GRE [*]	DECEMBER 2017	STATE PROJECT	FEDERAL PROJI	
PR WIT	ORDER OF SHEETS STATE OF WISCONSIN	4650-08-71	PROJECT WISC 2017623	CONTRAC
	ton No. 1 Title DEDARTMENT OF TRANSPORTATION		WISC 2017023	
로유	Section No. 2 Typical Sections and Details (Includes Erosion Control) Section No. 3 Estimate of Quantities DEPARTMENT OF TRANSPORTATION			
S CT	Section No. 3 Estimate of Quantities Section No. 3 Miscollaneous Quantities			
Ē	Section No. 4 Right of Way Plat PLAN OF PROPOSED IMPROVEMENT			
5	Section No. 5 Plan and Profile (Includes Erosion Control) Section No. 6 Standard Detail Drawings			
55	Section No. 7 Sign Plates CITY OF KAUKAUNA, DELANGLADE STREET			
PROJECT ID: 4650-08-7 WITH: N/A	Section No. 8 Structure Plans Section No. 9 Camputer Earthwork Data LAWE STREET - IH 41			
00	Section No. 9 Computer Earthwork Data Section No. 9 Cross Sections LAWE STREET - IH 41			
3	5 I H 55			
	TOTAL SHEETS = 770			
	OUTAGAMIE COUNTY			
	STATE PROJECT NUMBER			
	4650-08-71			
	R 18 E R 19 E			
	(55) 8 20 H = 31 Apple A1/			
	LAU RD Z TOWN RD EN	D PROJECT 4650-08 A 271NB+50	<u>i-71</u>	
	HASSELIT WRIGHTS TOWN RD ST	A 271NB+50		
	OUTAGAMIE COUNTY-		ORIGINAL PLANS PREPARED	ВУ
	COENEN RD S			ΠŤ
	DESIGN DESIGNATION		LA LOUBBREAU Y	I I
	A.A.D.T. (2018) = 11,700 A.A.D.T. (2038) = 14,600	2 N	MINITERINA	
	D.H.V. (K100) = 11.0	—	Hay A. J. S.	1
00			* MICHAEL A	
UNTY:	DESIGN SPEED = 30 MPH/50 MPH ESALS = 4,100,000 BEGIN PROJECT 4650-08-71 DR		MANCOLON /	
₹.	BEGIN PROJECT 4650-08-71 STA 207NB+45.77 DR CC DR CC DR CC STA 207NB+45.77		E-30025	Ш
9	Y = 572163.40 NEW RD		WI	03
	CONVENTIONAL SYMBOLS X = 865597.56	/	WAL WILL	Mitt
∑.	PLAN CORPORATE LIMITS PROFILE GRADE LINE FELDKAMP		WALL WILLIAM	
UTAGAMIE	CORPORATE LIMITS ORIGINAL GROUND ORIGINAL GROUND	R-44-0024	. 1 /	
	PROPERTY LINE PL - 58-1 MARSH OR ROCK PROFILE (To be noted as such) MARSH OR ROCK PROFILE (To be noted as such)	R-44-0025	7/18/17	r
	INSTED MICHINAY EASENENT SPECIAL DITCH LABEL	R-44-0026		
• :	EXISTING RIGHT OF WAY GRADE ELEVATION		STATE OF WISCONS DEPARTMENT OF TRANSPO	
	PROPOSED OR NEW R/W LINE SLOPE INTERCEPT CULVERT (Profile View)		REPARED BY	ONTATION
	IIII ITIES		Surveyor JT ENGINEERII	
	REFERENCE LINE ELECTRIC EXISTING CULVERT ENER OPTIC FINE		Dosigner OMNNI ASSOCIA Project Manager TIM RAN	
	PROPOSED CULVERT GAS G-		Regional Examiner	
	(Box or Pipe) SANITARY SEWER — SAN—	i i	Regional Supervisor CHARLES K	KAROW
	COMBUSTIBLE FLUIDS STORM SEWERSS		C.O. Examiner	
	SCALE 1 1MI.		PROVED FOR THE DEPARTMENT	,
	TOTAL MET LEMOTH OF CENTEDLINE - 157 MI COORDINATES ON THIS PLA	AN ARE REFERENCED TO	TE: 7/18/17 (Signatur	re)
	POWER POLE LEAGH OF CENTENCINE 3 LBT ML. THE WISCONSIN COUNTY COO OUTAGAMIE COUNTY 198	3 (1991 ADJUSTMENT)	-	E
	FILE NAME : F:\TR\JOBS\E1859A08\CIVIL 3D 2012\SHEETSPLAN\46500871_010101_TI.DWG PLOT DATE : 7/17/2017 3:27 PM PLOT BY : OMNNI - ANDREW WESTBROOM NAME :			
	FILE PARKE ; F. VIII NOUS NELCONAND		WISDOT/CADD:	JS SHEET 1

CONTRACT

GENERAL NOTES

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

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

FILL AS SHOWN ON THE PLANS PERTAINS TO EMBANKMENTS CONSTRUCTED FROM COMMON EXCAVATION .

IF EXCAVATION BELOW SUBGRADE (EBS) IS REQUIRED, IT WILL BE MEASURED AND PAID FOR AS COMMON EXCAVATION. THE LIMITS OF EBS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

ALL DISTURBED AREAS NOT OTHERWISE SURFACED, ARE TO BE TOPSOILED, FERTILIZED, AND E-MATTED WITHIN 5 DAYS AFTER PLACEMENT OF TOPSOIL EXCEPT WHERE NOTED.

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

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

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

THE COST OF CONNECTING NEW STORM SEWERS OR DRAINAGE STRUCTURES TO THE EXISTING STORM SEWER SHALL BE INCIDENTAL TO THE COST OF THE STORM SEWER.

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

THE EXACT LOCATIONS OF ALL EROSION CONTROL ITEMS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

CURB AND GUTTER RADII ARE SHOWN TO THE CURB FACE.
CURB AND GUTTER GRADES ARE MEASURED AT THE FLANGE.

CURB RAMP OPENINGS AS SHOWN ON THE PLANS ARE APPROXIMATE. ALL RAMP OPENINGS ARE INCIDENTAL TO THE ITEM OF CURB AND GUTTER AND SHALL BE 6" DEPTH.

FIVE FOOT WIDE SIDEWALK REQUIRES TRANSVERSE JOINTS SPACED AT FIVE FEET, EIGHT FOOT WIDE SIDEWALK REQUIRES TRANSVERSE JOINTS SPACED AT EIGHT FEET, AND TEN FOOT WIDE SIDEWALK REQUIRES TRANSVERSE JOINTS SPACED AT TEN FEET. ALL TRANSVERSE JOINTS IN EIGHT FOOT WIDE AND TEN FOOT WIDE CONCRETE SIDEWALKS ARE REQUIRED TO BE SAWED.

PROVIDE AN ARTIFICIAL TURF DRAG AND TINED SURFACE FINISH ON IH-41 INTERCHANGE RAMPS. FOR ALL OTHER CONCRETE PAVEMENT PROVIDE AND ARTIFICIAL TURF DRAG FINISH AND SEAL JOINTS.

BOXOUTS SHALL BE PROVIDED IN CONCRETE BY THE CONTRACTOR FOR SIGN PLACEMENT. THE COST FOR BOXOUTS WILL BE INCIDENTAL TO ASSOCIATED CONCRETE ITEM. LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.

ADDITIONAL DOWEL BARS AND CONTRACTION JOINT DOWEL ASSEMBLIES REQUIRED TO MATCH MANHOLES, INLETS AND SIDE ROAD INTERSECTIONS SHALL BE INCIDENTAL TO THE CONCRETE PAVEMENT BID ITEM.

ALL TRANSVERSE CONTRACTION JOINTS, LONGITUDINAL JOINTS AND CONSTRUCTION JOINTS FOR CONCRETE PAVEMENT AND CONCRETE CURB AND GUTTER SHALL BE SAWED AND SEALED AS SHOWN IN CONSTRUCTION AND PAVING DETAILS.

WHERE SLOPE INTERCEPT LINES FALL OUTSIDE OF THE EXISTING RIGHT-OF-WAY, TEMPORARY INTERESTS TO ACCOMPLISH CONSTRUCTION WORK WITHIN THE SLOPE INTERCEPTS HAVE BEEN OBTAINED. THESE RIGHTS ARE EXTENDED TO THE CONTRACTOR.

DISTANCES SHOWN ON THIS PLAN ARE GROUND DISTANCES.
BEARINGS SHOWN ON THIS PLAN ARE GRID BEARINGS.

STOCKPILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOOD PLAINS AND WATERWAYS AND OUT OF RAILROAD VISION TRIANGLES STOCKPILE SOIL SHALL BE PROTECTED AGAINST EROSION

ORDER OF "SECTION 2" SHEETS

SHEET TITLE

GENERAL NOTES PROJECT OVERVIEW TYPICAL SECTIONS CONSTRUCTION DETAILS REMOVALS PAVING DETAILS ITS EROSION CONTROL STORM SEWER SANITARY SEWER PLANTING PERMANENT SIGNING LIGHTING TRAFFIC SIGNAL REMOVAL TRAFFIC SIGNAL LAYOUT PAVEMENT MARKING TRAFFIC CONTROL STAGING DETOUR PLAN FENCING PLAN ALIGNMENT LAYOUT

EROSION CONTROL NOTES

RUNOFF COEFFICIENT FOR THIS PROJECT: EXISTING PAVEMENT 0.95, EXISTING SLOPES 0.30, NEW PAVEMENT 0.95, NEW SLOPES 0.30.

TOTAL PROJECT AREA = 52.22 ACRES ACTIVITIES = 33.57 ACRES

PROJECT NO: 4650-08-71 HWY: STH 55 COUNTY: OUTAGAMIE GENERAL NOTES SHEET: E 2.1

UTILITIES	
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WATER KAUKAUNA UTLITIES KEVIN OBALIA 777 ISLAND ST PO BOX 1777

> KAUKAUNA, WI 54130-7077 TEL: 920-462-0233

EMAIL: kobalia@ku_wi.org

SANITARY SEWER CITY OF KAUKAUNA

> JOHN NEUMEIER 144 W SECOND ST PO BOX 890

KAUKAUNA, WI 54130-0890 TEL: 920-766-6305

EMAIL: neumeier@kaukauna-wi.org

ELECTRIC KAUKAUNA UTLITIES

> LONNIE PICHLER 777 ISLAND ST PO BOX 1777

KAUKAUNA, WI 54130-7077

TEL: 920-462-0217 EMAIL: lpichler@ku-wi.org

GAS WE ENERGIES

> HEATHER DEUTH 800 S LYNNDALE DR APPLETON, WI 54912

TEL: 920-242-5633

EMAIL: heather.deuth@daar.com

Dial or (800) 242-8511

www.DiggersHotline.com

STEVE JAKUBIEC

TDS TELECOM

COMMUNICATION

10 COLLEGE AVE, SUITE 218A

APPLETON, WI 54911 TEL: 920-882-4166

EMAIL: steve.jakubiec@tdstelecom.com

CHARTER COMMUNICATION

VINCE ALBIN

3520 DESTINATION DR APPLETON, WI 54915 TEL: 920-831-9249

EMAIL: vince.albin@charter.com

AT&T WISCONSIN JOSEPH KASSAB

221 WEST WASHINGTON ST APPLETON, WI 54911 TEL: 920-735-3206 EMAIL:jk572k@att.com

NET LEC LLC-COMMUNICATIONS

DENNIS LAFAVE

1700 INDUSTRIAL DRIVE GREEN BAY, WI 54302 TEL: 920- 619-9774

EMAIL: DLAFAVE@MI-TECH.US

LEVEL 3 COMMUNICATIONS

MARK DECHANT 612 WEST MAIN ST MADISON, WI 53703 TEL: 414-426-1857

EMAIL: MARK.DECHANT@LEVEL3.COM

WISDOT

JEFF MADSON STE. 300

433 W. ST. PAUL AVE MILWAUKEE, WI 53203-3007

TEL: 404-225-3723

EMAIL: JEFFRY.MADSON@DOT.WI.GOV

CITY OF KAUKAUNA IT DAN MEYER, MEYER SERVICES N1004 TOWER VIEW DRIVE GREENVILLE, WI 54942 TEL: 920-734-0081 EMAIL: dan@meyer-usa.com

OTHER CONTACTS

DNR LIAISON WI DEPARTMENT OF NATURAL RESOURCES

> MATT SCHAEVE 2984 SHAWANO AVE GREEN BAY, WI 54313 TEL: 920-662-5474

EMAIL: matthew.schaeve@wisconsin.gov

DIGGERS HOTLINE CABLE LOCATE

TELEPHONE: (800) 242-8511 (TOLL FREE)

NOTE: CANADIAN NATIONAL RAILWAY IS NOT PART OF THE DIGGERS

HOTLINE SYSTEM. CALL MARY ELLEN CARMODY AT 248-452-4705

WHEN DIGGING ON RAUILROAD R/W.

http://www.cn.ca/en/delivering-responsibly/safety/erailsafe/utility-installations

DESIGN CONTACTS MIKE MALCOLM

OMNNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914 TEL: 920-830-6175

EMAIL: MIKE.MALCOLM@OMNNI.COM

TIM RANK

WISDOT NE REGION 944 VANDERPERREN WAY GREEN BAY, WI 54304 TEL: 920-360-2579

EMAIL: TIM.RANK@DOT.WI.GOV

CN RAILROAD FLAGGING AND MARY ELLEN CARMODY, AUDIT OFFICER ADMINISTRATION SERVICE CENTER 2800

FACILITY LOCATING 700 PERSHING STREET PONTIAC, MI 48340

TEL: 248-452-4705

EMAIL: maryellen.carmody@cn.ca

CN RAILROAD MAIN CONTACT JACKIE MACEWICZ, MANAGER PUBLIC WORKS

1652 DEPOT STREET

STEVENS POINT, WI 54481 TEL: 715-345-2503

EMAIL: jackie.macewicz@cn.ca

PROJECT NO: 4650-08-71

HWY: STH 55

COUNTY: OUTAGAMIE

GENERAL NOTES

SHEET:

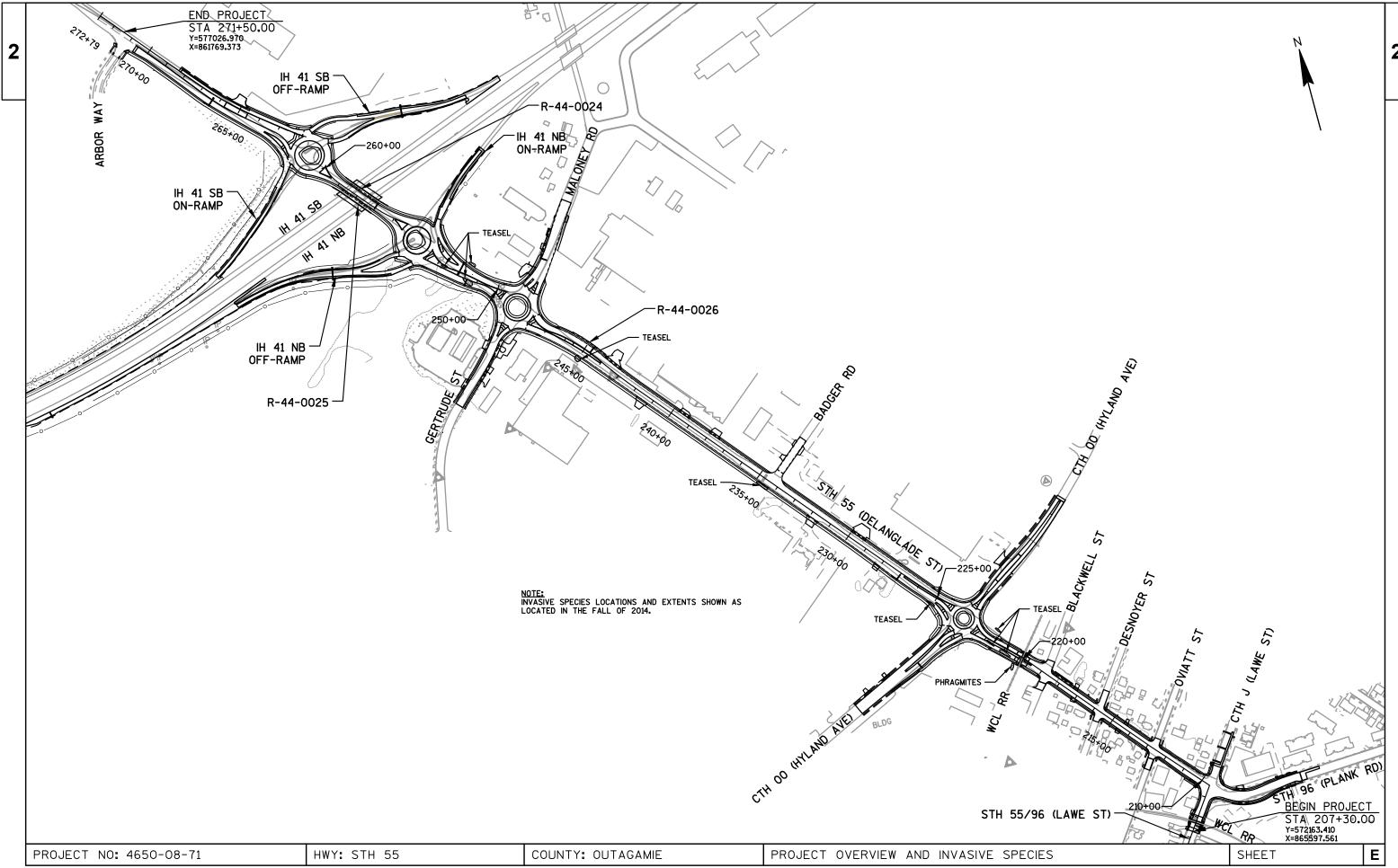
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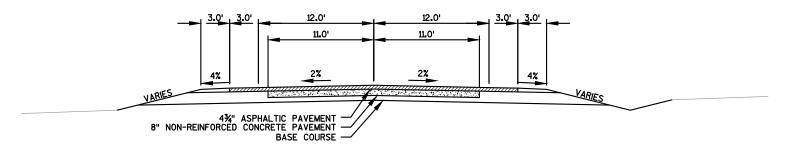
ORIGINATOR: OMNNI ASSOCIATES

ORIG. DATE: OCTOBER 21, 2014

REV. DATE:

PRINT DATE: July 24, 2017

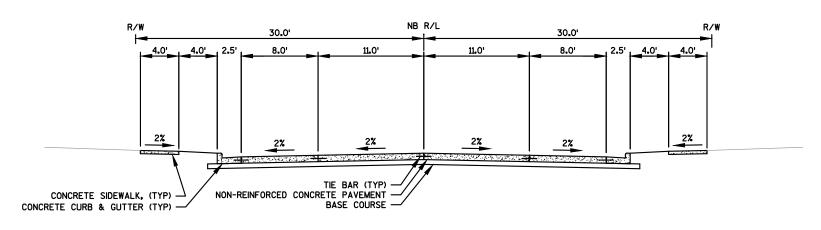




TYPICAL EXISTING SECTION FOR STH 55 (DELANGLADE ST)

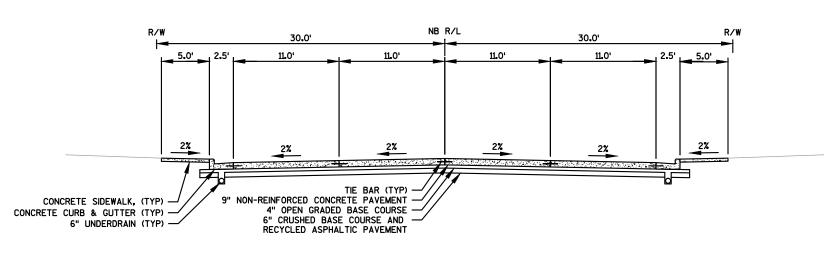
BLACKWELL ST TO WISCONSIN CENTRAL LIMITED RAILROAD

STA 218'NB'+75 TO STA 220'NB'+07



TYPICAL EXISTING SECTION FOR STH 55 (DELANGLADE ST)

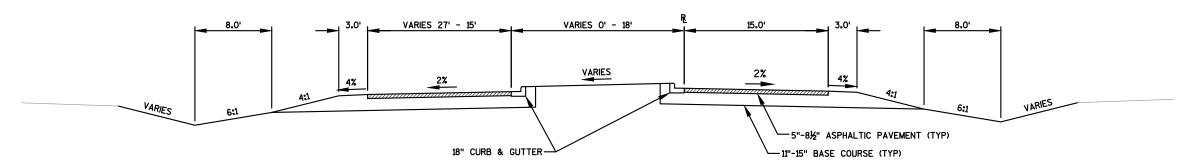
LAWE ST TO BLACKWELL ST STA 209'NB'+58 TO STA 218'NB'+75



TYPICAL EXISTING SECTION FOR STH 55 (LAWE ST)

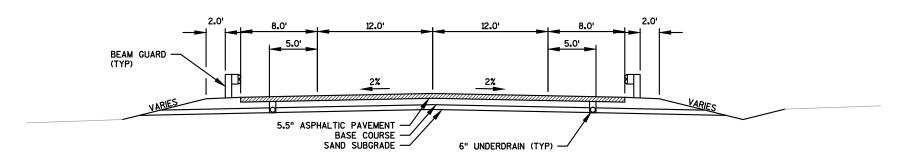
STA 207'NB'+45 TO STA 209'NB'+58

PROJECT NO: 4650-08-71 HWY: STH 55 COUNTY: OUTAGAMIE TYPICAL SECTIONS SHEET **E**



TYPICAL EXISTING SECTION FOR STH 55 (DELANGLADE ST)

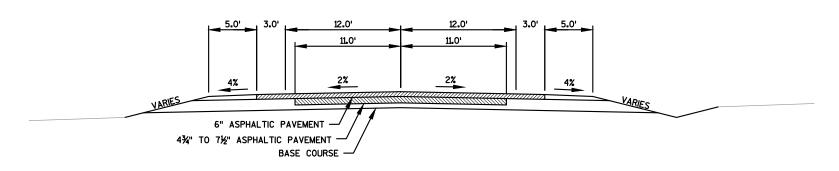
IH 41 SOUTHBOUND RAMPS TO ARBOR WAY
STA 260'NB'+66 TO STA 271'NB'+14



TYPICAL EXISTING SECTION FOR STH 55 (DELANGLADE ST)

IH 41 NORTHBOUND RAMPS TO IH 41 SOUTHBOUND RAMPS

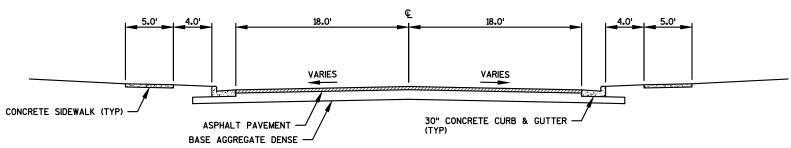
STA 254'NB'+93 TO STA 260'NB'+66



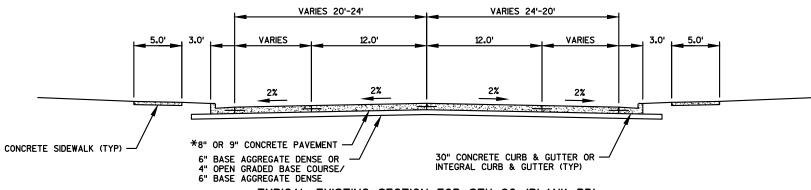
TYPICAL EXISTING SECTION FOR STH 55 (DELANGLADE ST)

WISCONSIN CENTRAL LIMITED RAILROAD TO IH 41 NORTHBOUND RAMP
STA 220'NB'+07 TO STA 254'NB'+93

PROJECT NO: 4650-08-71 HWY: STH 55 COUNTY: OUTAGAMIE TYPICAL SECTIONS SHEET **E**



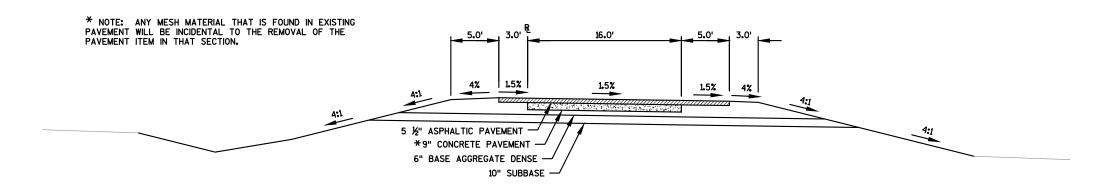
TYPICAL EXISTING SECTION FOR CTH J (LAWE ST EAST) DELANGLADE ST TO EAST



TYPICAL EXISTING SECTION FOR STH 96 (PLANK RD)

LAWE ST TO EAST

STA 309'PL'+59.14 TO STA 314'PL'+14.81



TYPICAL EXISTING SECTION FOR IH 41 RAMPS

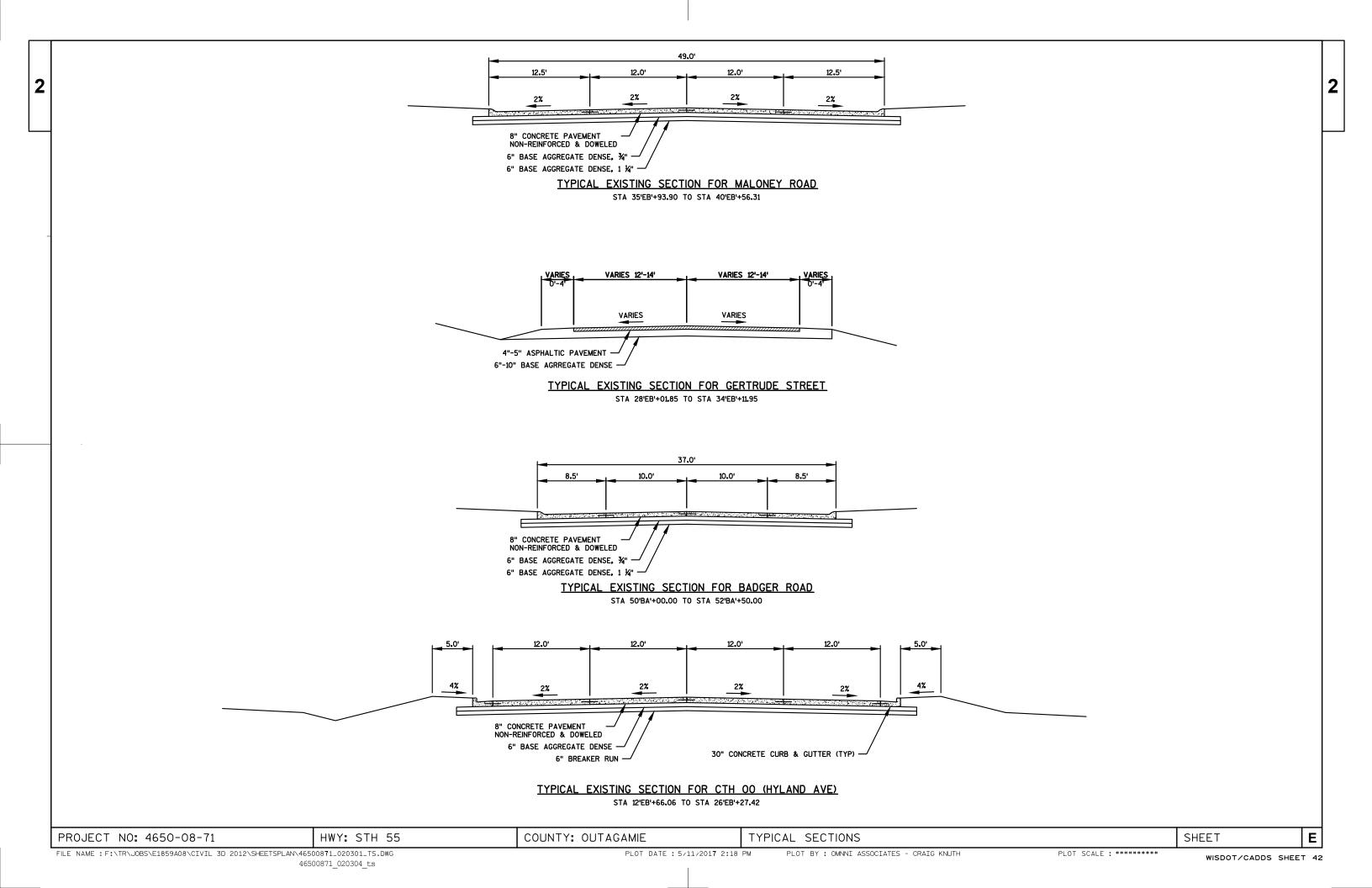
NORTHBOUND OFF-RAMP/ON-RAMP & SOUTHBOUND ON-RAMP/OFF-RAMP

FLIP SECTION ABOUT R FOR SOUTHBOUND RAMPS

COUNTY: OUTAGAMIE TYPICAL SECTIONS

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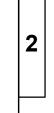
SHEET

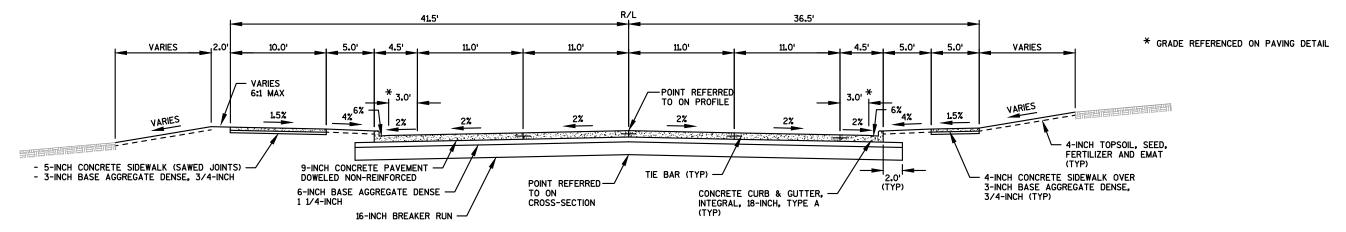


30.0' 2.0' VARIES VARIES VARIES VARIES 5 ½" MIN. ASPHALTIC PAVEMENT -9" CONCRETE PAVEMENT -PIPE UNDERDRAIN 6" BASE AGGREGATE DENSE -10" SUBBASE — TYPICAL EXISTING SECTION FOR IH 41 NORTHBOUND LANES COUNTY: OUTAGAMIE HWY: STH 55 TYPICAL SECTIONS Ε PROJECT NO: 4650-08-71 SHEET

VARIES VARIES VARIES BIKE LANE BIKE LANE * GRADE REFERENCED ON PAVING DETAIL -POINT REFERRED TO ON PROFILE 1.5% 1.5% 4% 4% 2% 2% 4-INCH TOPSOIL, SEED, FERTILIZER AND MULCH (TYP) CONCRETE CURB & GUTTER, 30-INCH TYPE A 2.0' (TYP) - 4-INCH CONCRETE SIDEWALK OVER 3-INCH BASE AGGREGATE DENSE, 3/4-INCH (TYP) TIE BAR (TYP) CONCRETE CURB & GUTTER -INTEGRAL 30-INCH TYPE D (2% GUTTER) 9-INCH CONCRETE PAVEMENT -DOWELED NON-REINFORCED POINT REFERRED — TO ON CROSS-SECTION 6-INCH BASE AGGREGATE DENSE 1 1/4-INCH 16-INCH BREAKER RUN TYPICAL FINISHED SECTION FOR STH 55 LAWE ST TO OVIATT ST STA 209'NB'+57.85 TO STA 212'NB'+65.00 PROJECT NO: 4650-08-71 HWY: STH 55 COUNTY: OUTAGAMIE TYPICAL SECTIONS SHEET Ε FILE NAME : F:\TR\JOBS\E1859A08\CIVIL 3D 2012\SHEETSPLAN\46500871_020301_TS.DWG PLOT DATE : 9/11/2017 11:30 AM PLOT BY : OMNNI ASSOCIATES - CRAIG KNUTH PLOT SCALE : ######## WISDOT/CADDS SHEET 42

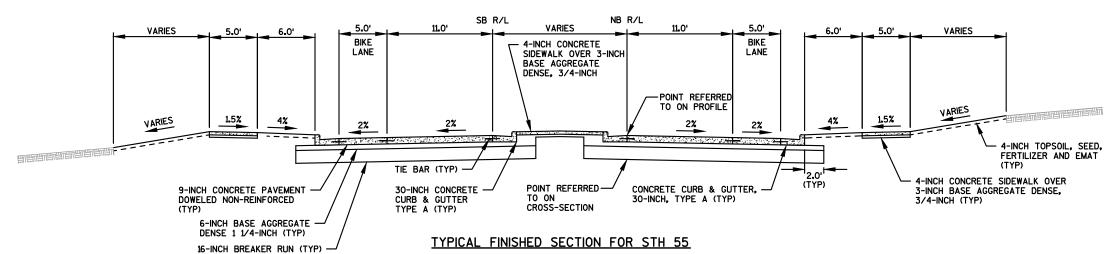
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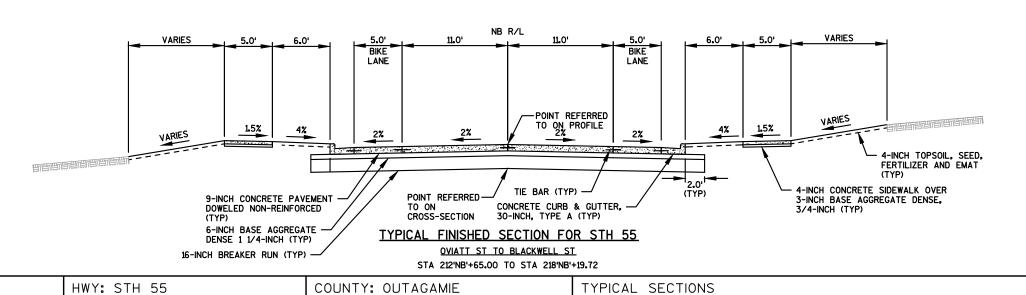


TYPICAL FINISHED SECTION FOR STH 55 CTH OO (HYLAND AVE) TO MALONEY ROAD

STA 224'NB'+02.93 TO STA 247'NB'+91.82

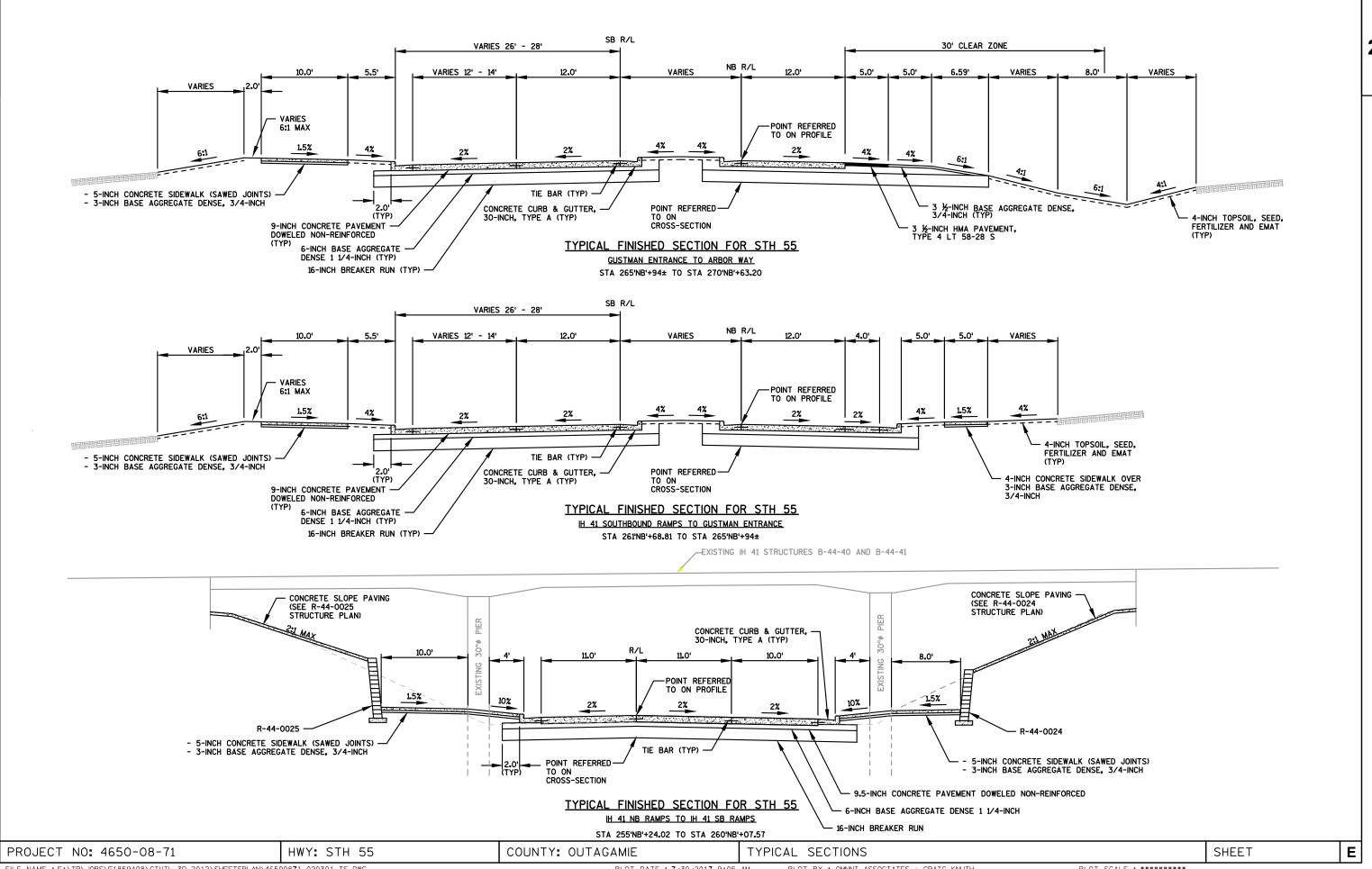


BLACKWELL ST TO CTH OO (HYLAND AVE) STA 218'NB'+19.72 TO STA 222'NB'+72.34

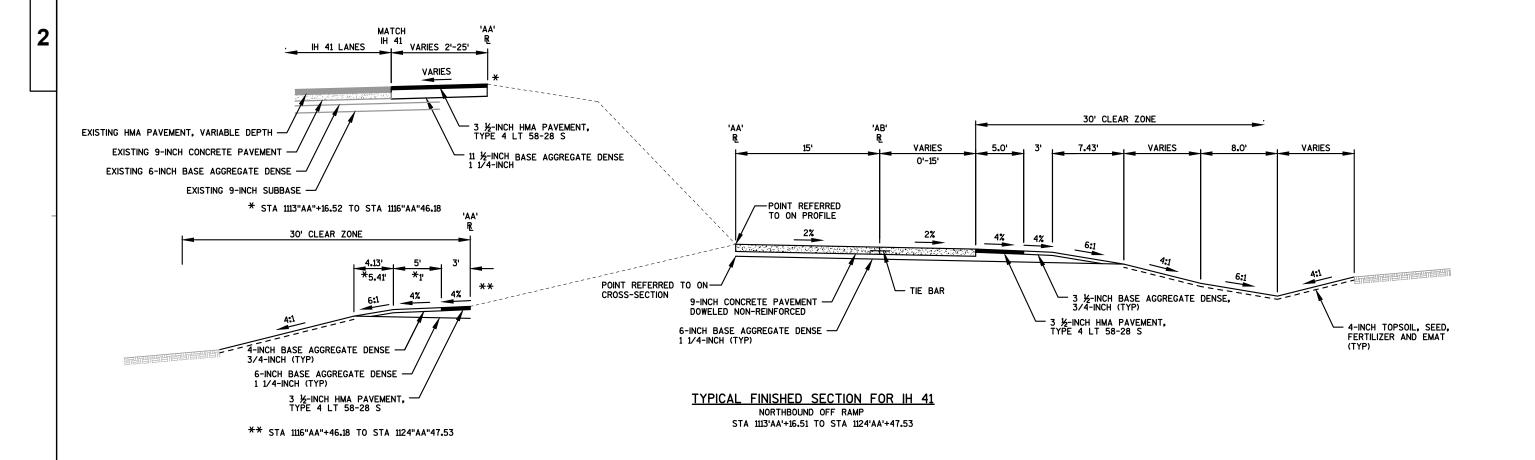


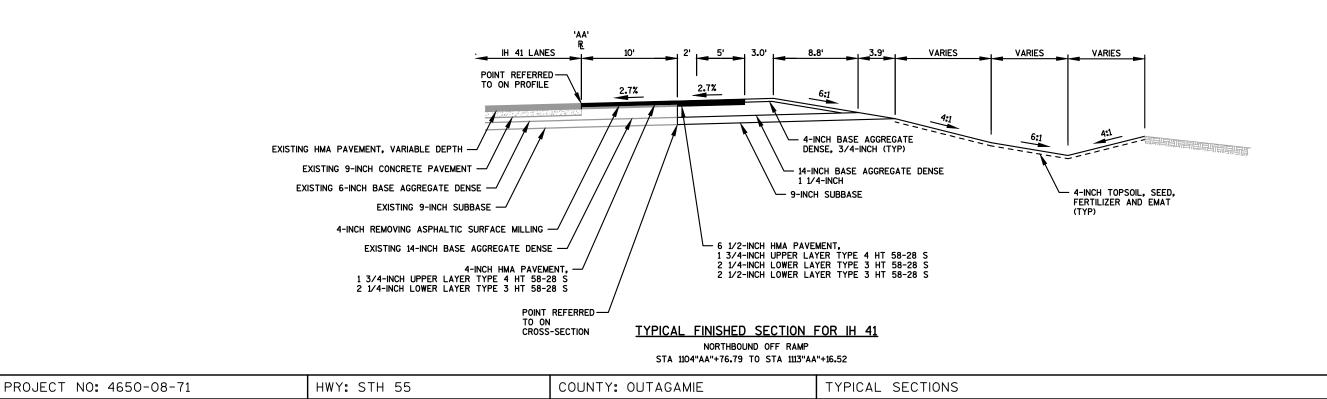
PROJECT NO: 4650-08-71

SHEET

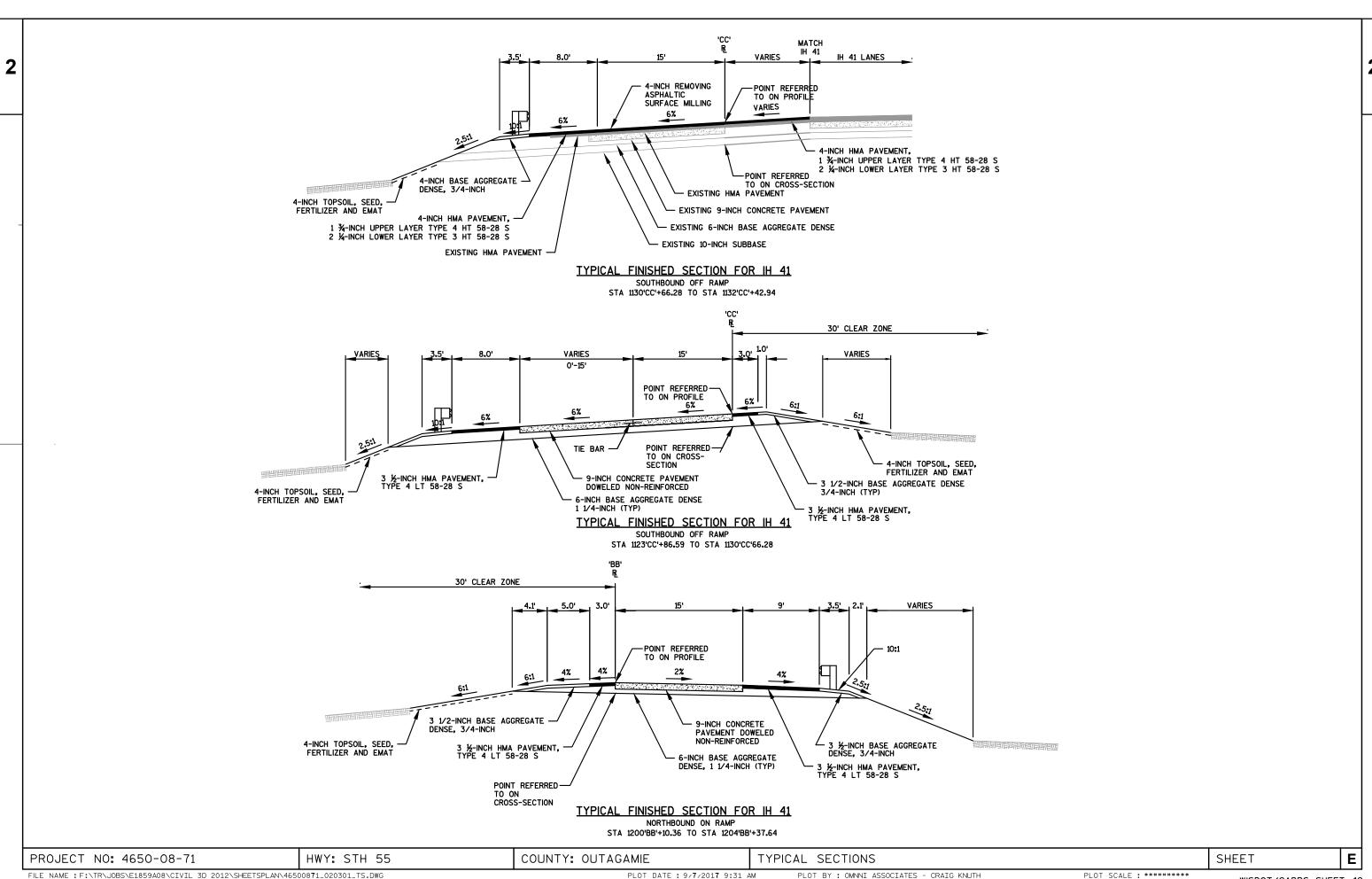


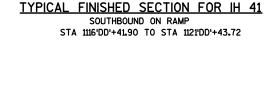


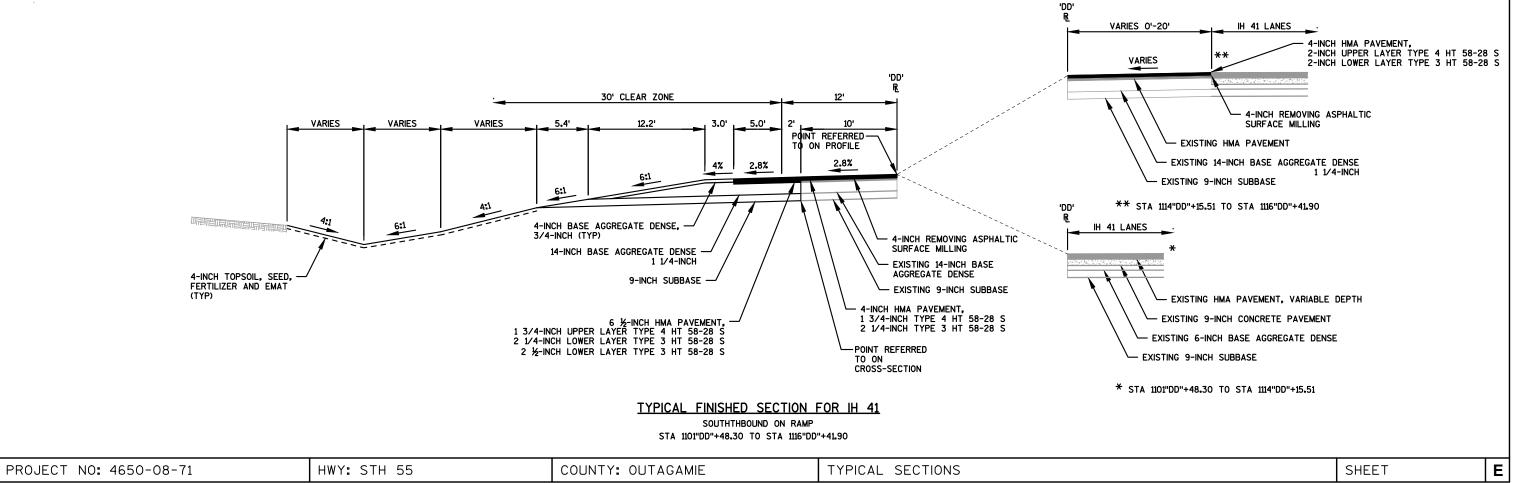




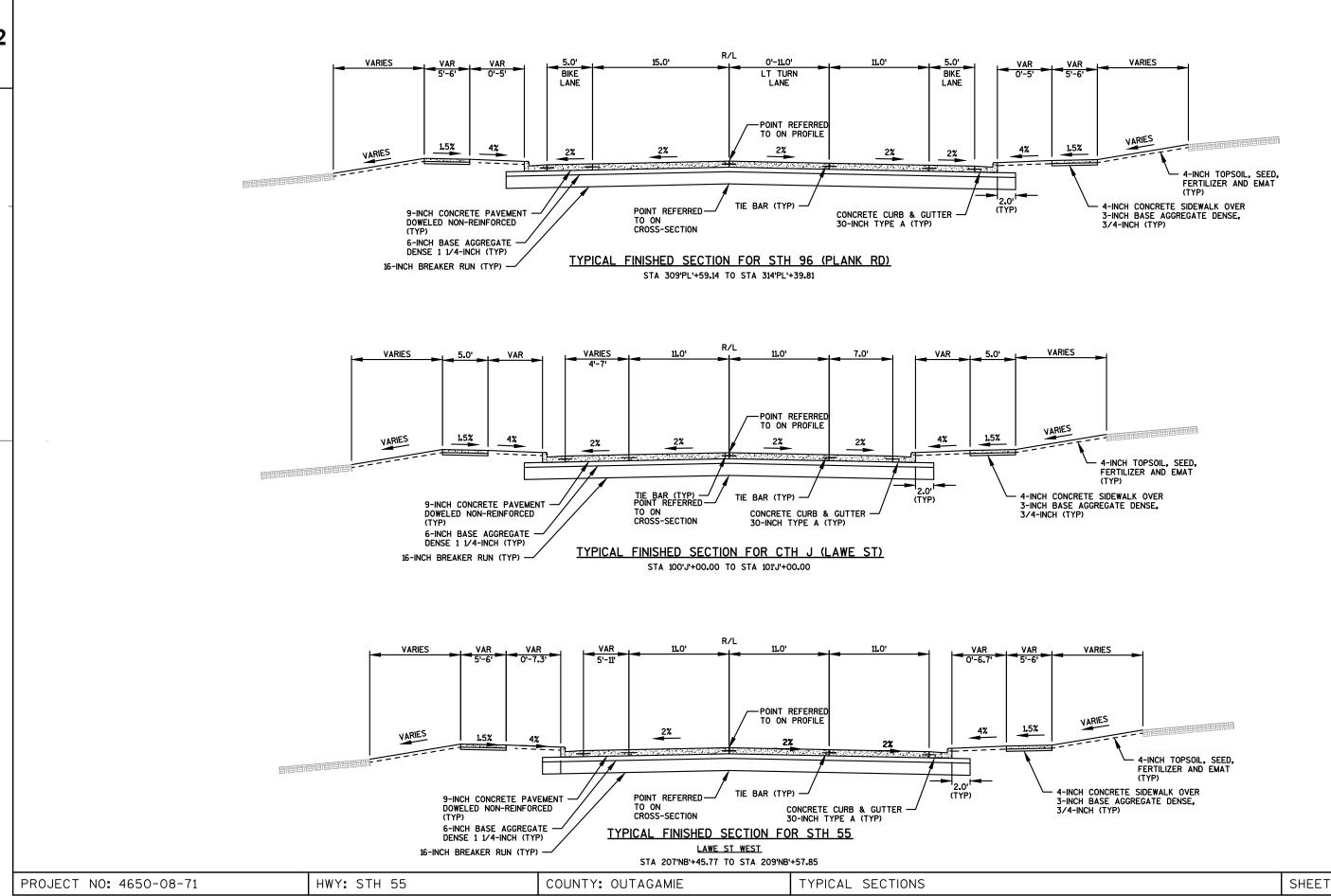
SHEET



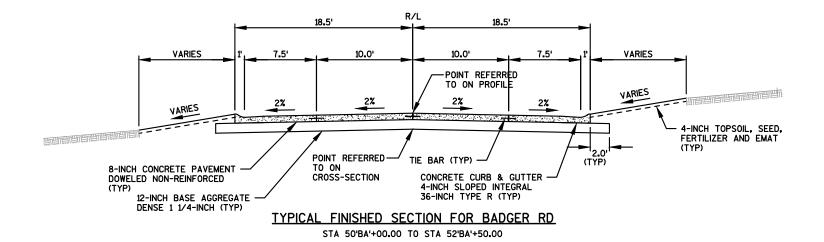


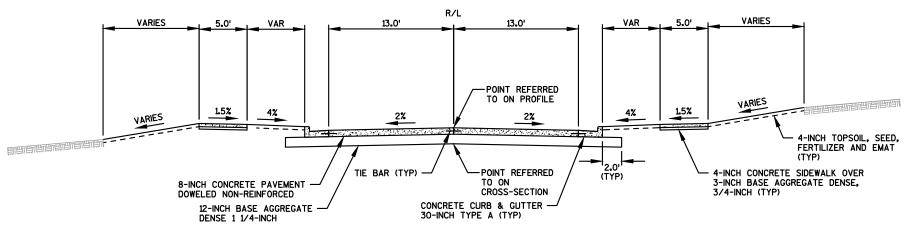






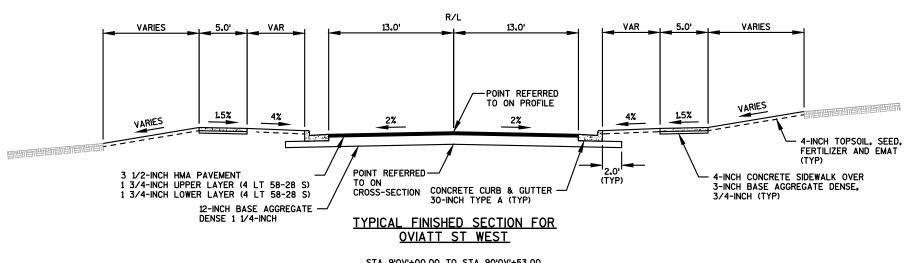






TYPICAL FINISHED SECTION FOR DESNOYER ST EAST

STA 21'DE'+00.00 TO STA 22'DE'+00.00



STA 9'0V'+00.00 TO STA 90'0V'+53.00

FILE NAME : F:\TR\JOBS\E1859A08\CIVIL 3D 2012\SHEETSPLAN\46500871_020301_TS.DWG

HWY: STH 55

PLOT DATE : 9/7/2017 9:31 AM

COUNTY: OUTAGAMIE

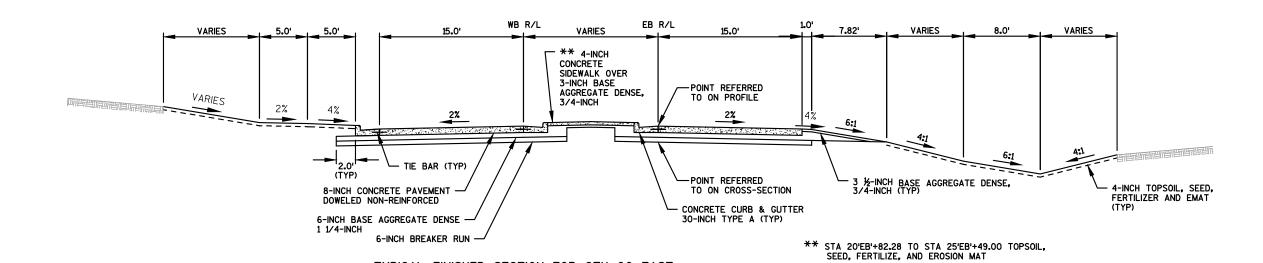
PLOT BY: OMNNI ASSOCIATES - CRAIG KNUTH

TYPICAL SECTIONS

SHEET PLOT SCALE : ########

Ε

PROJECT NO: 4650-08-71



EB R/L VARIES 12.0' 12.01 12.01 VARIES 12.0' -POINT REFERRED TO ON PROFILE VARIES VARIES 4% 4% 1.5% 4-INCH TOPSOIL, SEED, FERTILIZER AND EMAT (TYP) TIE BAR (TYP) POINT REFERRED-TO ON CROSS-SECTION CONCRETE CURB & GUTTER 30-INCH TYPE A (TYP) 8-INCH CONCRETE PAVEMENT — DOWELED NON-REINFORCED 6-INCH BASE AGGREGATE DENSE — 1 1/4-INCH 6-INCH BREAKER RUN -TYPICAL FINISHED SECTION FOR CTH OO WEST

TYPICAL FINISHED SECTION FOR CTH OO EAST
STA 19'EB'+79.89 TO STA 26'EB'+27.42

IG.

HWY: STH 55

PLOT DATE : 5/22/2017 1:54 PM

COUNTY: OUTAGAMIE

STA 12'EB'+66.06 TO STA 18'EB'+46.31

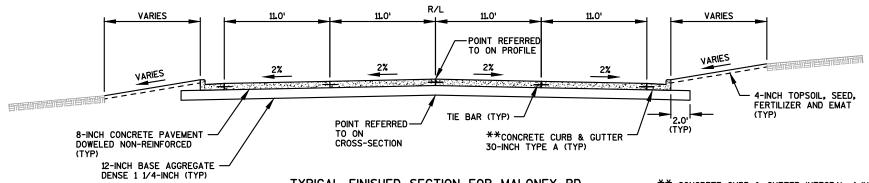
TYPICAL SECTIONS

PM PLOT BY: OMNNI ASSOCIATES - CRAIG KNUTH

WISDOT/CADDS SHEET 42

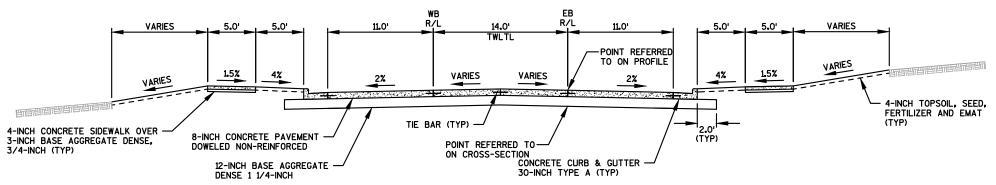
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PROJECT NO: 4650-08-71



TYPICAL FINISHED SECTION FOR MALONEY RD STA 35'EB'+93.90 TO STA 40'EB'+56.31

** CONCRETE CURB & GUTTER INTEGRAL 4-INCH SLOPED 36-INCH TYPE R STA 37'EB'+04.09 RT TO STA 40'EB'+56.31 RT STA 39'EB'+12.80 LT TO STA 40'EB'+56.31 LT



TYPICAL FINISHED SECTION FOR GERTRUDE ST STA 28'EB'+01.85 TO STA 34'EB'+11.95

PROJECT NO: 4650-08-71

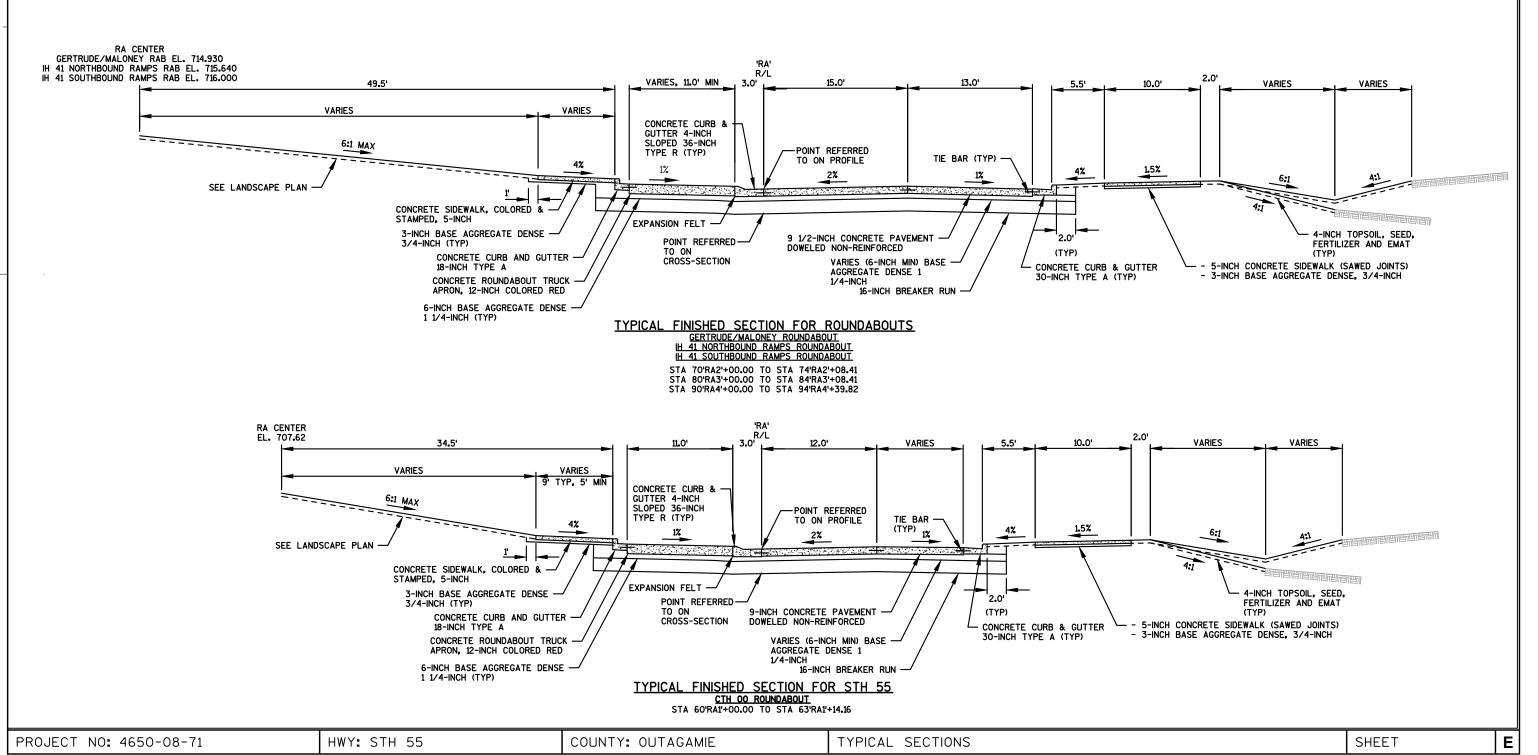
HWY: STH 55

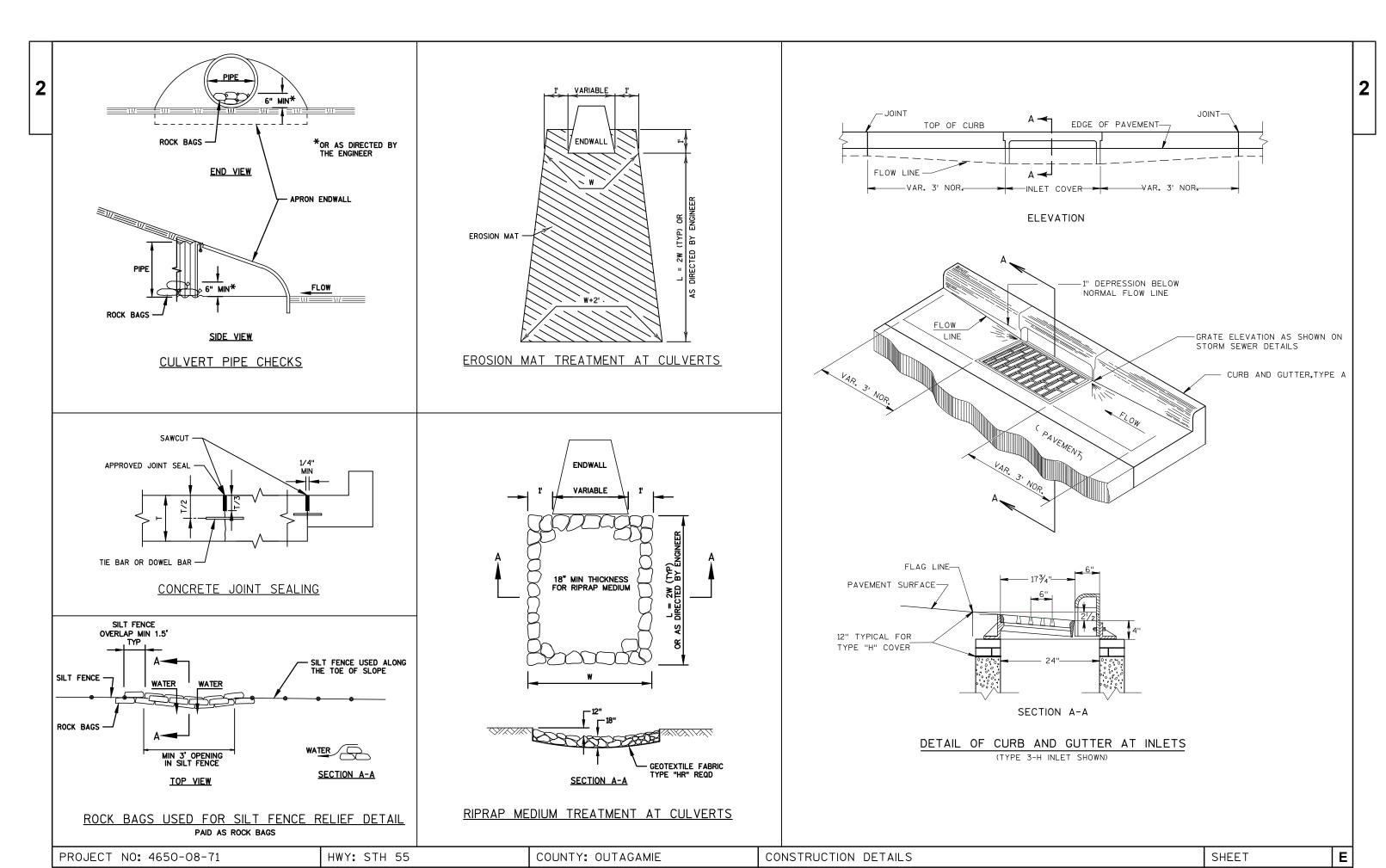
COUNTY: OUTAGAMIE

TYPICAL SECTIONS

SHEET

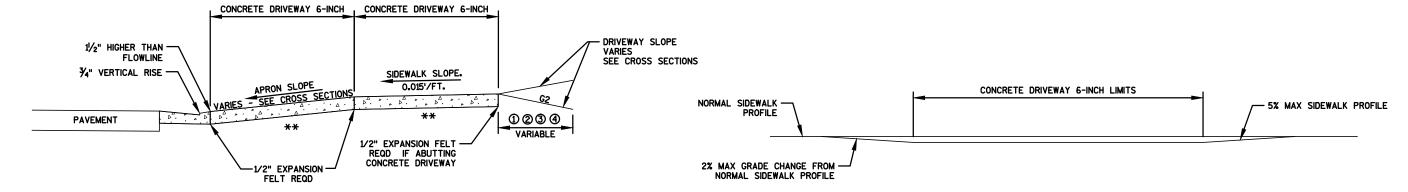
PLOT SCALE : ########



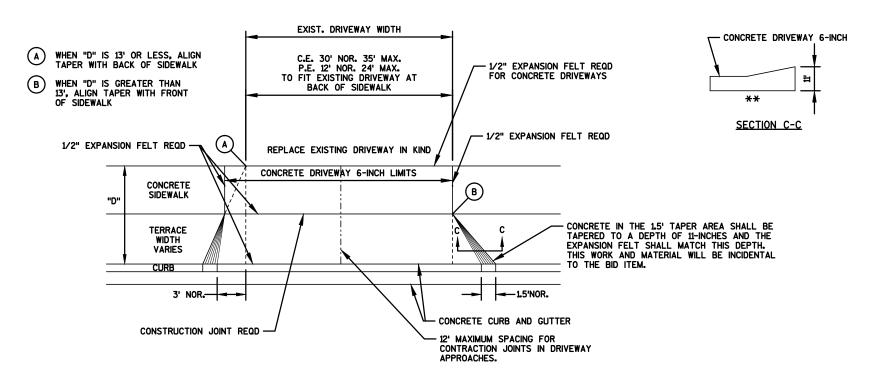








TYPICAL SIDEWALK SECTION



PLAN VIEW

URBAN DRIVEWAY WITH SIDEWALK DETAIL STANDARD

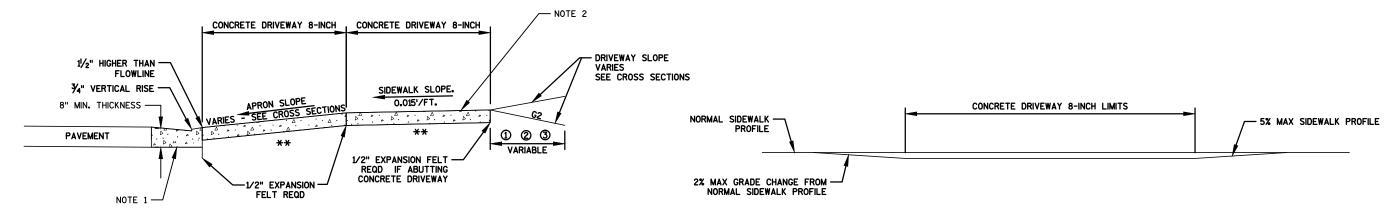
DEPRESSED SIDEWALK PROFILE DETAIL

- ① 6" CONCRETE DRIVEWAY OR H.E.S. CONCRETE DRIVEWAY
- 2 6" BASE AGG. DENSE 1 1/4-INCH
- 3 RESIDENTAIL 4" BASE AGG. DENSE 1 1/4-INCH BASE WITH MINIMUM 2" ASPHALTIC SURFACE (OR MATCH EXISTING)
- (4) COMMERCIAL MINIMUM 9" BASE AGG. DENSE 1 1/4-INCH BASE WITH MINIMUM 3" ASPHALTIC SURFACE (OR MATCH EXISTING)
- ** 6" BASE AGG. DENSE 1 1/4-INCH REQD UNDER CONCRETE DRWY

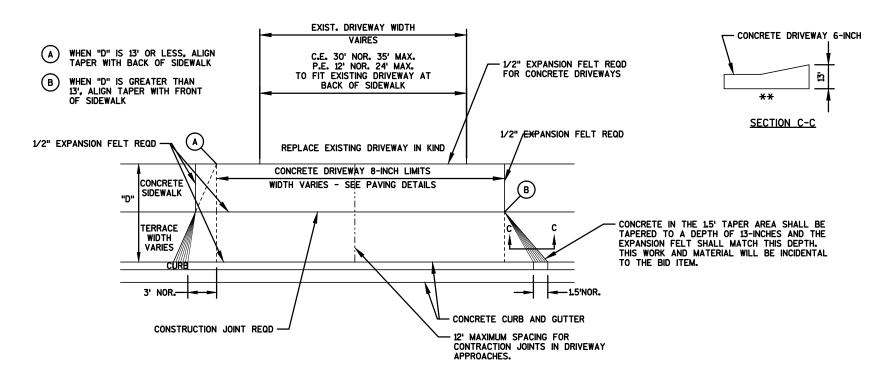
NOTES

1. ALGEBRAIC DIFFERENCE BETWEEN TANGENT GRADES G1 & G2 TO NOT EXCEED 15%

PROJECT NO: 4650-08-71 HWY: STH 55 COUNTY: OUTAGAMIE CONSTRUCTION DETAILS SHEET **E**



TYPICAL SIDEWALK SECTION



PLAN VIEW

URBAN DRIVEWAY WITH SIDEWALK DETAIL INDUSTRIAL/HEAVY TRUCK TRAFFIC

DEPRESSED SIDEWALK PROFILE DETAIL

- (1) 8" CONCRETE DRIVEWAY OR H.E.S. CONCRETE DRIVEWAY OR SHES DRIVEWAY
- 2 6" BASE AGG. DENSE 1 1/4-INCH
- (3) MINIMUM 12" BASE AGG. DENSE 1 1/4-INCH BASE WITH MINIMUM 4" ASPHALTIC SURFACE (OR MATCH EXISTING)
- ** 6" BASE AGG. DENSE 1 1/4-INCH REQD UNDER CONCRETE DRWY

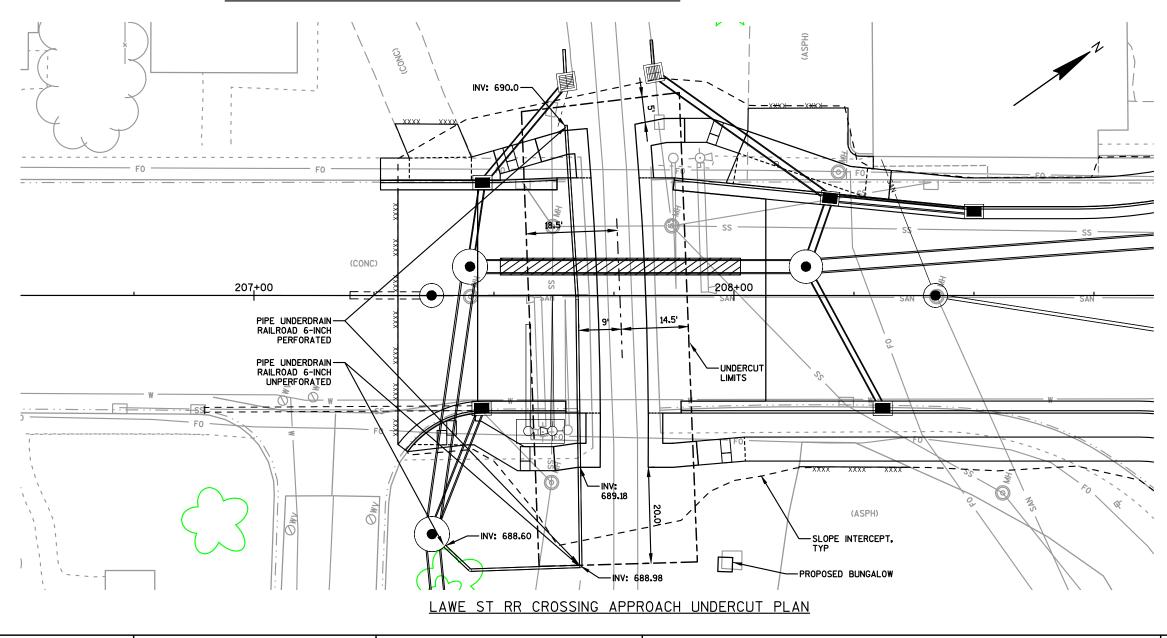
NOTES

- 1. TYPE OF CURB & GUTTER (MODIFIED) IN ACCORDANCE WITH PAVING DETAILS. MINIMUM 8" GUTTER THICKNESS FOR DRIVES WITH HEAVY TRUCK TRAFFIC.
- 2. SOME SIDEWALK SECTIONS THRU DRIVEWAYS SLOPE AWAY FROM ROADWAY.

PROJECT NO: 4650-08-71 HWY: STH 55 COUNTY: OUTAGAMIE CONSTRUCTION DETAILS SHEET **E**

- 2% CROSS SLOPE REQUIRED ON THE SELECT CRUSHED MATERIAL. SLOPE IS CONTINUOUS AND DOES NOT CROWN AT THE TRACK CENTERLINE.
- 2. GEOTEXTILE TYPE SAS PLACED IN ORDER TO PROVIDE SEPARATION BETWEEN ROADWAY BASE COURSE AND TRACK BALLAST.
- 3. GEOTEXTILE TYPE SAS PLACED TO PROVIDE SEPARATION UNDER THE UNDERDRAIN. GEOTEXTILE TYPE DF AND BASE AGGREGATE OPEN GRADED PLACED TO PROVIDE 6 INCHES OF SEPARATION BETWEEN TOP OF UNDERDRAIN AND SELECT CRUSHED MATERIAL.

DELANGLADE ST RR CROSSING APPROACH UNDERCUT SECTION



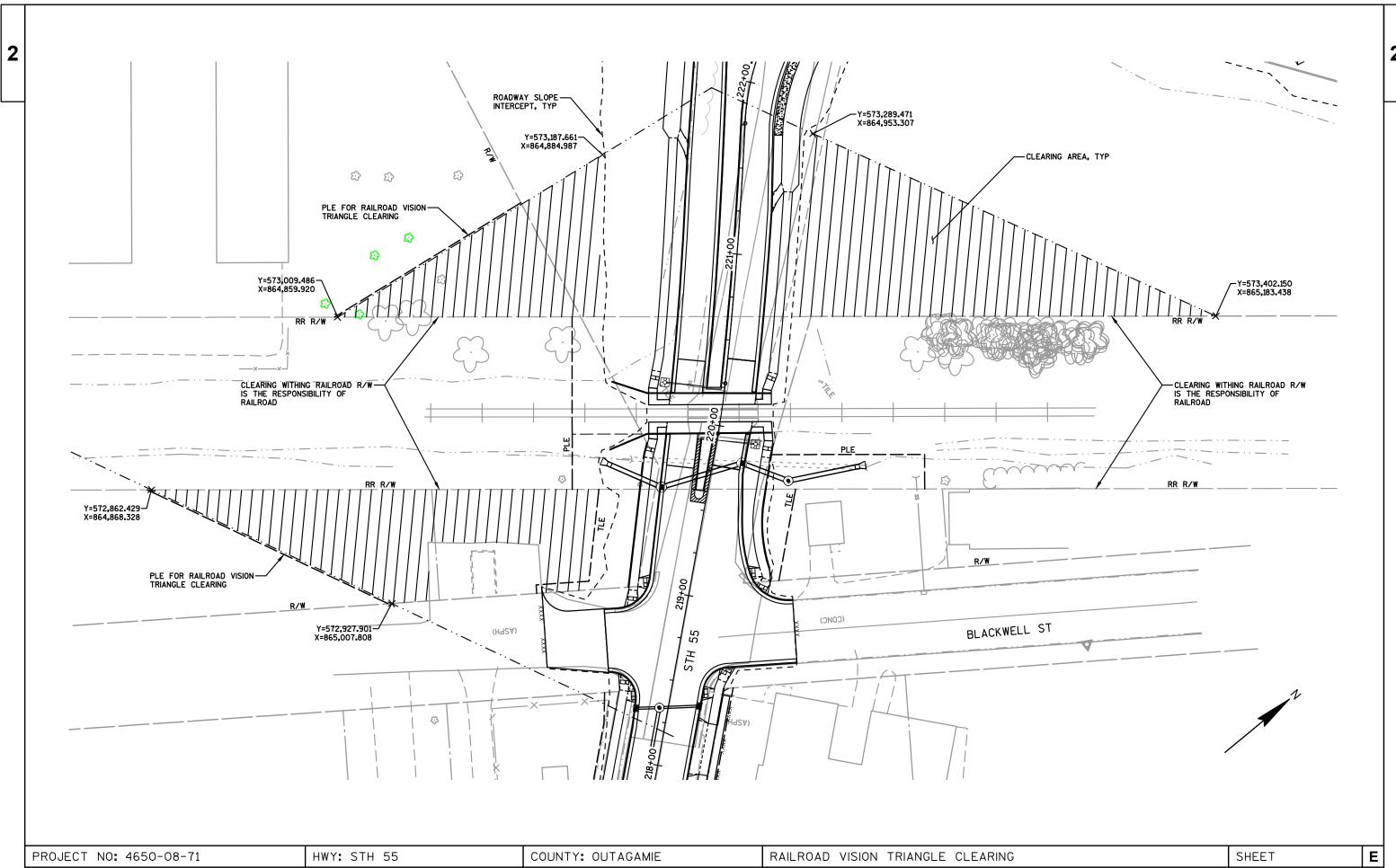
HWY: STH 55

PROJECT NO: 4650-08-71

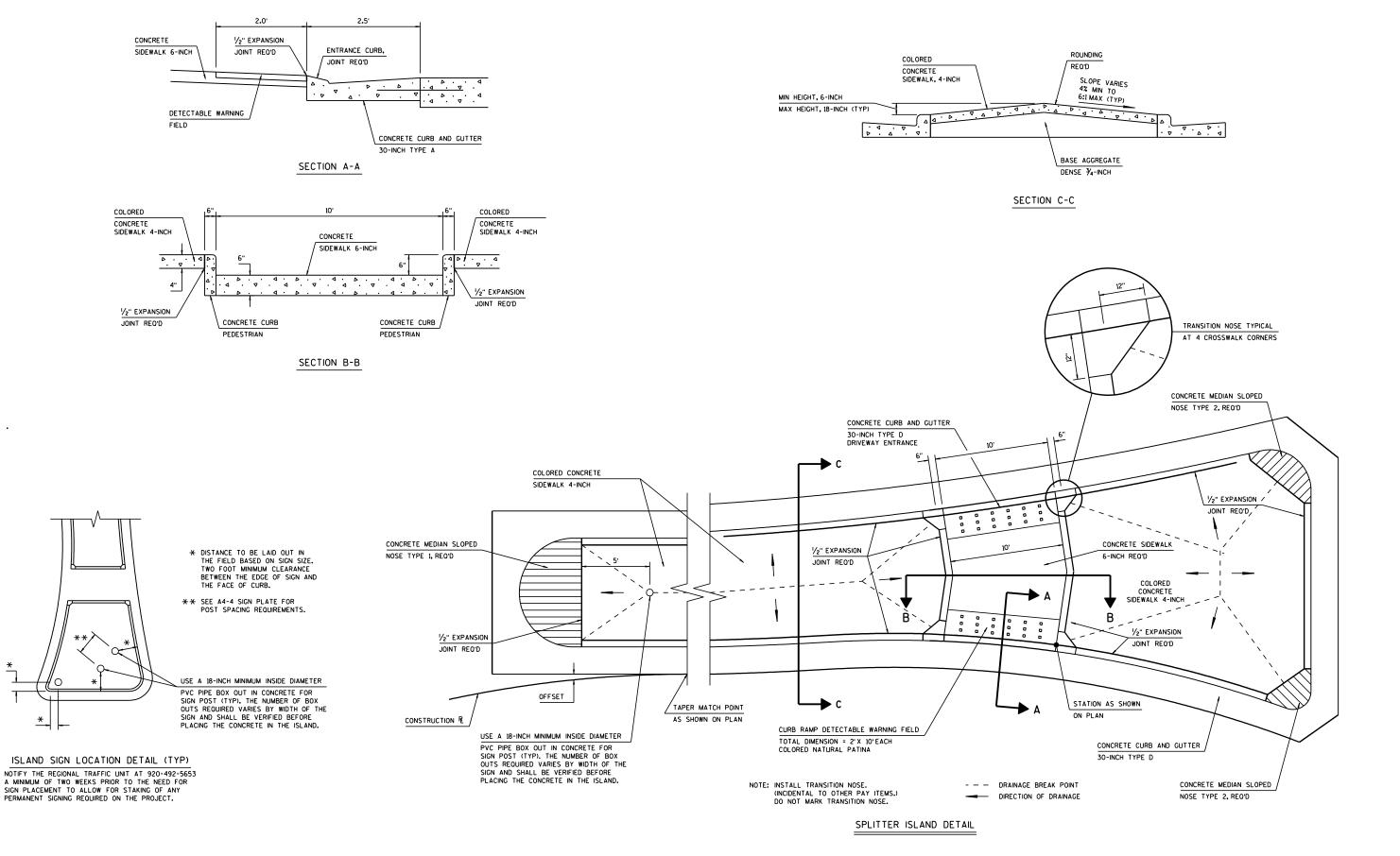
COUNTY: OUTAGAMIE

CONSTRUCTION DETAIL

SHEET







HWY: STH 55

PROJECT NO: 4650-08-71

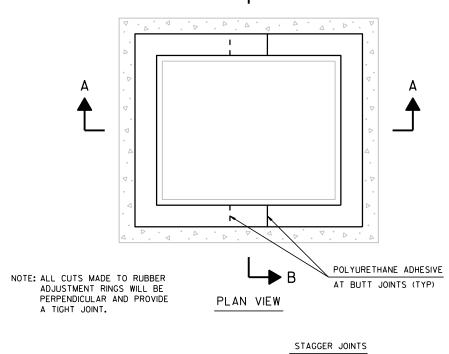
CONSTRUCTION DETAILS

PLOT NAME :

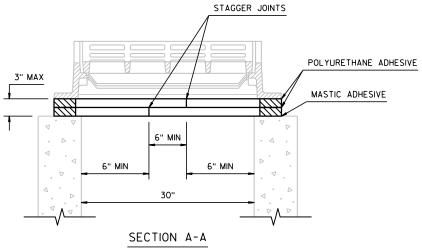
COUNTY: OUTAGAMIE

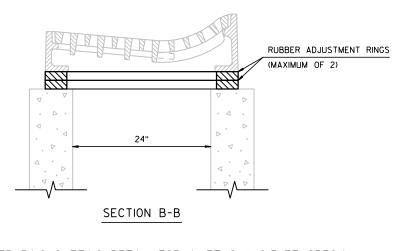
SHEET





→ B





HWY:STH 55

RUBBER RING CUTTING DETAIL FOR INLET 2 X 2.5-FT, SPECIAL

COUNTY: OUTAGAMIE

CONSTRUCTION DETAILS

PLOT NAME :

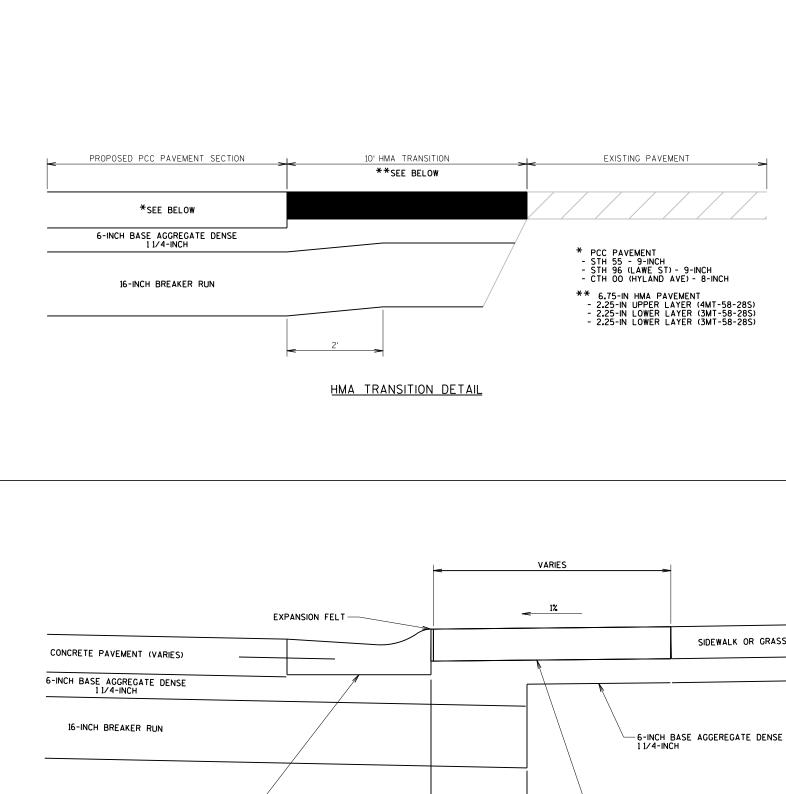
CONCRETE PAVEMENT COLORED 8-INCH

PLOT SCALE: 2.0000 ' / in.

WISDOT/CADDS SHEET 42

Ε

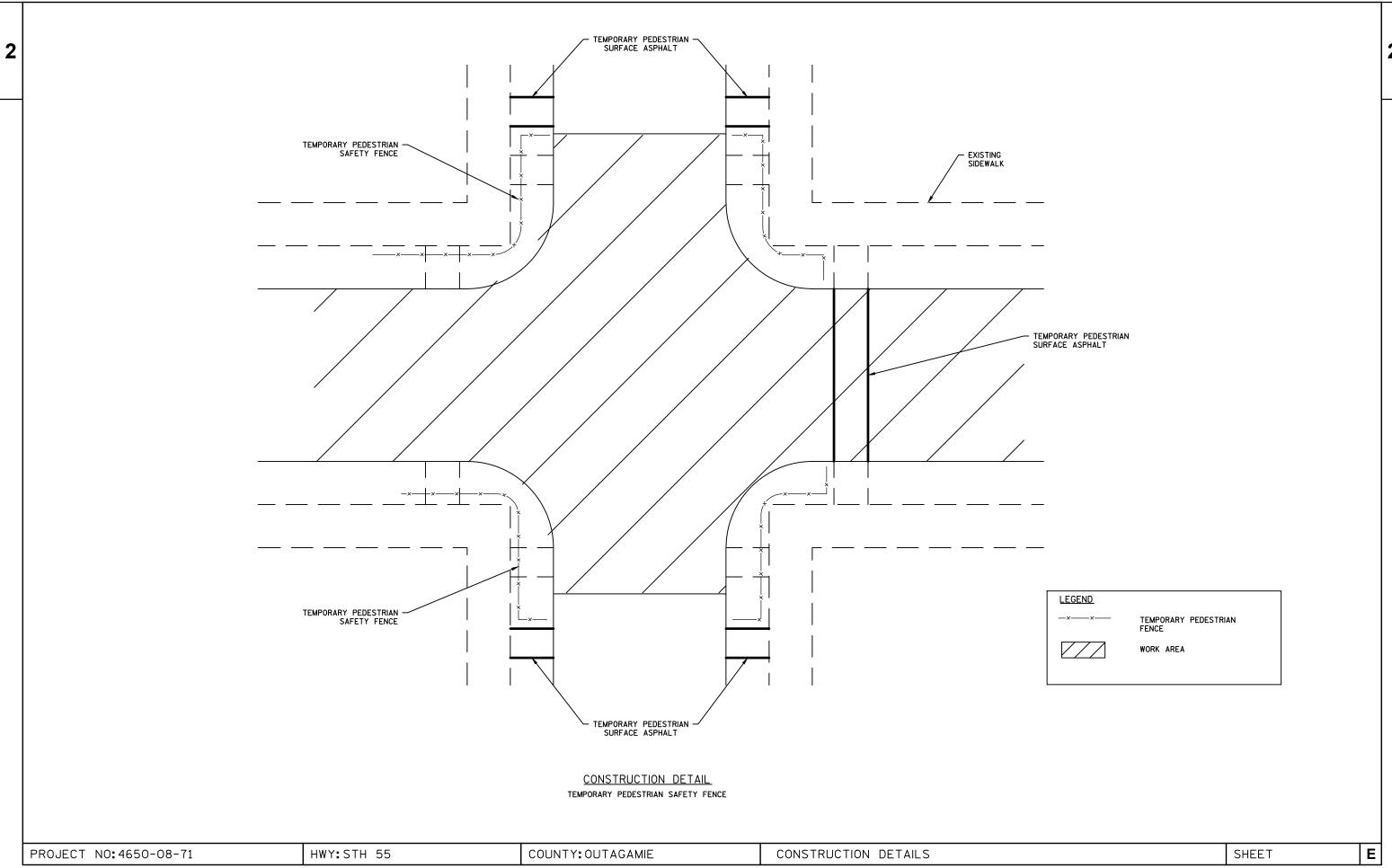
SIDEWALK OR GRASS

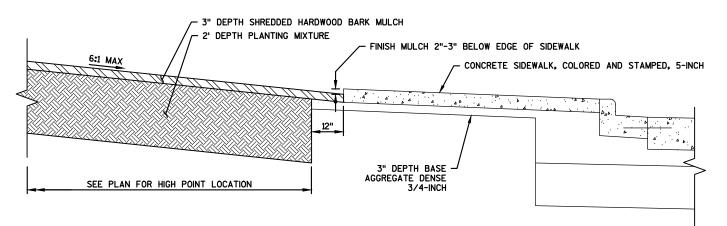


36-INCH CONCRETE CURB AND GUTTER-4-INCH SLOPED MODIFIED (8-INCH MINIMUM THICKNESS)

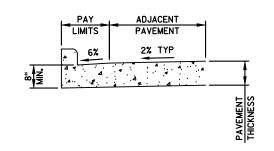
-CONCRETE PAVEMENT COLORED 8-INCH

PROJECT NO: 4650-08-71

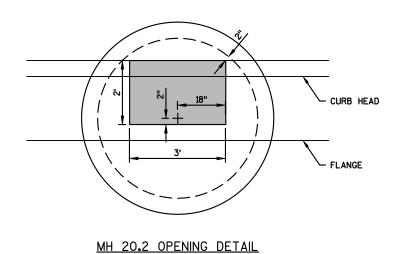




ROUNDABOUT PLANTING BED SECTION

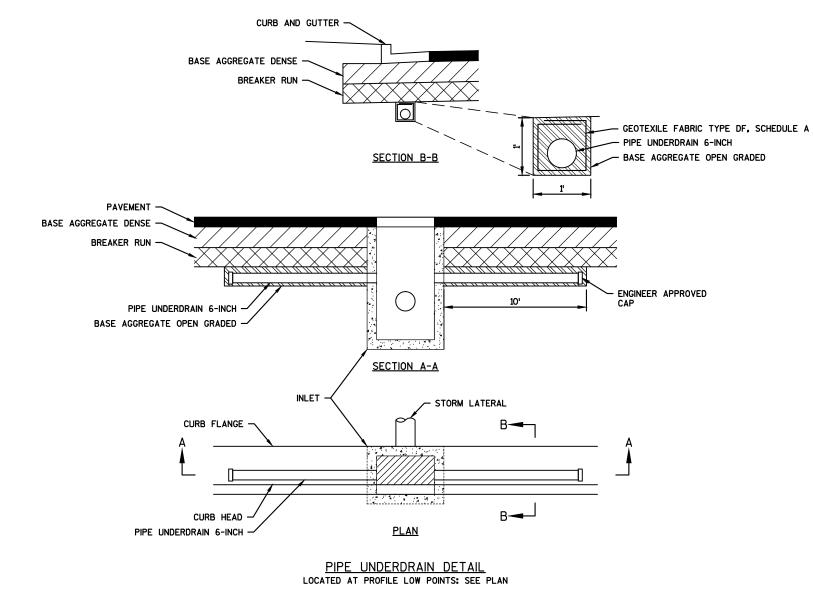


CONCRETE CURB & GUTTER, INTEGRAL, 18-INCH, TYPE D



STA 219+81 NB STH 55

HWY:STH 55



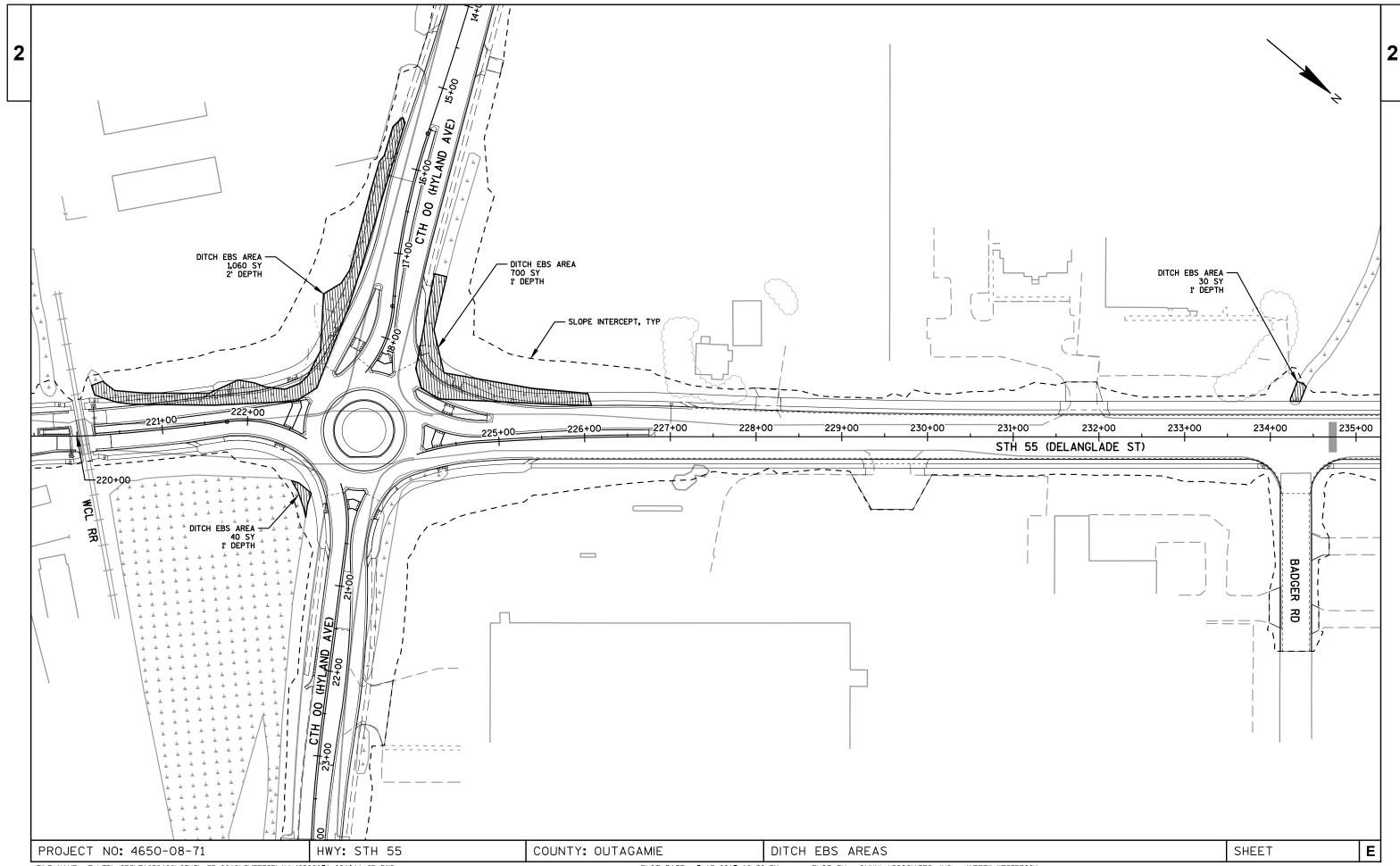
PROJECT NO: 4650-08-71

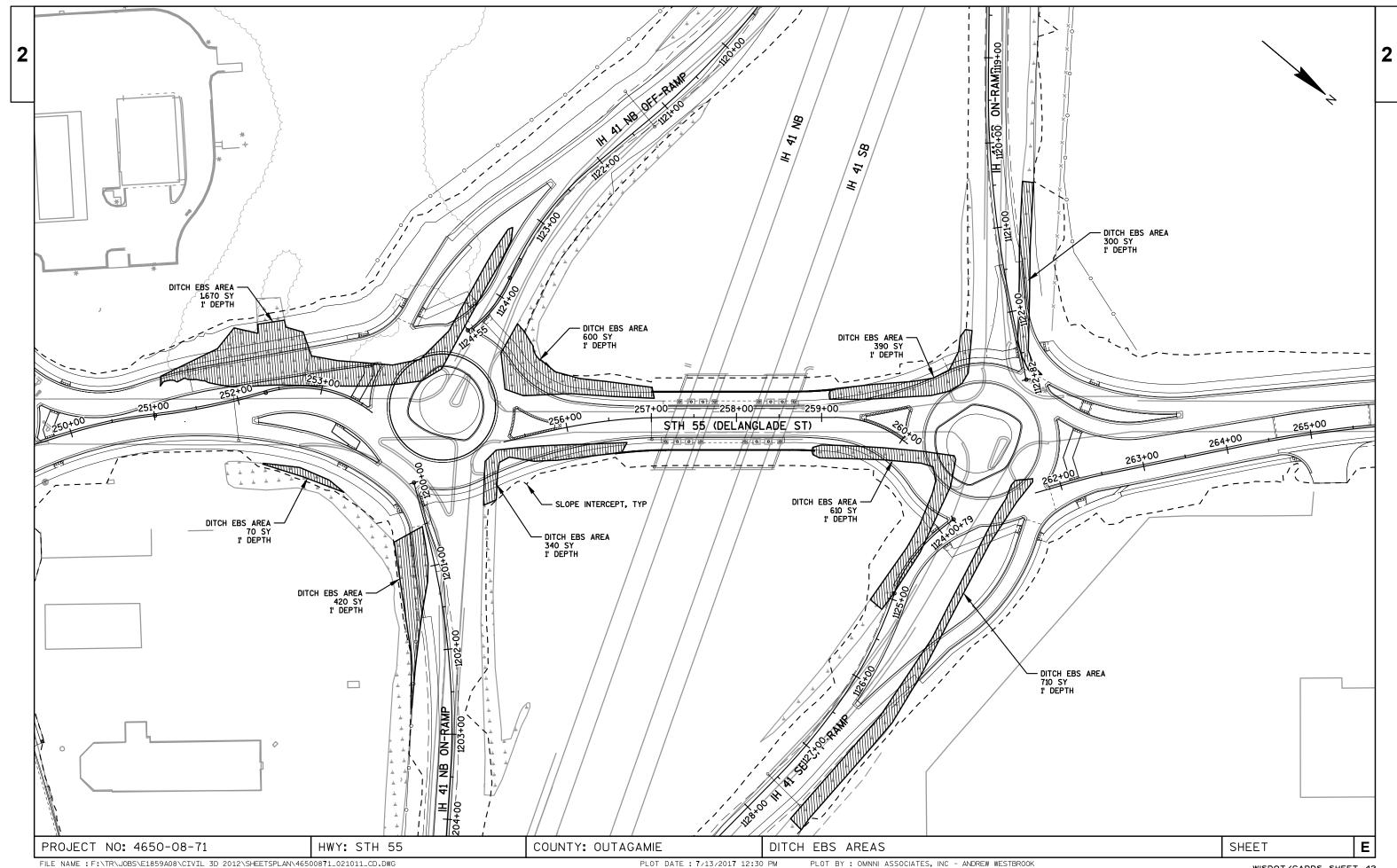
COUNTY: OUTAGAMIE

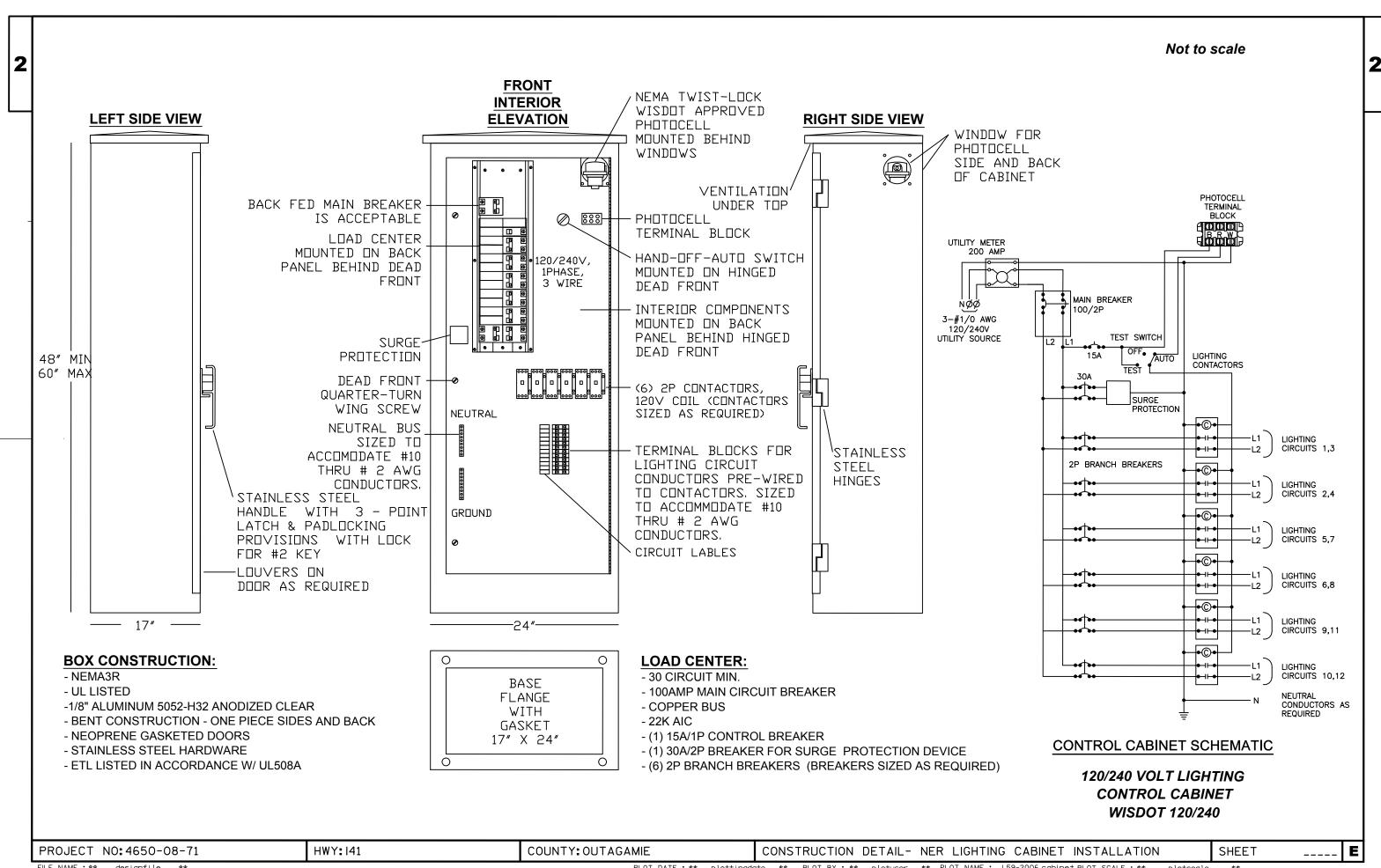
CONSTRUCTION DETAILS

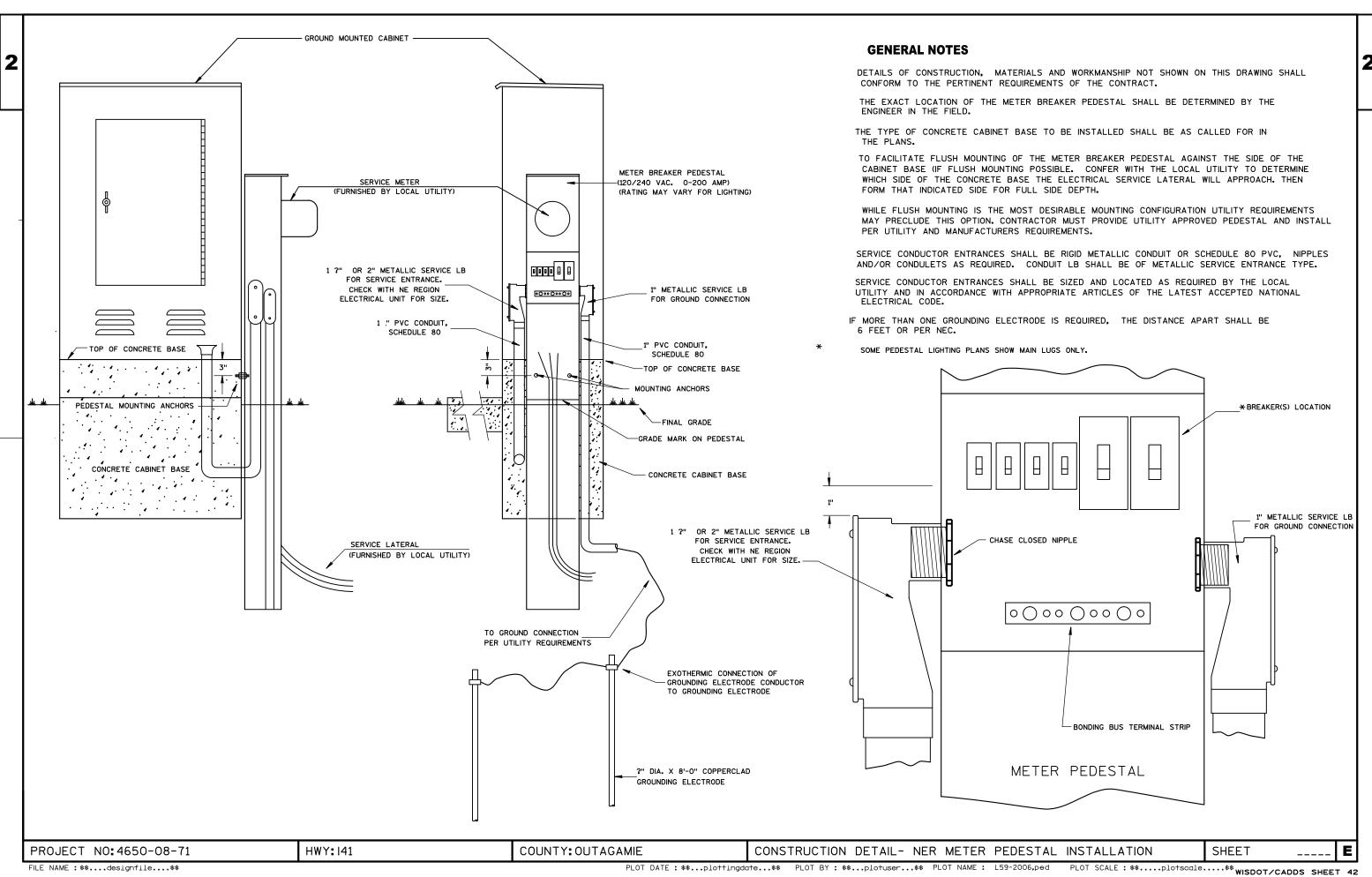
E

SHEET







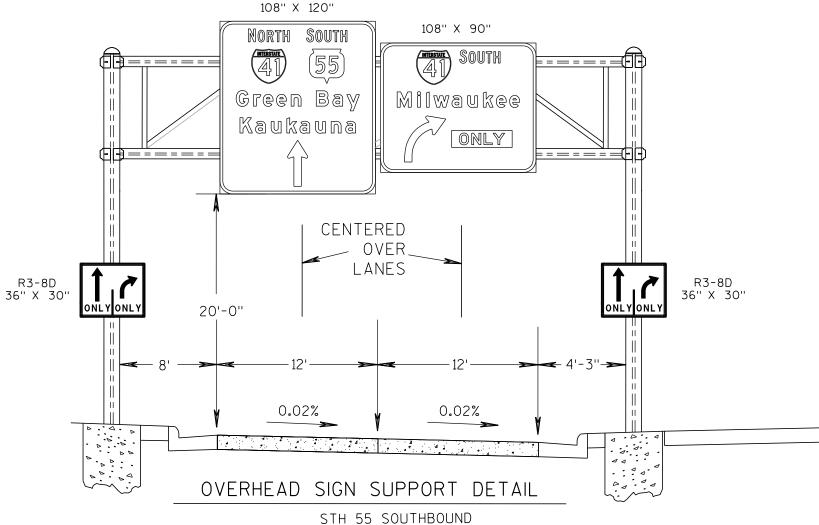


GENERAL NOTES

1) DRAWINGS NOT TO SCALE

2) DESIGN NEW OVERHEAD SIGN SUPPORTS ACCORDING TO THE LATEST EDITION OF, AND SUPPLEMENTAL TO THE STATE OF WISCONSIN "STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION" AND AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS."

- 3) PROVIDE AN IDENTIFICATION PLAQUE FOR ALL OVERHEAD SIGN SUPPORTS. TO BE CONSIDERED INCIDENTIAL TO THE BID ITEM "OVERHEAD SIGN SUPPORT".
- 4) SIZE THE ANCHOR BOLT/TEMPLATE ASSEMBLY TO FIT WITHIN THE BAR CAGE OF THE FOOTING BASE SHOWN IN THE CONTRACT PLANS FOR A 36" DIAMETER BASE. IN ADDITION TO MEETING ALL APPLICABLE DESIGN REQUIREMENTS FOR THE DESIGN OF THE UPRIGHT BASE CONNECTION.
- 5) PROVIDE DESIGN CALCULATIONS
- 6) SIGNS OR BLANKS SHALL BE INSTALLED ON THE OVERHEAD SIGN SUPPORT AT THE TIME OF ERECTION, BLANKS, IF USED. SHALL BE OF THE SAME SIZE AND LOCATION AS PERM SIGNING.
- 7) SIGNS SHALL BE ATTACHED TO SIGN BRIDGE AS SHOWN ON STANDARD SIGN PLATE A4-7.
- 8) COMPLETELY RESTORE THE SURROUNDING DISTURBED AREA AS IT PREVIOUSLY WAS PRIOR TO EXCAVATING.



S-44-0200

STA 266+15'SB'

LOOKING IN DIRECTION OF TRAVEL COUNTY: OUTAGAMIE

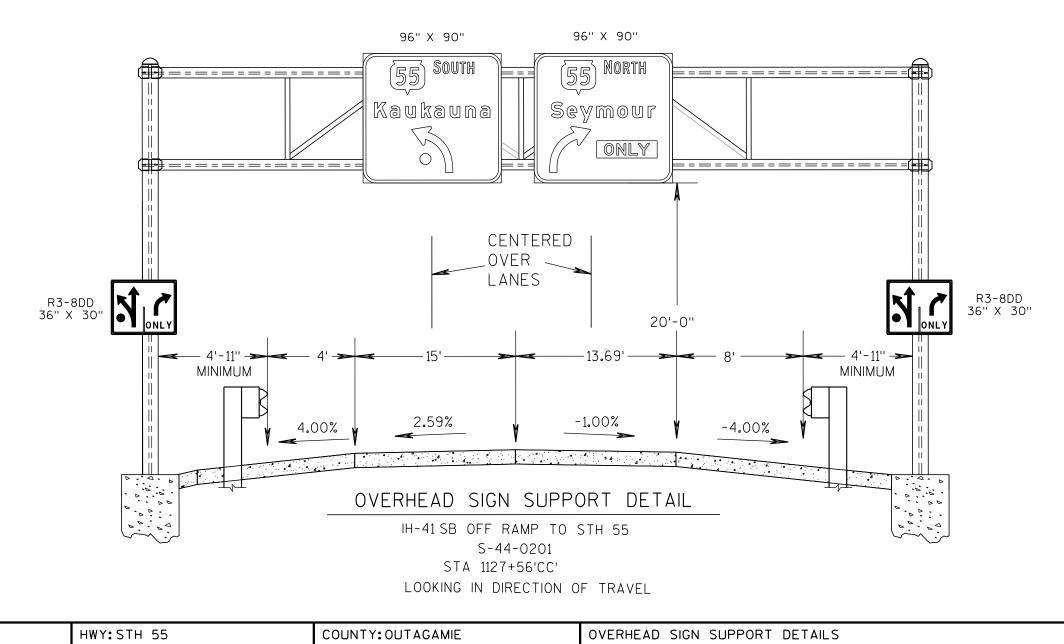
GENERAL NOTES

2

1) DRAWINGS NOT TO SCALE

2) DESIGN NEW OVERHEAD SIGN SUPPORTS ACCORDING TO THE LATEST EDITION OF, AND SUPPLEMENTAL TO THE STATE OF WISCONSIN "STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION" AND AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS."

- 3) PROVIDE AN IDENTIFICATION PLAQUE FOR ALL OVERHEAD SIGN SUPPORTS, TO BE CONSIDERED INCIDENTIAL TO THE BID ITEM "OVERHEAD SIGN SUPPORT".
- 4) SIZE THE ANCHOR BOLT/TEMPLATE ASSEMBLY TO FIT WITHIN THE BAR CAGE OF THE FOOTING BASE SHOWN IN THE CONTRACT PLANS FOR A 36" DIAMETER BASE. IN ADDITION TO MEETING ALL APPLICABLE DESIGN REQUIREMENTS FOR THE DESIGN OF THE UPRIGHT BASE CONNECTION.
- 5) PROVIDE DESIGN CALCULATIONS
- 6) SIGNS OR BLANKS SHALL BE INSTALLED ON THE OVERHEAD SIGN SUPPORT AT THE TIME OF ERECTION. BLANKS, IF USED, SHALL BE OF THE SAME SIZE AND LOCATION AS PERM SIGNING.
- 7) SIGNS SHALL BE ATTACHED TO SIGN BRIDGE AS SHOWN ON STANDARD SIGN PLATE A4-7.
- 8) COMPLETELY RESTORE THE SURROUNDING DISTURBED AREA AS IT PREVIOUSLY WAS PRIOR TO EXCAVATING.



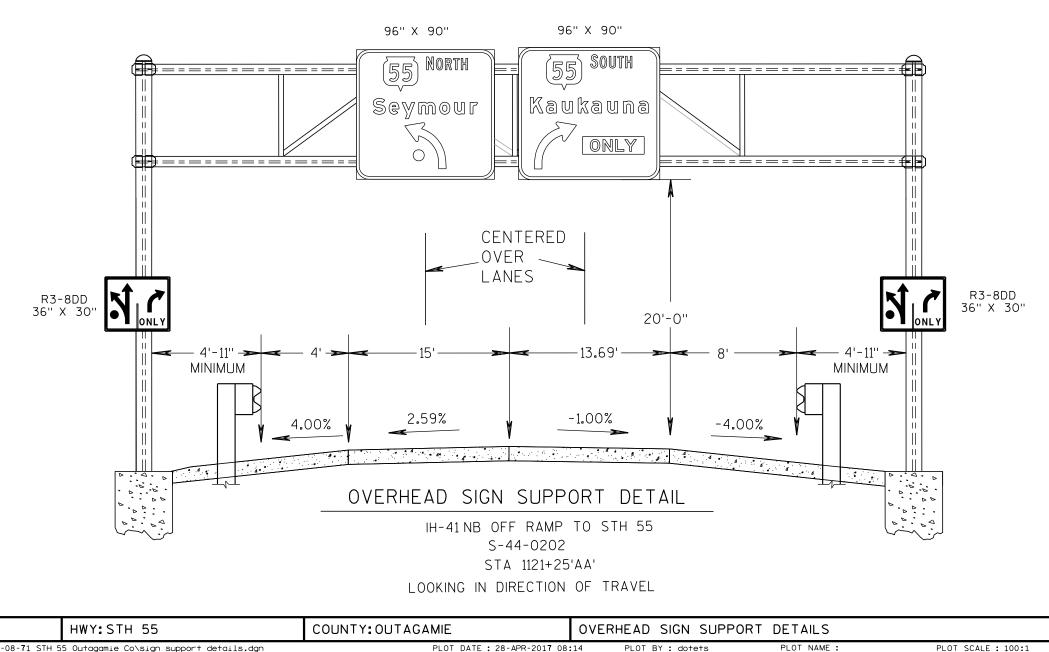
PROJECT NO: 4650-08-71

SHEET

1) DRAWINGS NOT TO SCALE

2) DESIGN NEW OVERHEAD SIGN SUPPORTS ACCORDING TO THE LATEST EDITION OF, AND SUPPLEMENTAL TO THE STATE OF WISCONSIN "STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION" AND AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS."

- 3) PROVIDE AN IDENTIFICATION PLAQUE FOR ALL OVERHEAD SIGN SUPPORTS, TO BE CONSIDERED INCIDENTIAL TO THE BID ITEM "OVERHEAD SIGN SUPPORT".
- 4) SIZE THE ANCHOR BOLT/TEMPLATE ASSEMBLY TO FIT WITHIN THE BAR CAGE OF THE FOOTING BASE SHOWN IN THE CONTRACT PLANS FOR A 36" DIAMETER BASE. IN ADDITION TO MEETING ALL APPLICABLE DESIGN REQUIREMENTS FOR THE DESIGN OF THE UPRIGHT BASE CONNECTION.
- 5) PROVIDE DESIGN CALCULATIONS
- 6) SIGNS OR BLANKS SHALL BE INSTALLED ON THE OVERHEAD SIGN SUPPORT AT THE TIME OF ERECTION. BLANKS, IF USED, SHALL BE OF THE SAME SIZE AND LOCATION AS PERM SIGNING.
- 7) SIGNS SHALL BE ATTACHED TO SIGN BRIDGE AS SHOWN ON STANDARD SIGN PLATE A4-7.
- 8) COMPLETELY RESTORE THE SURROUNDING DISTURBED AREA AS IT PREVIOUSLY WAS PRIOR TO EXCAVATING.



FILE NAME: N:\spo\traffic\SIGNING\Projects\4650-08-71 STH 55 Outagamie Co\sign support details.dgn

PROJECT NO: 4650-08-71

PLOT DATE: 28-APR-2017 08:14

PLOT BY: dotets

PLOT SCALE : 100:1

SHEET

EDITION OF, AND SUPPLEMENTAL TO THE STATE OF WISCONSIN "STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION" AND AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS."

THE FOOTING BASE SHOWN IN THE CONTRACT PLANS FOR A 42" DIAMETER BASE. IN ADDITION TO MEETING ALL APPLICABLE DESIGN REQUIREMENTS FOR THE DESIGN OF THE UPRIGHT BASE CONNECTION.

2) DESIGN NEW OVERHEAD SIGN SUPPORTS ACCORDING TO THE LATEST

3) PROVIDE AN IDENTIFICATION PLAQUE FOR ALL OVERHEAD SIGN SUPPORTS, TO BE CONSIDERED INCIDENTIAL TO THE BID ITEM "OVERHEAD SIGN SUPPORT".

4) SIZE THE ANCHOR BOLT/TEMPLATE ASSEMBLY TO FIT WITHIN THE BAR CAGE OF

1) DRAWINGS NOT TO SCALE

5) PROVIDE DESIGN CALCULATIONS

OVERHEAD SIGN MOUNTING STRUCTURE - 26'SPAN

STH 55 NB
S-44-0203
STA 257+00'NB'
LOOKING IN DIRECTION OF TRAVEL

PROJECT NO:4650-08-71 HWY:STH 55 COUNTY:OUTAGAMIE OVERHEAD SIGN SUPPORT DETAILS SHEET

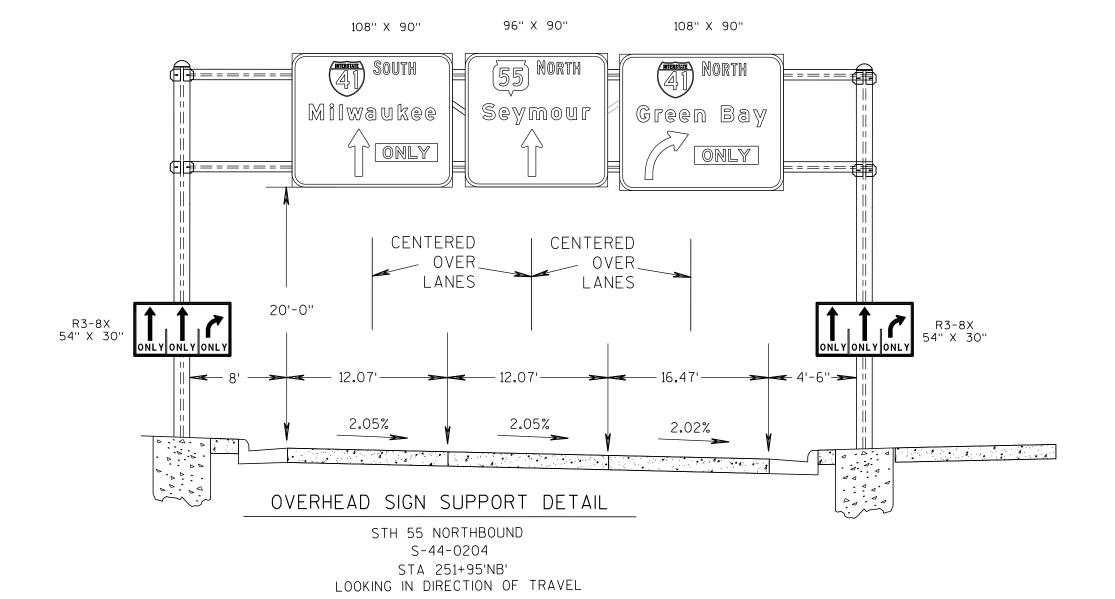
GENERAL NOTES

2

1) DRAWINGS NOT TO SCALE

2) DESIGN NEW OVERHEAD SIGN SUPPORTS ACCORDING TO THE LATEST EDITION OF, AND SUPPLEMENTAL TO THE STATE OF WISCONSIN "STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION" AND AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS."

- 3) PROVIDE AN IDENTIFICATION PLAQUE FOR ALL OVERHEAD SIGN SUPPORTS. TO BE CONSIDERED INCIDENTIAL TO THE BID ITEM "OVERHEAD SIGN SUPPORT".
- 4) SIZE THE ANCHOR BOLT/TEMPLATE ASSEMBLY TO FIT WITHIN THE BAR CAGE OF THE FOOTING BASE SHOWN IN THE CONTRACT PLANS FOR A 36" DIAMETER BASE. IN ADDITION TO MEETING ALL APPLICABLE DESIGN REQUIREMENTS FOR THE DESIGN OF THE UPRIGHT BASE CONNECTION.
- 5) PROVIDE DESIGN CALCULATIONS
- 6) SIGNS OR BLANKS SHALL BE INSTALLED ON THE OVERHEAD SIGN SUPPORT AT THE TIME OF ERECTION. BLANKS, IF USED, SHALL BE OF THE SAME SIZE AND LOCATION AS PERM SIGNING.
- 7) SIGNS SHALL BE ATTACHED TO SIGN BRIDGE AS SHOWN ON STANDARD SIGN PLATE A4-7.
- 8) COMPLETELY RESTORE THE SURROUNDING DISTURBED AREA AS IT PREVIOUSLY WAS PRIOR TO EXCAVATING.



FILE NAME: N:\spo\traffic\SIGNING\Projects\4650-08-71 STH 55 Outagamie Co\sign support details.dgn

HWY:STH 55

PROJECT NO: 4650-08-71

PLOT DATE: 28-APR-2017 08:14

COUNTY: OUTAGAMIE

PLOT BY : dotets

OVERHEAD SIGN SUPPORT DETAILS

PLOT NAME: PLOT SCALE: 100:1

SHEET

Ε

2

GENERAL NOTES

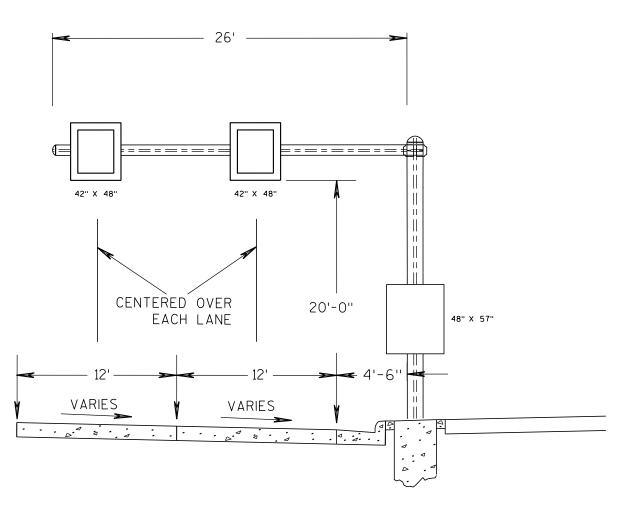
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3) PROVIDE AN IDENTIFICATION PLAQUE FOR ALL OVERHEAD SIGN SUPPORTS, TO BE CONSIDERED INCIDENTIAL TO THE BID ITEM "OVERHEAD SIGN SUPPORT".

4) SIZE THE ANCHOR BOLT/TEMPLATE ASSEMBLY TO FIT WITHIN THE BAR CAGE OF THE FOOTING BASE SHOWN IN THE CONTRACT PLANS FOR A 36" DIAMETER BASE. IN ADDITION TO MEETING ALL APPLICABLE DESIGN REQUIREMENTS FOR THE DESIGN OF THE UPRIGHT BASE CONNECTION.

5) PROVIDE DESIGN CALCULATIONS



OVERHEAD CANTILEVER SIGN STRUCTURE DETAIL

 STH 55 NORTH
 STH 55 SOUTH
 MALONEY RD
 STH 55 SOUTH
 CTH 00 EASTBOUND

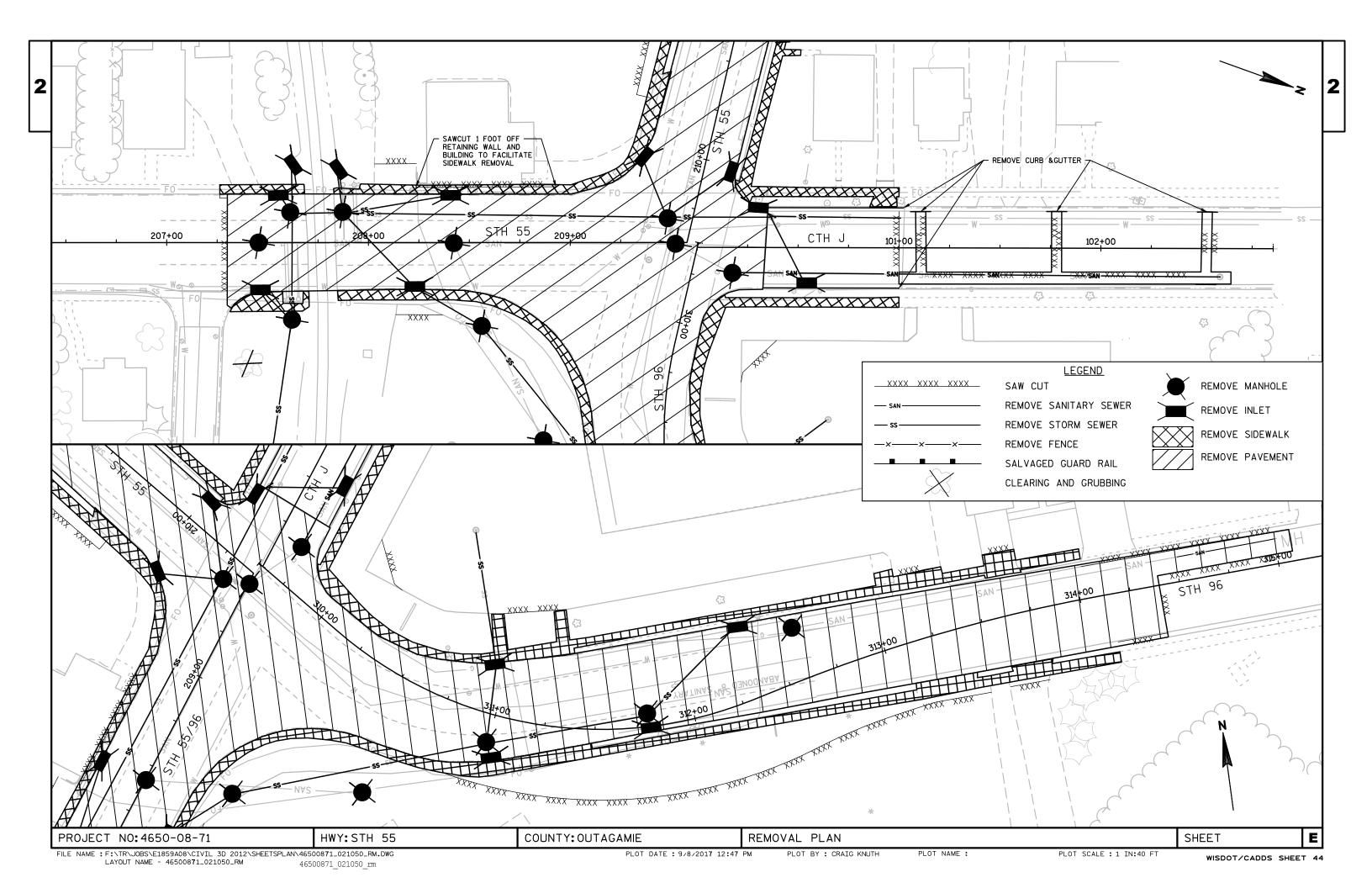
 S-44-0205
 S-44-0206
 S-44-0207
 S-44-0208
 S-44-0209

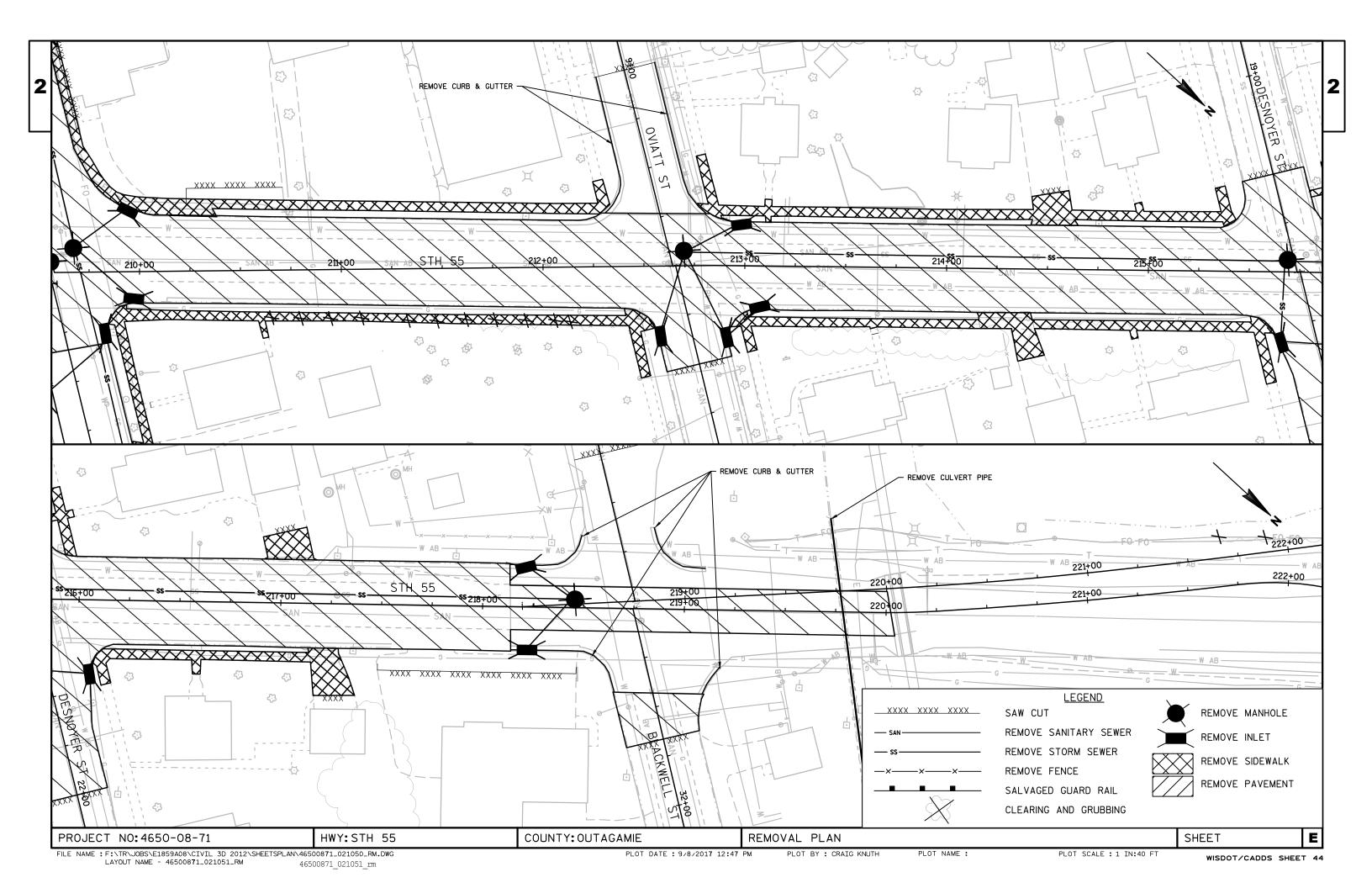
 STA 251+43'NB'
 STA 245+00'SB'
 STA 37+65
 STA 227+00'NB'
 STA 16+15'EB'

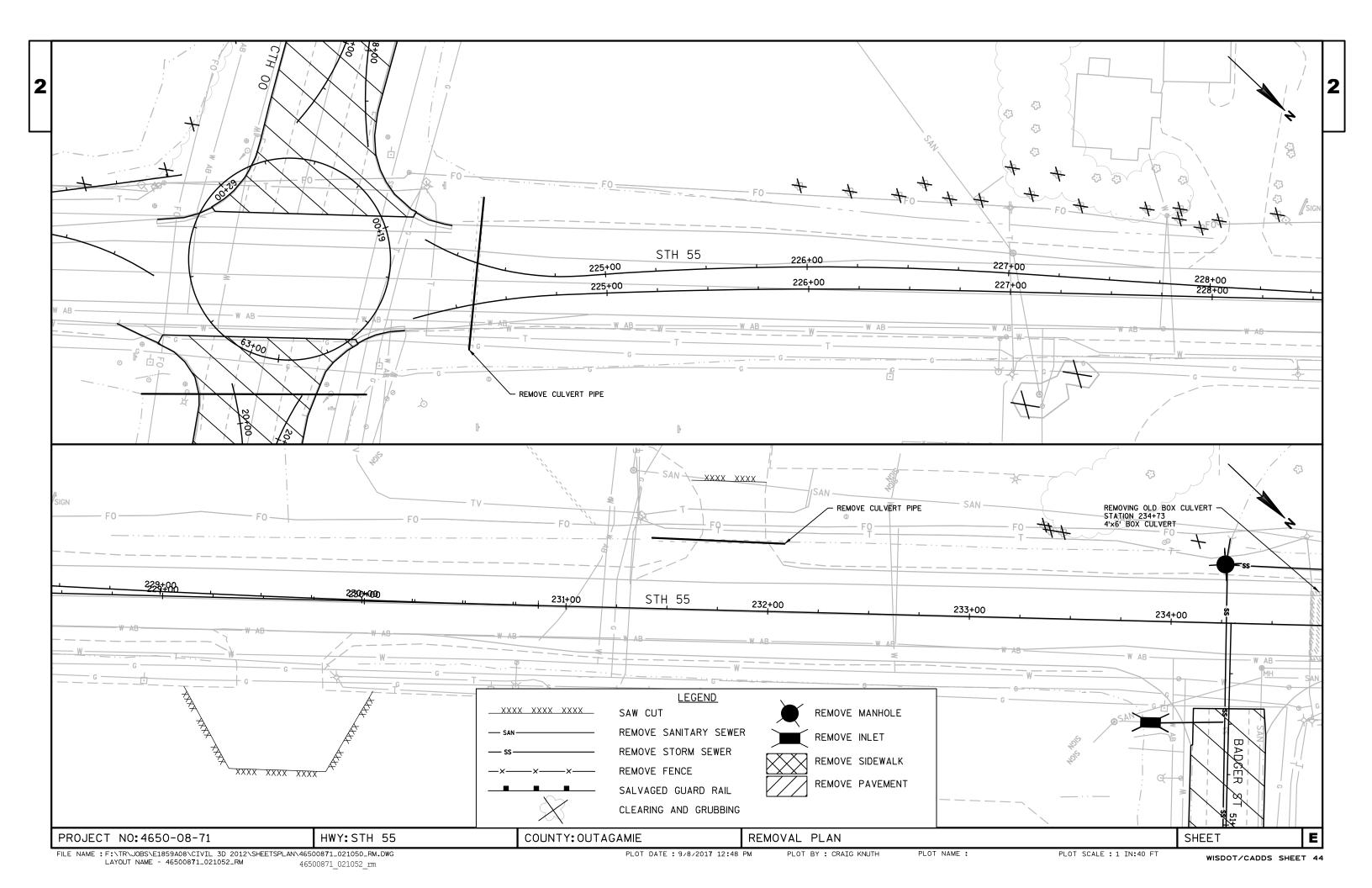
LOOKING IN DIRECTION OF TRAVEL

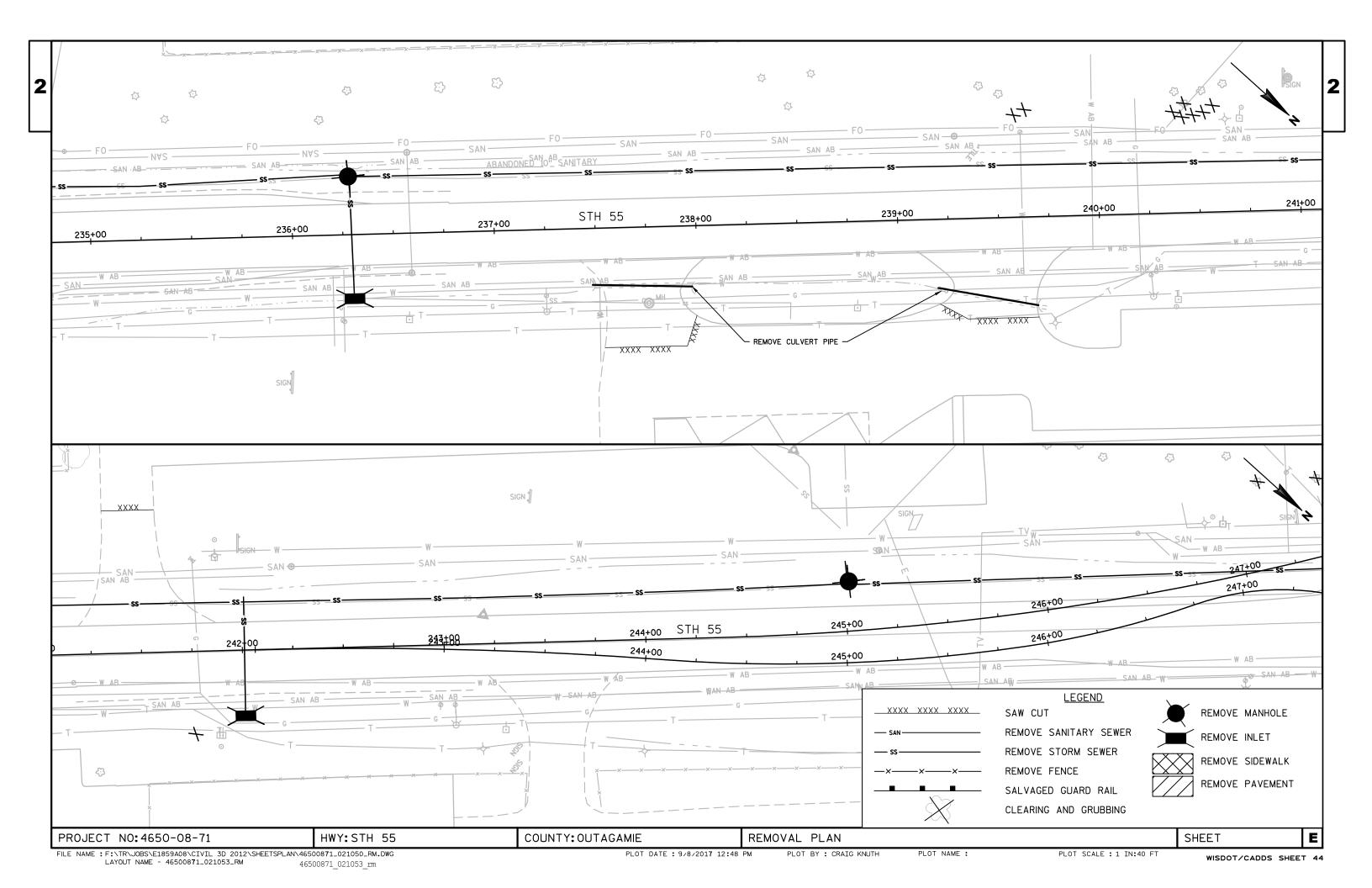
PROJECT NO:4650-08-71 HWY:STH 55 COUNTY:OUTAGAMIE OVERHEAD SIGN SUPPORT DETAILS SHEET **E**

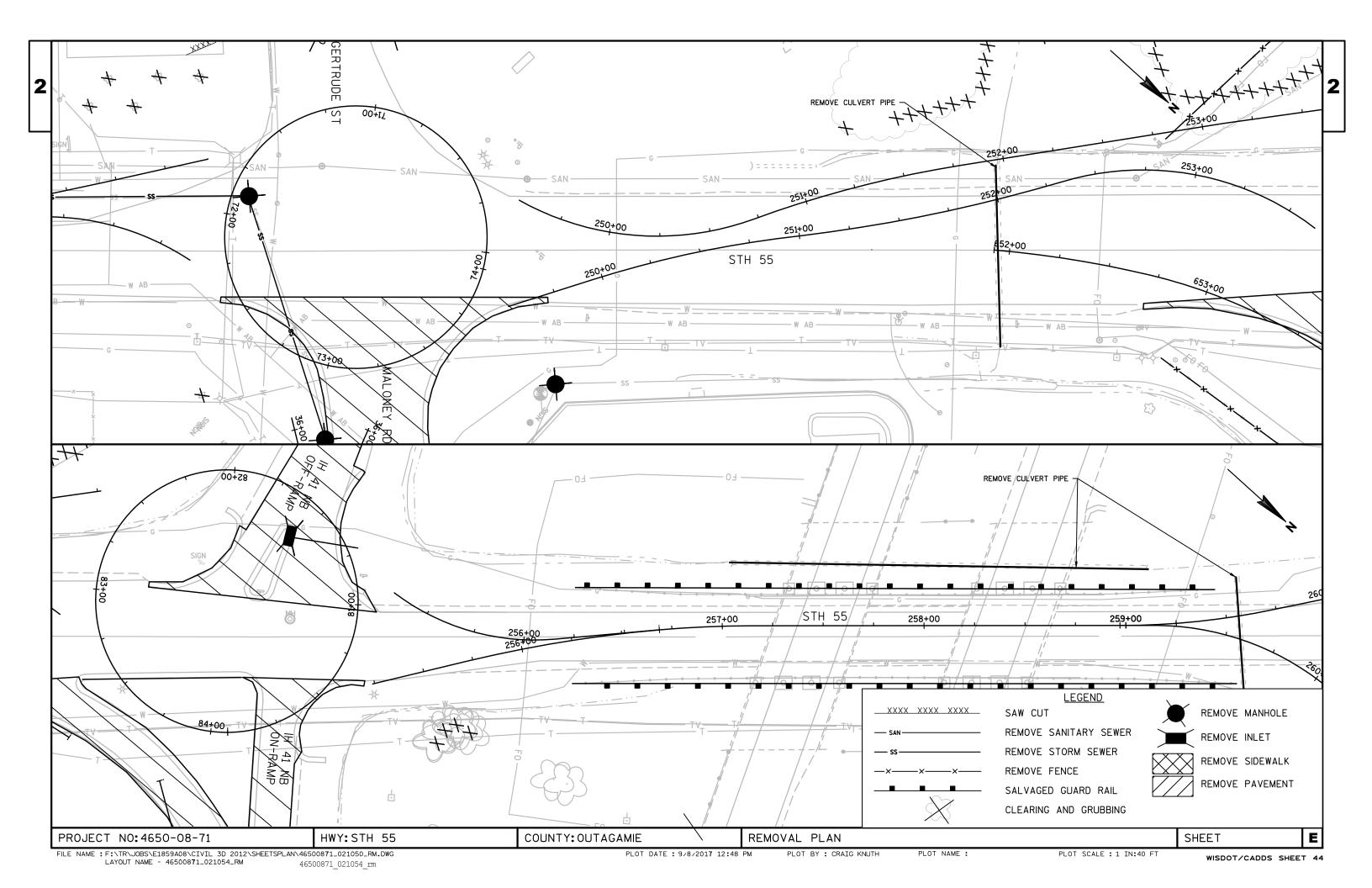
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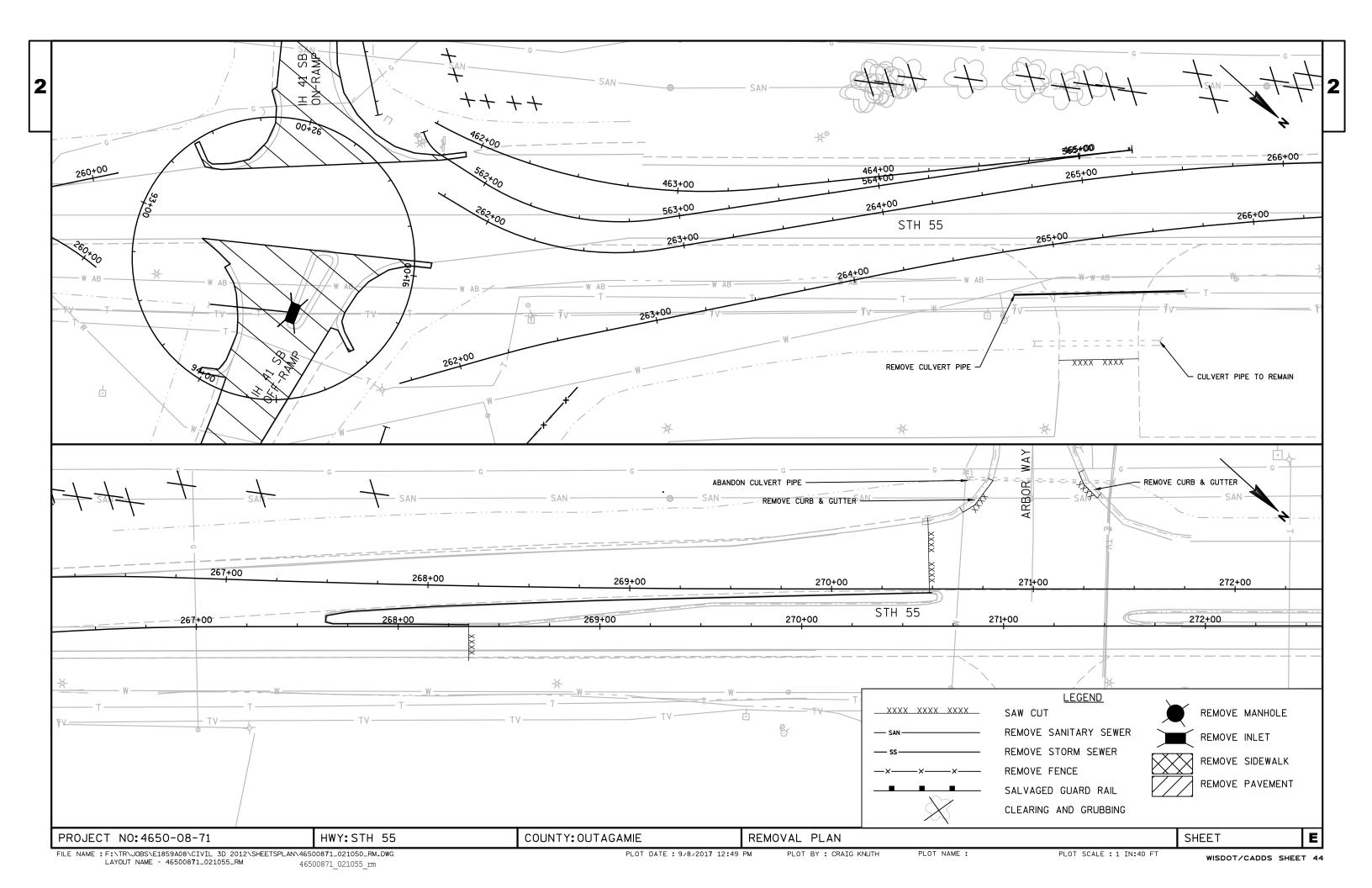


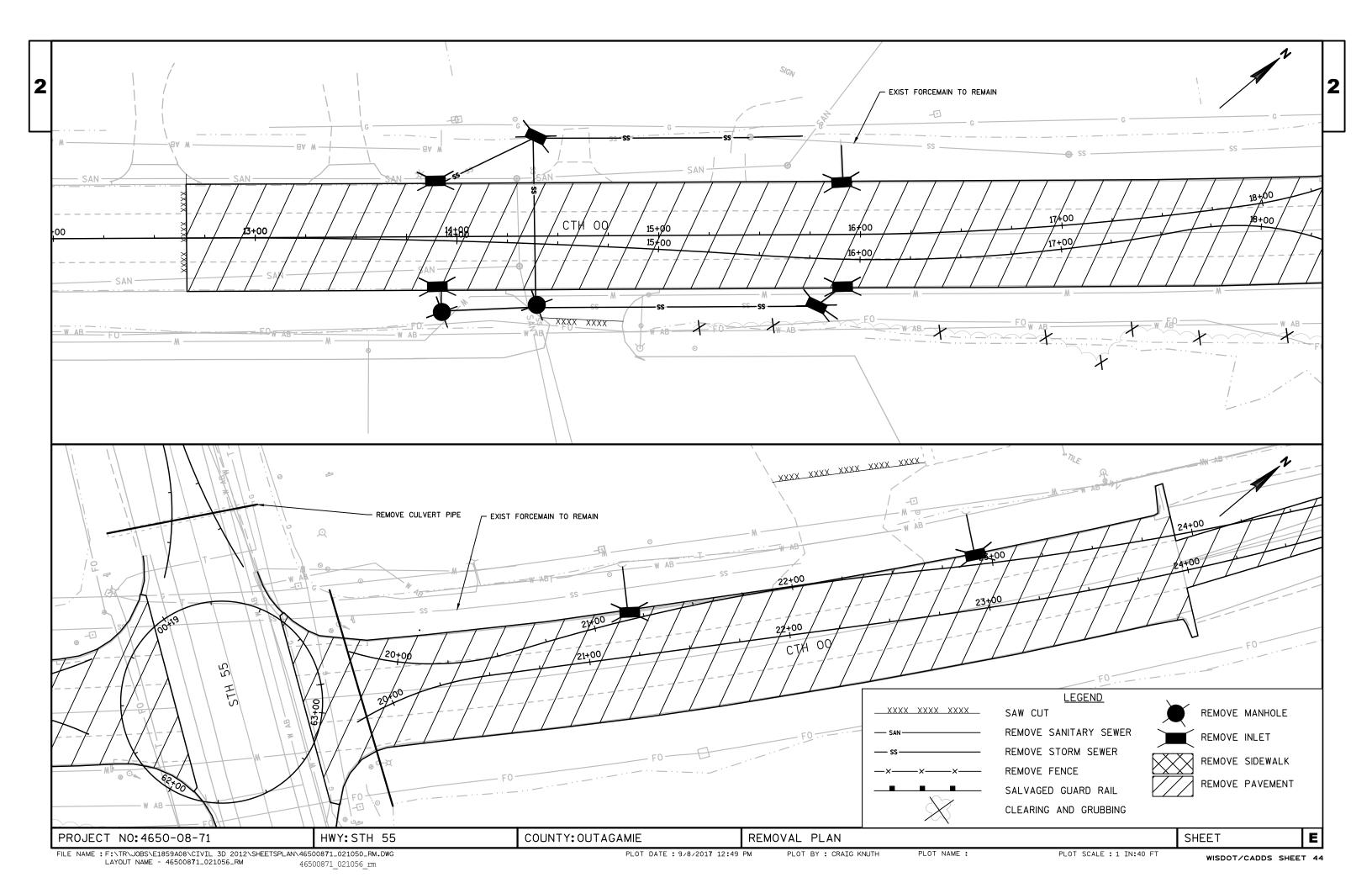


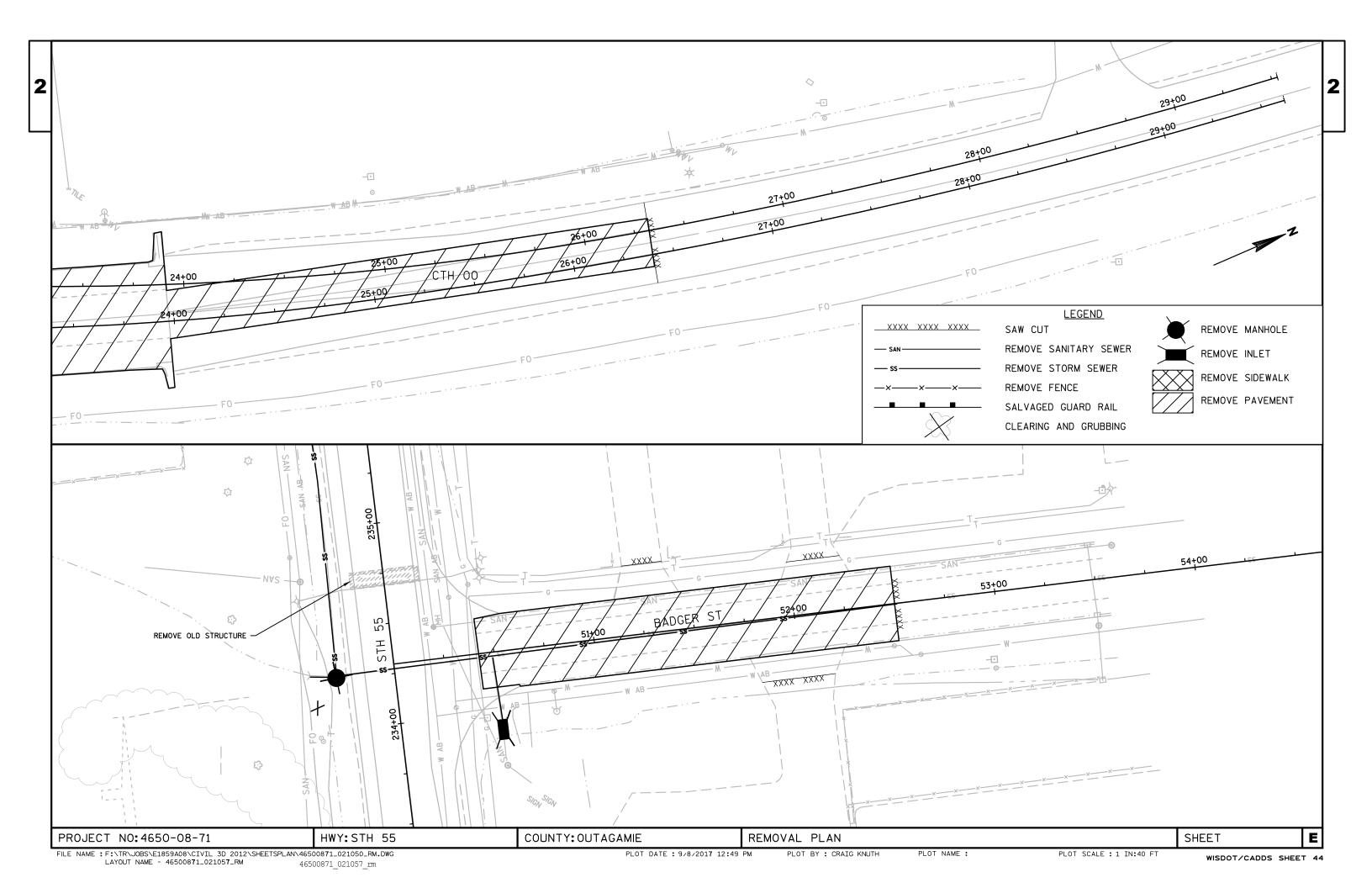


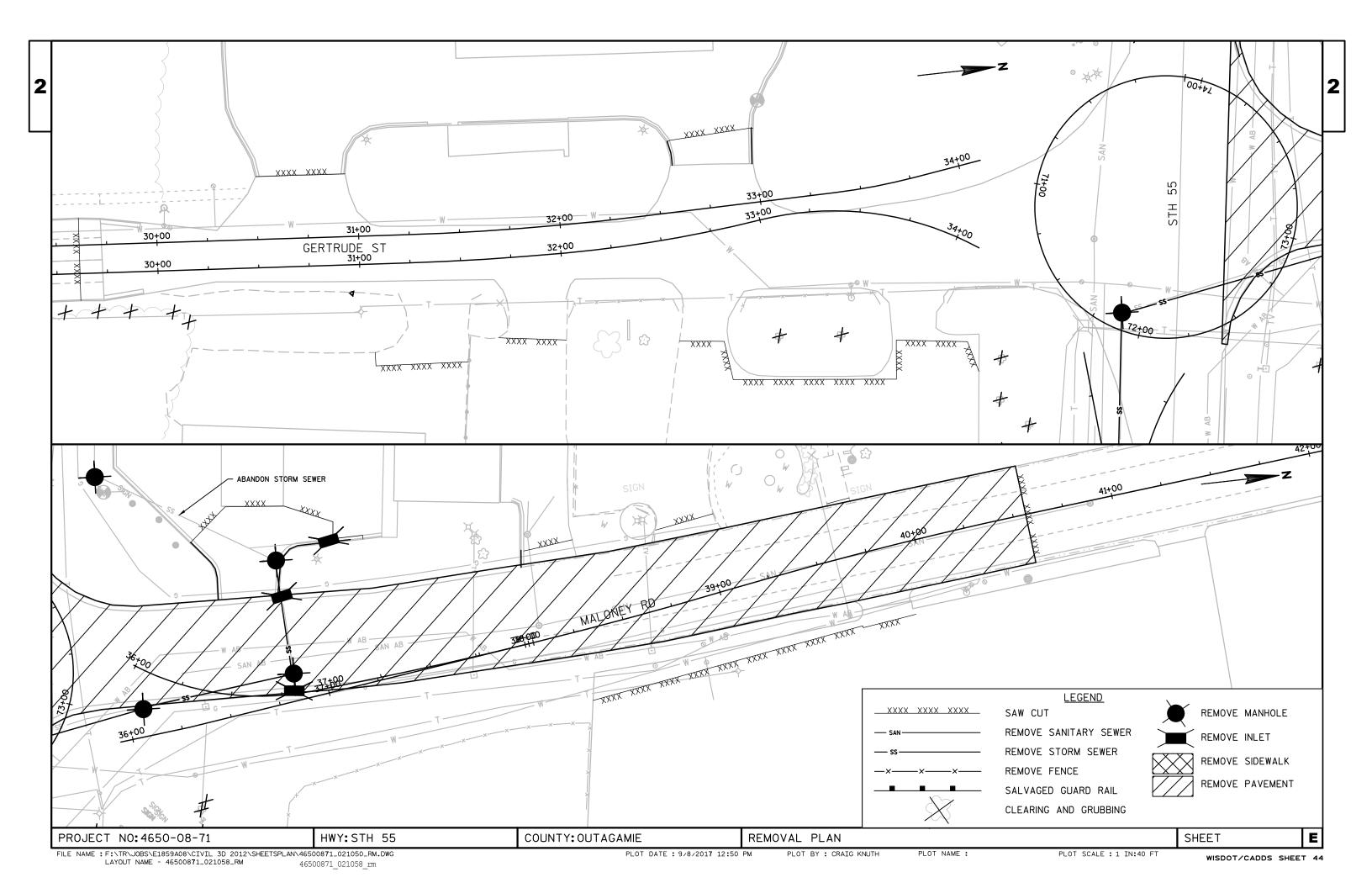


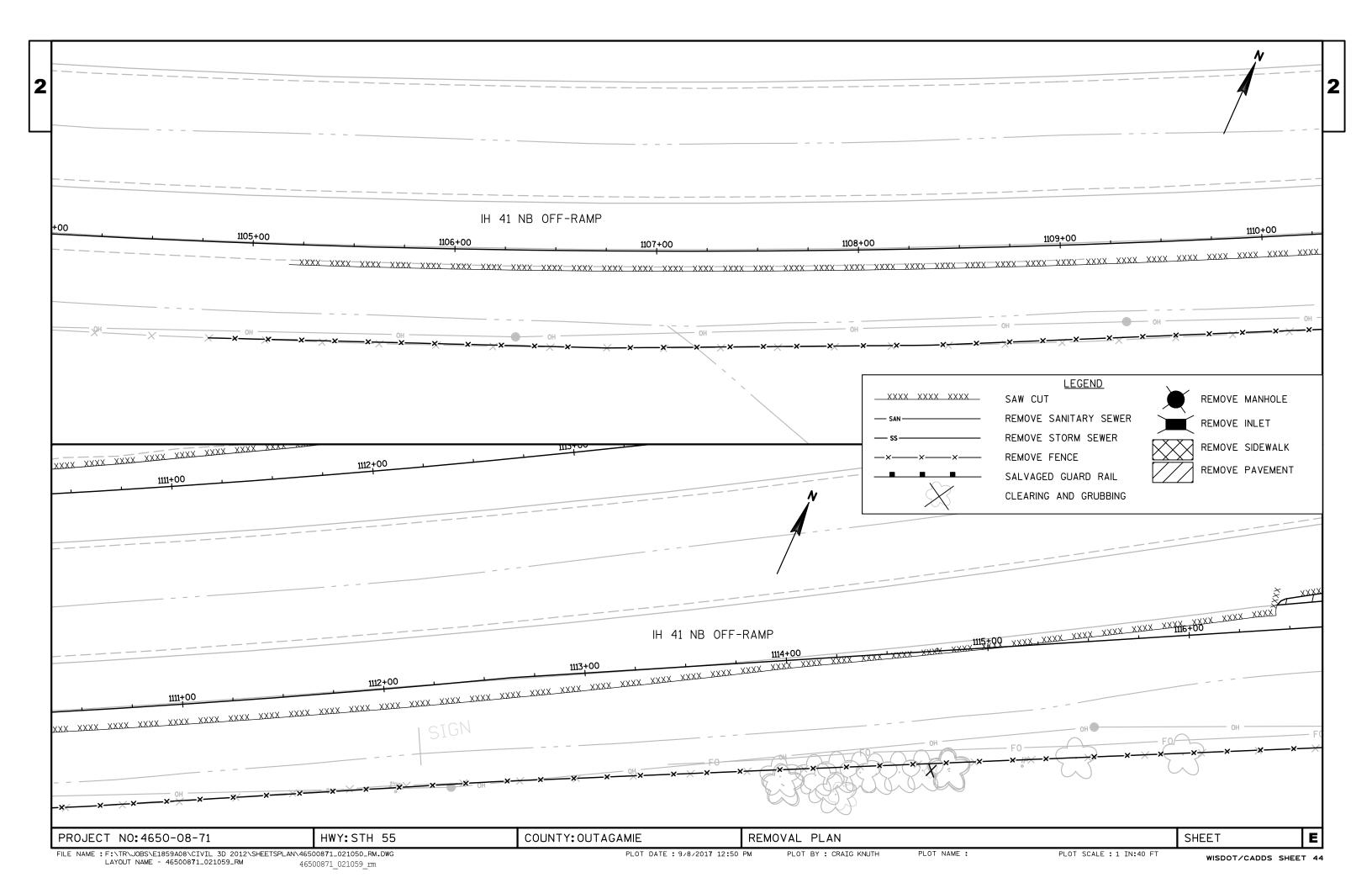


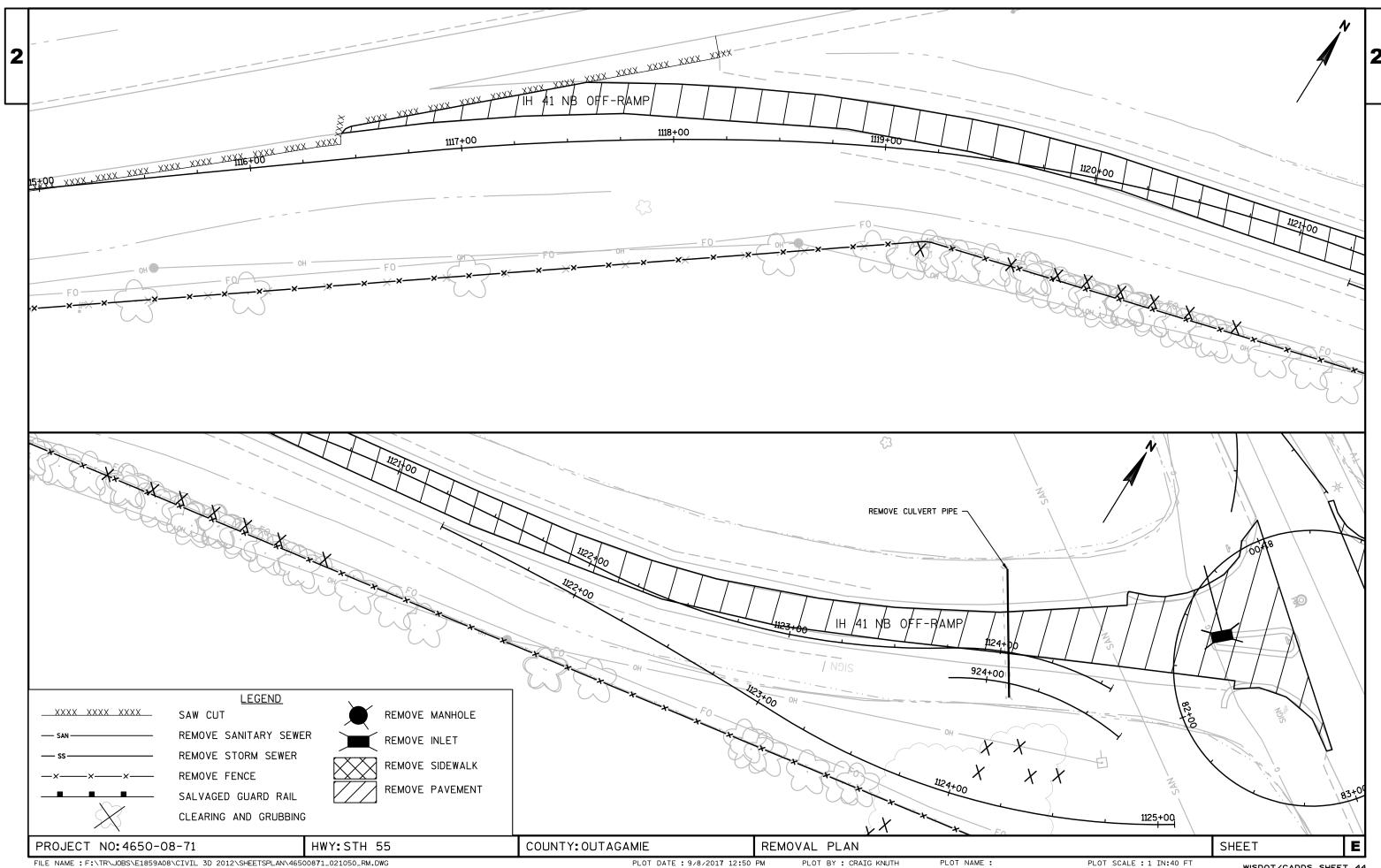


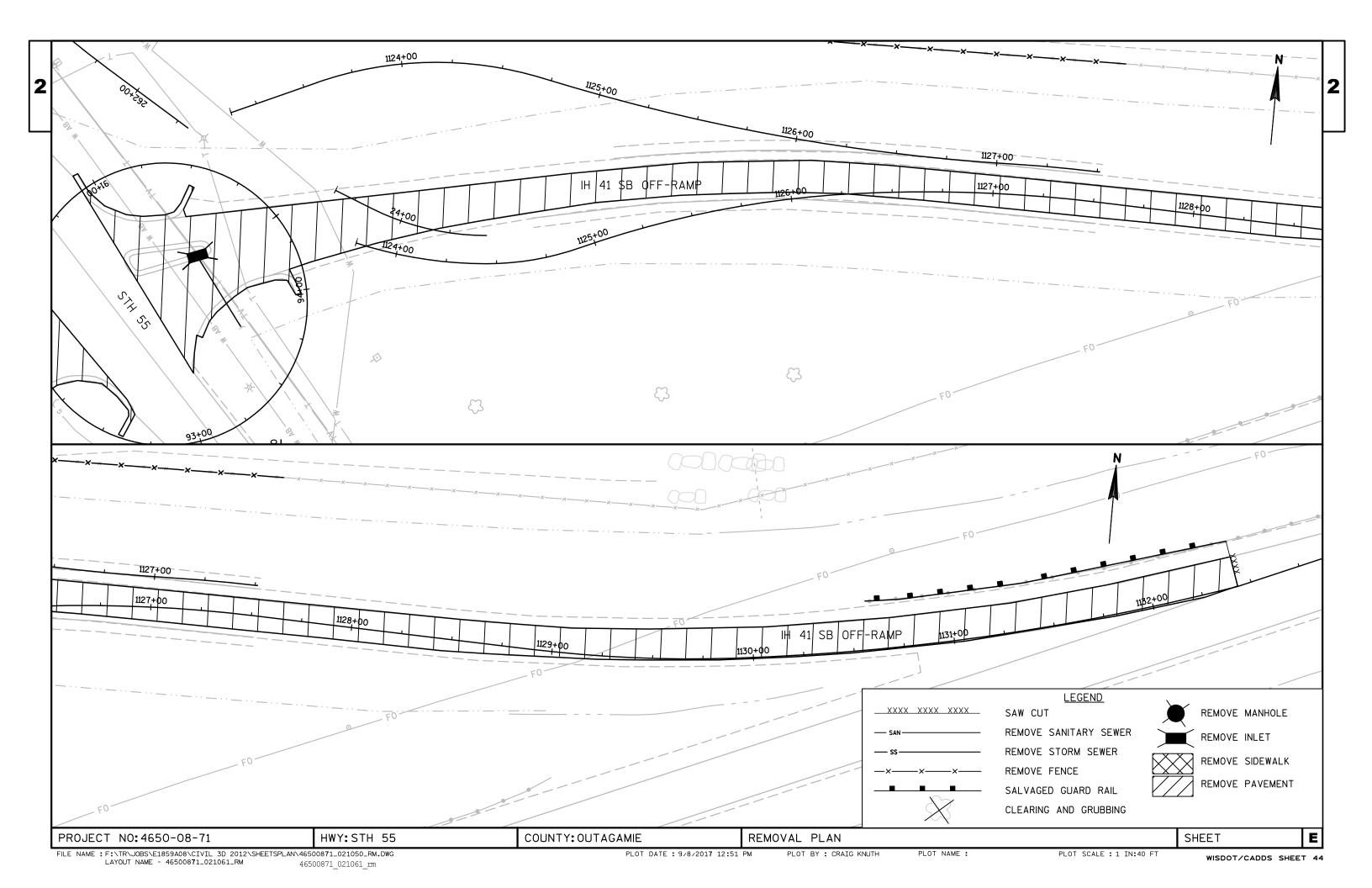


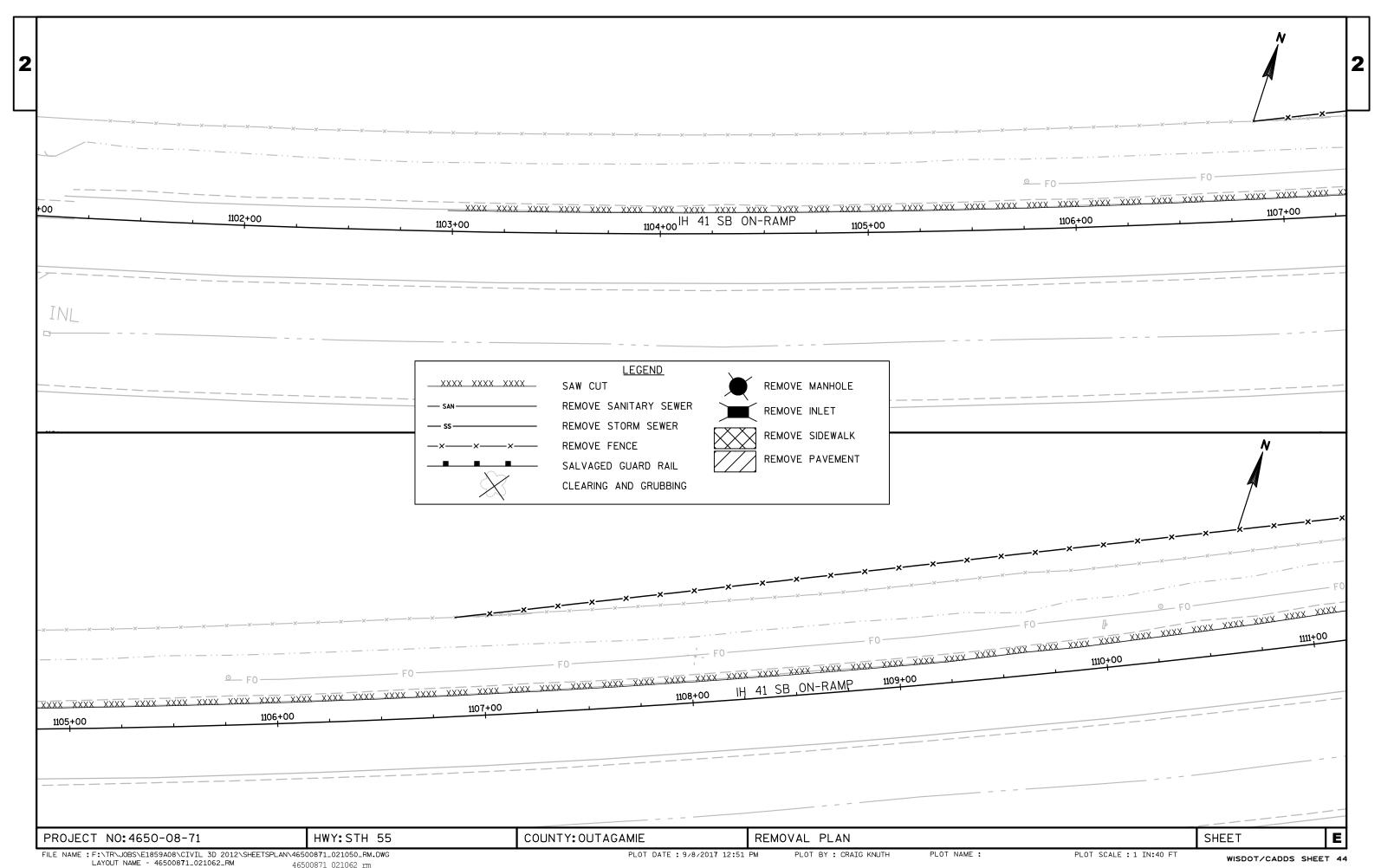


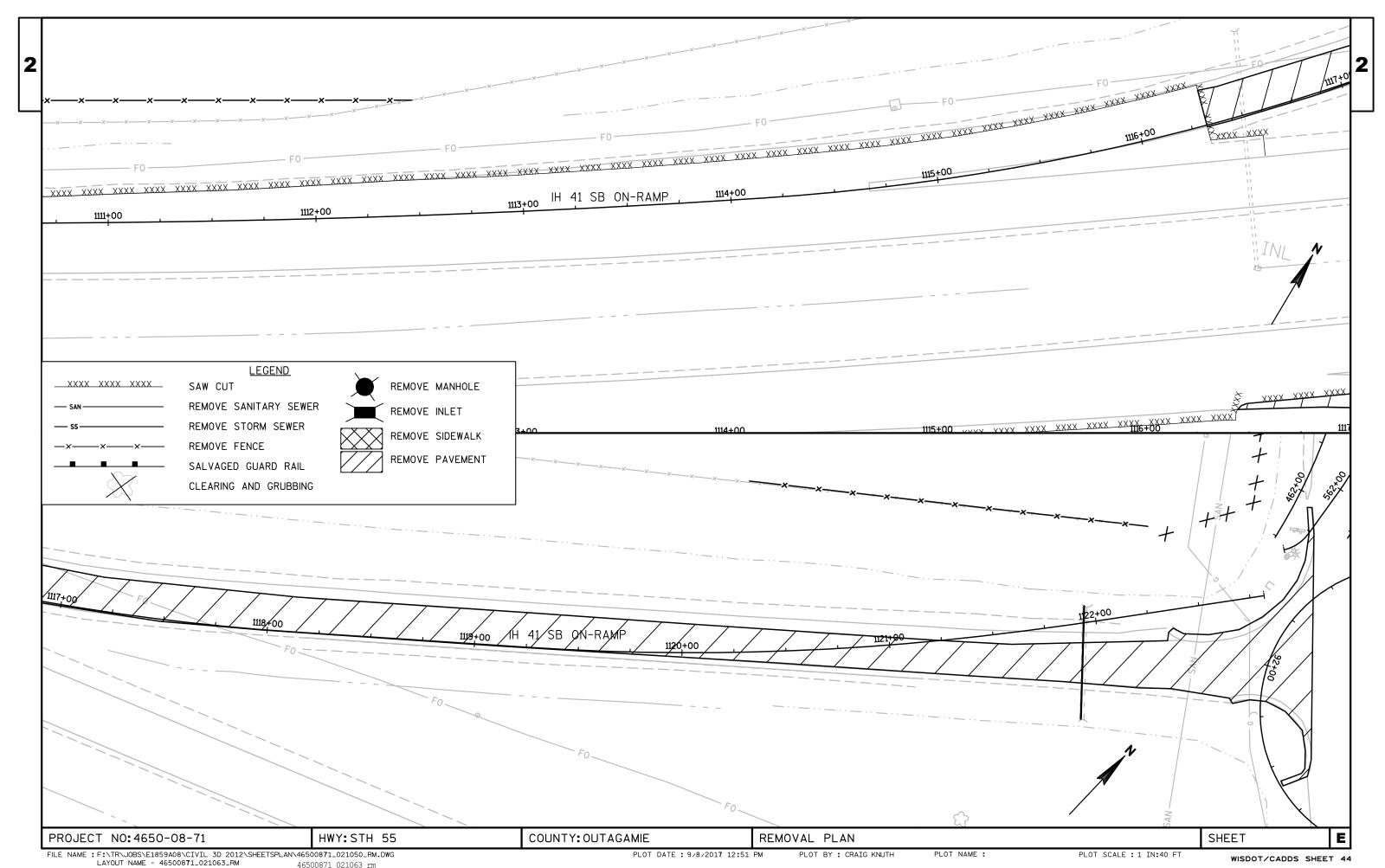


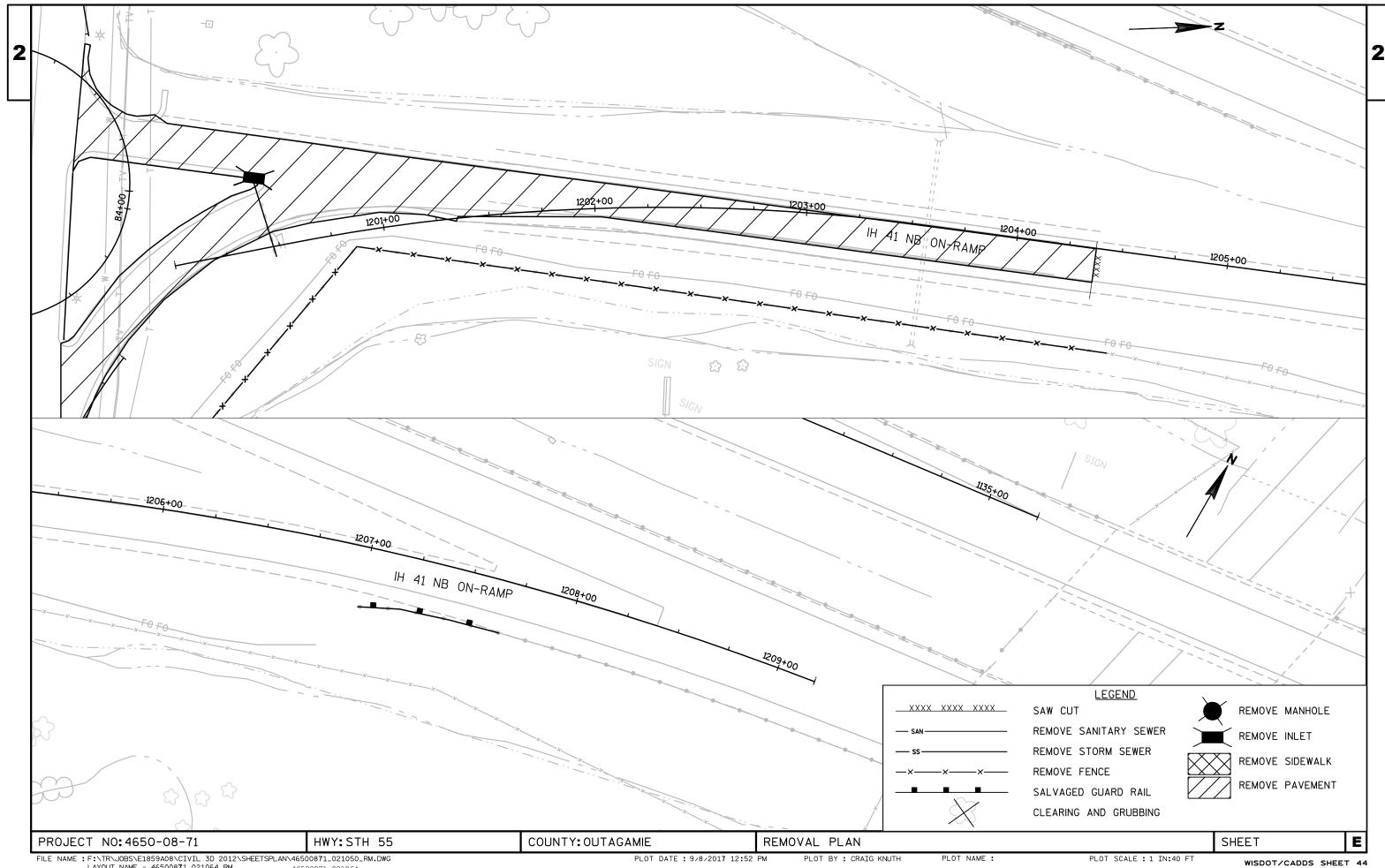


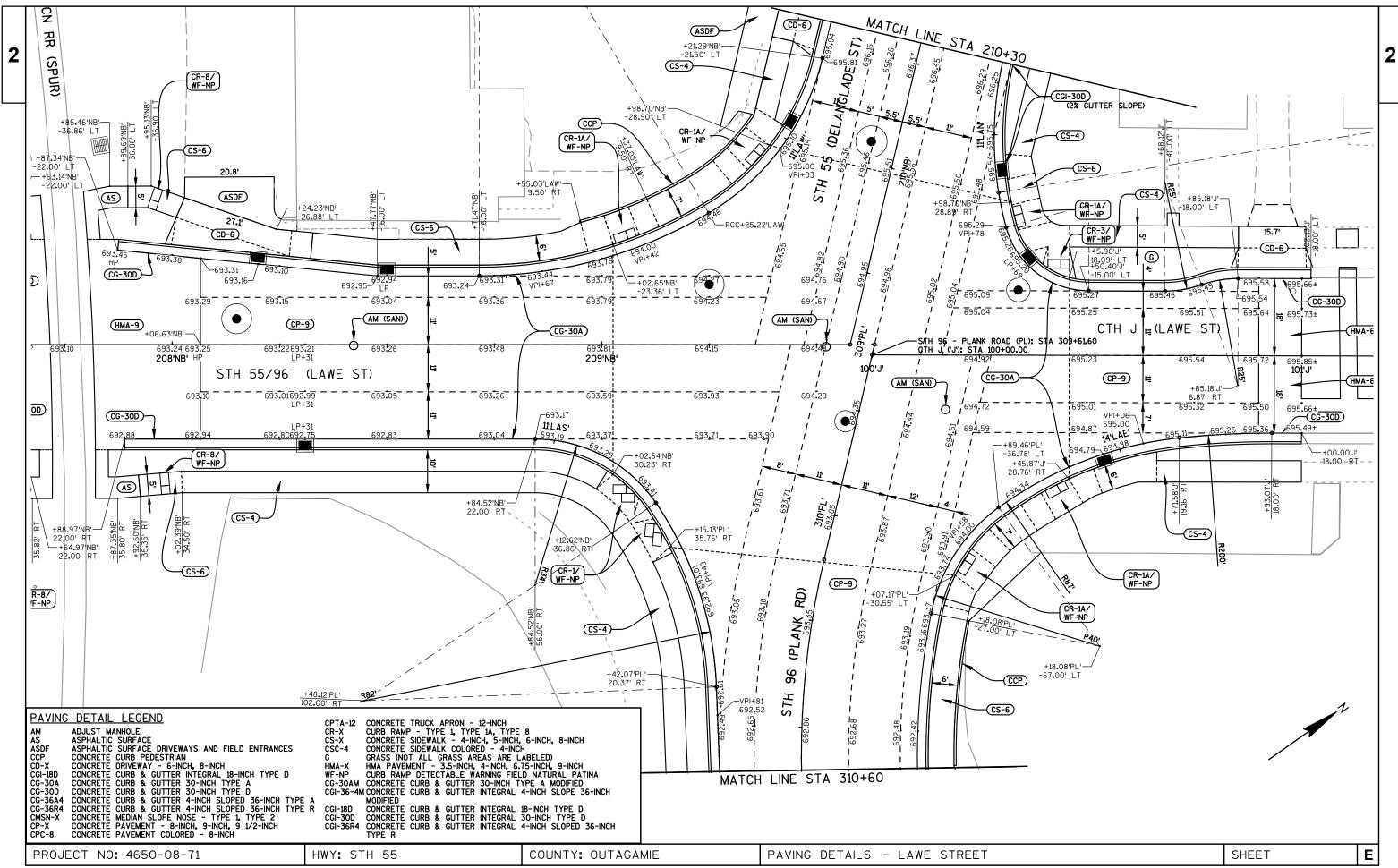


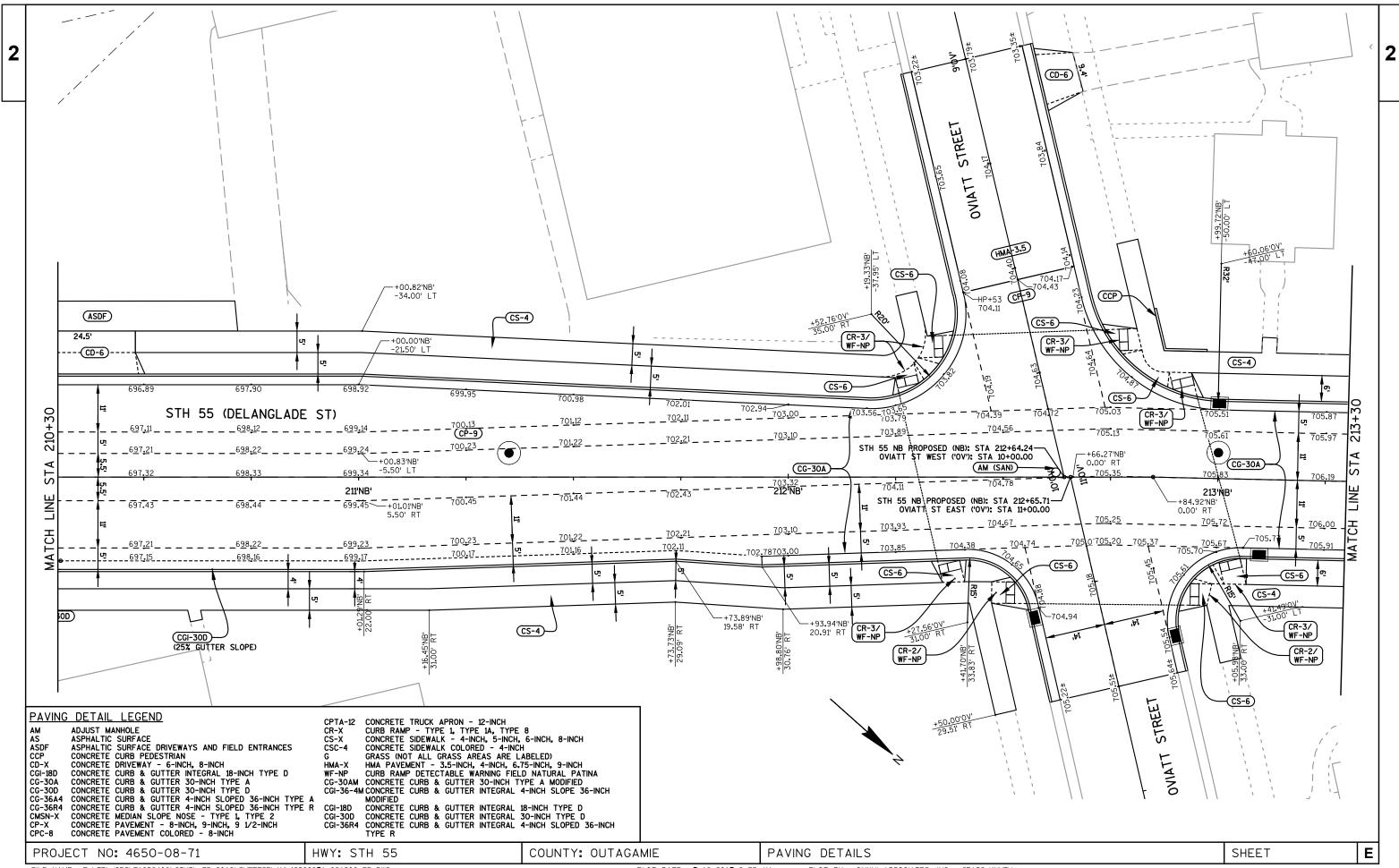


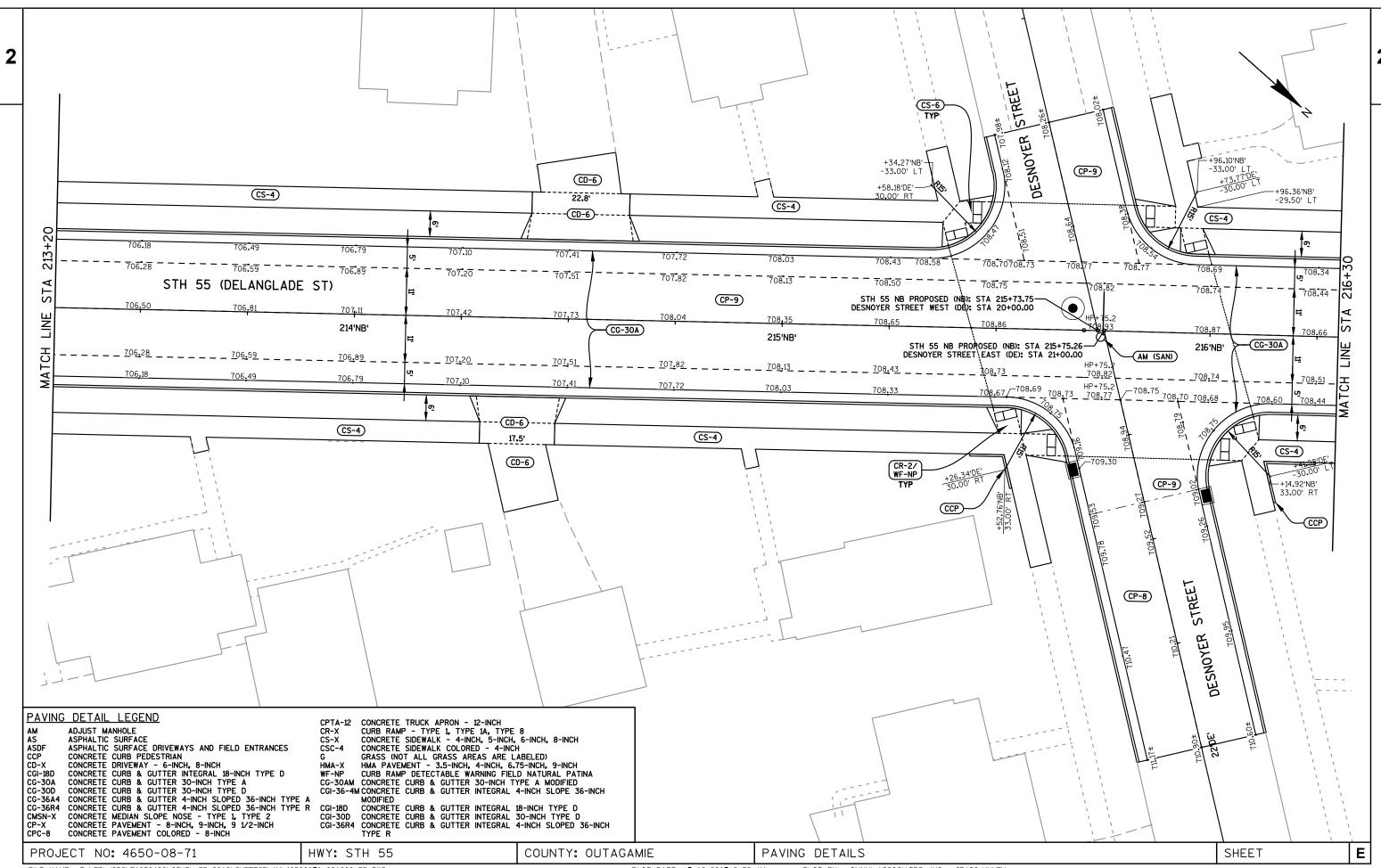


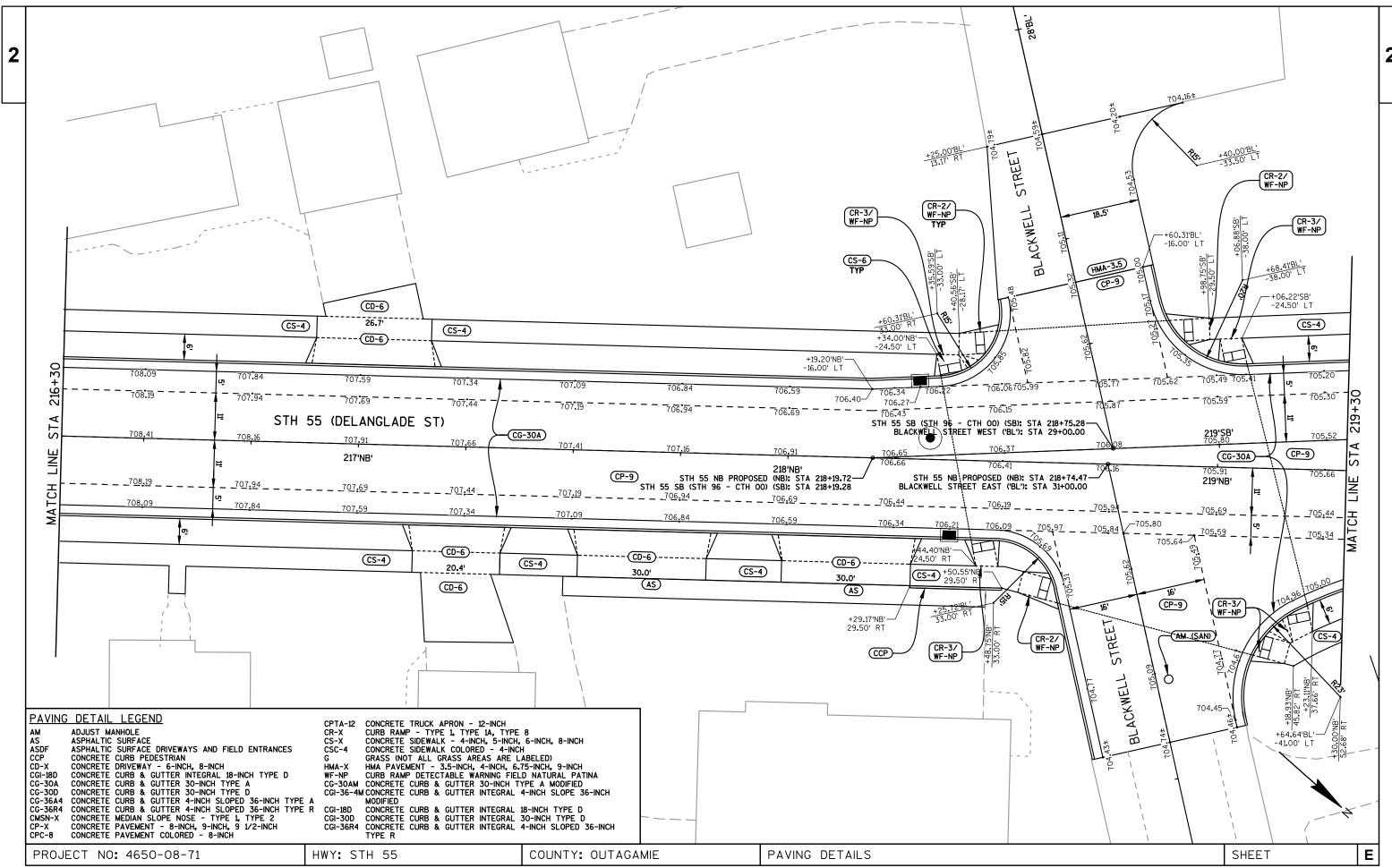


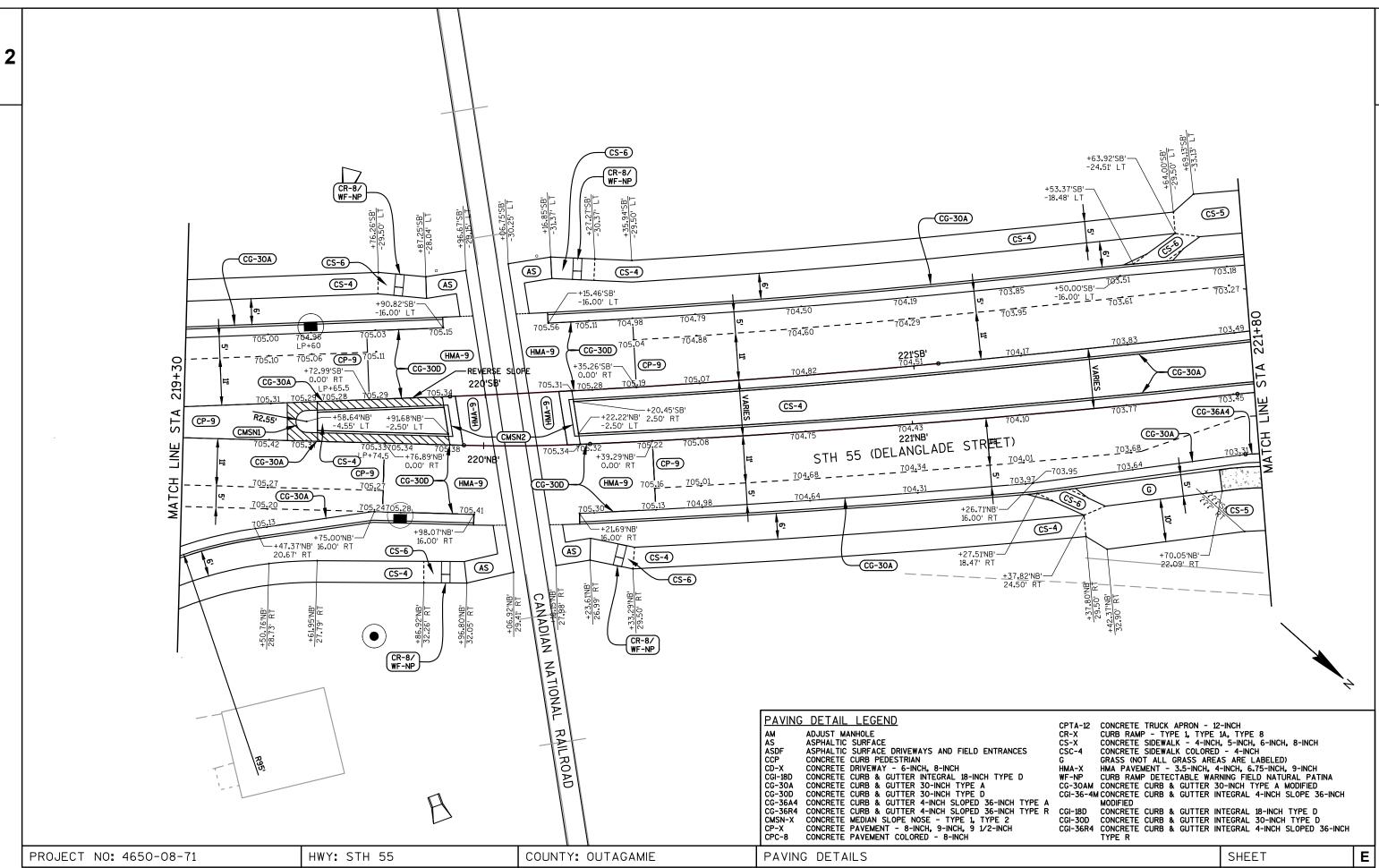


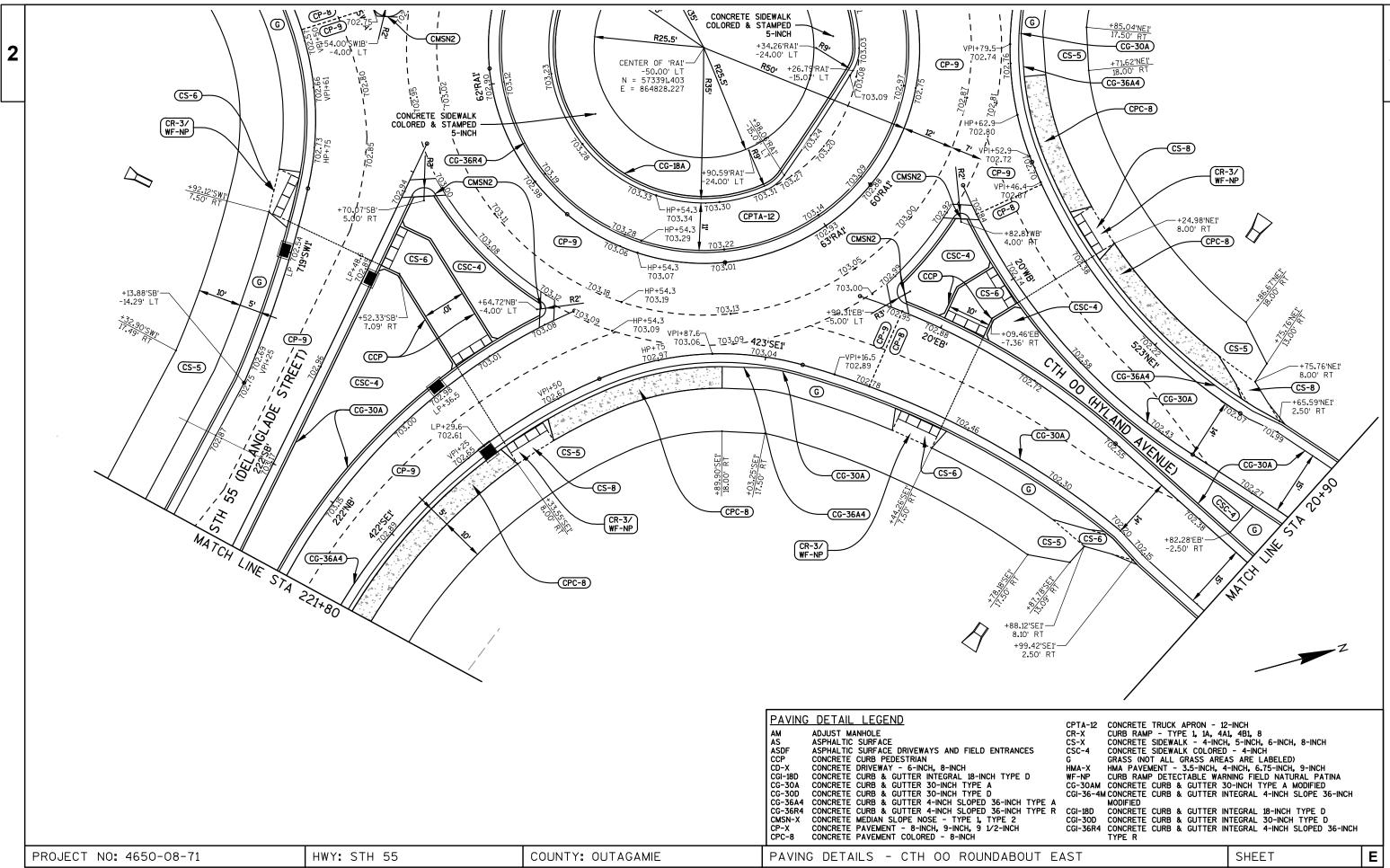


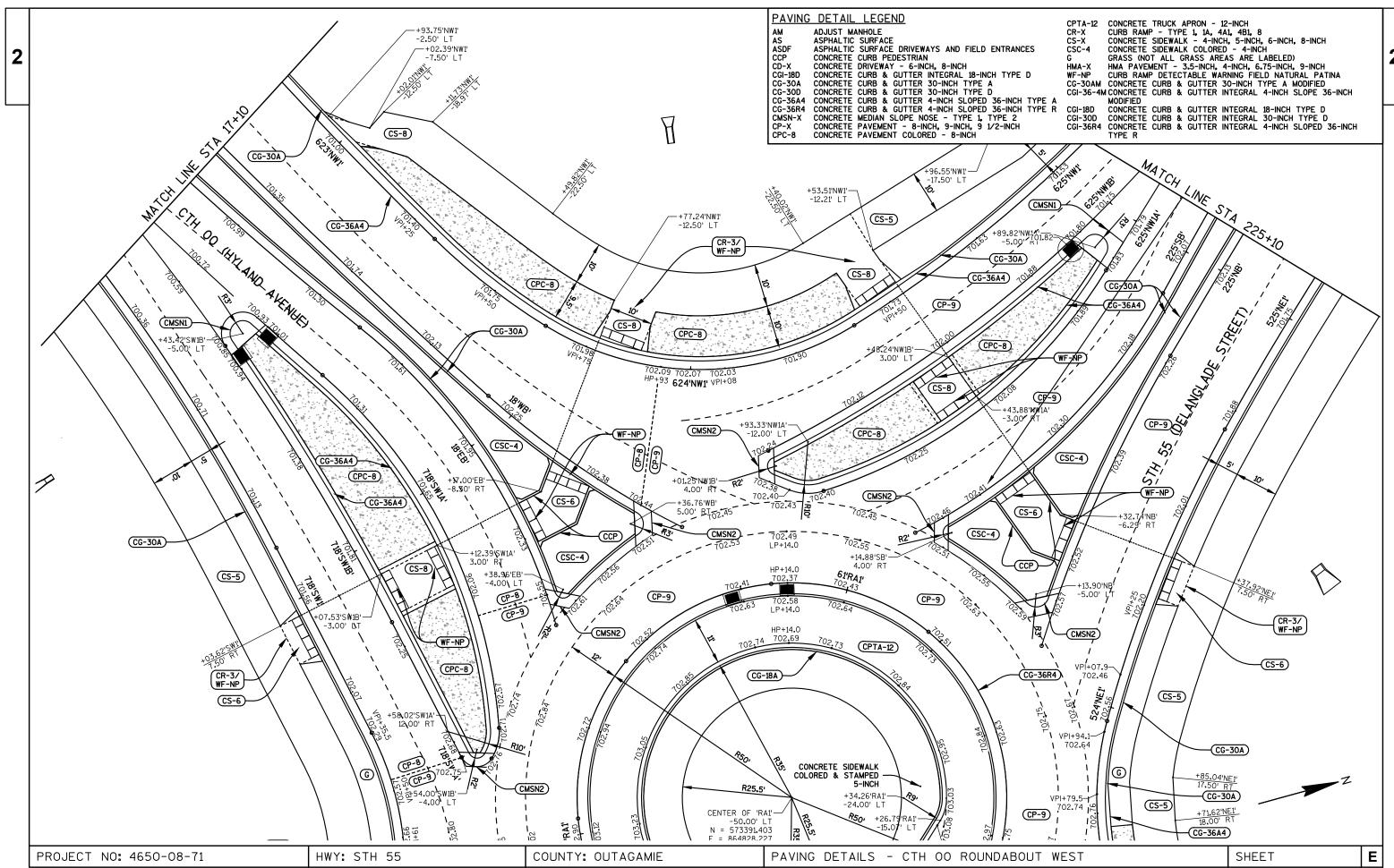


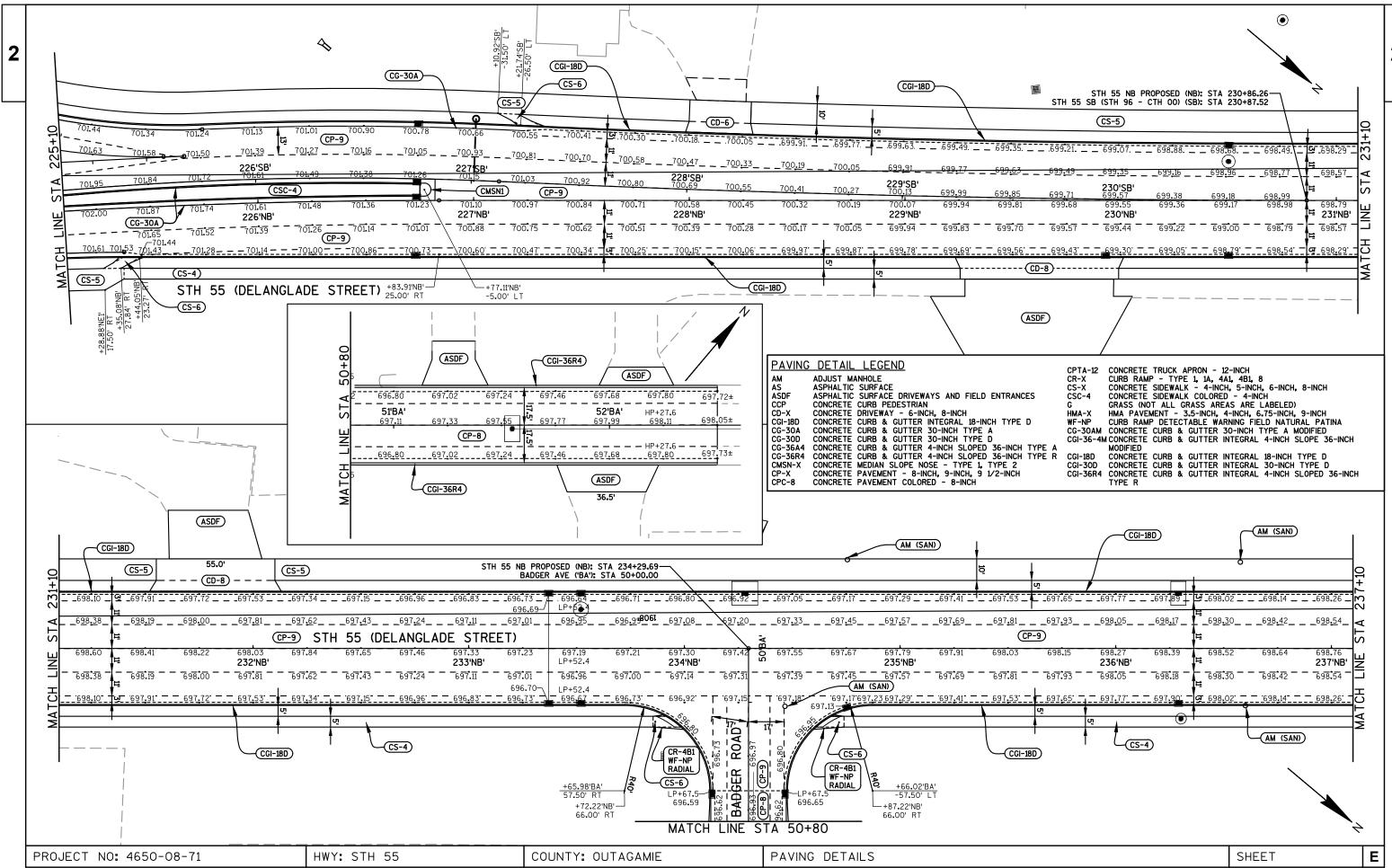


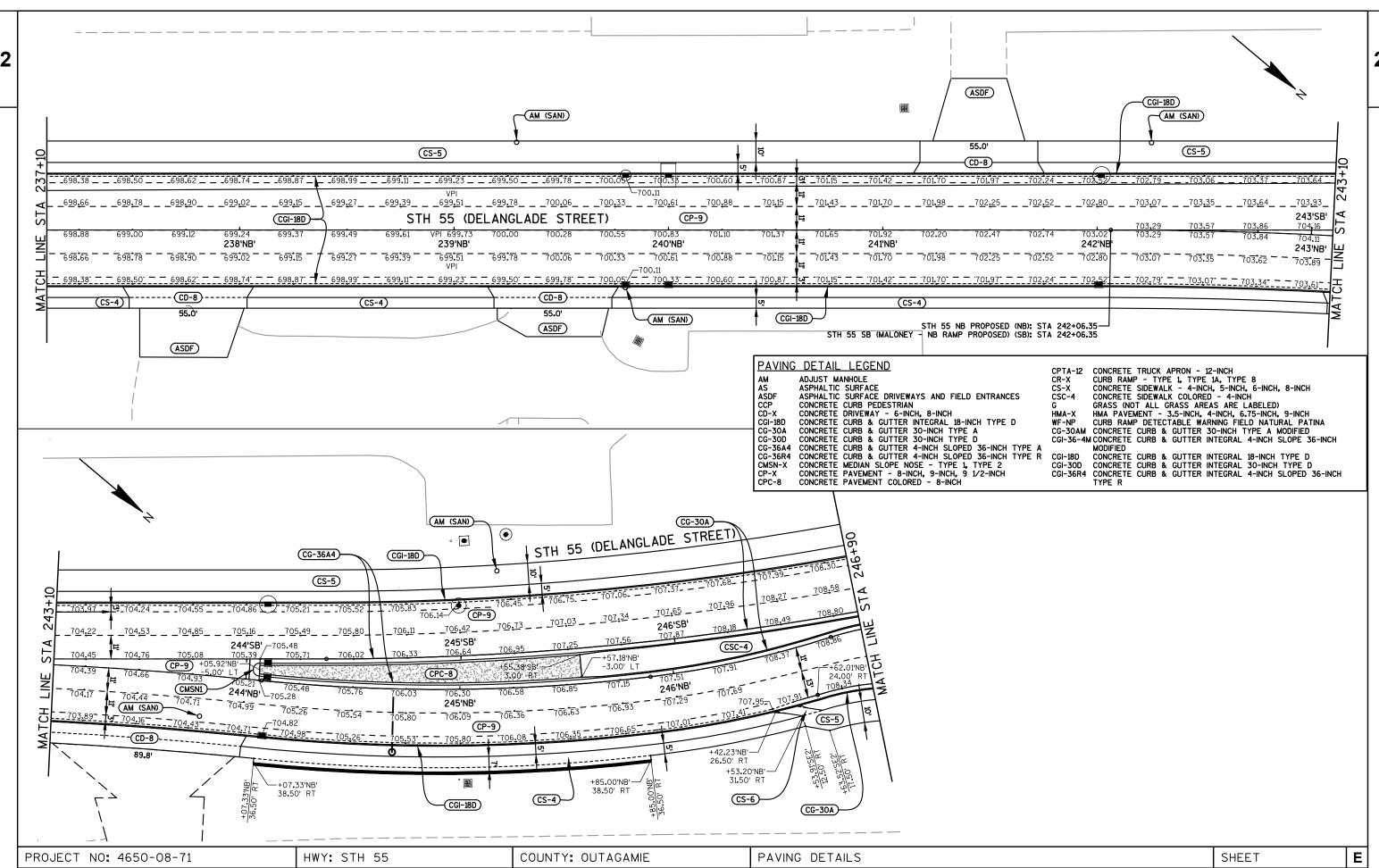


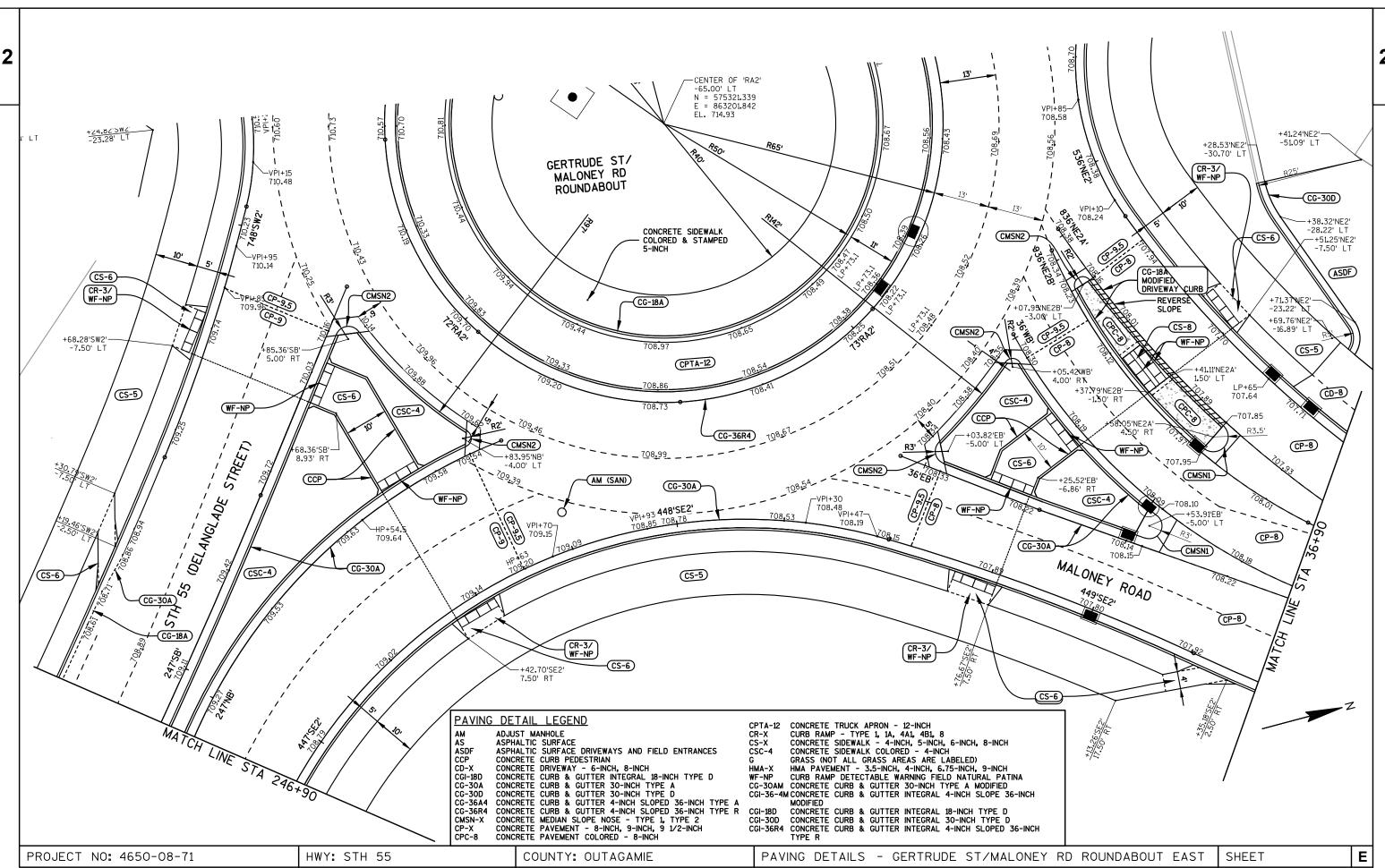


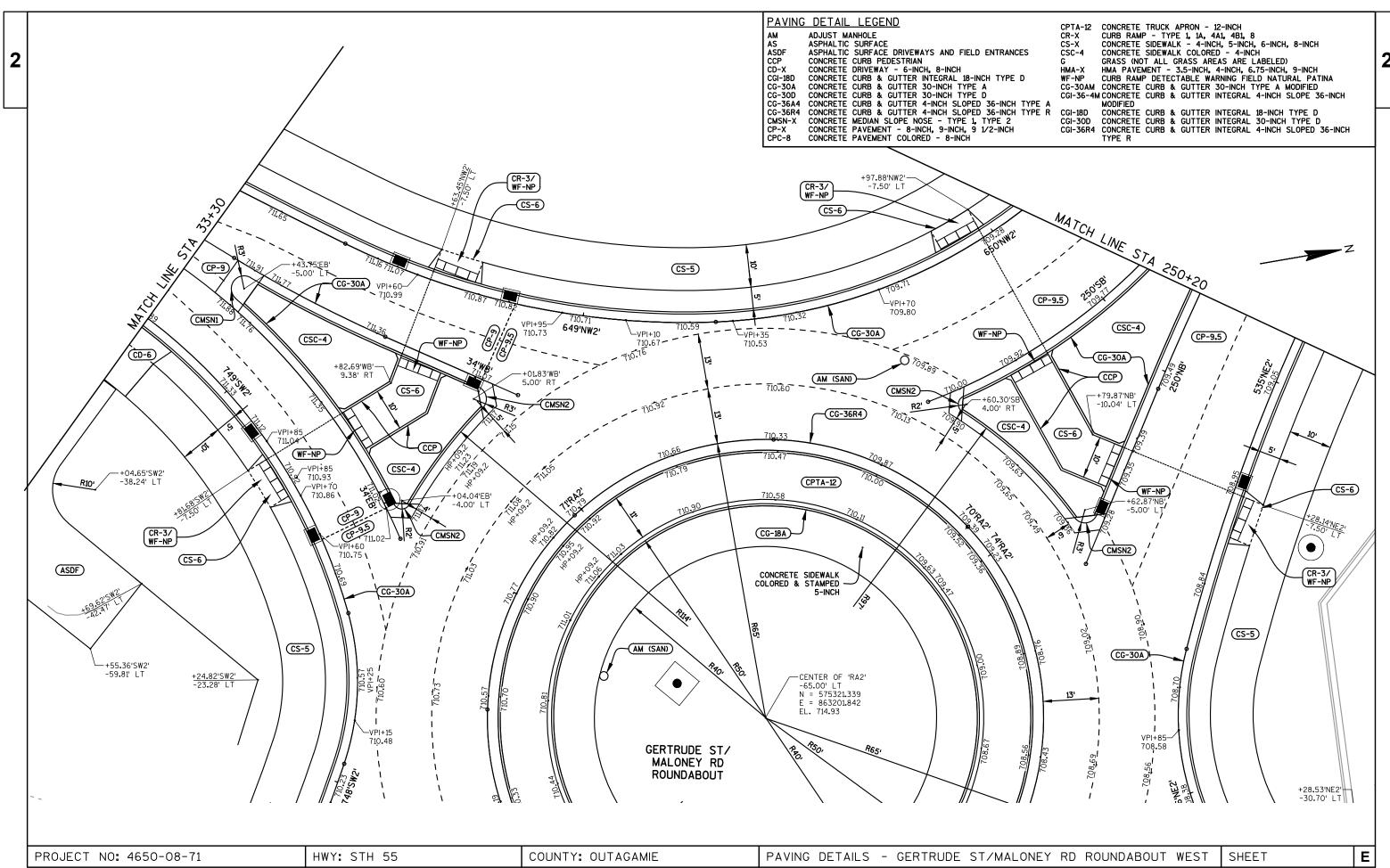


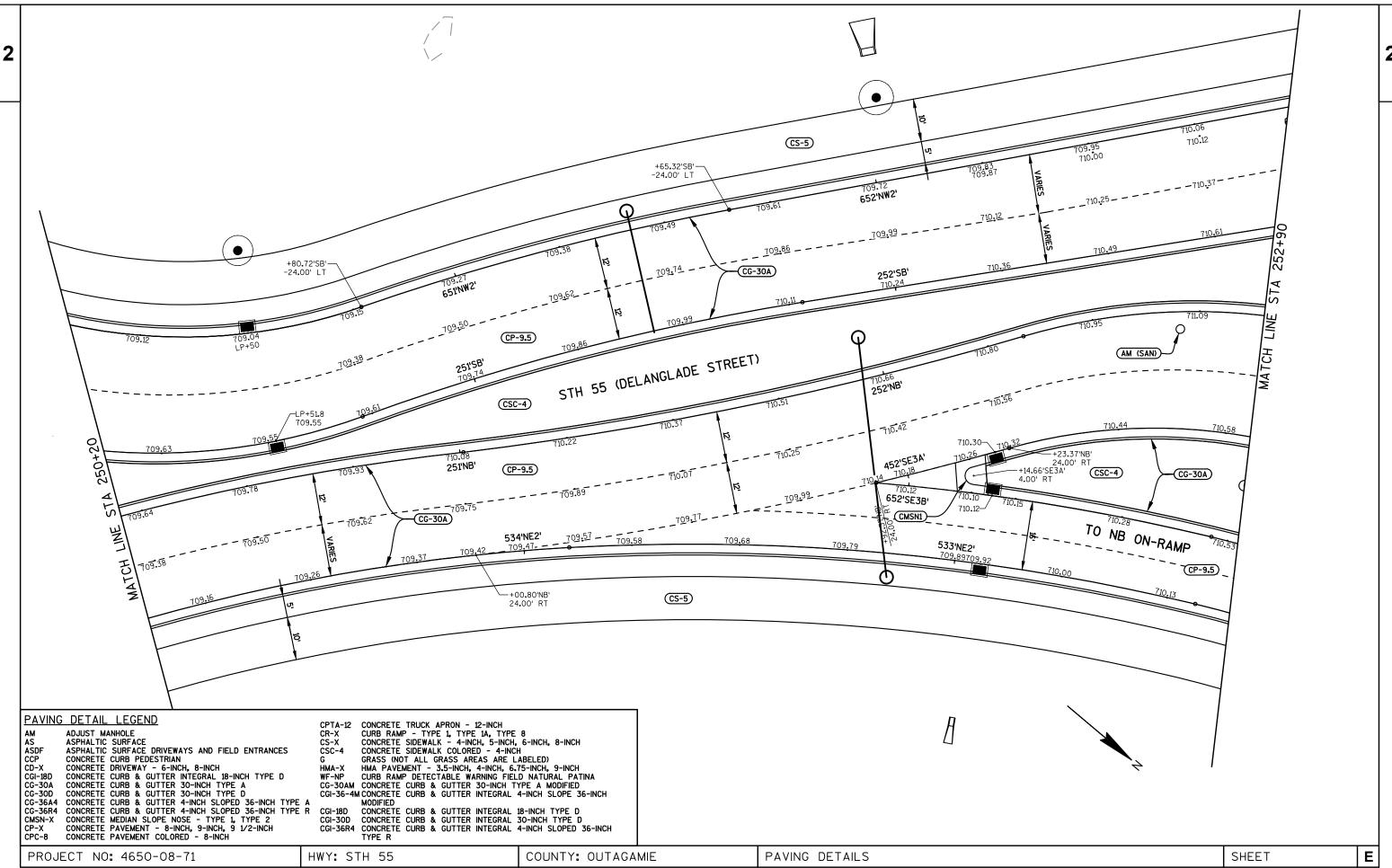


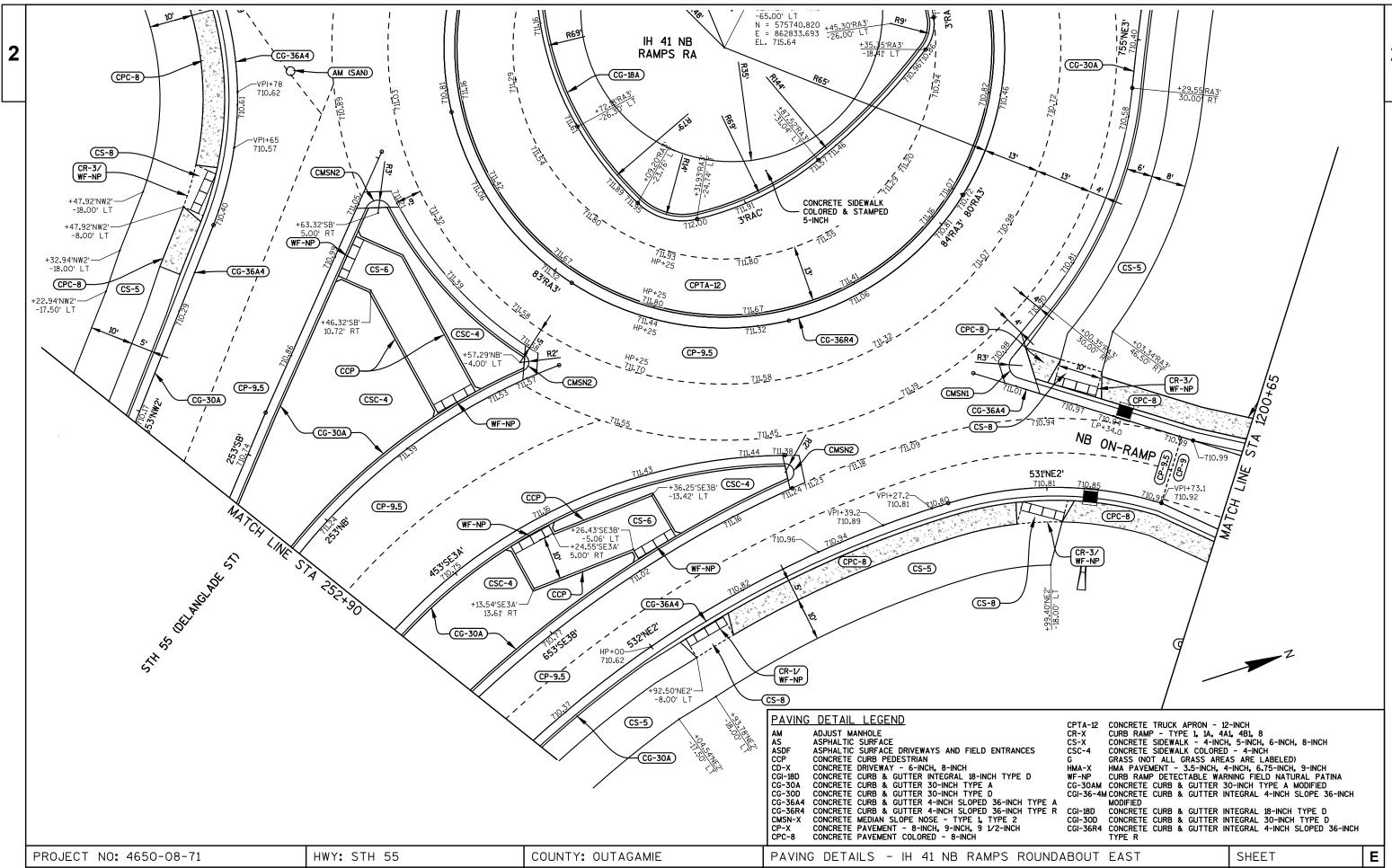


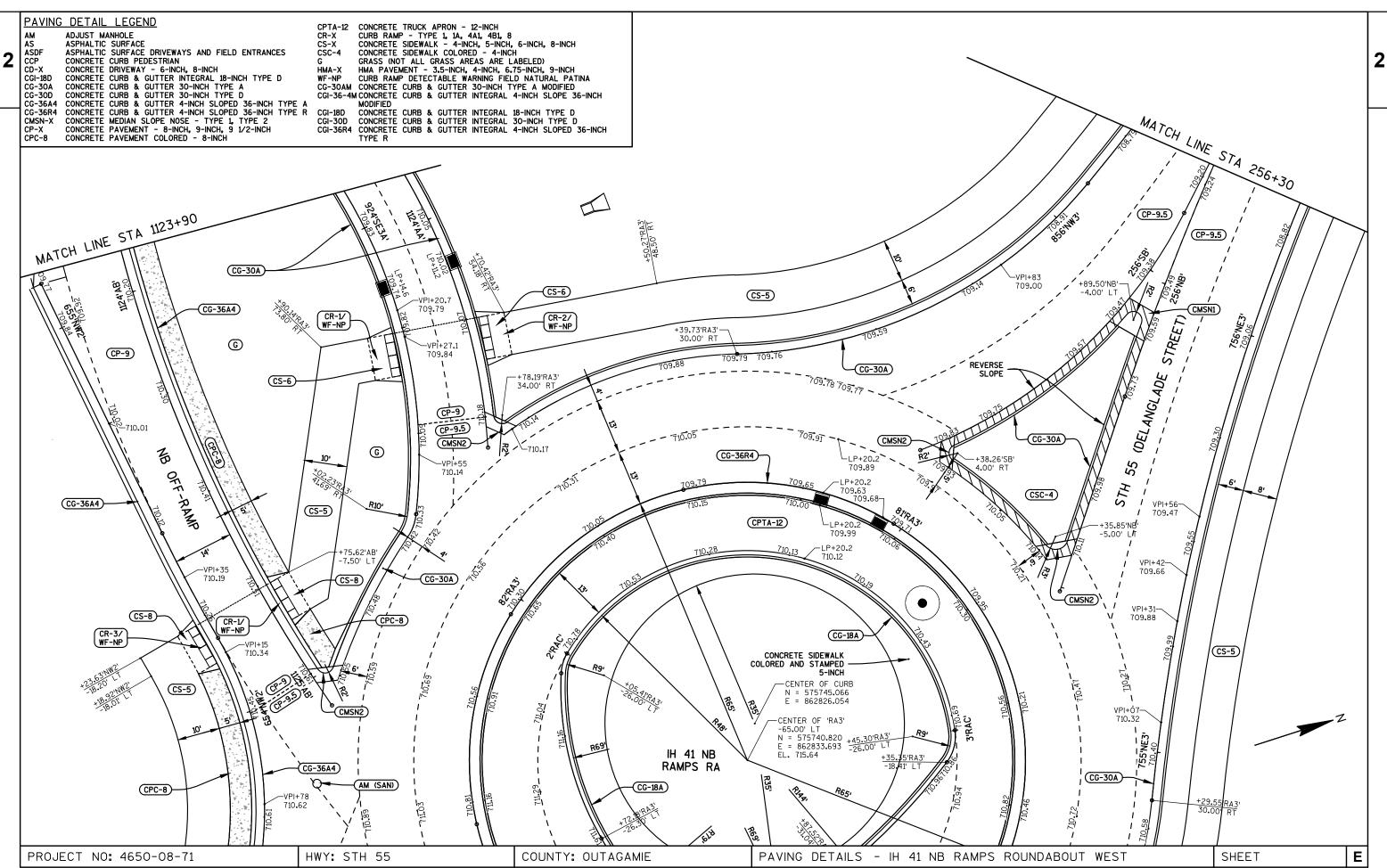


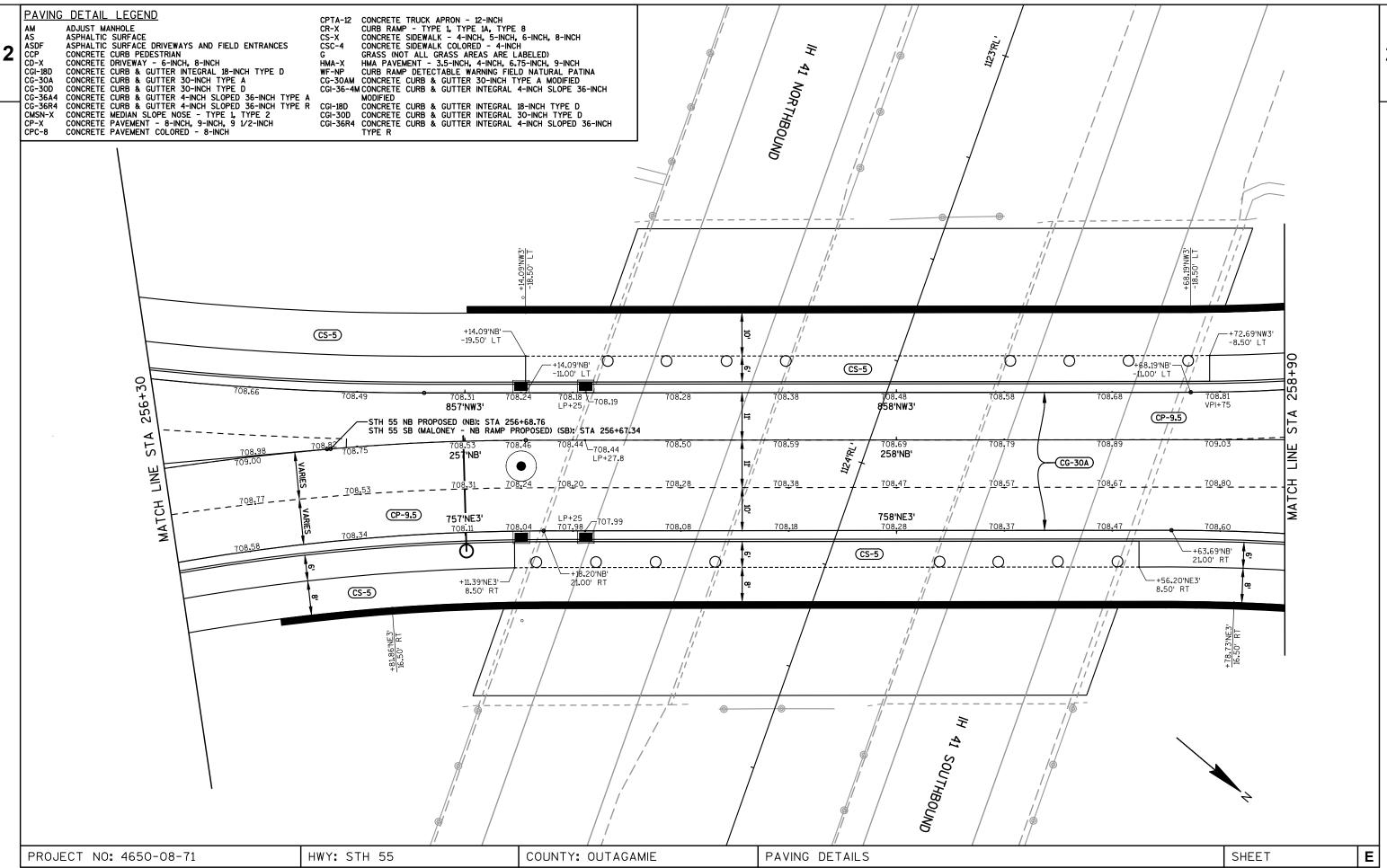


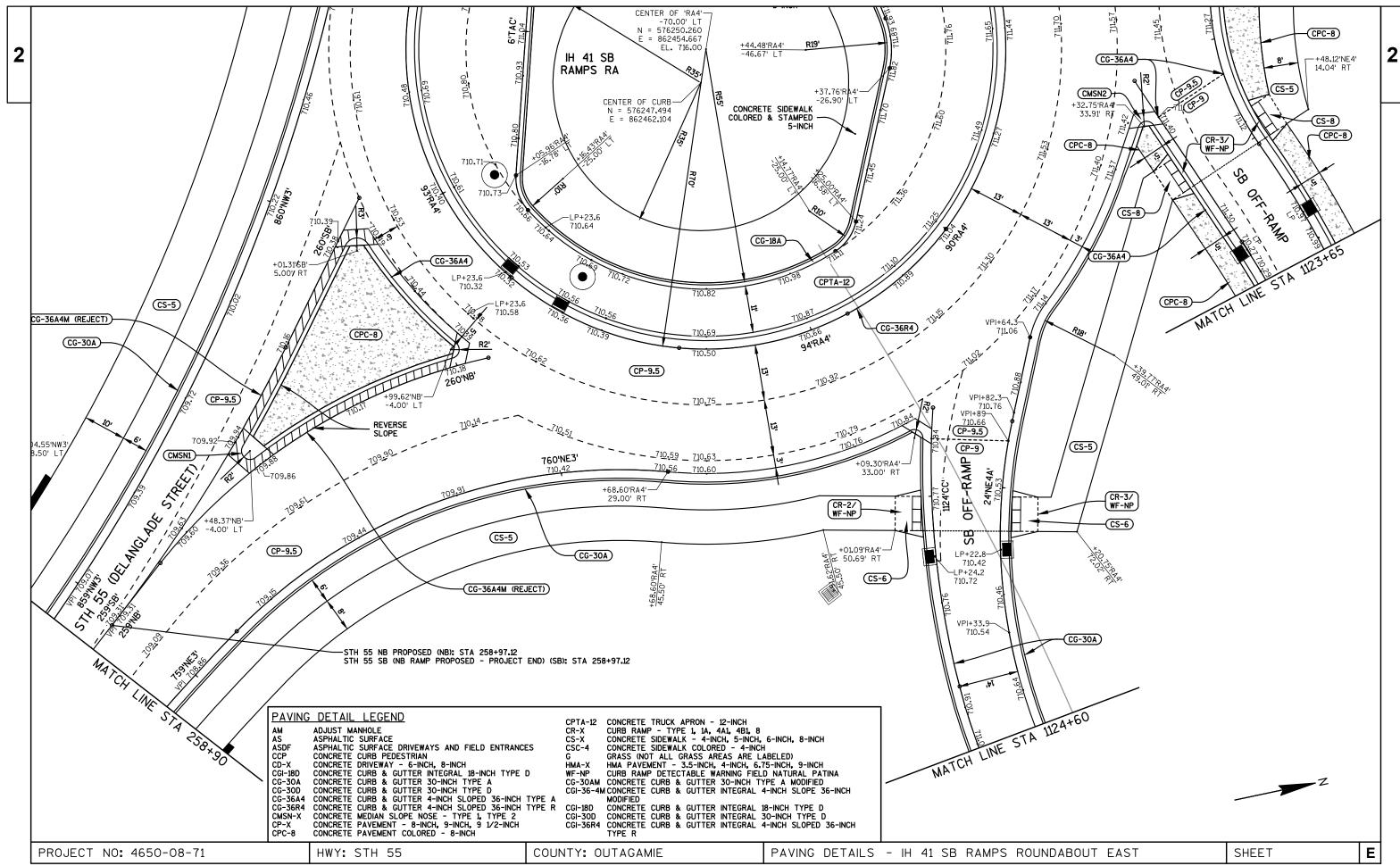


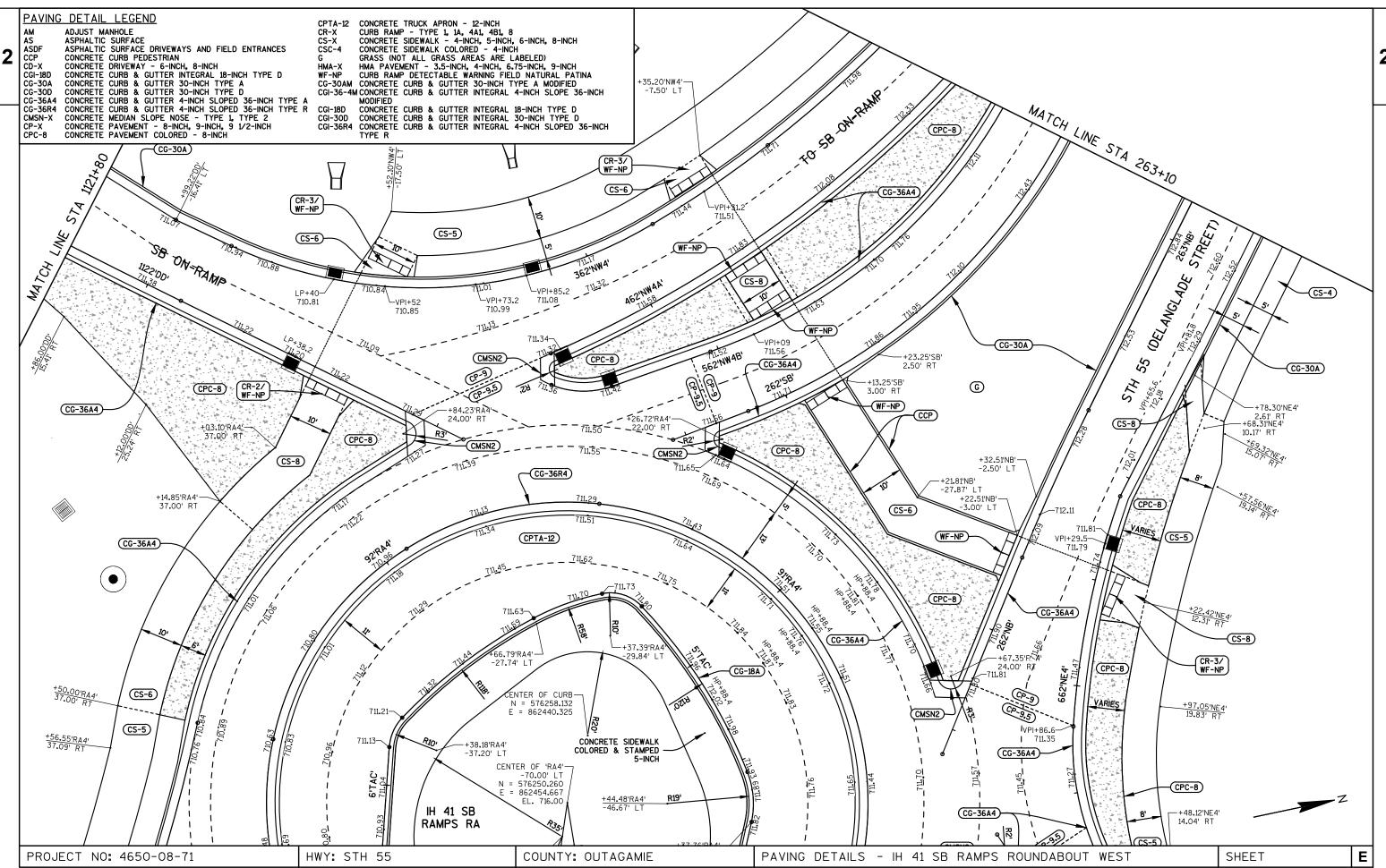


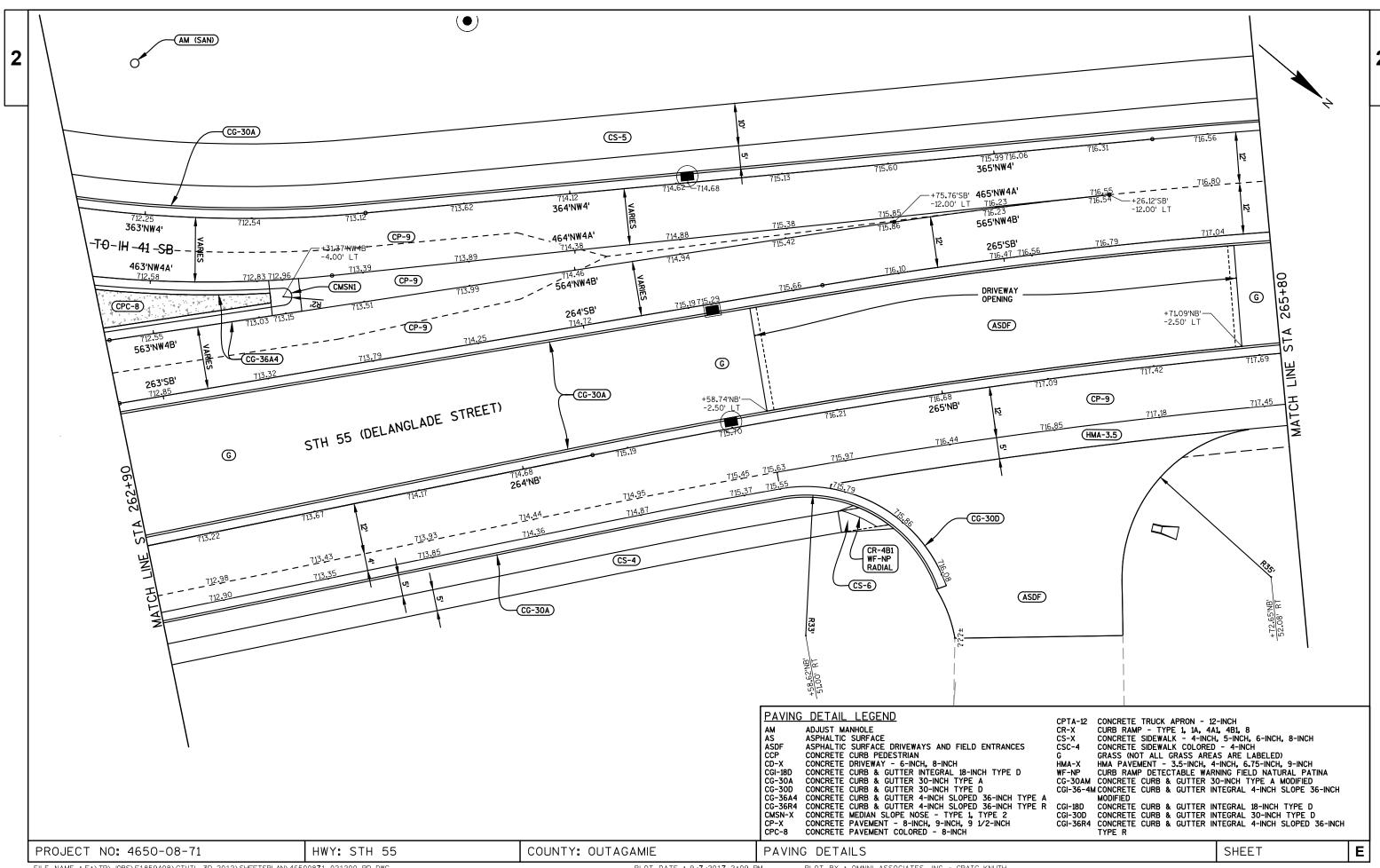


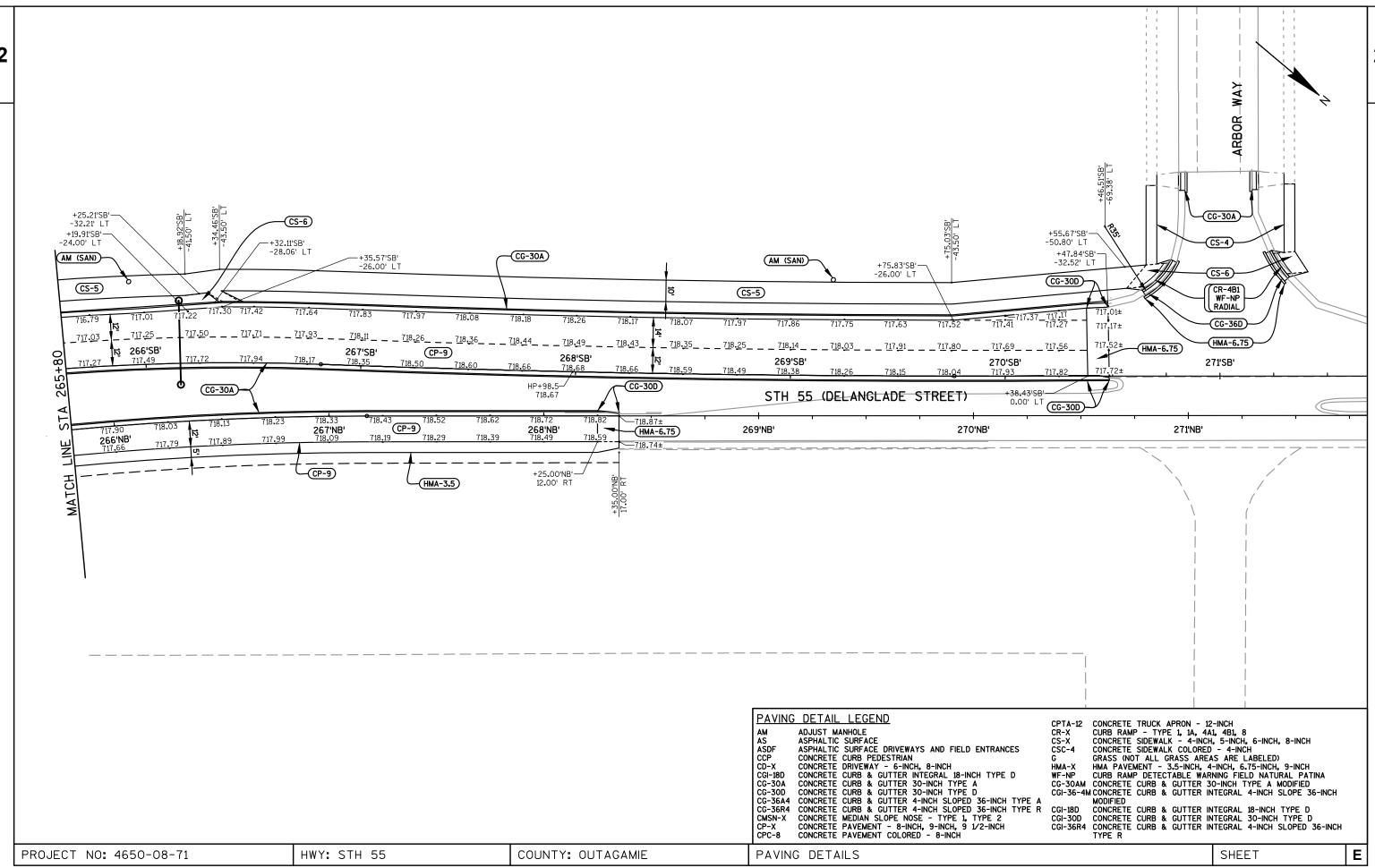


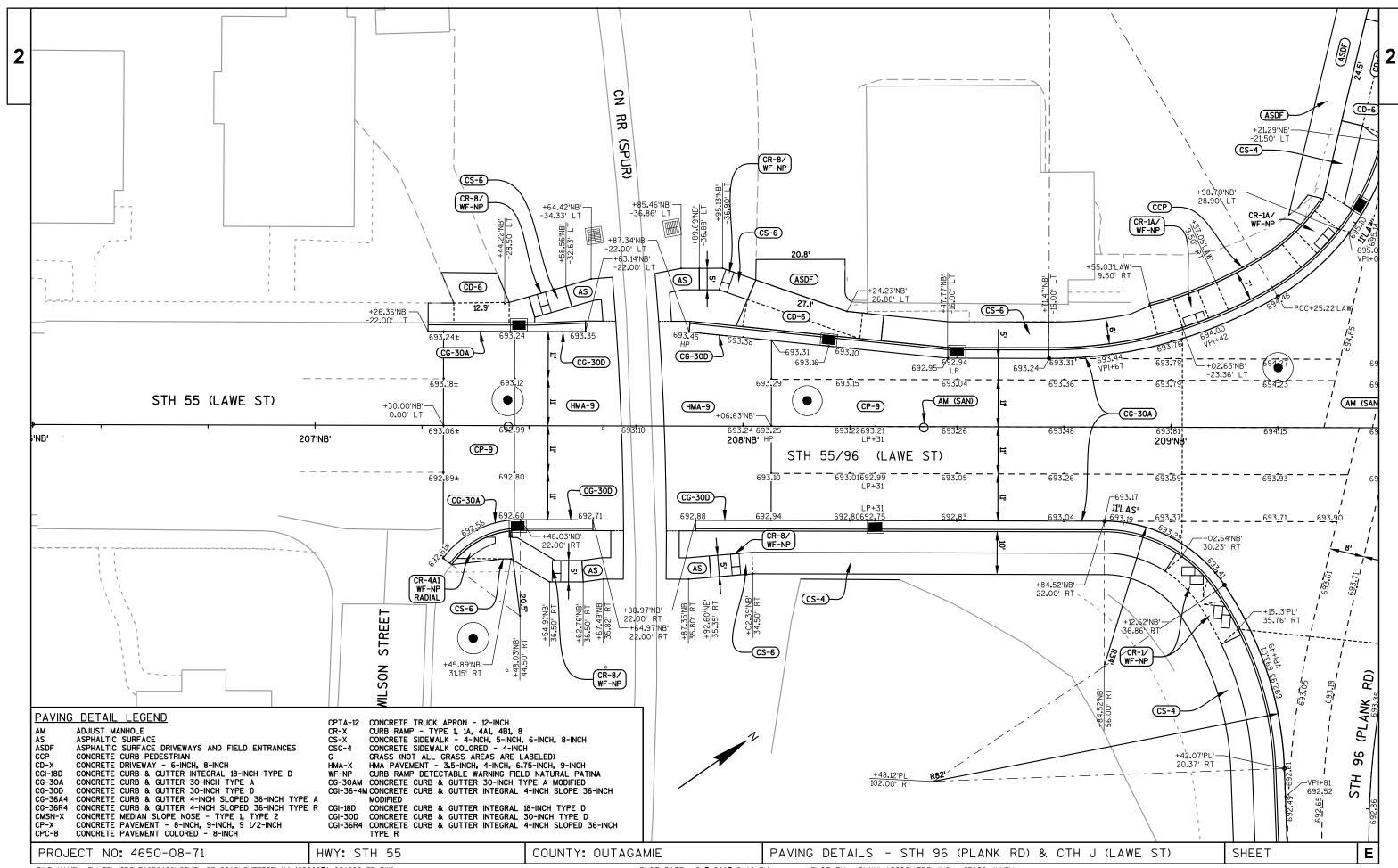


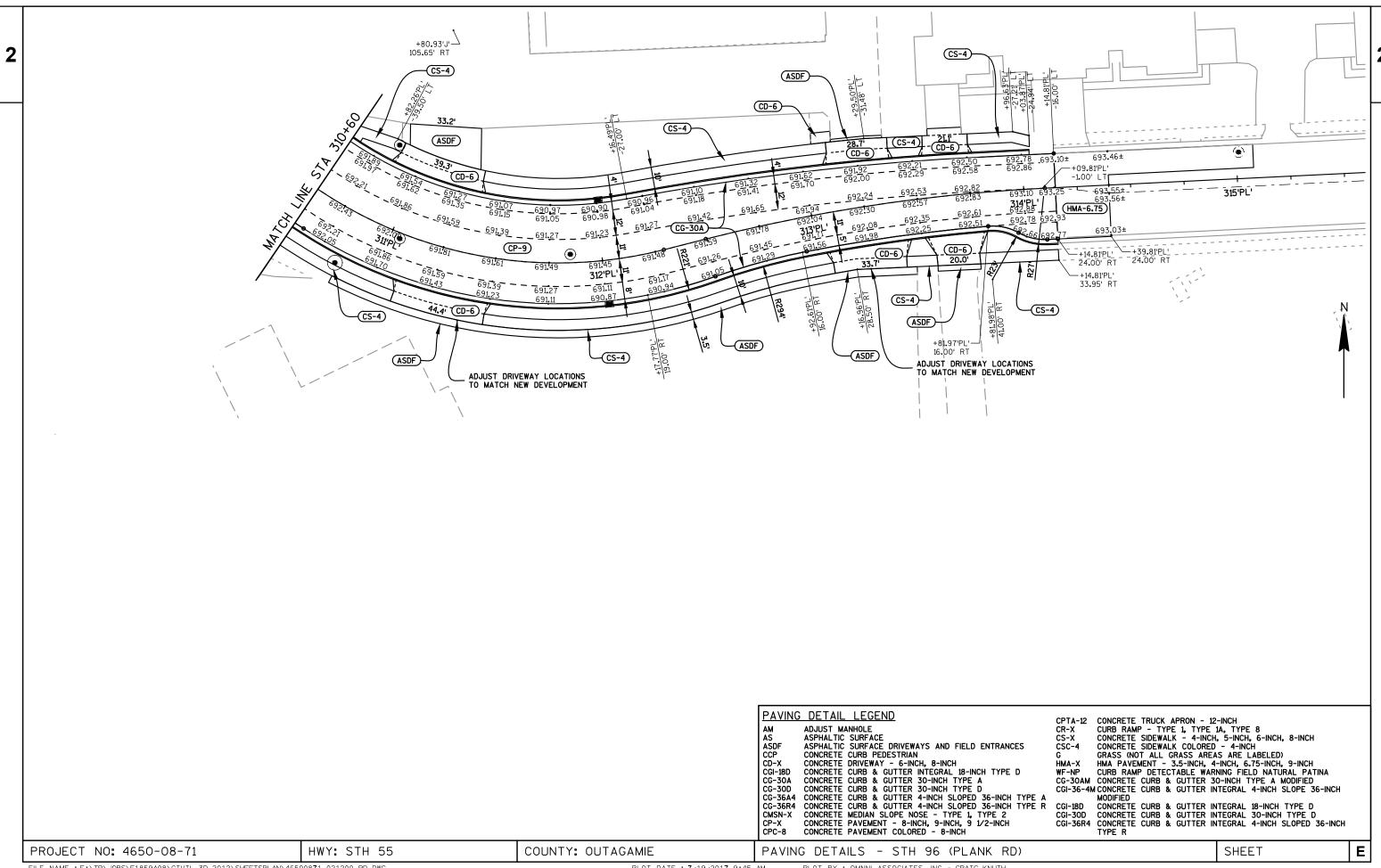


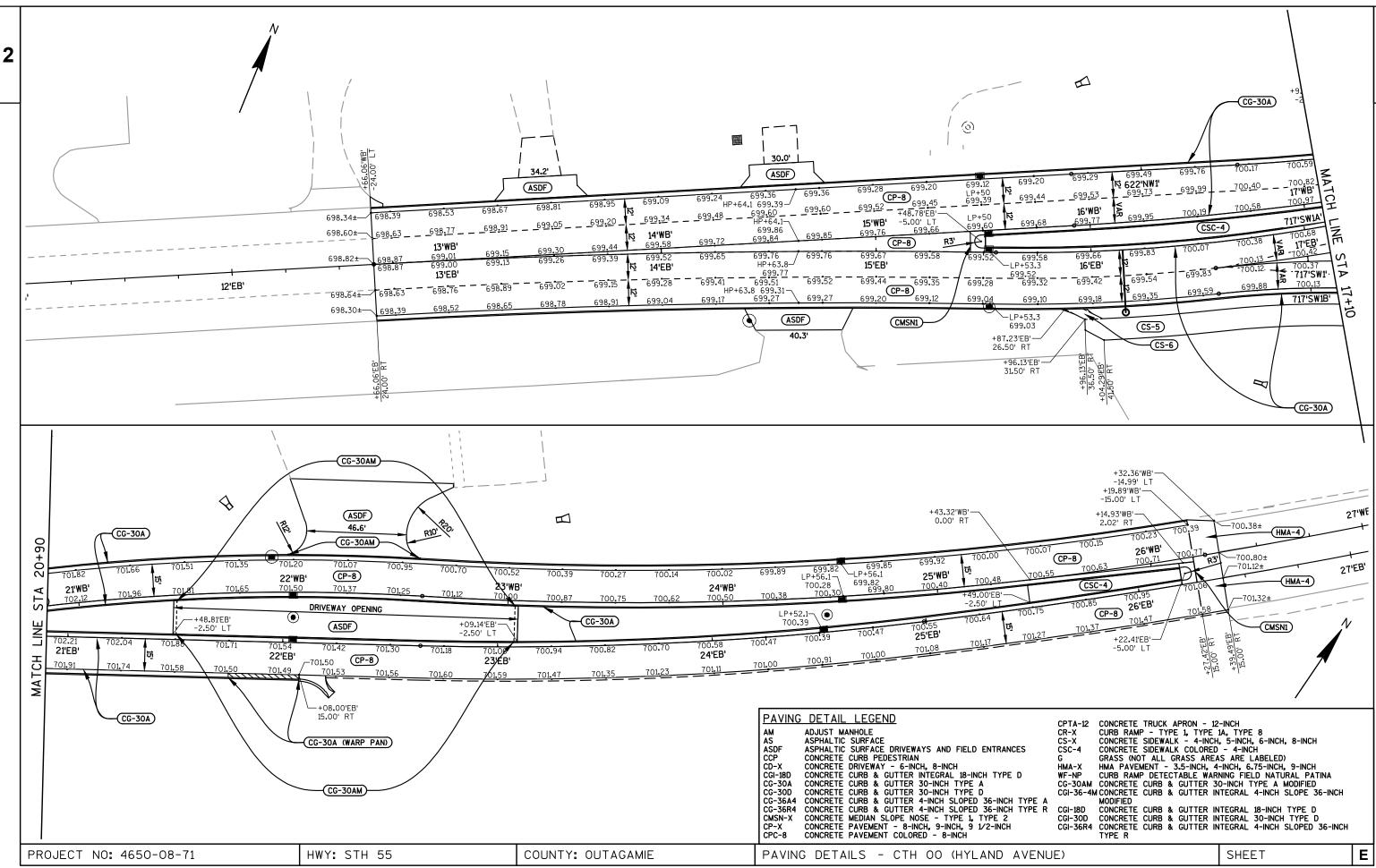


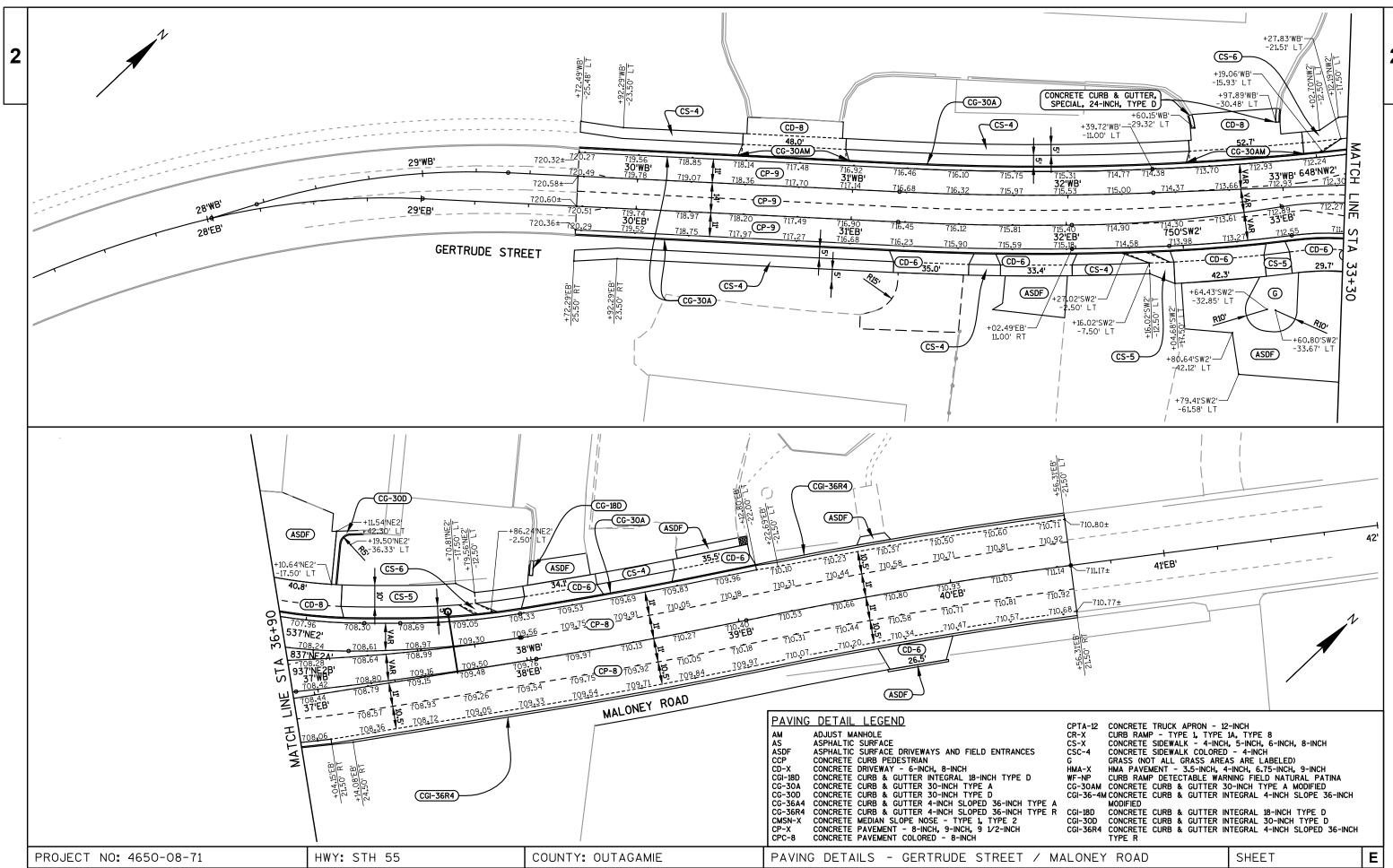


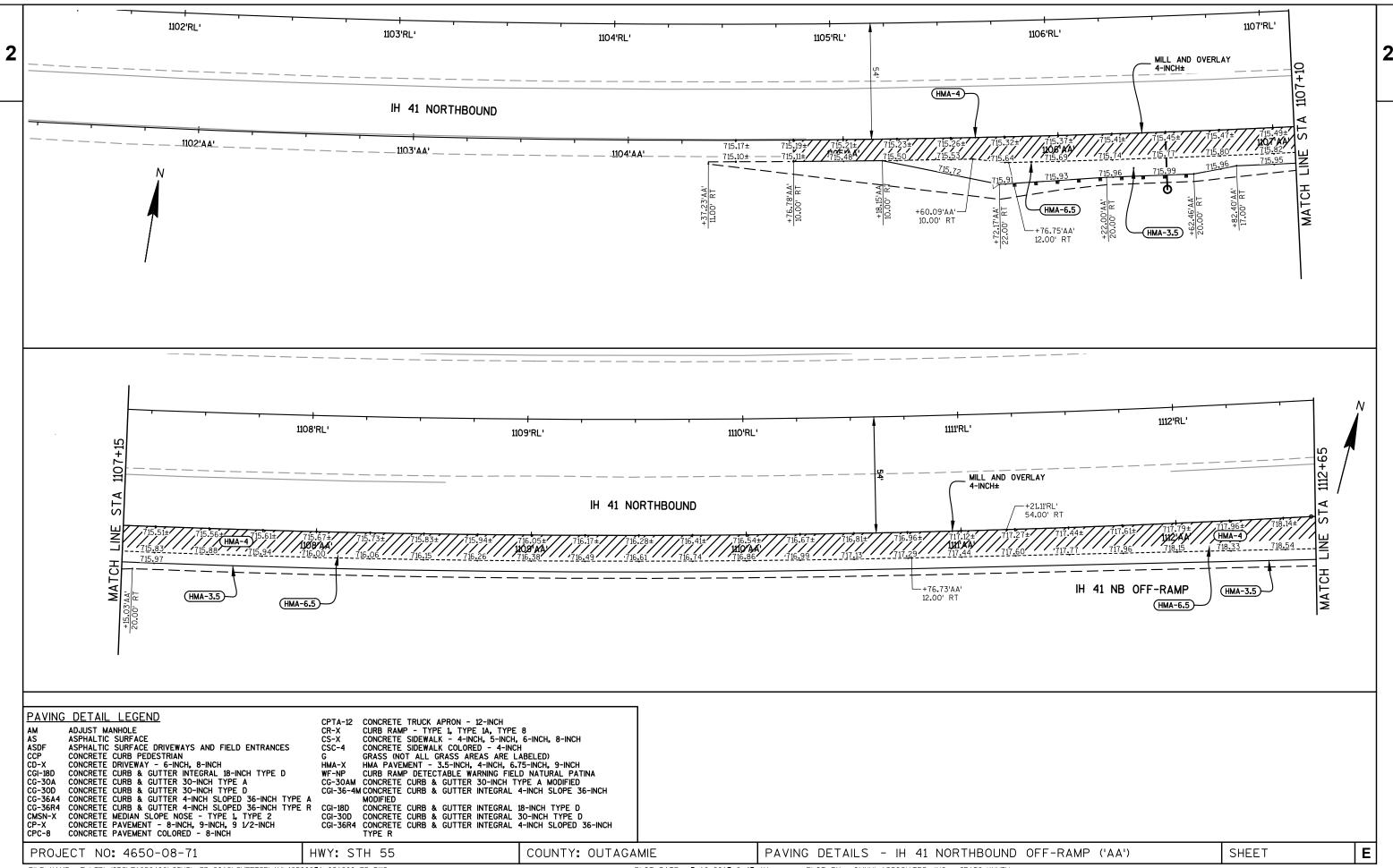


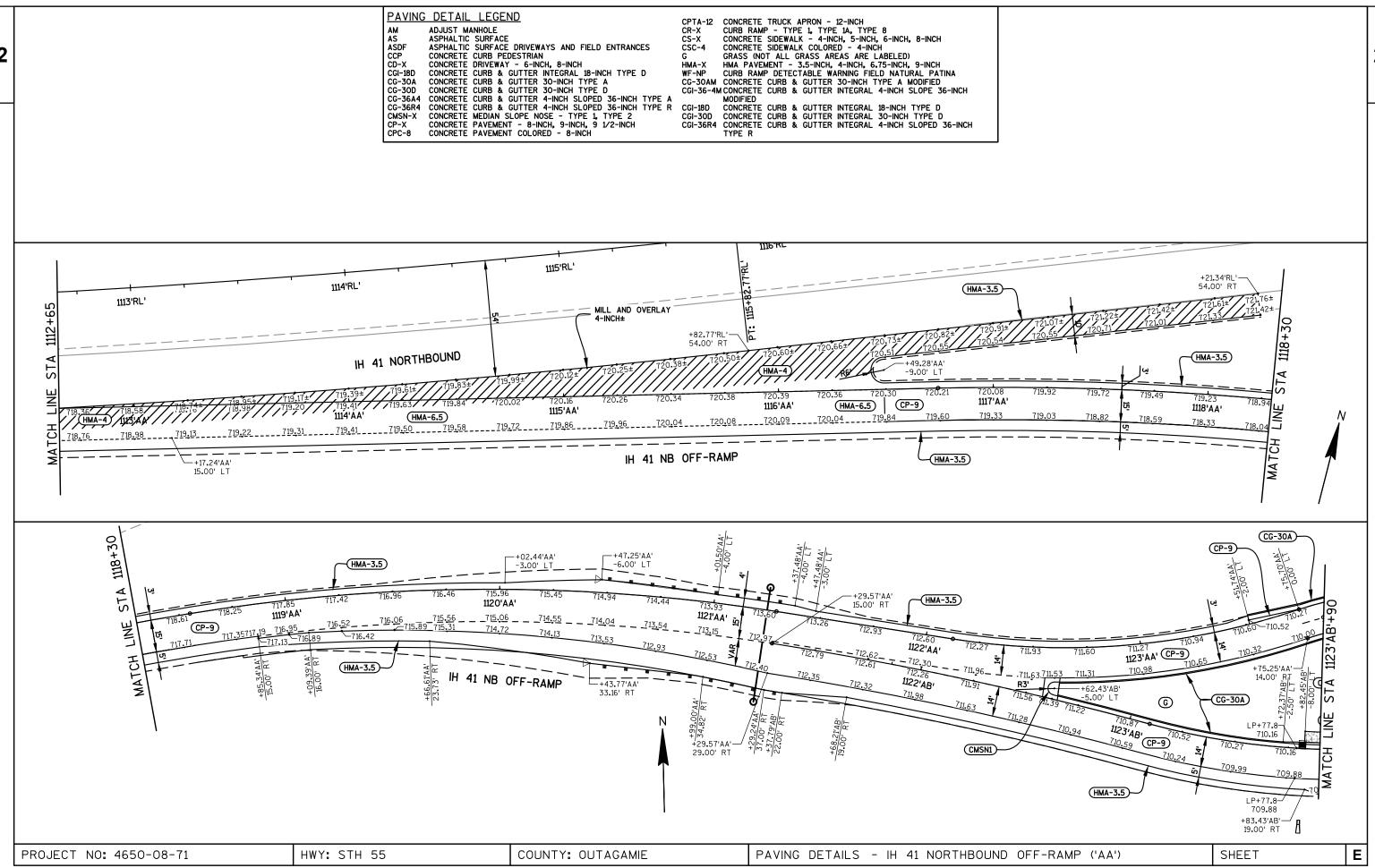


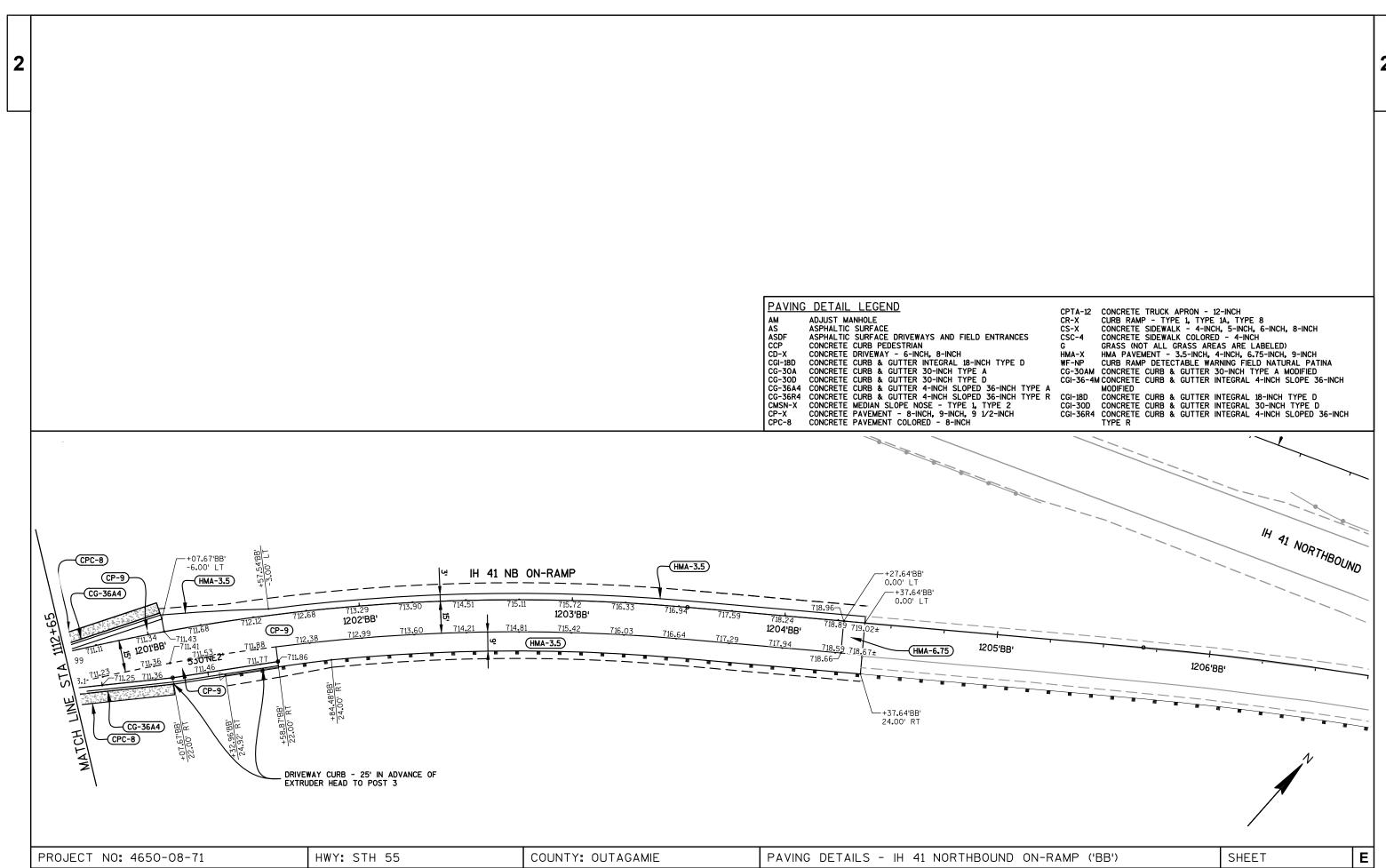


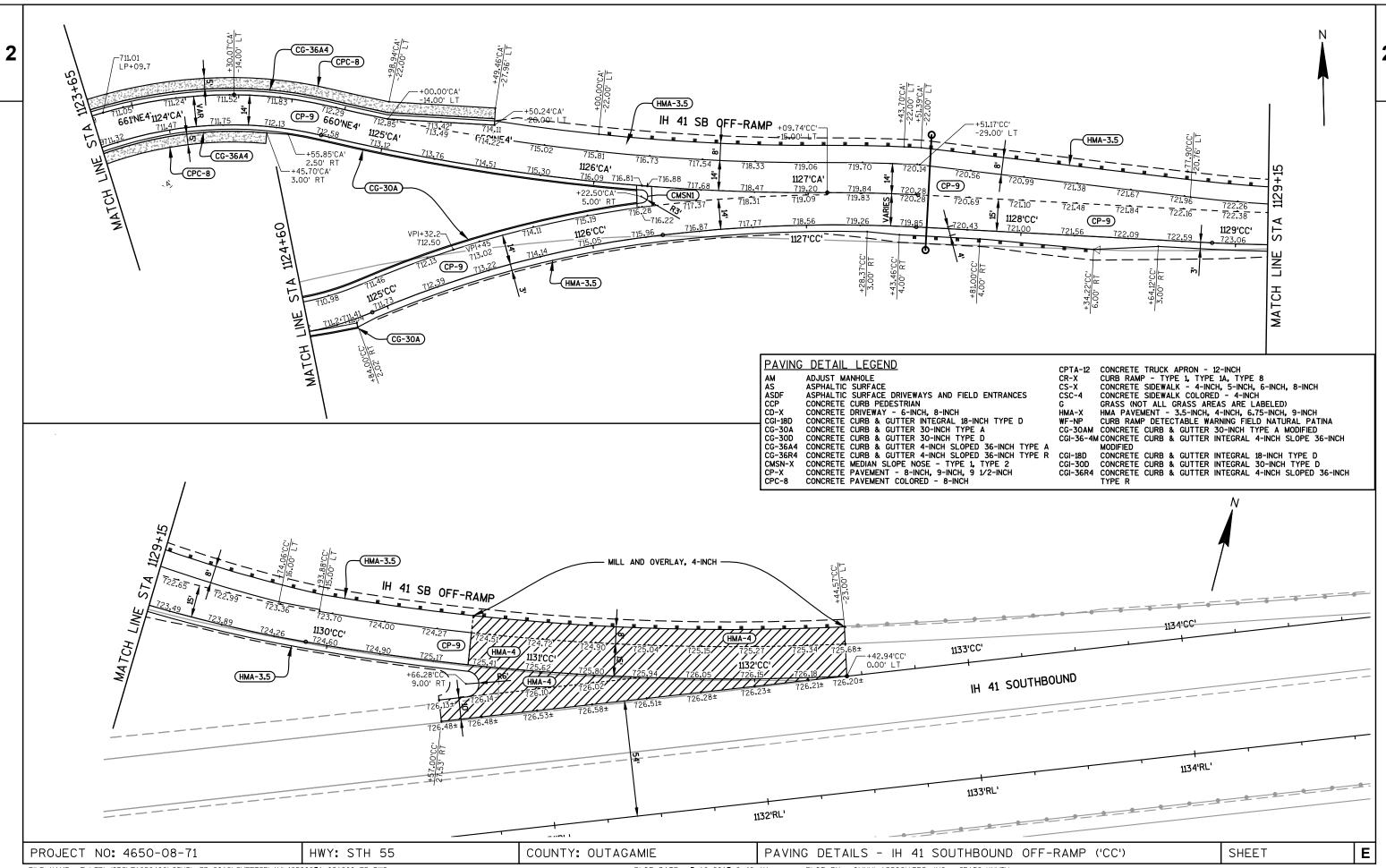


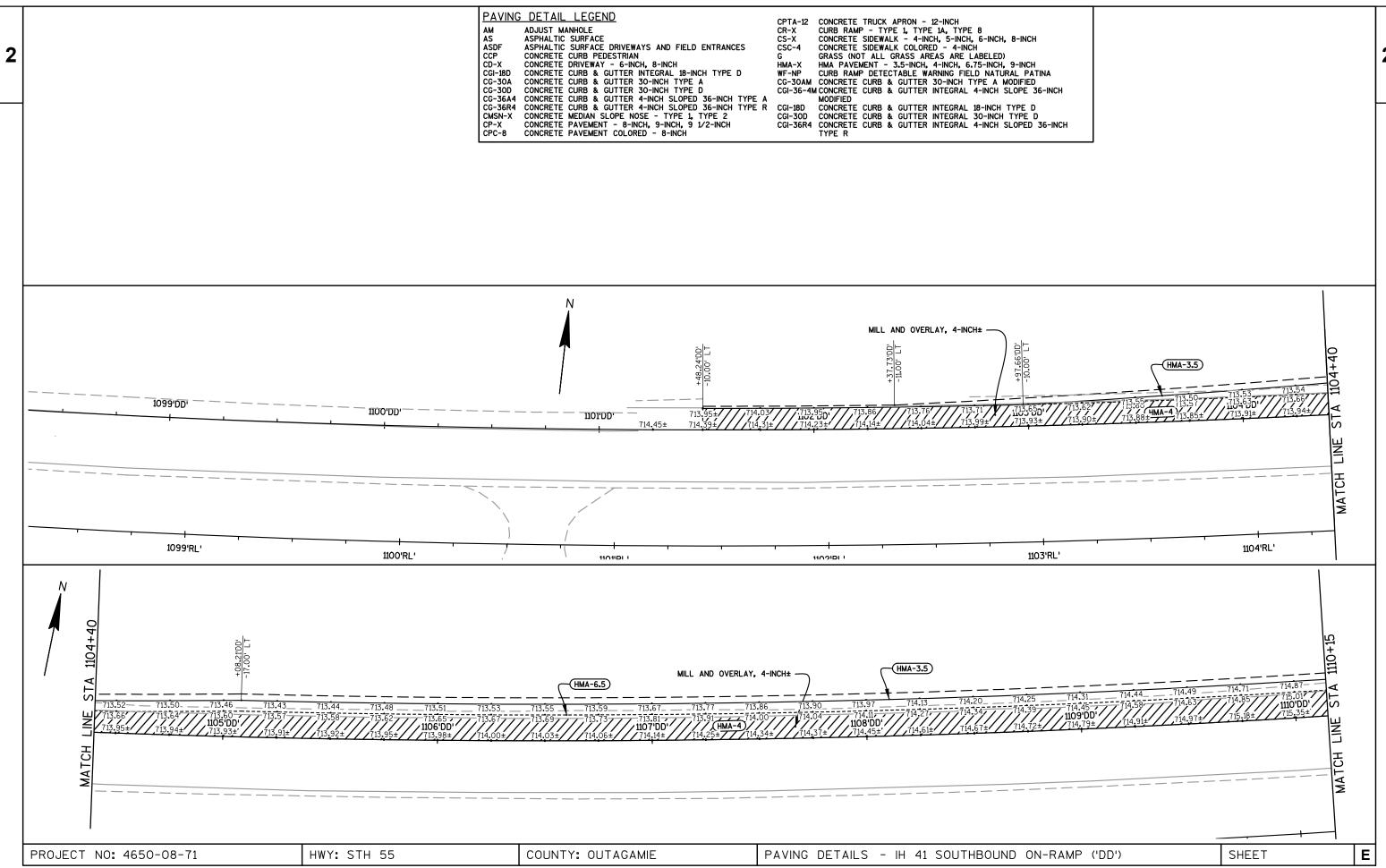


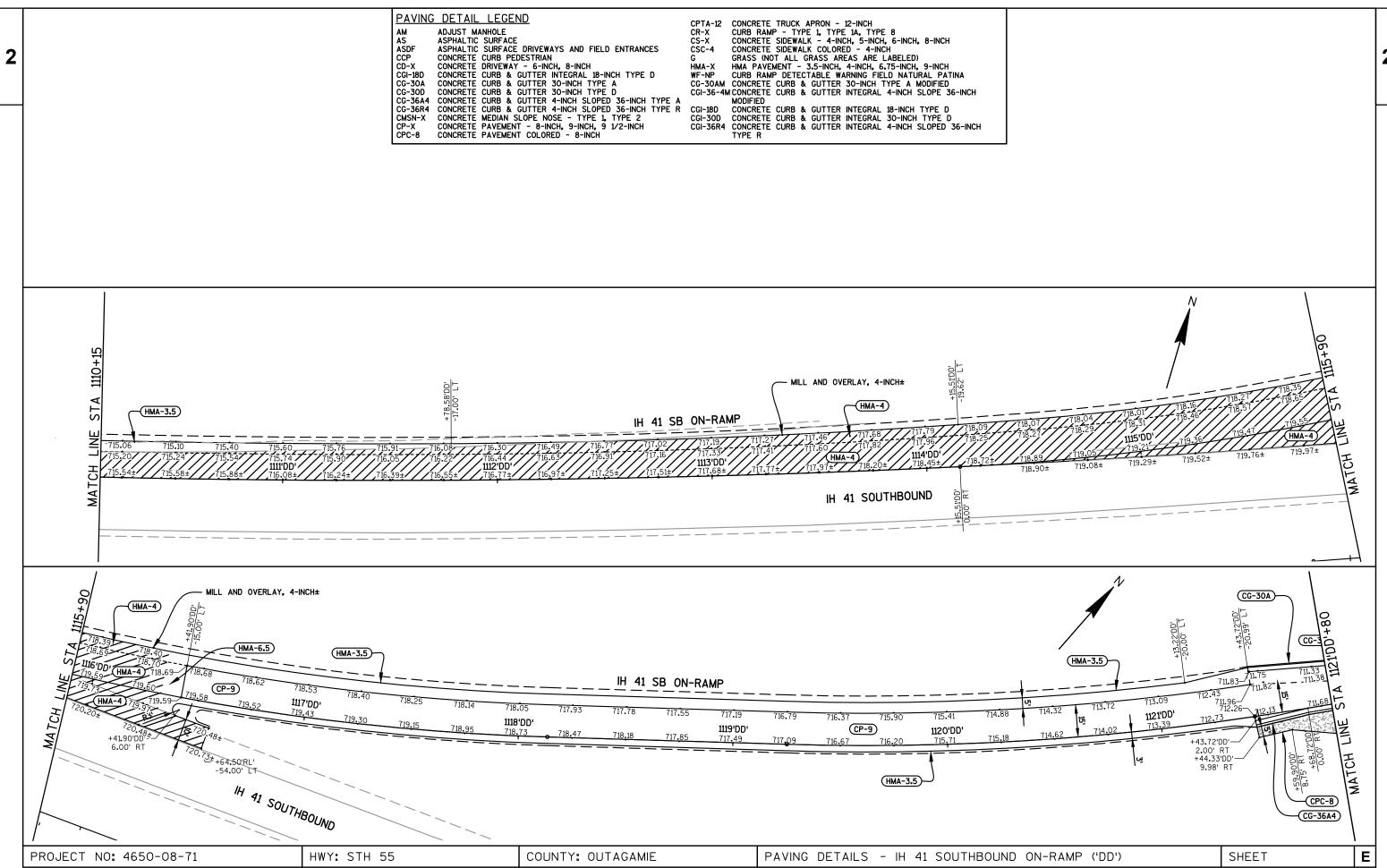


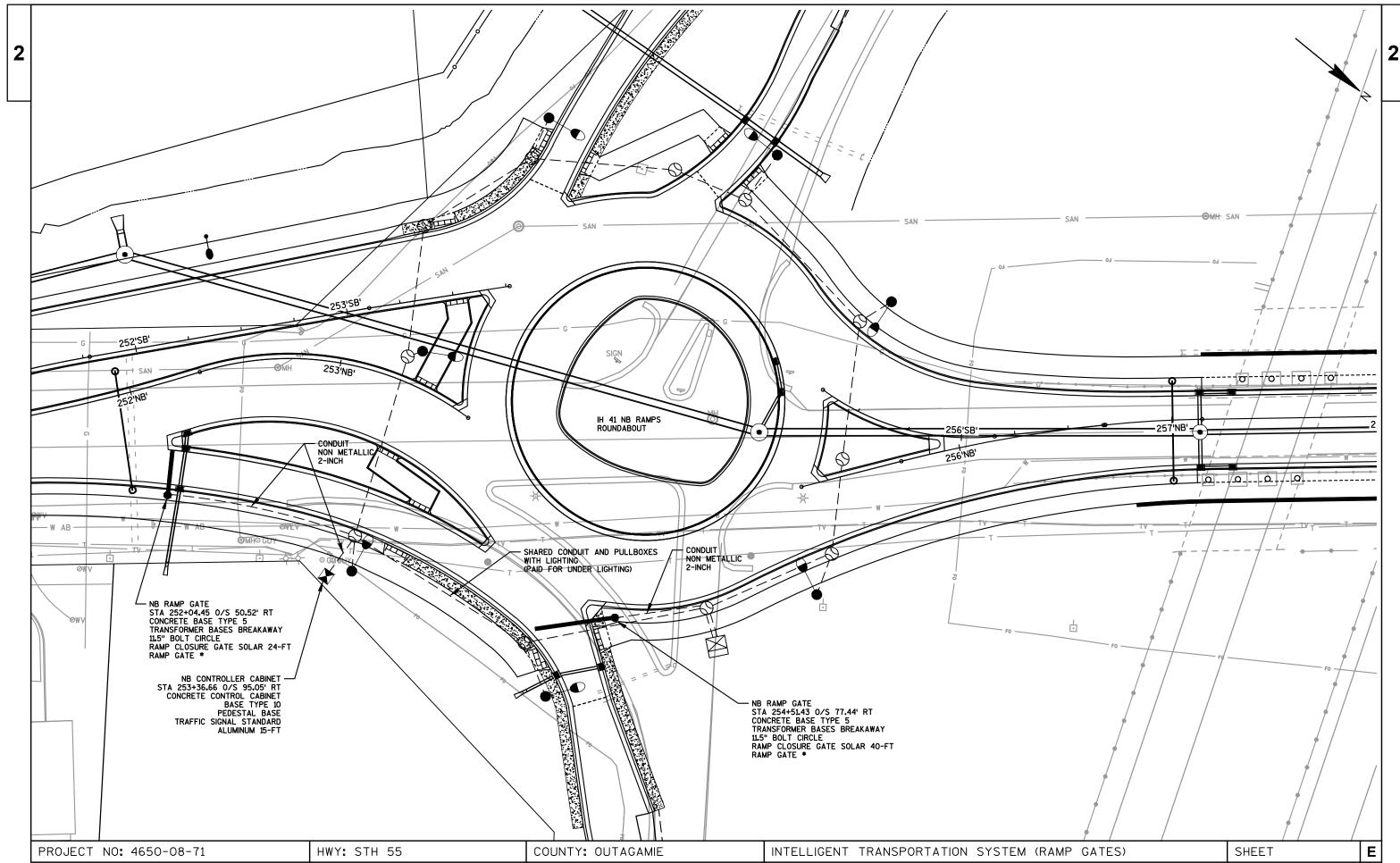


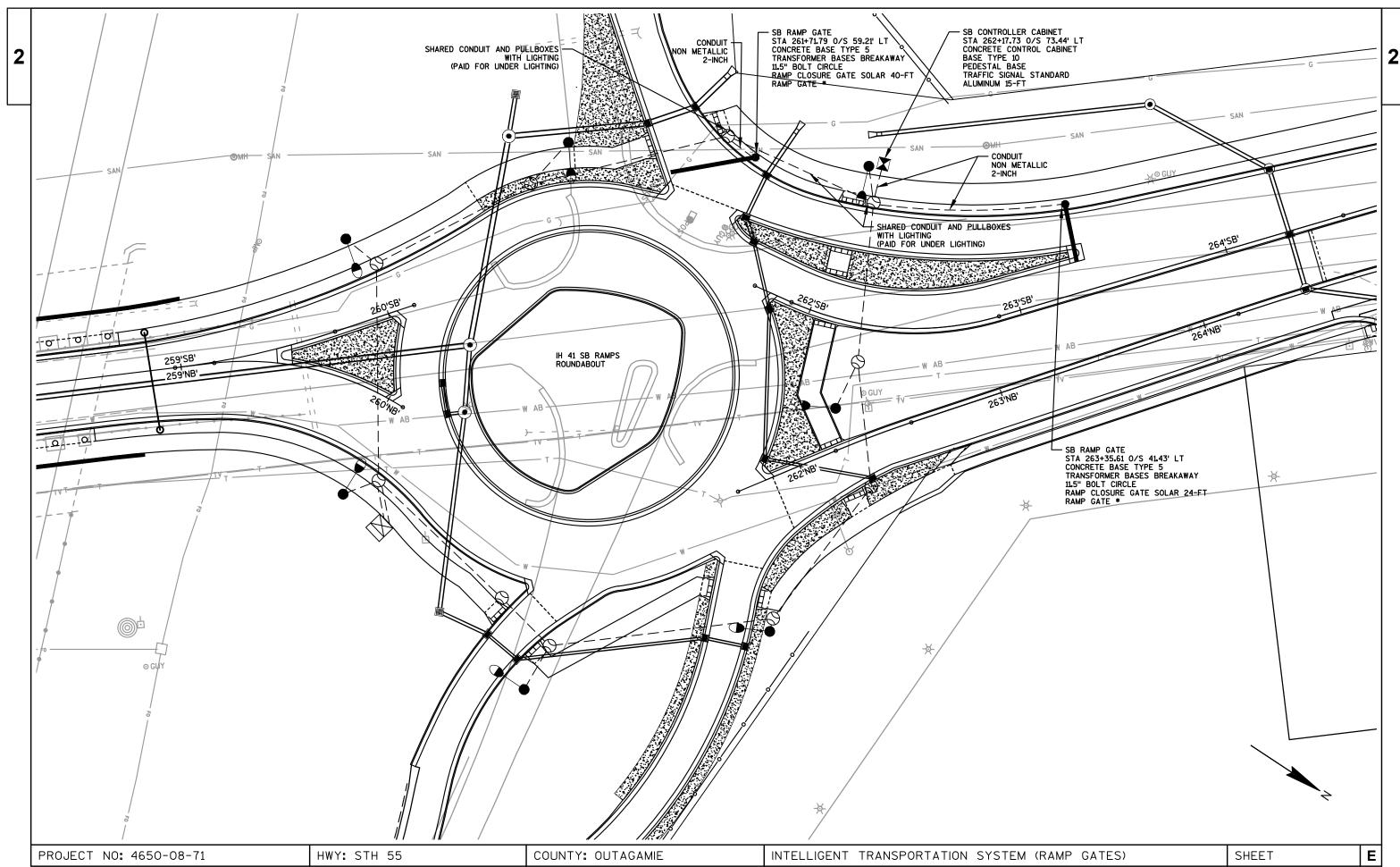


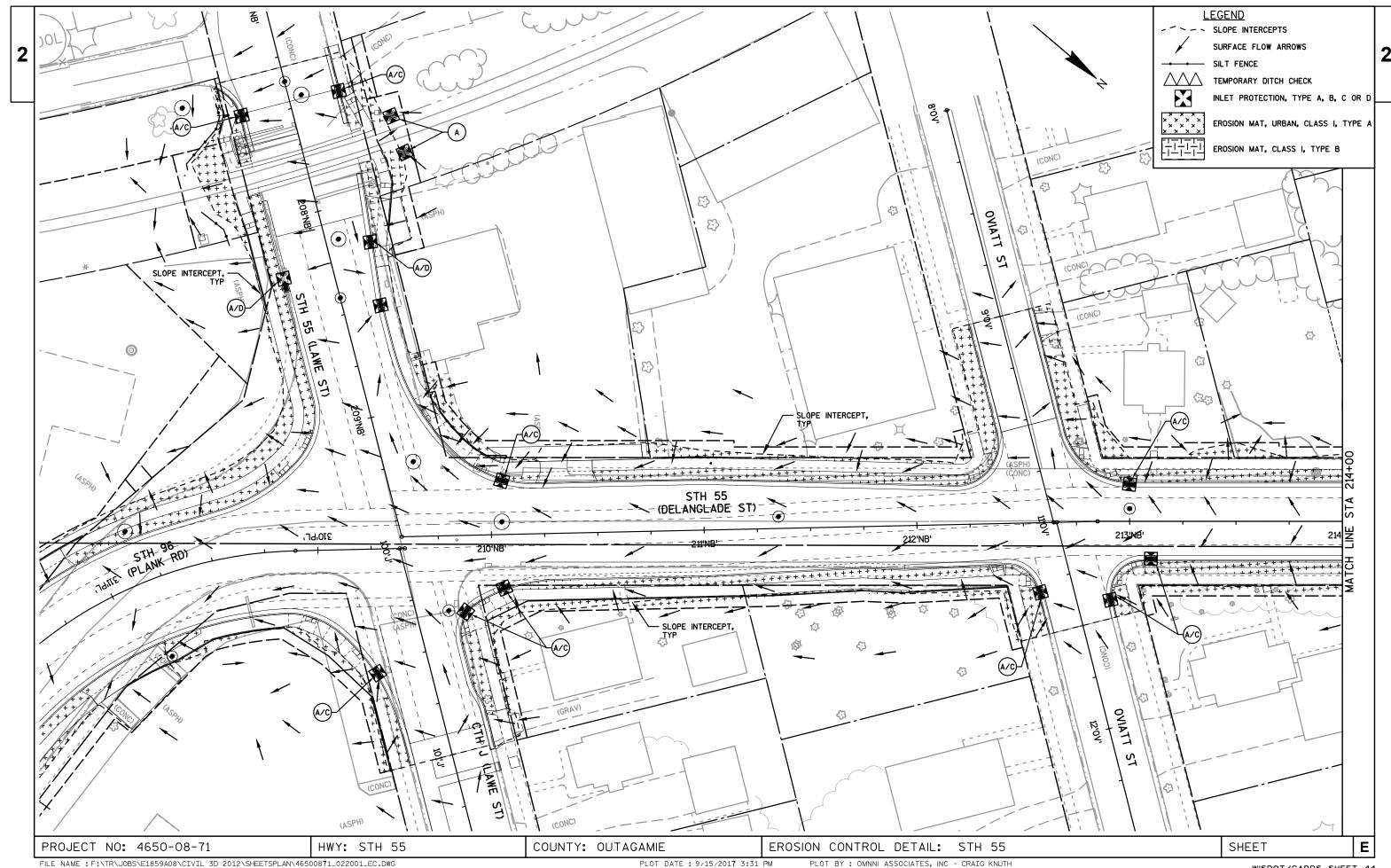


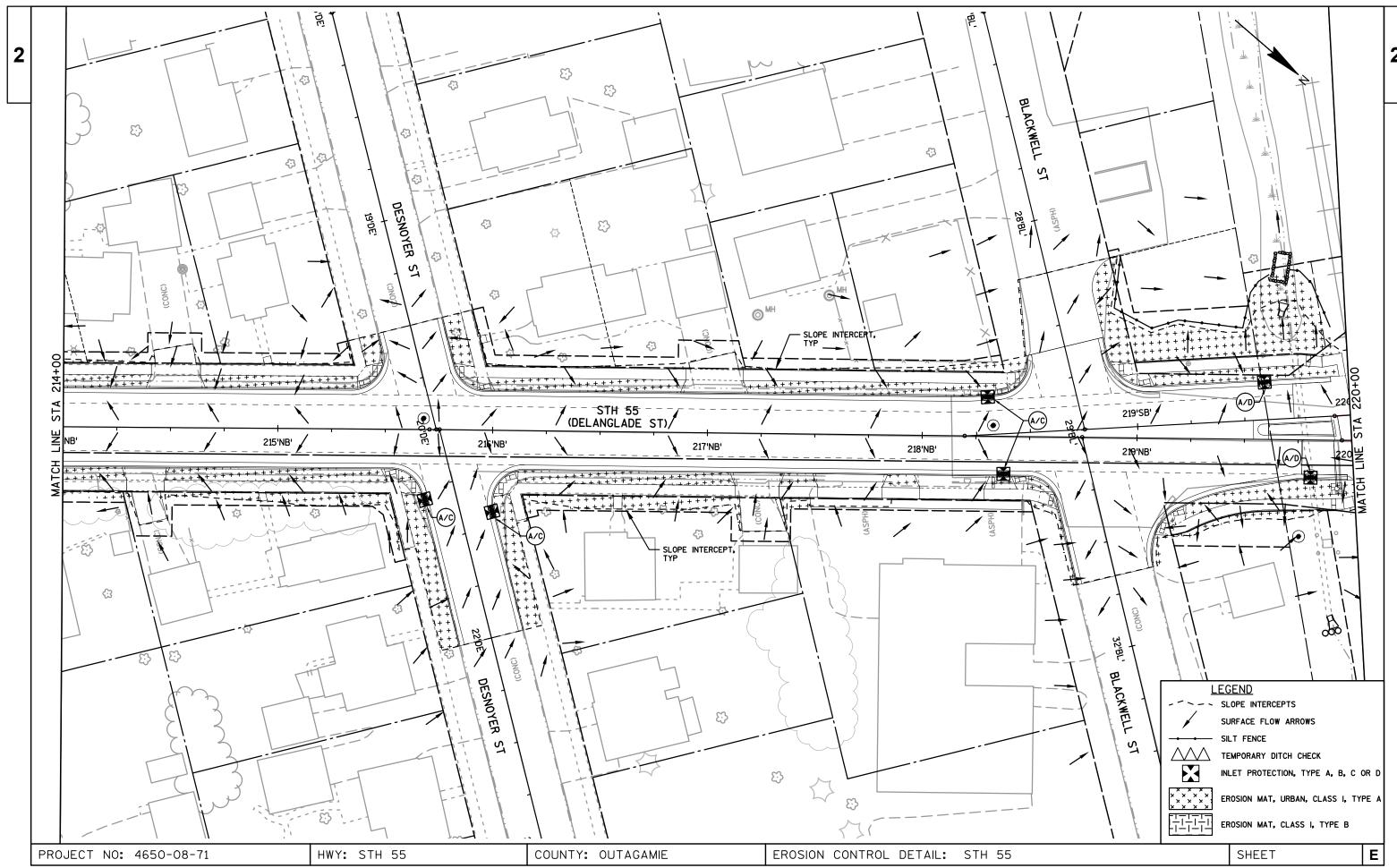


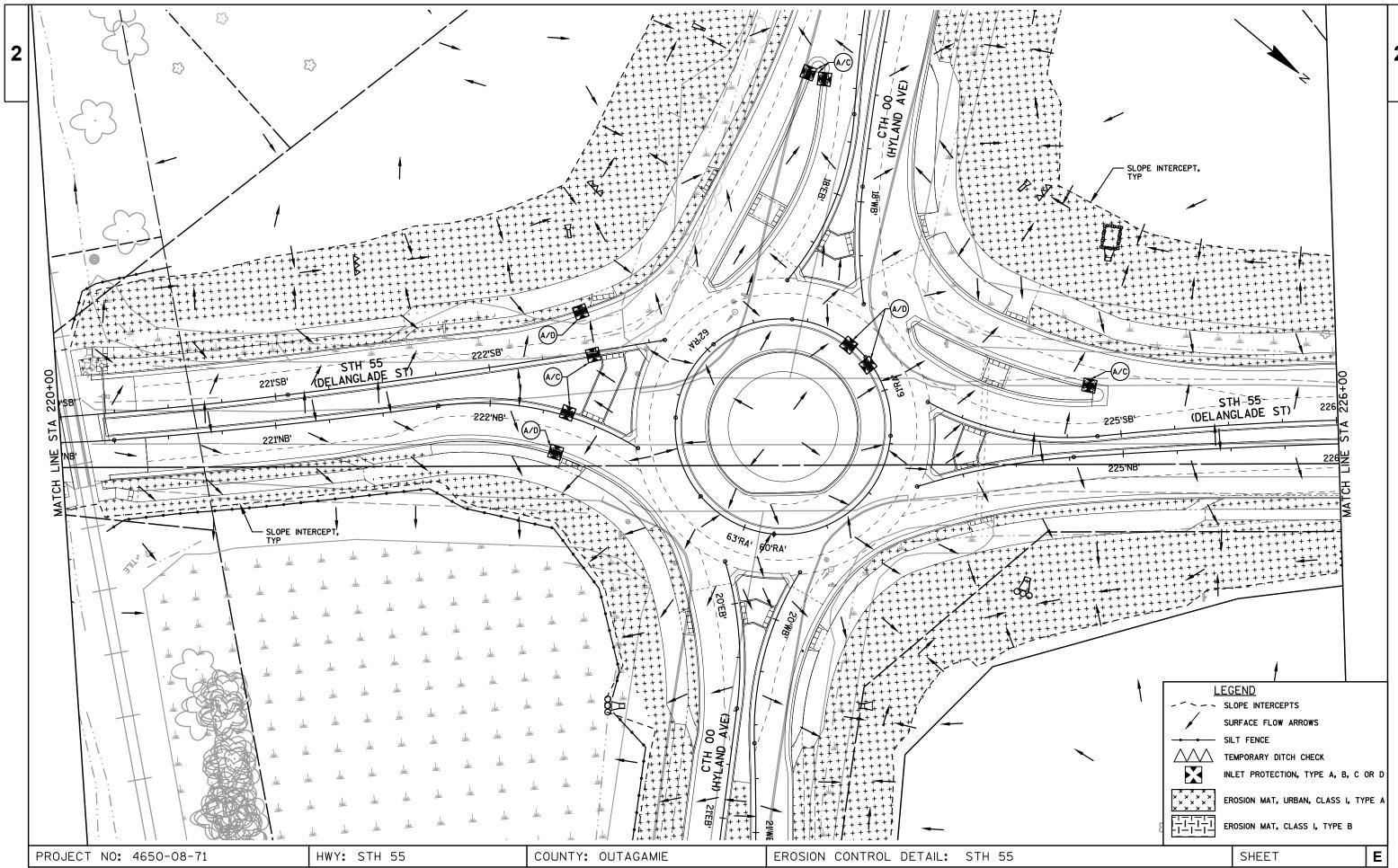


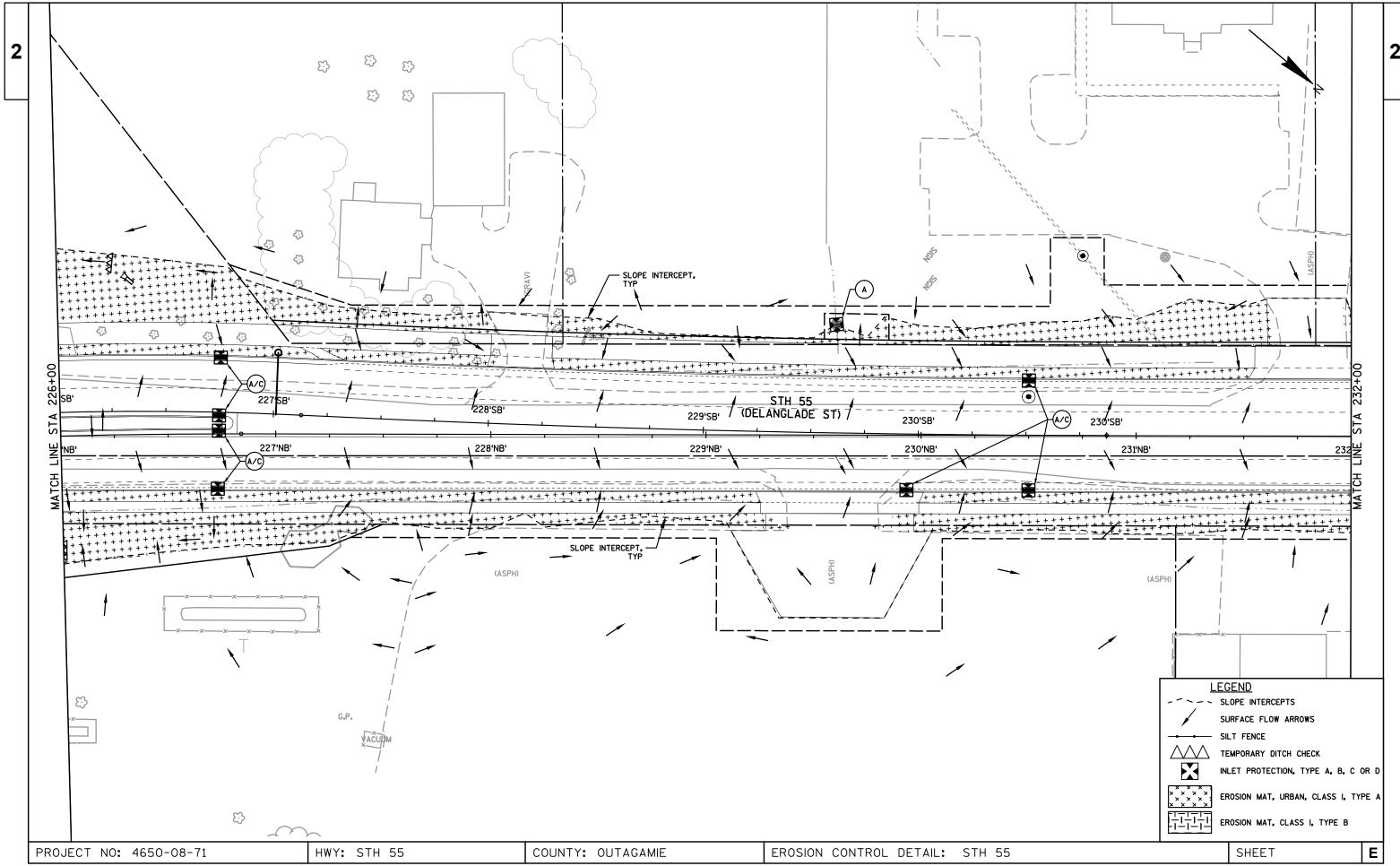


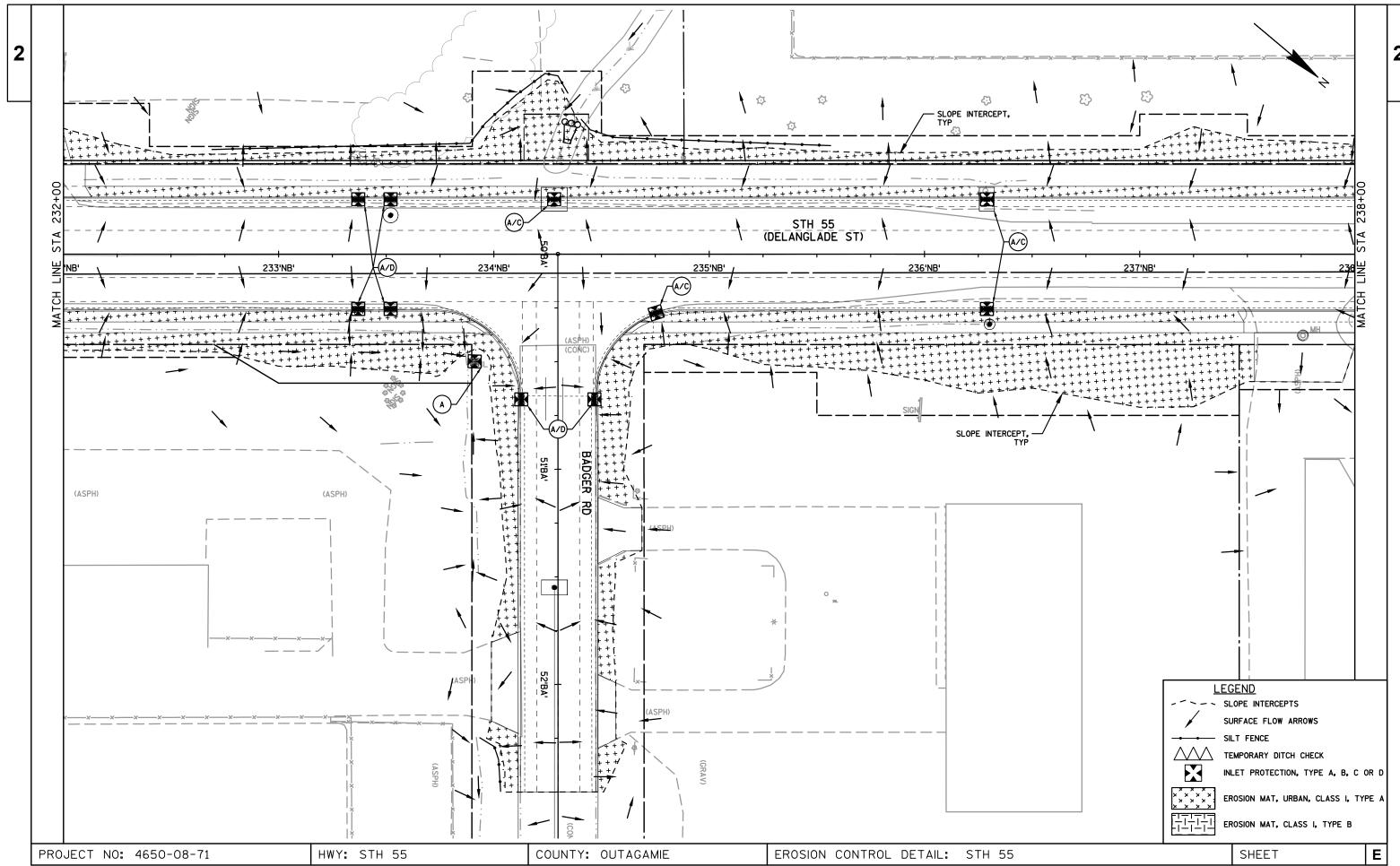


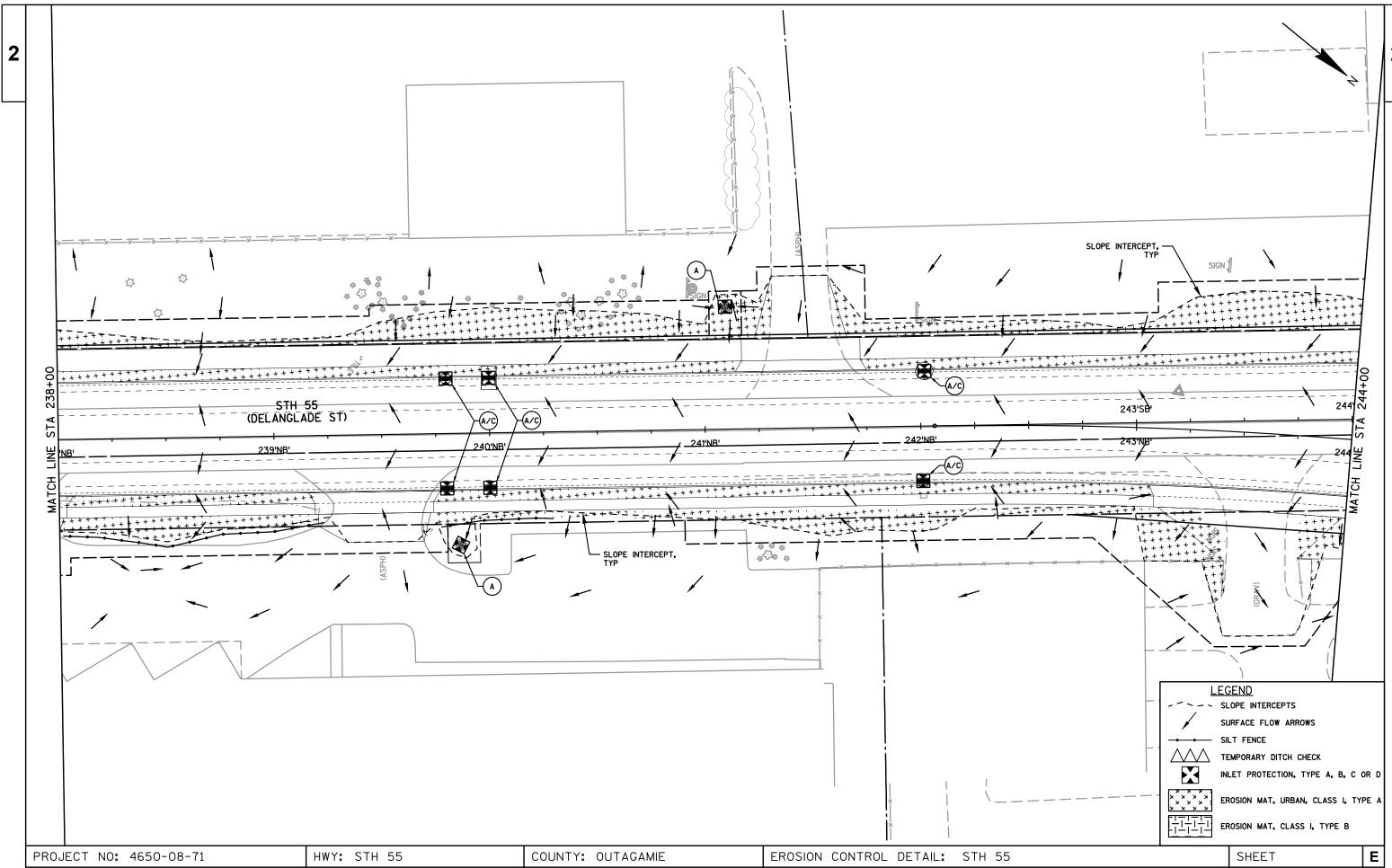


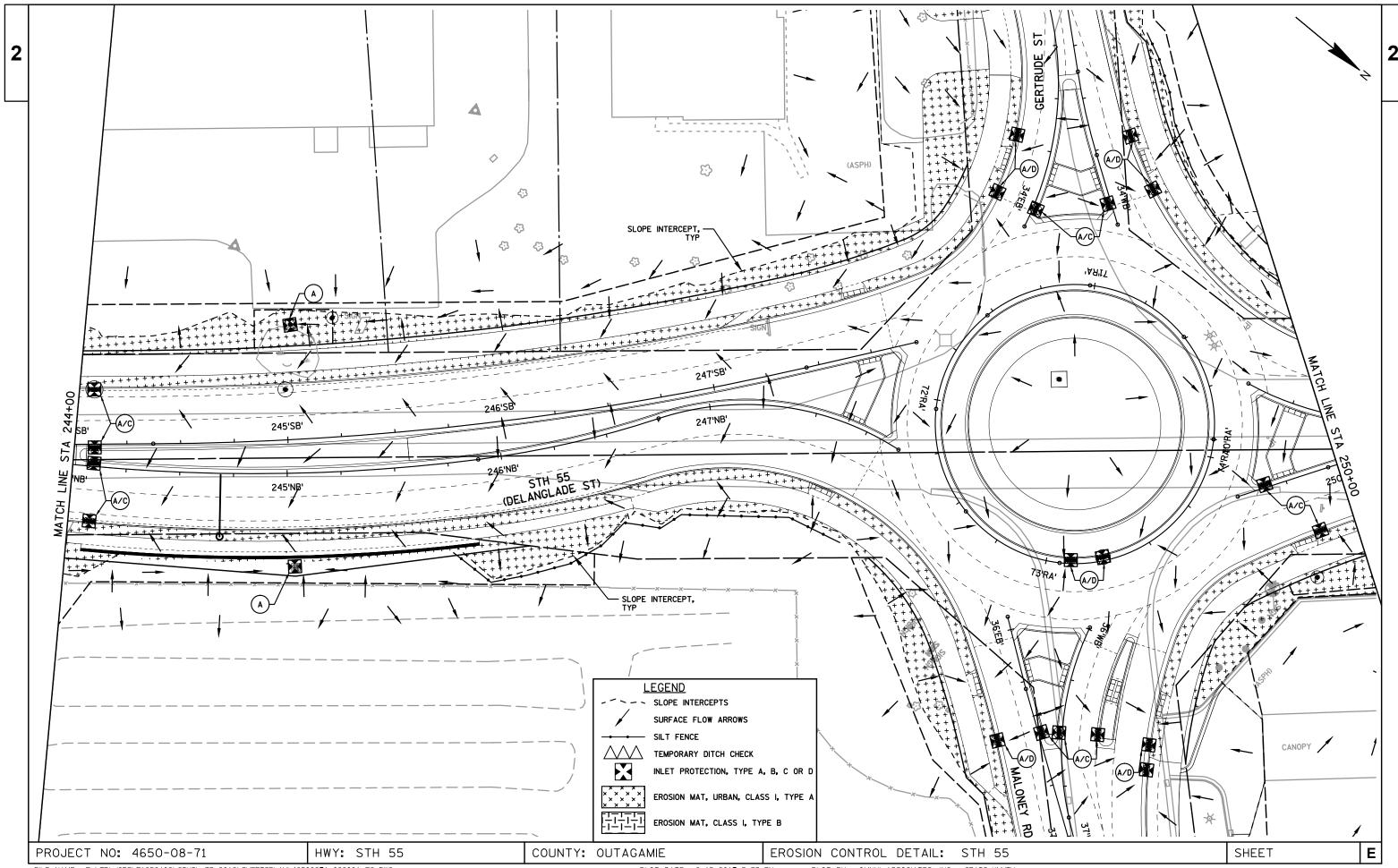


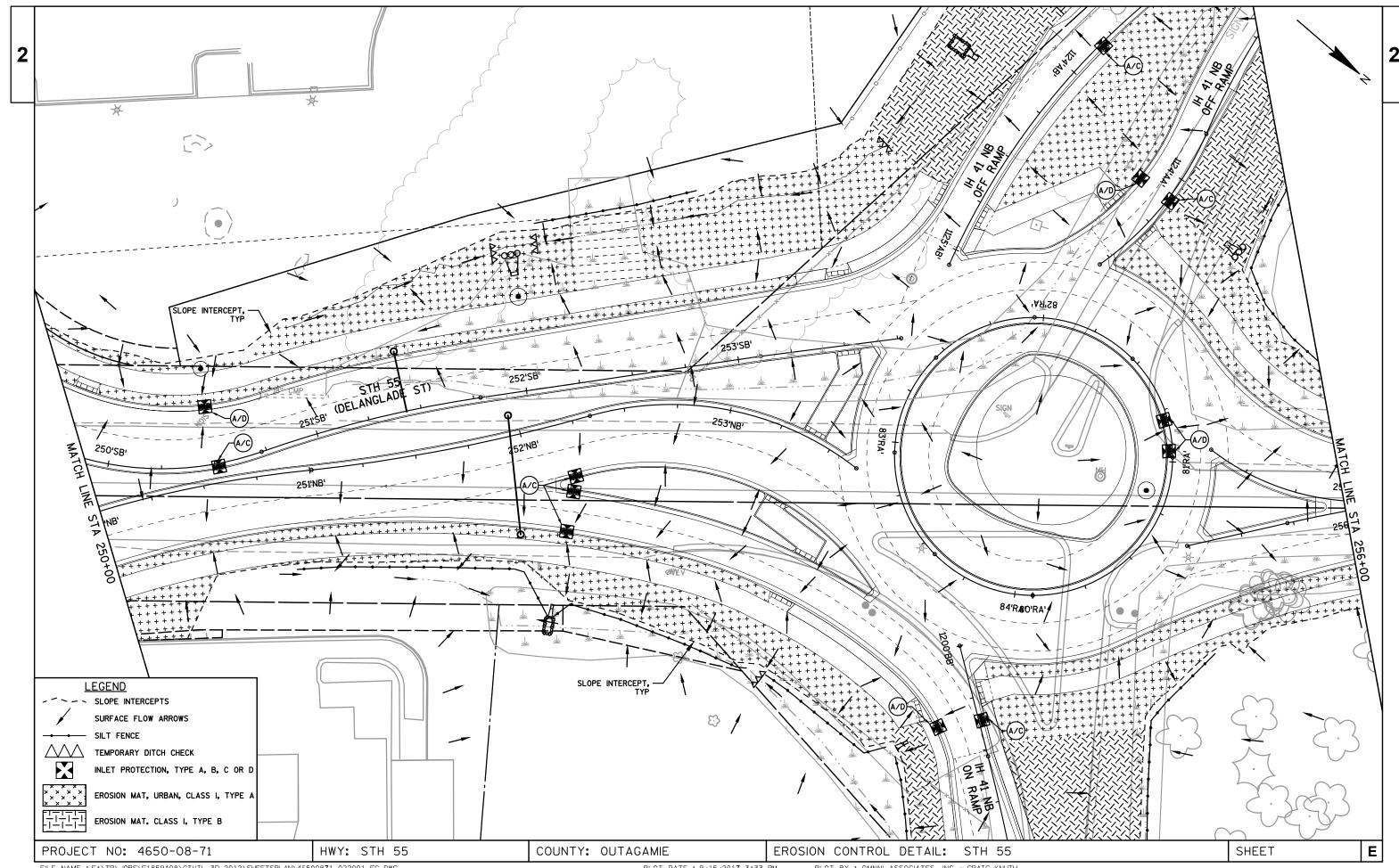


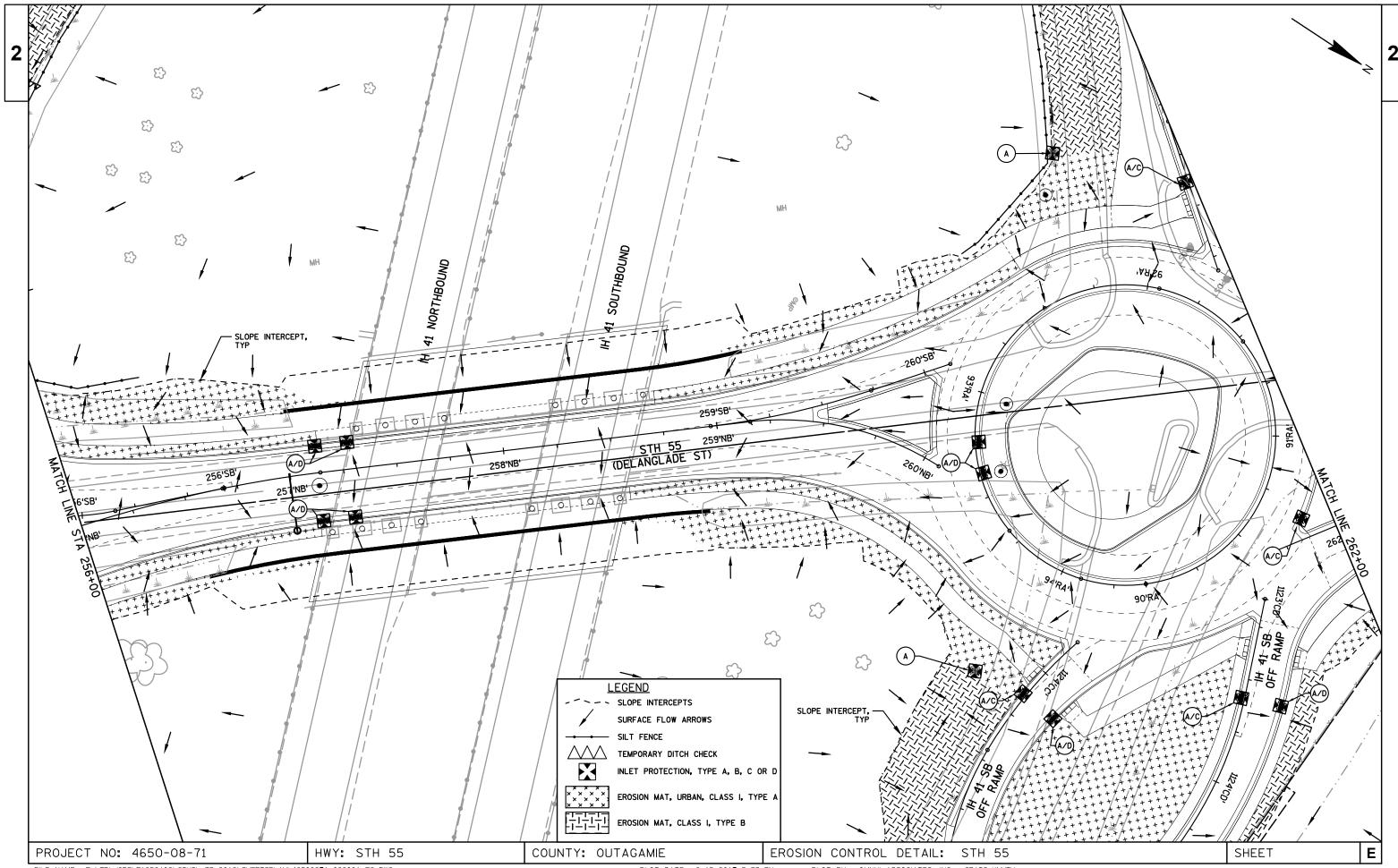


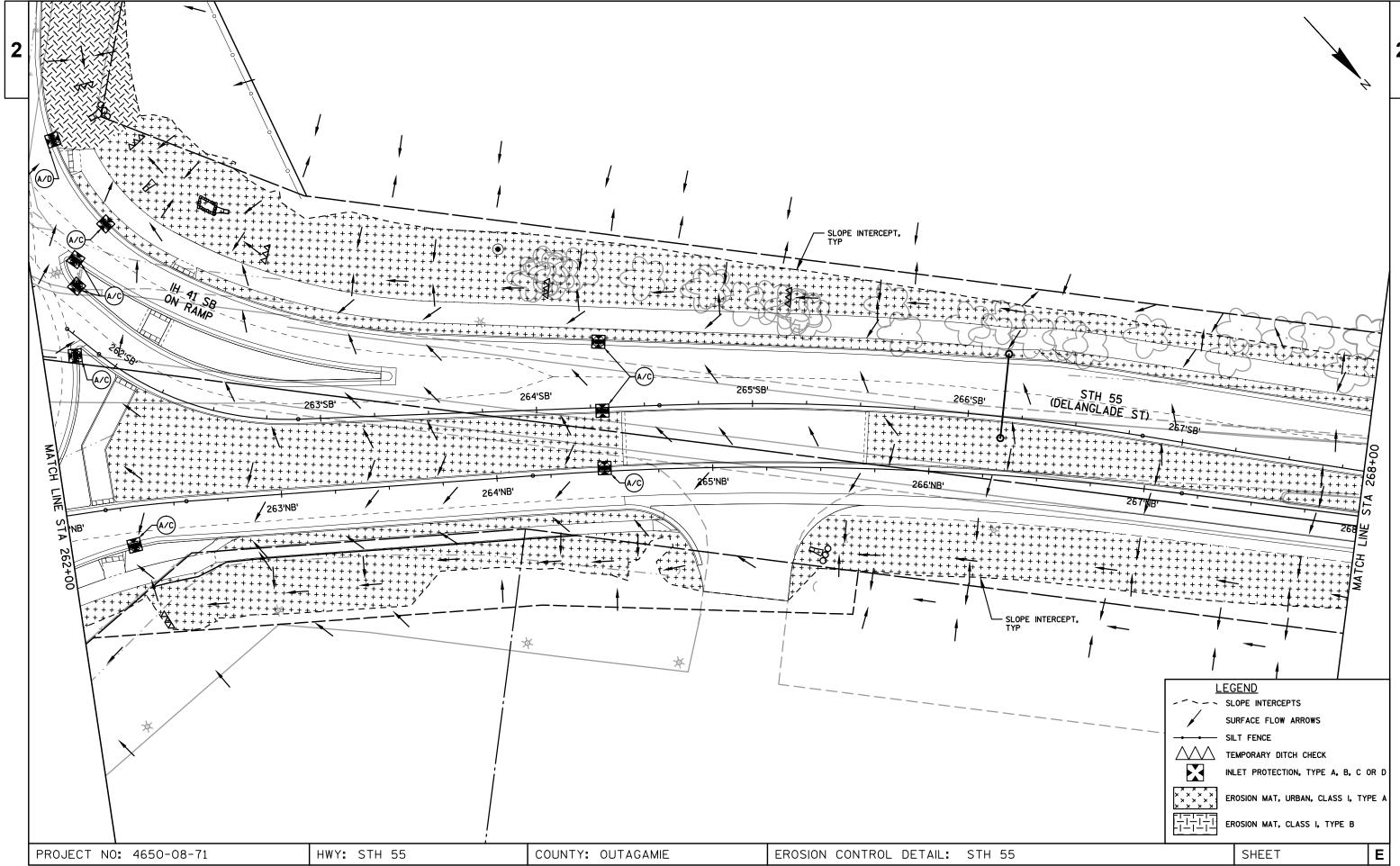


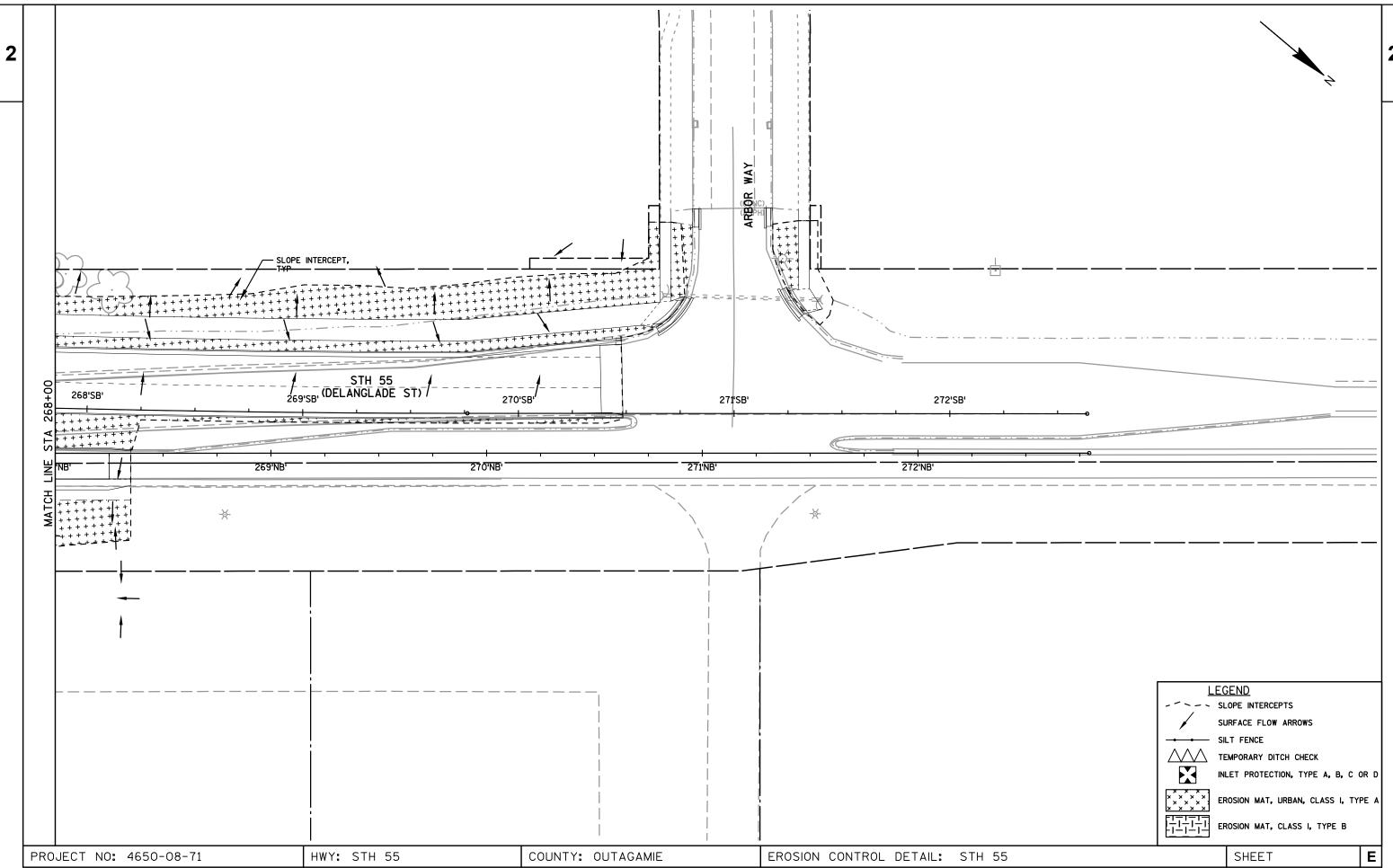


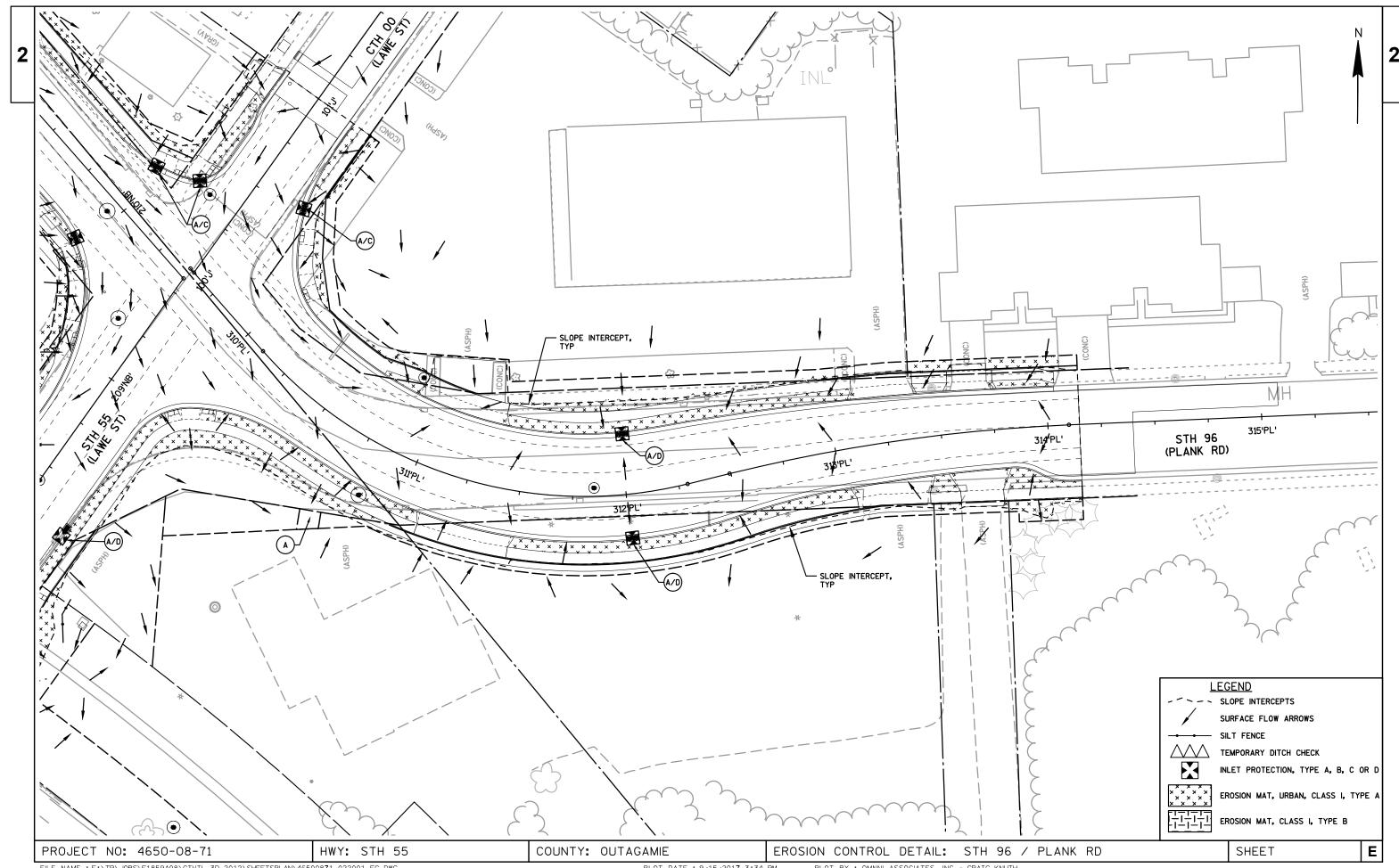


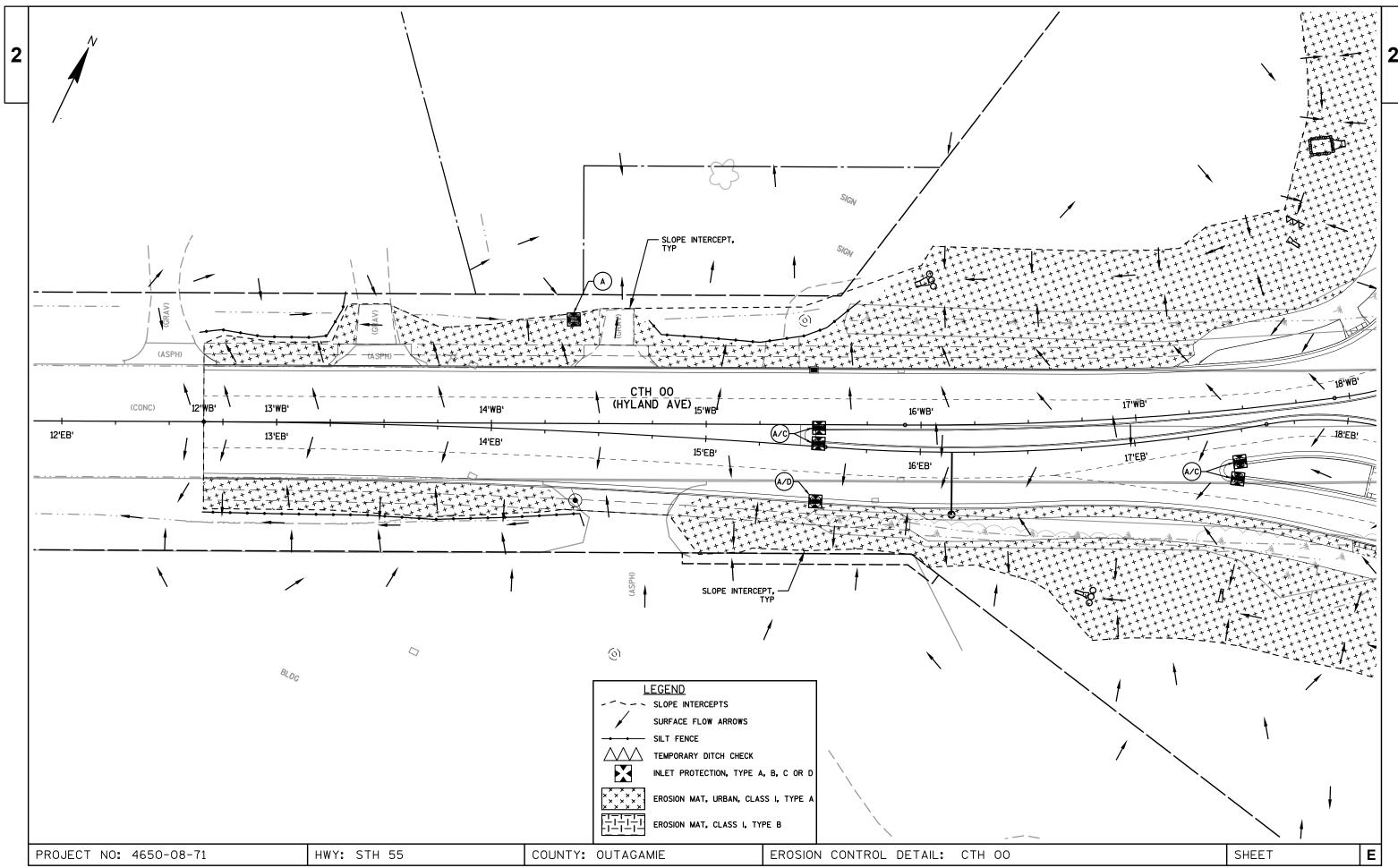


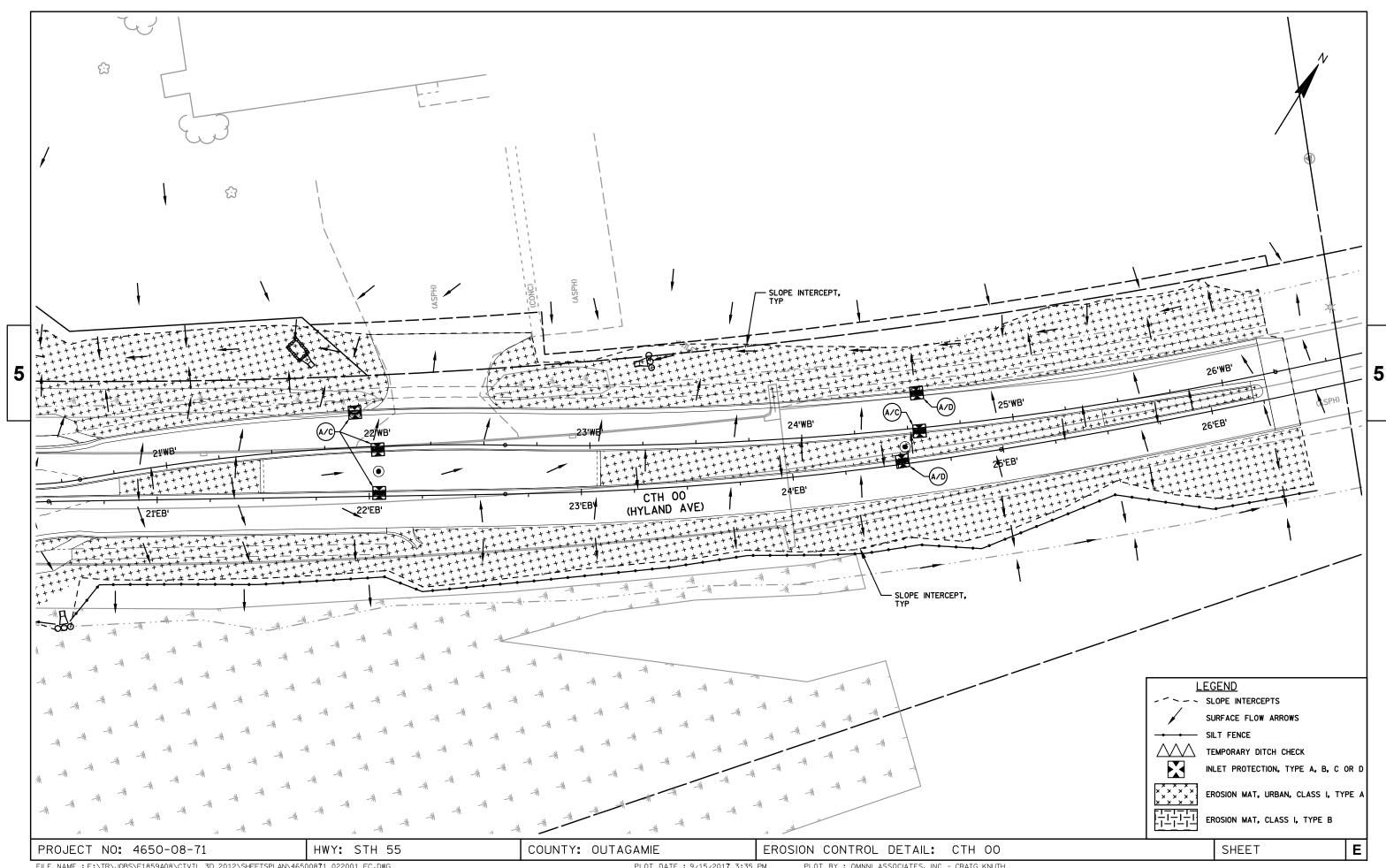


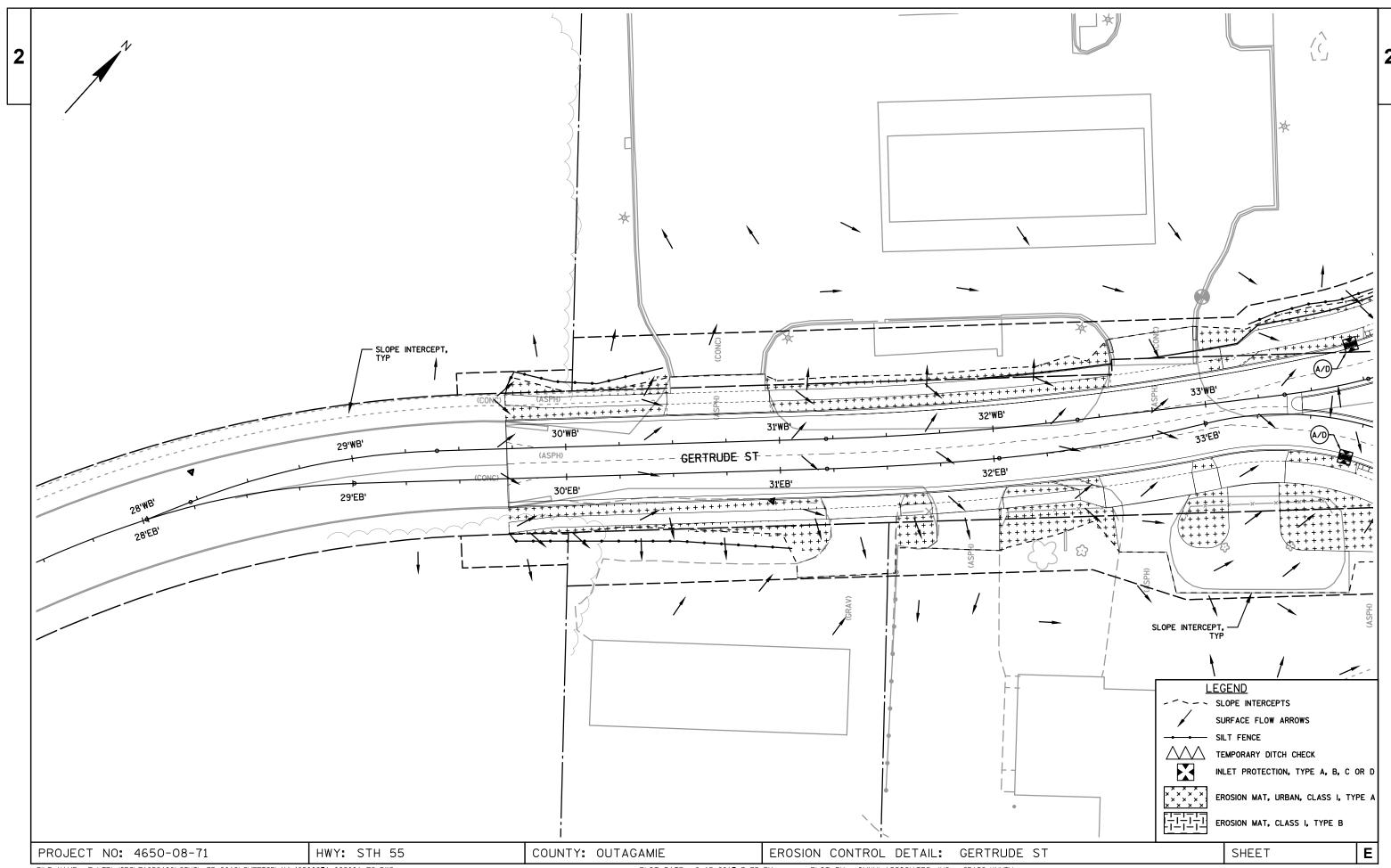


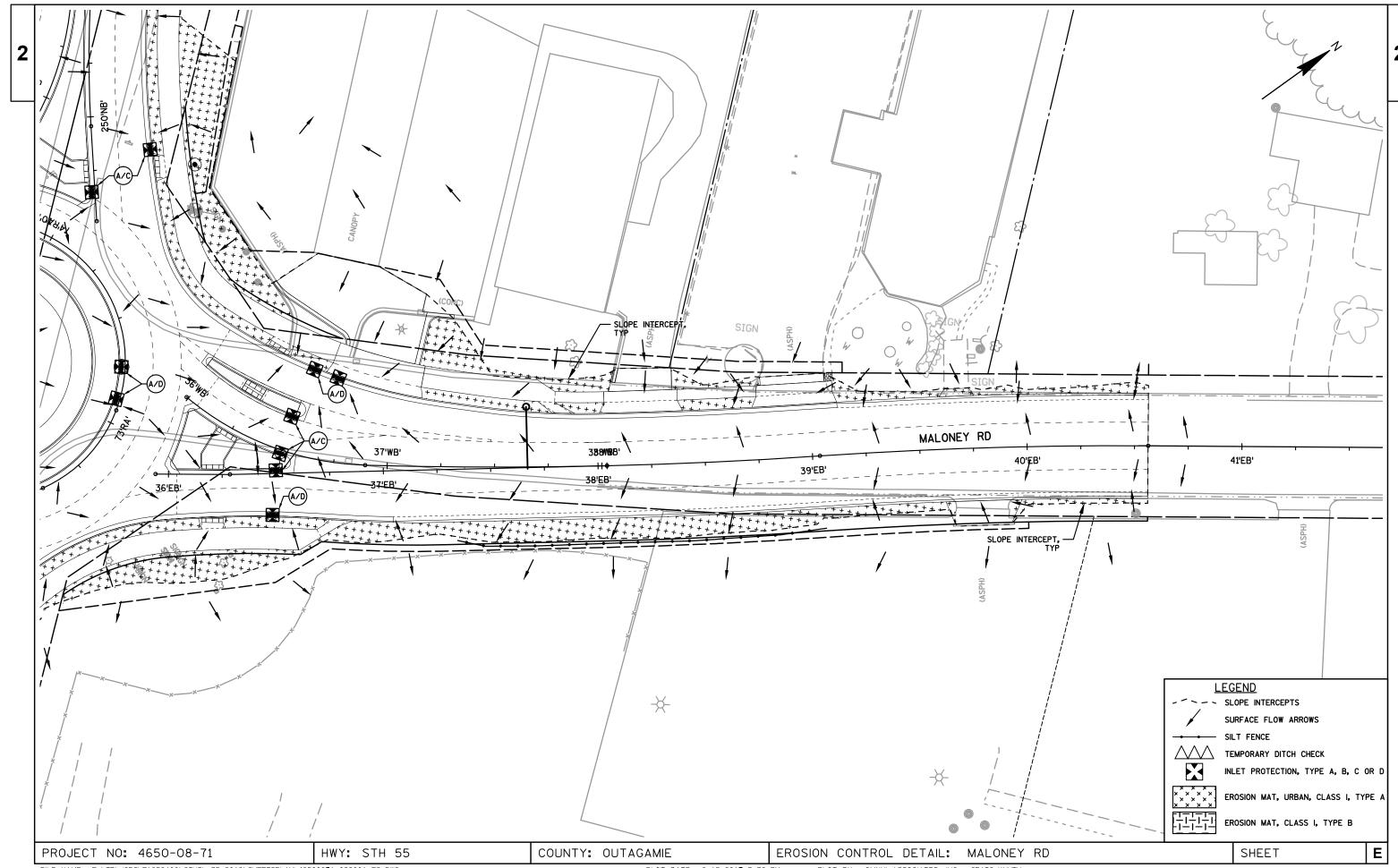


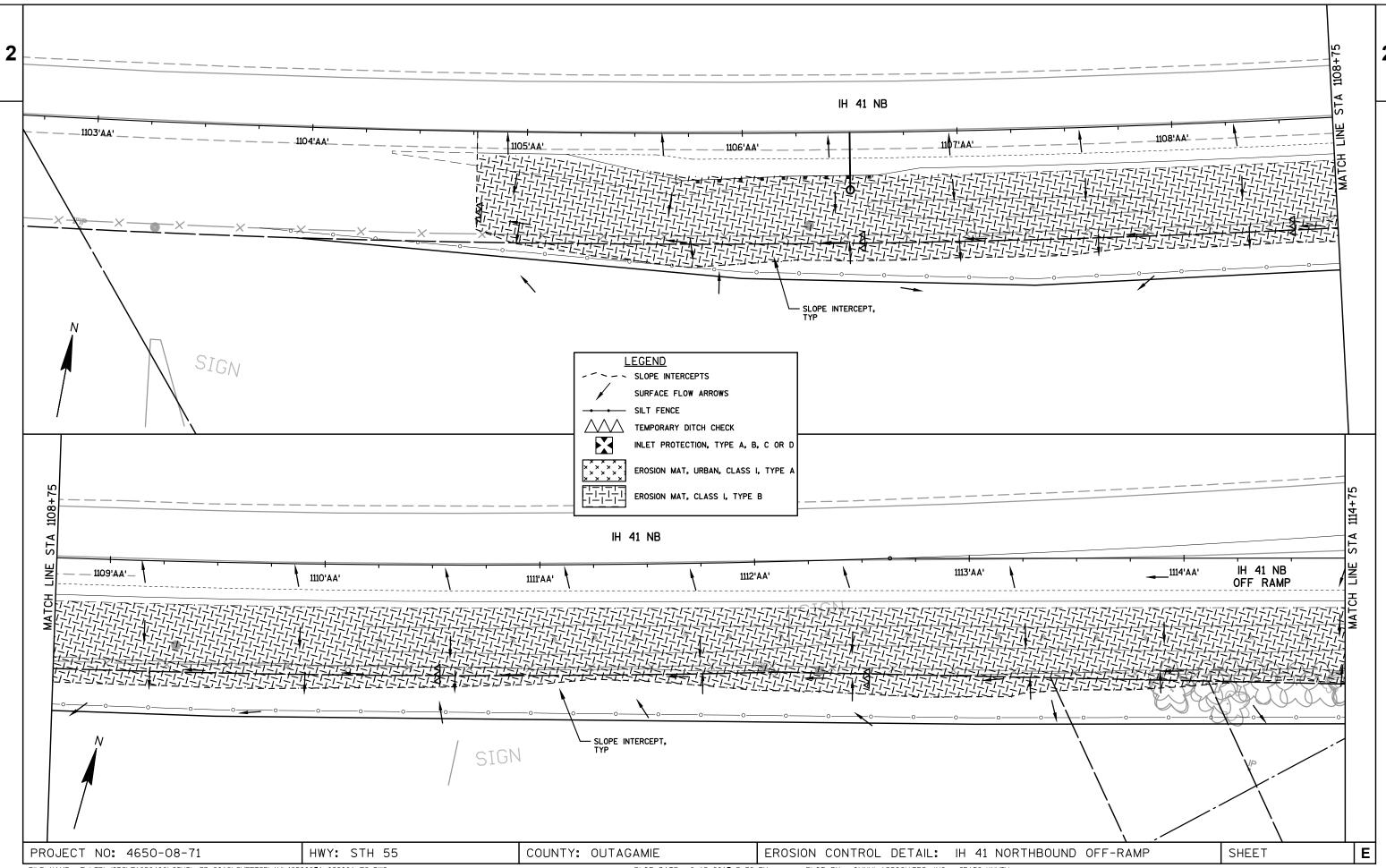


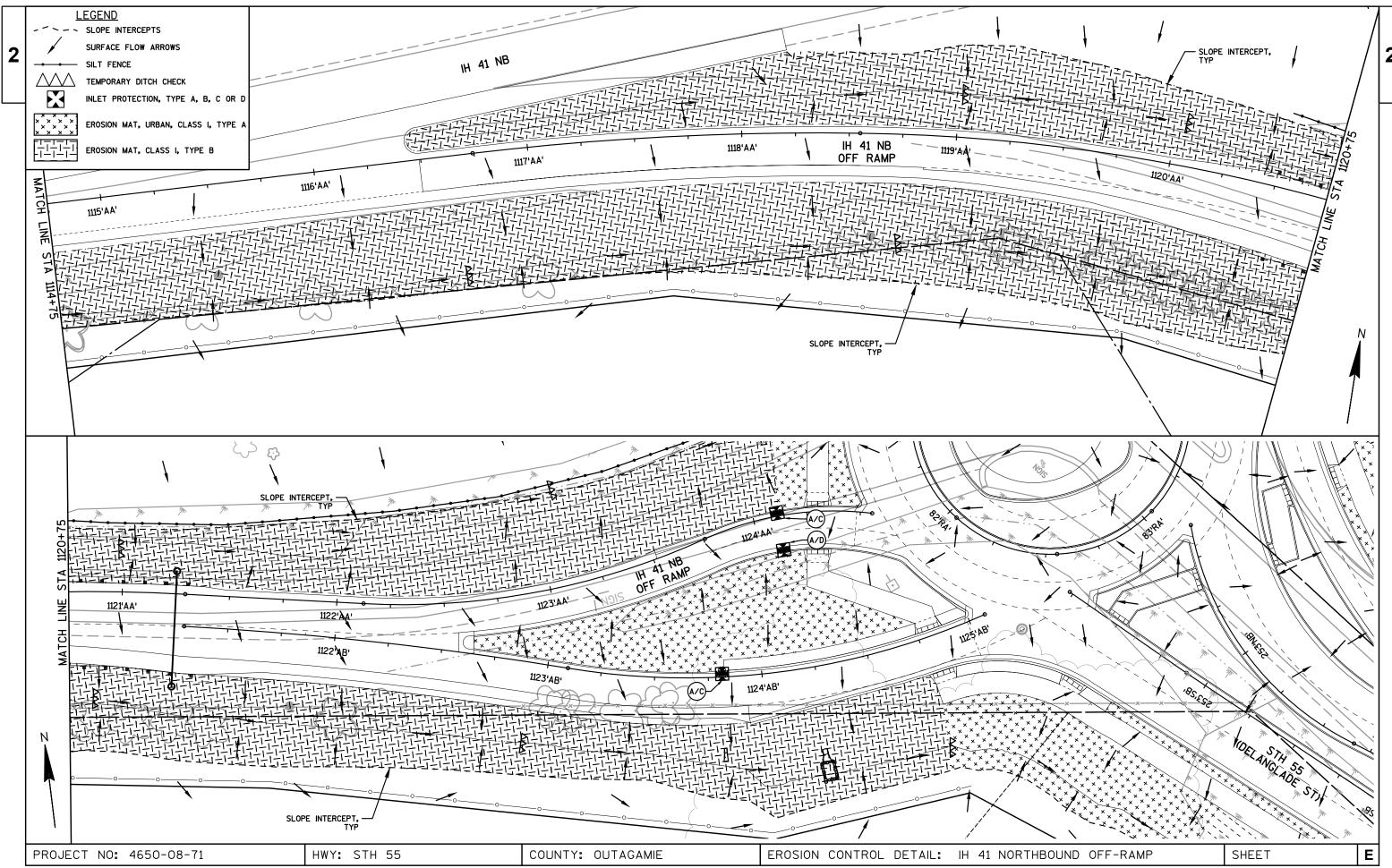


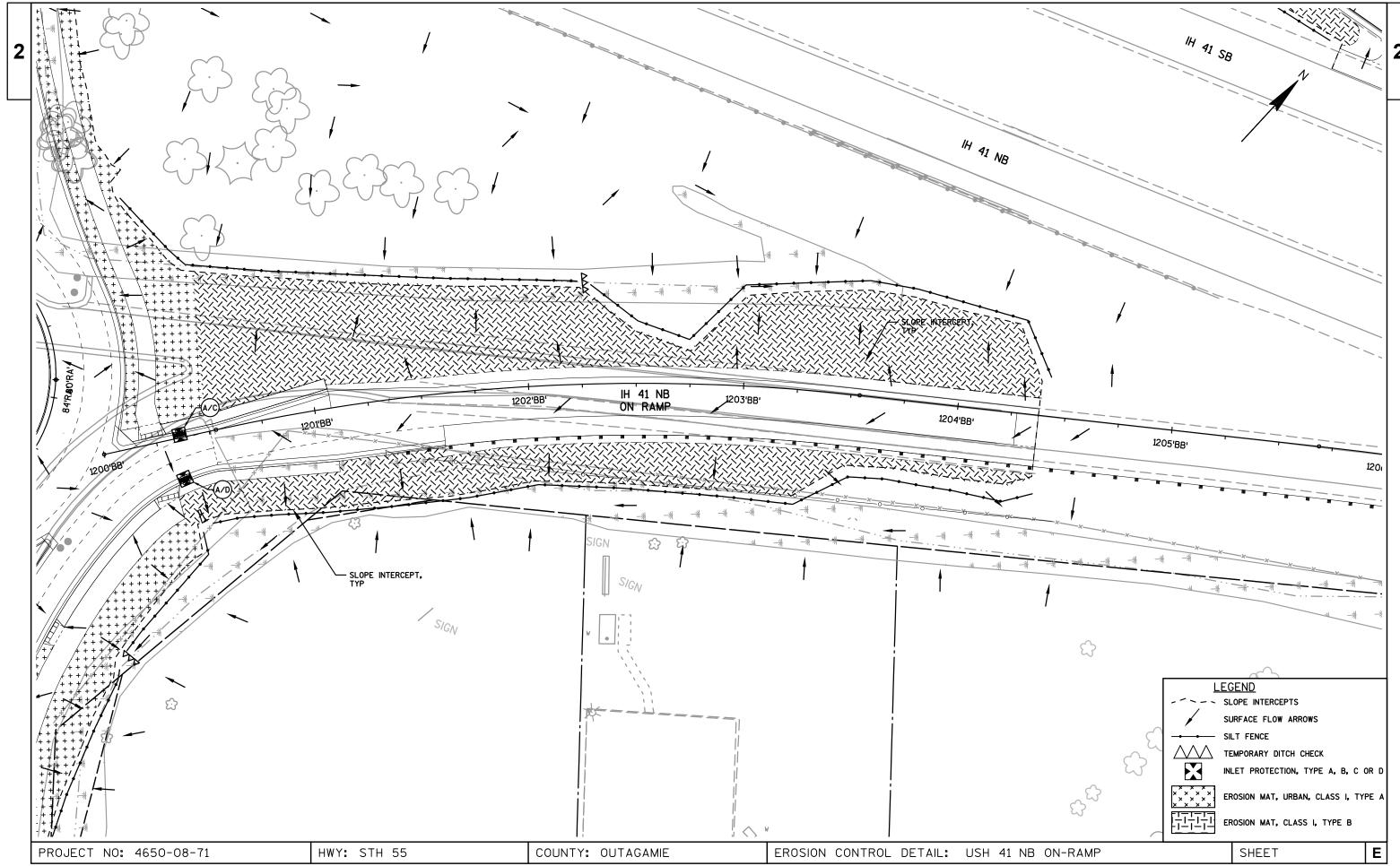


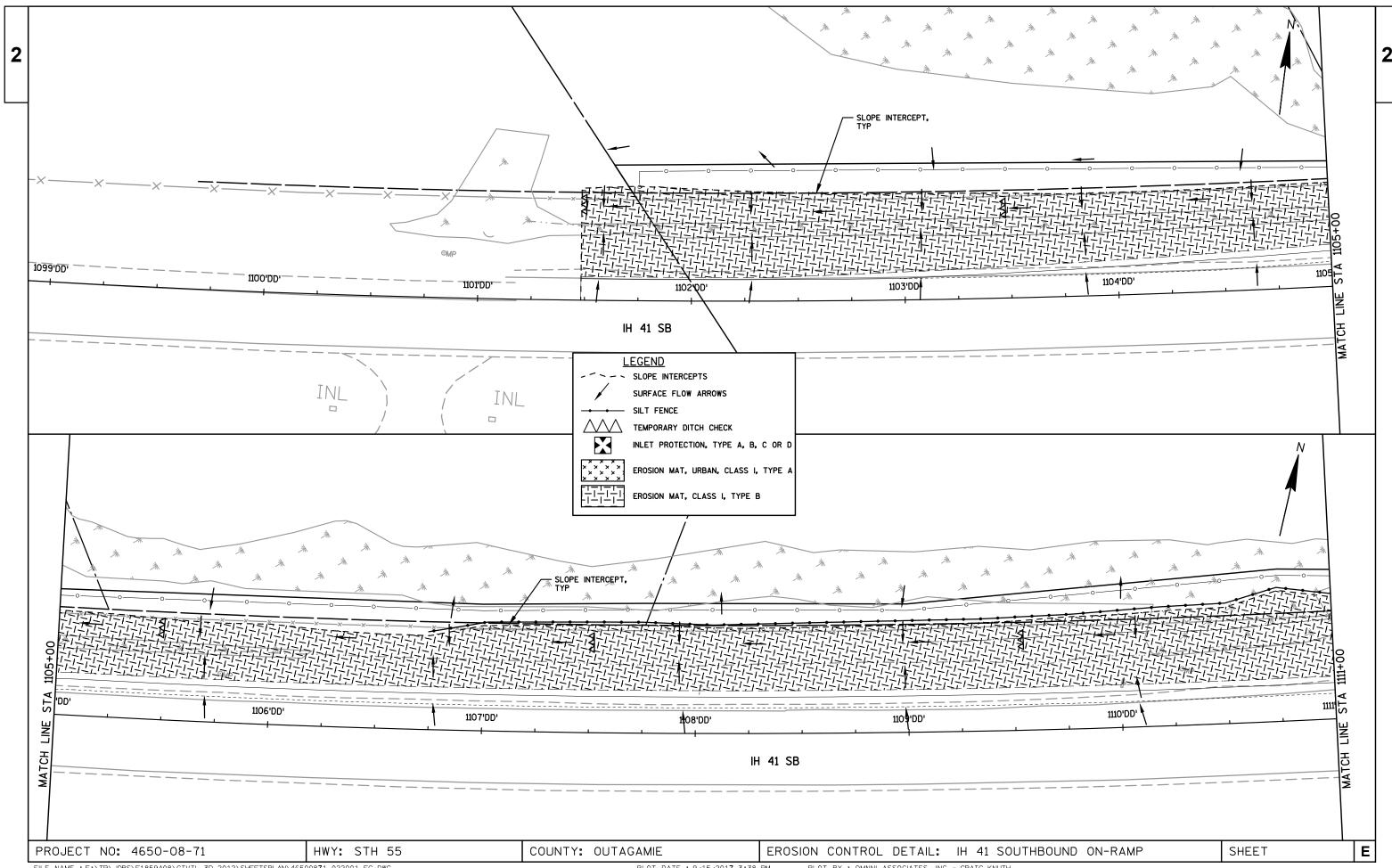


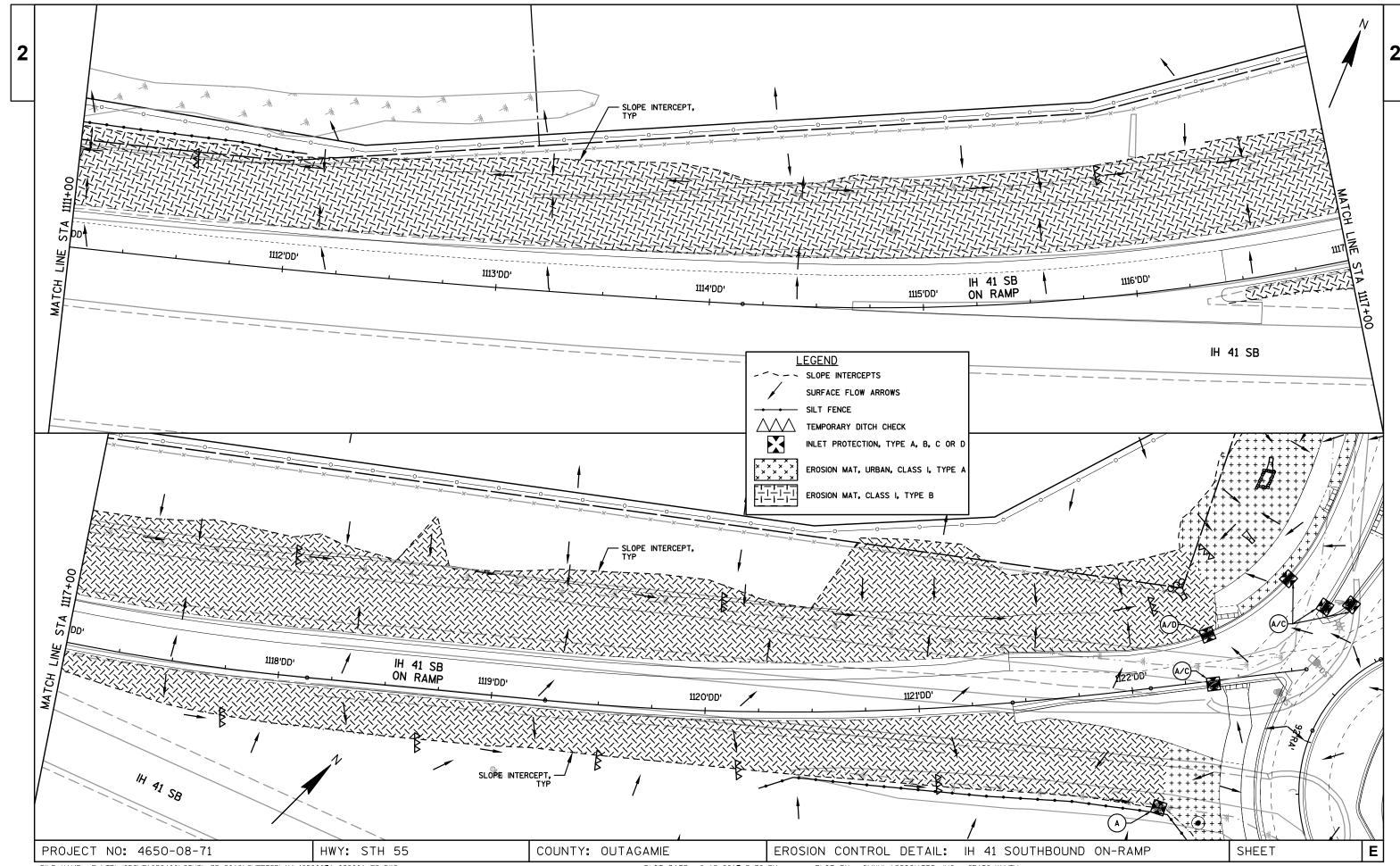


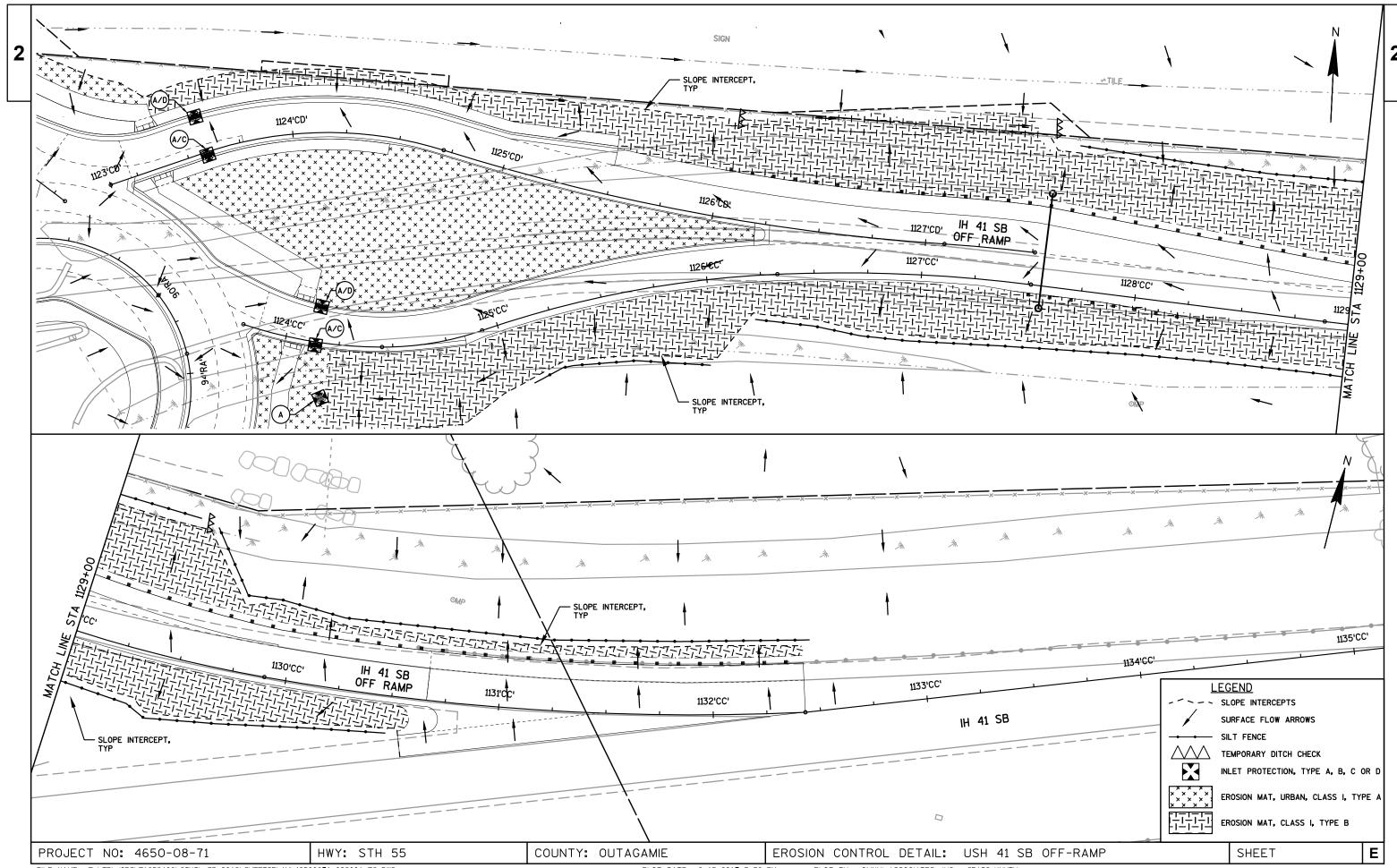


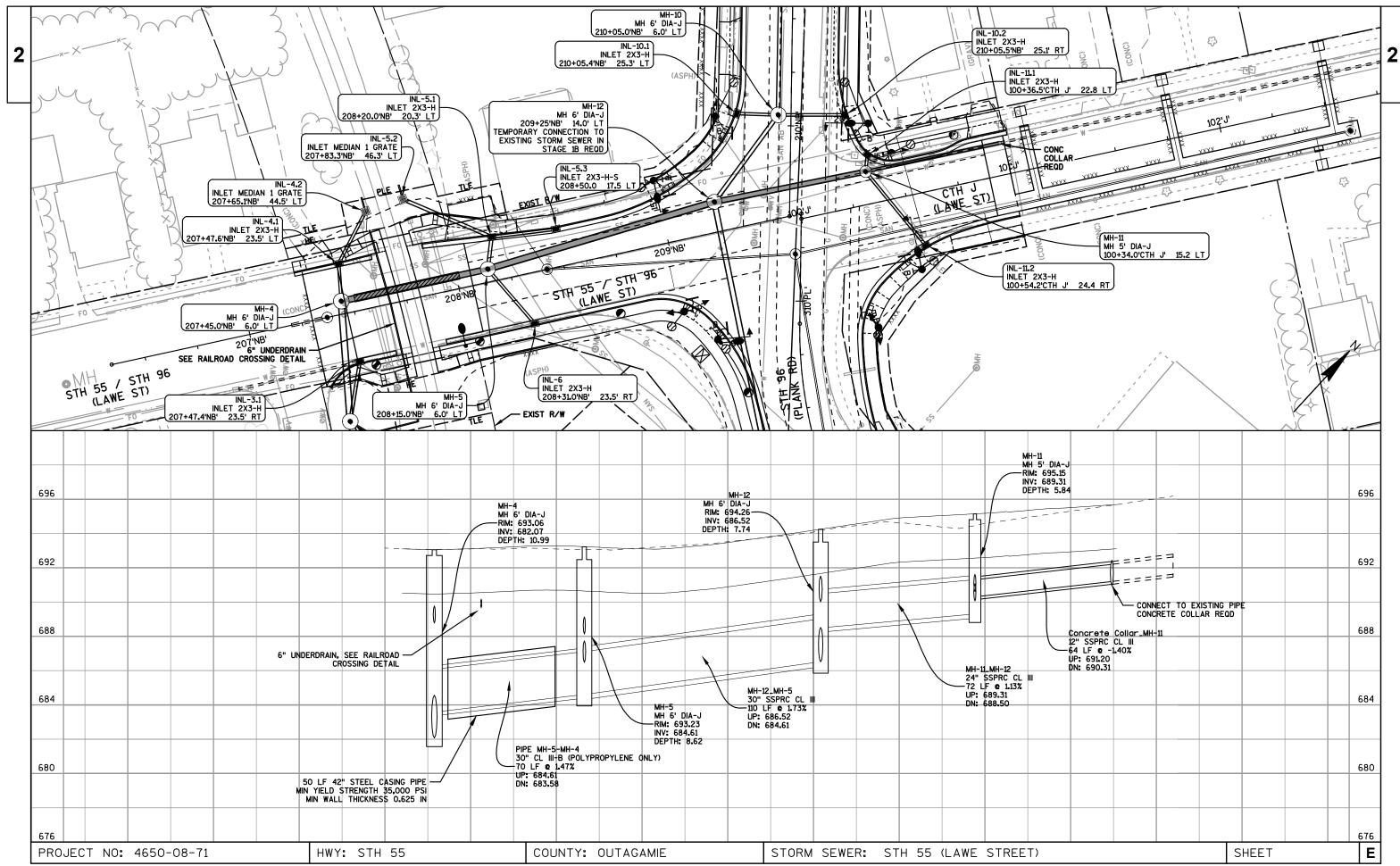


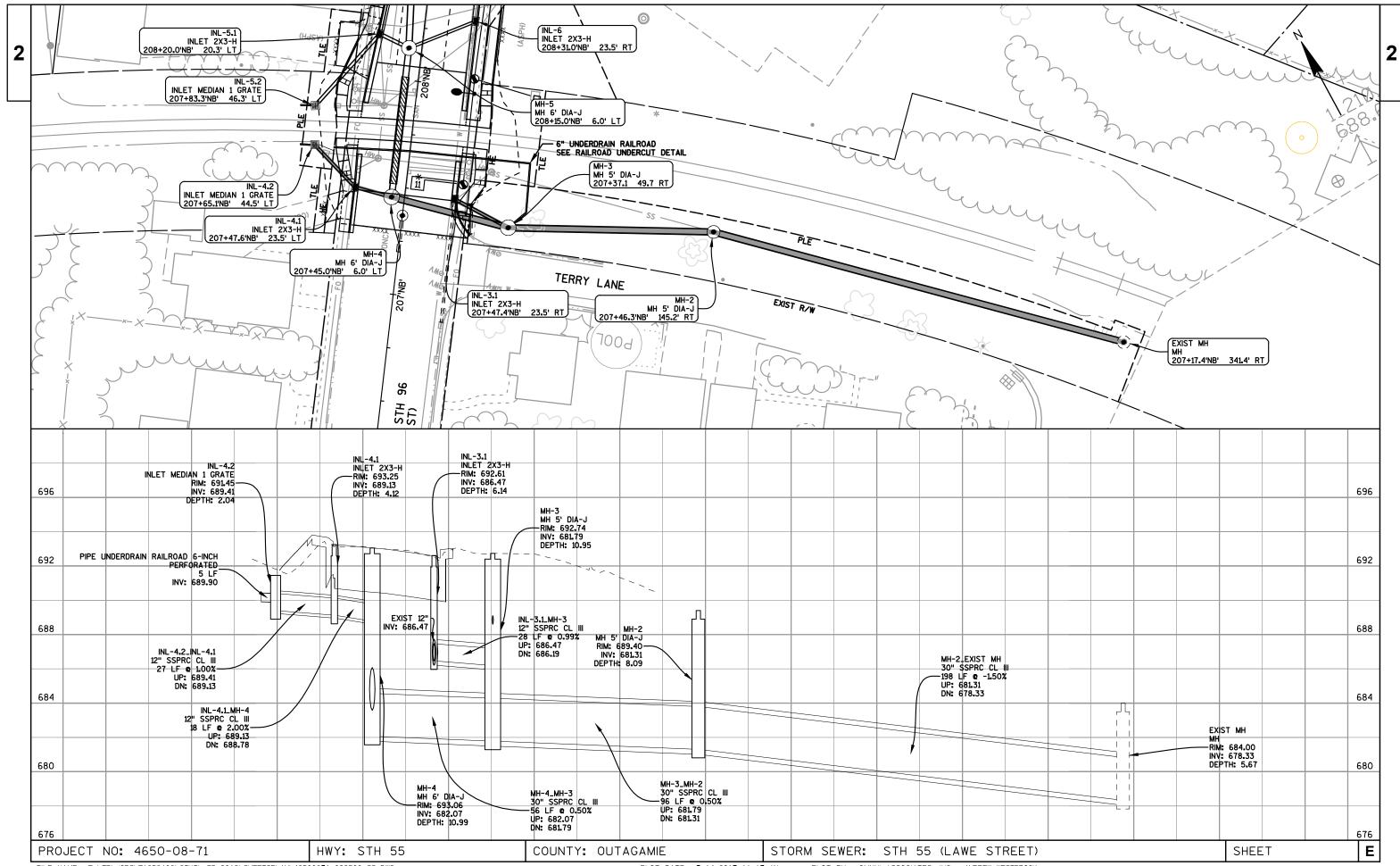


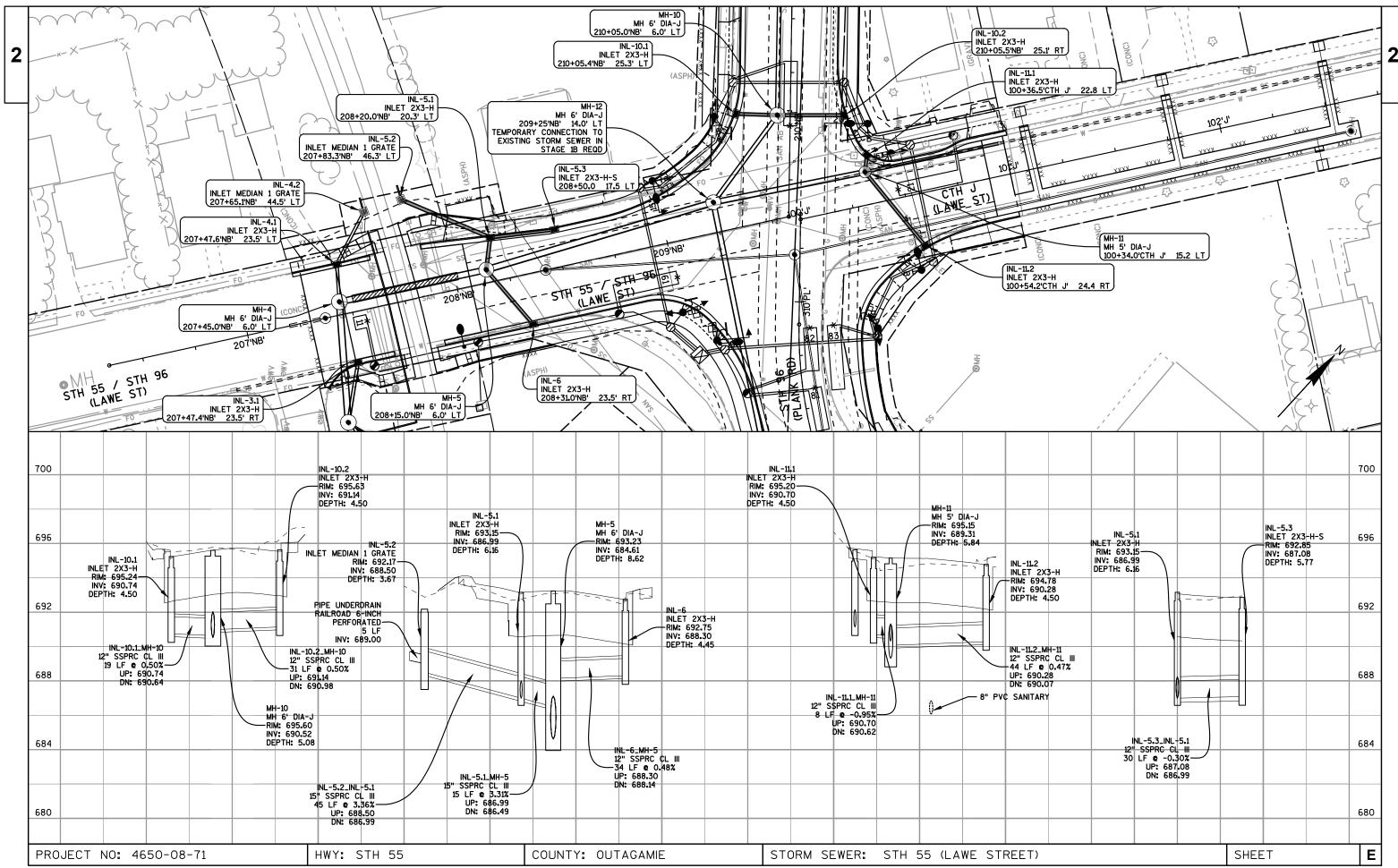


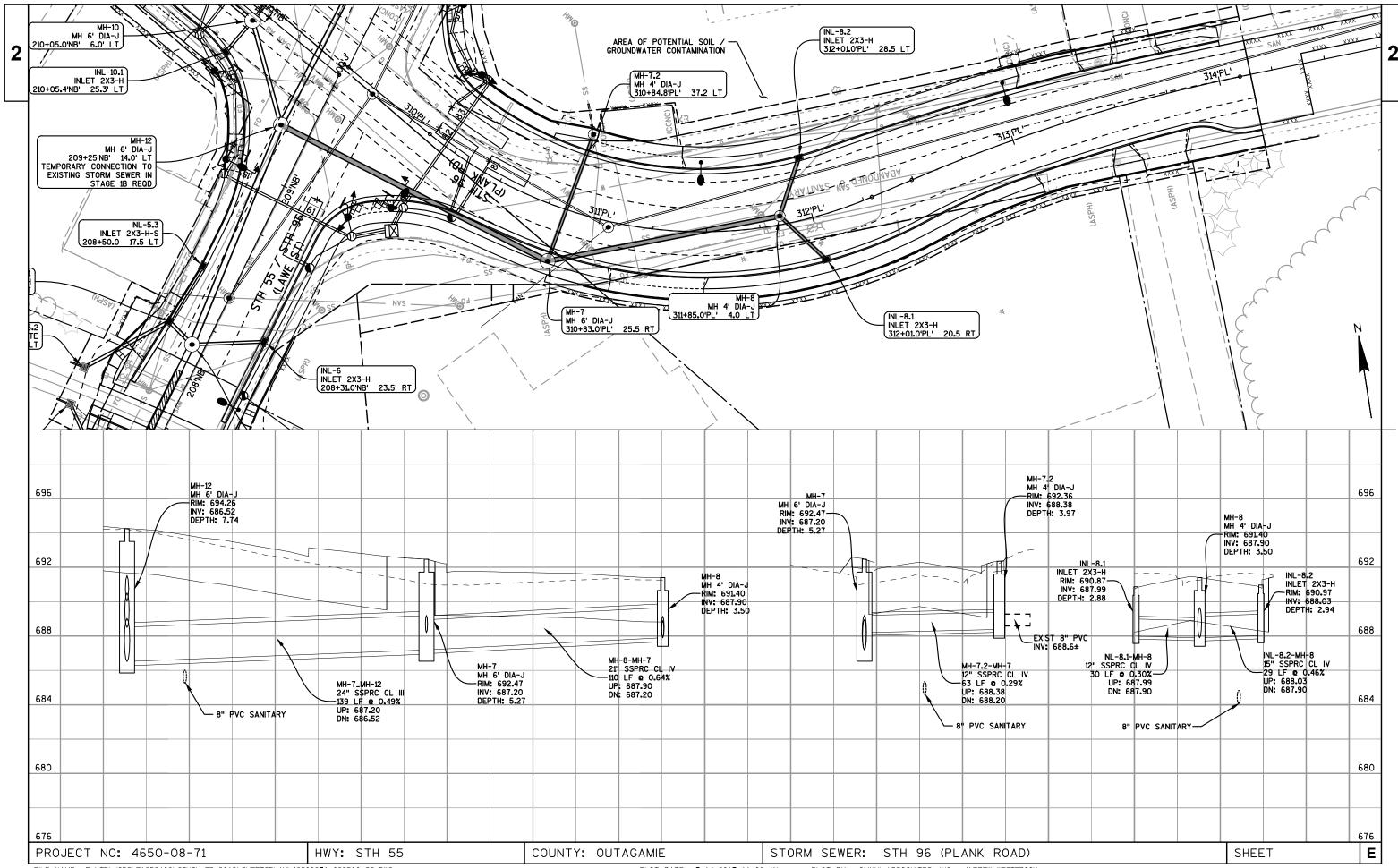


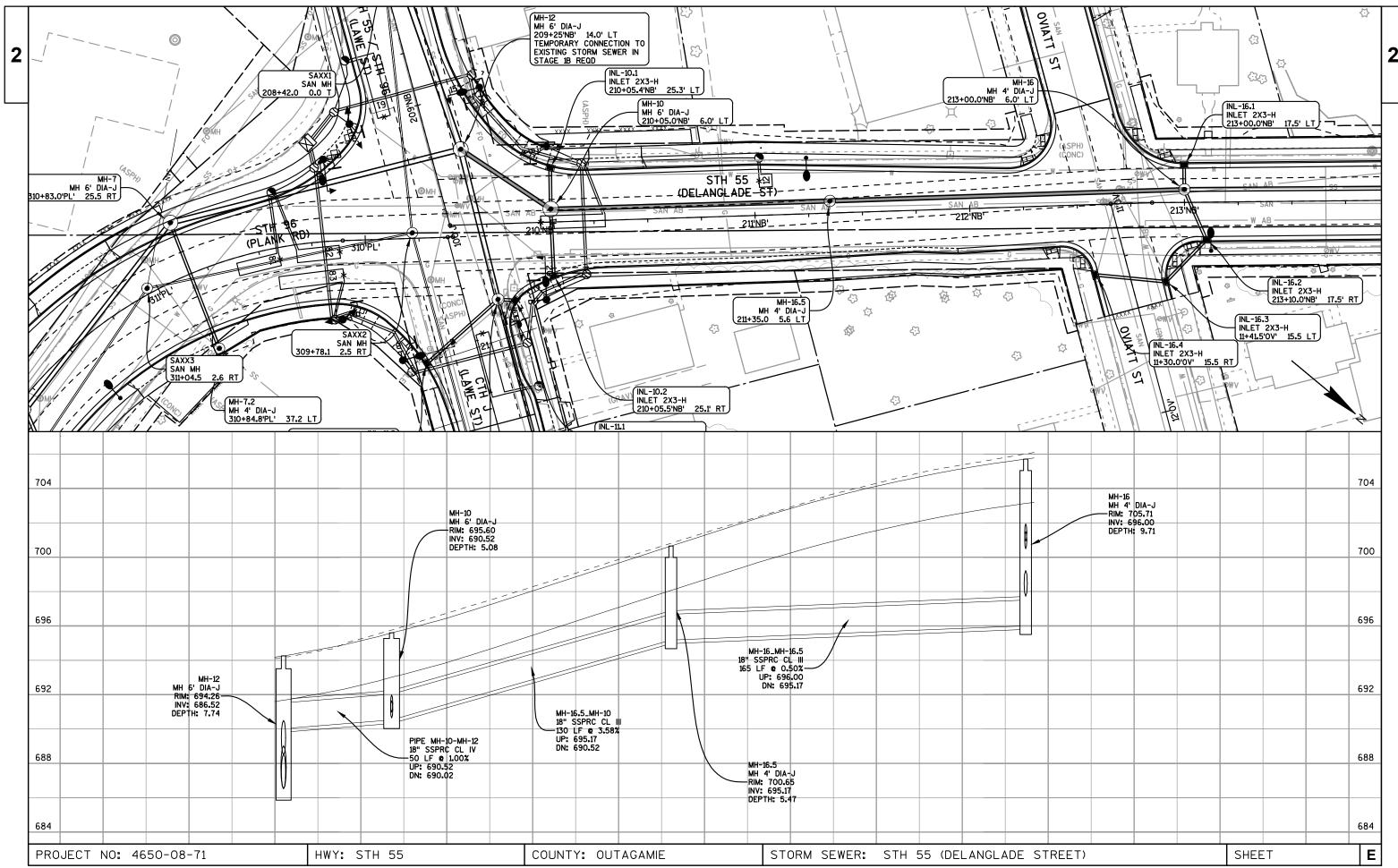


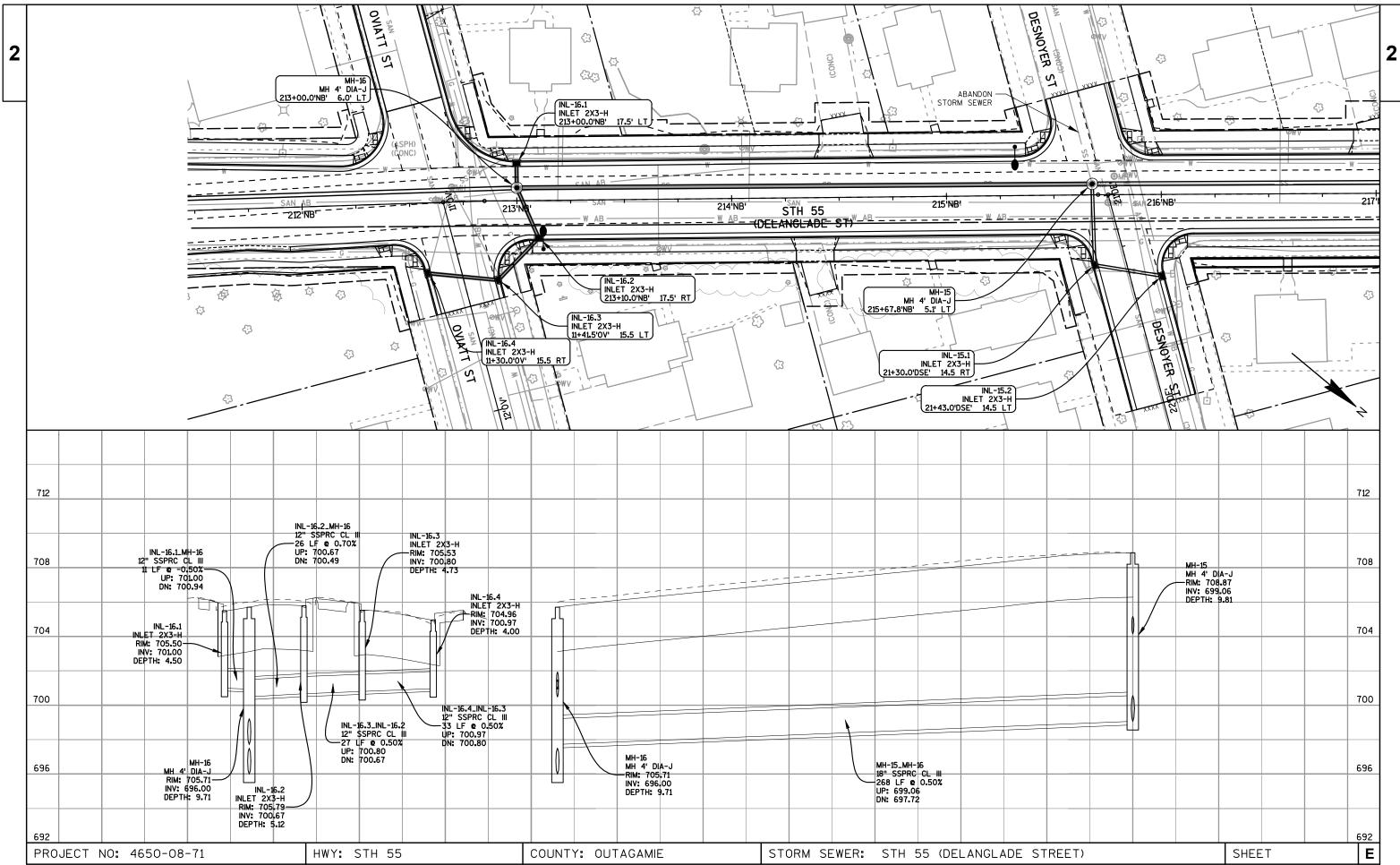


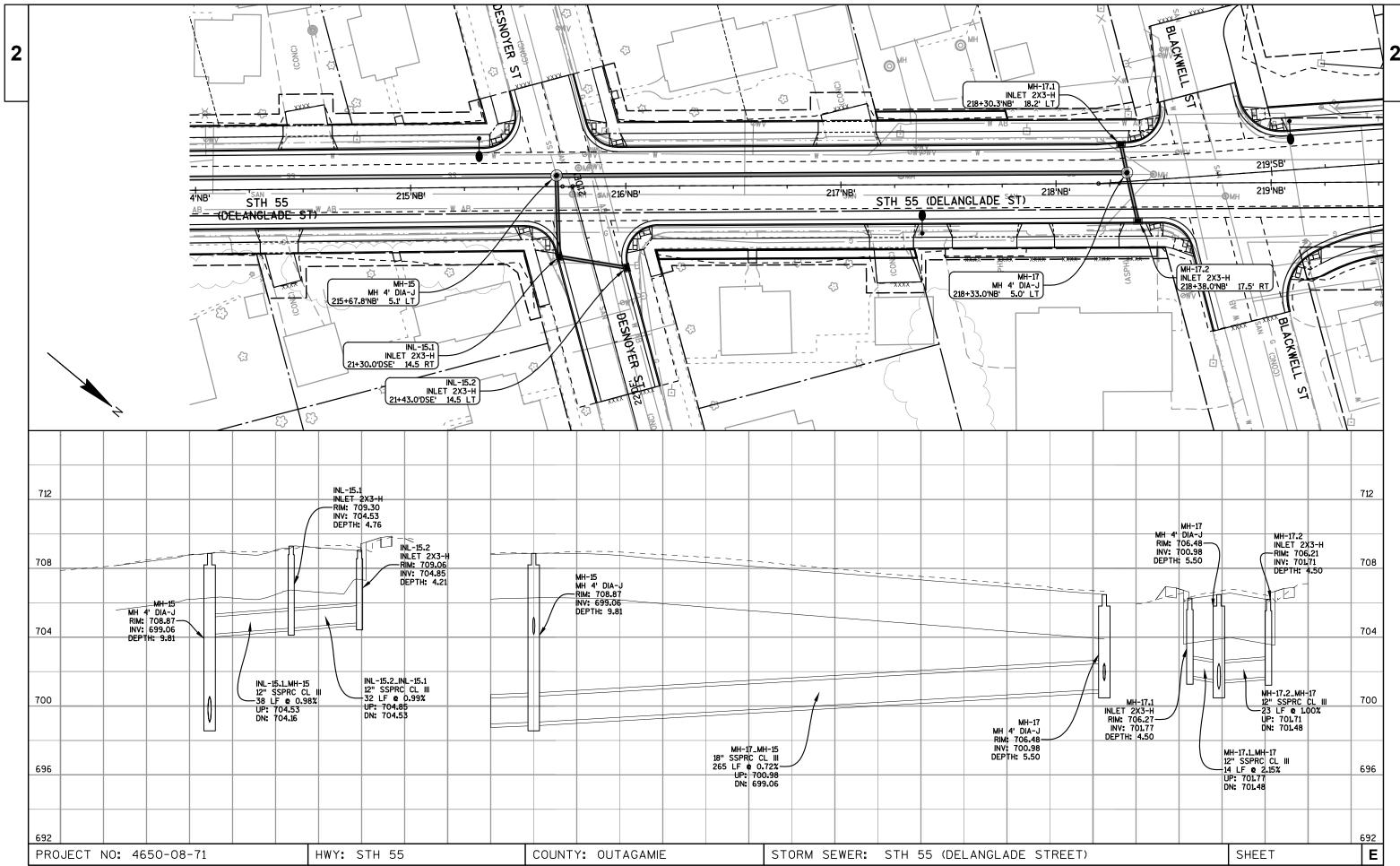


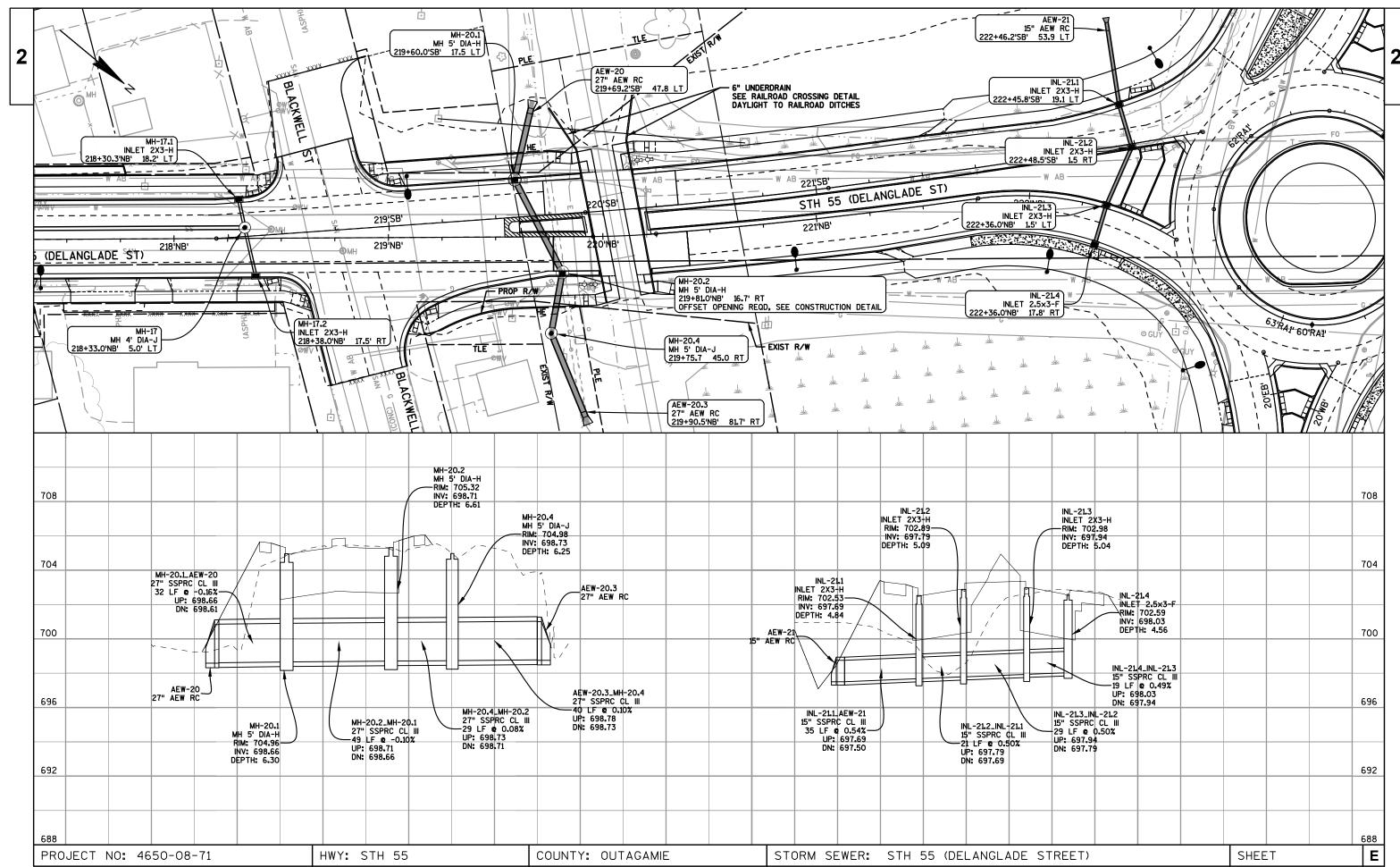


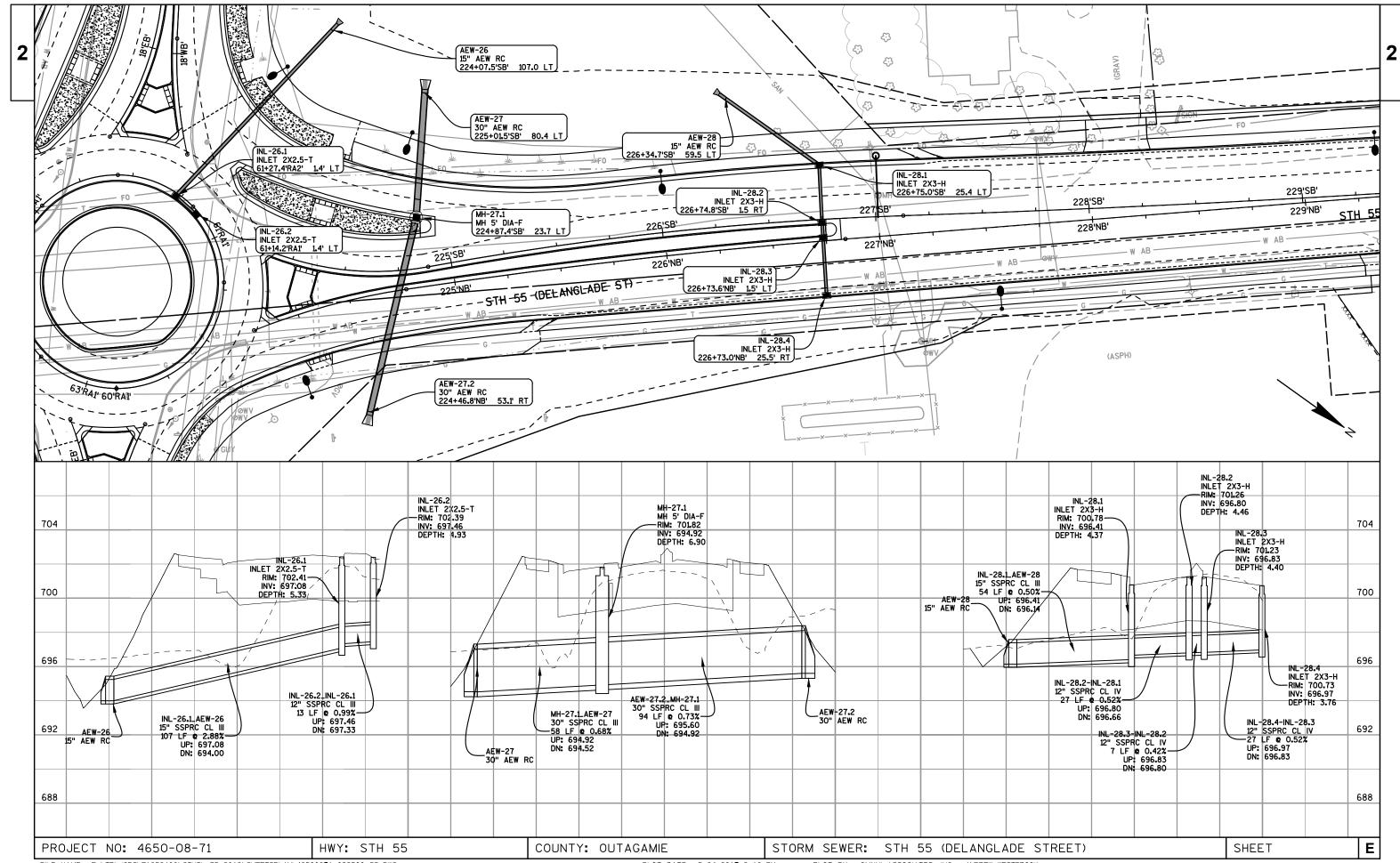


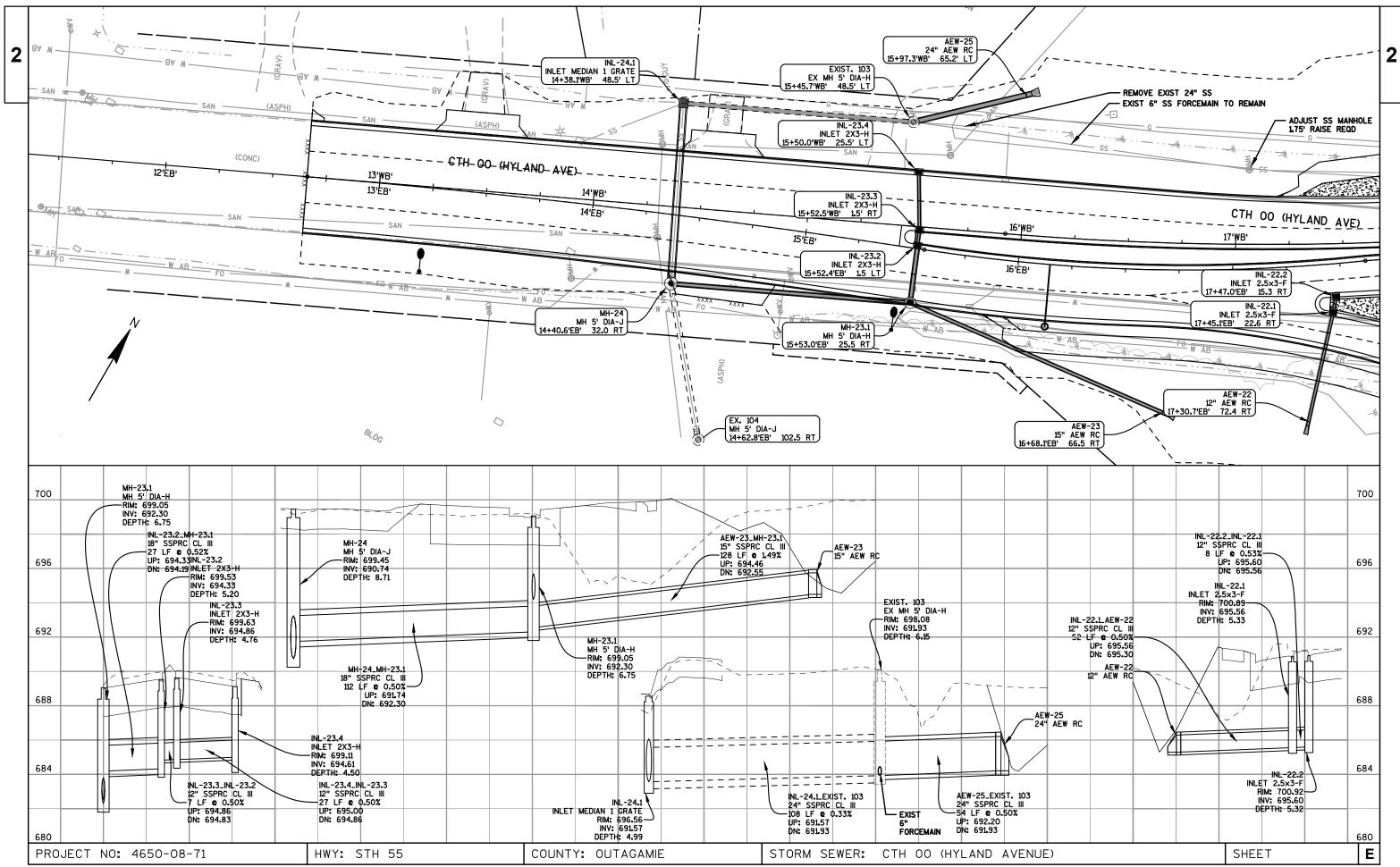


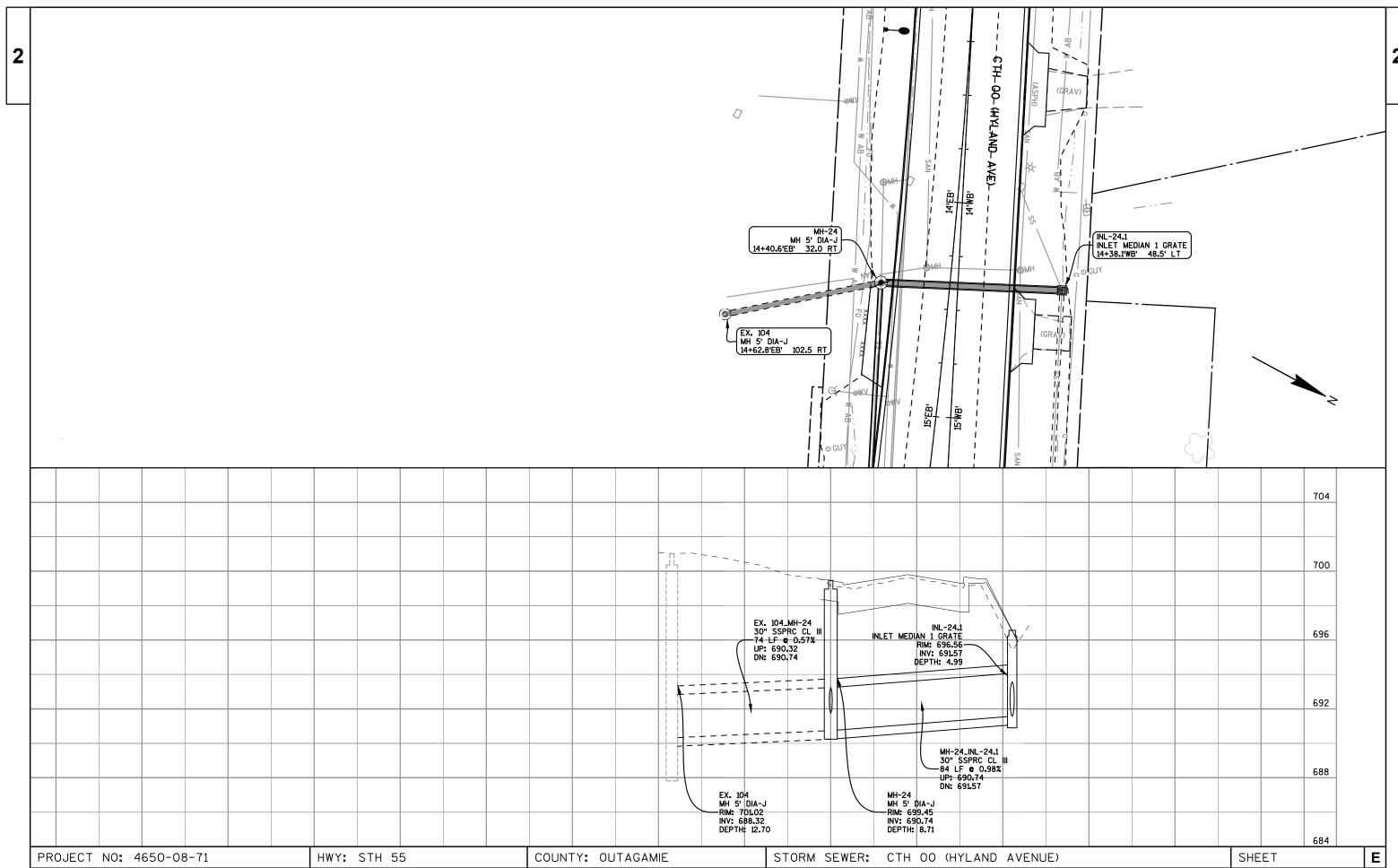


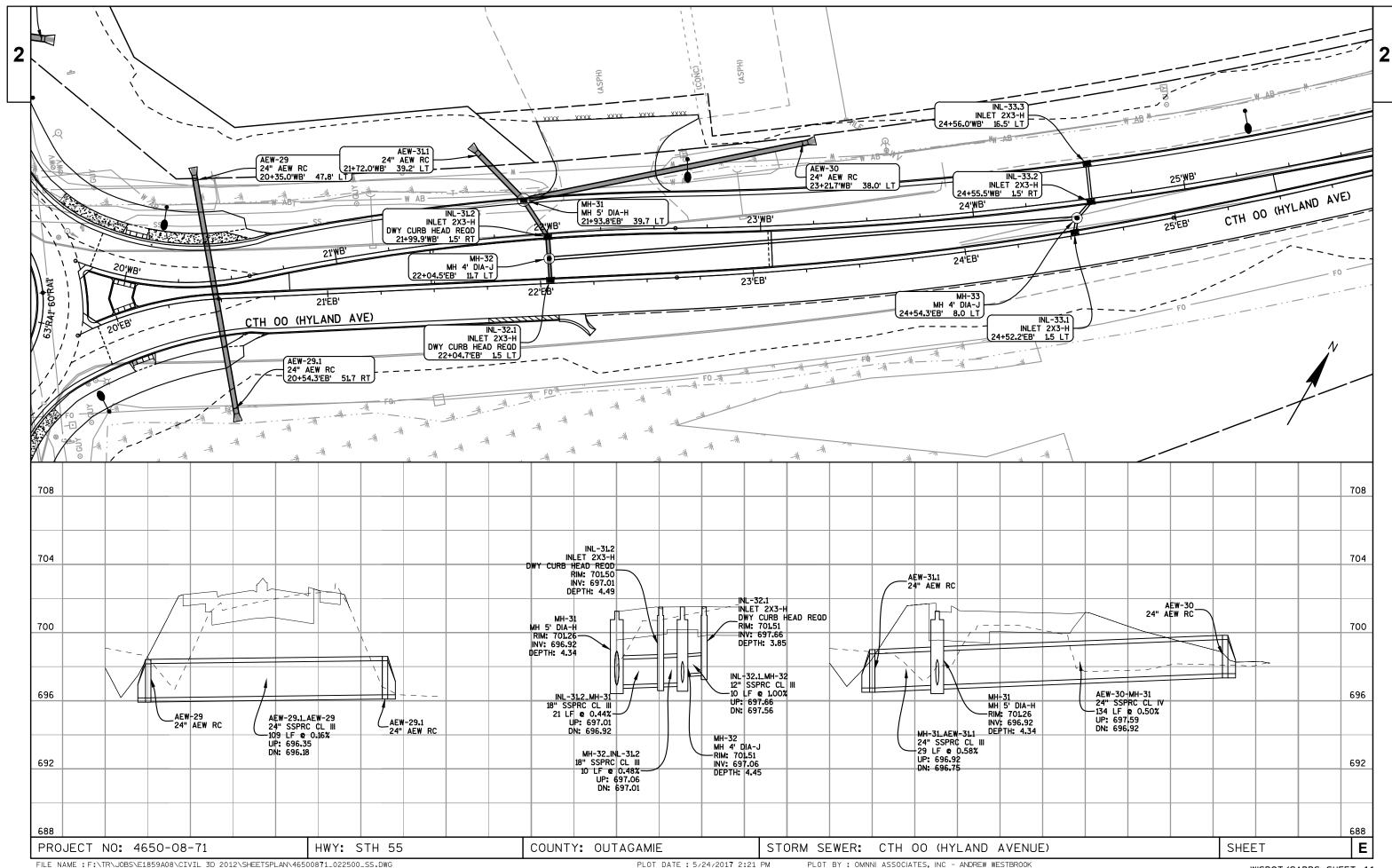


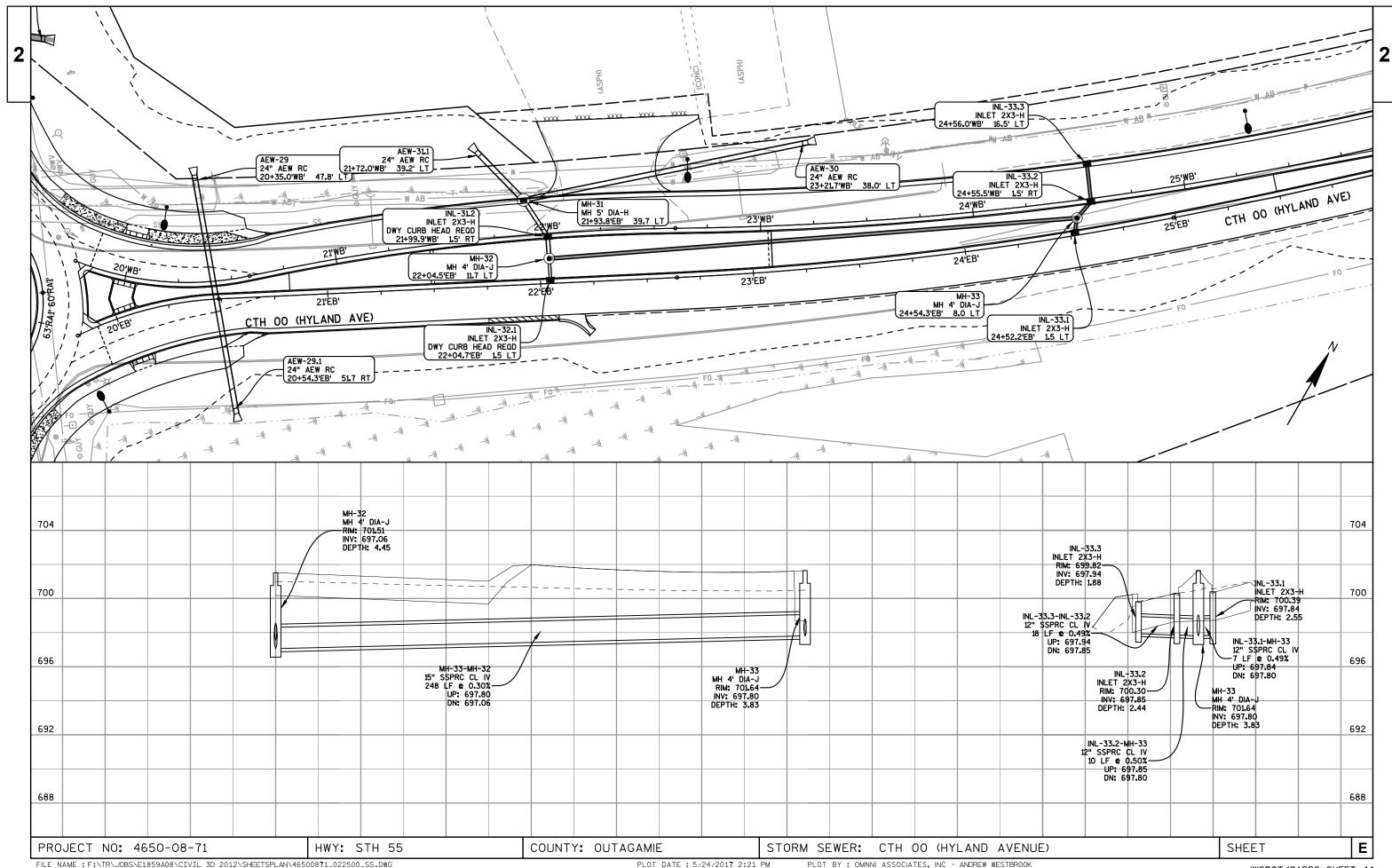


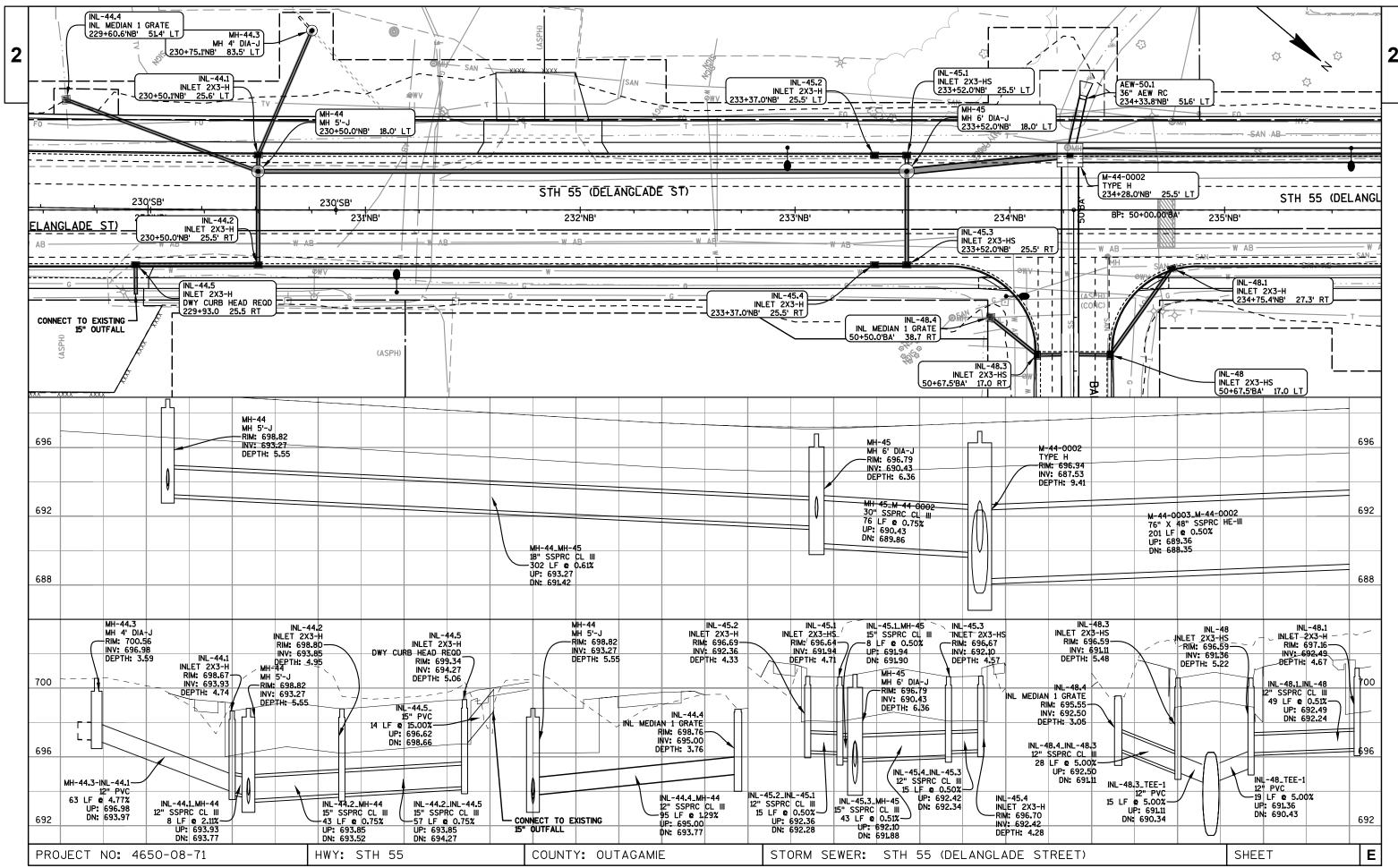


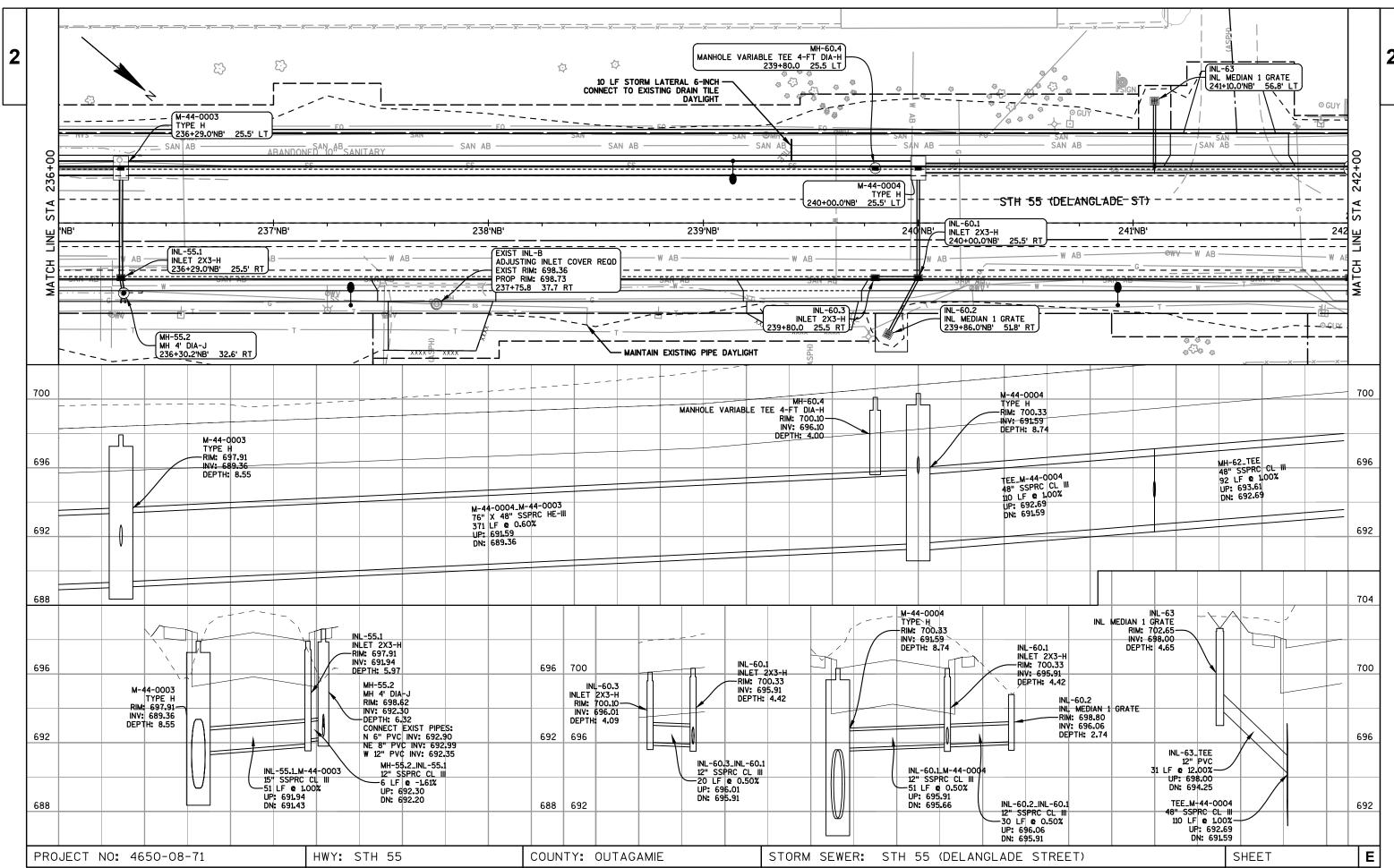


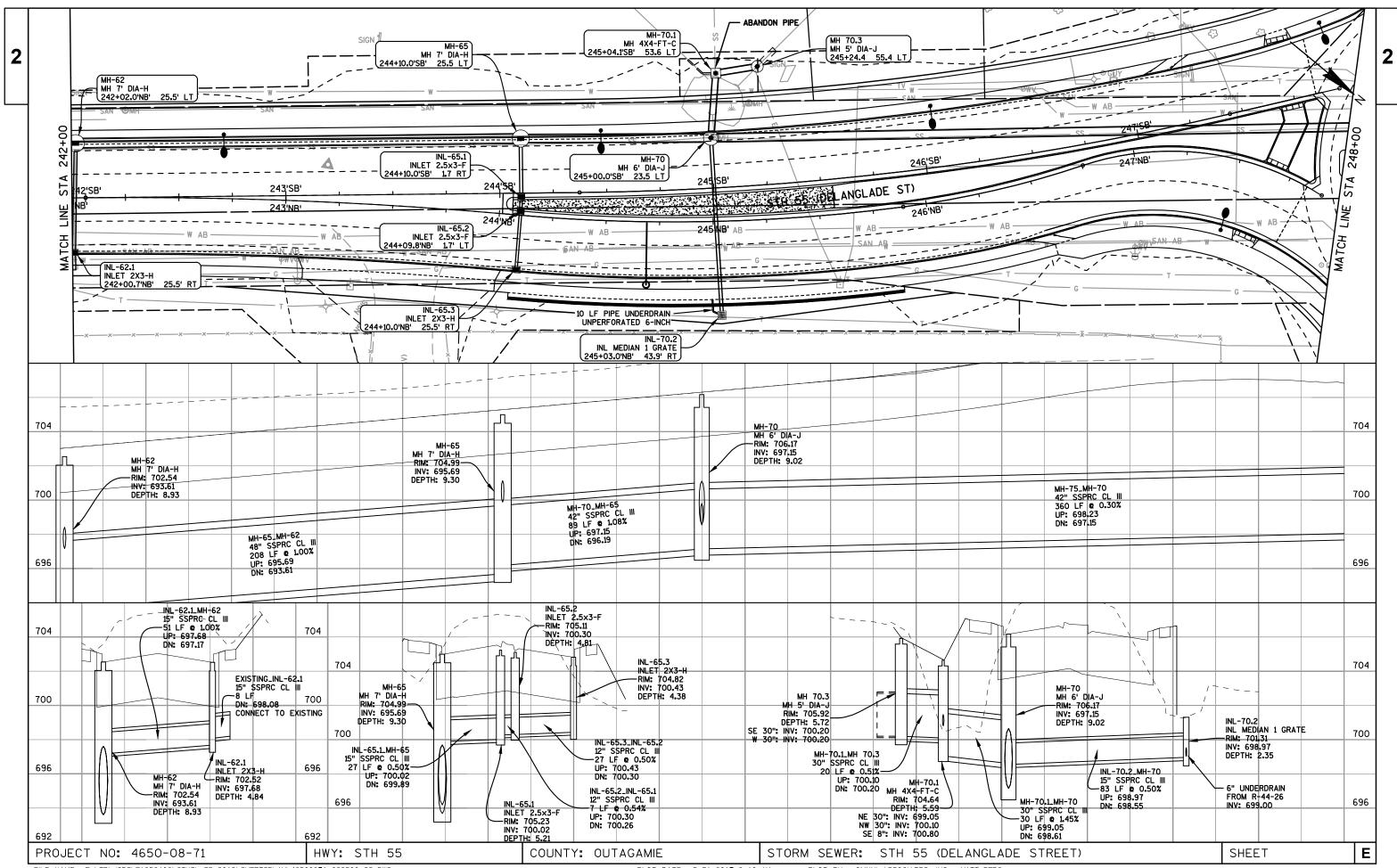


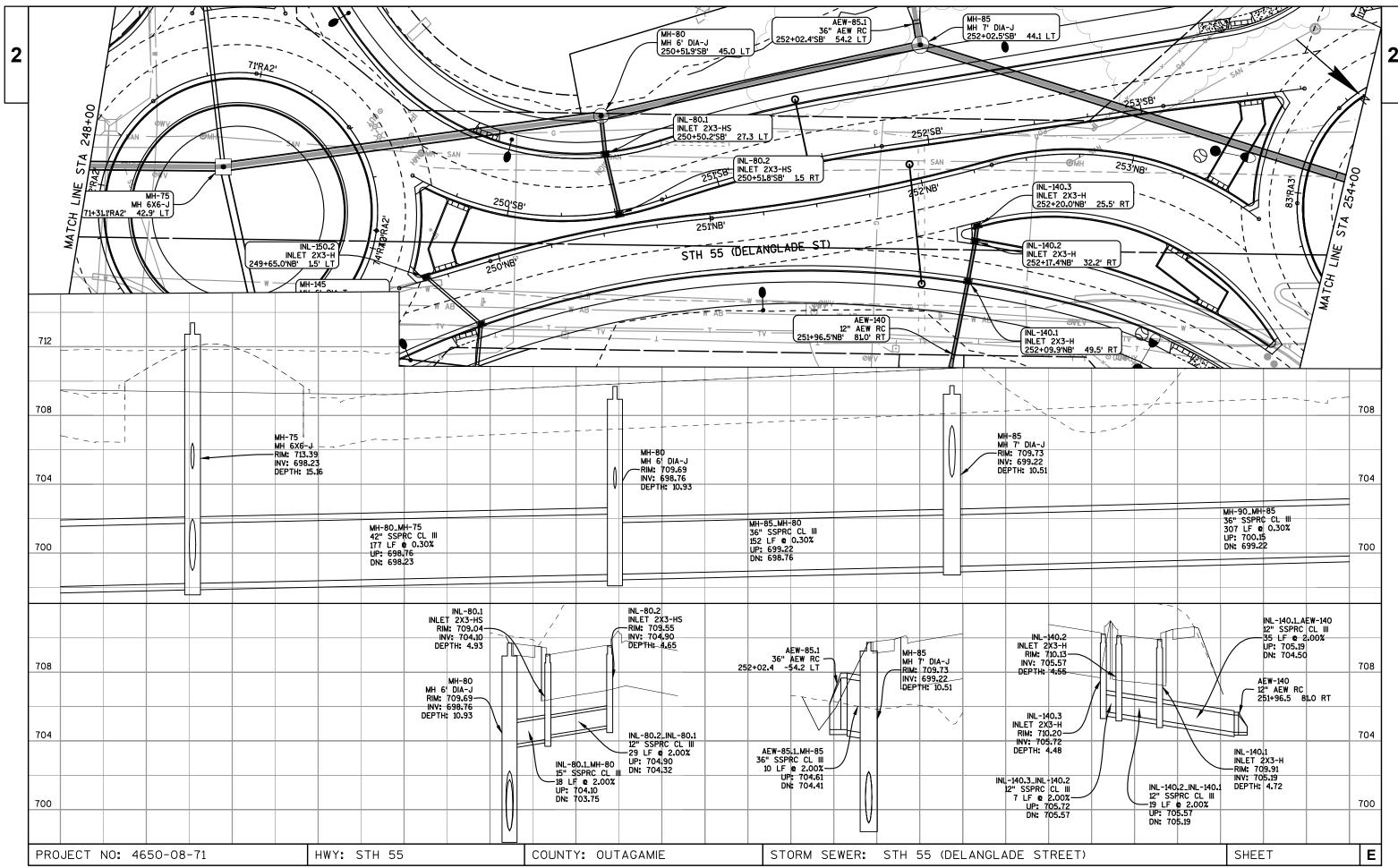


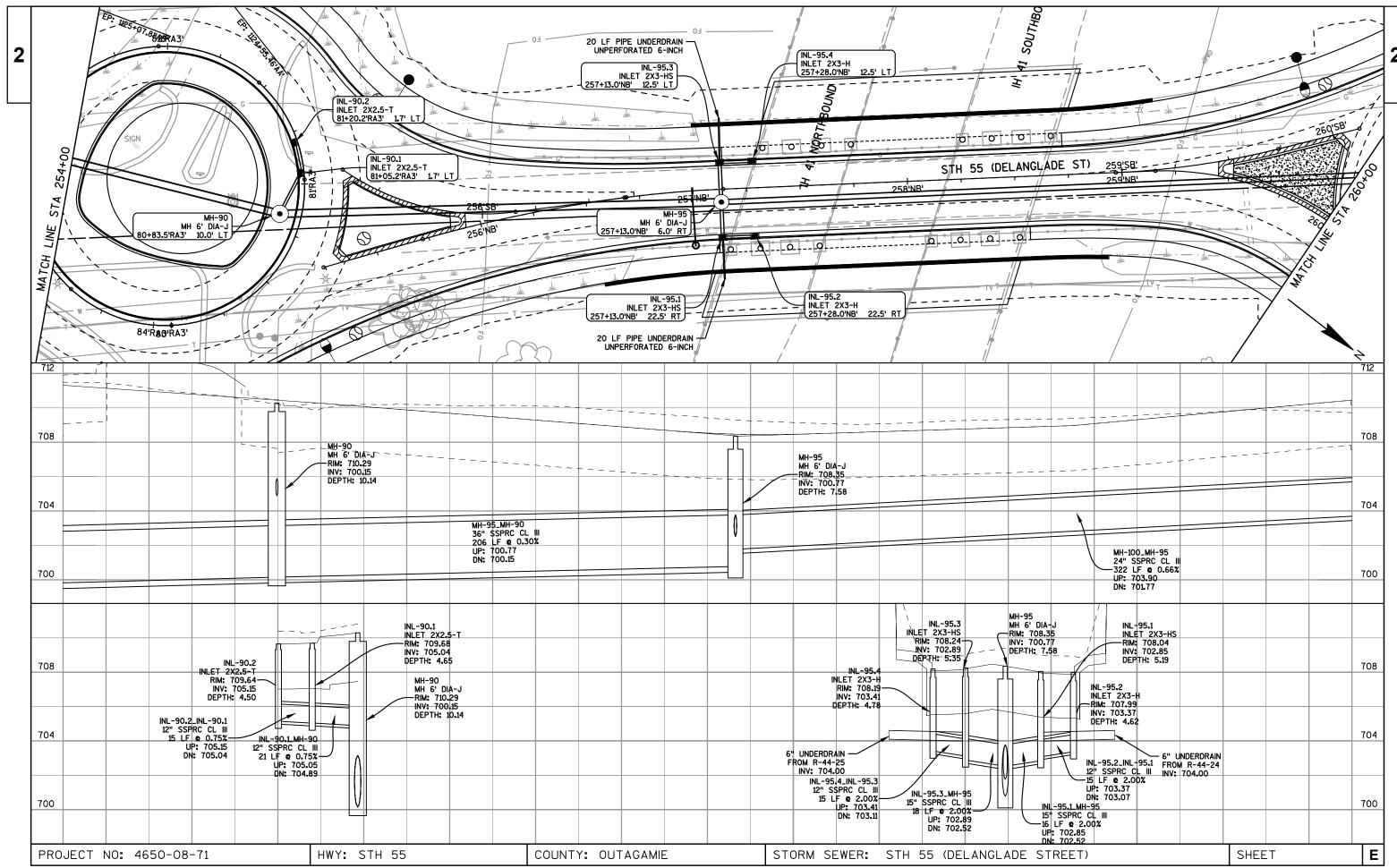


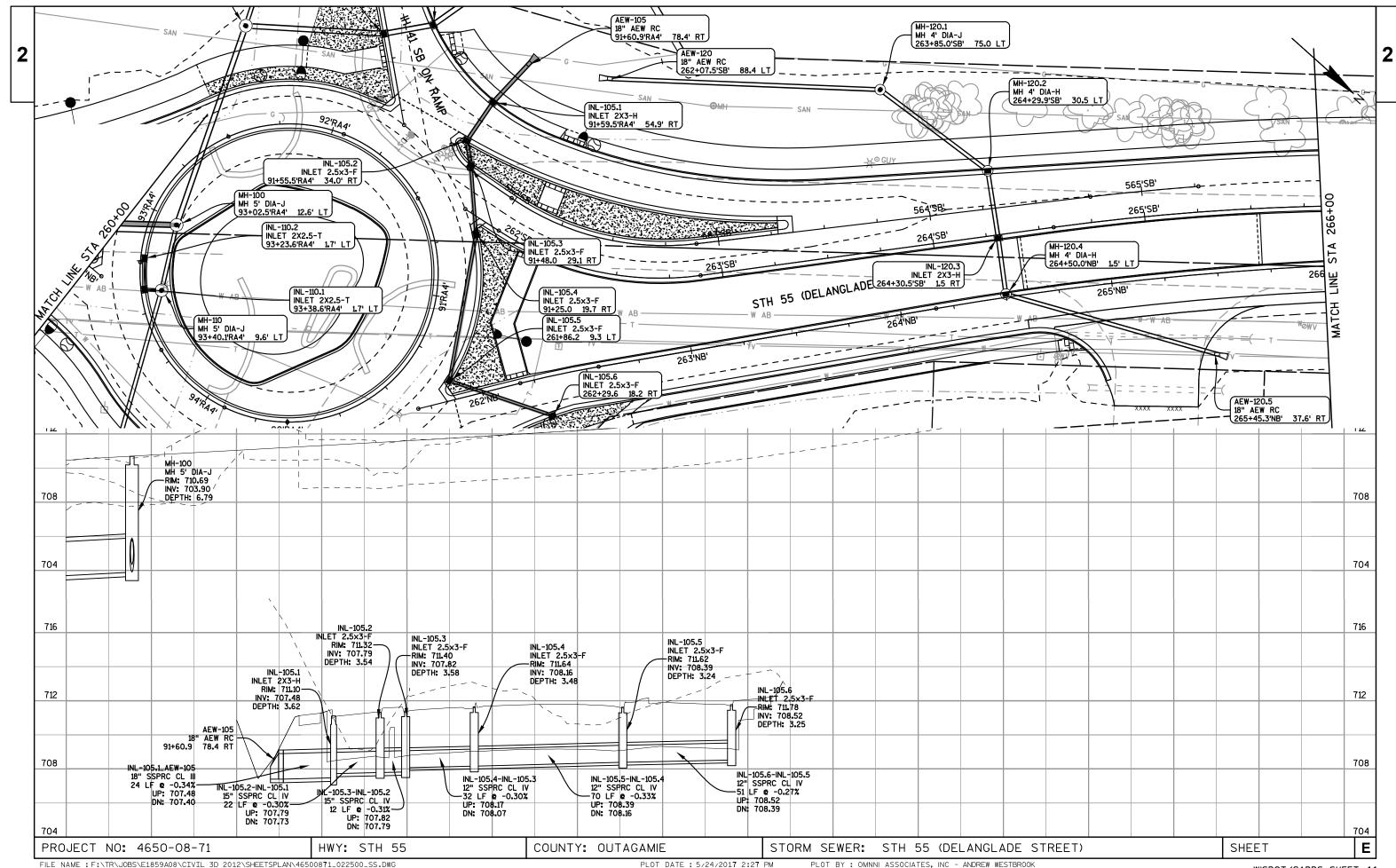


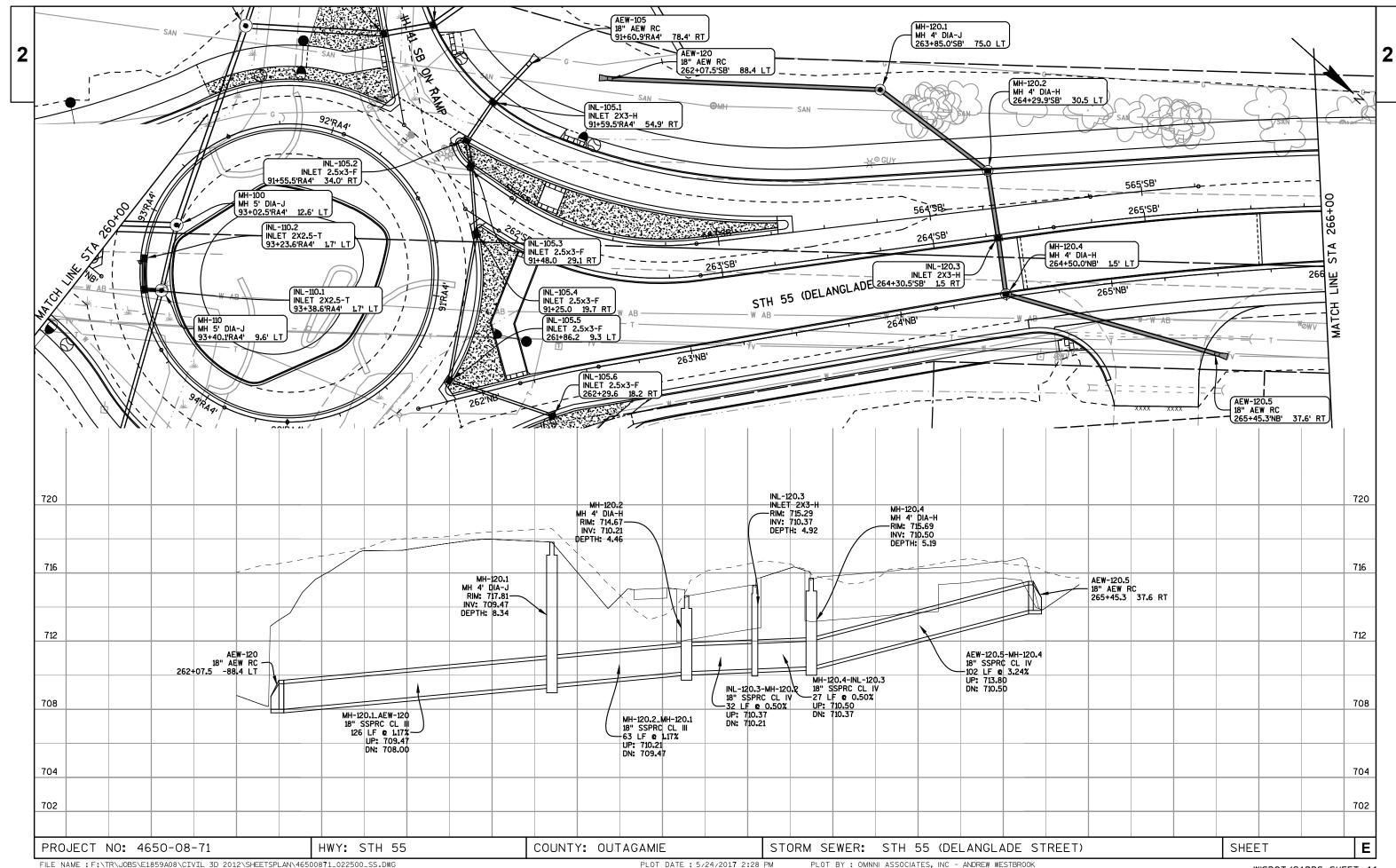


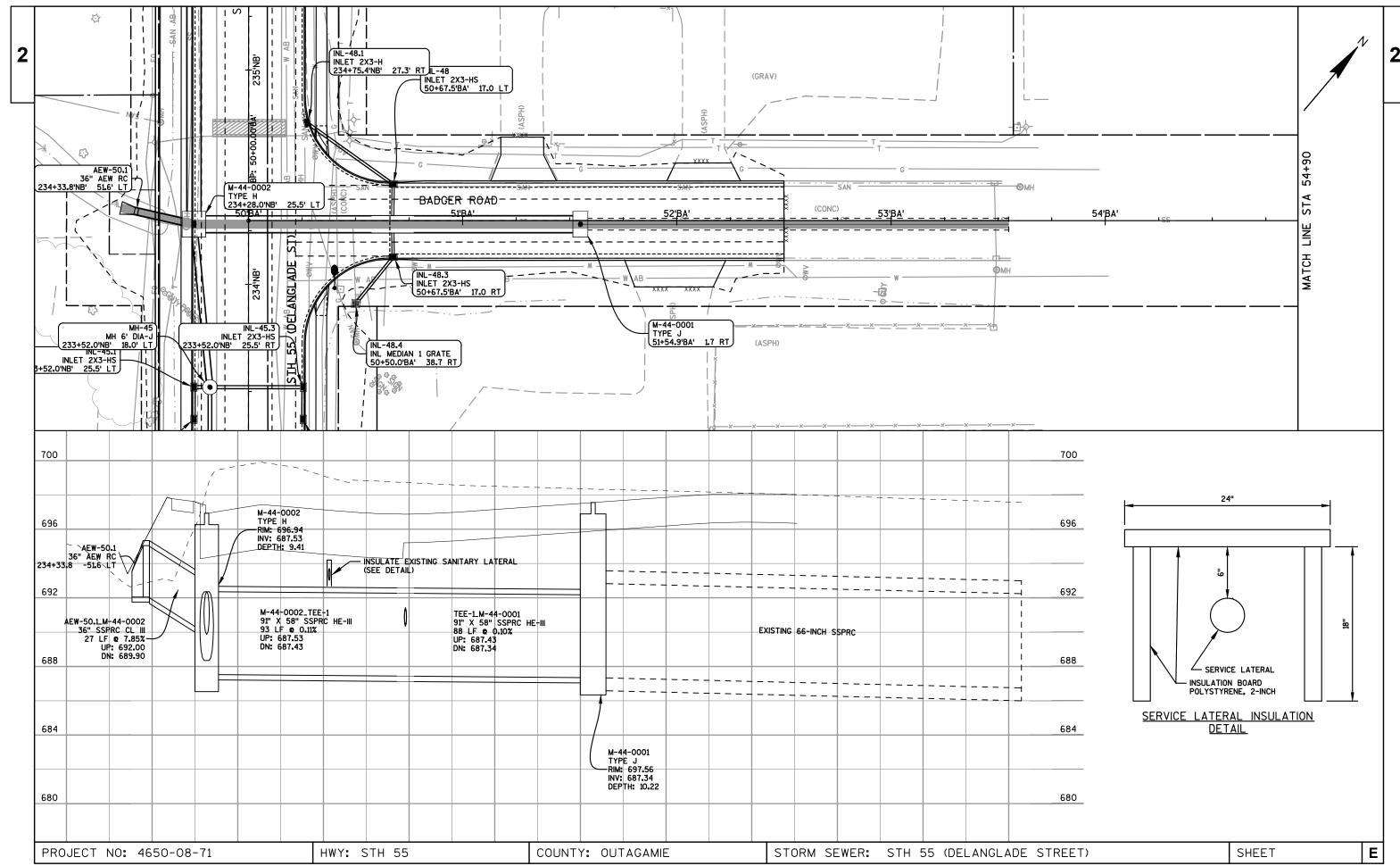


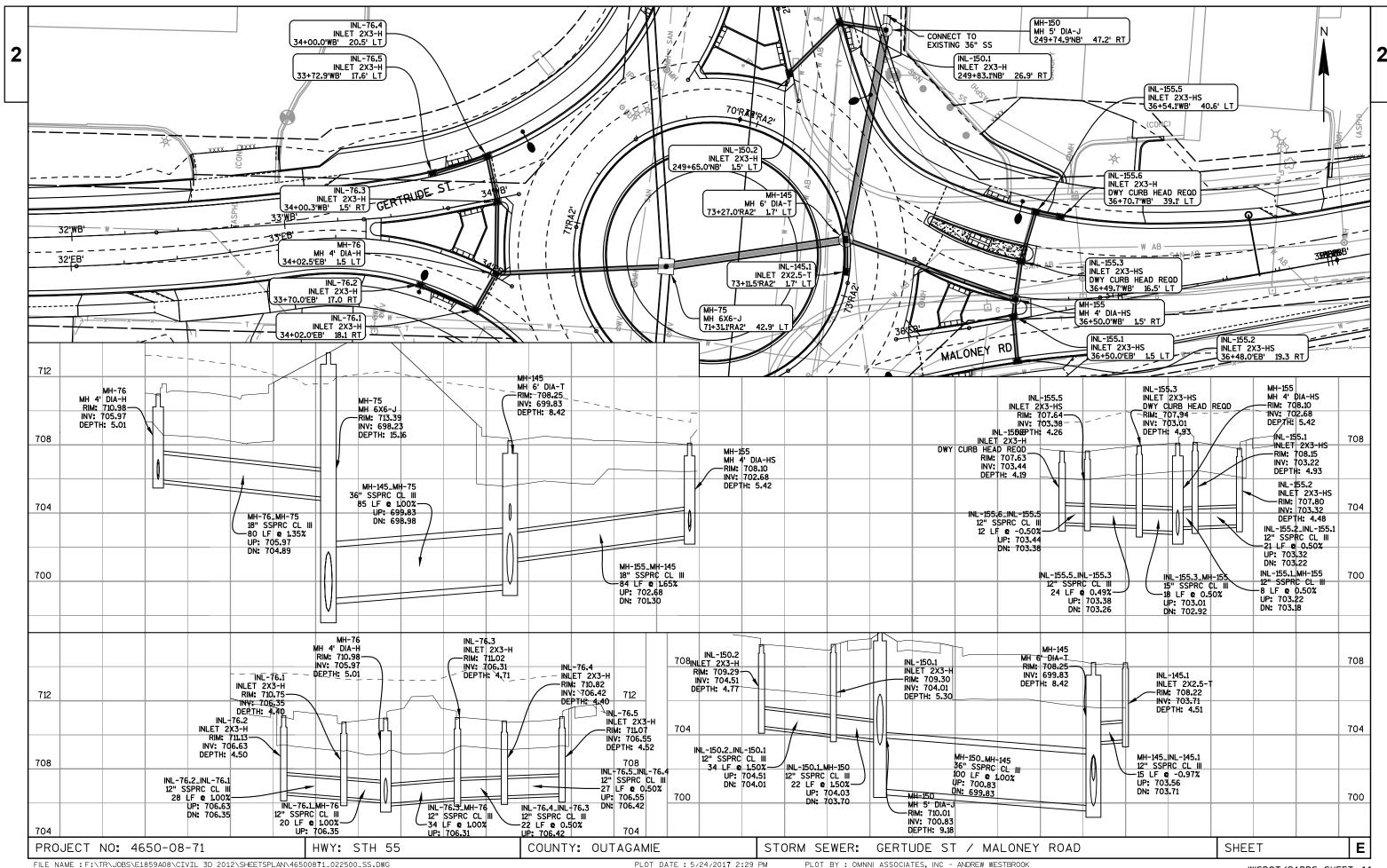


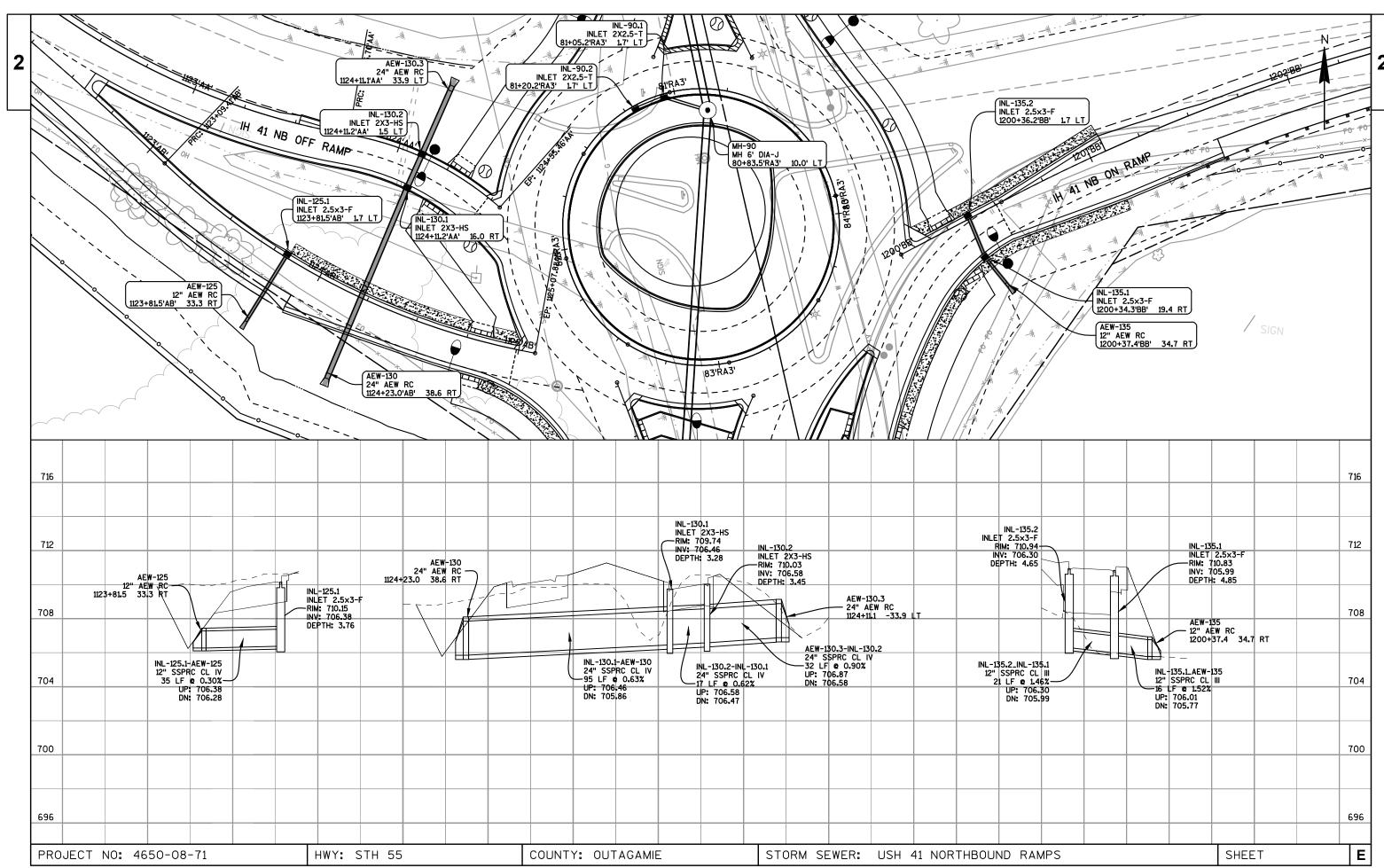


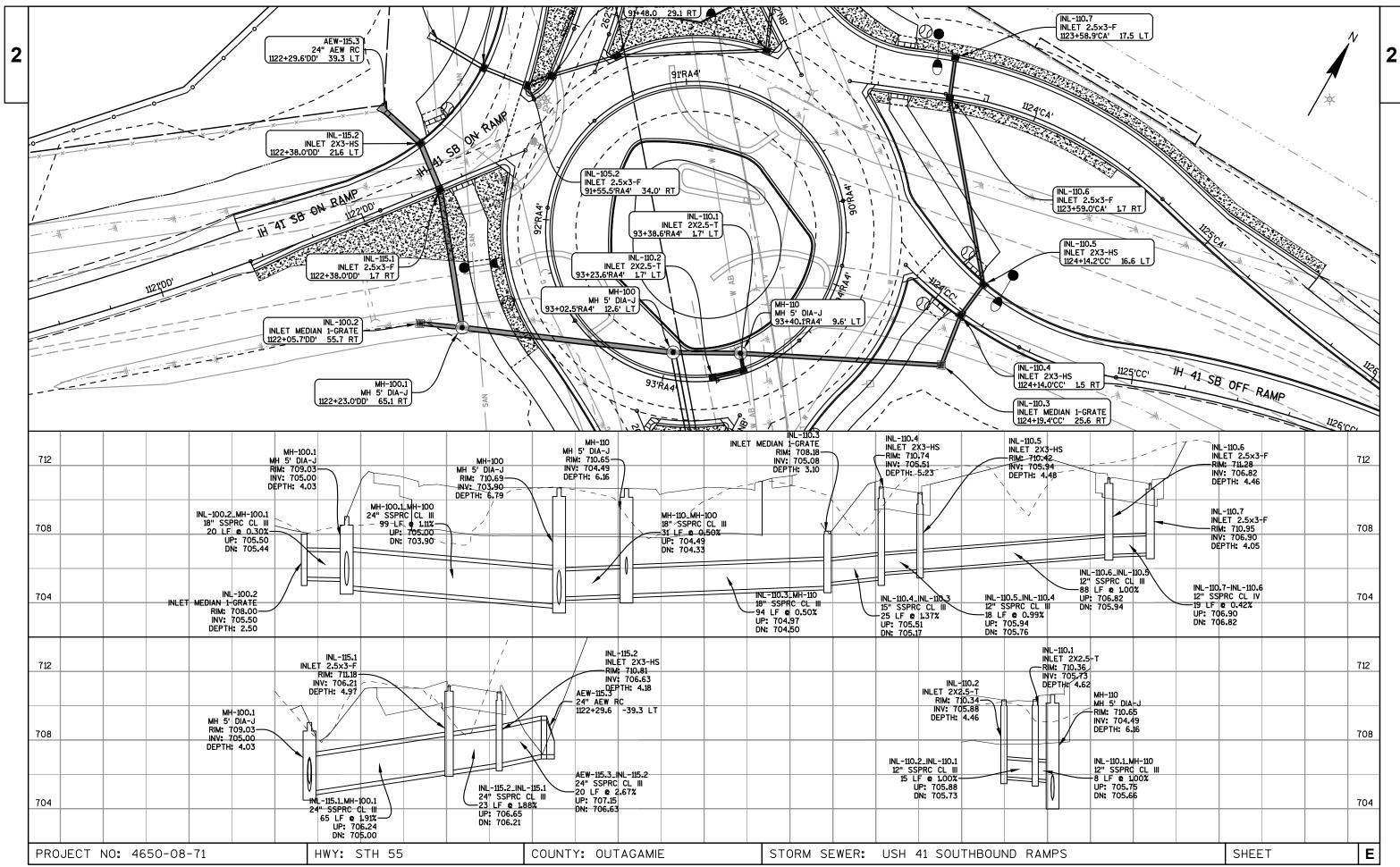


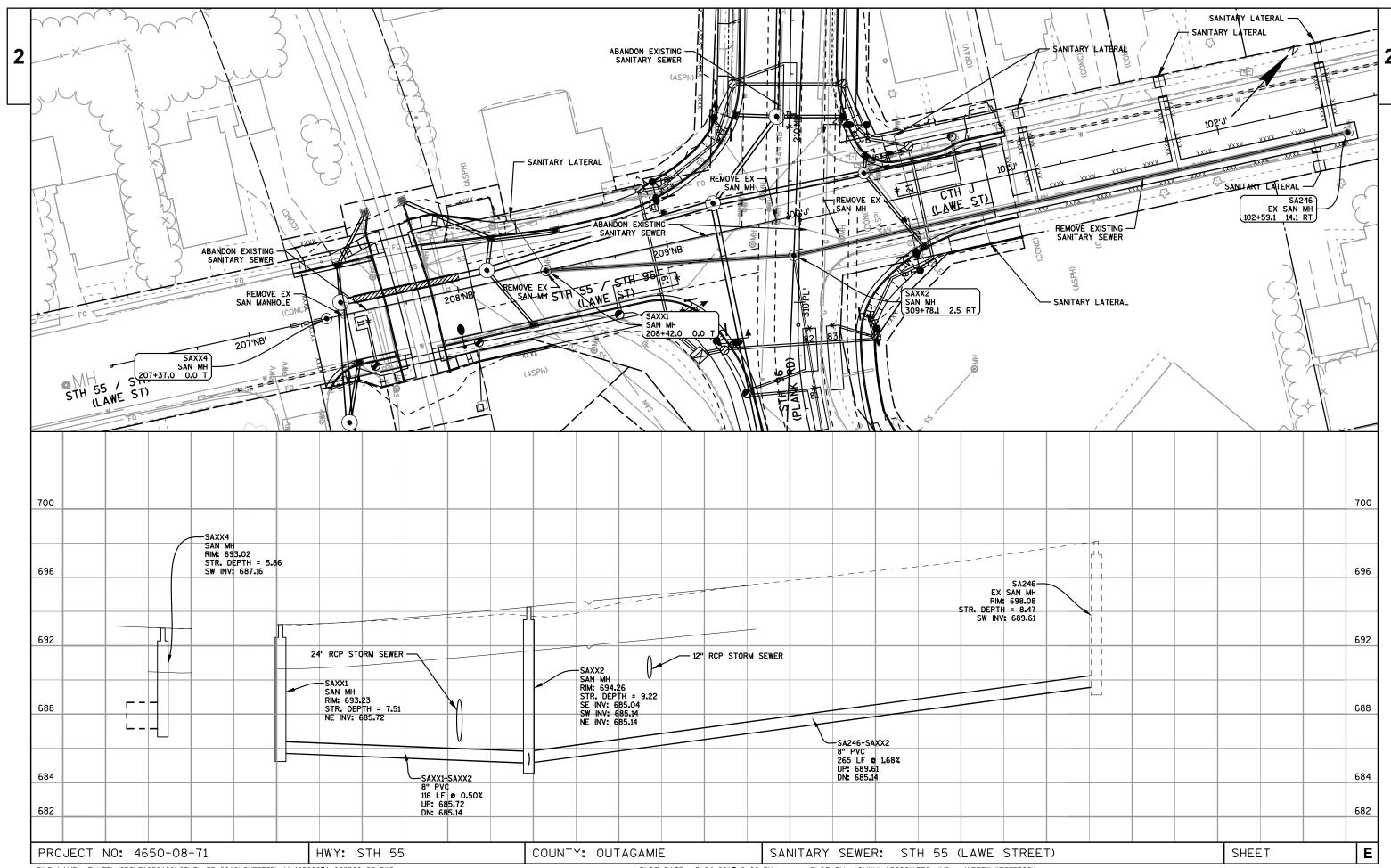


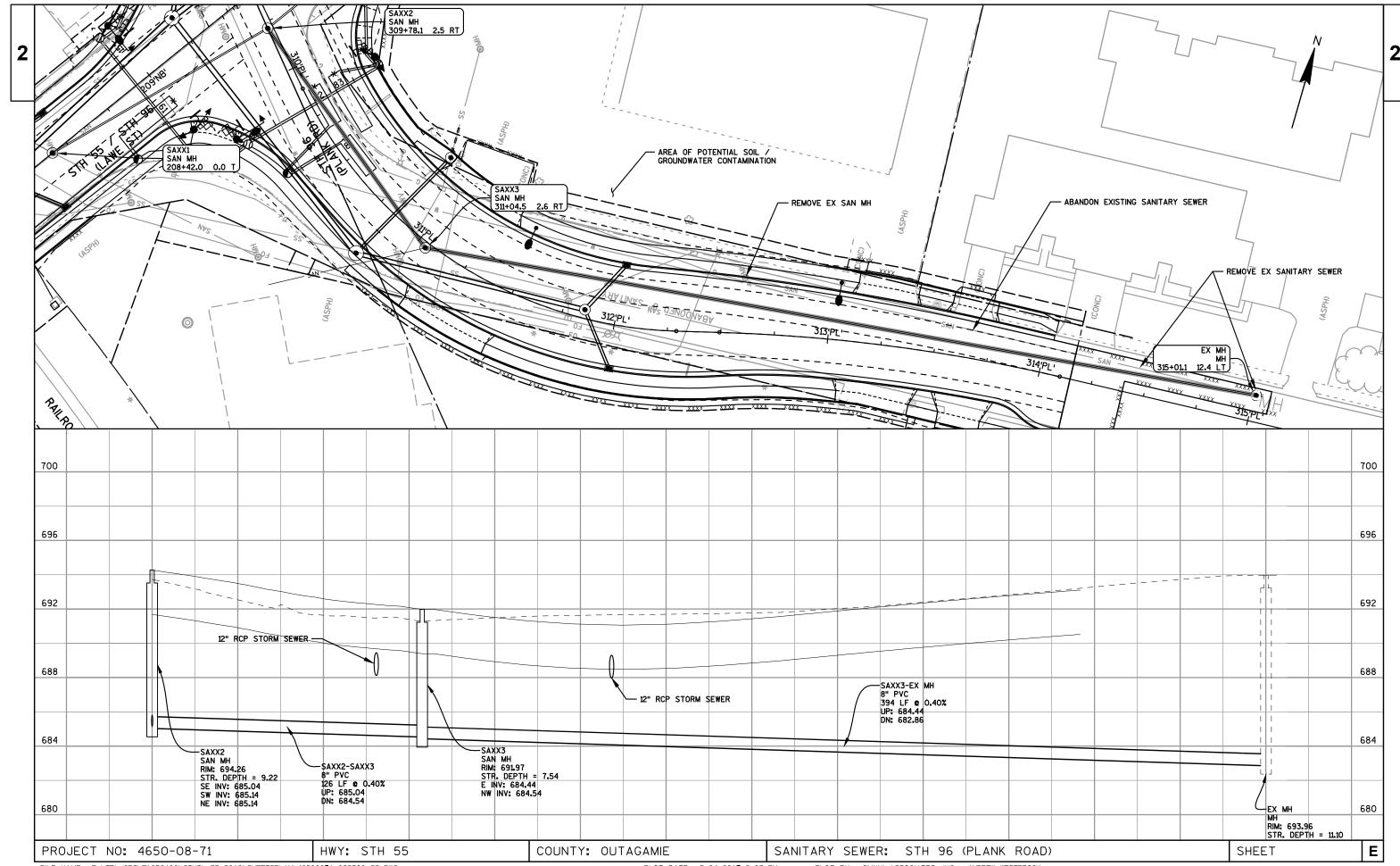


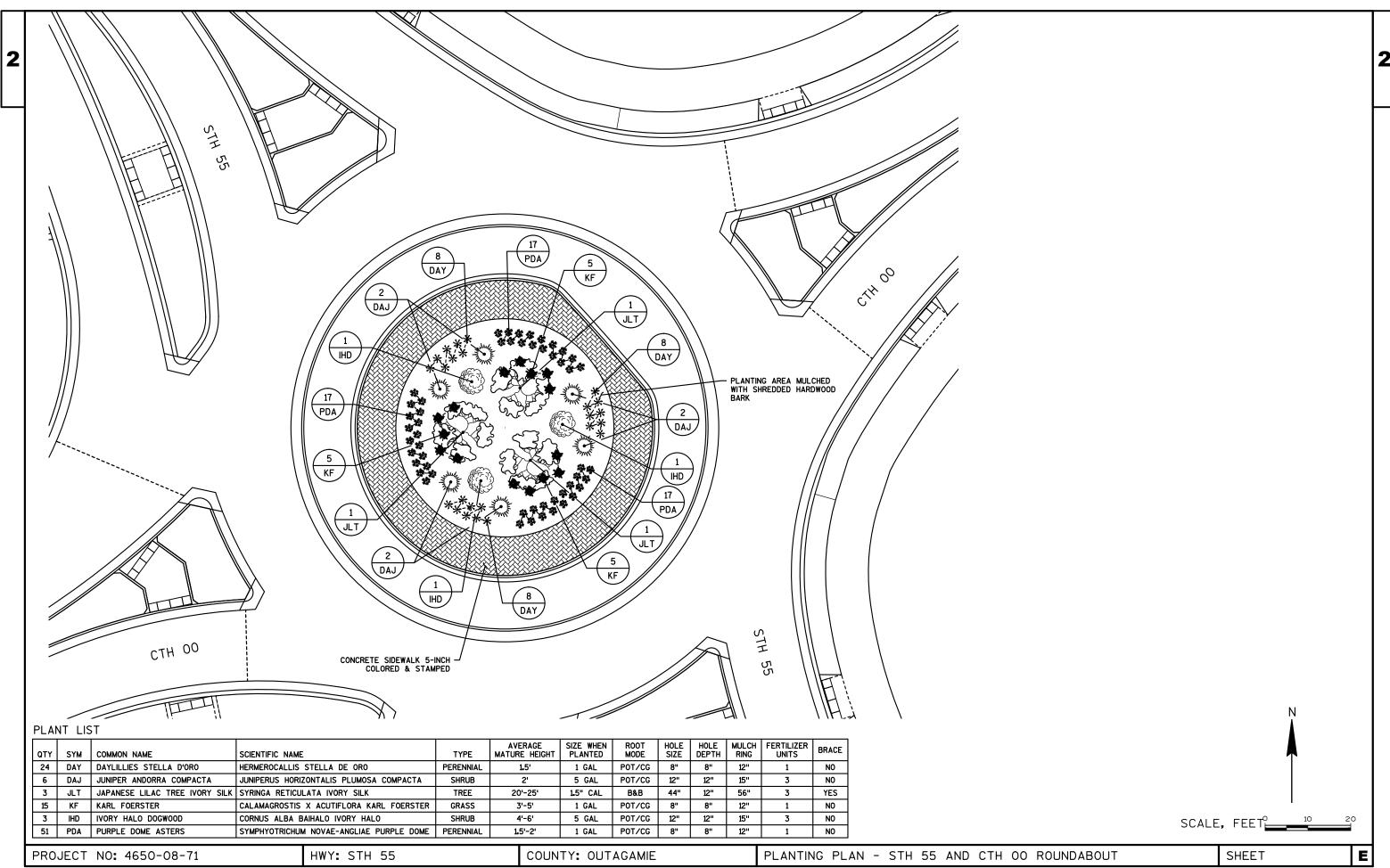


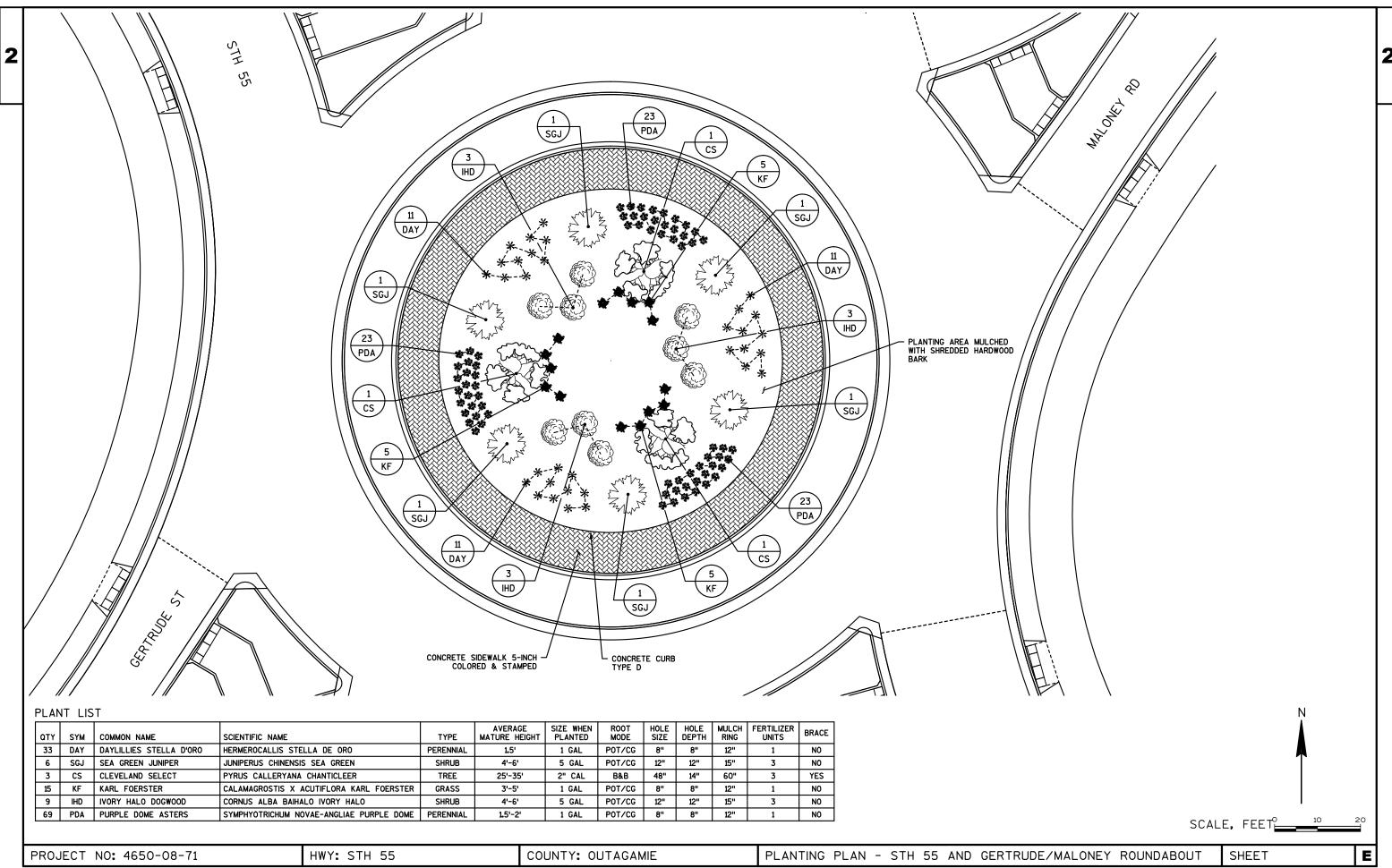


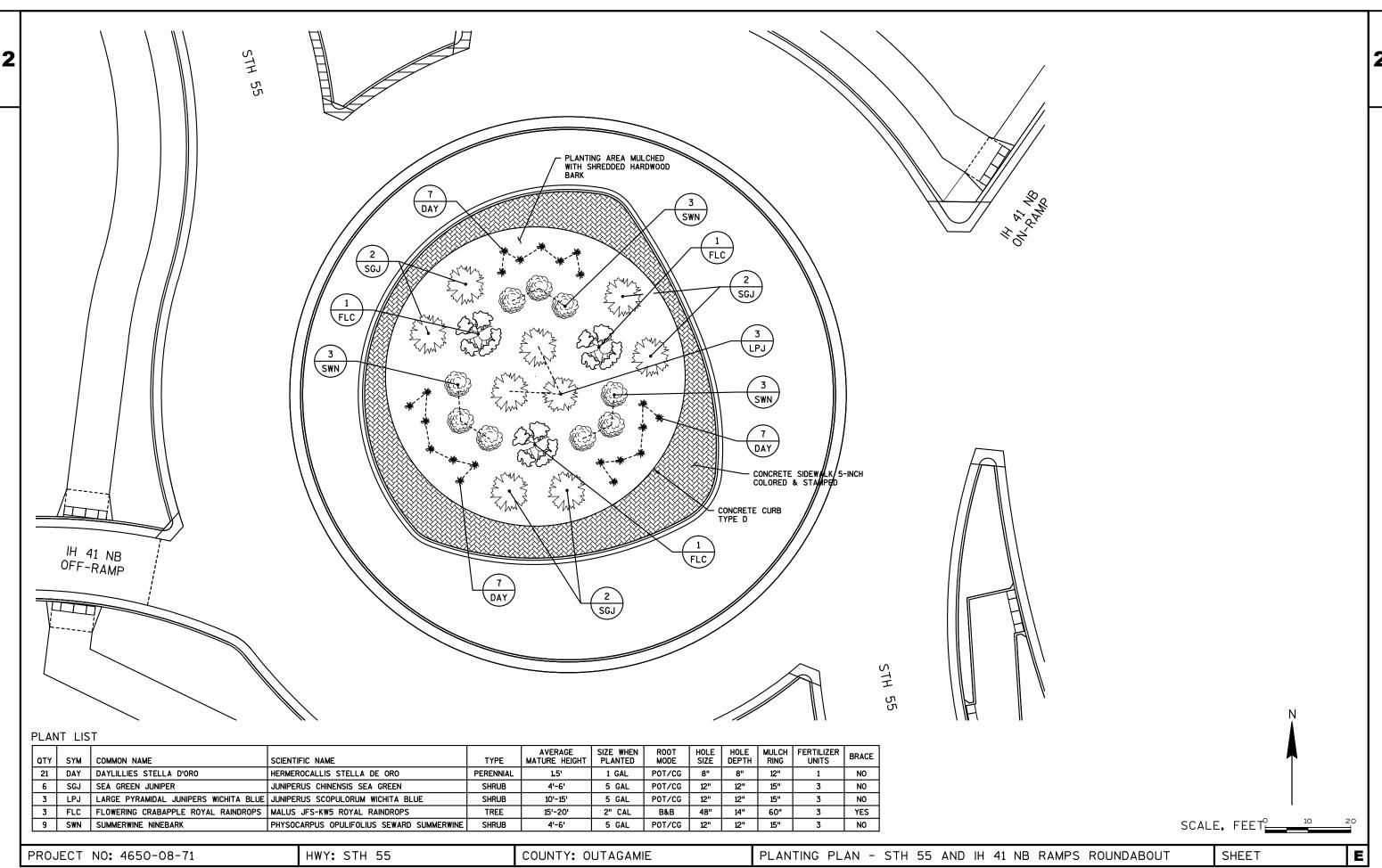


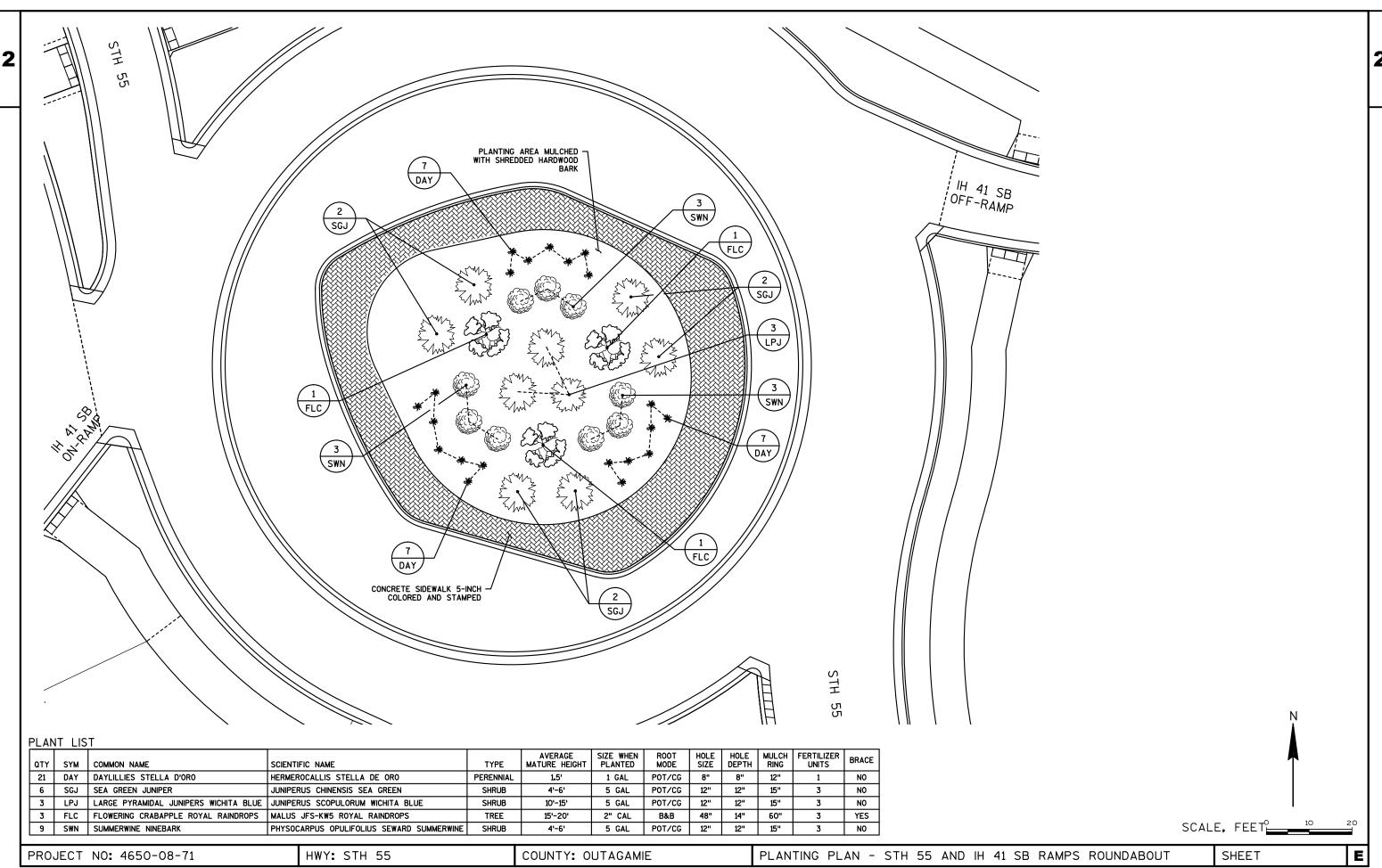


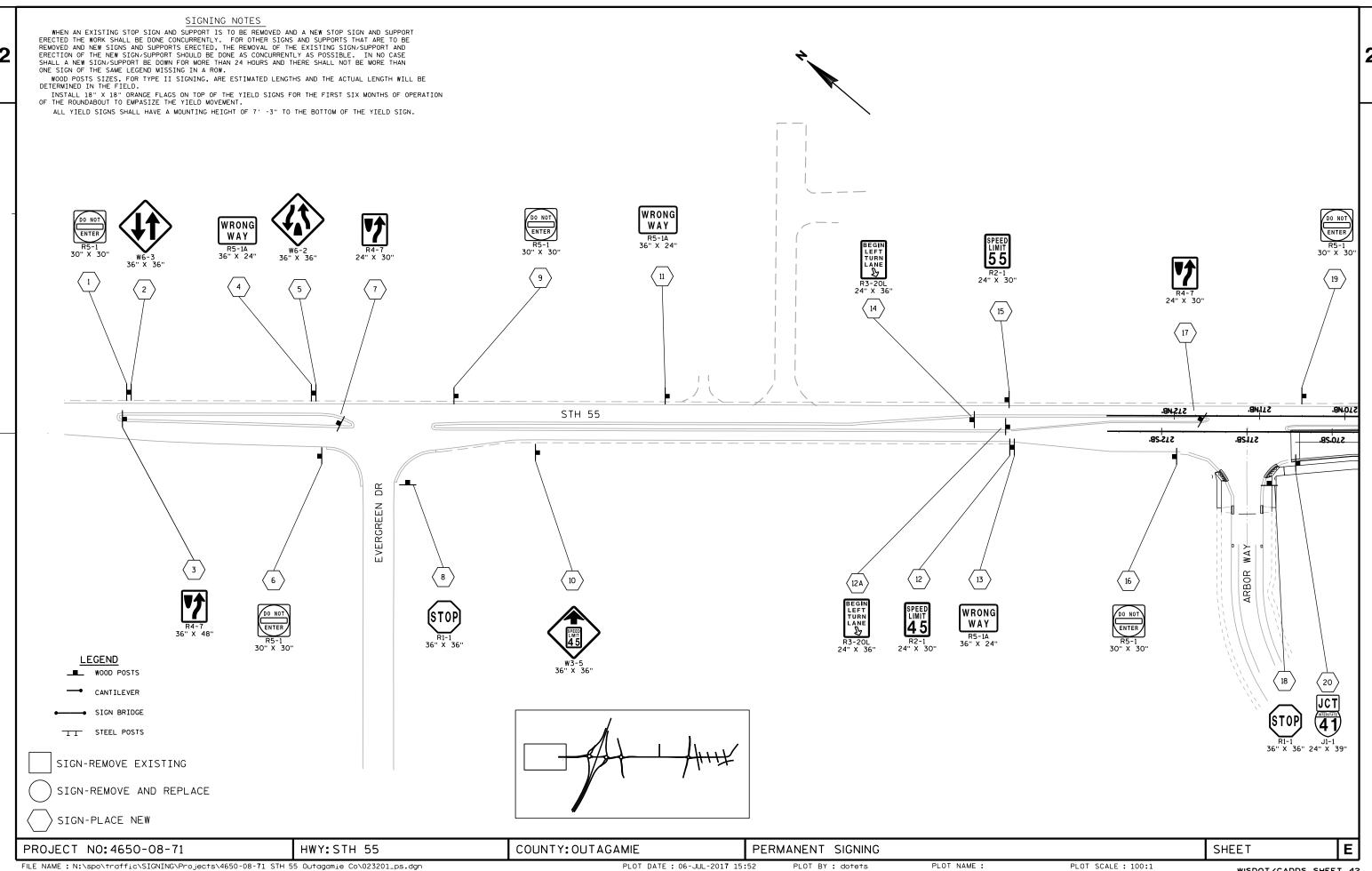


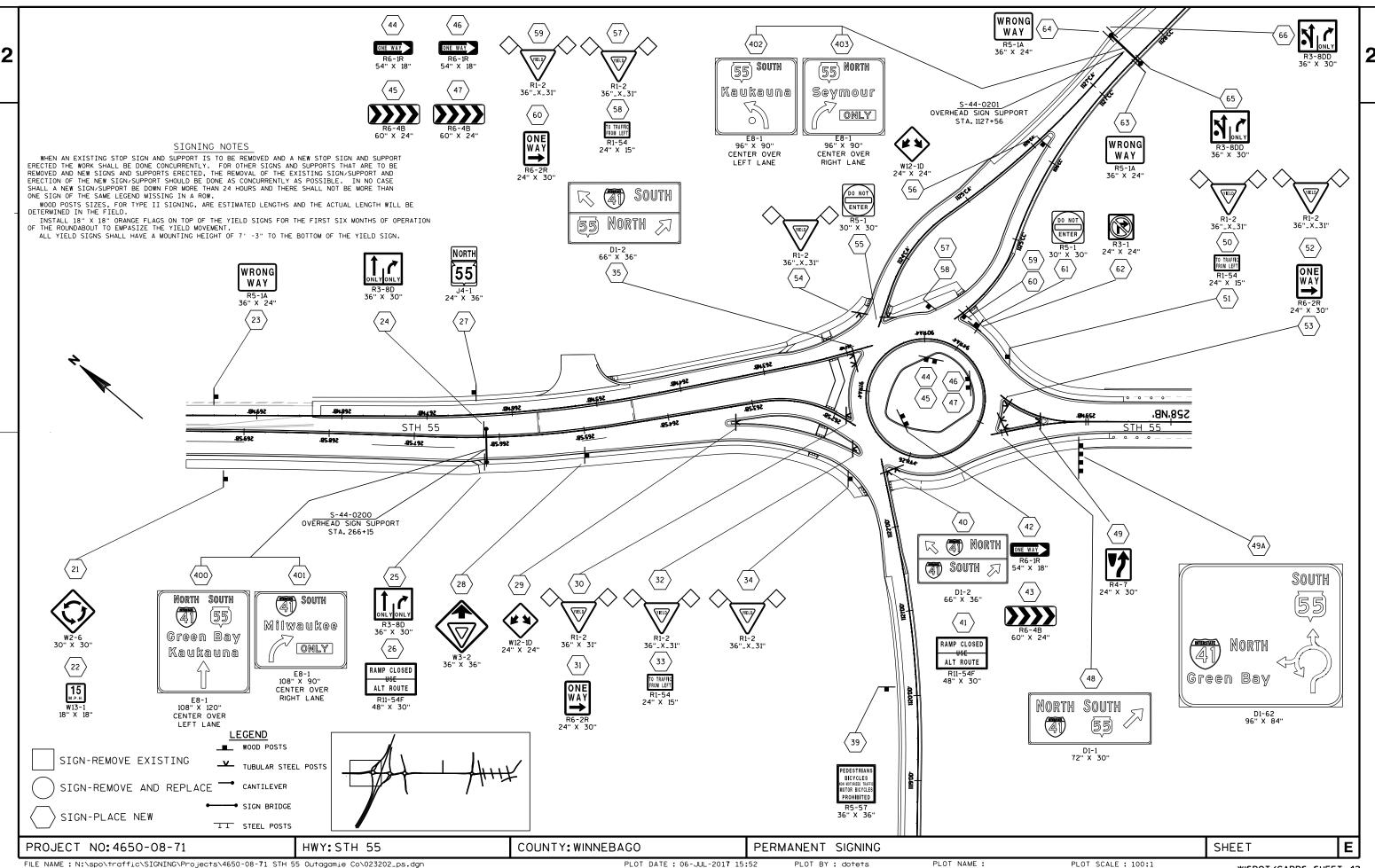












LEGEND

___ WOOD POSTS

- CANTILEVER

→ SIGN BRIDGE

TT STEEL POSTS

SIGN-REMOVE EXISTING

SIGN-REMOVE AND REPLACE

SIGN-PLACE NEW

SIGNING NOTES

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

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

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

2 PERMANENT SIGNING SHEET Ε

FILE NAME: N:\spo\traffic\SIGNING\Projects\4650-08-71 STH 55 Outagamie Co\023203_ps.dgn

PROJECT NO: 4650-08-71

PLOT DATE: 06-JUL-2017 15:52

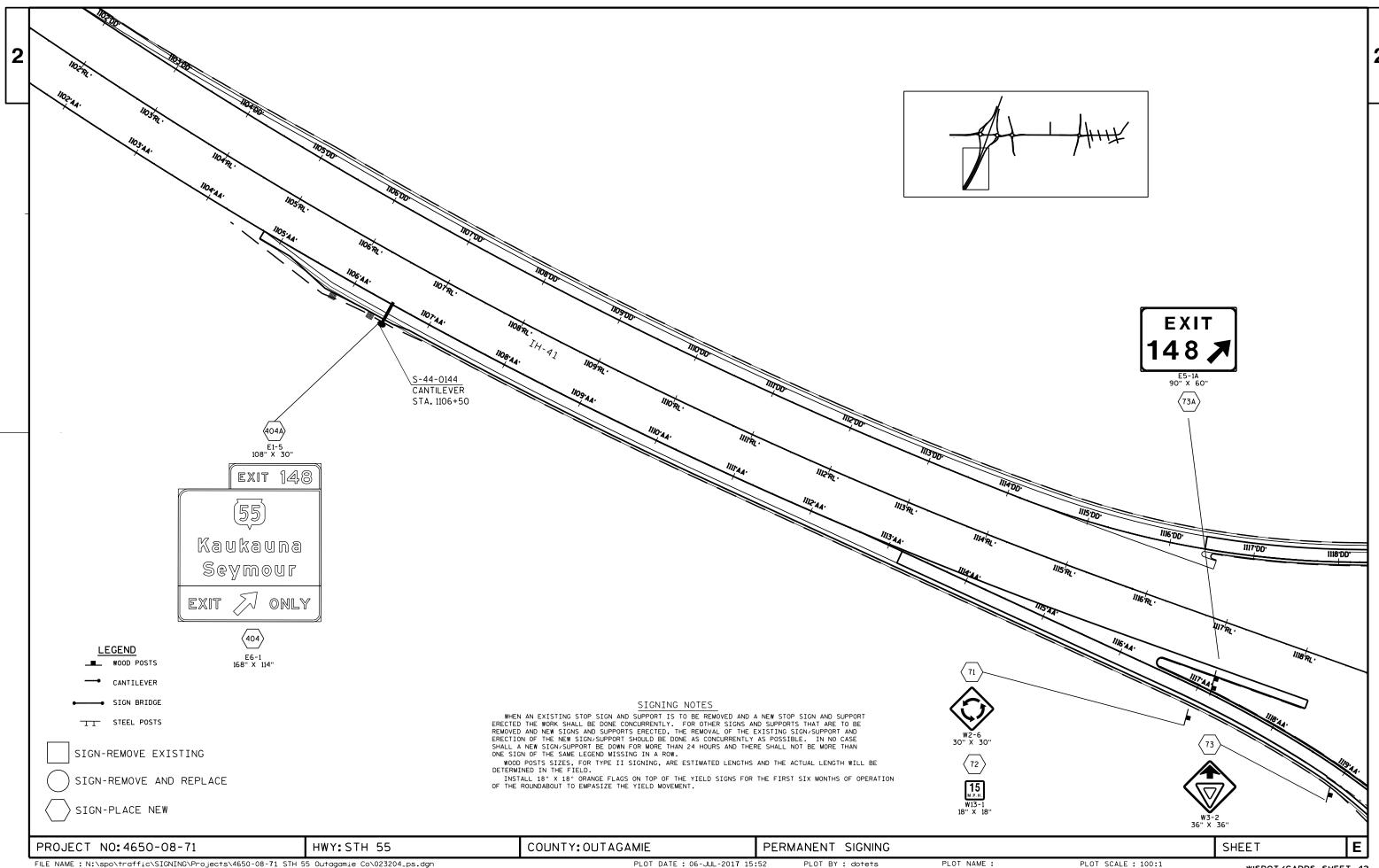
COUNTY: OUTAGAMIE

PLOT BY : dotets

PLOT NAME :

PLOT SCALE : 100:1 WISDOT/CADDS SHEET 42

HWY:STH 55



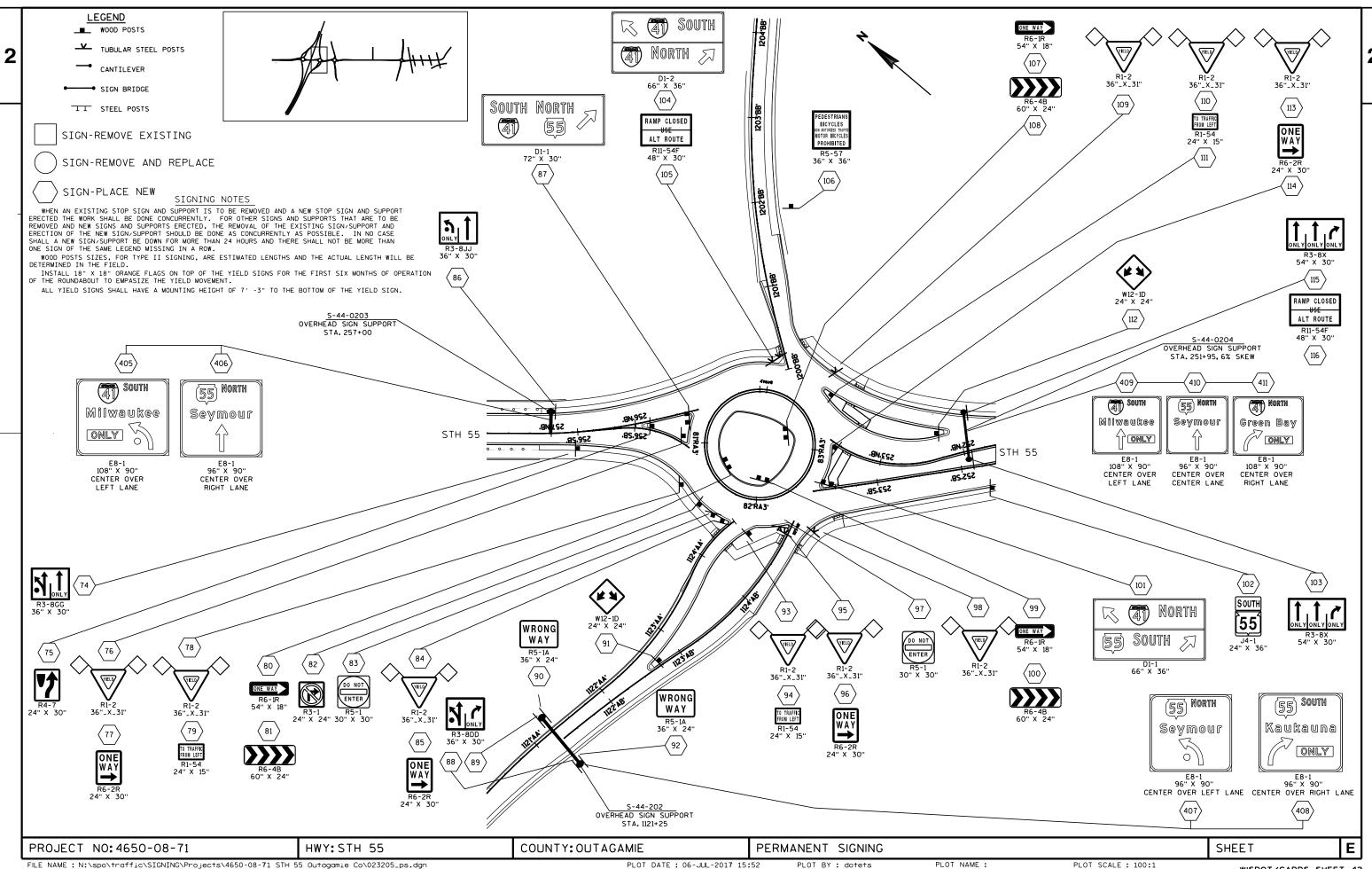
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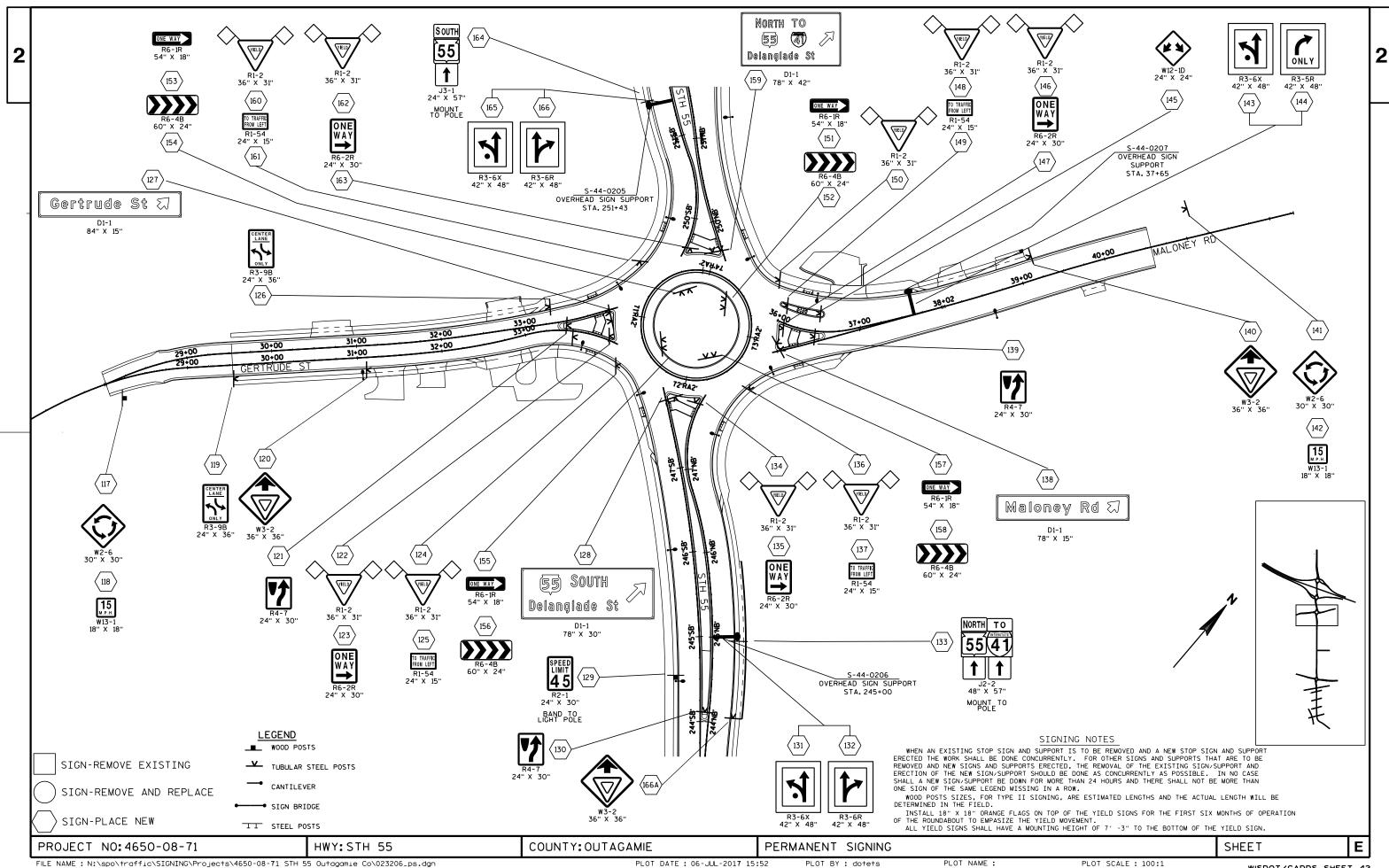
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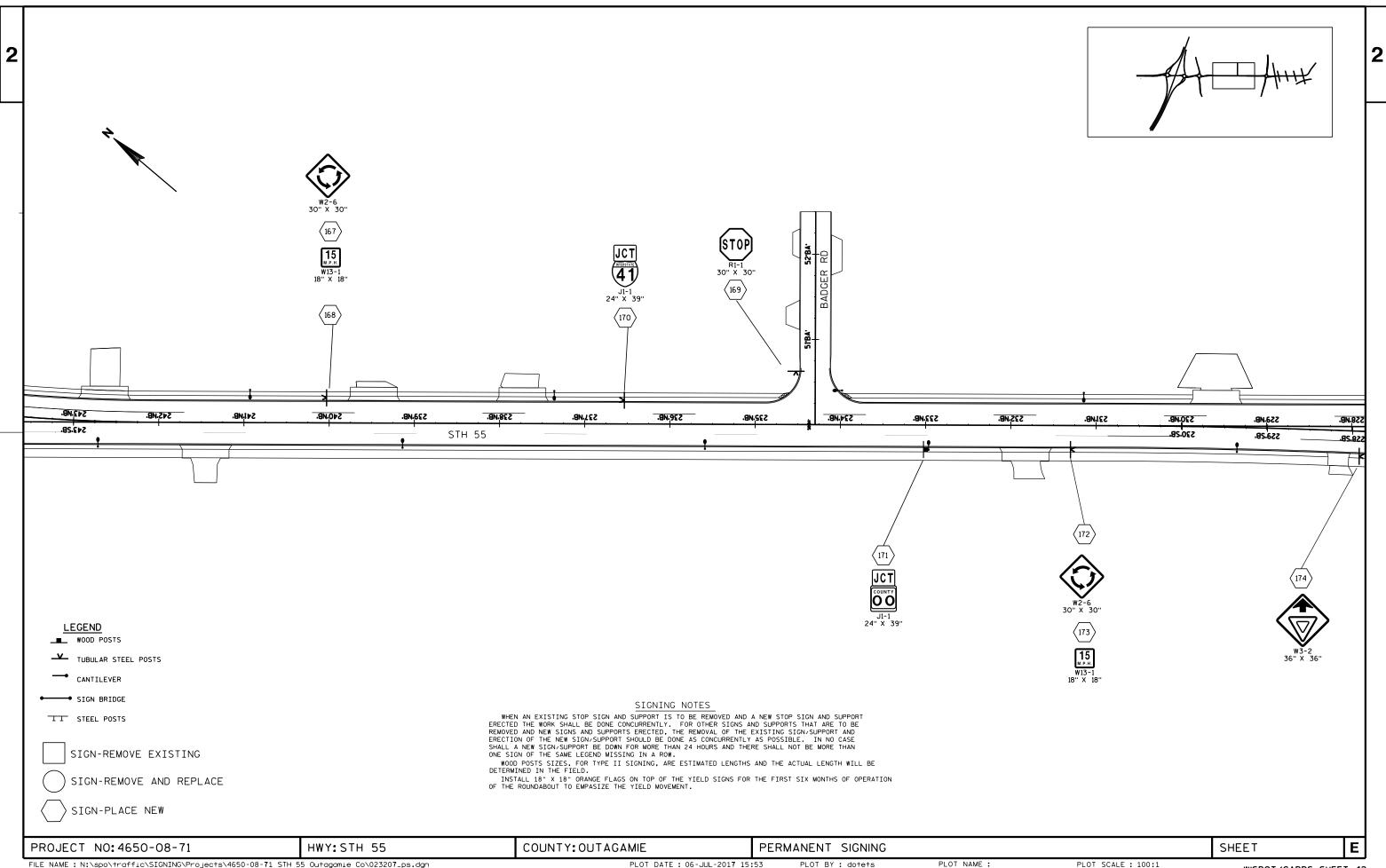
PLOT NAME :

PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42





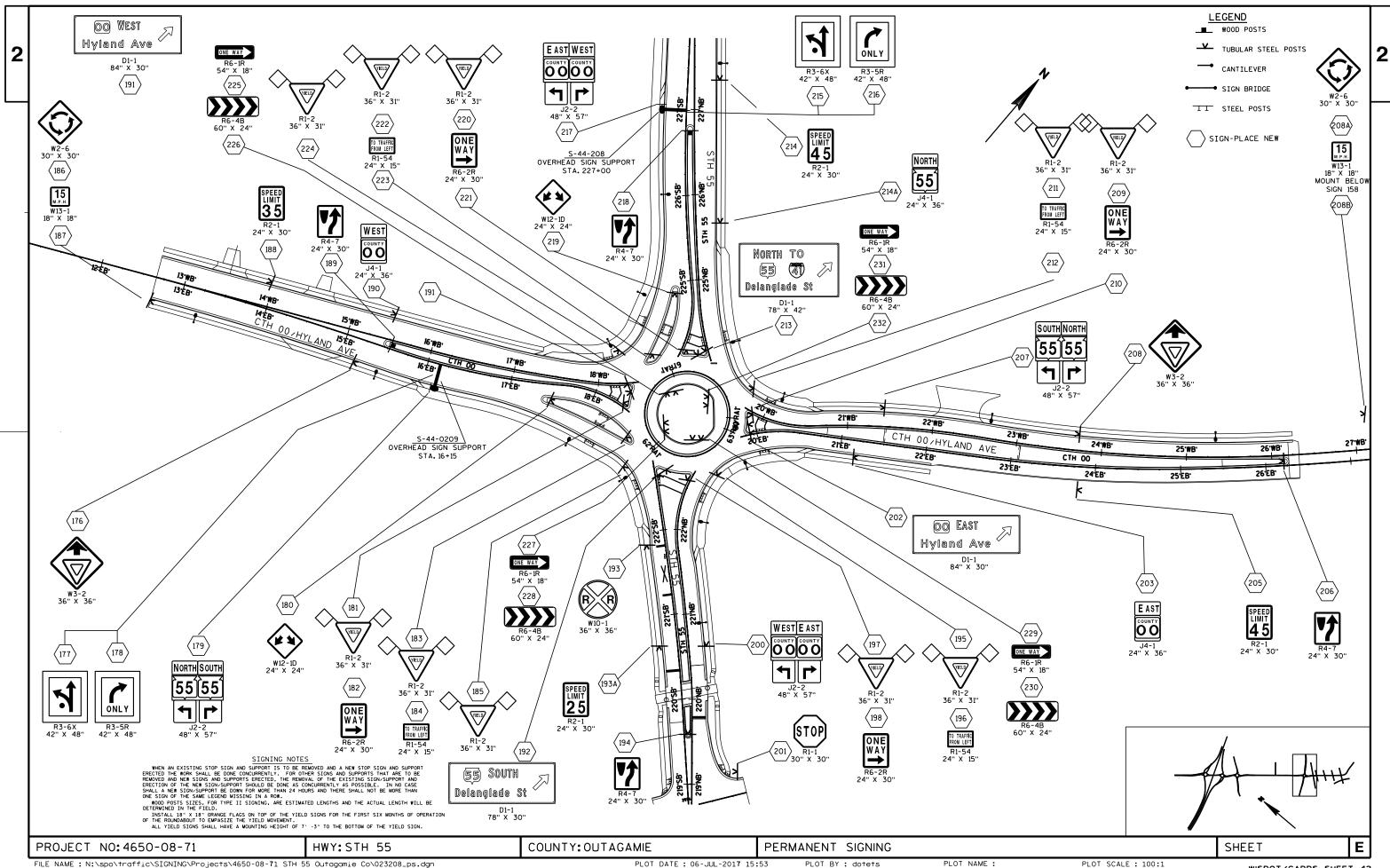


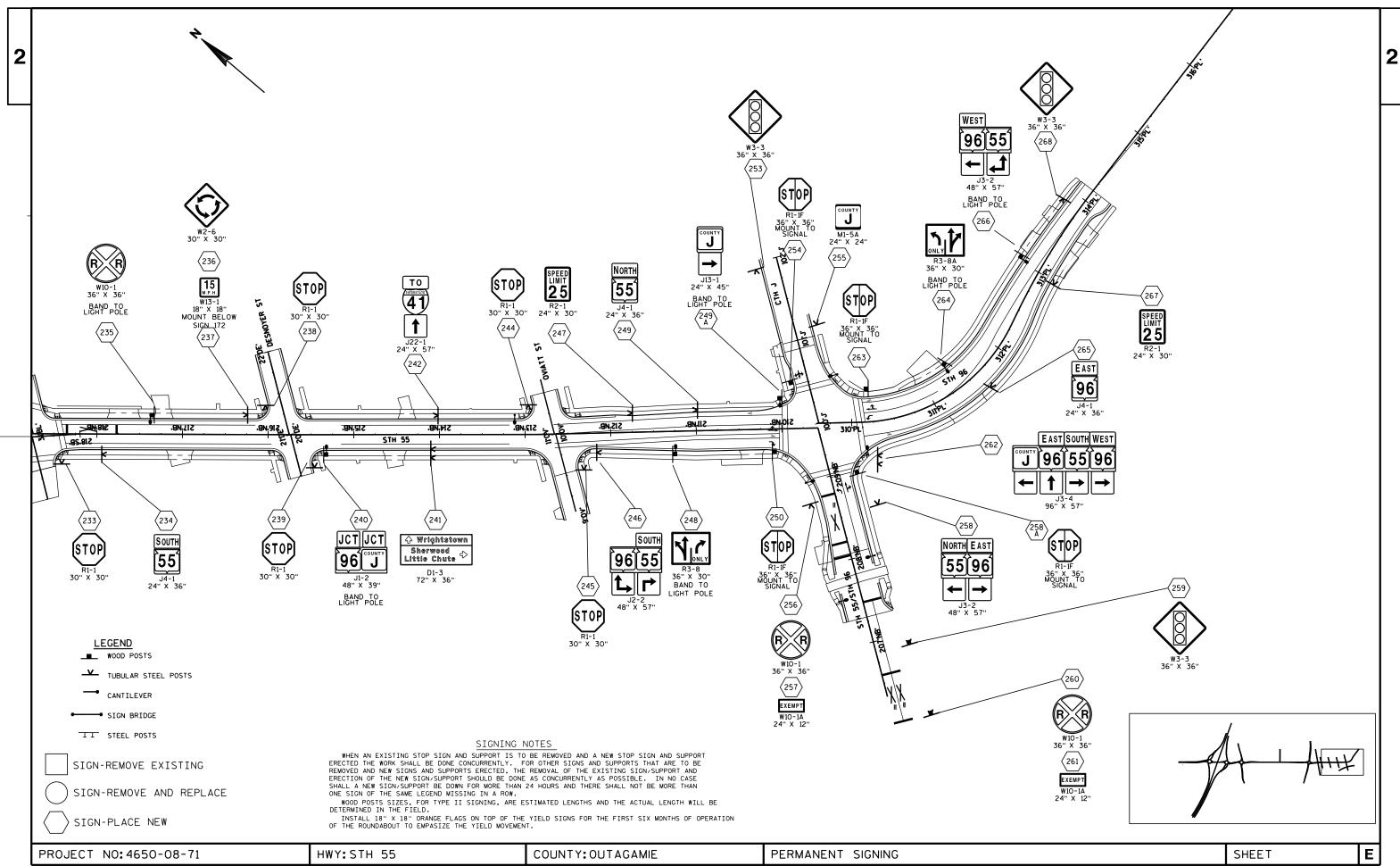
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PLOT BY : dotets

PLOT SCALE : 100:1



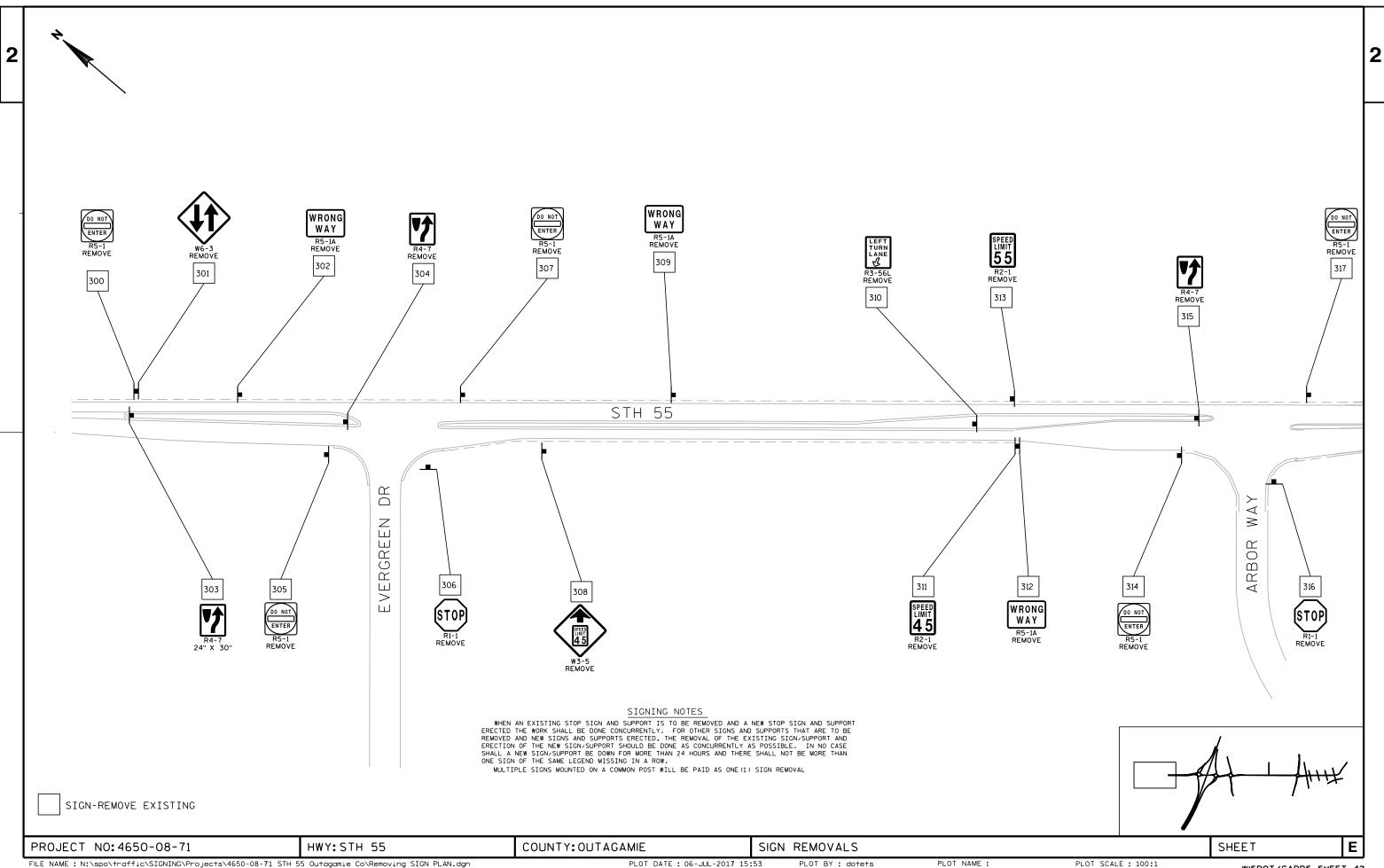


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PLOT NAME :

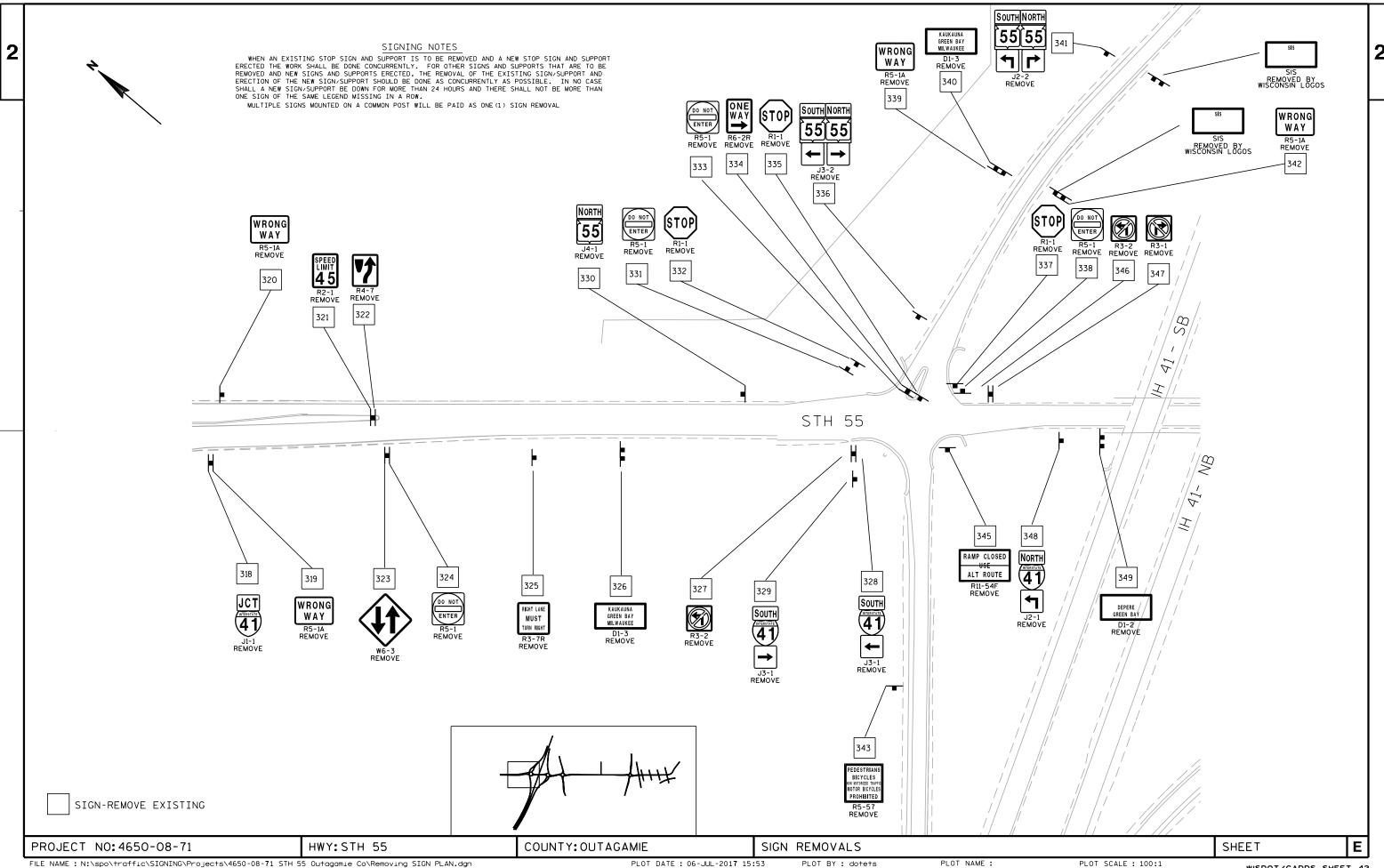
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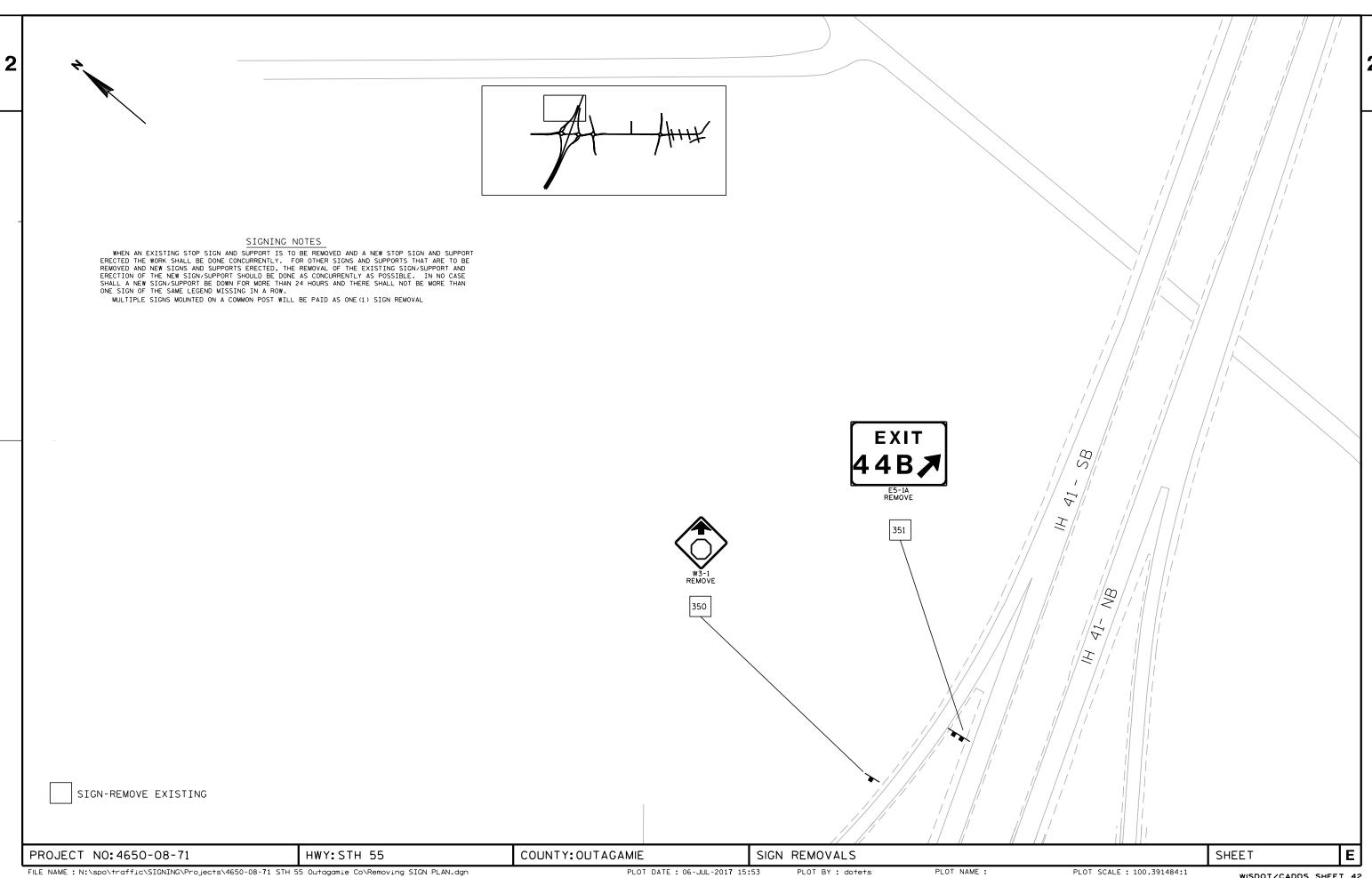


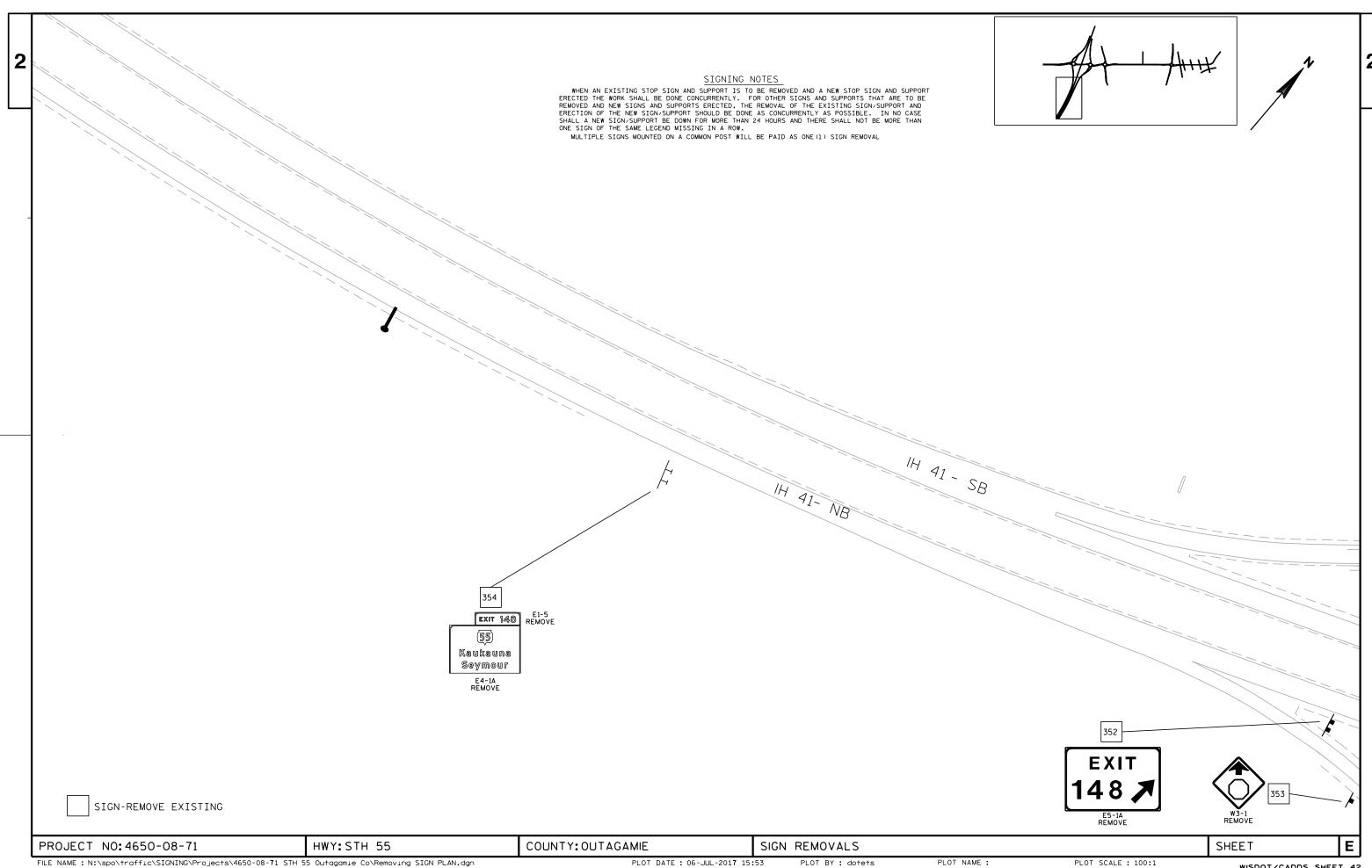
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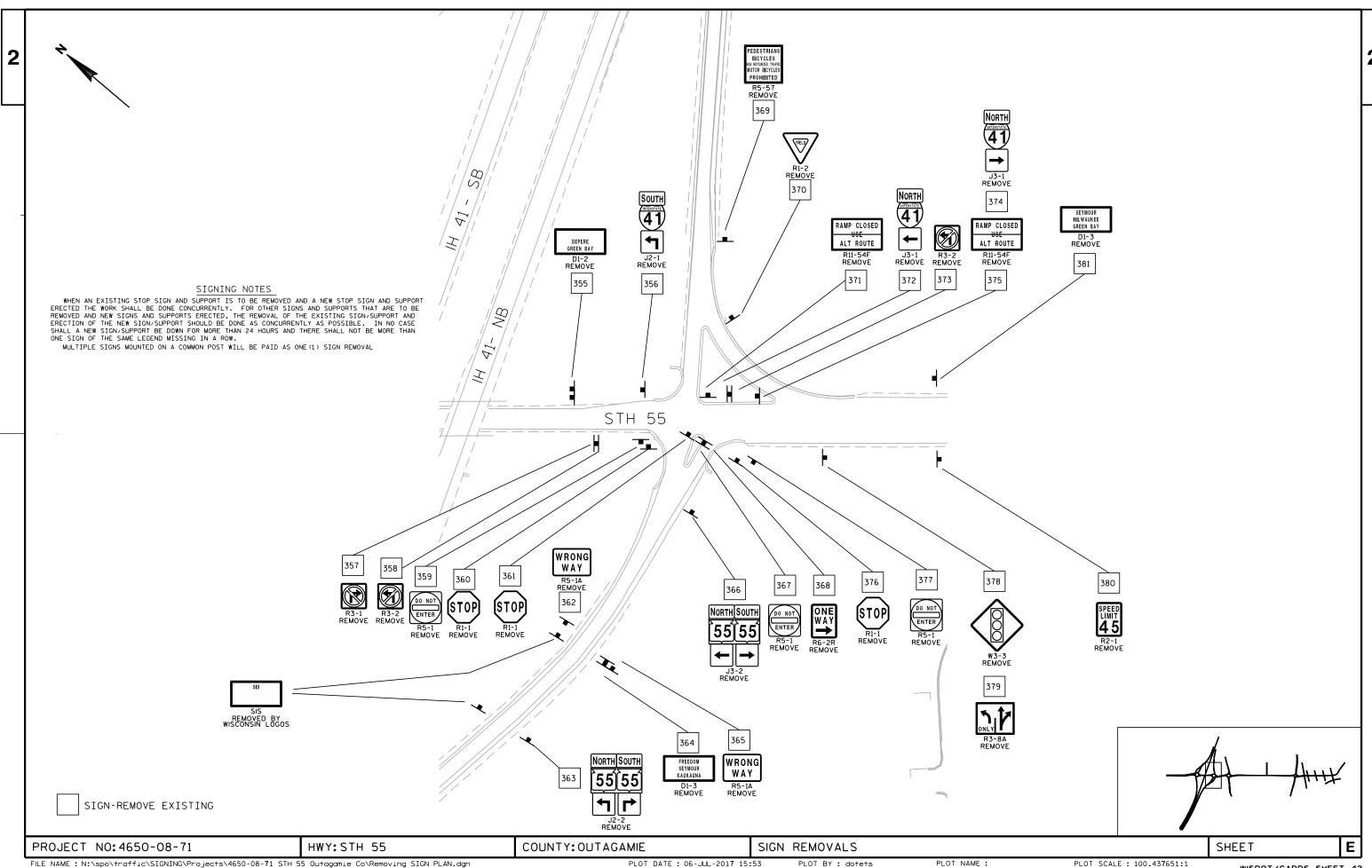
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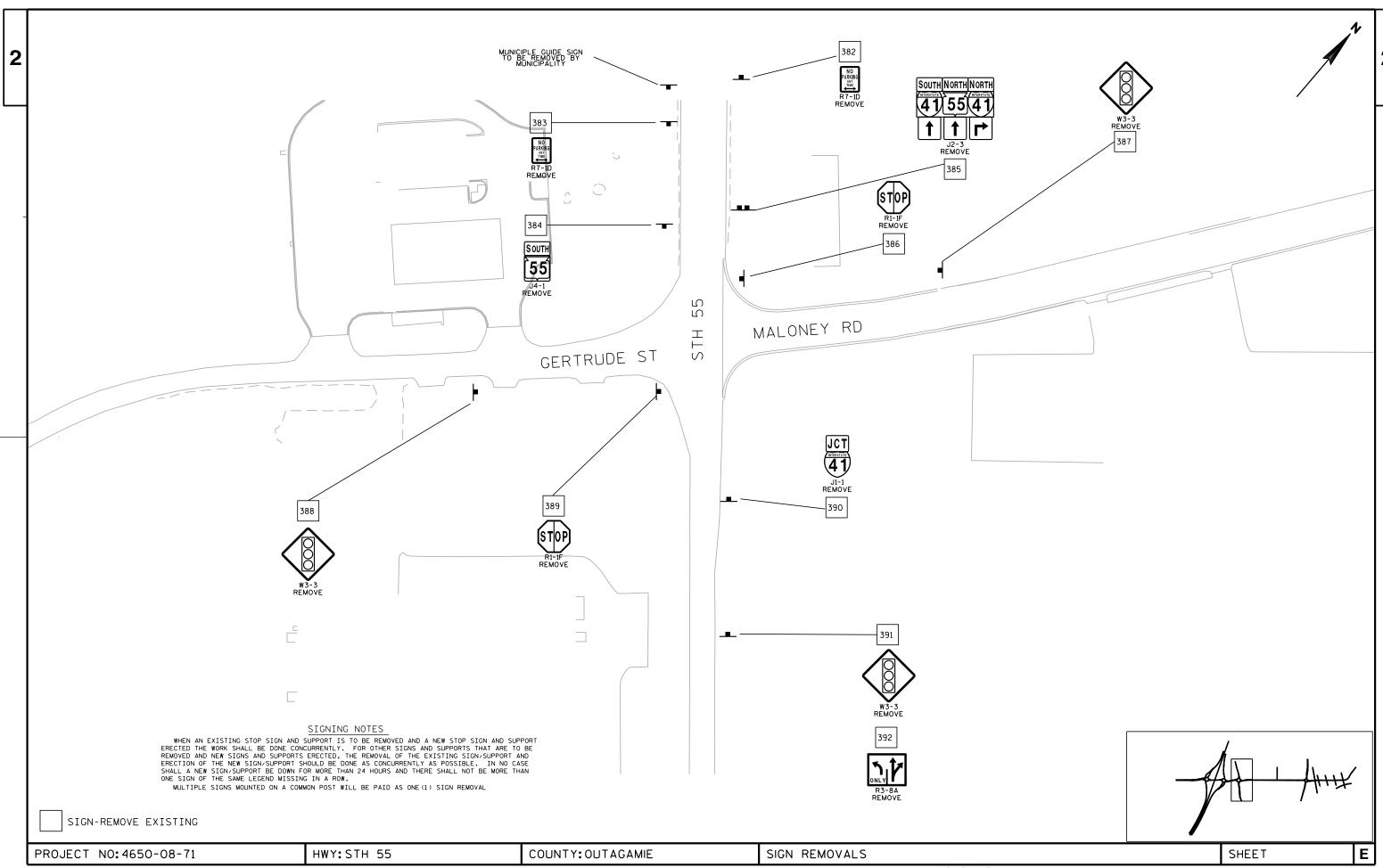




PLOT DATE: 06-JUL-2017 15:53

PLOT NAME :

PLOT SCALE: 100.437651:1



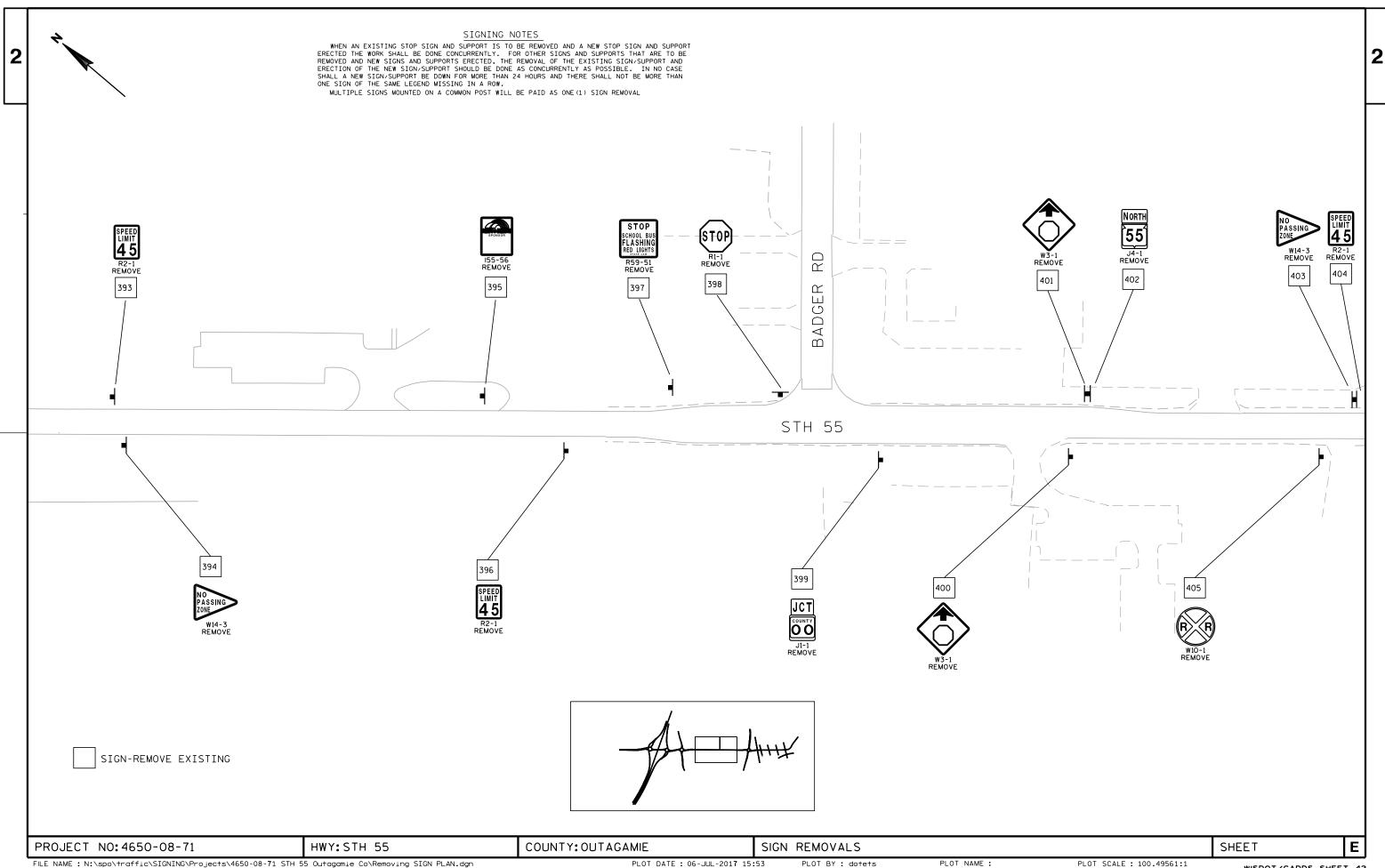
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PLOT DATE: 06-JUL-2017 15:53

PLOT BY : dotets

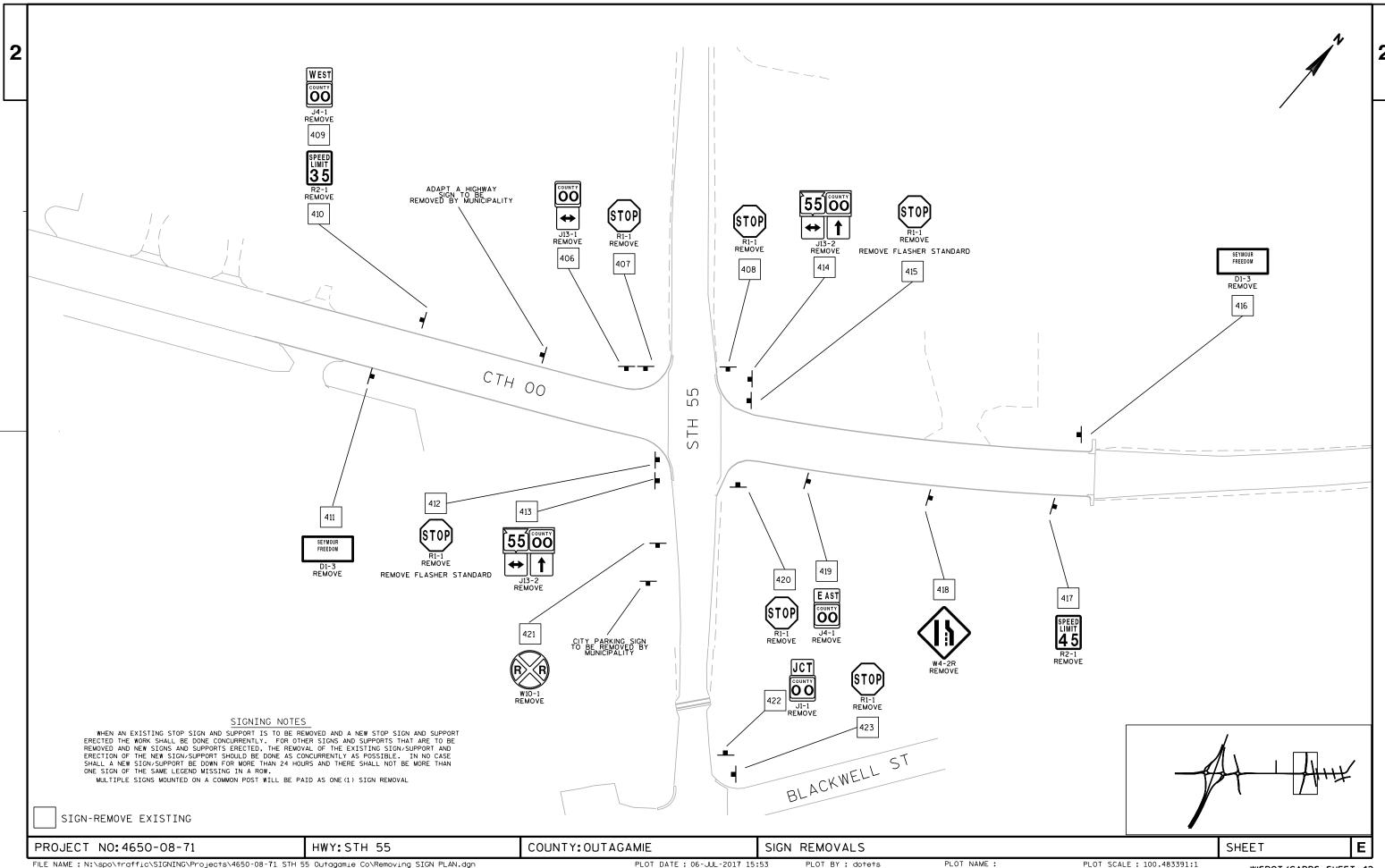
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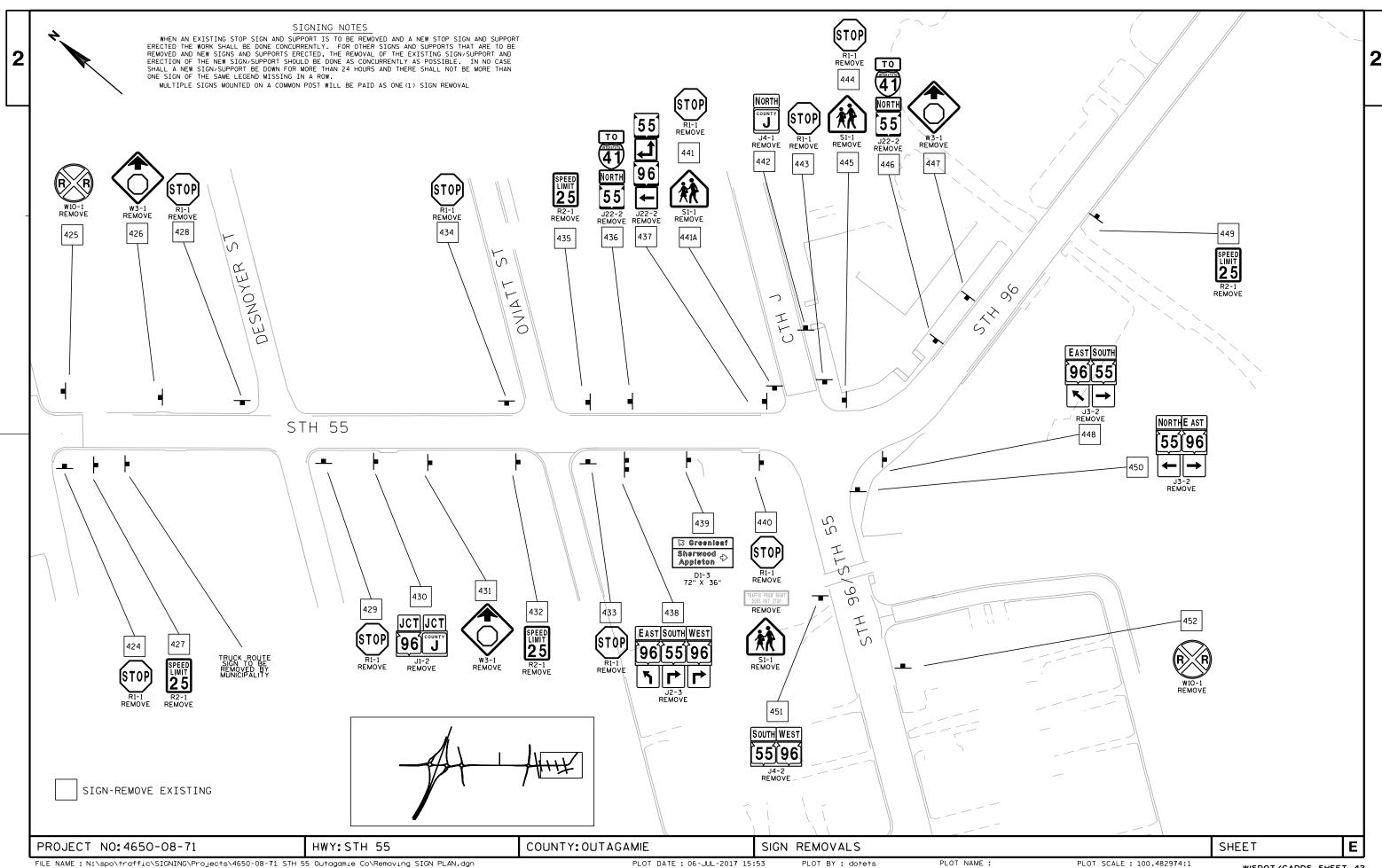
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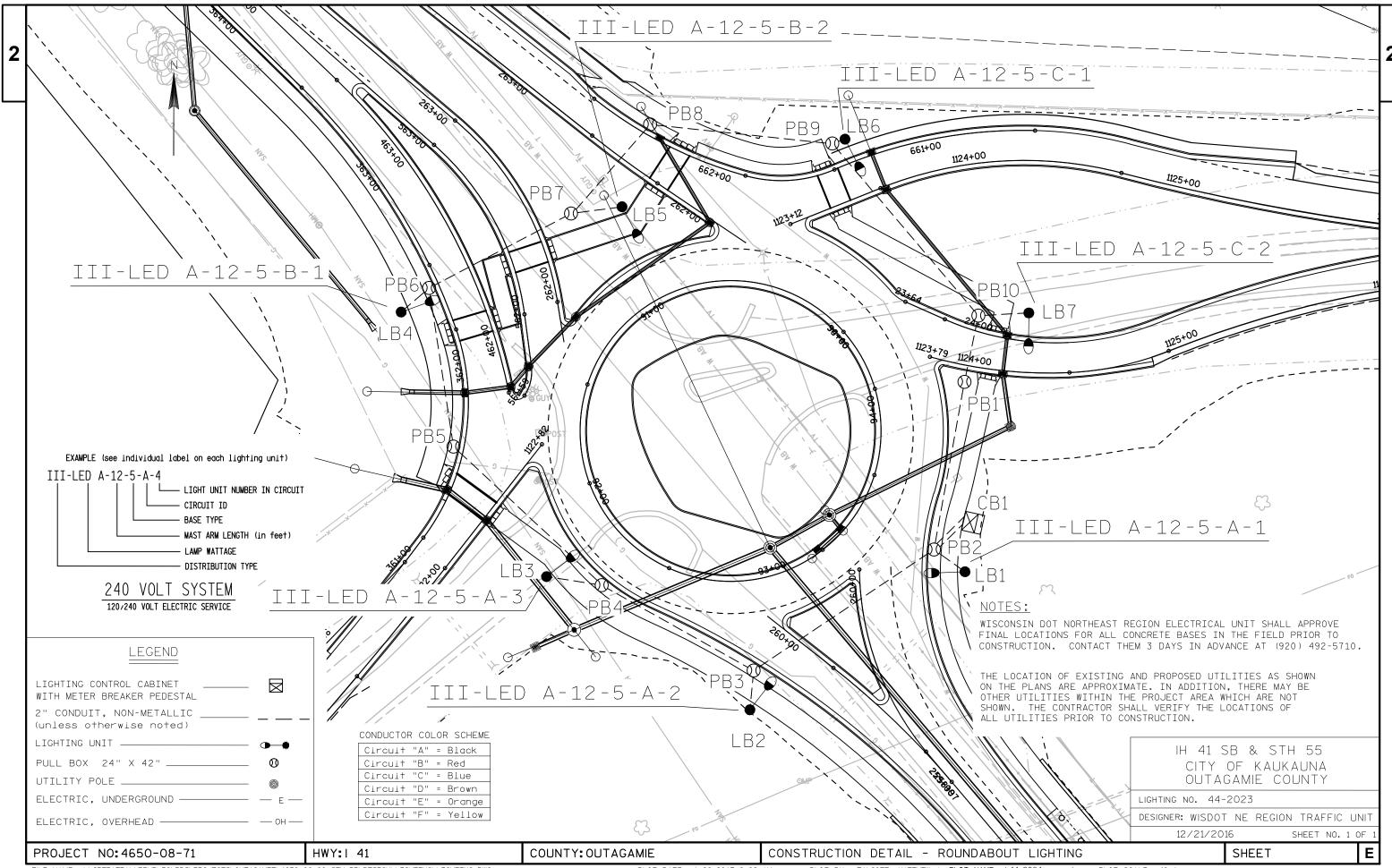


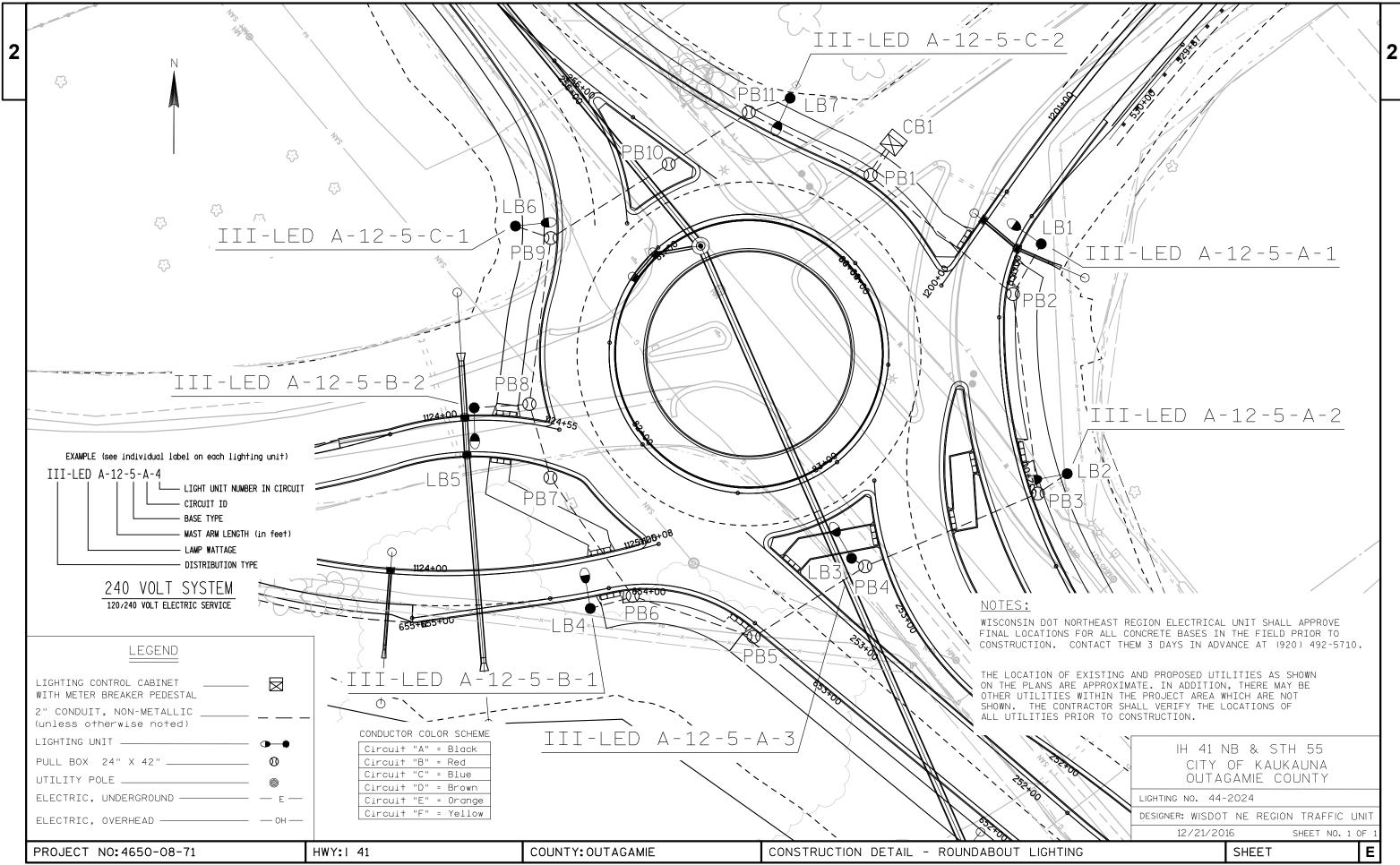


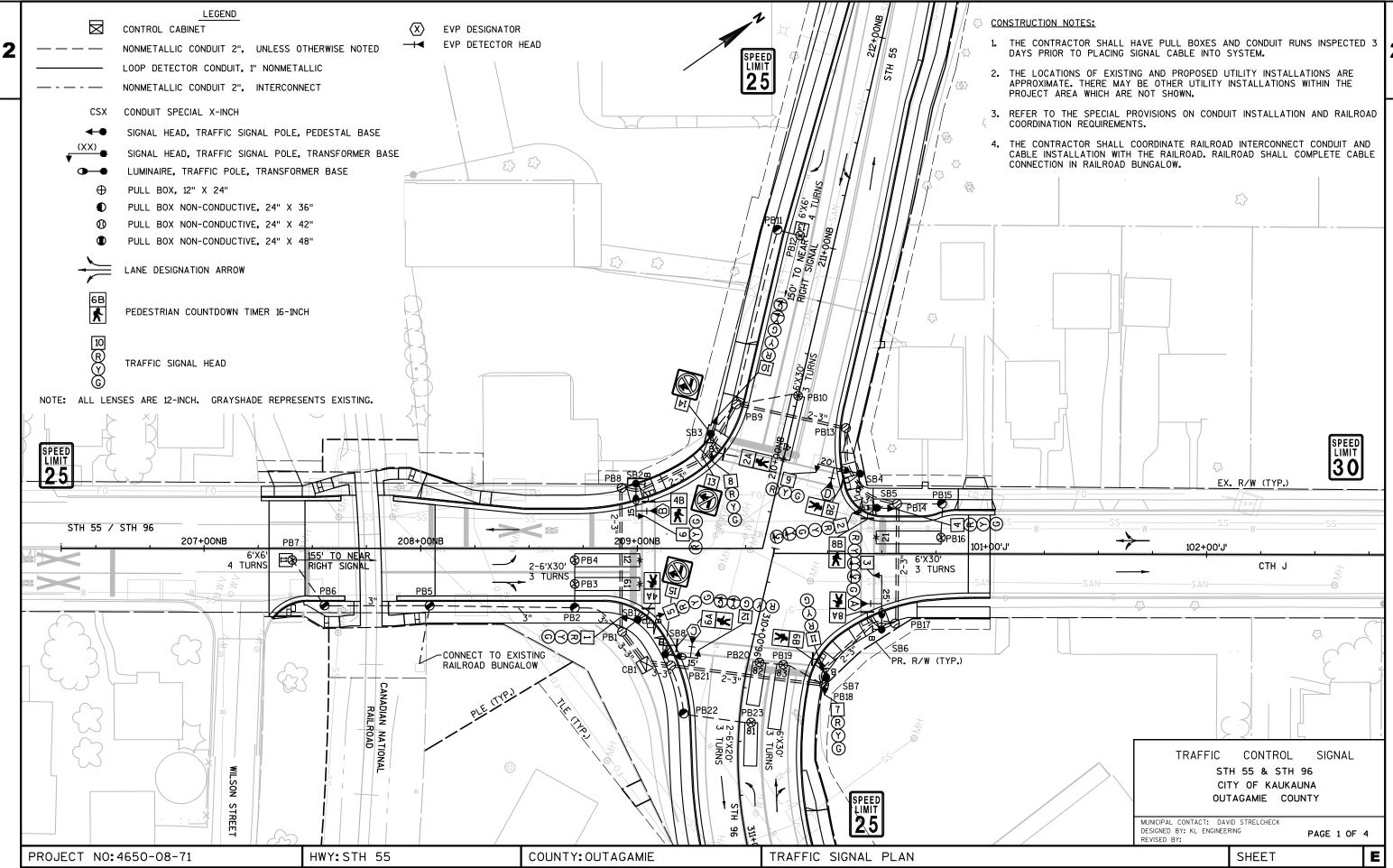
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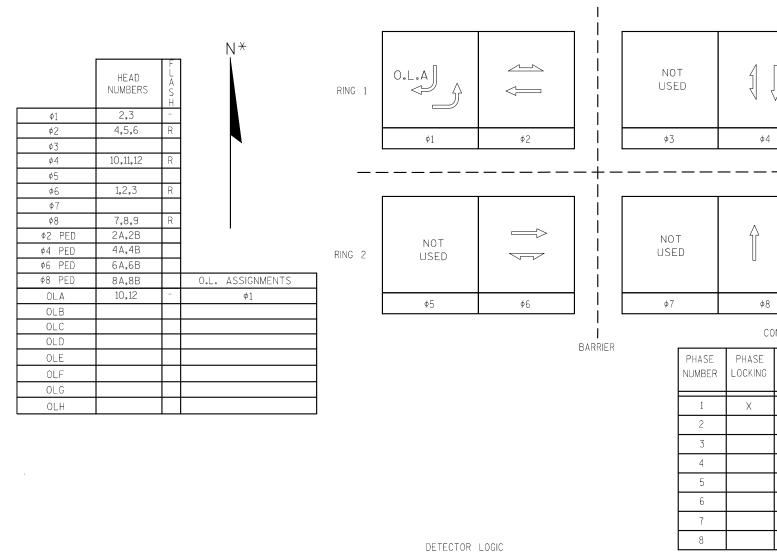
PLOT SCALE : 100.482974:1











RAILROAD PREEMPTION PHASING SEE NOTES BELOW

PREEMPTION HOLD PHASE NORMAL PHASING PATTERN TRACK CLEARANCE PHASE \triangleleft \Longrightarrow $\overline{}$ Ø1+Ø6

RAILROAD PREEMPT NOTES:

- 1. IN THE EVENT OF A RAILROAD PREEMPTION CALL, TERMINATE ACTIVE PHASES, FOLLOWING TERMINATION OF THE ACTIVE PHASES, THE PHASES 1 AND 6 SHALL RECEIVE A GREEN INDICATION TO CLEAR THE WEST APPROACH. FOLLOWING THE WEST APPROACH CLEARANCE PHASING, THE CONTROLLER SHALL HOLD PHASES 4 AND 8. AT THE END OF PREEMPTION, THE CONTROLLER SHALL RETURN TO PHASE 1 GREEN.
- 2. IN THE EVENT THAT PHASES 2 AND 6 ARE ACTIVE AT THE TIME OF THE PRE-EMPTION CALL, PHASES 2 AND 6 SHALL BE TERMINATED BEFORE ACTIVATION OF THE PHASE 1 AND 6 TRACK CLEARANCE PHASE TO PREVENT YELLOW TRAP.
- 3. IN THE EVENT OF A RAILROAD PRE-EMPTION CALL, BEGINNING WITH THE TRACK CLEARANCE PHASE UNTIL THE END OF THE PREEMPTION HOLD PHASE, THE "NO RIGHT TURN" AND "NO LEFT TURN" BLANK OUT SIGNS SHALL BE ILLUMINATED.

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	Х
IN SEPARATE DOT LIGHTING CABINET	

PREEMPTION ASSIGNMENTS							
PREEMPTION DESIGNATION	PREEMPTION TYPE	EVP CHANNEL	PHASE(S) CALLED				
1	RAILROAD	-	SEE CHART				
2	RESERVED						
3	EVP	А	1+6				
4	EVP	В	2+6				
5	EVP	С	4+8				
6	EVP	D	4+8				
7	NOT USED						
8	NOT USED						
9	NOT USED						

NOT USED

TYPE OF INTERCONNECT	
NONE	Χ
TBC	
CLOSED LOOP TWISTED PAIR	
CLOSED LOOP FIBER OPTIC	
RADIO	

TYPE OF REMOTE COMMUNICATIO	N
NONE	Χ
FIBER	
CELL MODEM	
PHONE	

TYPE OF PRE-EMPT					
NONE	1				
RAILROAD	Х				
EMERGENCY VEHICLE	Χ				
GTT					
TOMAR					
HARDWIRE					
OTHER					
LIFT BRIDGE					
QUEUE DETECTOR					

TRAFFIC CONTROL SIGNAL STH 55 & STH 96

CITY OF KAUKAUNA OUTAGAMIE COUNTY

MUNICIPAL CONTACT: DAVID STRELCHECK DESIGNED BY: KL ENGINEERING REVISED BY:

SEQUENCE OF OPERATIONS SHEET

5			DESIGNATION	l '
6		Χ	1	

CONTROLLER LOGIC

PHASE

RECALL

MIN

PHASE

ACTIVE

Χ

Χ

DUAL

ENTRY

13

83

8

14

15

81

16

82

HWY: STH 55

								-
19	17	23	21	27	25	31	29	DETECTOR INPUT
								DETECTOR #(S)
								PHASE CALLED
								PHASE EXTENDED
								DISCONNECT TIME
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION
								-
20	18	24	22	28	26	32	30	DETECTOR INPUT
								DETECTOR #(S)
								PHASE CALLED
								PHASE EXTENDED
								DISCONNECT PHASE
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

* STH 96 CONSIDERED NORTH APPROACH FOR PLAN CLARITY

12

1,2

13

21

41

61

10

DETECTOR INPUT

DETECTOR #(S)

PHASE CALLED

PHASE EXTENDED DISCONNECT TIME CALLING DELAY

EXTENSION STRETCH LOOP FUNCTION

DETECTOR INPUT

DETECTOR #(S) PHASE CALLED PHASE EXTENDED DISCONNECT TIME

CALLING DELAY EXTENSION STRETCH

LOOP FUNCTION

PROJECT NO: 4650-08-71

FILE NAME :G:\OMNNI\010-12002\CIVIL 3D\SHEETS PLAN\024001_SEQ.DWG

PLOT DATE: 3/10/2017 11:37 AM

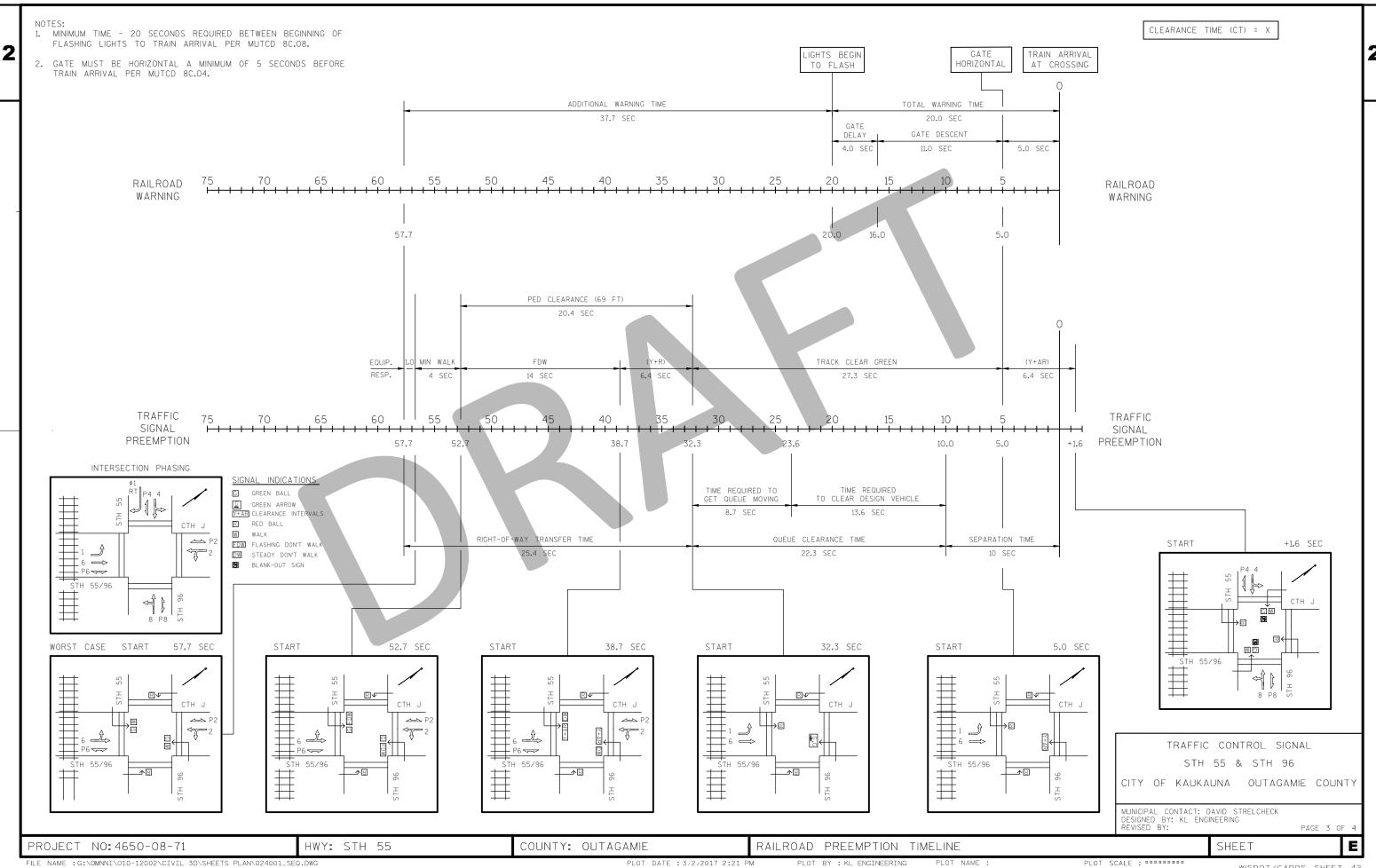
COUNTY: OUTAGAMIE

PLOT BY : KL ENGINEERING

PLOT SCALE : *******

WISDOT/CADDS SHEET 42

PAGE 2 OF



PROJECT ID:	4650-08-71	SIGNAL WIRE COLOR	BLK-BLACK	RED - RED	GRN - GREEN
INTERSECTION:	STH 55 & STH 96	CODING	WHT - WHITE	BLU - BLUE	ORG - ORANGE

	NO. OF	HEAD		I			SIGNA	L INDICATION \	WIRE COLOR				PED	
CB1 TO	CONDUCTORS		PHASE	RED	YELLOW	GREEN	<red></red>	<yellow></yellow>	CDEEN'	<flashing yellow=""></flashing>	D/WALK	WALK	BUTTON	OTHER
SB1		1		RED	ORG	GRN	KKED>	< TELLOVV >	KORLENS	CFLASI IING TELLOWS	D/WALK	WALK	BOTTON	OTTIER
28.1	12		6	KED /DLK	ORG	GKN								
	1	5	2	RED/BLK	ORG/BLK	GRN/BLK					5116			
		4A	4								BLK	BLU		
		BUTTON	4										WHT/BLK	
SB2	7	6	2	RED	ORG	GRN								
		4B	4								BLK	BLU		
		BUTTON										_	WHT/BLK	
		BOTTON											WITH	
SB3	15	2A	2								BLK	BLU		
303	10			DED	000	ODN				-	DLN	BLU		
		8	8	RED	ORG	GRN			05111111					
		10	O.L.A,4	RED/BLK	ORG/BLK	GRN/BLK		RED/WHT	GRN/WHT					
			PREEMPT											BLK/WHT
			PREEMPT											BLK/WHT
		BUTTON	2										WHT/BLK	
SB4	7	2B	2			İ		1			BLK	BLU		
<u> </u>	<u>'</u>	9	8	RED	ORG	GRN		†			DLIX	בבט	+	
	1			VED	UNG	GIVIN		+			1		WILE POLICE	
		BUTTON	2					 			1		WHT/BLK	1
		1											1	
SB5	12	2	1,6	RED	ORG	GRN		BLK/WHT	BLU/BLK					
		4	2	RED/BLK	ORG/BLK	GRN/BLK								
		8B	8								BLK	BLU		
		BUTTON											WHT/BLK	
		2011011	, ,											
SB6	12	3	1,6	RED	ORG	GRN		BLK/WHT	BLU/BLK					
300	12	3		KED	OKG	GRIN		DLR/WITI	DLU/DLK		DLIC	DIII		
	_	8A	8								BLK	BLU	<u> </u>	
		BUTTON	8										WHT/BLK	
SB7	12	6B	6								BLK	BLU		
		7	8	RED	ORG	GRN								
		11	4	RED/BLK	ORG/BLK	GRN/BLK								
		BUTTON		. (25/52.)	0.110/22.11	0,222							WHT/BLK	
		BOTTON											WIII/DLK	
CDO	40	C A	0							+	DLIC	DIII		
SB8	12	6A	6								BLK	BLU		
		12	O.L.A,4	RED	ORG	GRN		ORG/BLK	GRN/BLK					
			PREEMPT											BLK/WHT
		BUTTON	6										WHT/BLK	
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EMERGENCY VEHICLE					
PREEMF	PTION CABLE				
FROM	TO				
CB1	SB2 (HEAD "B")				
CB1	SB4 (HEAD "D")				
CB1	SB6 (HEAD "A")				
CB1	SB8 (HEAD "C")				

EQUIPMENT								
GROUNDING								
CONDUCTO								
FROM	TO							
CB1	SB1							
SB1	SB2							
SB2	SB3							
SB3	SB4							
SB4	SB5							
SB5	SB6							
SB6	SB7							
SB7	SB8							
SB8	CB1							

LIGHTING UF 2-12 AW						
W/GROUND						
FROM	TO					
CB1	SB2					
SB2	SB4					
CB1	SB8					
SB8	SB6					

TRAFFIC CONTROL SIGNAL
STH 55 & CTH 96
CITY OF KAUKAUNA
OUTAGAMIE COUNTY

MUNICIPAL CONTACT: DAVID STRELCHECK DESIGNED BY: REVISED BY: KL ENGINEERING

PAGE 4 OF

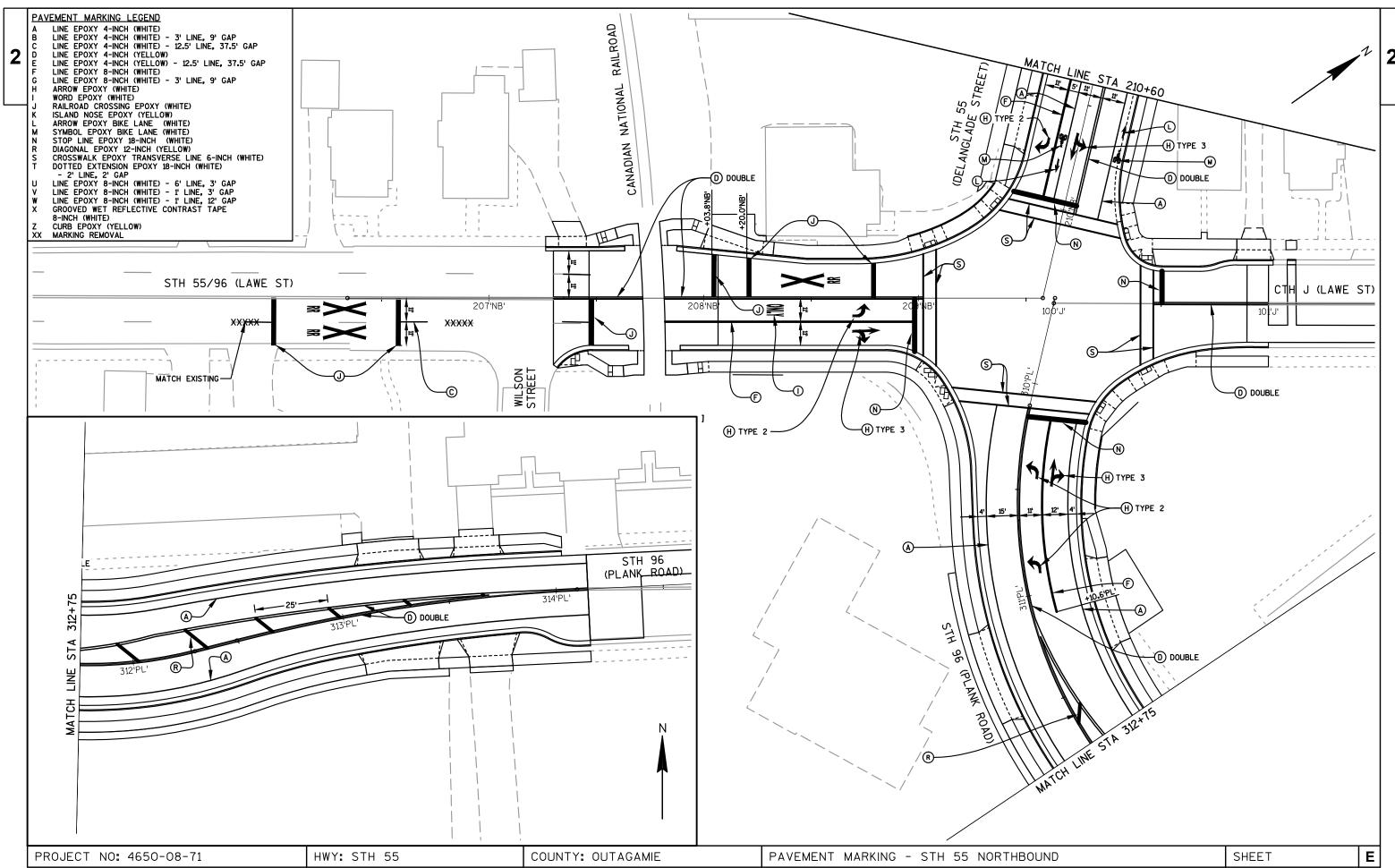
PROJECT NO: 4650-08-71

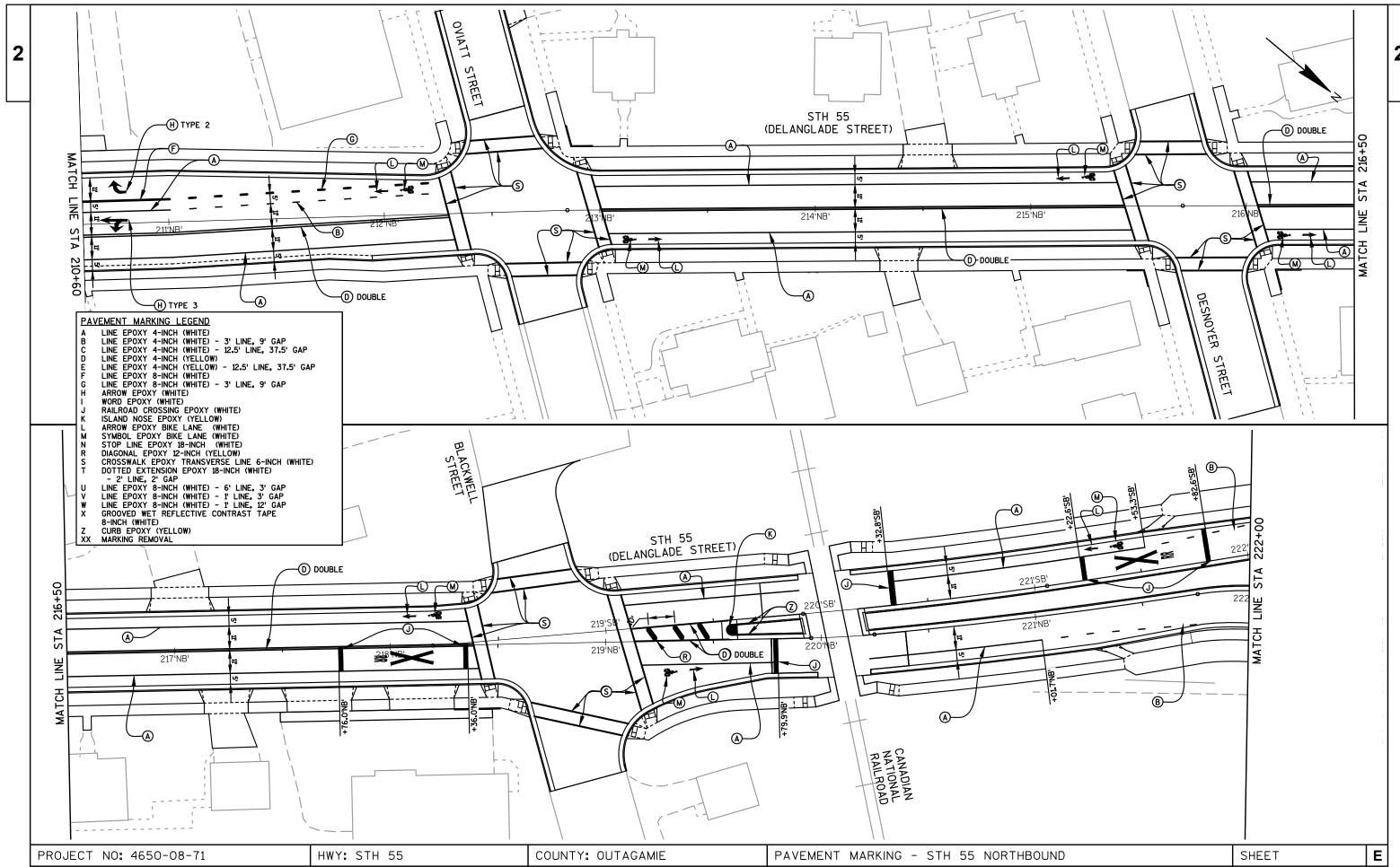
HWY: STH 55

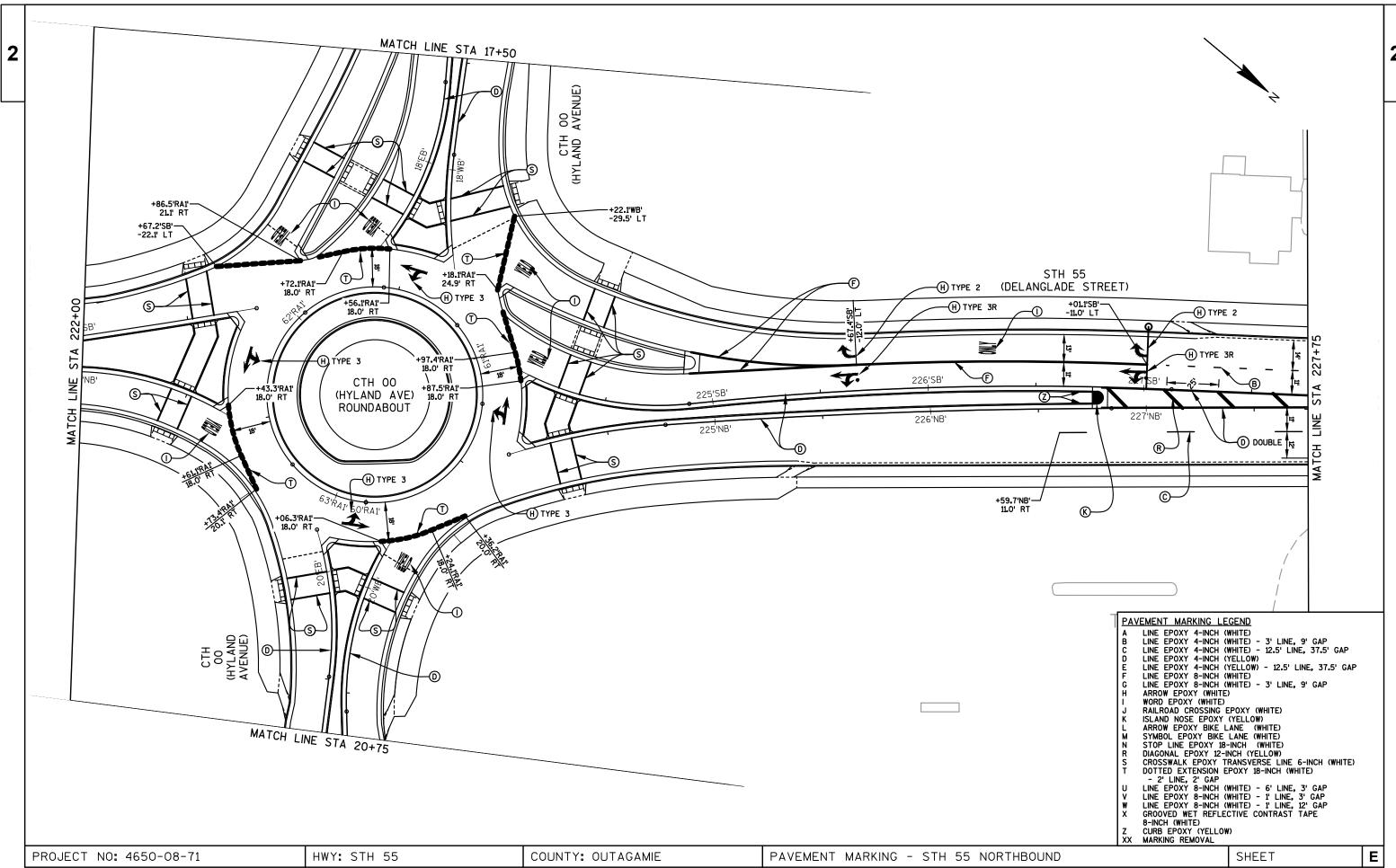
COUNTY: OUTAGAMIE

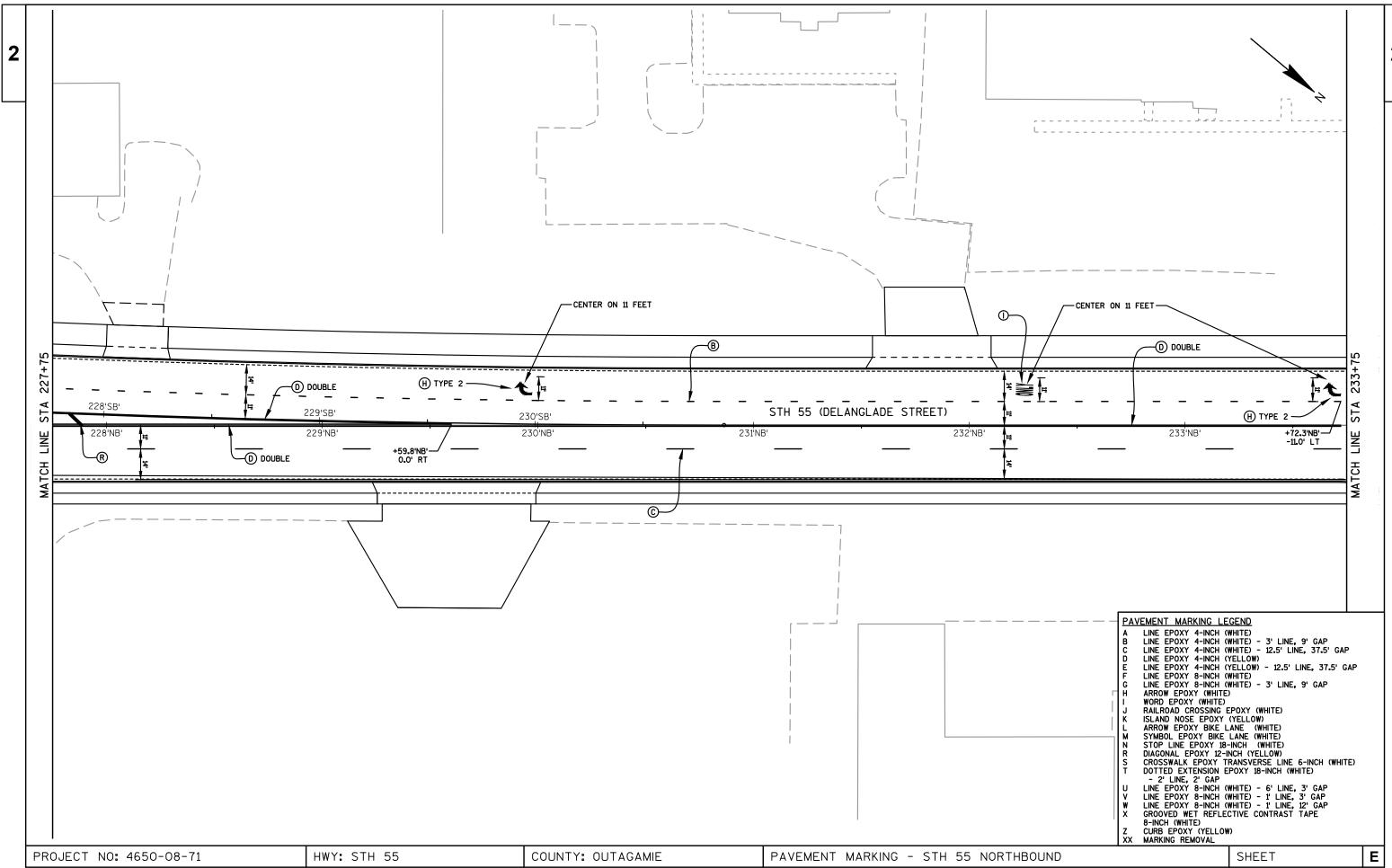
CABLE ROUTING PLAN

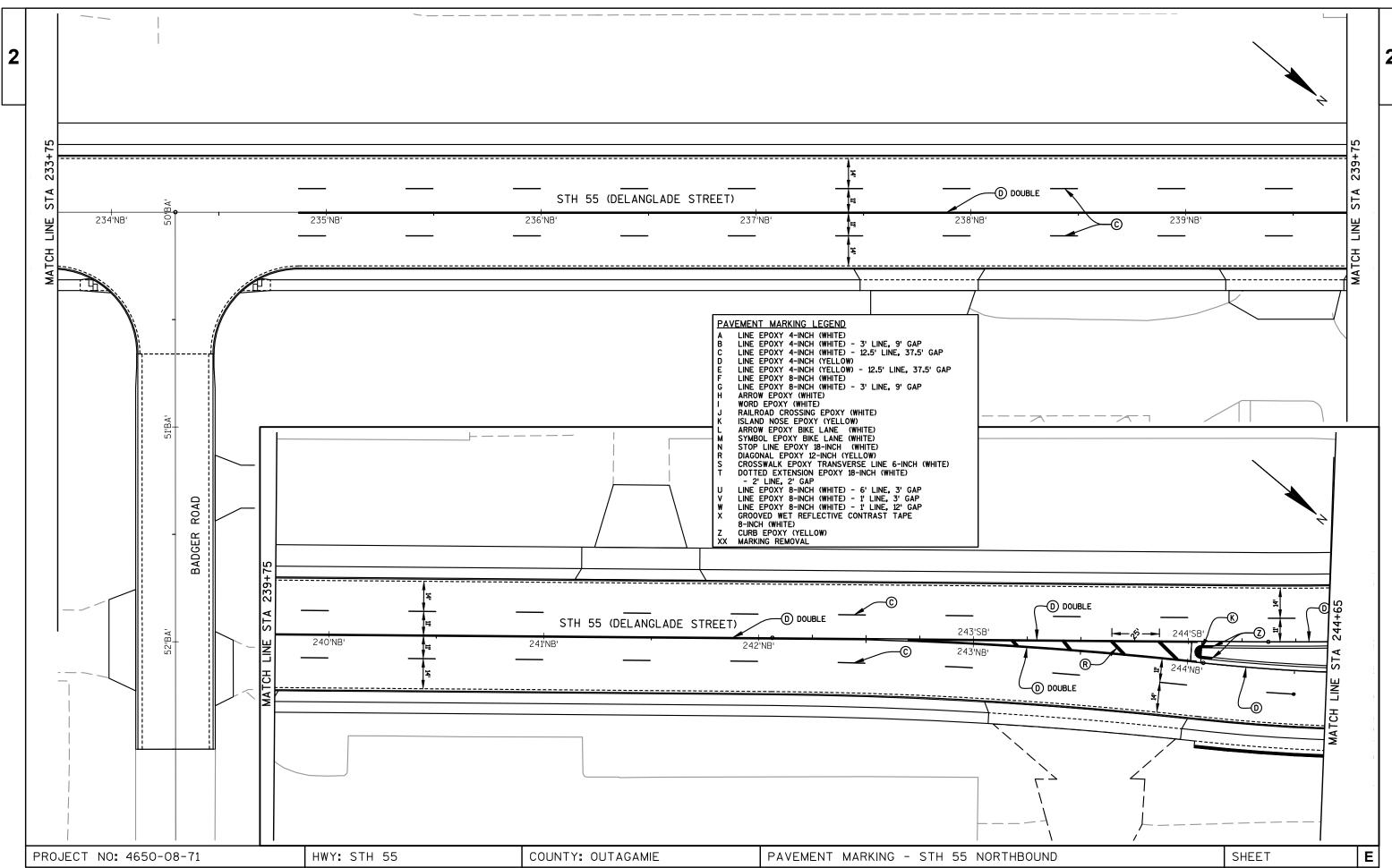
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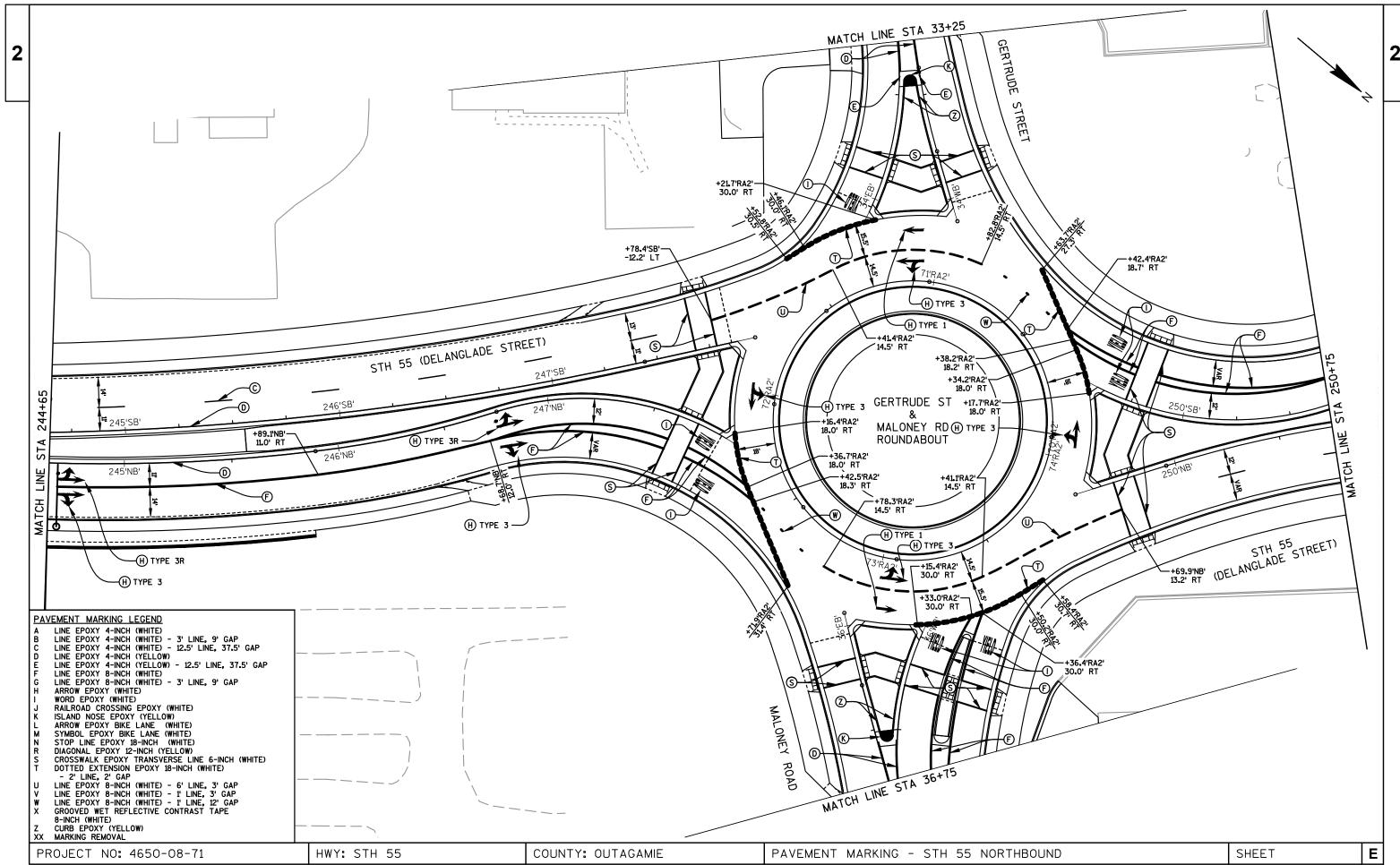


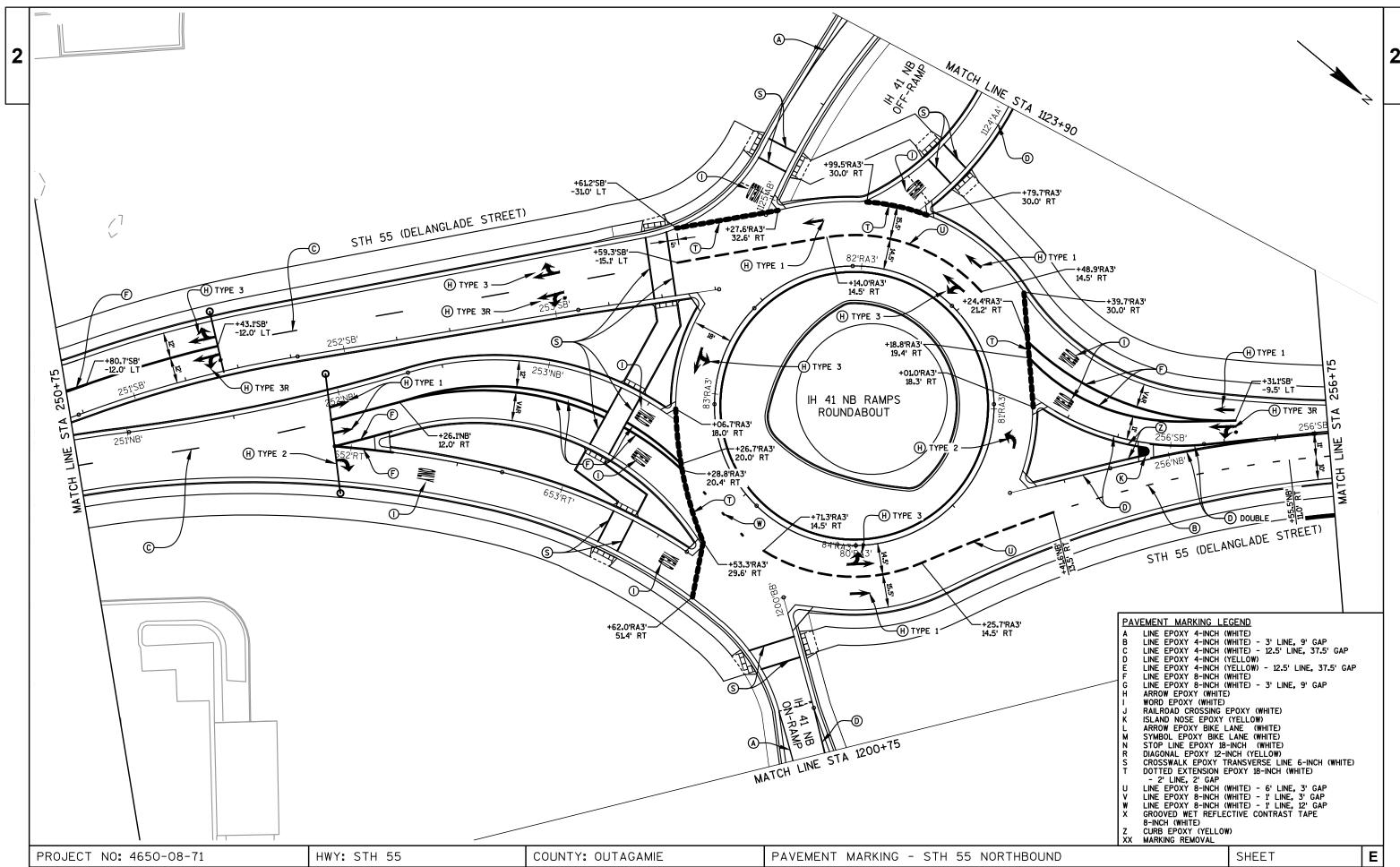


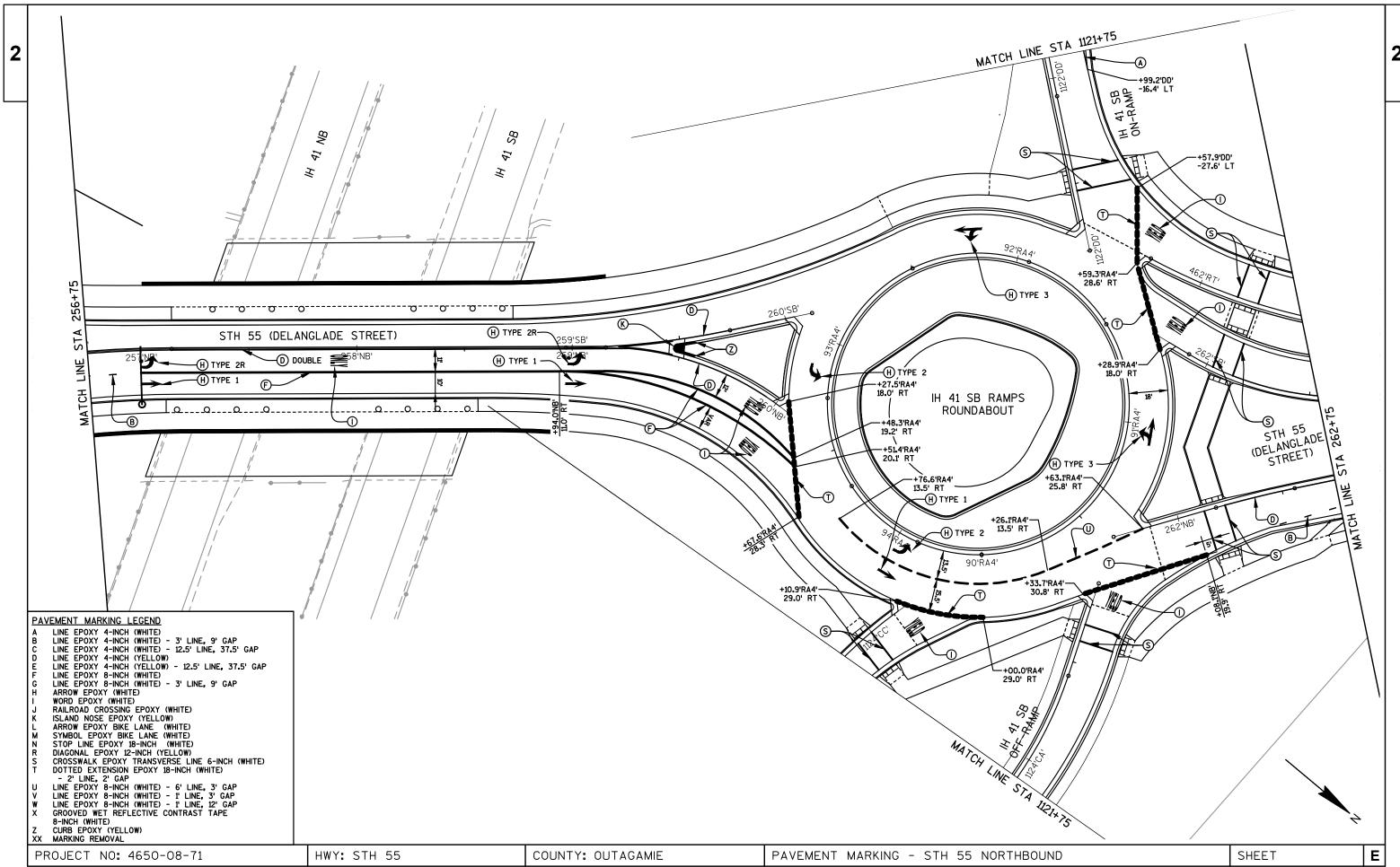


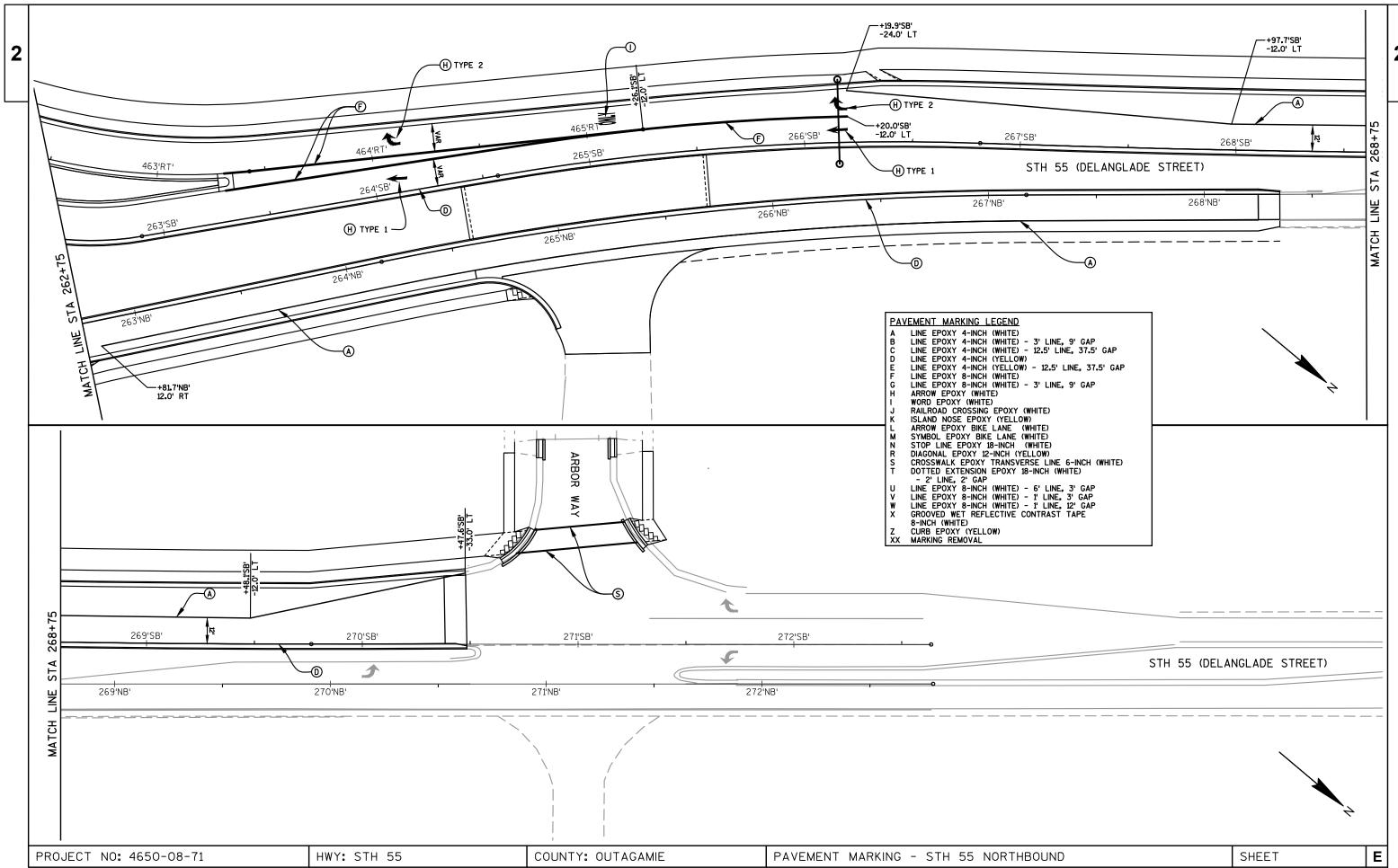


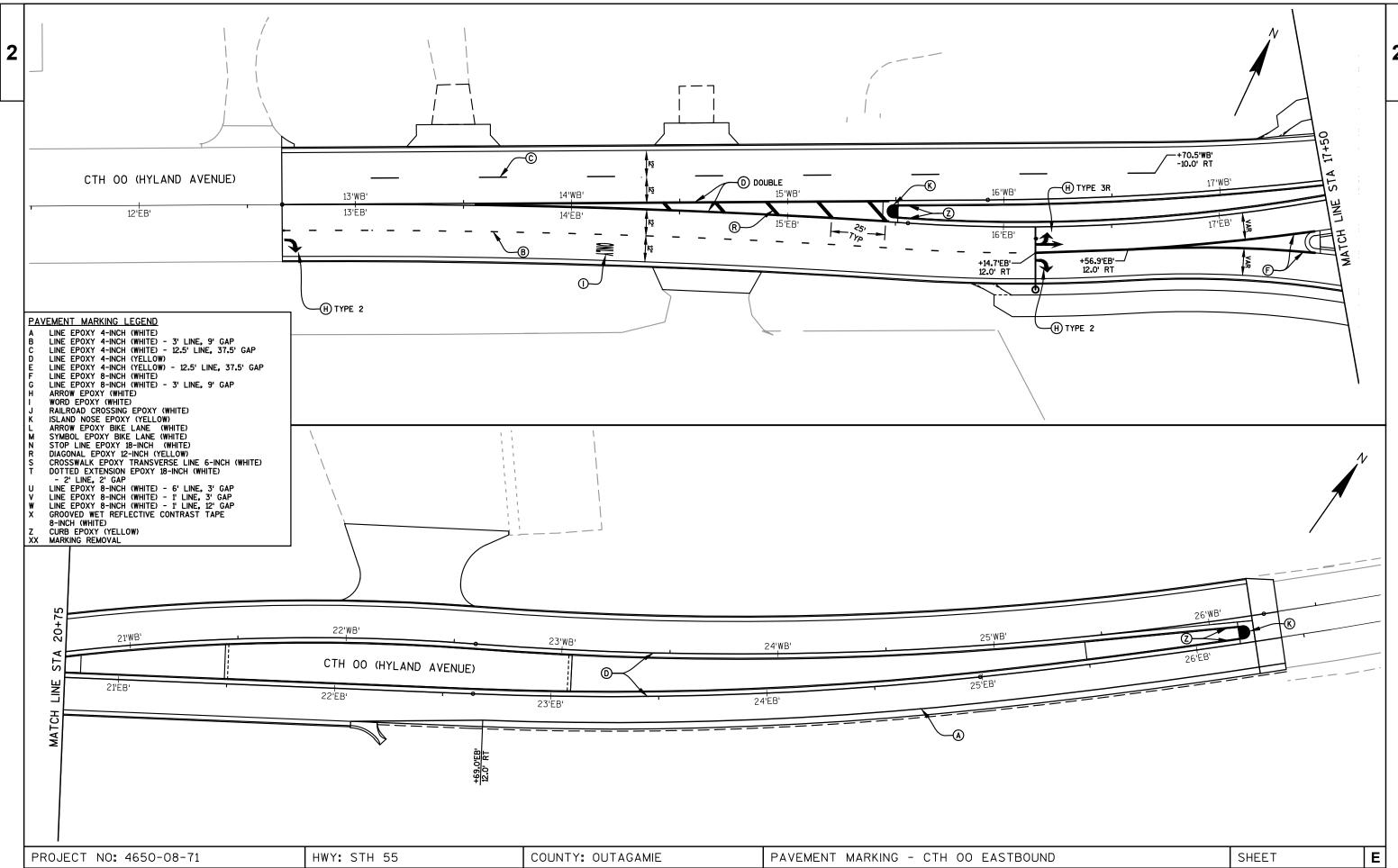


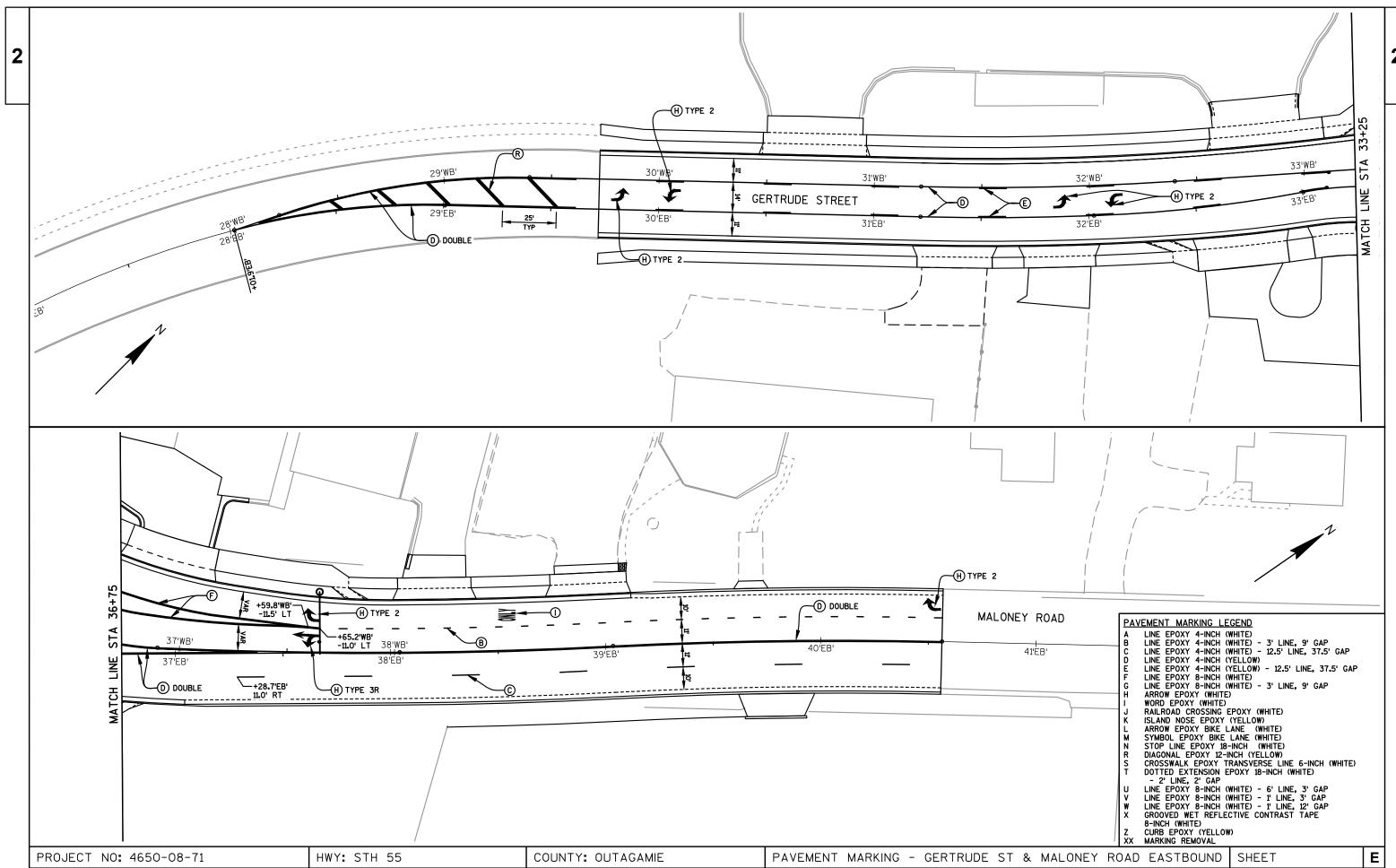


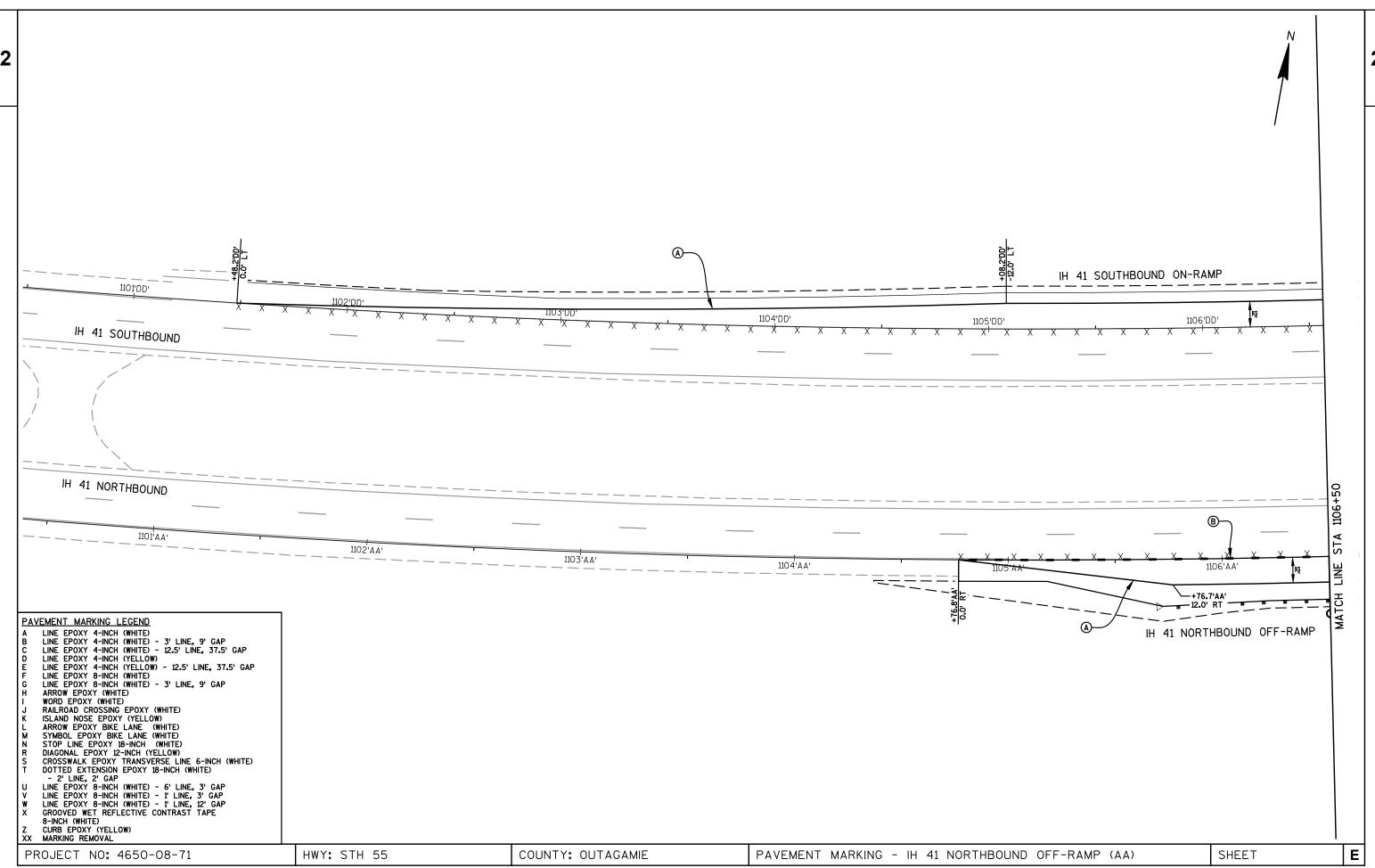


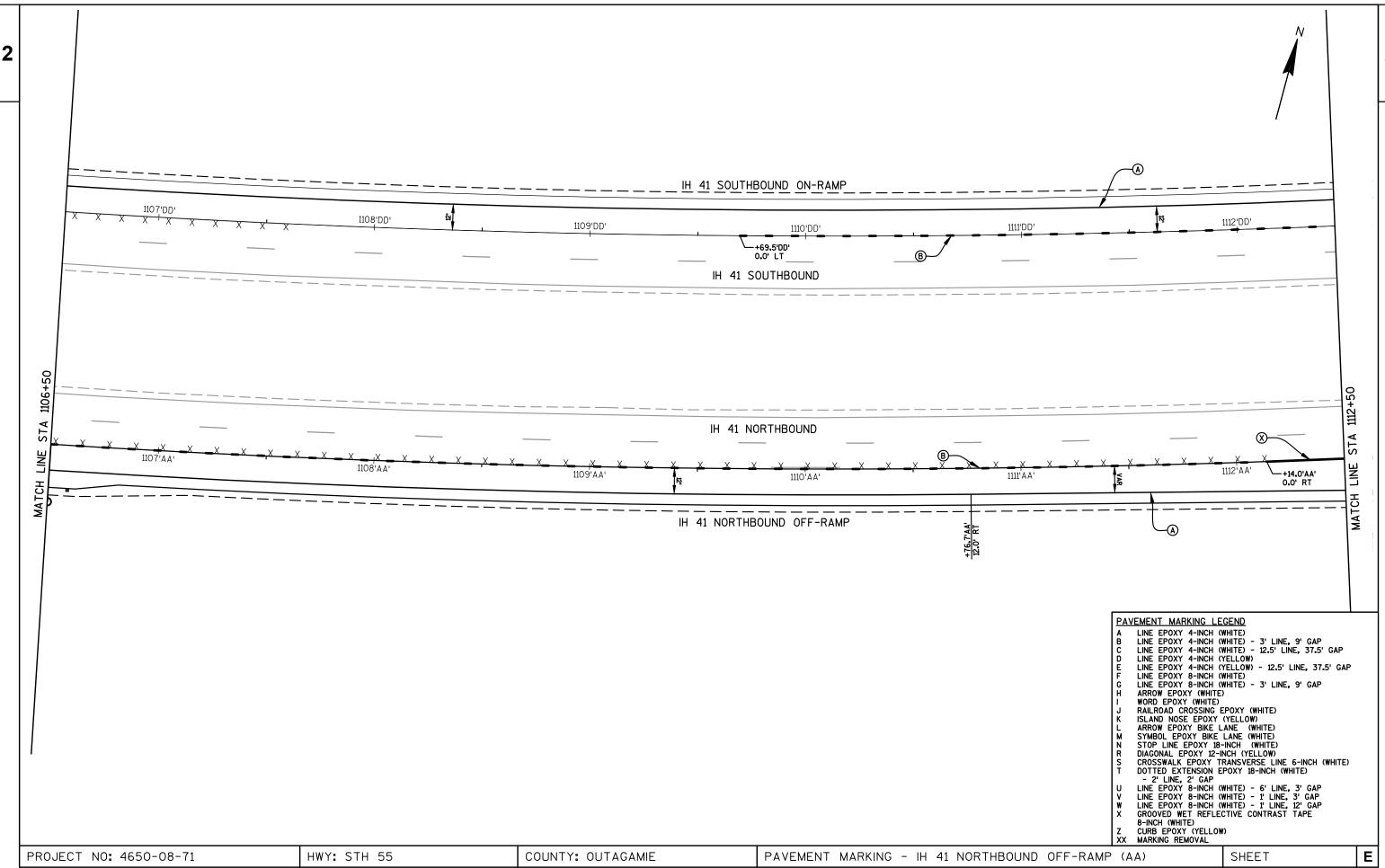


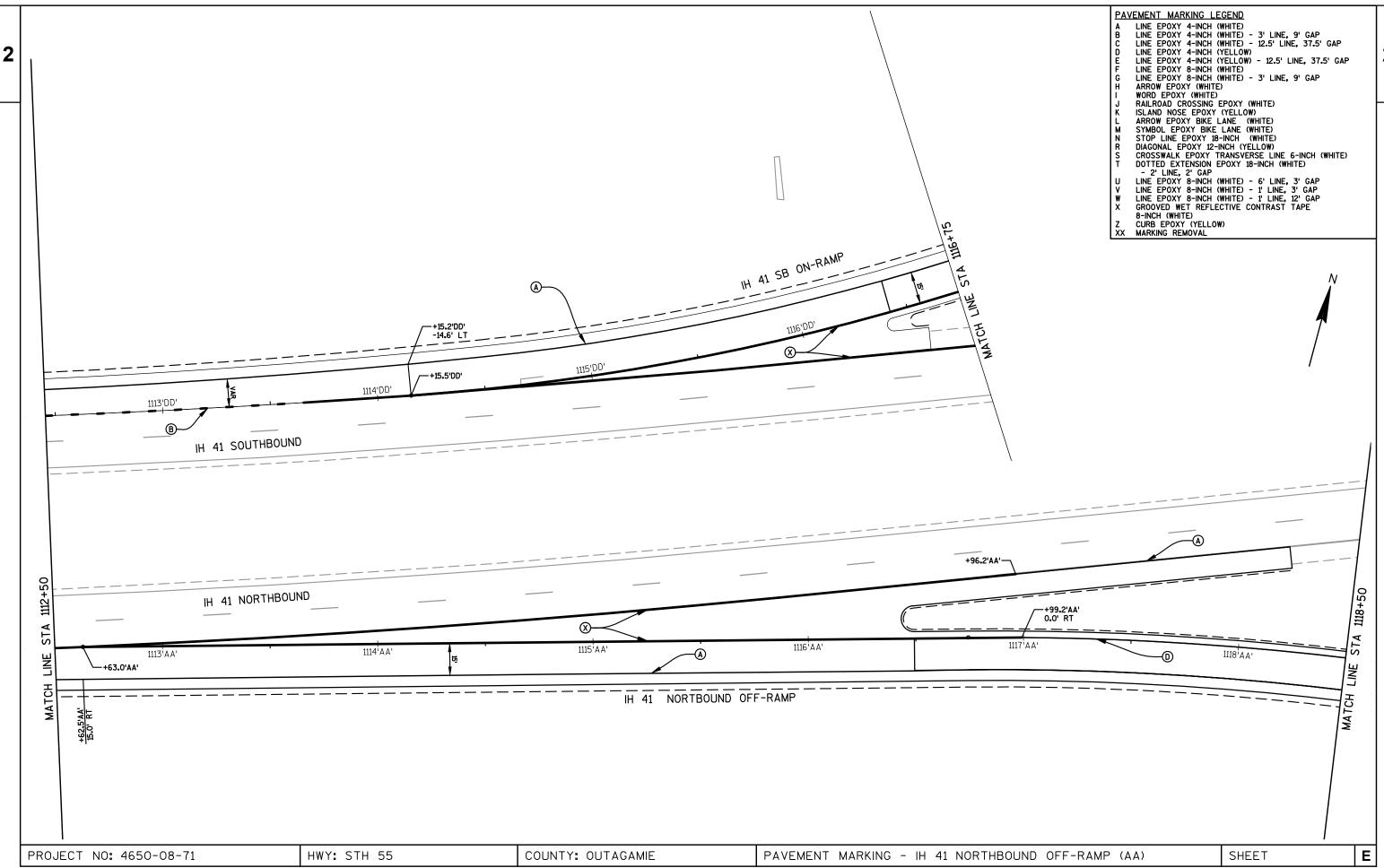


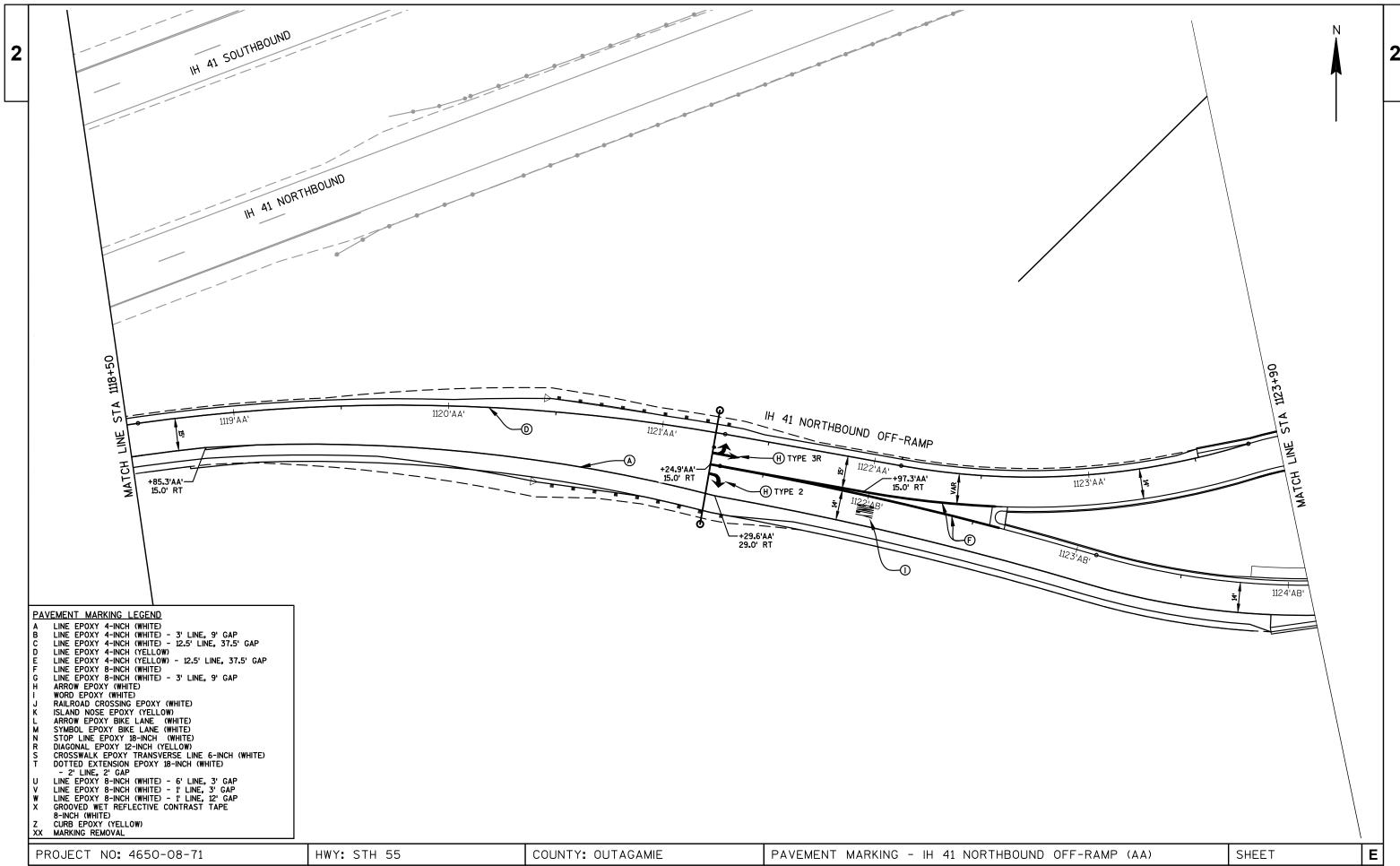


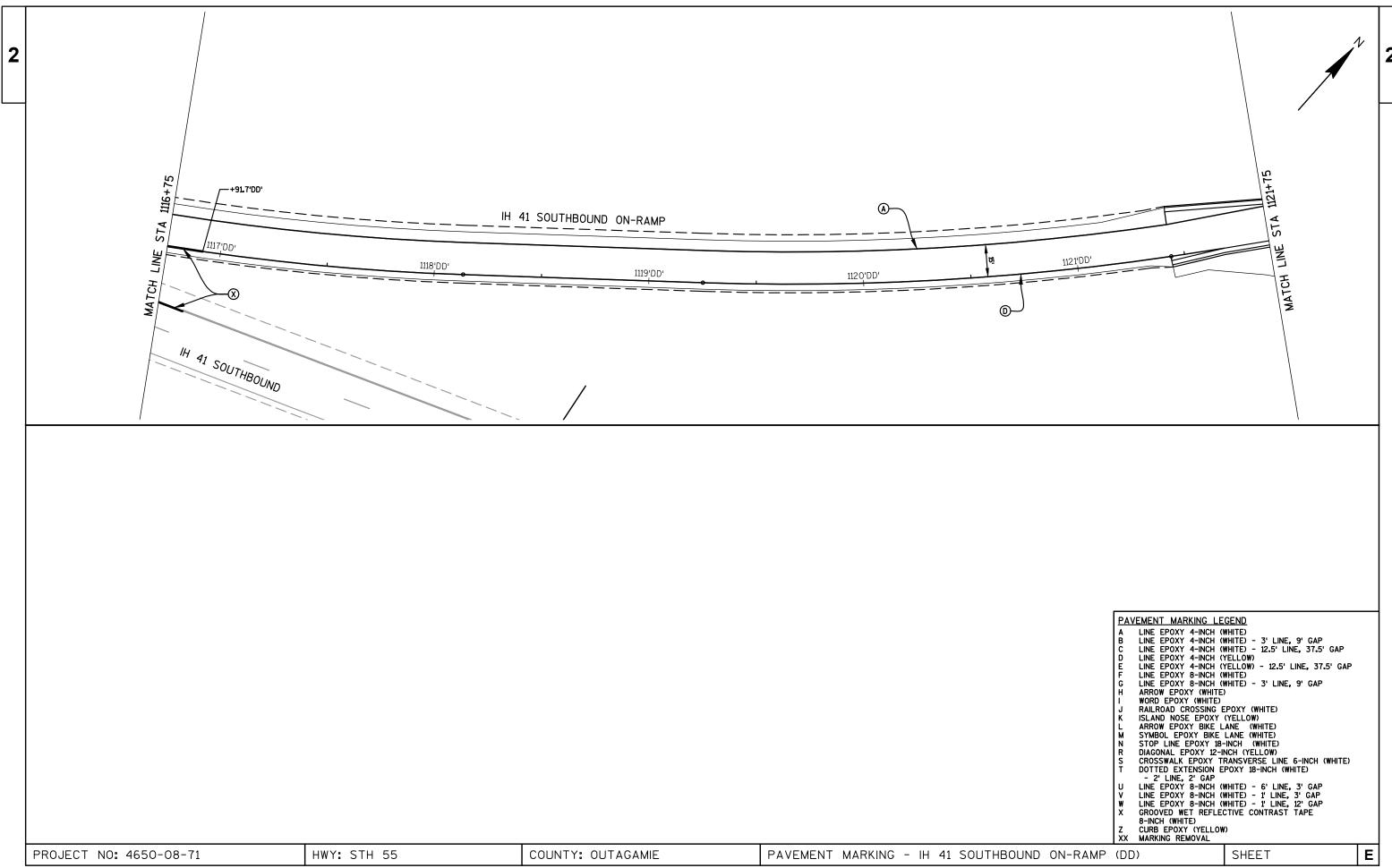


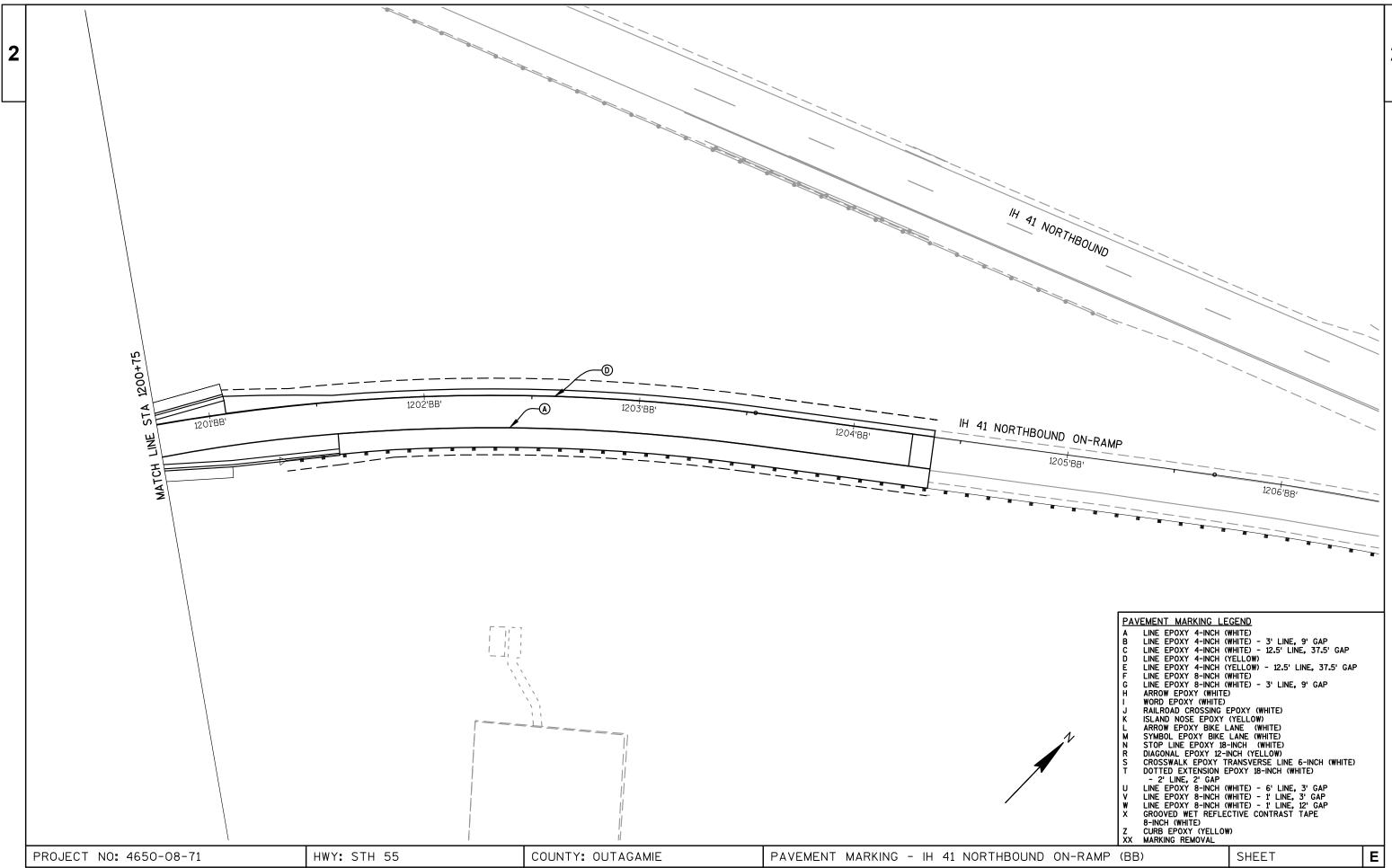


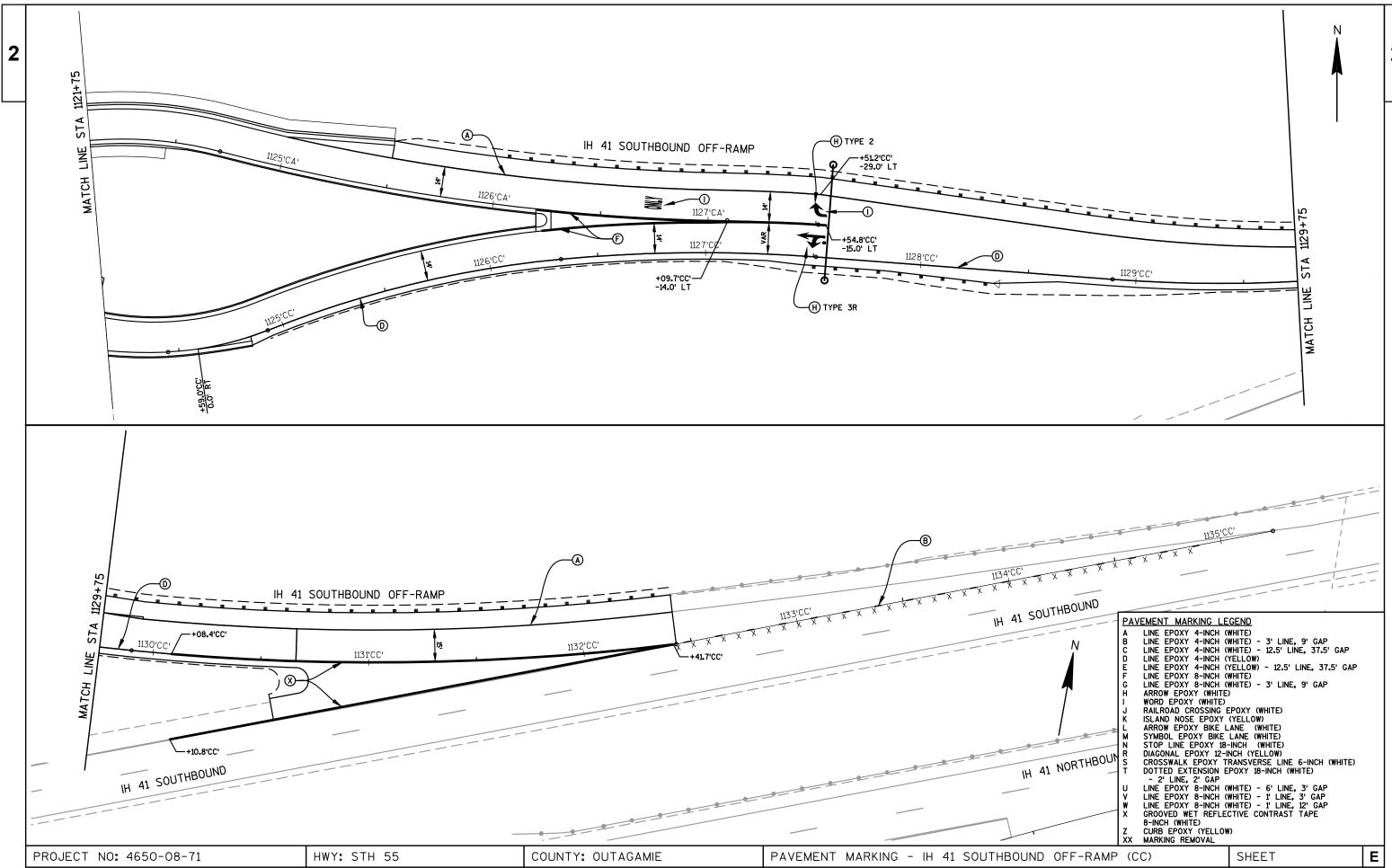


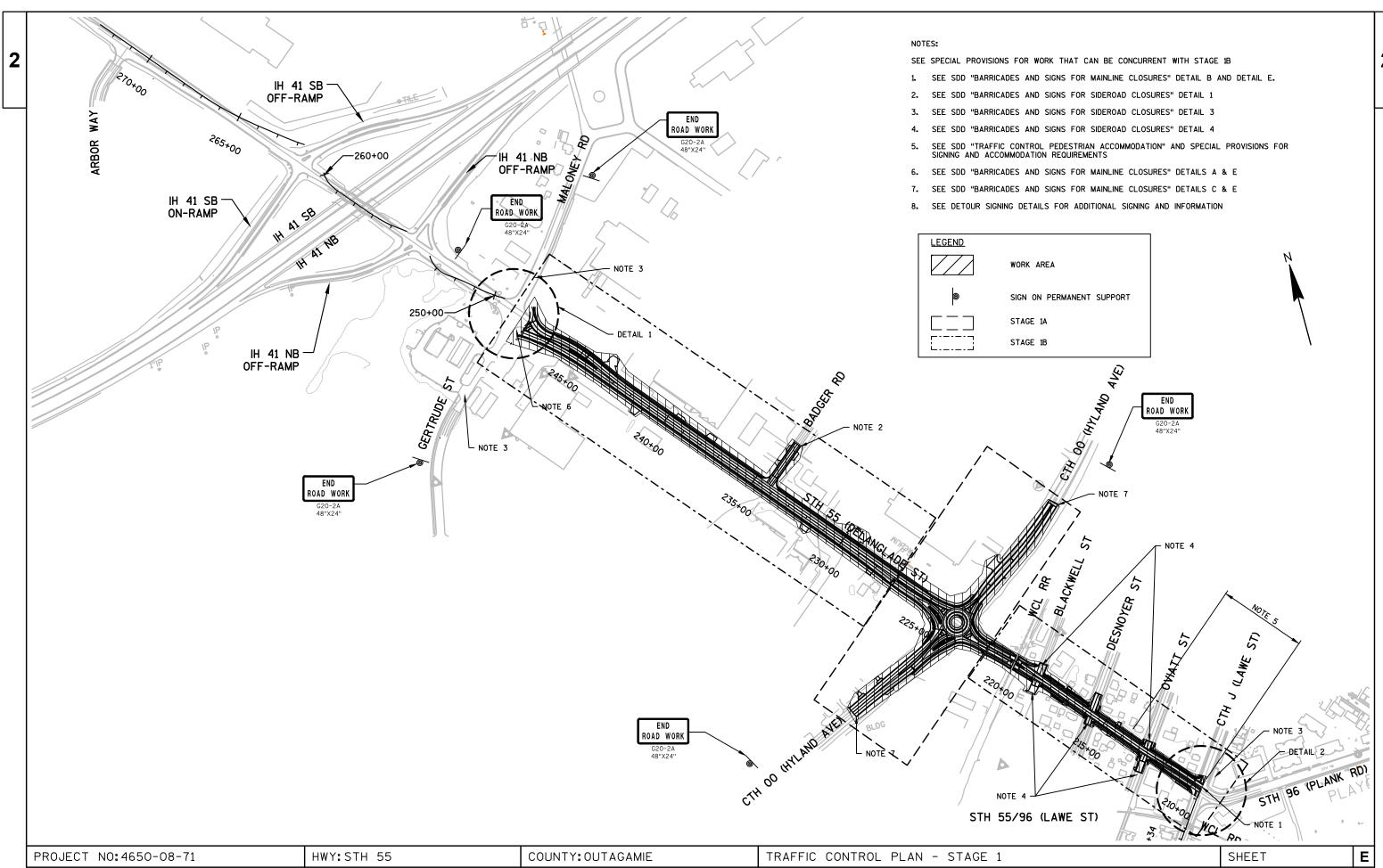


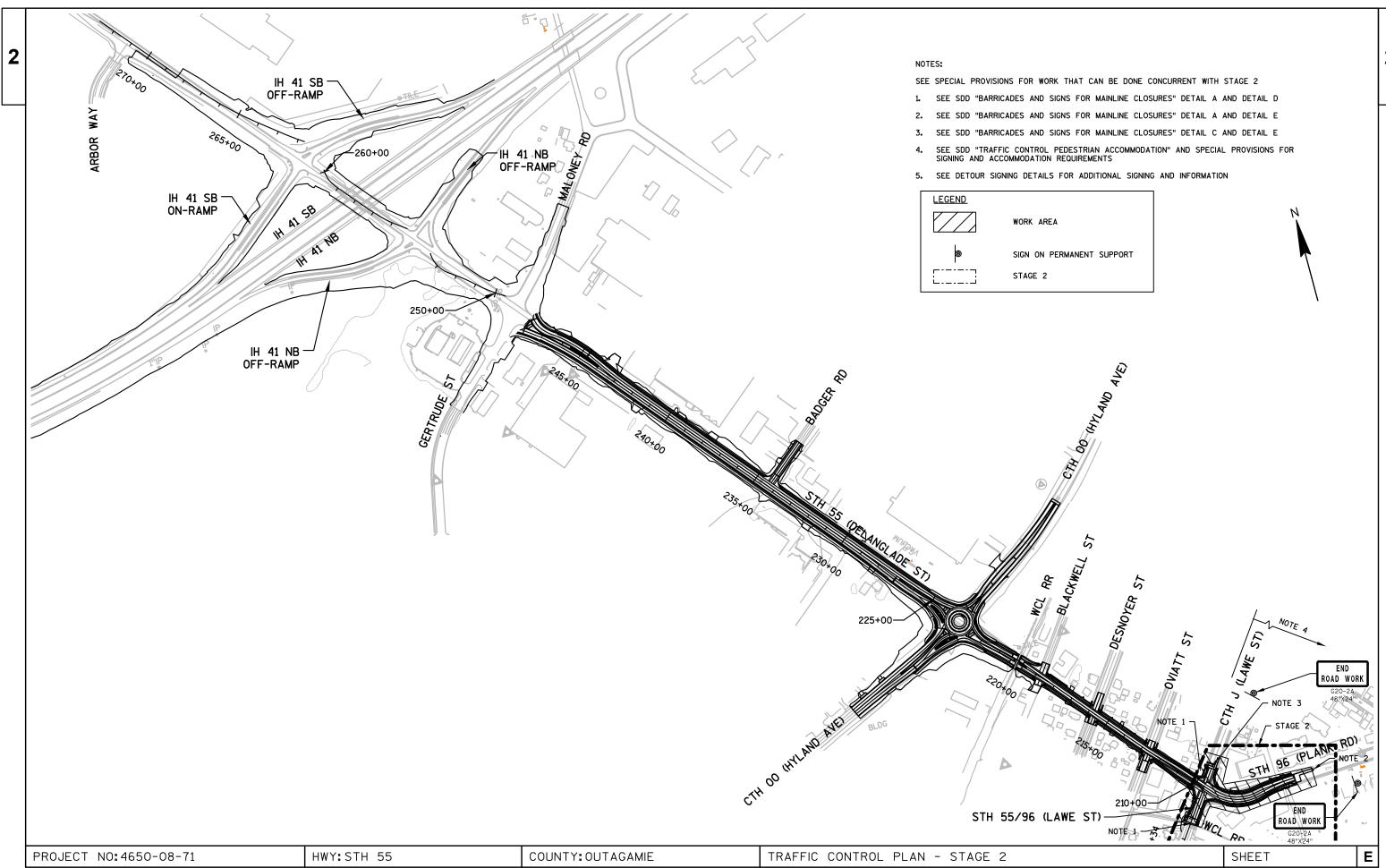


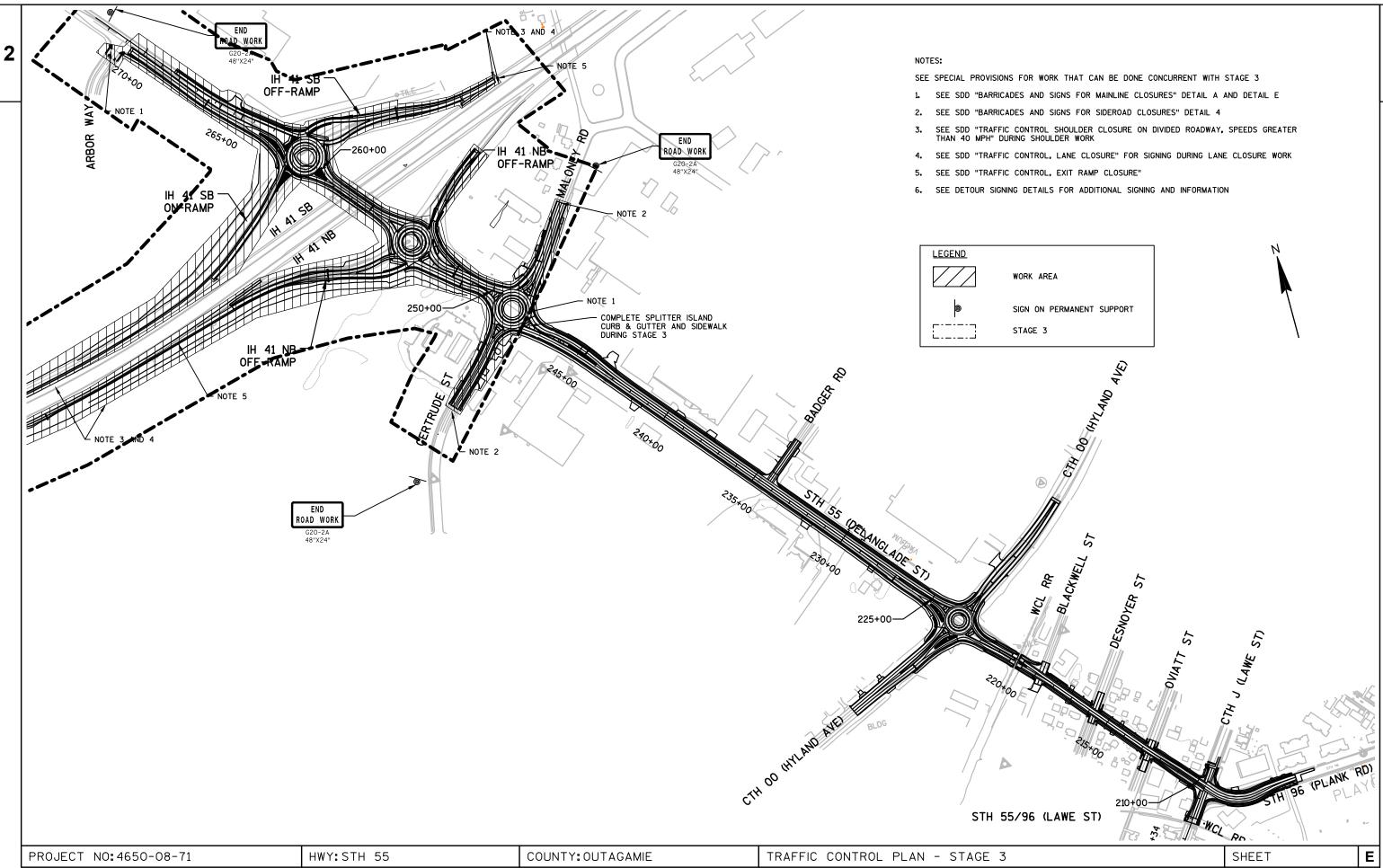


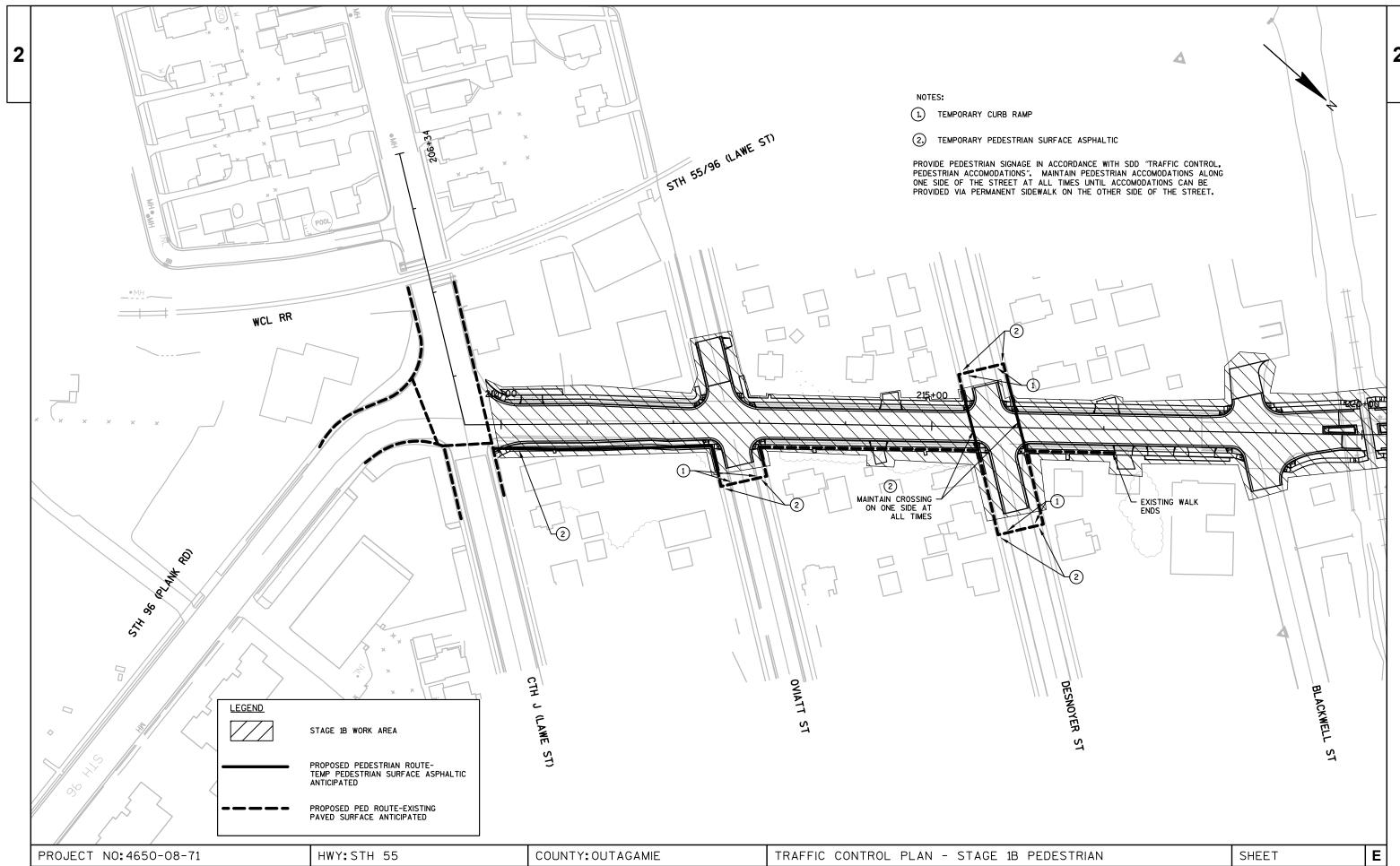


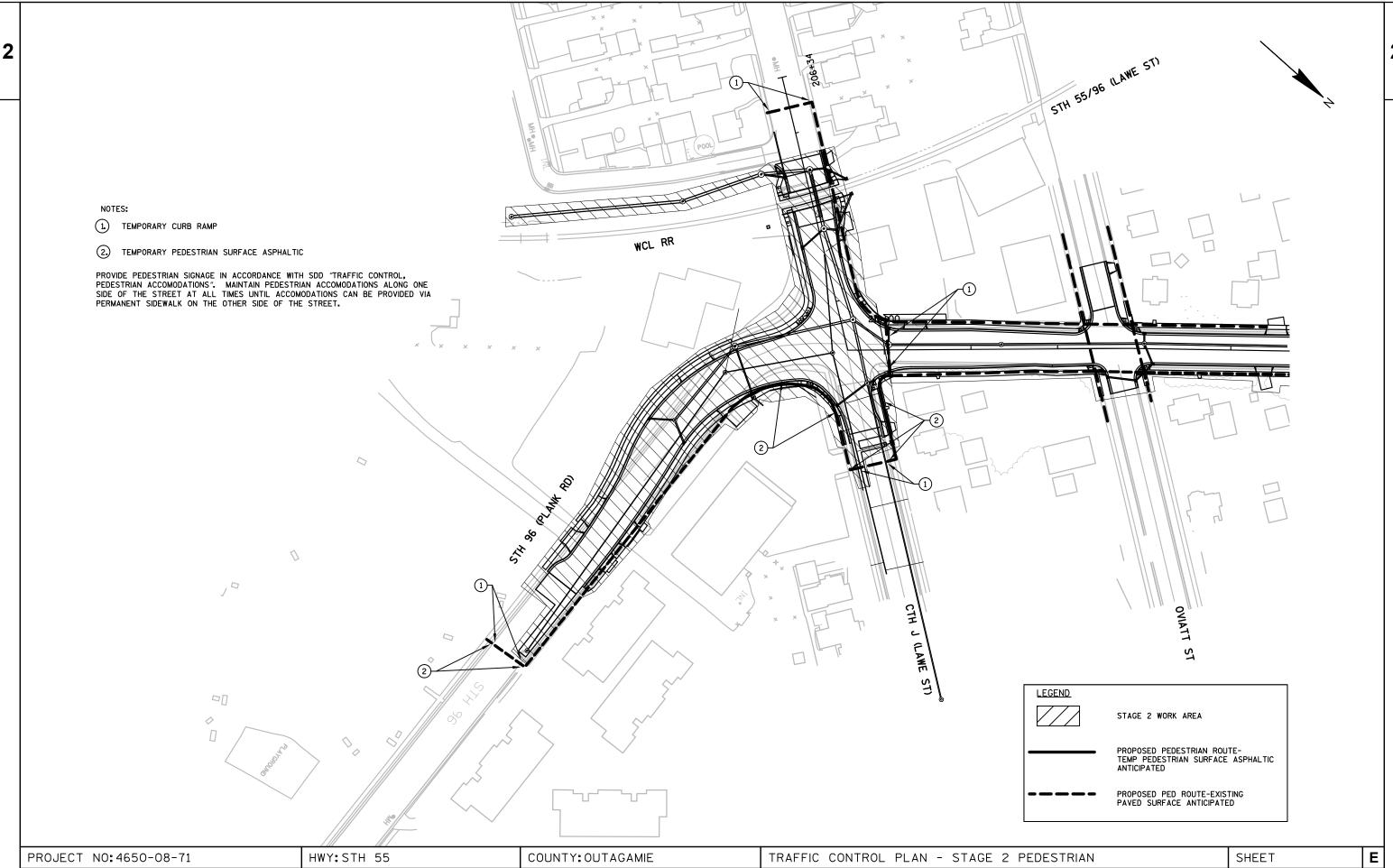


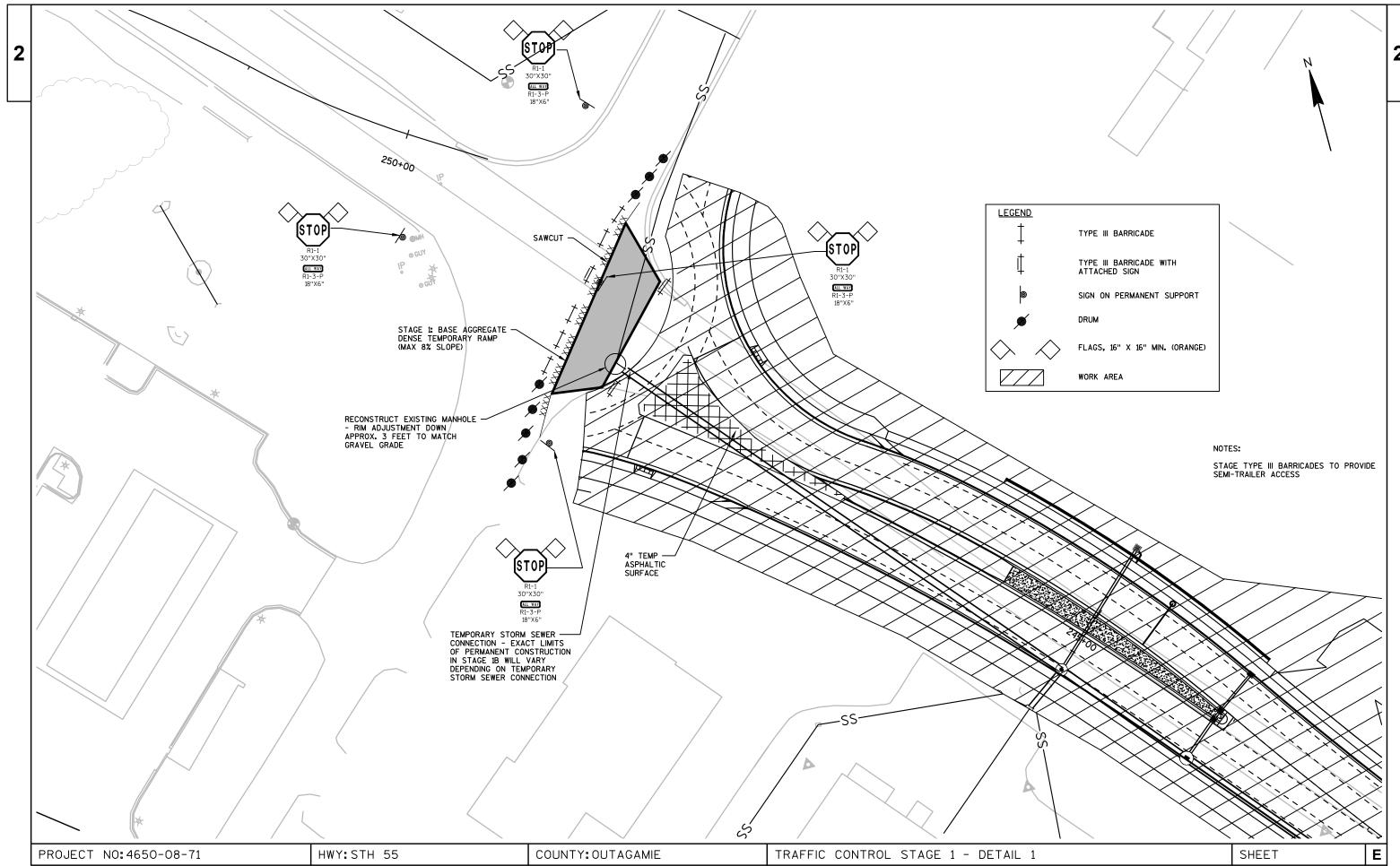


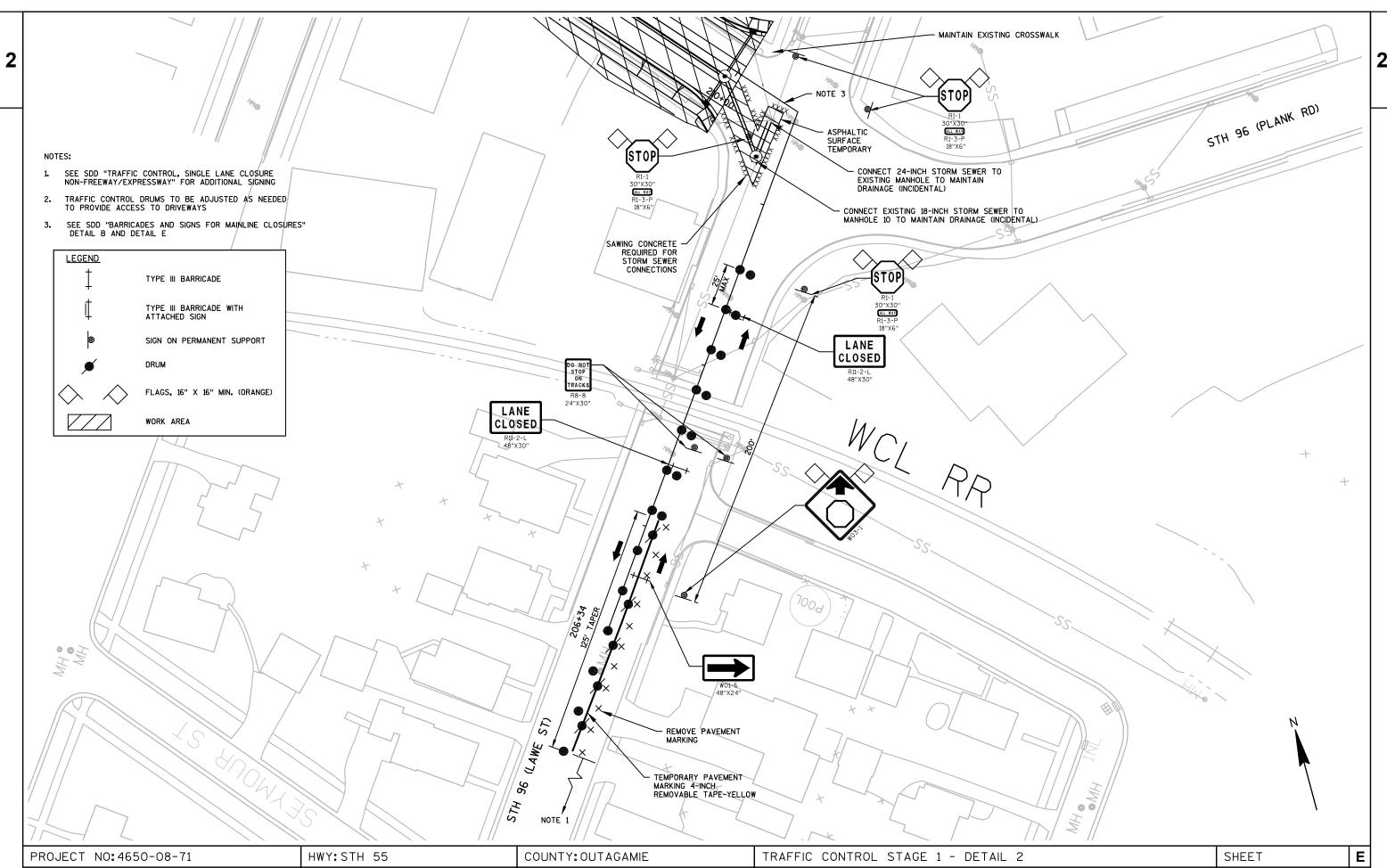


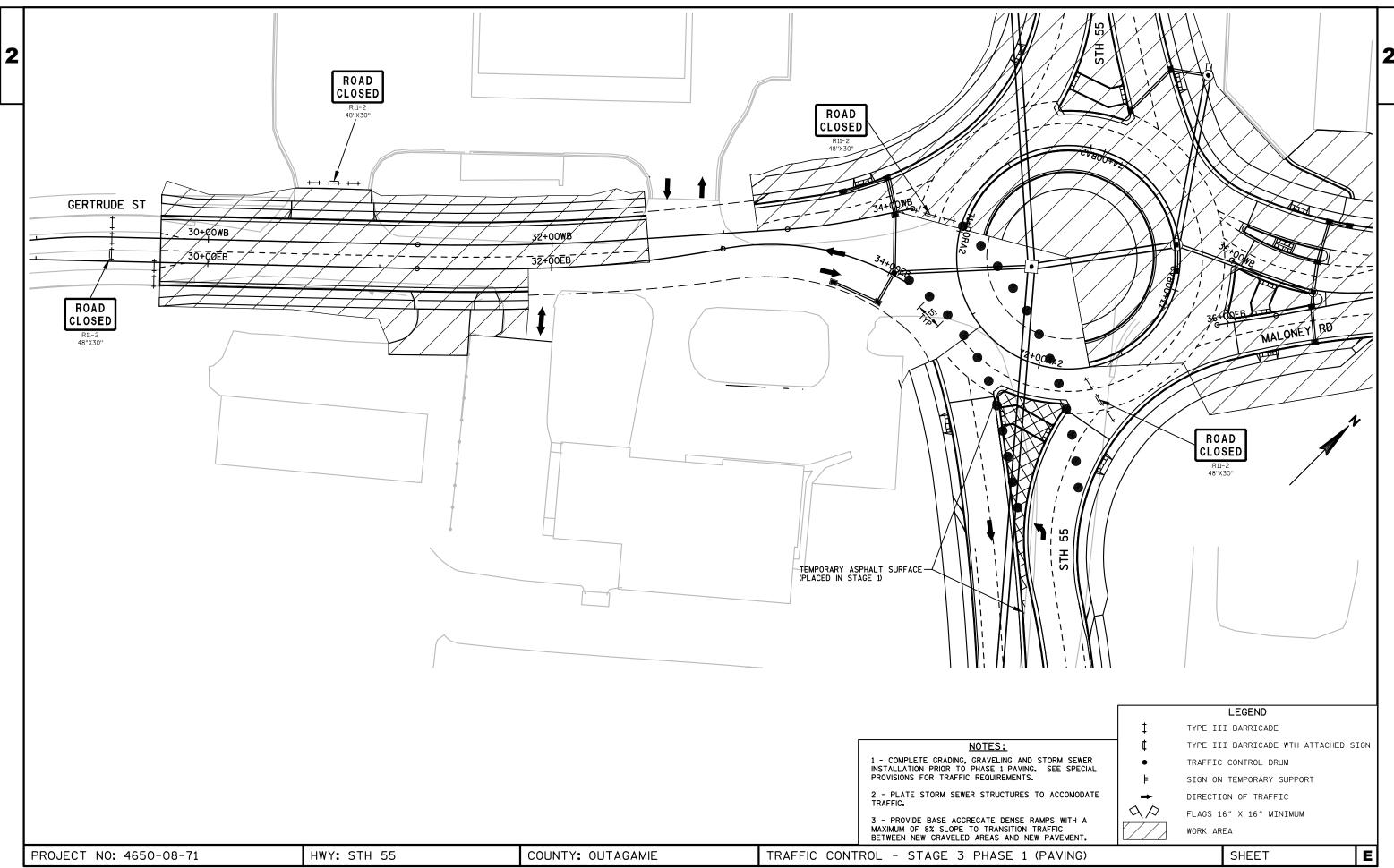


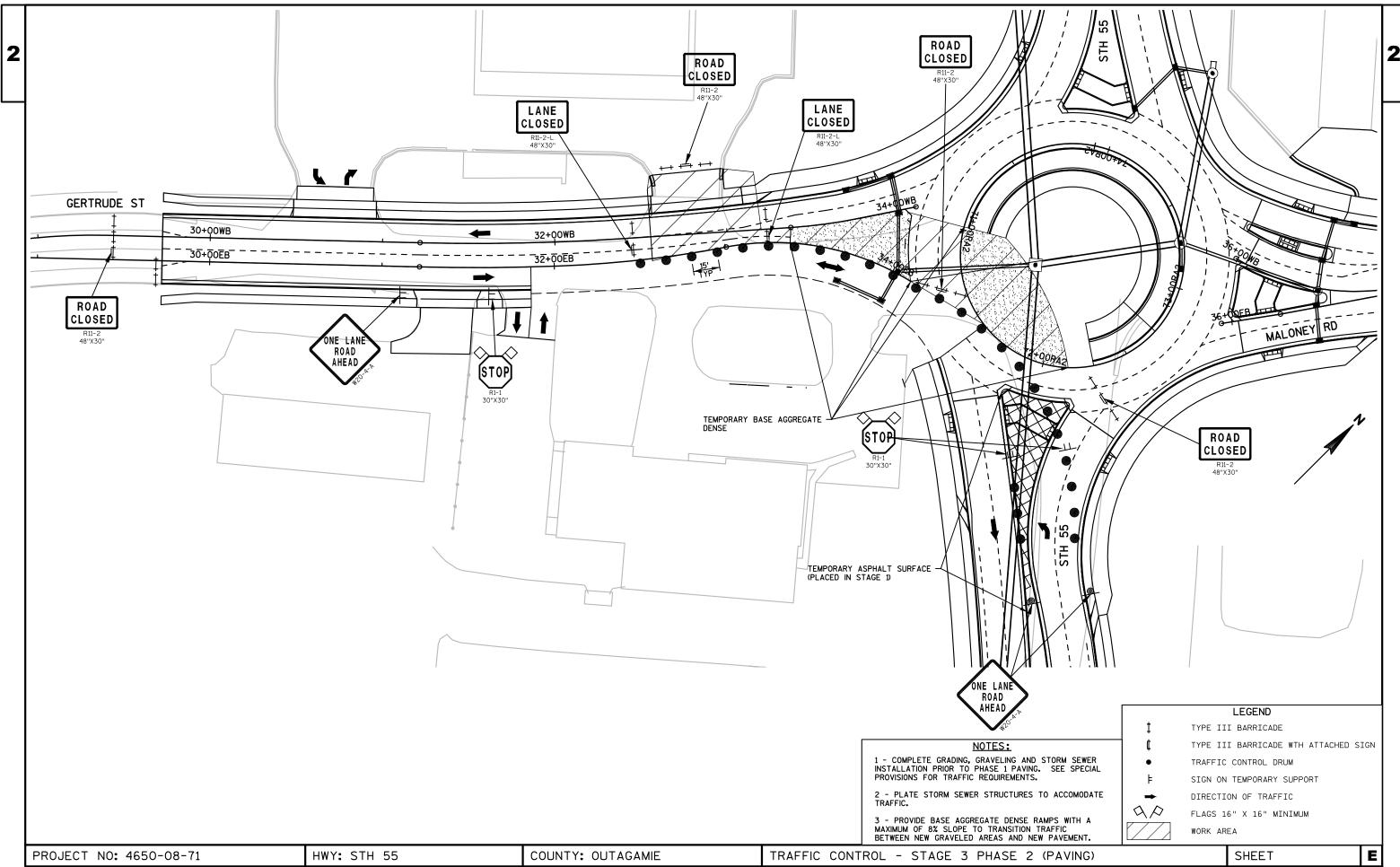


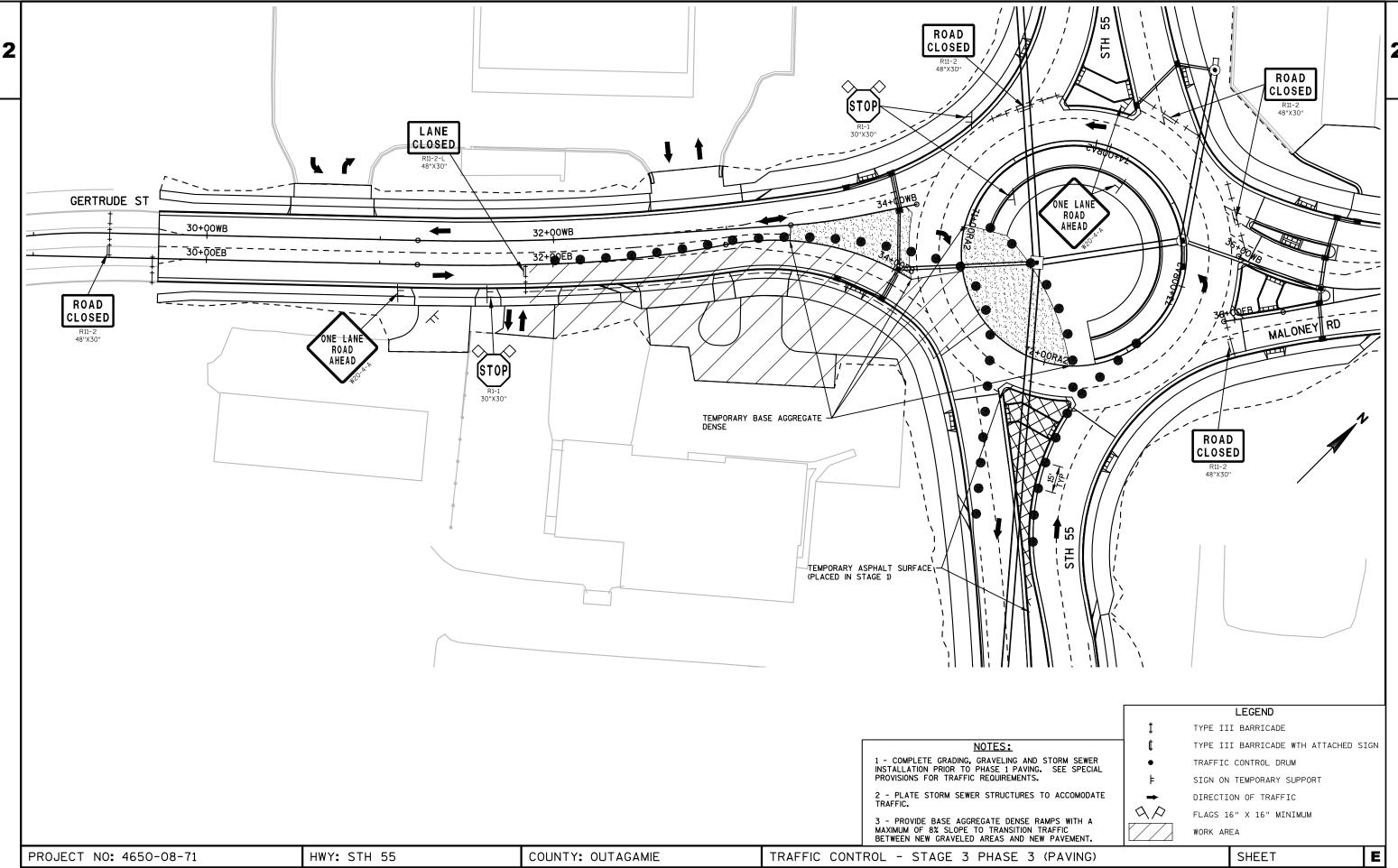


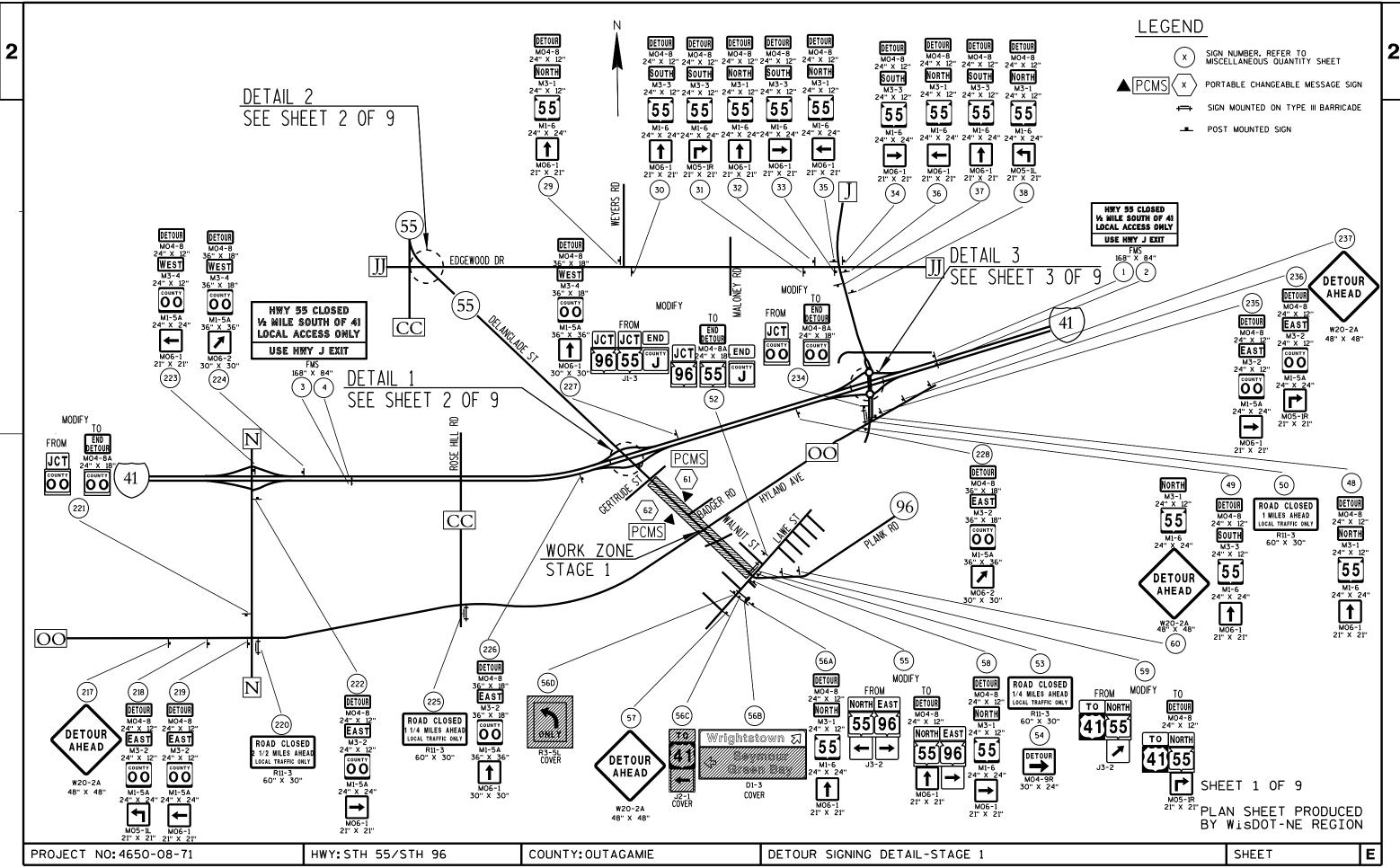


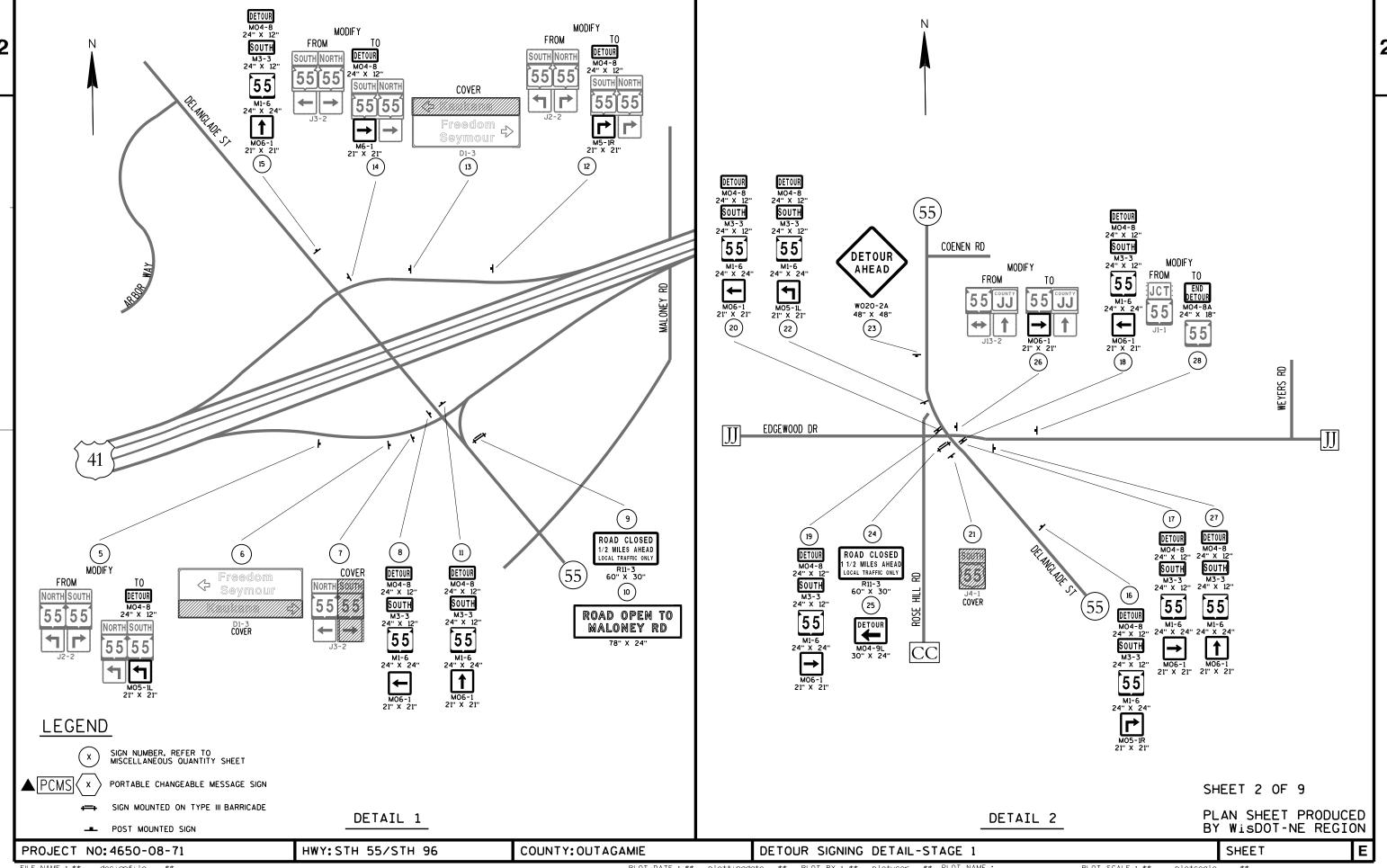


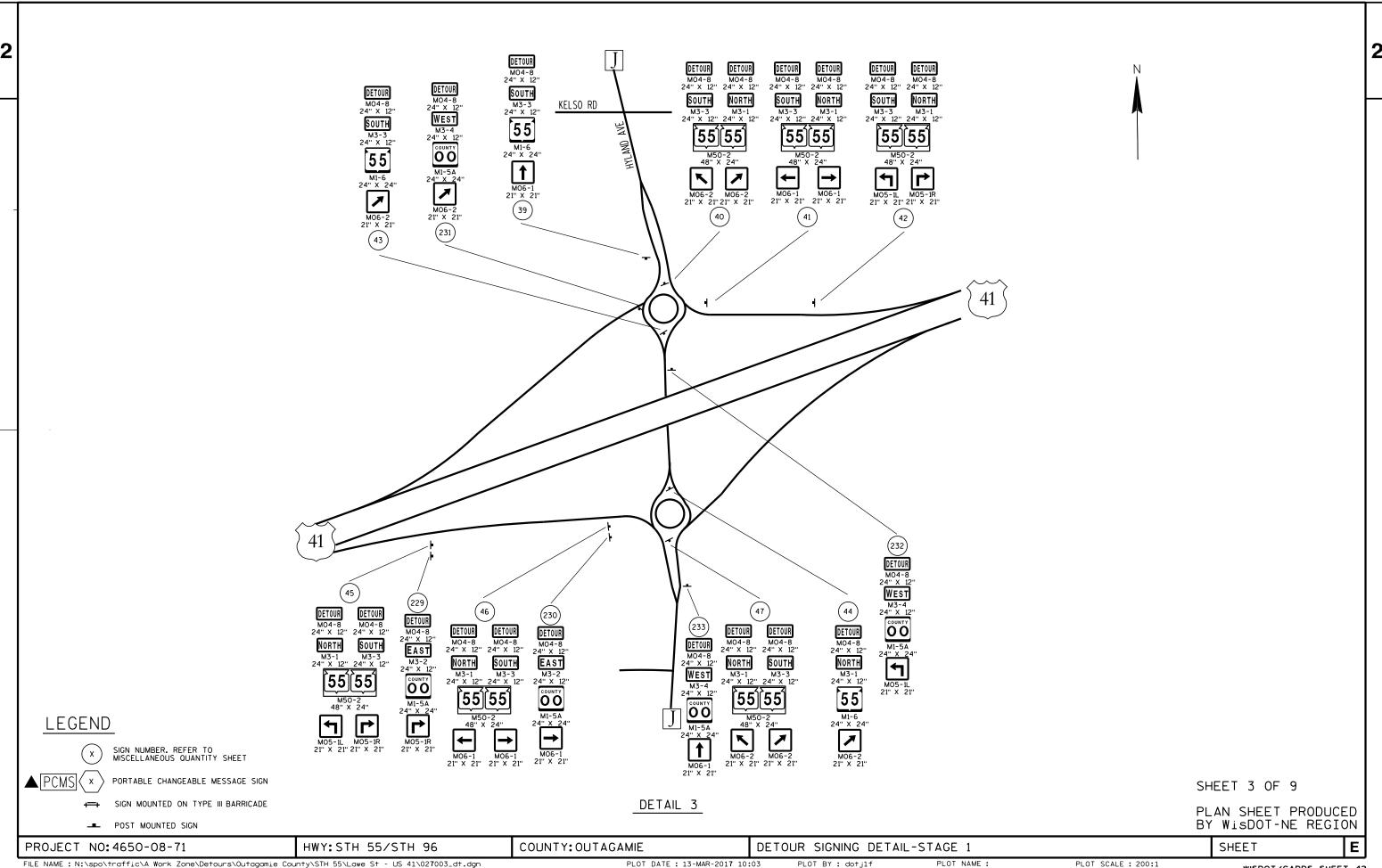




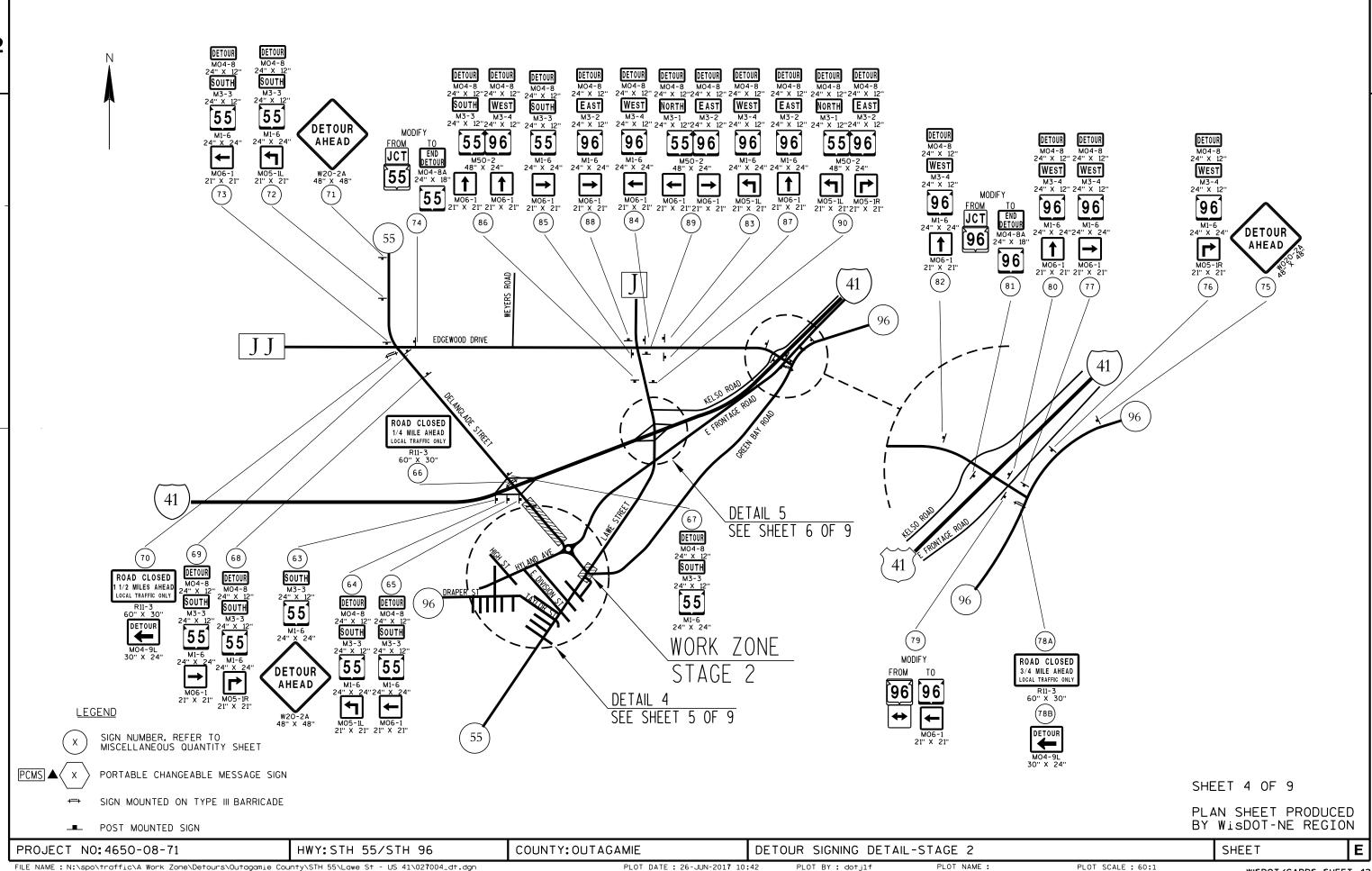




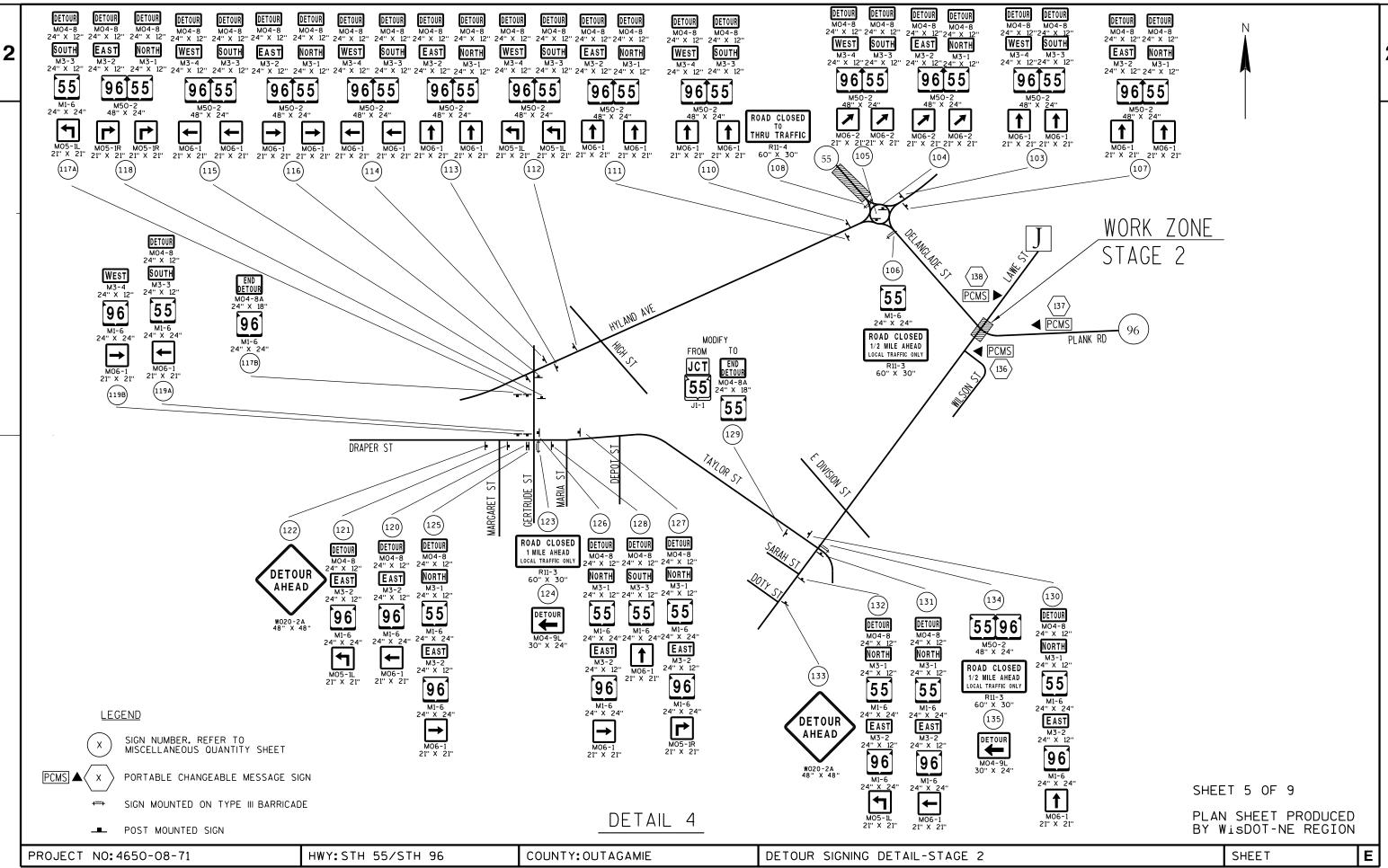


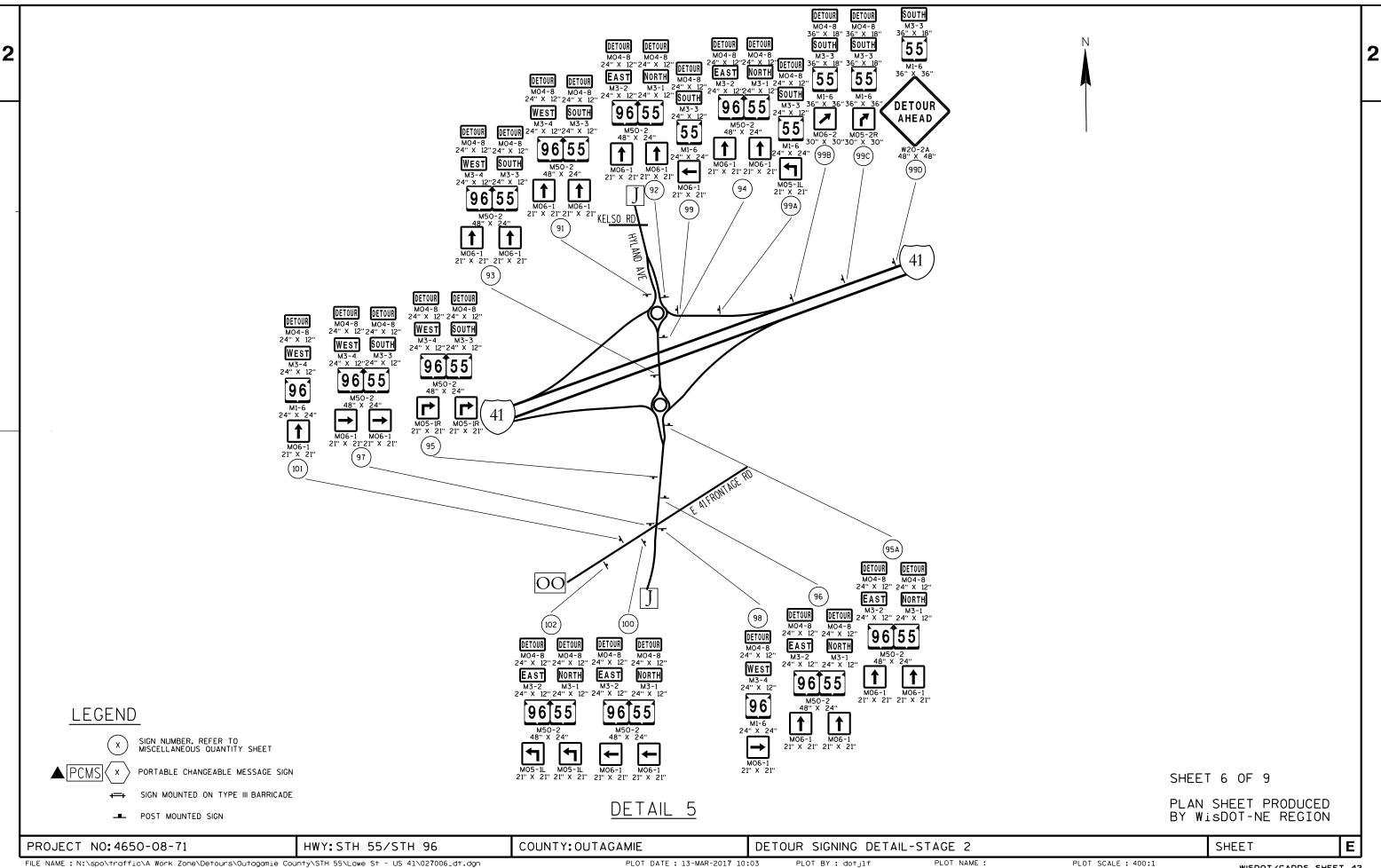


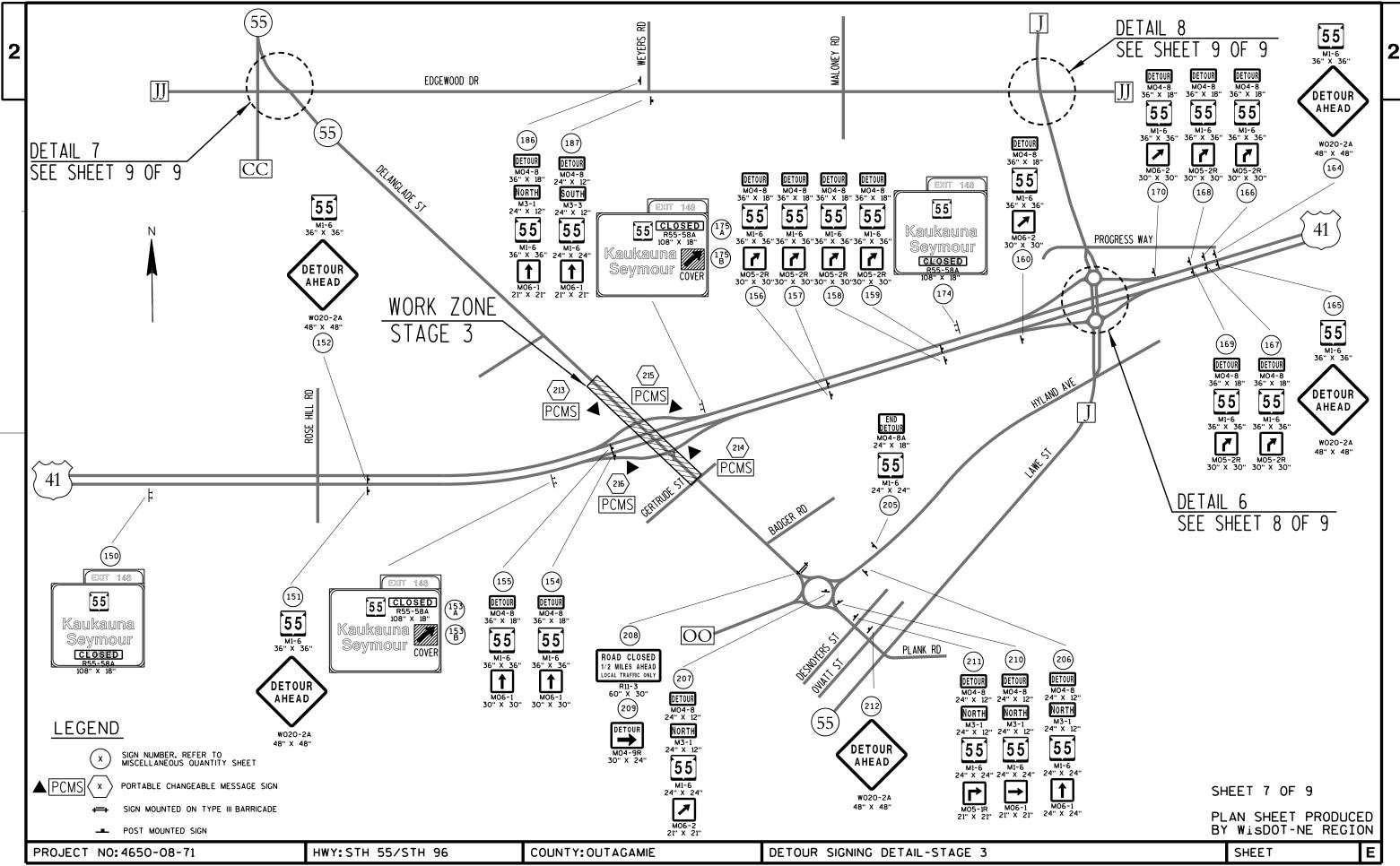
WISDOT/CADDS SHEET 42

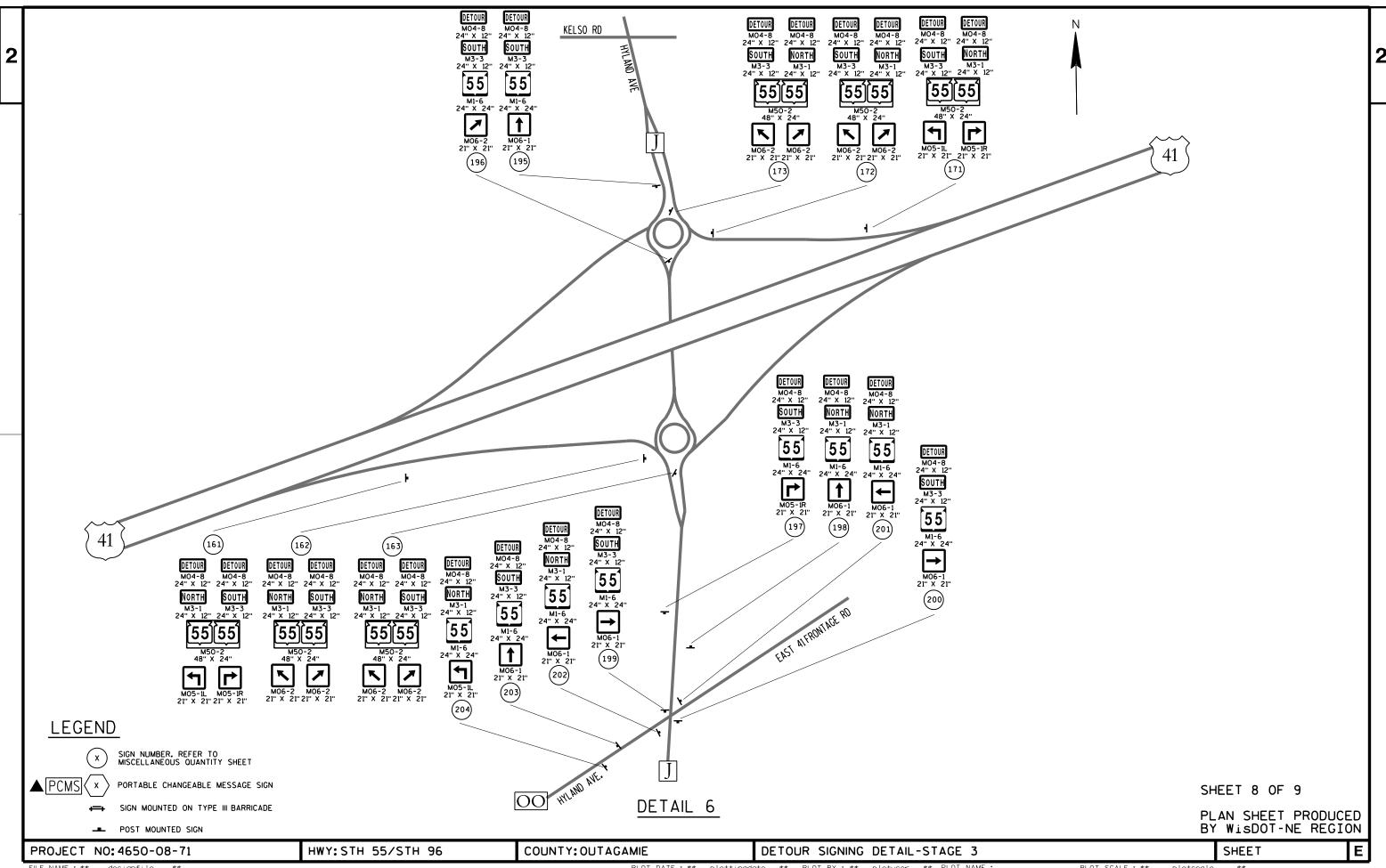


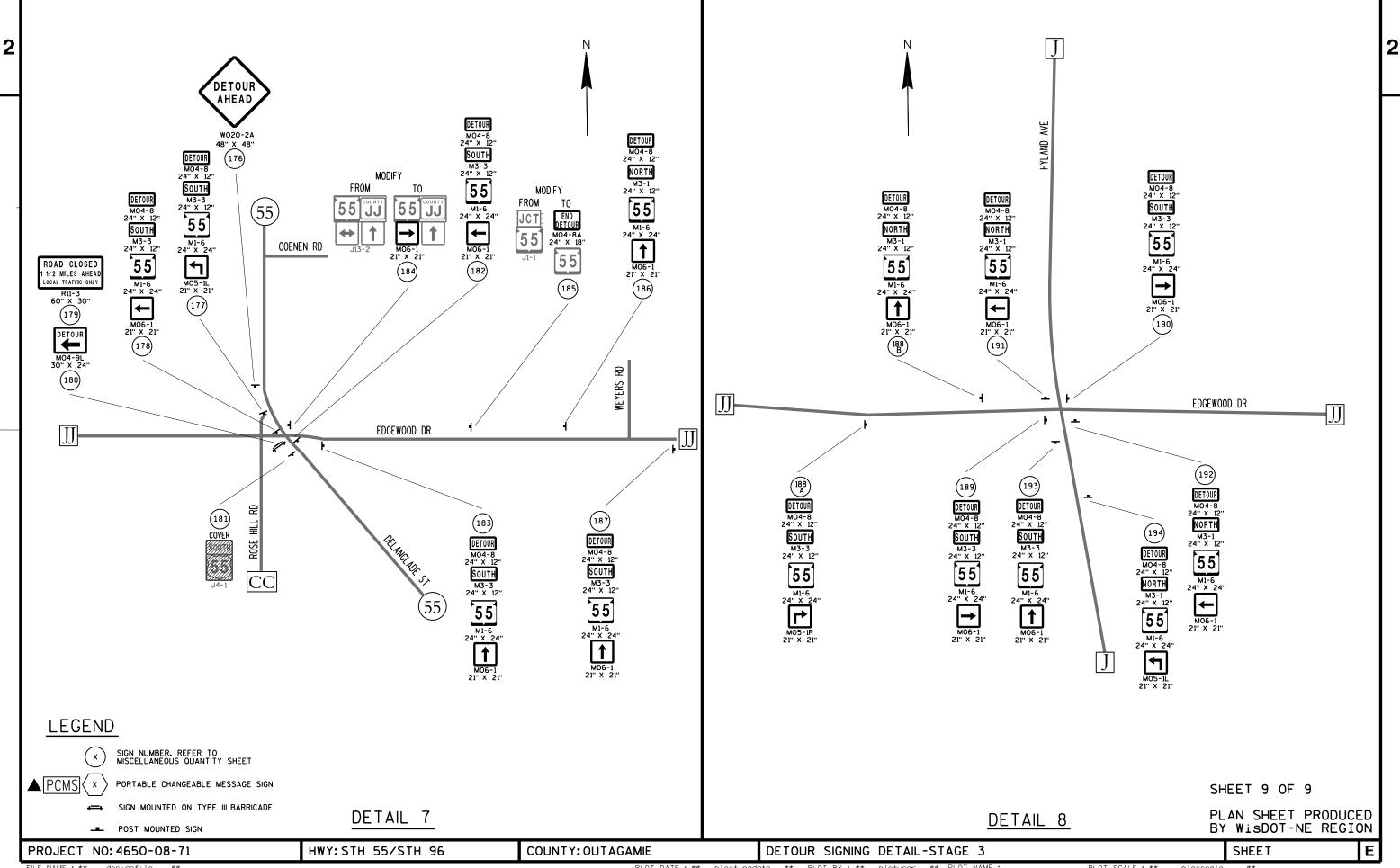
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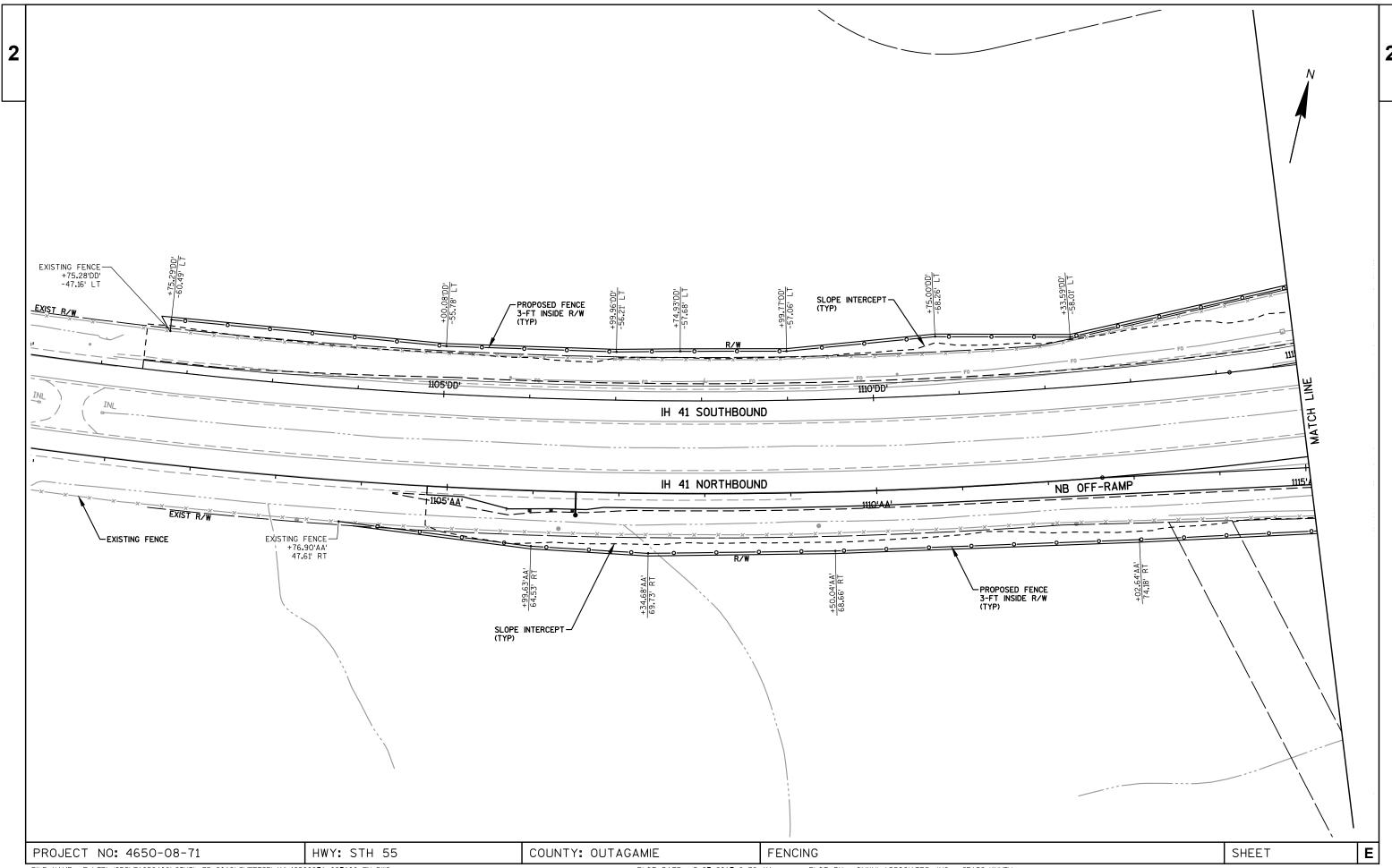


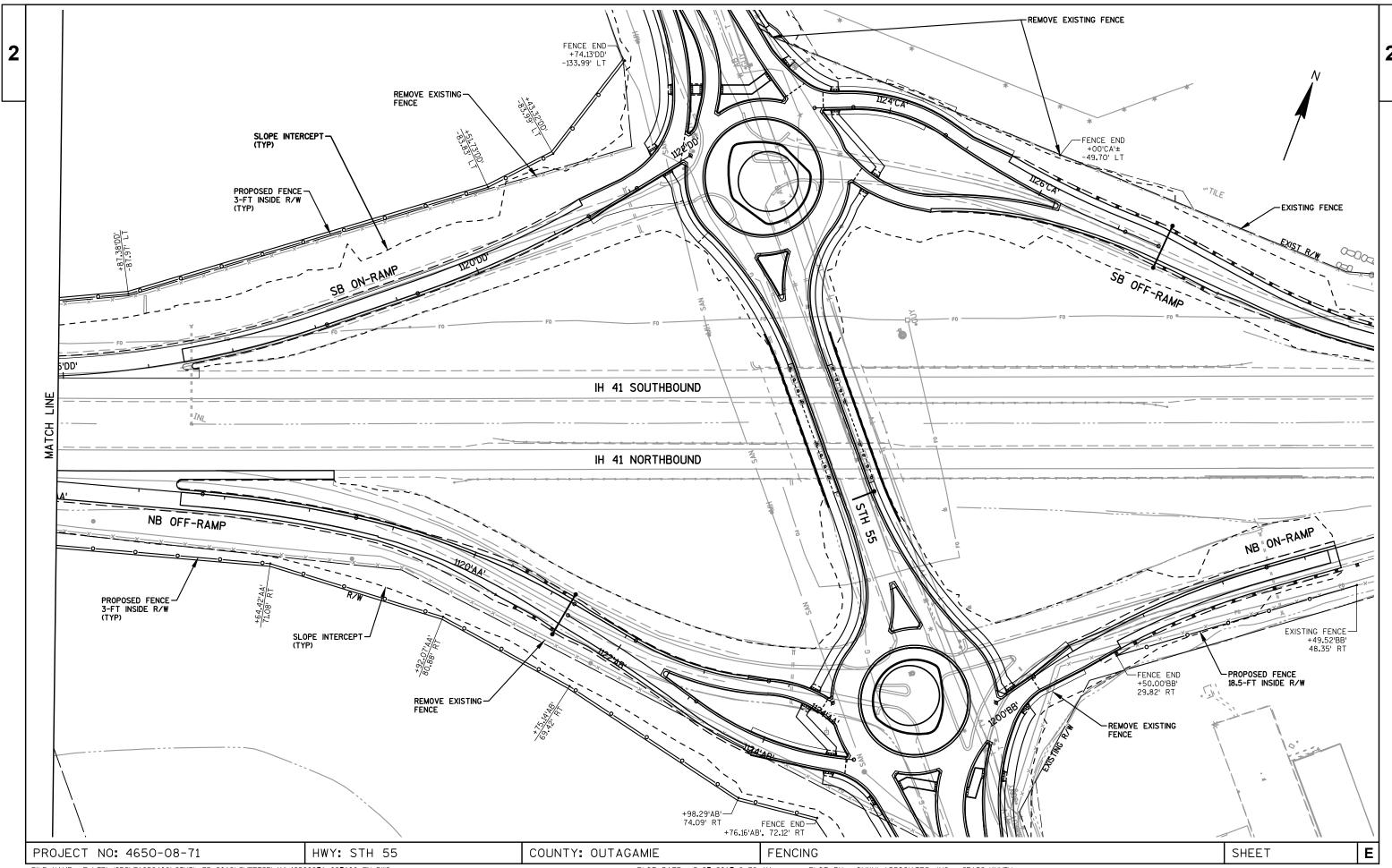


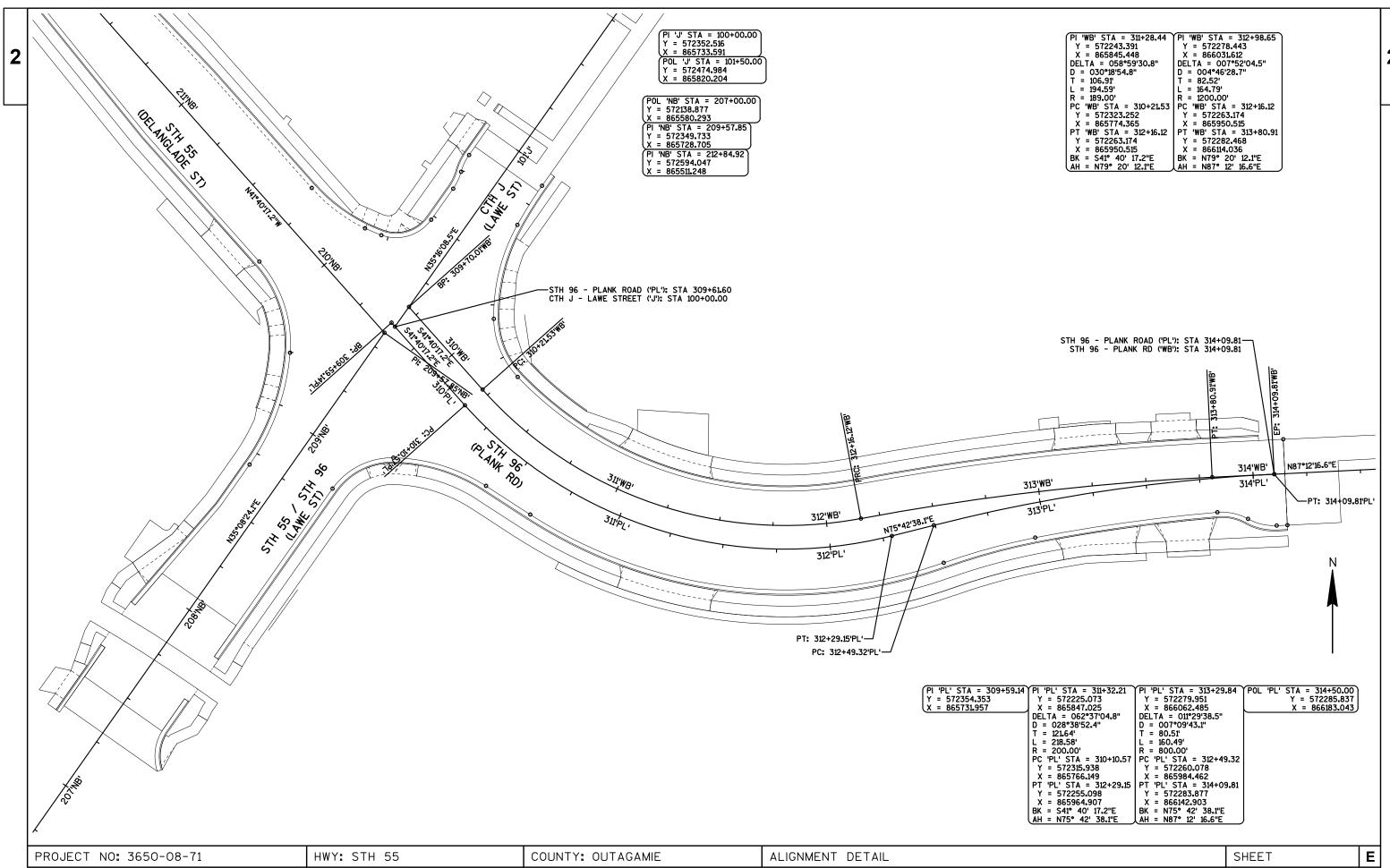


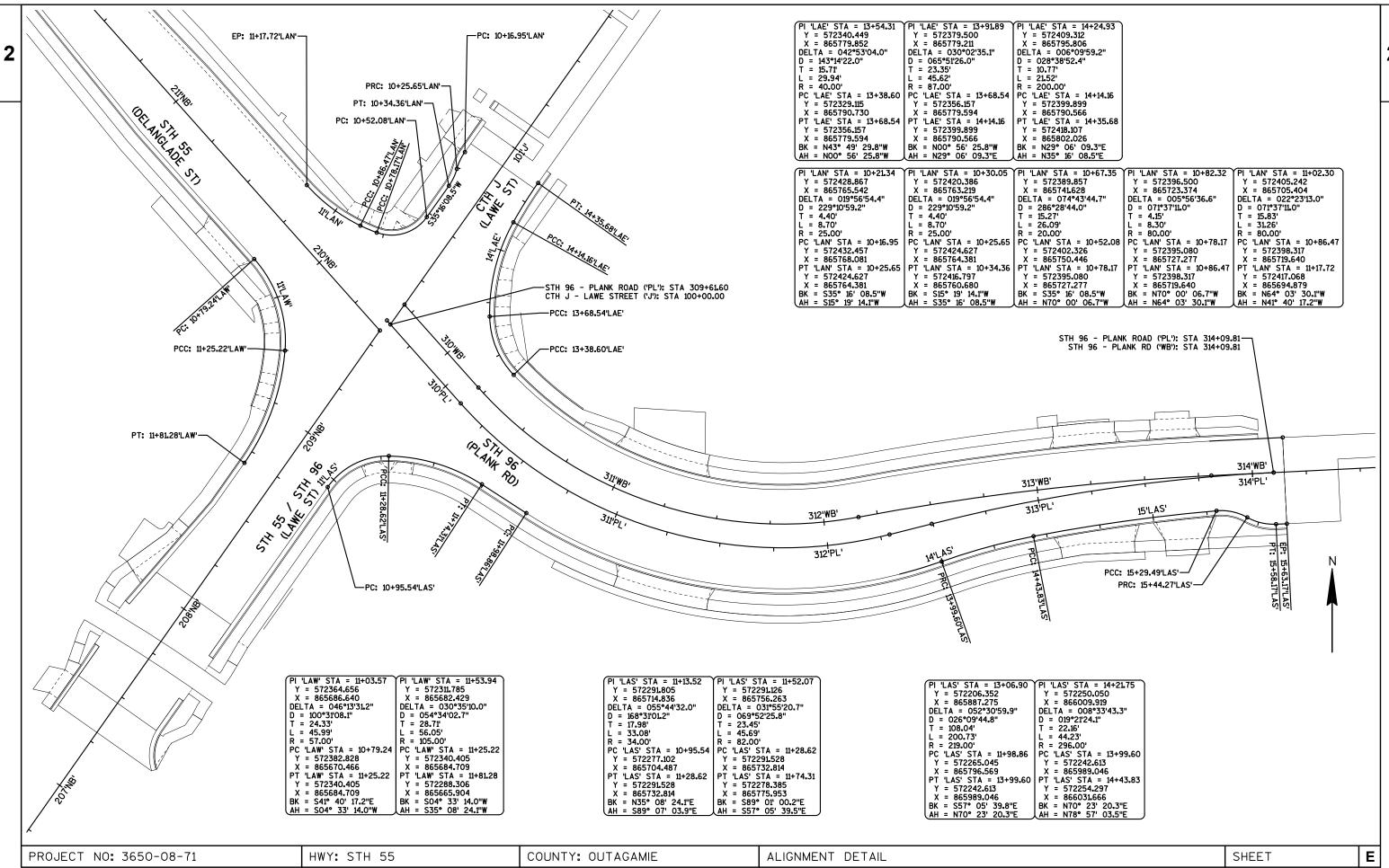


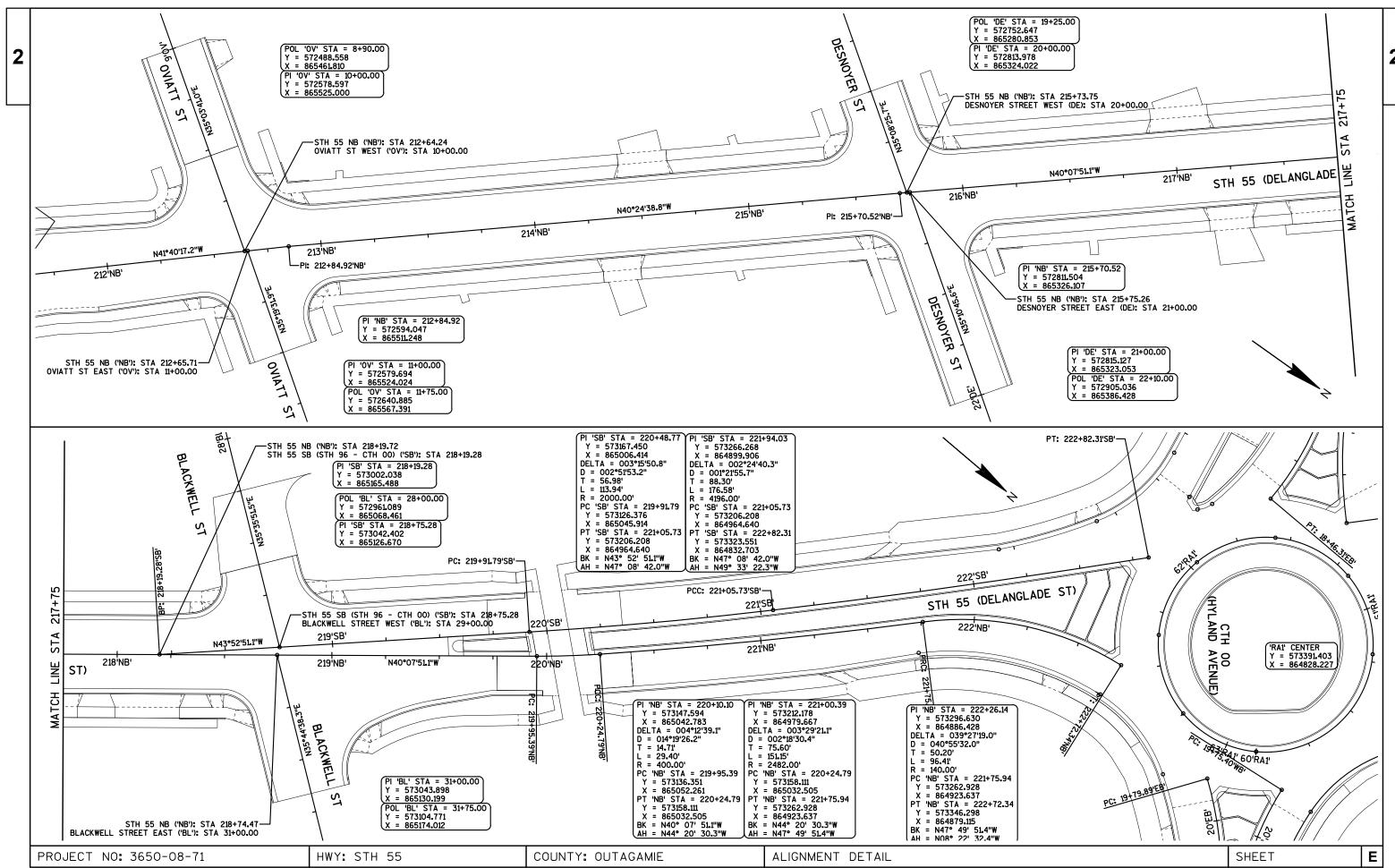


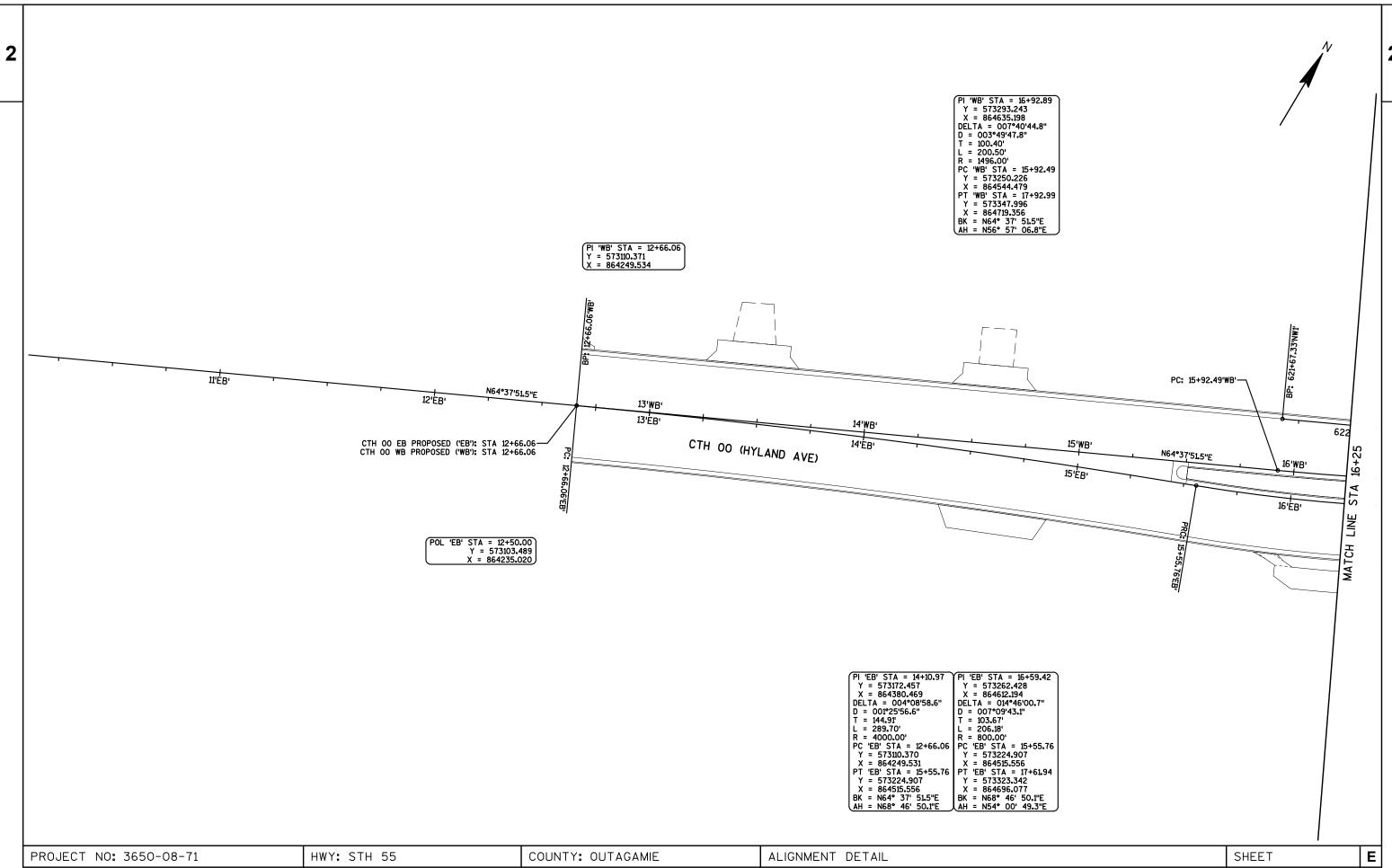


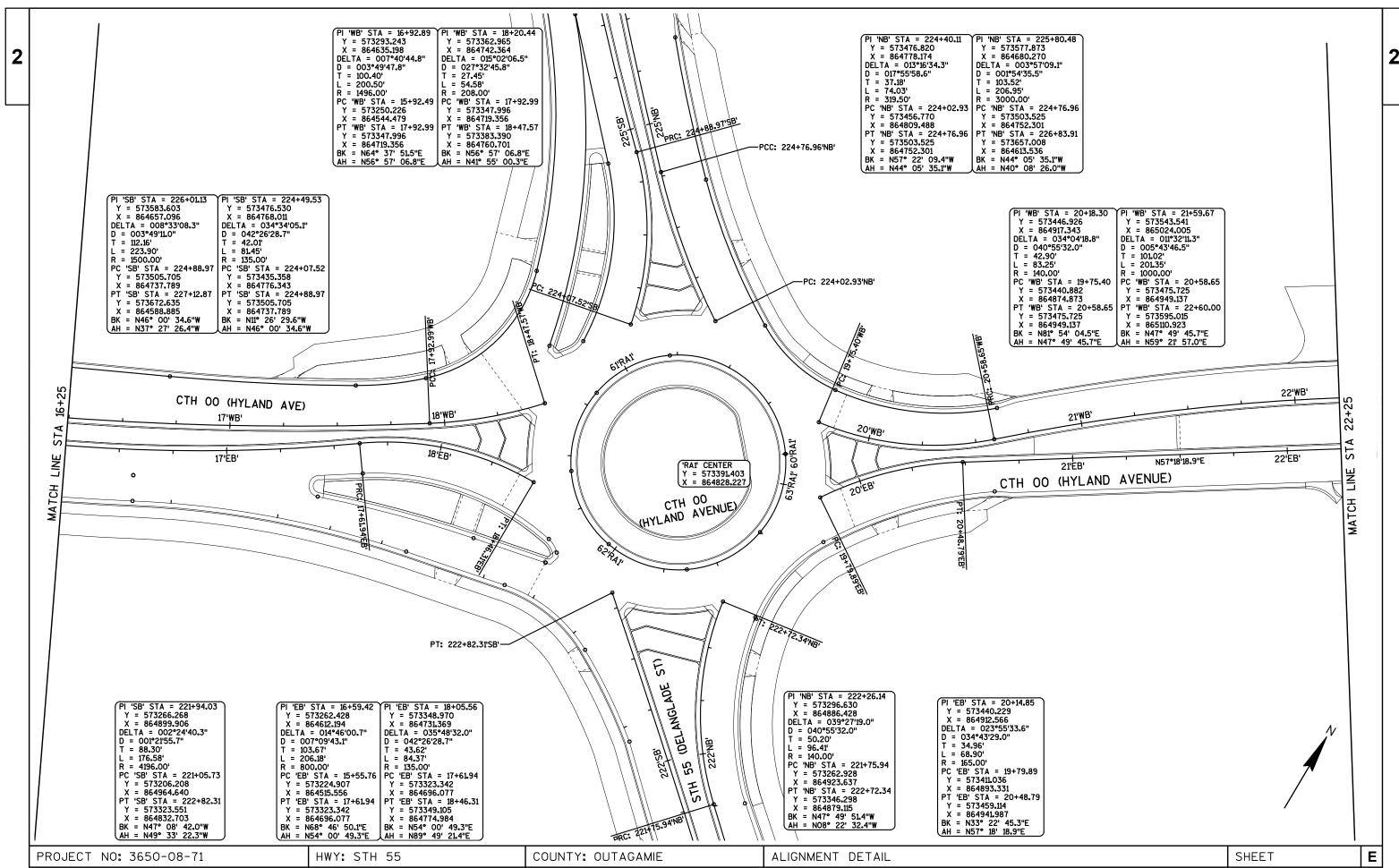


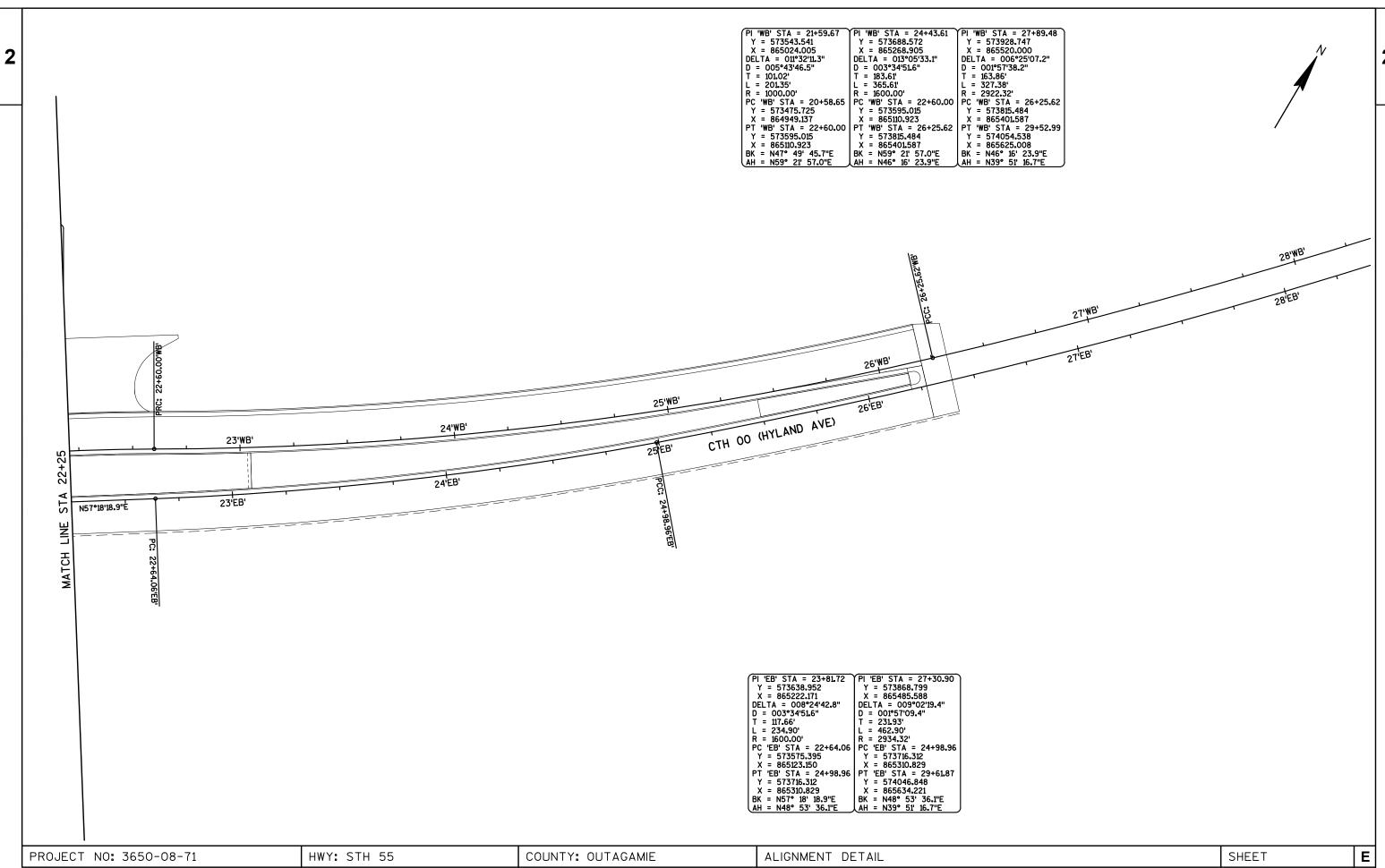


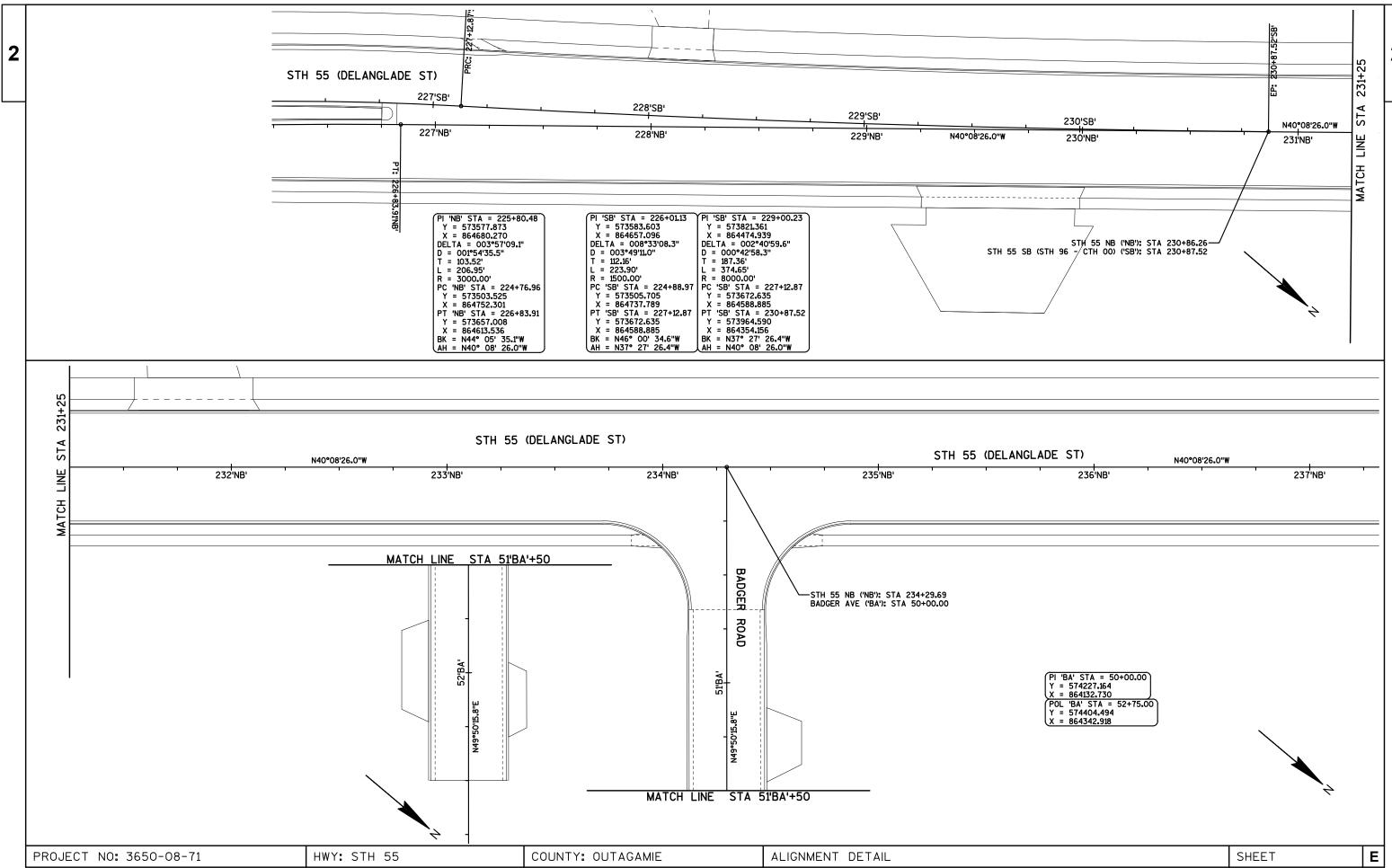


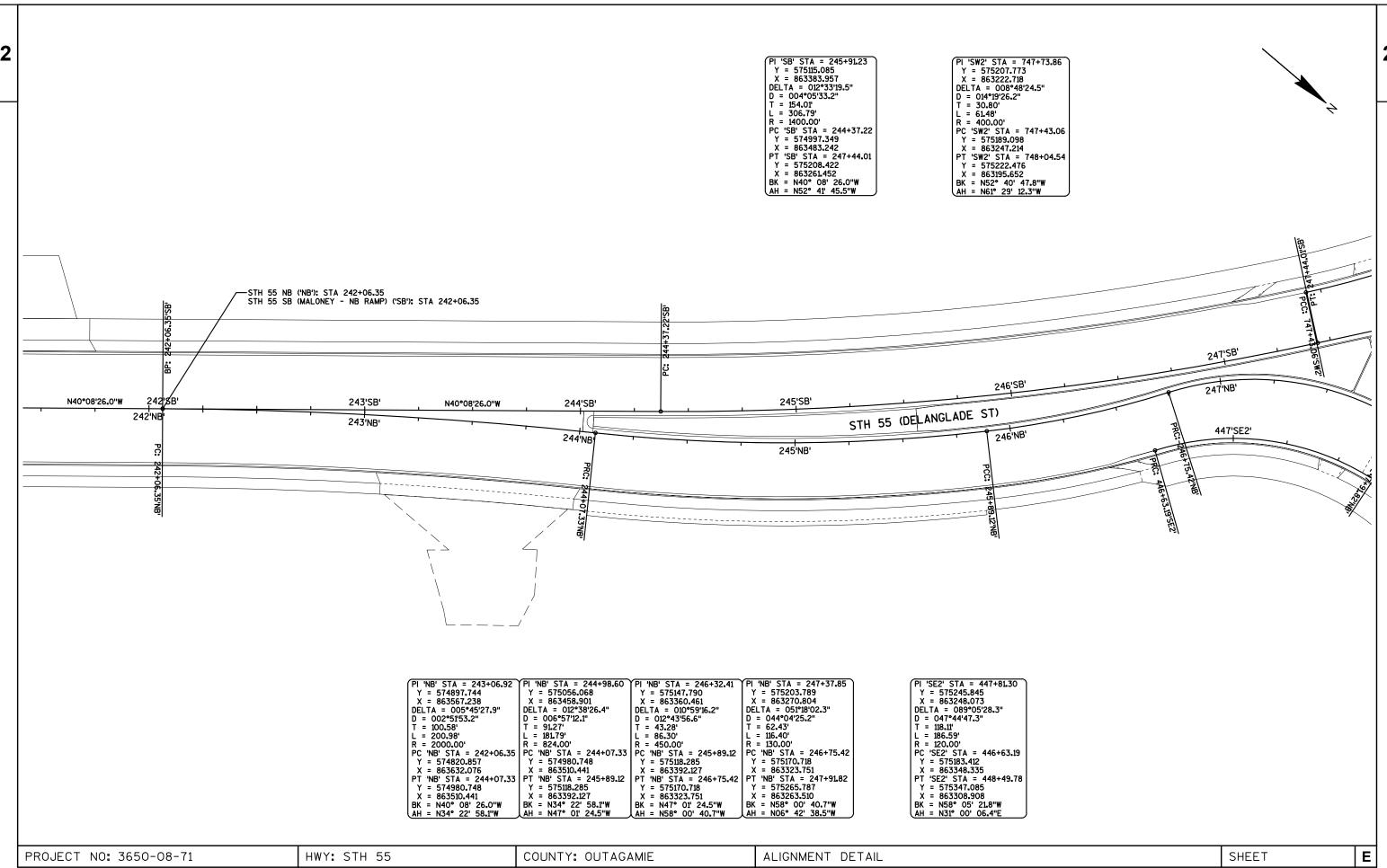


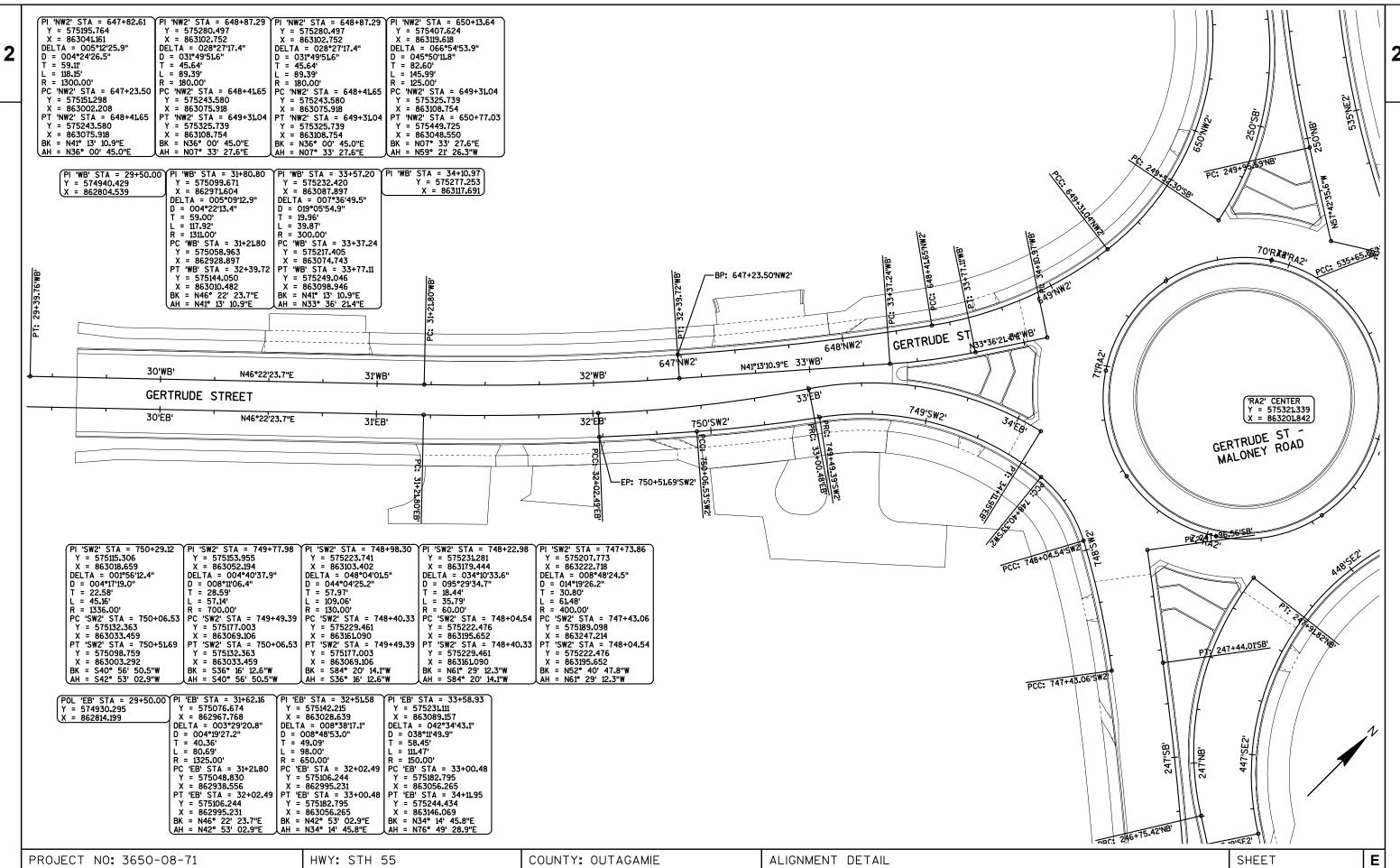


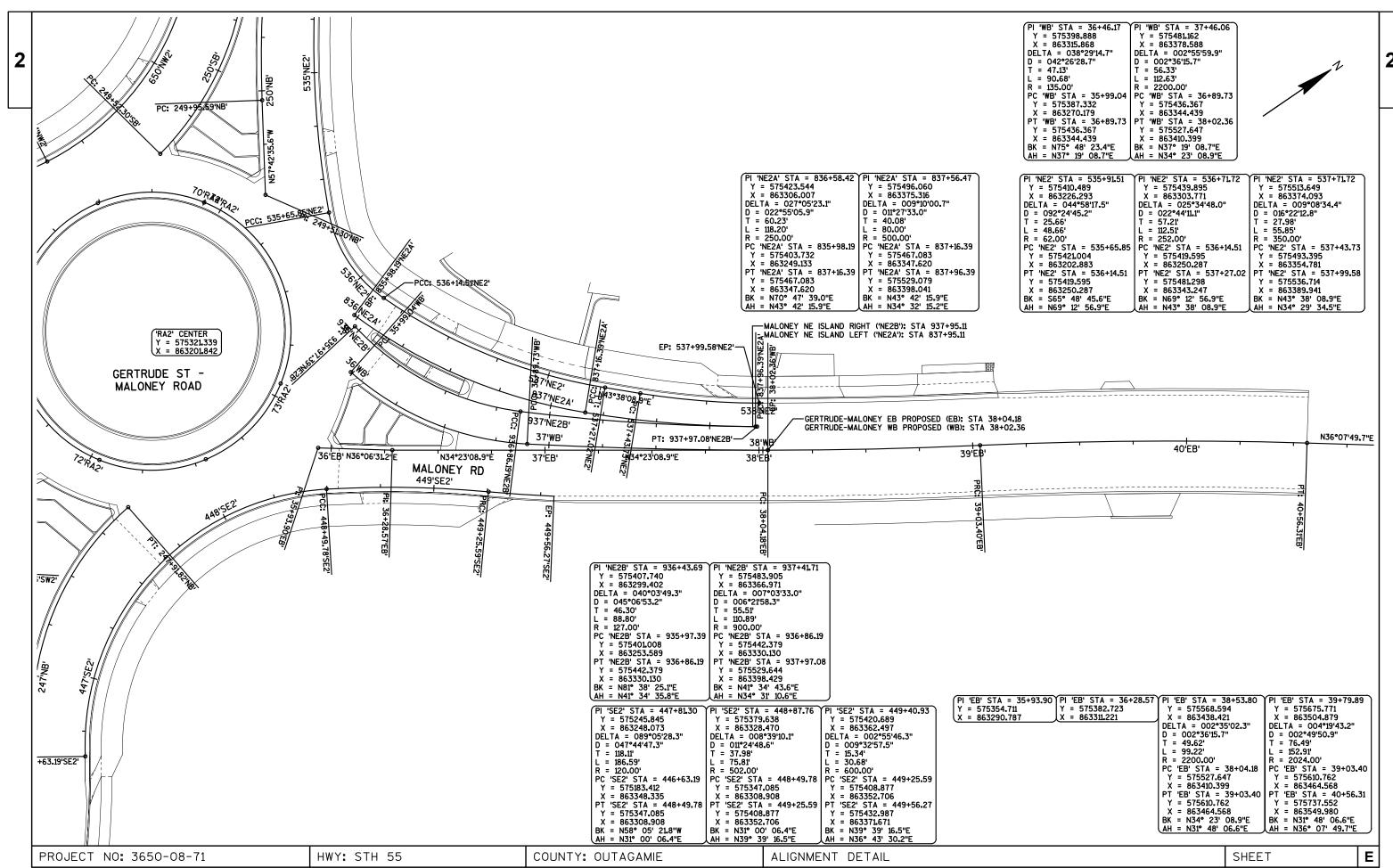


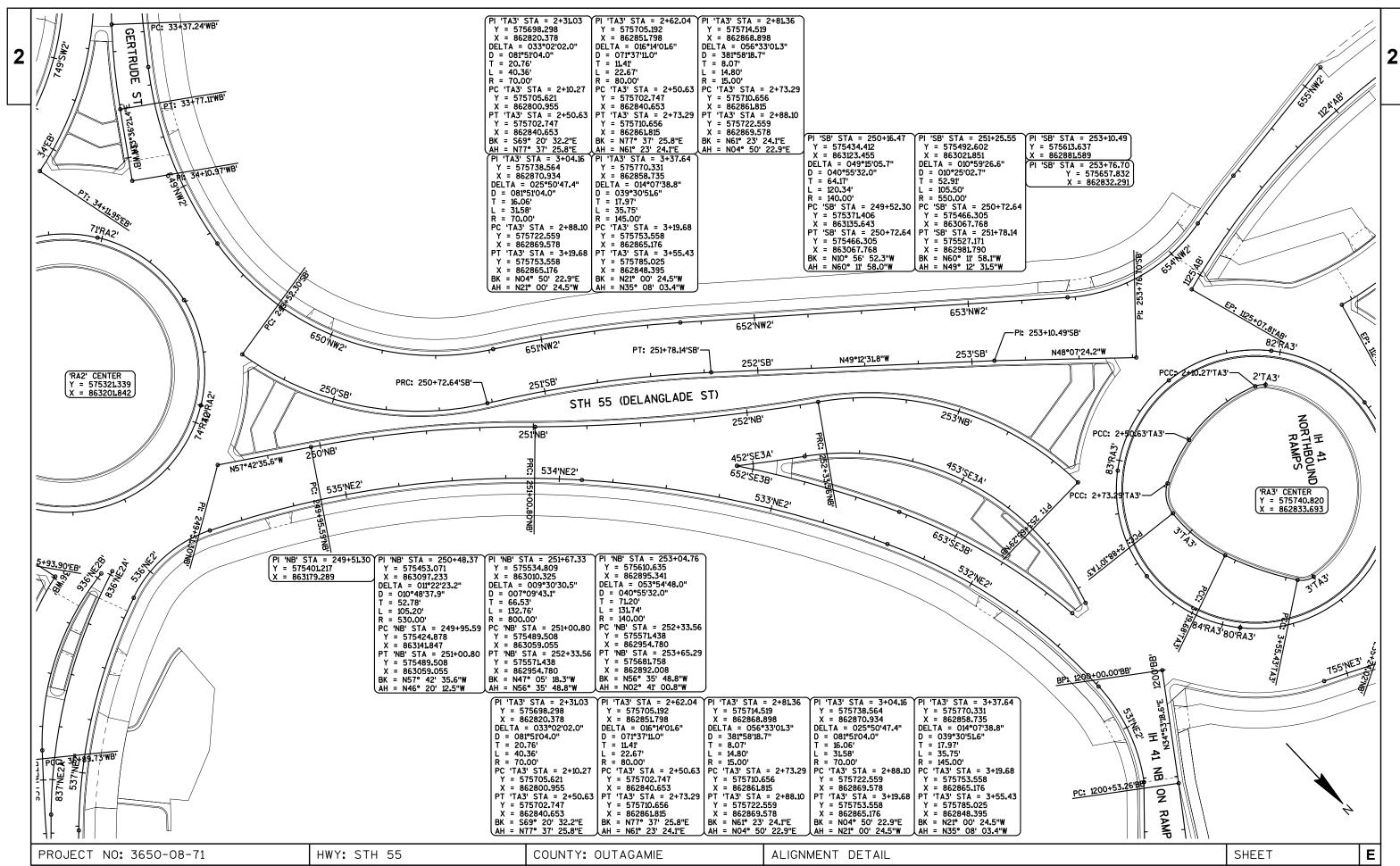


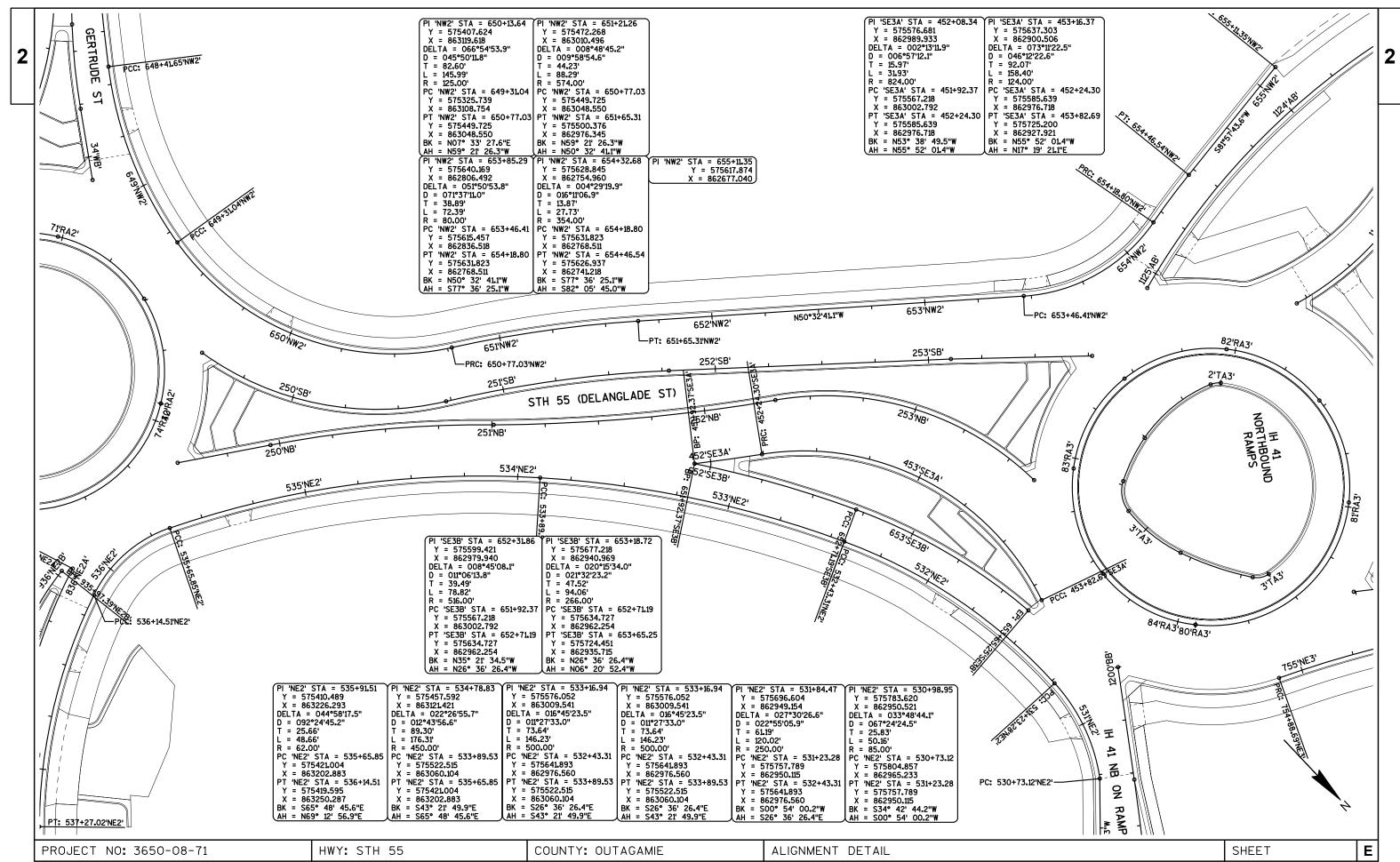


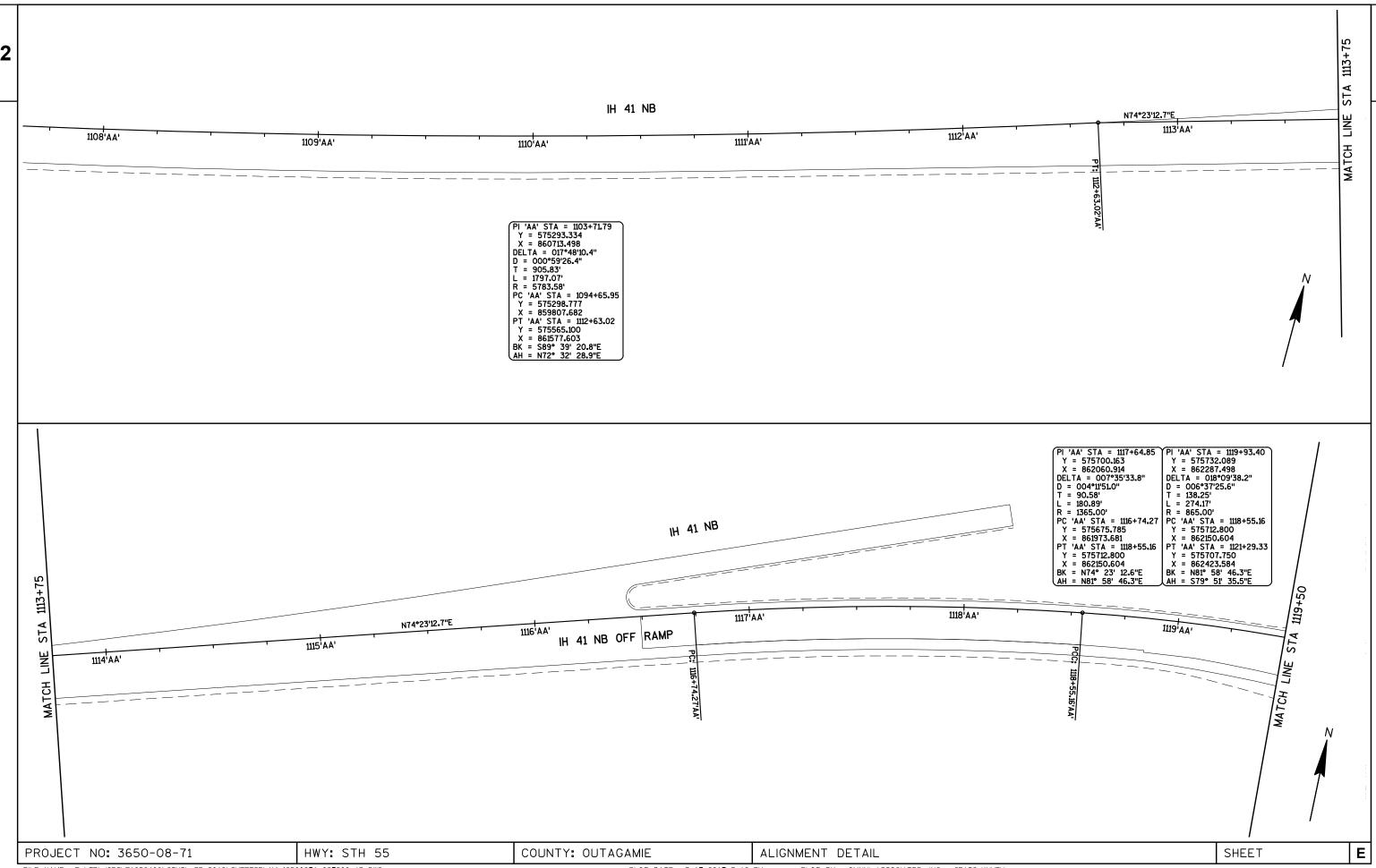


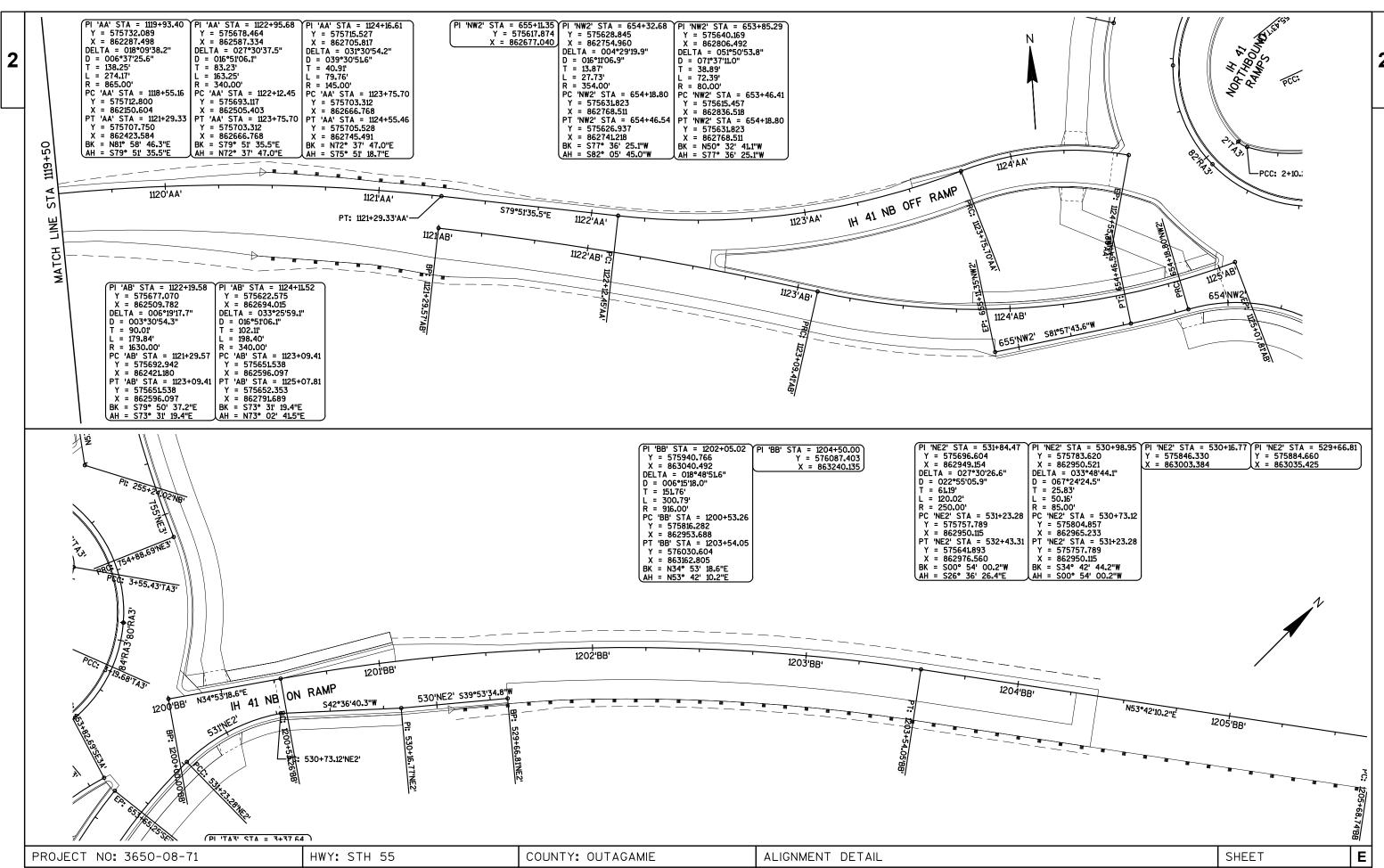


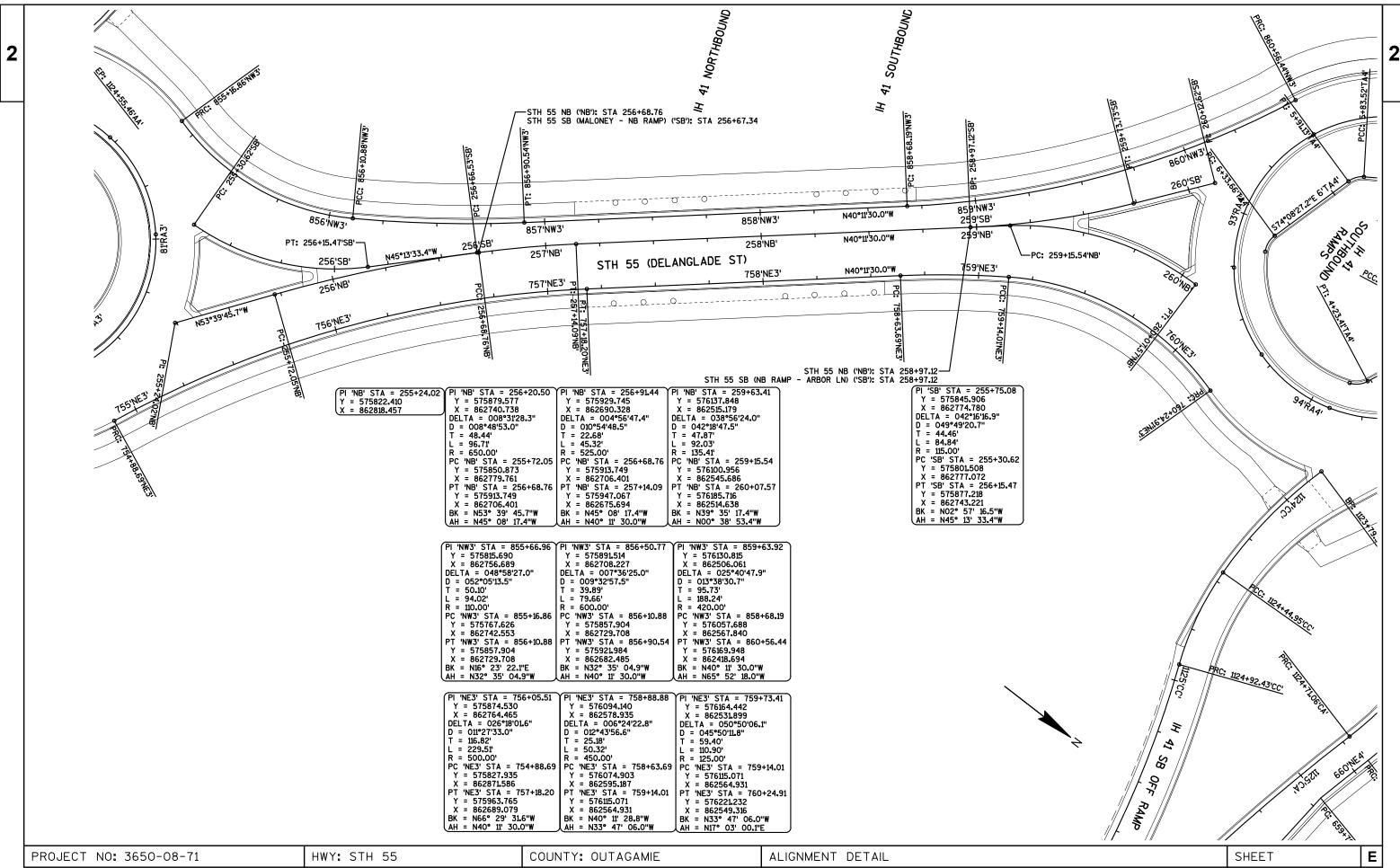


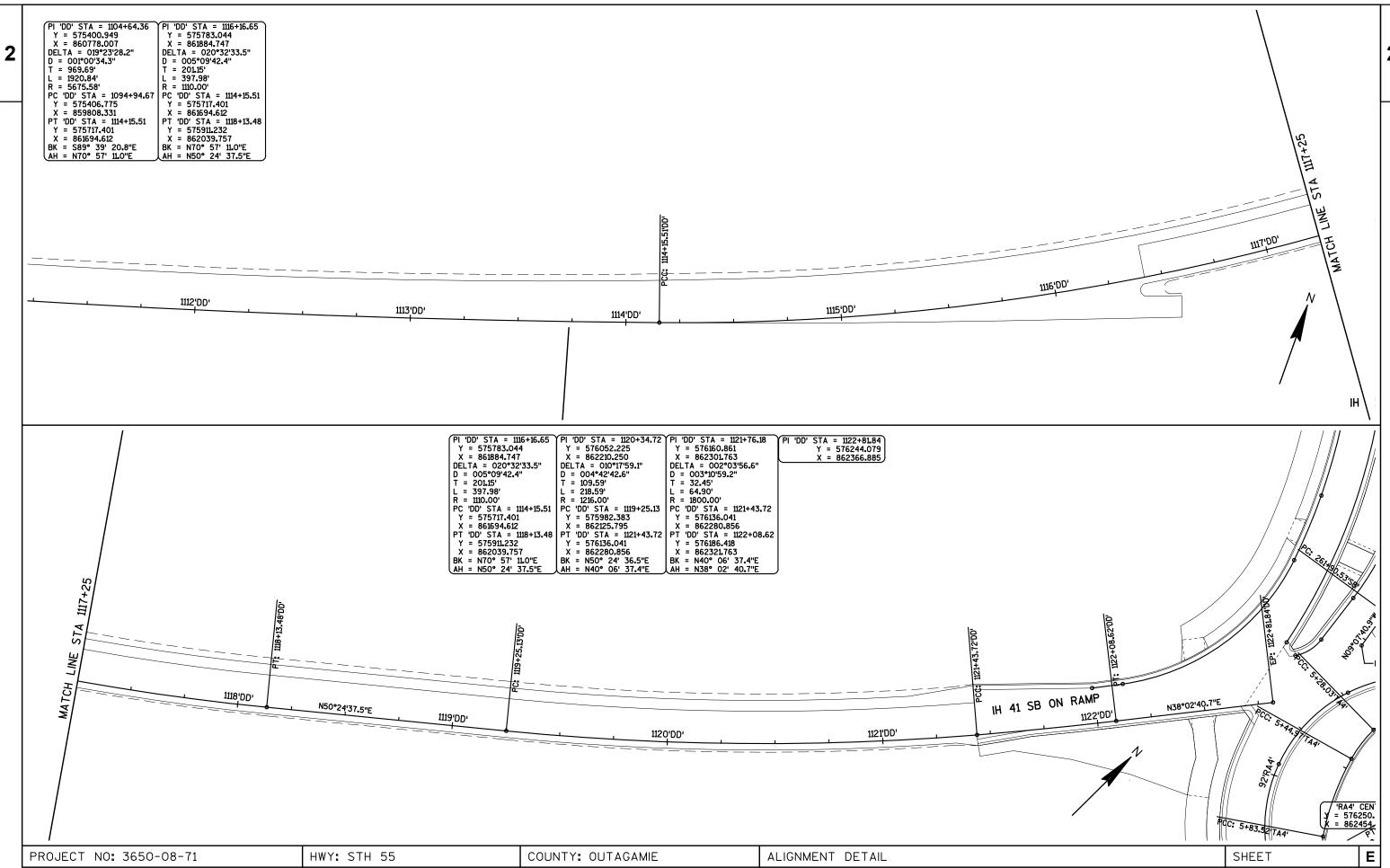


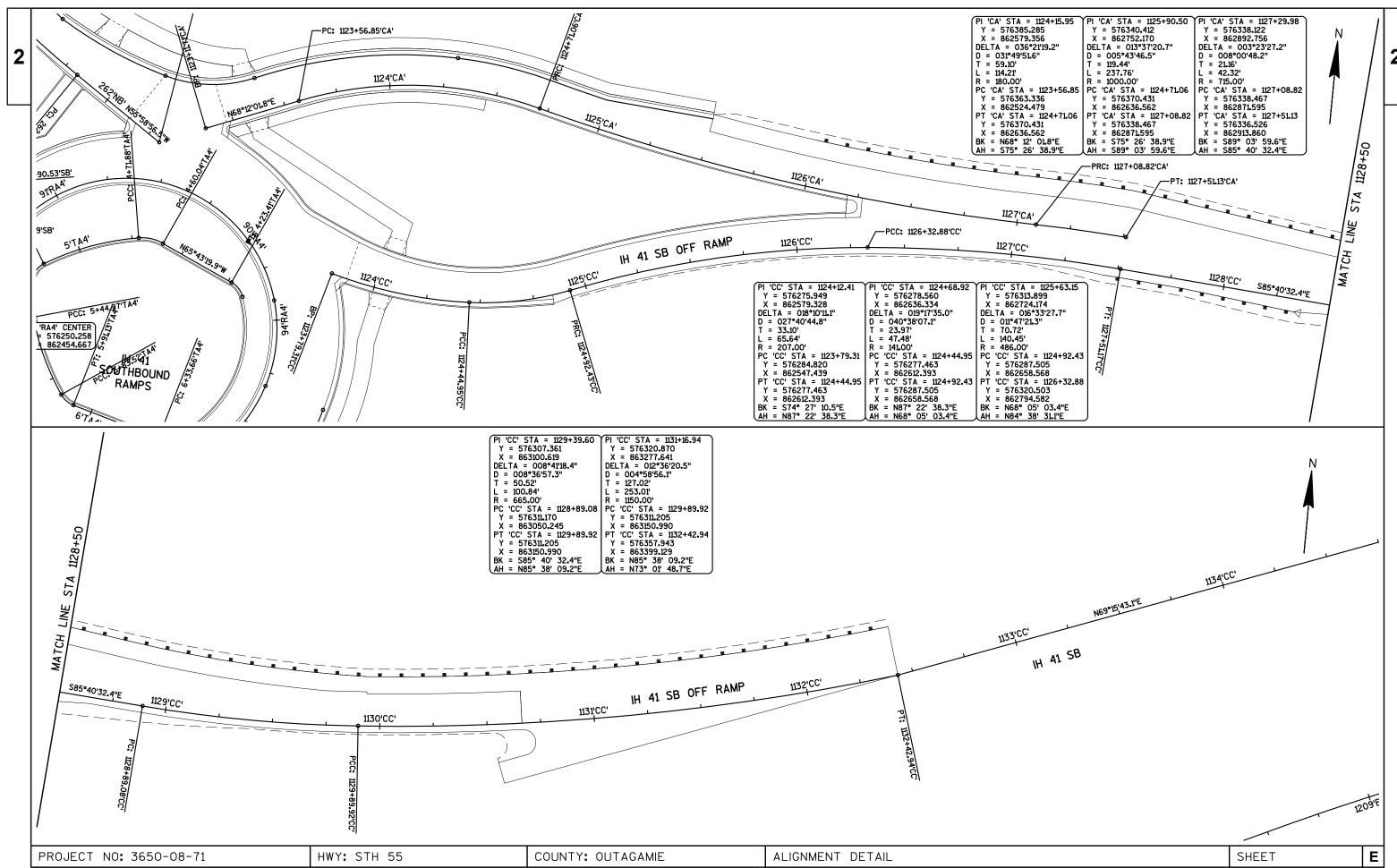


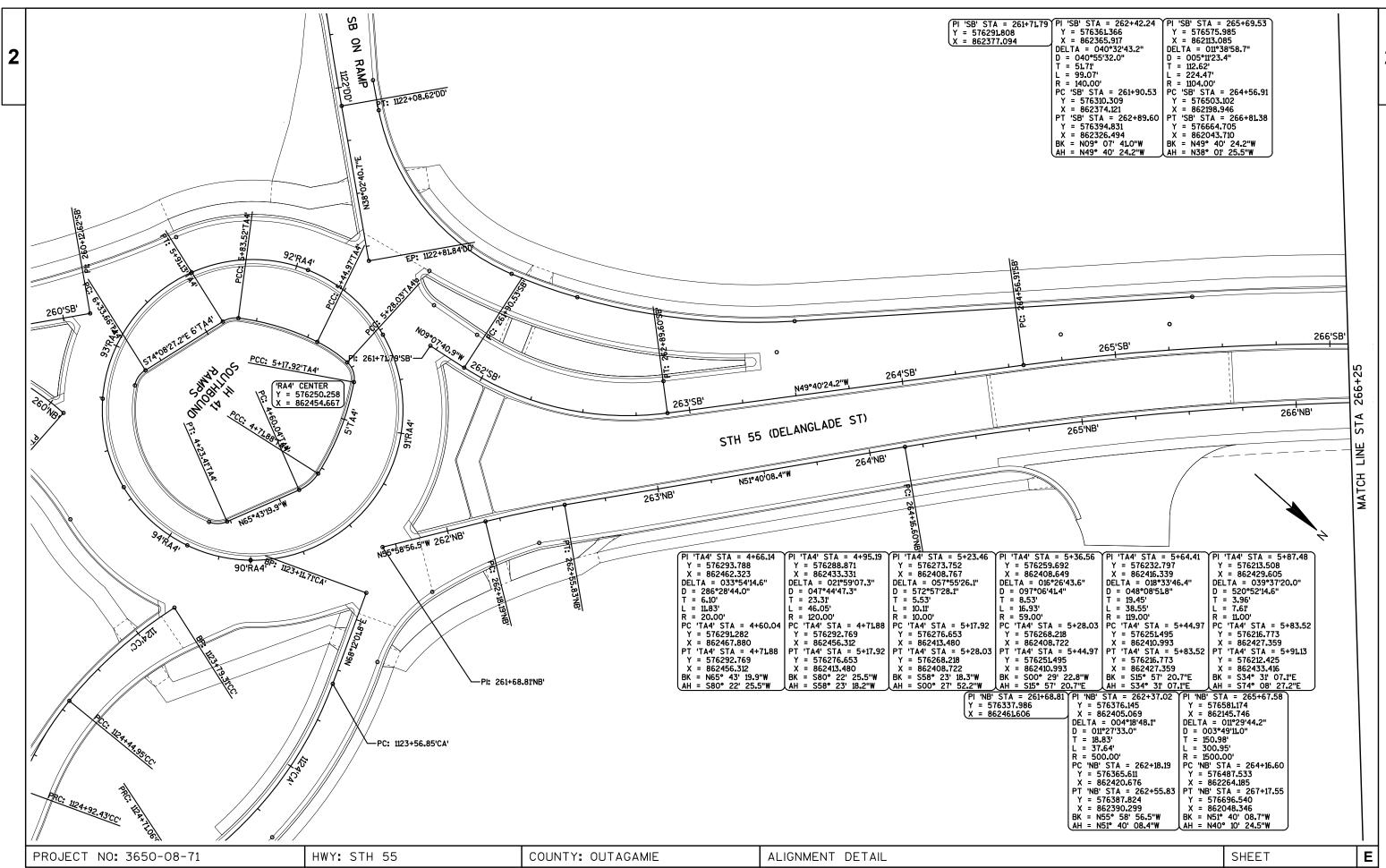


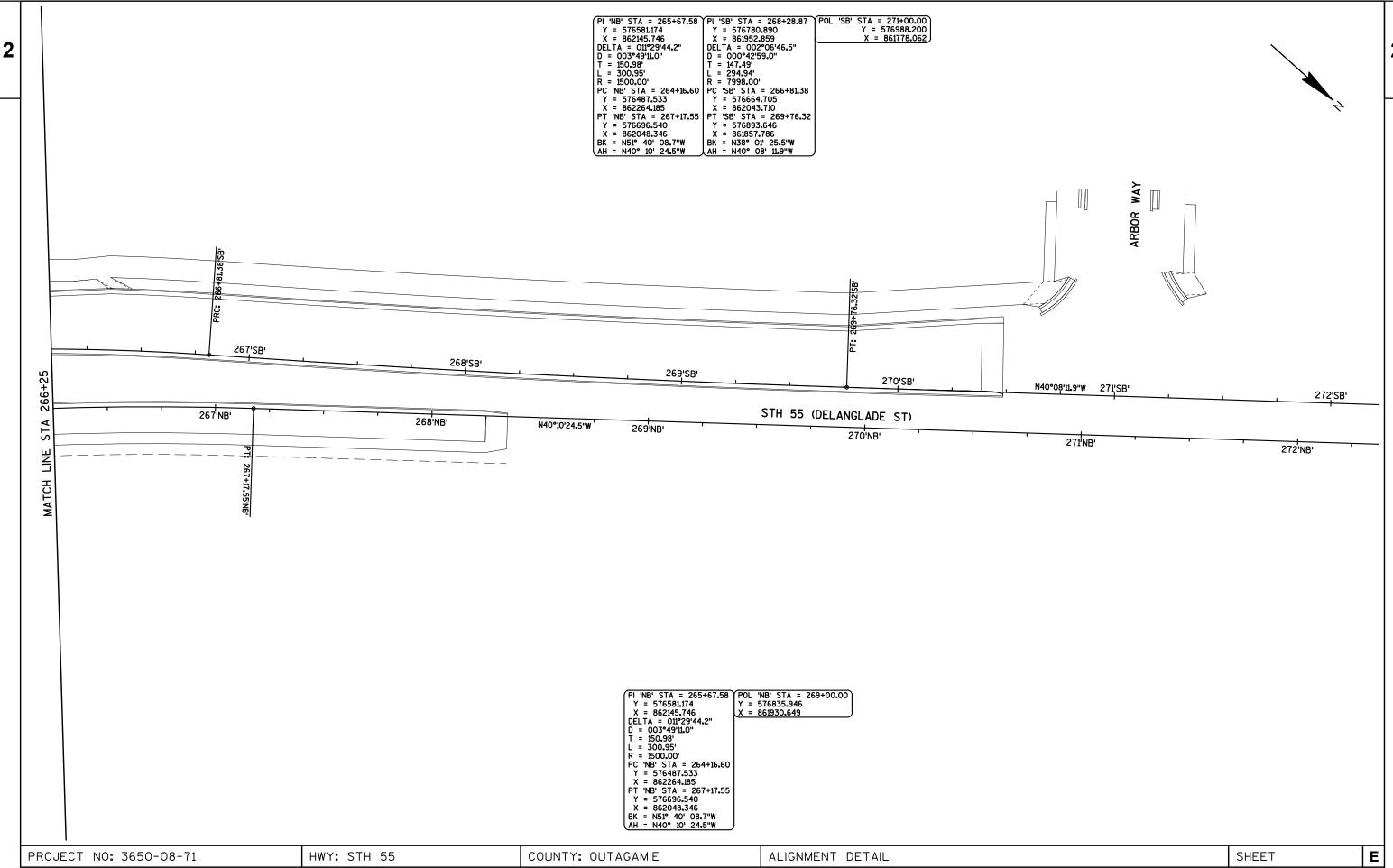












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					4650-08-71
Line	Item	Item Description	Unit	Total	Qty
0078	415.0080	Concrete Pavement 8-Inch	SY	7,780.000	7,780.000
0800	415.0090	Concrete Pavement 9-Inch	SY	33,660.000	33,660.000
0082	415.0095	Concrete Pavement 9-Inch	SY	8,610.000	8,610.000
0082	415.0210	Concrete Pavement Gaps	EACH	10.000	10.000
0086	415.0210	Concrete Pavement HES 9-Inch	SY	4,020.000	4,020.000
0088	415.1095	Concrete Pavement HES 9 1/2-Inch	SY	1,360.000	1,360.000
0090	415.1095 415.5110.S			1,360.000	1.000
		Concrete Pavement Joint Layout	LS		
0092	416.0160	Concrete Driveway 6-Inch	SY	726.000	726.000
0094	416.0180	Concrete Driveway 8-Inch	SY	310.000	310.000
0096	416.0260	Concrete Driveway HES 6-Inch	SY	398.000	398.000
0098	416.0280	Concrete Driveway HES 8-Inch	SY	195.000	195.000
0100	416.0512	Concrete Truck Apron 12-Inch	SY	2,250.000	2,250.000
0102	416.0610	Drilled Tie Bars	EACH	14.000	14.000
0104	416.0620	Drilled Dowel Bars	EACH	188.000	188.000
0106	416.1010	Concrete Surface Drains	CY	2.000	2.000
0108	440.4410	Incentive IRI Ride	DOL	3,799.000	3,799.000
0110	450.4000	HMA Cold Weather Paving	TON	553.000	553.000
0112	455.0605	Tack Coat	GAL	748.000	748.000
0114	460.2000	Incentive Density HMA Pavement	DOL	1,720.000	1,720.000
0116	460.5223	HMA Pavement 3 LT 58-28 S	TON	155.000	155.000
0118	460.5224	HMA Pavement 4 LT 58-28 S	TON	1,060.000	1,060.000
0120	460.6223	HMA Pavement 3 MT 58-28 S	TON	190.000	190.000
0122	460.6224	HMA Pavement 4 MT 58-28 S	TON	75.000	75.000
0124	460.7223	HMA Pavement 3 HT 58-28 S	TON	885.000	885.000
0126	460.7224	HMA Pavement 4 HT 58-28 S	TON	325.000	325.000
0128	465.0105	Asphaltic Surface	TON	60.000	60.000
0130	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	607.000	607.000
0130	465.0125	Asphaltic Surface Temporary	TON	100.000	100.000
0134	465.0400	Asphaltic Shoulder Rumble Strips	LF	1,700.000	1,700.000
0136	520.8000	Concrete Collars for Pipe	EACH	2.000	2.000
0138	521.1503	Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 18-Inch 4 to 1	EACH	1.000	1.000
0140	521.3118	Culvert Pipe Corrugated Steel 18-Inch	LF	4.000	4.000
0142	522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete	EACH	4.000	4.000
0144	522.1015	12-Inch Apron Endwalls for Culvert Pipe Reinforced Concrete	EACH	4.000	4.000
		15-Inch			
0146	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	3.000	3.000
0148	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	8.000	8.000

					4650-08-71
Line	Item	Item Description	Unit	Total	Qty
0206	608.0421	Storm Sewer Pipe Reinforced Concrete Class IV 21-	LF	110.000	110.000
0208	608.0424	Inch Storm Sewer Pipe Reinforced Concrete Class IV 24-	LF	278.000	278.000
0210	608.2348	Inch Storm Sewer Pipe Reinforced Concrete Horizontal	LF	572.000	572.000
0210	000.2340	Elliptical Class HE-III 48x76-Inch	LF	572.000	372.000
0212	608.2358	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 58x91-Inch	LF	181.000	181.000
0214	608.3630	Storm Sewer Pipe Class III-B 30-Inch	LF	70.000	70.000
0216	611.0420	Reconstructing Manholes	EACH	1.000	1.000
0218	611.0530	Manhole Covers Type J	EACH	36.000	36.000
0220	611.0612	Inlet Covers Type C	EACH	1.000	1.000
0222	611.0615	Inlet Covers Type F	EACH	17.000	17.000
0224	611.0624	Inlet Covers Type H	EACH	70.000	70.000
0226	611.0639	Inlet Covers Type H-S	EACH	18.000	18.000
0228	611.0642	Inlet Covers Type MS	EACH	10.000	10.000
0230	611.0652	Inlet Covers Type T	EACH	8.000	8.000
0232	611.2004	Manholes 4-FT Diameter	EACH	16.000	16.000
0234	611.2005	Manholes 5-FT Diameter	EACH	16.000	16.000
0236	611.2006	Manholes 6-FT Diameter	EACH	11.000	11.000
0238	611.2007	Manholes 7-FT Diameter	EACH	3.000	3.000
0240	611.2044	Manholes 4x4-FT	EACH	1.000	1.000
0242	611.2066	Manholes 6x6-FT	EACH	1.000	1.000
0244	611.2504	Manholes Variable Tee 4-FT Diameter	EACH	1.000	1.000
0246	611.3230	Inlets 2x3-FT	EACH	74.000	74.000
0248	611.3253	Inlets 2.5x3-FT	EACH	16.000	16.000
0250	611.3901	Inlets Median 1 Grate	EACH	10.000	10.000
0250	611.8110	Adjusting Manhole Covers	EACH	1.000	1.000
0252	611.8115	Adjusting Marinole Covers Adjusting Inlet Covers	EACH	1.000	1.000
0254	612.0106	Pipe Underdrain 6-Inch	LF	350.000	350.000
		Pipe Underdrain 0-inch Pipe Underdrain Unperforated 6-Inch			70.000
0258	612.0206	Pipe Underdrain Unperforated 6-Inch Pipe Underdrain Wrapped 6-Inch	LF LF	70.000	
0260 0262	612.0406 612.0806	Apron Endwalls for Underdrain Reinforced Concrete 6-	EACH	1,161.000 4.000	1,161.000 4.000
		Inch			
0264	612.0902.S		SY	80.000	80.000
0266	614.0115	Anchorages for Steel Plate Beam Guard Type 2	EACH	1.000	1.000
0268	614.0305	Steel Plate Beam Guard Class A	LF	1,200.000	1,200.000
0270	614.0370	Steel Plate Beam Guard Energy Absorbing Terminal	EACH	2.000	2.000
0272	614.0920	Salvaged Rail	LF	860.000	860.000
0274	614.0925	Salvaged Guardrail End Treatments	EACH	6.000	6.000
0276	614.2300	MGS Guardrail 3	LF	150.000	150.000
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Estimate Of Quantities

4650-08-71

					4650-08-71	
Line	Item	Item Description	Unit	Total	Qty	
0278	614.2610	MGS Guardrail Terminal EAT	EACH	4.000	4.000	
0280	614.2620	MGS Guardrail Terminal Type 2	EACH	4.000	4.000	
0282	616.0205	Fence Chain Link 5-FT	LF	4,832.000	4,832.000	
0284	619.1000	Mobilization	EACH	1.000	1.000	
0286	620.0300	Concrete Median Sloped Nose	SF	1,856.000	1,856.000	
0288	624.0100	Water	MGAL	581.000	581.000	
0290	625.0100	Topsoil	SY	53,860.000	53,860.000	
0292	625.0500	Salvaged Topsoil	SY	37,400.000	37,400.000	
0294	628.1504	Silt Fence	LF	7,365.000	7,365.000	
0296	628.1520	Silt Fence Maintenance	LF	7,365.000	7,365.000	
0298	628.1905	Mobilizations Erosion Control	EACH	6.000	6.000	
0300	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000	
0302	628.2004	Erosion Mat Class I Type B	SY	37,400.000	37,400.000	
0304	628.2006	Erosion Mat Urban Class I Type A	SY	54,660.000	54,660.000	
0306	628.7005	Inlet Protection Type A	EACH	98.000	98.000	
0308	628.7010	Inlet Protection Type B	EACH	45.000	45.000	
0310	628.7015	Inlet Protection Type C	EACH	86.000	86.000	
0312	628.7020	Inlet Protection Type D	EACH	21.000	21.000	
0314	628.7504	Temporary Ditch Checks	LF	750.000	750.000	
0316	628.7555	Culvert Pipe Checks	EACH	103.000	103.000	
0318	628.7560	Tracking Pads	EACH	6.000	6.000	
0320	628.7570	Rock Bags	EACH	50.000	50.000	
0322	629.0210	Fertilizer Type B	CWT	63.000	63.000	
0324	630.0130	Seeding Mixture No. 30	LB	700.000	700.000	
0326	630.0140	Seeding Mixture No. 40	LB	1,085.000	1,085.000	
0328	632.0101	Trees (species) (size) (root) 01. Royal Raindrops 2-IN B&B	EACH	6.000	6.000	
0330	632.0101	Trees (species) (size) (root) 02. Japanese Lilac Trees Ivory Silk, 1.5-IN B&B	EACH	3.000	3.000	
0332	632.0101	Trees (species) (size) (root) 03. Cleveland Select 2 IN B&B	EACH	3.000	3.000	
0334	632.0201	Shrubs (species) (size) (root) 01. Sea Green Juniper 5 Gal Pot	EACH	18.000	18.000	
0336	632.0201	Shrubs (species) (size) (root) 02. Large Pyramidal Juniper Witchita Blue 5 Gal Pot	EACH	6.000	6.000	
0338	632.0201	Shrubs (species) (size) (root) 03. Summerwine Ninebark 5 Gal Pot	EACH	18.000	18.000	
0340	632.0201	Shrubs (species) (size) (root) 04. Juniper Andorra Compacta 5 Gal Pot	EACH	6.000	6.000	
0342	632.0201	Shrubs (species) (size) (root) 05. Ivory Halo Dogwood 5 Gal Pot	EACH	12.000	12.000	

Estimate Of Quantities

					4650-08-71
Line	Item	Item Description	Unit	Total	Qty
0344	632.9101	Landscape Planting Surveillance and Care Cycles	EACH	24.000	24.000
0346	633.0100	Delineator Posts Steel	EACH	55.000	55.000
0348	633.0500	Delineator Reflectors	EACH	84.000	84.000
0350	633.5200	Markers Culvert End	EACH	25.000	25.000
0352	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	20.000	20.000
0354	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	51.000	51.000
0356	634.0810	Posts Tubular Steel 2x2-Inch X 10-FT	EACH	8.000	8.000
0358	634.0812	Posts Tubular Steel 2x2-Inch X 12-FT	EACH	99.000	99.000
0360	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	26.000	26.000
0362	636.0100	Sign Supports Concrete Masonry	CY	8.000	8.000
0364	636.1500	Sign Supports Steel Coated Reinforcement HS	LB	990.000	990.000
0366	637.1220			875.500	875.500
		Signs Type I Reflective SH	SF		
0368	637.2210	Signs Type II Reflective H	SF	1,693.430	1,693.430
0370	637.2215	Signs Type II Reflective H Folding	SF	69.840	69.840
0372	637.2230	Signs Type II Reflective F	SF	299.280	299.280
0374	638.2602	Removing Signs Type II	EACH	131.000	131.000
0376	638.3000	Removing Small Sign Supports	EACH	134.000	134.000
0378	641.1200	Sign Bridge Cantilevered (structure) 01. S-44-0144	LS	1.000	1.000
0380	641.8100	Overhead Sign Support (structure) 01. S-44-200	LS	1.000	1.000
0382	641.8100	Overhead Sign Support (structure) 02. S-44-201	LS	1.000	1.000
0384	641.8100	Overhead Sign Support (structure) 03. S-44-202	LS	1.000	1.000
0386	641.8100	Overhead Sign Support (structure) 04. S-44-203	LS	1.000	1.000
0388	641.8100	Overhead Sign Support (structure) 05. S-44-204	LS	1.000	1.000
0390	641.8100	Overhead Sign Support (structure) 06. S-44-205	LS	1.000	1.000
0392	641.8100	Overhead Sign Support (structure) 07. S-44-206	LS	1.000	1.000
0394	641.8100	Overhead Sign Support (structure) 08. S-44-207	LS	1.000	1.000
0396	641.8100	Overhead Sign Support (structure) 09. S-44-208	LS	1.000	1.000
0398	641.8100	Overhead Sign Support (structure) 10. S-44-209	LS	1.000	1.000
0400	642.5401	Field Office Type D	EACH	1.000	1.000
0402	643.0300	Traffic Control Drums	DAY	12,365.000	12,365.000
0404	643.0410	Traffic Control Barricades Type II	DAY	950.000	950.000
0406	643.0420	Traffic Control Barricades Type III	DAY	9,240.000	9,240.000
0408	643.0705	Traffic Control Warning Lights Type A	DAY	18,480.000	18,480.000
0410	643.0715	Traffic Control Warning Lights Type C	DAY	827.000	827.000
0412	643.0800	Traffic Control Arrow Boards	DAY	160.000	160.000
0414	643.0900	Traffic Control Signs	DAY	73,296.000	73,296.000
0416	643.0910	Traffic Control Covering Signs Type I	EACH	2.000	2.000
0418	643.0920	Traffic Control Covering Signs Type I	EACH	8.000	8.000
0410	643.1000	Traffic Control Signs Fixed Message	SF	392.000	392.000
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0422	643.1050	Traffic Control Signs PCMS	DAY	63.000	63.000

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655 655.0230 Cable Traffic Signal 5-14 AWG LF 379.000 379.000 552 655.0240 Cable Traffic Signal 7-14 AWG LF 579.000 579.000 554 655.0250 Cable Traffic Signal 19-14 AWG LF 695.000 205.000 556 655.0260 Cable Traffic Signal 15-14 AWG LF 695.000 695.000 558 655.0270 Cable Traffic Signal 14-14 AWG LF 233.000 233.000 560 655.0305 Cable Type UF 2-12 AWG Grounded LF 576.000 643.000 843.000 561 655.0515 Electrical Wire Lighting 12 AWG LF 2,100.000 2,100.000 566 655.0615 Electrical Wire Lighting 12 AWG LF 1,281.000 1,281.000 568 655.0700 Loop Detector Lead In Cable LF 1,281.000 1,281.000 572 655.0800 Traffic Signal EVP Detector Cable LF 704.000 704.000 574 656.0200 Electrical Service Meter Breaker Pedestal (location) 01. LS 1.000 <t< th=""><th></th><th></th><th></th><th></th><th></th><th>4030-00-71</th></t<>						4030-00-71
0552 655.0240 Cable Traffic Signal 7-14 AWG LF 579.000 579.000 0554 655.0250 Cable Traffic Signal 9-14 AWG LF 205.000 695.000 0556 655.0260 Cable Traffic Signal 15-14 AWG LF 695.000 695.000 0558 655.0270 Cable Traffic Signal 15-14 AWG LF 233.000 233.000 0560 655.0305 Cable Type UF 2-12 AWG Grounded LF 576.000 843.000 0562 655.0610 Electrical Wire Traffic Signals 10 AWG LF 2,100.000 2,100.000 0568 655.0610 Electrical Wire Lighting 10 AWG LF 2,100.000 10,130.000 0568 655.0700 Loop Detector Wire LF 1,584.000 1,584.000 0570 655.0800 Loop Detector Wire LF 1,584.000 1,584.000 0574 656.0200 Electrical Service Meter Breaker Pedestal (location) 01. LS 1,000 1.000 0578 656.0200 Electrical Service Meter Breaker Pedestal (location) 02. LS 1,000 <th>Line</th> <th>Item</th> <th>Item Description</th> <th>Unit</th> <th>Total</th> <th>Qty</th>	Line	Item	Item Description	Unit	Total	Qty
0552 655.0240 Cable Traffic Signal 9-14 AWG LF 579.000 579.000 0554 655.0250 Cable Traffic Signal 9-14 AWG LF 205.000 205.000 0558 655.0260 Cable Traffic Signal 12-14 AWG LF 695.000 695.000 0558 655.0270 Cable Traffic Signal 15-14 AWG LF 233.000 233.000 0560 655.0305 Cable Traffic Signals 10 AWG LF 843.000 843.000 0564 655.0610 Electrical Wire Lighting 12 AWG LF 2,100.000 2,100.000 0566 655.0610 Electrical Wire Lighting 10 AWG LF 1,0130.000 10,130.000 0566 655.0700 Loop Detector Wire LF 1,281.000 1,281.000 0570 655.0800 Loop Detector Wire LF 1,584.000 1,584.000 0574 656.0200 Electrical Service Meter Breaker Pedestal (location) 01. LS 1.000 1.000 0576 656.0200 Electrical Service Meter Breaker Pedestal (location) 02. LS 1.000	0550	655.0230	Cable Traffic Signal 5-14 AWG	LF	379.000	379.000
0554 655.0250 Cable Traffic Signal 9-14 AWG LF 205.000 205.000 0556 655.0250 Cable Traffic Signal 12-14 AWG LF 695.000 695.000 0556 655.0270 Cable Traffic Signal 15-14 AWG LF 576.000 576.000 0560 655.0305 Cable Type UF 2-12 AWG Grounded LF 576.000 576.000 0562 655.0515 Electrical Wire Lighting 12 AWG LF 2,100.000 2,100.000 0566 655.0610 Electrical Wire Lighting 12 AWG LF 10,130.000 10,130.000 0568 655.0700 Loop Detector Lead In Cable LF 1,281.000 1,281.000 0570 655.0800 Loop Detector Wire LF 1,584.000 1,584.000 0574 656.0200 Electrical Service Meter Breaker Pedestal (location) 01. LS 1.000 1.000 0576 656.0200 Electrical Service Meter Breaker Pedestal (location) 02. LS 1.000 1.000 0578 656.0200 Electrical Service Meter Breaker Pedestal (location) 03. LS			-	LF	579.000	579.000
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0570 655.0800 Loop Detector Wire LF 1,584.000 1,584.000 0572 655.0900 Traffic Signal EVP Detector Cable LF 704.000 704.000 0574 656.0200 Electrical Service Meter Breaker Pedestal (location) 01. LS 1.000 1.000 0576 656.0200 Electrical Service Meter Breaker Pedestal (location) 02. LS 1.000 1.000 0578 656.0200 Electrical Service Meter Breaker Pedestal (location) 03. LS 1.000 1.000 0580 657.0100 Pedestal Bases EACH 6.000 6.000 0582 657.0255 Transformer Bases Breakaway 11 1/2-Inch Bolt Circle EACH 2.000 22.000 0584 657.0310 Poles Type 3 EACH 4.000 4.000 0586 657.0322 Poles Type 5-Aluminum EACH 14.000 14.000 0584 657.0420 Traffic Signal Standards Aluminum 13-FT EACH 4.000 4.000 0590 657.0585 Trombone Arms 25-FT EACH 1.000 1.						
0572 655.0900 Traffic Signal EVP Detector Cable LF 704.000 704.000 0574 656.0200 Electrical Service Meter Breaker Pedestal (location) 01. LS 1.000 1.000 0576 656.0200 Electrical Service Meter Breaker Pedestal (location) 02. LS 1.000 1.000 0578 656.0200 Electrical Service Meter Breaker Pedestal (location) 03. LS 1.000 1.000 0580 657.0100 Pedestal Bases EACH 6.000 6.000 0582 657.0310 Pedestal Bases Breakaway 11 1/2-Inch Bolt Circle EACH 2.000 22.000 0584 657.0310 Poles Type 3 EACH 4.000 4.000 0586 657.0322 Poles Type 5-Aluminum EACH 1.000 14.000 0586 657.0322 Poles Type 5-Aluminum EACH 1.000 2.000 0588 657.0420 Traffic Signal Standards Aluminum 13-FT EACH 1.000 1.000 0599 657.0585 Trombone Arms 15-FT EACH 1.000 1.000 <td></td> <td></td> <td>•</td> <td></td> <td></td> <td></td>			•			
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0576 656.0200 Electrical Service Meter Breaker Pedestal (location) 02. LS 1.000 1.000 0578 656.0200 Electrical Service Meter Breaker Pedestal (location) 03. LS 1.000 1.000 0580 657.0100 Pedestal Bases EACH 6.000 6.000 0582 657.0255 Transformer Bases Breakaway 11 1/2-Inch Bolt Circle EACH 22.000 22.000 0584 657.0310 Poles Type 3 EACH 4.000 4.000 0586 657.0322 Poles Type 5-Aluminum EACH 14.000 14.000 0588 657.0420 Traffic Signal Standards Aluminum 13-FT EACH 2.000 2.000 0590 657.0425 Traffic Signal Standards Aluminum 15-FT EACH 4.000 4.000 0590 657.0425 Traffic Signal Standards Aluminum 15-FT EACH 4.000 4.000 0594 657.0590 Trombone Arms 20-FT EACH 1.000 1.000 0594 657.0590 Trombone Arms 25-FT EACH 1.000 1.000 0598			Electrical Service Meter Breaker Pedestal (location) 01.			
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0620 662.2040.S Ramp Closure Gates Solar 40-FT EACH 2.000 2.000						
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090.0100 Sawing Aspnait LF 2,680,000 2.680,000	0622	690.0150	Sawing Asphalt	LF	2,680.000	2,680.000

Estimate Of Quantities

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Line	Item	Item Description	Unit	Total	Qty	
0624	690.0250	Sawing Concrete	LF	1,758.000	1,758.000	
0626	715.0415	Incentive Strength Concrete Pavement	DOL	14,511.000	14,511.000	
0628	715.0502	Incentive Strength Concrete Structures	DOL	264.000	264.000	
0630	801.0117	Railroad Flagging Reimbursment	DOL	10,000.000	10,000.000	
0632	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	2,500.000	2,500.000	
0634	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	3,280.000	3,280.000	
0636	SPV.0035	Special 01. Planting Mixture	CY	1,090.000	1,090.000	
0638	SPV.0035	Special 02. Concrete Masonry Special	CY	44.000	44.000	
0640	SPV.0060	Special 02. Internal Chimney Seal 1-Piece	EACH	11.000	11.000	
0642	SPV.0060	Special 03. Internal Chimney Seal 2-Piece	EACH	10.000	10.000	
0644	SPV.0060	Special 04. Sanitary Manhole Cover Type J - Special	EACH	4.000	4.000	
0646	SPV.0060	Special 05. Standard Sanitary Pipe Connection	EACH	2.000	2.000	
0648	SPV.0060	Special 06. Sanitary Wye 8-Inch Main	EACH	8.000	8.000	
0650	SPV.0060	Special 07. Adjusting Water Valve Box	EACH	75.000	75.000	
0652	SPV.0060	Special 08. Adjusting Sanitary Manholes	EACH	10.000	10.000	
0654	SPV.0060	Special 09. Reconstructing Sanitary Manholes	EACH	7.000	7.000	
0656	SPV.0060	Special 12. Pull Box Non Conductive 24x48-Inch	EACH	2.000	2.000	
0658	SPV.0060	Special 13. LED Blank Out Sign No Left Turn	EACH	1.000	1.000	
0660	SPV.0060	Special 14. LED Blank Out Sign No Right Turn	EACH	2.000	2.000	
0662	SPV.0060	Special 15. Daylillies Stella d'Oro	EACH	99.000	99.000	
0664	SPV.0060	Special 16. Karl Foerster	EACH	30.000	30.000	
0666	SPV.0060	Special 17. Purple Dome Asters	EACH	120.000	120.000	
0668	SPV.0060	Special 18. Baseline CPM Progress Schedule	EACH	1.000	1.000	
0670	SPV.0060	Special 19. CPM Progress Schedule and Accepted Revisions	EACH	2.000	2.000	
0672	SPV.0060	Special 20. Inlets 2x2.5-FT Special	EACH	7.000	7.000	
0674	SPV.0060	Special 21. Cover Plates Temporary	EACH	4.000	4.000	
0676	SPV.0075	Special 01. Street Sweeping	HRS	100.000	100.000	
0678	SPV.0085	Special 01. Bar Steel Reinforcement HS Special	LB	7,390.000	7,390.000	
0680	SPV.0090	Special 01. Fence Chain Link Polymer Coated 4-FT	LF	186.000	186.000	
0682	SPV.0090	Special 02. Concrete Curb and Gutter Integral 18-Inch Type D Modified	LF	4,083.000	4,083.000	
0684	SPV.0090	Special 03. Concrete Curb and Gutter Integral SHES 18-Inch Type D Modified	LF	244.000	244.000	
0686	SPV.0090	Special 04. Concrete Curb and Gutter HES 18-Inch Type A Modified	LF	95.000	95.000	
0688	SPV.0090	Special 05. Concrete Curb and Gutter 30-Inch Type A Modified	LF	381.000	381.000	
0690	SPV.0090	Special 06. Concrete Curb and Gutter HES 30-Inch Type A Modified	LF	138.000	138.000	
0692	SPV.0090	Special 07. Concrete Curb & Gutter HES 30-Inch Type	LF	1,943.000	1,943.000	

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Line	Item	Item Description	Unit	Total	Qty
		A			
0694	SPV.0090	Special 08. Concrete Curb & Gutter SHES 4-Inch Sloped 36-Inch Type R	LF	150.000	150.000
0696	SPV.0090	Special 10. Steel Casing Pipe 42-Inch	LF	50.000	50.000
0698	SPV.0090	Special 11. Removing Sanitary Sewer	LF	290.000	290.000
0700	SPV.0090	Special 12. 8-Inch Sanitary PVC Pipe	LF	900.000	900.000
0702	SPV.0090	Special 13. Sanitary Lateral 4 or 6-Inch	LF	315.000	315.000
0704	SPV.0090	Special 14. Storm Lateral 4-Inch	LF	400.000	400.000
0706	SPV.0090	Special 15. Televising Storm Sewer	LF	7,892.000	7,892.000
0708	SPV.0090	Special 16. Storm Lateral 6-Inch	LF	10.000	10.000
0710	SPV.0090	Special 17. Pipe Underdrain Railroad 6-Inch	LF	325.000	325.000
0712	SPV.0090	Special 18. Concrete Curb and Gutter Special 24-Inch Type D	LF	15.000	15.000
0714	SPV.0090	Special 19. Storm Sewer Pipe PVC 12-Inch	LF	128.000	128.000
0716	SPV.0090	Special 20. Storm Sewer Pipe PVC 15-Inch	LF	14.000	14.000
0718	SPV.0105	Special 01. Removing Flasher Standard System STH 55 & CTH OO	LS	1.000	1.000
0720	SPV.0105	Special 02. Traffic Signal System Integrator (4650-08-71)	LS	1.000	1.000
0722	SPV.0105	Special 03. Furnish & Install Traffic Signal Cabinet Controller & Battery Backup System	LS	1.000	1.000
0724	SPV.0105	Special 04. Furnish & Install Emergency Vehicle Preemption System	LS	1.000	1.000
0726	SPV.0105	Special 09. Construction Staking Miscellaneous City Utilities	LS	1.000	1.000
0728	SPV.0120	Special 01. Water for Seeded Areas	MGAL	1,001.000	1,001.000
0730	SPV.0165	Special 01. Wall Modular Block Gravity R-44-24	SF	1,405.000	1,405.000
0732	SPV.0165	Special 02. Wall Modular Block Gravity R-44-25	SF	1,230.000	1,230.000
0734	SPV.0165	Special 03. Concrete Sidewalk 8-Inch	SF	2,690.000	2,690.000
0736	SPV.0165	Special 04. Salvage Brick Pavers	SF	16.000	16.000
0738	SPV.0165	Special 05. Wall Modular Block Mechanically Stabilized Earth R-44-26	SF	1,085.000	1,085.000
0740	SPV.0180	Special 01. Concrete Pavement SHES 8-Inch	SY	275.000	275.000
0742	SPV.0180	Special 02. Concrete Pavement SHES 9-Inch	SY	380.000	380.000
0744	SPV.0180	Special 03. Concrete Driveway SHES 8-Inch	SY	186.000	186.000
0746	SPV.0180	Special 04. Concrete Joint Sealing	SY	57,270.000	57,270.000
0748	SPV.0180	Special 05. Shredded Hardwood Bark Mulch	SY	1,630.000	1,630.000
0750	SPV.0195	Special 01. Management of Petroleum-Contaminated Soil & Groundwater	TON	750.000	750.000
0752	SPV.0195	Special 02. Backfill Railroad Special	TON	450.000	450.000
0754	SPV.0200	Special 01. Sanitary Manhole	VF	25.300	25.300

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Estimate Of Quantities

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CLEARING AND GRUBBING										
			201.0105	201.0120	201.0205	201.0220				
			CLEARING	CLEARING	GRUBBING	GRUBBING				
STATION TO STATION	DIR	LOCATION	STA	ID	STA	ID				
PROJECT 4650-08-71 CA	TEGORY 0	010								
210NB+00 - 212NB+00	RT	STH 55	2	-	2	-				
226SB+00 - 229SB+00	LT	STH 55	3	-	3	-				
227NB+00 - 228NB+00	RT	STH 55	1	-	1	-				
233NB+00 - 234NB+00	LT	STH 55	1	ı	1	-				
240NB+44 -	LT	STH 55	ı	7	-	7				
241NB+75 -	RT	STH 55	ı	ı	1	-				
247SB+00 - 248SB+00	LT	STH 55	1	ı	1	-				
72+00 - 73+00	RT	MALONEY RAB	1	ı	1	-				
251SB+00 - 254SB+00	LT	STH 55	3	ı	3	-				
255NB+00 - 256NB+00	RT	STH 55	1	ı	1	ı				
264SB+00 - 268SB+00	LT	STH 55	4	ı	4	-				
15EB+00 - 19EB+00	RT	CTH OO	4	ı	4	-				
29EB+00 - 30EB+00	RT	GERTRUDE	1	ı	1	-				
32EB+98 -	RT	GERTRUDE	ı	8	ı	8				
33EB+43 -	RT	GERTRUDE	ı	5	ı	5				
36EB+00 - 37EB+00	RT	MALONEY	1	ı	1	-				
1114+68 -	RT	USH 41 NB OFF RAMP	ı		ı					
1119+00 - 1121+00	RT	USH 41 NB OFF RAMP	2	ı	2	-				
1123+00 - 1125+00	RT	USH 41 NB RT TURN LN	2	ı	2	-				
-	RT	TERRY LN	1	ı	1	-				
RR VISION TRIANGLES	-	DELANGLADE RR XING	-	130		130				
UNDISTRIBUTED			2	10	2	10				
	PROJECT TOTALS 30 160 31 160									
	REMOVING PAVEMENT									

REMOVING OLD STRUCTURE

			203.0200.01				
			REMOVING OLD				
			STRUCTURE				
STATION	DESCRIPTION	LOCATION	LS				
PROJECT 4650-08-71 CATEGORY 0010							
234+76	4'x6' BOX	STH 55	1				
		PROJECT TOTAL	1				

REMOVING CURB AND GUTTER

					204.0150 REMOVING CURB
					AND GUTTER
STATION	то	STATION	DIR	LOCATION	LF
PROJECT	465	0-08-71	CATEGO	RY 0040	
101+05	-	101+15	LT	CTH J	10
101+73	-	101+83	LT	CTH J	10
102+37	-	102+47	RT	CTH J	10
102+47	-	102+57	LT	CTH J	10
				PROJECT TOTAL	40

** QUANTITY SHOWN ELSEWHERE ON PLAN

REMOVING CURB AND GUTTER

					204.0150
					REMOVING CURB
					AND GUTTER
					**
STATION	то	STATION	DIR	LOCATION	LF
PROJECT	465	50-08-71	CATEGO	RY 0010	
218+13	-	218+48	LT	STH 55	45
218+14	-	218+65	RT	STH 55	65
218+84	-	219+09	RT	STH 55	35
219+09	-	219+19	LT	STH 55	15
222+60	-	222+95	RT	STH 55	30
222+69	-	222+80	LT	STH 55	25
223+77	-	223+99	RT	STH 55	20
224+16	-	224+30	LT	STH 55	25
267+64	-	270+64	RT	STH 55	375
270+78	-	270+92	LT	STH 55	20
271+38	-	371+47	LT	STH 55	15
100+32	-	101+00	RT	CTH J (LAWE ST)	70
100+35	-	101+00	LT	CTH J (LAWE ST)	75
9+00	-	9+68	RT	OVIATT ST	70
9+00	-	9+78	LT	OVIATT ST	80
36+50	-	36+58	LT	MALONEY RD	35
36+86	-	37+28	LT	MALONEY RD	55
38+07	-	38+09	LT	MALONEY RD	10
29+61	-	29+81	RT	GERTRUDE ST	20
29+61	-	29+81	LT	GERTRUDE ST	20
				PROJECT TOTAL	1,105

** QUANTITY SHOWN ELSEWHERE ON PLAN

				204 0100
				204.0100
				REMOVING PAVEMENT
STATION	-	STATION	LOCATION	SY
PROJECT 4	465	0-08-71 c	CATEGORY 0010	
207+30	ı	210+13	STH 55	1,610
210+13	ı	220+02	STH 55	5,020
309+83	ı	314+15	STH 96 (PLANK RD)	2,420
100+00	ı	101+00	CTH J (LAWE ST)	10
31+43	ı	31+66	BLACKWELL ST	100
12+66	-	18+92	CTH OO (HYLAND AVE)	3,730
19+55	-	26+40	CTH OO (HYLAND AVE)	3,320
50+42	-	52+50	BADGER RD	850
35+35	-	40+56	MALONEY RD	2,990
1200+00	ı	1204+37	IH 41 NB ON RAMP	1,520
1112+47	ı	1125+50	IH 41 NB OFF RAMP	1,800
1109+39	-	1122+82	IH 41 SB ON RAMP	1,490
1123+79	_	1132+43	IH 41 SB OFF RAMP	2,110

PROJECT TOTAL 26,970 **REMOVING PAVEMENT**

				204.0100			
STATION	_	STATION	LOCATION	REMOVING PAVEMENT SY			
PROJECT 4650-08-71 CATEGORY 0040							
314+39	-	315+09	STH 96	77			

77 PROJECT TOTAL

SALVAGED RAIL

					614.0920	614.0925
					SALVAGED RAIL	SALVAGED GUARDRAIL END TREATMENTS
STATION	TO	STATION	DIR	LOCATION	LF	EACH
PROJECT 4	650-	08-71 CAT	EGORY	0010		
256+22	-	259+63	RT	STH 55	330	2
256+30	-	259+30	LT	STH 55	320	2
1206+98	-	1207+26	RT	IH 41 NB ON RAMP	30	1
1130+57	-	1132+43	LT	IH 41 SB OFF RAMP	180	1
			•	PROJECT TOTAL	860	6

COUNTY: OUTAGAMIE

REMOVING SIDEWALK

			NEITO TENO DEDERMEN	
				204.0155
				REMOVING SIDEWALK
				**
STATION	_	STATION	LOCATION	SY
PROJECT 4	465	0-08-71 c	CATEGORY 0010	
207+30	-	209+63	STH 55	180
209+63	-	217+33	STH 55	710
309+59	ı	314+14	STH 96 (PLANK RD)	420
100+00	-	101+00	CTH J (LAWE ST)	80
-	-	· ·	PROJECT TOTAL	1.390

** QUANTITY SHOWN ELSEWHERE ON PLAN

REMOVING FENCE

					204.0170
					REMOVING FENCE
STATION	то	STATION	DIR	LOCATION	LF
PROJECT 4	4650	0-08-71 C	ATEGORY (0010	
1104+76	ı	1124+55	RT	IH 41 NB OFF RAMP	2130
1200+00	ı	1204+37	RT	IH 41 NB ON RAMP	530
1123+79	ı	1132+42	LT	IH 41 SB OFF RAMP	520
1101+48	ı	1122+81	LT	IH 41 SB ON RAMP	750
				PROJECT TOTAL	3930

REMOVING DELINEATORS AND MARKERS

					204.0180
					REMOVING DELINEATORS
					AND MARKERS
STATION	то	STATION	DIR	LOCATION	EACH
PROJECT 4	465	0-08-71 C	ATEGORY (0010	
1104+76	-	1124+55	RT & LT	IH 41 NB OFF RAMP	8
1200+00	_	1204+37	RT & LT	IH 41 NB ON RAMP	5
1123+79	-	1132+42	RT & LT	IH 41 SB OFF RAMP	5
1101+48	-	1122+81	RT & LT	IH 41 SB ON RAMP	9
					2-

PROJECT TOTAL

SHEET

PROJECT NO: 4650-08-71

HWY: STH 55

MISCELLANEOUS QUANTITIES

REMOVING SMALL CULVERT PIPE

			203.0100	204.0270 *	
			REMOVING	ABANDONING	
			SMALL	CULVERT	COMMENTS
			CULVERT PIPE	PIPE	
STATION	DIR	LOCATION	EACH	EACH	
PROJECT	4650-	08-71 CATEGORY 0010			
219+78	R/L	STH 55	1		27" CMCP
19+84	R/L	CTH 00 (HYLAND AVE)	1		24" RCCP
224+33	R/L	STH 55	1		30" CMCP
231+75	LT	STH 55	1		18" CMCP
234+70	R/L	STH 55	1		36" CMCP
237+75	RT	STH 55	1		1.2' X 1.7' CMPA
239+50	RT	STH 55	1		1.2' X 1.7' CMPA
252+00	R/L	STH 55	1		36" CMCP
1124+02	R/L	IH 41 NB OFF RAMP	1		24" CMCP
258+00	LT	STH 55	1		24" CMCP
259+57	R/L	STH 55	1		24" CMCP
1121+94	R/L	IH 41 SB ON RAMP	1		24" CMCP
265+25	RT	STH 55	1		18" CMCP
271+00	LT	STH 55		1	18" CMCP
	•	PROJECT TOTAL	13	1	_

^{*} ADDITIONAL QUANTITIES SHOWN IN REMOVING STORM SEWER TABLE

REMOVING SIDEWALK

					204.0155
					REMOVING
					SIDEWALK
					**
STATION	-	STATION	DIR	LOCATION	SY
PROJECT	465	0-08-71 c	CATEGORY (0040	
101+05	-	101+15	LT	STH 96	6
101+73	-	101+83	LT	STH 96	6
102+37	_	102+47	RT	STH 96	6
102+47	-	102+57	LT	STH 96	6

PROJECT TOTAL 22

ABANDON SEWER

					204.0291.S						
						COMMENT					
STATION	TO	STATION	DIR	LOCATION	CY						
CATEGORY (CATEGORY 0010										
	N (QUADRANT MAL	ONEY RE	RAB	26.2	36" TRUNK THROUGH SHELL STATION					
		(CATEGOR	Y 0010 SUBTOTAL	26.2						
CATEGORY (0040)									
207+45	-	208+40	R/L	STH 55	6.2	PVC SANITARY					
208+40	-	100+20'J'	R/L	STH 55 / CTH J	2.7	PVC SANITARY					
312+55	-	314+51	LT	STH 96	2.5	PVC SANITARY					

CATEGORY 0040 SUBTOTAL 11.4 37.6 PROJECT TOTAL

PROJECT NO: 4650-08-71

				REMOVING	
				MANHOLES	
STATION	OFFSET	DIR	LOCATION	EACH	
PROJECT 4	4650-08	-71 CAT	EGORY 0010		
207+61	15.1	LT	STH 55	1	
207+62	38.2	RT	STH 55	1	
207+87	15.2	LT	STH 55	1	
208+42	0.0	R/L	STH 55	1	
208+56	40.8	RT	STH 55	1	
209+67	12.0	LT	STH 55	1	
212+69	7.4	LT	STH 55	1	
215+69	6.0	L	STH 55	1	
218+45	2.6	LT	STH 55	1	
234+26	29.0	LT	STH 55	1	
236+28	28.8	LT	STH 55	1	
245+02	40.3	LT	STH 55	1	
248+16	35.5	LT	STH 55	1	
249+61	48.3	RT	STH 55	1	
309+70	19.9	LT	STH 96 (PLANK RD)	1	
310+99	14.1	RT	STH 96 (PLANK RD)	1	
311+76	6.5	LT	STH 96 (PLANK RD)	1	
13+93	35.3	RT	CTH 00 (HYLAND AVE)	1	
14+40	30.3	RT	CTH 00 (HYLAND AVE)	1	
36+08	13.6	LT	MALONEY RD	1	
36+85	13.5	LT	MALONEY RD	1	
36+90	70.0	LT	MALONEY RD	1	
CATEGORY	0010 T	OTAL		22	
CATEGORY	0040				
207+45	0.2	RT	STH 55	1	
209+52	0.6	RT	STH 55	1	
209+57	26.9	RT	STH 55	1	
310+58	60.4	RT	STH 96 1		

REMOVING MANHOLES

204.0210

PROJECT TOTAL

27

STH 96

REMOVING SANITARY SEWER

_			
			SPV.0090.11
			REMOVING
			SANITARY SEWER
STATION	STATION	LOCATION	LF
PROJECT 4	4650-08-		
100+00	102+59	СТН Ј	240
314+51	315+01	STH 96 (PLANK RD)	50

REMOVING INLETS

l					204.0220
l					REMOVING
l					INLETS
l	STATION	OFFSET	DIR	LOCATION	EACH
1	PROJECT 4	4650-08	-71 CAT	EGORY 0010	
4	207+47	22.6	RT	STH 55	1
4	207+55	23.4	LT	STH 55	1
1	207+62	38.6	LT	STH 55	1
l	207+85	36.1	LT	STH 55	1
l	208+23	21.8	RT	STH 55	1
	208+40	23.4	LT	STH 55	1
1	209+82	30.5	RT	STH 55	1
1	209+94	31.6	LT	STH 55	1
1	209+97	14.1	RT	STH 55	1
1	212+58	34.7	RT	STH 55	1
┨	212+91	35.2	RT	STH 55	1
1	212+98	20.4	LT	STH 55	1
ł	213+07	20.4	RT	STH 55	1
1	215+66	34.9	RT	STH 55	1
1	216+05	36.8	RT	STH 55	1
	218+21	20.1	LT	STH 55	1
	218+22	21.4	RT	STH 55	1
1	233+91	49.7	RT	STH 55	1
1	236+30	31.5	RT	STH 55	1
1	242+01	32.5	RT	STH 55	1
1	254+68	62.6	LT	STH 55	1
1	254+81	93.6	RT	STH 55	1
1	261+06	13.5	LT	STH 55	1
1	309+67	57.0	LT	STH 96 (PLANK RD)	1
4	310+92	24.1	LT	STH 96 (PLANK RD)	1
	311+03	20.9	RT	STH 96 (PLANK RD)	1
	311+77	0.0	R/L	STH 96 (PLANK RD)	1
	312+36	36.4	LT	STH 96 (PLANK RD)	1
1	13+88	29.5	LT	CTH 00 (HYLAND AVE)	1
1	13+90	22.8	RT	CTH 00 (HYLAND AVE)	1
1	14+37	53.1	LT	CTH 00 (HYLAND AVE)	1
1	15+79	23.3	RT	CTH 00 (HYLAND AVE)	1
1	15+90	38.3	LT	CTH 00 (HYLAND AVE)	1
l	15+91	13.6	RT	CTH 00 (HYLAND AVE)	1
	21+22	21.8	LT	CTH 00 (HYLAND AVE)	1
	22+97	26.9	LT	CTH 00 (HYLAND AVE)	1
	50+50	37.8	RT	BADGER	1
	36+84	5.1	LT	MALONEY RD	1
	36+88	52.1	LT	MALONEY RD	1
	37+20	73.6	LT	MALONEY RD	1
				PROJECT TOTAL	40

PROJECT TOTAL 40

MISCELLANEOUS QUANTITIES COUNTY: OUTAGAMIE

SHEET

PRINT DATE: September 18, 2017

HWY: STH 55

312+60 25.9

CATEGORY 0040 TOTAL

^{**} QUANTITY SHOWN ELSEWHERE ON PLAN

REMOVING STORM SEWER

			204.0245.01	204.0245.02	204.0245.03	204.0245.04	204.0245.05	204.0245.06	204.0270*
			6-10 INCH						ABANDON CULVERT PIPE
STATION TO STATION	DIR	LOCATION	LF	LF	LF	LF	LF	LF	EA
PROJECT 4650-08-71 (CATEGORY (•					
207+17 - 207+61	RT	STH 55	-	20	_	-	-	-	_
207+47 - 207+61	RT	STH 55	-	-	-	304	-	-	_
207+62 -	R/L	STH 55	-	-	-	53	-	-	_
207+56 - 207+62	LT	STH 55	-	-	10	-	-	-	_
207+62 -	LT	STH 55	-	-	_	24	-	-	_
207+62 - 207+87	LT	STH 55	-	25	-	-	-	-	_
207+87 -	LT	STH 55	21	-	-	-	-	-	_
207+87 - 208+41	LT	STH 55	-	54	-	_	-	-	_
207+87 - 209+67	LT	STH 55	-	-	160	_	-	-	_
207+87 - 208+22	R/L	STH 55	-	51	_	-	-	-	_
208+22 - 208+56	RT	STH 55	36	-	-	-	-	-	_
209+67 - 209+94	LT	STH 55	_	31	-	_	-	-	_
209+67 - 209+79	RT	STH 55	-	51	_	_	-	-	_
209+67 - 209+97	RT	STH 55	_	39	_	-	-	_	_
209+79 - 209+57	RT	STH 55	_	38	_	-	-	_	_
209+79 - 209+82	RT	STH 55	7	-	_	_	_	_	_
209+79 - 209+93	RT	STH 55	_	64	_	_	_	_	_
310+19 - 311+00	RT	STH 96	_	129	_	_	_	_	_
311+00 - 311+02	RT	STH 96	_	7	_	_	_	_	_
310+93 - 311+00	R/L	STH 96	_	38	_	_	_	_	_
310+93 - 310+44	LT	STH 96	66	-	_	_	_	_	_
311+00 - 311+80	R/L	STH 96	-	79	_	_	_	_	_
311+80 - 311+82	R/L	STH 96	6	-	_	_	_	_	_
311+80 - 312+35	LT	STH 96	64	_	_	_	_	_	_
212+69 - 212+57	RT	STH 55	42	_	_	_	_	_	_
212+69 - 212+91	RT	STH 55	-	46	_	_	_	_	_
212+69 - 212+96	LT	STH 55	31	-	_	_	_	_	_
212+69 - 215+69	R/L	STH 55	-	298	_	_	_	_	_
212+91 - 213+07	RT	STH 55	21	-	_	_	_	_	_
215+69 - 215+66	RT	STH 55	40	_	_	_	_	_	_
215+69 - 218+44	R/L	STH 55	-	278	_	_	_	_	_
215+66 - 216+04	RT	STH 55	39	-	_	_	_	_	_
218+22 - 218+44	RT	STH 55	34	_	_	_	_	_	_
218+21 - 218+44	LT	STH 55	29	_	_	_	_	_	_
13+88 - 14+37	LT	CTH 00	-	52	_	_	_	_	_
13+90 - 13+93	RT	CTH 00	_	15	_	_	_	_	_
13+93 - 14+38	RT	CTH 00	_	44	_	_	_	_	_
14+37 - 14+38	R/L	CTH 00		83		_			
14+37 - 14+38	R/L RT	CTH 00		140		_			-
14TJU - 1J+/3	I VI	SUBTOTALS	436	1582	 170	381	0	0	0
		SUBTUTALS	430	T307	1/0	30T	U	U	U

^{*}ADDITIONAL QUANTITIES SHOWN IN CULVERT PIPE REMOVAL TABLE

HWY: STH 55 COUNTY: OUTAGAMIE MISCELLANEOUS QUANTITIES PROJECT NO: 4650-08-71 SHEET

REMOVING STORM SEWER CONT.

			204.0245.01	204.0245.02	204.0245.03	204.0245.04	204.0245.05	204.0245.06	204.0270*
			6-10 INCH			24-30 INCH			ABANDON CULVERT PIPE
STATION TO STATI	ON DIR	LOCATION	LF	LF	LF	LF	LF	LF	EA
PROJECT 4650-08-7	1 CATEGORY	0010		•	•	•		•	
15+79 - 15+8	9 RT	CTH OO	-	12	_	_	_	_	_
15+79 - 15+9	1 RT	CTH OO	-	15	-	-	-	-	_
14+37 - 15+4	1 LT	CTH OO	-	-	-	106	-	-	-
15+41 - 15+6	4 LT	CTH 00	-	-	-	22	-	-	-
15+90 - 15+9) LT	CTH 00	-	17	-	-	-	-	1
21+22 - 21+2	2 LT	CTH 00	-	23	_	_	ı	_	ı
22+95 - 22+9	5 LT	CTH 00	-	21	-	-	ı	-	I
234+26 - 234+2	8 LT	STH 55	-	-	-	-	12	-	1
234+26 - 234+2	9 RT	STH 55	-	-	-	-	ı	279	1
234+26 - 236+2	8 LT	STH 55	-	-	-	-	1	202	1
236+28 - 236+2	9 R/L	STH 55	-	61	-	-	1	-	1
236+28 - 245+0	1 LT	STH 55	-	-	-	-	1	872	1
242+00 - 242+0	0 R/L	STH 55	-	58	-	-	1	-	1
245+00 - 245+0	2 LT	STH 55	-	-	-	-	10	-	1
245+02 - 248+2	.5 R/L	STH 55	_	-	-	-	-	310	_
248+15 - 248+7	0 RT	STH 55	-	-	-	-	126	-	-
248+70 - 249+0	1 RT	STH 55	-	-	-	-	76	-	-
248+92 - 249+0	1 RT	STH 55		9	-	-	-	-	-
249+01 - 249+3	7 RT	STH 55		-	-	-	38	-	-
249+37 - 249+5	1 RT	STH 55		-	-	-	18	-	_
249+51 - 249+6	2 RT	STH 55	-	-	-	-	-	-	1
254+49 - 254+8	1 RT	STH 55		39	-	-	_	-	-
254+67 - 255+0		STH 55	-	35	-	-	-	-	-
260+65 - 261+0	6 R/L	STH 55	-	41	-	-	-	-	-
		SUBTOTALS	0	331	0	128	280	1,663	1
		PROJECT TOTALS	436	1913	170	509	280	1663	1

^{*}ADDITIONAL QUANTITIES SHOWN IN CULVERT PIPE REMOVAL TABLE

_	
3	

Division	From/To Station	Location	Common Excavation (1)	(item # 205.0100)	Salvaged/Unus able Pavement Material (4)	Available Material (5)	Expanded EBS Backfill (11)	Unexpanded Fill	Expanded Fill (13)	Mass Ordinate +/- (14)	Comment:
				EBS Excavation (3)		()	Factor		Factor		
Division 1							1.30		1.25		
BADGER AVE	50+50/52+50		963		178	786	0	0	0	785	
CTH OO EB	12+67/15+50		1,163		367	796	0	94	118	678	
CTH OO EB	16+00/18+25		1,054		151	903	0	611	764	139	
CTH OO EB	20+00/26+39		1,699		569	1,129	0	542	677	452	
CTH OO RA	60+34/63+12		1,350		150	1,200	0	1,440	1,800	-600	SURFACE COMPARISON
CTH OO WB	20+00/22+25		354		67	287	0	544	680	-393	
CTH OO WB	15+75/18+25		946		157	788	0	807	1,009	-220	
DESNOYER ST EAST	21+50/22+00		129		0	129	0	1	1	128	
OVIATT ST	9+00/09+50		129		0	129	0	0	0	129	
STH 55 NB	209+58/222+50		6,915		1,111	5,805	0	672	840	4,965	
STH 55 NB	224+25/247+75		20,448		0	20,448	0	2,398	2,997	17,451	
STH 55 SB	221+50/222+50		152		0	152	0	406	507	-355	
STH 55 SB	224+25/226+50		586		0	586	0	1,256	1,570	-984	
STH 55 SB	244+00/247+75		1,959		0	1,959	0	469	586	1,372	
Ditch EBS CTH OO RAB			0	1,000	0	0	0	0	0	0	
Division 1 Subtotal			37,847	1,000	2,750	35,097	0	9,239	11,549	23,548	
Division 2											
CTH J	100+50/101+00		220		0	220	0	4	5	215	
Plank Rd	310+00/314+89		2,228		626	1,602	0	35	43	1,559	
STH 55 NB	207+50/209+00		717		230	487	0	41	52	435	
Division 2 Subtotal	207 130/203100		3,165	0	855	2,309	0	80	100	2,209	
			3,200	, and the second		_,005	,			=/=05	
Division 3	20.72/22.00.04		1.076			4.076			100	4.076	
Gertrude EB	29+72/33+90.01		1,376		0	1,376	0	80	100	1,276	
Gertrude WB	32+050/33+90		577		0	577	0	5	6	571	CLIDEA CE COMPADICONI
MALONEY RA	70+02/73+60		6,042		190	5,852	0	160	200	5,652	SURFACE COMPARISON
MALONEY RD EB	36+25/40+50		1,616		342	1,274	0	12	14	1,259	
MALONEY RD WB	36+25/37+50		956	100	0	956	0	0	0	956	
NB OFF RAMP	1111+50/1124+25		5,650	108	108	5,542	140	2,727	3,408	1,994	
NB OFF RAMP RTL	1122+00/1124+75		1,142	21.4	0	1,142	0	221	276	866	
NB ON RAMP	1200+25/1204+37		327	314	253	74	409	1,240	1,551	-1,885	CLIDEA CE COMPADICON
NB RAMP RA	80+50/83+68		2,050	278	300	1,750	361	1,661	2,076	-687 1 807	SURFACE COMPARISON
SB OFF RAMP	1124+00/1132+42		1,516	133	374	1,142	172	2,222	2,778	-1,807	
SB OFF RAMP RTL	1123+25/1126+00		473	7	0	473	0 9	424	530	-56	
SB ON RAMP	1101+50/1122+25		3,825	7	289	3,536		1,797	2,246	1,282	CLIDEACE COMPARICON
SB RAMP RA	90+00/93+75 249+86/253+00		3,408	531	510	2,898	691 0	767 227	959	1,248	SURFACE COMPARISON
STH 55 NB STH 55 NB	249+86/253+00 255+50/259+75		2,633		0	2,633	0	327	409	2,225	
	262+25/268+35		2,456		0	2,456		336	420	2,036	
STH 55 NB STH 55 SB	249+75/253+50		2,528 1,200		0	2,528 1,200	0	281 847	352 1,059	2,176 141	
STH 55 SB STH 55 SB	255+50/256+00		1,200		0	1,200	0	847 85	1,059		
STH 55 SB	259+50/260+00				0		0			61 5	
STH 55 SB STH 55 SB	262+00/270+50		88			88		66 837	82		
	202+00/2/0+30		4,121 0	1,700	0	4,121 0	0	837 0	1,047 0	3,075 0	
Ditch EBS Ramp RAB's Division 3 Subtotal			42,151	3,070	2,365	39,787	1,781	14,094	17,617	20,388	
Pivipion 2 Subtotal			72,131	3,070	2,303	33,707	1,701	17,034	17,017	20,300	
Grand Total			83,162	4,070	5,970	77,192	1,781	23,413	29,267	46,144	

BACKFILL GRANULAR GRADE 2

LOCATION	209.2100						
LOCATION	CY						
PROJECT 4650-08-71							
CATEGORY 0010							
EXISTING STORM SEWER REMOVAL BACKFILL	1,000						

PROJECT TOTAL 1,000

FINISHING ROADWAY PROJECT 4650-08-71

				213.0100					
				FINISHING ROADWAY					
STATION	то	STATION	LOCATION	EA					
PROJECT 4650-08-71 CATEGORY 0010									
207+30	-	270+63	STH 55	1					

PROJECT TOTAL

1

SELECT CRUSHED MATERIAL

	312.0110
LOCATION	TON
PROJECT 4650-08-71 CATEGORY 003	10
LAWE RAILROAD CROSSING	340
DELANGLADE RAILROAD CROSSING	600
PROJECT TOTAL	940

SUBBASE

				350.0102					
				SUBBASE					
STATION	то	STATION	LOCATION	CY					
PROJECT 4650-0	PROJECT 4650-08-71 CATEGORY 0010								
1104+77	-	1113+17	IH 41 NB OFF RAMP	580					
1101+48	-	1116+42	IH 41 SB ON RAMP	1040					

PROJECT TOTAL 1620

BASE AGGREGATE DENSE AND WATER

				305.0110	305.0120	311.0110	624 0100	
				303.0110	303.0120	311.0110	024.0100	
				BASE AGGREGATE	BASE AGGREGATE			
				DENSE 3/4-INCH	DENSE 1 1/4-INCH	BREAKER RUN	WATER	
						KUN		REMARKS
				**	**			
STATION	T0	STATION	LOCATION	TON	TON	TON	MGAL	
PROJECT 4	650-0	08-71 CATI	EGORY 0010					
207+30	-	209+74	STH 55	0	570	1,330	13	INCLUDES LAWE ST
209+74	-	222+64	STH 55	0	2,690	6,830	60	
60+00	-	63+14	STH 55/CTH 00 R-A-B	0	560	1,490	12	
224+02	-	247+84	STH 55	0	5,880	15,680	130	
70+00	-	74+08	STH 55/MALONEY RD R-A-B	0	1,370	3,650	31	
249+62	-	253+57	STH 55	0	1,430	3,820	32	
80+00	-	84+08	STH 55/IH 41 NB R-A-B	0	1,420	3,800	32	
255+35	-	260+00	STH 55	0	910	2,430	21	
90+00	-	94+39	STH 55/IH 41 SB R-A-B	0	1,450	3,870	33	
262+04	-	270+63	STH 55	60	1,970	4,890	42	
309+81	-	314+39	STH 96 (PLANK RD)	0	980	2,500	21	
12+66	-	18+38	CTH OO (HYLAND AVE)	10	1,610	1,570	20	
19+90	-	26+39	CTH OO (HYLAND AVE)	0	1,380	1,380	17	
9+00	-	9+52	OVIATT ST	0	150	0	1	
21+42	-	22+00	DESNOYER ST	0	160	0	1	
28+25	-	28+60	BLACKWELL ST	0	90	0	1	
50+66	-	52+50	BADGER ST	0	590	0	1	
28+01	-	33+30	GERTRUDE ST	60	1,780	0	12	
36+64	-	40+56	MALONEY RD.	110	1,680	0	13	
1104+76	-	1113+17	IH 41 NB OFF RAMP	70	4,780	0	30	
1113+17	-	1123+51	IH 41 NB OFF RAMP	60	1,080	0	8	
1201+07	-	1204+37	IH 41 NB ON RAMP	20	620	0	4	
1124+84	-	1130+53	IH 41 SB OFF RAMP	100	1,200	0	10	
1130+53	-	1132+42	IH 41 SB OFF RAMP	50	880	0	7	
1101+48	-	1116+53	IH 41 SB ON RAMP	0	3,990	0	24	
1116+53	_	1121+43	IH 41 SB ON RAMP	0	750	0	5	
UN	DIST	RIBUTED FO	OR TEMP ACCESS RAMPS	-	2,000	0	_	
D]	ГТСН	EBS BACKF	ILL & UNDISTRIBUTED	-	-	6,760	-	
			TOTALS	540**	42,890**	60,000	581	

**ADDITIONAL QUANTITIES SHOWN IN CONCRETE DRIVEWAY TABLE, ASPHALTIC SURFACE DRIVEWAY & FIELD ENTERANCE TABLE, AND CONCRETE SIDEWALK TABLE

CONCRETE PAVEMENT

		415.0080	415.0090	415.0095	415.1090	415.1095	SPV.0180.01	SPV.0180.02
		8-INCH	9-INCH	9 1/2-INCH	9-INCH HES	9 1/2-INCH HES	8-INCH SHES	9-INCH SHES
STATION TO STATION	LOCATION	SY*	SY	SY	SY	SY	SY	SY
PROJECT 4650-08-71 C	ATEGORY 0010							
207+30 - 209+73	STH 55	-	1,100	-	-	-	-	-
209+73 - 219+76	STH 55	-	4,800	_	-		-	_
220+36 - 222+64	STH 55	-	900	_	-		-	-
224+02 - 231+55	STH 55	-	4,340	_	-		-	_
231+55 - 232+25	STH 55	-	-	_	-	-	-	190
231+55 - 241+17	STH 55	-	5,380	_	-	_	-	_
241+17 - 241+87	STH 55	-	-	_	-	_	-	190
241+17 - 247+84	STH 55	-	3,590	-	-	-	-	-
249+62 - 253+57	STH 55	-	-	2,290	-	-	-	-
255+35 - 260+00	STH 55	-	ı	1,930	_	-	_	1
261+86 - 270+53	STH 55	-	3,100	ı	-	-	-	ı
21+42 - 22+00	DESNOYER ST.	200	1	ı	-	-	_	ı
12+66 - 18+39	CTH OO (HYLAND AVE) WEST LEG	3300	1	ı	-	-	-	ı
19+90 - 26+27	CTH OO (HYLAND AVE) EAST LEG	2200	1	ı	-	-	-	Ι
50+66 - 51+75	BADGER RD.	400	ı	-	-	-	-	-
51+75 52+50	BADGER RD.	-	ı	-	-	-	275	-
651+92 - 653+65	STH 55 RT TURN LN.	-	-	300	-	-	-	-
461+74 - 465+26	STH 55 SB RT TURN LN.	-	550	1	-	-	-	1
309+81 - 314+14	STH 96 (PLANK RD)	-	2,200	1	-	-	-	1
60+00 - 63+14	CTH OO RAB	-	1,050	-	-	-	-	-
29+53 - 34+02	GERTURDE RD	-	-	_	1,720	_	-	-
36+03 - 40+56	MALONEY RD	-	ı	-	2,300	-	-	-
70+00 - 74+08	MALONEY/STH 55 R-A-B	-	ı	490	-	1,360	-	1
1113+17 - 1124+48	USH 41 NB OFF RAMP	-	2,100	-	-	-	-	-
1121+30 - 1125+00	USH 41 NB OFF RAMP RT TURN LN.	-	600	-	-	-	-	-
1200+50 - 1204+37	USH 41 NB ON RAMP	-	750	-	-	-	-	-
1123+21 - 1127+51	USH 41 SB OFF RAMP RT TURN LN.	-	700	-	-	-	-	-
1116+41 - 1122+82	USH 41 SB ON RAMP	-	1,200	-	_	-	-	_
1123+86 - 1130+66	USH 41SB OFF RAMP	-	1,300	_	_	-	-	_
80+00 - 84+08	IH 41 NB R-A-B	-	-	2,000	-	-	-	-
90+00 - 94+40	IH 41 SB R-A-B	-	-	1,600	-	-	-	-

PROJECT TOTALS 6,100* 33,660 8,610 4,020 1,360 275 380

*ADDITIONAL QTY LOCATED IN CONCRETE TRUCK APRON TABLE

CONCRETE TRUCK APRON

					415.0080	416.0512	405.0100
							COLORING
					CONCRETE	CONCRETE TRUCK	CONCRETE
					PAVEMENT 8-INCH	APRON 12-INCH	**
CTATION	Τ0	STATION	DIR	LOCATION	SY*	SY	CY
	_	50-08-71			31"	31	Ci
						220	110
60+00	_	63+14	R/L	STH 55/CTH 00 RAB	-	330	110
70+00	-	74+08	R/L	STH 55/MALONEY RAB	-	435	145
80+00	-	84+08	R/L	STH 55/IH 41 NB RAB	-	675	225
90+00	-	94+39	R/L	STH 55/IH41 SB RAB	-	810	270
221+70	-	222+86	RT	STH 55 THRU/RT TURN LN.	55	-	12
224+40	-	224+87	LT	STH 55 THRU/RT TURN SPLITTER	80	-	18
224+43	-	224+53	LT	STH 55 RT TURN LN	115	-	26
17+44	-	18+56	RT	CTH OO THRU/RT TURN SPLITTER	120	-	27
19+94	-	20+63	LT	CTH OO RT TURN LN.	40	-	9
244+08	-	245+57	R/L	STH 55 SPLITTER ISLAND	140	-	31
36+18	-	36+60	LT	MALONEY RD THRU/RT TURN LN SPLITTER	20	-	4
1123+82	-	1125+07	R/L	IH 41 NB OFF RAMP RT TURN LN.	95	-	21
1200+00	-	1201+08	RT & LT	IH 41 NB ON RAMP	130	-	29
259+51	-	259+93	R/L	STH 55 SPLITTER ISLAND	95	-	21
262+84	-	262+01	R/L	STH 55 SPLITTER ISLAND	105	-	23
461+74	-	463+28	R/L	STH 55 RT TURN LN	160	-	36
1123+12	-	1125+50	R/L	IH 41 SB OFF RAMP RT TURN LN.	270	-	60
1121+43	-	1122+70	R/L	IH 41 SB ON RAMP	255	-	57

^{*} ADDITIONAL QUANTITY LOCATED IN CONCRETE PAVEMENT TABLE

PROJECT TOTALS

CONCRETE PAVEMENT GAPS

					405.0210			
					CONCRETE			
					PAVEMENT GAPS			
STATION	TO	STATION	DIR	LOCATION	EACH			
PROJECT	PROJECT 4650-08-71 CATEGORY 0010							
210+23	-	210+71	LT	STH 55	1			
231+55	-	232+25	LT	STH 55	1			
237+55	-	238+25	RT	STH 55	1			
241+17	-	241+87	LT	STH 55	1			
313+08	ı	313+39	RT	STH 96	1			
313+14	ı	313+37	LT	STH 96	1			
13+26	-	13+69	LT	CTH 00 (HYLAND AVE)	1			
14+25	-	15+00	RT	CTH 00 (HYLAND AVE)	1			
38+02	-	38+39	LT	MALONEY RD	1			
38+74	-	39+12	LT	MALONEY RD	1			

PROJECT TOTAL 10

1,680*

CONCRETE SURFACE DRAIN

		_	416.1010	645.0130
			CONCRETE	GEOTEXTILE
			SURFACE DRAIN	FABRIC TYPE R
STATION	DIR	LOCATION	CY	SY
PROJECT 4	1650-08-7	1 CATEGORY 0010		
22+15	RT	CTH OO EB	2	10
		PROJECT TOTALS	2	10

PROJECT NO: 4650-08-71 HWY: STH 55 COUNTY: OUTAGAMIE MISCELLANEOUS QUANTITIES SHEET E

2,250

1,123

^{**}ADDITIONAL QUANTITY LOCATED IN CONCRETE SIDEWALK TABLE

					CONCRETE DRIVE	WAYS				
					305.0120 *	416.0160	416.0180	416.0260	416.0280	SPV.0180.03
					BASE AGGREGATE DENSE 1 1/4-INCH	6-INCH	8-INCH	6-INCH HES	8-INCH HES	8-INCH SHES
STATION	TO	STATION	DIR	LOCATION	TON	SY	SY	SY	SY	SY
				GORY 0010						
207+98	<u> </u>	208+32	LT	STH 55	10	29				
210+23	-	210+71	LT	STH 55	10			28		
214+27	-	214+48	RT	STH 55	16	45				
214+38	-	214+66	LT	STH 55	16	46				
216+87	-	217+19	LT	STH 55	17	48				
217+10	-	217+34	RT	STH 55	21	59				
217+49	-	217+84	RT	STH 55	13	38				
217+96	-	218+31	RT	STH 55	13	38				
228+01	-	228+28	LT	STH 55	17	48				
229+28	-	229+89	RT	STH 55	29		83			
231+52	-	232+11	LT	STH 55	33					93
237+42	-	238+03	RT	STH 55	22		63			
239+17	-	239+78	RT	STH 55	22		63			
241+14	-	241+75	LT	STH 55	33					93
243+05	-	244+00	RT	STH 55	35		101			
310+90	-	311+33	LT	STH 96	16	46				
311+08	-	311+50	RT	STH 96	17	50				
313+08	-	313+39	RT	STH 96	26	37		37		
313+14	-	313+37	LT	STH 96	23	32		32		
313+56	-	313+76	RT	STH 96	12	34				
313+58	-	313+71	LT	STH 96	10	27				
13+26	-	13+69	LT	CTH 00 (HYLAND AVE)	14			41		
100+85	-	101+02	LT	CTH J (LAWE ST)	5	15				
30+46	-	30+97	LT	GERTRUDE ST.	32				92	
31+18	-	31+55	RT	GERTRUDE ST.	14	40				
31+67	-	32+04	RT	GERTRUDE ST.	13			38		
32+46	-	32+90	RT	GERTRUDE ST.	25			71		
32+58	-	33+06	LT	GERTRUDE ST.	36				103	
32+99	-	33+40	RT	GERTRUDE ST.	19	53				
36+74	-	37+19	LT	MALONEY RD	25			71		
38+02	-	38+39	LT	MALONEY RD	14			39		
38+74	-	39+12	LT	MALONEY RD	14			41		
39+60	_	39+76	LT	MALONEY RD	2	5				
39+61	-	39+97	RT	MALONEY RD	13	36				
		PROJ	ECT	TOTALS	637	726	310	398	195	186

		ASP	HALTIC	SURFACE DRIVEWAYS AN	ID FIELD ENTERANG	<u>CES</u>
					305.0120 *	465.0120
						ASPHALTIC
CTATTON	Τ0	CTATTON		LOCATION	BASE AGGREGATE	SURFACE
STATION	10	STATION		LOCATION	DENSE	DRIVEWAYS AND
					1 1/4-INCH	FIELD ENTRANCES
			DIR		TON	TON
PROJECT	46	50-08-71	CATEGOR	Y 0010		
208+02	_	208+29	LT	STH 55	11	4
210+23	-	210+71	LT	STH 55	20	6
217+48	-	218+46	RT	STH 55	17	6
227+98	-	228+25	LT	STH 55	10	3
229+16	-	230+04	RT	STH 55	265	87
231+60	-	232+04	LT	STH 55	70	23
237+54	-	238+01	RT	STH 55	80	26
239+20	-	239+72	RT	STH 55	48	16
241+27	-	241+62	LT	STH 55	78	26
264+69	-	265+69	LT	STH 55	161	53
264+70	-	265+70	RT	STH 55	132	43
310+90	-	311+33	LT	STH 96	30	10
310+84	-	313+46	RT	STH 96	58	19
313+14	-	313+37	LT	STH 96	2	1
313+56	-	313+76	RT	STH 96	3	1
9+01	-	9+16	LT	OVIATT ST.	4	1
13+26	-	13+69	LT	CTH OO (HYLAND AVE)	21	7
14+37	-	14+87	RT	CTH OO (HYLAND AVE)	26	9
14+35	-	14+75	LT	CTH OO (HYLAND AVE)	19	6
21+48	-	23+09	-	CTH OO (HYLAND AVE)	164	54
22+01	-	22+62	LT	CTH OO (HYLAND AVE)	113	37
51+11	-	51+45	LT	BADGER ST.	26	8
51+75	-	52+22	RT	BADGER ST.	30	10
51+95	-	52+29	LT	BADGER ST.	15	5
31+22	-	31+52	RT	MALONEY RD.	57	19
31+71	-	32+00	RT	MALONEY RD.	31	10
32+51	-	33+34	RT	MALONEY RD.	186	61
32+62	-	33+04	LT	MALONEY RD.	28	9
36+85	-	37+15	LT	MALONEY RD.	120	40
38+05	-	38+35	LT	MALONEY RD.	16	5

MALONEY RD.

MALONEY RD.

LAWE ST.

STATION TO STATION

270+78 - 270+93

270+38 - 270+41

PROJECT TOTALS

PROJECT 4650-08-71 CATEGORY 0010

CONCRETE MEDIAN SLOPED NOSE

				620.0300	
				CONCRETE MEDIAN	
				SLOPED NOSE	
STATION	_	STATION	LOCATION	SF	
PROJECT 4650-08-71 CATEGORY 0010					
219+54	-	220+21	STH 55 R.R. CROSSING	136	
222+60	-	226+80	STH 55/CTH 00 R-A-B	462	
244+00	-	249+63	STH 55/MALONEY R-A-B	458	
252+10	-	255+94	STH 55/IH 41 NB R-A-B	415	
259+45	-	263+56	STH 55/IH 41 SB R-A-B	384	

PROJECT TOTAL 1,856

39+93

LT

RT

38+77 - 39+07

100+88 - 100+97

39+63

			416.0620
			DRILLED
			DOWEL BARS
STATION	DIR	LOCATION	EACH
PROJECT 4	1650-08-7	1 CATEGORY 0010	
11+50	R/L	OVIATT ST	22
19+50	R/L	DESNOYER ST	21
22+00	R/L	DESNOYER ST	21
31+66	R/L	BLACKWELL ST	26
12+66	R/L	CTH 00 (HYLAND)	38
52+50	R/L	BADGER RD	26
40+56	R/L	MALONEY RD	34

PROJECT TOTALS

LOCATION

STH 55

STH 55

1,849

DRILLED TIE BARS

LT

LT

PROJECT TOTALS 14

607

416.0610 DRILLED TIE **BARS**

EACH

8

^{*} QUANTITY SHOWN ON BASE AGGREGATE, ASPHALTIC DRIVEWAYS & FIELD ENTRANCES TABLES

ASPHALTIC ITEMS

			204.0120	450.4000	455.0605	460.5223	460.5224	460.6223	460.6224	460.7223	460.7224	465.0400
			REMOVING	HMA		HMA PAVEMENT	HMA PAVEMENT	HMA PAVEMENT	HMA PAVEMENT	HMA PAVEMENT	HMA PAVEMENT	ASPHALTIC
			ASPHALTIC	COLD WEATHER	TACK	3 LT 58-28 S	4 LT 58-28 S	3 MT 58-28 S	4 MT 58-28 S	3 HT 58-28 S	4 HT 58-28 S	SHOULDER RUMBLE
			SURFACE MILLING	PAVING	COAT	J L1 J0-20 3	4 L1 30-20 3	J MI 30-20 3	4 1411 30-20 3	3 пт 30-20 3	4 11 30-20 3	STRIPS
STATION TO STATION	DIR	LOCATION	SY	TON	GAL	TONS	TONS	TONS	TONS	TONS	TONS	LF
PROJECT 4650-08-71 CA	ATEGO	RY 0010										
207+47 - 208+07	R/L	STH 55	-	ı	38	-	-	95	35	1	-	-
219+76 - 220+40	R/L	STH 55	-	ı	32	-	-	80	30	ı	-	-
264+58 - 268+35	RT	STH 55	-	ı	12	-	40	5	5	1	-	-
270+50 - 270+65	LT	STH 55	-	-	4	-	-	10	5	1	-	-
314+14 - 314+39	R/L	STH 96 (PLANK RD)	-	-	19	25	20	-	1	1	-	-
100+90 - 101+00	R/L	CTH J (LAWE ST)	-	-	20	25	20	-	1	1	-	-
28+25 - 28+60	R/L	BLACKWELL ST	-	-	14	20	15	-	1	1	-	-
26+27 - 26+40	R/L	CTH OO (HYLAND AVE)	-	-	6	10	5	-	1	1	-	-
28+01 - 29+53	R/L	OVIATT ST	-	-	16	20	15	-	1	1	-	-
1200+00 - 1204+50	R/L	IH 41 NB ON RAMP	-	24	42	55	40	-	1	1	-	-
1104+75 - 1123+55	R/L	IH 41 NB OFF RAMP	1,600	204	210	-	405	-	-	300	110	750
1101+45 - 1121+44	R/L	IH 41 SB ON RAMP	2,300	249	259	-	305	-	-	505	185	950
1124+84 - 1132+43	R/L	IH 41 SB OFF RAMP	660	76	78	-	195	_	-	80	30	-
		PROJECT TOTALS	4,560	553	748	155	1,060	190	75	885	325	1,700

ASPHALTIC SURFACE

	-				
				305.0120**	465.0105
				1 1/4 INCH	ASPHALTIC
				BASE AGG	SURFACE
STATION T	O STATION	DIR	LOCATION	TON	TON
PROJECT 4	1650-08-71	CATEGOR	Y 0040		
314+39	- 315+09	LT	STH 96	35	20
101+00	- 102+64	RT	СТН Ј	70	40
			PROJECT TOTALS	105	60

^{**}QUANTITY SHOWN ELSEWHERE ON PLANS

ASPHALTIC SURFACE TEMPORARY

					465.0125
					ASPHALTIC
					SURFACE TEMP.
STATION	T0	STATION	DIR	LOCATION	TON
PROJECT 4	4650-08-7	1 CATEGO	RY 0	010	
208+00	ı	210+00	LT	STH 55	40
246+75	-	247+89	R/L	STH 55	60
				PROJECT TOTAL	100

CONCRETE CURB AND GUTTER

							COND AND								
		601.0409	601.0411	601.0501	601.0551	601.0580	601.0452	SPV.0090.02	SPV.0090.03	SPV.0090.04	SPV.0090.05	SPV.0090.06	SPV.0090.07	SPV.0090.08	SPV.0090.18
		CONCRETE	CONCRETE	CONCRETE CURR	CONCRETE	CONCRETE	CONCRETE	CONCRETE		CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE
		CURB &	CURB &	CONCRETE CURB	CURB &	CURB &	CURB &	CURB &	CONCRETE CURB &	CURB &	CONCRETE	CURB &	CONCRETE	CURB &	CURB AND
		GUTTER	GUTTER	& GUTTER	GUTTER	GUTTER	GUTTER	GUTTER	GUTTER INTEGRAL	GUTTER HES	CURB &	GUTTER HES	CURB &	GUTTER SHES	GUTTER
		30-INCH	30-INCH	INTEGRAL	36-INCH	36-INCH	30-INCH	INTEGRAL 18	SHES 18-INCH	18-INCH	GUTTER 30-	30-INCH	GUITER HES	4-INCH	SPECIAL
		TYPE A	TYPE D	4-INCH SLOPED	TYPE A	TYPE R			TYPE D MODIFIED	TYPE A	INCH TYPE A	TYPE A	30-INCH	SLOPED 36-	24-INCH
		**		36-INCH	111 E A		INTEGRAL	MODIFIED		MODIFIED	MODIFIED	MODIFIED	TYPE A	INCH TYPE R	TYPE D
STATION TO STATION DIR	LOCATION	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF
PROJECT 4650-08-71 CATE		LF	LF	LF	LF	LF	LF	LF	LF	LF	L F	LF	LF	LF	LF
207+30 - 209+74 RT	STH 55	138	3.0			1	ı				I				
			36												
207+30 - 209+74 LT	STH 55	115	36		120		104								
209+74 - 222+64 RT	STH 55	1,089	39		130		194								
209+74 - 222+64 LT	STH 55	1,128	38										29		
219+60 222+70 R/L		535	84												
224+02 - 247+84 LT	STH 55	277						1,932	122						
224+02 - 247+84 RT	STH 55	385						2,151	122						
224+00 - 226+80 R/L		546			185										
244+04 - 247+85 R/L	STH 55 SPLITTER ISLAND	492			295										
249+62 - 253+57 RT	STH 55	322													
249+62 - 253+57 LT	STH 55	339			100										
249+50 - 253+60 R/L	STH 55 SPLITTER ISLAND	847											36		
652+13 - 653+65 R/L	STH 55 RT TURN LN	310			110										
255+35 - 260+00 RT	STH 55	658													
255+35 - 260+00 LT	STH 55	584													
255+30 - 255+90 R/L		139													
259+45 - 260+00 R/L					128										
262+04 - 270+63 RT	STH 55	223	10												
262+04 - 270+63 LT	STH 55	860	80												
261+75 - 270+62 R/L		1,442			165										
461+75 - 463+33 R/L	STH 55 SPETITER TSLAND				320										
		390											33		
	STH 96 (PLANK RD)														
309+81 - 314+39 LT	STH 96 (PLANK RD)	350											35		
12+66 - 18+38 RT	CTH 00 (HYLAND AVE)	508			470								75		
12+66 - 18+38 LT	CTH 00 (HYLAND AVE)	408			170								43		
15+45 - 18+45 R/L		594													
	CTH OO RT TURN LN SPLITTER				225										
	CTH OO (HYLAND AVE)	235													
19+90 - 26+39 LT		386			115						61				
19+85 - 26+25 R/L	CTH OO SPLITTER ISLAND	960									320				
100+00 - 101+00 RT	CTH J (LAWE ST)	81													
100+00 - 101+00 LT	CTH J (LAWE ST)	72	12												
29+00 - 34+12 RT	GERTURDE ST		10									38	419		
29+00 - 34+12 LT	GERTURDE ST											100	436		15
33+40 - 34+10 R/L													144		
35+93 - 40+56 RT	MALONEY RD			350									197		
35+93 - 40+56 LT	MALONEY RD		79	145									380		
36+00 - 36+60 R/L													116		
	MALONEY RT TURN SPLITTER									95			110		
_ 30+00 - 30+00 L1	SUBTOTALS		424	495	1,943	0	194	4,083	244	95	381	138	1,943	0	15
	SUBTUTALS	17,713	747	793	1,343	J	134	т,005	27 7	,,	201	130	1,945	J	1.7

HWY: STH 55 COUNTY: OUTAGAMIE MISCELLANEOUS QUANTITIES SHEET PROJECT NO: 4650-08-71 ORIG. DATE:

9
J

CONCRETE	CURB	AND	<u>GUTTER</u>	

								1			•	,			T
		601.0409	601.0411	601.0501	601.0551	601.0580	601.0452	SPV.0090.02	SPV.0090.03	SPV.0090.04	SPV.0090.05	SPV.0090.06	SPV.0090.07	SPV.0090.08	SPV.0090.18
		CONCRETE	CONCRETE	CONCRETE CURB	CONCRETE	CONCRETE	CONCRETE	CONCRETE		CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE
		CURB &	CURB &	& GUTTER	CURB &	CURB &	CURB &	CURB &	CONCRETE CURB &	CURB &	CURB &	CURB &	CURB &	CURB &	CURB AND
		GUTTER	GUTTER	INTEGRAL	GUTTER	GUTTER	GUTTER	GUTTER	GUTTER INTEGRAL	GUTTER HES	GUTTER 30-	GUTTER HES	GUTTER HES	GUTTER SHES	GUTTER
		30-INCH	30-INCH	4-INCH SLOPED	36-INCH	36-INCH	30-INCH	INTEGRAL 18	SHES 18-INCH	18-INCH	INCH TYPE A	30-INCH	30-INCH	4-INCH	SPECIAL
		TYPE A	TYPE D	36-INCH	TYPE A	TYPE R	INTEGRAL	INCH TYPE D	TYPE D MODIFIED	TYPE A	MODIFIED	TYPE A	TYPE A	SLOPED 36-	24-INCH
		**		JO INCH				MODIFIED		MODIFIED	MODITIED	MODIFIED		INCH TYPE R	TYPE D
STATION TO STATION DIR	LOCATION	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF
PROJECT 4650-08-71 CATE	GORY 0010														
1124+25 - 1124+55 R/L	IH 41 NB OFF RAMP ISLAND	350													
1123+90 - 1125+07 RT	H 41 NB OFF RAMP RT TURN L				211										
1123+75 - 1124+55 LT	IH 41 NB OFF RAMP	97													
1200+00 - 1201+57 RT	IH 41 ON RAMP				125										
1200+00 - 1201+07 LT	IH 41 ON RAMP														
1123+12 - 1126+25 R/L	IH 41 SB OFF RAMP ISLAND	475			132										
1123+79 - 1124+85 R/L	IH 41 SB OFF RAMP	98			245										
1123+12 - 1125+50 R/L	H 41 SB OFF RAMP RT TURN L														
1121+43 - 1122+75 RT	IH 41 SB ON RAMP														
1121+43 - 1122+75 LT	IN 41 SB ON RAMP	131			125										
60+00 - 63+14 R/L	STH 55/CTH 00 R-A-B					298									
70+00 - 74+08 R/L	STH 55/MALONEY R-A-B					392									
80+00 - 84+08 R/L	STH 55/IH 41 NB R-A-B					392									
90+00 - 94+39 R/L	STH 55/IH 41 SB R-A-B				95	421									
9+00 - 10+00 RT	OVIATT ST		53												
9+00 - 10+00 LT	OVIATT ST		53												
50+50 - 52+50 RT	BADGER RD			110										75	
50+50 - 52+50 LT	BADGER RD			110										75	
	SUBTOTALS	1,151	106	220	933	1,503	0	0	0	0	0	0	0	150	0
	PROJECT TOTALS	15,564	530	715	2,876	1,503	194	4,083	244	95	381	138	1,943	150	15

CONCRETE CURB PEDESTRIAN

				601.0600
				CONCRETE CURB
				PEDESTRIAN
STATION	-	STATION	LOCATION	LF
PROJECT 4	465	0-08-71 c	CATEGORY 0010	
222+42	-	222+56	STH 55 SPLITTER ISLAND	65
224+21	-	224+34	STH 55 SPLITTER ISLAND	40
18+16	ı	18+27	CTH OO SPLITTER ISLAND	32
20+00	ı	20+10	CTH OO SPLITTER ISLAND	30
247+62	ı	247+71	STH 55 SPLITTER ISLAND	62
249+69	ı	249+79	STH 55 SPLITTER ISLAND	65
33+79	ı	33+89	GERTRUDE RD	46
36+15	ı	36+25	MALONEY RD	40
253+35	ı	253+45	STH 55 SPLITTER ISLAND	90
653+04	ı	653+36	STH 55 RT TURN LANE ISLAND	75
1124+30	-	1124+88	IH 41 NB OFF RAMP SPLITER ISLAND	150
262+13	-	262+23	STH 55 SPLITTER ISLAND	125

PROJECT TOTALS 820

CULVERT PIPES

			521.3118	521.1503							
			CULVERT PIPE CORRUGATED STEEL 18-INCH	AEW FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 18- INCH 4 TO 1							
STATION	DIR	LOCATION	LF	EACH							
PROJECT	PROJECT 4650-08-71 CATEGORY 0010										
1116+50	LT	IH 41 SB ON RAMP	4	1							

PROJECT TOTAL

CONCRETE CURB AND GUTTER

					604.0409
					CONCRETE CURB &
					GUTTER 30-INCH
					TYPE A
					**
STATION	то	STATION	DIR	LOCATION	LF
PROJECT	465	0-08-71	CATEGO	RY 0040	
101+05	-	101+15	LT	CTH J	10
101+73	-	101+83	LT	CTH J	10
102+37	-	102+47	RT	CTH J	10
102+47	-	102+57	LT	CTH J	10

PROJECT TOTAL

TOTAL 40

**QUANTITY SHOWN ELSEWHERE ON PLAN

MISCELLANEOUS QUANTITIES

PRINT DATE: September 12, 2017

SHEET

HWY: STH 55

COUNTY: OUTAGAMIE

ĺ		STATION	TO	ST
		PROJECT	465	0-0
	3	207+30	-	20
	J	207+30	-	20
		209+74	-	22
		209+74	-	22
ļ		224+02	-	24
		224+02	-	24
		249+62	-	25
		249+62	_	25
		255+35	_	26

Г			CONC	RETE SI	<u>DEWALK</u>				
			305.0110	405.0100	602.0405	602.041	602.0415	SPV.0165.03	602.0515
				COLORING			CONCRETE	CONCRETE	CURB RAMP
			DENSE		STDFWALK	SIDEWALK	STDFWALK	SIDEWALK	DETECTABLE WARNING
ı			3/4-INCH	CONCRETE	4-INCH	5-INCH	6-INCH	8-INCH	FILED NATURAL
ı			*	**	***	****	o inch	0 111011	PATINA
1	STATION TO STATION DIR	LOCATION	TON	CY	SF	SF	SF	SF	SF
	PROJECT 4650-08-71 CAT	•		<u>.</u>	<u>.</u>	<u>.</u>	U.	<u> </u>	<u> </u>
ı	207+30 - 209+74 RT	STH 55	16		500		320		44
	207+30 - 209+74 LT	STH 55	11				580		30
	209+74 - 222+64 RT	STH 55	188	36	7,670	1,000	980		192
	209+74 - 222+64 LT	STH 55	139		4,960	940	1,120	110	190
4	224+02 - 247+84 RT	STH 55	313	49	13,170	2,120	830		104
ı	224+02 - 247+84 LT	STH 55	80			3,840	160	140	100
ı	249+62 - 253+57 RT	STH 55	257	93	7,560	4,420	1,210	60	100
ı	249+62 - 253+57 LT	STH 55	101			5,090	60	60	100
	255+35 - 260+00 RT	STH 55	117	11	870	5,150			20
	255+35 - 260+00 LT	STH 55	112		-	5,740			20
ı	262+04 - 270+63 RT	STH 55	52		1,020	840	670	170	92
ı	262+04 - 270+63 LT	STH 55	191		340	8,980	470		156
ı	309+81 - 314+39 RT	STH 96 (PLANK RD)	23		1,170	-			12
ı	309+81 - 314+39 LT	STH 96 (PLANK RD)	40		1,700	-	340		10
ı	12+66 - 18+39 RT	CTH OO (HYLAND AVE)	92	24	1,970	2,330	260	170	60
ı	12+66 - 18+39 LT	CTH OO (HYLAND AVE)	42	8	640			1,510	60
	19+90 - 26+39 RT	CTH OO (HYLAND AVE)	22			870	260		36
	19+90 - 26+39 LT	CTH OO (HYLAND AVE)	24			1,140		110	36
	100+00 - 101+00 RT	CTH J (LAWE ST)	9		170		310		10
	100+00 - 101+00 LT	CTH J (LAWE ST)	9		220		220		10
	29+00 - 34+12 RT	GERTRUDE ST	57	9	1,790	830	330		40
ı	29+00 - 34+12 LT	GERTRUDE ST	43		1,320	790	110		40
ı	35+93 - 39+00 RT	MALONEY RD	47	7	570	1,540	300		40
ı	35+93 - 39+00 LT	MALONEY RD	40		300	1,610	100	60	80
		IH 41 NB OFF RAMP ISLAND	17			620	140	120	80
ı	1200+00 - 1200+50 R/L		3					130	80
	1122+00 - 1122+82 R/L		19				950		80
	1123+30 - 1124+00 R/L	IH 41 SB OFF RAMP ISLAND	17				840	50	40
	PROJE	2,081	237	45,940	47,850	10,560	2,690	1,862	

^{*} ADDITIONAL QUANTITY SHOWN IN BASE COURSE TABLE

GUARDRAIL

			614.0115	614.0305	614.0370	614.2300	614.2610	614.2620				
			ANCHORAGE FOR	STEEL PLATE	STEEL PLATE	MGS	MGS	MGS GUARDRAIL				
			STEEL PLATE BEAM	BEAM GUARD	BEAM GUARD	GUARDRAIL	GUARDRAIL	TERMINAL TYPE				
					GUARD TYPE 2	CLASS A	EAT	3	TERMINAL EAT	2		
STATION	TO	STATION	DIR	LOCATION	EACH	LF *	EACH	LF	EACH	EACH		
PROJECT 46	PROJECT 4650-08-71 CATEGORY 0010											
1105+72	-	1106+61	RT	IH 41 NB OFF RAMP	1	-	ı	37.5	1	1		
1120+44	-	1121+38	RT	IH 41 NB OFF RAMP	1	-	ı	37.5	1	1		
1120+47	-	1121+37	LT	IH 41 NB OFF RAMP	1	-	ı	37.5	1	1		
1201+33	-	1207+25	RT	IH 41 NB ON RAMP	1	575.0	1	ı	ı	-		
1126+11	-	1132+45	LT	IH 41 SB OFF RAMP	1	625.0	1	ı	ı	-		
1127+43	-	1128+34	RT	IH 41 SB OFF RAMP	1	-	ı	37.5	1	1		
				PROJECT TOTAL	1	1,200.0	2	150.0	4	4		

^{*} EXTEND EXISTING NB ON RAMP REQUIRES WOOD POSTS AND SB OFF RAMP REQUIRES STEEL POST

CONCR	ETE	SIDEWALK

			602.041 CONCRETE 5-INCH
STATION TO STATION	N DIR	LOCATION	SF
PROJECT 4650-08-71	CATEGOR	Y 0020	
227+20 - 247+15	LT	STH 55	18550
		PROJECT TOTAL	18,550

^{**} QUANTITY SHOWN ELSEWHERE ON PLAN

CONCRETE SIDEWALK

					305.0110	602.0405
					BASE AGGREGATE	CONCRETE SIDEWALK
					DENSE 3/4-INCH	4-INCH
					**	**
STATION	-	STATION	DIR	LOCATION	TON	SF
PROJECT 4	465	0-08-71 c	ATEC	ORY 0040		
101+05	-	101+15	LT	STH 96	1	50
101+73	-	101+83	LT	STH 96	1	50
102+37	-	102+47	RT	STH 96	1	50
102+47	-	102+57	LT	STH 96	1	50

²⁰⁰ PROJECT TOTAL

FENCE CHAIN LINK

					616.0205
					FENCE CHAIN LINK 5-FT
STATION	то	STATION	DIR	LOCATION	LF
PROJECT 4	4650	0-08-71 C	ATEG	ORY 0010	
1104+76	ı	1124+55	RT	IH 41 NB OFF RAMP	2100
1200+00	ı	1204+37	RT	IH 41 NB ON RAMP	510
1126+00	ı	1127+62	LT	IH 41 SB OFF RAMP	162
1101+48	ı	1122+81	LT	IH 41 SB ON RAMP	2060
				PROJECT TOTAL	4832

PROJECT TOTAL

DELINEATORS

					633.0100	633.0500
					DELINEATOR STEEL	DELINEATOR
					POST	REFLECTORS
STATION	TΟ	STATION	DIR	LOCATION	EACH	EACH
PROJECT 4	1650	0-08-71 C	ATEGORY (0010		
1104+76	-	1124+55	RT	IH 41 NB OFF RAMP	20	32
1200+00	-	1204+37	RT	IH 41 NB ON RAMP	5	5
1123+79	-	1132+42	LT	IH 41 SB OFF RAMP	9	11
1101+48	-	1122+81	LT	IH 41 SB ON RAMP	21	36
			·	PROJECT TOTAL	55	84

MISCELLANEOUS QUANTITIES

PRINT DATE: September 12, 2017

SHEET

PROJECT NO: 4650-08-71

HWY: STH 55

COUNTY: OUTAGAMIE

^{**}ADDITIONAL QUANTITY SHOWN IN CONCRETE TRUCK APRON TABLE

^{***}ADDITIONAL QUANTITY SHOWN IN CONCRETE SIDEWALK TABLE CATEGORY 0040

^{****}ADDITIONAL QUANTITY SHOWN IN CONCRETE SIDEWALK TABLE CATEGORY 0020

^{**} QUANTITIES SHOWN ELSEWHERE ON PLAN

MOBILIZATION

				619.1000
				MOBILIZATION
STATION	то	STATION	LOCATION	EACH
PROJECT 4	1650)-08-71 c	CATEGORY 0010	
207+45	-	270+63	PROJECT	1
			PROJECT TOTAL	1

INSULATION BOARD POLYSTYRENE

	612.0902.s
LOCATION	2-INCH
	SY
PROJECT 4650-08-71	
CATEGORY 0010	
BADGER AVE	30
UNDISTRIBUTED	50

PROJECT TOTAL 80

							NDEKDRAIN					
							310.0110	612.0106	612.0206	SPV.0090.17	612.0806	645.0111
									PIPE	PIPE	APRON ENDWALLS	GEOTEXTILE
							BASE	PIPE	UNDERDRAIN	UNDERDRAIN	FOR UNDERDRAIN	FABRIC TYPE
							AGGREGATE	UNDERDRAIN	UNPERFORATED	RAILROAD	REINFORCED	DF SCHEDULE
					٠.		OPEN GRADED	6-INCH	6-INCH	6-INCH	CONCRETE 6-INCH	A A
CTATTON	اـــا	CTATTON	OFFCET	DTD	S.S.	LOCATION	TON					
	•	STATION		DIR	STR #	LOCATION	TON	LF	LF	LF	EA	SY
		J-08-71 C	ATEGORY 0		I	LAUF DATI DOAD CDOCCTUC	10.0			125	I	10
207+67	-	-	_	R/L	-	LAWE RAILROAD CROSSING	10.0			125		40
219+95	<u> </u>	222+20	-	R/L	-	DELANGLADE RAILROAD CROSSING	20.0			190	2	75
207+65	-	-	44.5	LT	4.2	STH 55	0.4			5		3
208+20	_	-	46.3	LT	5.2	STH 55	0.4			5		3
61+14	-	-	1.4	LT	26.2	STH 55/CTH 00 R-A-B	0.7	10				6
61+27	_	-	1.4	LT	26.1	STH 55/CTH 00 R-A-B	0.7	10				6
233+52	_	-	25.5	LT	45.1	STH 55	0.7	10				6
233+37	_	-	25.5	LT	45.2	STH 55	0.7	10				6
233+51	_	_	25.5	RT	45.3	STH 55	0.7	10				6
233+37	_	-	25.5	RT	45.4	STH 55	0.7	10				6
50+68	-	-	17.0	LT	48.0	BADGER RD	0.7	10				6
50+68	-	_	17.0	RT	48.3	BADGER RD	0.7	10				6
250+50	_	-	27.3	LT	80.1	STH 55	0.7	10				6
250+52	-	-	1.5	RT	80.2	STH 55	0.7	10				6
81+05	_	_	1.5	LT	90.1	STH 55/IH 41 NB R-A-B	0.7	10				6
81+05	_	_	1.5	LT	90.2	STH 55/IH 41 NB R-A-B	0.7	10				6
257+13	t <u> </u>	_	22.5	RT	95.1	STH 55	0.7	10				6
257+28		_	22.5	RT	95.2	STH 55	0.7	10				6
257+28		_	12.5	LT	95.3	STH 55	0.7	10				6
257+28			12.5	LT	95.4	STH 55	0.7	10				6
	H	_	_				0.7	10				
93+39	⊢	_	1.5	LT	110.1	STH 55/IH 41 SB R-A-B	-					6
93+24	-	-	1.5	LT	110.2	STH 55/IH 41 SB R-A-B	0.7	10	10			6
1105+00	_	_				IH-41 SB ON RAMP			10		1	
1108+00	-	-				IH-41 SB ON RAMP			10		1	
1124+19	_	_	1.5	RT	110.4	IH 41 SB OFF RAMP	0.7	10				6
1124+14	-	-	16.6	LT	110.5	IH 41 SB OFF RAMP	0.7	10				6
1123+59	_	-	17.2	LT	110.7	IH 41 SB OFF RAMP RT TURN LN.	0.7	10				6
1122+38	-	-	21.6	LT	115.2	IH 41 SB ON RAMP	0.7	10				6
1123+81	-	-	1.5	LT	125.1	IH 41 NB OFF RAMP RT TURN LN.	0.7	10				6
1124+11	_	_	16.0	RT	130.1	IH 41 NB OFF RAMP	0.7	10				6
1124+11	_	-	1.5	LT	130.2	IH 41 NB OFF RAMP	0.7	10				6
1200+34		ı	19.1	RT	135.1	IH 41 NB ON RAMP	0.7	10				6
1200+36		ı	1.5	LT	135.2	IH 41 NB ON RAMP	0.7	10				6
73+27	[-	-	1.5	LT	145.0		0.7	10				6
73+12	-	-	1.5	LT	145.1	STH 55/MALONEY R-A-B	0.7	10				6
36+50	_	_	1.5	RT	155.0		0.7	10				6
36+50	-	_	1.5	LT	155.1	MALONEY RD	0.7	10				6
36+48	1_	-	19.3	RT	155.2	MALONEY RD	0.7	10				6
36+50	_	_	16.5	LT	155.3	MALONEY RD	0.7	10				6
36+50		_	24.6	LT	155.4	MALONEY RD	0.7	10				6
36+54		_	40.6	LT	155.5	MALONEY RD	0.7	10				6
	一											
256+13	\vdash	-	22.5	RT	95.1	STH 55 R-44-24 OUTFALL			20			
256+13	⊢	-	12.5	LT	95.3	STH 55 R-44-25 OUTFALL			20			
245+03		-	43.9	RT	70.2	STH 55 R-44-26 OUTFALL			10			
						PROJECT TOTAL	57	350	70	325	4	315

<u>UNDERDRAIN</u>

PROJECT NO: 4650-08-71

HWY: STH 55

COUNTY: OUTAGAMIE

MISCELLANEOUS QUANTITIES

PRINT DATE: September 12, 2017

SHEET

3

RIP RAP

					606.0200	645.0120
STR NUMBER			LOCA	ΓΙΟΝ	RIPRAP	GEOTEXTILE
					MEDIUM	TYPE HR
	STATION	DIST.	DIR	R/L	CY	SY
CATEGORY 001	0					
20	219+68	58.2	LT	STH 55 NB	2	4.0
21	222+46	53.9	LT	STH 55 NB	1.5	2.3
22	17+31	72.4	RT	CTH OO (HYLAND AVE)	1	2.0
26	224+08	107.0	LT	STH 55 NB	1.5	2.3
27	225+01	80.4	LT	STH 55 NB	2.5	4.5
28	226+35	59.5	LT	STH 55 NB	1.5	2.3
29	20+35	47.8	LT	CTH OO (HYLAND AVE)	2	3.6
31	21+72	39.2	LT	CTH OO (HYLAND AVE)	2	3.6
105	91+61	78.4	RT	STH 55/IH 41 SB R-A-B	1.5	2.7
120	262+07	88.4	LT	STH 55 NB	1.5	2.7
125	1123+81	33.3	RT	IH 41 NB OFF RAMP	1	2.0
130	1124+23	38.6	RT	IH 41 NB OFF RAMP	2	3.6
135	1200+37	34.7	RT	IH 41 NB ON RAMP	1	2.0
140	251+96	81.0	RT	STH 55 NB	1	2.0
				PROJECT TOTAL	22	39.6

LANDSCAPING ITEMS

			625.0100	625.0500	628.1504	628.0060	628.1905	628.1910	628.2004	628.2006	629.0210	630.0130	630.0140	628.7570	628.7504	SPV.0120.060
						SILT FENCE	MOBILIZATION	MOBILIZATION	EROSION MAT	EROSION MAT	 FERTILIZER	SEEDING	SEEDING	ROCK	TEMP	WATER FOR
				SALVAGED	SILT FENCE	MAINTENANCE	EROSION	EMERGENCY	CLASS I	URBAN CLASS I	TYPE B	MIX NO.	MIX NO.	BAGS	DITCH	SEEDED AREA
			TOPSOIL	TOPSOIL	JILI I LIKEL	I WILLIAM WEE	CONTROL	EROSION	TYPE B	TYPE A	5	30	40		CHECKS	JEEDED / KKE/K
STATION TO STATION		LOCATION	SY	SY	LF	LF	EA	EA	SY	SY	CWT	LB	LB	EA	LF	MGAL
PROJECT 4650-08-71		0010														
207+30 - 222+72	RT & LT	STH 55	5,500	-	575	575	-	-	_	5,500	4		95			123
224+02 - 247+91	RT & LT	STH 55	12,200	-	700	700	-	-	_	12,200	8		220		30	274
249+51 - 253+65	RT & LT	STH 55	2,400	-	300	300	-	-	-	2,400	2		50		30	54
255+24 - 260+07	RT & LT	STH 55	2,500	-			-	-	-	2,500	2		50		60	56
261+68 - 270+70	RT & LT	STH 55	6,650	-			-	-	_	6,650	4		120		60	148
309+60 - 314+14	RT & LT	STH 96	1,050	-			-	-	_	1,050	1		20			23
12+66 18+46	RT & LT	CTH 00	4,150	-	360	360	-	-	-	4,150	3		75			93
17+80 26+40	RT & LT	CTH 00	4,000	-	600	600	-	-	-	4,000	3		85			89
28+00 - 34+12	RT & LT	GERTURDE	3,200	-	475	475	-	-	-	3,200	4		125			71
35+93 - 40+56	RT & LT	MALONEY	1,350	_	520	520	-	-	-	1,350	1		25	-		29
1104+76 - 1124+5	RT & LT	IH 41 NB OFF RAMP	610	12,900	460	460	-	-	12,900	610	9	235	15	-	165	14
1200+00 - 1204+3	RT & LT	IH 41 NB ON RAMP	ı	2,800	940	940	-	-	2,800	ı	1	50	Ī		15	0
1123+79 - 1132+4	RT & LT	IH 41 SB OFF RAMP	1,250	4,300	985	985	-	-	4,300	1,250	4	80	25		45	27
1101+48 - 1122+83	RT & LT	IH 41 SB ON RAMP	-	11,200	250	250	-	-	11,200	-	7	200	_		225	0
		UNDISTRIBUTED	9,000	6,200	1,200	1,200	6	3	6,200	9,800	10	135	180	50	120	0
		PROJECT TOTALS	53,860	37,400	7,365	7,365	6	3	37,400	54,660	63	700	1,085	50	750	1,001

STORM SEWER PIPE

		608.0312	608.0315	608.0318	608.0324	608.0327	608.0330	608.0336	608.0342	608.0348	608.0412	608.0415	608.0418	608.0421	608.0424
		REIN. CONC.	REIN. CONC.	REIN. CONC.	REIN. CONC.	REIN. CONC.	REIN. CONC.	REIN. CONC.	REIN. CONC.	REIN. CONC.	REIN. CONC.	REIN. CONC.	REIN. CONC.	REIN. CONC.	REIN. CONC.
STRU/	CTURE	CLASS III	CLASS III	CLASS III	CLASS III	CLASS III	CLASS III	CLASS III	CLASS III	CLASS III	CLASS IV	CLASS IV	CLASS IV	CLASS IV	CLASS IV
		12-INCH	15-INCH	18-INCH	24-INCH	27-INCH	30-INCH	36-INCH	42-INCH	48-INCH	12-INCH	15-INCH	18-INCH	21-INCH	24-INCH
то І	FROM	LF													
CATEGORY 0010															
EXIST MH	2.0		T	T	I	I	198			I				T	I
2.0	3.0						96								
3.0	3.1	28													
3.0	4.0						56								
4.0	4.1	18													
4.1	4.2	27													
5.0	5.1		15												
5.0	6.0	32					110								
5.0 5.1	12.0 5.2		45				110								
7.0	7.2		45								63				
7.0	8.0													110	
8.0	8.1										30				
8.0	8.2											29			
10.0	10.1	19													
10.0	10.2	31													
10.0	16.5			130											
16.5	16.0			165											
11.0 11.0	COLLAR 11.1	64 8													
11.0	11.2	44													
12.0	7.0				139										
12.0	10.0												50		
12.0	11.0				72										
15.0	15.1	38													
15.0	17.0			265											
15.1	15.2	32													
16.0	15.0	11		268											
16.0 16.0	16.1 16.2	11													
16.2	16.3	26 27													
16.3	16.4	33													
17.0	17.1	14													
17.0	17.2	23													
20.0	20.1					32									
20.1	20.2					49									
20.2	20.4					29									
20.4	20.3					40									
21.0	21.1		35												
21.1	21.2 21.3		21 29												
21.2	21.4		19												
22.0	22.1	52													
22.1	22.2	8													
	SUBTOTALS	535	164	828	211	150	460	0	0	0	93	29	50	110	0

STORM SEWER PIPE - CONTINUED

		608.0312	608.0315	608.0318	608.0324	608.0327	608.0330	608.0336	608.0342	608.0348	608.0412	608.0415	608.0418	608.0421	608.0424
		REIN. CONC.			REIN. CONC.			REIN. CONC.						REIN. CONC.	
STRU	CTURE	CLASS III	CLASS III	CLASS III	CLASS III	CLASS III	CLASS III	CLASS III	CLASS III	CLASS III	CLASS IV	CLASS IV	CLASS IV	CLASS IV	CLASS IV
STRO	CTORL														
I		12-INCH	15-INCH	18-INCH	24-INCH	27-INCH	30-INCH	36-INCH	42-INCH	48-INCH	12-INCH	15-INCH	18-INCH	21-INCH	24-INCH
T0	FROM	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF
CATEGORY 001		-		-				-		-	-		-		
23.1	23.0		128												
23.1	23.2	7		27											
23.2	23.3 23.4	27													
24.0	23.1			112											
24.1	24.0						84								
25.0	EXIST. 103				54										
26.0	26.1		107												
26.1	26.2	13													
27.0	27.1						58								
27.1	27.2						94								
28.0	28.1		54								27				
28.1 28.2	28.2 28.3										27 7				
28.3	28.4										27				
29.0	29.1				109										
31.0	30.0														134
31.0	31.2			21											
31.1	31.0				29										
31.2	32.0			10											
32.0	32.1	10													
32.0	33.0										7	248			
33.0 33.0	33.1 33.2										10				
33.2	33.3										18				
44.0	44.1	8													
44.0	44.2		43												
44.0	44.4	95													
44.2	44.5		57												
45.0	44.0			302											
45.0	45.1		8												
45.0	45.3		43												
45.1	45.2	15													
45.3 48.0	45.4 48.1	15 49													
48.3	48.4	49		28											
M-44-0002	45.0						76								
M-44-0002	50.1							27							
M-44-0003	55.1		51												
55.1	55.2	6													
	SUBTOTALS	245	491	500	192	0	312	27	0	0	96	248	0	0	134

STORM SEWER PIPE - CONTINUED

		608.0312	608.0315	608.0318	608.0324	608.0327	608.0330	608.0336	608.0342	608.0348	608.0412	608.0415	608.0418	608.0421	608.0424
		REIN. CONC.	REIN. CONC.	REIN. CONC.	REIN. CONC.	REIN. CONC.	REIN. CONC.	REIN. CONC.	REIN. CONC.	REIN. CONC.	REIN. CONC.	REIN. CONC.	REIN. CONC.	REIN. CONC.	REIN. CONC.
STRUC	CTURE	CLASS III	CLASS III	CLASS III	CLASS III	CLASS III	CLASS III	CLASS III	CLASS III	CLASS III	CLASS IV	CLASS IV	CLASS IV	CLASS IV	CLASS IV
		12-INCH	15-INCH	18-INCH	24-INCH	27-INCH	30-INCH	36-INCH	42-INCH	48-INCH	12-INCH	15-INCH	18-INCH	21-INCH	24-INCH
1															
то	FROM	LF													
CATEGORY 0010)	•	•	•	•	•	•			•	•	•	•	•	•
M-44-004	60.1	51													
M-44-004	62.0									202					
60.1	60.2	30													
60.3	60.1	20													
62.0	65.0									208					
62.0	62.1		51												
62.1 65.0	EXIST 65.1		8 27												
65.0	70.0								89						
65.1	65.2	7													
65.2	65.3	27													
70.0	70.1						30								
70.0	70.2		83												
70.0	75.0								360						
70.1	70.3						20								
75.0	76.0			80					177						
75.0	80.0								177						
75.0 76.0	145.0 76.1	20						85							
76.0	76.3	34													
76.1	76.2	28													
76.3	76.4	22													
76.4	76.5	27													
80.0	80.1		18												
80.0	85.0							152							
80.1	80.2	29													
85.0	85.1							10							
85.0 90.0	90.0 90.1	21						307							
90.0	95.0							206							
90.1	90.2	15													
95.0	95.1		16												
95.0	95.3		18												
95.0	100.0				322										
95.1	95.2	15													
95.3	95.4	15													
100.0	100.1			 21	99										
100.0 100.1	110.0 100.2			31 20											
100.1	115.1				65										
105.0	105.1			24											
105.1	105.2											22			
105.2	105.3											12			
105.3	105.4										32				
105.4	105.5										76				
105.5	105.6										46				
	SUBTOTALS	361	221	155	486	0	50	760	626	410	154	34	0	0	0

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		608.0312	608.0315	608.0318	608.0324	608.0327	608.0330	608.0336	608.0342	608.0348	608.0412	608.0415	608.0418	608.0421	608.0424
			REIN. CONC.	REIN. CONC.	REIN. CONC.	REIN. CONC.	REIN. CONC.	REIN. CONC.	REIN. CONC.	REIN. CONC.	REIN. CONC.	REIN. CONC.	REIN. CONC.	REIN. CONC.	REIN. CONC.
STRUCTURE		CLASS III	CLASS III	CLASS III	CLASS III	CLASS III	CLASS III	CLASS III	CLASS III	CLASS III	CLASS IV	CLASS IV	CLASS IV	CLASS IV	CLASS IV
	- · · · · - · · · · · · · · · · · · · ·		15-INCH	18-INCH	24-INCH	27-INCH	30-INCH	36-INCH	42-INCH	48-INCH	12-INCH	15-INCH	18-INCH	21-INCH	24-INCH
	1	12-INCH	T)-INCH	10-INCH	Z4-INCH	Z7-INCH	30-TINCH	30-TINCH	42-INCH	40-INCH	12-INCH	T)-INCH	10-TINCH	ZI-INCH	Z4-INCH
TO	FROM	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF
CATEGORY C	TEGORY 0010														
110.0	110.1	8													
110.0	110.3			94											
110.1	110.2	15													
110.3	110.4		25												
110.4	110.5	18													
110.5	110.6	88													
110.6	110.7										17				
115.1	115.2				23										
115.2	115.3				20										
120.0	120.1			126											
120.1	120.2			63											
120.2	120.3												32		
120.3	120.4												27		
120.4 125.0	120.5 125.1										35		102		
130.0	130.1														95
130.1	130.2														17
130.2	130.3														32
135.0	135.1	16													
135.1	135.2	21													
140.0	140.1	35													
140.1	140.2	19													
140.2	140.3	7													
145.0	150.0							100							
145.0	155.0			84											
145.1	145.0	15													
150.0	150.1	22													
150.1	150.2	34													
155.0	155.1	8													
155.0	155.3		18												
155.1	155.2	21													
155.3	155.5	24													
155.5	155.6	12													
	SUBTOTALS	363	43	367	43	0	0	100	0	0	52	0	161	0	144
	PROJECT TOTALS	5 1,504	919	1,850	932	150	822	887	626	410	395	311	211	110	278

STORM SEWER CONT.

		SPV.0090.19	SPV.0090.20	608.3630	608.2348	608.2358				
		STORM SEWER PIPE	STORM SEWER PIPE	STORM SEWER PIPE	STORM SEWER PIPE	STORM SEWER PIPE				
STRUC	CTURE	PVC	PVC	CLASS III-B	RCHE CLASS HE-	RCHE CLASS HE-				
		12-INCH	15-INCH	30-INCH	III 48x76-INCH	III 58x91-INCH				
то	FROM LF		LF	LF	LF	LF				
CATEGORY 00	CATEGORY 0010									
4.0	5.0			70						
44.1	44.3	63								
44.5	EX OUTFALL		14							
TEE	48.3	15								
TEE	48.0	19								
TEE	63.0	31								
M-44-0002	M-44-0003				201					
M-44-0003	M-44-0004				371					
M-44-0001	M-44-0002					181				
PRO	JECT TOTALS	128	14	70	572	181				

CONCRETE COLLARS FOR PIPE

				520.8000					
STATION	OFFSET	DIR	LOCATION	EA					
CATEGORY 0010									
100+98	15'	LT	СТН Ј	1					
242+00	242+00 33'		STH 55	1					

PROJECT TOTALS 2

STORM SEWER STRUCTURES

												611.2504	SPV.0060.20	611.3230	611.3253	611.3901	
													MANHOLE				TNI ETC
STR		L	OCATION		STR	,	APRON ENDW	ALLS FOR C	ULVERT PIP	E REINFORC	ED CONCRET	E	VARRIABLE	INLETS 2x2.5	INLETS	INLETS	INLETS MEDIAN 1
NUMBER					TYPE								TEE	FT SPECIAL	2x3-FT	2.5x3-FT	GRATE
						12-INCH	15-INCH	18-INCH	24-INCH	27-INCH	30-INCH	36-INCH	4-FT DIA				GRATE
	STATION	DIST.	DIR	R/L		EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
CATEGORY	0010																
3.1	207+47.4	23.5	RT	55 NB	INL										1		
4.1	207+47.6	23.5	LT	55 NB	INL										1		
4.2	207+65.1	44.5	LT	55 NB	INL												1
5.1	208+20.0	20.3	LT	55 NB	INL										1		
5.2	207+83.3	46.3	LT	55 NB	INL												1
6.0	208+26.6	23.5	RT	55 NB	INL										1		
8.1	312+01.0	20.5	RT	96	INL										1		
8.2	312+01.0	28.5	LT	96	INL										1		
10.1	210+05.4	25.3	LT	55 NB	INL										1		
10.2	210+05.5	25.1	RT	55 NB	INL										1		
11.1	100+36.5	22.8	LT	CTH J	INL										1		
11.2	100+54.2	24.4	RT	CTH J	INL										1		
15.1	21+30.0	14.5	RT	E DESNOYER	INL										1		
15.2	21+43.0	14.5	LT	E DESNOYER	INL										1		
16.1	213+00.0	17.5	LT	55 NB	INL										1		
16.2	213+10.0	17.5	RT	55 NB	INL										1		
16.3	11+41.5	15.5	LT	E OVIATT	INL										1		
16.4	11+30.0	15.5	RT	E OVIATT	INL										1		
17.1	218+30.3	18.2	LT	55 NB	INL										1		
17.2	218+38.0	17.5	RT	55 NB	INL										1		
20.0	219+69.2	47.8	LT	55 SB	AEW					1							
20.3	219+90.5	81.7	RT	55 NB	AEW					1							
21.0	222+46.2	53.9	LT	55 SB	AEW		1										
21.1	222+45.8	19.1	LT	55 SB	INL										1		
21.2	222+48.5	1.5	RT	55 SB	INL										1		
21.3	222+36.0	1.5	LT	55 NB	INL										1		
21.4	222+36.0	17.8	RT	55 NB	INL											1	
22.0	17+30.7	72.4	RT	OO EB	AEW	1											
22.1	17+45.1	22.6	RT	OO EB	INL											1	
22.2	17+47.0	15.3	RT	OO EB	INL											1	
23.0	16+68.1	66.5	RT	OO EB	AEW		1										
23.2	15+52.4	1.5	LT	OO EB	INL												
23.3	15+52.5	1.5	RT	OO WB	INL										1		
23.4	15+50.0	25.5	LT	OO WB	INL										1		
24.1	14+38.1	48.5	LT	OO WB	INL												1
25.0	15+95.7	77.6	LT	OO EB	AEW				1								
					SUBTOTALS	1	2	0	1	2	0	0	0	0	23	3	3

STORM SEWER STRUCTURES - CONT

						522 1012	522 1015	522 1018	522.1024	522 1027	522 1030	522 1036	611.2504	SPV.0060.20	611.3230	611.3253	611.3901
						322.1012	1 322.1013	322.1010	322.1024	322.1027	322.1030] 322.1030	MANHOLE	384.0000.20	011.3230	011.3233	011.3301
STR		ı	OCATION		STR		APRON ENDW	ALLS FOR C	JLVERT PIPE	RETNEORCI	ED CONCRETI	F	VARRIABLE	INLETS 2x2.5	INLETS	INLETS	INLETS
NUMBER		_	.00, (120)		TYPE	·	W NOW ENDIN	1223 1311 2	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	. KLIM OKC	es content	=	TEE	FT SPECIAL	2x3-FT	2.5x3-FT	MEDIAN 1
					'''-	12-INCH	15-INCH	18-INCH	24-TNCH	27-INCH	30-INCH	36-INCH	4-FT DIA				GRATE
	STATION	DIST.	DIR	R/L		EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
CATEGORY				,							•		•				
26.0	224+07.5	107.0	LT	55 SB	AEW		1										
26.1	61+27.4	1.4	LT	OO RA	INL									1			
26.2	61+14.2	1.4	LT	OO RA	INL									1			
27.0	225+01.5	80.4	LT	55 SB	AEW						1						
27.2	224+46.8	53.1	RT	55 NB	AEW						1						
28.0	226+34.7	59.5	LT	55 SB	AEW		1										
28.1	226+75.0	25.4	LT	55 SB	INL										1		
28.2	226+74.8	1.5	RT	55 SB	INL										1		
28.3	226+73.6	1.5	LT	55 NB	INL										1		
28.4	226+73.0	25.5	RT	55 NB	INL										1		
29.0	20+35.0	47.8	LT	OO WB	AEW				1								
29.1	20+54.3	51.7	RT	00 EB	AEW				1								
30.0	23+21.7	38.0	LT	OO WB	AEW				1								
31.1	21+72.1	39.2	LT	OO WB	AEW				1						1		
31.2	21+99.9	1.5	RT	OO WB	INL										1		
32.1	22+04.7	1.5	LT	00 EB	INL										1		
33.1 33.2	24+52.2 24+55.5	1.5 1.5	LT	00 EB	INL										1		
33.3	24+33.3	16.5	RT LT	OO WB	INL INL										1 1		
44.1	230+50.1	25.6	LT	55 NB	INL										1		
44.2	230+50.0	25.5	RT	55 NB	INL										1		
44.4	229+60.7	51.4	LT	55 NB	INL												1
44.5	229+93.0	25.5	RT	55 NB	INL										1		
45.1	233+52.0	25.5	LT	55 NB	INL										1		
45.2	233+37.0	25.5	LT	55 NB	INL										1		
45.3	233+52.0	25.5	RT	55 NB	INL										1		
45.4	233+37.0	25.5	RT	55 NB	INL										1		
48.0	50+67.5	17.0	LT	BADGER	INL										1		
48.1	234+75.4	27.3	RT	55 NB	INL										1		
48.3	50+67.5	17.0	RT	BADGER	INL										1		
48.4	50+50.0	38.7	RT	BADGER	INL												1
49.0	51+54.9	1.7	RT	BADGER	RECT												
50.0	234+28.0	25.5	LT	55 NB	RECT												
50.1	234+33.9	51.6	LT	55 NB	AEW							1					
55.0	236+29.0	25.5	LT	55 NB	RECT												
55.1	236+29.0	25.5	RT	55 NB	INL										1		
		<u> </u>															
					SUBTOTALS	0	2	0	4	0	2	1	0	2	20	0	2

STORM SEWER STRUCTURES - CONT

						522.1012	522.1015	522.1018	522.1024	522.1027	522.1030	522.1036	611.2504	SPV.0060.20	611.3230	611.3253	611.3901
								•			-	•	MANHOLE				
STR		L	OCATION		STR	<i>,</i>	APRON ENDW	ALLS FOR C	JLVERT PIPI	E REINFORCI	ED CONCRET	E	VARRIABLE	INLETS 2x2.5	INLETS	INLETS	INLETS
NUMBER					TYPE								TEE	FT SPECIAL	2x3-FT	2.5x3-FT	MEDIAN 1
						12-INCH	15-INCH	18-TNCH	24-INCH	27-TNCH	30-INCH	36-INCH	4-FT DIA				GRATE
	STATION	DIST.	DIR	R/L		EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
CATEGORY		51311	DIN	11,7 2		L/ (C/)	L/ (CI)	L/ (CI)	Literi	Literi	L/ (CI)	L/ (CI)	2,1011	Li ten	2, (6)	L/ (CI)	L/ (CII
60.0	240+00.0	25.5	LT	55 NB	RECT												
60.1	240+00.0	25.5	RT	55 NB	INL										1		
60.2	239+86.0	51.8	RT	55 NB	INL												1
60.3	239+80.0	25.5	RT	56 NB	INL										1		
60.4	239+80.0	25.5	LT	57 NB	MH								1				
63.0	241+10.0	56.8	LT	55 NB	INL												1
65.1	244+10.0	1.8	RT	55 SB	INL											1	
65.2	244+09.9	1.8	LT	55 NB	INL											1	
65.3	244+10.0	25.5	RT	55 NB	INL										1		
70.2	245+03.0	43.9	RT	55 NB	INL												1
76.1	34+02.0	18.1	RT	MALONEY EB	INL										1		
76.2	33+70.0	17.0	RT	MALONEY EB	INL										1		
76.3	34+00.3	1.5	RT	MALONEY WB	INL										1		
76.4	34+00.0	20.5	LT	MALONEY WB	INL										1		
76.5	33+72.9	17.6	LT	MALONEY WB	INL										1		
80.1	250+50.2	27.3	LT	55 SB	INL										1		
80.2	250+51.8	1.5	RT	55 SB	INL										1		
85.1	252+02.4	54.2	LT	55 SB	AEW							1					
90.1	81+05.2	1.5	LT	NB RAMP RA	INL									1			
90.2	81+20.2	1.5	LT	NB RAMP RA	INL									1			
95.1	257+13.0	22.5	RT	55 NB	INL										1		
95.2	257+28.0	22.5	RT	55 NB	INL										1		
95.3	257+13.0	12.5	LT	55 NB	INL										1		
95.4	257+28.0	12.5	LT	55 NB	INL										1		
100.2	1122+05.7	55.7	RT	SB ON RAMP	INL												1
105.0	91+60.9	78.4	RT	SB RAMP RA	AEW			1									
105.1	91+59.5	54.9	RT	SB RAMP RA	INL										1		
105.2	91+55.6	34.0	RT	SB RAMP RA	INL											1	
105.3	91+48.0	29.1	RT	SB RAMP RA	INL											1	
105.4	91+25.0	19.8	RT	SB RAMP RA	INL											1	
105.5	261+86.24	9.3	LT	55 NB	INL											1	
105.6	262+29.6	18.3	RT	55 NB	INL											1	
110.1	93+38.6	1.5	LT	SB RAMP RA	INL									1			
110.2	93+23.6	1.5	LT	SB RAMP RA	INL									1			
110.3	1124+19.4	25.6	RT	SB OFF RAMP	INL												1
110.4	1124+14.0	1.5	RT	SB OFF RAMP	INL										1		
110.5	1124+14.3	16.6	LT	SB OFF RAMP	INL										1		
110.6	1123+59.0	1.8	RT	SB OFF RAMP LT	INL											1	
110.7	1123+58.9	17.5	LT	SB OFF RAMP LT	INL											1	
			•					•				•				•	
				S	SUBTOTALS	0	0	1	0	0	0	1	1	4	17	9	5

HWY: STH 55 COUNTY: OUTAGAMIE PROJECT NO: 4650-08-71 FILE NAME: F:\TR\JOBS\E1859A08\CIVIL 3D 2012\SHEETSPLAN\46500871_030101__mq.ppt ORIG. DATE:

MISCELLANEOUS QUANTITIES

PRINT DATE: September 12, 2017

SHEET

STORM SEWER STRUCTURES - CONT

						522.1012	522.1015	522.1018	522.1024	522.1027	522.1030	522.1036	611.2504	SPV.0060.20	611.3230	611.3253	611.3901
								•	• !	ı	•		MANHOLE				
STR		L	OCATION		STR	,	APRON ENDW	ALLS FOR C	ULVERT PIPE	REINFORCE	ED CONCRETI	=	VARRIABLE	INLETS 2x2.5	INLETS	INLETS	INLETS
NUMBER					TYPE								TEE	FT SPECIAL	2x3-FT	2.5x3-FT	MEDIAN 1
						12-INCH	15-INCH	18-INCH	24-INCH	27-INCH	30-INCH	36-INCH	4-FT DIA				GRATE
	STATION	DIST.	DIR	R/L		EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
CATEGORY							-				-						
115.1	1122+38.0	1.8	RT	SB ON RAMP	INL											1	
115.2	1122+38.0	21.6	LT	SB ON RAMP	INL										1		
115.3	1122+29.6	39.3	LT	SB ON RAMP	AEW				1								
120.0	262+07.5	88.4	LT	55 SB	AEW			1									
120.1	263+85.0	75.0	LT	55 SB	MH												
120.2	264+29.9	30.5	LT	55 SB	MH												
120.3	264+30.5	1.5	RT	55 SB	INL										1		
120.4	264+50.0	1.5	LT	55 NB	MH												
120.5	265+45.3	37.6	RT	55 NB	AEW			1									
125.0	1123+81.5	33.3	RT	NB OFF RAMP RT	AEW	1											
125.1	1123+81.5	1.8	LT	NB OFF RAMP RT	INL											1	
130.0	1124+23.0	38.6	RT	NB OFF RAMP RT	AEW				1								
130.1	1124+11.2	16.0	RT	NB OFF RAMP	INL										1		
130.2	1124+11.2	1.5	LT	NB OFF RAMP	INL										1		
130.3	1124+11.1	25.4	LT	NB OFF RAMP	AEW				1								
135.0	1200+37.4	34.7	RT	NB ON RAMP	AEW	1											
135.1	1200+34.3	19.4	RT	NB ON RAMP	INL											1	
135.2	1200+36.2	1.8	LT	NB ON RAMP	INL											1	
140.0	251+96.5	81.0	RT	55 NB	AEW	1											
140.1	252+09.9	49.5	RT	55 NB	INL										1		
140.2	252+17.4	32.2	RT	55 NB	INL										1		
140.3	252+20.0	25.5	RT	55 NB	INL										1		
145.0	73+27.0	1.5	LT	MALONEY RA	MH												
145.1	73+11.5	1.5	LT	MALONEY RA	INL									1			
150.0	249+74.9	47.2	RT	55 NB	MH												
150.1	249+83.1	26.9	RT	55 NB	INL										1		
150.2	249+65.0	1.5	LT	55 NB	INL										1		
155.0	36+50.0	1.5	RT	MALONEY WB	MH												
155.1	36+50.0	1.5	LT	MALONEY EB	INL										1		
155.2	36+48.0	19.3	RT	MALONEY EB	INL										1		
155.3	36+49.7	16.5	LT	MALONEY WB	INL										1		
155.5	36+54.1	40.6	LT	MALONEY WB	INL										1		
155.6	36+70.7	39.1	LT	MALONEY WB	INL										1		
					SUBTOTALS	3	0	2	3	0	0	0	0	1	14	4	0
						J	J	-	J	Ĭ	ŭ	J	Ŭ	-		•	J
				PROJEC	CT TOTALS	4	4	3	8	2	2	2	1	7	74	16	10

STORM SEWER STRUCTURES

STR NIMBER NIMET TABLE							611.0612	611.0615	611.0624	611.0639	611.0642	611.0652	611.0530
STR NUMBER NUMB							TNIFT	TNI FT	TNIFT	TNIFT	TNI FT	TNI FT	MANHOI F
STATION DIST. DIR R/L			L	OCATION									
CATEGORY 0010	NUMBER					TYPE		TYPE F		TYPE H-S	TYPE MS	TYPE T	
CATEGORY 0010				I									
2.0 207446.3 145.2 RT 55 NB MH 1 3.1 207474.7 4 23.5 RT 55 NB MH 1 1 4.0 20747.0 49.7 RT 55 NB MH 1 4.1 20747.6 6.0 LT 55 NB MH 1 4.1 20747.6 23.5 LT 55 NB MH 1 4.2 20745.1 44.5 LT 55 NB TNL 1 1 4.2 20745.1 44.5 LT 55 NB TNL 1 1 1 5.1 20847.0 20.3 LT 55 NB MH 1 1 5.1 20847.0 20.3 LT 55 NB TNL 1 1 5.2 20748.3 46.3 LT 55 NB TNL 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			DIST.	DIR	R/L		EACH	EACH	EACH	EACH	EACH	EACH	EACH
3.1 207-47.4 23.5 RT 55 NB INL 1 1 3.0 207-37.0 49.7 RT 55 NB MH 1 4.1 207-47.0 6.0 LT 55 NB MH 1 4.1 207-47.6 23.5 LT 55 NB MH 1 5.0 208-15.0 6.0 LT 55 NB MH 1 5.0 208-15.0 6.0 LT 55 NB MH 1 5.1 208-20.0 20.3 LT 55 NB MH 1 5.2 207-83.3 46.3 LT 55 NB MH 1 5.2 207-83.3 46.3 LT 55 NB INL 1 6.0 208-26.6 23.5 RT 55 NB INL 1 7.0 310-83.0 25.5 RT 96 MH 1 7.2 310-84.8 37.2 LT 96 MH 1 8.1 312-01.0 20.5 RT 96 MH 1 8.1 312-01.0 20.5 RT 96 TNL 1 8.2 312-01.0 20.5 RT 96 TNL 1 10.0 210-05.0 6.0 LT 55 NB MH 1 10.1 210-05.3 LT 55 NB MH 1 10.1 210-05.3 LT 55 NB MH 1 10.1 210-05.4 RT 95 TNL 1 10.1 210-05.4 RT 96 TNL 1 10.1 210-05.4 RT 96 TNL 1 10.1 210-05.4 RT 96 TNL 1 10.1 210-05.4 RT 96 TNL 1 10.1 210-05.4 RT 96 TNL 1 10.1 210-05.4 RT 96 TNL 1 10.1 210-05.4 RT 96 TNL 1 10.1 210-05.4 RT 96 TNL 1 10.1 210-05.5 RT 96 TNL 1 10.1 210-05.6 RT 96 TNL 1 10.1 210-05.6 RT 96 TNL 1 10.1 210-05.7 RT 96 TNL 1 10.1 210-05.8 RT 96 TNL 1 10.1 210-05.8 RT 96 TNL 1 10.1 210-05.8 RT 96 TNL 1 10.2 210-05.5 RT 96 TNL 1 10.1 210-05.8 RT 96 TNL 1 10.2 210-05.5 RT 96 TNL 1 10.1 210-05.8 RT 96 TNL 1 10.2 210-05.5 RT 96 TNL 1 10.1 210-05.8 RT 96 TNL 1 11.1 100-34.0 15.2 LT TS5 NB TNL 1 11.2 100-34.0 15.2 LT TS5 NB TNL 1 11.3 100-34.0 15.2 LT TS5 NB TNL 1 11.4 100-34.5 S2.8 LT TS5 NB TNL 1 11.5 102-34.7 RT S5 NB TNL 1 11.6 121-34.0 14.5 LT S5 NB MH 1 11.7 100-34.5 S2.8 LT TS5 NB TNL 1 11.1 100-34.0 15.2 LT TS5 NB MH 1 11.2 100-34.5 S2.8 LT TS5 NB TNL 1 11.3 100-34.6 S2.8 LT TS5 NB MH 1 11.4 100-34.6 S2.8 LT TS5 NB MH 1 11.5 102-34.6 S0.0 RT S5 NB MH 1 11.1 100-34.6 S0.0 RT S5 NB MH 1 11.2 100-34.0 RT S5 NB MH 1 11.3 100-34.6 S0.0 RT S5 NB MH			145.2		FF				1	1			
3.0 207+37.0 49.7 RT 55 NB MH													
4.0 207-47.6 6.0 C.T 55 NB MH							 			-			
4.1 207-47.6 23.5 LT 55 NB INL 1													
4.2 207-65.1 44.5 LT 55 NB													
S.O.													
S.1 208+20.0 20.3 LT 55 NB	-						 						
S. 207+83 3 46.3 LT 55 NB													
6.0 208+26.6 23.5 RT 55 NB MH 1 7.0 310+83.0 25.5 RT 96 MH 1 8.0 311+85.0 4.0 LT 96 MH 1 8.1 312+01.0 28.5 LT 96 MH 1 8.2 312+01.0 28.5 LT 96 INL 1 1 1													
7.0 310483.0 25.5 RT 96 MH 1 1 1 1													
7.2 310+84.8 37.2 LT 96 MH 1 8.0 311+85.0 4.0 LT 96 MH 1 8.1 312+01.0 20.5 RT 96 INL 1 1 8.2 312+01.0 28.5 LT 96 INL 1 1 1	-												
8.0 311+85.0 4.0 LT 96 MH 1 8.1 312+01.0 20.5 RT 96 INL 1 1 8.2 312+01.0 28.5 LT 96 INL 1 1 10.0 210+05.0 6.0 LT 55 NB MH 1 10.1 210+05.4 25.3 LT 55 NB INL 1 1 10.2 210+05.5 25.1 RT 55 NB INL 1 1 11.0 100+34.0 15.2 LT CTH J MH 1 1 11.1 100+36.5 22.8 LT CTH J INL 1 1 11.2 100+54.2 24.4 RT CTH J INL 1 1 12.0 209+25.0 14.0 LT 55 NB MH 1 1 15.0 215+67.8 5.1 LT 55 NB MH 1 15.1 21+30.0 14.5 RT EDESNOYER INL 1 1 16.1 213+00.0 6.0 LT 55 NB MH 1 16.3 11+41.5 15.5 LT E DESNOYER INL 1 1 16.4 11+30.0 15.5 RT 55 NB INL 1 1 17.0 218+33.0 5.0 LT 55 NB MH							+						
8.1 312+01.0 20.5 RT 96 INL 1 8.2 312+01.0 28.5 LT 96 INL 1 1 1													
8.2 312+01.0 28.5 LT 96 INL 1 10.0 210+05.0 6.0 LT 55 NB MH 1 11 11 11 11 11 11 11 11 11 1.0 10434.0 15.2 LT 55 NB INL 1 11 1.1 100+34.0 15.2 LT CTH J MH 1 1 11 1.1 100+36.5 22.8 LT CTH J INL 1 1 11 11 1.1 100+36.5 22.8 LT CTH J INL 1 1 11 11 1.1 1.0 104-34.0 15.2 LT CTH J INL 1 1 11 1.1 1.1 100+36.5 22.8 LT CTH J INL 1 1 1 1 11 1.1 1.1													
10.0 210+05.0 6.0 LT 55 NB MH 1 10.1 210+05.4 25.3 LT 55 NB INL 1 1 1							+						
10.1 210+05.4 25.3 LT 55 NB							1						
10.2 210+05.5 25.1 RT 55 NB INL 1 1 1		-											
11.0 100+34.0 15.2 LT CTH J MH 1.1 11.1 100+36.5 22.8 LT CTH J INL 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 -									-				
11.1 100+36.5 22.8 LT													
11.2 100+54.2 24.4 RT CTH J INL 1 1. 12.0 209+25.0 14.0 LT 55 NB MH 1. 15.0 215+67.8 5.1 LT 55 NB MH 1. 15.1 21+30.0 14.5 RT E DESNOYER INL 1 1. 15.2 21+43.0 14.5 LT E DESNOYER INL 1 1. 16.0 213+00.0 6.0 LT 55 NB MH 1 1. 16.1 213+00.0 17.5 LT 55 NB INL 1 1. 16.2 213+10.0 17.5 RT 55 NB INL 1 1. 16.3 11+41.5 15.5 LT E OVIATT INL 1 1. 16.4 11+30.0 15.5 RT E OVIATT INL 1 1. 17.0 218+33.0 5.0 LT 55 NB MH 1 1. 17.1 218+30.3 18.2 LT 55 NB INL 1 1. 17.2 218+38.0 17.5 RT 55 NB INL 1 1. 20.1 219+60.0 17.5 RT 55 NB INL 1 1. 21.1 222+45.8 19.1 LT 55 NB MH 1													
12.0 209+25.0 14.0 LT 55 NB MH 1 15.0 215+67.8 5.1 LT 55 NB MH 1 15.1 21+30.0 14.5 RT E DESNOYER INL 1 1 15.2 21+43.0 14.5 LT E DESNOYER INL 1 1 16.0 213+00.0 6.0 LT 55 NB MH 1 16.1 213+00.0 17.5 LT 55 NB INL 1 1 16.2 213+10.0 17.5 RT 55 NB INL 1 1 16.3 11+41.5 15.5 LT E OVIATT INL 1 1 16.4 11+30.0 15.5 RT E OVIATT INL 1 1 17.0 218+33.0 5.0 LT 55 NB MH 1 17.1 218+30.3 18.2 LT 55 NB INL 1 1 17.2 218+38.0 17.5 RT 55 NB INL 1		-											
15.0 215+67.8 5.1													
15.1 21+30.0 14.5 RT E DESNOYER INL 1 1 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>													
15.2 21+43.0 14.5 LT E DESNOYER INL 1 1 16.0 213+00.0 6.0 LT 55 NB MH 11 11 16.1 213+00.0 17.5 LT 55 NB INL 1 1 11 16.1 213+00.0 17.5 RT 55 NB INL 1 1 16.2 213+10.0 17.5 RT 55 NB INL 1 1 16.3 11+41.5 15.5 LT E OVIATT INL 1 1 16.4 11+30.0 15.5 RT E OVIATT INL 1 1 16.5 211+35.0 5.6 LT 55 NB MH 1 1 11 17.0 218+33.0 5.0 LT 55 NB MH 1 1 11 17.1 218+30.3 18.2 LT 55 NB MH 1 1 11 17.1 218+30.3 18.2 LT 55 NB INL 1 1 1 1 17.2 218+38.0 17.5 RT 55 NB INL 1 1 1 1 1 1 1 1 17.2 219+81.0 16.7 RT 55 NB MH 1													
16.0 213+00.0 6.0 LT 55 NB MH 1 16.1 213+00.0 17.5 LT 55 NB INL 1 1 1 1 1 1 1 1 1 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>+</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>							+						
16.1 213+00.0 17.5 LT 55 NB INL 1 1 16.2 213+10.0 17.5 RT 55 NB INL 1 1 1 1 1 1 1 1 1 <td></td> <td>-</td> <td></td>		-											
16.2 213+10.0 17.5 RT 55 NB INL 1 1 1 1 1 1 1 1 1 1 1 1 1													
16.3 11+41.5 15.5 LT E OVIATT INL 1 1 1 1 1 1 1 1 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>													
16.4 11+30.0 15.5 RT E OVIATT INL 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1											
16.5 211+35.0 5.6 LT 55 NB MH 1 17.0 218+33.0 5.0 LT 55 NB MH 1 17.1 218+30.3 18.2 LT 55 NB INL 1 17.2 218+38.0 17.5 RT 55 NB INL 1 20.1 219+60.0 17.5 LT 55 SB MH 1 20.2 219+81.0 16.7 RT 55 NB MH 1 21.1 222+45.8 19.1 LT 55 SB INL 1 21.2 222+48.5 1.5 RT 55 SB INL 1 21.3 222+36.0 1.5 LT 55 NB INL 1 21.4 222+36.0 17.8 RT 55 NB INL 1 <td>-</td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td></td> <td></td>	-	1							-				
17.0 218+33.0 5.0 LT 55 NB MH 1 17.1 218+30.3 18.2 LT 55 NB INL 1 17.2 218+38.0 17.5 RT 55 NB INL 1 20.1 219+60.0 17.5 LT 55 SB MH 1 20.2 219+81.0 16.7 RT 55 NB MH 1 21.1 222+45.8 19.1 LT 55 SB INL 1 21.2 222+48.5 1.5 RT 55 SB INL 1 21.3 222+36.0 1.5 LT 55 NB INL 1 21.4 222+36.0 17.8 RT 55 NB INL 1 22.1 17+45.1 22.6 RT 00 EB INL 1 </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>													
17.1 218+30.3 18.2 LT 55 NB INL 1		1											
17.2 218+38.0 17.5 RT 55 NB INL 1		1											
20.1 219+60.0 17.5 LT 55 SB MH 1 20.2 219+81.0 16.7 RT 55 NB MH 1 21.1 222+45.8 19.1 LT 55 SB INL 1 21.2 222+48.5 1.5 RT 55 SB INL 1 21.3 222+36.0 1.5 LT 55 NB INL 1 21.4 222+36.0 17.8 RT 55 NB INL 1 22.1 17+45.1 22.6 RT OO EB INL 1									-				
20.2 219+81.0 16.7 RT 55 NB MH 1 21.1 222+45.8 19.1 LT 55 SB INL 1 21.2 222+48.5 1.5 RT 55 SB INL 1 21.3 222+36.0 1.5 LT 55 NB INL 1 21.4 222+36.0 17.8 RT 55 NB INL 1 22.1 17+45.1 22.6 RT OO EB INL 1		1											
21.1 222+45.8 19.1 LT 55 SB INL 1 21.2 222+48.5 1.5 RT 55 SB INL 1 21.3 222+36.0 1.5 LT 55 NB INL 1 21.4 222+36.0 17.8 RT 55 NB INL 1 22.1 17+45.1 22.6 RT OO EB INL 1													
21.2 222+48.5 1.5 RT 55 SB INL 1 21.3 222+36.0 1.5 LT 55 NB INL 1 21.4 222+36.0 17.8 RT 55 NB INL 1 22.1 17+45.1 22.6 RT 00 EB INL 1		 											
21.3 222+36.0 1.5 LT 55 NB INL 1 21.4 222+36.0 17.8 RT 55 NB INL 1 22.1 17+45.1 22.6 RT OO EB INL 1									-				
21.4 222+36.0 17.8 RT 55 NB INL 1 22.1 17+45.1 22.6 RT OO EB INL 1		1											
22.1 17+45.1 22.6 RT OO EB INL 1	-	1											
		1					+						
22.2 1/T4/.0 13.3 KI OU ED 1NL 1	-						+						
	44.4	1/+4/.0	13.3	ΚI	OU EB	TINL							

PROJECT NO: 4650-08-71 HWY: STH 55 COUNTY: OUTAGAMIE MISCELLANEOUS QUANTITIES SHEET E

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SUBTOTALS 0

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STORM SEWER STRUCTURES CONT.

						611.0612	611 0615	611 0624	611.0639	611 0642	611 0652	611.0530
						011.0012	011.0013	011.0024	011.0033	011.0042	011.0032	011.0330
STR		1.6	OCATION		STR	INLET	INLET	INLET	INLET	INLET	INLET	MANHOLE
NUMBER			OCATION		TYPE	COVERS	COVERS	COVERS	COVERS	COVERS	COVERS	COVERS
NOMBER					ITPE	TYPE C	TYPE F	TYPE H	TYPE H-S	TYPE MS	TYPE T	TYPE J
	STATION	DIST.	DIR	R/L		EACH	EACH	EACH	EACH	EACH	EACH	EACH
CATEGORY		D131.	DIK	IV L		LACII	LACIT	LACII	LACII	LACII	LACII	LACII
23.1	15+53.0	25.5	RT	OO EB	MH			1				
23.2	15+52.4	1.5	LT	OO EB	INL			1				
23.3	15+52.5	1.5	RT	OO WB	INL			1				
23.4	15+50.0	25.5	LT	OO WB	INL			1				
24.0	14+40.6	32.0	RT	OO EB	MH							1
24.1	14+38.1	48.5	LT	OO WB	INL					1		
26.1	61+27.4	1.4	LT	OO RA	INL						1	
26.2	61+14.2	1.4	LT	OO RA	INL						1	
27.1	224+87.4	23.7	LT	55 SB	MH		1					
28.1	226+75.0	25.4	LT	55 SB	INL			1				
28.2	226+73.0	1.5	RT	55 SB				1				
				55 NB	INL							
28.3	226+73.6	1.5	LT		INL			1				
28.4	226+73.0	25.5	RT	55 NB	INL			1				
31.0	21+93.8	39.7	LT	00 EB	MH			1				
31.2	21+99.9	1.5	RT	OO WB	INL			1*				
32.0	22+04.6	11.7	LT	OO EB	MH							1
32.1	22+04.7	1.5	LT	OO EB	INL			1*				
33.0	24+54.3	8.0	LT	OO EB	MH							1
33.1	24+52.2	1.5	LT	OO EB	INL			1				
33.2	24+55.5	1.5	RT	OO WB	INL			1				
33.3	24+56.0	16.5	LT	OO WB	INL			1				
44.0	230+50.0	18.0	LT	55 NB	MH							1
44.1	230+50.1	25.6	LT	55 NB	INL			1				
44.2	230+50.0	25.5	RT	55 NB	INL			1				
44.3	230+75.1	83.5	LT	55 NB	MH							1
44.4	229+60.7	51.4	LT	55 NB	INL					1		
44.5	229+93.0	25.5	RT	55 NB	INL			1*				
45.0	233+52.0	18.0	LT	55 NB	MH							1
45.1	233+52.0	25.5	LT	55 NB	INL		-	1	1	-		
45.2	233+37.0	25.5	LT	55 NB	INL			1				
45.3	233+52.0	25.5	RT	55 NB	INL				1			
45.4	233+37.0	25.5	RT	55 NB	INL			1				
48.0	50+67.5	17.0	LT	BADGER	INL				1			
48.1	234+75.4	27.3	RT	55 NB	INL			1				
48.3	50+67.5	17.0	RT	BADGER	INL				1			
48.4	50+50.0	38.7	RT	BADGER	INL					1		
M-44-1	51+54.9	1.7	RT	BADGER	RECT							1
M-44-2	234+28.0	25.5	LT	55 NB	RECT			1				
		-		l	-							

SUBTOTALS 0 1 21 4 3 2 7

STORM SEWER STRUCTURES CONT.

						611.0612	611.0615	611.0624	611.0639	611.0642	611.0652	611.0530
						INLET	INLET	INLET	INLET	INLET	INLET	MANHOLE
STR		L	OCATION		STR	COVERS	COVERS	COVERS	COVERS	COVERS	COVERS	COVERS
NUMBER					TYPE	TYPE C	TYPE F	TYPE H	TYPE H-S	TYPE MS	TYPE T	TYPE J
				,								
CATEGORY	STATION	DIST.	DIR	R/L		EACH	EACH	EACH	EACH	EACH	EACH	EACH
CATEGORY M-44-3	236+29.0	25.5	LT	55 NB	RECT	T		1				
55.1	236+29.0	25.5	RT	55 NB	INL			1				
55.2	236+30.2	32.6	RT	55 NB	MH							1
M-44-4	240+00.0	25.5	LT	55 NB	RECT			1				
60.1	240+00.0	25.5	RT	55 NB	INL			1				
60.2	239+86.0	51.8	RT	55 NB	INL					1		
60.3	239+80.0	25.5	RT	56 NB	INL			1				
60.4	239+80.0	25.5	LT	57 NB	MH			1				
62.0	242+02.0	25.5	LT	55 NB	MH							1
62.1	242+00.8	32.5	RT	55 NB	MH			1				
63.0	241+10.0	56.8	LT	55 NB	INL					1		
65.0	244+10.0	25.5	LT	55 SB	MH							1
65.1	244+10.0	1.8	RT	55 SB	INL		1					
65.2	244+09.9	1.8	LT	55 NB	INL		1					
65.3	244+10.0	25.5	RT	55 NB	INL			1				
70.0	245+00.0	23.5	LT	55 SB	MH							1
70.1	245+00.0	53.5	LT	55 SB	INL	1						
70.2	245+02.7	43.4	RT	55 NB	INL					1		
70.3	245+24.4	55.4	LT	55 SB	MH							1
75.0	71+31.1	42.9	LT	MALONEY RA	MH							1
76.0	34+02.5	1.5	LT	MALONEY EB	MH			1				
76.1	34+02.0	18.1	RT	MALONEY EB	INL			1				
76.2	33+70.0	17.0	RT	MALONEY EB	INL			1				
76.3	34+00.3	1.5	RT	MALONEY WB	INL			1				
76.4	34+00.0	20.5	LT	MALONEY WB	INL			1				
76.5	33+72.9	17.6	LT	MALONEY WB	INL			1				
80.0	250+51.9	45.0	LT	55 SB	MH							1
80.1	250+50.2	27.3	LT	55 SB	INL				1			
80.2	250+51.8	1.5	RT	55 SB	INL				1			
85.0	252+02.5	44.1	LT	55 SB	MH							1
90.0	80+83.6	10.0	LT	NB RAMP RA	MH							1
90.1	81+05.2	1.5	LT · –	NB RAMP RA	INL						1	
90.2	81+20.2	1.5	LT	NB RAMP RA	INL						1	
95.0	257+13.0	6.0	RT	55 NB	MH							1
95.1	257+13.0	22.5	RT	55 NB	INL				1			
95.2	257+28.0	22.5	RT	55 NB	INL			1	1			
95.3	257+13.0	12.5	LT	55 NB	INL			1	1			
95.4	257+28.0	12.5	LT	55 NB	INL			1				1
100.0	93+02.5	12.6	LT	SB RAMP RA	MH							1
100.1	1122+23.0 1122+05.7	65.1 55.7	RT PT	SB ON RAMP	MH					1		1
100.2	1144+03.7	JJ.1	RT	SB ON RAMP	INL					1		

SUBTOTALS 1 2 16 4 4 2 12

STORM SEWER STRUCTURES CONT.

						611.0612	611.0615	611.0624	611.0639	611.0642	611.0652	611.0530
						INLET	INLET	INLET	INLET	INLET	INLET	MANHOLE
STR		L	OCATION		STR	COVERS	COVERS	COVERS	COVERS	COVERS	COVERS	COVERS
NUMBER					TYPE	TYPE C	TYPE F	TYPE H	TYPE H-S	TYPE MS	TYPE T	TYPE J
	STATION	DIST.	DIR	R/L		EACH	EACH	EACH	EACH	EACH	EACH	EACH
CATEGORY												
105.1	91+59.5	54.9	RT	SB RAMP RA	INL			1				
105.2	91+55.6	34.0	RT	SB RAMP RA	INL		1					
105.3	91+48.0	29.1	RT	SB RAMP RA	INL		1					
105.4	91+25.0	19.8	RT	SB RAMP RA	INL		1					
105.5	261+86.24	9.3	LT	55 NB	INL		1					
105.6	262+29.6	18.3	RT	55 NB	INL		1					
110.0	93+40.1	9.6	LT	SB RAMP RA	MH							1
110.1	93+38.6	1.5	LT	SB RAMP RA	INL						1	
110.2	93+23.6	1.5	LT	SB RAMP RA	INL						1	
110.3	1124+19.4	25.6	RT	SB OFF RAMP	INL					1		
110.4	1124+14.0	1.5	RT	SB OFF RAMP	INL				1			
110.5	1124+14.3	16.6	LT	SB OFF RAMP	INL			-	1			
110.6	1123+59.0	1.8	RT	SB OFF RAMP LT	INL		1					
110.7	1123+58.9	17.5	LT	SB OFF RAMP LT	INL		1					
115.1	1122+38.0	1.8	RT	SB ON RAMP	INL		1	-				
115.2	1122+38.0	21.6	LT	SB ON RAMP	INL				1			
120.1	263+85.0	75.0	LT	55 SB	MH							1
120.2	264+29.9	30.5	LT	55 SB	MH			1				
120.3	264+30.5	1.5	RT	55 SB	INL			1				
120.4	264+50.0	1.5	LT	55 NB	MH			1				
125.1	1123+81.5	1.8	LT	NB OFF RAMP RT	INL		1					
130.1	1124+11.2	16.0	RT	NB OFF RAMP	INL				1			
130.2	1124+11.2	1.5	LT	NB OFF RAMP	INL				1			
135.1	1200+34.3	19.4	RT	NB ON RAMP	INL		1					
135.2	1200+36.2	1.8	LT	NB ON RAMP	INL		1					
140.1	252+09.9	49.5	RT	55 NB	INL			1				
140.2	252+17.4	32.2	RT	55 NB	INL			1				
140.3	252+20.0	25.5	RT	55 NB	INL			1				
145.0	73+27.0	1.5	LT	MALONEY RA	MH						1	
145.1	73+11.5	1.5	LT	MALONEY RA	INL						1	
150.0	249+74.9	47.2	RT	55 NB	MH							1
150.1	249+83.1	26.9	RT	55 NB	INL			1				
150.2	249+65.0	1.5	LT	55 NB	INL			1				
155.0	36+50.0	1.5	RT	MALONEY WB	MH				1			
155.1	36+50.0	1.5	LT	MALONEY EB	INL				1			
155.2	36+48.0	19.3	RT	MALONEY EB	INL				1			
155.3	36+49.7	16.5	LT	MALONEY WB	INL				1*			
155.5	36+54.1	40.6	LT	MALONEY WB	INL				1			
155.6	36+70.7	39.1	LT	MALONEY WB	INL			1*				
				•								
					SUBTOTALS	0	11	10	10	1	4	3

17 70 18 10 36 PROJECT TOTALS 1

*DWY CURB HEAD COVER REQD

RECONSTRUCT MANHOLE

LOCATION	611.0420 RECONSTRUCT MANHOLE EACH	NOTE
PROJECT 4650-08-71 CATEGORY 0010		
STH 55/GERTRUDE ST. INTERSECTION	1	STAGE 1, -3 FT

PROJECT TOTAL

1

ADJUSTING COVERS

	611.8110	611.8115	
	ADJUSTING	ADJUSTING	
	MANHOLE	INLET	NOTE
	COVERS	COVERS	
LOCATION	EACH	EACH	
PROJECT 4650-08-71 CATEGORY 0010			
237+75.8, 37.7' RT STH 55 NB		1	INL-B
17+06, 34.5' LT CTH OO WB	1		SS FM WASHOUT MH
PROJECT TOTAL	1	1	

FILE NAME: F:\TR\JOBS\E1859A08\CIVIL 3D 2012\SHEETSPLAN\46500871_030101__mq.ppt

PROJECT NO: 4650-08-71

HWY: STH 55 ORIGINATOR: OMNNI ASSOCIATES **COUNTY: OUTAGAMIE**

MISCELLANEOUS QUANTITIES

SHEET

PRINT DATE: September 12, 2017

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STR NUMBER		L	OCATION		STR TYPE	611.2004 MANHOLES 4-FT	611.2005 MANHOLES 5-FT	611.2006 MANHOLES 6-FT	611.2007 MANHOLES 7-FT	611.2044 MANHOLES 4X4-FT	611.2066 MANHOLES 6X6-FT
	CTATTON	DICT	DTD	R/L							
CATECORY	STATION	DIST.	DIR	K/L		EACH	EACH	EACH	EACH	EACH	EACH
CATEGORY 2.0	207+46.3	145.2	DТ	55 NB	MLI		1				
3.0	207+40.3	49.7	RT RT	55 NB	MH		1				
4.0	207+37.0	6.0	LT	55 NB	MH		<u></u>				
5.0	208+15.0	6.0	LT	55 NB	MH MH			1 1			
7.0	310+83.0	25.5 37.2	RT	96 96	MH	1		1			
8.0	310+84.8	_	LT	96	MH	1					
10.0	311+85.0 210+05.0	4.0 6.0	LT LT	55 NB	MH	1		1			
11.0					MH		1	_			
12.0	100+34.0 209+25.0	15.2	LT LT	CTH J	MH		1	1			
		14.0		55 NB	MH	1					
15.0	215+67.8	5.1	LT	55 NB	MH	1 1					
16.0	213+00.0	6.0	LT	55 NB	MH	1					
16.5	211+35.0	5.6	LT	55 NB	MH	1					
17.0	218+33.0	5.0	LT	55 NB	MH	1					
20.1	219+60.0	17.5	LT	55 SB	MH		1				
20.2	219+81.0	16.7	RT	55 NB	MH		1				
20.4	219+76.0	45.0	RT	55 NB	MH		1				
23.1	15+53.0	25.5	RT	OO EB	MH		1				
24.0	14+40.6	32.0	RT	00 EB	MH		1				
27.1	224+87.4	23.7	LT	55 SB	MH		1				
31.0	21+93.8	39.7	LT	00 EB	MH		1				
32.0	22+04.6	11.7	LT	00 EB	MH	1					
33.0	24+54.3	8.0	LT	00 EB	MH	1					
44.0	230+50.0	18.0	LT	55 NB	MH		1				
44.3	230+75.1	83.5	LT	55 NB	MH	1					
45.0	233+52.0	18.0	LT	55 NB	MH			1			
44-0001	51+54.9	1.7	RT	BADGER	RECT						
44-0002	234+28.0	25.5	LT	55 NB	RECT						
44-0003	236+29.0	25.5	LT	55 NB	RECT						
44-0004	240+00.0	25.5	LT	55 NB	RECT						
55.2	236+30.2	32.6	RT	55 NB	MH	1					
62.0	242+02.0	25.5	LT	55 NB	MH				1		
62.1	242+00.8	32.5	RT	55 NB	MH	1					
65.0	244+10.0	25.5	LT	55 SB	MH				1		
70.0	245+00.0	23.5	LT	55 SB	MH			1			
70.1	245+04.1	53.6	LT	55 SB	MH					1	
70.3	245+24.4	55.4	LT	55 SB	MH		1				
75.0	71+31.1	42.9	LT	MALONEY RA	MH						1
76.0	34+02.5	1.5	LT	MALONEY EB	MH	1					
80.0	250+51.9	45.0	LT	55 SB	MH			1			
85.0	252+02.5	44.1	LT	55 SB	MH				1		
90.0	80+83.6	10.0	LT	NB RAMP RA	MH			1			
95.0	257+13.0	6.0	RT	55 NB	MH			1			
100.0	93+02.5	12.6	LT	SB RAMP RA	MH		1				
100.1	1122+23.0	65.1	RT	SB ON RAMP	MH		1				
110.0	93+40.1	9.6	LT	SB RAMP RA	MH		1				
120.1	263+85.0	75.0	LT	55 SB	MH	1					
120.2	264+29.9	30.5	LT	55 SB	MH	1					
120.4	264+50.0	1.5	LT	55 NB	MH	1					
145.0	73+27.0	1.5	LT	MALONEY RA	MH			1			
150.0	249+74.9	47.2	RT	55 NB	MH		1				
155.0	36+50.0	1.5	RT	MALONEY WB	MH	1					
	30,3010	1.7	IXI	IN ALONE I WD	1 1907			1	1	1	1

STORM SEWER STRUCTURES

FILE NAME: F:\TR\JOBS\E1859A08\CIVIL 3D 2012\SHEETSPLAN\46500871_030101__mq.ppt

PROJECT NO: 4650-08-71

ORIGINATOR: OMNNI ASSOCIATES

HWY: STH 55

ORIG. DATE:

PROJECT TOTALS 16

COUNTY: OUTAGAMIE

MISCELLANEOUS QUANTITIES

SHEET

INLET PROTECTION

					628.7005	628.7010	628.7015	628.7020	628.7555
					TNI 57	TAU ET	TAU ET	TAU ET	
STR		ļ	LOCATION		INLET	INLET	INLET	INLET	CULVERT
NUMBER					PROTECTION	PROTECTION	PROTECTION	PROTECTION	PIPE CHECKS
					TYPE A	TYPE B	TYPE C	TYPE D	
	STATION	DIST.	DIR	R/L	EACH	EACH	EACH	EACH	EACH
CATEGORY C									
3.1	207+47.4	23.5	RT	55 NB	1	2	-	-	-
4.1	207+47.6	23.5	LT	55 NB	1	-	1	-	
4.2	207+65.1	44.5	LT	55 NB	1	2	- 1	_	-
5.1	208+20.0 207+83.3	20.3 46.3	LT LT	55 NB 55 NB	1 1		<u> </u>		-
6.0	208+27.0	23.5	RT	55 NB	1	_	1		_
8.1	312+01.0	20.5	RT	96	1	-	1	-	_
8.2	312+01.0	28.5	LT	96	1	-	1	-	-
10.1	210+05.4	25.3	LT	55 NB	1	-	1	-	-
10.2	210+05.5	25.1	RT	55 NB	1	-	1	-	-
11.1	100+36.5	22.8	LT	CTH J	1	-	1	-	-
11.2	100+54.2	24.4	RT	CTH J	1	-	1	_	-
15.1	21+30.0	14.5	RT	E DESNOYER	1	-	1	-	-
15.2 16.1	21+43.0 213+00.0	14.5 17.5	LT	E DESNOYER 55 NB	<u>1</u> 1	_ _	<u>1</u> 1		_
16.2	213+00.0	17.5	LT RT	55 NB	1		<u> </u>		
16.3	11+41.5	15.5	LT	E OVIATT	1		1		
16.4	11+30.0	15.5	RT	E OVIATT	1	_	1	_	_
17.1	218+30.3	18.2	LT	55 NB	1	-	 1	-	-
17.2	218+38.0	17.5	RT	55 NB	1	-	1	-	-
20.0	219+68.1	58.2	LT	55 SB	-	-	-	-	5
20.3	219+90.5	81.7	RT	55 NB	-	-	-	-	5
21.0	222+46.2	53.9	LT	55 SB	-	-	_	_	3
21.1	222+45.8	19.1	LT	55 SB	1	-	1	-	-
21.2 21.3	222+48.5 222+36.0	1.5 1.5	RT	55 SB 55 NB	1 1	<u>-</u> -	<u>1</u> 1	<u> </u>	-
21.3	222+36.0	17.6	LT RT	55 NB	1		1		
22.0	17+30.7	72.4	RT	00 EB	_		<u>+</u>		2
22.1	17+44.7	22.7	RT	00 EB	1	_	1	_	-
22.2	17+47.0	15.0	RT	00 EB	1	-	 1	-	-
23.0	16+68.1	66.5	RT	00 EB	_	-	-	-	3
23.2	15+52.4	1.5	LT	00 EB	1	-	1	-	-
23.3	15+52.5	1.5	RT	OO WB	1	-	1	-	-
23.4	15+50.0	25.5	LT	OO WB	1	-	1	_	
24.1	14+38.1	48.5	LT 	00 WB	1	-	-	_	-
25.0 26.0	15+95.7 224+07.5	77.6 107.0	LT	OO EB 55 SB		<u>-</u> -			3
26.1	61+27.4	1.4	LT LT	00 RA	1		1		-
26.2	61+14.2	1.4	LT	00 RA	1	_	1	_	_
27.0	225+01.5	80.4	LT	55 SB	-	_		_	5
27.2	224+46.8	53.1	RT	55 NB	_	-	ı	ı	5
28.0	226+34.7	59.5	LT	55 SB	_	_	_	_	3
28.1	226+75.0	25.4	LT	55 SB	1	-	1	-	-
28.2	226+74.8	1.5	RT	55 SB	1	_	1	_	_
28.3	226+73.6	1.5	LT	55 NB	1	-	1	-	-
28.4	226+73.0	25.5	RT	55 NB	1	_	1	_	-
29.0 29.1	20+35.0 20+54.3	47.8 51.7	LT pt	OO WB		-			4
30.0	23+21.7	38.0	RT LT	OO EB OO WB			<u> </u>		4
31.1	21+72.1	39.2	LT	OO WB	_				4
31.2	21+99.9	1.5	RT	OO WB	1	-	1	_	-
					t e				
32.1	22+04.7	1.5	LT	OO EB	1	-	1	-	-

INLET PROTECTION CONT.

	Ī								
					628.7005	628.7010	628.7015	628.7020	628.7555
					INLET	INLET	INLET	INLET	
STR			LOCATION		PROTECTION	PROTECTION		PROTECTION	CULVERT
NUMBER					TYPE A	TYPE B	TYPE C	TYPE D	PIPE CHECKS
	STATION	DIST.	DIR	R/L	EACH	EACH	EACH	EACH	EACH
CATEGORY 0	010 24+52.2	1.5	LT	OO EB	1 1	_	1	_	_
33.2	24+55.5	1.5	RT	OO EB	1		1		
33.3	24+56.0	16.5	LT	OO WB	1	_	1	_	_
44.1	230+50.1	25.6	LT	55 NB	1	_	1	_	_
44.2	230+50.0	25.5	RT	55 NB	1	-	1	-	-
44.4	229+60.7	51.4	LT	55 NB	1	2	-	-	-
44.5 45.1	229+93.0 233+52.0	25.5 25.5	RT LT	55 NB 55 NB	1 -		1 -		_
45.2	233+32.0	25.5	LT	55 NB	1	<u>-</u> -	1		
45.3	233+52.0	25.5	RT	55 NB	_	_	-	1	_
45.4	233+37.0	25.5	RT	55 NB	1	_	1	_	-
48.0	50+67.5	17.0	LT	BADGER	-	_	-	1	-
48.1	234+75.4	27.3	RT	55 NB	1	-	1	-	-
48.3	50+67.5	17.0	RT	BADGER	-	_	-	1	-
48.4 44-0001	50+50.0 51+54.9	37.8 1.7	RT RT	BADGER BADGER	1 1	-	- 1	<u>-</u> -	_
44-0001	234+28.0	25.5	LT	55 NB	1		1		
50.1	234+28.8	50.9	LT	55 NB	_	_	_	_	6
44-0003	236+29.0	25.5	LT	55 NB	1	_	1	-	_
55.1	236+29.0	25.5	RT	55 NB	1	_	1	-	_
44-0004	240+00.0	25.5	LT	55 NB	1	<u>-</u> .	1		-
60.1	240+00.0	25.5	RT	55 NB	1	2	-	_	-
60.2	239+86.0 239+80.0	51.8 25.5	RT	55 NB 55 NB	1 1	-	1 1	_	
60.3 60.4	239+80.0	25.5	RT LT	55 NB	1		1		_
62.1	242+00.0	25.5	RT	55 NB	1	_	1	_	_
63.0	241+10.0	56.8	LT	55 NB	1	2	-	-	-
65.1	244+10.0	1.5	RT	55 SB	1	_	1	-	-
65.2	244+09.9	1.5	LT	55 NB	1	-	1	-	_
70.2	245+02.7	43.4	RT	55 NB	1	1	- 1	_	-
76.1 76.2	34+02.0 33+70.0	18.1 17.0	RT RT	MALONEY EB MALONEY EB	1 1		1 1		_
76.2	34+00.3	1.5	RT	MALONEY WB	1		1		_
76.4	34+00.0	20.5	LT	MALONEY WB	1	_	1	-	_
76.5	33+72.9	17.6	LT	MALONEY WB	1	_	1	_	_
80.1	250+50.2	27.3	LT	55 SB	1	-	-	1	-
80.2	250+51.8	1.5	RT	55 SB	1	-	1	-	
85.1	252+02.4	54.2	LT	55 SB	_ 1	_	- 1	1	6
90.1 90.2	81+05.2 81+20.2	1.5 1.5	LT LT	NB RAMP RA NB RAMP RA	1 1		1 1	_ _	
95.1	257+13.0	22.5	RT	55 NB	_	_	_		_
95.2	257+28.0	22.5	RT	55 NB	1	_	1	-	-
95.3	257+13.0	12.5	LT	55 NB	_	_	_	1	_
95.4	257+28.0	12.5	LT	55 NB	1	-	1	_	-
100.2	1122+05.7	55.7	RT	SB ON RAMP	1	2	-	_	-
105.0	91+60.9	78.4	RT	SB RAMP RA	- 1	_	_ 1	_	3
105.1 105.2	91+59.5 91+55.6	54.9 34.3	RT RT	SB RAMP RA SB RAMP RA	1 1	_	1 1	-	_
105.2	91+33.6	28.9	RT	SB RAMP RA	1	_	1		_
105.4	91+25.0	19.5	RT	SB RAMP RA	1	_	1	_	_
105.5	261+87.8	1.5	LT	55 NB	1	_	1	_	_
105.6	262+29.6	18.0	RT	55 NB	1	-	1	-	-
110.1	93+38.6	1.5	LT	SB RAMP RA	1	-	1	-	-
110.2	93+23.6	1.5	LT	SB RAMP RA	1 1		1 20	- 0	
				SUBTOTALS	45	9	38	8	15

FILE NAME: F:\TR\JOBS\E1859A08\CIVIL 3D 2012\SHEETSPLAN\46500871_030101__mq.ppt

PROJECT NO: 4650-08-71

ORIGINATOR: OMNNI ASSOCIATES

HWY: STH 55

ORIG. DATE:

COUNTY: OUTAGAMIE

REV. DA

MISCELLANEOUS QUANTITIES

SHEET

INLET PROTECTION CONT.

					628.7005	628.7010	628.7015	628.7020	628.7555
					TAIL ET	TNI ET	TAIL ET	TAU ET	
STR			LOCATION		INLET	INLET	INLET	INLET	CULVERT
NUMBER					PROTECTION	PROTECTION	PROTECTION	PROTECTION	PIPE CHECKS
					TYPE A	TYPE B	TYPE C	TYPE D	
	STATION	DIST.	DIR	R/L	EACH	EACH	EACH	EACH	EACH
CATEGORY O				., _					
110.3	1124+19.4	25.6	RT	SB OFF RAMP	1	2	-	-	-
110.4	1124+14.0	1.5	RT	SB OFF RAMP	-	-	-	1	-
110.5	1124+14.3	16.6	LT	SB OFF RAMP	1	-	1		-
110.6	1123+59.0	1.5	RT	SB OFF RAMP LT	1	_	1		-
110.7	1123+58.9	17.2	LT	SB OFF RAMP LT	-	-	-	1	-
115.1	1122+38.0	1.5	RT . 	SB ON RAMP	-	-	- 1	1	-
115.2	1122+38.0	21.6	LT	SB ON RAMP	1	-	1	_	-
115.3 120.0	1122+29.6	39.3	LT	SB ON RAMP	_	_	_	<u>-</u>	4
120.0	262+07.5 264+30.5	88.4 1.5	LT RT	55 SB 55 SB	- 1	<u>-</u>	_ 1	_	3 -
120.5	265+45.3	37.6	RT	55 NB	<u>_</u>		<u>_</u>		3
125.0	1123+81.5	33.3	RT	NB OFF RAMP RT	_	_	_	_	2
125.1	1123+81.5	1.5	LT	NB OFF RAMP RT	_	_	_	1	_
130.0	1124+23.0	38.6	RT	NB OFF RAMP RT	_	_	_	_	4
130.1	1124+11.2	16.0	RT	NB OFF RAMP	_	-	_	1	_
130.2	1124+11.2	1.5	LT	NB OFF RAMP	-	-	-	1	_
130.3	1124+11.1	25.4	LT	NB OFF RAMP	-	-	-	_	4
135.0	1200+37.4	34.7	RT	NB ON RAMP	1	-	-	-	2
135.1	1200+34.3	19.1	RT	NB ON RAMP	-	1	-	1	-
135.2	1200+36.2	1.5	LT	NB ON RAMP	-	-	-	1	_
140.0	251+96.5	81.0	RT	55 NB	1	-	-	-	2
140.1	252+09.9	49.5	RT	55 NB	1	-	1	-	-
140.2	252+17.4	32.2	RT	55 NB	1	-	1	-	-
140.3	252+20.0	25.5	RT	55 NB	1	-	1	_	-
145.0	73+27.0	1.5	LT	MALONEY RA	1	_	1	_	-
145.1 150.1	73+11.5 249+83.1	1.5	LT RT	MALONEY RA	1 1	-	<u>1</u> 1	-	-
150.1	249+65.1	26.9 1.5	LT	55 NB 55 NB	1	_	1		_
155.0	36+50.0	$\frac{1.5}{1.5}$	RT	MALONEY WB	<u>+</u>		<u>+</u>	 1	_
155.1	36+50.0	1.5	LT	MALONEY EB	_	_	_	1	_
155.2	36+48.0	19.3	RT	MALONEY EB	_	_	_	1	_
155.3	36+49.7	16.5	LT	MALONEY WB	_	_	_	1	_
155.5	36+54.1	40.6	LT	MALONEY WB	-	-	_	1	-
155.6	30+70.7	39.1	LT	MALONEY WB	1	-	1	_	_
EX 4301	236+30.0	31.5	RT	55 NB	1	-	1	_	-
EX 4521	242+01.0	32.1	RT	55 NB	1	-	1	-	-
EXISTING	207+47		RT	STH 55	-	1	-	-	-
EXISTING	207+55		LT	STH 55	-	1	-	-	-
EXISTING	207+61		LT	STH 55	-	-	-	-	-
EXISTING	207+84		LT	STH 55	-	- 1	-	-	-
EXISTING	208+23		RT	STH 55	-	1	_	-	-
EXISTING	208+41 209+93		LT	STH 55 STH 55	_	1 1		_	-
EXISTING	209+93		LT RT	STH 55	_	1	<u> </u>	_	-
EXISTING	212+56		RT	STH 55	-	1			-
EXISTING EXISTING	212+92		LT	STH 55	_	1			-
EXISTING	212+97		RT	STH 55		1	_		_
EXISTING	213+07		RT	STH 55		1	_		-
EXISTING	215+65		RT	STH 55	_	1	_	_	_
EXISTING	216+04		RT	STH 55	-	1	-	-	_
				SUBTOTALS	15	14	14	13	24

INLET PROTECTION CONT.

					628.7005	628.7010	628.7015	628.7020	628.7555
STR NUMBER			LOCATION		INLET PROTECTION TYPE A	INLET PROTECTION TYPE B	INLET PROTECTION TYPE C	INLET PROTECTION TYPE D	CULVERT PIPE CHECKS
					I TYPE A	I TIPE B	TIPE C	TYPE D	
	STATION	DIST.	DIR	R/L	EACH	EACH	EACH	EACH	EACH
CATEGORY (
EXISTING	218+20		LT	STH 55	-	1	-	-	_
EXISTING	218+21		RT	STH 55	-	1	ı	-	-
EXISTING	236+29		RT	STH 55	-	1	-	-	-
EXISTING	237+75		RT	STH 55	1	-	ı	-	_
EXISTING	242+00		RT	STH 55	-	1	-	-	-
EXISTING	245+00		LT	STH 55	-	-	-	-	5
EXISTING	254+83		RT	STH 55	-	1	-	-	_
EXISTING	254+66		LT	STH 55	-	1	-	-	_
EXISTING	261+07		RT	STH 55	-	1	-	-	_
EXISTING	310+92		LT	STH 96	-	1	-	-	_
EXISTING	311+02		RT	STH 96	-	1	-	-	_
EXISTING	311+78		RT	STH 96	-	1	-	-	_
EXISTING	100+31		LT	CTH J	-	1	-	-	_
EXISTING	100+53		RT	CTH J	-	1	-	-	_
EXISTING	13+91		RT & LT	CTH 00	-	2	-	-	_
EXISTING	14+37		LT	CTH 00	-	-	-	-	_
EXISTING	15+80		RT	CTH 00	-	-	-	-	_
EXISTING	15+90		RT & LT	CTH 00	_	2	_	-	_
EXISTING	21+23		LT	CTH 00	_	1	_	_	_
EXISTING	21+22		LT	CTH 00	_	_	_	_	5
EXISTING	22+96		LT	CTH 00	_	1	_	_	
LATSITING				SUBTOTALS	1	18	0	0	10

MARKERS CULVERT END

					633.5200							
		1.0	CATTO	NI .	MARKERS							
STR NUMBER		LC	CATIO	N	CULVERT							
	CTATION DIST DID D/I											
	STATION	STATION DIST. DIR R/L										
CATEGORY 001	.0											
20.0												
20.3	219+90.5	81.7	RT	55 NB	1							
21.0	222+46.2	53.9	LT	55 SB	1							
22.0	17+30.7	72.4	RT	00 EB	1							
23.0	16+68.1	66.5	RT	00 EB	1							
25.0	15+95.7	77.6	LT	00 EB	1							
26.0	224+07.5	107.0	LT	55 SB	1							
27.0	225+01.5	80.4	LT	55 SB	1							
27.2	224+46.8	53.1	RT	55 NB	1							
28.0	226+34.7	59.5	LT	55 SB	1							
29.0	20+35.0	47.8	LT	OO WB	1							
29.1	20+54.3	51.7	RT	00 EB	1							
30.0	23+21.7	38.0	LT	OO WB	1							
31.1	21+72.1	39.2	LT	OO WB	1							
50.1	234+28.8	50.9	LT	55 NB	1							
85.1	252+02.4	54.2	LT	55 SB	1							
105.0	91+60.9	78.4	RT	SB RAMP RA	1							
115.3	1122+29.6	39.3	LT	SB ON RAMP	1							
120.0	262+07.5	88.4	LT	55 SB	1							
120.5	265+45.3	37.6	RT	55 NB	1							
125.0	1123+81.5	33.3	RT	NB OFF RAMP RT	1							
130.0	1124+23.0	38.6	RT	NB OFF RAMP RT	1							
130.3	1124+11.1	25.4	LT	NB OFF RAMP	1							
135.0	1200+37.4	34.7	RT	NB ON RAMP	1							
140.0	251+96.5	81.0	RT	55 NB	1							
				PROJECT TOTAL	25							

TRACKING PAD

98

45

86

21

103

PROJECT TOTALS

		628.7560
		TRACKING PAD
STAGE	LOCATION	EACH
PROJECT 4	1650-08-71 CATEGO	RY 0010
STAGE 1	STH 55	2
STAGE 2	STH 55	2
STAGE 3	STH 55	2
	PROJECT TOTAL	6

GEOTEXTILE FABRIC TYPE SAS

	645.0140
	GEOTEXTILE FABRIC
	TYPE SAS
LOCATION	SY
PROJECT 4650-08-71 CATEGORY 00	10
LAWE RAILROAD CROSSING	500
DELANGLADE RAILROAD CROSSING	420
30% OF ROADWAY SUBGRADE	19,000

PROJECT TOTAL 19,920

COUNTY: OUTAGAMIE MISCELLANEOUS QUANTITIES PROJECT NO: 4650-08-71 HWY: STH 55 SHEET

TRAFFIC CONTROL

	643.5000
PROJECT	
	EA
CATEGORY 0010	
4650-08-71	1

1

TRAFFIC CONTROL

				IKAFFIC	CONT	<u>KOL</u>										
			643	.0300	643	.0410	643	.0420	643	. 0705	643	.0715	643	.0800	643	.0900
		APPROX. SERVICE PERIOD	DR	RUMS		ICADES PE II		ICADES III *	LIC	NING GHTS E A *	LI	RNING GHTS PE C	ARROW	BOARDS	SI	GNS
STAGE	LOCATION	DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS
PROJECT 4	650-08-71 CATEGORY 0010															
	STH 55 (LAWE ST)	67	35	2345			3	201	6	402	6	402			15	1005
	STH 96 (PLANK ROAD)	67													5	335
	CTH J (LAWE ST)	67													4	268
	STH 55 (DELANGLADE)	67			2	134	6	402	12	804					6	402
	OVIATT ST	102			4	408	10	1020	20	2040					14	1428
	DESNOYER ST	102			4	408	10	1020	20	2040					14	1428
1A & 1B	BLACKWELL ST	102					6	612	12	1224					6	612
TA Ø IB	CTH OO WEST OF STH 55	67					6	402	12	804					6	402
	CTH OO EAST OF STH 55	67					6	402	12	804					6	402
	BADGER RD	102					5	510	10	1020					3	306
	STH 55 AT GERTRUDE/MALONEY	102					3	306	6	612					1	102
	STH 55 NORTH OF GERTRUDE/MALONEY	102													4	408
	GERTRUDE	102													2	204
	MALONEY	102													2	204
	STH 55 (LAWE ST)	50					7	350	14	700					7	350
2	STH 96 (PLANK ROAD)	50					6	300	12	600					7	350
2	CTH J (LAWE ST)	50					6	300	12	600					7	350
	STH 55 (DELANGLADE)	50													6	300
	STH 55 (DELANGLADE) SOUTH OF GERTRUDE/MALONEY	90					6	540	12	1080					7	630
	STH 55 (DELANGLADE) NORTH OF IH 41	90					6	540	12	1080					7	630
	GERTRUDE	90					2	180	4	360					2	180
	MALONEY	90					2	180	4	360					3	270
3	IH 41 NB EXIT RAMP CLOSURE	90	28	2520			4	360	8	720					10	900
_	IH 41 SB EXIT RAMP CLOSURE	90	26	2340			4	360	8	720					10	900
	IH 41 NB LANE CLOSURE	15	54	810			3	45	6	90	17	255	2	30	12	180
	IH 41 SB LANE CLOSURE	10	72	720			5	50	10	100	17	170	2	20	14	140
	IH 41 NB SHOULDER CLOSURE	55	25	1375									1	55	6	330
	IH 41 SB SHOULDER CLOSURE	55	41	2255									1	55	6	330
	TOTALS			12,365	9	50		8,080		16,160		827		160		13,34

ADDITIONAL QUANTITIES SHOWN ON TRAFFIC CONTROL DETOUR SIGN SUMMARY

COUNTY: OUTAGAMIE MISCELLANEOUS QUANTITIES PROJECT NO: 4650-08-71 HWY: STH 55 SHEET

PAVEMENT MARKING

					-								
		646.1020	646.1020	646.3020	646.6320	646.3555	646.5320			646.	.5020		
		MARKING	MARKING	MARKING	MARKING	MARKING LINE	MARKING						
		LINE	LINE	LINE	DOTTED	GROOVED CONTRAST	RAILROAD	MARKING ARROWS EPOXY				ļ	
		EPOXY	EPOXY	EPOXY	EXTENSION	PERMANENT TAPE	CROSSING						
		4-INCH	4-INCH	8-INCH	EPOXY	8-INCH	EPOXY	TYPE 1	TYPE 2R	TYPE 2	TYPE 3R	TYPE 3	BIKE LANE
		(WHITE)	(YELLOW)		18-INCH								
STATION TO STATION	LOCATION	LF	LF	LF	LF	LF	EACH	EACH	EACH	EACH	EACH	EACH	EACH
PROJECT 4650-08-71 CATEG	ORY 0010												
206+00 - 210+75	DELANGLADE ST	173	393	188			3			2		2	2
210+75 - 216+50	DELANGLADE ST	855	885	123						1		1	4
216+50 - 222+00	DELANGLADE ST	832	558				2						3
222+00 - 227+75	DELANGLADE ST	48	899	290	111					2	2	4	
227+75 - 233+75	DELANGLADE ST	300	1569							2			
233+75 - 239+75	DELANGLADE ST	300	976										
239+75 - 244+75	DELANGLADE ST	250	1270	6							1	1	
244+75 - 250+75	DELANGLADE ST	96	580	628	123			2			1	5	
250+75 - 256+75	DELANGLADE ST	114	365	753	110			6		2	3	5	
256+75 - 262+75	DELANGLADE ST	6	724	531	114			3	2	2		2	
262+75 - 268+75	DELANGLADE ST	613	1166	485				2		2			
268+75 - 272+50	DELANGLADE ST	190	183										
12+25 - 17+50	HYLAND AVE	188	1480	217						2	1		
20+75 - 26+50	HYLAND AVE	434	1236										
28+00 - 33+25	GERTRUDE ST		2060							4			
310+00 - 314+75	PLANK RD	790	1300	91						2		1	
100+00 - 101+00	LAWE ST		107										
36+75 - 42+00	MALONEY RD	143	1019	169						2	1		
1100+00 - 1123+90	IH OFFRAMP AA	1948	677	263		997				1	1		
1200+75 - 1204+25	IH ONRAMP BB	348	374										
1101+50 - 1121+75	IH ONRAMP DD	2040	452			325							
1124+25 - 1132+40	IH OFFRAMP CC	736	549	232		471				1	1		
	SUBTOTALS	10403	18824	3975	458	1793	5	13	2	25	11	21	9
	PROJECT TOTALS	292	227	3975	458	1793	5			8	81		

PAVEMENT MARKING CONT'D

					-					
				646.5220	646.5120	646.8120	646.6120	646.8220	646.7120	646.7420
				MARKING	MARKING	MARKING	MARKING	MARKING	MARKING	MARKING
				SYMBOL	WORD EPOXY	CURB EPOXY	STOP LINE	ISLAND NOSE	DIAGONAL	CROSSWALK
				EPOXY		(YELLOW)	EPOXY	EPOXY	EPOXY	EPOXY
				(BIKE LANE)			18-INCH		12-INCH	TRANSVERSE
									(YELLOW)	LINE 6-INCH
STATION	TO	STATION	LOCATION	EACH	EACH	LF	LF	EACH	LF	LF
PROJECT 46	50-	08-71 CATE	GORY 0010							_
206+00	-	210+75	DELANGLADE ST	2	1		54			211
210+75	-	216+50	DELANGLADE ST	4						539
216+50	-	222+00	DELANGLADE ST	3		10		1	24	341
222+00	-	227+75	DELANGLADE ST		7	10		1	41	359
227+75	-	233+75	DELANGLADE ST		1				7	
233+75	-	239+75	DELANGLADE ST							
239+75	-	244+75	DELANGLADE ST			10		1	27	
244+75	-	250+75	DELANGLADE ST		7	20		2		322
250+75	-	256+75	DELANGLADE ST		8	10		1		191
256+75	-	262+75	DELANGLADE ST		7	10		1		212
262+75	-	268+75	DELANGLADE ST		1					
268+75	-	272+50	DELANGLADE ST							98
12+25	-	17+50	HYLAND AVE		1	10		1		
20+75	-	26+50	HYLAND AVE			10		1		
28+00	-	33+25	GERTRUDE ST						65	
310+00	-	314+75	PLANK RD				27		53	128
100+00	-	101+00	LAWE ST				15			88
36+75	-	42+00	Maloney Road		1					
1100+00	-	1123+90	IH OFFRAMP AA		1					
1106+50	-	1112+50	IH ONRAMP BB							
1200+75	-	1204+25	IH ONRAMP DD							
1124+25	-	1132+40	IH OFFRAMP CC		1					
			SUBTOTALS	9	36	90	96	9	218	2489
			PROJECT TOTALS	9	36	90	96	9	218	2489

CONSTRUCTION STAKING

		650.4000	650.4500	650.5000	650.5500	650.7000	650.9920
			CONSTRUCTION		CONSTRUCTION	CONSTRUCTION	CONSTRUCTION
		STAKING STORM	STAKING	CONSTRUCTION	STAKING CURB &	STAKING	STAKING SLOPE
		SEWER	SUBGRADE	STAKING BASE	GUTTER	CONCRETE PAVEMENT	STAKES
STATION TO STATION	LOCATION	EACH	LF	LF	LF	LF	LF
STATION TO STATION	LOCATION	LACII	LI	<u>Li</u>	LI	LI	LI
207+30 - 222+72	STH 55 NB	25	1542	137	2230	1405	1542
218+19 - 222+82	STH 55 SB	4	463	137	1585	1405	463
224+02 - 247+91	STH 55 NB	27	2389	-	3005	2389	2389
224+07 230+87	STH 55 SB	6	680	-	3130	680	680
242+06 - 247+96	STH 55 SB	5	590	_	-	590	590
249+51 - 253+65	STH 55 NB	7	414	-	495	414	414
249+53 - 253+76	STH 55 SB	5	424	_	1335	424	424
651+92 - 653+64	STH 55 NB RT TURN LANE	-	174	_	330	174	174
255+24 - 260+07	STH 55 NB	5	484	_	665	484	484
255+30 - 255+66	STH 55 SB	-	137	_	690	137	137
258+97 - 260+12	STH 55 SB	_	115	-	305	115	115
261+68 - 268+25	STH 55 NB	6	656	-	335	656	656
261+71 - 270+33	STH 55 SB	4	867	_	875	867	867
461+73 - 465+25	STH 55 SB RT TURN LANE	-	352	_	340	352	352
561+59 - 565+25	STH 55 SB THRU LANE	-	367	_	1610	367	367
309+59 - 314+14	STH 96 (PLANK RD)	6	456	_	830	456	456
100+00 - 101+00	CTH J (LAWE ST)	3	100	_	505	100	100
9+00 - 10+00	OVIATT ST WEST LEG	-	100	_	*	100	100
11+00 - 11+50	OVIATT ST EAST LEG	2	50	_	*	50	50
19+50 - 20+00	DESNOYER ST WEST LEG	-	50	_	*	50	50
21+00 - 22+00	DESNOYER ST EAST LEG	2	100	_	*	100	100
28+50 - 29+00	BLACKWELL ST WEST LEG	-	50	35	*	15	50
31+00 - 31+66	BLACKWELL ST EAST LEG	-	66	_	*	66	66
12+66 - 18+46	CTH OO EB (HYLAND AVE)	8	580	-	1215	580	580
19+79 - 26+39	CTH OO EB (HYLAND AVE)	6	670	-	1545	670	670
12+66 - 18+47	CTH OO WB (HYLAND AVE)	3	582	-	860	582	582
19+75 - 26+32	CTH OO WB (HYLAND AVE)	6	657	_	675	657	657
500+00 - 52+50	BADGER RD	3	250	_	185	250	250
28+02 - 34+12	GERTURDE ST EB	3	610	_	725	610	610
28+00 - 34+10	GERTRUDE ST WB	3	612	-	630	612	612
35+93 - 40+56	MALONEY ST EB	2	462	-	695	462	462
35+99 - 38+02	MALONEY ST WB	3	203	-	670	203	203
1200+00 - 1204+37	IH 41 NB ON RAMP	3	438	-	265	438	438
1313+17 - 1124+55	IH 41 NB OFF RAMP	3	1138	-	100	1138	1138
1121+29 - 1125+07	IH 41 NB OFF RAMP RT TURN LANE	3	378	-	180	378	378
923+82 - 924+68	IH 41 NB OFF RAMP SPLITTER ISLAND	_	87	-	375	87	87
1116+41 - 1122+82	IH 41 SB ON RAMP	5	640	-	265	640	640
1123+79 - 1130+66	IH 41 SB OFF RAMP	3	687	-	100	687	687
1123+11 - 1127+51	IH 41 SB OFF RAMP RT TURN LANE	_	439	-	250	439	439
23+64 - 27+51	IH 41 SB OFF RAMP SPLITTER ISLAND	2	387	-	630	387	387
60+00 - 63+14	STH 55/CTH OO R-A-B	2	314	-	520	314	314
70+00 - 74+08	STH 55/MALONEY RD R-A-B	3	408	_	710	408	408
80+00 - 84+08	STH 55/IH 41 NB R-A-B	3	408	_	670	408	408
90+00 - 94+39	STH 55/IH 41 SB R-A-B	9	439	ı	730	439	439
	PROJECT TOTALS	180	21015	309	30260	21785	21015

HWY: STH 55 COUNTY: OUTAGAMIE MISCELLANEOUS QUANTITIES SHEET PROJECT NO: 4650-08-71

Conduit Rigid Nonmetallic Schedule 40

	conduit kigi	u Normetarric Schedu	<u></u>	
			652.0225	652.0235
			2-Inch	3-Inch
FROM	TO	LOCATION	LF	LF
CB1	PB2	USH 41 SB & STH 55		20
CB1	PB2	USH 41 SB & STH 55		20
PB1	PB2	USH 41 SB & STH 55	80	
PB2	LB1	USH 41 SB & STH 55	20	
PB2	PB3	USH 41 SB & STH 55	110	
PB3	LB2	USH 41 SB & STH 55	20	
PB3	PB4	USH 41 SB & STH 55	80	
PB4	LB3	USH 41 SB & STH 55	30	
PB4	PB5	USH 41 SB & STH 55	90	
PB5	РВ6	USH 41 SB & STH 55	80	
PB6	LB4	USH 41 SB & STH 55	20	
РВ6	PB7	USH 41 SB & STH 55	70	
PB7	LB5	USH 41 SB & STH 55	20	
PB7	PB8	USH 41 SB & STH 55	60	
PB8	PB9	USH 41 SB & STH 55	80	
PB9	LB6	USH 41 SB & STH 55	10	
PB9	PB10	USH 41 SB & STH 55	110	
PB10	LB7	USH 41 SB & STH 55	30	
PB10	PB1	USH 41 SB & STH 55	30	
CB1	PB1	USH 41 NB & STH 55		20
CB1	PB1	USH 41 NB & STH 55		20
PB1	PB2	USH 41 NB & STH 55	90	
PB2	LB1	USH 41 NB & STH 55	30	
PB2	PB3	USH 41 NB & STH 55	100	
PB3	LB2	USH 41 NB & STH 55	20	
PB3	PB4	USH 41 NB & STH 55	90	
PB4	LB3	USH 41 NB & STH 55	10	
PB4	PB5	USH 41 NB & STH 55	60	
PB5	PB6	USH 41 NB & STH 55	60	
PB6	LB4	USH 41 NB & STH 55	30	
PB6	PB7	USH 41 NB & STH 55	70	
PB7	PB8	USH 41 NB & STH 55	40	
PB8	LB5	USH 41 NB & STH 55	30	
PB8	PB9	USH 41 NB & STH 55	80	
PB9	LB6	USH 41 NB & STH 55	20	
PB9	PB10	USH 41 NB & STH 55	70	
PB10	PB11 -	USH 41 NB & STH 55	50	
PB11	LB7	USH 41 NB & STH 55	20	
PB11	PB1	USH 41 NB & STH 55	70	

PROJECT TOTAL 1,880 80

Pull Boxes, Non-Conductive

	653.0164 24x42-Inch
LOCATION	EACH
USH 41 SB & STH 55	10
USH 41 NB & STH 55	11

PROJECT TOTAL 21
ADDITIONAL QTY LOCATED IN TRAFFIC SIGNAL TABLE

Concrete Bases

	654.0105	654.0224
	Туре 5	Control
		Cabinet
LOCATION	EACH	EACH
USH 41 SB & STH 55	7	1
USH 41 NB & STH 55	7	1

PROJECT TOTAL 14 2

Electrical Wire Lighting

				10AWG	12AW	G
				655.0615	655.0610	655.0610
	(24	0 VOLT CYCTE	4)	Ungrounded	Ungrounded	Equipment
	(24	0 VOLT SYSTEM	1)	Conductor	Conductor	Grounding
				(see Circuit Color)	(Black)/(Red)	Conductor
						(Green)
Circuit	FROM	T0	LOCATION	LF	LF	LF
	CB1	LB1	USH 41 SB & STH 55	140		
	LB1	Luminaires	USH 41 SB & STH 55		100	50
A	LB1	LB2	USH 41 SB & STH 55	380		
(Black)	LB2	Luminaires	USH 41 SB & STH 55		100	50
	LB2	LB3	USH 41 SB & STH 55	340		
	LB3	Luminaires	USH 41 SB & STH 55		100	50
	CB1	LB4	USH 41 SB & STH 55	940		
В	LB4	Luminaires	USH 41 SB & STH 55		100	50
(Red)	LB4	LB5	USH 41 SB & STH 55	300		
	LB5	Luminaires	USH 41 SB & STH 55		100	50
	CB1	LB7	USH 41 SB & STH 55	420		
С	LB7	Luminaires	USH 41 SB & STH 55		100	50
(Blue)	LB7	LB6	USH 41 SB & STH 55	380		
	LB6	Luminaires	USH 41 SB & STH 55		100	50
	CB1	LB1	USH 41 NB & STH 55	360		
	LB1	Luminaires	USH 41 NB & STH 55		100	50
A [LB1	LB2	USH 41 NB & STH 55	380		
(Black)	LB2	Luminaires	USH 41 NB & STH 55		100	50
	LB2	LB3	USH 41 NB & STH 55	320		
	LB3	Luminaires	USH 41 NB & STH 55		100	50
	CB1	LB4	USH 41 NB & STH 55	1060		
В	LB4	Luminaires	USH 41 NB & STH 55		100	50
(Red)	LB4	LB5	USH 41 NB & STH 55	440		
	LB5	Luminaires	USH 41 NB & STH 55		100	50
	CB1	LB7	USH 41 NB & STH 55	300		
C	LB7	Luminaires	USH 41 NB & STH 55		100	50
(Blue)	LB7	LB6	USH 41 NB & STH 55	420		
	LB6	Luminaires	USH 41 NB & STH 55		100	50

PROJECT TOTALS 6180 2100

PRINT DATE: September 12, 2017

Electrical Wire Lighting 10AWG

(240 VC	OLT SYSTEM)		655.0615 Equipment Grounding Conductor (Green)
FROM	T0	LOCATION	LF
CB1	LB1	USH 41 SB & STH 55	70
LB1	LB2	USH 41 SB & STH 55	190
LB2	LB3	USH 41 SB & STH 55	170
LB3	LB4	USH 41 SB & STH 55	270
LB4	LB5	USH 41 SB & STH 55	1140
LB5	LB6	USH 41 SB & STH 55	220
LB6	LB7	USH 41 SB & STH 55	190
LB7	CB1	USH 41 SB & STH 55	210
CB1	LB1	USH 41 NB & STH 55	180
LB1	LB2	USH 41 NB & STH 55	190
LB2	LB3	USH 41 NB & STH 55	160
LB3	LB4	USH 41 NB & STH 55	210
LB4	LB5	USH 41 NB & STH 55	220
LB5	LB6	USH 41 NB & STH 55	170
LB6	LB7	USH 41 NB & STH 55	210
LB7	CB1	USH 41 NB & STH 55	150

PROJECT TOTAL 3950

Electric Service

	656.0200	659.2124
	Meter Breaker Pedestal	Lighting Control Cabinet
LOCATION	LS	EACH
USH 41 SB & STH 55	1	1
USH 41 NB & STH 55	1	1
PROJECT TOTALS	2	2

Lighting Summary

	657.0255	657.0322	657.0710	659.1115
	Transformer Bases	Poles	Luminaire Arms	Luminaires
	Breakaway	Туре 5	Truss Type	Utility
	11 1/2-Inch	(Aluminum)	4 1/2-Inch Clamp	LED-A
	Bolt Circle		12-FT	
LOCATION	EACH	EACH	EACH	EACH
USH 41 SB & STH 55	7	7	7	7
USH 41 NB & STH 55	7	7	7	7
PROJECT TOTALS	14	14	14	14

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	SAW CUTTING						
					690.0150	690.0250	
					SAWING ASHPALT	SAWING CONCRETE	
STATION	то	STATION	DIR	LOCATION	LF	LF	
PROJECT	465	0-08-71	CATE	GORY 0010			
207+30	-	207+30	R/L	STH 55	-	55	
208+03	-	208+23	LT	STH 55 DWY	20	-	
208+73	-	208+95	LT	BLDG/WALL FACE	-	78	
210+23	-	210+71	LT	STH 55 DWY	55	-	
214+35	-	214+48	RT	STH 55 DWY	-	15	
214+41	-	214+60	LT	STH 55 DWY	1	20	
216+90	-	217+12	LT	STH 55 DWY	1	25	
217+48	-	218+46	RT	STH 55 DWY	105	-	
227+98	-	227+26	LT	STH 55 DWY	30	-	
225+39	-	225+89	RT	STH 55 DWY	50	-	
231+59	-	231+94	LT	STH 55 DWY	35	-	
237+53	-	237+93	RT	STH 55 DWY	40	_	
239+20	-	239+66	RT	STH 55 DWY	50	-	
241+31	-	241+57	LT	STH 55 DWY	25	_	
242+46	-	242+81	RT	STH 55 DWY	35	_	
264+94	-	265+35	RT	STH 55 DWY	40	_	
268+35	-	268+35	RT	STH 55	20	_	
270+63	-	270+63	LT	STH 55	35	_	
309+97	-	310+24	LT	STH 96	30		
310+84	-	313+46	RT	STH 96 DWY	285		
313+06	-	313+15	LT	STH 96 DWY	10		
313+55	-	313+76	RT	STH 96 DWY	20		
314+39	_	314+39	R/L	STH 96	-	40	
100+88	_	100+96	LT	CTH J DWY	10	_	
101+00	_	101+00	R/L	CTH J	35	_	
9+00	-	9+00	R/L	OVAITT ST	30	-	
9+04	_	9+13	LT	OVAITT ST DWY	10	_	
11+50	-	11+50	R/L	OVAITT ST	35	-	
				COLUMN TOTALS	1,005	233	

					690.0150	690.0250
					SAWING ASHPALT	SAWING CONCRETE
STATION	то	STATION	DIR	LOCATION	LF	LF
PROJECT 46	50-0	08-71 CATEG	ORY	0010		
19+50	-	19+50	R/L	DESNOYER ST	-	30
22+00	-	22+00	R/L	DESNOYER ST	-	30
28+25	-	28+25	R/L	BLACKWELL ST	50	-
31+66	-	31+66	R/L	BLACKWELL ST	1	40
12+66	-	12+66	R/L	CTH 00	1	55
14+43	-	14+83	RT	CTH OO DWY	40	-
22+01	-	22+78	LT	CTH OO DWY	80	-
26+39	-	26+39	R/L	CHT 00	1	25
51+17	-	51+36	LT	BADGER ST	20	-
51+80	-	52+16	RT	BADGER ST	40	-
51+99	-	52+25	LT	BADGER ST	25	-
52+50	-	52+50	R/L	BADGER ST	-	40
28+01	-	28+01	R/L	GERTURDE ST	25	-
30+49	-	30+94	LT	GERTURDE ST	45	-
31+05	-	31+50	RT	GERTURDE ST	50	-
31+66	-	31+98	RT	GERTURDE ST	35	-
32+50	-	33+85	RT	GERTURDE ST	130	-
32+63	-	33+03	LT	GERTURDE ST	40	-
36+52	-	37+20	LT	MALONEY RD	90	-
38+10	-	38+35	LT	MALONEY RD	25	-
38+77	-	39+07	LT	MALONEY RD	30	-
39+65	-	39+91	RT	MALONEY RD	25	-
40+56	-	40+56	R/L	MALONEY RD	-	50
1204+37	-	1204+37	R/L	IH 41 NB ON RAMP	10	15
1112+48	-	1118+19	LT	IH 41 NB OFF RAMP	150	445
1109+42	-	1166+55	RT	IH 41 SB ON RAMP	200	530
1130+57	-	1132+42	RT	IH 41 SB OFF RAMP	200	15
				COLUMN TOTALS	1,310	1,275

SAW CUTTING CONT.

2,315 1,508 PROJECT TOTALS

SAW CUTTING

					690.0150	690.0250
					SAWING ASHPALT	SAWING CONCRETE
STATION	T0	STATION	DIR	LOCATION	LF	LF
PROJECT	465	0-08-71	CATEGORY	′ 0040		
314+39	1	315+09	LT	STH 96	-	250
101+00	1	102+64	RT	CTH J	365	-

PROJECT TOTALS 365 250

STEEL CASING PIPE

		SPV.0090.06
		42-INCH
STRUCTURE	STRUCTURE	LF
CATEGORY (0010	
MH 4.0	мн 5.0	50
DDOJEC	T TOTAL	50

PROJECT TOTAL

				SPV.0060.07	
STATION	OFFSET	DIR	LOCATION	EA	
CATEGORY	0040				
310+84	6.5	LT	STH 96	1	
209+37	10.0	LT	STH 55	4	
100+40	11.2	LT	CTH J	1	
100+54	32.4	LT	CTH J	1	
100+64	12.2	LT	CTH J	1	
210+85	35.0	LT	STH 55	1	
212+47	55.5	RT	STH 55	1	
212+78	13.7	LT	STH 55	1	
213+66	23.1	RT	STH 55	1	
214+05	23.4	LT	STH 55	1	
215+98	54.1	RT	STH 55	1	
215+80	14.8		STH 55	3	
216+59		LT		1	
	28.8	LT	STH 55		
217+35	17.8	LT	STH 55	3	
218+56	14.5	LT	STH 55	1	
218+73	48.9	RT	STH 55	1	
218+48	59.5	LT	STH 55	2	
219+50	35.0	RT	STH 55	2	
14+93	38.3	RT	CTH 00	1	
14+96	22.8	RT	CTH 00	1	
60+36	34.3	RT	CTH OO RA	2	
226+95	23.0	RT	STH 55	2	
227+77	40.0	LT	STH 55	1	
227+77	16.0	RT	STH 55	1	
230+76	29.0	RT	STH 55	1	
231+21	54.0	LT	STH 55	1	
50+31	30.0	LT	BADGER	1	
50+28	25.0	RT	BADGER	1	
50+77	23.0	RT	BADGER	1	
52+47	21.0	RT	BADGER	1	
236+24	42.0	RT	STH 55	1	
237+25	33.0	RT	STH 55	1	
237+51	43.0	RT	STH 55	1	
239+62	42.0	LT	STH 55	1	
240+25	30.3	RT	STH 55	2	
241+16	14.0	RT	STH 55	1	
243+02	27.0	RT	STH 55	2	
246+58	42.0	LT	STH 55	1	
246+92	43.0		STH 55	2	
		RT		1	
247+21	58.0	LT	STH 55		
30+06	21.0	LT	MALONEY	2	
30+28	41.0	LT	MALONEY	1	
33+48	36.0	RT	MALONEY	2	
248+40	5.0	RT	STH 55	2	
36+26	24.0	RT	GERTRUDE	1	
38+86	23.0	RT	GERTRUDE	3	
251+42	46.0	RT	STH 55	1	
262+06	27.0	RT	STH 55	1	
264+70	30.0	RT	STH 55	1	
265+89	28.0	RT	STH 55	1	
	UNDIS	STRUBUTE	ED	6	
UNDISTRUBUTED 6 PROJECT TOTALS 75					

ADJUSTING WATER VALVE BOX

HWY: STH 55 COUNTY: OUTAGAMIE MISCELLANEOUS QUANTITIES PROJECT NO: 4650-08-71 SHEET

STORM LATERALS

					SPV.0090.14	SPV.0090.16	
					STORM	STORM	
					LATERAL	LATERAL	
					4-INCH	6-INCH	
STATION	TO	STATION	OFFSET	LOCATION	LF	LF	
CATEGORY	CATEGORY 0010						
2	39+4	0	30' LT	STH 55 NB		10	
		CAT	regory 0	010 TOTAL	0	10	
CATEGORY 0040							
207+31	ı	207+46	LT	STH 55	15		
208+87	-	208+87	LT	STH 55	20		
210+51	-	210+51	RT	STH 55	40		
211+54	1	211+54	LT	STH 55	25		
212+18	-	212+18	RT	STH 55	35		
213+17	-	213+17	LT	STH 55	25		
213+64	-	213+64	RT	STH 55	35		
214+06	-	214+06	LT	STH 55	25		
215+03	-	215+03	LT	STH 55	25		
215+07	-	215+07	RT	STH 55	35		
216+36	-	216+36	LT	STH 55	25		
216+41	-	216+41	RT	STH 55	35		
217+95	-	217+95	LT	STH 55	25		
226+75	_	227+06	LT	STH 55	35		

CATEGORY 0040 TOTAL 400 0

PROJECT TOTAL 400 10

ADJUSTING SANITARY MANHOLES

				SPV.0060.08 ADJUSTING	SPV.0060.09 RECONSTRUCT
				SANITARY	SANITARY
				MANHOLES	MANHOLES
STATION	OFFSET	DIR	LOCATION	EA	EA
CATEGORY					_, ,
215+75	3.6	RT	STH 55 NB	1	_
218+78	6.9	RT	STH 55 NB	1	_
227+00	19.2	LT	STH 55 NB	1	_
234+45	21.8	RT	STH 55 NB	_	1
236+57	19.8	RT	STH 55 NB	1	_
236+58	40.0	LT	STH 55 NB	_	1
239+29	40.9	LT	STH 55 NB	1	_
242+25	40.8	LT	STH 55 NB	1	_
245+19	54.8	LT	STH 55 NB	-	1
248+50	55.5	LT	STH 55 NB	1	_
249+79	57.4	LT	STH 55 NB	-	1
252+70	4.1	RT	STH 55 NB	-	1
253+44	88.3	LT	STH 55 NB	-	1
266+11	66.5	LT	STH 55 NB	1	_
269+34	63.3	LT	STH 55 NB	_	1
38+09	7.5	LT	MALONEY EB	1	_
14+31	11.5	RT	CTH OO EB	1	_
PROJECT	TOTALS			10	7

SANITARY SEWER STRUCTURES

						SPV.0200.01	SPV.0060.04
							SANITARY
STR	LOCATION				STR	SANITARY	MANHOLE
NUMBER						MANHOLES	COVER TYPE J
						SPECIAL	
	STATION	DIST.	DIR	R/L		VF	EACH
CATEGORY	y 0040			•			
SAXX1	311+04.0	2.6	RT	96	MH	4.7	1
SAXX2	309+78.0	2.5	RT	96	MH	6.3	1
SAXX3	208+42.0	0.0	LT	55 NB	MH	8	1
SAXX4	207+40.0	0.0	LT	55 NB	MH	6.3	1
	PROJECT TOTALS					25.3	4

SANITARY MANHOLES CHIMNEY SEALS

SPV.0060.02 SPV.0060 INTERNAL INTERNAL CHIMNEY SEAL CHIMNEY STATION OFFSET DIR LOCATION EACH EACH CATEGORY 0040	AL SEAL
CHIMNEY SEAL CHIMNEY STATION OFFSET DIR LOCATION EACH EACH CATEGORY 0040	SEAL
STATION OFFSET DIR LOCATION EACH EACH CATEGORY 0040	
STATION OFFSET DIR LOCATION EACH EACH CATEGORY 0040	E ———
CATEGORY 0040	
207+40 0.0 R/L STH 55 1 -	
208+42 0.0 R/L STH 55 1 -	
309+78 2.5 RT STH 96 1 -	
311+04 2.6 RT STH 96 1 -	
215+75 3.6 RT STH 55 NB - 1	
218+78 6.9 RT STH 55 NB - 1	
227+00 19.2 LT STH 55 NB - 1	
234+45 21.8 RT STH 55 NB 1 -	
236+57 19.8 RT STH 55 NB - 1	
236+58 40.0 LT STH 55 NB 1 -	
239+29 40.9 LT STH 55 NB - 1	
242+25 40.8 LT STH 55 NB - 1	
245+19 54.8 LT STH 55 NB 1 -	
248+50 55.5 LT STH 55 NB - 1	
249+79 57.4 LT STH 55 NB 1 -	
252+70 4.1 RT STH 55 NB 1 -	
253+44 88.3 LT STH 55 NB 1 -	
266+11 66.5 LT STH 55 NB - 1	
269+34 63.3 LT STH 55 NB 1 -	
38+09 7.5 LT MALONEY EB - 1	
14+31 11.5 RT CTH 00 EB - 1	

SANITARY PIPE

11

PROJECT TOTAL

		SPV.0060 STANDA		SPV.0090 8-IN	12
		SANITARY	PIPE	SANITARY	PVC
		CONNECT	ION	PIPE	
STRUCTURE STRUCTURE		EA		LF	
CATEGORY 0040					
SAXX 1	SAXX 2	ı		115	
SAXX 2	SA 246	1		265	
SAXX 2	SAXX 3	ı		125	
SAXX 3	EX. MH	1		395	
PROJECT	PROJECT TOTALS			900	

CONCRETE JOINT SEALING

			SPV.0180.04
			CONCRETE
			JOINT SEALING
STATION TO STA		ION	SY
	3-71 CATEGORY 0010		
207+30 - 209	9+74 STH	55	790
209+74 - 222	2+64 STH	55	6,610
224+02 - 247	7+84 STH	55	15,040
249+62 - 253	3+57 STH	55	3,180
255+35 - 260	0+00 STH	55	2,360
262+04 - 270	0+63 STH	55	4,540
21+42 - 22	+00 DESNOYE	ER ST.	200
12+66 - 18	+39 CTH OO (HYLAND	AVE) WEST LEG	3,880
19+90 - 26	+27 CTH 00 (HYLAND	AVE) EAST LEG	2,780
100+00 - 103	1+00 CTH J (LA	WE ST.)	450
50+66 - 51	.+75 BADGEF	R RD.	460
51+75 52	+50 BADGEF	R RD.	330
309+81 - 314	4+14 STH 96 (P	LANK RD)	2,420
60+00 - 63	+14 CTH 00) RAB	1,150
29+53 - 34	+02 GERTUR	DE RD	2,310
36+03 - 40	+56 MALONE	Y RD	2,700
70+00 - 74	+08 MALONEY/STH	1 55 R-A-B	1,980
1121+30 - 112	5+00 USH 41 NB OFF RA	MP RT TURN LN.	670
1200+50 - 120	4+37 USH 41 NB	ON RAMP	290
1123+21 - 112	7+51 USH 41 SB OFF RA	MP RT TURN LN.	740
1116+41 - 112			520
80+00 - 84	+08 IH 41 NE	B R-A-B	2,130
90+00 - 94	+40 IH 41 SE	B R-A-B	1,740
			F7 270

PROJECT TOTALS 57,270

SANITARY PIPE LATERALS

			SPV.0060.06 SANITARY WYE 8-INCH MAIN	SPV.0090.13 SANITARY PIPE LATERALS
STATION	DIR	LOCATION	EA	LF
CATEGORY	0040			
208+32	LT	STH 55	1	30
310+60	RT	STH 96	1	75
100+54	LT	CTH J	1	45
100+84	RT	CTH J	1	15
101+11	LT	CTH J	1	45
101+78	LT	CTH J	1	45
102+43	RT	CTH J	1	15
102+52	LT	CTH J	1	45

PROJECT TOTALS 8 315

SHEET

PROJECT NO: 4650-08-71

HWY: STH 55

COUNTY: OUTAGAMIE

MISCELLANEOUS QUANTITIES

PRINT DATE: September 12, 2017

10

TEMPORARY PEDESTRIAN FACILITIES

		644.1410.S TEMPORARY PEDESTRIAN SURFACE ASPHALT	644.1601.S TEMPORARY CURB RAMP	644.1616.S TEMPORARY PEDESTRIAN SAFETY FENCE
STAGE	LOCATION	SF	EACH	LF
PROJECT 4	650-08-71 CATEGORY 0010			
	STH 55 (DELANGLADE), CTH J - OVIATT ST	1650	2	
1	OVIATT ST		8	200
	DESNOYER ST	300	8	200
	BLACKWELL ST			
	STH 96 (PLANK ROAD)	2550	2	150
2	CTH J (LAWE ST)	50	2	200
	STH 55 (DELANGLADE)	50	2	100

649.0150

TEMPORARY MARKING LINE REMOVABLE TAPE

880

TOTALS 4,900 24 850

REMOVING CONCRETE BASES

	204.0195
	REMOVING
	CONCRETE
	BASES
LOCATION	EACH
PROJECT 4650-08-71 CATEGORY 0010	
STH 55 AND IH 41 NB ON RAMP	4
STH 55 AND IH 41 SB ON RAMP	2
STH 55 AND CTH OO	2
LAWE ST RR CROSSING	1
DELANGLADE SR RR CROSSING	2
PROJECT TOTAL	11

REMOVE PULL BOXES

TOTALS

646.9000 MARKING LINE REMOVAL 4-INCH

LF

31

735

610

65

1,441

SKIP DASH

EDGE LINE

EDGE LINE

SKIP DASH

REMOVING PAVEMENT MARKINGS

LOCATION

STH 55 (LAWE ST)

IH 41 NB EXIT RAMP

IH 41 SB ON RAMP

IH 41 SB EXIT RAMP

			653.0905
			REMOVING PULL BOXES
STATION	DIR	LOCATION	EA
PROJECT 4	4650-08-	71 CATEGORY 0010	
222+72	RT	STH 55	1
222+57	LT	STH 55	1
223+65	RT	STH 55	1
224+17	LT	STH 55	1
		PROJECT TOTAL	4

REMOVE UTILITY POLE

			204.0205
			REMOVING UTILITY POLE
STATION	DIR	LOCATION	EA
PROJECT 4	4650-08-	71 CATEGORY 0010	
222+54	LT	STH 55	1

PROJECT TOTAL 1

		4-1	NCH
		(WHITE)	(YELLOW)
STAGE	LOCATION	LF	LF
PROJECT 46	50-08-71 CATEGORY 0010		
1	STH 55 (LAWE ST)		180
3	IH 41 NB EXIT RAMP	400	
3	IH 41 SB EXIT RAMP	300	

TEMPORARY PAVEMENT MARKING

TOTALS

RAMP SOLAR POWERED GATE

	204.9060.S.01	652.0225	654.0105	654.0220	657.0100	657.0255	657.0425	662.2024.S	662.2040.S
	REMOVE RAMP GATE SYSTEM	CONDUIT RIDGID NONMETALLIC SCHEDULE 40 2-INCH	CONCRETE BASES TYPE 5	CONCRETE CONTROL CABINET BASES TYPE 10	PEDESTAL BASES	TRANSFORMER BASE BREAKAWAY 11 1/2-INCH BOLT CIRCLE	TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT	RAMP CLOSURE GATES SOLAR 24-FT	RAMP CLOSURE GATES SOLAR 40-FT
LOCATION	EACH	LF*	EACH*	EACH	EACH*	EACH*	EACH*	EACH	EACH
PROJECT 4650-08-71 CATEGORY 0010									
STH 55 AND IH 41 NB ON-RAMP	2	150	2	1	1	2	1	1	1
STH 55 AND IH 41 SB ON-RAMP	1	120	2	1	1	2	1	1	1
PROJECT TOTALS	3	270*	4*	2	2*	4*	2*	2	2

*ADDITIONAL QUANTITY LOCATED IN LIGHTING AND TRAFFIC SIGNAL TABLES

PROJECT NO: 4650-08-71 HWY: STH 55 COUNTY: OUTAGAMIE MISCELLANEOUS QUANTITIES SHEET E

STATION TO STATION

205+60 - 207+05

-

1132+40 - 1135+00

1104+75

1101+50

PROJECT 4650-08-71 CATEGORY 0010

1112+10

1107+60

MANAGEMENT OF PETROLEUM-CONTAMINATED SOIL AND GROUNDWATER

					SPV.0195.01						
STATION - STATION ROADWAY		LOCATION	TON								
PROJECT 4	PROJECT 4650-08-71 CATEGORY 0040										
311+00	-	312+50	STH 96	ROADWAY / STORM SEWER	600						
311+00	ı	312+50	STH 96	SANITARY SEWER	150						

PROJECT TOTAL 750

STREET SWEEPING

	SPV.0075.01
	STREET
	SWEEPING
	HRS
CATEGORY 0010	
PROJECT	100
PROJECT TOTAL	100

ROUNDABOUT CONCRETE ITEMS

	602.0410*	405.1000		
	CONCRETE	STAMPING		
STATION	SIDEWALK 5-	COLORED		
	INCH	CONCRETE		
	SF	CY		
PROJECT 4650-08-71 CA	TEGORY 0030			
STH 55/CTH 00 RAB	1,600	25		
STH 55/MALONEY RAB	2,670	40		
STH 55/IH 41 NB RAB	1,740	27		
STH 55/ IH 41 SB RAB	2,520	39		
PROJECT TOTALS	8,530	130		

*ADDITIONAL QUANTIES SHOWN IN CONCRETE SIDEWALK TABLE FOR CAT 0010 & 0020

COVER PLATES TEMPORARY

	SPV.0060.21
	COVER PLATES TEMPORARY
	EA
CATEGORY 0010	
MALONEY RD.PAVING ACCESS	4

PROJECT TOTAL

BACKFILL RAILROAD SPECIAL

LOCATION	SPV.0195.02
200.112011	TON
PROJECT 4650-08-71	
CATEGORY 0010	
LAWE ST RR CROSSING	450

PROJECT TOTAL

450

ROUNDABOUT PLANTING ITEMS

	632.901	SPV.0180.05	SPV.0035.01	SPV.0060.15	632.0201.01	632.0201.02	632.0101.01	632.0201.03	632.0201.04	632.0101.02	SPV.0060.16	632.0201.05	SPV.0060.17	632.0101.03
STATION	LANDSCAPING PLANTING SURVEILLANCE & CARE CYCLES EA	SHREDDED HARDWOOD BARK MULCH SY	PLANTING MIXTURE CY	DAYLILLIES STELLA D'ORO EACH	SEA GREEN JUNIPER EACH	LARGE PYRAMIDAL JUNIPER WITCHITA BLUE EACH	ROYAL RAINDROPS EACH	SUMMERWINE NINEBARK EACH	JUNIPER ANDORRA COMPACTA EACH	JAPANESE LILAC TREE IVORY SILK EACH	KARL FOERSTER EACH	IVORY HALO DOGWOOD	PURPLE DOME ASTERS EACH	CLEVELAND SELECT EACH
PROJECT 4650-08-71 CA		<u> </u>												
STH 55/CTH 00 RAB		220	150	33	6						15	9	69	3
STH 55/MALONEY RAB		545	360	24					6	3	15	3	51	
STH 55/IH 41 NB RAB		415	280	21	6	3	3	9						
STH 55/ IH 41 SB RAB		450	300	21	6	3	3	9						
UNDISTRIBUTED	24													
PROJECT TOTALS	24	1,630	1,090	99	18	6	6	18	6	3	30	12	120	3

TELEVISING STORM SEWER

	SPV.0090.15
	3FV.0030.13
	LF
CATEGORY 0010	
PROJECT	7,892
PROJECT TOTAL	7,892

SALVAGE BRICK PAVERS

	SPV.0165.04
LOCATION	SF
CATEGORY 0010	
STA 39+10, 36' LT, MALONEY	16
PROJECT TOTAL	16

CPM PROGRESS SCHEDULE

1		
	SPV.0060.18	SPV.0060.19
	BASELINE CPM PROGRESS	CPM PROGRESS SCHEDULE AND
	SCHEDULE	ACCEPTED
	SCHEDOLL	REVISIONS
	EA	EA
CATEGORY 0010		
PROJECT	1	2
DD03EGT TOTAL	1	2

PROJECT TOTAL 1

TRAFFIC CONTROL DETOUR SIGN SUMMARY

		1	1			643 8688		643 8385		543 4888				
						643.0900	643.0420	643.0705	643.1050	643.1000		643.0910	643.0920	
					APPROX.	SIGNS	BARRICADES		SIGNS	SIGNS		COVERING SIGNS	COVERING	
					SERVICE		TYPE III	LIGHTS	PORTABLE	FIXED			SIGNS	
cze.				NUMBER	PERIOD			TYPE A	CHANGEABLE	MESSAGE	NO OF	TYPE I	TYPE II	
SIGN NO.	LOCATION	SIGN	SIZE W × H	IN	110	Dave	Dave	Dave	MESSAGE	٠.	CYCLES	EACH	EACH	DEMARKS
				SERVICE	DAYS	DAYS	DAYS	DAYS	DAYS	S.F.		EACH	EACH	REMARKS
	STAGE 1 (GERTRUDE ST/MALONEY RD TO LAWE ST -													
1	1000' S OF TYPE 1 (J; KAUKAUNA; 1 MILE - EXIT 150) ON HWY 41 (SB)	FMS	14'-0"×7'-0"							98.0				SEE SIGN DETAIL
2	ACROSS FROM SIGN # 1 (MEDIAN SIDE)	FMS	14'-0"×7'-0"	1					 	98.0				SEE SIGN DETAIL
3	1000' N OF TYPE 1 (J; KAUKAUNA; 3/4 MILE - EXIT 150) ON HWY 41 (NB)	FMS	14'-0"×7'-0"	1						98.0				SEE SIGN DETAIL
4	ACROSS FROM SIGN # 3 (MEDIAN SIDE)	FMS	14'-0"×7'-0"	1						98.0				SEE SIGN DETAIL
5	MODIFY J2-2 (N-55-AH LT; S-55-AH RT) ON HWY 41 NB EXIT RAMP TO HWY 55	MO 4-8	24"×12"	1	110	110								
	THE SET OF ALL CONTROL OF THE SET OF THE SET OF THE SET					110								
	"	M 3-3	EXISTING						 					
		M 1-6	EXISTING		445				 				 	55
	D4 3 /LT EDEEDOM (CEMANID, MAINAINIA DT) AN U.N. 41 ND EVIT DAMB TO HIM.	MO 5-1-L	21"×21"	1	110	110			 					
6	D1-3 (LT-FREEDOM/SEYMOUR; KAUKAUNA-RT) ON HWY 41 NB EXIT RAMP TO HWY 55										1		1 1	KAUKAUNA-RIGHT
7	J 3-2 (N-55-LT; S-55-RT) ON HWY 41 NB EXIT RAMP TO HWY 55								 		1	 	1 1	SOUTH-55-RIGHT
8	LT OF R1-1 (STOP SIGN - LEFT SIDE) ON HWY 41 NB EXIT RAMP TO HWY 55	MO 4-8	24"×12"	1	110	110			 			 		2001H-23-K1GH1
	"	M 3-3	24"×12"	1	110	110			 					
	п	M 1-6	24"×24"	1	110	110								55
	п	MO 6-1	21"×21"	1	110	110								LEFT
9	SW QUAD OF NB EXIT RAMP & HWY 55 INTERSECTION	R 11-3	60"×30"	1	110	110	110	220						1/2 MILE
10	BELOW SIGN # 9		6'-6"×2'-0"	1	110	110								SEE SIGN DETAIL
11	LT OF D 1-1 (LT-OSHKOSH/MILWAUKEE) ON HWY 55 (NB)	MO 4-8	24"×12"	1	110	110								
	II .	M 3-3	24"×12"	1	110	110								
	II .	M 1-6	24"×24"	1	110	110								55
	п	MO 6-1	21"×21"	1	110	110								AHEAD
12	MODIFY J2-2 (S-55-AH LT; N-55-AH RT) ON HWY 41 SB EXIT RAMP TO HWY 55	MO 4-8	24"×12"	1	110	110								
	н	M 3-3	EXISTING						 					
	II .	M 1-6	EXISTING											55
	п	MO 5-1-R	21"×21"	1	110	110								
13	D1-3 (LT-KAUKAUNA; FREEDOM/SEYMOUR-RT) ON HWY 41 SB EXIT RAMP TO HWY										1		1	KAUKAUNA-LEFT
	55								<u> </u>					10.0010.1011
14	MODIFY J3-2 (S-55-LT; N-55-RT) ON HWY 41 SB EXIT RAMP TO HWY 55	MO 4-8	24"×12"	1	110	110			 					
	"	M 3-3	EXISTING						 					
	II .	M 1-6 MO 6-1	EXISTING 21"×21"	1	110	110			 				 	55 RIGHT
15	LT OF J 4-1 (N-55) ON HWY 55 (NB)	MO 4-8	24"×12"	1	110	110			 			 	 	KIGIII
- 13	LI OF 3 4-1 (N-33) ON THE 33 (NO)	M 3-3	24"×12"	1	110	110			 			 		
	II .	M 1-6	24"×24"	1	110	110			 					55
	II	MO 6-1	21"×21"	1	110	110								AHEAD
16	500' S OF SIGN # 17 ON HWY 55 (NB)	MO 4-8	24"×12"	1	110	110								Allero
	"	M 3-3	24"×12"	1	110	110								
	п	M 1-6	24"×24"	1	110	110								55
		MO 5-1-R	21"×21"	1	110	110								
17	LT OF J 13-1 (JJ LT & RT) ON HWY 55 (NB-NEAR RT)	MO 4-8	24"×12"	1	110	110								
	ii .	M 3-3	24"×12"	1	110	110								
	П	M 1-6	24"×24"	1	110	110								55
	н	MO 6-1	21"×21"	1	110	110								RIGHT
18	BACKSIDE OF SIGN # 17 ON HWY 55 (SB-FAR LT)	MO 4-8	24"×12"	1	110	110								
	II .	M 3-3	24"×12"	1	110	110								
			24"×24"	1	110	110								55
	"	M 1-6 MO 6-1	21"×21"	1	110	110								LEFT

PLAN SHEET PRODUCED BY WisDOT - NE REGION

TRAFFIC CONTROL DETOUR SIGN SUMMARY

						643.0900	643.0420	643.0705	643.1050	643.1000		643.0910	643.0920	
					APPROX.	SIGNS	BARRICADES	WARNING	SIGNS	SIGNS		COVERING	COVERING	
					SERVICE		TYPE III	LIGHTS	PORTABLE	FIXED		SIGNS	SIGNS	
				NUMBER	PERIOD			TYPE A	CHANGEABLE	MESSAGE	NO OF	TYPE I	TYPE II	
SIGN	LOCATION	SIGN CODE	SIZE	IN	110	Dave .	Dave	Dave	MESSAGE	6.5	CYCLES	Facu	FACH	REMARKS
NO.		$\overline{}$	24"×12"	SERVICE	DAYS	DAYS	DAYS	DAYS	DAYS	S.F.		EACH	EACH	KEMAKKS
19	LT OF J 13-2 (JJ LT & RT; CC-RT) ON HWY 55 (SB-FAR LT)	MO 4-8 M 3-3	24 ×12 24"×12"	1 1	110 110	110 110			 					
	II .	M 1-6	24"×24"	1	110	110								55
	:H	MO 6-1	21"×21"	1	110	110								RIGHT
20	BACKSIDE OF SIGN # 19 ON HWY 55 (SB-NEAR RT)	MO 4-8	24"×12"	1	110	110			 					KIGIII
	II	M 3-3	24"×12"	1	110	110								
	п	M 1-6	24"×24"	1	110	110								55
	H .	MO 6-1	21"×21"	1	110	110								LEFT
21	J4-1 (S-55)										1		1	SOUTH 55
22	500' N OF SIGN # 20 ON HWY 55 (SB)	MO 4-8	24"×12"	1	110	110								
	П	M 3-3	24"×12"	1	110	110								
	II .	M 1-6	24"×24"	1	110	110								55
	II .	MO 5-1-L	21"×21"	1	110	110								
23	500' N OF SIGN # 22 ON HWY 55 (SB)	WD 20-2-A	48"×48"	1	110	110								
24	SW QUAD OF HWY 55 & CTY JJ INTERSECTION	R 11-3	60"×30"	1	110	110	110	220	ļ					1 1/2 MILES
25	BELOW SIGN # 24	MO 4-9-L	30"×24"	1	110	110								
26	MODIFY J 13-2 (55-LT & RT; JJ-AH) ON CTY JJ (WB)	M 1-6	EXISTING											55
	"	MO 6-1	21"×21"	1	110	110								RIGHT
27	250' E OF STH 55 INTERSECTION ON CTY JJ (EB)	MO 4-8	24"×12"	1	110	110			 					
		M 3-3	24"×12"	1	110	110			 					
		M 1-6	24"×24" 21"×21"	1	110	110								55 AHEAD
28	MODIFY J1-1 (JCT 55) ON CTY JJ (WB)	MO 6-1 MO 4-8-A	24"×18"	1 1	110 110	110 110			 				 	AREAD
20	PRODIFT 31-1 (3CT 33) ON CTT 33 (WB)	M 1-6	EXISTING		110	110								55
29	250' W OF WEYERS RD INTERSECTION ON CTY JJ (WB)	MO 4-8	24"×12"	1	110	110			 					
	"	M 3-1	24"×12"	1	110	110								
	н	M 1-6	24"×24"	1	110	110								55
	п	MO 6-1	21"×21"	1	110	110								AHEAD
30	250' E OF WEYERS RD INTERSECTION ON CTY JJ (EB)	MO 4-8	24"×12"	1	110	110								
	II.	M 3-3	24"×12"	1	110	110								
	н	M 1-6	24"×24"	1	110	110								55
	II .	MO 6-1	21"×21"	1	110	110								AHEAD
31	500' W OF SIGN # 33 ON CTY JJ (EB)	MO 4-8	24"×12"	1	110	110								
	"	M 3-3	24"×12"	1	110	110								
	"	M 1-6	24"×24"	1	110	110								55
	"	MO 5-1-R	21"×21"	1	110	110								
32	250' W OF CTY J INTERSECTION ON CTY JJ (WB)	MO 4-8	24"×12"	1	110	110								
	"	M 3-1	24"×12"	1	110	110			 				 	
	H H	M 1-6	24"×24"	1	110	110			 				 	55
22	IT OF 3 12 1 /3 IT 8 DT\ ON CTV 33 /50 NEAD DT\	MO 6-1	21"×21"	1	110	110			 				 	AHEAD
33	LT OF J 13-1 (J LT & RT) ON CTY JJ (EB-NEAR RT)	MO 4-8 M 3-3	24"×12" 24"×12"	1 1	110 110	110 110			 			 	 	
		M 1-6	24"×12" 24"×24"	1	110	110			 			 	 	55
	0	MO 6-1	21"×21"	1	110	110			 			 	 	RIGHT
34	BACKSIDE OF J 13-1 (J LT & RT) ON CTY JJ (WB-FAR LT)	MO 4-8	24"×12"	1	110	110							 	K 170111
-77	" (2 ET & RT) ON CIT 33 (NO-FAR ET)	M 3-3	24"×12"	1	110	110							 	
	н	M 1-6	24"×24"	1	110	110							 	55
	II .	MO 6-1	21"×21"	1	110	110								RIGHT

PLAN SHEET PRODUCED BY WisDOT - NE REGION

TRAFFIC CONTROL DETOUR SIGN SUMMARY

					45555X	643.0900	I	643.0705	643.1050	643.1000		643.0910 COVERING	643.0920 COVERING	
					APPROX.	SIGNS	BARRICADES	1	SIGNS	SIGNS		SIGNS	SIGNS	
				NI MADED	SERVICE		TYPE III	LIGHTS	PORTABLE	FIXED	ND 05	l		
CTCN		STCN	CT2F	NUMBER	PERIOD			TYPE A	CHANGEABLE	MESSAGE	NO OF	TYPE I	TYPE II	
SIGN	LOCATION	SIGN CODE	SIZE	IN SERVICE	110 DAYS	Days	DAYS	DAYS	MESSAGE DAYS	۔ ا	CYCLES	EACH	EACH	REMARKS
NO. 35	BACKSIDE OF J 13-1 (JJ LT & RT) ON CTY J (SB-FAR LT)	MO 4-8	24"×12"	2EKATCE	110	DAYS 110	DATS	DATS	DATS	S.F.		EACH	EACH	KEMAKKS
- 33	BACKSIDE OF 3 13-1 (33 ET & KT) ON CIT 3 (38-FAK ET)	M 3-1	24"×12"	1	110	110								
	n n	M 1-6	24"×24"	1	110	110								55
	n n	MO 6-1	21"×21"	1	110	110								LEFT
36	LT OF J 13-1 (JJ LT & RT) ON CTY J (NB-NEAR RT)	MO 4-8	24"×12"	1	110	110								
	"	M 3-1	24"×12"	1	110	110								
	п	M 1-6	24"×24"	1	110	110								55
	II .	MO 6-1	21"×21"	1	110	110								LEFT
37	250 ' S OF CTY JJ INTERSECTION ON CTY J (SB)	MO 4-8	24"×12"	1	110	110								
	"	M 3-3	24"×12"	1	110	110								
	"	M 1-6	24"×24"	1	110	110								55
	"	MO 6-1	21"×21"	1	110	110								AHEAD
38	LT OF J1-1 (JCT JJ) ON CTY J (NB)	MO 4-8	24"×12"	1	110	110								
	ii .	M 3-1	24"×12"	1	110	110								
	"	M 1-6	24"×24"	1	110	110								55
	ii .	MO 5-1-L	21"×21"	1	110	110								
39	LT OF D1-3 (AH-KAUKAUNA/GREEN BAY; MILWAUKEE-LT) ON CTY J (SB)	MO 4-8	24"×12"	1	110	110								
	II .	M 3-3	24"×12"	1	110	110								
	II .	M 1-6	24"×24"	1	110	110								55
	"	MO 6-1	21"×21"	1	110	110								AHEAD
40	ABOVE D1-2 (TILT LT-SOUTH 41; J-TILT RT) ON CTY J (NB) NORTH SPLITTER ISLAND-NORTH RAB	MO 4-8	24"×12"	2	110	220								
	II .	M 3-3	24"×12"	1	110	110								
		M 3-1	24"×12"	1	110	110								
	"	M 50-2	48"×24"	1	110	110								55-55
	ii .	MO 6-2	21"×21"	1	110	110								LEFT
	"	MO 6-2	21"×21"	1	110	110								RIGHT
41	RT OF R 1-2 (YIELD SIGN) ON HWY 41 (SB) EXIT RAMP TO CTY J RT SIDE	MO 4-8	24"×12"	2	110	220								
	"	M 3-3	24"×12"	1	110	110								
	"	M 3-1	24"×12"	1	110	110								
	"	M 50-2	48"×24"	1	110	110								55-55
	"	MO 6-1	21"×21"	1	110	110								LEFT
		MO 6-1	21"×21"	1	110	110								RIGHT
42	100' W OF D1-1 (ROUND-A-BOUT: LT- J/KAUKAUNA; J) ON 41 SB EXIT RAMP TO CTY J	MO 4-8	24"×12"	2	110	220								
	"	M 3-3	24"×12"	1	110	110								
	"	M 3-1	24"×12"	1	110	110								
	"	M 50-2	48"×24"	1	110	110								55-55
	"	MO 5-1-L	21"×21"	1	110	110								
		MO 5-1-R	21"×21"	1	110	110								
43	ABOVE D1-2 (NORTH-41; J-TILT RT) ON CTY J (SB) SOUTH SPLITTER ISLAND- NORTH RAB	MO 4-8	24"×12"	1	110	110								
	"	M 3-3	24"×12"	1	110	110								
	"	M 1-6	24"×24"	1	110	110								55
	" " " " " " " " " " " " " " " " " " "	MO 6-2	21"×21"	1	110	110			 				 	RIGHT
44	ABOVE D1-2 (SOUTH-41; J-TILT RT) ON CTY J (NB) NORTH SPLITTER ISLAND- SOUTH RAB	MO 4-8	24"×12"	1	110	110								
	ii .	M 3-1	24"×12"	1	110	110								
	II .	M 1-6	24"×24"	1	110	110								55
	"	MO 6-2	21"×21"	1	110	110				- 1			I	RIGHT

PLAN SHEET PRODUCED

BY WisDOT - NE REGION

TRAFFIC CONTROL DETOUR SIGN SUMMARY

				Т		643.0900	643.0420	643.0705	643.1050	643.1000		643.0910	643.0920	
					APPROX.	1	BARRICADES	WARNING	SIGNS	SIGNS		COVERING	COVERING	
					SERVICE	323,13	TYPE III	LIGHTS	PORTABLE	FIXED		SIGNS	SIGNS	
				NUMBER	PERIOD			TYPE A	CHANGEABLE	MESSAGE	NO OF	TYPE I	TYPE II	
SIGN		SIGN	SIZE	IN	110			'''- ^	MESSAGE	FIEDDAGE	CYCLES	''''	'''' 11	
NO.	LOCATION	CODE	$W \times H$	SERVICE	DAYS	DAYS	DAYS	DAYS	DAYS	S.F.		EACH	EACH	REMARKS
45	100' E OF D1-1 (ROUND-A-BOUT: LT- J; J-KAUKAUNA-RT) ON 41 NB EXIT RAMP	MO 4-8	24"×12"	2	110	220								
43	TO CTY J			-										
	"	M 3-1	24"×12"	1	110	110								
	"	M 3-3	24"×12"	1	110	110								
	"	M 50-2	48"×24"	1	110	110								55-55
	"	MO 5-1-L	21"×21"	1	110	110								
46	RT OF R 1-2 (YIELD SIGN) ON HWY 41 (SB) EXIT RAMP TO CTY J RT SIDE	MO 5-1-R MO 4-8	21"×21" 24"×12"	2	110 110	110 220								
46	KT OF K 1-2 (TIELD SIGN) ON HWY 41 (SB) EXT KAMP TO CIT S KT SIDE	M 3-1	24 ×12"	1	110	110								
		M 3-3	24"×12"	1	110	110								
	п	M 50-2	48"×24"	1	110	110								55-55
	II II	MO 6-1	21"×21"	1	110	110								LEFT
	п	MO 6-1	21"×21"	1	110	110								RIGHT
47	ABOVE D1-2 (TILT RT-41-NORTH; J-TILT RT) ON CTY J (SB) SOUTH SPLITTER ISLAND-SOUTH RAB	MO 4-8	24"×12"	2	110	220								
	п	M 3-1	24"×12"	1	110	110								
		M 3-3	24"×12"	1	110	110								
	"	M 50-2	48"×24"	1	110	110								55-55
	"	MO 6-2	21"×21"	1	110	110								LEFT
	"	MO 6-2	21"×21"	1	110	110								RIGHT
48	LT OF J1-1 (JCT 41) ON CTY J (NB)	MO 4-8	24"×12"	1	110	110								
	"	M 3-1	24"×12"	1	110	110								
	"	M 1-6	24"×24"	1	110	110								55
40	LT OF HIAD A (DATIDOAD CONSCINC) BU CTV 7 (CD)	MO 6-1	21"×21"	1	110	110								AHEAD
49	LT OF W 10-1 (RAILROAD CROSSING) ON CTY J (SB)	MO 4-8	24"×12" 24"×12"	1	110	110								
	II II	M 3-3 M 1-6	24 ×12 24"×24"	1	110 110	110 110								55
	п	MO 6-1	21"×21"	1	110	110								AHEAD
50	NW QUAD OF CTY OO & CTY J INTERSECTION	R 11-3	60"×30"	1	110	110	110	220						1 MILE
51	VACANT													
52	MODIFY J1-3 (JCT 96; JCT 55; END J) ON CTY J (SB)	MO 4-8-A	24"×18"	1	110	110						1		
	"	M 1-6	EXISTING											55
53	NE QUAD OF STH 55 & CTY J INTERSECTION	R 11-3	60"×30"	1	110	110	110	220						1/4 MILE
54	BELOW SIGN # 53	MO 4-9-	30"×24"	1	110	110								
55	MODIFY J3-2 (N-55-LT; E-96-RT) ON STH 55 (NB)	MO 4-8	24"×12"	1	110	110								
	"	M 3-1	EXISTING											
	"	M 1-6	EXISTING		4.55	445								55
F.C.0	RT OF CANITILEVER SIGN STRUCTURE ON HWT 55 (NB)	MO 6-1	21"×21"	1	110	110						-		AHEAD
56A	KI OF CHATITEENER STRN STRNCTORE ON HMI 22 (NR)	MO 4-8 M 3-1	24"×12" 24"×12"	1	110 110	110 110								
	II II	M 1-6	24"×12" 24"×24"	1	110	110						 		55
	II II	MO 6-1	21"×21"	1	110	110						 		AHEAD
56B	D1-3 (WRIGHTSTOWN-TILT RT; LT-SEYMOUR/GREEN BAY) ON CANTILEVER SIGN STRUCTURE ON HWTY 55 (NB)		/		220	-20					1		1	LEFT SEYMOUR/GREENBAY
56C	J23-1 (TO-41-LT) ON CANTILEVER SIGN STRUCTURE ON HWY 55 (NB)										1		1	TO-41-LEFT
5 6D	R3-5-L (LEFT TURN ONLY) ON CANTILEVER SIGN STRUCTURE ON HWY 55 (NB)										1	1	1	LEFT TURN ONLY
57	500' W OF SIGN # 56A ON HWY 55 (NB)	WD 20-2-A	48"×48"	1	110	110								
	PAGE SUBTOTALS			40		4,400	220	440	0	0		0	3	

PLAN SHEET PRODUCED BY WisDOT - NE REGION

		TRAFFI	C CONTROL D	ETOUR SI	GN SUMMA	ARY								
				NUMBER	APPROX. SERVICE PERIOD	643.0900 SIGNS	643.0420 BARRICADES TYPE III	643.0705 WARNING LIGHTS TYPE A	643.1050 SIGNS PORTABLE CHANGEABLE	643.1000 SIGNS FIXED MESSAGE	NO OF	643.0910 COVERING SIGNS TYPE I	643.0920 COVERING SIGNS TYPE II	
SIGN		SIGN	SIZE	IN	110				MESSAGE	11222732	CYCLES			
NO.	LOCATION	CODE	$W \times H$	SERVICE	DAYS	DAYS	DAYS	DAYS	DAYS	S.F.		EACH	EACH	REMARKS
58	RT OF STOP SIGN ON HWY 96 (WB) @ HWY 55 INTERSECTION	MO 4-8	24"×12"	1	110	110								
	"	M 3-1	24"×12"	1	110	110								
	n .	M 1-6 MO 6-1	24"×24" 21"×21"	1 1	110 110	110 110							-	55 RIGHT
59	MODIFY J3-2 (TO-41/N-55-TILT RT) ON HWY 96 (WB)	MO 4-8	24"×12"	1	110	110								KIGHI
-	"	M 4-5	EXISTING	<u> </u>	110	110								
	"	M 1-4	EXISTING											41
	u .	M 3-1	EXISTING											
	"	M 1-6	EXISTING											55
		MO 5-1-R	21"×21"	1	110	110								
60	500' E OF SIGN # 59 ON HWY 96 (WB)	M 3-1	24"×12"	1	110	110								
	"	M 1-6	24"×24"	1	110	110								55
61	FIELD DETERMINED - HWY 55 (NB)	WD 20-2-A	48"×48"	1 1	110	110			7				$\overline{}$	PRIOR TO CONSRTRUC
62	FIELD DETERMINED - HWY 55 (NB)			1					7					PRIOR TO CONSRTRUC
02	PAGE SUBTOTALS			11		990	0	0	14	0			0	ILKTOK TO CONSKIKOC
	STAGE 1 SUBTOTALS			181		19,250	440	880	14	392		0	7	
		ERSECTIO	N - CLOS			19,250	440	880	14	392		0	7	
	STAGE 2 (LAWE ST/DELANGLADE ST/PLANK RD INTE				60	19,250	440	880	14	392		0	7	
		M 3-3	24"×12"	SED)	60	60	440	880	14	392		0	7	
	STAGE 2 (LAWE ST/DELANGLADE ST/PLANK RD INTE	M 3-3 M 1-6	24"X12" 24"X24"	(SED)	60 60	60 60	440	880	14	392		0	7	55
63	STAGE 2 (LAWE ST/DELANGLADE ST/PLANK RD INTE	M 3-3 M 1-6 W 20-2A	24"X12" 24"X24" 48"X48"	5ED)	60 60 60	60 60 60	440	880	14	392		0	7	55
63	STAGE 2 (LAWE ST/DELANGLADE ST/PLANK RD INTE	M 3-3 M 1-6 W 20-2A M0 4-8	24"×12" 24"×24" 48"×48" 24"×12"	1 1 1 1	60 60 60	60 60 60	440	880	14	392		0	7	55
63	STAGE 2 (LAWE ST/DELANGLADE ST/PLANK RD INTE	M 3-3 M 1-6 W 20-2A M0 4-8 M 3-3	24"X12" 24"X24" 48"X48" 24"X12" 24"X12"	1 1 1 1	60 60 60 60	60 60 60 60	440	880	14	392		0	7	
63	STAGE 2 (LAWE ST/DELANGLADE ST/PLANK RD INTE I-41 NB OFF-RAMP TO STH 55, PLACE 600' PRIOR TO RAMP INTERSECTION " I-41 NB OFF-RAMP TO STH 55, PLACE 300' PRIOR TO RAMP INTERSECTION "	M 3-3 M 1-6 W 20-2A M0 4-8	24"×12" 24"×24" 48"×48" 24"×12"	1 1 1 1	60 60 60 60	60 60 60	440	880	14	392		0	7	55 55
63	STAGE 2 (LAWE ST/DELANGLADE ST/PLANK RD INTE I-41 NB OFF-RAMP TO STH 55, PLACE 600' PRIOR TO RAMP INTERSECTION " I-41 NB OFF-RAMP TO STH 55, PLACE 300' PRIOR TO RAMP INTERSECTION "	M 3-3 M 1-6 W 20-2A M0 4-8 M 3-3 M 1-6 M0 5-1L M0 4-8	24"X12" 24"X24" 48"X48" 24"X12" 24"X12" 24"X24" 21"X21" 24"X12"	1 1 1 1 1 1	60 60 60 60 60	60 60 60 60 60 60 60	440	880	14	392		0	7	
63	STAGE 2 (LAWE ST/DELANGLADE ST/PLANK RD INTE I-41 NB OFF-RAMP TO STH 55, PLACE 600' PRIOR TO RAMP INTERSECTION " I-41 NB OFF-RAMP TO STH 55, PLACE 300' PRIOR TO RAMP INTERSECTION " I-41 NB OFF-RAMP TO STH 55, PLACE LEFT OF EXISTING STOP SIGN ON LEFT SHOULDER "	M 3-3 M 1-6 W 20-2A MO 4-8 M 3-3 M 1-6 MO 5-1L MO 4-8 M 3-3	24"X12" 24"X24" 48"X48" 24"X12" 24"X12" 24"X24" 21"X21" 24"X12" 24"X12"	1 1 1 1 1 1	60 60 60 60 60 60 60 60	60 60 60 60 60 60 60	440	880	14	392		0	7	55
63	STAGE 2 (LAWE ST/DELANGLADE ST/PLANK RD INTE I-41 NB OFF-RAMP TO STH 55, PLACE 600' PRIOR TO RAMP INTERSECTION " I-41 NB OFF-RAMP TO STH 55, PLACE 300' PRIOR TO RAMP INTERSECTION " " I-41 NB OFF-RAMP TO STH 55, PLACE LEFT OF EXISTING STOP SIGN ON LEFT SHOULDER "	M 3-3 M 1-6 W 20-2A MO 4-8 M 3-3 M 1-6 MO 5-1L MO 4-8 M 3-3 M 1-6	24"X12" 24"X24" 48"X48" 24"X12" 24"X12" 24"X24" 21"X21" 24"X12" 24"X12" 24"X12"	1 1 1 1 1 1 1 1	60 60 60 60 60 60 60 60	60 60 60 60 60 60 60 60	440	880	14	392		0	7	55
63	STAGE 2 (LAWE ST/DELANGLADE ST/PLANK RD INTE	M 3-3 M 1-6 W 20-2A MO 4-8 M 3-3 M 1-6 MO 5-1L MO 4-8 M 3-3 M 1-6 MO 6-1	24"X12" 24"X24" 48"X48" 24"X12" 24"X12" 24"X24" 21"X21" 24"X12" 24"X12" 24"X12"	1 1 1 1 1 1 1 1 1	60 60 60 60 60 60 60 60 60	60 60 60 60 60 60 60 60			14	392		0	7	55 S5 LEFT
64	STAGE 2 (LAWE ST/DELANGLADE ST/PLANK RD INTE I-41 NB OFF-RAMP TO STH 55, PLACE 600' PRIOR TO RAMP INTERSECTION " I-41 NB OFF-RAMP TO STH 55, PLACE 300' PRIOR TO RAMP INTERSECTION " I-41 NB OFF-RAMP TO STH 55, PLACE LEFT OF EXISTING STOP SIGN ON LEFT SHOULDER " STH 55, PLACE IN MEDIAN AT I-41 SB RAMP INTERSECTION, FACING NORTH	M 3-3 M 1-6 W 20-2A MO 4-8 M 3-3 M 1-6 MO 5-1L MO 4-8 M 3-3 M 1-6 MO 6-1 R 11-3	24"X12" 24"X24" 48"X48" 24"X12" 24"X12" 24"X24" 21"X21" 24"X12" 24"X12" 24"X12" 24"X12" 60"X30"	1 1 1 1 1 1 1 1 1 1	60 60 60 60 60 60 60 60 60 60	60 60 60 60 60 60 60 60 60	60	120	14	392		0	7	55 S5 LEFT
64	STAGE 2 (LAWE ST/DELANGLADE ST/PLANK RD INTE	M 3-3 M 1-6 W 20-2A MO 4-8 M 3-3 M 1-6 MO 5-1L MO 4-8 M 3-3 M 1-6 MO 6-1 R 11-3 MO 4-8	24"X12" 24"X24" 48"X48" 24"X12" 24"X12" 24"X24" 21"X21" 24"X12" 24"X12" 24"X12" 60"X30" 24"X12"	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	60 60 60 60 60 60 60 60 60 60 60	60 60 60 60 60 60 60 60 60			14	392		0	7	55 S5 LEFT
63 64 65	STAGE 2 (LAWE ST/DELANGLADE ST/PLANK RD INTE I-41 NB OFF-RAMP TO STH 55, PLACE 600' PRIOR TO RAMP INTERSECTION " I-41 NB OFF-RAMP TO STH 55, PLACE 300' PRIOR TO RAMP INTERSECTION " I-41 NB OFF-RAMP TO STH 55, PLACE LEFT OF EXISTING STOP SIGN ON LEFT SHOULDER " STH 55, PLACE IN MEDIAN AT I-41 SB RAMP INTERSECTION, FACING NORTH	M 3-3 M 1-6 W 20-2A MO 4-8 M 3-3 M 1-6 MO 5-1L MO 4-8 M 3-3 M 1-6 MO 6-1 R 11-3 MO 4-8 M 3-3	24"X12" 24"X24" 48"X48" 24"X12" 24"X12" 24"X24" 21"X21" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12"	1 1 1 1 1 1 1 1 1 1	60 60 60 60 60 60 60 60 60 60 60 60	60 60 60 60 60 60 60 60 60 60			14	392		0	7	55 S5 LEFT 0.2 MILES AHEAD
63 64 65 66 67	STAGE 2 (LAWE ST/DELANGLADE ST/PLANK RD INTE I-41 NB OFF-RAMP TO STH 55, PLACE 600' PRIOR TO RAMP INTERSECTION " I-41 NB OFF-RAMP TO STH 55, PLACE 300' PRIOR TO RAMP INTERSECTION " I-41 NB OFF-RAMP TO STH 55, PLACE LEFT OF EXISTING STOP SIGN ON LEFT SHOULDER " STH 55, PLACE IN MEDIAN AT I-41 SB RAMP INTERSECTION, FACING NORTH STH 55, N. OF I-41, PLACE LEFT OF EXISTING J4-1 SIGN "	M 3-3 M 1-6 W 20-2A MO 4-8 M 3-3 M 1-6 MO 5-1L MO 4-8 M 3-3 M 1-6 MO 6-1 R 11-3 MO 4-8	24"X12" 24"X24" 48"X48" 24"X12" 24"X12" 24"X24" 21"X21" 24"X12" 24"X12" 24"X12" 60"X30" 24"X12"	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	60 60 60 60 60 60 60 60 60 60 60	60 60 60 60 60 60 60 60 60			14	392		0	7	55 S5 LEFT
63 64 65 66 67	STAGE 2 (LAWE ST/DELANGLADE ST/PLANK RD INTE I-41 NB OFF-RAMP TO STH 55, PLACE 600' PRIOR TO RAMP INTERSECTION " I-41 NB OFF-RAMP TO STH 55, PLACE 300' PRIOR TO RAMP INTERSECTION " I-41 NB OFF-RAMP TO STH 55, PLACE LEFT OF EXISTING STOP SIGN ON LEFT SHOULDER " STH 55, PLACE IN MEDIAN AT I-41 SB RAMP INTERSECTION, FACING NORTH STH 55, N. OF I-41, PLACE LEFT OF EXISTING J4-1 SIGN	M 3-3 M 1-6 W 20-2A MO 4-8 M 3-3 M 1-6 MO 5-1L MO 4-8 M 3-3 M 1-6 MO 6-1 R 11-3 MO 4-8 M 3-3 M 1-6	24"X12" 24"X24" 48"X48" 24"X12" 24"X12" 24"X24" 21"X21" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12"	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	60 60 60 60 60 60 60 60 60 60 60 60	60 60 60 60 60 60 60 60 60 60 60			14	392			7	55 55 LEFT 0.2 MILES AHEAD
63 64 65 66 67	STAGE 2 (LAWE ST/DELANGLADE ST/PLANK RD INTE I-41 NB OFF-RAMP TO STH 55, PLACE 600' PRIOR TO RAMP INTERSECTION " I-41 NB OFF-RAMP TO STH 55, PLACE 300' PRIOR TO RAMP INTERSECTION " I-41 NB OFF-RAMP TO STH 55, PLACE LEFT OF EXISTING STOP SIGN ON LEFT SHOULDER " STH 55, PLACE IN MEDIAN AT I-41 SB RAMP INTERSECTION, FACING NORTH STH 55, N. OF I-41, PLACE LEFT OF EXISTING J4-1 SIGN "	M 3-3 M 1-6 W 20-2A MO 4-8 M 3-3 M 1-6 MO 5-1L MO 4-8 M 3-3 M 1-6 MO 6-1 R 11-3 MO 4-8 M 3-3 M 1-6 MO 4-8 M 3-3 M 1-6	24"X12" 24"X24" 48"X48" 24"X12" 24"X12" 24"X21" 24"X21" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12"	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	60 60 60 60 60 60 60 60 60 60 60 60 60	60 60 60 60 60 60 60 60 60 60 60 60 60			14	392		0	7	55 S5 LEFT 0.2 MILES AHEAD
63 64 65 66 67 68	STAGE 2 (LAWE ST/DELANGLADE ST/PLANK RD INTE I-41 NB OFF-RAMP TO STH 55, PLACE 600' PRIOR TO RAMP INTERSECTION " I-41 NB OFF-RAMP TO STH 55, PLACE 300' PRIOR TO RAMP INTERSECTION " " I-41 NB OFF-RAMP TO STH 55, PLACE LEFT OF EXISTING STOP SIGN ON LEFT SHOULDER " STH 55, PLACE IN MEDIAN AT I-41 SB RAMP INTERSECTION, FACING NORTH STH 55, N. OF I-41, PLACE LEFT OF EXISTING J4-1 SIGN " STH 55, S. OF CTH JJ, PLACE 500' S. OF CTH JJ INTERSECTION "	M 3-3 M 1-6 W 20-2A MO 4-8 M 3-3 M 1-6 MO 5-1L MO 4-8 M 3-3 M 1-6 MO 6-1 R 11-3 MO 4-8 M 3-3 M 1-6 MO 4-8 M 3-3 M 1-6 MO 5-1R	24"X12" 24"X24" 48"X48" 24"X12" 24"X12" 24"X21" 24"X21" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12"	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	60 60 60 60 60 60 60 60 60 60 60 60 60 6	60 60 60 60 60 60 60 60 60 60 60 60 60 6			14	392			7	55 SS LEFT 0.2 MILES AHEAD
63 64 65 66 67 68	STAGE 2 (LAWE ST/DELANGLADE ST/PLANK RD INTERSECTION I-41 NB OFF-RAMP TO STH 55, PLACE 600' PRIOR TO RAMP INTERSECTION I-41 NB OFF-RAMP TO STH 55, PLACE 300' PRIOR TO RAMP INTERSECTION I-41 NB OFF-RAMP TO STH 55, PLACE LEFT OF EXISTING STOP SIGN ON LEFT SHOULDER I SHOULDER STH 55, PLACE IN MEDIAN AT I-41 SB RAMP INTERSECTION, FACING NORTH STH 55, N. OF I-41, PLACE LEFT OF EXISTING J4-1 SIGN STH 55, S. OF CTH JJ, PLACE 500' S. OF CTH JJ INTERSECTION	M 3-3 M 1-6 W 20-2A M0 4-8 M 3-3 M 1-6 M0 5-1L M0 4-8 M 3-3 M 1-6 M0 6-1 R 11-3 M0 4-8 M 3-3 M 1-6 M0 4-8 M 3-3 M 1-6 M0 4-8 M 3-3 M 1-6 M0 4-8	24"X12" 24"X24" 48"X48" 24"X12" 24"X12" 24"X24" 21"X21" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12"	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	60 60 60 60 60 60 60 60 60 60 60 60 60 6	60 60 60 60 60 60 60 60 60 60 60 60 60 6			14	392		0	7	55 SS LEFT 0.2 MILES AHEAD
63 64 65 66 67 68	STAGE 2 (LAWE ST/DELANGLADE ST/PLANK RD INTERSECTION I-41 NB OFF-RAMP TO STH 55, PLACE 600' PRIOR TO RAMP INTERSECTION "" I-41 NB OFF-RAMP TO STH 55, PLACE 300' PRIOR TO RAMP INTERSECTION "" I-41 NB OFF-RAMP TO STH 55, PLACE LEFT OF EXISTING STOP SIGN ON LEFT SHOULDER "" STH 55, PLACE IN MEDIAN AT I-41 SB RAMP INTERSECTION, FACING NORTH STH 55, N. OF I-41, PLACE LEFT OF EXISTING J4-1 SIGN "" STH 55, S. OF CTH JJ, PLACE 500' S. OF CTH JJ INTERSECTION "" STH 55, AT CTH JJ INTERSECTION, PLACE LEFT OF EXISTING J13-1 SIGN ""	M 3-3 M 1-6 W 20-2A MO 4-8 M 3-3 M 1-6 MO 5-1L MO 4-8 M 3-3 M 1-6 MO 6-1 R 11-3 MO 4-8 M 3-3 M 1-6 MO 4-8 M 3-3 M 1-6 MO 5-1R MO 4-8 M 3-3 M 1-6 MO 4-8 M 3-3	24"X12" 24"X24" 48"X48" 24"X12" 24"X12" 24"X21" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12"	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	60 60 60 60 60 60 60 60 60 60 60 60 60 6	60 60 60 60 60 60 60 60 60 60 60 60 60 6			14	392		0		55 LEFT 0.2 MILES AHEAD 55
63 64 65 66 67 68	STAGE 2 (LAWE ST/DELANGLADE ST/PLANK RD INTE I-41 NB OFF-RAMP TO STH 55, PLACE 600' PRIOR TO RAMP INTERSECTION " I-41 NB OFF-RAMP TO STH 55, PLACE 300' PRIOR TO RAMP INTERSECTION " " I-41 NB OFF-RAMP TO STH 55, PLACE LEFT OF EXISTING STOP SIGN ON LEFT SHOULDER " STH 55, PLACE IN MEDIAN AT I-41 SB RAMP INTERSECTION, FACING NORTH STH 55, N. OF I-41, PLACE LEFT OF EXISTING J4-1 SIGN " STH 55, S. OF CTH JJ, PLACE 500' S. OF CTH JJ INTERSECTION "	M 3-3 M 1-6 W 20-2A M0 4-8 M 3-3 M 1-6 M0 5-1L M0 4-8 M 3-3 M 1-6 M0 6-1 R 11-3 M0 4-8 M 3-3 M 1-6 M0 4-8 M 3-3 M 1-6 M0 4-8 M 3-3 M 1-6 M0 4-8 M 3-3 M 1-6 M0 4-8 M 3-3 M 1-6 M0 5-1R M0 4-8 M 3-3 M 1-6	24"X12" 24"X24" 48"X48" 24"X12" 24"X12" 24"X24" 21"X21" 24"X12"	SED) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	60 60 60 60 60 60 60 60 60 60 60 60 60 6	60 60 60 60 60 60 60 60 60 60 60 60 60 6			14	392				55 LEFT 0.2 MILES AHEAD 55
63 64 65 66 67 68	STAGE 2 (LAWE ST/DELANGLADE ST/PLANK RD INTERSECTION I-41 NB OFF-RAMP TO STH 55, PLACE 600' PRIOR TO RAMP INTERSECTION "" I-41 NB OFF-RAMP TO STH 55, PLACE 300' PRIOR TO RAMP INTERSECTION "" I-41 NB OFF-RAMP TO STH 55, PLACE LEFT OF EXISTING STOP SIGN ON LEFT SHOULDER "" STH 55, PLACE IN MEDIAN AT I-41 SB RAMP INTERSECTION, FACING NORTH STH 55, N. OF I-41, PLACE LEFT OF EXISTING J4-1 SIGN "" STH 55, S. OF CTH JJ, PLACE 500' S. OF CTH JJ INTERSECTION "" STH 55, AT CTH JJ INTERSECTION, PLACE LEFT OF EXISTING J13-1 SIGN ""	M 3-3 M 1-6 W 20-2A MO 4-8 M 3-3 M 1-6 MO 5-1L MO 4-8 M 3-3 M 1-6 MO 6-1 R 11-3 MO 4-8 M 3-3 M 1-6 MO 4-8 M 3-3 M 1-6 MO 5-1R MO 4-8 M 3-3 M 1-6 MO 4-8 M 3-3	24"X12" 24"X24" 48"X48" 24"X12" 24"X12" 24"X21" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12" 24"X12"	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	60 60 60 60 60 60 60 60 60 60 60 60 60 6	60 60 60 60 60 60 60 60 60 60 60 60 60 6			14	392			7	55 LEFT 0.2 MILES AHEAD 55

M 1-6 24"X24" MO 5-1L 21"X21" 60 PLAN SHEET PRODUCED PAGE SUBTOTALS 30 1,800

48"X48"

24"X12"

24"X12"

W 20-2A

MO 4-8

M 3-3

BY WisDOT - NE REGION

STH 55, N. OF CTH JJ, PLACE 1000' N. OF CTH JJ INTERSECTION

STH 55, N. OF CTH JJ, PLACE 500' N. OF CTH JJ INTERSECTION

71

72

SHEET Ε HWY: STH 55/STH 96 COUNTY: OUTAGAMIE MISCELLANEOUS QUANTITIES PROJECT NUMBER: 4650-08-71

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TRAFFIC CONTROL DETOUR SIGN SUMMARY

					APPROX.	643.0900 SIGNS	643.0420 BARRICADES	643.0705 WARNING	643.1050 SIGNS	643.1000 SIGNS		643.0910 COVERING	643.0920 COVERING	
					SERVICE	21/3/12	TYPE III	LIGHTS	PORTABLE	FIXED		SIGNS	SIGNS	
				NUMBER	PERIOD			TYPE A	CHANGEABLE	MESSAGE	NO OF	TYPE I	TYPE II	
SIGN		SIGN	SIZE	IN	60				MESSAGE		CYCLES			
NO.	LOCATION	CODE	W × H	SERVICE	DAYS	DAYS	DAYS	DAYS	DAYS	S.F.		EACH	EACH	REMA
73	STH 55, AT CTH JJ INTERSECTION, PLACE LEFT OF EXISTING J13-1 SIGN	MO 4-8	24"×12"	1	60	60								
	"	M 3-3	24"X12"	1	60	60								
	"	M 1-6	24"X24"	1	60	60								55
	"	MO 6-1	21"X21"	1	60	60								LEF
74	CTH JJ, E. OF STH 55, MODIFY EXISTING J1-1 AS SHOWN	MO 4-8A	24"X18"	1	60	60								
75	500' N J1-1 (JCT JJ) ON STH 96	W20-2-A	48"×48"	1	60	60								
76	LT OF J1-1 (JCT JJ) ON STH 96 (WB)	MO 4-8	24"×12"	1	60	60								
	" "	M 3-4	24"×12"	1	60	60								
	" "	M 1-6	24"×24"	1	60	60								96
77	RT OF J3-1 (JJ-RT ARROW) ON HWY 96 (WB)	MO 5-1-R MO 4-8	21"×21" 24"×12"	1 1	60	60 60								
//	" " " " " " " " " " " " " " " " " " "	M 3-4	24 ×12 24"×12"	1	60 60	60								
	li li	M 1-6	24"×24"	1	60	60								96
	ıı .	MO 6-1	21"×21"	1	60	60			 				 	RIGH
78A	SW QUAD OF STH 96 & CTH JJ INTERSECTION	R11-3	60"×30"	1	60	60	60	120	 				 	3/4 M
78B	BELOW SIGN # 78A	MO 4-9-L	30"×24"	1	60	60	- 00	220						27 - 1 - 1
79	MODIFY J3-1 (96-DBL ARROW)	M 1-6	EXISTING											
	ii .	MO 6-1	21"×21"	1	60	60								LEF
80	50' W OF CTH JJ & EAST FRONTAGE RD INTERSECTION	MO 4-8	24"×12"	1	60	60								
	"	M 3-4	24"×12"	1	60	60								
	"	M 1-6	24"×24"	1	60	60								96
	"	MO 6-1	21"×21"	1	60	60								AHE
81	MODIFY J1-1 (JCT 96)	MO 4-8-A	24"×18"	1	60	60								
	" TOTAL HERE PER PROVINCE TO THE SECRETARY ON CITY 22 (NO.)	M 1-6	EXISTING			60								
82	100' W OF WEST FRONTAGE RD INTERSECTION ON CTH 33 (WB)	MO 4-8	24"×12"	1	60	60								
	"	M 3-4 M 1-6	24"×12" 24"×24"	1	60 60	60 60								96
	ıı .	MO 6-1	21"×21"	1	60	60								AHE
83	RT OF 31-1 (3CT 3) ON CTH 33 (WB)	MO 4-8	24"×12"	1	60	60								73127
	"	M 3-4	24"×12"	1	60	60								
	II .	M 1-6	24"×24"	1	60	60								96
	"	MO 5-1-L	21"×21"	1	60	60								
84	RT OF J13-1 (J-DBL ARROW) ON CTH JJ (WB-NEAR RT)	MO 4-8	24"×12"	1	60	60								
	"	M 3-4	24"×12"	1	60	60								
	"	M 1-6	24"×24"	1	60	60								96
	"	MO 6-1	21"×21"	1	60	60								LEF
85	CTH JJ, AT CTH J INTERSECTION, PLACE RIGHT OF EXISTING J13-1 SIGN	MO 4-8 M 3-3	24"×12" 24"×12"	1	60	60 60								
	"	M 1-6	24 ×12 24"×24"	1	60 60	60			 					55
	ıı .	MO 6-1	21"×21"	1	60	60								RIG
86	200' S OF CTY JJ INTERSECTION ON CTH J (SB)	MO 4-8	24"×12"	1	60	60								KIGI
	"	M 3-3	24"×12"	1	60	60								
	"	M 50-2	48"×24"	1	60	60								55-9
	"	MO 6-1	21"X21"	1	60	60								AHEA
	"	MO 4-8	24"X12"	1	60	60								
	"	M 3-4	24"×12"	1	60	60								
	"	MO 6-1	21"×21"	1	60	60								AHEA
87	200' E OF CTY J INTERSECTION ON CTH JJ (EB)	MO 4-8	24"×12"	1	60	60							——	
	" "	M 3-2	24"×12"	1	60	60			 				 	
	" "	M 1-6	24"×24"	1	60	60							 	96
00		MO 6-1	21"×21"	1	60	60			 				 	AHEA
88	BACKSIDE OF J13-1 (JJ-DBL ARROW) ON CTH J (SB-FAR LT)	MO 4-8 M 3-2	24"×12" 24"×12"	1	60 60	60 60			 				 	
	ıı ı	M 1-6	24"×24"	1	60	60			 				 	96
	u.	MO 6-1	21"×21"	1	60	60			 				 	RIG
	PAGE SUBTOTALS		^	53		3,180	60	120						1,10

BY WisDOT - NE REGION

TRAFFIC CONTROL DETOUR SIGN SUMMARY

					APPROX.	643.0900 SIGNS	643.0420 BARRICADES	643.0705 WARNING	643.1050 SIGNS	643.1000 SIGNS		643.0910 COVERING	643.0920 COVERING	
					SERVICE		TYPE III	LIGHTS	PORTABLE	FIXED		SIGNS	SIGNS	
				NUMBER	PERIOD			TYPE A	CHANGEABLE	MESSAGE	NO OF	TYPE I	TYPE II	
SIGN		SIGN	SIZE	IN	60				MESSAGE		CYCLES			
NO.	LOCATION	CODE	W × H	SERVICE	DAYS	DAYS	DAYS	DAYS	DAYS	S.F.		EACH	EACH	REMAR
89	RT OF J13-1 (JJ-DBL ARROW) ON CTH JJ (NB-NEAR RT)	MO 4-8	24"×12"	1	60	60								
	"	M 3-1	24"×12"	1	60	60								
	"	M 50-2	48"X24"	1	60	60								55-9
	"	MO 6-1	21"X21"	1	60	60								LEFT
	"	MO 4-8	24"X12"	1	60	60								
	"	M 3-2	24"×24"	1	60	60								
	"	MO 6-1	21"×21"	1	60	60								RIGH
90	RT OF J1-1 (JCT JJ) ON CTY J (NB)	MO 4-8	24"×12"	1	60	60								
	"	M 3-1	24"×12"	1	60	60								
	"	M 50-2	48"X24"	1	60	60								55-9
	"	MO 5-1L	21"X21"	1	60	60								
	" "	MO 4-8	24"×12"	1	60	60								
	" "	M 3-2	24"×12"	1	60	60								
		MO 5-1R	21"×21"	1	60	60								
91	RT OF D1-3 (AH-KAUKAUNA/GREEN BAY; MILWAUKEE-LT) ON CTY J (SB)	MO 4-8	24"×12"	1	60	60								
	"	M 3-4	24"×12"	1	60	60							 	
	" "	M 50-2	48"X24"	1	60	60							 	96-5
	"	MO 6-1	21"X21"	1	60	60							 	AHEA
	"	MO 4-8	24"X12"	1	60	60							 	
	"	M 3-1	24"×12"	1	60	60								
		MO 6-1	21"×21"	1	60	60								AHEAI
92	100' N. OF I-41 SB RAMP INTERSECTION ROUNDABOUT ON CTY J (NB)	MO 4-8	24"×12"	1	60	60							 	
	"	M 3-2	24"×12"	1	60	60								06.5
	"	M 50-2	48"×24" 21"×21"	1	60	60								96-5
	ıı .	MO 6-1		1	60	60								AHEAI
	"	MO 4-8 M 3-1	24"X12" 24"X12"	1 1	60 60	60 60							 	
	"	MO 6-1	21"×21"	1	60	60							 	AHEA
93	65' N. OF I-41 NB RAMP INTERSECTION ROUNDABOUT ON CTY J (SB)	MO 4-8	24"×12"	1	60	60							 	ALEA
23	" " (35)	M 3-4	24"×12"	1	60	60	 					 		
	II II	M 50-2	48"×24"	1	60	60								96-55
	II II	MO 6-1	21"X21"	1	60	60								AHEAI
	II II	MO 4-8	24"X12"	1	60	60								ALIEA
	ıı .	M 3-3	24"X12"	1	60	60								
	"	MO 6-1	21"×21"	1	60	60								AHEAI
94	65' S. OF I-41 SB RAMP INTERSECTION ROUNDABOUT ON CTY J (NB)	MO 4-8	24"×12"	1	60	60								AILA
	"	M 3-2	24"×12"	1	60	60								
	"	M 50-2	48"×24"	1	60	60								96-55
	"	MO 6-1	21"X21"	1	60	60	1							AHEAI
	"	MO 4-8	24"X12"	1	60	60							 	rane/4
	"	M 3-1	24"X12"	1	60	60								
	"	MO 6-1	21"×21"	1	60	60								AHEAI
95	350' N. OF SIGN # 97 ON CTY J (SB)	MO 4-8	24"×12"	1	60	60								7
	"	M 3-4	24"×12"	1	60	60								
	"	M 50-2	48"×24"	1	60	60								96-5
	"	MO 5-1R	21"X21"	1	60	60	1							
	"	MO 4-8	24"×12"	1	60	60								
	"	M 3-3	24"X12"	1	60	60								
	"	MO 5-1R	21"×21"	1	60	60								
95A	150' S. OF I-41 NB RAMP INTERSECTION ROUNDABOUT ON CTY J (NB)	MO 4-8	24"×12"	1	60	60								
	"	M 3-2	24"X12"	1	60	60								
	"	M 50-2	48"X24"	1	60	60								95-5
	II .	MO 6-1	21"X21"	1	60	60								AHEA
	"	MO 4-8	24"X12"	1	60	60								
	"	M 3-1	24"X12"	1	60	60								
	n n	MO 6-1	21"X21"	1	60	60								AHEAD

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					APPROX. SERVICE	643.0900 SIGNS	643.0420 BARRICADES TYPE III	643.0705 WARNING LIGHTS	SIGNS PORTABLE	643.1000 SIGNS FIXED		643.0910 COVERING SIGNS	643.0920 COVERING SIGNS	
SIGN		SIGN	SIZE	NUMBER IN	PERIOD 60			TYPE A	CHANGEABLE MESSAGE	MESSAGE	NO OF CYCLES	TYPE I	TYPE II	
NO.	LOCATION	CODE	W×H	SERVICE	DAYS	DAYS	DAYS	DAYS	DAYS	S.F.		EACH	EACH	REMARKS
96	100' N. OF CTY OO INTERSECTION ON CTY J (NB)	MO 4-8	24"×12"	1	60	60								
$\overline{}$	"	M 3-2	24"×12" 48"×24"	1	60	60							-	06.55
-	n n	M 50-2 MO 6-1	21"X21"	1 1	60 60	60 60							 	96-55 AHEAD
-	n n	MO 4-8	24"X12"	1	60	60								AITEAD
	n .	M 3-1	24"X12"	1	60	60								
	"	MO 6-1	21"×21"	1	60	60								AHEAD
97	100' N. OF CTY OO INTERSECTION ON CTY J (SB)	MO 4-8	24"×12"	1	60	60								
	"	M 3-4	24"×12"	1	60	60								
	"	M 50-2	48"×24"	1	60	60								96-55
$\overline{}$	"	MO 6-1	21"X21"	1	60	60								RIGHT
	n .	MO 4-8 M 3-3	24"×12" 24"×12"	1 1	60 60	60 60							 	
$\overline{}$	II .	MO 6-1	24 ×12 21"×21"	1	60	60							 	RIGHT
98	RT OF R1-1 (STOP SIGN) @ CTY OO INTERSECTION ON CTY J (NB-FAR LT)	MO 4-8	24"×12"	1	60	60								KZGIII
-	11	M 3-4	24"×12"	1	60	60								
	II .	M 1-6	24"×24"	1	60	60								96
	II	MO 6-1	21"×21"	1	60	60								RIGHT
99	PLACE ON FRONT SIDE OF EXISTING R5-1 ON I-41 SB RAMP PRIOR TO ROUNDABOUT	MO 4-8	24"×12"	1	60	60								
	II .	M 3-3	24"×12"	1	60	60								
-	"	M 1-6	24"×24"	1	60	60								55
99A	PLACE ON FRONT SIDE OF EXISTING R5-1A ON I-41 SB RAMP PRIOR TO ROUNDABOUT ON LEFT SIDE	MO 6-1 MO 4-8	21"×21" 24"×12"	1	60 60	60 60								LEFT
	"	M 3-3	24"X12"	1	60	60								
	"	M 1-6	24"X24"	1	60	60								55
	"	MO 5-1L	21"X21"	1	60	60								
99B	I-41 SB, PLACE LEFT OF EXISTING TYPE I SIGN AT RAMP DIVERGE	MO 4-8	36"X18"	1	60	60								
-	"	M 3-3	36"X18"	1	60	60								
	"	M 1-6 MO 6-2	36"×36" 30"×30"	1 1	60 60	60 60								55 TILT RIGH
99C	I-41 SB, PLACE 1/4 MILE N. OF CTH JJ OFF-RAMP	MO 4-8	36"×18"	1	60	60								IILI KIGII
-	"	M 3-3	36"X18"	1	60	60								
	п	M 1-6	36"×36"	1	60	60								55
	"	MO 5-2R	30"X30"	1	60	60								
99D	I-41 SB, PLACE 1/2 MILE N. OF CTH JJ OFF-RAMP	M 3-3	36"×18"	1	60	60								
	"	M 1-6	36"×36"	1	60	60								55
100	" OF SEC. 222 2 (TO 44 17 2 17 4 27) BY CTV SEC. (FO. NEWS CTV.	W 20-2A	48"X48"	1	60	60								
100	RT OF J23-2 (TO-41-LT; J LT & RT) ON CTY OO (EB-NEAR RT)	MO 4-8 M 3-2	24"×12" 24"×12"	1 1	60	60								
	II .	M 1-6	24 ×12 24"×24"	1	60 60	60 60								96
	н	MO 6-1	21"×21"	1	60	60								LEFT
101	200' W. OF CTY J INTERSECTION ON CTY OO (WB)	MO 4-8	24"×12"	1	60	60								
	"	M 3-4	24"×12"	1	60	60								
	II .	M 1-6	48"×24"	1	60	60								96
	"	MO 6-1	21"X21"	1	60	60								AHEAD
102	RT OF J1-2 (JCT J; END OO) ON CTY OO (EB)	MO 4-8	24"×12"	1	60	60								
	"	M 3-2	24"×12"	1	60	60								
	"	M 50-2 MO 5-1L	48"×24" 21"×21"	1 1	60	60							 	96-55
	н	MO 5-1L MO 4-8	24"X12"	1 1	60 60	60 60							 	
	11.	M 3-1	24"X12"	1	60	60								
-	"	MO 5-1L	21"×21"	1	60	60								

TRAFFIC CONTROL DETOUR SIGN SUMMARY

BY WisDOT - NE REGION

TRAFFIC CONTROL DETOUR SIGN SUMMARY

	SIGN		SIGN	SIZE	NUMBER IN	APPROX. SERVICE PERIOD 60	643.0900 SIGNS	643.0420 BARRICADES TYPE III	643.0705 WARNING LIGHTS TYPE A	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE	643.1000 SIGNS FIXED MESSAGE	NO OF CYCLES	643.0910 COVERING SIGNS TYPE I	643.0920 COVERING SIGNS TYPE II	
	NO.	LOCATION	CODE	$W \times H$	SERVICE	DAYS	DAYS	DAYS	DAYS	DAYS	S.F.	120000000000000000000000000000000000000	EACH	EACH	REMARKS
	103	RT OF D 1-62 (ROUND-A-BOUT DIAGRAMITIC) ON CTY OO (WB)	MO 4-8	24"×12"	1	60	60								
10		11	M 3-4	24"×12"	1	60	60								
П			M 50-2	48"×24"	1	60	60								
			MO 6-1	21"X21"	1	60	60								AHEAD
			MO 4-8	24"×12"	1	60	60								
		п	M 3-3	24"×12"	1	60	60								
		п	MO 6-1	21"×21"	1	60	60								AHEAD
L	104	ABOVE D1-1 (EAST- 00-TILT RT) ON EAST SPLITTER ISLAND	MO 4-8	24"×12"	1	60	60								
L		"	M 3-2	24"×12"	1	60	60								
L		II .	M 1-6	24"×24"	1	60	60								96
ŀ		"	MO 6-2	21"×21"	1	60	60								RIGHT
I	105	ABOVE D1-1 (WEST- 00-TILT RT) ON WEST SPLITTER ISLAND	MO 4-8	24"×12"	2	60	120								
ŀ		"	M 3-4	24"×12"	1	60	60								
I		"	M 3-3	24"×12"	1	60	60								
I		"	M 50-2	48"×24"	1	60	60								96/55
ŀ		<u> </u>	MO 6-2	21"×21"	2	60	120								RIGHT
ŀ	106	SW QUAD OF HWY 55 & CTY OO INTERSECTION	M 1-6	24"×24"	1	60	60		455						55
ŀ		<u>"</u>	R 11-3	60"×30"	1	60	60	60	120						1/2 MILE AHEAD
ŀ	107	CTH 00, E. OF STH 55, PLACE RIGHT OF EXISTING J4-1 SIGN	MO 4-8	24"×12"	1	60	60								
ŀ		"	M 3-2	24"×12"	1	60	60								06.55
ŀ		"	M 50-2	48"×24"	1	60	60								96-55
ŀ		"	MO 6-1	21"X21"	1	60	60								AHEAD
ŀ		"	MO 4-8	24"×12" 24"×12"	1	60	60								
ŀ		II .	M 3-1	24 ×12 21"×21"	1	60	60 60								AHEAD
ŀ	108	RT OF D 1-62 (ROUND-A-BOUT DIAGRAMITIC) ON HWY 55 (SB)	MO 6-1 R 11-4	60"X30"	1	60 60	60	60	120						AREAD
ŀ	109	VACANT	K 11-4	60 /30	+ -	60	80	60	120						
H	110	500' W. OF STH 55 INTERSECTION ON CTY 00 (WB)	MO 4-8	24"×12"	1	60	60								
╟	110	" " " " " " " " " " " " " " " " " " "	M 3-4	24"×12"	1	60	60								
l		н	M 50-2	48"×24"	1	60	60								96-55
l		н	MO 6-1	21"X21"	1	60	60								AHEAD
l		н	MO 4-8	24"×12"	1	60	60								A I LA
l		п	M 3-3	24"×12"	1	60	60								
l		п	MO 6-1	21"×21"	1	60	60								AHEAD
	111	500' W. OF STH 55 INTERSECTION ON CTY 00 (EB)	MO 4-8	24"×12"	1	60	60								7
		"	M 3-2	24"×12"	1	60	60								
		п	M 50-2	48"×24"	1	60	60								96-55
		n .	MO 6-1	21"×21"	1	60	60								AHEAD
		n .	MO 4-8	24"×18"	1	60	60								
		II .	M 3-1	24"×24"	1	60	60								
		II .	MO 6-1	21"X21"	1	60	60								AHEAD
1		PAGE SUBTOTALS			42	•	2,520	120	240		0			0	

PLAN SHEET PRODUCED BY WisDOT - NE REGION

TRAFFIC CONTROL DETOUR SIGN SUMMARY

					APPROX.	643.0900 SIGNS	643.0420 BARRICADES	643.0705 WARNING	643.1050 SIGNS	643.1000 SIGNS		643.0910 COVERING	643.0920 COVERING	
					SERVICE	310113	TYPE III	LIGHTS	PORTABLE	FIXED		SIGNS	SIGNS	
				NUMBER	PERIOD			TYPE A	CHANGEABLE	MESSAGE	NO OF	TYPE I	TYPE II	
SIGN		SIGN	SIZE	IN	60				MESSAGE		CYCLES			
NO.	LOCATION	CODE	$W \times H$	SERVICE	DAYS	DAYS	DAYS	DAYS	DAYS	S.F.		EACH	EACH	REMARKS
112	500' E OF SIGN # 113 ON CTY 00 (WB)	MO 4-8	24"×12"	2	60	120								
	"	M 3-4	24"×12"	1	60	60								
	"	M 3-3	24"×12"	1	60	60								
	"	M 50-2	48"×24"	1	60	60								96/55
445	"	MO 5-1L	21"×21"	2	60	120								
113	200' E OF GERTRUDE ST INTERSECTION ON CTY 00 (WB)	MO 4-8	24"×12"	2	60	120							 	
	"	M 3-2	24"×12" 24"×12"	1	60	60							 	
	"	M 3-1 M 50-2	48"×24"	1	60 60	60 60							 	96/55
	п	MO 6-1	21"×21"	2	60	120						 	 	AHEAD
114	RIGHT OF R1-1 (STOP SIGN) ON CTY OO (WB-NEAR RT)	MO 4-8	24"×12"	2	60	120							 	ALIEAD
	11 11 12 12 (STOT SECTION OF CIT OF (NO-NEAR RT)	M 3-4	24"×12"	1	60	60							 	
$\overline{}$	п	M 3-3	24"×12"	1	60	60								
	II .	M 50-2	48"×24"	1	60	60								96/55
-	п	MO 6-1	21"×21"	2	60	120								LEFT
115	BACKSIDE OF R1-1 (STOP SIGN IN ISLAND) ON CTY OO (EB-FAR LT)	MO 4-8	24"×12"	2	60	120								
	II .	M 3-4	24"×12"	1	60	60								
	п	M 3-3	24"×12"	1	60	60								
	II .	M 50-2	48"×24"	1	60	60								96/55
	"	MO 6-1	21"×21"	2	60	120								LEFT
116	RT OF R1-1 (STOP SIGN) ON GERTRUDE ST (NB)	MO 4-8	24"×12"	2	60	120								
	"	M 3-2	24"×12"	1	60	60								
\rightarrow	"	M 3-1	24"×12"	1	60	60								
-	"	M 50-2	48"×24"	1	60	60							 	96/55
1170	DOOL C OF CT/ OR THEFRESTAN ON CERTIFIES CT (CR)	MO 6-1	21"×21"	2	60	120							 	RIGHT
117A	200' S OF CTY OO INTERSECTION ON GERTRUDE ST (SB)	MO 4-8	24"×12" 24"×12"	1 1	60	60							 	
	II II	M 3-3 M 1-6	24 ×12 24"×24"	1	60 60	60 60							 	55
	п	MO 5-1-L	21"×21"	1	60	60						 	 	
117B	RT OF SIGN # 117A	MO 4-8-A	24"×18"	1	60	60							 	
117.0	11	M 1-6	EXISTING	 	- 00								 	96
118	300' S OF CTY OO INTERSECTION ON GERTRUDE ST (NB)	MO 4-8	24"×12"	2	60	120								
	II	M 3-2	24"×12"	1	60	60								
	н	M 3-1	24"×12"	1	60	60								
	п	M 50-2	48"×24"	1	60	60								96/55
	u .	MO 5-1-R	21"×21"	2	60	120								
119A	100' N OF HWY 96 INTERSECTION ON GERTRUDE ST (SB)	MO 4-8	24"×12"	1	60	60								
	H	M 3-3	24"×12"	1	60	60								
	"	M 1-6	24"×24"	1	60	60								55
1105	" " " " " " " " " " " " " " " " " " "	MO 6-1	21"×21"	1	60	60							 	LEFT
119B	100' N OF SIGN # 119A ON GERTRUDE ST (SB)	M 3-4	24"×12"	1	60	60			 				 	0.0
		M 1-6	24"×24"	1	60	60							 	96
120	SW QUAD OF GERTRUDE ST & HWY 96 INTERSECTION	MO 6-1 MO 4-8	21"×21" 24"×12"	1 1	60 60	60 60						 	 	RIGHT
120	2M GOND OL GEKIKODE 21 OF LIMIT AD THIEKZECITON	MU 4-8 M 3-2	24 ×12 24"×12"	1	60	60						 	 	
-+	н	M 1-6	24"×24"	1	60	60						 	+	96
$\overline{}$	п	MO 6-1	21"×21"	1	60	60							 	LEFT
	PAGE SUBTOTALS	,	//	58		3,480	0	0	0	0		0	0	

PLAN SHEET PRODUCED BY WisDOT - NE REGION

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						643.0900	643.0420	643.0705	643.1050	643.1000		643.0910	643.0920	
					APPROX.	SIGNS	BARRICADES	WARNING	SIGNS	SIGNS		COVERING	COVERING	
					SERVICE		TYPE III	LIGHTS	PORTABLE	FIXED		SIGNS	SIGNS	
				NUMBER	PERIOD			TYPE A	CHANGEABLE	MESSAGE	NO OF	TYPE I	TYPE II	
SIGN		SIGN	SIZE	IN	60				MESSAGE		CYCLES			
NO.	LOCATION	CODE	$W \times H$	SERVICE	DAYS	DAYS	DAYS	DAYS	DAYS	S.F.		EACH	EACH	REMARK
121	250' W OF SIGN # 120 ON HWY 96 (EB)	MO 4-8	24"×12"	1	60	60								
	"	M 3-2	24"×12"	1	60	60								
	"	M 1-6	24"×24"	1	60	60								96
122	250' W OF SIGN # 121 ON HWY 96 (EB)	MO 5-1-L WO 20-2-A	21"×21" 48"×48"	1 1	60 60	60 60							 	
123	SE QUAD OF STH 96 & GERTRUDE ST INTERSECTION	R11-3	60"×30"	1	60	60	60	120					 	1 MILE
124	BELOW SIGN # 123	MO 4-9-L	30"×24"	1	60	60	- 00	120						1 1122
12.7				 										
125	BACKSIDE OF SIGN # 120 ON HWY 96 (EB-FAR RT) [VERTICAL INSTALLATION]	MO 4-8	24"×12"	1	60	60								
	п	M 3-1	24"×12"	1	60	60								
	"	M 1-6	24"×24"	1	60	60								55
	н	M 3-2	24"×12"	1	60	60								
	п	M 1-6	24"×24"	1	60	60								96
	"	MO 6-1	21"×21"	1	60	60								RIGHT
126	NE QUAD OF STH 96 & GERTRUDE ST INTERSECTION [VERTICAL INSTALLATION]	MO 4-8	24"×12"	1	60	60								
	II .	M 3-1	24"×12"	1	60	60								
	"	M 1-6	24"×24"	1	60	60								55
	"	M 3-2	24"×12"	1	60	60								
	"	M 1-6	24"×24"	1	60	60							 	96
107		MO 6-1	21"×21" 24"×12"	1	60	60								RIGHT
127	250' E OF SIGN # 126 ON HWY 96 (WB)	MO 4-8 M 3-1	24"×12"	1 1	60 60	60 60								
	n n	M 1-6	24"×24"	1	60	60								55
	II .	M 3-2	24"×12"	1	60	60								
	н	M 1-6	24"×24"	1	60	60								96
	II .	MO 5-1-R	21"×21"	1	60	60								
128	250' W OF GERTRUDE ST INTERSECTION ON HWY 96 (EB)	MO 4-8	24"×12"	1	60	60								
	=	M 3-3	24"×12"	1	60	60								
	п	M 1-6	24"×24"	1	60	60								55
	"	MO 6-1	21"×21"	1	60	60								AHEAD
129	MODIFY J1-1 (JCT 55) ON HWY 96 (EB)	MO 4-8-A	24"×18"	1	60	60								
	"	M 1-6	EXISTING											55
130	200' W OF HWY 55 INTERSECTION ON HWY 96 (WB) [VERTICAL INSTALLATION)	MO 4-8	24"×12"	1	60	60								
	"	M 3-1	24"×12"	1	60	60								
	"	M 1-6	24"×24"	1	60	60							 	55
	"	M 3-2	24"×12" 24"×24"	1 1	60	60							 	96
	II .	M 1-6	24 ×24 21"×21"	1 1	60	60							 	AHEAD
131	SW QUAD OF HWY 96 INTERSECTION ON HWY 55 (NB) [VERTICAL INSTALLATION]	MO 6-1 MO 4-8	24"×12"	1	60	60								AREAD
	11	M 3-1	24"×12"	1	60	60	 						 	
	н	M 1-6	24"×24"	1	60	60								55
	п	M 3-2	24"×12"	1	60	60								
	п	M 1-6	24"×24"	1	60	60								96
	n n	MO 6-1	21"×21"	1	60	60								LEFT
132	500' W SIGN # 131 ON HWY 55 (NB) [VERTICAL INSTALLATION]	MO 4-8	24"×12"	1	60	60								
	"	M 3-1	24"×12"	1	60	60								
	II .	M 1-6	24"×24"	1	60	60								55
	II .	M 3-2	24"×12"	1	60	60								
	ii .	M 1-6	24"×24"	1	60	60								96
		MO 5-1-L	21"×21"	1	60	60								

BY WisDOT - NE REGION

HWY: STH 55/STH 96 PROJECT NUMBER: 4650-08-71

COUNTY: OUTAGAMIE

MISCELLANEOUS QUANTITIES

SHEET

TRAFFIC CONTROL DETOUR SIGN SUMMARY

ı							643 0000	643.0430	643 8385	643 4858	643 4888		643 8048	643 8038	
1							643.0900	643.0420	643.0705	643.1050	643.1000		643.0910	643.0920	
ı						APPROX.	SIGNS	BARRICADES	WARNING	SIGNS	SIGNS		COVERING	COVERING	
ı						SERVICE		TYPE III	LIGHTS	PORTABLE	FIXED		SIGNS	SIGNS	
ı					NUMBER	PERIOD			TYPE A	CHANGEABLE	MESSAGE	NO OF	TYPE I	TYPE II	
1	SIGN		SIGN	SIZE	IN	60				MESSAGE		CYCLES			
ı	NO.	LOCATION	CODE	$W \times H$	SERVICE	DAYS	DAYS	DAYS	DAYS	DAYS	S.F.		EACH	EACH	REMARKS
ı	133	250' W OF SIGN # 132 ON HWY 55 (NB)	WD 20-2-A	48"×48"	1	60	60								
ı	134	NE QUAD OF HWY 55 & HWY 96 INTERSECTION	M 50-2	48"×24"	1	60	60								55/96
L		<u>n</u>	R11-3	60"×30"	1	60	60	60	120						1/2 MILE
ı	135	BELOW SIGN # 134	MO 4-9-L	30"×24"	1	60	60								
ı	136	FIELD DETERMINED - CTY J (SB)	PCMS		1					7					
1	137	FIELD DETERMINED - STH 55 (NB)/STH 96 (EB)	PCMS		1					7					
ı	138	FIELD DETERMINED - STH 96 (WB)	PCMS		1					7					
ı		PAGE SUBTOTALS			7		240	60	120	21	0		0	0	
ı															

STAGE 2 SUBTOTALS 346 20,580 360 720 21 0

STAGE 3 (STH 55 - ARBOR WAY TO MALONEY RD/GERTRUDE ST INTERSECTION - CLOSED)

GAP IN SIGN NUMBERING (139-149) 70 70

	GAP IN SIGN NUMBERING (139-149)				70									
150	TYPE 1 (55; KAUKAUNA/SEYMOUR; 1 MILE) ON HWY 41 (NB)	R-55-58-A	108"×18"	1	70	70								PLACE OVER "1 MILE"
151	300' E OF CTY CC OVERPASS ON HWY 41 (NB)	M 1-6	36"×36"	1	70	70								55
	"	WD 20-2-A	48"×48"	1	70	70								
152	ACROSS FROM SIGN # 151 ON HWY 41 (NB -MEDIAN SIDE)	M 1-6	36"×36"	1	70	70								55
	II .	WD 20-2-A	48"×48"	1	70	70								
153A	TYPE 1 (55; KAUKAUNA/SEYMOUR; TILT RT) ON HWY 41 (NB)	R-55-58-A	108"×18"	1	70	70								PLACE RIGHT OF 55
153B	TYPE 1 (55; KAUKAUNA/SEYMOUR; TILT RT) ON HWY 41 (NB)										1	1		TILT RIGHT ARROW
154	LT OF EXIT (TILT RT) SIGN ON HWY 41 (NB) @ HWY 55 EXIT	MO 4-8	36"×18"	1	70	70								
	· ·	M 1-6	36"×36"	1	70	70								55
	"	MO 6-1	30"×30"	1	70	70						T	T	AHEAD
155	ACROSS FROM SIGN # 154 ON HWY 41 (NB -MEDIAN SIDE)	MO 4-8	36"×18"	1	70	70								
	"	M 1-6	36"×36"	1	70	70								55
	u .	MO 6-1	30"×30"	1	70	70								AHEAD
156	1500' W OF SIGN # 158 ON HWY 41 (NB)	MO 4-8	36"×18"	1	70	70								
	II .	M 1-6	36"×36"	1	70	70								55
	"	MO 5-2-R	30"×30"	1	70	70								
157	ACROSS FROM SIGN # 156 ON HWY 41 (NB -MEDIAN SIDE)	MO 4-8	36"×18"	1	70	70								
	"	M 1-6	36"×36"	1	70	70						T	T	55
	"	MO 5-2-R	30"×30"	1	70	70								
158	1500' W OF TYPE 1 (J; KAUKAUNA; TILT RT) ON HWY 41 (NB)	MO 4-8	36"×18"	1	70	70								
	"	M 1-6	36"×36"	1	70	70						T		55
	II .	MO 5-2-R	30"×30"	1	70	70								
159	ACROSS FROM SIGN # 158 ON HWY 41 (NB -MEDIAN SIDE)	MO 4-8	36"×18"	1	70	70								
	II .	M 1-6	36"×36"	1	70	70						T	T	55
	п	MO 5-2-R	30"×30"	1	70	70								
160	LT OF TYPE 1 (J; KAUKAUNA; TILT RT) ON HWY 41 (NB)	MO 4-8	36"×18"	1	70	70								
	· ·	M 1-6	36"×36"	1	70	70								55
	"	MO 6-2	30"×30"	1	70	70								RIGHT
161	00' E OF D1-1 (ROUND-A-BOUT: LT- J; J-KAUKAUNA-RT) ON 41 NB EXIT RAMP TO CTY J	MO 4-8	24"×12"	2	70	140								
	п	M 3-1	24"×12"	1	70	70								
	п	M 3-3	24"×12"	1	70	70								
	П	M 50-2	48"×24"	1	70	70				1	1	T	T	55-55
$\overline{}$	и	MO 5-1-L	21"×21"	1	70	70				1	1	T	1	
	и	MO 5-1-R	21"×21"	1	70	70					1			
	PAGE SUBTOTALS			34		2,380	0	0	0	0		1	0	

PLAN SHEET PRODUCED BY WisDOT - NE REGION

HWY: STH 55/STH 96 PROJECT NUMBER: 4650-08-71

COUNTY: OUTAGAMIE

MISCELLANEOUS QUANTITIES

SHEET

TRAFFIC CONTROL DETOUR SIGN SUMMARY

					APPROX.	643.0900 SIGNS	643.0420 BARRICADES	643.0705 WARNING	643.1050 SIGNS	643.1000 SIGNS		643.0910 COVERING	643.0920 COVERING	
					SERVICE	STGMS	TYPE III	LIGHTS	PORTABLE	FIXED		SIGNS	SIGNS	
				NUMBER	PERIOD		I LANE III	TYPE A	CHANGEABLE	MESSAGE	NO OF	TYPE I	TYPE II	
SIGN		SIGN	SIZE	IN	70			I TIPE A	MESSAGE	MESSAGE	CYCLES	I TIPE I	1196 11	
NO.	LOCATION	CODE	M × H	SERVICE		DAYS	DAYS	DAYS	DAYS	S.F.	CICLES	EACH	EACH	REMARKS
162	RT OF R 1-2 (YIELD SIGN) ON HWY 41 (SB) EXIT RAMP TO CTY J RT SIDE	MO 4-8	24"×12"	2	70	140	DAIS	DAIS	DAIS	5		- DACII	EXCII	KEPAKKS
102	" "	M 3-1	24"×12"	1	70	70								
		M 3-3	24"×12"	1	70	70								
	II .	M 50-2	48"×24"	1	70	70								55-55
	"	MO 6-2	21"×21"	1	70	70								LEFT
	II .	MO 6-2	21"×21"	1	70	70								RIGHT
163	ABOVE D1-2 (TILT RT-41-NORTH; J-TILT RT) ON CTY J (SB) SOUTH SPLITTER ISLAND-SOUTH RAB	MO 4-8	24"×12"	2	70	140								
	11	M 3-1	24"×12"	1	70	70								
		M 3-3	24"×12"	1	70	70							 	
	п	M 50-2	48"×24"	1	70	70								55-55
	п	MO 6-2	21"×21"	1	70	70								LEFT
	"	MO 6-2	21"×21"	1	70	70								RIGHT
164	LT OF TYPE 1 (J; KAUKAUNA; 1 MILE) ON HWY 41 (SB)	M 1-6	36"×36"	1	70	70								55
	II .	WD 20-2-A	48"×48"	1	70	70								
165	ACROSS FROM SIGN # 164 ON HWY 41 (SB -MEDIAN SIDE)	M 1-6	36"×36"	1	70	70								55
	II .	WD 20-2-A	48"×48"	1	70	70								
166	1500' E OF SIGN # 164 ON HWY 41 (SB)	MO 4-8	36"×18"	1	70	70								
	II .	M 1-6	36"×36"	1	70	70								55
	П	MO 5-2-R	30"×30"	1	70	70								
167	ACROSS FROM SIGN # 156 ON HWY 41 (SB-MEDIAN SIDE)	MO 4-8	36"×18"	1	70	70								
	ıı ,	М 1-6	36"×36"	1	70	70								55
	II .	MO 5-2-R	30"×30"	1	70	70								
168	1500' N OF TYPE 1 (J; KAUKAUNA; TILT RT) ON HWY 41 (SB)	MO 4-8	36"×18"	1	70	70								
	п	M 1-6	36"×36"	1	70	70								55
	п	MO 5-2-R	30"×30"	1	70	70								
169	ACROSS FROM SIGN # 168 ON HWY 41 (SB-MEDIAN SIDE)	MO 4-8	36"×18"	1	70	70								
	"	M 1-6	36"×36"	1	70	70								55
	ш	MO 5-2-R	30"×30"	1	70	70								
170	LT OF TYPE 1 (J; KAUKAUNA; TILT RT) ON HWY 41 (SB)	MO 4-8	36"×18"	1	70	70								
	"	M 1-6	36"×36"	1	70	70								55
	"	MO 6-2	30"×30"	1	70	70								RIGHT
171	100' W OF D1-1 (ROUND-A-BOUT: LT- J/KAUKAUNA; J) ON 41 SB EXIT RAMP TO CTY J	MO 4-8	24"×12"	2	70	140								
	u u	M 3-3	24"×12"	1	70	70								
	II .	M 3-1	24"×12"	1	70	70								
	"	M 50-2	48"×24"	1	70	70								55-55
	"	MO 5-1-L	21"×21"	1	70	70								
	"	MO 5-1-R	21"×21"	1	70	70								
172	RT OF R 1-2 (YIELD SIGN) ON HWY 41 (SB) EXIT RAMP TO CTY J RT SIDE	MO 4-8	24"×12"	2	70	140								
	"	M 3-3	24"×12"	1	70	70								
	II .	M 3-1	24"×12"	1	70	70								
	"	M 50-2	48"×24"	1	70	70								55-55
	"	MO 6-2	21"×21"	1	70	70								LEFT
	" PAGE SUBTOTALS	MO 6-2	21"×21"	47	70	70 3,290								RIGHT

PLAN SHEET PRODUCED BY WisDOT - NE REGION

SIGN	LOCATION	SIGN	SIZE	NUMBER IN	APPROX. SERVICE PERIOD 70		643.0420 BARRICADES TYPE III	LIGHTS TYPE A	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE	643.1000 SIGNS FIXED MESSAGE	NO OF CYCLES	643.0910 COVERING SIGNS TYPE I	643.0920 COVERING SIGNS TYPE II	DEMARKS
NO.	ABOVE D1-2 (TILT LT-SOUTH 41; J-TILT RT) ON CTY J (NB) NORTH SPLITTER	CODE MO 4-8	W X H 24"×12"	SERVICE 2	DAYS 70	DAYS 140	DAYS	DAYS	DAYS	S.F.		EACH	EACH	REMARKS
1.5	ISLAND-NORTH RAB	M 3-3	24"×12"	1	70	70								
	li li	M 3-1	24"×12"	1	70	70								
	"	M 50-2	48"×24"	1	70	70								55-55
	"	MO 6-2	21"×21"	1	70	70								LEFT
	"	MO 6-2	21"×21"	1	70	70								RIGHT
174	TYPE 1 (55; KAUKAUNA/SEYMOUR; 3/4 MILE) ON HWY 41 (SB)	R-55-58-A	108"×18"	1	70	70								PLACE OVER "3/4 MIL
175A	TYPE 1 (55; KAUKAUNA/SEYMOUR; TILT RT) ON HWY 41 (SB)	R-55-58-A	108"×18"	1	70	70								PLACE RIGHT OF 55
175B	TYPE 1 (55; KAUKAUNA/SEYMOUR; TILT RT) ON HWY 41 (SB)										1	1		TILT RIGHT ARROW
176	500' N OF J 1-2 (JCT JJ; JCT CC) ON HWY 55 (SB)	WD 20-2-A	48"×48"	1	70	70								
177	LT OF J 1-2 (JCT JJ; JCT CC) ON HWY 55 (SB)	MO 4-8	24"×12"	1	70	70								
	п	M 3-3 M 1-6	24"×12" 24"×24"	1 1	70 70	70 70								55
	н	MO 5-1-L	24 ×24 21"×21"	1	70	70								33
178	LT OF J 13-2 (JJ LT & RT; CC-RT) ON HWY 55 (SB-NEAR RT)	MO 4-8	24"×12"	1	70	70								
1/6	" " " " " " " " " " " " " " " " " " "	M 3-3	24"×12"	1	70	70								
	п	M 1-6	24"×24"	1	70	70								55
	"	MO 6-1	21"×21"	1	70	70								LEFT
179	SW QUAD OF HWY 55 & CTY JJ INTERSECTION	R 11-3	60"×30"	1	70	70	70	140						1 1/2 MILES
180	BELOW SIGN # 179	MO 4-9-L	30"×24"	1	70	70								
181	34-1 (S-55) ON HWY 55 (SB)												1	SOUTH 55
182	BACKSIDE OF J13-1 (JJ LT & RT) ON HWY 55 (NB-FAR LT)	MO 4-8	24"×12"	1	70	70								
	II .	M 3-3	24"×12"	1	70	70								
	"	M 1-6	24"×24"	1	70	70								55
	"	MO 6-1	21"×21"	1	70	70								LEFT
183	250' E OF STH 55 INTERSECTION ON CTY JJ (EB)	MO 4-8	24"×12"	1	70	70								
	"	M 3-3	24"×12"	1	70	70								
	"	M 1-6	24"×24"	1	70	70								55
	"	MO 6-1	21"×21"	1	70	70								AHEAD
184	MODIFY J 13-2 (55-LT & RT; JJ-AH) ON CTY JJ (WB)	M 1-6	EXISTING		70	70								55
105	HONTO, 24 4 (2CT EE) AN CT/ 22 (40)	MO 6-1	21"×21"	1	70	70								RIGHT
185	MODIFY J1-1 (JCT 55) ON CTY JJ (WB)	MO 4-8-A M 1-6	24"×18" EXISTING	1	70	70								55
186	250' W OF WEYERS RD INTERSECTION ON CTY JJ (WB)	MO 4-8	24"×12"	1	70	70								22
100	250 W OF WETERS RD INTERSECTION ON CIT 33 (Wb)	M 3-1	24"×12"	1	70	70								
	ıı .	M 1-6	24"×24"	1	70	70								55
	ıı .	MO 6-1	21"×21"	1	70	70								AHEAD
187	250' E OF WEYERS RD INTERSECTION ON CTY JJ (EB)	MO 4-8	24"×12"	1	70	70								7 1127 2
	"	M 3-3	24"×12"	1	70	70								
	"	M 1-6	24"×24"	1	70	70								55
	"	MO 6-1	21"×21"	1	70	70								AHEAD
188A	250 ' W OF CTY J INTERSECTION ON CTY JJ (WB)	MO 4-8	24"×12"	1	70	70								
	"	M 3-3	24"×12"	1	70	70								
	"	M 1-6	24"×24"	1	70	70								55
	"	MO 5-1-R	21"×21"	1	70	70								
188B	250' W OF CTY J INTERSECTION ON CTY JJ (WB)	MO 4-8	24"×12"	1	70	70								
	" "	M 3-1	24"×12"	1	70	70								
	" "	M 1-6	24"×24"	1	70	70								55
100	" " " " " " " " " " " " " " " " " " "	MO 6-1	21"×21"	1	70	70								AHEAD
189	LT OF J 13-1 (J LT & RT) ON CTY JJ (EB-NEAR RT)	MO 4-8	24"×12"	1 1	70	70								
		M 3-3	24"×12" 24"×24"	1	70 70	70						-		55
	u u	M 1-6 MO 6-1	21"×21"	1 1	70	70 70						 	 	RIGHT
	ET PRODUCED PAGE SUBTOTALS	NO 0-1	21 X21	50	,,,	3,500	70	140	0	0		1	1	

TRAFFIC CONTROL DETOUR SIGN SUMMARY

BY WisDOT - NE REGION

PROJECT NUMBER: 4650-08-71 HWY: STH 55/STH 96 COUNTY: OUTAGAMIE MISCELLANEOUS QUANTITIES SHEET **E**

TRAFFIC CONTROL DETOUR SIGN SUMMARY

				1		643 8688	643 8438	643 8385	643 4858	643 4888		643 8048	643 8038	
						ı	643.0420	643.0705		643.1000		643.0910	643.0920	
					APPROX.	SIGNS	BARRICADES		SIGNS	SIGNS		COVERING	COVERING	
					SERVICE		TYPE III	LIGHTS	PORTABLE	FIXED		SIGNS	SIGNS	
				NUMBER	PERIOD			TYPE A	CHANGEABLE	MESSAGE	NO OF	TYPE I	TYPE II	
SIGN		SIGN	SIZE	IN	70				MESSAGE		CYCLES			
NO.	LOCATION	CODE	$W \times H$	SERVICE		DAYS	DAYS	DAYS	DAYS	S.F.		EACH	EACH	REMARKS
190	BACKSIDE OF J 13-1 (J LT & RT) ON CTY JJ (WB FAR LT)	MO 4-8	24"×12"	1	70	70								
	II.	M 3-3	24"×12"	1	70	70								
	=	M 1-6	24"×24"	1	70	70								55
	<u>=</u>	MO 6-1	21"×21"	1	70	70								RIGHT
191	BACKSIDE OF J 13-1 (JJ LT & RT) ON CTY J (SB-FAR LT)	MO 4-8	24"×12"	1	70	70								
	=	M 3-1	24"×12"	1	70	70								
	=	M 1-6	24"×24"	1	70	70								55
	=	MO 6-1	21"×21"	1	70	70								LEFT
192	LT OF J 13-1 (JJ LT & RT) ON CTY J (NB-NEAR RT)	MO 4-8	24"×12"	1	70	70								
	=	M 3-1	24"×12"	1	70	70								
	=	M 1-6	24"×24"	1	70	70								55
	=	MO 6-1	21"×21"	1	70	70								LEFT
193	250 ' S OF CTY JJ INTERSECTION ON CTY J (SB)	MO 4-8	24"×12"	1	70	70								
	"	M 3-3	24"×12"	1	70	70								
	"	M 1-6	24"×24"	1	70	70								55
	"	MO 6-1	21"×21"	1	70	70								AHEAD
194	LT OF J1-1 (JCT JJ) ON CTY J (NB)	MO 4-8	24"×12"	1	70	70								
	II .	M 3-1	24"×12"	1	70	70								
	п	M 1-6	24"×24"	1	70	70								55
	п	MO 5-1-L	21"×21"	1	70	70								
195	LT OF D1-3 (AH-KAUKAUNA/GREEN BAY; MILWAUKEE-LT) ON CTY J (SB)	MO 4-8	24"×12"	1	70	70								
	П	M 3-3	24"×12"	1	70	70								
	п	M 1-6	24"×24"	1	70	70								55
	II .	MO 6-1	21"×21"	1	70	70								AHEAD
196	ABOVE D1-2 (NORTH-41; J-TILT RT) ON CTY J (SB) SOUTH SPLITTER ISLAND- NORTH RAB	MO 4-8	24"×12"	1	70	70								
	II	M 3-3	24"×12"	1	70	70								
	н	M 1-6	24"×24"	1	70	70								55
	=	MO 6-2	21"×21"	1	70	70								RIGHT
197	RT OF J1-1 (JCT OO) ON HWY J (SB)	MO 4-8	24"×12"	1	70	70								1123111
151	"	M 3-3	24"×12"	1	70	70								
	"	M 1-6	24"×24"	1	70	70								55
	н	MO 5-1-R	21"×21"	1	70	70								
198	200' N OF CTY OO INTERSECTION ON CTY J (NB)	MO 4-8	24"×12"	1	70	70								
	"	M 3-1	24"×12"	1	70	70								
	H .	M 1-6	24"×24"	1	70	70								55
	ш	MO 6-1	21"×21"	1	70	70								AHEAD
199	RT OF R1-1 (STOP SIGN) @ CTY OO INTERSECTION ON CTY J (SB-NEAR RT)	MO 4-8	24"×12"	1	70	70			 				 	r d fierrer
200	II a many a array or array and array	M 3-3	24"×12"	1	70	70			 					
	=	M 1-6	24"×24"	1	70	70								55
	II .	MO 6-1	21"×21"	1	70	70								RIGHT
200	RT OF R1-1 (STOP SIGN) @ CTY OO INTERSECTION ON CTY J (NB-FAR LT)	MO 4-8	24"×12"	1	70	70								,
	II	M 3-3	24"×12"	1	70	70								
	п	M 1-6	24"×24"	1	70	70			 					55
	н	MO 6-1	21"×21"	1	70	70								RIGHT
201	RT OF R1-1 (STOP SIGN) @ CTY J INTERSECTION ON CTY OO (WB-FAR LT)	MO 4-8	24"×12"	1	70	70			 					I/ T/JIII
201	" " KI I (SIOT SION) & CIT S INTERSECTION ON CIT OF (NO-PAR EI)	M 3-1	24"×12"	1	70	70			 				 	
	n n	M 1-6	24 ×12 24"×24"	1	70	70			 				 	55
	п	MO 6-1	21"×21"	1	70	70			 				 	LEFT
		1 LIN O.T	~				ı				l			LEF I

PLAN SHEET PRODUCED

BY WisDOT - NE REGION PROJECT NUMBER: 4650-08-71

HWY: STH 55/STH 96

COUNTY: OUTAGAMIE

MISCELLANEOUS QUANTITIES

SHEET

Ε

TRAFFIC CONTROL DETOUR SIGN SUMMARY

						643.0900		643.0705		643.1000		643.0910	643.0920	
I					APPROX.	SIGNS	BARRICADES	WARNING	SIGNS	SIGNS		COVERING	COVERING	
					SERVICE		TYPE III	LIGHTS	PORTABLE	FIXED		SIGNS	SIGNS	
				NUMBER	PERIOD			TYPE A	CHANGEABLE	MESSAGE	NO OF	TYPE I	TYPE II	
SIGN		SIGN	SIZE	IN	70				MESSAGE		CYCLES			
NO.	LOCATION	CODE	$W \times H$	SERVICE	DAYS	DAYS	DAYS	DAYS	DAYS	S.F.		EACH	EACH	REMARKS
202	RT OF J23-2 (TO-41-LT; J LT & RT) ON CTY OO (EB-NEAR RT)	MO 4-8	24"×12"	1	70	70								
	"	M 3-1	24"×12"	1	70	70								
	u u	M 1-6	24"×24"	1	70	70								55
	II .	MO 6-1	21"×21"	1	70	70								LEFT
203	200' W OF CTY J INTERSECTION ON CTY OO (WB)	MO 4-8	24"×12"	1	70	70								
	"	M 3-3	24"×12"	1	70	70								
	II .	M 1-6	24"×24"	1 1	70	70								55
	п	MO 6-1	21"×21"	1 1	70	70								AHEAD
204	RT OF J1-2 (JCT J; END OO) ON CTY OO (EB)	MO 4-8	24"×12"	1	70	70								Allene
204	"	M 3-1	24"×12"	1	70	70								
	II .	M 1-6	24"×24"	1	70	70								55
	п	MO 5-1-L	21"×21"	1	70	70								
205	500' E OF STH 55 INTERSECTION ON CTY 00 (WB)	MO 4-8-A	24"×18"	1	70	70								
203	300 E OF 3111 33 INTERSECTION ON CIT 00 (ND)	M 1-6	24"×24"	1	70	70								55
206	200' E OF HWY 55 INTERSECTION ON CTY 00 (EB)	MO 4-8	24"×12"	1	70	70								
200	"	M 3-1	24"×12"	1	70	70								
	II .	M 1-6	24"×24"	1 1	70	70	 							55
	II .	MO 6-1	21"×21"	1	70	70								AHEAD
207	ABOVE D1-1 (EAST- 00-TILT RT) ON EAST SPLITTER ISLAND	MO 4-8	24"×12"	1	70	70								ANEAD
207	ADD VE DI-1 (EAST- OD-11ET KI) ON EAST SPETTIER ISDAND	M 3-1	24"×12"	1 1	70	70								
	II .	M 1-6	24"×24"	1	70	70	 							55
	II .	MO 6-2	21"×21"	1	70	70	 							RIGHT
208	NE QUAD OF HWY 55 & CTY OO INTERSECTION	R 11-3	60"×30"	1	70	70	70	140						1/2 MILES
209	BELOW SIGN # 208	MO 4-9-R	30"×24"	1	70	70	- / -	140						1/2 MILES
210	SE QUAD OF HWY 55 & CTY OO INTERSECTION RT OF YIELD SIGN	MO 4-8	24"×12"	1	70	70								
210	3E Q04D OF 11M1 33 & C11 OO 1N1EK3EC110N K1 OF 11EED 31GN	M 3-1	24"×12"	1	70	70								
	II II	M 1-6	24"×24"	1	70	70								55
	II .	MO 6-1	21"×21"	+ +	70	70								RIGHT
211	RT OF D 1-62 (ROUND-A-BOUT DIAGRAMITIC) ON HWY 55 (NB)	MO 4-8	24"×12"	1	70	70								KIGIII
211	II OF D 1-02 (ROOMD-A-DOOT DIAGRAFITIC) ON THAT 33 (ND)	M 3-1	24"×12"	1	70	70								
	II .	M 1-6	24"×24"	+ +	70	70								55
	II .	MO 5-1-R	21"×21"	1 1	70	70								
212	250' S OF SIGN # 211 ON HWY 55 (NB)	WD 20-2-A	48"×48"	+ +	70	70								
			40 X40	1 1	//	/-			7					
213	FIELD DETERMINED - STH 55 (SB) FIELD DETERMINED - STH 55 (NB)	POMS POMS		1			 		7					
214	FIELD DETERMINED - HWY 41 SB EXIT RAMP	POMS		1		 	 		7					
216	FIELD DETERMINED - HWY 41 NB EXIT RAMP	POMS		1			 		7					
216	PAGE SUBTOTALS	FUIS		37	-	2,310	70	140	28	0		0		
I	PAGE SUBTUIALS			37		2,310	70	140	20	v		v	v	
I														
I	STAGE 3 SUBTOTALS			216		14,840	140	280	28	0		2	1	
I														

PLAN SHEET PRODUCED BY WisDOT - NE REGION

PROJECT NUMBER: 4650-08-71 HWY: STH 55/STH 96 COUNTY: OUTAGAMIE MISCELLANEOUS QUANTITIES SHEET **E**

,				1		643.0900	643.0420	643.0705	643.1050	643.1000		643.0910	643.0920	
					APPROX.	SIGNS	BARRICADES	WARNING	SIGNS	SIGNS		COVERING	COVERING	
- 1					SERVICE		TYPE III	LIGHTS	PORTABLE	FIXED		SIGNS	SIGNS	
				NUMBER	PERIOD			TYPE A	CHANGEABLE	MESSAGE	NO OF	TYPE I	TYPE II	
SIGN		SIGN	SIZE	IN	110				MESSAGE		CYCLES			
NO.	LOCATION	CODE	W×H	SERVICE	DAYS	DAYS	DAYS	DAYS	DAYS	S.F.		EACH	EACH	REMARKS
	CTH 00 DETOUR (STH 55/CTH 00 INTERS			UCT -			OSED)							
217	CTH 00, PLACE 1000' W. OF CTH N INTERSECTION	W 20-2A	48"X48"	1	110	110								
218	CTH 00, PLACE 500' W. OF CTH N INTERSECTION	MO 4-8	24"X12"	1	110	110								
		M 3-2	24"X12"	1	110	110								
		M 1-5A MO 5-1L	24"X24" 21"X21"	1 1	110 110	110 110								CTH 00
219	CTH 00, PLACE 100' W. OF CTH N INTERSECTION	MO 4-8	24"X12"	1	110	110								
213	" "	M 3-2	24"X12"	1	110	110								
	u u	M 1-5A	24"X24"	1	110	110								CTH 00
	"	MO 6-1	21"X21"	1	110	110								LEFT
220	CTH OO, PLACE IN SOUTH LEG SPLITTER ISLAND BETWEEN C&G-SIDEWALK	R 11-3	60"×30"	1	110	110	110	220						2.5 MILES AHE
221	CTH N, MODIFY EXISTING J1-1 SIGN AS SHOWN	MO 4-8A	24"X18"	1	110	110								
222	CTH N, PLACE 175' S. OF I-41 NB RAMP INTERSECTION	MO 4-8	24"X12"	1	110	110								
	"	M 3-2	24"X12"	1	110	110								
	"	M 1-5A	24"X24"	1	110	110								CTH 00
223	I-41 SB OFF-RAMP TO CTH N, PLACE 125' PRIOR TO RAMP INTERSECTION	MO 6-1 MO 4-8	21"X21" 24"X12"	1	110 110	110 110								RIGHT
223	1-41 SB OFF-KAMP TO CIT N, PLACE 125 PRIOR TO KAMP INTERSECTION	M 3-4	24 X12 24"X12"	1 1	110	110								
$\overline{}$		M 1-5A	24"X24"	1	110	110								
	п	MO 6-1	21"X21"	1	110	110								
224	I-41 SB, AT CTH N EXIT RAMP DIVERGE	MO 4-8	36"X18"	1	110	110								
	"	M 3-4	36"×18"	1	110	110								
	"	M 1-5A	36"X36"	1	110	110								CTH 00
	"	MO 6-2	30"×30"	1	110	110								TILT RIGHT
225	CTH 00, PLACE IN SE QUADRANT AT CTH CC INTERSECTION	R 11-3	60"×30"	1	110	110	110	220						1.3 MILES AHE
226	I-41 NB, AT STH 55 EXIT RAMP DIVERGE	MO 4-8	36"X18"	1	110	110								
	"	M 3-2	36"X18"	1 1	110	110								CTU DD
-		M 1-5A MO 6-1	36"×36" 30"×30"	1 1	110 110	110 110								CTH 00 AHEAD
227	I-41 SB, AT STH 55 EXIT RAMP DIVERGE	MO 4-8	36"X18"	1	110	110								ALIEAD
	"	M 3-4	36"X18"	1	110	110								
	ıı .	M 1-5A	36"×36"	1	110	110								CTH 00
	п	MO 6-1	30"×30"	1	110	110								AHEAD
228	I-41 NB, AT CTH J EXIT RAMP DIVERGE	MO 4-8	36"×18"	1	110	110								
	"	M 3-2	36"×18"	1	110	110								
	"	M 1-5A	36"×36"	1	110	110								CTH 00
	"	MO 6-2	30"X30"	1	110	110								TILT RIGHT
229	I-41 NB OFF-RAMP TO CTH J, PLACE RIGHT OF SIGN #45	MO 4-8	24"X12"	1	110	110								
-	n n	M 3-2 M 1-5A	24"X12" 24"X24"	1 1	110 110	110 110								CTH 00
$\overline{}$	II .	MO 5-1R	21"X21"	1	110	110								CTH 00
230	I-41 NB OFF-RAMP TO CTH J, PLACE RIGHT OF SIGN #46	MO 4-8	24"X12"	1	110	110								
	"	M 3-2	24"X12"	1	110	110								
	II .	M 1-5A	24"X24"	1	110	110								CTH 00
	"	MO 6-1	21"X21"	1	110	110								RIGHT
231	I-41 SB - CTH J ROUNDABOUT, EXIT TO I-41 SB LEG, MOUNT ABOVE EXISTING D1-1 SIGN	MO 4-8	24"X12"	1	110	110								
	"	M 3-4	24"X12"	1	110	110								
	"	M 1-5A	24"X24"	1	110	110								CTH 00
	"	MO 6-2	21"X21"	1	110	110								TILT RIGHT

PLAN SHEET PRODUCED BY WisDOT - NE REGION

PROJECT NUMBER: 4650-08-71 HWY: STH 55/STH 96 COUNTY: OUTAGAMIE MISCELLANEOUS QUANTITIES SHEET **E**

TRAFFIC CONTROL DETOUR SIGN SUMMARY

						643.0900	643.0420	643.0705	643.1050	643.1000		643.0910	643.0920	i
					APPROX.	SIGNS	BARRICADES	WARNING	SIGNS	SIGNS		COVERING	COVERING	i
					SERVICE		TYPE III	LIGHTS	PORTABLE	FIXED		SIGNS	SIGNS	i
				NUMBER	PERIOD			TYPE A	CHANGEABLE	MESSAGE	NO OF	TYPE I	TYPE II	i
SIGN		SIGN	SIZE	IN	110				MESSAGE		CYCLES			i
NO.	LOCATION	CODE	$W \times H$	SERVICE	DAYS	DAYS	DAYS	DAYS	DAYS	S.F.		EACH	EACH	REMARKS
232	CTH J, PLACE 150' S. OF I-41 SB ROUNDABOUT	MO 4-8	24"X12"	1	110	110								
	II .	M 3-4	24"X12"	1	110	110								
	II .	M 1-5A	24"X24"	1	110	110								CTH 00
	п	MO 5-1L	21"X21"	1	110	110								
233	CTH J, PLACE 150' S. OF I-41 NB ROUNDABOUT	MO 4-8	24"X12"	1	110	110								
	п	M 3-4	24"X12"	1	110	110								
	п	M 1-5A	24"X24"	1	110	110								CTH 00
	II .	MO 6-1	21"X21"	1	110	110								AHEAD
234	CTH J, MODIFY EXISTING J1-1 SIGN AS SHOWN	MO 4-8A	24"X18"	1	110	110								
235	CTH OO, PLACE RIGHT OF EXISTING R1-1 SIGN AT CTH J INTERSECTION	MO 4-8	24"×12"	1	110	110								
	"	M 3-2	24"X12"	1	110	110								
	II .	M 1-5A	24"X24"	1	110	110								CTH 00
	н	MO 6-1	21"X21"	1	110	110								RIGHT
236	CTH 00, PLACE 500' E. OF CTH J INTERSECTION	MO 4-8	24"X12"	1	110	110								
	п	M 3-2	24"×12"	1	110	110								
	н	M 1-5A	24"X24"	1	110	110								CTH 00
	п	MO 5-1R	21"X21"	1	110	110								
237	CTH 00, PLACE 1000' E. OF CTH J INTERSECTION	W 20-2A	48"X48"	1	110	110								
	PAGE SUBTOTALS			18		1,980	0	0	0	0		0	0	
						-,-								
	CTH OO DETOUR TOTALS			66		7,260	220	440	0	o		0	0	
	CITI OO BETOOK TOTAES			30		. , 200			-	-		-	-	
	PROJECT TOTAL C											_	_	
i	PROJECT TOTALS			809		59,950	1,160	2,320	63	392		2	8	

NOTE: ADDITIONAL TRAFFIC CONTROL QUANTITIES SHOWN ELSEWHERE WITHIN MISCELLANEOUS SECTION

PLAN SHEET PRODUCED BY WisDOT - NE REGION

MISCELLANEOUS QUANTITIES SHEET PROJECT NUMBER: 4650-08-71 HWY: STH 55/STH 96 COUNTY: OUTAGAMIE

ſ																		TRAF	FIC SIGNAL CO	<u>NDUIT</u>	
																				RIGID NONMETALLI CHEDULE 40	652.0135 C CONDUIT RIGID METALLIC 3-INCH
							TRAFFIC	SIGNAL STRUCT	URES							LOCATION	FROM	- TO	LF	LF	LF
-				654.0101	654.0102	657.0100	657.0255	657.0310	657.0420	657.0425	657.0585	657.0590	657.0595	657.0609	659.1125	CATEGORY 001					_
							TRANSFORM		TRAFFIC					LUMINAIRE ARMS		STH 55 & STH 96	CB1	- PB1		54	
				CONCD	ETE BASES	PEDESTAL	BASES BREAKA 11 1/2-INCH		STAND. ALUMI		TDC	MBONE AR	MC	SINGLE MEMBER 4-INCH CLAMP	LUMINAIRES UTILITY		CB1	- PB20		36	
3 I	LOCATION /			TYPE 1	TYPE 2	BASES	BOLT CIRCL		13-FT	15-FT	15-FT	20-FT	25-FT	6-FT	LED C		PB1	- SB1	10		
_	BASE NUMBER		OFFSET	L/R EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH		PB1	- PB2		25	
	CATEGORY 0010																PB2 PB2	- PB5 - PB3	10	67	
	STH 55 & STH 96 SB1	209+00'NB'	33.0'	RT 1		1			1								PB3	- PB4	12		
-	SB2	208+99'NB'	29.8'	LT	1		1	1			1			1	1		PB5	- BUNGALO	OW 30		
	SB3	210+04'NB'	35.2'	LT 1		1				1							PB5 PB6	- PB6 - PB7	 25		50
	SB4	210+02'NB'	36.0'	RT LT 1	1		1	1				1		1	1		PB1	- PB7 - PB8		134	
	SB5 SB6	100+48'J' 100+50'J'	21.2' 35.0'	RT	1	1 	1	1	<u></u>	<u> </u>		<u></u>	1	1	1		PB8	- SB2	7		
	SB7	310+12'96'	36.8'	LT 1		1			1								PB8	- PB9		144	
	SB8	310+17'96'	38.2'	RT	1		1	1			1			1	1		PB9 PB9	- SB3 - PB10	18		
	CATECODY	TOTAL		4	4	4	4	4	2	2	2	1	1	4	4	. [———	PB9	- PB10 - PB11	30 85		<u></u>
	CATEGORY 0010	IOIAL		4	4	4	4	4	2	2	۷	ı	ı	4	4	1	PB9	- PB13		156	
																	PB11	- PB12	10		-
																1	PB13 PB13	- SB4 - PB14	24	 100	-
L																┙	PB14	- SB5	8		
																1	PB14	- PB15	23		
				TD AFFIC SI	CNAL CABLE	AND WIDE A	BOVE CROUND										PB14	- PB17		110	
				IRAFFIC SIC	655.0		BOVE GROUND 655.0240 *	655.0700 *	655.090	n *							PB15 PB17	- PB16 - SB6	15 6	 	
								OOP DETECTOR									PB17	- PB18		100	
					SIGNAL 5-	-14 AWG SIG	NAL 7-14 AWG	LEAD IN CABLE	DETECTOR (CABLE							PB18	- SB7	5		
	LOCATION	EDOM SIONA	LDACE	TO SIGNAL HEA	AD LF	-	LF	LF	LF								PB18 PB18	- PB19 - PB21	20		-
	CATEGORY 0010		L DASE -	TO SIGNAL HEA	AD LI	<u> </u>	LF	LF	<u>LF</u>								PB19		 12	136 	
	STH 55 & STH 96															-	PB21	- SB8	5		
		SB1	-	1	19												PB21	- PB22	25		
			-	5	19												PB22	- PB23	30	-	-
			-	4A BUTTON	15			6								CATEGORY 0010) TOTAL		410	1,062	50
		SB2	-	4B	15	5														.,	
			-	6	40	0									TRAFFIC	SIGNAL CABLE AND	WIRE - BI	ELOW GROUND			
			-	BUTTON HEAD "B"		•		6	35						<u> </u>						
		SB3	_		 15	5		 						6	655.0240 *		.0260	655.0270	655.0305	655.0515	655.0900 *
			-	8	19	9										CABLE TRAFFIC SIGNAL		(IF 2-12 AWG	ELECTRICAL WIRE	TRAFFIC SIGNAL EVP
			-	10			23							-	7-14 AWG 9		4 AWG	15-14 AWG	GROUNDED	10 AWG	DETECTOR CABLE
			-	13 14	20 20		 						FROM -	TO	LF		_F	LF	LF	LF	LF
			-	BUTTON		-		6			CATEGO										
		SB4	-	2B	15						STH 55 8	x 3111910	CB1 -	SB1			56				
			-	9 PLITTON	45	5		 6					CB1 -	SB2	136				136		112
			-	BUTTON HEAD "D"			 	6 	40				CB1 -	SB3				233			
		SB5	-	2		-	23						CB1 - CB1 -	SB4 SB5	303		 169				249
			-	4	19	·					I —		CB1 -	SB6			96				157
			-	8B BUTTON	15	5		 6					CB1 -	SB7		1	29				
		SB6	-	3		-	52						CB1 -	SB8			45		45		36
			-	8A	15	5	-						SB1 - SB2 -	SB2 SB3	 	 			 	122 135	
			-	BUTTON				6			1		SB2 -	SB4					207		
		SB7	_	HEAD "A" 6B	 15		 	 	40				SB3 -	SB4						132	
		007	-	7	19								SB4 -	SB5						120	
			-	11	19								SB5 - SB6 -	SB6 SB7		 				112 101	
		200-	-	BUTTON				6			1		SB6 -	SB8					188		
		SB8	-	6A 12	15	5	 42						SB7 -	SB8						121	
			-	15	20	0	42 						CB1 -	RR BUNGALOW		205					
			-	BUTTON				6			CATECO	DRY 0010 TC	TAI		439	205 6	95	233	576	843	554
	OATEOODY (SEE	0. TOTA:		HEAD "C"		-			35		J	5010 10				_00		200	576	070	
	CATEGORY 0010	U IUIAL			37	Э	140	48	150		*ADDITIO	DNAL QUAN	TITIES SHO	OWN ELSEWHERE.							
ŀ								0711		I	00					NEO/10 21111	. 		I		I
L	PROJECT N	νO: 4650	-08-71				HWY:	STH 55			COUNTY	: OUTA	AGAMIE	=	MISCELLA	NEOUS QUAN	IIIIES	5	SHE	:E1	E

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658.0500 PEDESTRIAN PUSH

TRAFFIC SIGNAL LOOP DETECTORS

							652.0800 CONDUIT	655.0800 LOOI	655.0700 * P DETECTOR
				SIZE	NO. OF		LOOP DETECTOR	WIRE	LEAD IN CABL
LOCATION / LOOP NO.	STATION **	OFFSET	L/R	FT X FT	TURNS	INSTALLATION METHOD	LF	LF	LF
CATEGORY 0010 STH 55 & STH 96									
11	207+41'NB'	5.4'	RT	6 X 6	4	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	24	96	185
12	209+01'NB'	5.5'	RT	6 X 30	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	72	216	65
13	211+02'NB'	16.0'	LT	6 X 6	4	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	24	96	250
21	100+47'J'	7.5'	LT	6 X 30	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	72	216	225
41	210+00'NB'	0.0'	RT	6 X 30	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	72	216	185
61	209+01'NB'	16.5'	RT	6 X 30	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	72	216	55
81	310+41'96'	5.5'	LT	6 X 20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	52	156	85
82	310+12'96'	5.3'	LT	6 X 20	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	52	156	115
83	310+11'96'	16.1'	LT	6 X 30	3	SDD: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	72	216	68
CATEGORY 0010 TOTA	L						512	1,584	1,233

^{*} ADDITIONAL QUANTITY SHOWN ELSEWHERE

TRAFFIC SIGNAL HEADS

			658.0173 TRAI	658.0175 FFIC	658.0416	SPV.0060.13	SPV.0060.14
			SIGNAL	FACE	PEDESTRIAN	LED BLANK OUT	LED BLANK OUT
			3S	5S	SIGNAL FACE	SIGN	SIGN
	SIGNAL	HEAD	12-INCH	12-INCH	16-INCH	NO LEFT TURN	NO RIGHT TURN
LOCATION	BASE NO.	NO.	EACH	EACH	EACH	EACH	EACH
CATEGORY 0010 STH 55 & STH 96							
	SB1	1	1				
		5	1				
		4A			1		
	SB2	6	1				
		4B			1		
	SB3	2A			1		
		8	1				
		10		1			
		13				1	
		14					1
	SB4	2B			1		
		9	1				
	SB5	2		1			
		4	1				
		8B			1		
	SB6	3		1			
		8A			1		
	SB7	6B			1		
		7	1				
		11	1				
	SB8	6A			1		
		12		1			
		15					1
CATEGORY 0010	TOTAL		8	4	8	1	2

^{*}ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

ROJECT NO: 4650-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	MISCELLANEOUS QUANTITIES	SHEET	E
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^{**} LOCATION IS TO THE FRONT CENTER OF DETECTOR LOOP & FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

TRAFFIC SIGNAL CONTROL

LOCATION	654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL	656.0200.01 ELECTRICAL SERVICE METER BREAKER PEDESTAL (STH 55 & STH 96)	SPV.0105.03 FURNISH AND INSTALL TRAFFIC SIGNAL CABINET CONTROLLER AND BATTERY BACKUP SYSTEM	SPV.0105.04 FURNISH AND INSTALL EMERGENCY VEHICLE PREEMPTION SYSTEM
LOCATION CATEGORY 0010 STH 55 & STH 96	EACH	LS	LS	LS
CATEGORY 0010 TOTAL	1	1	1	1

CONSTRUCTION STAKING

650.8500.01 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (4650-08-71)

	(+050-00-71)
LOCATION	LS
CATEGORY 0010	
STH 55 & STH 96	1
CATEGORY 0010 TOTAL	1

TRAFFIC SIGNAL MOUNTING HARDWARE

TRAFFIC SIGNAL SYSTEM INTEGRATOR

TRAFFIC SIGNAL PULL BOXES

				653.0105	653.0154	653.0164	SPV.0060.12
				PULL BOXES STEEL	PULL B	OX NON-CONDU	JCTIVE
LOCATION / PULL				12X24-INCH	24X36-INCH	24X42-INCH	24X48-INCH
BOX NUMBER	STATION	OFFSET	L/R	EACH	EACH	EACH	EACH
CATEGORY 0010							
STH 55 & STH 96							
PB1	208+93'NB'	38.5'	RT			1	
PB2	208+71'NB'	27.5'	RT		1		
PB3	208+71'NB'	16.5'	RT	1			
PB4	208+71'NB'	5.5'	RT	1			
PB5	208+04'NB'	26.5'	RT				1
PB6	207+56'NB'	26.4'	RT				1
PB7	207+41'NB'	5.4'	RT	1			
PB8	208+93'NB'	27.9'	LT			1	
PB9	210+20'NB'	26.9'	LT			1	
PB10	210+30'NB'	0.0'	RT	1			
PB11	211+03'NB'	26.8'	LT		1		
PB12	211+02'NB'	16.0'	LT	1			
PB13	210+21'NB'	24.9'	RT			1	
PB14	100+57'J'	23.1'	LT			1	
PB15	100+78'J'	23.1'	LT		1		
PB16	100+77'J'	7.5'	LT	1			
PB17	100+56'J'	32.2'	RT			1	
PB18	310+16'96'	36.6'	LT			1	
PB19	310+11'96'	16.1'	LT	1			
PB20	310+12'96'	5.2'	LT	1			
PB21	310+21'96'	34.6'	RT			1	
PB22	310+39'96'	25.8'	RT		1		
PB23	310+41'96'	5.5'	LT	1	-		
CATEGORY 0010 TOT	ΓAL			9	4	8	2

PROJECT NO: 4650-08-71 HWY: STH 55 COUNTY: OUTAGAMIE MISCELLANEOUS QUANTITIES SHEET E

ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE II

			1	T	1	T	Т	ı	ı	1			
				637.2210	637.2230	637.2215				634.0812		641.8100	
				SIGNS	SIGNS	SIGNS	POSTS	POSTS	POSTS	POSTS	POSTS	OVERHEAD	
				TYPE II	TYPE II	TYPE II	WOOD	WOOD	TUBULAR	TUBULAR	TUBULAR	SIGN	
				REFLECTIVE	REFLECTIVE	REFLECTIVE H	4x6x14	4x6x16	STEEL	STEEL	STEEL	SUPPORT	
SIGN		SIGN		TYPE H	TYPE F	FOLDING			2x2x10	2x2x12	2x2x14		
NO.	LOCATION	CODE	WXH	S.F.	S.F.	S.F.	EACH	EACH	EACH	EACH	EACH	LS (STR)	REMARKS
1	STH 55, N. OF EVERGREEN DR	R5-1	30" X 30"	6.25			1						
2	11	w6-3	36" x 36"		9.00								MOUNT TO BACK OF SIGN 1
3	11	R4-7	36" x 48"	12.00				1					
4	11	R5-1A	36" X 24"	6.00			1						
5	11	w6-2	36" X 36"		9.00								MOUNT TO BACK OF SIGN 4
6	11	R5-1	30" X 30"	6.25			1						
7	11	R4-7	24" X 36"	6.00				1					
8	EVERGREEN DR	R1-1	36" X 36"	7.46				1					
9	STH 55, N. OF ARBOR WAY	R5-1	30" X 30"	6.25			1						
10	"	w3-5	36" x 36"		9.00			1					45 MPH
11	"	R5-1A	36" X 24"	6.00			1						
12A	"	R3-20L	24" X 36"	6.00				1					
12	11		24" X 30"	5.00			1						45 MPH
13	11		36" X 24"	6.00									MOUNT TO BACK OF SIGN 12
14	11		24" X 36"	6.00				1					
15	11		24" X 30"	5.00			1						55 MPH
16	11		30" X 30"	6.25			1						33 11111
17	11		24" X 36"	6.00			 	1					
18	ARBOR WAY	R1-1	36" X 36"	7.46				1					
19	STH 55, N. OF I-41 SB RAB	R5-1	30" X 30"	6.25			1						
20	" " " " " " " " " " " " " " " " " " "		24" X 39"	6.50				1					SEE PLAN SHEET
21	"	W2-6	30" X 30"		6.25		1						JEE I LAN SHEET
22	"		18" X 18"		2.25								15 MPH, MOUNT BELOW SIGN 21
23	"		36" X 24"	6.00			1						13 MFH, MOONT BELOW SIGN 21
24	"		36" X 30"	7.50								1 (S-44-0200)	MOUNT TO S-44-0200 SUPPORT
25	11		36" X 30"				 						MOUNT TO S-44-0200 SUPPORT
26	11		48" X 30"			10.00							
27	11		24" X 36"					1					MOUNT BELOW SIGN 25 SEE PLAN SHEET
	11		36" X 36"					1					SEE PLAN SHEET
28	"		24" X 24"		9.00			т т	1				2 MOUNTING LISTOUT
29	"			2 00	4.00				<u> </u>	1			2' MOUNTING HEIGHT
30	"		36" X 31"	i e			 			1			MOUNT DELOW STEEL 20
31	"		24" X 30"	5.00					 				MOUNT BELOW SIGN 30
32	"		48" X 42"	7.00					 	1			MOUNT BELOW STOW 33
33	"		24" X 15"										MOUNT BELOW SIGN 32
34	"		36" X 31"					1					
35		•	66" X 36"	•						2			SEE SIGN DETAILS
	PAGE SUBTOT	ALS		182.42	48.50	10.00	11	12	1	4	0	1	

PAGE SUBTOTALS 182.42 48.50 10.00 11 12 1 4 0 1

PROJECT NO: 4650-08-71 HWY: STH 55 COUNTY: OUTAGAMIE MISCELLANEOUS QUANTITIES SHEET: **E**

		1		627 2210	627 2220	627 2215	624 0614	624 0616	624 0010	624 0012	624 0014	641.8100	
				637.2210	637.2230	637.2215	634.0614						
				SIGNS	SIGNS	SIGNS	POSTS	POSTS	POSTS	POSTS	POSTS	OVERHEAD	
				TYPE II	TYPE II	TYPE II	WOOD	WOOD	TUBULAR	TUBULAR	TUBULAR	SIGN	
						REFLECTIVE H	4x6x14	4x6x16	STEEL	STEEL	STEEL	SUPPORT	
SIGN		SIGN		TYPE H	TYPE F	FOLDING			2x2x10	2x2x12	2x2x14	(2)	
NO.	LOCATION	CODE	WXH	S.F.	S.F.	S.F.	EACH	EACH	EACH	EACH	EACH	LS (STR)	REMARKS
36	VACANT												
37	VACANT												
38	VACANT												
39	I-41 SB ON RAMP	R5-57	36" X 36"	9.00				1					
40	"		66" x 36"	16.50						2			SEE SIGN DETAILS
41	"	R11-54F				10.00							MOUNT BELOW SIGN 40
42	CENTER ISLAND	R6-1R	54" X 18"	6.75				2					
43	"		60" x 24"	10.00									MOUNT BELOW SIGN 42
44	"	R6-1R	54" X 18"	6.75				2					
45	"	R6-4B	60" X 24"	10.00									MOUNT BELOW SIGN 44
46	"	R6-1R	54" X 18"	6.75				2					
47	"	R6-4B	60" x 24"	10.00									MOUNT BELOW SIGN 46
48	STH 55, BETWEEN RAMPS	D1-1	72" x 30"	15.00						2			SEE SIGN DETAILS
49	"	R4-7	24" x 30"	5.00						1			
49A	11	D1-62	96" x 84"	56.00				4					SEE SIGN DETAILS
50	11	R1-2	36" x 31"	3.88				1					
51	"	R1-54	24" X 15"	2.50									MOUNT BELOW SIGN 50
52	11	R1-2	36" x 31"	3.88						1			
53	11	R6-2R	24" x 30"	5.00									MOUNT BELOW SIGN 52
54	I-41 SB OFF RAMP	R1-2	36" x 31"	3.88						1			
55	11	R5-1	30" x 30"	6.25						1			
56	11	W12-1D	24" X 24"		4.00		1						2' MOUNTING HEIGHT
57	11	R1-2	36" x 31"	3.88				1					
58	II .	R1-54	24" X 15"	2.50									MOUNT BELOW SIGN 57
59	11	R1-2	36" x 31"	3.88				1					
60	11		24" x 30"	5.00									MOUNT BELOW SIGN 59
61	11		30" x 30"					1					
62	11		24" x 24"										MOUNT WITH SIGN 61
63	11		36" x 24"									1 (S-44-0201)	MOUNT TO S-44-0201 SUPPORT
64	11		36" x 24"										MOUNT TO S-44-0201 SUPPORT
65	11		36" x 30"										MOUNT TO S-44-0201 SUPPORT
66	11		36" x 30"	7.50									MOUNT TO S-44-0201 SUPPORT
67	11		90" x 60"	37.50				2					EXIT 148
68	11		30" X 30"		6.25			1					LATI ITO
69	п		18" X 18"		2.25								15 MPH, MOUNT BELOW SIGN 68
70	п		36" X 36"		9.00			1					TO PILIT, PICCIAL DELOW STON OC
70	PAGE SUBTO	•	20 V 30	267.13	21.50	10.00	1	19		8	0		
	PAGE SUBTO	IALS		Z0/.I3	21.30	10.00	Τ.	TA	0	0	U	1	

PROJECT NO: 4650-08-71 HWY: STH 55 COUNTY: OUTAGAMIE MISCELLANEOUS QUANTITIES SHEET: **E**

STON STON			1	ı	627 2210	627 2220	627 2245		624 6646	1624 0010	624 0042	634 6614	644 0400	
Type Type					637.2210	637.2230	637.2215						641.8100	
No. LOCATION Code W x H Vive Viv														
STAN STAN W X H S.F.														
NO. LOCATION COCK N. X. H. S.F. S.F. S.F. S.F. EACH								4x6x14	4x6x16				SUPPORT	
1-4 1-80 DEF RAMP														
72 " W 3-1 18" \times 18" \times 2.75 15 MPH, MOINT BELOW STGN 71 73 " 65-1A 90" \times 60" 37.50 2 5 MPH, MOINT BELOW STGN 71 73 4 ST 15 S, BEINEER RAMPS R3-86G 60" \times 20" \times					S.F.		S.F.	EACH	EACH	EACH	EACH	EACH	LS (STR)	REMARKS
73									1					
1														15 MPH, MOUNT BELOW SIGN 71
STH 55, BETWEEN RAMPS R3-Box 30 st 30						9.00			1					
To To To To To To To To		11							2					EXIT 148
The control of the	74		R3-8GG		7.50			1						
77 " RE-2R 24" X 30" S.00			R4-7		5.00			1						
17	76		R1-2		3.88				1					
1.	77	"	R6-2R	24" X 30"	5.00									MOUNT BELOW SIGN 76
Section Sect	78	II .	R1-2	36" X 31"	3.88				1					
81	79	11	R1-54	24" X 15"	2.50									MOUNT BELOW SIGN 78
R3-1 24"	80	CENTER ISLAND	R6-1R	54" X 18"	6.75				2					
83	81	п	R6-4B	60" X 24"	10.00									MOUNT BELOW SIGN 80
S3	82	11	R3-1	24" X 24"	4.00			1						
85	83	п	R5-1	30" x 30"	6.25			1						
86 STH 55, BETWEEN RAMPS R3-813] 36" X 30" 7.50	84	I-41 NB OFF RAMP	R1-2	36" x 31"	3.88				1					
87 " D1-1 72" x 30" 15.00 2 1 (5-44-0202) MOUNT TO 5-44-0202 SUPPORT 88 I-41 NB OFF RAMP R3-8DD 36" x 30" 7.50 1 (5-44-0202) MOUNT TO 5-44-0202 SUPPORT 89 " R3-8DD 36" x 30" 7.50 1 (5-44-0202) MOUNT TO 5-44-0202 SUPPORT 90 " R5-1A 36" x 24" 6.00 MOUNT TO 5-44-0202 SUPPORT 91 " W12-1D 24" x 24" 4.00 1 MOUNT TO 5-44-0202 SUPPORT 92 " R5-1A 36" x 24" 6.00 1	85	п	R6-2R	24" x 30"	5.00									MOUNT BELOW SIGN 84
88	86	STH 55, BETWEEN RAMPS	R3-8JJ	36" x 30"	7.50								1 (s-44-0203)	MOUNT TO S-44-0203 SUPPORT
R3-8DD 36" x 30" 7.50 MOUNT TO S-44-0202 SUPPORT	87	II.	D1-1	72" x 30"	15.00			2						
STAND STAN	88	I-41 NB OFF RAMP	R3-8DD	36" x 30"	7.50								1 (S-44-0202)	MOUNT TO S-44-0202 SUPPORT
91 " W12-1D 24" × 24" 4.00 1 1 2' MOUNT ING HEIGHT 92 " R5-1A 36" × 24" 6.00 1 MOUNT TO S-44-0202 SUPPORT 93 " R1-2 36" × 31" 3.88 1 1 MOUNT BELOW SIGN 93 95 " R1-54 24" × 15" 2.50 1 MOUNT BELOW SIGN 93 96 " R1-2 36" × 31" 3.88 1	89	11	R3-8DD	36" x 30"	7.50									MOUNT TO S-44-0202 SUPPORT
91 "	90	ш	R5-1A	36" x 24"	6.00									MOUNT TO S-44-0202 SUPPORT
92 " R5-1A 36" X 24" 6.00	91	II .	W12-1D			4.00		1						
93 " R1-2 36" X 31" 3.88 1 1 1 1 1 94 " R1-54 24" X 15" 2.50 1 1		II .	R5-1A	36" x 24"	6.00									MOUNT TO S-44-0202 SUPPORT
94 " R1-54 24" X 15" 2.50 MOUNT BELOW SIGN 93 95 " R1-2 36" X 31" 3.88 1 MOUNT BELOW SIGN 93 96 " R6-2R 24" X 30" 5.00 1 MOUNT BELOW SIGN 95 97 " R5-1 30" X 30" 6.25 1 1 98 " R1-2 36" X 31" 3.88 1 1 99 CENTER ISLAND R6-1R 54" X 18" 6.75 2 1 100 " R6-4B 60" X 24" 10.00 2 MOUNT BELOW SIGN 42 101 STH 55, S. OF I-41 NB RAB D1-1 66" X 36" 16.50 2 SEE SIGN DETAILS 102 " J4-1 24" X 36" 6.00 1 SEE PLAN SHEET 103 " R3-8X 54" X 30" 11.25 1 (S-44-0204) MOUNT TO S-44-0204 SUPPORT	93	II .	R1-2	36" x 31"	3.88				1					
95 " R1-2 36" X 31" 3.88 1 1 96 " R6-2R 24" X 30" 5.00 1 MOUNT BELOW SIGN 95 97 " R5-1 30" X 30" 6.25 1 1 1 98 " R1-2 36" X 31" 3.88 1 1 1 1 1 100 " R6-4B 60" X 24" 10.00 2		п	R1-54											MOUNT BELOW SIGN 93
96 " R6-2R 24" X 30" 5.00		п	R1-2	36" X 31"							1			
97 " R5-1 30" X 30" 6.25		п												MOUNT BELOW SIGN 95
98 " R1-2 36" x 31" 3.88 1		п									1			
99 CENTER ISLAND R6-1R 54" X 18" 6.75 2 <th< td=""><td></td><td>п</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>1</td><td></td><td></td><td></td></th<>		п									1			
100 " R6-4B 60" X 24" 10.00 <th< td=""><td></td><td>CENTER ISLAND</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<>		CENTER ISLAND												
101 STH 55, S. OF I-41 NB RAB D1-1 66" X 36" 16.50 2 SEE SIGN DETAILS 102 " J4-1 24" X 36" 6.00 1 SEE PLAN SHEET 103 " R3-8X 54" X 30" 11.25 1 (S-44-0204) MOUNT TO S-44-0204 SUPPORT														MOUNT BELOW STGN 42
102 " J4-1 24" x 36" 6.00 1 SEE PLAN SHEET 103 " R3-8x 54" x 30" 11.25 1 (s-44-0204) MOUNT TO S-44-0204 SUPPORT		STH 55. S. OF T-41 NR RAR												
103 " R3-8X 54" X 30" 11.25 1 (S-44-0204) MOUNT TO S-44-0204 SUPPORT		·							1					
		11												
		PAGE SURTAT	•	15. A 30										1.00.11 10 0 11 0201 0011 011

PROJECT NO: 4650-08-71 HWY: STH 55 COUNTY: OUTAGAMIE MISCELLANEOUS QUANTITIES SHEET: **E**

ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE II

				637.2210	637.2230	637.2215	634 0614	634 0616	634.0810	634 0812	634 0814	641.8100	
				SIGNS	SIGNS	SIGNS	POSTS	POSTS	POSTS	POSTS	POSTS	OVERHEAD	
				TYPE II	TYPE II	TYPE II	WOOD	WOOD			TUBULAR	SIGN	
						REFLECTIVE H		4x6x16	TUBULAR STEEL	TUBULAR STEEL	STEEL	SUPPORT	
SIGN		SIGN		TYPE H	TYPE F	FOLDING	4X0X14	430310	2x2x10	2x2x12	2x2x14	SUPPORT	
NO.	LOCATION	CODE	WXH	S.F.	S.F.	S.F.	EACH	EACH	EACH	EACH	EACH	LS (STR)	REMARKS
104	I-41 NB ON RAMP		66" X 36"	16.50			LACII	LACII	LACII	2	LACII		SEE SIGN DETAILS
105		R11-54F				10.00							MOUNT BELOW SIGN 104
106	11		36" X 36"	9.00				1					MOUNT BELOW SIGN 104
107	CENTER ISLAND		54" X 18"	6.75				2					
108	II		60" X 24"	10.00									MOUNT BELOW SIGN 107
109	STH 55, S. OF I-41 NB RAB		36" X 31"	3.88						1			MOONT BELOW STAN 107
110	"		36" X 31"	3.88				1					
111	11	-	24" X 15"	2.50									MOUNT BELOW SIGN 110
112	п	W12-1D			4.00		1 1						2' MOUNTING HEIGHT
113	п		36" X 31"	3.88				1					2 PROOFFING TREATER
114	п		24" X 30"	5.00									MOUNT BELOW SIGN 113
115	11		54" X 30"	11.25									MOUNT TO S-44-0204 SUPPORT
116	п	R11-54F				10.00							MOUNT BELOW SIGN 115
117	GERTRUDE ST		30" X 30"		6.25						1		
118	II .	 	18" X 18"		2.25								15 MPH, MOUNT BELOW SIGN 117
119	п		24" X 36"	6.00						1			,
120	п	1	36" x 36"		9.00						1		
121	п	R4-7	24" x 30"	5.00						1			
122	ш	R1-2	36" x 31"	3.88						1			
123	11	R6-2R	24" X 30"	5.00									MOUNT BELOW SIGN 122
124	11	R1-2	36" X 31"	3.88						1			
125	11	R1-54	24" X 15"	2.50									MOUNT BELOW SIGN 124
126	п	R3-9B	24" X 36"	6.00						1			
127	п	D1-1	84" X 15"	8.75					2				SEE SIGN DETAILS
128	STH 55, S. OF GERTRUDE ST	D1-1	78" x 30"	16.25						2			SEE SIGN DETAILS
129	п		24" x 30"	5.00									45 MPH, BAND TO LIGHT POLE
130	11	R4-7	24" X 30"	5.00						1			
131	п	R3-6X	42" x 48"	14.00								1 (S-44-0206)	MOUNT ON S-44-0206, CENTER OVER LEFT LANE
132	п	R3-6R	42" X 48"	14.00									MOUNT ON S-44-0206, CENTER OVER RIGHT LANE
133	п		48" X 57"	19.00									MOUNT TO S-44-0206 SUPPORT, SEE PLAN SHEET
134	п		36" X 31"	3.88						1			
135	"		24" X 30"	5.00									MOUNT BELOW SIGN 134
136	"		36" X 31"	3.88						1			
137	II .	R1-54	24" X 15"	2.50									MOUNT BELOW SIGN 136
	PAGE SUBTOT	ALS		202.13	21.50	20.00	1	5	2	13	2	1	

PROJECT NO: 4650-08-71 HWY: STH 55 COUNTY: OUTAGAMIE MISCELLANEOUS QUANTITIES SHEET: **E**

FILE NAME : _____ PLOT BY : ____ PLOT NAME : ____ PLOT SCALE : 1:1

ERECTION & REMOVAL OF PERMANENT SIGNING. TYPE II

				637.2210	637.2230	637.2215	634 0614	634 0616	63/ 0810	634.0812	634 0814	641.8100	
				SIGNS	SIGNS	SIGNS	POSTS	POSTS	POSTS	POSTS	POSTS	OVERHEAD	
				TYPE II	TYPE II	TYPE II	WOOD	WOOD	TUBULAR		TUBULAR	SIGN	
						REFLECTIVE H	4x6x14	4x6x16	STEEL	STEEL	STEEL	SUPPORT	
SIGN		SIGN		TYPE H	TYPE F	FOLDING	470714	470710	2x2x10	2x2x12	2x2x14	SUPPORT	
NO.	LOCATION	CODE	WXH	S.F.	S.F.	S.F.	EACH	EACH	EACH	EACH	EACH	LS (STR)	REMARKS
138	MALONEY RD	D1-1	78" X 15"	8.13					2 2			L3 (31K)	SEE SIGN DETAIL
139	MALONE 1 RD	R4-7	24" X 30"	5.00						1			SEE SIGN DETAIL
140	н	W3-2	36" X 36"		9.00						1		
141	н	w3-2 w2-6	30" X 30"		6.25						1		
142	п	W13-1	18" X 18"		2.25								15 MPH, MOUNT BELOW SIGN 141
143	н	R3-6X	42" X 48"	14.00								1 (S-44-0207)	MOUNT ON S-44-0207, CENTER OVER LEFT LANE
144	н	R3-5R	42" X 48"	14.00									MOUNT ON 3-44-0207, CENTER OVER LEFT LANE
145	п		24" X 24"		4.00				1				2' MOUNTING HEIGHT
146	н	R1-2	36" X 31"	3.88	7.00					1			Z MOUNTING HEIGHT
147	н		24" X 30"	5.00									MOUNT BELOW SIGN 146
148	п	R1-2	36" X 31"	3.88						1			MOUNT BELOW SIGN 140
149	п	R1-54	24" X 15"	2.50									MOUNT BELOW SIGN 148
150	п	R1-2	36" X 31"	3.88						1			MOUNT BLLOW SIGN 140
151	CENTER ISLAND	R6-1R	54" X 18"	6.75						2			
152	U II	R6-4B	60" X 24"	10.00									MOUNT BELOW SIGN 151
153	п	R6-1R	54" X 18"	6.75						2			MOUNT BELOW SIGN ISI
154	н		60" X 24"	10.00									MOUNT BELOW SIGN 153
155	п	R6-1R	54" X 18"	6.75						2			MOUNT BELOW SIGN 133
156	п		60" X 24"	10.00									MOUNT BELOW SIGN 155
157	п	R6-1R	54" X 18"	6.75						2			MOUNT BELOW SIGN 133
158	п	R6-4B	60" X 24"	10.00									MOUNT BELOW SIGN 157
159	STH 55, N. OF MALONEY RD	D1-1	78" x 42"	22.75						2			SEE SIGN DETAIL
160	JIII JJ, N. OI MALONEI KD	R1-2	36" X 31"	3.88						2			SEE SIGN DETAIL
161	11	R1-54	24" X 15"	2.50									MOUNT BELOW SIGN 160
162	п	R1-2	36" X 31"	3.88						2			MOUNT BELOW SIGN 100
163	п		24" X 30"	5.00									MOUNT BELOW SIGN 162
164	п		24" X 57"										MOUNT TO S-44-0205 SUPPORT, SEE PLAN SHEET
165	п		42" x 48"	14.00									MOUNT ON S-44-0205, CENTER OVER LEFT LANE
166	п		42" x 48"										MOUNT ON S-44-0205, CENTER OVER RIGHT LANE
166A	STH 55, S. OF GERTRUDE ST		36" x 36"		9.00						1		FIGURE OF STATE OF ST
167	" " "	w3 2 w2-6	30" x 30"		6.25						1		
168	11		18" X 18"		2.25								15 MPH, MOUNT BELOW SIGN 167
169	BADFER RD		30" X 30"	5.18						1			13 PH II, PROORT BELOW SIGN 107
170	STH 55, S. OF GERTRUDE ST		24" X 39"	6.50						1			SEE PLAN SHEET
	PAGE SUBTOTA		121 / 33	214.43	39.00	0.00	0	0	3	20	4	2	SEE LEAN SHEET
	17.GE 33B1017				33.00	0.00	J	J	3	-0	•	-	

PROJECT NO: 4650-08-71 HWY: STH 55 COUNTY: OUTAGAMIE MISCELLANEOUS QUANTITIES SHEET: **E**

		T				60= 004=		654 6646	1.04.0040	654 6646		0.1.0.00	
				637.2210	637.2230	637.2215	634.0614		634.0810			641.8100	
				SIGNS	SIGNS	SIGNS	POSTS	POSTS	POSTS	POSTS	POSTS	OVERHEAD	
				TYPE II	TYPE II	TYPE II	WOOD	WOOD	TUBULAR	TUBULAR	TUBULAR	SIGN	
						REFLECTIVE H	4x6x14	4x6x16	STEEL	STEEL	STEEL	SUPPORT	
SIGN		SIGN		TYPE H	TYPE F	FOLDING			2x2x10	2x2x12	2x2x14		
NO.	LOCATION	CODE	WXH	S.F.	S.F.	S.F.	EACH	EACH	EACH	EACH	EACH	LS (STR)	REMARKS
171	STH 55, S. OF BADGER		24" X 39"	6.50									BAND TO LIGHT POLE, SEE PLAN SHEET
172	· · · · · · · · · · · · · · · · · · ·		30" X 30"		6.25						1		
173	II .	W13-1	18" X 18"		2.25								15 MPH, MOUNT BELOW SIGN 172
174	"	w3-2	36" X 36"		9.00						1		
175	VACANT												
176	WEST CTH 00	w3-2	36" X 36"		9.00					1			
177	"	R3-6X	42" X 48"	14.00								1 (S-44-0209)	MOUNT ON S-44-0209, CENTER OVER LEFT LANE
178	п	R3-5R	42" X 48"	14.00									MOUNT ON S-44-0209, CENTER OVER RIGHT LANE
179	п	J2-2	48" X 57"	19.00									MOUNT TO S-44-0209 SUPPORT, SEE PLAN SHEET
180	п	W12-1D	24" X 24"		4.00				1				
181	п	R1-2	36" X 31"	3.88						1			
182	п	R6-2R	24" X 30"	5.00									MOUNT BELOW SIGN 181
183	11	R1-2	36" X 31"	3.88						1			
184	п	R1-54	24" X 15"	2.50									MOUNT BELOW SIGN 183
185	11	R1-2	36" x 31"	3.88						1			
186	11	w2-6	30" x 30"		6.25						1		
187	11	W13-1	18" X 18"		2.25								15 MPH, MOUNT BELOW SIGN 186
188	11	R2-1	24" X 30"	5.00						1			35 MPH
189	11	R4-7	24" X 30"	5.00						1			
190	п	J4-1	24" x 36"	6.00						1			SEE PLAN SHEET
191	п	D1-1	84" x 30"	17.50						2			SEE SIGN DETALS
192	STH 55, S. OF CTH 00	D1-1	78" X 30"	16.25						2			
193	11	W10-1	36" X 36"		7.07					1			
193A	п		24" X 30"	5.00						1			25 MPH
194	п	R4-7	24" X 30"	5.00						1			23 11111
195	п		36" X 31"	3.88						1			
196	11		24" X 15"	2.50									MOUNT BELOW SIGN 195
197	11		36" X 31"	3.88						1			MODITI BELOW SIGN 133
198	11		24" X 30"	5.00									MOUNT BELOW SIGN 197
199	VACANT												MODITI BELOW SIGN IST
200	STH 55, S. OF CTH 00		48" X 57"	19.00							1		SEE PLAN SHEET
201	BLACKWELL ST		30" X 30"	5.18						1			JLL FLAN SHEET
201	EAST CTH 00		84" X 30"	17.50						2			SEE STON DETAILS
202	EAST CTH OO		24" X 36"							1			SEE SIGN DETALS
203	PAGE SURTO	•	2 4 A 30	6.00 195 31	46.07	0.00	0	0	1	20	4	 1	SEE PLAN SHEET

PAGE SUBTOTALS 195.31 46.07 0.00 0 0 1 20 4 1

PROJECT NO: 4650-08-71 HWY: STH 55 COUNTY: OUTAGAMIE MISCELLANEOUS QUANTITIES SHEET: **E**

- 1

ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE II

				637.2210	637.2230	637.2215	634 0614	634 0616	634.0810	634 0812	634 0814	641.8100	
				SIGNS	SIGNS	SIGNS	POSTS	POSTS	POSTS	POSTS	POSTS	OVERHEAD	
				TYPE II	TYPE II	TYPE II	WOOD	WOOD	TUBULAR	TUBULAR	TUBULAR	SIGN	
						REFLECTIVE H	4x6x14	4x6x16	STEEL	STEEL	STEEL	SUPPORT	
SIGN		SIGN		TYPE H	TYPE F	FOLDING	470714	470710	2x2x10	2x2x12	2x2x14	3011011	
NO.	LOCATION	CODE	WХН	S.F.	S.F.	S.F.	EACH	EACH	EACH	EACH	EACH	LS (STR)	REMARKS
204	VACANT												KEPINKS
205	EAST CTH 00	R2-1	24" X 30"	5.00						1			45 MPH
206	11		24" X 30"	5.00						1			15 11111
207	п		48" X 57"	19.00							1		SEE PLAN SHEET
208A	п		30" X 30"		6.25						1		
208B	п		18" X 18"		2.25								15 MPH, MOUNT BELOW SIGN 208A
208	II .	w3-2	36" x 36"		9.00						1		,
209	ıı .	R1-2	36" x 31"	3.88						1			
210	"	R6-2R	24" x 30"	5.00									MOUNT BELOW SIGN 209
211	"	R1-2	36" x 31"	3.88							1		
212	11	R1-54	24" X 15"	2.50									MOUNT BELOW SIGN 211
213	STH 55, N. OF CTH 00	D1-1	78" x 42"	22.75						2			SEE SIGN DETAILS
214	11	R2-1	24" x 30"	5.00						1			45 MPH
214A	п	J4-1	24" x 36"	6.00						1			SEE PLAN SHEET
215	11	R3-6X	42" X 48"	14.00								1 (S-44-0208)	MOUNT ON S-44-0208, CENTER OVER LEFT LANE
216	11	R3-5R	42" X 48"	14.00									MOUNT ON S-44-0208, CENTER OVER RIGHT LANE
217	п	J2-2	48" X 57"	19.00									MOUNT TO S-44-0208 SUPPORT, SEE PLAN SHEET
218	п	R4-7	24" X 30"	5.00						1			
219	п	W12-1D	24" X 24"		4.00				1				
220	11	R1-2	36" X 31"	3.88						1			
221	п	R6-2R	24" X 30"	5.00									MOUNT BELOW SIGN 220
222	п	R1-2	36" X 31"	3.88							1		
223	п	R1-54	24" X 15"	2.50									MOUNT BELOW SIGN 222
224	п		36" X 31"	3.88							1		
225	CENTER ISLAND	R6-1R	54" X 18"	6.75						2			
226	"		60" X 24"	10.00									MOUNT BELOW SIGN 225
227	"		54" X 18"	6.75						2			
228	"		60" X 24"	10.00									MOUNT BELOW SIGN 227
229	"		54" X 18"	6.75						2			
230	"		60" X 24"	10.00									MOUNT BELOW SIGN 229
231	п		54" X 18"	6.75						2			
232	"		60" X 24"	10.00									MOUNT BELOW SIGN 231
233	BLACKWELL ST		30" X 30"	5.18						1			
	STH 55, S. OF BLACKWELL ST		24" X 36"	6.00						1			SEE PLAN SHEET
235	· · · · · · · · · · · · · · · · · · ·		36" X 36"		7.07								BAND TO LIGHT POLE
236	"		30" X 30"		6.25						1		
237	"		18" X 18"		2.25								15 MPH, MOUNT BELOW SIGN 236
	PAGE SUBTOT	ALS		227.31	37.07	0.00	0	0	1	19	7	1	

PROJECT NO: 4650-08-71 HWY: STH 55 COUNTY: OUTAGAMIE MISCELLANEOUS QUANTITIES SHEET: **E**

				637.2210	637.2230	637.2215	624 0614	634.0616	624 0910	624 0912	624 0914	641.8100	
				SIGNS	SIGNS	SIGNS	POSTS	POSTS	POSTS	POSTS		OVERHEAD	
				TYPE II	TYPE II	TYPE II	WOOD	WOOD	TUBULAR	TUBULAR	POSTS	SIGN	
											TUBULAR		
CTCN		CTCN				REFLECTIVE H	4x6x14	4x6x16	STEEL	STEEL	STEEL	SUPPORT	
SIGN	LOCATION	SIGN	14 X 11	TYPE H	TYPE F	FOLDING	E A CIU	FACIL	2x2x10	2x2x12	2x2x14	LC (CTD)	DEMARKS.
NO.	LOCATION	CODE	W X H 30" X 30"	S.F.	S.F.	S.F.	EACH	EACH	EACH	EACH 1	EACH	LS (STR)	REMARKS
238	DESNOYER ST	R1-1		5.18						1			
239		R1-1		5.18						1			DAND TO LITCUIT DOLE. CEE DLAN CUEET
240	STH 55, S. OF DESNOYER ST	J1-2		13.00									BAND TO LIGHT POLE, SEE PLAN SHEET
241	"	D1-3		18.00						2			SEE SIGN DETAILS
242			24" X 57"	9.50							1		SEE PLAN SHEET
243	VACANT												
244	OVIATT ST	R1-1	30" X 30"	5.18						1			
245	"	R1-1	30" X 30"	5.18						1			
246		J2-2	48" X 57"	19.00							1		SEE PLAN SHEET
247	STH 55, S. OF OVIATT ST	R2-1	24" X 30"	5.00						1			25 МРН
248		R3-8	36" x 30"	7.50									BAND TO LIGHT POLE
249	"	J4-1	24" X 36"	6.00						1			SEE PLAN SHEET
249A	"	J13-1	24" X 45"	7.50									SEE PLAN SHEET, BAND TO LIGHT POLE
250	"	R1-1F	36" x 36"			7.46							MOUNT TO SIGNAL POLE
251	VACANT												
252	VACANT												
253	CTH J	W3-3	36" X 36"		9.00						1		
254	"	R1-1F	36" x 36"			7.46							MOUNT TO SIGNAL POLE
255	"	M1-5A	24" X 24"	4.00						1			SEE PLAN SHEET
256	STH 55/STH 96	W10-1	36" X 36"		7.07					1			
257	=	W10-1A			2.00								MOUNT BELOW SIGN 256
258	=	J3-2	48" x 57"		19.00						1		
258A	11	R1-1F	36" x 36"			7.46							MOUNT TO SIGNAL POLE
259	II	W3-3	36" x 36"		9.00						1		
260	п		36" X 36"		7.07						1		
261	II	W10-1A	24" X 12"		2.00								MOUNT BELOW SIGN 260
262	sтн 96	J3-4	96" x 57"	38.00							2		SEE PLAN SHEET
263	STH 96	R1-1F	36" x 36"			7.46							MOUNT TO SIGNAL POLE
265	II	J4-1	24" X 36"	6.00						1			SEE PLAN SHEET
266	II	J3-2	48" x 57"	19.00									BAND TO LIGHT POLE, SEE PLAN SHEET
267	II	R2-1	24" X 30"	5.00						1			25 MPH
268	II .		36" X 36"		9.00						1		
	PAGE SUBTOTALS			178.22	64.14	29.84	0	0	0	12	9	0	
	PROJECT TOT	ALS		1693.43	299.28	69.84	20	51	8	99	26	10	

PROJECT NO: 4650-08-71 HWY: STH 55 COUNTY: OUTAGAMIE MISCELLANEOUS QUANTITIES SHEET: **E**

633.2602 633.3000 REMOVING REMOVING SIGNS SMALL TYPE IT SIGN SUPPORTS SUPPORTS	П		1	I		
SIGN NO. LOCATION CODE EACH FACH REMARKS						
SIGN SIGN SIGN SUPPORTS SUPPORTS						
SIGN NO. LOCATION CODE EACH REMARKS						
NO. LOCATION CODE EACH EACH REMARKS				TYPE II		
300	SIGN		SIGN		SUPPORTS	
301 " KG-3 PART OF SIGN 300 REMOVAL	NO.	LOCATION	CODE	EACH	EACH	REMARKS
100 100	300		R5-1	1	1	
100 100	301		w6-3			PART OF SIGN 300 REMOVAL
304	302		R5-1A	1	1	
SOUTH STATE STAT	303	II	R4-7	1	1	
SO STH 55, S. OF EVERGREEN DR R3-1	304	11	R4-7	1	1	
307 STH 55, S. OF EVERGREEN DR R5-1 1 1 1	305	11	R5-1	1	1	
308 "	306	EVERGREEN DR	R1-1	1	1	
NS-1A 1 1 1 1 1 1 1 1 1	307		R5-1	1	1	
N3-1A	308	п	W3-5	1	1	
1	309	п	R5-1A	1	1	
Sil	310	11	R3-6L	1	1	
R3-14 R3-1	311	п	R2-1	1	1	
R5-1A 1 1 1 1 1 1 1 1 1	312	п	R5-1A			PART OF SIGN 311 REMOVAL
S14	313	п	R2-1	1	1	
STEAT STEA	314	п	R5-1A	1	1	
317 STH 55, S. OF ARBOR WAY R5-1 1 1 1 1 1 1 1 1 1	315	п	R4-7	1	1	
318	316	ARBOR WAY	R1-1	1	1	
Side Side	317	STH 55, S. OF ARBOR WAY	R5-1	1	1	
R5-IA PART OF SIGN 319 REMOVAL	318	п	J1-1	1	1	
1	319	п	R5-1A			PART OF SIGN 319 REMOVAL
R2-1 1 1 1 1 1 1 1 1 1	320	II	R5-1A	1	1	
323 " W6-3 1 1 324 " R5-1 PART OF SIGN 323 REMOVAL 325 " R3-7R 1 1 326 " D1-3 1 2 327 " R3-2 1 1 328 " 33-1 PART OF SIGN 323 REMOVAL 329 " 33-1 1 1 330 " J4-1 1 1 331 I-41 SB OFF RAMP R5-1 1 1 332 " R1-1 1 1 333 " R5-1 1 1 334 " R5-1 1 1	321	II	R2-1	1	1	
324 " R5-1 PART OF SIGN 323 REMOVAL 325 " R3-7R 1 1 326 " D1-3 1 2 327 " R3-2 1 1 328 " J3-1 PART OF SIGN 327 REMOVAL 329 " J3-1 1 1 330 " J4-1 1 1 331 I-41 SB OFF RAMP R5-1 1 1 332 " R1-1 1 1 333 " R5-1 1 1	322	11	R4-7			PART OF SIGN 321 REMOVAL
325 " R3-7R 1 1 326 " D1-3 1 2 327 " R3-2 1 1 328 " J3-1 PART OF SIGN 327 REMOVAL 329 " J3-1 1 1 330 " J4-1 1 1 331 I-41 SB OFF RAMP R5-1 1 1 332 " R1-1 1 1 333 " R5-1 1 1	323	11		1	1	
325 " R3-7R 1 1 326 " D1-3 1 2 327 " R3-2 1 1 328 " J3-1 PART OF SIGN 327 REMOVAL 329 " J3-1 1 1 330 " J4-1 1 1 331 I-41 SB OFF RAMP R5-1 1 1 332 " R1-1 1 1 333 " R5-1 1 1	324	"	R5-1			PART OF SIGN 323 REMOVAL
327 " R3-2 1 1 328 " J3-1 PART OF SIGN 327 REMOVAL 329 " J4-1 1 1 330 " J4-1 1 1 331 I -41 SB OFF RAMP R5-1 1 1 332 " R1-1 1 1 333 " R5-1 1 1		н		1	1	
328 "	326	н	D1-3	1	2	
328 " J3-1 PART OF SIGN 327 REMOVAL 329 " J3-1 1 1 330 " J4-1 1 1 331 I-41 SB OFF RAMP R5-1 1 1 332 " R1-1 1 1 333 " R5-1 1 1		н				
329 " J3-1 1 1 330 " J4-1 1 1 331 I-41 SB OFF RAMP R5-1 1 1 332 " R1-1 1 1 333 " R5-1 1 1		п				PART OF SIGN 327 REMOVAL
330 " J4-1 1 1 331 I-41 SB OFF RAMP R5-1 1 1 332 " R1-1 1 1 333 " R5-1 1 1		п	1	1	1	
331 I-41 SB OFF RAMP R5-1 1 1 332 " R1-1 1 1 333 " R5-1 1 1		п	1			
332 " R1-1 1 1 1 333 " R5-1 1 1		I-41 SB OFF RAMP				
333 " R5-1 1 1				i		
		п				
	334	п	R6-2R			PART OF SIGN 333 REMOVAL

PAGE SUBTOTALS 28 29

PROJECT NO: 4650-08-71 HWY: STH 55 COUNTY: OUTAGAMIE MISCELLANEOUS QUANTITIES SHEET: **E**

				638.3000	
			REMOVING	REMOVING	
			SIGNS	SMALL	
			TYPE II	SIGN	
SIGN		SIGN		SUPPORTS	
NO.	LOCATION	CODE	EACH	EACH	REMARKS
335	I-41 SB OFF RAMP	R1-1	1	1	
336	п	J3-2	1	1	
337		R1-1	1	1	
338		R5-1	1	1	
339		R5-1A	1	2	
340		D1-3			PART OF SIGN 339 REMOVAL
341		J2-2	1	1	
342		R5-1A	1		
343	I-41 SB ON RAMP	R5-57	1	1	
344	VACANT				
345	I-41 SB ON RAMP	R11-54F	1	1	
346	STH 55 BETWEEN RAMPS	R3-2	1	1	
347		R3-1			PART OF SIGN 347 REMOVAL
348		J2-1	1	1	
349		D1-2	1	2	
350	I-41 SB OFF RAMP	w3-1	1	1	
351	п	E5-1A	1	1	
352	I-41 NB OFF RAMP	E5-1A	1	1	
353		w3-1	1	1	
354	SEE TYPE I SIGNING QUANTITIES				
355	STH 55 BETWEEN RAMPS	D1-2	1	2	
356		J2-1	1	1	
357		R3-1	1	1	
358		R3-2			PART OF SIGN 357 REMOVAL
359		R5-1	1	1	
360	I-41 NB OFF RAMP	R1-1	1	1	
361		R1-1	1	1	
362		R5-1A	1	1	
363		J2-2	1	1	
364		D1-3	1	2	
365		R5-1A			PART OF SIGN 364 REMOVAL
366		J3-2	1	1	171KT 01 026K 901 KENOVAE
367		R5-1	1	1	
368		R6-2R			PART OF SIGN 367 REMOVAL
300		NO ZIX			TART OF SEGRE SOF REMOVAE
		<u> </u>			

PAGE SUBTOTALS 27 30

PROJECT NO: 4650-08-71 HWY: STH 55 COUNTY: OUTAGAMIE MISCELLANEOUS QUANTITIES SHEET: **E**

		_	ı		
				638.3000	
			REMOVING	REMOVING	
			SIGNS	SMALL	
			TYPE II	SIGN	
SIGN		SIGN		SUPPORTS	
NO.	LOCATION	CODE	EACH	EACH	REMARKS
369	I-41 NB ON RAMP	R5-57	1	1	
370		R1-2	1	1	
371		R11-54F	1	1	
372		J3-1	1	1	
373		R3-2			PART OF SIGN 372 REMOVAL
374		J3-1	1	1	
375		R11-54F			PAR TOF SIGN 374 REMOVAL
376	STH 55, S. OF I-41	R1-1	1	1	
377	311 33, 31 61 1 11	R5-1	1	1	
378		W3-3	1	1	
379		R3-8A			PART OF SIGN 378 REMOVAL
380		R2-1	1	1	TART OF SIGN STO REMOVAL
381		D1-3	1	1	
382		R7-1D	1	1	
383		R7-1D	1	1	
384		J4-1	1	1	
385		_	1	1	
	MALONEY PR	J2-3		1	
386	MALONEY RD	R1-1F	1		
387		W3-3	1	1	
388	GERTRUDE ST	W3-3	1	1	
389		R1-1F	1		
390	STH 55, S. OF MALONEY RD	J4-1	1	1	
391		W3-3	1	1	
392		R3-8A			PART OF SIGN 391 REMOVAL
393		R2-1	1	1	
394		w14-3	1	1	
395		I55-56	1	1	
396		R2-1	1	1	
397		R59-51	1	1	
398	BADGER RD	R1-1	1	1	
399	STH 55, S. OF BADGER RD	J1-1	1	1	
400		w3-1	1	1	
401		w3-1	1	1	
402		J4-1			PART OF SIGN 401 REMOVAL
403		w14-3	1	1	
404		R2-1			PART OF SIGN 403 REMOVAL
•	PAGE SURTOTALS		30	28	

PAGE SUBTOTALS 30 28

PROJECT NO: 4650-08-71 HWY: STH 55 COUNTY: OUTAGAMIE MISCELLANEOUS QUANTITIES SHEET: **E**

| PLOT DATE : _____ PLOT BY : ____ PLOT NAME : ____ PLOT SCALE : 1:1

		1			
				638.3000	
				REMOVING	
			SIGNS	SMALL	
			TYPE II	SIGN	
SIGN		SIGN		SUPPORTS	
NO.	LOCATION	CODE	EACH	EACH	REMARKS
405	STH 55, S. OF BADGER RD	W10-1	1	1	
406		J13-1	1	1	
407	II .	R1-1	1	1	
408		R1-1	1	1	
409	CTH 00	J4-1	1	1	
410		R2-1			PART OF SIGN 409 REMOVAL
411		D1-3	1	1	
412		R1-1	1	1	REMOVE FLASHER STANDARD
413		J13-2	1	1	
414		ງ13-2	1	1	
415		R1-1	1	1	REMOVE FLASHER STANDARD
416		D1-3	1	1	
417		R2-1	1	1	
418		W4-2R	1	1	
419		J4-1	1	1	
420	STH 55, S. OF CTH 00	R1-1	1	1	
421		W10-1	1	1	
422		J1-1	1	1	
423	BLACKWELL ST	R1-1	1	1	
424	II.	R1-1	1	1	
425	STH 55, S. OF BLACKWELL ST	W10-1	1	1	
426		w3-1	1	1	
427		R2-1	1	1	
428	DESNOYER ST	R1-1	1	1	
429		R1-1	1	1	
430	STH 55, S. OF DESNOYER ST	J1-2	1	1	
431	,	w3-1	1	1	
432		R2-1	1	1	
433	OVIATT ST	R1-1	1	1	
434		R1-1	1	1	
435	STH 55, S. OF OVIATT ST	R2-1	1	1	
436	,	J22-2	1	1	
437		J22-2	1	1	
438		J2-3	1	2	
439		D1-3	1	1	
.55	DACE SUPTOTALS	21 3	2/	25	

PAGE SUBTOTALS 34 35

PROJECT NO: 4650-08-71 HWY: STH 55 COUNTY: OUTAGAMIE MISCELLANEOUS QUANTITIES SHEET: **E**

| PLOT DATE : _____ PLOT BY : ____ PLOT NAME : ____ PLOT SCALE : 1:1

			638.2602	638.3000	
			REMOVING	REMOVING	
			SIGNS	SMALL	
			TYPE II	SIGN	
SIGN		SIGN		SUPPORTS	
NO.	LOCATION	CODE	EACH	EACH	REMARKS
440	STH 55, S. OF OVIATT ST	R1-1	1	1	
441	CTH J	R1-1	1	1	
441A		S1-1	1		PART OF SIGN 441 REMOVAL
442		J4-1	1	1	
443		R1-1	1	1	
444	STH 96	R1-1	1	1	
445		S1-1			PART OF SIGN 444 REMOVAL
446		J22-2	1	1	
447		w3-1	1	1	
448		J3-2	1	1	
449		R2-1	1	1	
450	STH 55/STH 96	J3-2	1	1	
451		J4-2	1	1	
452		W10-1	1	1	

PAGE SUBTOTALS 12

PROJECT TOTALS

131 134

12

ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE I

				637.1220	
				SIGNS	
				TYPE I	
				REFLECTIVE	
SIGN		SIGN		TYPE SH	
NO.	LOCATION	CODE	WXH	S.F.	REMARKS
400	STH 55, N. OF I-41	E8-1	108" X 120"	90.0	CENTER OVER LEFT LANE (S-44-0200)
401	п	E8-1	108" x 90"	67.5	CENTER OVER LEFT LANE (S-44-0200)
402	I-41 SB OFF RAMP	E8-1	96" x 90"	60.0	CENTER OVER LEFT LANE (S-44-0201)
403	п	E8-1	96" x 90"	60.0	CENTER OVER LEFT LANE (S-44-0201)
404	I-41 NB OFF RAMP	E6-1	168" X 114"	133.0	S-44-0144
404A	п	E1-5	108" X 30"	22.5	MOUNT ABOVE SIGN 404
405	STH 55, BETWEEN RAMPS	E8-1	108" X 90"	67.5	CENTER OVER LEFT LANE (S-44-0203)
406	п	E8-1	96" x 90"	60.0	CENTER OVER LEFT LANE (S-44-0203)
407	I-41 NB OFF RAMP	E8-1	96" x 90"	60.0	CENTER OVER LEFT LANE (S-44-0202)
408	11	E8-1	96" x 90"	60.0	CENTER OVER LEFT LANE (S-44-0202)
409	STH 55, S. OF I-41	E8-1	108" X 90"	67.5	CENTER OVER MIDDLE LANE (S-44-0204)
410	п	E8-1	96" x 90"	60.0	CENTER OVER MIDDLE LANE (S-44-0204)
411	II	E8-1	108" X 90"	67.5	CENTER OVER MIDDLE LANE (S-44-0204)

PROJECT TOTALS

875.5

PROJECT NO: 4650-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	MISCELLANEOUS QUANTITIES	SHEET:	딥
PROJECT NO. 4030-00-71	HW1.31H33	COUNTY, OUTAGAMIE	MISCELLANEOUS QUANTITIES	SHEET:	

FILE NAME : _____ PLOT BY : ____ PLOT NAME : ____ PLOT SCALE : 1:1

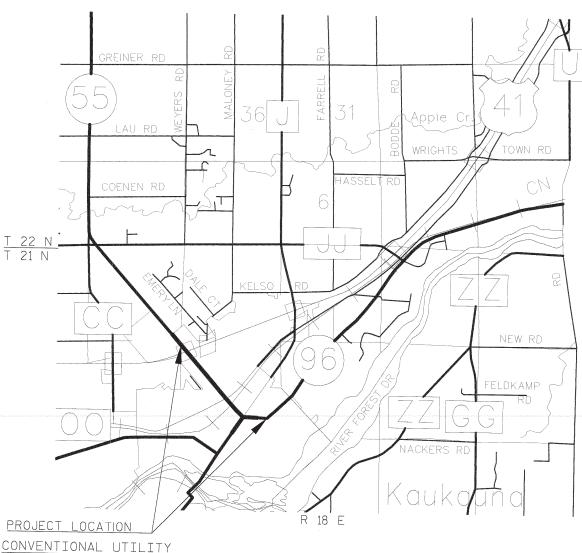
OUTAGAMIE COUNT

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION TRANSPORTATION PROJECT PLAT TITLE SHEET 4650-08-21

CITY OF KAUKAUNA, DELANGLADE STREET

LAWE STREET - USH 41

STH 55 **OUTAGAMIE COUNTY**



LAYOUT

0.5 Ml. 1 Ml.

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 4560-08-00

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, OUTAGAMIE COUNTY, NAD83 (91). THE COORDINATES SHOWN ARE GROUND COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" X 24" IRON PIPE), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, 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 FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE 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 GREEN BAY.

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

PROJECT T-03-2 (28).

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING

EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 55 ESTABLISHED FROM PREVIOUS PROJECT 3657 & 3739 AND EXISTING HIGHWAY RIGHT-OF-WAY FOR SIDE ROADS ESTABLISHED FROM CENTERLINE OF EXISTING PAVEMENTS.

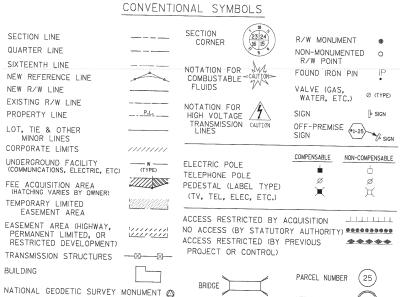
EXISTING ACCESS CONTROL ALONG USH 41 HAS BEEN ESTABLISHED FROM PREVIOUS

RESERVED FOR REGISTER OF DEEDS PROJECT NUMBER 4650-08-21 - 4.01 SHEET 2 OF 2 AMENDMENT NO

CONVENTIONAL ABBREVIATIONS

4

ACCESS RIGHTS ACRES AHEAD ALUMINUM AND OTHERS BACK BLOCK CENTERLINE CERTIFIED SURVEY MAP CONCRETE COUNTY COUNTY TRUNK HIGHWAY DISTANCE CORNER DOCUMENT NUMBER EASEMENT EXISTING GRID NORTH	AR AC AH ALUM ET AL BK BLK C/L CSM CONC CO CTH DIST COR EASE EX GV	POINT OF COMPOUND CURVE POINT OF REVERSE CURVE POINT OF INTERSECTION PROPERTY LINE RECORDED AS REFERENCE LINE REMAINING RIGHT RIGHT OF WAY SECTION SEPTIC VENT SQUARE FEET STATE TRUNK HIGHWAY STATION SUBDIVISION TANGENT TELEPHONE PEDESTAL TEMPORARY LIMITED	PRO PI PL (100 R/L REM RT R/W SEC SEP SF
· · · · · · · - · ·			STA
	DOC		
	EASE	TANGENT	
	EX	TELEPHONE PEDESTAL	TP
	GV	TEMPORARY LIMITED	
	GN	EASEMENT	
HIGHWAY EASEMENT	HE	TRANSPORTATION PROJECT	TPP
IDENTIFICATION	ID	PLAT	
LAND CONTRACT	LC	UNITED STATES HIGHWAY	USH
LEFT	LT	VOLUME	V
MONUMENT	MON	CURVE DATA	
NATIONAL GEODETIC SURVEY NUMBER			
OUTLOT	NO	LONG CHORD	LC
PAGE	OL	LONG CHORD BEARING RADIUS	LCB
POINT OF TANGENCY	P	DEGREE OF CURVE	R D
PERMANENT LIMITED	PT	CENTRAL ANGLE OR DELTA	Δ
EASEMENT	PLE	LENGTH OF CURVE	Ĺ
POINT OF BEGINNING	POB	TANGENT	T
POINT OF CURVATURE	PC POB	DIRECTION AHEAD	DA
. SELL. OF CONVATORE	r C	DIRECTION BACK	DB



SIXTEENTH CORNER MONUMENT

UTILITY NUMBER

WATER GAS TELEPHONE

OVERHEAD TRANSMISSION LINES

ELECTRIC CABLE TELEVISION FIBER OPTIC SANITARY SEWER

FILE NAME : X:\PROJECTS\OUTAGAMIE\4650-08-00 STH 55\DESIGN\C3D\SHEETSPLAN\TPP PLAT_TITLE SHEET.DWG
APPRAISAL PLAT DATE : PLOT DATE: 12/14/2012 7:46 PM

SYMBOLS

----F0----

PLOT BY : JEFF ZLATOHLAVEK PLOT NAME : _____

----- ---- 4.___

NOTES:

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

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, OUTAGAMIE COUNTY ZONE, NAD83 (91) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES TRANSPORTATION PROJECT PLAT NO: 4650-08-21 - 4.01

THAT PART LOTS 1 AND 12, BLOCK 1, GRIGNON ADDITION, PART OF LOT C. ASSESSORS PLAT OF CITY OF KAUKAUNA, PART OF LOT 1, CSM 4807, PART OF LOT 1 CSM 6518, ALL LOCATED IN PRIVATE CLAIM 34; AND PART OF LOT D, ASSESSSORS PLAT OF THE CITY OF KAUKAUNA, PART OF LOTS 1 AND 2, CSM 344, ALL LOCATED IN AND PART OF PRIVATE CLAIM 35; CITY OF KAUKAUNA, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 55 CITY OF KAUKAUNA, DELANGLADE STREET (LAWE STREET-USH 41)

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

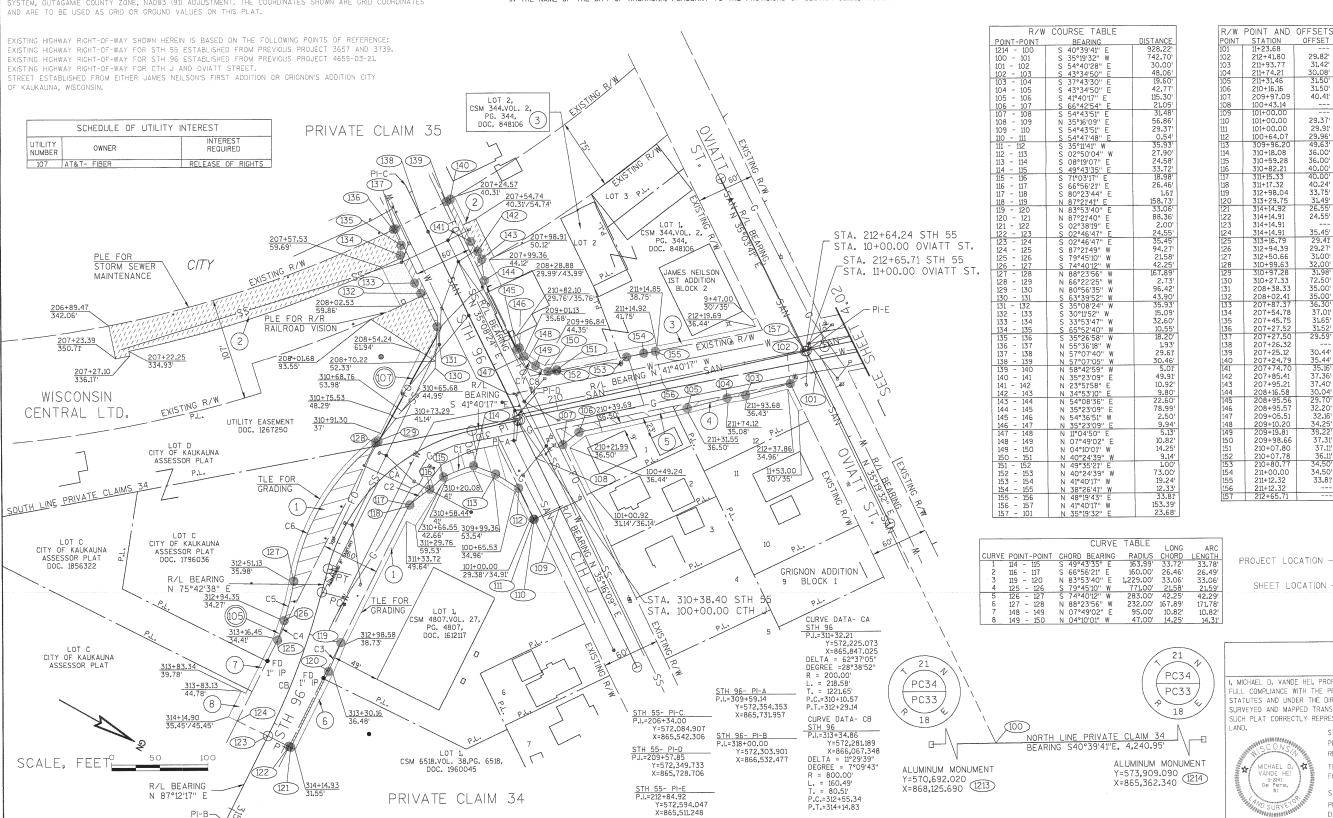
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF KAUKAUNA HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.

2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF KAUKAUNA FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF KAUKAUNA, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

2051573 Recorded August 13, 2015 10:20 AM Fee Amount: \$25.00 Total Pages: 2 Cabinet L Page 127 & 128

RESERVED FOR REGISTER OF DEEDS PROJECT NUMBER 4650-08-21-4.01 AMENDMENT NO:



29.82 212+41.80 211+93 77 31,42 30.08' 31.50' 31.50' 40.41' 210+16.16 209+97.09 100+43.14 101+00.00 29.37 101+00.00 29.91' 29.96' 49.63' 101+00.00 100+64.07 309+96.20 36.00° 310+18.08 310+59.28 310+82.21 311+15.33 311+17.32 312+98.04 40.24' 33.75' 313+29.75 314+14.92 31.49' 314+14.91 314+14.91 24.55 35.45' 29.41' 314+14.91 313+16.79 312+94.39 312+50.66 29.27' 31.00' 32.00' 31.98' 310+99.63 310+27.33 208+38.33 208+02.4 207+54.78 37.01 31.65 31.52 29.59 207+26.32 207+25.12 30.44 35.44' 35.16' 37.36' 37.40' 30.04' 207+85.41 208+16.58 208+95.56 208+95.57 32.20 209+05.51 32.16 34.25' 39.22' 37.31' 37.11' 209+98.66 210+07.80 34.50 211+00.00 211+12,32

PROJECT LOCATION -SHEET LOCATION

PROJECT LOCATION NOT TO SCALE

ENGINEERING, INC

MICHAEL D. VANDE HEI, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT I FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF KAUKAUNA, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 4650-08-21 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYEE SIGNATURE: Malal DUA Clarific DATE: 08/05/15

PRINT NAME: MICHAEL D, VANDE HEI REGISTRATION NUMBER: S-2241 THIS PLAT AND RELOCATION ORDER ARE APPROVED

FOR THE CITY OF MAUKALINA
SIGNATURE: July Sundelin DATE: 98/13/15

PRINT NAME: JOHN SUNDELIUS DIRECTOR OF PUBLIC WORKS

PLOT DATE: 8/5/2015 2:02 PM

PLOT NAME : PLOT BY: JEFF ZLATOHLAVEK

PLOT SCALE : ##########

PI-R-

NOTE: OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE CITY OF KAUKAUNA COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, OUTAGAMME COUNTY ZONE, NADB3 (91) ADJUSTMENT, THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR CROUND VALUES ON THIS PLAT.

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

TRANSPORTATION PROJECT PLAT NO: 4650-08-21- 4.01, AMENDMENT NO: 1

AMENDS UTILITY NUMBER 106 OF TPP 4650-08-21-4.01, RECORDED AS DOCUMENT 2051573
THAT PART LOTS 1 AND 12, BLOCK 1, GRIGNON ADDITION, PART OF LOT C, ASSESSORS PLAT OF CITY OF KAUKAUNA, PART OF LOT 1, CSM 4807, PART OF LOT 1 CSM 6518, ALL LOCATED IN PRIVATE CLAIM 34;
AND PART OF LOT D, ASSESSSORS PLAT OF THE CITY OF KAUKAUNA, PART OF LOTS 1 AND 2, CSM 344, ALL LOCATED IN AND PART OF PRIVATE CLAIM 35; CITY OF KAUKAUNA, OUTAGAMIE COUNTY, WISCONSIN.

R/W COURSE TABLE

RELOCATION ORDER STH 55 CITY OF KAUKAUNA, DELANGLADE STREET (LAWE STREET-USH 41)

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF KAUKAUNA HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.

2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF KAUKAUNA FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF KAUKAUNA, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

Recorded July 25, 2016 2:55 PM OUTAGAMIE COUNTY SARAH R VAN CAMP REGISTER OF DEEDS Fee Amount: \$25.00 Total Pages: 1 CABINET M PAGE 15

RESERVED FOR REGISTER OF DEEDS PROJECT NUMBER 4650-08-21-4-01 SHEET 1 OF 2

R/W POINT AND OFFSETS

EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 55 ESTABLISHED FROM PREVIOUS PROJECT 3657 AND 3739. EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 96 ESTABLISHED FROM PREVIOUS PROJECT 4659-03-21. EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH J AND OVIATT STREET. STREET ESTABLISHED FROM EITHER JAMES NEILSON'S FIRST ADDITION OR GRIGNON'S ADDITION CITY		POINT-POINT BEARING DISTANCE 1214 - 100	R/W POINT AND OFFSETS AMENDMENT NO:.1. POINT STATION OFFSET
SCHEDULE OF UTILITY INTEREST UTILITY OWNER REQUIRED 106 AT&T WISCONSIN OF KAUKAUNA, WISCONSIN. PRIVATE CLAIM 35 CSM 344, VOL. 2, CSM 344, VOL. 2, POL. 344, VOL. 2, CSM 3	LOT 3 Ph.	102 - 103	104
PLE FOR STORM SEWER C/TY MAINTENANCE C/T	STA. 212+64.24 STH 55 PG. 344, ODC. 848106 AMES NELLSON BLOCK 2 211+14.85 211+14.92 212+19.59 PI-E	18 - 119	119 312+98.04 33.75' 120 313+29.75 31.49' 121 314+14.92 26.55' 122 314+14.91 124 314+14.91 35.45' 125 313+16.79 29.41' 126 312+94.39 29.27' 127 312+50.66 31.00' 128 310+99.63 32.00' 129 310+97.28 31.98' 130 310+27.33 72.50' 131 208+38.33 35.00' 132 208+02.41 35.00' 133 207+87.37 36.30'
207+23.39 207+23.39 207+27.10 334.93' WISCONSIN CENTRAL LTD. EXISTING R/W P.L. RAILROAD VISION 208+64.24 61.94' 208+01.68 208+70.22 310+65.68 RAILROAD VISION 208+64.24 61.94' 310+65.68 RAILROAD VISION 208+64.24 310+65.68 RAILROAD VISION 208+64.24 310+65.68 RAILROAD VISION 208+64.24 310+65.68 RAILROAD VISION	3 36.44 1 157 155 EXISTING R/W W 02 155 100 100 100 100 100 100 100 100 100	133 - 134	134 207+54,78 37.0r 135 207+45,75 31.65' 136 207+27.52 31.52' 137 207+27.50 29.59' 138 207+25.12 30.44' 140 207+24,79 35.44' 141 207+74,70 35.16' 142 207+85.41 37.36' 143 207+95.21 37.40' 144 208+16.58 30.04' 145 208+95.56 29.70' 146 208+95.57 32.20' 147 209+10.81 32.16' 148 209+10.20 34.25' 149 209+19.81 39.22'
CITY OF KAUKAUNA ASSESSOR PLAT P.L. TLE FOR GRADING C2 310+20.08 1 C1 310+58.54 C2 310+20.08 C1 C1 C1 C1 C1 C1 C1 C1 C1 C	10+21.99 1 5 7 36.50' 12+37.86 36.50' 212+37.86 34.96' 34.96' 36.44' 2 11 11+53.00 10)+00.92 31.14'/36.14' 3	148 - 149	150 209+98.66 37.31 151 210+07.80 37.11 152 210+07.80 37.11 153 210+80.77 34.50 154 211+00.00 34.50 155 211+12.32 33.81 156 211+12.32 33.81 157 212+65.71
DOC. 18563622 DOC. 1796036 312+51.13 R/L BEARING N 75°42'38" E N 75°42'38" E N 75°42'38" E N 75°42'38" E OCT C CITY OF KAUKAUNA ASSESSOR PLAT ASSESSOR PLAT ASSESSOR PLAT DOC. 1796036 312+51.13 313+51.13 313+6.45 C4 119 312+98.58 7 7 7 7 7 7 7 7 7 7 7 7 7	GRIGNON ADDITION 9 BLOCK 1 STA. 310+38.40 STH 95 STA. 310+38.40 STH 95 STH 96 P.I31H-32.21 Y=572.225.073 X=865.847.025 DELTA = \$293705 DELTA = \$293705 DELTA = \$293705	CURVE POINT_POINT CHORD BEARING RADIUS CHORD ENGTH 1 14 - 115 S 49*43'35" E 163.99* 33.72* 33.78* 2 116 - 117 S 66*56'21" E 160.00* 26.46* 26.49* 3 119 - 120 N 83*53'40" E 1,229.00* 33.06* 33.06* 4 125 - 126 S 79*45'10" 771.00* 21.58* 21.59* 5 126 - 127 S 79*45'10" W 771.00* 21.58* 21.59* 5 126 - 127 S 74*40'12" W 283.00* 42.25* 42.29* 6 127 - 128 N 88*23'56* W 232.00* 167.89* 171.78* 7 148 - 149 N 07*49'02" E 95.00* 10.82* 10.82* 8 149 - 150 N 04*10'01" W 47.00* 14.25* 14.31*	PROJECT LOCATION SHEET LOCATION SHEET LOCATION R 18 E PROJECT LOCATION NOT TO SCALE
313+83.13 44.76 8 314+14.90 35.457/45.45' 50 100 SCALE, FEET 50 100 100 100 100 100 100 100 1	STH 96- P -A P.I.=309+59;14 P.I.=309+59;14 P.I.=309+59;14 P.I.=3109+59;14 P.I.=3109+59;14 P.I.=3109+59;14 P.I.=310+10.57 P.I.=206+34:00 Y=572,084:907 X=865,731.957 X=865,731.957 CURVE DATA- CB STH 96 P.I.=318+00.00 Y=572,281:189 P.I.=318+00.00 Y=572,281:189 P.I.=318+00.00 Y=572,281:189 P.I.=318+00.00 Y=572,281:189 DELTA = If 293.97 DEGREE = 7'09'43" X=865,728.706 R=800.00' ALUMINUM MONUM R=800.00' R=8	Y=5 (3,909,090	I, MICHAEL D. VANDE HEI, 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 CITY OF KAUKAUNA, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 650-08-21 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND. SIGNATURE: MICHAEL D. VANDE HEI REGISTRATION NUMBER: S-2241 REGISTRATION NUMBER: S-2241 THIS PLAT AND RELOCATION OPDER ARE APPROVED.
R/L BEARING N 87°12'17" E 121 314+14.93 PI-B 121 31.55' PRIVATE CLAIM 34	STH 55- PI-E	Y=573,909.090 X=865,362.340 (214)	VANDE HEI DE PERO SIGNATURE: JUN SUNDELIUS PRINT NAME: JOHN SUNDELIUS DIRECTOR OF PUBLIC WORKS

SCHEDULE OF LANDS & INTERESTS REQUIRED TRANSPORTATION PROJECT PLAT NO: 4650-08-21- 4.01, AMENDMENT NO: 2 PARCEL NUMBER INTEREST AMENDS PARCEL 1 SQUARE FOOTAGE CHANGE OF P.L.E AREA OF TPP 4650-08-21-4.01, AMENDMENT NO.1, RECORDED AS DOCUMENT 2079009 GERALD G. VAN DYN HOVEN
WISCONSIN CENTRAL LTD.
MILLS PROPERTY MANAGEMENT, LL
BRIAN P. AND MAJIREEN J. GRANGE
DAVID R. VIAENE
JON G. AND JODI A. HUSS
MARCELENE C. VAN DYN HOVEN
CITY OF KAJIRAJINA AMENDS PART LOTS 1 AND 12, BLOCK 1, GRIGNON ADDITION, PART OF LOT C, ASSESSORS PLAT OF CITY OF KAUKAUNA, PART OF LOT 1, CSM 4807, PART OF LOT 1 CSM 6518, ALL LOCATED IN PRIVATE CLAIM 34; AND PART OF LOT D, ASSESSORS PLAT OF THE CITY OF KAUKAUNA, PART OF LOT S 1 AND 2, CSM 344, ALL LOCATED IN AND PART OF PRIVATE CLAIM 35; 2089740 CITY OF KAUKAUNA, OUTAGAMIE COUNTY, WISCONSIN. Recorded RELOCATION ORDER STH 55 CITY OF KAUKAUNA, DELANGLADE STREET (LAWE STREET-USH 41) vember 11, 2016 1:02 PM TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF KAUKAUNA DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LAND FOR THE ABOVE PROJECT. 8 CITY OF KAUKAUNA NOTE: OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE CITY OF KAUKAUNA TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF KAUKAUNA HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.

2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF KAUKAUNA FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF KAUKAUNA, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES. NOTES: Fee Amount: \$25.00 Total Pages: 1 COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, OUTAGAMIE COUNTY ZONE, NADB3 (9D ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT. Cabinet M Page 95 RESERVED FOR REGISTER OF DEEDS PROJECT NUMBER 4650-08-21-4,01 EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: SHEET 1 OF 2 AMENDMENT NO:_2_ R/W COURSE TABLE R/W POINT AND OFFSETS EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 55 ESTABLISHED FROM PREVIOUS PROJECT 3657 AND 3739. EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 96 ESTABLISHED FROM PREVIOUS PROJECT 4659-03-21. EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH J AND OVIATT STREET. POINT-POINT 1214 - 100 100 - 101 101 - 102 BEARING 928.22 742.70 30.00 POINT STATION 101 11+23,68 OFFSET 40°39'41" 35°19'32" 54°40'28' 102 103 104 105 106 107 108 109 110 111 112 29.82' 31.42' 30.08' 31.50' 31.50' 40.41' 212+41.80 211+93.77 STREET ESTABLISHED FROM EITHER JAMES NEILSON'S FIRST ADDITION OR GRIGNON'S ADDITION CITY F KAUKAUNA, WISCONSIN. 43°34'50' 37°43'30' 211+74.21 105 106 43°34'50" 41°40'17" 42.77 115.30 LOT 2, CSM 344.VOL. 2, PG. 344, DOC. 848106 (3 SCHEDULE OF UTILITY INTEREST PRIVATE CLAIM 35 56.86 29.37 29.37 101+00.00 INTERES OWNER NUMBER 106 AT&T WISCONSIN RELEASE OF RIGHTS 27.90° 24.58° 33.72° 18.98° 02°50'04" W 08°19'07" E LOT 3 40.24 87°21'41" 83°53'40" 142 314+14.91 314+14.91 314+14.91 313+16.79 312+94.39 312+50.66 LOT 1, CSM 344.VOL. N 87°21'40" 88,36' 2,00' 24,55 S 02°38'19" STA. 212+64.24 STH 55 123 124 125 126 127 128 PG. 344, DOC. 848106 PLE FOR STORM SEWER STA. 10+00.00 OVIATT ST. 94.27' 21.58' 42.25' 167.89' 2.73' 96.42' 87°21'49" \ 79°45'10" \ CITY_STA. 212+65.71 STH 55 STA. 11+00.00 OVIATT ST. 29.27 JAMES NEILSON ADDITION - 129 - 130 - 131 - 132 - 133 - 134 211+14.85 38.75' BLOCK 2 310+27.33 208+38.33 206+89.47 342.06 63°39'52" W 35°08'24" W 30°11'52" W 33°53'47" W 211+14.92 PLE FOR R/R
RAILROAD VISION 37,01 31,65 31,52 29,59 207+23.39 350.71 208+54.24 61,94 135 136 137 138 139 140 141 142 208+70.22 **9** 52.33' 208+01.68 93.55 207+26.32 30.44' 35.44' 35.16' 37.36' 37.40' 30.04' 29.70' 207+25.12 207+27.10 310+68.76 53.98' 207+85.41 207+95.21 N 35°23'09" N 23°51'58" 49.91° WISCONSIN 142 - 143 143 - 144 144 - 145 145 - 146 146 - 147 147 - 148 CENTRAL LTD. 211+93.68 36.43' 211+74.12 35.08' - \(\frac{211+31.55}{36.50'}\) 78.99' 2.50' 9.94' 5.13' 10.82' 310+75.53 48.29 310+91.30 209+05.51 32.16 35°23'09" 11°04'50" 07°49'02" 209+10.20 LOT D CITY OF KAUKAUNA ASSESSOR PLAT 209+98.66 210+07.80 14.25' 9.14' 1.00' 73.00' N 04°10'01" V N 40°24'39" W N 49°35'21" E N 40°24'39" W N 41°40'17" W 151 152 153 154 155 156 157 101 100+49.24 11+53,00 30'/35' SOUTH LINE PRIVATE CLAIMS 34 34.50° 33.81° 211+00.00 211+12.32 N 38°26'41" V N 48°19'43" E N 41°40'17" W N 35°19'32" E 23,681 66.55 309+99.36 6' 53.54' LOT C CITY OF KAUKAUNA ASSESSOR PLAT DOC. 1796036 LOT C CITY OF KAUKAUNA ASSESSOR PLAT 100+65.53 34.96 CURVE TABLE LONG DOC. 1856322 101+00.00 / 29.38'/34.91' (109) PROJECT LOCATION R/L BEARING GRIGNON ADDITION N 75°42'38" 26.49 33.06 SHEET LOCATION STA. 310+38.40 STH 21.59 42.29 171.78 10.82 STA. 100+00.00 CTH CURVE DATA- CA STH 96 P.I.=311+32,21 PROJECT LOCATION NOT TO SCALE LOT C CITY OF KAUKAUNA X=865.847.025 ASSESSOR PLAT X=865,847,025 DELTA = 62°37'05" DEGREE =28°38'52" R = 200.00' L. = 218,58' T. = 1221.65' P.C.=310+10.57 P.T.=312+29,14 ENGINEERING, INC PC34 PC34 , MICHAEL D. VANDE HEI, 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 CITY OF KAUKAUNA, I HAVE PC33, PC33 Y=572,354,353 X=865,731,957 18 SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 4650-08-21 AND THAT CURVE DATA- CB SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED Y=572.084.907 STH 96 P.I.=313+34.86 STH 96- PI-B P.I.=318+00.00 X=865,542,306 SIGNATURE: Mule Planton DATE: 11/08/16 P.I.=313+34.86 Y=866,067.348 DELTA = 11°29/39" DEGREE = 7°09'43" R = 800.00' L. = 160.49' T. = 80.51' P.C.=312+55.34 P.T.=314+14.83 NORTH LINE PRIVATE CLAIM 34 100 LOT 1, CSM 6518.VOL. 38,PG. 6518, STH 55- PI-D P.I.=209+57.85 Y=572,303.901 X=866,532.477 BEARING \$40°39'41"E, 4,240.95" SCALE, FEET PRINT NAME: MICHAEL D. VANDE HEI Y=572,349.733 X=865,728.706 REGISTRATION NUMBER: S-2241 ALUMINUM MONUMENT ALUMINUM MONUMENT THIS PLAT AND RELOCATION ORDER ARE APPROVED Y=573,909.090 X=865,362,340 1214 R/I BEARING 121 314+14.93 Y=570,692,020 X=868,125,690 (1213) FOR THE CITYON KALESUNA
SIGNATURE: LUCON LO DATE: LL / 29/16 N 87°12'17" E PRIVATE CLAIM 34 Y=572,594.047 X=865,511,248

FILE NAME : X:\PROJECTS\OUTAGAMIE\4650-08-00 STH 55\DESIGN\C3D\SHEETSPLAN\TPP PLAT_V12 -1-8.DWG APPRAISAL PLAT DATE :

PLOT DATE: 11/7/2016 3:51 PM

P.T.=314+14.83

PLOT BY : JEFF ZLATOHLAVFK PLOT NAME PLOT SCALE : *********

PRINT NAME: JOHN SUNDELIUS

DIRECTOR OF PUBLIC WORKS

AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

RELEASE OF RIGHTS

PLE FOR R/R RAILROAD VISION

208+01.68

310+91.30

TLE FOR

(127)

208+70.22

313+30.16 36.48'

310+68.76 53.98

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

EXISTING HIGHWAY RICHT-OF-WAY FOR STH 55 ESTABLISHED FROM PREVIOUS PROJECT 3657 AND 3739. EXISTING HIGHWAY RICHT-OF-WAY FOR STH 96 ESTABLISHED FROM PREVIOUS PROJECT 4659-03-21.

EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH J AND OVIATT STREET.
STREET ESTABLISHED FROM EITHER JAMES NEWLSON'S FIRST ADDITION OR GRIGNON'S ADDITION CITY

CITY

EXISTING R/W

LOT D CITY OF KAUKAUNA ASSESSOR PLAT

LOT C CITY OF KAUKAUNA

ASSESSOR PLAT DOC. 1796036

313+83.34

R/L BEARING

R/L BEARING

312+94.35

100

PI-B-

N 75°42'38'

SCHEDULE OF UTILITY INTEREST

PLE FOR STORM SEWER

MAINTENANCE

DE KALIKALINA, WISCONSIN.

106 AT&T WISCONSIN

207+23.39

WISCONSIN

CENTRAL LTD.

SOUTH LINE PRIVATE CLAIMS

LOT C CITY OF KAUKAUNA ASSESSOR PLAT DOC. 1856322

LOT C CITY OF KAUKAUNA

ASSESSOR PLAT

SCALE, FEET

UTILITY NUMBER

SCHEDULE OF LANDS & INTERESTS REQUIRED

AND PART OF LOT D, ASSESSSORS PLAT OF THE CITY OF KAUKAUNA, PART OF LOTS 1 AND 2, CSM 344, ALL LOCATED IN AND PART OF PRIVATE CLAIM 35; CITY OF KAUKAUNA, OUTAGAMIE COUNTY, WISCONSIN. RELOCATION ORDER STH 55 CITY OF KAUKAUNA, DELANGLADE STREET (LAWE STREET-USH 4D)

LOT 3

211+14.92

LOT 2, CSM 344.VOL.

207+24.57

(130)

310+66.55 42.66' 309+99.36

100+65.53

101+00.00

(109)

311+29.76 59.53

PG. 4807, DOC. 1612117

LOT 1, CSM 6518.VOL. 38,PG. 6518,

PRIVATE CLAIM 34

310+65.68

(142)

207+98.91 50.12'

207+99.36

PRIVATE CLAIM 35

PG. 344, DOC. 848106

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

AMENDS SECTION CORNER COORDINATES, LEAD IN BEARING AND DISTANCE OF TPP 4650-08-21-4.01, AMENDMENT NO. 2, RECORDED AS DOCUMENT 2089740, TPP 4650-08-21-4.01, AMENDMENT NO. 1, RECORDED AS DOCUMENT 2079009, AND TPP 4650-08-21-4.01, RECORDED AS DOCUMENT 2051573.

TRANSPORTATION PROJECT PLAT NO: 4650-08-21- 4.01. AMENDMENT NO: 3

THAT PART LOTS 1 AND 12. BLOCK 1. GRIGNON ADDITION, PART OF LOT C. ASSESSORS PLAT OF CITY OF KALIKAUNA, PART OF LOT 1, CSM 4807, PART OF LOT 1 CSM 6518, ALL LOCATED IN PRIVATE CLAIM 34;

STA. 212+64.24 STH 55

STA. 10+00.00 OVIATT ST.

STA. 212+65.71 STH 55

STA. 11+00.00 OVIATT ST.

R/W COURSE TABLE

49°43'35" 71°03'17"

POINT-POINT 1214 - 100

103 - 104 104 - 105 105 - 106 106 - 107 107 - 108

122 - 123 123 - 124 124 - 125 125 - 126 126 - 127 127 - 128

152 153 154

38°26'41" 48°19'43"

S 49*43'35" E S 66*56'21" E N 83*53'40" E S 79*45'10" W S 74*40'12" W N 88*23'56" W N 07*49'02" E

CURVE POINT-POINT CHORD BEARING RADIUS 1 114 - 115 S 49°43'35" E 163.99'

CURVE TABLE

165.99' 35.72' 160.00' 26.46' 1,229.00' 33.06' 771.00' 21.58' 283.00' 42.25' 232.00' 167.89' 95.00' 10.82' 47.00' 14.25'

21

PC34

PC33

18

ALUMINUM MONUMENT

Y=573,909,420 X=865,362,190 (1214)

21.59' 42.29' 171.78' 10.82'

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF KAUKAUNA HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF KAUKAUNA FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF KAUKAUNA, PURSUANT TO THE PROVISIONS OF SECTION 62.22.

SIE

LOT 1, 2 CSM 344.VOL, 2,

PG. 344.

100+49.24 36.44'

STA. 310+38.40 STH STA. 100+00.00 CT

DOC. 848106

JAMES NEILSON

ST ADDITION BLOCK 2

EXISTING

211+74.12 35.08' 211+31.55 36.50'

211+93.68 36.43'

GRIGNON ADDITION

CURVE DATA- CA

Y=572,225.073 X=865,847.025 DELTA = 62°37'05" DEGREE =28°38'52"

STH 96 P.I.=311+32.21

R = 200.00' L. = 218.58'

P.T.=312+29.14

1221.651

CURVE DATA- CB

DELTA = 11°29'39'

R = 800.00'

DEGREE = 7°09'43"

STH 96 P.I.=313+34.86 Y=572,281.189 X=866.067.348

BLOCK 1

2111920 Recorded August 15, 2017 12:18 PM Fee Amount: \$25.00 Total Pages: 1 Cabinet M. Page 94

RESERVED FOR REGISTER OF DEEDS PROJECT NUMBER 4650-08-21-4.01 SHEET 1 OF 1 JOL

BEARING 40°39'42" 35°19'32" 54°40'28" POINT STATION 101 11+23.68 OFFSET 742.80 31.42' 30.08' 31.50' 31.50' 40.41' 37°43'30" 37°43'30" 43°34'50" 210+16.16 209+97.09 115.30 66°42'54" 54°43'51" E 29.37 35°16'09" 54°43'51" 310+18.08 36.00° 5 02°50'04" 5 08°19'07" E 310+59.28 66°56'21" 311+17.32 40.24 5 80°23'44" N 87°21'41" E N 83°53'40" N 87°21'40" 312+98.04 313+29.75 33.75 24.55 S 87°21'49" W S 79°45'10" W 312+94.39 312+50.66 29.27' 31.00' 32.00' 31.98' 74°40'12" W 30°11'52" W 33°53'47" W 15.09' 32.60' 207+54.78 207+45.75 37.01 31.65 31.52 29.59 65°52'40" 1 207+26.32 207+25.12 5.01 N 58°42'59" V 207+24.79 37.36' 37.40' 30.04' 29.70' 9.80' 22.60' 78.99' N 35°23'09" E N 35°23'09" E N 54°36'51" W N 35°23'09" E N 11°04'50" E N 07°49'02" E N 04°10'01" W 208+95.57 32.20 73.00 N 40°24'39" W N 41°40'17" W 211+00.00 34.50 19.24' 12.33' 33.81' 211+12.32

PROJECT LOCATION SHEET LOCATION

PROJECT LOCATION NOT TO SCALE

ENGINEERING, INC

MICHAEL D. VANDE HEI, 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 CITY OF KAUKAUNA, HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 4650-08-21 AND THAT SUICH PLAT CORRECTLY REPRESENTS ALL EXTERNE BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: ALLEMENT DATE: 8, 4, 177



PRINT NAME: MICHAEL D. VANDE HEI REGISTRATION NUMBER: S-2241 THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF MAUKANA
SIGNATURE: GOLD WILLMOATE: 8/4/17

----- 4....

PRINT NAME: JOHN SUNDELIUS DIRECTOR OF PUBLIC WORKS

L. = 160.49¹ T. = 80.51¹ P.C.=312+55.34 P.T.=314+14.83 Y=572,594,047 X=865,511,248 PLOT DATE: 7/31/2017 3:40 PM

Y=572,084.907 X=865,542.306 STH 96- PI-B P.I.-318+00.00

Y=572,084,907

STH 55- PI-D P.I.=209+57.85

STH 55- PI-E P.I.=212+84.92

Y=572,354.353 X=865,731.957

X=866,532,477

PLOT BY: JEFF ZLATOHLAVEK

ALUMINUM MONUMENT

Y=570,692.250 X=868,125.640 1213

PLOT NAME :

FILE NAME: X:\PROJECTS\OUTAGAMIE\4650-08-00 STH 55\DESIGN\C3D\SHEETSPLAN\TPP PLAT_V12 -1-8.DWG

(121)

314+14.93

PC34

18

\ PC33

4

PLOT SCALE : *********

	SCHEDULE OF LANDS &	INTERESTS	REQUIR	ED				
PARCEL	OWNER (S)	INTEREST	FEE R/	W SQ FT,		T.L.E.	P.L.E.	H.E.
NUMBER		REQUIRED	NEW	EXISTING	TOTAL	SQ FT	SQ FT	SQ FT
2	WISCONSIN CENTRAL LTD.	HE,PLE,TLE				2,176	3,116	231
8	CITY OF KAUKAUNA	FEE,PLE,TLE	822		822	794	5,447	
9	CHERYL A. SULLIVAN	TLE				511		
10	DALE J. WALSH, ROCHELLE L. VANDERWEYST,	TLE				893		
	MICHELLE J. WEYERS, DARIN W. WORSCH							
11	THOMAS A. KALUPA, JR.	TLE				337		
12	ROBERT O. AND ELAINE SCHUBRING	TLE				945		
13	THOMAS J. AND MARY S. MURPHY	PLE					6,405	
14	DONALD GARNER	TLE				613		
15	JAMES M. SPIETZ	TLE				1,199		
16	NICHOLAS HOFFMAN AND ANGELA KRUMMEL	TLE				1,165	Aud 100 100	
17	LENORE T. SULLIVAN	TLE				678		

NOTES: OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE CITY OF KAUKAUNA COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, OUTAGAMIE COUNTY ZONE, NADBA (91) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 55 ESTABLISHED FROM PREVIOUS PROJECT 3657 AND 3739. EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 96 ESTABLISHED FROM PREVIOUS PROJECT 4659-03-21. EXISTING HIGHWAY RIGHT-OF-WAY FOR OVIATT STREET, DESNOYER STREET AND BACKWELL STREET. STREET ESTABLISHED FROM EITHER JAMES NEILSON'S FIRST ADDITION OR GRIGNON'S ADDITION CITY

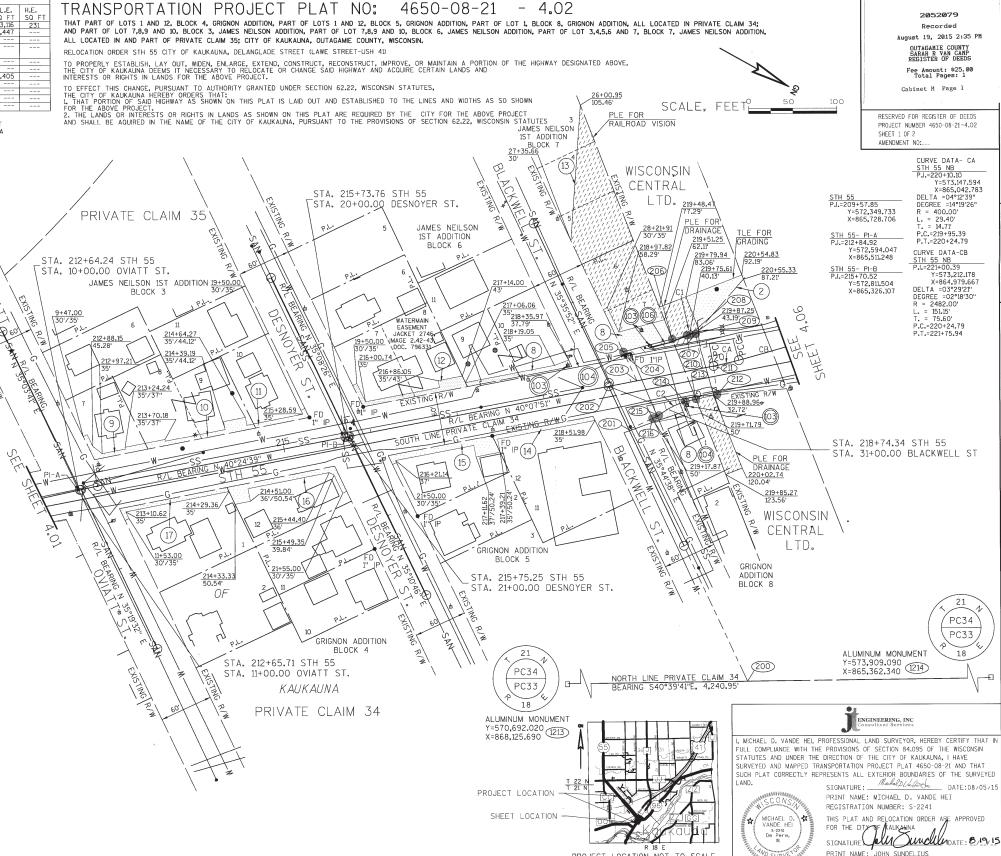
REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN CABINET L OF TRANSPORTATION PROJECT PLATS, PAGE 127 & 128, AS DOCUMENT NO. 2051573 FOR ADDITIONAL INFORMATION.

SCHEDULE OF UTILITY INTEREST						
UTILITY NUMBÉR	OWNER	INTEREST REQUIRED				
103	KAUKAUNA UTILITIES- ELECTRIC	RELEASE OF RIGHTS				
104	KAUKAUNA UTILITIES- WATER	RELEASE OF RIGHTS				
106	AT&T- TELEPHONE	RELEASE OF RIGHTS				

		CURVE TABLE		LONG	ARC
CURVE	POINT-POINT	CHORD BEARING	RADIUS	CHORD	LENGTH
1	207 - 208	N 40°02'51" W	30.50'	4.08'	4.08'
2	214 - 215	S 56°51'01" E	83.23'	33.63	33.86'

F	R/W COURSE TABLE	
POINT-POINT	BEARING	DISTANCE
1214 - 200	S 40°39'41" E	326,14'
200 - 201	S 35°44'38" W	707.06
201 - 202	S 35°44'38" W	54.11'
202 - 203	N 40°07'51" W	33,02'
203 - 204	S 35°35'51" W	30.96
204 - 205	S 35°35'51" W	5.40
205 - 206	N 43°52'51" W	57.09'
206 - 207	N 43°52'51" W	17.09
207 - 208	SEE CURVE TABLE	
208 - 209	N 36°12'51" W	6.12'
209 - 210	N 49°52'09" E	39.66'
210 - 211	N 40°07'51" W	12.67
211 - 212	N 53°49'27" E	32.71
212 - 213	S 41°20'29" E	24.44'
213 - 214	S 42°13'23" E	12.23'
214 - 215	SEE CURVE TABLE	33.63'
215 - 216	S 54°15'22" E	7.90'
216 - 201	S 54°15'22" F	29.84

R/W	POINT	AND	OFFSETS
POINT	STAT	ION	OFFSET
201	31+54	.11	
202	218+7	4.47	
203	219+0	7.49	
204	218+9	9.86	30.00'
205	218+9		35,23
206	219+5	5.49	38.96'
207	219+7	2.54	40.08'
208	219+7		40.08'
209	219+8		39.66'
210	219+8		
211	211+9		
212	219+9		32.63
213	219+6		33.15
214	219+5		33.59
215	219+2		43,27
216	31+54	.11	29.84



PROJECT LOCATION NOT TO SCALE

DIRECTOR OF PUBLIC WORKS

	SCHEDULE OF LANDS & INTERESTS REQUIRED							
PARCEL	OWNER (S)	INTEREST	FEE R/	W SQ FT,		T.L.E.	P.L.E.	H.E.
NUMBER		REQUIRED	NEW	EXISTING	TOTAL	SQ FT	SQ FT	SQ FT
2	WISCONSIN CENTRAL LTD.	HE,PLE,TLE				1,548	3,116	231
8	CITY OF KAUKAUNA	FEE,PLE,TLE	822		822	794	5,447	
9	CHERYL A. SULLIVAN	· TLE				511		
10	DALE J. WALSH, ROCHELLE L. VANDERWEYST,	TLE				893		
	MICHELLE J. WEYERS, DARIN W. WORSCH							
11	THOMAS A. KALUPA, JR.	TLE				337		
12	ROBERT O. AND ELAINE SCHUBRING	TLE				945	C 40E	
13	THOMAS J. AND MARY S. MURPHY	PLE					6,405	
14	DONALD GARNER	TLE				613		
15	JAMES M. SPIETZ	TLE				1,199		
16	NICHOLAS HOFFMAN AND ANGELA KRUMMEL	TLE				1,165		
17	LENORE T. SULLIVAN	TLE				678		

NOTES: OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE CITY OF KAUKAUNA

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE System, outagame county zone, nadb3 (9) adjustment, the coordinates shown are grid coordinates and are to be used as grid or ground values on this plat.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 55 ESTABLISHED FROM PREVIOUS PROJECT 3657 AND 3739. EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 96 ESTABLISHED FROM PREVIOUS PROJECT 4659-03-21. EXISTING HIGHWAY RIGHT-OF-WAY FOR OWART STREET, DESNOYER STREET AND BACKWELL STREET. STREET ESTABLISHED FROM EITHER JAMES NEILSON'S FIRST ADDITION OR GRIGNON'S ADDITION CITY OF KAUKAUNA, WISCONSIN.

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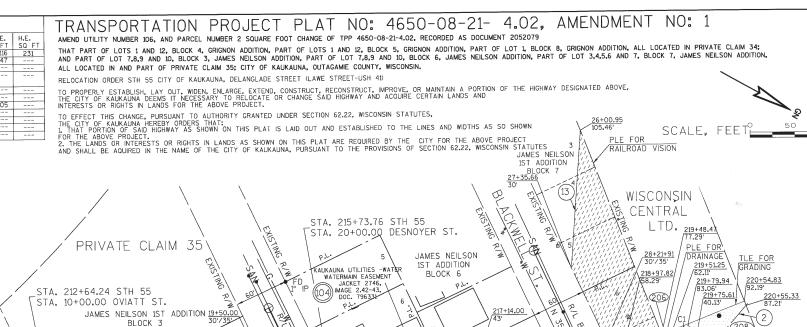
REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN CABINET L OF TRANSPORTATION PROJECT PLATS, PAGE 127 & 128, AS DOCUMENT NO. 2051573 FOR ADDITIONAL INFORMATION.

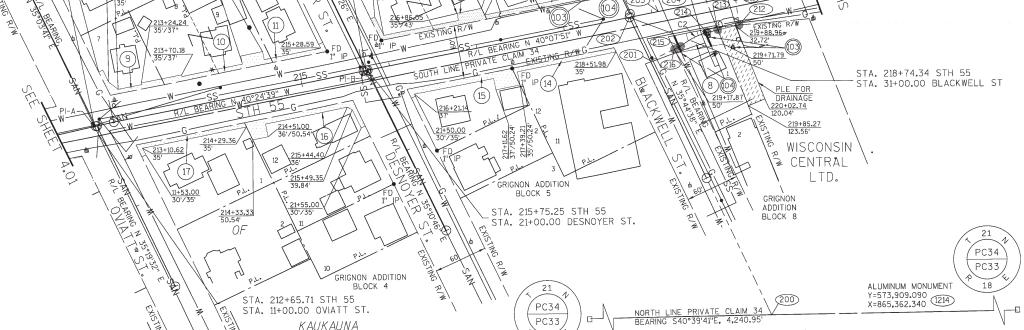
	SCHEDULE OF UTILITY INTEREST						
UTILITY NUMBER	OWNER	INTEREST REQUIRED					
103	KAUKAUNA UTILITIES- ELECTRIC	RELEASE OF RIGHTS					
104	KAUKAUNA UTILITIES- WATER	RELEASE OF RIGHTS					
106	AT&T WISCONSIN	RELEASE OF RIGHTS					

		CURVE TABLE		1 ONG	ARC
CURVE	POINT-POINT	CHORD BEARING	RADIUS	CHORD	LENGTH
1	207 - 208	N 40°02'51" W	30,50	4.08'	4.08'
2	214 - 215	S 56°51'01" E	83,23'	33.63'	33.86'

	R/W COURSE TABLE	
POINT-POINT	BEARING	DISTANCE
1214 - 200	S 40°39'41" E	326,14
200 - 201	S 35°44'38" W	707.06
201 - 202	S 35°44'38" W	54.11'
202 - 203	N 40°07'51" W	33.02'
203 - 204	S 35°35'51" W	30.96'
204 - 205	S 35°35'51" W	5.40'
205 - 206	N 43°52'51" W	57.09
206 - 207	N 43°52'51" W	17.09
207 - 208	SEE CURVE TABLE	
208 - 209	N 36°12'51" W	6.12'
209 - 210	N 49°52'09" E	39.66
210 - 211	N 40°07'51" W	12.67'
211 - 212	N 53°49'27" E	32.71
212 - 213	S 41°20'29" E	24.44'
213 - 214	S 42°13'23" E	12.23
214 - 215	SEE CURVE TABLE	33,63
215 - 216	S 54°15'22" E	7.90'
216 - 201	S 54°15'22" E	29.84

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23'
36'
38'
78'
56'
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.15
59'
27'
84'





17+06.06

PROJECT LOCATION

SHEET LOCATION

PROJECT LOCATION

PROJECT LOCATION

PROJECT LOCATION

PROJECT LOCATION

PROJECT LOCATION

OTHER R. B. E. PROJECT LOCATION NOT TO SCALE

, MICHAEL D. VANDE HEI, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT I FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND LINDER THE DIRECTION OF THE CITY OF KAUKAUNA. I HAVE

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MICH

PRINT NAME: MICHAEL D. VANDE HEI
REGISTRATION NUMBER: S-2241
THIS PLAT AND RELOCATION ORDER ARE APPROVED
FOR THE CITY OF KAUKAUNA

ENGINEERING, INC

2079010 Recorded

July 25, 2016 2:55 PM

Fee Amount: \$25.00 Total Pages: 1 CABINET M PAGE 16

RESERVED FOR REGISTER OF DEEDS

CURVE DATA- CA

STH 55 NB
P.I.=220+10.10
Y=573,147.594
X=865,042,783

DELTA =04°12'39" DEGREE =14°19'26"

L. = 29.40' T. = 14.71'

P.T.=220+24.79

CURVE DATA-CB

STH 55 NB P.I.=221+00.39

P.I.=221+00.33 Y=573,212.178 X=864,979.667 DELTA = 03°29'21" DEGREE = 02°18'30" R = 2482.00' L. = 151.15' T. = 75.60'

P.C.=220+24.79 P.T.=221+75.94 4

SHEET 1 OF 2 AMENDMENT NO:_1.

STH 55 P.I.=209+57.85

STH 55- PI-A P.I.=212+84.92

STH 55- PI-B P.I.=215+70.52

Y=572,349,733 X=865,728,706

Y=572,594.047 X=865,511.248

Y=572,811.504 X=865,326.107

FOR THE CITY OF KAUKAUNA

SIGNATURE: JUNE SUNDELIUS

PRINT NAME: JOHN SUNDELIUS

DIRECTOR OF PUBLIC WORKS

PLOT DATE : 7/19/2016 4:54 PM

PRIVATE CLAIM 34

214+64.27 35'/44.12'

PLOT BY : JEFF ZLATOHLAVEK PLOT NAME :

PLOT SCALE : #########

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

CORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, OUTAGAME COUNTY ZONE, NAD83 (9D ADJUSTMENT, THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS CRID OR GROUND VALUES ON THIS PLAT.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RICHT-OF-WAY FOR STH 55 ESTABLISHED FROM PREVIOUS PROJECT 3657 AND 3739. EXISTING HIGHWAY RICHT-OF-WAY FOR STH 96 ESTABLISHED FROM PREVIOUS PROJECT 4659-03-21. EXISTING HIGHWAY RIGHT-OF-WAY FOR OYIATT STREET, DESNOYER STREET AND BACKWELL STREET, STREET ESTABLISHED FROM EITHER JAMES NEILSON'S FIRST ADDITION OR GRIGNON'S ADDITION CITY

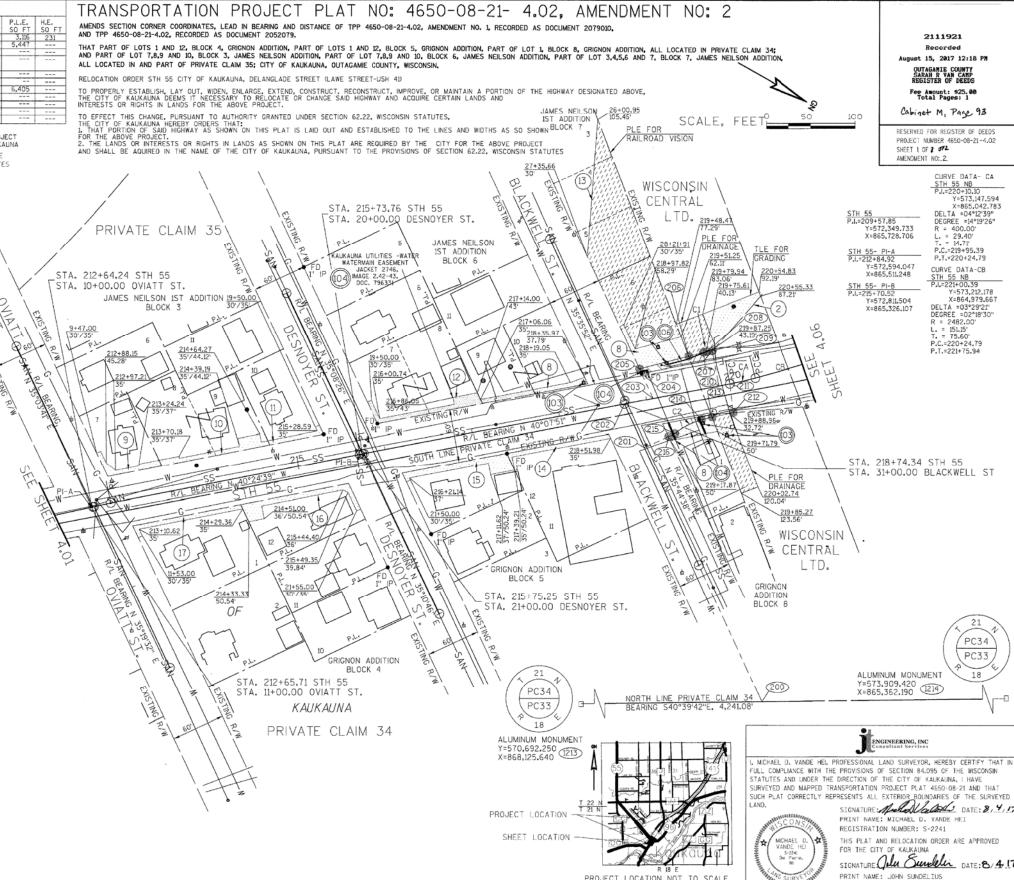
REFER TO THE HILL SHEET, HECONDED AS SHEET 2 OF 2, IN CABINET L OF TRANSPORTATION PROJECT PLATS, PACE 127 & 128, AS DOCUMENT NO. 2051573 FOR ADDITIONAL INFORMATION,

	SCHEDULE OF UTILITY I	NTEREST		
UTILITY OWNER		INTEREST REQUIRED		
103	KAUKAUNA UTILITIES- ELECTRIC	RELEASE OF RIGHTS		
104	KAUKAUNA UTILITIES- WATER	RELEASE OF RIGHTS		
106	AT&T WISCONSIN	RELEASE OF RIGHTS		

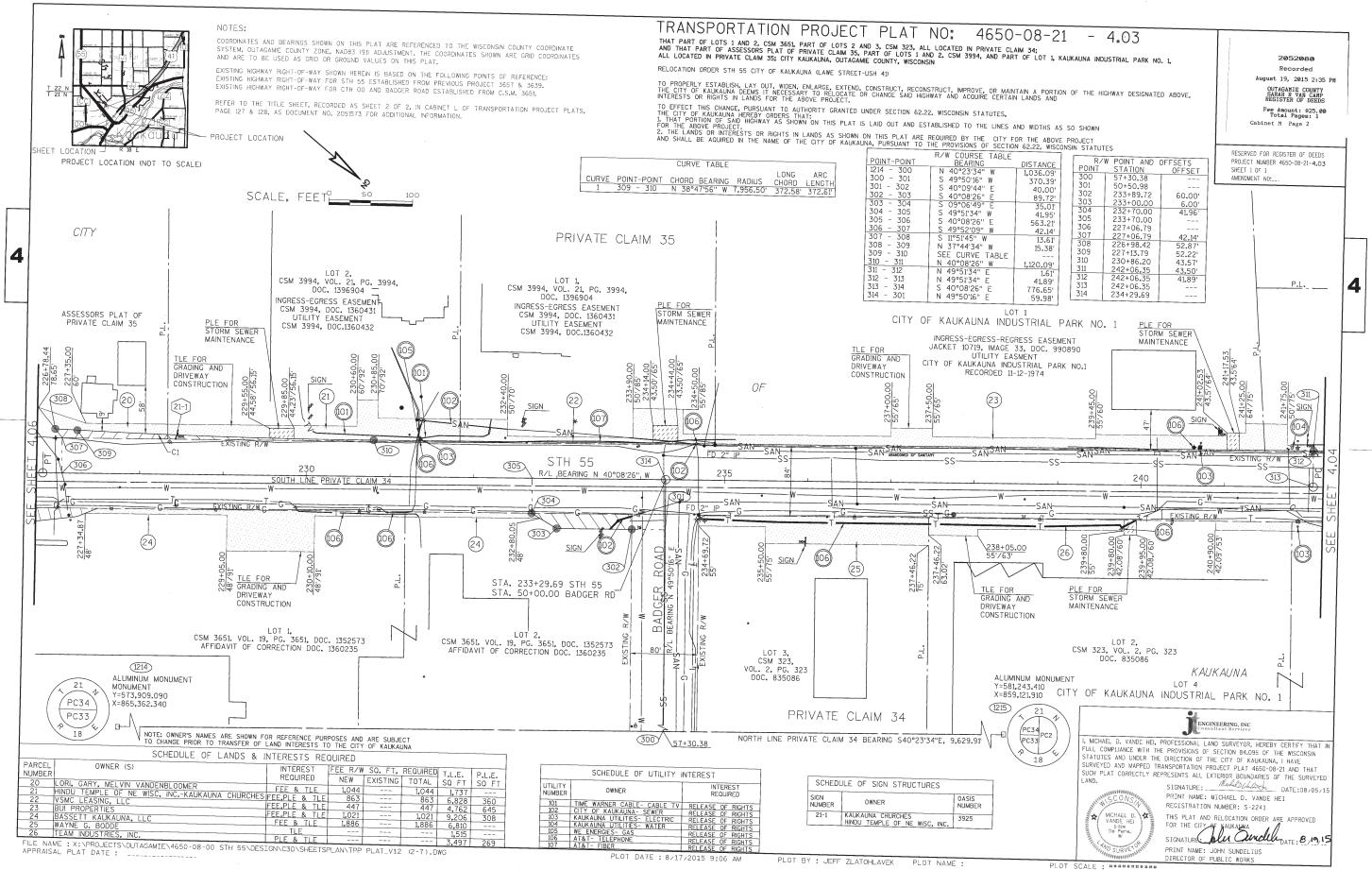
		CURVE	TABLE		LONG	ARC
CURVE	POINT-POINT	CHORD	BEARING	RADIUS	CHORD	LENGTH
1	207 - 208	N 40°0	02'51" W	30,50	4.08'	4.08
2	214 - 215	S 56°5	51'01" F	83.23	33.631	33.86

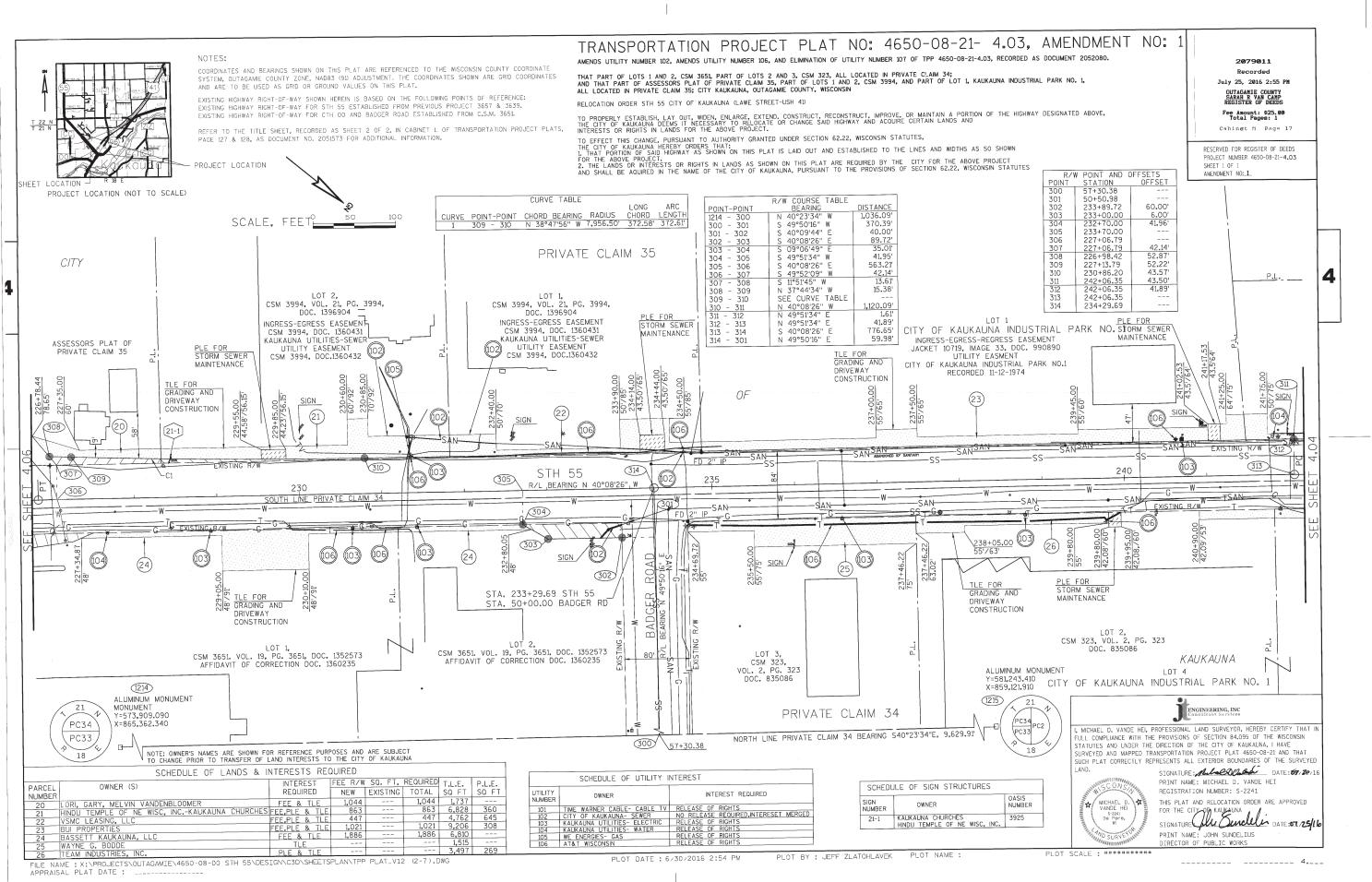
	R/W COURSE TABLE	
POINT-POINT	BEARING	DISTANCE
1214 - 200	S 40°39'42" E	326.46
200 - 201	S 35°44'38" W	707.16
201 - 202	S 35°44'38" W	54.11
202 - 203	N 40°07'51" W	33.02
203 - 204	S 35°35'51" W	30.96
204 - 205	S 35°35'51" W	5,40
205 - 206	N 43°52'51" W	57.09
206 - 207	N 43°52'51" W	17.09
207 - 208	SEE CURVE TABLE	
208 - 209	N 36°12'51" W	6.12"
209 - 210	N 49°52'09" E	39.66
210 - 211	N 40°07'51" W	12.67
211 - 212	N 53°49'27" E	32.71
212 - 213	S 41°20'29" E	24.44
213 - 214	S 42°13'23" E	12.23
214 - 215	SEE CURVE TABLE	33.63'
215 - 216	S 54°15'22" E	7.90
216 - 201	S 54°15'22" E	29,84

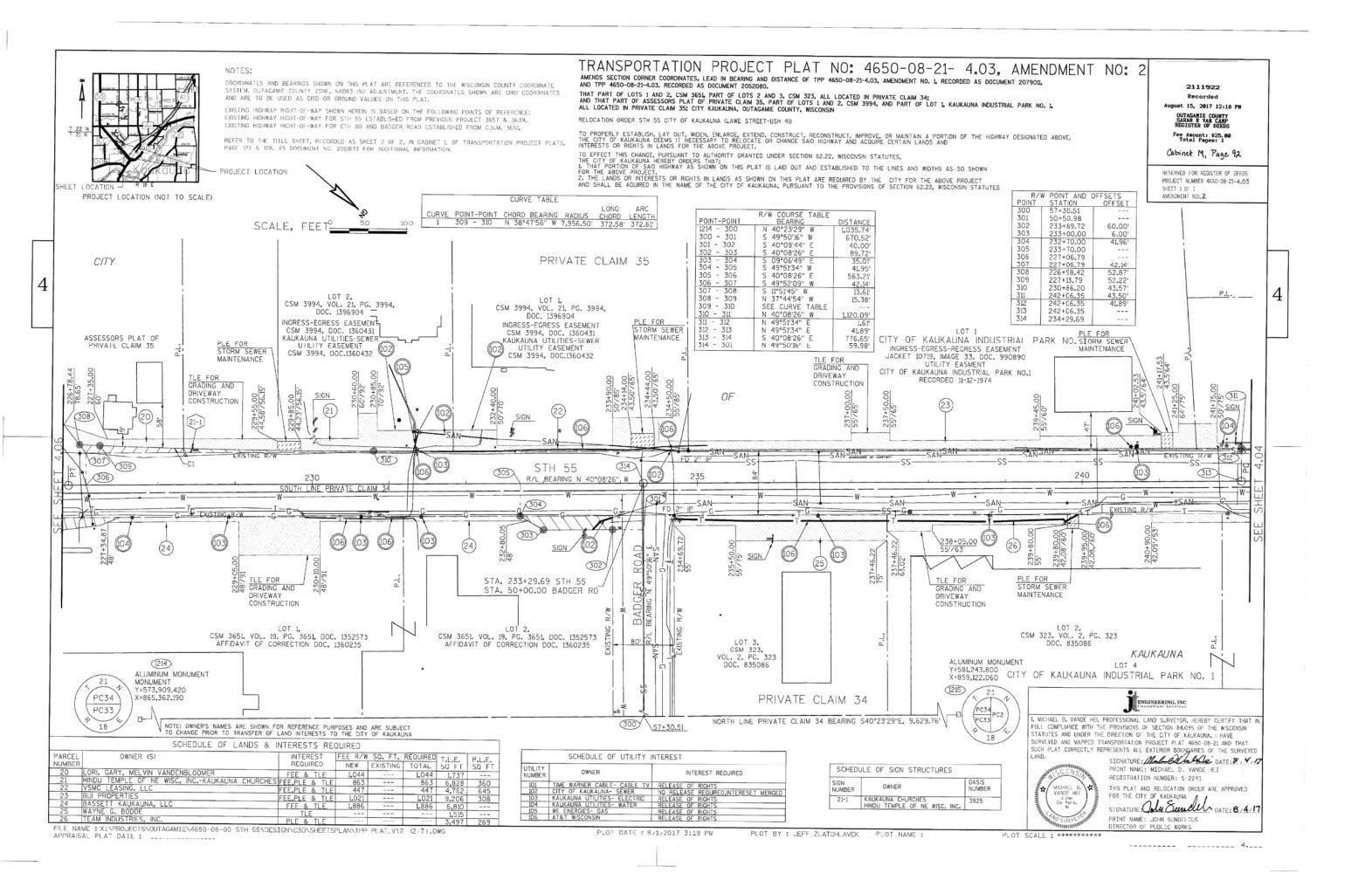
R/W	POINT	AND	OFFSETS
POINT	STATION		OFFSET
201	31+54	-11	
202	218+7	4.47	
203	219+0	7.49	
204	218+9	9,86	30.00'
205	218+9	8.53	35.23'
206	219+5	5.49	38.96'
207	219+7	2.54	40.08'
208	219+7		40.08'
209	219+8		39.66'
210	219+8		
211	211+9		
212	219+9		32.63
213	219+6		33.15
214	219+5		33,59
215	219+2		43.27
216	31+54	.11	29.84'

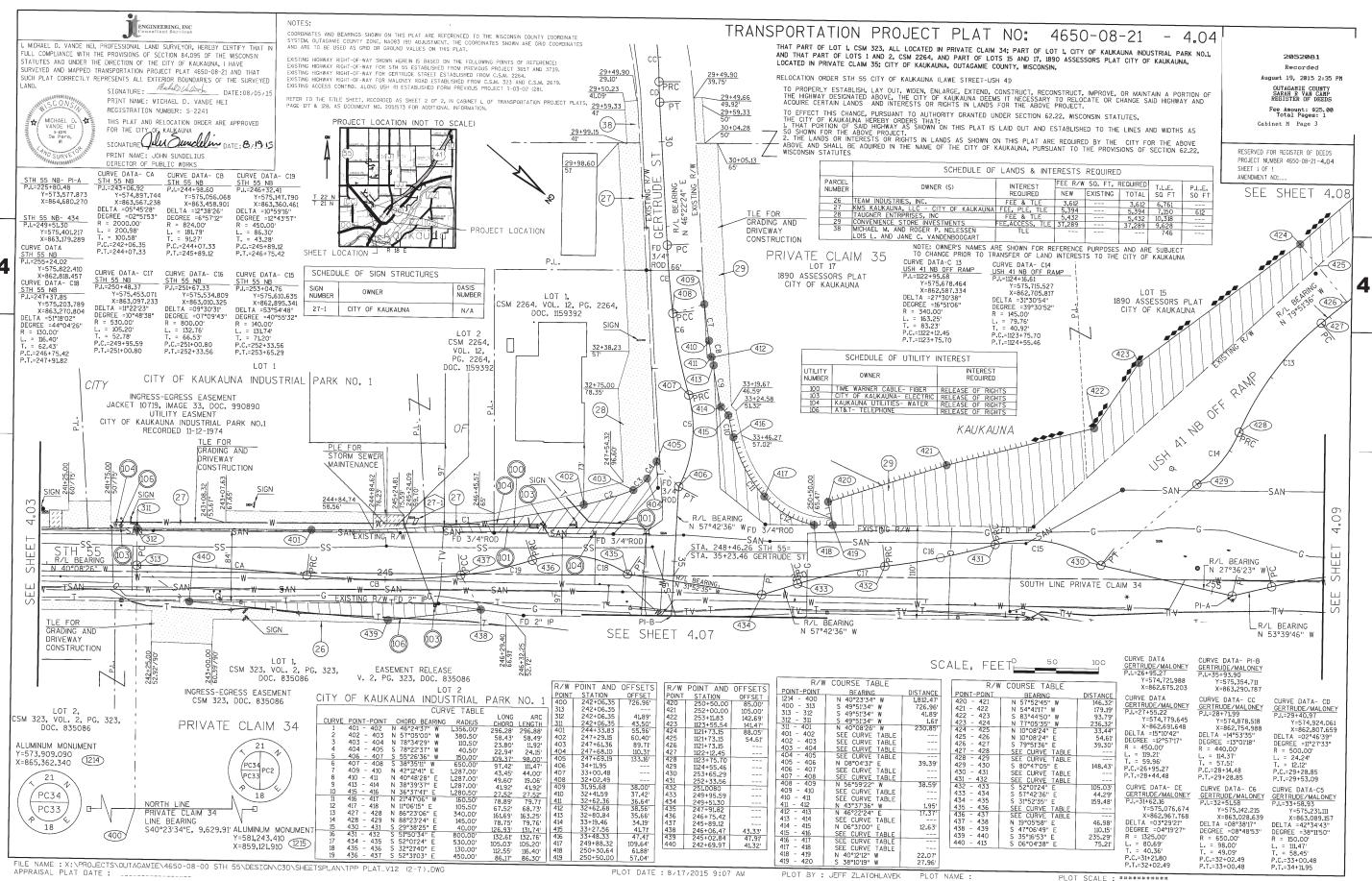


PROJECT LOCATION NOT TO SCALE





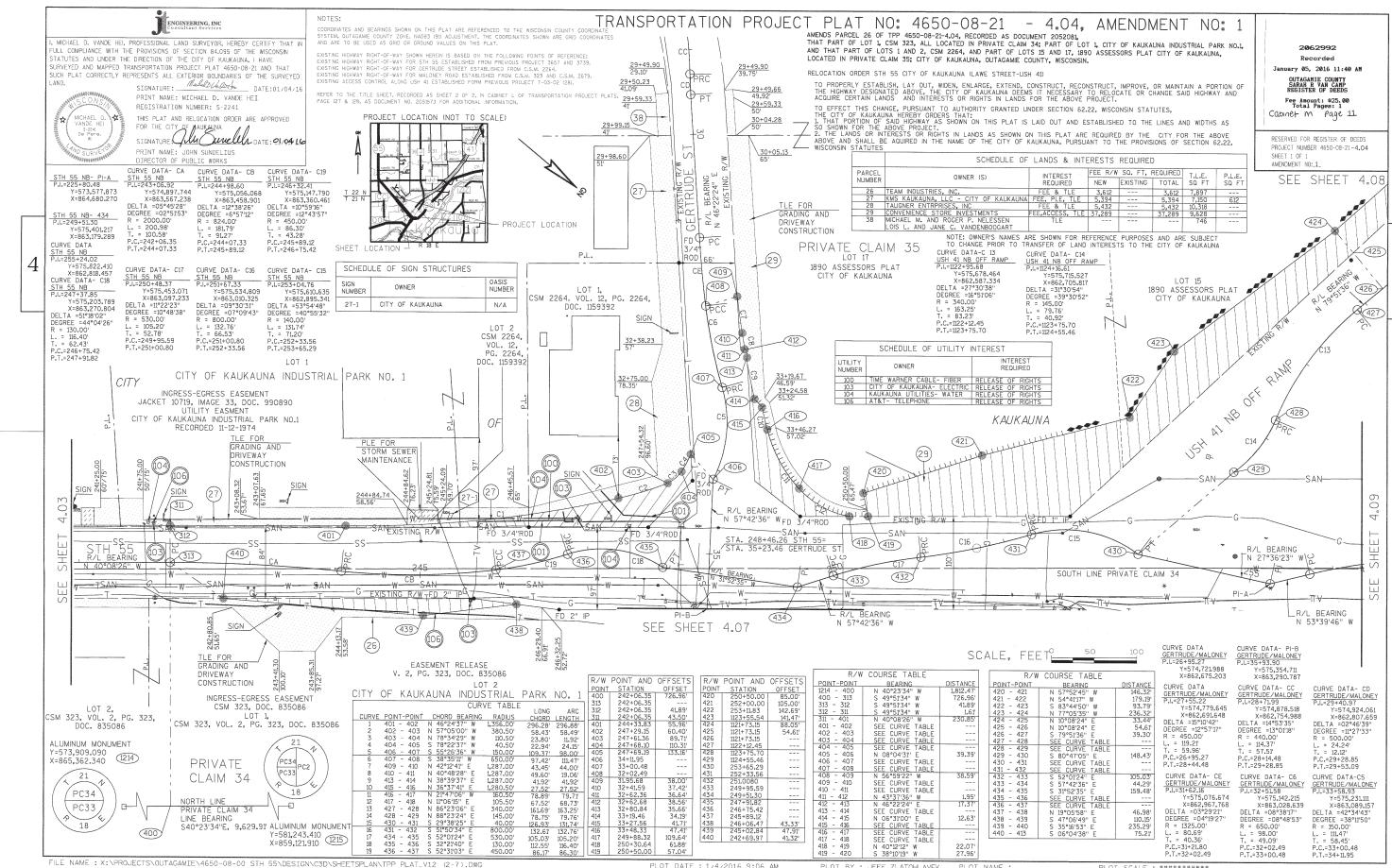




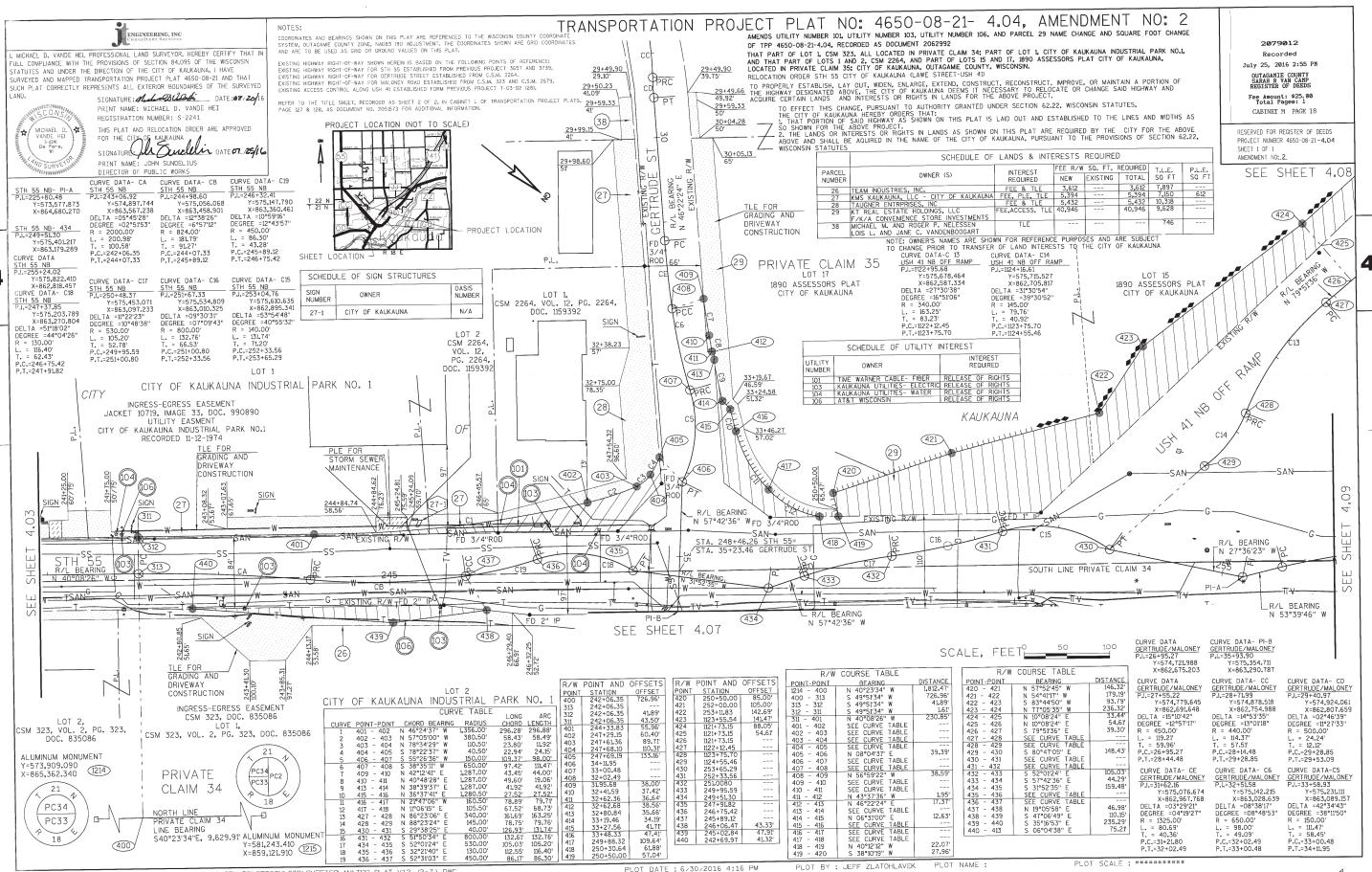
PLOT BY: JEFF ZLATOHLAVEK

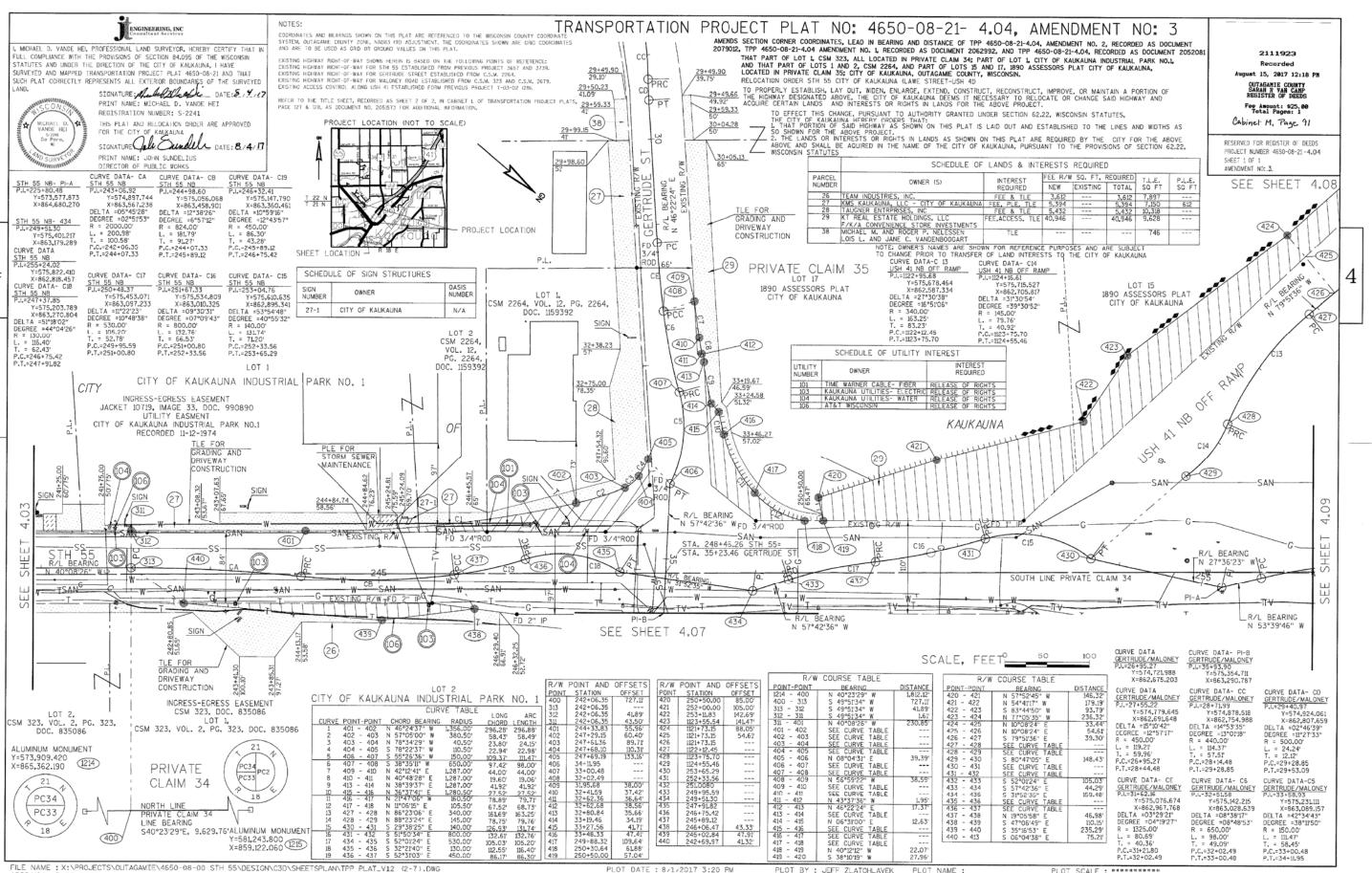
PLOT SCALE : #########

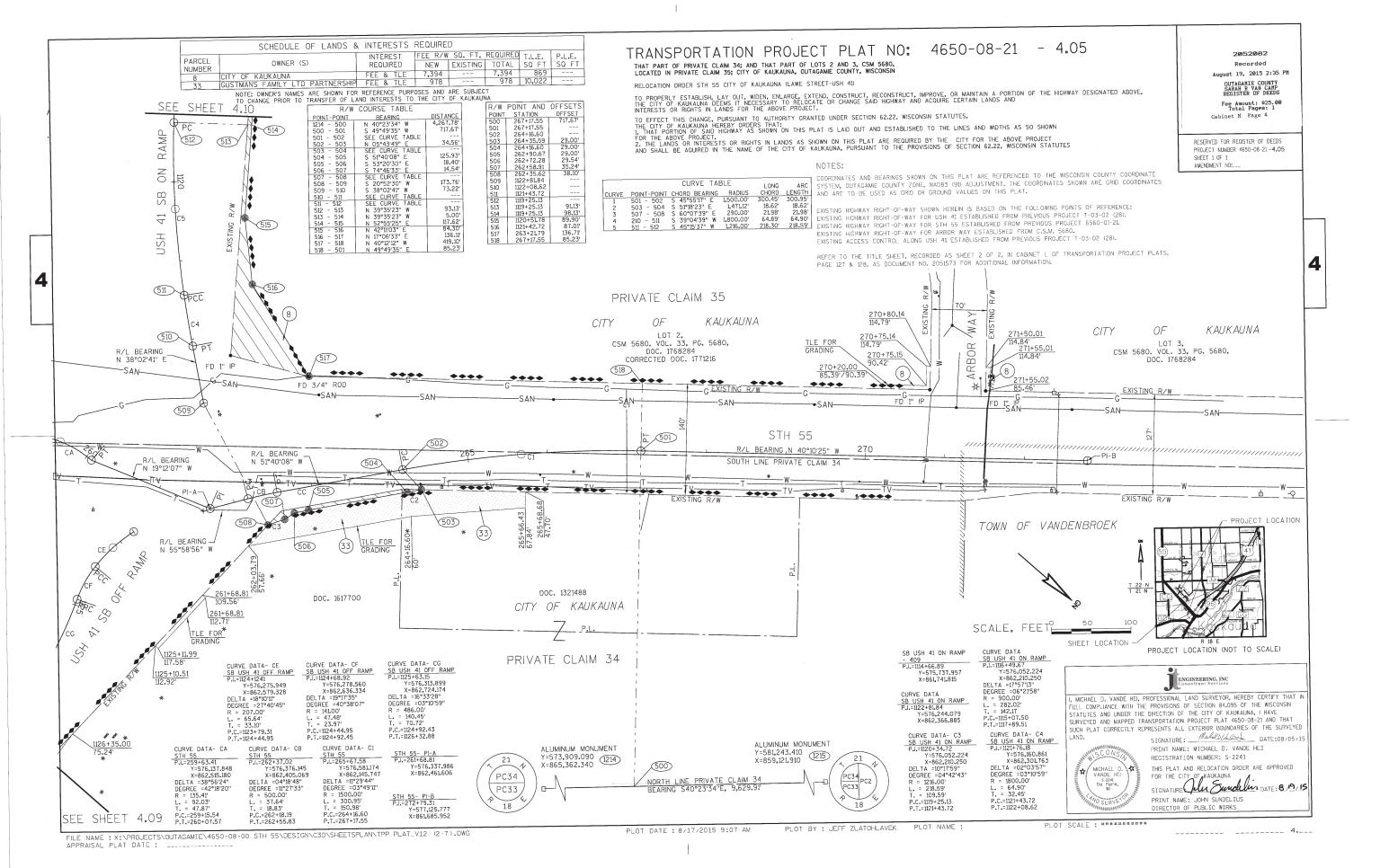
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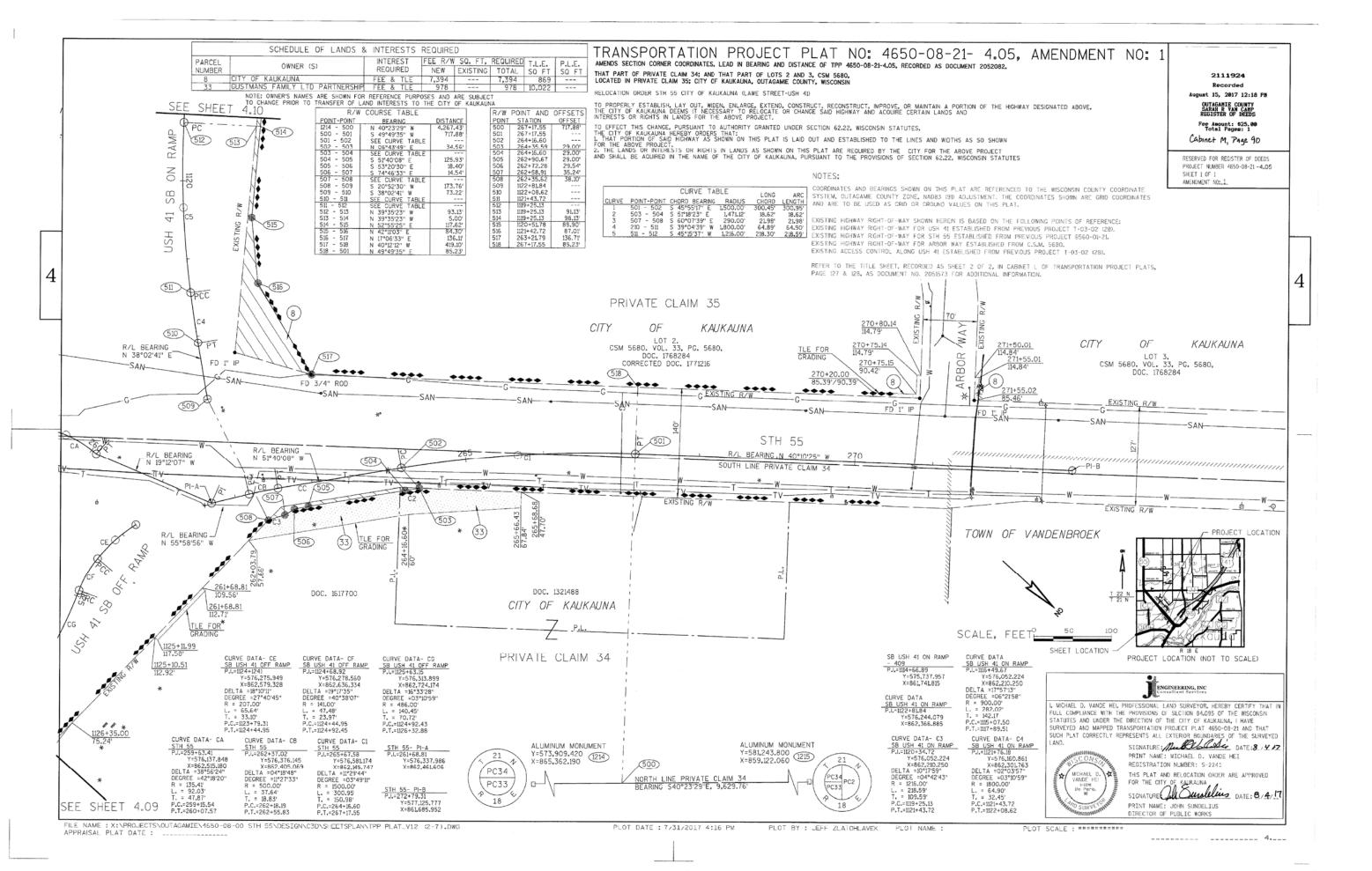


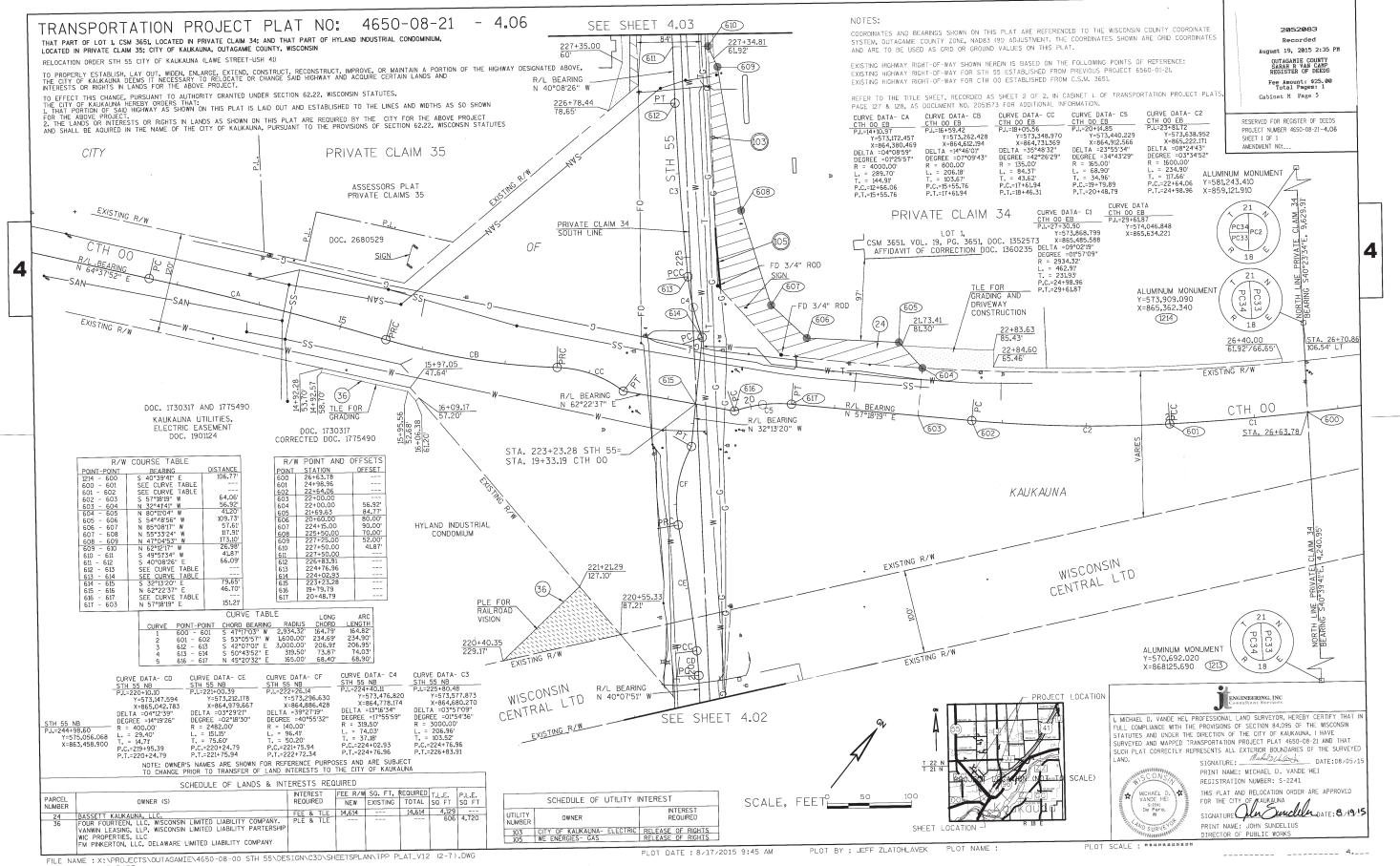
----- 4.__

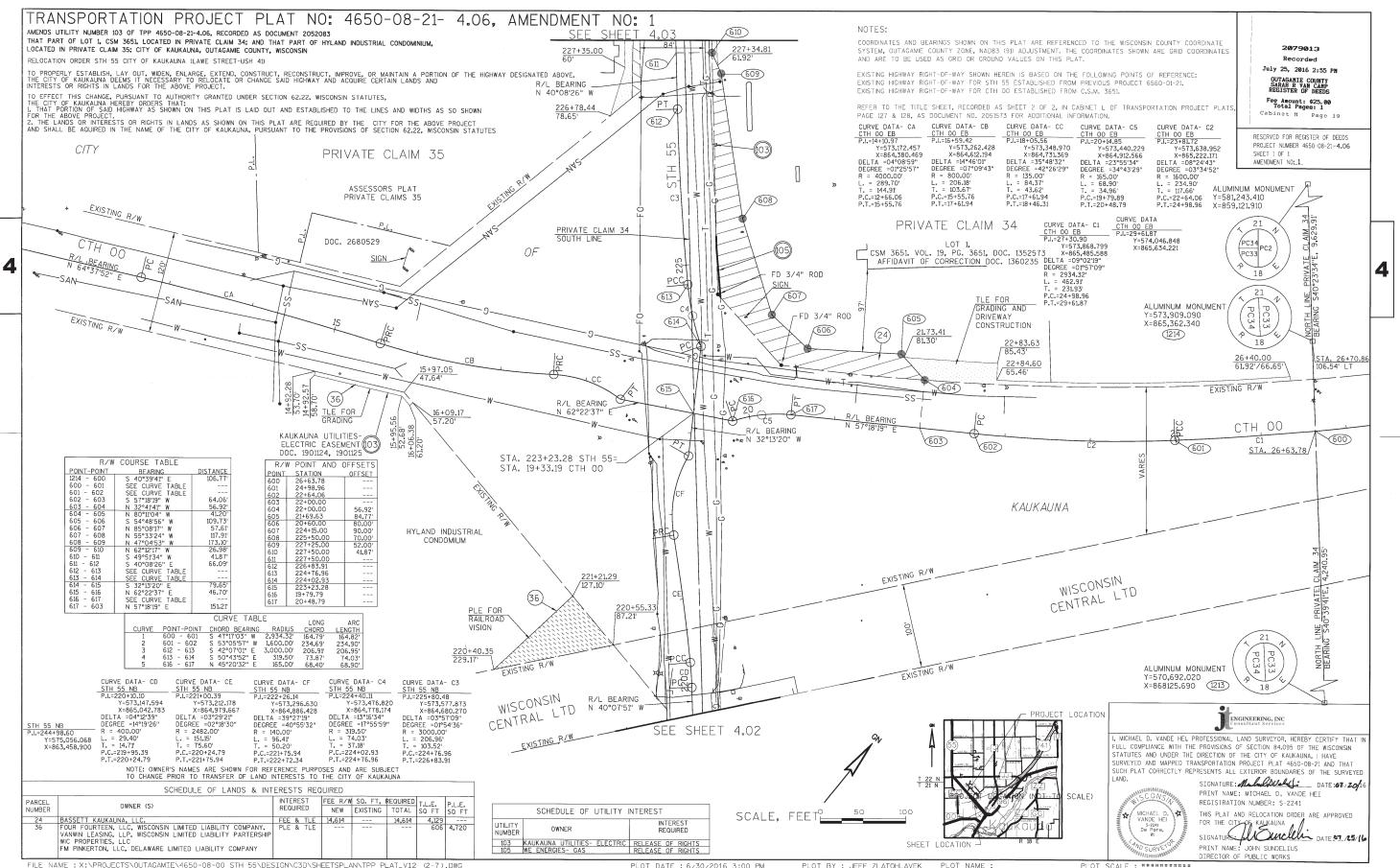




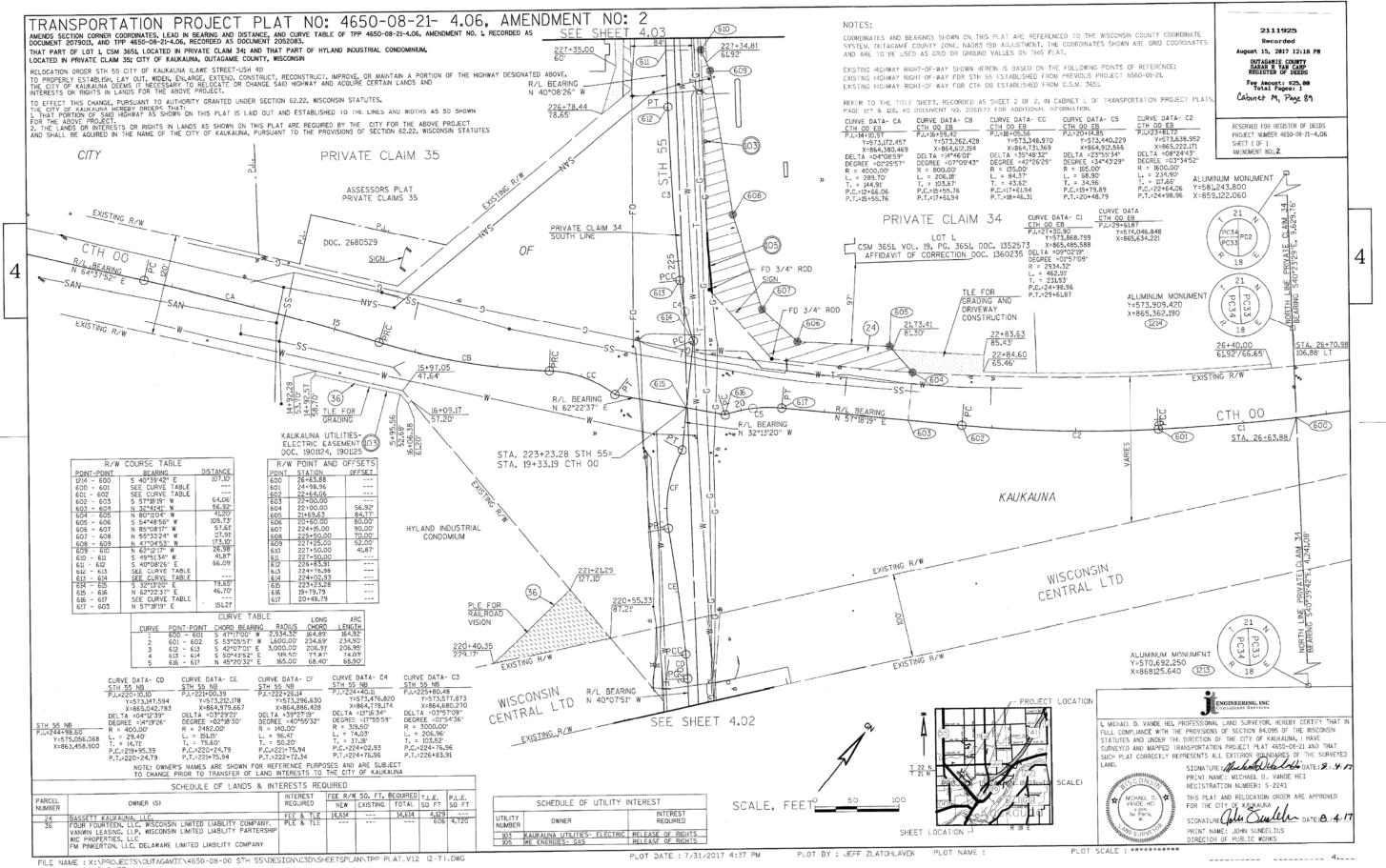


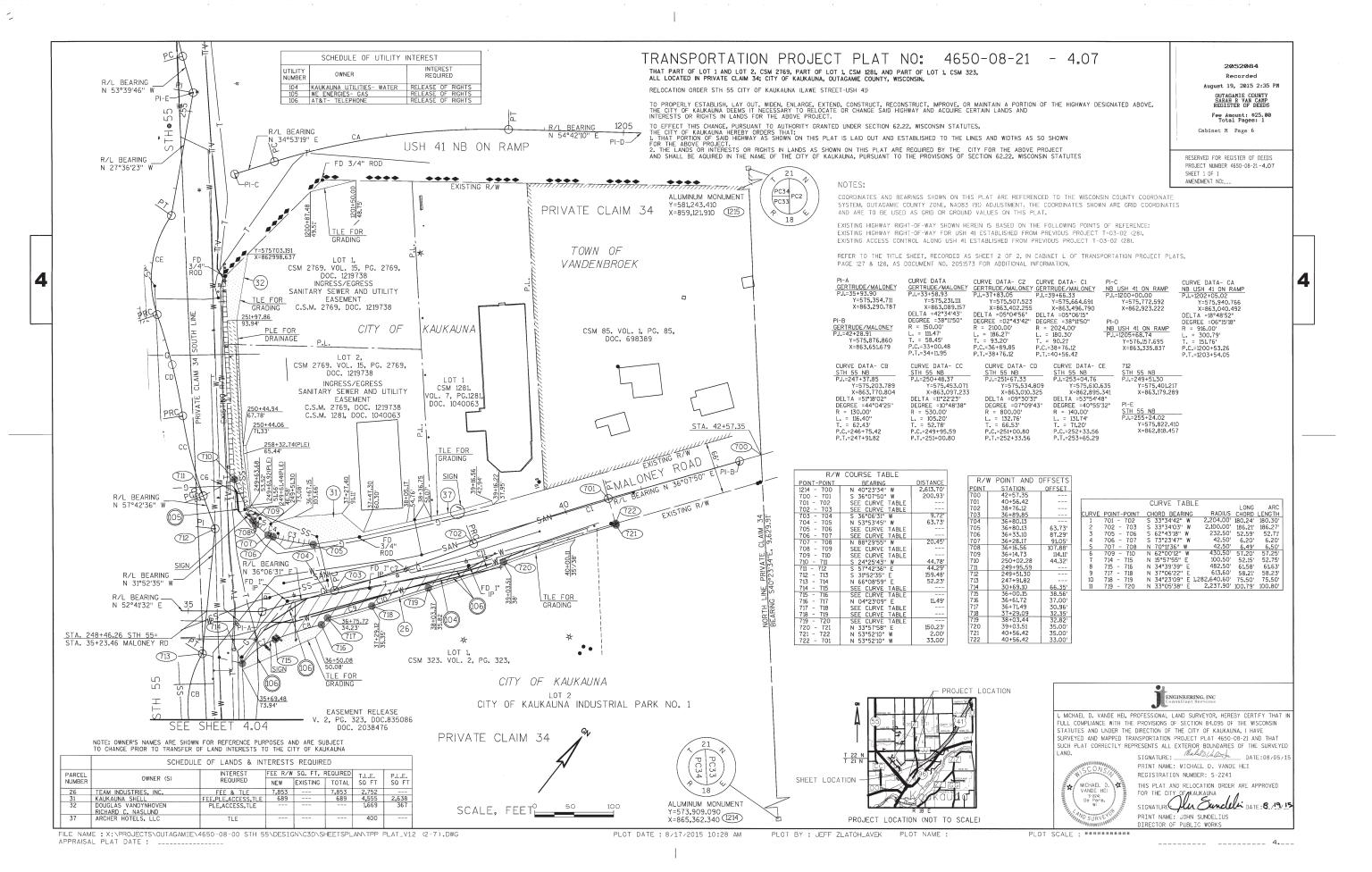


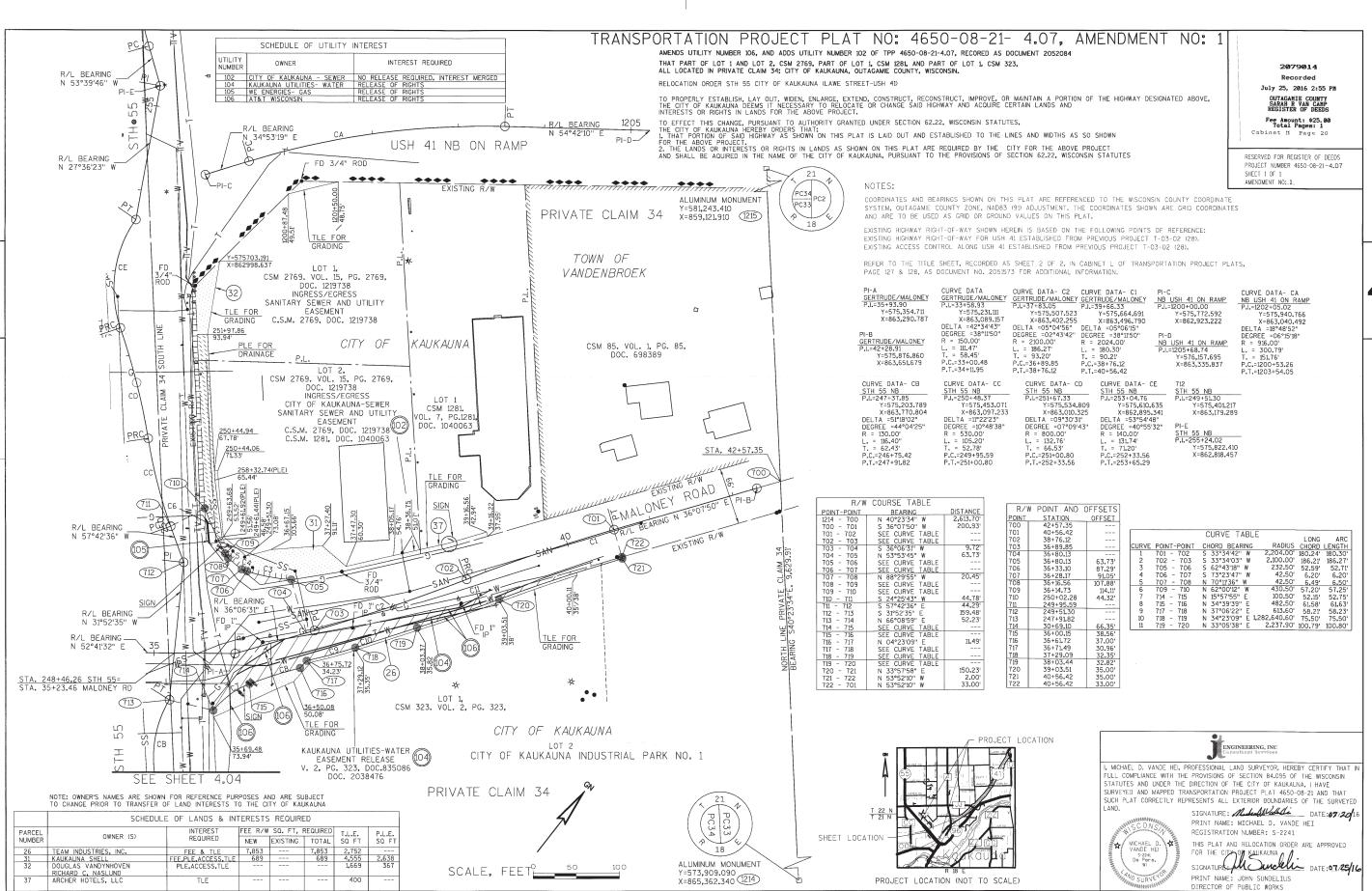




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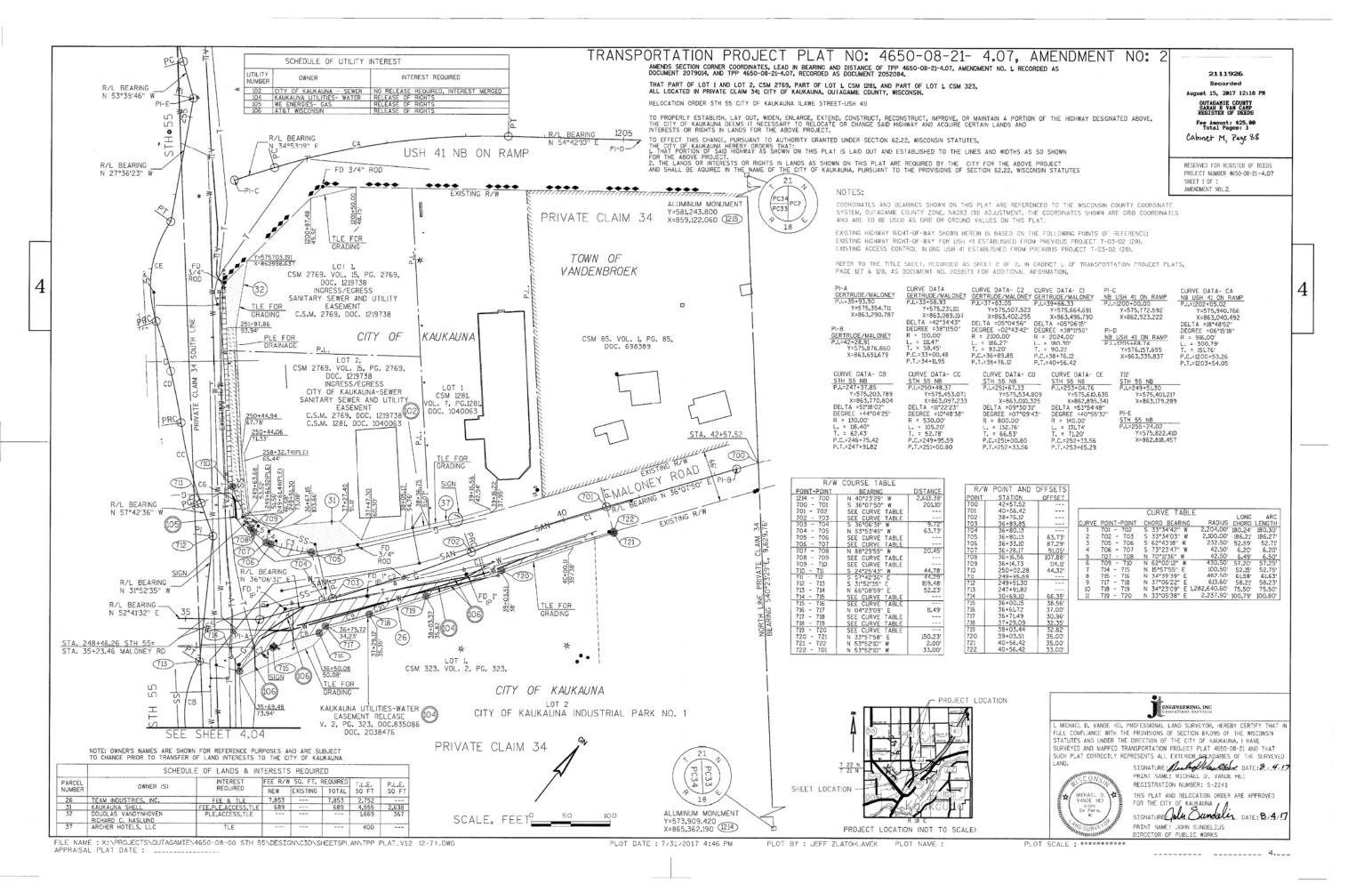


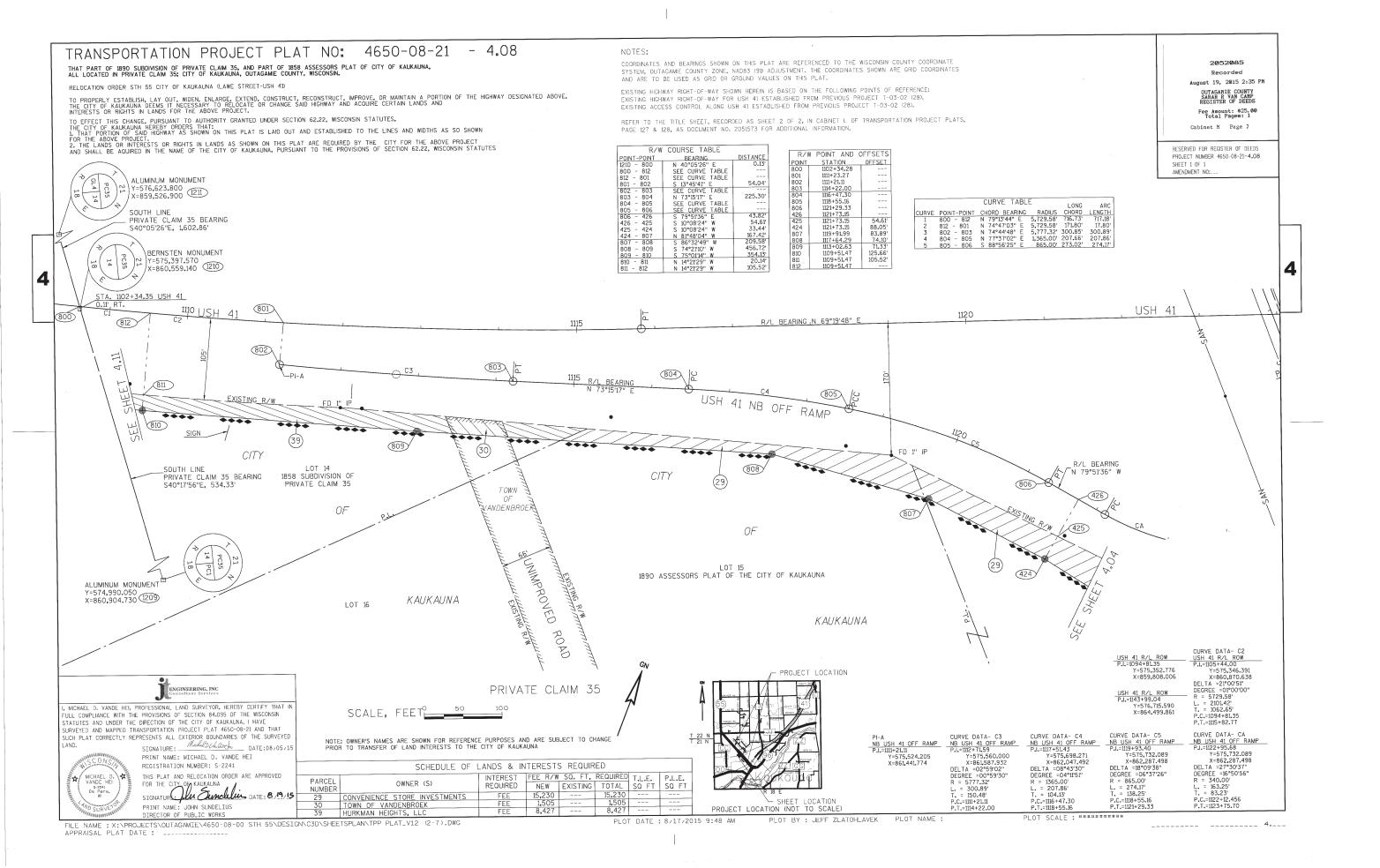
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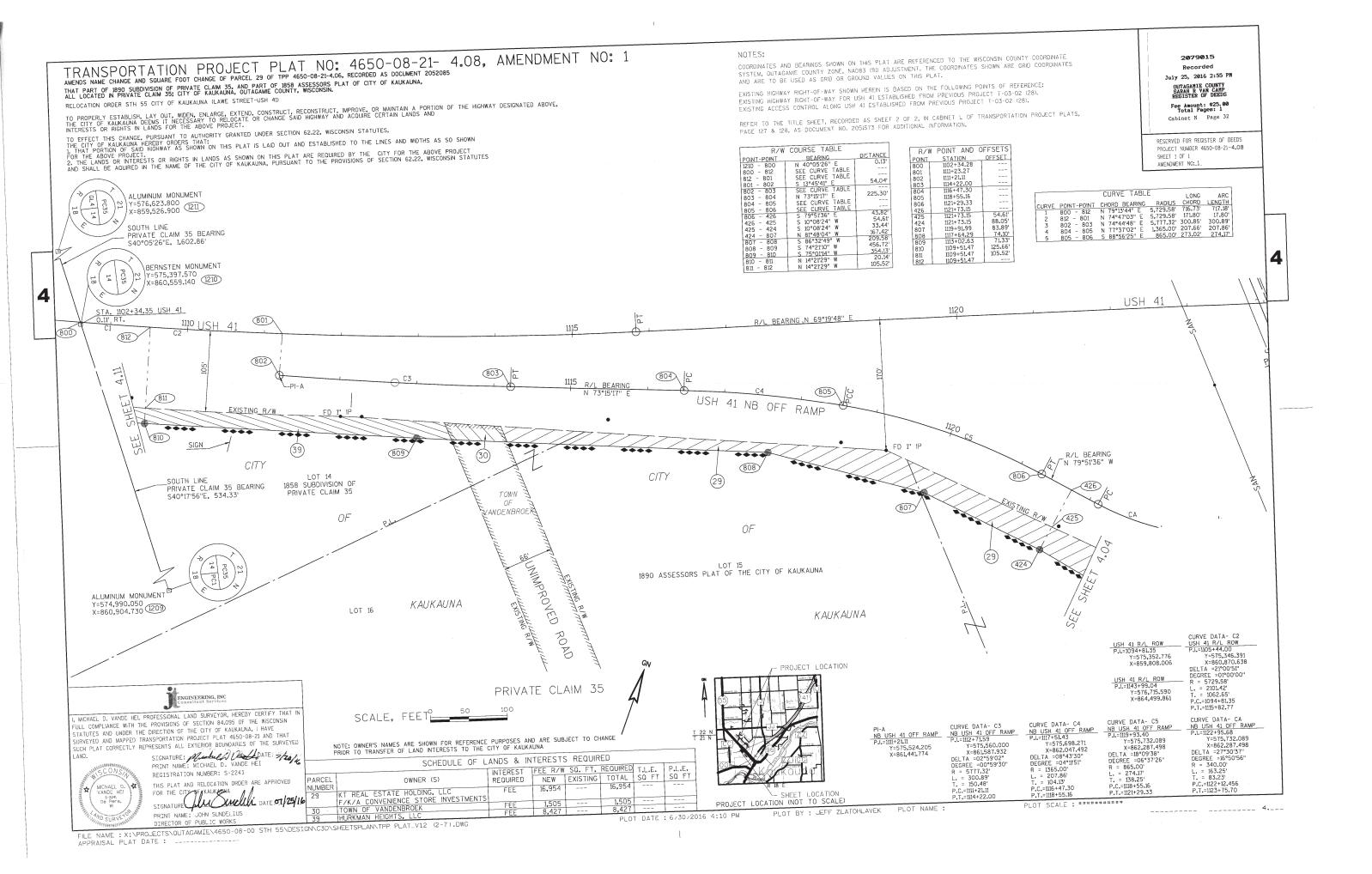
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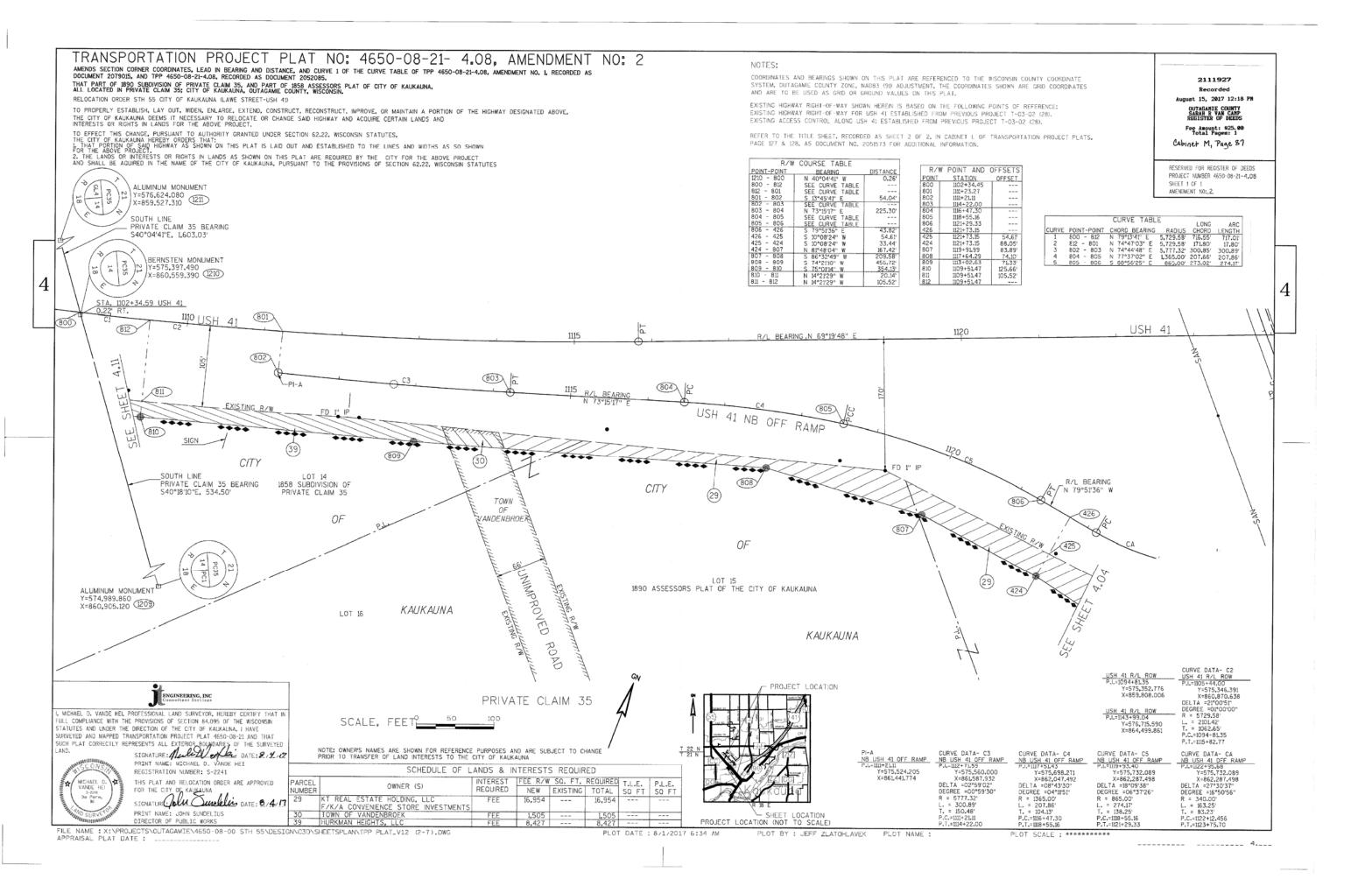
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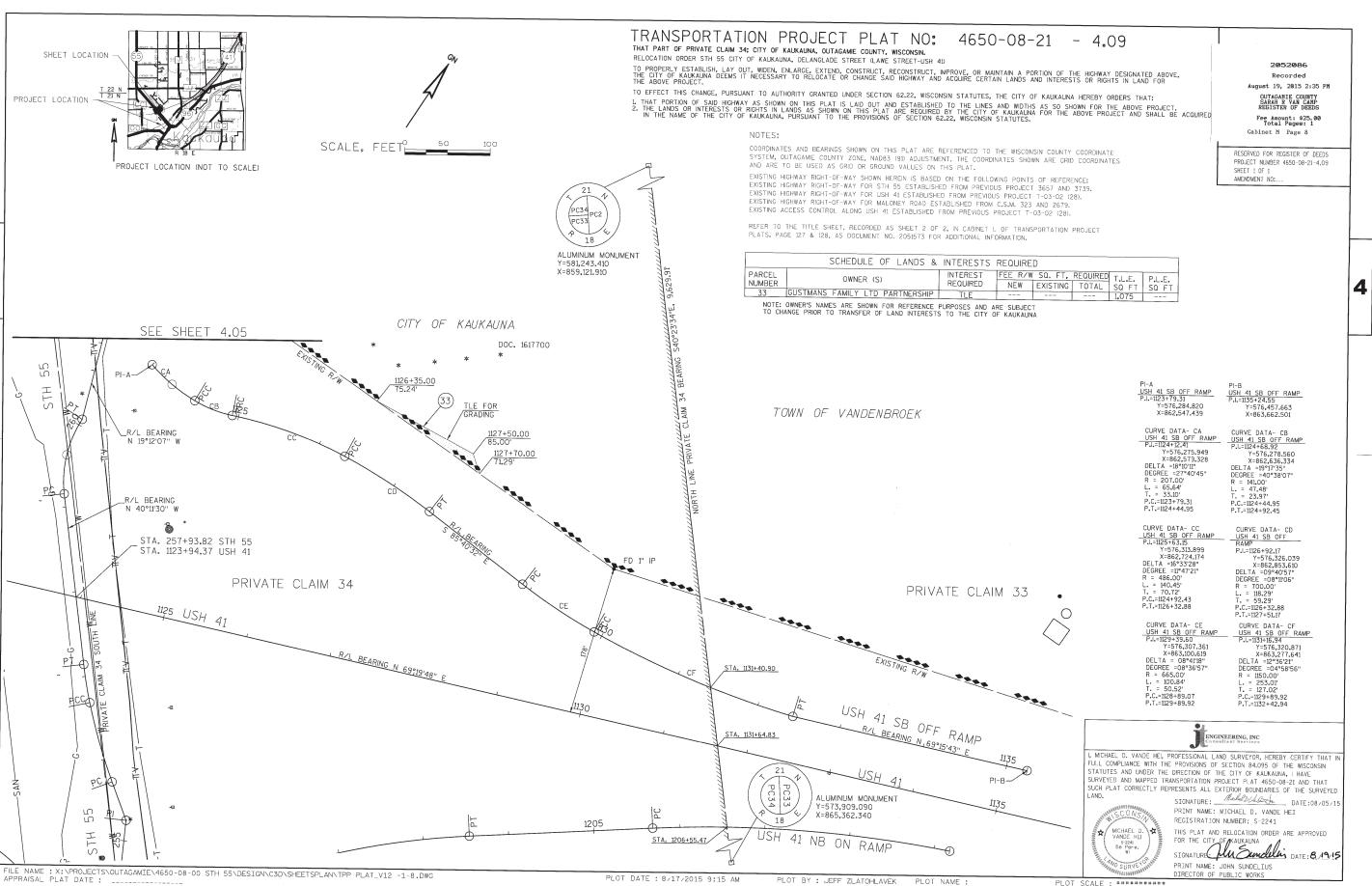
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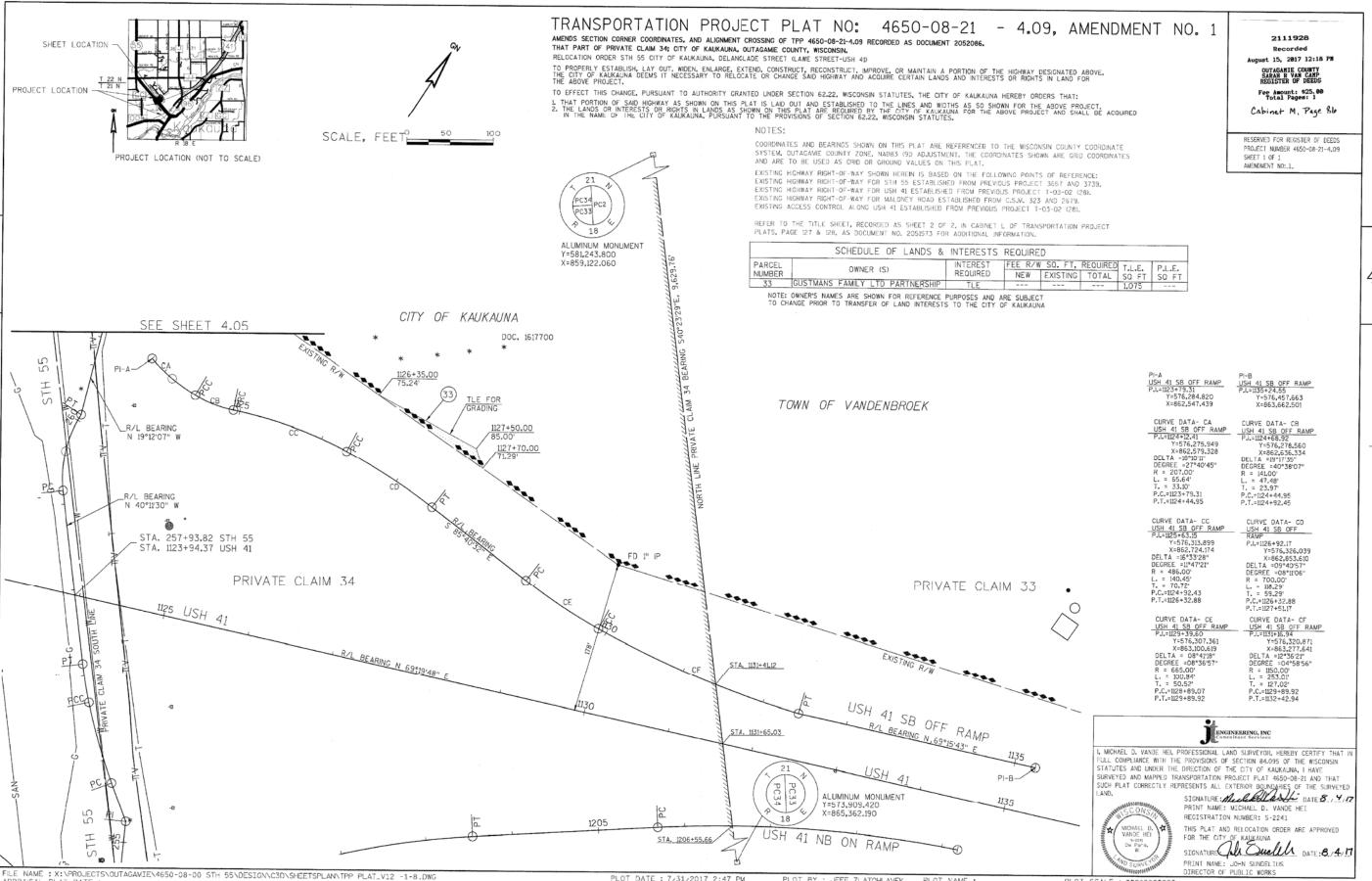








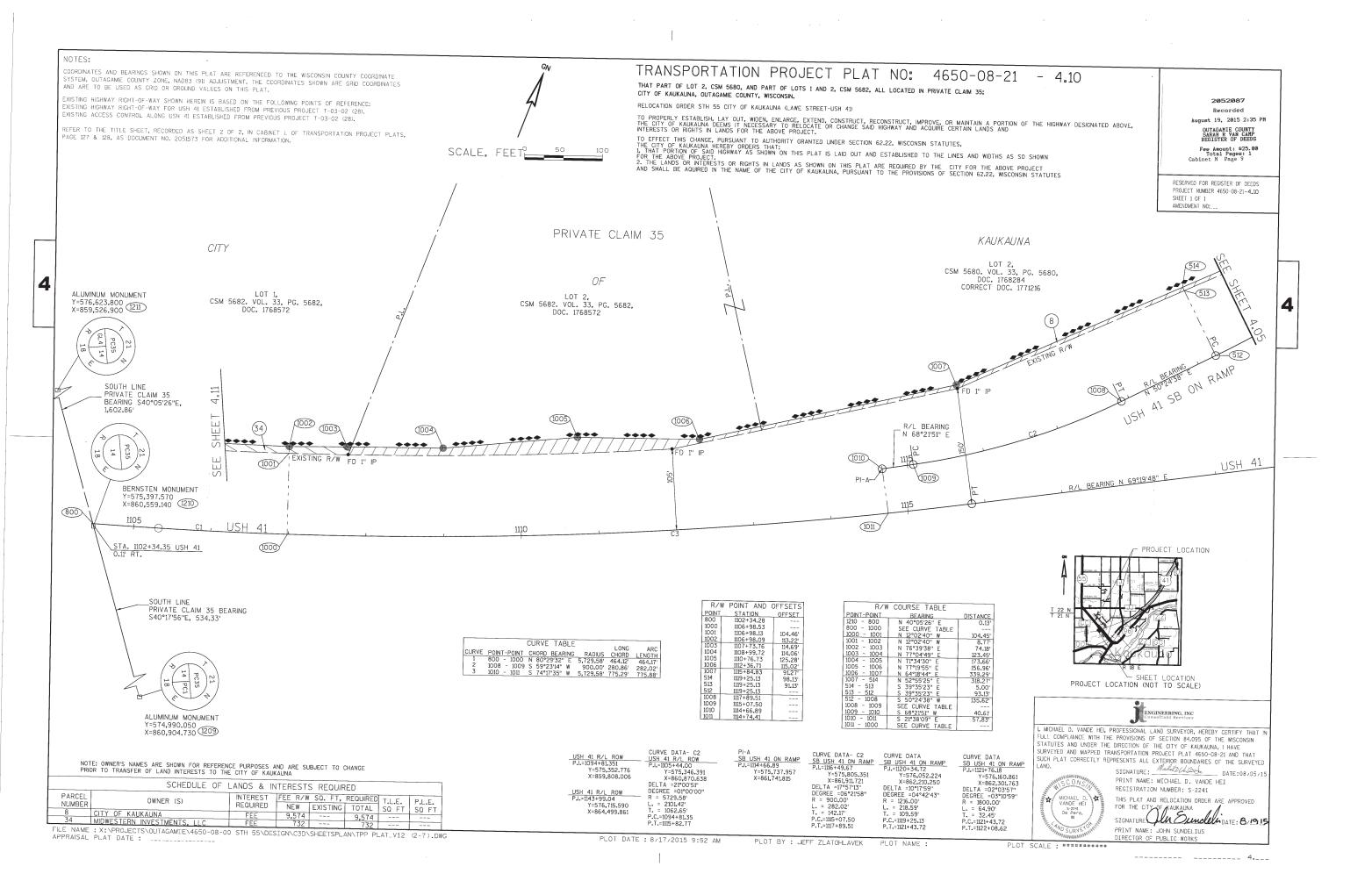


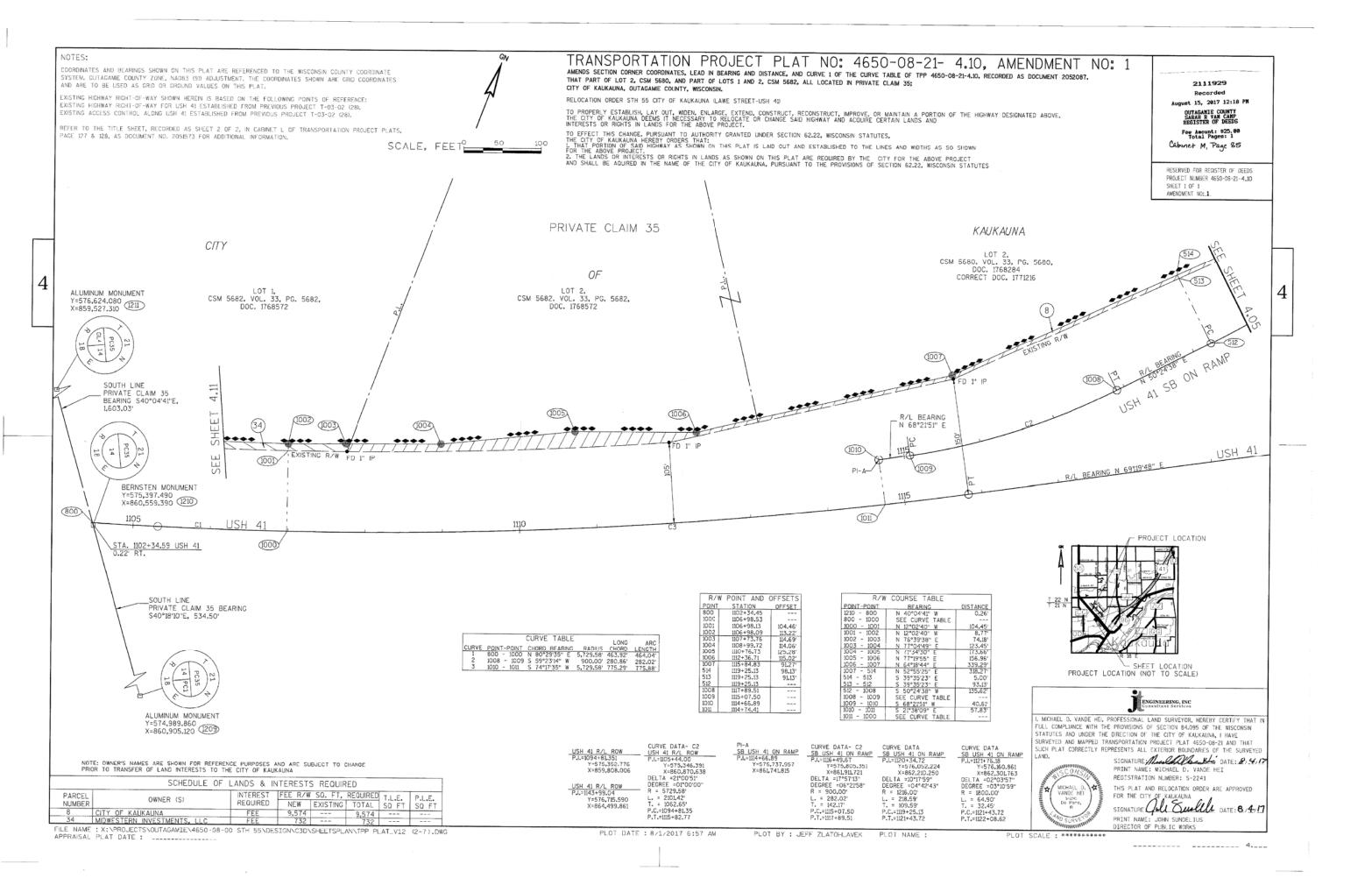


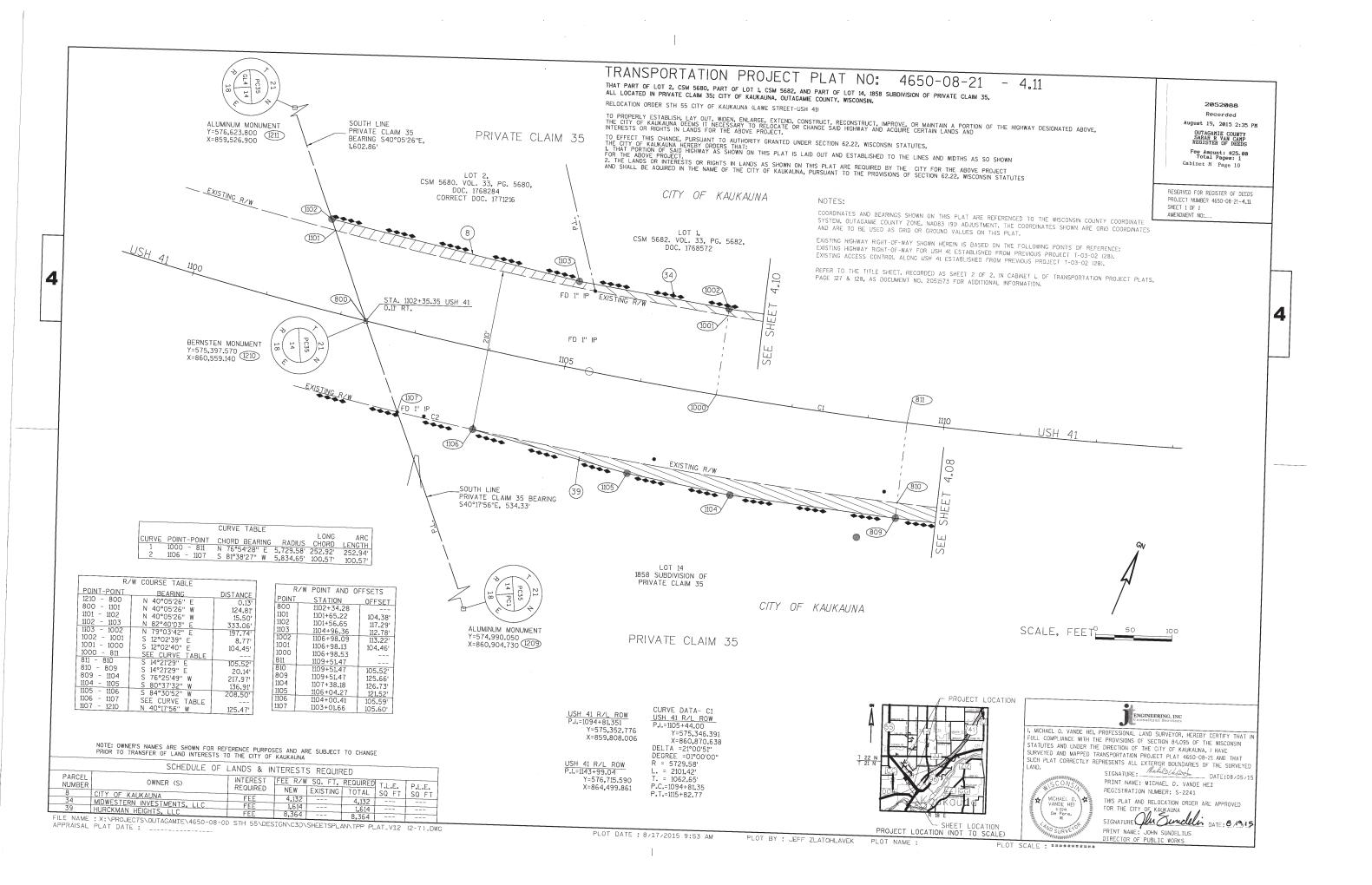
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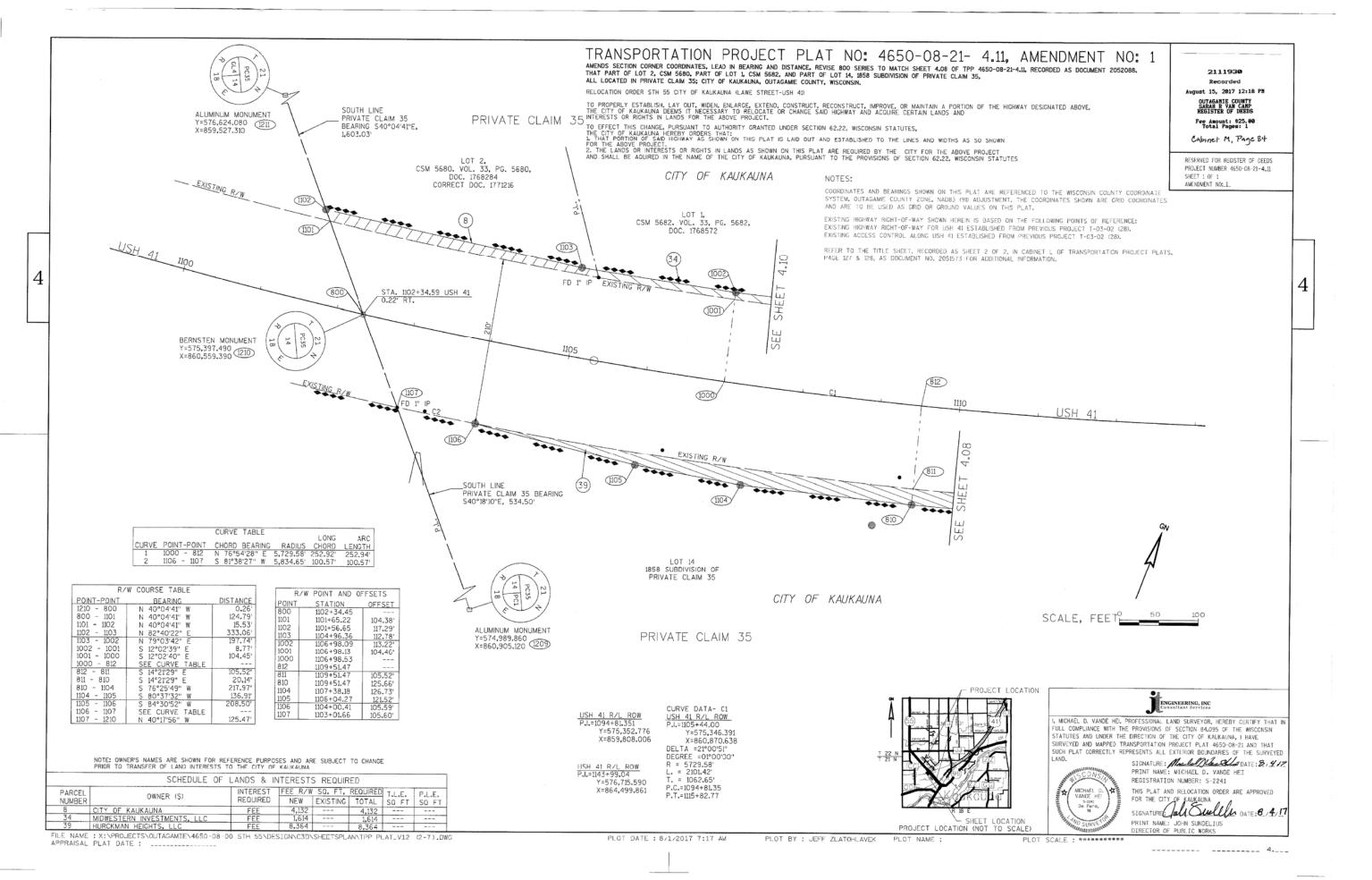
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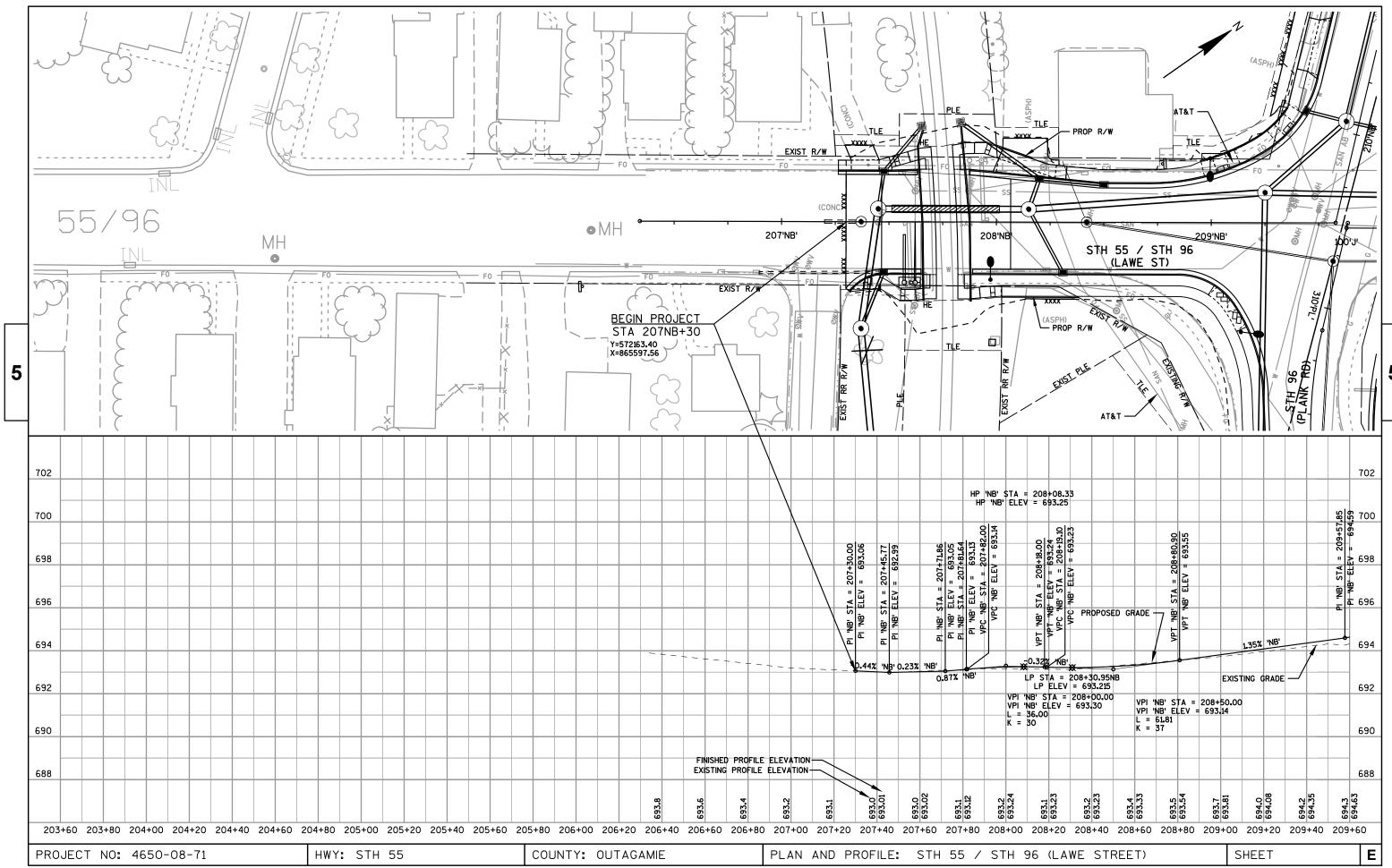
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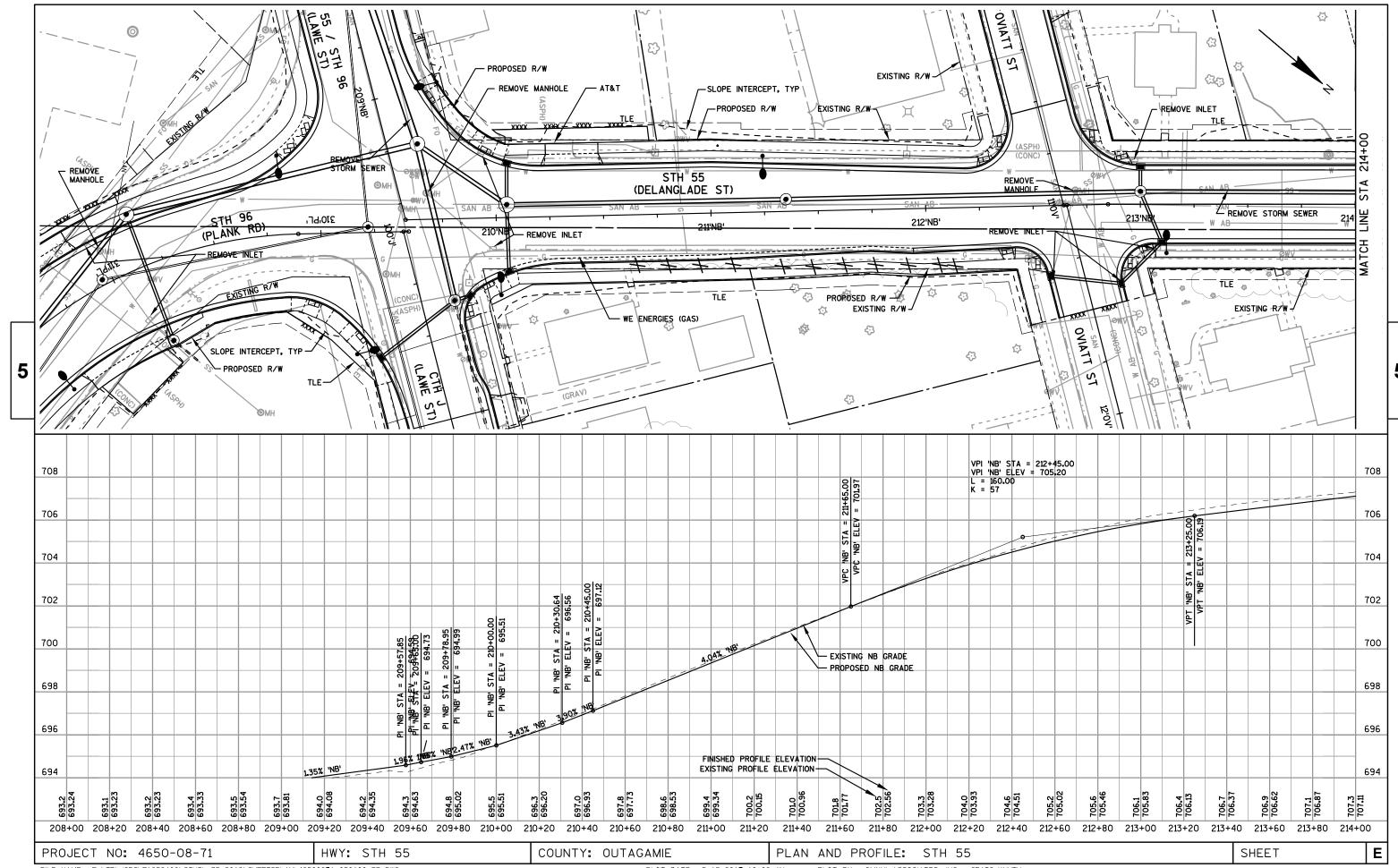


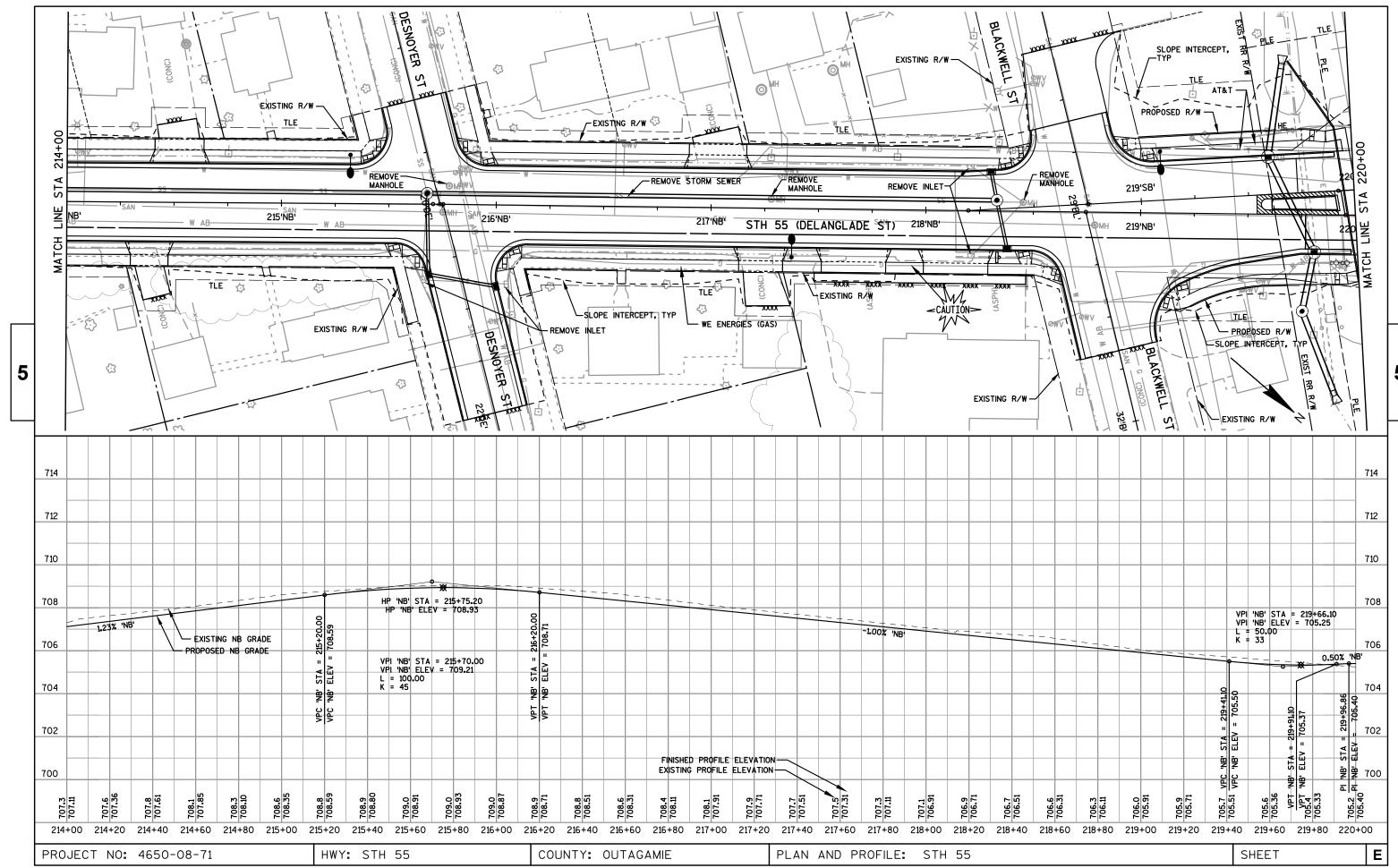


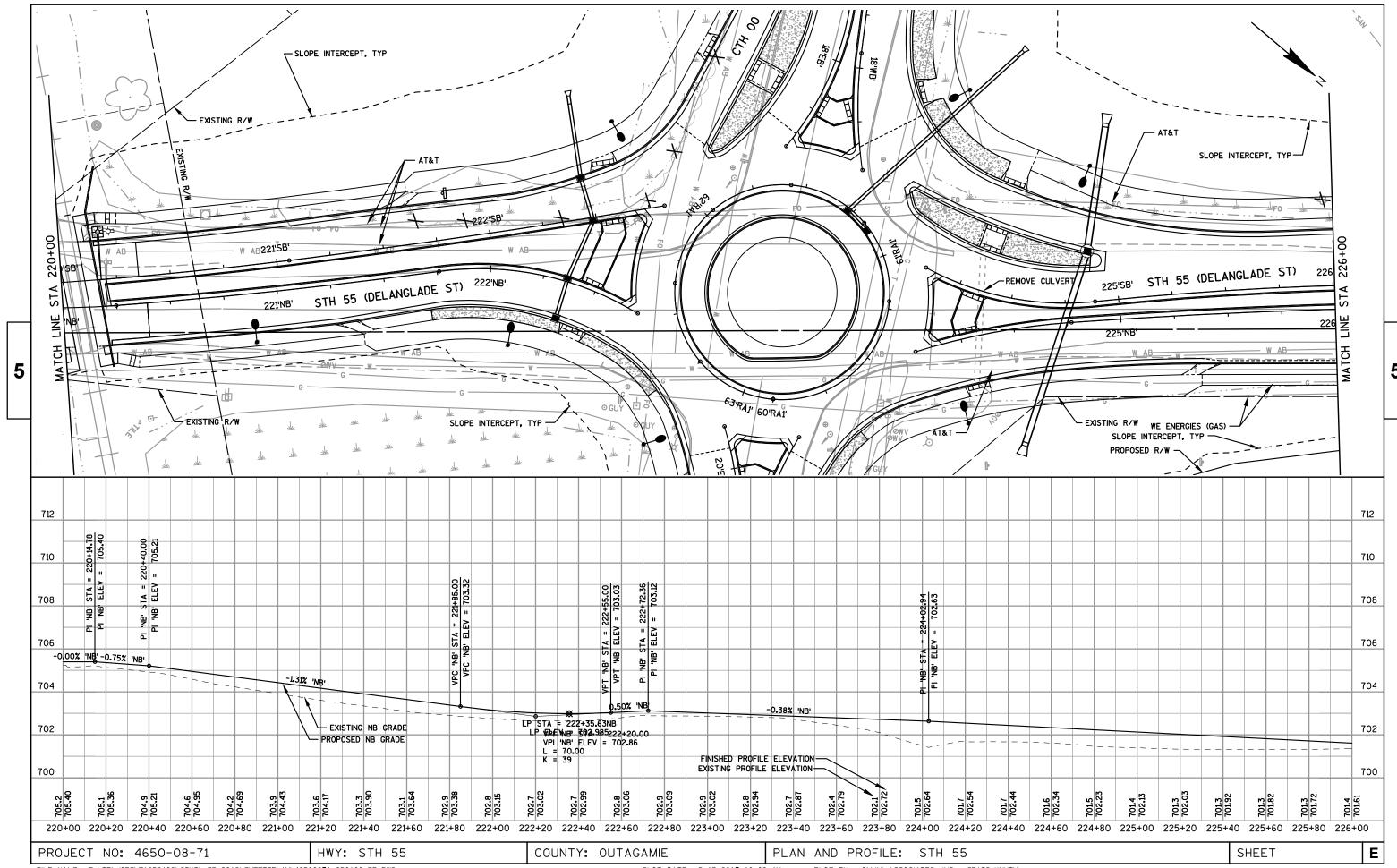


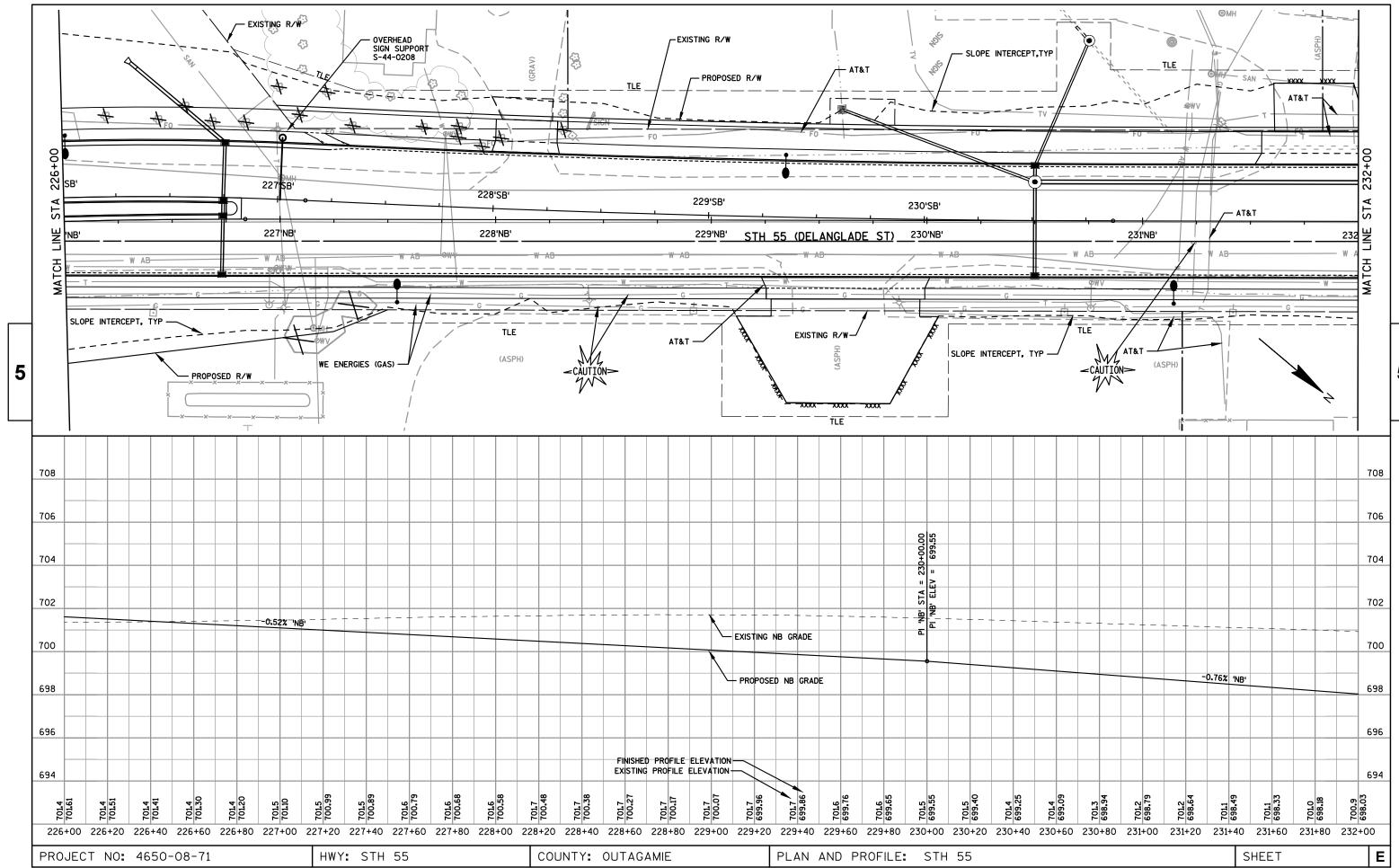


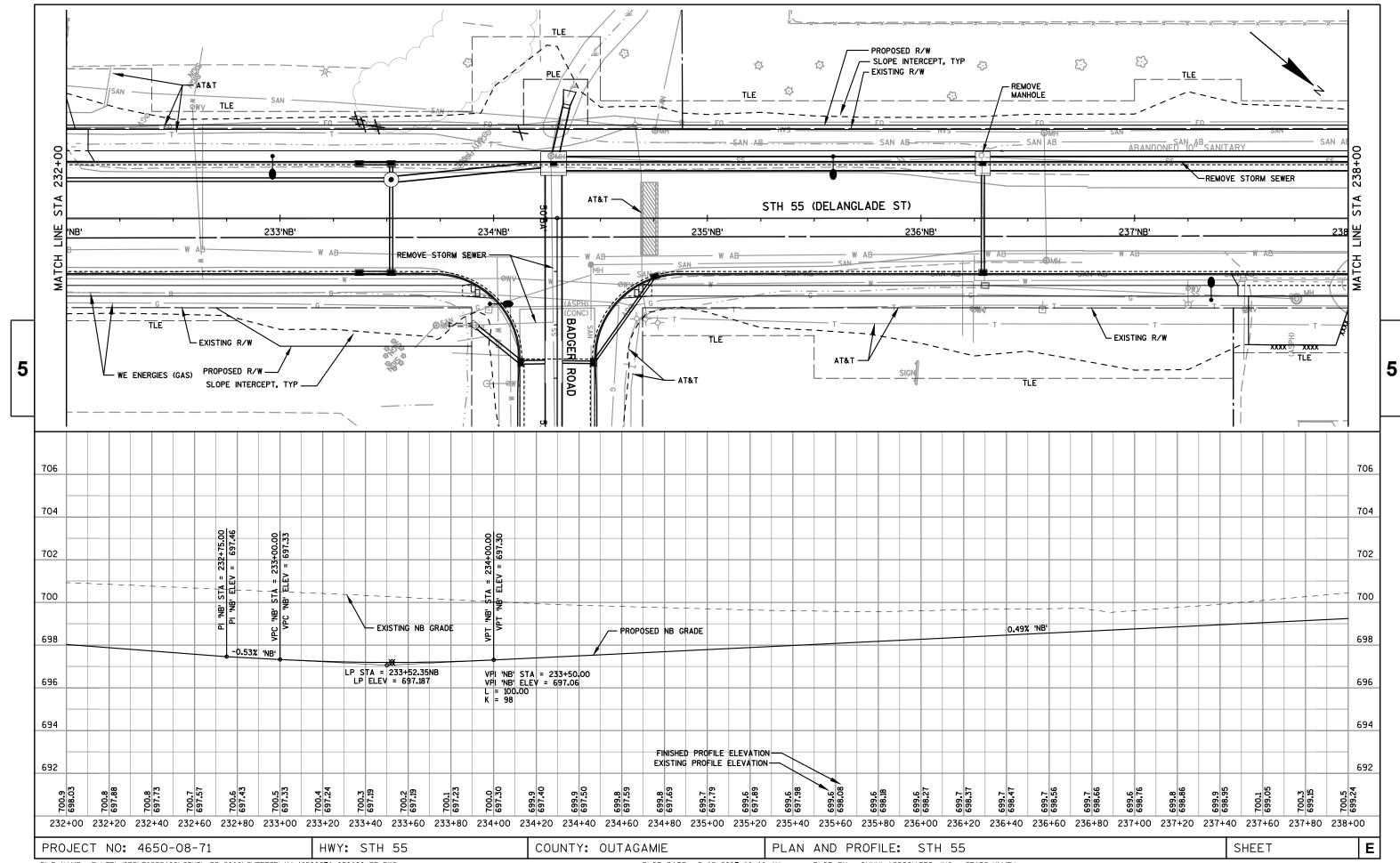


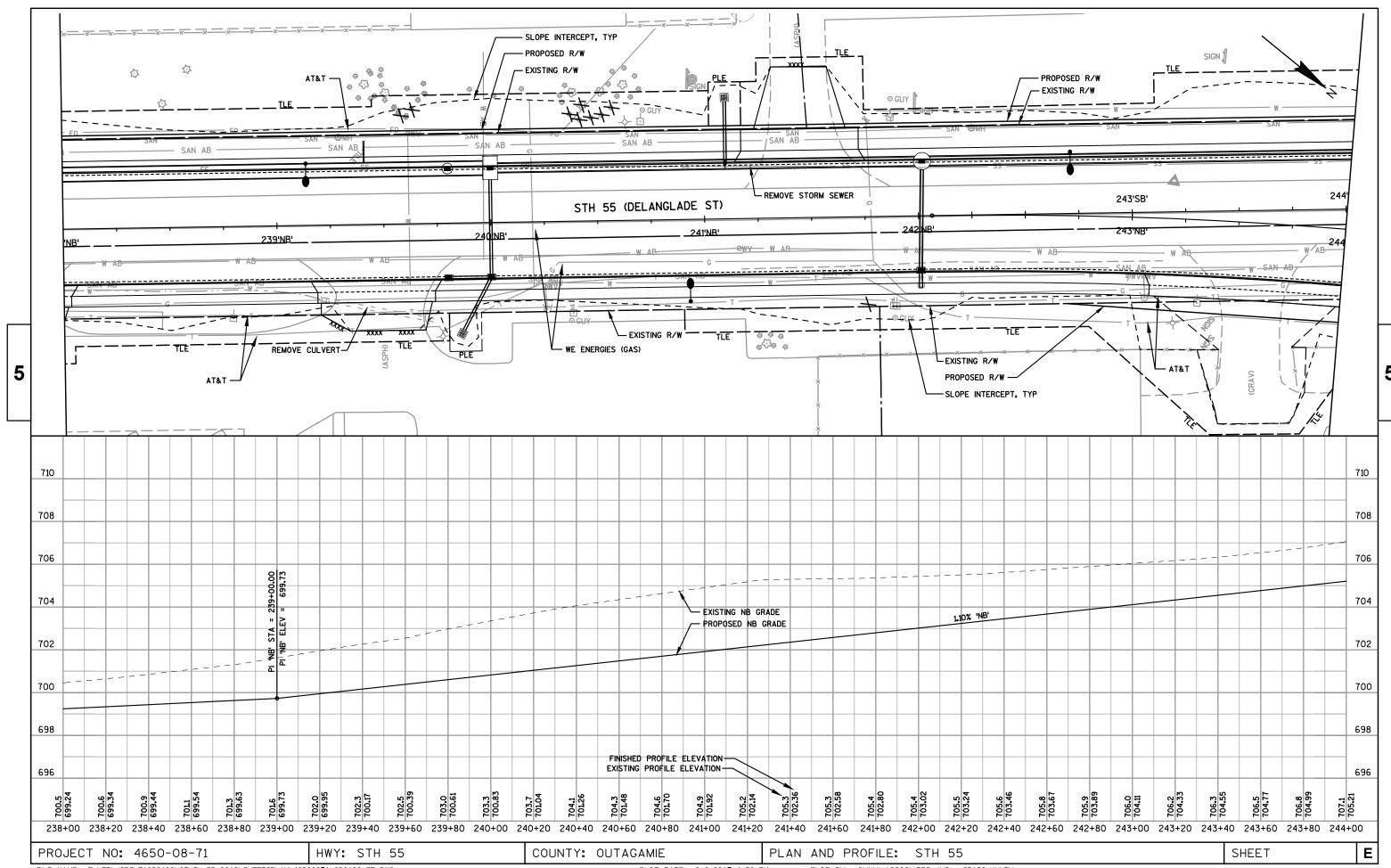


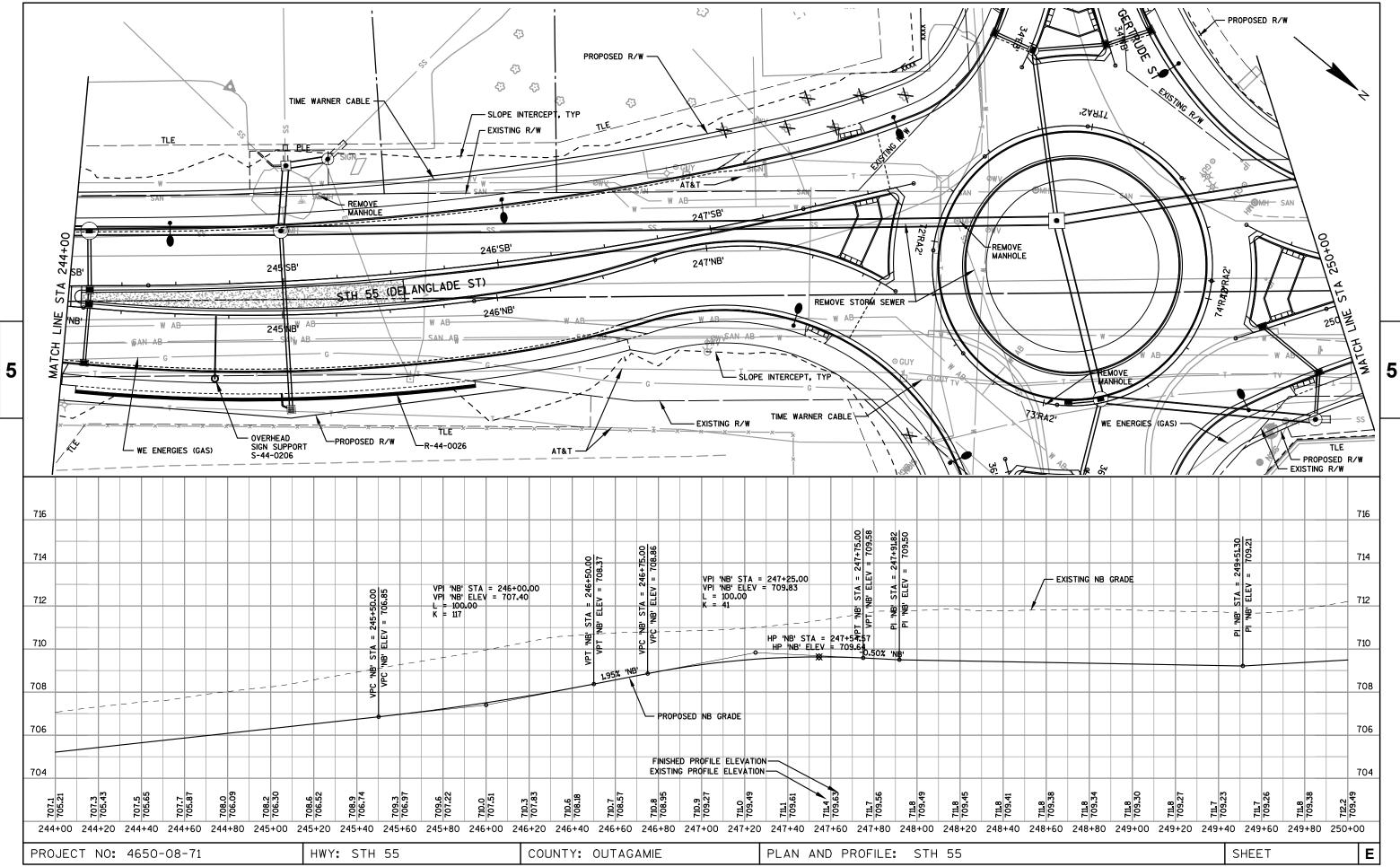


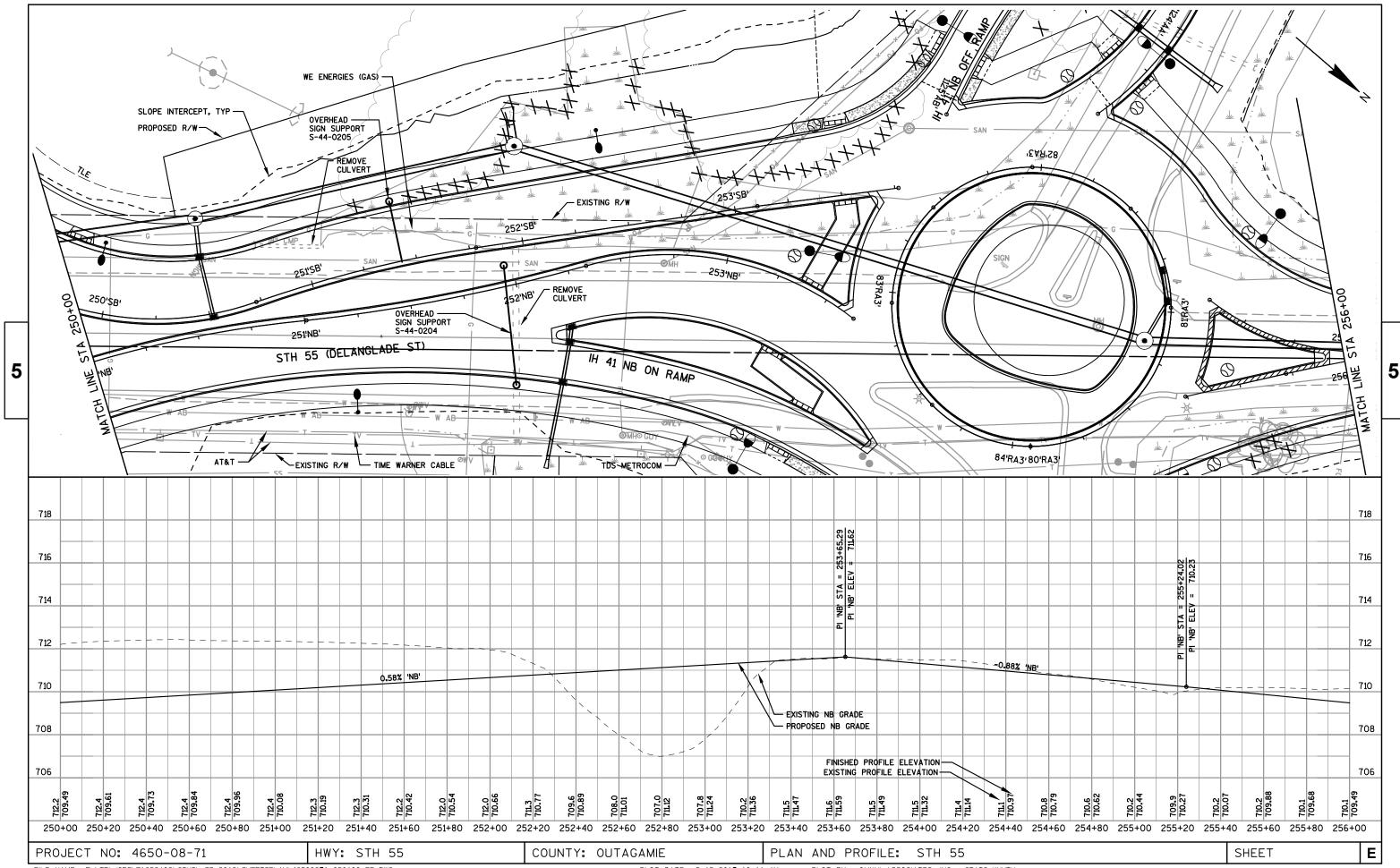


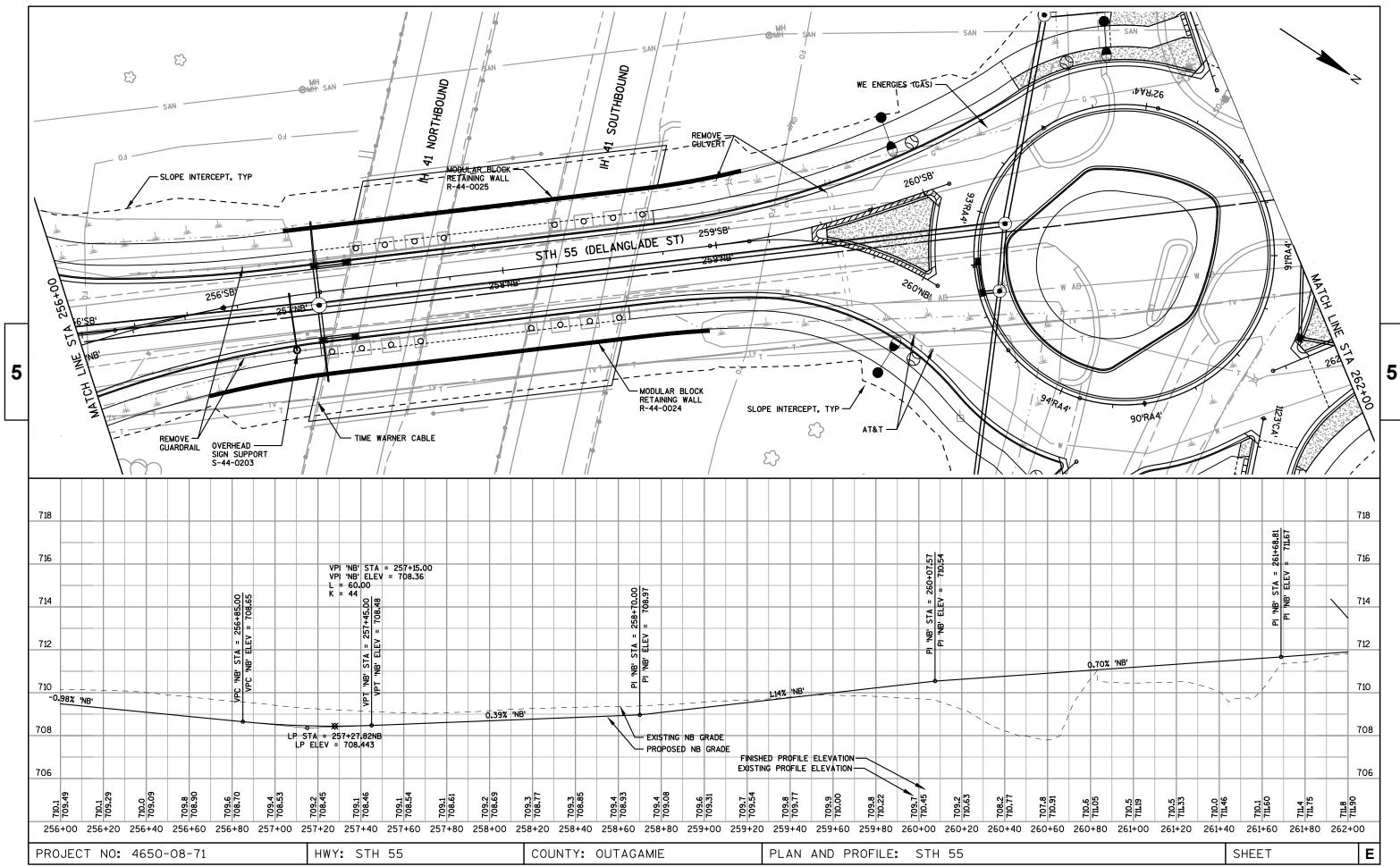


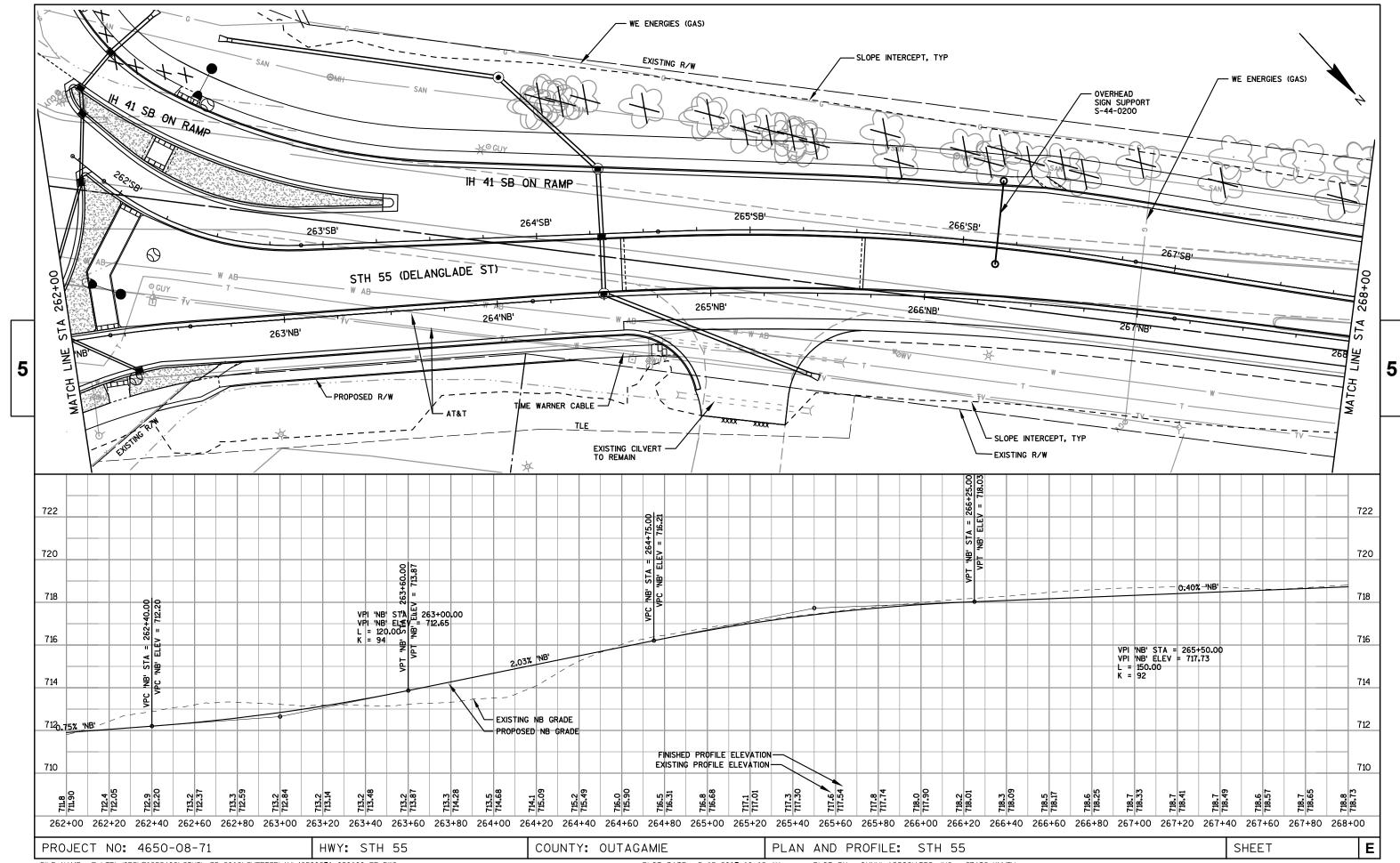


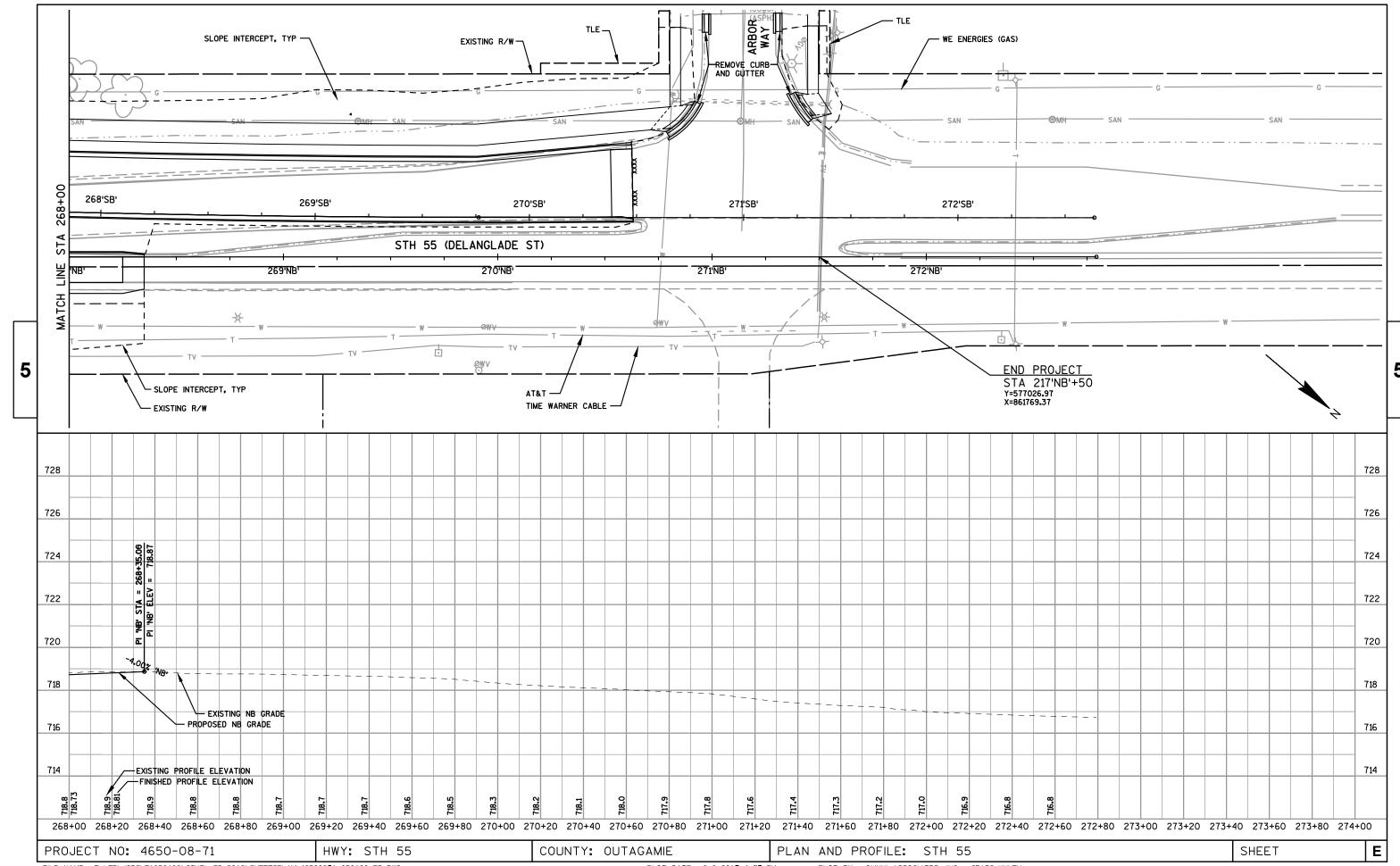


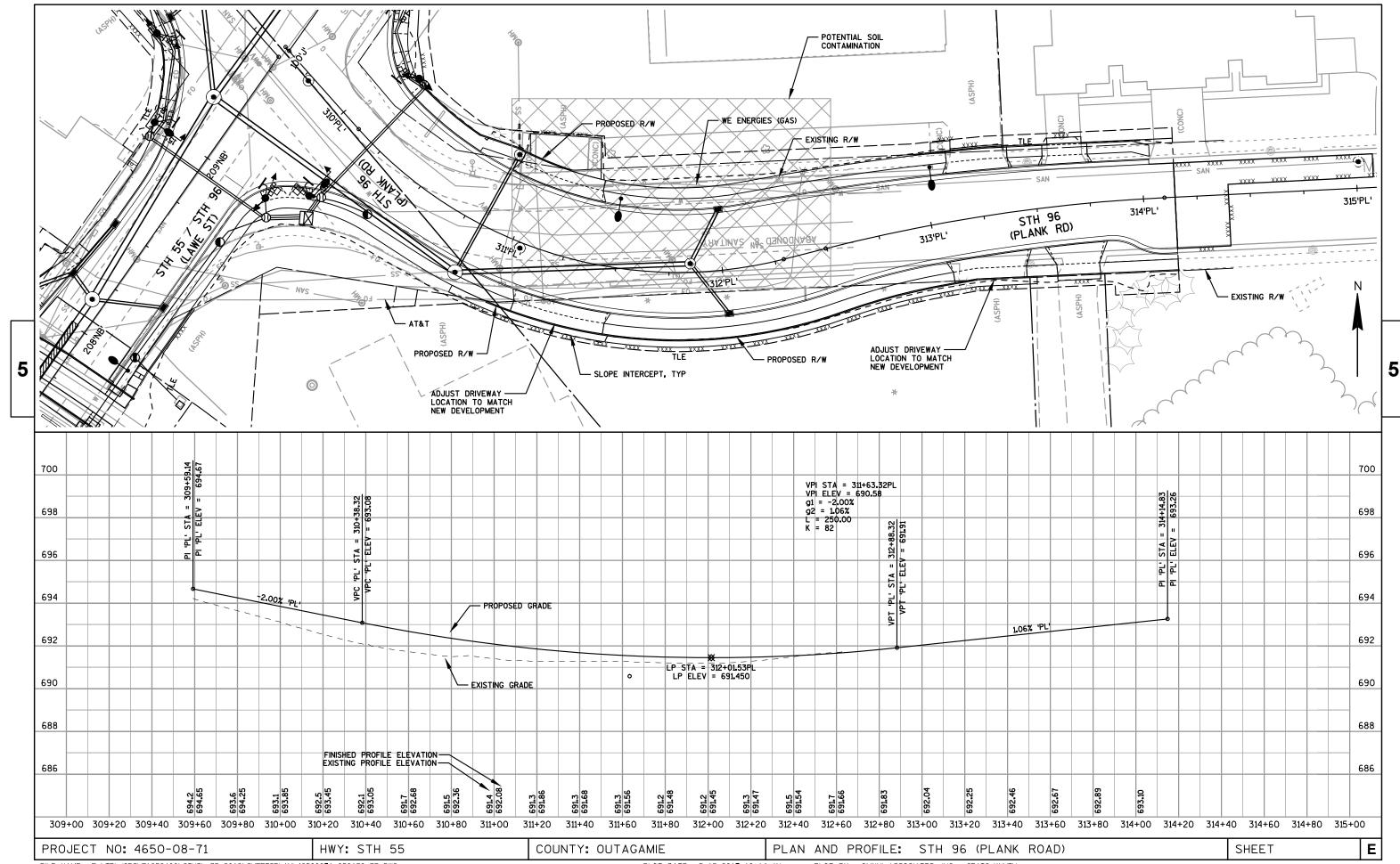


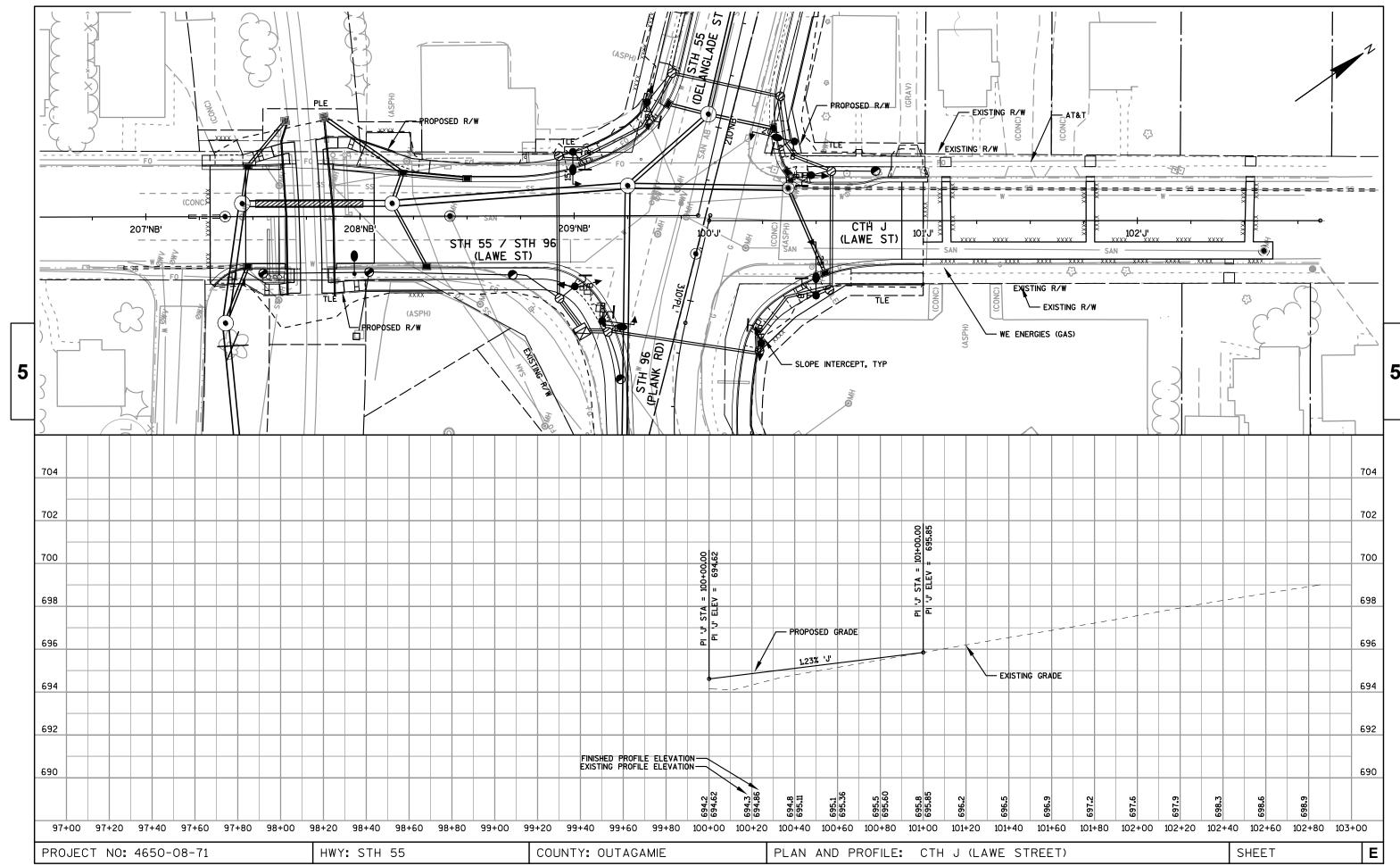


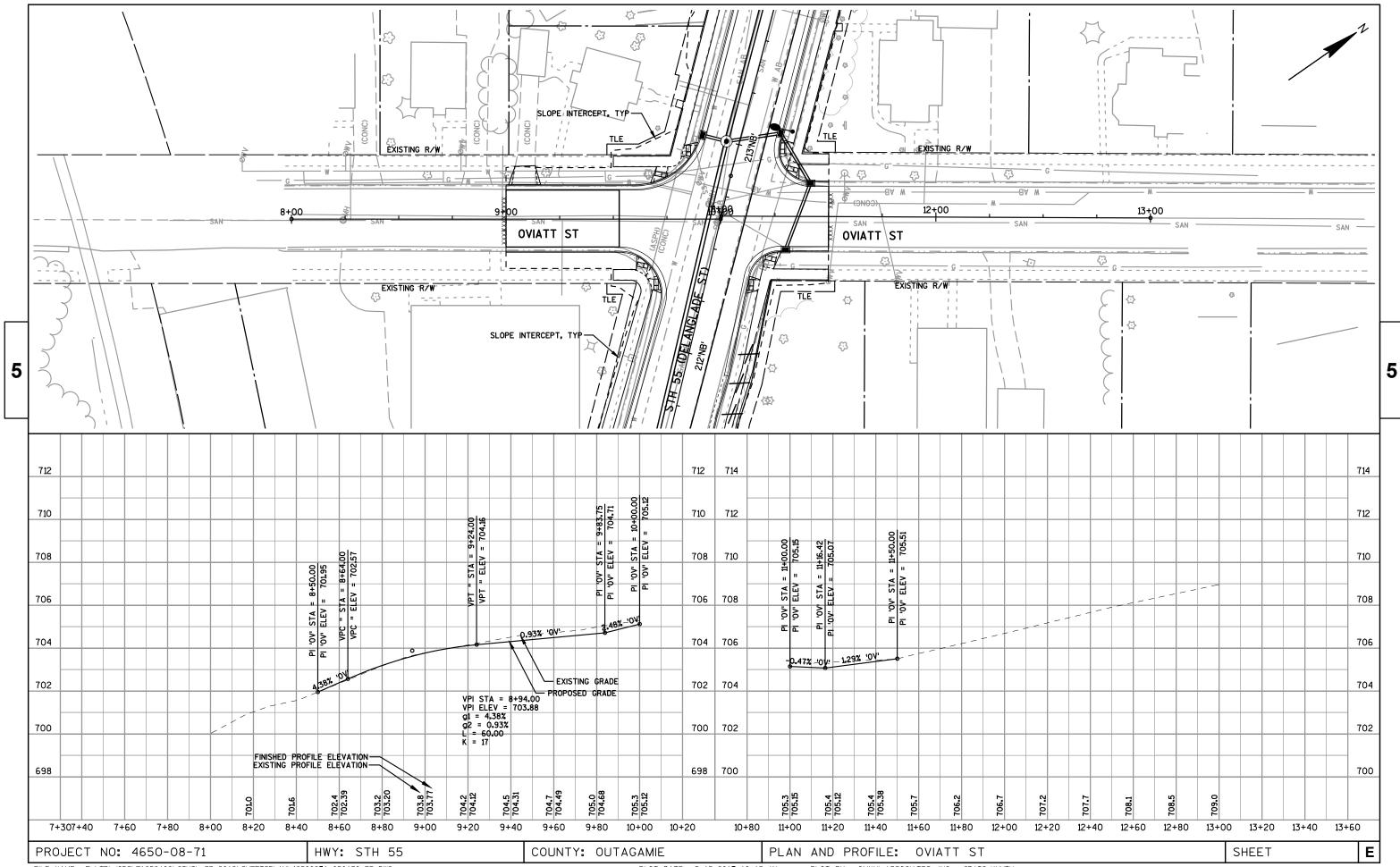


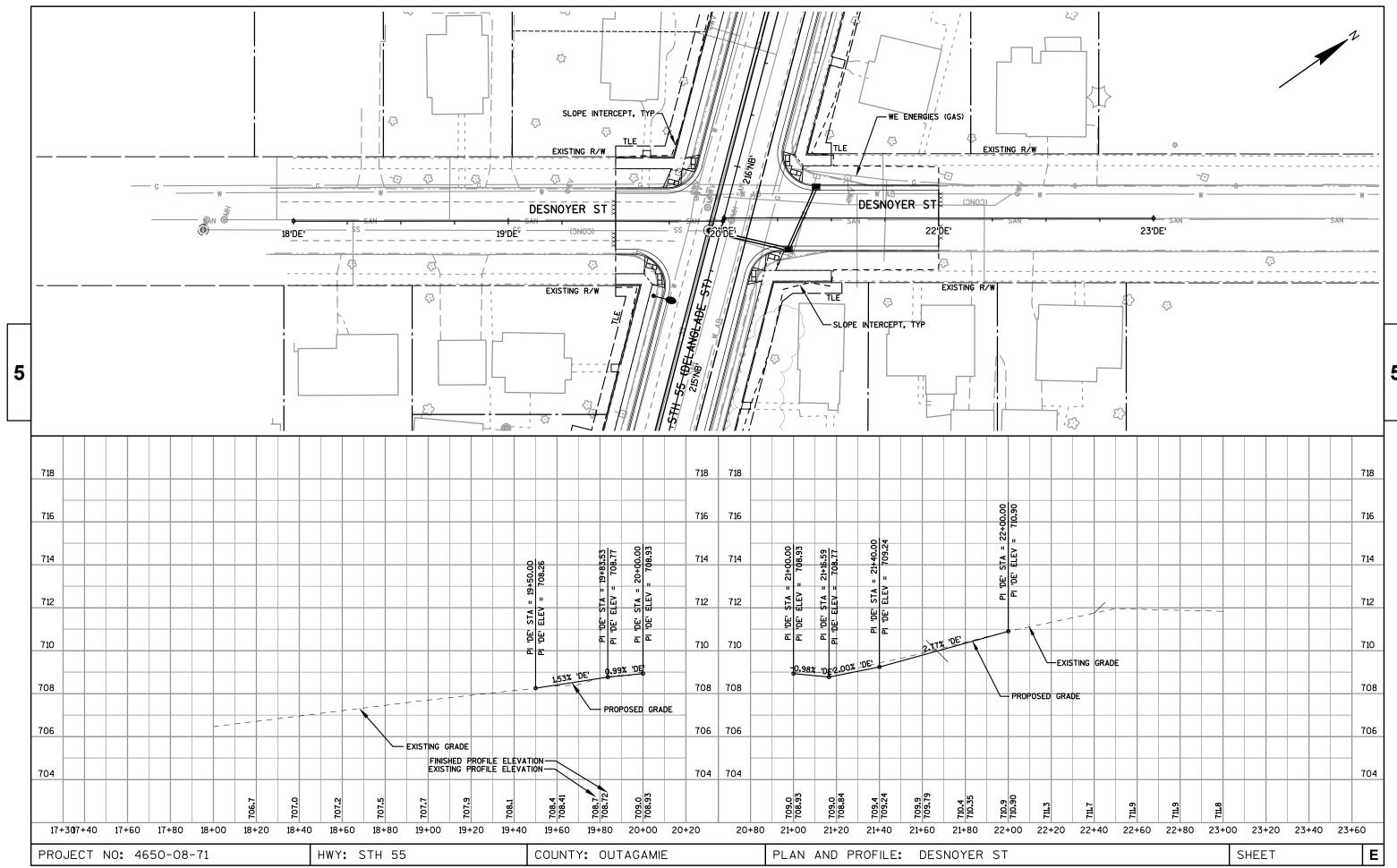


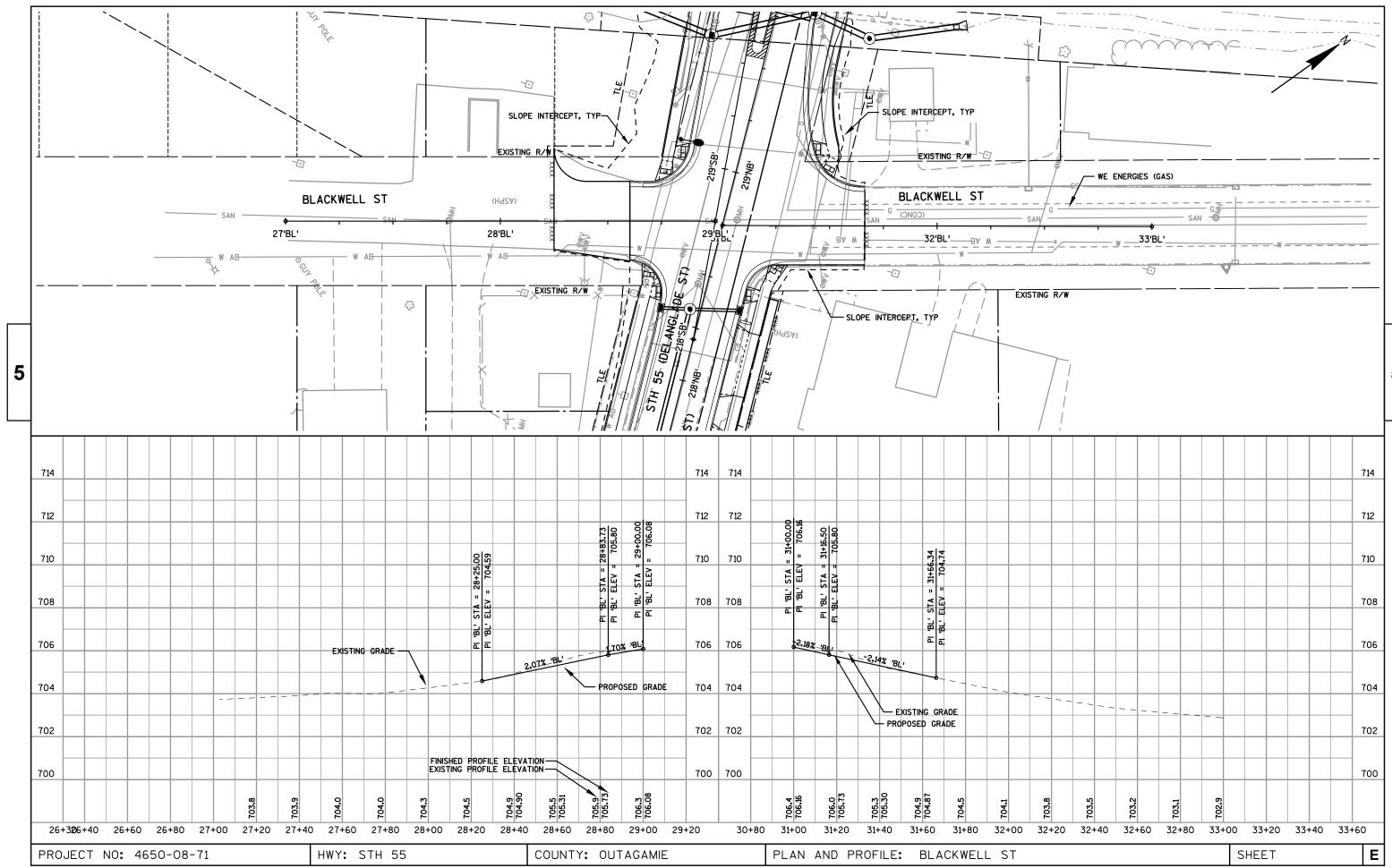


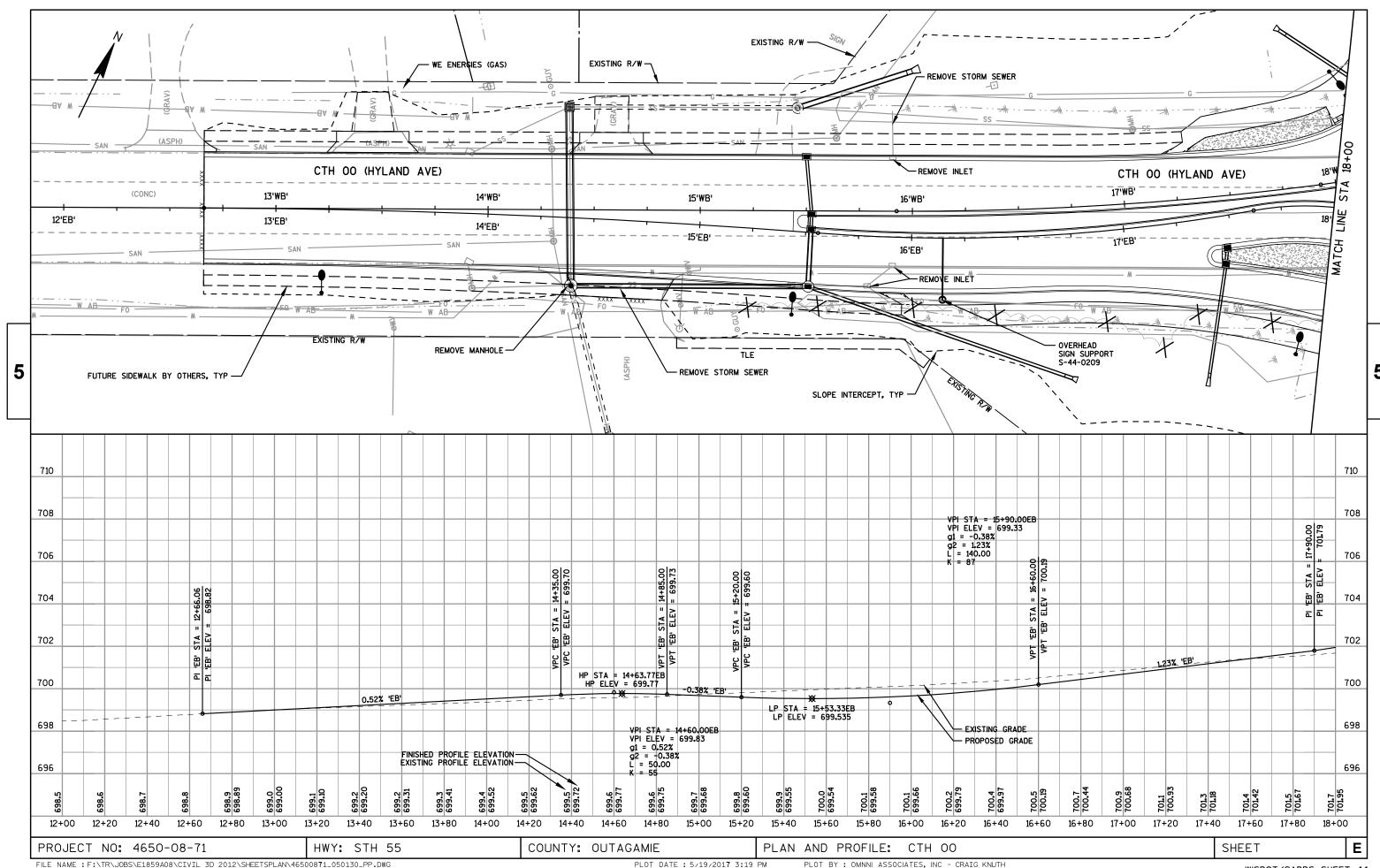


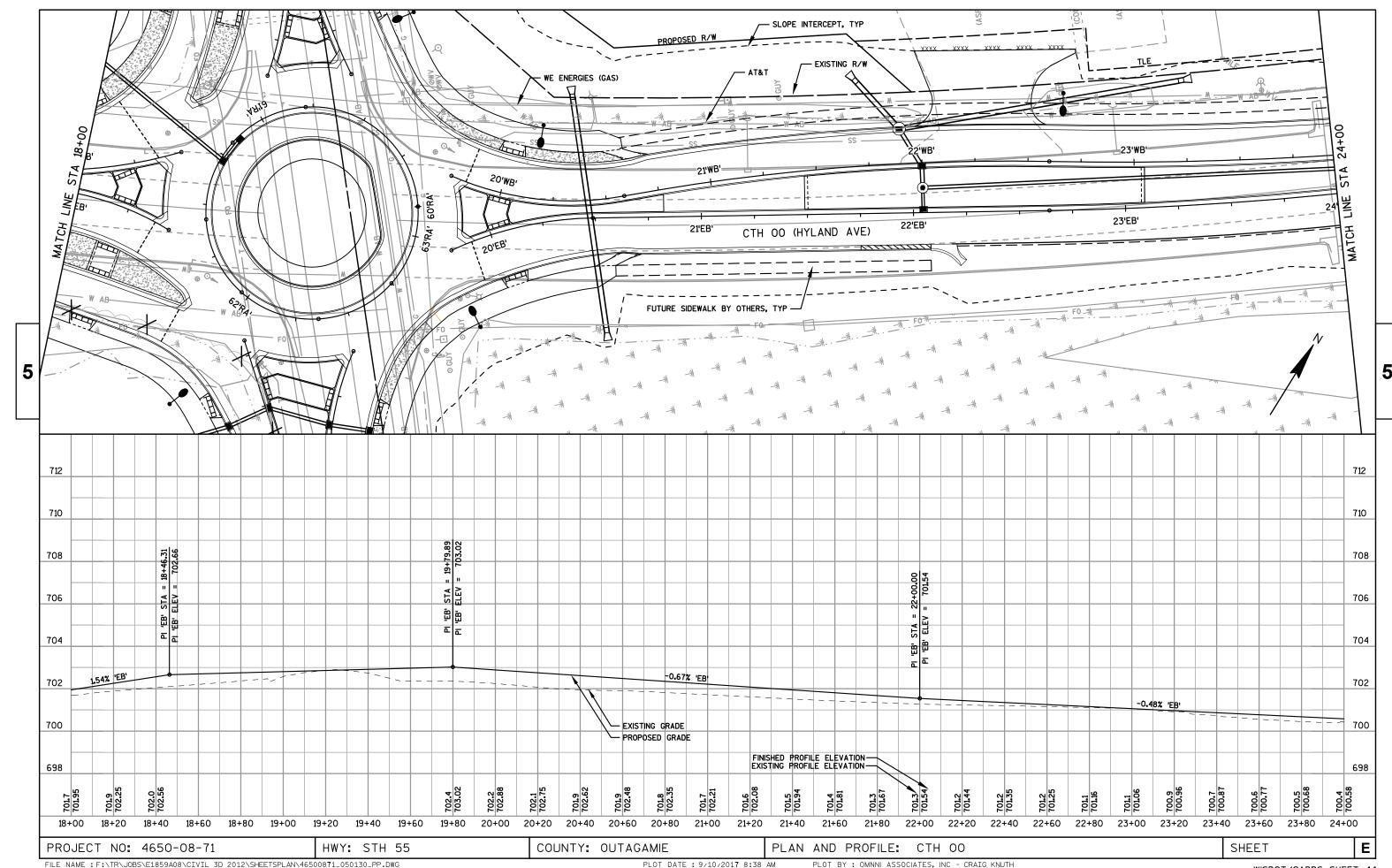


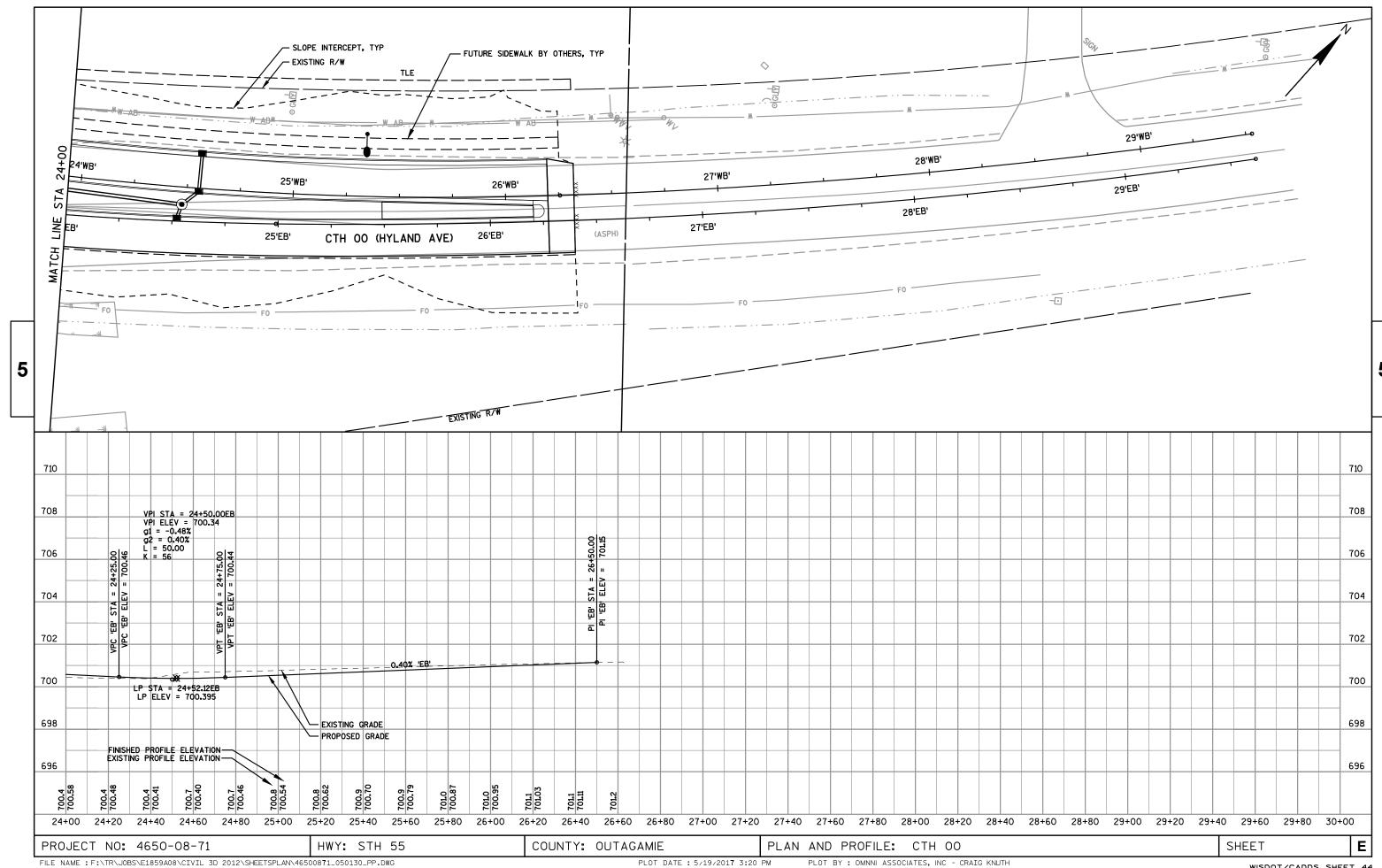


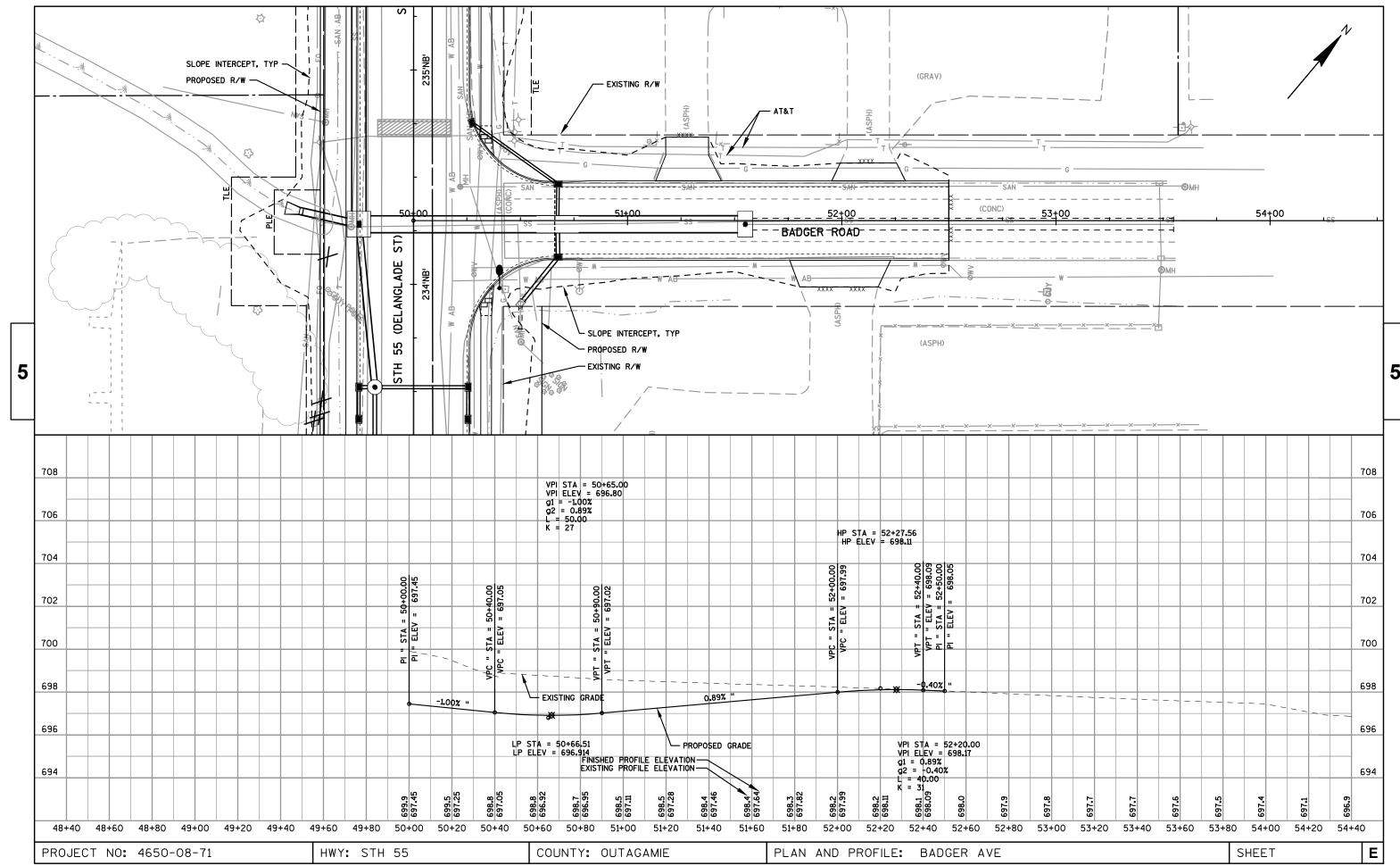


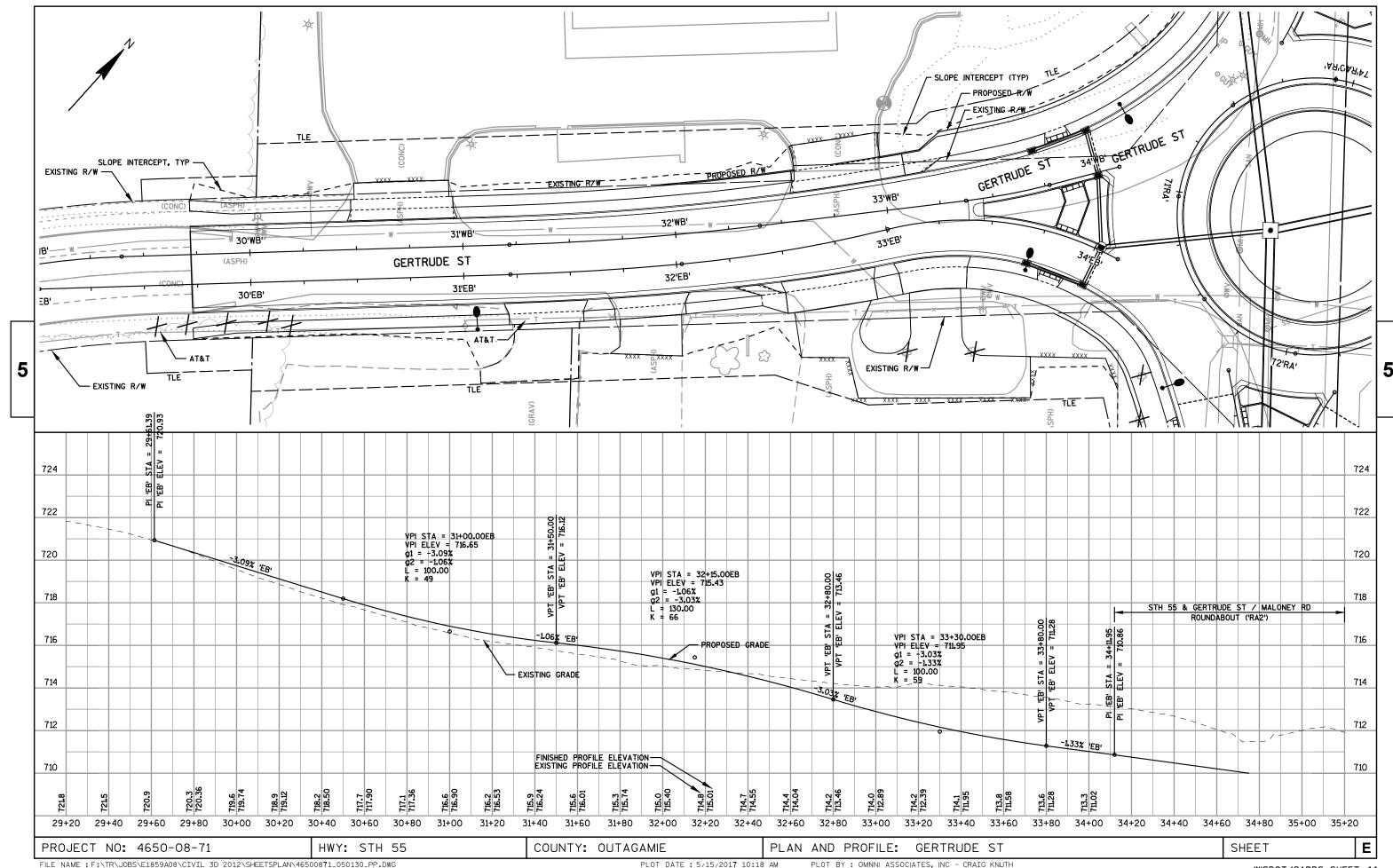


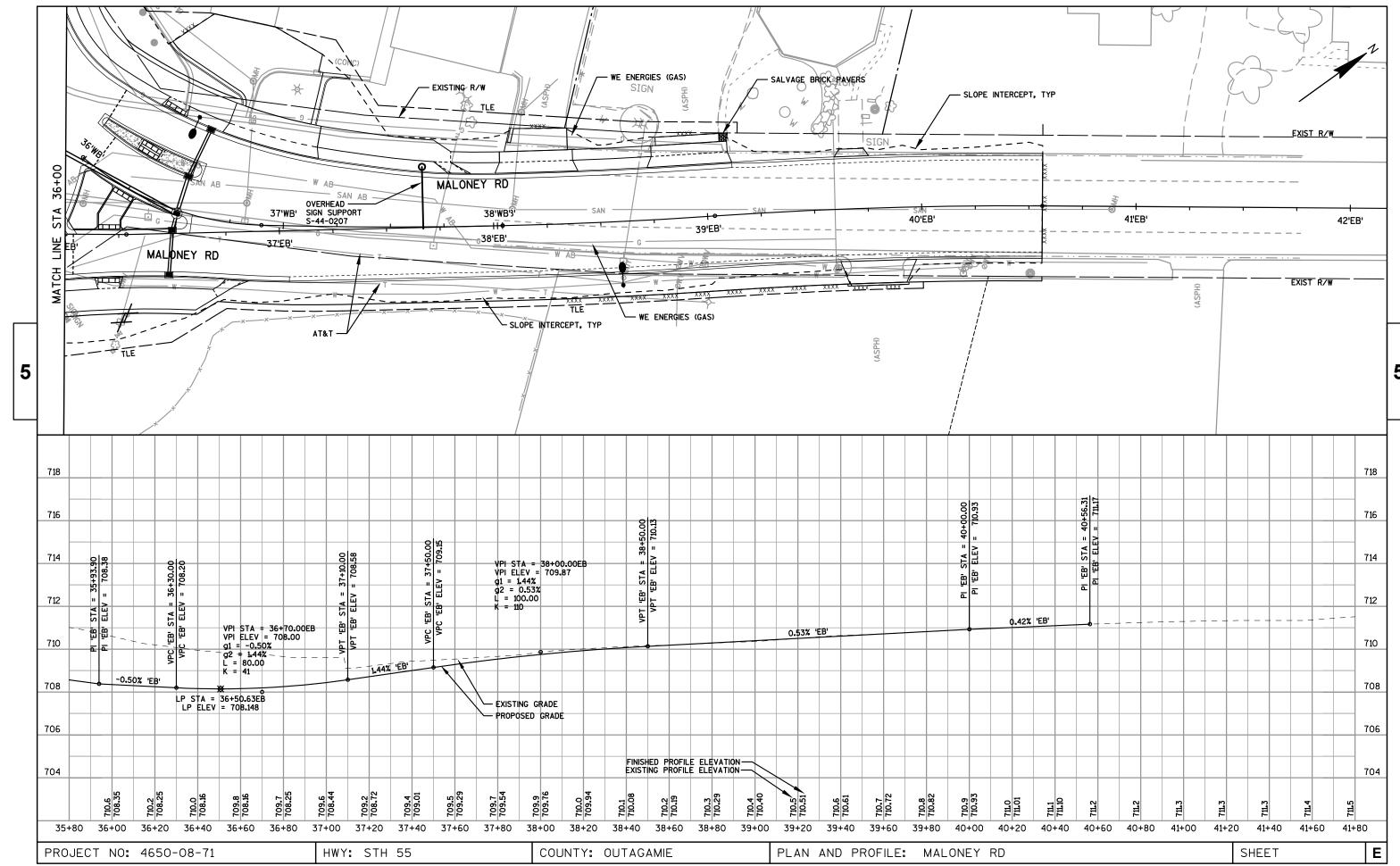


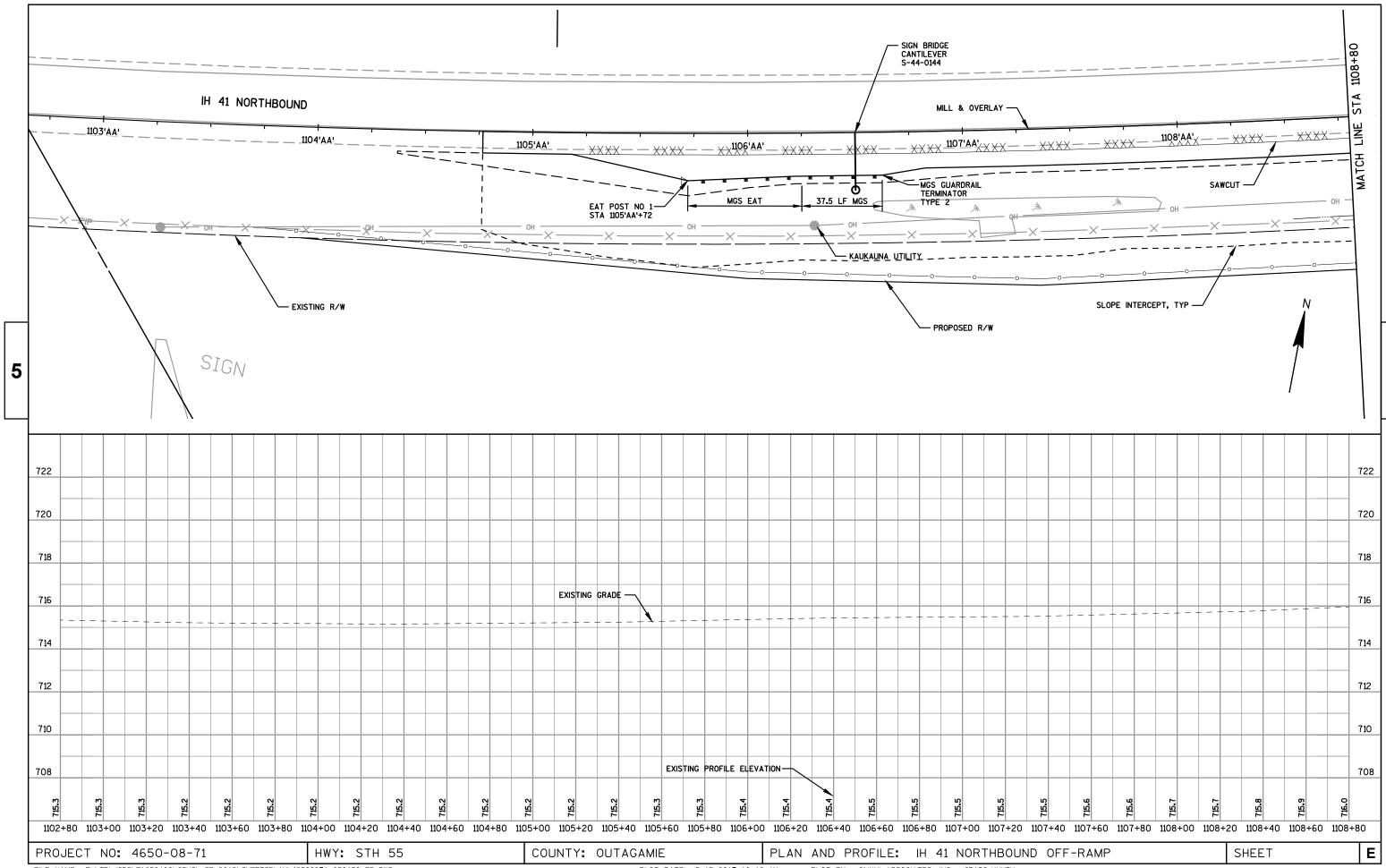


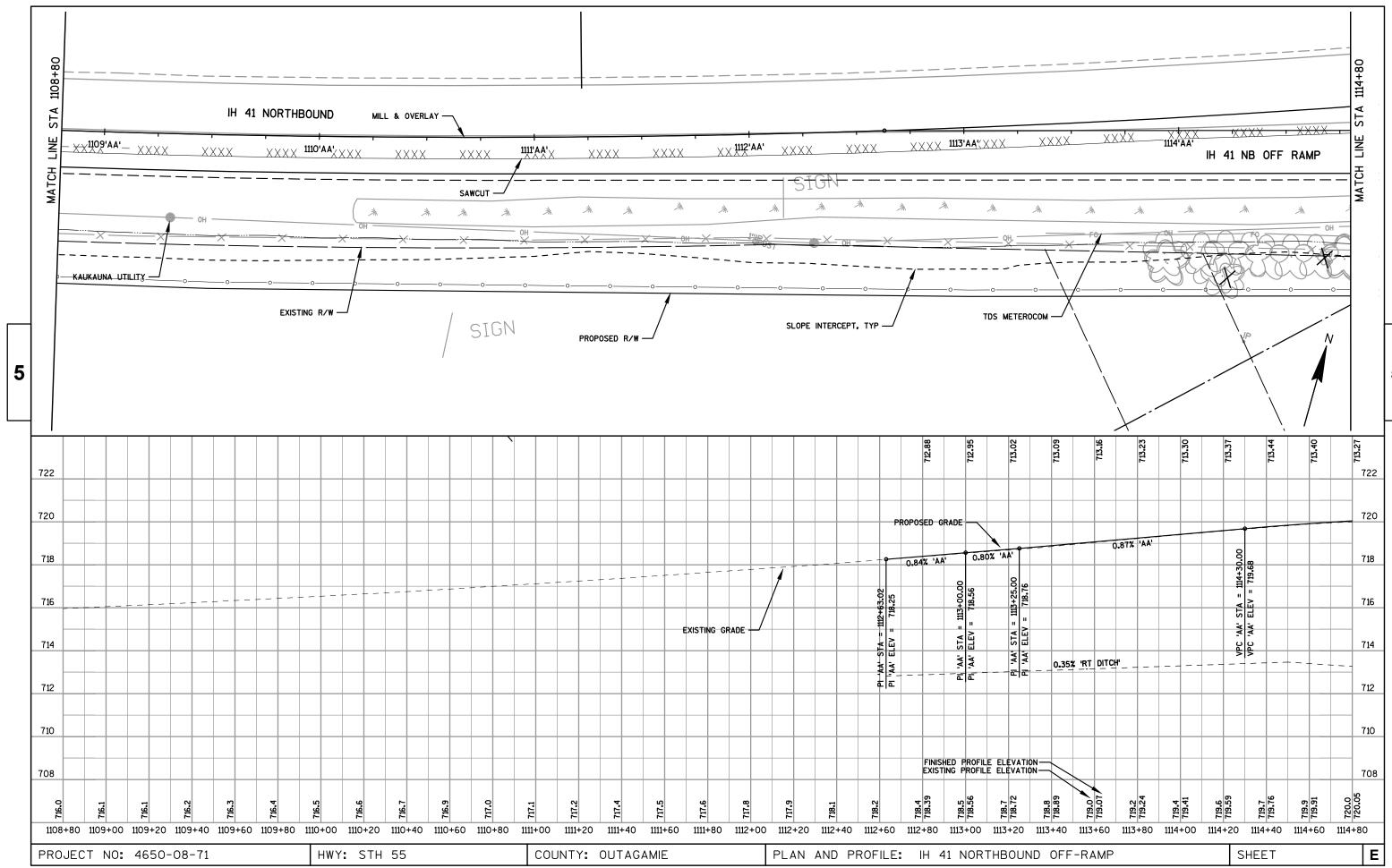


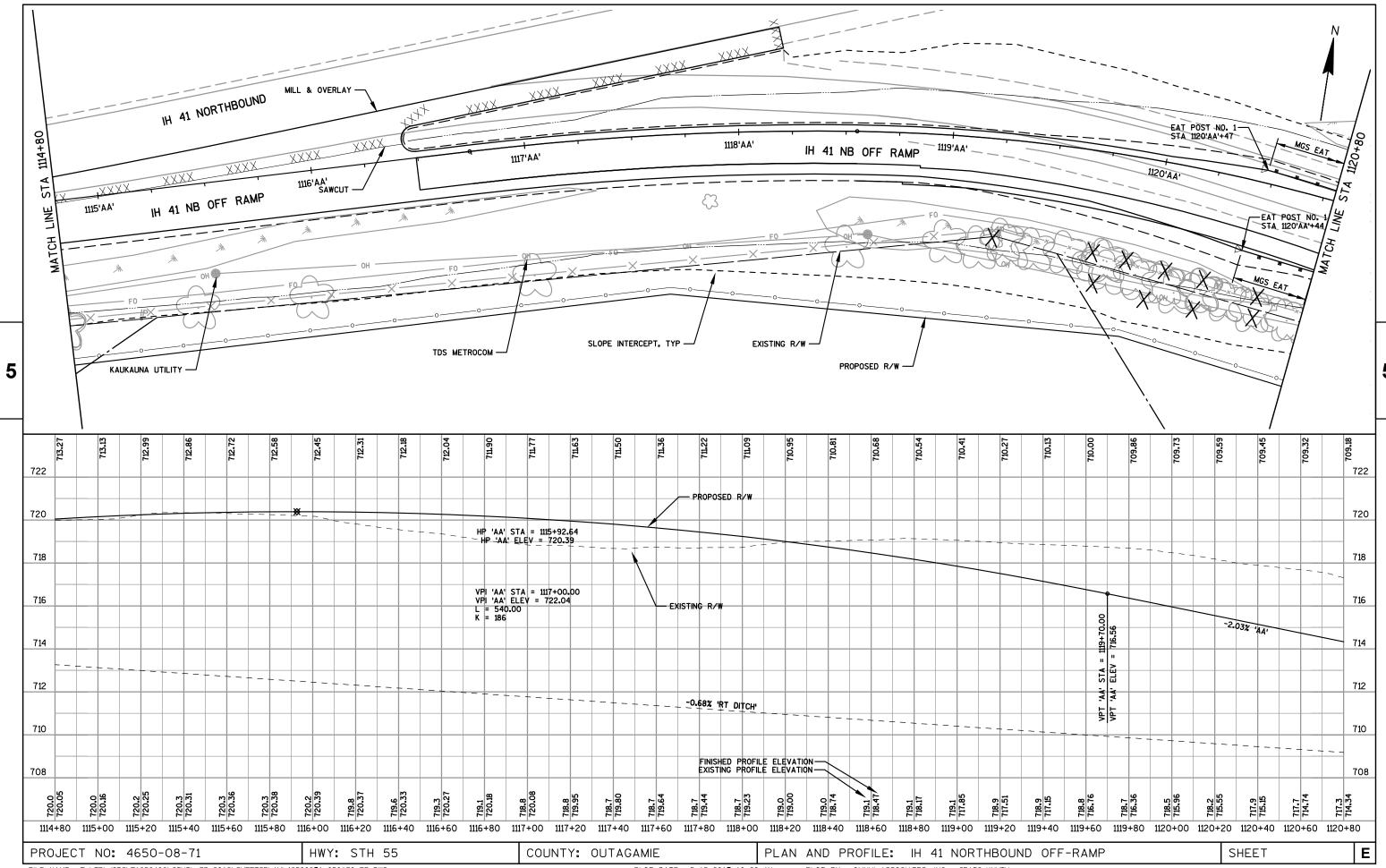


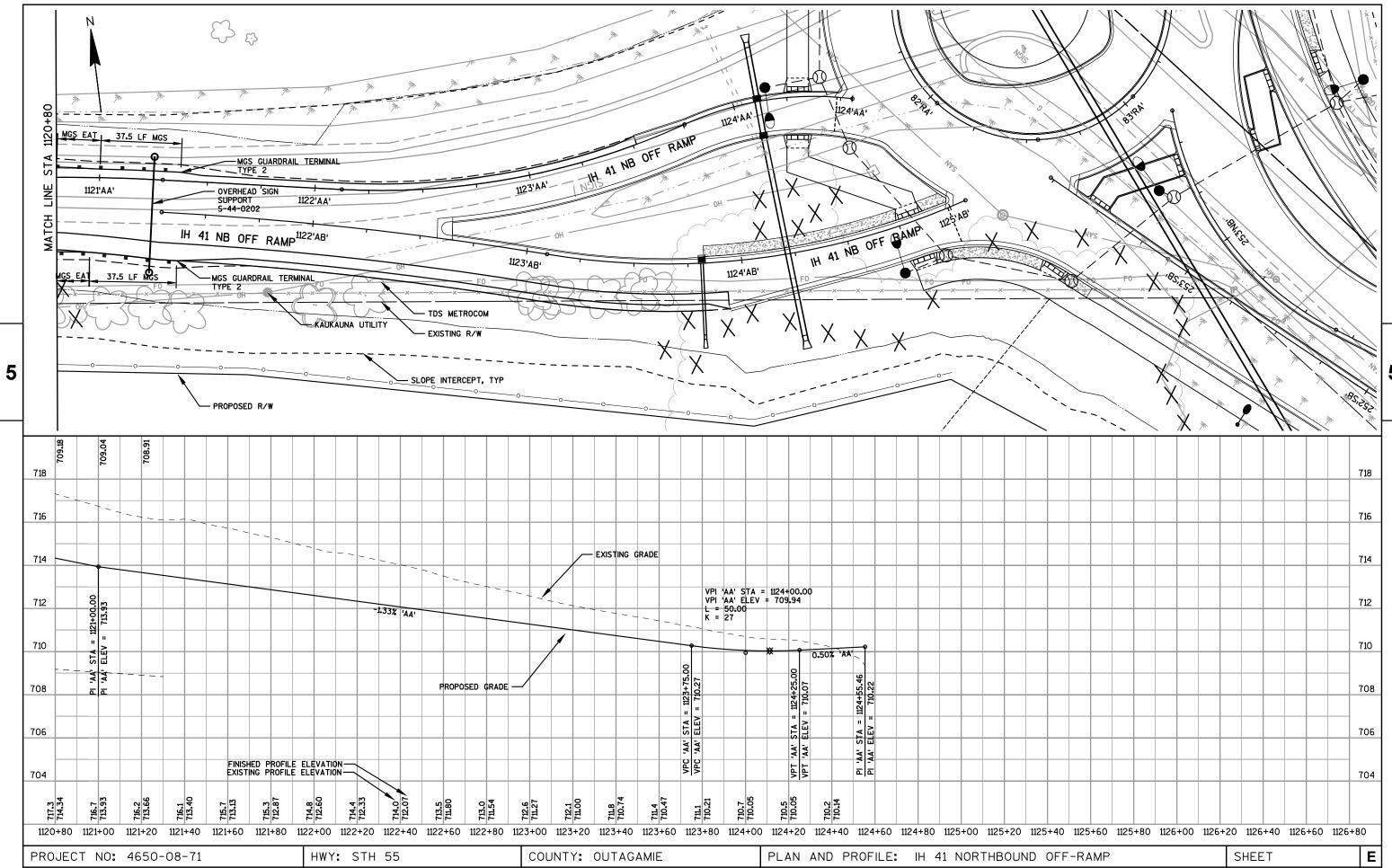


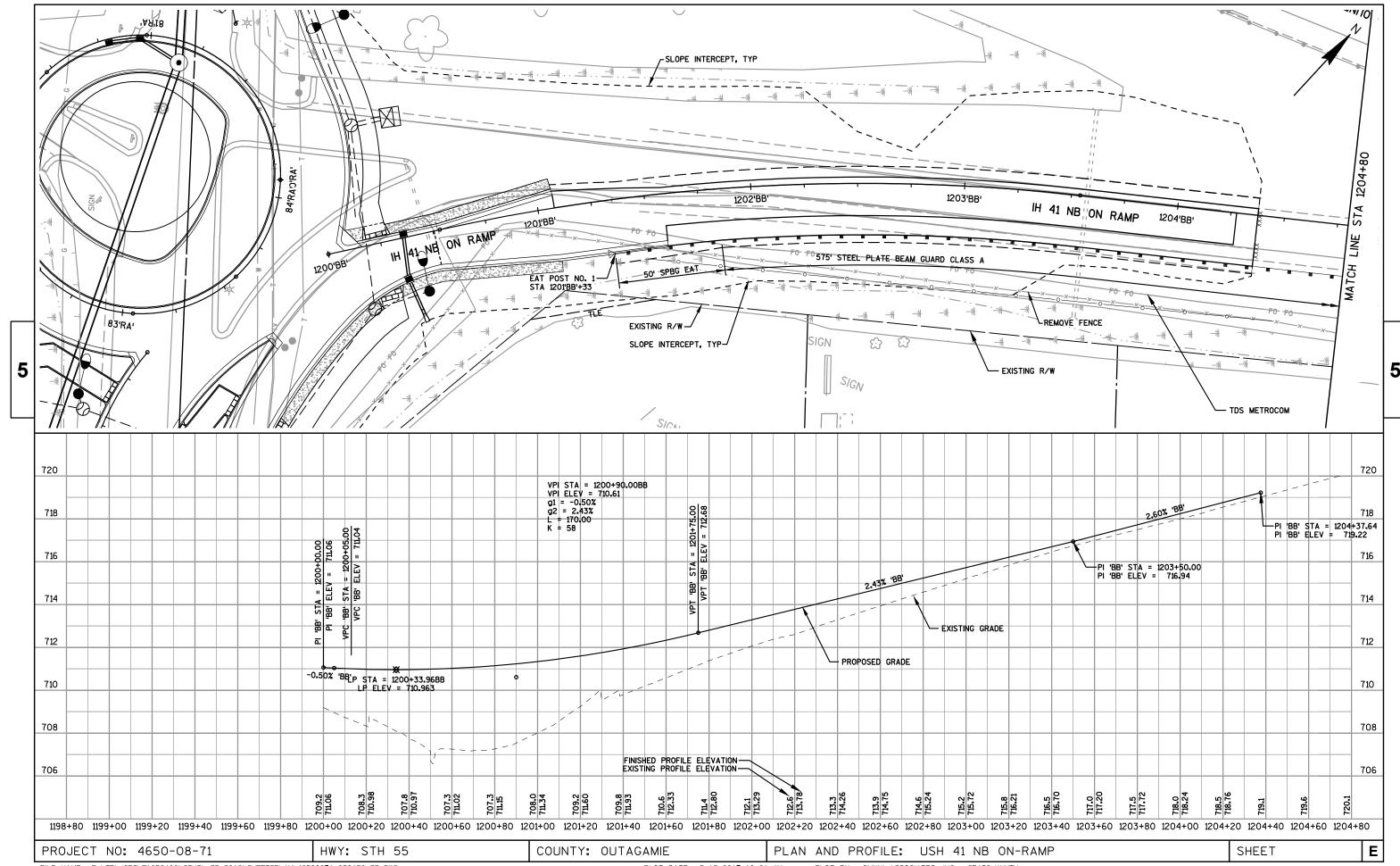


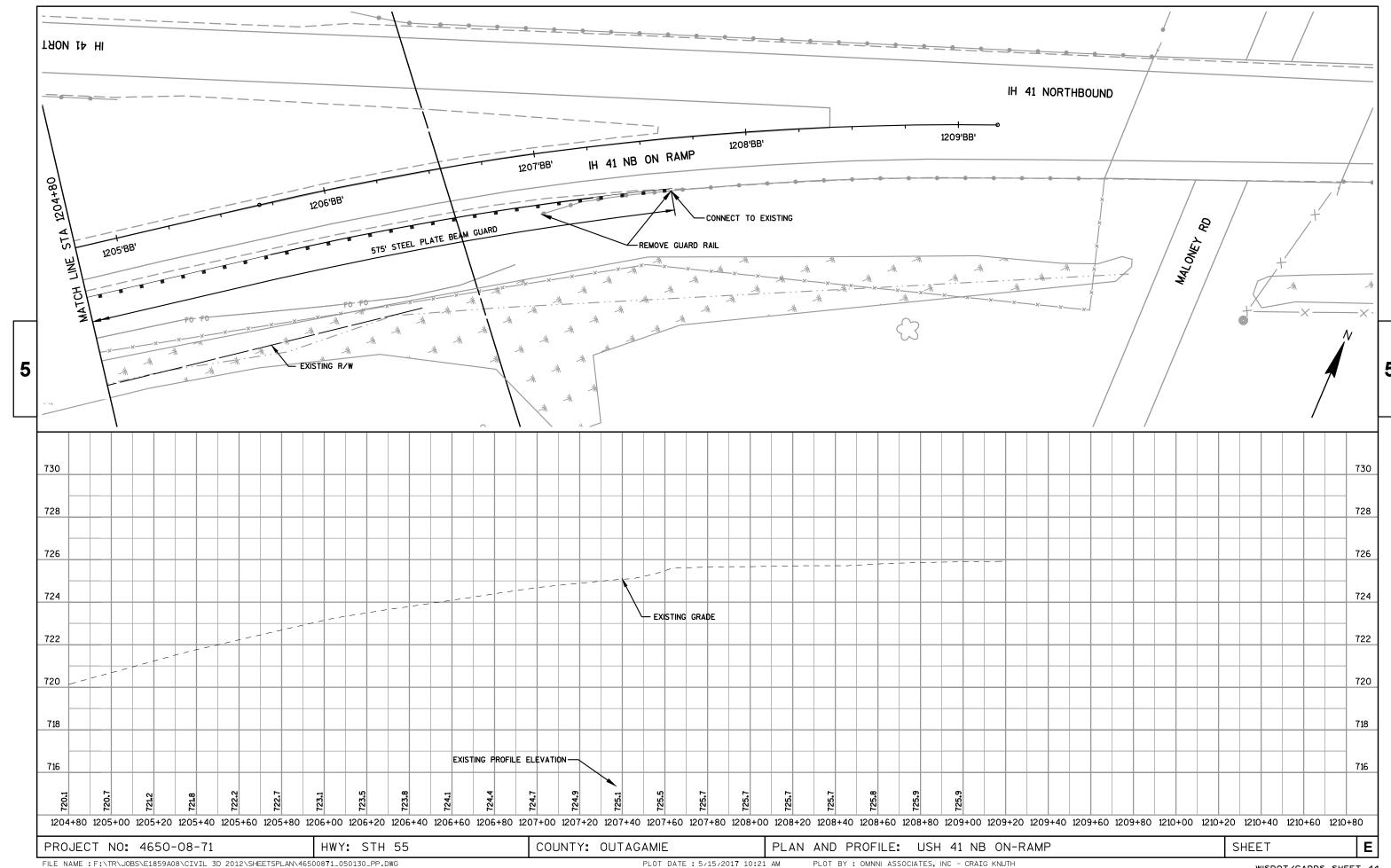


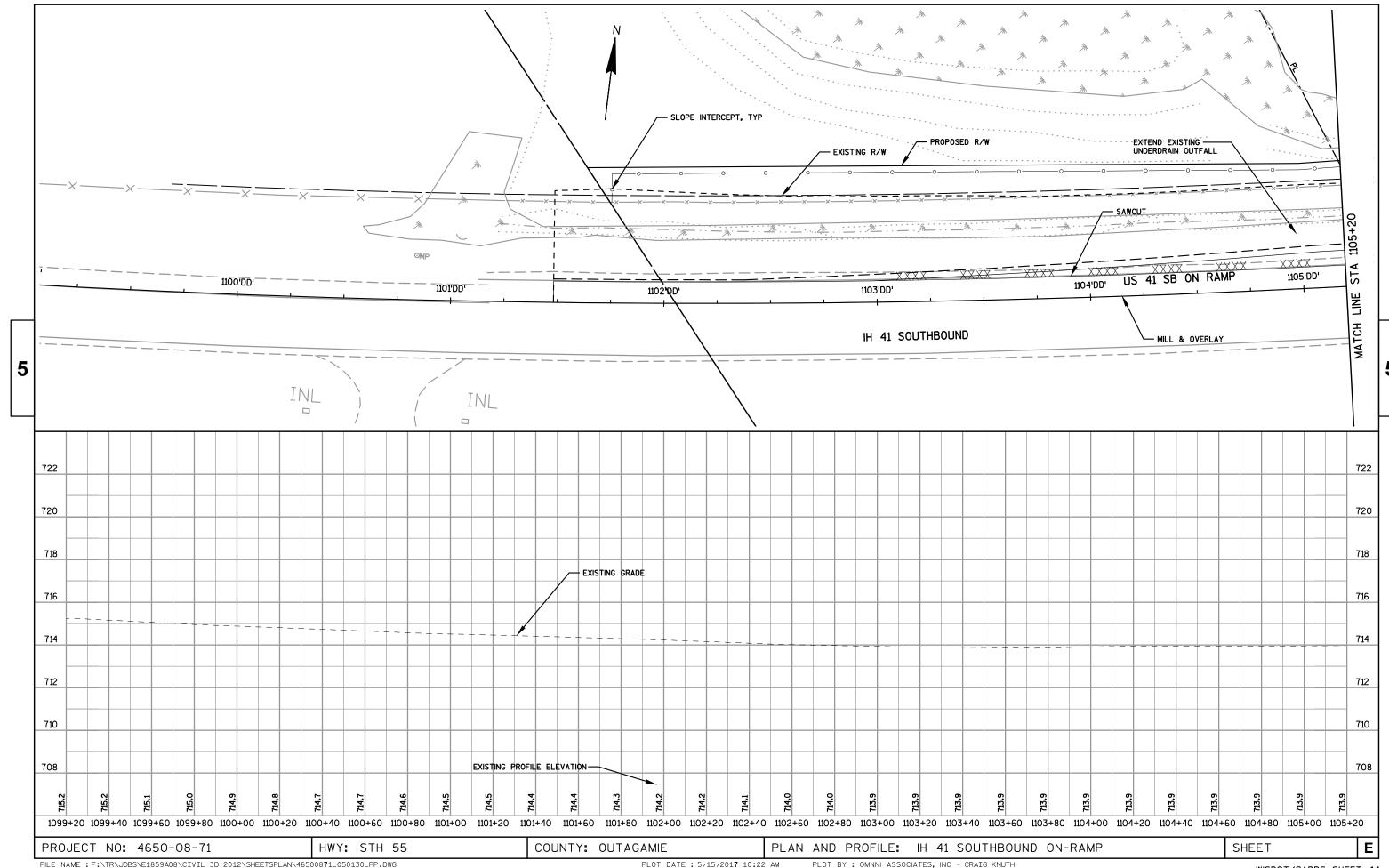


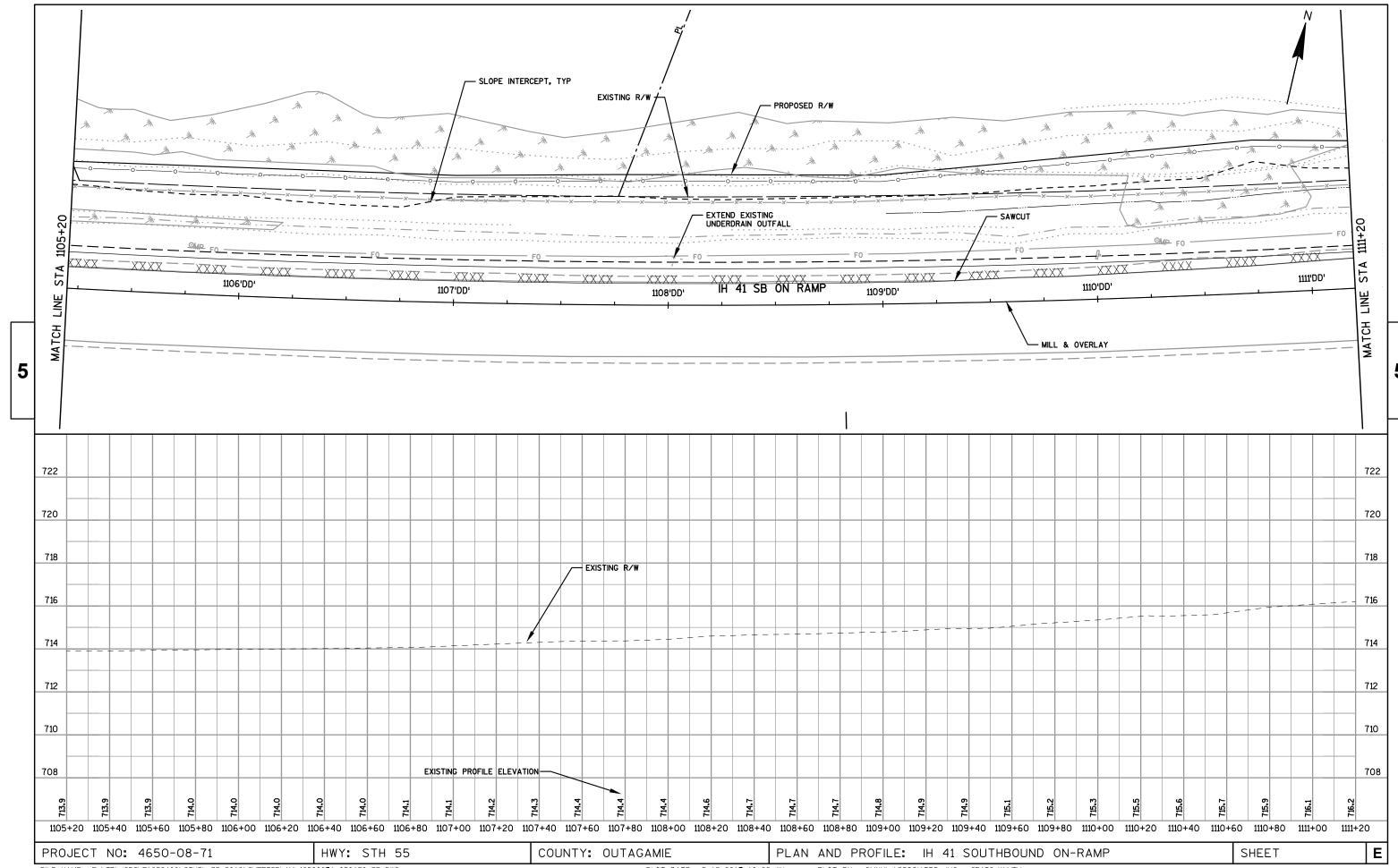


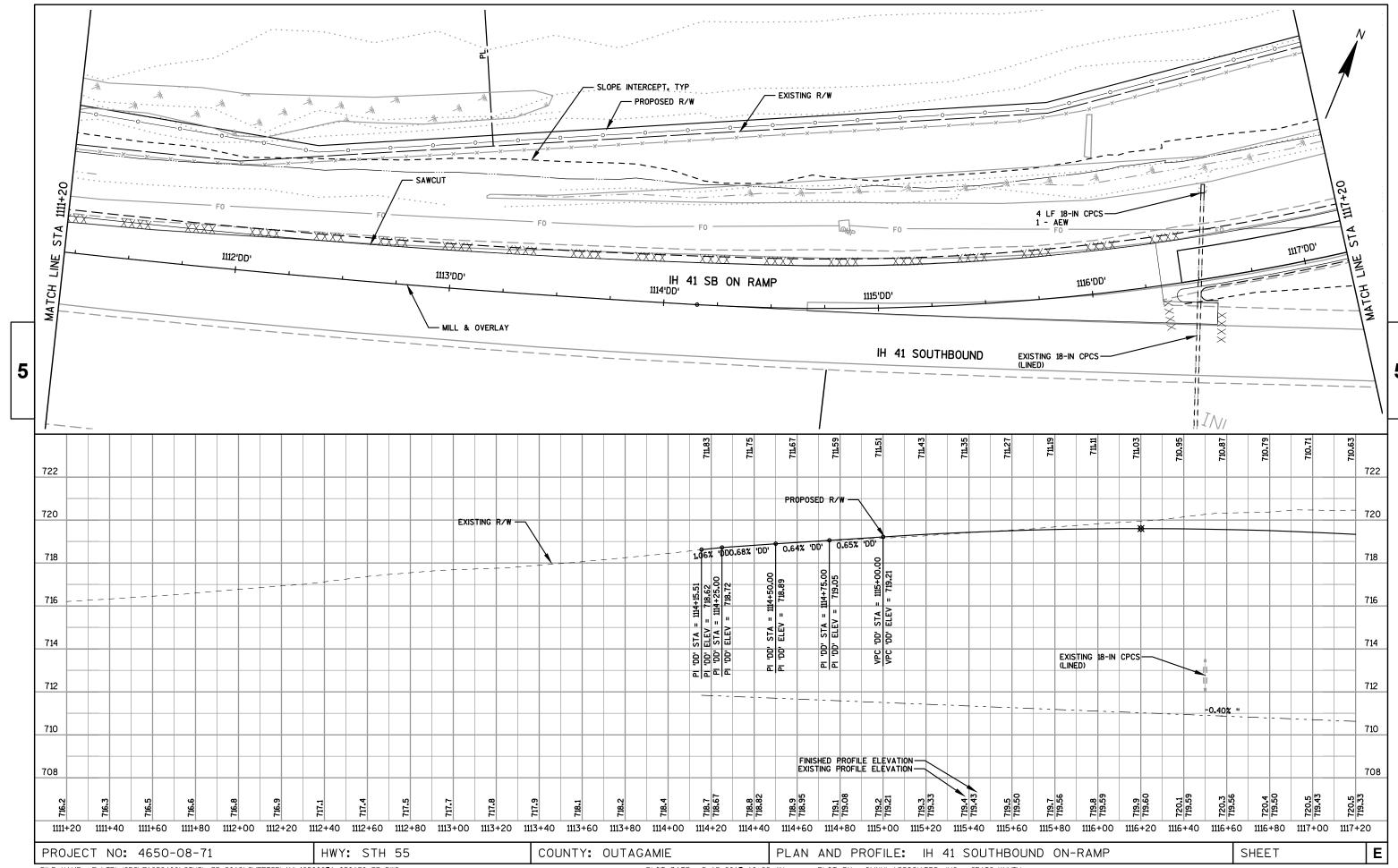


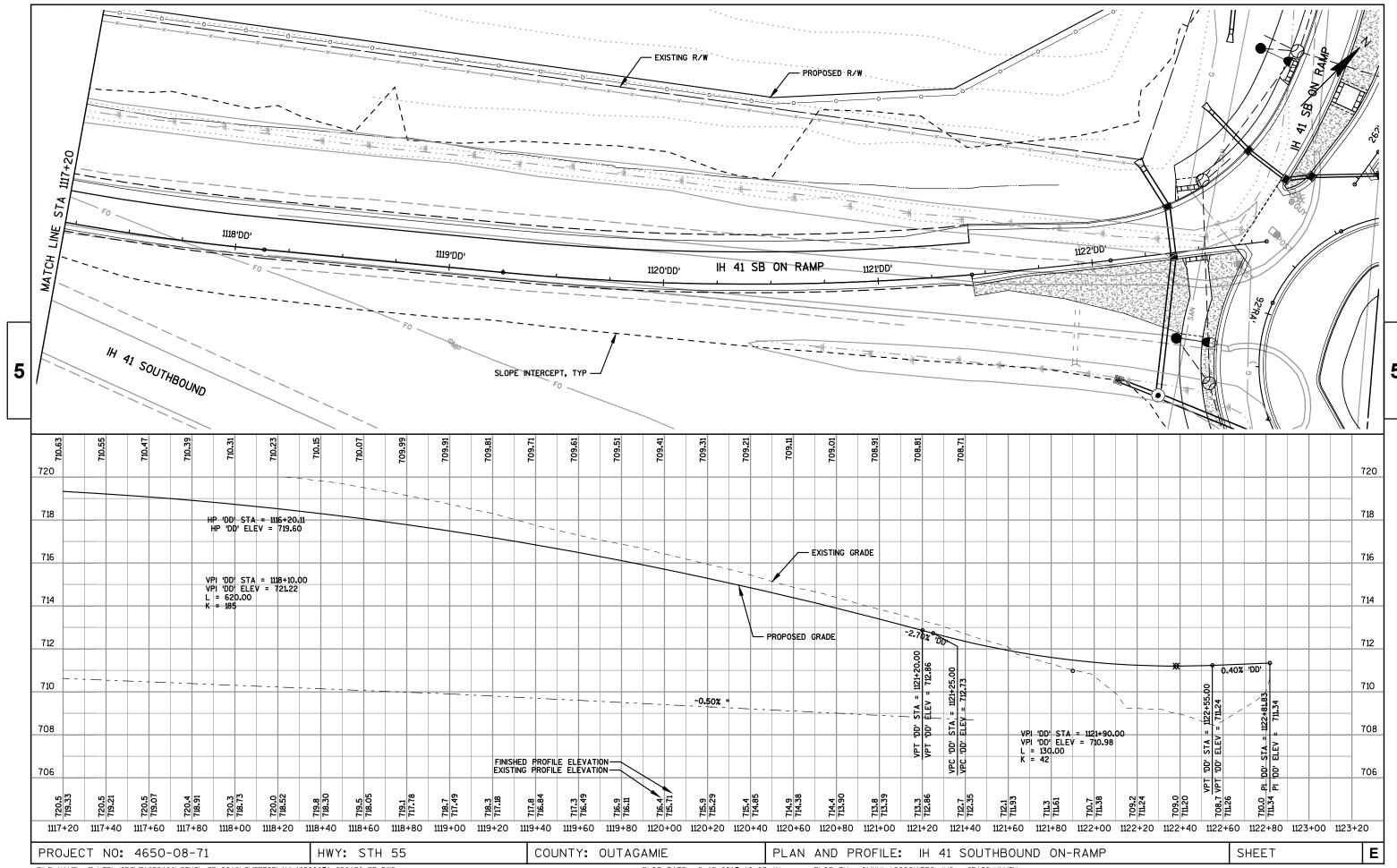


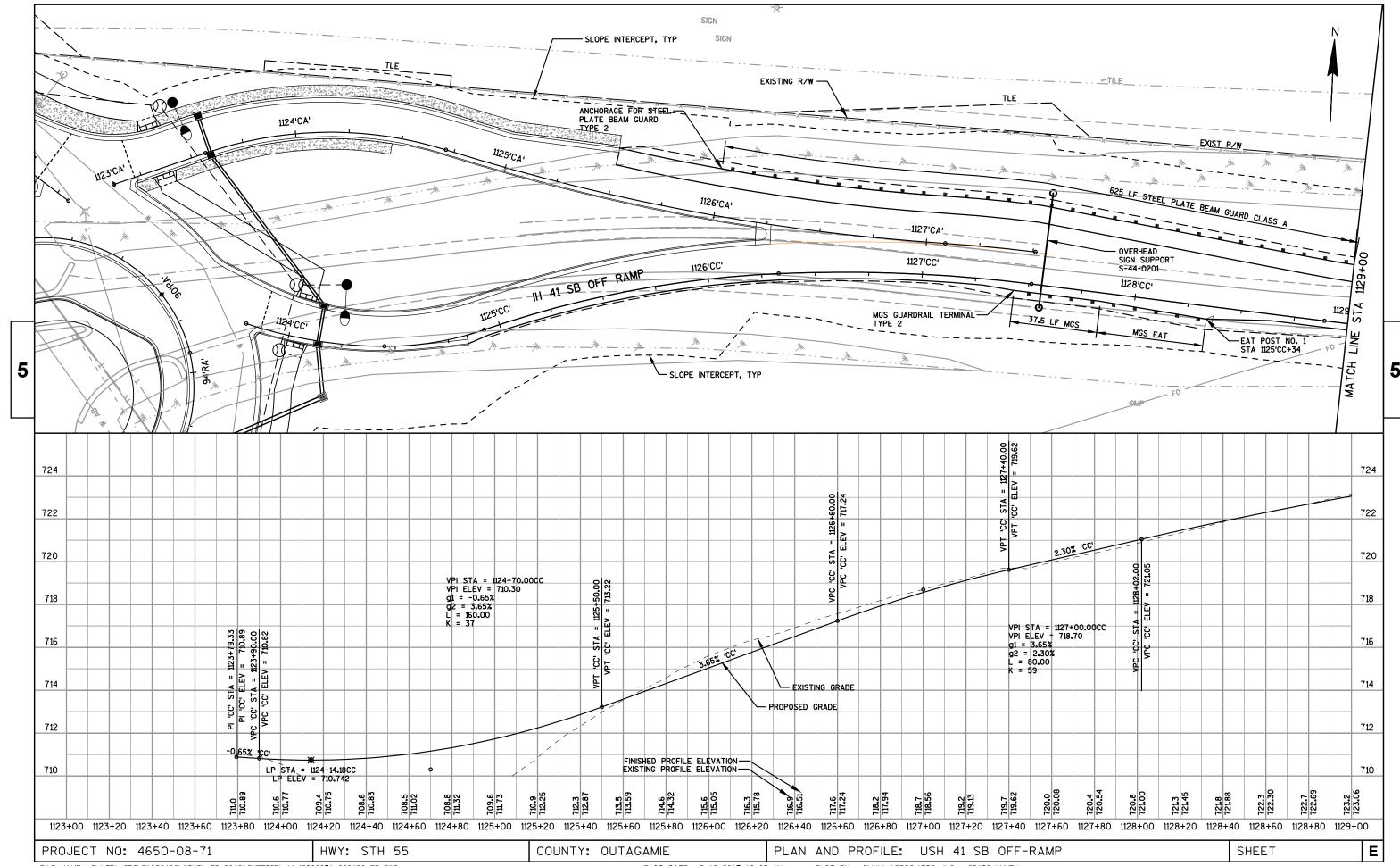


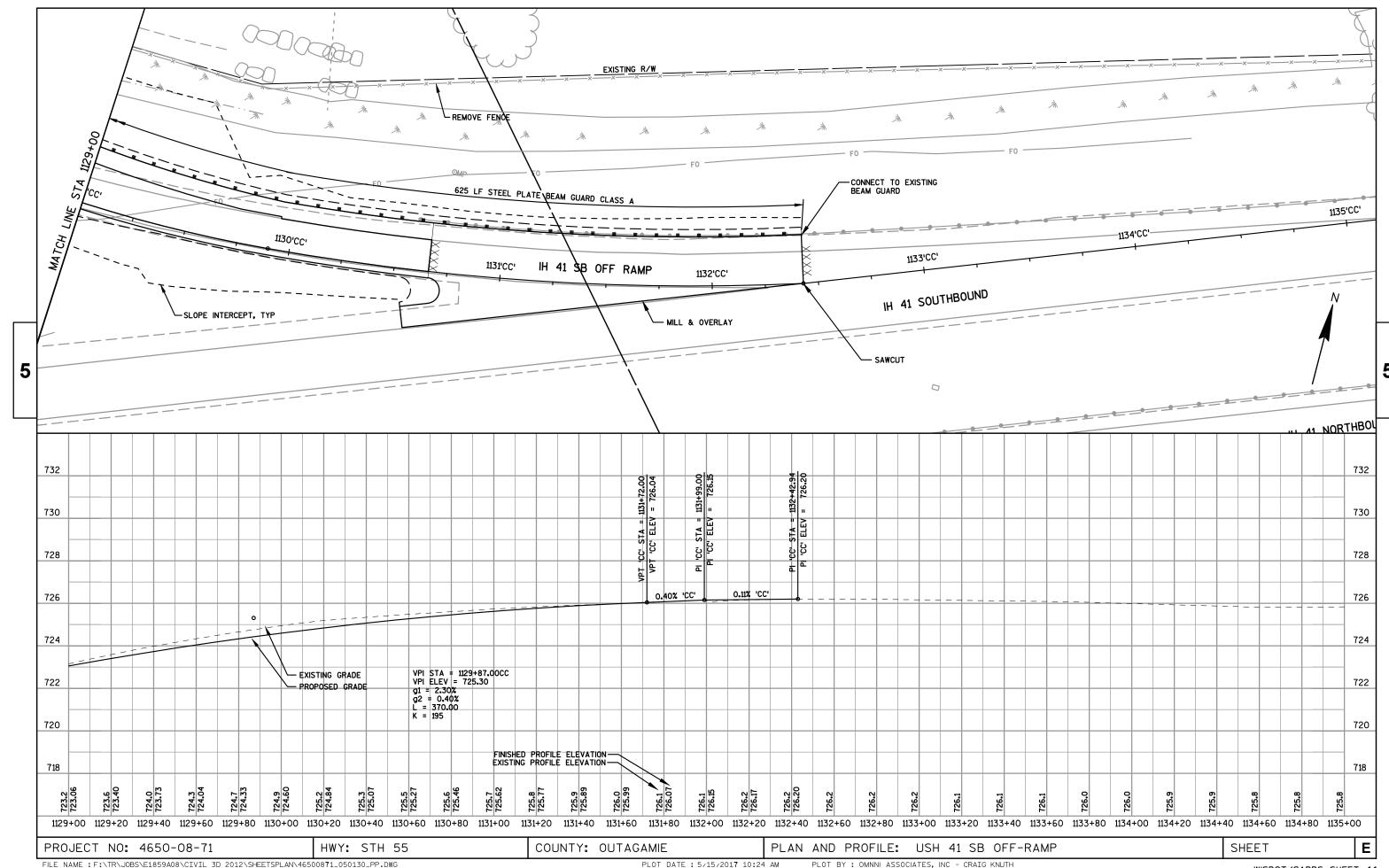


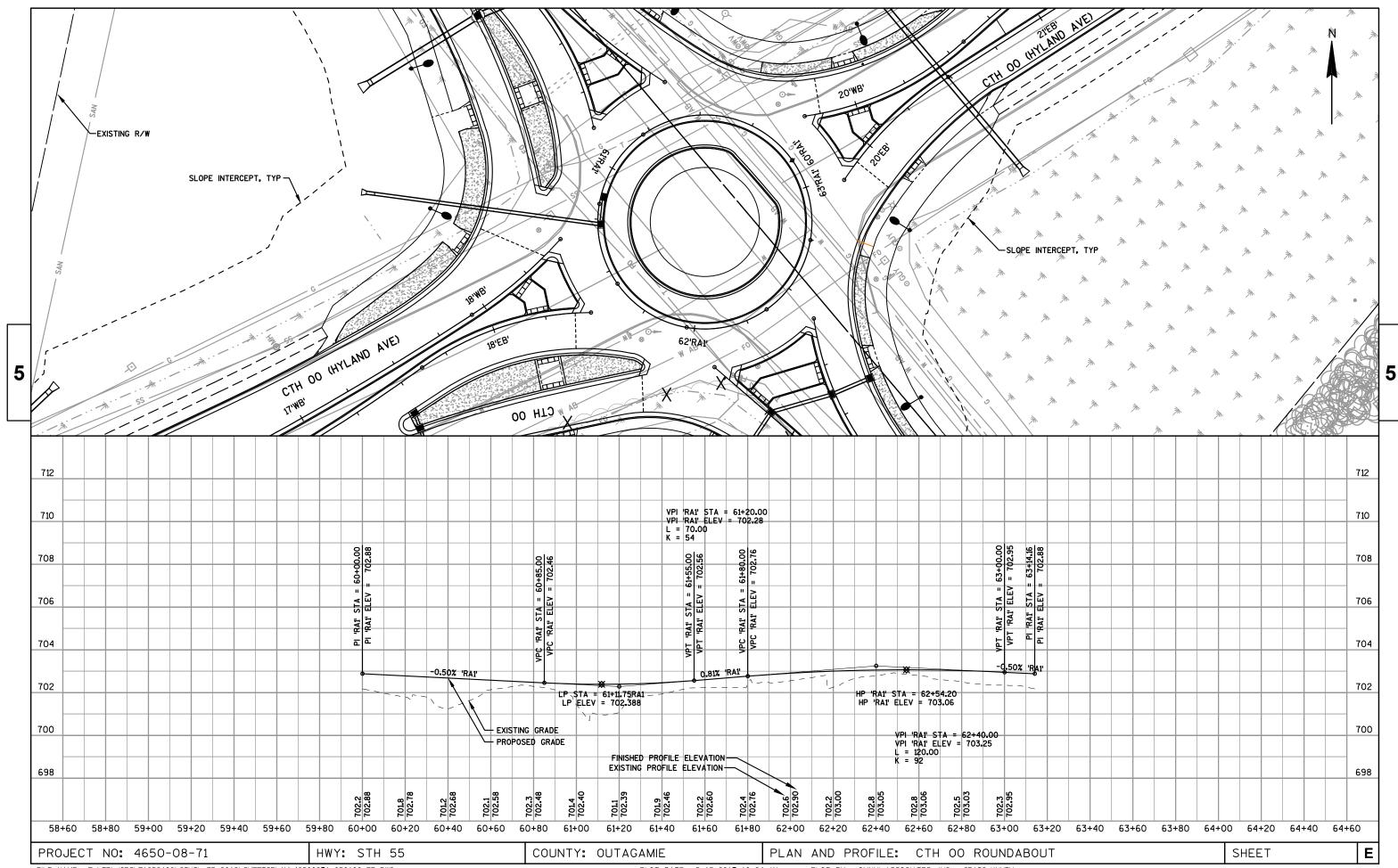


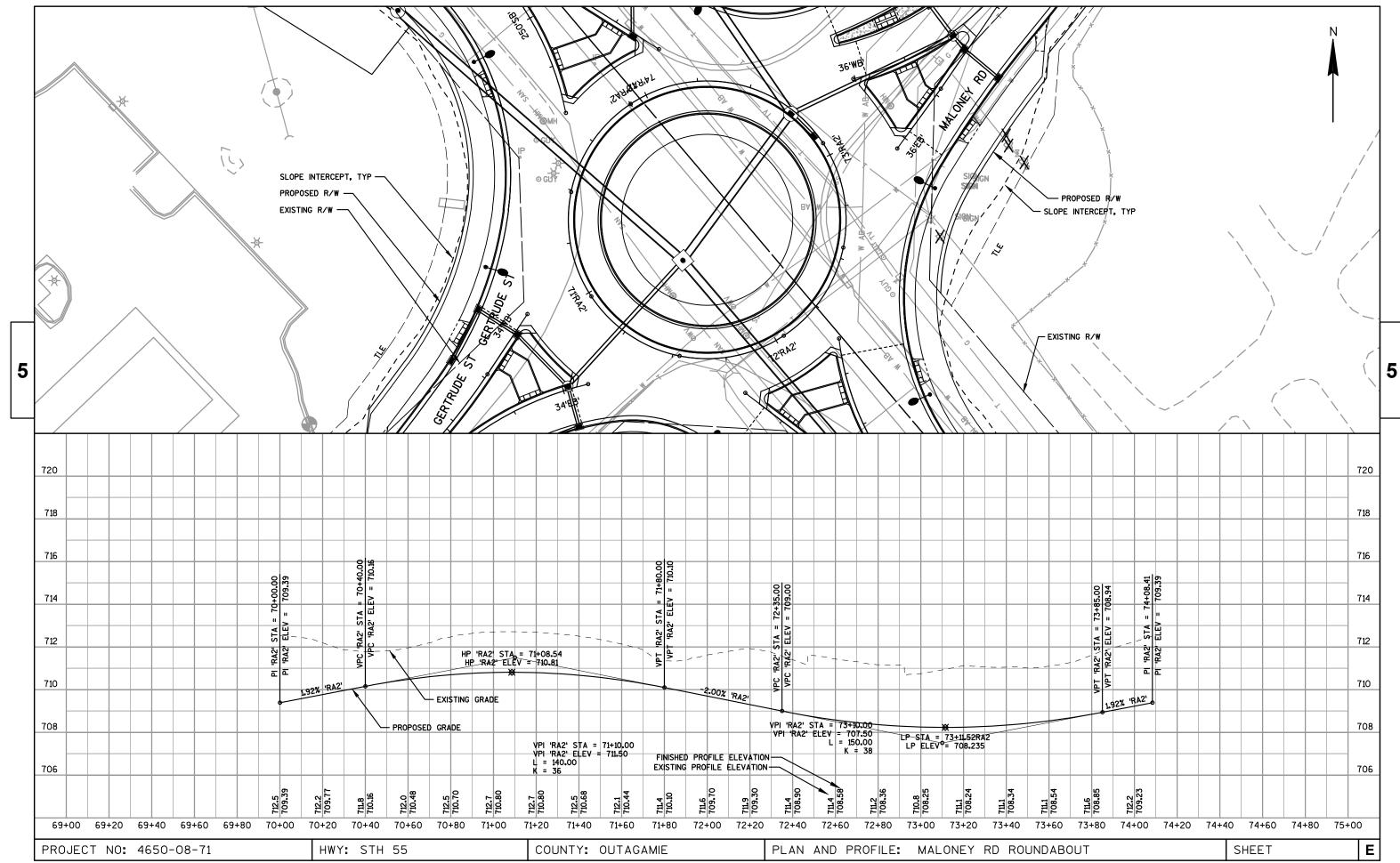


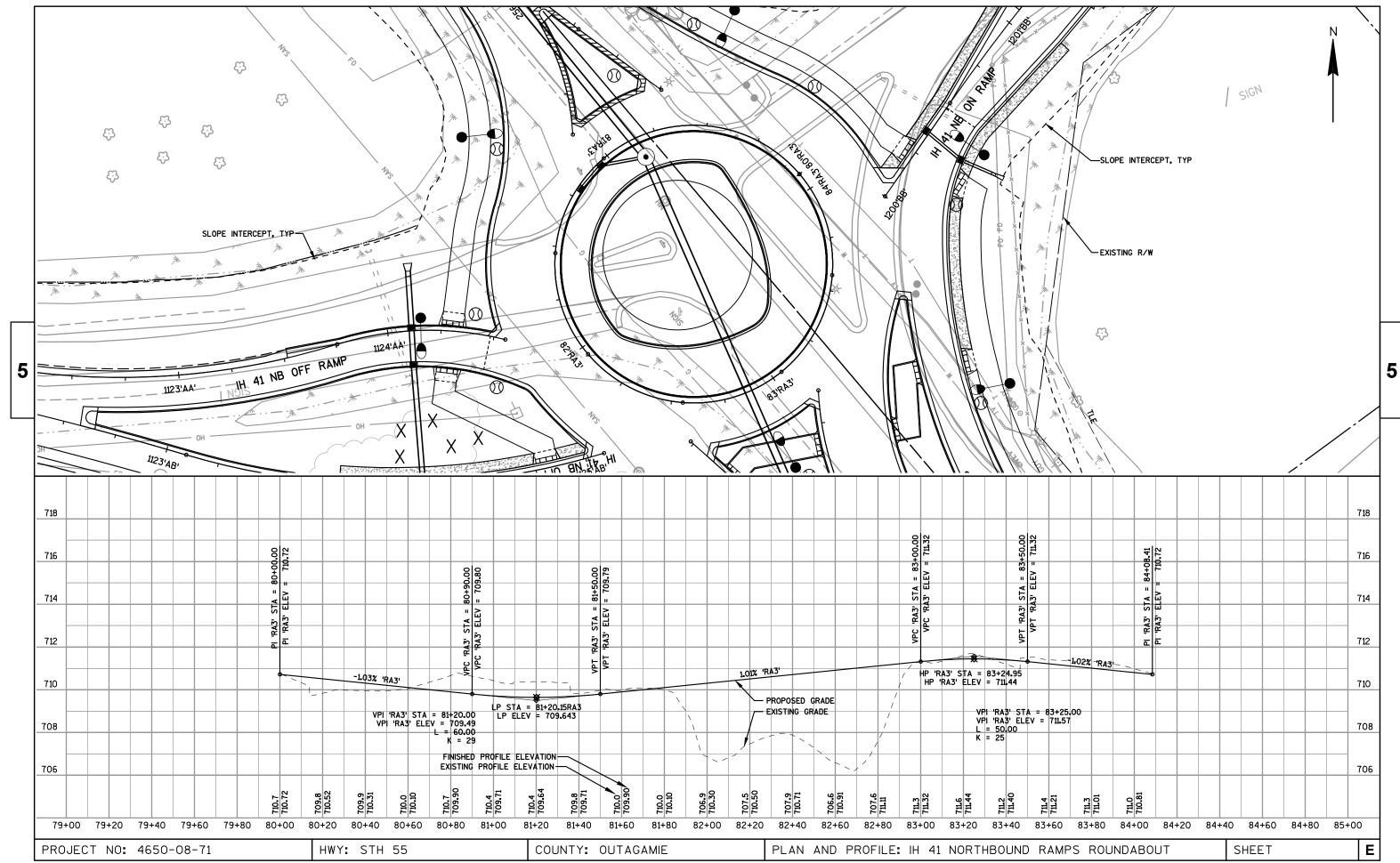


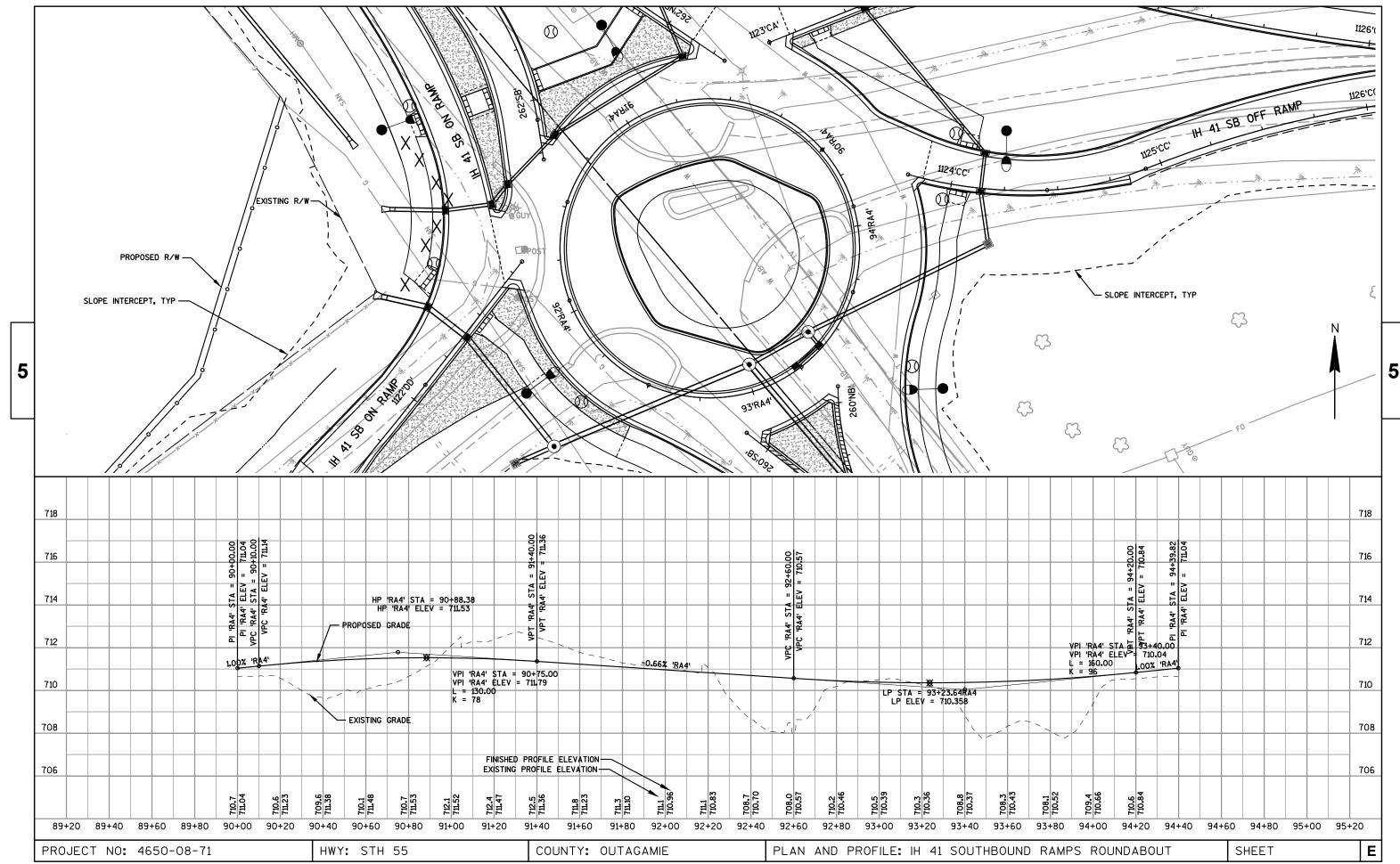


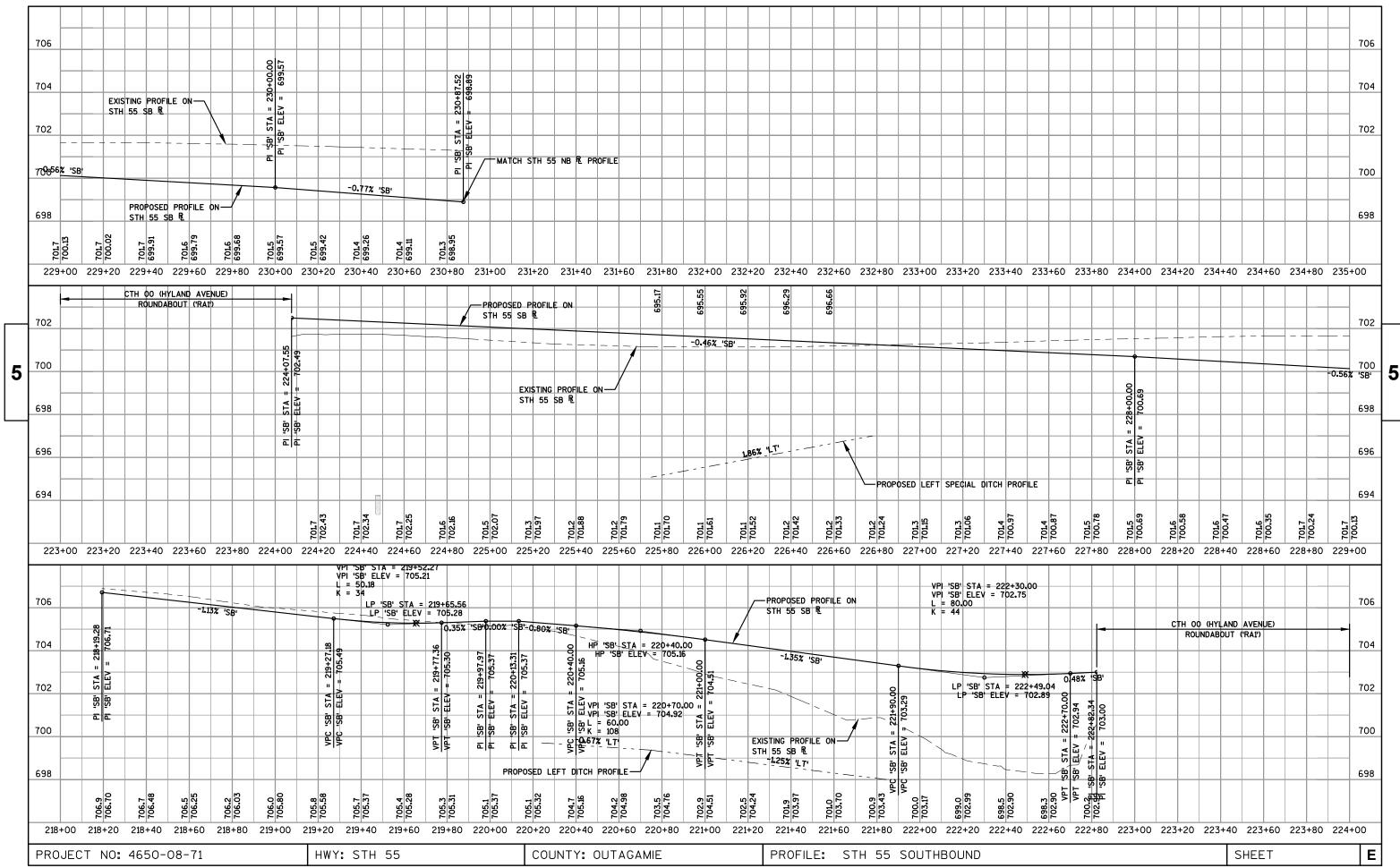


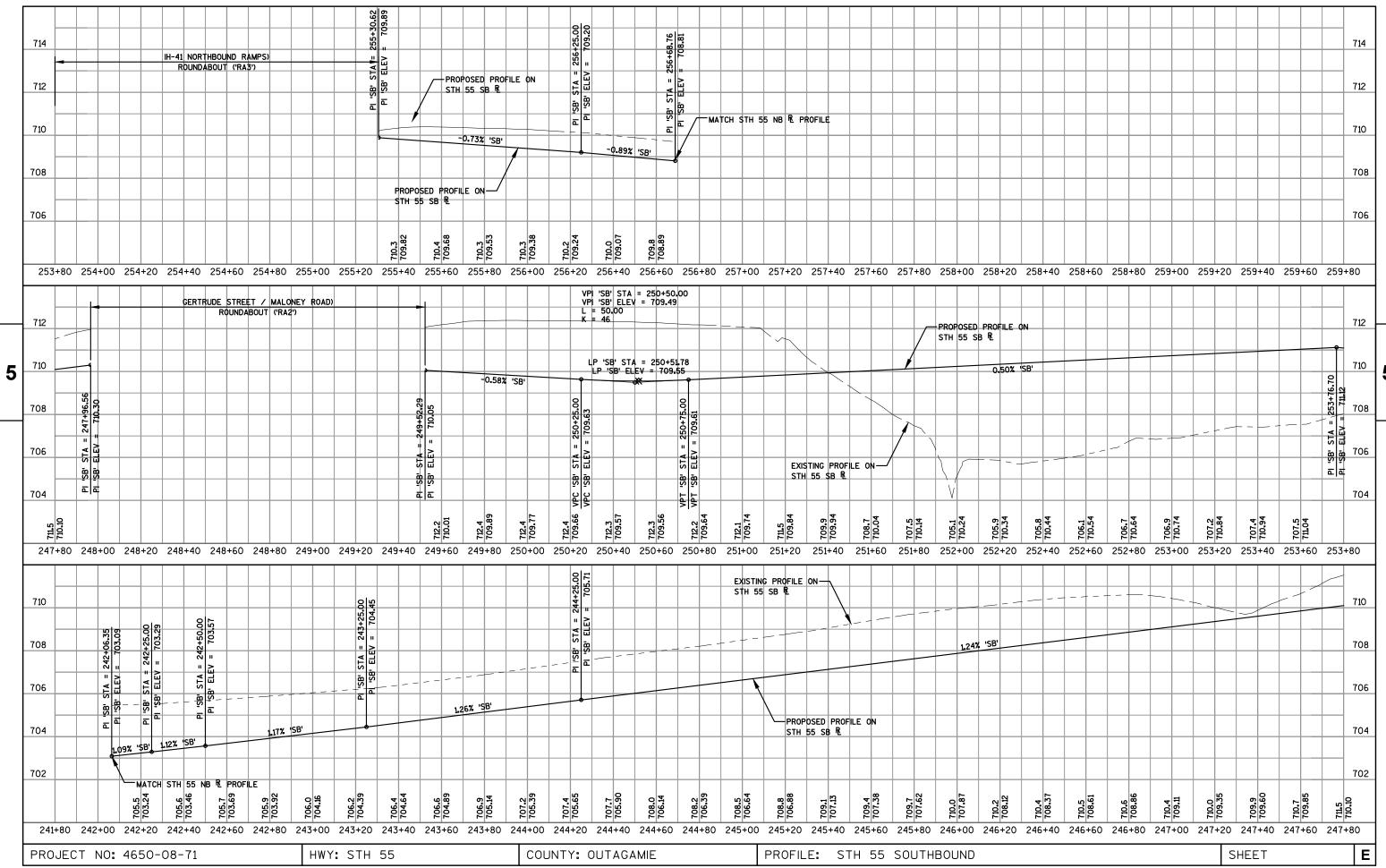


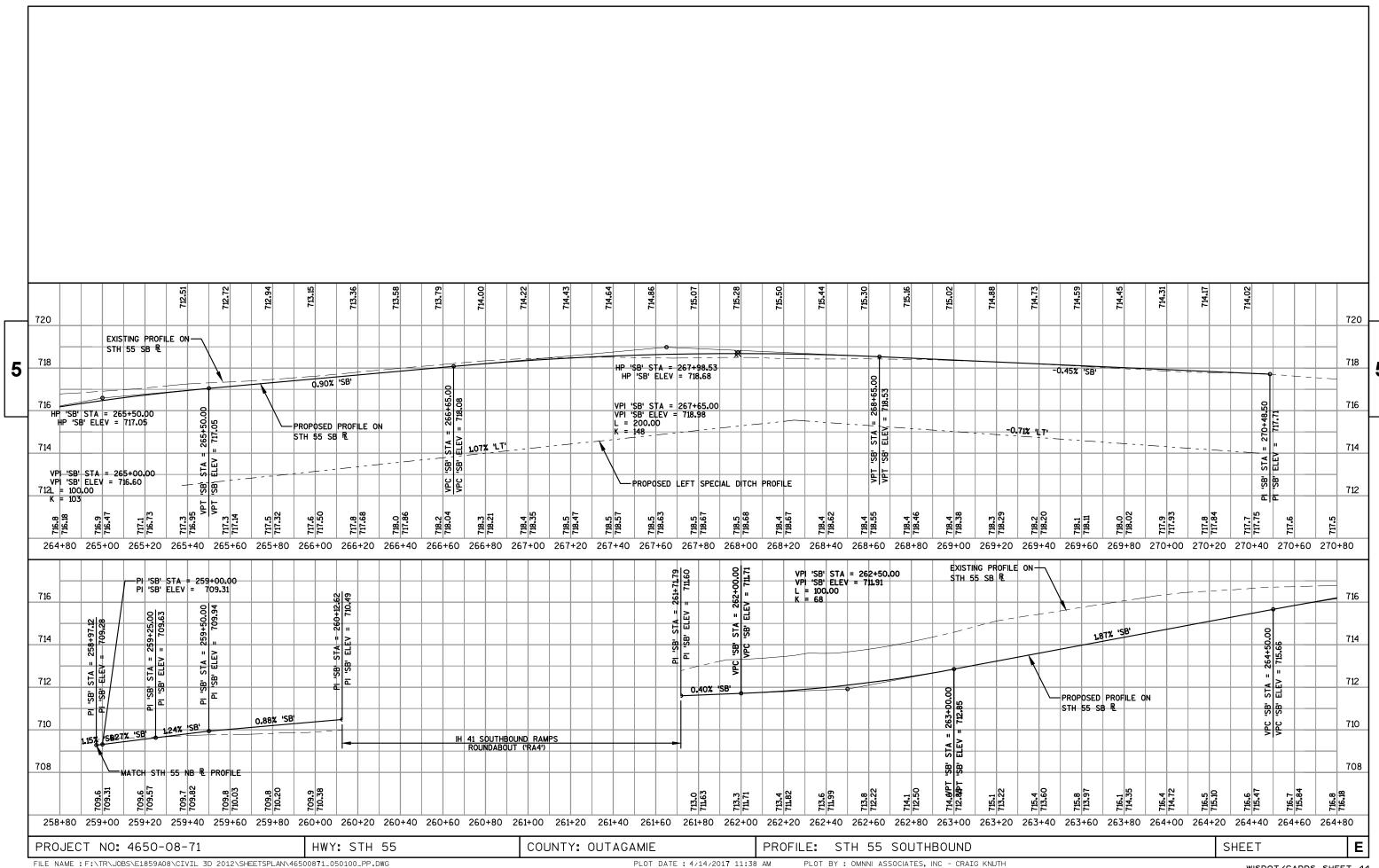


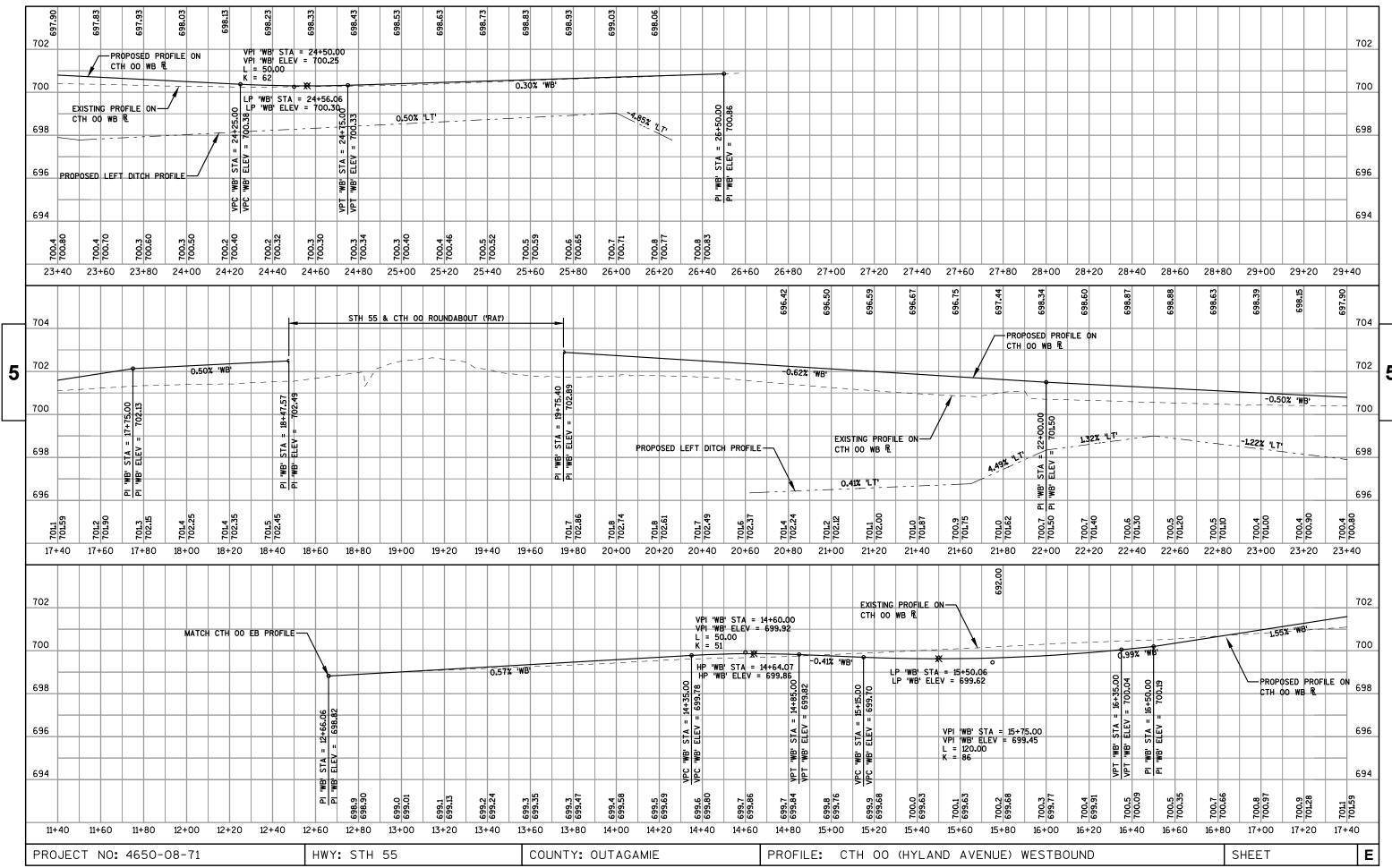


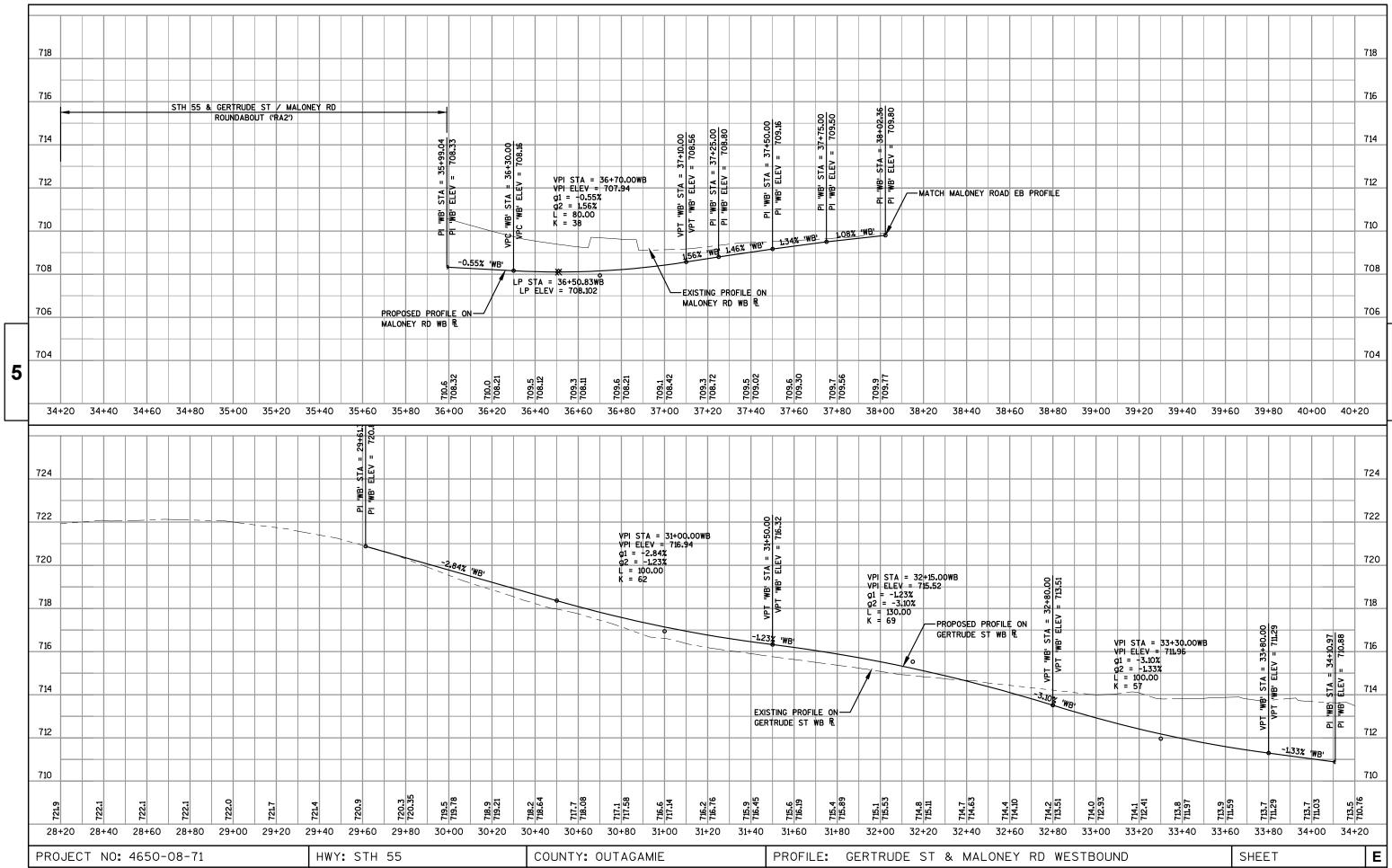


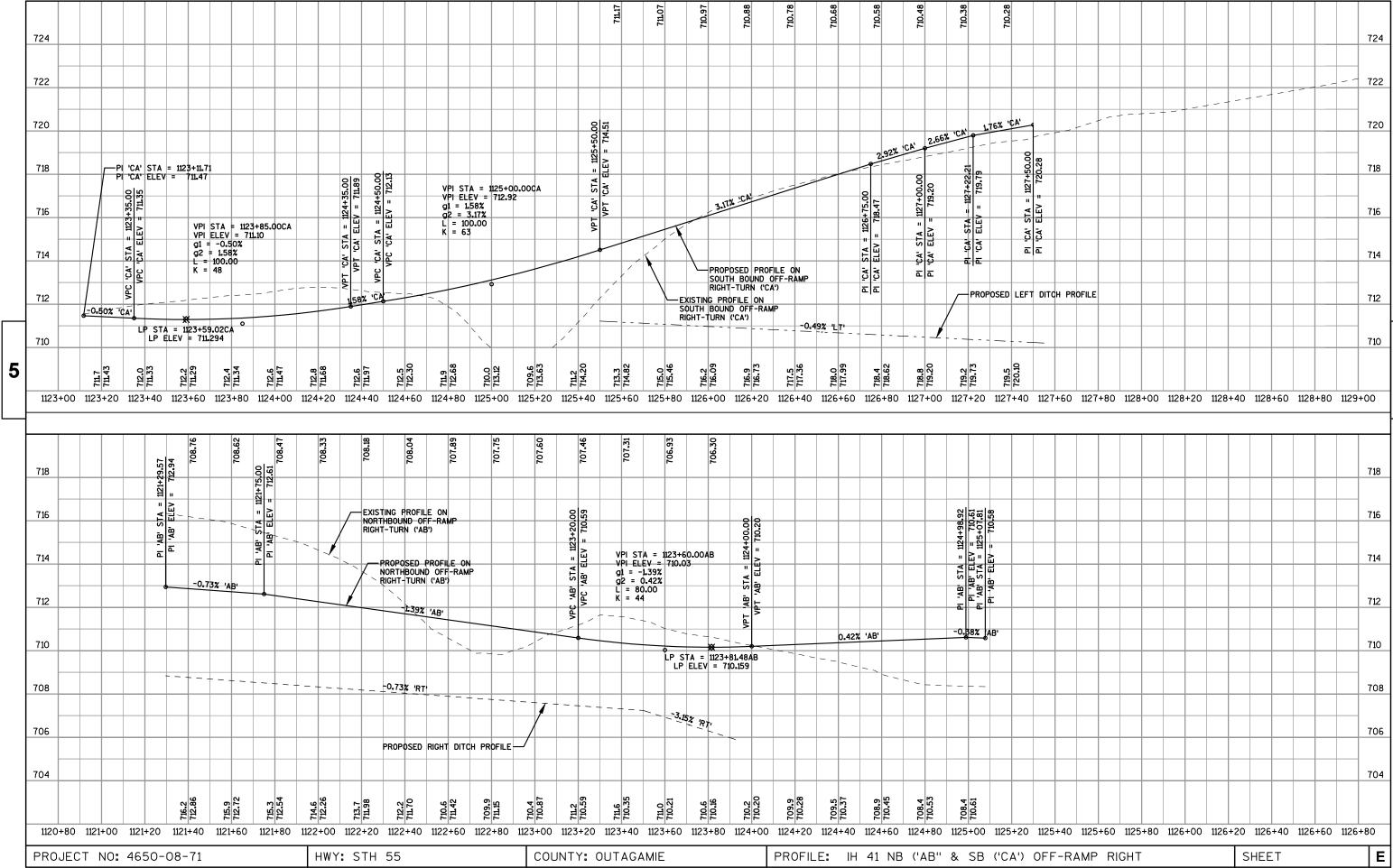












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Standard Detail Drawing List

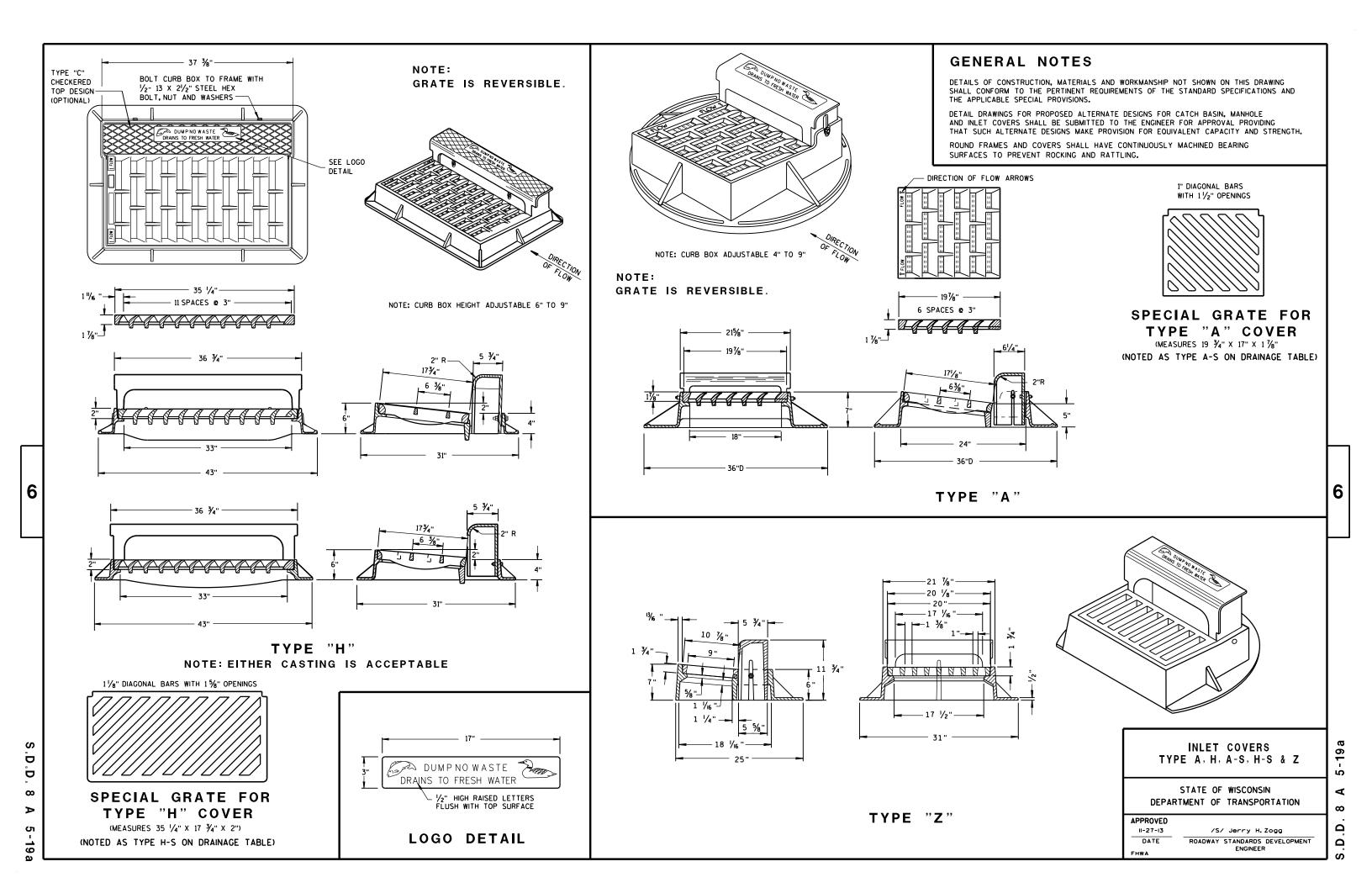
08A05-19A 08A05-19B	
OOAGE 10D	INLET COVERS TYPE A, H, A-S, H-S & Z
U8AUS-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-02	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DI AMETER
08B10-02	MANHOLES 3X3-FT, 4X4-FT, 5X5-FT AND 6X6-FT
08B11-02	MANHOLES VARIABLE TEE AND SPECIAL 4-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C07-02 08C08-02	INLETS MEDIAN 1 AND 2 GRATE
08D01-19	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D01-19	
08D04-03	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES CURB RAMPS TYPES 1 AND 1-A
08D05-19B	CURB RAMPS TYPES 1 AND 1-A
08D05-19C	CURB RAMPS TYPES 4A AND 4A1
08D05-19D	CURB RAMPS TYPE 4B AND 4B1
08D05-19E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-19F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-19G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F06-04	REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN
08F08-02	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED CROSS DRAINS
09B02-10	CONDUIT
09B16-01	PULL BOX NON-CONDUCTIVE
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C05-10	CONCRETE CONTROL CABINET BASES
09006-07	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C14-02	CONCRETE CONTROL CABINET BASE, TYPE L
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D02-03	SIGNAL CONTROL CABINET
09E01-14B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
09E01-14D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-14G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-05	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09F04-04	LOOP DETECTOR INSTALLED IN NEW CONCRETE PAVEMENT ROUND CSCP PULLBOX
11B02-02	CONCRETE MEDIAN NOCE
12A03-10	CONCRETE MEDIAN NOSE
	NAME PLATE (STRUCTURES)
12A04-03	NAME PLATE (STRUCTURES) STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
12A04-03 13A05-05A	NAME PLATE (STRUCTURES) STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS SHOULDER RUMBLE STRIP, MILLING
12A04-03 13A05-05A 13A05-05B	NAME PLATE (STRUCTURES) STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS SHOULDER RUMBLE STRIP, MILLING SHOULDER RUMBLE STRIP, MILLING
12A04-03 13A05-05A 13A05-05B 13C01-18	NAME PLATE (STRUCTURES) STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS SHOULDER RUMBLE STRIP, MILLING SHOULDER RUMBLE STRIP, MILLING CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
12A04-03 13A05-05A 13A05-05B 13C01-18 13C13-08	NAME PLATE (STRUCTURES) STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS SHOULDER RUMBLE STRIP, MILLING SHOULDER RUMBLE STRIP, MILLING CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES URBAN DOWELED CONCRETE PAVEMENT
12A04-03 13A05-05A 13A05-05B 13C01-18 13C13-08 13C17-01A	NAME PLATE (STRUCTURES) STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS SHOULDER RUMBLE STRIP, MILLING SHOULDER RUMBLE STRIP, MILLING CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES URBAN DOWELED CONCRETE PAVEMENT CONCRETE JOINT DETAIL FOR EXIT RAMP TERMINI
12A04-03 13A05-05A 13A05-05B 13C01-18 13C13-08 13C17-01A 13C17-01B	NAME PLATE (STRUCTURES) STRUCTURE I DENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS SHOULDER RUMBLE STRIP, MILLING SHOULDER RUMBLE STRIP, MILLING CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES URBAN DOWELED CONCRETE PAVEMENT CONCRETE JOINT DETAIL FOR EXIT RAMP TERMINI CONCRETE JOINT DETAIL FOR ENTRANCE RAMP TERMINI
12A04-03 13A05-05A 13A05-05B 13C01-18 13C13-08 13C17-01A 13C17-01B 13C18-05A	NAME PLATE (STRUCTURES) STRUCTURE I DENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS SHOULDER RUMBLE STRIP, MILLING SHOULDER RUMBLE STRIP, MILLING CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES URBAN DOWELED CONCRETE PAVEMENT CONCRETE JOINT DETAIL FOR EXIT RAMP TERMINI CONCRETE JOINT DETAIL FOR ENTRANCE RAMP TERMINI CONCRETE PAVEMENT JOINTING
12A04-03 13A05-05A 13A05-05B 13C01-18 13C13-08 13C17-01A 13C17-01B 13C18-05A 13C18-05B	NAME PLATE (STRUCTURES) STRUCTURE I DENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS SHOULDER RUMBLE STRIP, MILLING SHOULDER RUMBLE STRIP, MILLING CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES URBAN DOWELED CONCRETE PAVEMENT CONCRETE JOINT DETAIL FOR EXIT RAMP TERMINI CONCRETE JOINT DETAIL FOR ENTRANCE RAMP TERMINI CONCRETE PAVEMENT JOINTING CONCRETE PAVEMENT STEEL REINFORCEMENT
12A04-03 13A05-05A 13A05-05B 13C01-18 13C13-08 13C17-01A 13C17-01B 13C18-05A 13C18-05B 13C18-05C	NAME PLATE (STRUCTURES) STRUCTURE I DENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS SHOULDER RUMBLE STRIP, MILLING SHOULDER RUMBLE STRIP, MILLING CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES URBAN DOWELED CONCRETE PAVEMENT CONCRETE JOINT DETAIL FOR EXIT RAMP TERMINI CONCRETE JOINT DETAIL FOR ENTRANCE RAMP TERMINI CONCRETE PAVEMENT JOINTING CONCRETE PAVEMENT STEEL REINFORCEMENT CONCRETE PAVEMENT JOINT TYPES
12A04-03 13A05-05A 13A05-05B 13C01-18 13C13-08 13C17-01A 13C17-01B 13C18-05A 13C18-05B 13C18-05C	NAME PLATE (STRUCTURES) STRUCTURE I DENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS SHOULDER RUMBLE STRIP, MILLING SHOULDER RUMBLE STRIP, MILLING CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES URBAN DOWELED CONCRETE PAVEMENT CONCRETE JOINT DETAIL FOR EXIT RAMP TERMINI CONCRETE JOINT DETAIL FOR ENTRANCE RAMP TERMINI CONCRETE PAVEMENT JOINTING CONCRETE PAVEMENT STEEL REINFORCEMENT CONCRETE PAVEMENT JOINT TYPES CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
12A04-03 13A05-05A 13A05-05B 13C01-18 13C13-08 13C17-01A 13C17-01B 13C18-05A 13C18-05B 13C18-05C 13C18-05D 13C18-05E	NAME PLATE (STRUCTURES) STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS SHOULDER RUMBLE STRIP, MILLING SHOULDER RUMBLE STRIP, MILLING CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES URBAN DOWELED CONCRETE PAVEMENT CONCRETE JOINT DETAIL FOR EXIT RAMP TERMINI CONCRETE JOINT DETAIL FOR ENTRANCE RAMP TERMINI CONCRETE PAVEMENT JOINTING CONCRETE PAVEMENT STEEL REINFORCEMENT CONCRETE PAVEMENT JOINT TYPES CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS
12A04-03 13A05-05A 13A05-05B 13C01-18 13C13-08 13C17-01A 13C17-01B 13C18-05A 13C18-05B 13C18-05C 13C18-05D 13C18-05E 14A02-01	NAME PLATE (STRUCTURES) STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS SHOULDER RUMBLE STRIP, MILLING SHOULDER RUMBLE STRIP, MILLING CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES URBAN DOWELED CONCRETE PAVEMENT CONCRETE JOINT DETAIL FOR EXIT RAMP TERMINI CONCRETE JOINT DETAIL FOR ENTRANCE RAMP TERMINI CONCRETE PAVEMENT JOINTING CONCRETE PAVEMENT STEEL REINFORCEMENT CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS TREE PLANTING DETAIL
12A04-03 13A05-05A 13A05-05B 13C01-18 13C13-08 13C17-01A 13C17-01B 13C18-05A 13C18-05B 13C18-05C 13C18-05D 13C18-05E 14A02-01 14B15-10A	NAME PLATE (STRUCTURES) STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS SHOULDER RUMBLE STRIP, MILLING SHOULDER RUMBLE STRIP, MILLING CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES URBAN DOWELED CONCRETE PAVEMENT CONCRETE JOINT DETAIL FOR EXIT RAMP TERMINI CONCRETE JOINT DETAIL FOR ENTRANCE RAMP TERMINI CONCRETE PAVEMENT JOINTING CONCRETE PAVEMENT STEEL REINFORCEMENT CONCRETE PAVEMENT JOINT TYPES CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS TREE PLANTING DETAIL STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
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12A04-03 13A05-05A 13A05-05B 13C01-18 13C13-08 13C17-01A 13C17-01B 13C18-05A 13C18-05B 13C18-05C 13C18-05D 13C18-05E 14A02-01 14B15-10A 14B15-10B 14B15-10C 14B16-04A 14B16-04B	NAME PLATE (STRUCTURES) STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS SHOULDER RUMBLE STRIP, MILLING SHOULDER RUMBLE STRIP, MILLING CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES URBAN DOWELED CONCRETE PAVEMENT CONCRETE JOINT DETAIL FOR EXIT RAMP TERMINI CONCRETE JOINT DETAIL FOR EXIT RAMP TERMINI CONCRETE JOINT DETAIL FOR ENTRANCE RAMP TERMINI CONCRETE PAVEMENT JOINTING CONCRETE PAVEMENT JOINTING CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS TREE PLANTING DETAIL STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2 ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2
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12A04-03 13A05-05A 13A05-05B 13C01-18 13C13-08 13C17-01A 13C17-01B 13C18-05A 13C18-05B 13C18-05C 13C18-05D 13C18-05E 14A02-01 14B15-10A 14B15-10B 14B15-10C 14B16-04A 14B16-04B 14B24-09A 14B24-09B 14B24-09C	NAME PLATE (STRUCTURES) STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS SHOULDER RUMBLE STRIP, MILLING SHOULDER RUMBLE STRIP, MILLING CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES URBAN DOWELED CONCRETE PAVEMENT CONCRETE JOINT DETAIL FOR EXIT RAMP TERMINI CONCRETE JOINT DETAIL FOR EXIT RAMP TERMINI CONCRETE JOINT DETAIL FOR ENTRANCE RAMP TERMINI CONCRETE PAVEMENT JOINTING CONCRETE PAVEMENT JOINTING CONCRETE PAVEMENT JOINTING CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS TREE PLANTING DETAIL STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2 ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2 STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL

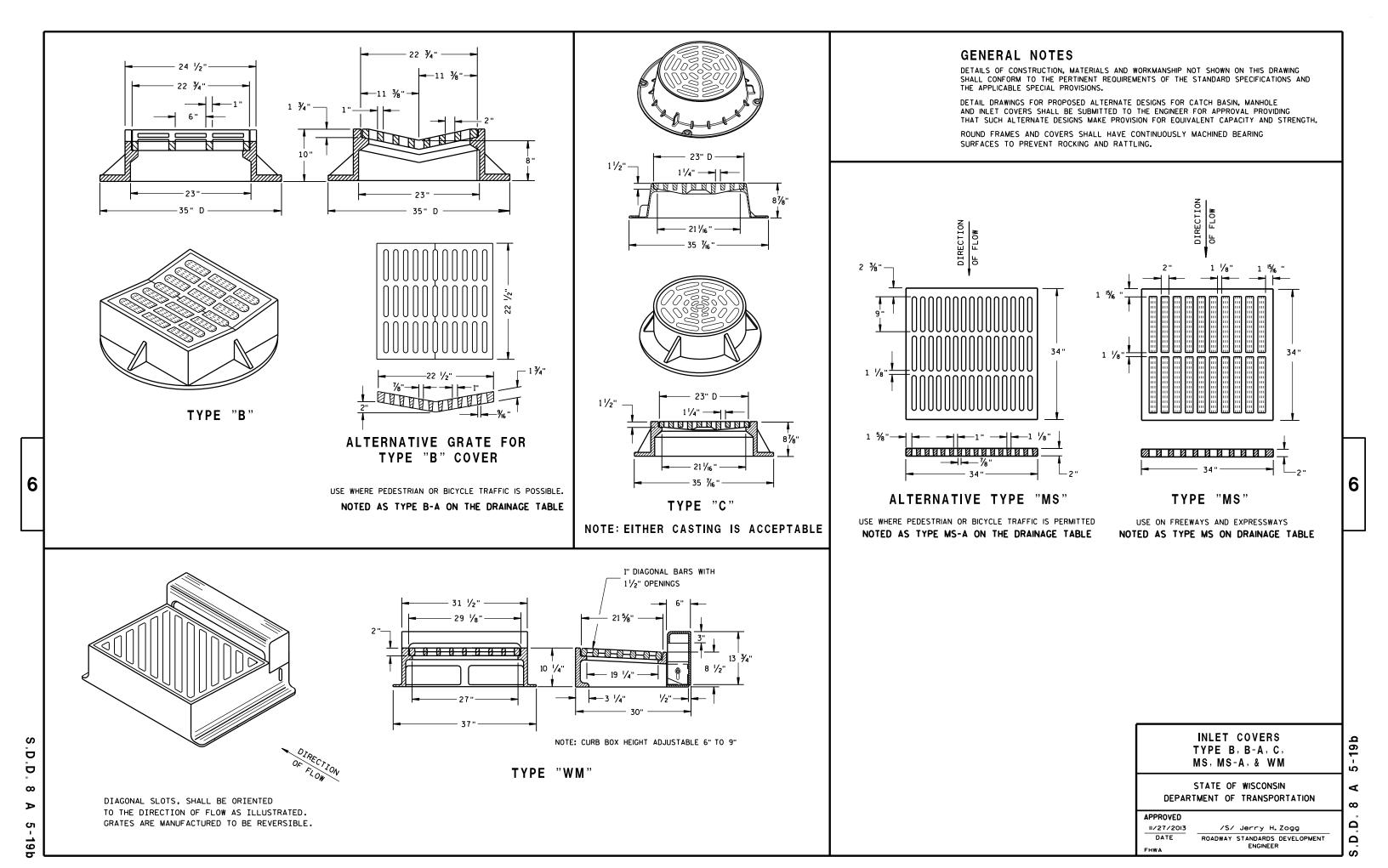
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Standard Detail Drawing List

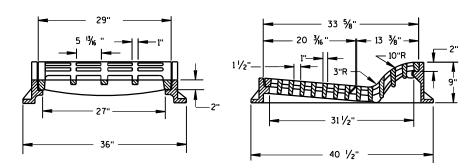
14B44-03A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-03B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-03C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B47-02A	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02B	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02C	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
15A02-09	DELINEATOR POST, DELINEATOR RÉFLECTOR AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15A04-03C	DELINEATOR POST WITH REFLECTIVE SHEETING
15A04-03D	DELINEATOR WITH REFLECTIVE SHEETING
15B03-15A	FENCE CHAIN LINK
15B03-15B	FENCE CHAIN LINK
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	BARRI CADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-14B	PAVEMENT MARKING WORDS
15C07-14C	PAVEMENT MARKING ARROWS
15C07-14D	ROUNDABOUT ARROWS
15C07-14E	PAVEMENT MARKING FOR BIKE LANES
15C08-18A	LONGITUDINAL MARKING (MAINLINE)
15C08-18B	PAVEMENT MARKING (TURN LANES)
15C09-10A	SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS
15C18-04	MEDIAN ISLAND MARKING
15C27-02B	PAVEMENT MARKING (ISLANDS)
15C29-05A	BICYCLE LANE MARKING
15C31-02A	PAVEMENT MARKING (RAMPS AND GORES)
15C31-02C	PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP
15C33-02	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D12-06A	TRAFFIC CONTROL, LANE CLOSURE
15D12-06B	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D16-03	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D20-04	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D30-03A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-03B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-03C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D34-02A	RAMP GATE SOLAR POWER
15D34-02B	RAMP GATE SOLAR POWER
15D34-02C	RAMP GATE SOLAR POWER
15D34-02D	RAMP GATE SOLAR POWER
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS

6





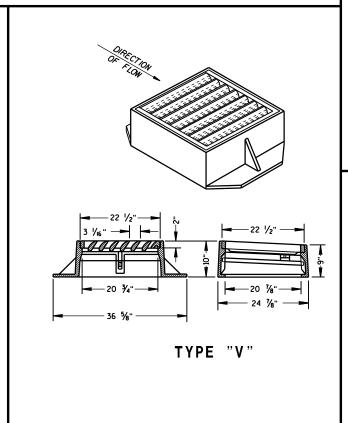
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TYPE "F"

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

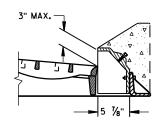
25 ½" 23 ½" 23 ½" 23 ½" 23 ½" 23 ½" 23 ½" 23 ½" 23 ½" 25 ½" 23 ½" 25 ½" 25 ½" 26 ½" 27 ½" 28 ½" 28 ½" 29 ½" 20 ½"



GENERAL NOTES

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

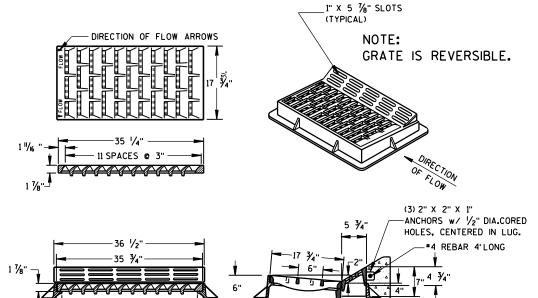
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

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

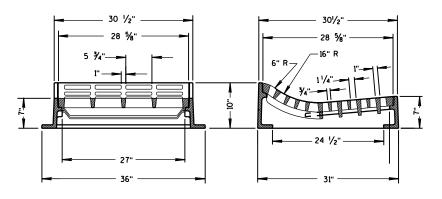
NOIE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE



TYPE "HM"

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

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



TYPE "T"

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



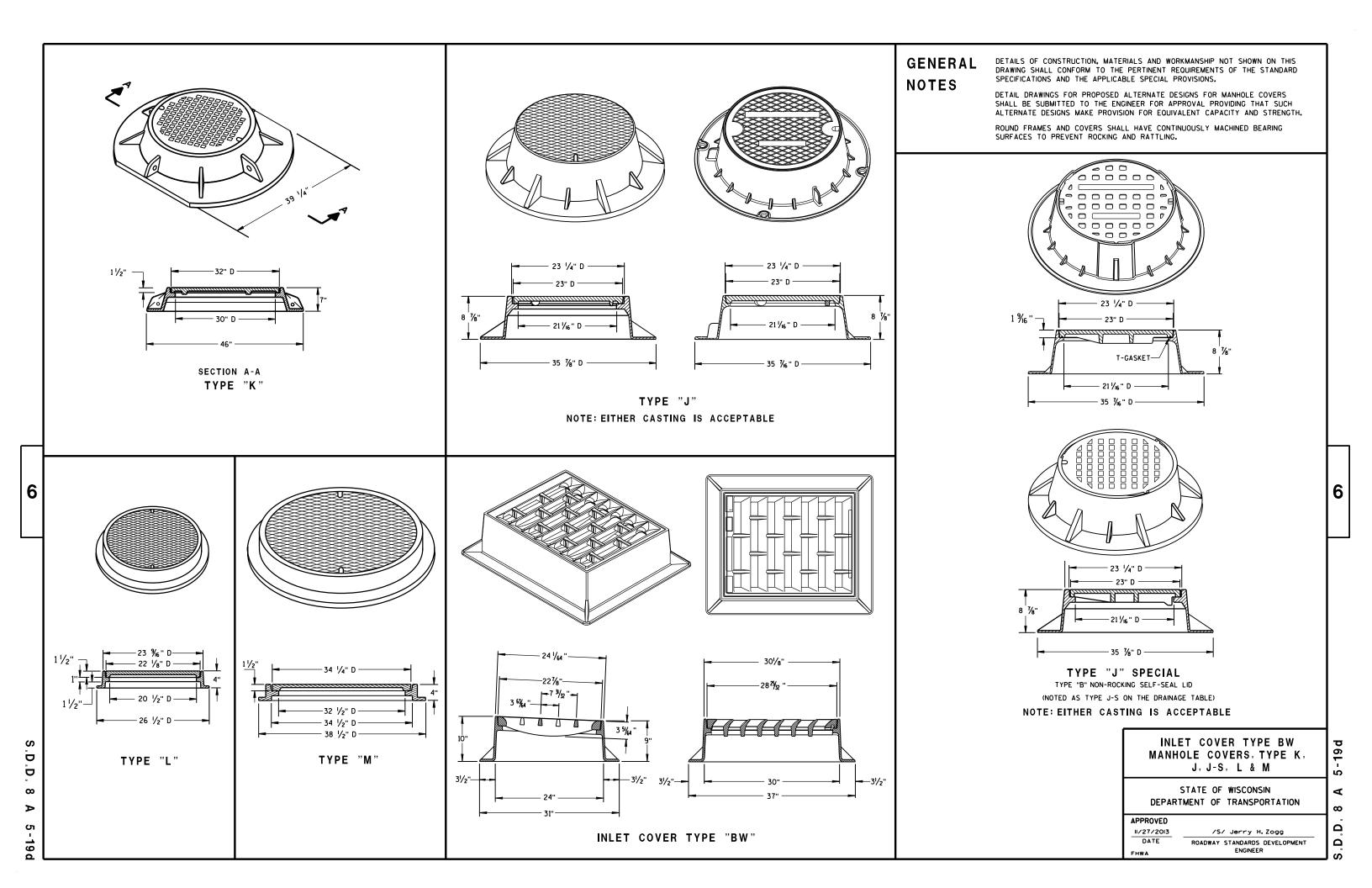
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

II/27/2013
DATE / /S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

A 5-19

D.D. 8

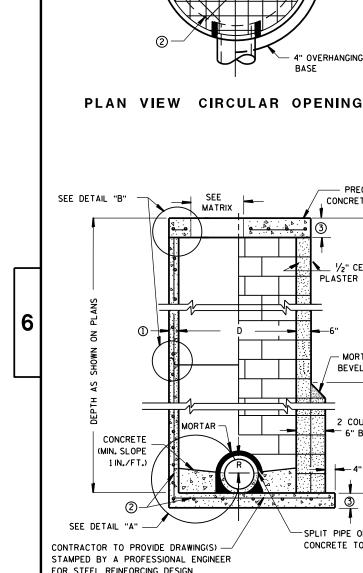


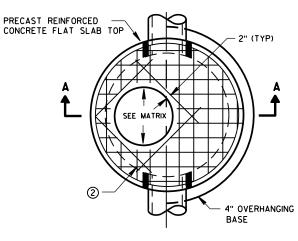


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SEE

MATRIX

SEE __ MATRIX **PRECAST** REINFORCED CONCRETE RISERS

OPTIONAL PRECAST REINFORCED CONCRETE **ECCENTRIC TOP**

PRECAST

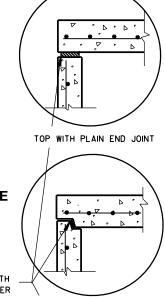
WALL

PRECAST REINFORCED

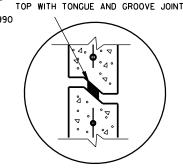
CONCRETE FLAT SLAB TOP

CONCRETE BASE 2

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

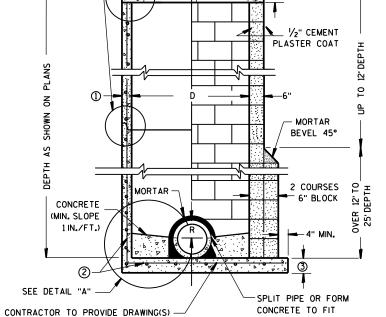


JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

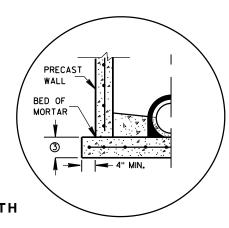


RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B'



FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES PRECAST REINFORCED CONCRETE BLOCK WITH **CONCRETE WITH** CAST-IN-PLACE OR PRECAST REINFORCED MONOLITHIC BASE

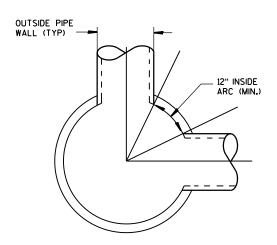


PRECAST REINFORCED

CONCRETE WITH INTEGRAL BASE OPTION

SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

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

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER. THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST 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 FOUNDATION 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.

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 1/2" 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".

- MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT. 6 INCHES FOR 5-FT, 7 INCHES O MINIMUM WALL IHICKNESS SHALL DE 4 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

MANHOLE COVER OPENING MATRIX

ĺ	MANHOLE COVER TYPE	С	ALL J'S	K	L	М
	OPENING SIZE (FT)					
	2 DIA.	×	х		Х	
ı	3 DIA.			Х		Х

PIPE MATRIX

MANHOLE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES					
SIZE	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

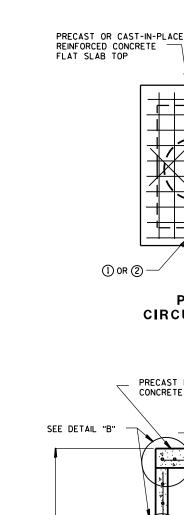
PPROVED	
Sept., 2016	/S/ Rodney Taylor
DATE	ROADWAY STANDARDS DEVE
	UNIT SUPERVISOR

ELOPMENT



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PLAN VIEW

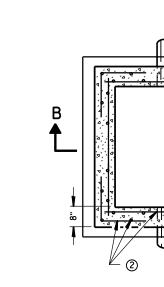
CIRCULAR OPENING

MATRIX

- MORTAR

PRECAST REINFORCED

CONCRETE FLAT SLAB TOP



4" OVERHANGING BASE

SECTION A-A

PLAN VIEW

CAST-IN-PLACE REINFORCED CONCRETE

TOP (SHOWN) OR PRECAST REINFORCED

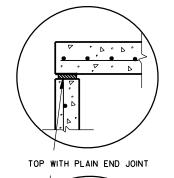
CONCRETE FLAT SLAB TOP (SEE DETAIL

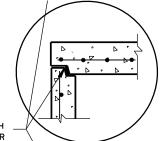
MATRIX

SECTION B-B

(TYP)

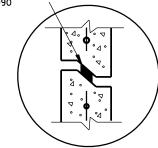
1/2" CEMENT PLASTER COAT





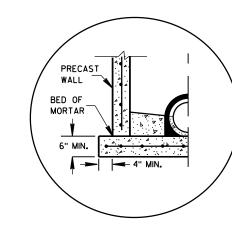
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990

TOP WITH TONGUE AND GROOVE JOINT - PRECAST REINFORCED CONCRETE FLAT SLAB TOP



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"

PRECAST REINFORCED **CONCRETE WITH** MONOLITHIC BASE

TO FIT

SPLIT PIPE OR

FORM CONCRETE

CONCRETE

MIN. SLOPE

SEE DETAIL "A"

1 IN./FT.

PRECAST REINFORCED **CONCRETE WITH** INTEGRAL BASE

REINFORCED CONCRETE

CONCRETE

MIN. SLOPE

SPLIT PIPE OR

TO FIT

FORM CONCRETE

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

SQUARE MANHOLES W/ FLAT TOP

CONSTRUCTION

JOINT

MANHOLES 3X3-FT, 4X4-FT, 5X5-FT AND 6X6-FT

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 FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

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 LINCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF $\frac{1}{2}$ INCH 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 WIDTH.

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 ASTM C 913.

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

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

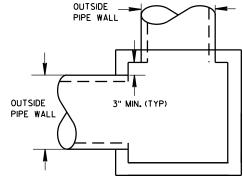
- (1) FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.
- (2) CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

MANHOLE COVER OPENING MATRIX

PIPE MATRIX

MANHOLE COVER TYPE	С	ALL J'S	K	L	М	MANHOLE	
OPENING SIZE (FT)						SIZE	141
0. 2.110 0.22							W
2 DIA.	Х	X		Х		3x3-FT	
3 DIA.			Х		Х	4X4-FT	
						5X5-FT	

MANHOLE	MAXIMUM IN DIAMET	
SIZE	WIDTH (IN)	LENGTH (IN)
3x3-FT	24	24
4X4-FT	30	30
5X5-FT	42	42
6X6-FT	54	54



MANHOLES 3X3-FT, 4X4-FT 5X5-FT AND 6X6-FT

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

PP	RO	٧E	D	

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

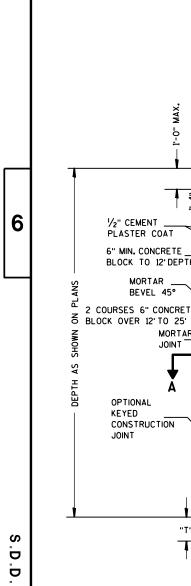
DETAIL "C"



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1/2" CEMENT

OPTIONAL

CONSTRUCTION

KEYED

JOINT

PLASTER COAT

6" MIN. CONCRETE

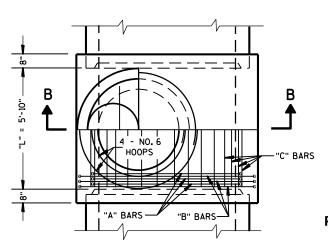
BLOCK TO 12' DEPTH

BEVEL 45° 2 COURSES 6" CONCRETE

> MORTAR JOINT -

> > "T"

MORTAR



HALF SECTION A-A

PRECAST REINFORCED CONCRETE FLAT SLAB TOP WITH ECCENTRIC

SEE DETAIL "A"

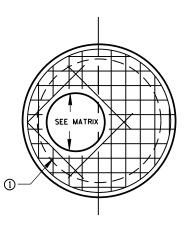
5" MIN. PRECAST

"B" BARS

"C" BARS - 9" C-C

OPENING

T MATRIX

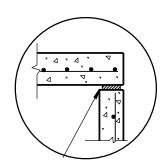


PLAN VIEW PRECAST REINFORCED CONCRETE FLAT SLAB TOP WITH ECCENTRIC OPENING

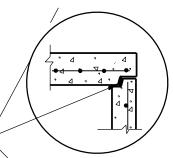
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

SEE

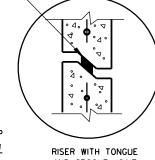
48"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



AND GROOVE JOINT

DETAIL "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.

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 4T-L", "MANHOLES 4S-M", ETC. THE VARIABLE TEE IS DENOTED BY 4T AND THE VARIABLE SPECIAL IS DENOTED BY 4S. THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE

STEPS MEETING 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 $\frac{1}{2}$ INCH 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.

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE OR CONCRETE BLOCK STRUCTURES. THE 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.

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

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

ALL PRECAST MANHOLES SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION

(1) FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE WITH AASHTO M 199.

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	U	ALL J'S	K	٦	M
OPENING SIZE (FT)					
2 DIA.	х	×		х	
3 DIA.			Х		Х

NOTES FOR MANHOLE VARIABLE SPECIAL 4-FT DIAMETER

NOTE: ALL "A", "B", AND "C" BAR STEEL REINFORCING IS THE SAME DIAMETER WHICH VARIES WITH DEPTH. NO. 5 BARS TO 20'DEPTH NO. 6 BARS OVER 20'TO 30'DEPTH NO. 7 BARS OVER 30'TO 40'DEPTH

> THE "A" AND "B" BARS MAY BE PLACED IN ONE OR TWO SEGMENTS, AND SHALL LAP 24 BAR DIAMETERS.

"C" BARS SHALL HAVE STANDARD HOOKED ENDS.

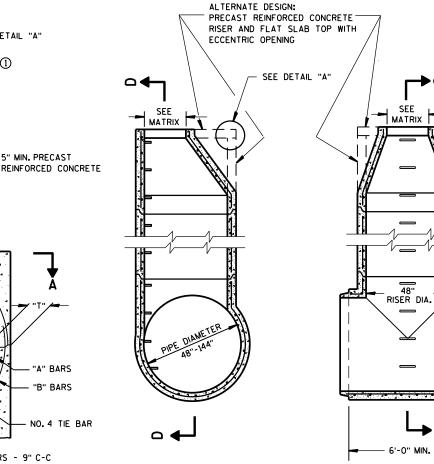
NOTE: "T" THROUGHOUT LENGTH "L" SHALL BE 13" FOR PIPE DIAMETER 48" TO 84" AND 15" FOR PIPE DIAMETER GREATER THAN 84".

MANHOLE VARIABLE TEE AND SPECIAL 4-FT DIAMETER

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED

/S/ Rodney Taylor Sept., 2016 ROADWAY STANDARDS DEVELOPMENT DATE



SECTION C-C

SECTION D-D

MANHOLE VARIABLE TEE **4-FT DIAMETER**

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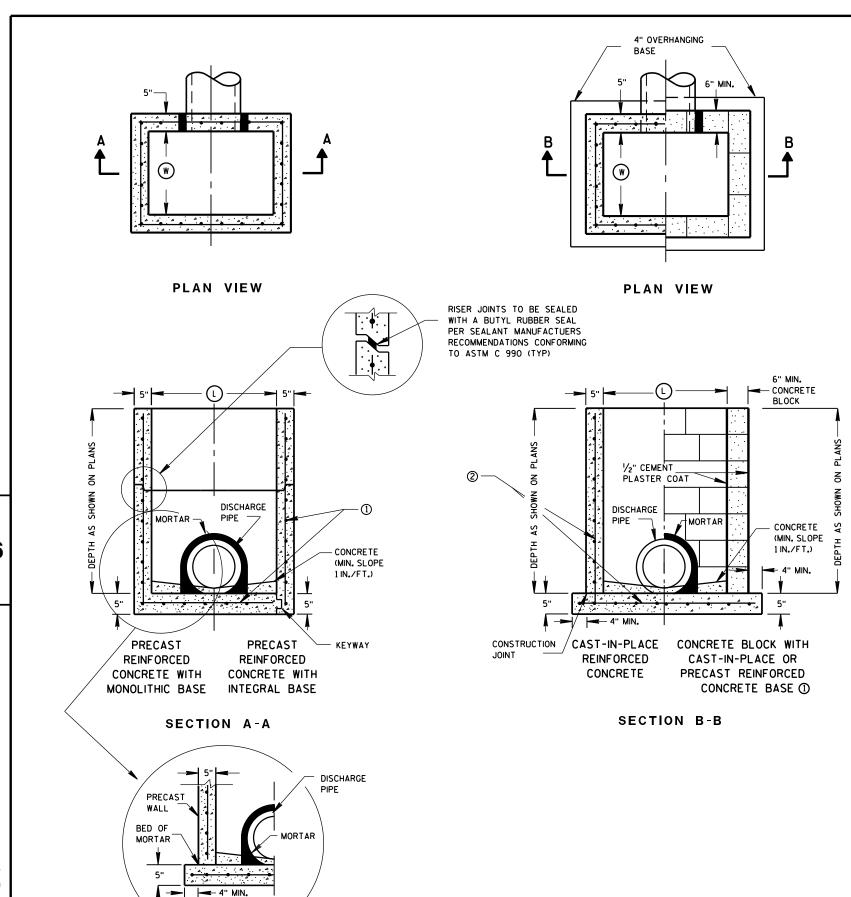
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MANHOLE VARIABLE SPECIAL **4-FT DIAMETER**

SECTION B-B

FHWA

UNIT SUPERVISOR



GENERAL NOTES

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

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

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

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

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

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

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

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

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED.

OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

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

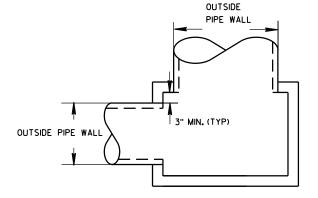
- ① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.
- ② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	Т	٧	WM
	WIDTH (V) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	х	Х				Х		х	
2X2.5-FT	2	2.5			Х			Х	Х	Х	Х
2X3-FT	2	3					Х				
2.5X3-FT	2.5	3				Х					

PIPE MATRIX

	MAXIMUM INSIDE PIPE DIAMETER					
INLET SIZE	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

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APPROVED

Sept., 2016

DATE

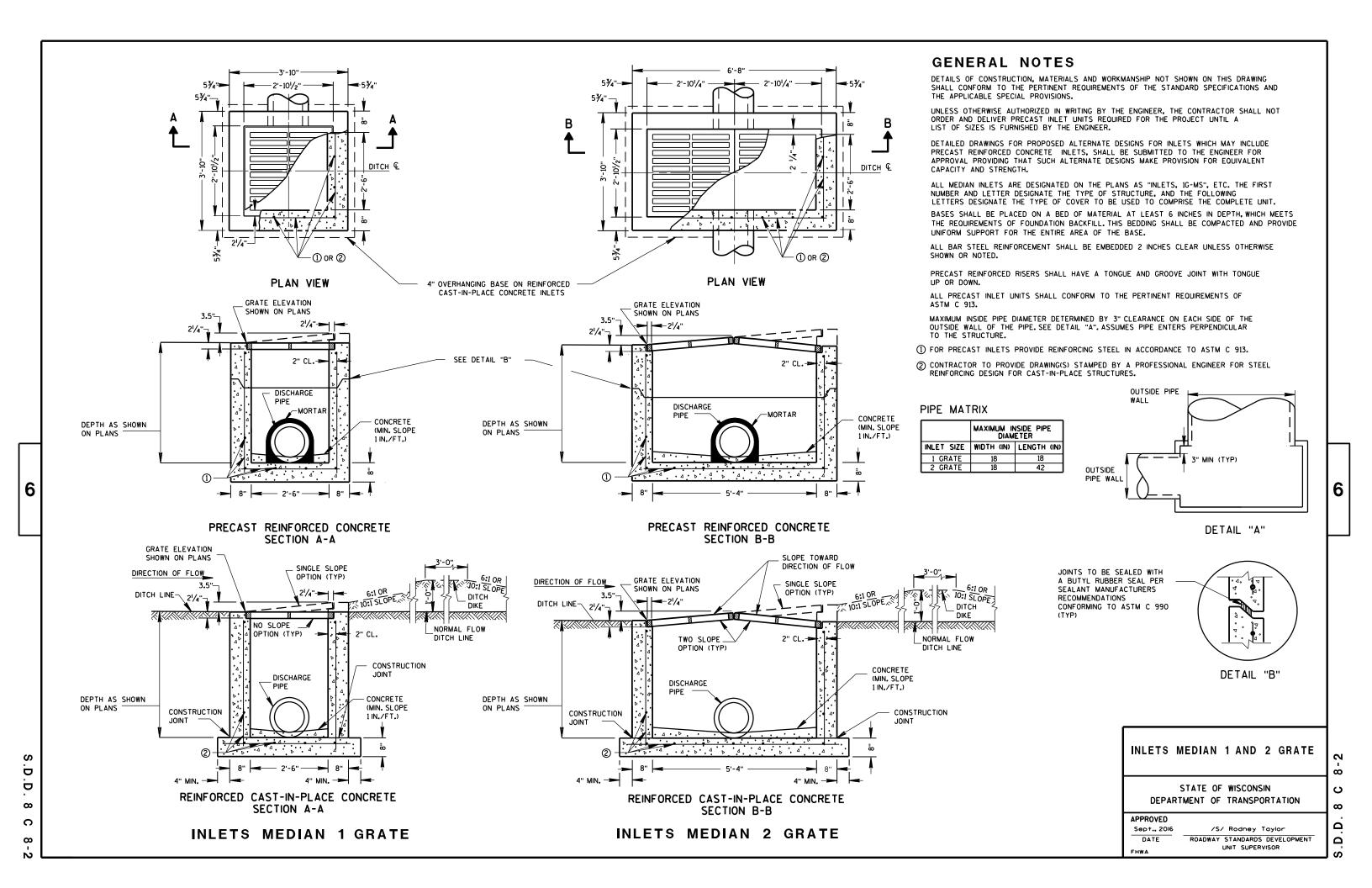
ROADWAY STANDARDS DEVELOPMENT

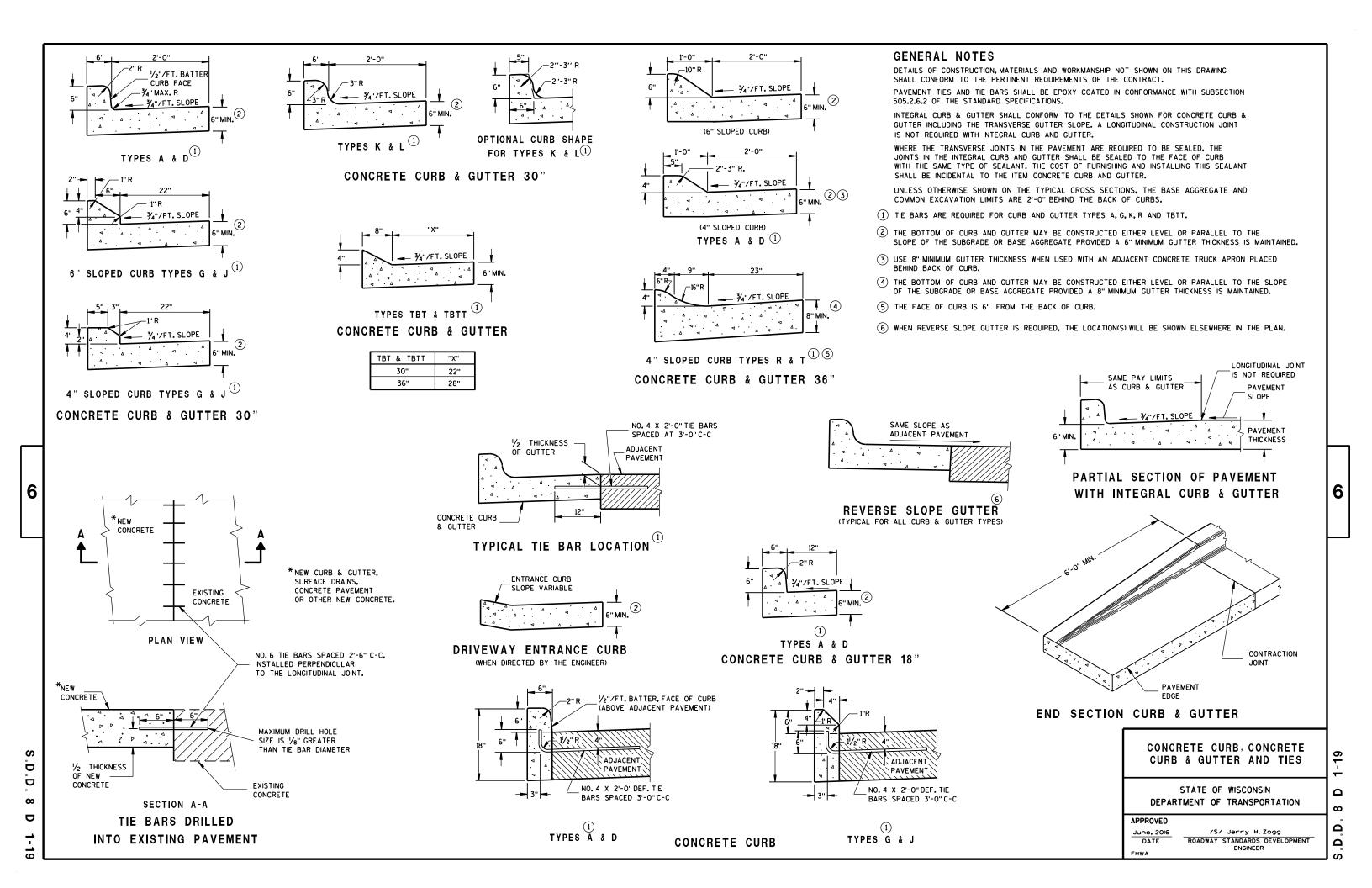
UNIT SUPERVISOR

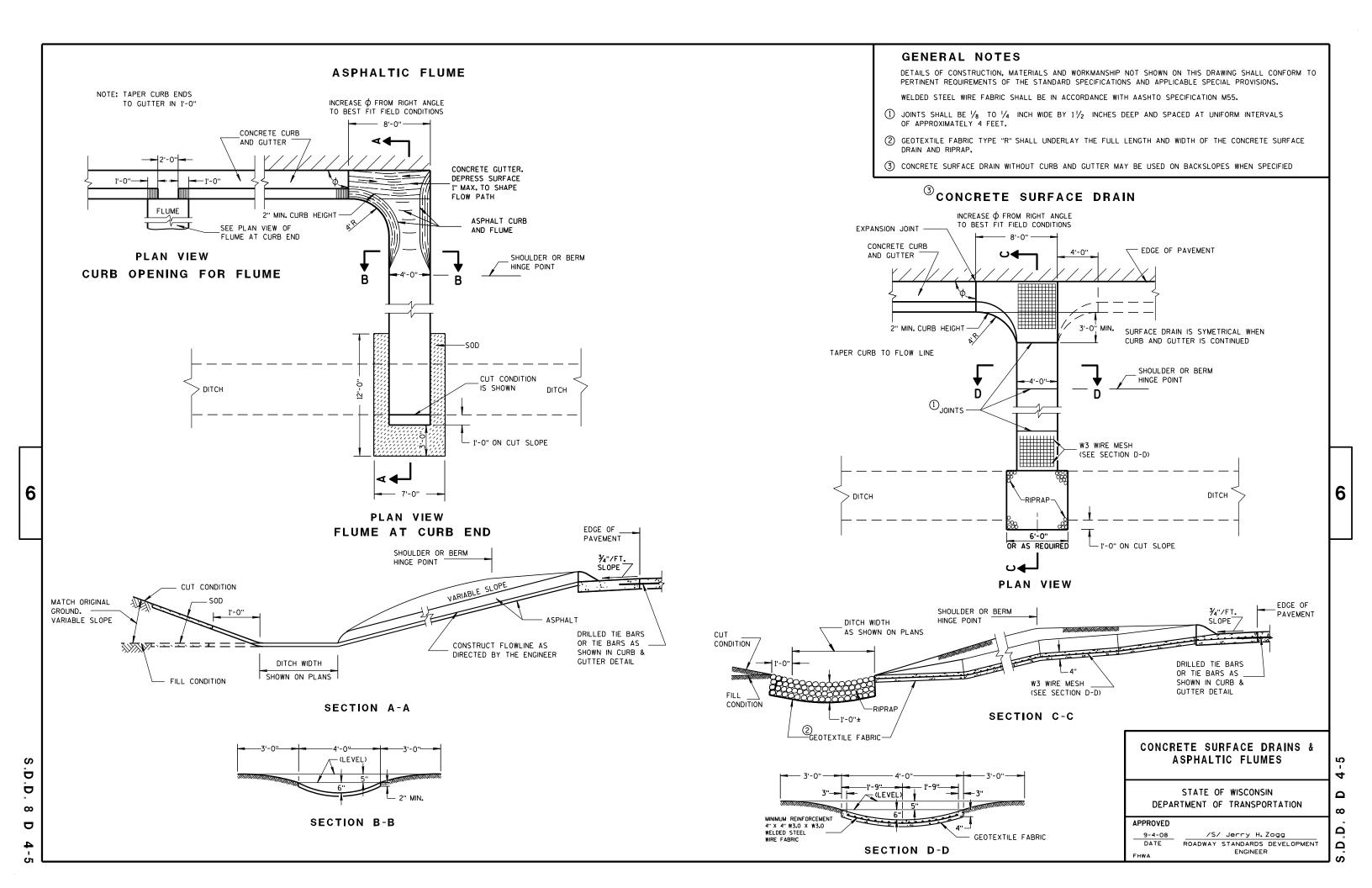
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

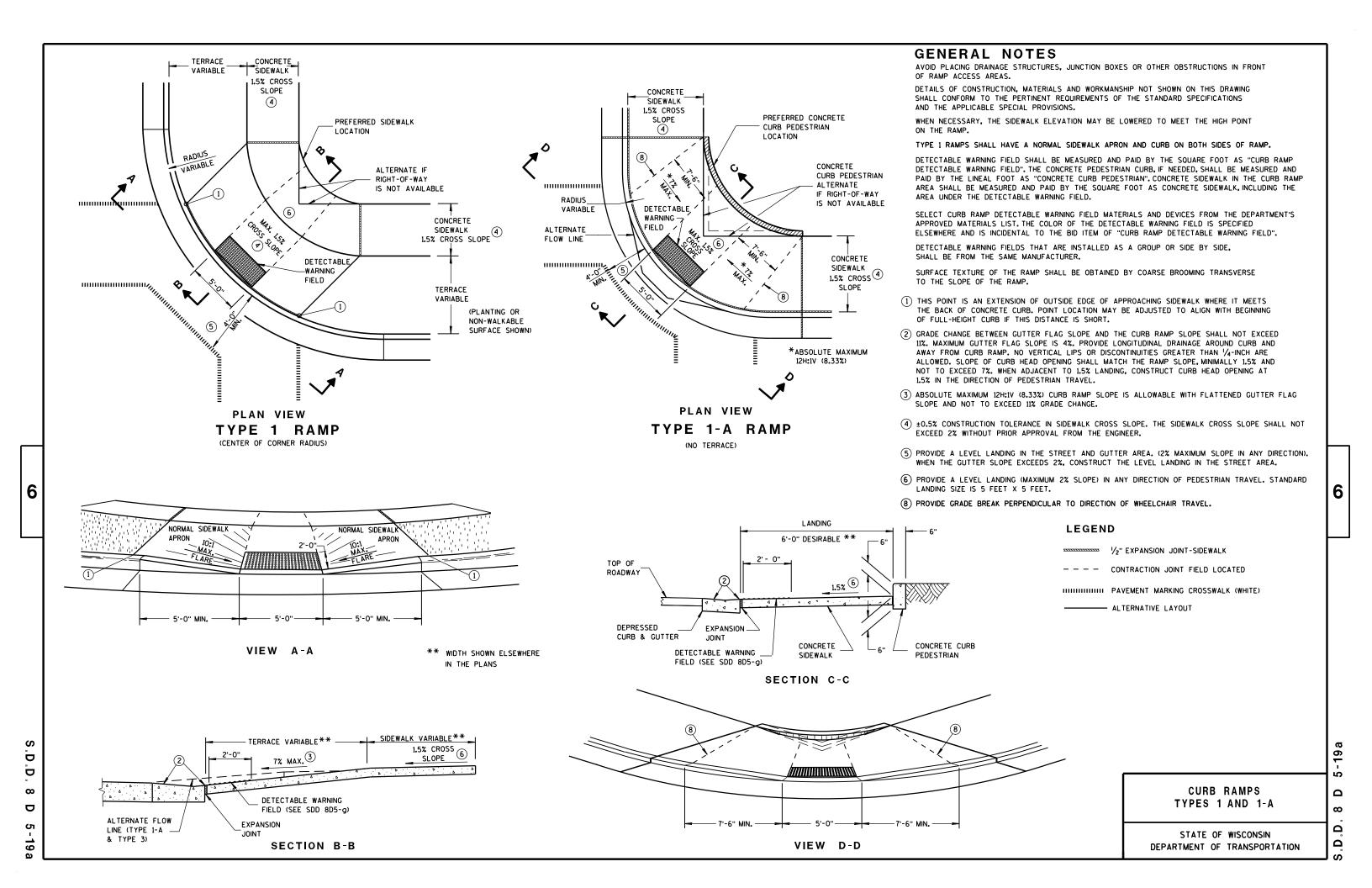
SEPARATE PRECAST REINFORCED

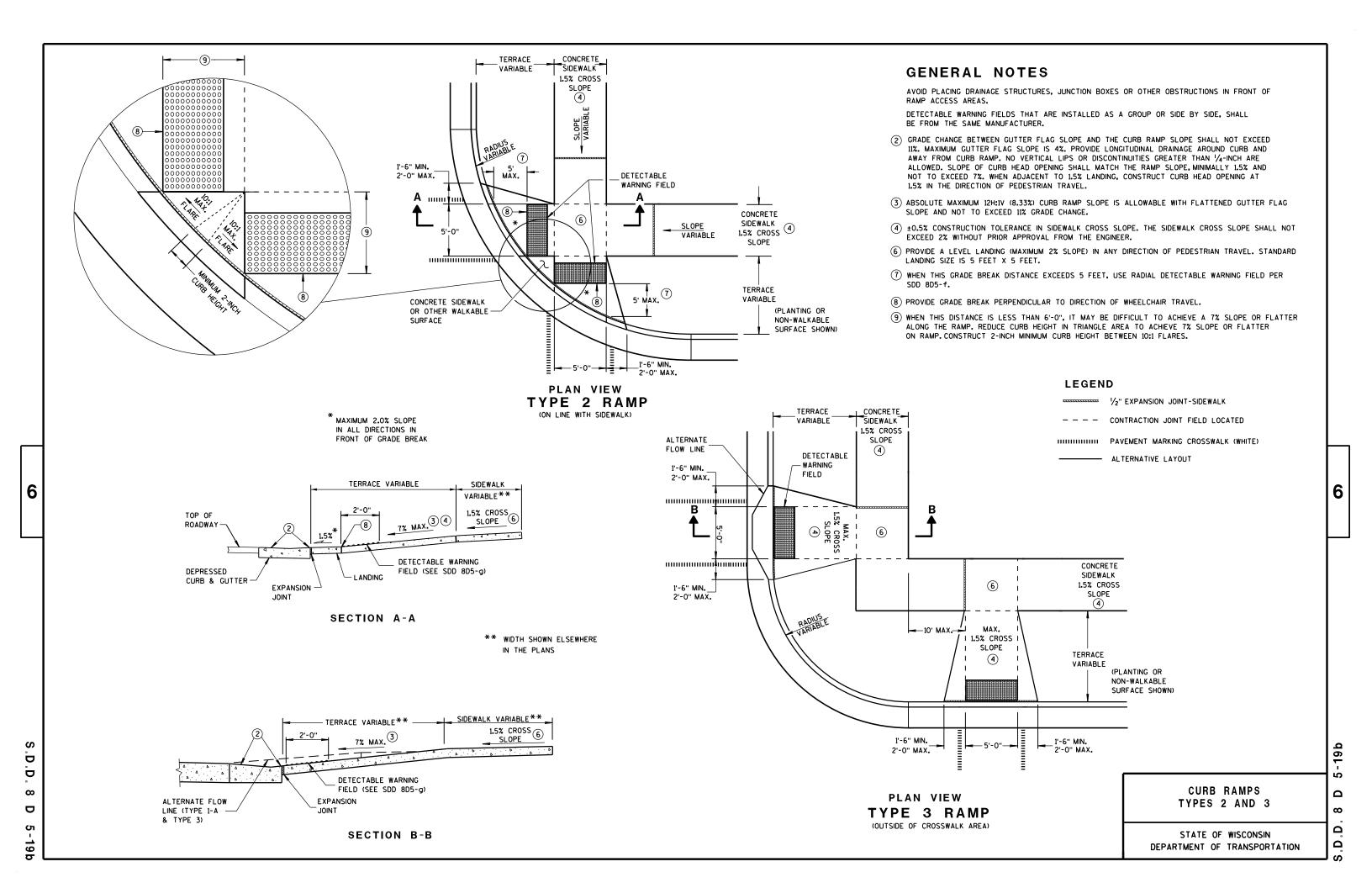
CONCRETE BASE OPTION

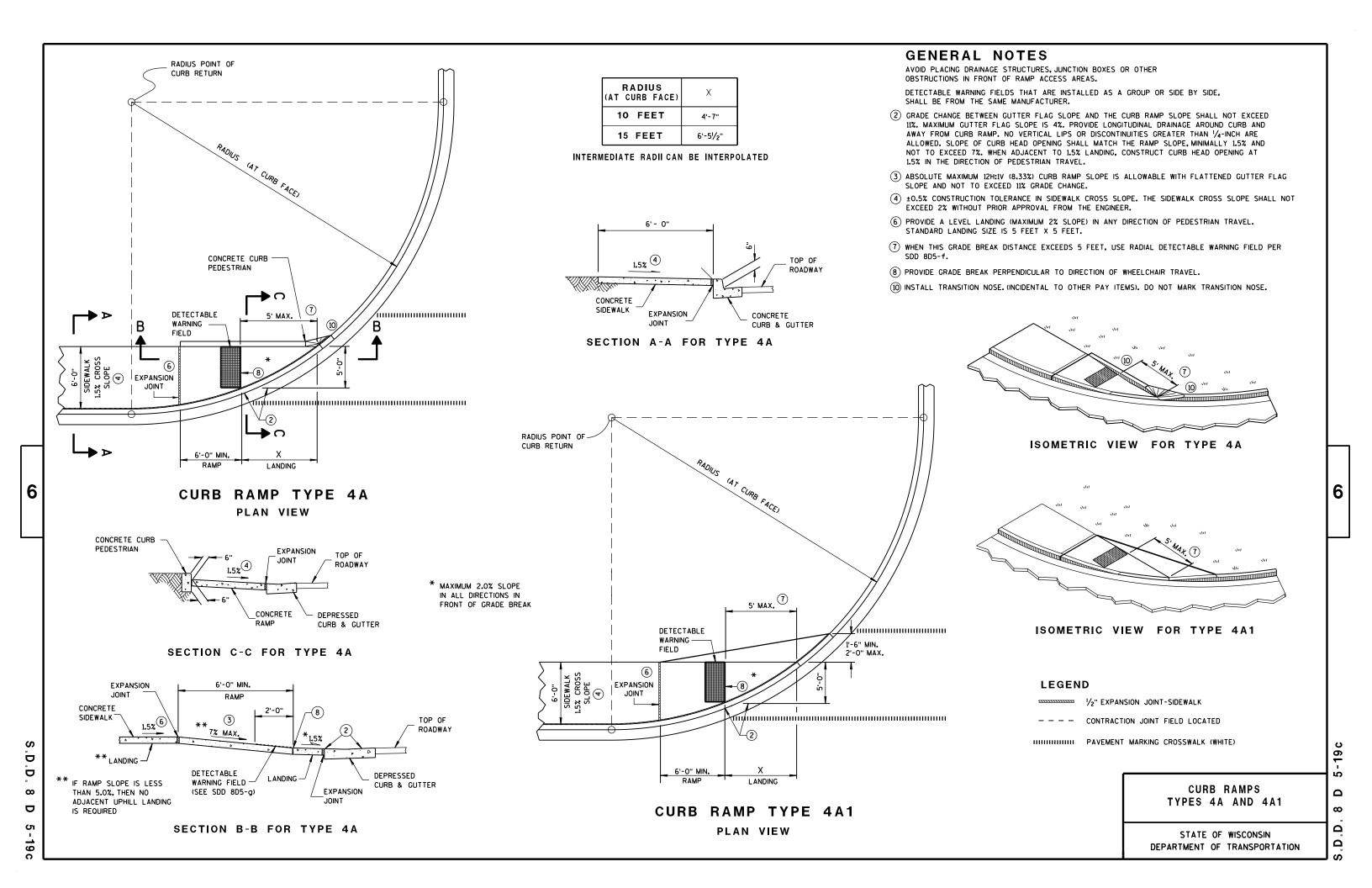


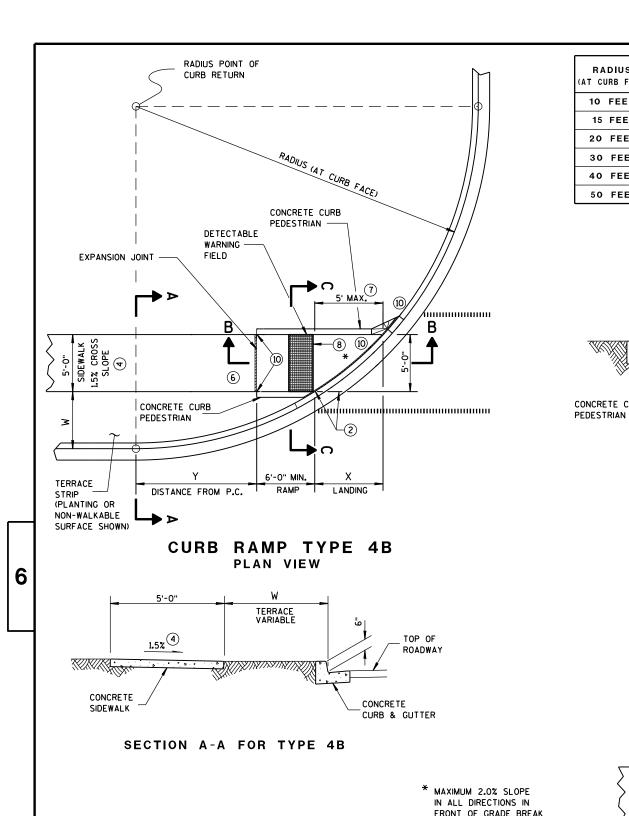












6'-0" MIN.

RAME

7% MAX.3

DETECTABLE

(SEE SDD 8D5-g)

SECTION B-B FOR TYPE 4B

WARNING

FIELD

EXPANSION

** LANDING

JOINT

F IF RAMP SLOPE IS LESS

ADJACENT UPHILL LANDING

THAN 5.0%, THEN NO

IS REQUIRED

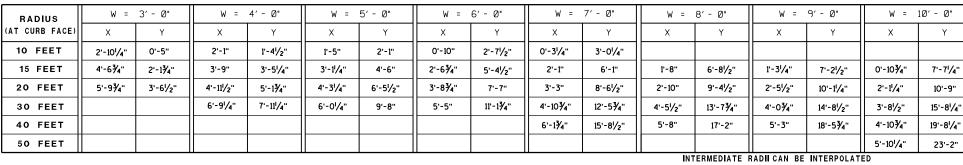
CONCRETE SIDEWALK

O D

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D

19 d



GENERAL NOTES

5'-0" RAMP

VARIES

0 TO 6"

<u>1.5%</u>

SECTION C-C FOR TYPE 4B

CONCRETE CURB

TOP OF

DEPRESSED

CURB &

GUTTER

EXPANSION

ROADWAY

TERRACE STRIP

VARIES O TO W

CONCRETE

CURB & GUTTER

ROADWAY

DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH

6

-19

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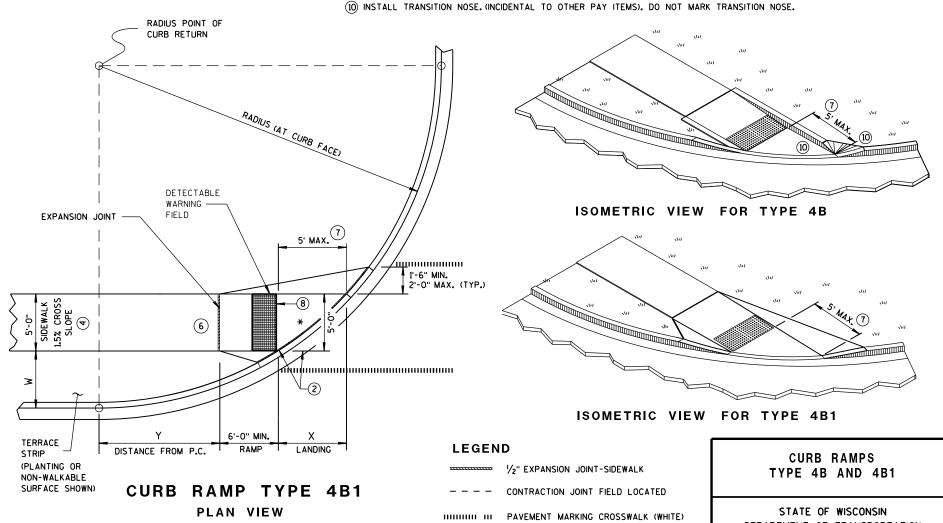
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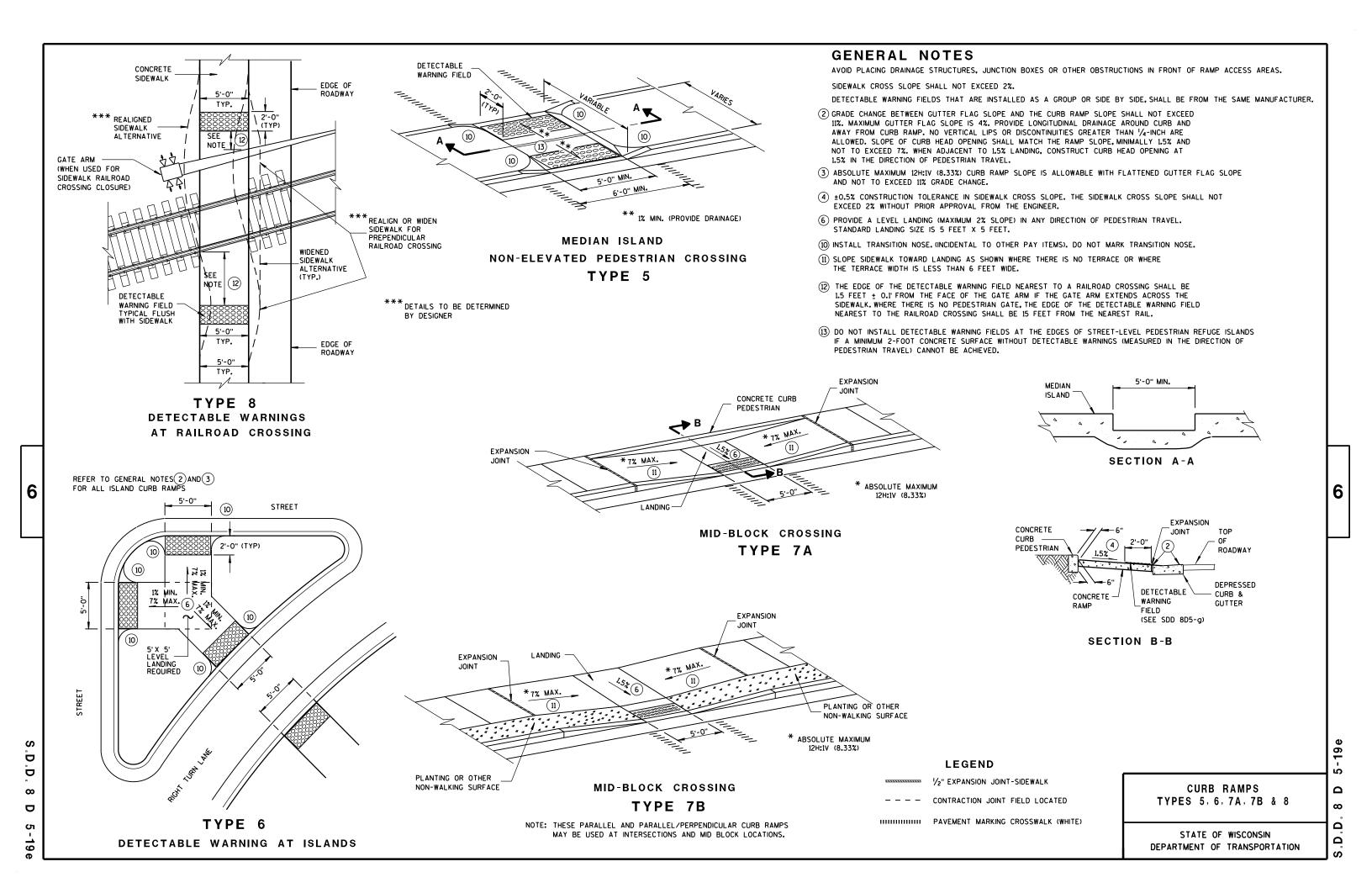
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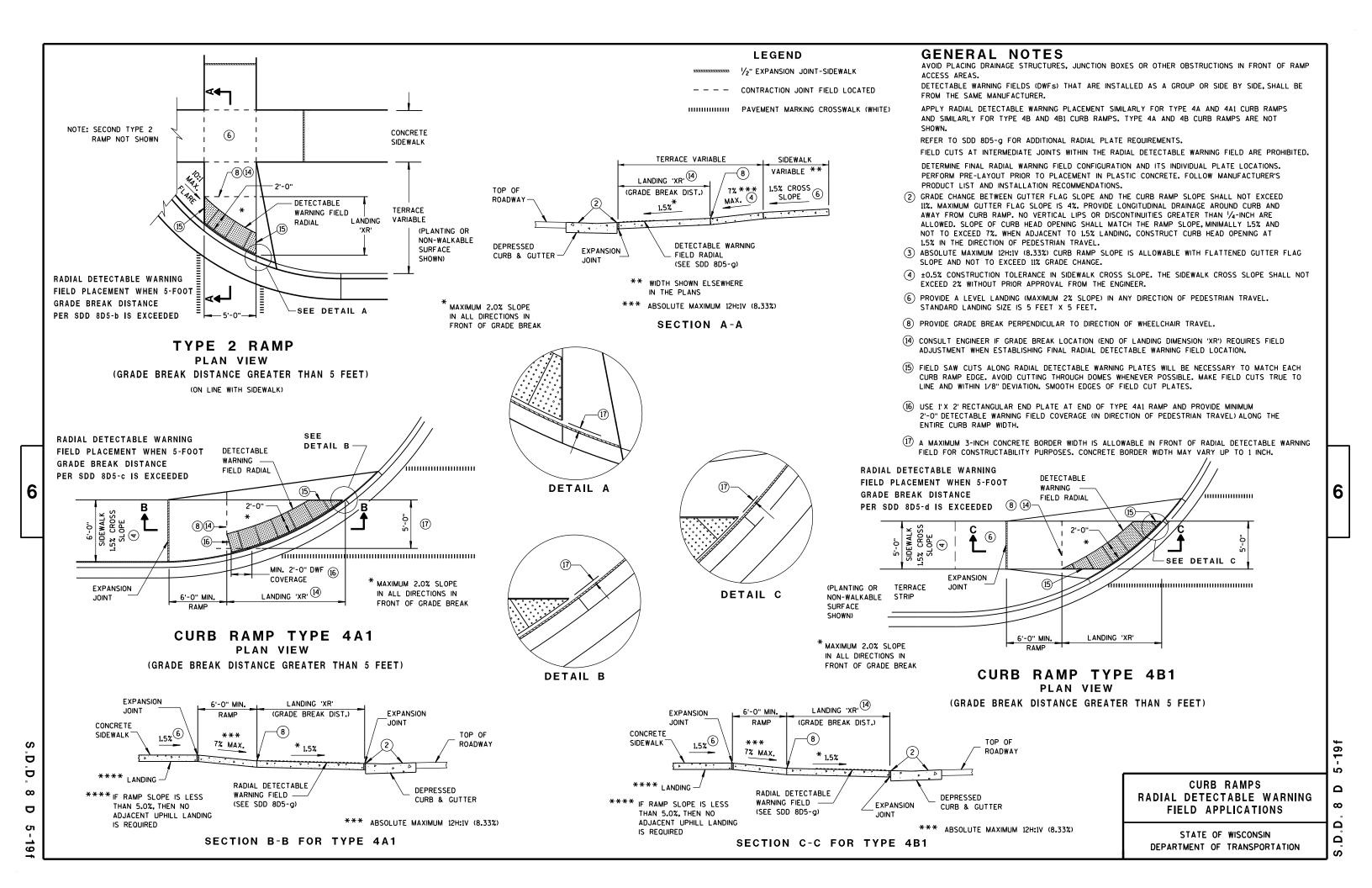
DEPARTMENT OF TRANSPORTATION

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 LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- (3) 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.
- (7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- 8 PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.







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A B	RAN	(a)
A		(B

PLAN VIEW

00 C	
ELEVATION	VIEW

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

MIN.

1.6"

0.65"

В

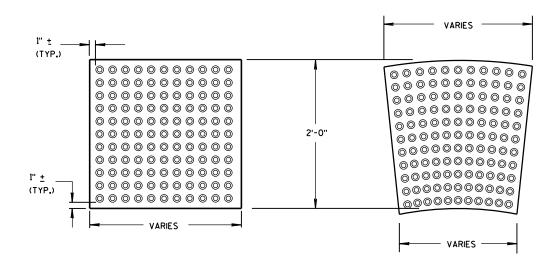
MAX

2.4"

1.5"

1.4"

TRUNCATED DOMES DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR **PLATES**

RADIAL **PLATES**

DETECTABLE WARNING FIELDS (TYPICAL)

PLAN VIEW

GENERAL NOTES

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

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

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

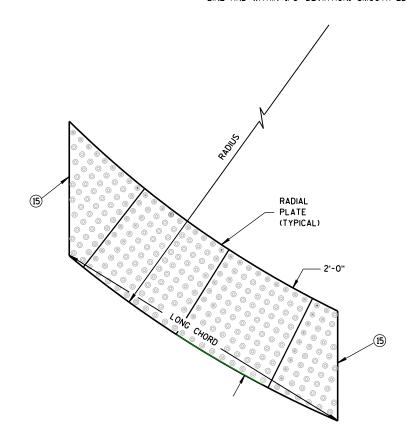
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.



RADIAL DETECTABLE **WARNING FIELD ATTRIBUTES**

CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

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STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED	

/S/ Rodney Taylor ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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.

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.



WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF **EROSION BALES / TEMPORARY** DITCH CHECKS

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02 /S/ Beth Connestro
CHIEF ROADWAY DEVELOPMENT ENGINEER

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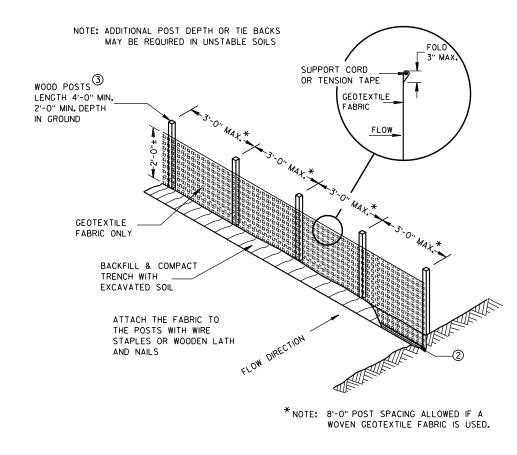
TYPICAL APPLICATION OF SILT FENCE

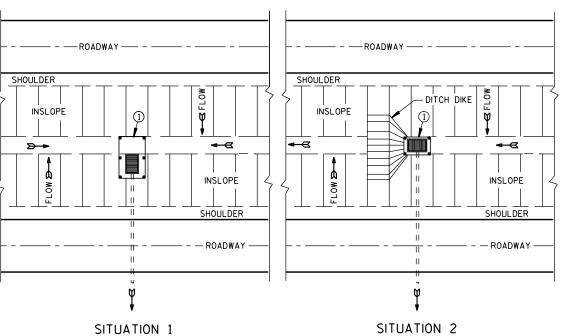
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b

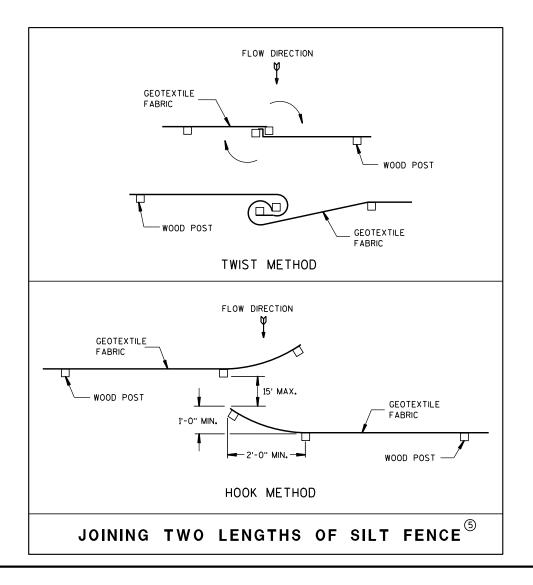
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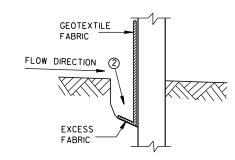
PLAN VIEW SILT FENCE AT MEDIAN SURFACE DRAINS



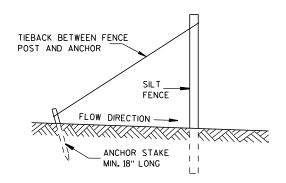
GENERAL NOTES

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

- \bigcirc 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 11/8" X 11/8" OF OAK OR HICKORY.
- 4) SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
- (5) CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.

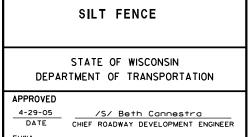


TRENCH DETAIL



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)



SILT FENCE

S.D.D. 8 E 9-6





INLET PROTECTION, TYPE A

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

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

- 1) FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.
- (2) FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.
- (3) FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION TYPE A, B, C, AND D

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED

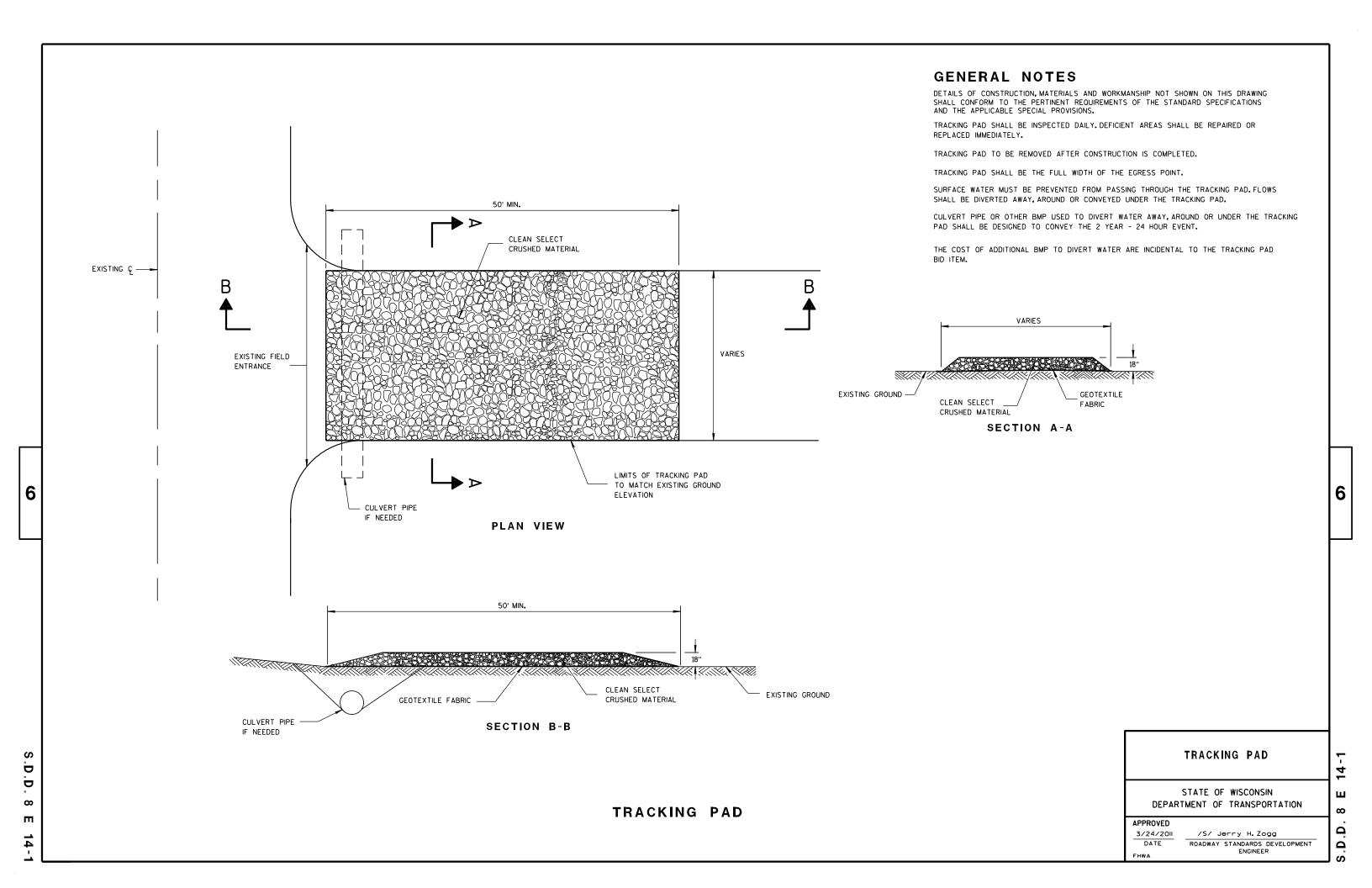
10/16/02

/S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER 6

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PIPE	MIN. 1	THICK.			DIMENS	SIONS (I	nches)			APPROX.	
DIA.	(Incl		A	В	Н	L	Γį	L ₂	W	SLOPE	BODY
(IN.)	STEEL	ALUM.	(±1")	(MAX.)	(±1")	(±1 ½")	①	0	(±2")	320.2	
12	.064	.060	6	6	6	21	12	171/2	24	2½+o 1	1Pc.
15	.064	.060	7	8	6	26	14	213/4	30	2½to 1	1Pc.
18	.064	.060	8	10	6	31	15	281/4	36	21/2+o 1	1Pc.
21	.064	.060	9	12	6	36	18	295/8	42	21/2+o 1	1Pc.
24	.064	.075	10	13	6	41	18	371/4	48	21/2+o 1	1Pc.
30	.079	.075	12	16	8	51	18	521/4	60	21/2+0 1	1Pc.
36	.079	. 105	14	19	9	60	24	59¾	72	21/2+o 1	2 Pc.
42	.109	.105	16	22	11	69	24	75%	84	21/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 ¹ / ₄ +o 1	3 Pc.
54	.109	.105	18	30	12	84	30	851/2	102	2 ¹ / ₄ †o 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	11/2+0 1	3 Pc.
84	.109×	.105×	18	45	12	87	_	_	138	11/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	_	_	144	11/2+0 1	3 Pc.
96	.109×	.105×	18	35	12	87	_	_	150	1/2+0 1	3 Pc.

	RE	INFORC	ED C	ONCRET	E APRO	N E	NDWAL	.LS
PIPE			DIM	ENSIONS	(Inches)			APPROX.
DIA.	T	A	В	С	D	Ε	G	SLOPE
12	2	4	24	48 1/8	721/8	24	2	3 to 1
15	21/4	6	27	46	73	30	21/4	3 to 1
18	21/2	9	27	46	73	36	21/2	3 to 1
21	23/4	9	36	371/2	731/2	42	23/4	3 to 1
24	3	91/2	431/2	30	731/2	48	3	3 to 1
27	31/4	101/2	491/2	24	731/2	54	31/4	3 to 1
30	$3\frac{1}{2}$	12	54	193/4	731/2	60	31/2	3 to 1
36	4	15	63	34¾	97¾	72	4	3 to 1
42	$4\frac{1}{2}$	21	63	35	98	78	41/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	51/2		65	**************************************	8 ¹ / ₄ - 100	90	51/2	2% to 1
60	6	* * * 30-35	60	39	99	96	5	2 to 1
66	61/2	* * * 24-30	* * * 72-78	* * * 21-27	99	102	51/2	2 to 1
72	7	* ** 24-36	78	21	99	108	6	2 to 1
78	71/2	* ** 24-36	78	21	99	114	61/2	2 to 1
84	8	36	901/2	21	1111/2	120	61/2	1½+o 1
90	81/2	41	871/2	24	1111/2	132	61/2	11/2+0 1

THREADED %6" DIA. ROD CONNECTOR AROUND CULVERT & THROUGH TANK TYPE CONNECTOR LUG LUG OR ALTERNATE CONNECTOR STRAP (SEE DETAIL) MEASURED LENGTH OF CULVERT TYPE 1 FOR 12" THRU 24" CORR. PIPE







NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL.

CORRUGATED PIPE. FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5

DIMPLED BAND MAY BE USED WITH HELICALLY

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.

1" WIDE, 12 GA. (0.109" THICK) GALVANIZED STRAP WITH STANDARD 6" X 1/2" BAND BOLT AND NUT ALTERNATE FOR TYPE 1 CONNECTION END SECTION CONNECTOR STRAP

* EXCEPT CENTER PANEL SEE GENERAL NOTES





SHOULDER

SLOPE



SIDE ELEVATION METAL ENDWALLS



**MAXIMUM





CONCRETE ENDWALLS

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

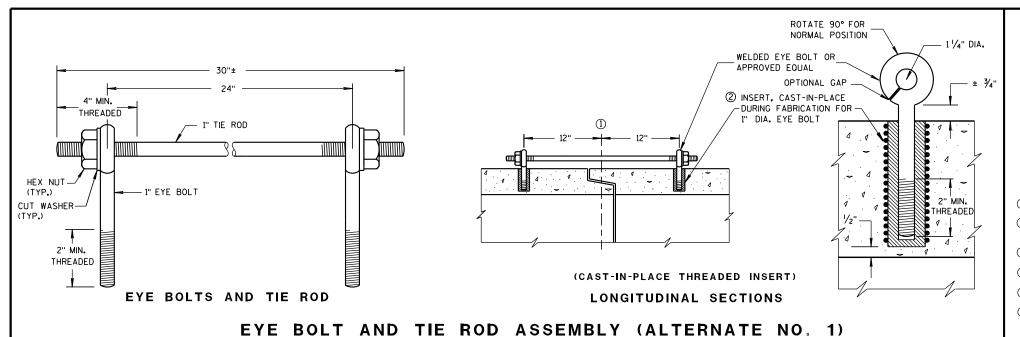
LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES. THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. 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.



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



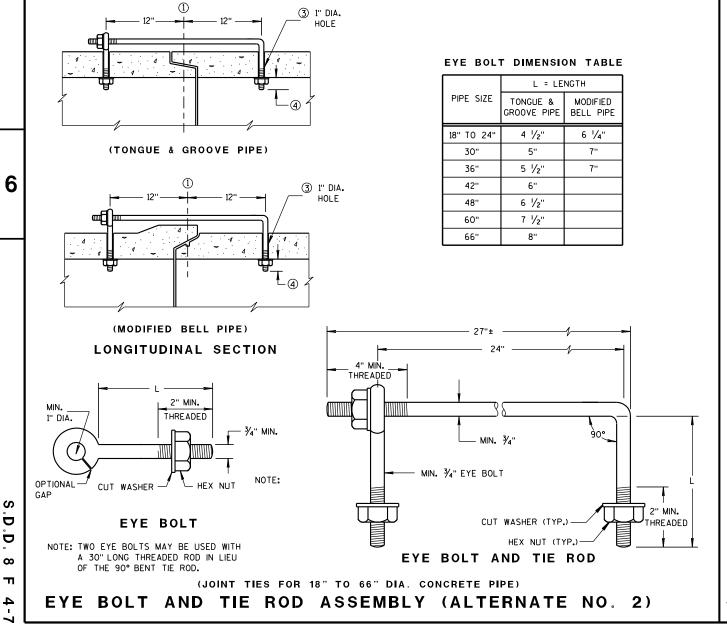
DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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.

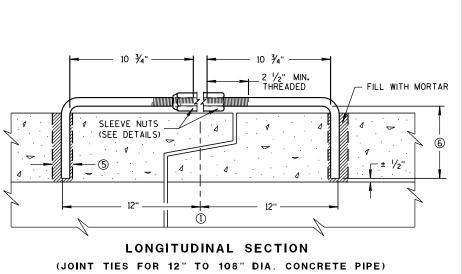
DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

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

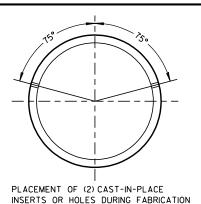
- (1) & OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.
- THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE
- ${\mathfrak S}$ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ${\mathfrak L}$ OF TONGUE AND GROOVE.
- 4 BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.
- (5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.
- ⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN $rac{1}{2}$ INCH OF THE INNER SURFACE OF THE PIPE.



ADJUSTABLE TIE ROD TABLE 5/8 5 12-60 3/4 5 1/2 3/4 90-108 DIMENSIONS SHOWN ARE IN INCHES **TAPERED** PLAIN RIGHT AND LEFT THREADS **SLEEVE NUTS** 2 1/2" MIN. THREADED

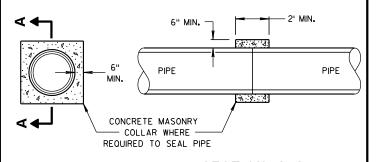


ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

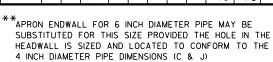
CONCRETE COLLAR DETAIL

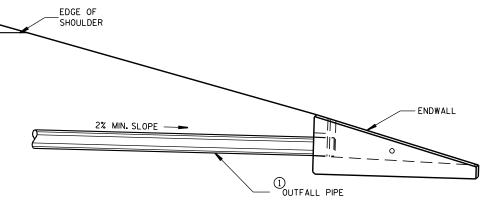
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

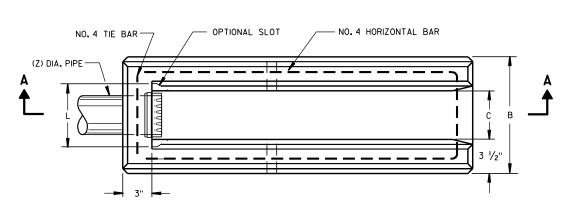
6/5/2012 /S/ Jerry H. Zogg DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER

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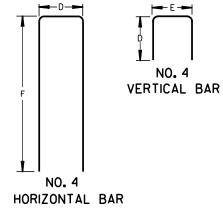




INSTALLATION DETAIL



PLAN VIEW



BAR STEEL REINFORCEMENT DETAILS

NO. 4 VERTICAL BAR

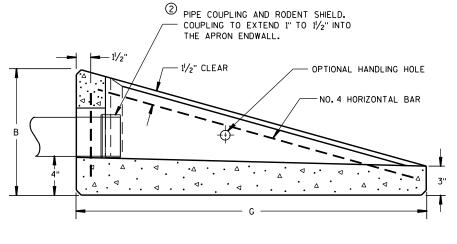
(C) DIA HOLF

FOR DRAIN PIPE

_€ HOLE FOR DRAIN PIPE

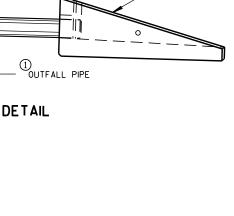
END VIEW

HORIZONTAL BAR



SECTION A-A

CONCRETE APRON ENDWALL FOR UNDERDRAIN



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.

ALTERNATIVE DESIGNS WHICH PROVIDE EQUIVALENT CAPACITY AND STRENGTH MAY BE USED WHEN APPROVED BY THE ENGINEER. ENDWALL MAY BE EITHER PRECAST OR CAST-IN-PLACE CONCRETE.

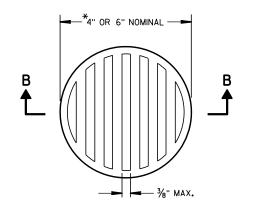
THE UNDERDRAIN PIPE SHALL BE FULLY INSERTED AND SEALED INTO THE ENDWALL WITH CEMENT MORTAR PRIOR TO BACKFILLING AROUND THE STRUCTURE.

THE UPPERMOST POINT OF THE ENDWALL SHALL BE PLACED FLUSH WITH THE ROADWAY SLOPE. ADJACENT EMBANKMENT SLOPES SHALL BE SHAPED TO FIT THE SIDES AND TOE OF THE ENDWALL. EXACT PLACEMENT OF THE OUTFALL PIPE AND ENDWALL SHALL BE DETERMINED BY THE ENGINEER TO MATCH THE ELEVATIONS AND FLOW DIRECTION OF THE ROADSIDE DITCH.

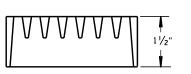
(1) THE OUTFALL PIPE UNDERDRAIN AND FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIFICATION FOR POLY (VINYL CHORIDE) (PVC) PLASTIC DRAIN, WASTE AND VENT PIPE AND FITTINGS, ASTM DESIGNATION: D 2665, SCHEDULE 40 PVC OR THE STANDARD SPECIFICATION FOR TYPE PSM POLY (VINYL CHORIDE) (PVC) SEWER PIPE AND FITTINGS, ASTM DESIGNATION: D 3034, TYPE PSM SDR 23.5 PVC SEWER PIPE, ALL JOINTS SHALL BE SOLVENT WELDED.

THE OUTFALL PIPE INCLUDING ALL FITTINGS AND THE RODENT SHIELD SHALL BE MEASURED AND PAID FOR AS PIPE UNDERDRAIN UNPERFORATED.

(2) THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER, A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL



NOTE: ORIENT SHIELD SO SLOTS ARE VERTICAL.



SECTION B-B

² RODENT SHIELD

*NOTE: DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.

REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED 3/10/98 /S/ Rory L. Rhinesmith

CHIEF ROADWAY DEVELOPMENT ENGINEER

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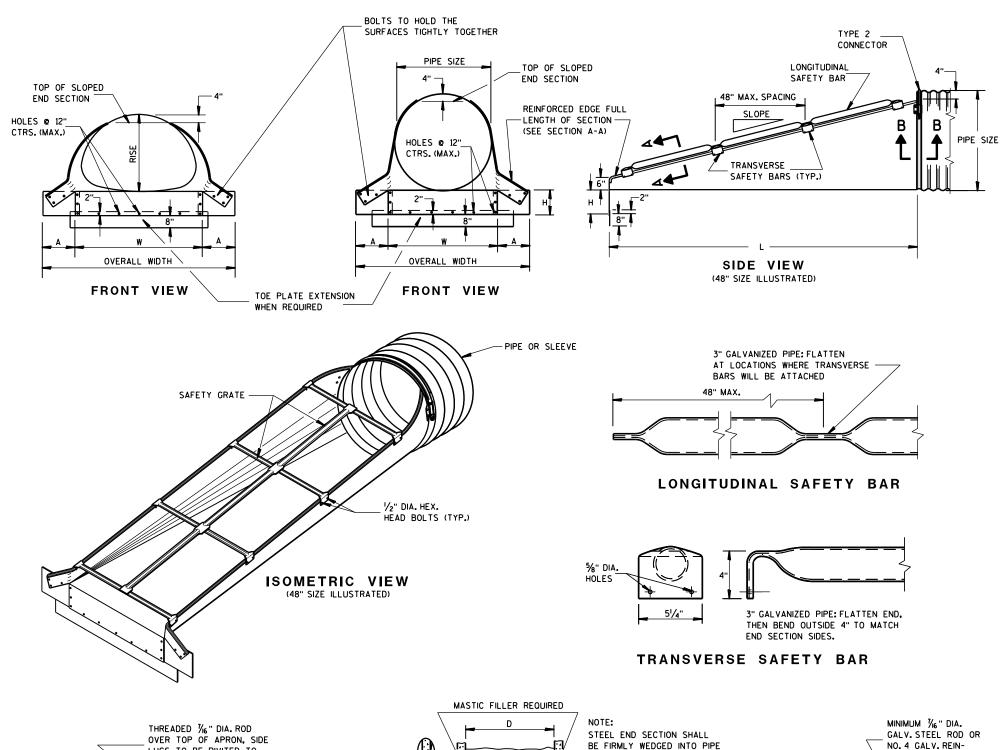


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GENERAL NOTES

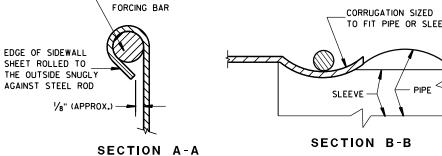
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

SAFETY GRATES SHALL BE FABRICATED FROM 3-INCH DIAMETER GALVANIZED PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL. THE LONGITUDINAL BAR SHALL BE WELDED TO THE TRANSVERSE BARS WHERE THE BARS CROSS. THE NUMBER OF TRANSVERSE BARS REQUIRED WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

SLOPED STEEL ENDWALLS LOCATED AT THE ENDS OF CONCRETE CULVERT PIPE SHALL BE FURNISHED WITH STEEL ADAPTER SLEEVES.

	s	TEEL				'ALLS F S DRAI		ULVER	Т	
PIPE	MIN.	THICK.	D	IMENSIO	NS (Inc	:hes)		L DIME	NSIONS	
DIA. (IN.)	IN.	GAGE	A	н	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
36	.109	12	12	9	42	66	4:1	104	6:1	156
42	.109	12	16	12	48	80	4:1	128	6:1	192
48	.109	12	16	12	54	86	4:1	152	6:1	228
54	.109	12	16	12	60	92	4:1	176	6:1	264
60	.109	12	16	12	66	98	4:1	200	6:1	300

EQUIV.	INC	HES	MIN.	THICK.	D	IMENSIO	NS (Inc	:hes)		L DIMEI	NSIONS	
DIA. (IN.)	SPAN	RISE	IN.	GAGE	A	Н	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
30	35	24	.079	14	12	9	41	65	4:1	56	6:1	84
36	42	29	.109	12	12	9	48	72	4:1	76	6:1	114
42	49	33	.109	12	16	12	55	87	4:1	92	6:1	138
48	57	38	.109	12	16	12	63	95	4:1	112	6:1	168
54	64	43	.109	12	16	12	70	102	4:1	132	6:1	198
60	71	47	.109	12	16	12	77	109	4:1	148	6:1	222



STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED CROSS DRAINS

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED

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

OVER TOP OF APRON, SIDE LUGS TO BE RIVITED TO ROD HOLDER MEASURED LENGTH OF CULVERT

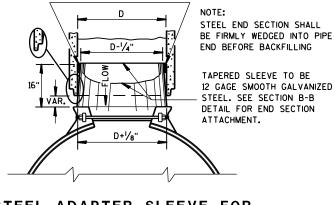
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TYPE 2 CONNECTOR DETAIL



STEEL ADAPTER SLEEVE FOR **CONCRETE PIPE**

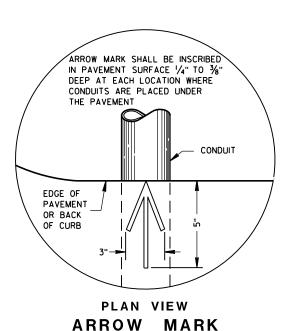
TO FIT PIPE OR SLEEVE

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ARROW MARK INSCRIBED IN PAVEMENT SURFACE OVER € OF CONDUIT (BOTH ENDS) — 2'-0"*—*⁄ NORMAL PAVEMENT EDGE OF THICKNESS **PAVEMENT** PAVEMENT OR BACK OF CURB BASE COURSE BACKFILL SLOPE 1/8"/FT. EITHER DIRECTION *DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES - CONDUIT, PITCH TO DRAIN WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

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

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

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

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

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

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

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED	
March, 2017	/S/ Ahmet Demirbilek
DATE	STATE ELECTRICAL ENGINEER

DIMENSION IN INCHES		NON-CON PULL	
BOX DIAMETER ** (INSIDE)	Α	24	24
BOX OVERALL OUTSIDE DIAMETER	В	27	27
BOX LENGTH	С	36	42
FRAME OPENING	D	22 1/2	22 1/2
WEIG	нт і	N POUNDS *	
COVER		50	50
BOX ONLY		75	85

- * THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.
- ** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE

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

ALL BOXES, FRAMES AND COVERS SHALL BE SUITABLE FOR TIER 15 LOADING AS SPECIFIED IN ANSI/SCTE 77.

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN 1/2" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DICONTINUITIES LESS THAN 1/4".

COVER SHALL BE MAGNETICALLY LOCATABLE.

BOXES AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

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

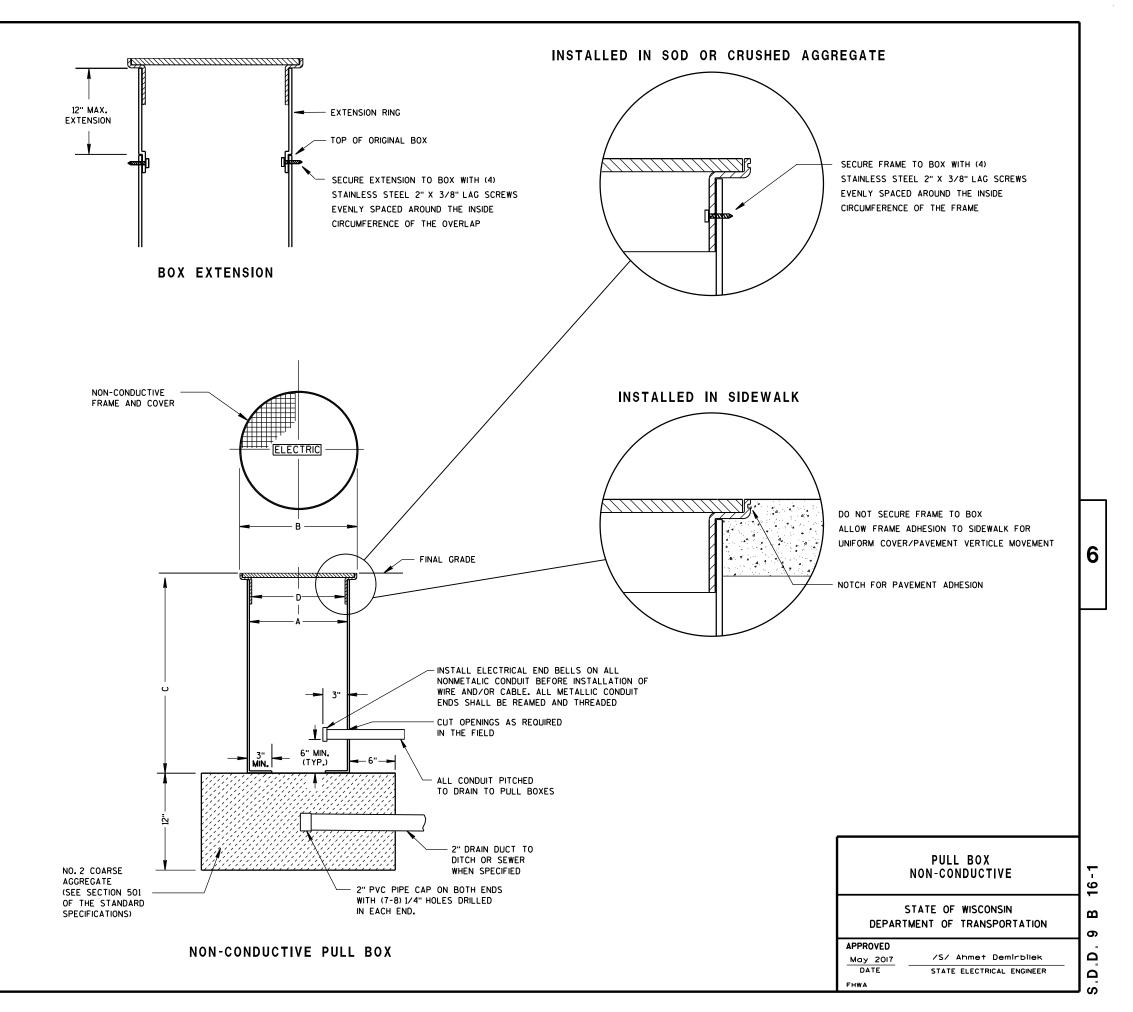
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

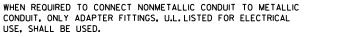
ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.



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IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL. THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE.
BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1FOOT OR LESS. A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL

BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE

(GROUND ROD) FOR TYPE 1. TYPE 2. TYPE 5. AND TYPE 6 BASES.

GENERAL NOTES (CONTINUED)

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE

OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A LINCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD, ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED. THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

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

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

- 1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.
- (2) (4) 1" DIA. X 3'-6" ANCHOR RODS.
- (3) (4) 1" DIA. X 5'-0" ANCHOR RODS.
- (4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.
- (5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.
- (6) (4) 1" DIA. X 3'-6" ANCHOR RODS.
- (7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.
- (8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

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

FORMING DETAIL

1'-8"

a)

- FORM

FORMING SHALL BE

CONCRETE HAS SET

REMOVED AFTER

FORM DEPTH SHALL BE

GRADE ON THE LOWER

SIDE OF BASE

4" MAX.

CONDUIT WITHIN

6" DIA.

ANCHOR RODS SHALL BE

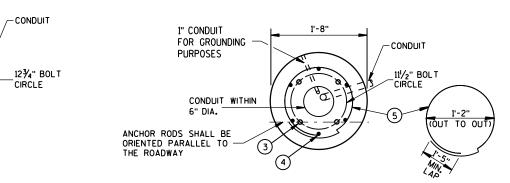
ORIENTED PARALLEL TO

1" CHAMFER ALL AROUND

FORM ALL EXPOSED

CONCRETE, PROVIDE

NO MORE THAN 6" BELOW



QUANTITY

REQUIREMENTS

ARDS OF CONCRETE

APPROX. CUBIC

LBS. OF HOOP

LBS. OF VERTICAL

BAR STEEL

BAR STEEL

CONCRETE BASE TYPE

0.57

23

60

0.40

NONE

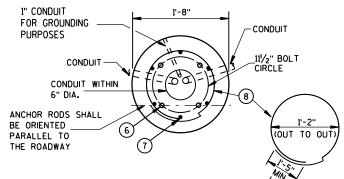
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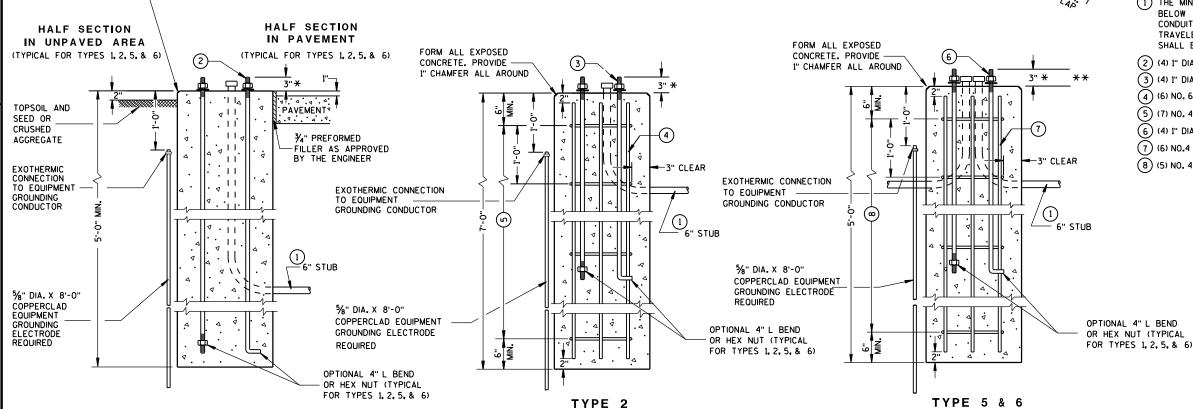
5 & 6

0.40

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CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 31/4" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 41/2" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES, TYPES 1, 2, 5, & 6

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

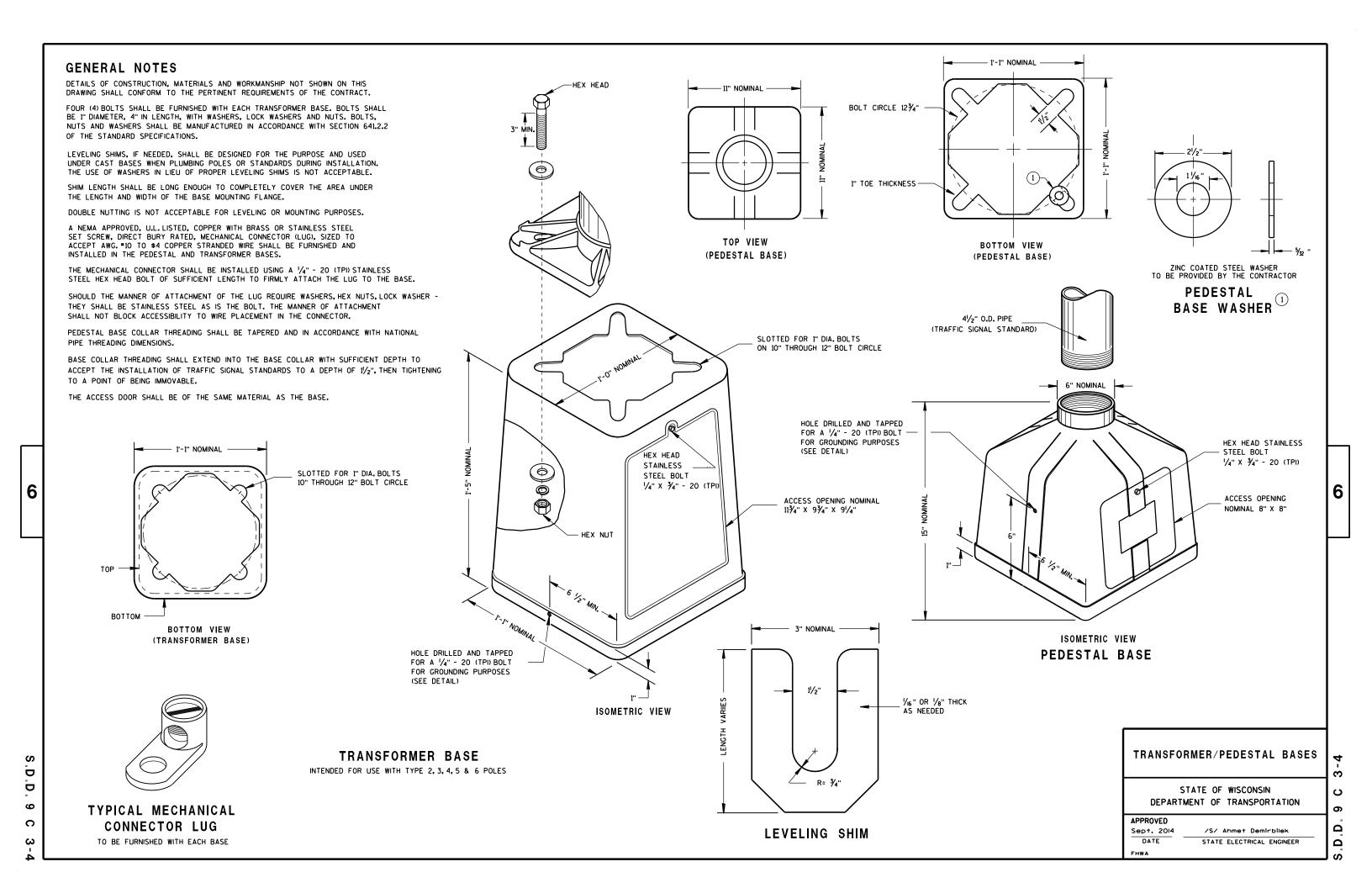
APPROVED Sept. 2014 /S/ Ahmet Demirbilek STATE ELECTRICAL ENGINEER

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DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING

SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

GENERAL NOTES

	IMEN	ISION	IS	C.Y. CONCRETE
Н	ı	7	K	(APPROX.)
34"	60"	10"	17"	.64
42"	60"	10"	21"	.93
42"	72"	12"	21"	1.29
54"	72"	14"	27"	1.56
,	s s	IWOH	١	.65 X
	H 34" 42" 42" 54"	H I 34" 60" 42" 60" 42" 72" 54" 72"	H I J 34" 60" 10" 42" 60" 10" 42" 72" 12" 54" 72" 14"	34" 60" 10" 17" 42" 60" 10" 21" 42" 72" 12" 21"

INCLUDES MAINTENANCE PLATFORM.

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TYPICAL 3'-0" X 3'-0" X 4" THICK MAINTENANCE PLATFORM. LOCATION TO BE DETERMINED IN THE FIELD. COST TO BE -INCLUDED UNDER CONCRETE CONTROL CABINET TYPE 10. EXIT LOCATION OF 11/4" CONDUIT FROM CABINET BASE DEPENDENT UPON LOCATION OF ELECTRIC SERVICE. THE 3" CONDUIT SHALL BE INSTALLED FROM THE CABINET BASE TO THE FIRST (NEAREST) PULL BOX LOCATED AS SHOWN ON THE PLAN A Q ALL CONDUITS WITHIN 6" DIA. CIRCLE

12 ¾" BOLT

4 2" CONDUIT 3" CONDUIT

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CONDUIT LOCATIONS IN 24" X 36" PULL BOX

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

FORM ALL EXPOSED CONCRETE. PROVIDE 1" CHAMFER ALL AROUND ALL CONDUIT SHALL FORM ALL EXPOSED BE INSTALLED WITHIN CONCRETE. PROVIDE 7" X 14" RECTANGLE 1" CHAMFER ALL AROUND LOCATE CONCRETE MAINTENANCE HALF SECTION HALF SECTION OCATE CONCRETE MANY LOVAR OCATE CONCRETE MANY LOVAR OCATE CONCRET (SEE NOTES) IN UNPAVED AREA IN PAVED AREA TOPSOIL AND SIDEWALK SEED OR CRUSHED AGGREGATE ·||| | ¾" PREFORMED FILLER AS 1" CONDUIT - 6" STUB GROUND APPROVED BY THE ENGINEER FOR GROUNDING WIRE LINE ENTRANCE **EXOTHERMIC** 6" STUB CONNECTION THE 3" CONDUIT SHALL BE TO EQUIPMENT APPROX. SPACED 2" MIN. APART TO GROUNDING CONDUCTOR ALLOW FOR PLACEMENT OF 6" STUB-CAPS, BUSHINGS OR COUPLINGS 1 1/4" SERVICE 4 - 6" STUBS SPACED 2" MIN. ENTRANCE APART TO ALLOW FOR PLACEMENT WITH 6" STUB OF CAPS, BUSHING OR COUPLINGS %" DIA. X 8'-0" 2" CONDUIT COPPERCLAD EQUIPMENT COMMUNICATION CABLE 3.0".BASE TYPE 8 & 9 GROUNDING ELECTRODE REQUIRED (ALTERNATE) EXIT LOCATION OF 11/4" CONDUIT 4" L BEND OR FROM CABINET BASE DEPENDENT ONE HEX NUT UPON LOCATION OF ELECTRIC

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

SERVICE.

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 31/4" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

TYPE 10

CONCRETE CONTROL CABINET BASES

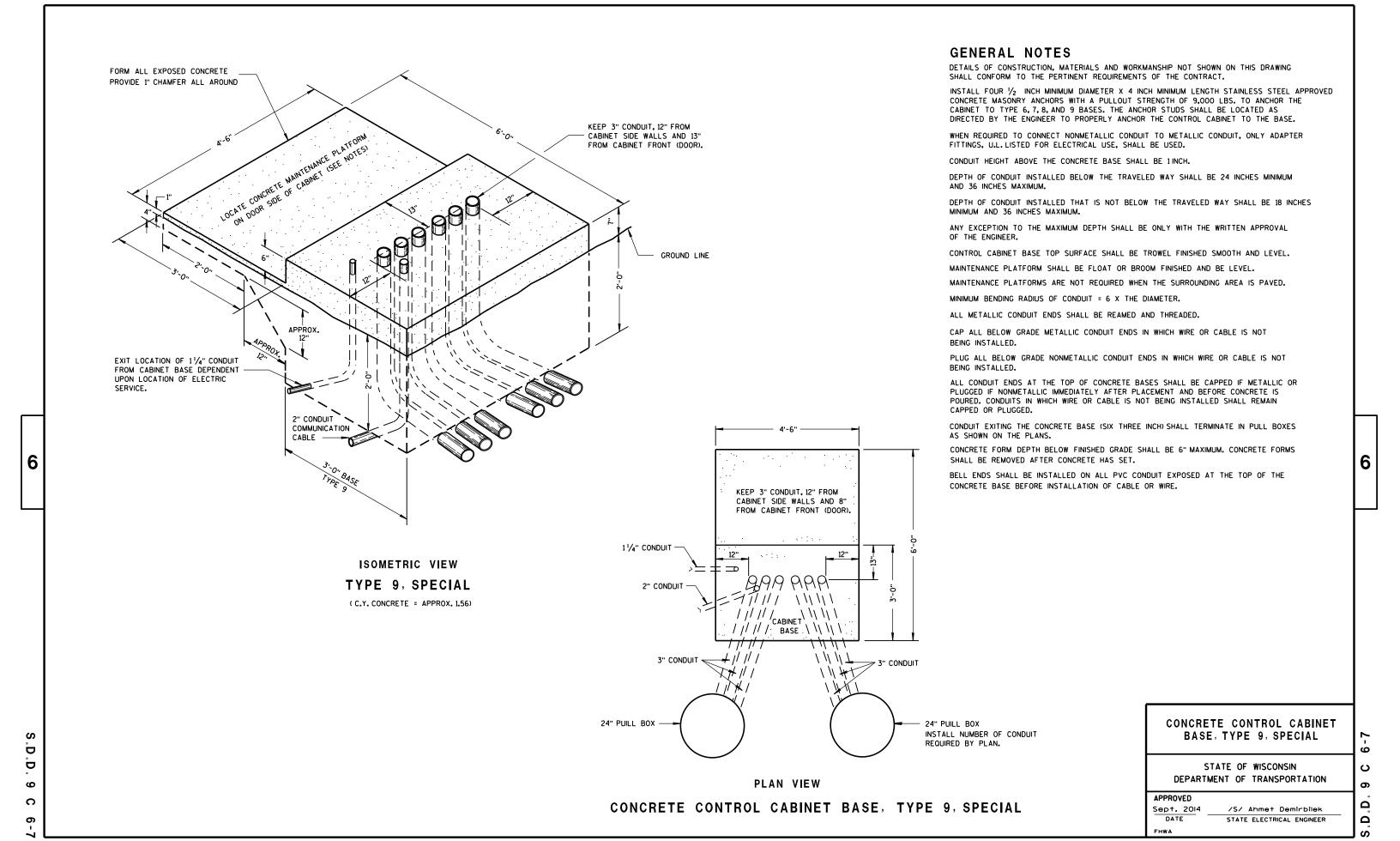
CONCRETE CONTROL CABINET BASES

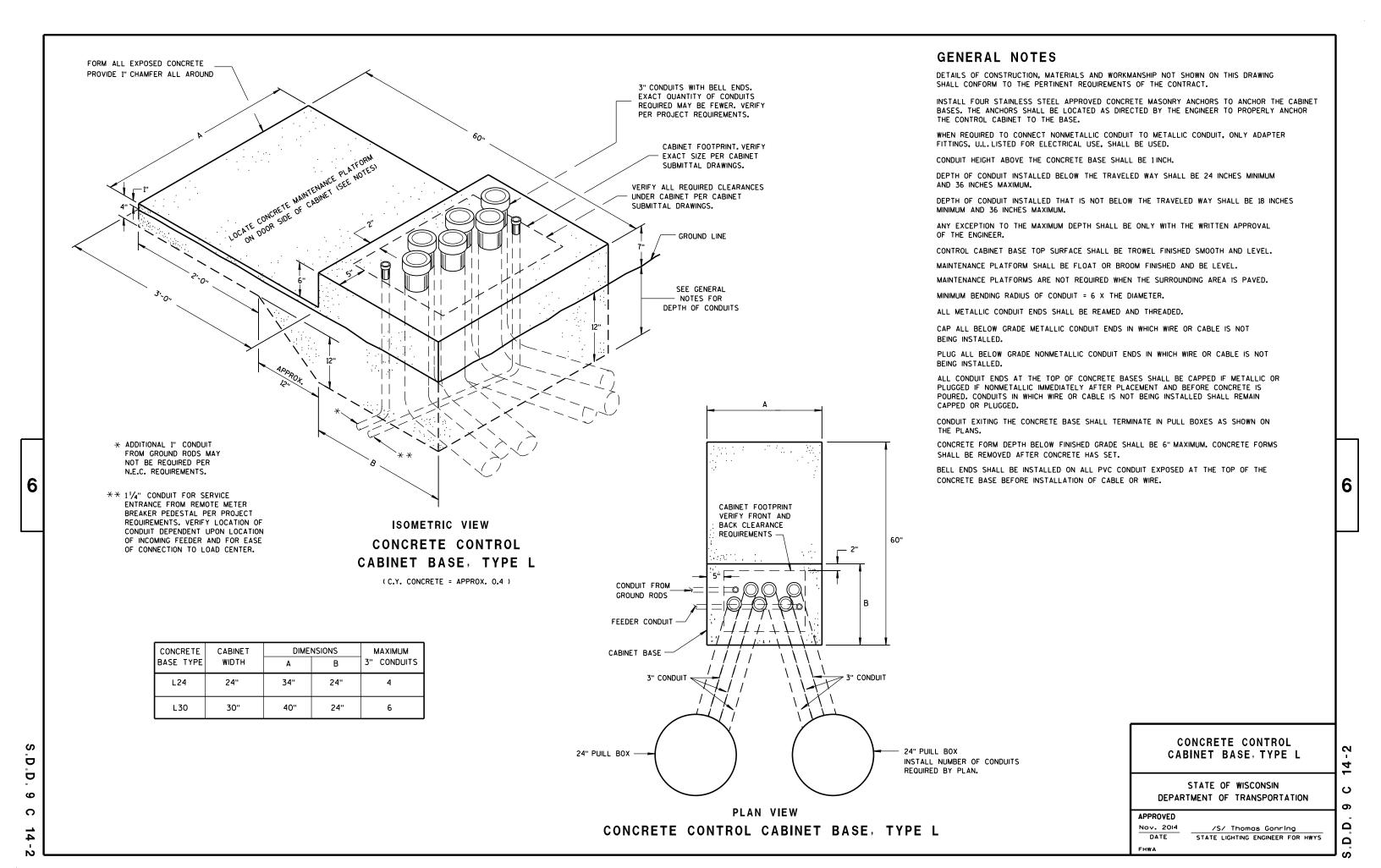
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION 2

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APPROVED

/S/ Ahmet Demirbilek DATE STATE ELECTRICAL ENGINEER FHWA





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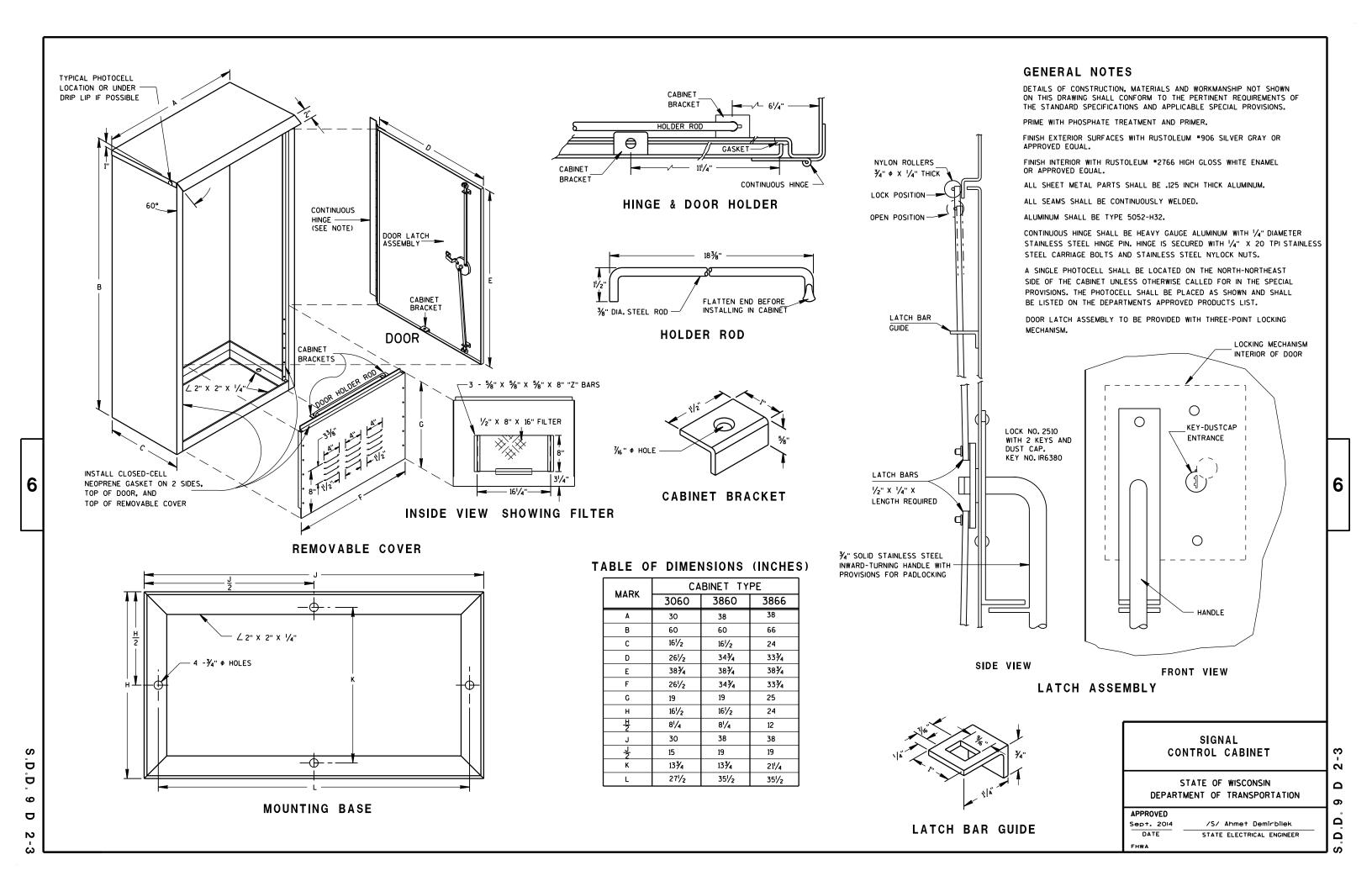
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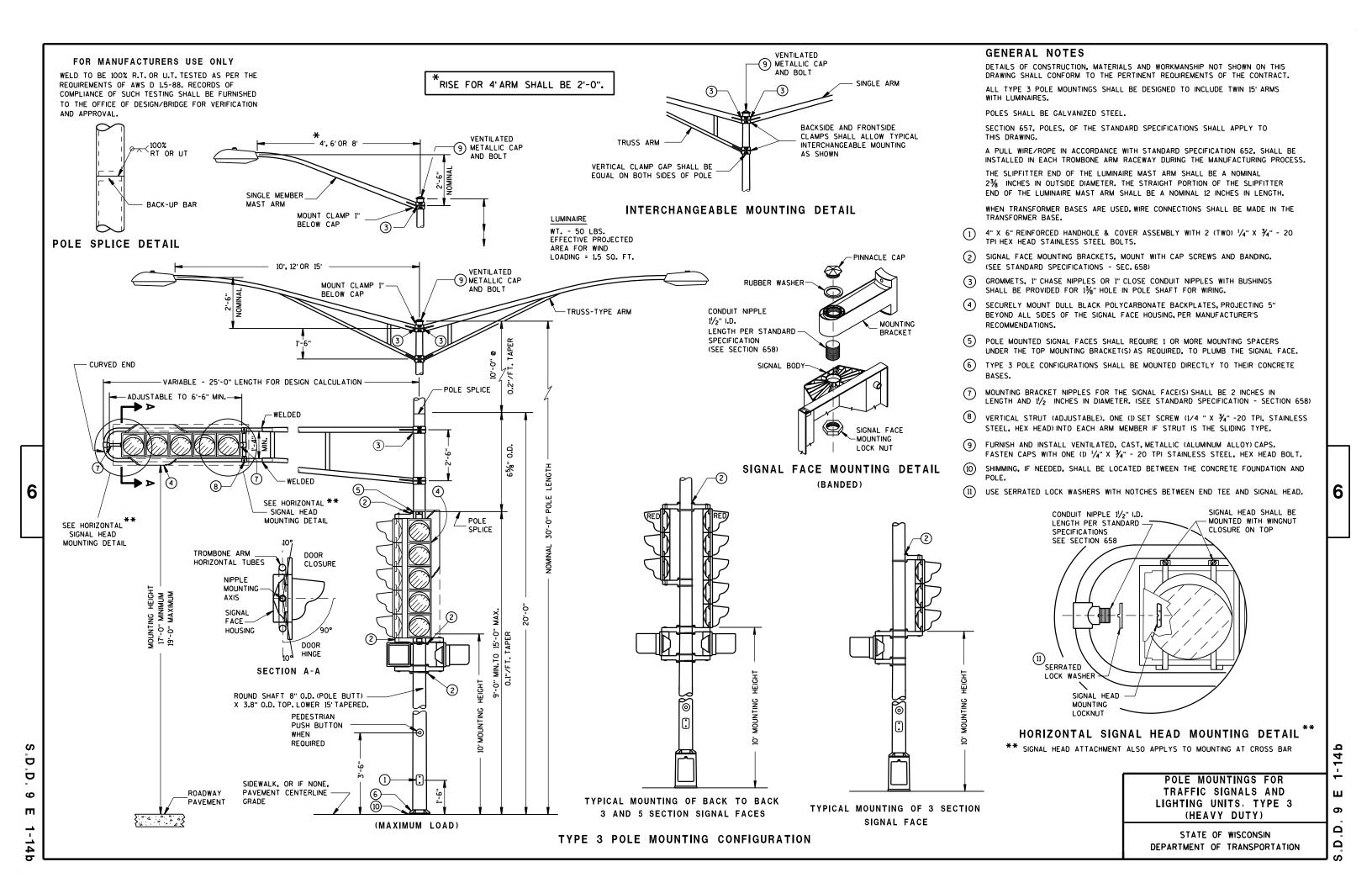
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DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY.

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

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD

2% INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER

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

- 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) 1/4" X 3/4" 20
- GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS
- FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/4" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.
- SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION

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

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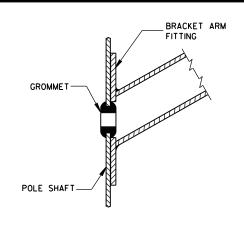
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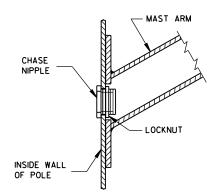
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STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION



TYPICAL APPLICATION OF **GROMMET IN POLE SHAFT**

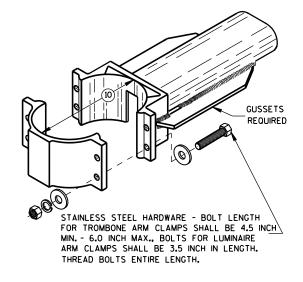


TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

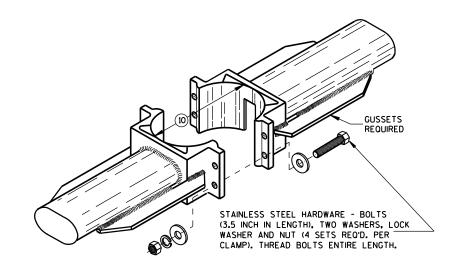
CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

- (10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.
- INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)
- (12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.
- (13) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

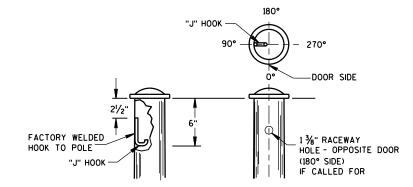
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



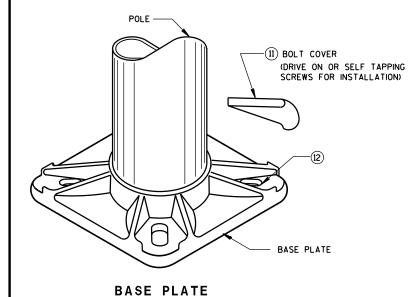
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP

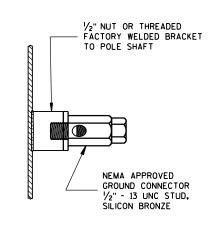


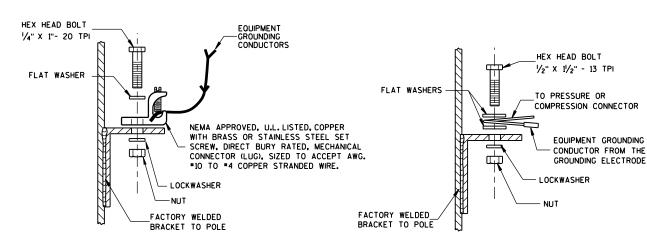
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS



TYPICAL "J" HOOK LOCATION







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

HARDWARE DETAILS FOR POLE MOUNTINGS

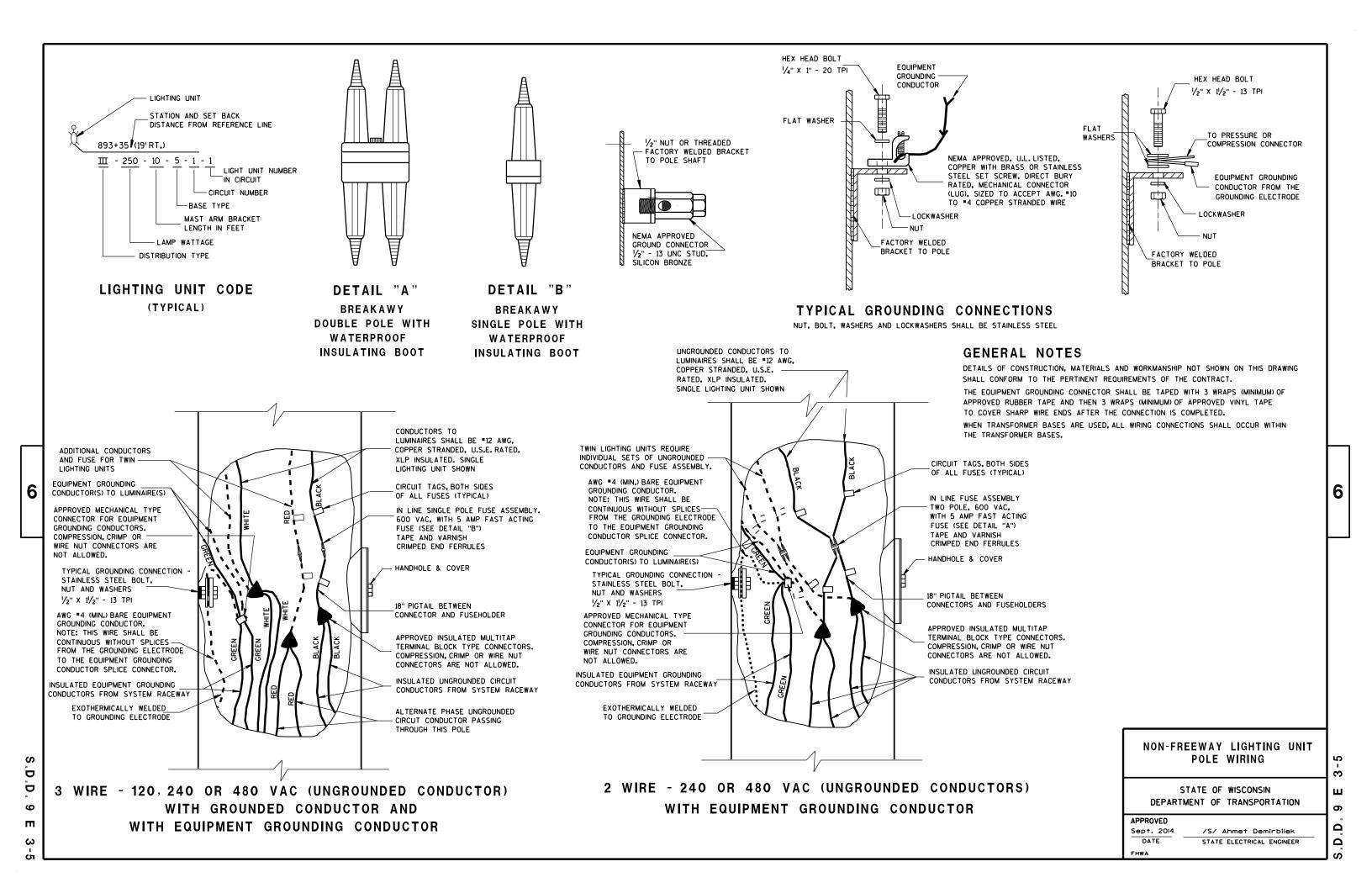
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

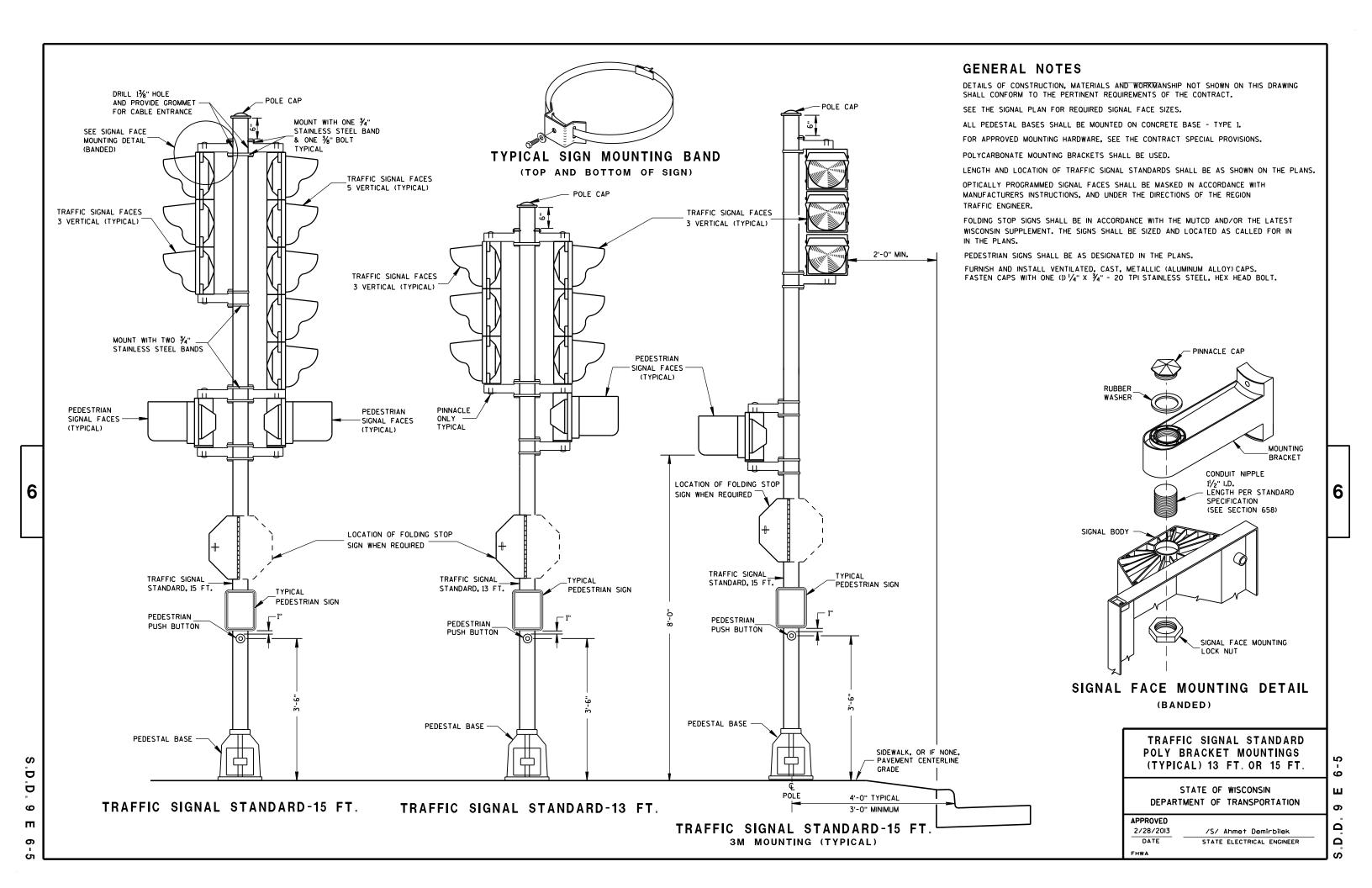
APPROVED	
Feb. 2015	/S/ Ahmet Demirbilek
DATE	STATE ELECTRICAL ENGINEER
FHWA	

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SECTION A-A NO CURB & GUTTER LOOP DETECTOR INSTALLATION DETAIL

*RECESS PULL BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LEAD-OUT CONDUIT FROM ADDITIONAL 90° ELBOW L00P OR BEND CONDUIT 12" PULLBOX LEAD-OUT CENTER OF CONDUIT DETECTED LANE -1" PVC CONDUIT OR LANES (TYP.) CRUSHED AGGREGATE SHOULDER 3'-0" MAX. OR AS SHOWN ON THE PLAN SHEET HOME-RUN - PULL BOX CONDUIT **⊲4**

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TYPICAL PLAN OF LOOP DETECTOR WITH 12" PULLBOX

GENERAL NOTES

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

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT *12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

ANY PVC LEADOUT CONDUIT CONTAINING MORE THAN ONE TWISTED PAIR OF LOOP LEAD WIRE SHALL BE 2".

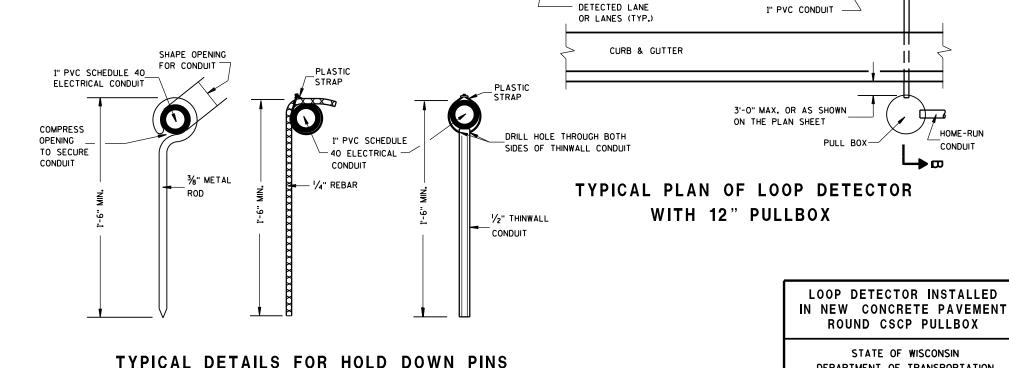
THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

THE *12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, INTO THE PULL BOX IN THE PAVEMENT, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

PROTECTION OF THE PULL BOX IN THE BASE COURSE, AND THE RELATED CONDUITS SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW CONCRETE PAVEMENT IS POURED.

12" PULL BOXES IN PAVEMENT SHALL BE CORRUGATED STEEL ONLY.



CONDUIT TO BE PLACED PRIOR TO PLACING NEW CONCRETE PAVEMENT

CENTER OF

PULL BOX

HOLD DOWN PINS TO HOLD

CONCRETE -

PAVEMENT

CONDUIT DURING POUR (SEE DETAIL)

BASE COURSE

SECTION B-B

CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAIL

90° ELBOW

OR BEND CONDUIT

BACKFILL & COMPACT

AROUND NEW PULL BOX

COVER AT

HOME-RUN CONDUIT

LEAD-OUT

FROM ADDITIONAL

LEAD-OUT

HOME-RUN

CONDUIT

DEPARTMENT OF TRANSPORTATION

/S/ Ahmet Demirbilek STATE ELECTRICAL ENGINEER

APPROVED

Sept. 2014

FHWA

CONDUIT

12" PULLBOX

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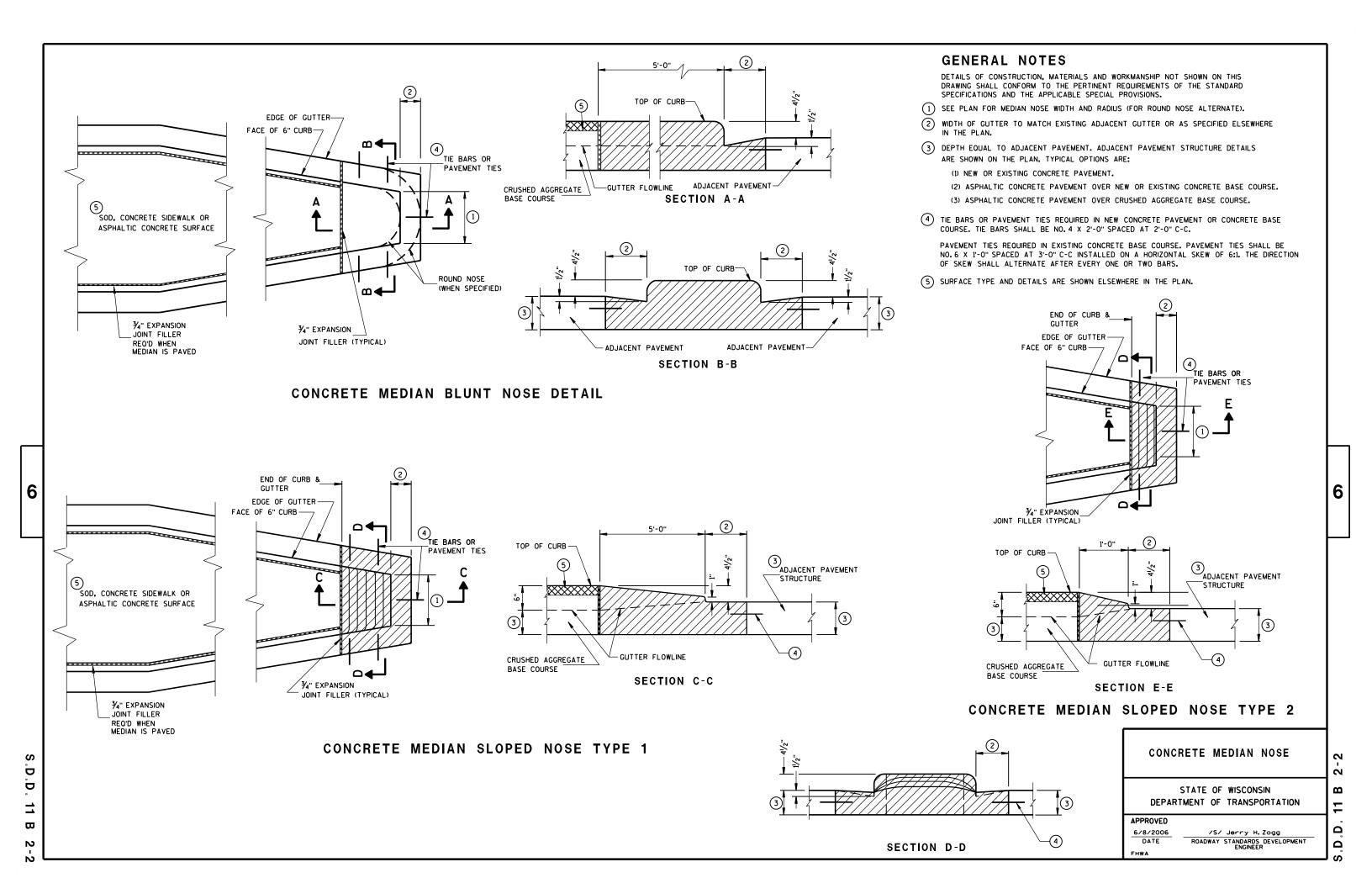
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CONDUIT

LOOP

GRADE LEVEL







TYPICAL NAME PLATE

(BRIDGES, CULVERTS, AND RETAINING WALLS)



NUMBERING DESIGNATION MULTI-UNIT STRUCTURES

GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

- 1 EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
- (2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SPREAD OPEN SO THE TOP OF LUG IS 11/4" WIDE

SECTION A-A

ALTERNATE LUG



ALTERNATE LUG

(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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3/26/IO /S/ SCOT BECKET

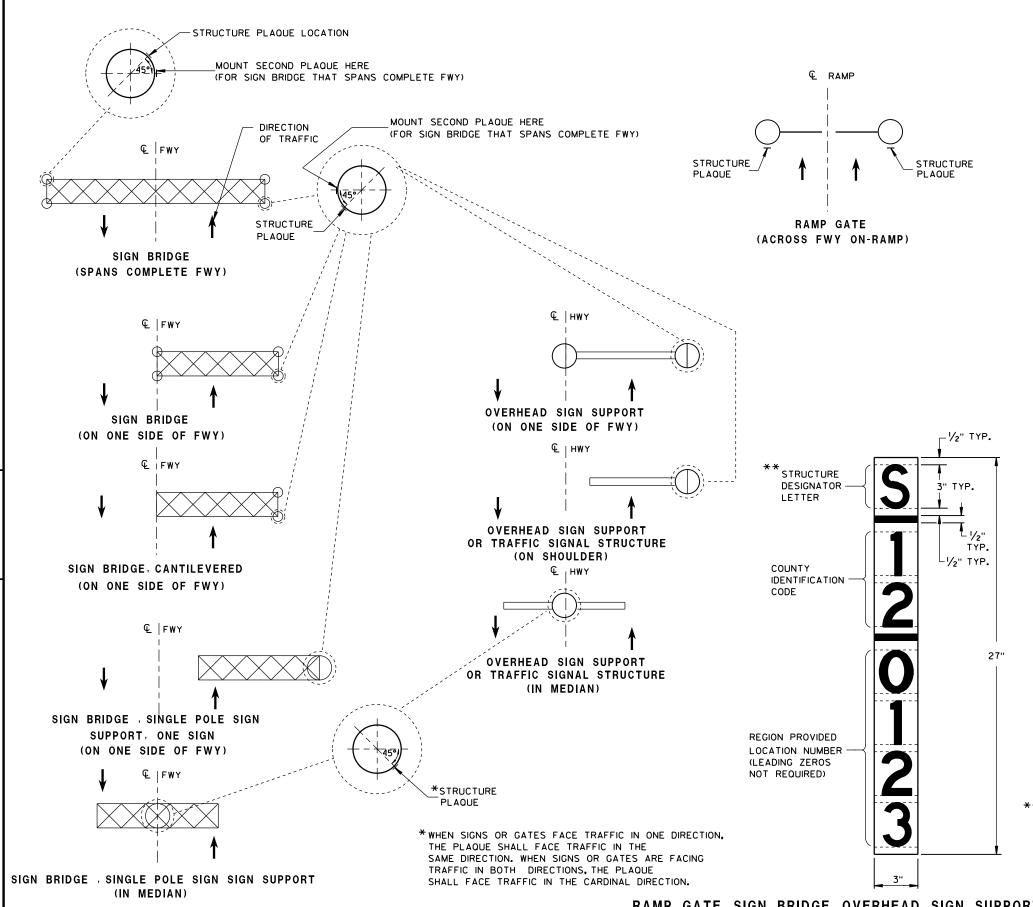
CHIEF STRUCTURAL DEVELOPMENT ENGINEER

D.D. 12 A

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3.D.D. 12 A 4-3



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LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD

SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

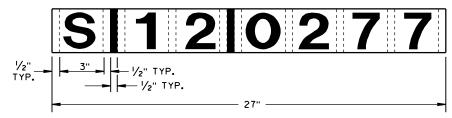
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, 1/2" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

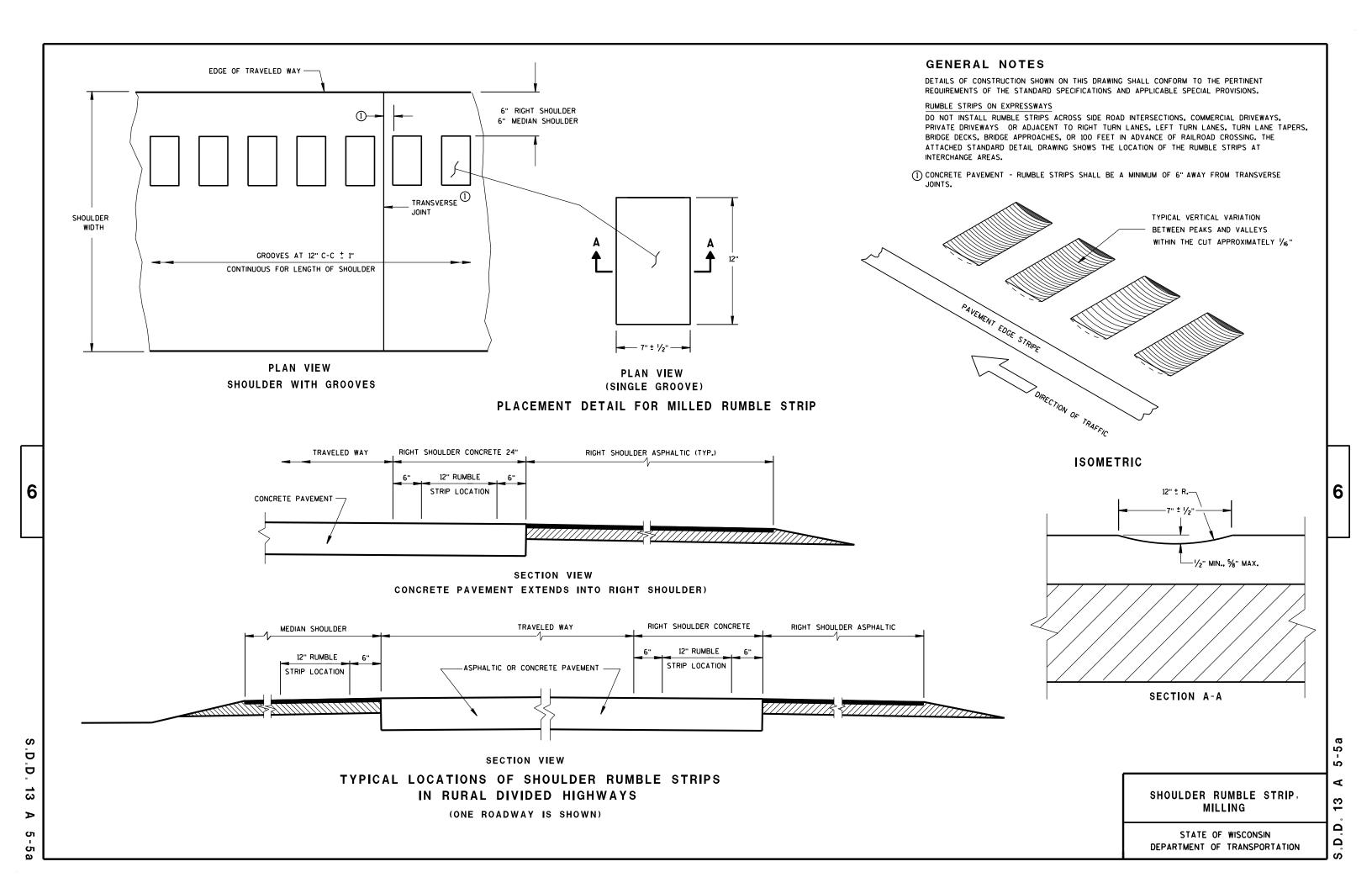
STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

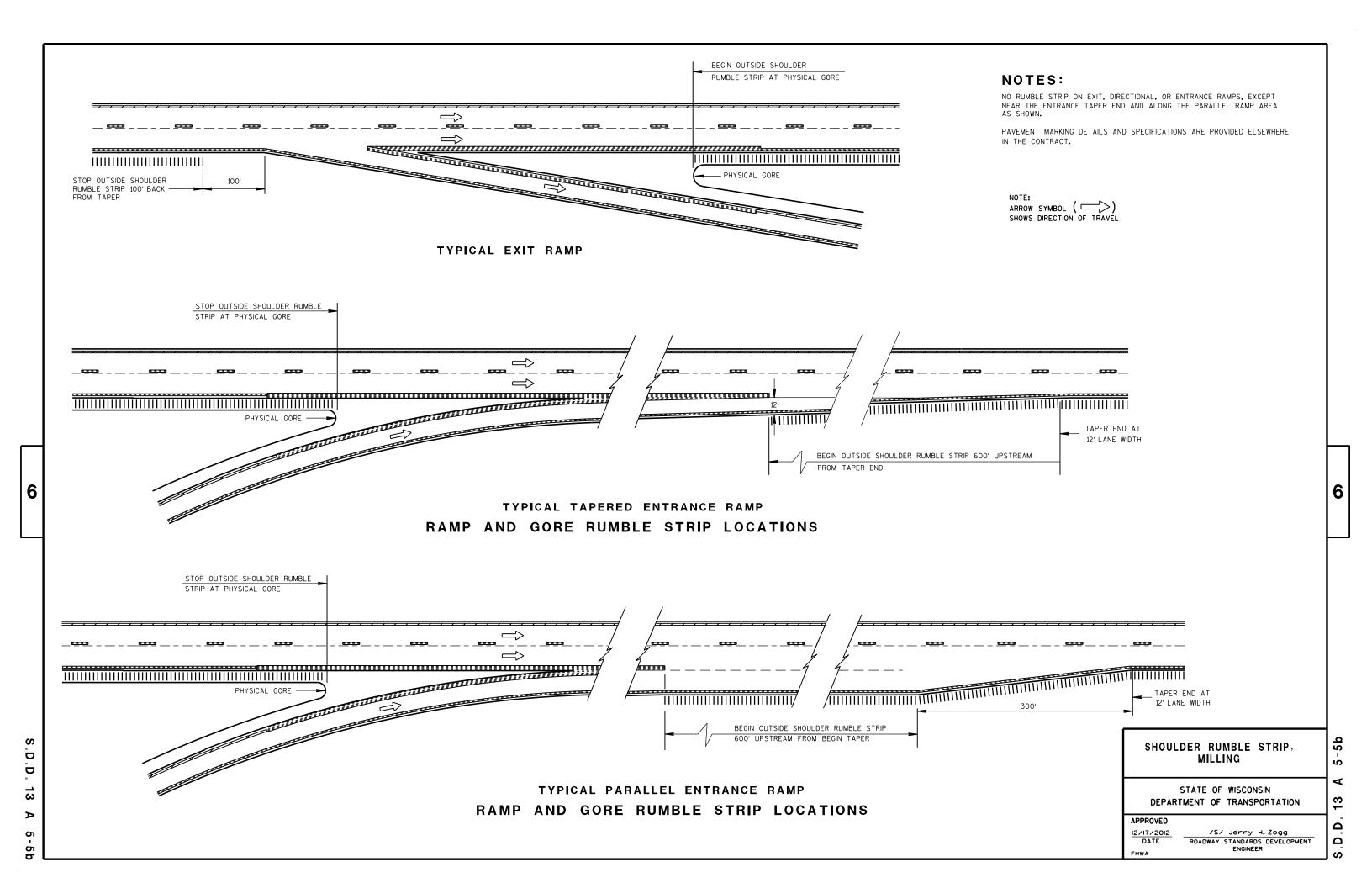
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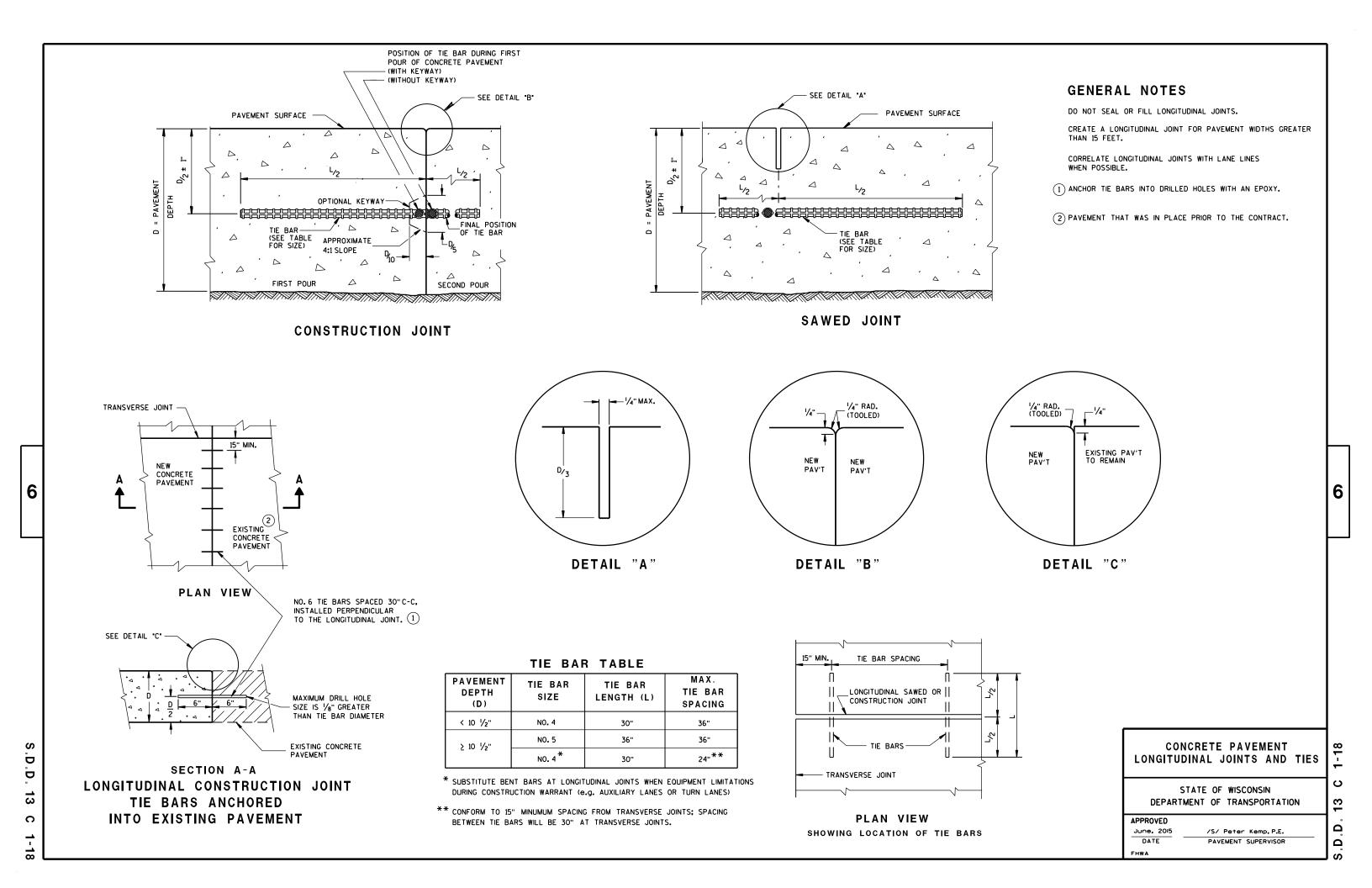
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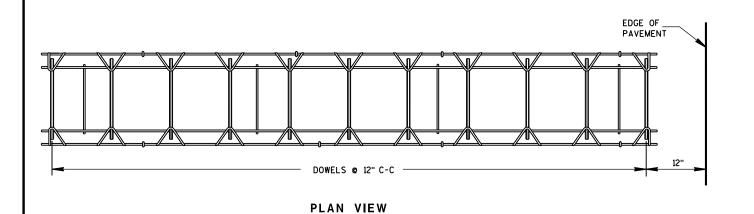
DATE STATE TRAFFIC ENGINEER OF DESIGN

RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED









PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 1/2", 6",6 1/2"	NONE	12'
7",7 1/2"	1"	14'
8"•8 1/2"	1 1/4"	15'
9",9 1/2"	1 1/4"	15'
10" & ABOVE	1 1/2"	15'

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

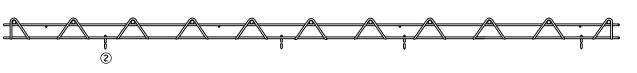
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE LONGITUDINAL JOINT AND THE FREE EDGE

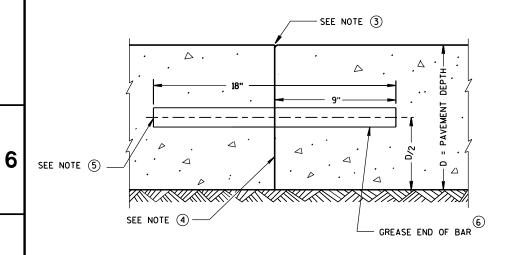
CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

- (1) OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.
- 2) SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.
- (3) FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A 1/4-INCH RADIUS AT FORMED JOINTS.
- 4 PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.
- 5 INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO DRILLED DOWEL BAR CONSTRUCTION JOINT DETAIL.
- 6 APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.
- (7) ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS 1/8-INCH GREATER THAN DOWEL BAR DIAMETER. 9 INCHES IN LENGTH.



SIDE VIEW CONTRACTION JOINT DOWEL ASSEMBLY



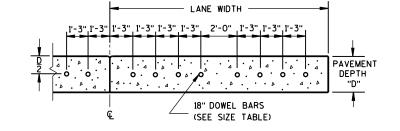
TRANSVERSE CONSTRUCTION JOINT

△ DOWEL BARS © 12" C-C 12" FROM PAVEMENT EDGE-

DOWELED CONTRACTION JOINT

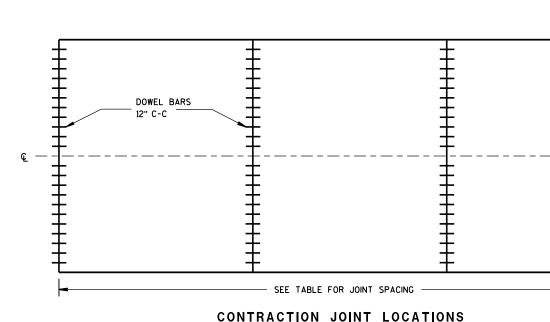
(SEE SIZE TABLE)

SEE JOINT DETAIL



(FOR 11' LANE WIDTH REDUCE CENTER SPACE TO 1'-O")

DRILLED DOWEL BAR CONSTRUCTION JOINT $^{\scriptsize \bigcirc}$



JOINT DETAIL

URBAN DOWELED CONCRETE PAVEMENT

- ¼" MAX.

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APPROVED 5/3/2013

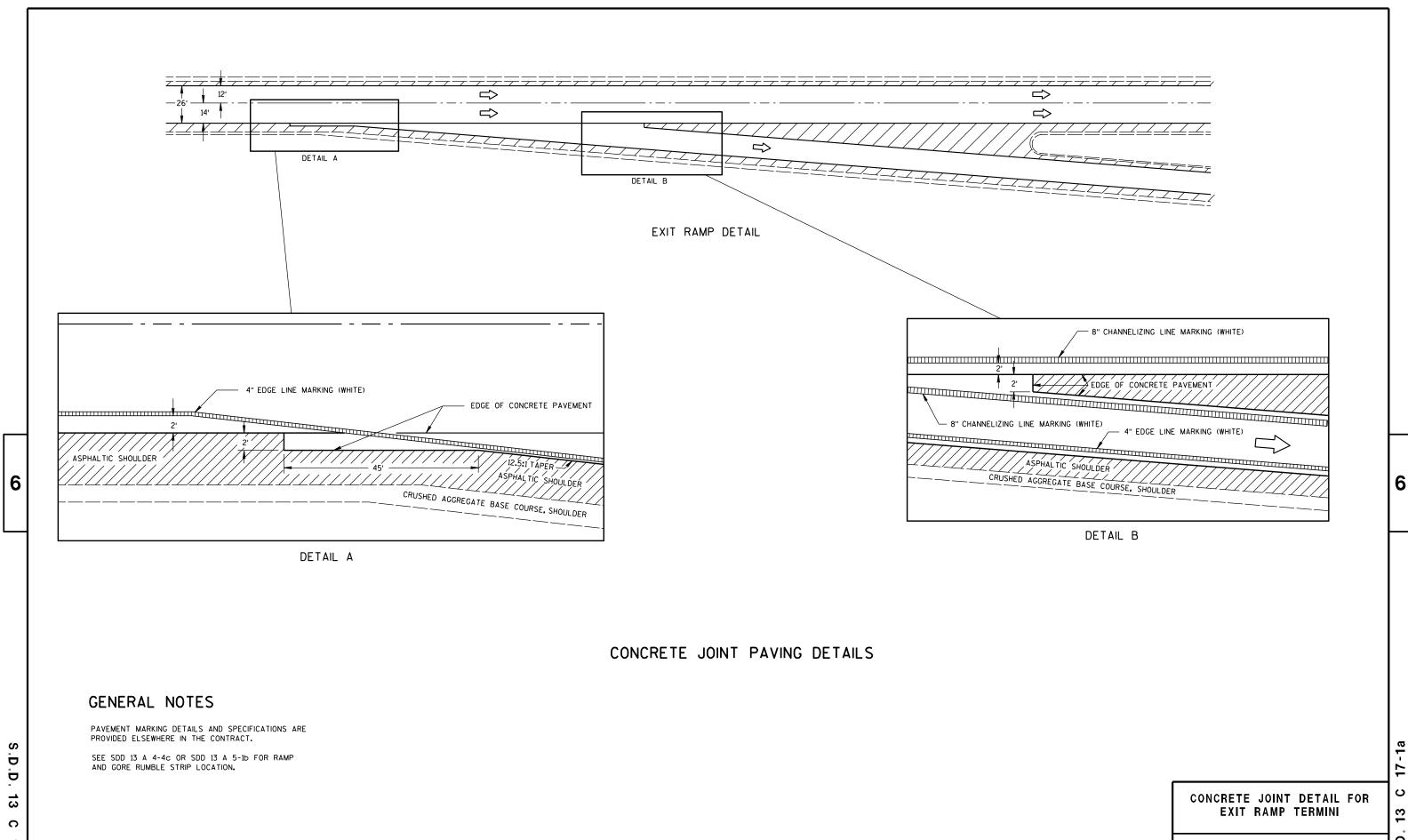
FHWA

/S/ Deb Bischoff PAVEMENT POLICY & DESIGN ENGINEER

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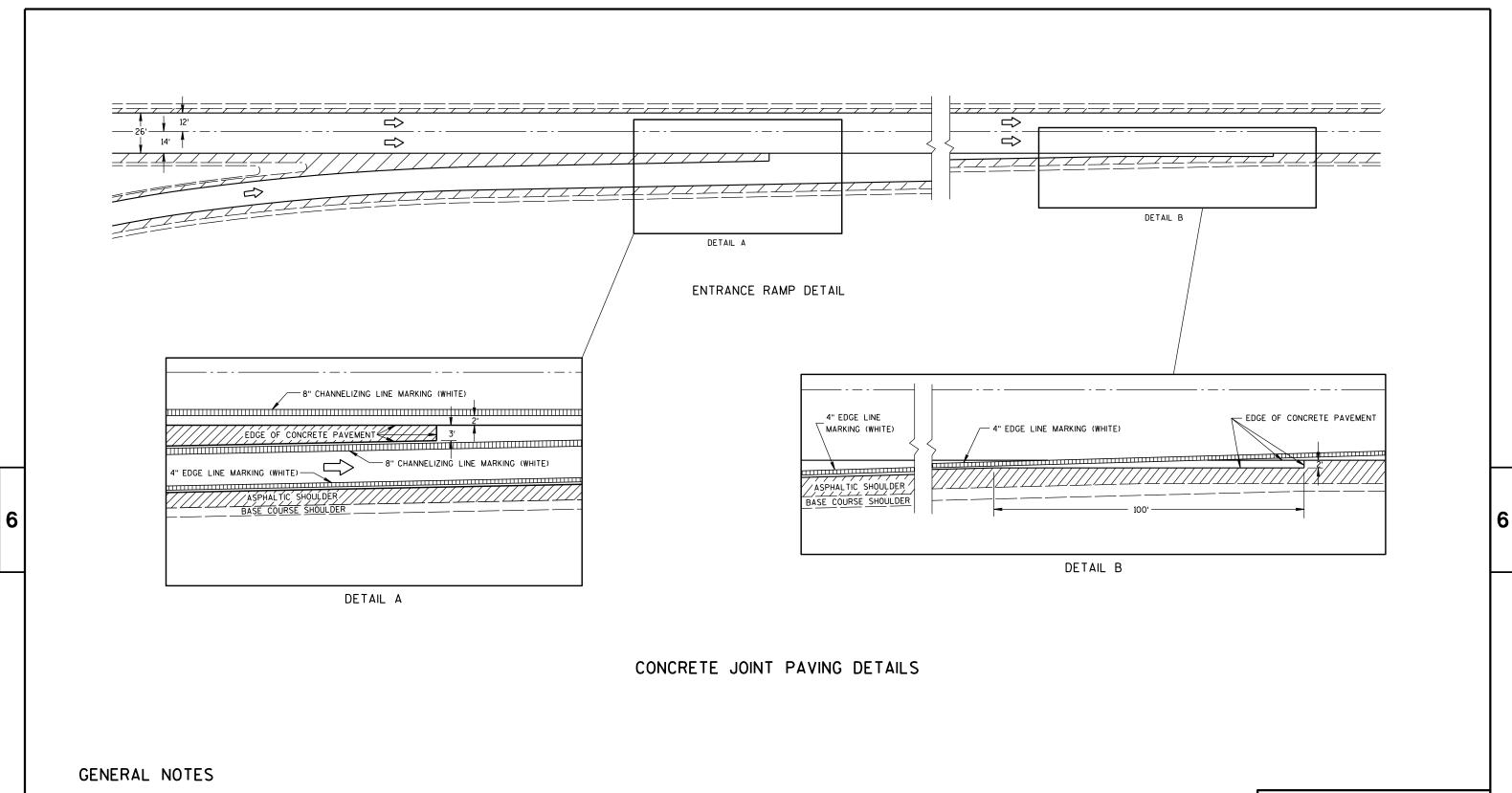
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STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION



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

SEE SDD 13 A 4-4c OR SDD 13 A 5-1b FOR RAMP AND GORE RUMBLE STRIP LOCATION.

CONCRETE JOINT DETAIL FOR ENTRANCE RAMP TERMINI

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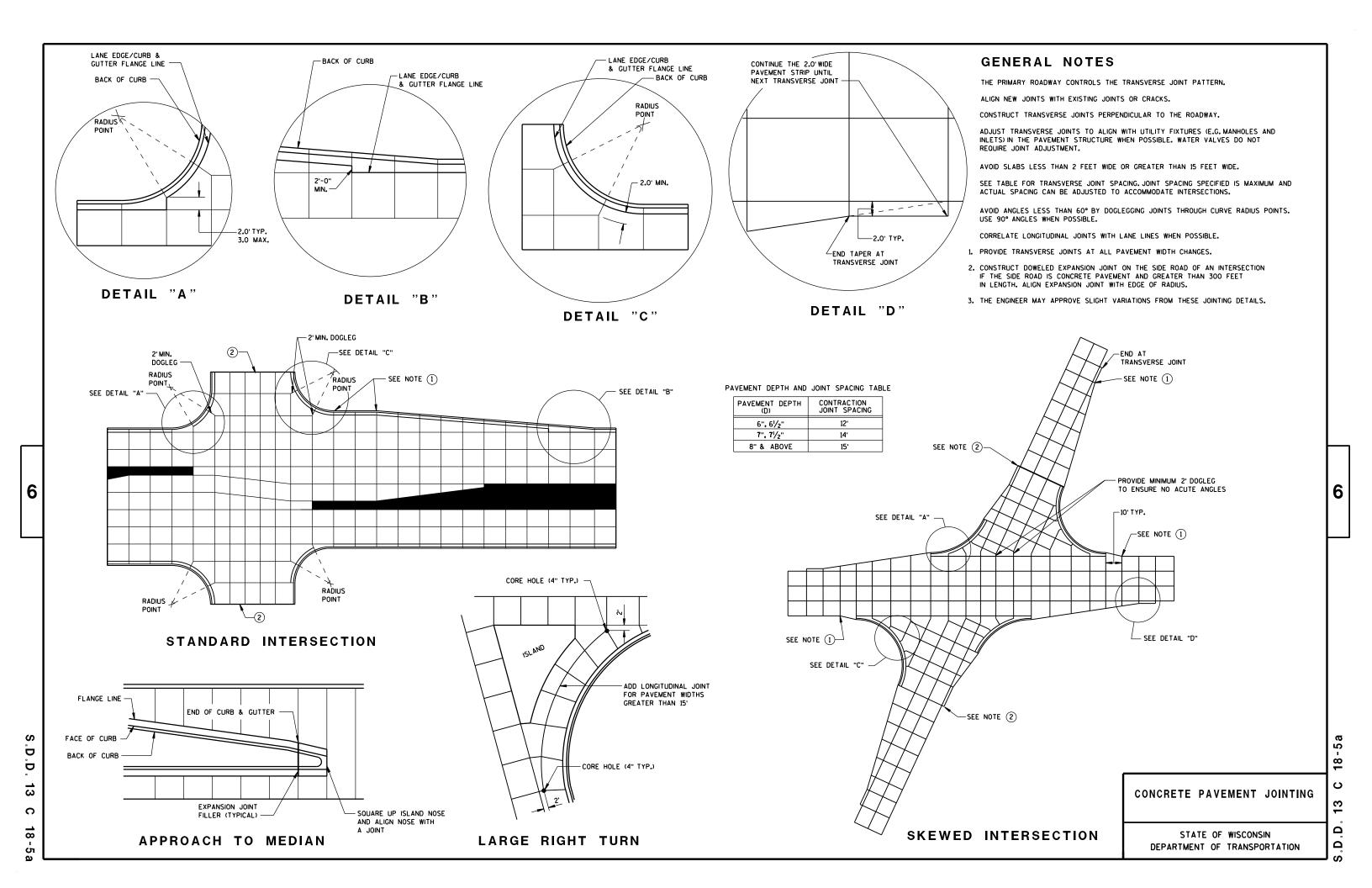
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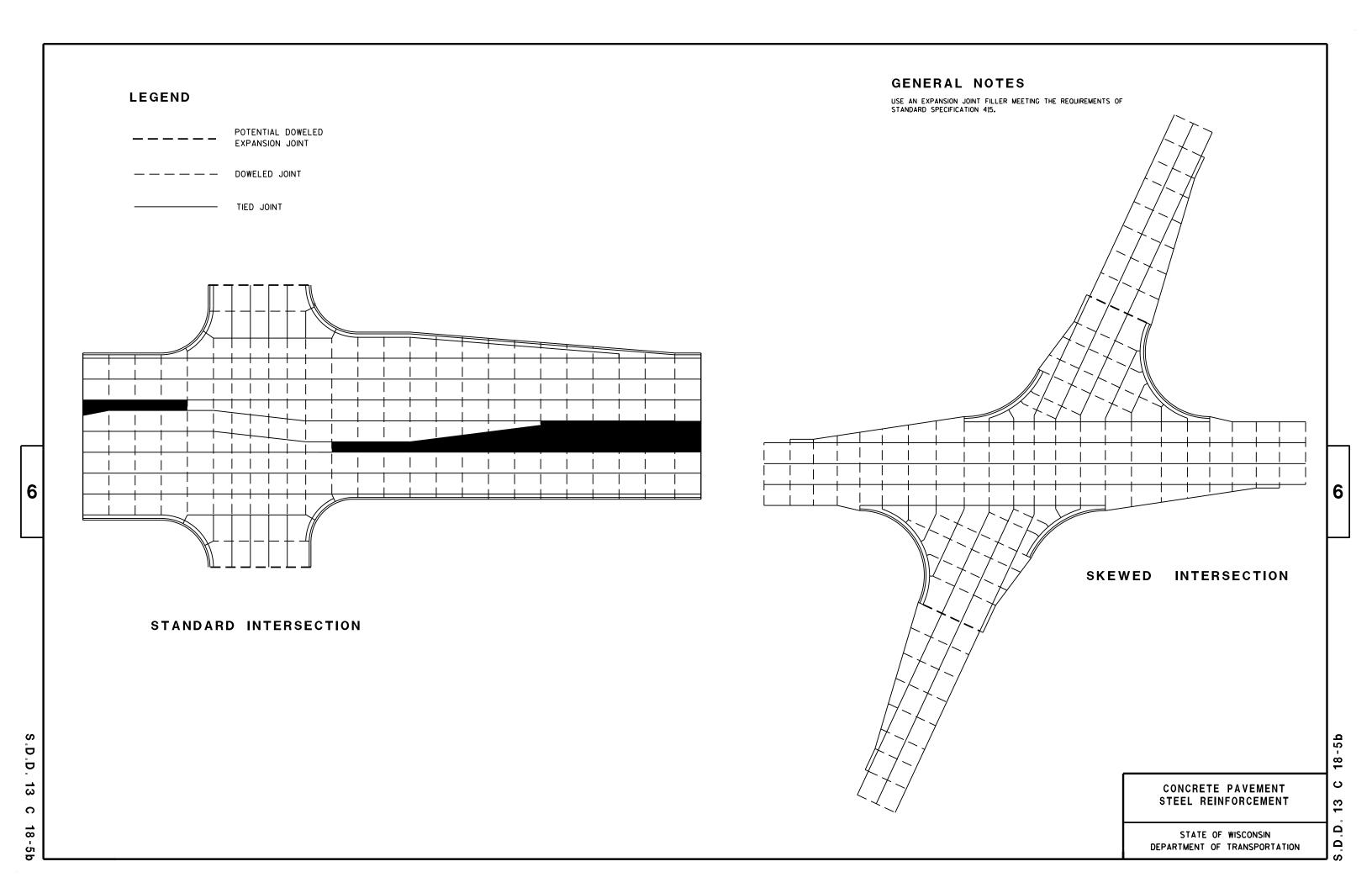
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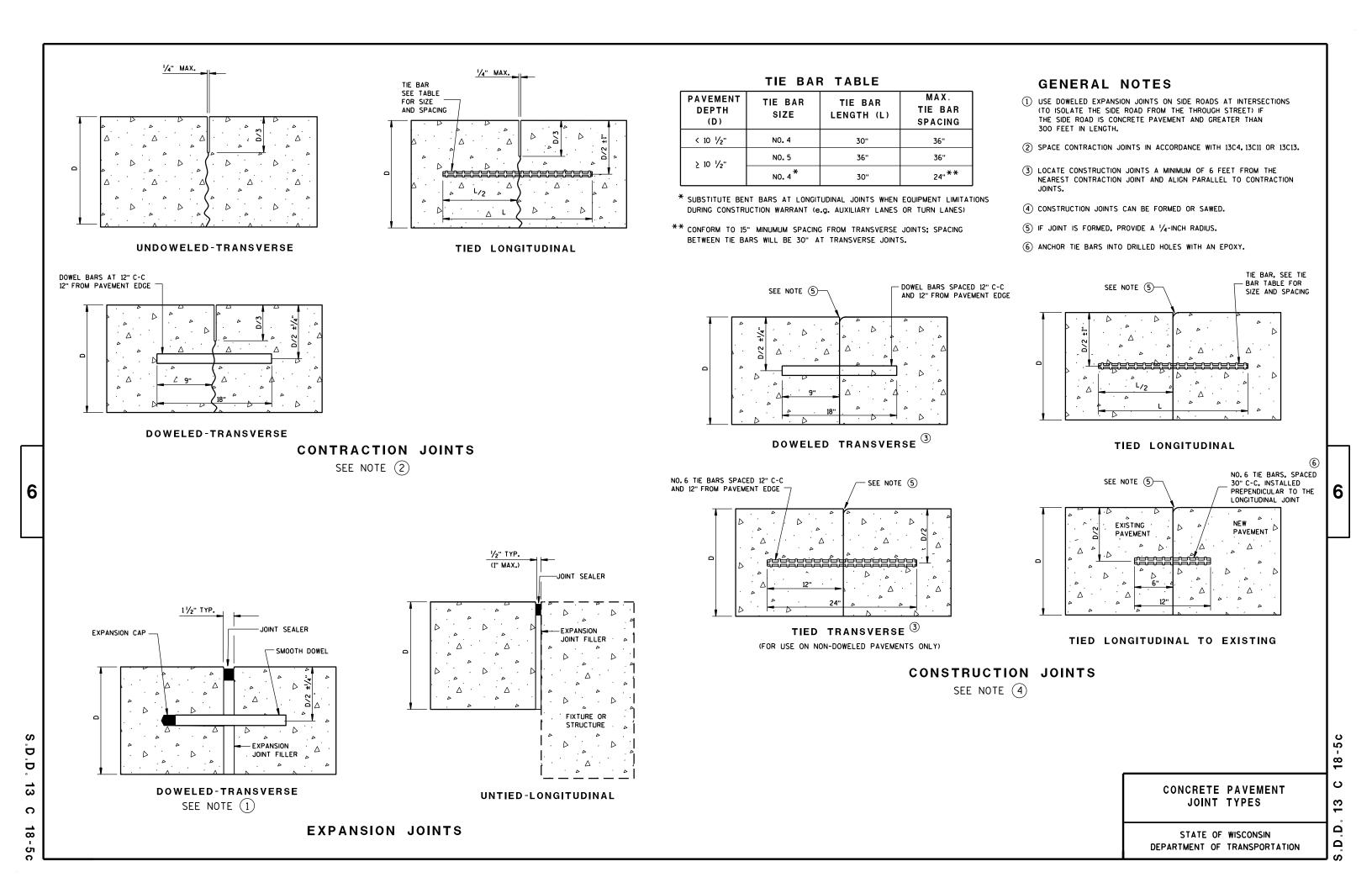
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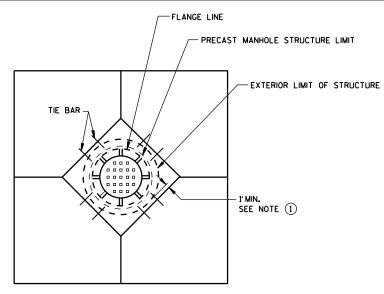
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DATE

/S/ ROTY L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER

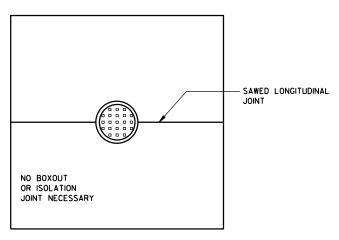




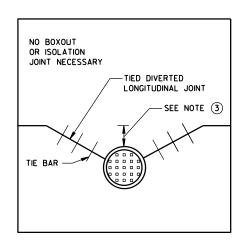




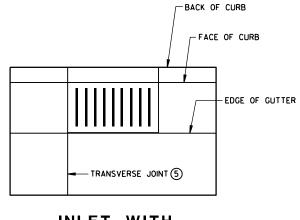
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



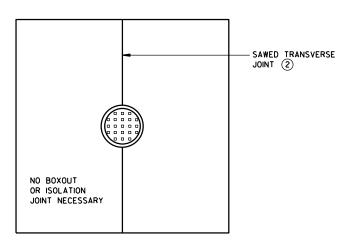
MANHOLE WITH LONGITUDINAL JOINT



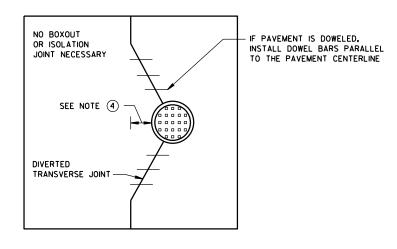
MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



INLET WITH TRANSVERSE JOINT



MANHOLE WITH TRANSVERSE JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT

GENERAL NOTES

- ① USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1-FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
- 2) ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
- (3) IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDIAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.
- (4) IF DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.
- (5) ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.

CONCRETE PAVEMENT
JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

FHWA

December, 2016 /S/ Peter Kemp, P.E.

DATE PAVEMENT SUPERVISOR

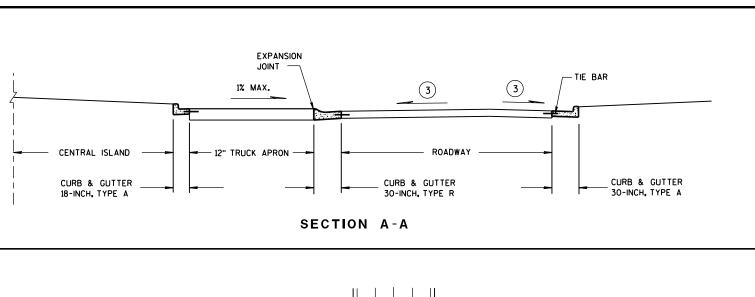
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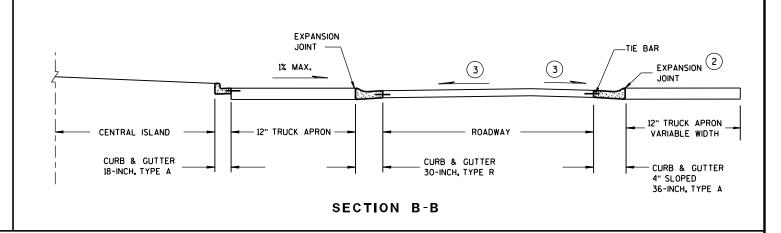
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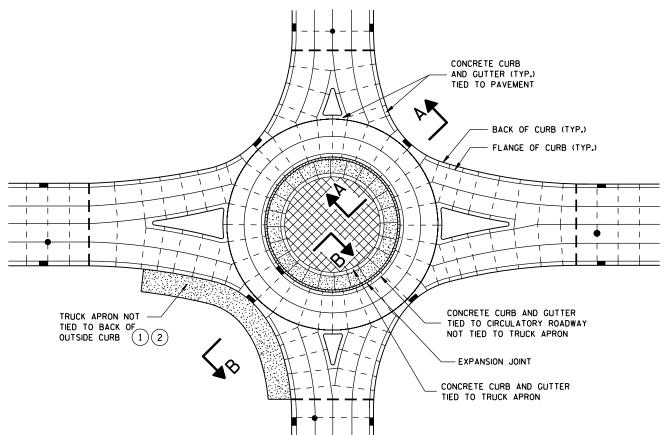
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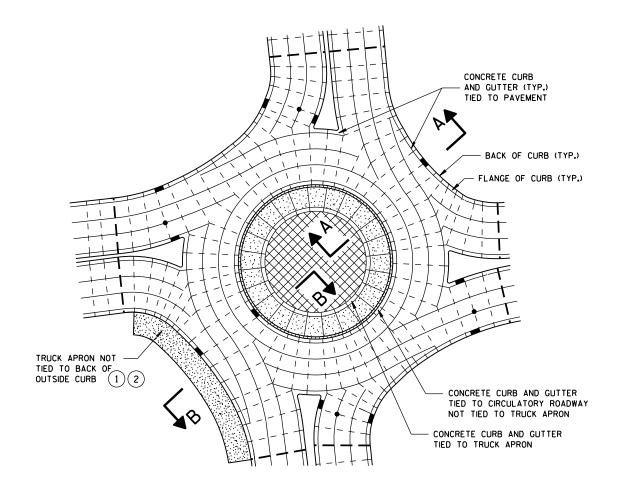
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ISOLATED CIRCLE JOINT LAYOUT FOR ROUNDABOUTS

PINWHEEL JOINT LAYOUT FOR ROUNDABOUTS

GENERAL NOTES

MAXIMUM JOINT SPACING IS IN ACCORDANCE WITH THE TABLE SHOWN ON SDD 13C18 SHEET "a". USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF

STANDARD SPECIFICATION 415.

DO NOT DOWEL OR TIE THE TRUCK APRON TRANSVERSE JOINTS.

- (1) DESIGNER DETERMINES SIZE AND LOCATION(S) OF TRUCK APRON TO ACCOMMODATE TRACKING OF OVERSIZE/OVERWEIGHT VEHICLES.
- (2) TIE THE OUTSIDE TRUCK APRON TO THE BACK SIDE OF CURB ONLY WHEN ENTIRE TRUCK APRON WIDTH IS LESS THAN 3 FEET.

LEGEND

— — DOWELED JOINT

TIED JOINT EXPANSION JOINT

POTENTIAL DOWELED

EXPANSION JOINT

TRUCK APRON

CENTRAL ISLAND

UTILITY STRUCTURES

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION APPROVED

CONCRETE PAVEMENT JOINTING

AND STEEL REINFORCEMENT

IN ROUNDABOUTS

December, 2016 /S/ Peter Kemp, P.E. DATE PAVEMENT SUPERVISOR FHWA

(3) CONFORM TO PLAN CONSTRUCTION DETAILS FOR CIRCULATORY ROADWAY CROSS SLOPE.

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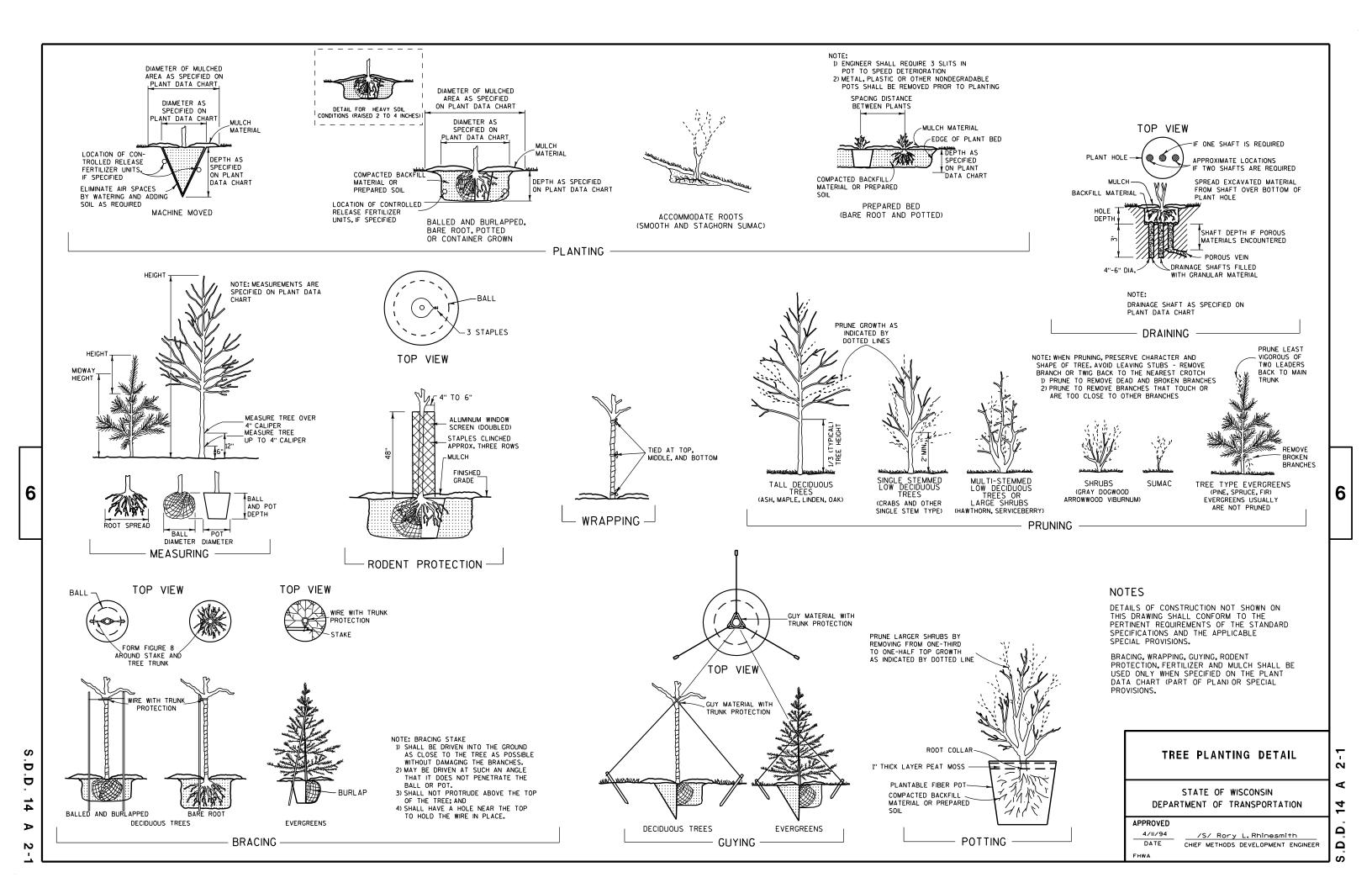
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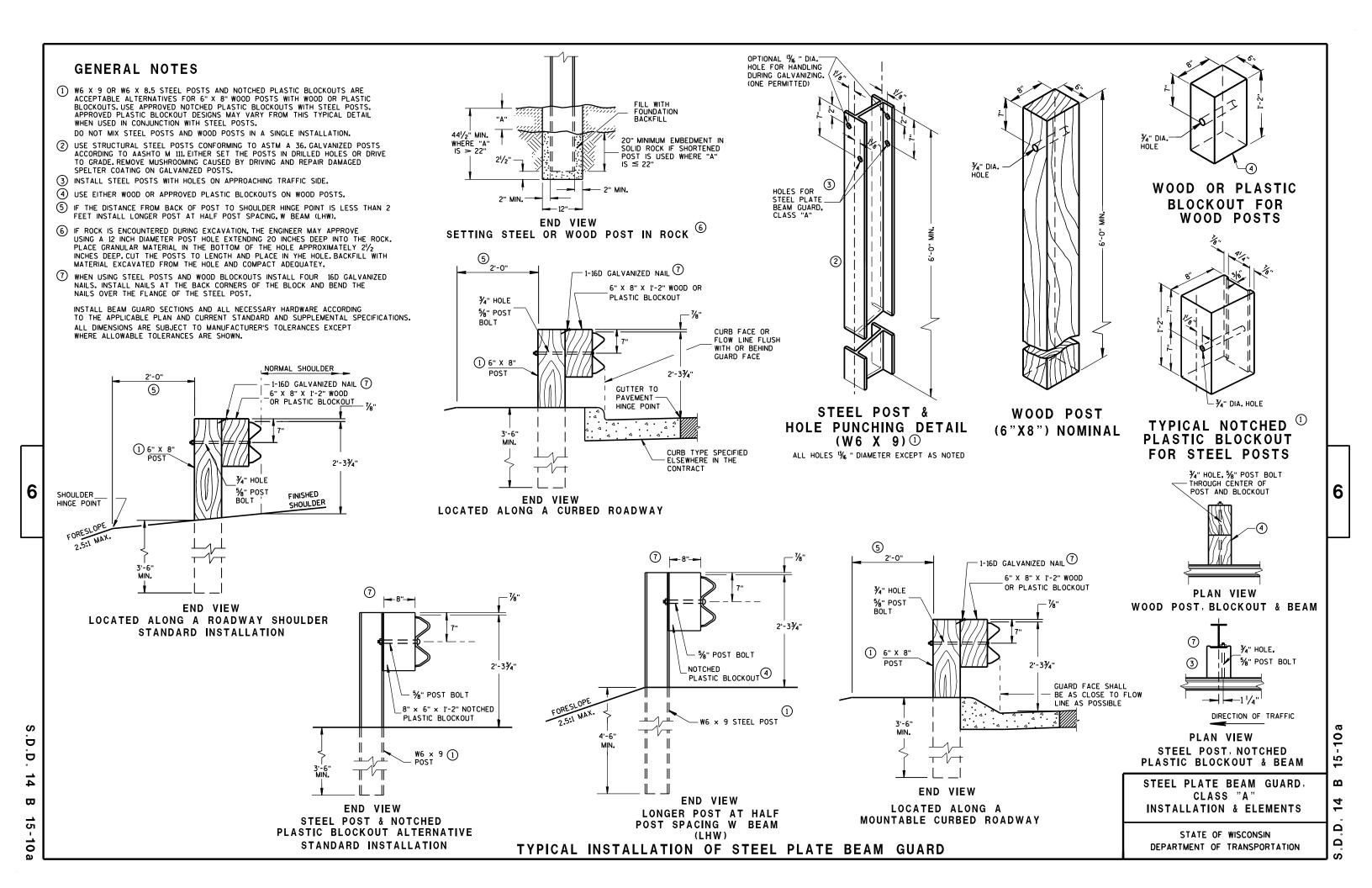
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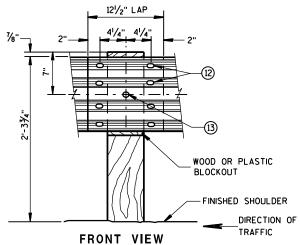




FRONT VIEW

SECTION THRU W BEAM

SYMMETRICAL

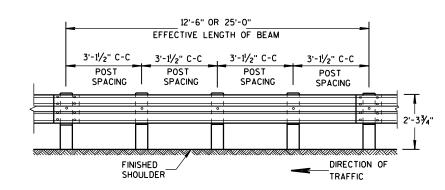


BEAM SPLICE AT WOOD POST AND POST MOUNTING DETAIL

GENERAL NOTES

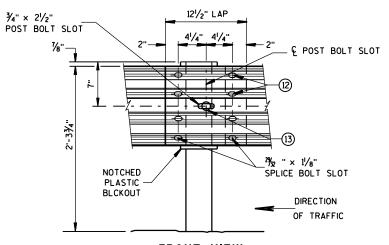
- (9) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.
- (12) 8 -5%" # X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.
- (13) %" DIA. BUTTON HEAD BOLT AND RECESS NUT WITH 5%" DIA. F844 FLAT WASHER

POST SPACING STANDARD INSTALLATION



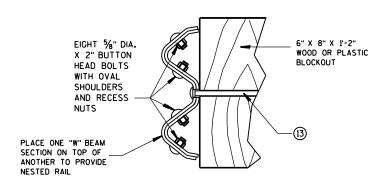
FRONT VIEW

POST SPACING FOR LONGER POST AT HALF POST SPACING W BEAM (LHW)



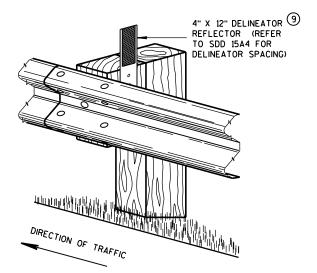
FRONT VIEW
BEAM SPLICE AT STEEL POST

TYPICAL SPLICING DETAILS
OF STEEL PLATE BEAM GUARD



NESTED W BEAM (NW)

USE ALL OTHER STANDARD BEAM GUARD DETAILS FOR CONSTRUCTING NESTED W BEAM (NW)



ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION

STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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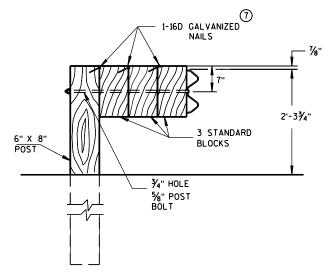
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DETAIL FOR DOUBLE BLOCKS

THE NUMBER OF DOUBLE BLOCK POSTS WITHIN A BARRIER RUN IS UNLIMITED

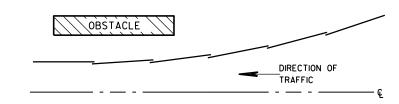


DETAIL FOR TRIPLE BLOCKS

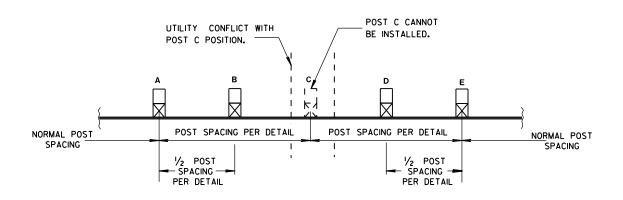
TRIPLE BLOCK DETAIL IS LIMITED TO ONE LOCATION WITHIN A BEAM GUARD RUN.

NOTES: USE DOUBLE OR TRIPLE BLOCKS WHEN UNDERGROUND OBSTACLES PREVENT THE POST FROM BEING INSTALLED.

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



PLAN VIEW BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS 6

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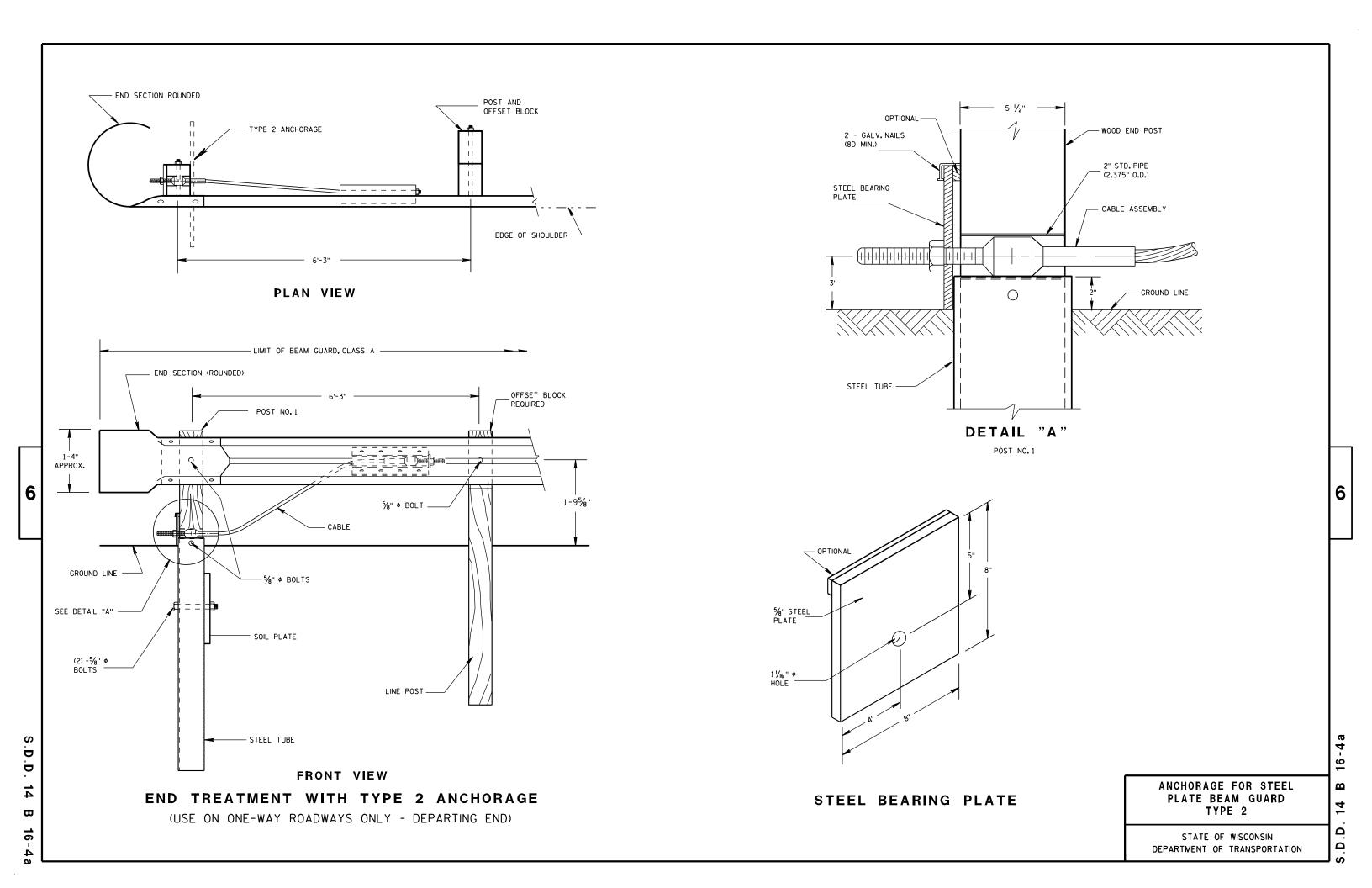
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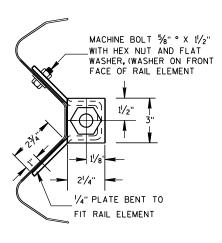
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2017 /S/ Rodney Taylor

DATE ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

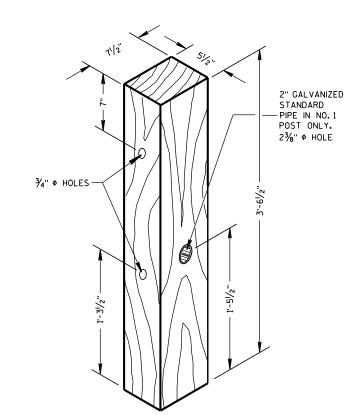




FRONT VIEW

END VIEW

ANCHOR PLATE DETAIL



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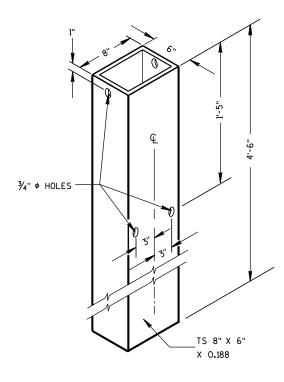
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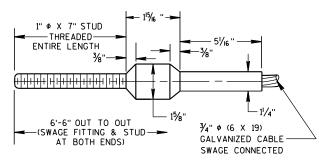
WOOD BREAKAWAY POST



STEEL TUBE

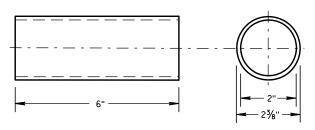
STEEL TUBE SHALL CONFORM TO REQUIREMENTS OF ASTM A500

END VIEW OF BRACKET



CABLE ASSEMBLY

CABLE, SWAGE FITTING, STUD AND NUT SHALL DEVELOP A MINIMUM BREAKING STRENGTH OF 40,000 LB (TIGHTEN UNTIL TAUT)



BREAKAWAY TERMINAL POST SLEEVE

GALVANIZED STANDARD STRENGTH STEEL PIPE, ASTM 53 GRADE "B"

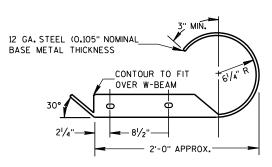
GENERAL NOTES

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

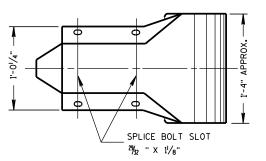
STRUCTURAL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A-500 GRADE B OR ASTM A-501.

POST NO.1 SHALL BE WOOD BREAKAWAY POST INSERTED AND BOLTED INTO STEEL TUBE.

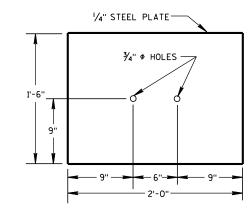
TYPE 2 ANCHORAGE SHALL CONSIST OF A STEEL TUBE, SOIL PLATE WOOD BREAKAWAY POST, BEARING PLATE, ANCHOR PLATE, CABLE ASSEMBLY AND ALL ASSOCIATED HARDWARE, ALL STEEL PARTS SHALL BE GALVANIZED.



PLAN VIEW



FRONT VIEW W BEAM END SECTION ROUNDED



SOIL PLATE

ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

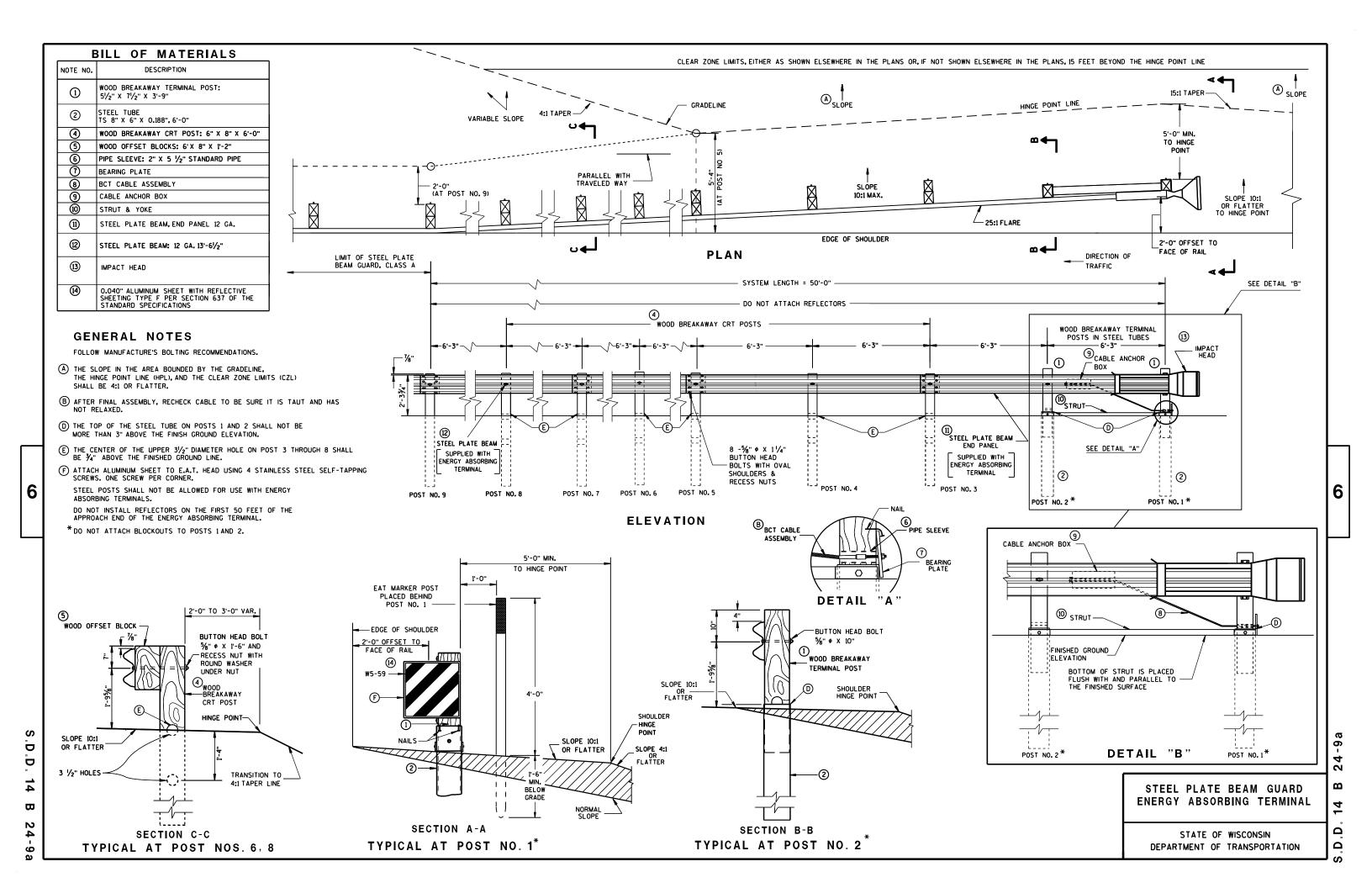
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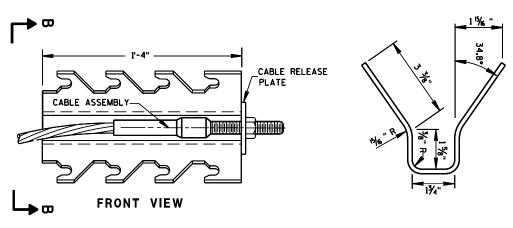
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER 8/21/2007

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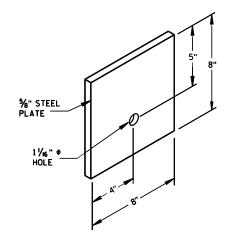
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SECTION B-B

(9) CABLE ANCHOR BOX



[⊙]STEEL BEARING PLATE

STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL

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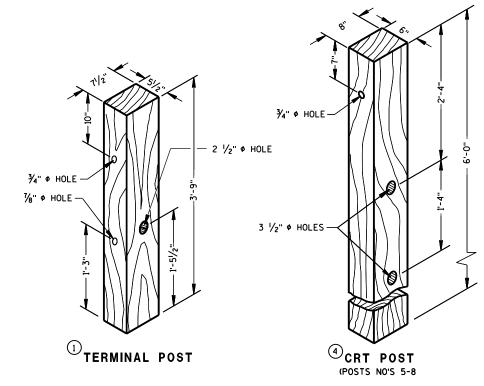
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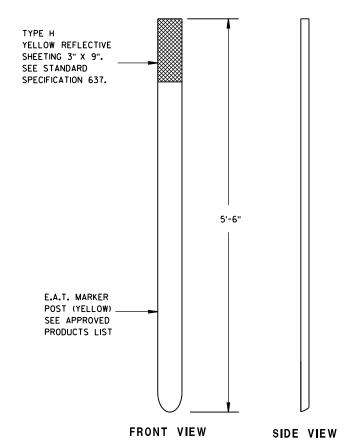
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

(4) REFLECTIVE SHEETING DETAILS



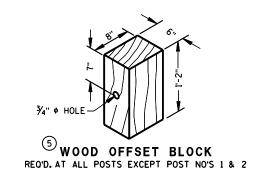
WOOD BREAKAWAY POSTS



E.A.T. MARKER POST

GENERAL NOTES

WHEN ROCK IS ENCOUNTERED DURING EXCAVATION, A 12 INCH DIA. POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK MAY BE USED IF APPROVED BY THE ENGINEER. GRANULAR MATERIAL SHALL BE PLACED IN THE BOTTOM OF THE HOLE APPROXIMATELY 2 1/2" INCHES DEEP TO PROVIDE DRAINAGE. THE SOIL TUBES SHALL BE FIELD CUT TO LENGTH, PLACED IN THE HOLE AND BACKFILLED WITH ADEQUATELY COMPACTED MATERIAL EXCAVATED FROM THE HOLE.



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STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED June 2017

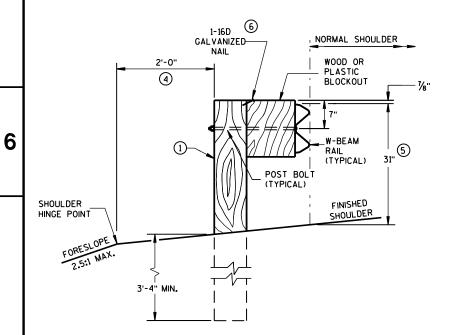
/S/ Rodney Taylor ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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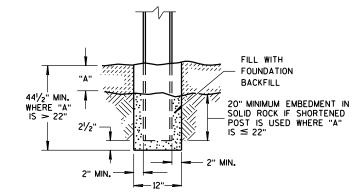
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- 2 USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.
- (3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2½ INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.
- (4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).
- (5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 273/4" TO 32".
- (6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

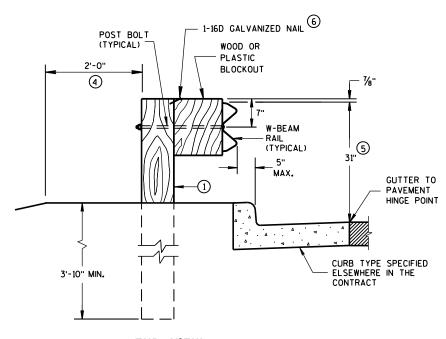


END VIEW

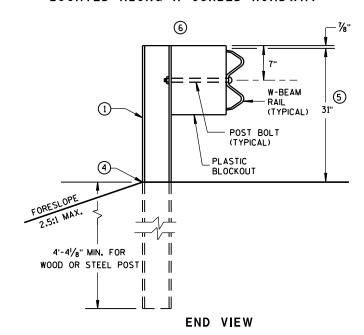
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



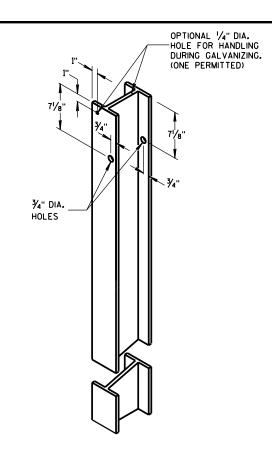
SETTING STEEL OR WOOD POST IN ROCK $^{\scriptsize{\textcircled{3}}}$



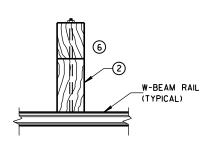
END VIEW
LOCATED ALONG A CURBED ROADWAY



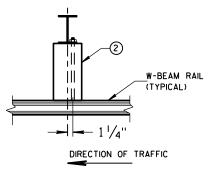
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



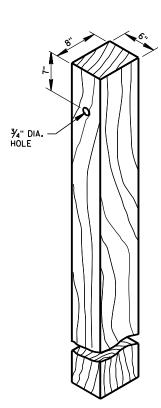
STEEL POST & HOLE PUNCHING DETAIL (w6X9)



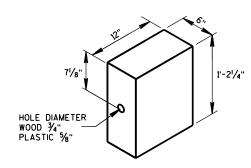
PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM



WOOD POST (6" X 8") NOMINAL



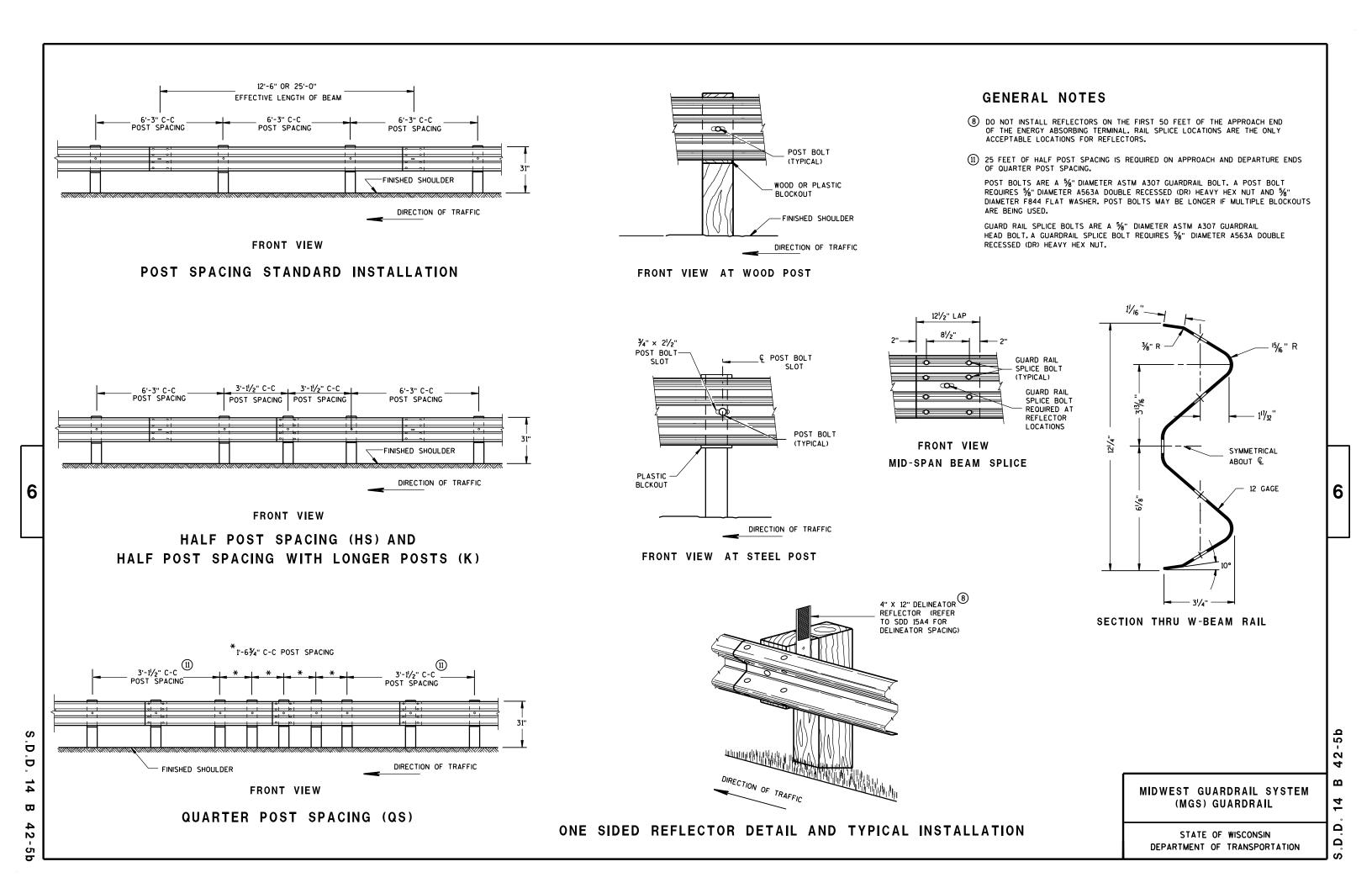
WOOD OR PLASTIC BLOCKOUT

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

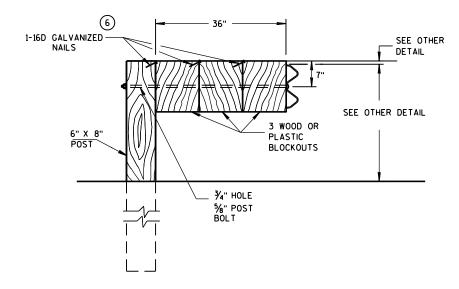
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DETAIL FOR 16" BLOCKOUT DEPTH

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

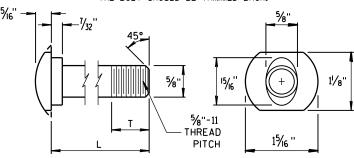


DETAIL FOR 36" BLOCKOUT DEPTH

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

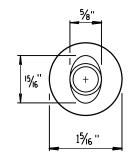
> DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

NOTE: 1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF $\frac{1}{16}$ ". 2. IF THE BOLT EXTENDS MORE THAN 1/4" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

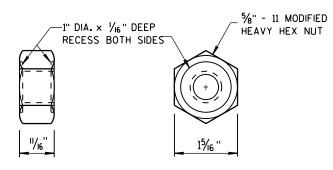


POST BOLT TABLE

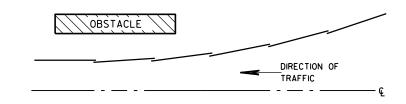
L	T (MIN.)
11/4"	11/8"
2"	13/4"
10"	4"
14"	41/16"
18"	4"
21"	41/16"
25"	4"
14" 18" 21"	4½6" 4" 4½6"



ALTERNATE BOLT HEAD

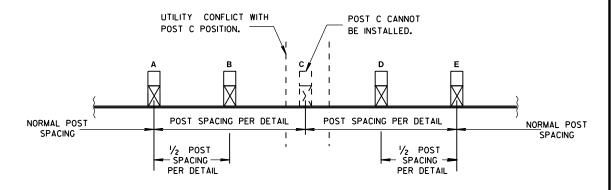


POST BOLT, SPLICE BOLT AND RECESS NUT

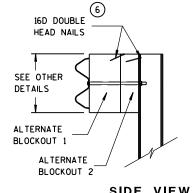


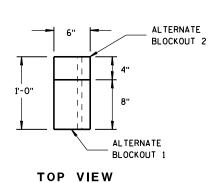
PLAN VIEW

BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION





SIDE VIEW

ALTERNATE WOOD **BLOCKOUT DETAIL**

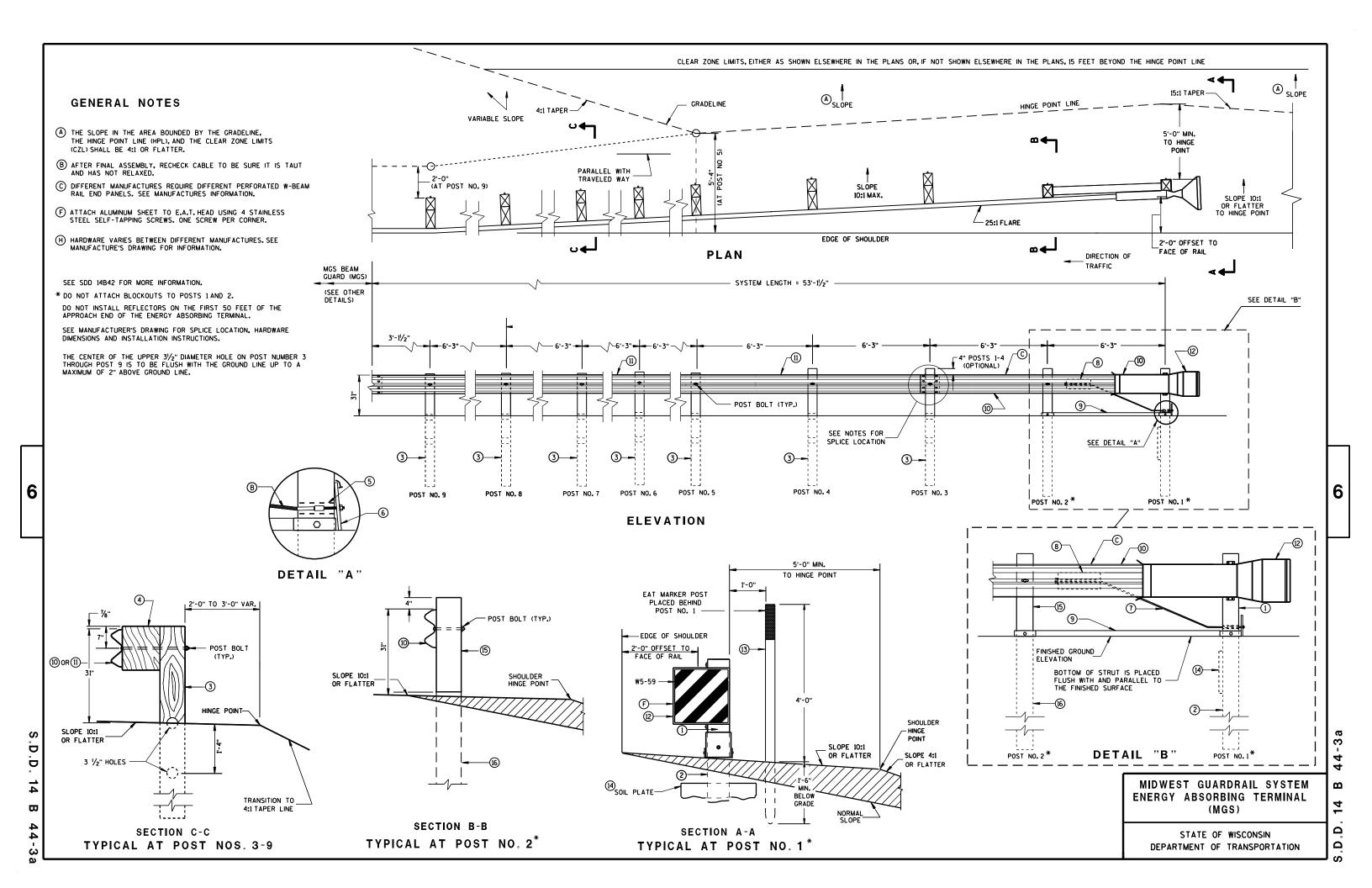
> MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

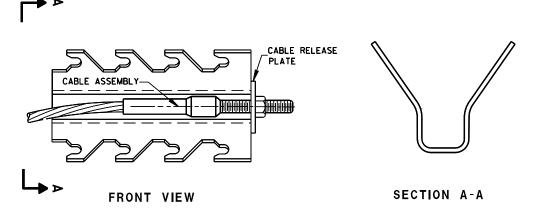
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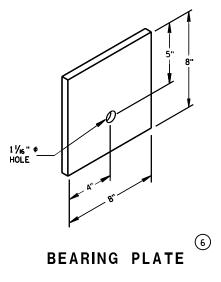
9 H GENERIC GROUND STRUT



GENERIC ANCHOR CABLE BOX

BILL OF MATERIALS

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



MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

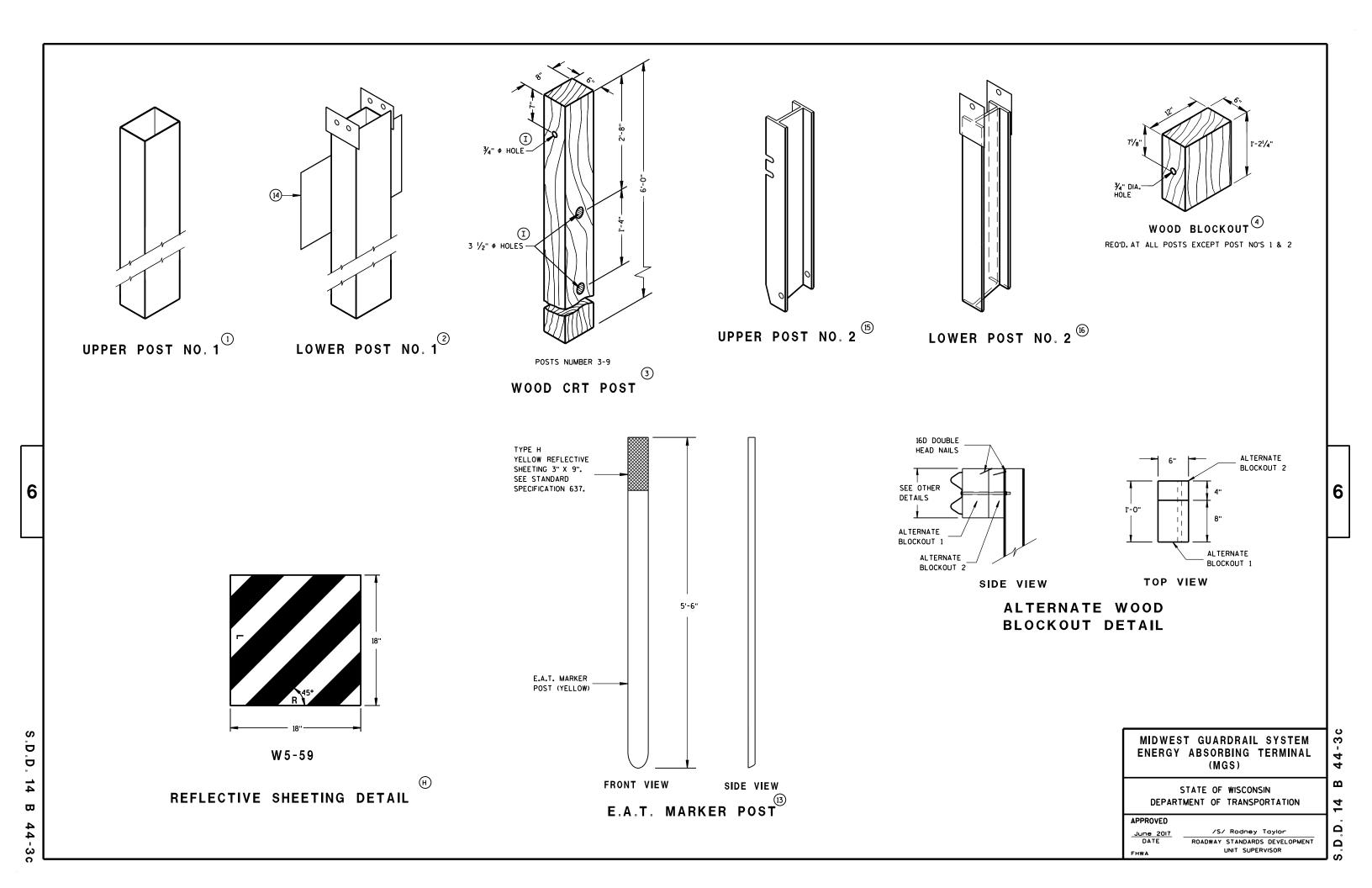
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

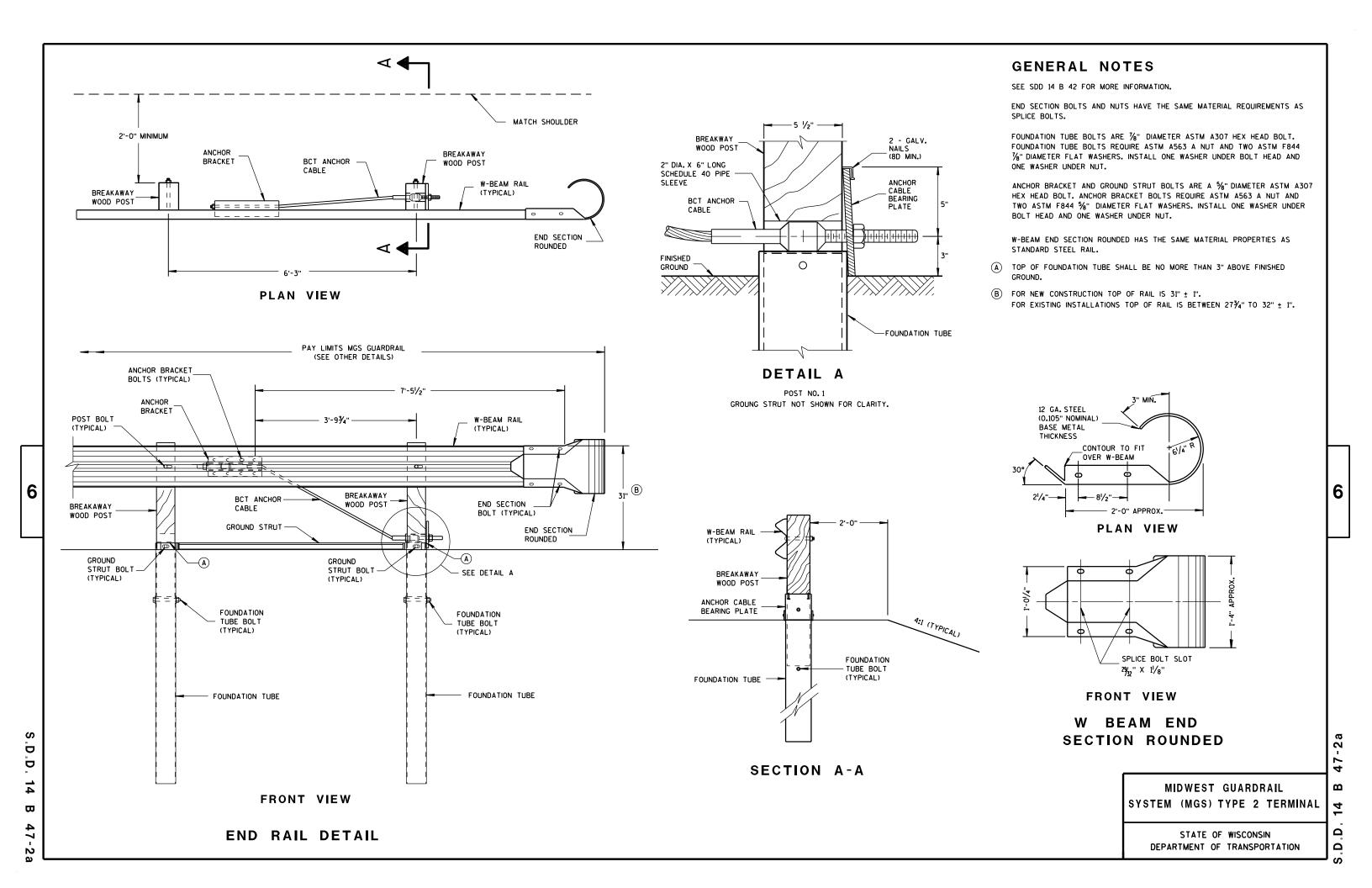
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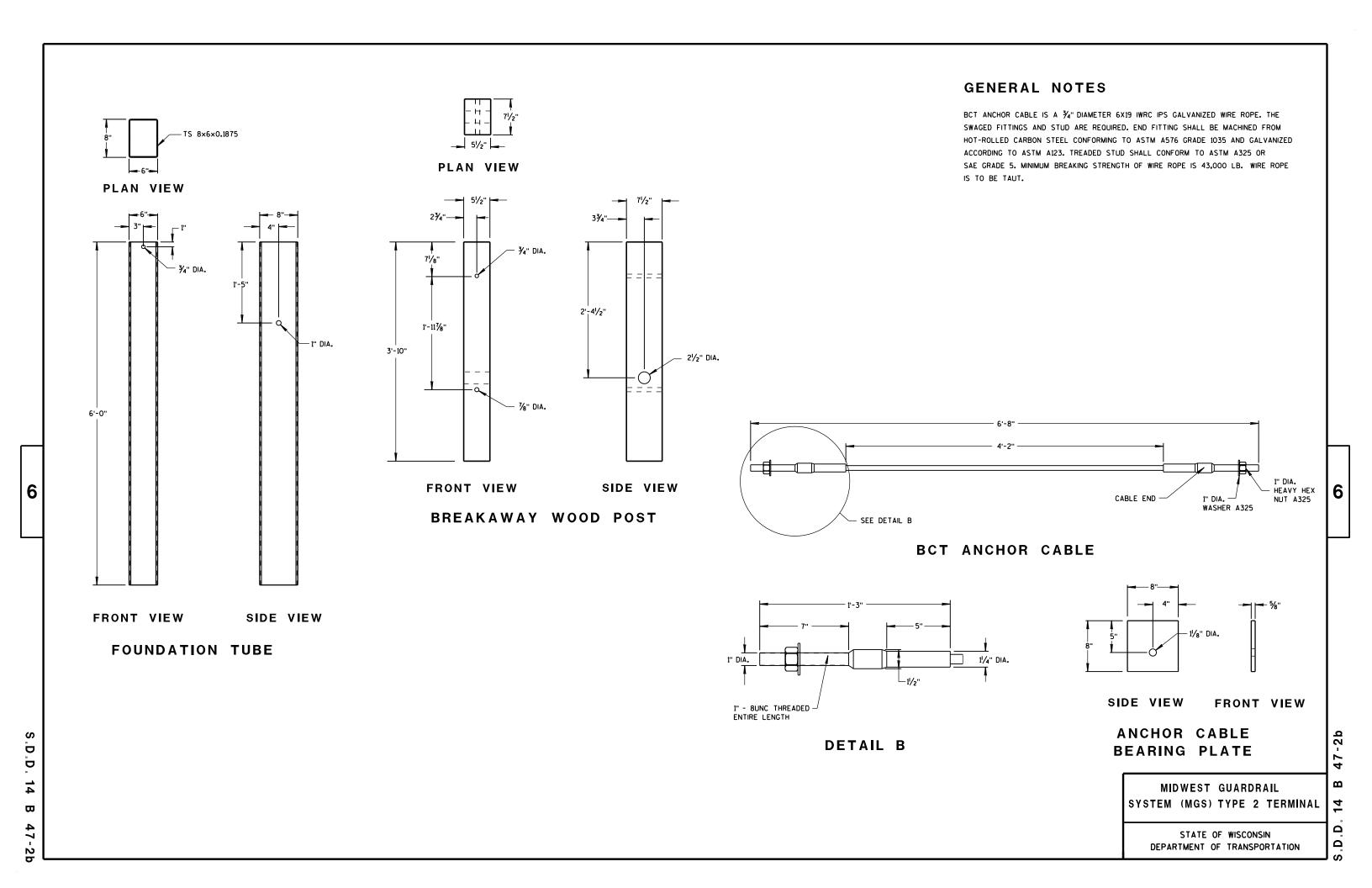
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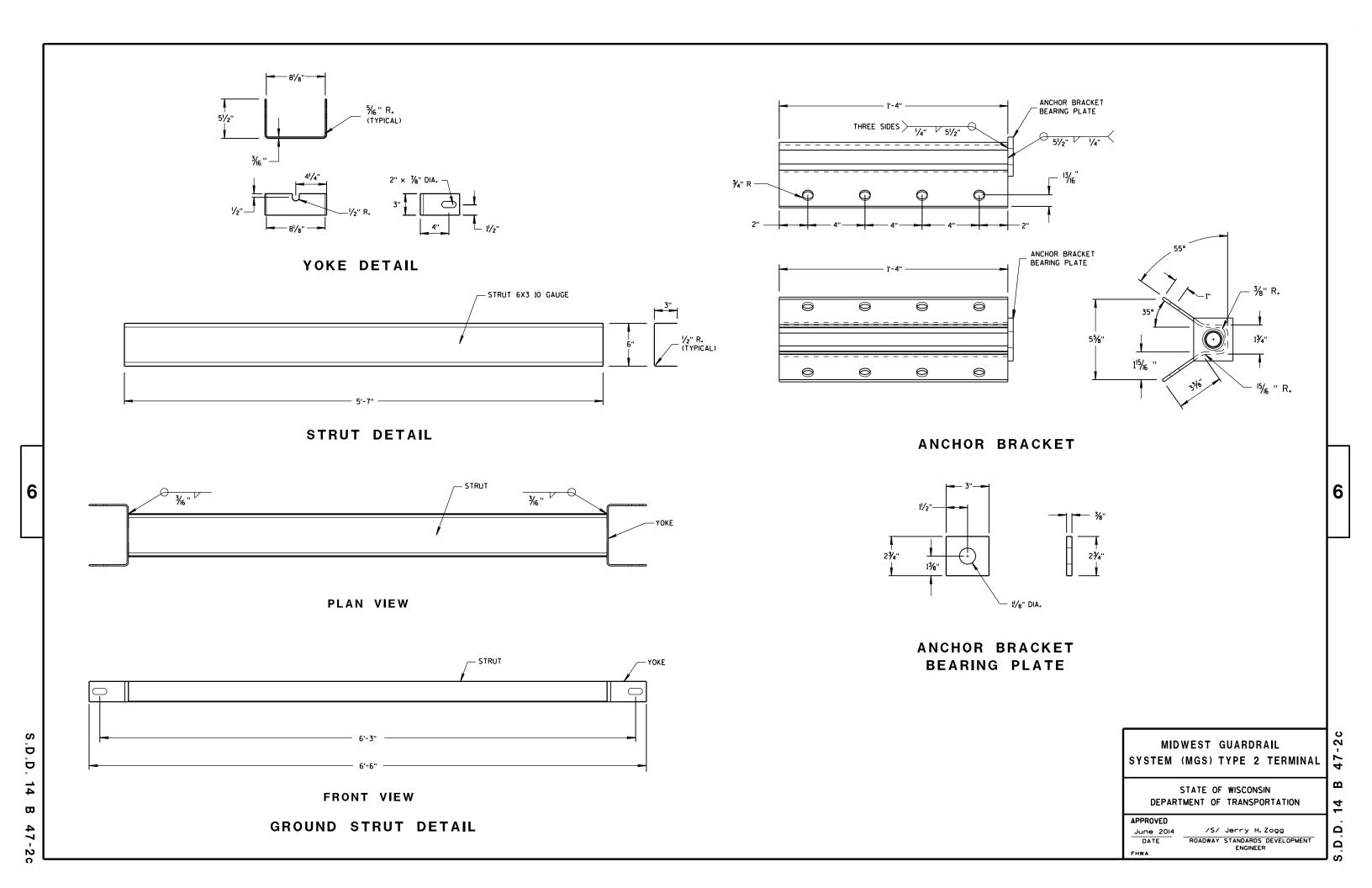
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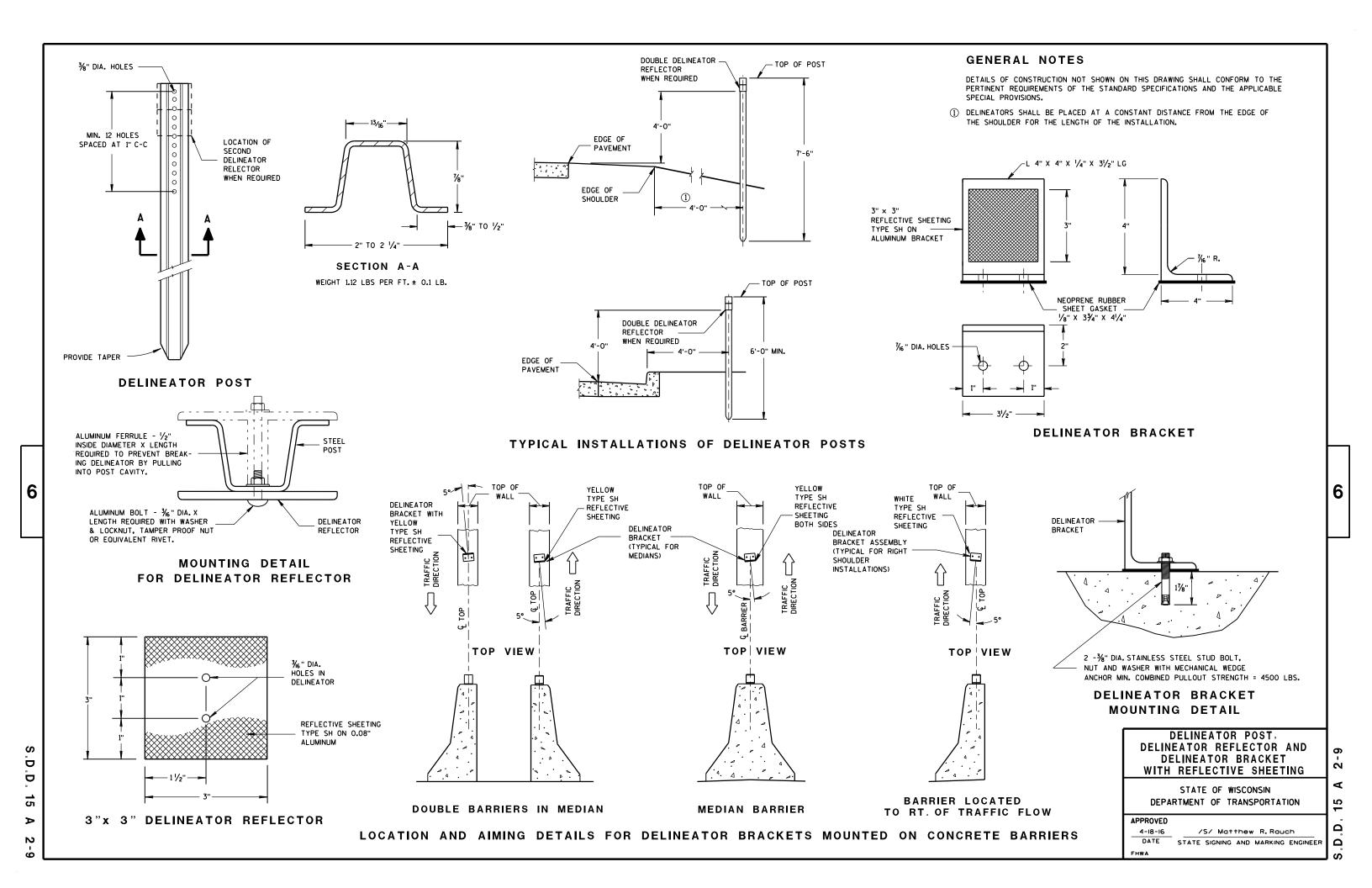
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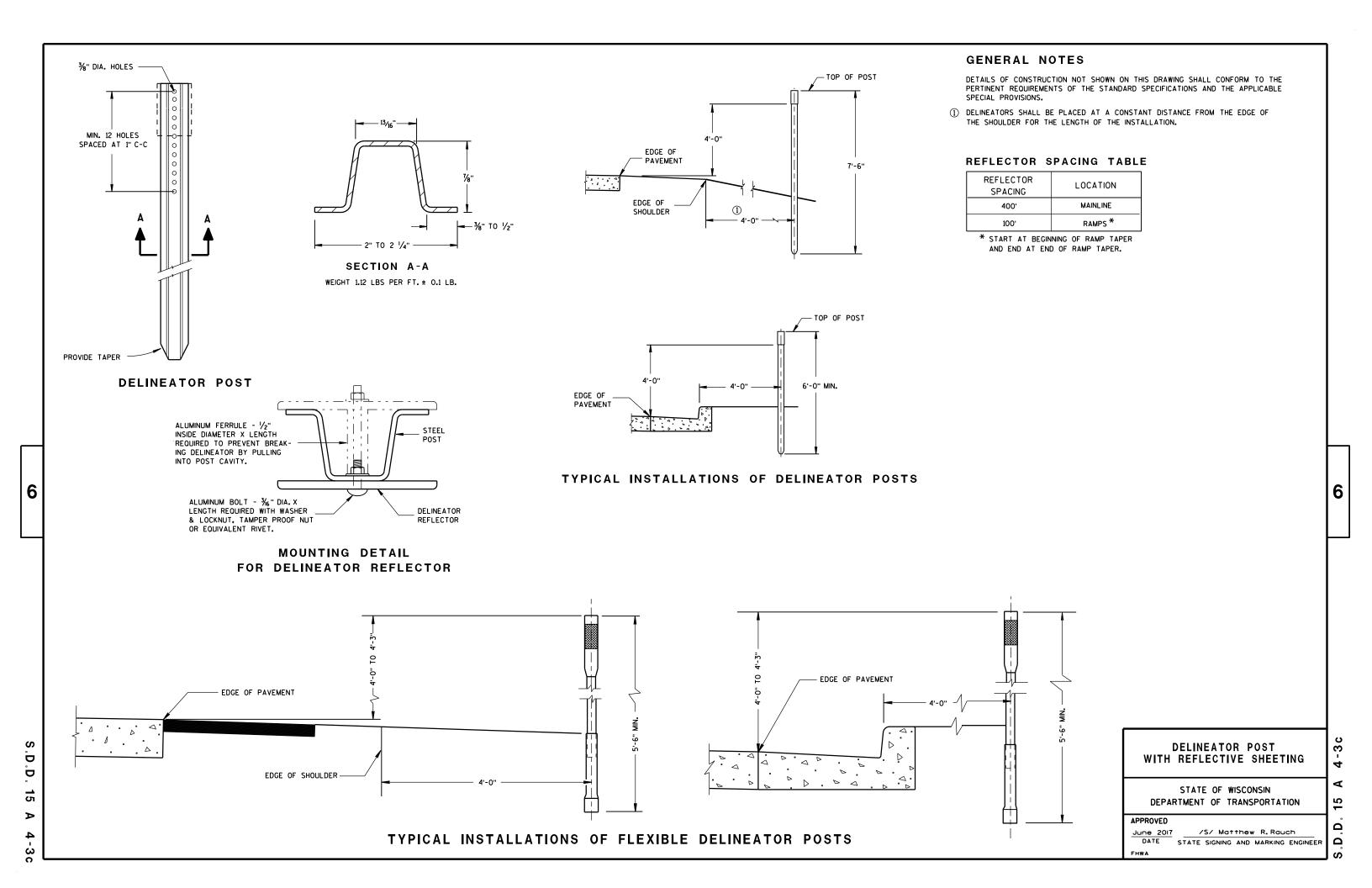












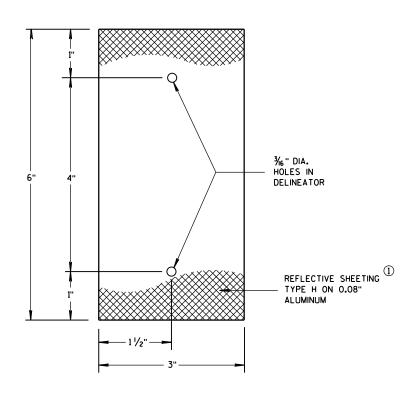
PANEL THICKNESS SHALL BE A MINIMUM OF 0.08 INCHES.

PLASTIC BASE MATERIAL SHALL BE WHITE, UV STABILIZED, FLAME TREATED TO THE MANUFACTURER SPECIFICATIONS AND BE ABLE TO WITHSTAND SUB FREEZING TEMPERATURES WITHOUT BREAKING.

- ① FURNISH TYPE H SHEETING FROM THE APPPROVED PRODUCTS LIST.
- ② FURNISH DELINEATOR REFLECTOR FOR GUARDRAIL FROM THE APPPROVED PRODUCTS LIST.

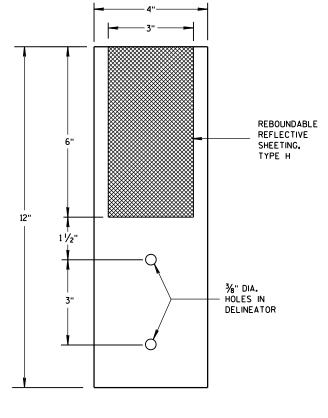
REFLECTOR SPACING TABLE

REFLECTOR	MINIMUM NUMBER
SPACING	OF REFLECTORS
100' C-C	3



3"x 6" DELINEATOR REFLECTOR

(FOR STEEL POSTS)



4"x 12" DELINEATOR REFLECTOR

(FOR GUARDRAIL)

DELINEATOR
WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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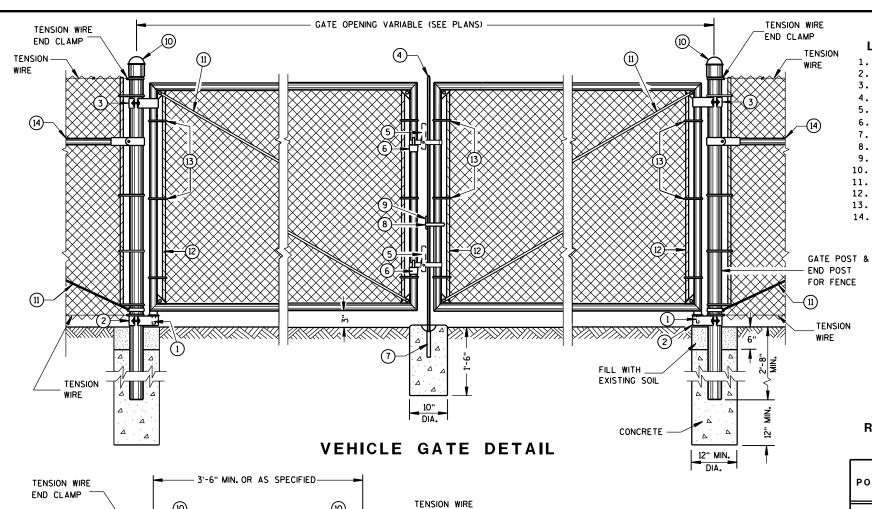
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APPROVED

June 2017

DATE
STATE SIGNING AND MARKING ENGINEER

D.D. 15 A 4-3d



END CLAMP

EXISTING SOIL

PEDESTRIAN GATE DETAIL

CONCRETE

12" MIN.

CONCRETE

12" MIN.

TENSION

GATE POST &

END POST

FOR FENCE

TENSION -

GATE POST &

TENSION

END POST

FOR FENCE

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REQUIRED FENCE POST SIZES

USE	FABRIC HEIGHTS FEET	POST TYPE
TERMINAL	LESS THAN OR EQUAL TO 6 FT.	SP3
POSTS **	GREATER THAN OR EQUAL TO 6 FT.	SP4
LINE POSTS	LESS THAN OR EQUAL TO 6 FT.	SP2
	LESS THAN OR EQUAL TO 8 FT.	SP3
	GREATER THAN OR EQUAL TO 8 FT.	SP4
	LESS THAN OR EQUAL TO 8 FT.	FS2 OR FS2†
	GREATER THAN OR EOUAL TO 8 FT.	FS3

BRACE RAIL TYPES

USE	TYPE
BRACE RAIL	SP1 OR FS1

** INCLUDES END, CORNER, ANGLE, INTERSECTION AND INTERMEDIATE BRACED POSTS

- LEGEND 1. STRAIGHT PLUG
- 2. BOTTOM HINGE
- TOP HINGE
- 4. PLUNGER ROD
- 5. FULCRUM LATCH
- 6. FORK CATCH *
- 7. PLUNGER ROD CATCH 8. LOCK KEEPER GUIDE
- 9. LOCK KEEPER
- 10. DOME TOPS
- 11. TRUSS RODS
- 12. TENSION BAR
- 13. TENSION BANDS 14. BRACE RAIL

*NOT REQUIRED ON SINGLE SWING PEDESTRIAN GATE

GENERAL NOTES

FENCE POSTS INSTALLED ON CONCRETE WALLS SHALL BE ANCHORED INTO EMBEDDED METAL SLEEVES OR CORED HOLE BY FILLING THE ANNULAR SPACE WITH PEA GRAVEL FOLLOWED BY AN EPOXY RESIN ADHESIVE. THE EPOXY RESIN ADHESIVE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 235, CLASS A, B OR C.

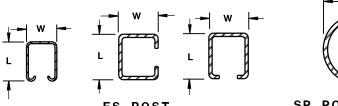
USE FENCE FABRIC KNUCKLED AT BOTH SELVAGES.

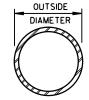
FOR LEAF GATES GREATER THAN 8 FEET WIDE, INSTALL INTERIOR VERTICAL BRACE RAIL AT 8 FOOT INTERVALS.

FOR FABRIC HEIGHTS GREATER THAN 8 FEET, INSTALL INTERIOR HORIZONTAL BRACE RAILS TO LEAF GATE.

MAXIMUM SAG FOR OUTER GATE MEMBER SHALL NOT EXCEED THE GREATER OF 1% OF THE LEAF GATE WIDTH OR 2 INCHES.

USE TYPE 2, CLASS 3, MARCELLED/CRIMPED, TENSION WIRE PER ASTM A 817.





SP POST & RAIL

CROSS SECTIONS OF POSTS AND RAILS

ROLLED-FORMED STEEL FENCE POST (2.0 OZ./SQ. FT. COATING)

POST TYPE	LENGTH (L) INCH	WIDTH (W)	WEIGHT LBS/FT
FS1	1.625	1.25	1.35
FS2†	1.875	1.625	1.850
FS2	1.875	1.625	2.400
FS3	2.250	1.700	2.780

ROUND STEEL FENCE POST (1.8 OZ./SQ. FT. COATING)

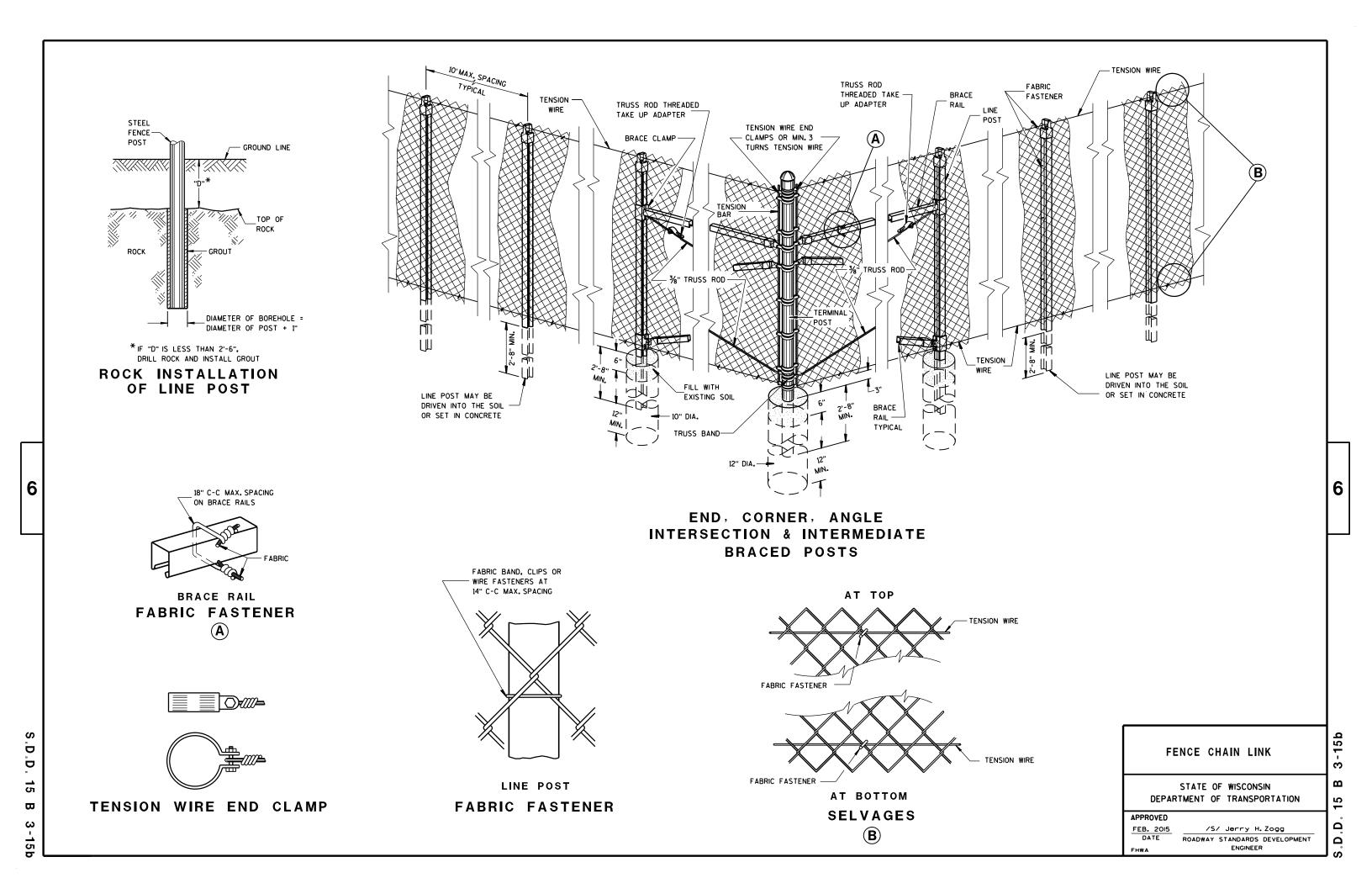
POST TYPE	OUTSIDE DIMENSION INCH	WALL THICKNESS INCH	WEIGHT LBS/FT
SP1	1.660	0.140	2.270
SP2	1.900	0.145	2.720
SP3	2.375	0.154	3.650
SP4	2.875	0.203	5.800
SP5	4.000	0.226	9.120
SP6	6.625	0.280	18.990
SP7	8.625	0.322	28.580

REQUIRED POST SIZE FOR GATES

USE	LEAF WIDTHS FEET	POST TYPE
	LESS THAN OR EQUAL TO 6 FT.	SP4
GATES	LESS THAN OR EOUAL TO 13 FT.	SP5
	LESS THAN OR EQUAL TO 18 FT.	SP6
	LESS THAN OR EQUAL TO 23 FT.	SP7

FENCE CHAIN LINK

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION က





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

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.) MO5-1 AND MO6-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.) D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS. R1-1 SHALL BE 36" X 36".

- (1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT
- THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.
- FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.
- FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.
- FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.
- 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.
- "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

2

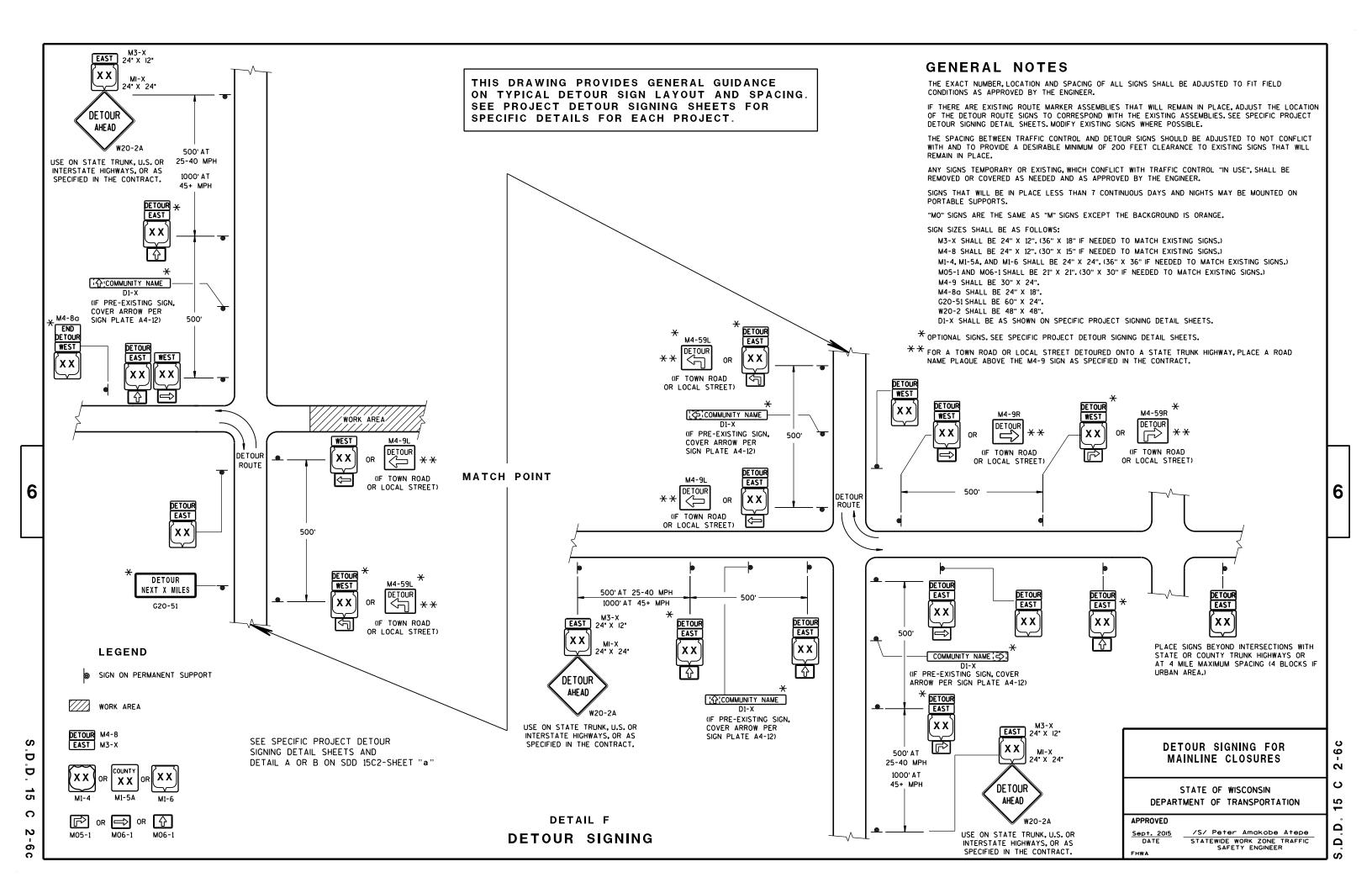
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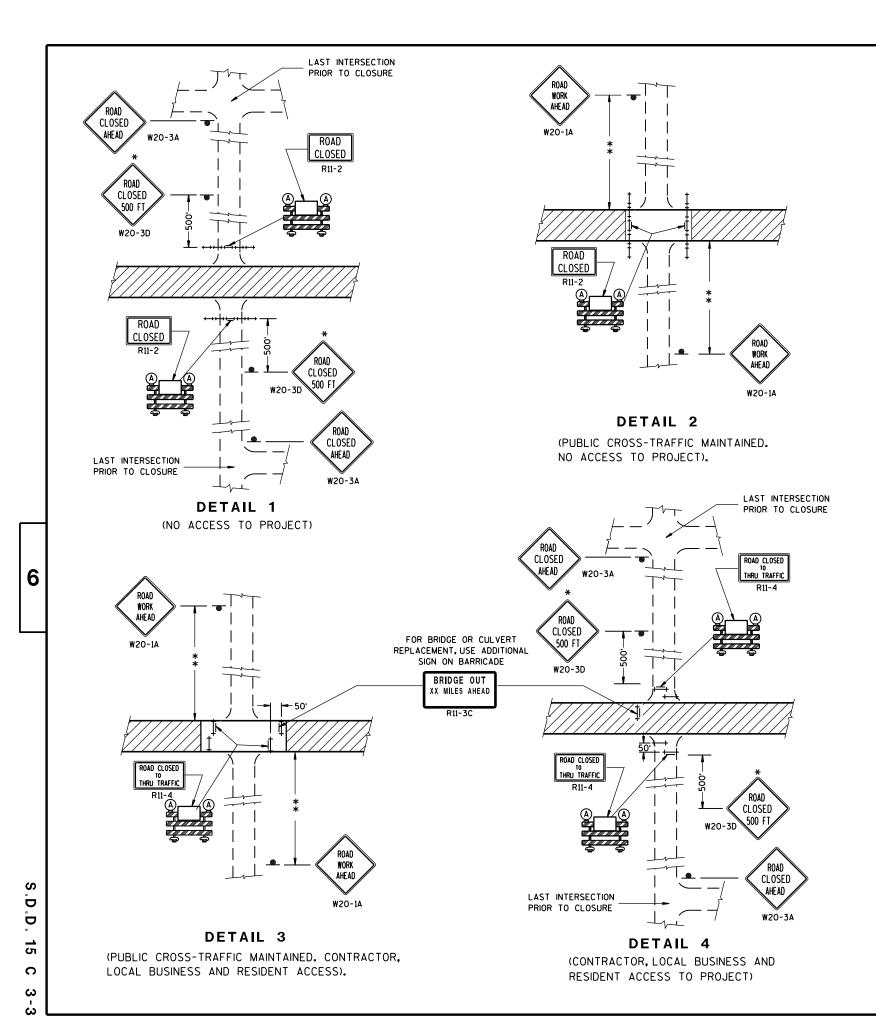
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STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

/S/ Peter Amakobe Atepe

STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER





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

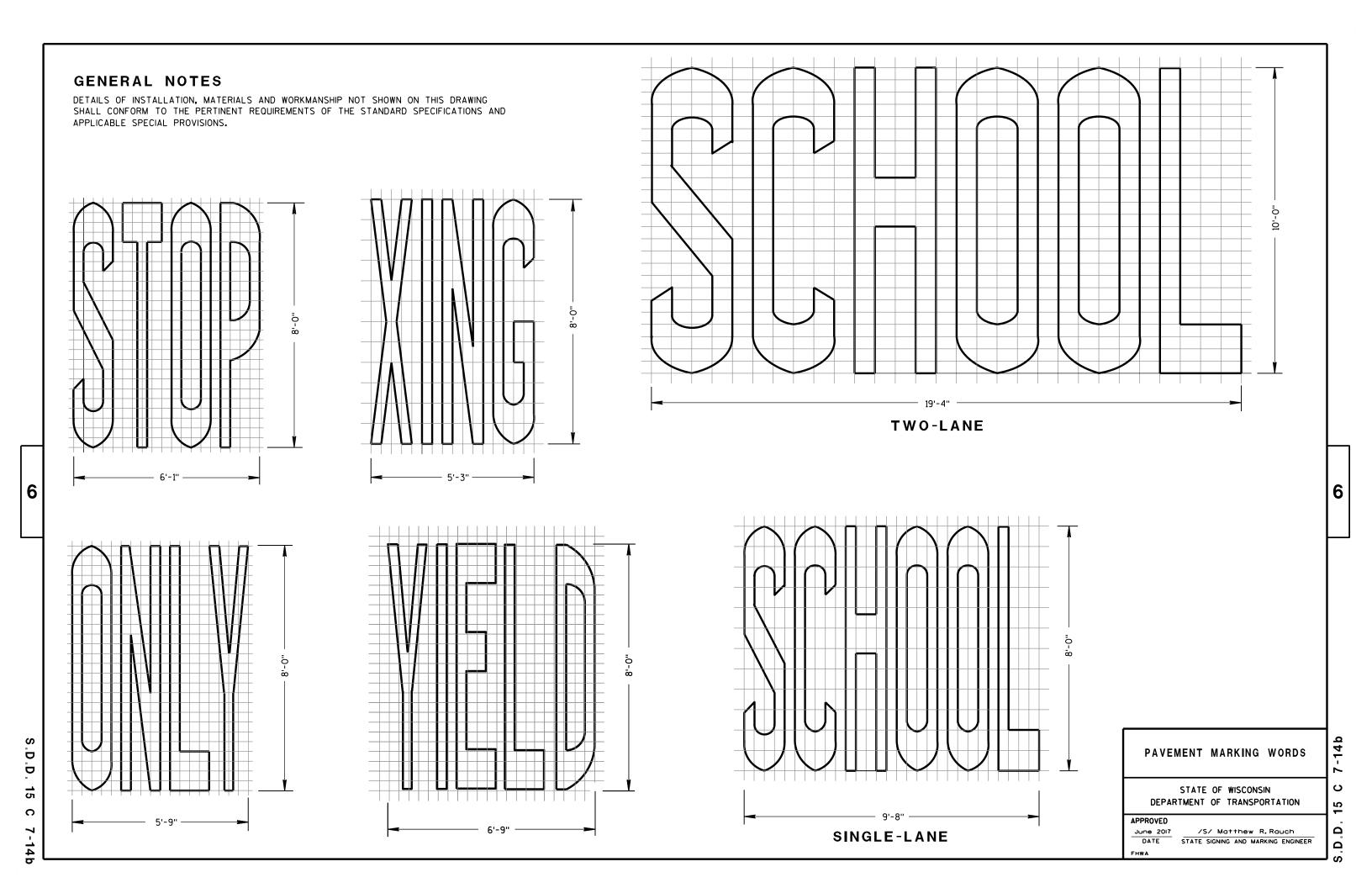
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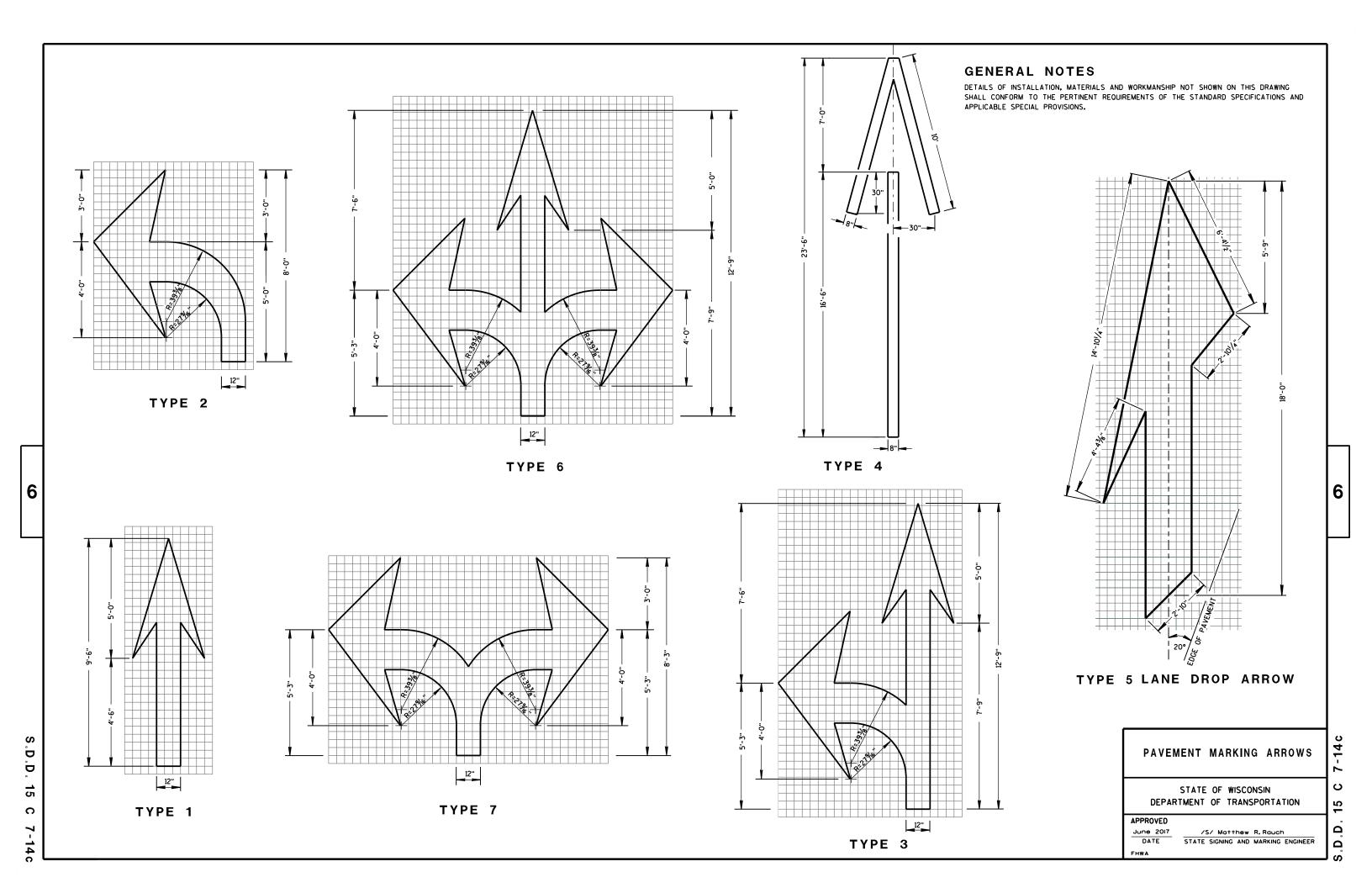
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Sept. 2015

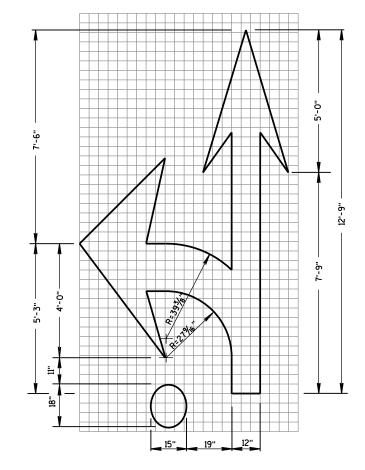
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STATEWIDE WORK ZONE TRAFFIC
SAFETY ENGINEER

S.D.D. 15 C 3

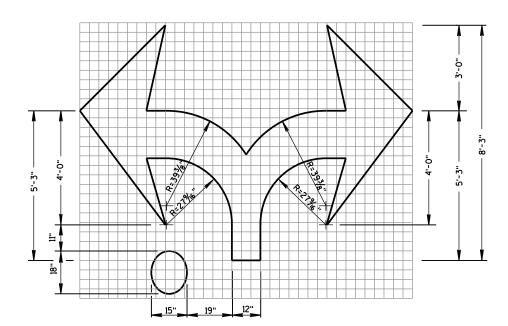




TYPE 2R



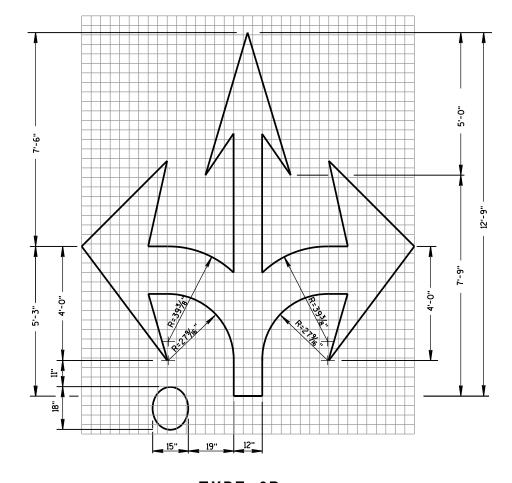
TYPE 3R



TYPE 7R

GENERAL NOTES

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



TYPE 6R

ROUNDABOUT ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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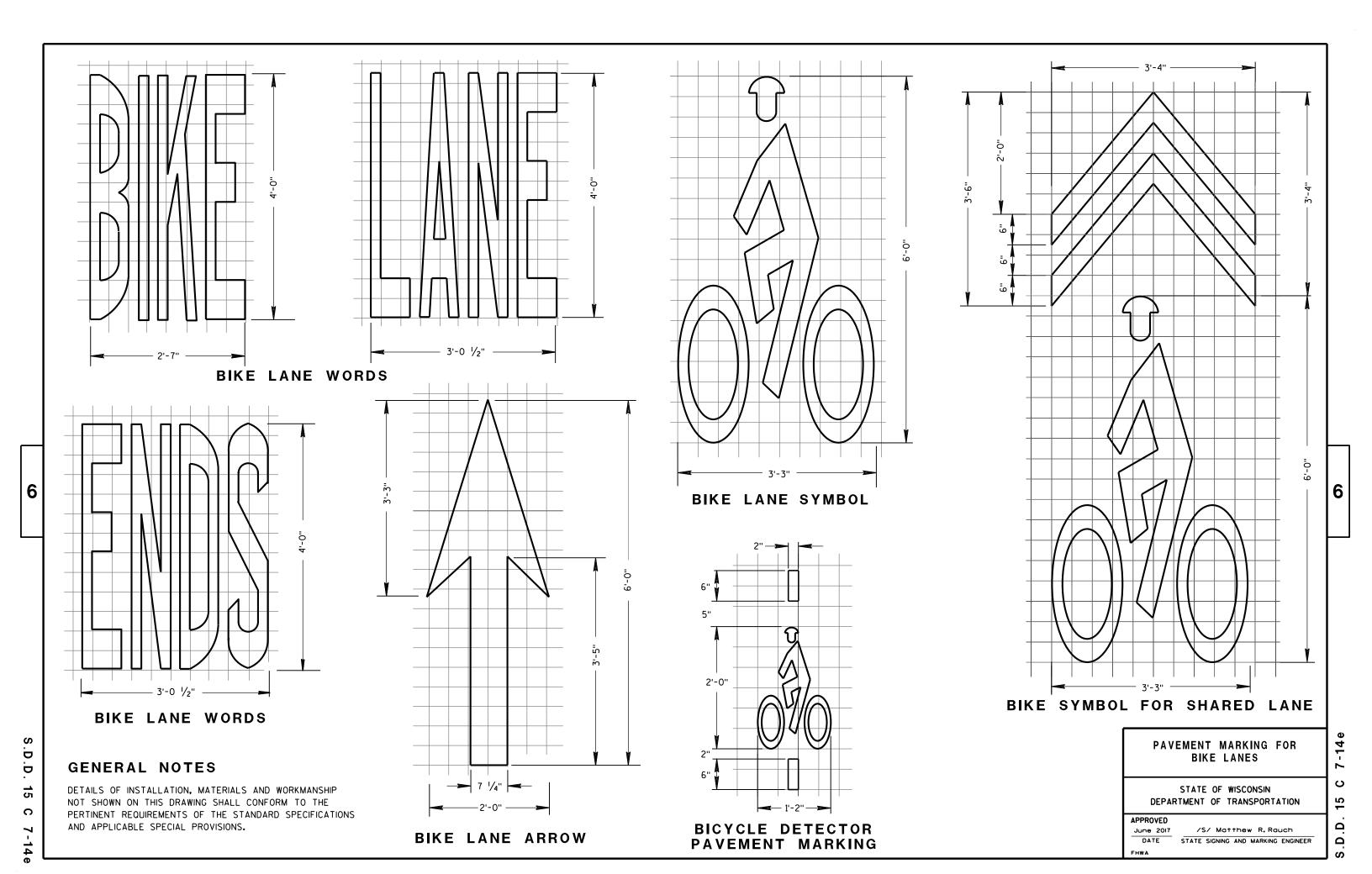
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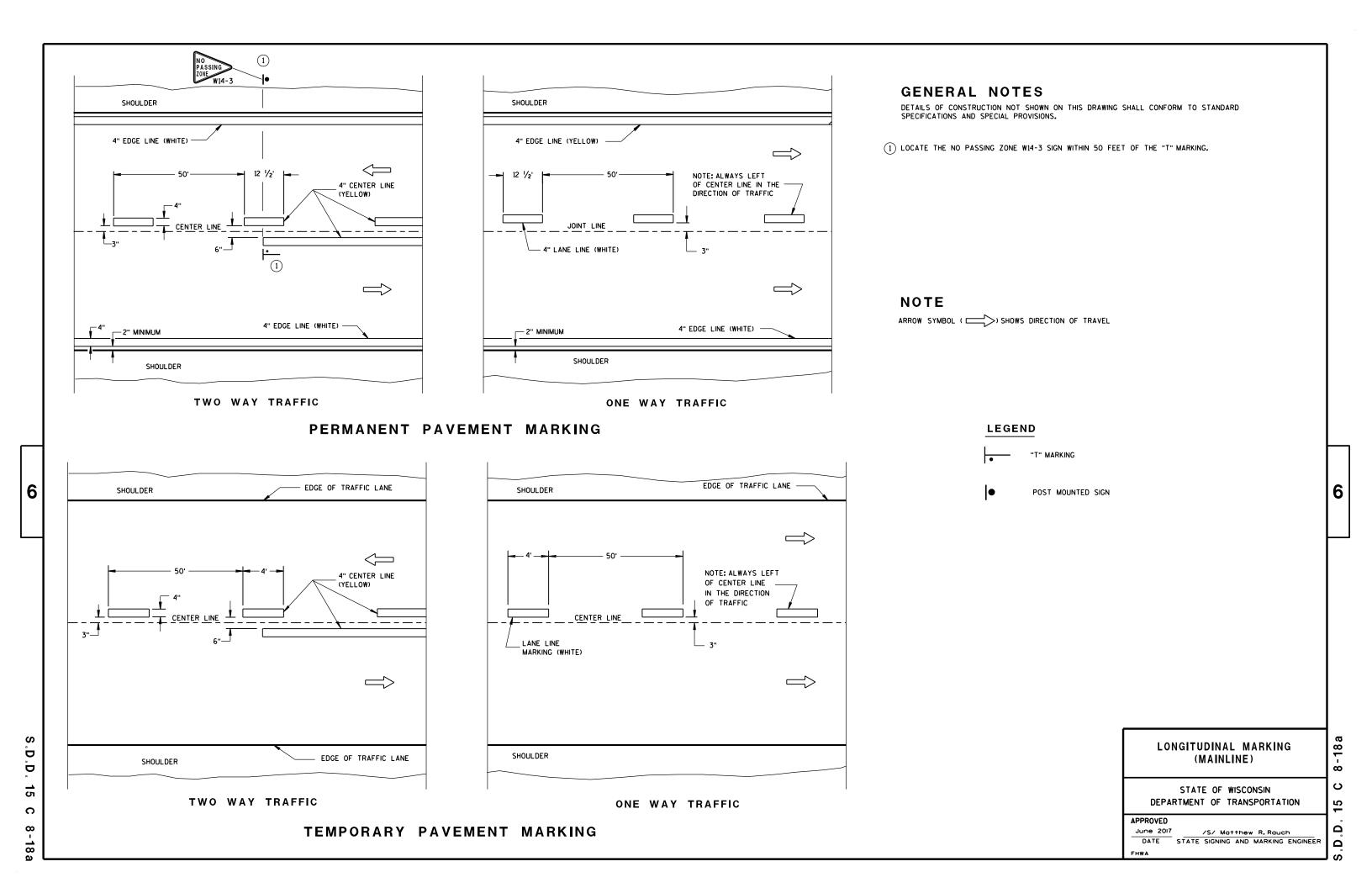
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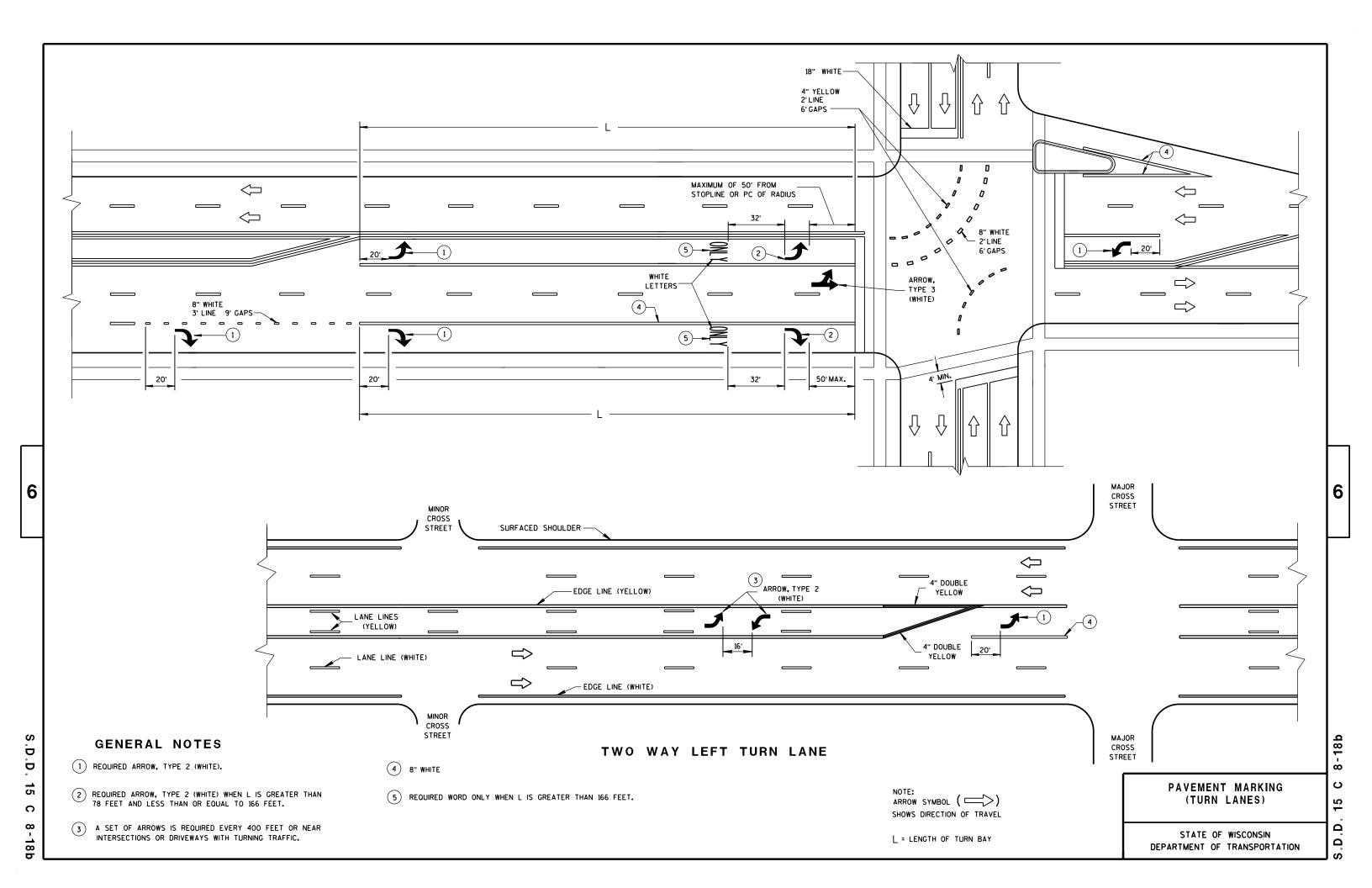
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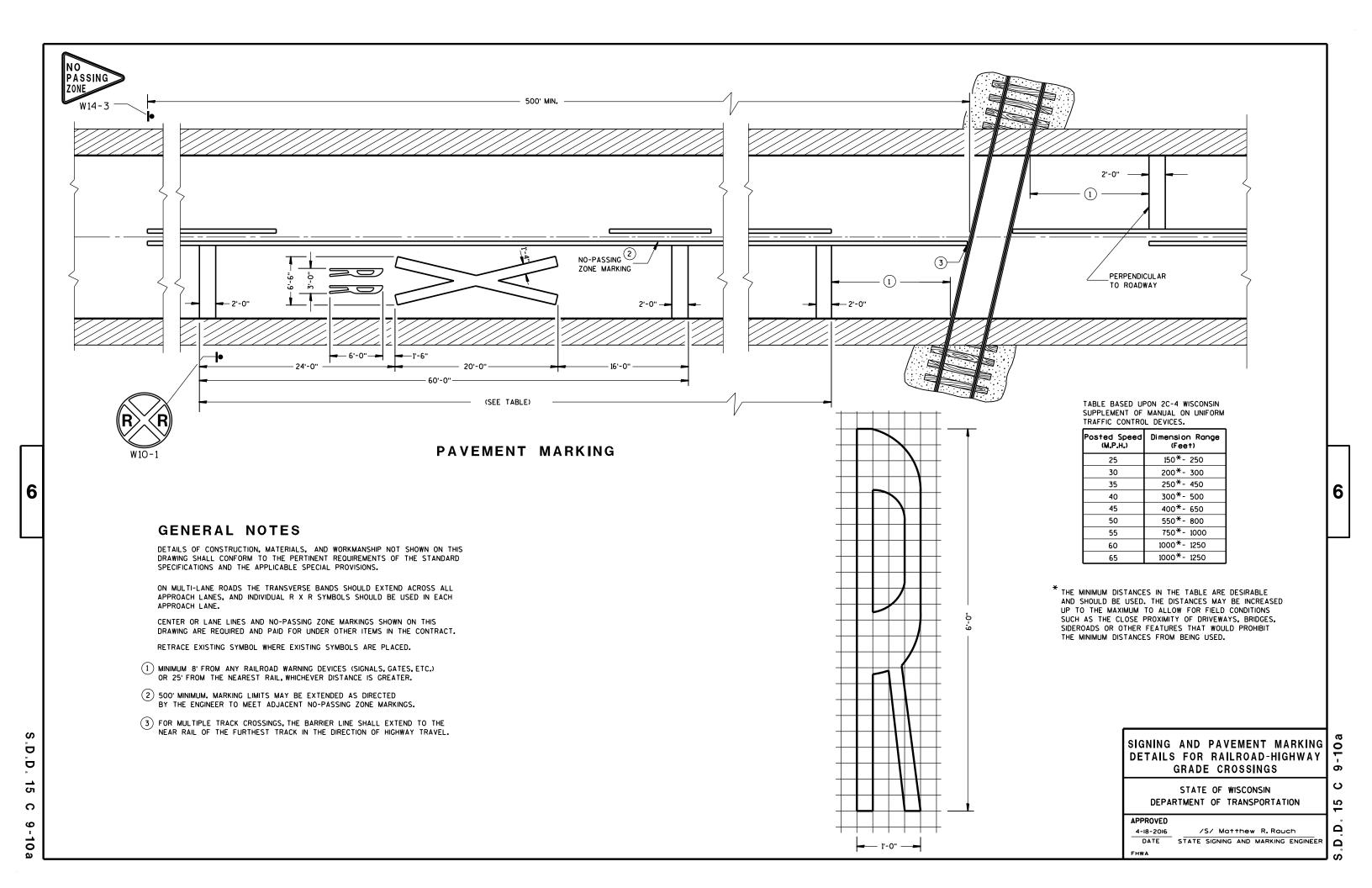
JUNE 2017
DATE
STATE SIGNING AND MARKING ENGINEER
FHWA

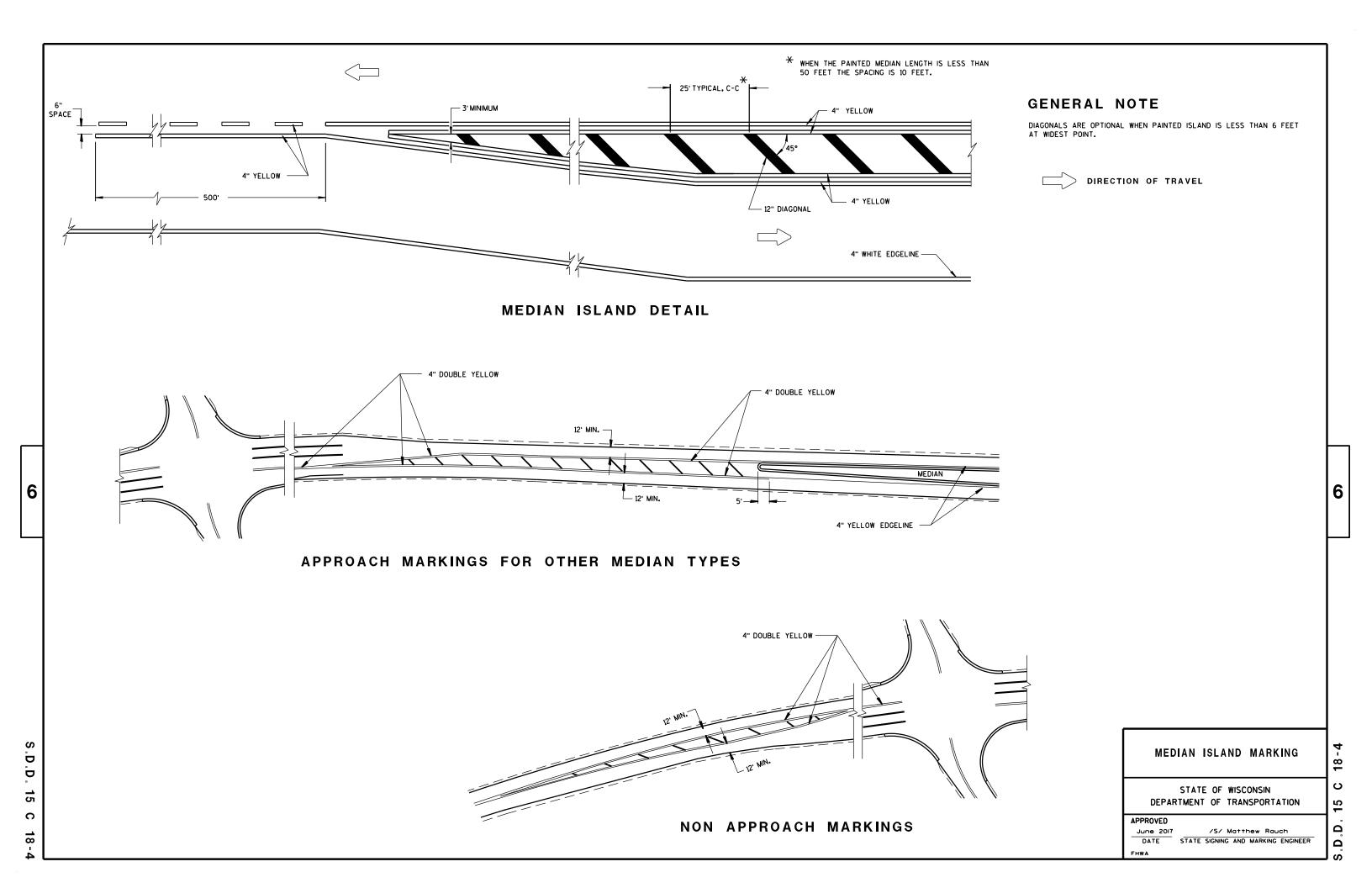
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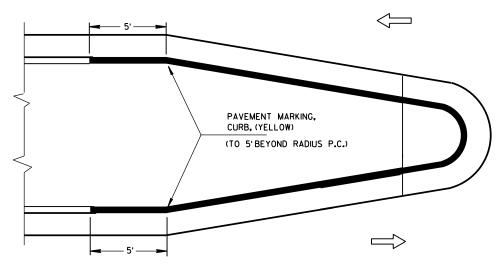




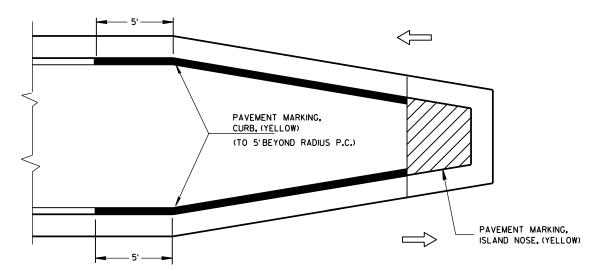




MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN, THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

CURB MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

PAVEMENT MARKING (ISLANDS)

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-2b

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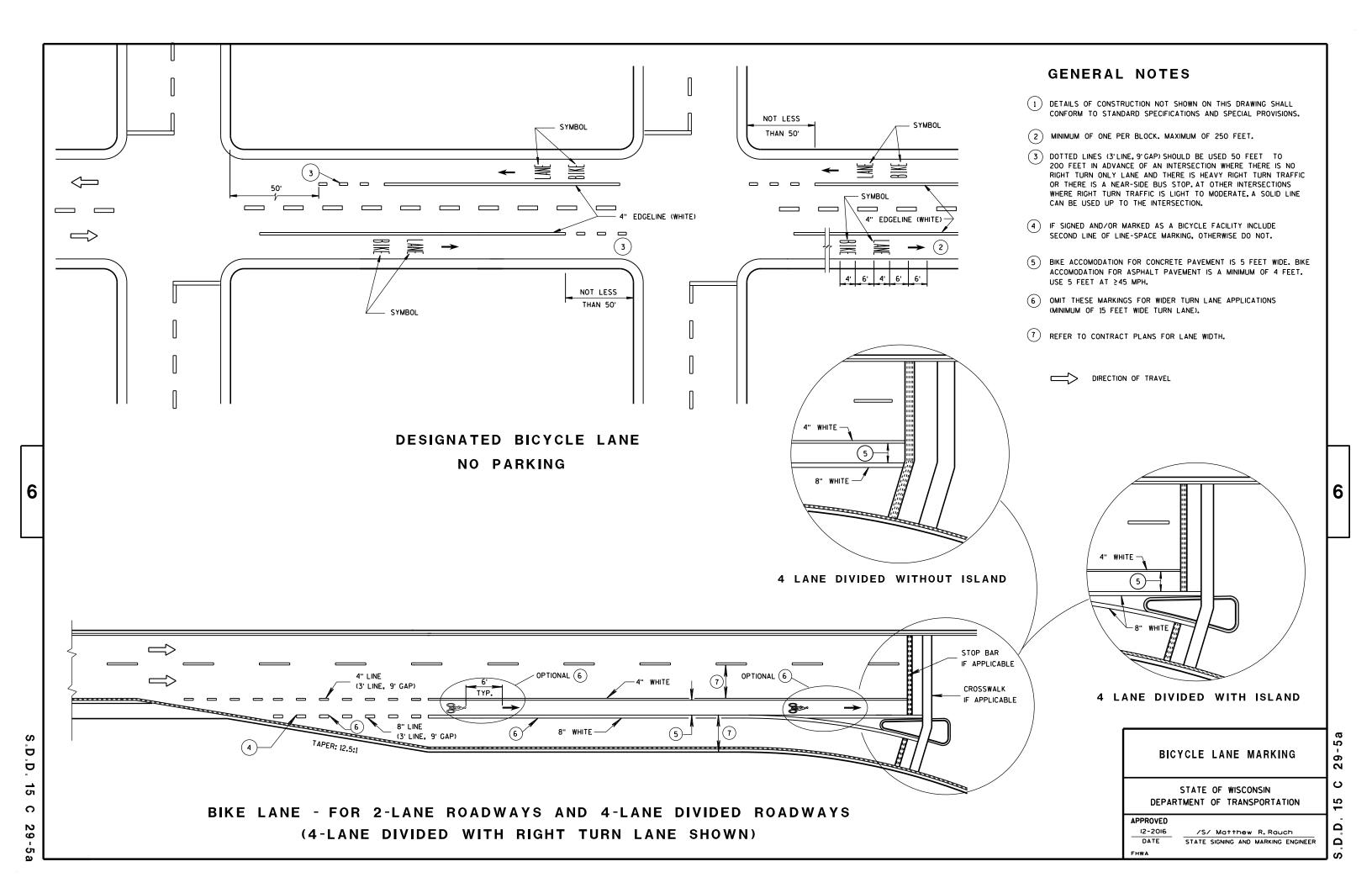
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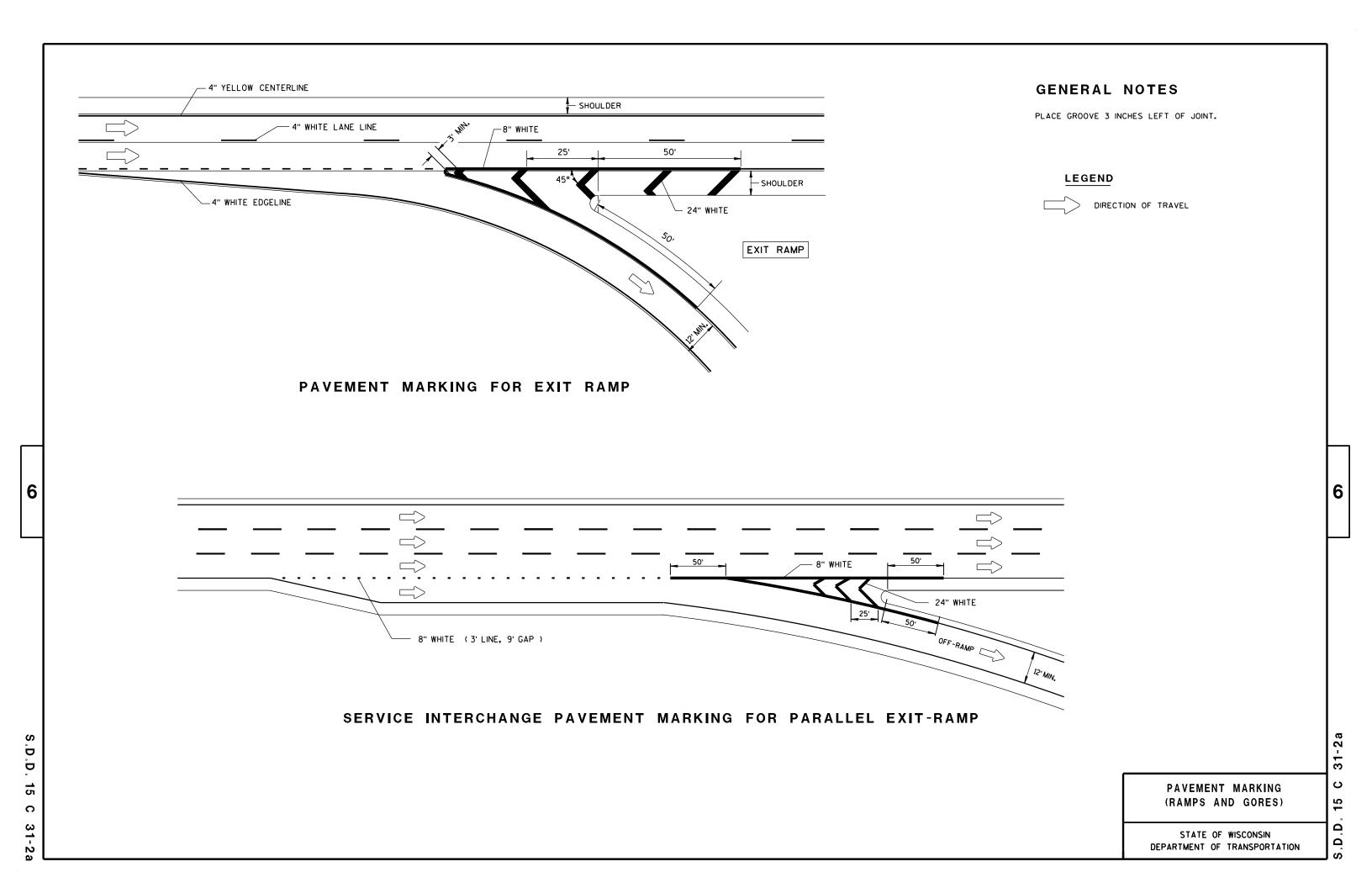
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DEPARTMENT OF TRANSPORTATION

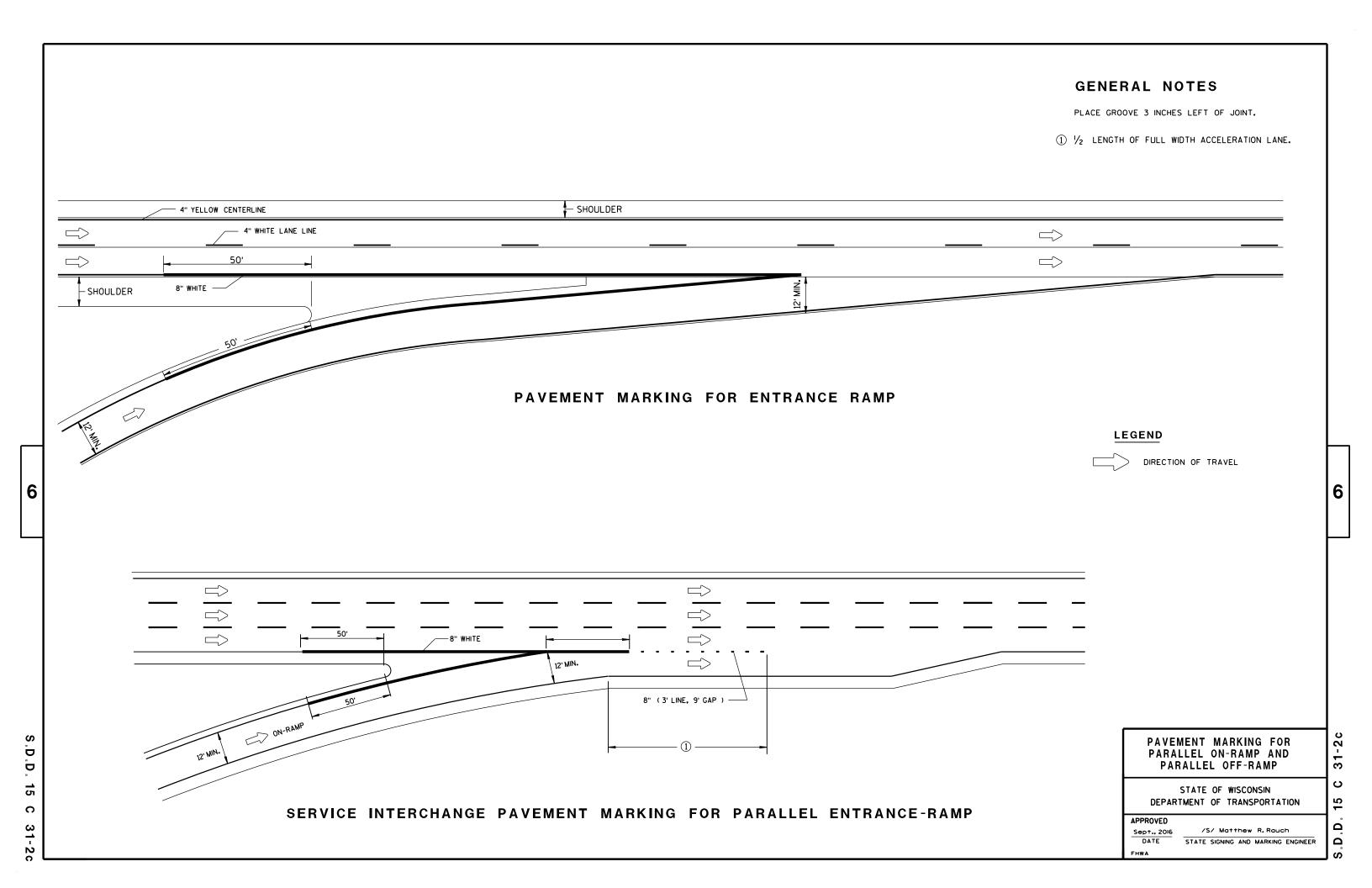
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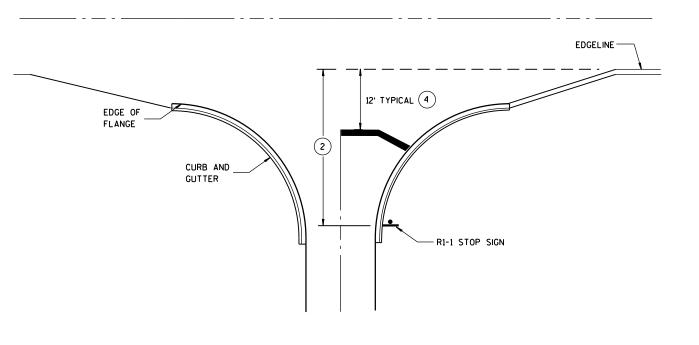
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DATE

STATE SIGNING AND MARKING ENGINEER
FHWA









8" CHANNELIZATION WHITE

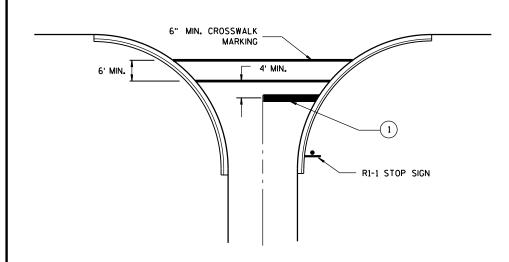
FLANGELINE (EXTENSION)

4" WHITE EDGELINE

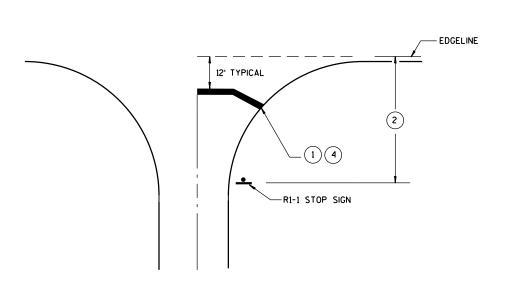
RI-1 STOP SIGN

TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

- 1 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- (2) IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE THAN NO STOP LINE IS REQUIRED.
- (3) IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
- MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES. (NO CLOSER THAN 4 FEET).

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED	
4-18-2016	/S/ Matthew R. Rauch
DATE	STATE SIGNING AND MARKING ENGINEER

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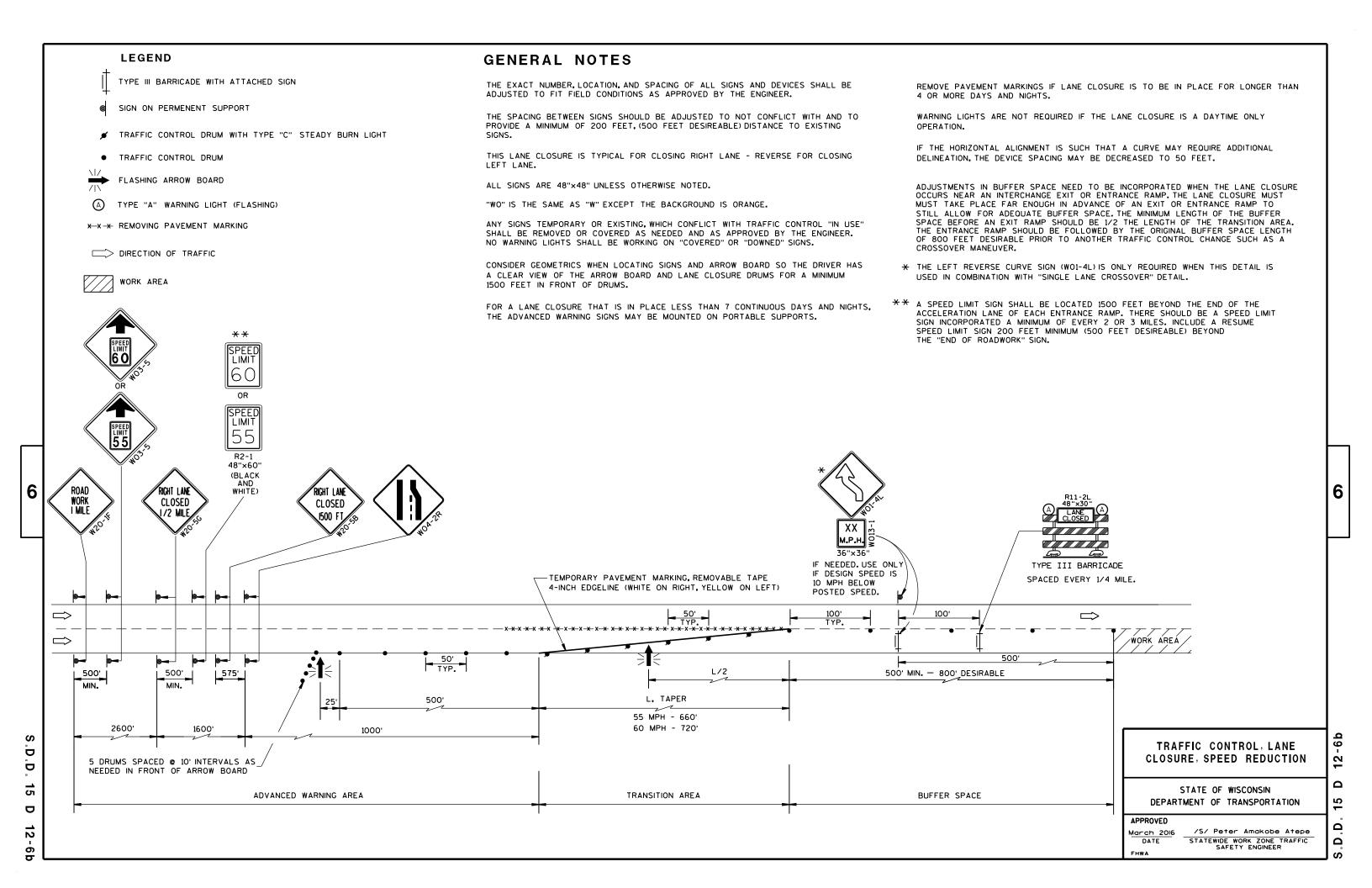
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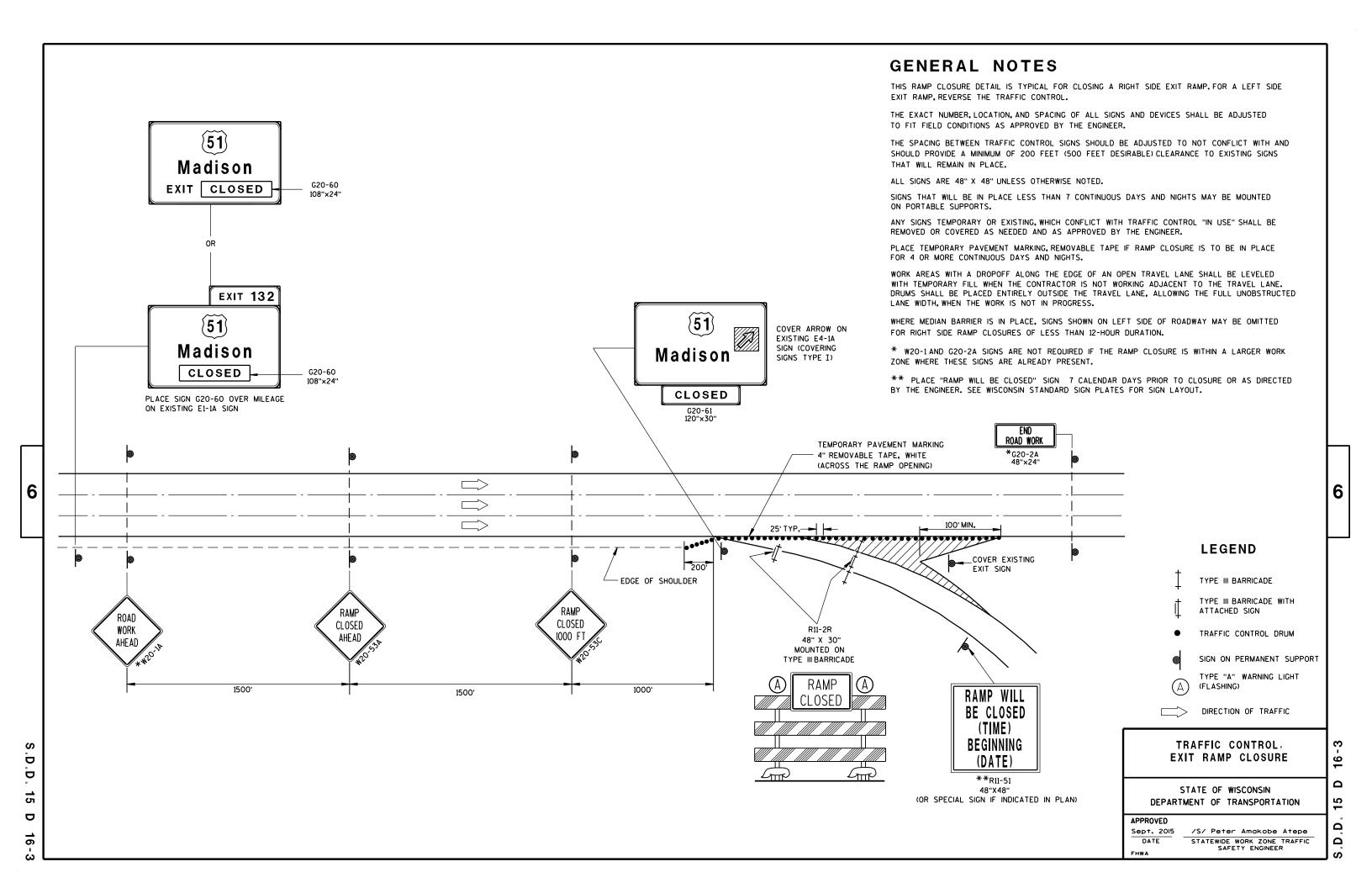
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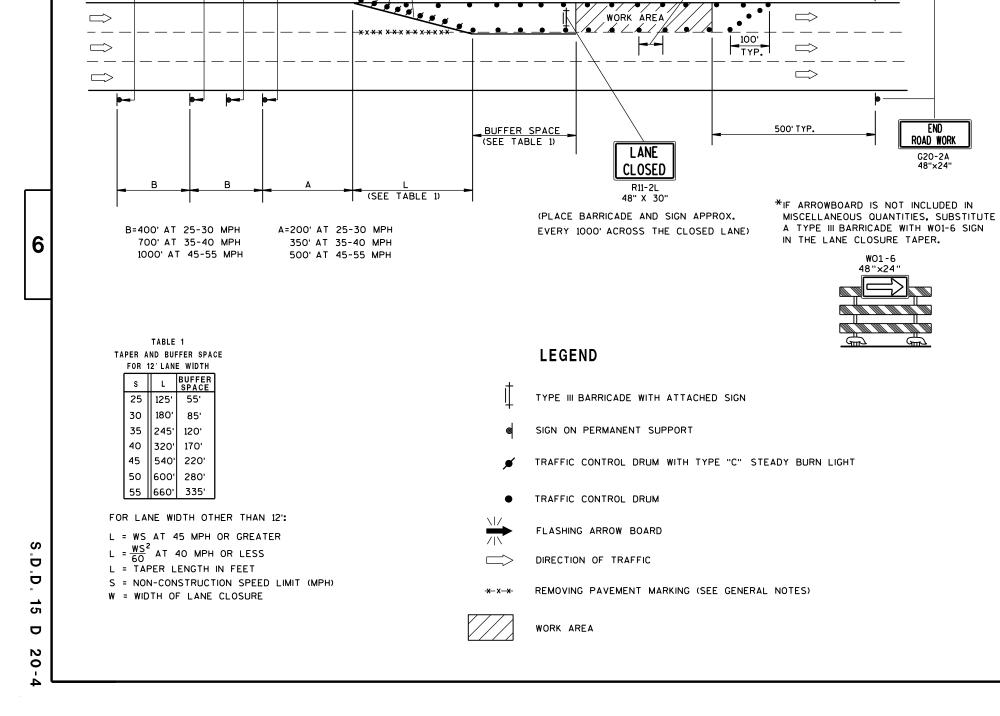
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GENERAL NOTES LEGEND THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER. 4 OR MORE DAYS AND NIGHTS. TYPE III BARRICADE WITH ATTACHED SIGN THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION. SIGN ON PERMENENT SUPPORT IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING DELINEATION. THE DEVICE SPACING MAY BE DECREASED TO 50 FEET. LEFT LANE. TRAFFIC CONTROL DRUM ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST FLASHING ARROW BOARD "WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE. MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" TYPE "A" WARNING LIGHT (FLASHING) THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS. * X -X REMOVING PAVEMENT MARKING CROSSOVER MANEUVER. CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS * THE LEFT REVERSE CURVE SIGN (WO1-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL. DIRECTION OF TRAFFIC 1500 FEET IN FRONT OF DRUMS. FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS. THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS. 6 6 WORK CLOSED CLOSED I MILE 1500 F XX м.Р.н 36"×36" IF NEEDED. USE ONLY TYPE III BARRICADE IF DESIGN SPEED IS TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE SPACED EVERY 1/4 MILE. 10 MPH BELOW 4-INCH EDGELINE (WHITE ON RIGHT, YELLOW ON LEFT) POSTED SPEED. 100' \Rightarrow \Rightarrow \Longrightarrow WORK AREA 50' L/2 500' MIN. - 800' DESIRABLE 575 L. TAPER 500 50 MPH - 600' 55 MPH - 660' 2600' 1600' 1000' 60 MPH - 720' TRAFFIC CONTROL, 9 65 MPH - 780' D 70 MPH - 840' LANE CLOSURE 5 DRUMS SPACED @ 10' INTERVALS AS 2 Ö NEEDED IN FRONT OF ARROW BOARD 15 Δ STATE OF WISCONSIN ADVANCED WARNING AREA TRANSITION AREA BUFFER SPACE DEPARTMENT OF TRANSPORTATION D **APPROVED** /S/ Peter Amakobe Atepe 2 March 2016 STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER Ω 6 FHWA









(5) DRUMS SPACED @ 10'

INTERVALS AS NEEDED IN

FRONT OF ARROW BOARD

TEMPORARY PAVEMENT MARKING.

4-INCH REMOVABLE TAPE (WHITE ON RIGHT,

25'@ 35 MPH OR LESS 50'@ 40 MPH OR MORE

YELLOW ON LEFT)

SPACING:

ROAD WORK

NEXT___MILES

G20-1

60" X 24"

CLOSED

AHEAD

AHEAD

GENERAL NOTES

**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE

ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL

W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF

50' MAX. @ 35 MPH OR LESS

100' MAX. @ 40 MPH OR MORE

IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC

TRAFFIC. IN ADVANCE OF THE WORK AREA.

SPACING:

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

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

ALL SIGNS ARE 48"×48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

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

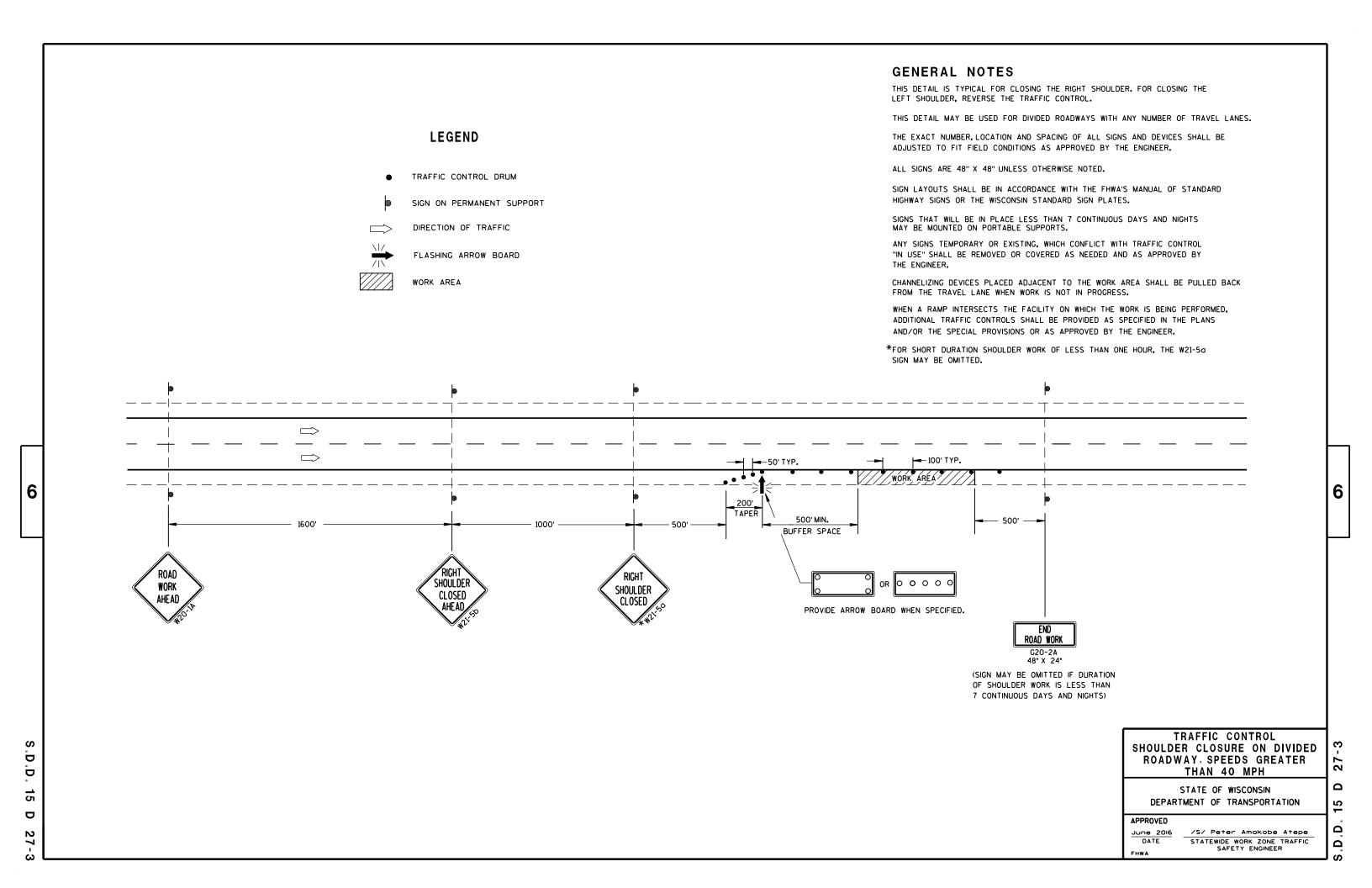
TRAFFIC CONTROL SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

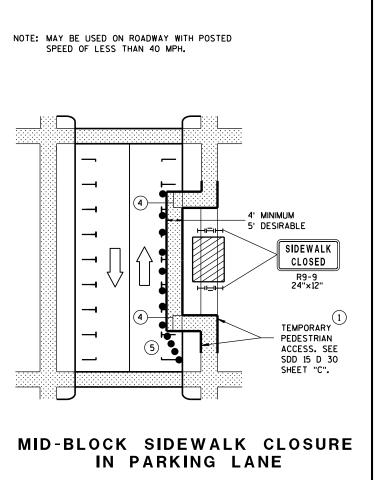
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED June 2016

/S/ Peter Amakobe Atepe STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

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NOTE: LAYOUT SAME AS ABOVE. 4' MINIMUM 5' DESIRABLE SIDEWALK CLOSED RQ-Q TEMPORARY PEDESTRIAN ACCESS. SEE SDD 15 D 30 SHEET "C". SIDEWALK DIVERSION

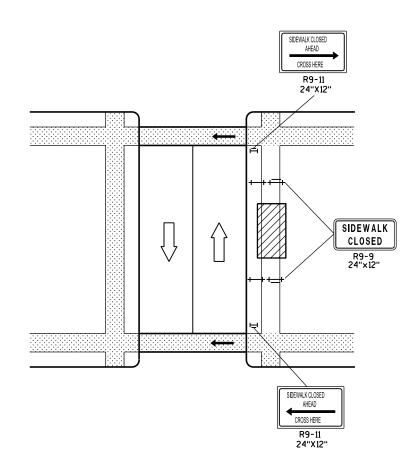
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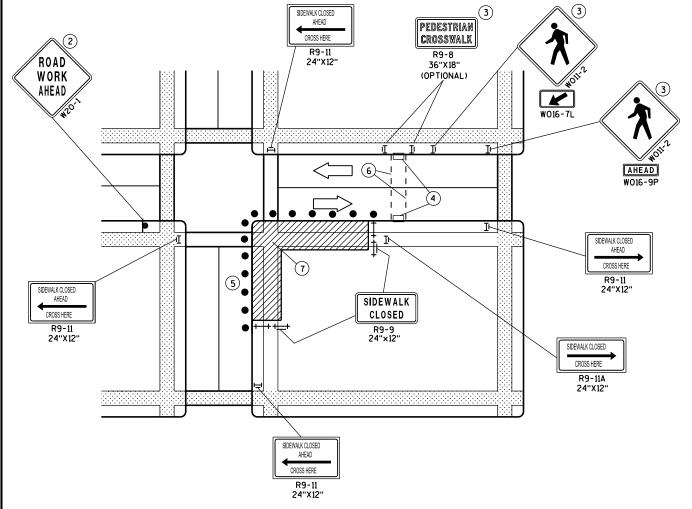
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MID-BLOCK SIDEWALK CLOSURE



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 WO11-2 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

LEGEND

SIGN ON PERMANENT SUPPORT

UNDER PEDESTRIAN TRAFFIC

TRAFFIC TRAFFIC CONTOL DRUM

DIRECTION OF

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)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION က 0 က Ω Ω

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PARALLEL TO CURB

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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.

DEPARTMENT OF TRANSPORTATION

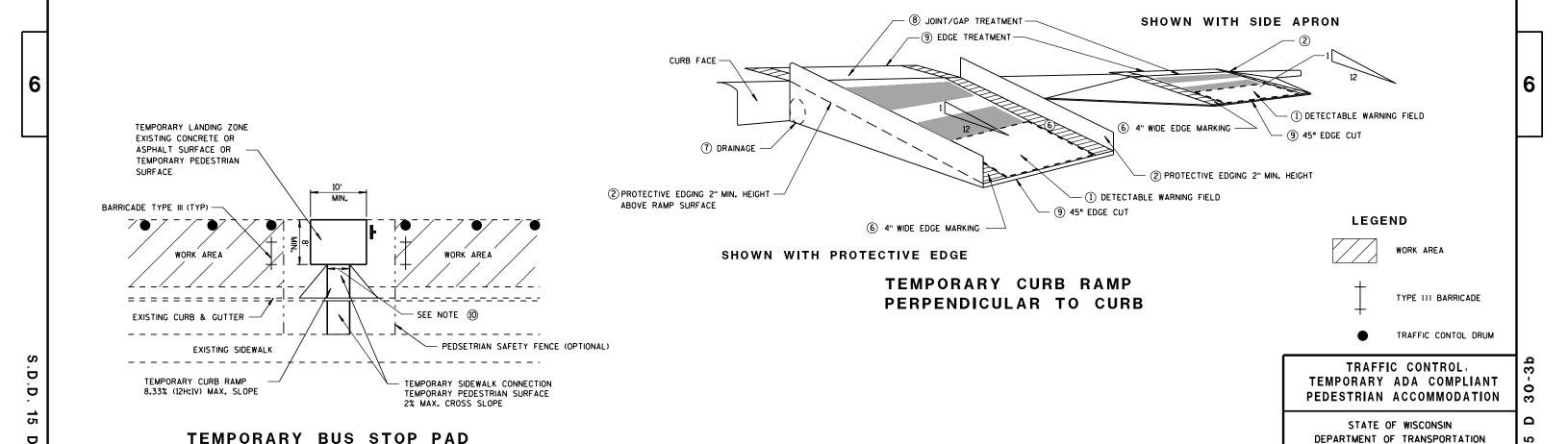
/S/ Peter Amakobe Atepe STATEWIDE WORK ZONE TRAFFIC

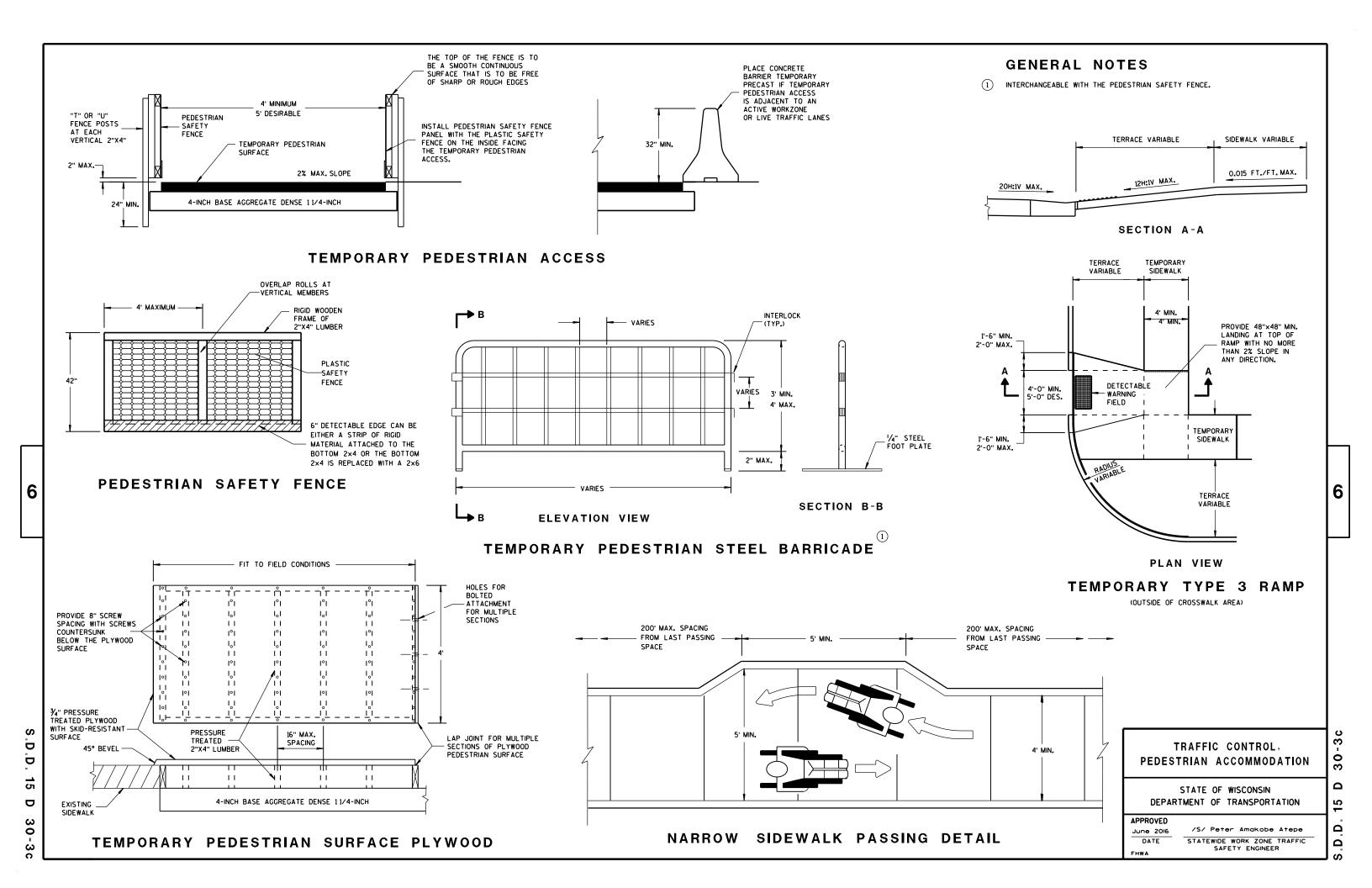
SAFETY ENGINEER

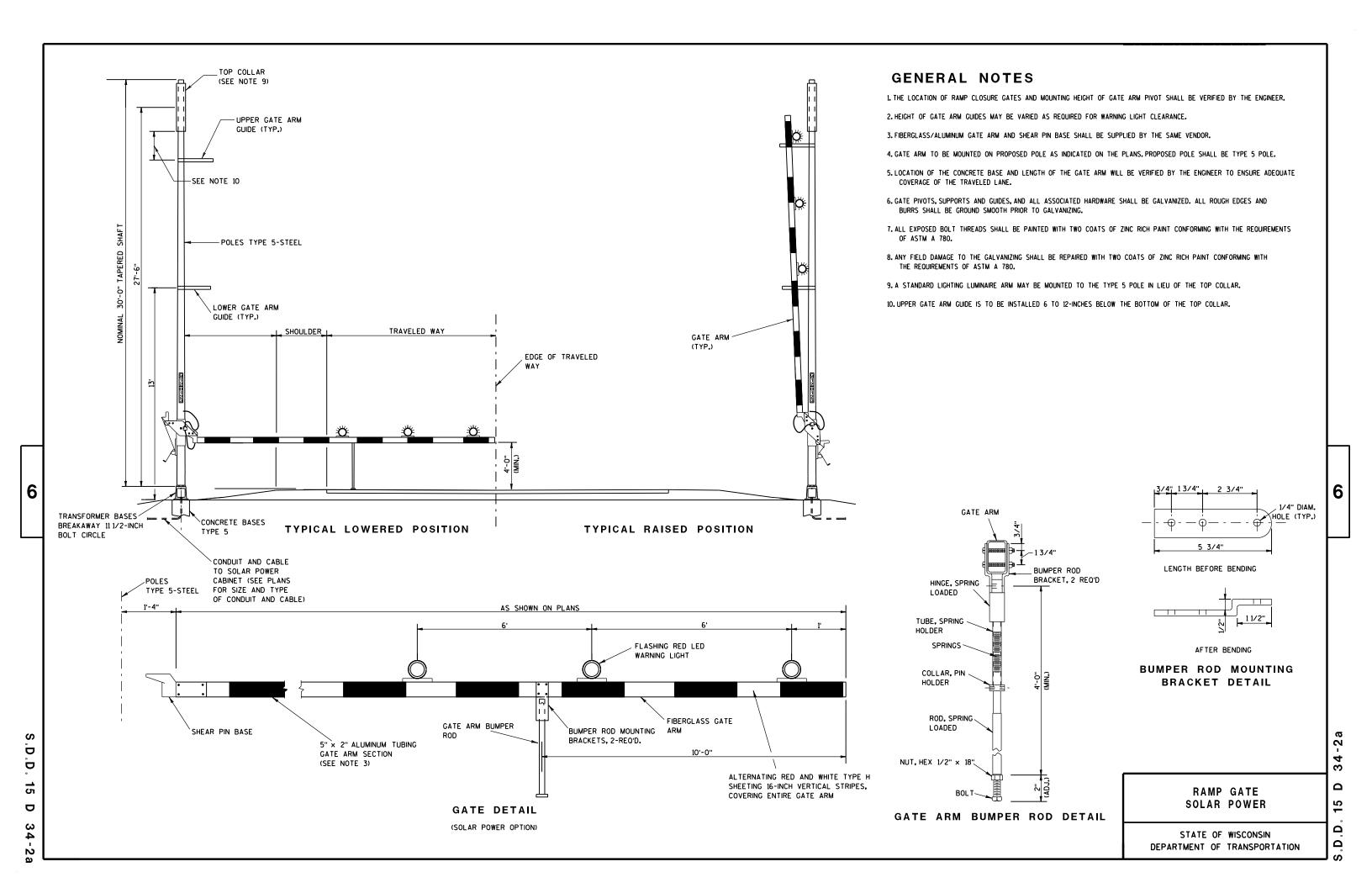
Ω

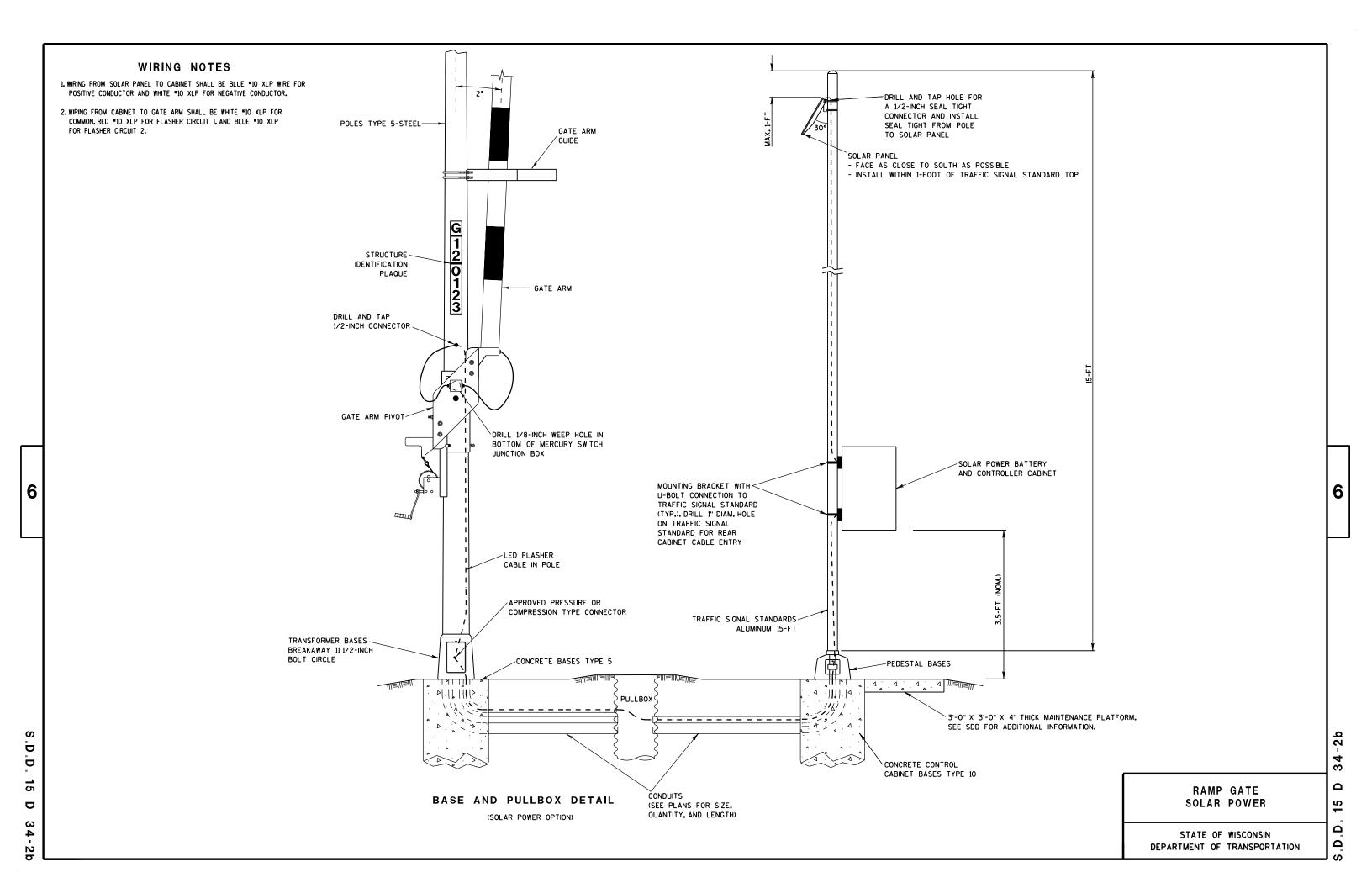
APPROVED

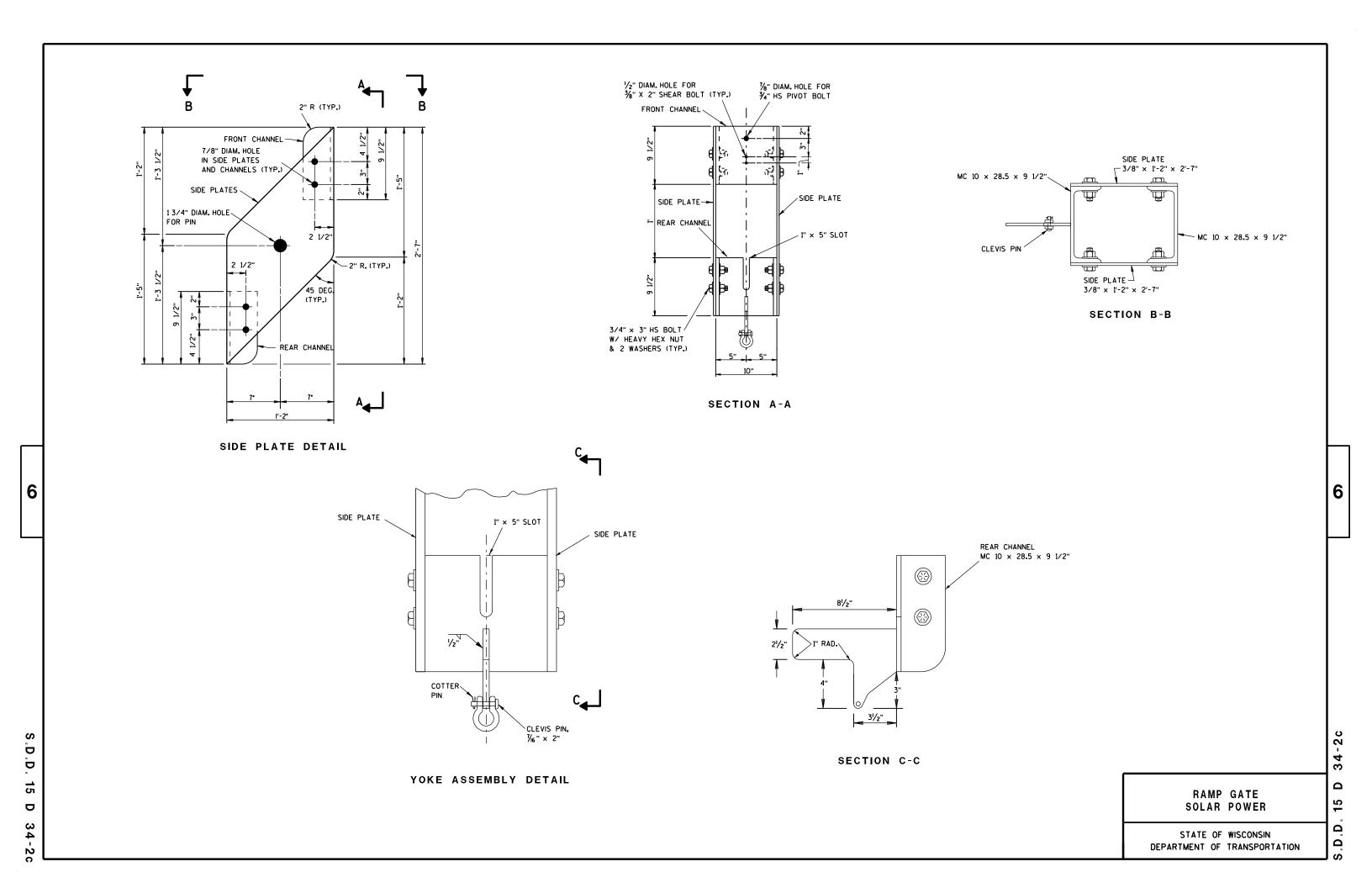
June 2016

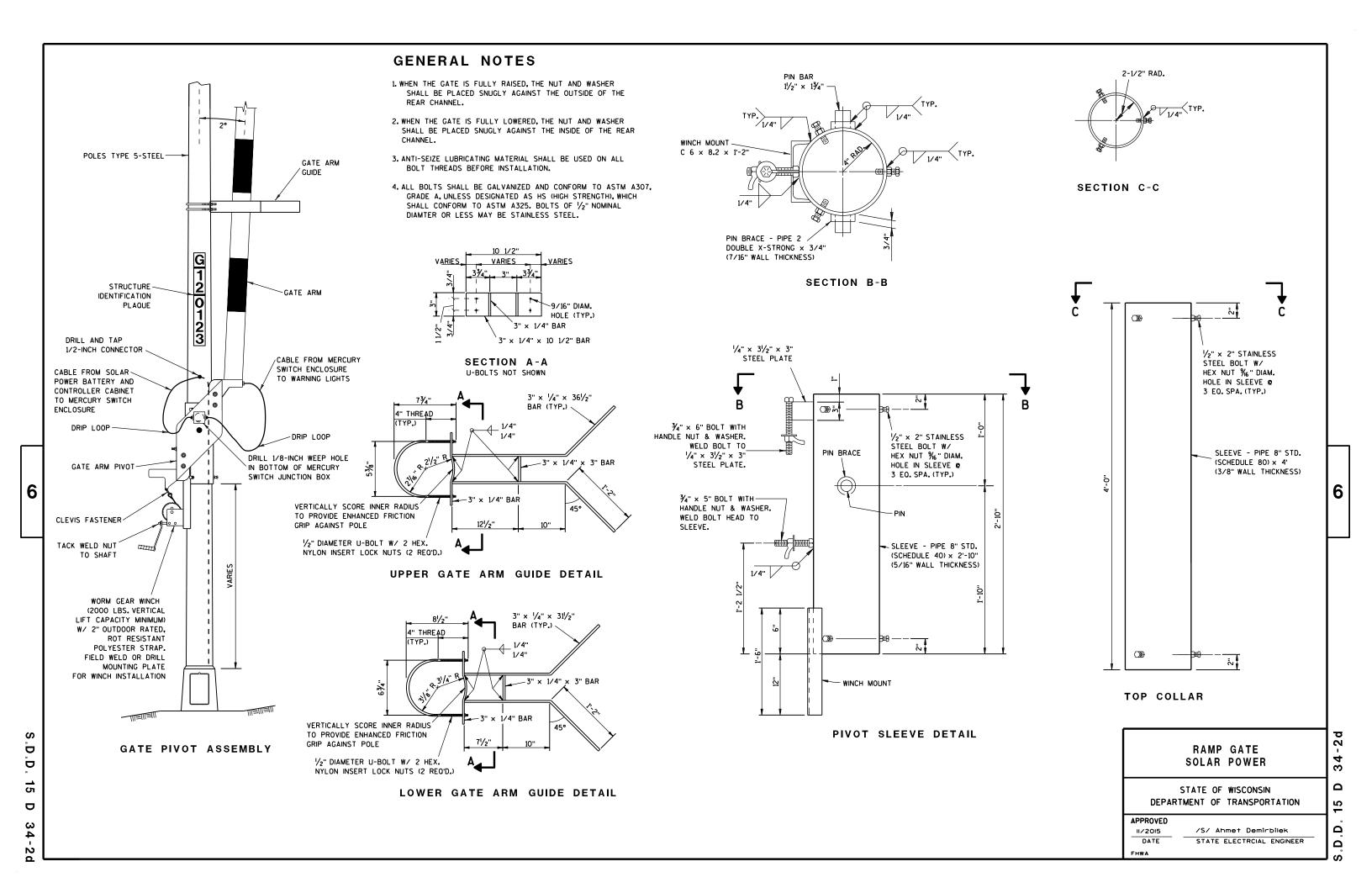














TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SO. FT.)	NUMBER OF REQUIRED TUBULAR STEEL 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 SO.FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE). SIGNS LARGER THAN 27 SO.FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

URBAN AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

WOOD POST **EMBEDMENT DEPTH**

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF	
L	E	WOOD POSTS REQUIRED	
48" OR LESS AND LESS THAN 20 SO.FT.	-	1	
LESS THAN 60"	12"	2	٤
60" TO 120"	L/5	2	
GREATER THAN 120" LESS THAN 168"	12"	3	
168" AND GREATER	12"	4	

SEE NOTE (3)

RURAL AREA

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

-11

D D 15 D ∞

6

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6

- 11/2" DIAMETER HOLES

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NUTS, BOLTS AND LAGS USED FOR MOUNTING SIGNS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

- A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3
- B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC 3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

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

LAG SCREWS - 3/8" X 3"

MACHINE BOLTS - 1/6" X 6-1/2" OR 7" LENGTH W/ NUTS

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" LENGTH W/ NUTS

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

WASHERS (ALL POSTS) -

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

1-1/4" O.D. X 3/8" I.D. X .080 NYLON FOR ALL TYPE H SIGNS

* 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. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

> ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED

June 2017 /S/ Andrew Heidtke DATE WORK ZONE ENGINEER FHWA

Ω Ω

6

2 b

18

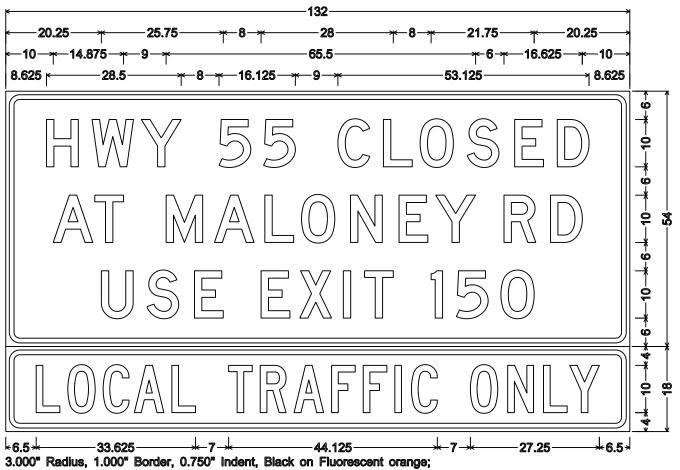
က

38-2b

- 1. Fixed Message Type II Signs Type F Reflective
- 2. Color:

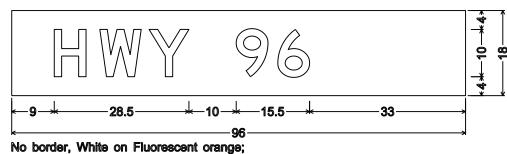
Background - Orange except as noted Message - Black

3. Message Series - As noted



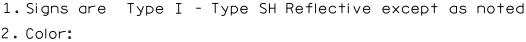
3.000" Radius, 1.000" Border, 0.750" Indent, Black on Fluorescent orange;
"HWY" D; "55" D; "CLOSED" D; "AT" D; "MALONEY" D; "RD" D; "USE" D; "EXIT" D; "150" D;
3.000" Radius, 1.000" Border, 0.750" Indent, Black on White;
"LOCAL" C; "TRAFFIC" C; "ONLY" C;

Base Material is .040" aluminum



"HWY" Black D; "96" Black D;

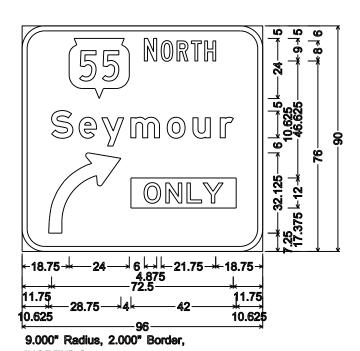
PROJECT NO:4650-08-71 HWY:STH 55 COUNTY:OUTAGAMIE TEMPORARY SIGNING SHEET NO:

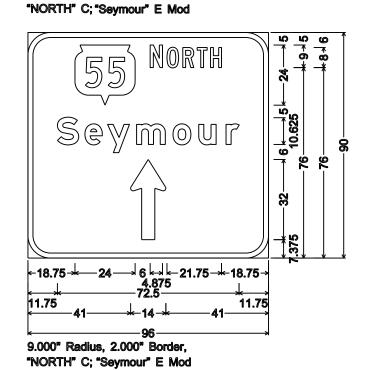


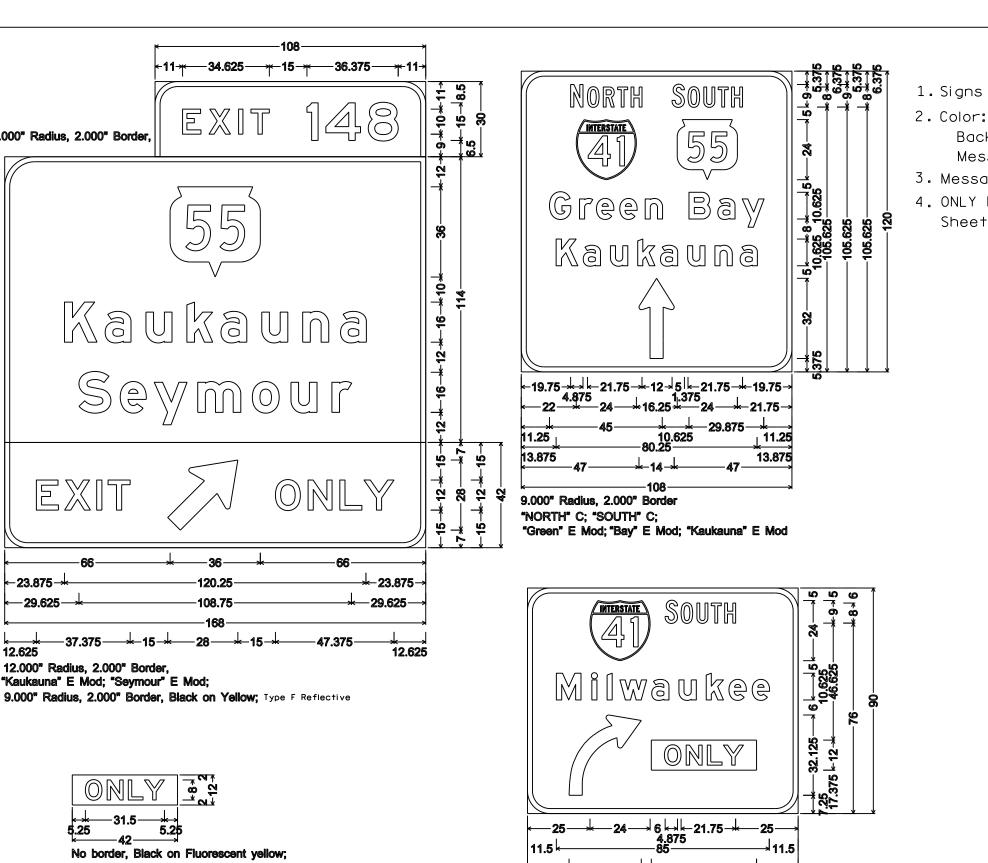
Background - Green except as noted Message - White except as noted

NOTES

- 3. Message Series Series E except as noted
- 4. ONLY Plague is on .040" Aluminum blank with Type F Reflective Sheeting with Black Non-Reflective Message







9.000" Radius, 2.000" Border, "SOUTH" C; "Milwaukee" E Mod

Ε PROJECT NO: 4650-08-71 HWY: STH 55 COUNTY: OUTAGAMIE PERMANENT SIGNING SHEET NO:

"ONLY" E:

9.000" Radius, 2.000" Border,

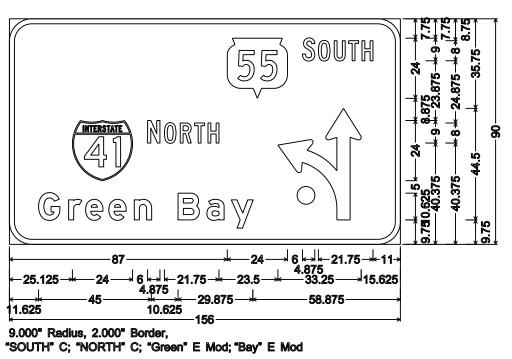
-23.875-

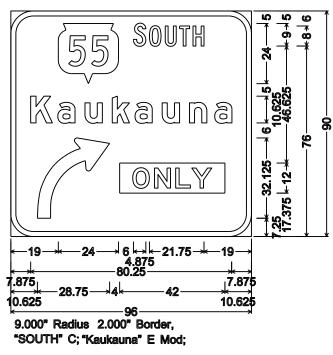
12.000" Radius, 2.000" Border,

"Kaukauna" E Mod; "Seymour" E Mod;

12.625





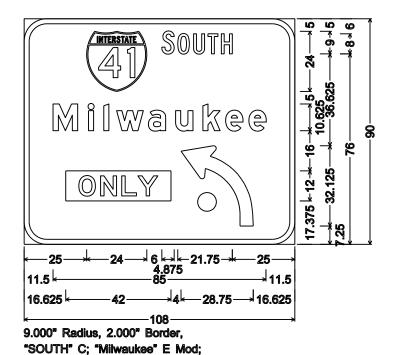


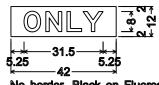


- 1. Signs are Type I Type SH Reflective
- 2. Color:

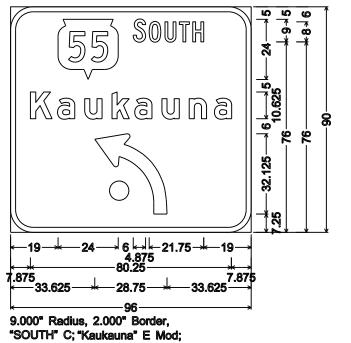
Background - Green Message - White

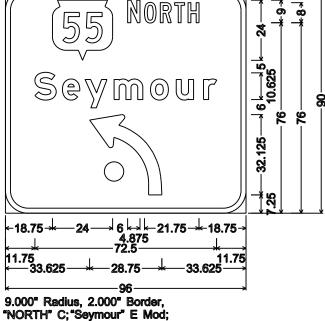
- 3. Message Series E except as noted
- 4. ONLY Plaque is on .040" Aluminum blank with Type F Reflective Sheeting with Black Non-Reflective Message

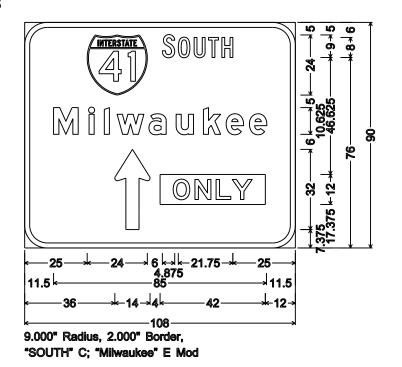


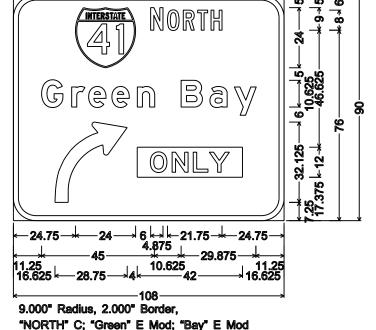


No border, Black on Fluorescent yellow; "ONLY" E:









PROJECT NO: 4650-08-71

HWY: STH 55

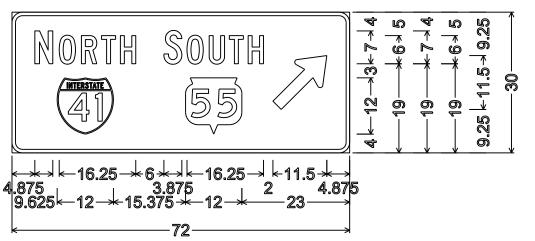
COUNTY: OUTAGAMIE

PERMANENT SIGNING

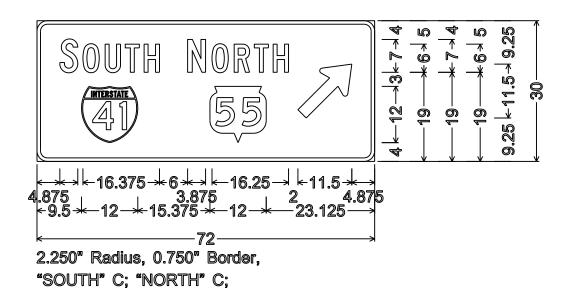
SHEET NO:

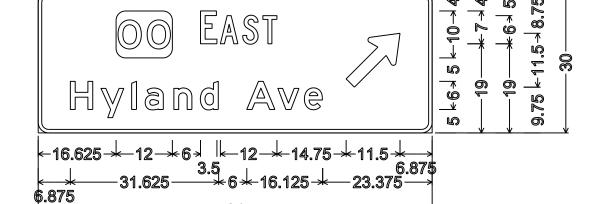
PLOT DATE: 31-MAY-2017 13:44 PLOT BY: \$\$...plotuser...\$\$ PLOT NAME: PLOT SCALE: 38.293330:1.000000 Ε





2.250" Radius, 0.750" Border, "NORTH" C; "SOUTH" C;





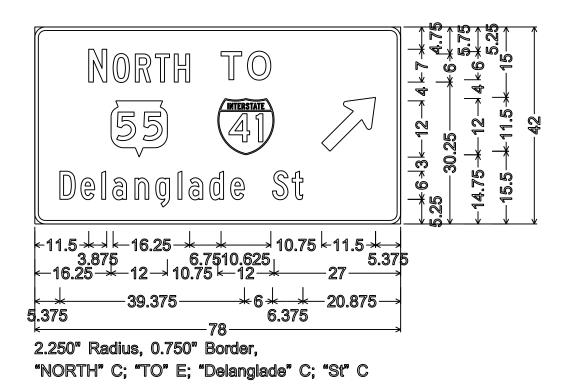
2.250" Radius, 0.750" Border, "EAST" C:

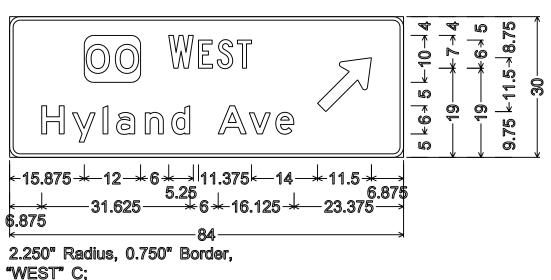
NOTES

- 1. Signs are Type II- Type H Reflective
- 2. Color:

Background - Green Message - White

3. Message Series - E except as noted





PROJECT NO: 4650-08-71

HWY: STH 55

COUNTY: OUTAGAMIE

PERMANENT SIGNING

PLOT BY: \$\$...plotuser...\$\$ PLOT NAME:

SHEET NO:

PLOT SCALE : 20.462998:1.000000

FILE NAME : C:\CAEfiles\Projects\tr_d3\3441A316.DGN

PLOT DATE: 08-FEB-2017 10:34

PLOT SC

WISDOT/CADDS SHEET 42

Ε

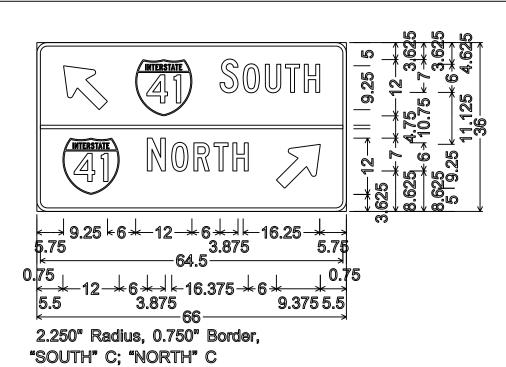


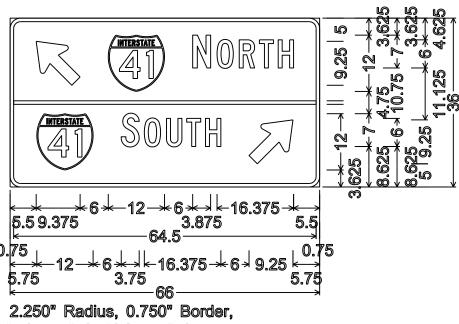


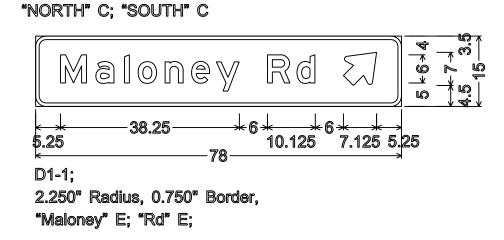
- 1. Signs are Type II- Type H Reflective
- 2. Color:

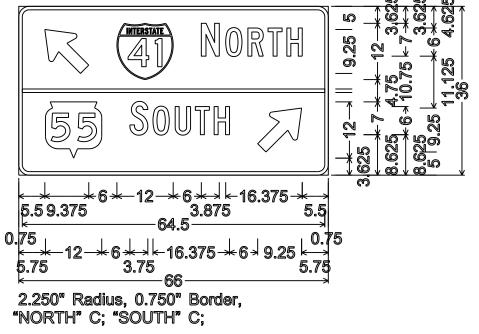
Background - Green Message - White

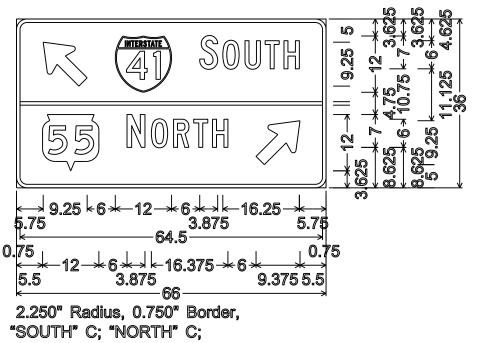
3. Message Series - E except as noted

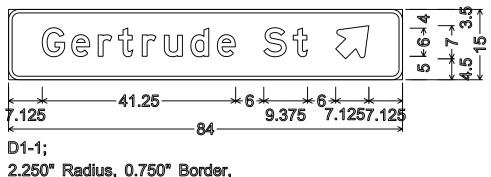












PROJECT NO: 4650-08-71

COUNTY: OUTAGAMIE

PERMANENT SIGNING

SHEET NO:

PLOT DATE: 08-FEB-2017 10:35 PLOT BY: \$\$...plotuser...\$\$ PLOT NAME: PLOT SCALE: 20.462998:1.000000

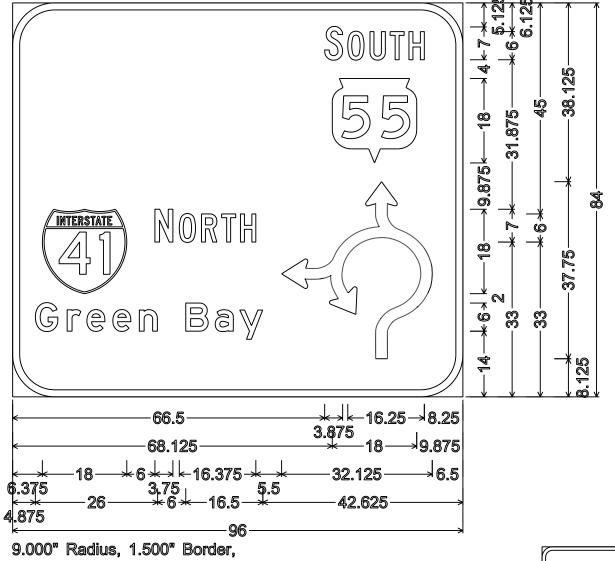
HWY: STH 55 FILE NAME : C:\CAEfiles\Projects\tr_d3\3441A316.DGN

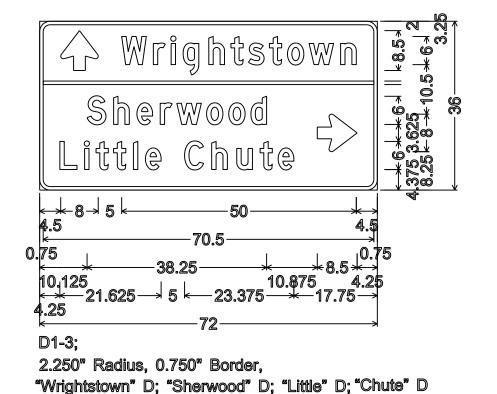
Ε

- 1. Signs are Type II- Type H Reflective
- 2. Color:

Background - Green Message - White

3. Message Series - E except as noted





| | | | | | | | Delanglade 6.375 -78-2.250" Radius, 0.750" Border,

"SOUTH" C; "Delanglade" C; "St" C

PROJECT NO: 4650-08-71

HWY: STH 55

"SOUTH" C; "NORTH" C; "Green" E; "Bay" E

COUNTY: OUTAGAMIE

PERMANENT SIGNING

SHEET NO:

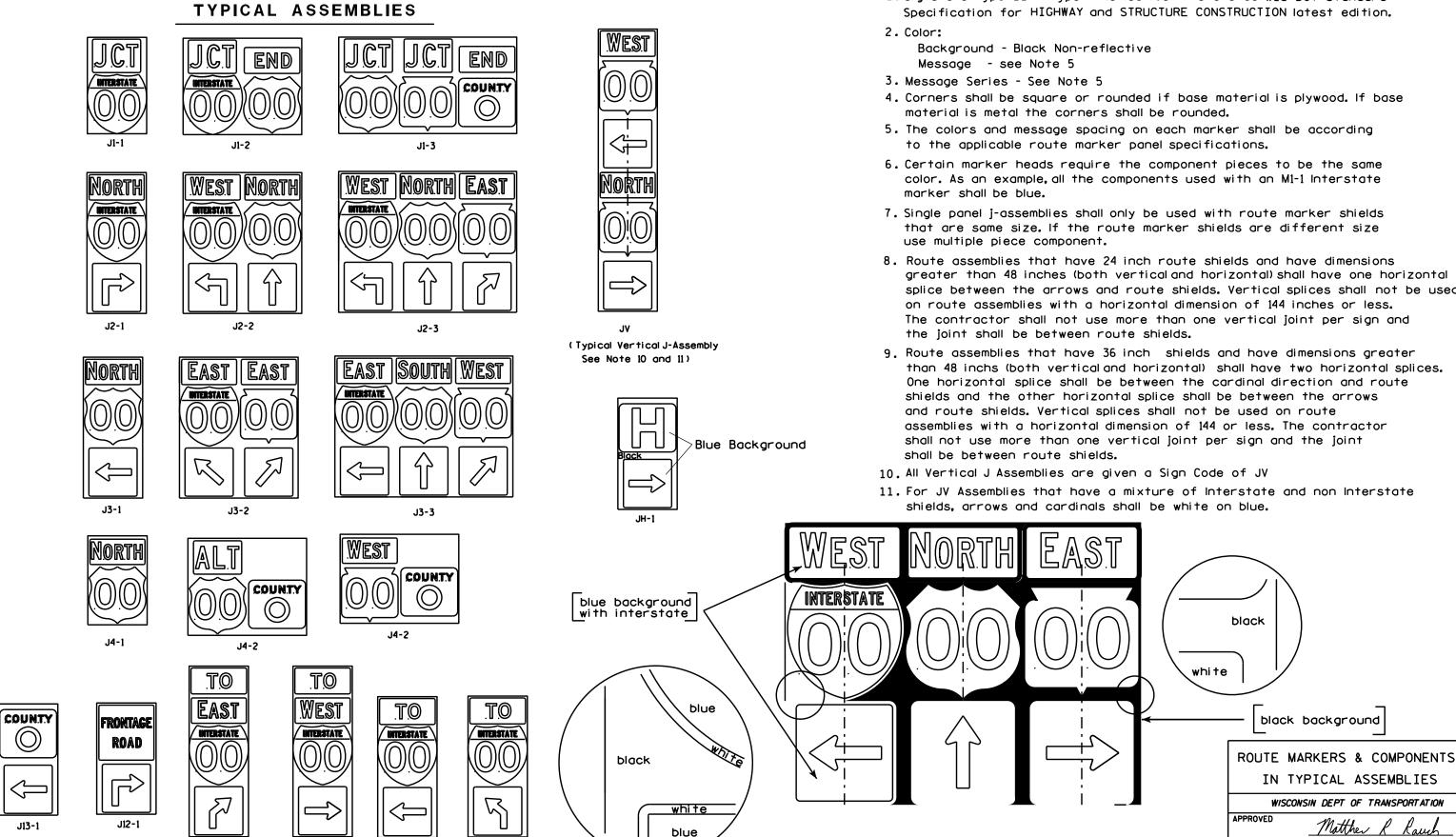
PLOT SCALE: 20.462998:1.000000 WISDOT/CADDS SHEET 42

FILE NAME : C:\CAEfiles\Projects\tr_d3\3441A316.DGN PLOT DATE: 31-MAY-2017 13:44 PLOT BY: \$\$...plotuser...\$\$ PLOT NAME:

Ε

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard

areater 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.



PROJECT NO:

J32-1

J22-1

J23-1

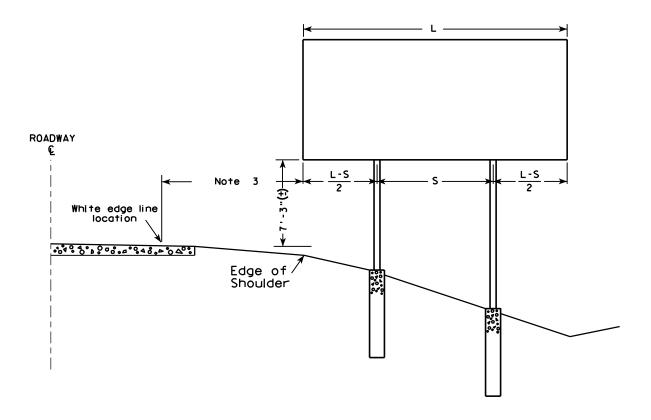
J33-1

PLOT BY: mscsja

PLATE NO. __A2-15.8

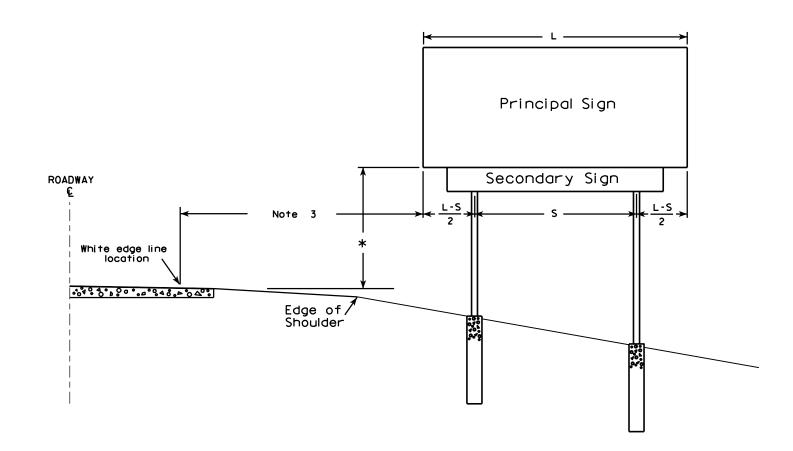
DATE 2/06/14

SHEET NO:



GENERAL NOTES

- 1. For a 2 post installation, S equals 3L/5, but shall not be less than 9 ft.
- 2. For a 3 post installation, S equals 5L/7, but shall not be less than 18 ft., and the space between any two posts shall not be less than 9 ft.
- 3. Unless noted in the plan, the sign offset distance shall be a minimum of 17'-6", desirable 30'-0".
- 4. The (+) tolerance shown on this sheet is 3 in.
- 5. The vertical sign height clearance detailed is measured from the bottom of the sign to the near edge of pavement.
- 6. Post lengths shown in the miscellaneous quantities are estimated lengths. The contractor shall verify post lengths at the time of final grading.
- 7. Refer to the Traffic Guidelines Manual for further guidance on minimum vertical clearance requirements.



* Clearance is $8'-3''(\pm)$ when the secondary sign is 3 ft. or less in height. For secondary signs larger than 3 ft., the clearance to the bottom of the secondary sign shall be $5'-3''(\pm)$.

> TYPICAL INSTALLATION OF TYPE I SIGNS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED for State Traffic Engineer PLATE NO. <u>A4-1.9</u>

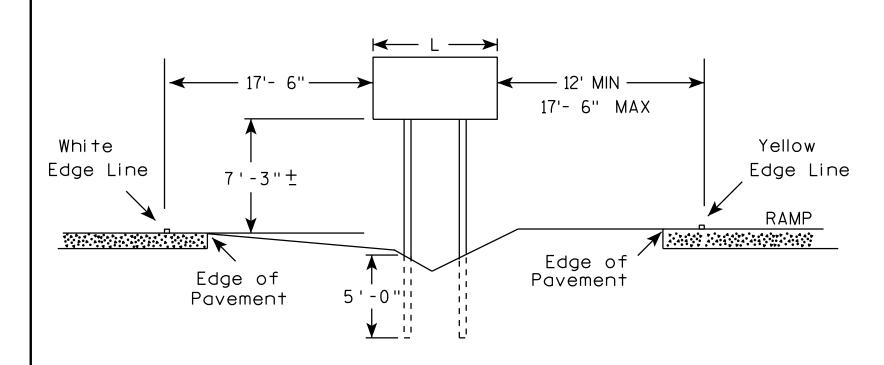
DATE 4/02/08

SHEET NO:

PROJECT NO:

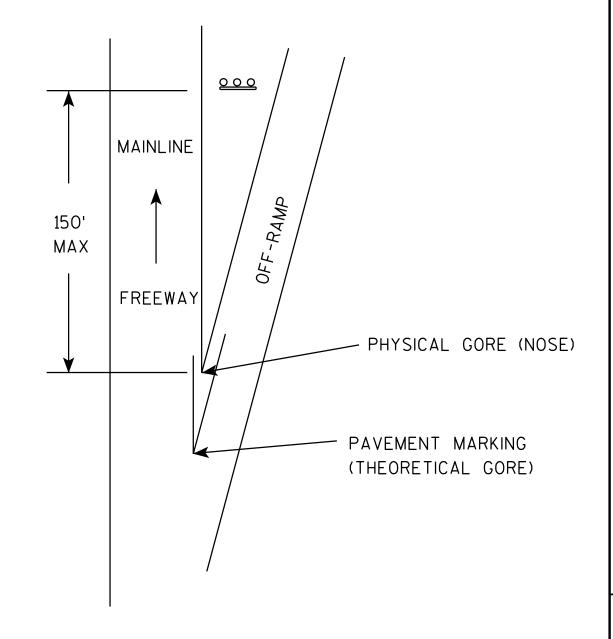
PLOT DATE: 02-APR-2008 15:49

PLOT BY : ditjph



GENERAL NOTES

- 1. The 150 foot distance from the physical gore (where pavement ends) will normally provide the offsets as shown.
- 2. If roadway geometrics permit, the sign may be closer than the 150 foot distance as long as the offsets are maintained.
- 3. At no time shall the location be greater than 150 feet. If the normal offsets cannot be maintained, they can be reduced to 6 feet from the edge of the paved shoulder (both freeway and ramp).
- 4. The offset from edge of sign to the yellow edge line on the ramp is shown as a minimum of 12 feet and a maximum of 17 feet, 6 inches. Preference is adhering to the maximum rather than the minimum dimension.
- 5. When L is equal to or exceeds 10 feet, use 3 posts as per A4-4.
- 6. The $(\overline{+})$ tolerance for the mounting height is 3 inches.



TYPICAL INSTALLATION OF TYPE II SIGNS ON WOOD POSTS IN GORE

WISCONSIN DEPT OF TRANSPORTATION

DATE 2/06/14

PLATE NO. 44-2.3

SHEET NO:

PROJECT NO:

PLOT DATE: 06-FEB-2014 12:36

PLOT BY: mscsja

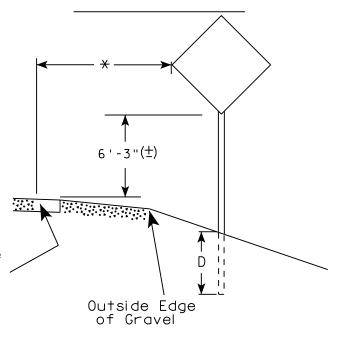
urban area

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

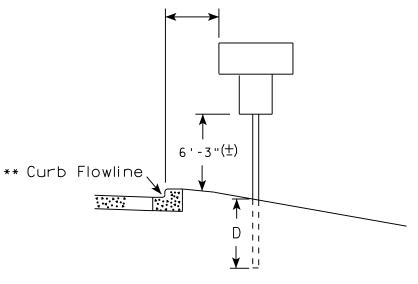
** Curb Flowline

D | White Edgeline Location

RURAL AREA (See Note 2)



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



White Edgeline
Location

Outside Edge
of Gravel

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway

or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

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

GENERAL NOTES

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

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R Rauch

For State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-3.21

SHEET NO:

PROJECT NO: HWY: COUNTY:



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



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

HWY:



PLAN VIEW

COUNTY:

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

For State Traffic Engineer

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

SHEET NO:

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN

PROJECT NO:

PLOT DATE: 27-JAN-2014 09:48

PLOT NAME :

PLOT BY: mscsja

PLOT SCALE: 13.659812:1.000000

APPROVED

GENERAL NOTES

- 1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
- 2. See tables below for required number of posts.
- 3. For expressways and freeways, mounting height is 7'-3'' (±) or 6'-3'' (±) depending upon existence of sub-sign.
- 4. The (±) tolerance for mounting height is 3 inches.
- 5. J-Assemblies are considered to be one sign for mounting height.
- 6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
- 7. Folding signs shall be mounted at a height of 5'-3'' (\pm) 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

D
(Min)
4'
5'

WISCONSIN DEPT OF TRANSPORTATION APPROVED For State Traffic Engineer DATE 8/21/17 PLATE NO. <u>A4-4.15</u>





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

HWY:

SIGN SHAPE OTHER THAN (THREE POSTS REQUIR	
L	E
Greater than 108" to 144"	12''

COUNTY:

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A44.DGN

PROJECT NO:

PLOT DATE: 21-AUG-2017 15:54

PLOT SCALE: 108.188297:1.000000

WISDOT/CADDS SHEET 42

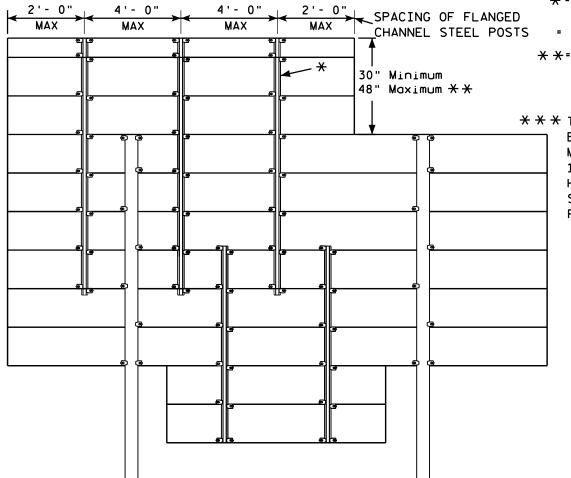
OF TYPE II SIGNS ON MULTIPLE POSTS

TYPICAL INSTALLATION

SHEET NO:

PLOT BY: \$\$...plotuser...\$\$ PLOT NAME:





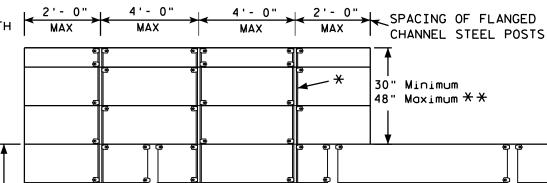
*=2.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH

CHANNEL STEEL POSTS = 60,000 PSI (GRADE 60) GALVANIZED

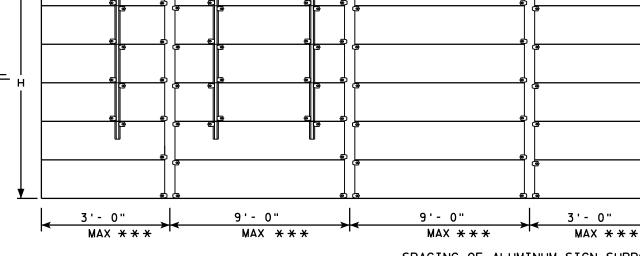
SIGN BRIDGE MOUNTED SIGN

* *= FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

* * THESE SPACING DISTANCES SHALL ONLY BE USED WHEN THE MAIN SIGN HAS A MAXIMUM HEIGHT (DIMENSION H) OF 16 FT OR LESS. FOR SIGNS WITH A HEIGHT OF GREATER THAN 16 FT, STRUCTURAL CALCULATIONS SHALL BE PERFORMED.



FLANGE CHANNEL DETAIL 1/₄ → NOT TO SCALE



SPACING OF ALUMINUM SIGN SUPPORTS 5" X 3.5" X 3.7 LBS./ft.

GENERAL NOTES

- 1. Flanged channel steel posts shall conform to size and material above, and shall be considered as incidental to other items in the contract.
- 2. Number of Flanged channel steel supports varies with length of panel and shall be spaced as shown:

PANEL LENGTH 8'-0" OR LESS = 2 CHANNELS PANEL LENGTH 9'- 0" - 12'- 0" = 3 CHANNELS PANEL LENGTH 13'- 0" OR MORE = 4 CHANNELS

If the flanged channel steel posts can not be horizontally spaced as shown, they can be moved so as to securely hold the sign.

3. The EXIT NUMBER PANEL shall normally be positioned above the guide sign aligned with the right edge of the guide sign. If the guide sign indicates a left exit, the EXIT NUMBER PANEL shall be aligned with the left edge of the guide sign.

2'- 0"

- 4. If the bolt holes in the top panel (EXIT NUMBER), or sub panel (NEXT EXIT) line up with holes in main sign panel, stitch bolts shall be used in addition to the channels.
- 5. Provide post clips for each sign as shown. (Please note the differences between a ground mounted versus Sign bridge mounted sign as far as number of clips required on the main supports or beams)
- 6. Structural steel sign supports shall extend to the top of the main signs, as shown on the above details.

ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

WISCONSIN DEPT OF TRANSPORTATION

For State Traffic Engineer

DATE 12/05/13

PLATE NO. A4-6.12

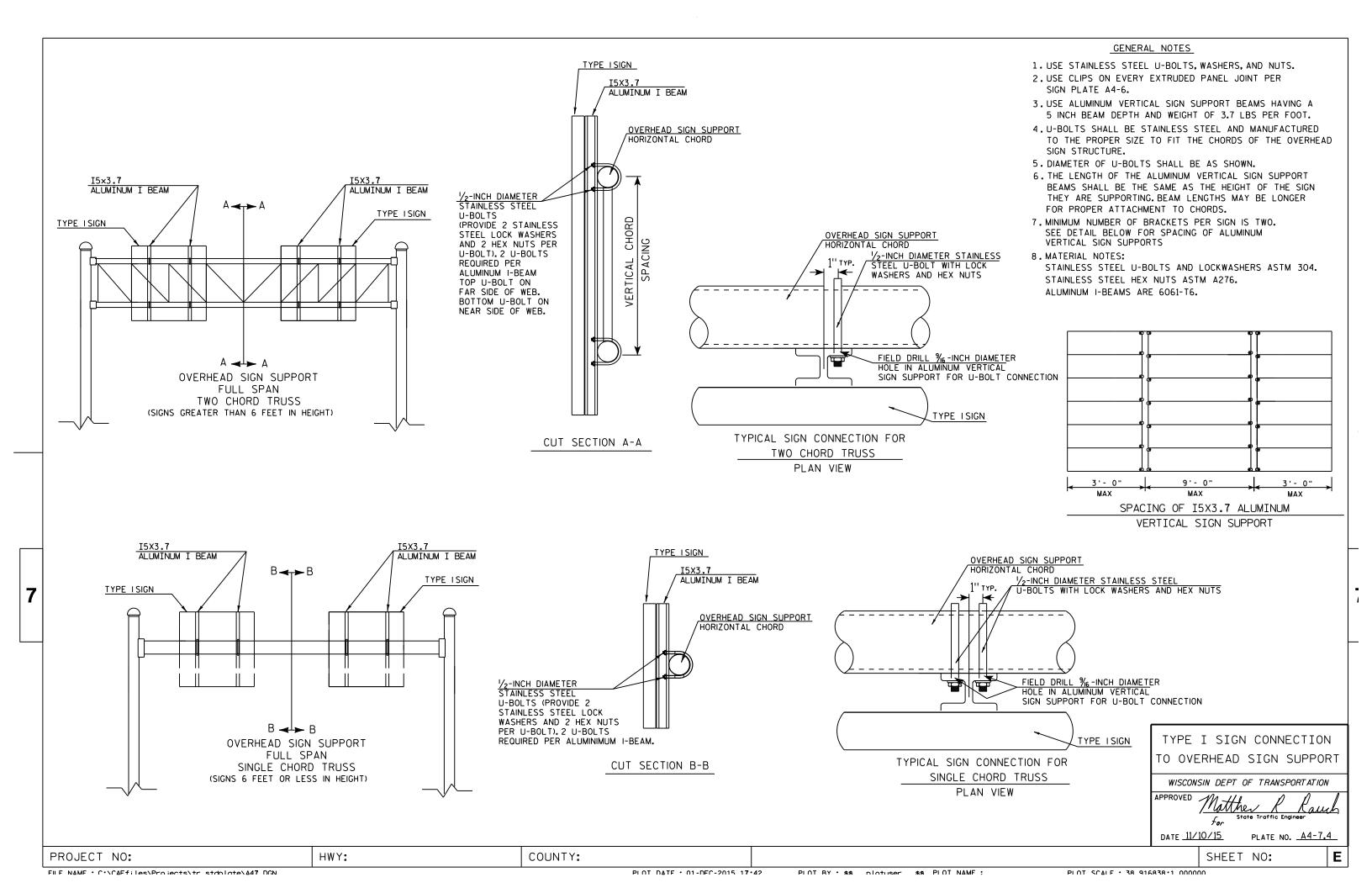
SHEET NO:

PROJECT NO:

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A46.DGN

PLOT DATE: 05-DEC-2013 12:47

PLOT BY: mscs.ja





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

Nather R Raw
For State Traffic Engineer

DATE <u>8/11/16</u>

PLATE NO. <u>44-8.8</u>

PROJECT NO:

FILE NAME : C:\CAFfiles\Projects\tr stdplote\A48 DCN

PLOT DATE . 11-416-2016 11:35

PINT RY * \$\$ nintuser \$\$

SHEET NO:

| | |



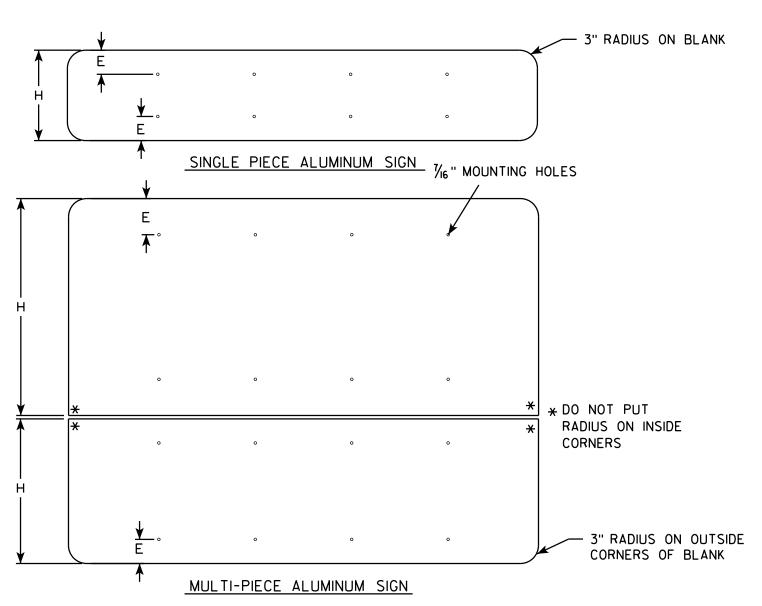
PROJECT NO: HWY: COUNTY: SHEET NO: FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE: 05-FEB-2015 17:09 PLOT BY: mscsja PLOT NAME : PLOT SCALE: 13.659812:1.000000

DATE 2/05/15

PLATE NO. <u>A4-9.9</u>

For State Traffic Engineer

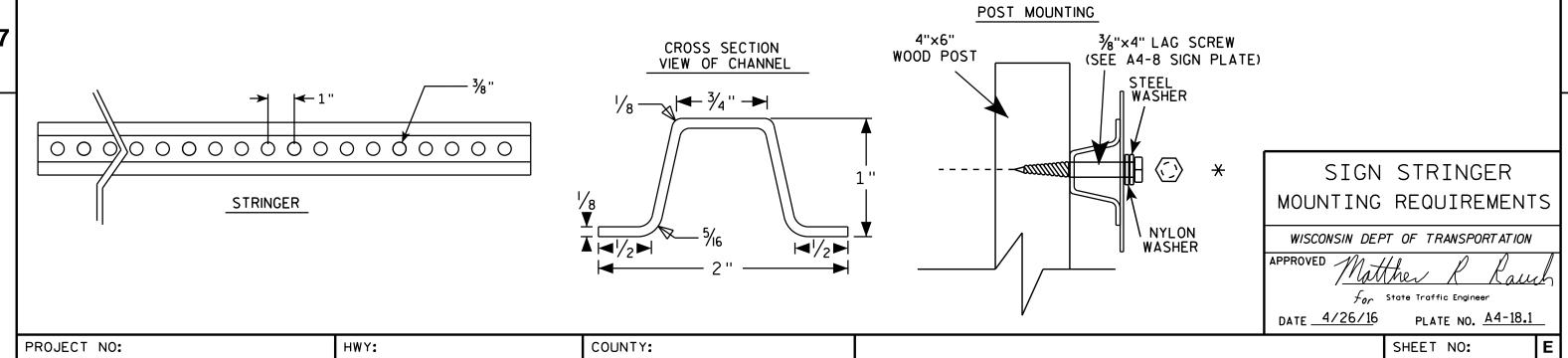




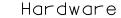
GENERAL NOTES

- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE $\frac{7}{16}$ " DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING				NTING OLES			
78"	72"	2	16''	15''	31''	47''	63"			
84''	72"	2	17''	161/2"	331/2"	501/2"	6 7 1/21			
90"	72"	2	18''	18''	36''	54''	72''			
96"	90"	2	19"	191/2"	381/2''	571/2"	761/21			
102"	90"	2	20"	21''	41''	61''	81''			
108''	90"	2	21''	221/21	' 43 ^l / ₂ ''	641/2"	851/21	1		
114''	108''	3	15''	12''	2 7 ''	42"	5 7 "	7 2"	87"	102"
120''	108''	3	16''	12''	28''	44''	60"	76"	92"	108''
126"	108''	3	17''	12''	29"	46''	63"	80"	97"	114''
132"	126''	3	18''	12''	30"	48"	66"	84"	102"	120''
138''	126''	3	19''	12''	31''	50"	69"	88"	107''	126"
144''	126''	3	20"	12''	32"	52"	72"	92"	112''	132"



PLOT BY: mscj9h

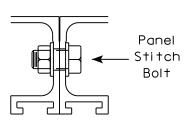


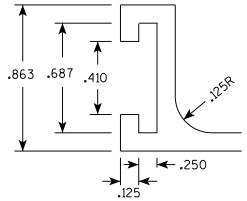
STITCH BOLT, WASHER & NUT

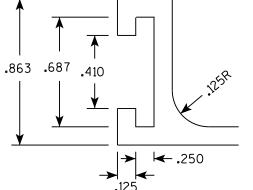
The hardware includes:

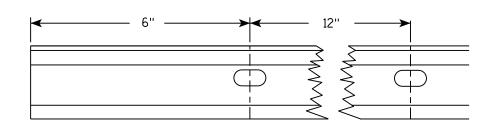
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy 3/8 " - Stainless steel stop nut

3/8" X .064 Flat Washers, Alclad 2024-T4 alloy





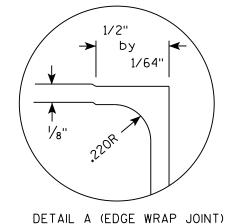




See Detail A

See Detail A

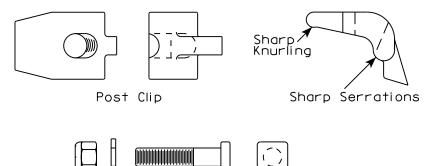
Punch 7/16" x 7/8" oval holes beginning 6" in from end of extrusion 12" CC on both edges of 6" and 12" panels.



PLOT BY: \$\$...plotuser...\$\$

POST CLIP, POST CLIP BOLT, WASHER & NUT

Post Clip shall be Alum. Alloy 356-T6 Post Clip Bolt shall be Stainless Steel. Flat washer shall be 3/8" X .091. Stainless Steel. Stop nut shall be stainless steel.



Post Clip Bolt



- 1. The contractor may select any brand of extrusion that conforms to the illustrations or meets with the approval of the engineer, but all extrusions used on this contract shall be of the same brand.
- 2. Panel Stitch Bolts shall be used to assemble adjacent panels. Maximum stitch bolt spacing shall be 24" C-C, and a minimum of 4 bolts shall be used to connect any two extrusions.

Flat Washer

Stop Nut

- 3. Post Clips shall be used to attach the sign panel to the sign support.
- 4. Edge wrapping of sign sheeting required on all extrusions ioints shown in Detail A.

ALUMINUM EXTRUSIONS FOR TYPE I SIGNS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED For State Traffic Engineer
DATE 11/30/16 PLATE NO. A5-2.10

SHEET NO:

PROJECT NO:

Ε

12" Extrusion

Minimum Weight

2.5 lb./ft.

Extruded Shape

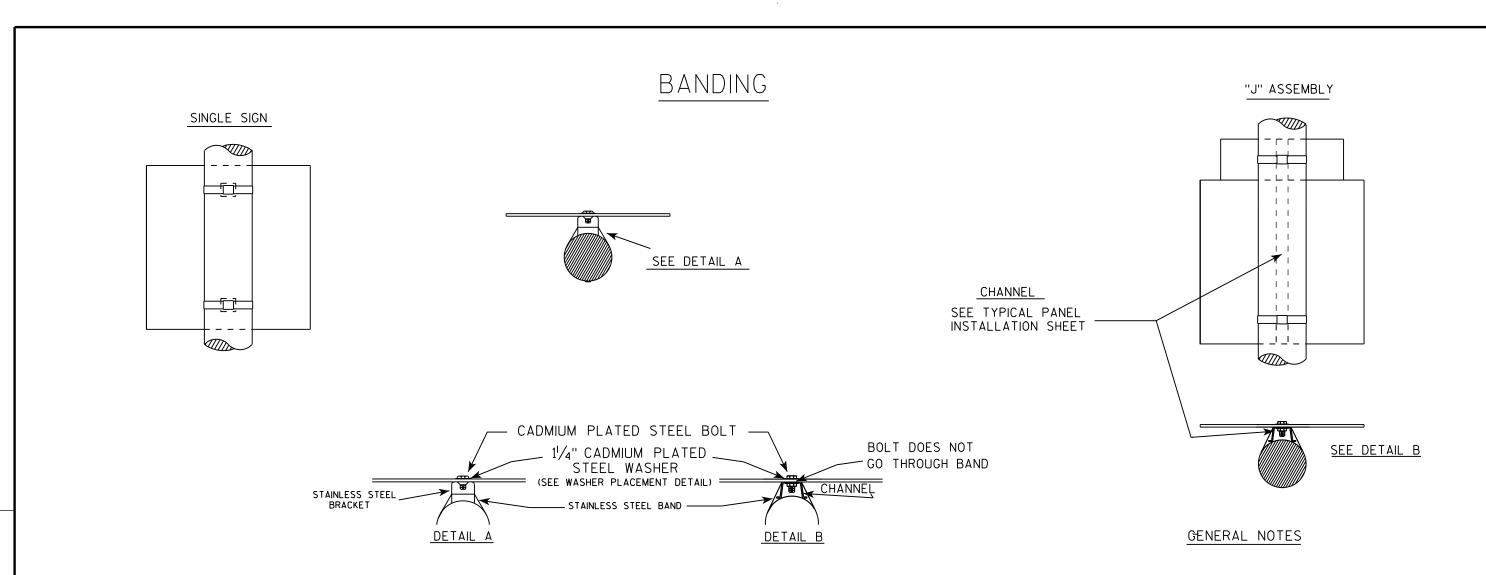
←.125

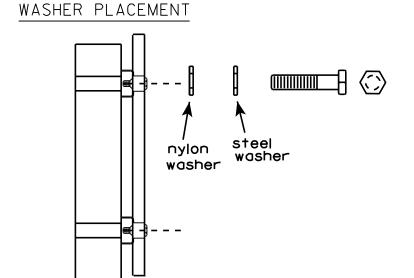
Ы

→ | ← .125

6" Extrusion Minimum Weight 1.4 lb./ft.

See Detail A





HWY:

WASHERS (ALL POSTS) -

COUNTY:

1-1/4" O.D. X3/8" I.D. X1/16" STEEL 1-1/4" O.D. X3/8" I.D. X .080 NYLON FOR ALL TYPE H SIGNS

PLOT BY: mscsja

- 1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
- 2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
- 3. Banding and assembly bracket shall be stainless steel. All bands shall be $\frac{3}{4}$ " in width and 0.025" thickness.

STANDARD SIGN SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

DATE 8/16/13

SHEET NO:

State Traffic Engineer

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A59.DGN

PROJECT NO:

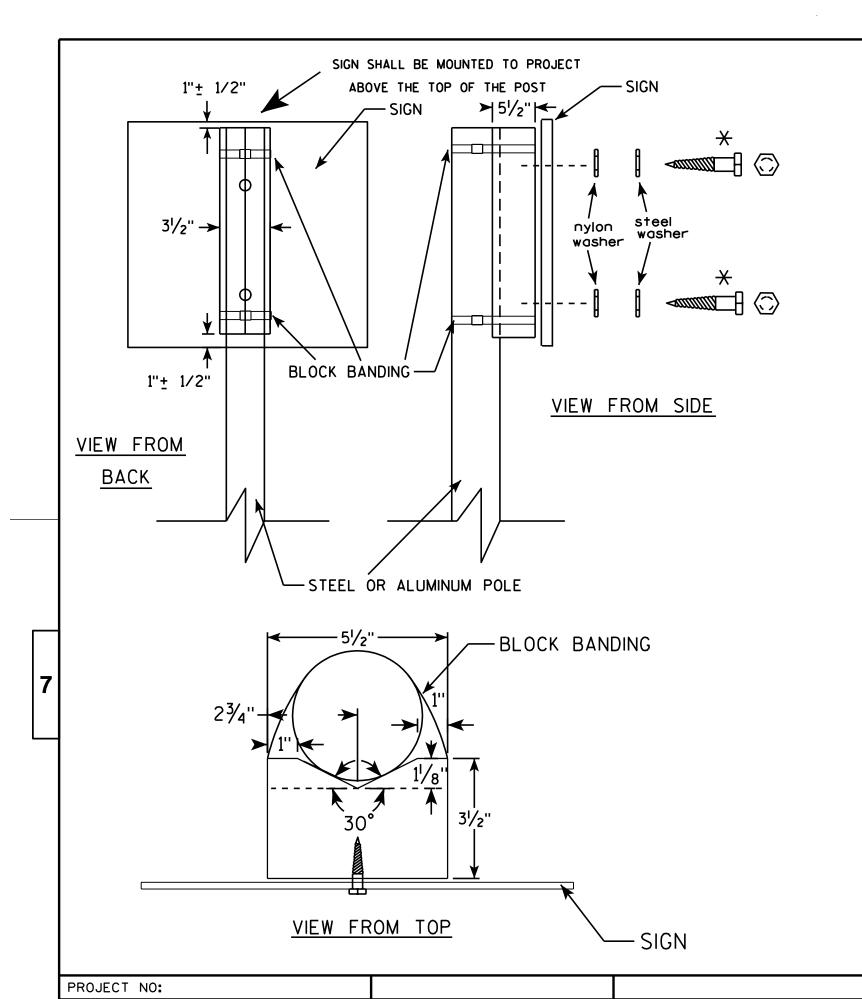
PLOT DATE: 16-AUG-2013 13:27

PLOT NAME :

PLOT SCALE: 33.740899:1.000000

WISDOT/CADDS SHEET 42

PLATE NO. A5-9.3



GENERAL NOTES

- 1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WISDOT STANDARD SPECIFICATIONS
- 2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, 3/4" WIDTH AND 0.025" THICKNESS
- 3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS.

 SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
- 4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
- 5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
 - a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
 - b. Cadmium plated in accordance with ASTM Designation: B 766 TYPE 3, Class 12, or
 - c. Electro-galvanized in accordance with ASTM Designation: B 633, TYPE III, SC 3.
- 6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
- 7. STEEL WASHERS SHALL BE 11/4" O.D. X 3/8" I.D. X 1/16"
- 8. NYLON WASHERS SHALL BE $1^{1}/_{4}$ " O.D. X $3/_{8}$ " I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

X LAG BOLTS SHALL BE 3/8" X 21/2"

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

APPROVED

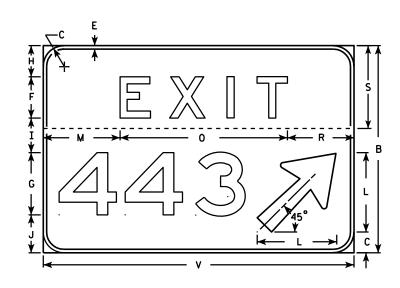
For State Traffic Engineer

DATE 7/12/07

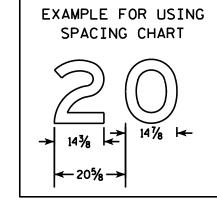
PLATE NO. A5-10.1

SHEET NO:

NOTE: T diminision shall be measured from the back of the number to the front of the arrow



HWY:



NOTES

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

Background - Green Message - White (Type H reflective)

- 3. Message Series E
- 4. Corners may be square or rounded but the border shall be rounded as shown.
- 5. Base material for this sign shall be plywood and shall be split into two seperate pieces as shown on each detail by the dashed line (-----).
- 6. Arrow is Type "A" from sign plate A1-1.
- 7. Substitute appropriate message, space per the table and adjust placement on sign to achieve proper balance.
- 8. As per the Standard Spec's, these signs shall not have a vertical joint.

SPACING CHART FOR 18" NUMERALS

NUMBERS	WIDTH	0	1	2	3	4	5	6	7	8	9	A	В	С
0	14 1/8	21 %	21 %	21 1/4	20 ¾	21 1/4	21 1/4	21 %	19 %	22 1/8	21 %			
1	5 %	14	14	14	13 1/8	12 1/8	14	14	12 1/4	14	14			
2	14 3/8	20 %	21 1/8	20 %	19 ¾	20 1/4	20 %	20 %	18 1/8	21 1/8	20 %			
3	14 3/8	20 ¾	21 1/8	20 ¾	20 1/4	19 ¾	20 ¾	20 ¾	19 3/8	21 1/8	20 ¾			
4	16 5/8	22 1/8	22	22 1/2	21 %	21 %	22 1/8	22 1/8	20 %	23 3/8	22 1/8			
5	14 1/4	20 %	20 %	20 1/8	18 ¾	18 ¾	20 %	20 %	18 3/8	20 %	20 %			
6	14 1/2	21 1/4	20 ¾	20 ¾	19 1/8	19 ½	20 ¾	20 ¾	19	20 ¾	20 ¾			
7	14 3/8	19 ¾	19 ¾	20 1/4	19 ¾	17	19 ¾	20 %	18	20 %	19 ¾			
8	14 1/4	21 1/2	21 1/2	20 %	19 1/4	19 ¾	20 %	21 1/2	19 %	21 1/2	20 %			
9	14 1/2	21 1/4	21 1/4	20 1/8	20	20 %	20 %	21 1/4	19 1/2	21 ¾	21 1/4			
A	18	19 ¾	19 ¾	20 1/4	19 ¾	17	19 ¾	20 %	18	20 %	19 ¾	21 5/8	23 1/8	23
В	14 1/4	21 1/2	21 1/2	20 %	19 1/4	19 ¾	20 %	21 1/2	19 %	21 1/2	20 %	19 1/2	22 3/8	21 1/2
С	14 1/4	21 1/4	21 1/4	20 1/8	20	20 %	20 %	21 1/4	19 1/2	21 ¾	21 1/4	18 3/8	21	19 ¾

SIZE	A	В	С	D	Ε	F	G	Н	ı	J	K	L	М	N	0	Р	0	R	S	T	U	V	W	x	Y	Z
2																										
3																										
4																										
5	72	60	6		1	12	18	9	10	11	8 %	23	22 1/4	13 1/4	48 1/2	10 1/4		19 1/4	24	7		90		96	7 1/2	

COUNTY:

Sq. Ft. 30 37.5 STANDARD SIGN E5-1A

WISCONSIN DEPT OF TRANSPORTATION

For State Traffic Engineer DATE 5/11/10 PLATE NO. E5-14.12

SHEET NO:

PROJECT NO:

PLOT DATE: 11-MAY-2010 15:32

PLOT NAME :

PLOT BY : dotsja

PLOT SCALE: 27.808870:1.000000

WISDOT/CADDS SHEET 42

FILE NAME : C:\Users\PROJECTS\tr_stdplate\E51A.DGN

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

2. Color:

Background - Orange Message - Black

- 3. Message Series C
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Metric equivalent for this sign is:

SIZE	Α	В	С	D	E	F	G	Н	I	J	К	L	М	N	0	Р	Q	R	S	T	U	٧	W	Х	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 %	6 3/4	16 ¾	2 1/2	1 3/4	18 ½													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 %	6 3/4	16 ¾	2 1/2	1 3/4	18 ½													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 %	6 3/4	16 ¾	2 1/2	1 3/4	18 ½													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 1/8	6 3/4	16 ¾	2 1/2	1 3/4	18 ½													8.0	0.72

COUNTY:

STANDARD SIGN G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED 400 110 00 00 110

for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

SHEET NO:

FILE NAME : C:\Users\PROJECTS\tr_stdplate\G202A.DGN

HWY:

PROJECT NO:

PLOT DATE: 30-SEP-2009 09:31

PLOT BY : ditjph

PLOT NAME :

PLOT SCALE : 5.561773:1.000000

5.561773:1.000000 WISDOT/CADDS SHEET 42

- 1. Sign is Type II See Note 6 reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:

Background - Top Red - Bottom Blue (See Note 6) Message - White - See Note 6

- 3. Message Series See note 5
- 4. Substitute appropriate numerals & ajust spacing as per plate A10-1.
- 5. M1-1 Numerals D Interstate - C

M1-1A - All copy - C

6. Permanent Signs

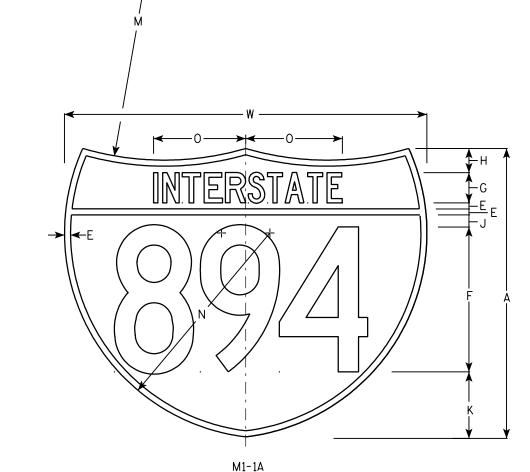
Message - Type H Reflective

Detour or other temporary signs Background - Reflective

Message - Reflective

M1-1

HWY:



PLOT DATE: 13-OCT-2005 14:49

Metric equivalent for these signs are:

SIZE	M1-1	SIZE	M1-1A
1			
2	600 mm X 600 mm	2	600 mm X 750 mm
3	900 mm X 900 mm	3	900 mm X 1125 mm
4	900 mm X 900 mm	4	900 mm X 1125 mm
5	900 mm X 900 mm	5	900 mm X 1125 mm

<u></u>	100	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	X 300	וווווו		J00 I	IIIII X I	123 11111	<u>' </u>																	M1 - 1	W1-1A	M1-1	W1-1A
SIZE	Α	В	С	D	E	F	G	Ι	I	J	K	L	М	N	0	Ρ	a	R	S	T	U	٧	W	Х	Y	Area sq. ft.	Area sq. ft.	Area m2	Area m2
1																													
2	24				1/2	12	2 ½	2		1	5 ½	15	24	17	7 1/8								30			3.13	3.91	. 36	.46
3	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 ½	36	25 ½	11 ¾								45			7.03	8.79	. 81	1.05
4	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 ½	36	25 ½	11 ¾								45			7.03	8.79	.81	1.05
5	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 ¾								45			7.03	8.79	. 81	1.05

COUNTY:

INTERSTATE ROUTE MARKER M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

DATE 08/23/05

For State Traffic Engineer

SHEET NO:

PLOT BY : DITJPH PLOT NAME :

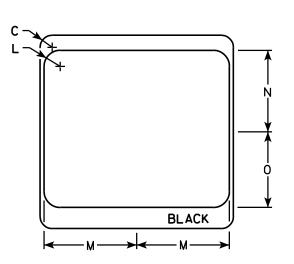
PROJECT NO:

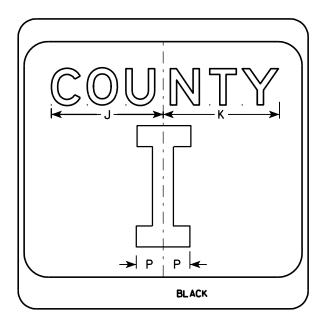
- 1. Sign is Type II see Note 7 reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:

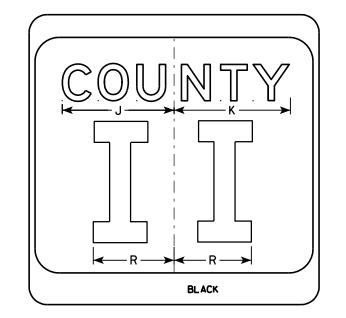
Background - White & Black - See Note 7 Message - Black

- 3. Message Series see Note 5
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. Message Series E for 1 letter. Message Series D for 2 letters unless message is too big then Series C. Message Series C for 3 letters unless message is too big then Series B.
- 6. Substitute appropriate letters & optically center to achieve proper balance.
- 7. Permanent Signs

Background - Type H Reflective Detour or temporary Signs Background - Reflective







SIZE	Α	В	С	D	E	F	G	Н	I	J	K	L	M	N	0	Р	0	R	S	T	U	٧	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 %	2	11 1/2	10 1/8	9 %	2 1/4		6 %									4.0
3	36		2 1/4			16	4	7 5/8	5 %	12 1/4	12 1/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 %	5 %	12 1/4	12 1/8	3	17 1/8	15 1/4	14	3 %		10									9.0
5	36		2 1/4			16	4	7 %	5 %	12 1/4	12 1/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
																			_								

COUNTY:

CTH MARKER M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

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

SHEET NO:

FILE NAME : C:\Users\PROJECTS\tr_stdplate\M15A.DGN

PROJECT NO:

BLACK

HWY:

M1-5A

PLOT DATE: 29-SEP-2011 11:25

PLOT NAME :

PLOT BY: mscsja

PLOT SCALE: 5.959043:1.000000

- 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

	BLACK BLACK
Metric equivalent for this sign is:	>

HWY:

SIZE 600 mm X 600 mm 900 mm X 900 mm 900 mm X 900 mm 900 mm X 900 mm

PROJECT NO:

SIZE	Α	В	С	D	E	F	G	Н	I	J	К	L	М	N	0	Р	Q	R	S	Т	U	٧	W	Х	Y	Z	Area sq. ft.	Area m2
1																												ļ
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 %	11 ½	1	1 %	11 1/4	21 1/8											4.0	. 36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5	12 5/8	17 1/8	1 1/2	2 1/8	16 1/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5	12 5/8	17 1/8	1 1/2	2 1/8	16 1/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5	12 5/8	17 1/8	1 1/2	2 1/8	16 1/8	33											9.0	. 81

COUNTY:

STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

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

SHEET NO:

FILE NAME : C:\Users\Projects\tr_stdplate\M16.DGN

PLOT DATE: 13-OCT-2005 14:55

PLOT BY : DITJPH

PLOT NAME :

PLOT SCALE : 6.715871:1.000000

- 1. Sign is Type II Type H
- 2. Color:

Background - See note 5 Message - See note 5

- 3. Message Series C
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. M2-1 Background White

Message - Black

MB2-1 Background - Blue

Message - White

MK2-1 Background - Green

Message - White

MM2-1 Background - White

Message - Green

MN2-1 Background - Brown

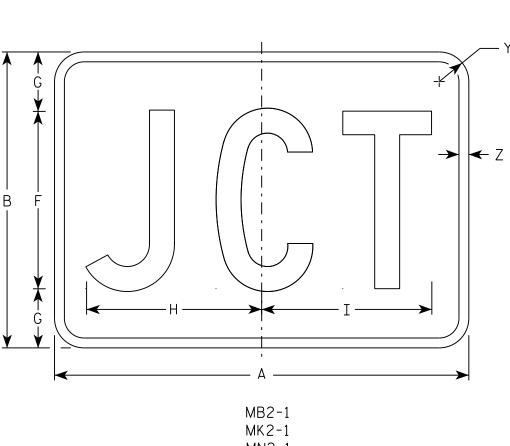
Message - White

MP2-1 Background - White

Message - Blue

MR2-1 Background - Brown

Message - Yellow



MN2-1

MR2-1

SIZE	Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	0	R	S	T	J	V	W	Х	Υ	Z	Area sq. ft.
1																											
2	21	15	1 1/8	3/8	3/8	9	3	8 1/8	8 %																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 1/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 1/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 1/8	12 3/8																1 1/2	1/2	4.40

COUNTY:

В

STANDARD SIGN

M2 - 1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew & Rauch f_{or} State Traffic Engineer

DATE 10/15/15

PLATE NO. M2-1.12 Ε

SHEET NO:

FILE NAME · C·\CAFfiles\Projects\tr stdplote\M21 DGN

PROJECT NO:

M2-1

HWY:

MM2-1

MP2-1

PLOT DATE . 01-DEC-2015 17:54

PLOT BY . \$\$ Diotuser \$\$ PLOT NAME :

PLOT SCALE • 4 864603•1 000000







MP3-1









HWY:



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	Α	В	С	D	E	F	G	Н	I	J	К	L	М	N	0	Р	0	R	S	Т	U	V	W	Х	Y	Z	Area sq. ft.
1 1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 1/8	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

COUNTY:

STANDARD SIGNS M3-1 thur M3-4 **SERIES**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

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

Ε

SHEET NO:

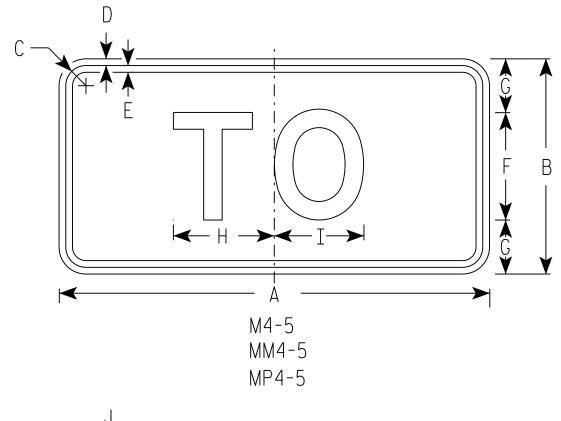
FILE NAME · C·\CAFfiles\Projects\tr stdolote\M31 DCN

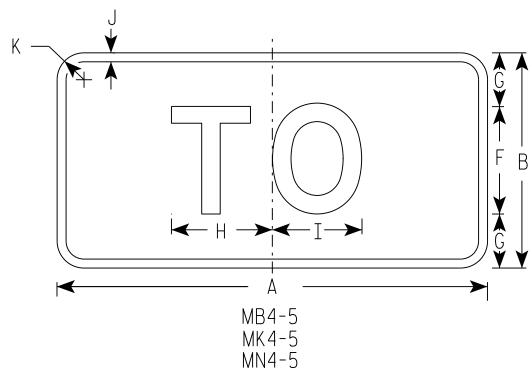
PROJECT NO:

PLOT DATE . 01-DEC-2015 17:54

PLOT RY . \$\$ plotuser \$\$ PLOT NAME :

PLOT SCALE . 11 675051.1 000000





HWY:

NOTES

- 1. Sign is Type II Type H
- 2. Color:

Background - See note 5 Message - See note 5

- 3. Message Series E
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. M4-5 Background White

Message - Black

MB4-5 Background - Blue

Message - White

MK4-5 Background - Green

Message - White

MM4-5 Background - White

Message - Green

MN4-5 Background - Brown

Message - White

MP4-5 Background - White

Message - Blue

SIZE	Α	В	С	D	E	F	G	Н	I	7	K	L	М	N	0	Ρ	0	R	S	Т	U	٧	W	Х	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	5 3/8	5 1/4	1/2	1 1/2																2.00
3	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
4	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
5	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5

COUNTY:

STANDARD SIGN M4-5

ے ۱۷۱۱

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Fac State Traffic Engineer

DATE 10/15/15

PLATE NO. <u>M4-5.8</u>

SHEET NO:

FILE NAME . C.\CAFfiles\Projects\tr stdoldte\M45 DCN

PROJECT NO:

PLOT DATE . 01-DEC-2015 17:55

PLOT RY . \$\$ plotuser \$\$ PLOT NAMF :

PLOT SCALE . 5 351066.1 000000

- 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.

) A G	
	;
→ G →	
Y	

Α С E F G H I J S Х Z D 0 10 10 1/4 1 1/8 3/8 3/8 24 2.0 3 36 1 1/8 3/8 1/2 4 1/2 14 5/8 14 1/2 4.5 4 5

COUNTY:

STANDARD SIGN M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

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

SHEET NO:

FILE NAME : C:\Users\PROJECTS\tr_stdplate\M48.DGN

PROJECT NO:

HWY:

PLOT DATE: 10-NOV-2010 13:18

PLOT BY : ditjph

PLOT SCALE : 4.767

PLOT NAME :

PLOT SCALE: 4.767233:1.000000

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.

 $D \longrightarrow$ Н M4-8A

SIZE	Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	0	R	S	Т	U	٧	w	Х	Y	Z	Area sq. ft.
$\parallel 1 \parallel$																											
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				·	·						·				·												

COUNTY:

STANDARD SIGN M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matther

For State Traffic Engineer DATE 3/9/11

PLATE NO. M4-8A.2

SHEET NO:

FILE NAME : C:\Users\PROJECTS\tr_stdplate\M48A.DGN

HWY:

PROJECT NO:

PLOT DATE: 09-MAR-2011 10:29

PLOT BY: mscj9h

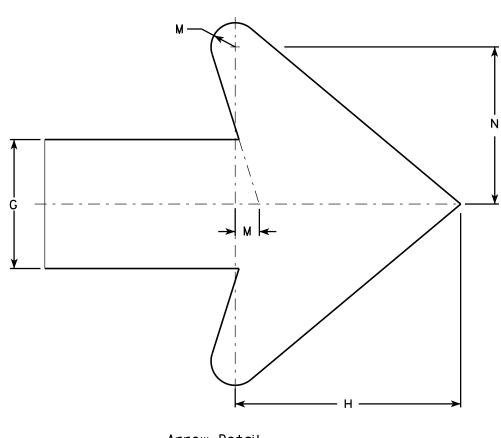
PLOT NAME :

PLOT SCALE: 3.972696:1.000000

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

Background - Orange Message - Black

- 3. Message Series D
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. M4-9L is the same as M4-9R except the arrow is reversed.



Arrow Detail

PLOT NAME :

w x	Y Z Ar
	5.0
	12.
	12.

COUNTY:

M4-9R

STANDARD SIGN M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R

For State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-9R.4

SHEET NO:

FILE NAME : C:\Users\PROJECTS\tr_stdplate\M49R.DGN

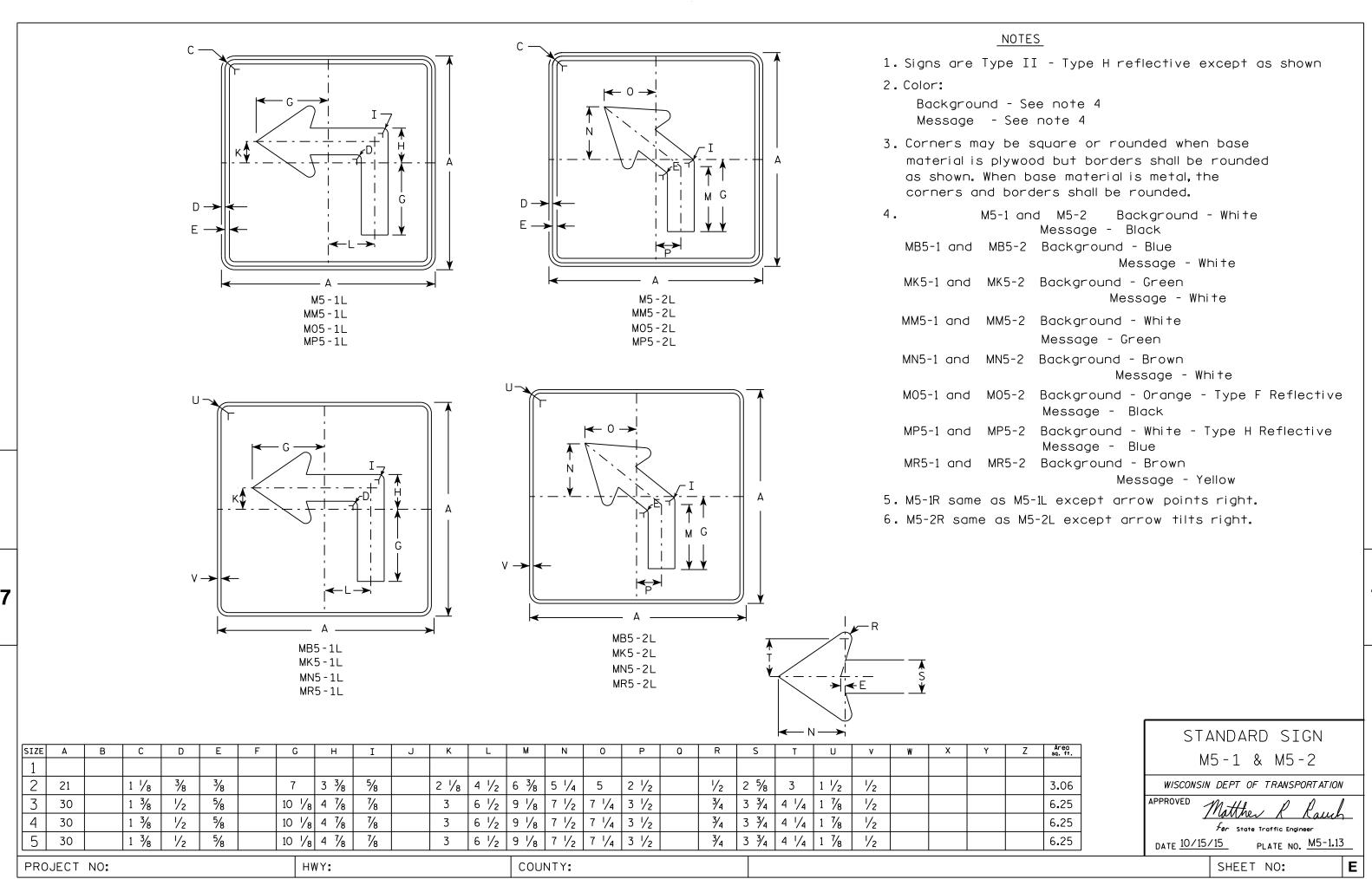
HWY:

PROJECT NO:

PLOT DATE: 09-MAR-2011 11:17

PLOT BY: mscj9h

PLOT SCALE: 5.959043:1.000000

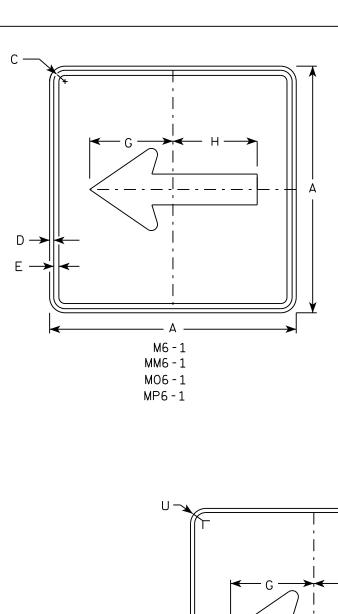


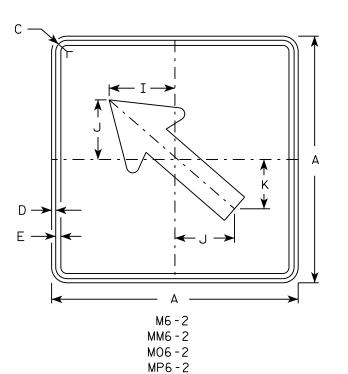
FILE NAME . C.\CAFfiles\Projects\tr stdolote\M51 DCN

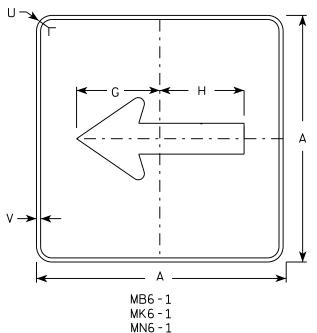
PLOT DATE . 01-DEC-2015 18:07

PINT RY . \$\$ DIOTUSET \$\$ PINT NAMF :

PLOT SCALE . 11 675051.1 000000

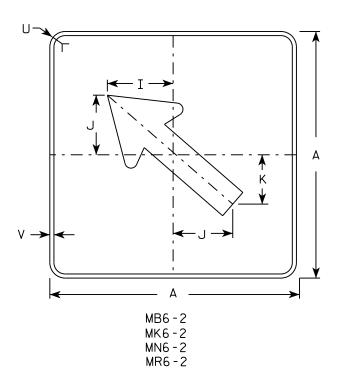






MR6-1

HWY:



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

M06-1 and M06-2 Background - Orange - Type F Reflective

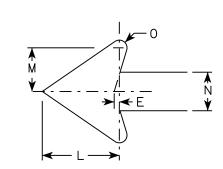
Message - Black

MP6-1 and MP6-2 Background - White

Message - Blue

MR6-1 and MR6-2 Background - Brown

Message - Yellow



SIZE	Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	٥	R	S	T	U	٧	W	Х	Y	Z	Area sq. ft.
1 1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 %	5	4 1/4	5 1/4	3	2 %	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 1/8	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 1/8	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 1/8	1/2					6.25

COUNTY:

STANDARD SIGN M6-1 & M6-2 SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew & Rawl For State Traffic Engineer

Ε

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

SHEET NO:

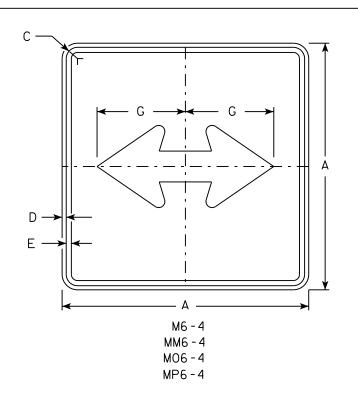
FILE NAME · C·\CAFfiles\Projects\tr stdplote\M61 DCN

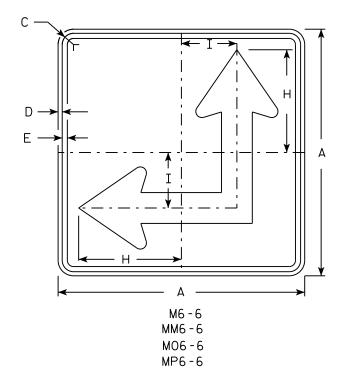
PROJECT NO:

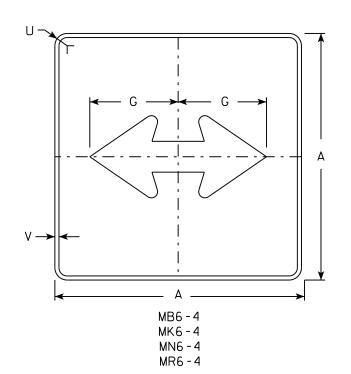
PLOT DATE . 01-DEC-2015 17:57

PIOT RY . \$\$ plotuser \$\$ PIOT NAMF :

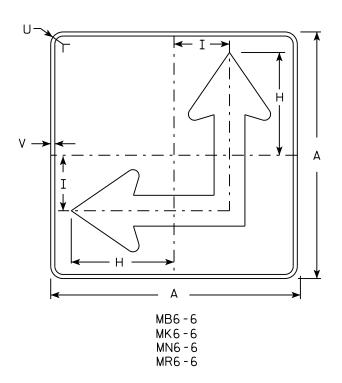
PLOT SCALE . 11 675051.1 000000







HWY:



NOTES

- 1. Signs are Type II Type H except as Shown
- 2. Color:

Background - See Note 4 Message - See Note 4

- 3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 4. M6-4 and M6-6 Background White Message - Black

MB6-4 and MB6-6 Background - Blue

Message - White

MK6-4 and MK6-6 Background - Green

Message - White

and MM6-6 Background - White MM6-4

Message - Green

MN6-4 and MN6-6 Background - Brown

Message - White

M06-4 and M06-6 Background - Orange - Type F Reflective

Message - Black

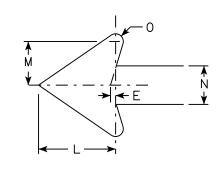
MP6-4 and MP6-6 Background - White

Message - Blue

MR6-4 and MR6-6 Background - Brown

Message - Yellow

5. M6-6R same as M6-6L except arrow points ahead and right.



SIZE	Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	a	R	S	T	U	٧	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 1/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 1/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 1/8	1/2					6.25
																											==

COUNTY:

STANDARD SIGN M6-4 & M6-6 SERIES

WISCONSIN DEPT OF TRANSPORTATION

SHEET NO:

APPROVED

DATE 10/15/15

PLATE NO. M6-4.10 Ε

PLOT DATE . 01-DEC-2015 17.58

PLOT RY . \$\$ plotuser \$\$ PLOT NAME :

PLOT SCALE . 11 675051.1 000000

PROJECT NO:



- 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

*								— А — ;											A	
									H			- G -							F	A
		E						 	-1			_//								*
D	E	F	G	н	I	J	К	L	М	N	0	Р	0	R	S	Т	U	V	W	Х

SIZE	Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	0	R	S	T	U	٧	W	Х	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

COUNTY:

STANDARD SIGN R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

For State Traffic Engineer

DATE <u>11/12/15</u>

PLATE NO. ____R1-1.13

SHEET NO:

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R11.DGN

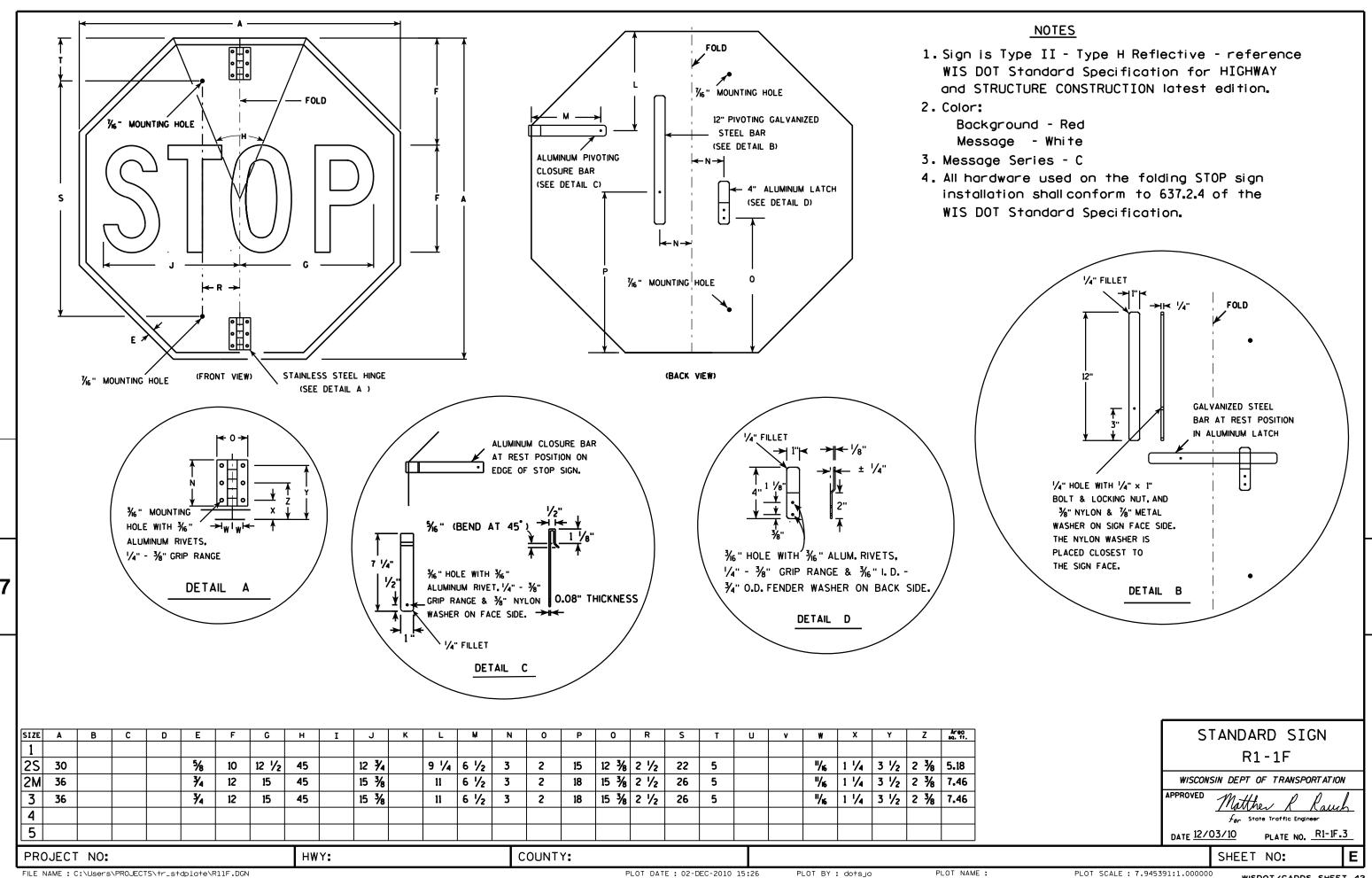
HWY:

PROJECT NO:

PLOT DATE: 22-AUG-2017 07:19

PLOT BY: \$\$...plotuser...\$\$ PLOT NAME:

PLOT SCALE: 4.427909:1.000000



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

Background - White Message - See note 5

3. Message Series - C

PLOT NAME :

- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. The border strip and word message are reflectorized red.

A	
	G
	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
E	 B
D D	
R1-2	

SIZE	Α	В	С	D	E	F	G	н	I	J	K	L	М	N	0	Р	0	R	S	Т	U	V	W	Х	Y	Z	Area sq. ft.
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7 ⁄8	4	3 %																	2.71
25	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 %																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 %																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 %																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 1/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 1/8	5/8	2 3/8	2 1/4																	0.97

COUNTY:

STANDARD SIGN R1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew & Rauch

 f_{or} State Traffic Engineer

3/14 PLATE NO. R1-2.12

DATE 10/13/14 PLA

SHEET NO:

311221

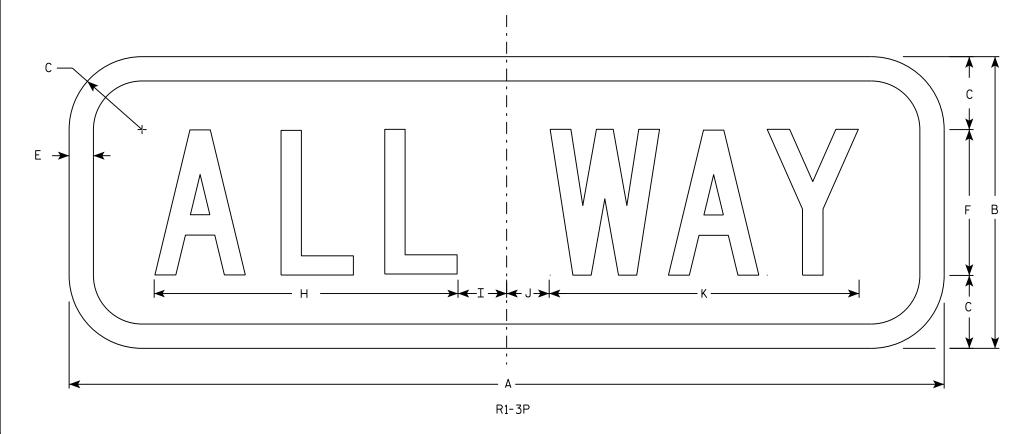
PROJECT NO:

HWY:

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

Background - Red Message - White

- 3. Message Series C
- 4. For 30"x30" R1-1 use 18"x6" R1-3P sign For 36"x36" R1-1 use 24"x9" R1-3P sign For 48"x48" R1-1 use 30"x12" R1-3P sign



SIZE	Α	В	С	D	E	F	G	Н	I	J	К	L	М	N	0	Р	0	R	S	T	U	V	W	Х	Y	Z	Area sq. ft.
1	18	6	1 1/2		1/2	3		6 1/4	1 1/4	7/8	6 3/8																0.75
25	18	6	1 1/2		1/2	3		6 1/4	1 1/4	7/8	6 3/8																1.5
2M	24	9	1 1/2		1/2	5		9 1/4	1 1/4	3/4	9 3/4																1.5
3	24	9	1 1/2		1/2	5		9 1/4	1 1/4	3/4	9 3/4																1.5
4	30	12	2 1/4		5/8	6		11	2 1/4	1 1/2	11 3/4																2.5
5	30	12	2 1/4		5/8	6		11	2 1/4	1 1/2	11 3/4								·		·						2.5

COUNTY:

STANDARD SIGN R1-3P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

DATE 11/29/16

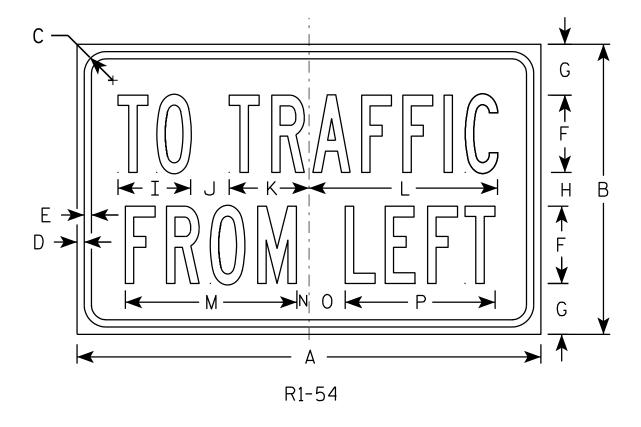
PLATE NO. R1-3P.3

SHEET NO:

HWY:

PROJECT NO:

 $f_{\it or}$ State Traffic Engineer



<u>NOTES</u>

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

Background - White Message - Black

3. Message Series - B

SIZE	Α	В	С	D	Е	F	G	Н	I	J	К	L	M	N	0	Р	0	R	S	Т	U	٧	W	X	Y	Z	Areq sq. ft.
1																											
2S	24	15	1 1/8	3/8	3/8	4	2 %	1 3/4	3 3/4	2	4 1/8	9 3/4	8 1/8	5/8	1 1/8	7 3/4											2.5
2M	24	15	1 1/8	3/8	3/8	4	2 %	1 3/4	3 3/4	2	4 1/8	9 3/4	8 1/8	5/8	1 1/8	7 3/4											2.5
3																											
4																											
5																											
PRO.	PROJECT NO: HWY:										COUNTY:																

STANDARD SIGN R1-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R Rauch
for State Traffic Engineer

DATE <u>12/03/10</u>

03/10 PLATE NO. R1-54.2 SHEET NO:

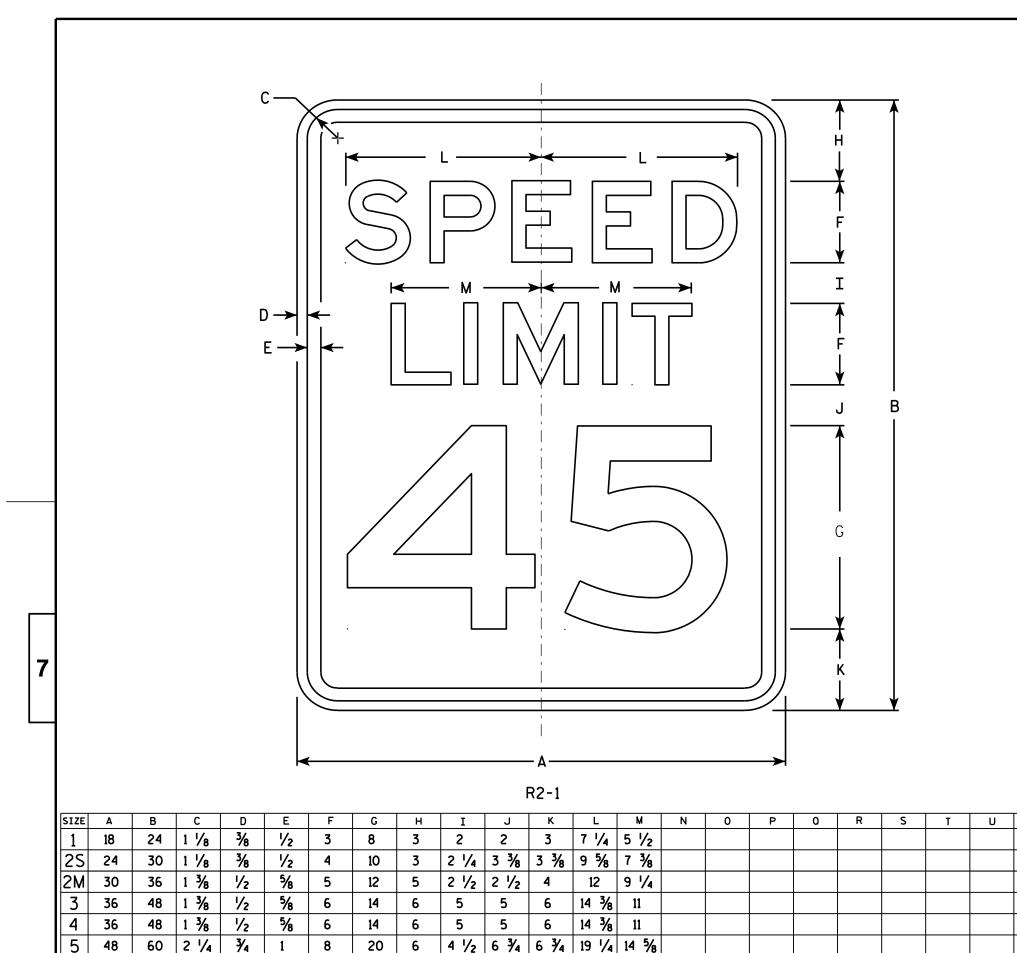
FILE NAME : C:\Users\PROJECTS\tr_stdplate\R154.DGN

PLOT DATE: 03-DEC-2010 08:47

PLOT NAME :

PLOT BY : dotsja

PLOT SCALE: 4.965868:1.000000



- 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.

STANDARD SIGN 3.0 5.0 7.5 WISCONSIN DEPT OF TRANSPORTATION 12.0 APPROVED Matther R Raus 12.0 20.0 DATE <u>5/26/1</u>0

For State Traffic Engineer PLATE NO. R2-1.13 SHEET NO:

R2-1

PLOT DATE: 28-MAY-2010 08:32

COUNTY:

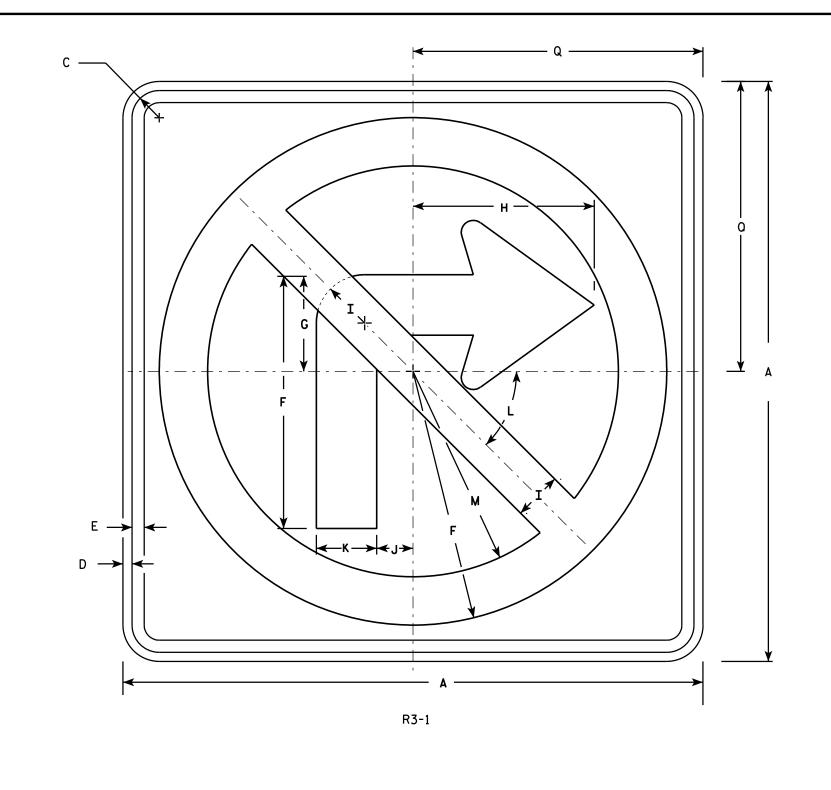
PLOT BY : ditjph

PLOT NAME :

PLOT SCALE: 4.717577:1.000000

PROJECT NO:

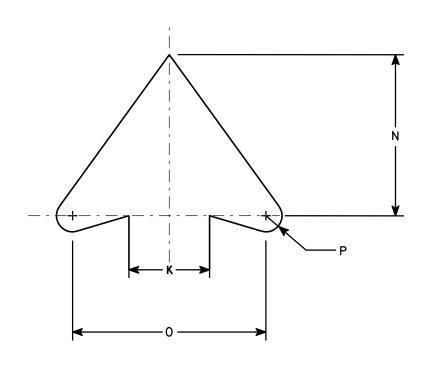
HWY:



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

Background - White Message - See note 4

- 3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

PLOT NAME :

SIZE	Α	В	С	D	E	F	G	Н	I	J	K	L	M	N	0	Р	0	R	S	T	U	V	W	Х	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45 °	8 ½	5	6	1/2	12										4.0
2M	36		1 %	5/8	3/4	15 ¾	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 %	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 %	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0
PRO	JECT	NO:			·		ŀ	HWY:	·			·	СО	UNTY:			·			·		·	·			·	

STANDARD SIGN R3-1

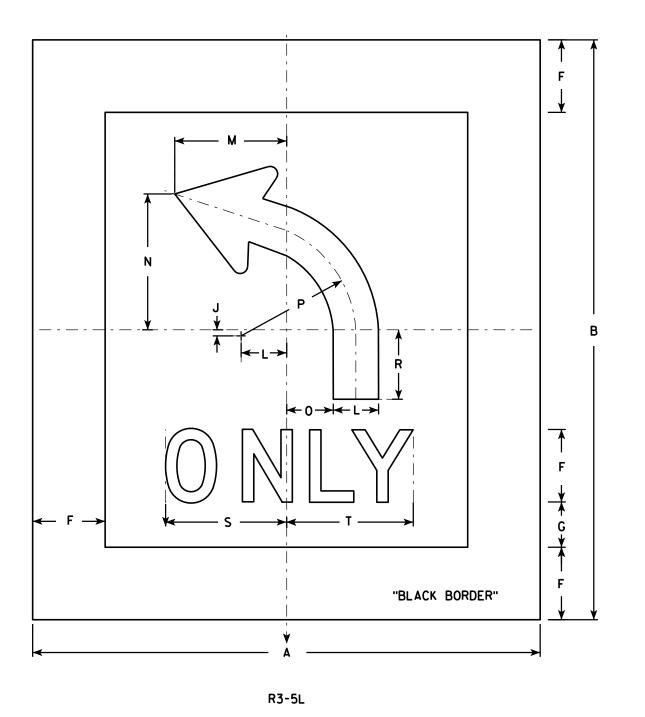
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matther

DATE12/08/10

PLATE NO. __R3-1.5

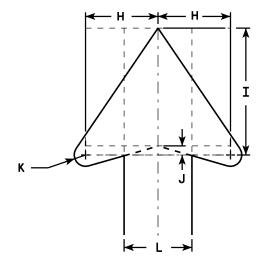
SHEET NO:



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

Background - White Message - Black

- 3. Message Series D
- 4. Corners may be square or rounded when base material is plywood. When base material is metal, the corners shall be rounded.
- 5. R3-5R is the same as R3-5L except curved portion of arrow points right.
- 6. The 6" border is non-reflective black.



ARROW DETAIL

SIZE	Α	В	С	D	Ε	F	G	Ι	I	J	K	L	M	N	0	Р	0	R	S	T	U	V	W	X	Y	Z	Arec sq. f
1																											
25	42	48				6	3 3/4	4	7	1/2	5/8	3 3/4	9 1/4	11 1/4	3 1/8	9 1/2		5 3/4	10	10 1/2							1.26
2M	42	48				6	3 3/4	4	7	1/2	5/8	3 3/4	9 1/4	11 1/4	3 %	9 1/2		5 3/4	10	10 1/2							1.26
3																											
4																											
5																											

COUNTY:

STANDARD SIGN R3-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED M

for State Traffic Engineer

111 PLATE NO. R3-5.6

DATE 2/24/11

SHEET NO:

HWY:

PROJECT NO:

PLOT NAME :



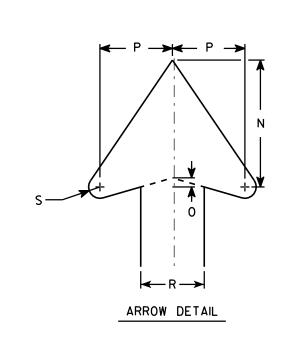
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.

2. Color:

Background - White Message - Black

NOTES

- 3. Corners may be square or rounded when base material is plywood. When base material is metal, the corners shall be rounded.
- 4. R3-6R is the same as R3-6L except curved portion of arrow points right.
- 5. The 6" border is non-reflective black.



-E-¥⊀	"BLACK BORDER"	B
<u> </u>	A	J

SIZE A	В	С	D	E	F	G	Н	I	J	K	L	М	Z	0	Р	0	R	S	Т	J	v	W	X	Y	Z	Areg sq. ft.
1																										
2S 42	48			6	5 %	15 3/8	11 3/4	11 1/4	14 1/2	8 1/8	14 1/4	3 1/8	7	1/2	4		3 1/2	5/8	36							14.0
2M 42	48			6	5 %	15 3/8	11 3/4	11 1/4	14 1/2	8 1/8	14 1/4	3 1/8	7	1/2	4		3 1/2	5/8	36							14.0
3																										
4																										
5																										
PROJECT	NO:					НМ	//-					COUN	T.V.													

STANDARD SIGN R3-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED MAT

 f_{or} State Traffic Engineer

DATE 3/17/2011

PLATE NO. R3-6.5

SHEET NO:

PLOT DATE: 17-MAR-2011 14:31

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R36.DGN

: 17-MAR-2011 14:31 PLOT BY : mscsja

PLOT SCALE : 7.945391:1.0

PLOT NAME :

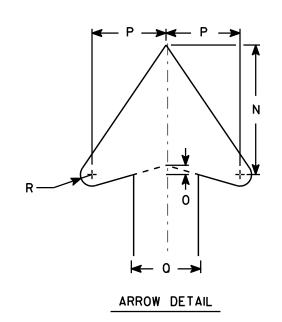
PLOT SCALE: 7.945391:1.000000

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

Background - White

Message - Black

- 3. Corners may be square or rounded when base material is plywood. When base material is metal, the corners shall be rounded.
- 4. The 6" border is non-reflective black.



↑ E ↓ ↑ S OUT OF SECTION 1 S OUT OF SECTION 2 OUT OF	F G G L L L L L L L L L L L L L L L L L	
↑ E ↓	"BLACK BORDER"	
4	R3-6X	

SIZE	Δ	В	С	D	E	F	G	н	т	J	ĸ	L	м	N	0	Р	0	R	S	т	U	v	w	l x	Y	Z	Area sq. ft.
1									_											-			<u> </u>			_	- sq
25	42	48			6	5 %	15 3/8	11 3/4	11 1/4	14 1/2	8 1/8	14 1/4	3 %	7	1/2	4	3 1/2	5/8	36	5	3 1/2						14.0
	42	48			6			11 3/4						7	1/2	4	3 1/2	5/8	36	5	3 1/2						14.0
2M 3 4						70	70	/4	/4	- /2	- 70	- /1	- 70		,,,		1 , 2	70			- , _						
4																											
5																											

COUNTY:

STANDARD SIGN R3-6X

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R Kaul

DATE 2/05/15 PLATE NO. R3-6X.3

SHEET NO:

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R36X.DGN

PROJECT NO:

HWY:

PLOT DATE: 05-FEB-2015 14:49

PLOT NAME :

PLOT BY: mscsja

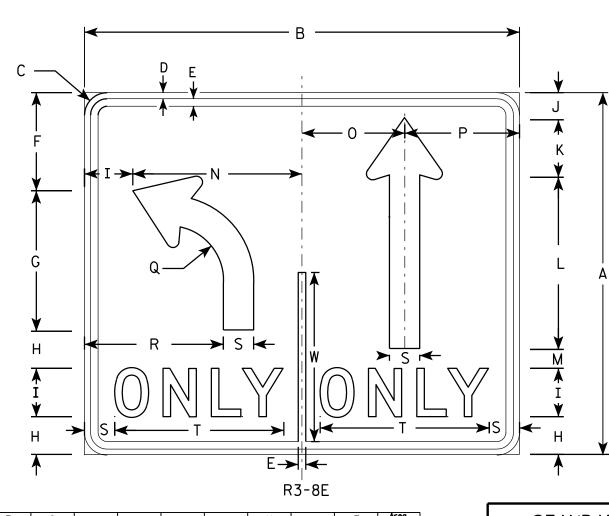
PLOT SCALE: 7.783368:1.000000



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

Background - WHITE Message - BLACK

- 3. Message Series D
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



K K W N N N N N N N N N N N N N N N N N	F G A H I Y H
R3-8D D S L	↑ U ¥

HWY:

l																											
SIZE	Α	В	C	D	E	F	G	Н	I	J	K	L	M	N	0	P	0	R	S	T	U	٧	W	X	Y	Z	Area sq. ft.
1																											
2S 2M	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 %	14	8 1/2	9 1/2	4 1/2	11 1/2	2 1/2	14	2 %	3/8	14				7.5
2M	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	14	8 1/2	9 1/2	4 1/2	11 1/2	2 1/2	14	2 %	3/8	14				7.5
3																											
4	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	3 1/2	7 1/8	21 1/2	4 3/4	21	12 3/4	14 1/4	7 1/4	17 1/8	3 3/4	20 %	4	5/8	22 3/8				18.0
5	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	3 1/2	7 1/8	21 1/2	4 3/4	21	12 3/4	14 1/4	7 1/4	17 1/8	3 3/4	20 %	4	5/8	22 3/8				18.0

COUNTY:

ARROW DETAIL

STANDARD SIGN R3-8D & R3-8E

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

AND ILLE OF TRANSPORTATION

For State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8D.2

SHEET NO:

PROJECT NO:

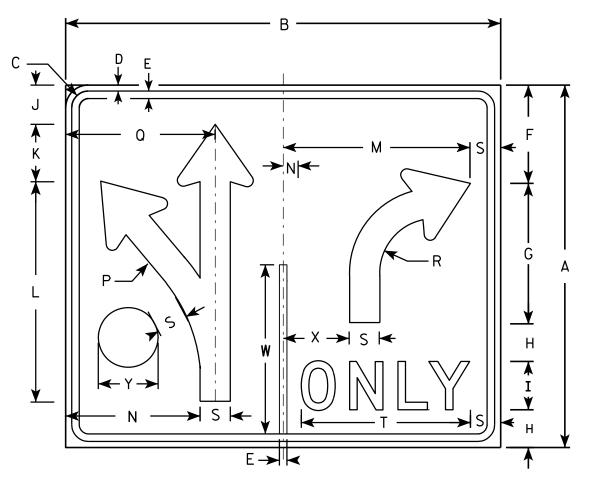
PLOT BY: mscsja

<u>NOTES</u>

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

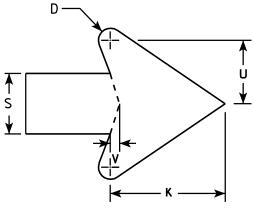
Background - WHITE Message - BLACK

- 3. Message Series D
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. R3-8B & R3-8C is the same but reversed.



R3-8DD

HWY:



ARROW	DE	TAIL
-------	----	------

SIZE	Α	В	С	D	E	F	G	Н	I	J	K	L	M	Z	0	P	0	R	S	T	U	٧	W	×	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	8 1/8	11 %	3 1/8	4	3 1/4	4 3/4	18 1/4	15 1/2	1 1/4		13 1/4	12 3/8	4 1/2	2 1/2	14	2 %	3/8	14	5 1/4	4 1/4		7.5
2M	30	36	1 3/8	1/2	5/8	8 1/8	11 %	3 1/8	4	3 1/4	4 3/4	18 1/4	15 1/2	1 1/4		13 1/4	12 3/8	4 1/2	2 1/2	14	2 %	3/8	14	5 1/4	4 1/4		7.5
3																											

COUNTY:

STANDARD SIGN R3-8DD

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matther K Kawh
For State Traffic Engineer

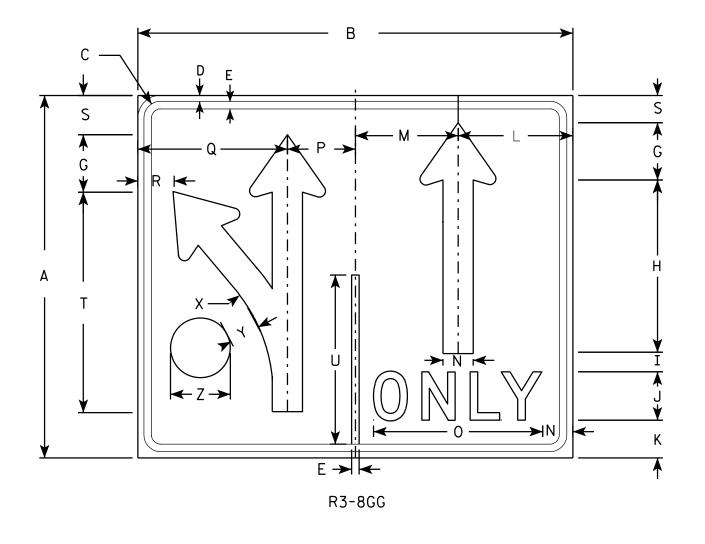
DATE 3/18/2011

PLATE NO. R3-8DD.2

SHEET NO:

PROJECT NO:

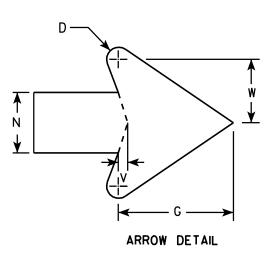
PLOT NAME :



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

Background - WHITE Message - BLACK

- 3. Message Series C
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



SIZE	Α	В	С	D	E	F	G	Н	I	7	K	L	М	N	0	Р	0	R	S	T	U	٧	W	×	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	2 1/4	4 3/4	14 1/4	1 %	4	3 1/8	9 1/2	8 1/2	2 1/2	14	5 %	12 3/8	3	3 1/4	18 1/4	14	3∕8	2 %	13 1/4	2 1/2	5	7.5
2M	30	36	1 3/8	1/2	5/8	2 1/4	4 3/4	14 1/4	1 %	4	3 1/8	9 1/2	8 1/2	2 1/2	14	5 %	12 3/8	3	3 1/4	18 1/4	14	3∕8	2 %	13 1/4	2 1/2	5	7.5
3																											
4																											
5																											

COUNTY:

STANDARD SIGN R3-8GG

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

For State Traffic Engineer

DATE <u>3/18/201</u>1

PLATE NOR3-8GG.2

SHEET NO:

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R38GG.DGN

PROJECT NO:

HWY:

PLOT DATE: 18-MAR-2011 14:03

PLOT NAME :

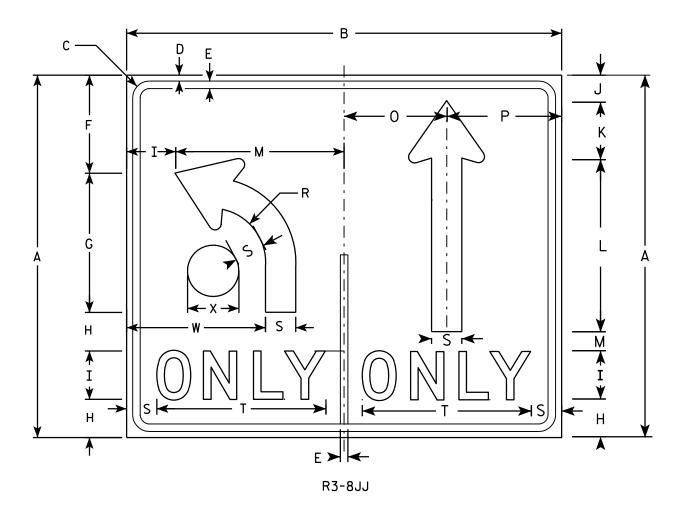
PLOT BY: mscsja

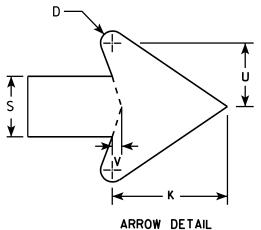
7.945391:1.000000

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

Background - WHITE Message - BLACK

- 3. Message Series D
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.





SIZE	Α	В	С	D	E	F	G	Н	I	J	К	L	М	N	0	Р	0	R	S	T	U	٧	W	X	Y	Z	Area sq. ft
1																											
2S	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 %	14	8 1/2	9 1/2		4 1/2	2 1/2	14	2 5/8	3/8	11 1/2	4 1/4			7.5
2M	30	36	1 3/8	1/2	5/8	8 1/8	11 %	3 1/8	4	2 1/4	4 3/4	14 1/4	1 %	14	8 1/2	9 1/2		4 1/2	2 1/2	14	2 %	3/8	11 1/2	4 1/4			7.5
3																											
4																											
5																											

COUNTY:

STANDARD SIGN R3-8JJ

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matther R Rauh

DATE 3/21/2011 PLATE NO. R3-8JJ.2

SHEET NO:

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R38JJ.DGN

PROJECT NO:

HWY:

PLOT DATE: 21-MAR-2011 14:03

PLOT NAME :

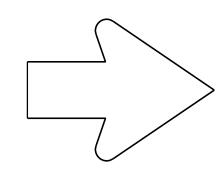
PLOT BY: mscsja

PLOT SCALE: 7.945391:1.000000

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

Background - WHITE Message - BLACK

- 3. Message Series D
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



SEE R3-8 FOR ARROW DETAIL

SIZE	Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	0	R	S	T	U	٧	W	X	Y	Z	Area sq. ft.
1 1																											
25	30	54	1 3/8	1/2	5/8	8 1/8	11 %	3 1/8	4	2 1/4	4 3/4	14 1/4	1 %	9	2 1/2	4 1/2		14	11 1/2	14	2						11.25
2M	30	54	1 %	1/2	5/8	8 1/8	11 %	3 1/8	4	2 1/4	4 3/4	14 1/4	1 %	9	2 1/2	4 1/2		14	11 1/2	14	2						11.25
3																											
4	48	84	2 1/4	3/4	1	13	18 1/2	5 1/4	6	3 3/4	7 %	23	2 3/8	14	3 3/4	7 1/4		22 %	17 1/4	20 1/2	3 1/4						28.0
5	48	84	2 1/4	3/4	1	13	18 1/2	5 1/4	6	3 3/4	7 5/8	23	2 3/8	14	3 3/4	7 1/4		22 3/8	17 1/4	20 1/2	3 1/4						28.0

PLOT DATE: 25-MAR-2013 15:22

R3-8X

STANDARD SIGN R3-8X

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

 f_{or} State Traffic Engineer DATE 03/25/13 PLATE NO. R3-8X.3

SHEET NO:

PLOT BY: mscsja

PROJECT NO:

_<u>₩</u>

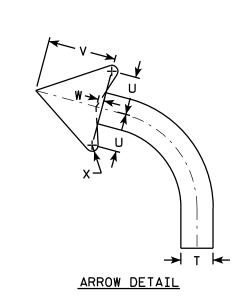
- 1. Sign is Type II Type H Reflective reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:

Background - White Message - Black

3. Message Series - E

PLOT NAME :

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	Α	В	С	D	E	F	G	н	I	J	К	L	M	N	0	Р	0	R	S	Т	U	v	W	Х	Y	Z	Area sq. ft.
1																											
25	24	36	3∕8	1/2	2 1/2	3	1 1/2	16		1 1/2	8 1/2	5 3/4	8	2 1/2		6	2	5 1/8	1 1/2		2 3/8	4 3/8	3/8				6.0
2M	24	36	3/8	1/2	2 1/2	3	1 1/2	16		1 1/2	8 1/2	5 3/4	8	2 1/2		6	2	5 1/8	1 1/2		2 3/8	4 3/8	3/8				6.0
3	36	48	5/8	7 /8	3 1/2	5	1 1/2	20		2 1/4	14 1/8	9 1/2	12	3		4	3	9 1/8	2		3 1/2	6 1/8	1/2				12.0
4																											
5																											1

R3-9B

STANDARD SIGN R3-9B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

for State Traffic Engineer DATE 3/24/2011 PLATE NO. R3-9B.5

SHEET NO:

PLOT BY: mscsja

Ε

PLOT DATE: 24-MAR-2011 11:24

PLOT SCALE: 5.959043:1.000000

WISDOT/CADDS SHEET 42

PROJECT NO:

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R39B.DGN

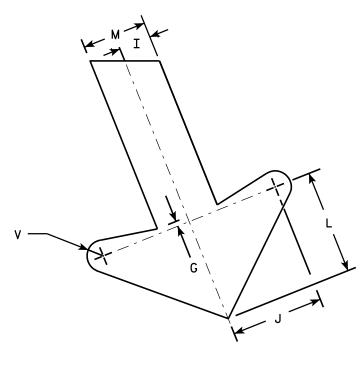
HWY:

COUNTY:

- 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.



PLOT NAME :

SIZE	Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	0	R	S	T	U	٧	W	X	Y	Z	Areg sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 1/8	2 %	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 1/8	2 %	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 %	3	2 1/4	10 1/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

COUNTY:

R3-20L

HWY:

М

М

0

STANDARD SIGN R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED For State Traffic Engineer

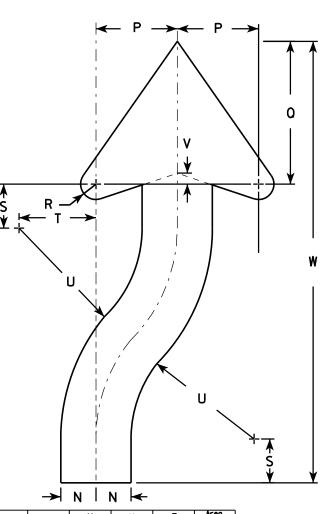
DATE 10/18/10 PLATE NO. R3-20L.7

SHEET NO:

- 1. Sign is Type II Type H Reflective reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
- 2. Color:

Background - White Message - Black

- 3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
- 4. R4-8 is the same as R4-7 except Legend is reversed.



ARROW DETAIL

																							→	N I	N 		
SIZE	Α	В	С	D	Ε	F	G	Н	I	J	K	L	M	N	0	Р	0	R	S	Т	U	٧	W	X	Y	Z	Arec sq. f
1	18	24	1 1/8	3∕8	1/2	3 %	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5%	1 %	3 1/4	6 3/4	1/2	20 3/8				3.0
25	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 %	3	8	4	12 1/2	2	30	4 %	8 1/8	1 / ₈	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2N	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 1/8	3	8	4	12 1/2	2	30	4 %	8 1/8	7 ⁄8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 1/8	4 1/2	12	6	18 3/4	3	45	6 %	12 1/4	1 1/4	3 3/4	6 %	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 1/8	4 1/2	12	6	18 3/4	3	45	6 %	12 1/4	1 1/4	3 3/4	6 %	13 1/2	1	40 3/4				12.
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 %	5	8 ¾	18	1 1/4	50 1/4				20.

COUNTY:

R4-7

STANDARD SIGN R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

State Traffic Engineer
3/25/2011 PLATE NO. R4-

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

SHEET NO:

PROJECT NO:

D→

HWY:

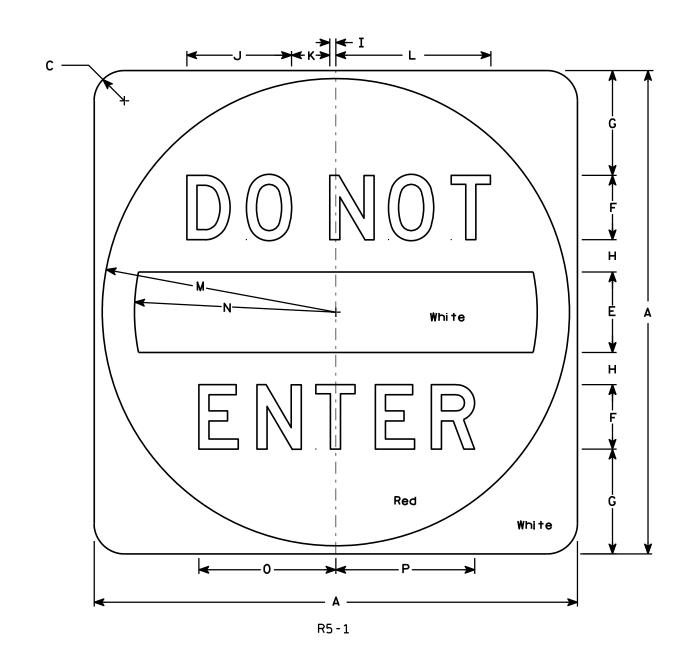
PLOT BY: mscsja

<u>NOTES</u>

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

Background - See detail Message - White - Type H Reflective

- 3. Message Series D
- 4. Corners may be square or rounded when base material is plywood but when base material is metal, the cornors shall be rounded.



SIZE	Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	0	R	S	Т	U	V	W	Х	Y	Z	Area sq. ft.
1																											
25	30		1 1/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 %	14 1/2	12 1/2	8 1/2	8 %											6.26
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 %	10 ¾											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 %	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 %	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 %	14 1/2	23 ½	20	12 3/4	12 1/8											16.0

COUNTY:

STANDARD SIGN R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

For State Traffic Engineer

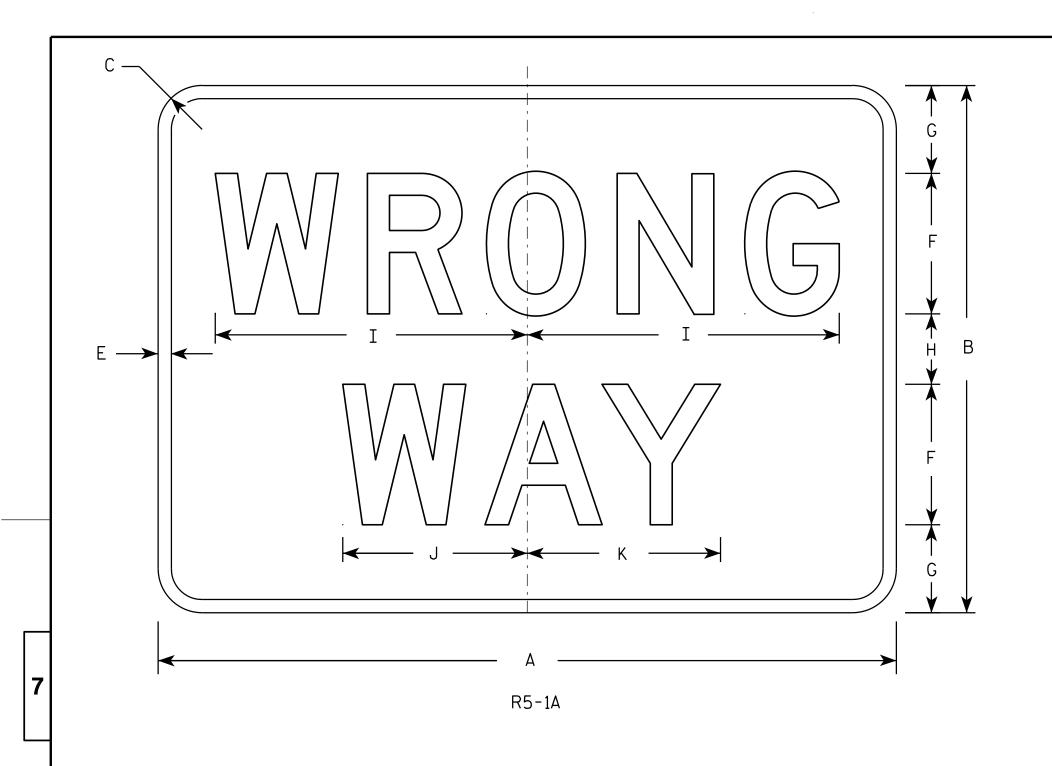
DATE 12/17/10

10 PLATE NO. R5-1.15

Р

PLOT NAME :

HWY:



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

Background - Red Message - White

- 3. Message Series D
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	Α	В	С	D	Ε	F	G	Н	I	J	K	L	M	N	0	Р	0	R	S	T	U	٧	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2		1/2	5	3	2	11	6 ½	6 %																3.75
2S	36	24	2		5/8	6	4 1/2	3	13 1/4	7 1/8	8 1/4																6.00
2M	42	30	2 1/2		3/4	8	5	4	17 ¾	10 1/2	11																8.75
3	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	2 1/2	·	3/4	8	5	4	17 3/4	10 1/2	11	·		·													8.75

COUNTY:

STANDARD SIGN R5-1A

WISCONSIN DEPT OF TRANSPORTATION

Matther R Raud PLATE NO. R5-1A.2

DATE 12/17/10

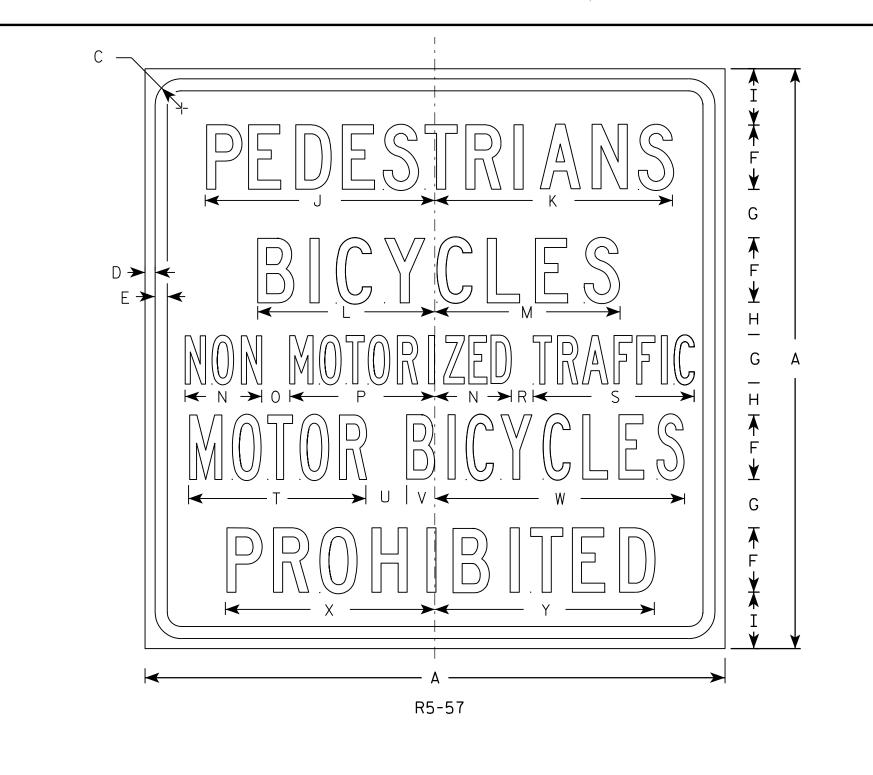
SHEET NO:

PROJECT NO:

HWY:

PLOT BY: dotsja

PLOT NAME :



- 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 Lines 1, 2, and 5 are Series C. Lines 3 and 4 are 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 2M 3 4 5/8 3 1/2 14 1/4 14 7/8 11 11 1/2 4 3/4 1 3/4 1 3/8 2 1/2 1 3/4 15 1/2 13 36 1 1/8 3/4 3 1 1 13 % 9.0 4 11 1/2 4 3/4 1 3/4 5 3 $3 \frac{1}{2} | 14 \frac{1}{4} | 14 \frac{7}{8} | 11$ $1\frac{3}{8}$ 2 1/2 1 3/4 | 15 1/2 36 2 13 9.0 11

COUNTY:

STANDARD SIGN R5-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matther R Rauh

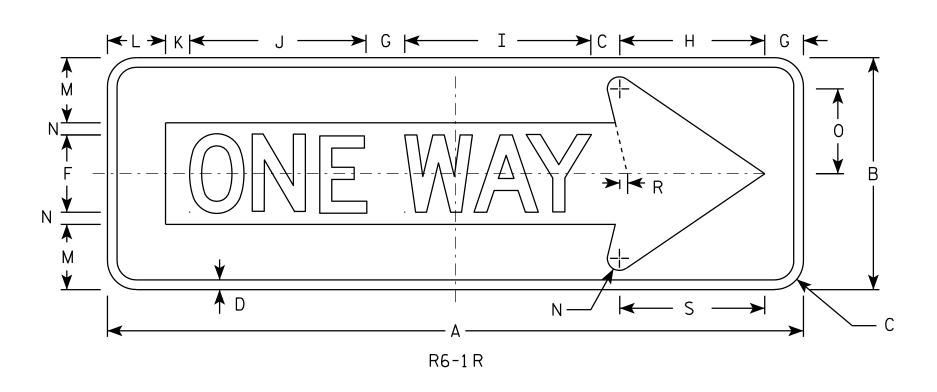
DATE 3/29/2011 PLATE NO. R5-57.10

SHEET NO:

PROJECT NO:

HWY:

PLOT NAME :



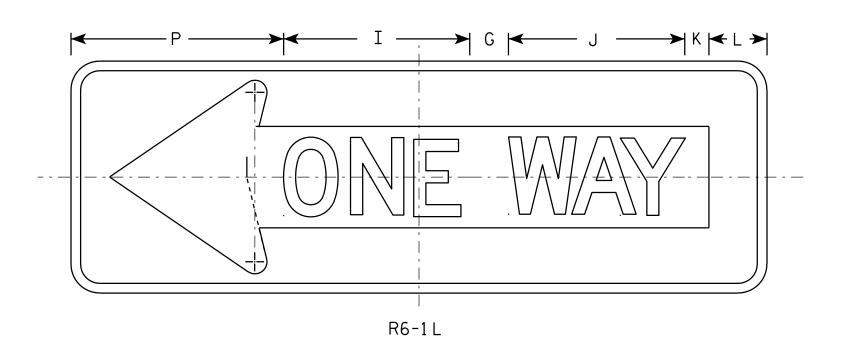
<u>NOTES</u>

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

Background - BLACK

Message - BLACK LEGEND & WHITE ARROW & BORDER

- 3. Message Series D
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



SIZE	Α	В	С	D	E	F	G	Н	I	J	K	L	M	N	0	Р	0	R	S	T	U	٧	W	X	Y	Z	Arec sq. f
1																											
25	36	12	1 1/2	1/2		4	2	7 1/2	9 %	9 1/8	1 1/4	3	3 %	5/8	4 3/8	11		3/8	7 1/2								3.0
2M	54	18	2 1/4	3/4		6	3	11 1/4	14 1/2	13 %	1 1/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.
3	54	18	2 1/4	3/4		6	3	11 1/4	14 1/2	13 %	1 1/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.
4	54	18	2 1/4	3/4		6	3	11 1/4	14 1/2	13 %	1 1/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.
5																											

STANDARD SIGN R6-1 L & R

WISCONSIN DEPT OF TRANSPORTATION

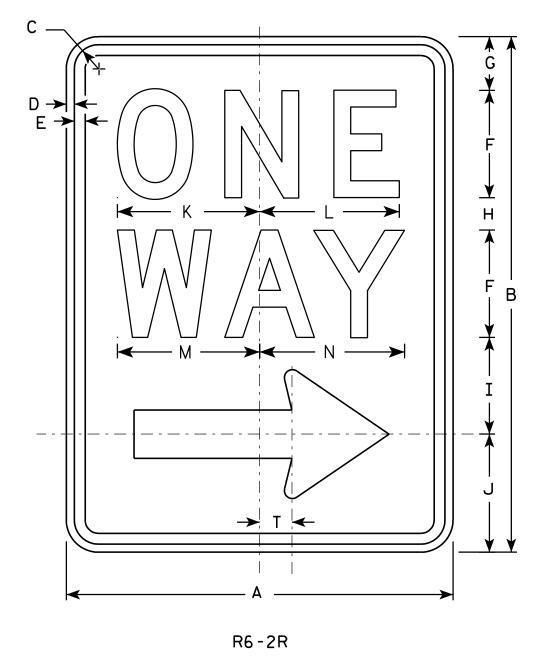
APPROVED

Matther & Kaure For State Traffic Engineer

DATE 12/17/10

O PLATE NO.R<u>6-1.2</u> SHEET NO:

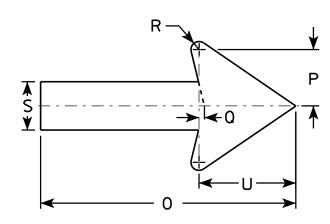
PLOT DATE: 17-DEC-2010 14:11 PLOT BY: dotsja



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

Background - White Message - Black

- 3. Message Series D
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	0	R	S	T	U	٧	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 ½	6 %	6 1/2	6 %	6 3/4	11 1/8	2 %	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 %	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2	6 %	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 1/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 %	1/2	3/4	4 3/4	3	9					
4	36	48	1 1/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 %	1/2	3/4	4 3/4	3	9					
5																										

COUNTY:

STANDARD SIGN R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

For State Traffic Engineer

DATE 11/2/10

PLATE NO. R6-2.8 SHEET NO:

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R62.DGN

HWY:

PROJECT NO:

PLOT DATE: 02-NOV-2010 15:25

PLOT BY: ditjph

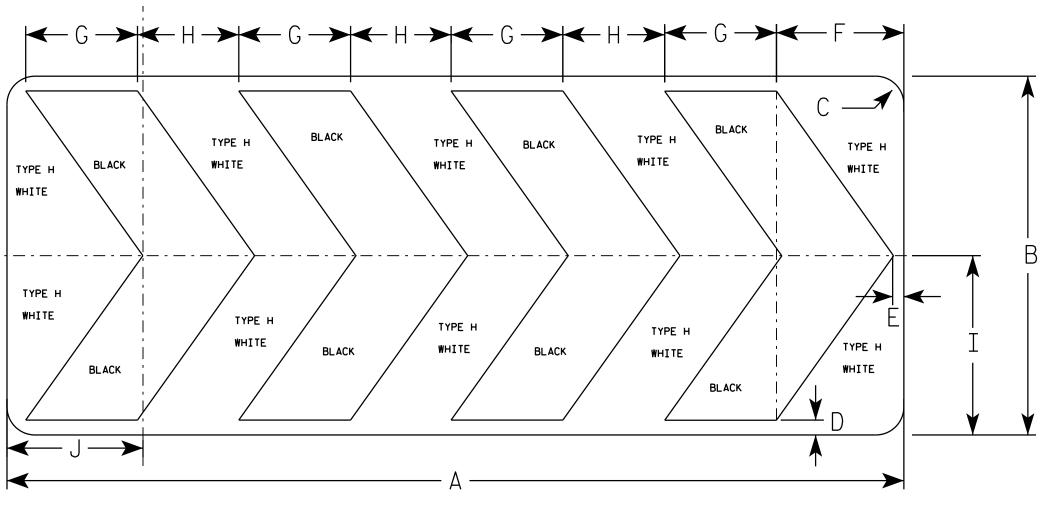
PLOT NAME :

PLOT SCALE: 4.469282:1.000000

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

Background - WHITE Message - BLACK

3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-4B

SIZE	Δ	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	0	R	S	T	U	٧	W	X	Y	Z	Area sq. ft.
1																											
2S	60	24	1 1/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
2M	60	24	1 1/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
3																											
4																											
5																											

STANDARD SIGN R6-4B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

State Traffic Engineer

DATE 8/21/14

SHEET NO:

PROJECT NO:

PLATE NO. R6-4.3



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

Background - White Message - Black

- 3. Message Series D
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

3/8 | 3 % | 2 1/4 | 9 1/4 | 9 5% | 6 5% | 3 5% | 24 30 | 1 1/8 | 1/2 5.0 3 % 2 1/4 9 1/4 9 % 6 % 3 % 24 3/8 5.0 30 | 1 1/8 48 | 1 3/8 1/2 5/8 13 1/8 14 3/8 9 1/8 5 3/8 36 12.0 4 7 1/4 | 4 1/2 | 18 1/2 | 19 1/4 | 13 1/4 | 7 1/4 | 48 60 2 1/4 3/4 20.0 5

COUNTY:

STANDARD SIGN R8-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matther R Rauch

DATE 3/31/2011

/2011 PLATE NO. R8-8.4

| SHEET NO:

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R88.DGN

PROJECT NO:

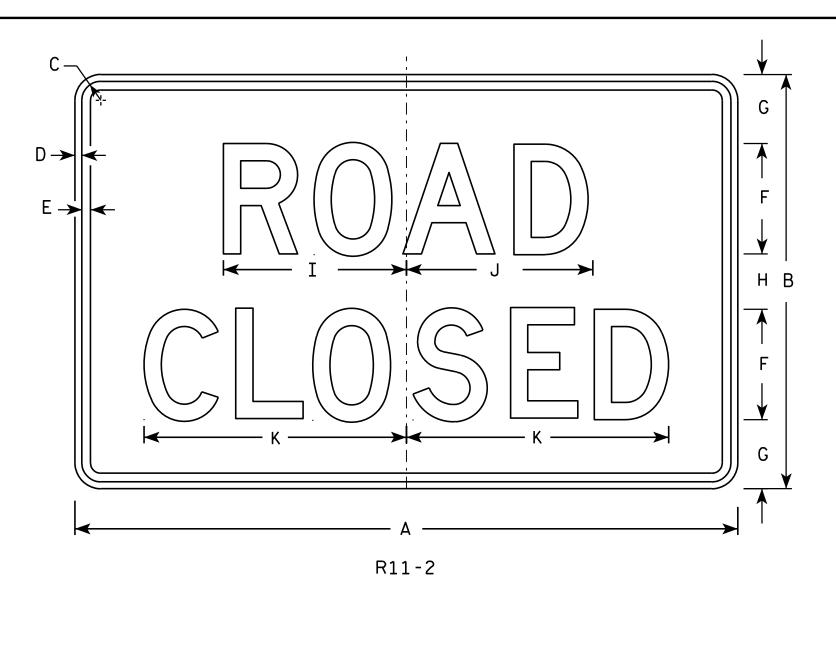
HWY:

PLOT DATE : 31-MAR-2011 14:45

PLOT BY: mscsja

PLOT NAME :

PLOT SCALE: 4.469282:1.000000

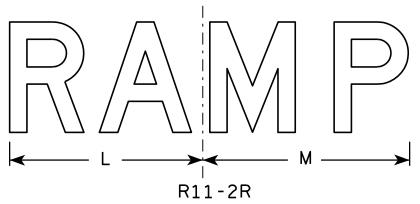


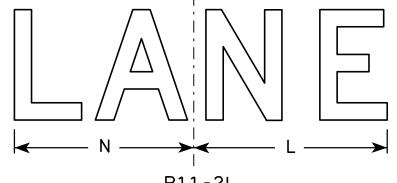
<u>NOTES</u>

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

Background - White Message - Black

- 3. Message Series D
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. Modify the message as required.





R	1	1	-	2	L

PLOT NAME :

SIZ	Έ	A	В	С	D	Ε	F	G	Н	I	J	K	L	M	N	0	Р	0	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																												
2	S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
21	I	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 ½	19	14	15	13													10.0
3		48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
4		48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
5		48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 ½	19	14	15	13													10.0

COUNTY:

STANDARD SIGN R11-2

WISCONSIN DEPT OF TRANSPORTATION

DATE 4/1/11 PLATE NO. R11-2.10

SHEET NO:

HWY:



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

Background - White Message - Black

- 3. Message Series C
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.

R11-3 ** See Note 5

SIZE A В С D Е G 5/8 1 3/8 1/2 1 1/8 | 15 1/4 | 8 10 3/4 8 3/8 4 3/4 6 3/4 36 18 4 3 2 1/2 2 2 11 1/8 6 1/2 2 7 1/8 4.5 1/2 17 3/8 13 1/8 30 $1\frac{3}{8}$ 5/8 4 1/4 3 3/8 16 5/8 1 1/2 23 | 13 1/4 | 1 3/4 3 1/2 11 1/8 12.5 6 10 11 2M 4 1/4 3 3/8 16 5/8 1 1/2 23 | 13 1/4 | 1 3/4 30 17 3/8 13 1/8 10 3 1/2 12.5 3 4 5

COUNTY:

STANDARD SIGN R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R Rauch DATE 3/15/17 PLATE NO. R11-3.8

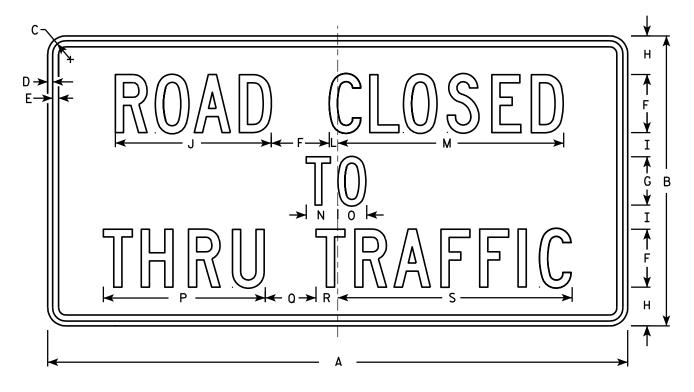
SHEET NO:

HWY:

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

Background - White Message - Black

- 3. Message Series C
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R11-4

SIZE	Α	В	С	D	E	F	G	Η	I	J	K	L	М	Z	0	Р	0	R	S	T	U	٧	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7 /8	23 ¾	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7∕8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

COUNTY:

STANDARD SIGN R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

DATE 4/1/11 PLATE NO. R11-4.3

SHEET NO:

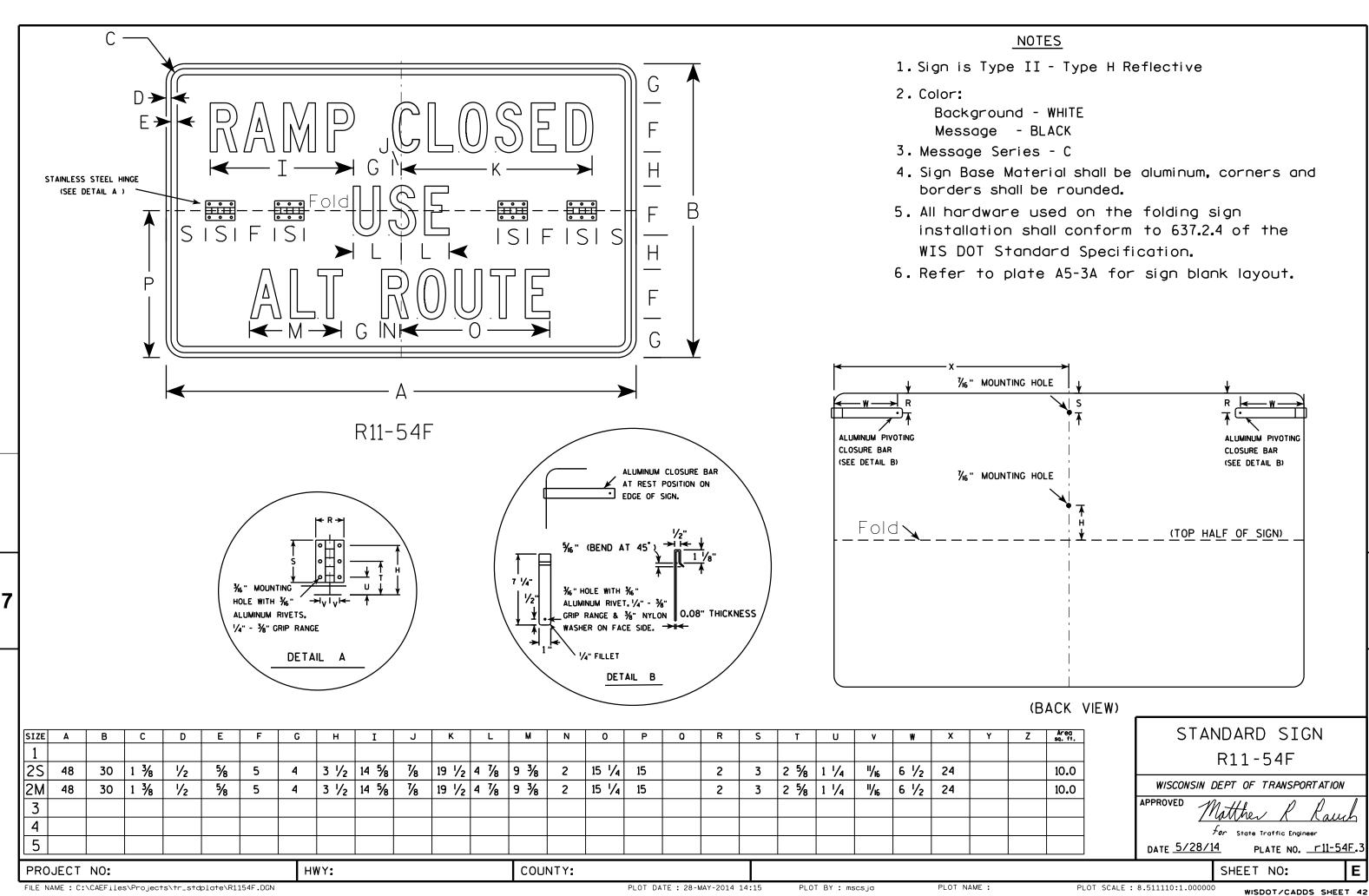
PROJECT NO: FILE NAME : C:\Users\PROJECTS\tr_stdplate\R114.DGN HWY:

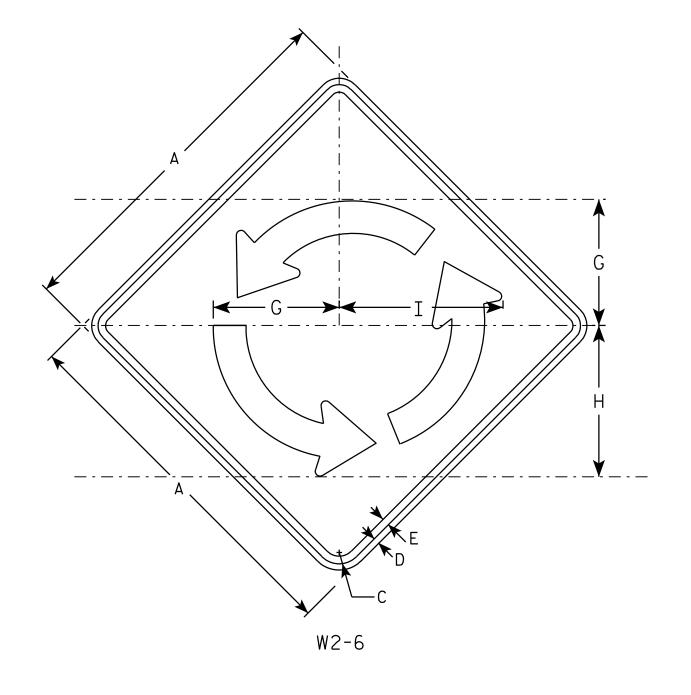
PLOT DATE: 01-APR-2011 14:11

PLOT BY: mscj9h

PLOT NAME :

PLOT SCALE: 9.931739:1.000000

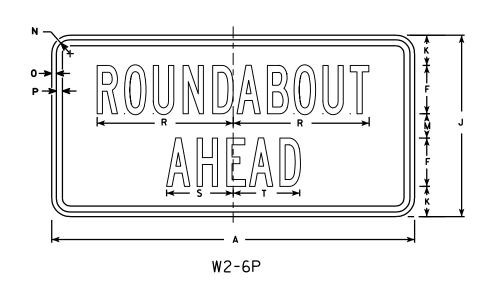




- 1. Sign is Type II Type F Reflective reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:

Background - YELLOW Message - BLACK

- 3. Message Series 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.



																									W2-6	W2-6P
SIZE	Α	В	С	D	E	F	G	Н	I	J	K	L	M	N	0	Р	0	R	S	Т	U	٧	W	Х	Area sq. ft.	Area sq. ft.
1																										
25	30		1 3/8	1/2	5/8	4	10 3/8	12 1/2	13 ½	15	2 1/2		2	1 1/8	3/8	1/2		11 1/4	5 ½	5 ½					6.25	3.12
2M	30		1 3/8	1/2	5/8	4	10 3/8	12 1/2	13 1/2	15	2 1/2		2	1 1/8	3/8	1/2		11 1/4	5 ½	5 ½					6.25	3.12
3	36		1 %	5/8	3/4	5	12 1/2	15	16 1/4	18	2 %		2 3/4	1 1/8	3/8	1/2		14	7	6 3/4					9.00	4.50
4	48		2 1/4	3/4	1	6	16 %	20	16 1/4	24	4 %		3 %	1 3/8	1/2	5/8		17	8 1/4	8 1/4					16.0	8.0
5				·					·	·																
													•		•	•										

STANDARD SIGN W2 - 6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

for State Traffic Engineer

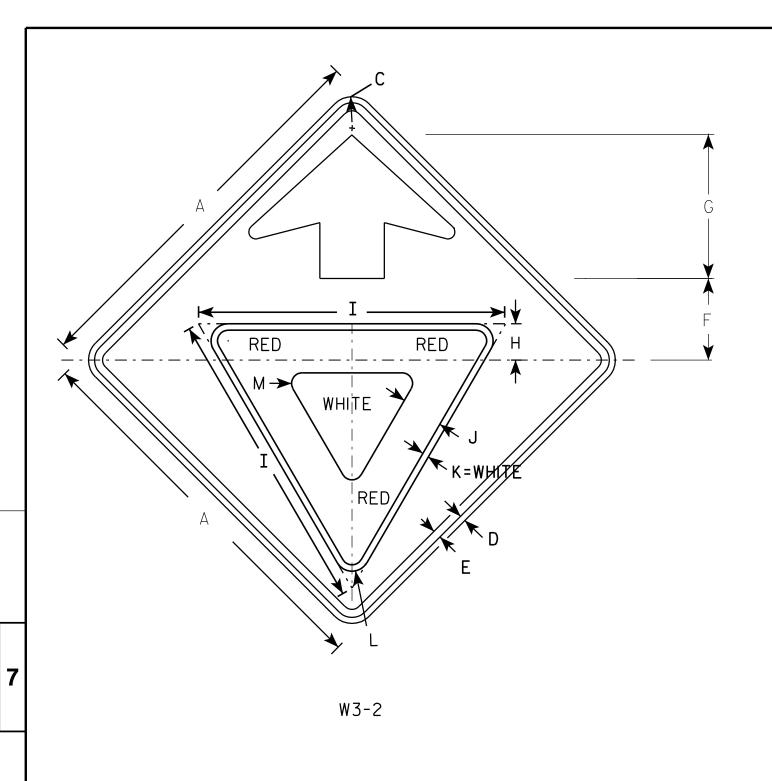
DATE <u>6/29/12</u>

SHEET NO:

PROJECT NO:

PLOT BY: mscsja

PLATE NO. <u>W2-6.5</u>



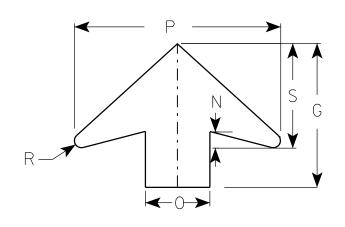
<u>NOTES</u>

- 1. All Signs Type II Type F Reflective reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:

Background - YELLOW

Arrow & Border - BLACK

Yield Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	Α	В	С	D	Ε	F	G	Н	I	C	K	L	М	N	0	P	0	R	S	Т	U	٧	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	3	25	3 %	1/2	1 3/8	1 /8	1 1/4	5	16		1/2	8								6.25
2S	36		1 %	5/8	3/4	7 1/2	13 1/2	3 %	28	3 3/4	5/8	1 1/2	1	1 %	6	19 1/4		5/8	9 3/4								9.0
2M	36		1 %	5/8	3/4	7 1/2	13 1/2	3 %	28	3 3/4	5/8	1 1/2	1	1 %	6	19 1/4		5/8	9 3/4								9.0
3	36		1 %	5/8	3/4	7 1/2	13 1/2	3 %	28	3 3/4	5/8	1 1/2	1	1 %	6	19 1/4		5/8	9 3/4								9.0
4	48		2 1/4	3/4	1	10	17 1/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 %		7 /8	13								16.0
5	48		2 1/4	3/4	1	10	17 1/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 %		7 /8	13								16.0

STANDARD SIGN W3-2

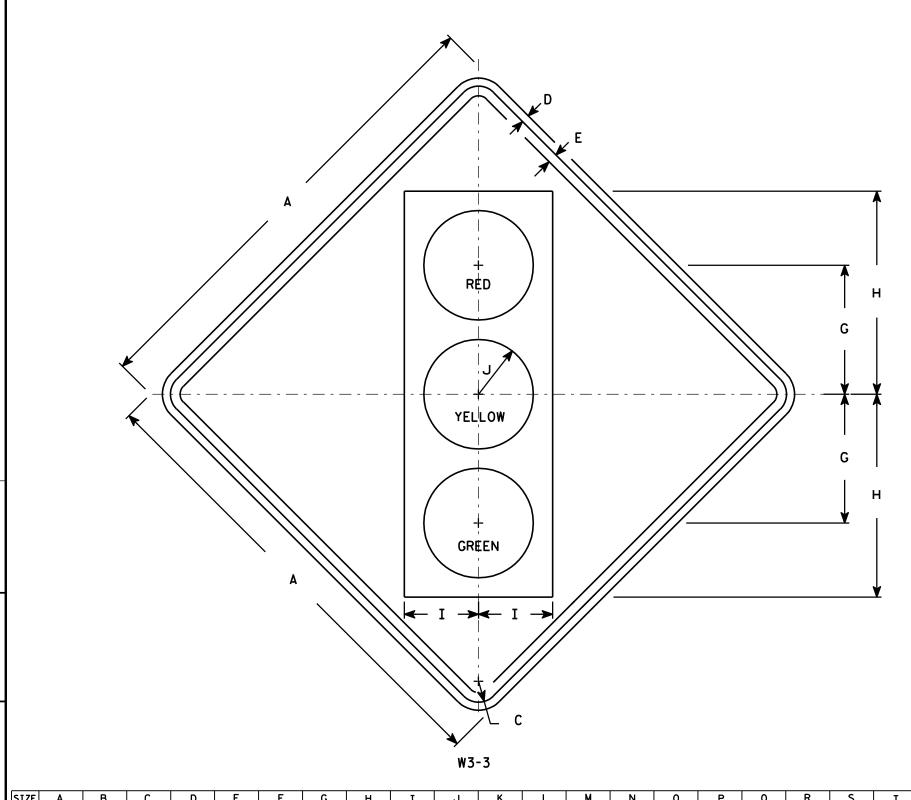
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew

For State Traffic Engineer

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

SHEET NO:



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

Background - Yellow Message - 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. Symbol and border are non-reflective black. Top circle - Type H Reflectorized Red Center circle - Same as background Bottom circle - Type H Reflectorized Green

SIZE Α 1 3/8 1/2 13 3/4 5 5/8 8 3/4 3 3/4 30 6.25 25 1 % 5/8 15 3/4 5 3/4 4 1/4 36 3/4 9.0 2M 15 3/4 5 3/4 4 1/4 36 1 % 5/8 9.0 3 36 1 % 5/8 15 3/4 5 3/4 4 1/4 9.0 3/4 4 12 1/2 20 7 1/2 5 48 2 1/4 16.0 12 1/2 5 20 7 1/2 5 48 2 1/4 16.0

COUNTY:

STANDARD SIGN W3-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED _____

DATE 6/7/10 PLATE NO. W3-3.11

SHEET NO:

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W33.DGN

HWY:

PROJECT NO:

PLOT DATE: 07-JUN-2010 13:07

PLOT BY : ditjph

PLOT NAME: PLOT S

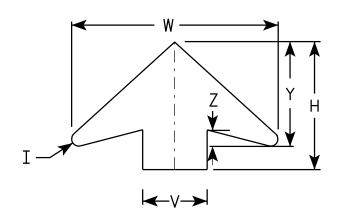
PLOT SCALE: 7.448805:1.000000

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

 Background YELLOW*

 Message BLACK
- 3. Message Series C for numbers Series E for wording
- 4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

SIZE	Α	В	С	D	E	F	G	н	I	J	K	L	М	N	0	Р	0	R	S	T	U	٧	W	X	Y	Z	Area sq. ft
1																											
25	36		1 1/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 %	9.0
2M	36		1 %	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 %	9.0
3	36		1 %	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3∕8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 %	9.0
4	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	1 /8	30	2 1/4	4	1 1/4	15	10	1 %	1/2	8	9 1/4	9 3/8	12	8	25 %	3∕8	13	2	16.0
5	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	⅓	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN W3-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matther R Rauch.

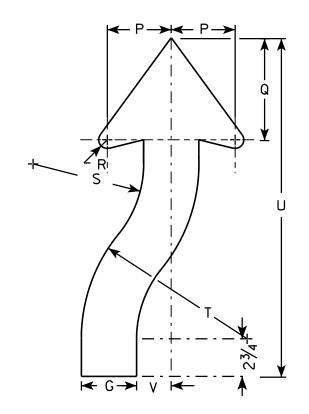
DATE 5/29/12 PLATE NO. W3-5.5

SHEET NO:

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

Background - Yellow Message - Black

- 3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 4. W6-2 same as W6-1 but is rotated 180° when mounted.



ARROW DETAIL

PLOT NAME :

SIZE	Α	В	С	D	E	F	G	Н	I	J	К	L	М	N	0	Ρ	0	R	S	T	U	٧	₩	Х	Y	Z	Areg sq. ft.
1	30		1 3/8	1/2	5/8		3 1/4	8	8 1/4	4 1/8	7 1/8	25	1 3/4	11 %	4 1/8	3 %	6 3/4	5/8	6 %	9 %	21 %	2					6.25
2S	36		1 1/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 %	7 3/8	7 /8	8	12	24 1/2	2 1/2					9.0
2M	36		1 1/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 %	7 3/8	7 /8	8	12	24 1/2	2 1/2					9.0
3																											
4	48		2 1/4	3/4	1		5 3/8	11 %	13 %	6 3/8	12 5/8	40	2 5%	18 %	6 5%	6 1/4	9 %	1 1/4	10 %	16	32 %	3 %					16.0
5	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 %	18 %	6 %	6 1/4	9 %	1 1/4	10 %	16	32 %	3 %					16.0

COUNTY:

W6-1

← G → ← G →

STANDARD SIGN W6-1 & W6-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matther R Rauch
For State Traffic Engineer

DATE <u>03/12/13</u>

PLATE NO. W6-1.14

SHEET NO:

PROJECT NO:

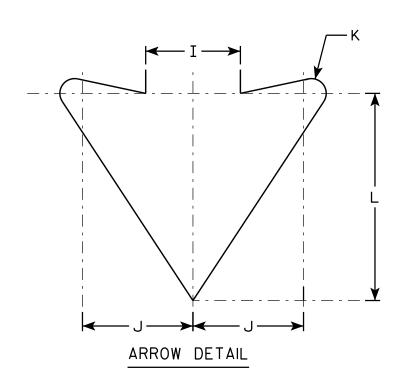
HWY:

<u>NOTES</u>

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

Background - Yellow Message - Black

3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



									W6	-3																	
SIZE	Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	0	R	S	Т	U	v	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	11 1/8	10 1/4	2 1/2	3 3/4	4 3/8	5/8	8 1/4															6.25
2S	36		1 %	5/8	3/4	13 3/8	12 1/4	3	4 1/2	5 1/4	3/4	9 %															9.0
2M	36		1 1/8	5/8	3/4	13 3/8	12 1/4	3	4 1/2	5 1/4	3/4	9 %															9.0
3																											
4	48		2 1/4	3/4	1	17 3/4	16 3/8	4	6	7	1	13 1/8															16.0
5	48		2 1/4	3/4	1	17 3/4	16 3/8	4	6	7	1	13 1/8															16.0
			•		•				•	•	•	•			•	•				•	•	•	•	•			

COUNTY:

STANDARD SIGN W6 - 3

WISCONSIN DEPT OF TRANSPORTATION

DATE 3/10/16 PLATE NO. W6-3.11

SHEET NO:

PLOT DATE: 10-MAR-2016 14:01 PLOT SCALE: 6.080757:1.000000 PLOT BY: mscsja

PROJECT NO:

← [→**⊢**

HWY:

≺H**>**|**←** I →

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

Background - Yellow Message - Black

3. Message Series - E

W10	D-1

SIZE	Α	В	С	D	E	F	G	н	I	J	K	L	М	N	0	Р	0	R	S	Т	U	٧	W	X	Y	Z	Area sq. ft.
1	30			3/8	5/8	7	3 1/2	45°	12 3/8	7 1/8	3	1 1/2															4.91
2S	36			5/8	3/4	8	4	45°	14 3/8	8 %	4	2															7.07
2M	36			5/8	3/4	8	4	45°	14 %	8 %	4	2															7.07
3																											
4	48			3/4	1 1/4	10	5	45°	18 3/8	11 %	5	2 1/2															12.57
5																											

COUNTY:

STANDARD SIGN W10-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

DATE 3/13/13 State Traffic Engineer PLATE NO. W10-1.8

SHEET NO:

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W101.DGN

PROJECT NO:

HWY:

PLOT DATE: 13-MAR-2013 11:06

PLOT BY: mscj9h

PLOT NAME :

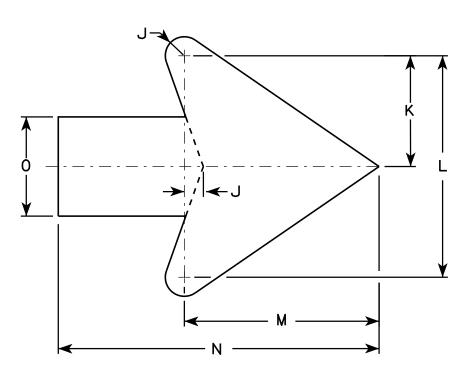
PLOT SCALE: 6.946657:1.000000

: 6.946657:1.000000 WISDOT/CADDS SHEET 42

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

Background - Yellow Message - Black

3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

SIZE	Α	В	С	D	E	F	G	н	I	J	K	L	M	N	0	Ρ	0	R	S	T	U	V	W	X	Y	Z	Areo
1																											
25	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 3/8	1/2	5/8		10	5	11 1/8	3/4	4 1/2	9	7 1/8	13	4												6.25
4	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 ½	10 1/8	9 %	15 ¾	4 3/4												9.0
5	48		2 1/4	₹4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0

COUNTY:

W12-1D

STANDARD SIGN W12-1D

WISCONSIN DEPT OF TRANSPORTATION

Fer State Traffic Engineer DATE 3/13/13 PLATE NO. W12-1D.15

SHEET NO:

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W121D.DGN

PROJECT NO:

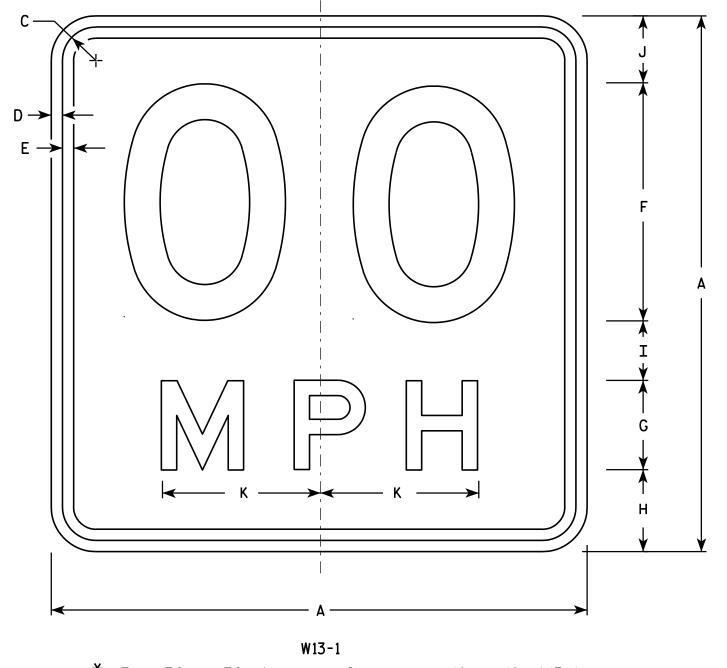
HWY:

PLOT DATE: 13-MAR-2013 13:26

PLOT BY: mscj9h

PLOT NAME :

PLOT SCALE: 4.713802:1.000000



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

Background - Yellow Message - Black

- 3. Message Series See Note 6
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
- 6. Line 1 is Series D Line 2 is Series E

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

SIZE	A	В	С	D	E	F	G	Н	I	J	К	L	М	N	0	Р	0	R	S	T	U	٧	W	X	Y	Z	Area sq. ft.
1	18		1 1/8	3∕8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
* 2S	18		1 1/8	3∕8	3/8	8	3	2 3/4	2	2 1/4	5 %																2.25
* 2M	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
4	36		1 1/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 %																9.00
5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 %																9.00

STANDARD SIGN W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew & Ram

 f_{or} State Traffic Engineer S1/12 PLATE NO. W13-1.16

DATE <u>5/31/12</u>

SHEET NO:

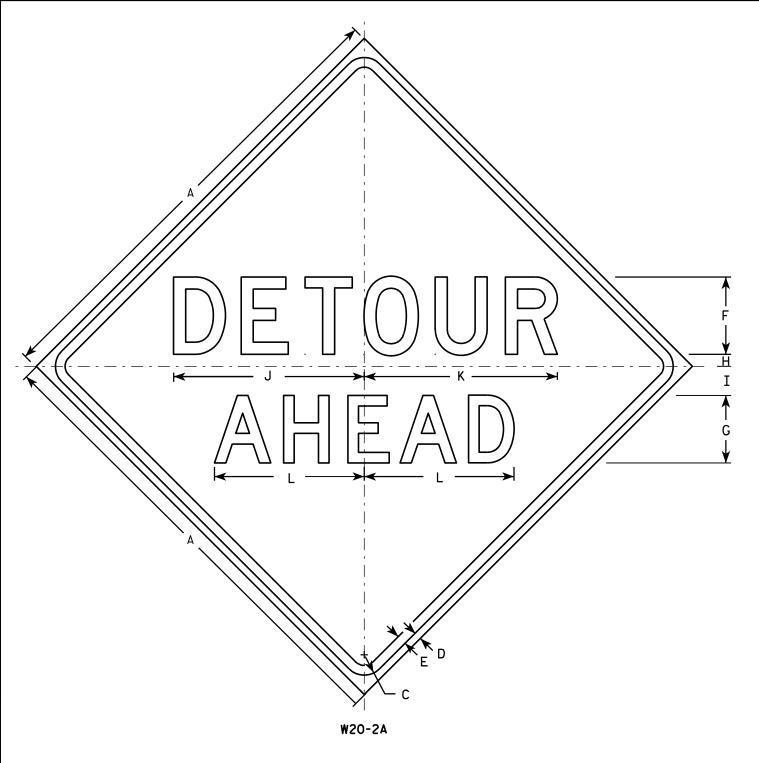
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W131.DGN

PLOT DATE: 31-MAY-2012 10:57

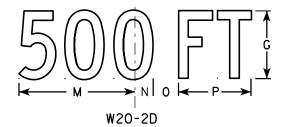
PLOT NAME :

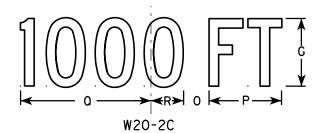
PLOT BY: mscsja

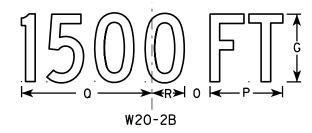
PLOT SCALE: 3.225232:1.000000

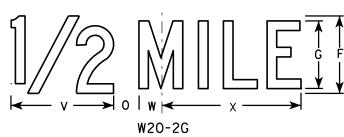


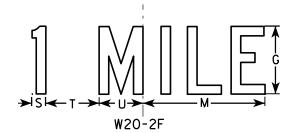
HWY:











PLOT BY: mscj9h

NOTES

- 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	. Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р	0	R	S	T	U	٧	W	X	Y	Z	Area sq. ft.
1	36		1 1/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 1/8	5 %	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 ¾	20	15 1/2	12	1 1/8	2 %	7 1/2	13 1/2	3 3/8	1 1/2	6	4 %	10 %	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 1/8	2 %	7 1/2	13 1/2	3 3/8	1 1/2	6	4 %	10 %	2 3/8	14 3/8			16.0
3	48		2 1/4	₹4	1	8	7	1 1/4	3	19 ¾	20	15 1/2	12	1 1/8	2 %	7 1/2	13 1/2	3 %	1 1/2	6	4 %	10 %	2 3/8	14 3/8			16.0
4	48		2 1/4	₹4	1	8	7	1 1/4	3	19 ¾	20	15 1/2	12	1 1/8	2 %	7 1/2	13 1/2	3 %	1 1/2	6	4 %	10 %	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 ¾	20	15 1/2	12	1 1/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 %	2 3/8	14 3/8	·		16.0

COUNTY:

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

WISCONSIN DEPT OF TRANSPORTATION

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

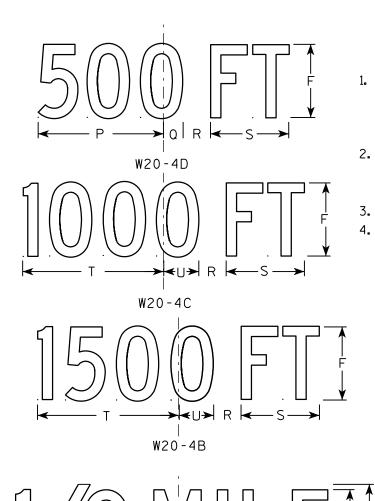
SHEET NO:



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

Background - Orange Message - Black

- 3. Message Series C
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-4B

W20-4G

W20-4G

SIZE	Α	В	С	D	E	F	G	Н	I	J K	L	М	N	0	Р	0	R	S	T	U	٧	W	Х	Y	Z	Area sq. ft.
1	36		1 %	5/8	3/4	5	2 3/8	6	3 3/4	10 3/8 2 3/8	8	13 1/2	7	8 1/8	9	1 3/8	1 1/8	5 %	10 1/8	2 ½	1 1/8	4 ½	3 ½	10 ¾	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	3 1/8	8	5 1/4	14 % 3 1/4	10 %	17 3/4	9 3/4	12 %	12	1 1/8	2 %	7 1/2	13 ½	3	1 1/2	6	4 %	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	3 1/8	8	5 1/4	14 5/8 3 1/4	10 %	17 3/4	9 3/4	12 5/8	12	1 1/8	2 %	7 1/2	13 ½	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	3 1/8	8	5 1/4	14 5/8 3 1/4	10 %	17 3/4	9 3/4	12 %	12	1 1/8	2 %	7 1/2	13 1/2	3 %	1 1/2	6	4 %	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	3 1/8	8	5 1/4	14 5/8 3 1/4	10 %	17 3/4	9 3/4	12 5/8	12	1 1/8	2 %	7 1/2	13 1/2	3 %	1 1/2	6	4 %	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	3 1/8	8	5 1/4	14 5/8 3 1/4	10 %	17 3/4	9 3/4	12 5/8	12	1 1/8	2 %	7 1/2	13 1/2	3 %	1 1/2	6	4 %	14 3/8	2 3/8	16.0

STANDARD SIGN W20-4A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R Rauch

For State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-4.9

SHEET NO:

W20-4A

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W204.DGN

PROJECT NO:

PLOT DATE: 18-MAR-2011 12:11

PLOT BY: mscj9h

W20-4F

WISDOT/CADDS SHEET 42

Ε

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

Background - Orange Message - Black

3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

	G
	_ ¥ B
W01-6	₩

SIZE	Α	В	С	D	E	F	G	Н	I	J	К	L	M	N	0	Р	0	R	S	Т	U	٧	W	Х	Y	Z	Areg sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 ¾													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 ¾													12.5

COUNTY:

STANDARD SIGN WO1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matther R Rauch
For State Traffic Engineer

For State Traffic Engineer

13 PLATE NO. <u>W01-6.1</u>

DATE <u>11/18/13</u>

SHEET NO:

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN

HWY:

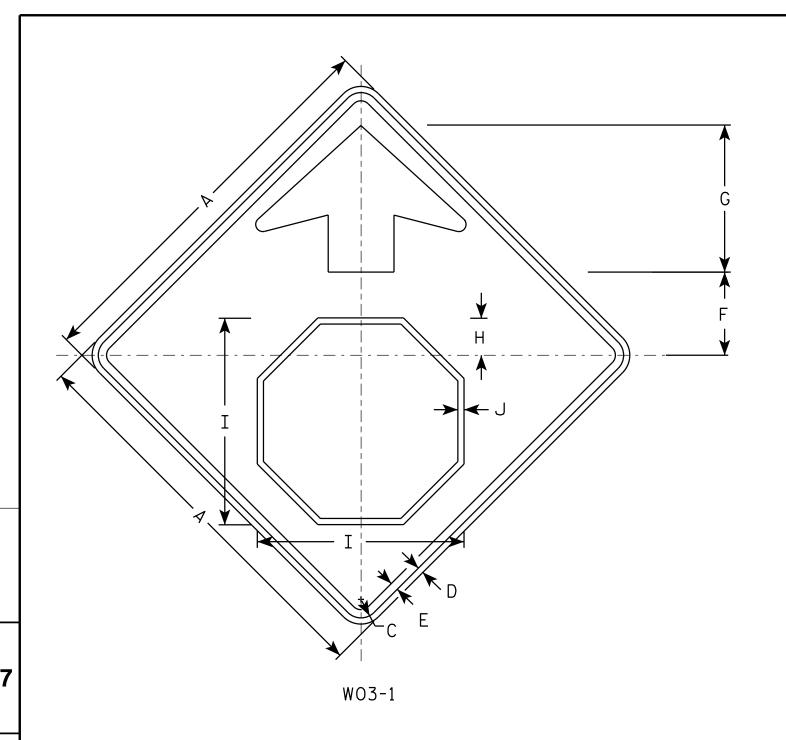
PROJECT NO:

PLOT DATE : 28-FEB-2014 11:37

PLOT NAME :

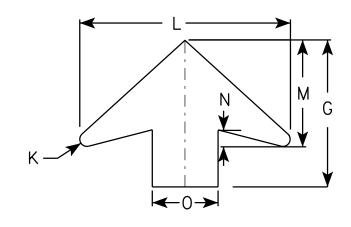
PLOT BY: mscj9h

PLOT SCALE: 5.837526:1.000000



- 1. All Signs Type II Type F Reflective reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:

Background - ORANGE Arrow & Border - BLACK Stop Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	Α	В	С	D	E	F	G	Н	I	C	K	L	М	N	0	Р	0	R	S	Т	C	٧	W	X	Υ	Z	Areo sq. ft.
1	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 %	6												9.0
2S	48		2 1/4	3/4	1	10	17 1/8	4 1/2	25 1/8	3/4	7∕8	25 %	13	2	8												16.0
2M	48		2 1/4	3∕4	1	10	17 1/8	4 1/2	25 1/8	3/4	7∕8	25 %	13	2	8												16.0
3	48		2 1/4	¾	1	10	17 1/8	4 1/2	25 1/8	3∕4	7∕8	25 %	13	2	8												16.0
4	48		2 1/4	3∕4	1	10	17 1/8	4 1/2	25 1/8	3/4	7∕8	25 %	13	2	8												16.0
5	48		2 1/4	3/4	1	10	17 1/8	4 1/2	25 1/8	3/4	7 ⁄8	25 %	13	2	8												16.0

STANDARD SIGN WO3-1

WISCONSIN DEPT OF TRANSPORTATION

DATE <u>11/20/13</u> PLATE NO. WO3-1.1

SHEET NO:

PROJECT NO: FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W031.DGN

PLOT DATE: 20-NOV-2013 10:54



91" X 58" SSPRC EXISTING 66-INCH SSPRC

MANHOLE PLAN VIEW

DESIGN DATA

LIVE LOAD: HL93

EARTHLOAD: DESIGNED FOR O TO 1.25 FT OF FILL

MATERIAL STRENGTHS

CONCRETE MASONRY, GRADE A-FA — fc' = 3,500 P.S.I. HIGH STRENGTH BAR STEEL RENFORCEMENT — fy = 60,000 P.S.I.

LIST OF DRAWINGS

- 1. GENERAL PLAN
- 2. WALL PANEL DETAILS
- 3. BOX & BAR DETAILS

BRIDGE OFFICE CONTACT

WILLIAM DREHER (608) 266-8489

CONSULTANT CONTACT

KRISTOFER OLSON OMNNI ASSOCIATES (920) 735-6900

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

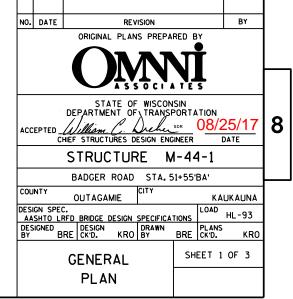
THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

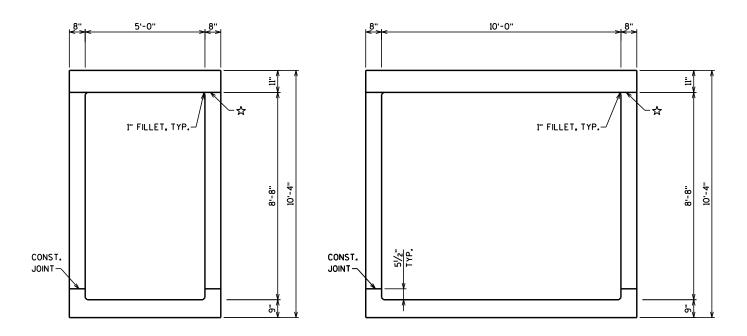
MANHOLE FRAMES AND LIDS AND ADJUSTING RINGS ARE NOT PART OF THE STRUCTURE PORTION OF THIS PROJECT BUT ARE INCLUDED AS ROADWAY ITEMS UNDER THE GENERAL CONTRACT.

TOTAL ESTIMATED QUANTITIES

	ITEM NO.	BID ITEMS		AMOUNT
Ī	SPV.0035.02	CONCRETE MASONRY SPECIAL	CY	10
	SPV.0085.01	BAR STEEL REINFORCEMENT HS SPECIAL	LB	1790





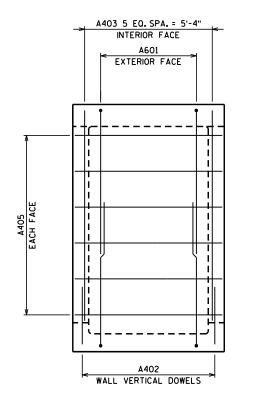


NOTES

- ☆ OPTIONAL CONST. JOINT. OMIT 1" FILLET IF OPTIONAL CONST. JOINT IS USED.

SEE SHEET 3 FOR BAR DETAILS.

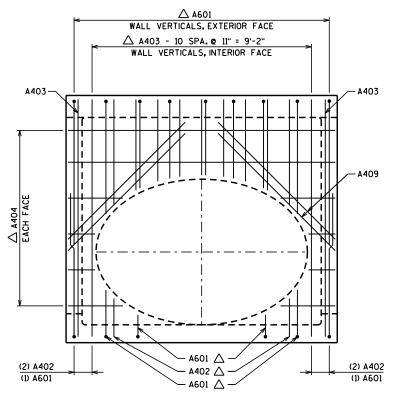
TYPICAL SECTIONS THRU BOX



NORTH/SOUTH WALL PANEL DETAILS

NOTE: TOP & BOTTOM SLAB REINF. NOT SHOWN FOR CLARITY

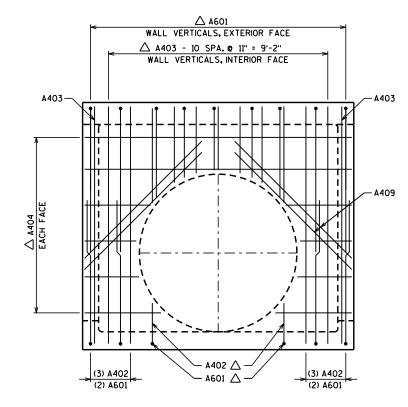
8



WEST WALL PANEL DETAILS

OPENING FOR 91" X 58" STORM SEWER PIPE

NOTE: TOP & BOTTOM SLAB REINF. NOT SHOWN FOR CLARITY

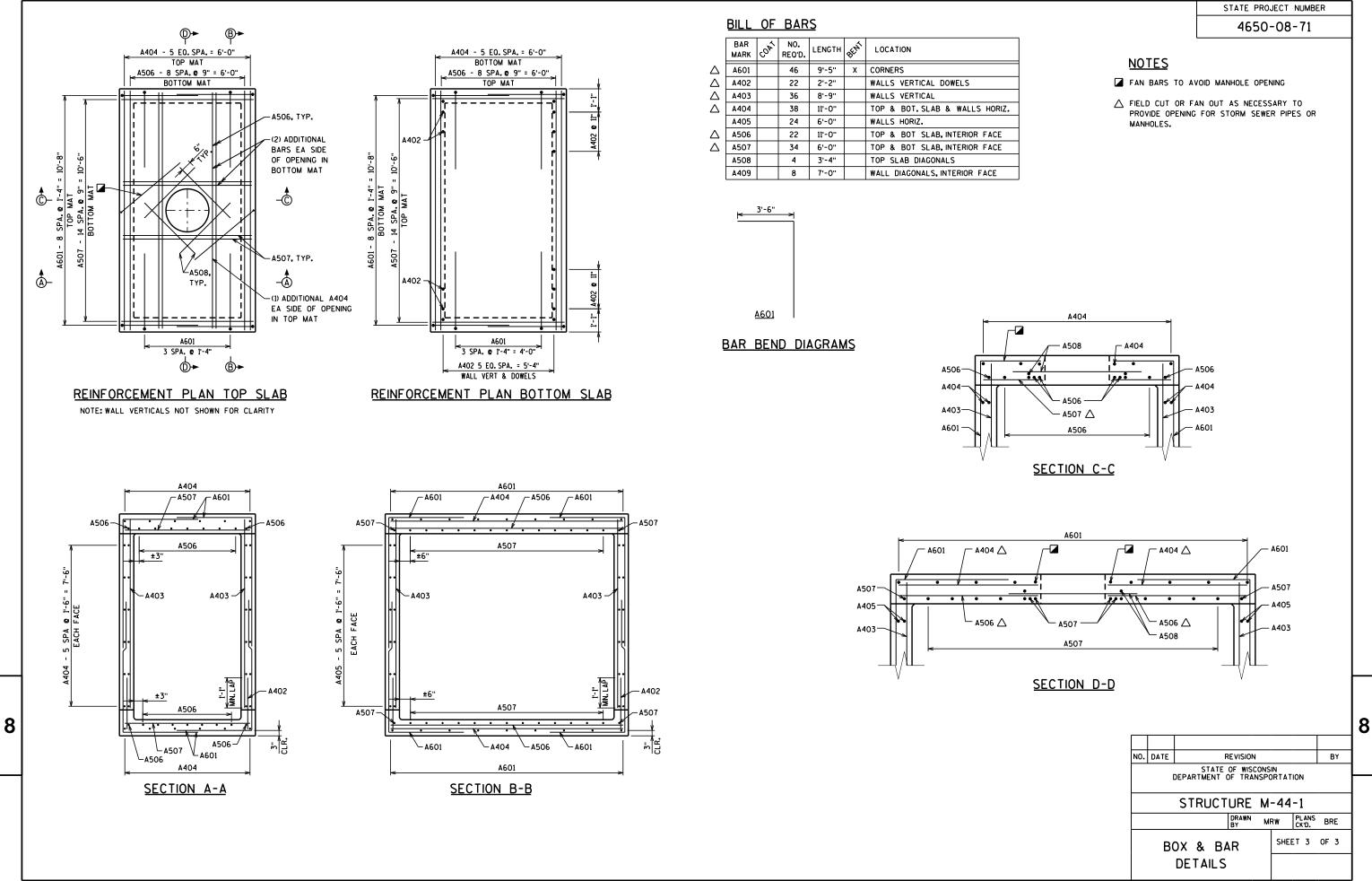


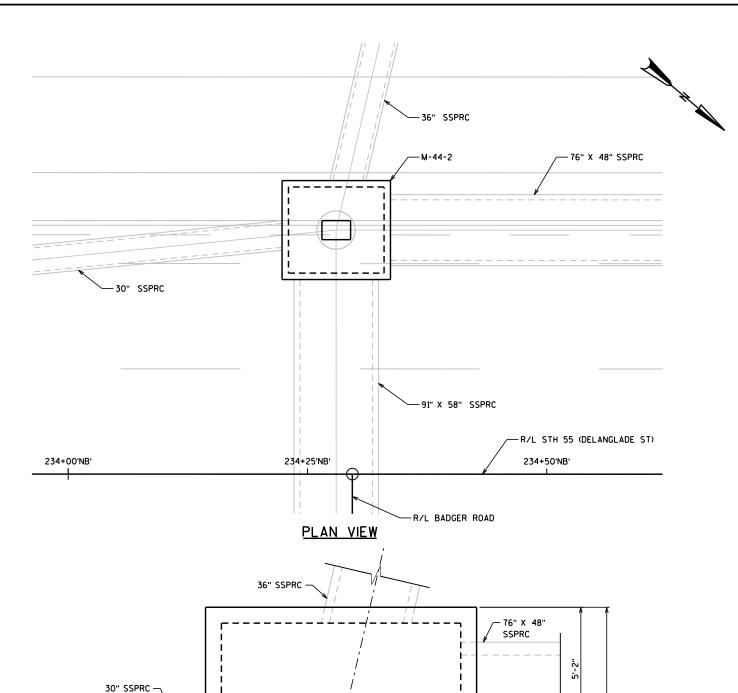
EAST WALL PANEL DETAILS

OPENING FOR EXISTING 66-INCH STORM SEWER PIPE

NOTE: TOP & BOTTOM SLAB REINF. NOT SHOWN FOR CLARITY

								8
NO.	DATE	F	REVISION				BY	
	1	STATE DEPARTMENT (OF WISC			ION		
		STRUCT	URE	М	-44	-1		
			DRAWN BY	М	₹ ₩	PLANS CK'D.	BRE	
	W	ALL PAN	EL		SHEE	ET 2	OF 3	
		DETAILS						





DESIGN DATA

LIVE LOAD: HL93

EARTHLOAD: DESIGNED FOR O TO 1.0 FT OF FILL

MATERIAL STRENGTHS

CONCRETE MASONRY, GRADE A-FA — fc' = 3,500 P.S.I. HIGH STRENGTH BAR STEEL RENFORCEMENT — fy = 60,000 P.S.I.

LIST OF DRAWINGS

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- 3. BOX & BAR DETAILS

BRIDGE OFFICE CONTACT

WILLIAM DREHER (608) 266-8489

CONSULTANT CONTACT

KRISTOFER OLSON OMNNI ASSOCIATES (920) 735-6900

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

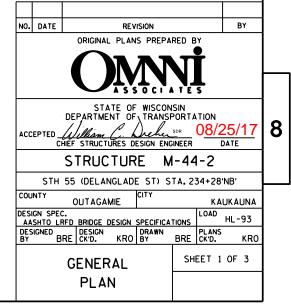
THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

MANHOLE FRAMES AND LIDS AND ADJUSTING RINGS ARE NOT PART OF THE STRUCTURE PORTION OF THIS PROJECT BUT ARE INCLUDED AS ROADWAY ITEMS UNDER THE GENERAL CONTRACT.

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEMS		AMOUNT
SPV.0035.02	CONCRETE MASONRY SPECIAL	CY	17
SPV.0085.01	BAR STEEL REINFORCEMENT HS SPECIAL	LB	2650





5'-8"

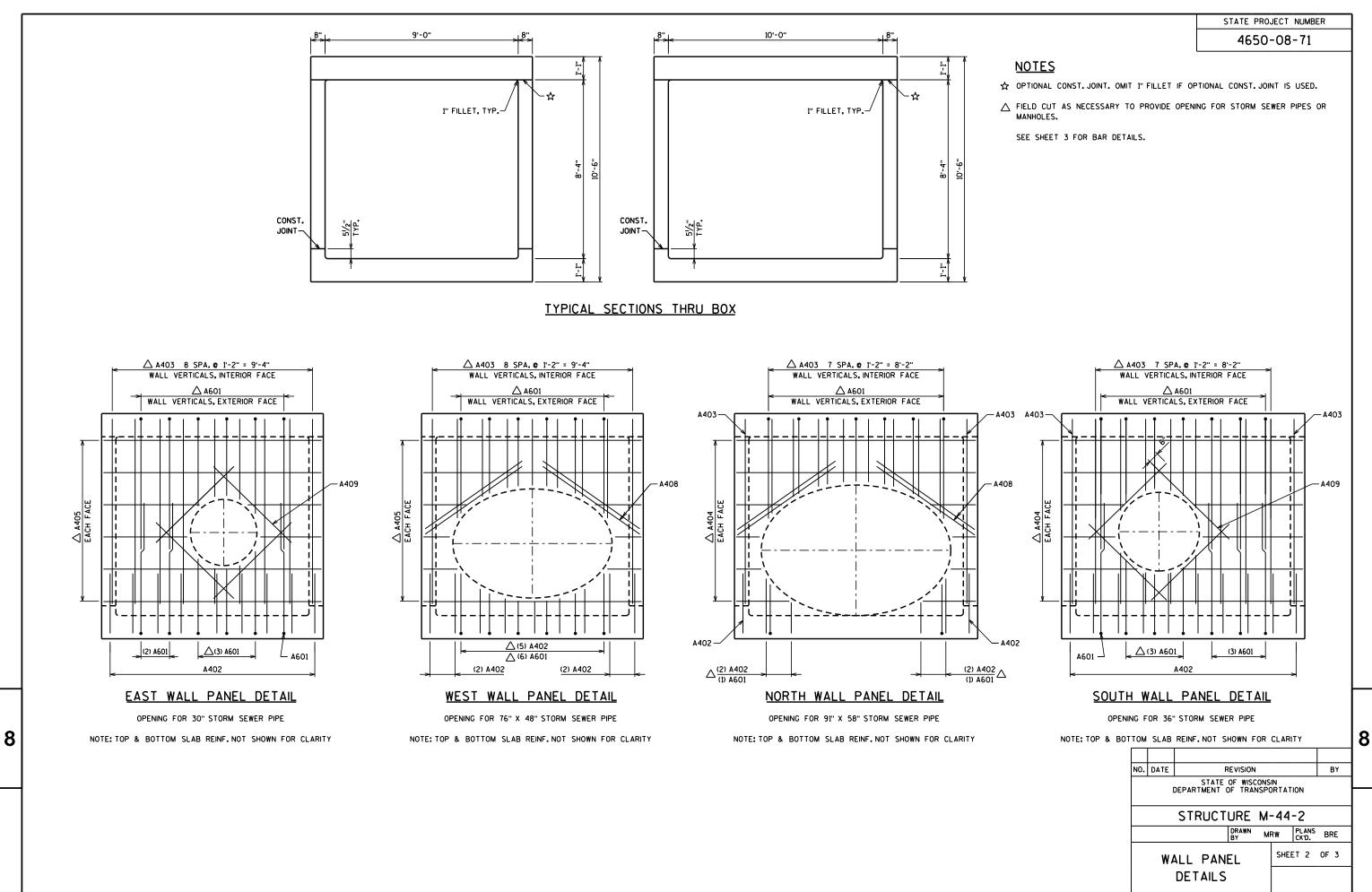
11'-4"

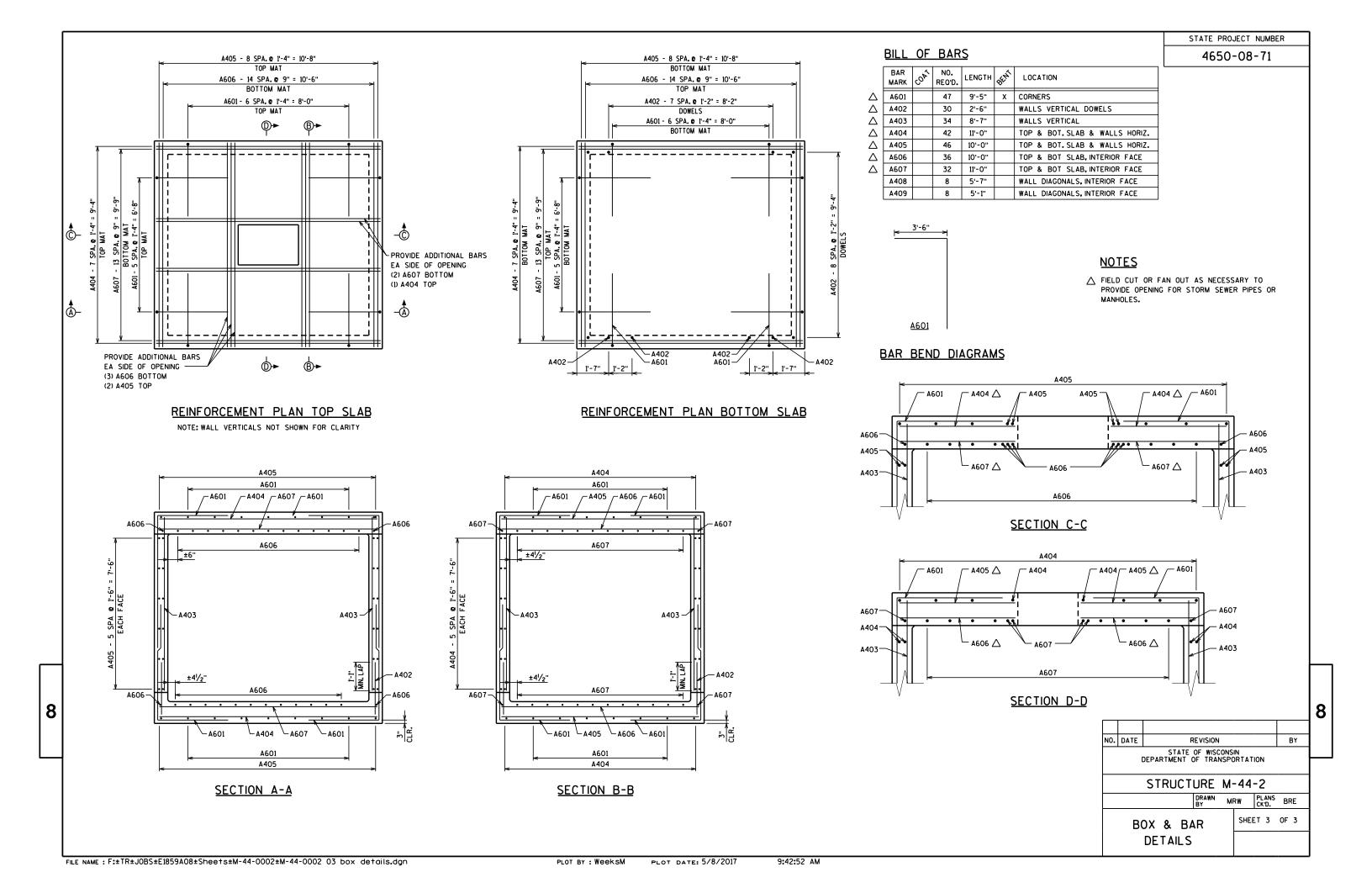
MANHOLE PLAN VIEW

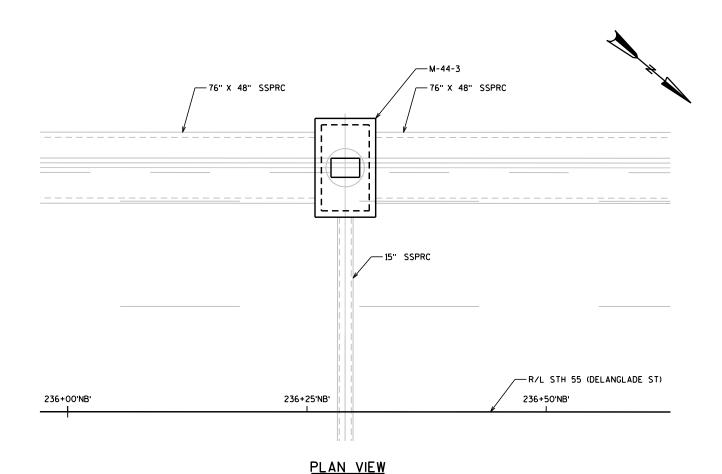
8

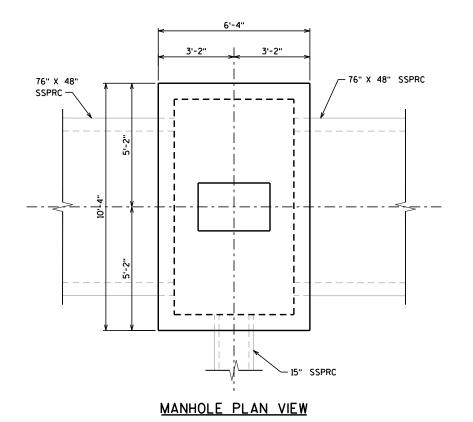
- 91" X 58" SSPRC

5'-8"









DESIGN DATA

LIVE LOAD: HL93
EARTHLOAD: DESIGNED FOR O TO 1.0 FT OF FILL

MATERIAL STRENGTHS

CONCRETE MASONRY, GRADE A-FA — fc' = 3,500 P.S.I. HIGH STRENGTH BAR STEEL RENFORCEMENT — fy = 60,000 P.S.I.

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KRISTOFER OLSON OMNNI ASSOCIATES (920) 735-6900

GENERAL NOTES

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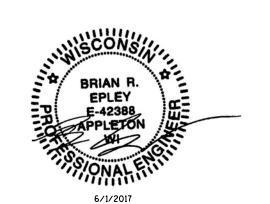
BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

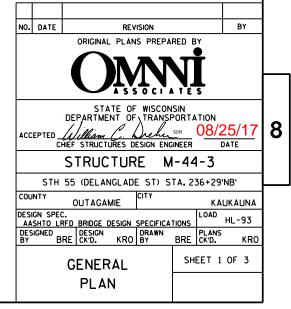
THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

MANHOLE FRAMES AND LIDS AND ADJUSTING RINGS ARE NOT PART OF THE STRUCTURE PORTION OF THIS PROJECT BUT ARE INCLUDED AS ROADWAY ITEMS UNDER THE GENERAL CONTRACT.

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEMS		AMOUNT
SPV.0035.02	CONCRETE MASONRY SPECIAL	CY	8
SPV.0085.01	BAR STEEL REINFORCEMENT HS SPECIAL	LB	1470

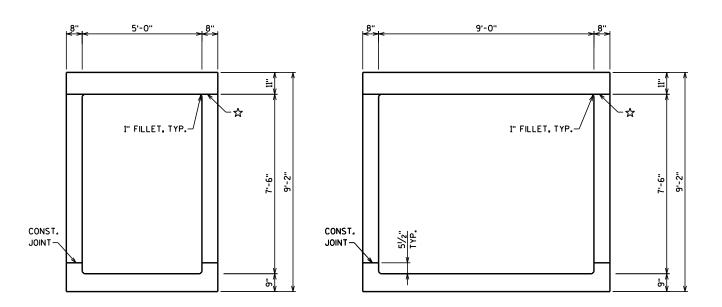




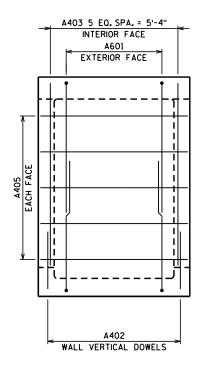
NOTES

- ☆ OPTIONAL CONST. JOINT. OMIT 1" FILLET IF OPTIONAL CONST. JOINT IS USED.

SEE SHEET 3 FOR BAR DETAILS.

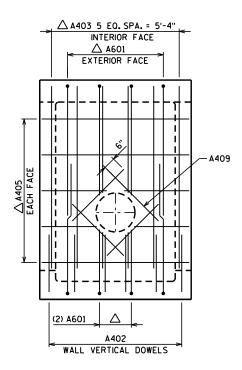


TYPICAL SECTIONS THRU BOX



SOUTH WALL PANEL DETAIL

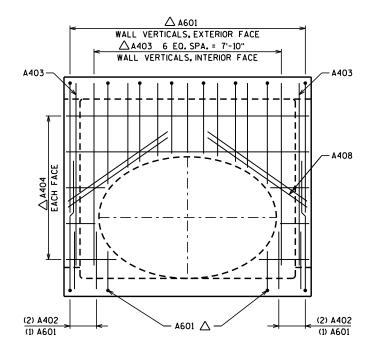
NOTE: TOP & BOTTOM SLAB REINF. NOT SHOWN FOR CLARITY



NORTH WALL PANEL DETAIL

OPENING FOR 15" STORM SEWER PIPE

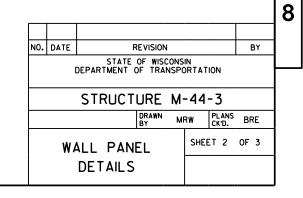
NOTE: TOP & BOTTOM SLAB REINF. NOT SHOWN FOR CLARITY

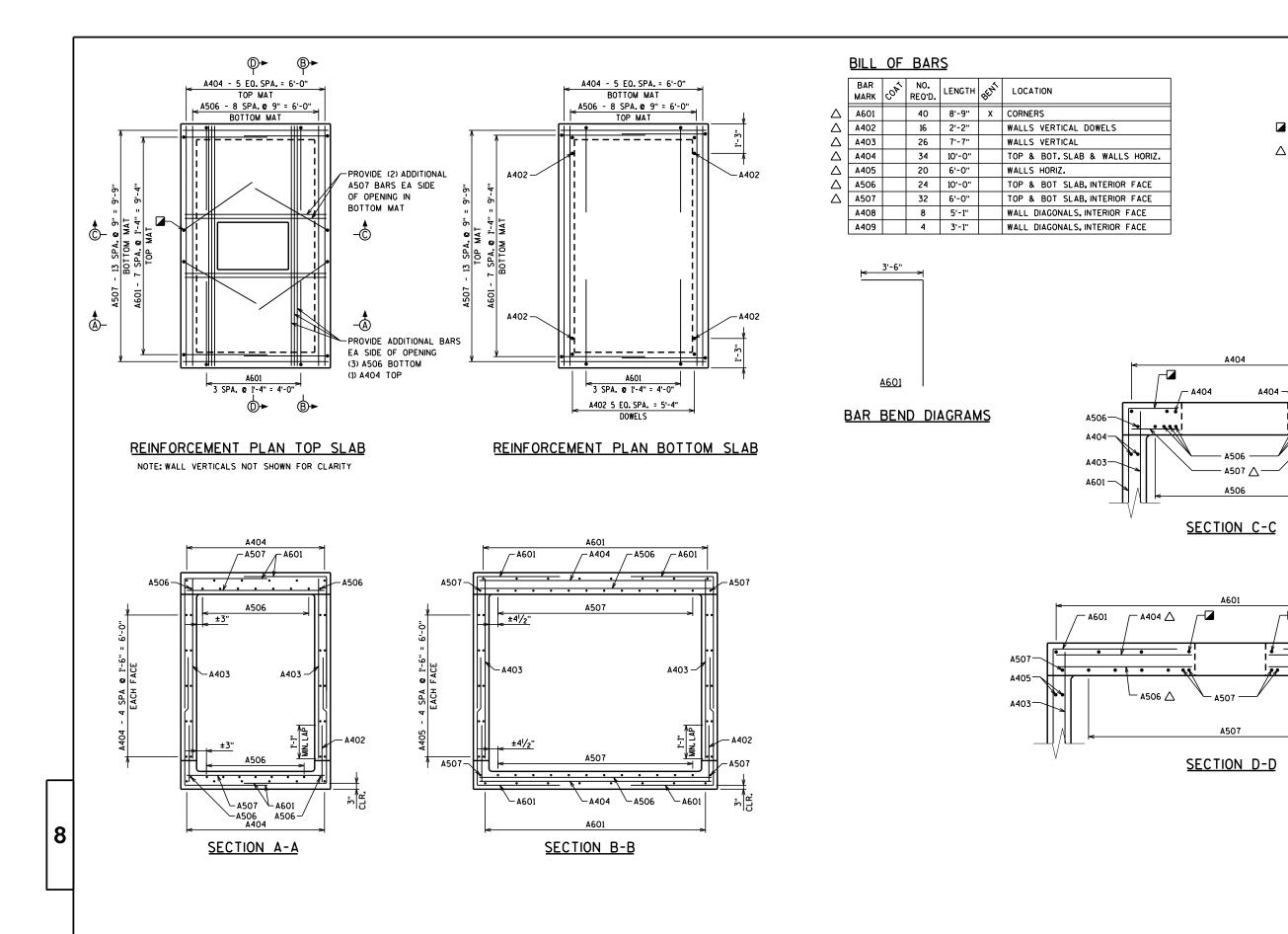


EAST/ WEST WALL PANEL DETAILS

OPENING FOR 76" X 48" STORM SEWER PIPE

NOTE: TOP & BOTTOM SLAB REINF. NOT SHOWN FOR CLARITY





REVISION

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

– A403

8

BY

STATE PROJECT NUMBER

4650-08-71

NOTES

MANHOLES.

FAN BARS TO AVOID MANHOLE OPENING

△ FIELD CUT OR FAN OUT AS NECESSARY TO

A506

A403

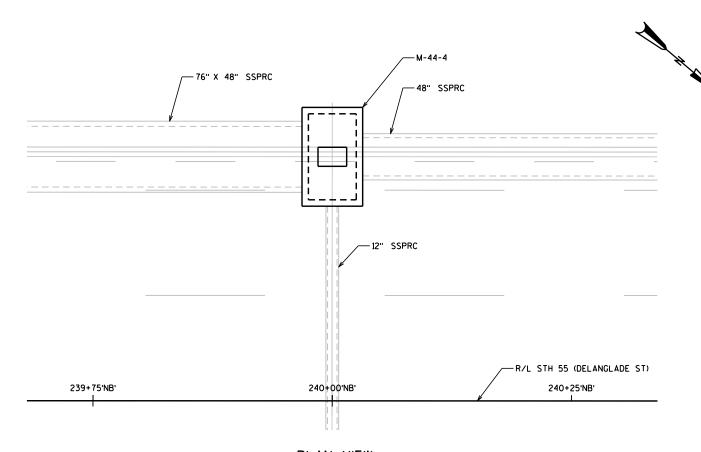
A601

__ A404 _ __ A601 |

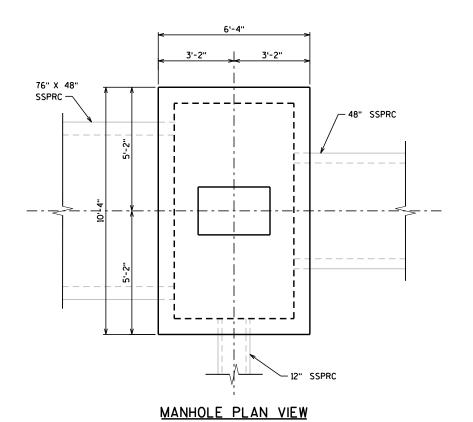
A506 △

NO. DATE

PROVIDE OPENING FOR STORM SEWER PIPES OR



PLAN VIEW



DESIGN DATA

LIVE LOAD: HL93

EARTHLOAD: DESIGNED FOR O TO 1.0 FT OF FILL

MATERIAL STRENGTHS

CONCRETE MASONRY, GRADE A-FA — fc' = 3,500 P.S.I. HIGH STRENGTH BAR STEEL RENFORCEMENT — fy = 60,000 P.S.I.

LIST OF DRAWINGS

- 1. GENERAL PLAN
- 2. WALL PANEL DETAILS
- 3. BOX & BAR DETAILS

BRIDGE OFFICE CONTACT

WILLIAM DREHER (608) 266-8489

CONSULTANT CONTACT

KRISTOFER OLSON OMNNI ASSOCIATES (920) 735-6900

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

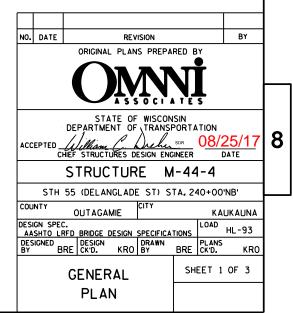
THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

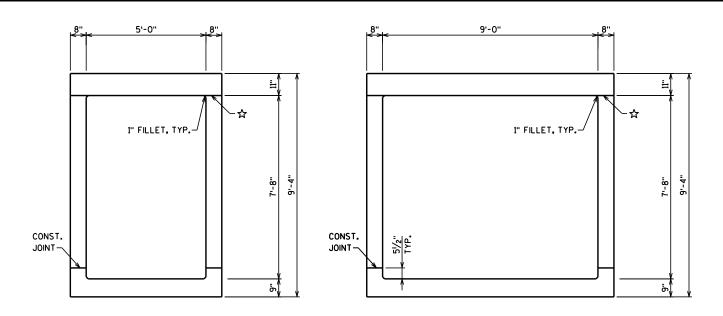
MANHOLE FRAMES AND LIDS AND ADJUSTING RINGS ARE NOT PART OF THE STRUCTURE PORTION OF THIS PROJECT BUT ARE INCLUDED AS ROADWAY ITEMS UNDER THE GENERAL CONTRACT.

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEMS		AMOUNT
SPV.0035.02	CONCRETE MASONRY SPECIAL	CY	9
SPV.0085.01	BAR STEEL REINFORCEMENT HS SPECIAL	LB	1480





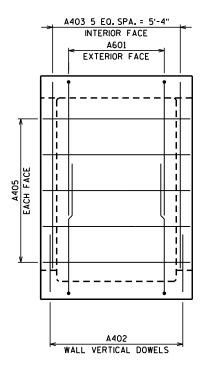


NOTES

- ☆ OPTIONAL CONST. JOINT. OMIT 1" FILLET IF OPTIONAL CONST. JOINT IS USED.

SEE SHEET 3 FOR BAR DETAILS.

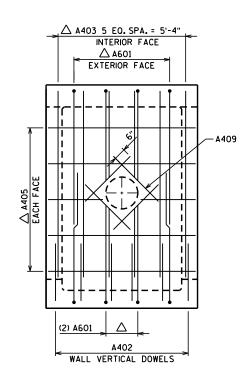
TYPICAL SECTIONS THRU BOX



SOUTH WALL PANEL DETAIL

NOTE: TOP & BOTTOM SLAB REINF. NOT SHOWN FOR CLARITY

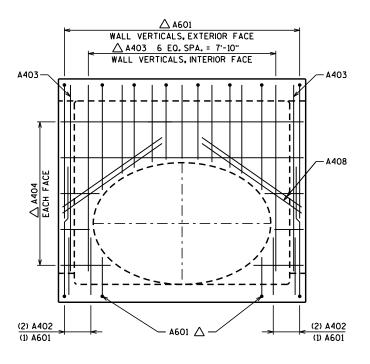
8



NORTH WALL PANEL DETAIL

OPENING FOR 12" STORM SEWER PIPE

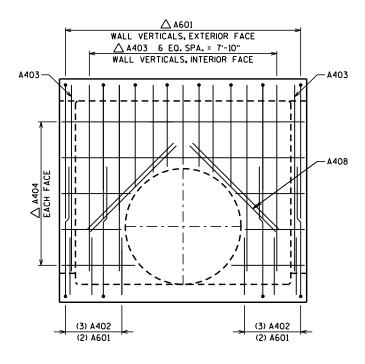
NOTE: TOP & BOTTOM SLAB REINF. NOT SHOWN FOR CLARITY



EAST WALL PANEL DETAIL

OPENING FOR 76" X 48" STORM SEWER PIPE

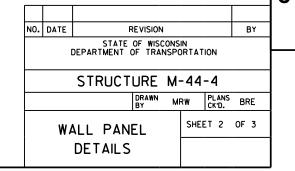
NOTE: TOP & BOTTOM SLAB REINF. NOT SHOWN FOR CLARITY



WEST WALL PANEL DETAIL

OPENING FOR 48" STORM SEWER PIPE

NOTE: TOP & BOTTOM SLAB REINF. NOT SHOWN FOR CLARITY

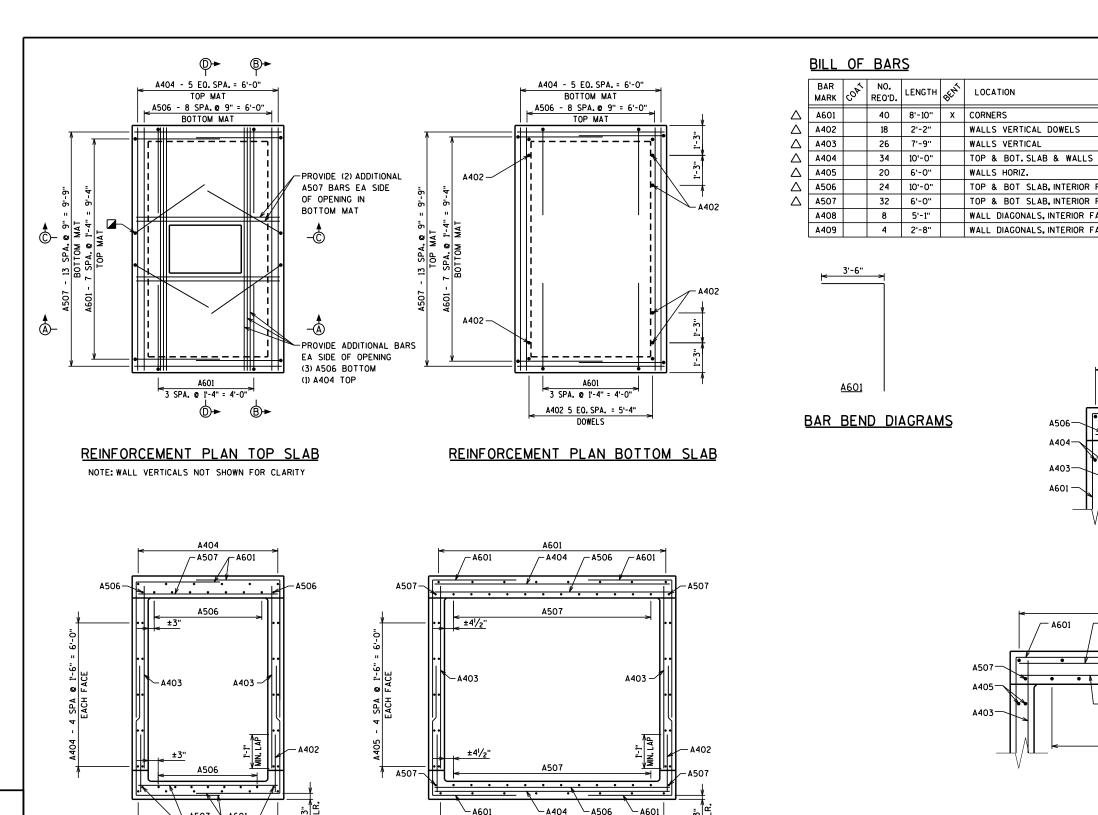


FILE NAME: F:+TR+JOBS+E1859A08+Shee+s+M-44-0004+M-44-0004 02 wall details.dgn

PLOT BY : WeeksM

PLOT DATE: 5/8/2017

10:34:53 AM



- A404

A601

SECTION B-B

	BAR Mark	coat	NO. REQ'D.	LENGTH	BENT	LOCATION
Δ	A601		40	8'-10"	х	CORNERS
Δ	A402		18	2'-2"		WALLS VERTICAL DOWELS
Δ	A403		26	7'-9"		WALLS VERTICAL
Δ	A404		34	10'-0"		TOP & BOT. SLAB & WALLS HORIZ.
Δ	A405		20	6'-0"		WALLS HORIZ.
Δ	A506		24	10'-0"		TOP & BOT SLAB, INTERIOR FACE
Δ	A507		32	6'-0"		TOP & BOT SLAB, INTERIOR FACE
	A408		8	5'-1"		WALL DIAGONALS, INTERIOR FACE
	Δ409		4	2'-8"		WALL DIAGONALS INTERIOR FACE

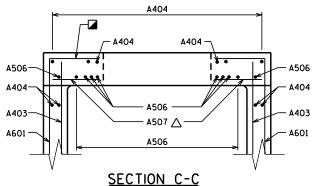
NOTES

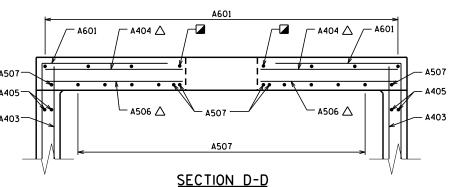
△ FIELD CUT OR FAN OUT AS NECESSARY TO PROVIDE OPENING FOR STORM SEWER PIPES OR MANHOLES.

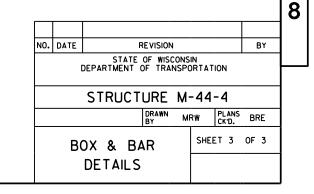
STATE PROJECT NUMBER

4650-08-71





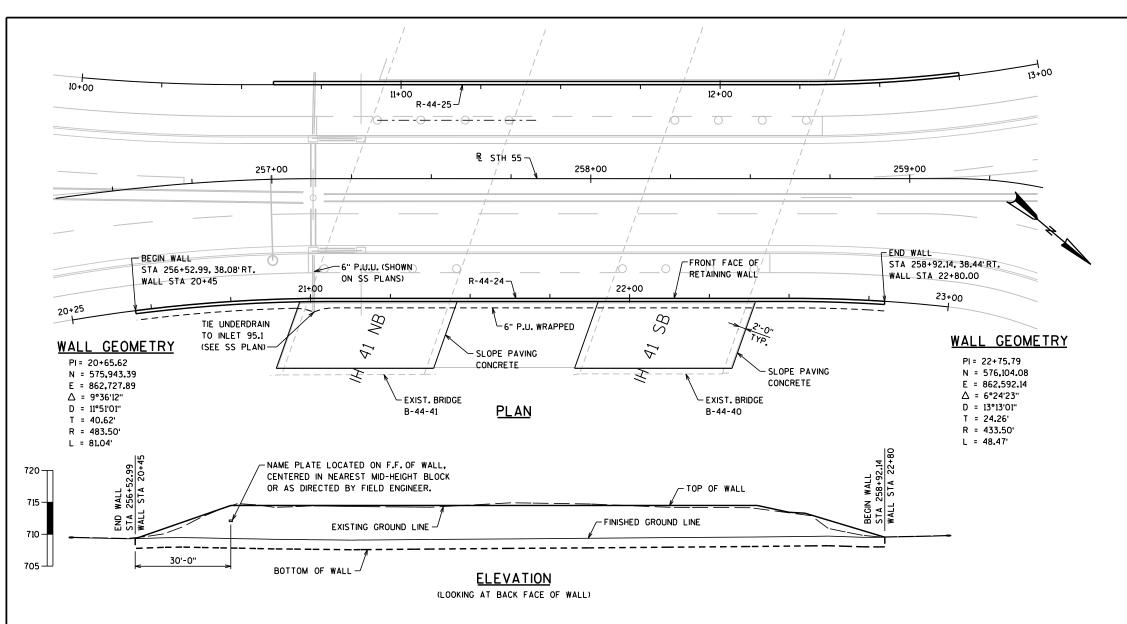




√ A601

A507 -A506 A506-A404

SECTION A-A



GENERAL NOTES

STATE PROJECT NUMBER

4650-08-71

DRAWINGS SHALL NOT BE SCALED.

GROUND LINE ELEVATIONS ARE SUBJECT TO THE APPROVAL OF THE ENGINEER.

LENGTH OF RETAINING WALL IS MEASURED ALONG THE FRONT FACE.

WALL GEOMETRY AND OFFSETS ARE MEASURED TO THE FRONT FACE OF RETAINING WALL AT THE FINISHED GRADE.

CONSTRUCT WALL IN SHORT SECTIONS AND LIMIT OPEN EXCAVATION FOR THE MODULAR BLOCK WALL UNDER THE EXISTING BRIDGE TO A MAXIMUM WIDTH OF 20 FEET, ALONG THE LENGTH OF THE WALL.

THE UPPER LIMITS OF EXCAVATION SHALL BE THE EXISTING GROUNDLINE. EXCAVATION IS INCLUDED WITH ITEM "WALL MODULAR BLOCK GRAVITY R-44-24".

BACKFILL PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

MODULAR BLOCKS SHALL BE LARGE WETCAST BLOCKS.

THE COLOR OF THE BLOCK SHALL BE MEDIUM TAN. (FEDERAL STANDARD COLOR NO. 33446) OR SIMILAR COLOR APPROVED BY THE

DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS AND SHOP DRAWINGS FOR THE RETAINIG WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL MODULAR BLOCK GRAVITY R-44-24".

PLANS, ELEVATIONS AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

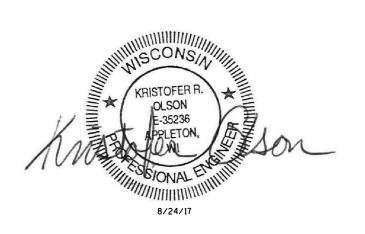
THE RETAINING WALL SHALL BE DESIGNED USING THE ELEVATIONS GIVEN ON SHEET 1. DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL AS SHOWN ON THE ROADWAY CROSS SECTIONS.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 100 PSF.

GEOMETRY TABLE

8

ROADWAY STATIONING	STATIONING ALONG FF OF WALL	OFFSET FACE OF WALL FROM REF. LINE (FT)	TOP OF WALL ELEVATION	BOTTOM OF WALL ELEVATION	FINISHED GROUND LINE ELEVATION
256+52.99	20+45.00	38.08	709.63	708.13	709.63
256+58.30	20+50.00	38.00	710.32	708.08	709.58
256+85.08	20+75.00	37.75	713.80	707.85	709.35
257+12.01	21+00.00	37.53	714.50	707.66	709.16
257+37.16	21+25.00	37.50	714.50	707.64	709.14
257+62.16	21+50.00	37.50	714.50	707.74	709.24
257+87.16	21+75.00	37.50	714.50	707.84	709.34
258+12.16	22+00.00	37.50	714.50	707.93	709.43
258+37.16	22+25.00	37.50	714.50	708.03	709.53
258+52.16	22+40.00	37.50	714.50	708.09	709.59
258+62.16	22+50.00	37.50	713.35	708.15	709.65
258+67.16	22+55.00	37.51	712.77	708.17	709.67
258+87.15	22+75.00	38.14	710.46	708.33	709.83
258+92.14	22+80.00	38.44	709.89	708.39	709.89



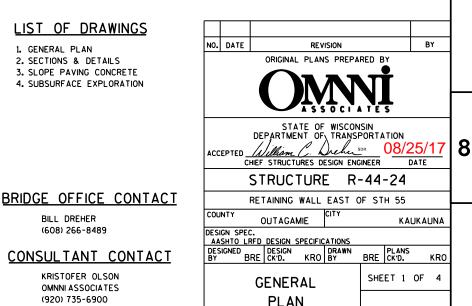
TOTAL ESTIMATED QUANTITIES

209.1100	BACKFILL GRANULAR GRADE 1 — 15 CY
604.0400	SLOPE PAVING CONCRETE — 245 SY
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH 500 LF
SPV.0165	WALL MODULAR BLOCK GRAVITY R-44-24 * 1.405 SF

*SOME BLOCKS WITH A DEPTH GREATER THAN 24 INCHES WILL BE REQUIRED. DEPTH IS THE DISTANCE FROM FRONT FACE TO BACK FACE OF THE BLOCK.

LIST OF DRAWINGS

- 1. GENERAL PLAN
- 2. SECTIONS & DETAILS
- 3. SLOPE PAVING CONCRETE
- 4. SUBSURFACE EXPLORATION



KRISTOFER OLSON OMNNI ASSOCIATES (920) 735-6900

BILL DREHER

(608) 266-8489

SOIL PARAMETERS

Soil Description	Friction Angle (degrees)	Cohesion (psf)	Unit Weight (pcf)	
Fill, granular	32	0	120	
Retained Soil (Behind the Wall)	32	U	120	
HA 4 (28' RT) and HA 9 (3	5' RT) – Approx.	STA. 258+60		
Lean Clay (Fill – HA9)	5	500	125	
Elevation 713.4 ft. – 709.4 ft.	5	500	120	
Lean Clay with Sand (Fill – HA 4)	10	250	120	
Elevation 709.4 ft. – 706.0 ft.	10	250	120	
Lean Clay, trace gravel (HA4))	10	500	125	
Elevation 706.0 ft. – 701.0 ft.	10	500	123	
Lean Clay with Silt and a little Sand*	10	1500	125	
Elevation 701.0 ft. – 680.0 ft.	10	1300	123	
HA5 (28' RT) and HA 10 (3	35' RT) – Approx.	STA. 257+60		
Lean Clay with Sand (Fill – HA 10)	10	1000	125	
Elevation 713.4 ft. – 710.8 ft.	10	1000		
Lean Clay with Silt (Fill – HA 10)	5	1500	125	
Elevation 710.8 ft. – 708.8 ft.	J 3	1300	123	
Lean Clay with Sand (Fill – HA 5)	10	500	125	
Elevation 708.8 ft. – 705.3 ft.	10		123	
Lean Clay trace Gravel (HA 5)	5	500	125	
Elevation 705.3 ft. – 701.3 ft.		300	123	
Lean Clay, with Silt and a little Sand*	10	1500	125	
Elevation 701.3 ft. – 680.0 ft.	10	1300	125	
HA6 (28' RT) and HA 10 (3	35' RT) – Approx.	STA. 257+00		
Lean Clay with Sand (Fill – HA 10)	10	1000	125	
Elevation 713.4 ft. – 710.8 ft.	10	1000	120	
Lean Clay with Silt (Fill – HA 10)	5	1500	125	
Elevation 710.8 ft. – 708.8 ft.		1300	120	
Sand with Clay with little Silt (Fill – HA6)	30	0	125	
Elevation 708.8 ft. – 706.8 ft.	30	U	125	
Lean Clay, with Sand (Fill – HA6)	10	1000	125	
Elevation 706.8 ft. – 705.8 ft.	10	1000	120	
Lean Clay	5	1500	125	
Elevation 705.8 ft. – 703.8 ft.	5	1500	125	
Lean Clay with Silt and a little Sand*	10	1500	125	
Elevation 703.8 ft 680.0 ft.	10	1500	125	

* Based on WisDOT structure borings for B-44-40 and B-44-41, these soils parameters were applicable to soils conditions beyond depths noted and were used for global stability determination.

WALL EXTERNAL STABILITY EVALUATION

Dimensions						
Wall Height ¹ (feet)	7					
Exposed Wall Height (feet)	5.5					
Hand Auger Boring Location Used	HA5 and HA10					
Approximate Station	258+00					
Back slope above wall	2H/1V					
Safety Fact	ors					
Global Stability (CDR _{req} ≥1.0)	1.1					
Bearing Capacity (CDR _{req} ≥1.0)	6.1					
Sliding (CDR _{req} ≥1.0)	1.1					
Eccentricity (CDR _{req} ≥1.0)	1.3					
Factored Bearing Resistance	15,800					
1. Wall height includes a minimum embedment depth of	1½ feet					
2. CDR _{ing} given in Chapter 14 of the Bridge Manual.						

The w all stability calculation included a live load of 100 psf per WDOT Bridge Manual.
 Wall depth of 3 feet and no batter assumed.

NOTES

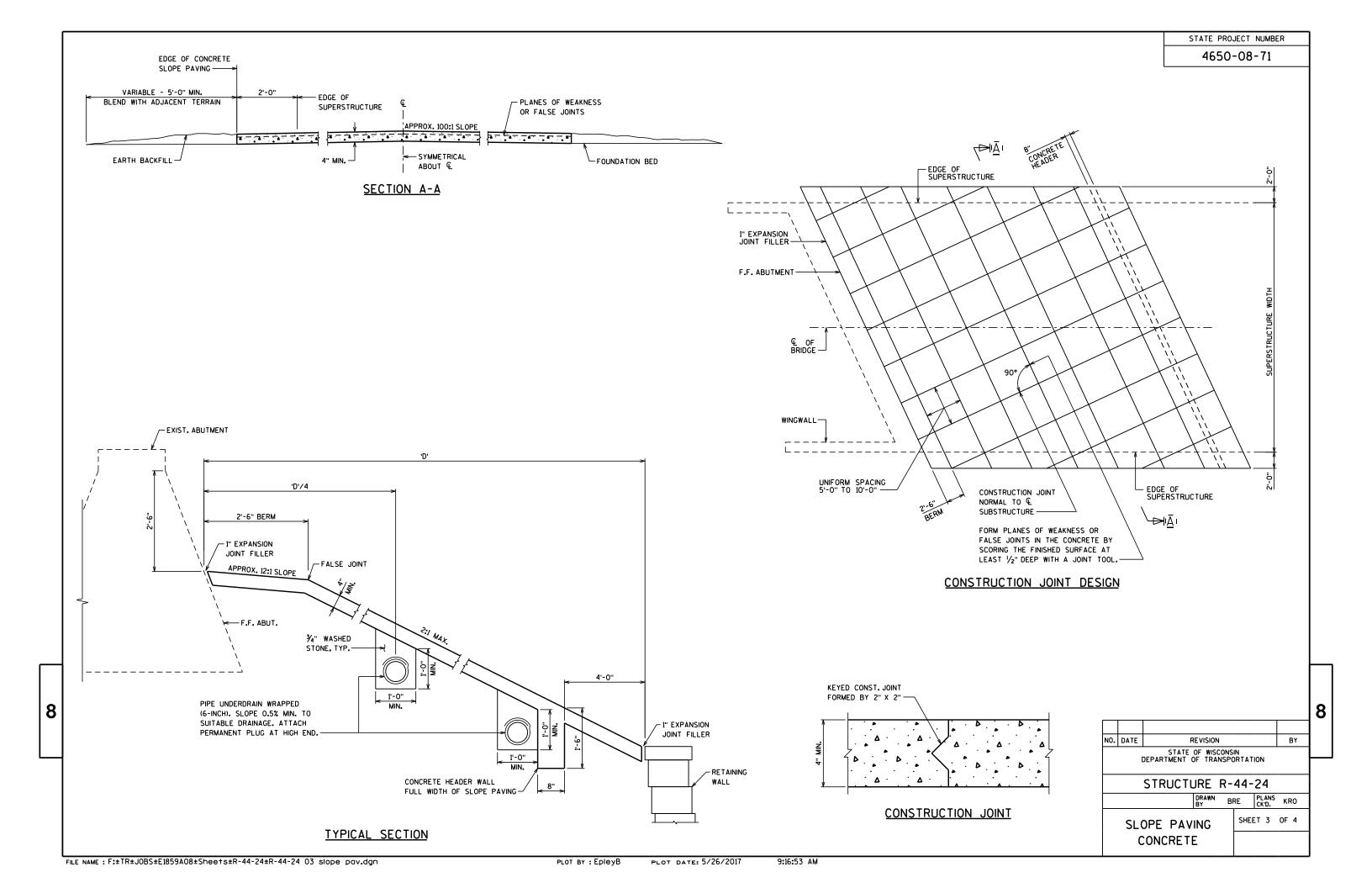
PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. DRAIN TO INLET 95.1 (SEE SS PLANS). ATTACH PERMANENT PLUG AT HIGH END.

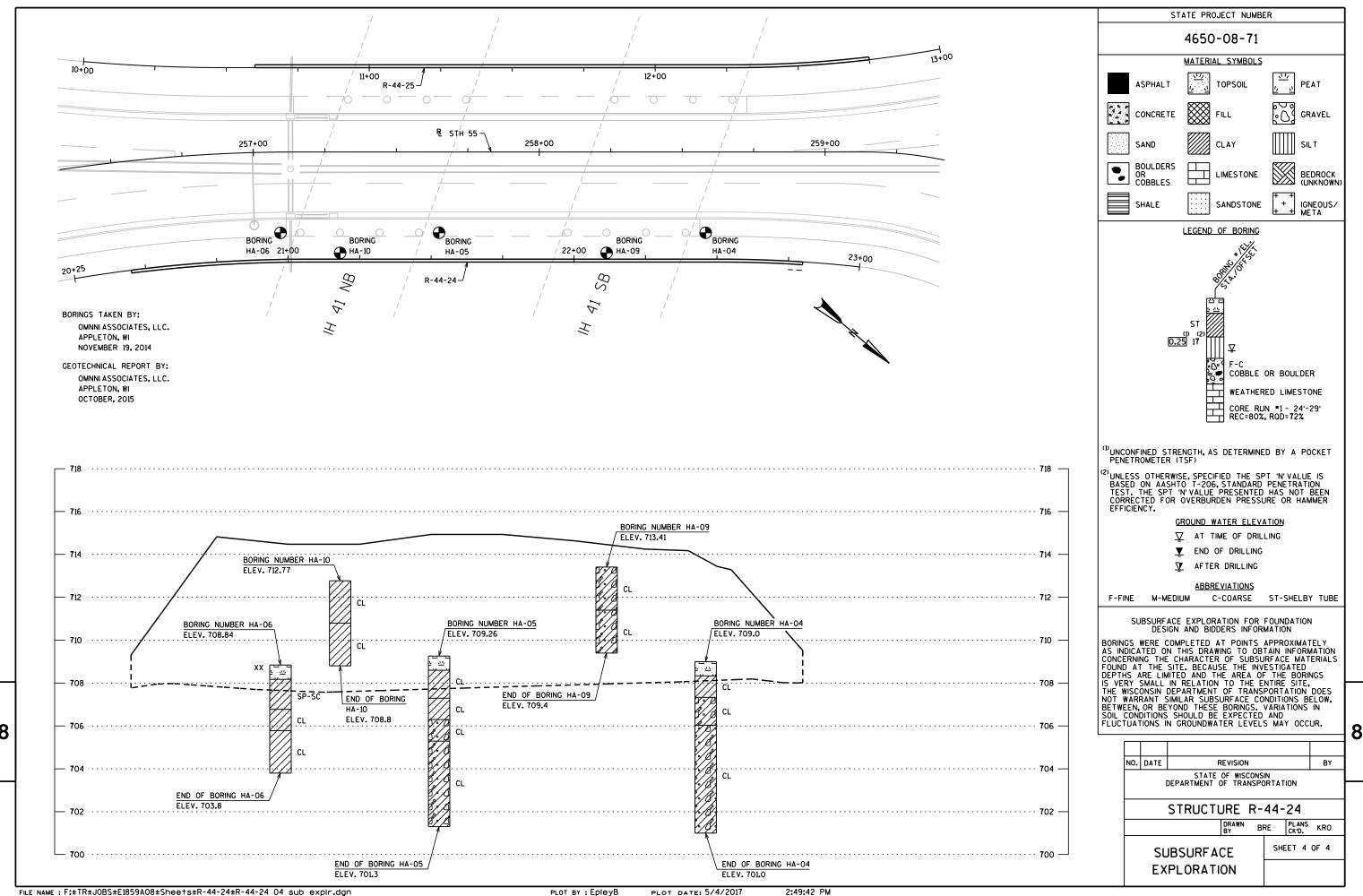
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& DETAILS								

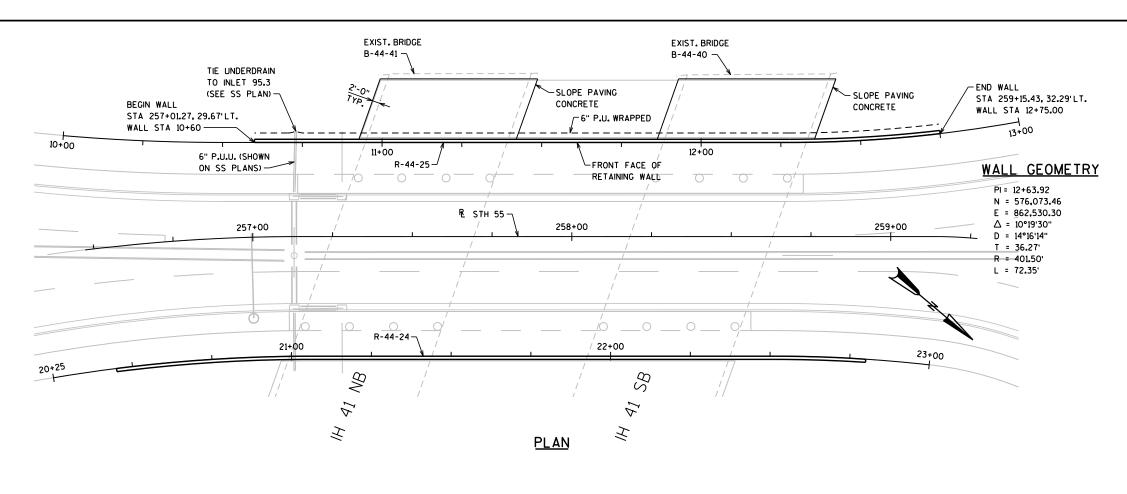
WALL CAP-SLOPE PAVING TOP OF WALL -CONCRETE SEE SHEET 3 BACKFILL STRUCTURE SET BACK VARIES BY MODULAR BLOCK TYPE A MANUFACTURER -- GEOTEXTILE TYPE DF F.F. WALL -BLOCKS SIZED PER FINISHED GROUNDLINE MANUFACTURER'S DESIGN ELEVATIONS & OFFSETS ARE GIVEN AT F.F. OF WALL 1'-0" MIN. LIMITS OF EXCAVATION TO BE DETERMINED BY CONTRACTOR CONCRETE SIDEWALK PIPE UNDERDRAIN (SEE ROADWAY PLANS) -WRAPPED 6-INCH - 12" LEVELING PAD BOTTOM OF WALL -

SECTION THRU WALL MODULAR BLOCK

REMOVE ANY UNSUITABLE MATERIAL UNDER THE LEVELING PAD AS DIRECTED BY THE ENGINEER AND REPLACE WITH GRANULAR BACKFILL GRADE 1. OVEREXCAVATION IS INCLUDED IN THE BID ITEM GRANULAR BACKFILL GRADE 1.







GENERAL NOTES

STATE PROJECT NUMBER

4650-08-71

DRAWINGS SHALL NOT BE SCALED.

GROUND LINE ELEVATIONS ARE SUBJECT TO THE APPROVAL OF THE ENGINEER.

LENGTH OF RETAINING WALL IS MEASURED ALONG THE FRONT FACE.

WALL GEOMETRY AND OFFSETS ARE MEASURED TO THE FRONT FACE OF RETAINING WALL AT THE FINISHED GRADE.

CONSTRUCT WALL IN SHORT SECTIONS AND LIMIT OPEN EXCAVATION FOR THE MODULAR BLOCK WALL UNDER THE EXISTING BRIDGE TO A MAXIMUM WIDTH OF 20 FEET, ALONG THE LENGTH OF THE WALL.

THE UPPER LIMITS OF EXCAVATION SHALL BE THE EXISTING GROUNDLINE, EXCAVATION IS INCLUDED WITH ITEM "WALL MODULAR BLOCK GRAVITY R-44-25".

BACKFILL PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES, LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

MODULAR BLOCKS SHALL BE LARGE WETCAST BLOCKS.

THE COLOR OF THE BLOCK SHALL BE MEDIUM TAN, (FEDERAL STANDARD COLOR NO. 33446) OR SIMILAR COLOR APPROVED BY THE

DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS AND SHOP DRAWINGS FOR THE RETAINIG WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL MODULAR BLOCK GRAVITY R-44-25".

PLANS, ELEVATIONS AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

THE RETAINING WALL SHALL BE DESIGNED USING THE ELEVATIONS GIVEN ON SHEET 1. DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL AS SHOWN ON THE ROADWAY CROSS SECTIONS.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 100 PSF.

CENTERED IN NEAREST MID-HEIGHT BLOCK 720 ¬ OR AS DIRECTED BY FIELD ENGINEER. EXISTING GROUND LINE TOP OF WALL 715 FINISHED GROUND LINE 710 -25'-0" 705 -BOTTOM OF WALL 700 -**ELEVATION** (LOOKING AT FRONT FACE OF WALL) KRISTOFER R. OLSON E-35236

GEOMETRY TABLE

8

ROADWAY STATIONING	STATIONING ALONG FF OF WALL	OFFSET FACE OF WALL FROM REF.LINE (FT)	TOP OF WALL ELEVATION	BOTTOM OF WALL ELEVATION	FINISHED GROUND LINE ELEVATION
257+01.27	10+60.00	-29.67	709.43	707.93	709.43
257+15.54	10+75.00	-29.50	712.47	707.87	709.37
257+40.54	11+00.00	-29.50	714.50	707.88	709.38
257+65.54	11+25.00	-29.50	714.50	707.98	709.48
257+90.54	11+50.00	-29.50	714.50	708.08	709.58
258+15.54	11+75.00	-29.50	714.50	708.18	709.68
258+40.54	12+00.00	-29.50	714.50	708.28	709.78
258+65.54	12+25.00	-29.50	714.50	708.40	709.90
258+90.53	12+50.00	-30.12	714.50	708.62	710.12
259+15.43	12+75.00	-32.29	710.42	708.92	710.42

TOTAL ESTIMATED QUANTITIES

BACKFILL GRANULAR GRADE 1 209.1100 15 CY 604.0400 SLOPE PAVING CONCRETE -- 245 SY 612,0406 PIPE UNDERDRAIN WRAPPED 6-INCH -— 475 LF WALL MODULAR BLOCK GRAVITY R-44-25 *-- 1,230 SF

*SOME BLOCKS WITH A DEPTH GREATER THAN 24 INCHES WILL BE REQUIRED. DEPTH IS THE DISTANCE FROM FRONT FACE TO BACK FACE OF THE BLOCK.

LIST OF DRAWINGS

1. GENERAL PLAN

NAME PLATE LOCATED ON F.F. OF WALL.

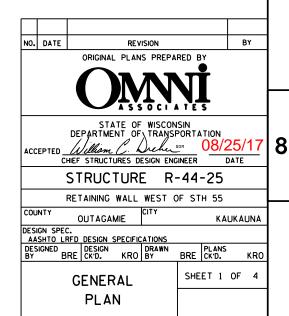
- 2. SECTION & DETAILS
- 3. SLOPE PAVING CONCRETE 4. SUBSURFACE EXPLORATION

BRIDGE OFFICE CONTACT

BILL DREHER (608) 266-8489

CONSULTANT CONTACT

KRISTOFER OLSON OMNNI ASSOCIATES (920) 735-6900



MINIMUM MINIMUM

8/24/17

SOIL PARAMETERS

Soil Description	Friction Angle (degrees)	Cohesion (psf)	Unit Weight (pcf)	
Fill, granular	32	0	120	
Retained Soil (Behind the Wall)	32	U	120	
HA1 - STA. 258+85	5 - 27' LT + HA 8 -	· 18' LT		
Topsoil		0	00	
Elevation 713.4 ft – 712.7 ft	5	0	90	
Sand with Clay(Fill – HA1)	30	0	420	
Elevation 712.7 ft – 709.4 ft	30	0	120	
Lean Clay, trace gravel (Fill – HA 8))	40	F00	405	
Elevation 709.4 ft – 707.4 ft	10	500	125	
Lean Clay (HA 8)	10	1500	105	
Elevation 707.4 ft. – 700.8 ft.	10	1500	125	
Lean Clay with Silt and a little Sand*	10	1500	125	
Elevation 700.8 ft. – 680 ft.	10	1500	125	
HA2 - STA	. 257+98 - 27' LT			
Topsoil	5	0	90	
Elevation 714.3 ft – 713.3 ft	5	U	90	
Sand with Clay	30	0	120	
Elevation 713.3 ft – 712.8 ft	30	· ·	120	
Lean Clay with Sand	5	100	120	
Elevation 712.8 ft – 711.8 ft	3	100	120	
Lean Clay, with Sand and a little Silt	10	500	125	
Elevation 711.8 ft – 709.3 ft	10	300	123	
Lean Clay, with Silt and a little Sand*	10	1500	125	
Elevation 709.3 ft – 680.0 ft	10	1500	123	
HA3 - STA. 257+25	5 - 28' LT + HA 7 -	- 18' LT		
Topsoil	5	0	90	
Elevation 713.8 ft – 712.8 ft	3	U	90	
Clayey Sand (Fill – HA3)	30	0	120	
Elevation 712.8 ft – 711.8 ft	30	U	120	
Sand with Clay with little Silt (Fill – HA3)	34	0	120	
Elevation 711.8 ft – 710.1 ft	34	U	120	
Lean Clay, with Sand (Fill – HA7)	5	500	125	
Elevation 710.1 ft. – 706.1 ft.	3	300	125	
Lean Clay (HA7)	5	1500	125	
Elevation 706.1 ft. – 701.1 ft.		1300	123	
Lean Clay with Silt and a little Sand*	10	1500	125	
Elevation 701.1 ft 680.0 ft.	10	1300	123	

WALL EXTERNAL STABILITY EVALUATION

Dimensions					
Wall Height ¹ (feet)	7.5				
Exposed Wall Height (feet)	6				
Hand Auger Boring Location Used	HA2 & HA7				
Approximate Station	258+00				
Back slope above wall	2H/1V				
Safety Factors					
Global Stability (CDR _{req} >1.0)	1.1				
Bearing Capacity (CDR _{req} >1.0)	3.7				
Sliding (CDR _{req} >1.0)	1				
Eccentricity (CDR _{req} >1.0)	1				
Factored Bearing Resistance	15800				
1. Wall height includes a minimum embedment depth of 1½	feet				
2. CDR _{eo} given in Chapter 14 of the Bridge Manual.					

3. The wall stability calculation included a live load of 100 psf per WDOT Bridge Manual.

4. Wall depth of 3 feet and no batter assumed.

NOTES

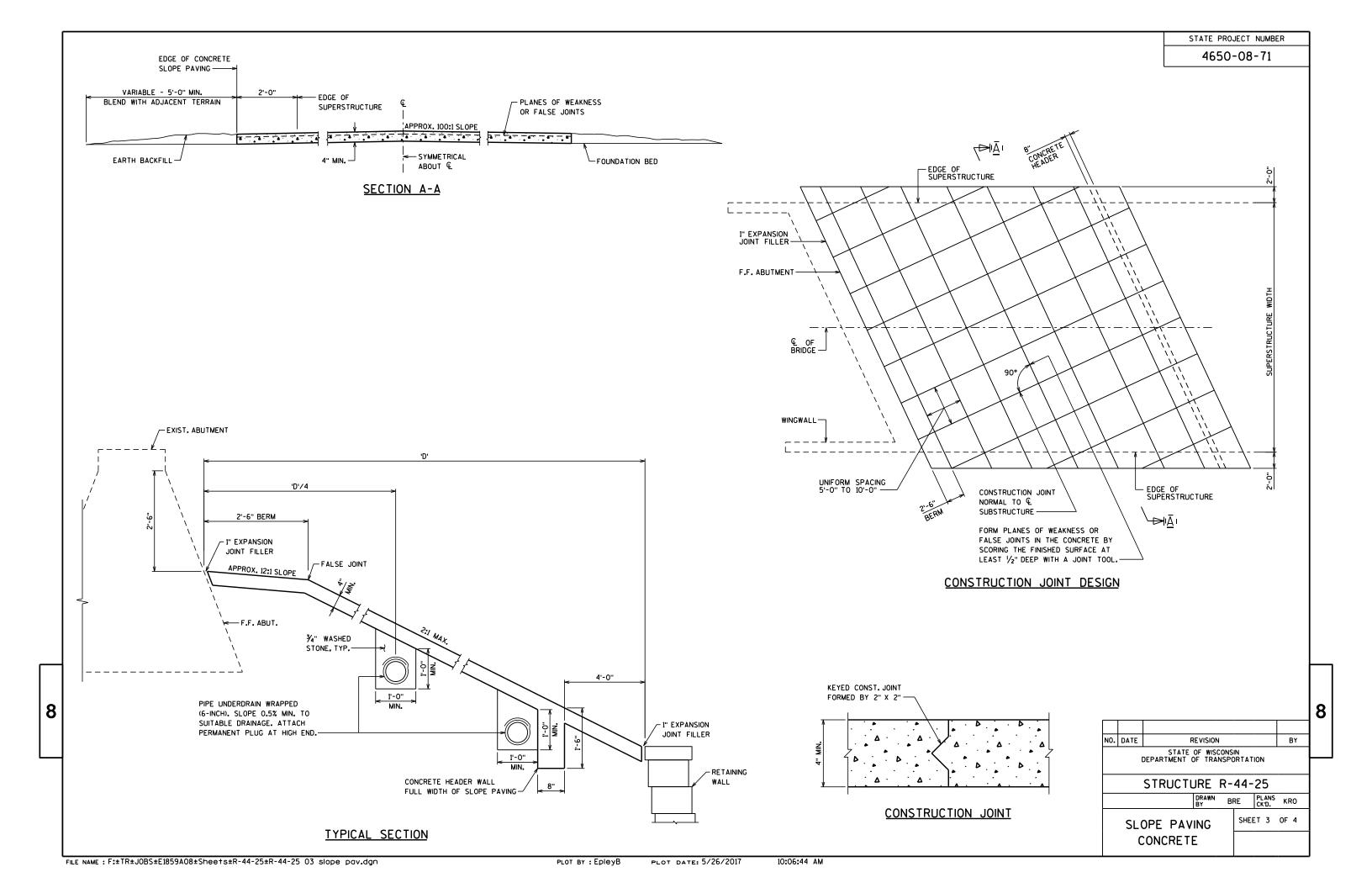
PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. DRAIN TO INLET 95.3 (SEE SS PLANS). ATTACH PERMANENT PLUG AT HIGH END.

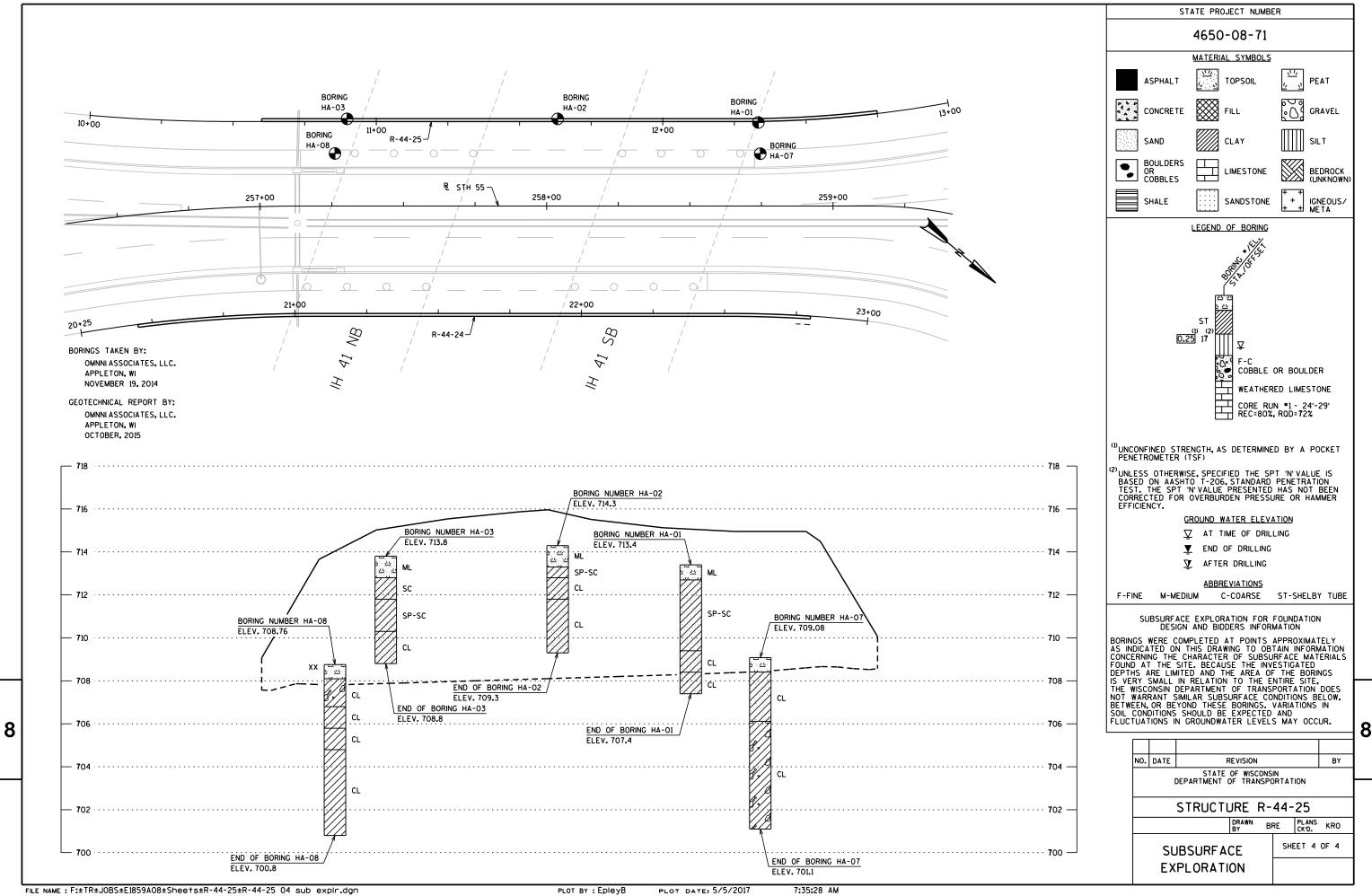
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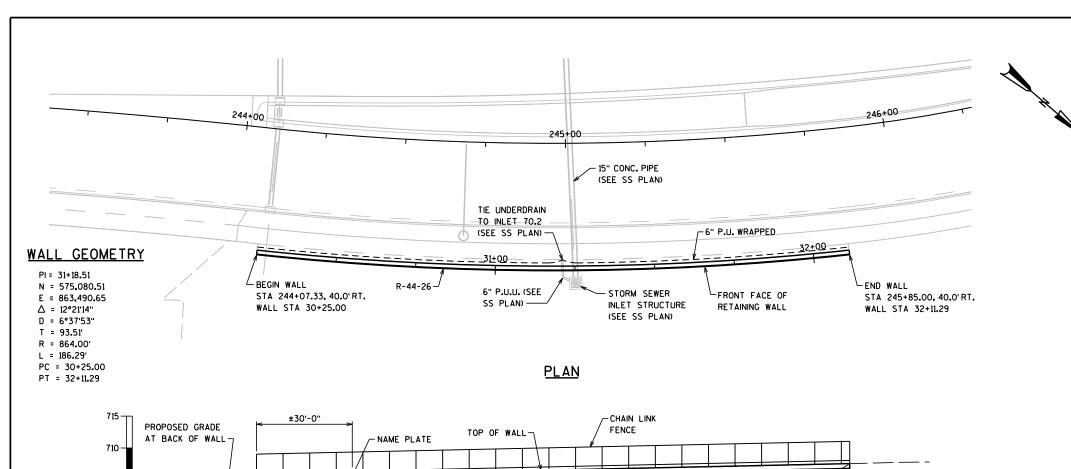
WALL CAP-SLOPE PAVING TOP OF WALL -CONCRETE SEE SHEET 3 - BACKFILL SET BACK VARIES STRUCTURE BY MODULAR BLOCK TYPE A MANUFACTURER -CEOTEXTILE TYPE DF F.F. WALL -BLOCKS SIZED PER FINISHED GROUNDLINE MANUFACTURER'S DESIGN ELEVATIONS & OFFSETS ARE GIVEN AT F.F. OF WALL 1'-0" MIN. LIMITS OF EXCAVATION TO BE DETERMINED BY CONTRACTOR CONCRETE SIDEWALK PIPE UNDERDRAIN (SEE ROADWAY PLANS) -WRAPPED 6-INCH - 12" LEVELING PAD BOTTOM OF WALL -

SECTION THRU WALL MODULAR BLOCK

REMOVE ANY UNSUITABLE MATERIAL UNDER THE LEVELING PAD AS DIRECTED BY THE ENGINEER AND REPLACE WITH GRANULAR BACKFILL GRADE 1. OVEREXCAVATION IS INCLUDED IN THE BID ITEM GRANULAR BACKFILL GRADE 1.







15" CONC. PIPE

- CONCRETE COPING - EXISTING GROUND LINE -BOTTOM OF WALL - PROPOSED FINISHED GROUND LINE **ELEVATION** (LOOKING AT FRONT FACE OF WALL) KRISTOFER R.

8/24/17

GENERAL NOTES

STATE PROJECT NUMBER

4650-08-71

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE NOTED.

GROUND LINE ELEVATIONS ARE SUBJECT TO THE APPROVAL OF THE ENGINEER.

LENGTH OF RETAINING WALL IS MEASURED ALONG THE FRONT FACE.

WALL GEOMETRY AND OFFSETS ARE MEASURED TO THE FRONT FACE OF RETAINING WALL AT THE TOP OF WALL.

BEVEL EXPOSED EDGES OF CONCRETE 1" UNLESS OTHERWISE NOTED.

THE COLOR OF THE BLOCK SHALL BE MEDIUM TAN. (FEDERAL STANDARD COLOR NO. 33446) OR SIMILAR COLOR APPROVED BY THE ENGINEER.

DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS AND SHOP DRAWINGS FOR THE RETAINIG WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS, THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH R-44-26".

PLANS, ELEVATIONS AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

THE RETAINING WALL SHALL BE DESIGNED USING THE ELEVATIONS GIVEN ON SHEET 1. DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL AS SHOWN ON THE ROADWAY CROSS SECTIONS.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 240 PSF.

GEOMETRY TABLE

8

705

700 -

EXISTING GROUND LINE

ROADWAY STATIONING	STATIONING ALONG FF OF WALL	OFFSET FACE OF WALL FROM REF.LINE (FT)	TOP OF WALL ELEVATION	BOTTOM OF WALL ELEVATION	FINISHED GROUND LINE ELEVATION
244+07.33	30+25.00	40.00	705.54	704.04	705.54
244+31.17	30+50.00	40.00	705.81	700.28	701.78
244+55.02	30+75.00	40.00	706.08	700.20	701.70
244+78.86	31+00.00	40.00	706.35	700.39	701.89
245+02.70	31+25.00	40.00	706.62	700.50	702.00
245+26.54	31+50.00	40.00	706.89	700.62	702.12
245+50.39	31+75.00	40.00	707.16	701.18	702.68
245+73.92	32+00.00	40.00	707.43	701.88	703.38
245+85.00	32+11.29	40.00	707.55	706.05	707.55

TOTAL ESTIMATED QUANTITIES

210.2500	BACKFILL STRUCTURE TYPE B —	—235 TON
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	186 LF
SPV.0090	FENCE CHAIN LINK POLYMER COATED 4-FT	186 LF
SPV.0165	WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH R-44-26 -	– 1,085 SF

LIST OF DRAWINGS

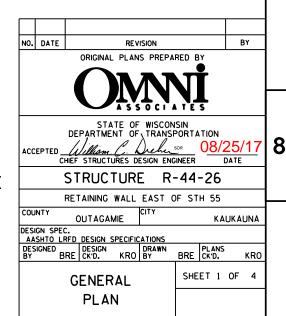
- 1. GENERAL PLAN
- 2. SECTIONS & DETAILS 3. FENCING DETAILS
- 4. SUBSURFACE EXPLORATION

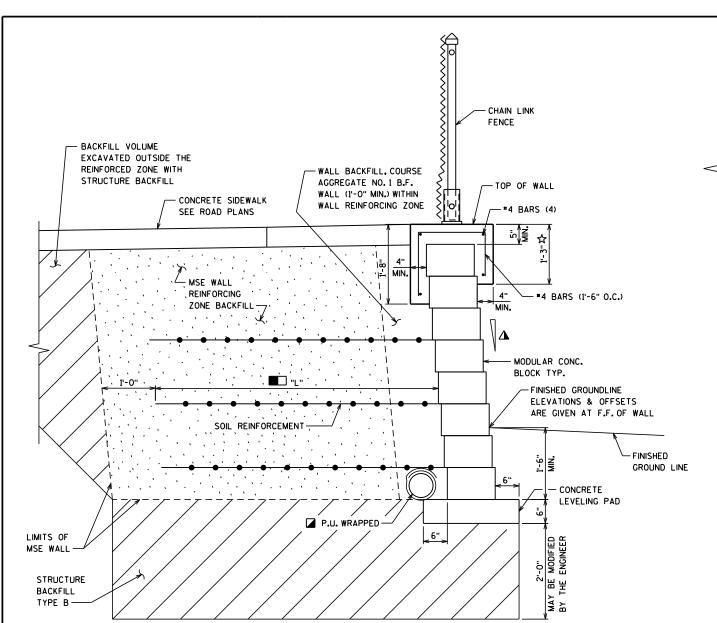
BRIDGE OFFICE CONTACT

BILL DREHER (608) 266-8489

CONSULTANT CONTACT

KRISTOFER OLSON OMNNI ASSOCIATES (920) 735-6900

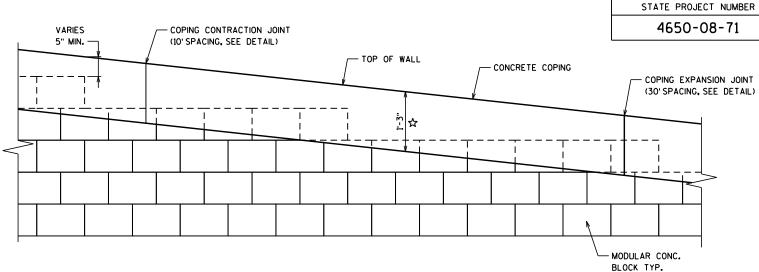




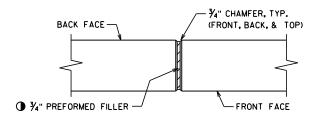
TYPICAL RETAINING WALL SECTION

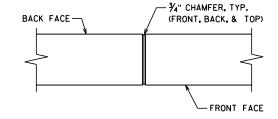
WALL EXTERNAL STABILITY EVALUATION

Dimensions						
Wall Height (feet) ¹	6.75					
Exposed Wall Height (feet)	4.80					
Length of Reinforcement (feet)	6.0					
Length of Rein. To Height Ratio	1.25					
Boring Location Used	HA-01, HA-02, HA-03					
Approximate Station ²	244+07.33 - 245+89.12 (30+25 - 32+10.97)					
Back slope above wall	No Backslope					
Safety Factors						
Sliding (CDR > 1.0) ³	1.7					
Overturning (CDR > 1.0) ³	1.9					
Global Stability (FS _{req} > 1.3) ⁴	2.0					
Bearing Capacity (CDR > 1.0) ³	1.7					
Allowable Bearing Capacity ⁵	2,830					
Wall height includes a minimum embedm	ent depth of 1½ feet.					
2. References STH 55 Roadw ay Stationing	g (Wall Stationing)					
3. CDR (Capacity to Demand Ratio) given i	n Chapter 14 of the WisDOT Bridge Manual.					
4. FS _{req} (Safety Factor Required) determin	ed from Winstabl program					
5. Bearing Calc, given in AASHTO LRFD [11.6.2.3] w here φ=0.65. FS=1/ φ=1/0.65=1.5						



RETAINING WALL FACE & CONCRETE COPING DETAIL





COPING VERTICAL EXPANSION JOINT (DO NOT RUN BAR STEEL THRU JOINT)

COPING VERTICAL CONTRACTION JOINT

(DO NOT RUN BAR STEEL THRU JOINT)

SOIL PARAMETERS

Soil Description	Friction Angle (Degrees)	Cohesion (Psf)	Unit Weight (Pcf)
Granular Backfill	34	0	125
Within The Wall In The Reinforcing Zone	34	U	120
HA-01 - STA 30+30 - 37 ft	RT		
Clayey Topsoil, With Organics, Trace Gravel, Trace Sand	0	200	110
(Elevation 702.0 Ft - 700.9 Ft)	1 "	200	110
Clayey Fill, With Organics, Trace Gravel	0	300	115
(Elevation 700.9 Ft - 700.0 Ft)	1 "	300	110
Lean Clay, Trace Organics, Trace Gravel	_	400	400
(Elevation 700.0 Ft - 693.2 Ft)	0	400	120
Lean Clay, Trace Gravel		4000	100
(Elevation 698.2 Ft - 696.9 Ft)	0	1000	120
HA-02 - STA 31+20 - 37 ft	RT		
Clayey Topsoil, With Organics, Trace Gravel, Trace Sand	0	200	440
(Elevation 701.4 Ft - 701.1 Ft)	0	300	110
Clayey Fill, With Organics, Trace Gravel	0	300	115
(Elevation 701.1 Ft - 699.2 Ft)	1 "	300	110
Lean Clay	0	200	120
(Elevation 699.2 Ft - 697.0 Ft)]	200	120
Lean Clay	0	1200	125
(Elevation 697.0 Ft - 696.3 Ft)		1200	125
HA-03 - STA 32+00 - 37 ft	RT		
Clayey Topsoil, With Organics, Trace Gravel	0	250	110
(Elevation 703.4 Ft - 702.6 Ft)	1 "	250	110
Clayey Fill, Trace Organics	_	250	445
(Elevation 702.6 Ft - 701.4 Ft)	0	350	115
Lean Clay, Trace Gravel, Trace Organics	0	350	115
(Elevation 701.4 Ft - 700.0 Ft)		300	115
Lean Clay, Trace Gravel	0	1200	125
(Elevation 700.0 Ft - 698.3 Ft)	1 "	1200	125

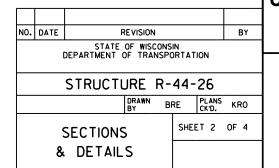
NOTES:

- ▲ BATTER VARIES BY MANUFACTURER
- PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. DRAIN TO INLET 70.2 (SEE SS PLANS). ATTACH PERMANENT PLUG AT HIGH ENDS.
- THIS DIMENSION MAY CHANGE DEPENDING ON HEIGHT OF BLOCKS. THIS DIMENSION TO BE CONSTANT FOR ENTIRE LENGTH OF WALL. MAXIMUM ALLOWABLE HEIGHT OF BLOCKS TO BE 9 INCHES.
- SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (I" DEEP AND HOLD V_8 " BELOW SURFACE OF CONC.)

PLACE EXPANSION JOINTS AT EVERY THIRD JOINT AND AT ALL WALL RADIUS PC/PT POINTS AND BEND POINTS.

"L" SHALL BE A MINIMUM OF 0.7 TIMES THE WALL HEIGHT BUT NOT LESS THAN 6 FEET.

MAINTAIN 2" MINIMUM COVER ON ALL REBAR



NOTES

3/8" DIA. GALV. CARRIAGE BOLT WITH LOCKING

ВОТТОМ

-ANCHOR PLATE

▲ ANCHOR BOLT

RAII

NUT. (TO BE SUPPLIED WITH ASSEMBLY)

FILL SLEEVE AND BEVEL AWAY FROM

SETTING POST. (LEAVE NO VOIDS)

DRILL 36" DIA. DRAIN HOLE PARALLEL TO ROADWAY IMMEDIATELY ABOVE GROUT

♠ POST

D/2

DETAIL 'A'

UNIT SHALL BE GALVANIZED AFTER FABRICATION

NOTE: IN LIEU OF USING THE POST SLEEVE, THE FENCE POST MAY BE WELDED TO THE BASE PLATE.

IN POST. SLEEVE LOCATIONS ONLY.

SLOPE GROUT

FOR DRAINAGE

SLEEVE

LINE POST.

CONCRETE

TACK WELD:

€ 1/3 POINTS

COPING -

OR END POST

POST WITH NON-SHRINK GROUT AFTER-

POSTS ARE TO BE SET VERTICAL.

ALL FENCE COMPONENTS SHALL BE GALVANIZED STEEL WITH A COLORED POLYMER-COATING ON THE OUTSIDE.

FABRIC SHALL CONFORM TO ASTM F668, CLASS 2B. STEEL RAILS, POSTS AND POST SLEEVES SHALL CONFORM TO ASTM F1083, STANDARD WEIGHT PIPE (SCHEDULE 40). FITTINGS SHALL CONFORM TO ASTM F626. SEE THE "BRIDGE SPECIAL PROVISIONS" FOR ADDITIONAL DETAILS.

THE COLOR OF POLYMER-COATING FOR THIS STRUCTURE SHALL BE BLACK IN ACCORDANCE WITH ASTM F934.

THE BID ITEM SHALL BE "FENCE CHAIN LINK POLYMER-COATED 4- FT. R-44-26", LF.

COMPLETE ANY REQUIRED WELDING OF COMPONENTS BEFORE GALVANIZING.

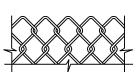
POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

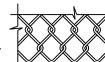
BASE PLATES, ANCHOR PLATES AND SHIMS SHALL BE ASTM A709, GRADE 36.

ALL POST SPACINGS ARE MEASURED HORIZONTALLY ALONG THE C/L OF THE POST.

- CAULK AROUND PERIMETER OF BASE PLATE AND FILL PORTION OF SLOTTED HOLE AROUND ANCHOR BOLT IN SHIM WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.
- * ALTERNATE TO DOUBLE CLAMP: USE LINE RAIL CLAMP (BOULEVARD) OR 180° BRACE BAND, WHICH MAY BE USED THE POSTS ARE EITHER BOLTED TO THE POST SLEEVES OR DIRECTLY WELDED TO THE BASE PLATE.
- ⚠ 1/2" DIA. X 6 1/8" LONG GALVANIZED HEX BOLT WITH NUT & WASHER.☆
- ALTERNATIVE ANCHORAGE: CONCRETE ADHESIVE ANCHORS
 1/2-INCH. EMBED 7" IN CONCRETE. ADHESIVE ANCHORS SHALL
 CONFORM TO SECTION 502.2.12 OF THE STANDARD SPECIFICATIONS.
- ATTACH FABRIC TO RAILS, AND TO POSTS WITHOUT TENSION BANDS, WITH TIE WIRES (ROUND, 9-GAGE) SPACED
- BOLT RAIL TO RAIL END TO SECURE OVERHANG SECTION. ALTERNATE IS TO WELD RAIL DIRECTLY TO END POST.

MINIMUM LENGTH OF TOP RAIL BETWEEN SPLICES SHALL BE 20'-0". LOCATE SPLICES NEAR 1/4 POINT OF POST



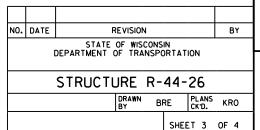


TOP DETAIL

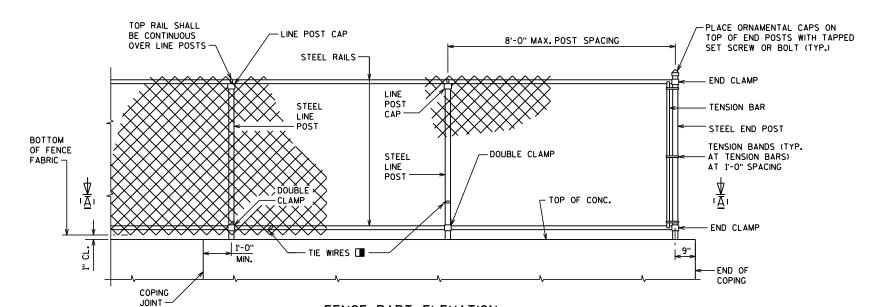
BOTTOM DETAIL

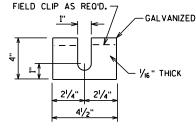
FENCE FABRIC

FENCE FABRIC WOVEN OF 9-GAGE WIRE IN 2" DIAMOND PATTERN MESH WITH BOTH THE TOP AND BOTTOM SELVAGES KNUCKLED.



FENCING DETAILS





FENCE MEMBER

SIZE & WEIGHT

OUTSIDE

DIAMETER

(INCHES)

1.660

2.875

2.875

2.375

4.000

FENCE

RAILS

END

POS1

I POST

POST

SLEEVE

OVERHANO

MEMBER

WEIGHT

(LB/FT

2.27

5.80

5.80

3.65

9.12

POST SHIM DETAILS

SHIMS REQUIRED ONLY WHEN END POSTS AND LINE POSTS ARE WELDED TO BASE PLATES. PROVIDE 4 SHIMS PER POST. USE WHERE REQUIRED FOR ALIGNMENT.

PLACE ORNAMENTAL

BOTTOM OF

8

FENCE FABRIC -

GROUNDLINE -

CAPS ON TOP OF END

POSTS WITH TAPPED SET

STEEL

TOP RAIL

FENCE FABRIC

(THIS SIDE) -

SCREW OR BOLT (TYP.) -

RETAINING

WALL BLOCKS

← € POST

STEEL

POST

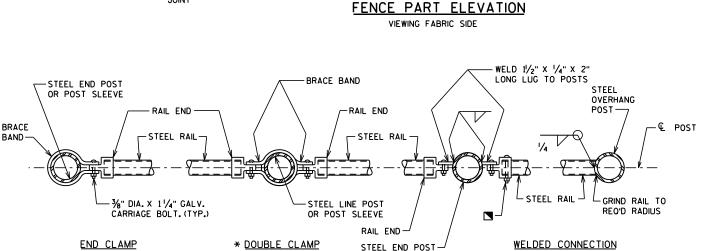
FENCE

CHAIN LINK

DETAIL 'A

CONCRETE COPING

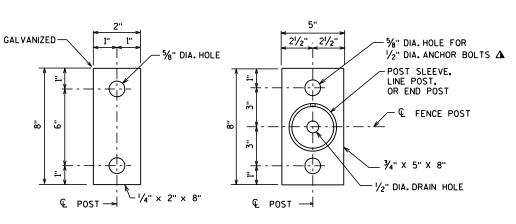
ON RETAINING WALL



SECTION A-A

NOTE: PLACE ALL BOLT HEADS ON SIDE OF FENCE ADJACENT TO PEDESTRIANS

OR POST SLEEVE



ANCHOR PLATE

☆ NOTE: ANCHOR PLATE NOT REQUIRED WHEN ADHESIVE ANCHORS ARE USED. BASE PLATE

PLOT DATE: 5/30/2017

FILE NAME: F: TR + JOBS + E1859 A 08 + Shee + s + R - 44 - 26 + R - 44 - 26 03 fence.dgn

SECTION THRU FENCE

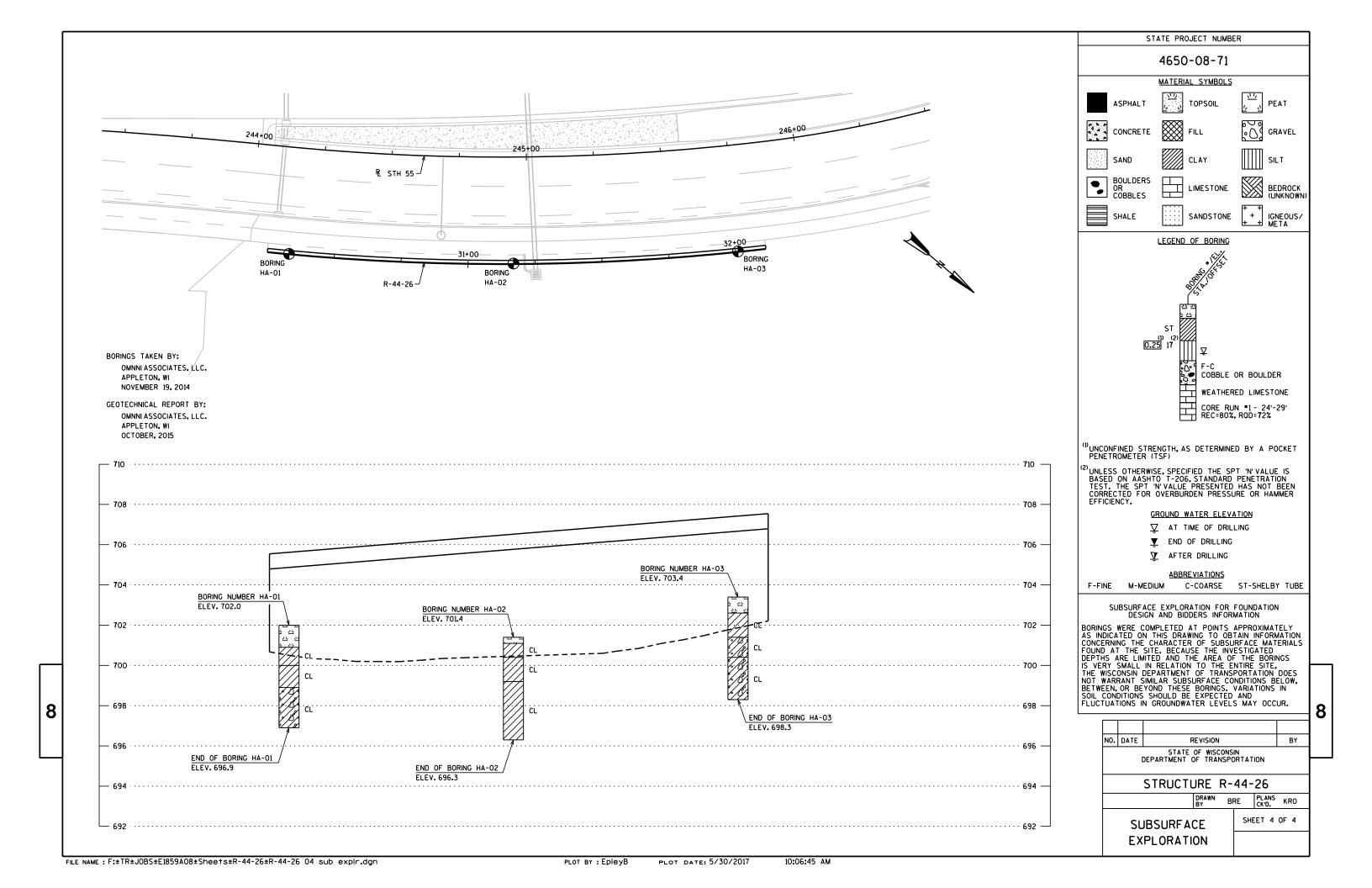
0/2

D/2

PLOT BY : EpleyB

10:01:45 AM

(AT OVERHANG SECTION)



GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALTERNATE DESIGNS ARE NOT ALLOWED.

ALL STRUCTURAL STEEL MEMBERS, PLATES, ANCHOR RODS, H.S. BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED PER SECTION 641 OF THE WISDOT STANDARD SPECIFICATIONS.

ALL H.S. BOLTED CONNECTIONS SHALL BE MADE WITH $\frac{7}{4}$ " DIA. A325 GALVANIZED BOLTS. FIELD CONNECTIONS SHALL BE INSTALLED WITH DTI WASHERS.

CONTRACTOR SHALL VERIFY DIMENSIONS PRIOR TO FABRICATION OF STRUCTURE.

PREFABRICATE CAMBER INTO THE HORIZONTAL SUPPORT PROVIDING AN AMOUNT "Y" AT END OF TRUSS SHOWN IN "CAMBER DIAGRAM". DO NOT RAKE COLUMN BY ADJUSTMENT OF LEVELING NUTS.

WELD TEST AS PER AWS D1.1.

THE STRUCTURE MUST BE ASSEMBLED IN THE SHOP TO ASSURE FIT UP PER SECTION 641.3.3 OF THE WISDOT STANDARD SPECIFICATIONS.

EXACT LOCATION OF SIGN BRIDGE SHALL BE DETERMINED BY THE REGION TRAFFIC ENGINEER.

CONTRACTOR SHALL VERIFY UTILITY CONFLICTS PRIOR TO CONSTRUCTION OF FOOTINGS.

CENTER 13'-0" x 14'-0" SIGN VERTICALLY ON TRUSS.

ULTIMATE DESIGN STRESSES

CONCRETE MASONRY	f'c = 3,500 P.S.I.
BAR STEEL REINFORCEMENT, GRADE 60 -	fy = 60,000 P.S.I.
COLUMN PIPE, API SPEC. 5L GRADE X42, PSL-2 -	fy = 42,000 P.S.I. **
CHORD PIPE, API SPEC. 5L GRADE X42 -	fy = 42,000 P.S.I. **
PLATES, BARS AND STRUCTURAL ANGLES, ASTM A709 GRADE 36 -	fy = 36,000 P.S.I.
ANCHOR RODS, ASTM F1554, GRADE 55 - ASTM A563A HEAVY HEX NUTS, AND ASTM F436 WASHERS.	fy = 55,000 P.S.I.

** CONTRACTOR MAY SUBSTITUTE ALTERNATE MATERIALS PER WISDOT BRIDGE MANUAL SECTION 39.3 AT NO ADDITIONAL COST, PROVIDED THAT APPROVAL IS OBTAINED FROM THE DEPARTMENT.

DESIGN DATA

DEAD LOAD - 3 PSF OF SIGN (INCLUDING SUPPORTING BRACKETS). ICE LOAD - 3 PSF TO ONE FACE OF SIGN & AROUND SURFACE OF MEMBERS. WIND PRESSURE - 90 MPH (3-SECOND GUST SPEED) TO SIGN AREA & EXPOSED MEMBERS. FATIGUE - CATEGORY I WITHOUT GALLOPING WIND EFFECTS.

DESIGNED ACCORDING TO THE 6TH EDITION AND INTERIM REVISIONS OF AASHTO "STANDARD SPECIFICTIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS.

NO. DATE

STRUCTURE	DESIGN SIGN AREA	MAX. SIGN DEPTH
S-44-144	264 SF	13 FT

FOUNDATION DATA

ALLOWABLE Op = 4,000 P.S.F.

CONSULTANT CONTACT

KRISTOFER OLSON OMNNI ASSOCIATES, INC. (920) 735-6900

BRIDGE OFFICE CONTACT

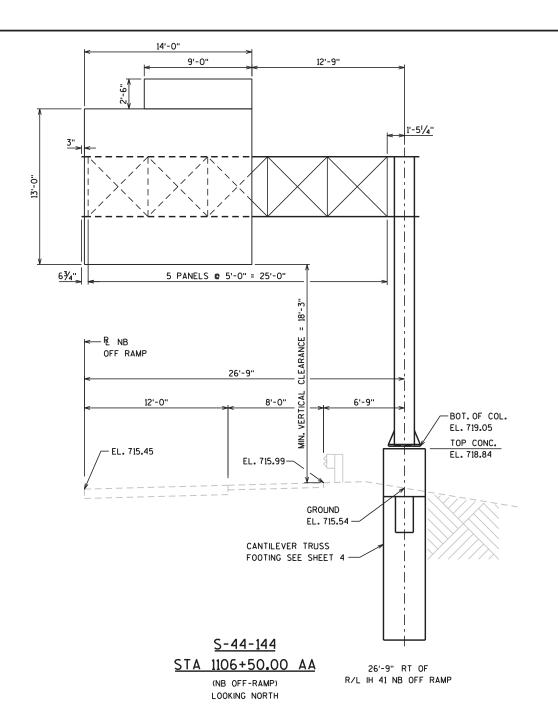
WILLIAM DREHER (608) 266-8489

OMNI ASSOCIATES								
STATE OF WISCON DEPARTMENT OF TRANSFI ACCEPTED William C. Ducher CHIEF STRUCTURES DESIGN ENO	PORTA SDR () <u>9/</u> 0)5/ DATE					
STRUCTURE S-	44-	144						
USH 41 NB OFF-R	AMP							
COUNTY OUTAGAMIE CITY		KΑ	UKA	UNA				
		LOAD						
DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICA	TIONS		(PH	WIND				
	TIONS BRE			WIND KRO				
AASHTO LRFD BRIDGE DESIGN SPECIFICA' DESIGNED DESIGN DRAWN	BRE	90 N						

REVISION

ORIGINAL PLANS PREPARED BY

BY



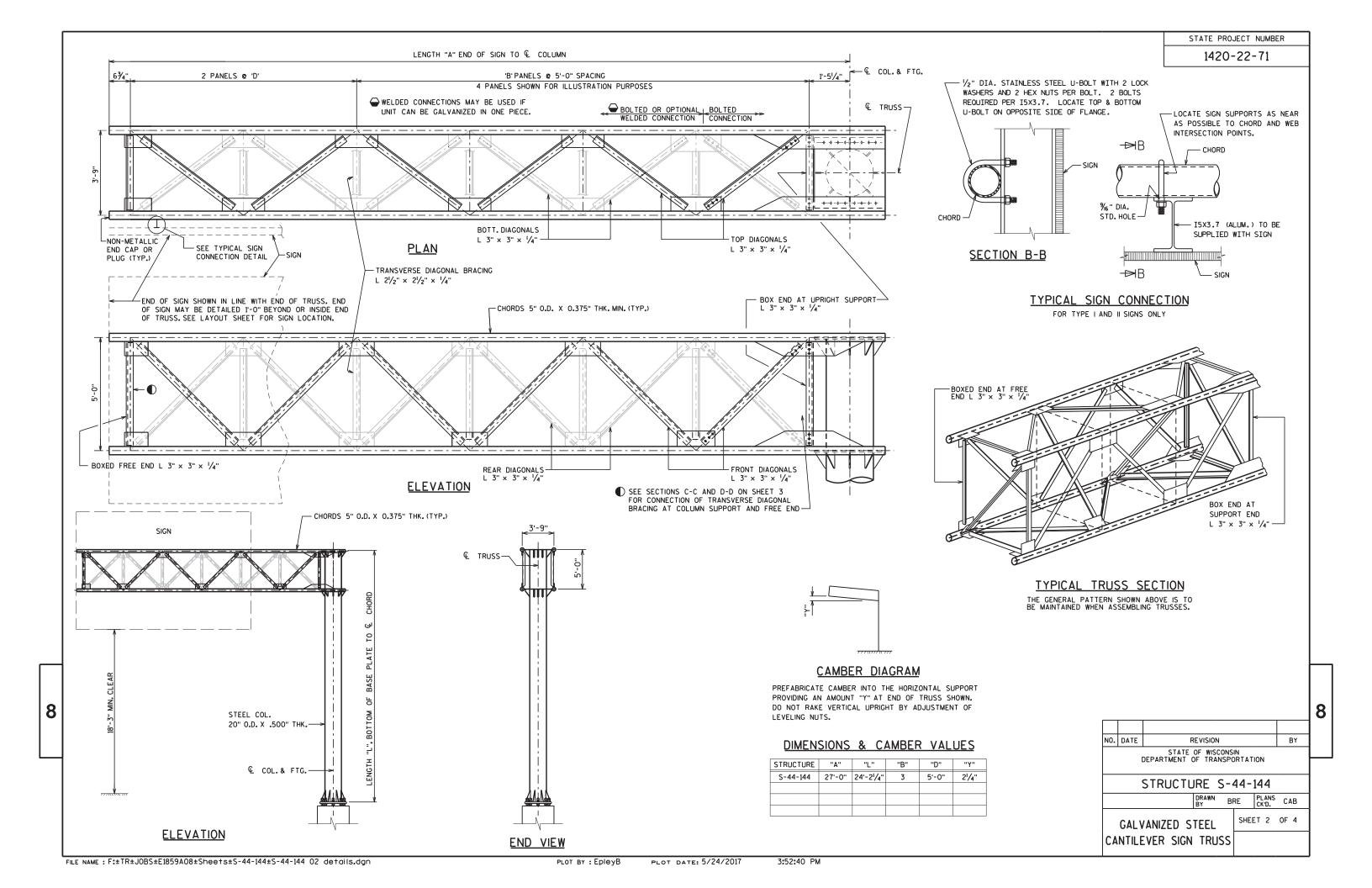
LIST OF DRAWINGS

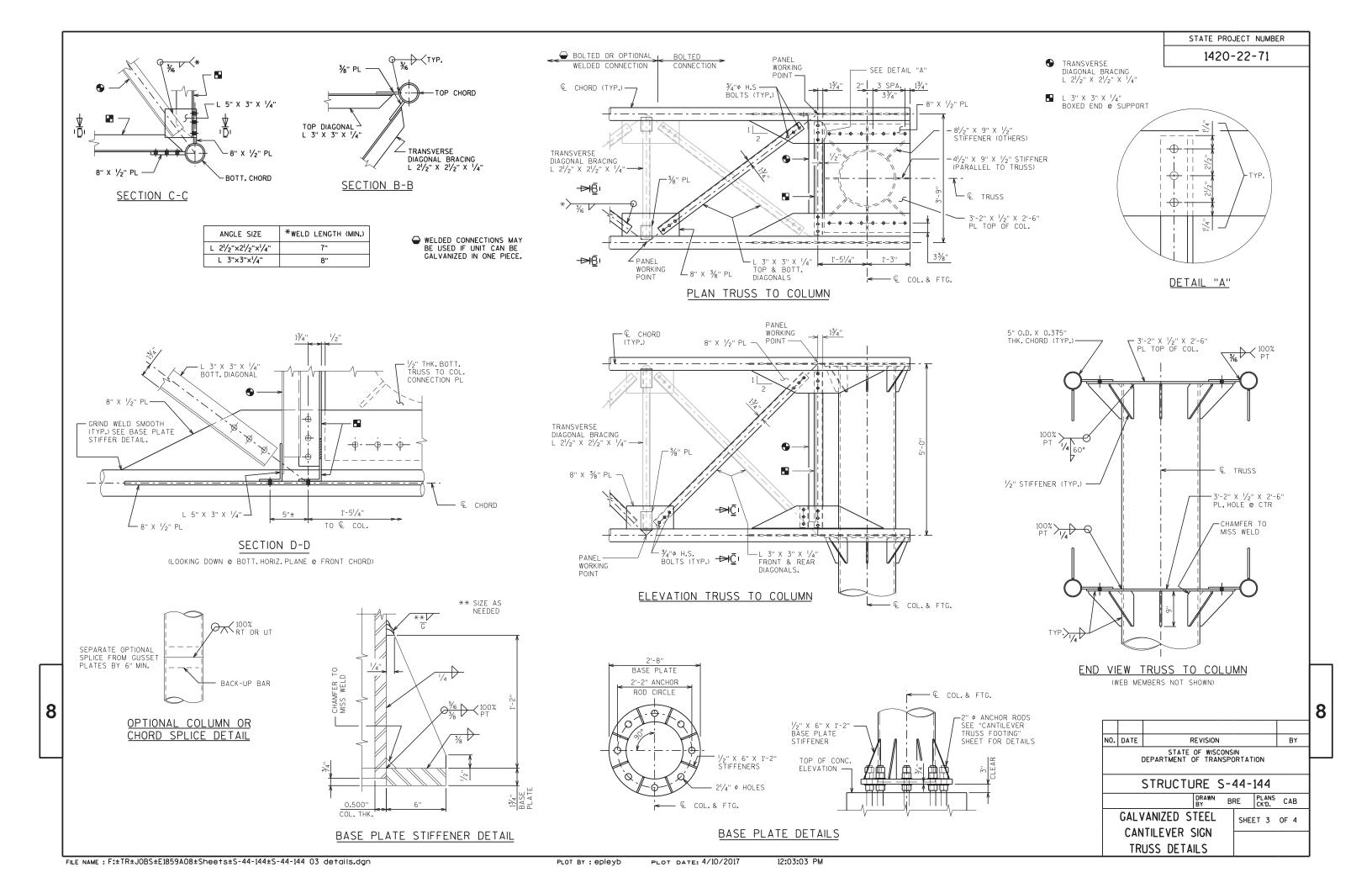
- 1. SIGN BRIDGE LAYOUT
- 2. GALVANIZED STEEL CANTILEVER SIGN TRUSS
- 3. GALVANIZED STEEL CANTILEVER SIGN TRUSS DETAILS
- 4. CANTILEVER TRUSS FOOTING

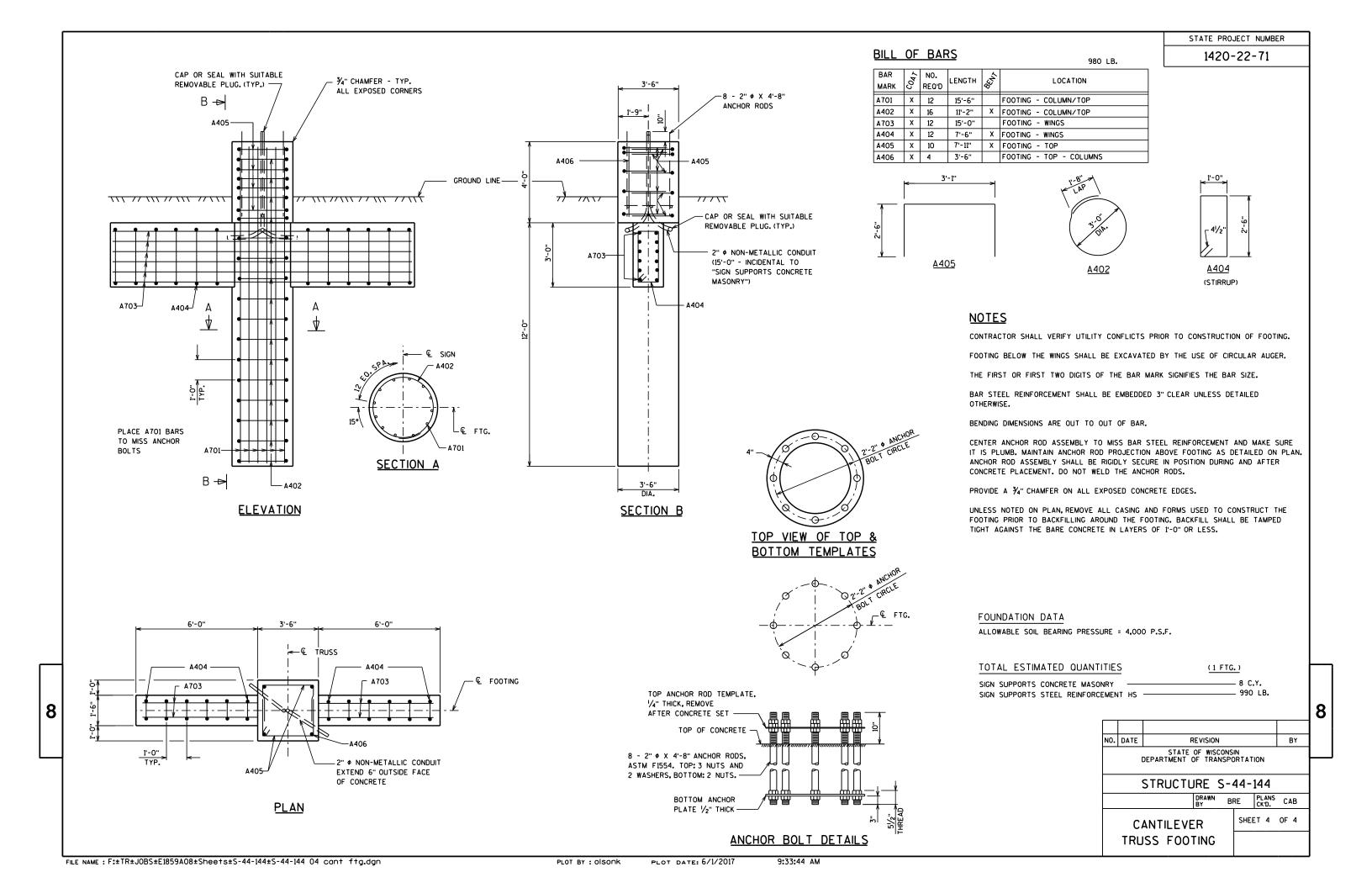
TOTAL ESTIMATED QUANTITIES

	BID ITEM NUMBER	BID ITEMS	UNIT	S-44-144
1	636.0100	SIGN SUPPORTS CONCRETE MASONRY	CY	8
	636.1500	SIGN SUPPORTS STEEL COATED REINFORCEMENT HS	LB	990
	641.1200	SIGN BRIDGE CANTILEVERED S-44-144	LS	1

▲ PAYMENT FOR EXCAVATION IS INCLUDED WITH "SIGN SUPPORTS CONCRETE MASONRY".







STH 55 NB (DELANGLADE ST)

	AREA (SF)			Increment	al Vol (CY) (Unadjuste	ed)	Cumulative	· Vol (CY)	
STATION	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
				Note 1	Note 2	Note 3	Note 1		Note 8
209+58	268.12	67	0.00	0	0	0	0	0	0.00
210+00	178.88	30	0.00	348	75	0	348	0	272.22
210+30	161.68	29	0.00	189	33	0	537	0	428.64
210+50	149.91	29	0.17	115	21	0	652	0	522.48
211+00	148.72	29	0.05	277	54	0	929	0	745.04
211+50	133.13	29	0.31	261	54	0	1,190	1	951.89
212+00	128.19	29	0.85	242	54	1	1,432	2	1,138.81
212+50	214.88	29	0.00	318	54	1	1,749	3	1,401.78
212+64	280.77	51	0.00	129	21	0	1,878	3	1,509.54
213+00	136.77	29	0.44	278	53	0	2,156	3	1,734.19
213+50	125.15	29	1.46	243	54	2	2,399	6	1,920.81
214+00	127.37	29	0.66	234	54	2	2,633	8	2,098.47
214+39	149.15	29	0.34	200	42	1	2,832	9	2,255.38
214+50	140.08	29	0.35	59	12	0	2,891	9	2,302.31
215+00	131.08	29	0.64	251	54	1	3,142	10	2,498.53
215+50	182.70	29	0.37	291	54	1	3,433	12	2,734.19
216+00	177.26	44	0.92	333	68	1	3,766	13	2,998.40
216+50	134.22	29	0.46	288	68	1	4,055	15	3,217.62
217+00	137.71	29	0.26	252	54	1	4,306	15	3,414.87
217+25	147.92	29	0.51	132	27	0	4,439	16	3,519.82
217+50	120.02	29	1.72	124	27	1	4,563	17	3,615.73
217+70	120.02	29	1.72	89	21	1	4,652	19	3,681.56
218+00	129.88	29	1.18	139	32	2	4,790	21	3,786.17
218+50	165.52	15	0.00	274	41	1	5,064	22	4,017.59
218+66	258.90	15	0.00	126	9	0	5,190	22	4,134.45
218+81	308.46	15	0.00	158	8	0	5,347	22	4,283.72
219+00	244.60	15	6.84	195	11	2	5,542	25	4,464.75
219+50	150.74	15	20.04	366	28	25	5,908	56	4,771.91
219+70	150.74	15	20.04	112	11	15	6,020	75	4,853.90
219+88.63		15	15.94	97	10	12	6,116	90	4,924.72
220+22.3	99.13	0.00	124.47		9	88	6,259	200	4,948.49
220+50	87.23		112.58		0	122	6,354	352	4,892.09
221+00	81.79		103.35		0	200	6,511	602	4,798.67
221+50	52.88	0.00	13.10	125	0	108	6,636	736	4,788.58
222+00	72.17	0.00	17.84	116	0	29	6,751	772	4,868.55
222+00	84.84	0.00	46.74	73	0	30	6,824	810	4,903.86
222+23	112.65	0.00	4.98	73 91	0	24	6,915	840	4,965.36
222+50	112.00	0.00	4.70	7 1	U	24	0,710	040	4,700.30

6,915 1,111 672

9

PROJECT NO: 4650-08-71 HWY: STH 55 COUNTY: OUTAGAMIE EARTHWORK: STAGE 1 SHEET E

STH 55 NB (DELANGLADE ST)

	AREA (SF)	•		Incrementa	ıl Vol (CY) (Unadjusted	d)	Cumulative	e Vol (CY)	
STATION	Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate
224+25	125.73	0.00	119.06	0	0	0	0	0	0.00
224+50	103.66	0.00	96.39	106	0	100	106	125	-18.48
225+00	87.98	0.00	77.93	177	0	161	284	326	-42.80
225+50	79.50	0.00	54.37	155	0	122	439	480	-40.84
226+00	82.15	0.00	40.54	150	0	88	588	589	-1.01
226+50	87.57	0.00	28.59	157	0	64	746	669	76.12
227+00	157.59	0.00	71.74	227	0	93	973	786	186.99
227+50	170.00	0.00	34.12	303	0	98	1,276	908	367.80
228+00	216.17	0.00	10.50	358	0	41	1,633	960	673.73
228+16	240.55	0.00	8.13	135	0	6	1,769	967	802.15
228+50 229+00	213.94 222.90	0.00 0.00	8.24 7.76	286 404	0	10 15	2,055 2,459	980 998	1,075.42
229+00	312.28	0.00	7.76 5.67	404 496	0 0	12	2,459 2,955	1,014	1,461.39 1,941.38
230+00	236.63	0.00	19.09	508	0	23	2,955 3,463	1,014	2,420.97
230+50	252.04	0.00	17.69	452	0	23 34	3,403	1,042	2,830.88
230+30	272.77	0.00	29.54	486	0	44	4,402	1,139	3,262.15
231+50	320.59	0.00	3.45	549	0	31	4,402	1,178	3,773.37
231+36	382.62	0.00	4.70	326	0	4	5,277	1,178	4,094.21
232+00	334.04	0.00	4.77	332	0	4	5,608	1,188	4,420.52
232+50	316.70	0.00	19.54	603	0	23	6,211	1,216	4,994.93
233+00	328.00	0.00	20.71	597	0	37	6,808	1,263	5,545.30
233+50	325.69	0.00	21.22	605	0	39	7,413	1,311	6,102.04
234+00	369.06	0.00	25.81	643	0	44	8,056	1,366	6,690.89
234+30	403.00	0.00	86.65	429	0	62	8,485	1,444	7,041.71
234+50	365.01	0.00	30.49	284	0	43	8,770	1,498	7,271.93
235+00	257.45	0.00	21.05	576	0	48	9,346	1,557	7,788.63
235+50	228.67	0.00	30.96	450	0	48	9,796	1,618	8,178.55
236+00	211.19	0.00	58.57	407	0	83	10,204	1,721	8,482.20
236+50	191.87	0.00	80.27	373	0	129	10,577	1,882	8,694.71
237+00	173.03	0.00	93.81	338	0	161	10,915	2,084	8,831.09
237+50	199.29	0.00	29.55	345	0	114	11,259	2,226	9,033.06
237+75	216.75	0.00	27.01	193	0	26	11,452	2,259	9,192.95
238+00	190.17	0.00	40.82	188	0	31	11,640	2,298	9,342.09
238+50	206.68	0.00	22.10	367	0	58	12,008	2,371	9,636.73
239+00	230.23	0.00	17.09	405	0	36	12,412	2,416	9,995.91
239+50	303.37	0.00	1.91	494	0	18	12,906	2,438	10,467.98
240+00	302.44	0.00	0.05	561	0	2	13,467	2,441	11,026.65
240+50	345.02	0.00	0.00	600	0	0	14,067	2,441	11,626.10
241+00	355.80	0.00	0.00	649	0	0	14,716	2,441	12,275.01
241+50	460.26	0.00	0.00	756	0	0	15,471	2,441	13,030.62
242+00	301.95	0.00	0.00	706	0	0	16,177	2,441	13,736.37
242+50	272.66	0.00	1.11	532	0	1	16,709	2,442	14,267.14
243+00	255.97	0.00	5.33	489	0	6	17,199	2,450	14,749.17
243+50	303.07	0.00	27.18	518	0	30	17,716	2,487	15,229.17
244+00	116.14	0.00	41.04	388	0	63	18,104	2,566	15,538.37
244+50	123.36	0.00	39.38	222	0	74	18,326	2,659	15,667.05
245+00	133.69	0.00	44.73	238	0	78	18,564	2,757	15,807.70
245+50	156.86	0.00	38.17	269	0	77	18,833	2,852	15,980.79
246+00	158.11	0.00	42.47	292	0	75	19,125	2,946	16,179.11
246+50	177.72	0.00	0.81	311	0	40	19,436	2,996	16,439.98
247+00	187.85	0.00	0.00	338	0	1	19,774	2,997	16,777.53
247+50	248.99	0.00	0.00	404	0	0	20,179	2,997	17,182.00
247+75	333.17	0.00	0.22	270	0	0	20,448	2,997	17,451.39

20,448 0 2,398

PROJECT NO: 4650-08-71 HWY: STH 55 COUNTY: OUTAGAMIE EARTHWORK: STAGE 1 SHEET E

STH 55 SB (DELANGLADE ST)

	AREA (SF)	•		Increme	ntal Vol (CY) (Unadju	sted)	Cumulative	Vol (CY)	
STATION	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
				Note 1	Note 2	Note 3	Note 1		Note 8
221+50	28.49	0.00	101.70	0	0	0	0	0	0.00
222+00	33.56	0.00	121.63	57	О	207	57	258	-201.04
222+25	53.90	0.00	103.65	40	О	104	98	389	-290.92
222+50	63.48	0.00	100.51	54	0	95	152	507	-354.72

152 0 406

STH 55 SB (DELANGLADE ST)

	AREA (SF)			Incremen	tal Vol (CY) (Unadjust	ed)	Cumulative	Vol (CY)	
STATION	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
				Note 1	Note 2	Note 3	Note 1		Note 8
224+25	65.86	0.00	230.09	0	0	0	0	0	0.00
224+50	72.20	0.00	219.67	64	0	208	64	260	-196.37
225+00	89.31	0.00	168.46	150	0	359	213	710	- 496.05
225+50	70.04	0.00	128.21	148	0	275	361	1,053	-691.87
226+00	58.78	0.00	115.43	119	О	226	480	1,335	-854.57
226+50	55.03	0.00	87.38	105	0	188	586	1,570	-983.92

586 0 1,256

STH 55 SB (DELANGLADE ST)

	AREA (SF)			Increment	tal Vol (CY) (Unadjust	ed)	Cumulative	Vol (CY)	
STATION	Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate
244+00	133.13	0.00	25.81	0	0	0	0	0	0.00
244+50	134.76	0.00	33.21	248	0	55	248	68	179.74
245+00	133.30	0.00	146.70	248	0	167	496	277	219.71
245+50	132.93	0.00	38.92	247	0	172	743	491	251.38
246+00	118.50	0.00	21.60	233	0	56	976	561	414.15
246+50	134.63	0.00	0.00	234	0	20	1,210	586	623.53
247+00	135.13	0.00	0.00	250	0	0	1,460	586	873.30
247+50	195.19	0.00	0.00	306	0	0	1,766	586	1,179.15
247+75	221.75	0.00	0.00	193	0	0	1,959	586	1,372.18

1,959 0 469

PROJECT NO: 4650-08-71 HWY: STH 55 COUNTY: OUTAGAMIE EARTHWORK: STAGE 1 SHEET E

3

OVIATT STREET

	AREA (SF)			Incremental	Vol (CY) (Unadjusted)		Cumulative	e Vol (CY)	
STATION	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
				Note 1	Note 2	Note 3	Note 1		Note 8
09+00	61.33	0.00	0.23	0	0	0	0	0	0.00
09+10	66.22	0.00	0.21	24	O	0	24	0	23.52
09+50	76.55	0.00	0.15	106	0	0	129	0	128.94

129 0 0

DESNOYER STREET EAST

	AREA (SF)			Incremental	Vol (CY) (Unadjusted)		Cumulative	Vol (CY)	
STATION	Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate
				Note i	Note 2	Note 3	Note i		Note 8
21+50	77.78	0.00	1.18	0	0	0	0	0	0.00
22+00	61.52	0.00	0.00	129	0	1	129	1	127.61

129 0 1

CTH OO EB (HYLAND AVE)

	AREA (SF)			Incremental	Vol (CY) (Unadjusted)		Cumulative	Vol (CY)	
STATION	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material		Cut 1.00	Expanded Fill 1.25	Mass Ordinate
				Note 1	Note 2	Note 3		_	Note 8
12+67	96.81	35.00	5.98	0	0	0	0	0	0.00
13+00	96.43	35.00	5.42	118	43	7	118	9	66.60
13+42	117.01	35.00	4.20	166	54	7	284	18	168.82
13+50	116.62	35.00	5.00	35	10	1	319	20	191.36
14+00	91.65	35.00	13.11	193	65	17	512	41	298.43
14+50	119.71	35.00	0.00	196	65	12	707	56	414.15
14+57	123.30	35.00	0.00	32	9	0	739	56	436.58
14+65	126.31	35.00	0.00	37	10	0	776	56	463.19
15+00	110.39	35.00	12.13	153	45	8	929	66	561.41
15+50	141.63	35.00	32.76	233	65	42	1,163	118	677.99

1,163 367 94

9

PROJECT NO: 4650-08-71 HWY: STH 55 COUNTY: OUTAGAMIE EARTHWORK: STAGE 1 SHEET E

CTH OO EB (HYLAND AVE)

	AREA (SF)			Incrementa	ıl Vol (CY) (Unadjusted	d)	Cumulative V	ol (CY)	
STATION	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
				Note 1	Note 2	Note 3	Note 1		Note 8
16+00	59.88	13.00	79.22	0	0	0	0	0	0.00
16+50	79.25	14.00	60.05	129	25	129	129	161	-57.37
17+00	169.64	16.00	53.65	230	28	105	359	293	13.71
17+50	157.88	21.00	79.17	303	34	123	663	447	128.98
18+00	133.71	24.00	96.10	270	42	162	933	649	154.45
18+25	128.37	24.00	102.44	121	22	92	1,054	764	138.67

151

611

1,054

CTH OO EB (HYLAND AVE)

	AREA (SF)	·		Incrementa	ıl Vol (CY) (Unadjusted	d)	Cumulative \	/ol (CY)	
STATION	Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate
20+00	42.53	22.00	76.24	0	0	0	0	0	0.00
20+50	41.06	22.00	3.20	77	41	74	77	92	-55.28
21+00	44.75	22.00	0.19	79	41	3	157	96	- 20.48
21+50	53.72	31.00	0.00	91	49	0	248	96	21.40
22+00	55.09	32.00	0.07	101	58	0	349	96	63.73
22+50	111.46	35.00	0.07	154	62	0	503	96	155.74
23+00	78.52	35.00	43.65	176	65	40	679	147	216.22
23+50	55.30	35.00	55.45	124	65	92	803	262	160.61
24+00	65.19	16.00	36.26	112	47	85	914	368	118.81
24+50	100.65	16.00	24.83	154	30	57	1,068	438	172.03
25+00	99.19	16.00	24.43	185	30	46	1,253	495	270.42
25+50	87.85	16.00	26.44	173	30	47	1,426	554	355.09
26+00	82.62	16.00	39.78	158	30	61	1,584	631	406.65
26+39	76.44	16.00	11.63	115	23	37	1,699	677	452.00

1,699 569 542

9

PROJECT NO: 4650-08-71 HWY: STH 55 COUNTY: OUTAGAMIE EARTHWORK: STAGE 1 SHEET E

CTH OO WB (HYLAND AVE)

	AREA (SF)			Incrementa	al Vol (CY) (Unadjuste	d)	Cumulative	Vol (CY)	
STATION	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
				Note 1	Note 2	Note 3	Note 1		Note 8
15+75	62.97	17.00	72.26	0	0	0	0	0	0.00
16+00	121.85	22.00	36.28	86	18	50	86	63	4.70
16+50	146.45	20.00	27.87	248	39	59	334	137	139.99
17+00	110.63	18.00	44.24	238	35	67	572	221	259.38
17+50	76.64	14.00	106.13	173	30	139	745	395	229.10
18+00	80.73	12.00	185.47	146	24	270	891	732	13.24
18+25	37.51	13.00	292.44	55	12	221	946	1,009	-220.15

946 157 807

CTH OO WB (HYLAND AVE)

	AREA (SF)			Incremental	Vol (CY) (Unadjusted)		Cumulative	Vol (CY)	
STATION	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
				Note 1	Note 2	Note 3	Note 1		Note 8
20+00	64.96	15.00	98.33	0	0	0	0	0	0.00
20+50	53.19	13.00	77.40	109	26	163	109	203	-119.91
21+00	41.94	10.00	75.35	88	21	141	197	380	-229.92
21+50	34.64	4.00	71.82	71	13	136	268	551	-342.31
22+00	24.58	2.00	26.47	55	6	91	323	664	- 406.79
22+25	41.28	1.00	0.00	30	1	12	354	680	-393.01

354 67 544

BADGER ROAD

	AREA (SF)			Incrementa	al Vol (CY) (Unadjusted)	Cumulative	Vol (CY)	
STATION	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
				Note 1	Note 2	Note 3	Note 1		Note 8
50+50	230.45	24.00	0.00	0	0	0	0	0	0.00
51+00	145.39	24.00	0.00	348	44	0	348	0	303.55
51+27	153.79	24.00	0.00	150	24	0	498	0	429.14
51+50	110.55	24.00	0.00	113	20	0	610	0	521.28
52+00	99.71	24.00	0.00	195	44	0	805	0	671.52
52+12	93.57	24.00	0.00	43	11	0	848	0	703.81
52+50	70.52	24.00	0.34	115	34	0	963	0	785.21

963 178 0

PROJECT NO: 4650-08-71 HWY: STH 55 COUNTY: OUTAGAMIE EARTHWORK: STAGE 1 SHEET E

STH 55 NB (LAWE ST)

	AREA (SF)			Increment	al Vol (CY) (Unadjuste	d)	Cumulativ	re Vol (CY)	Mass Ordinate	
STATION	Cut	Salvaged/Unusable Fill Pavement Material		Cut	Salvaged/Unusable Fill Pavement Material		Cut 1.00	Expanded Fill 1.25		
				Note 1	Note 2	Note 3	Note 1		Note 8	
207+50	139.17	38.00	1.86	0	0	0	0	0	0.00	
208+00	121.53	38.00	12.36	241	70	13	241	16	154.56	
208+13	121.51	38.00	7.08	59	18	5	300	22	188.93	
208+50	125.20	38.00	1.46	169	52	6	469	30	298.58	
209+00	142.47	58.00	17.68	248	89	18	717	52	435.38	

717 230 41

CTH J (LAWE ST)

	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulativ	re Vol (CY)		
STATION	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate	
				Note 1	Note 2	Note 3	Note 1		Note 8	
100+50	119.61	0.00	3.95	0	0	0	0	0	0.00	
100+75	111.48	0.00	2.05	107	О	3	107	3	103.51	
100+93	128.90	0.00	0.74	80	0	1	187	5	182.47	
101+00	121.98	0.00	0.97	33	0	0	220	5	214.72	

220 0 4

STH 96 (PLANK RD)

	AREA (SF)			Incremen	tal Vol (CY) (Unadjust	ed)	Cumulative Vol (CY)		
STATION	Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate
310+00	205.43	50.00	0.54	0	0	0	0	0	0.00
310+50	118.66	38.00	13.45	300	81	13	300	16	202.41
311+00	114.11	38.00	5.03	216	70	17	516	38	326.19
311+50	156.00	38.00	0.00	250	70	5	766	43	500.10
312+00	171.65	38.00	0.00	303	70	0	1,069	43	733.11
312+50	154.58	38.00	0.00	302	70	0	1,371	43	964.80
313+00	127.11	38.00	0.00	261	70	0	1,632	43	1,155.26
313+25	131.90	38.00	0.00	120	35	0	1,752	43	1,239.98
313+50	116.50	38.00	0.00	115	35	0	1,867	43	1,319.80
313+65	131.62	38.00	0.00	69	21	0	1,936	43	1,367.61
314+00	131.48	38.00	0.00	171	49	0	2,106	43	1,488.88
314+50	0.00	7.00	0.00	122	42	0	2,228	43	1,568.95
314+89	0.00	7.00	0.00	0	10	0	2,228	43	1,558.84

2,228 626 35

PROJECT NO: 4650-08-71 HWY: STH 55 COUNTY: OUTAGAMIE EARTHWORK: STAGE 2 SHEET E

STH 55 NB (DELANGLADE ST)

	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative V		
STATION	Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate
249+86	326.31	0.00	0.00	0	0	0	0	0	0.00
250+00	276.54	0.00	0.00	156	Ο	0	156	0	156.29
250+50	195.17	0.00	0.00	437	О	0	593	0	593.05
251+00	203.56	0.00	0.00	369	О	0	962	0	962.24
251+50	219.36	0.00	0.00	392	О	0	1,354	0	1,353.84
252+00	262.85	0.00	21.88	446	О	20	1,800	25	1,775.01
252+50	226.85	0.00	75.44	453	Ο	90	2,254	138	2,115.79
253+00	182.96	0.00	158.45	379	0	217	2,633	409	2,224.53

2,633 0 327

STH 55 NB (DELANGLADE ST)

	AREA (SF)			Incrementa	Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill	Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate	
255+50	139.01	0.00	8.62		Note 2	Note 3	Note	0	0.00	
256+00	96.83	0.00	18.07		0	25	218	31	187.49	
256+50	168.51	0.00	48.38		0	62	464	108	356.26	
257+00	171.36	0.00	24.16		0	67	779	192	586.99	
257+50	198.46	0.00	0.79	342	0	23	1,121	221	900.55	
258+00	198.68	0.00	0.77	368	О	1	1,489	222	1,266.46	
258+50	180.38	0.00	0.88	351	0	2	1,840	224	1,615.54	
259+00	144.82	0.00	34.30	301	0	33	2,141	265	1,875.93	
259+25	134.31	0.00	69.85	129	0	48	2,270	325	1,944.89	
259+50	78.67	0.00	34.77	99	0	48	2,369	386	1,982.95	
259+75	109.31	0.00	23.95	87	0	27	2,456	420	2,035.99	

2,456 0 336

PROJECT NO: 4650-08-71 HWY: STH 55 COUNTY: OUTAGAMIE EARTHWORK: STAGE 3 SHEET E

STH 55 NB (DELANGLADE ST)

	AREA (SF)			Incremen	tal Vol (CY) (Unadjust	:ed)	Cumulative Vol (0	CY)	
STATION	Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate
262+25	347.30	0.00	0.00	0	0	0	0	0	0.00
262+50	225.84	0.00	13.72	265	О	6	265	8	257.40
263+00	108.92	0.00	42.46	310	О	52	575	73	502.34
263+50	98.06	0.00	36.04	192	О	73	767	164	603.12
264+00	70.42	0.00	16.55	156	О	49	923	225	698.25
264+50	55.15	0.00	11.94	116	О	26	1,039	258	781.54
265+00	149.20	0.00	0.00	189	О	11	1,228	271	956.94
265+50	133.04	0.00	0.00	261	О	0	1,490	271	1,218.27
266+00	80.18	0.00	8.96	197	О	8	1,687	282	1,405.32
266+50	98.86	0.00	6.00	166	О	14	1,853	299	1,553.77
267+00	104.20	0.00	4.38	188	О	10	2,041	311	1,729.78
267+50	91.28	0.00	5.58	181	О	9	2,222	323	1,899.25
268+00	80.42	0.00	7.84	159	О	12	2,381	338	2,042.70
268+35	146.31	0.00	8.88	147	0	11	2,528	352	2,176.11

2,528 0 281

STH 55 SR (DELANGLADE ST)

	AREA (SF)			Increment	tal Vol (CY) (Unadjuste	ed)	Cumulative Vo	ol (CY)	
STATION	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
				Note 1	Note 2	Note 3	Note 1		Note 8
249+75	198.67	0.00	0.00	0	0	0	0	0	0.00
250+00	218.71	0.00	0.00	193	0	О	193	0	193.23
250+50	190.23	0.00	0.00	379	O	0	572	0	571.88
251+00	150.72	0.00	0.67	316	0	1	888	1	886.80
251+50	23.60	0.00	45.95	161	0	43	1,049	55	994.26
252+00	16.25	0.00	137.17	37	0	170	1,086	267	819.21
252+50	15.43	0.00	114.39	29	0	233	1,115	558	557.38
253+00	21.47	0.00	88.95	34	0	188	1,149	793	356.19
253+50	33.21	0.00	140.79	51	0	213	1,200	1,059	140.92

0 1,200 847

STH 55 SB (DELANGLADE ST)

	AREA (SF)			Incremental	Vol (CY) (Unadjusted)	Cumulative			
STATION	Cut Salvaged/Unusable Fill Pavement Material		Cut	Salvaged/Unusable Pavement Material	Fill	1.00 1.25		Mass Ordinate	
				Note 1	Note 2	Note 3	Note 1		Note 8
255+50	78.59	0.00	50.01	0	0	0	0	0	0.00
256+00	101.31	0.00	41.45	167	0	85	167	106	60.72

167 0 85

HWY: STH 55 COUNTY: OUTAGAMIE EARTHWORK: STAGE 3 PROJECT NO: 4650-08-71 SHEET

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3

STH 55 SB (DELANGLADE ST)

	,	- /							
	AREA (SF)			Increment	al Vol (CY) (Unadjuste	ed)	Cumulativ	re Vol (CY)	
STATION	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
				Note 1	Note 2	Note 3	Note 1		Note 8
259+50	69.24	0.00	38.73	0	0	0	0	0	0.00
259+75	43.65	0.00	38.79	52	О	36	52	45	7.40
260+00	32.89	0.00	25.80	35	0	30	88	82	5.46

88 0 66

STH 55 SB (DELANGLADE ST)

	AREA (SF)	,		Increment	al Vol (CY) (Unadjuste	ed)	Cumulativ	e Vol (CY)	
STATION	Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate
262+00	329.54	0.00	4.92	0	0	0	0	0	0.00
262+50	302.45	0.00	6.32	585	0	10	585	13	572.17
263+00	275.52	0.00	3.07	535	0	9	1,120	24	1,096.46
263+50	225.60	0.00	3.45	464	О	6	1,584	31	1,552.91
264+00	193.99	0.00	10.64	389	О	13	1,973	48	1,925.11
264+50	151.01	0.00	20.73	319	О	29	2,292	84	2,208.23
265+00	103.68	0.00	19.18	236	0	37	2,528	130	2,397.85
265+50	85.49	0.00	6.82	175	0	24	2,703	160	2,542.92
266+00	69.99	0.00	3.91	144	Ο	10	2,847	173	2,674.47
266+50	55.17	0.00	19.76	116	Ο	22	2,963	200	2,762.97
267+00	60.76	0.00	34.44	107	0	50	3,070	263	2,807.59
267+50	66.44	0.00	42.40	118	0	71	3,188	352	2,836.42
268+00	70.34	0.00	46.63	127	0	82	3,315	455	2,860.02
268+50	79.37	0.00	47.54	139	0	87	3,453	564	2,889.64
269+00	87.12	0.00	50.67	154	0	91	3,608	678	2,930.13
269+50	89.68	0.00	64.42	164	0	107	3,771	811	2,960.63
270+00	95.62	0.00	71.07	172	0	125	3,943	968	2,975.38
270+48	100.90	0.00	0.00	175	0	63	4,118	1,047	3,071.10
270+50	0.00	0.00	0.00	4	0	0	4,121	1,047	3,074.84

4,121 0 837

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3

GERTRUDE ST EB

GERTRODE	AREA (SF)			Incremen	tal Vol (CY) (Unadjus	ted)	Cumulative	e Vol (CY)	
STATION	Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Ī	Cut 1.00	Ţ	Mass Ordinate Note 8
29+72.35	81.79	0.00	6.43	0	0	0	0	0	0.00
30+00	72.27	0.00	7.09	79	0	7	79	9	70.24
30+50	76.93	0.00	6.12	138	0	12	217	24	193.10
30+72	78.17	0.00	9.63	63	0	6	280	32	248.27
31+00	57.81	0.00	16.43	71	0	14	351	49	301.89
31+38	81.14	0.00	8.73	98	0	18	449	71	377.53
31+50	81.27	0.00	6.76	36	0	3	485	75	409.32
31+86	71.73	0.00	5.89	102	0	8	587	86	500.77
32+00	80.74	0.00	6.15	40	О	3	626	90	536.40
32+50	41.60	0.00	2.02	113	0	8	739	99	640.22
32+62	52.32	0.00	0.00	21	О	0	760	100	660.53
32+84	66.71	0.00	0.00	48	0	0	809	100	709.03
33+00	89.04	0.00	0.00	46	О	0	855	100	755.18
33+18	125.07	0.00	0.00	71	0	0	926	100	826.55
33+50	164.10	0.00	0.00	171	О	0	1,098	100	997.91
33+75	195.19	0.00	0.00	166	0	0	1,264	100	1,164.25
33+90.01	206.74	0.00	0.00	112	0	0	1,376	100	1,275.96

1,376 0 80

GERTRUDE ST EB

	AREA (SF)			Incremen	tal Vol (CY) (Unadjust	ed)	Cumulative	Vol (CY)	
STATION	Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
22 52	======			Note	Note 2		Note		
32+50	58.09	0.00	0.36	0	0	0	0	0	0.00
32+84	101.48	0.00	0.00	100	0	0	100	0	100.19
33+00	117.03	0.00	0.00	65	0	0	165	0	164.93
33+50	102.96	0.00	2.57	204	0	2	369	3	365.66
33+75	149.73	0.00	0.92	117	0	2	486	5	480.63
33+90	179.24	0.00	0.74	91	0	0	577	6	571.46

577 0 5

9

3

MALONEY RD EB

	AREA (SF)	REA (SF)			l Vol (CY) (Unadjusted	d)	Cumulative Vo	I (CY)	
STATION	Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
36+25	175.85	0.00	0.00	0	0	0	0	0	0.00
36+50	132.13	0.00	0.00	143	0	0	143	0	142.58
37+00	85.36	0.00	0.00	201	0	0	344	0	343.96
37+50	59.86	3.00	1.27	134	3	1	478	1	474.19
38+00	115.20	33.00	3.31	162	33	4	641	7	597.65
38+23	129.84	33.00	1.25	104	28	2	745	9	671.48
38+50	103.72	33.00	2.05	117	33	2	862	11	753.20
38+93	112.47	33.00	0.48	172	53	2	1,034	14	870.29
39+00	112.79	33.00	0.16	29	9	0	1,063	14	890.83
39+50	96.54	33.00	0.23	194	61	0	1,257	14	1,023.09
39+69	106.51	33.00	0.01	71	23	0	1,328	14	1,071.20
39+79	106.27	33.00	0.00	39	12	0	1,368	14	1,098.38
40+00	91.54	33.00	0.00	77	26	0	1,445	14	1,149.64
40+50	93.06	33.00	0.00	171	61	0	1,616	14	1,259.45

1,616

342

12

0

MALONEY RD WB

	AREA (SF)			Incremen	tal Vol (CY) (Unadjust	ed)	Cumulative Vo		
STATION	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
				Note 1	Note 2	Note 3	Note 1		Note 8
36+25	283.33	0.00	0.00	0	0	0	0	0	0.00
36+50	249.02	0.00	0.00	246	0	0	246	0	246.46
37+00	217.21	0.00	0.00	432	0	0	678	0	678.15
37+50	82.95	0.00	0.01	278	0	0	956	0	956.06

956

0

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IH-41 NB OFF RAMP ("AA")

	AREA (SF)				Incremental	Vol (CY) (Unadjusted))		Cumulat	ive Vol (CY)		
											Expanded EBS	
	Cut	Salvaged/Unusable	Fill	EBS	Cut	Salvaged/Unusable	Fill	EBS	Cut	Expanded Fill	Backfill	Mass Ordinate
STATION		Pavement Material				Pavement Material			1.00	1.25	1.25	
					Note 1	Note 2	Note 3		Note 1		Note 5	Note 8
1111+50	22.05	0.00	58.80	0.00	0	0	0	0	0	0	0	0.00
1112+00	31.06	0.00	63.00	0.00	49	0	113	0	49	141	0	-91.79
1112+50	38.69	0.00	69.30	0.00	65	0	122	0	114	294	0	-180.32
1113+00	39.82	0.00	80.51	0.00	73	0	139	0	186	467	0	-281.02
1113+50	23.02	0.00	102.67	0.00	58	0	170	0	245	679	0	-434.85
1114+00	18.27	0.00	106.08	0.00	38	0	193	0	283	921	0	-638.22
1114+50	16.70	0.00	105.76	0.00	32	0	196	0	315	1,166	0	-851.02
1115+00	19.24	0.00	117.13	0.00	33	0	206	0	349	1,424	0	-1,075.72
1115+50	21.90	0.00	124.61	0.00	38	0	224	0	387	1,704	0	-1,317.42
1116+00	22.64	0.00	143.27	0.00	41	0	248	0	428	2,014	0	-1,586.23
1116+50	24.60	1.56	136.88	1.69	44	1	259	2	472	2,338	2	-1,870.14
1117+00	27.37	5.07	118.30	8.66	48	10	236	10	520	2,634	14	-2,138.92
1117+50	37.76	8.93	94.95	20.57	60	27	197	27	580	2,880	48	-2,386.33
1118+00	65.25	11.68	60.21	15.00	95	33	144	33	675	3,060	89	-2,544.64
1118+50	159.01	11.77	21.36	0.00	208	14	76	14	883	3,154	106	-2,462.65
1119+00	258.89	11.11	6.56	0.00	387	0	26	0	1,270	3,187	106	-2,108.01
1119+50	306.01	11.74	0.00	0.00	523	0	6	0	1,793	3,194	106	-1,592.56
1120+00	356.00	11.66	0.00	0.00	613	0	0	0	2,406	3,194	106	-979.59
1120+50	378.48	11.50	0.00	0.00	680	0	0	0	3,086	3,194	106	-299.51
1121+00	370.81	11.91	0.00	0.00	694	0	0	0	3,780	3,194	106	394.29
1121+50	350.31	11.95	0.00	0.00	668	0	0	0	4,448	3,194	106	1,061.99
1122+00	102.32	11.13	0.00	0.00	419	0	0	0	4,867	3,194	106	1,481.09
1122+50	126.67	11.76	0.00	0.00	212	0	0	0	5,079	3,194	106	1,693.11
1123+00	109.28	11.93	0.00	0.00	218	0	0	0	5,297	3,194	106	1,911.58
1123+50	89.53	11.82	0.00	0.00	184	0	0	0	5,481	3,194	106	2,095.66
1124+00	53.55	14.53	70.10	8.00	132	7	65	7	5,614	3,276	116	2,130.35
1124+25	24.63	18.70	159.54	25.00	36	15	106	15	5,650	3,408	135	1,999.28

5,650 108 2,727 108

IH-41 NB OFF RAMP RIGHT TURN ("AB")

	AREA (SF)	· /		Increment	al Vol (CY) (Unadjuste	e d)	Cumulativ	re Vol (CY)	
STATION	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
				Note 1	Note 2	Note 3	Note 1		Note 8
1122+00	204.35	0.00	0.00	0	0	0	0	0	0.00
1122+50	128.29	0.00	0.00	308	О	0	308	0	308.00
1123+00	120.88	0.00	26.64	231	0	25	539	31	507.88
1123+50	115.36	0.00	48.91	219	0	70	757	118	639.17
1124+00	110.67	0.00	6.86	209	О	52	967	183	783.91
1124+50	43.28	0.00	29.80	143	Ο	34	1,109	225	884.03
1124+75	28.07	0.00	58.14	33	Ο	41	1,142	276	866.17

1,142 0 221

PROJECT NO: 4650-08-71 HWY: STH 55 COUNTY: OUTAGAMIE EARTHWORK: STAGE 3 SHEET E

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IH-41 NB ON RAMP ("BB")

	AREA (SF)				Incremer	ntal Vol (CY) (Unadjus	ted)		Cumulative	e Vol (CY)		
STATION	Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut 1.00	Expanded Fill	Expanded EBS Backfill 1.25	Mass Ordinate
					Note 1	Note 2	Note 3		Note 1		Note 5	Note 8
1200+25	0.60	34.24	284.65	55.00	0	0	0	0	0	0	0	0.00
1200+50	0.00	34.07	118.23	55.00	0	32	187	51	0	233	64	-328.15
1201+00	14.40	21.42	204.43	35.00	13	51	299	83	14	607	168	-843.81
1201+50	19.54	17.51	142.64	28.00	31	36	321	58	45	1,008	241	-1,323.05
1202+00	18.89	12.44	67.41	13.00	36	28	194	38	81	1,251	288	-1,605.77
1202+50	16.91	12.07	37.56	20.00	33	23	97	31	114	1,373	326	-1,755.01
1203+00	27.33	12.02	15.46	10.00	41	22	49	28	155	1,434	361	-1,832.46
1203+50	34.54	12.00	25.49	5.00	57	22	38	14	212	1,482	378	-1,862.17
1204+00	35.80	12.00	19.49	3.00	65	22	42	7	277	1,534	388	-1,880.59
1204+37	37.22	12.00	0.16	3.00	50	16	13	4	327	1,551	393	-1,868.97

327 253 1,240 314

IH-41 SB OFF RAMP ("CC")

	AREA (SF)					al Vol (CY) (Unadjuste	ed)		Cumulativ			
	Cut	Salvaged/Unusable	Fill	EBS	Cut	Salvaged/Unusable	Fill	EBS		Expanded Fill	Expanded EBS Backfill	Mass Ordinate
STATION		Pavement Material			Note 1	Pavement Material Note 2	Note 3		1.00 Note 1	1.25	1.25 Note 5	Note 8
1124+00	73.86	17.52	74.51	6.00	0	0	0	0	0	0	0	0.00
1124+50	88.16	11.14	107.49		150	27	169	12	150	211	15	-102.21
1125+00	49.82	12.24	121.29	9.00	128	22	212	15	278	475	34	-279.41
1125+50	45.53	12.07	46.32	7.00	88	23	155	15	366	669	52	-426.15
1126+00	62.92	11.75	16.17	1.00	100	22	58	7	466	742	61	-429.37
1126+50	64.76	11.98	118.13	0.00	118	22	124	1	585	897	63	-489.71
1127+00	57.40	11.80	152.96	0.00	113	22	251	0	698	1,211	63	-712.38
1127+50	46.74	11.92	193.32	2.00	96	22	321	2	794	1,612	65	-1,041.02
1128+00	40.10	11.98	167.78	2.00	80	22	334	4	875	2,030	69	-1,405.31
1128+50	43.44	12.10	127.69	2.00	77	22	274	4	952	2,372	74	-1,696.86
1129+00	53.43	11.26	73.31	0.00	90	22	186	2	1,042	2,604	76	-1,863.75
1129+50	63.39	11.54	38.19	0.00	108	21	103	0	1,150	2,733	76	-1,905.73
1130+00	65.37	11.67	0.00	0.00	119	21	35	0	1,269	2,778	76	-1,852.19
1130+50	48.30	12.09	0.00	0.00	105	22	0	0	1,374	2,778	76	-1,768.94
1131+00	18.89	11.98	0.00	10.00	62	22	0	9	1,437	2,778	88	-1,740.59
1131+50	15.42	11.51	0.00	12.00	32	22	0	20	1,468	2,778	113	-1,756.04
1132+00	12.88	12.26	0.00	13.00	26	22	0	23	1,495	2,778	142	-1,780.79
1132+42	14.83	11.25	0.00	11.00	22	18	0	19	1,516	2,778	166	-1,800.86

1,516 374 2,222 133

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IH-41 SB OFF RAMP RIGHT TURN ("CA")

	AREA (SF)		Increme	ntal Vol (CY) (Unadjus	sted)	Cumulati	ve Vol (CY)		
STATION	Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate
1123+25	88.49	0.00	0.00	0	0	0	0	0	0.00
1123+50		0.00	47.40	82	0	22	82	27	55.02
1124+00	95.42	0.00	58.52	171	0	98	254	150	103.75
1124+25	72.32	0.00	0.00	78	0	27	331	184	147.54
1124+50	59.34	0.00	0.00	61	0	0	392	184	208.50
1125+00	7.35	0.00	11.24	62	0	10	454	197	257.23
1125+50	4.28	0.00	86.46	11	0	90	465	310	154.92
1126+00	4.60	0.00	103.27	8	0	176	473	530	-56.46

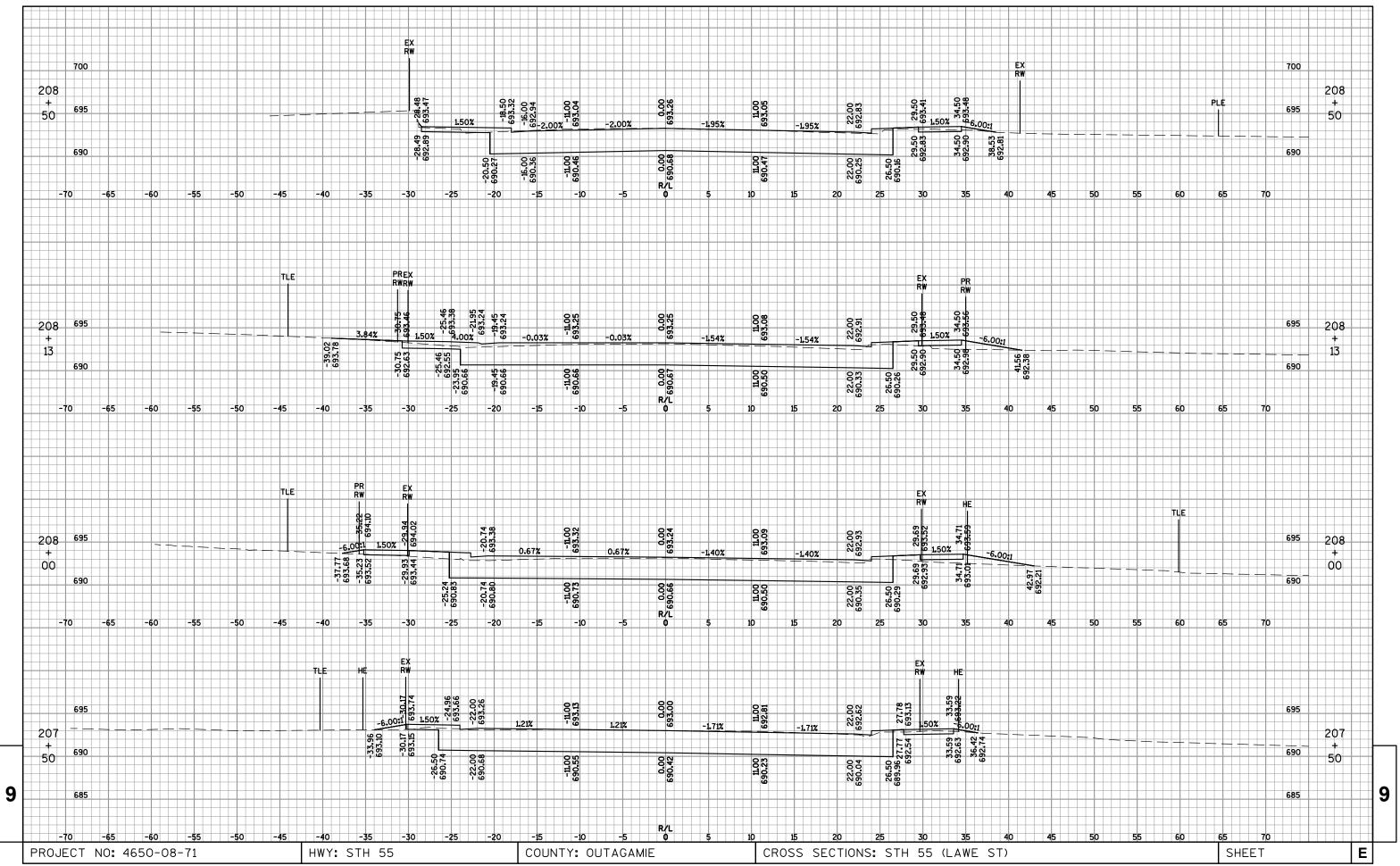
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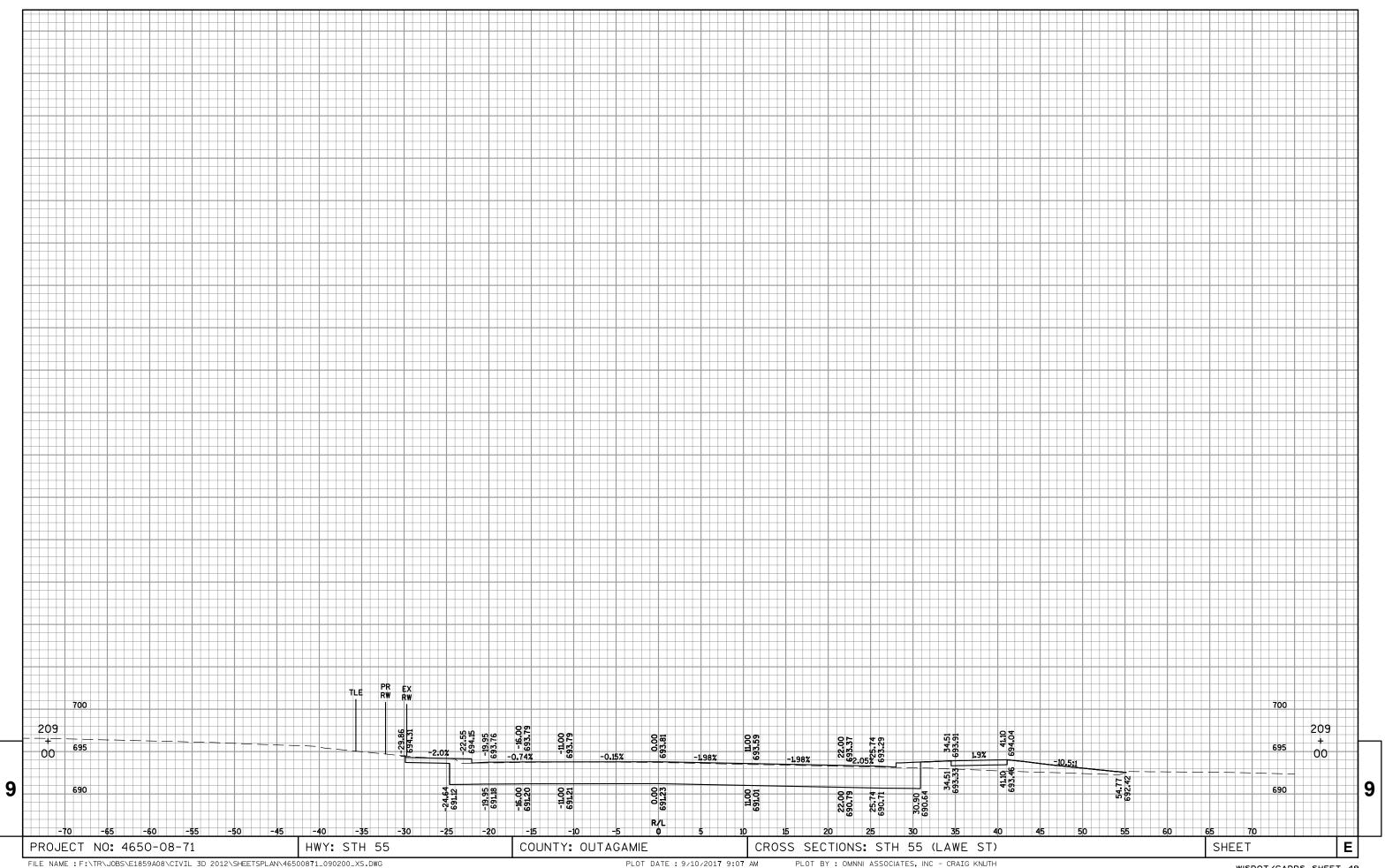
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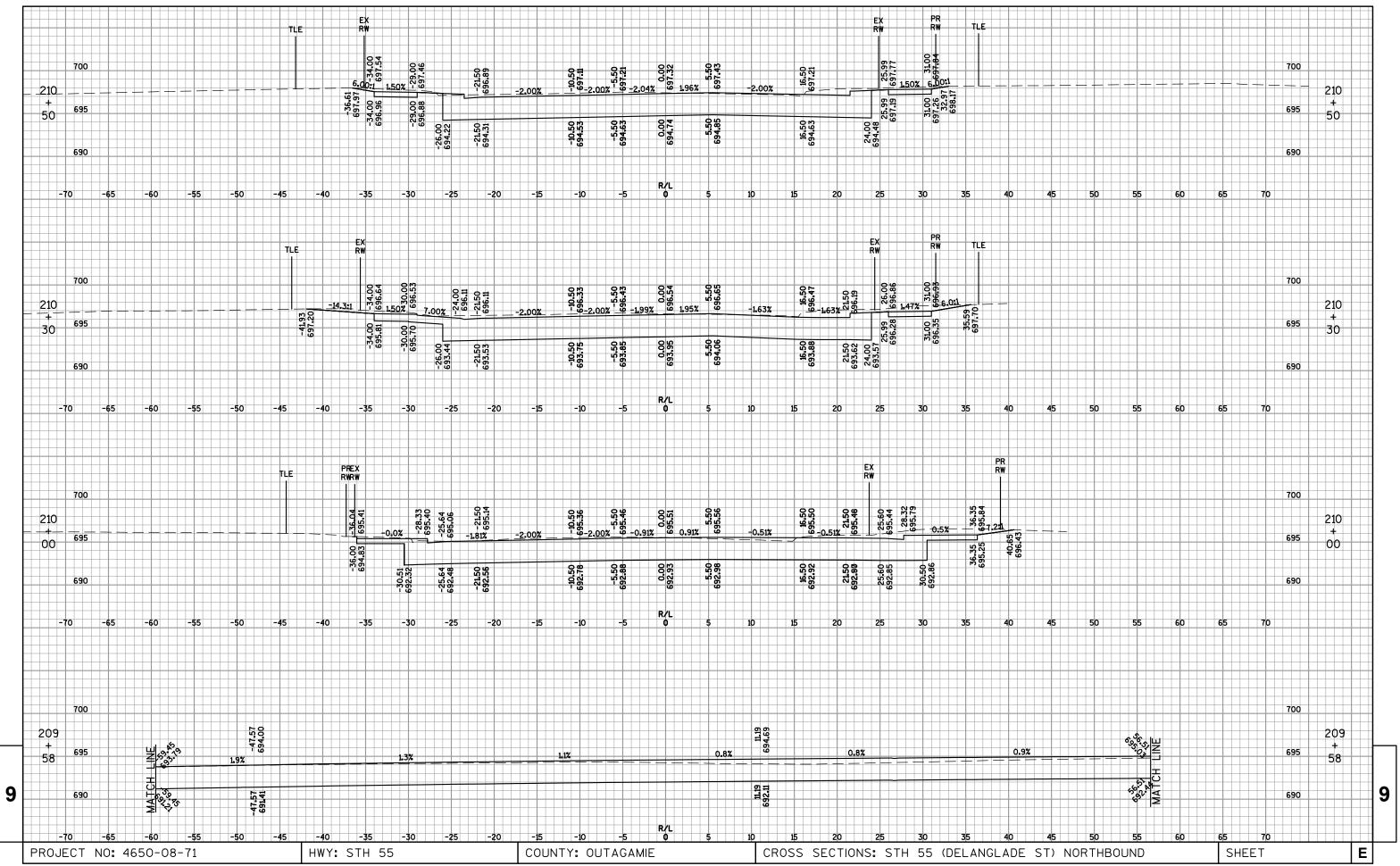
IH-41 SB ON RAMP ("DD") AREA (SF)					Incremer	ital Vol (CY) (Unadjus	ted)		Cumulativ	e Vol (CY)		
STATION	Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut 1.00	Expanded Fill	Expanded EBS Backfill 1.25	Mass Ordinate
					Note 1	Note 2	Note 3		Note 1		Note 5	Note 8
1101+50	30.10	0.00	18.83			0	0	0	0	0	0	0.00
1102+00	33.45	0.00	19.70			0	36	0	59	45	0	14.25
1102+50	31.12	0.00	18.07			0	35	0	119	88	0	30.32
1103+00	29.69	0.00	17.92			0	33	0	175	130	0	44.97
1103+50	26.31	0.00	17.44			0	33	0	227	171	0	55.92
1104+00	21.01	0.00	22.83			0	37	0	271	217	0	53.13
1104+50	20.67	0.00	24.54			0	44	0	309	272	0	36.90
1105+00	15.25	0.00	23.78			0	45	0	342	328	0	14.23
1105+50	18.33	0.00	22.40			0	43	0	374	382	0	-8.12
1106+00	18.59	0.00	23.01			0	42	0	408	434	0	- 26.49
1106+50	16.15	0.00	23.65			0	43	0	440	488	0	- 48.32
1107+00	17.21	0.00	20.54			0	41	0	471	539	0	-68.58
1107+50	14.81	0.00	23.81			0	41	0	500	591	0	- 90.26
1108+00	16.16	0.00	20.23			0	41	0	529	642	0	-112.56
1108+50	18.92	0.00	17.73			0	35	0	562	686	0	-124.01
1109+00	17.83	0.00	16.83			0	32	0	596	726	0	-129.99
1109+50	17.47	0.00	17.92			0	32	0	628	766	0	-137.53
1110+00	19.74	0.00	16.80			0	32	0	663	806	0	-143.27
1110+50	23.39	0.00	18.25	0.00	40	0	32	0	703	847	0	-143.90
1111+00	21.66	0.00	25.14			0	40	0	744	897	0	-152.40
1111+50	26.07	0.00	17.92			0	40	0	789	947	0	-158.04
1112+00	33.73	0.00	14.38			0	30	0	844	984	0	-140.06
1112+50	29.95	0.00	14.20			0	26	0	903	1,017	0	-114.18
1113+00	23.94	0.00	14.98			0	27	0	953	1,051	0	- 98.05
1113+50	39.98	0.00	16.57			0	29	0	1,012	1,087	0	- 75.37
1114+00	38.79	0.00	15.14			0	29	0	1,085	1,124	0	-39.14
1114+50	36.63	0.00	18.82			0	31	0	1,155	1,163	0	-8.62
1115+00	36.86	0.00	14.21	0.00	68	0	31	0	1,223	1,202	0	21.19
1115+50	27.74	0.00	20.44	0.00	60	0	32	0	1,283	1,242	0	40.90
1116+00	27.56	0.00	49.22	0.00	51	0	64	0	1,334	1,322	0	11.49
1116+50	54.65	13.31	46.86	0.00	76	12	89	0	1,410	1,434	0	-35.92
1117+00	74.68	13.13	28.96	0.00	120	24	70	0	1,530	1,521	0	- 28.40
1117+50	107.11	13.75	23.20	0.00	168	25	48	0	1,698	1,582	0	54.66
1118+00	116.33	13.08	23.95	0.00	207	25	44	0	1,905	1,636	0	182.14
1118+50	110.16	12.75	27.21	0.00	210	24	47	0	2,115	1,695	0	308.73
1119+00	98.78	12.75	24.52	0.00	193	24	48	0	2,308	1,755	0	418.71
1119+50	85.80	12.51	25.53	0.00	171	23	46	0	2,479	1,813	0	508.30
1120+00	80.62	12.17	26.97	0.00	154	23	49	0	2,633	1,874	0	578.78
1120+50	76.39	12.00	35.70	0.00	145	22	58	0	2,779	1,947	0	629.25
1121+00	166.32	12.12	40.93	0.00	225	22	71	0	3,003	2,035	0	742.97
1121+50	113.50	12.43	41.45	2.64	259	23	76	2	3,262	2,131	3	880.93
1122+00	222.99	15.61	31.26	1.18	312	26	67	4	3,574	2,215	7	1,077.96
1122+25	319.78	17.28	22.52	0.16	251	15	25	1	3,825	2,246	8	1,282.12

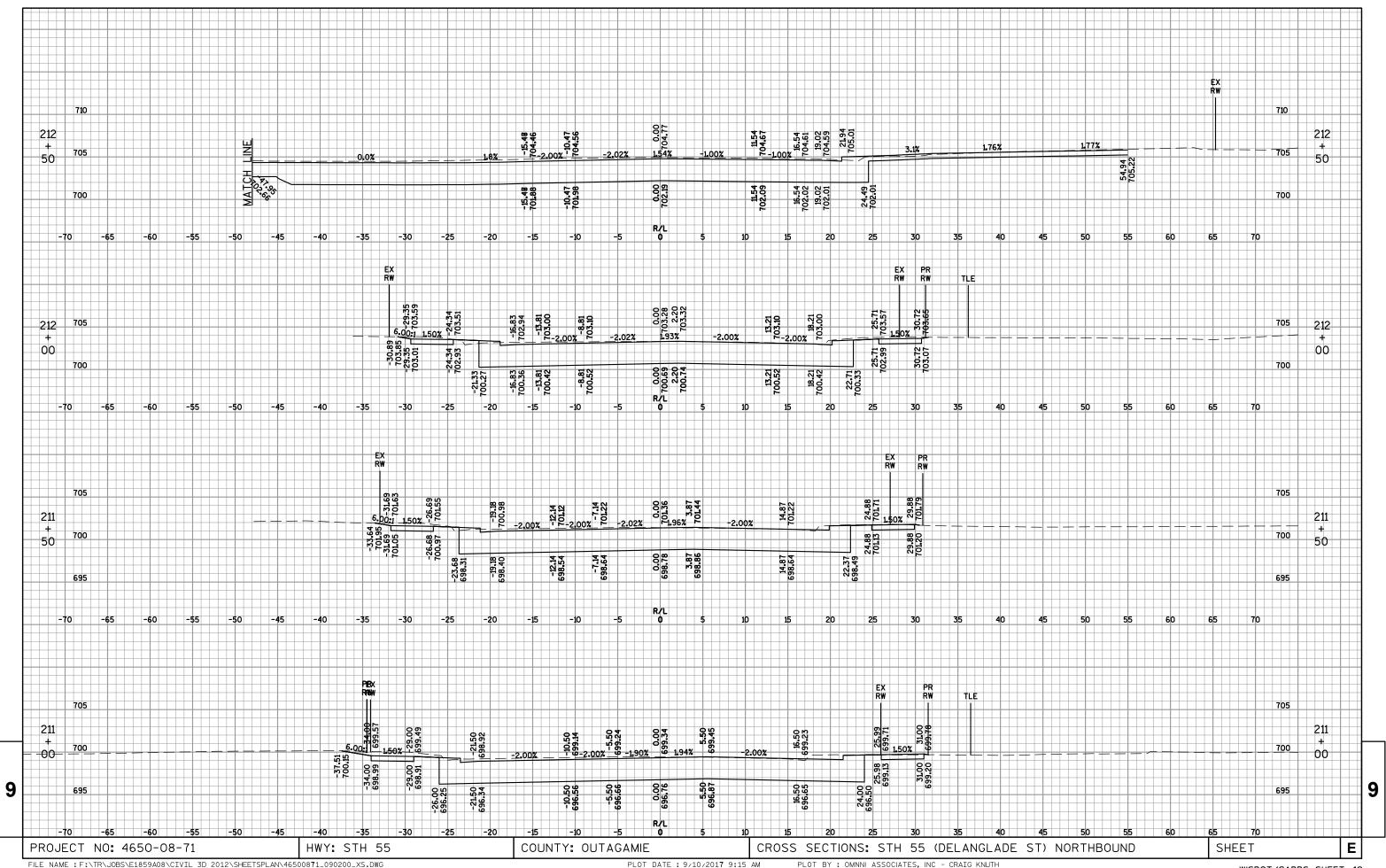
PROJECT NO: 4650-08-71 HWY: STH 55 COUNTY: OUTAGAMIE EARTHWORK: STAGE 3 SHEET E

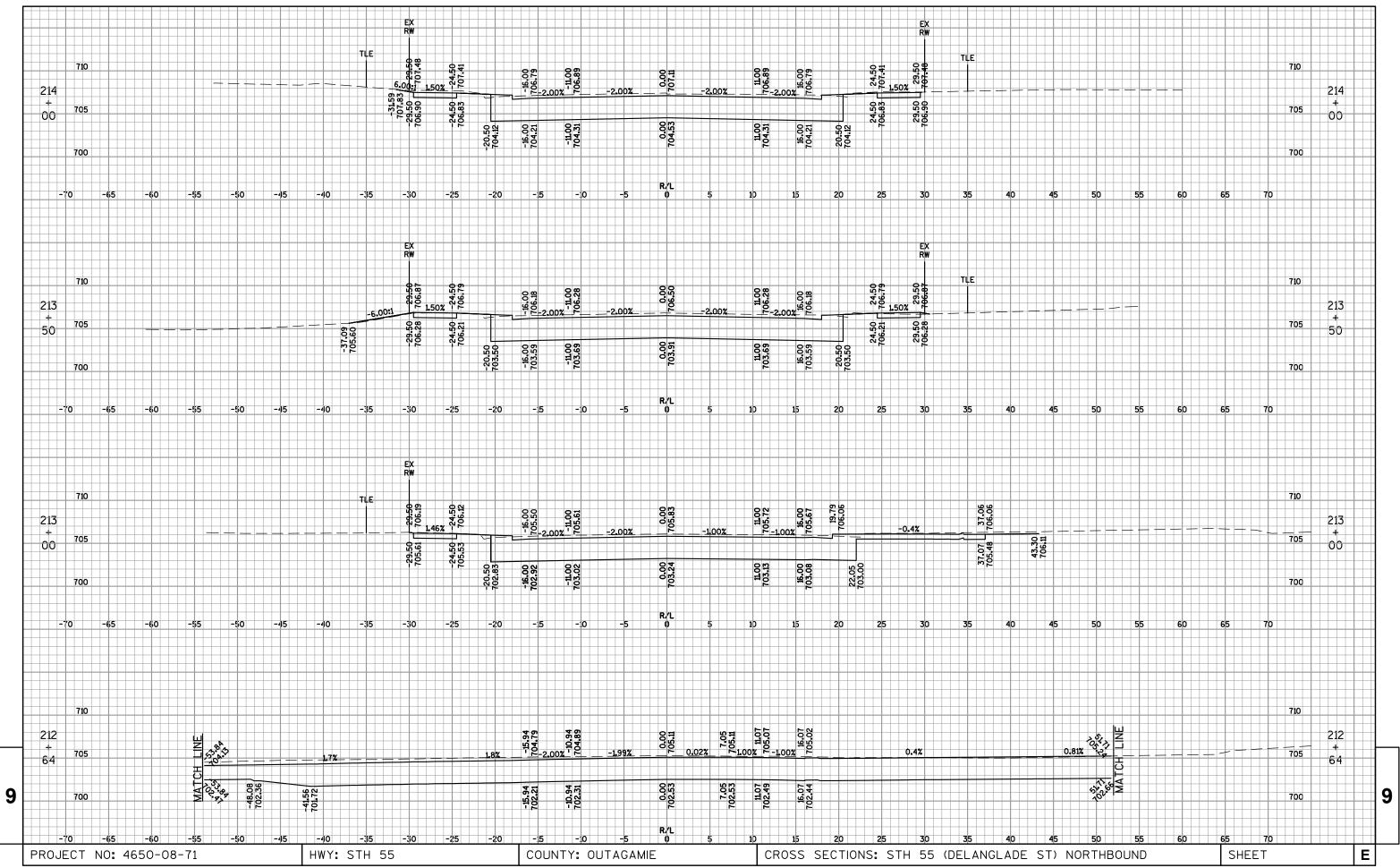
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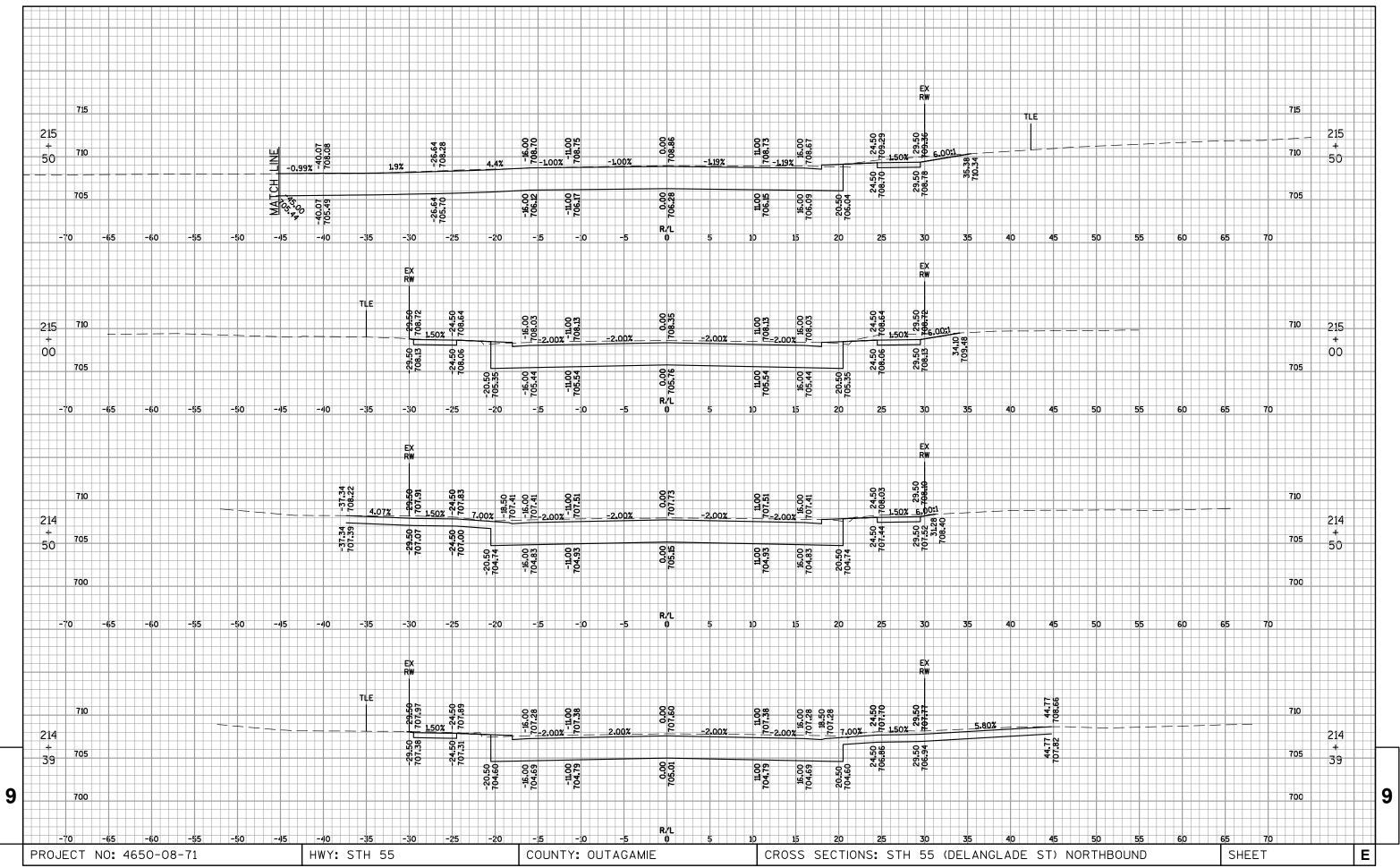


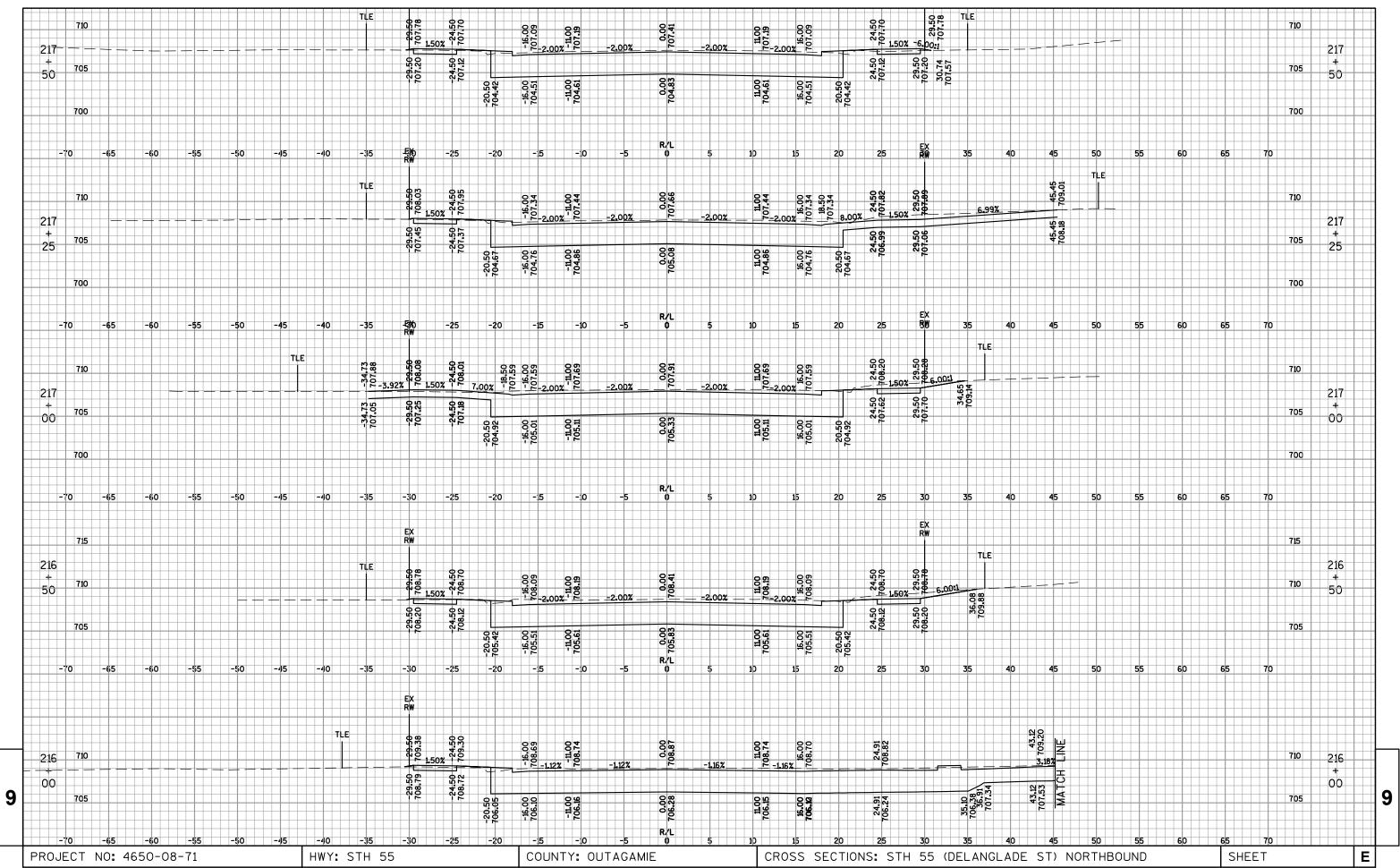


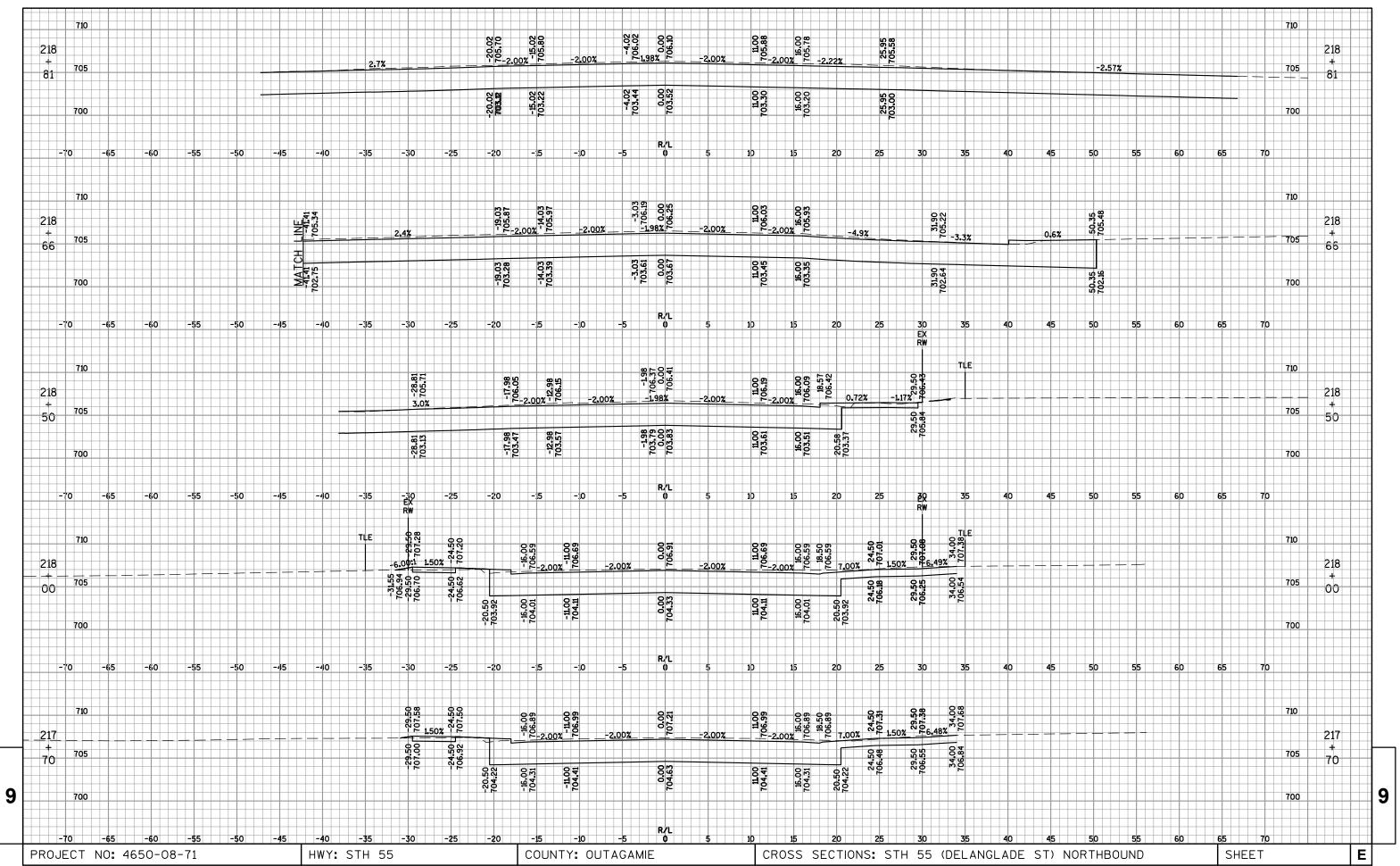


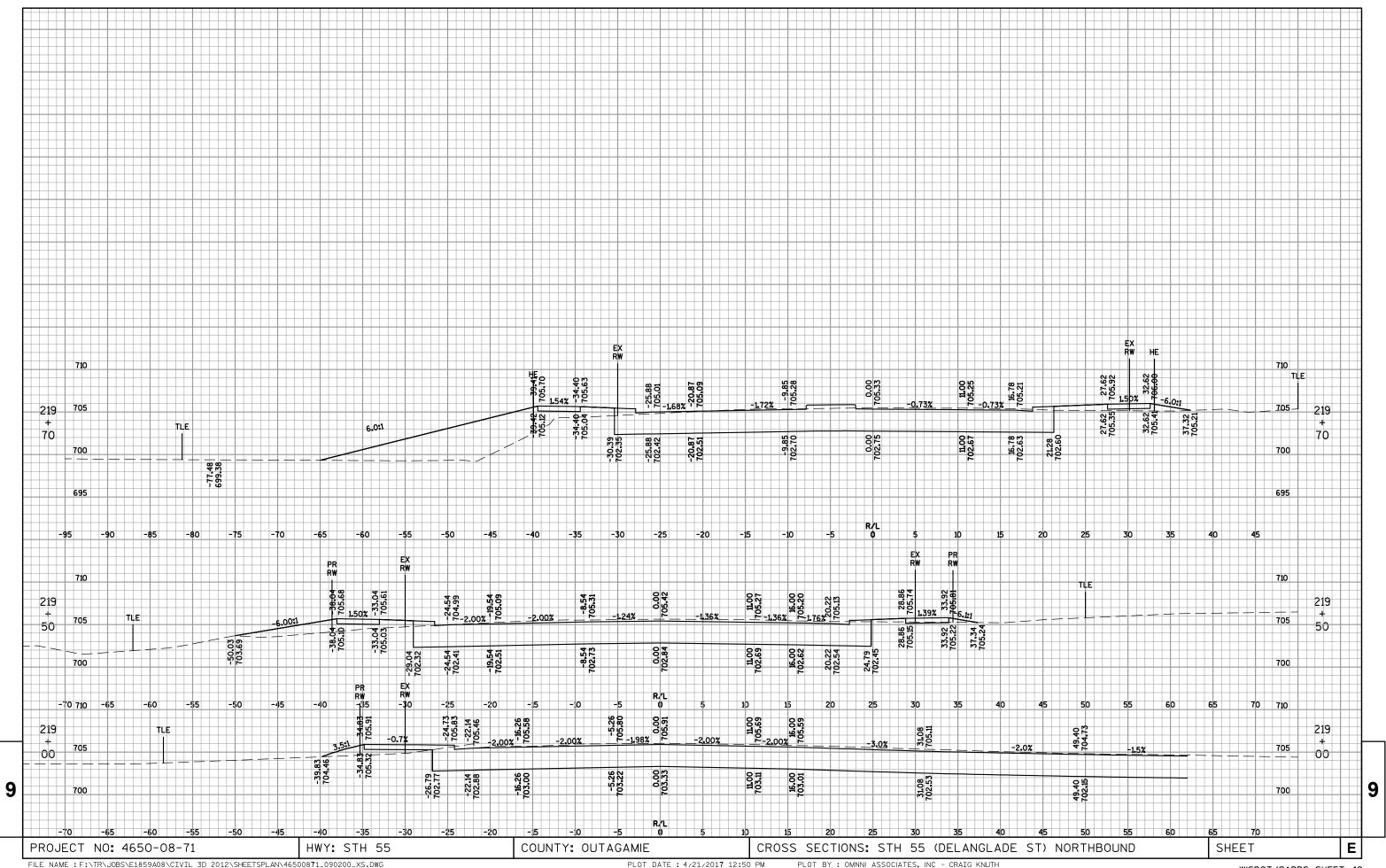


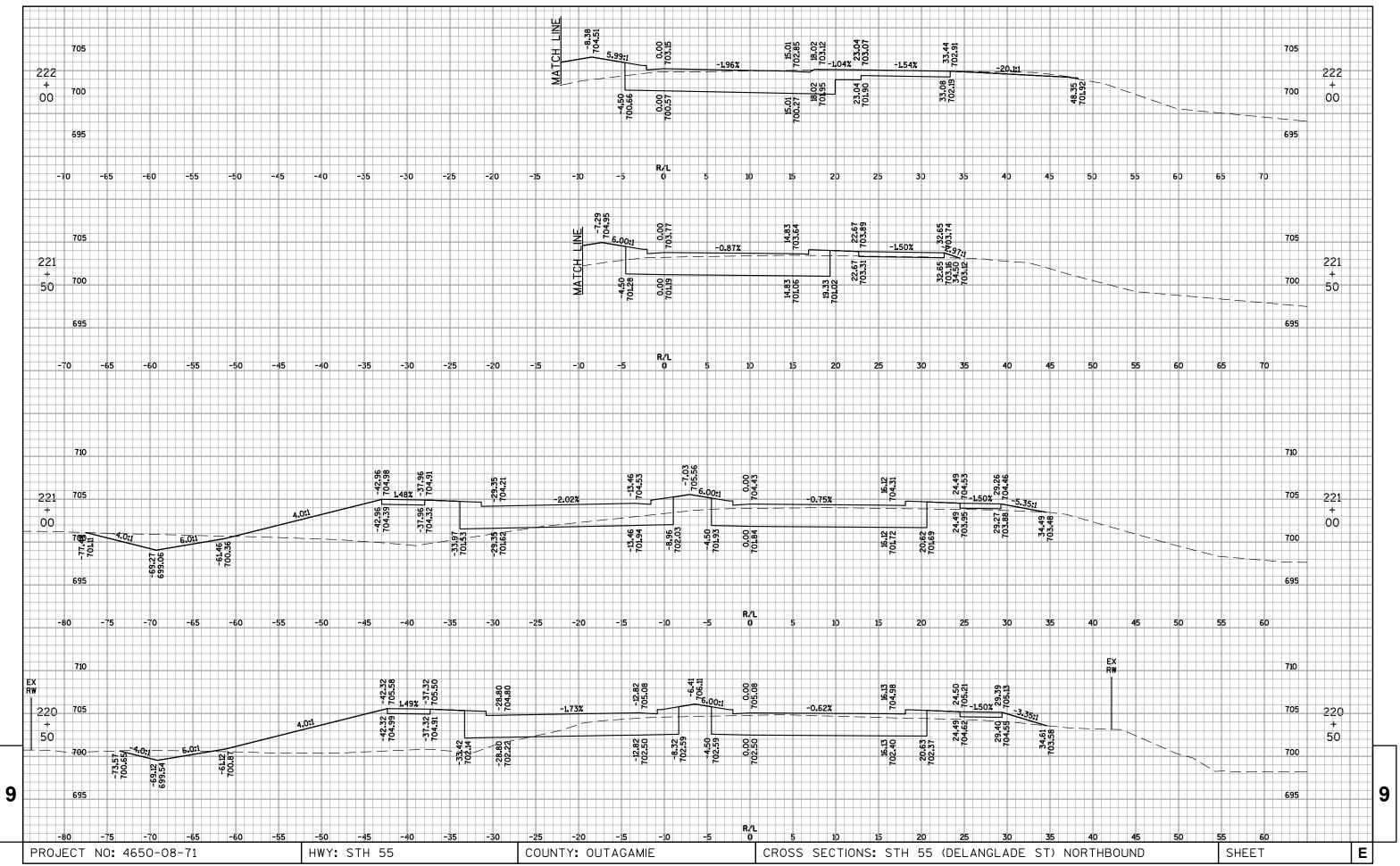


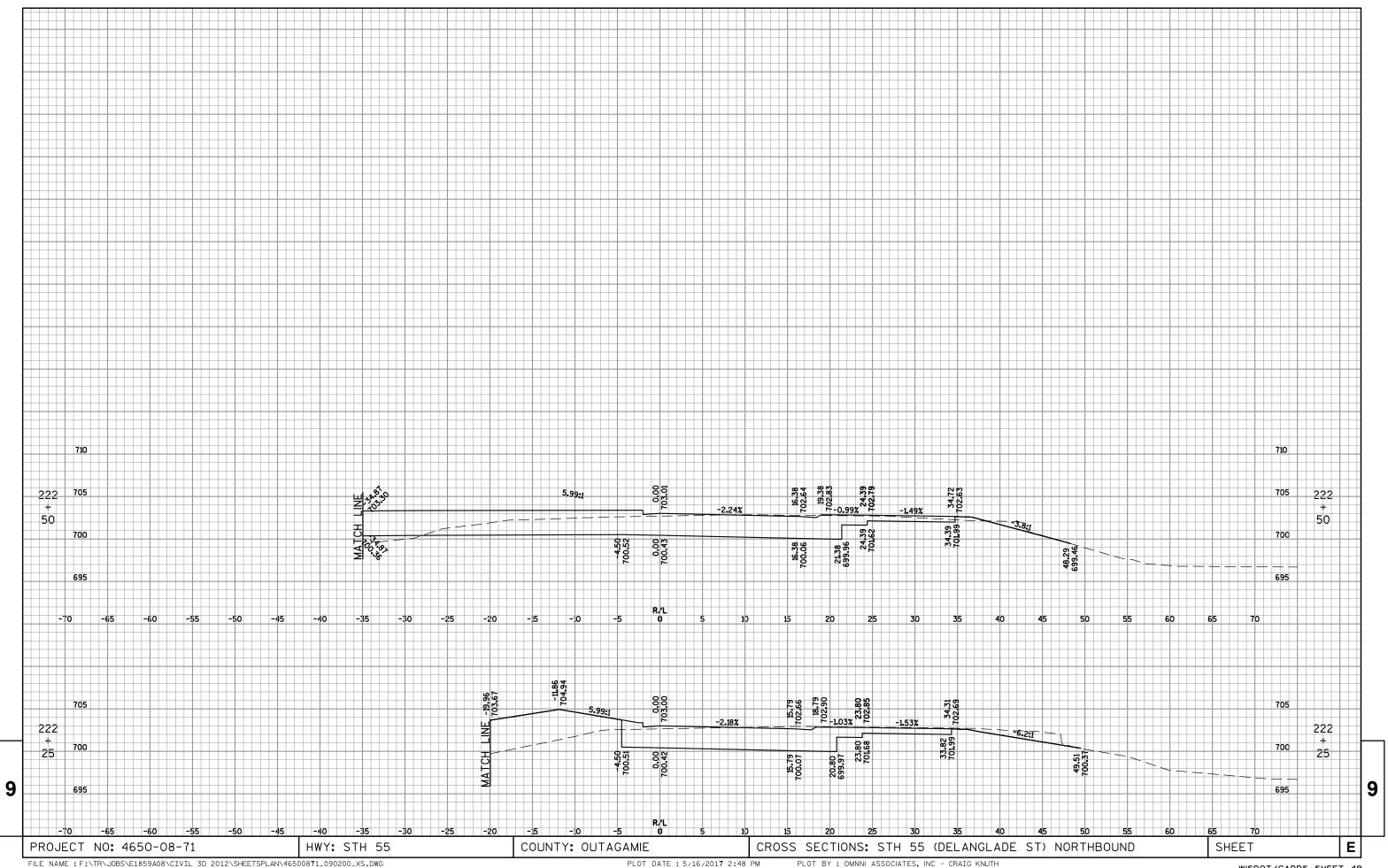


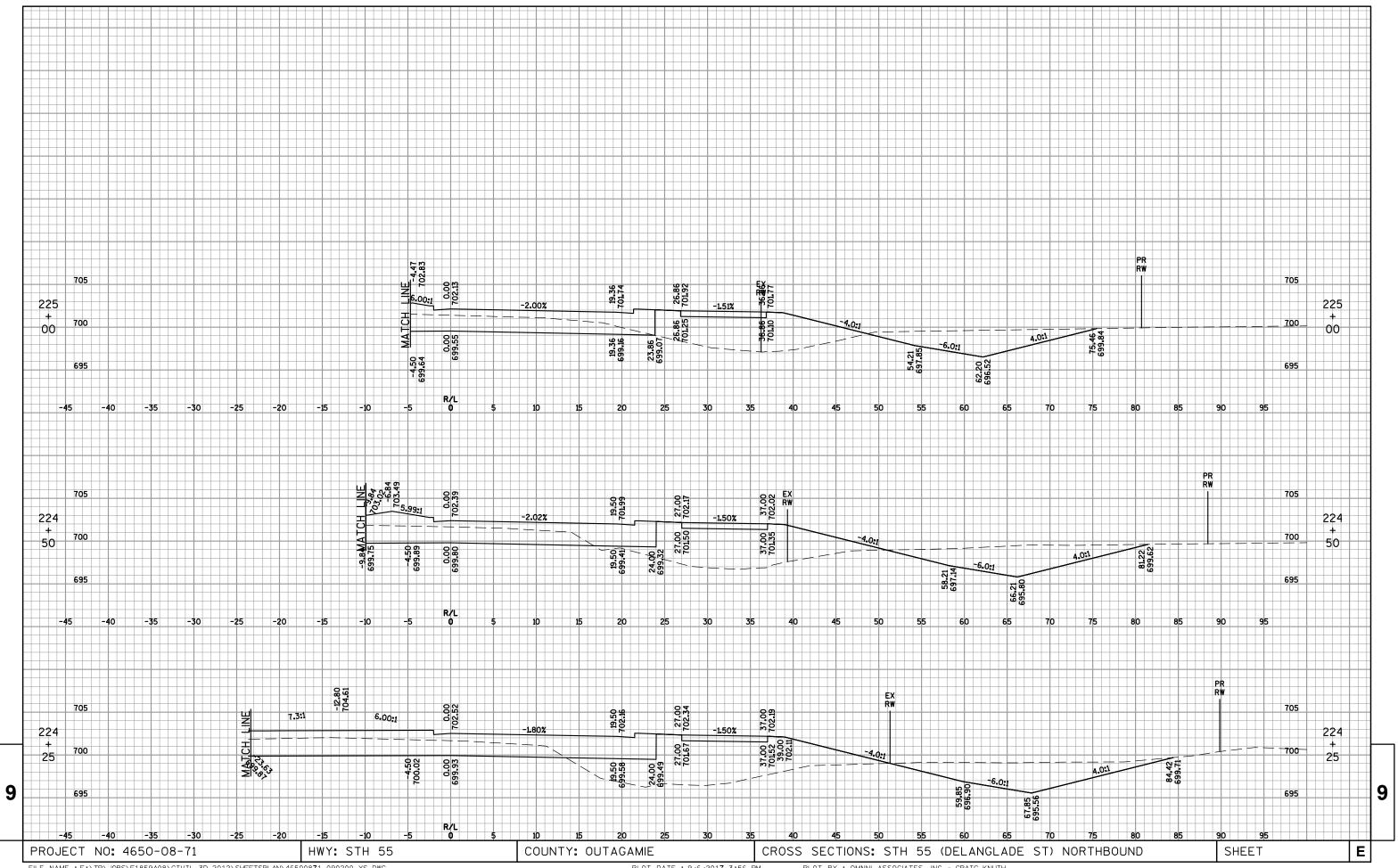


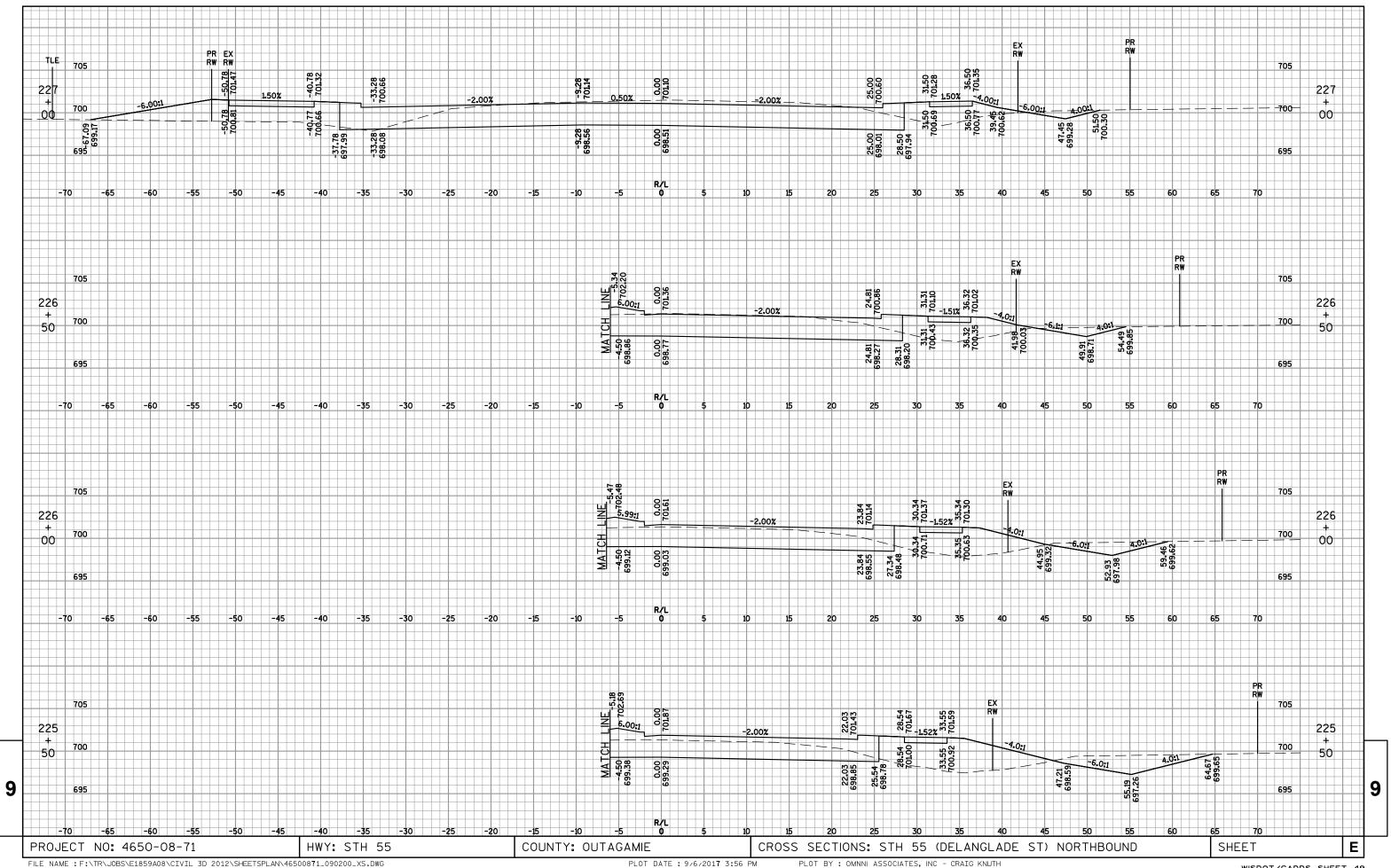


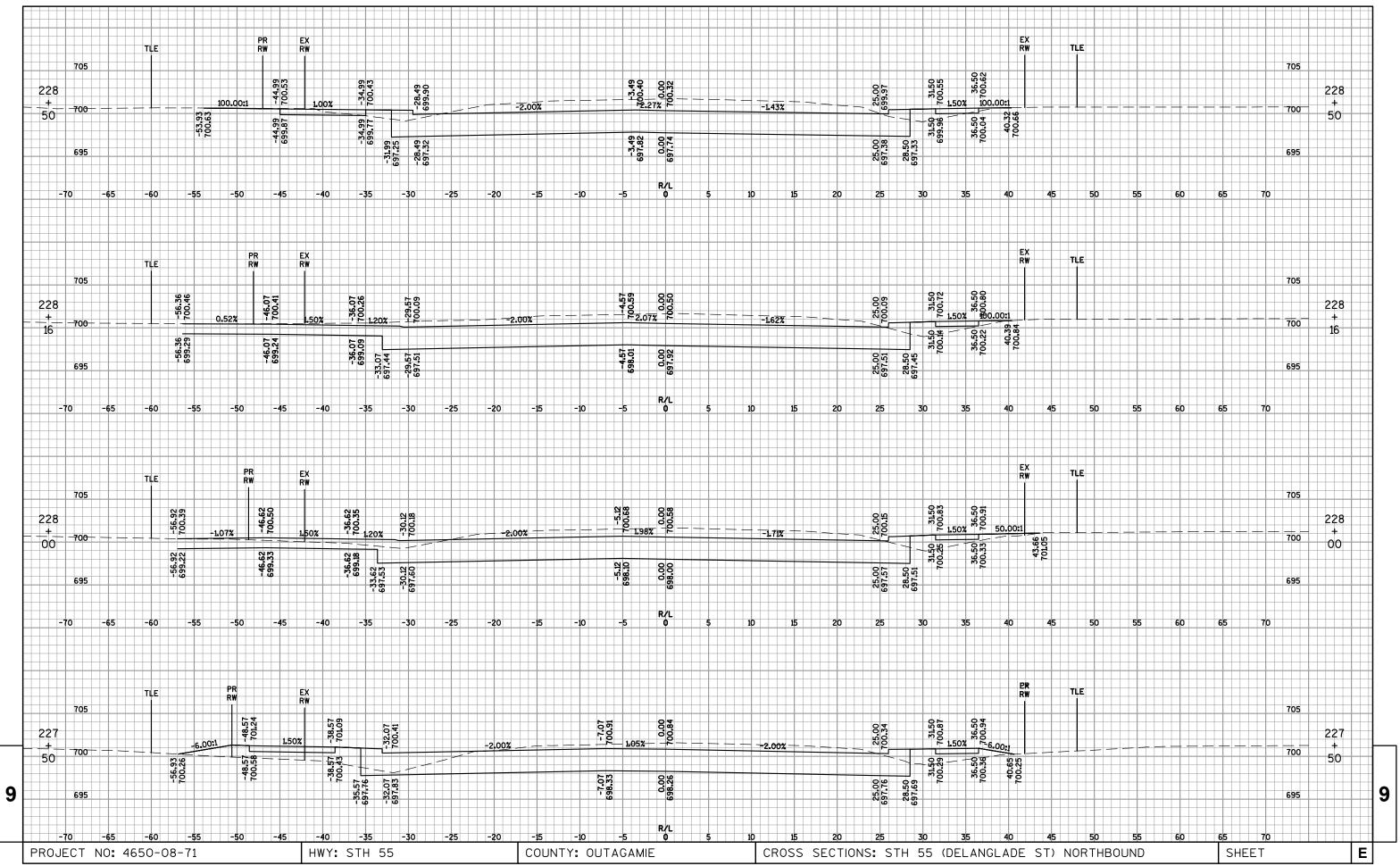


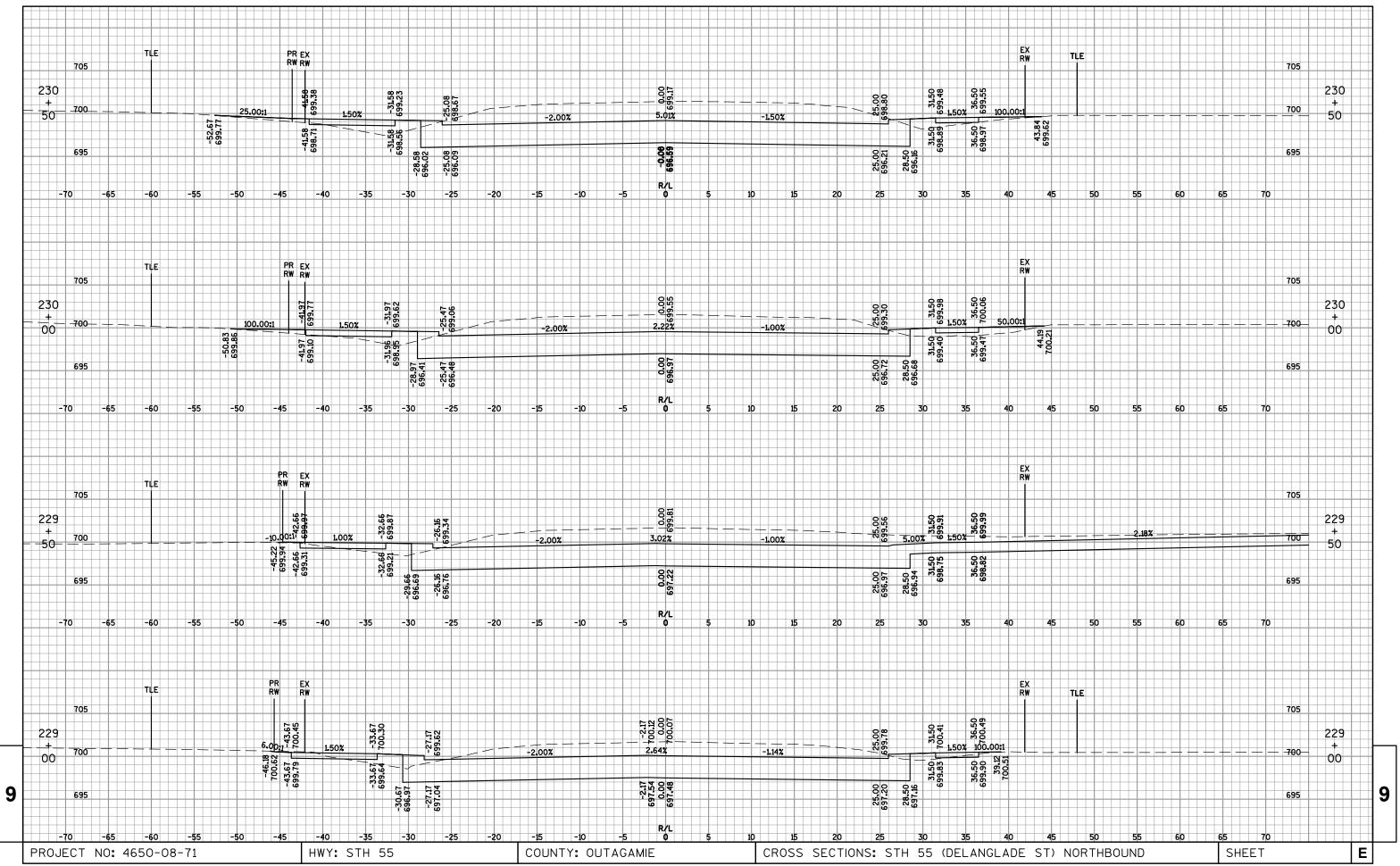


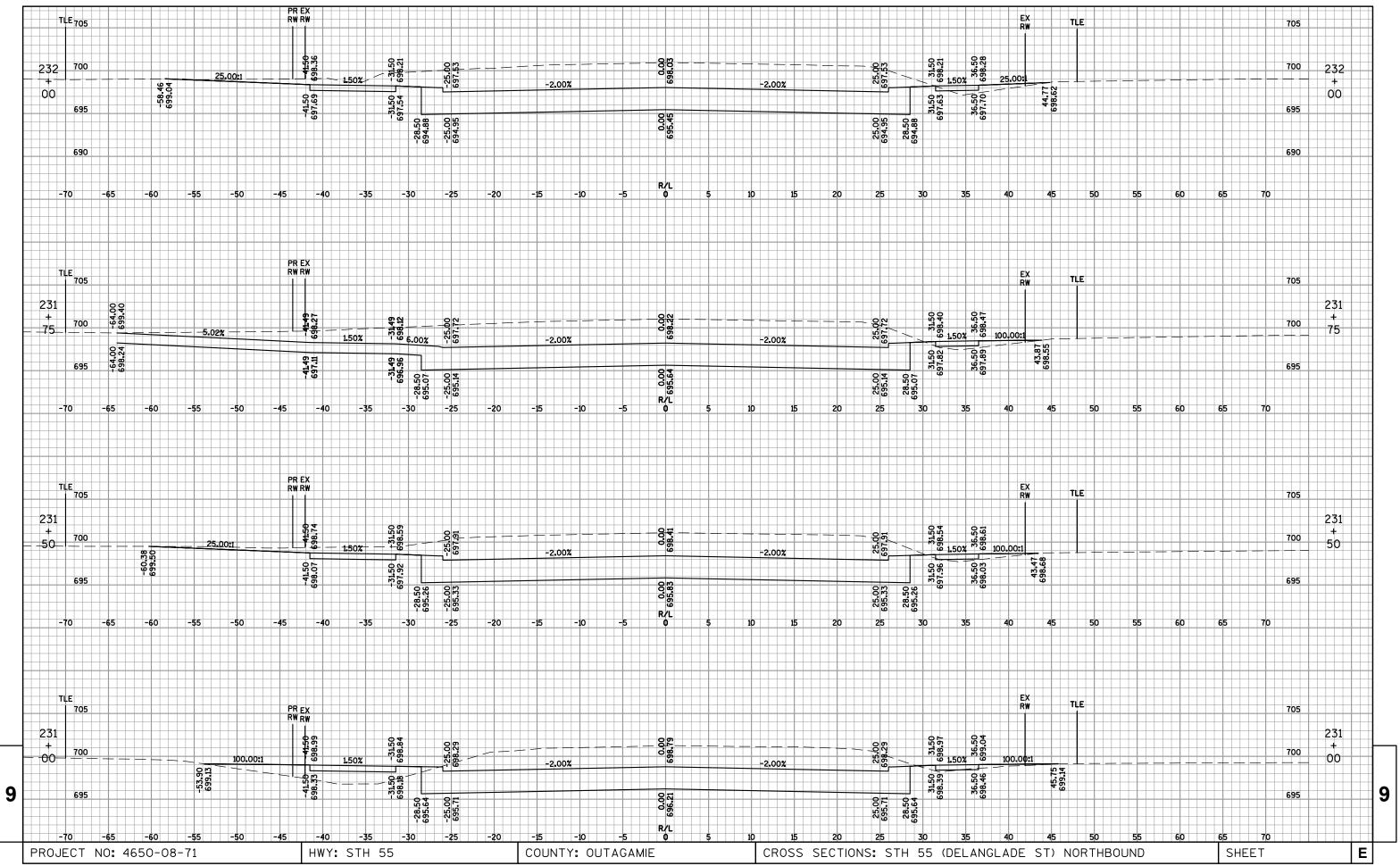


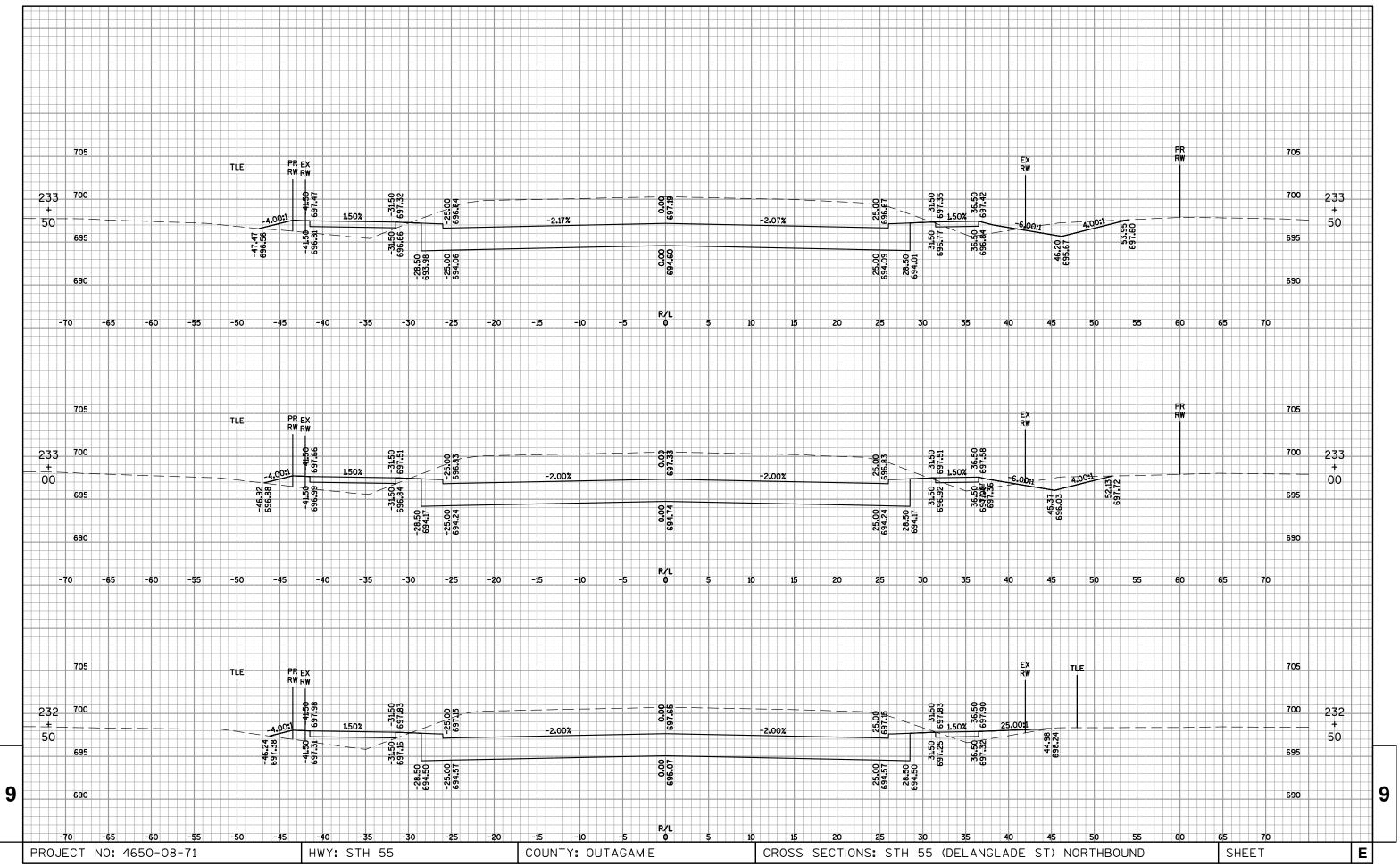


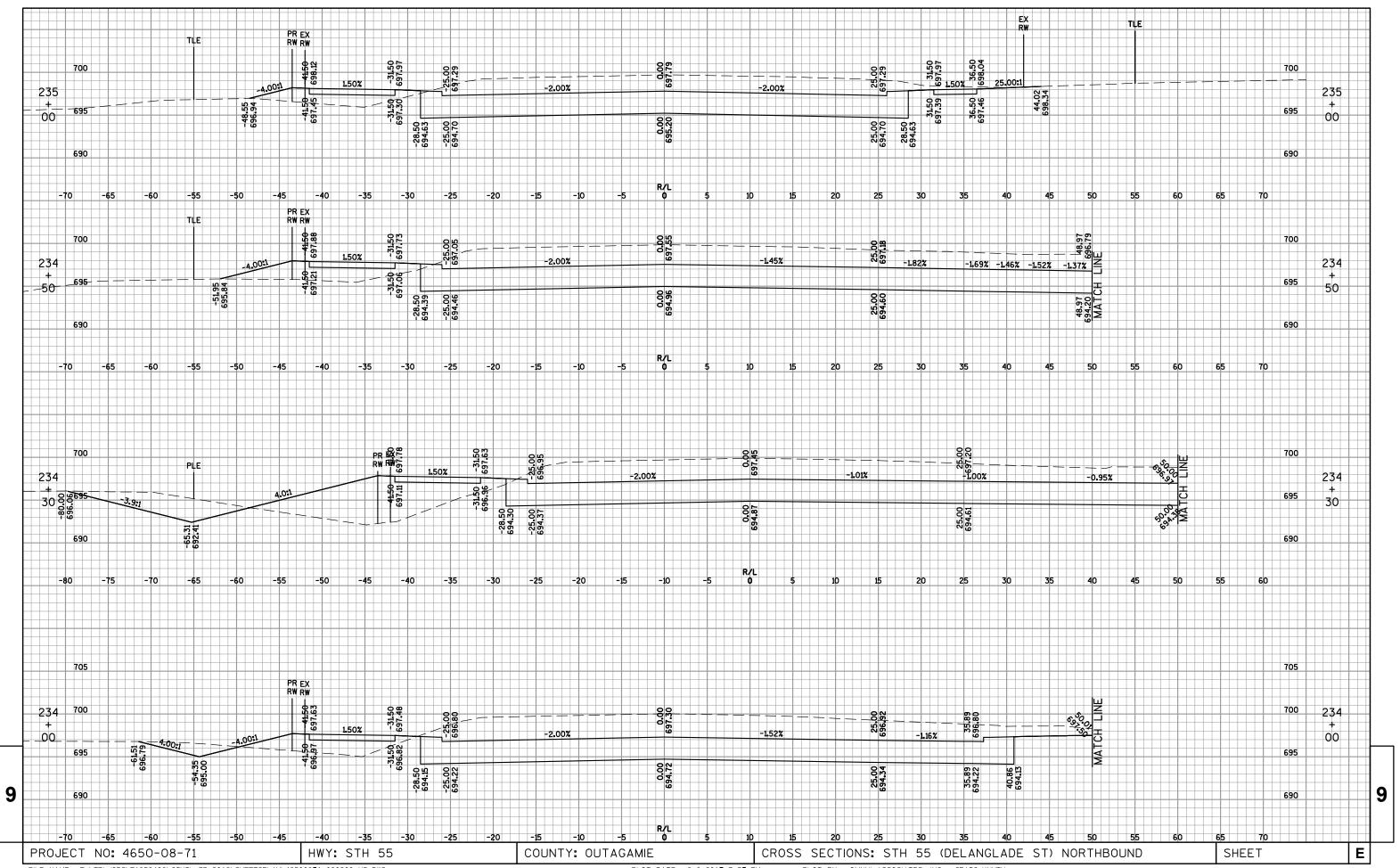


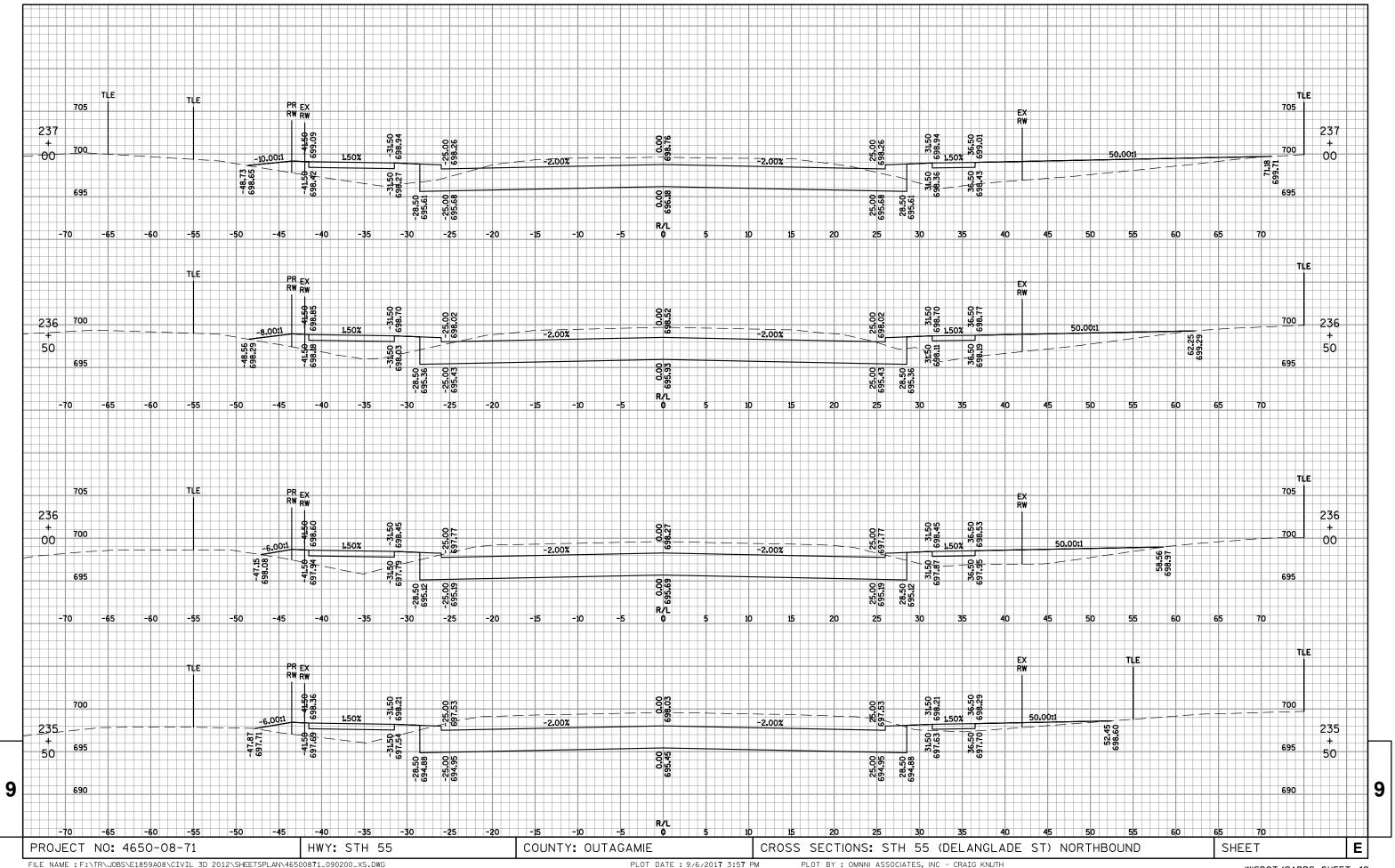


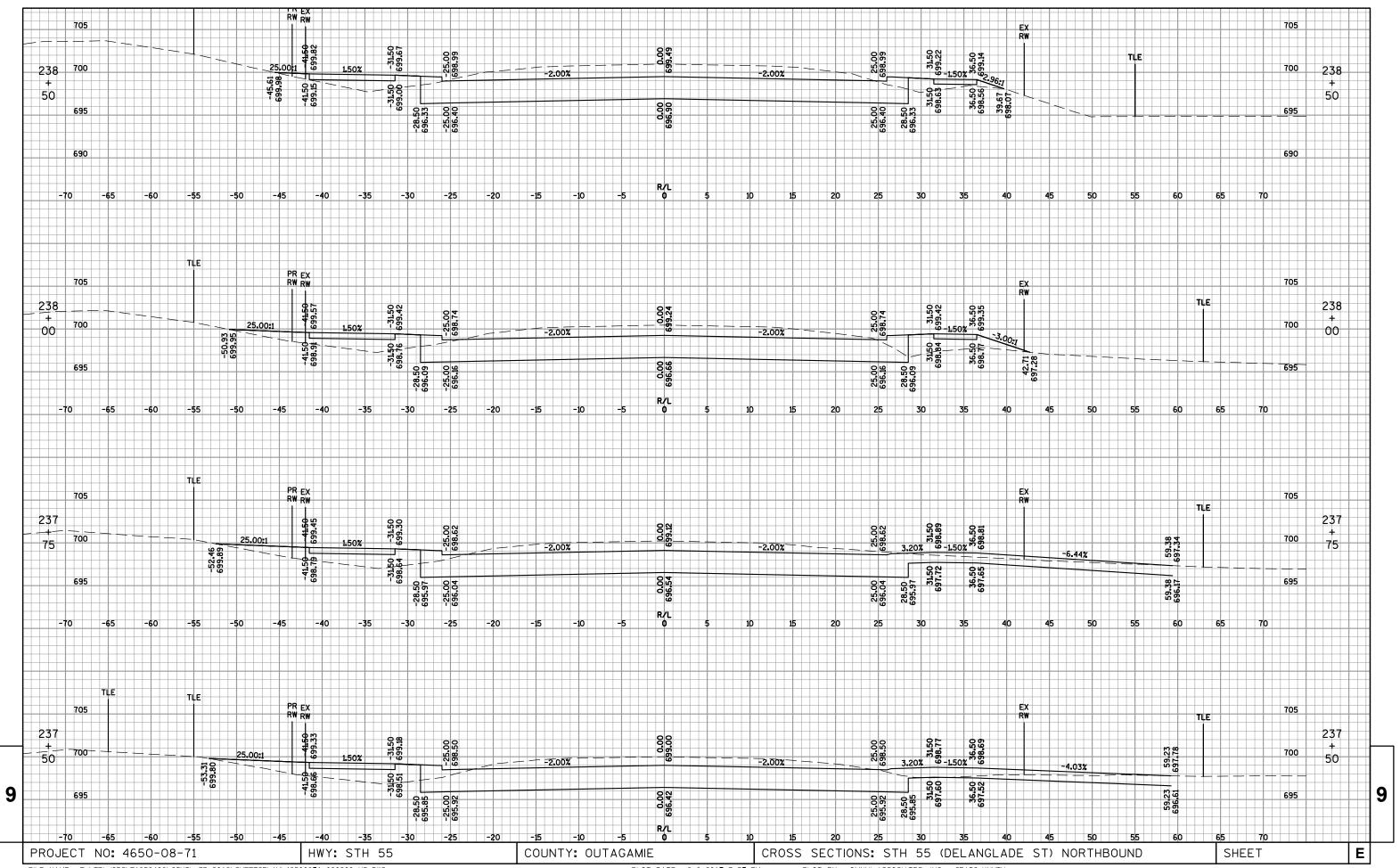


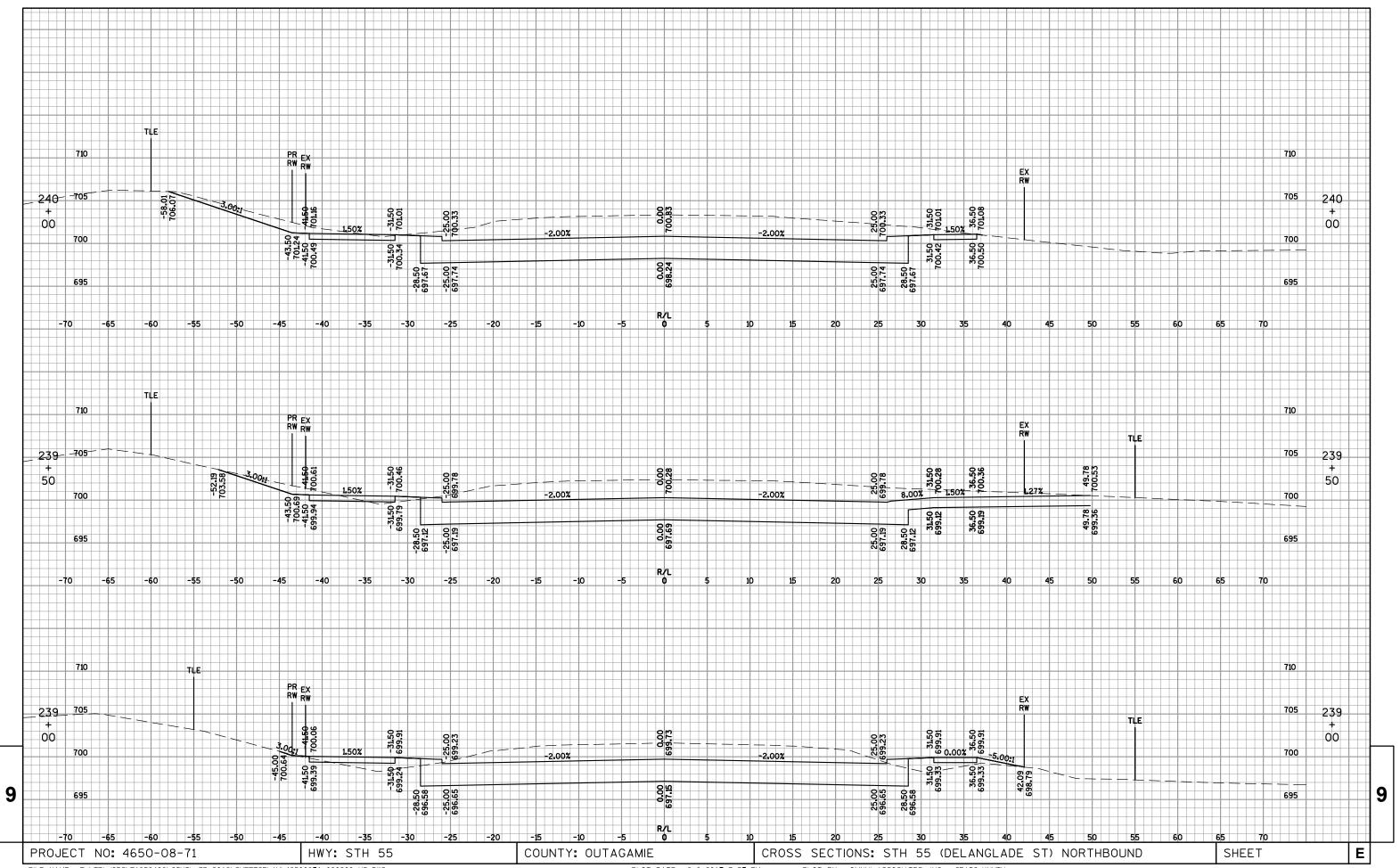


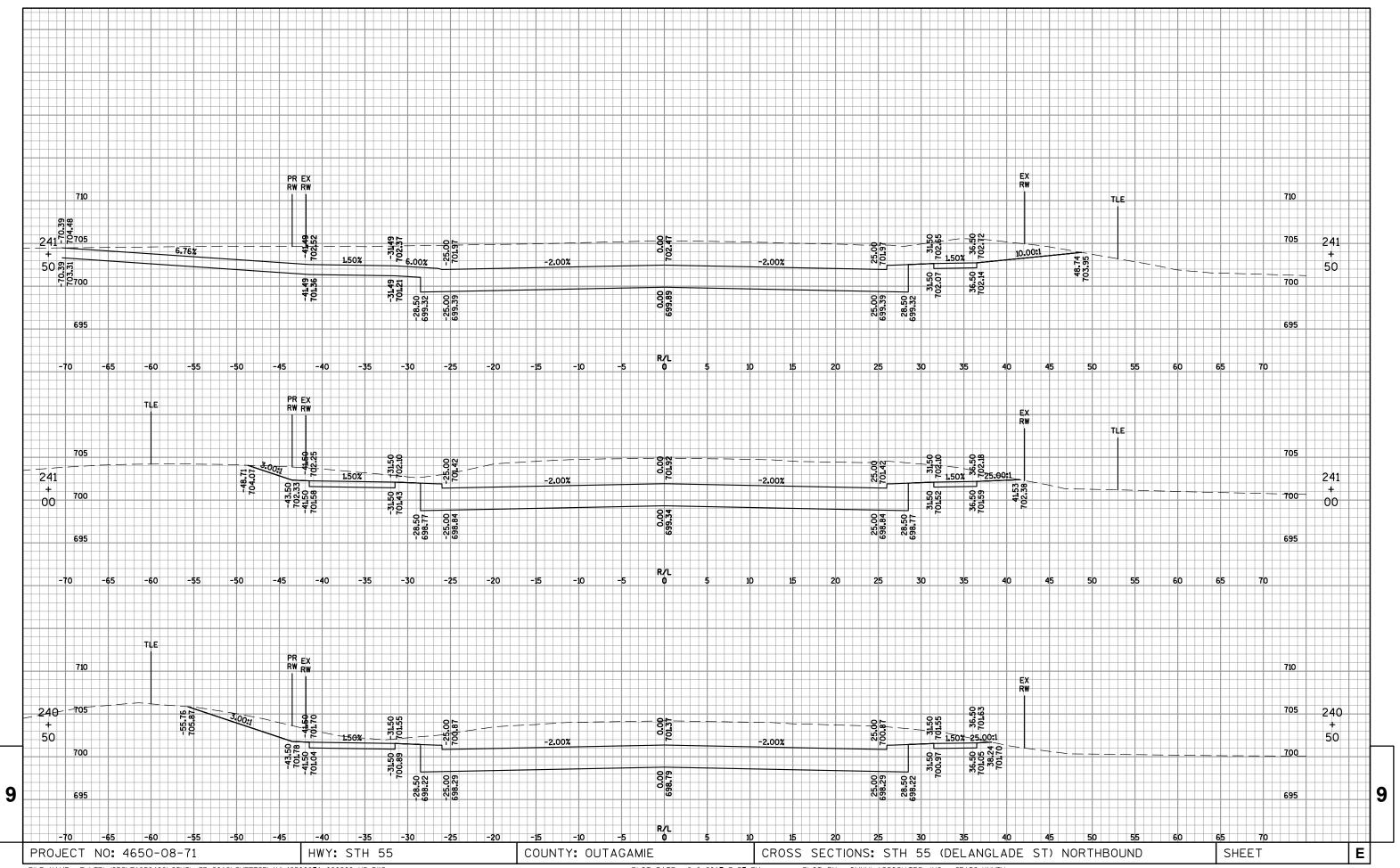


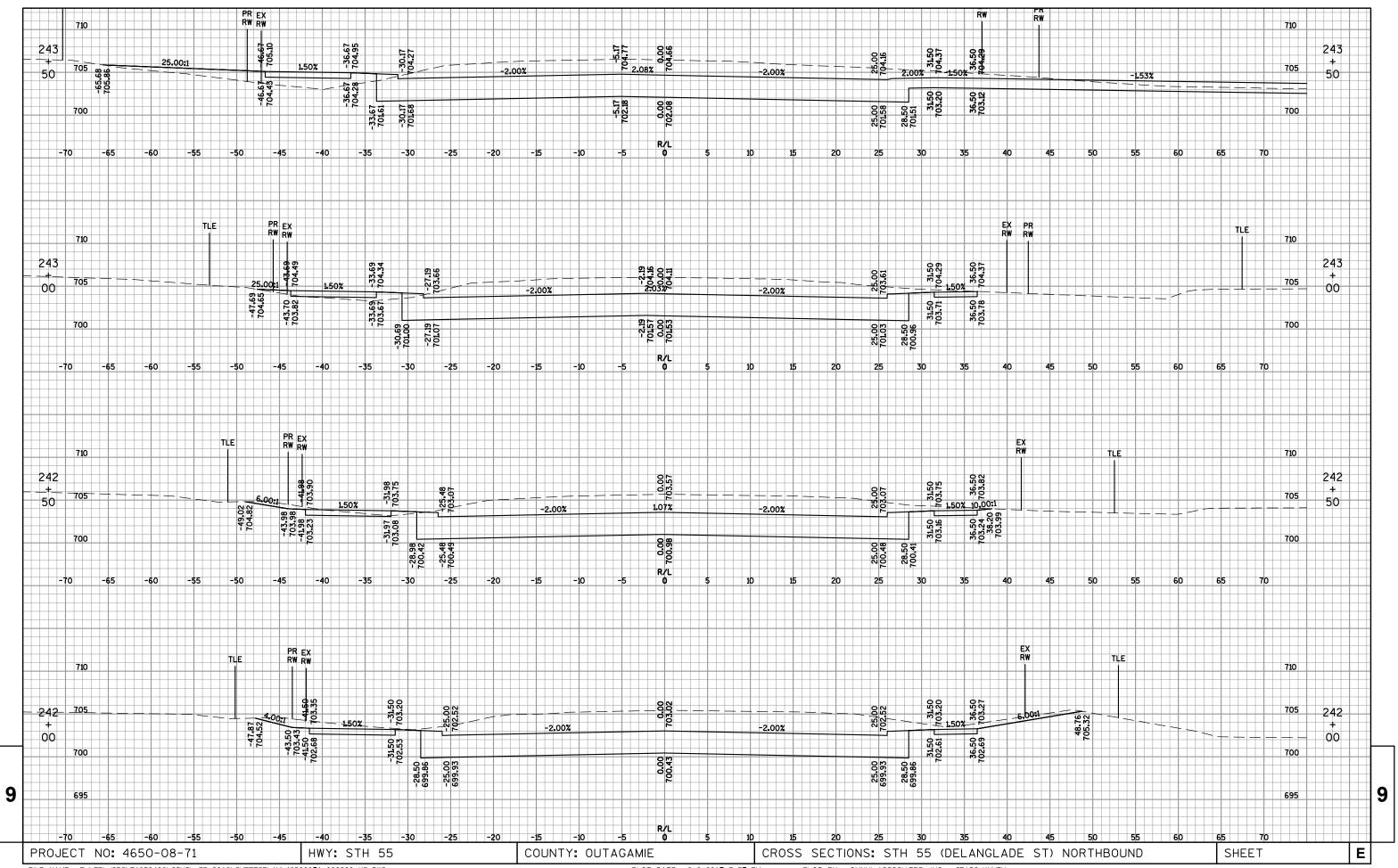


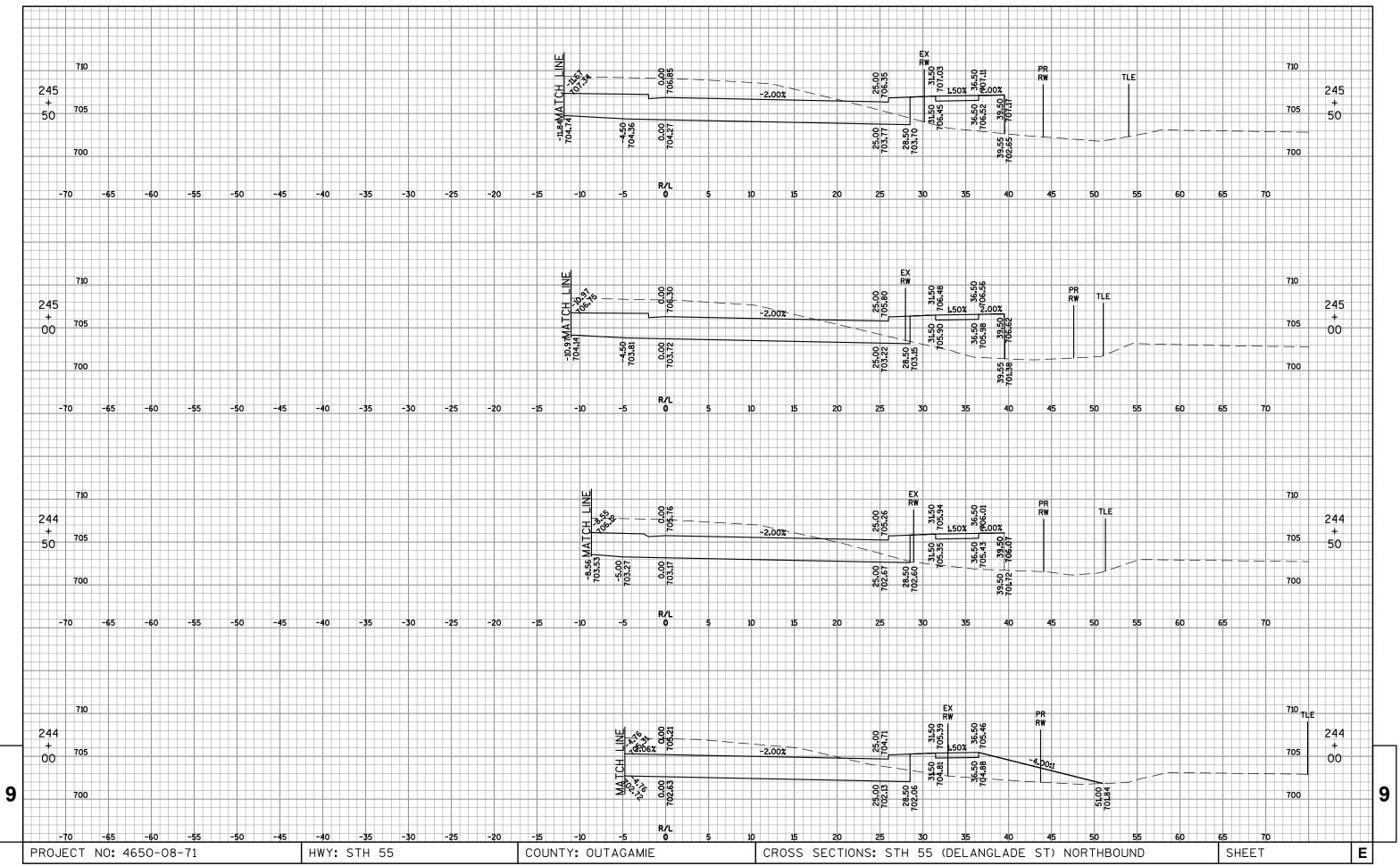


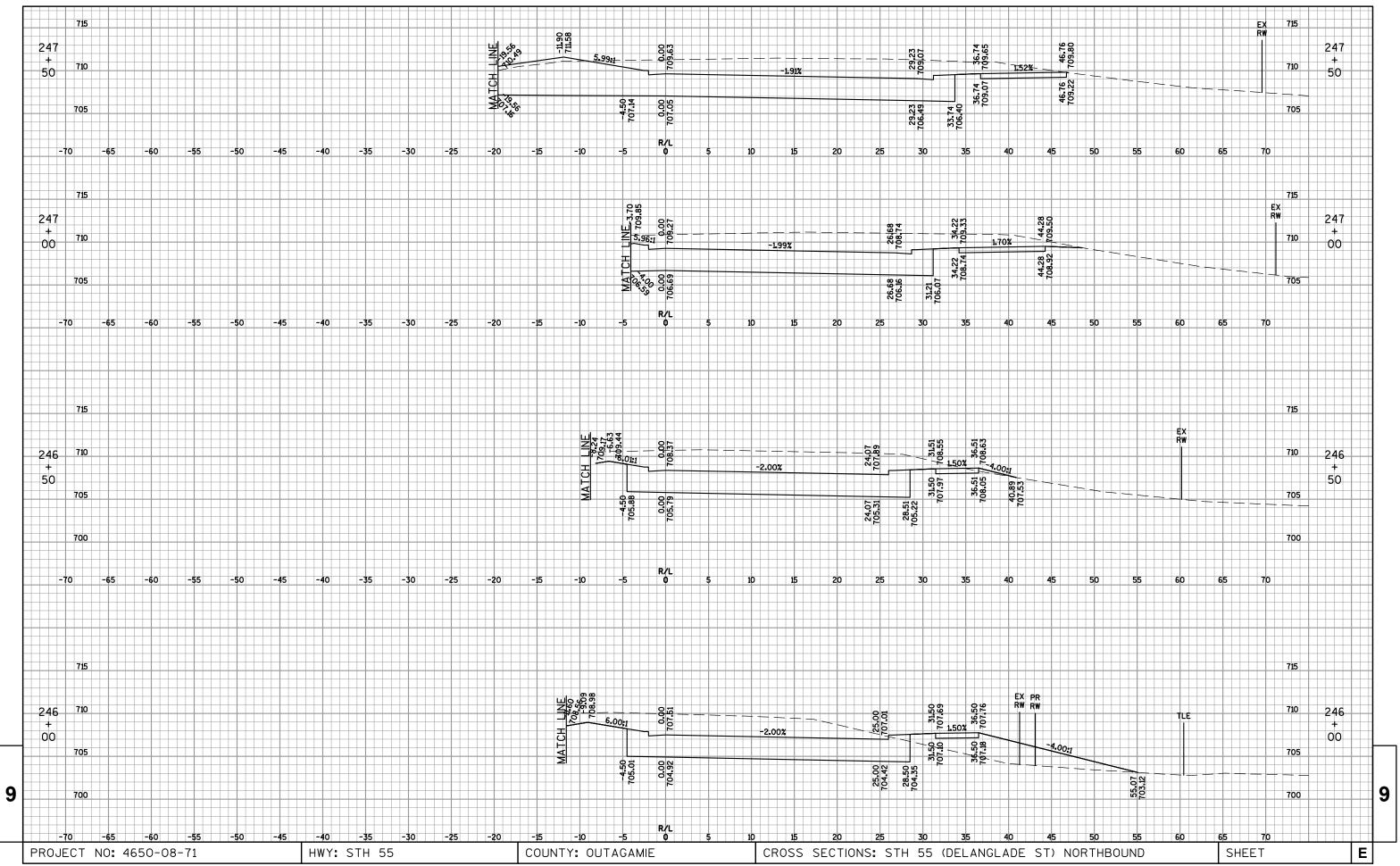


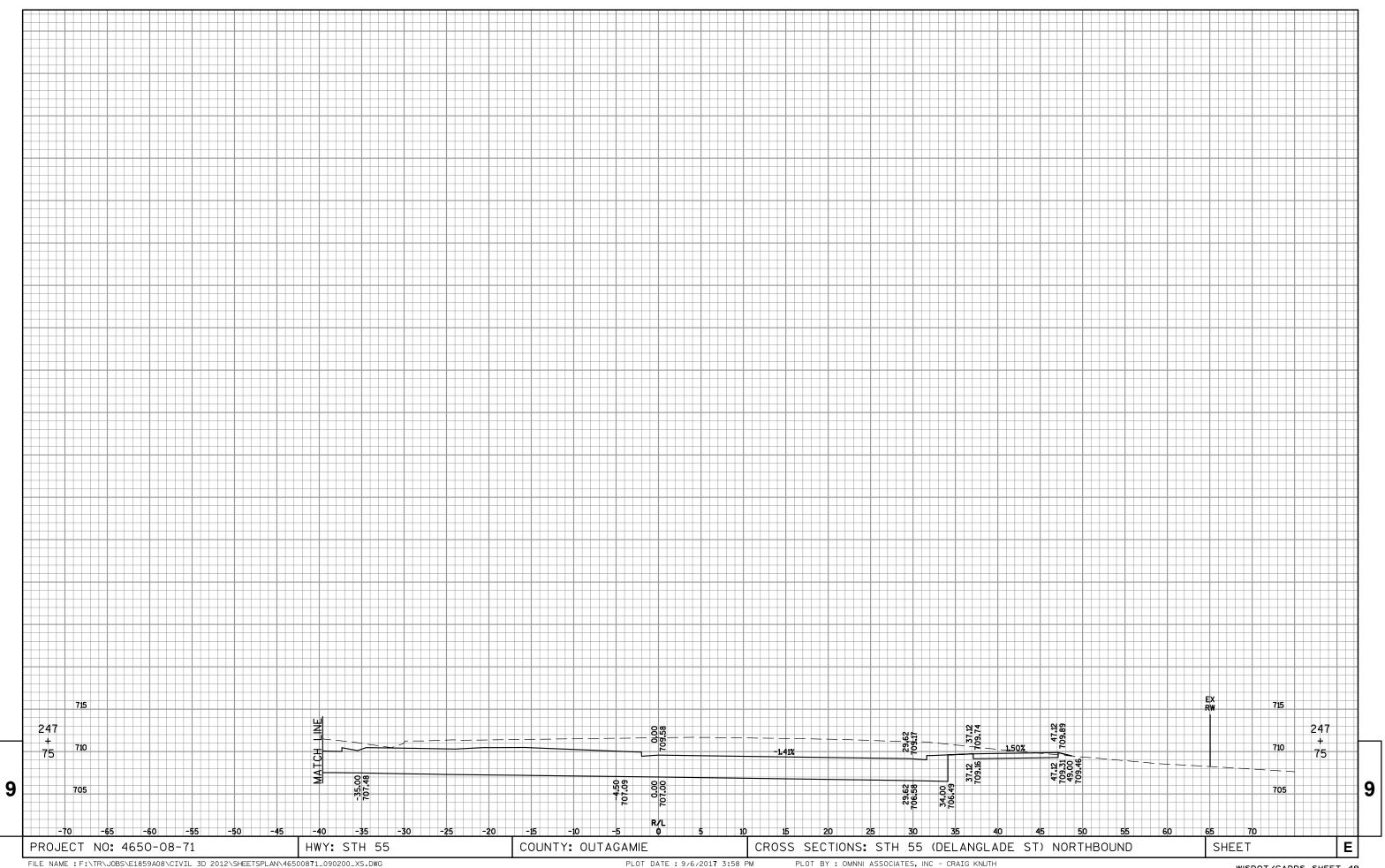


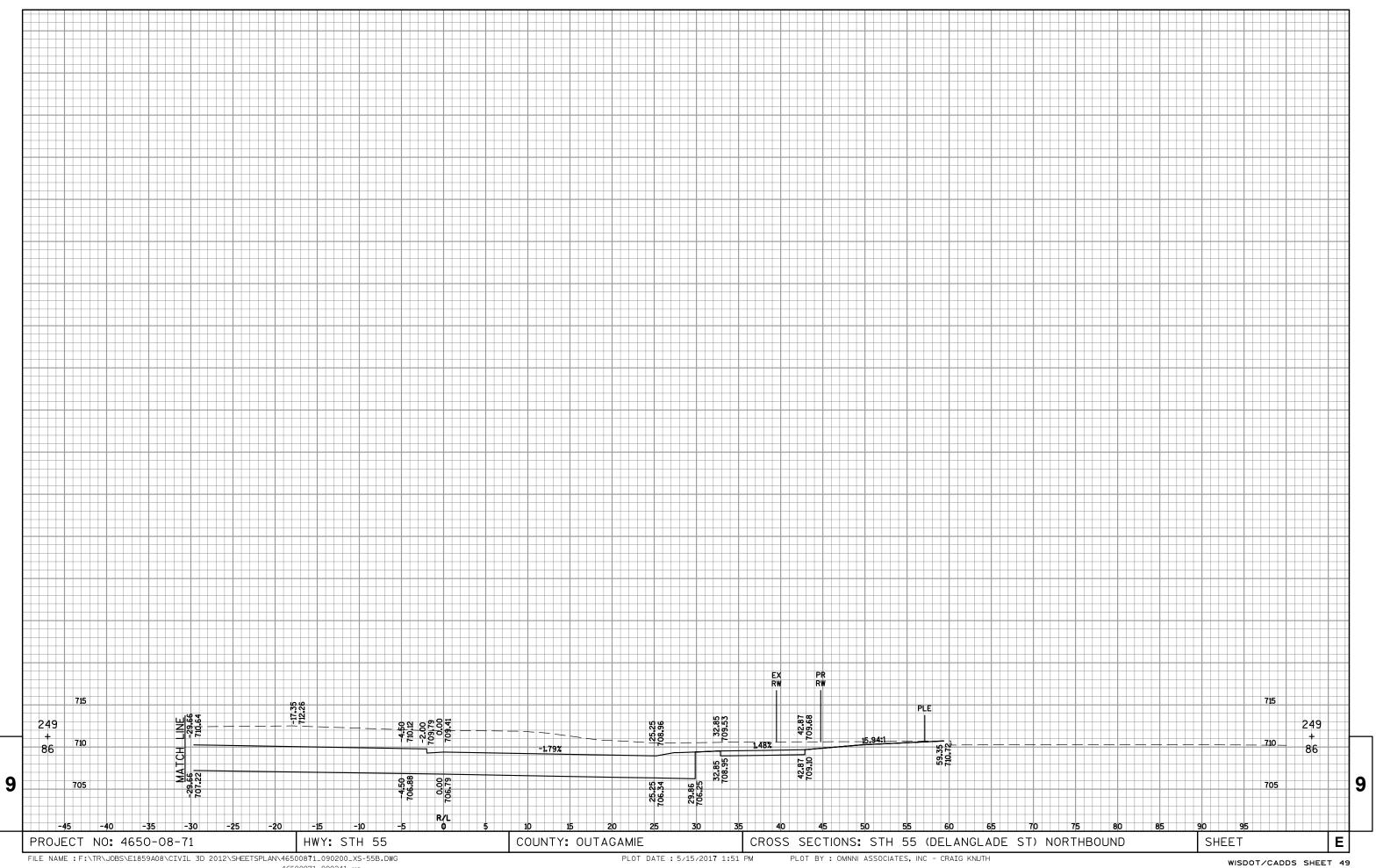


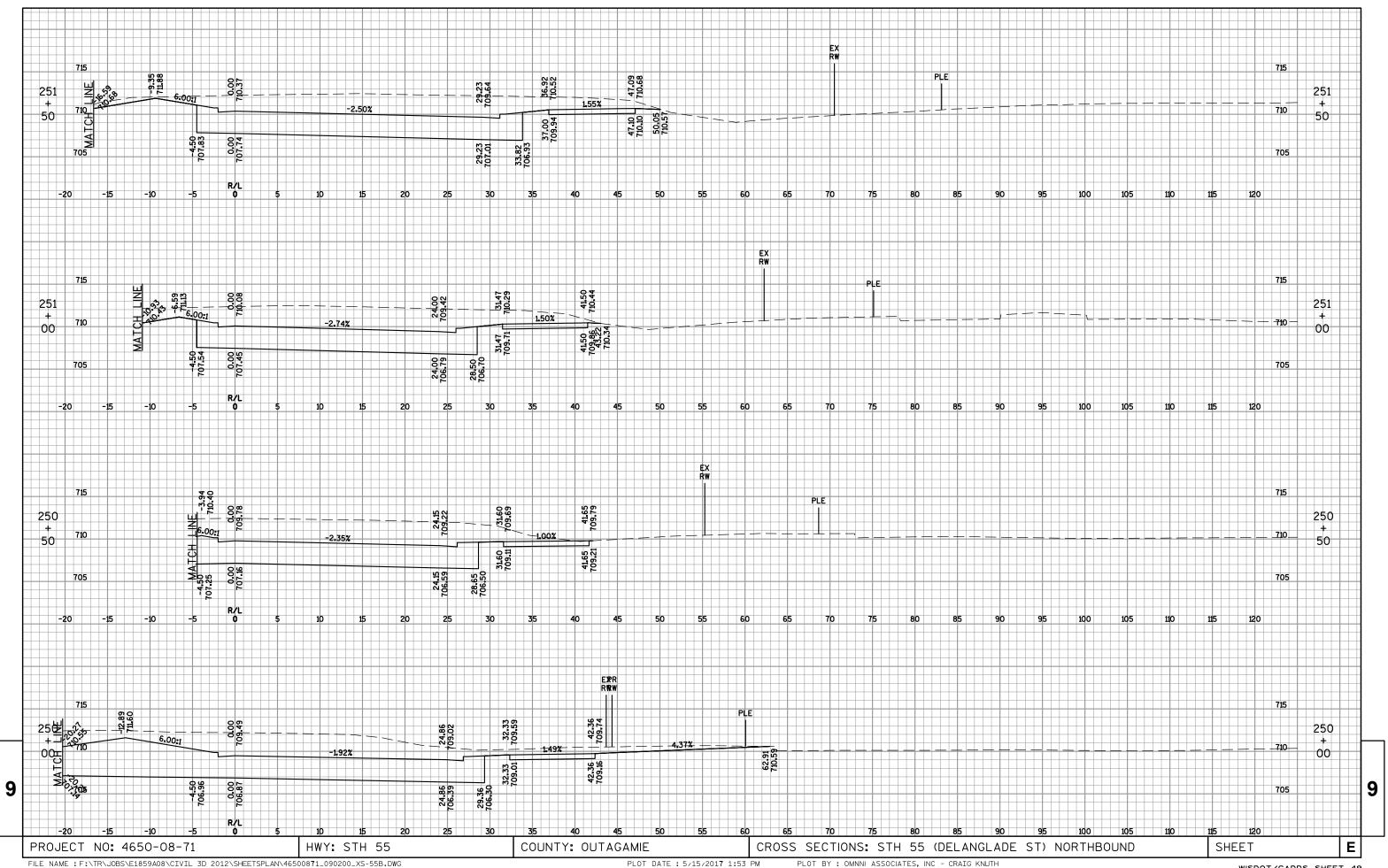


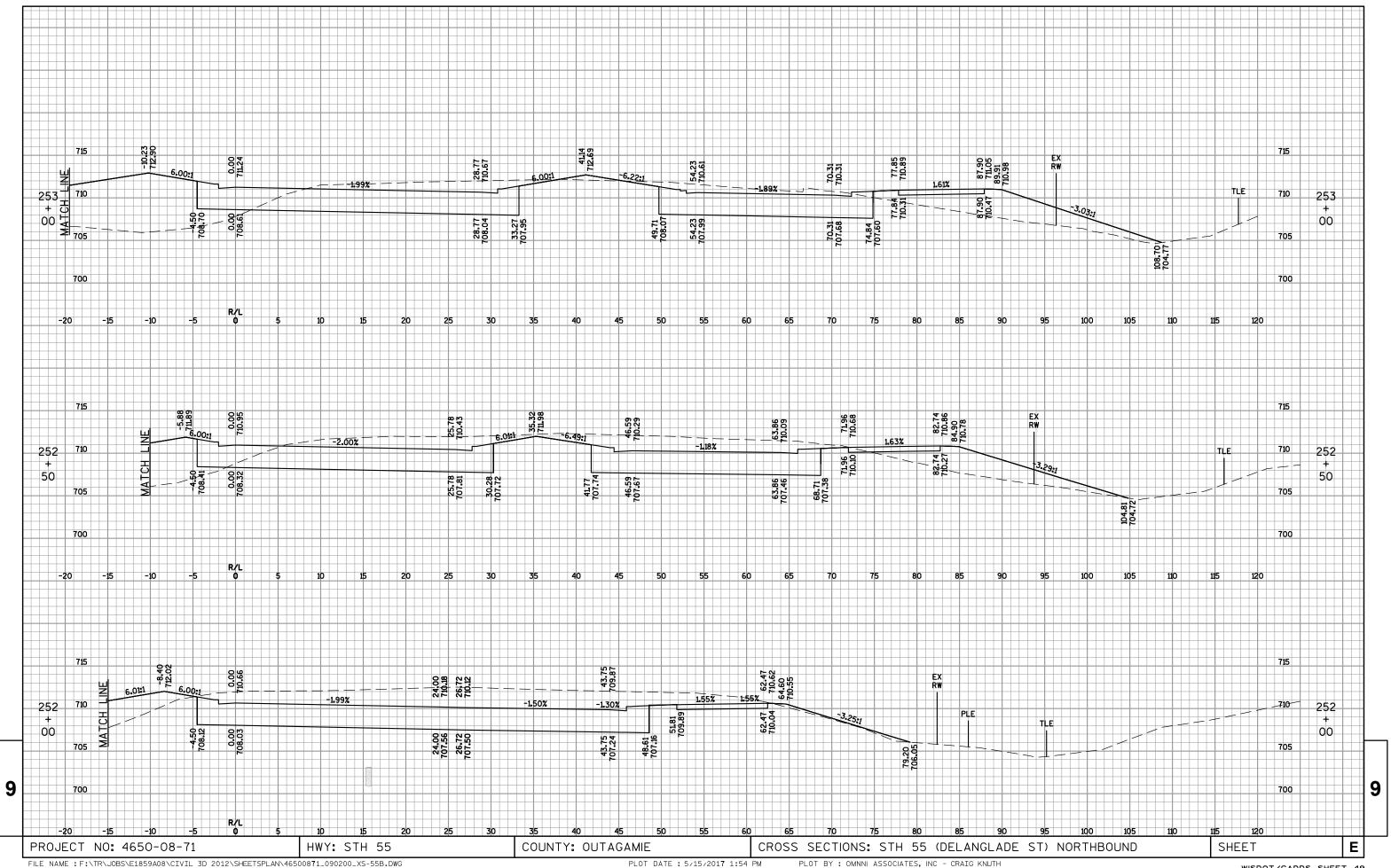


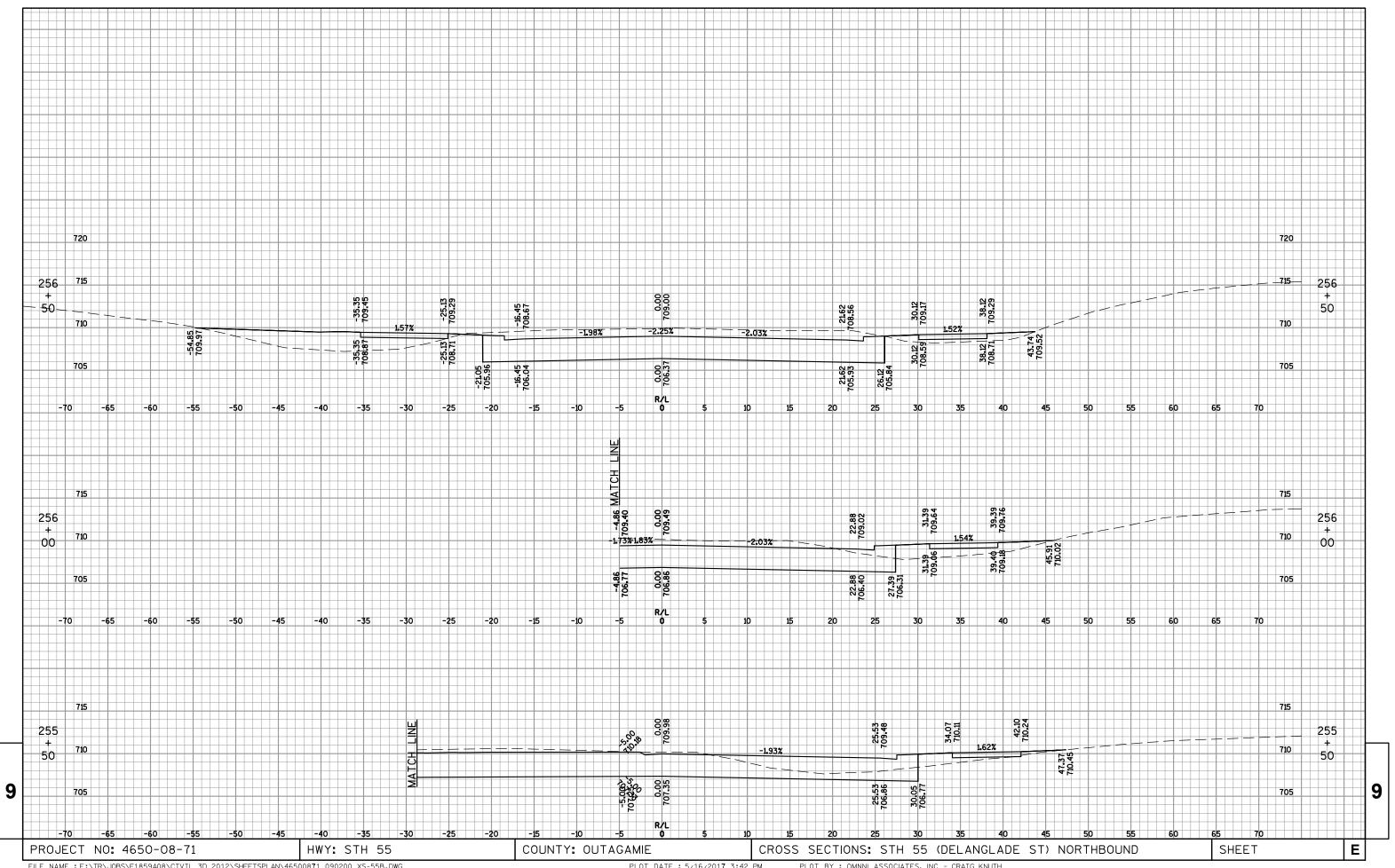


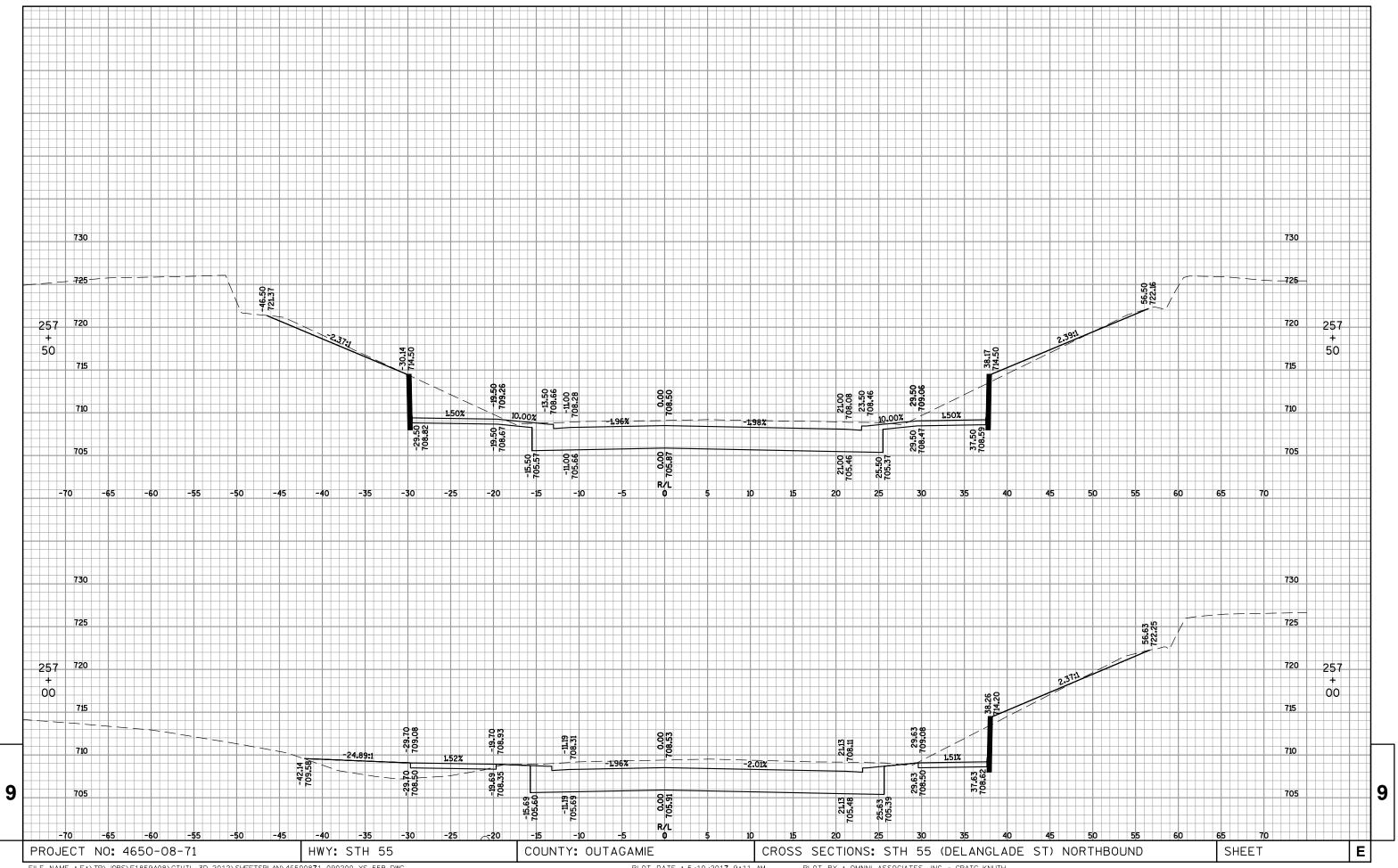


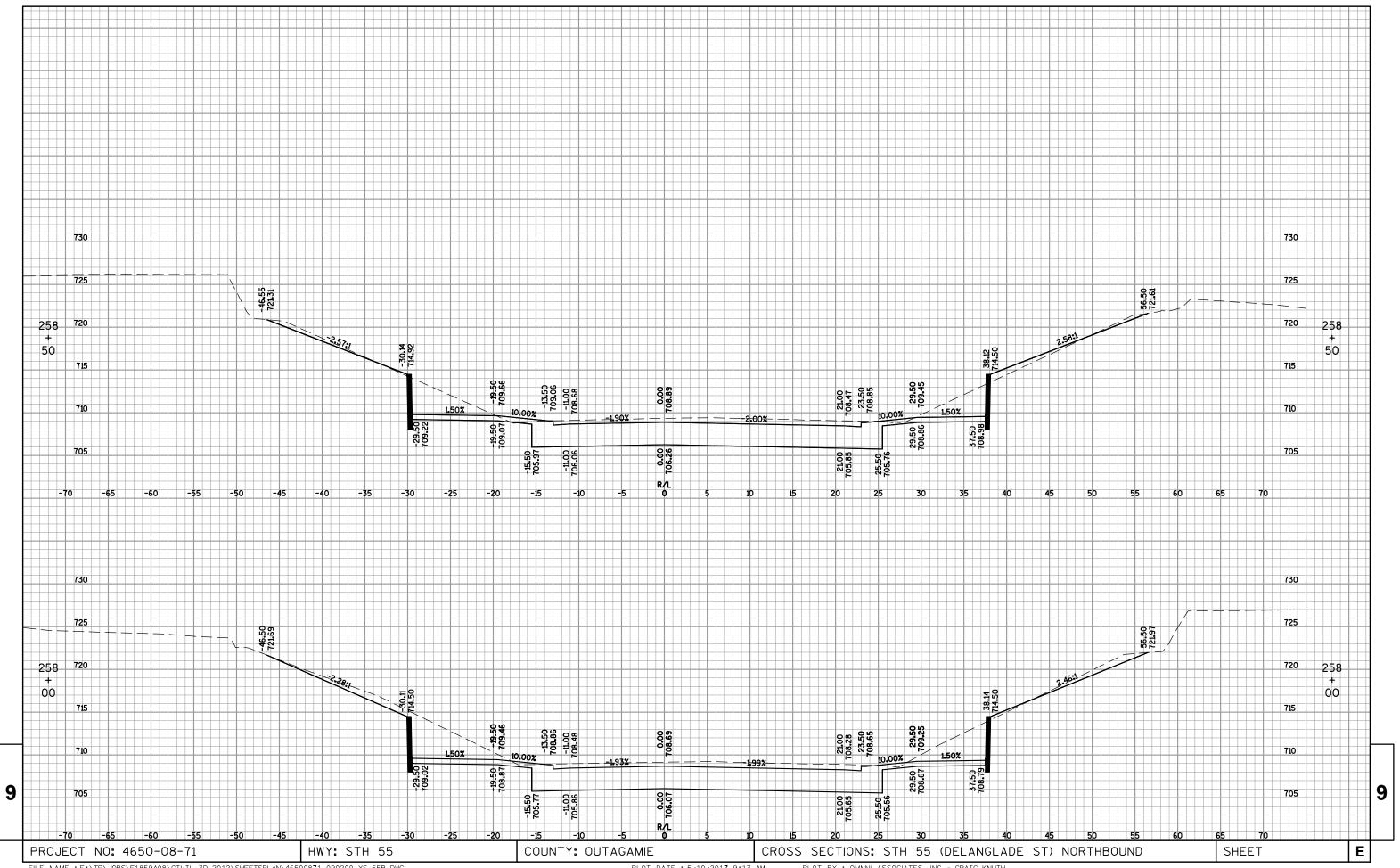


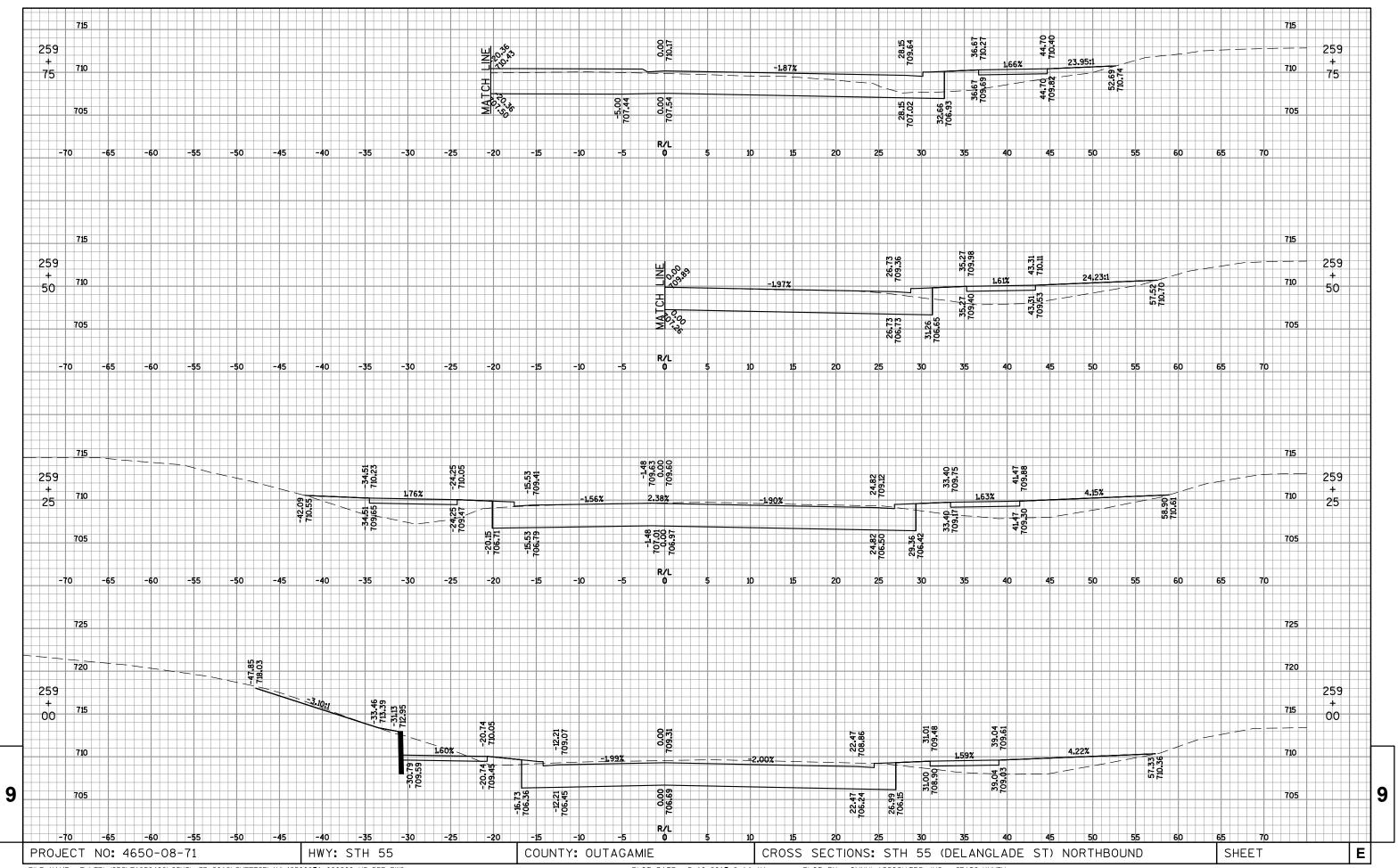


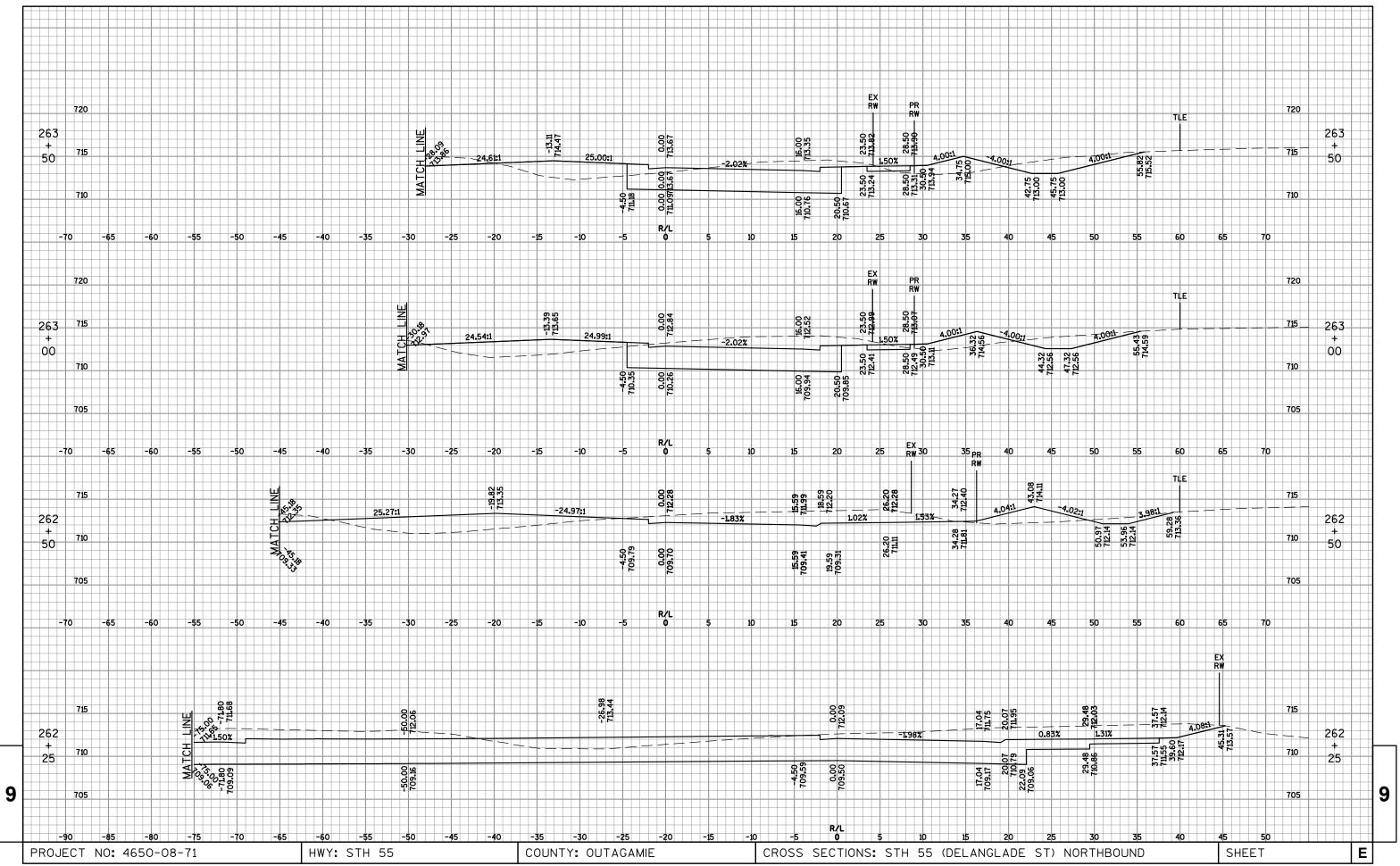


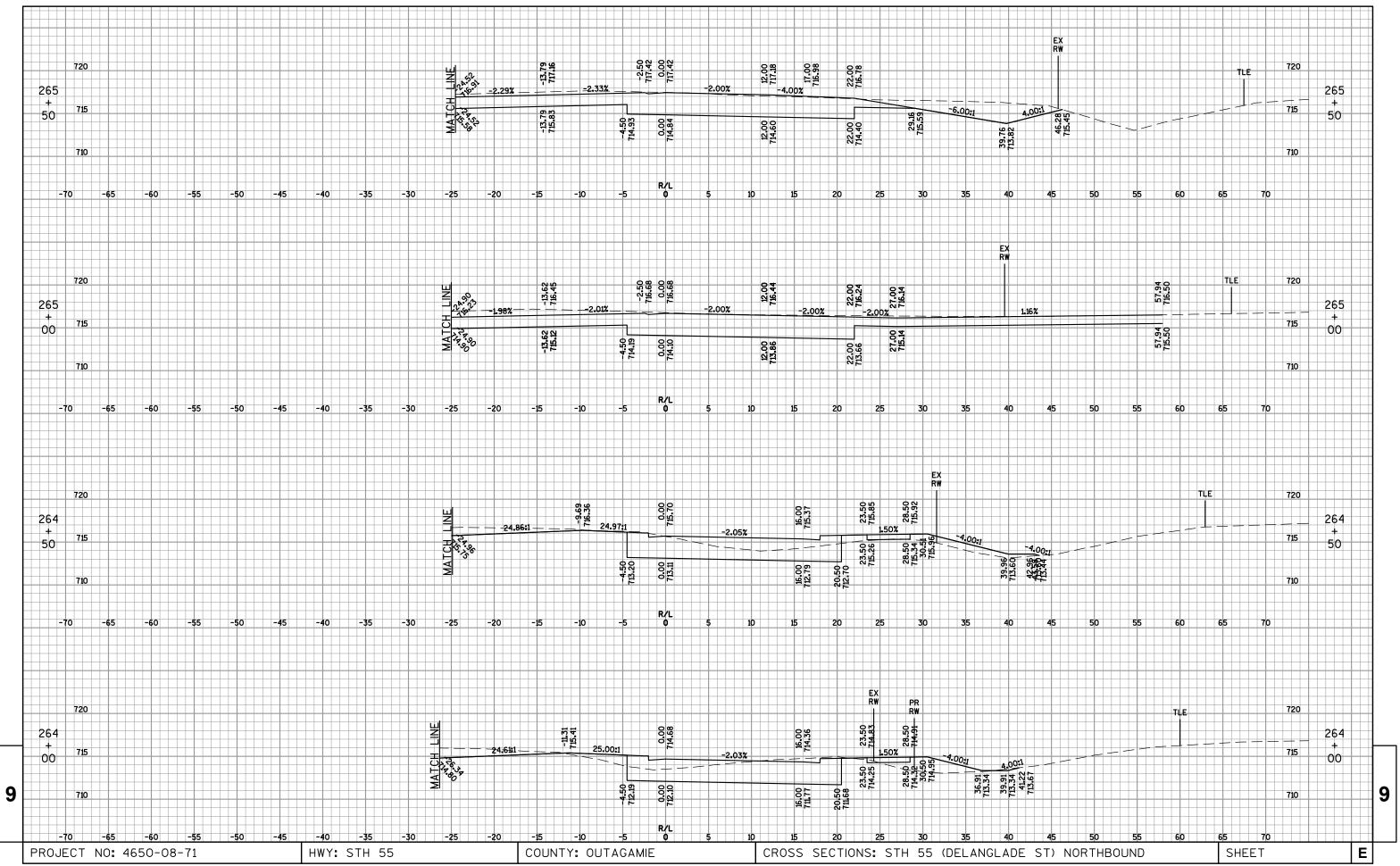


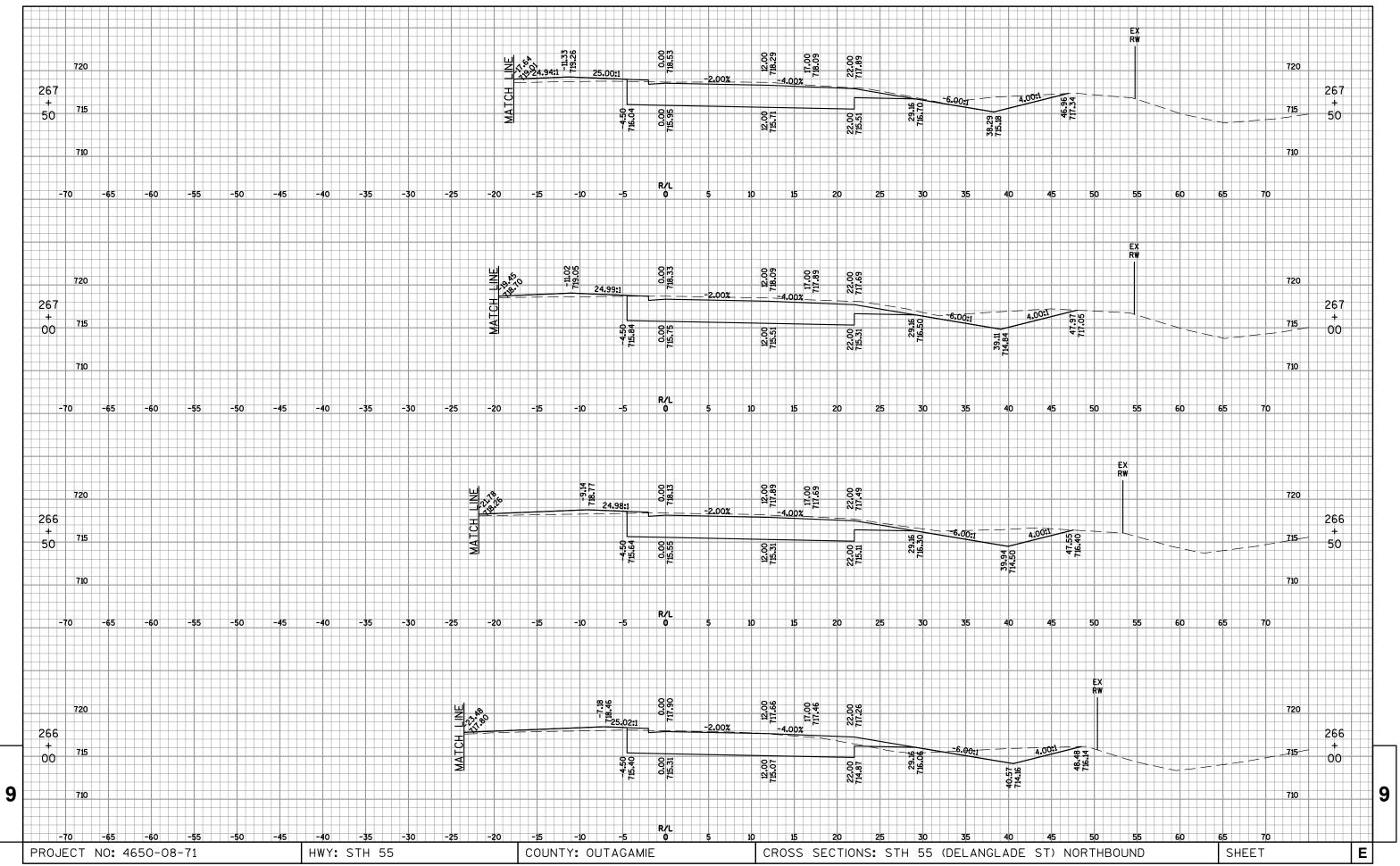


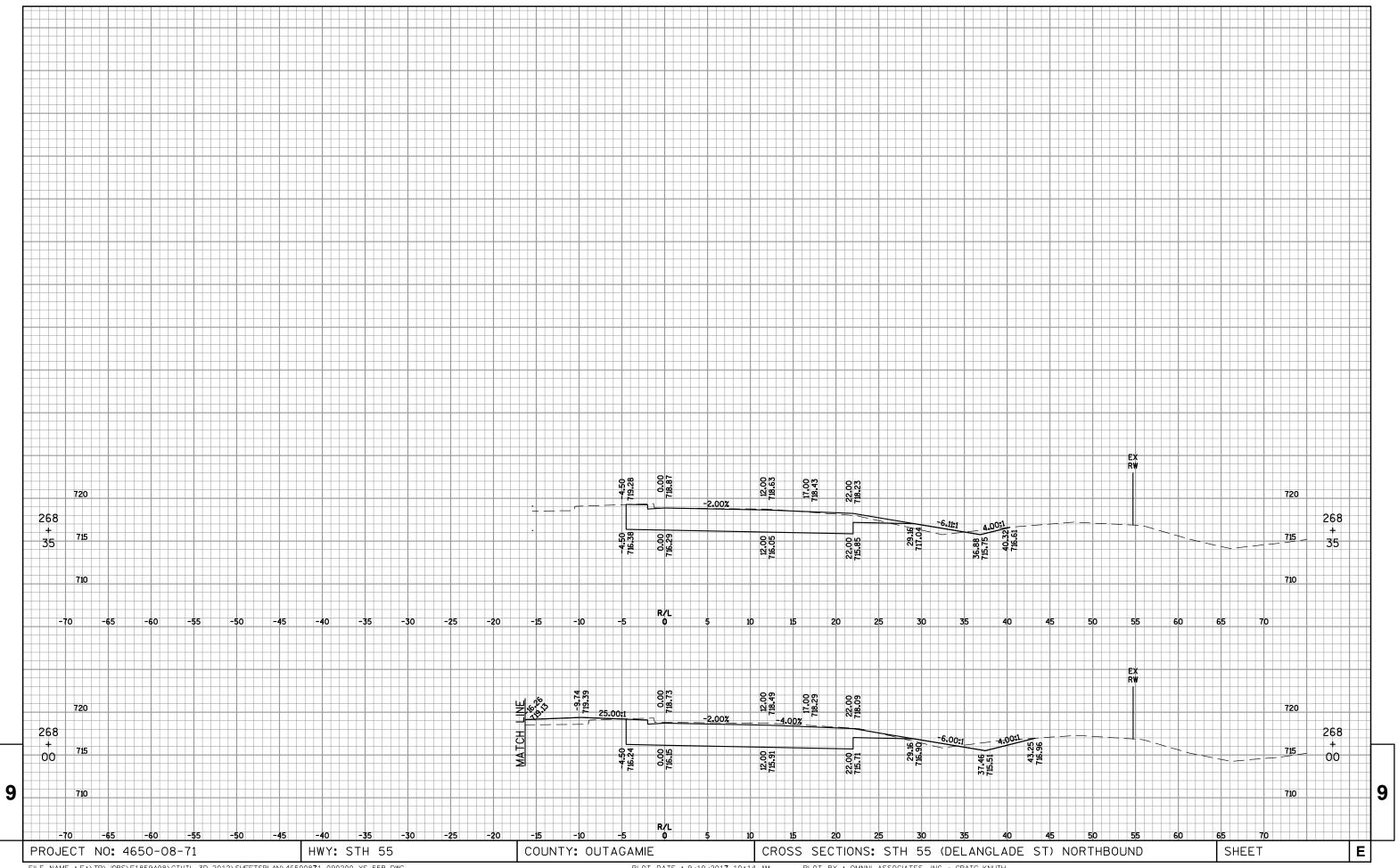


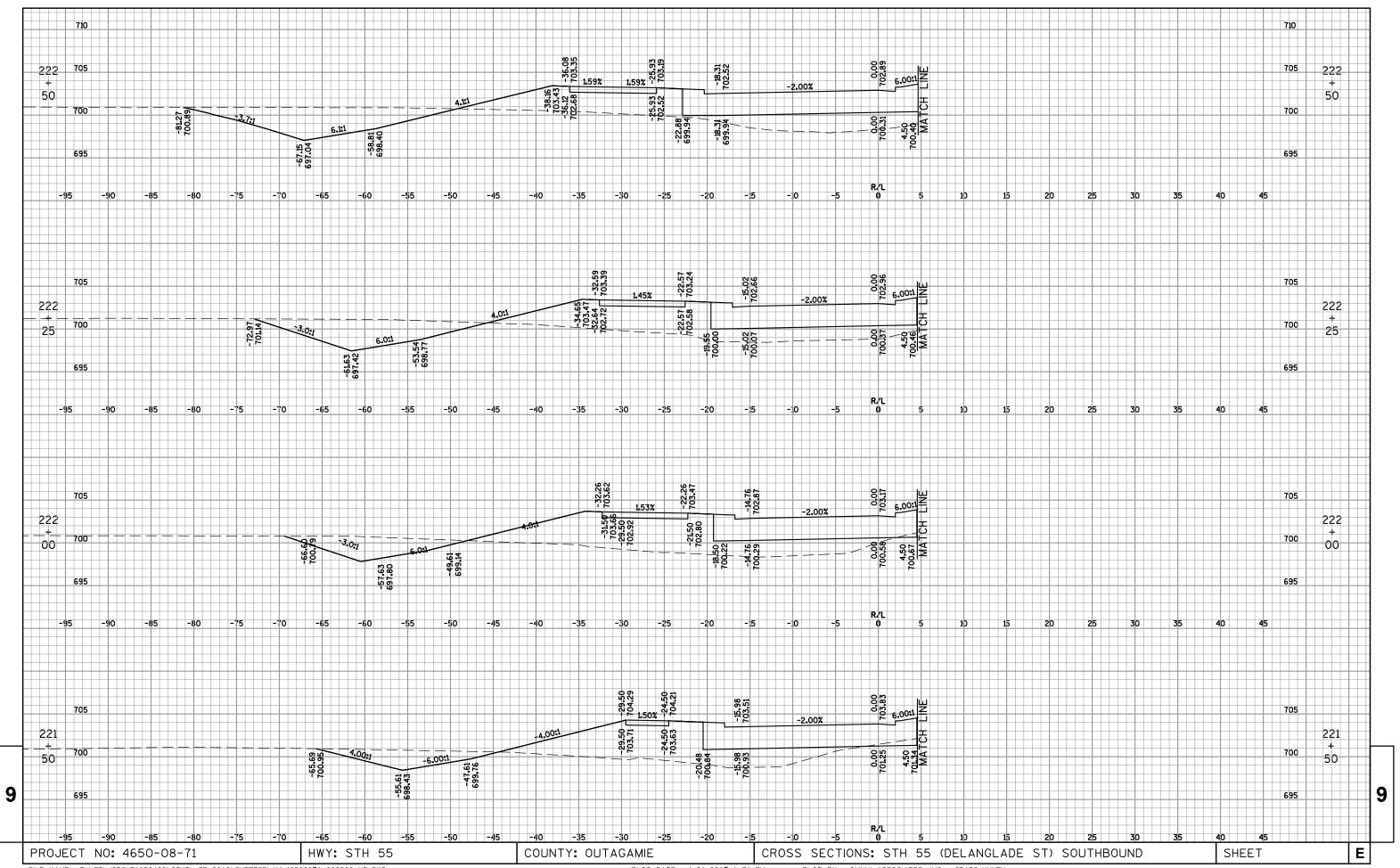


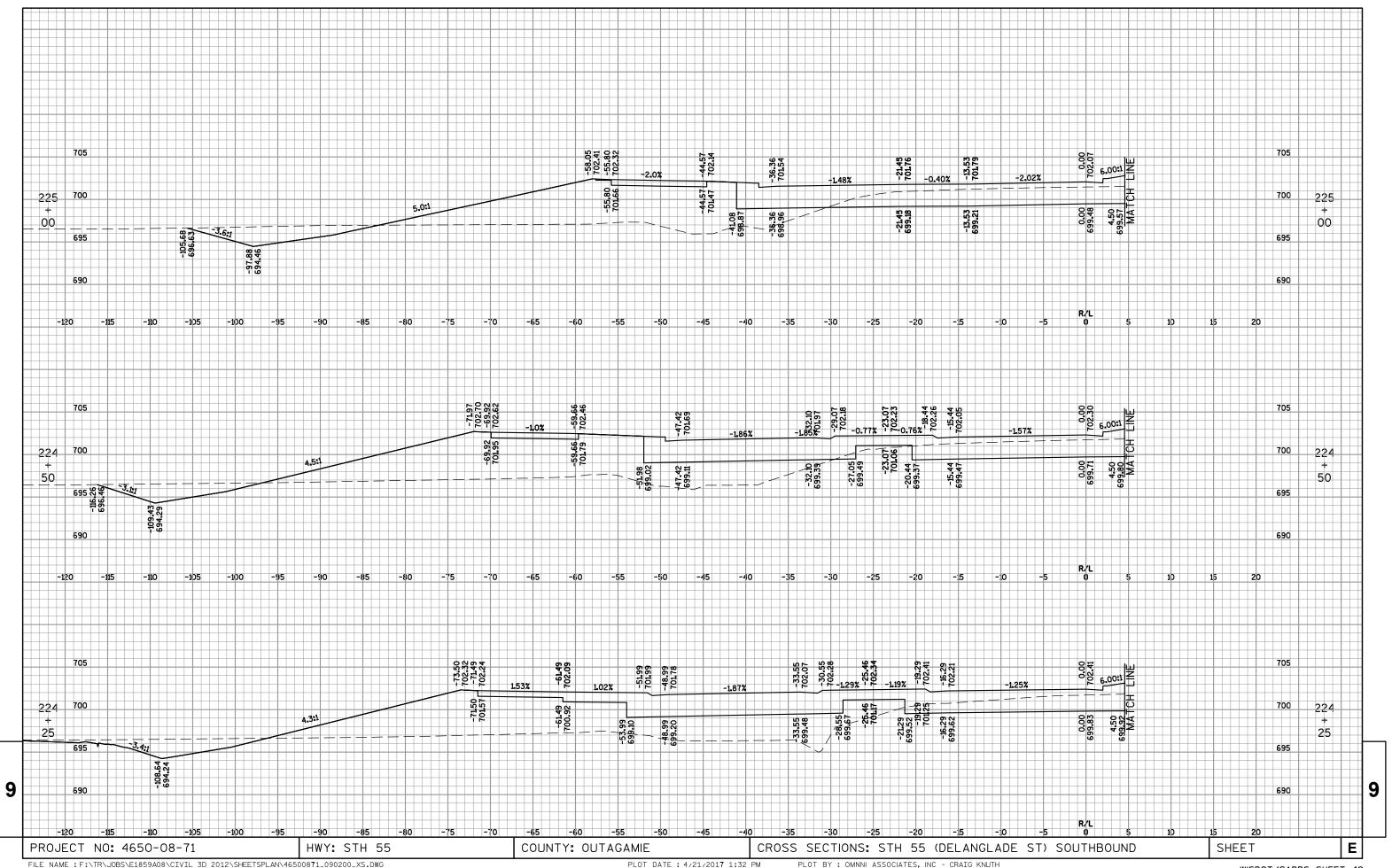


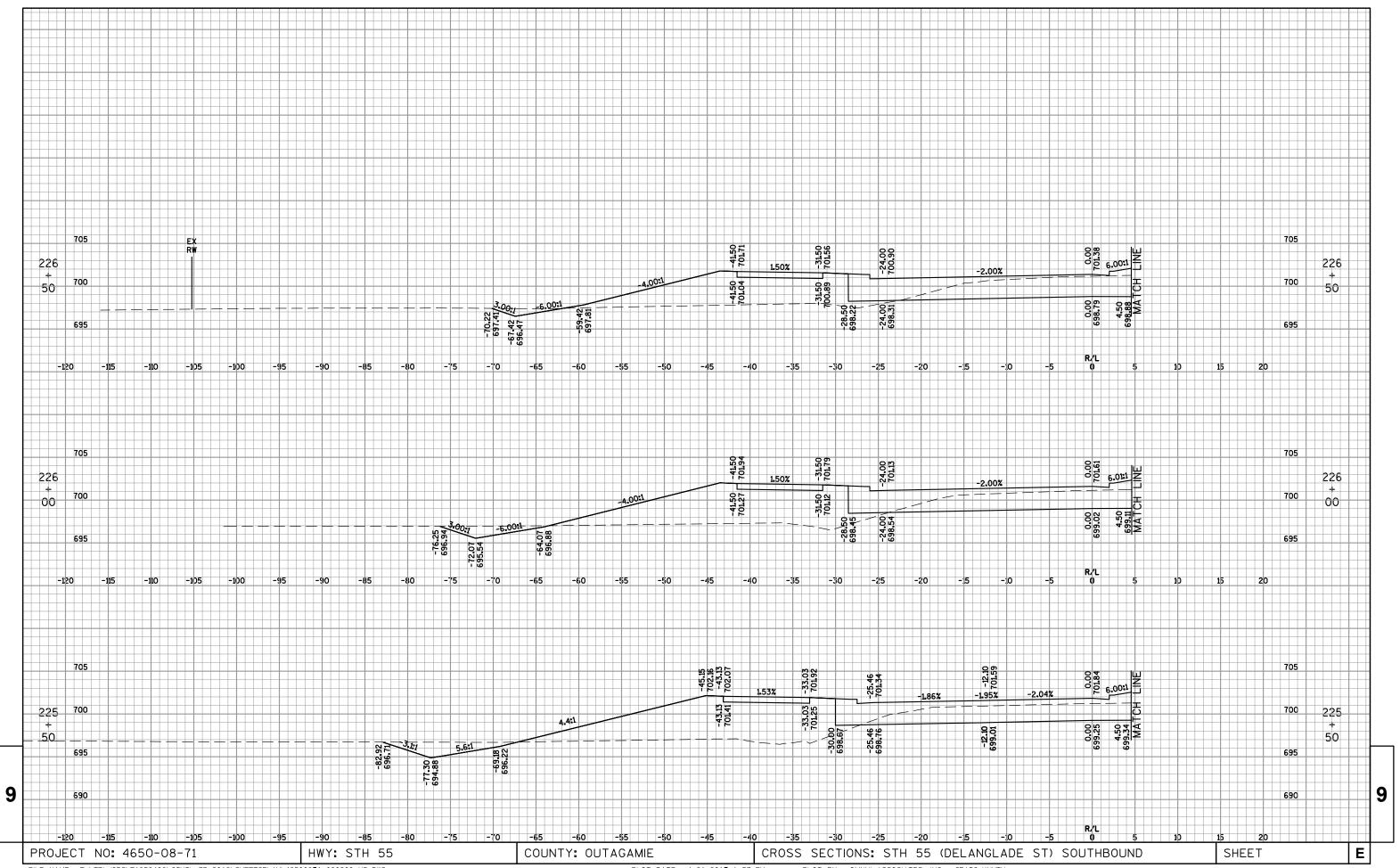


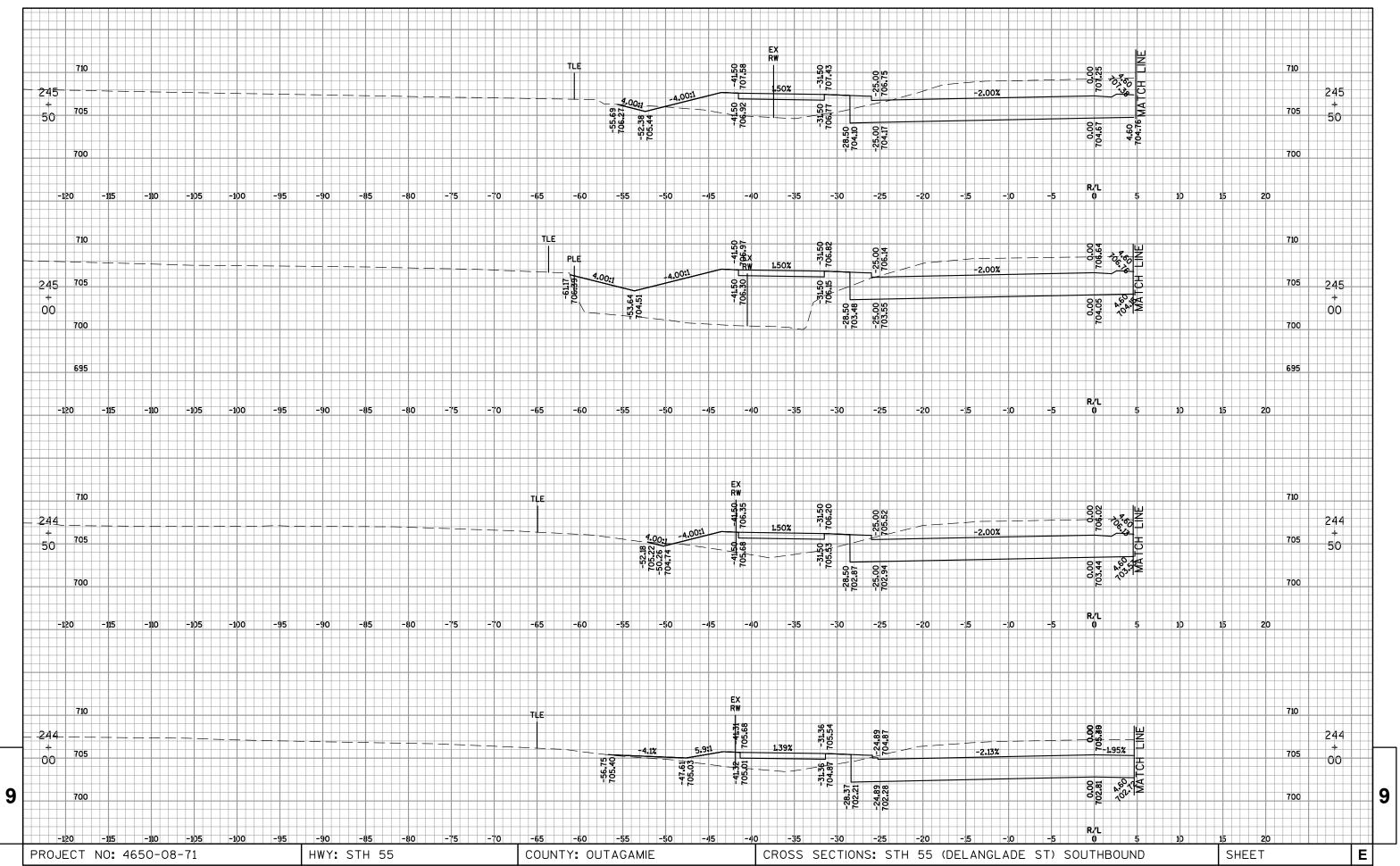


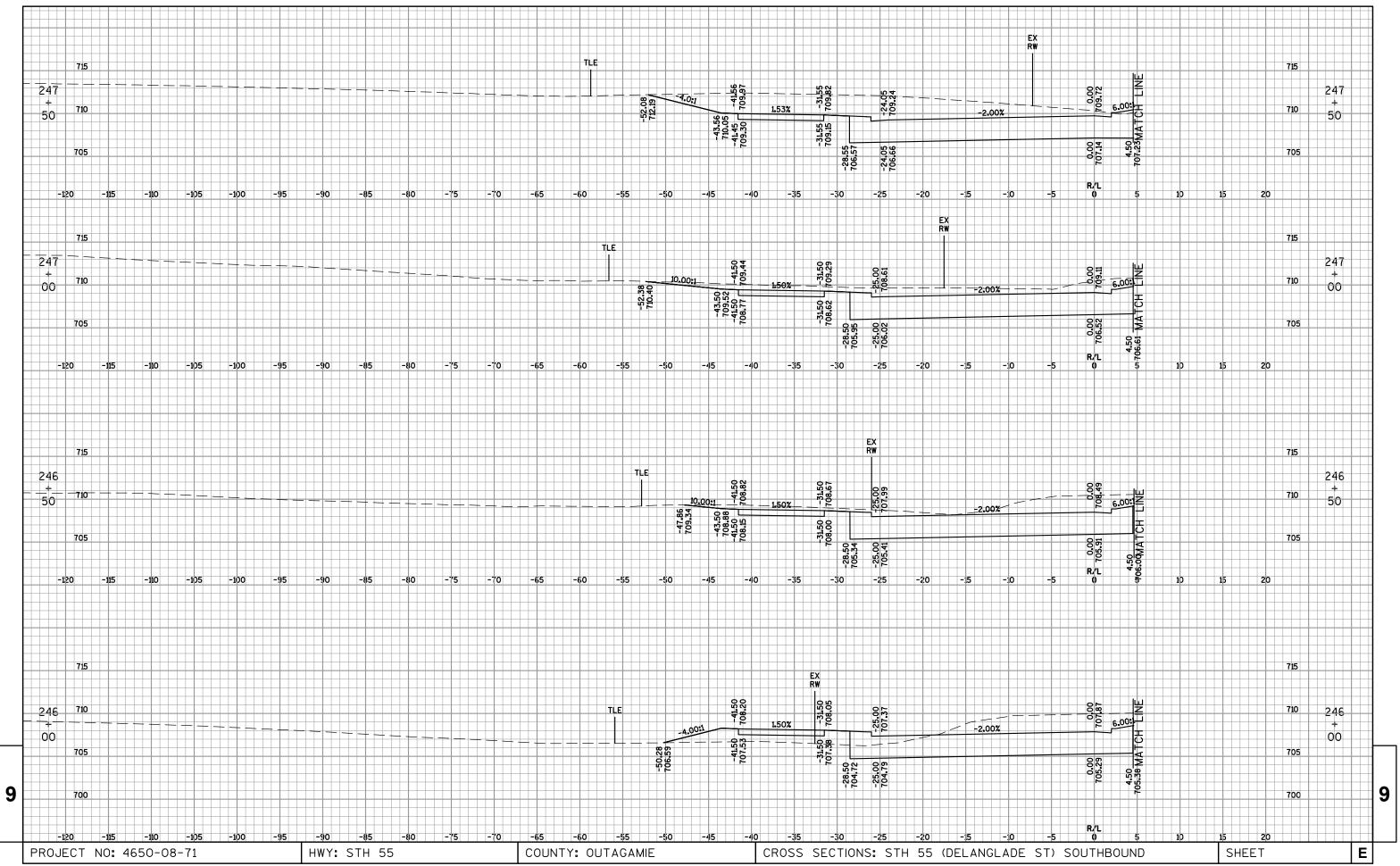


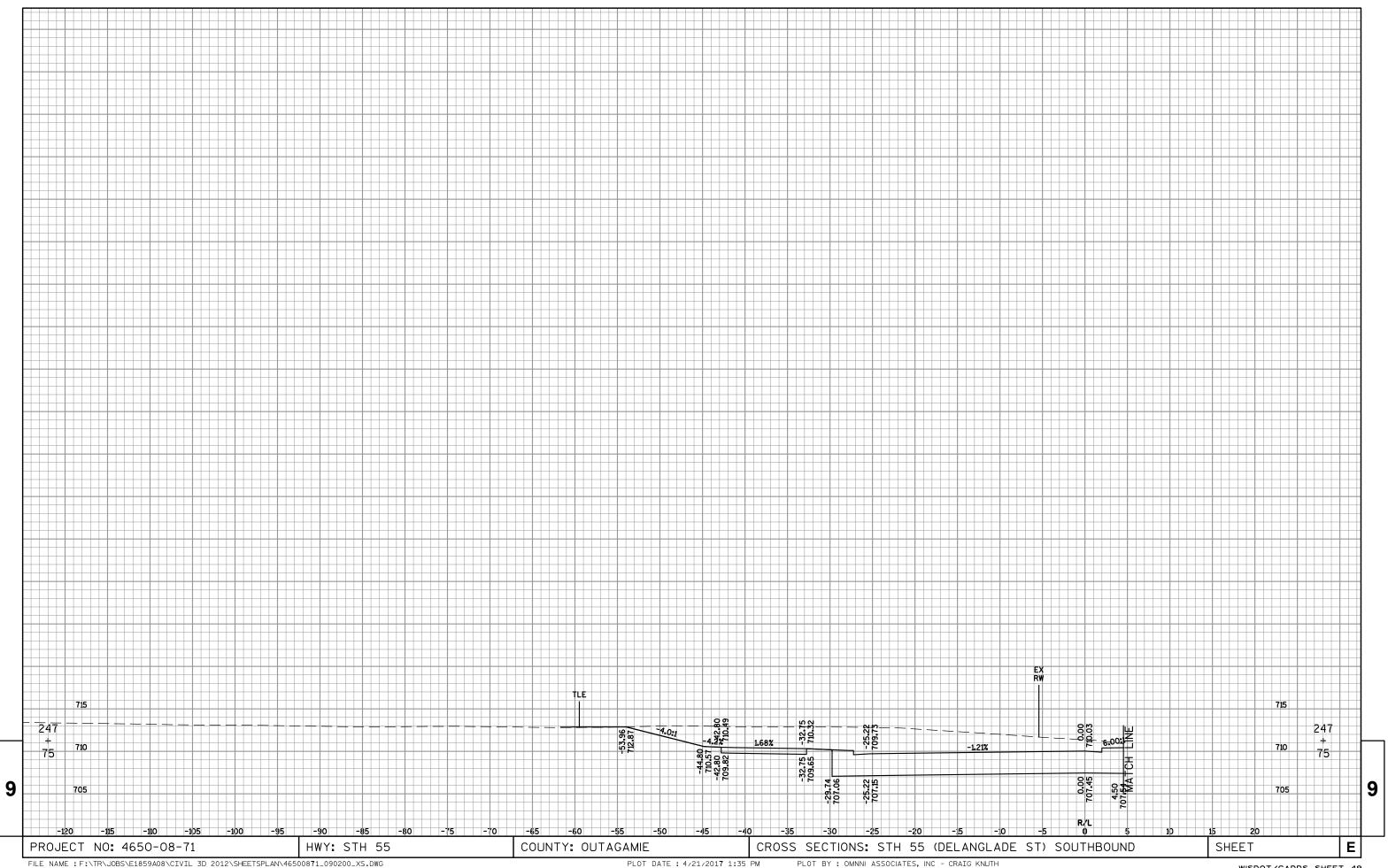


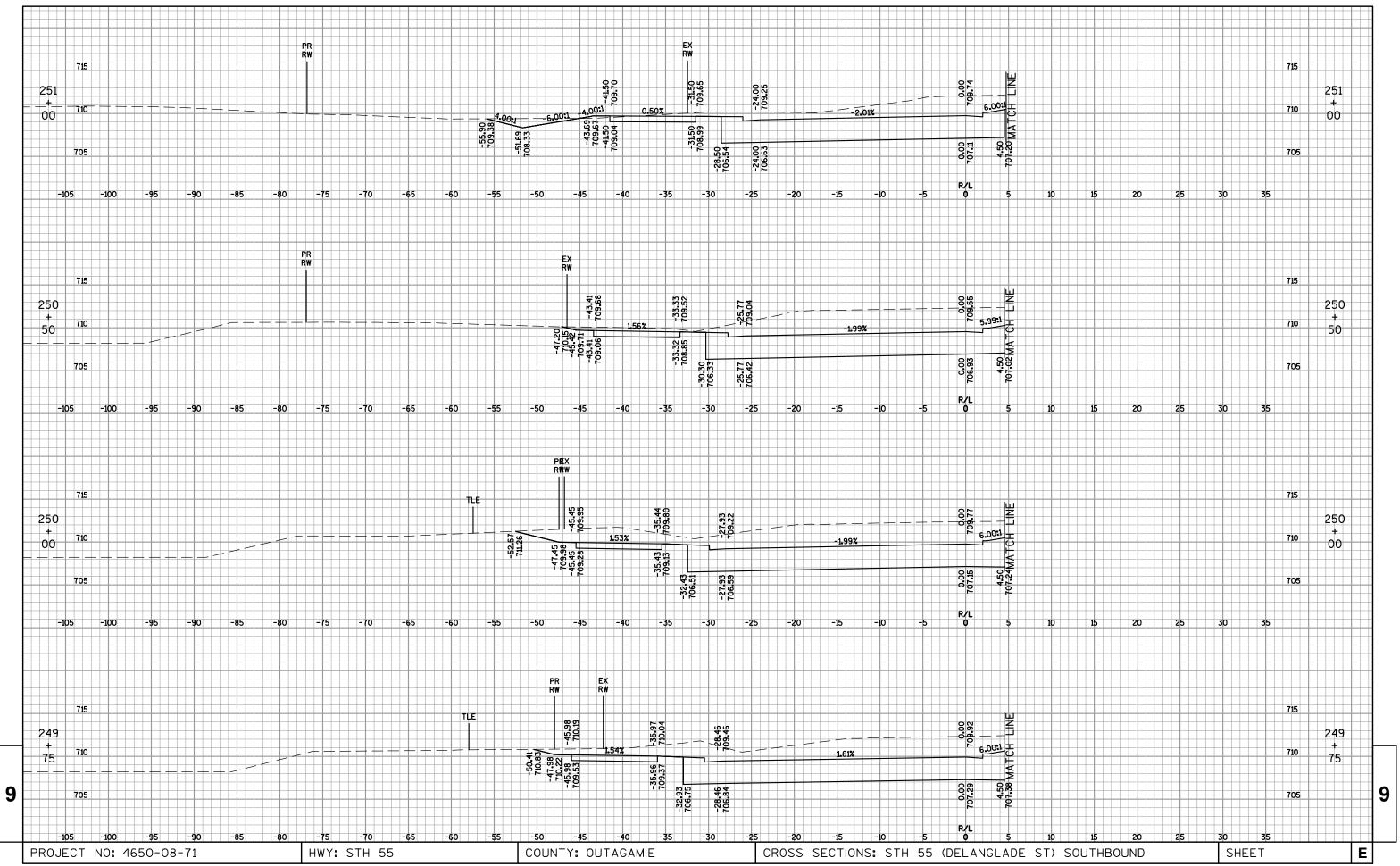


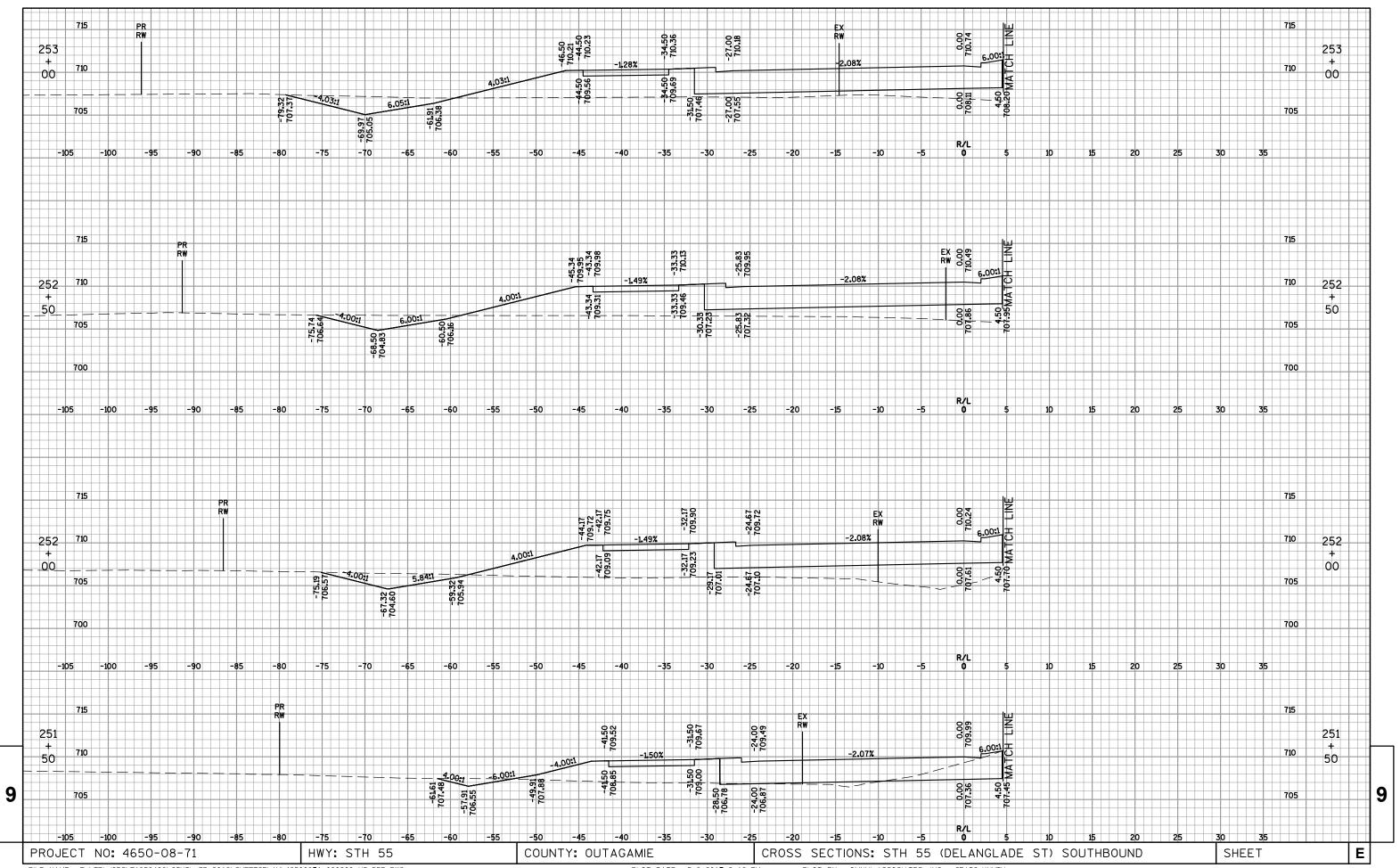


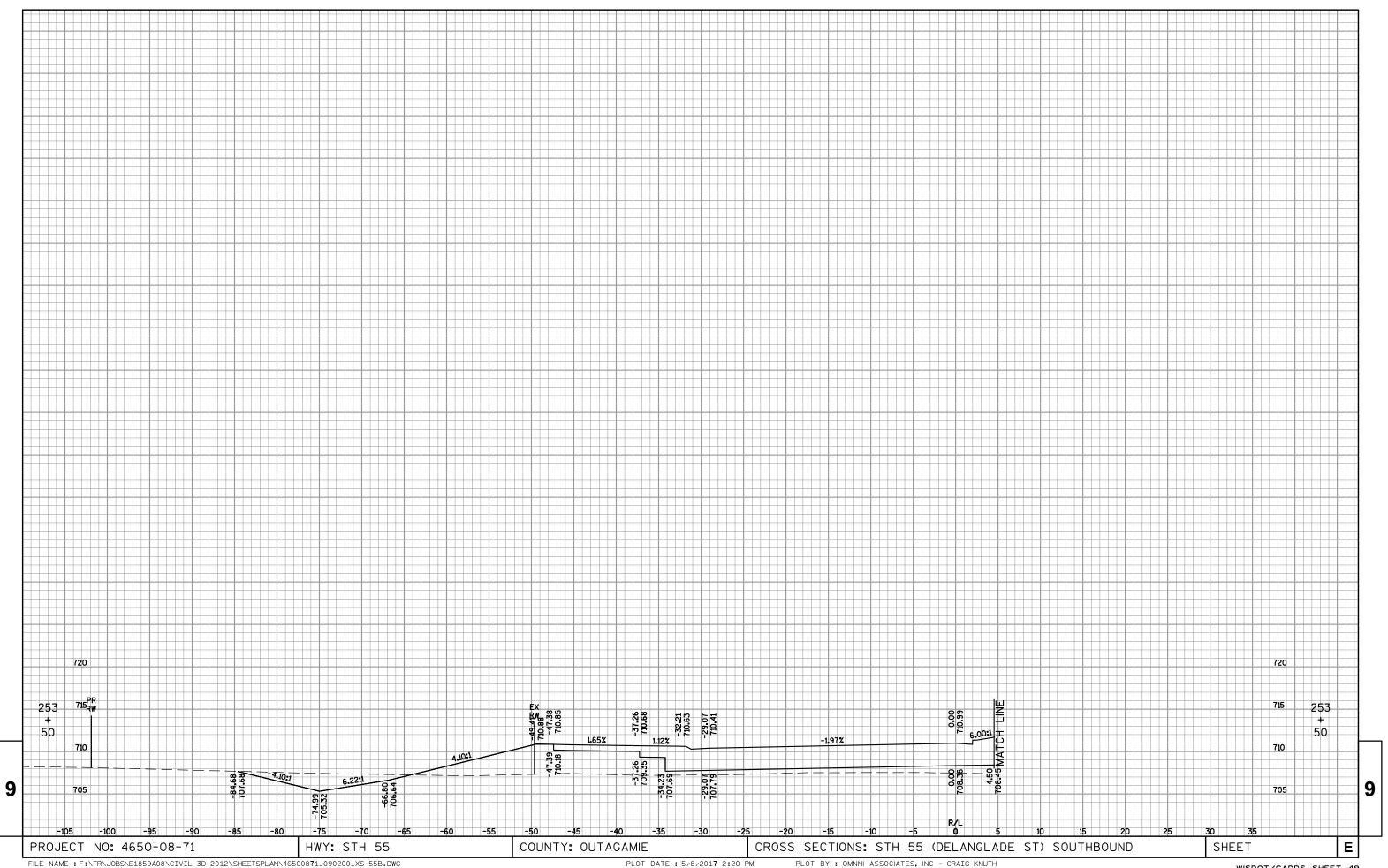


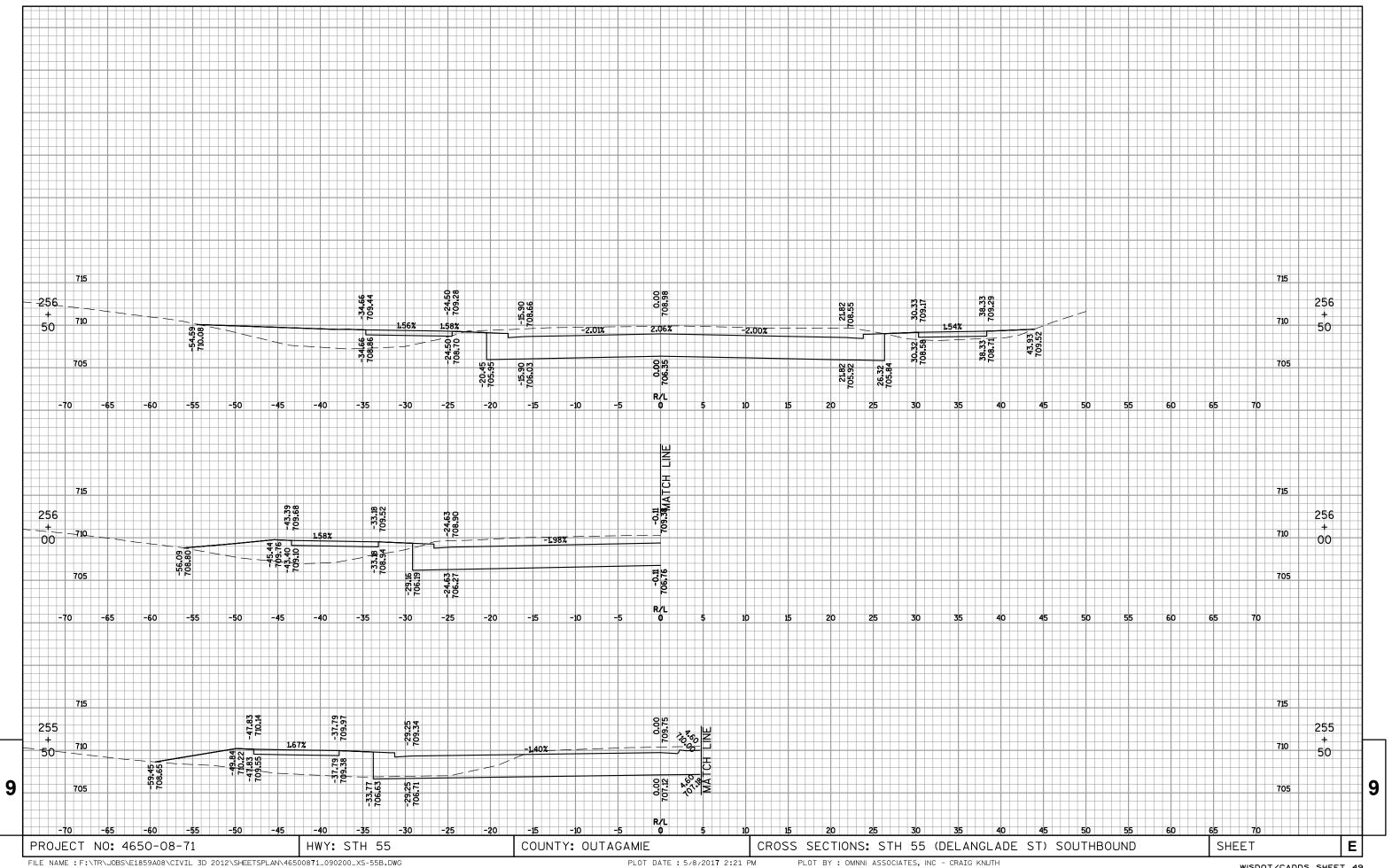


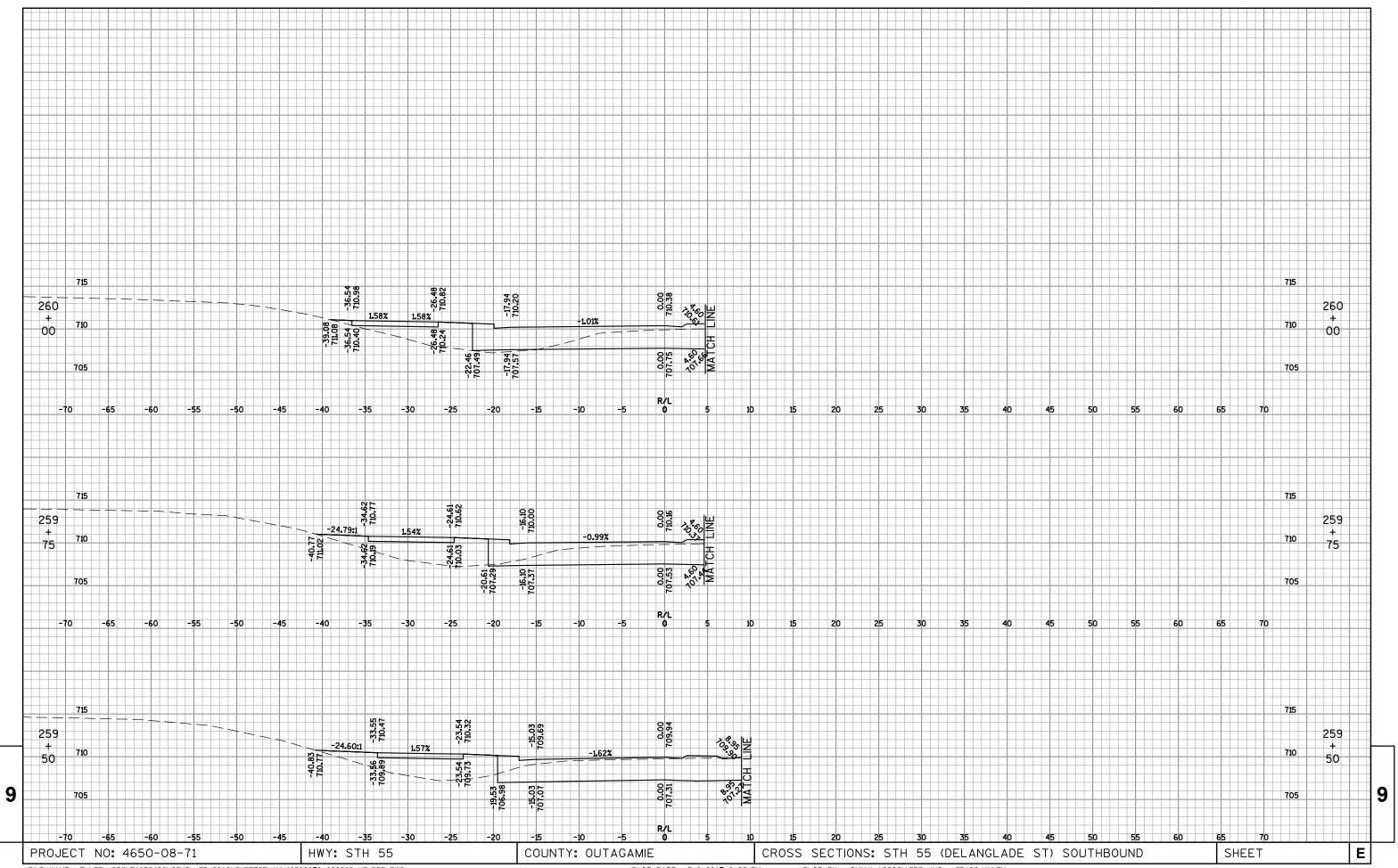


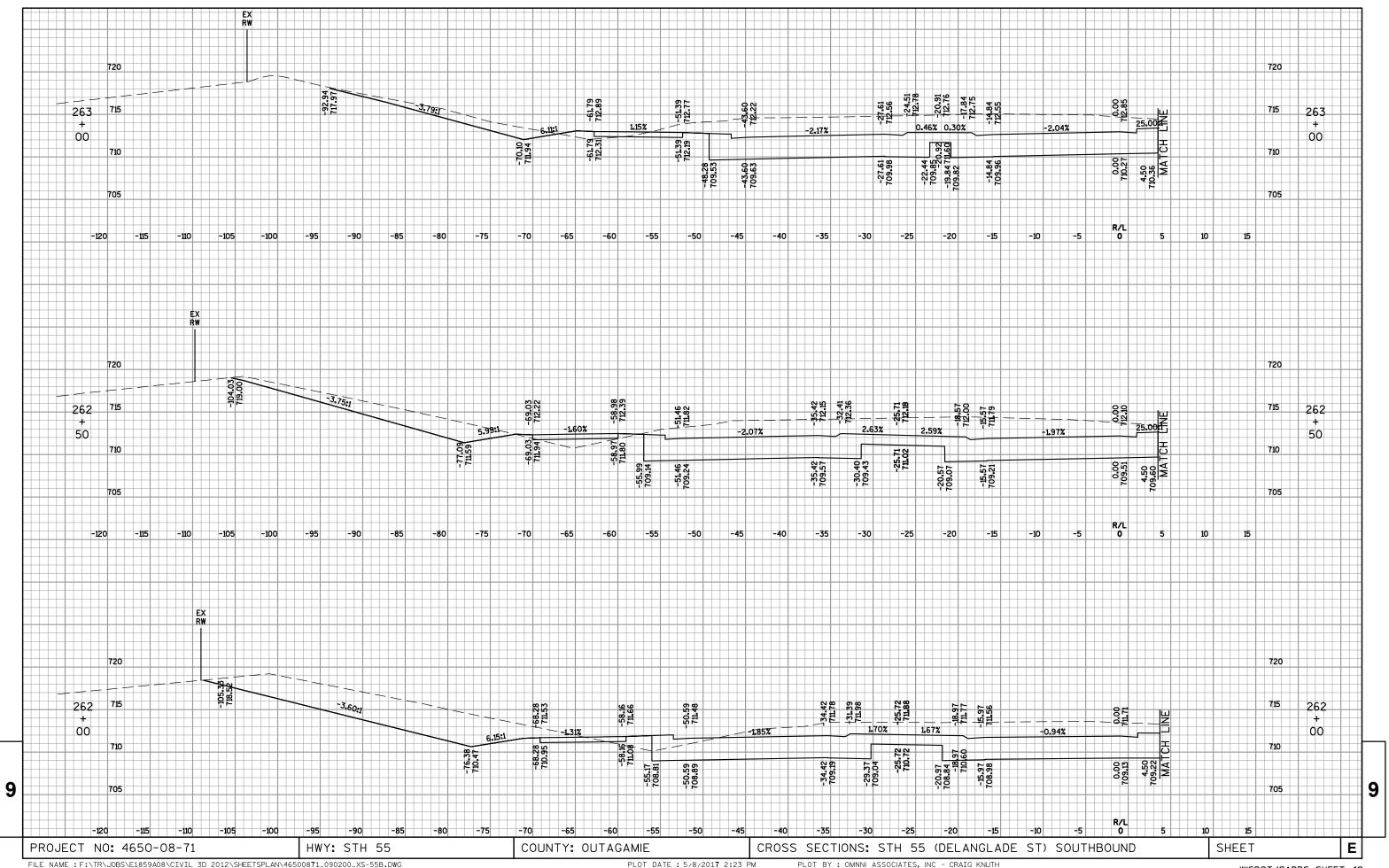


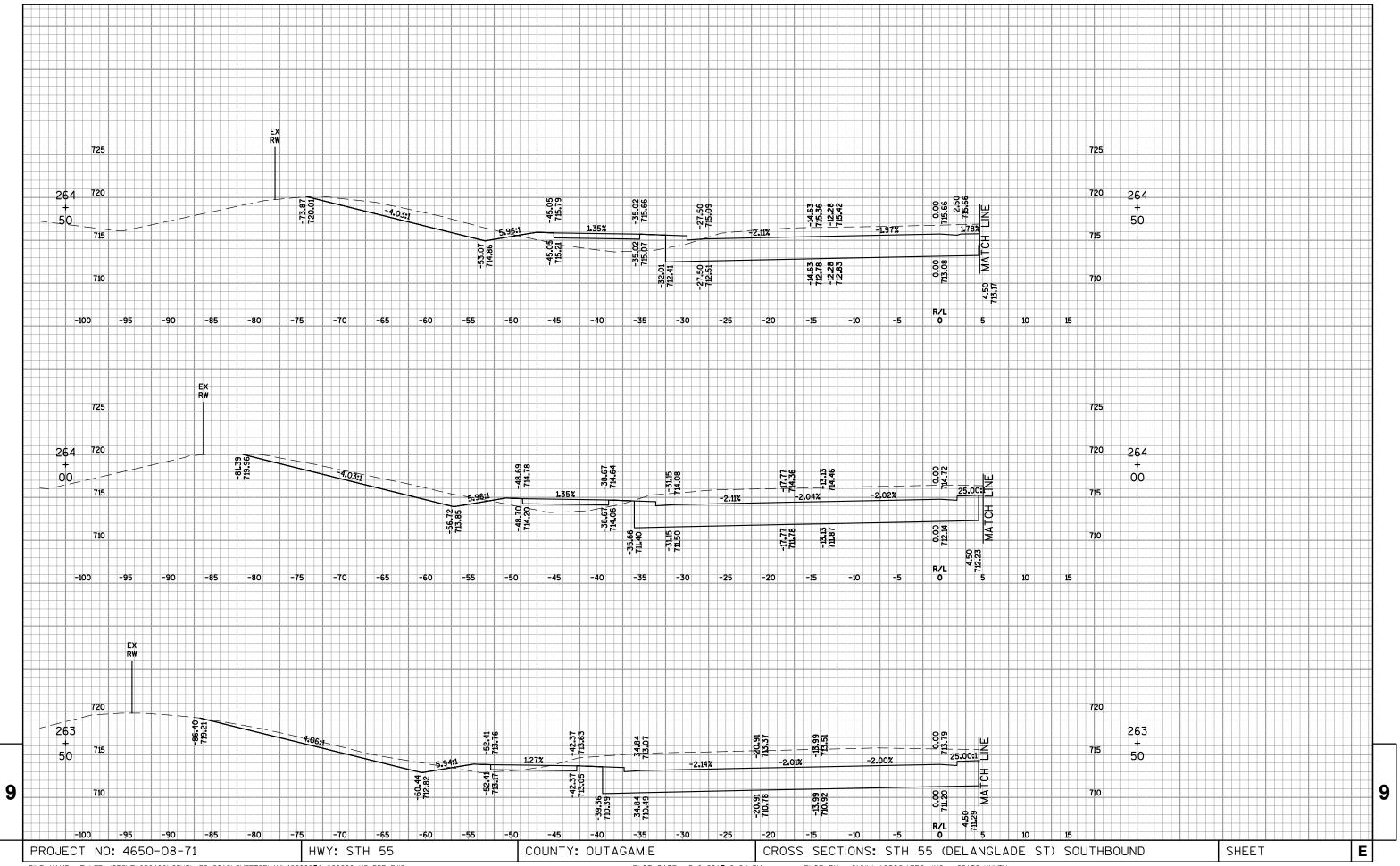


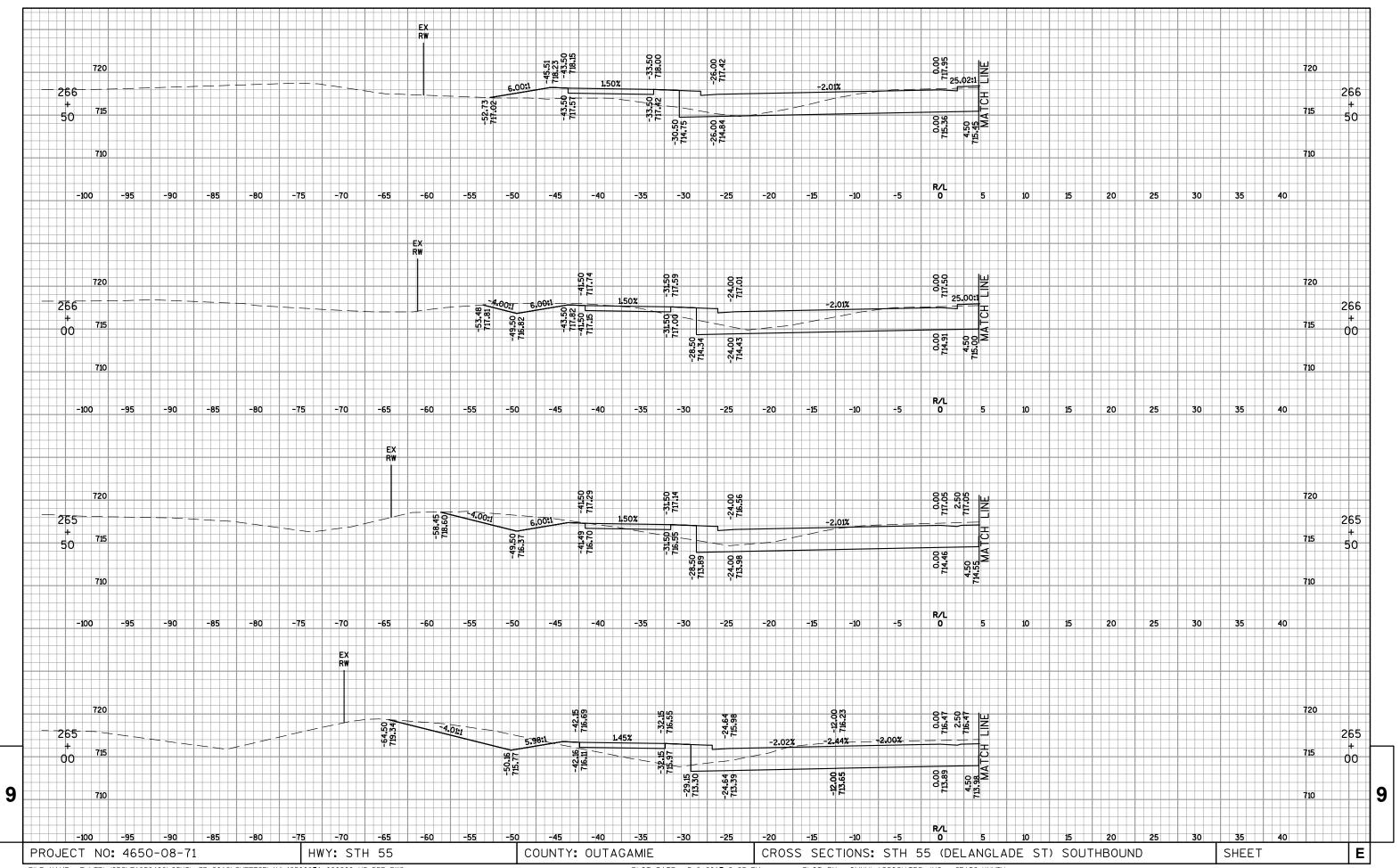


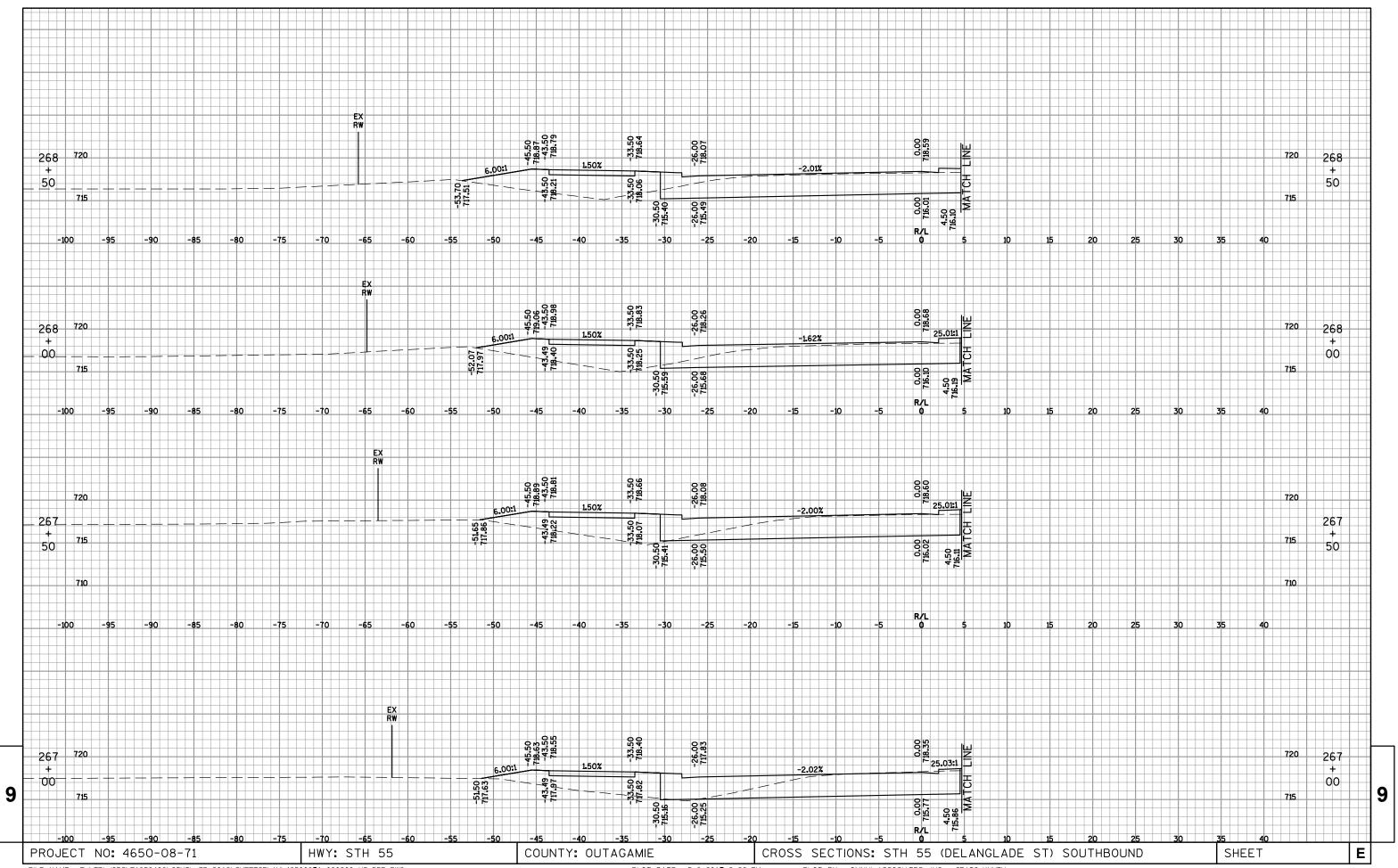


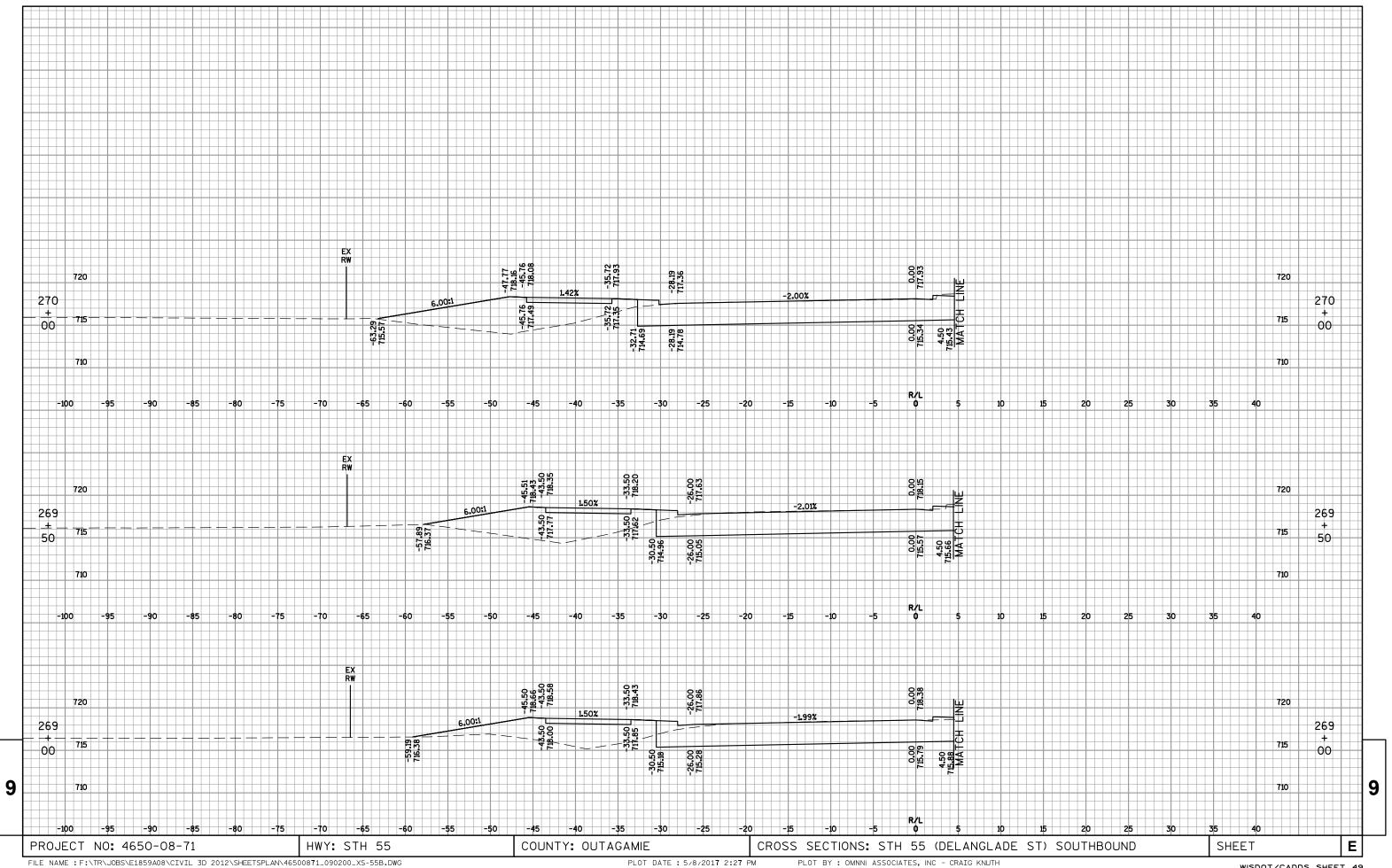


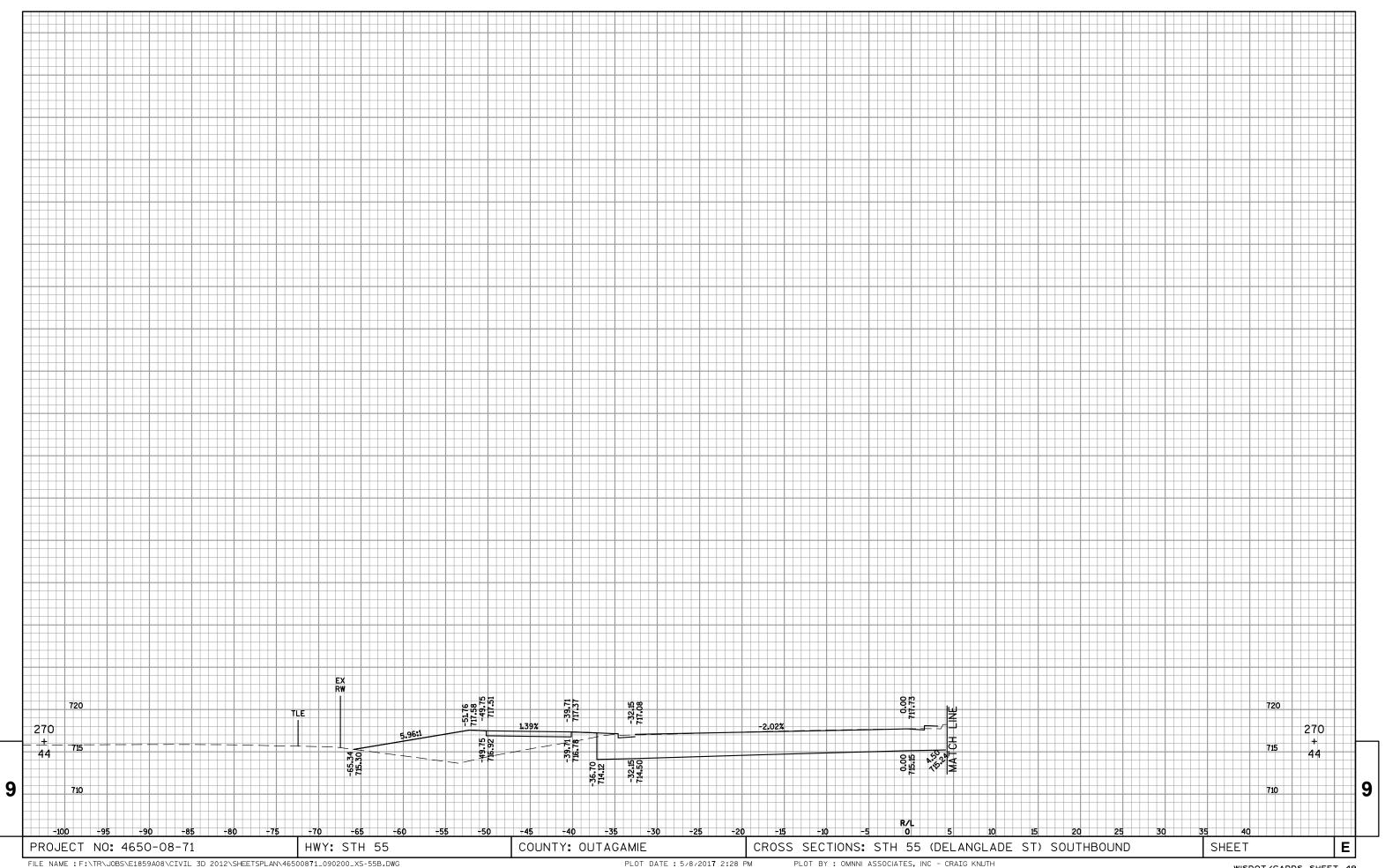


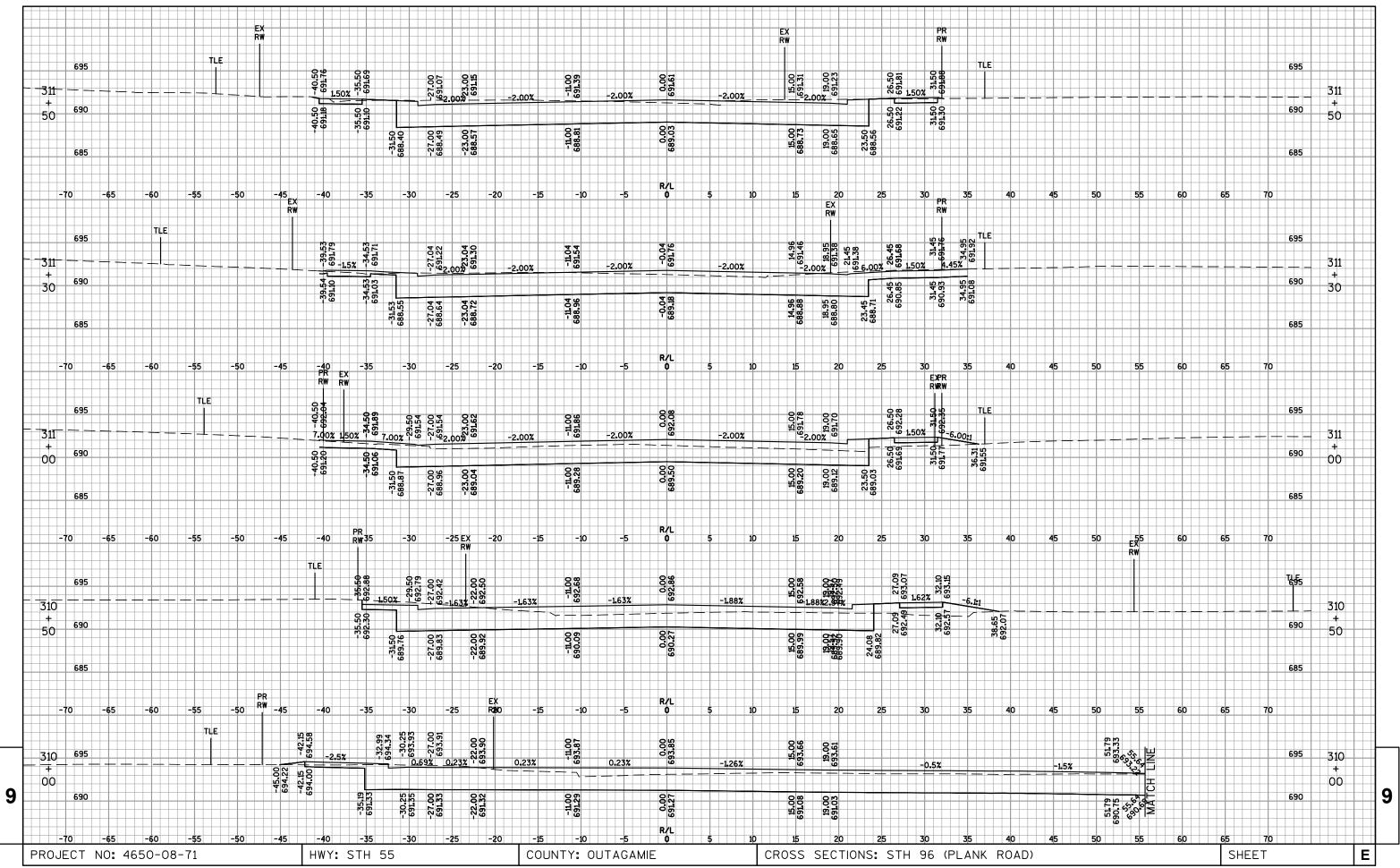


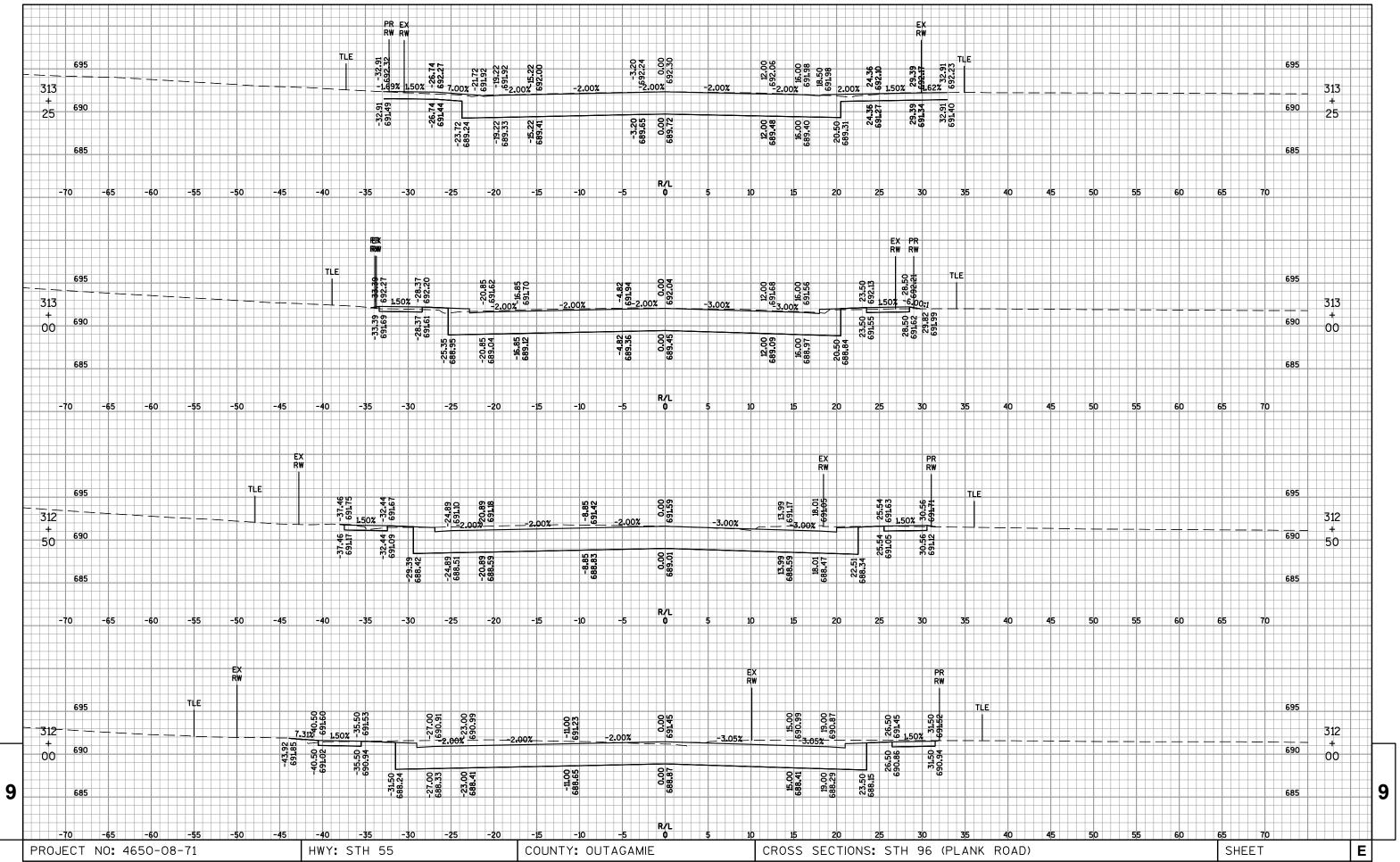


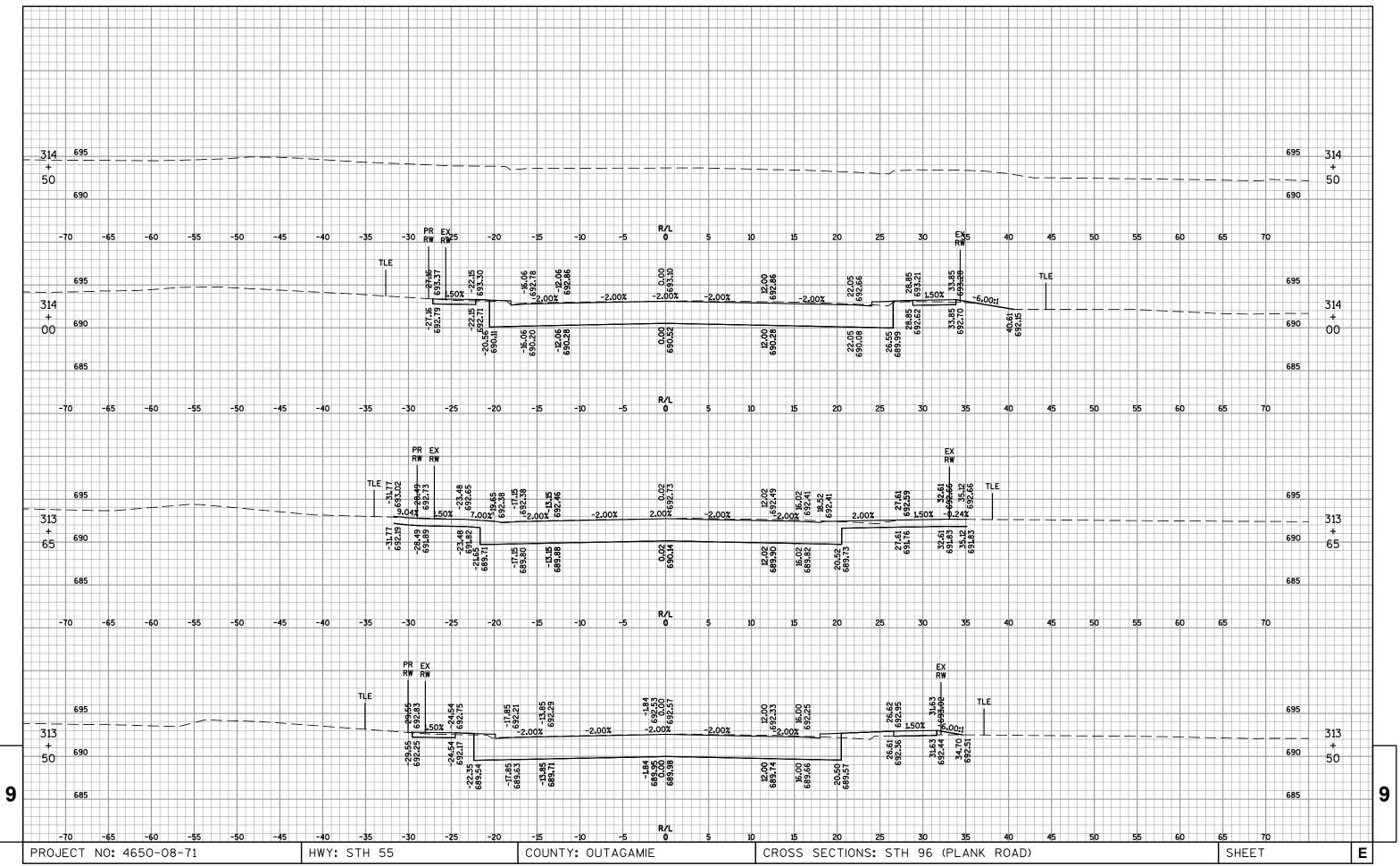


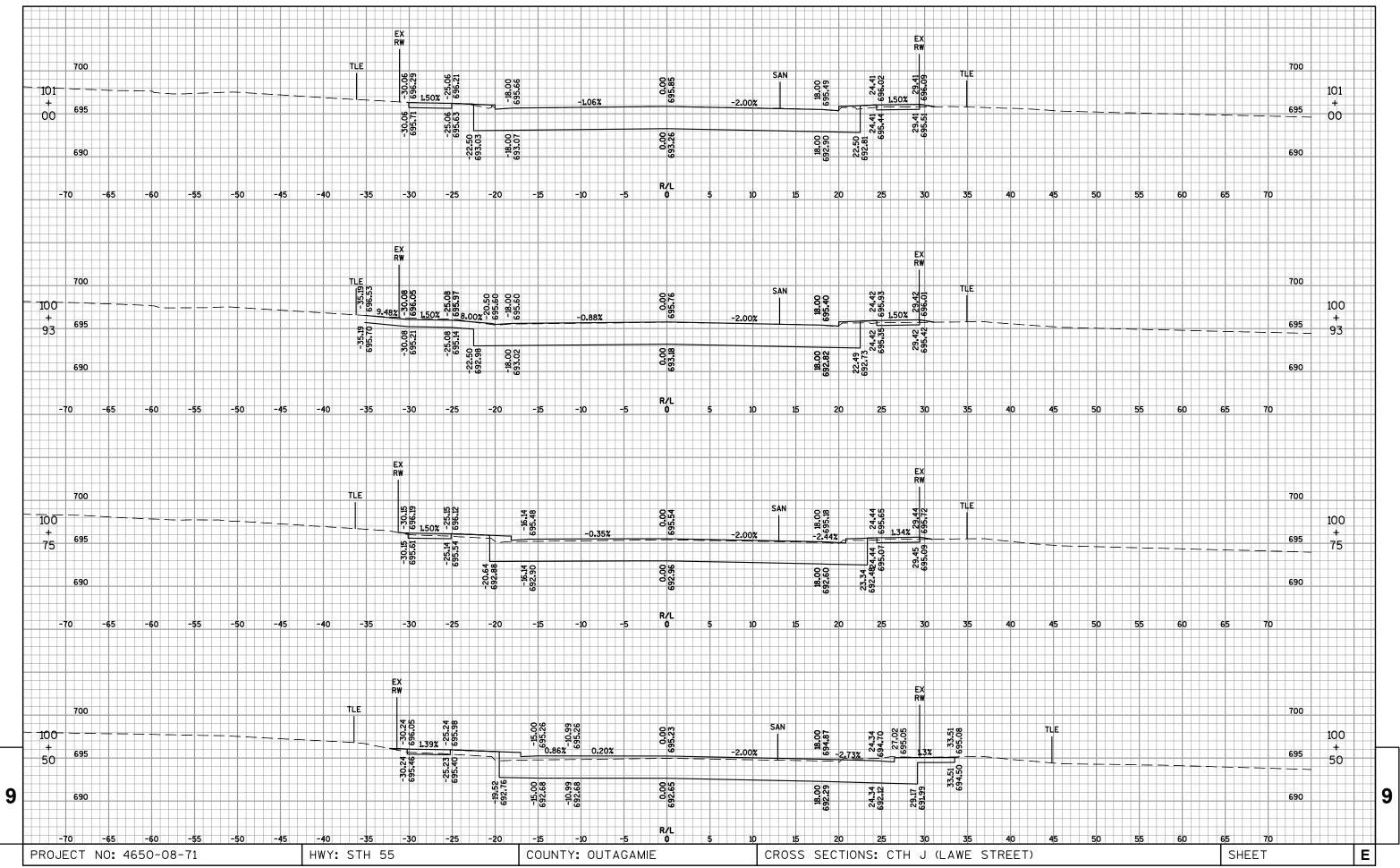


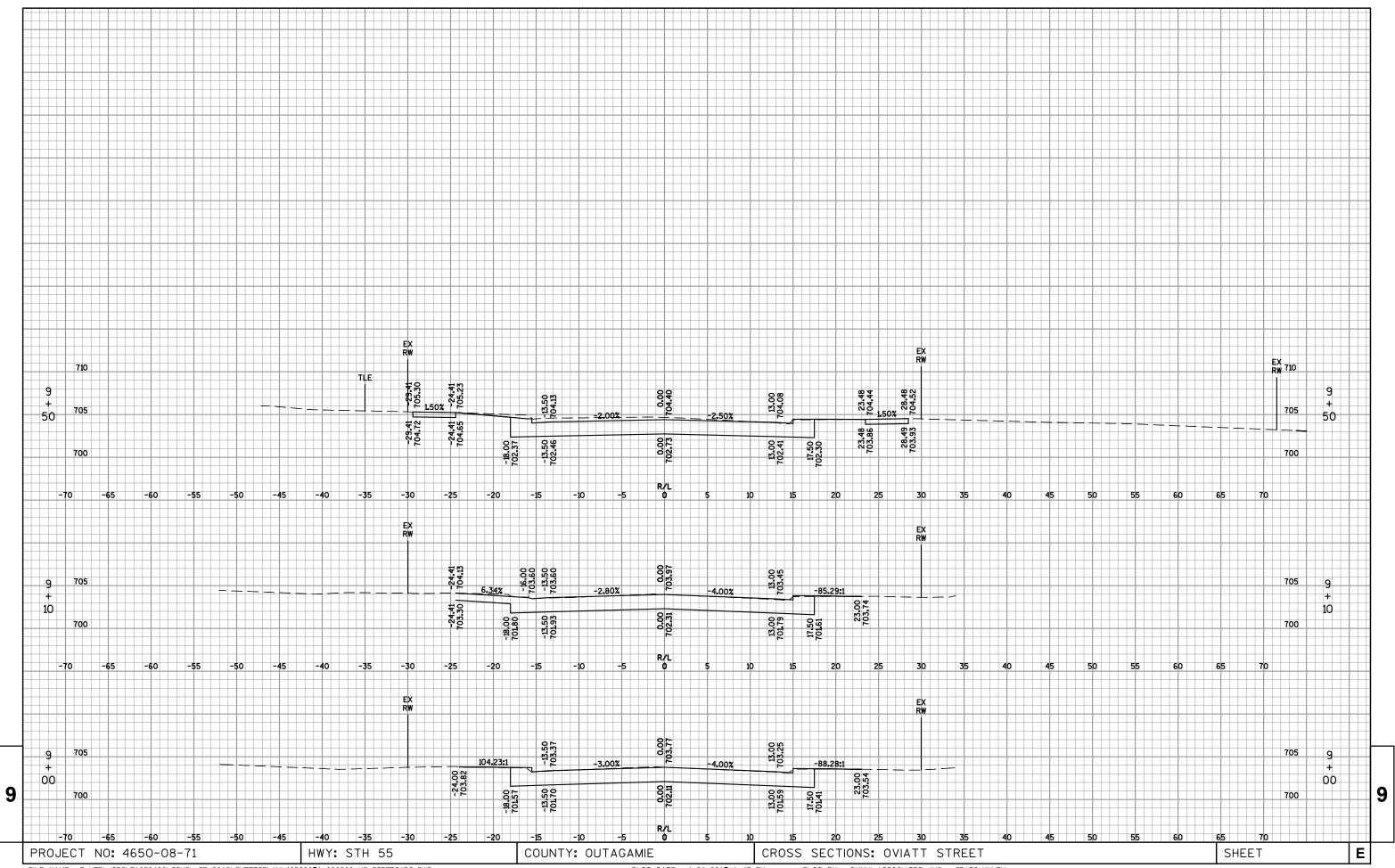


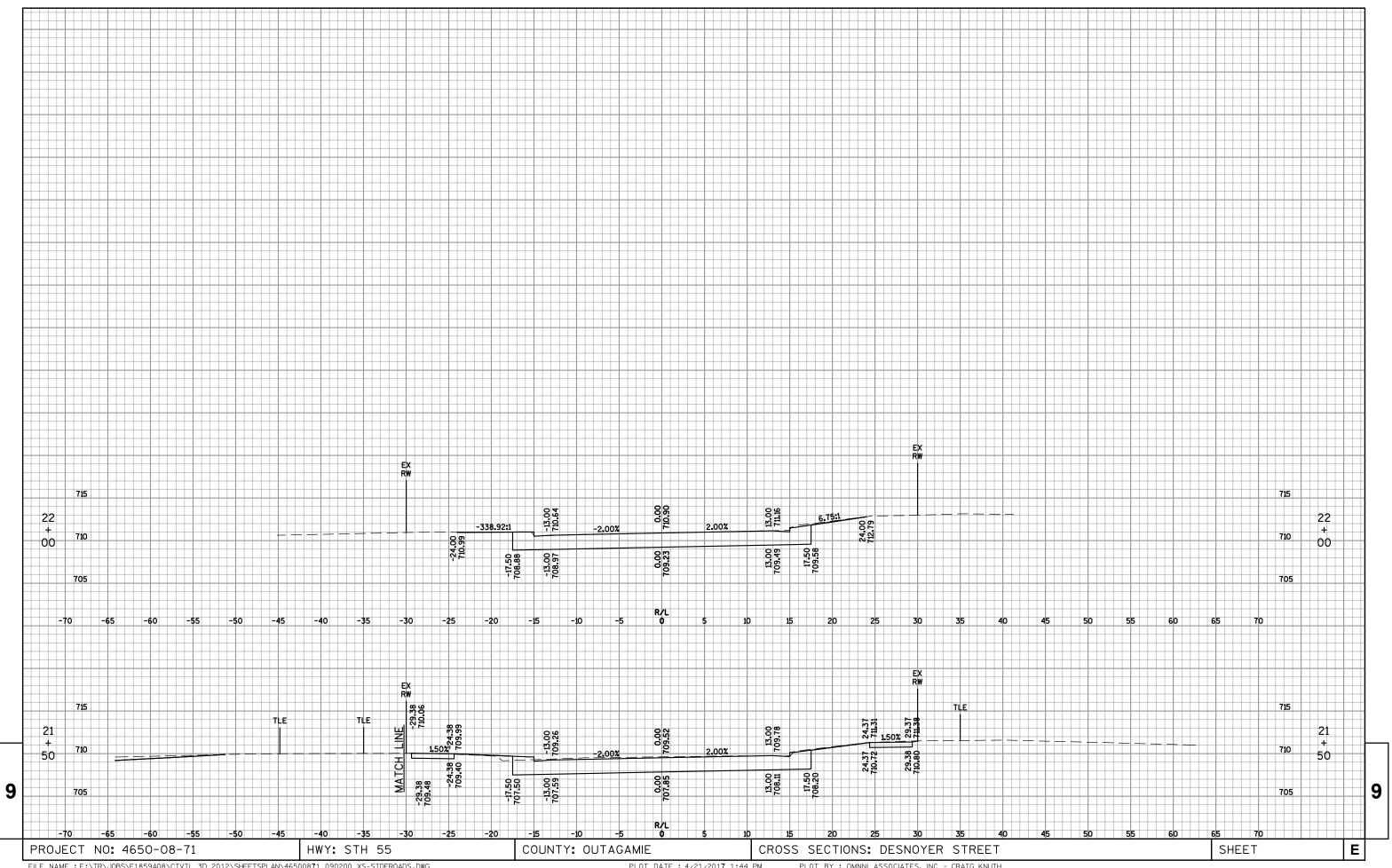


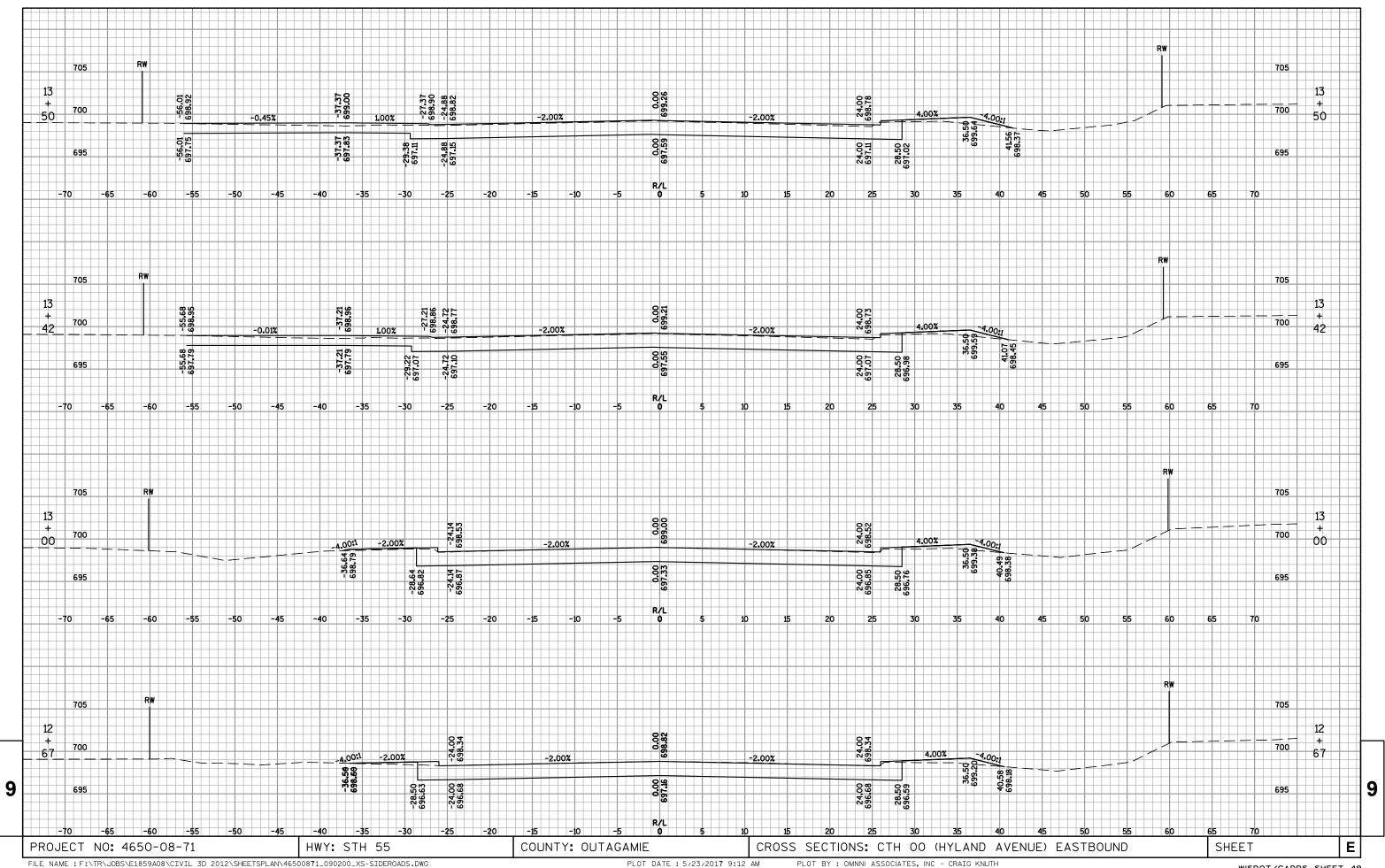


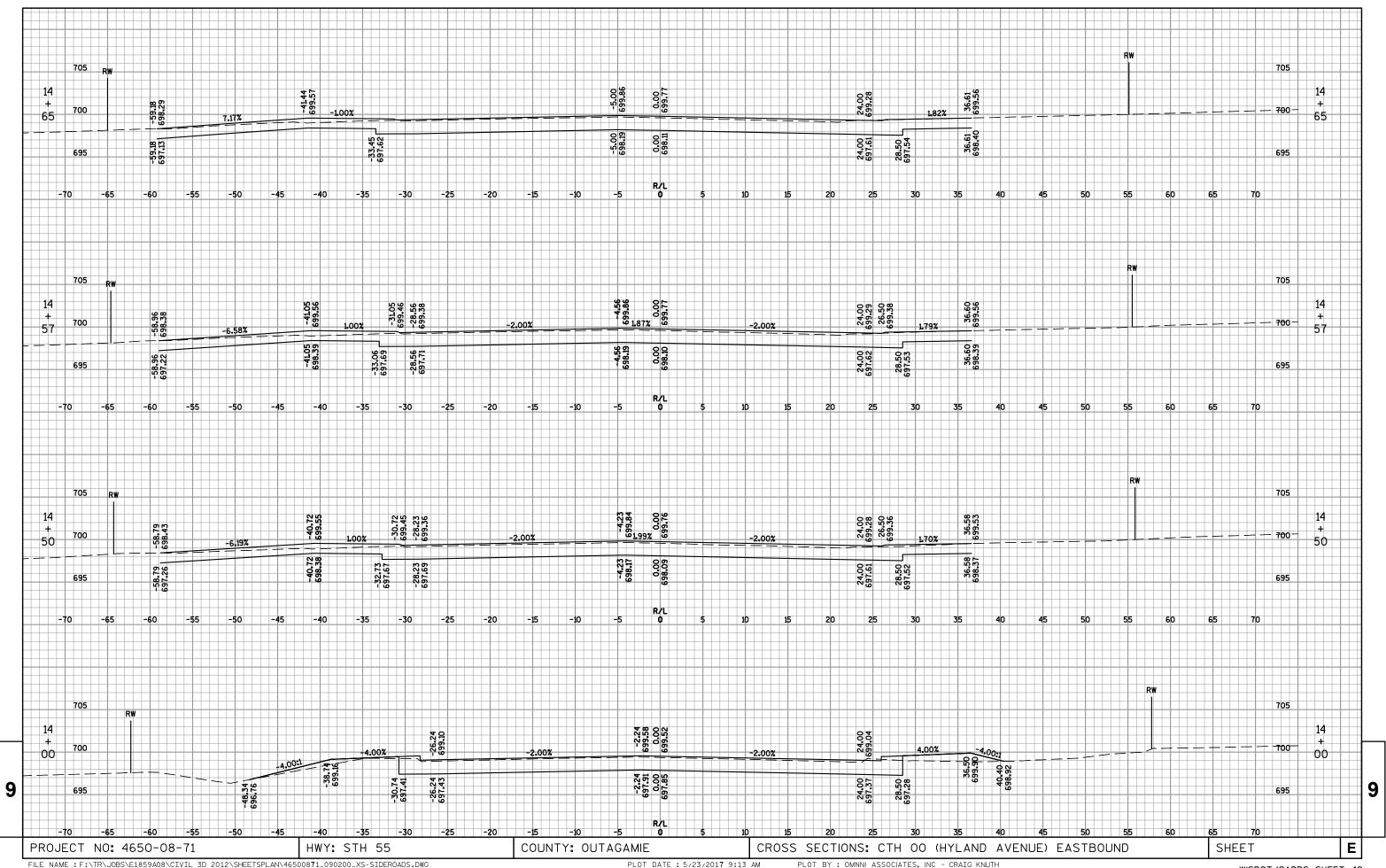


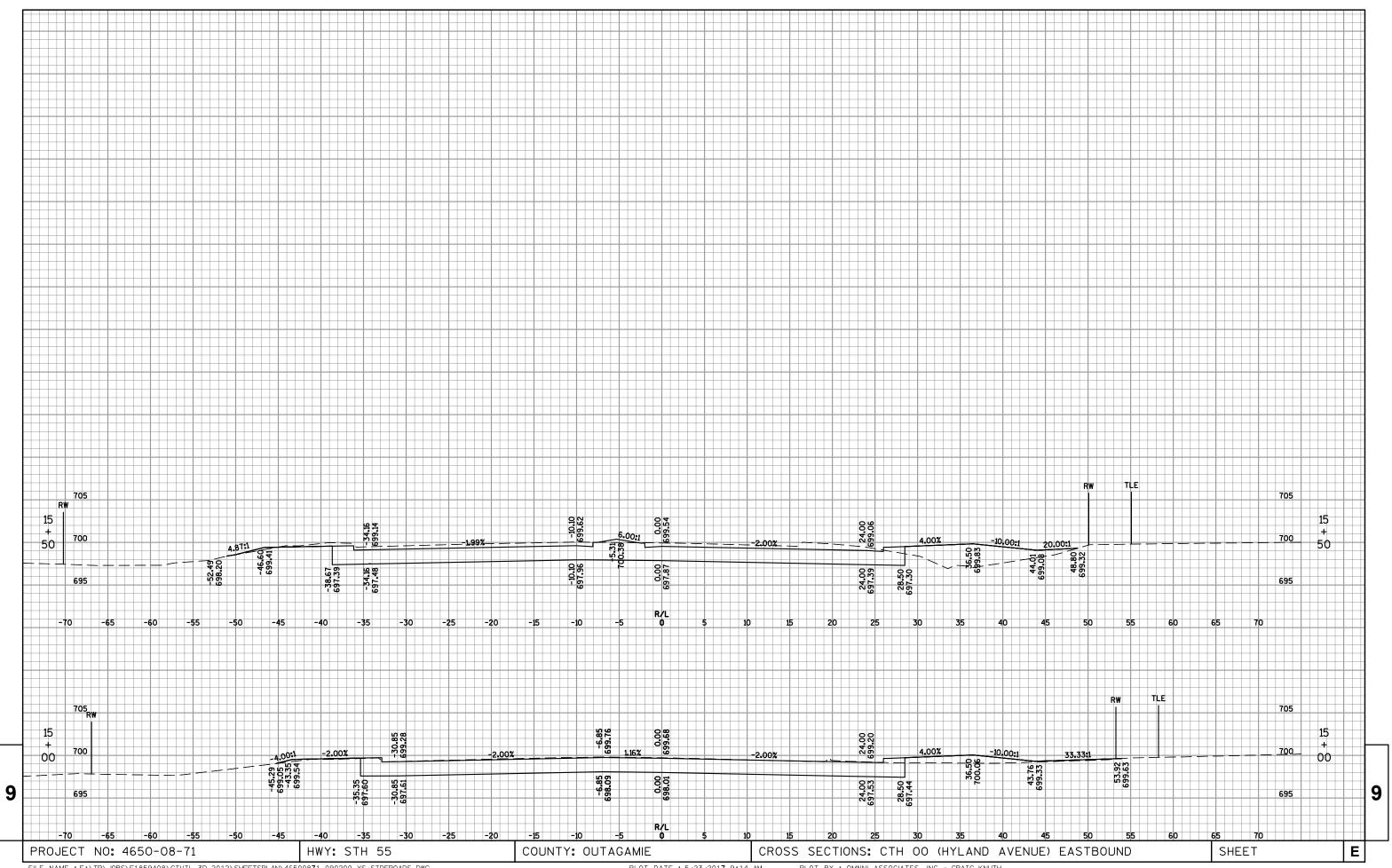


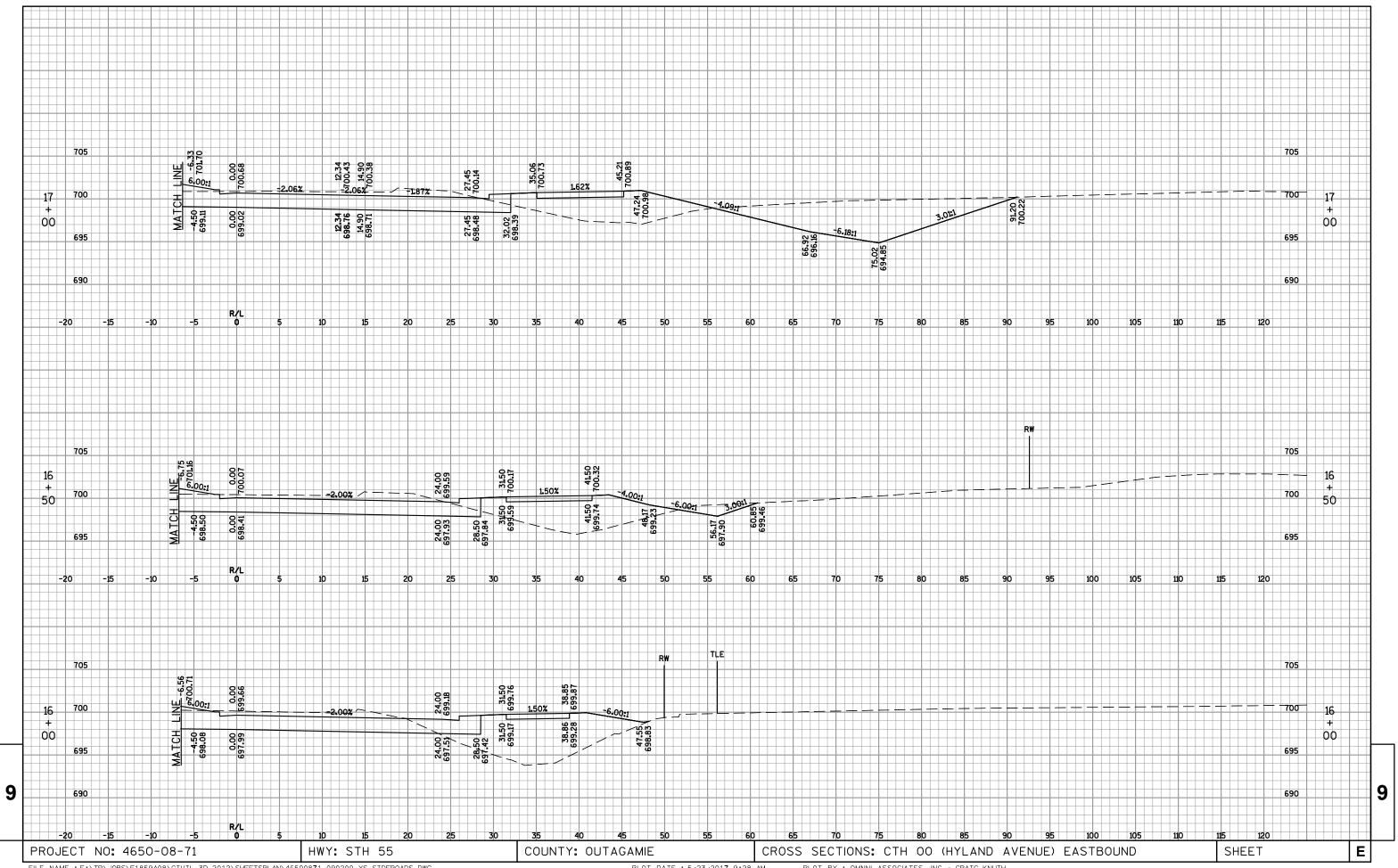


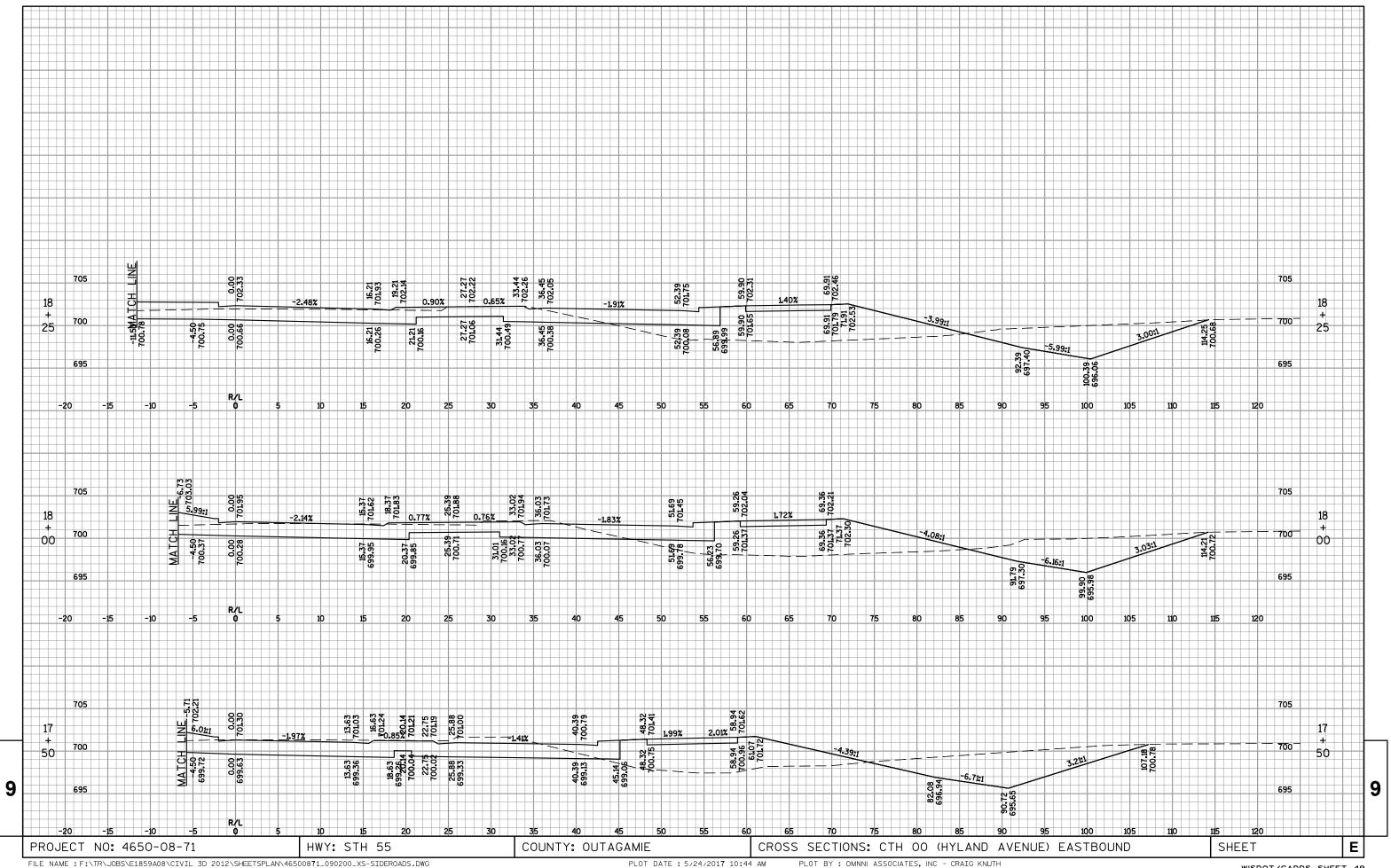


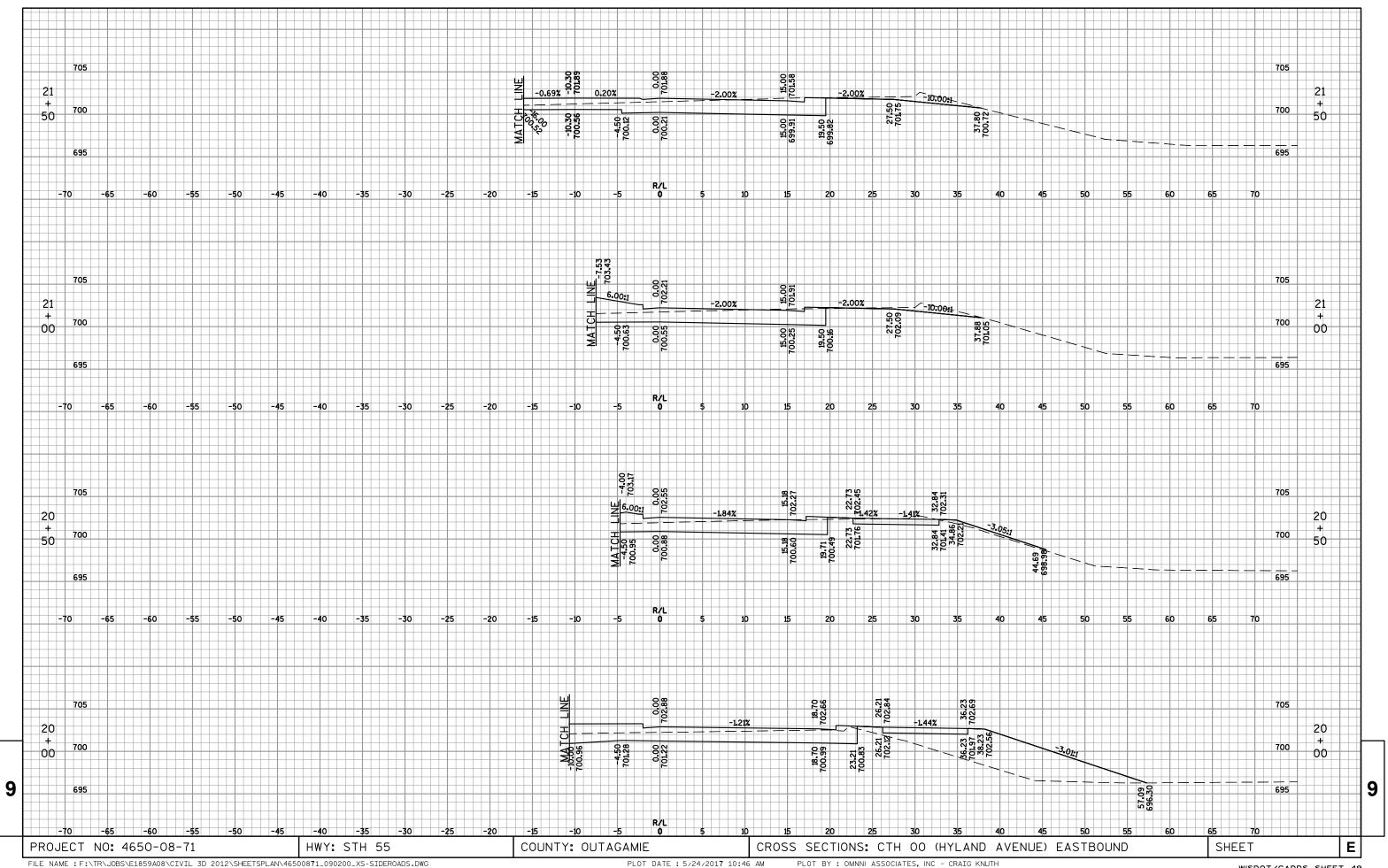


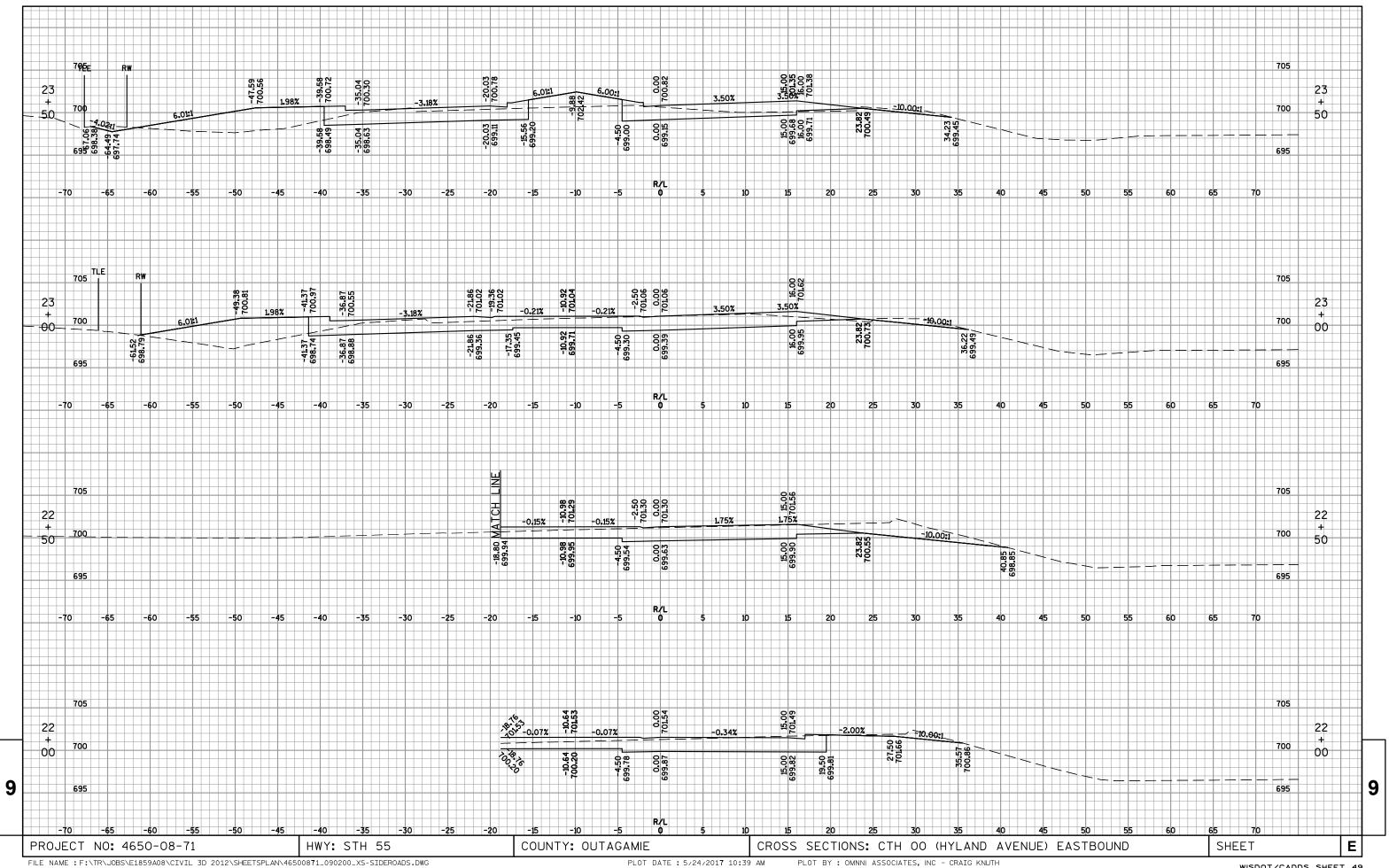


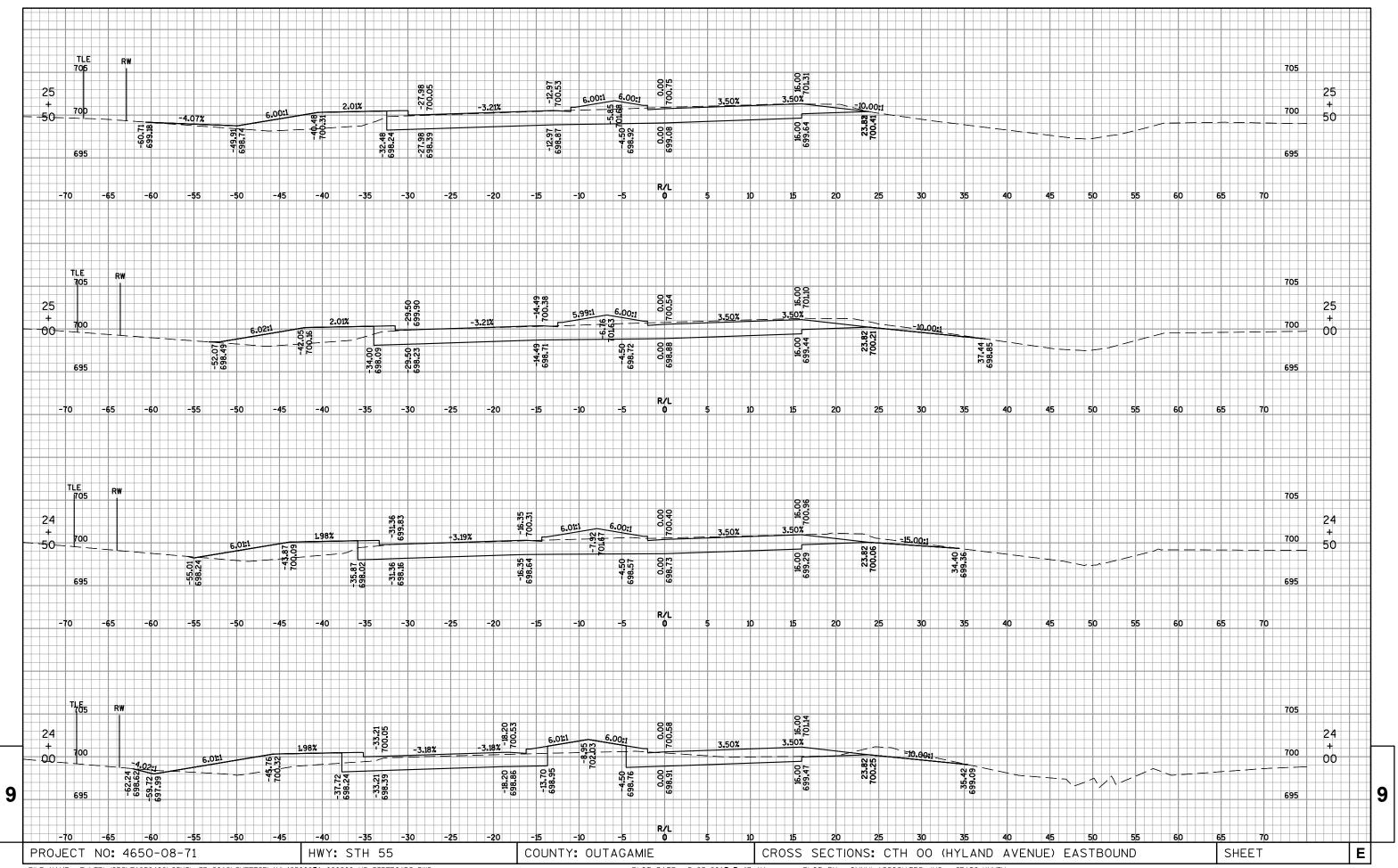


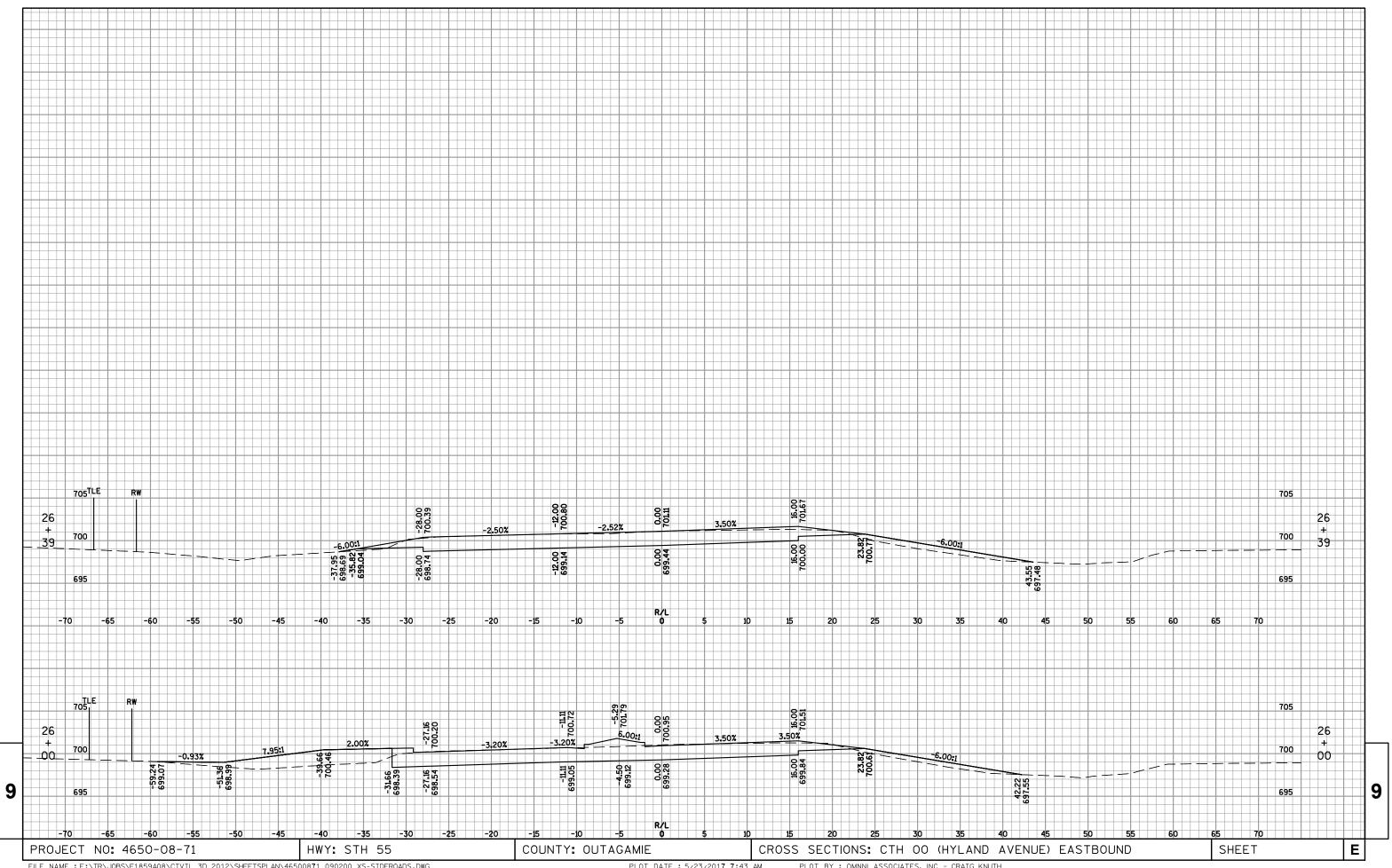


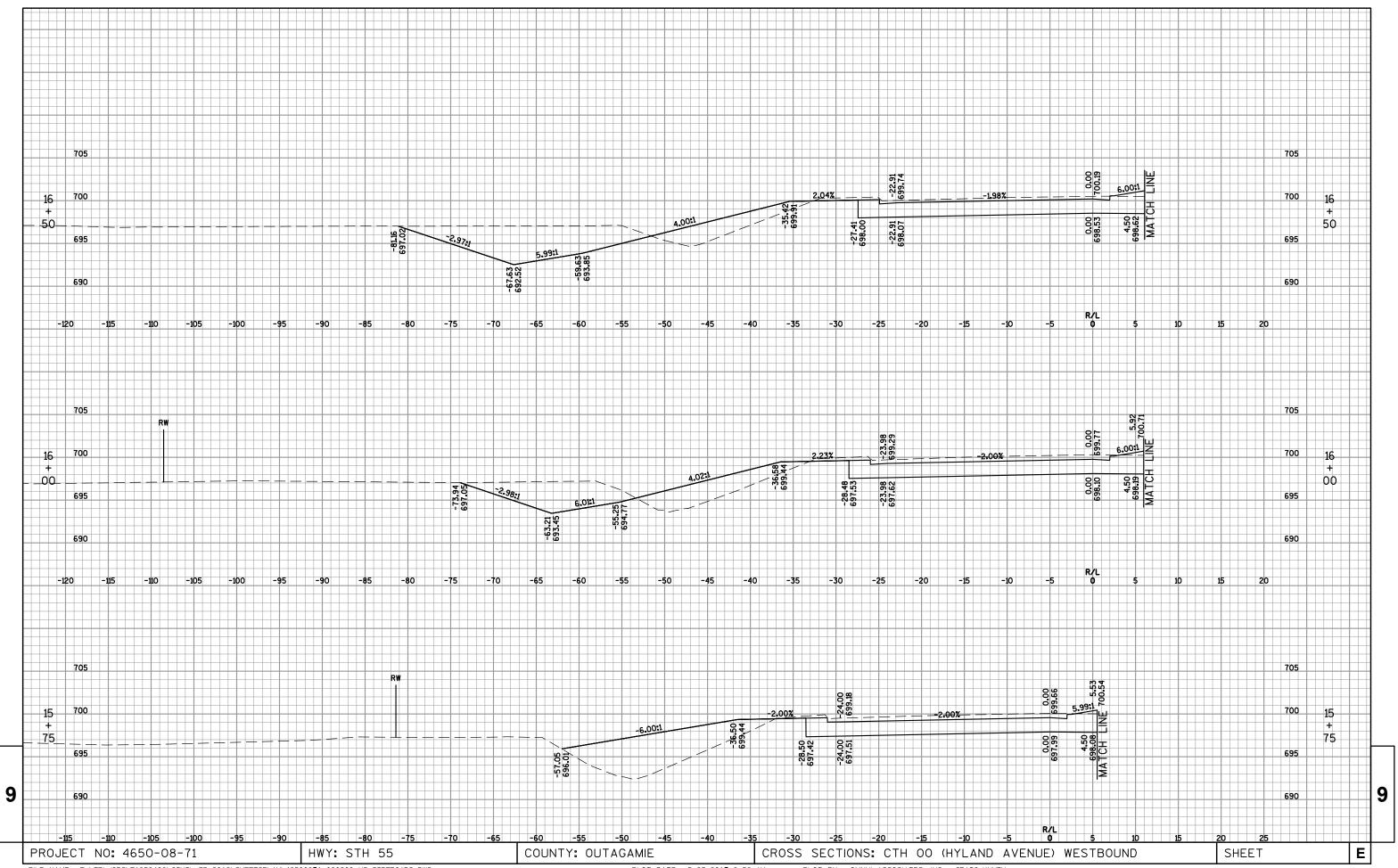


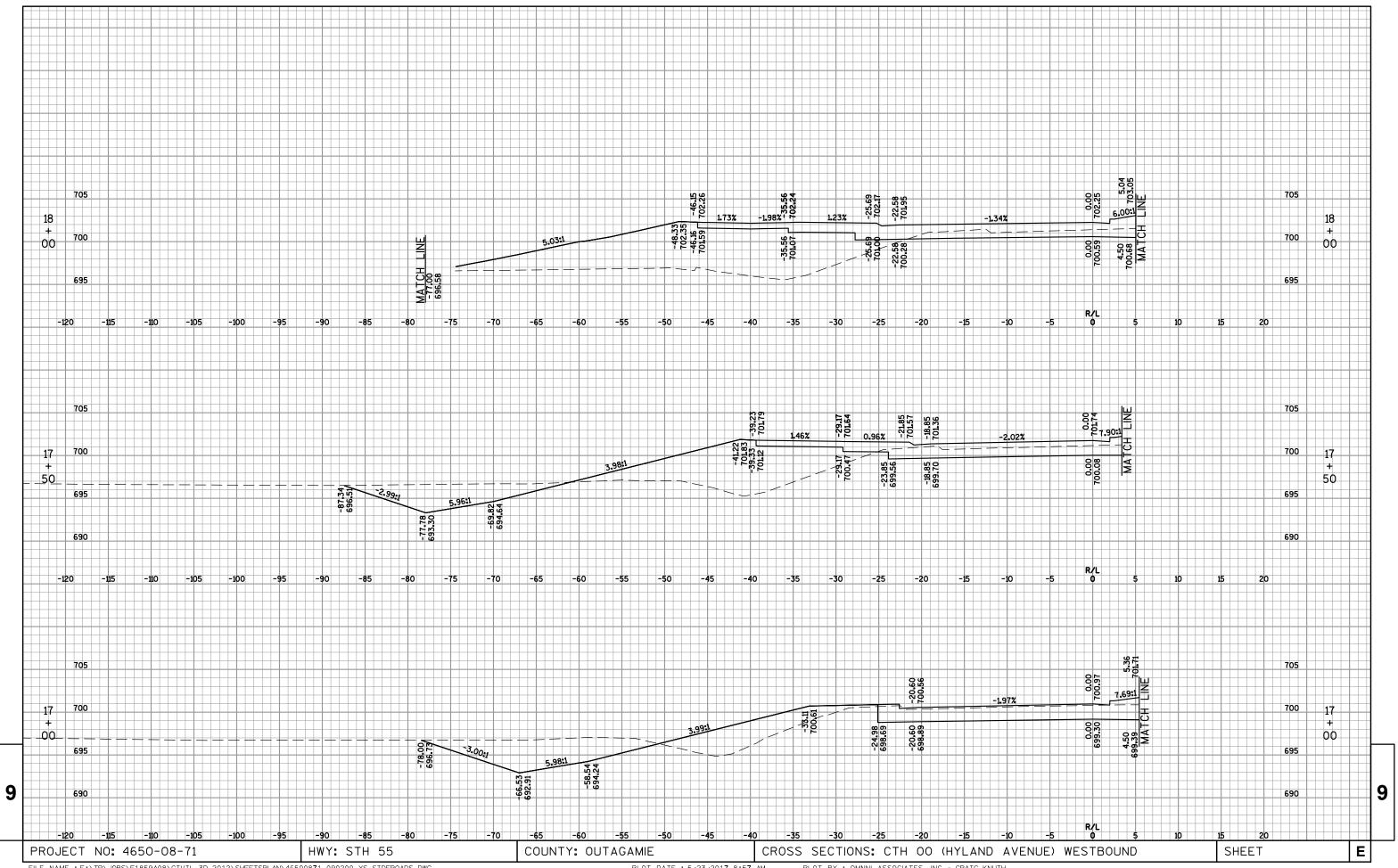


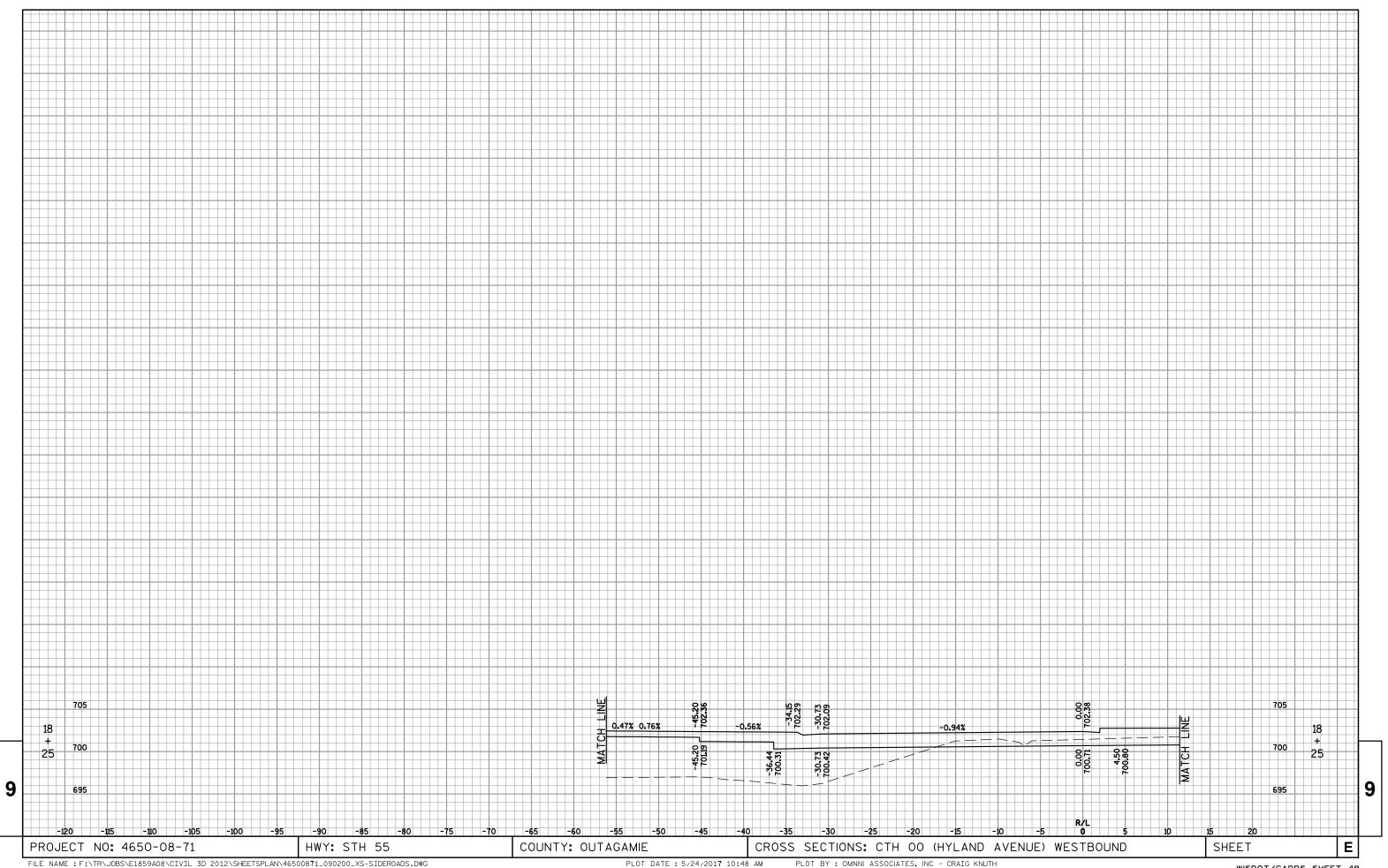


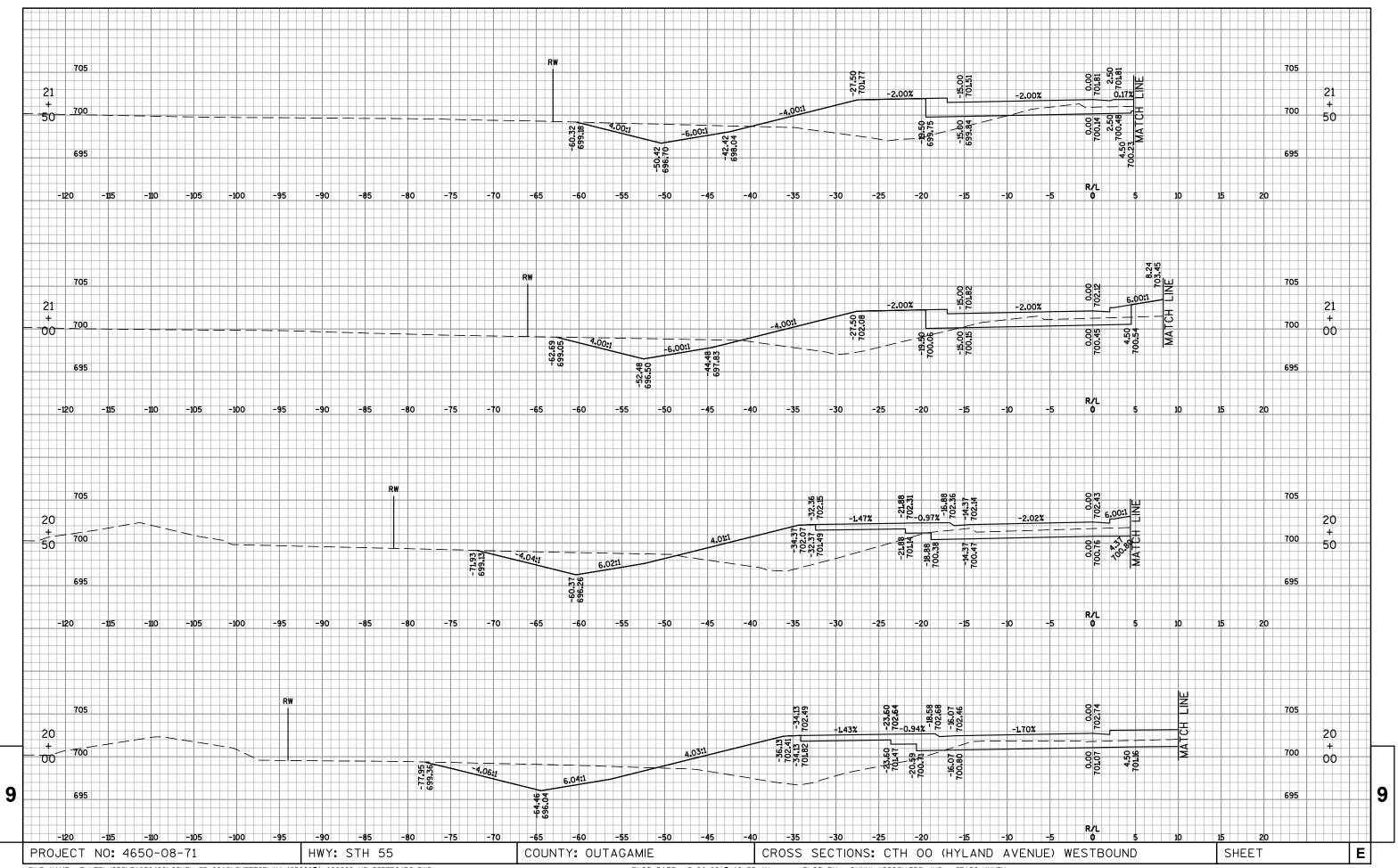


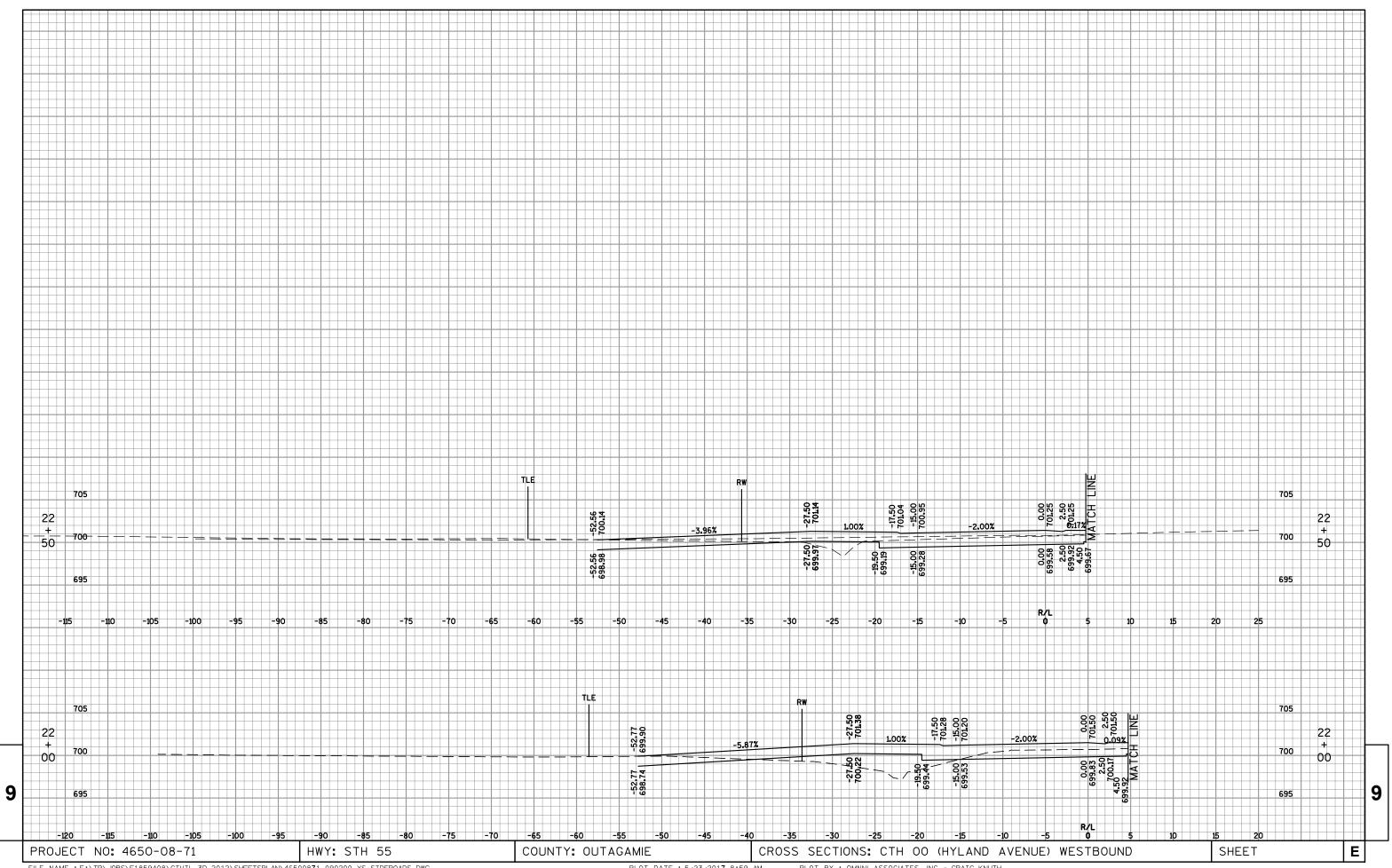


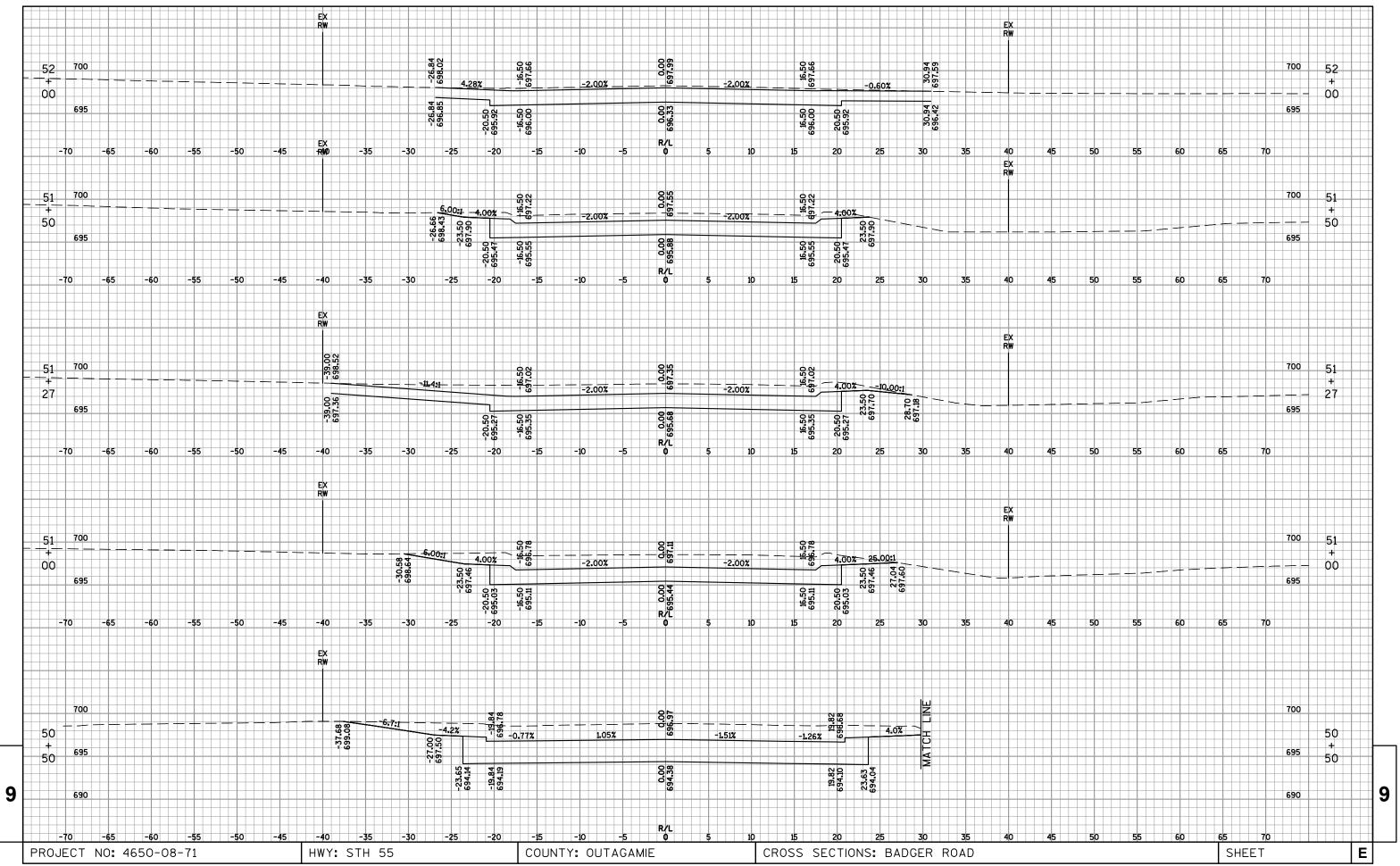


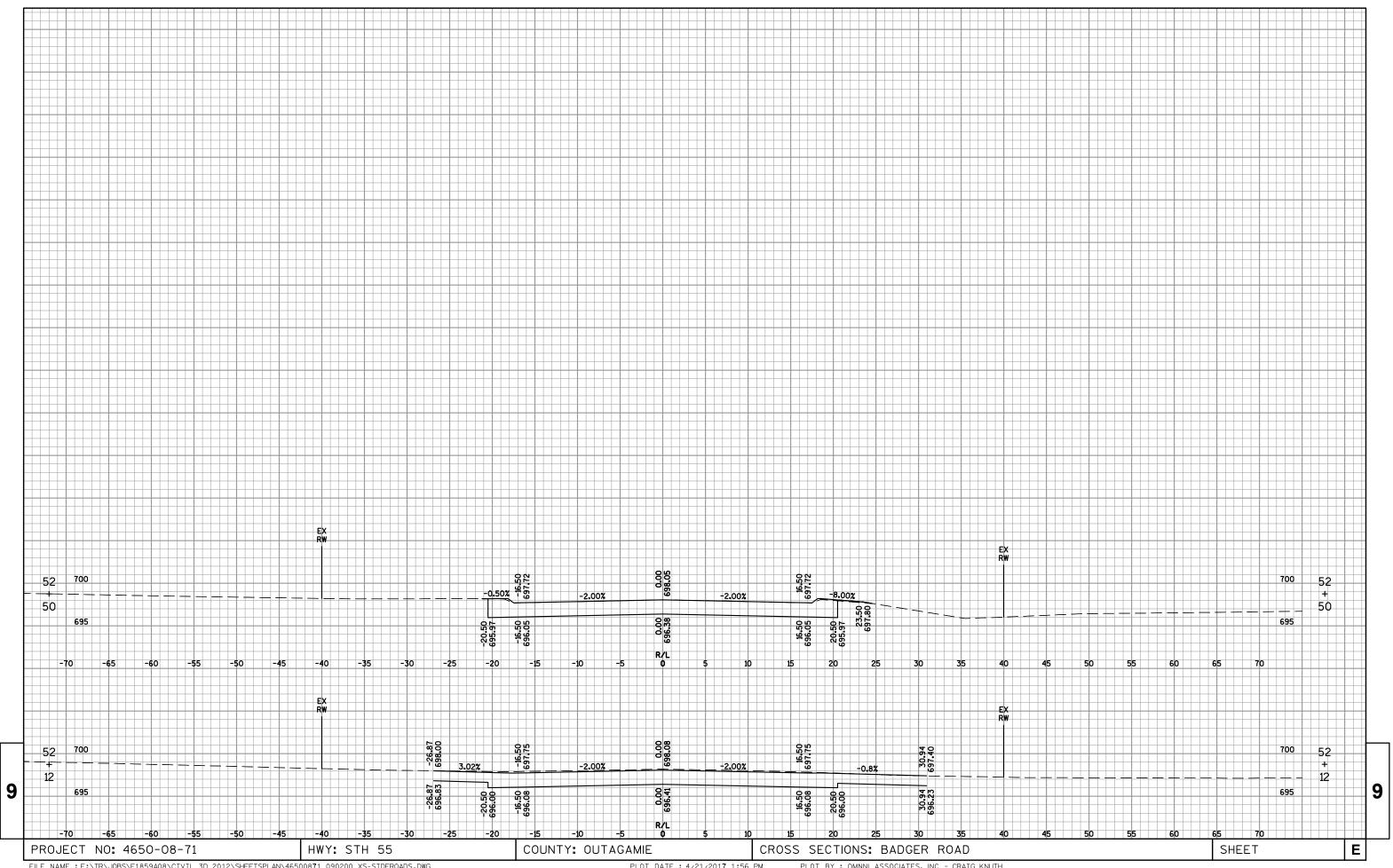


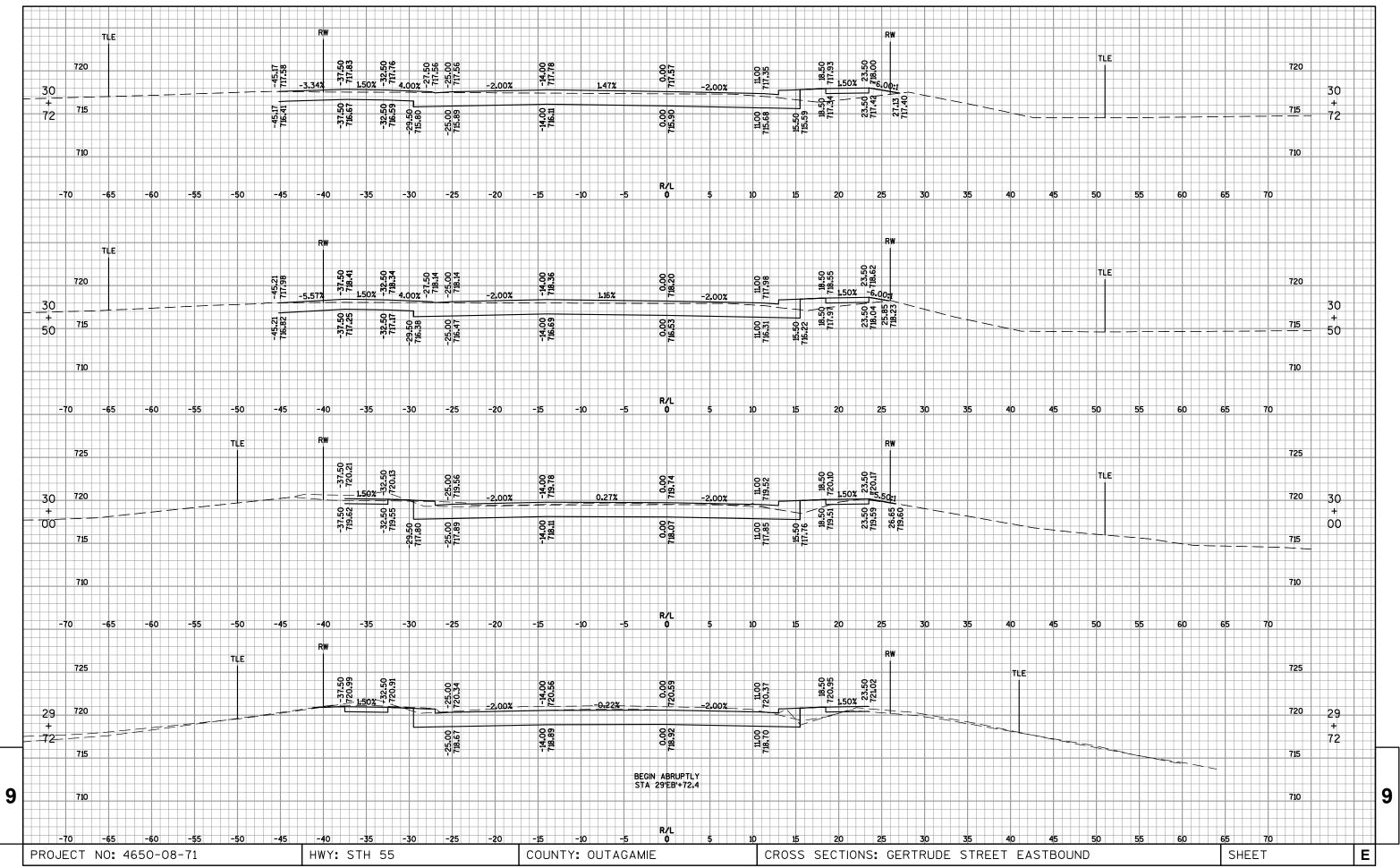


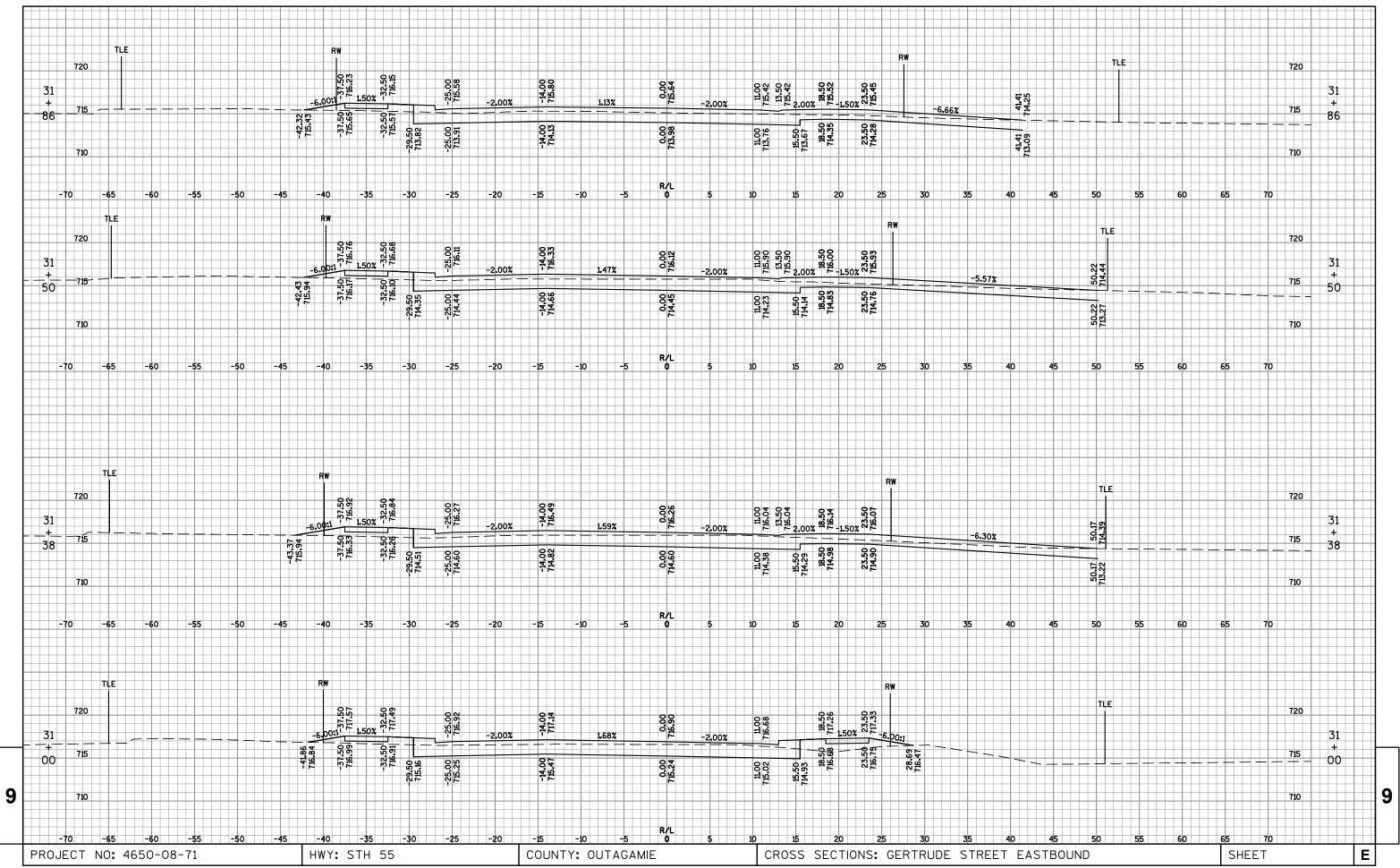


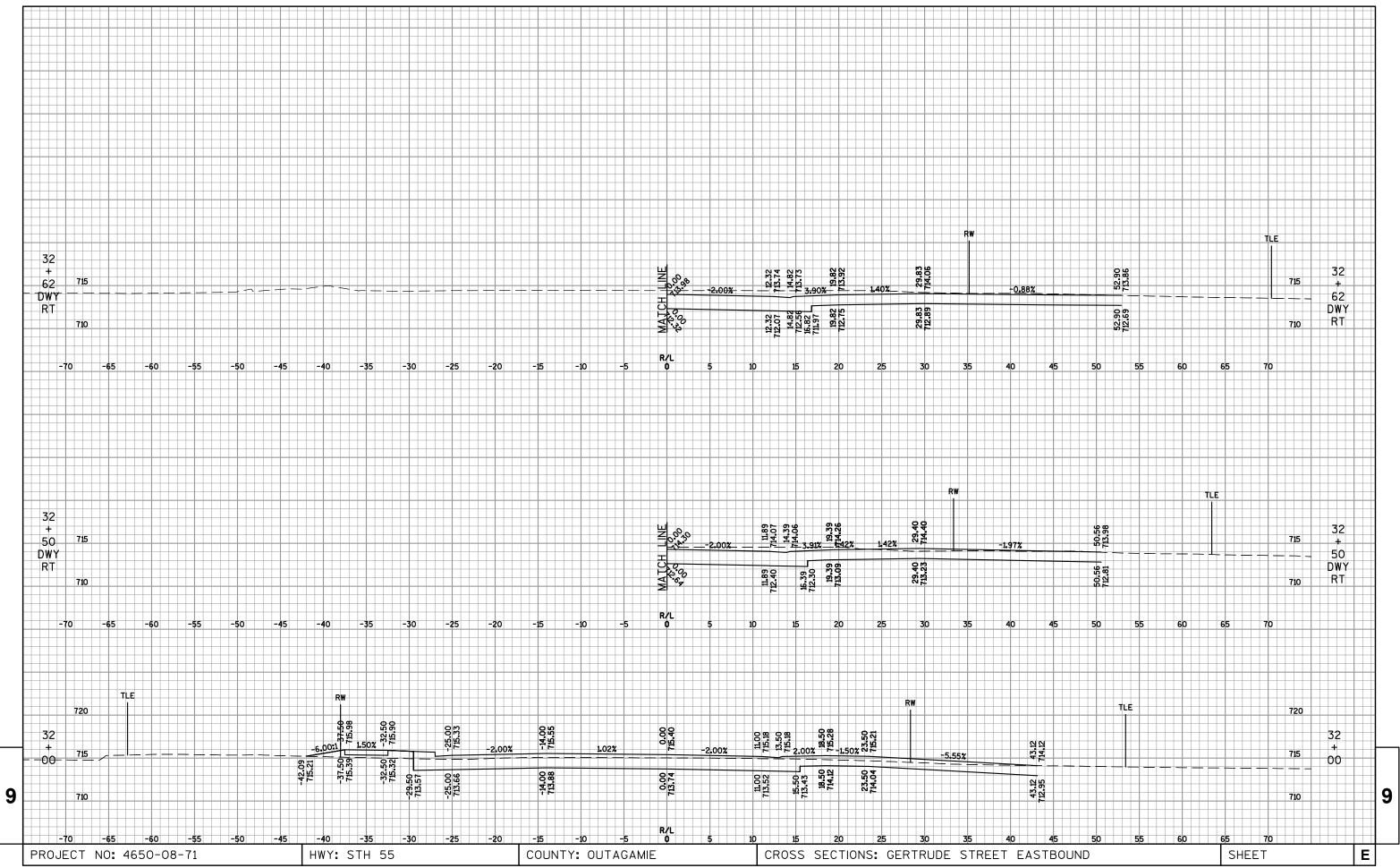


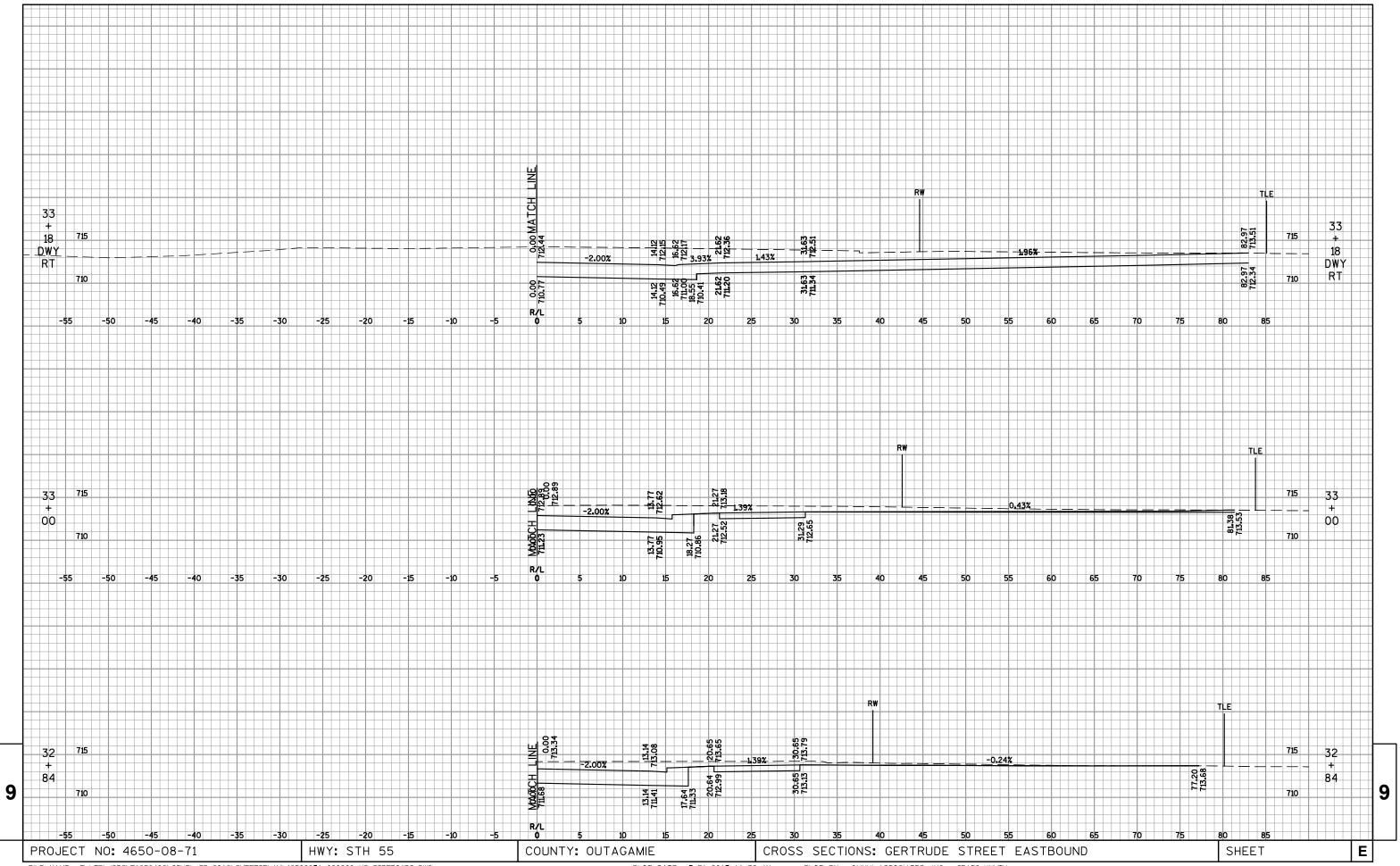


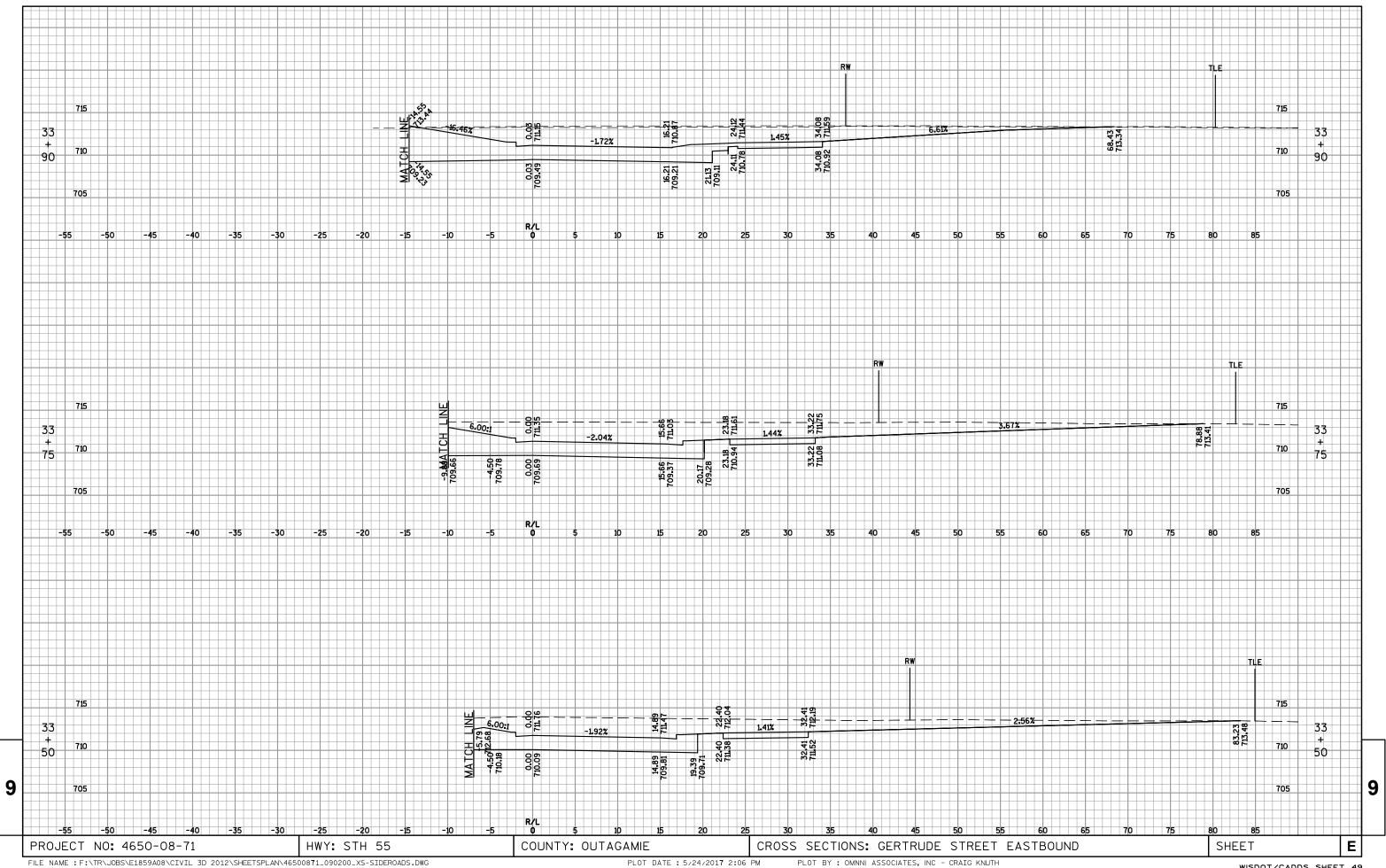


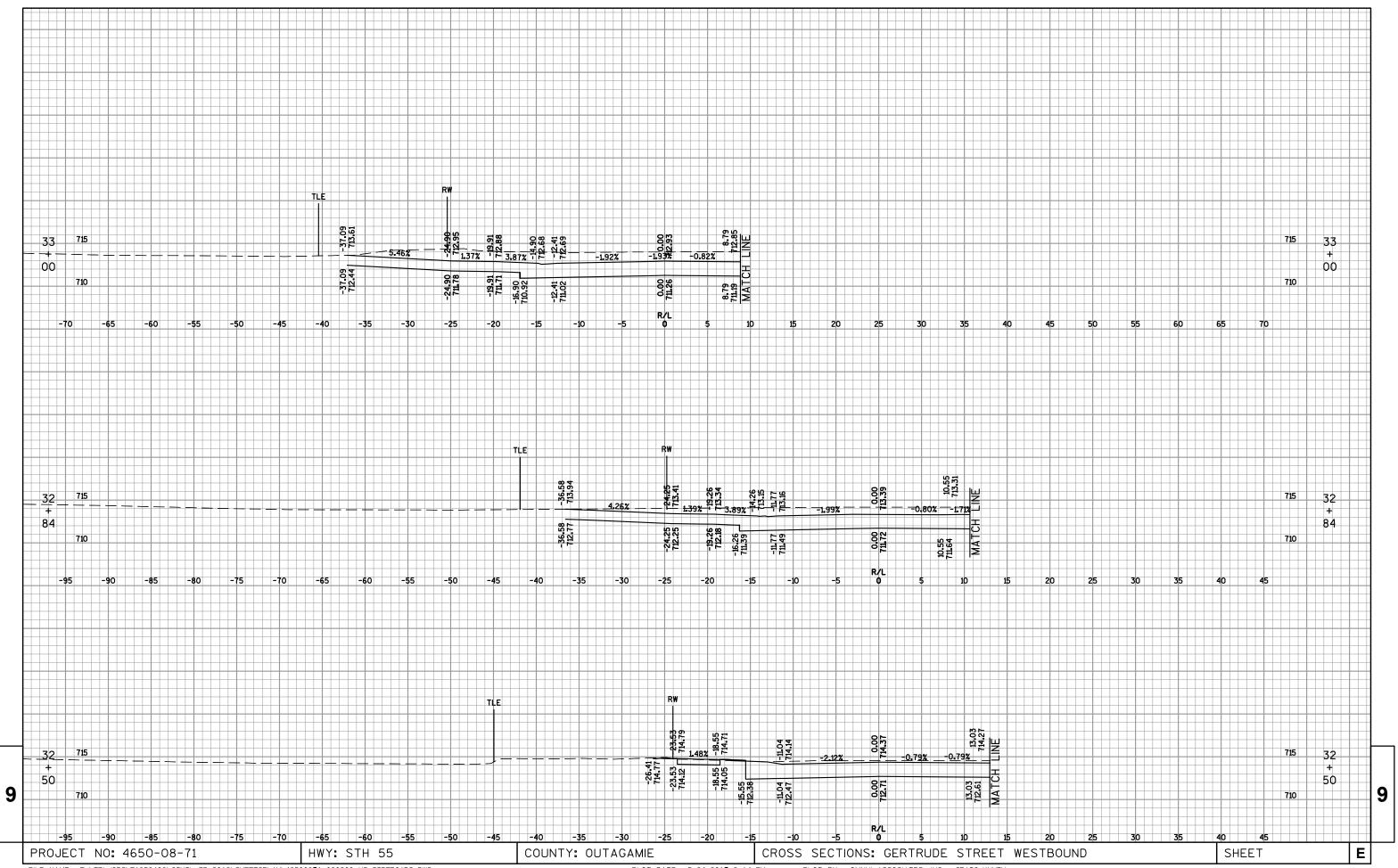


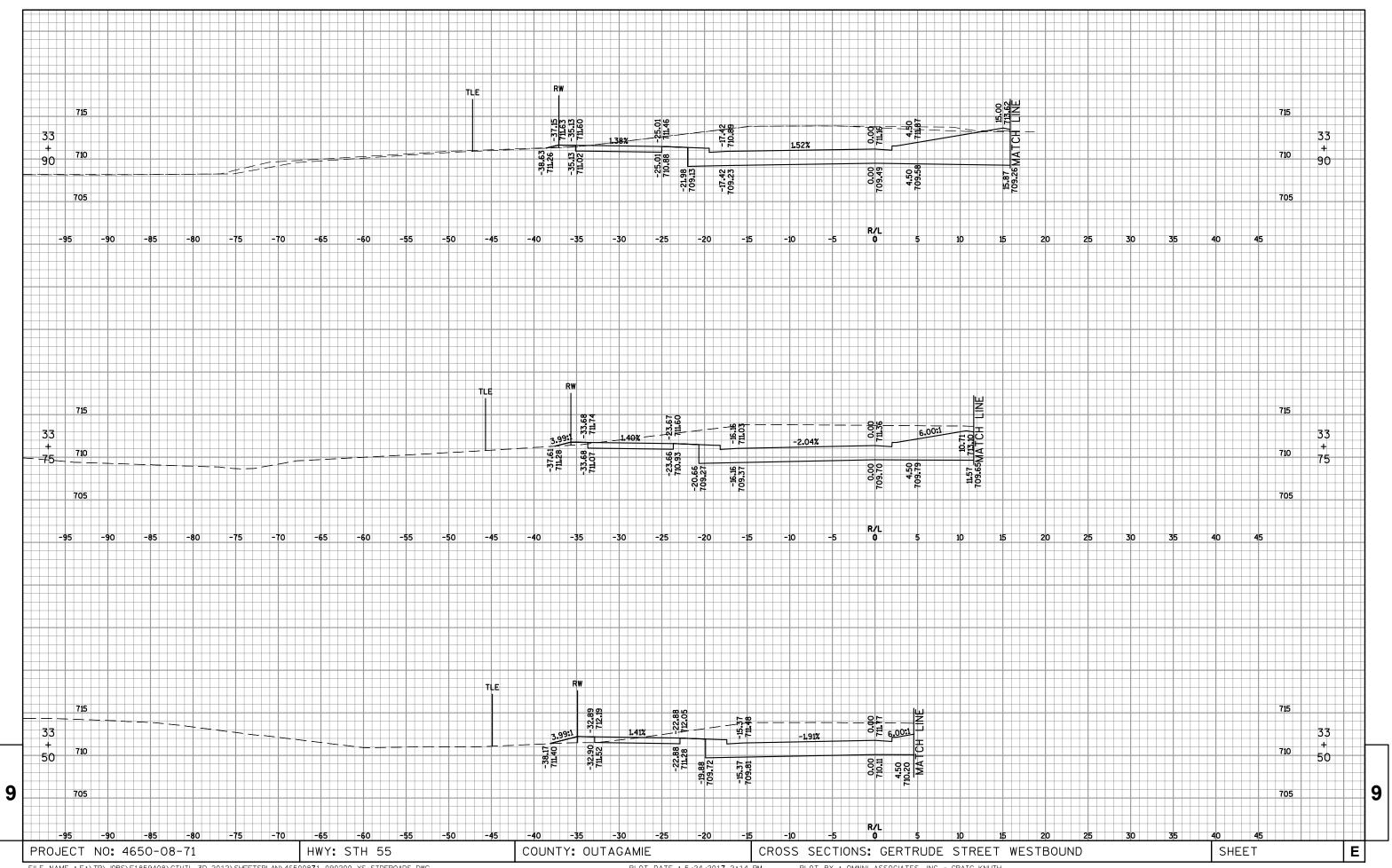


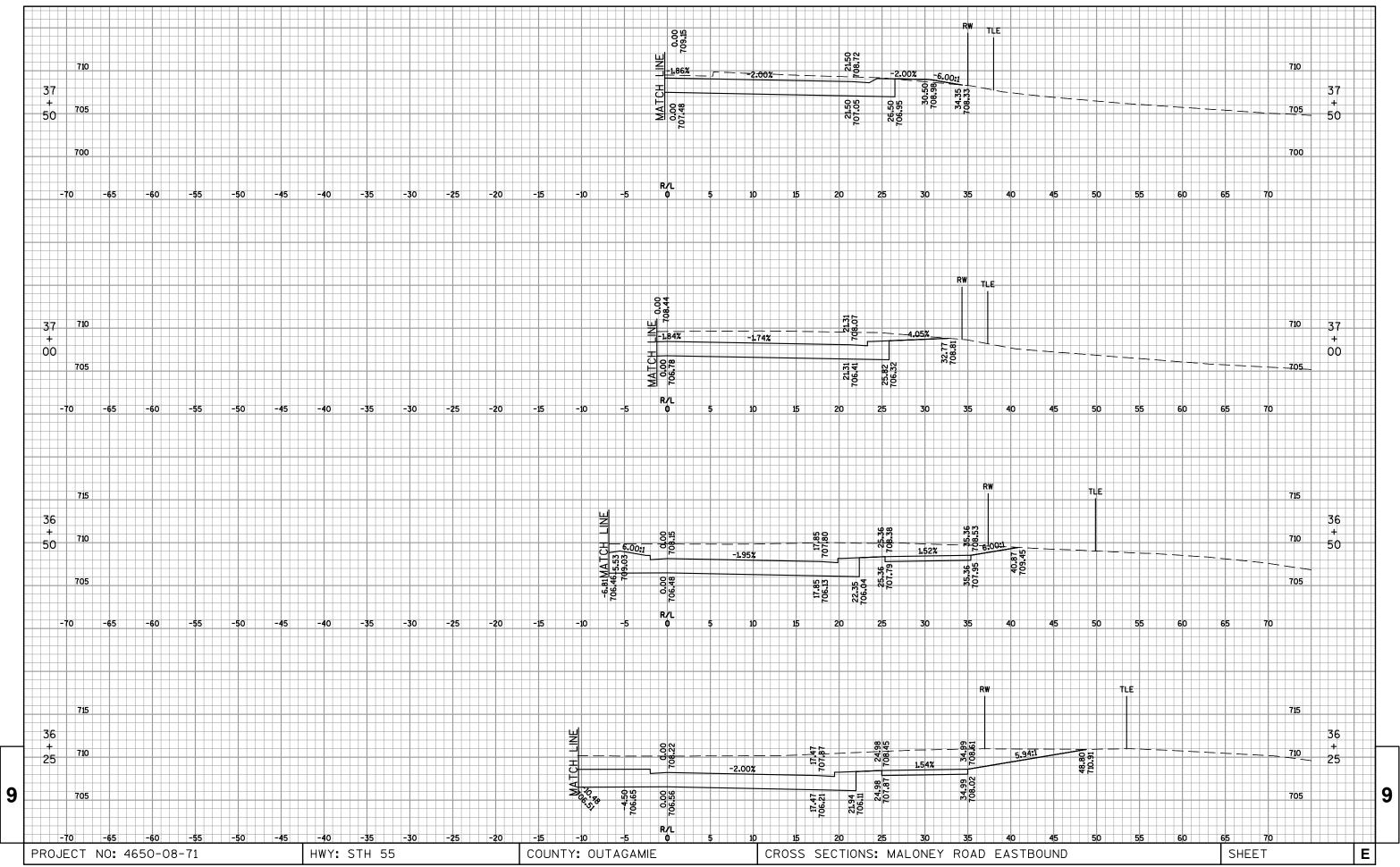


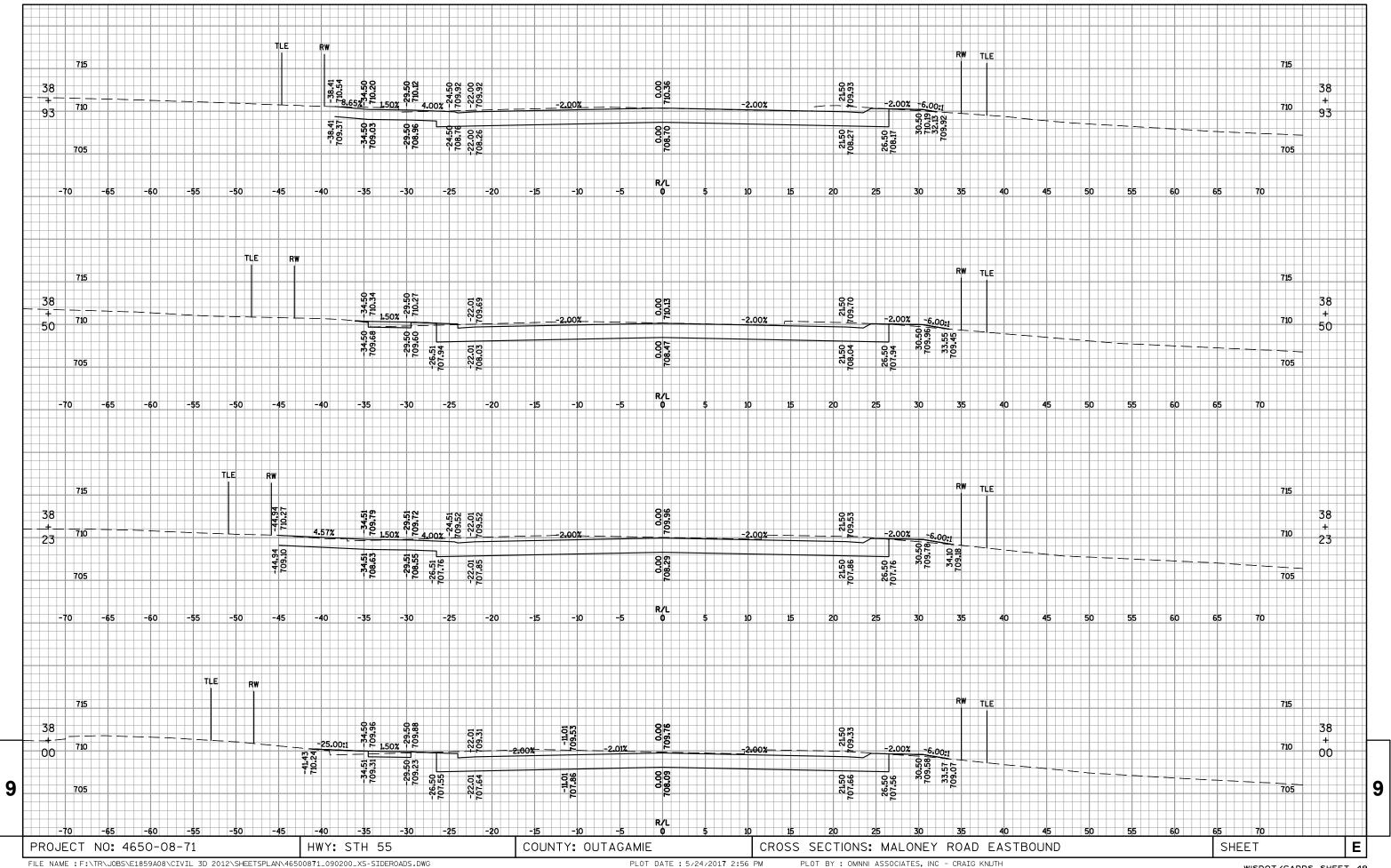


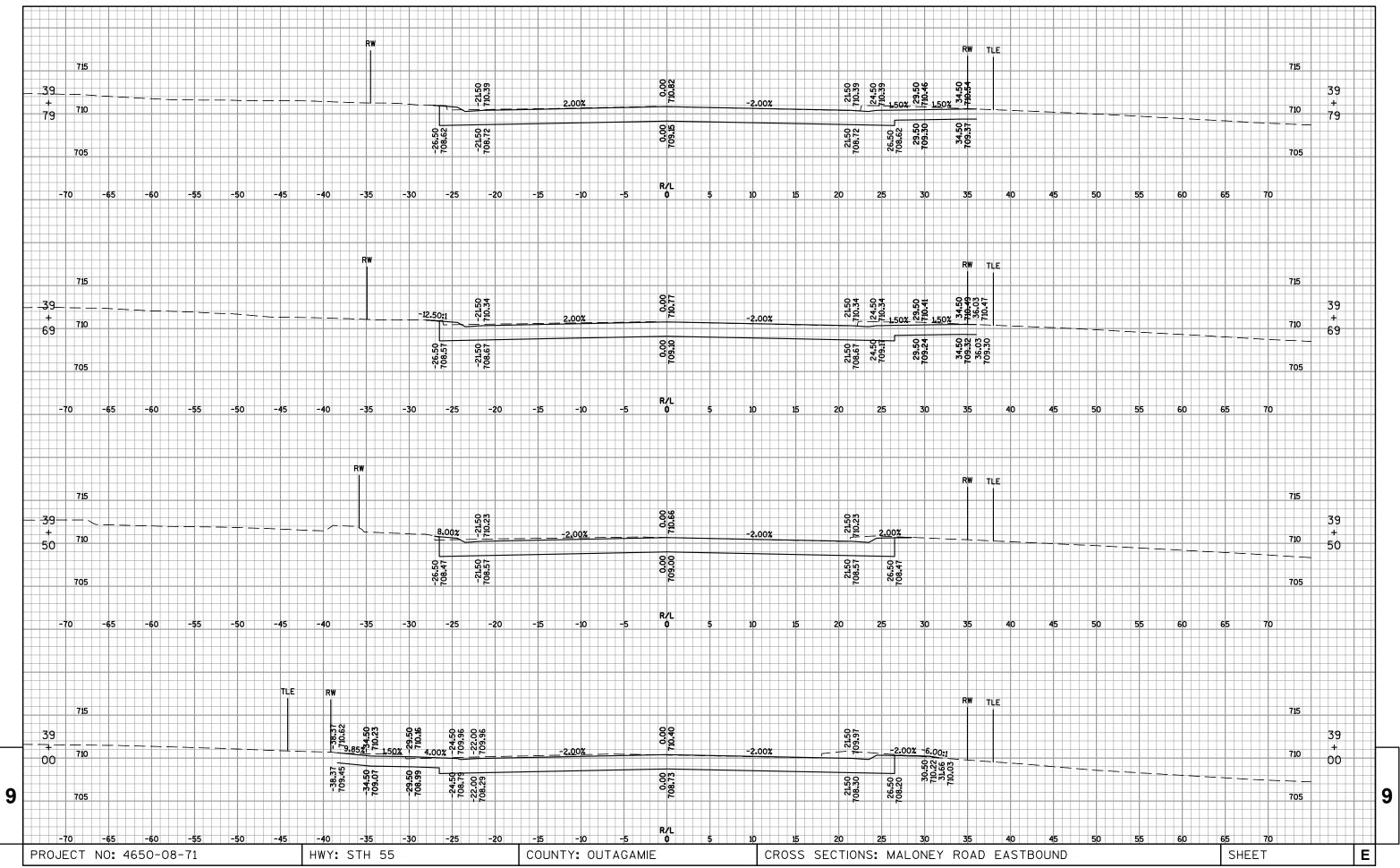


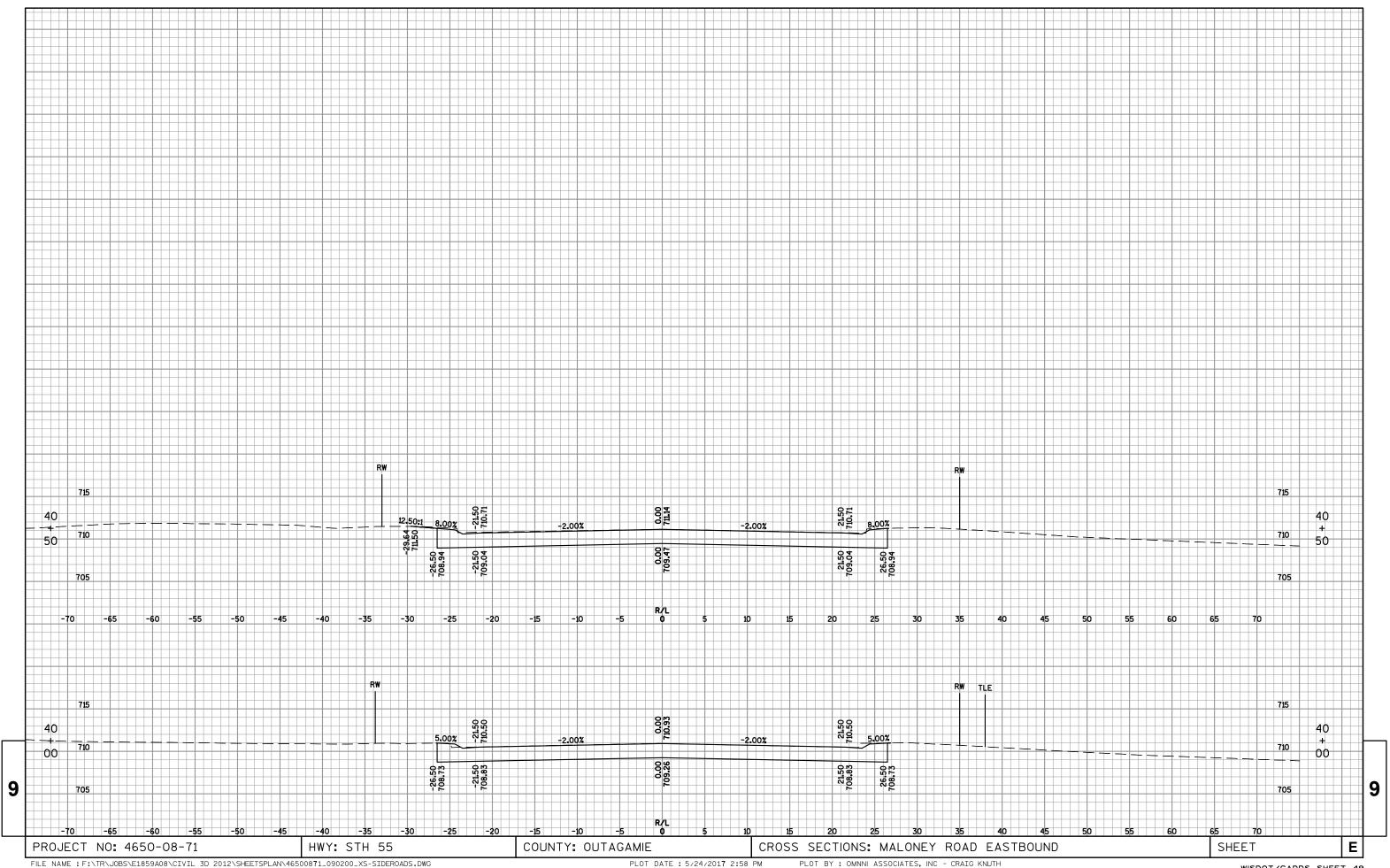


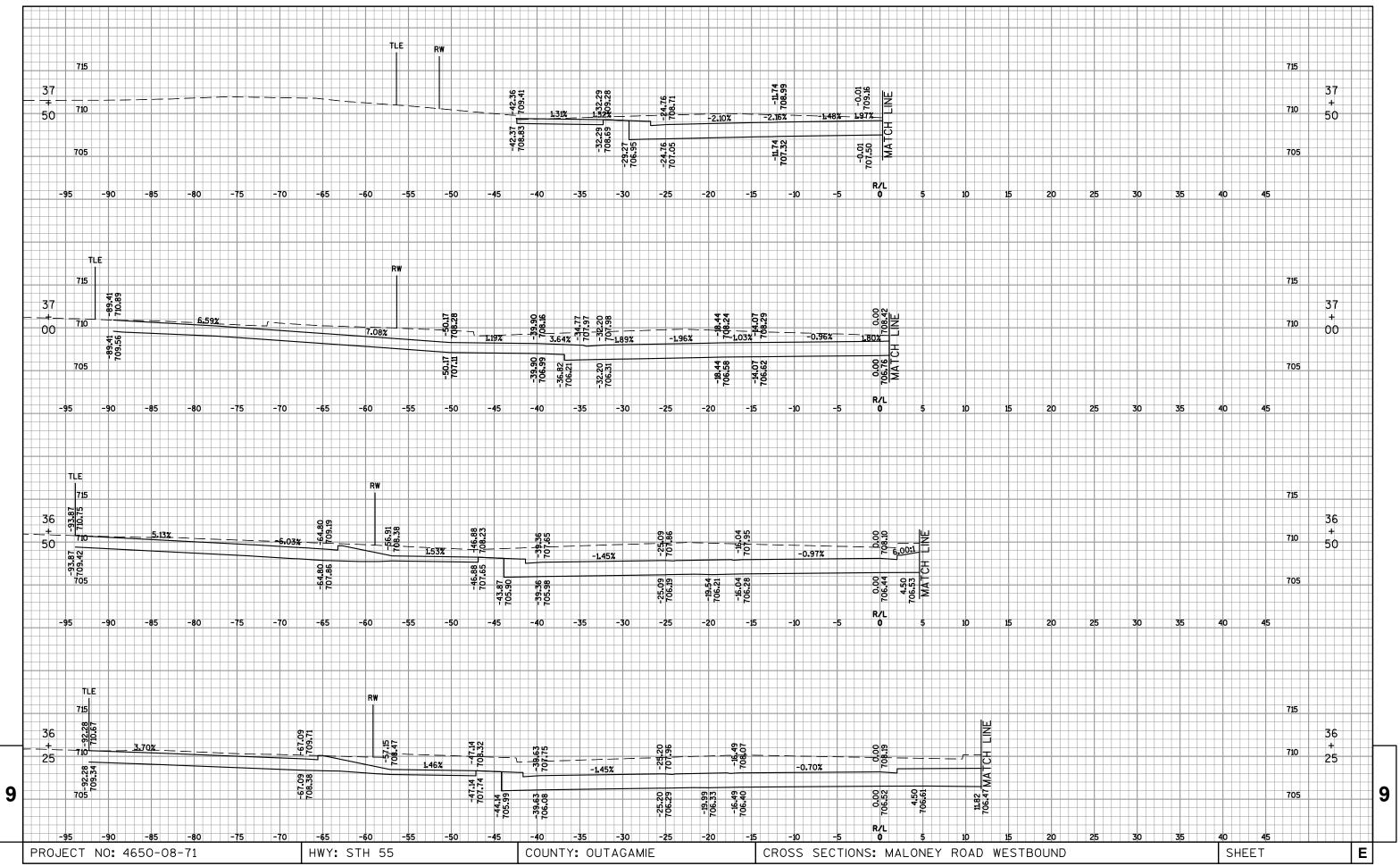


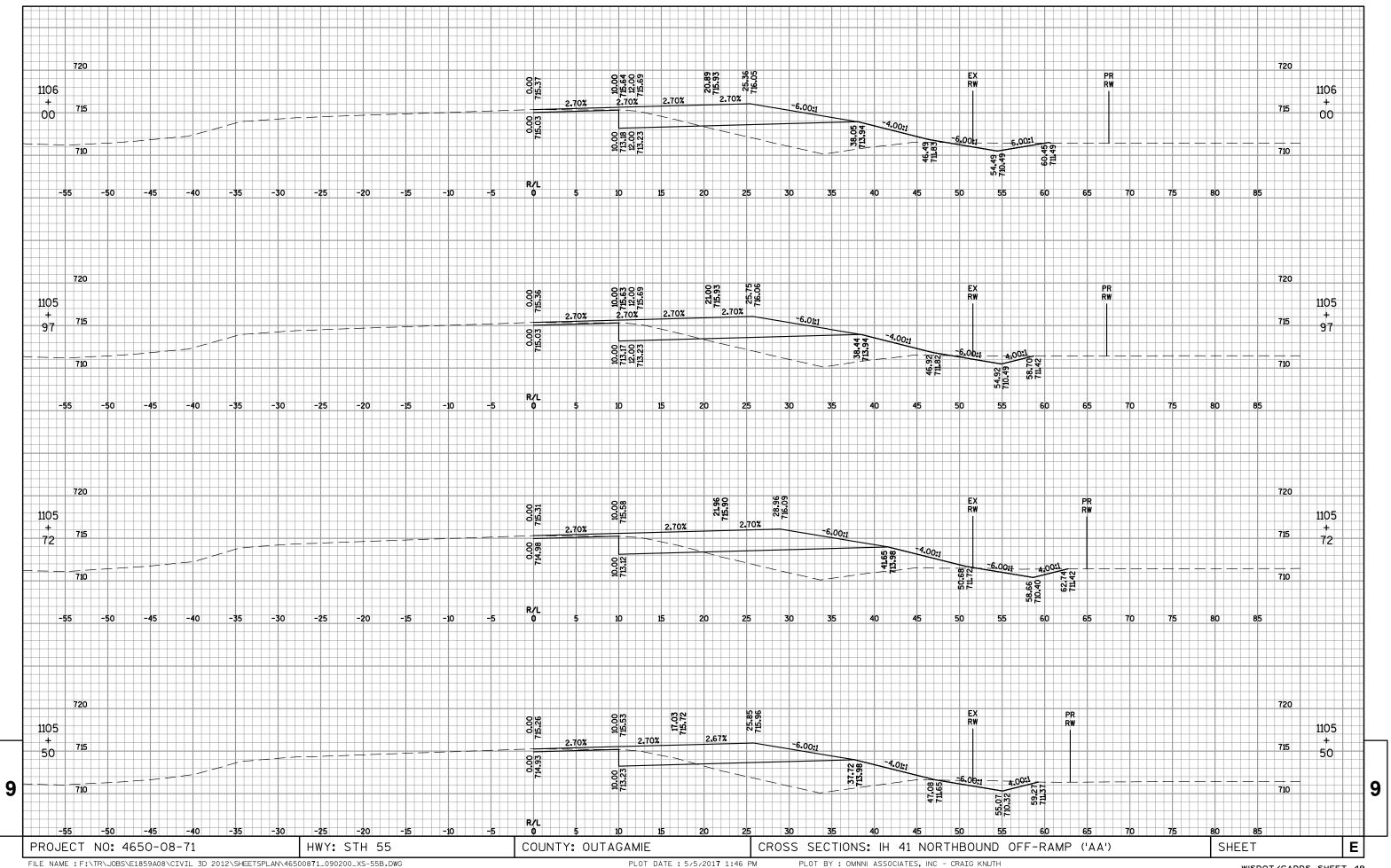


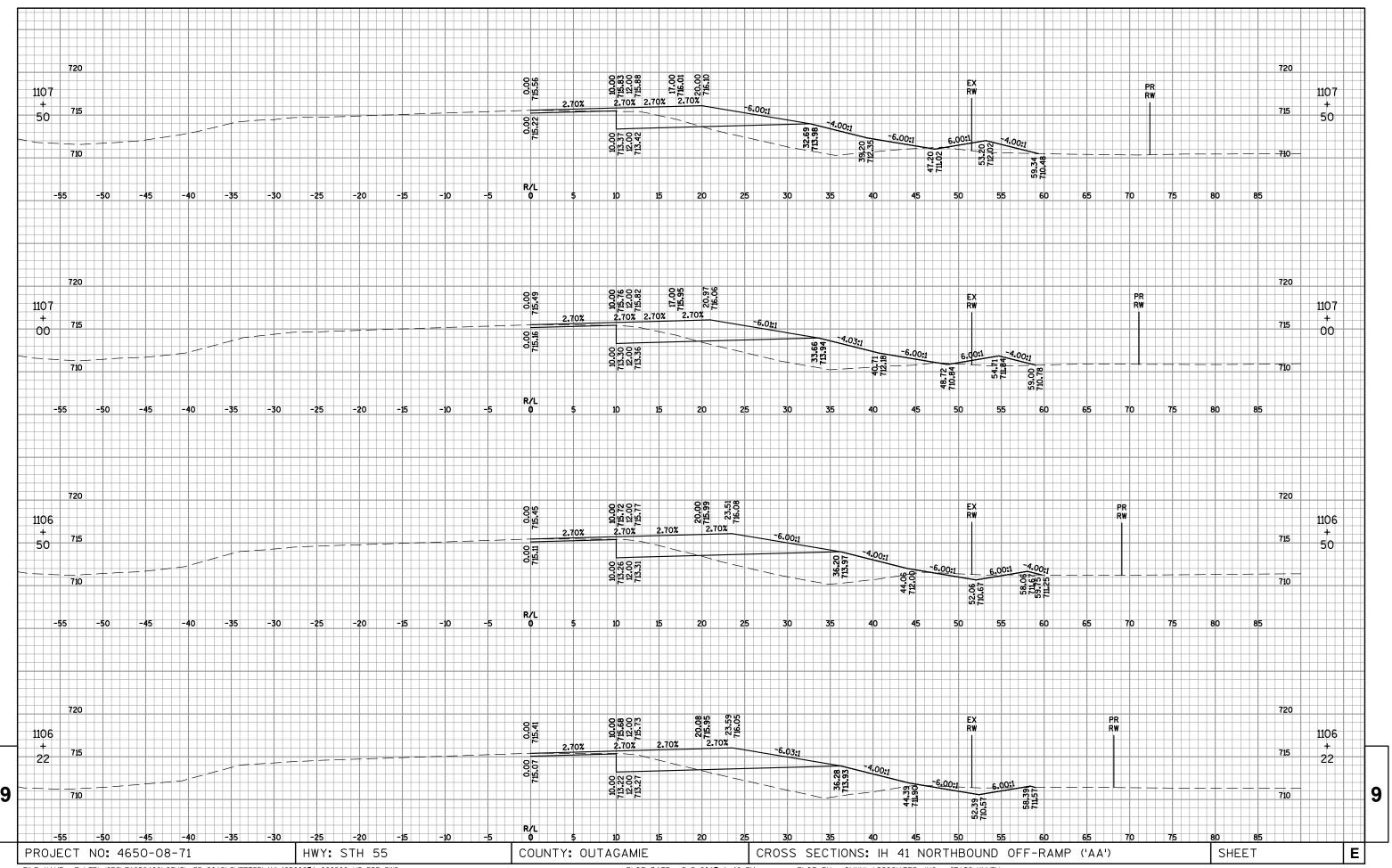


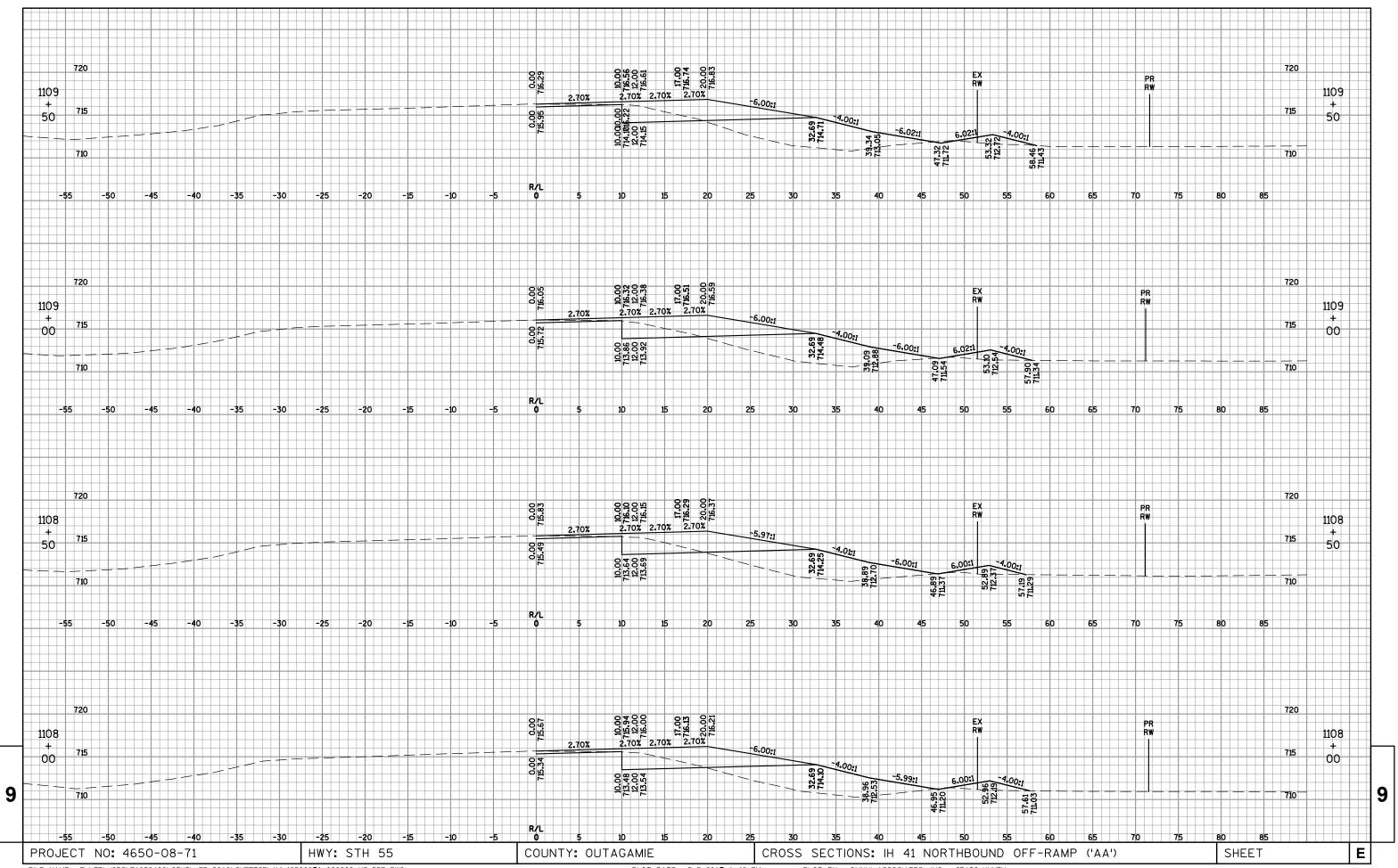


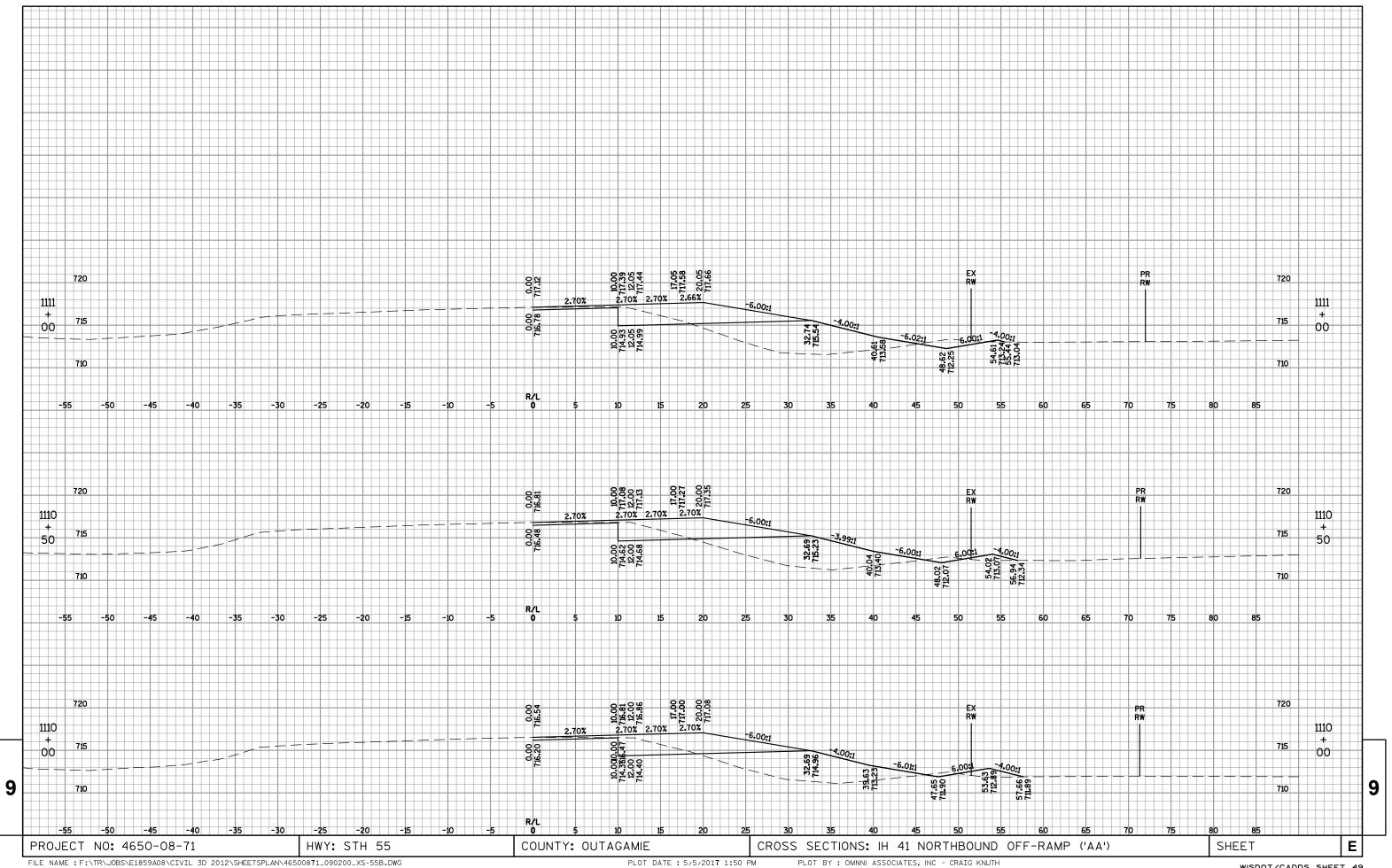


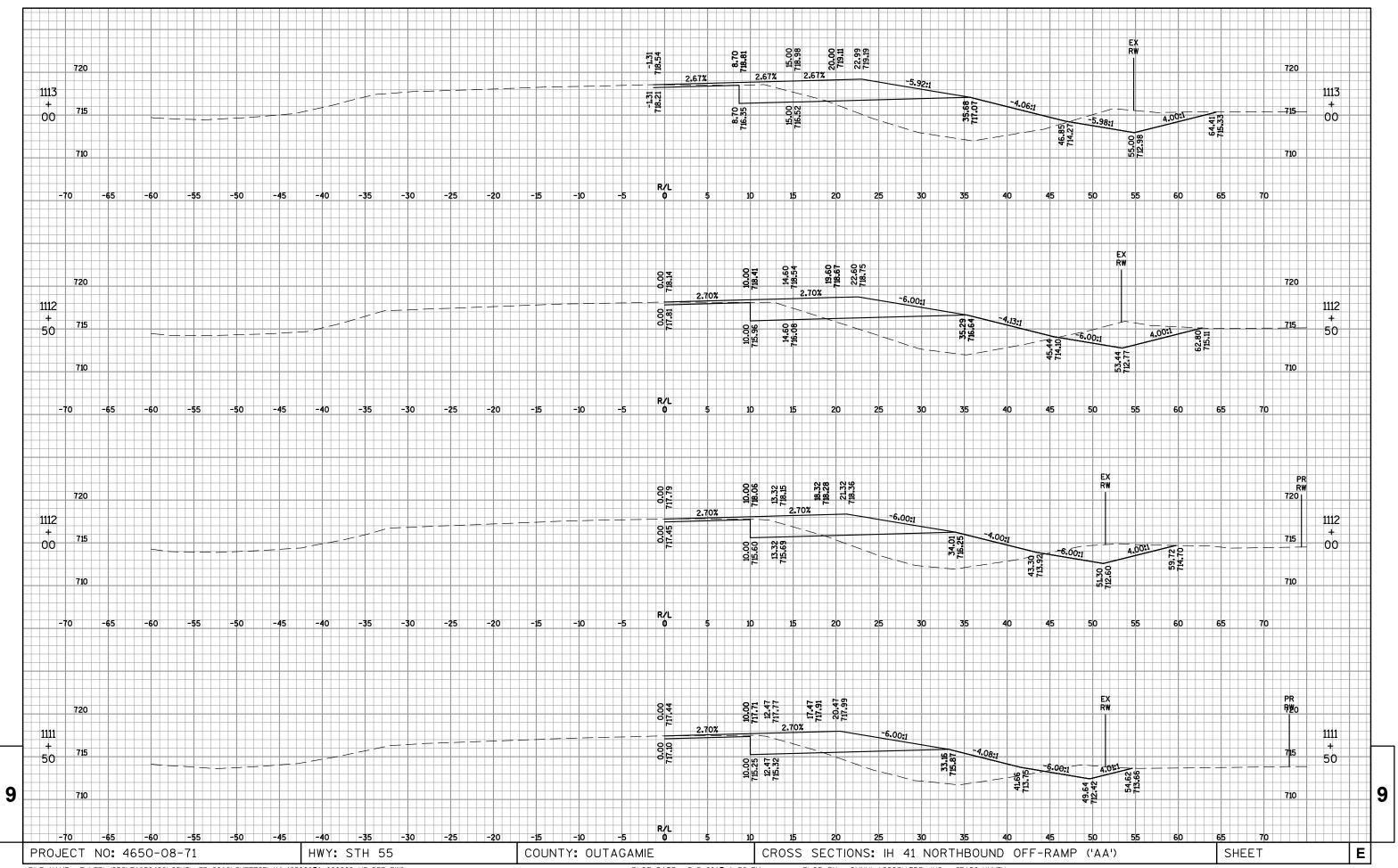


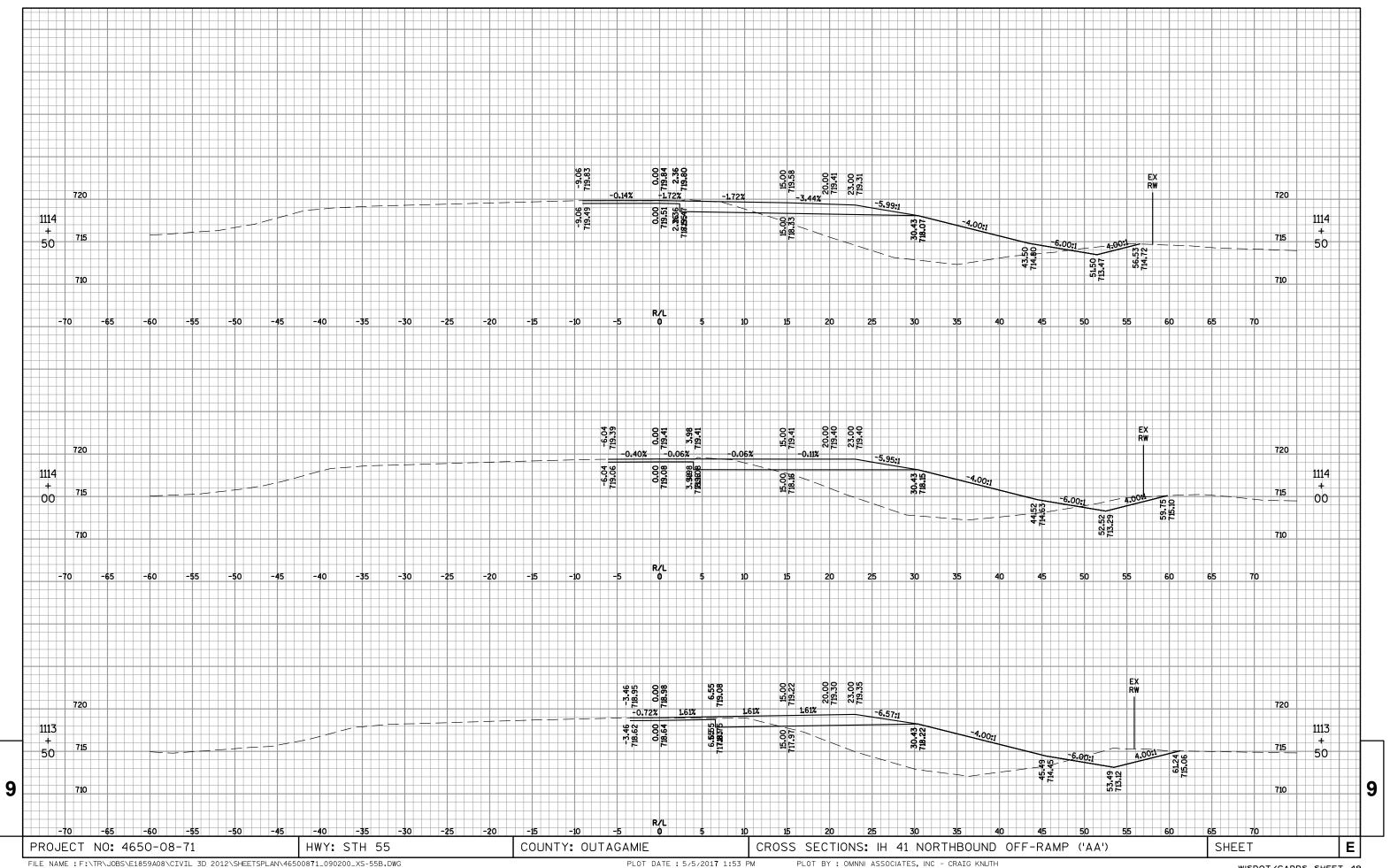


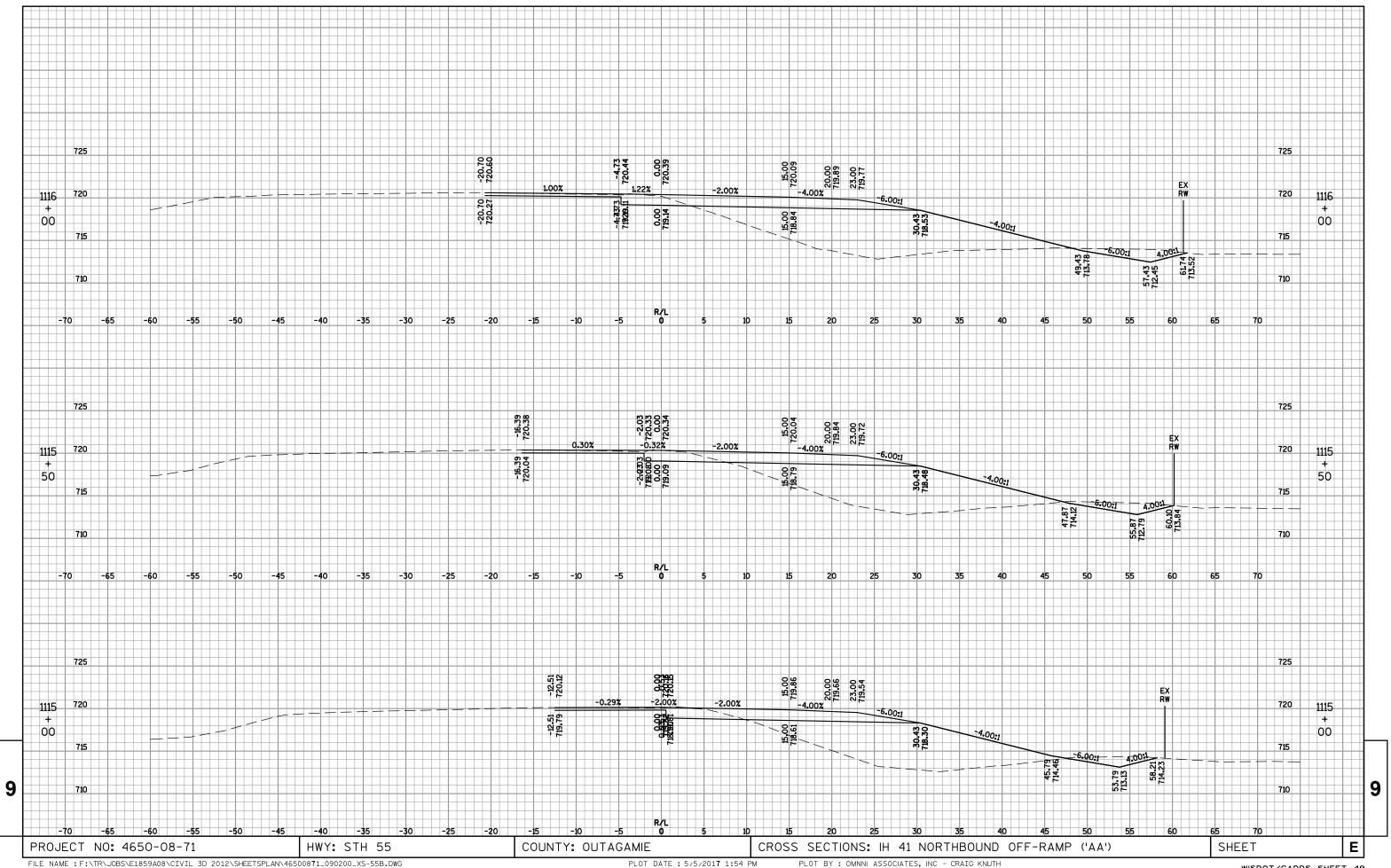


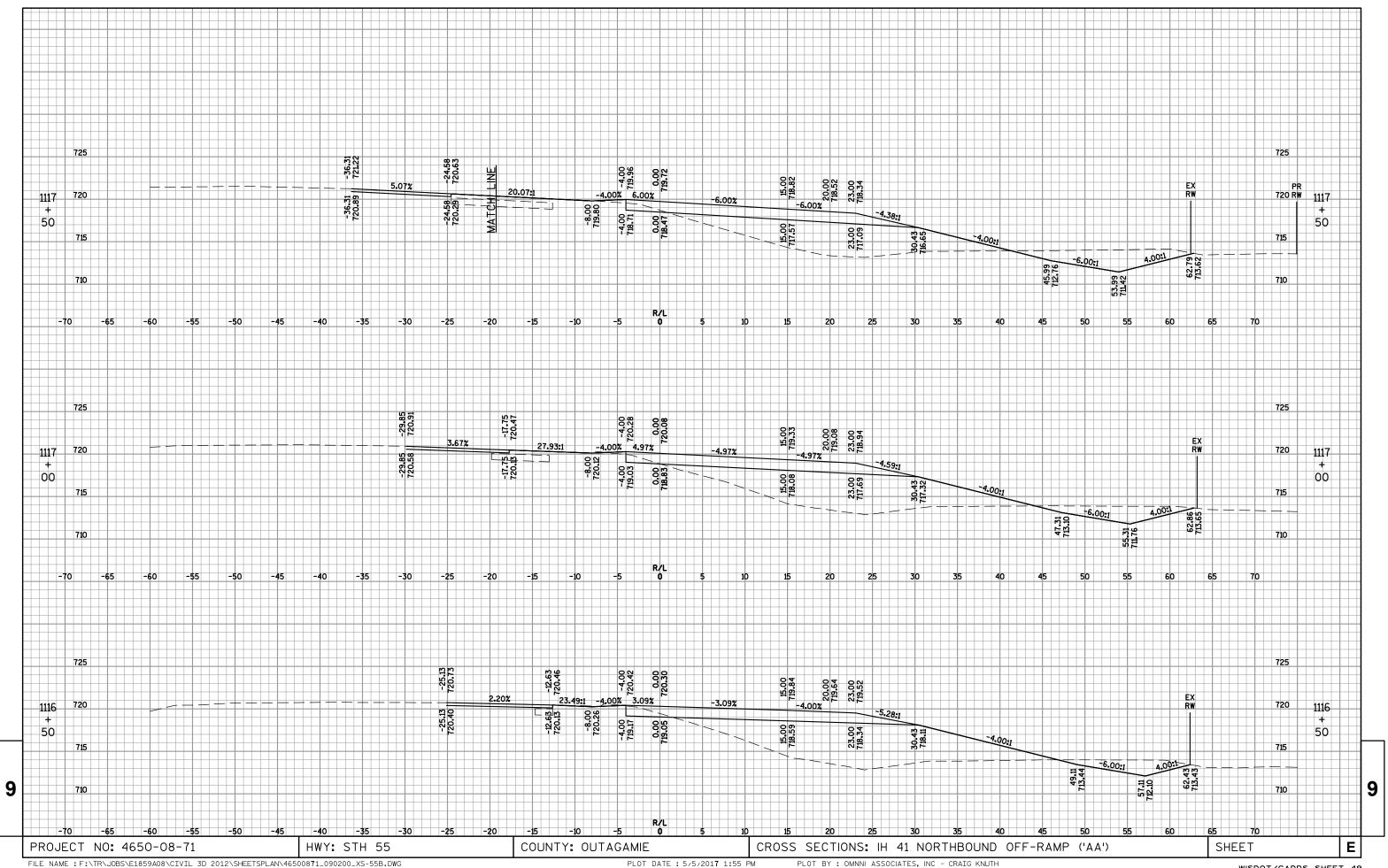


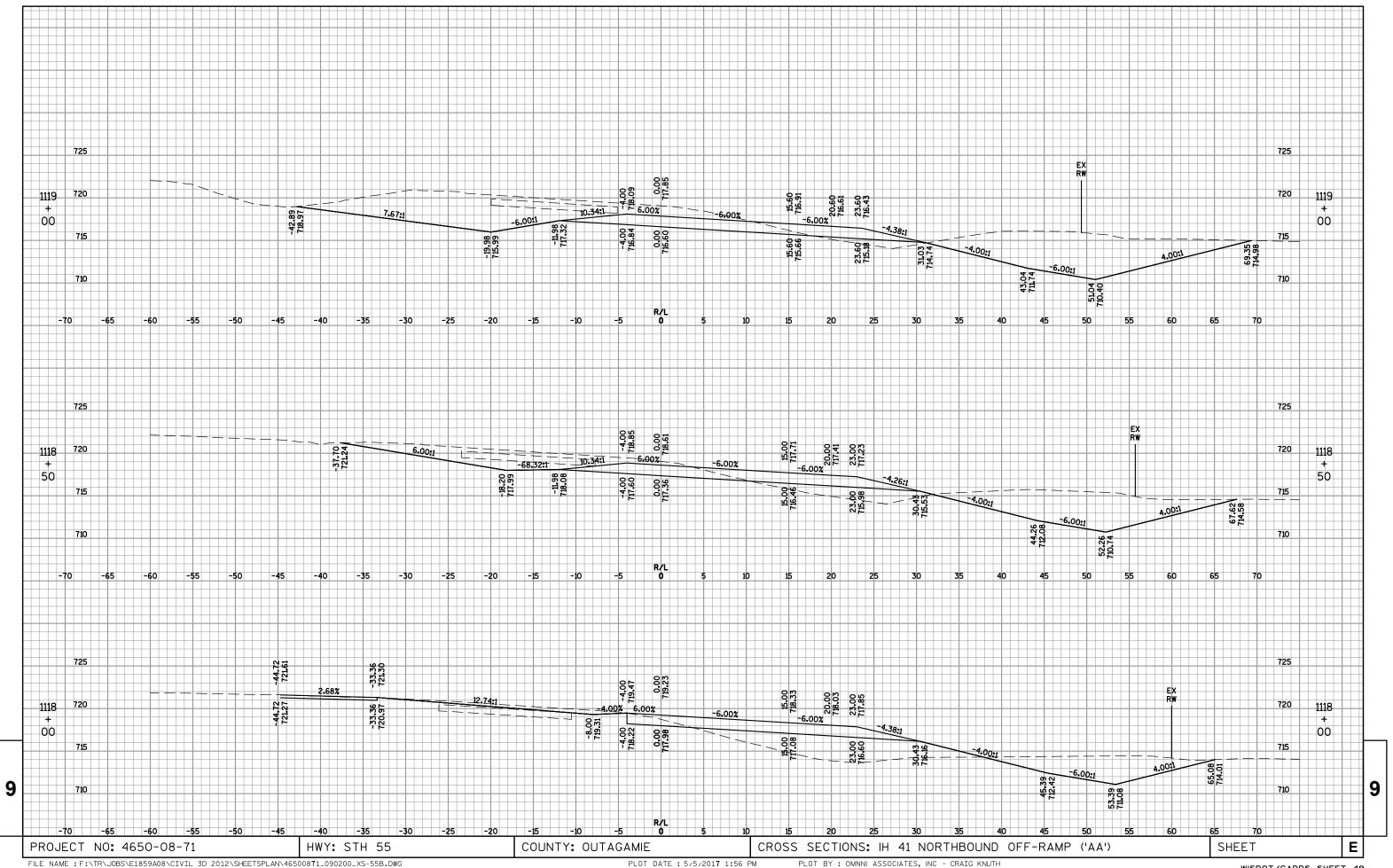


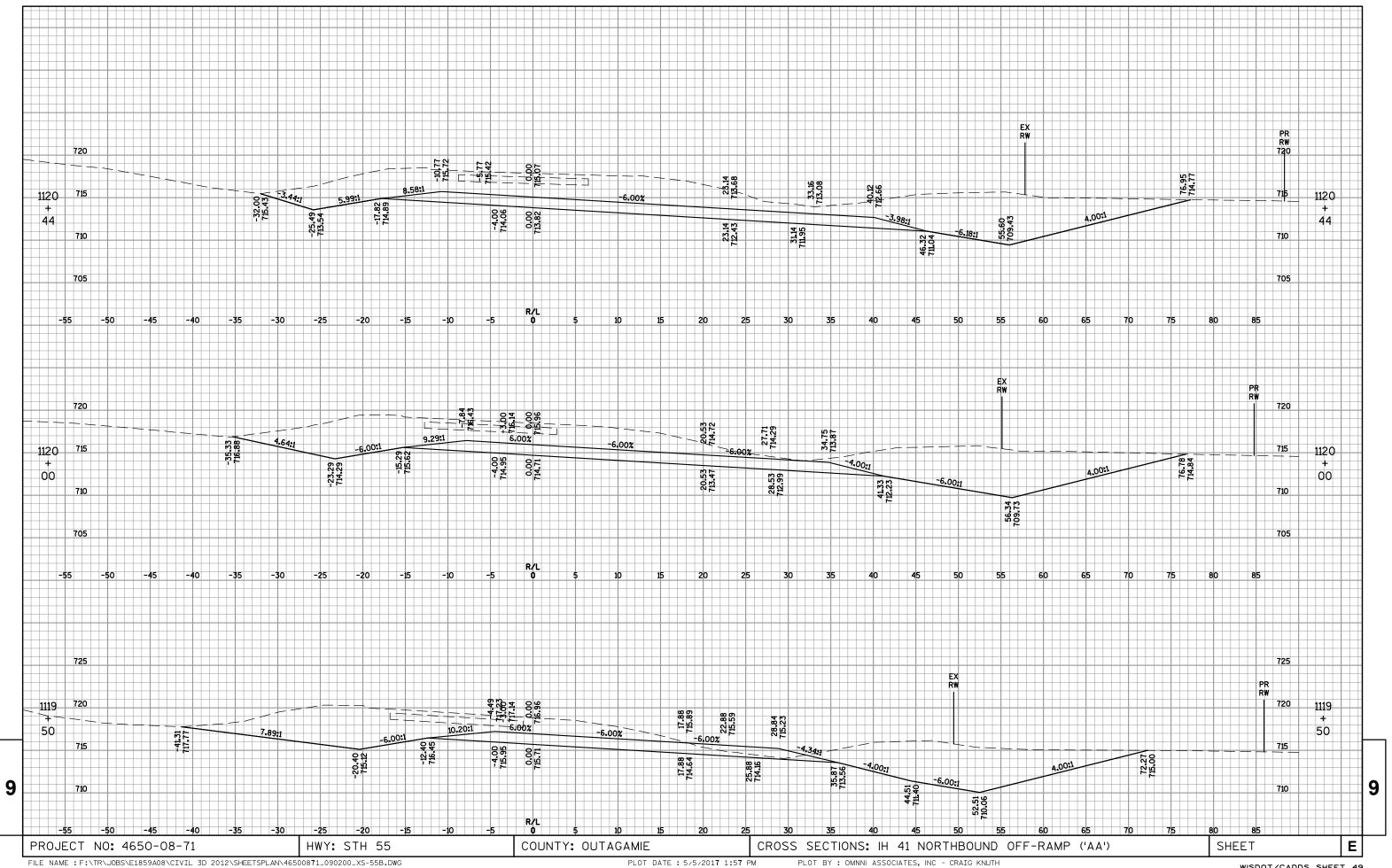


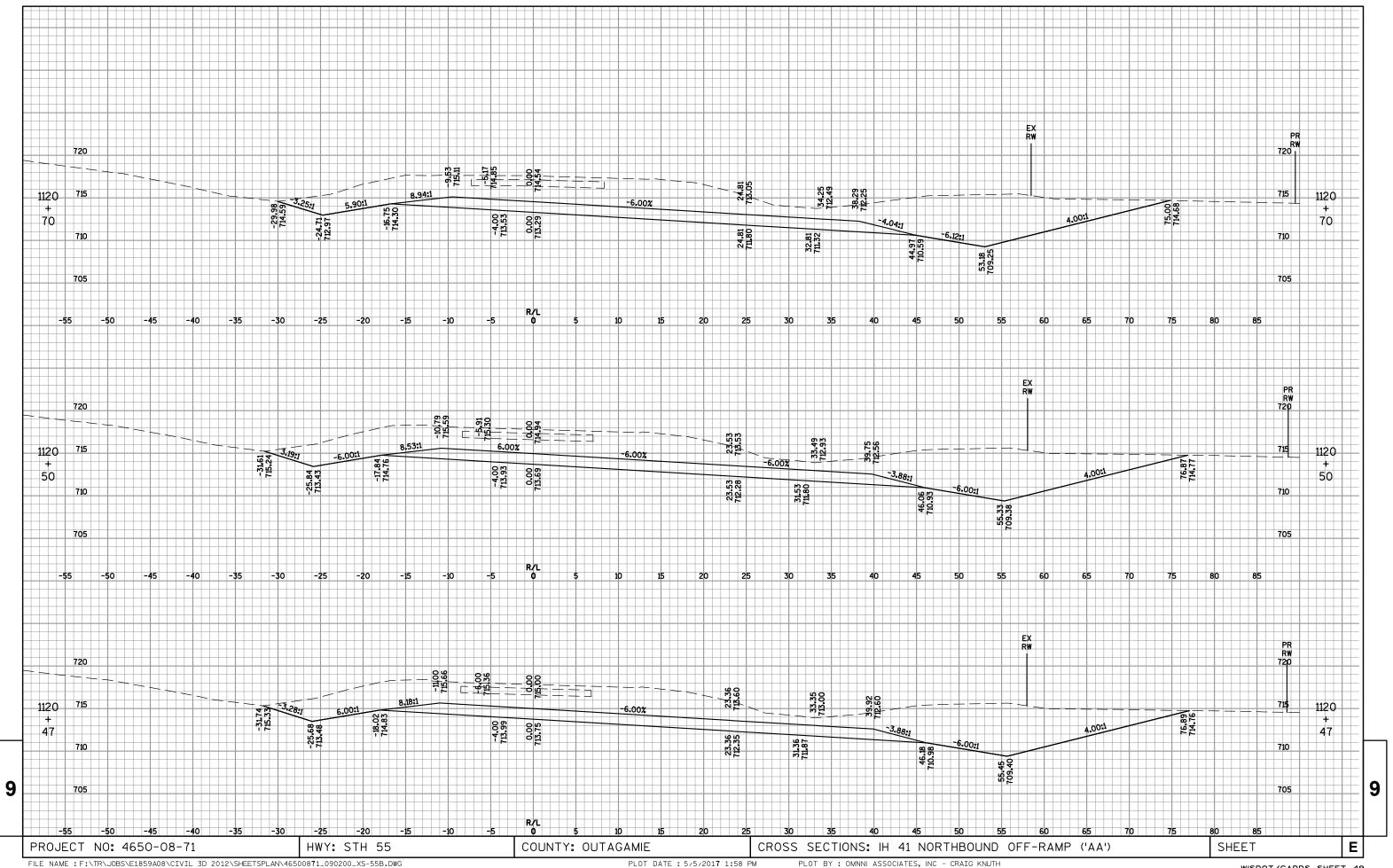


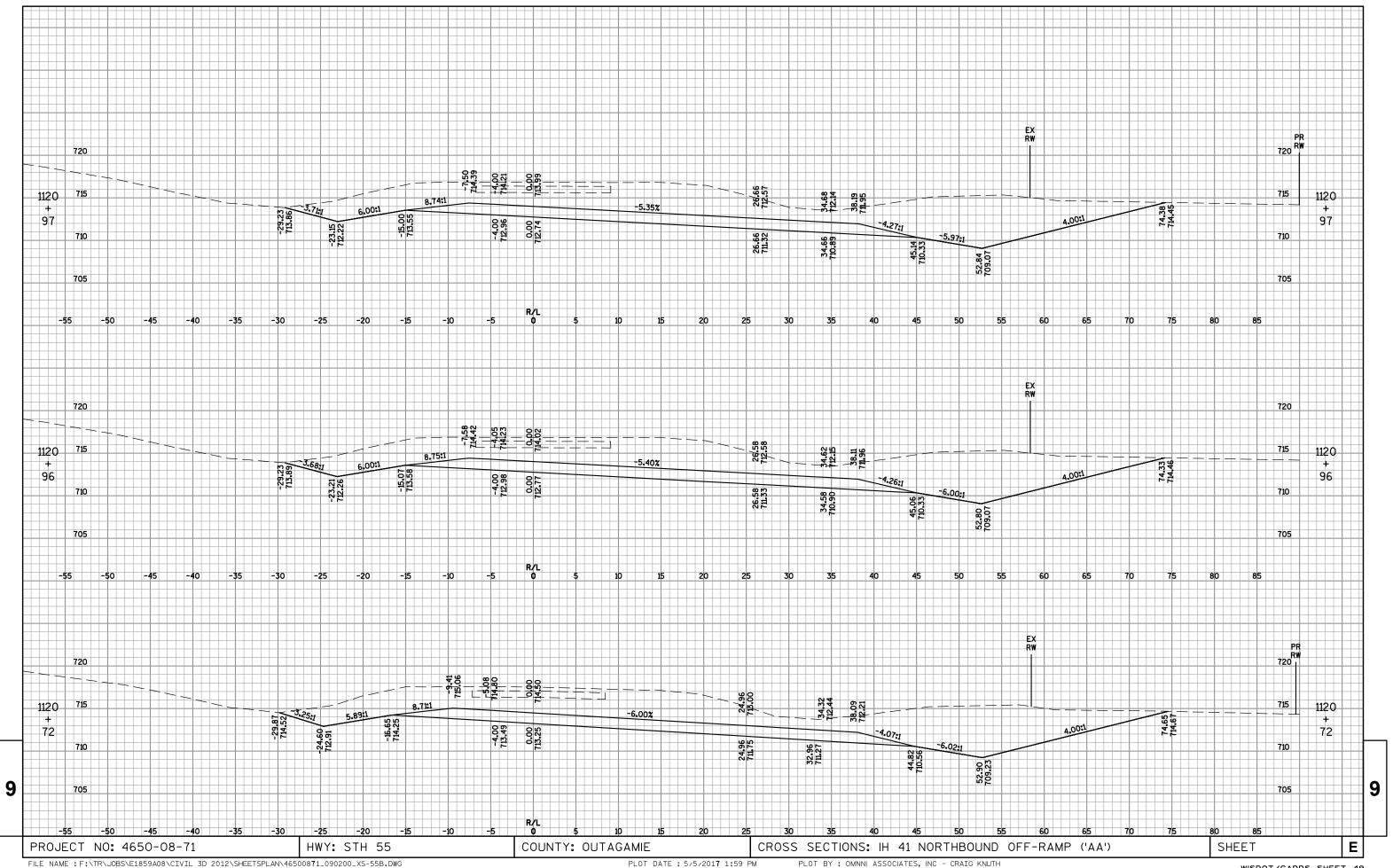


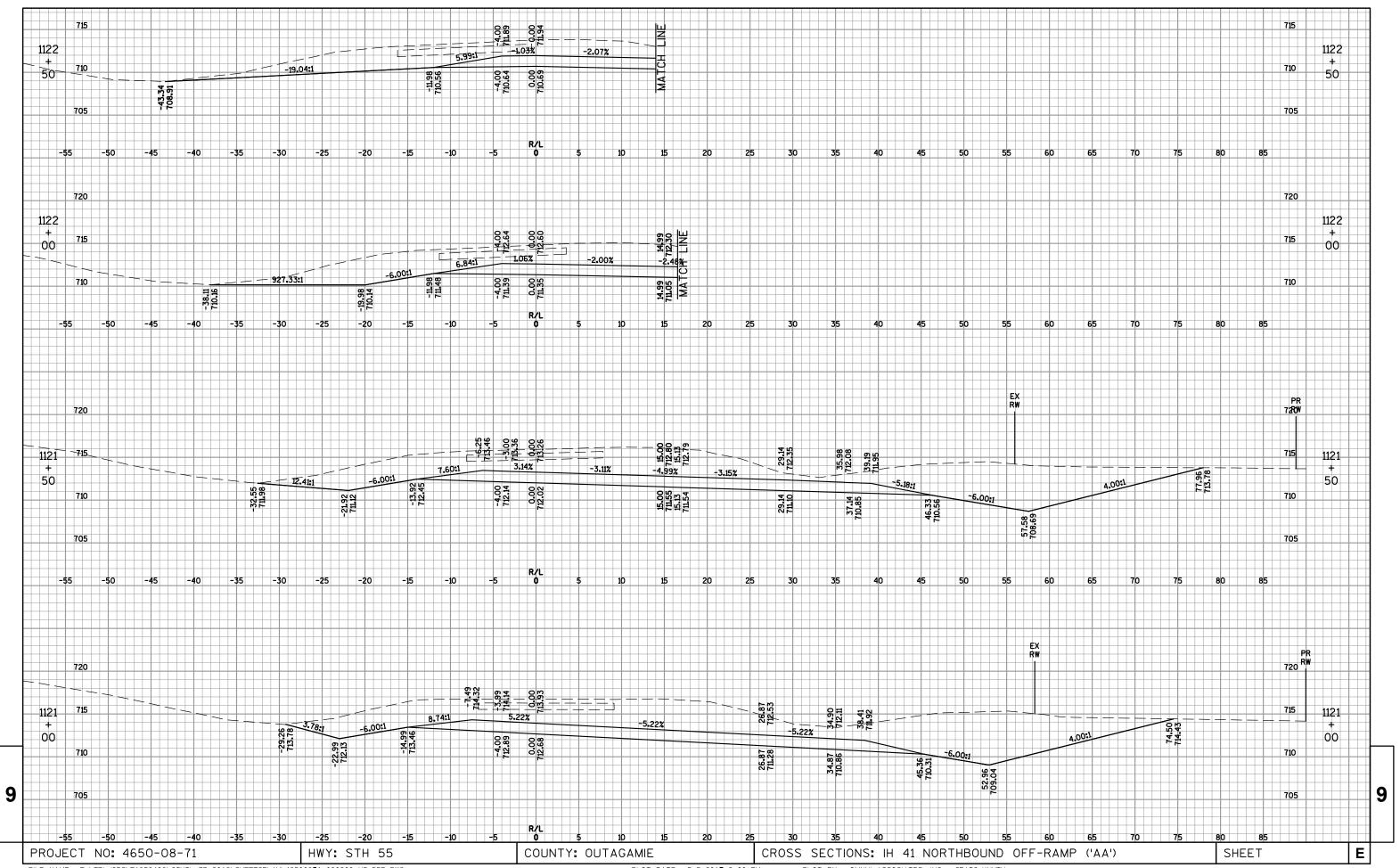


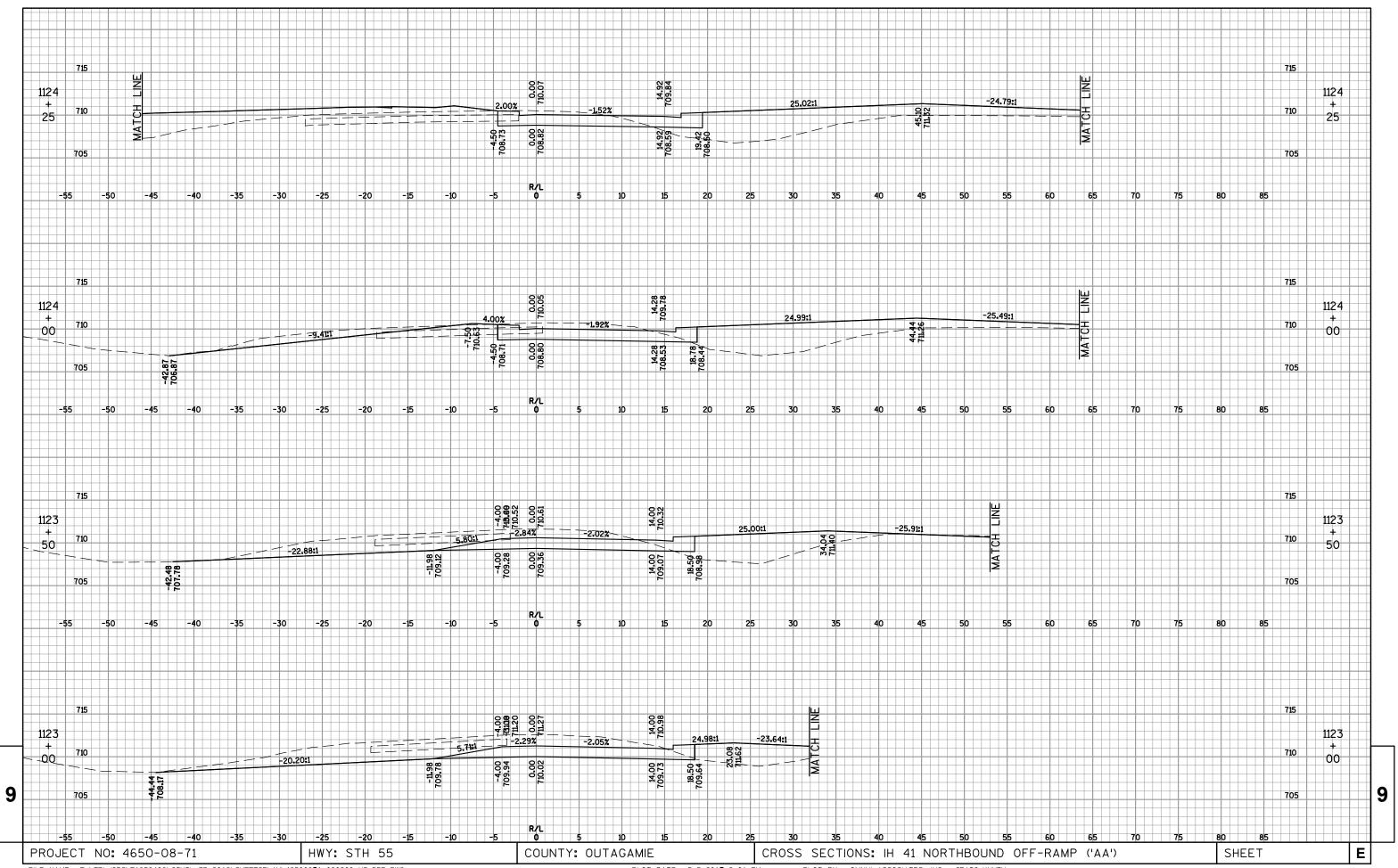


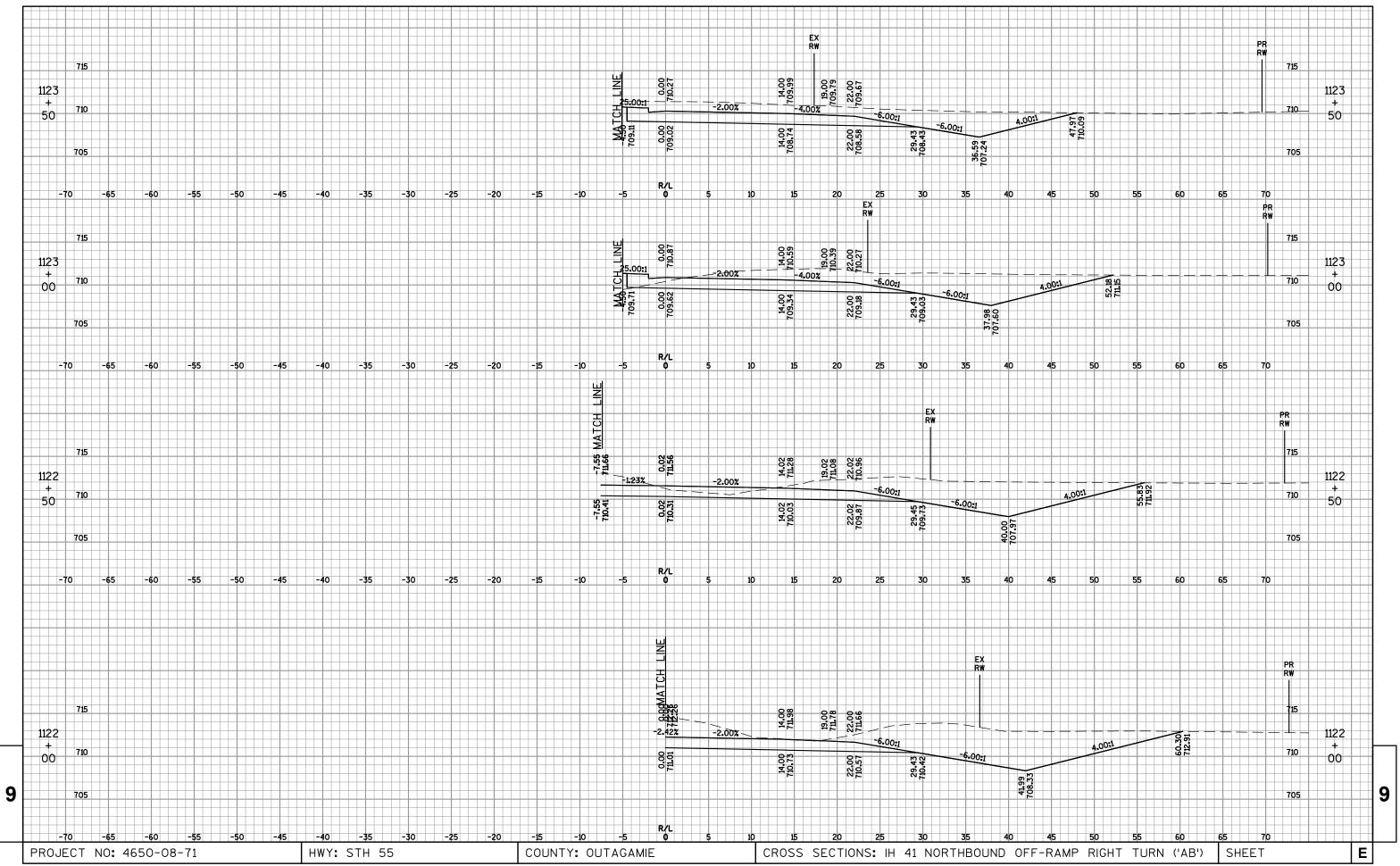


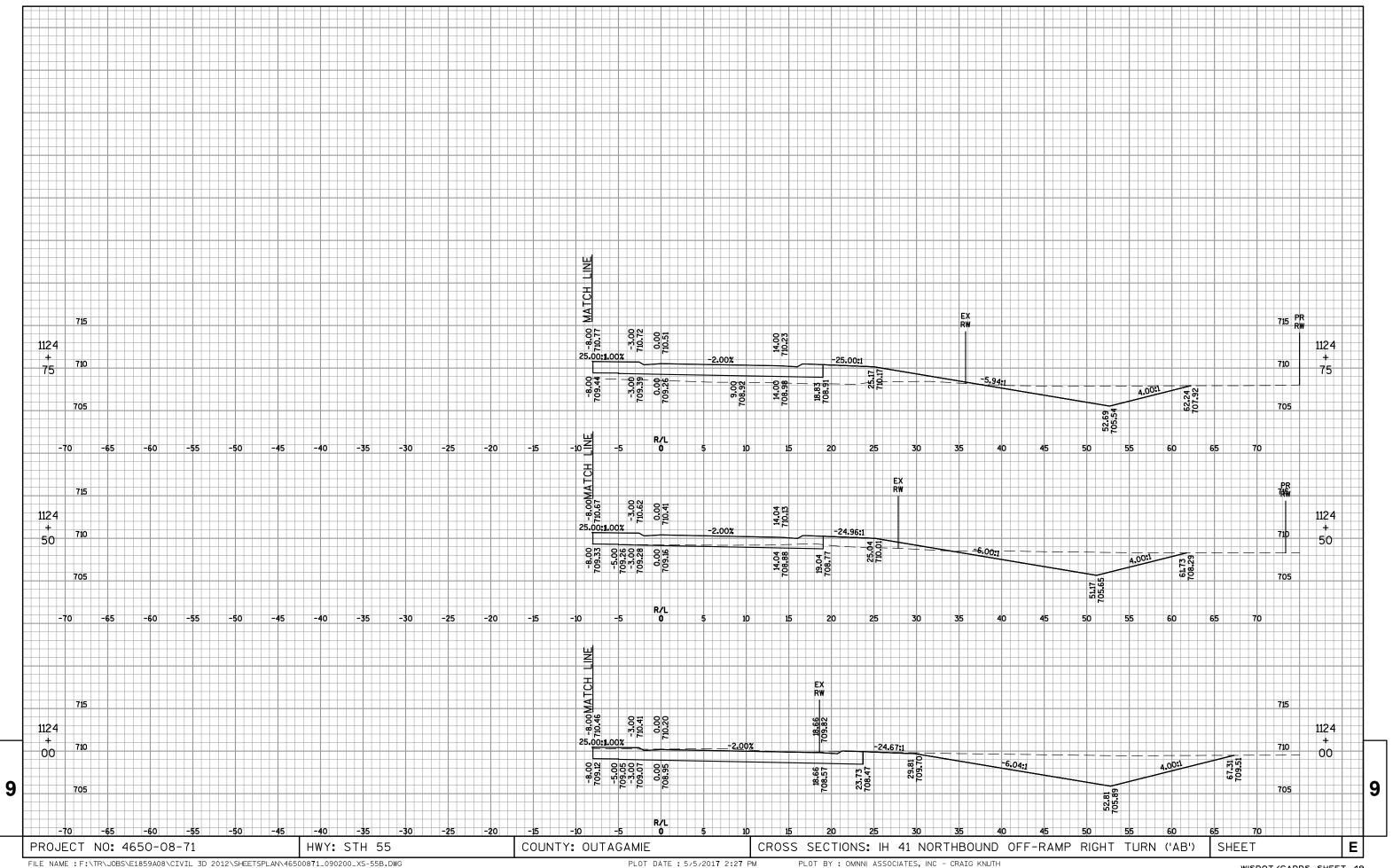


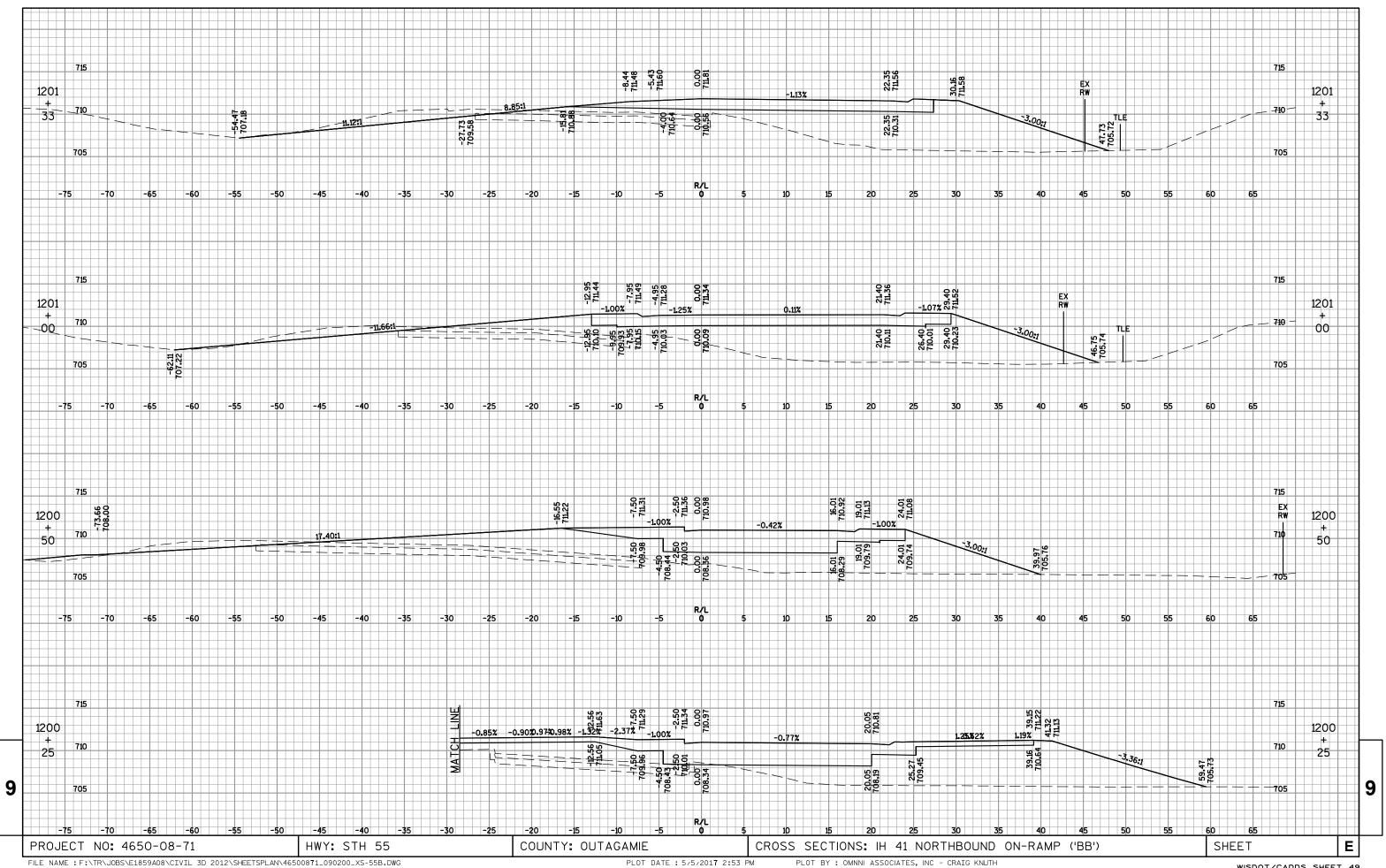


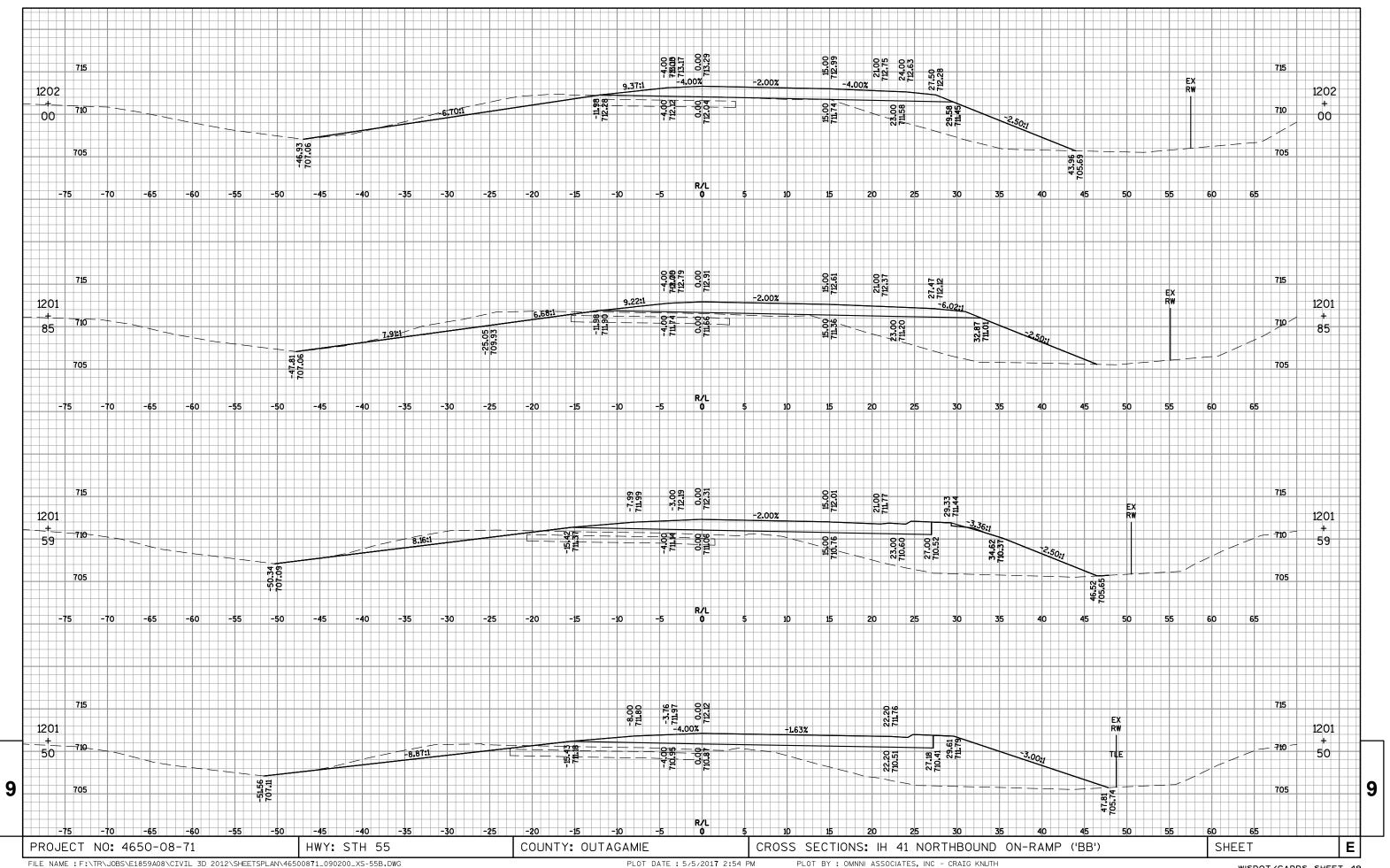


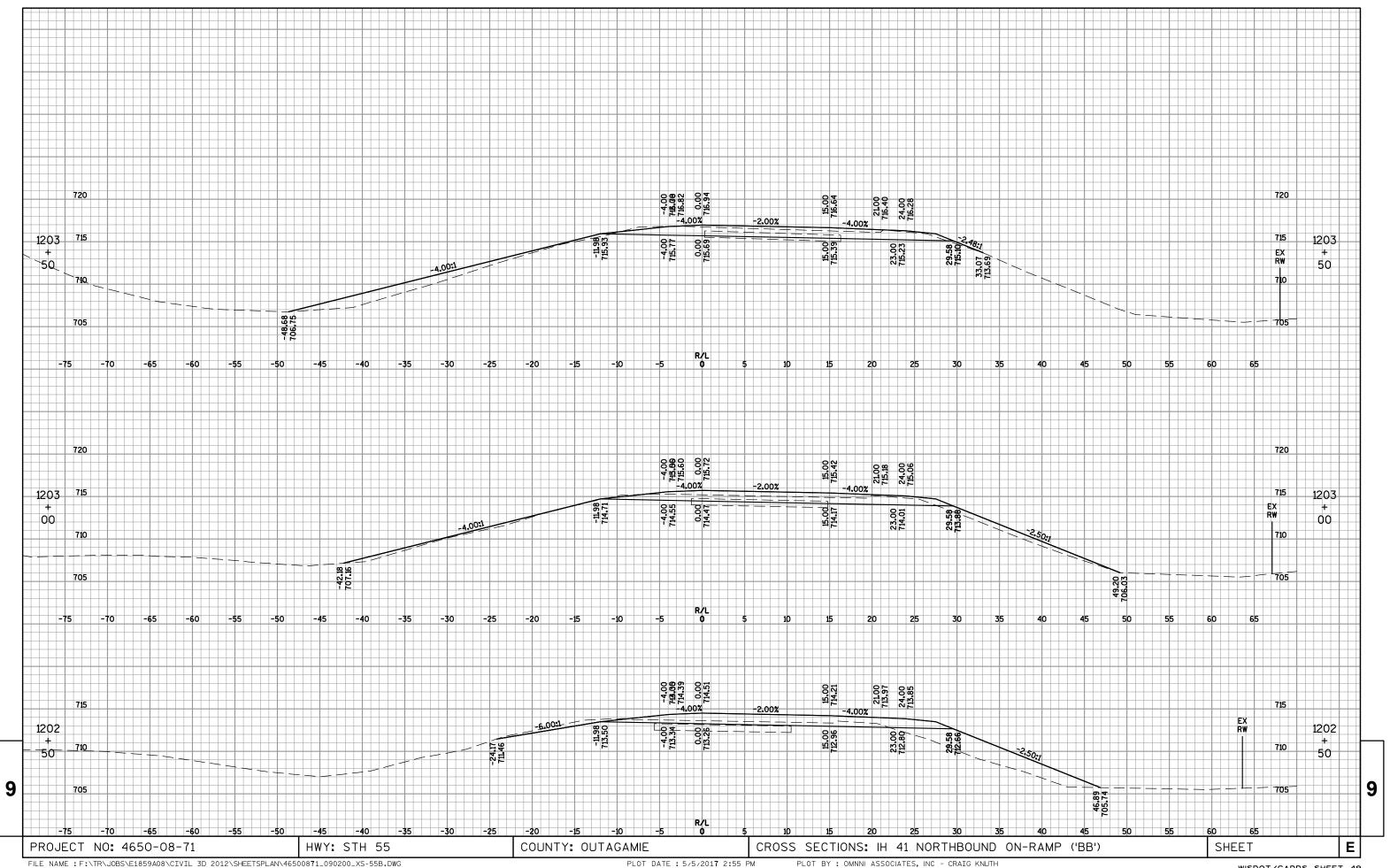


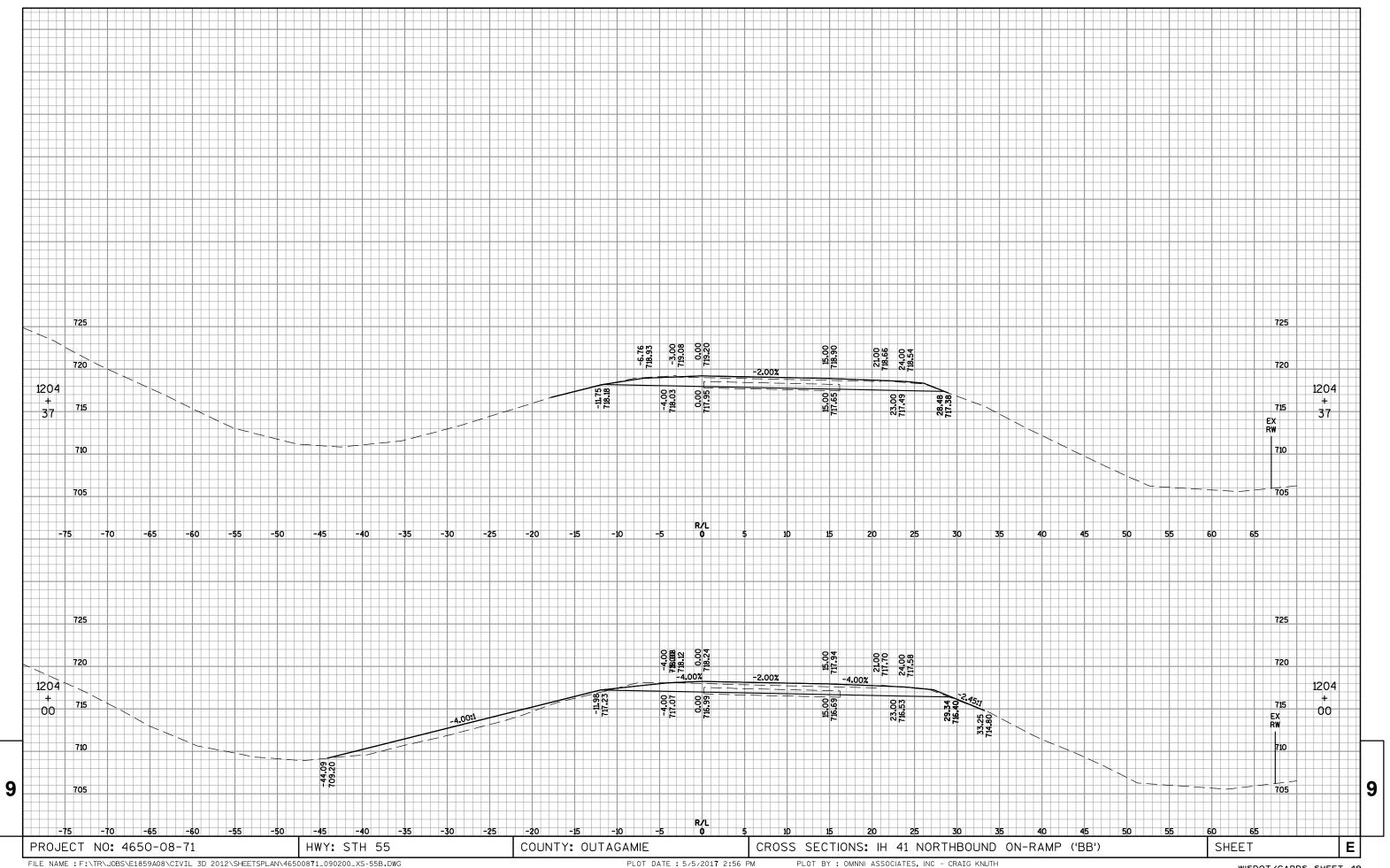


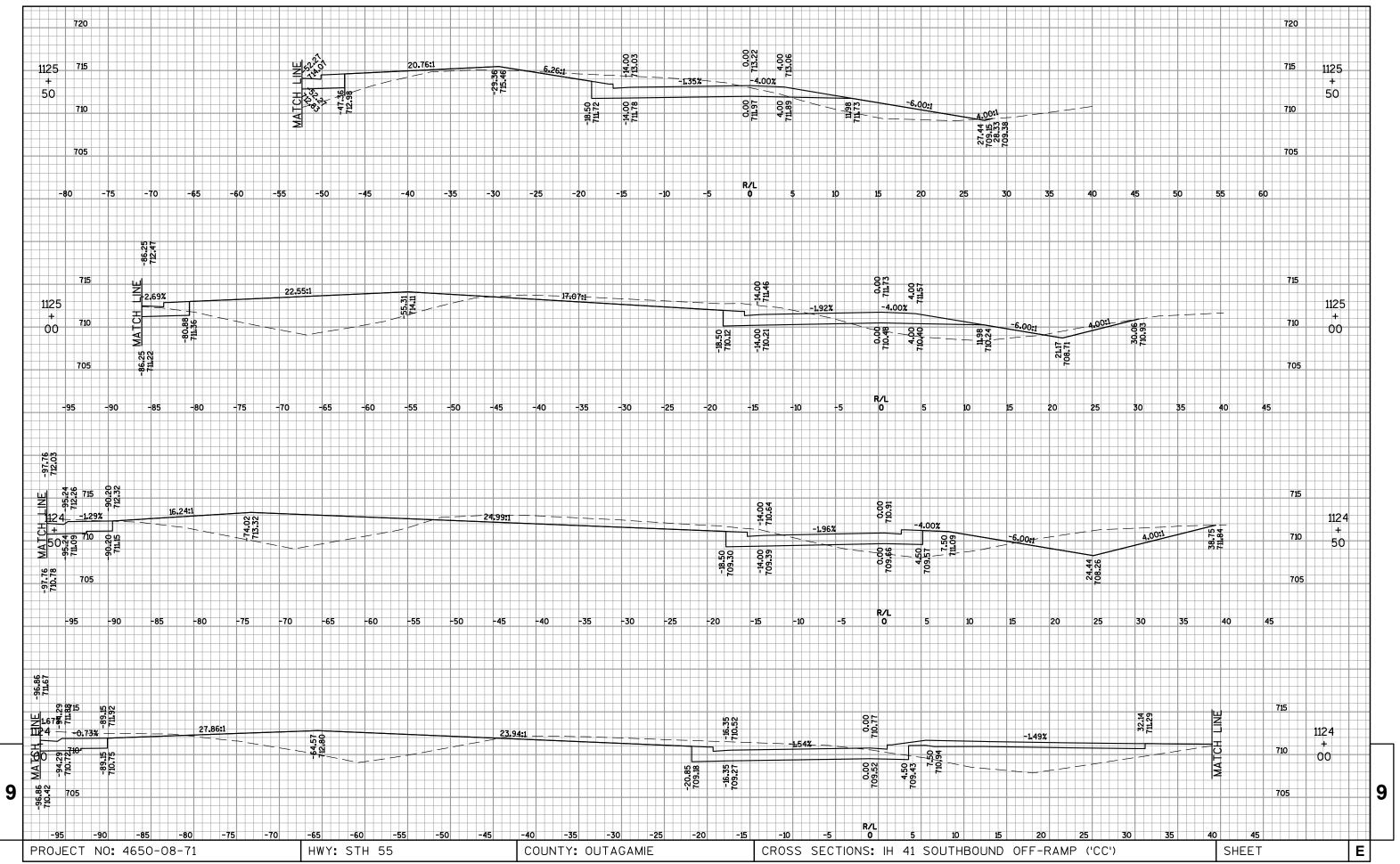


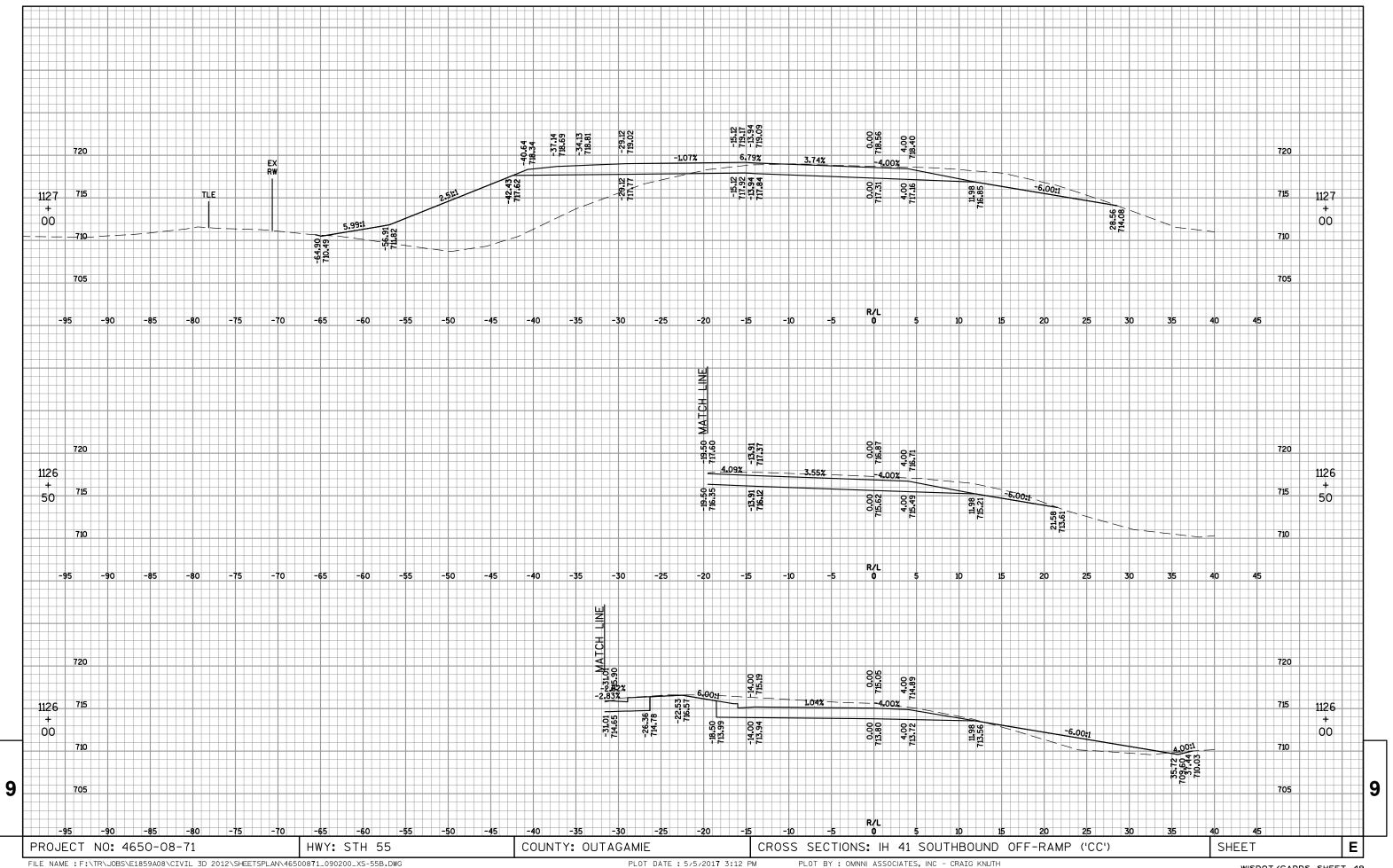


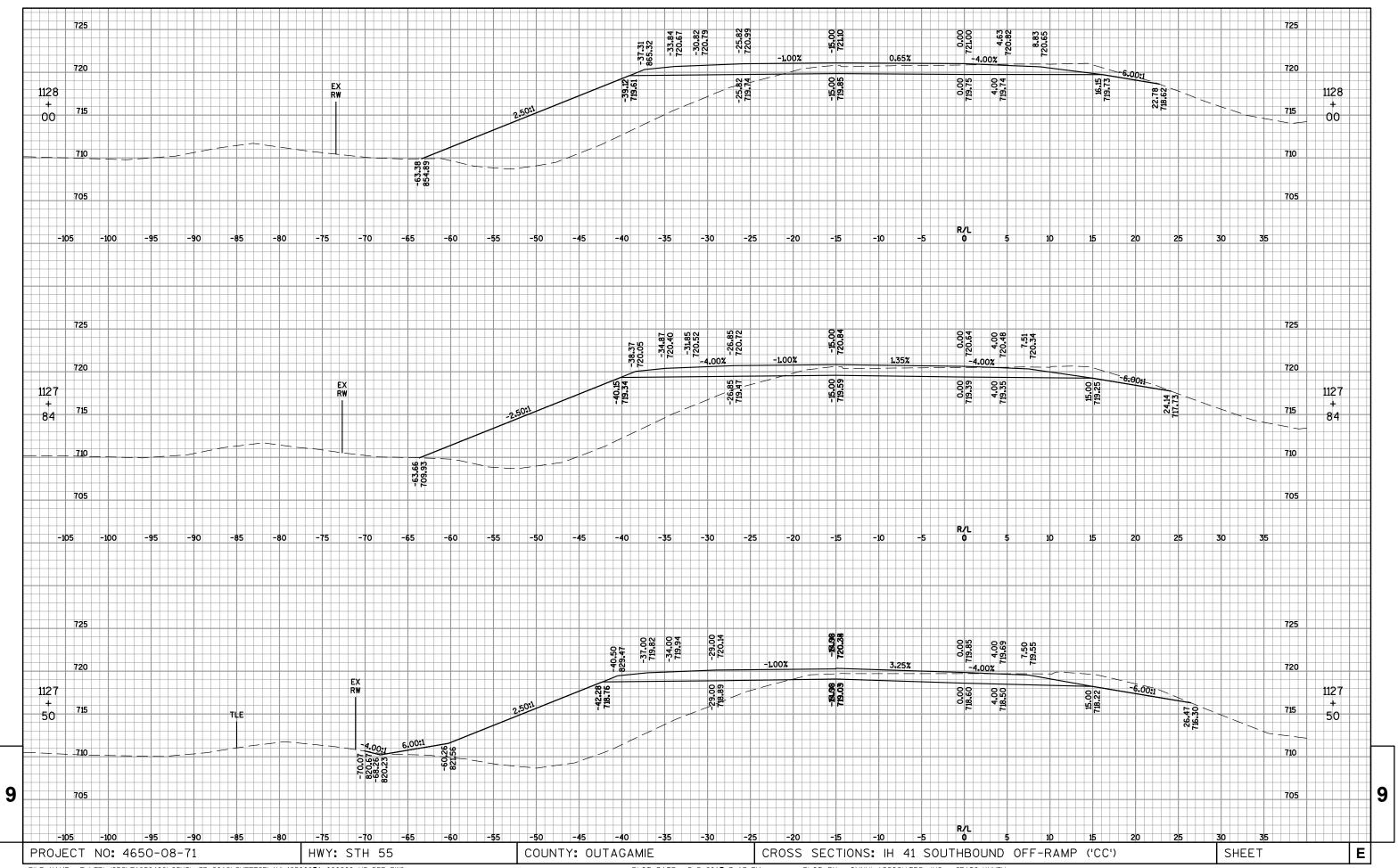


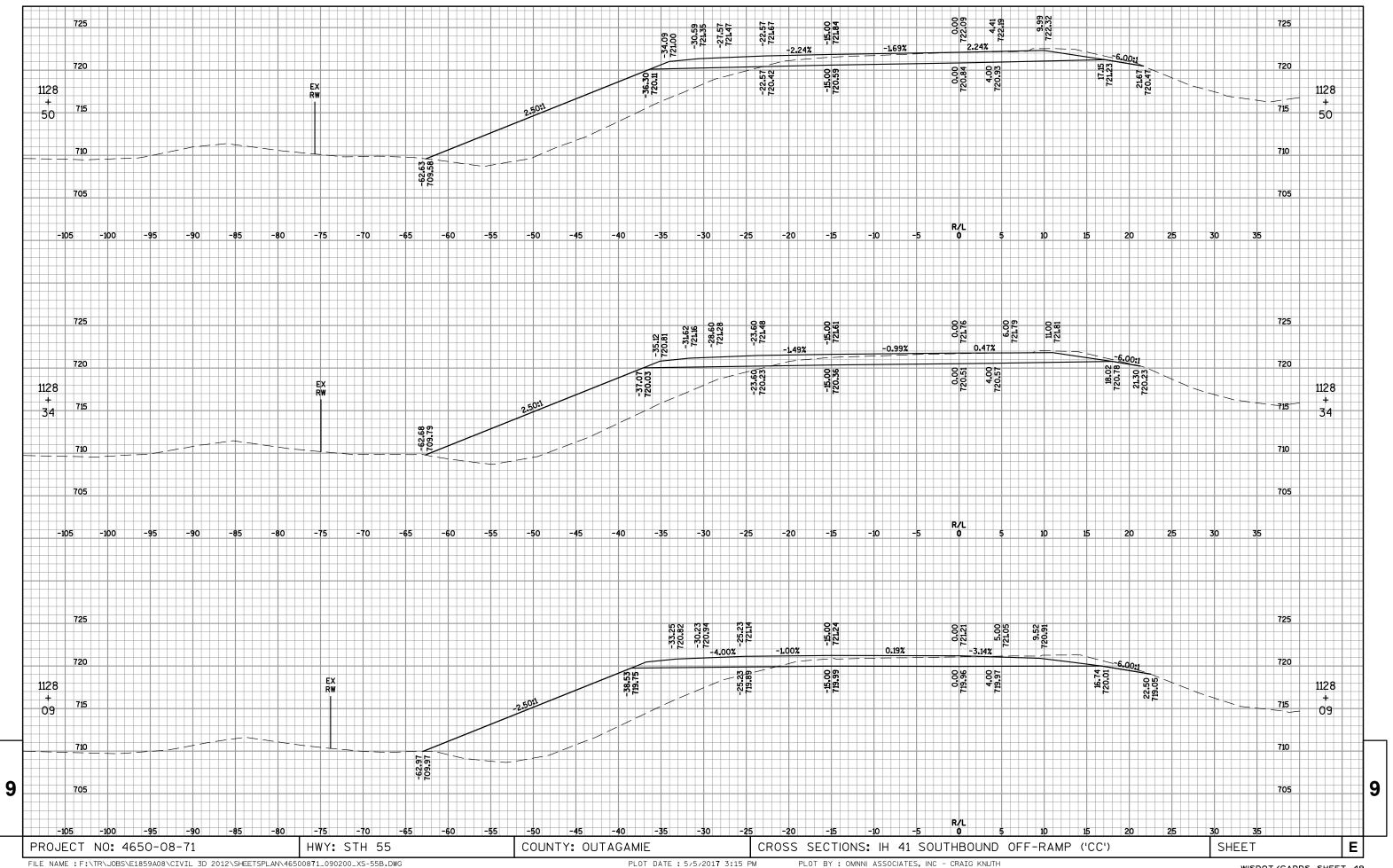


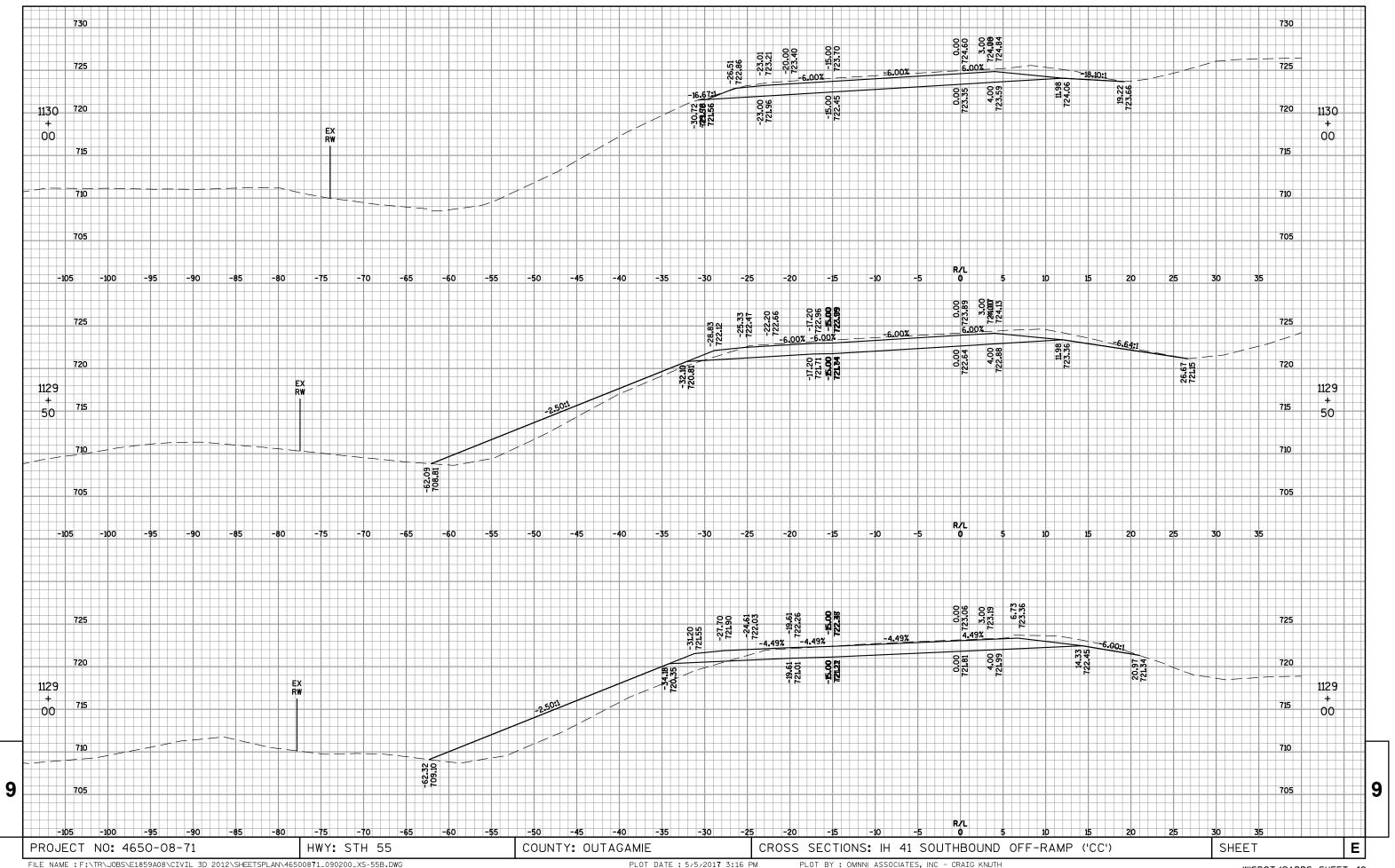


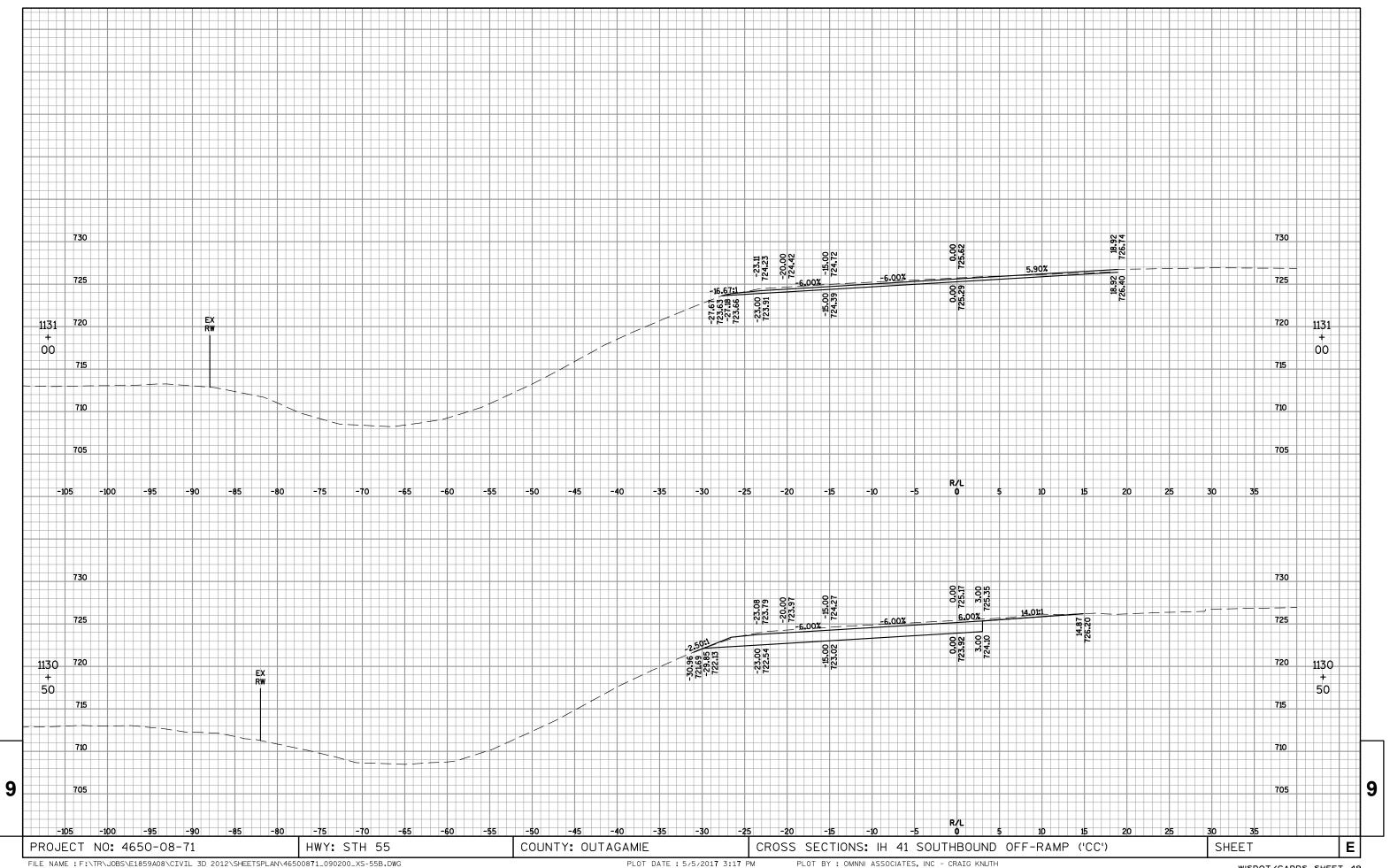


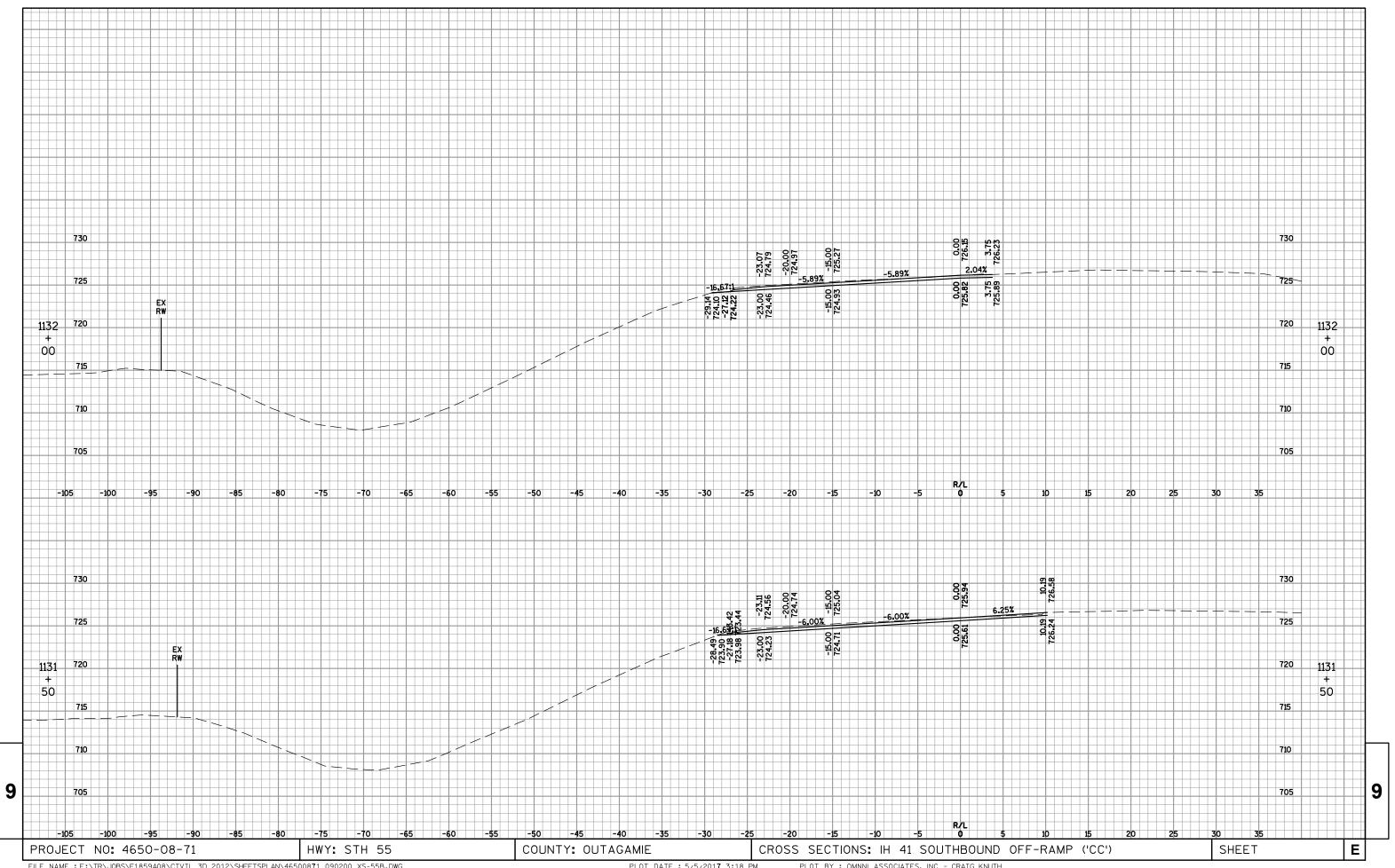


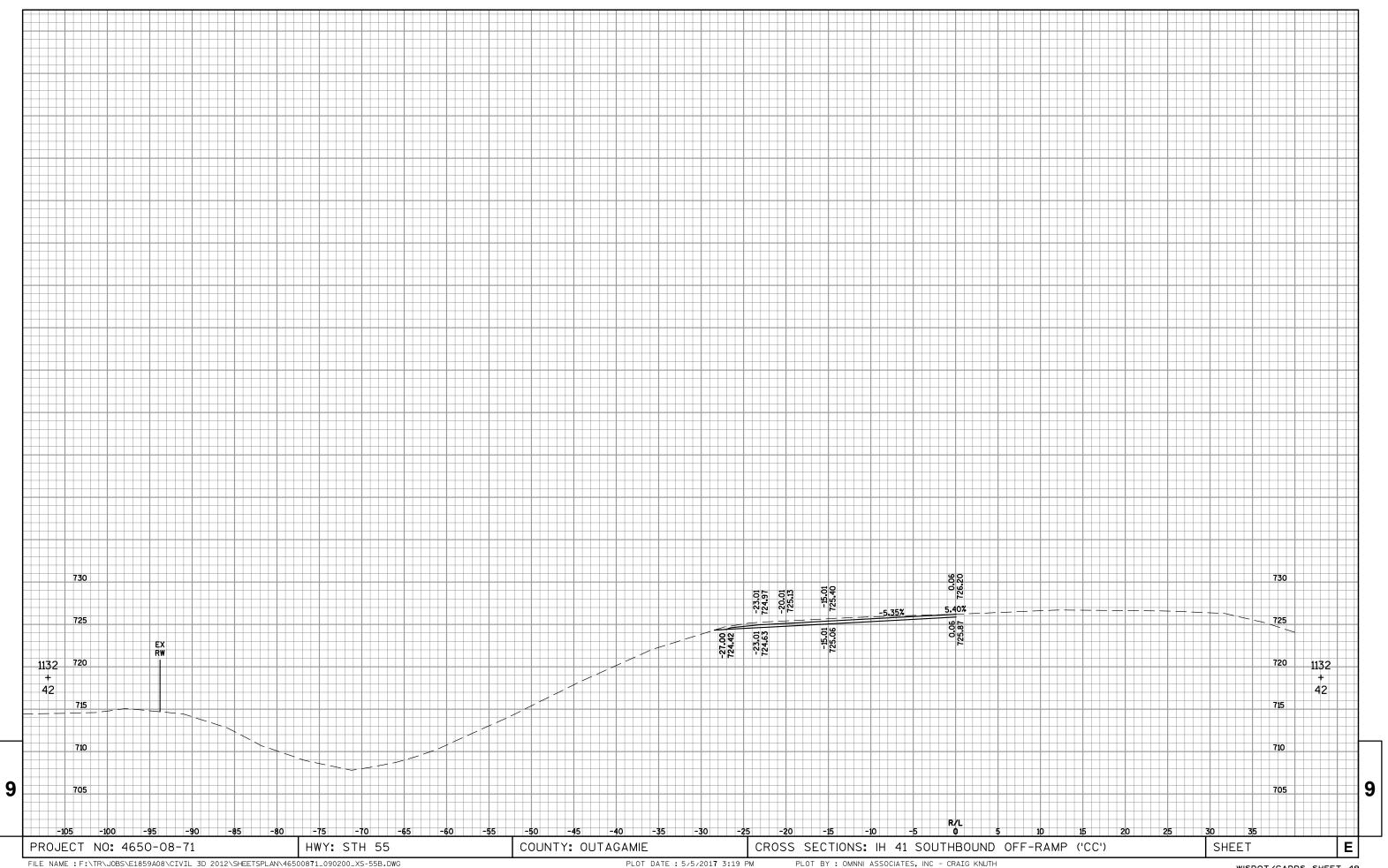


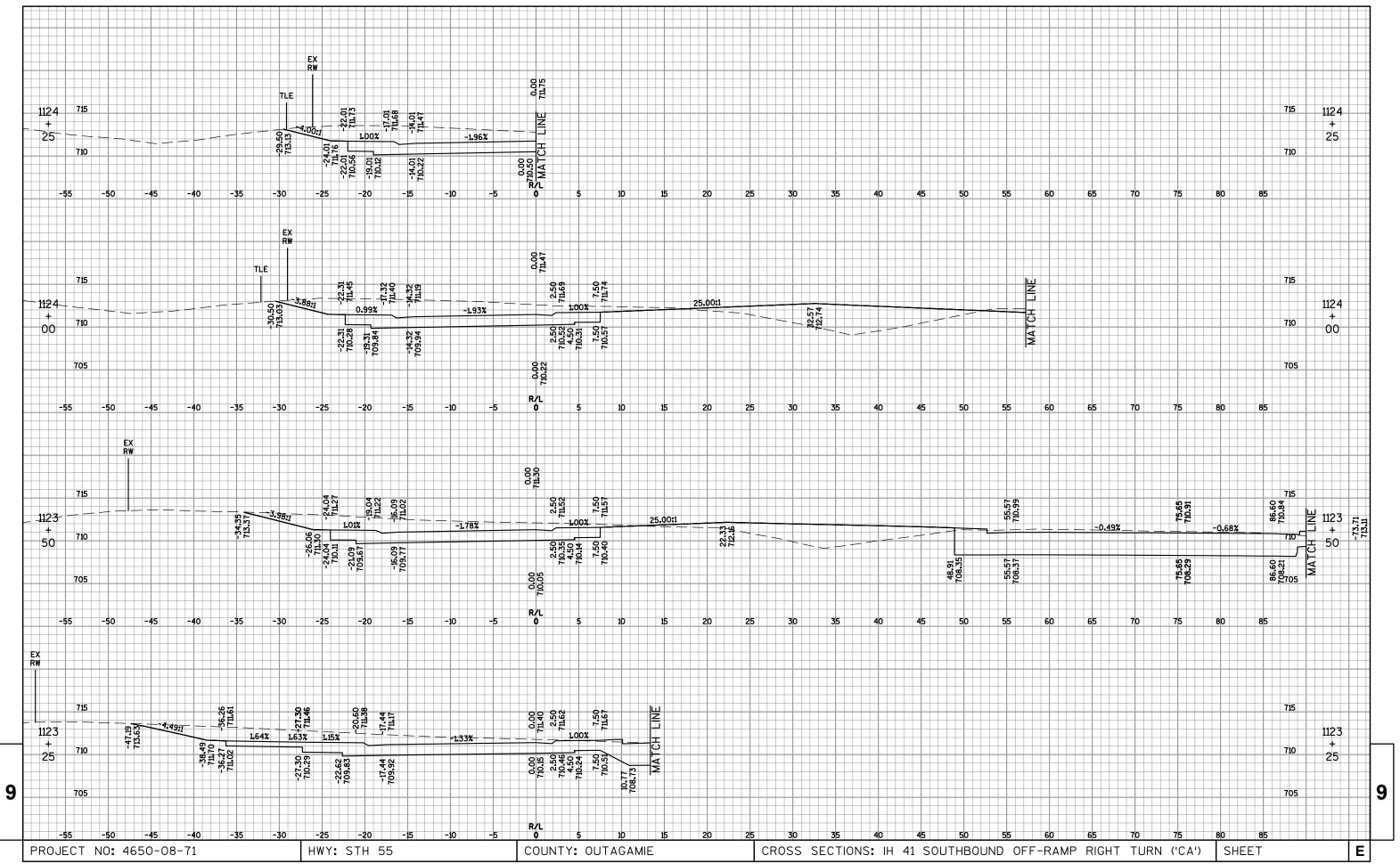


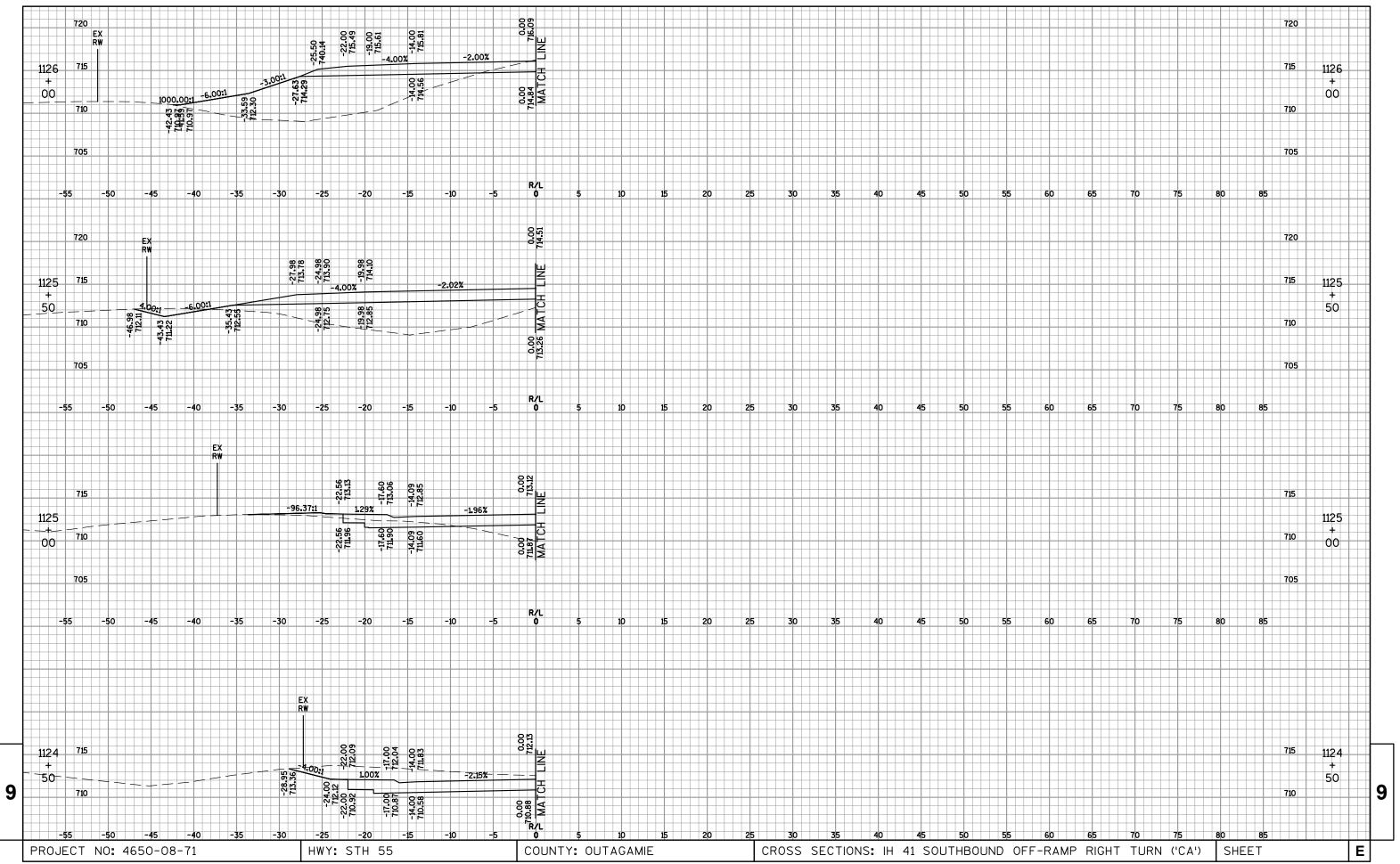


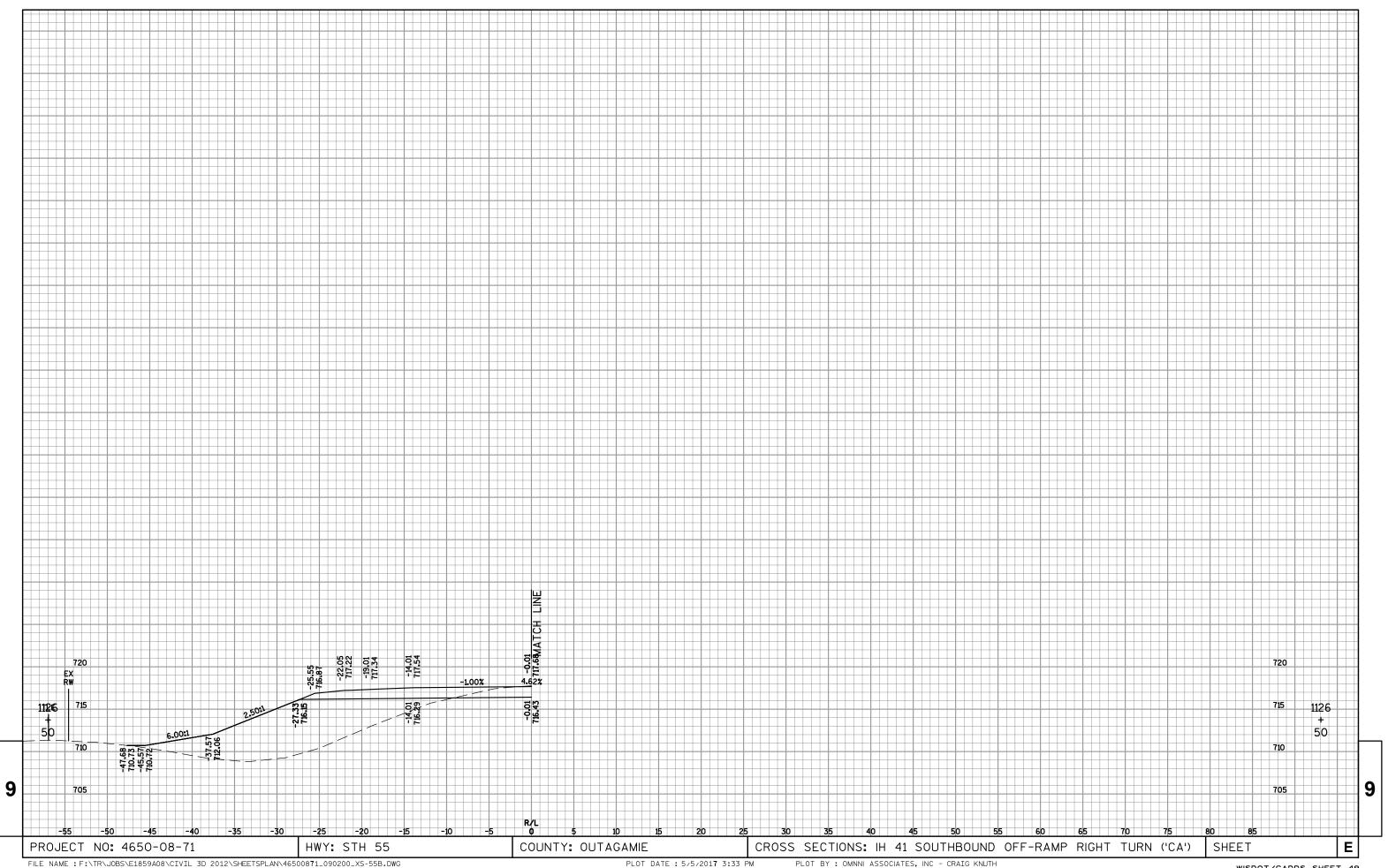


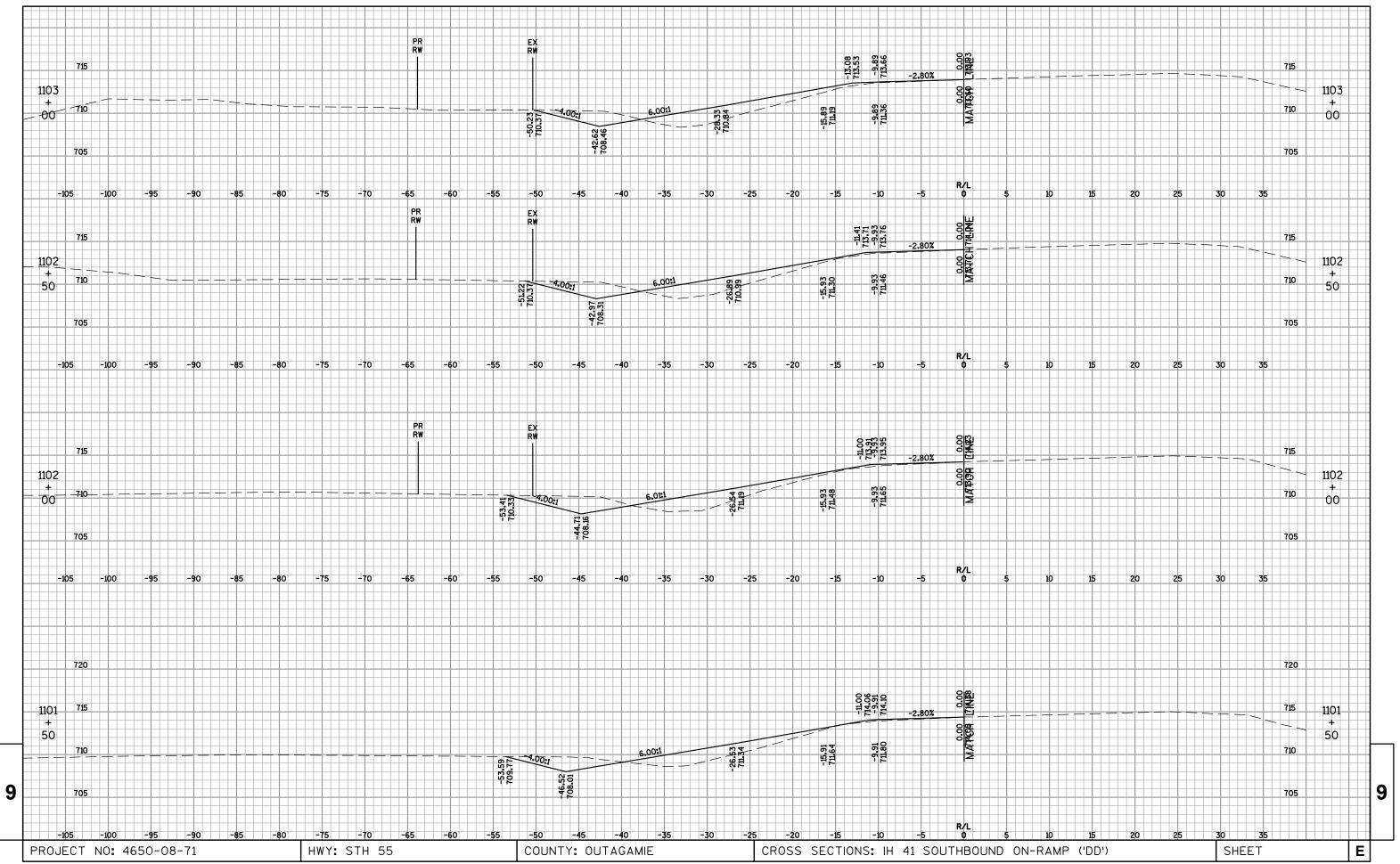


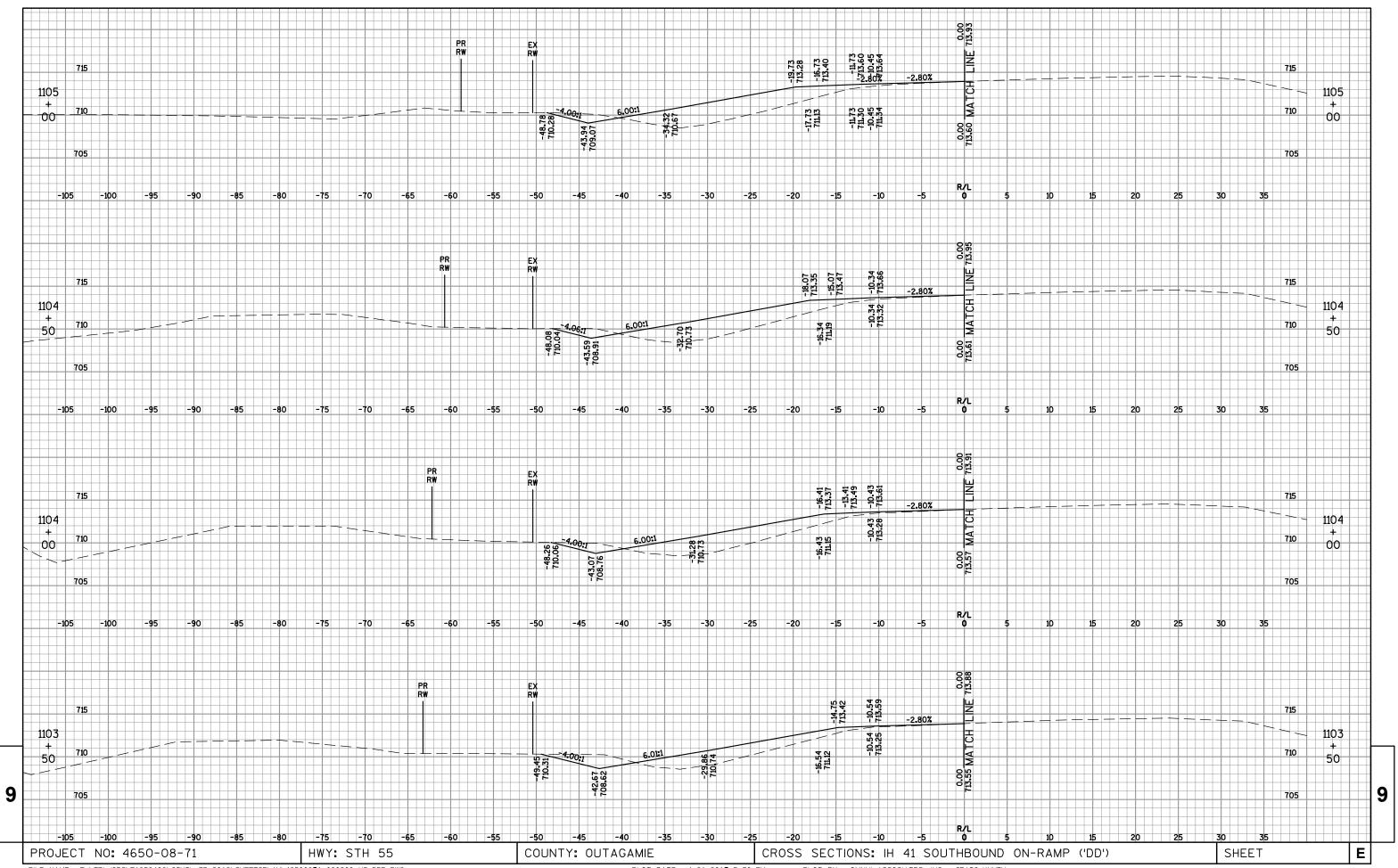


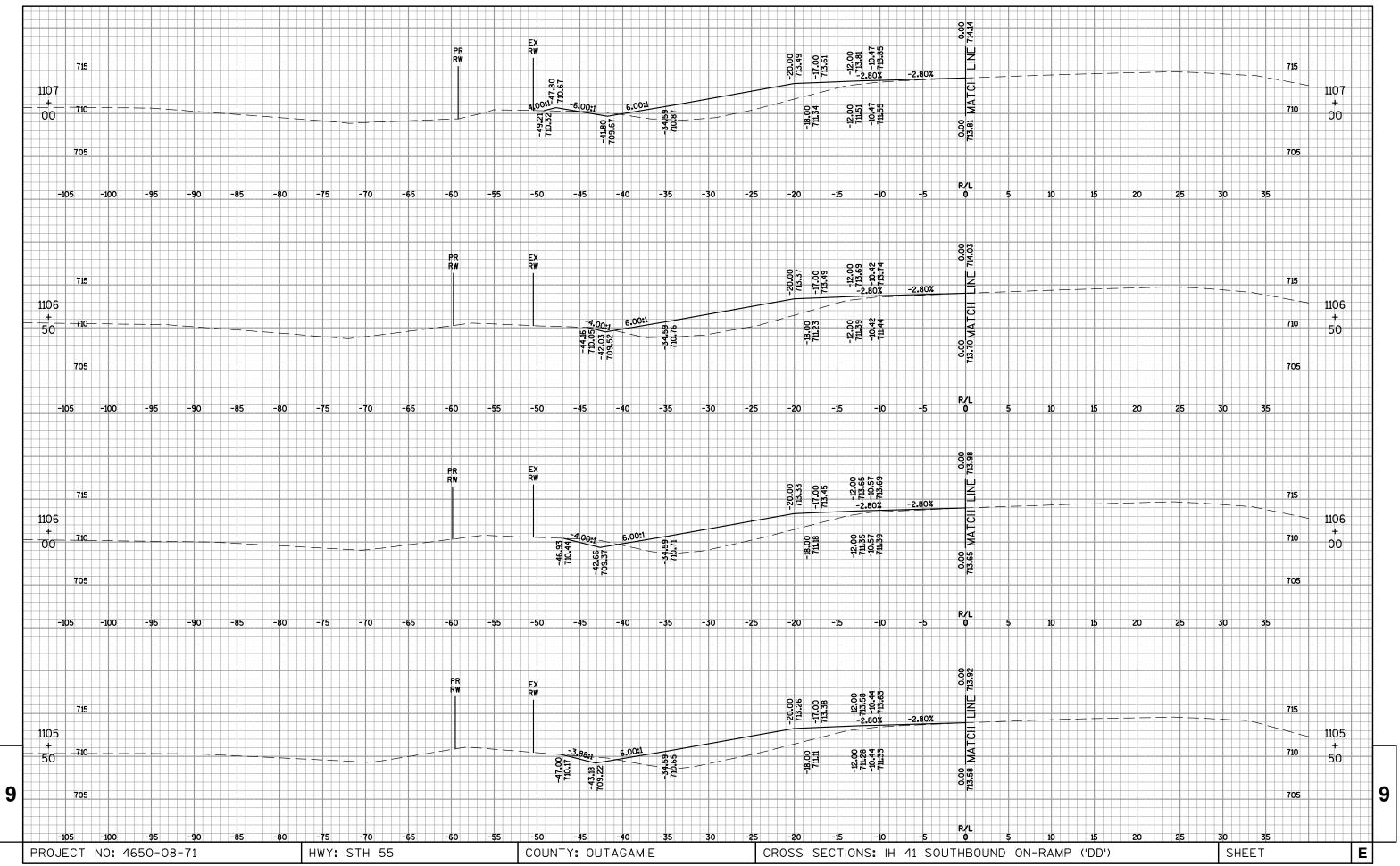


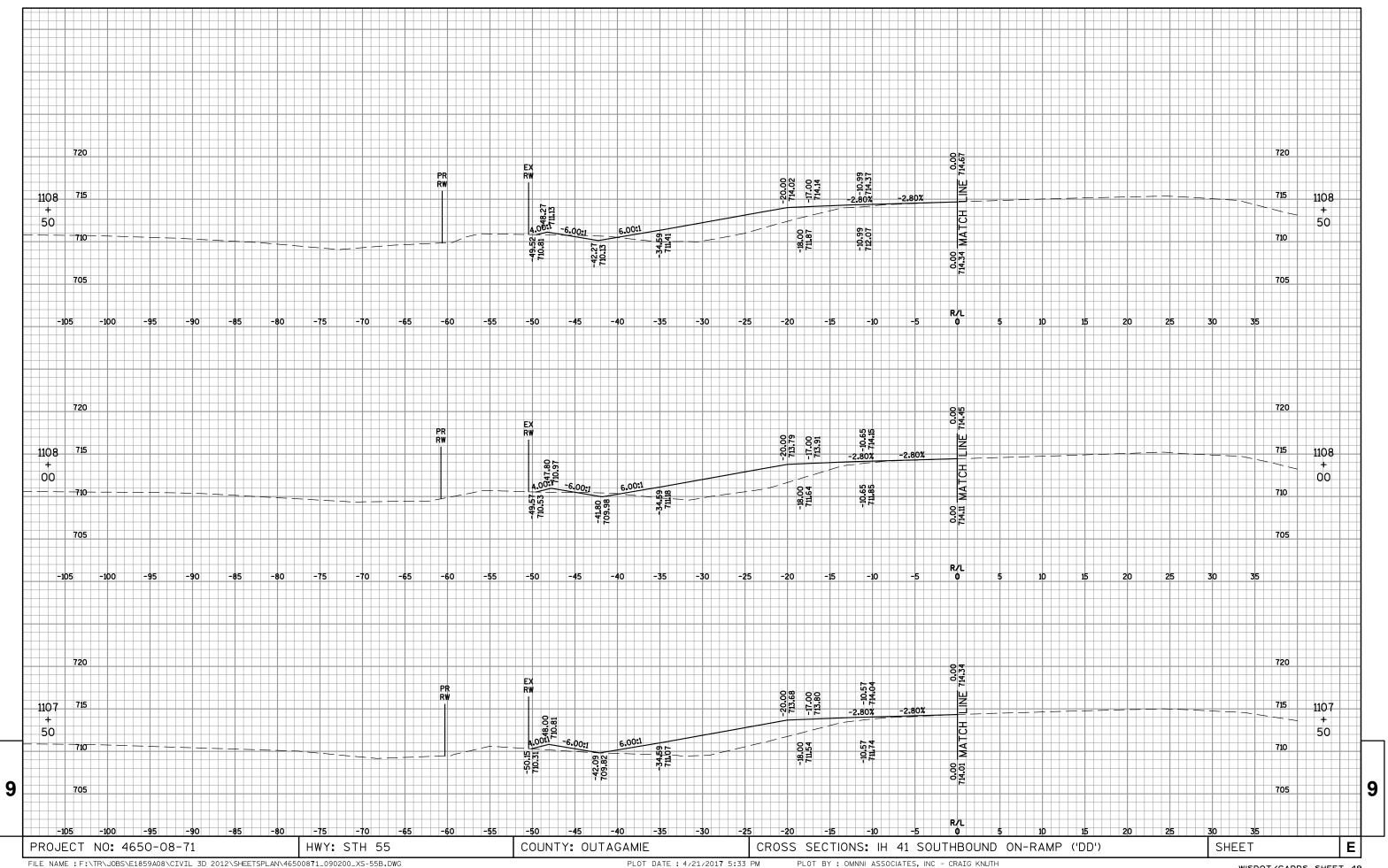


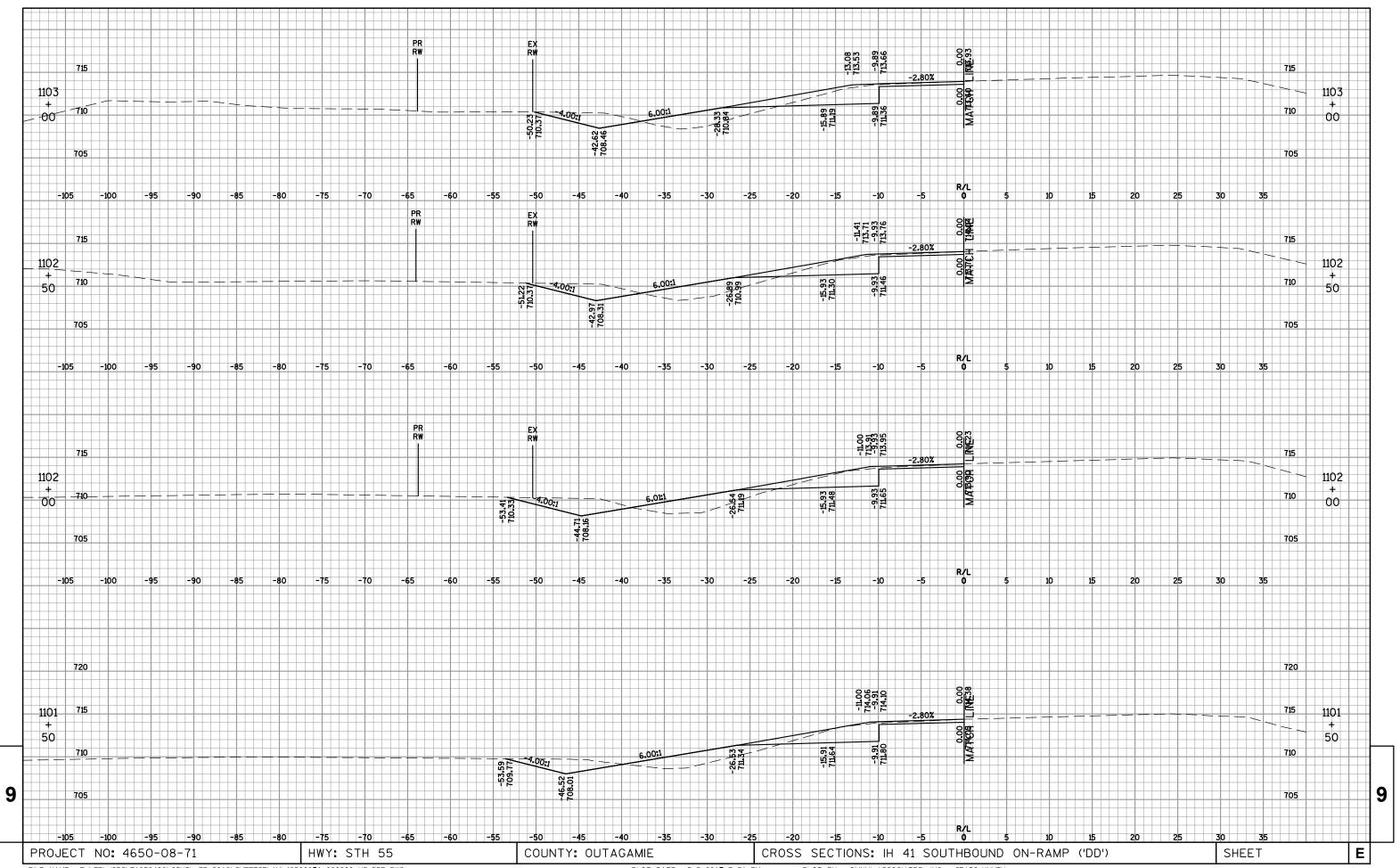


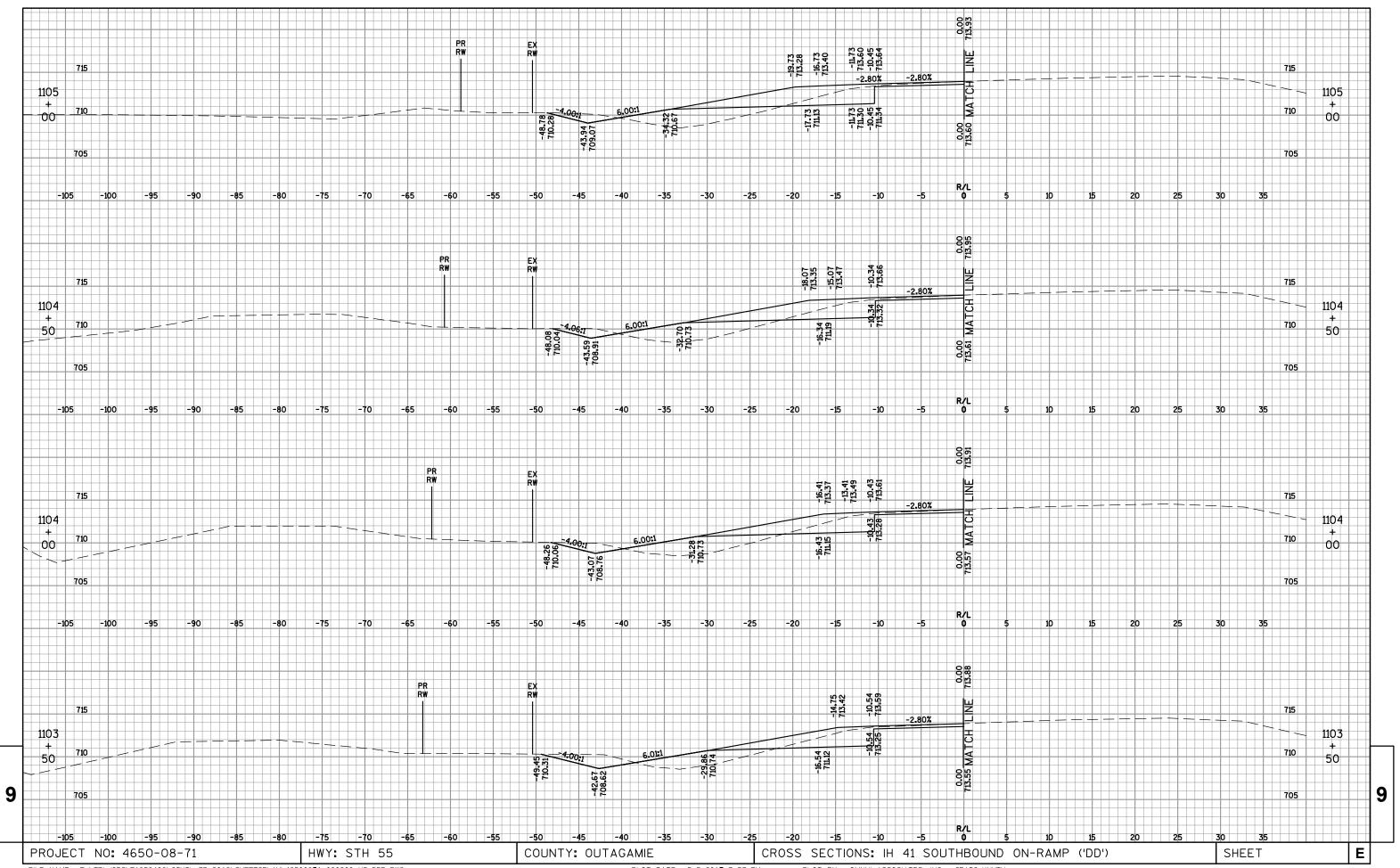


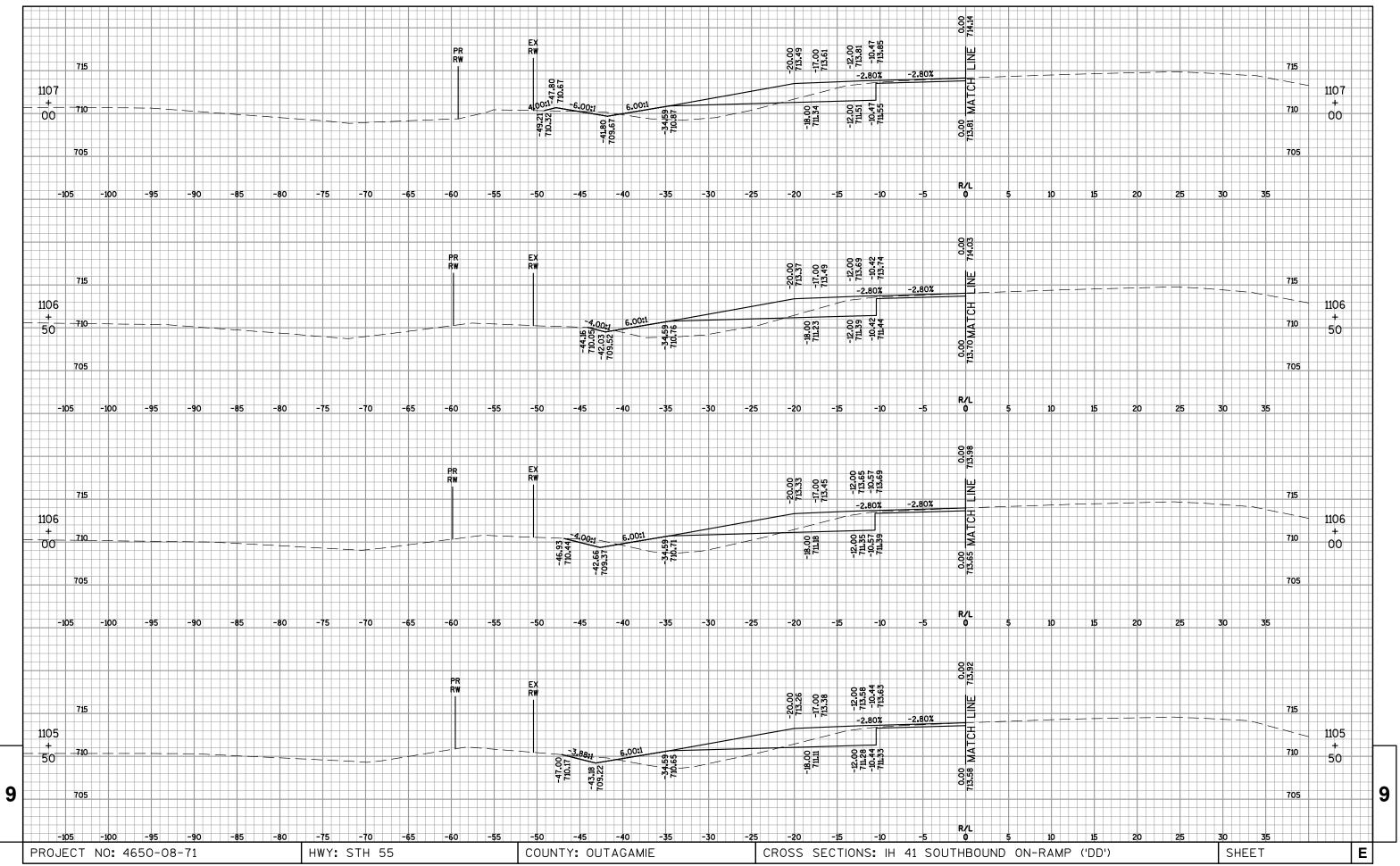


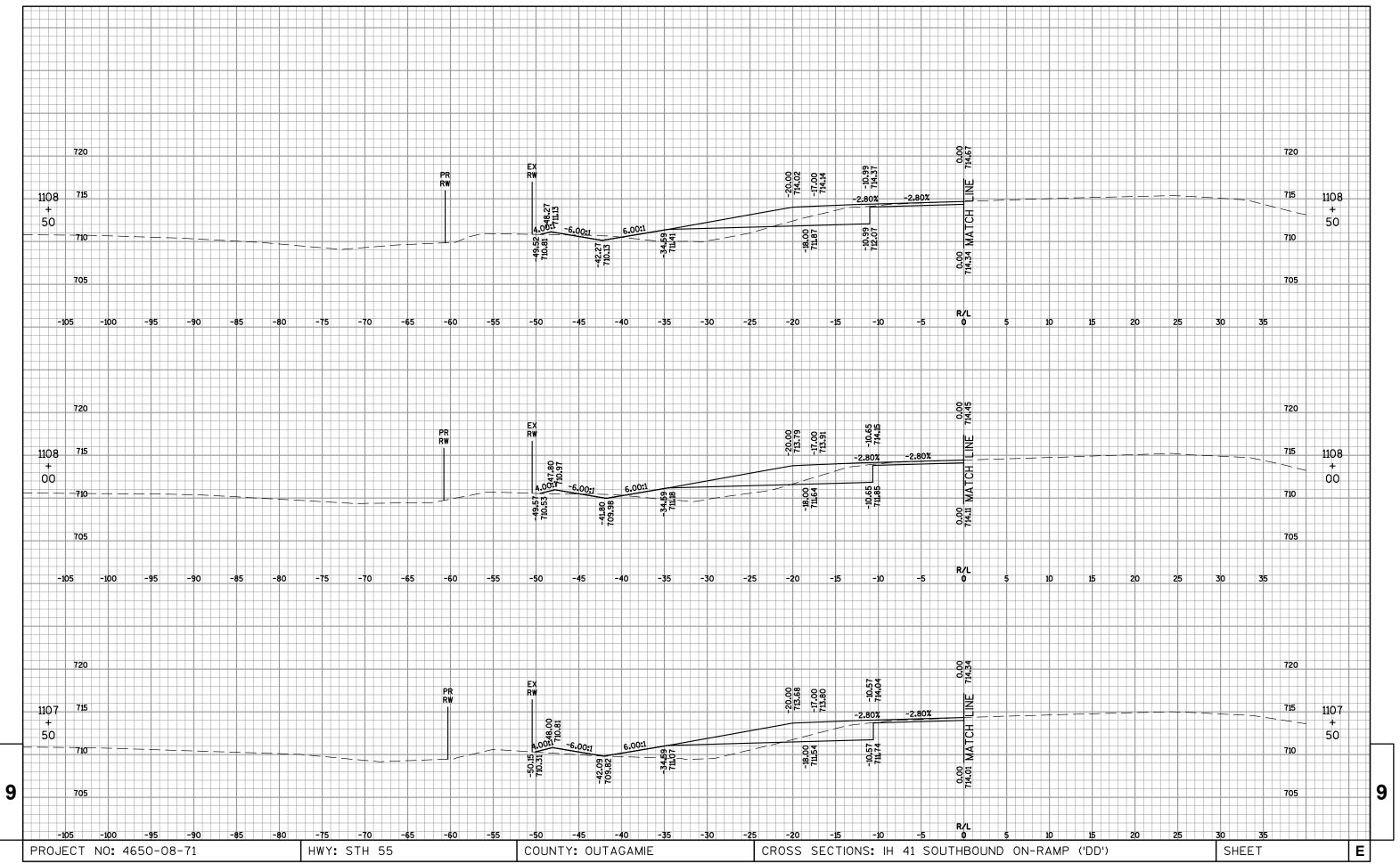


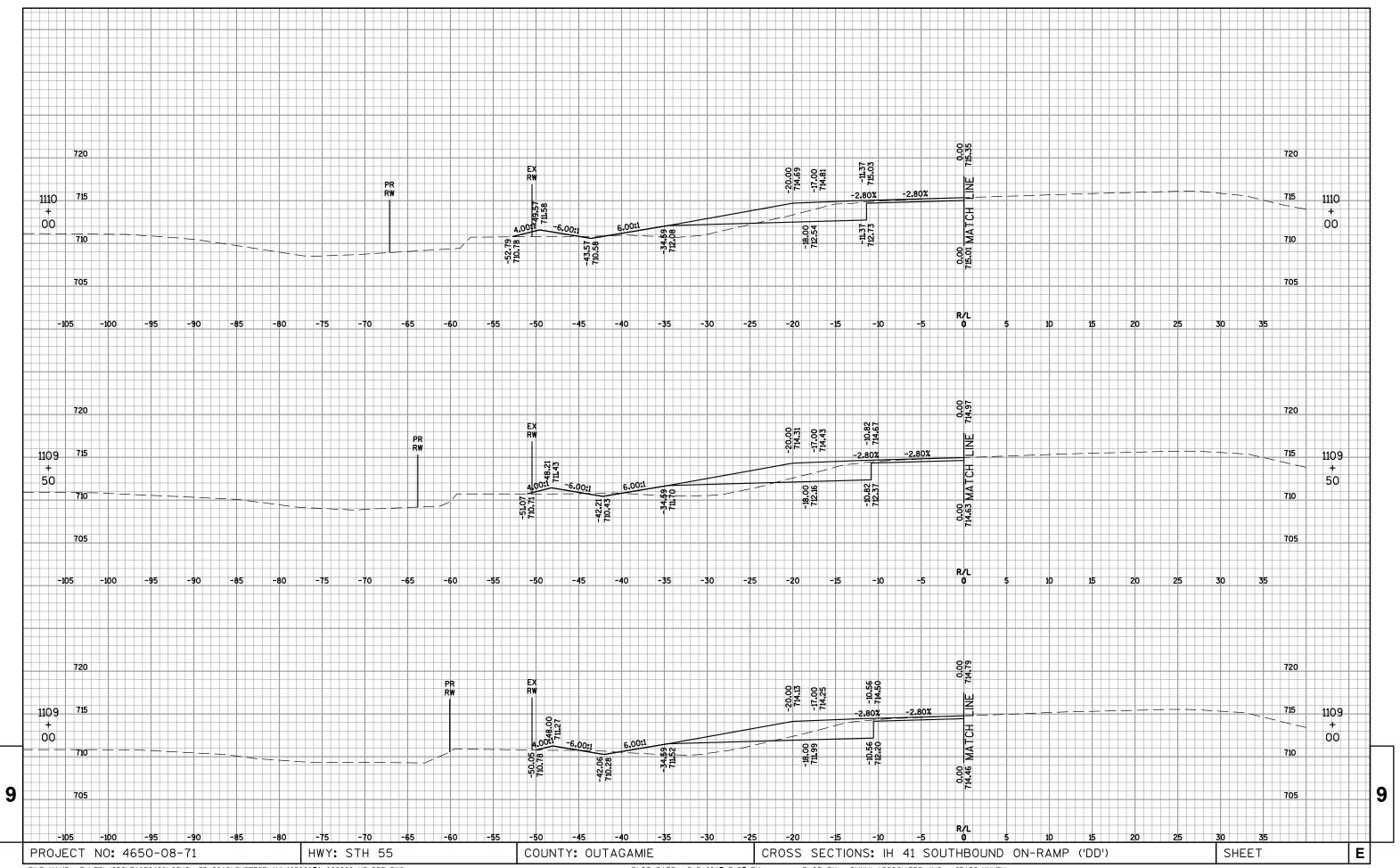


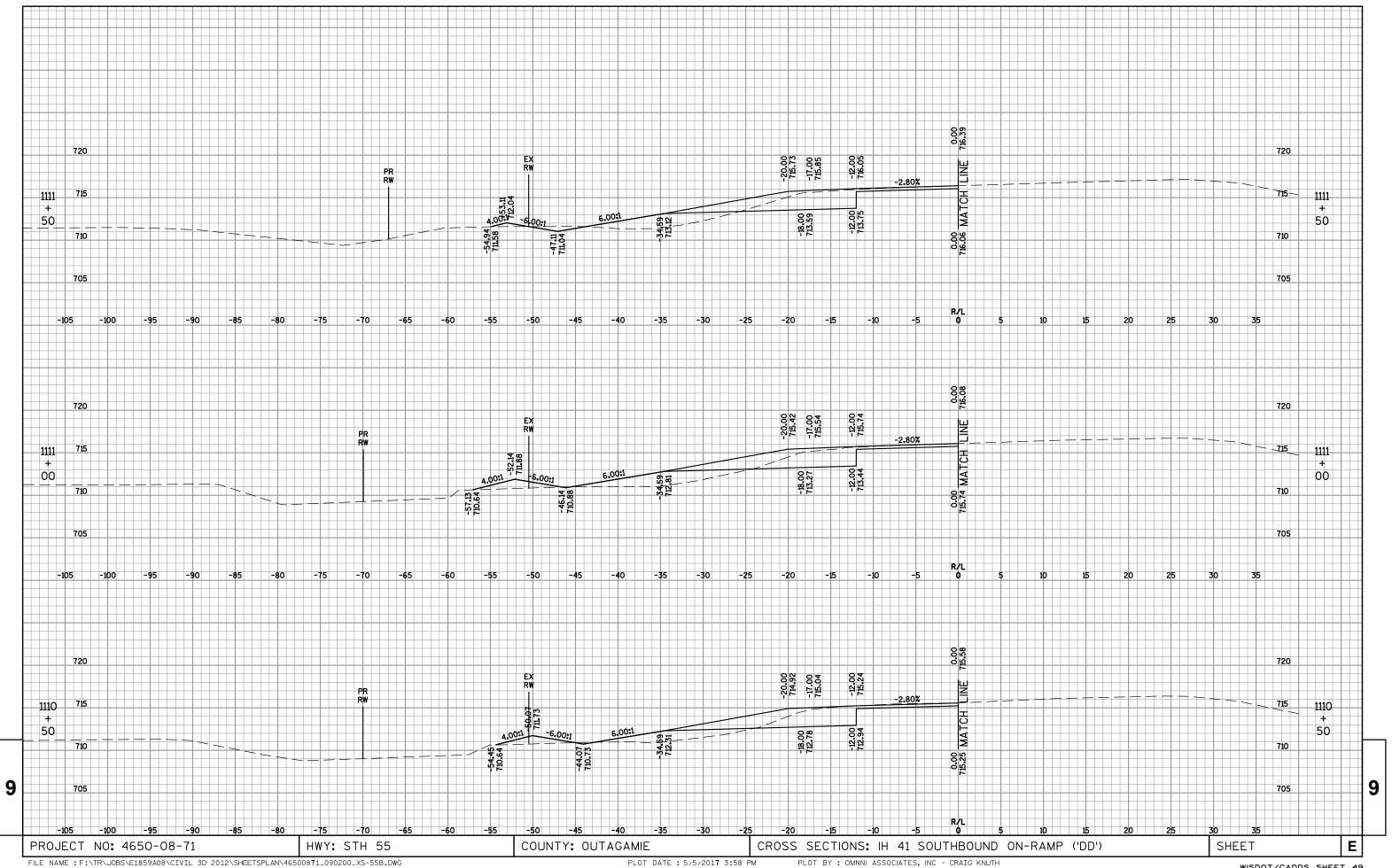


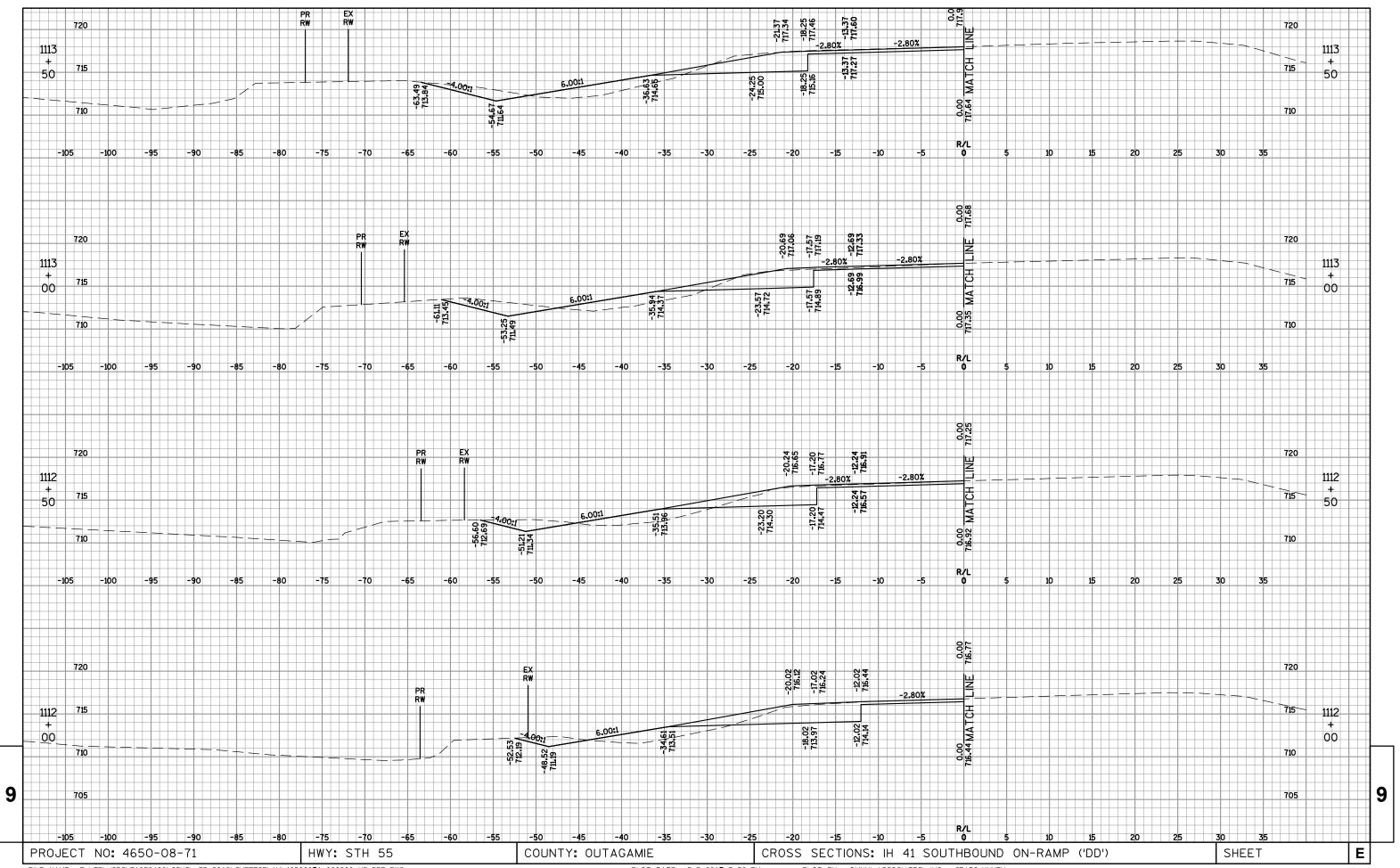


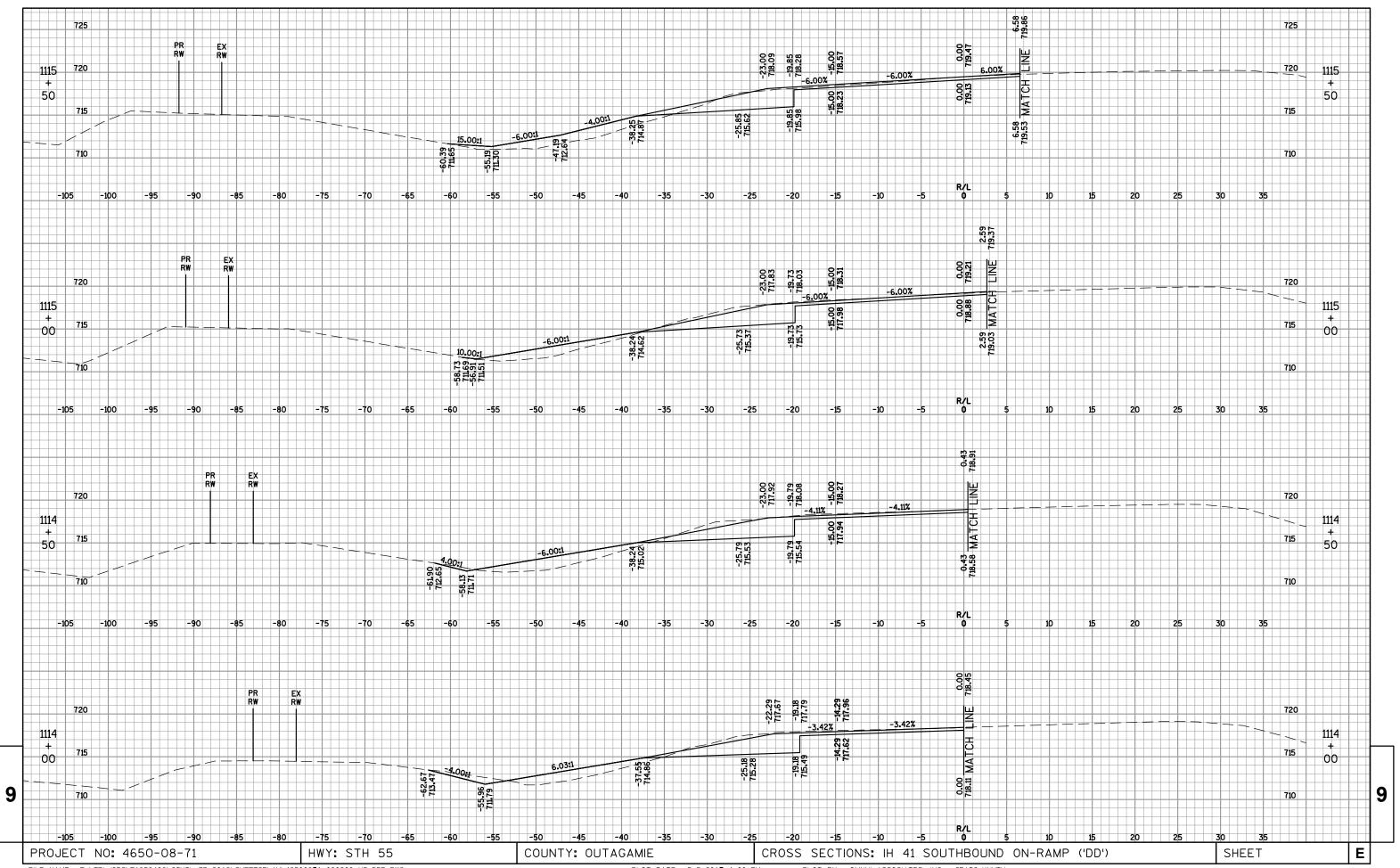


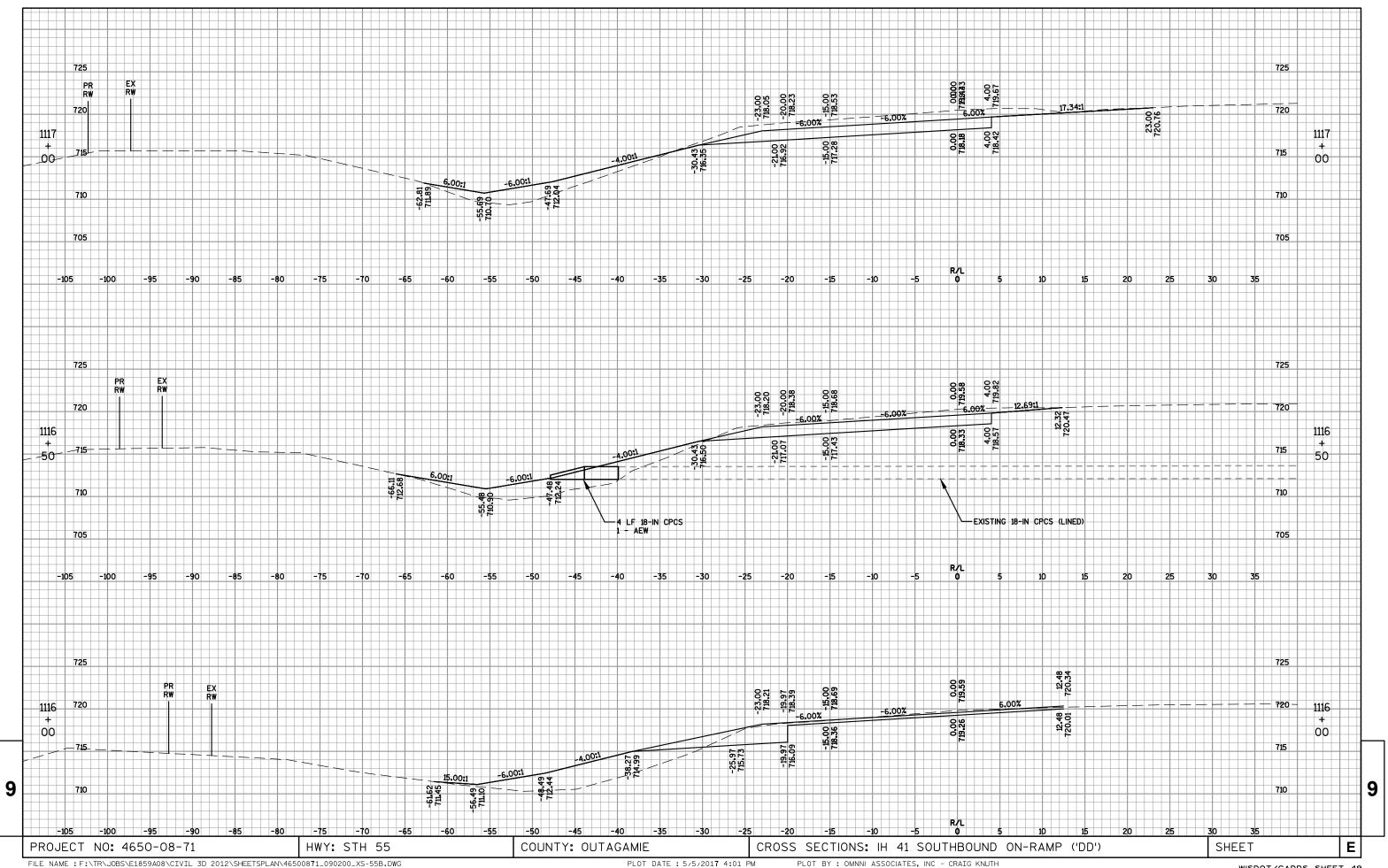


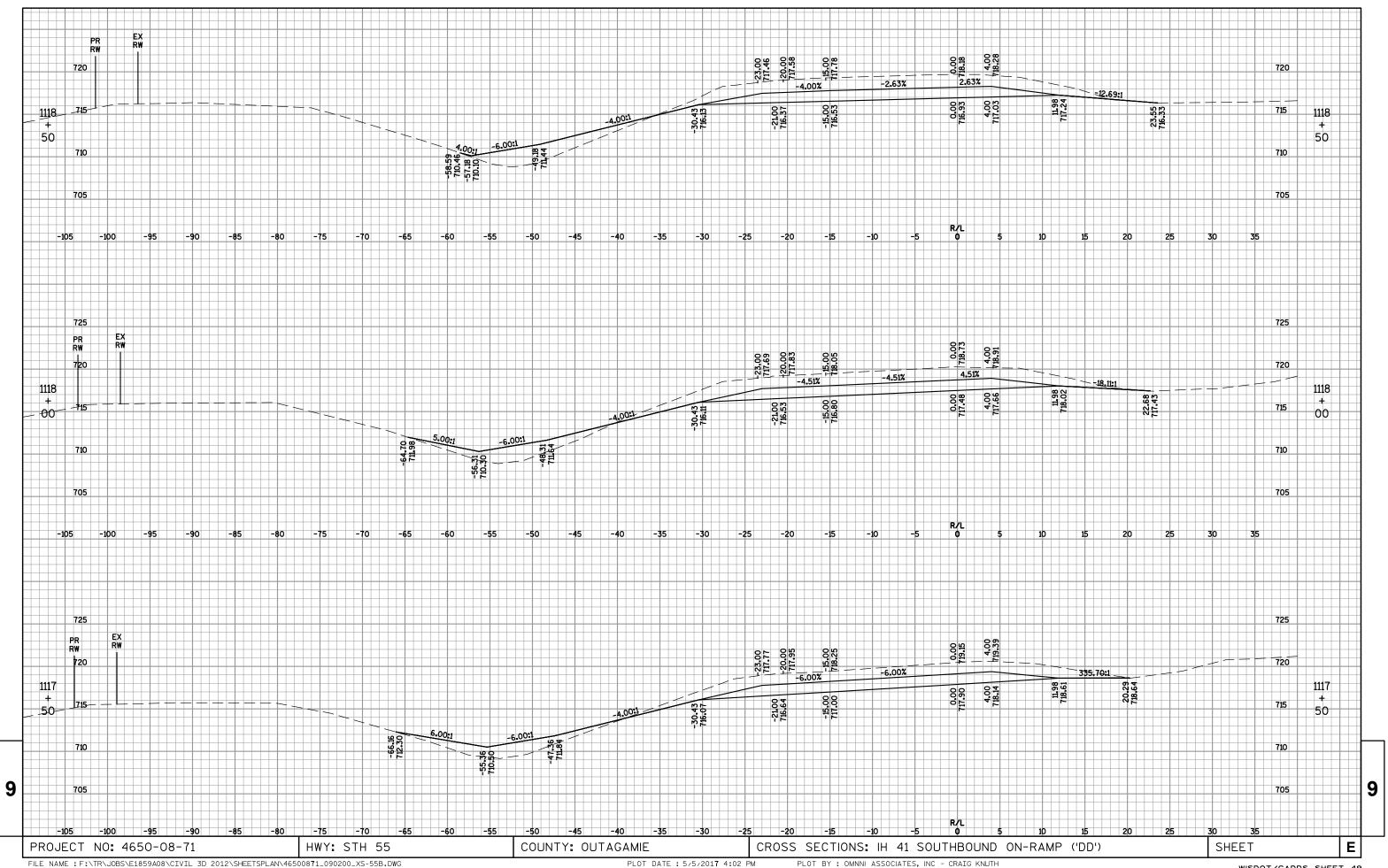


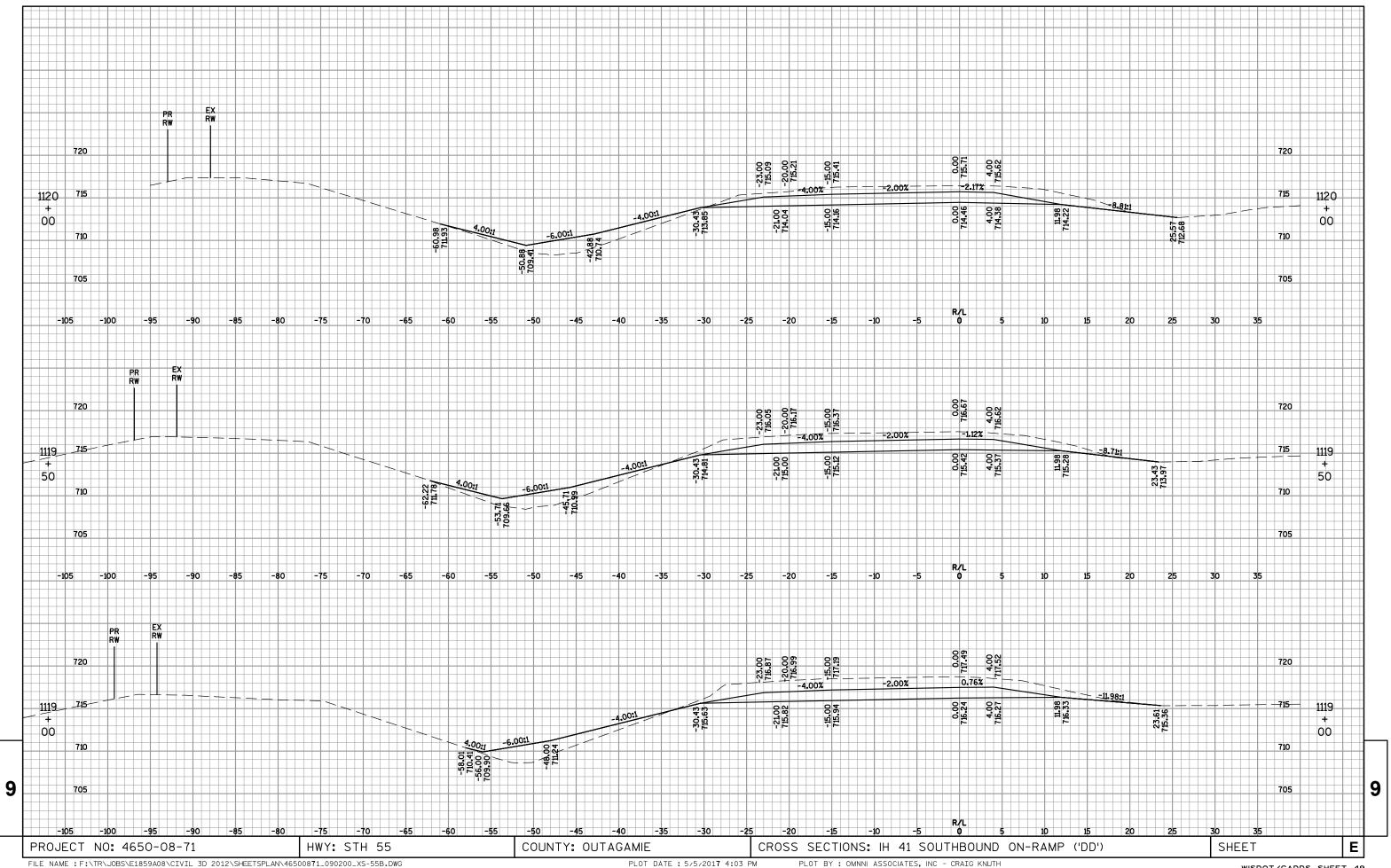


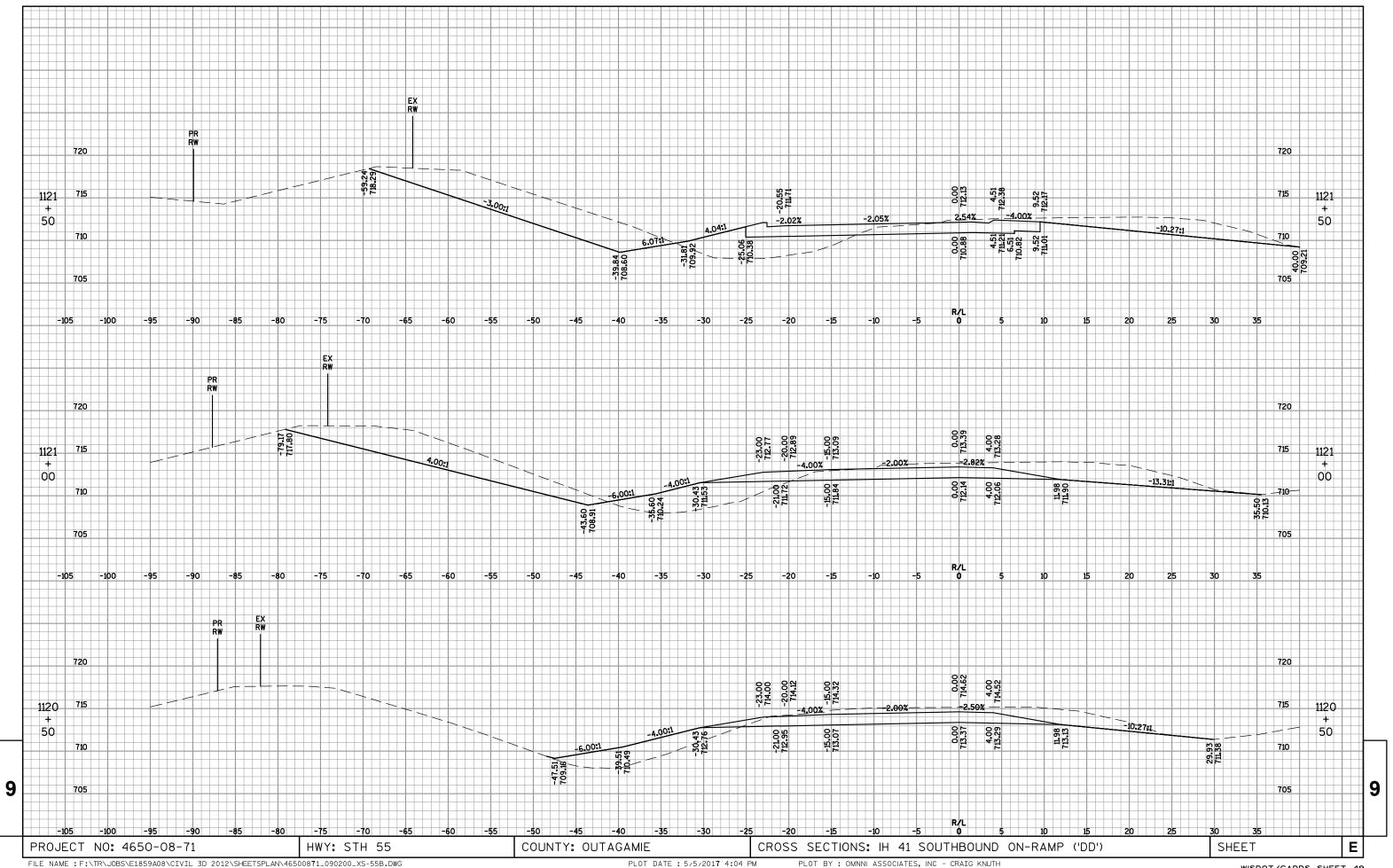


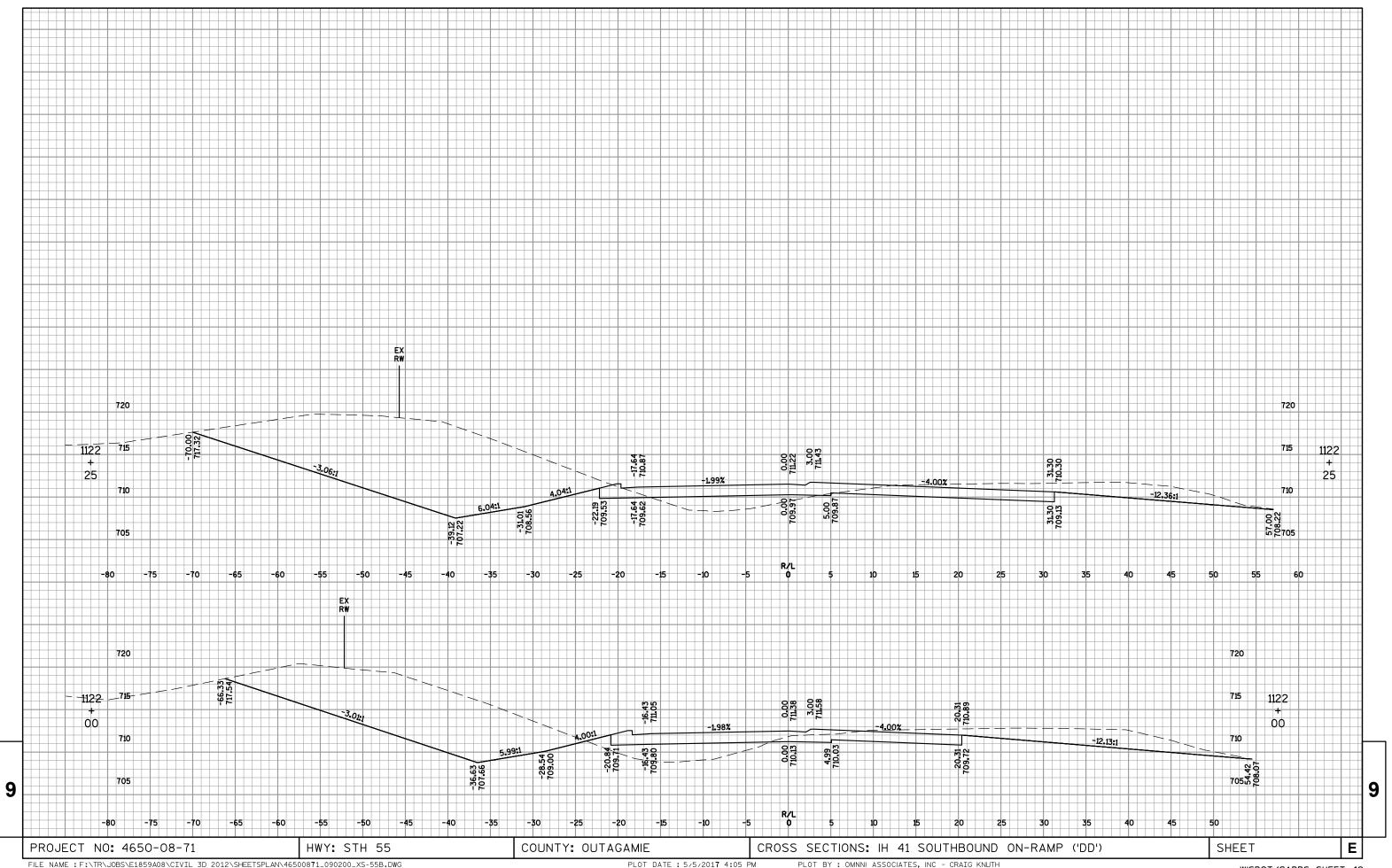


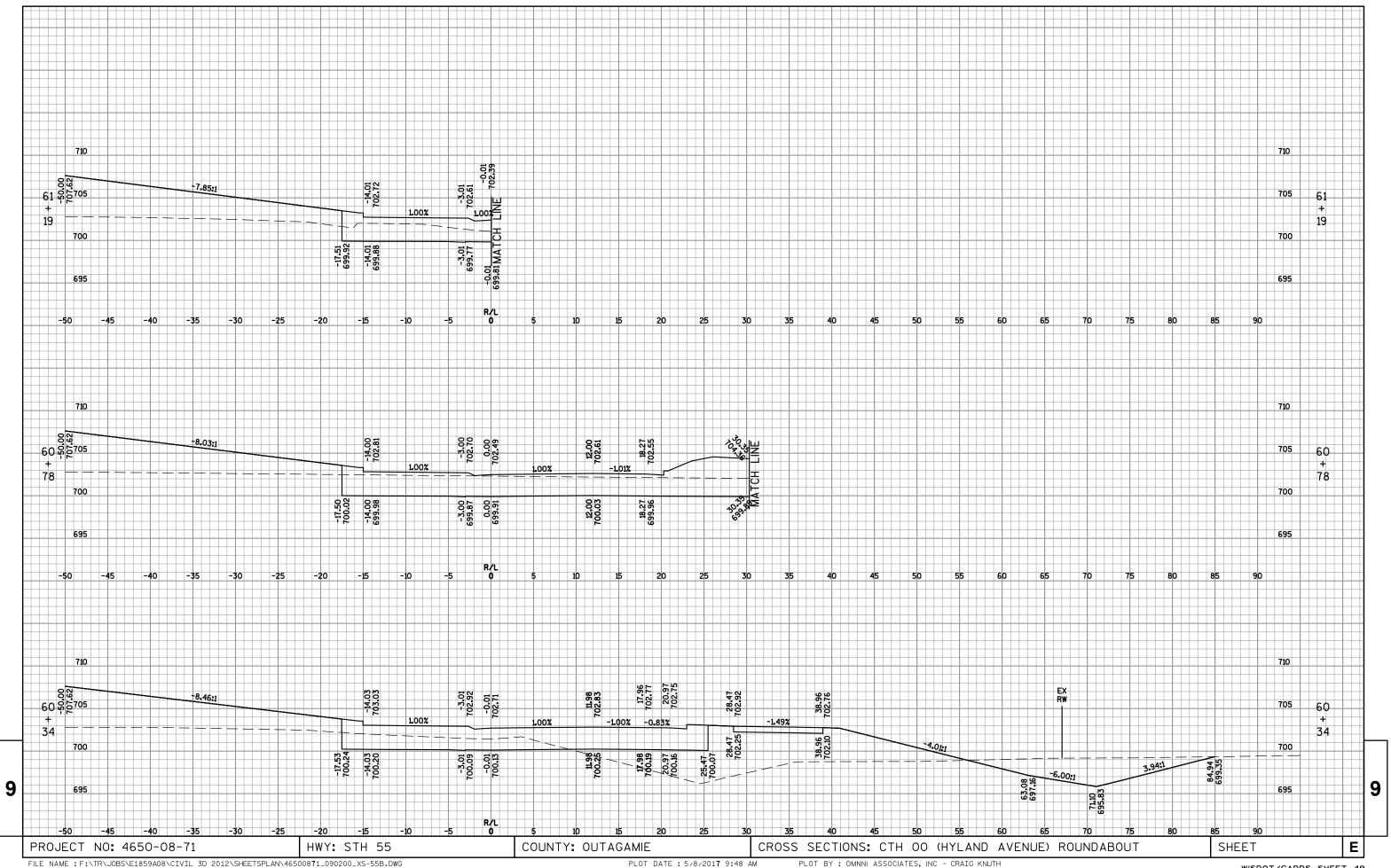


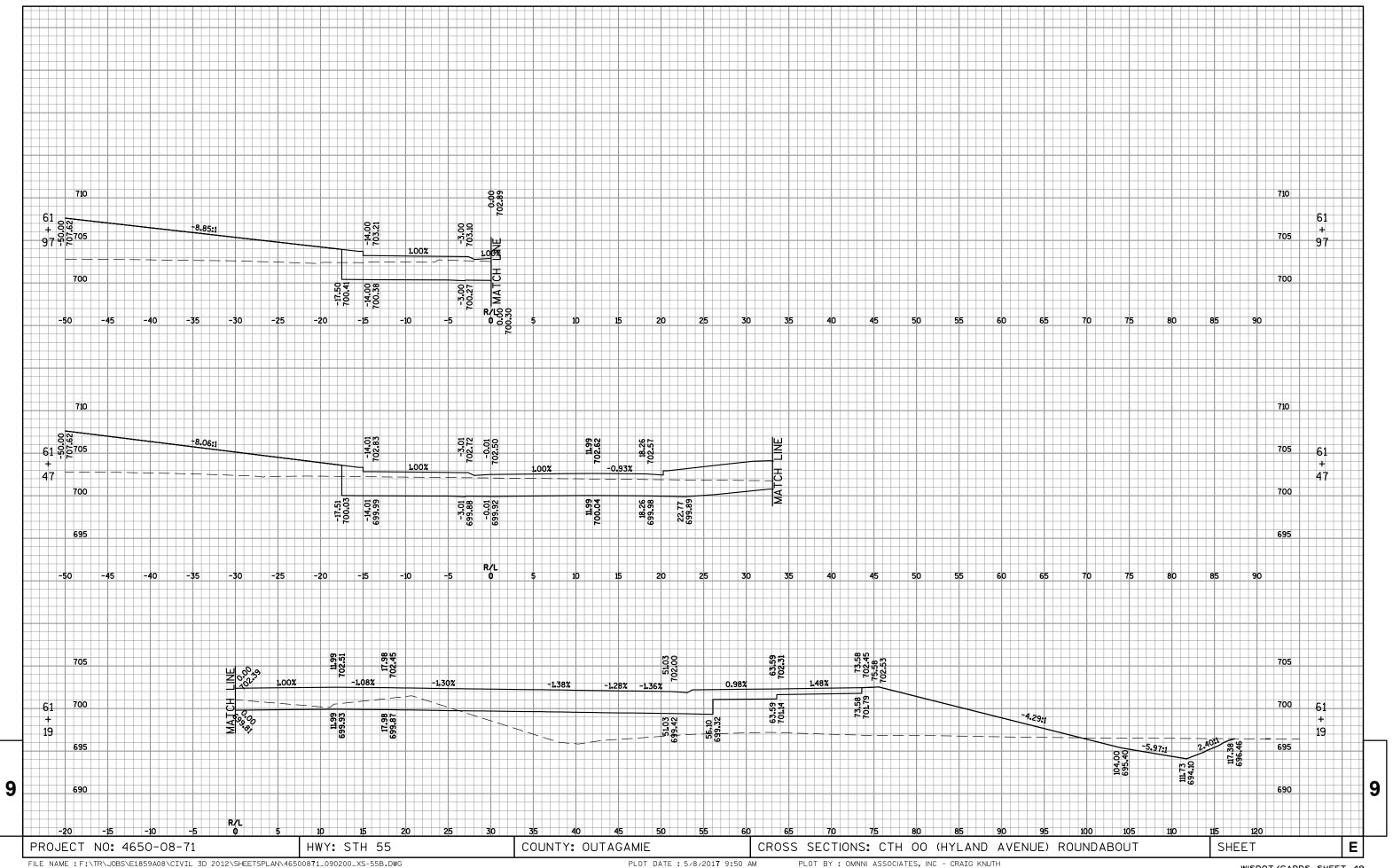


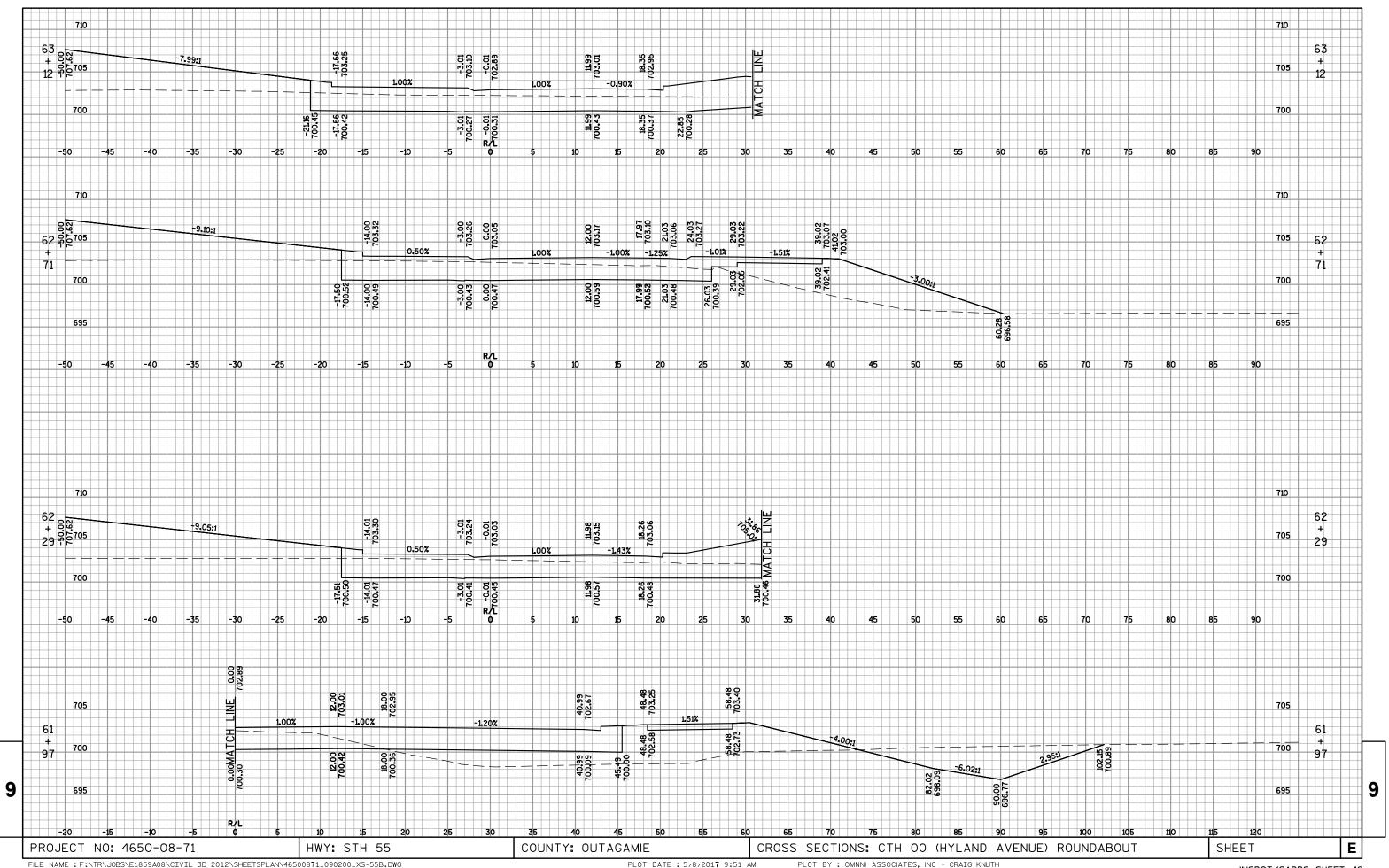


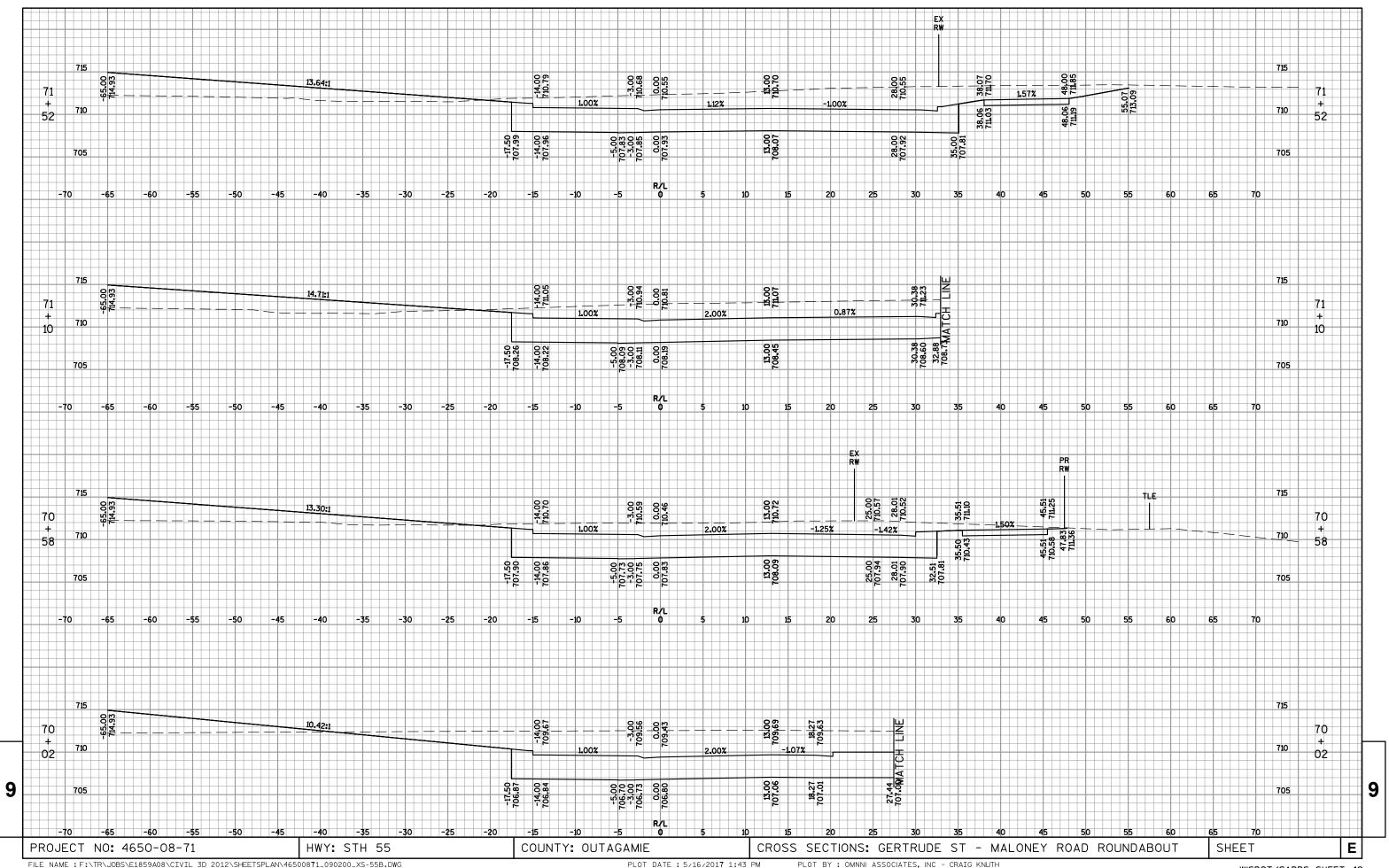


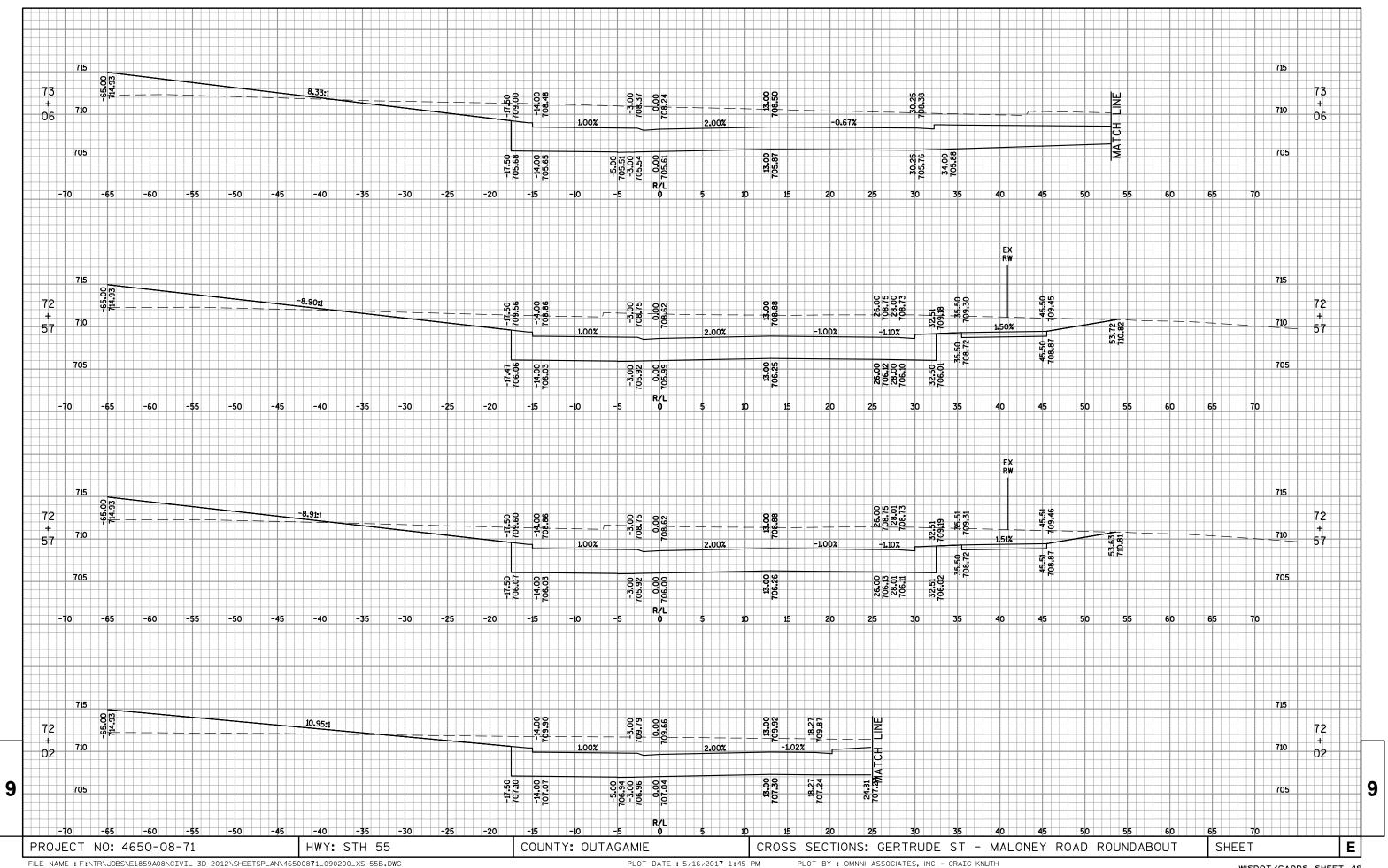


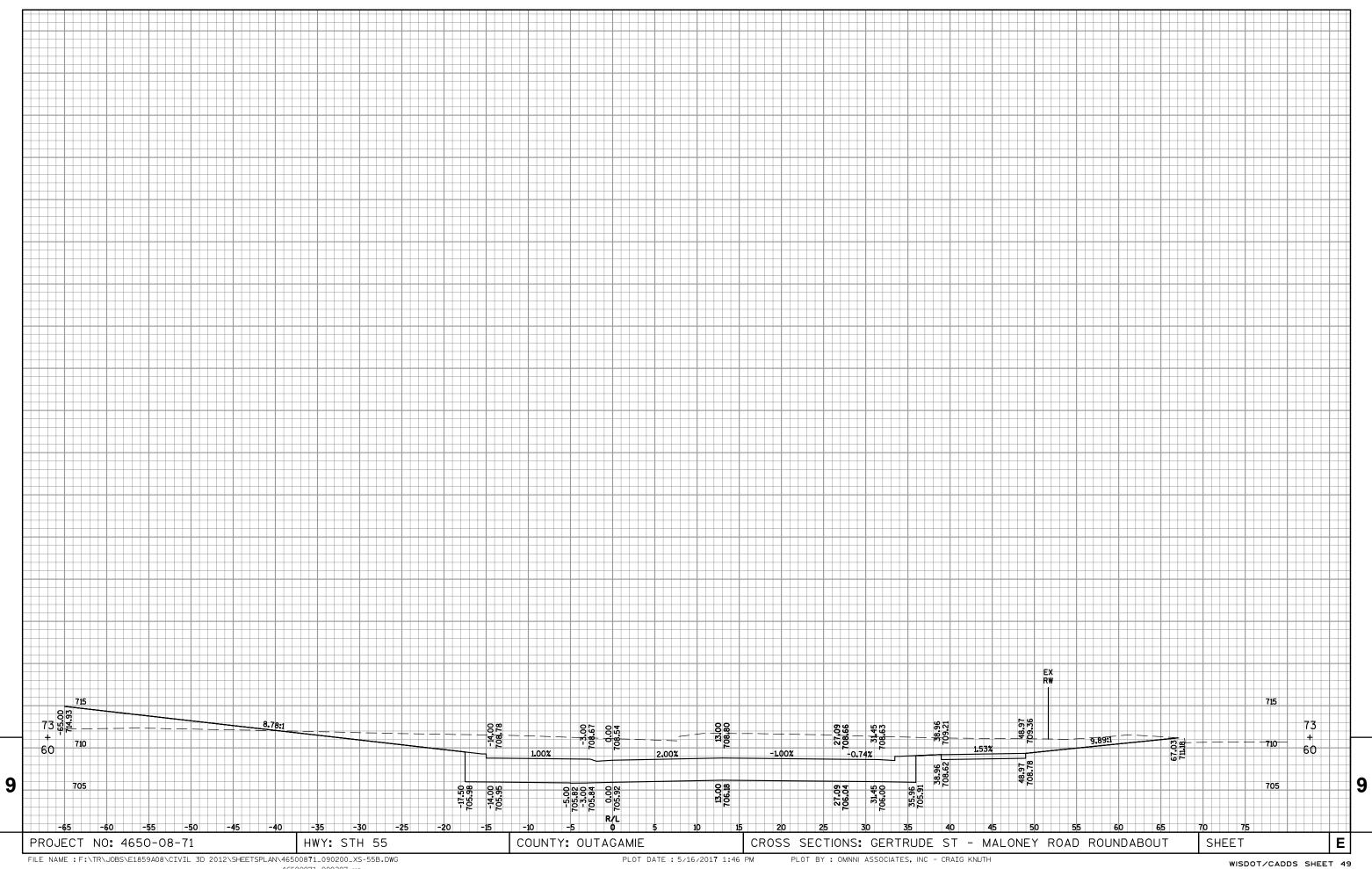


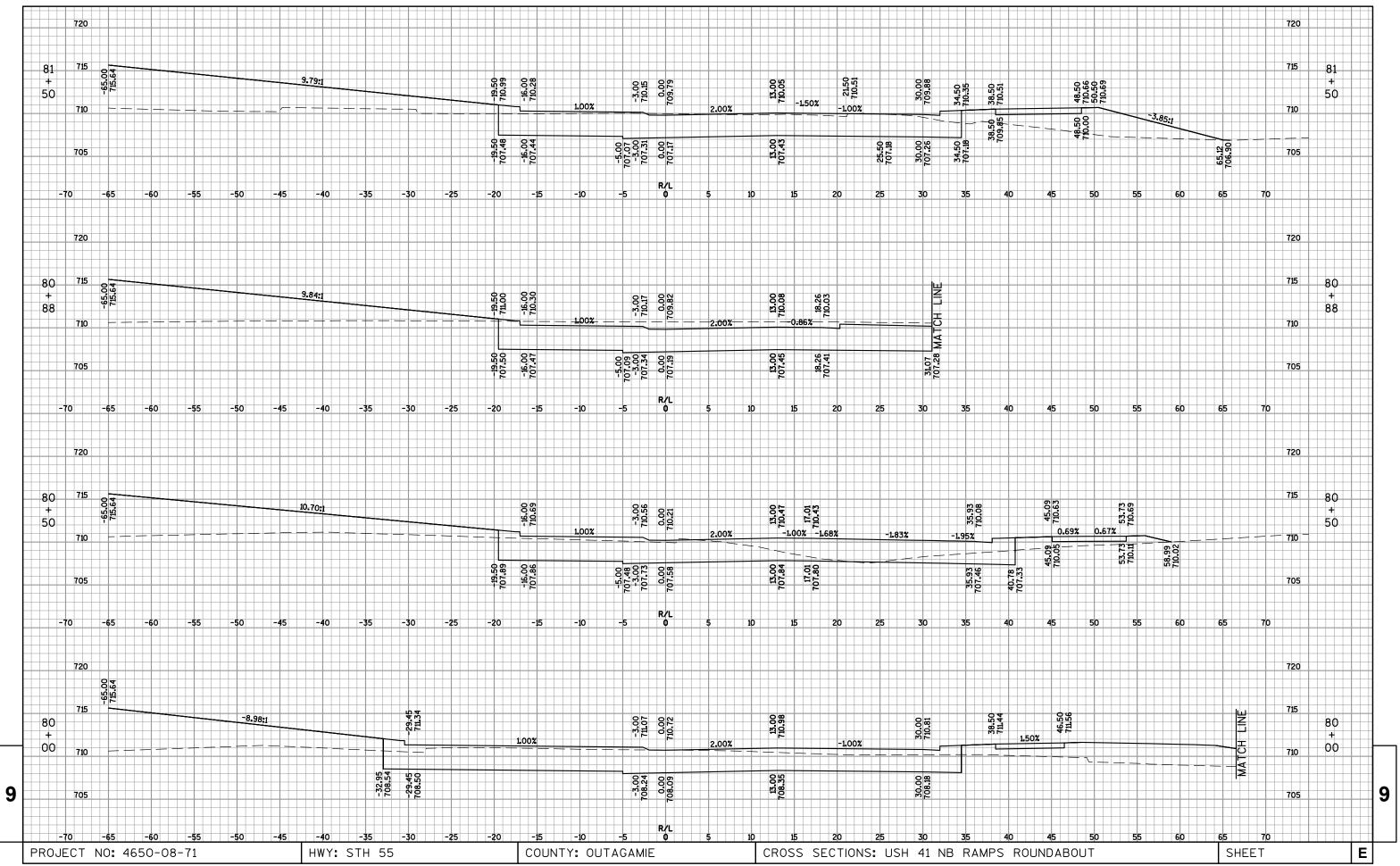


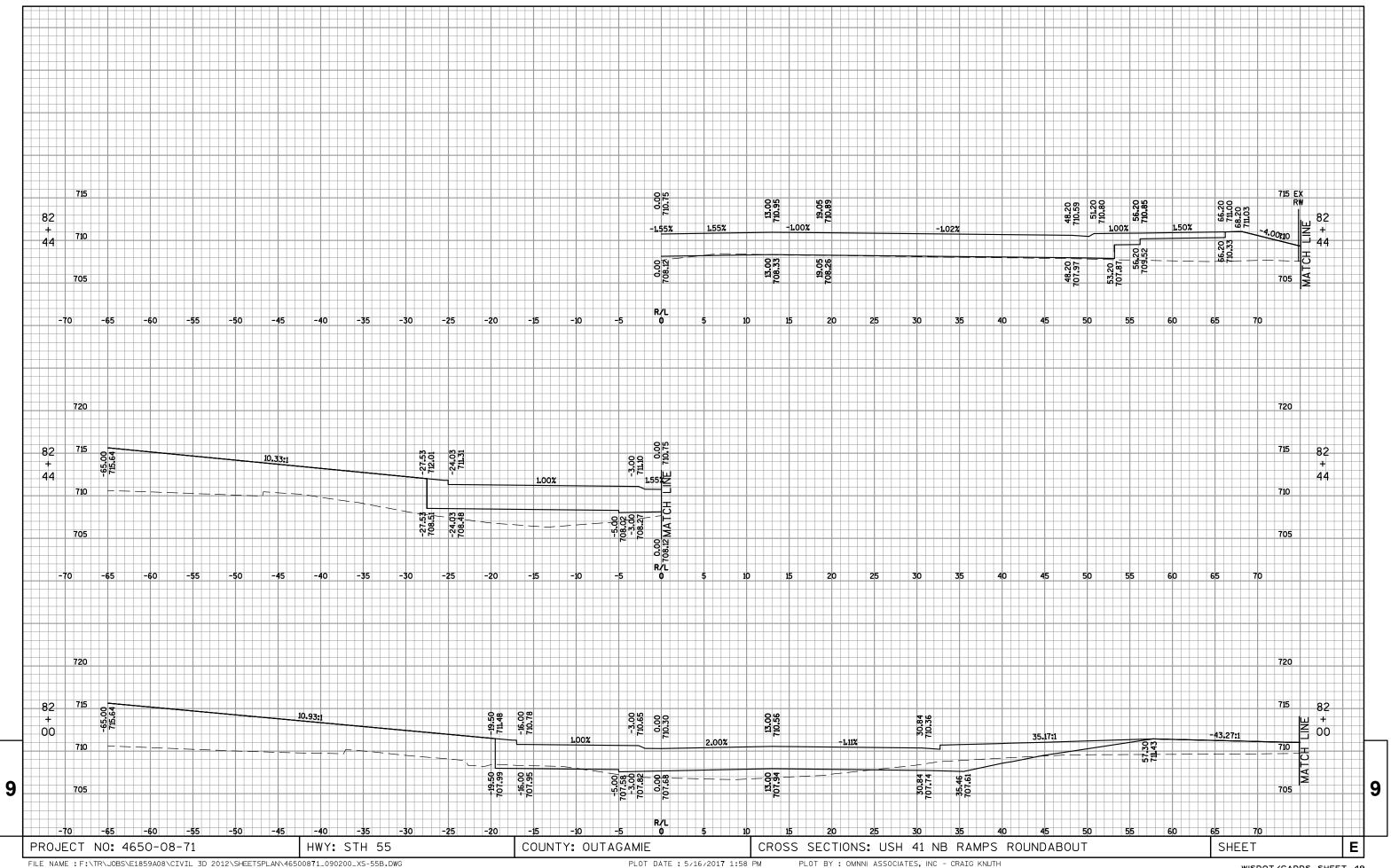


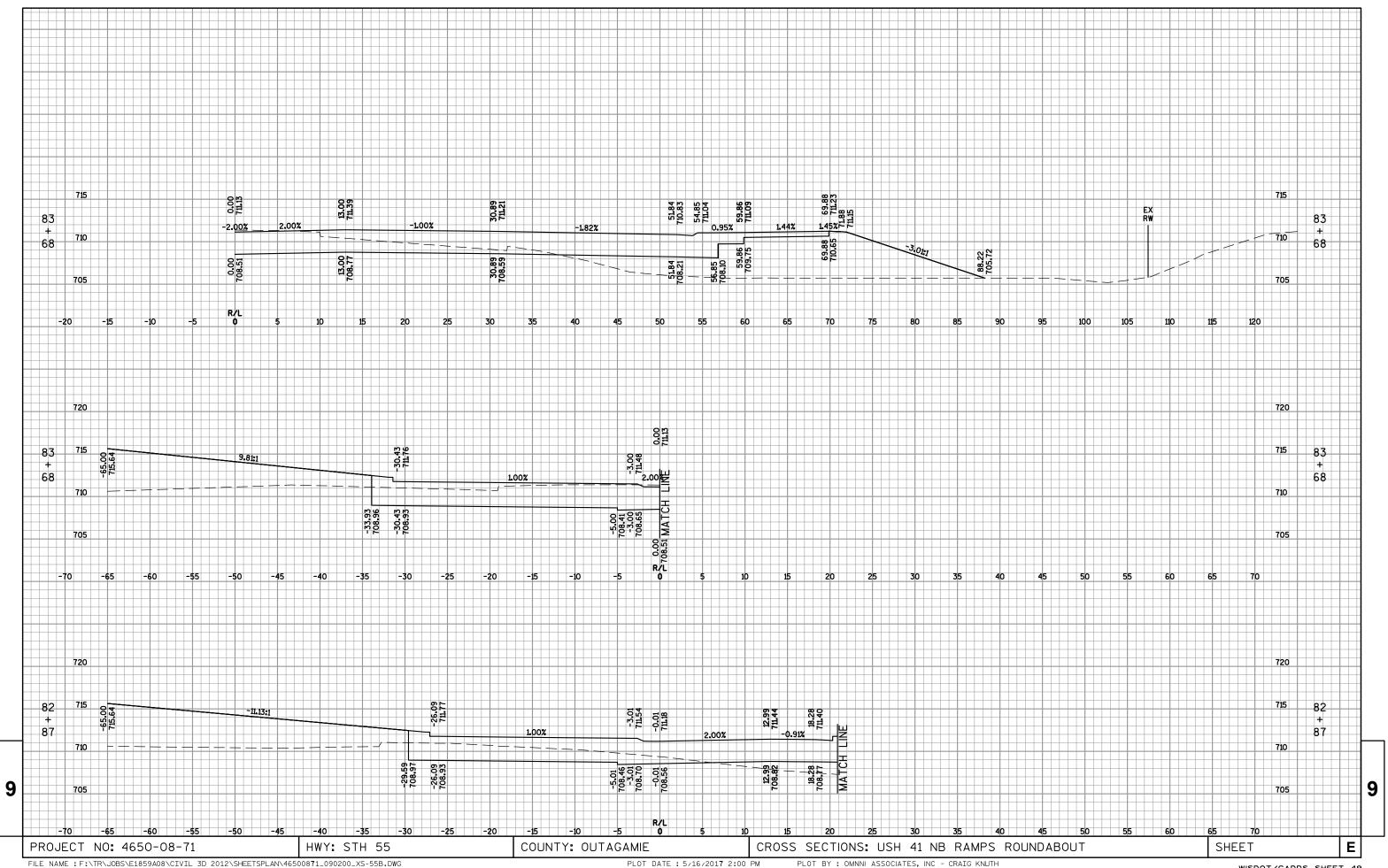


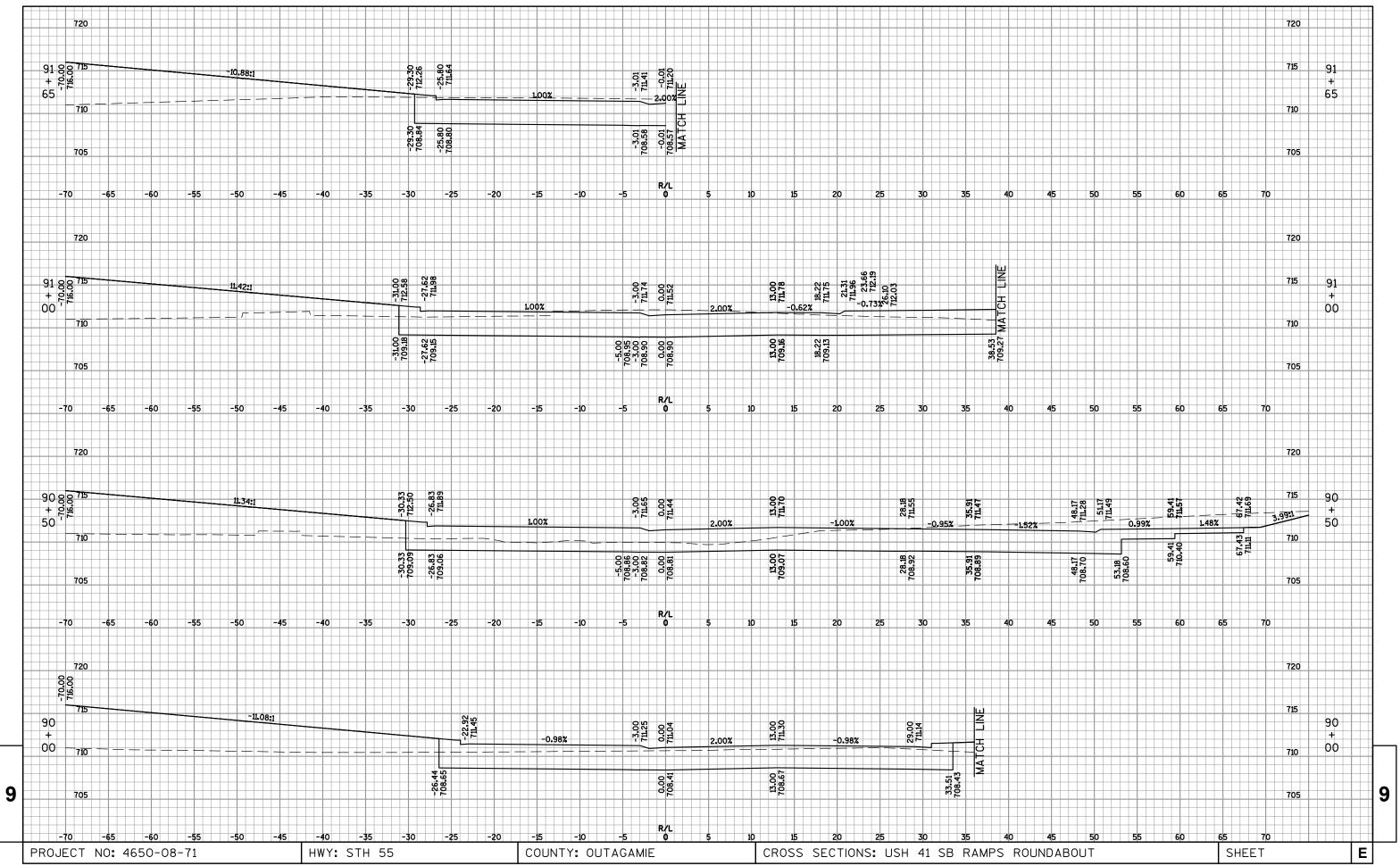


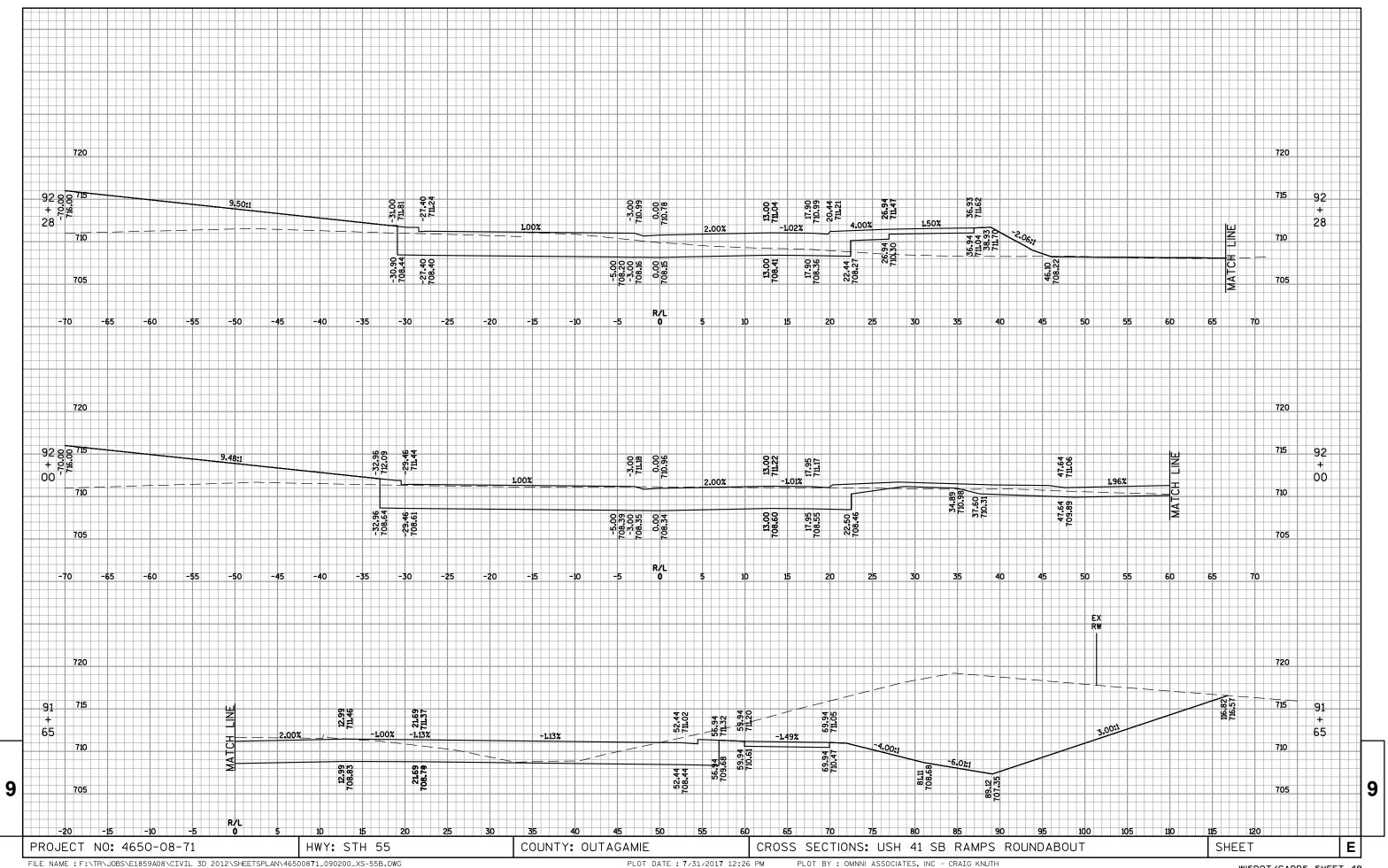


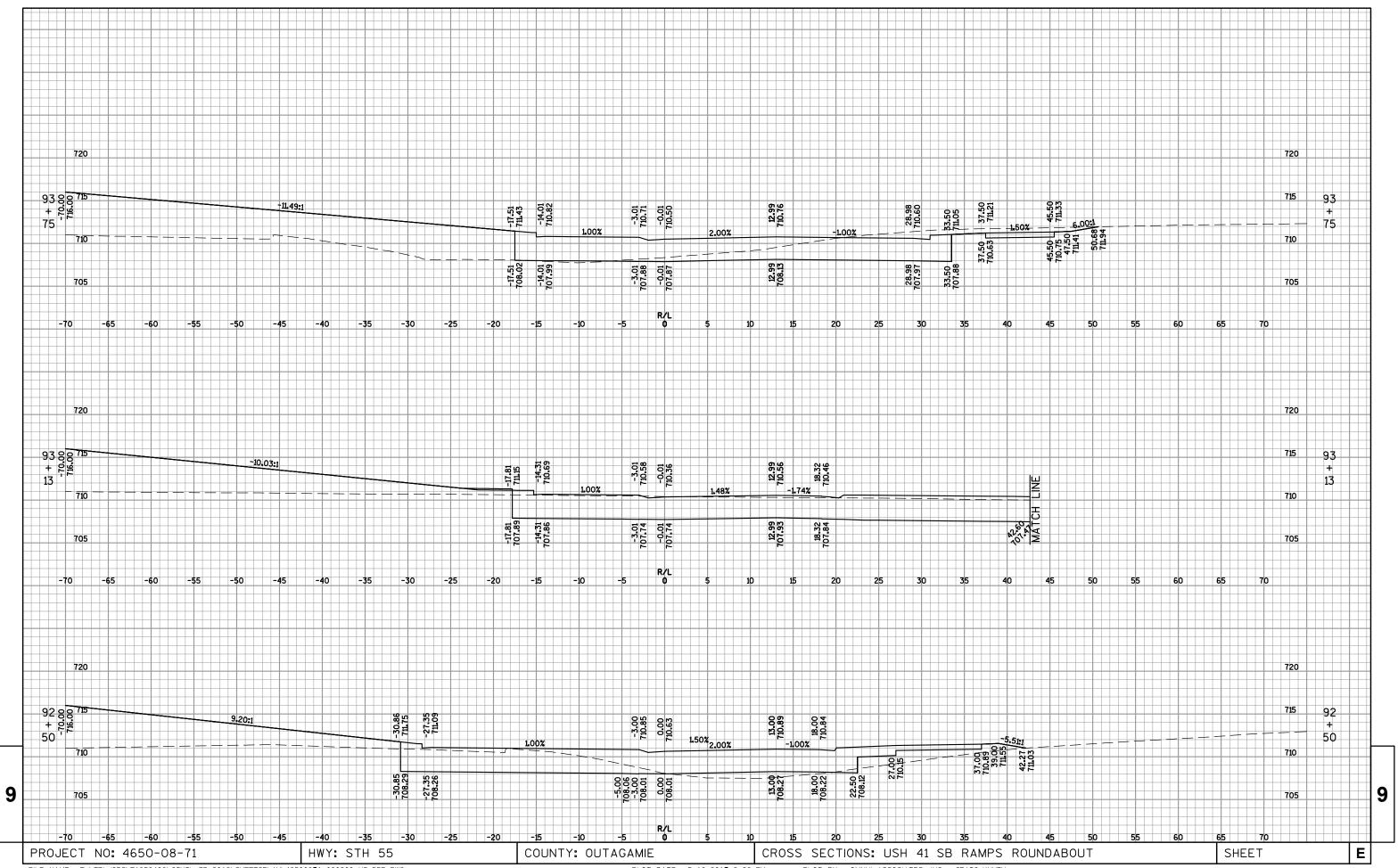












Notes



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