, 5, AND 6 OF BLOCK 17 IN THE VILLAGE OF WOODMAN ORIGINAL PLAT, IN THE NW 1/4 OF THE NW 1/4 OF SECTION 13, AND IN THE SW 1/4 OF THE SW 1/4 OF SECTION 12, ALL IN TOWN 7 NORTH, RANGE 4 WEST IN THE VILLAGE OF WOODMAN, GRANT COUNTY, WISCONSIN.

RELOCATION ORDER STH 133, MAIN STREET, VILLAGE OF WOODMAN, S. VILLAGE LIMITS TO N. VILLAGE LIMITS, GRANT COUNTY.

TO PROPERLY ESTABLISH, LAYOUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION

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

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN GRANT COUNTY AS SHEET 2 OF 2 OF DOCUMENT _____ AND FILED IN PLAT _____.

ROAD NAME	BASIS OF EXISTING R/W	WIDTH
STH 133	PREVIOUS PROJECT T0335 (1) EXISTING SURVEY OF RECORD ORIGINAL PLAT VILLAGE OF WOODMAN	VARIES

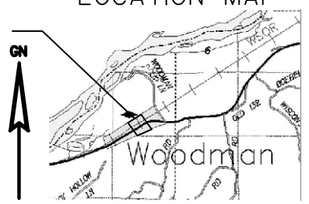
SHEET 4.03

SCHEDULE OF LANDS AND INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	TLE ACRES
1	BENDER FARMS LIMITED PARTNERSHIP	TLE	0.01
11	ARNOLD E. MILES	TLE	0.01
12	CHARLES D. TIBBITTS	TLE	0.01
13	LESLIE A. ERB	TLE	0.02
14	LARRY L. & NANCY S. BEDWARD	TLE	0.02
16	LEO J. & SHERI L. WELSH	TLE	0.01

LOCATION MAP



DOCUMENT_____,

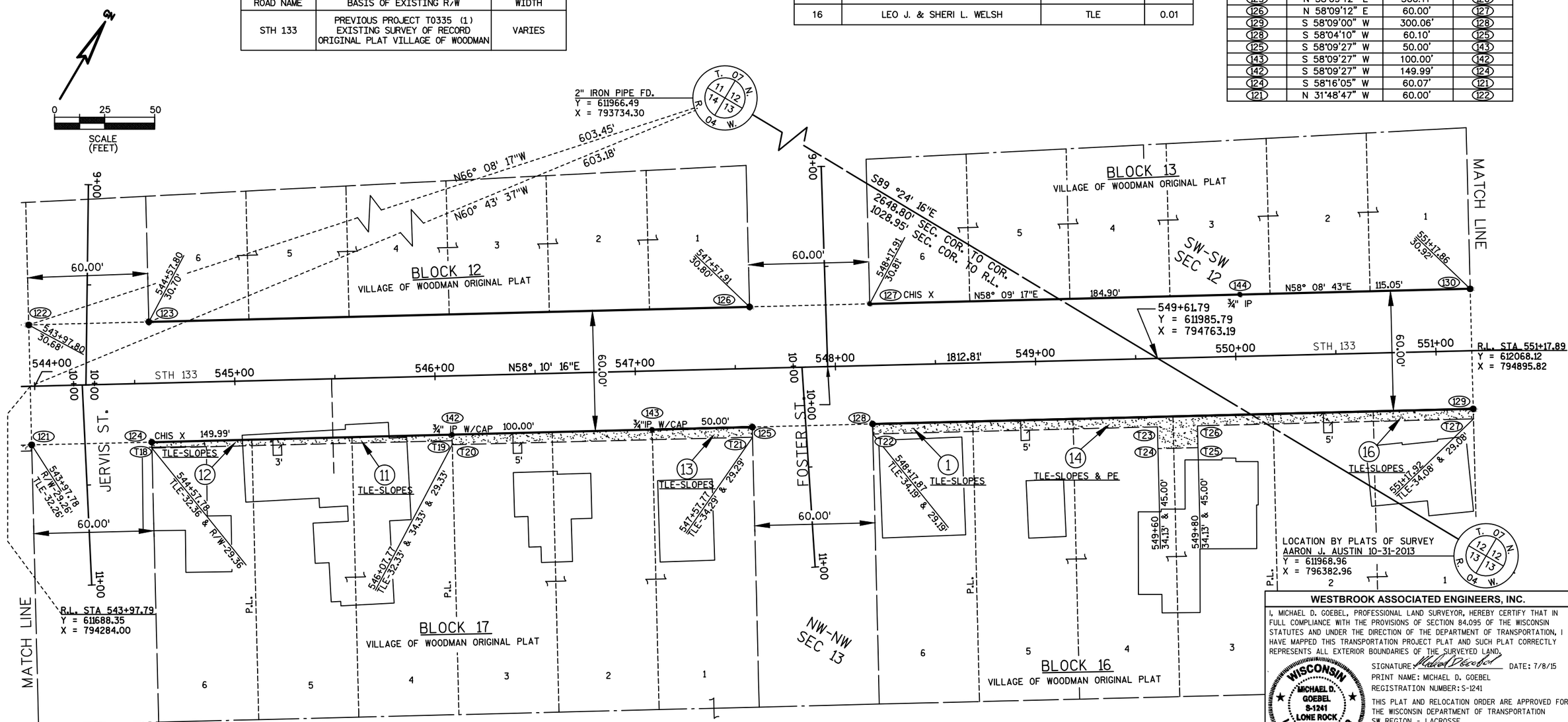
WAS ACCEPTED FOR RECORDING IN THE OFFICE OF THE REGISTER OF DEEDS IN GRANT COUNTY, WI. AT __:__ __.M. ON_____, 2015 AND WAS FILED IN CABINET___, ON PAGE_____,

_____
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5589-01-24-4.03

SCHEDULE OF R/W COURSES

POINT	BEARING	DISTANCE	POINT
122	N 58°12'15" E	60.00'	123
123	N 58°09'12" E	300.11'	126
126	N 58°09'12" E	60.00'	127
129	S 58°09'00" W	300.06'	128
128	S 58°04'10" W	60.10'	125
125	S 58°09'27" W	50.00'	143
143	S 58°09'27" W	100.00'	142
142	S 58°09'27" W	149.99'	124
124	S 58°16'05" W	60.07'	121
121	N 31°48'47" W	60.00'	122



WESTBROOK ASSOCIATED ENGINEERS, INC.

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

WISCONSIN MICHAEL D. GOEBEL S-1241 LONE ROCK WI LAND SURVEYOR

SIGNATURE: _____ DATE: 7/8/15
PRINT NAME: MICHAEL D. GOEBEL
REGISTRATION NUMBER: S-1241

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION - LACROSSE

SIGNATURE: _____ DATE: XX/XX/XX
PRINT NAME: CORY SCHLAGEL

TRANSPORTATION PROJECT PLAT NO: 5589-01-24 - 4.04

PART OF LOTS 1, 2, 3, AND 6 OF BLOCK 15 OF THE VILLAGE OF WOODMAN ORIGINAL PLAT, IN AND INCLUDING PART OF THE SE 1/4 OF THE SW 1/4 OF SECTION 12; ALSO PART OF LOTS 4, 5, AND 6 OF BLOCK 15 OF THE VILLAGE OF WOODMAN ORIGINAL PLAT IN THE SW 1/4 OF THE SW 1/4 SECTION 12, ALL IN TOWN 7 NORTH, RANGE 4 WEST IN THE VILLAGE OF WOODMAN, GRANT COUNTY, WISCONSIN.

RELOCATION ORDER STH 133, MAIN STREET, VILLAGE OF WOODMAN, S. VILLAGE LIMITS TO N. VILLAGE LIMITS, GRANT COUNTY.

TO PROPERLY ESTABLISH, LAYOUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION

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

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN GRANT COUNTY AS SHEET 2 OF 2 OF DOCUMENT _____ AND FILED IN PLAT _____.

SCHEDULE OF R/W COURSES

POINT	BEARING	DISTANCE	POINT
130	N 58°08'43" W	60.00'	131
131	N 58°06'47" E	300.00'	134
134	N 44°58'44" E	61.61'	140
137	N 31°53'13" W	17.00'	136
136	S 58°06'47" W	208.00'	135
135	S 60°58'31" W	60.08'	133
133	S 58°06'47" E	300.00'	132
132	S 58°09'00" W	60.00'	129
129	N 31°53'13" W	60.00'	130

SCHEDULE OF LANDS AND INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	TLE ACRES
13	LESLIE A. ERB	TLE	0.02
17	LAUREL E. & NELDA M. MOOK	TLE	0.01
18	MICHAEL D. MILLER	TLE	0.01
19	DONALD J. STEELE	TLE	0.01
21	GENE & MARY LU COOLEY	TLE	0.01
22	JERALD W. ESTERS	TLE	0.01

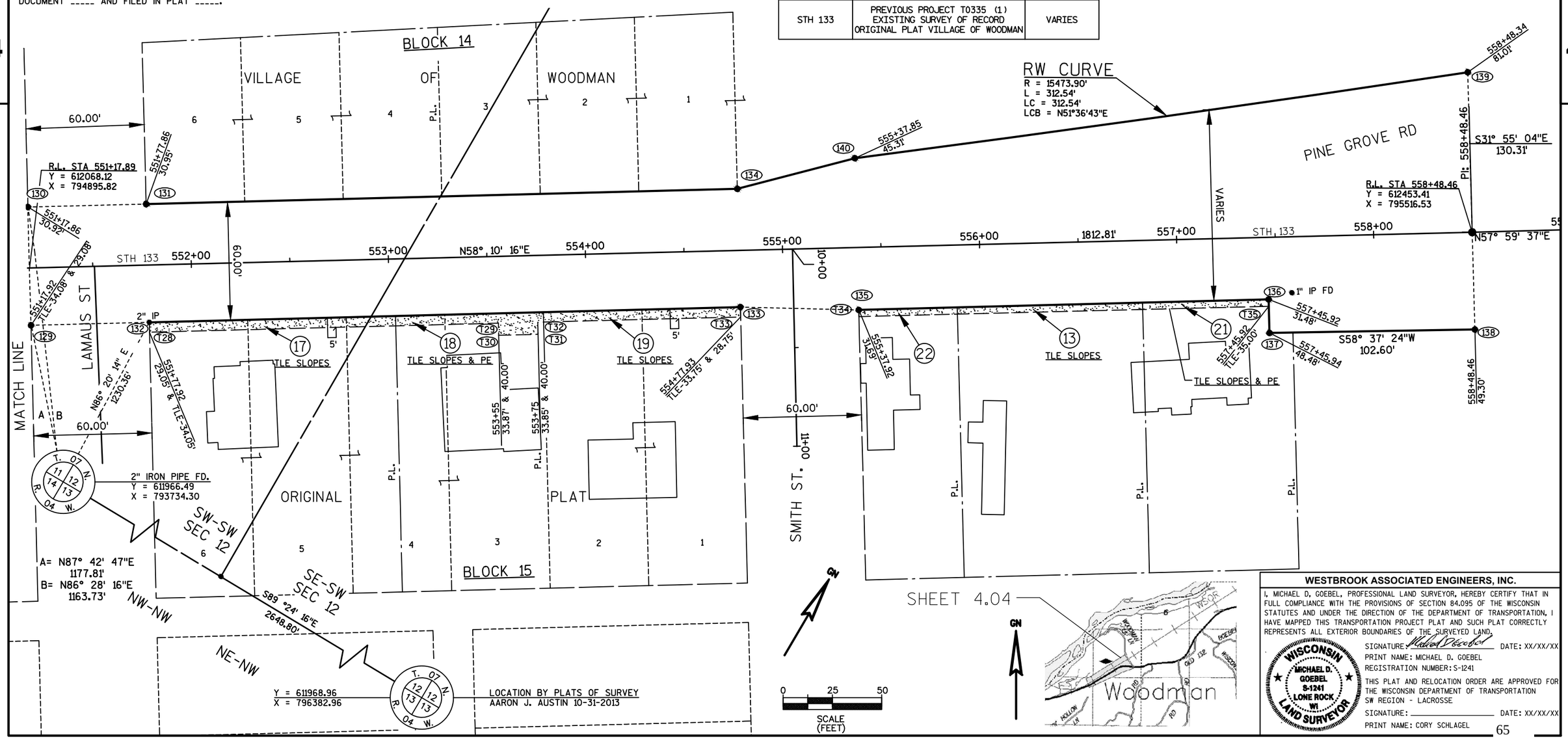
DOCUMENT_____,

WAS ACCEPTED FOR RECORDING IN THE OFFICE OF THE REGISTER OF DEEDS IN GRANT COUNTY, WI. AT __:__ _.M. ON_____, 2015 AND WAS FILED IN CABINET___, ON PAGE_____,

_____
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5589-01-24-4.04

ROAD NAME	BASIS OF EXISTING R/W	WIDTH
STH 133	PREVIOUS PROJECT T0335 (1) EXISTING SURVEY OF RECORD ORIGINAL PLAT VILLAGE OF WOODMAN	VARIES



WESTBROOK ASSOCIATED ENGINEERS, INC.

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

SIGNATURE _____ DATE: XX/XX/XX
PRINT NAME: MICHAEL D. GOEBEL
REGISTRATION NUMBER: S-1241

WISCONSIN MICHAEL D. GOEBEL S-1241 LONE ROCK WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION - LACROSSE

SIGNATURE: _____ DATE: XX/XX/XX
PRINT NAME: CORY SCHLAGEL

COORDINATES - THIS SHEET WILL NOT BE RECORDED

STATION & OFFSETS TABLE						
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING	DESCR	
100	525+00	-39.30'	610854.41	792586.72	EX RW	
101	525+45	-135.20'	610982.82	792579.94	PLE	
102	525+45	-200.0'	611019.53	792564.07	PLE	
103	525+75	-200.0'	611031.16	792590.79	PLE	
104	525+75	-133.03'	610969.80	792617.63	PLE	
105	525+00	52.22'	610770.17	792622.49	EX RW	
106	525+30.39	51.98'	610782.42	792650.56	EX RW	
107	533+40.09	52.31'	611108.44	793392.49	EX RW	
108	536+05.03	50.87'	611227.92	793633.51	EX RW	
109	536+04.96	35.0'	611241.80	793625.81	FEE	
110	536+78.81	40.0'	611274.23	793693.50	FEE	
111	536+78.50	29.12'	611283.48	793687.76	EX RW	
112	535+44.57	-23.82'	611265.31	793544.79	EX RW	
113	535+44.27	-64.79'	611301.54	793525.67	EX RW	
114	536+76.77	-30.85'	611334.46	793656.12	EX RW	
115	537+37.46	-31.97'	611366.12	793707.09	EX RW	
116	537+37.88	28.03'	611315.14	793738.73	EX RW	
117	540+37.74	29.43'	611473.46	793993.61	EX RW	1 1/4" IP
118	540+37.69	-30.57'	611524.41	793961.93	EX RW	
119	540+97.69	-30.59'	611556.07	794012.90	EX RW	1 1/2" IP
120	540+97.63	29.25'	611505.20	794044.41	EX RW	1" IP
121	543+97.78	29.26'	611663.48	794299.43	EX RW	CHS X
122	543+97.80	-30.68'	611714.42	794267.83	EX RW	
123	544+57.80	-30.70'	611746.08	794318.80	EX RW	
124	544+57.78	29.36'	611695.04	794350.46	EX RW	CHS X
125	547+57.77	29.29'	611853.31	794605.30	EX RW	
126	547+57.91	-30.8'	611904.43	794573.73	EX RW	
127	548+77.91	-30.81'	611936.09	794624.70	EX RW	CHS X
128	548+17.87	29.19'	611885.09	794656.30	EX RW	
129	551+17.92	29.08'	612043.43	794911.18	EX RW	
130	551+17.86	-30.92'	612094.37	794879.49	EX RW	
131	551+77.86	-30.95'	612126.04	794930.45	EX RW	
132	551+77.92	29.05'	612075.09	794962.15	EX RW	2" I.P.
133	554+77.92	28.75'	612233.57	795216.87	EX RW	
134	554+77.86	-31.25'	612284.51	795185.18	EX RW	
135	555+37.92	31.69'	612262.71	795269.40	EX RW	
136	557+45.92	31.48'	612372.59	795446.01	EX RW	
137	557+45.94	48.48'	612358.15	795454.99	EX RW	
138	558+48.46	49.30'	612411.57	795542.60	EX RW	
139	558+48.34	-81.01'	612522.17	795473.70	EX RW	
140	555+37.85	-45.31'	612328.09	795228.73	EX RW	
145	525+45	-35.93	610868.94	792629.18	EX RW	
146	525+75	-33.78	610878.87	792657.41	EX RW	

STATION & OFFSETS TABLE - TLE					
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING	DESCR
T01	535+44.49	-35.0'	611275.19	793539.58	TLE
T02	537+37.42	-36.97'	611370.37	793704.45	TLE
T08	537+50	27.97'	611321.60	793749.13	TLE
T09	537+95	45.0'	611331.18	793796.54	TLE
T03	538+75	-36.45'	611442.71	793820.92	TLE
T04	538+75	-31.45'	611438.48	793823.58	TLE
T10	539+00	28.69'	611400.88	793876.76	TLE
T11	539+87.54	29.17'	611447.08	793951.14	TLE
T12	539+87.54	34.17'	611442.83	793953.77	TLE
T05	539+90	-30.82'	611499.16	793921.27	TLE
T06	539+90	-35.82'	611503.40	793918.63	TLE
T07	540+37.69	-35.57'	611528.66	793959.29	TLE
T13	540+37.74	34.43'	611469.21	793996.25	TLE
T14	540+97.63	34.25'	611500.95	794047.04	TLE
T15	542+97.73	34.15'	611606.57	794217.00	TLE
T16	542+97.73	32.15'	611608.27	794215.95	TLE
T17	543+97.78	32.26'	611660.93	794301.01	TLE
T18	544+57.78	32.36'	611692.49	794352.04	TLE
T19	546+07.77	32.33'	611771.62	794479.46	TLE
T20	546+07.77	34.33'	611769.92	794480.51	TLE
T21	547+57.77	34.29'	611849.06	794607.94	TLE
T22	548+17.86	34.19'	611880.84	794658.94	TLE
T24	549+60	45.0'	611946.62	794785.40	TLE
T23	549+60	34.13'	611955.85	794779.67	TLE
T25	549+80	45.0'	611957.16	794802.40	TLE
T26	549+80	34.13'	611966.40	794796.66	TLE
T27	551+17.92	34.08'	612039.18	794913.82	TLE
T28	551+77.92	34.05'	612070.84	794964.78	TLE
T29	553+55	33.87'	612164.39	795115.14	TLE
T30	553+55	40.0'	612159.18	795118.37	TLE
T31	553+75	40.0'	612169.73	795135.36	TLE
T32	553+75	33.85'	612174.95	795132.12	TLE
T33	554+77.93	33.75'	612229.32	795219.51	TLE
T34	555+37.92	35.0'	612259.90	795271.14	TLE
T35	557+45.93	35.0'	612369.60	795447.87	TLE

STATION AND OFFSET TABLE - FOUND MONUMENTS						
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING	DESCR	
141	543+22.76	29.14'	611624.03	794235.62	EX RW	GIN SPK
142	546+07.77	29.33'	611774.17	794477.87	EX RW	IP W/CAP
143	547+07.77	29.30'	611826.93	794562.82	EX RW	IP W/CAP
144	550+02.81	-30.87'	612033.65	794781.80	EX RW	3/4" IP
	557+57.78	28.47'	612381.40	795454.50	EX RW	1" IP
	559+41.32	50.33'	612459.95	795612.95	EX RW	1" IP
	559+69.32	50.30'	612474.81	795645.68	EX RW	1" IP
	559+94.39	-49.53'	612572.75	795614.03	EX RW	1" IP W/CAP

STATION AND OFFSET TABLE - CONTROL POINTS					
519+11.35	-40.94'	610648.39	792038.12		USGS MON
529+87.38	15.63'	610999.75	793054.68		3/4" IP
535+42.30	15.07'	611229.72	793560.66		3/4" IP
543+59.78	15.12'	611655.46	794259.68		3/4" IP
552+88.07	21.87'	612139.29	795051.94		3/8" IP
557+20.95	-39.59'	612419.80	795387.31		PK FD
544+48.38	-375.78'	612034.30	794128.80		DOT 215 PK FD

LEGEND

XXXXX SAWCUT, MATCH EXISTING

REMOVE TREE

② CURB RAMP TYPE 2

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
(WISCONSIN & SOUTHERN RAILROAD)

N

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
842	525+66.9	RAILROAD SPIKE IN POWER POLE, 34' LT	655.25

BP: 524+50.00

EX R/W

TDS TELECOM

+50.00 16.00'

BM# 842

CONCRETE CURB & GUTTER
30-INCH, TYPE D

SLOPE INTERCEPT

R/L STH 133

ALLIANT ENERGY

MATCHLINE STA 529+00

179°0'29"

656.01 655.86 655.68 655.50 655.31 655.13 654.95 654.77

525+00 526+00 527+00 528+00 STH 133 529

N67°13'56"E N66°14'25"E

655.83 655.70 655.52 655.34 655.15 654.97 654.79 654.61

+50.00 16.00'

PI: 525+90.91

SLOPE INTERCEPT

REMOVE SMALL PIPE CULVERT
18" CP

EX R/W

STA 527+43, RT
RECONSTRUCT P.E.
(B.A.D.)

STEPHEN M. &
SUSAN P. FRALICK

BEGIN PROJECT
STA. 524+50
Y = 610 799.78
X = 792 555.58

5

5

664 662 660 658 656 654 652 650

EXISTING PROFILE

PROPOSED PROFILE

VPI STA 524+50.00
VPI EL 656.73

-0.37%

EXISTING C/L ELEVATION

PROPOSED C/L ELEVATION

656.79 | 656.73 656.73 | 656.40 656.55 | 656.39 656.36 | 656.29 656.18 | 656.21 656.00 | 656.16 655.82 | 656.07 655.63 | 655.98 655.45 | 655.94 655.27 | 655.89 655.09

524+00 524+50 525+00 525+50 526+00 526+50 527+00 527+50 528+00 528+50 529+00

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	PLAN AND PROFILE: STH 133	SHEET 67	E

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
(WISCONSIN & SOUTHERN RAILROAD)

WISCONSIN & SOUTHERN RAILROAD

CURVE DATA

P.I. STA. 533+71.84
R. = 5088.23'
D. = 01° 07' 34"
Δ = 01° 16' 35"
L. = 113.34'
T. = 56.67'
C. = 113.34'
P.C. STA. 533+15.16
P.T. STA. 534+28.51

N

TDS TELECOM
ALLIANT ENERGY
SLOPE INTERCEPT
CONCRETE CURB & GUTTER
30-INCH, TYPE D
EX R/W
PC: 533+15.16
BM# 761
KURTIS & KELLY CONLEY
MATCHLINE STA 529+00
MATCHLINE STA 534+00
654.77
654.58
654.40
654.22
654.04
653.85
653.67
653.49
653.31
653.12
652.94
+00
530+00
531+00
532+00
STH 133
533+00
534
N66°14'25"E
654.61
654.42
654.24
654.06
653.88
653.69
653.51
653.33
653.23
653.30
653.39
R/L STH 133
SLOPE INTERCEPT
PI: 533+71.84
EX R/W
P.L.

LEGEND

XXXXX SAWCUT, MATCH EXISTING
X REMOVE TREE
② CURB RAMP TYPE 2

STEPHEN M. &
SUSAN P. FRALICK

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
761	533+46.2	RAILROAD SPIKE IN POWER POLE, 34' LT	650.54

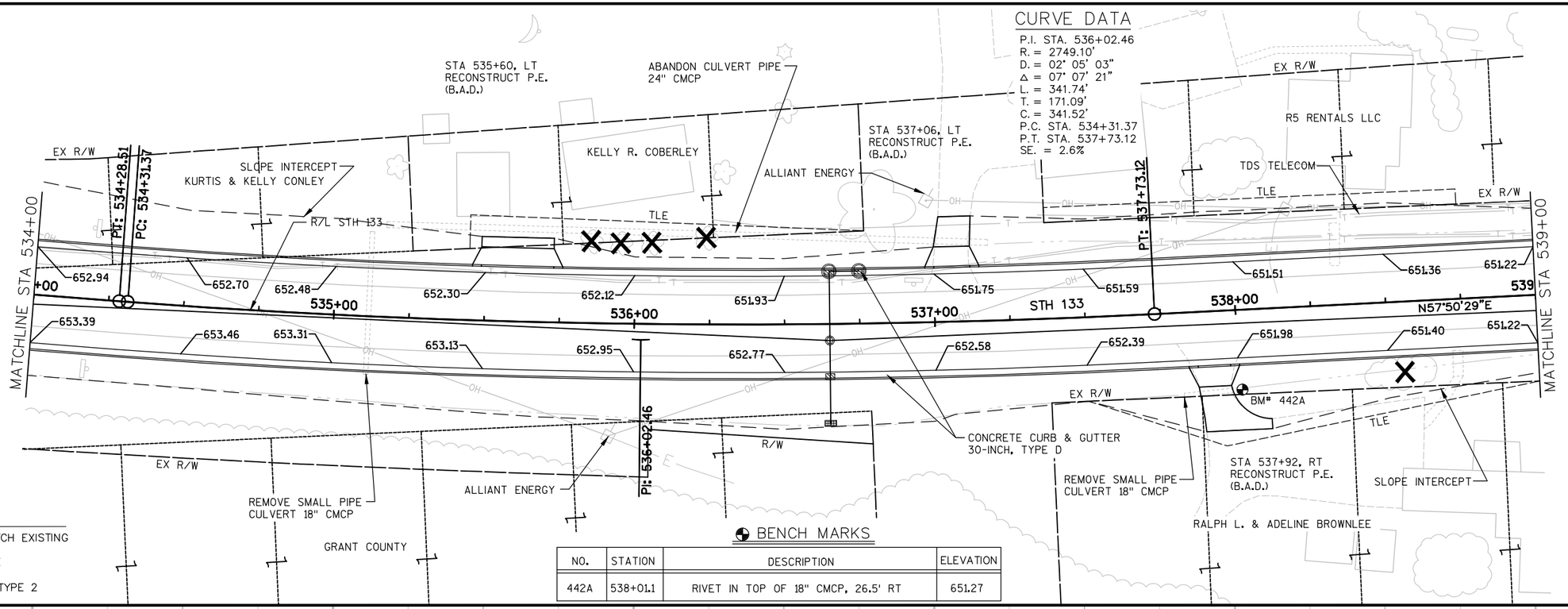
664
662
660
658
656
654
652
650

EXISTING PROFILE
PROPOSED PROFILE
-0.37%
EXISTING C/L ELEVATION
PROPOSED C/L ELEVATION

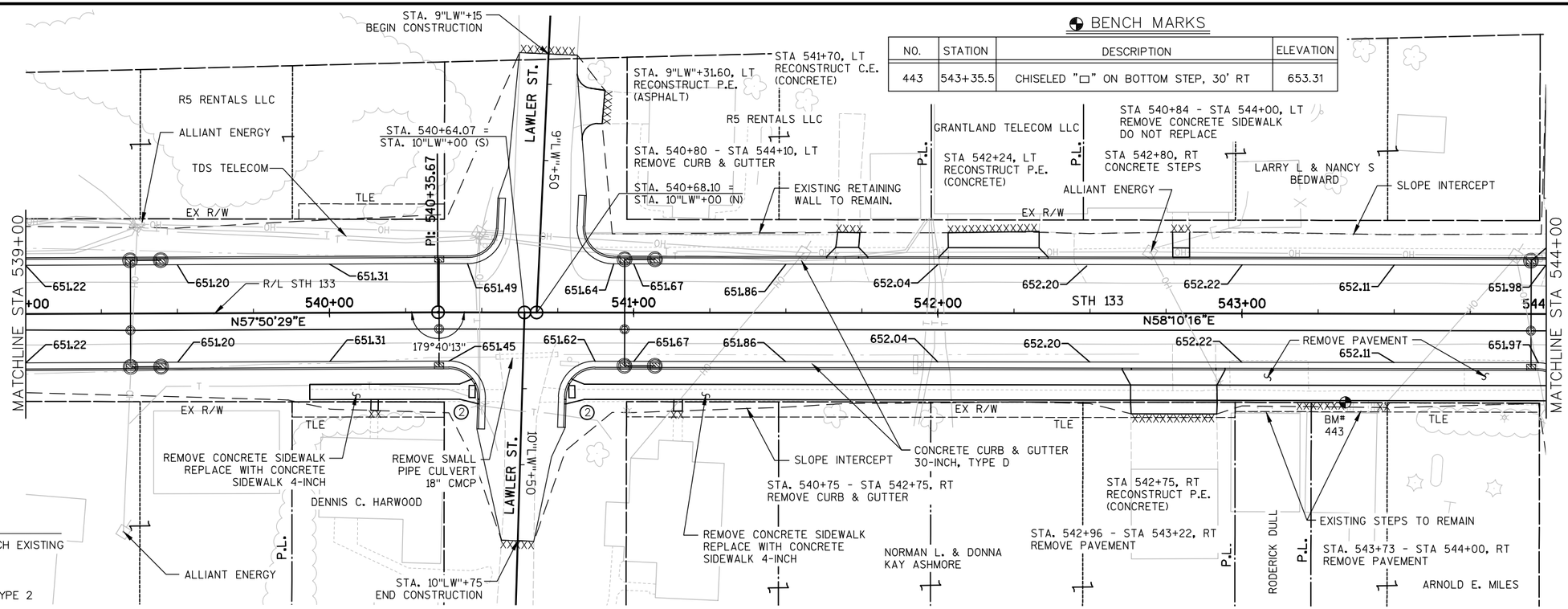
655.89	655.79	655.61	655.43	655.25	655.10	655.01	654.98	654.97	654.92	654.93
655.09	654.90	654.72	654.54	654.36	654.17	653.99	653.81	653.63	653.44	653.26

529+00 529+50 530+00 530+50 531+00 531+50 532+00 532+50 533+00 533+50 534+00

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	PLAN AND PROFILE: STH 133	SHEET 68	E



PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	PLAN AND PROFILE: STH 133	SHEET 69	E



PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	PLAN AND PROFILE: STH 133	SHEET 70	E

BENCH MARKS

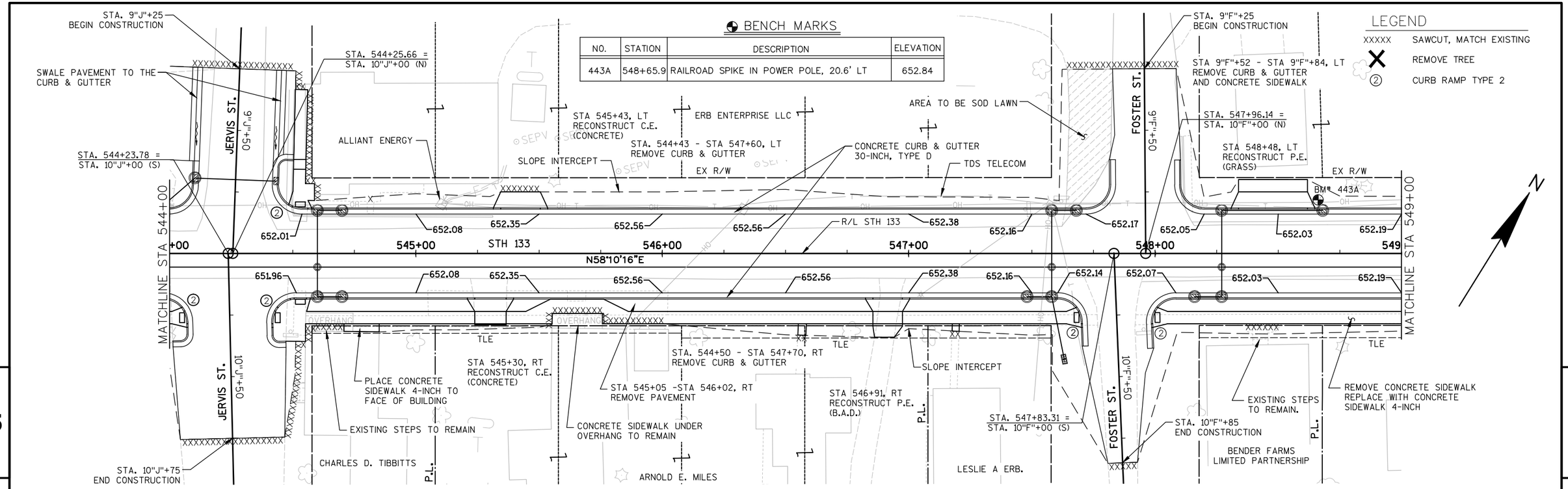
NO.	STATION	DESCRIPTION	ELEVATION
443A	548+65.9	RAILROAD SPIKE IN POWER POLE, 20.6' LT	652.84

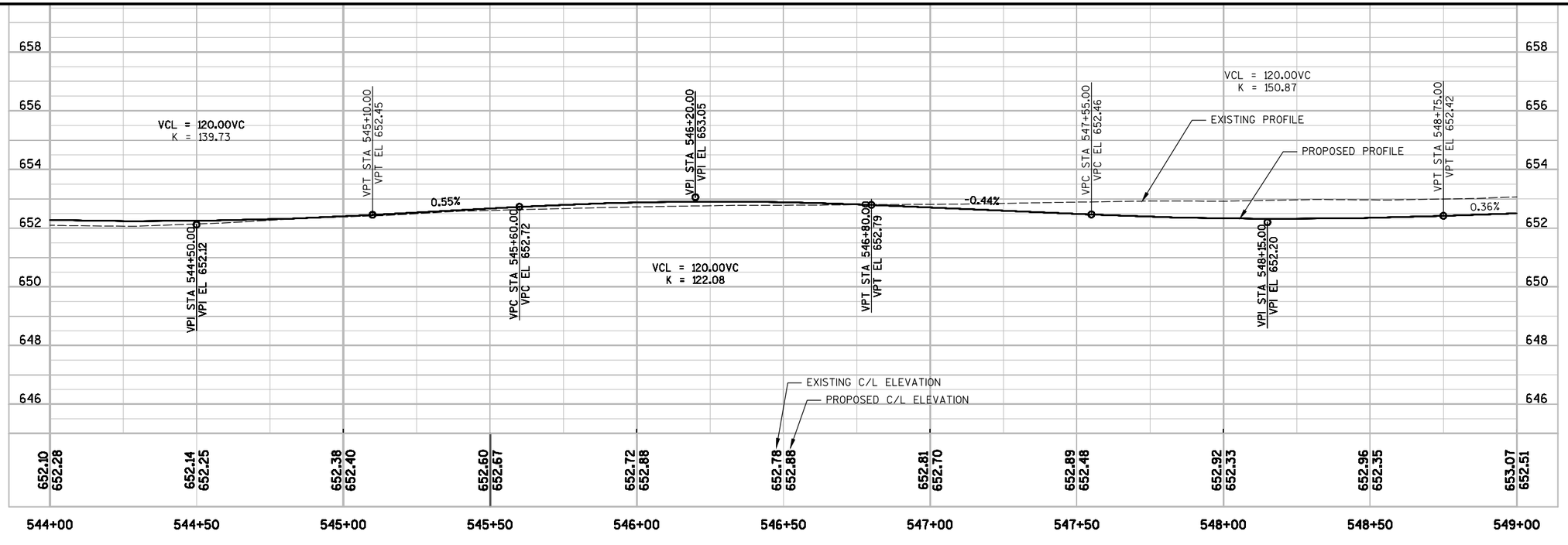
LEGEND

XXXXX SAWCUT, MATCH EXISTING

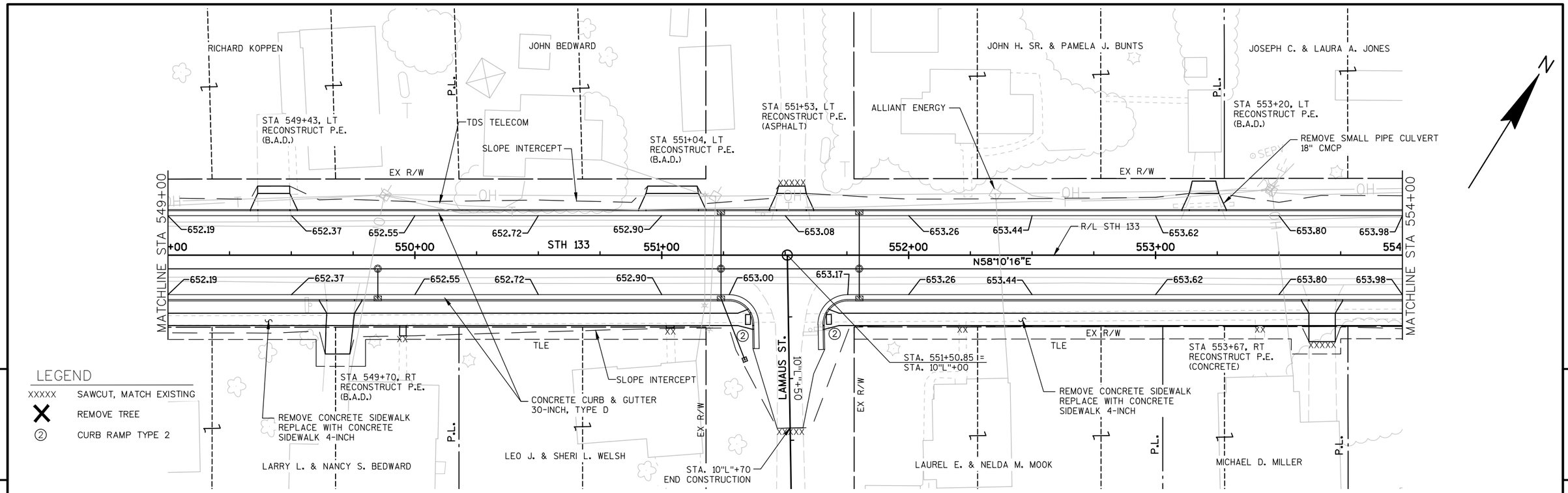
REMOVE TREE

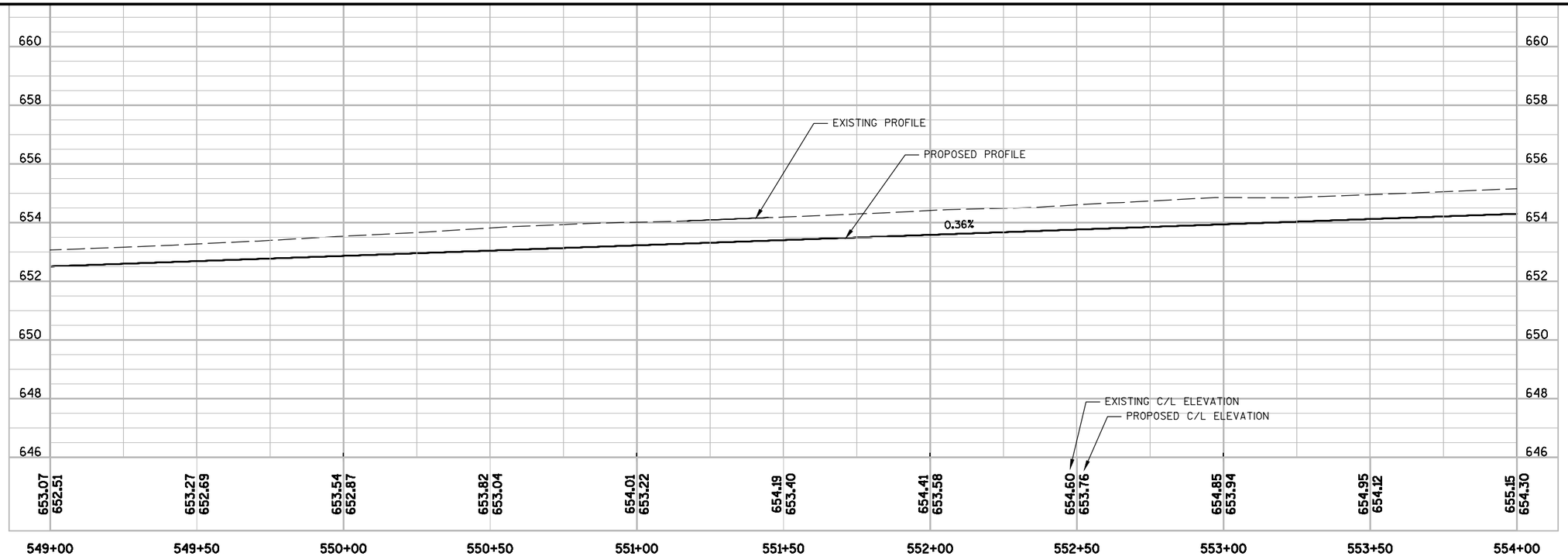
② CURB RAMP TYPE 2





PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	PLAN AND PROFILE: STH 133	SHEET 71	E





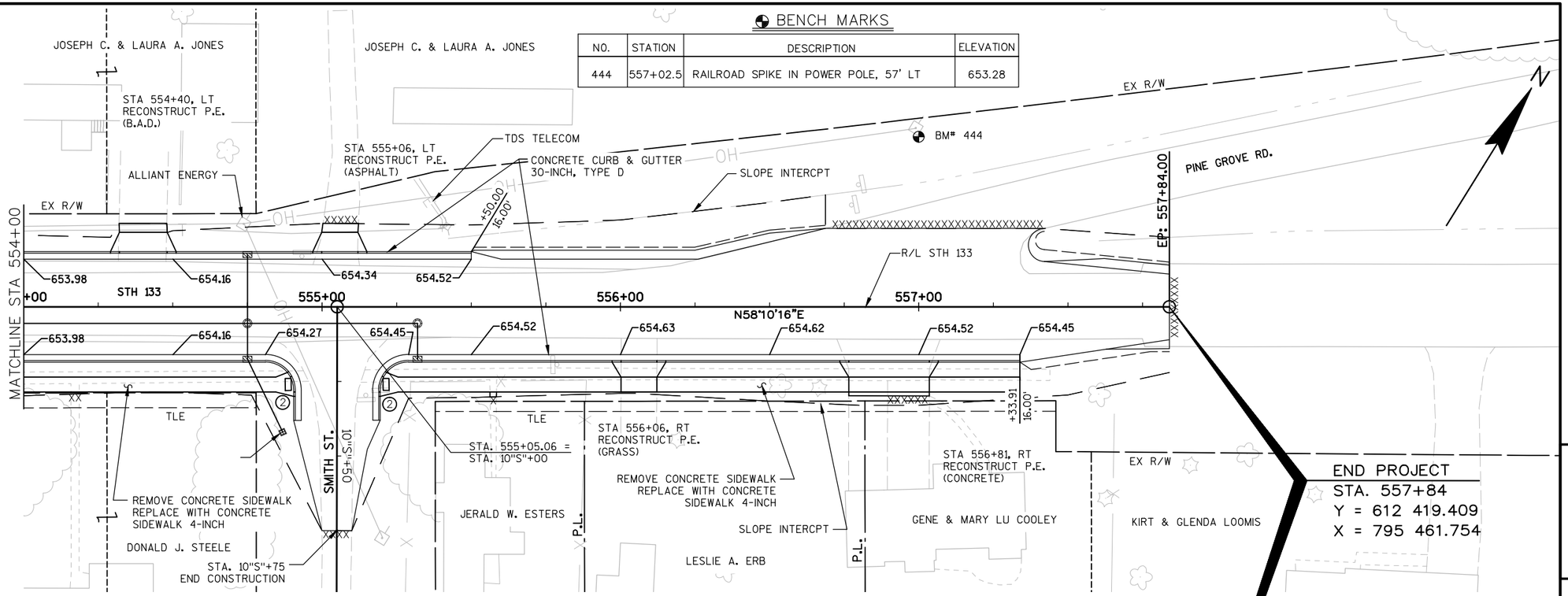
PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	PLAN AND PROFILE: STH 133	SHEET 72	E

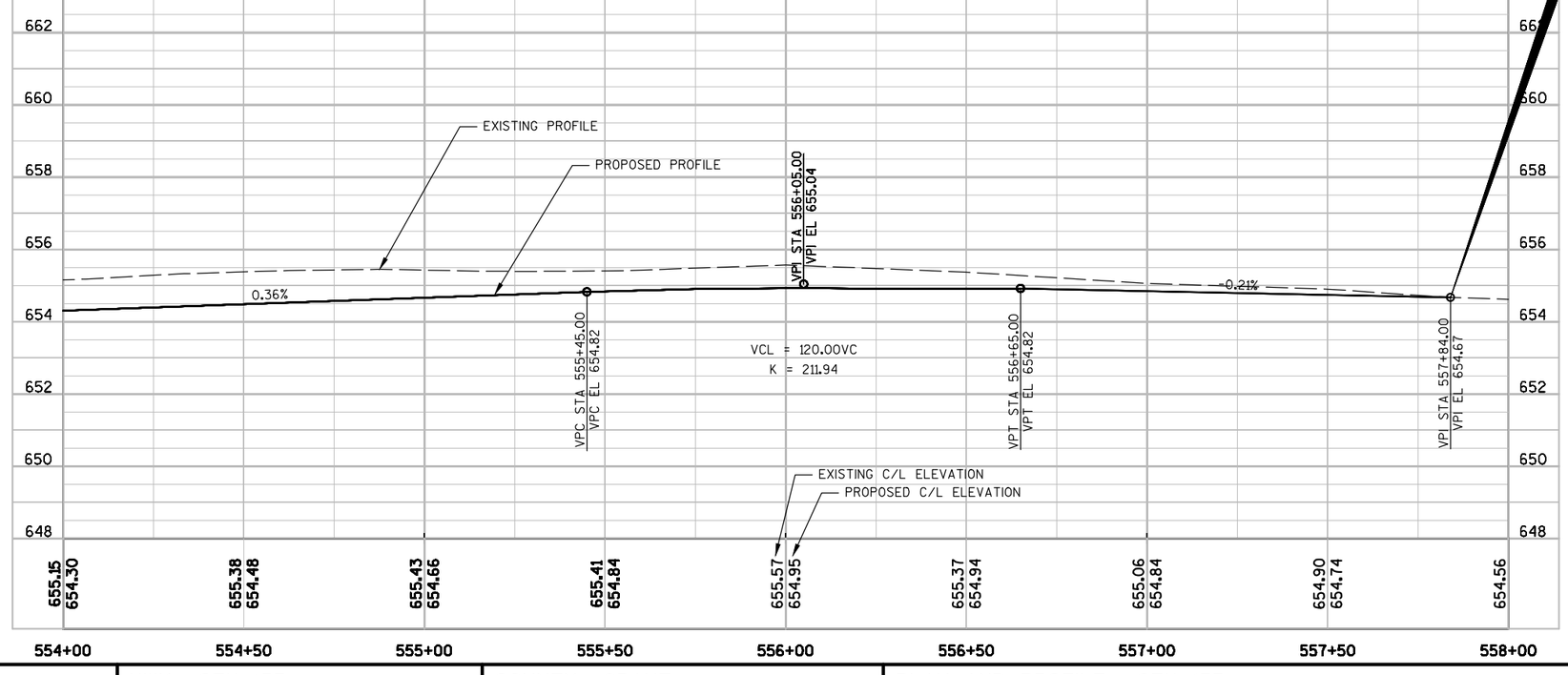
LEGEND

XXXXX	SAWCUT, MATCH EXISTING
X	REMOVE TREE
②	CURB RAMP TYPE 2

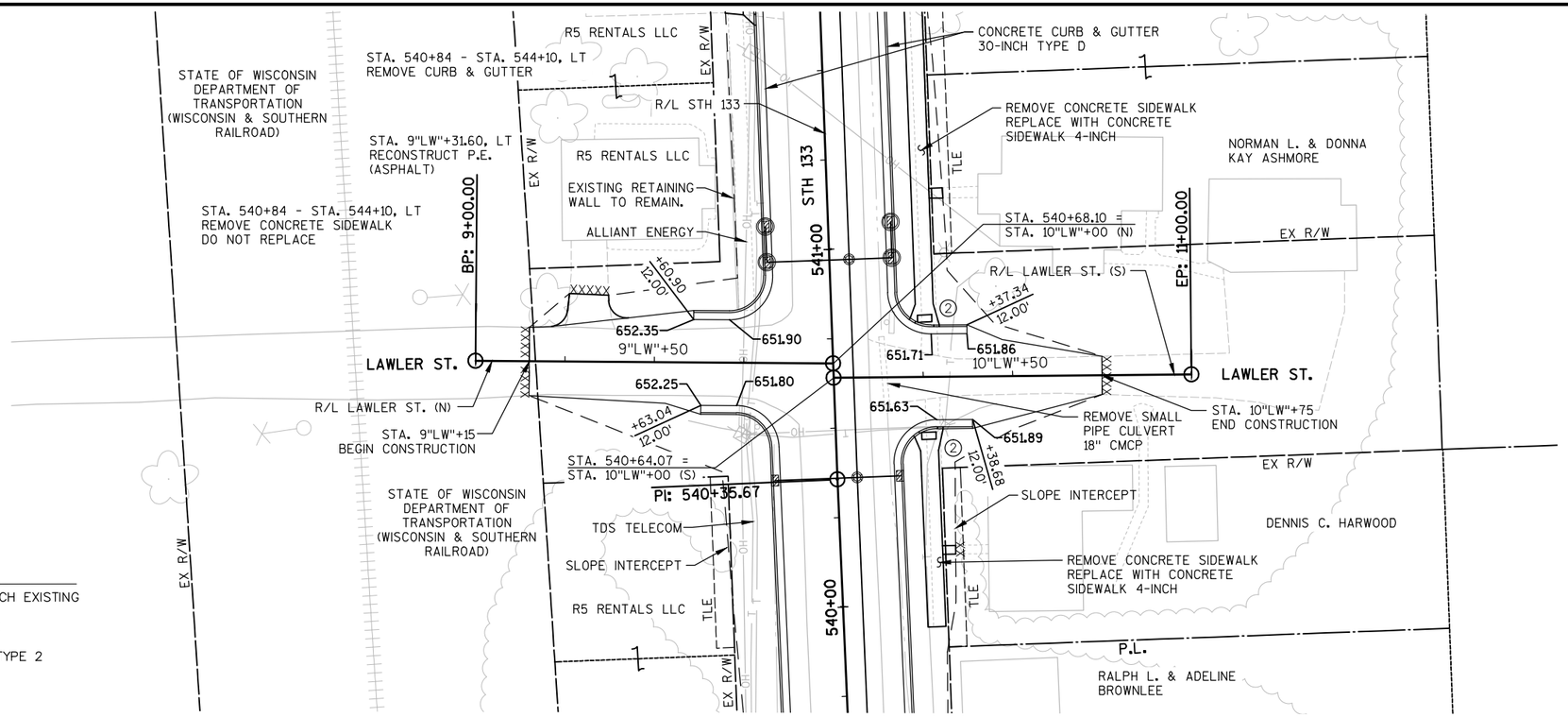
BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
444	557+02.5	RAILROAD SPIKE IN POWER POLE, 57' LT	653.28

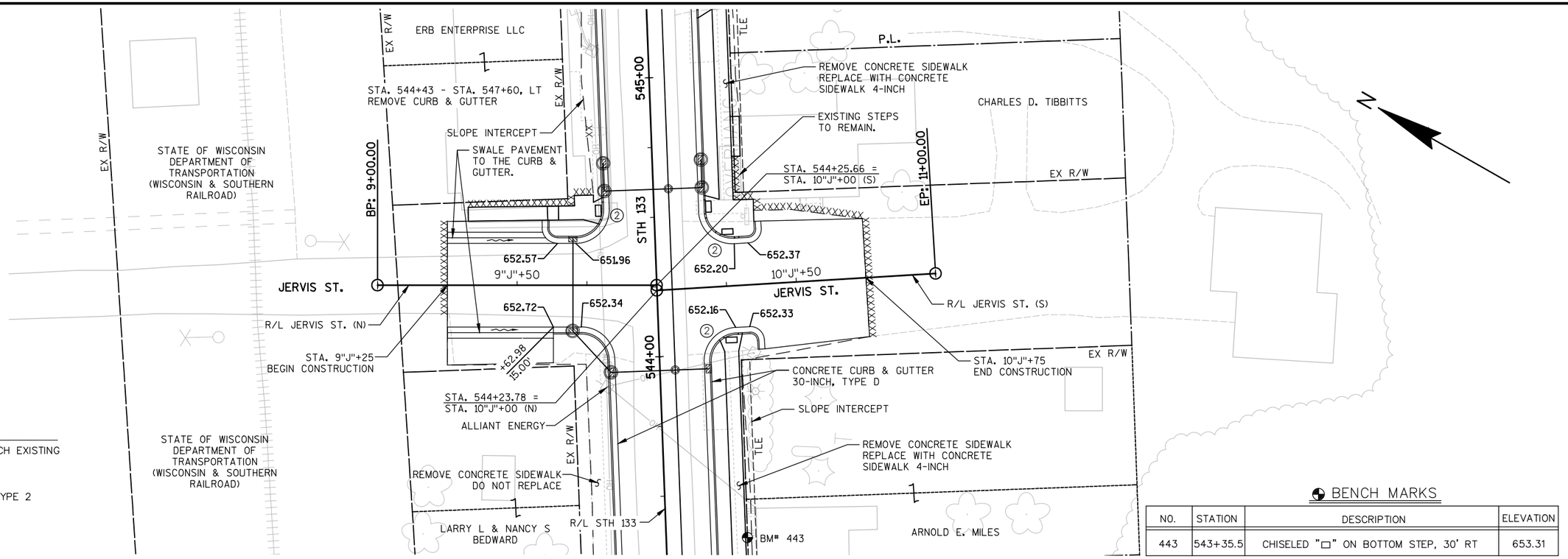




PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	PLAN AND PROFILE: STH 133	SHEET 73	E



PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	PLAN AND PROFILE: LAWLER ST	SHEET 74	E

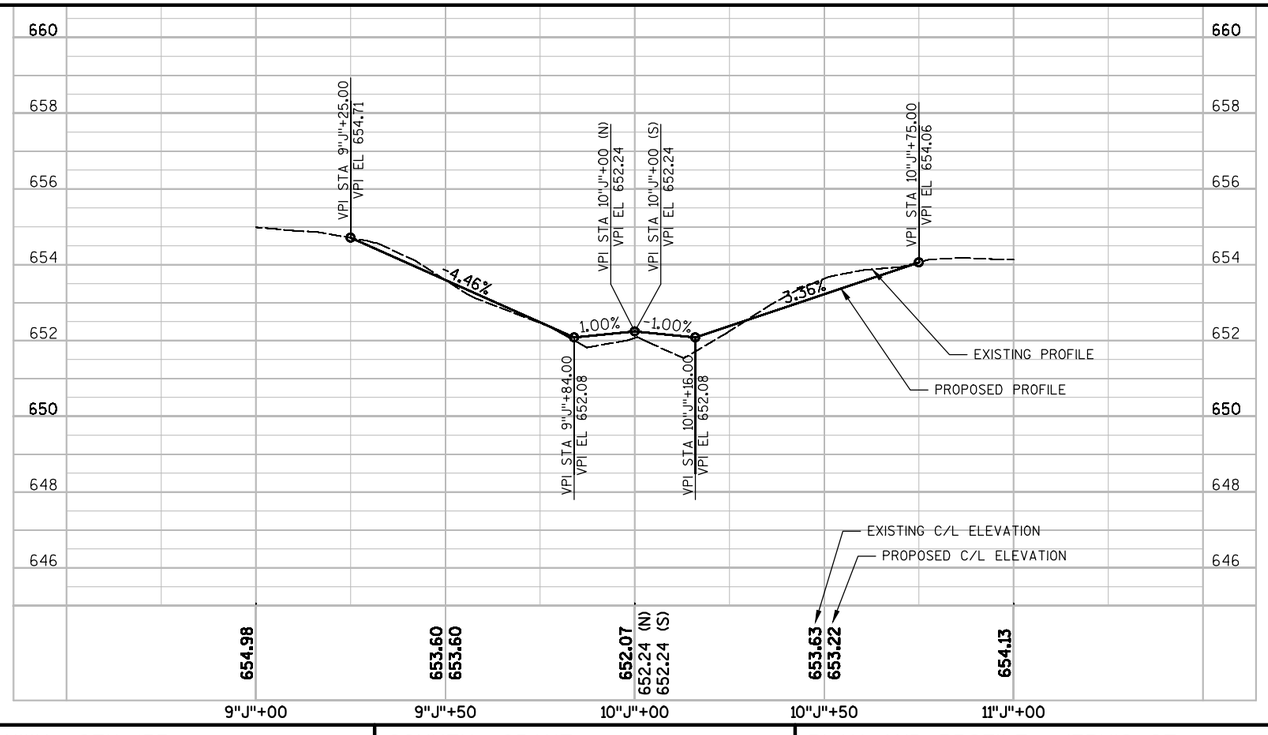


LEGEND

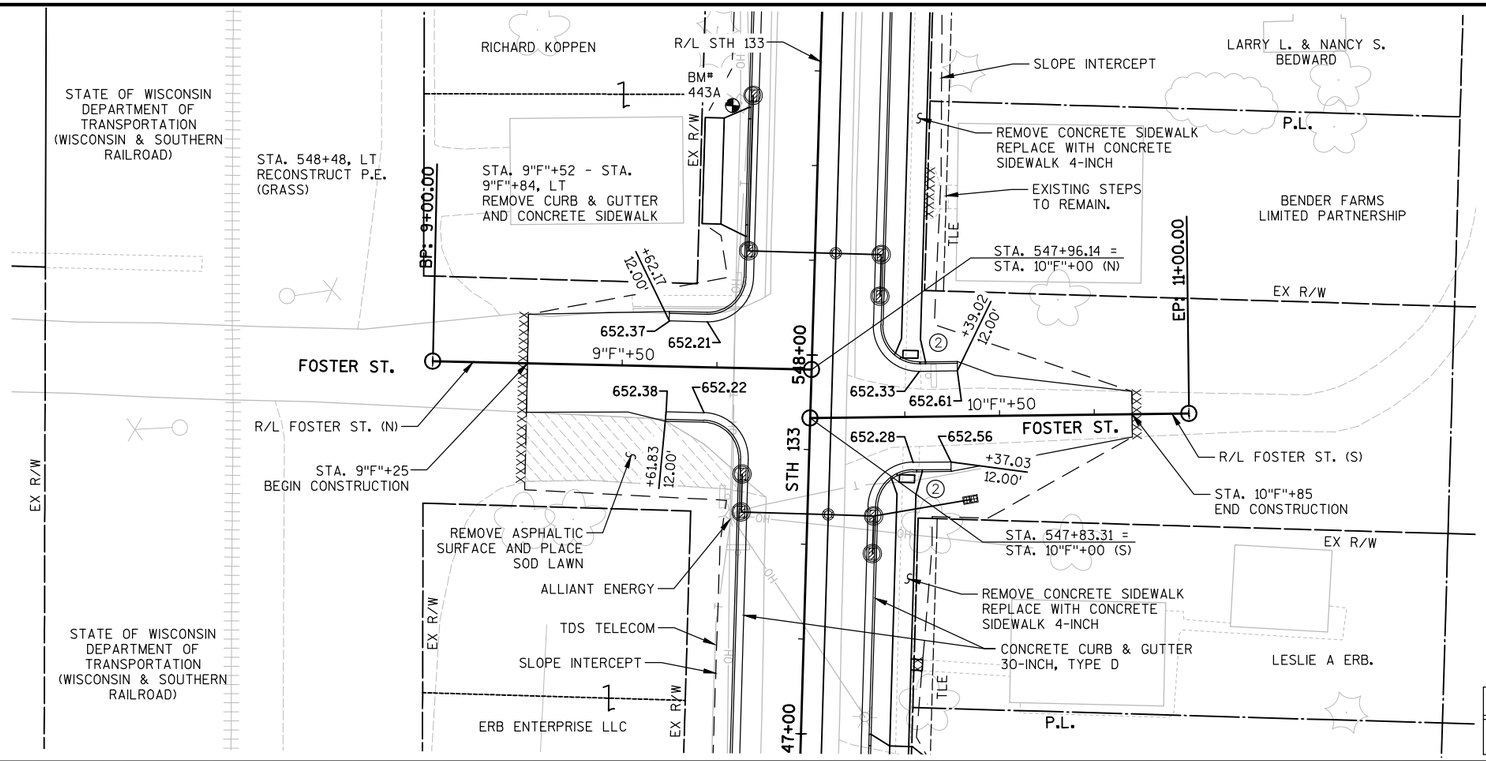
XXXXX	SAWCUT, MATCH EXISTING
X	REMOVE TREE
②	CURB RAMP TYPE 2

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
443	543+35.5	CHISELED "□" ON BOTTOM STEP, 30' RT	653.31



PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	PLAN AND PROFILE: JERVIS ST	SHEET 75	E

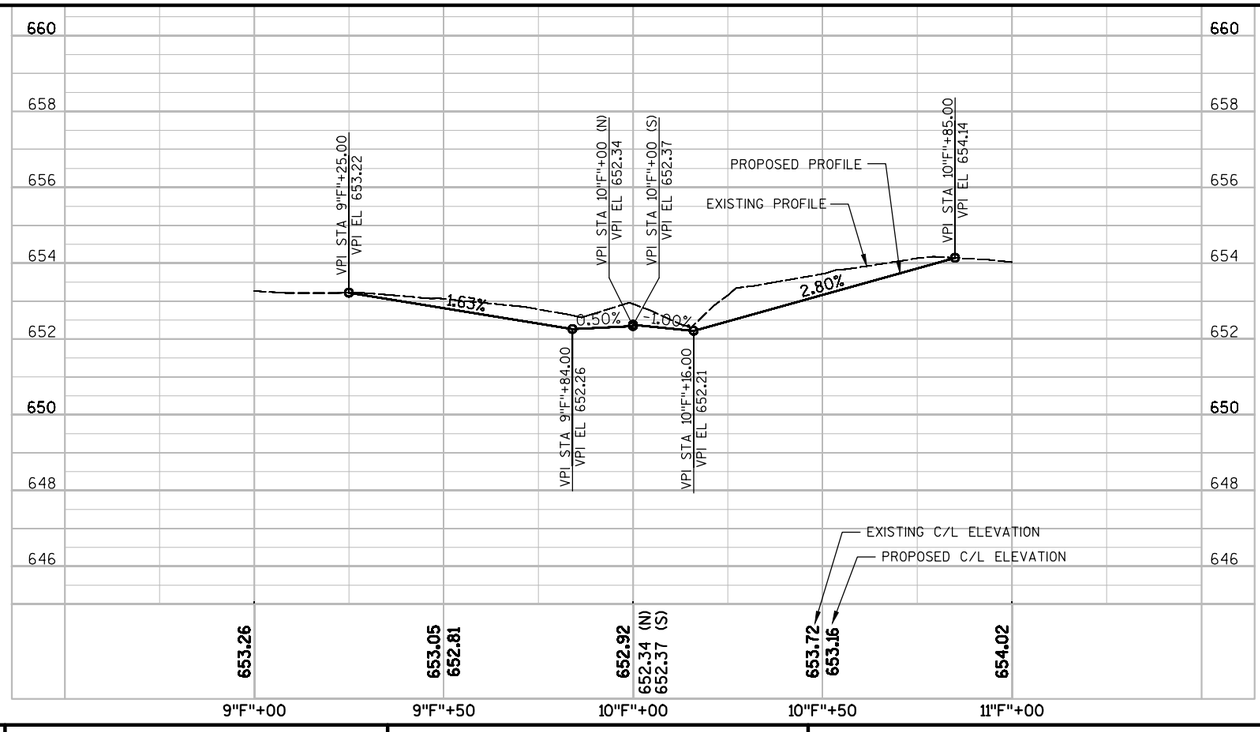


LEGEND

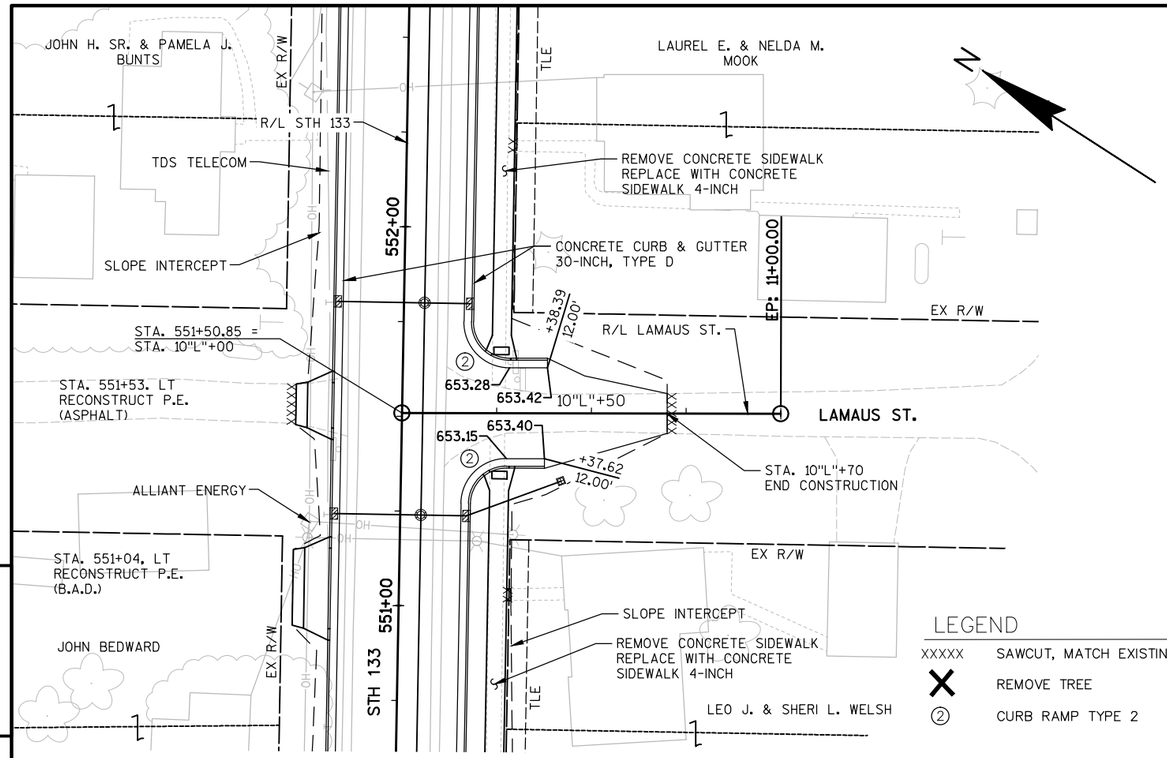
XXXXX	SAWCUT, MATCH EXISTING
X	REMOVE TREE
②	CURB RAMP TYPE 2

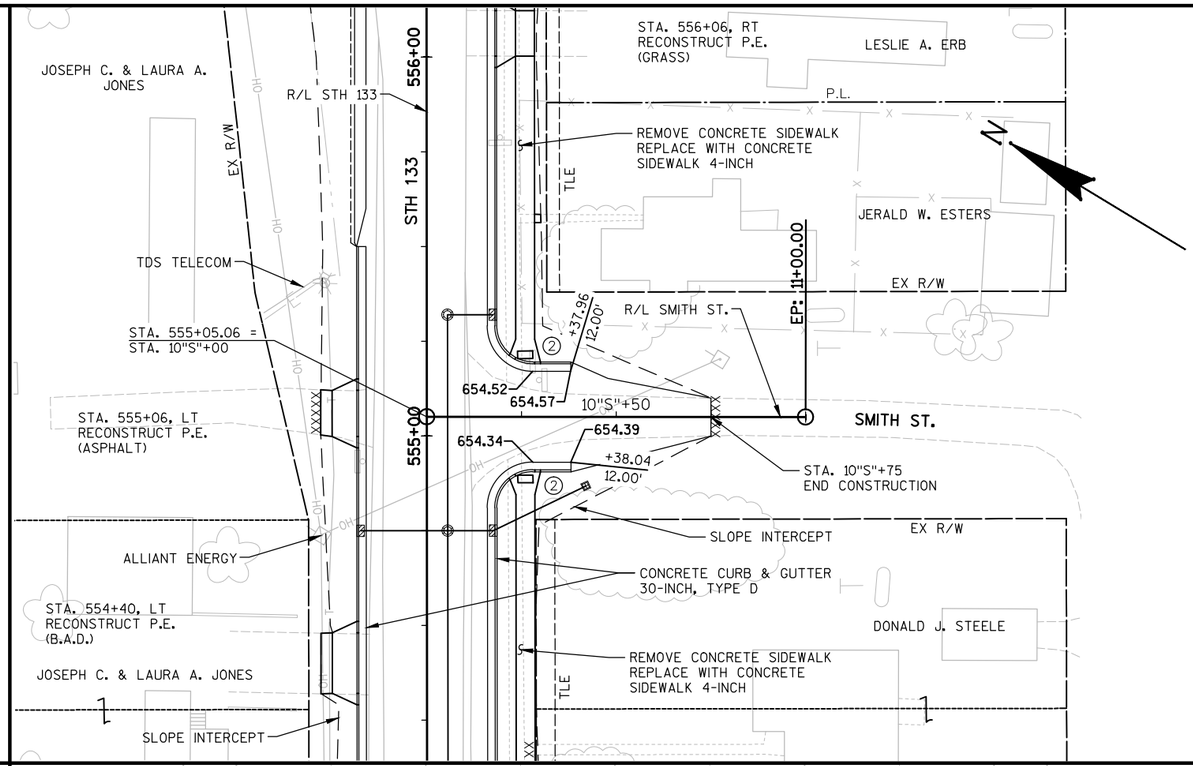
BENCH MARKS

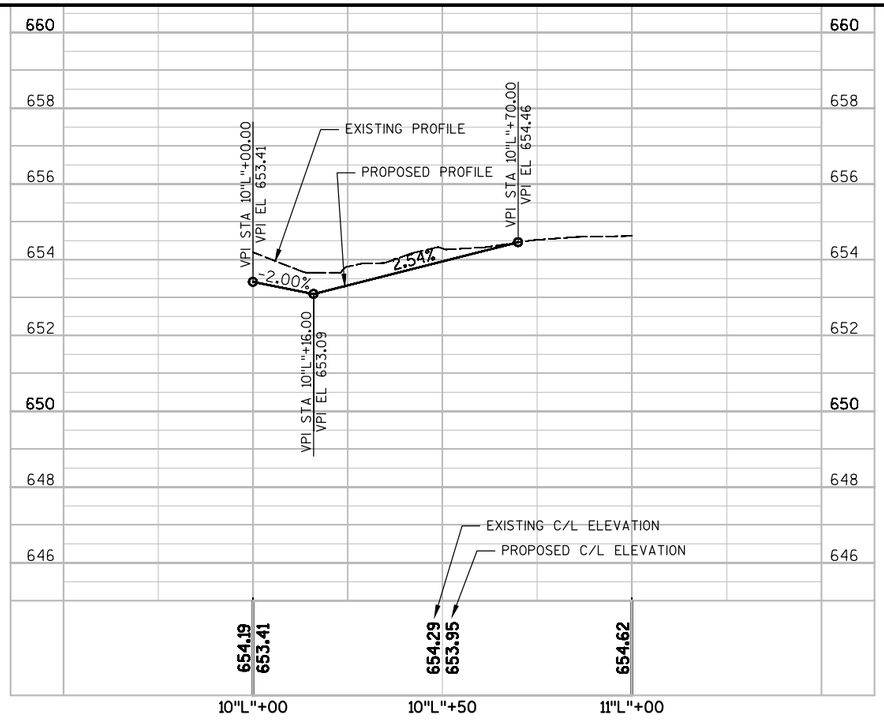
NO.	STATION	DESCRIPTION	ELEVATION
443A	548+65.9	RAILROAD SPIKE IN POWER POLE, 20.6' LT	652.84

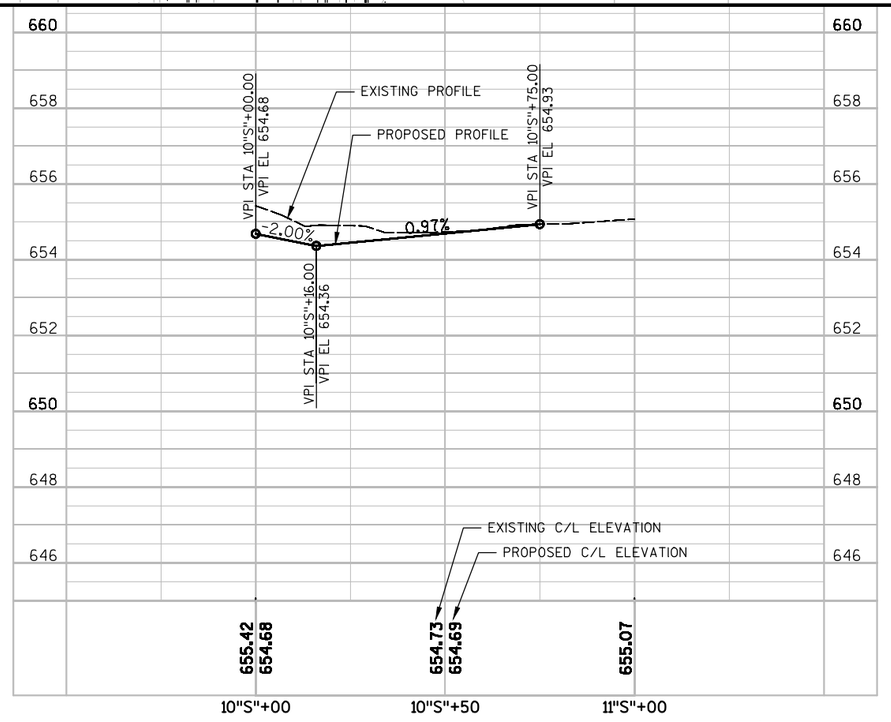


PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	PLAN AND PROFILE: FOSTER ST	SHEET 76	E









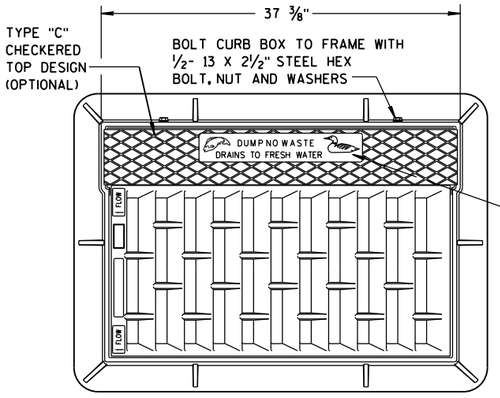
PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	PLAN AND PROFILE: LAMAUS ST & SMITH ST	SHEET 77	E

FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\PLANS\050111_PP.DWG
LAYOUT NAME - ****
PLOT DATE : 6/15/2016 3:10 PM PLOT BY : LUKE C. SANDER PLOT NAME : PLOT SCALE : ****
WISDOT/CADDS SHEET 44

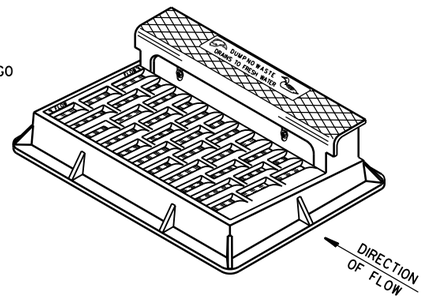
Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-01	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C06-01	INLETS 3-FT AND 4-FT DIAMETER
08C07-01	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C08-01	INLETS MEDIAN 1 AND 2 GRATE
08D01-18	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D05-16A	CURB RAMPS TYPES 1 AND 1-A
08D05-16B	CURB RAMPS TYPES 2 AND 3
08D05-16C	CURB RAMPS TYPES 4A AND 4A1
08D05-16D	CURB RAMPS TYPE 4B AND 4B1
08D05-16E	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
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-03	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15D30-02A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-02B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-02C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

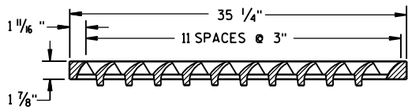
6

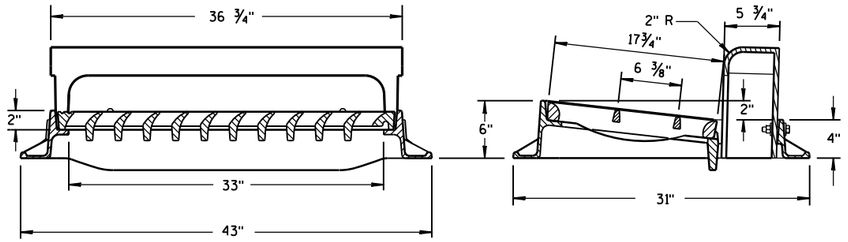


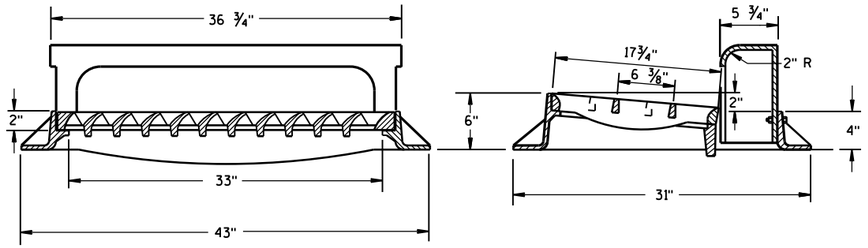
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

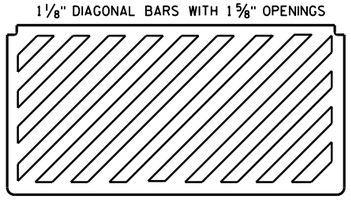






TYPE "H"

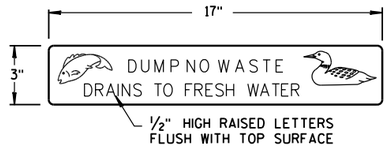
NOTE: EITHER CASTING IS ACCEPTABLE



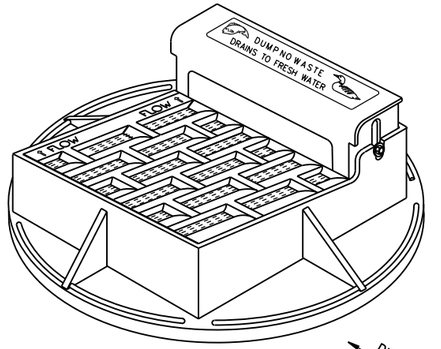
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

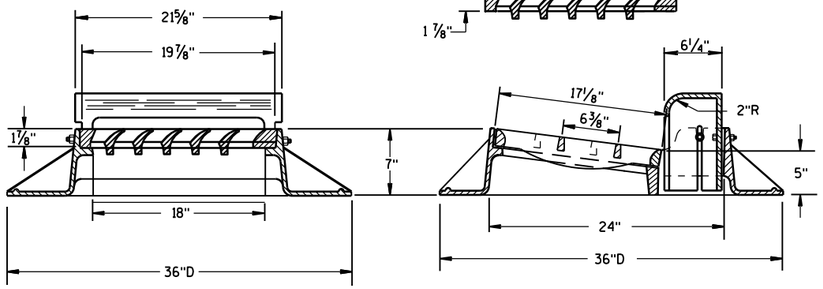


LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

NOTE:
GRATE IS REVERSIBLE.



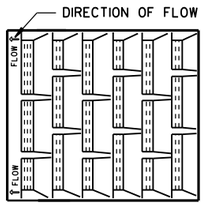
TYPE "A"

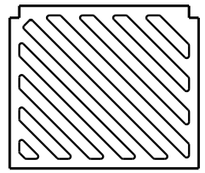
GENERAL NOTES

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.

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

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

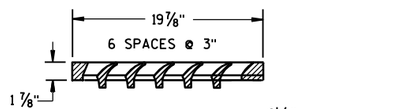


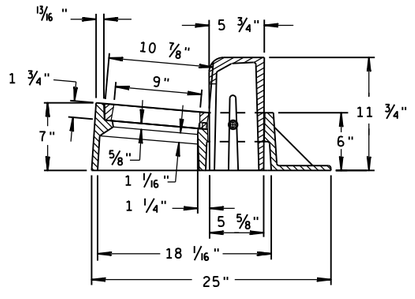


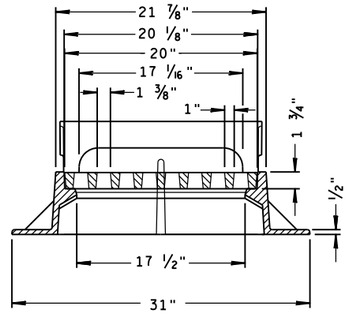
SPECIAL GRATE FOR TYPE "A" COVER

(MEASURES 19 3/4" X 17" X 1 7/8")

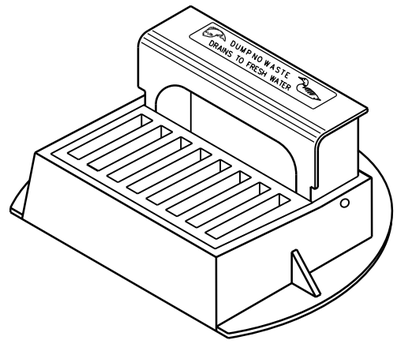
(NOTED AS TYPE A-S ON DRAINAGE TABLE)







TYPE "Z"



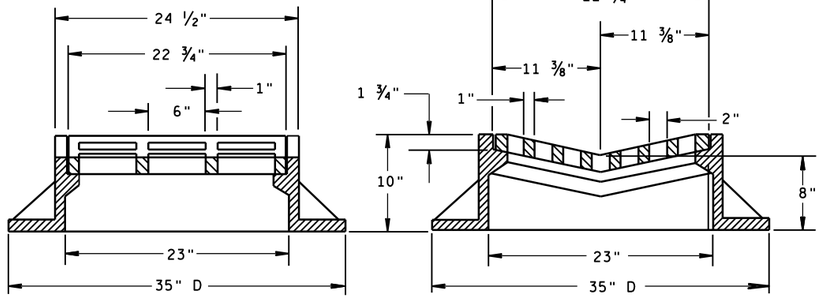
INLET COVERS
TYPE A, H, A-S, H-S & Z

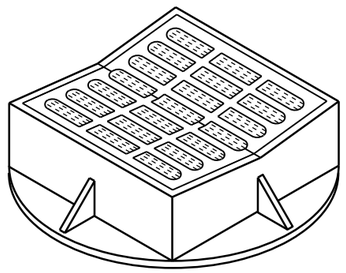
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

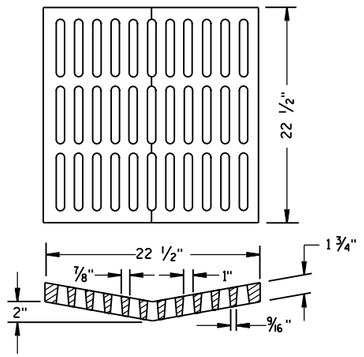
6

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



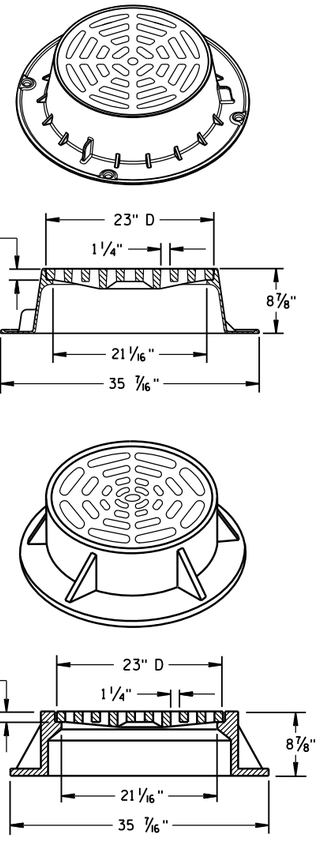


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

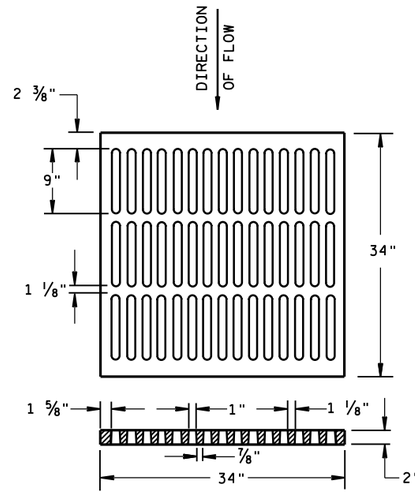
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

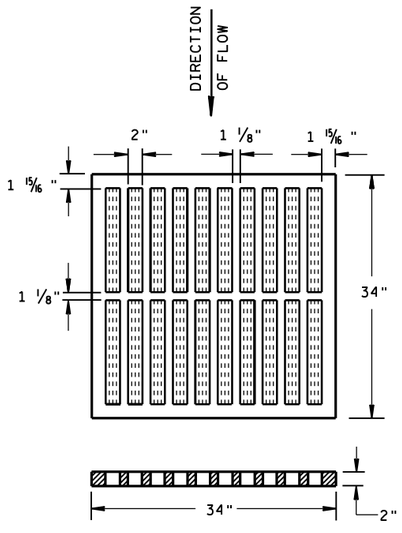
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



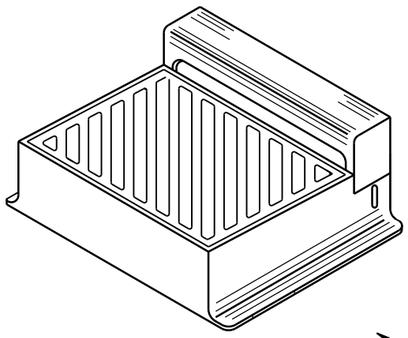
ALTERNATIVE TYPE "MS"

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

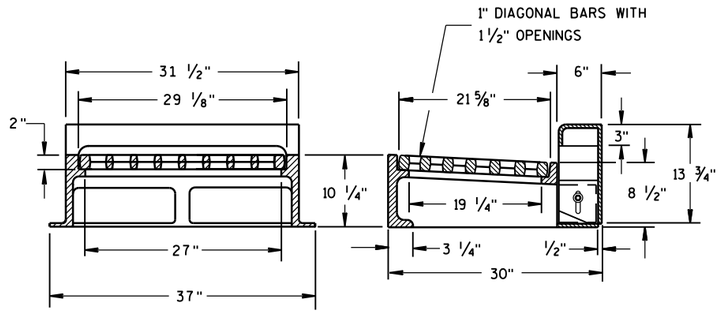


TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE



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



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

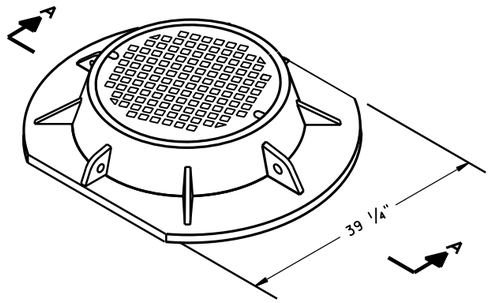
INLET COVERS
TYPE B, B-A, C, MS, MS-A, & WM

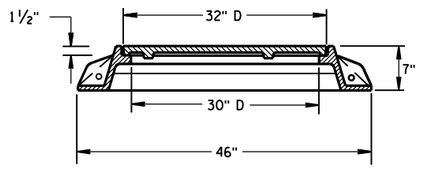
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

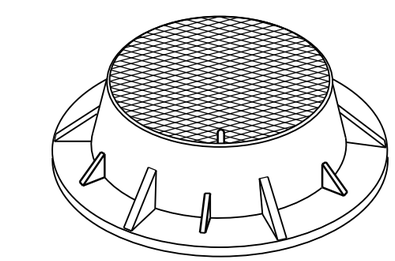
6

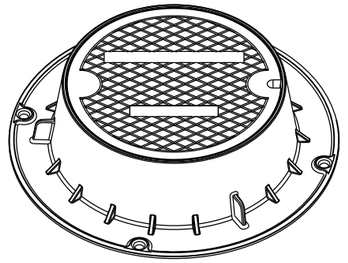
S.D.D. 8 A 5-19b

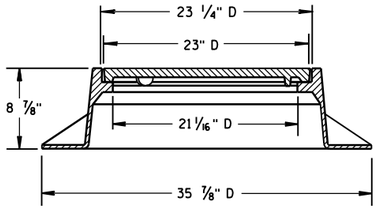


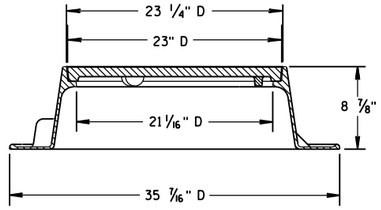


SECTION A-A
TYPE "K"









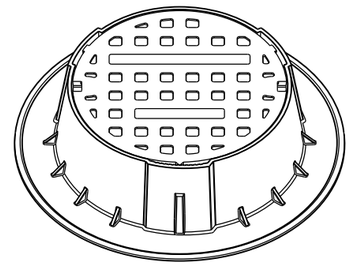
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

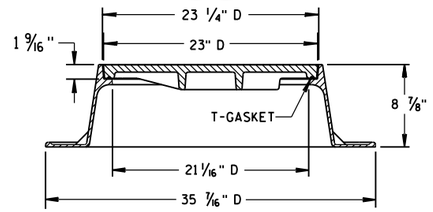
GENERAL NOTES

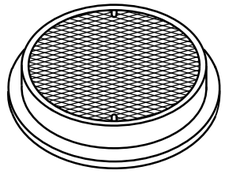
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

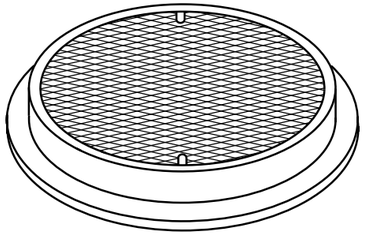
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

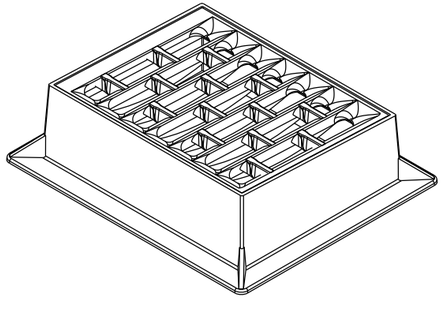
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

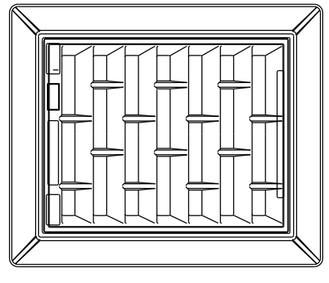


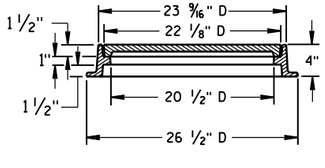




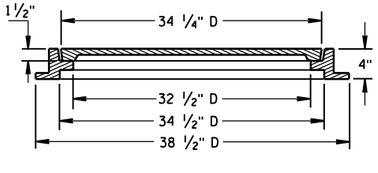




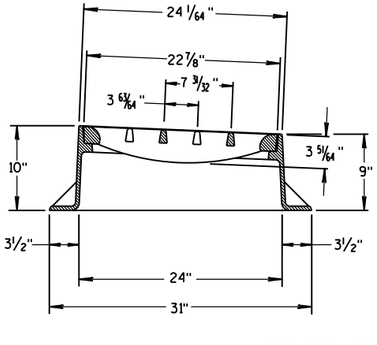


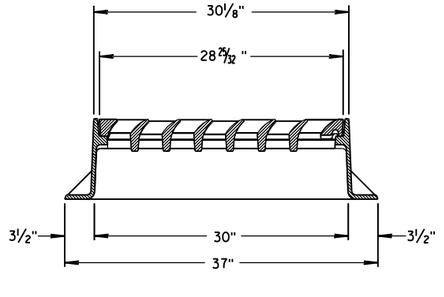


TYPE "L"

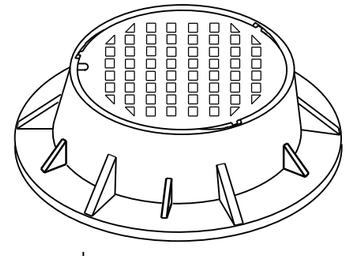


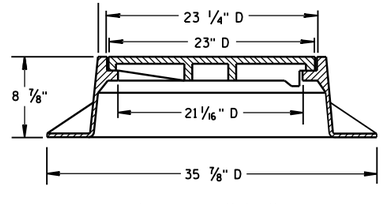
TYPE "M"





INLET COVER TYPE "BW"





TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE

INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

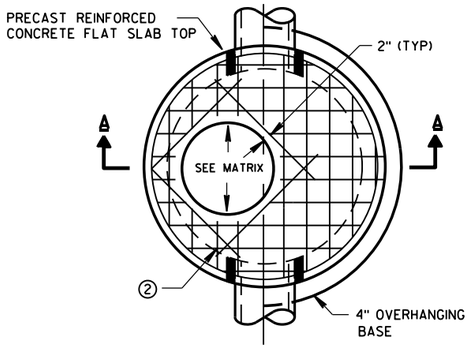
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

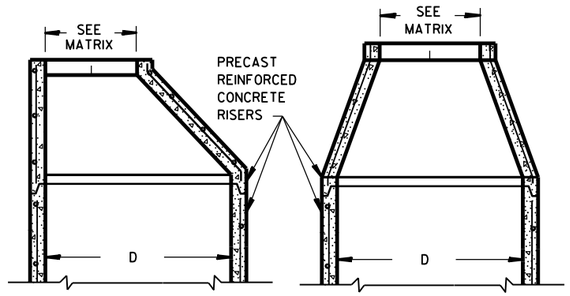
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

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

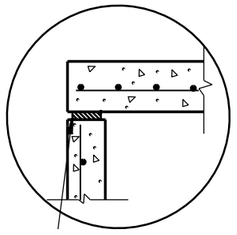


PLAN VIEW CIRCULAR OPENING

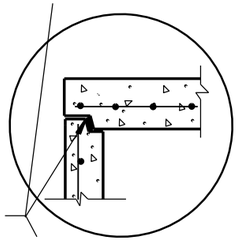


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

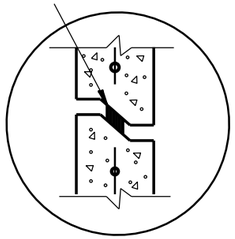


TOP WITH PLAIN END JOINT



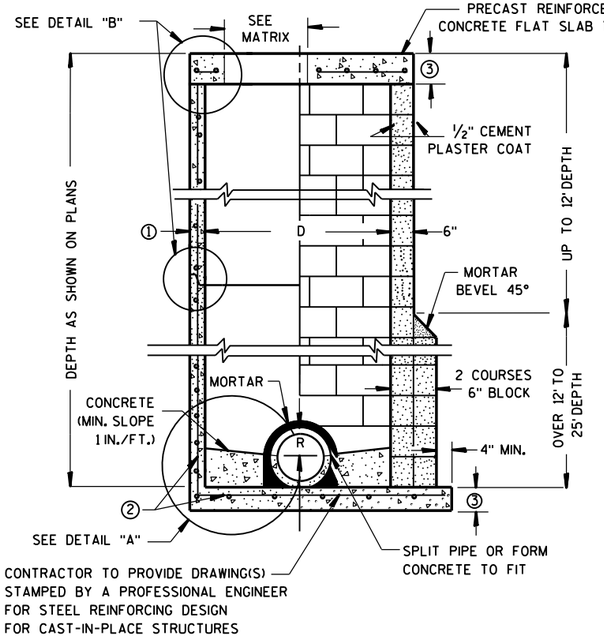
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



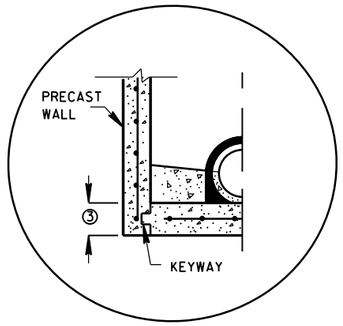
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

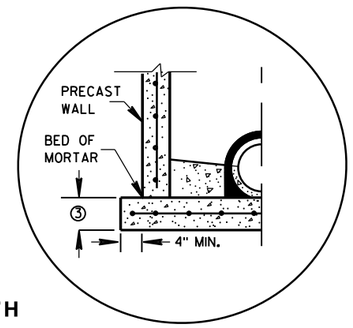


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

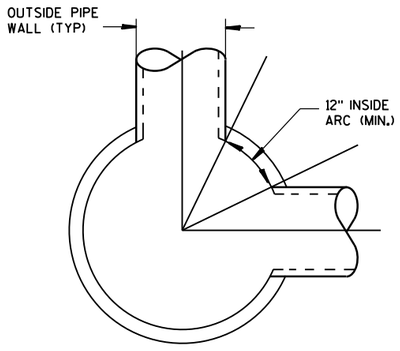


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

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

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

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

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

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE CONE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

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

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

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

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

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

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

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

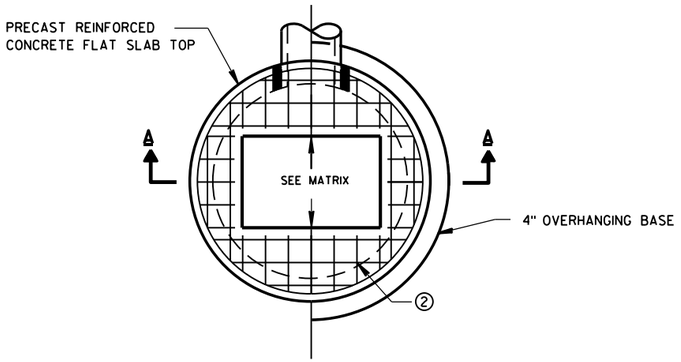
MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

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

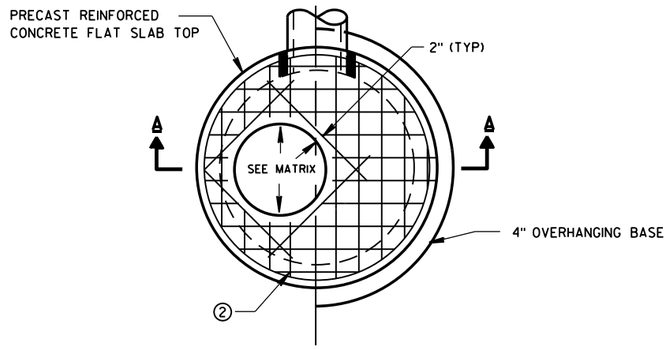
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

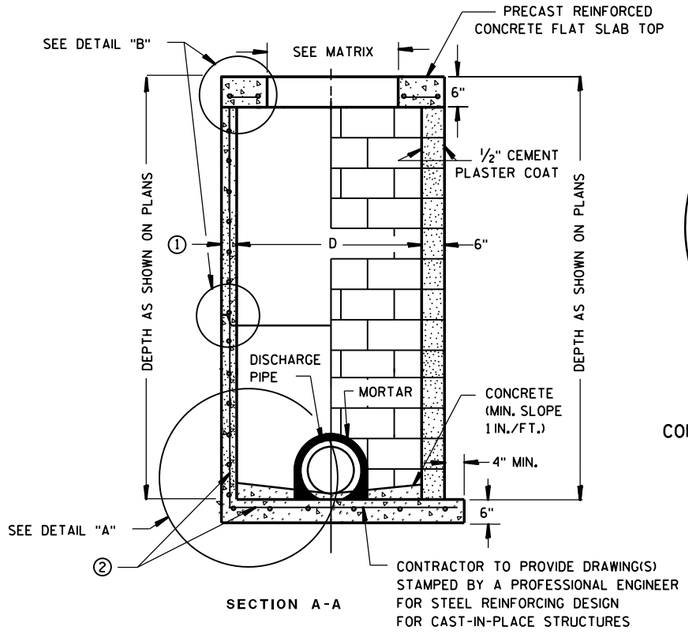
6
S.D.D. 8 B 9-1



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

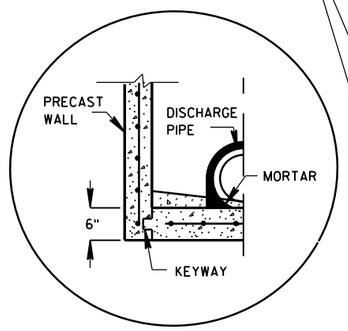


SECTION A-A

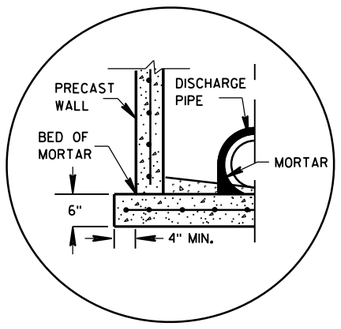
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

CIRCULAR INLETS W/ FLAT TOP

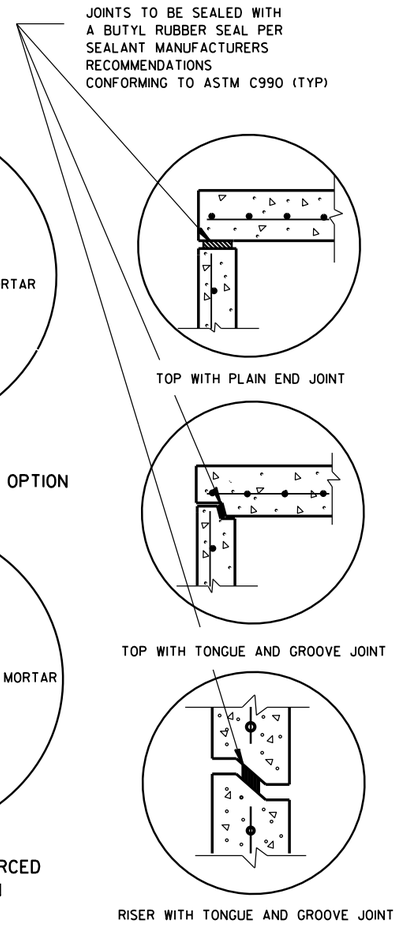


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



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.

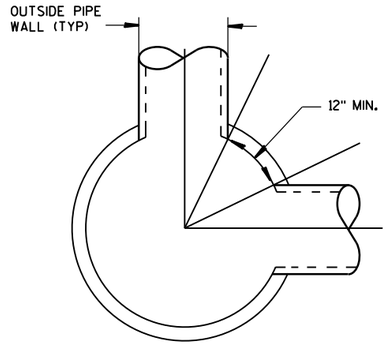
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

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

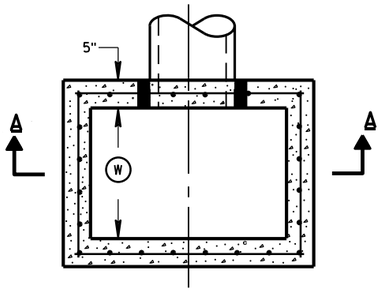
INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

INLETS 3-FT AND 4-FT DIAMETER

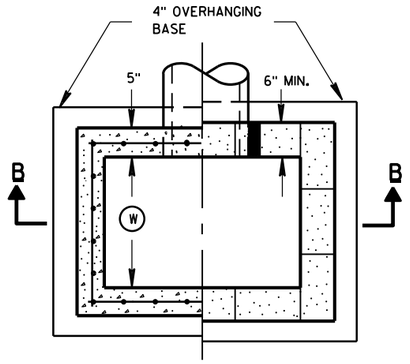
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

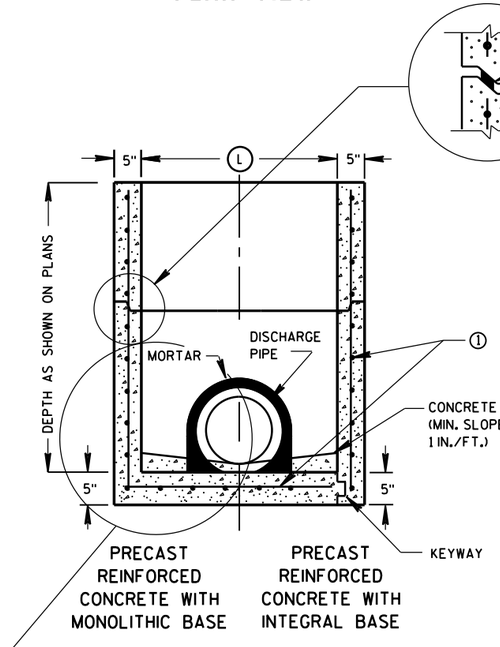
INLETS 3-FT AND 4-FT DIAMETER



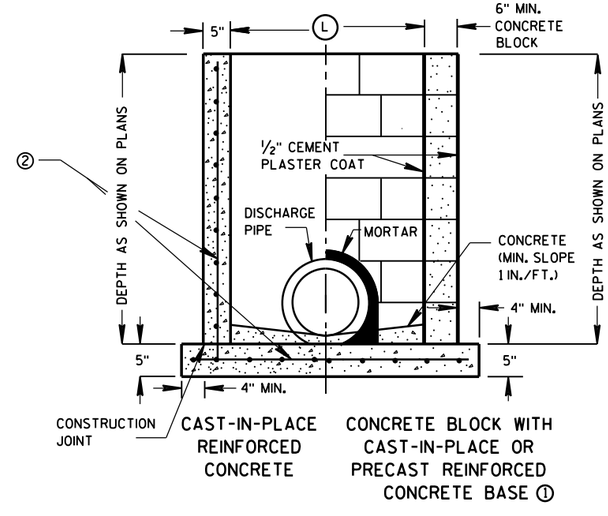
PLAN VIEW



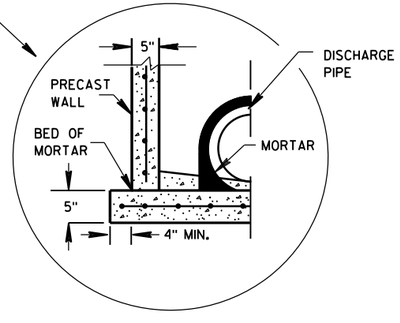
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

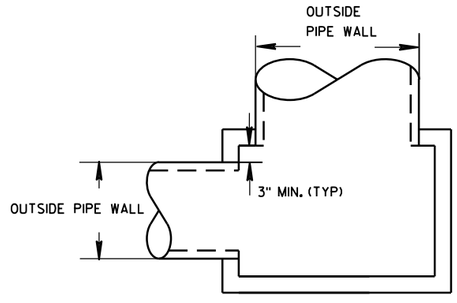
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

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

PIPE MATRIX

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



DETAIL "A"

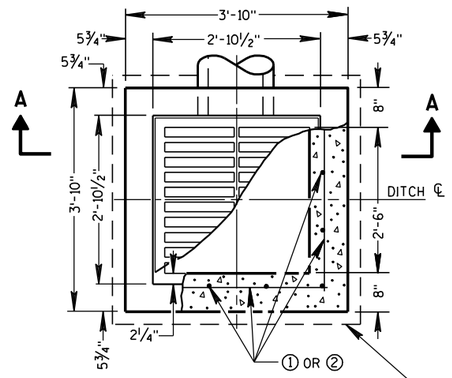
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

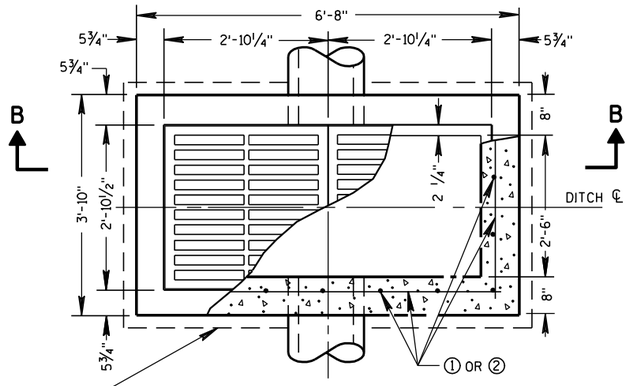
APPROVED
6/5/2012
DATE
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS DE
ENGINEER

6
S.D.D. 8 C 7-1

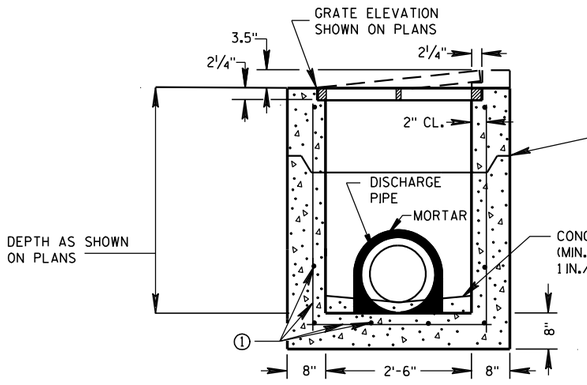


PLAN VIEW

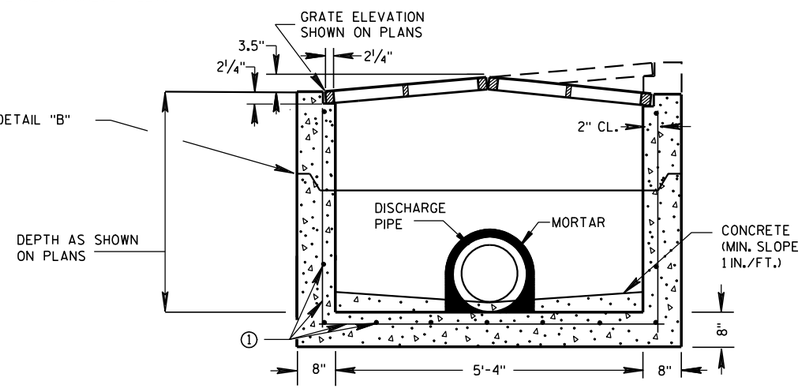


PLAN VIEW

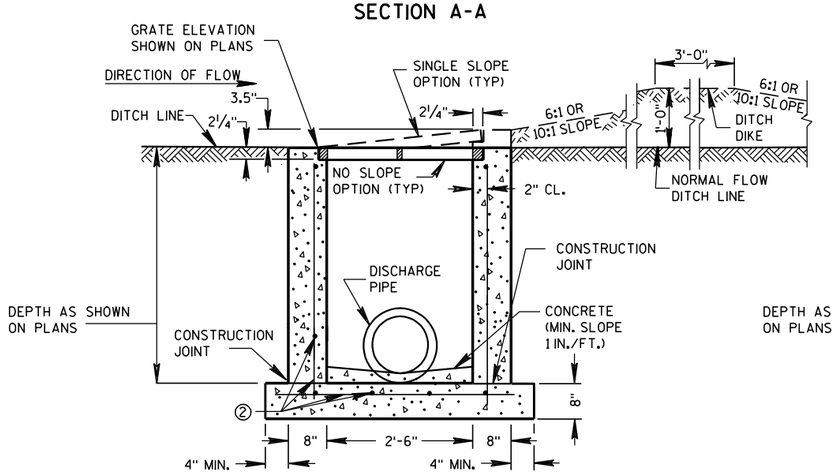
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



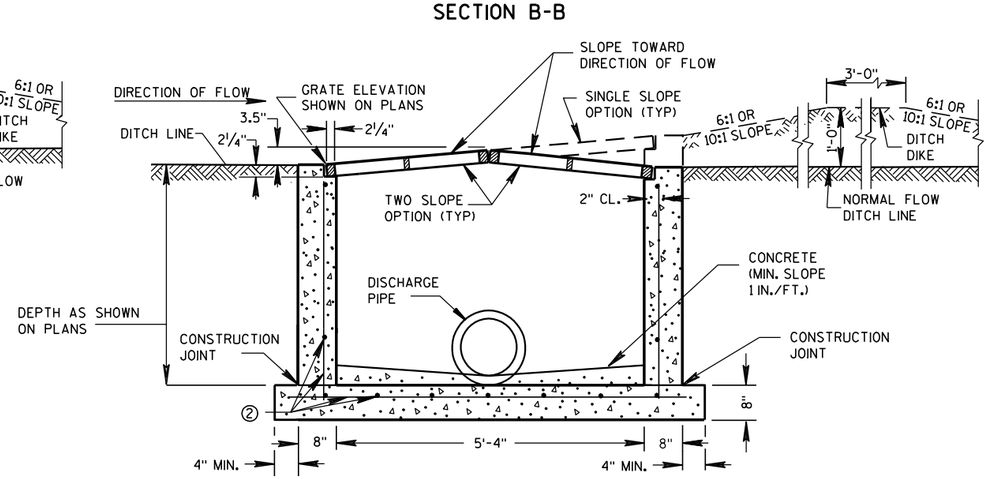
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

INLETS MEDIAN 1 GRATE

INLETS MEDIAN 2 GRATE

GENERAL NOTES

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.

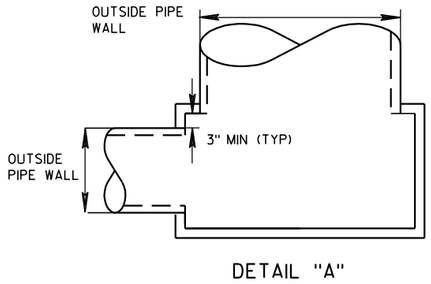
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

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.

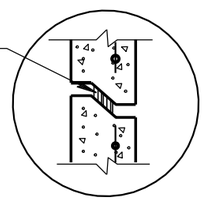
PIPE MATRIX

	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 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/5/2012 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER

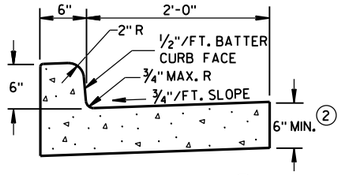
FHWA

6

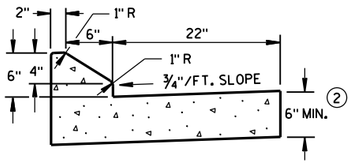
S.D.D. 8 C 8-1

6

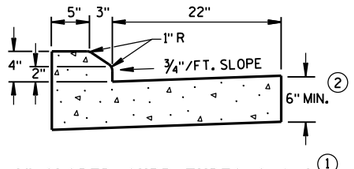
S.D.D. 8 C 8-1



TYPES A & D ①

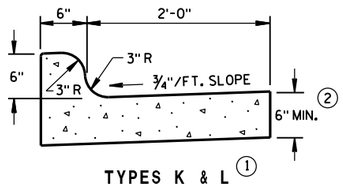


6" SLOPED CURB TYPES G & J ①

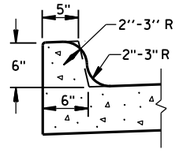


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

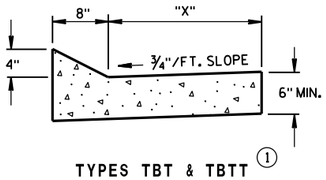


TYPES K & L ①



OPTIONAL CURB SHAPE FOR TYPES K & L ①

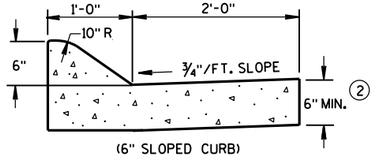
CONCRETE CURB & GUTTER 30"



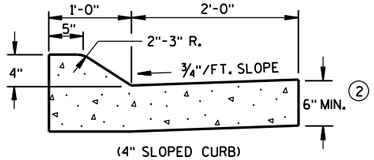
TYPES TBT & TBTT ①

CONCRETE CURB & GUTTER

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

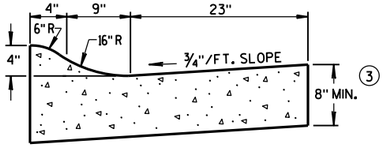


(6" SLOPED CURB)



(4" SLOPED CURB)

TYPES A & D ①



4" SLOPED CURB TYPES R & T ① ④

CONCRETE CURB & GUTTER 36"

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.

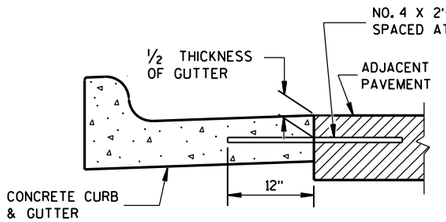
① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

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

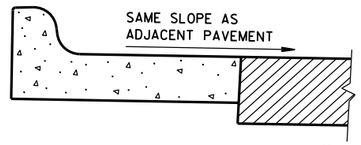
③ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

④ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

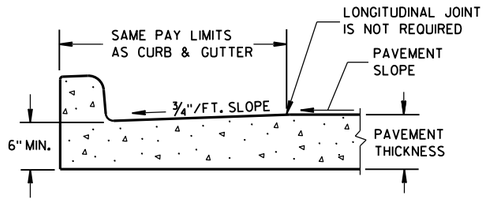
⑤ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



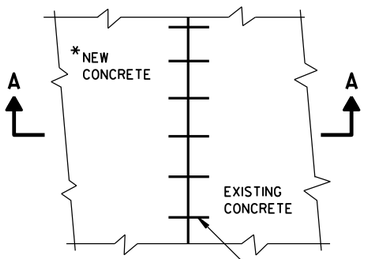
TYPICAL TIE BAR LOCATION ①



REVERSE SLOPE GUTTER ⑤
(TYPICAL FOR ALL CURB & GUTTER TYPES)

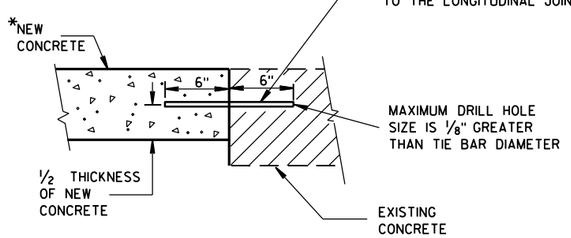


PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB & GUTTER



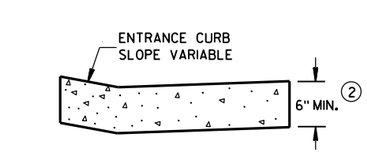
PLAN VIEW

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

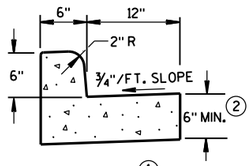


SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT

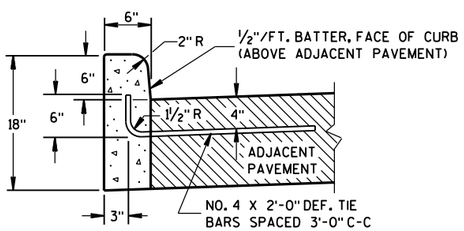


DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

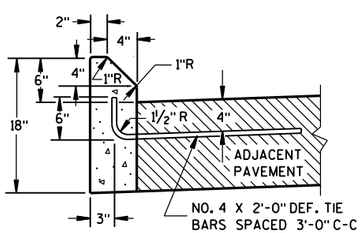


① TYPES A & D

CONCRETE CURB & GUTTER 18"

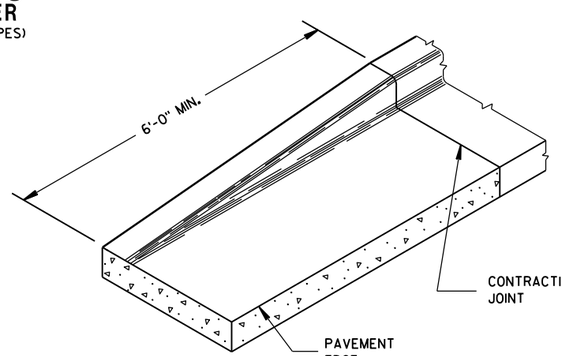


① TYPES A & D



① TYPES G & J

CONCRETE CURB



END SECTION CURB & GUTTER

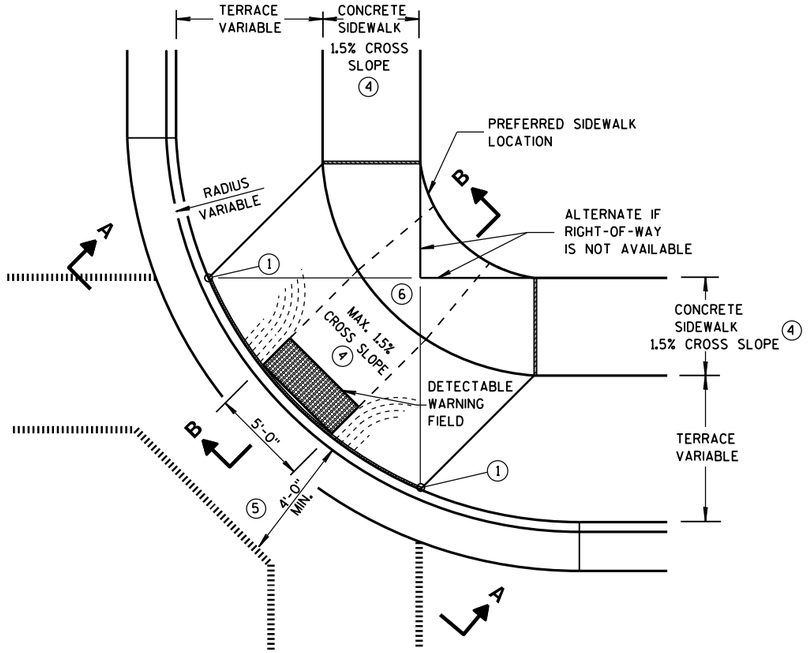
CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

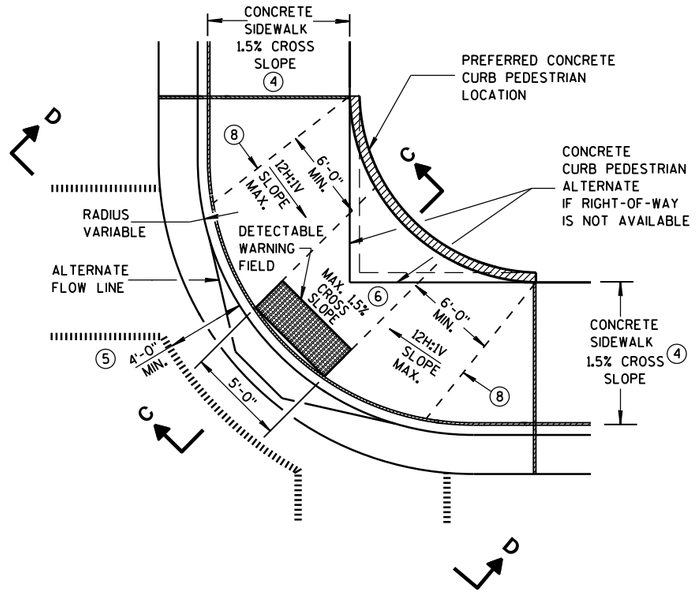
S.D.D. 8 D 1-18



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.

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%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED.

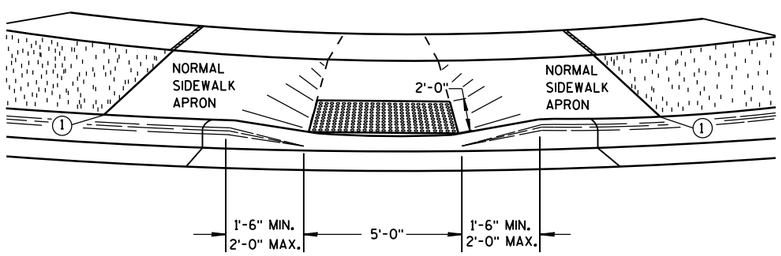
(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA. (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

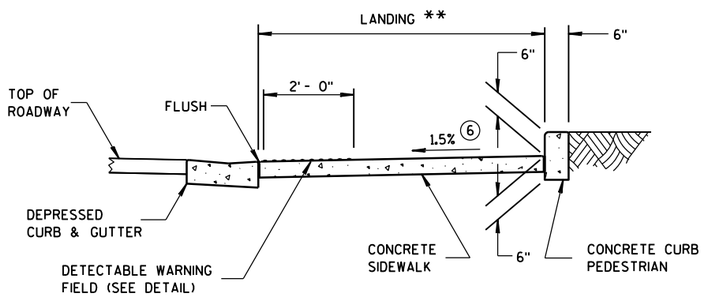
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

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



VIEW A-A

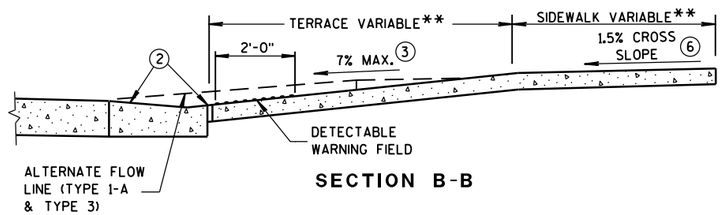
** WIDTH SHOWN ELSEWHERE IN THE PLANS



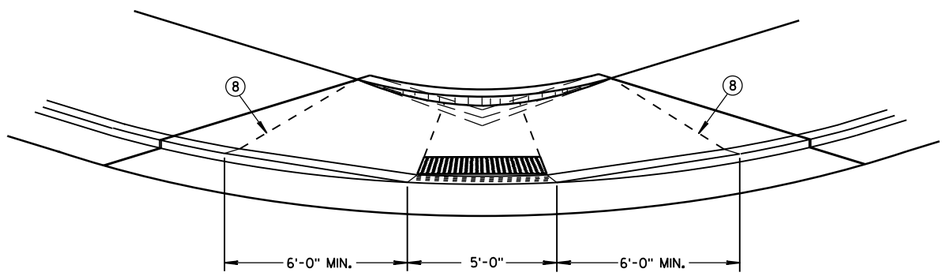
SECTION C-C

LEGEND

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



SECTION B-B



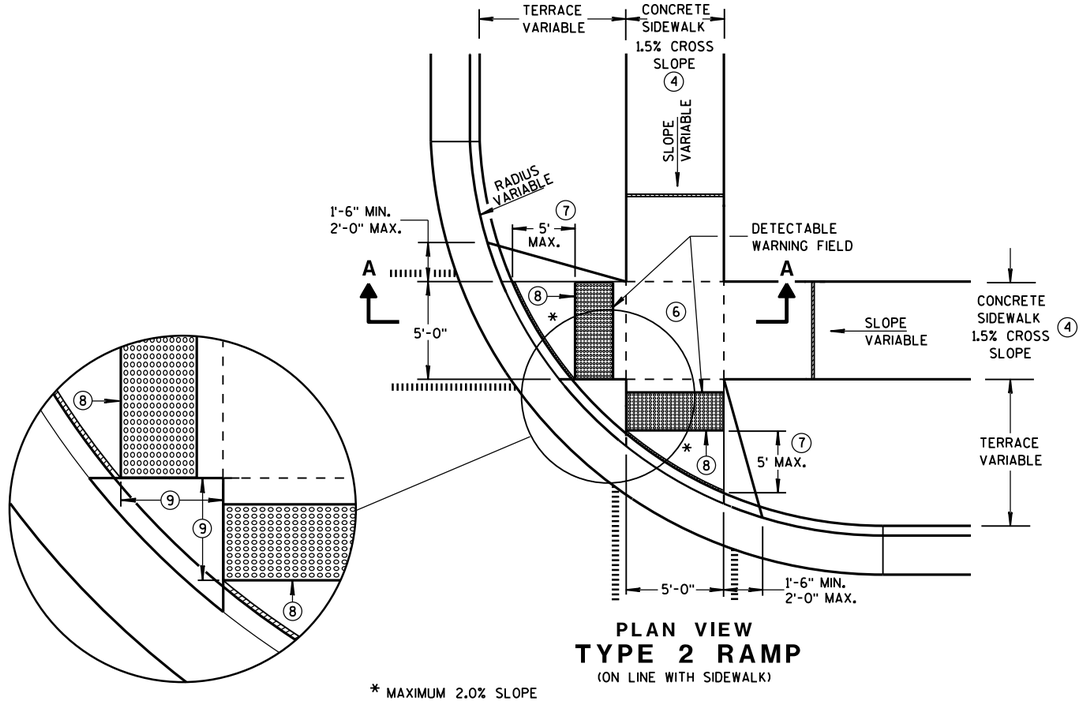
VIEW D-D

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 8 D 5-16a

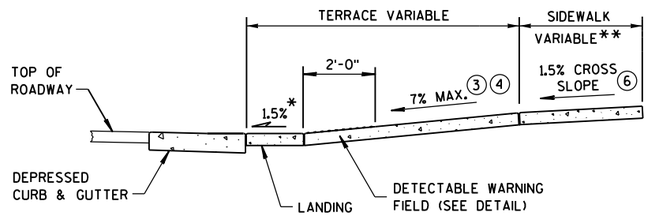


PLAN VIEW

TYPE 2 RAMP

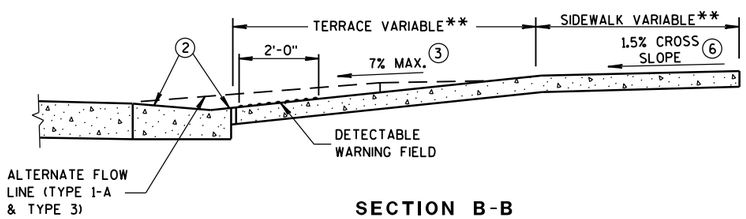
(ON LINE WITH SIDEWALK)

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



SECTION A-A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



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.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

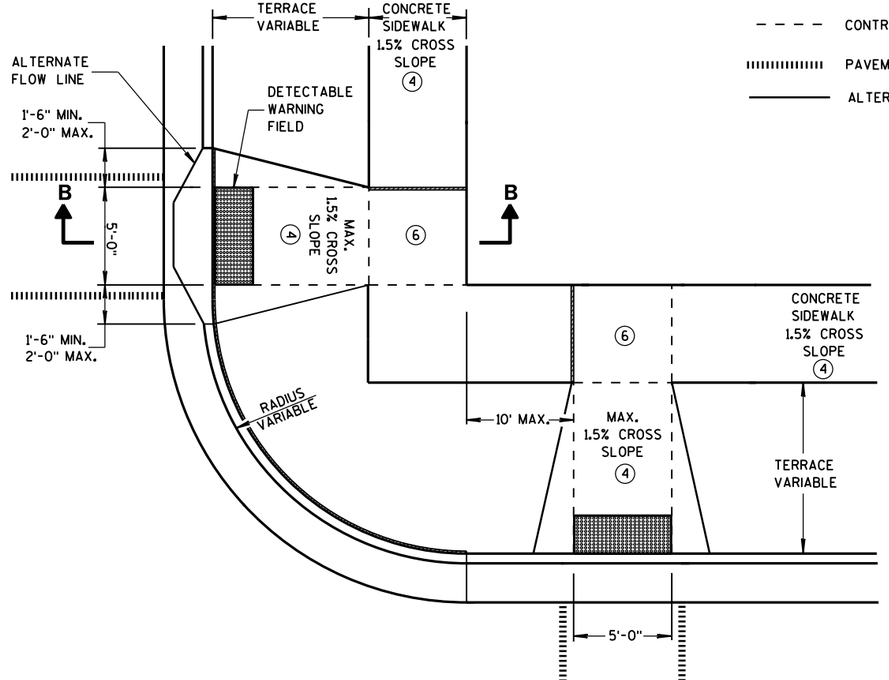
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.

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

(9) WHEN THIS DISTANCE IS LESS THAN 6'-0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. 2" MINIMUM CURB HEIGHT.

LEGEND

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



PLAN VIEW

TYPE 3 RAMP

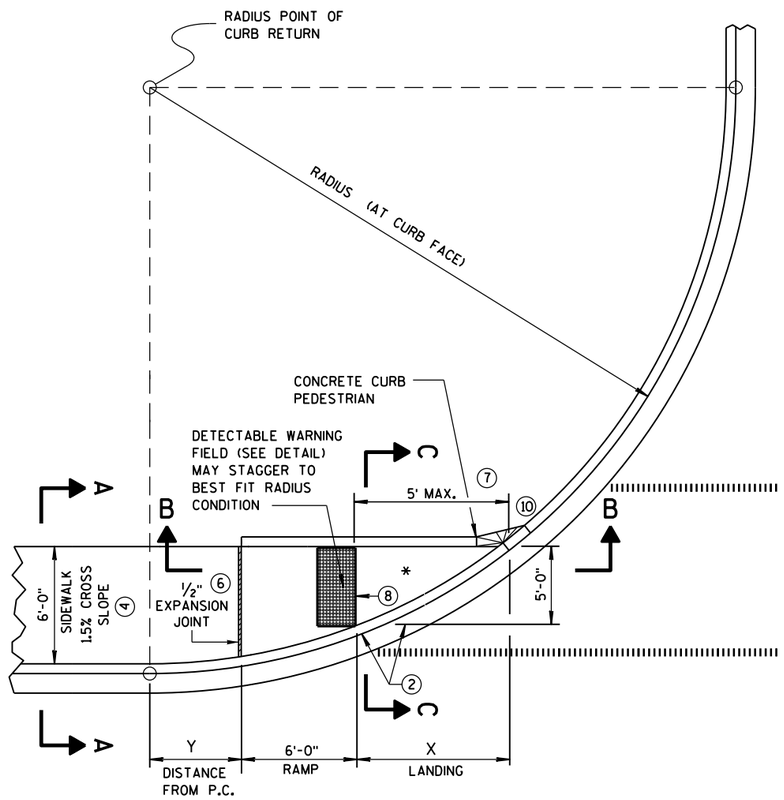
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

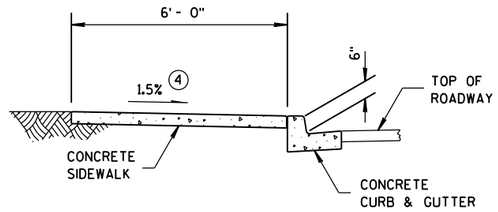
S.D.D. 8 D 5-16b



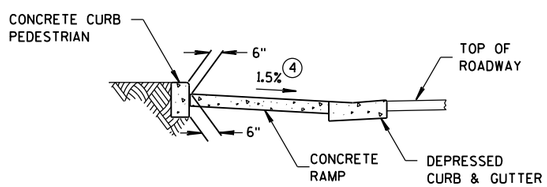
CURB RAMP TYPE 4A
PLAN VIEW

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"

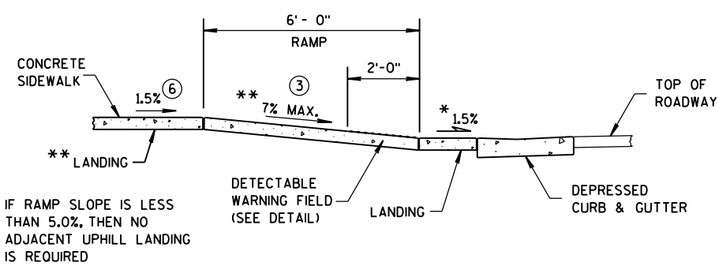
INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A-A FOR TYPE 4A

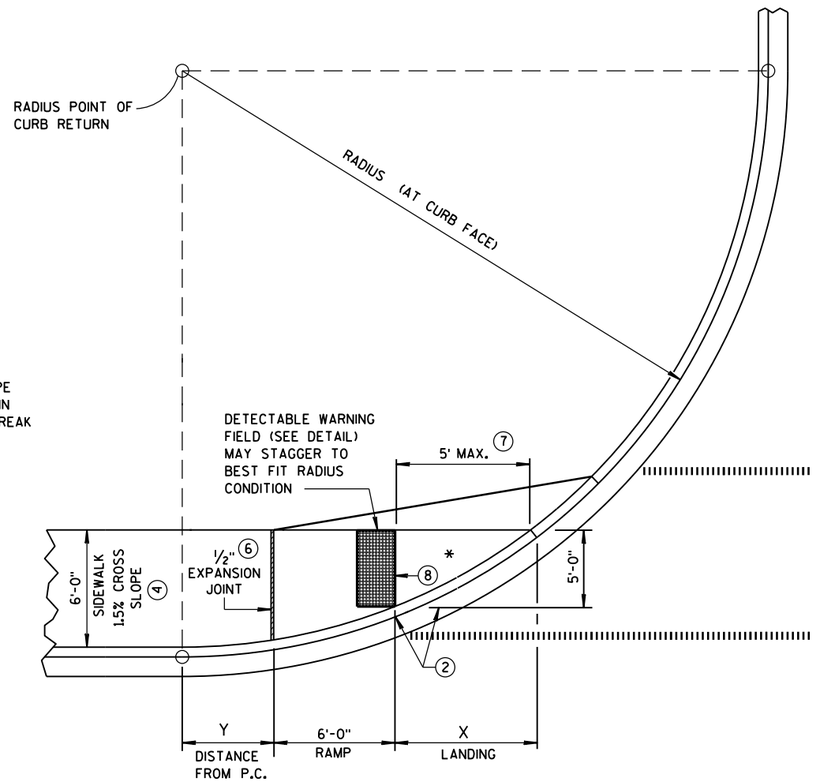


SECTION C-C FOR TYPE 4A



SECTION B-B FOR TYPE 4A

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



CURB RAMP TYPE 4A1
PLAN VIEW

GENERAL NOTES

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

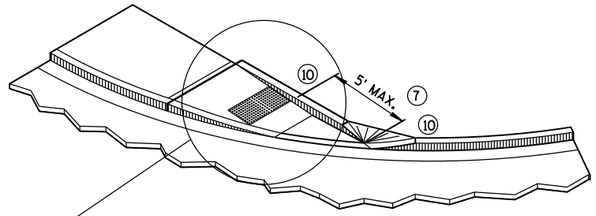
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

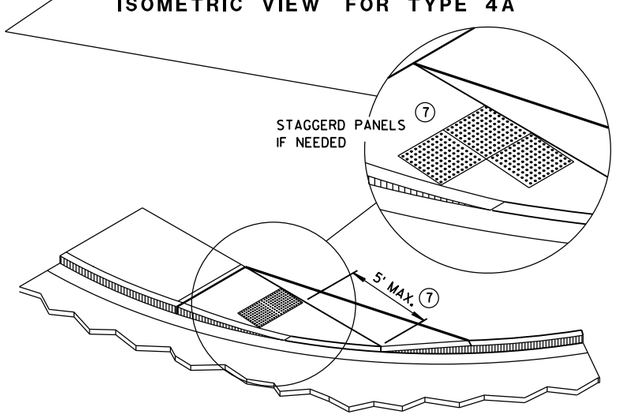
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.

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

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



ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

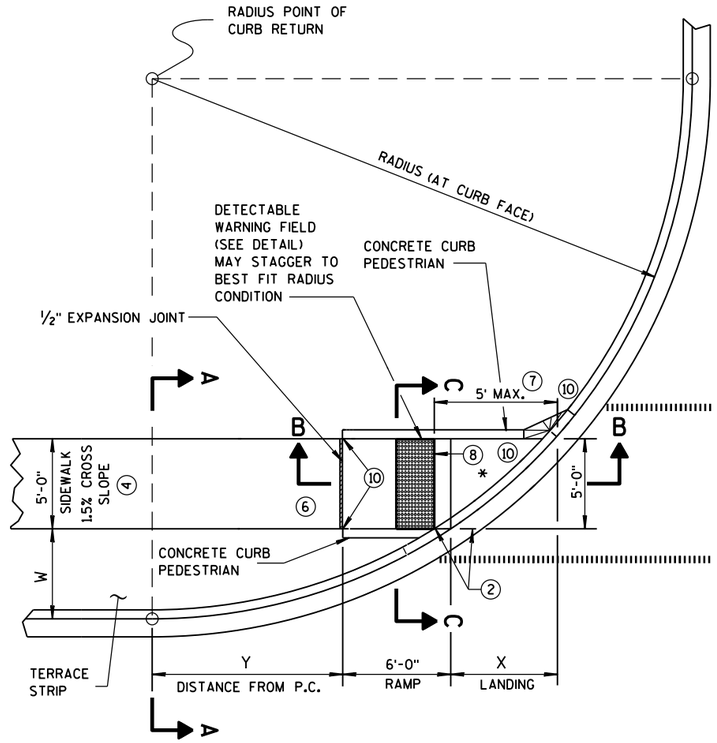
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPES 4A AND 4A1

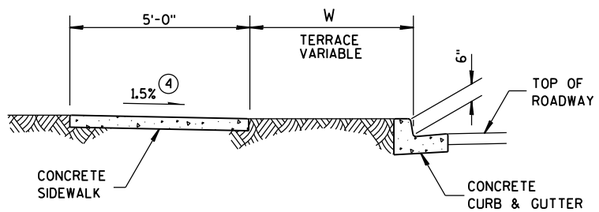
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

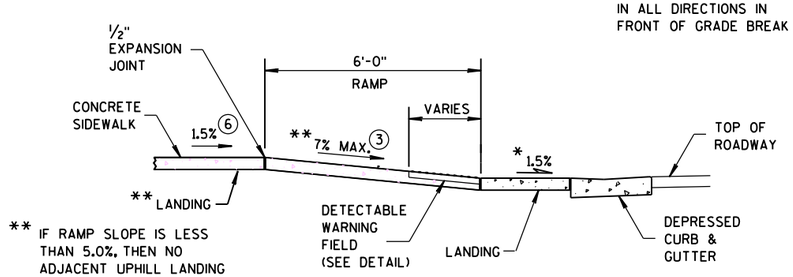
S.D.D. 8 D 5-16c



CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



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

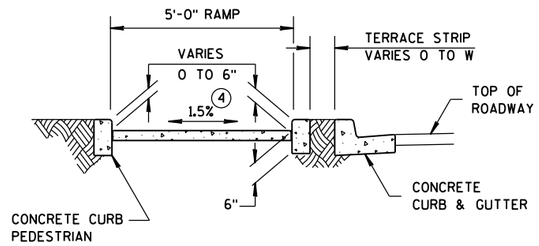
SECTION B-B FOR TYPE 4B

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

PAVEMENT MARKING CROSSWALK (WHITE)



SECTION C-C FOR TYPE 4B

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.

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼-INCH ARE ALLOWED.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

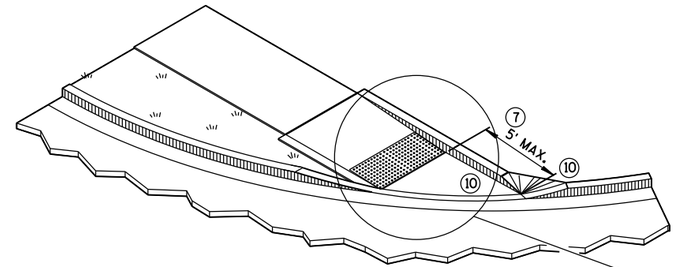
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

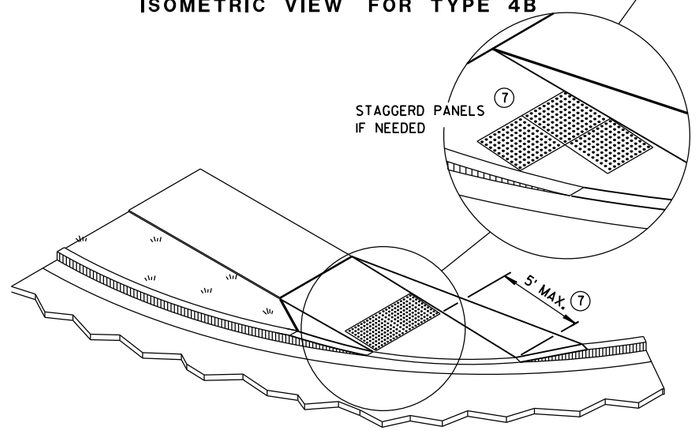
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.

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

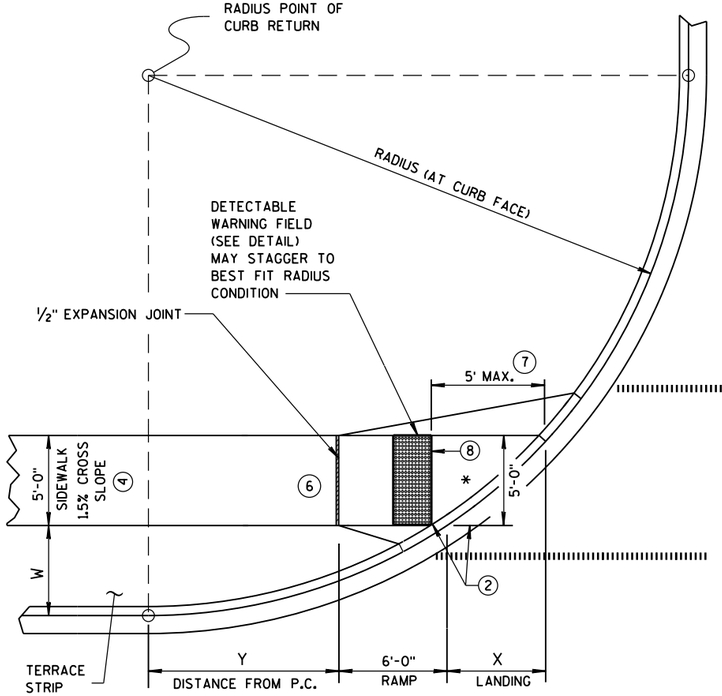
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1



CURB RAMP TYPE 4B1
PLAN VIEW

CURB RAMPS TYPE 4B AND 4B1

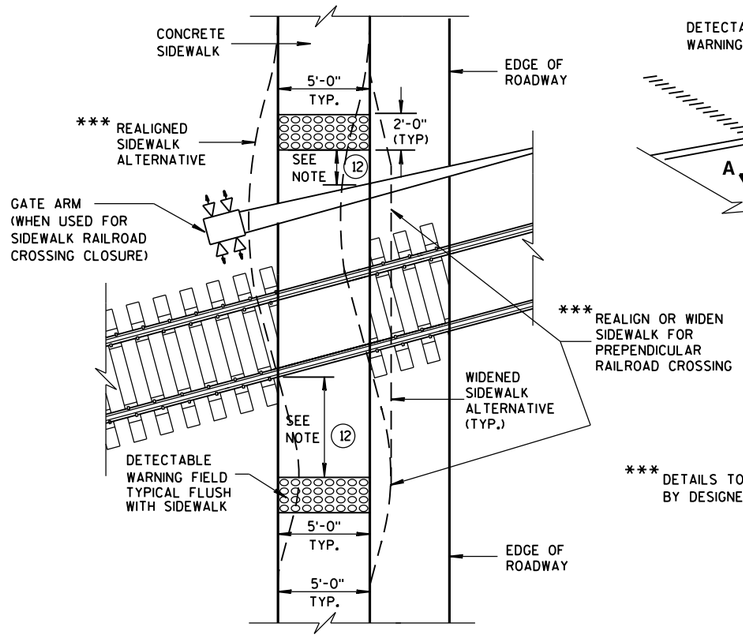
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 8 D 5-16d

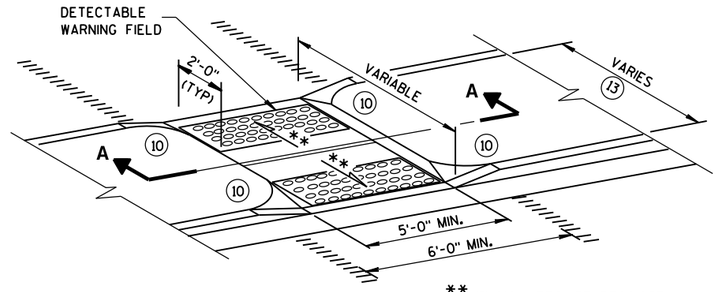
6

S.D.D. 8 D 5-16d



TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING

*** DETAILS TO BE DETERMINED BY DESIGNER



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.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

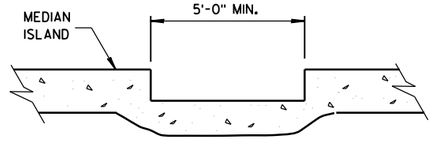
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

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

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

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

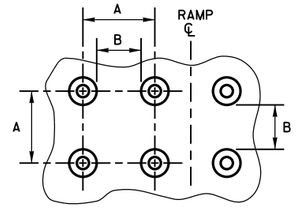
(13) DO NOT INSTALL DETECTABLE WARNING FIELDS IF MEDIAN WIDTH BETWEEN BACK OF CURBS IS LESS THAN 6 FEET.



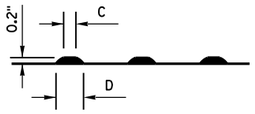
SECTION A-A

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

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

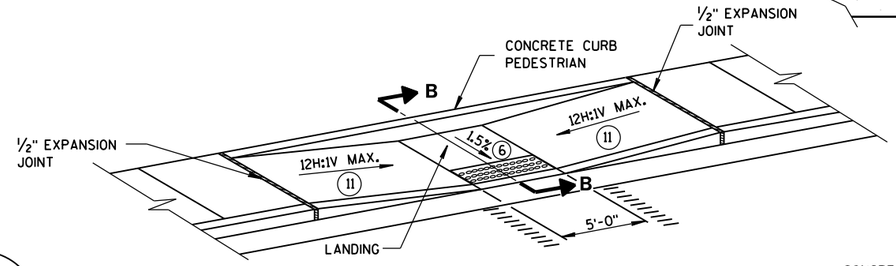


PLAN VIEW

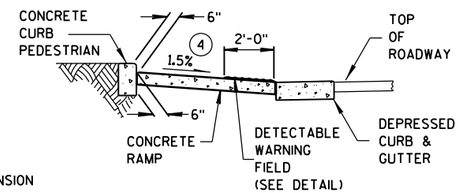


ELEVATION VIEW

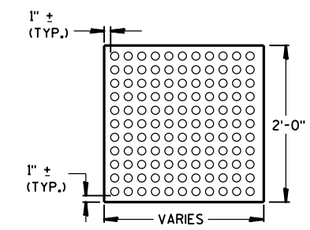
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



MID-BLOCK CROSSING
TYPE 7A

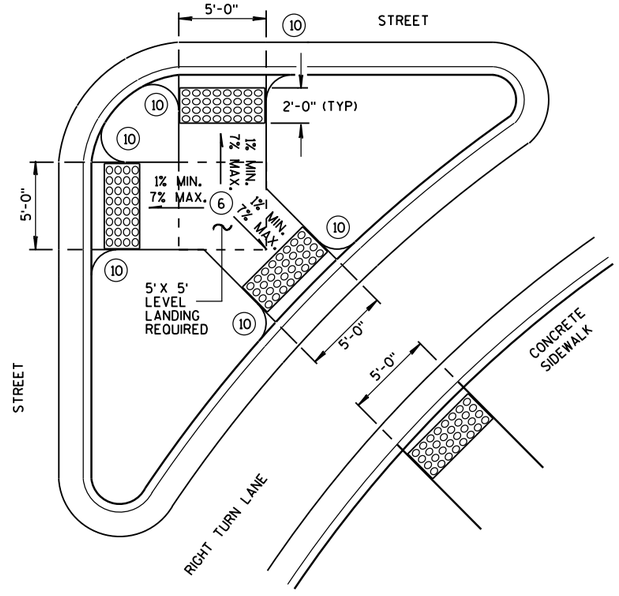


SECTION B-B

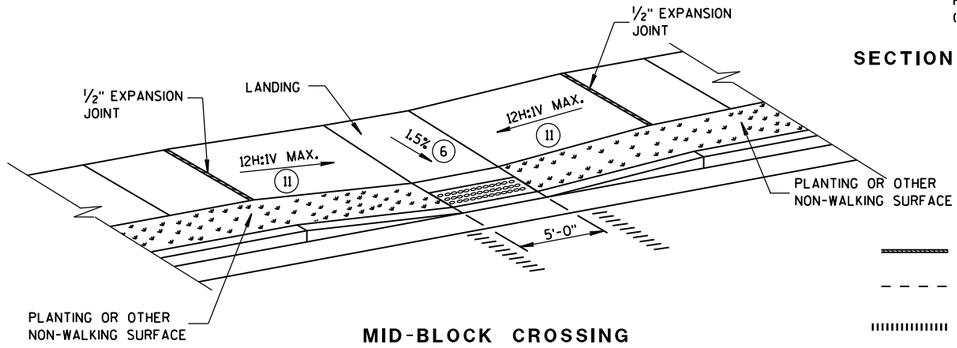


PLAN VIEW
DETECTABLE WARNING FIELD (TYPICAL)

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



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

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

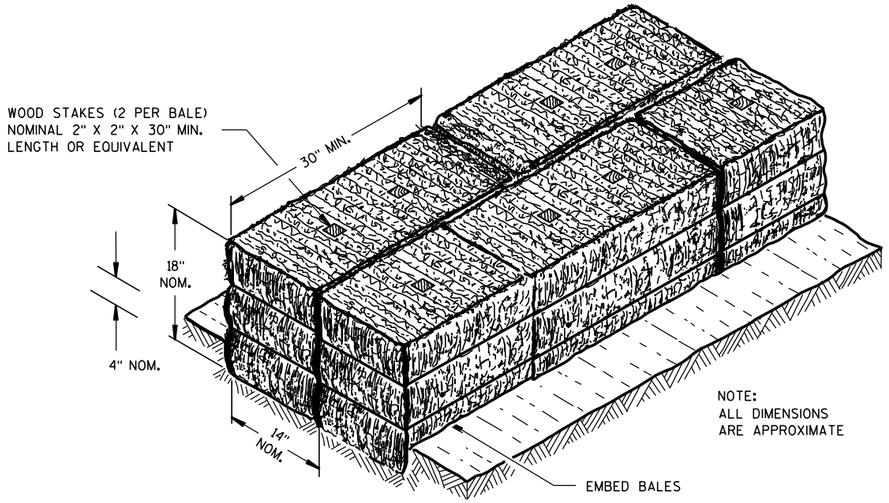
CURB RAMPS
TYPES 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

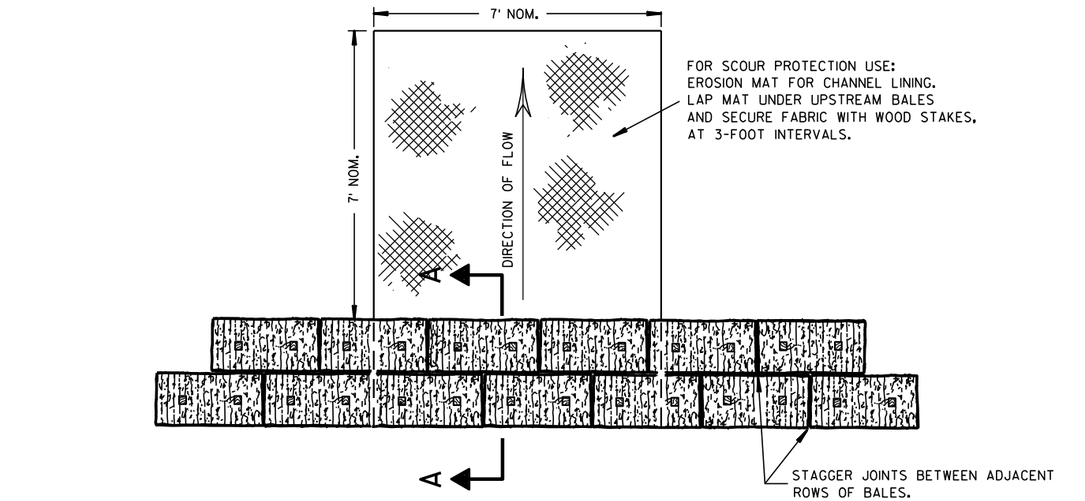
APPROVED
June, 2015 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

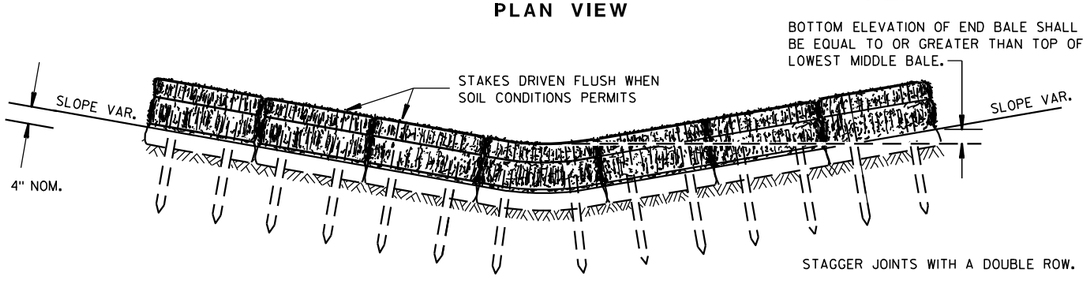
S.D.D. 8 D 5-16e



SECTION A-A



PLAN VIEW



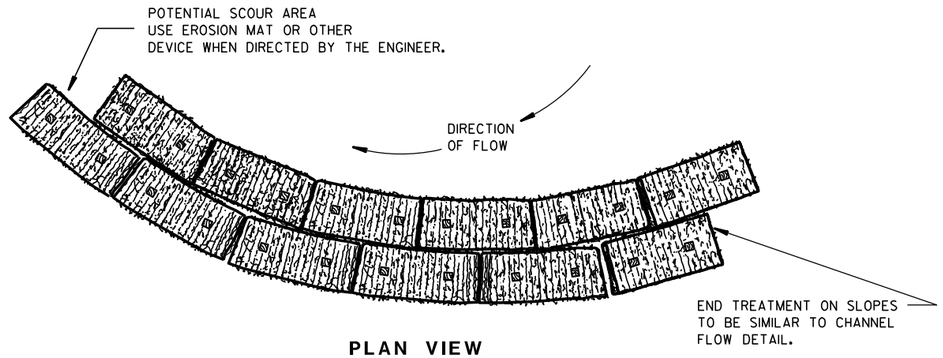
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

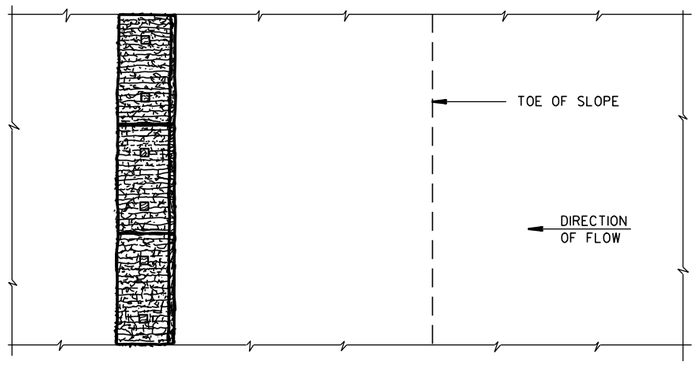
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

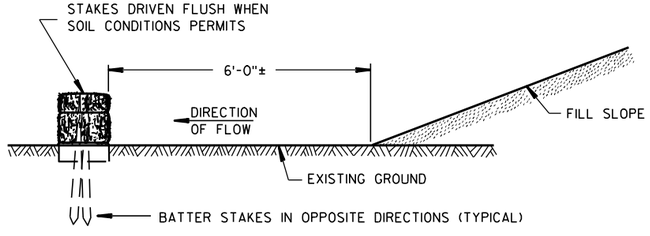


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

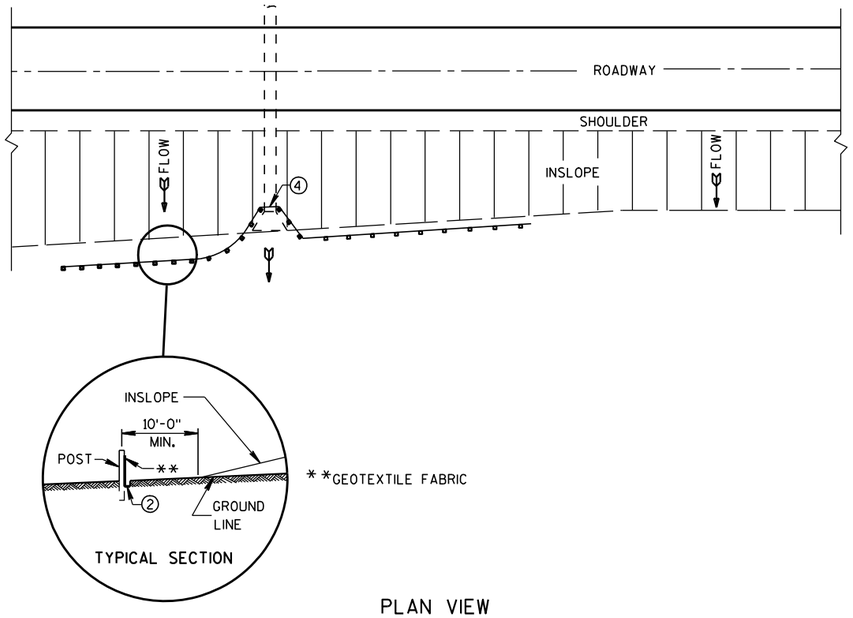
APPROVED
6/04/02 — DATE
/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 8-3

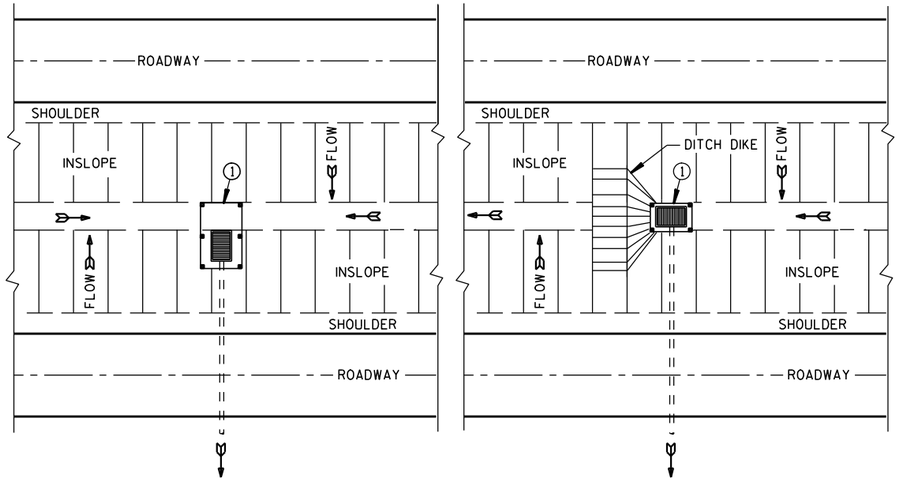
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



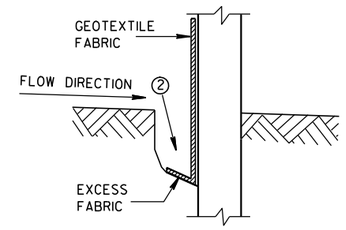
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

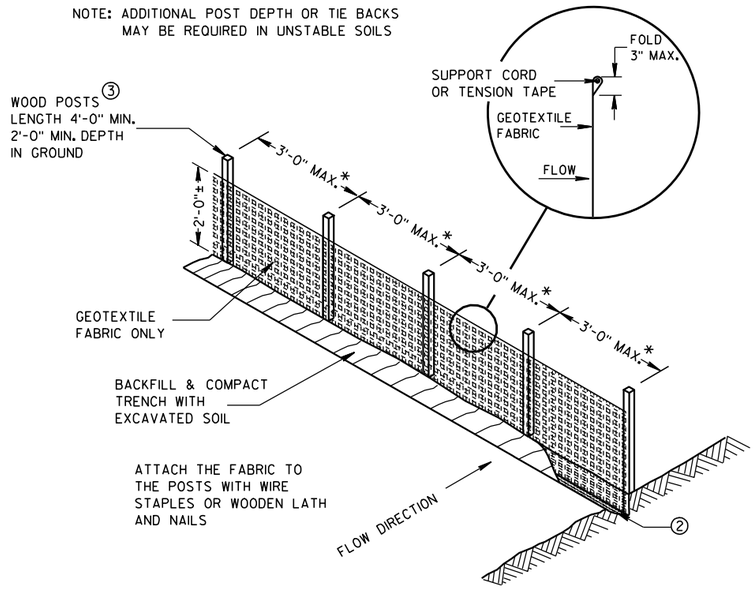
GENERAL NOTES

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

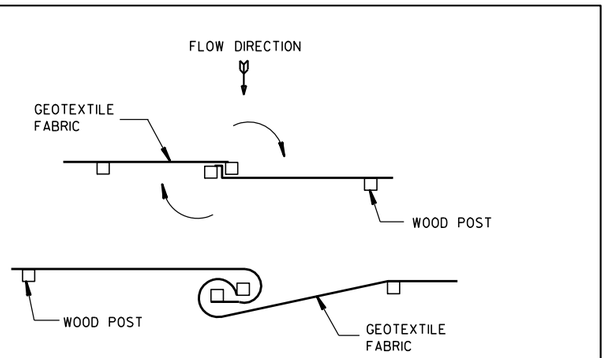
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



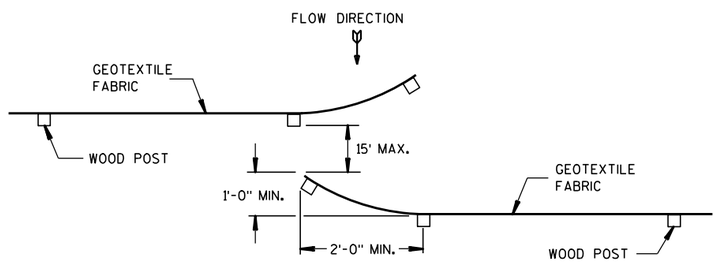
TRENCH DETAIL



SILT FENCE

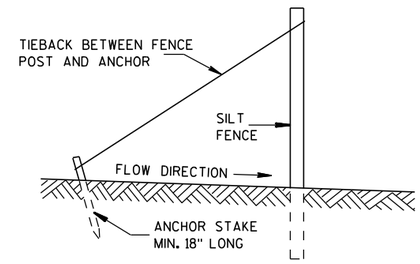


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

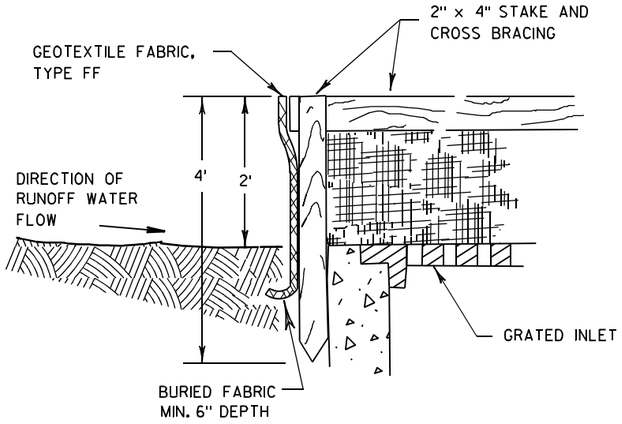
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

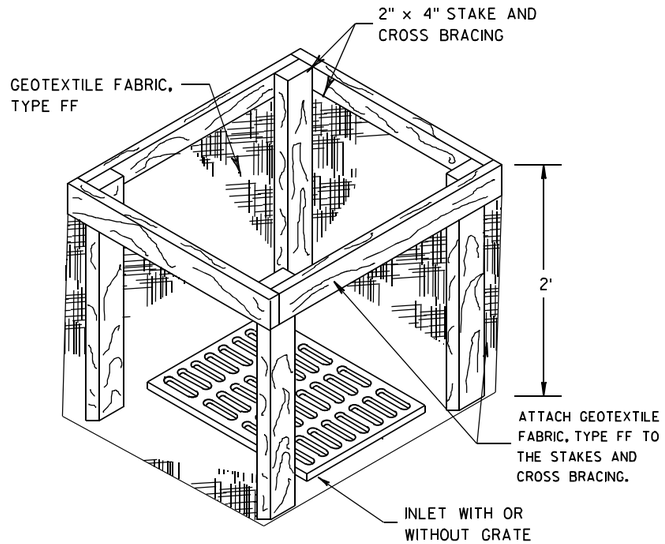
6

S.D.D. 8 E 9-6

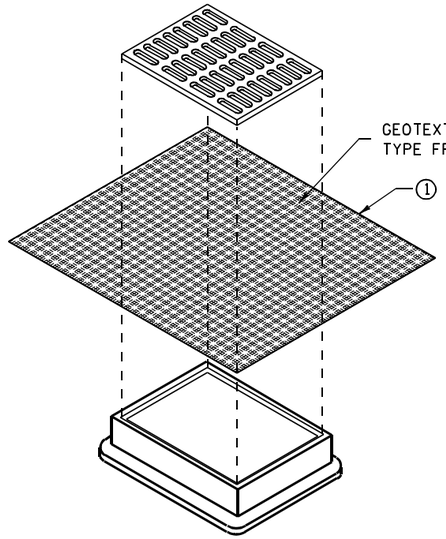
6

S.D.D. 8 E 9-6



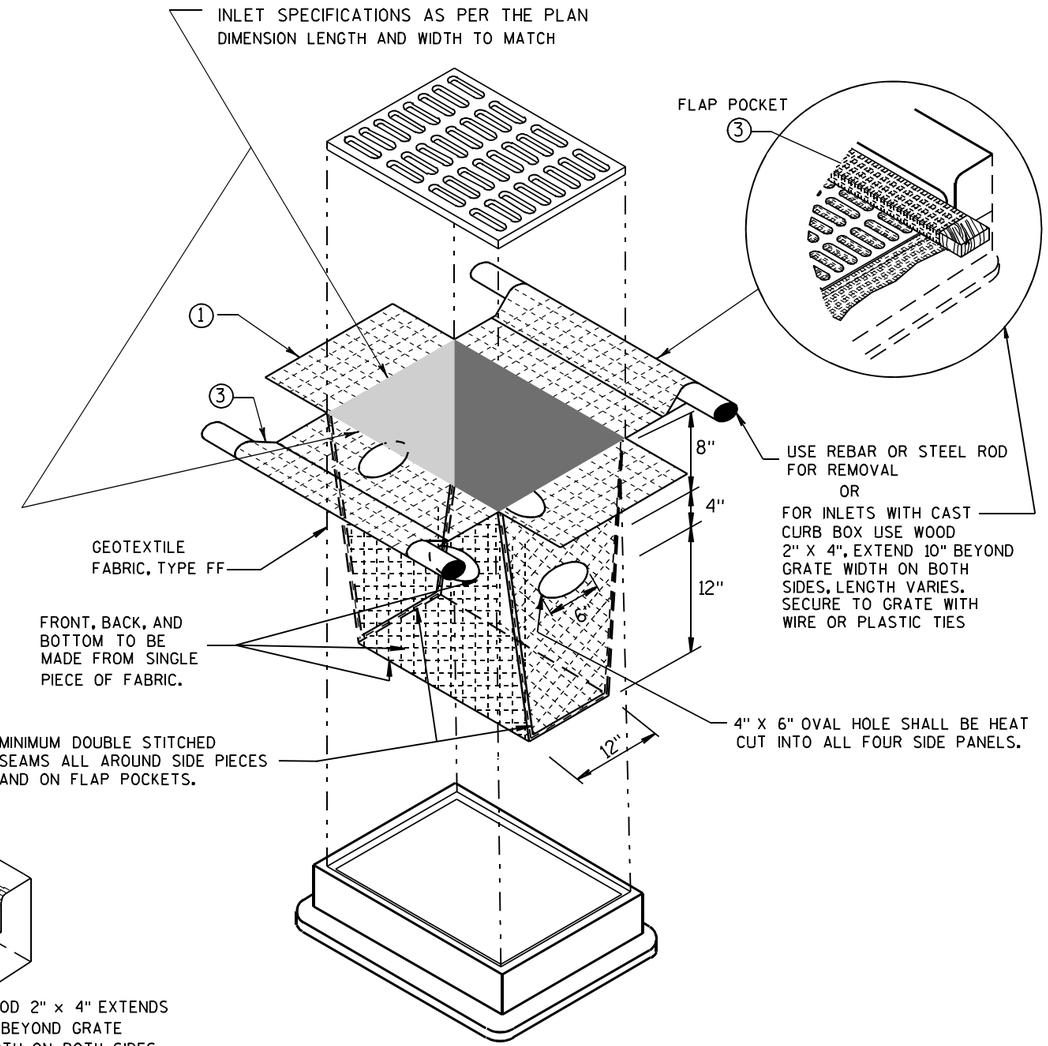


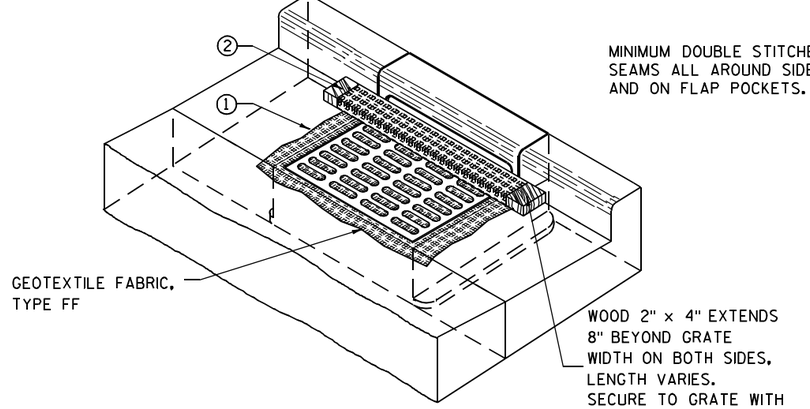
INLET PROTECTION, TYPE A



INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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





INLET PROTECTION, TYPE C (WITH CURB BOX)

INLET PROTECTION, TYPE D

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

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

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

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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

METAL APRON ENDWALLS

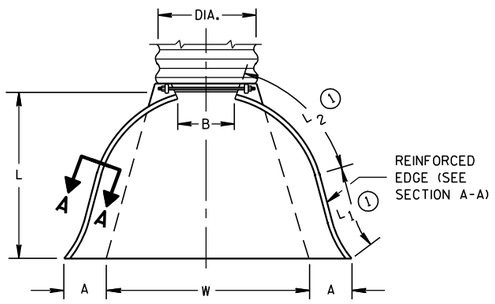
PIPE DIA. (IN.)	MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE	BODY
	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")		
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.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

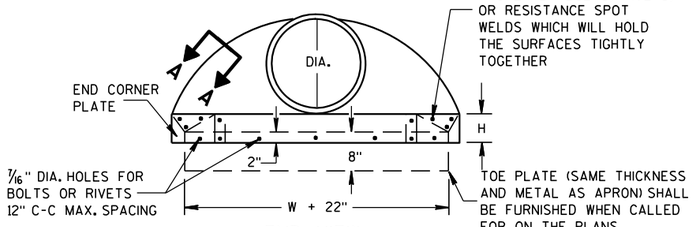
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches)							APPROX. SLOPE
	T	A	B	C	D	E	G	
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

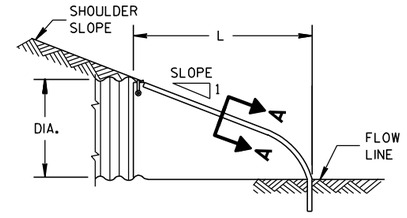
*MINIMUM
**MAXIMUM



PLAN VIEW

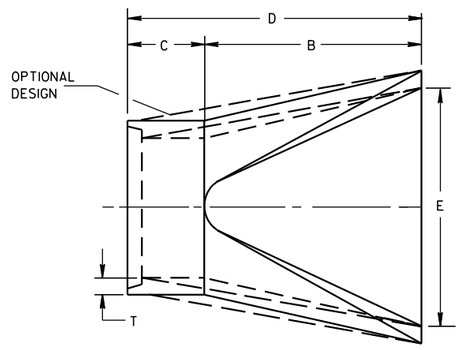


END VIEW

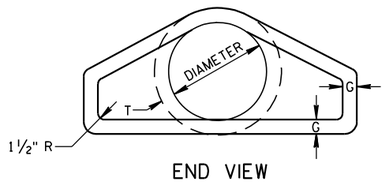


SIDE ELEVATION

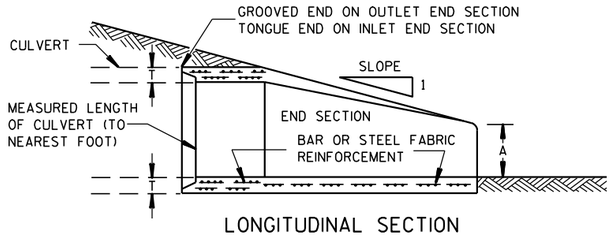
METAL ENDWALLS



PLAN

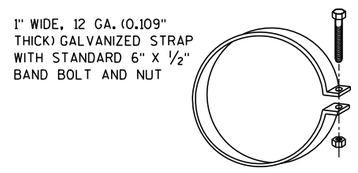


END VIEW



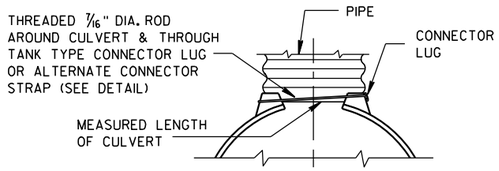
LONGITUDINAL SECTION

CONCRETE ENDWALLS

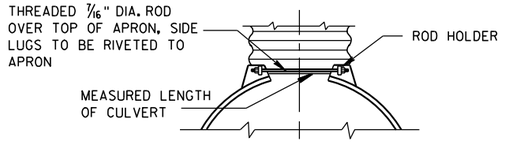


ALTERNATE FOR TYPE 1 CONNECTION

END SECTION CONNECTOR STRAP

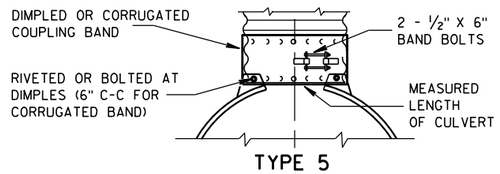


TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

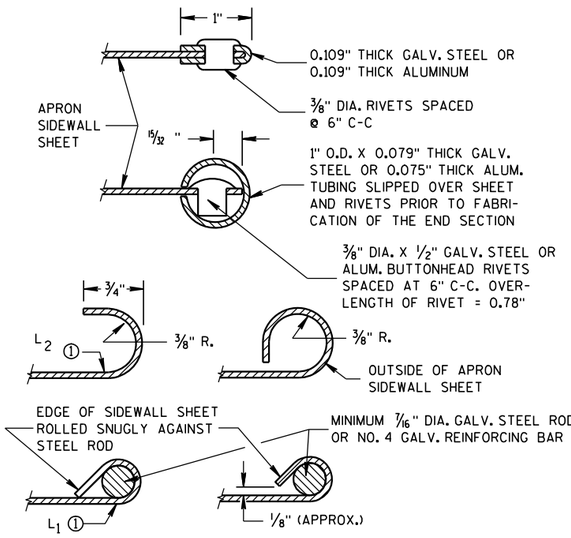
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

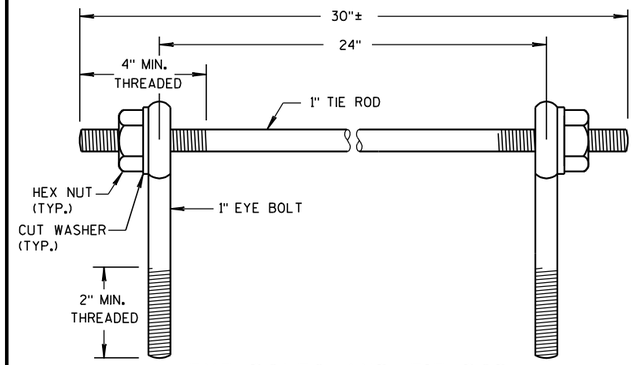
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

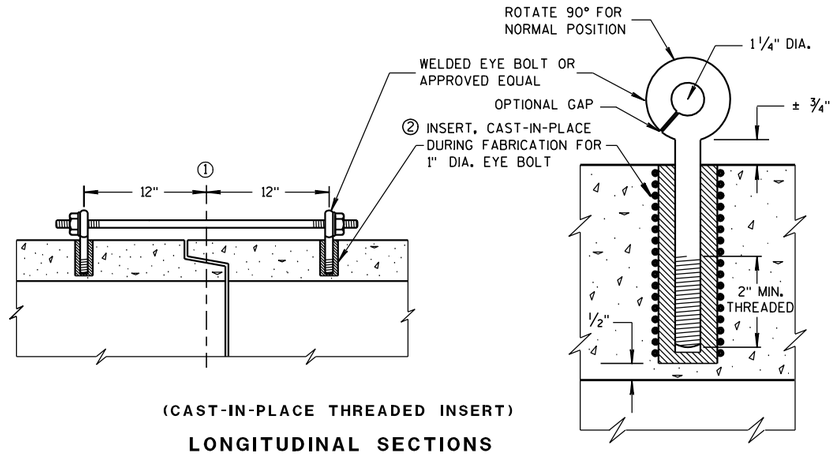
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 — DATE
/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOP 95 NEER
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.

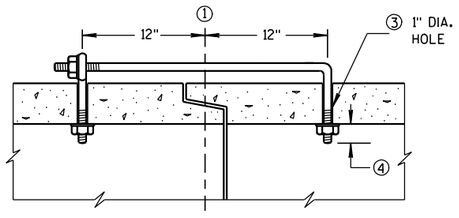
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

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

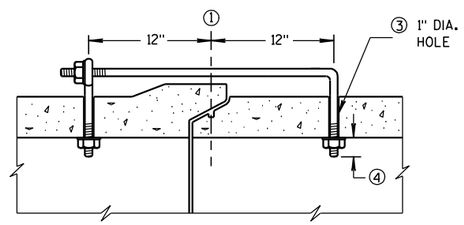
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

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)

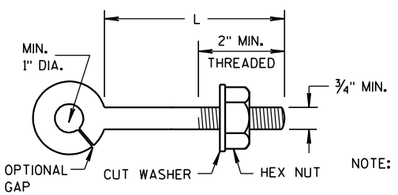


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

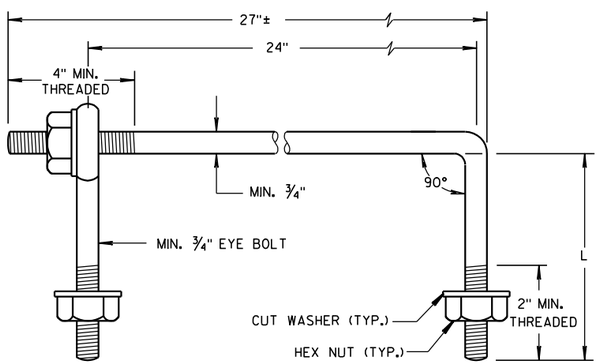
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



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

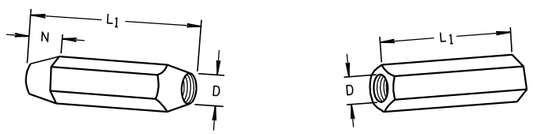
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

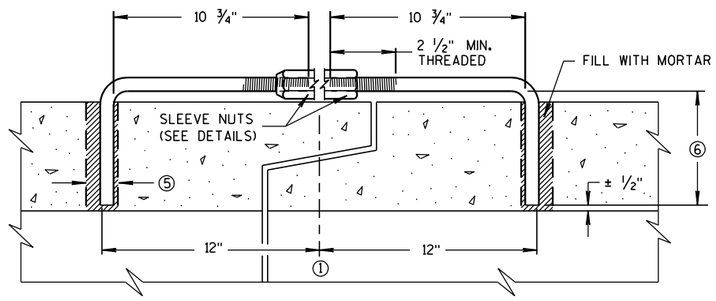
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

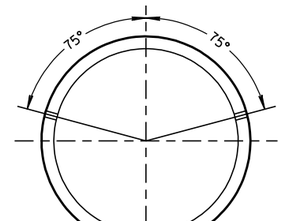
SLEEVE NUTS



LONGITUDINAL SECTION

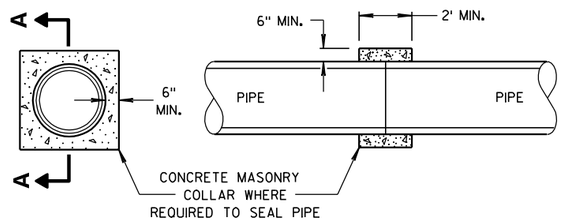
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

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

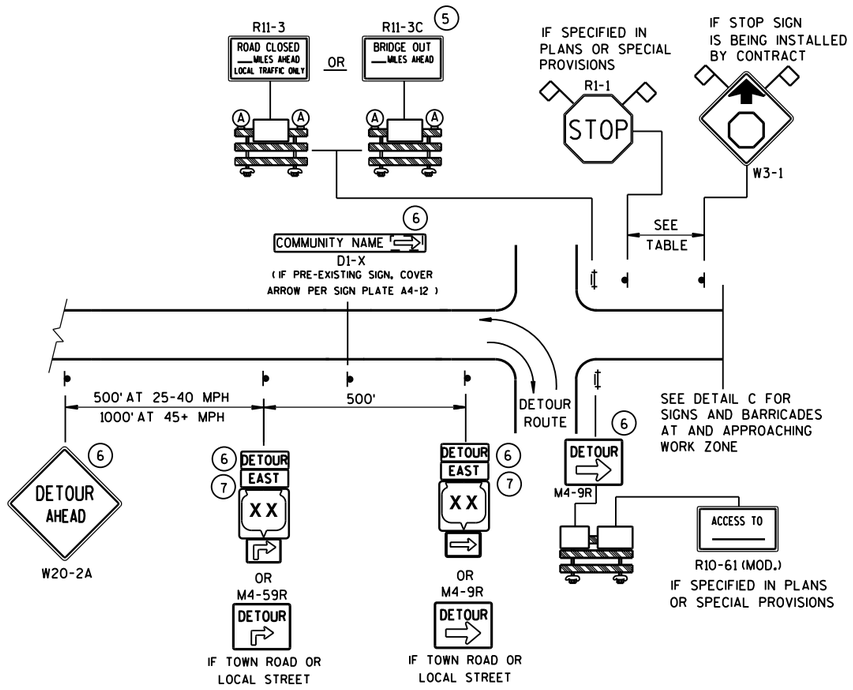
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
96
FHWA

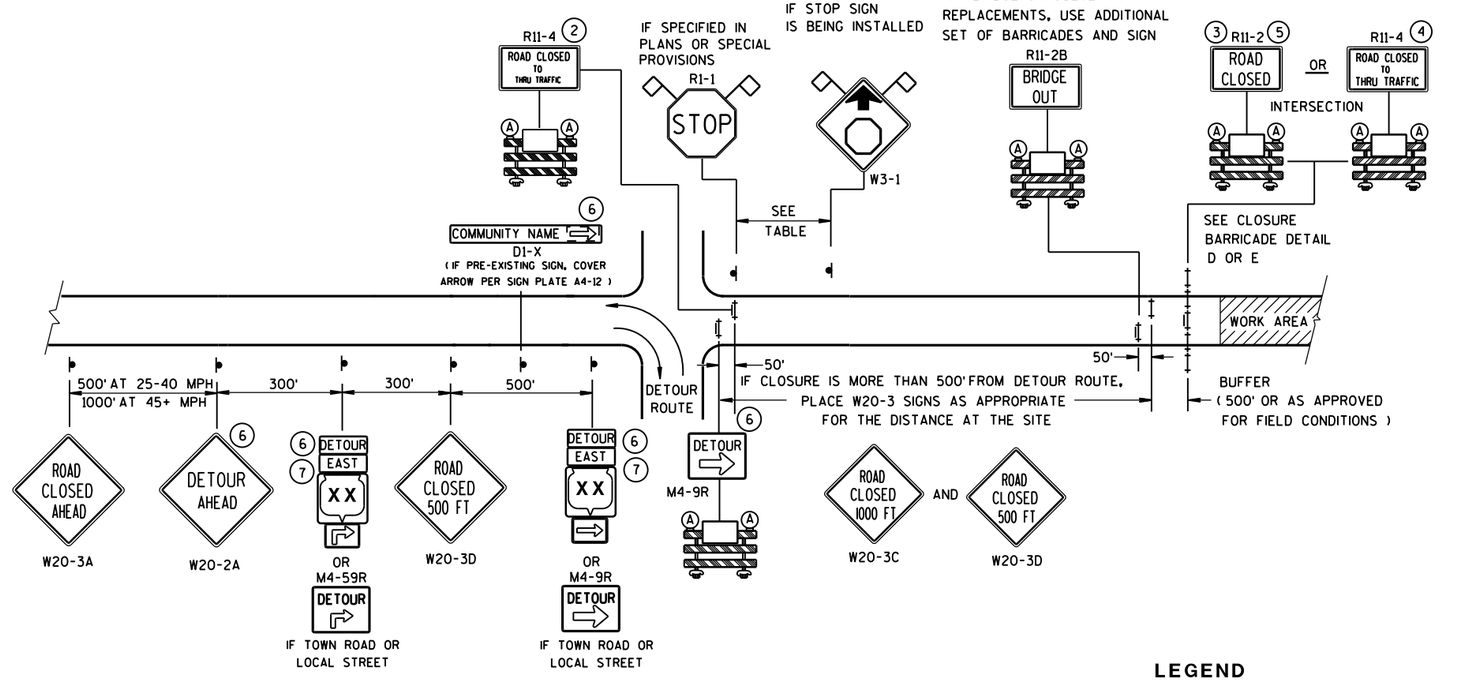
6

S.D.D. 8 F 4-7



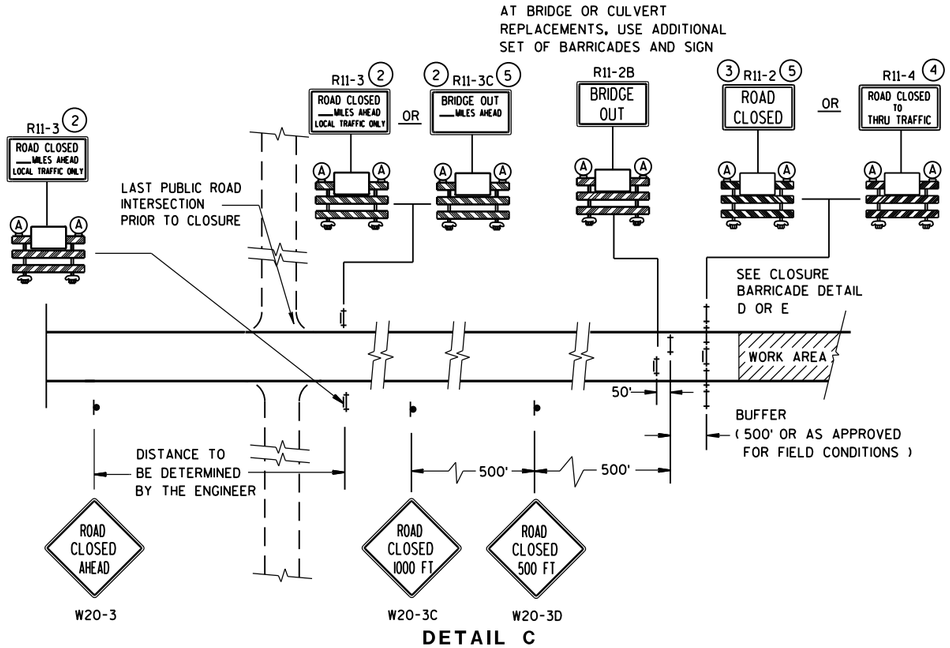
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

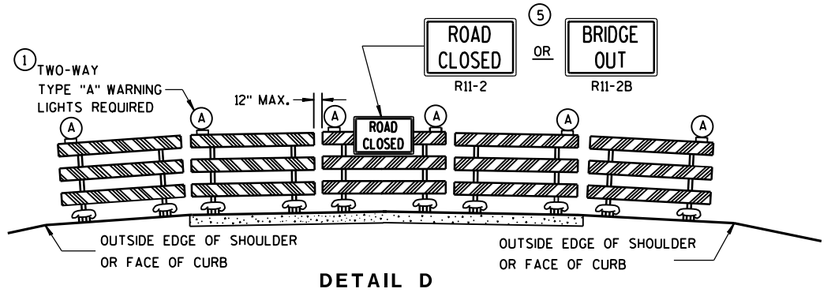
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

6

S.D.D. 15 C 2-6a

6

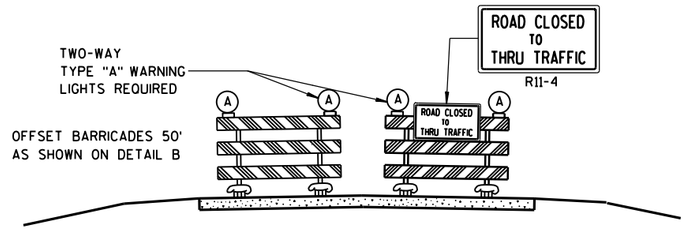
S.D.D. 15 C 2-6a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO SAFETY ENGI — FIC

FHWA

6

S.D.D. 15 C 2-6b

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

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

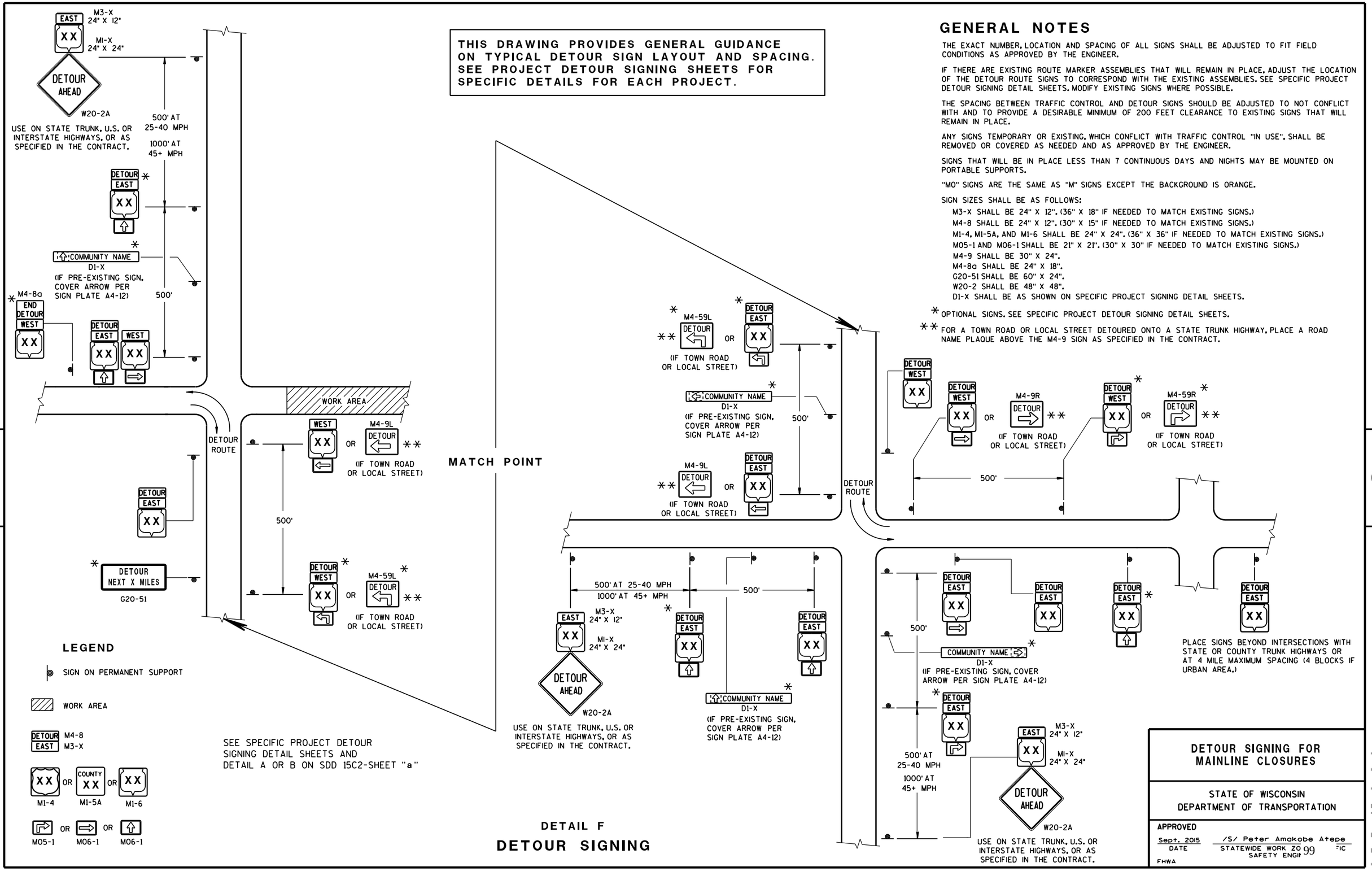
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- MO5-1 AND MO6-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



DETAIL F

DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

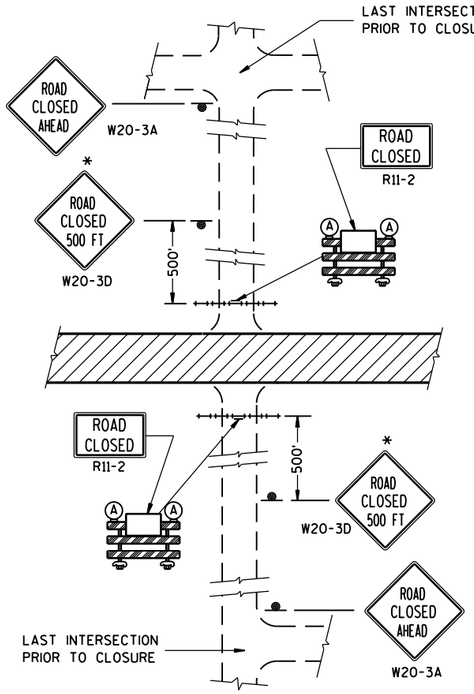
Sept. 2015 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZO[illegible] SAFETY ENGI[illegible] FIC

FHWA

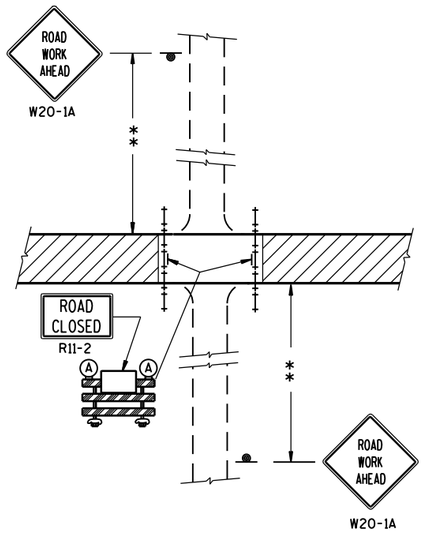
S.D.D. 15 C 2-6c

6



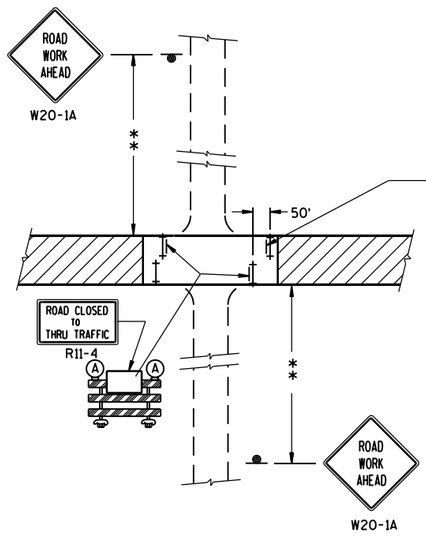
DETAIL 1

(NO ACCESS TO PROJECT)



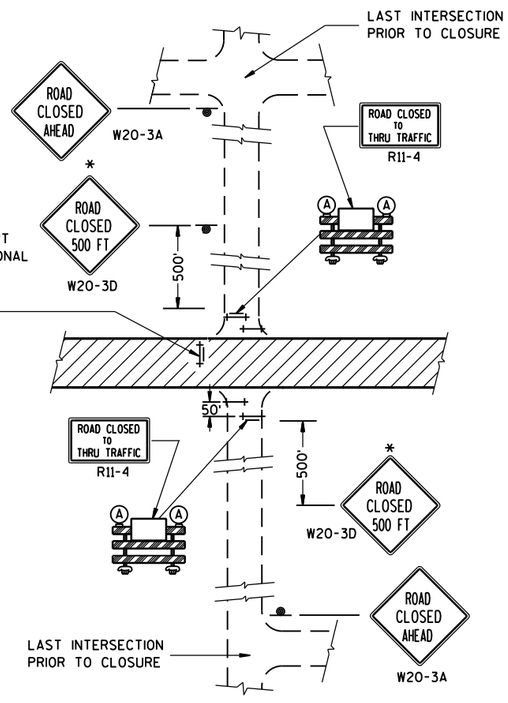
DETAIL 2

(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

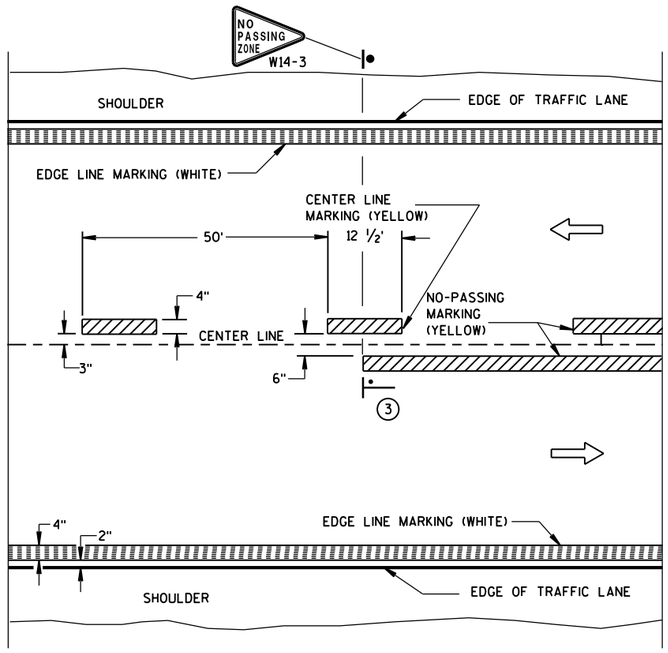
APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO... SAFETY ENGI... — FHWA

6

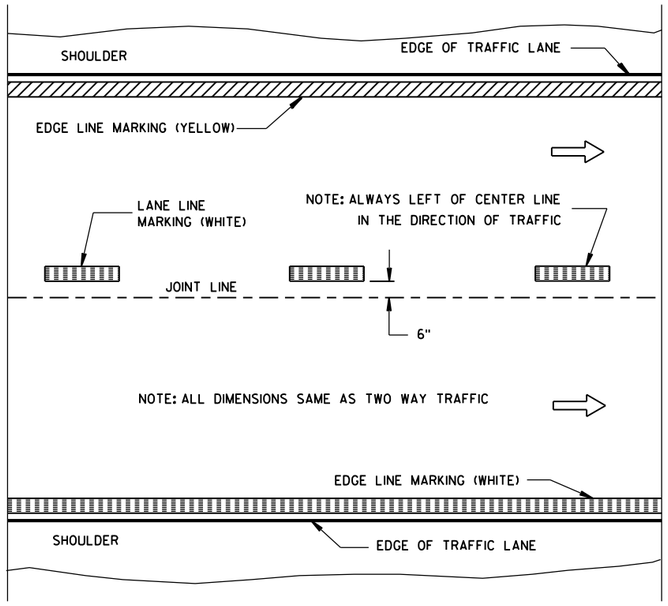
S.D.D. 15 C 3-3

6

S.D.D. 15 C 3-3

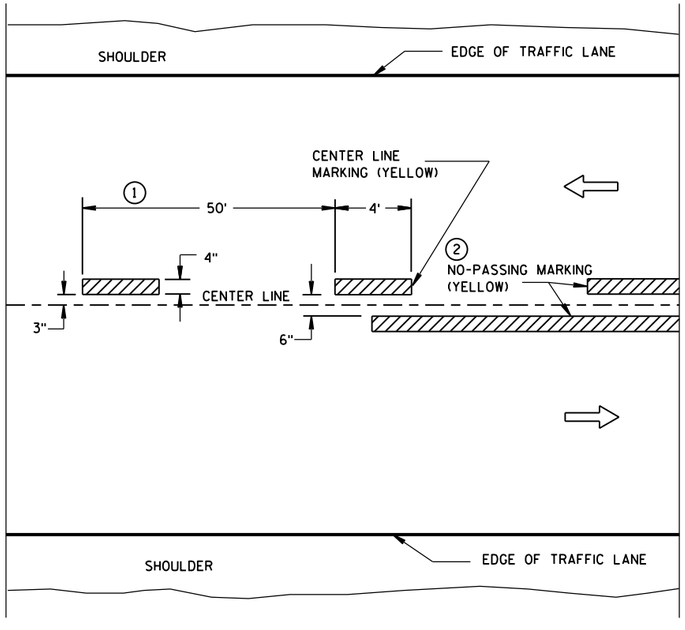


TWO WAY TRAFFIC

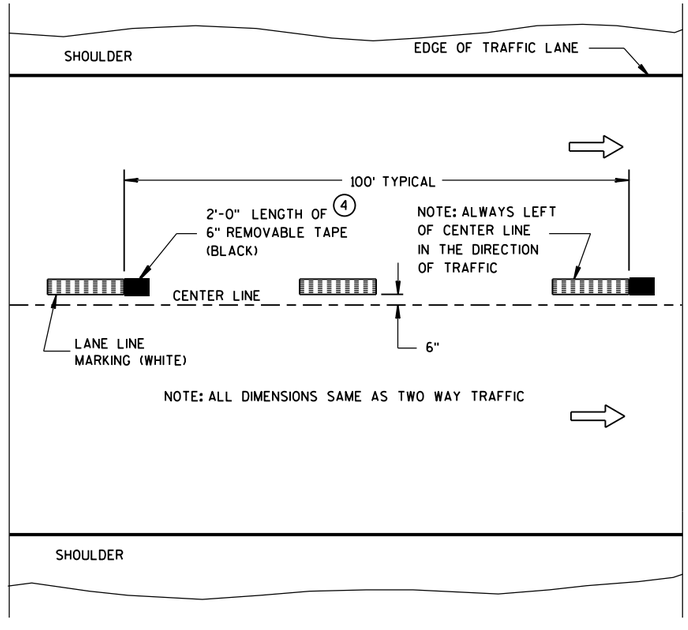


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

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

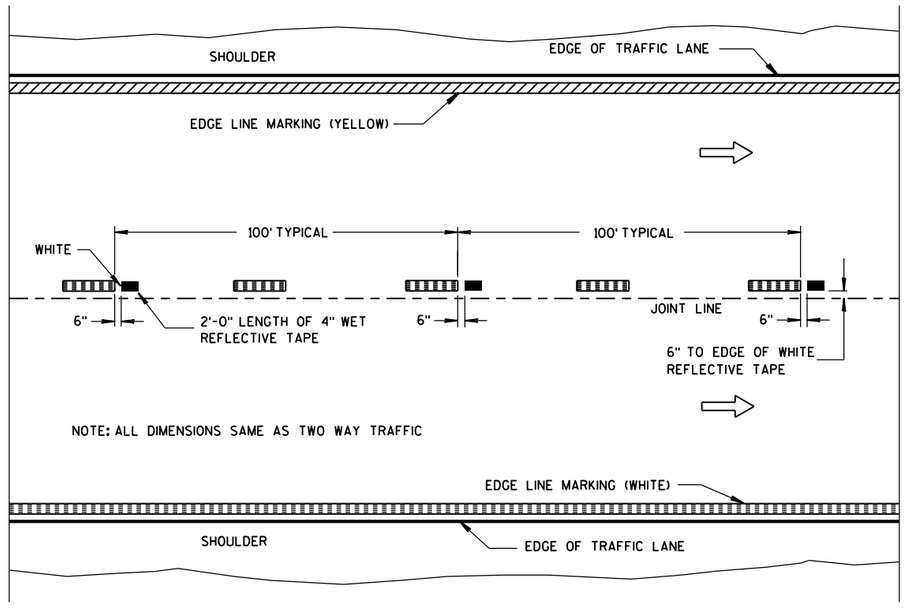
GENERAL NOTES

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

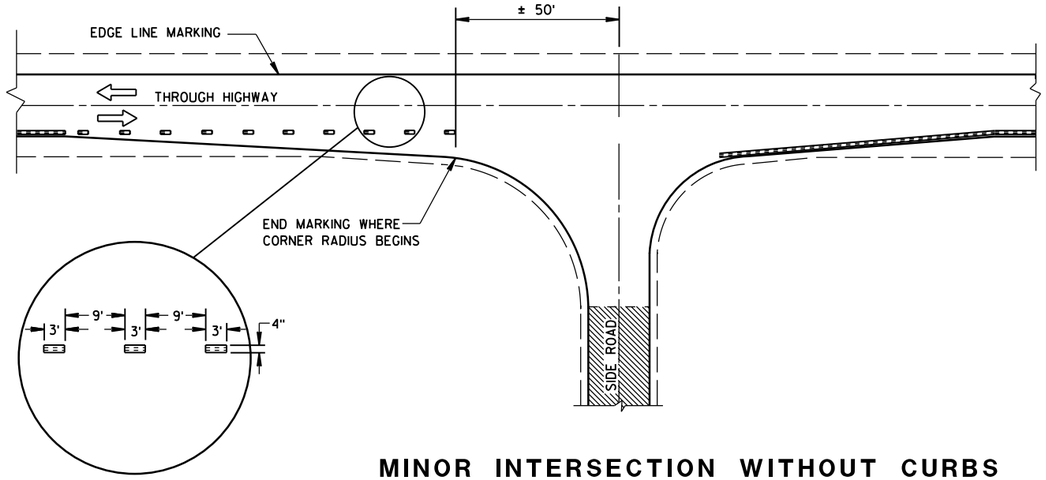
FHWA

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.

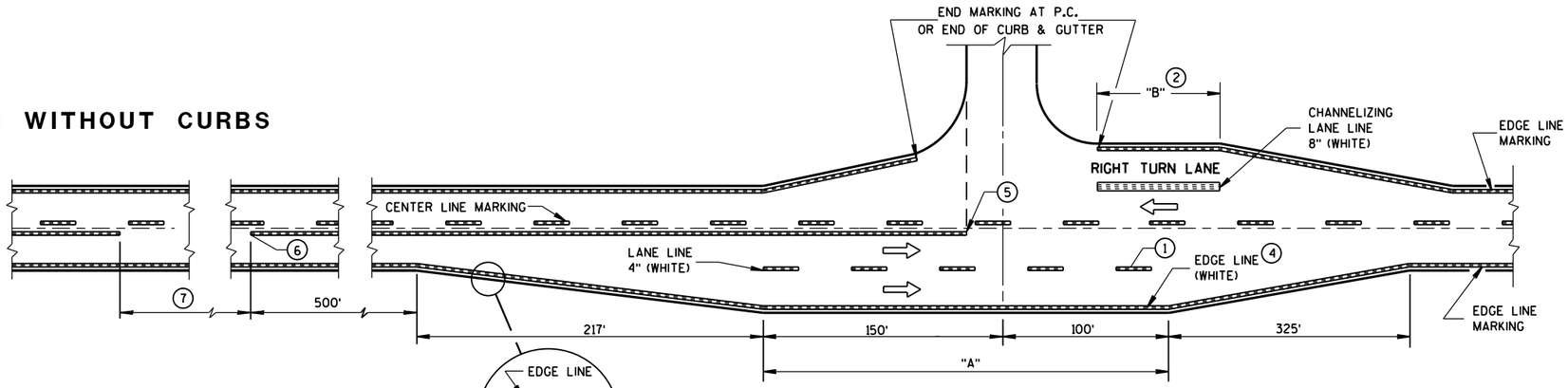
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

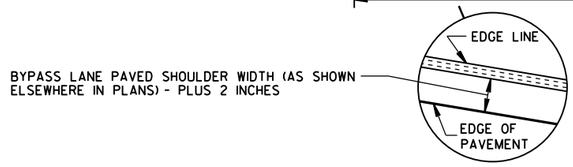
(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

(7)

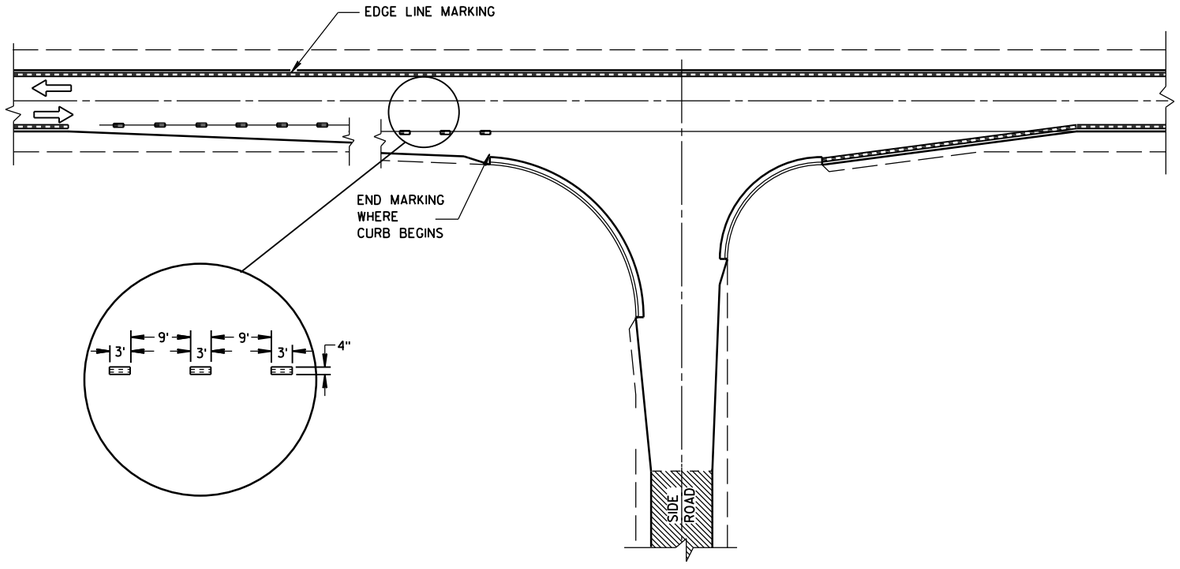
POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792





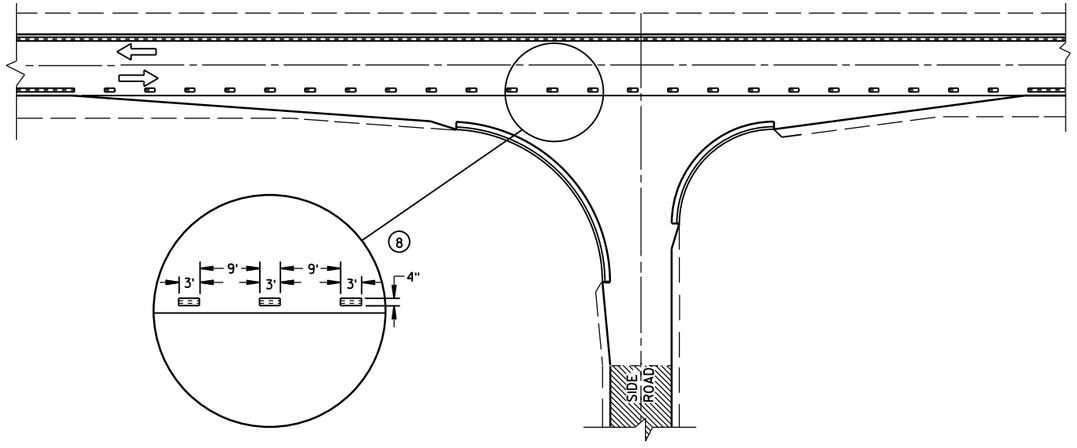
MAJOR INTERSECTIONS

(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

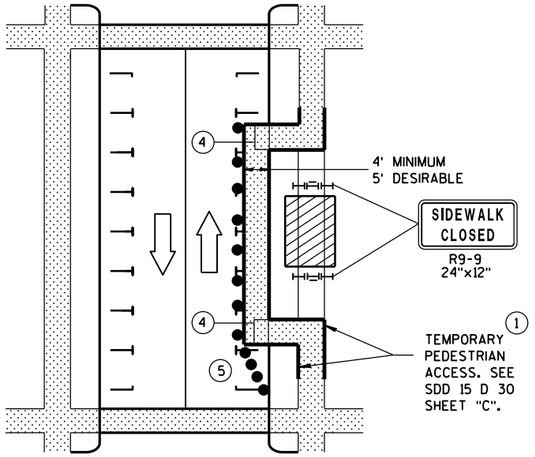
6

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

6

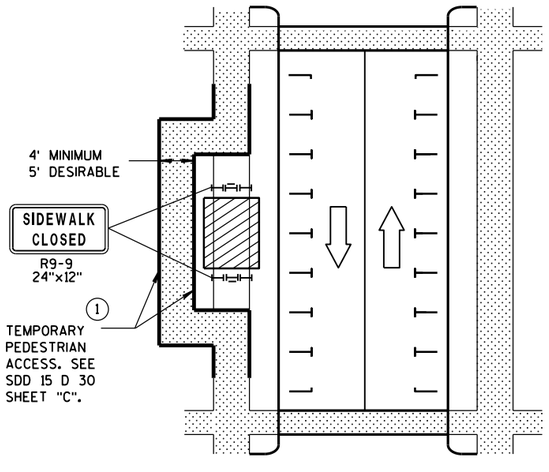
S.D.D. 15 C 8-16b

NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.

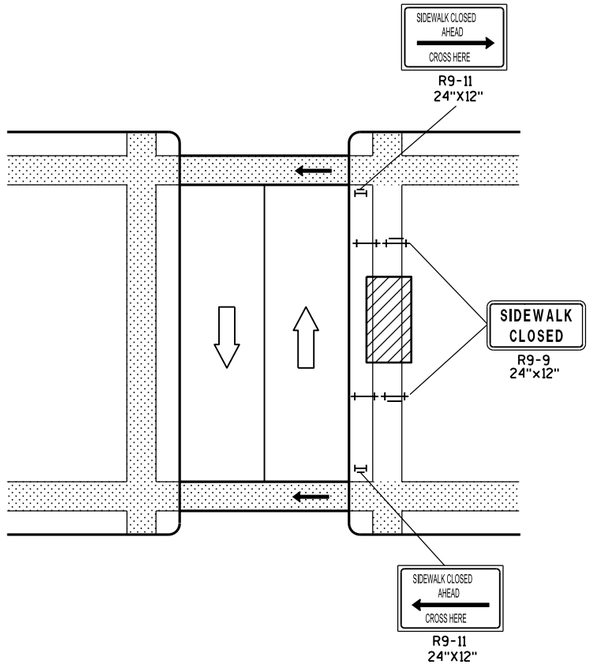


MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

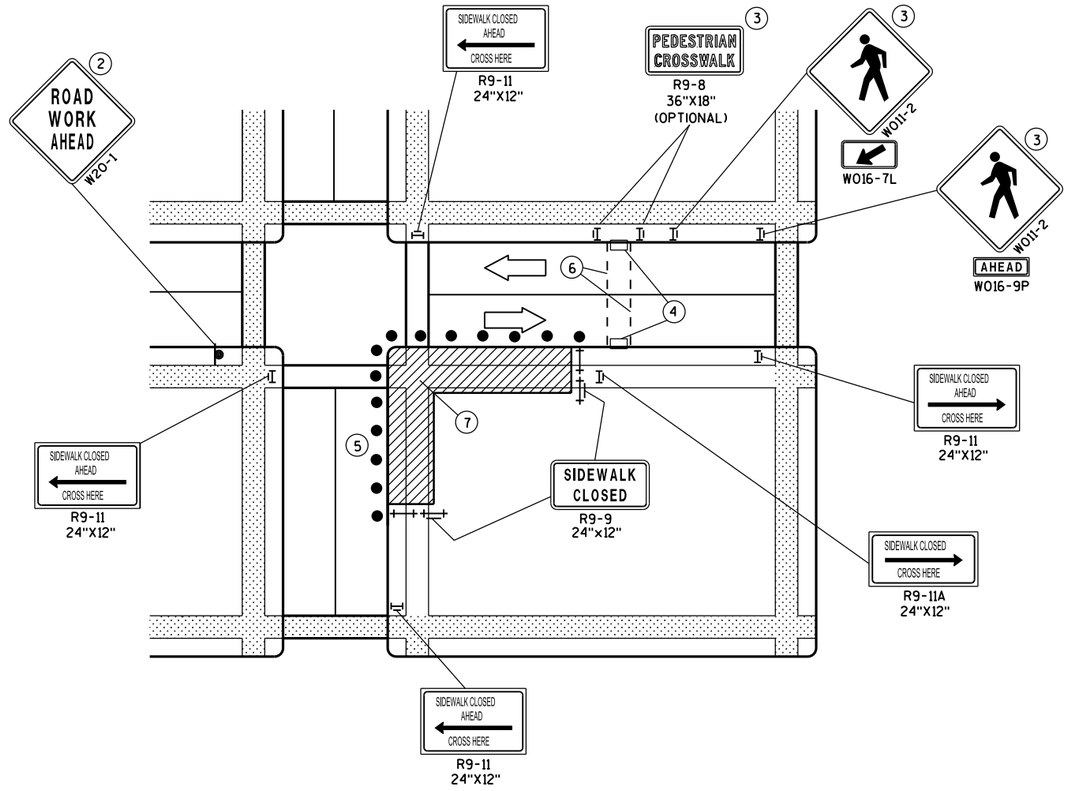
NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION



MID-BLOCK SIDEWALK CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

GENERAL NOTES

WHEN CLOSING OR RELOCATING CROSSWALKS OR SIDEWALKS, PROVIDE DETECABLE TEMPORARY FACILITIES AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES.

TEMPORARY TRAFFIC CONTROL DEVICES FOR PEDESTRIANS ARE SHOWN. OTHER DEVICES MAY BE NECESSARY TO CONTROL VEHICULAR TRAFFIC. STAGE WORK, AS NECESSARY, TO PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE AT ALL TIMES. FOR ROADWAYS WITH NO AVAILABLE DETOURS, MAINTAIN ONE OPEN SIDEWALK AT ALL TIMES.

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

FOR NIGHTTIME CLOSURE USE TYPE "A" FLASHING WARNING LIGHTS ON BARRICADES, SUPPORTING SIGNS AND CLOSING SIDEWALK. USE TYPE "C" STEADY BURN LIGHTS ON CHANNELIZING DEVICES SEPARATING THE WORK AREA FROM VEHICULAR TRAFFIC.

PEDESTRIAN TRAFFIC SIGNAL DISPLAY CONTROLLING CLOSED CROSSWALK SHALL BE COVERED OR DEACTIVATED.

POST MOUNTED SIGNS LOCATED ADJACENT TO A SIDEWALK SHALL HAVE A 7 FOOT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

(1) IF SIDEWALK CLOSURE AFFECTS AN ACCESSIBLE AND DETECTABLE FACILITY, MAINTAIN ACCESSIBILITY AND DETECTABILITY ALONG THE ALTERNATE PEDESTRIAN ROUTE.

(2) "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.

(3) IF TEMPORARY PEDESTRIAN CROSSWALK IS NOT PROVIDED, OMIT R9-8 AND W011-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.

(4) TEMPORARY CURB RAMPS. SEE SDD 15 D 30 SHEET "B".

(5) DRUMS OR BARRICADES AT 25 FOOT SPACING. STREET PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.

(6) TEMPORARY PAVEMENT MARKING FOR CROSSWALK LINES.

(7) LIMIT WORK TO ONE QUADRANT AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

LEGEND

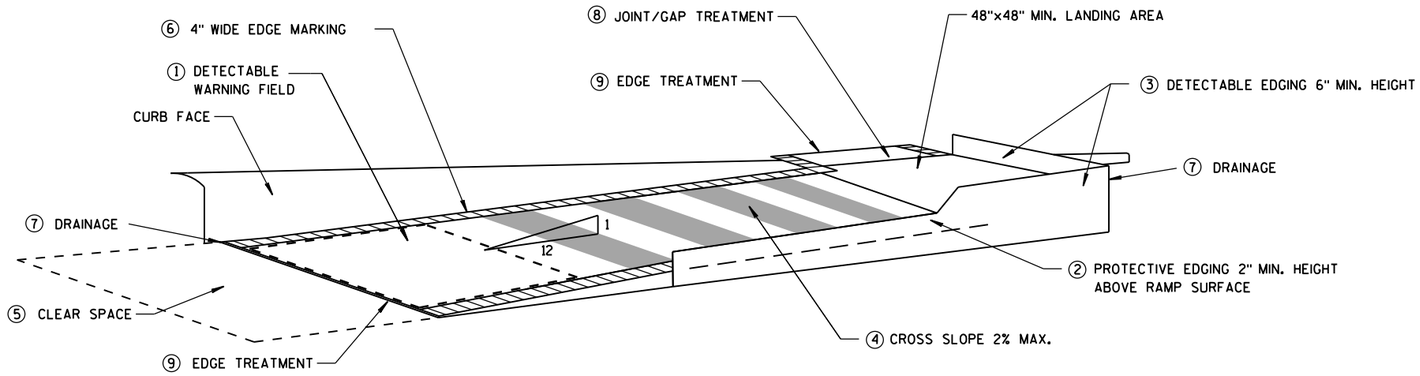
- SIGN ON PERMANENT SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN CHANNELIZATION DEVICE
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- DIRECTION OF TRAFFIC
- TRAFFIC CONTOL DRUM

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 15 D 30-2a



TEMPORARY CURB RAMP PARALLEL TO CURB

GENERAL NOTES

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

① CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 8D5 SHEET "E".

② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

③ DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

④ CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

⑤ CLEAR SPACE OF 48"X48" MIN. SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

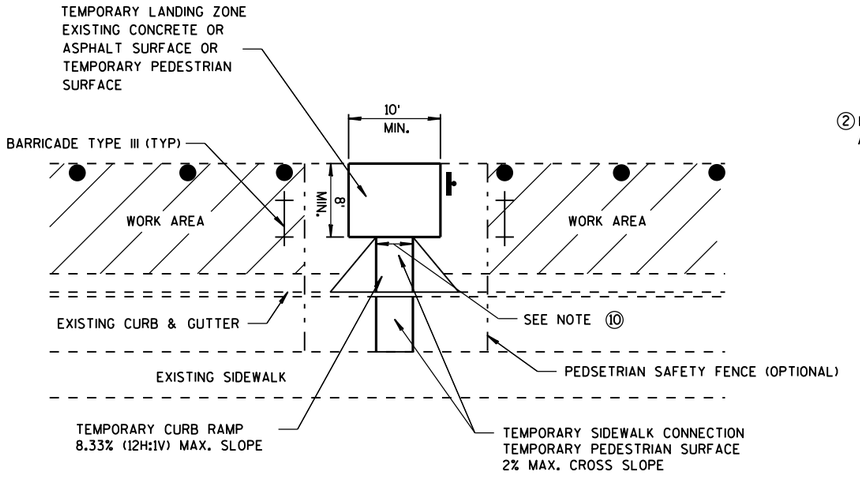
⑥ THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.

⑦ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

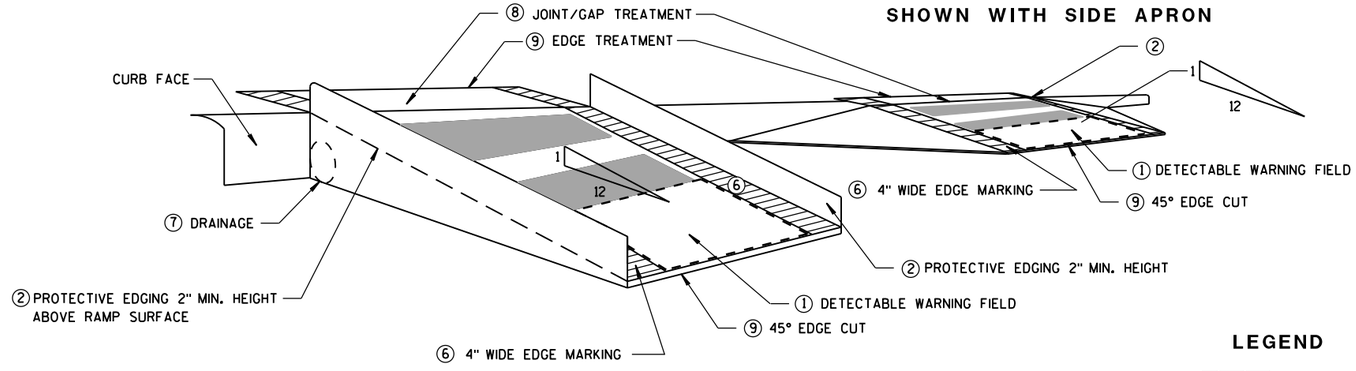
⑧ LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

⑨ CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES SHALL BE VERTICAL UP TO 1/4" HIGH, AND BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

⑩ 5' WIDE MIN. WITH PEDSETRIAN SAFETY FENCE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY FENCE.



TEMPORARY BUS STOP PAD



SHOWN WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

LEGEND

WORK AREA

TYPE III BARRICADE

TRAFFIC CONTOL DRUM

TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

March 2015 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER — SIGN

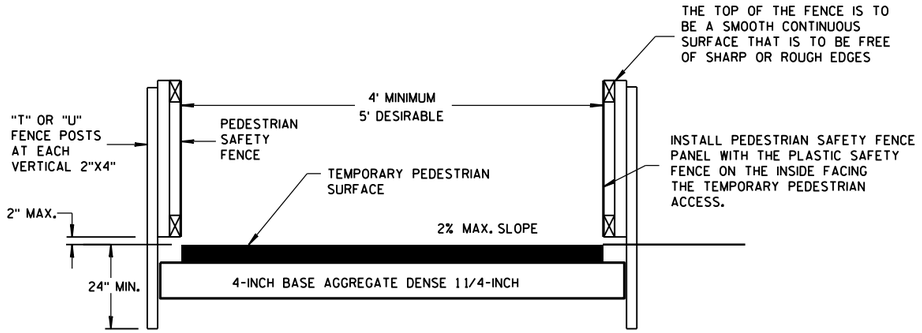
FHWA

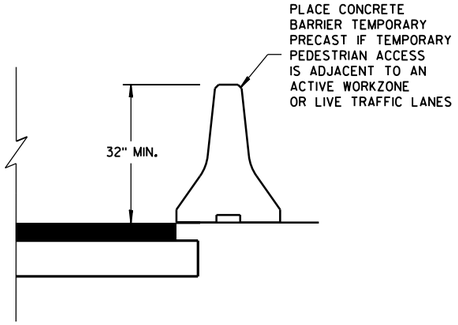
6

S.D.D. 15 D 30-2b

6

S.D.D. 15 D 30-2b

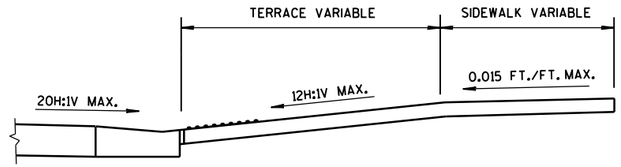




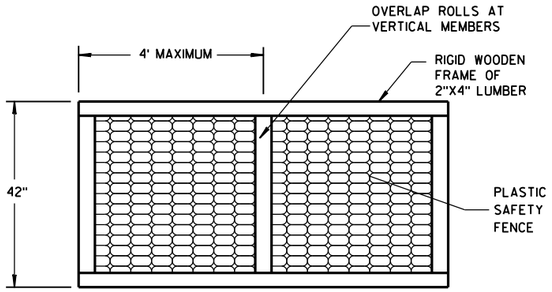
TEMPORARY PEDESTRIAN ACCESS

GENERAL NOTES

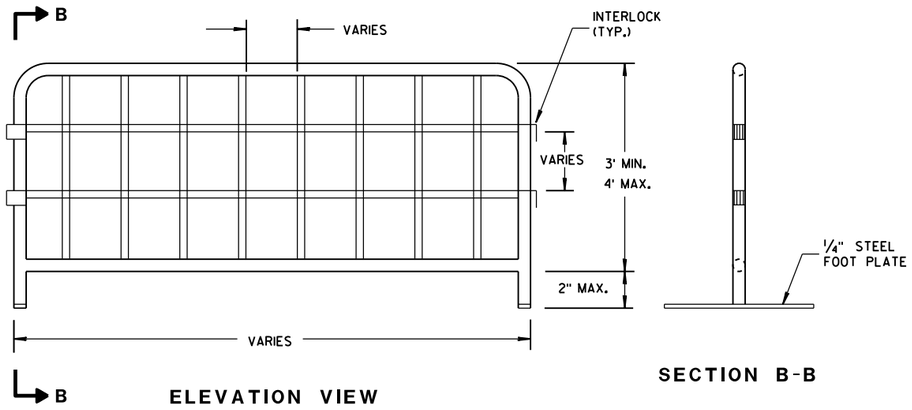
(1) INTERCHANGEABLE WITH THE PEDESTRIAN SAFETY FENCE.



SECTION A-A



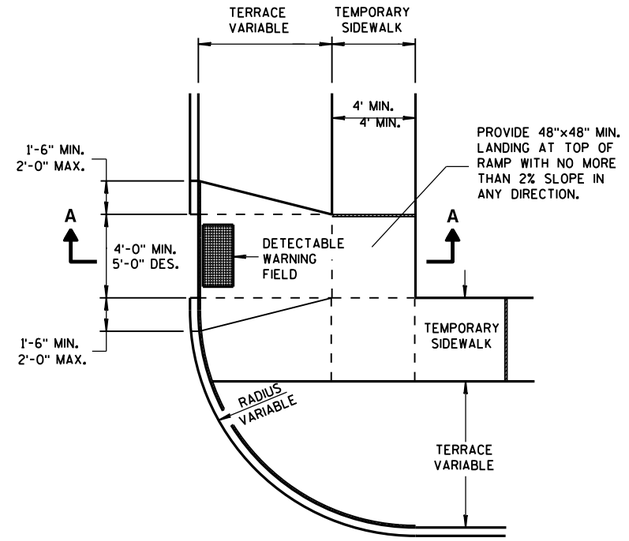
PEDESTRIAN SAFETY FENCE



ELEVATION VIEW

SECTION B-B

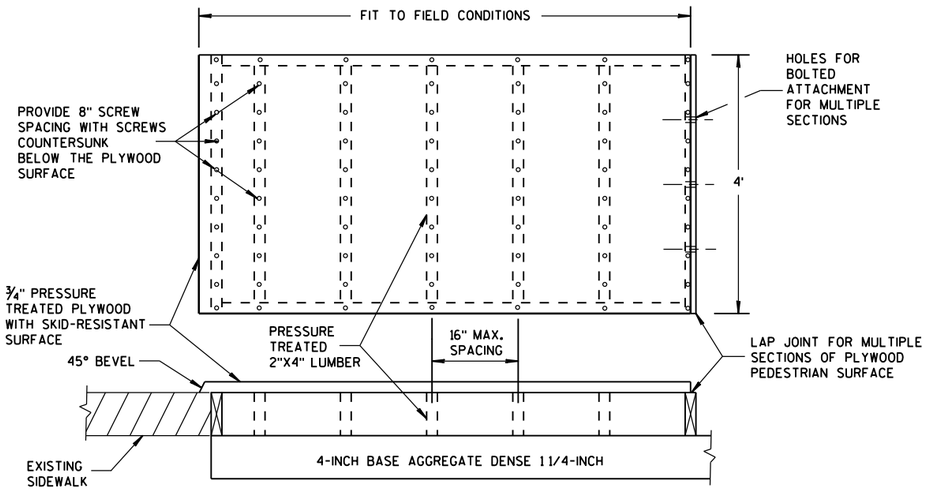
TEMPORARY PEDESTRIAN STEEL BARRICADE (1)



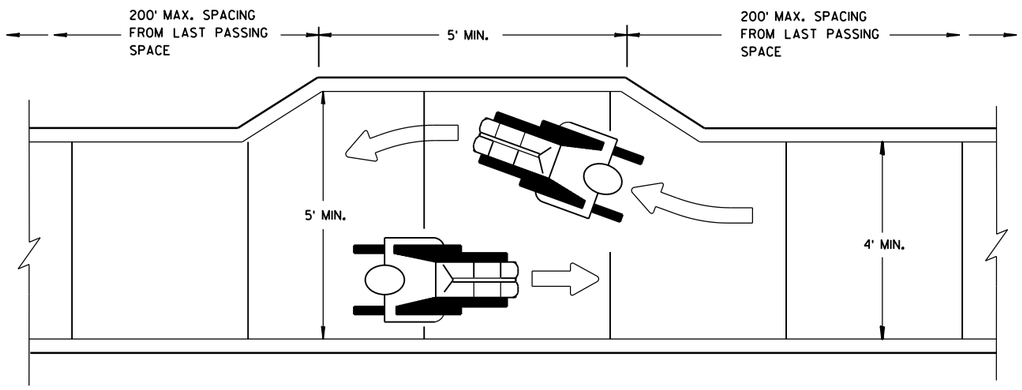
PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)



TEMPORARY PEDESTRIAN SURFACE PLYWOOD



NARROW SIDEWALK PASSING DETAIL

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2015 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER — SIGN
FHWA

6

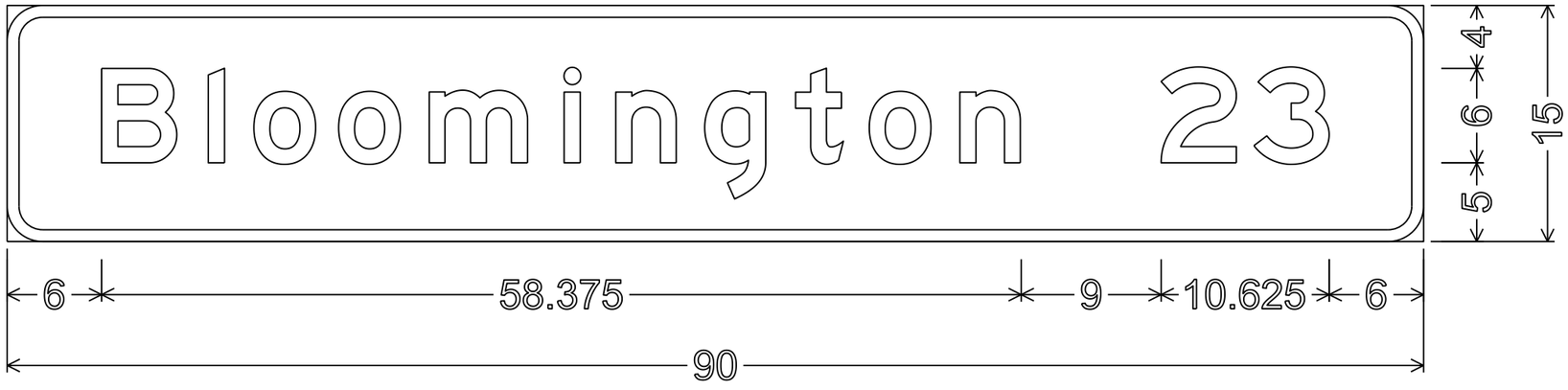
S.D.D. 15 D 30-2c

6

S.D.D. 15 D 30-2c

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted



D2-1; 2.250" Radius, 0.750" Border

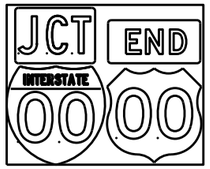
7

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	PERMANENT SIGNING	SHEET NO:	E

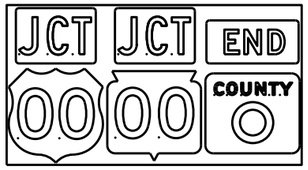
FILE NAME : C:\CAEfiles\Projects\tr_d1\1221g416.DGN PLOT DATE : 14-JUN-2016 18:49 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 9.224790:1.000000

TYPICAL ASSEMBLIES

J1-1

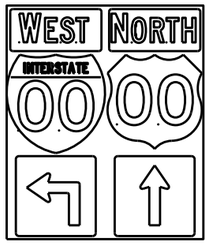


J1-2

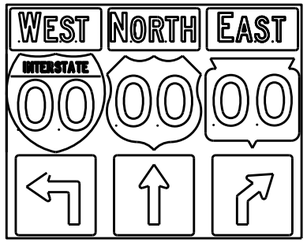


J1-3

J2-1



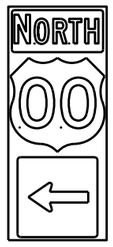
J2-2



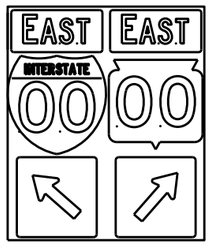
J2-3

JV

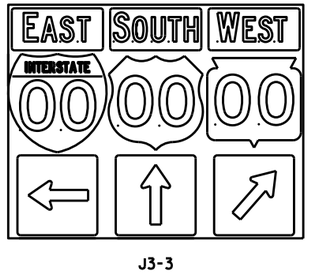
(Typical Vertical J-Assembly
See Note 10 and 11)



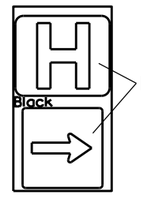
J3-1



J3-2



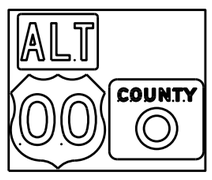
J3-3



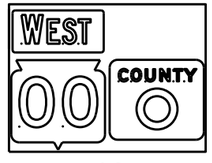
Blue Background

JH-1

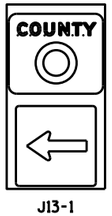
J4-1



J4-2



J4-2



J13-1

J12-1

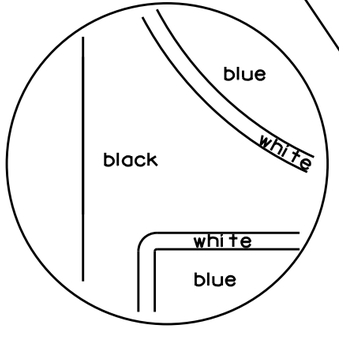
J32-1

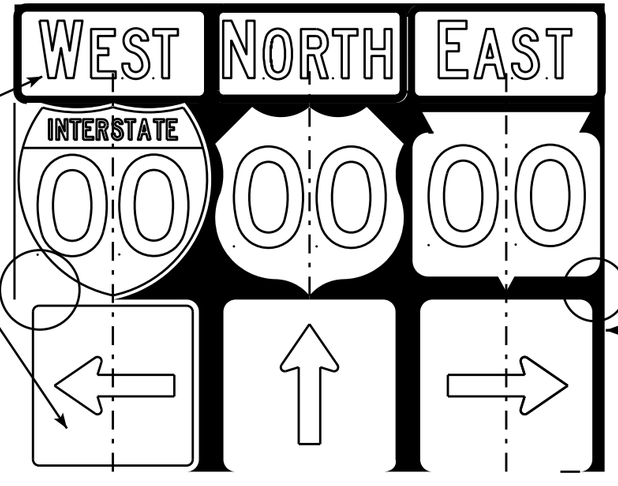
J33-1

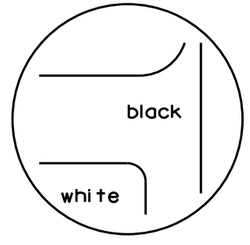
J23-1

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

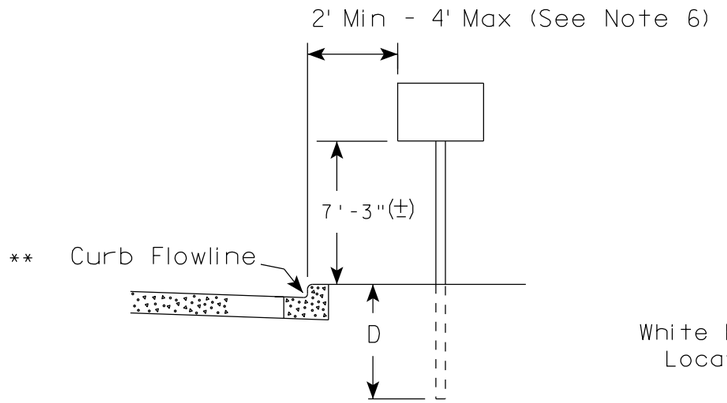
DATE 2/06/14 PL... A2-1S.8

PROJECT NO: | SHEET NO: E

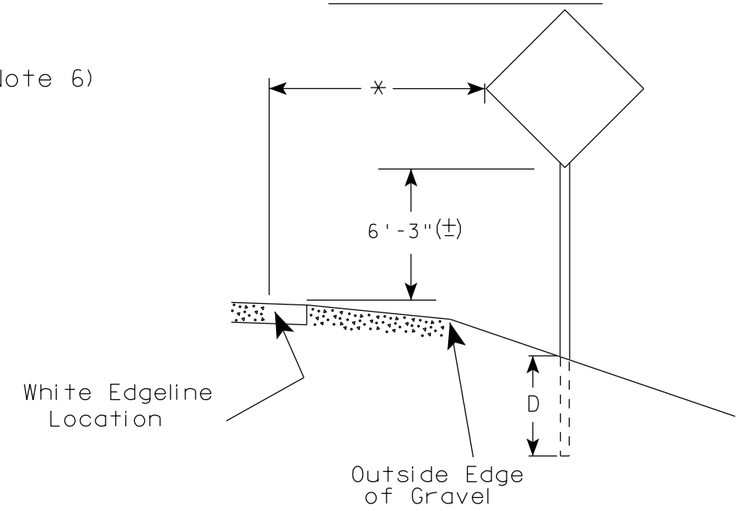
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :

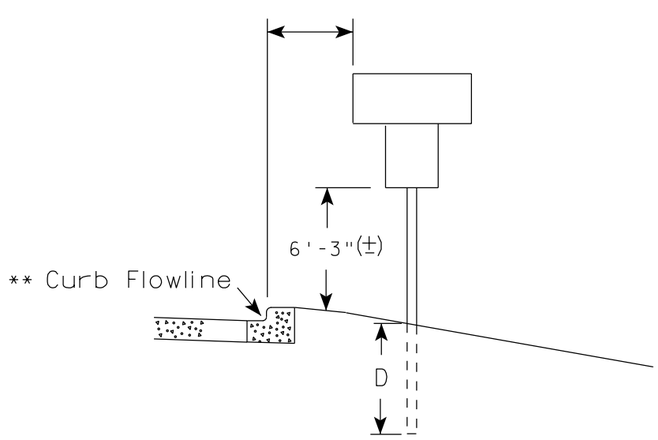
WISDOT/CADDS SHEET 42

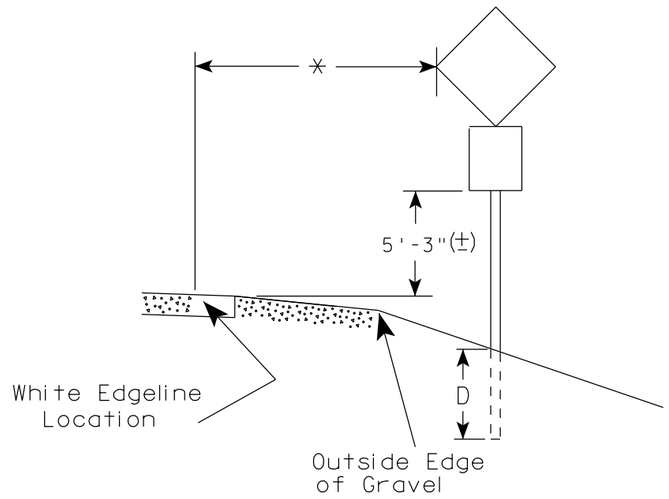
URBAN AREA



RURAL AREA (See Note 2)







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

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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on 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" (±).

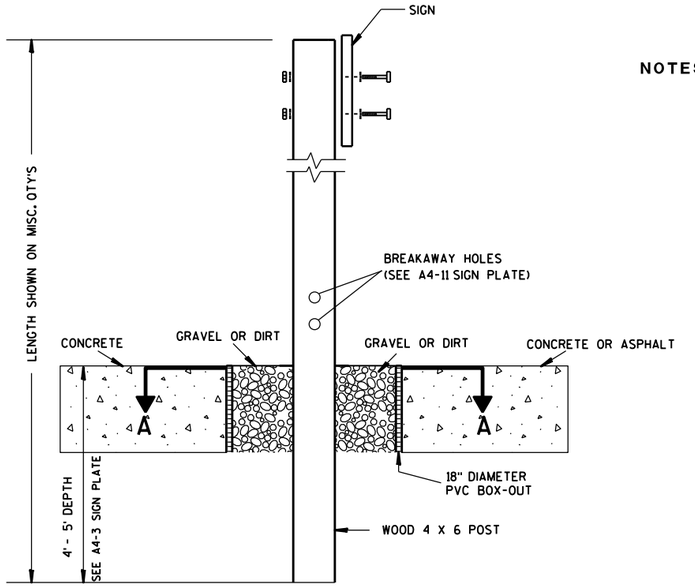
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-3.20

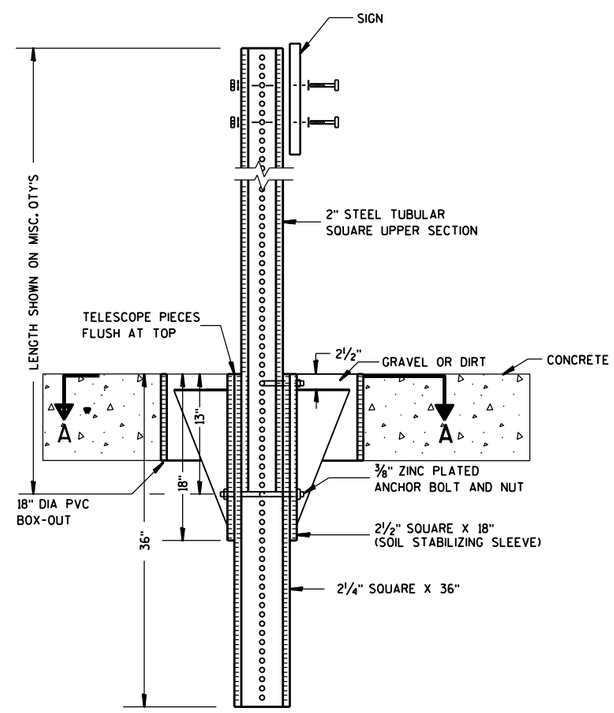
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

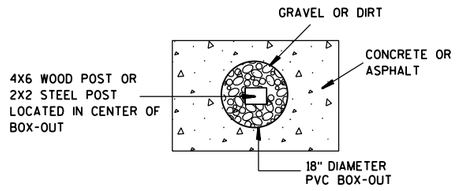
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

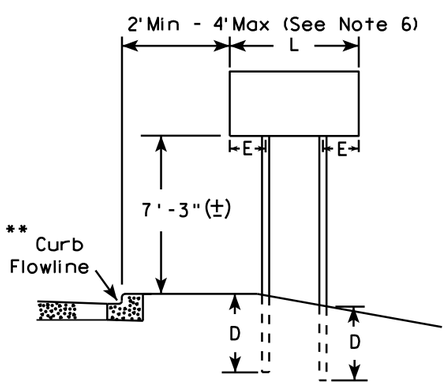
APPROVED Matthew R Rauch
for State Traffic Engineer

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

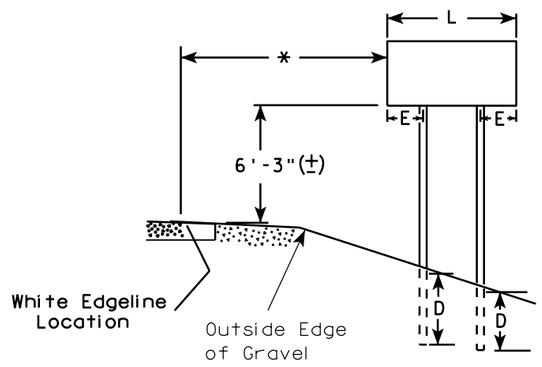
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

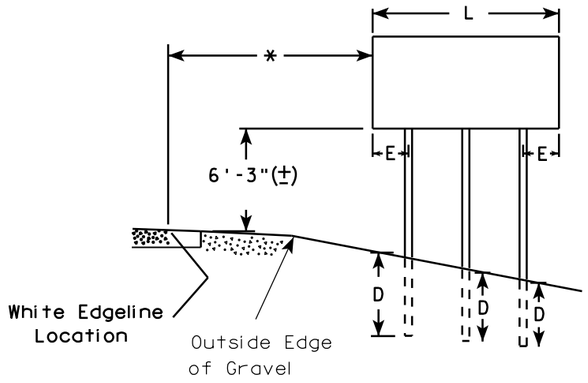
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

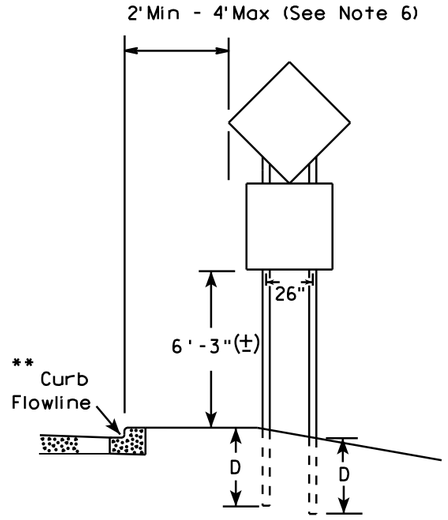
URBAN AREA



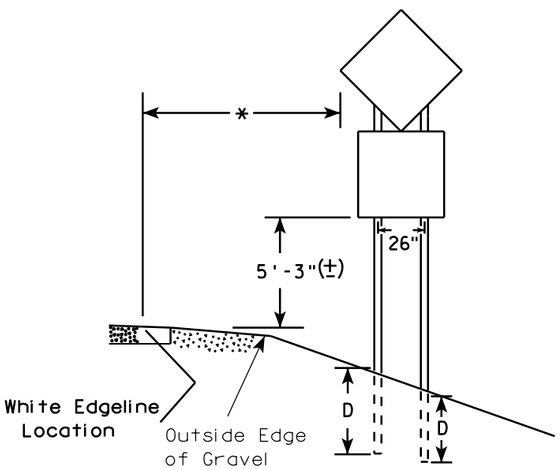
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

***	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"

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 and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

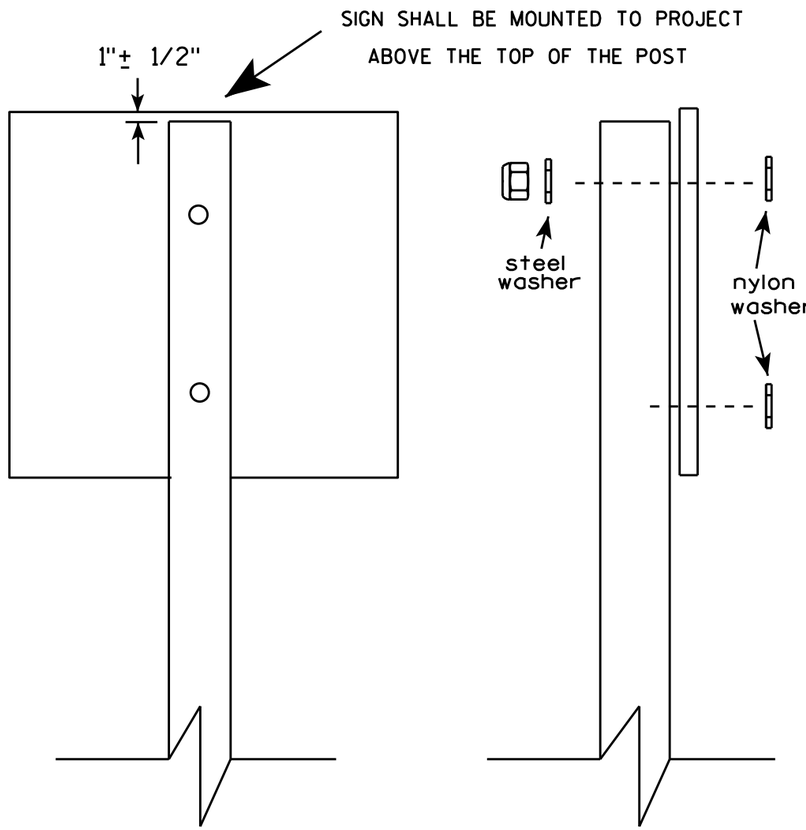
APPROVED Matthew R Rauch
for State Traffic Engineer

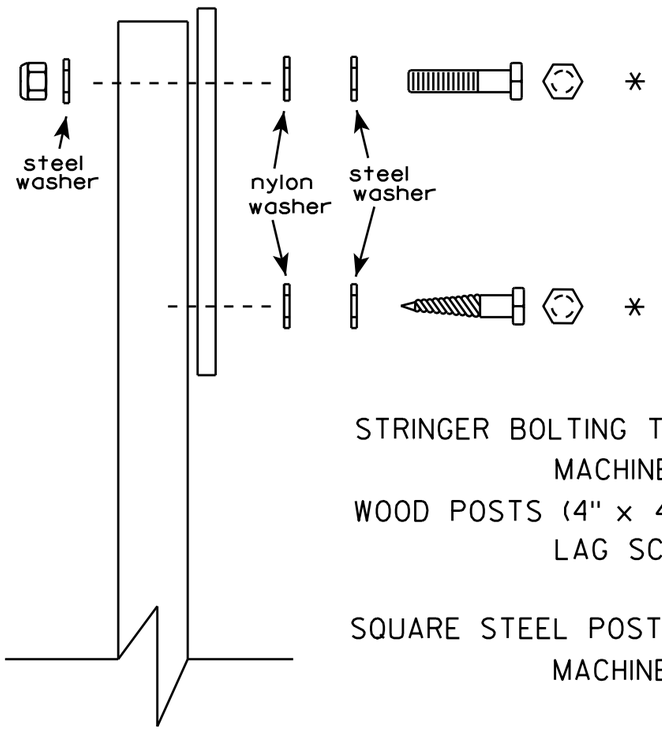
DATE 7/23/15 PLATE NO. A4-4 110 14

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A44.DGN PLOT DATE : 23-JUL-2015 15:23 PLOT BY : mscj9h 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.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ nuts

WOOD POSTS (4" x 4" or 4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

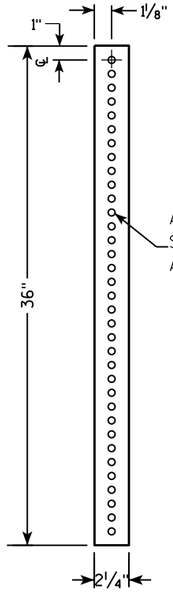
DATE 4/27/16 PLATE NO. A4-8.8

PROJECT NO: | SHEET NO: E

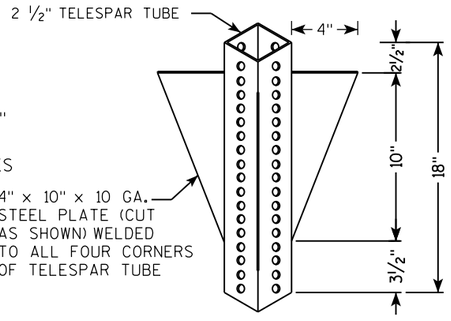
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 27-APR-2016 09:07 PLOT BY : mscj9h
WISDOT/CADDS SHEET 42

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

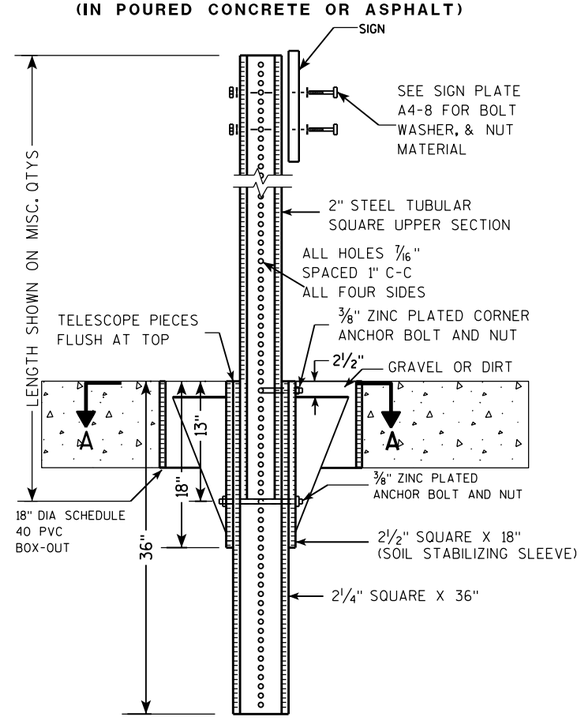
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



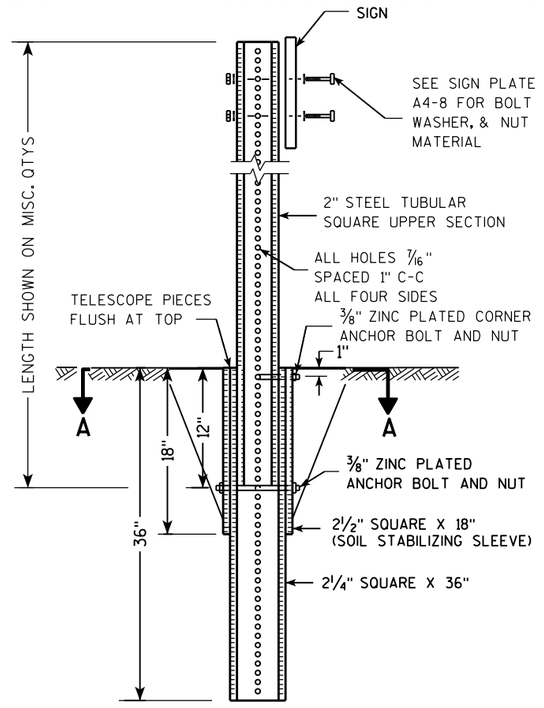
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

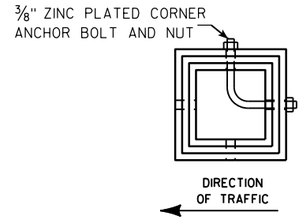


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

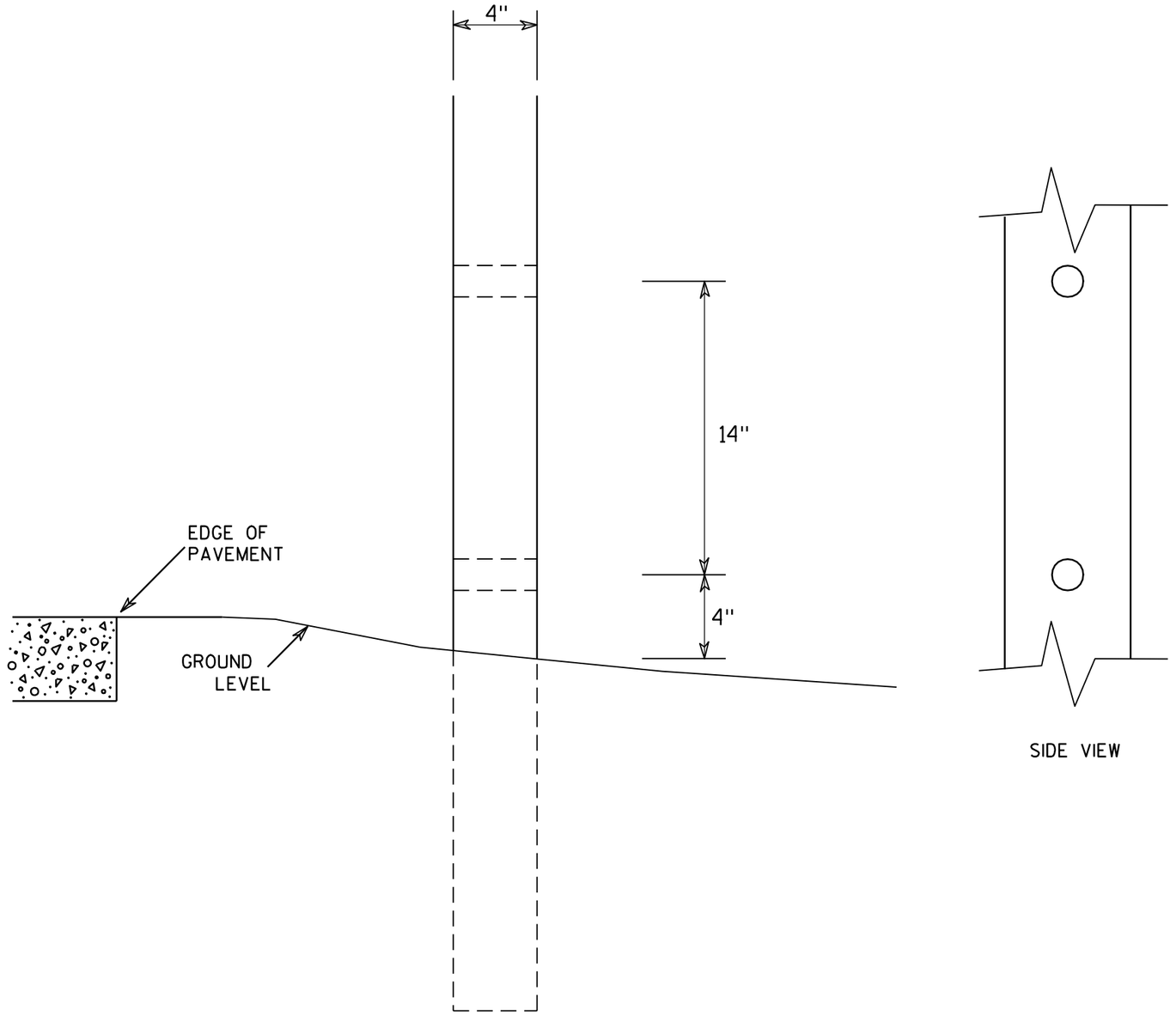
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 112 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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

WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

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

7

7

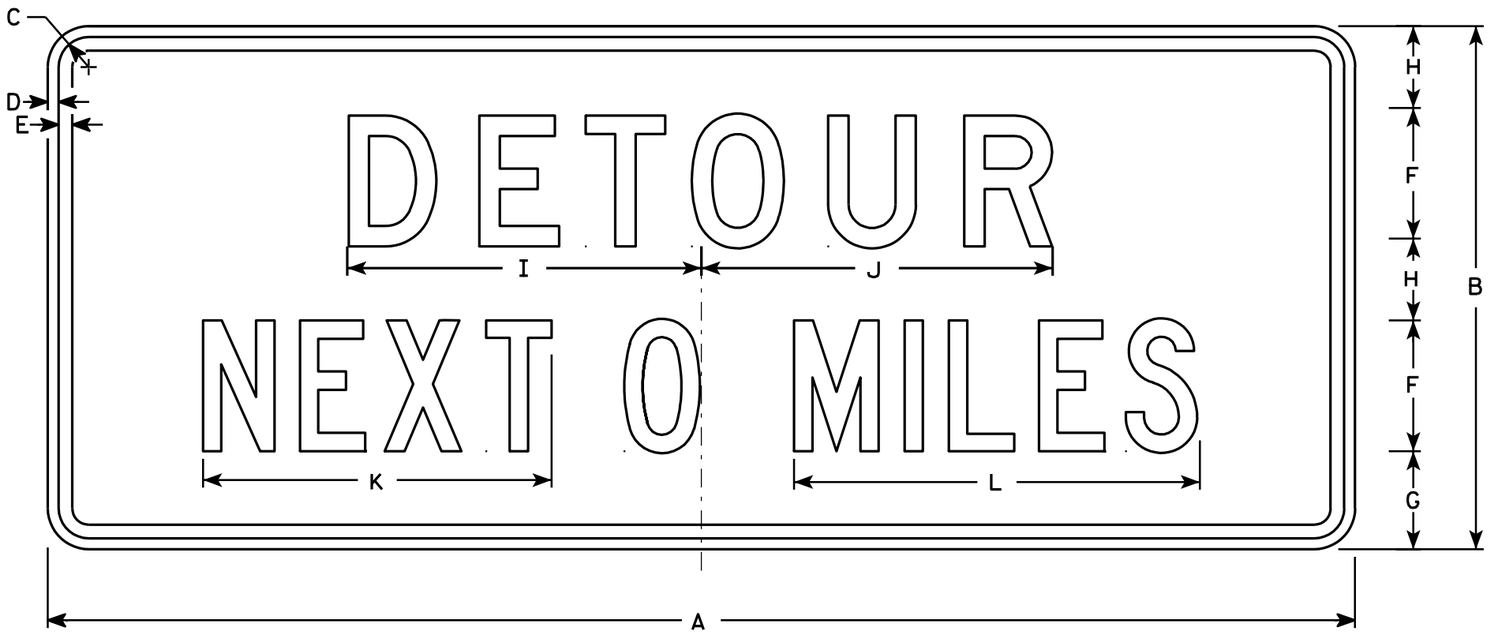
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 113	E



G20-51

NOTES

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

Metric equivalent for this sign is:

SIZE	
1	
2	1500 mm X 600 mm
3	
4	1500 mm X 600 mm
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10	.90
3																												
4	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10	.90
5																												

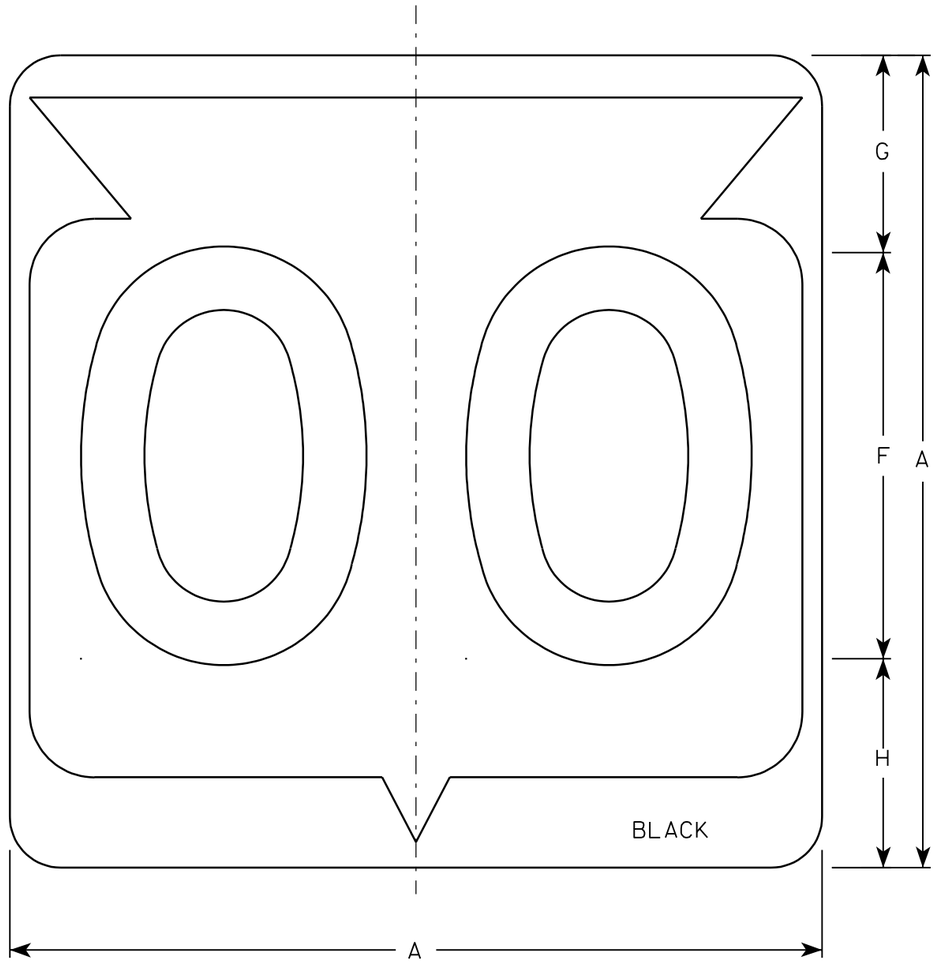
STANDARD SIGN
G20-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/20/02 PLATE NO. G20-51.1

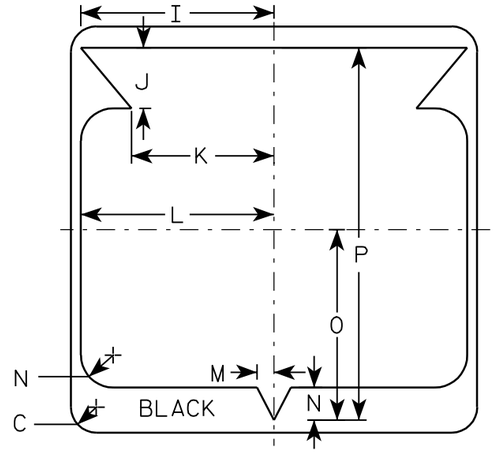
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 114	E



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

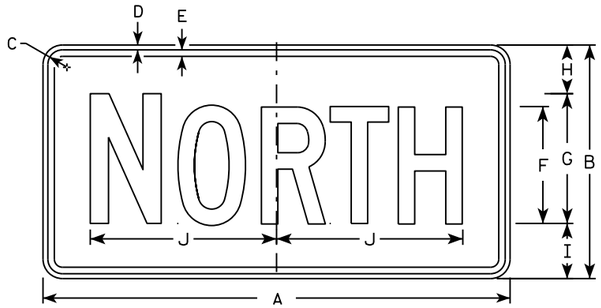
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

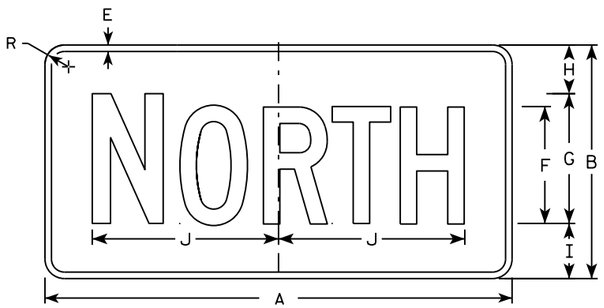
APPROVED Chester J Spang for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 115	E



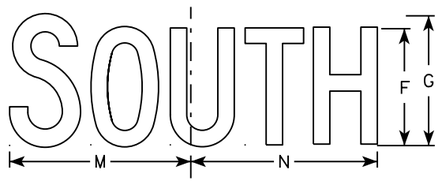
M3-1
MM3-1
MP3-1



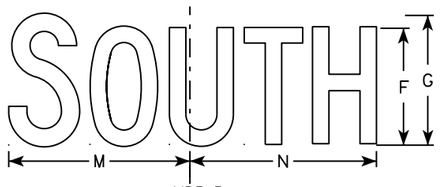
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

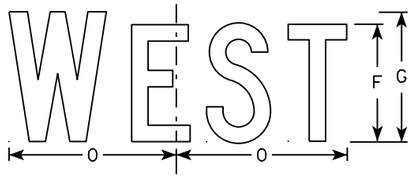
MB3-2
MK3-2
MN3-2



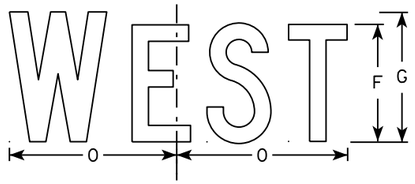
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
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

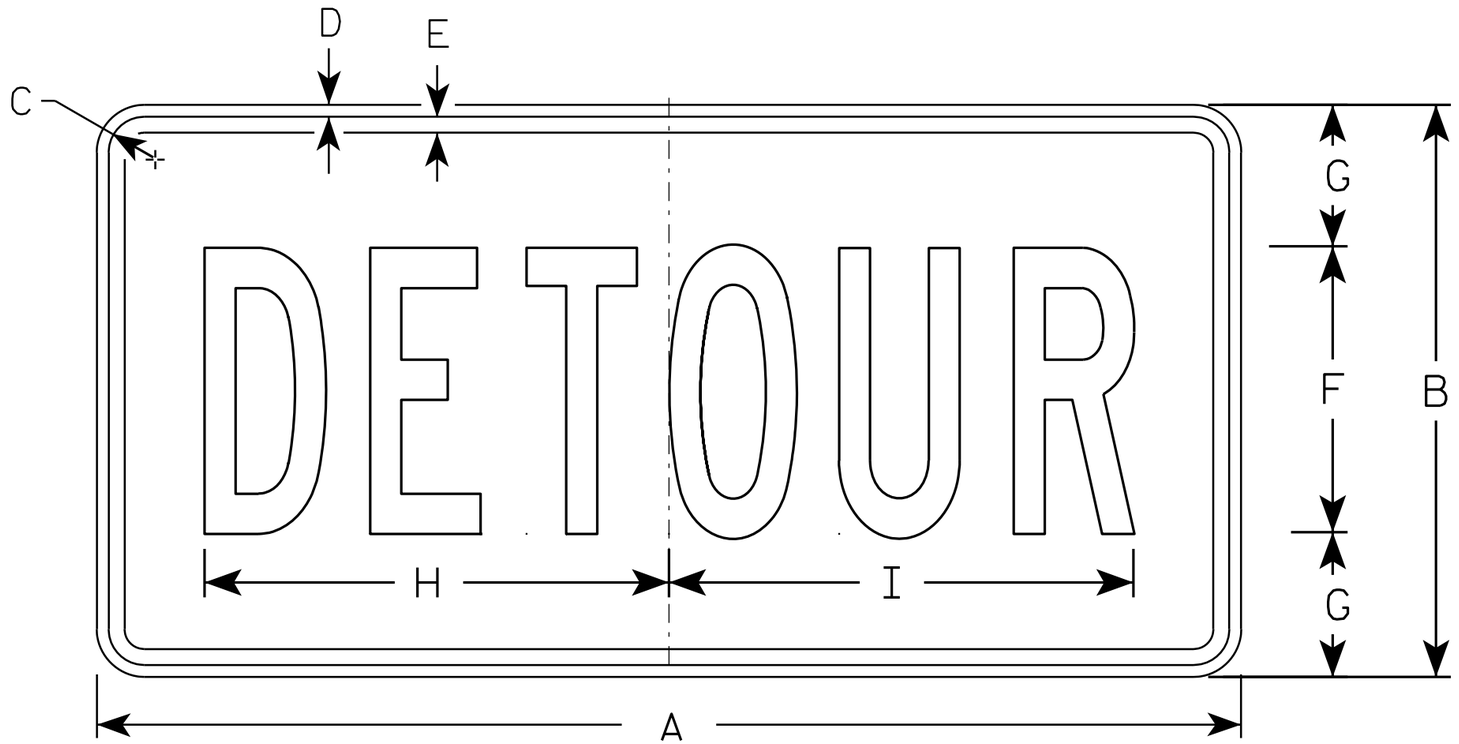
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO M3-1.14

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-8

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/8	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4																											
5																											

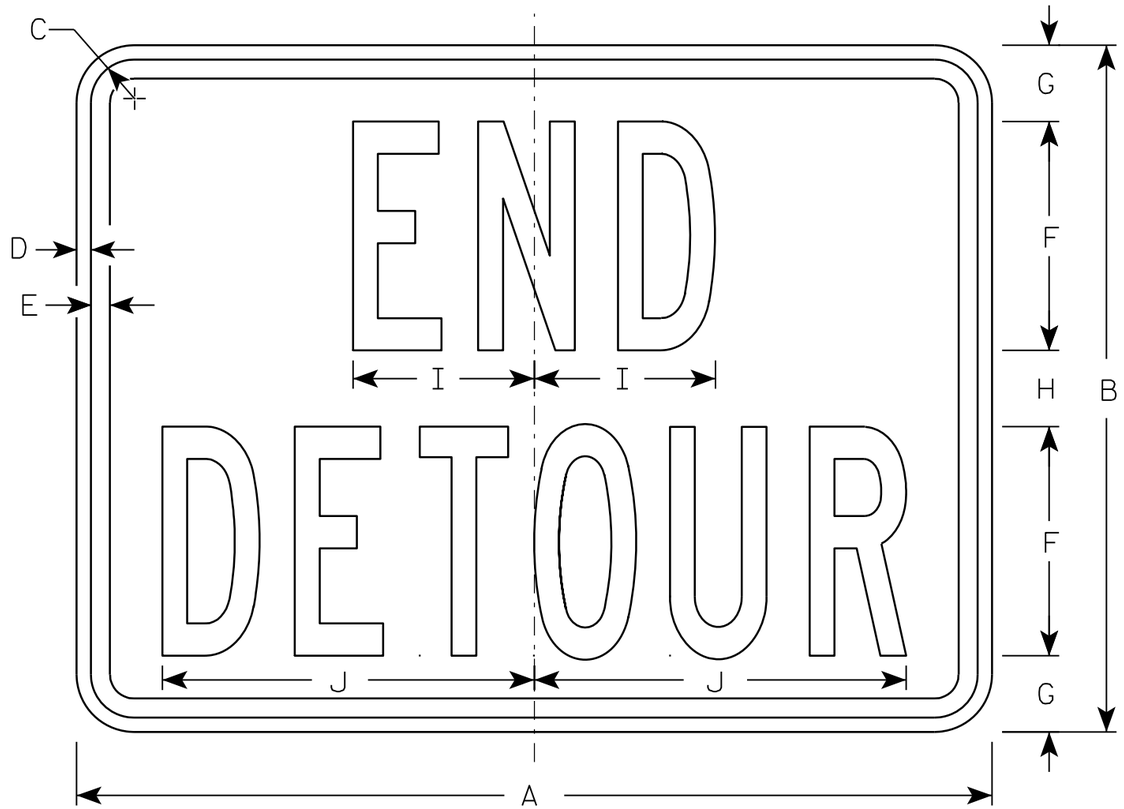
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 117	E



M4-8A

NOTES

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

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

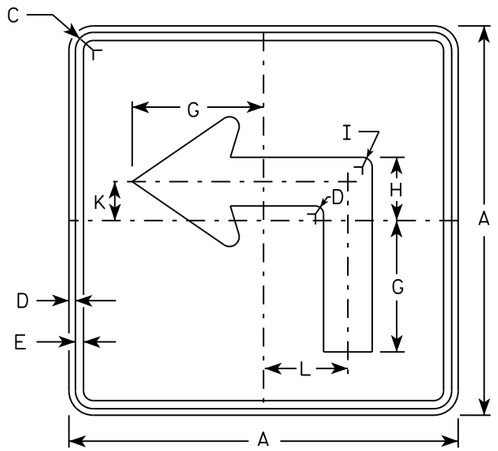
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

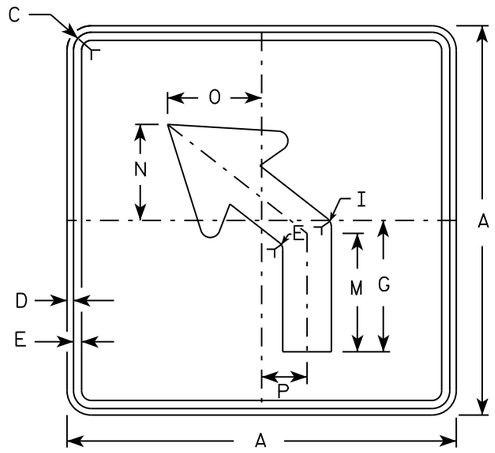
APPROVED Matthew R Rauch
for State Traffic Engineer

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

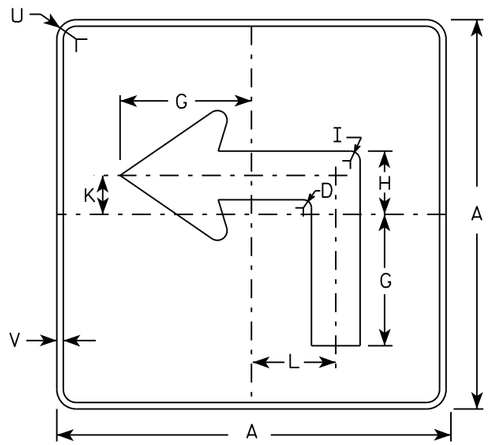
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 118	E



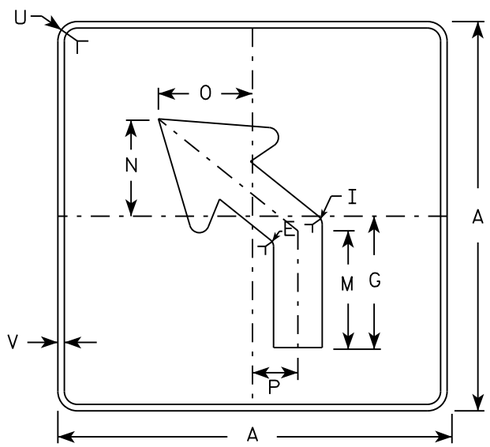
M5-1L
MM5-1L
MO5-1L
MP5-1L



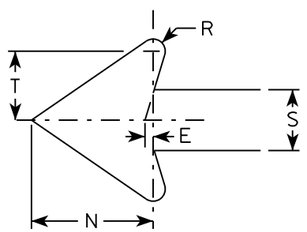
M5-2L
MM5-2L
MO5-2L
MP5-2L



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



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



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

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

STANDARD SIGN
M5-1 & M5-2

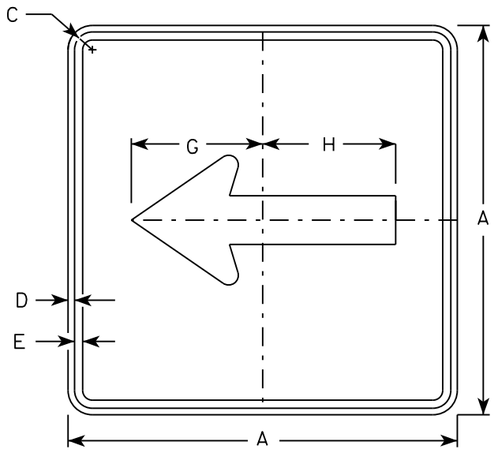
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

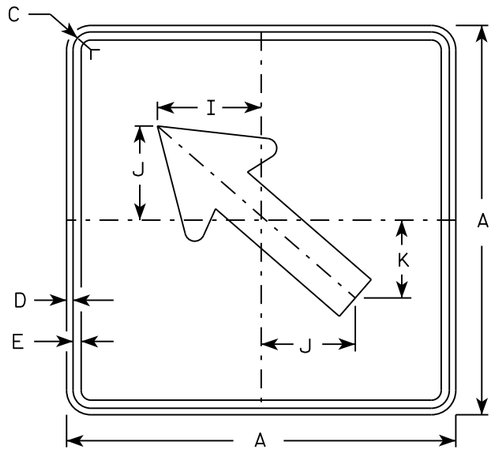
DATE 10/15/15 PLATE NO. M5-1.13

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



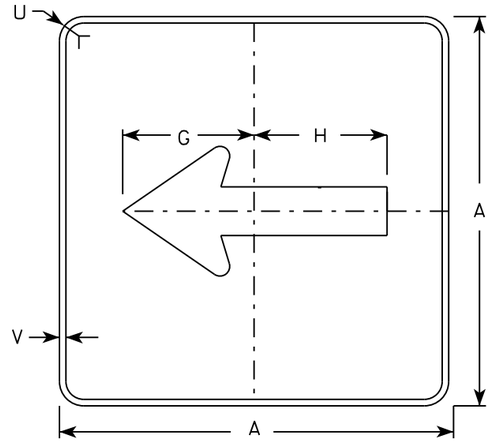
M6-1
MM6-1
MO6-1
MP6-1



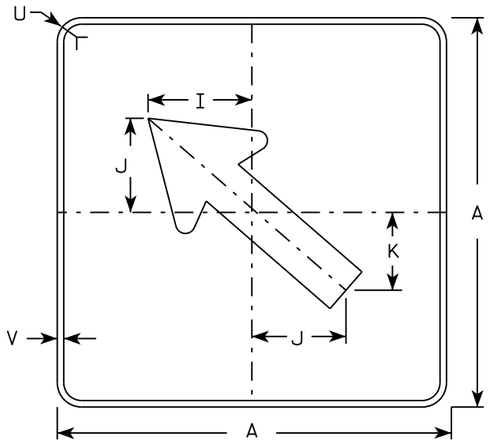
M6-2
MM6-2
MO6-2
MP6-2

NOTES

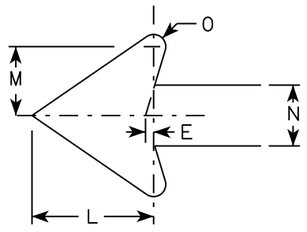
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   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
MK6-1
MN6-1
MR6-1



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



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

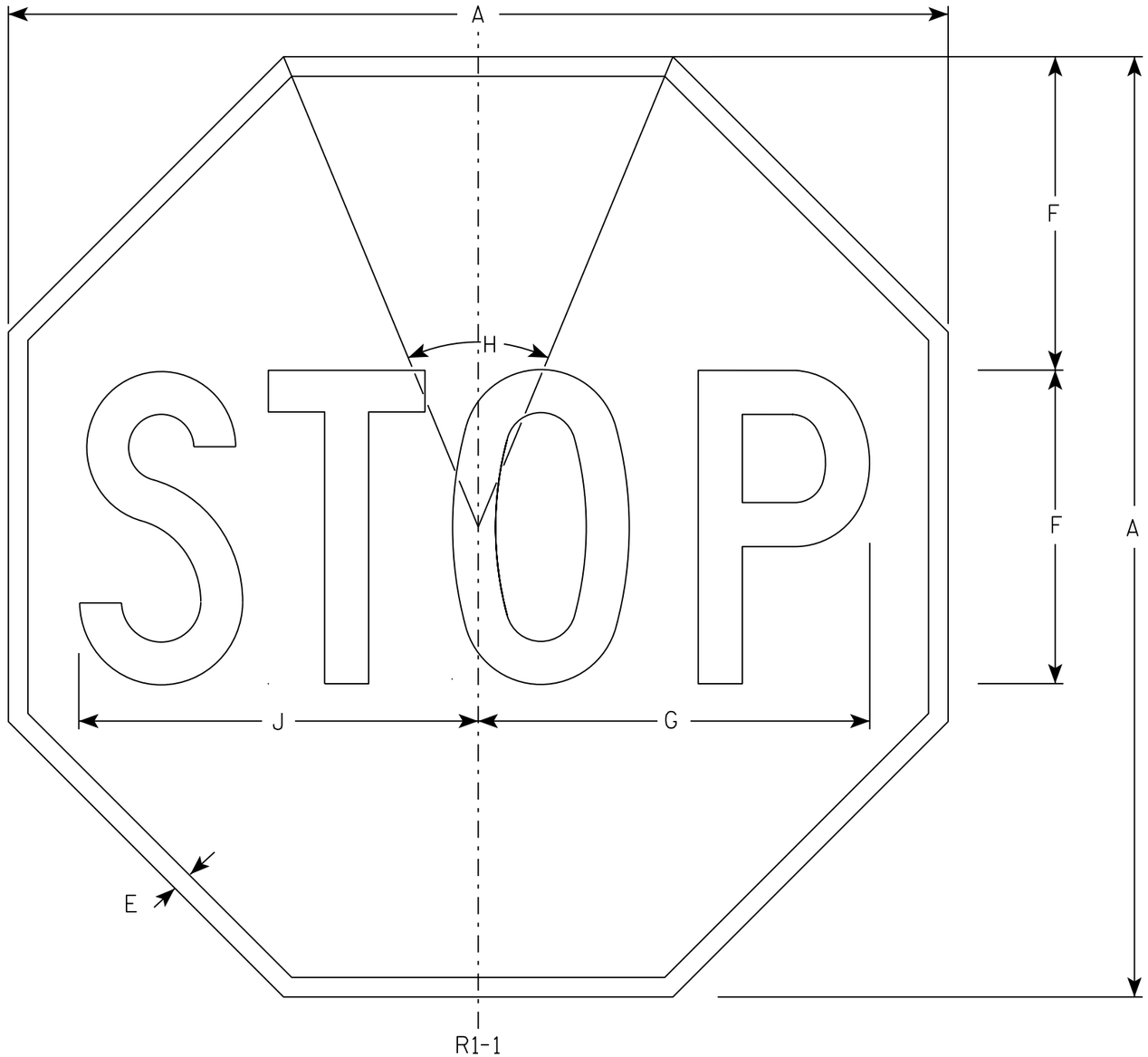
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 120 M6-1.15

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



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	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

STANDARD SIGN
R1-1

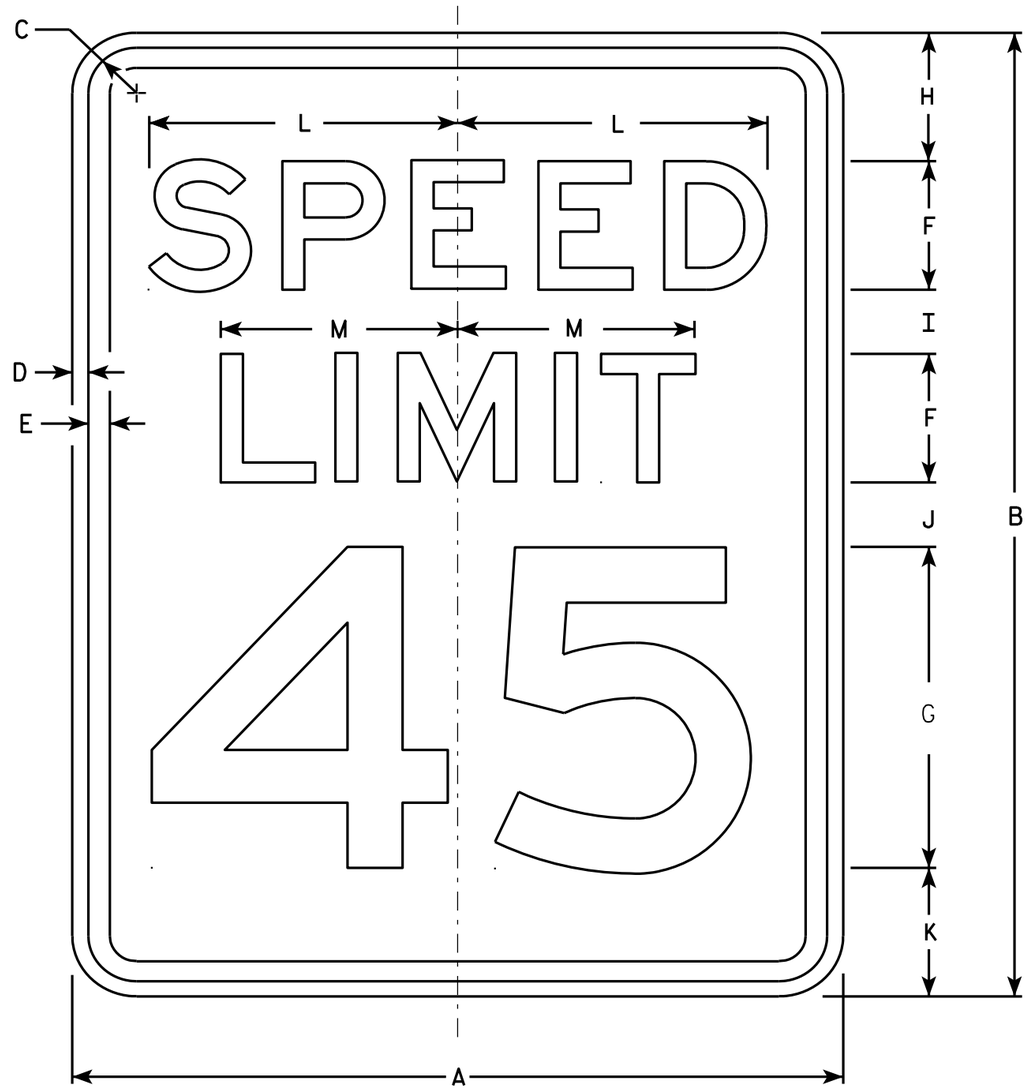
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE 121 R1-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R11.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.378143:1.000000



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

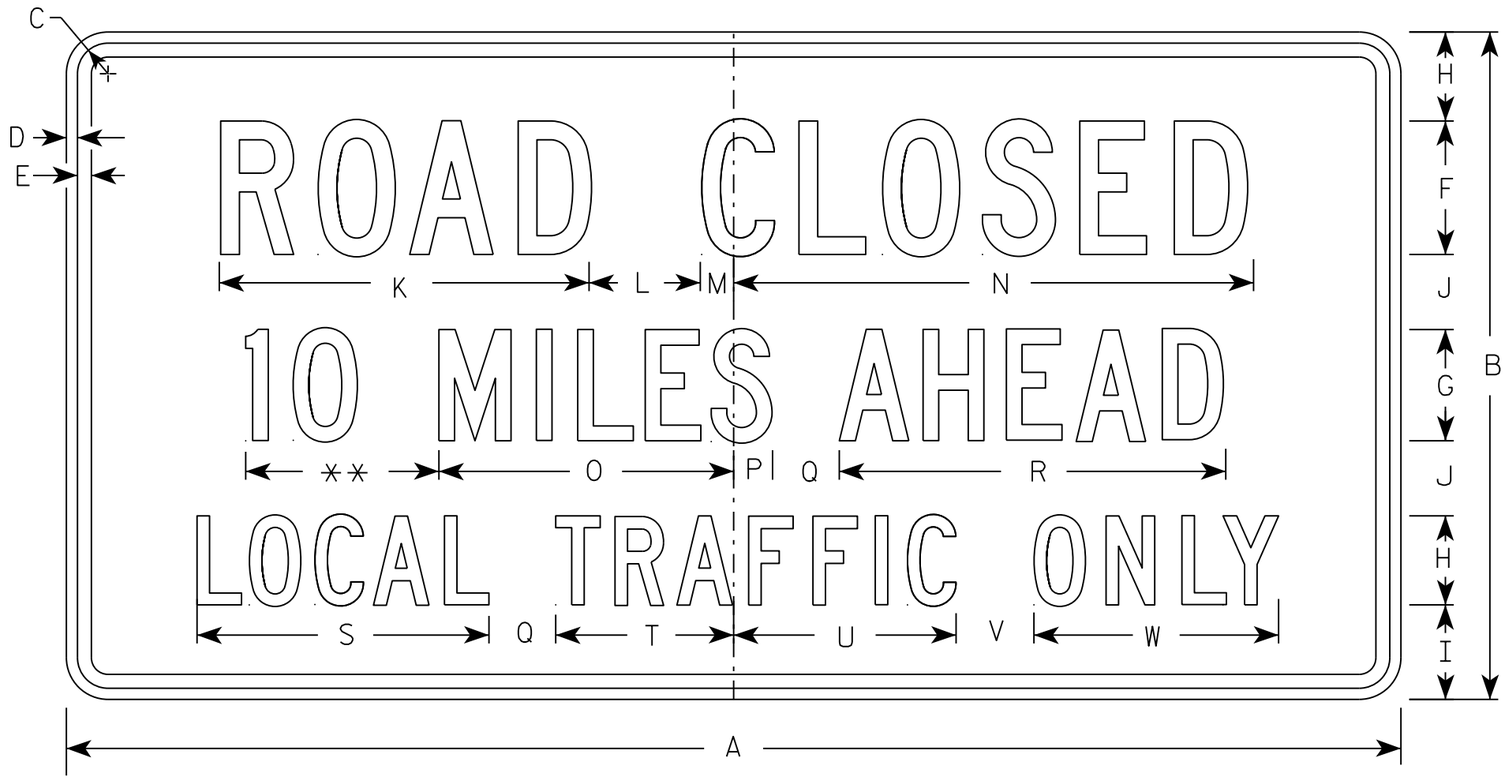
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 122 | 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



R11-3

NOTES

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

** See Note 5

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

STANDARD SIGN
R11-3

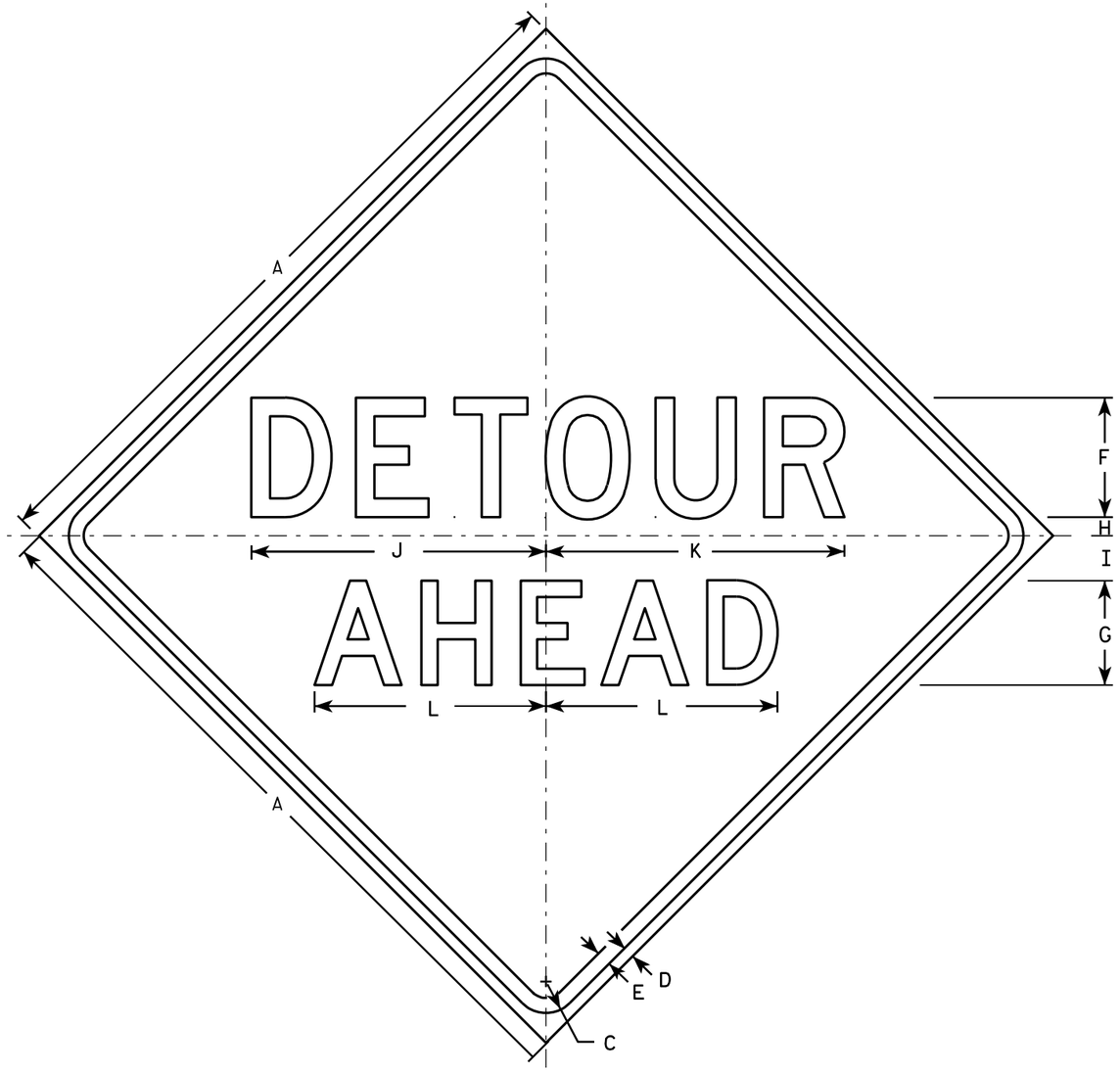
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

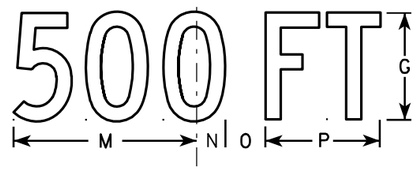
DATE 7/28/16 PLATE NO. R11-3.7

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

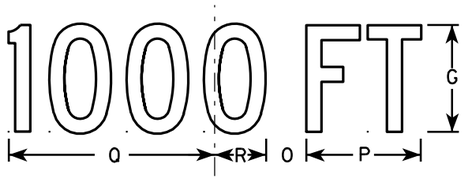
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R113.DGN PLOT DATE : 28-JUL-2016 16:25 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 6.810445:1.000000



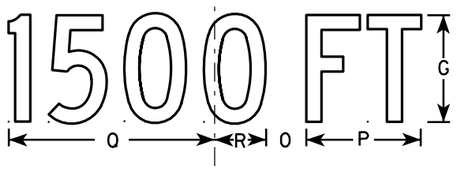
W20-2A



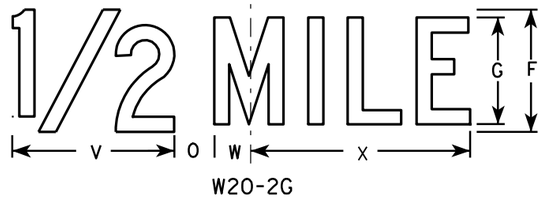
W20-2D



W20-2C



W20-2B



W20-2G

W20-2F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

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	36		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 124	E

STATION	Distance	AREA (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Expanded Fill	Expanded Marsh Backfill	Expanded Rock	Expanded EBS Backfill	Reduced Marsh in Fill	Reduced EBS In Fill	
														1.00	1.30	1.50	1.10	1.50	0.60	0.80	
								Note 1	Note 2	Note 3				Note 1		Note 4		Note 5	Note 6	Note 7	Note 8
524+50		0.00	14.38	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
525+00	50	47.73	14.38	3.95	0	0	0	44	27	4	0	0	0	44	5	0	0	0	0	0	13
525+50	50	51.78	14.38	1.38	0	0	0	92	27	5	0	0	0	136	11	0	0	0	0	0	72
526+00	50	55.82	14.38	19.67	0	0	0	100	27	19	0	0	0	236	37	0	0	0	0	0	120
526+50	50	49.03	14.38	14.46	0	0	0	97	27	32	0	0	0	333	78	0	0	0	0	0	149
527+00	50	50.75	14.38	11.33	0	0	0	92	27	24	0	0	0	425	109	0	0	0	0	0	184
527+43	43	69.32	14.38	7.91	0	0	0	96	23	15	0	0	0	521	129	0	0	0	0	0	236
527+50	7	67.57	14.38	7.58	0	0	0	18	4	2	0	0	0	539	131	0	0	0	0	0	248
528+00	50	54.72	14.38	24.81	0	0	0	113	27	30	0	0	0	652	170	0	0	0	0	0	296
528+50	50	60.19	14.38	16.01	0	0	0	106	27	38	0	0	0	758	219	0	0	0	0	0	326
529+00	50	67.57	14.38	10.34	0	0	0	118	27	24	0	0	0	877	251	0	0	0	0	0	386
529+50	50	72.31	14.38	16.35	0	0	0	130	27	25	0	0	0	1006	283	0	0	0	0	0	457
530+00	50	71.42	14.38	8.67	0	0	0	133	27	23	0	0	0	1139	313	0	0	0	0	0	533
530+50	50	72.99	14.38	6.71	0	0	0	134	27	14	0	0	0	1273	332	0	0	0	0	0	622
531+00	50	74.42	14.38	6.47	0	0	0	136	27	12	0	0	0	1410	348	0	0	0	0	0	716
531+50	50	75.79	14.38	6.36	0	0	0	139	27	12	0	0	0	1549	363	0	0	0	0	0	813
532+00	50	77.96	14.38	7.48	0	0	0	142	27	13	0	0	0	1691	380	0	0	0	0	0	912
532+50	50	86.87	14.38	7.87	0	0	0	153	27	14	0	0	0	1844	398	0	0	0	0	0	1019
533+00	50	92.22	14.38	10.31	0	0	0	166	27	17	0	0	0	2009	420	0	0	0	0	0	1137
533+50	50	95.40	14.38	8.60	0	0	0	174	27	18	0	0	0	2183	443	0	0	0	0	0	1261
534+00	50	98.57	14.38	8.19	0	0	0	180	27	16	0	0	0	2363	463	0	0	0	0	0	1394
534+50	50	100.47	14.38	12.72	0	0	0	184	27	19	0	0	0	2547	488	0	0	0	0	0	1526
535+00	50	99.16	14.38	21.09	0	0	0	185	27	31	0	0	0	2732	529	0	0	0	0	0	1644
535+50	50	100.76	14.38	16.10	0	0	0	185	27	34	0	0	0	2917	574	0	0	0	0	0	1758
535+69	19	101.58	14.38	12.32	0	0	0	71	10	10	0	0	0	2988	587	0	0	0	0	0	1806
536+00	31	104.72	14.38	10.43	0	0	0	118	17	13	0	0	0	3107	604	0	0	0	0	0	1891
536+50	50	105.21	14.38	11.04	0	0	0	194	27	20	0	0	0	3301	630	0	0	0	0	0	2033
537+00	50	113.48	14.38	6.04	0	0	0	202	27	16	0	0	0	3503	650	0	0	0	0	0	2188
537+06	6	117.62	14.38	6.11	0	0	0	26	3	1	0	0	0	3529	652	0	0	0	0	0	2209
537+50	44	113.89	14.38	25.50	0	0	0	189	23	26	0	0	0	3718	685	0	0	0	0	0	2340
537+92	42	130.51	14.38	6.43	0	0	0	190	22	25	0	0	0	3908	718	0	0	0	0	0	2476
538+00	8	119.21	14.38	13.00	0	0	0	37	4	3	0	0	0	3945	721	0	0	0	0	0	2505
538+50	50	109.10	14.38	23.62	0	0	0	211	27	34	0	0	0	4156	765	0	0	0	0	0	2645
539+00	50	91.67	14.38	14.63	0	0	0	186	27	35	0	0	0	4342	811	0	0	0	0	0	2759
539+50	50	83.81	14.38	10.38	0	0	0	162	27	23	0	0	0	4505	842	0	0	0	0	0	2864
540+00	50	67.97	14.38	5.61	0	0	0	141	27	15	0	0	0	4645	861	0	0	0	0	0	2959
540+50	50	34.52	14.38	0.00	0	0	0	95	27	5	0	0	0	4740	868	0	0	0	0	0	3021
540+64	14	34.58	14.38	0.00	0	0	0	18	7	0	0	0	0	4758	868	0	0	0	0	0	3031
540+68	4	33.23	14.38	0.00	0	0	0	5	2	0	0	0	0	4763	868	0	0	0	0	0	3034
541+00	32	58.80	15.75	6.84	0	0	0	55	18	4	0	0	0	4818	873	0	0	0	0	0	3065
541+50	50	51.69	15.75	6.64	0	0	0	102	29	12	0	0	0	4920	889	0	0	0	0	0	3122
541+70	20	49.92	15.75	2.59	0	0	0	38	12	3	0	0	0	4958	894	0	0	0	0	0	3144
542+00	30	43.00	15.75	5.43	0	0	0	52	18	4	0	0	0	5009	899	0	0	0	0	0	3172
542+24	24	39.67	15.75	3.21	0	0	0	37	14	4	0	0	0	5046	904	0	0	0	0	0	3190
542+50	26	40.14	15.75	5.09	0	0	0	38	15	4	0	0	0	5084	909	0	0	0	0	0	3208
542+75	25	44.31	15.75	2.27	0	0	0	39	15	3	0	0	0	5123	914	0	0	0	0	0	3228
543+00	25	43.61	15.75	4.58	0	0	0	41	15	3	0	0	0	5164	918	0	0	0	0	0	3250
						COLUMN TOTALS		5164	996	706	0	0	0								

Notes:	
1 - Cut	Cut includes Salvaged/Unusable Pavement material
2 - Salvaged/Unusable Pavement Material	This does not show up in cross sections
3 - Fill	Does not include Unusable Pavement Exc volume
4 - Expanded Marsh Backfill	Will be backfilled with Granular Backfill (or Cut, or Borrow)
5 - Expanded EBS	Will be backfilled with Granular Backfill (or Cut, or Borrow)
6 - Reduced Marsh in Fill	Reduced Marsh Excavation that can be used in Fill
7 - Reduced EBS in Fill	Reduced EBS Excavation that can be used in Fill
8 - Mass Ordinate	If Marsh or EBS to be backfilled with Cut or Borrow: [(Cut + Marsh Exc + EBS) - ((Fill - Reduced Marsh in Fill) - (Reduced EBS in Fill) - Expanded Rock) * Fill Factor)]
8 - Mass Ordinate	If Marsh and EBS to be backfilled with Granular: [(Cut + EBS + Marsh Exc) - ((Fill - (Reduced Marsh in Fill) - (Reduced EBS in Fill) - (Expanded Rock)) * Fill Factor))]
8 - Mass Ordinate	If Marsh and EBS to be backfilled with Granular: [(Cut) - ((Fill - Expanded Rock) * Fill Factor))]
8 - Mass Ordinate	If Marsh and EBS to be backfilled with Cut or Borrow: [(Cut) - ((Fill - Expanded Rock) * Fill Factor))]

STATION	Distance	AREA (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							
		Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Expanded Fill	Expanded Marsh Backfill	Expanded Rock	Expanded EBS Backfill	Reduced Marsh in Fill	Reduced EBS In Fill	Mass Ordinate
								Note 1	Note 2	Note 3				1.00 Note 1	1.30	1.50 Note 4	1.10	1.50 Note 5	0.60 Note 6	0.80 Note 7	Note 8
543+00		43.61	15.75	4.58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
543+50	50	50.04	15.75	4.55	0	0	0	87	29	8	0	0	0	87	11	0	0	0	0	0	47
544+00	50	24.99	15.75	0.00	0	0	0	69	29	4	0	0	0	156	16	0	0	0	0	0	45
544+24	24	24.76	15.75	0.00	0	0	0	22	14	0	0	0	0	178	16	0	0	0	0	0	33
544+26	2	25.01	15.75	0.00	0	0	0	2	1	0	0	0	0	180	16	0	0	0	0	0	54
544+50	24	28.28	15.75	0.00	0	0	0	24	14	0	0	0	0	204	16	0	0	0	0	0	89
545+00	50	68.34	15.75	4.96	0	0	0	89	29	5	0	0	0	293	22	0	0	0	0	0	108
545+30	30	53.59	15.75	2.27	0	0	0	68	18	4	0	0	0	361	28	0	0	0	0	0	130
545+50	20	49.45	15.75	4.98	0	0	0	38	12	3	0	0	0	399	31	0	0	0	0	0	211
546+00	50	42.84	15.75	4.72	0	0	0	85	29	9	0	0	0	485	43	0	0	0	0	0	255
546+50	50	42.23	15.75	5.07	0	0	0	79	29	9	0	0	0	563	55	0	0	0	0	0	279
546+91	41	52.05	15.75	2.84	0	0	0	72	24	6	0	0	0	635	62	0	0	0	0	0	263
547+00	9	52.50	15.75	5.11	0	0	0	17	5	1	0	0	0	652	64	0	0	0	0	0	353
547+50	50	69.90	15.75	4.54	0	0	0	113	29	9	0	0	0	766	76	0	0	0	0	0	387
547+83	33	46.90	15.75	0.00	0	0	0	71	19	3	0	0	0	837	79	0	0	0	0	0	392
547+96	13	47.61	15.75	0.00	0	0	0	23	8	0	0	0	0	860	79	0	0	0	0	0	391
548+00	4	48.48	15.75	0.00	0	0	0	7	2	0	0	0	0	867	79	0	0	0	0	0	474
548+48	48	86.10	15.75	2.27	0	0	0	120	28	2	0	0	0	987	82	0	0	0	0	0	449
548+50	2	85.78	15.75	2.27	0	0	0	6	1	0	0	0	0	993	82	0	0	0	0	0	607
549+00	50	74.32	15.75	5.22	0	0	0	148	29	7	0	0	0	1141	91	0	0	0	0	0	696
549+43	43	78.62	15.75	2.27	0	0	0	122	25	6	0	0	0	1263	99	0	0	0	0	0	683
549+50	7	76.49	15.75	5.48	0	0	0	20	4	1	0	0	0	1283	100	0	0	0	0	0	735
549+70	20	81.86	15.75	2.62	0	0	0	59	12	3	0	0	0	1342	104	0	0	0	0	0	807
550+00	30	78.47	15.75	4.64	0	0	0	89	18	4	0	0	0	1431	109	0	0	0	0	0	933
550+50	50	79.51	15.75	4.87	0	0	0	146	29	9	0	0	0	1577	121	0	0	0	0	0	1039
551+00	50	74.81	15.75	4.54	0	0	0	143	29	9	0	0	0	1720	132	0	0	0	0	0	1141
551+50	50	61.18	15.75	0.08	0	0	0	126	29	4	0	0	0	1846	138	0	0	0	0	0	1109
551+51	1	61.34	15.75	0.07	0	0	0	2	1	0	0	0	0	1848	138	0	0	0	0	0	1220
552+00	49	73.64	15.75	5.08	0	0	0	122	29	5	0	0	0	1971	144	0	0	0	0	0	1310
552+50	50	71.98	15.75	5.60	0	0	0	135	29	10	0	0	0	2106	157	0	0	0	0	0	1403
553+00	50	75.45	15.75	5.25	0	0	0	137	29	10	0	0	0	2242	170	0	0	0	0	0	1415
553+20	20	80.85	15.75	2.27	0	0	0	58	12	3	0	0	0	2300	173	0	0	0	0	0	1487
553+50	30	74.81	15.75	4.58	0	0	0	86	18	4	0	0	0	2386	178	0	0	0	0	0	1513
553+67	17	78.44	15.75	3.36	0	0	0	48	10	2	0	0	0	2435	182	0	0	0	0	0	1594
554+00	33	72.73	15.75	5.16	0	0	0	92	19	5	0	0	0	2527	188	0	0	0	0	0	1680
554+40	40	71.74	15.75	2.52	0	0	0	107	23	6	0	0	0	2634	196	0	0	0	0	0	1676
554+50	10	71.40	15.75	5.84	0	0	0	27	6	2	0	0	0	2661	198	0	0	0	0	0	1800
555+00	50	60.22	15.75	0.06	0	0	0	122	29	5	0	0	0	2782	205	0	0	0	0	0	1776
555+05	5	60.01	15.75	0.06	0	0	0	11	3	0	0	0	0	2794	205	0	0	0	0	0	1873
555+50	45	68.51	15.75	9.12	0	0	0	107	26	8	0	0	0	2901	215	0	0	0	0	0	1956
556+00	50	61.53	15.75	0.00	0	0	0	120	29	8	0	0	0	3021	226	0	0	0	0	0	1931
556+06	6	59.57	15.75	0.02	0	0	0	13	4	0	0	0	0	3035	226	0	0	0	0	0	2026
556+50	44	48.37	15.75	5.51	0	0	0	88	26	5	0	0	0	3122	232	0	0	0	0	0	2056
556+81	31	42.95	15.75	2.23	0	0	0	52	18	4	0	0	0	3175	237	0	0	0	0	0	2064
557+00	19	38.89	15.75	2.97	0	0	0	29	11	2	0	0	0	3204	240	0	0	0	0	0	2127
557+50	50	34.33	15.75	0.33	0	0	0	68	29	3	0	0	0	3271	244	0	0	0	0	0	2140
557+84	34	0.00	15.75	0.00	0	0	0	22	20	0	0	0	0	3225	240	0	0	0	0	0	2137
						COLUMN TOTALS		3293	866	188	0	0	0								

Notes:	
1 - Cut	Cut includes Salvaged/Unusable Pavement material
2 - Salvaged/Unusable Pavement Material	This does not show up in cross sections
3 - Fill	Does not include Unusable Pavement Exc volume
4 - Expanded Marsh Backfill	Will be backfilled with Granular Backfill (or Cut, or Borrow)
5 - Expanded EBS	Will be backfilled with Granular Backfill (or Cut, or Borrow)
6 - Reduced Marsh in Fill	Reduced Marsh Excavation that can be used in Fill
7 - Reduced EBS in Fill	Reduced EBS Excavation that can be used in Fill
8 - Mass Ordinate	If Marsh or EBS to be backfilled with Cut or Borrow: [(Cut + Marsh Exc + EBS) - ((Fill - Reduced Marsh in Fill) - (Reduced EBS in Fill) - Expanded Rock) * Fill Factor)]
8 - Mass Ordinate	If Marsh and EBS to be backfilled with Granular: [(Cut + EBS + Marsh Exc) - ((Fill - (Reduced Marsh in Fill) - (Reduced EBS in Fill) - (Expanded Rock)) * Fill Factor))]
8 - Mass Ordinate	If Marsh and EBS to be backfilled with Granular: [(Cut) - ((Fill - Expanded Rock) * Fill Factor))]
8 - Mass Ordinate	If Marsh and EBS to be backfilled with Cut or Borrow: [(Cut) - ((Fill - Expanded Rock) * Fill Factor))]

Lawler - North

STATION	Distance	AREA (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							
		Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Expanded Fill	Expanded Marsh Backfill	Expanded Rock	Expanded EBS Backfill	Reduced Marsh in Fill	Reduced EBS In Fill	Mass Ordinate
														1.00	1.30	1.50	1.10	1.50	0.60	0.80	
								Note 1	Note 2	Note 3				Note 1		Note 4		Note 5	Note 6	Note 7	Note 8
09+15		18.03	7.92	0.41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09+25	10	23.93	7.92	2.01	0	0	0	8	3	0	0	0	0	8	1	0	0	0	0	0	4
09+50	25	76.34	7.92	0.00	0	0	0	46	7	1	0	0	0	54	2	0	0	0	0	0	42
09+75	25	53.15	7.92	2.98	0	0	0	60	7	1	0	0	0	114	4	0	0	0	0	0	93
09+80	5	40.98	7.92	0.00	0	0	0	9	1	0	0	0	0	123	4	0	0	0	0	0	100
							Column Totals	123	19	3	0	0	0								

Lawler - South

STATION	Distance	AREA (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							
		Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Expanded Fill	Expanded Marsh Backfill	Expanded Rock	Expanded EBS Backfill	Reduced Marsh in Fill	Reduced EBS In Fill	Mass Ordinate
														1.00	1.30	1.50	1.10	1.50	0.60	0.80	
								Note 1	Note 2	Note 3				Note 1		Note 4		Note 5	Note 6	Note 7	Note 8
10+20		91.19	2.75	0.00	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0
10+25	5	104.32	2.75	0.00	0	0	0	18	1	0.0	0	0	0	18	0	0	0	0	0	0	18
10+50	25	34.91	2.75	0.49	0	0	0	64	3	0.2	0	0	0	83	0	0	0	0	0	0	79
10+75	25	6.54	2.75	0.00	0	0	0	19	3	0.2	0	0	0	102	1	0	0	0	0	0	96
							Column Totals	102	6	0.5	0	0	0								

Foster - North

STATION	Distance	AREA (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							
		Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Expanded Fill	Expanded Marsh Backfill	Expanded Rock	Expanded EBS Backfill	Reduced Marsh in Fill	Reduced EBS In Fill	Mass Ordinate
														1.00	1.30	1.50	1.10	1.50	0.60	0.80	
								Note 1	Note 2	Note 3				Note 1		Note 4		Note 5	Note 6	Note 7	Note 8
09+25		44.26	10.13	0.00	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0
09+50	25	44.62	10.13	0.01	0	0	0	41	9	0.0	0	0	0	41	0	0	0	0	0	0	32
09+75	25	52.93	10.13	0.81	0	0	0	45	9	0.4	0	0	0	86	0	0	0	0	0	0	67
09+80	5	61.25	10.13	0.48	0	0	0	11	2	0.1	0	0	0	97	1	0	0	0	0	0	76
							Column Totals	97	21	0.5	0	0	0								

Foster - South

STATION	Distance	AREA (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							
		Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Expanded Fill	Expanded Marsh Backfill	Expanded Rock	Expanded EBS Backfill	Reduced Marsh in Fill	Reduced EBS In Fill	Mass Ordinate
														1.00	1.30	1.50	1.10	1.50	0.60	0.80	
								Note 1	Note 2	Note 3				Note 1		Note 4		Note 5	Note 6	Note 7	Note 8
10+20		71.25	3.50	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10+25	5	71.80	3.50	0.00	0	0	0	13	1	0	0	0	0	13	0	0	0	0	0	0	13
10+50	25	42.08	3.50	0.38	0	0	0	53	3	0	0	0	0	66	0	0	0	0	0	0	62
10+75	25	20.74	3.50	0.03	0	0	0	29	3	0	0	0	0	95	0	0	0	0	0	0	87
10+85	10	13.56	3.50	0.20	0	0	0	6	1	0	0	0	0	101	1	0	0	0	0	0	92
							Column Totals	101	8	0	0	0	0								

Notes:	
1 - Cut	Cut includes Salvaged/Unusable Pavement material
2 - Salvaged/Unusable Pavement Material	This does not show up in cross sections
3 - Fill	Does not include Unusable Pavement Exc volume
4 - Expanded Marsh Backfill	Will be backfilled with Granular Backfill (or Cut, or Borrow)
5 - Expanded EBS	Will be backfilled with Granular Backfill (or Cut, or Borrow)
6 - Reduced Marsh in Fill	Reduced Marsh Excavation that can be used in Fill
7 - Reduced EBS in Fill	Reduced EBS Excavation that can be used in Fill
8 - Mass Ordinate	If Marsh or EBS to be backfilled with Cut or Borrow: [(Cut + Marsh Exc + EBS) - ((Fill - Reduced Marsh in Fill) - (Reduced EBS in Fill) - Expanded Rock) * Fill Factor)]
8 - Mass Ordinate	If Marsh and EBS to be backfilled with Granular: [(Cut + EBS + Marsh Exc) - ((Fill - (Reduced Marsh in Fill) - (Reduced EBS in Fill) - (Expanded Rock)) * Fill Factor))]
8 - Mass Ordinate	If Marsh and EBS to be backfilled with Granular: [(Cut) - ((Fill - Expanded Rock) * Fill Factor))]
8 - Mass Ordinate	If Marsh and EBS to be backfilled with Cut or Borrow: [(Cut) - ((Fill - Expanded Rock) * Fill Factor))]

Jervis - North

STATION	Distance	AREA (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							
		Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Expanded Fill	Expanded Marsh Backfill	Expanded Rock	Expanded EBS Backfill	Reduced Marsh in Fill	Reduced EBS In Fill	Mass Ordinate
														1.00	1.30	1.50	1.10	1.50	0.60	0.80	
								Note 1	Note 2	Note 3				Note 1		Note 4		Note 5	Note 6	Note 7	Note 8
09+25		57.97	12.75	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09+50	25	60.51	12.75	0.70	0	0	0	55	12	0	0	0	0	55	0	0	0	0	0	0	43
09+75	25	51.07	12.75	3.13	0	0	0	52	12	2	0	0	0	107	3	0	0	0	0	0	80
						Column Totals		107	24	2	0	0	0								

Jervis - South

STATION	Distance	AREA (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							
		Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Expanded Fill	Expanded Marsh Backfill	Expanded Rock	Expanded EBS Backfill	Reduced Marsh in Fill	Reduced EBS In Fill	Mass Ordinate
														1.00	1.30	1.50	1.10	1.50	0.60	0.80	
								Note 1	Note 2	Note 3				Note 1		Note 4		Note 5	Note 6	Note 7	Note 8
10+20		41.12	16.88	0.84	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0
10+25	5	40.03	16.88	0.68	0	0	0	8	3	0.1	0	0	0	8	0	0	0	0	0	0	4
10+50	25	68.39	16.88	0.00	0	0	0	50	16	0.3	0	0	0	58	1	0	0	0	0	0	38
10+75	25	42.38	16.88	0.00	0	0	0	51	16	0.0	0	0	0	109	1	0	0	0	0	0	74
						Column Totals		109	34	0.5	0	0	0								

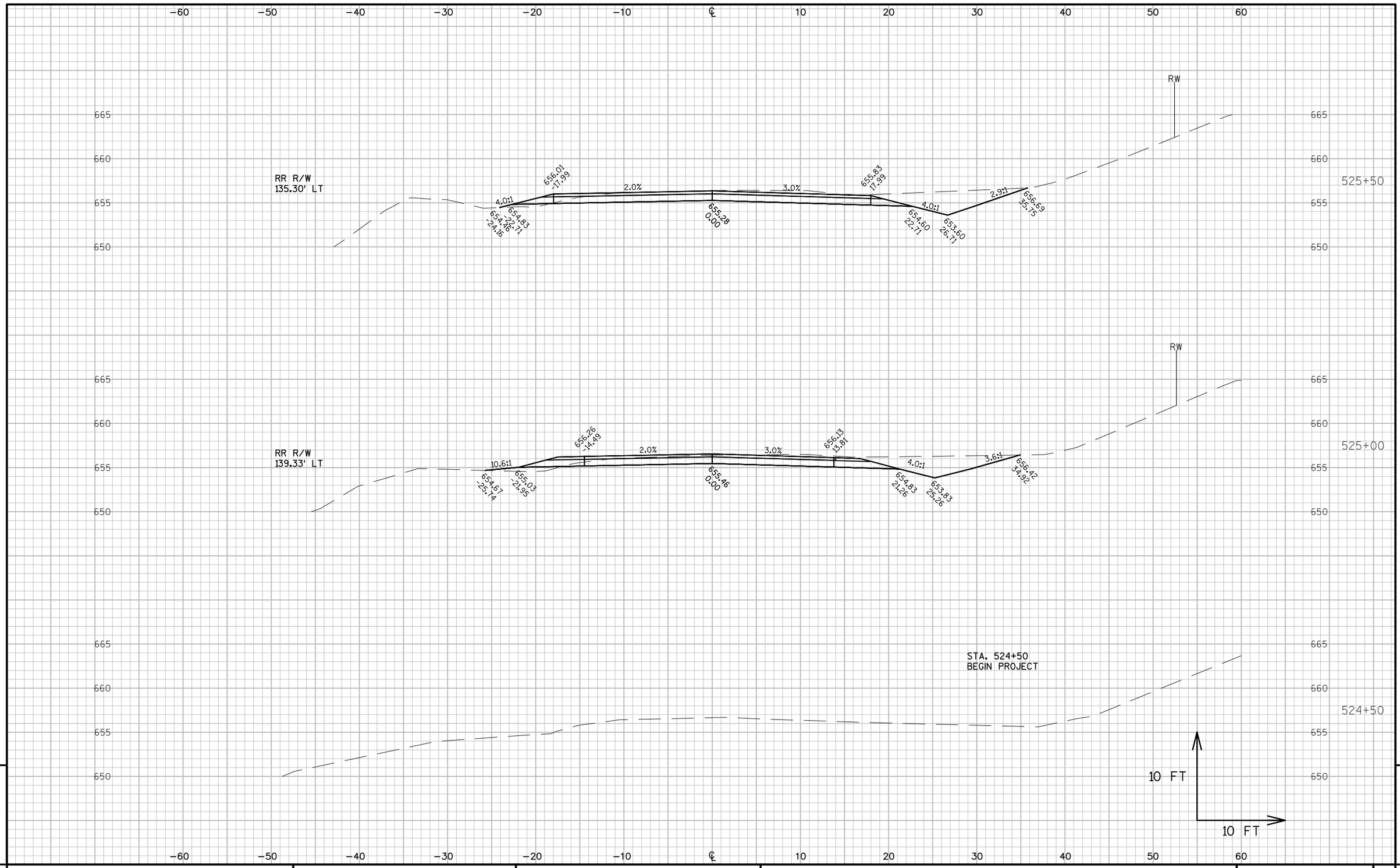
Lamaus

STATION	Distance	AREA (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							
		Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Expanded Fill	Expanded Marsh Backfill	Expanded Rock	Expanded EBS Backfill	Reduced Marsh in Fill	Reduced EBS In Fill	Mass Ordinate
														1.00	1.30	1.50	1.10	1.50	0.60	0.80	
								Note 1	Note 2	Note 3				Note 1		Note 4		Note 5	Note 6	Note 7	Note 8
10+20		65.47	2.50	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10+25	5	57.06	2.50	0.00	0	0	0	11	0	0	0	0	0	11	0	0	0	0	0	0	11
10+50	25	32.69	2.50	0.00	0	0	0	42	2	0	0	0	0	53	0	0	0	0	0	0	50
10+70	20	9.33	2.50	0.00	0	0	0	16	2	0	0	0	0	68	0	0	0	0	0	0	64
						Column Totals		68	5	0	0	0	0								

Smith

STATION	Distance	AREA (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							
		Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Expanded Fill	Expanded Marsh Backfill	Expanded Rock	Expanded EBS Backfill	Reduced Marsh in Fill	Reduced EBS In Fill	Mass Ordinate
														1.00	1.30	1.50	1.10	1.50	0.60	0.80	
								Note 1	Note 2	Note 3				Note 1		Note 4		Note 5	Note 6	Note 7	Note 8
10+20		72.55	3.67	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10+25	5	63.17	3.67	0.00	0	0	0	13	1	0	0	0	0	13	0	0	0	0	0	0	12
10+50	25	22.10	3.67	0.74	0	0	0	39	3	0	0	0	0	52	0	0	0	0	0	0	48
10+75	25	6.09	3.67	0.00	0	0	0	13	3	0	0	0	0	65	1	0	0	0	0	0	57
						Column Totals		65	7	1	0	0	0								

Notes:	
1 - Cut	Cut includes Salvaged/Unusable Pavement material
2 - Salvaged/Unusable Pavement Material	This does not show up in cross sections
3 - Fill	Does not include Unusable Pavement Exc volume
4 - Expanded Marsh Backfill	Will be backfilled with Granular Backfill (or Cut, or Borrow)
5 - Expanded EBS	Will be backfilled with Granular Backfill (or Cut, or Borrow)
6 - Reduced Marsh in Fill	Reduced Marsh Excavation that can be used in Fill
7 - Reduced EBS in Fill	Reduced EBS Excavation that can be used in Fill
8 - Mass Ordinate	If Marsh or EBS to be backfilled with Cut or Borrow: [(Cut + Marsh Exc + EBS) - ((Fill - Reduced Marsh in Fill) - (Reduced EBS in Fill) - Expanded Rock) * Fill Factor)]
8 - Mass Ordinate	If Marsh and EBS to be backfilled with Granular: [(Cut + EBS + Marsh Exc) - ((Fill - (Reduced Marsh in Fill) - (Reduced EBS in Fill) - (Expanded Rock)) * Fill Factor))]
8 - Mass Ordinate	If Marsh and EBS to be backfilled with Granular: [(Cut) - ((Fill - Expanded Rock) * Fill Factor))]
8 - Mass Ordinate	If Marsh and EBS to be backfilled with Cut or Borrow: [(Cut) - ((Fill - Expanded Rock) * Fill Factor))]



9

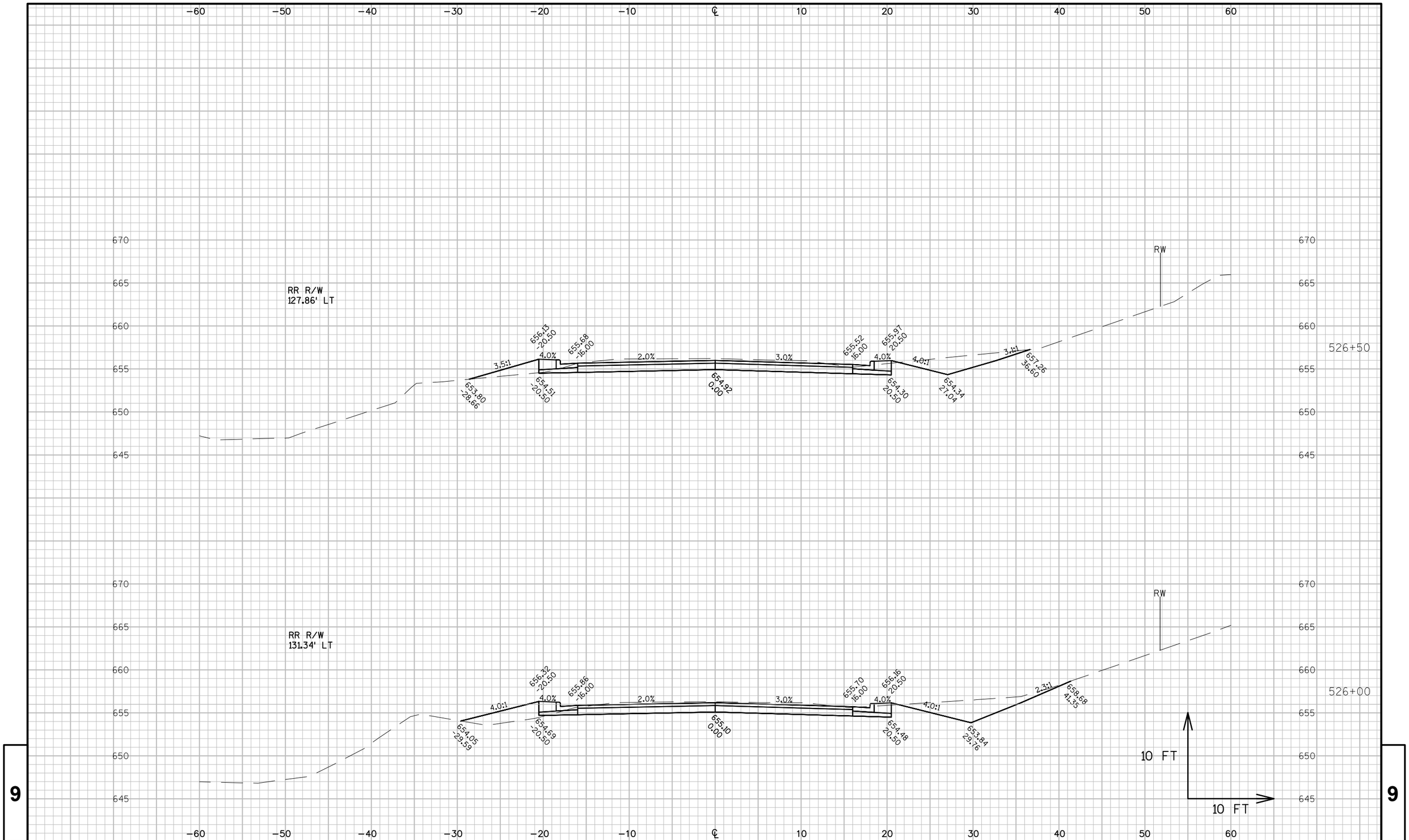
9

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: STH 133 MAINLINE	SHEET 129	E

FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\CIVIL 3D DESIGN\DESIGN\CORRIDORS\PROPOSED CORRIDOR & X_SECS.DWG
LAYOUT NAME - 090201_XS

PLOT DATE : 6/14/2016 10:57 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

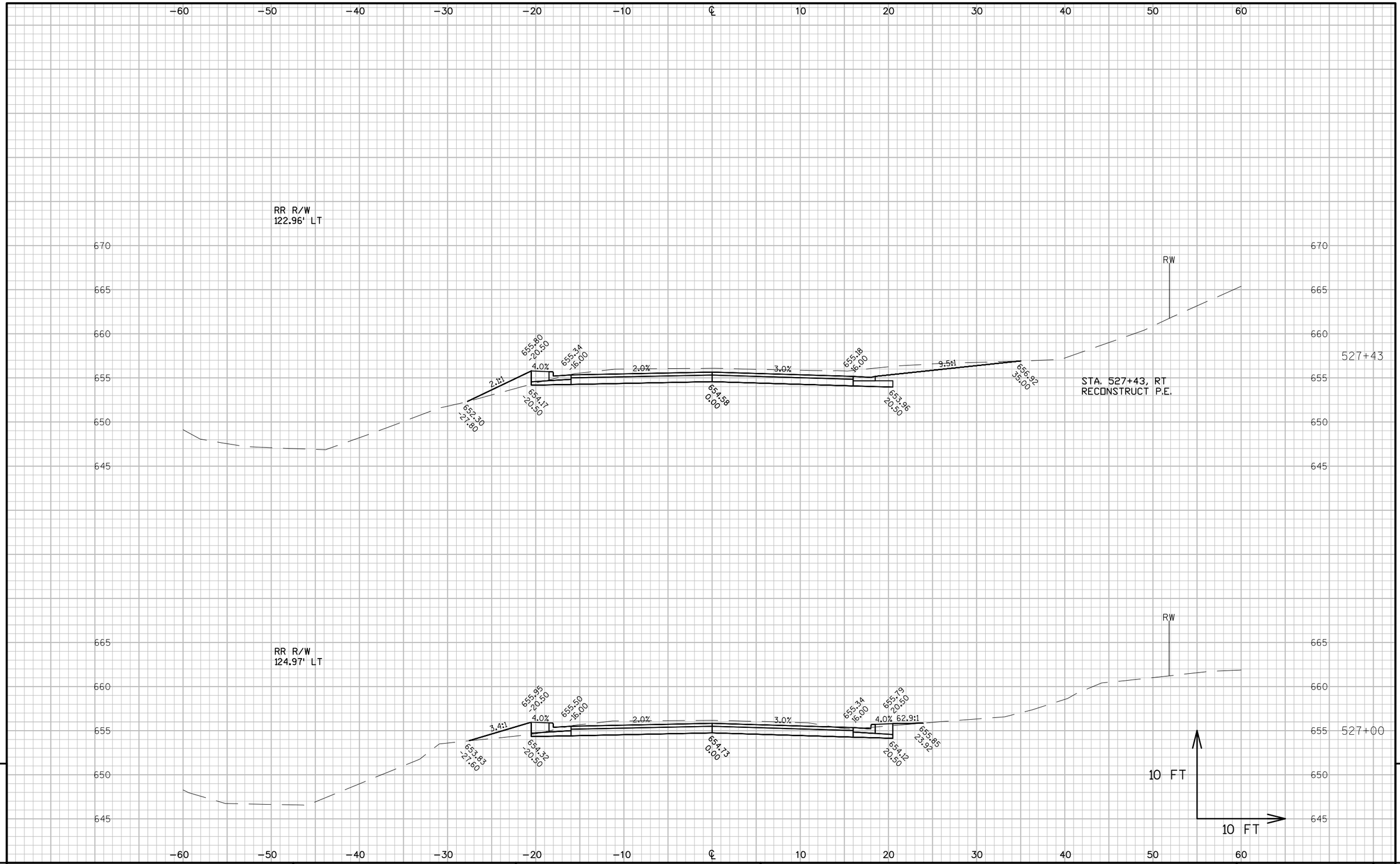
9

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: STH 133 MAINLINE	SHEET 130	E

FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\CIVIL 3D DESIGN\DESIGN\CORRIDORS\PROPOSED CORRIDOR & X_SECS.DWG
LAYOUT NAME - 090202_XS

PLOT DATE : 6/14/2016 10:59 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:10 FT

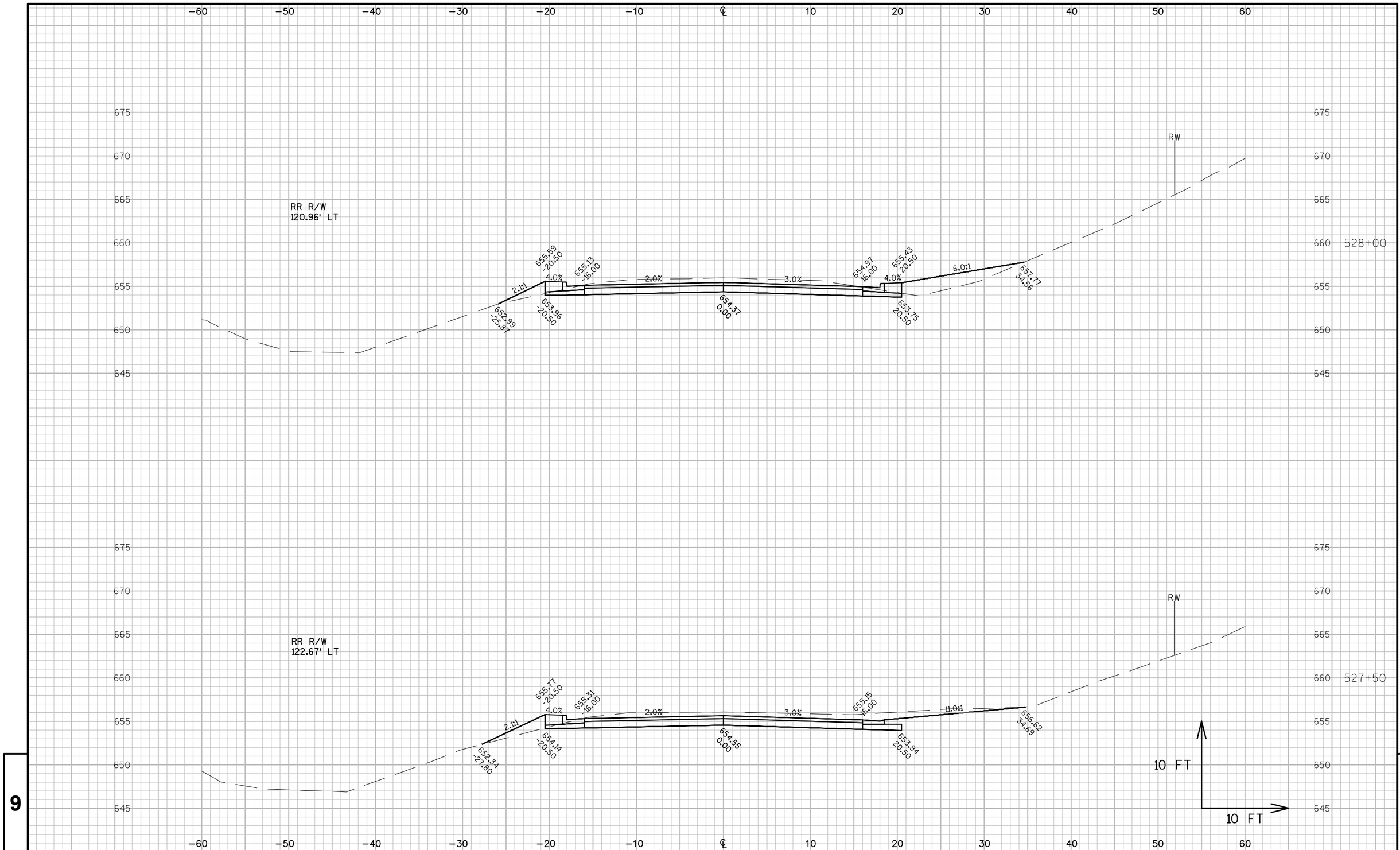
WISDOT/CADDS SHEET 49



9

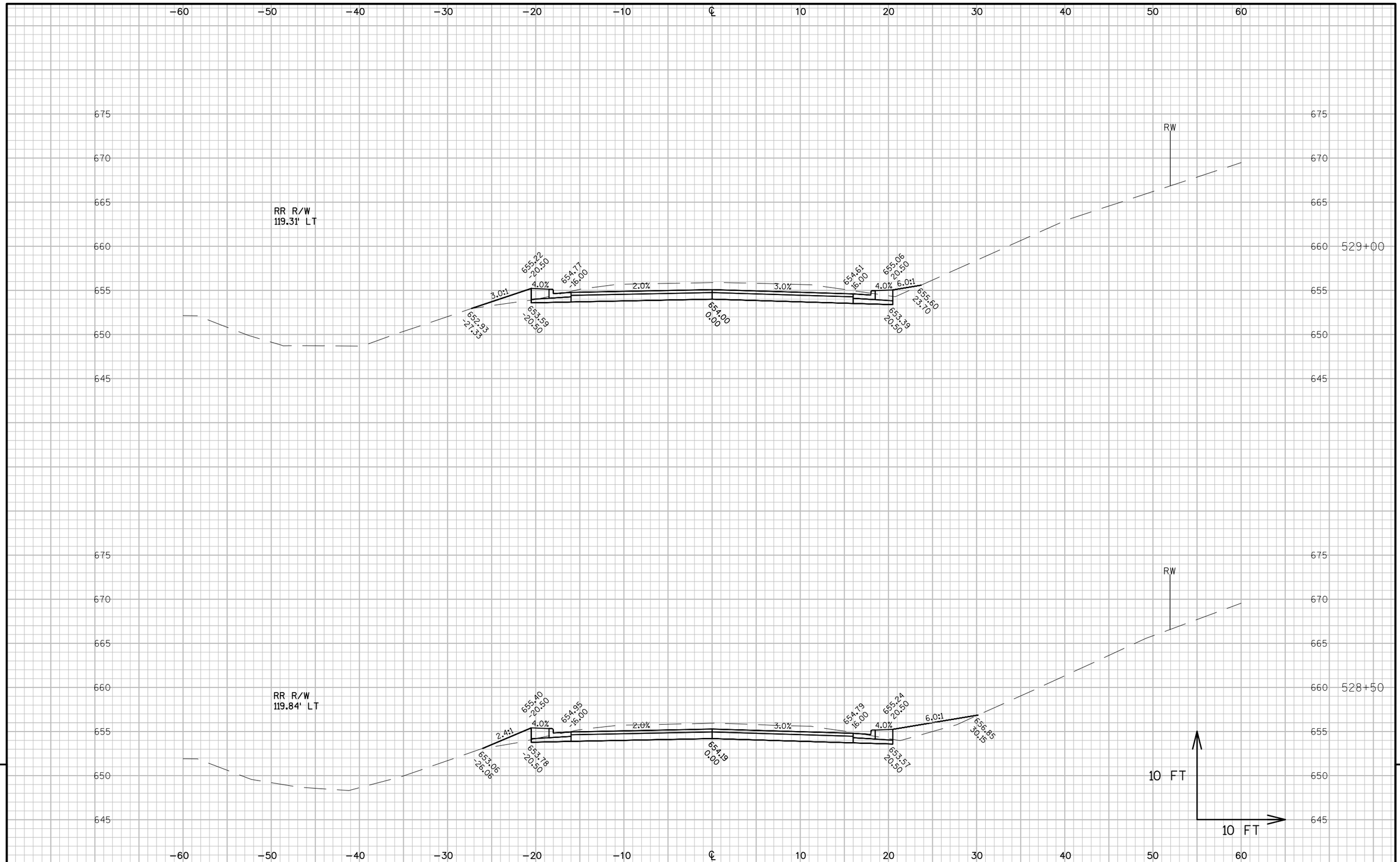
9

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: STH 133 MAINLINE	SHEET 131	E



PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: STH 133 MAINLINE	SHEET 132	E

FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\CIVIL 3D DESIGN\DESIGN\CORRIDORS\PROPOSED CORRIDOR & X_SECS.DWG
LAYOUT NAME - 090204_XS
PLOT DATE : 6/14/2016 11:00 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49



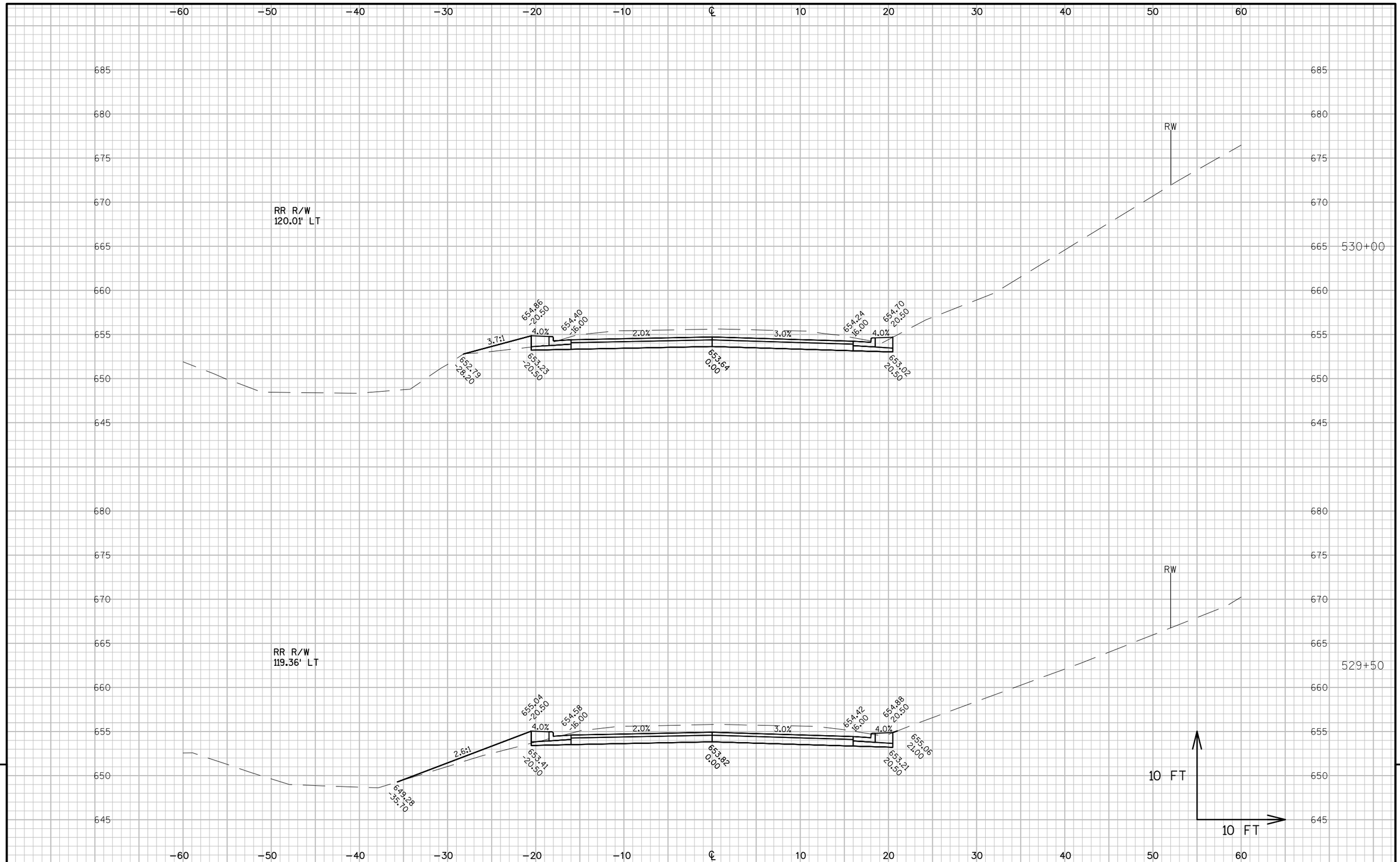
9

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: STH 133 MAINLINE	SHEET 133	E

9

FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\CIVIL 3D DESIGN\DESIGN\CORRIDORS\PROPOSED CORRIDOR & X_SECS.DWG
LAYOUT NAME - 090205_XS

PLOT DATE : 6/14/2016 11:01 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:10 FT

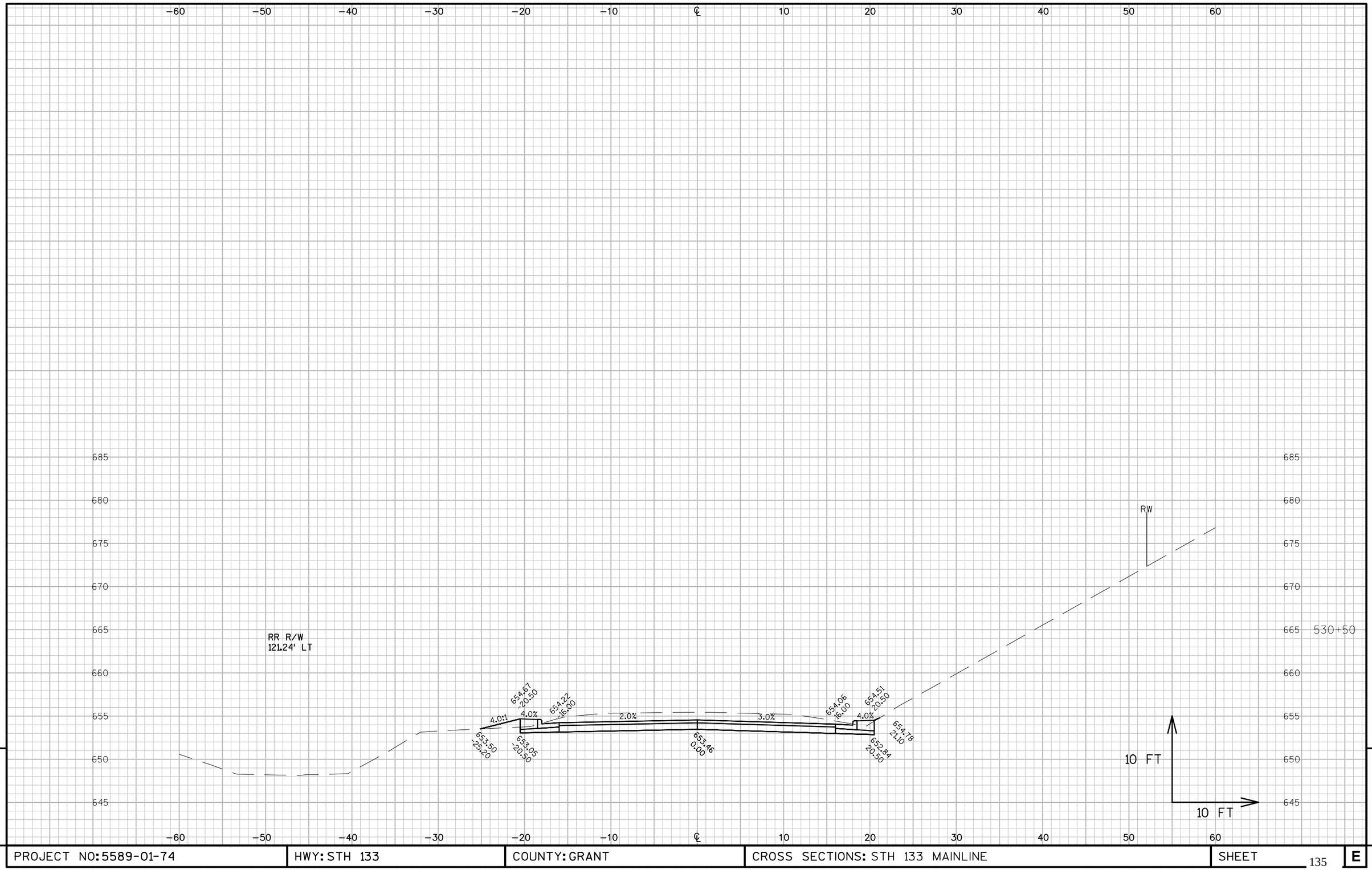


PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: STH 133 MAINLINE	SHEET 134	E

FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\CIVIL 3D DESIGN\DESIGN\CORRIDORS\PROPOSED CORRIDOR & X_SECS.DWG
LAYOUT NAME - 090206_XS

PLOT DATE : 6/14/2016 11:01 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

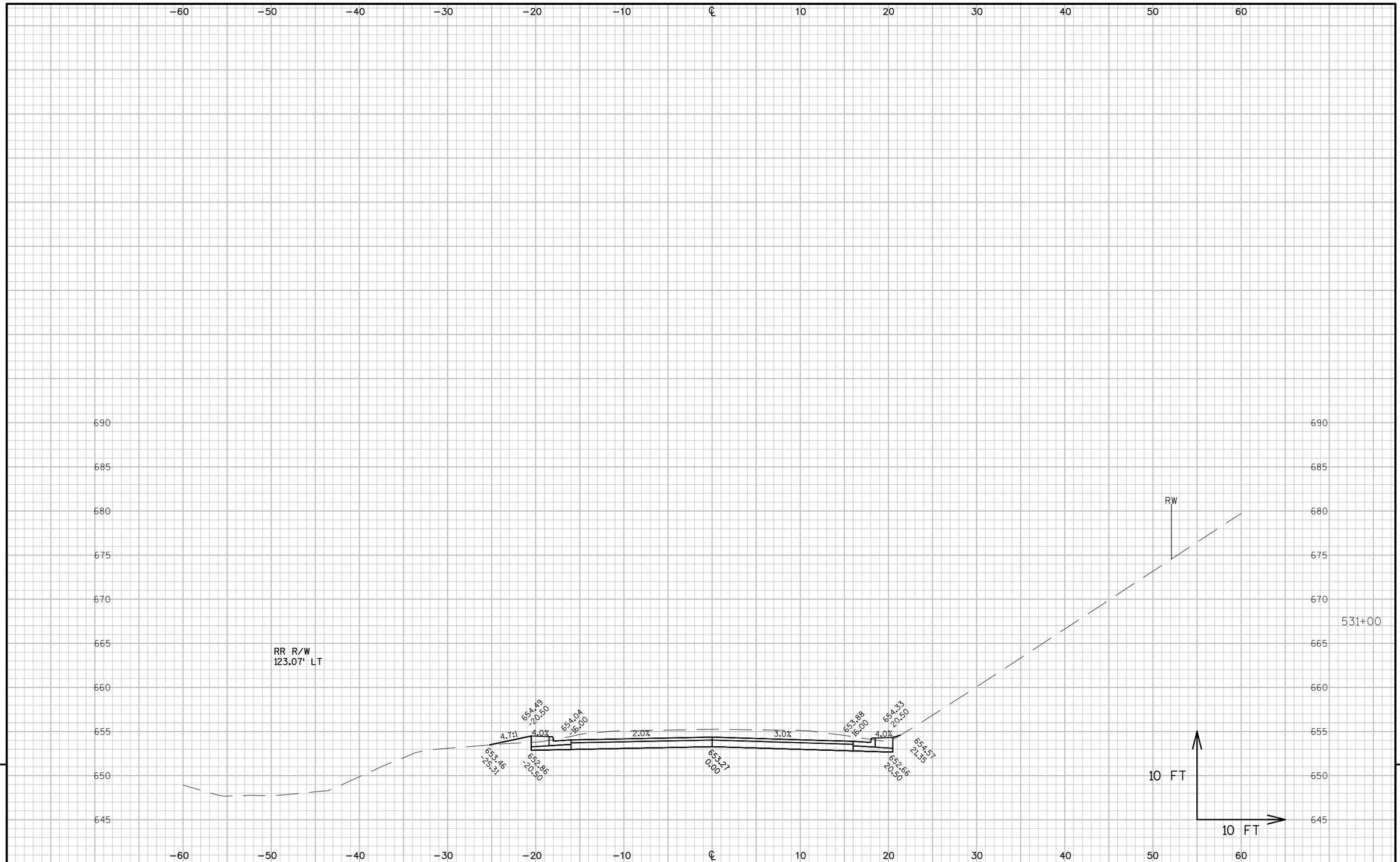
9

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: STH 133 MAINLINE	SHEET 135	E

FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\CIVIL 3D DESIGN\DESIGN\CORRIDORS\PROPOSED CORRIDOR & X_SECS.DWG
LAYOUT NAME - 090207_XS

PLOT DATE : 6/14/2016 11:02 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

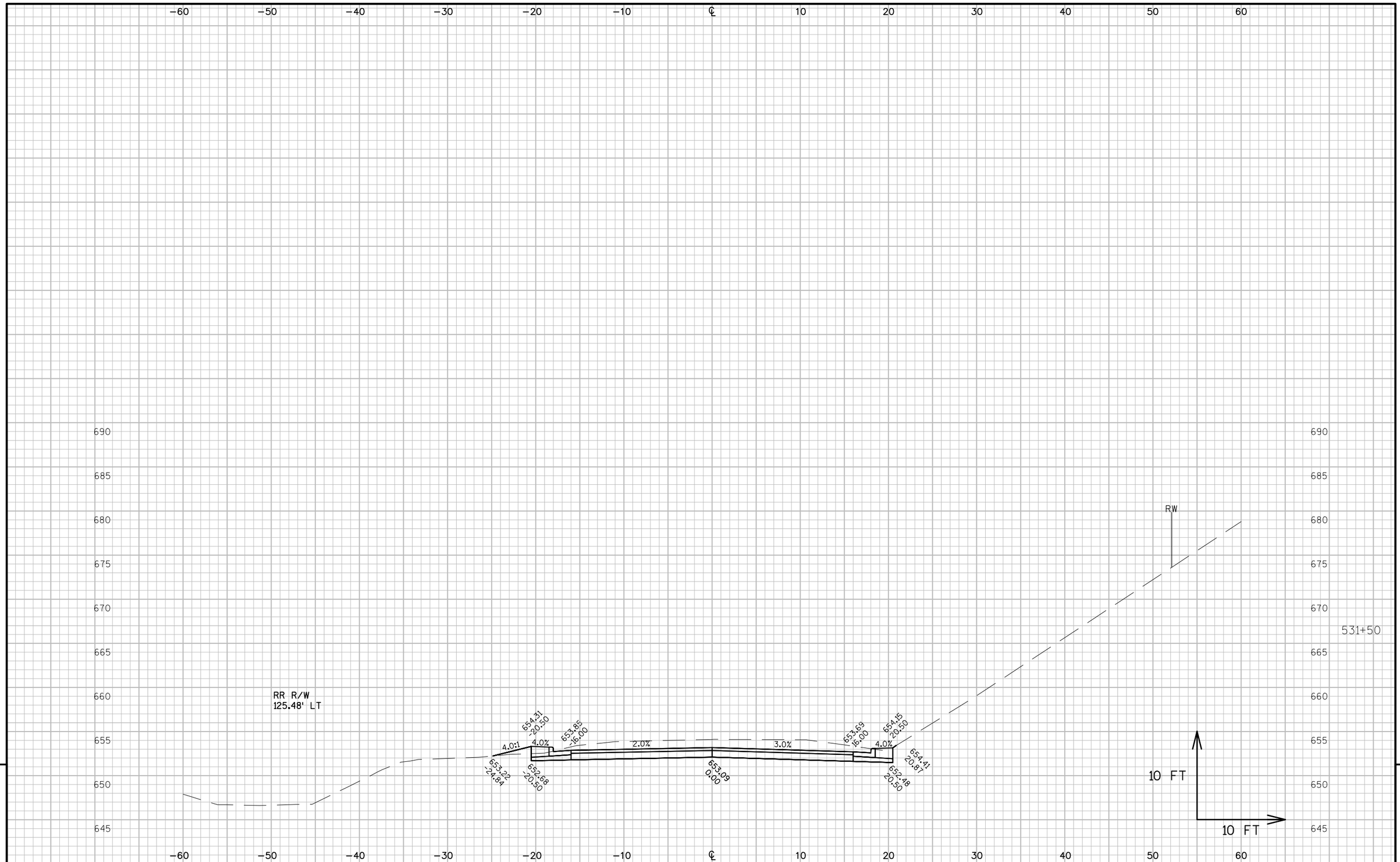
9

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: STH 133 MAINLINE	SHEET 136	E

FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\CIVIL 3D DESIGN\DESIGN\CORRIDORS\PROPOSED CORRIDOR & X_SECS.DWG
LAYOUT NAME - 090208_XS

PLOT DATE : 6/14/2016 11:02 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

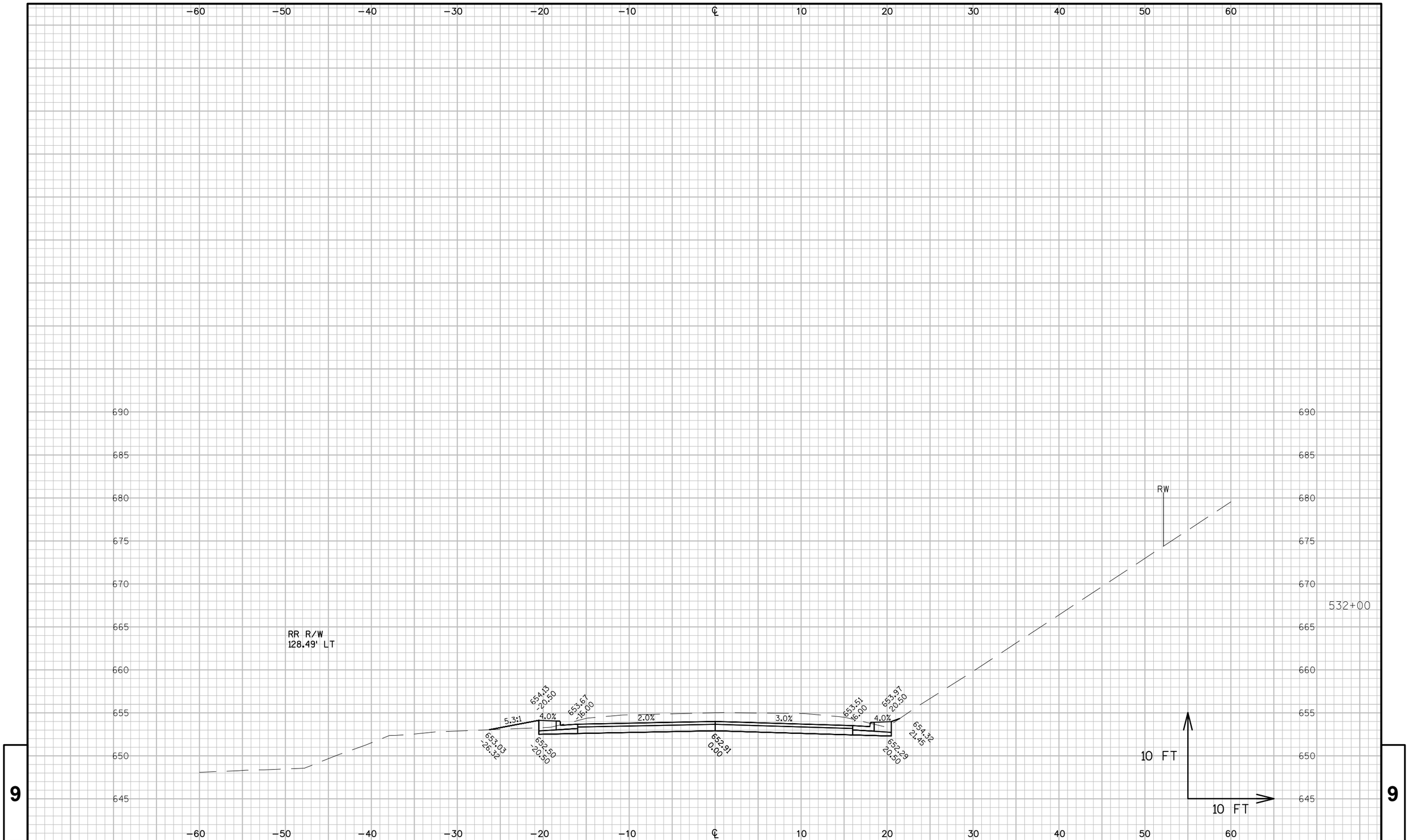
9

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: STH 133 MAINLINE	SHEET 137	E

FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\CIVIL 3D DESIGN\DESIGN\CORRIDORS\PROPOSED CORRIDOR & X_SECS.DWG
LAYOUT NAME - 080209_XS

PLOT DATE : 6/14/2016 11:03 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

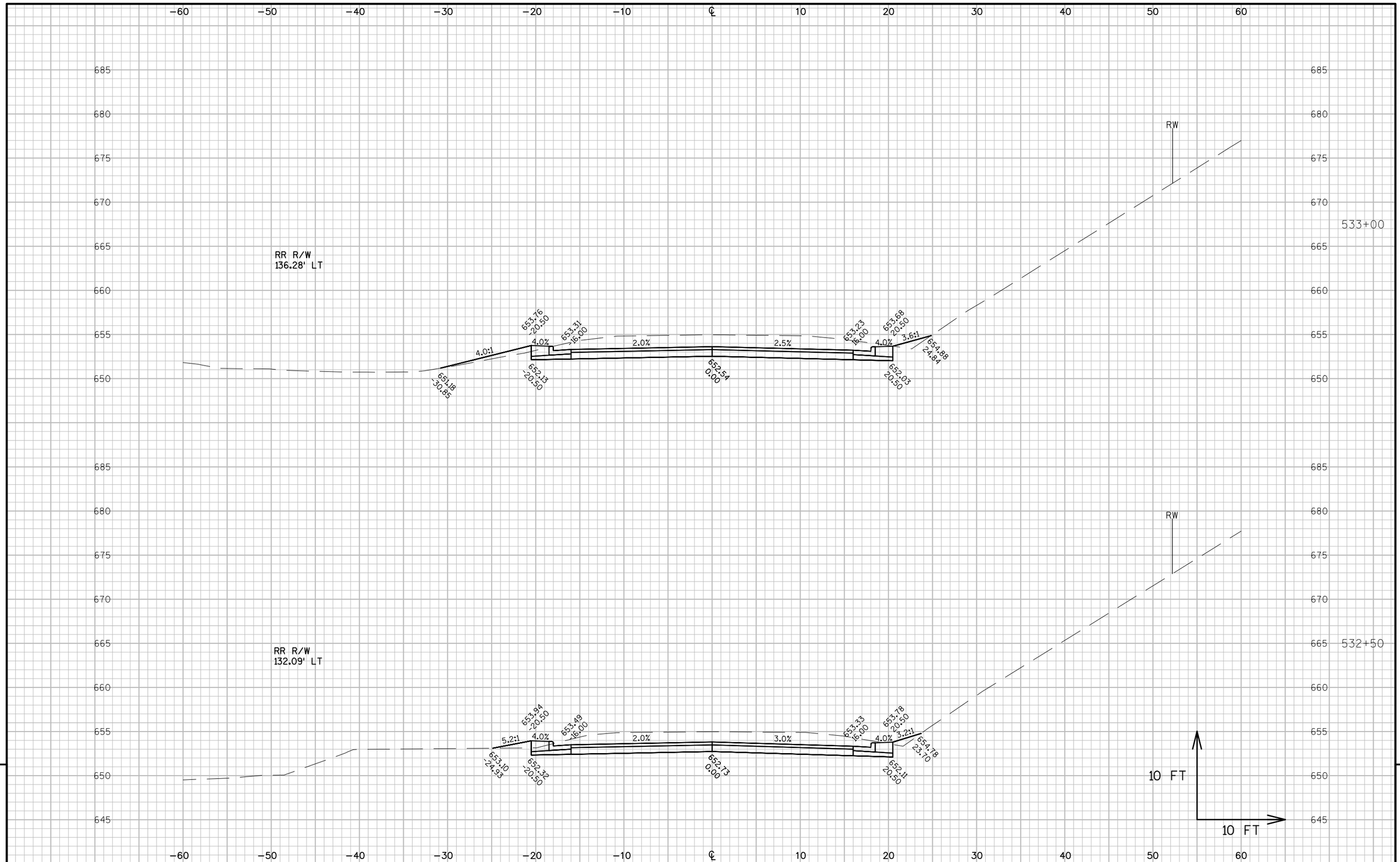
9

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: STH 133 MAINLINE	SHEET 138	E

FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\CIVIL 3D DESIGN\DESIGN\CORRIDORS\PROPOSED CORRIDOR & X_SECS.DWG
LAYOUT NAME - 090210_XS

PLOT DATE : 6/14/2016 11:04 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:10 FT

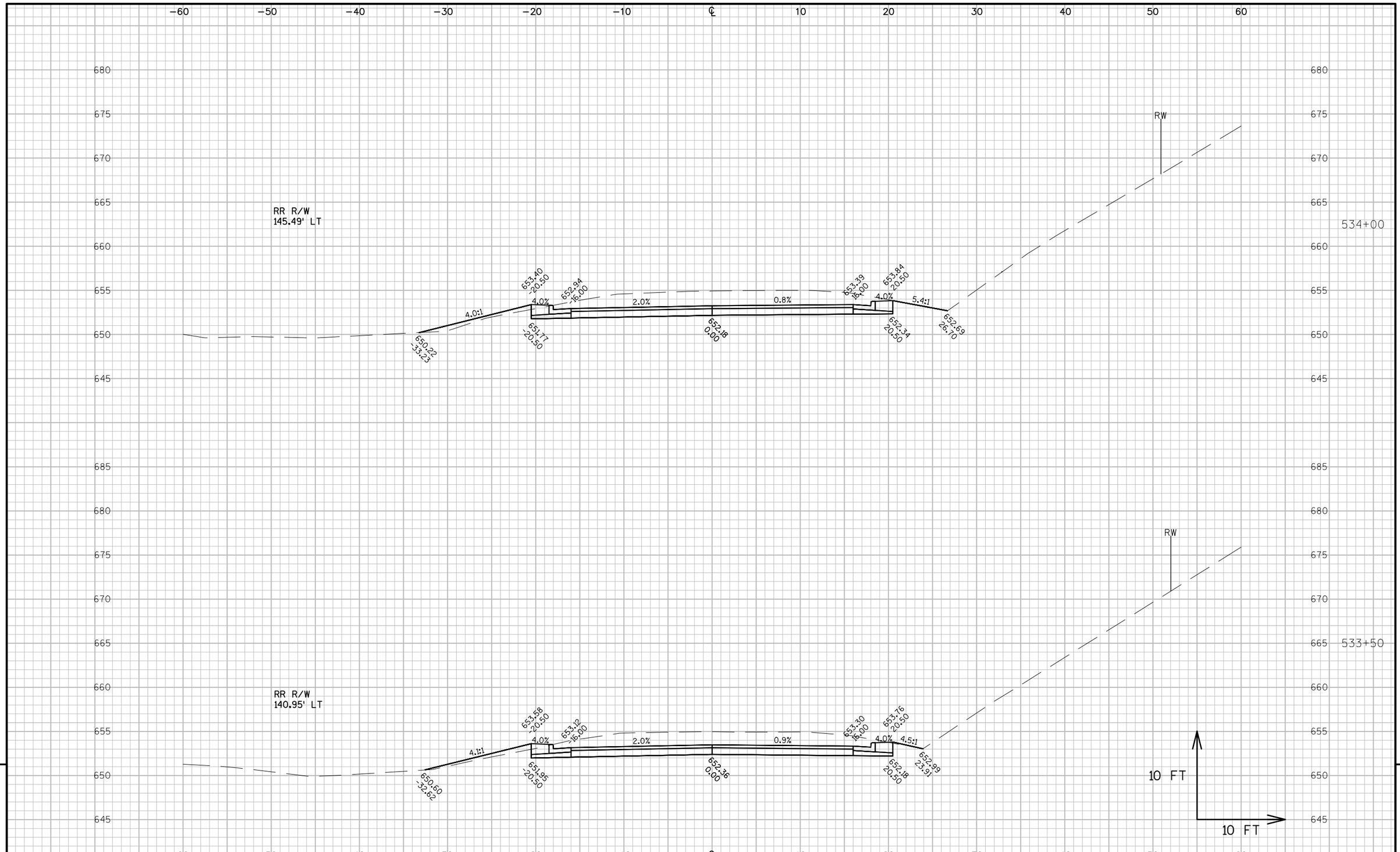
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: STH 133 MAINLINE	SHEET 139	E

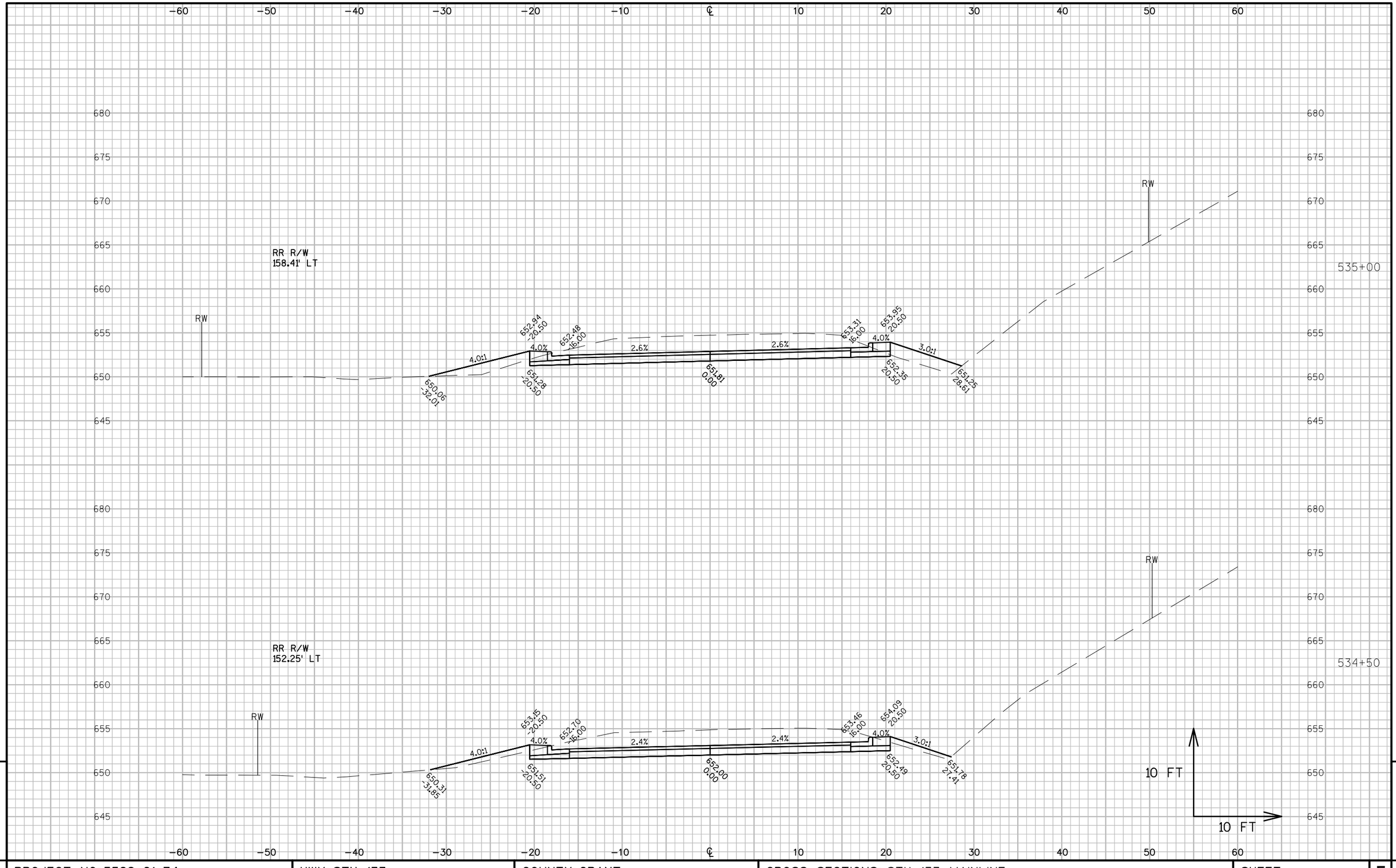


9

9

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: STH 133 MAINLINE	SHEET 140	E

FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\CIVIL 3D DESIGN\DESIGN\CORRIDORS\PROPOSED CORRIDOR & X_SECS.DWG
LAYOUT NAME - 090212_XS
PLOT DATE : 6/14/2016 11:05 AM
PLOT BY : ERIK MEYER
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49



9

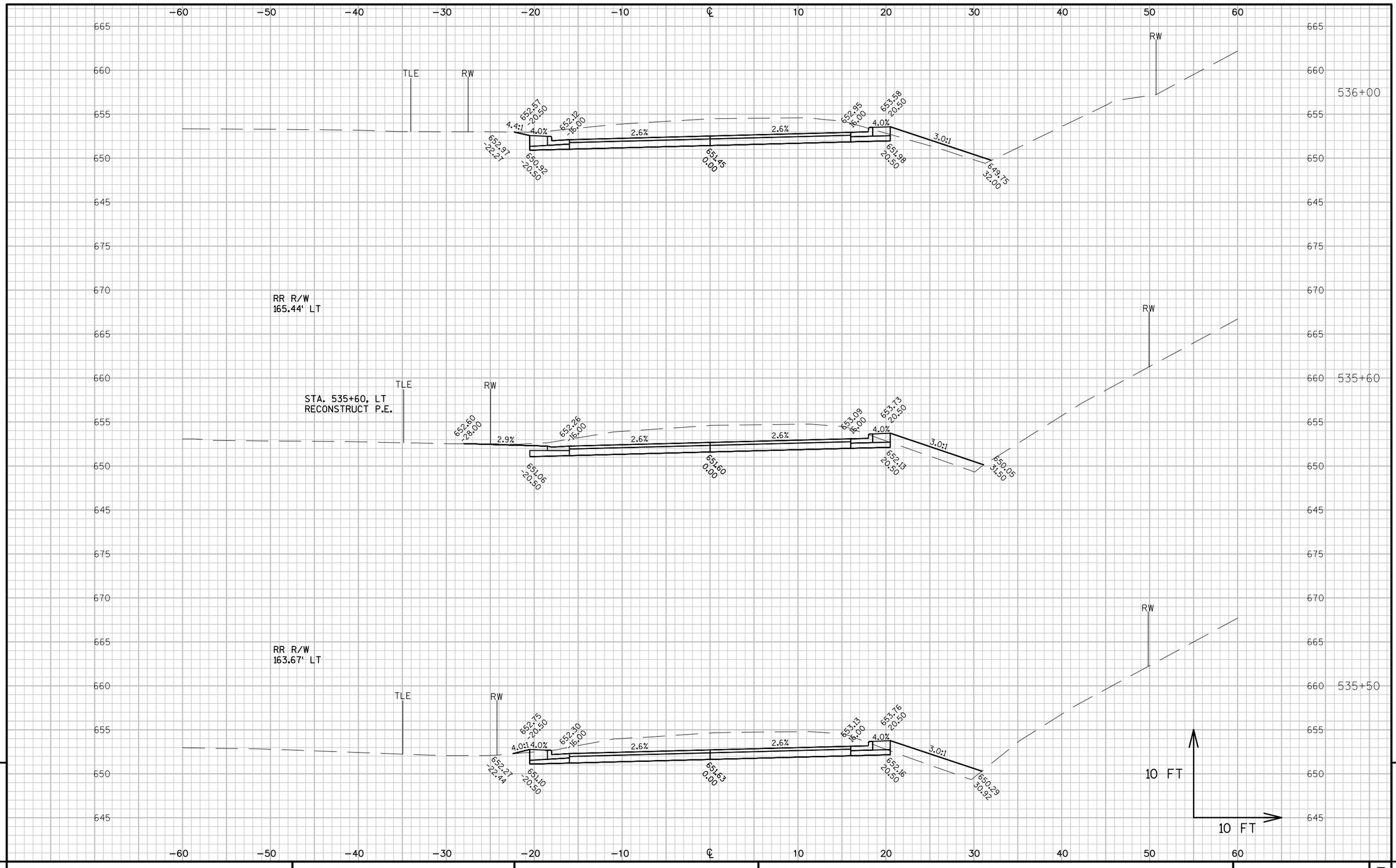
9

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: STH 133 MAINLINE	SHEET 141	E

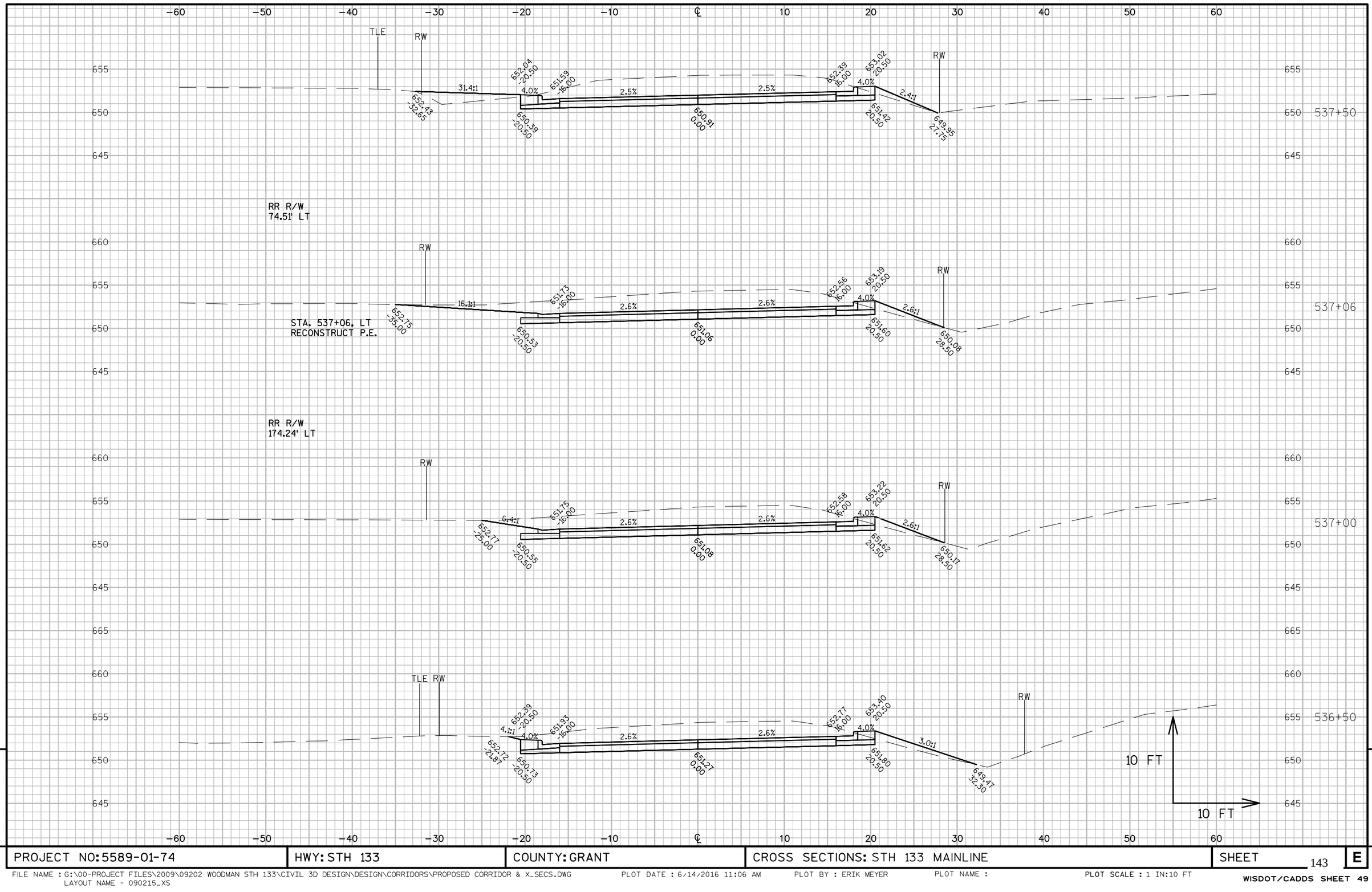
FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\CIVIL 3D DESIGN\DESIGN\CORRIDORS\PROPOSED CORRIDOR & X_SECS.DWG
LAYOUT NAME - 090213_XS

PLOT DATE : 6/14/2016 11:05 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: STH 133 MAINLINE	SHEET 142	E

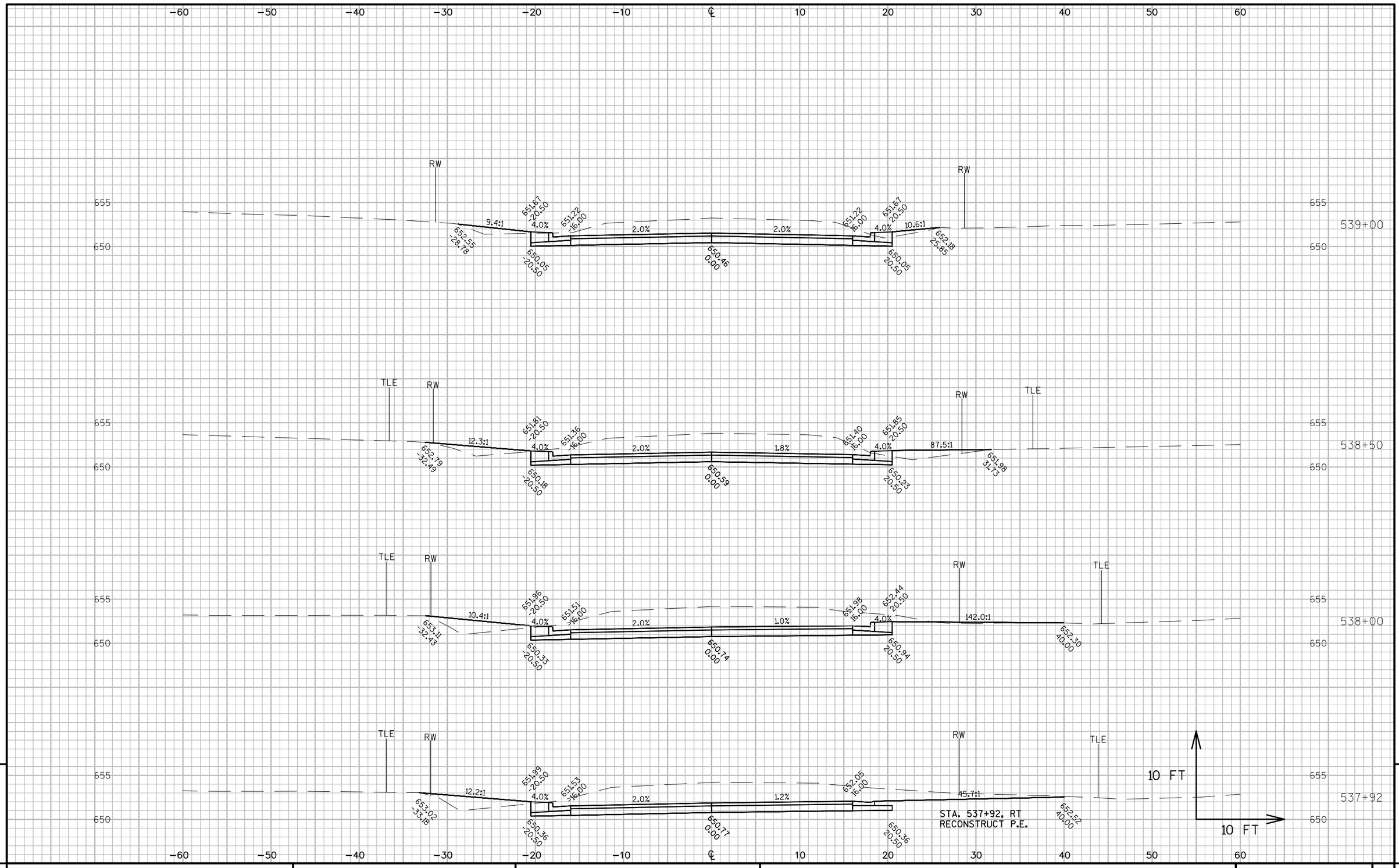


PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: STH 133 MAINLINE	SHEET 143	E

FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\CIVIL 3D DESIGN\DESIGN\CORRIDORS\PROPOSED CORRIDOR & X_SECS.DWG
LAYOUT NAME - 090215_XS

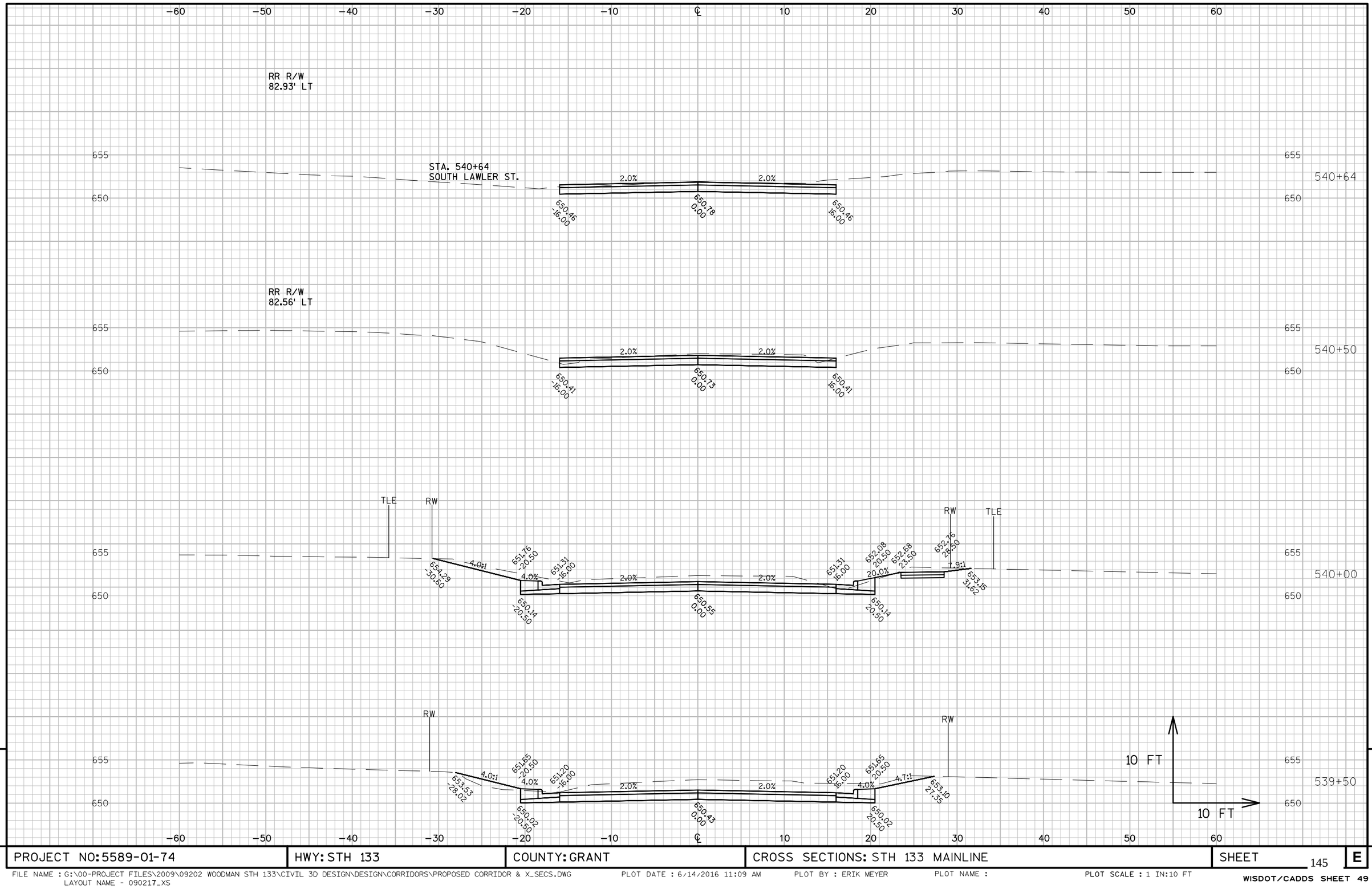
PLOT DATE : 6/14/2016 11:06 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



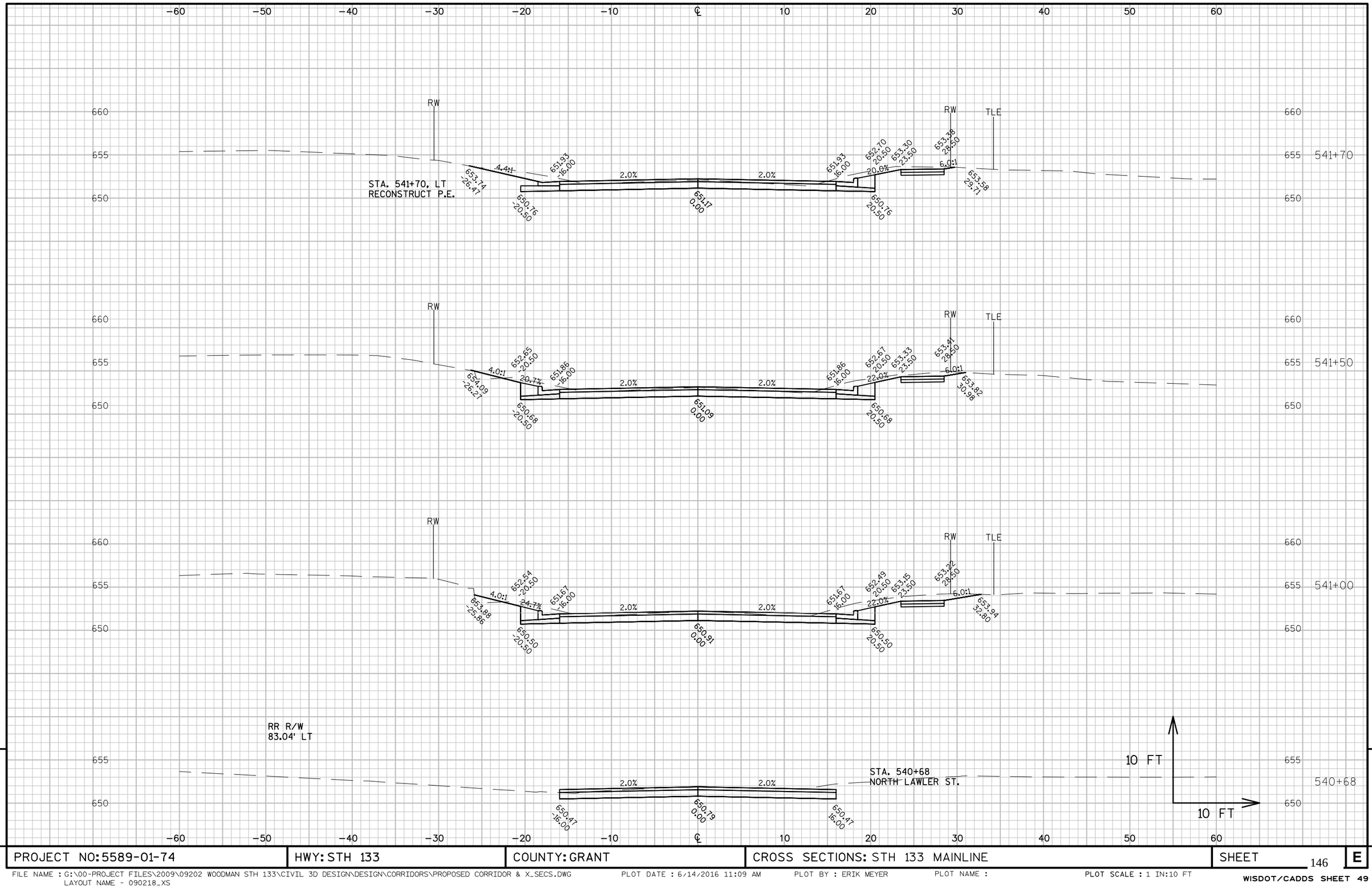
9

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: STH 133 MAINLINE	SHEET 144	E



PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: STH 133 MAINLINE	SHEET 145	E

FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\CIVIL 3D DESIGN\DESIGN\CORRIDORS\PROPOSED CORRIDOR & X_SECS.DWG
LAYOUT NAME - 090217_XS
PLOT DATE : 6/14/2016 11:09 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49



9

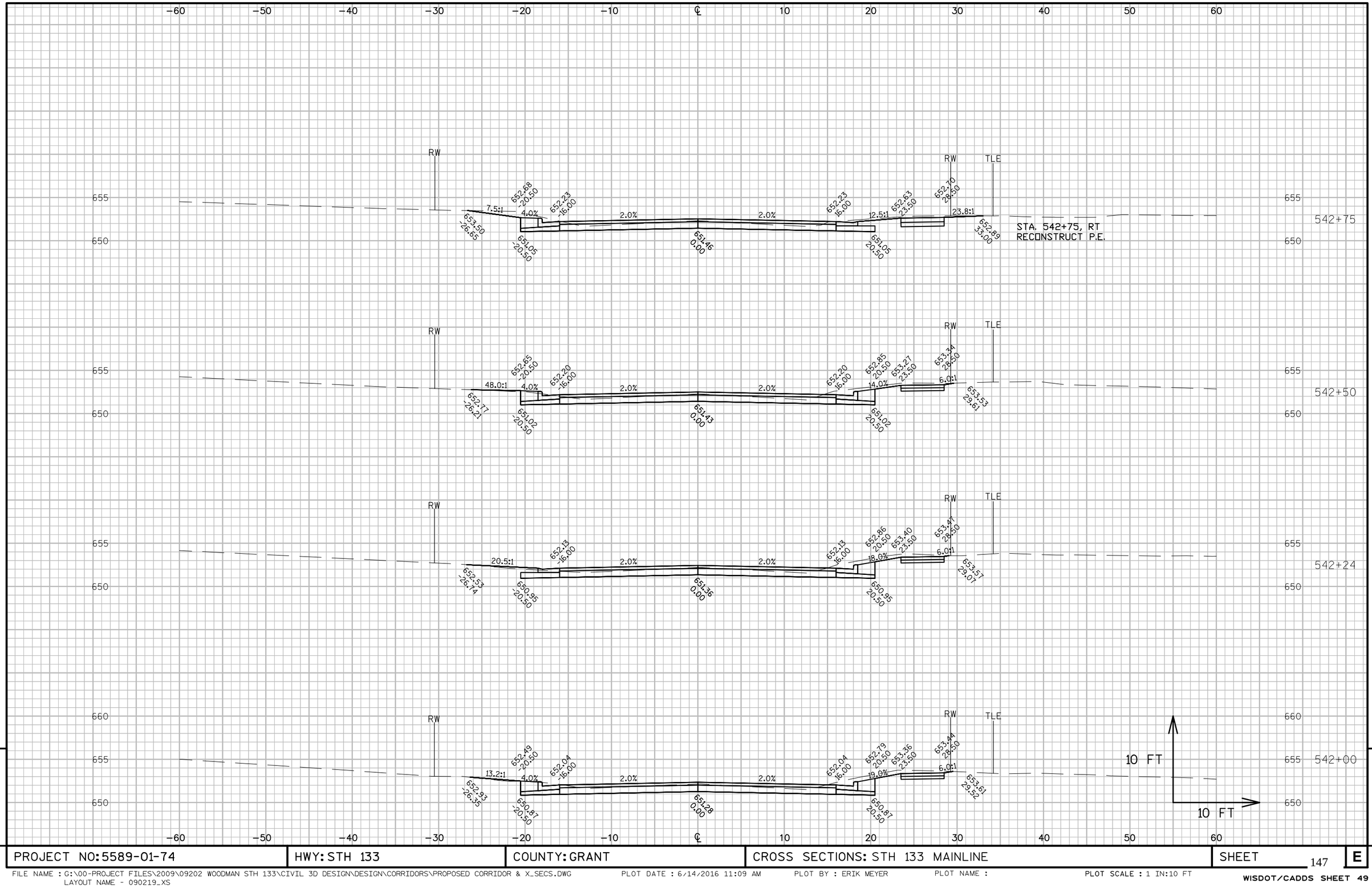
9

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: STH 133 MAINLINE	SHEET 146	E

FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\CIVIL 3D DESIGN\DESIGN\CORRIDORS\PROPOSED CORRIDOR & X_SECS.DWG
LAYOUT NAME - 090218_XS

PLOT DATE : 6/14/2016 11:09 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:10 FT

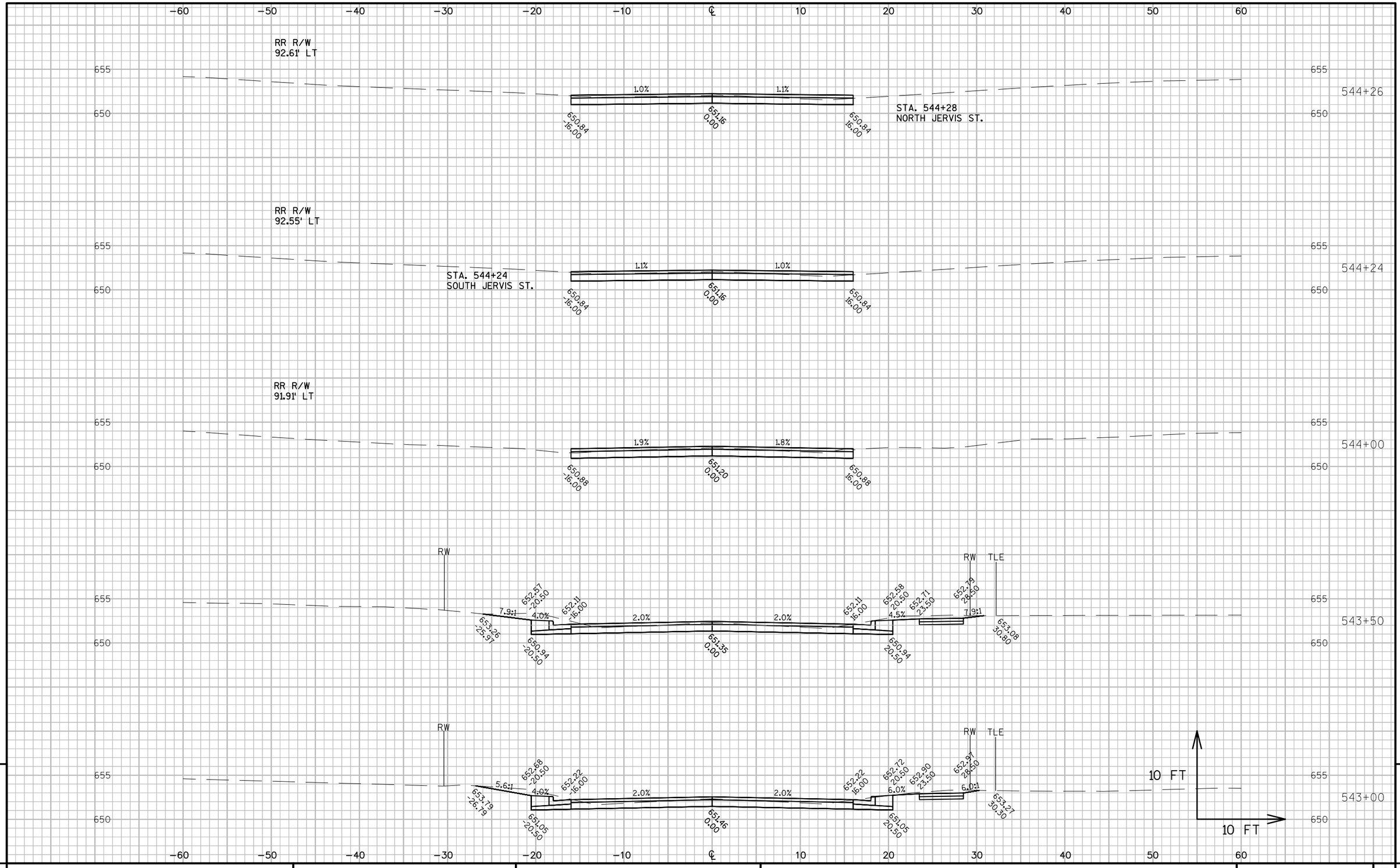
WISDOT/CADDS SHEET 49



PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: STH 133 MAINLINE	SHEET 147	E

FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\CIVIL 3D DESIGN\DESIGN\CORRIDORS\PROPOSED CORRIDOR & X_SECS.DWG
LAYOUT NAME - 090219_XS
PLOT DATE : 6/14/2016 11:09 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

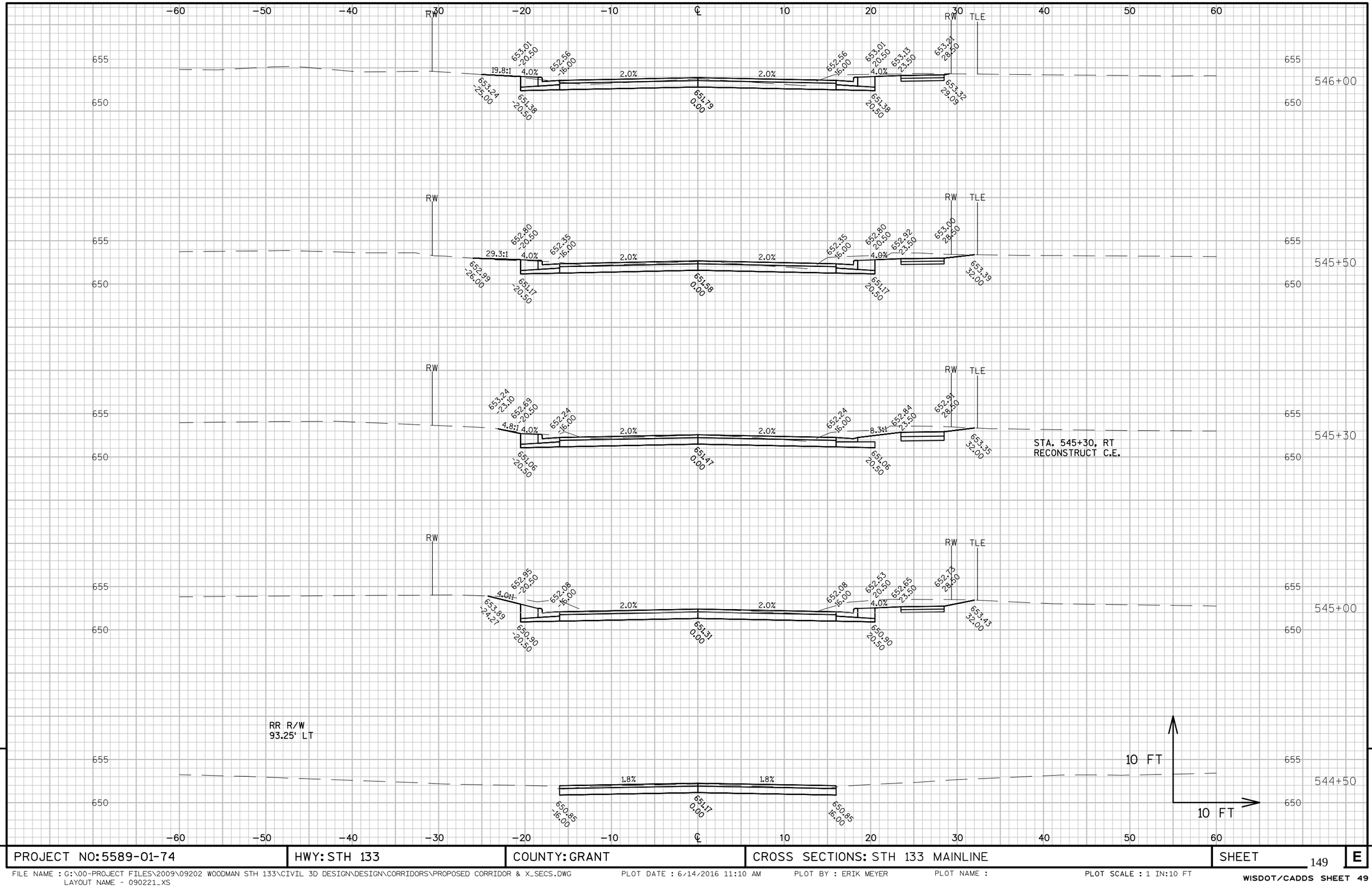


9

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: STH 133 MAINLINE	SHEET 148	E

FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\CIVIL 3D DESIGN\DESIGN\CORRIDORS\PROPOSED CORRIDOR & X_SECS.DWG
LAYOUT NAME - 090220_XS
PLOT DATE : 6/14/2016 11:10 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

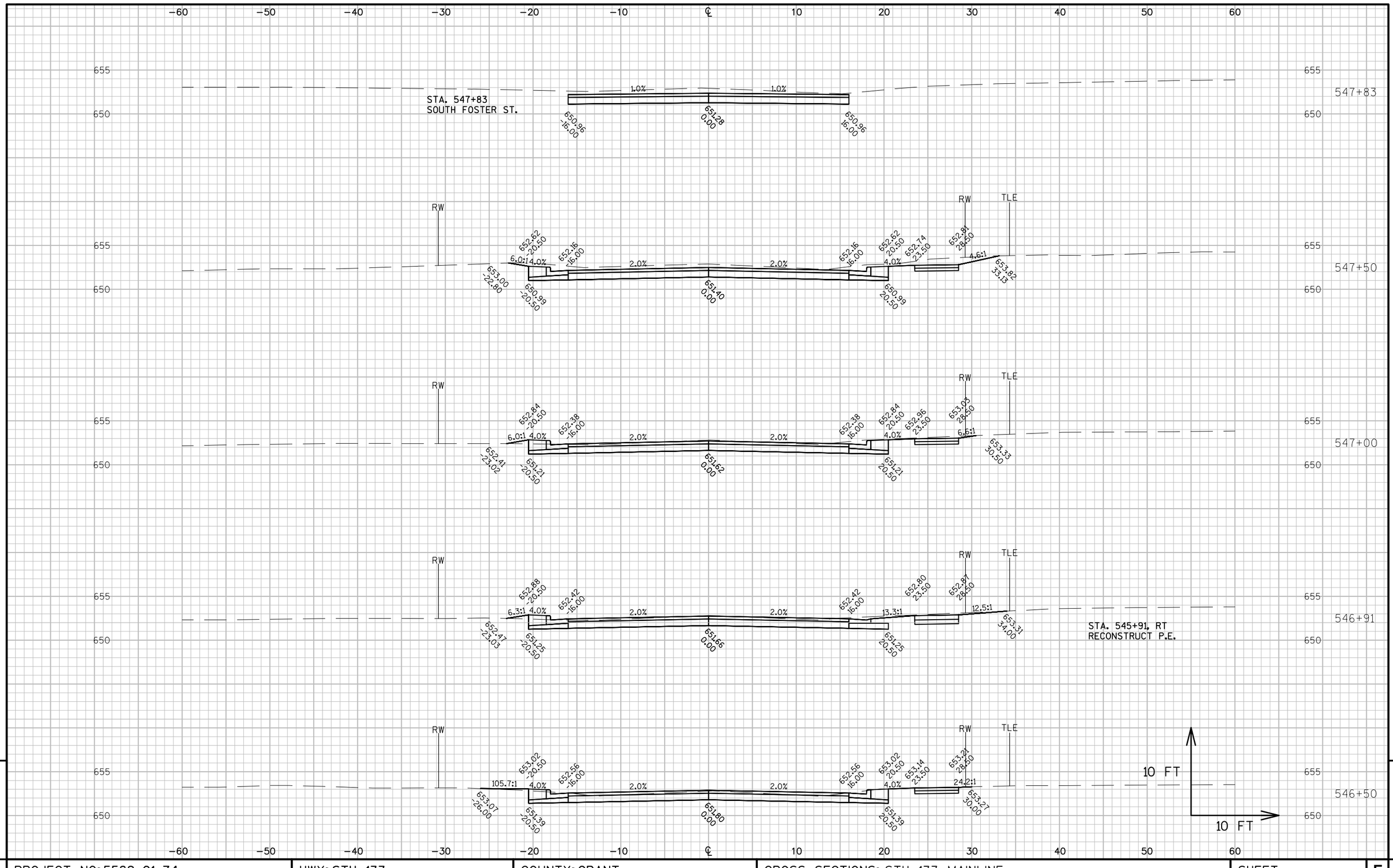
PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: STH 133 MAINLINE	SHEET 149	E

9

FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\CIVIL 3D DESIGN\DESIGN\CORRIDORS\PROPOSED CORRIDOR & X_SECS.DWG
LAYOUT NAME - 090221_XS

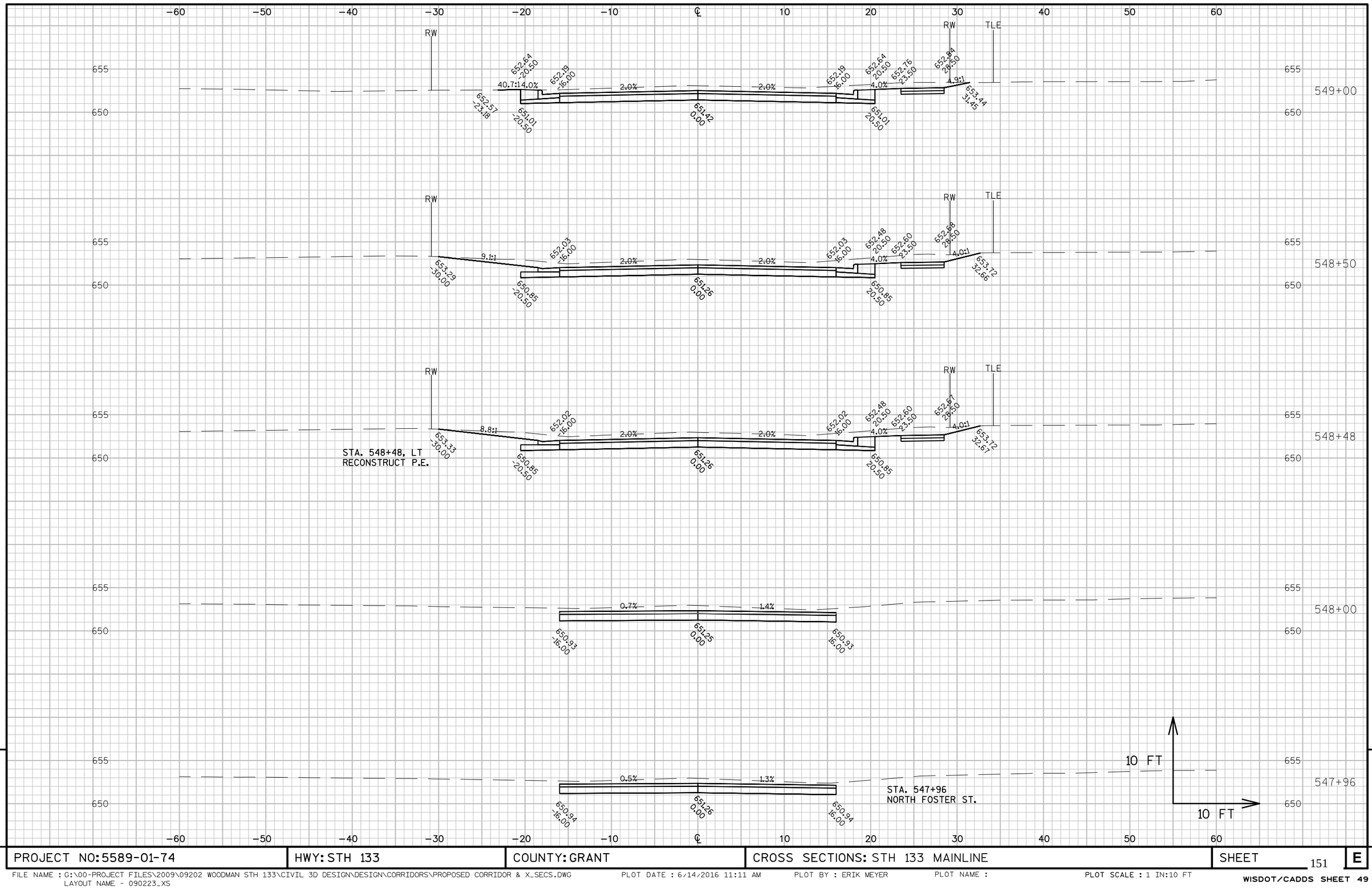
PLOT DATE : 6/14/2016 11:10 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



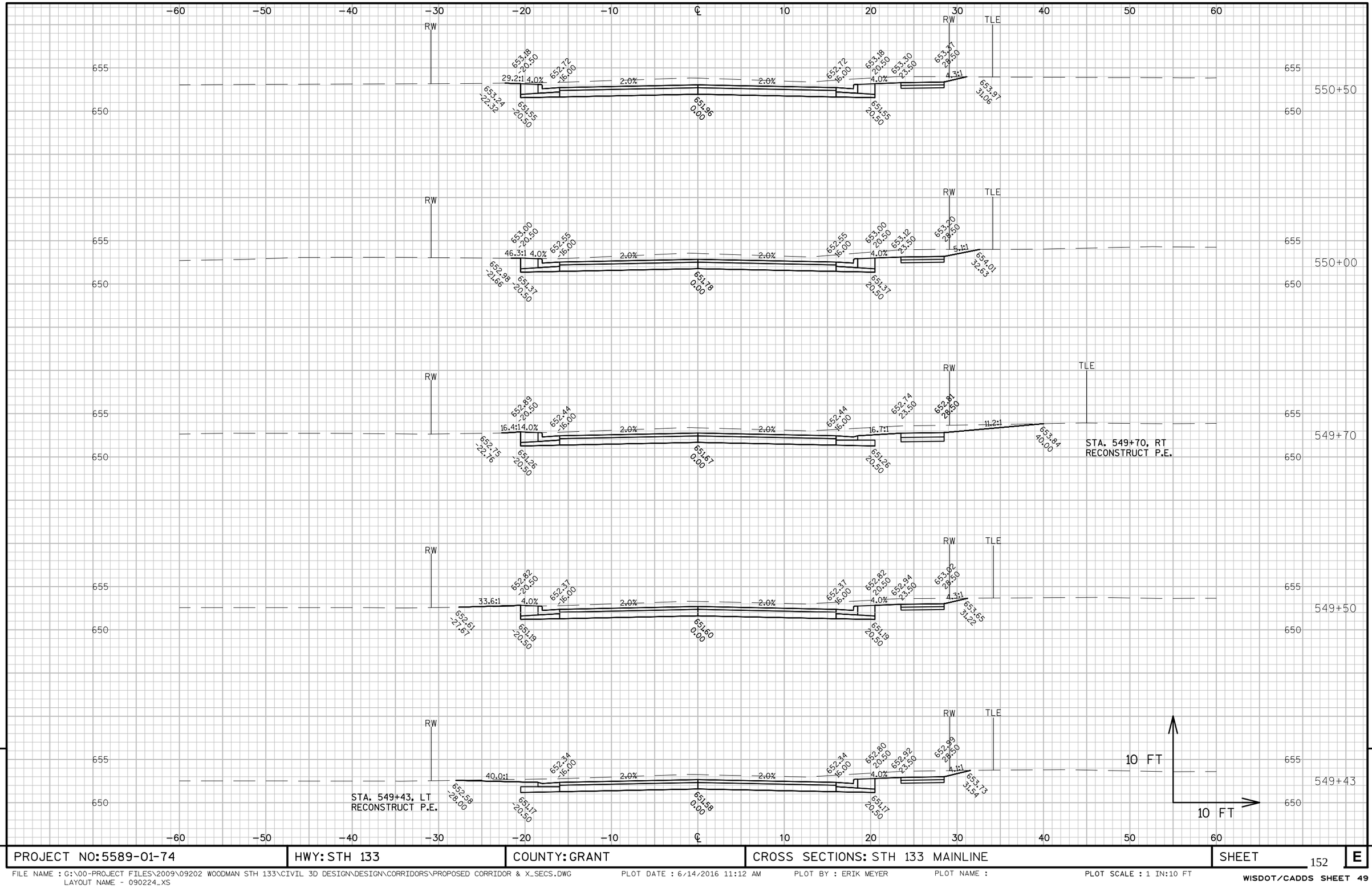
STA. 545+91, RT
RECONSTRUCT P.E.

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: STH 133 MAINLINE	SHEET 150	E



9

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: STH 133 MAINLINE	SHEET 151	E

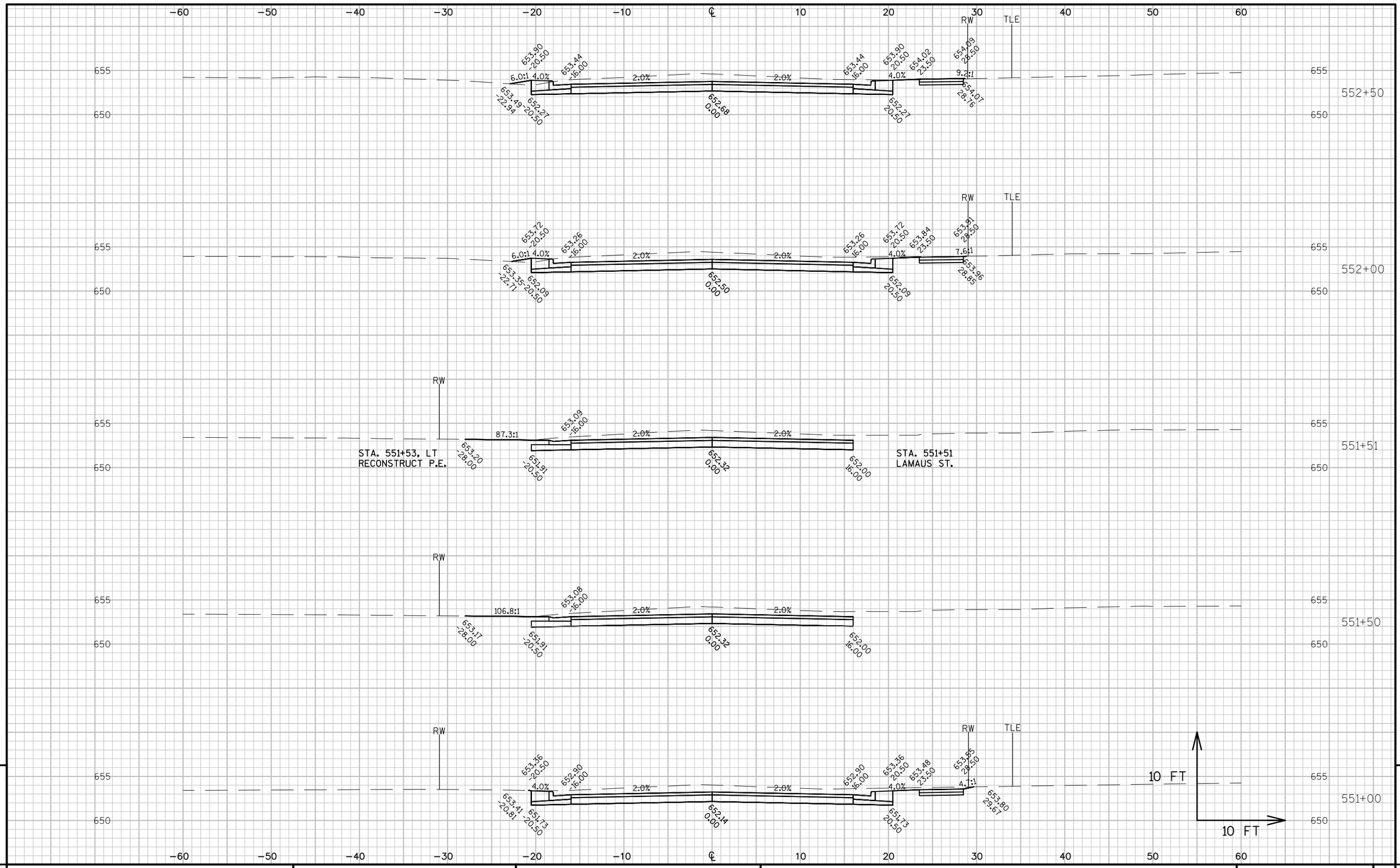


9

9

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: STH 133 MAINLINE	SHEET 152	E

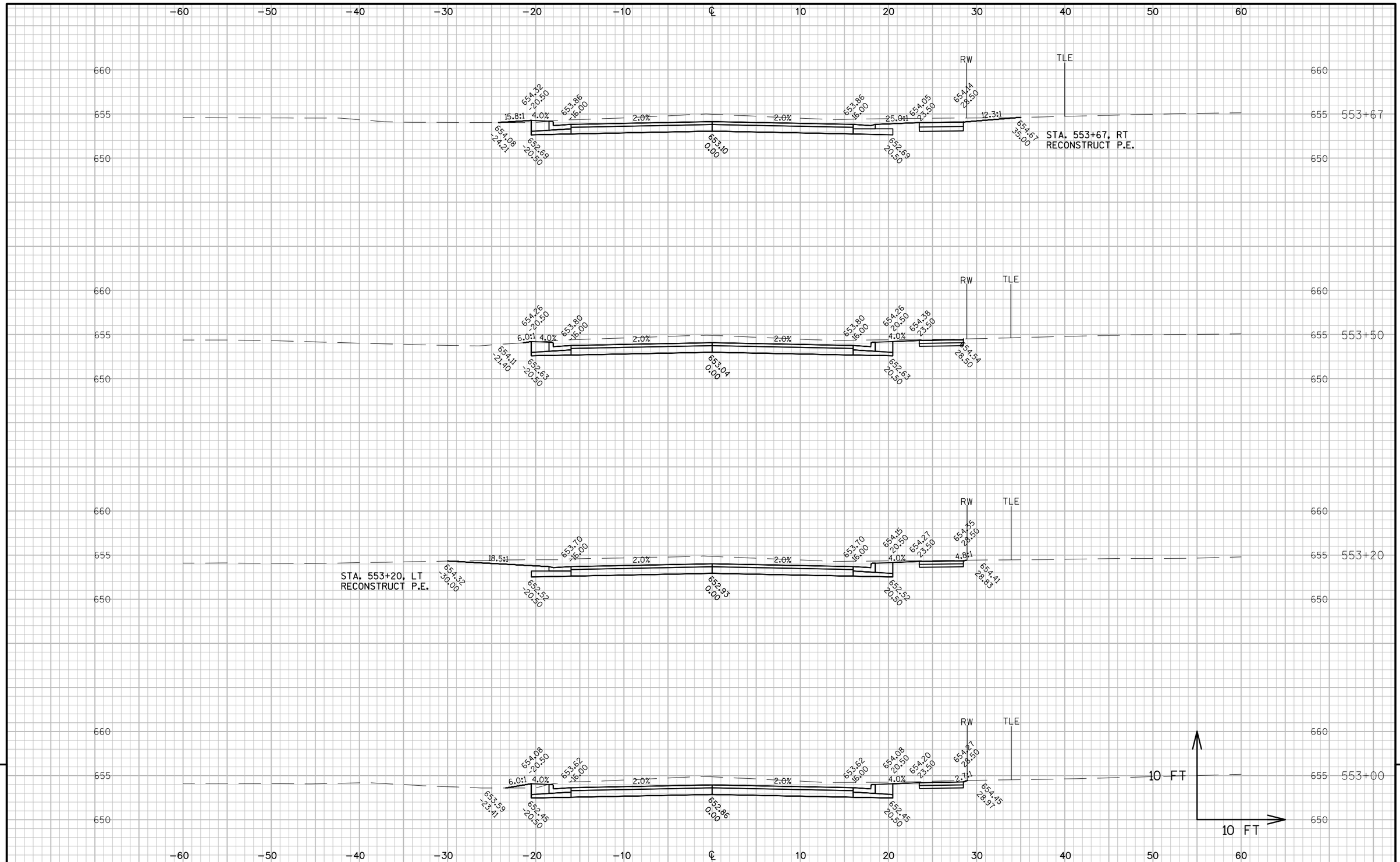
FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\CIVIL 3D DESIGN\DESIGN\CORRIDORS\PROPOSED CORRIDOR & X_SECS.DWG
LAYOUT NAME - 090224_XS
PLOT DATE : 6/14/2016 11:12 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49



PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: STH 133 MAINLINE	SHEET 153	E

FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\CIVIL 3D DESIGN\DESIGN\CORRIDORS\PROPOSED CORRIDOR & X_SECS.DWG
LAYOUT NAME - 090225_XS
PLOT DATE : 6/14/2016 11:12 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

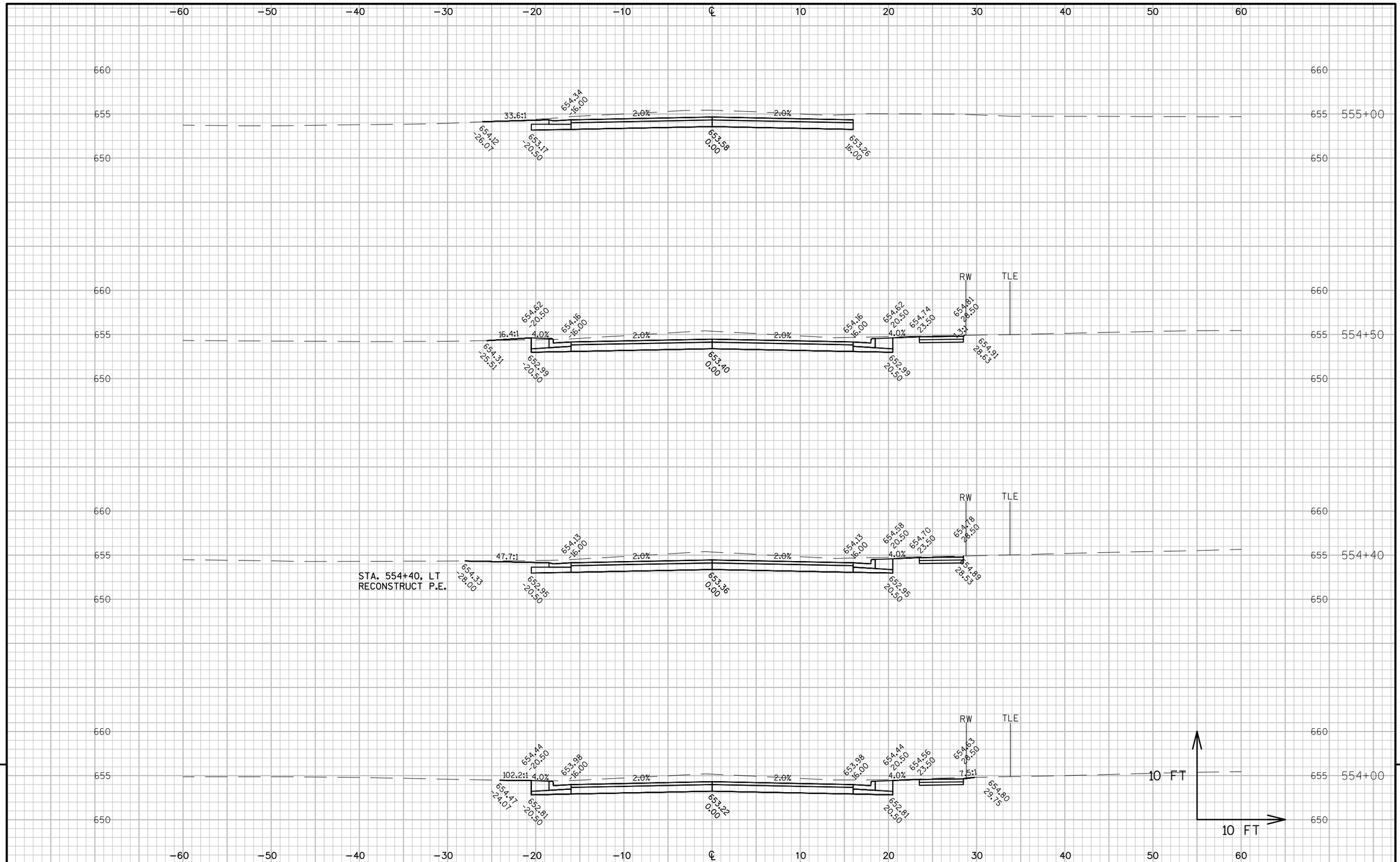


9

9

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: STH 133 MAINLINE	SHEET 154	E

FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\CIVIL 3D DESIGN\DESIGN\CORRIDORS\PROPOSED CORRIDOR & X_SECS.DWG
LAYOUT NAME - 090226_XS
PLOT DATE : 6/14/2016 11:13 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49

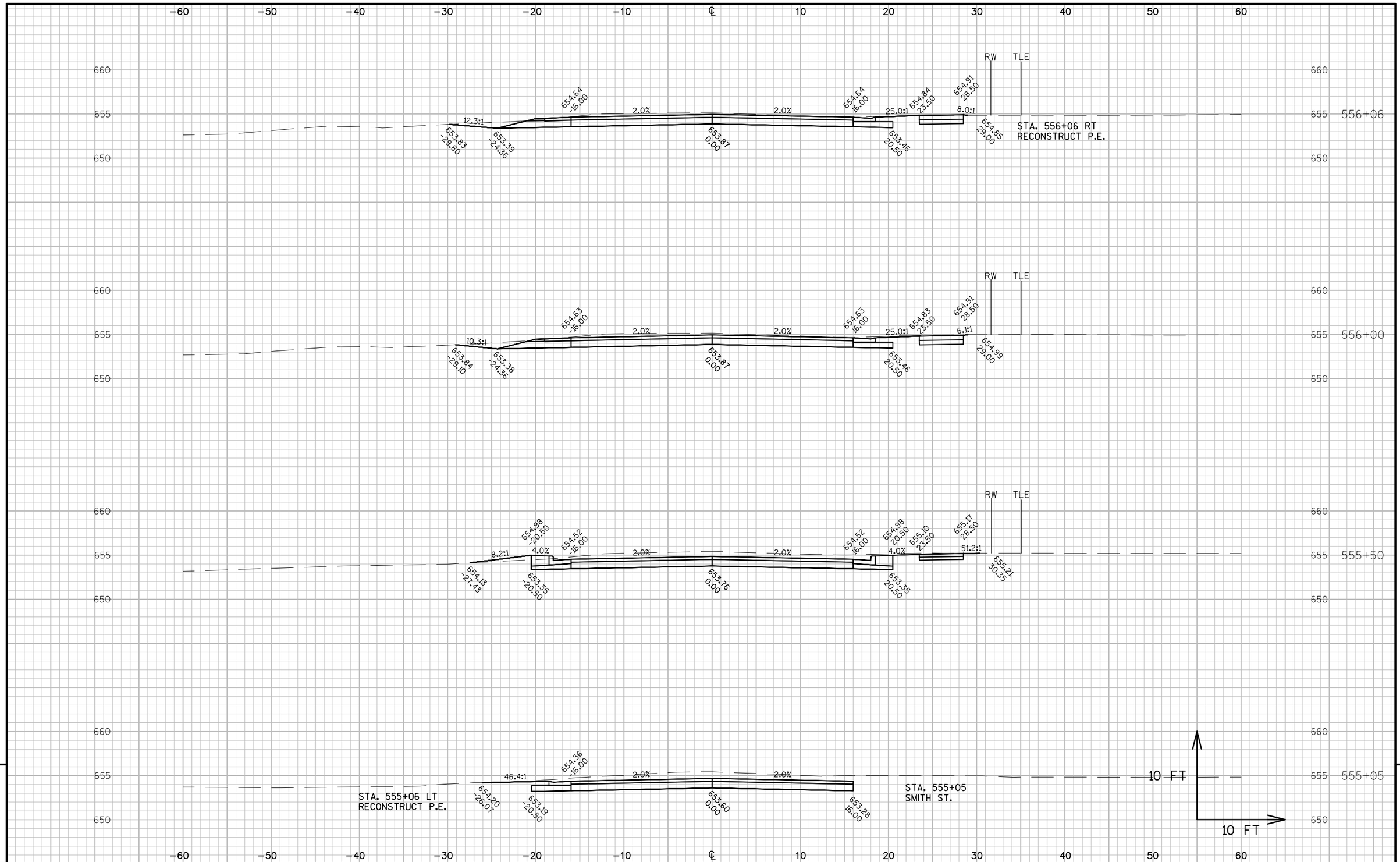


9

9

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: STH 133 MAINLINE	SHEET 155	E

FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\CIVIL 3D DESIGN\DESIGN\CORRIDORS\PROPOSED CORRIDOR & X_SECS.DWG
LAYOUT NAME - 090227_XS
PLOT DATE : 6/14/2016 11:13 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49



9

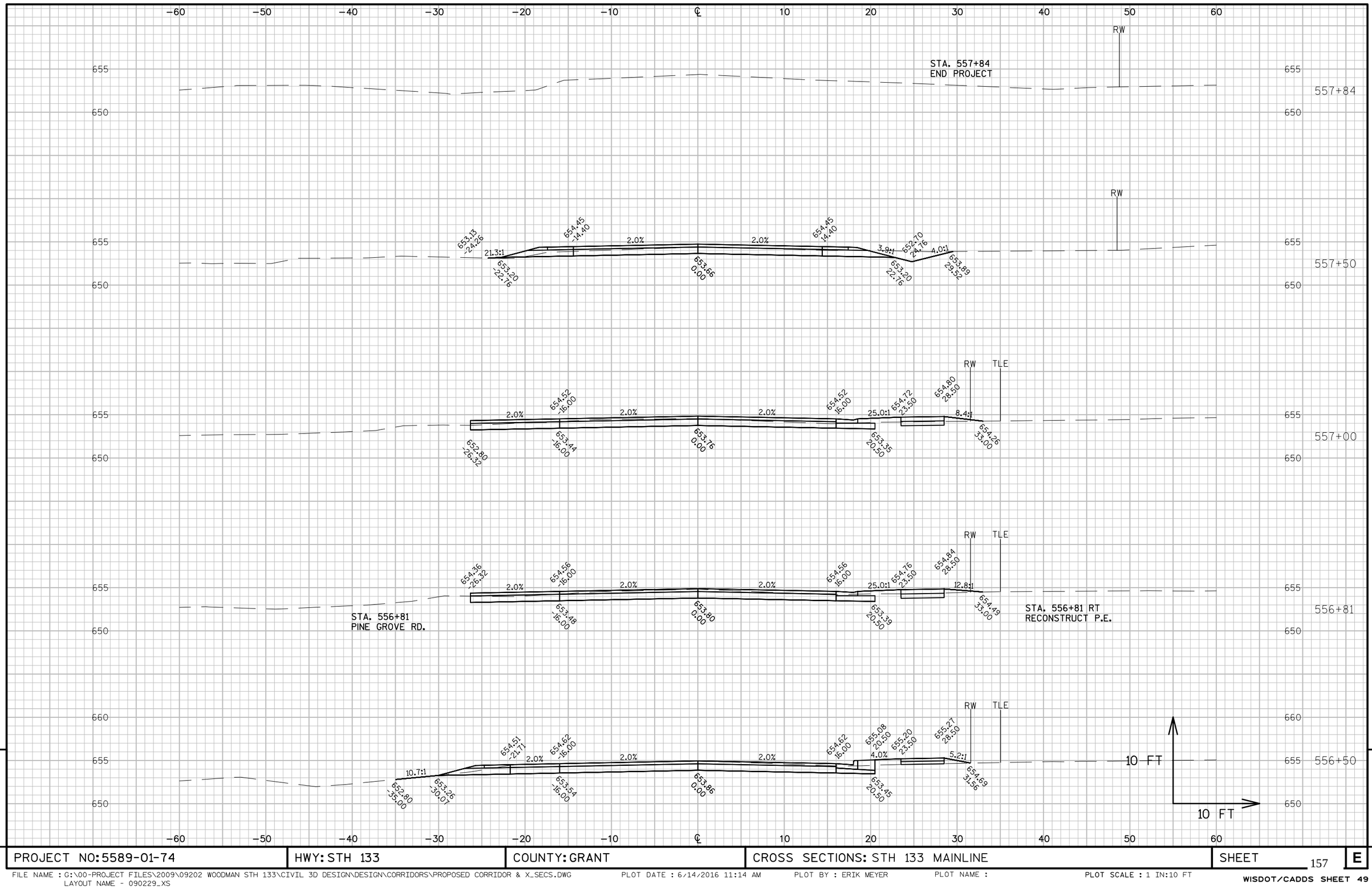
9

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: STH 133 MAINLINE	SHEET 156	E

FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\CIVIL 3D DESIGN\DESIGN\CORRIDORS\PROPOSED CORRIDOR & X_SECS.DWG
LAYOUT NAME - 090228_XS

PLOT DATE : 6/14/2016 11:14 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

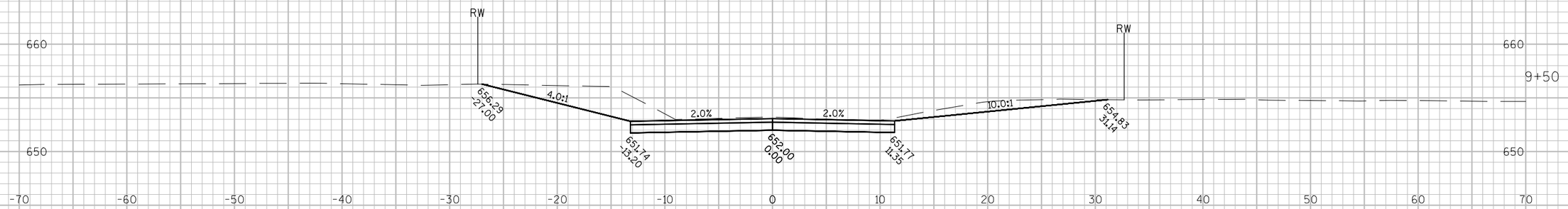
9

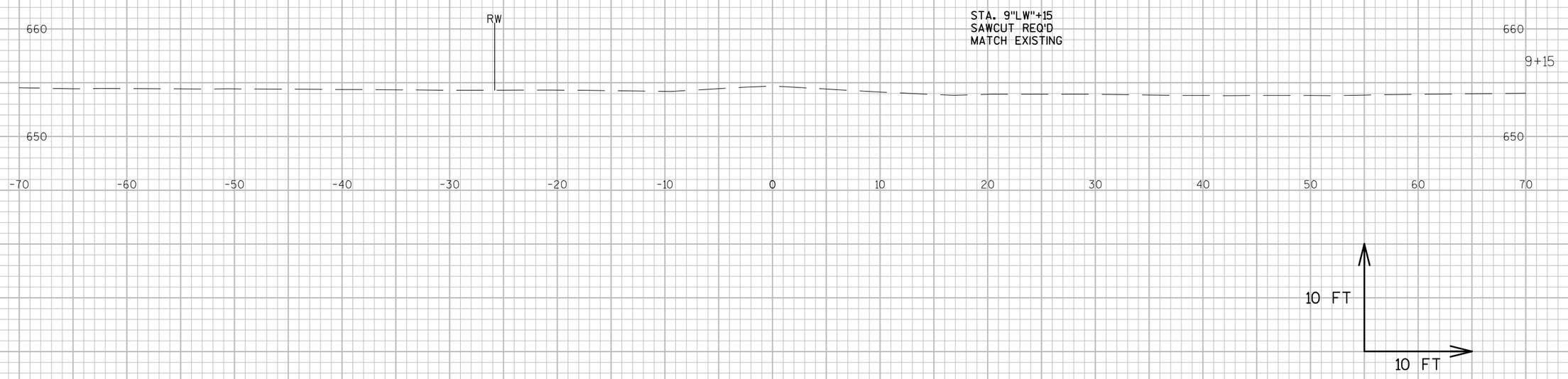
PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: STH 133 MAINLINE	SHEET 157	E

FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\CIVIL 3D DESIGN\DESIGN\CORRIDORS\PROPOSED CORRIDOR & X_SECS.DWG
LAYOUT NAME - 090229_XS

PLOT DATE : 6/14/2016 11:14 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49





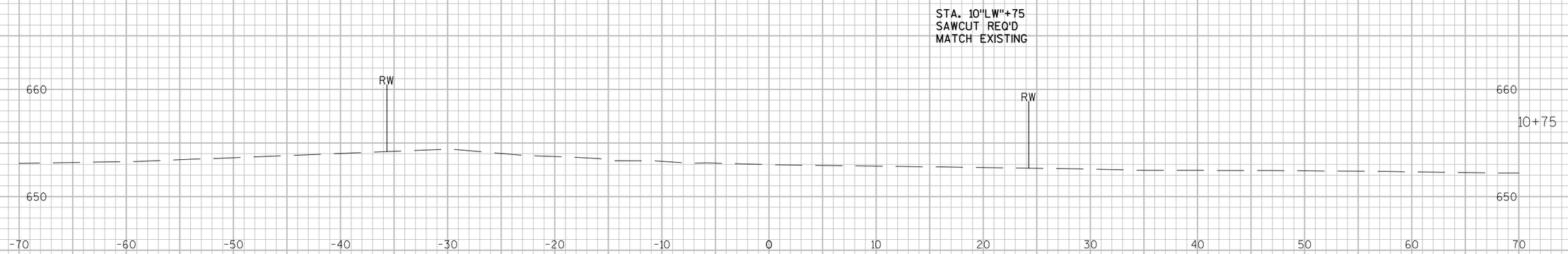
9

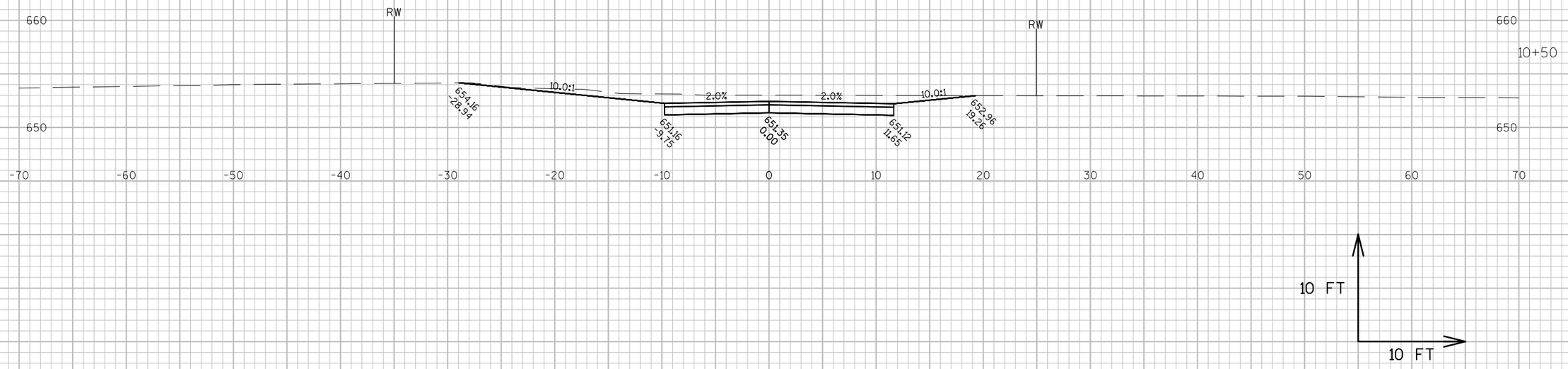
9

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: LAWLER ST. (NORTH)	SHEET 158	E

FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\CIVIL 3D DESIGN\DESIGN\CORRIDORS\PROPOSED CORRIDOR & X_SECS.DWG
LAYOUT NAME - LAWLER - NORTH-090230_XS

PLOT DATE : 6/14/2016 11:15 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:10 FT



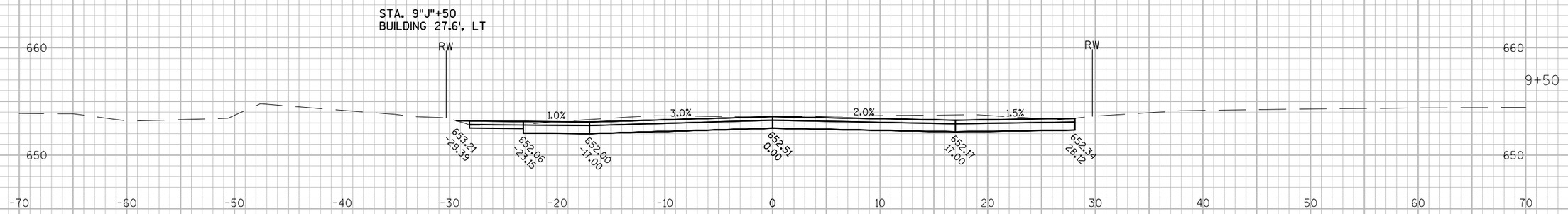


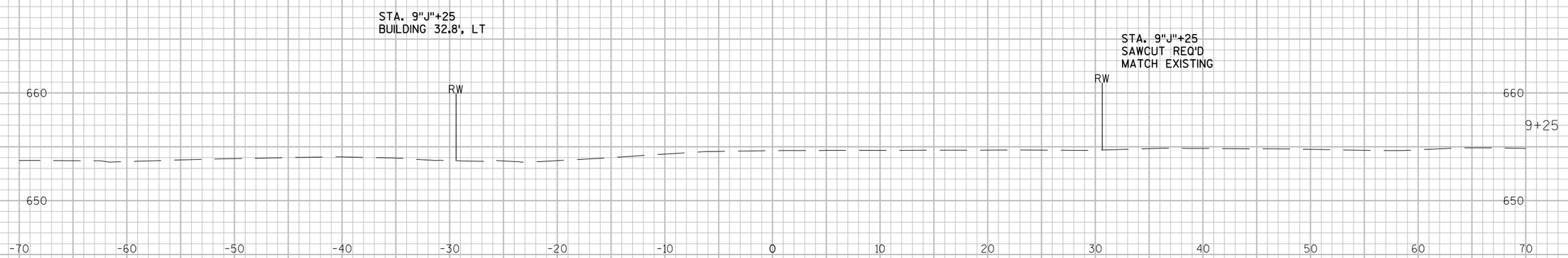
9

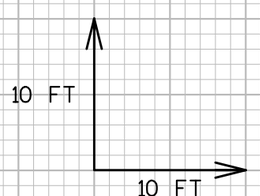
9

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: LAWLER ST. (SOUTH)	SHEET 159	E

FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\CIVIL 3D DESIGN\DESIGN\CORRIDORS\PROPOSED CORRIDOR & X_SECS.DWG
LAYOUT NAME - LAWLER - SOUTH-090231_XS
PLOT DATE : 6/14/2016 11:15 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49







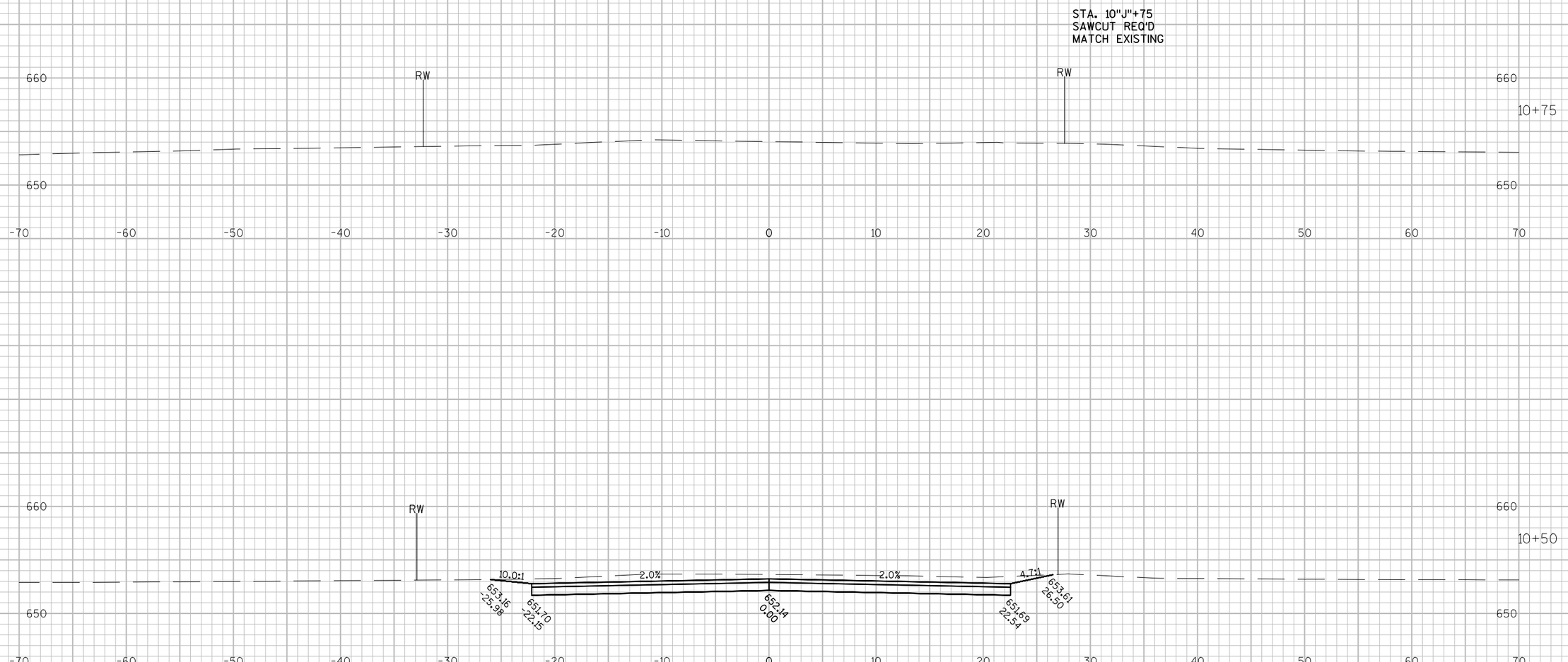
9

9

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: JERVIS ST. (NORTH)	SHEET 160	E

FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\CIVIL 3D DESIGN\DESIGN\CORRIDORS\PROPOSED CORRIDOR & X_SECS.DWG
LAYOUT NAME - JERVIS - NORTH-090232_XS

PLOT DATE : 6/14/2016 11:16 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

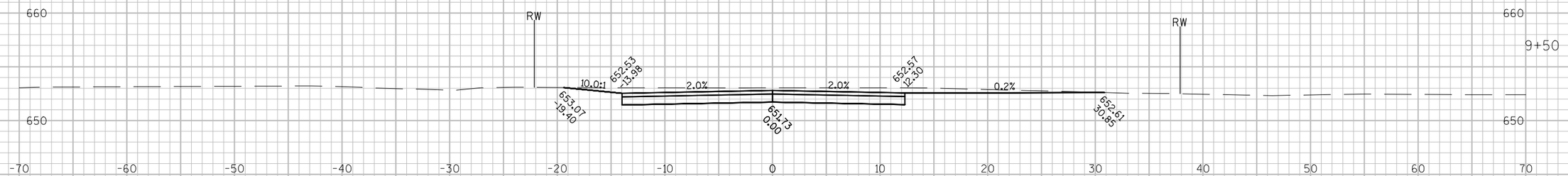
9

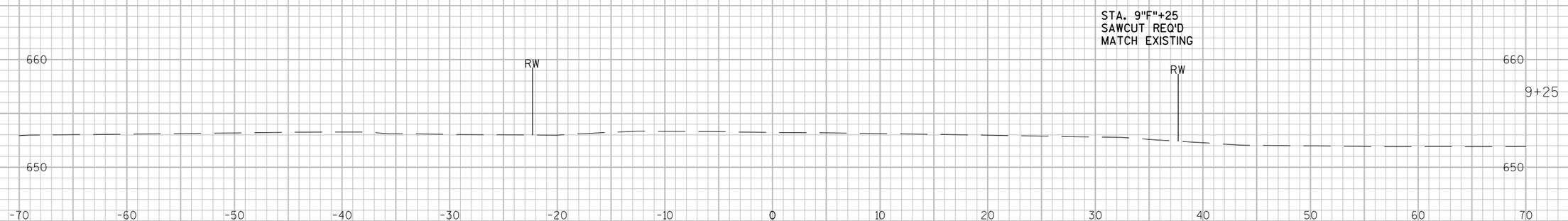
PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: JERVIS ST. (SOUTH)	SHEET 161	E

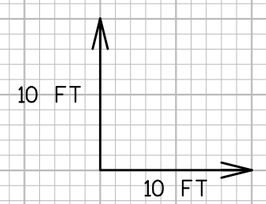
FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\CIVIL 3D DESIGN\DESIGN\CORRIDORS\PROPOSED CORRIDOR & X_SECS.DWG
LAYOUT NAME - JERVIS - SOUTH-090233_XS

PLOT DATE : 6/14/2016 11:16 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49







9

9

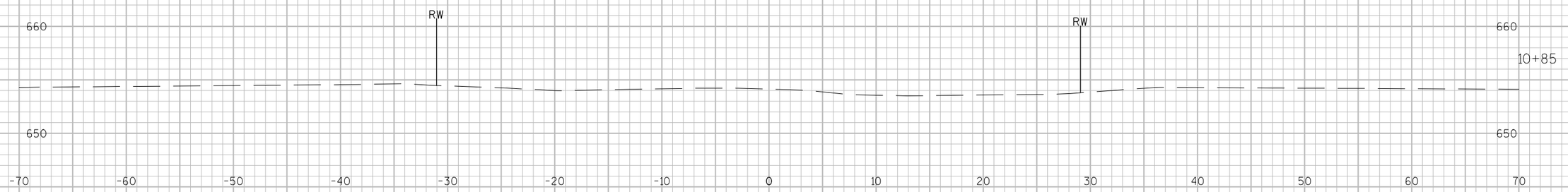
PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: FOSTER ST. (NORTH)	SHEET 162	E

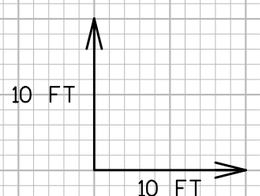
FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\CIVIL 3D DESIGN\DESIGN\CORRIDORS\PROPOSED CORRIDOR & X_SECS.DWG
LAYOUT NAME - FOSTER - NORTH-090234_XS

PLOT DATE : 6/14/2016 11:17 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

STA. 10"F"+85
SAWCUT REQ'D
MATCH EXISTING





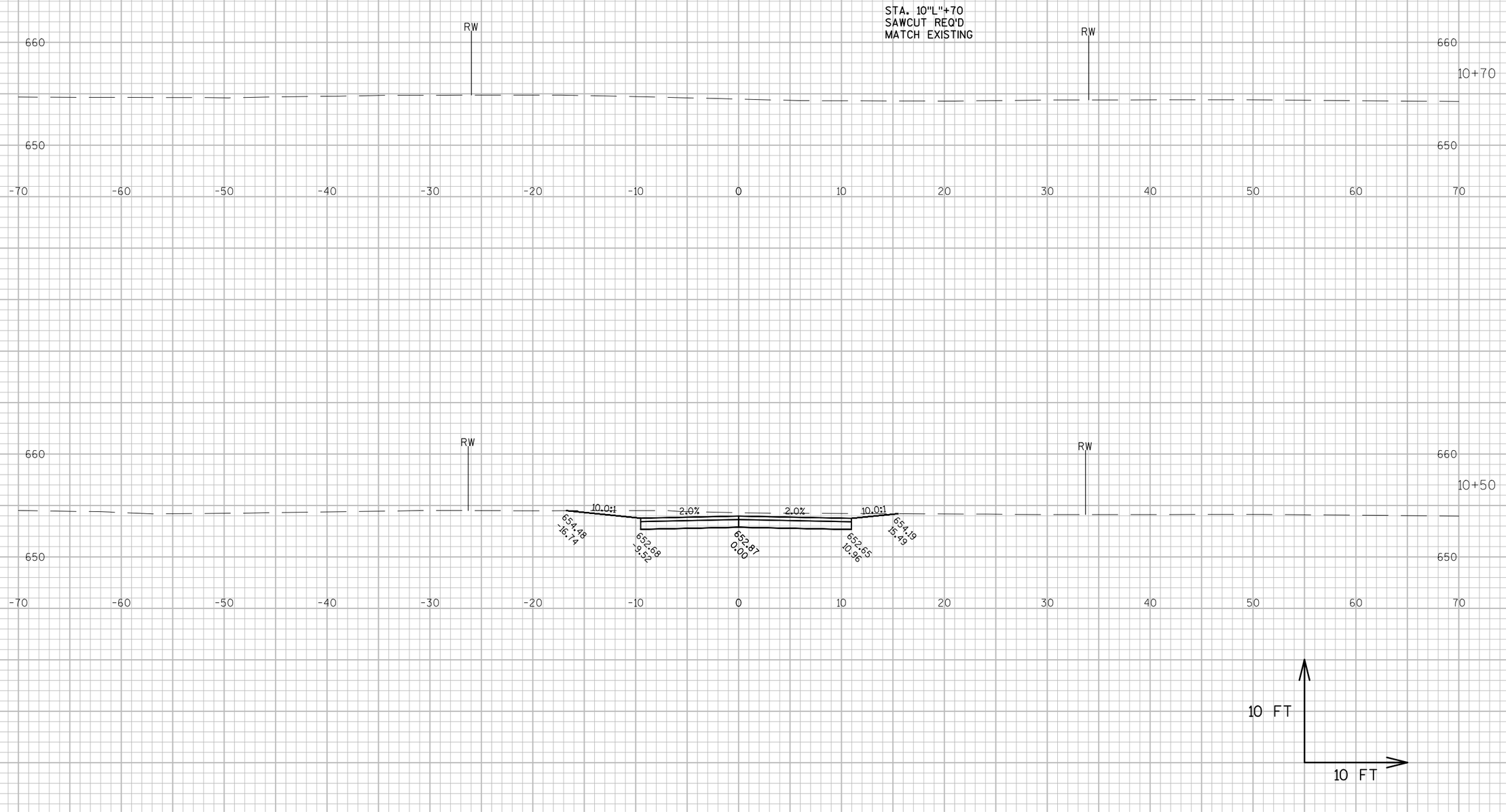
9

9

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: FOSTER ST. (SOUTH)	SHEET 163	E

FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\CIVIL 3D DESIGN\DESIGN\CORRIDORS\PROPOSED CORRIDOR & X_SECS.DWG
LAYOUT NAME - FOSTER - SOUTH-090235_XS

PLOT DATE : 6/14/2016 11:17 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

9

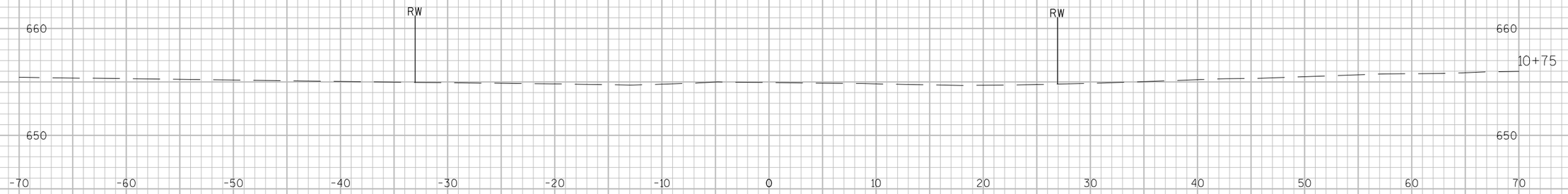
PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: LAMAUS ST.	SHEET 164	E

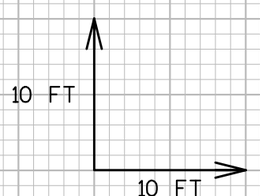
FILE NAME : G:\00-PROJECT FILES\2009\09202 WOODMAN STH 133\CIVIL 3D DESIGN\DESIGN\CORRIDORS\PROPOSED CORRIDOR & X_SECS.DWG
LAYOUT NAME - LAMAUS-090236_XS

PLOT DATE : 6/14/2016 11:17 AM PLOT BY : ERIK MEYER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

STA. 10"S"+75
SAWCUT REQ'D
MATCH EXISTING





9

9

PROJECT NO: 5589-01-74	HWY: STH 133	COUNTY: GRANT	CROSS SECTIONS: SMITH ST.	SHEET 165	E

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov