

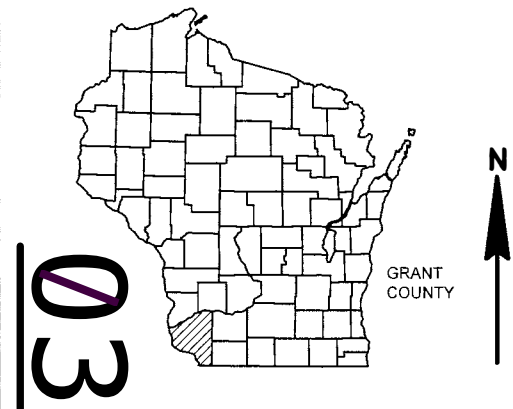
MAD WITH: N/A PROJECT ID: 1650-07-72 COUNTY: GRANT

APRIL 2020

ORDER OF SHEETS

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

TOTAL SHEETS = 132



DESIGN DESIGNATION

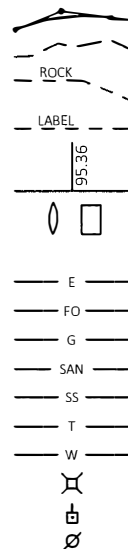
A.A.D.T.	(2020)	=	5,100 VPD
A.A.D.T.	(2040)	=	5,600 VPD
D.H.V.		=	526
D.D.		=	60/40
T.		=	17.0%
DESIGN SPEED		=	30 MPH
ESALS		=	1,890,700 (HMA)

CONVENTIONAL SYMBOLS

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

PROFILE	
GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	
GRADE ELEVATION	
CULVERT (Profile View)	
UTILITIES	
ELECTRIC	
FIBER OPTIC	
GAS	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	

END PROJECT
STA 461+58.31



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

DICKEYVILLE - LANCASTER

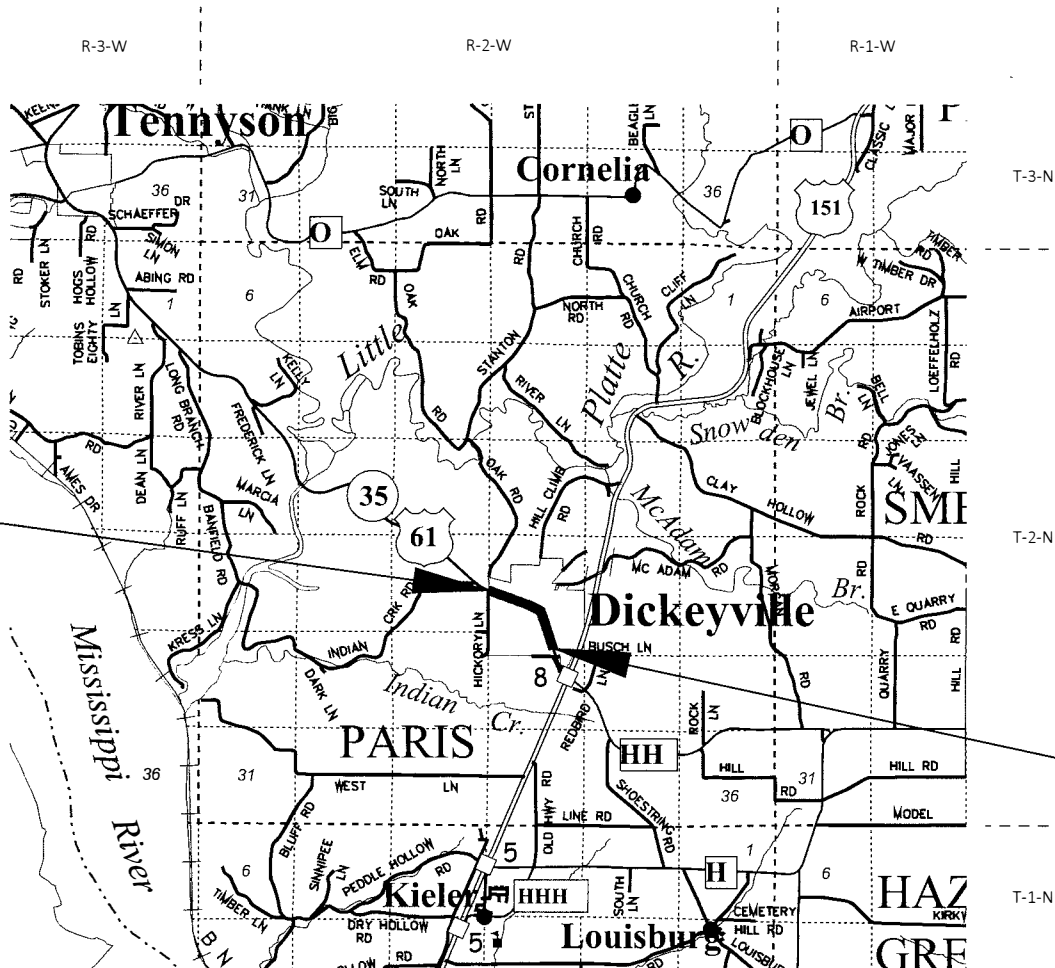
PITZEN LANE TO HICKORY LANE

USH 61

GRANT COUNTY

STATE PROJECT NUMBER

1650-07-72



BEGIN PROJECT
STA 412+00.00
Y=441381.680
X=851550.488

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, GRANT COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES. ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (2012) (NAVD 88-2012).

STATE PROJECT

1650-07-72

FEDERAL PROJECT

PROJECT

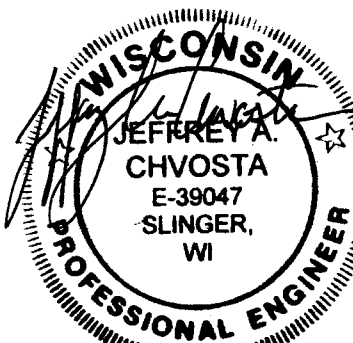
WISC 2019674

CONTRACT

1

ORIGINAL PLANS PREPARED BY

G REMMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
Stevens Point • Fond du Lac
835 South Pioneer Road, Suite 300 • Fond du Lac, WI 54605
(920) 924-5720 • fax (920) 924-5725



DATE: 11/25/19

JEFFREY A. CHVOSTA, PE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT/ GREMMER & ASSOCIATES, INC.
Designer	GREMMER & ASSOCIATES, INC.
Project Manager	ALEX HAGEN
Regional Examiner	SW REGION
Regional Supervisor	KARLA KNORR

APPROVED FOR THE DEPARTMENT

DATE: 11/26/2019

(Signature)

E

GENERAL NOTES

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

THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY UTILITY THAT IS NOT A MEMBER OF DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

A VERTICAL SAW CUT SHALL BE MADE THROUGH EXISTING DRIVEWAYS, SIDEWALKS, AND PAVEMENTS AT THE REMOVAL LIMITS.

A BUTT JOINT SHALL BE PROVIDED AT ALL LOCATIONS WHERE NEW PAVEMENT MATCHES EXISTING PAVEMENT.

SAWCUT LOCATIONS SHOWN ON THE PLANS ARE SUBJECT TO ADJUSTMENT BY THE ENGINEER IN THE FIELD.

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

TOPSOIL, FERTILIZER, SEED, AND EROSION MAT AS SHOWN IN PLANS OR AS DIRECTED BY THE ENGINEER SHALL BE PLACED ON ALL DISTURBED AREAS, EXCLUSIVE OF THE AREA OCCUPIED BY THE NEW PAVEMENTS, SIDEWALKS, ENTRANCES, AND RELATED STRUCTURES.

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

PRIOR TO MANUFACTURING INLETS AND MANHOLES, CONTRACTOR SHALL VERIFY EXISTING PIPE SIZES, MATERIALS, AND INVERT ELEVATIONS WHEN CONNECTING NEW STORM SEWER INTO EXISTING PIPES .

ROTATE MANHOLE COVERS TO MATCH LANE LINES OR CENTER OF LANE AS DIRECTED BY THE ENGINEER IN THE FIELD.

ALL CURB RAMPS SHALL BE 6-INCH THICK AND PAID FOR AS CONCRETE SIDEWALK 6-INCH.

EROSION CONTROL ITEMS SHOWN ARE APPROXIMATE, THE EXACT LOCATION SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THAT THE MEASURE IS NO LONGER NECESSARY. CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING EROSION CONTROL MEASURE AS DIRECTED BY THE ENGINEER.

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

CONTRACTOR SHALL ENSURE A VERTICAL FACE WHERE HMA PAVING ABUTS HMA PAVEMENT CONSTRUCTED IN PREVIOUS PAVING OPERATIONS.

THE VILLAGE OF DICKEYVILLE WILL BE CONSTRUCTING WATER MAIN ALONG PORTIONS OF THE PROJECT IN ADVANCE OF THE ROADWAY PROJECT. RESTORATION OF PAVED AREAS WILL CONSIST OF GRANULAR MATERIAL IN THE PARKING LANE.

ANY IMPACTS TO HISTORIC PROPERTIES OUTSIDE OF THE LIMITS SHOWN SHALL BE COORDINATED WITH THE STATE HISTORIC PRESERVATION OFFICE (SHPO).

SOIL BORING LOGS AVAILABLE AT WISDOT SW REGION. CONTACT ALEX HAGEN FOR INFORMATION.

ABBREVIATIONS

AEW	APRON ENDWALL
AGG	AGGREGATE
AH	AHEAD
ASP	ASPHALT
BK	BACK
BAD	BASE AGGREGATE DENSE
BM	BENCH MARK
CC	CENTER OF CURVATURE
CE	COMMERCIAL ENTRANCE
C&G	CURB AND GUTTER
C/L	CENTER OR CONSTRUCTION LINE
CONC	CONCRETE
CP	CULVERT PIPE
CPCM	CULVERT PIPE CORRUGATED METAL
CPCS	CULVERT PIPE CORRUGATED STEEL
CPRC	CULVERT PIPE REINFORCED CONCRETE
CSD	CONCRETE SURFACE DRAIN
CY	CUBIC YARD
D	DEGREE OF CURVE
Δ	DELTA
DISCH	DISCHARGE
E	EXTERNAL DISTANCE FROM MIDPOINT OF CIRCULAR CURVE FROM ANGLE INTERSECTION
ELEV	ELEVATION
FE	FIELD ENTRANCE
HMA	HOT MIX ASPHALT
HP	HIGH POINT
HT	HEIGHT
INV	INVERT
L	LENGTH OF CURVE
LP	LOW POINT
LT	LEFT
MAX	MAXIMUM
MIN	MINIMUM
M/L	MATCHLINE
NC	NORMAL CROWN
NOM	NOMINAL
NORM	NORMAL
PAVT	PAVEMENT
PC	POINT OF CURVE
PCC	POINT OF COMPOUND CURVE
PE	PRIVATE ENTRANCE
PI	POINT OF INTERSECTION
PLE	PERMANENT LIMITED EASEMENT
PT	POINT OF TANGENT
R	RADIUS OF CURVE
R/L	REFERENCE LINE
R/W	RIGHT OF WAY
RC	REVERSE CROWN
RCAEW	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE
RCP	REINFORCED CONCRETE PIPE
REQ'D	REQUIRED
RO	RUN OFF LENGTH
RT	RIGHT
SALV	SALVAGED
SDD	STANDARD DETAIL DRAWING
SE	SUPER ELEVATION
SEG	SEGMENT
SF	SQUARE FOOT
SS	STORM SEWER
STA	STATION
SY	SQUARE YARD
T	TANGENT
TLE	TEMPORARY LIMITED EASEMENT
TYP	TYPICAL
V	VELOCITY OR DESIGN SPEED
VAR	VARIES
VC	VERTICAL CURVE
VCL	VERTICAL CURVE LENGTH
VPC	VERTICAL POINT OF CURVE
VPI	VERTICAL POINT OF INTERSECTION
VPRC	VERTICAL POINT OF REVERSE CURVE
VPT	VERTICAL POINT OF TANGENCY

ORDER OF SECTION 2 SHEETS

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- CURB RAMP DETAILS
- PLAN DETAILS
- STORM SEWER
- SIGNING PLAN
- PAVEMENT MARKING PLAN
- TRAFFIC CONTROL PLAN
- ALIGNMENT DIAGRAM

UTILITIES

ELECTRIC

ALLIANT ENERGY
761 ENTERPRISE DRIVE
PLATTEVILLE, WI 53818
ATTN: JOSH STRUTZ
PHONE: (608) 356-0609
MOBILE: (608) 444-9148
EMAIL: joshuastrutz@alliantenergy.com

GAS

WE ENERGIES
N3025 14TH AVENUE
MONROE, WI 53566
ATTN: ADAM MARING
PHONE: (608) 328-5679
MOBILE: (608) 426-1715
EMAIL: adam.maring@we-energies.com

* DENOTES NON-MEMBER OF DIGGERS HOTLINE

COMMUNICATIONS

CHARTER COMMUNICATIONS
2701 DANIELS STREET
MADISON, WI 53718
PHONE: (608) 576-2613
ATTN: STEVE HEGGE
EMAIL: steve.hegge@charter.com

SANITARY SEWER

VILLAGE OF DICKEYVILLE
130 SECOND STREET
P.O. BOX 219
ATTN: DALE NEIS
PHONE: (608) 568-3333
EMAIL: ddpw@tds.net

COMMUNICATIONS

TDS TELECOM
525 JUNCTION ROAD
MADISON, WI 53717
ATTN: JOE MCNEELY
PHONE: (608) 370-4198
EMAIL: joseph.mcneely@tdstelecom.com

WATER

DICKEYVILLE WATER UTILITY
130 SECOND STREET
P.O. BOX 219
DICKEYVILLE, WI 53808
ATTN: DALE NEIS
PHONE: (608) 568-3333
EMAIL: ddpw@tds.net



Dial  or (800)242-8511

www.DiggersHotline.com

DESIGN CONTACT

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

WISDOT CONTACT

WISDOT SW REGION - MADISON
2101 WRIGHT STREET
MADISON, WI 53704-2583
PHONE: (608) 246-3830
ATTN: ALEX HAGEN
EMAIL: Alex.Hagen@dot.wi.gov

DNR AREA LIAISON

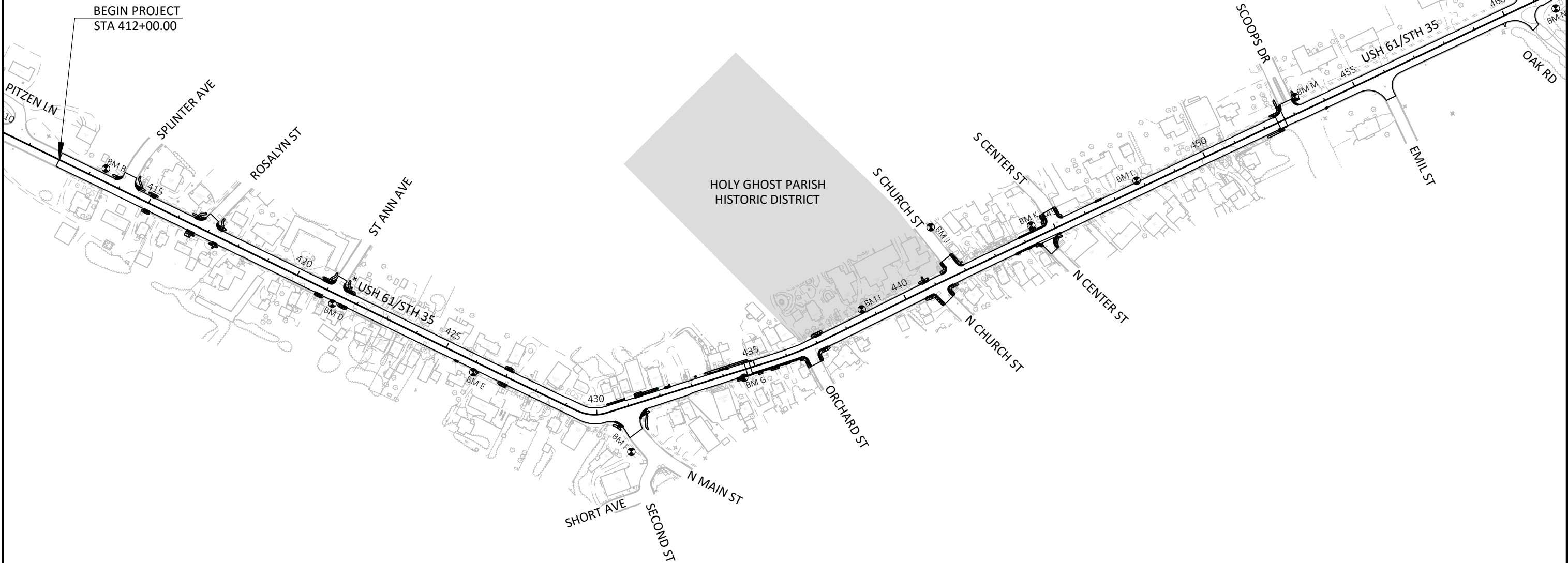
WISCONSIN DEPT. OF NATURAL RESOURCES
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
ATTN: ANDREW BARTA
PHONE: (608) 275-3308
EMAIL: andrew.barta@wisconsin.gov

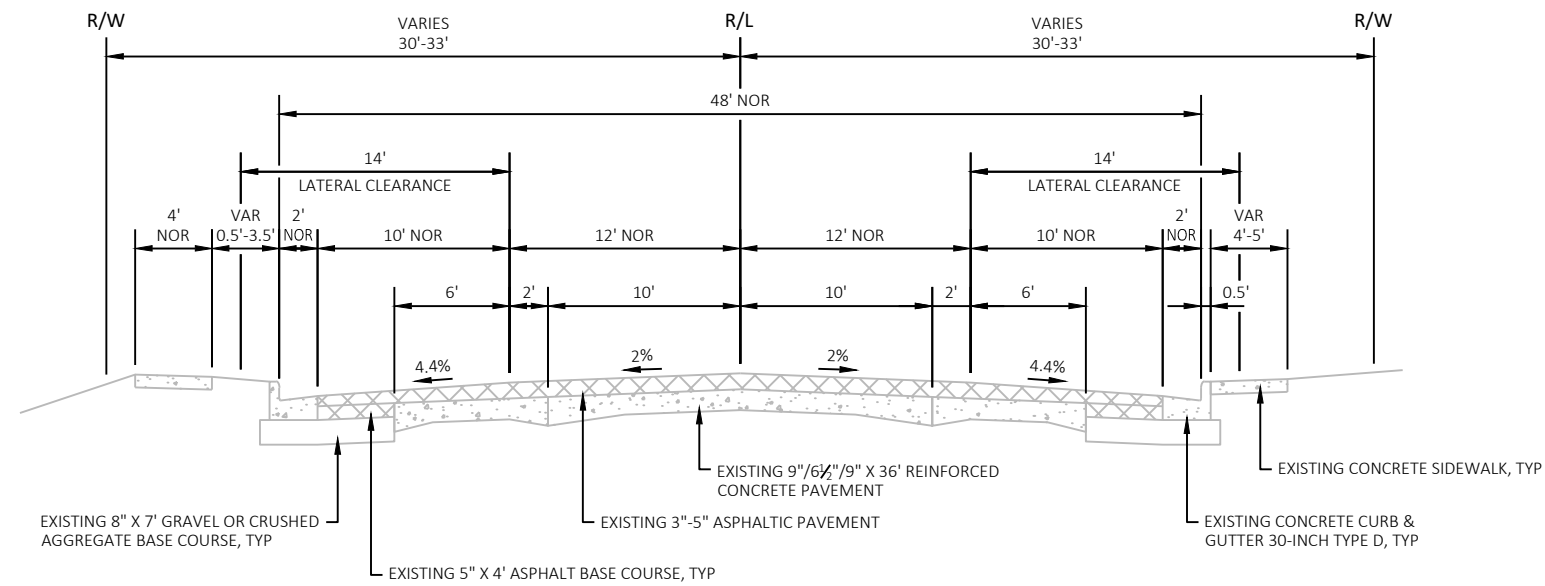
VILLAGE CONTACT

DALE NEIS
DIRECTOR OF PUBLIC WORKS
130 SECOND STREET
P.O. BOX 219
DICKEYVILLE, WI 53808
PHONE: (608) 568-3333
EMAIL: ddpw@tds.net

BENCH MARKS		
BM	DESCRIPTION	ELEVATION
1503	NGS BRASS CAP "1503" W. SIDE OF USH 151 SB ON RAMP	941.92
A	N. BOLT ON FLANGE OF HYDRANT, E. SIDE OF USH 61, 200' S. OF PITZEN LN.	977.00
B	BURY BOLT ON FLANGE OF HYDRANT, SW CORNER OF USH 61 AND SPLINTER AVE.	985.25
D	S. BOLT ON FLANGE OF HYDRANT, E. SIDE OF USH 61 AT ST. ANN AVE.	974.87
E	BURY BOLT ON FLANGE OF HYDRANT, E. SIDE OF USH 61, S. OF BP GAS STATION	970.66
F	BURY BOLT ON FLANGE OF HYDRANT, E. SIDE OF N. MAIN ST., 100' N. OF USH 61	962.56
G	N. BOLT ON FLANGE OF HYDRANT, N. SIDE OF USH 61, AT HOUSE # 220	949.65
H	N. BOLT ON FLANGE OF HYDRANT, E. SDE OF ORCHARD ST., 200' N. OF USH 61	948.03
I	NW CORNER ON TOP OF BOTTOM STEP TO FRONT DOORS OF HOLY GHOST CHURCH, 60' S. OF USH 61 C/L	955.77
J	RR SPIKE IN PP # 2-2W-22 36/30, W. SIDE OF CHURCH ST., 150' S. OF USH 61	948.89
K	TOP OF NW BOLT OF SIGN POLE BASE AT W. SIDE OF HAIR CHALET, SE CORNER OF USH 61 AND CENTER ST.	954.46
L	RR SPIKE IN S. FACE OF PP # 2-2W-23 25/36, S. SIDE OF USH 61, 300' W. OF CENTER ST.	959.02
M	RR SPIKE IN PP, SW CORNER OF USH 61 AND SCOOPS DR.	956.05
N	RR SPIKE IN PP # 2-2W-21 53/23, NW CORNER OF USH 61 AND OAK RD.	951.23

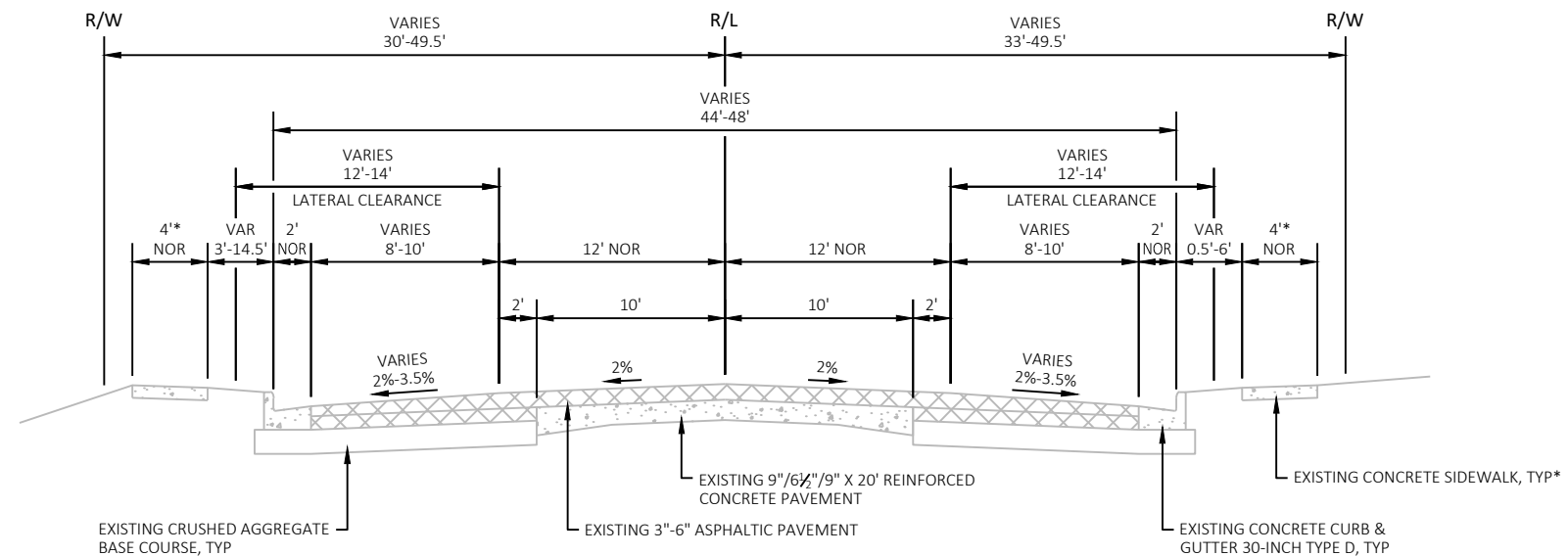
**VERTICAL DATUM REFERENCED TO NAVD 88 (2012).





TYPICAL EXISTING SECTION

USH 61
STA 419+00 - STA 433+07

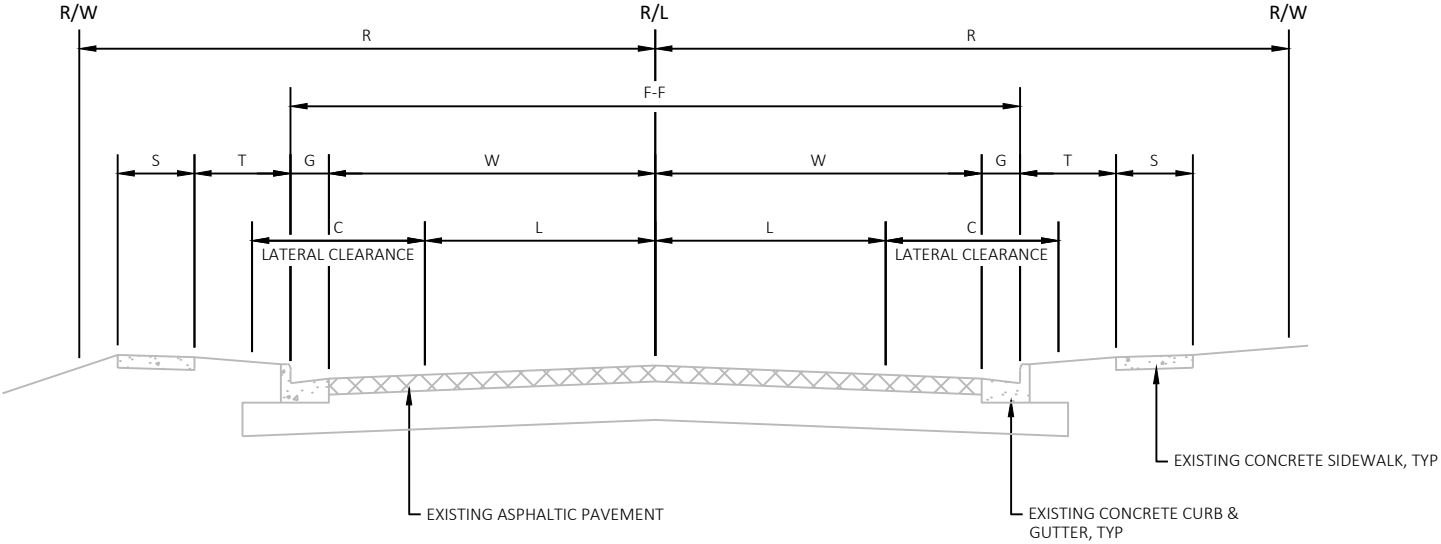


TYPICAL EXISTING SECTION

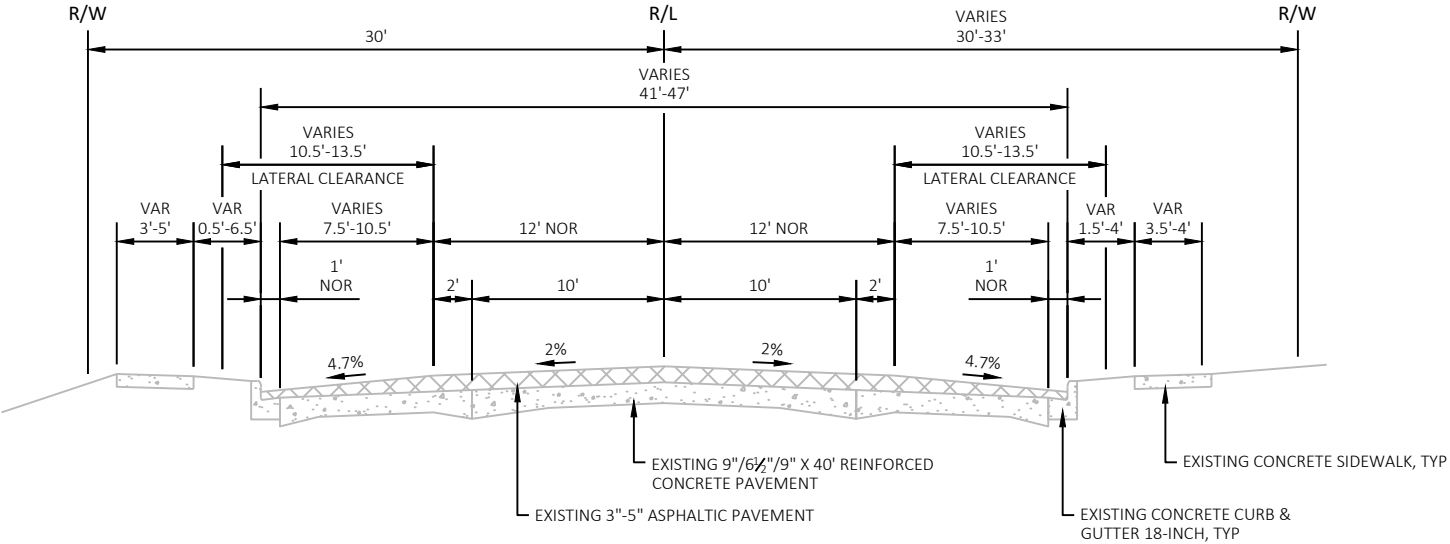
USH 61
STA 412+00 - STA 419+00
STA 445+15 - STA 461+58

* NO SIDEWALK FROM:
STA 412+00 - STA 412+38 RT
STA 412+00 - STA 413+05 LT
STA 451+97 - STA 461+58 RT

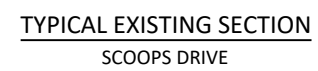
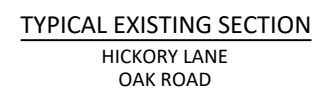
SIDEROADS														
STREET	LEFT SIDE					RIGHT SIDE								
	ROW (R)	SIDEWALK (S)	TERRACE (T)	GUTTER (G)	OVERALL WIDTH (W)	LANE WIDTH (L)	LATERAL CLEARANCE (C)	LATERAL CLEARANCE (C)	LANE WIDTH (L)	OVERALL WIDTH (W)	GUTTER (G)	TERRACE (T)	SIDEWALK (S)	ROW (R)
SPLINTER AVE	29.25'	4'	3.5'	2'	19.5'	12'	11.5'	11.5'	12'	19.5'	2'	N/A	N/A	30.75'
ROSALYN ST	29.75'	4'	3'	2'	17.5'	12'	9.5'	9.5'	12'	17.5'	2'	5'	5'	30.25'
ST. ANN AVE	24'	4'	4'	2'	15'	12'	8.75'	8.75'	12'	15'	2'	3'-3.5'	4'	26'
N MAIN ST	85'-94'	4'	7.5'	2'	24'	12'	16'	16'	12'	24'	2'	6.5'	4'	70'-73'
ORCHARD ST	24'	4.5'	0'	1.5'	18'	12'	9.5'	9'	12'	17'	2'	2.5'	4'	26'
N CHURCH ST	25.5'	3.5'	0.5'	1.5'	19'	12'	10.5'	8.5'	12'	17'	1.5'	1.5'	4'	24.5'
S CHURCH ST	24.75'	3.75'	0.5'	1.5'	17.75'	12'	9.25'	9.25'	12'	17.75'	1.5'	0.5'	4'	25.25'
N CENTER ST	16.5'	4'	0.5'	1.5'	13.25'	12'	4.75'	4.75'	12'	13.25'	1.5'	1.25'	4'	16.5'
S CENTER ST	27.25'	4'	0.5'	1.5'	19'	12'	10.5'	10'	12'	18.5'	1.5'	1.5'	4'	21'
EMIL ST	30'	N/A	N/A	2'	16'	12'	8'	8'	12'	16'	2'	N/A	N/A	30'

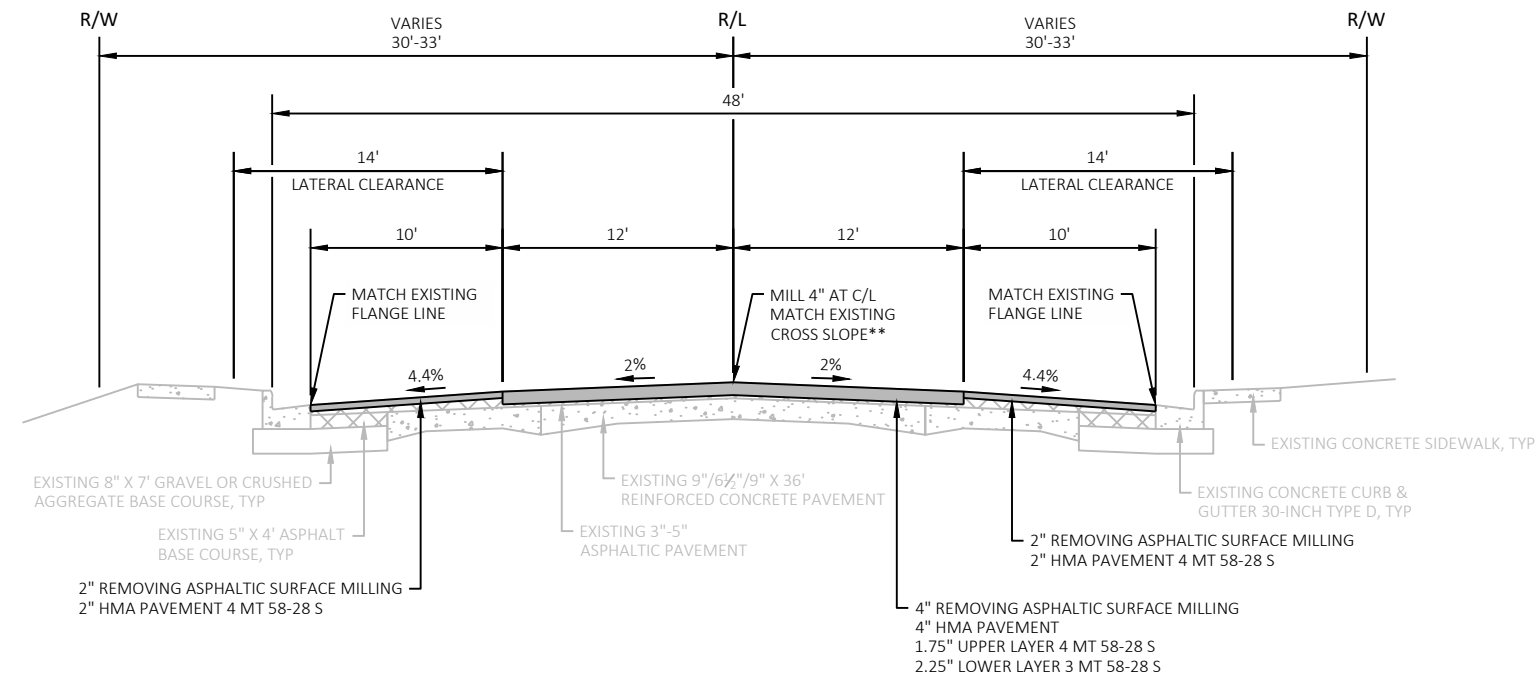


TYPICAL EXISTING SECTION
SIDEROADS



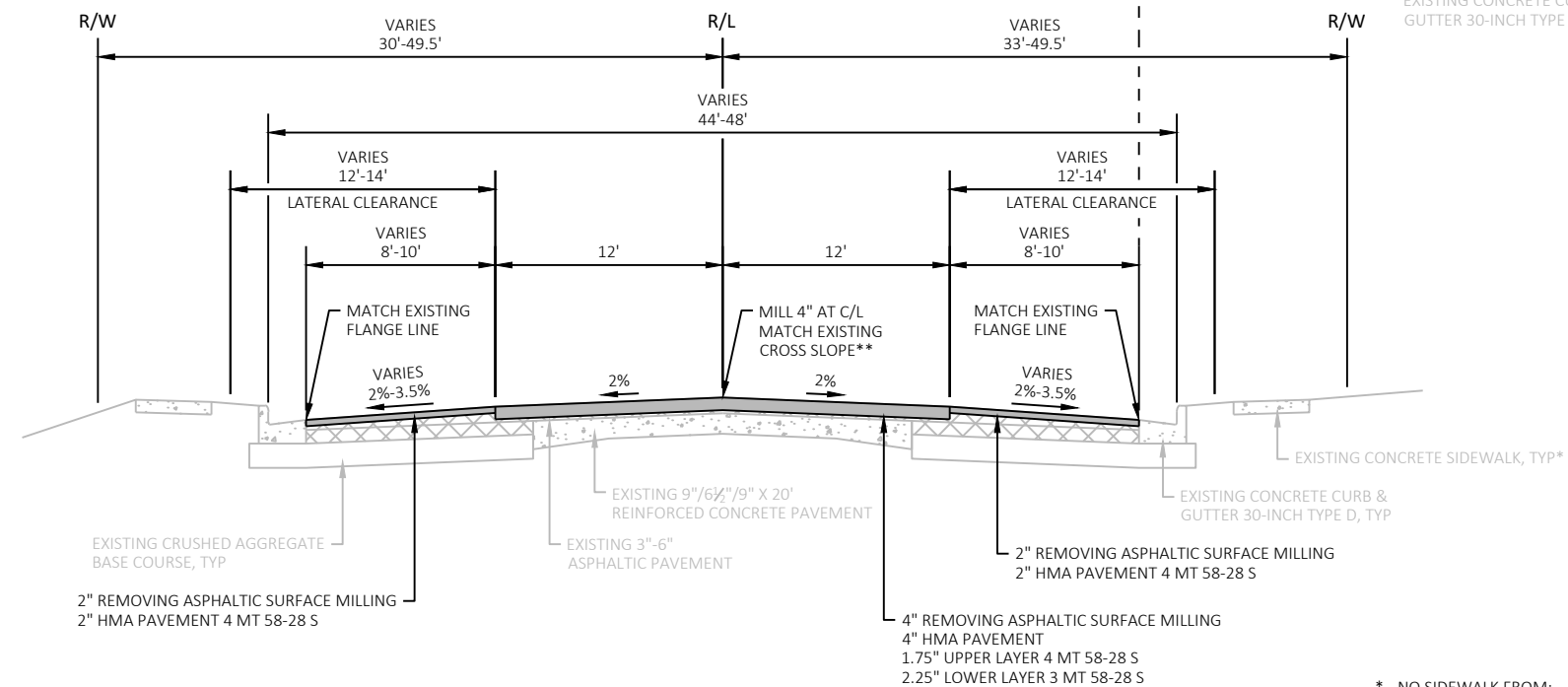
TYPICAL EXISTING SECTION
USH 61
STA 433+07 - STA 445+15





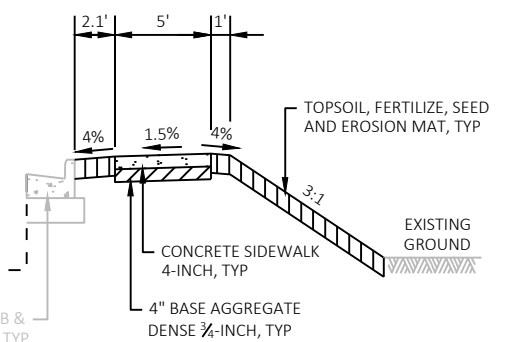
TYPICAL FINISHED SECTION

USH 61
STA 419+00 - STA 433+07



TYPICAL FINISHED SECTION

USH 61
STA 412+00 - STA 419+00
STA 445+15 - STA 461+58



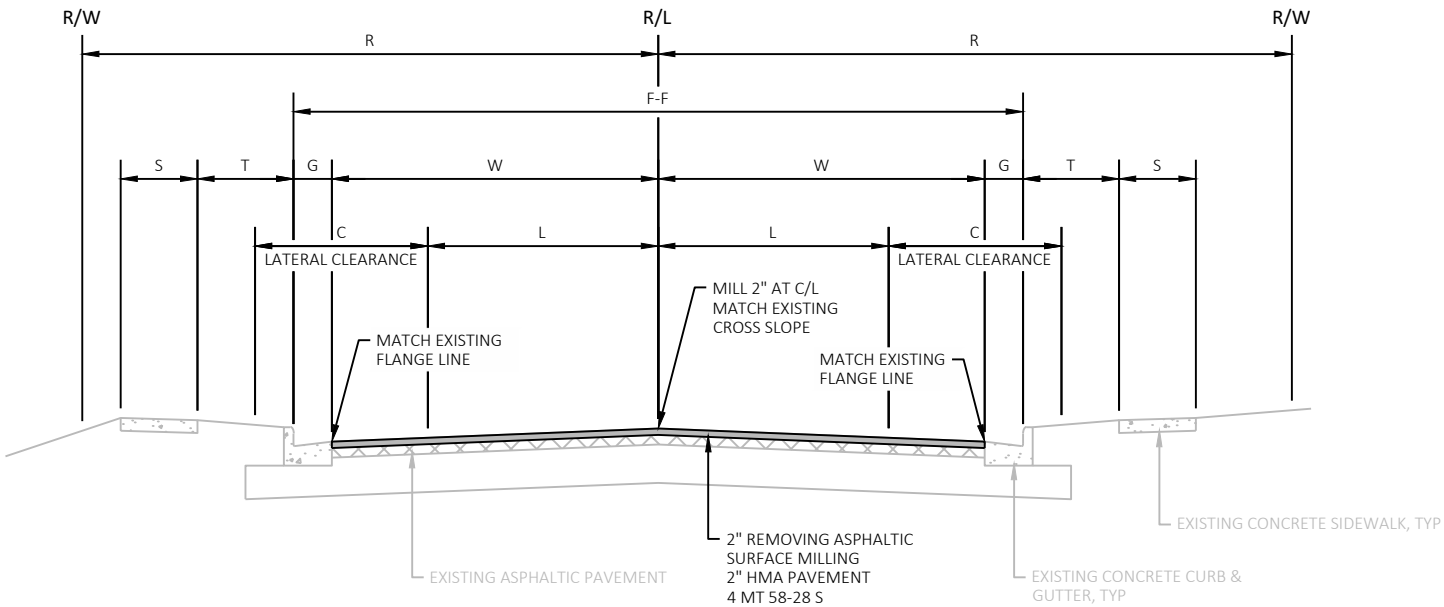
NEW SIDEWALK SECTION

USH 61
STA 451+96.47 - STA 452+53.03

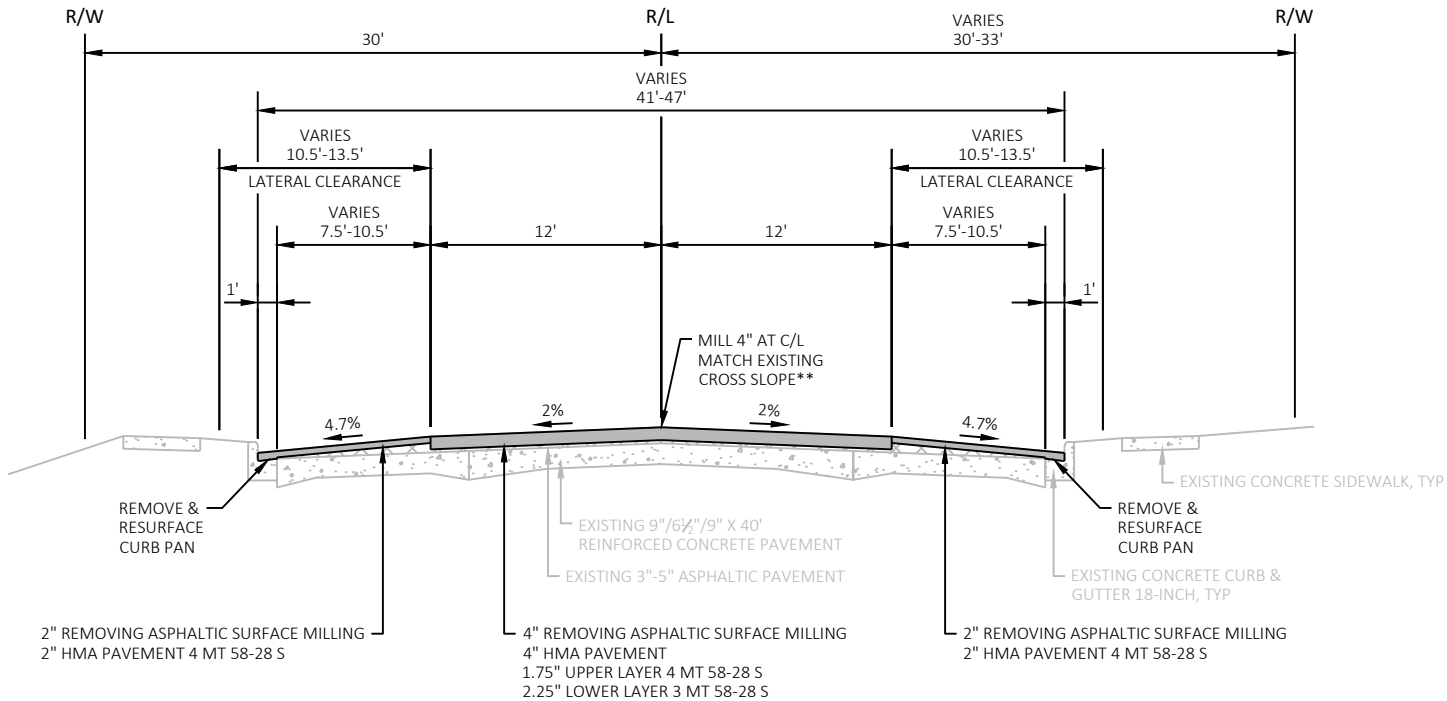
* NO SIDEWALK FROM:
STA 412+00 - STA 412+38 RT
STA 412+00 - STA 413+05 LT
STA 451+97 - STA 461+58 RT

** IF EXISTING ASPHALT PAVEMENT IS LESS THAN
4" ONLY MILL TO CONCRETE PAVEMENT.

SIDEROADS														
STREET	LEFT SIDE					RIGHT SIDE					F-F			
	ROW (R)	SIDEWALK (S)	TERRACE (T)	GUTTER (G)	OVERALL WIDTH (W)	LANE WIDTH (L)	LATERAL CLEARANCE (C)	LATERAL CLEARANCE (C)	LANE WIDTH (L)	OVERALL WIDTH (W)	GUTTER (G)	TERRACE (T)	SIDEWALK (S)	ROW (R)
SPLINTER AVE	29.25'	4'	3.5'	2'	19.5'	12'	11.5'	11.5'	12'	19.5'	2'	N/A	N/A	30.75'
ROSALYN ST	29.75'	4'	3'	2'	17.5'	12'	9.5'	9.5'	12'	17.5'	2'	5'	5'	30.25'
ST. ANN AVE	24'	4'	4'	2'	15'	12'	8.75'	8.75'	12'	15'	2'	3'-3.5'	4'	26'
N MAIN ST	85'-94'	4'	7.5'	2'	24'	12'	16'	16'	12'	24'	2'	6.5'	4'	70'-73'
ORCHARD ST	24'	4.5'	0'	1.5'	18'	12'	9.5'	9'	12'	17'	2'	2.5'	4'	26'
N CHURCH ST	25.5'	3.5'	0.5'	1.5'	19'	12'	10.5'	8.5'	12'	17'	1.5'	1.5'	4'	24.5'
S CHURCH ST	24.75'	3.75'	0.5'	1.5'	17.75'	12'	9.25'	9.25'	12'	17.75'	1.5'	0.5'	4'	25.25'
N CENTER ST	16.5'	4'	0.5'	1.5'	13.25'	12'	4.75'	4.75'	12'	13.25'	1.5'	1.25'	4'	16.5'
S CENTER ST	27.25'	4'	0.5'	1.5'	19'	12'	10.5'	10'	12'	18.5'	1.5'	1.5'	4'	21'
EMIL ST	30'	N/A	N/A	2'	16'	12'	8'	8'	12'	16'	2'	N/A	N/A	30'

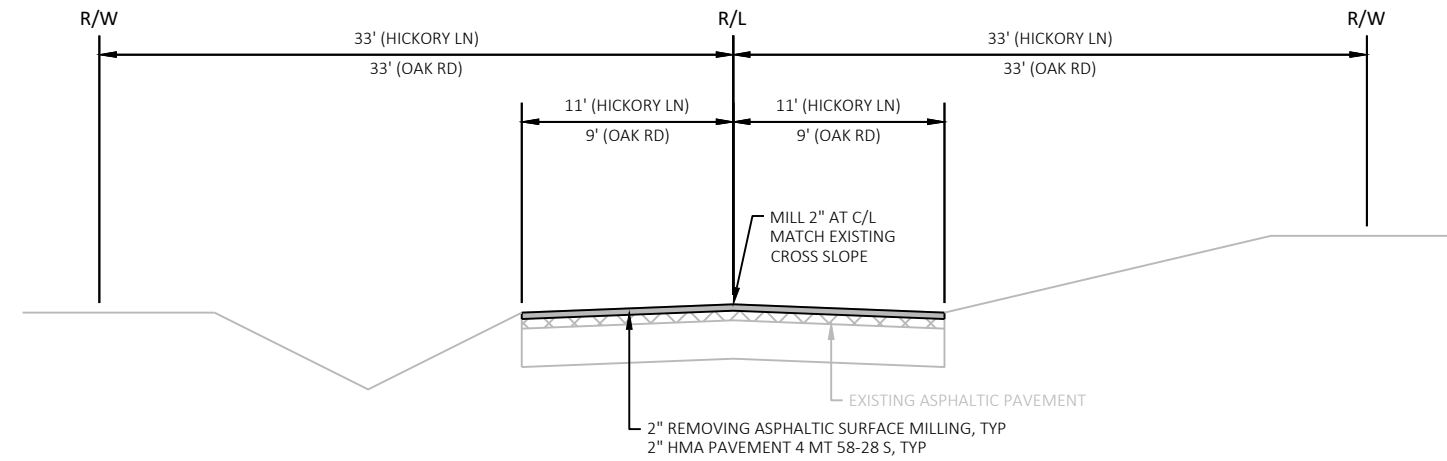


TYPICAL FINISHED SECTION
SIDEROADS

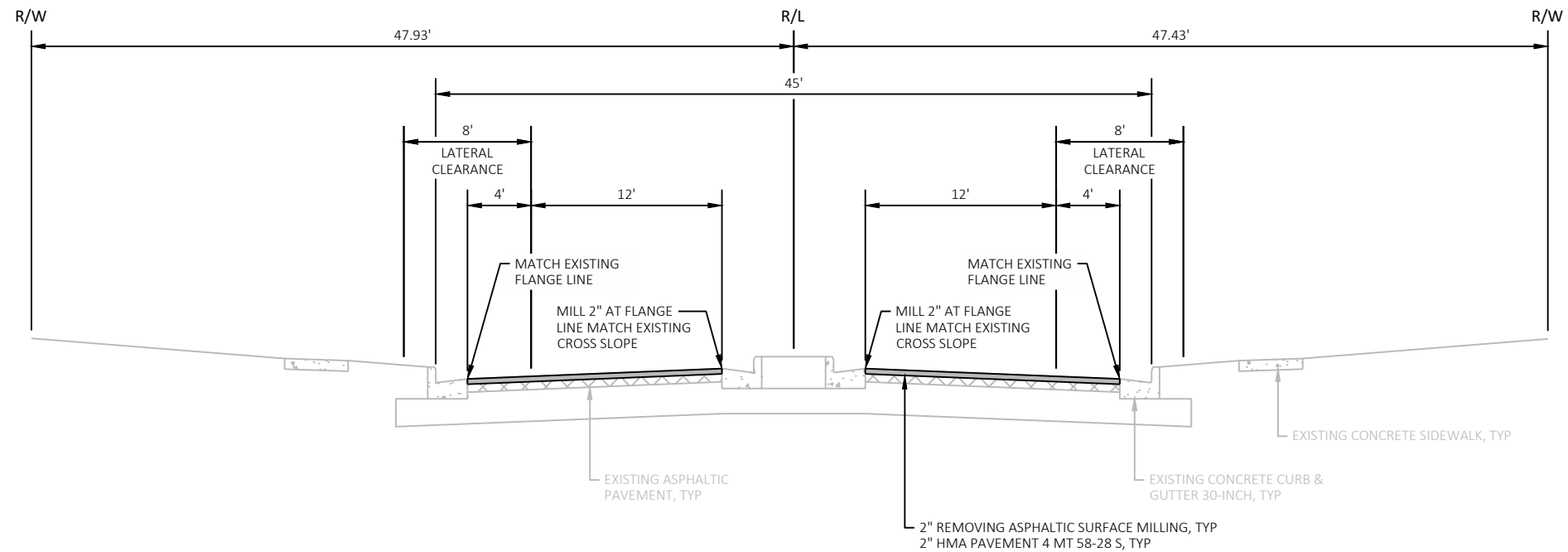


TYPICAL FINISHED SECTION
USH 61
STA 433+07 - STA 445+15

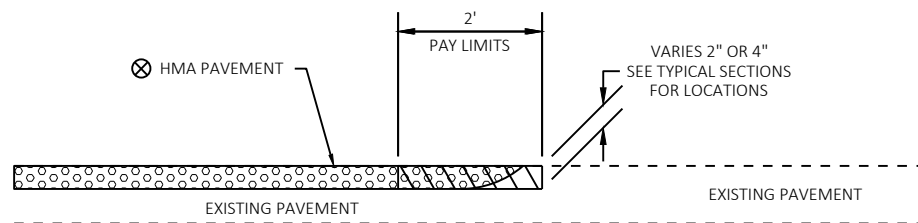
** IF EXISTING ASPHALT PAVEMENT IS LESS THAN
4" ONLY MILL TO CONCRETE PAVEMENT.



TYPICAL FINISHED SECTION
HICKORY LANE
OAK ROAD

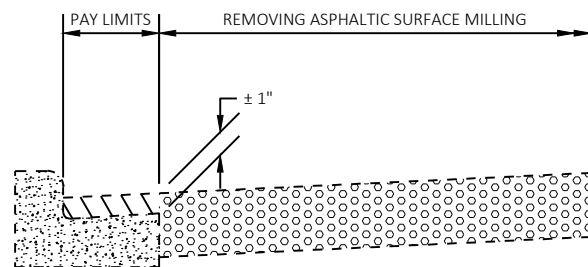


TYPICAL FINISHED SECTION
SCOOPS DRIVE



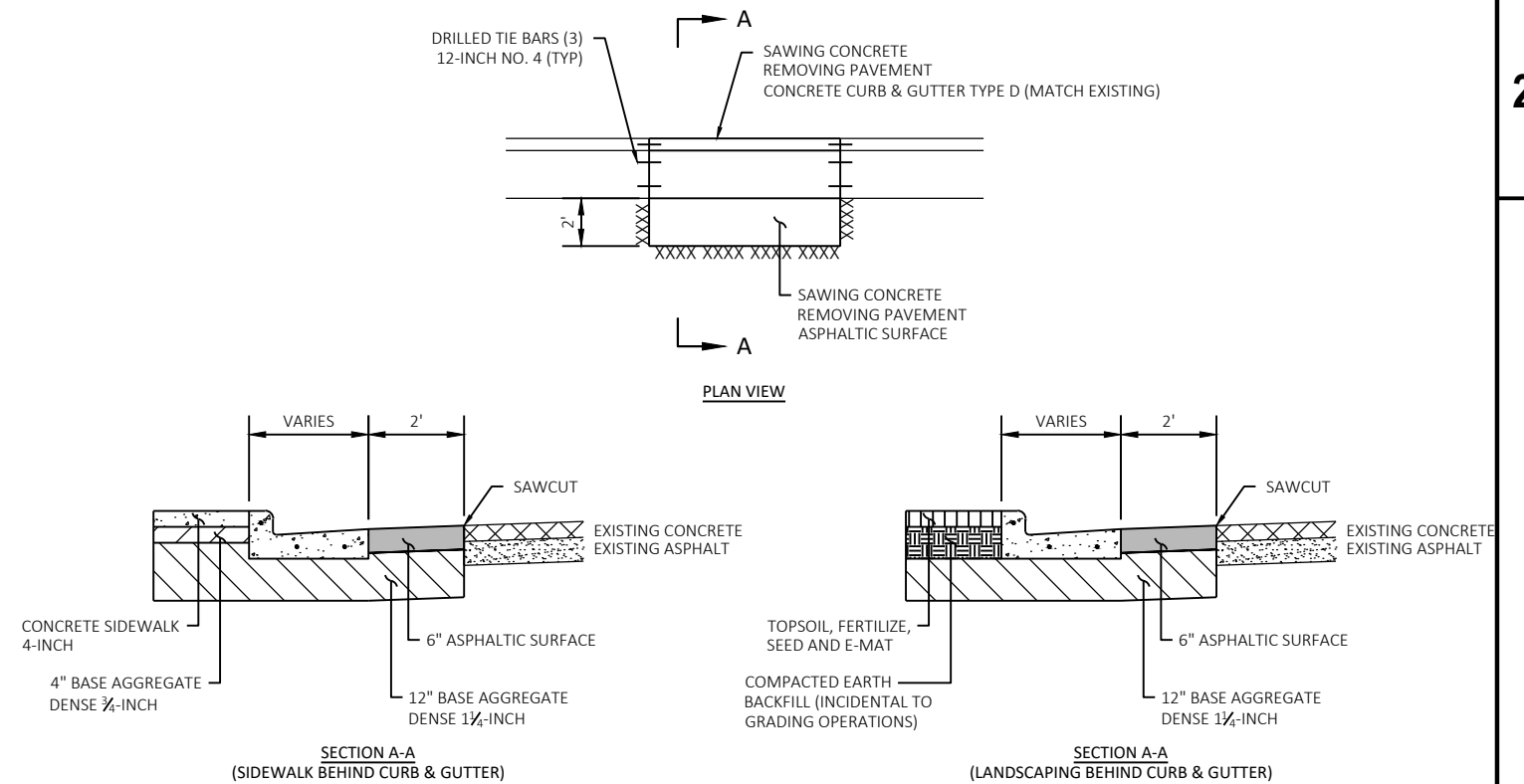
- ⊗ HMA PAVEMENT
- ⊗ SEE TYPICAL SECTIONS FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL LAYERS
- REMOVING ASPHALTIC SURFACE, MILLING
- REMOVING ASPHALTIC SURFACE, BUTT JOINTS

BUTT JOINT DETAIL

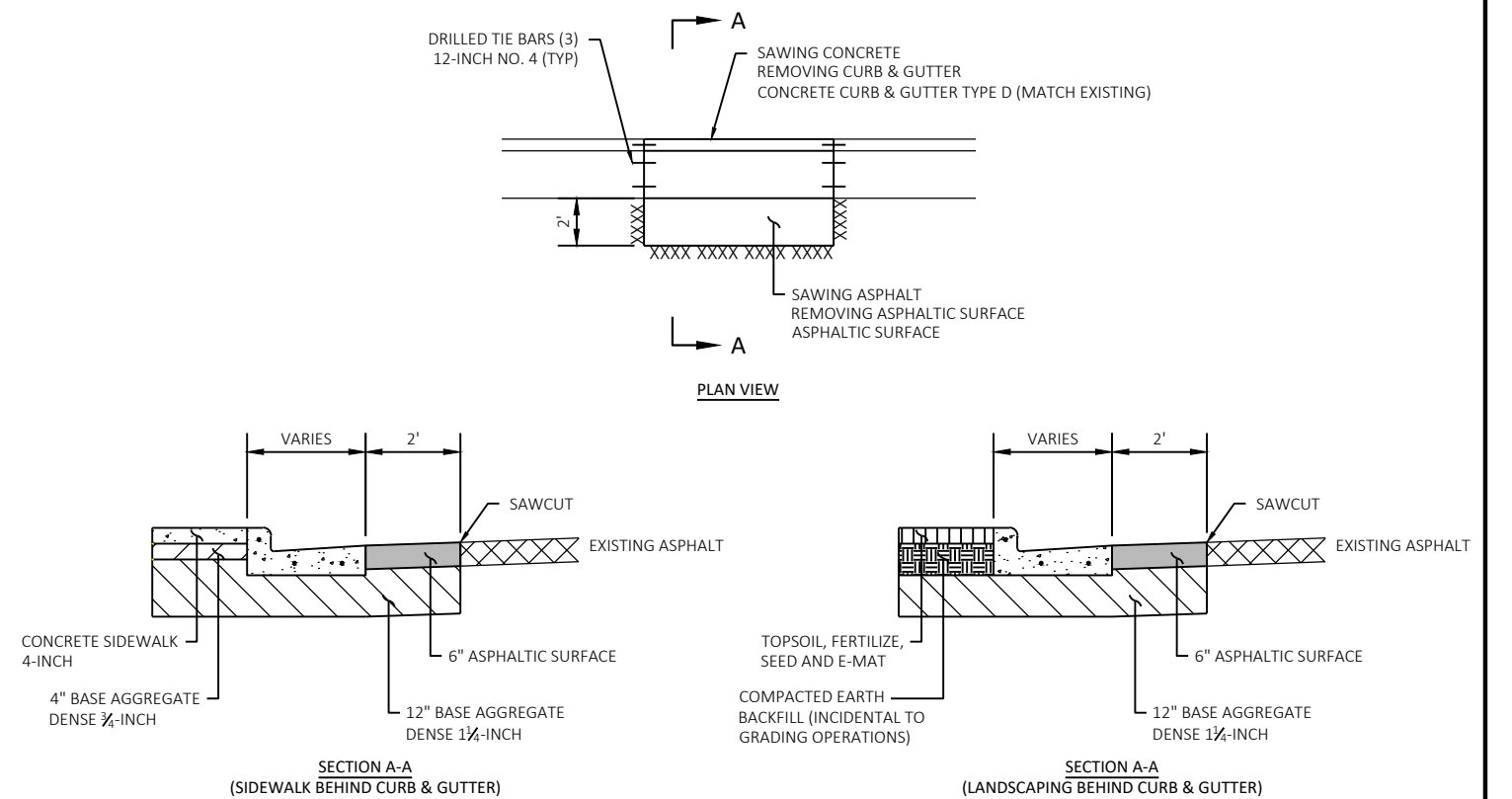


- REMOVING ASPHALTIC SURFACE, MILLING
- REMOVING ASPHALT FROM CURB & GUTTER PAN

REMOVING ASPHALT FROM CURB & GUTTER PAN DETAIL

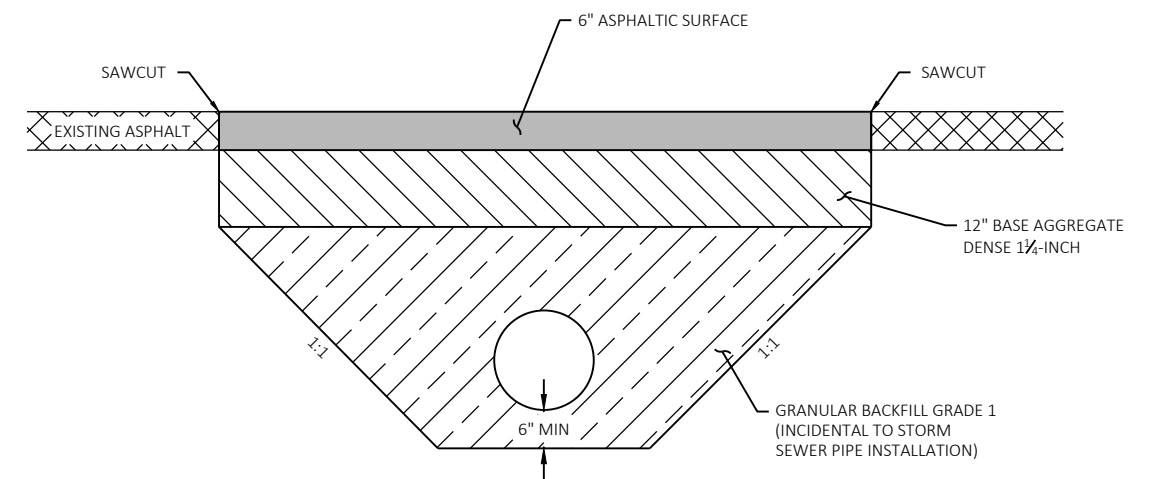
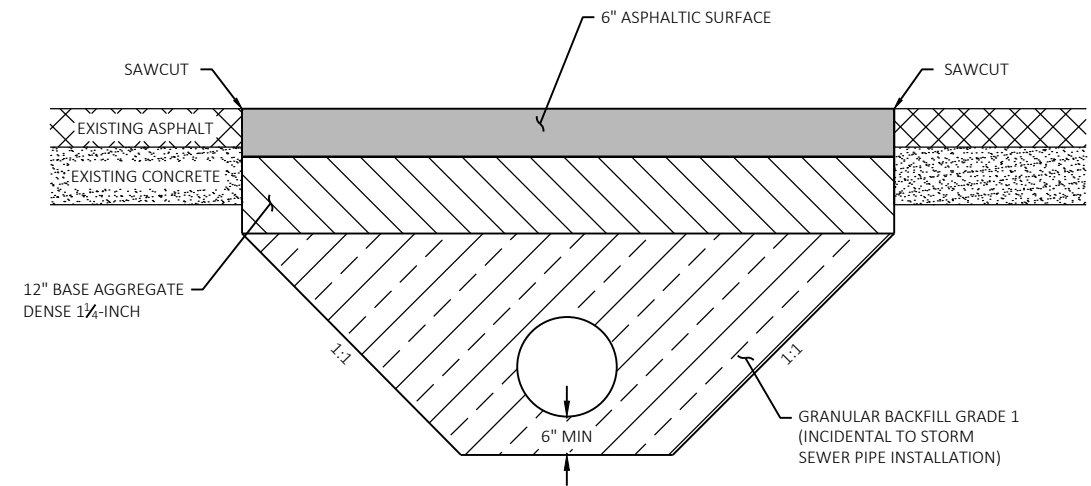
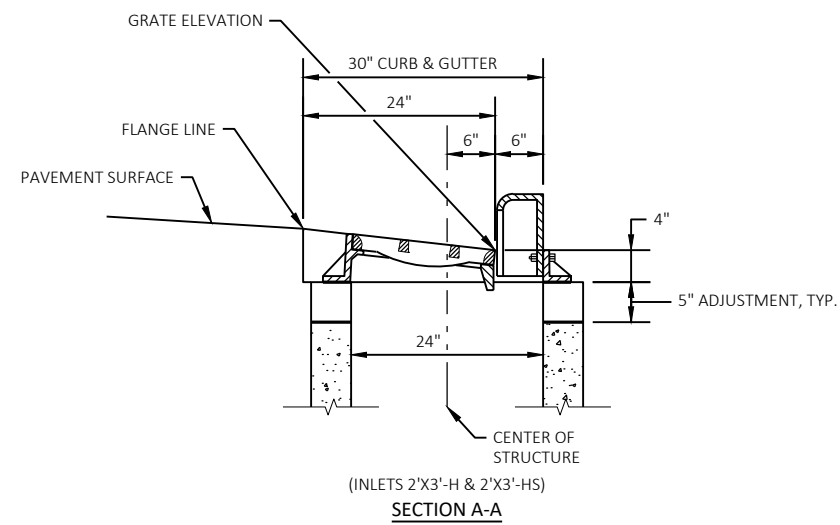
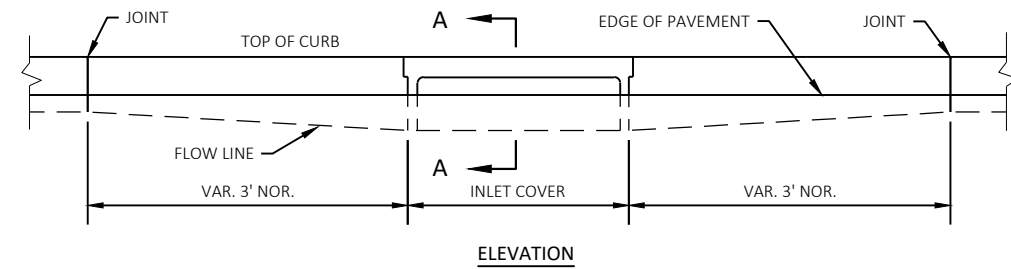


SECTION WITH ADJACENT CONCRETE BASE



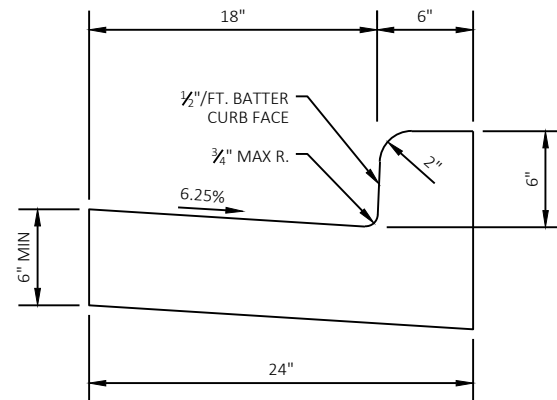
SECTION WITHOUT ADJACENT CONCRETE BASE

DETAIL FOR CURB AND GUTTER REMOVAL/REPLACEMENT



DETAIL FOR STORM SEWER PIPE
INSTALLATION WITHIN ROADWAY LIMITS

REFER TO SDD 8D1 "CONCRETE CURB,
CONCRETE CURB & GUTTER" AND "CONCRETE
CURB TIES AND CURB & GUTTER APPLICATIONS"
FOR ALL OTHER PERTINENT INFORMATION.



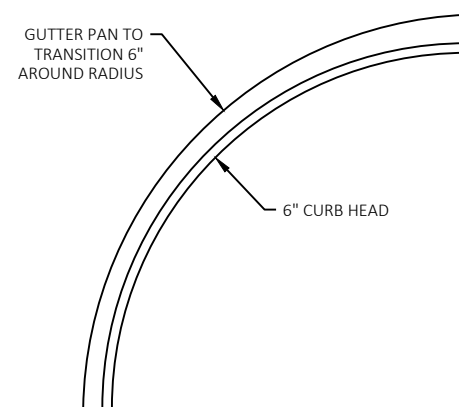
24" CURB & GUTTER DETAIL

SEE PLAN SHEETS FOR LOCATIONS

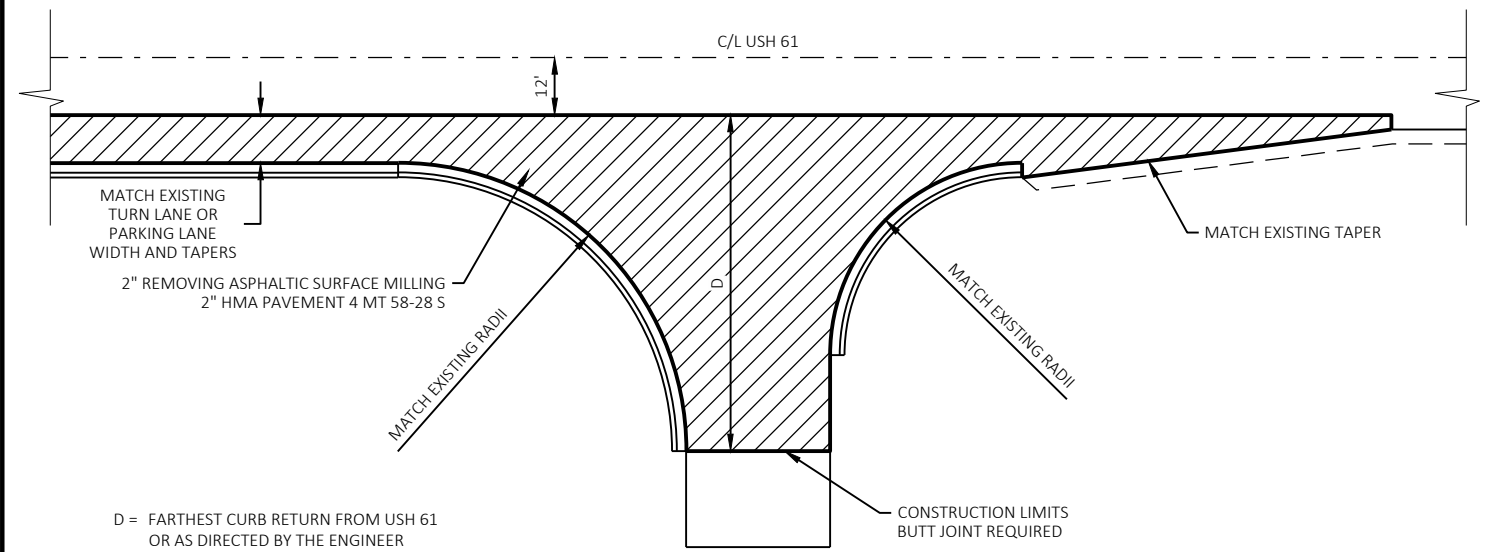
NOTES:

24-INCH CURB & GUTTER TO 30-INCH CURB & GUTTER TRANSITION TO BE MEASURED AND PAID FOR AS "CONCRETE CURB & GUTTER 30-INCH TYPE D."

18-INCH CURB & GUTTER TO 24-INCH CURB & GUTTER TRANSITION TO BE MEASURED AND PAID FOR AS "CONCRETE CURB & GUTTER 24-INCH TYPE D."



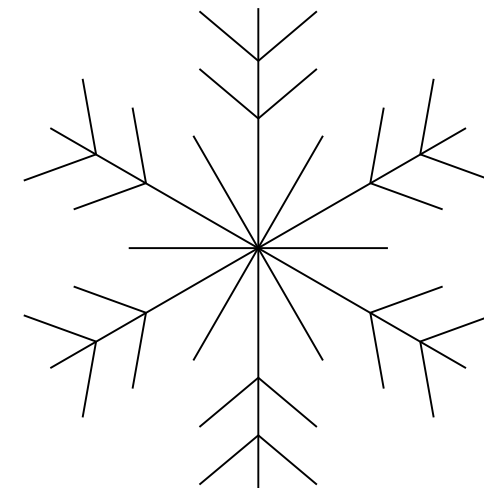
DETAIL OF CURB & GUTTER TRANSITION



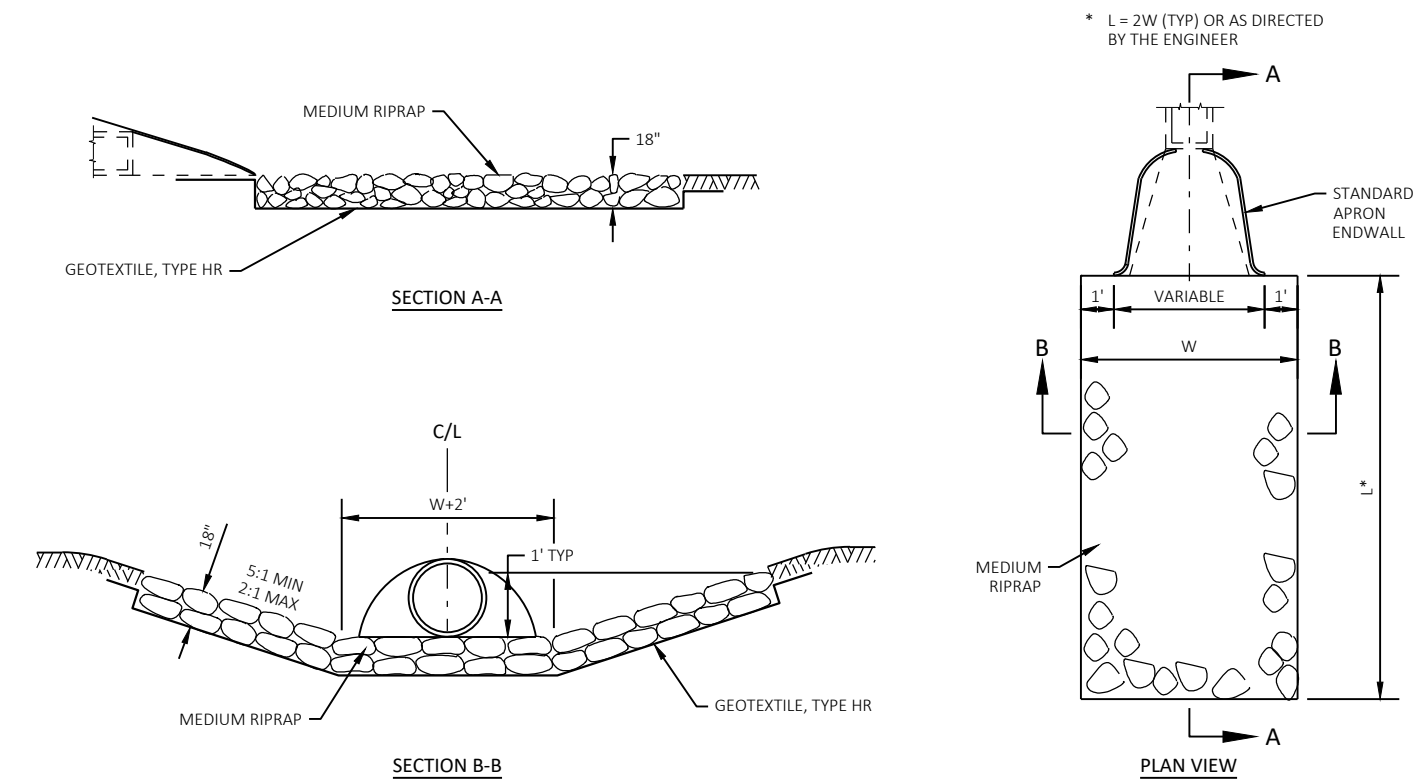
TYPICAL SIDE ROAD DETAIL

NOTES:

SEE SPECIAL PROVISIONS FOR DETAILED SIZE AND MATERIAL SPECIFICATIONS.



POLE MOUNTED SNOWFLAKE DECORATION DETAIL



MEDIUM RIPRAP AND GEOTEXTILE DETAIL AT APRON ENDWALLS

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

TOTAL PROJECT AREA = 9.109 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.467 ACRES

RUNOFF COEFFICIENT TABLE

NOTES:

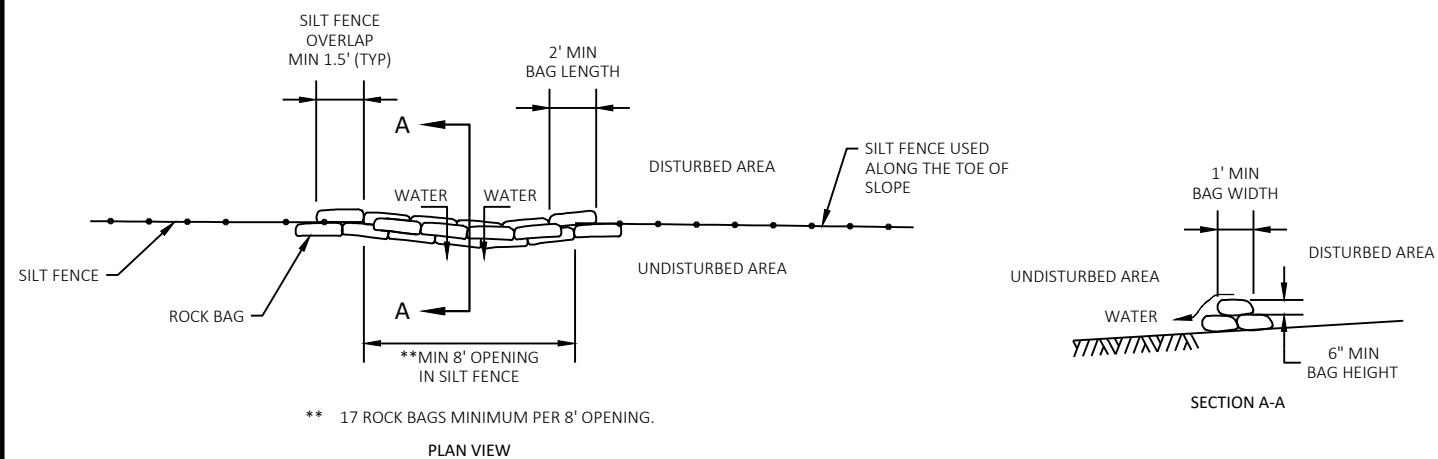
ALL RISERS SHALL BE SAME HEIGHT.

ALL TREADS SHALL BE SAME DEPTH.

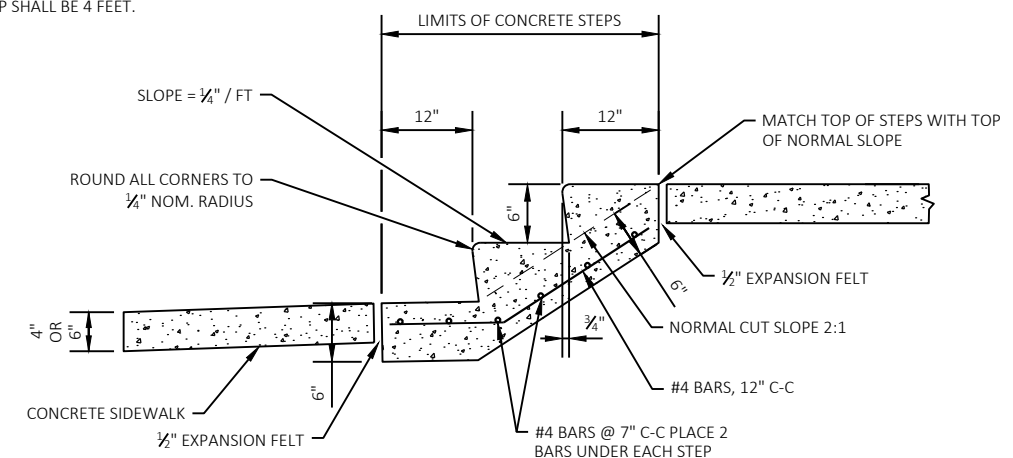
ACTUAL HEIGHT AND NUMBER OF STEPS MAY VARY DUE TO FIELD CONDITIONS.

STEEL REINFORCEMENT AND PIPE RAILING NOT REQUIRED ON STEPS WITH 2 RISERS OR LESS. ALL STEEL TO HAVE 2" CLEAR.

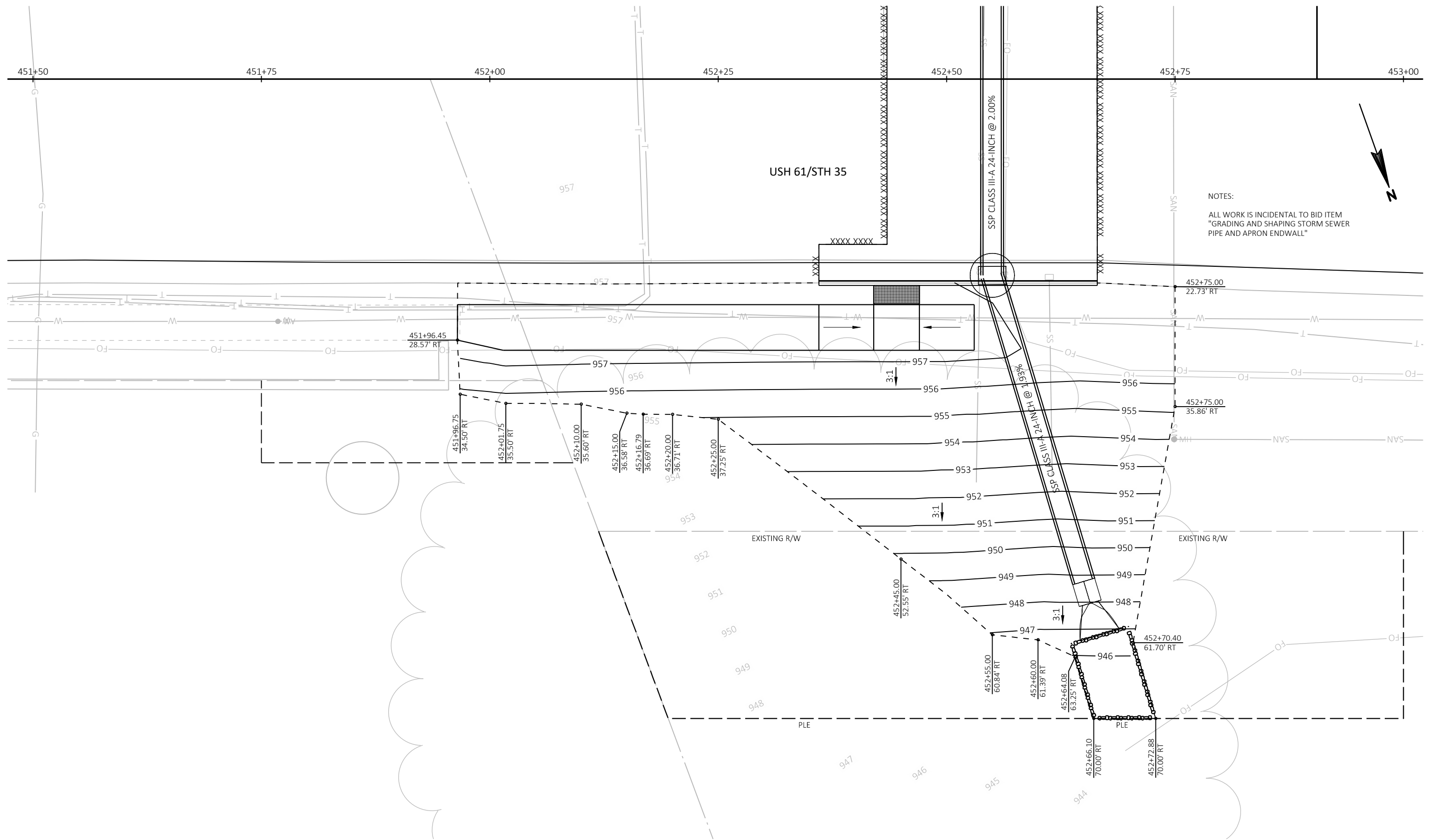
MINIMUM WIDTH OF STEP SHALL BE 4 FEET.

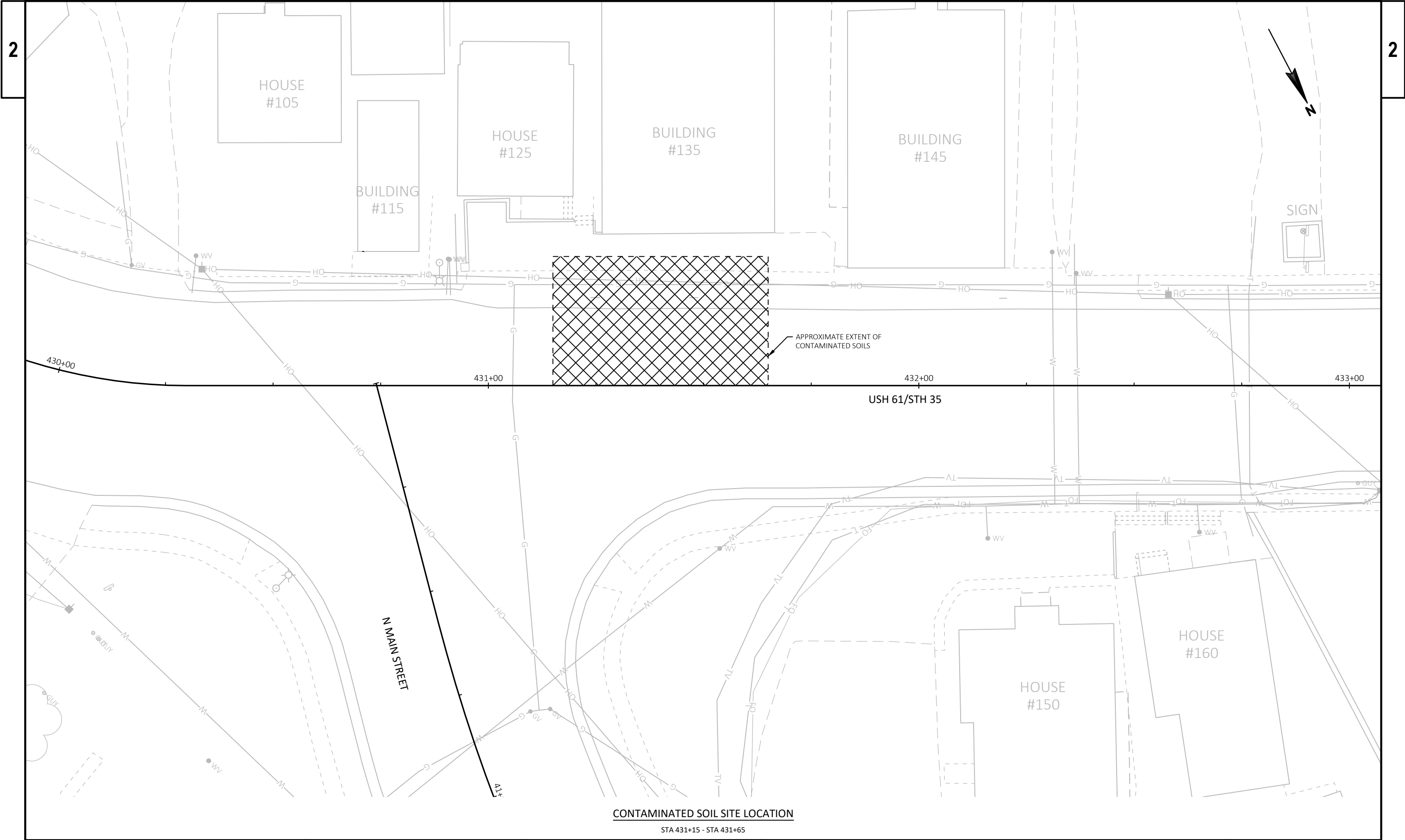


ROCK BAGS FOR SILT FENCE RELIEF POINT DETAIL



CONCRETE STEPS DETAIL
SEE PLAN SHEETS FOR LOCATIONS



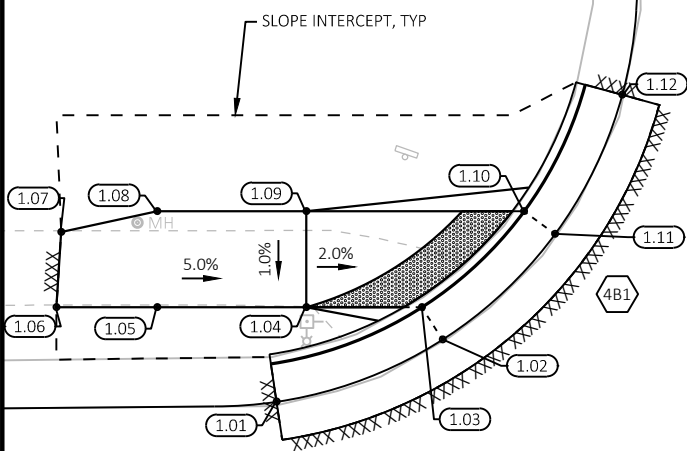


PROJECT NO: 1650-07-72	HWY: USH 61	COUNTY: GRANT	CONSTRUCTION DETAILS	SHEET	E
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LEGEND	
	CONCRETE CURB RAMP TYPE 1
	CONCRETE CURB RAMP TYPE 2
	CONCRETE CURB RAMP TYPE 3
	CONCRETE CURB RAMP TYPE 4B1
	CONCRETE CURB RAMP TYPE 7A
	CONCRETE CURB RAMP TYPE 7B

1	CONCRETE CURB RAMP TYPE 1
2	CONCRETE CURB RAMP TYPE 2
3	CONCRETE CURB RAMP TYPE 3
4B1	CONCRETE CURB RAMP TYPE 4B1
7A	CONCRETE CURB RAMP TYPE 7A
7B	CONCRETE CURB RAMP TYPE 7B

REFER TO SDD 8D5 "CURB RAMPS"
FOR JOINT LOCATIONS AND
ADDITIONAL DETAILS.



RADIAL WARNING FIELD	
LANDING "XR"	10.7'
AREA	16.8 SF
LONG CHORD	7.6'
BOC RADIUS	19.5'

NUMBER	STATION	OFFSET	ELEVATION
1.01	413+76.51	-22.47	982.31
1.02	413+85.16	-25.72	982.26
1.03	413+84.08	-27.40	982.18
1.04	413+78.06	-27.40	982.30
1.05	413+70.30	-27.40	982.69
1.06	413+65.05	-27.40	982.95

NUMBER	STATION	OFFSET	ELEVATION
1.07	413+65.30	-31.31	982.99
1.08	413+70.30	-32.40	982.74
1.09	413+78.06	-32.40	982.35
1.10	413+89.41	-32.40	982.15
1.11	413+91.02	-31.22	982.23
1.12	413+94.51	-38.46	982.18

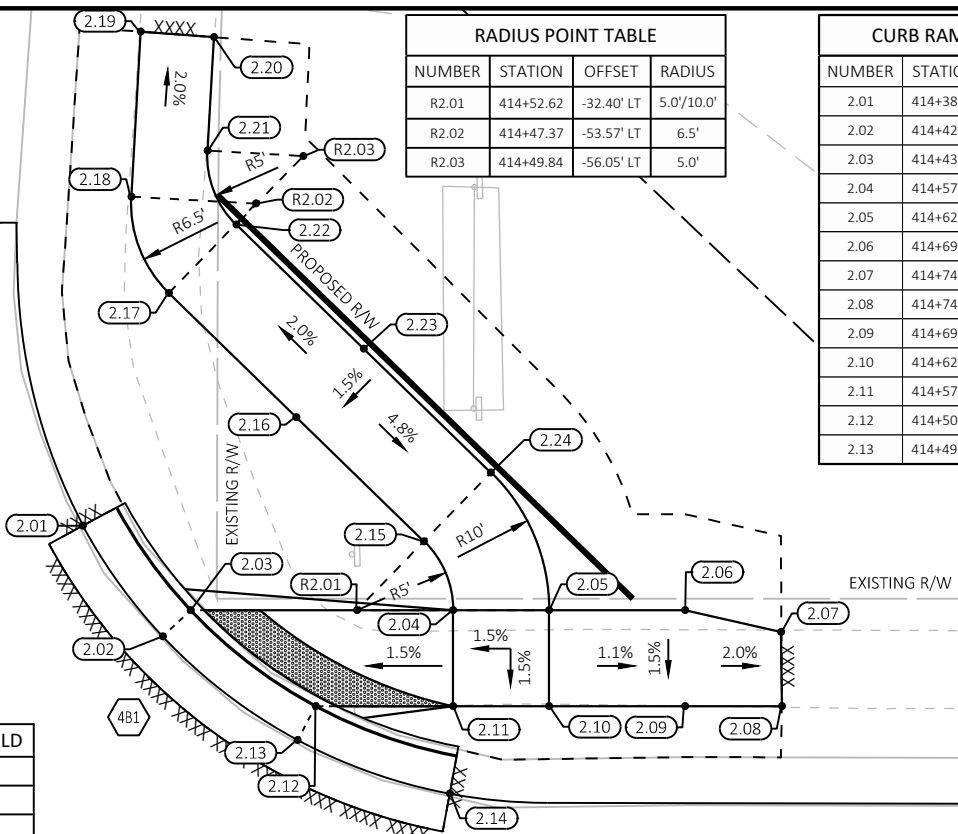
SPLINTER
AVENUE

RADIAL WARNING FIELD	
LANDING "XR"	13.0'
AREA	19.3 SF
LONG CHORD	8.5'
BOC RADIUS	25.0'

RADIUS POINT TABLE			
NUMBER	STATION	OFFSET	RADIUS
R2.01	414+52.62	-32.40' LT	5.0'/10.0'
R2.02	414+47.37	-53.57' LT	6.5'
R2.03	414+49.84	-56.05' LT	5.0'

NUMBER	STATION	OFFSET	ELEVATION
2.01	414+38.35	-36.80	982.19
2.02	414+42.51	-31.03	982.23
2.03	414+43.97	-32.40	982.15
2.04	414+57.62	-32.40	982.26
2.05	414+62.62	-32.40	982.33
2.06	414+69.71	-32.40	982.25
2.07	414+74.71	-31.26	982.16
2.08	414+74.76	-27.40	982.08
2.09	414+69.71	-27.40	982.18
2.10	414+62.62	-27.40	982.26
2.11	414+57.62	-27.40	982.19
2.12	414+50.49	-27.40	982.07
2.13	414+49.54	-25.64	982.15

NUMBER	STATION	OFFSET	ELEVATION
2.14	414+57.46	-22.84	982.00
2.15	414+56.11	-35.98	982.45
2.16	414+49.47	-42.45	982.90
2.17	414+42.83	-48.91	982.71
2.18	414+40.88	-53.93	982.64
2.19	414+41.36	-62.52	982.53
2.20	414+45.18	-62.24	982.58
2.21	414+44.84	-56.33	982.70
2.22	414+46.35	-52.47	982.79
2.23	414+52.97	-46.02	982.98
2.24	414+59.60	-39.56	982.53



NUMBER	STATION	OFFSET	ELEVATION
3.01	415+01.34	-22.30	981.51
3.02	415+01.34	-24.30	981.43
3.03	415+01.34	-27.40	981.48
3.04	414+95.34	-27.40	981.90
3.05	414+95.34	-32.40	981.97
3.06	415+01.34	-32.40	981.55

NUMBER	STATION	OFFSET	ELEVATION
3.07	415+06.34	-32.40	981.48
3.08	415+12.34	-32.40	981.81
3.09	415+12.34	-27.40	981.74
3.10	415+06.34	-27.40	981.41
3.11	415+06.34	-24.30	981.36
3.12	415+06.33	-22.30	981.44

NUMBER	STATION	OFFSET	ELEVATION
3.13	414+87.64	-27.40	982.05
3.14	414+87.85	-31.31	982.05
3.15	415+17.90	-31.25	981.67
3.16	415+18.24	-27.40	981.51
3.17	415+12.34	-22.30	981.30
3.18	414+95.34	-22.30	981.59

414

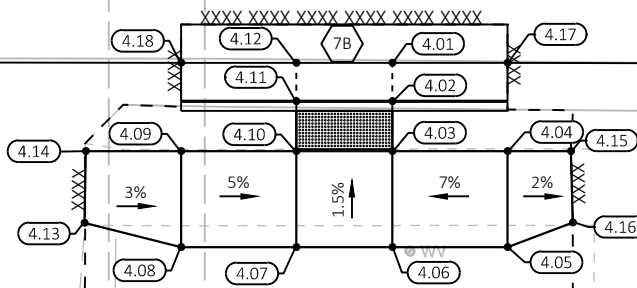
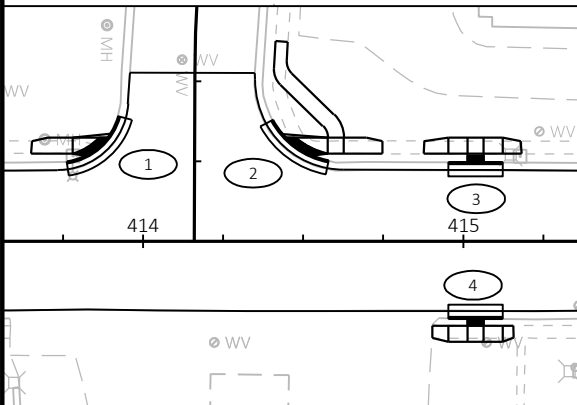
415

USH 61/STH 35

NUMBER	STATION	OFFSET	ELEVATION
4.01	415+06.34	21.80	981.54
4.02	415+06.34	23.80	981.46
4.03	415+06.34	26.40	981.50
4.04	415+12.34	26.40	981.92
4.05	415+12.34	31.40	982.00
4.06	415+06.34	31.40	981.57

NUMBER	STATION	OFFSET	ELEVATION
4.07	415+01.34	31.40	981.64
4.08	414+95.34	31.40	981.95
4.09	414+95.34	26.40	981.87
4.10	415+01.34	26.40	981.57
4.11	415+01.34	23.80	981.53
4.12	415+01.34	21.80	981.61

CURB RAMP 4 DATA TABLE			
NUMBER	STATION	OFFSET	ELEVATION
4.13	414+90.32	30.13	982.09
4.14	414+90.38	26.40	981.88
4.15	415+15.65	26.40	981.88
4.16	415+15.75	30.10	981.92
4.17	415+12.34	21.80	981.46
4.18	414+95.34	21.80	981.70



DRIVEWAY ENTRANCE
FOR GAS STATION

PROJECT NO: 1650-07-72

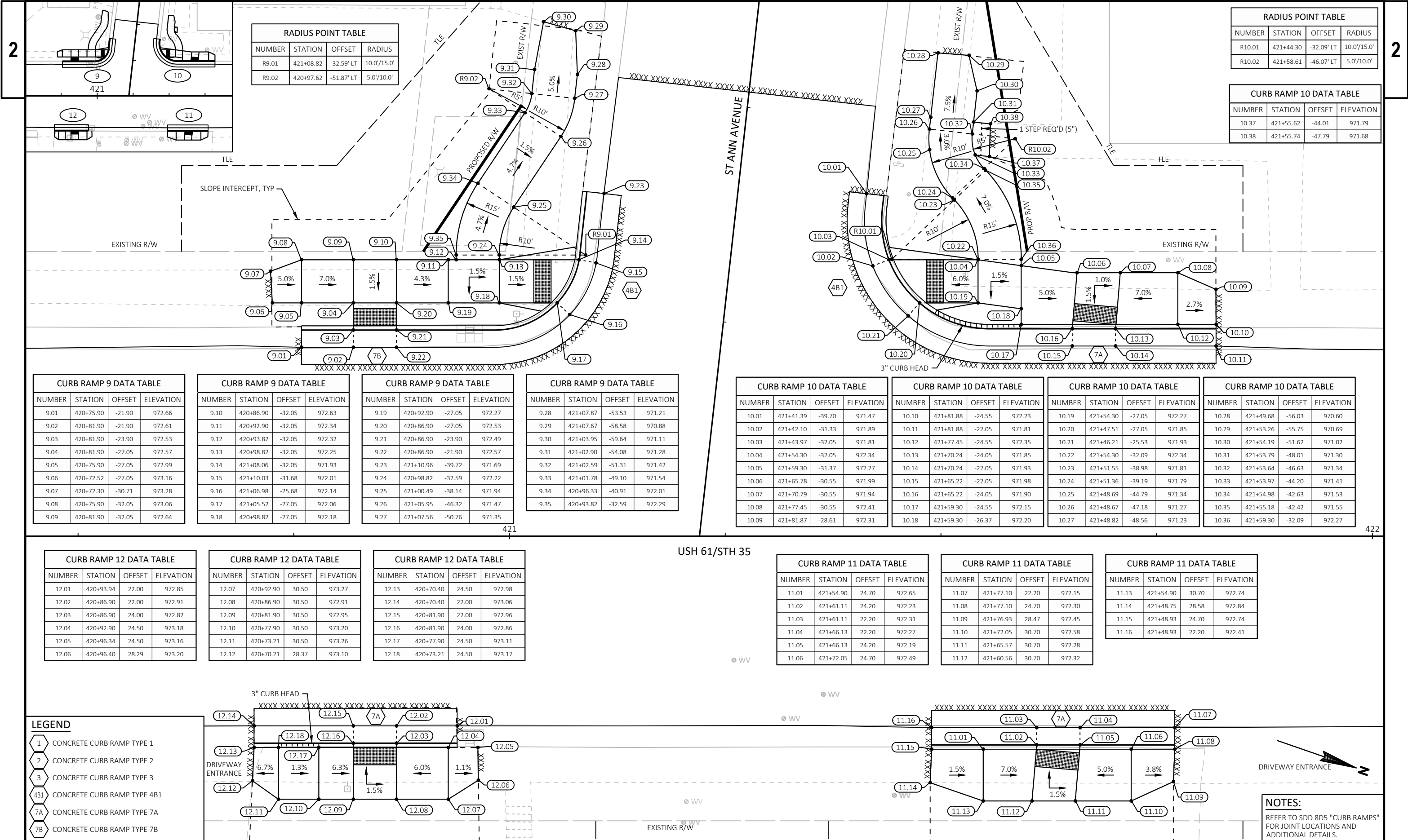
HWY: USH 61

COUNTY: GRANT

CURB RAMP DETAILS

SHEET

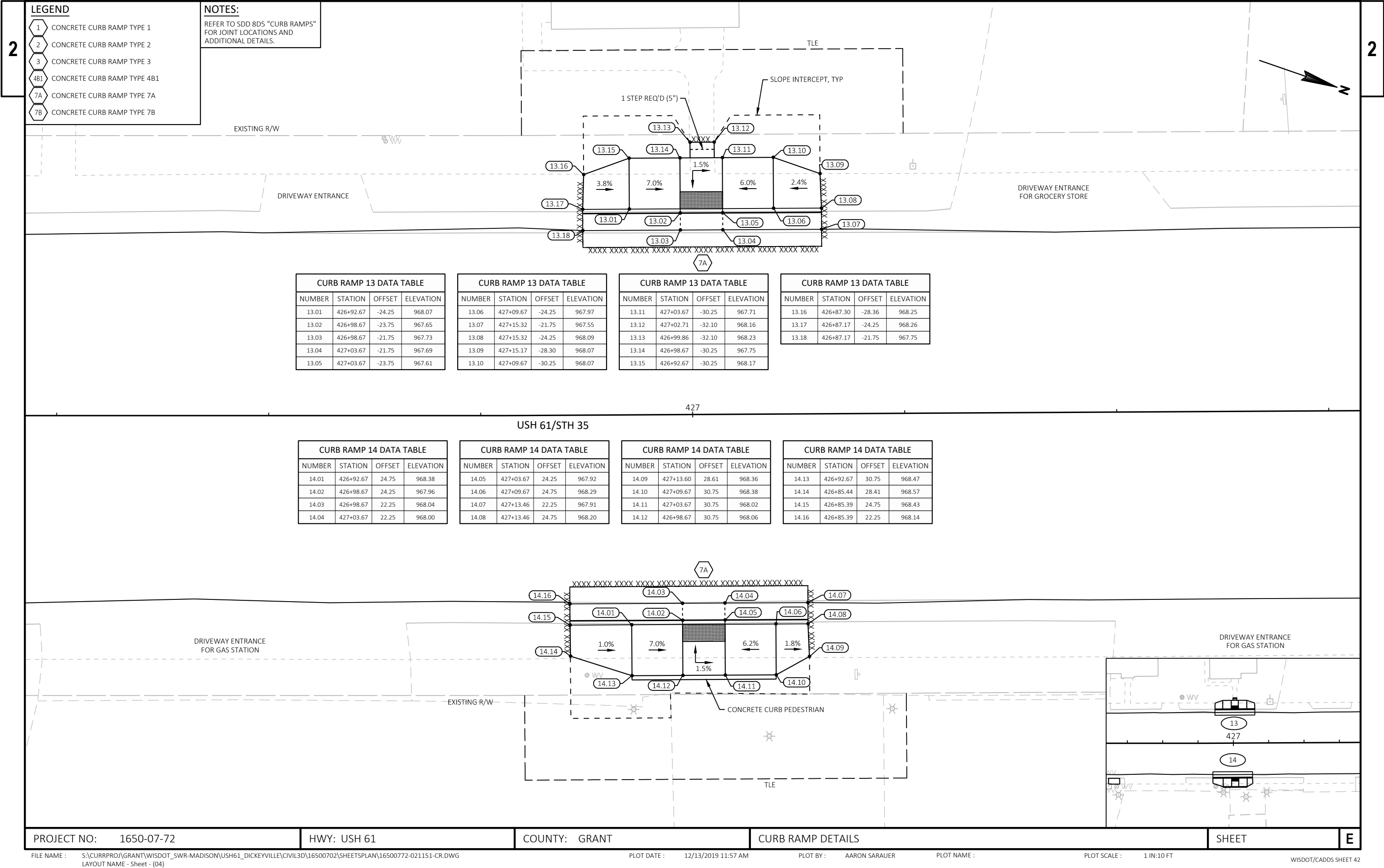
E



LEGEND

1	CONCRETE CURB RAMP TYPE 1
2	CONCRETE CURB RAMP TYPE 2
3	CONCRETE CURB RAMP TYPE 3
4B1	CONCRETE CURB RAMP TYPE 4B1
7A	CONCRETE CURB RAMP TYPE 7A
7B	CONCRETE CURB RAMP TYPE 7B

NOTES:
REFER TO SDD 8D5 "CURB RAMPS"
FOR JOINT LOCATIONS AND
ADDITIONAL DETAILS.



2

EXISTING R/W

DRIVEWAY ENTRANCE

13.13

13.12

13.11

13.10

13.09

13.08

13.07

13.06

13.05

13.04

13.03

13.02

13.01

13.16

13.15

13.14

13.17

13.18

3.8%

7.0%

1.5%

6.0%

2.4%

1 STEP REQ'D (5")

SLOPE INTERCEPT, TYP

XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX

7A

CURB RAMP 13 DATA TABLE

NUMBER	STATION	OFFSET	ELEVATION
13.01	426+92.67	-24.25	968.07
13.02	426+98.67	-23.75	967.65
13.03	426+98.67	-21.75	967.73
13.04	427+03.67	-21.75	967.69
13.05	427+03.67	-23.75	967.61

CURB RAMP 13 DATA TABLE

NUMBER	STATION	OFFSET	ELEVATION
13.06	427+09.67	-24.25	967.97
13.07	427+15.32	-21.75	967.55
13.08	427+15.32	-24.25	968.09
13.09	427+15.17	-28.30	968.07
13.10	427+09.67	-30.25	968.07

CURB RAMP 13 DATA TABLE

NUMBER	STATION	OFFSET	ELEVATION
13.11	427+03.67	-30.25	967.71
13.12	427+02.71	-32.10	968.16
13.13	426+99.86	-32.10	968.23
13.14	426+98.67	-30.25	967.75
13.15	426+92.67	-30.25	968.17

CURB RAMP 13 DATA TABLE

NUMBER	STATION	OFFSET	ELEVATION
13.16	426+87.30	-28.36	968.25
13.17	426+87.17	-24.25	968.26
13.18	426+87.17	-21.75	967.75

427

USH 61/STH 35

DRIVEWAY ENTRANCE FOR GAS STATION

EXISTING R/W

14.16

14.15

14.14

14.13

14.12

14.11

14.10

14.09

14.08

14.07

14.06

14.05

14.04

14.03

14.02

14.01

1.0%

7.0%

1.5%

6.2%

1.8%

CONCRETE CURB PEDESTRIAN

XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX

7A

CURB RAMP 14 DATA TABLE

NUMBER	STATION	OFFSET	ELEVATION
14.01	426+92.67	24.75	968.38
14.02	426+98.67	24.25	967.96
14.03	426+98.67	22.25	968.04
14.04	427+03.67	22.25	968.00

CURB RAMP 14 DATA TABLE

NUMBER	STATION	OFFSET	ELEVATION
14.05	427+03.67	24.25	967.92
14.06	427+09.67	24.75	968.29
14.07	427+13.46	22.25	967.91
14.08	427+13.46	24.75	968.20

CURB RAMP 14 DATA TABLE

NUMBER	STATION	OFFSET	ELEVATION
14.09	427+13.60	28.61	968.36
14.10	427+09.67	30.75	968.38
14.11	427+03.67	30.75	968.02
14.12	426+98.67	30.75	968.06

CURB RAMP 14 DATA TABLE

NUMBER	STATION	OFFSET	ELEVATION
14.13	426+92.67	30.75	968.47
14.14	426+85.44	28.41	968.57
14.15	426+85.39	24.75	968.43
14.16	426+85.39	22.25	968.14

DRIVEWAY ENTRANCE FOR GAS STATION

DRIVEWAY ENTRANCE FOR GAS STATION

PROJECT NO: 1650-07-72

HWY: USH 61

COUNTY: GRANT

CURB RAMP DETAILS

SHEET

E

FILE NAME : S:\CURRPROJ\GRANT\WISDOT_SWR-MADISON\USH61_DICKEYVILLE\CIVIL3D\16500702\SHEETSPLAN\16500772-021151-CR.DWG

LAYOUT NAME - Sheet - (04)

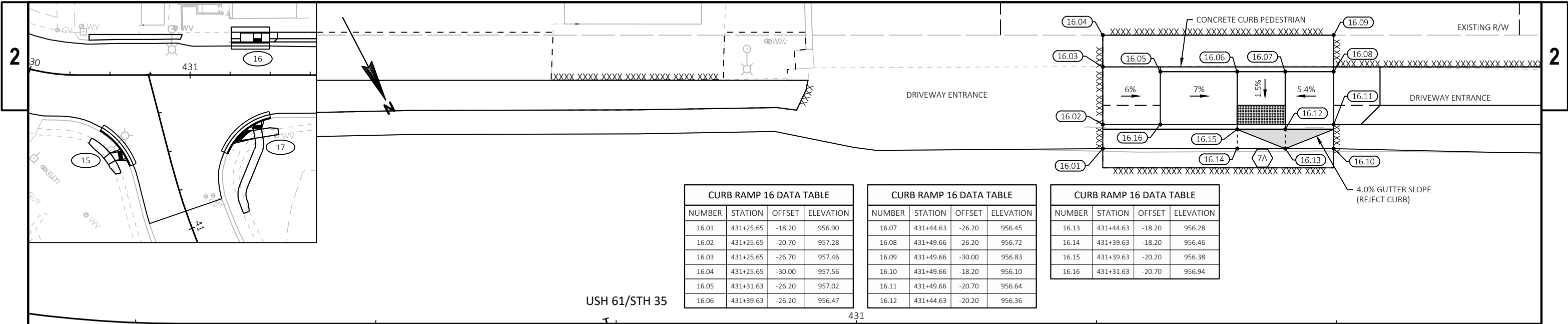
PLOT DATE : 12/13/2019 11:57 AM

PLOT BY : AARON SARAUER

PLOT NAME :

PLOT SCALE : 1 IN:10 FT

WISDOT/CADDs SHEET 42



CURB RAMP 16 DATA TABLE			
NUMBER	STATION	OFFSET	ELEVATION
16.01	431+25.65	-18.20	956.90
16.02	431+25.65	-20.70	957.28
16.03	431+25.65	-26.70	957.46
16.04	431+25.65	-30.00	957.56
16.05	431+31.63	-26.20	957.02
16.06	431+39.63	-26.20	956.47

CURB RAMP 16 DATA TABLE			
NUMBER	STATION	OFFSET	ELEVATION
16.07	431+44.63	-26.20	956.45
16.08	431+49.66	-26.20	956.72
16.09	431+49.66	-30.00	956.83
16.10	431+49.66	-18.20	956.10
16.11	431+49.66	-20.70	956.64
16.12	431+44.63	-20.20	956.36

CURB RAMP 16 DATA TABLE			
NUMBER	STATION	OFFSET	ELEVATION
16.13	431+44.63	-18.20	956.28
16.14	431+39.63	-18.20	956.46
16.15	431+39.63	-20.20	956.38
16.16	431+31.63	-20.70	956.94

USH 61/STH 35

431

CURB RAMP 15 DATA TABLE			
NUMBER	STATION	OFFSET	ELEVATION
15.01	430+64.46	55.92	959.87
15.02	430+62.26	51.15	959.96
15.03	430+60.49	52.09	959.88
15.04	430+53.26	53.24	960.47
15.05	430+54.51	55.44	960.50
15.06	430+56.90	60.99	960.42
15.07	430+53.67	61.79	960.53
15.08	430+50.09	57.76	960.57
15.09	430+49.00	55.84	960.54

CURB RAMP 15 DATA TABLE			
NUMBER	STATION	OFFSET	ELEVATION
15.10	430+46.16	51.88	960.61
15.11	430+40.26	46.26	961.05
15.12	430+36.70	42.37	961.42
15.13	430+38.66	39.31	961.23
15.14	430+43.24	42.25	960.98
15.15	430+50.02	48.69	960.54
15.16	430+57.68	47.47	960.00
15.17	430+59.33	46.34	960.08
15.18	430+45.12	32.84	960.72

CURB RAMP 17 DATA TABLE			
NUMBER	STATION	OFFSET	ELEVATION
17.01	431+49.80	24.79	957.57
17.02	431+43.91	26.53	957.80
17.03	431+44.63	28.39	957.72
17.04	431+44.63	33.71	958.09
17.05	431+49.78	32.89	958.04
17.06	431+54.90	33.23	957.99
17.07	431+55.34	37.07	958.00
17.08	431+50.57	37.83	958.08

CURB RAMP 17 DATA TABLE			
NUMBER	STATION	OFFSET	ELEVATION
17.09	431+45.41	38.65	958.16
17.10	431+40.47	39.43	958.23
17.11	431+27.48	41.49	958.44
17.12	431+25.87	40.31	958.52
17.13	431+21.40	48.15	958.85
17.14	431+31.50	34.09	958.34
17.15	431+32.84	35.58	958.26
17.16	431+39.69	34.49	958.16

CURB RAMP 17 DATA TABLE			
NUMBER	STATION	OFFSET	ELEVATION
17.17	431+39.63	30.73	957.93
17.18	431+38.65	28.99	958.01
17.19	431+40.72	41.01	958.29
17.20	431+40.10	46.34	958.45
17.21	431+31.00	68.69	959.15
17.22	431+30.78	79.45	959.46
17.23	431+31.58	81.63	959.53
17.24	431+33.39	86.38	959.68

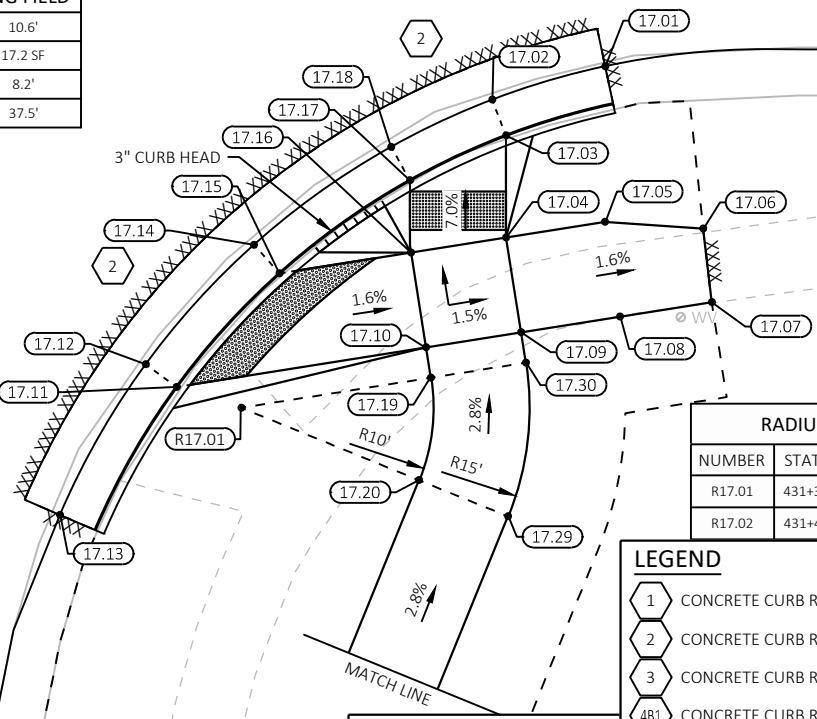
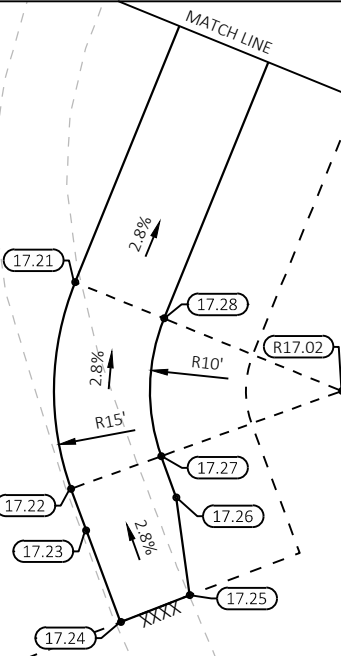
CURB RAMP 17 DATA TABLE			
NUMBER	STATION	OFFSET	ELEVATION
17.25	431+36.97	84.99	959.69
17.26	431+36.27	79.90	959.60
17.27	431+35.49	77.75	959.53
17.28	431+35.63	70.58	959.22
17.29	431+44.73	48.23	958.52
17.30	431+45.66	40.22	958.22

RADIAL WARNING FIELD	
LANDING "XR"	10.6'
AREA	17.2 SF
LONG CHORD	8.2'
BOC RADIUS	37.5'

RADIUS POINT TABLE			
NUMBER	STATION	OFFSET	RADIUS
R15.01	430+23.59	73.90' RT	34.15'/39.15'

SLOPE INTERCEPT, TYP
R15.01

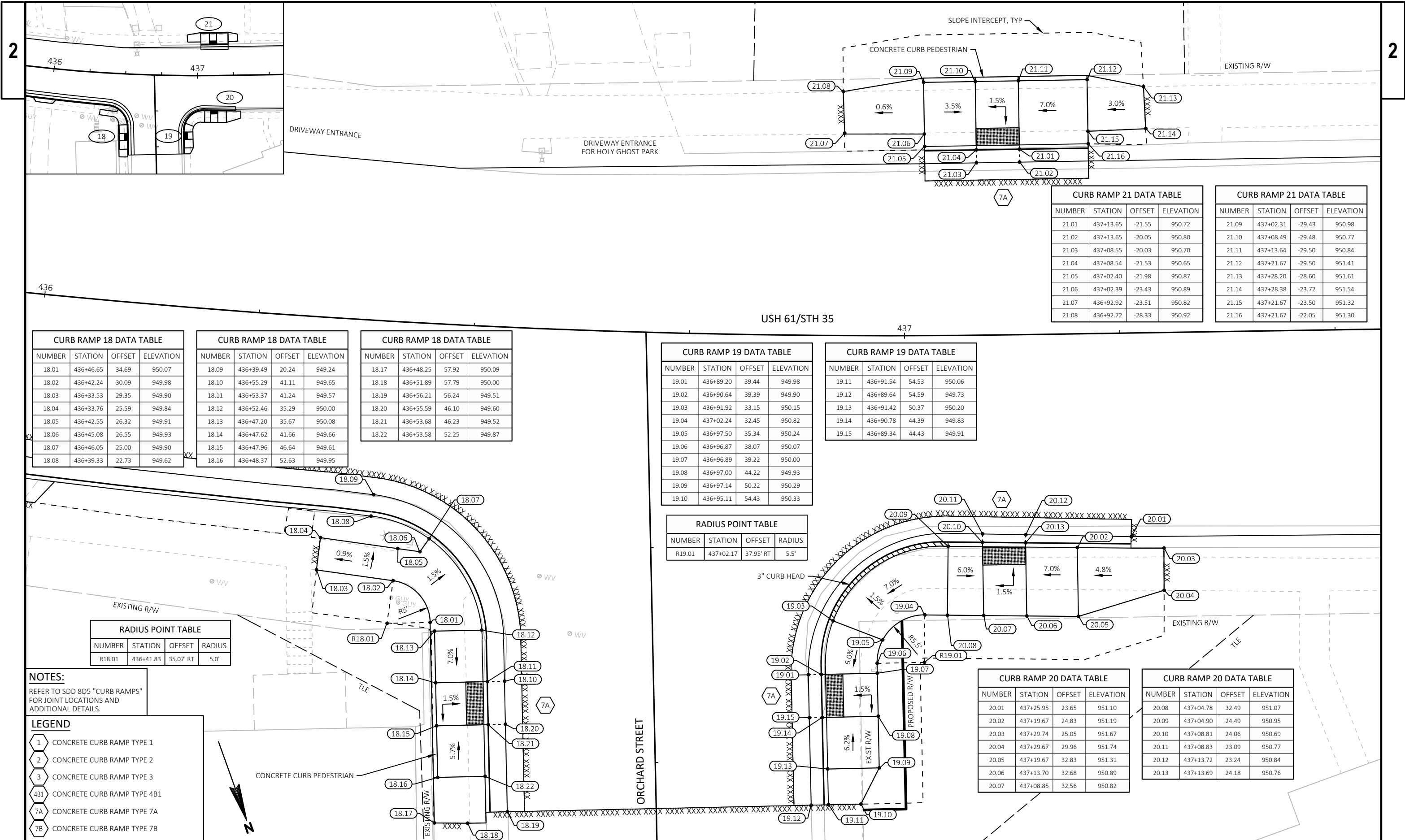
N MAIN STREET

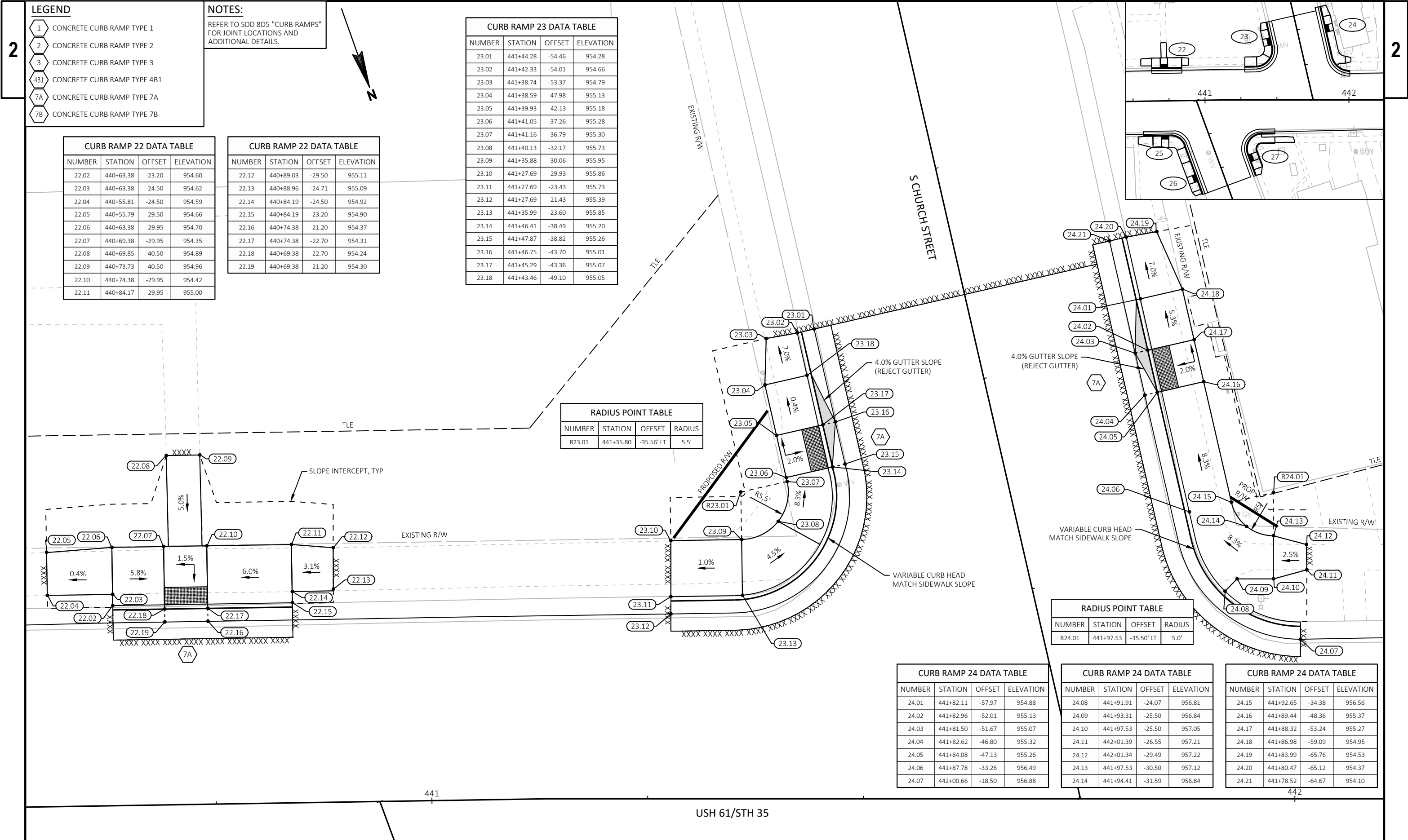


RADIUS POINT TABLE			
NUMBER	STATION	OFFSET	RADIUS
R17.01	431+30.84	42.57' RT	10.0'/15.0'
R17.02	431+44.89	74.35' RT	10.0'/15.0'

- LEGEND
- 1 CONCRETE CURB RAMP TYPE 1
 - 2 CONCRETE CURB RAMP TYPE 2
 - 3 CONCRETE CURB RAMP TYPE 3
 - 4B1 CONCRETE CURB RAMP TYPE 4B1
 - 7A CONCRETE CURB RAMP TYPE 7A
 - 7B CONCRETE CURB RAMP TYPE 7B

NOTES:
REFER TO SDD 8D5 "CURB RAMPS"
FOR JOINT LOCATIONS AND
ADDITIONAL DETAILS.





LEGEND

1	CONCRETE CURB RAMP TYPE 1
2	CONCRETE CURB RAMP TYPE 2
3	CONCRETE CURB RAMP TYPE 3
4B1	CONCRETE CURB RAMP TYPE 4B1
7A	CONCRETE CURB RAMP TYPE 7A
7B	CONCRETE CURB RAMP TYPE 7B

NOTES:
REFER TO SDD 8D5 "CURB RAMPS"
FOR JOINT LOCATIONS AND
ADDITIONAL DETAILS.

CURB RAMP 22 DATA TABLE

NUMBER	STATION	OFFSET	ELEVATION
22.02	440+63.38	-23.20	954.60
22.03	440+63.38	-24.50	954.62
22.04	440+55.81	-24.50	954.59
22.05	440+55.79	-29.50	954.66
22.06	440+63.38	-29.95	954.70
22.07	440+69.38	-29.95	954.35
22.08	440+69.85	-40.50	954.89
22.09	440+73.73	-40.50	954.96
22.10	440+74.38	-29.95	954.42
22.11	440+84.17	-29.95	955.00

CURB RAMP 22 DATA TABLE

NUMBER	STATION	OFFSET	ELEVATION
22.12	440+89.03	-29.50	955.11
22.13	440+88.96	-24.71	955.09
22.14	440+84.19	-24.50	954.92
22.15	440+84.19	-23.20	954.90
22.16	440+74.38	-21.20	954.37
22.17	440+74.38	-22.70	954.31
22.18	440+69.38	-22.70	954.24
22.19	440+69.38	-21.20	954.30

CURB RAMP 23 DATA TABLE

NUMBER	STATION	OFFSET	ELEVATION
23.01	441+44.28	-54.46	954.28
23.02	441+42.33	-54.01	954.66
23.03	441+38.74	-53.37	954.79
23.04	441+38.59	-47.98	955.13
23.05	441+39.93	-42.13	955.18
23.06	441+41.05	-37.26	955.28
23.07	441+41.16	-36.79	955.30
23.08	441+40.13	-32.17	955.73
23.09	441+35.88	-30.06	955.95
23.10	441+27.69	-29.93	955.86
23.11	441+27.69	-23.43	955.73
23.12	441+27.69	-21.43	955.39
23.13	441+35.99	-23.60	955.85
23.14	441+46.41	-38.49	955.20
23.15	441+47.87	-38.82	955.26
23.16	441+46.75	-43.70	955.01
23.17	441+45.29	-43.36	955.07
23.18	441+43.46	-49.10	955.05

RADIUS POINT TABLE

NUMBER	STATION	OFFSET	RADIUS
R23.01	441+35.80	-35.56' LT	5.5'

CURB RAMP 24 DATA TABLE

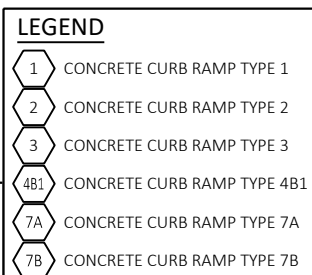
NUMBER	STATION	OFFSET	ELEVATION
24.01	441+82.11	-57.97	954.88
24.02	441+82.96	-52.01	955.13
24.03	441+81.50	-51.67	955.07
24.04	441+82.62	-46.80	955.32
24.05	441+84.08	-47.13	955.26
24.06	441+87.78	-33.26	956.49
24.07	442+00.66	-18.50	956.88

CURB RAMP 24 DATA TABLE

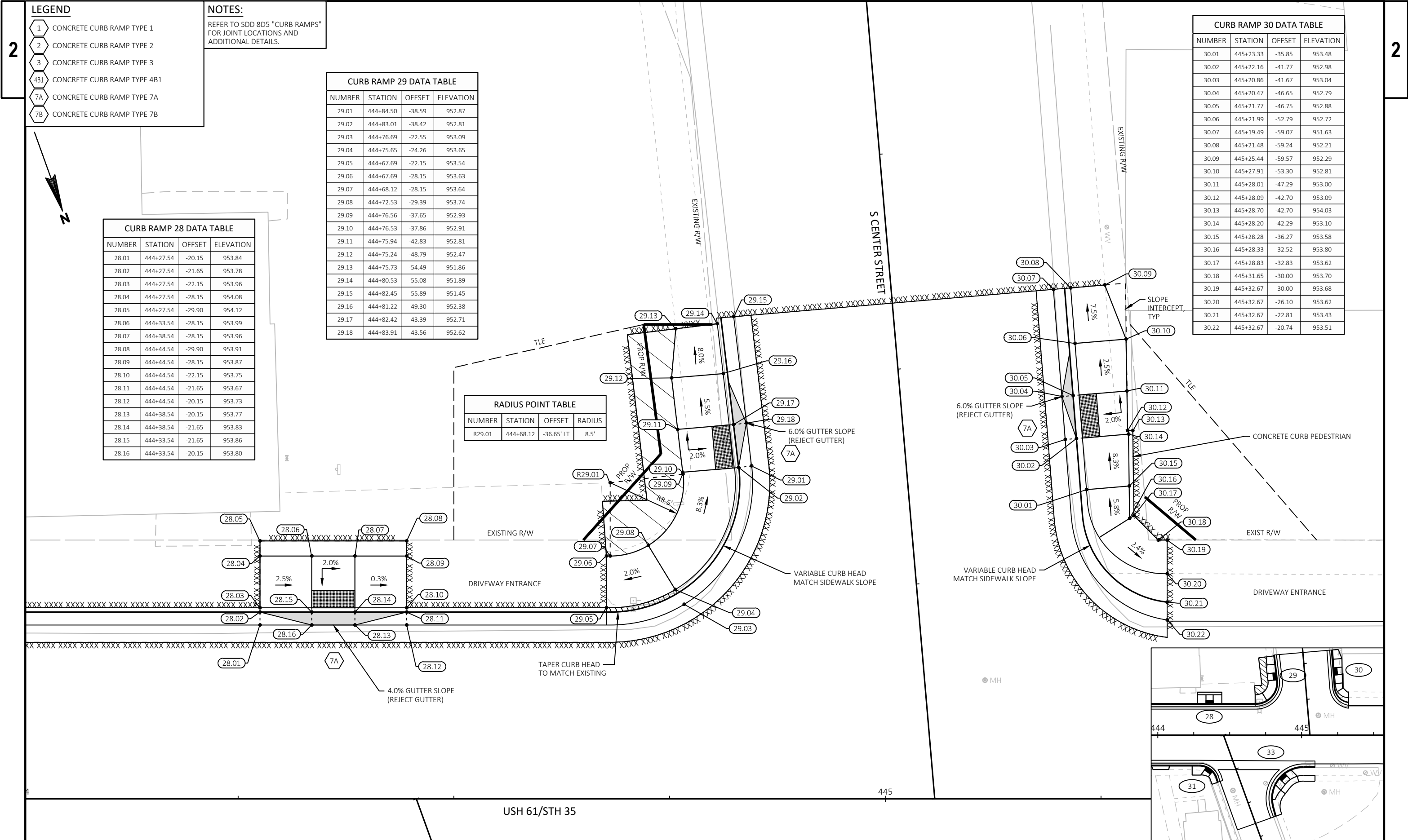
NUMBER	STATION	OFFSET	ELEVATION
24.08	441+91.91	-24.07	956.81
24.09	441+93.31	-25.50	956.84
24.10	441+97.53	-25.50	957.05
24.11	442+01.39	-26.55	957.21
24.12	442+01.34	-29.49	957.22
24.13	441+97.53	-30.50	957.12
24.14	441+94.41	-31.59	956.84

CURB RAMP 24 DATA TABLE

NUMBER	STATION	OFFSET	ELEVATION
24.15	441+92.65	-34.38	956.56
24.16	441+89.44	-48.36	955.37
24.17	441+88.32	-53.24	955.27
24.18	441+86.98	-59.09	954.95
24.19	441+83.99	-65.76	954.53
24.20	441+80.47	-65.12	954.37
24.21	441+78.52	-64.67	954.10



NOTES:
REFER TO SDD 8D5 "CURB RAMPS"
FOR JOINT LOCATIONS AND
ADDITIONAL DETAILS



LEGEND

1	CONCRETE CURB RAMP TYPE 1
2	CONCRETE CURB RAMP TYPE 2
3	CONCRETE CURB RAMP TYPE 3
4B1	CONCRETE CURB RAMP TYPE 4B1
7A	CONCRETE CURB RAMP TYPE 7A
7B	CONCRETE CURB RAMP TYPE 7B

NOTES:
REFER TO SDD 8D5 "CURB RAMPS"
FOR JOINT LOCATIONS AND
ADDITIONAL DETAILS.

CURB RAMP 28 DATA TABLE

NUMBER	STATION	OFFSET	ELEVATION
28.01	444+27.54	-20.15	953.84
28.02	444+27.54	-21.65	953.78
28.03	444+27.54	-22.15	953.96
28.04	444+27.54	-28.15	954.08
28.05	444+27.54	-29.90	954.12
28.06	444+33.54	-28.15	953.99
28.07	444+38.54	-28.15	953.96
28.08	444+44.54	-29.90	953.91
28.09	444+44.54	-28.15	953.87
28.10	444+44.54	-22.15	953.75
28.11	444+44.54	-21.65	953.67
28.12	444+44.54	-20.15	953.73
28.13	444+38.54	-20.15	953.77
28.14	444+38.54	-21.65	953.83
28.15	444+33.54	-21.65	953.86
28.16	444+33.54	-20.15	953.80

CURB RAMP 29 DATA TABLE

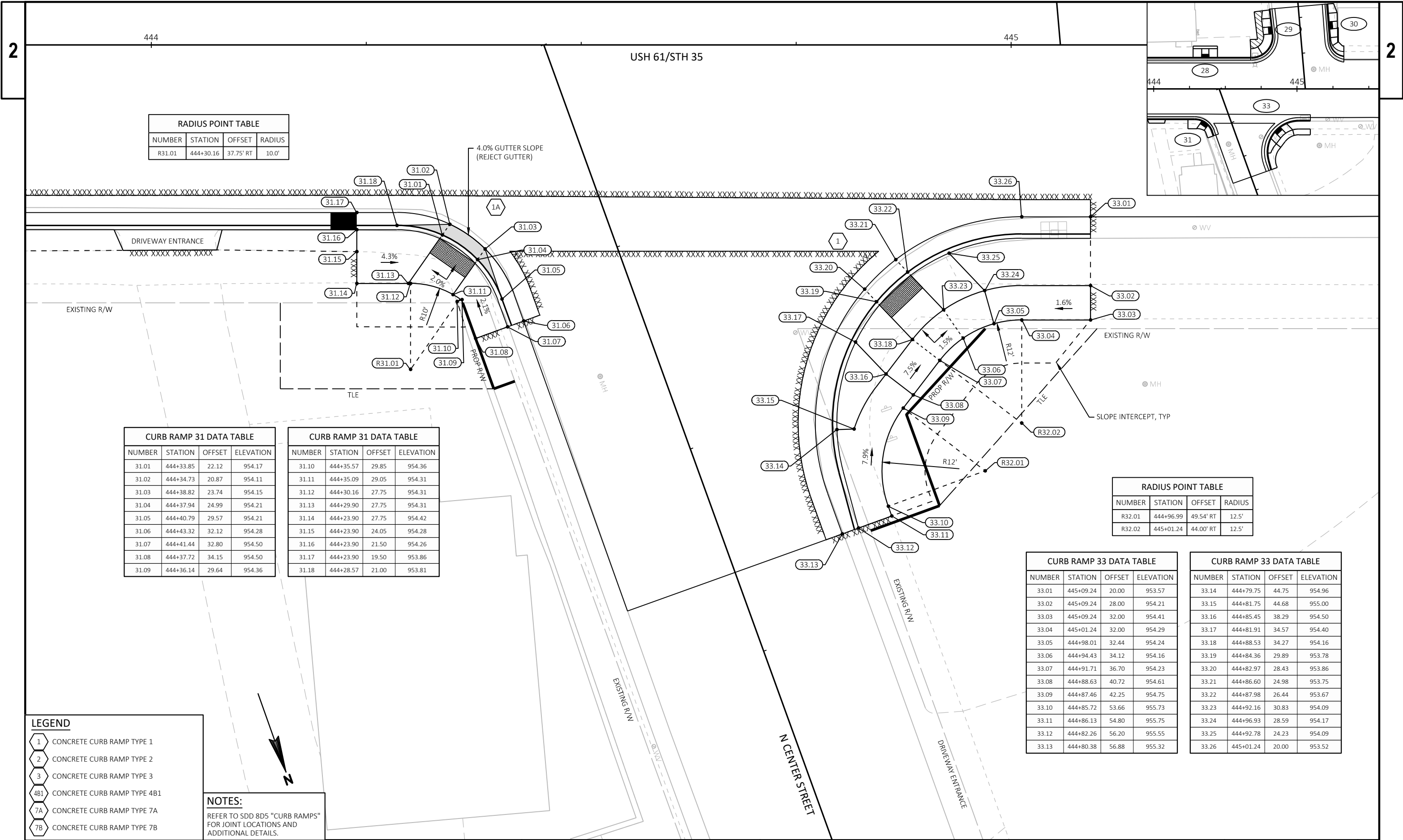
NUMBER	STATION	OFFSET	ELEVATION
29.01	444+84.50	-38.59	952.87
29.02	444+83.01	-38.42	952.81
29.03	444+76.69	-22.55	953.09
29.04	444+75.65	-24.26	953.65
29.05	444+67.69	-22.15	953.54
29.06	444+67.69	-28.15	953.63
29.07	444+68.12	-28.15	953.64
29.08	444+72.53	-29.39	953.74
29.09	444+76.56	-37.65	952.93
29.10	444+76.53	-37.86	952.91
29.11	444+75.94	-42.83	952.81
29.12	444+75.24	-48.79	952.47
29.13	444+75.73	-54.49	951.86
29.14	444+80.53	-55.08	951.89
29.15	444+82.45	-55.89	951.45
29.16	444+81.22	-49.30	952.38
29.17	444+82.42	-43.39	952.71
29.18	444+83.91	-43.56	952.62

RADIUS POINT TABLE

NUMBER	STATION	OFFSET	RADIUS
R29.01	444+68.12	-36.65' LT	8.5'

CURB RAMP 30 DATA TABLE

NUMBER	STATION	OFFSET	ELEVATION
30.01	445+23.33	-35.85	953.48
30.02	445+22.16	-41.77	952.98
30.03	445+20.86	-41.67	953.04
30.04	445+20.47	-46.65	952.79
30.05	445+21.77	-46.75	952.88
30.06	445+21.99	-52.79	952.72
30.07	445+19.49	-59.07	951.63
30.08	445+21.48	-59.24	952.21
30.09	445+25.44	-59.57	952.29
30.10	445+27.91	-53.30	952.81
30.11	445+28.01	-47.29	953.00
30.12	445+28.09	-42.70	953.09
30.13	445+28.70	-42.70	954.03
30.14	445+28.20	-42.29	953.10
30.15	445+28.28	-36.27	953.58
30.16	445+28.33	-32.52	953.80
30.17	445+28.83	-32.83	953.62
30.18	445+31.65	-30.00	953.70
30.19	445+32.67	-30.00	953.68
30.20	445+32.67	-26.10	953.62
30.21	445+32.67	-22.81	953.43
30.22	445+32.67	-20.74	953.51



RADIUS POINT TABLE			
NUMBER	STATION	OFFSET	RADIUS
R31.01	444+30.16	37.75' RT	10.0'

CURB RAMP 31 DATA TABLE			
NUMBER	STATION	OFFSET	ELEVATION
31.01	444+33.85	22.12	954.17
31.02	444+34.73	20.87	954.11
31.03	444+38.82	23.74	954.15
31.04	444+37.94	24.99	954.21
31.05	444+40.79	29.57	954.21
31.06	444+43.32	32.12	954.28
31.07	444+41.44	32.80	954.50
31.08	444+37.72	34.15	954.50
31.09	444+36.14	29.64	954.36

CURB RAMP 31 DATA TABLE			
NUMBER	STATION	OFFSET	ELEVATION
31.10	444+35.57	29.85	954.36
31.11	444+35.09	29.05	954.31
31.12	444+30.16	27.75	954.31
31.13	444+29.90	27.75	954.31
31.14	444+23.90	27.75	954.42
31.15	444+23.90	24.05	954.28
31.16	444+23.90	21.50	954.26
31.17	444+23.90	19.50	953.86
31.18	444+28.57	21.00	953.81

RADIUS POINT TABLE			
NUMBER	STATION	OFFSET	RADIUS
R32.01	444+96.99	49.54' RT	12.5'
R32.02	445+01.24	44.00' RT	12.5'

CURB RAMP 33 DATA TABLE			
NUMBER	STATION	OFFSET	ELEVATION
33.01	445+09.24	20.00	953.57
33.02	445+09.24	28.00	954.21
33.03	445+09.24	32.00	954.41
33.04	445+01.24	32.00	954.29
33.05	444+98.01	32.44	954.24
33.06	444+94.43	34.12	954.16
33.07	444+91.71	36.70	954.23
33.08	444+88.63	40.72	954.61
33.09	444+87.46	42.25	954.75
33.10	444+85.72	53.66	955.73
33.11	444+86.13	54.80	955.75
33.12	444+82.26	56.20	955.55
33.13	444+80.38	56.88	955.32

CURB RAMP 33 DATA TABLE			
NUMBER	STATION	OFFSET	ELEVATION
33.14	444+79.75	44.75	954.96
33.15	444+81.75	44.68	955.00
33.16	444+85.45	38.29	954.50
33.17	444+81.91	34.57	954.40
33.18	444+88.53	34.27	954.16
33.19	444+84.36	29.89	953.78
33.20	444+82.97	28.43	953.86
33.21	444+86.60	24.98	953.75
33.22	444+87.98	26.44	953.67
33.23	444+92.16	30.83	954.09
33.24	444+96.93	28.59	954.17
33.25	444+92.78	24.23	954.09
33.26	445+01.24	20.00	953.52

- LEGEND**
- 1 CONCRETE CURB RAMP TYPE 1
 - 2 CONCRETE CURB RAMP TYPE 2
 - 3 CONCRETE CURB RAMP TYPE 3
 - 4B1 CONCRETE CURB RAMP TYPE 4B1
 - 7A CONCRETE CURB RAMP TYPE 7A
 - 7B CONCRETE CURB RAMP TYPE 7B

NOTES:
REFER TO SDD 8D5 "CURB RAMPS"
FOR JOINT LOCATIONS AND
ADDITIONAL DETAILS.

CURB RAMP 36 DATA TABLE			
NUMBER	STATION	OFFSET	ELEVATION
36.01	452+68.15	-35.32	955.54
36.02	452+66.27	-36.00	955.46
36.03	452+61.48	-36.00	955.68
36.04	452+56.19	-36.00	955.75
36.05	452+57.03	-40.00	955.70
36.06	452+57.03	-41.00	955.68
36.07	452+57.03	-47.00	955.71
36.08	452+57.02	-62.29	955.35
36.09	452+58.22	-67.29	955.26

CURB RAMP 36 DATA TABLE			
NUMBER	STATION	OFFSET	ELEVATION
36.10	452+62.04	-67.39	955.16
36.11	452+62.02	-62.29	955.28
36.12	452+62.02	-47.00	955.64
36.13	452+62.03	-41.00	955.61
36.14	452+62.03	-40.01	955.63
36.15	452+67.41	-41.00	955.24
36.16	452+69.40	-40.80	955.32
36.17	452+69.52	-47.00	955.07

RADIUS POINT TABLE			
NUMBER	STATION	OFFSET	RADIUS
R34.01	452+47.03	-40.00' LT	10.0'/15.0'

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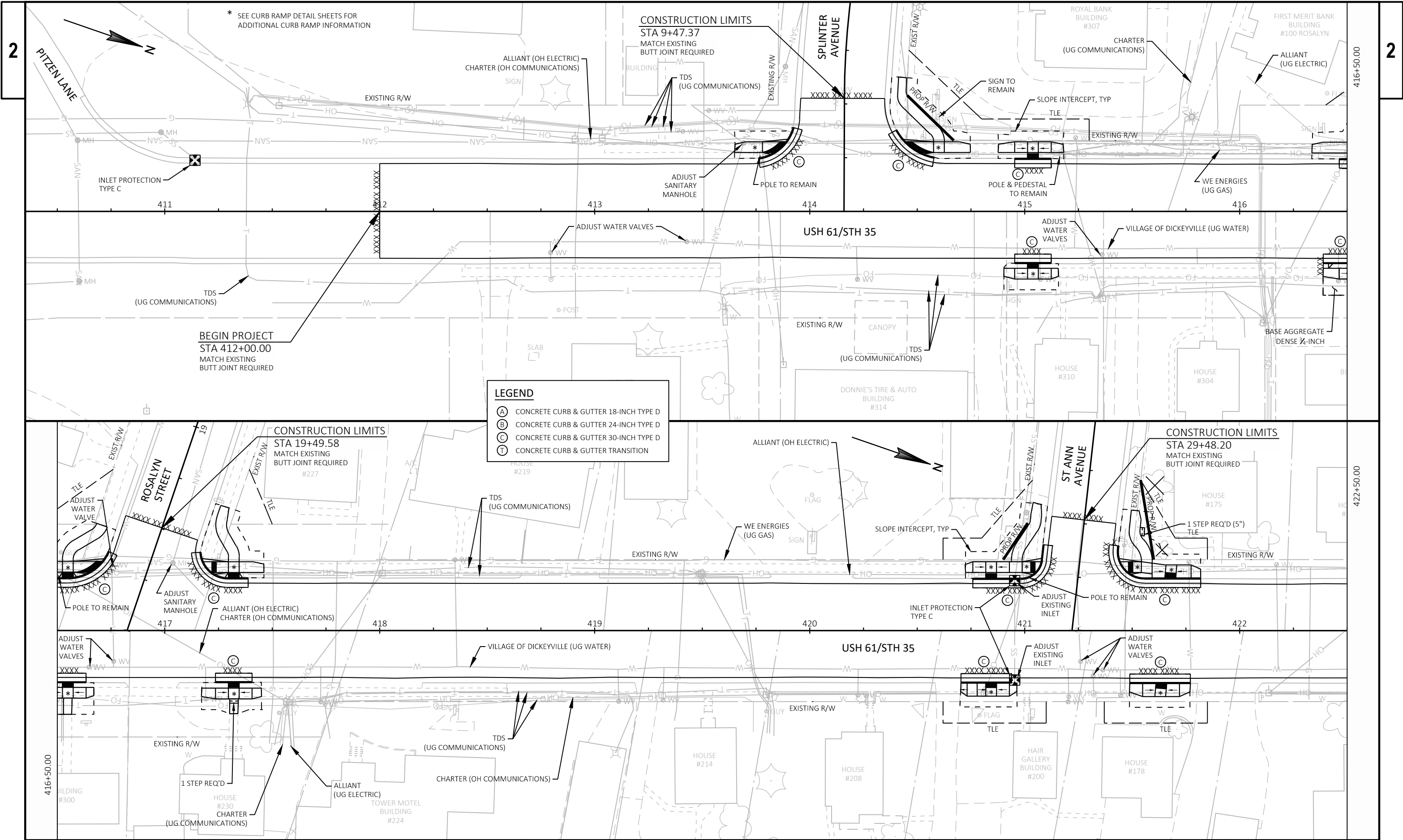
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PROJECT NO: 1650-07-72

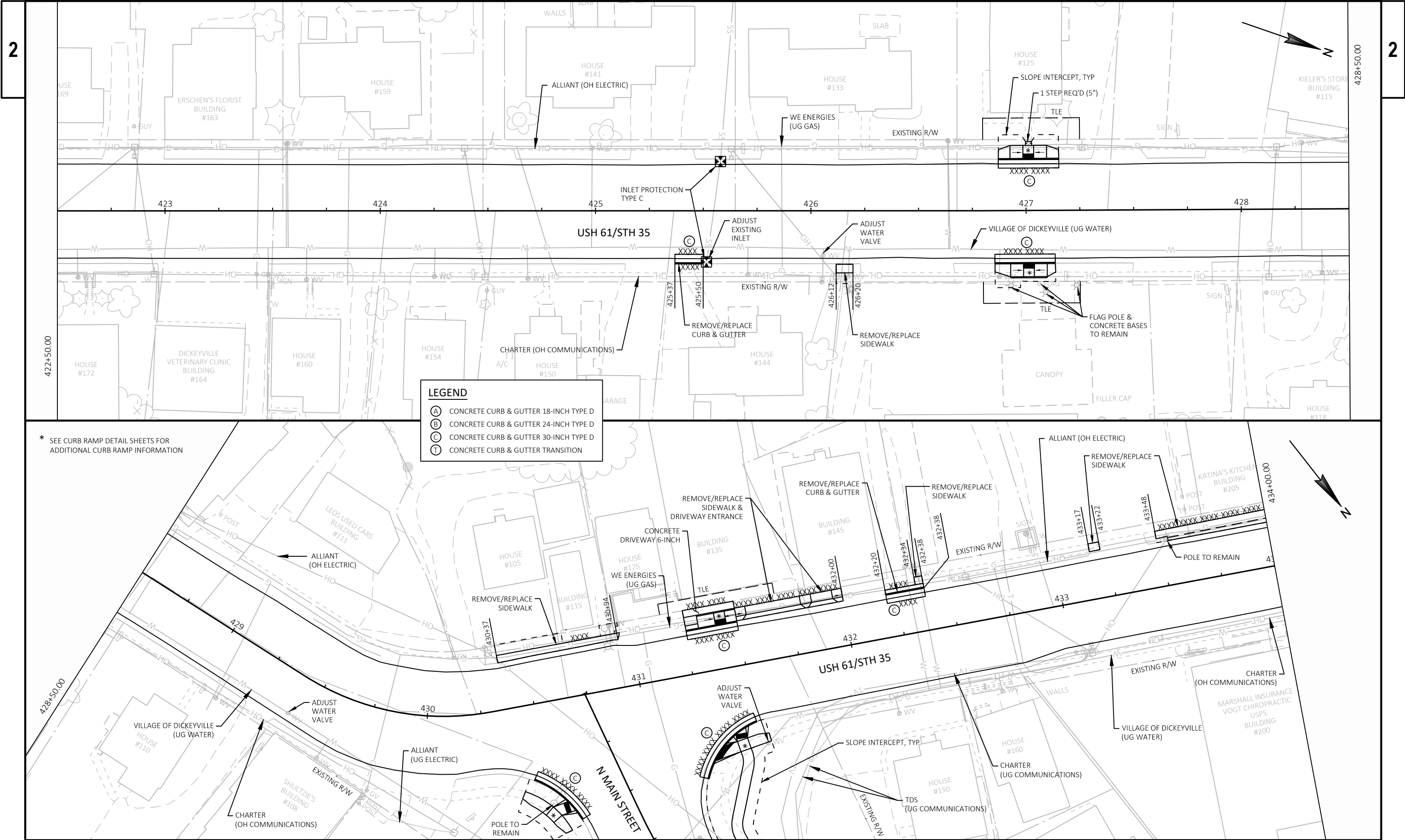
HWY: USH 61

COUNTY: GRANT

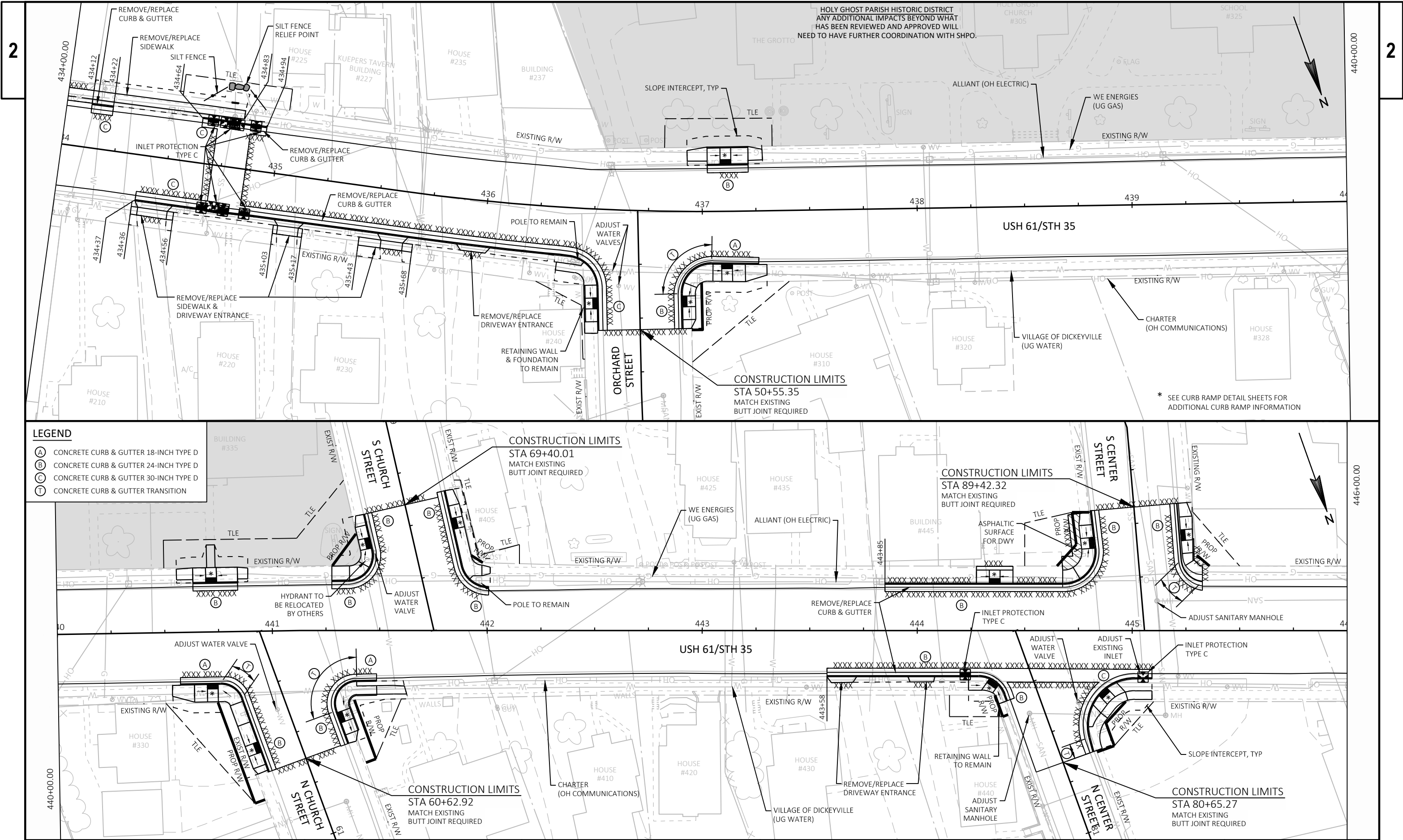
PLAN DETAILS

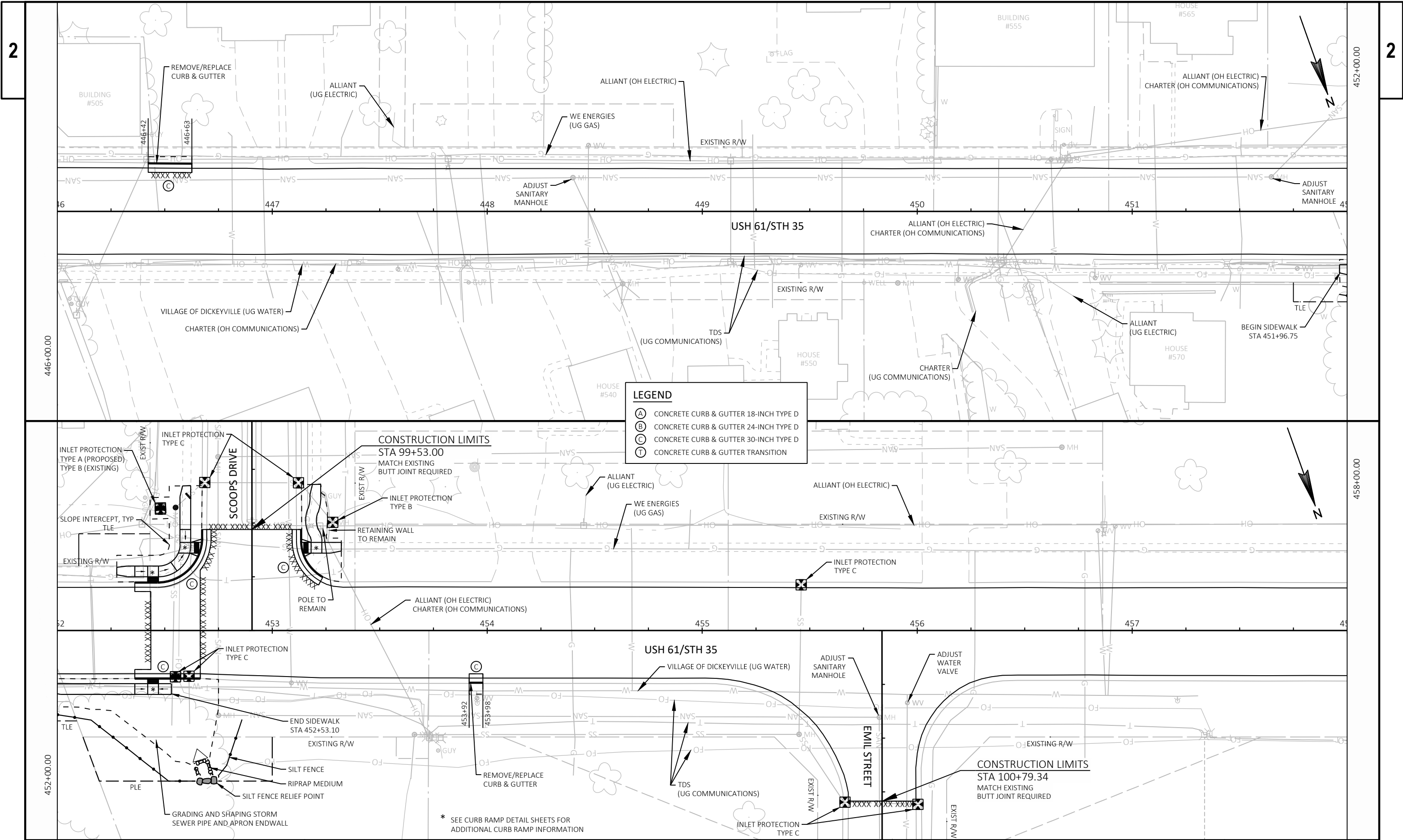
SHEET

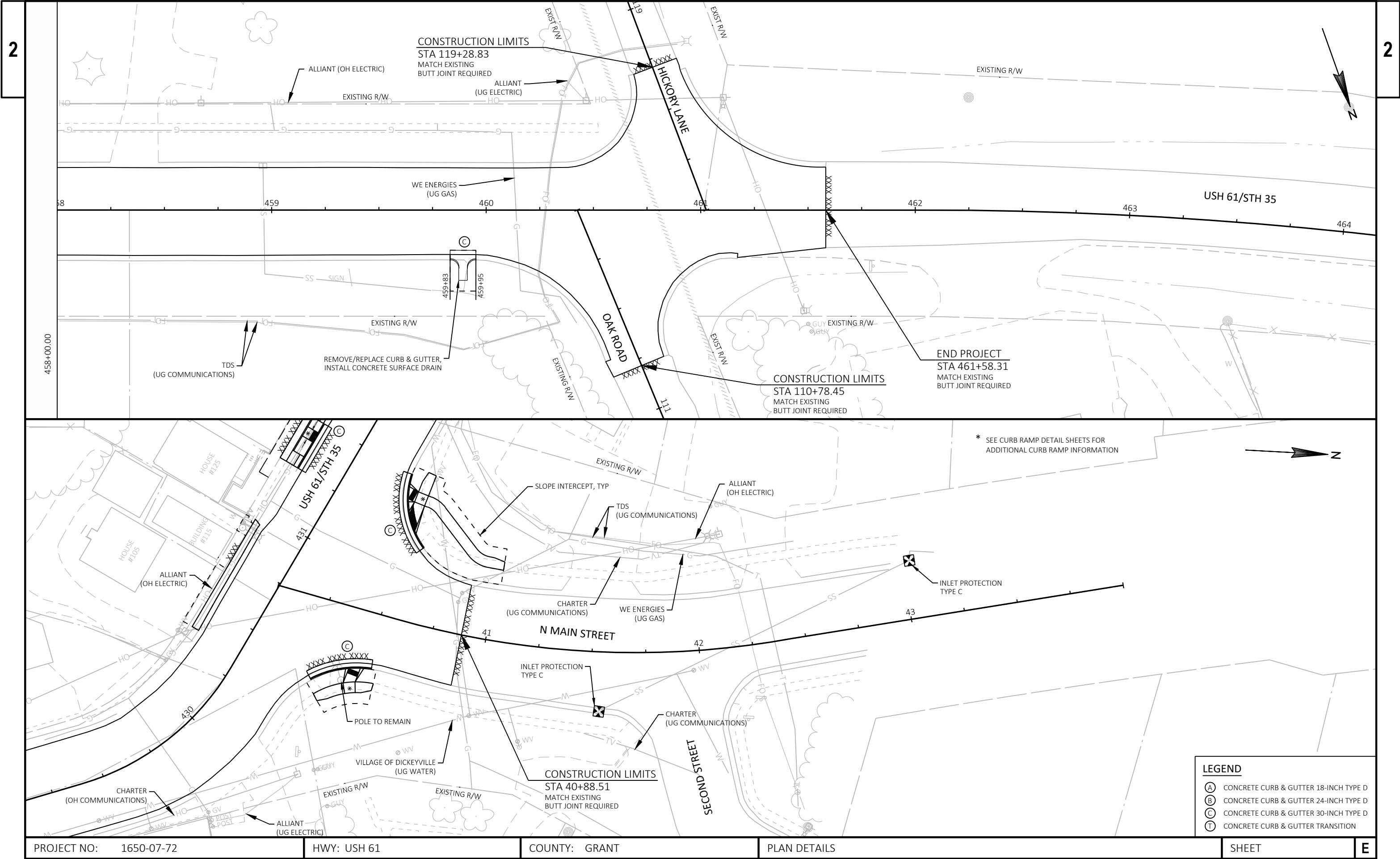
E

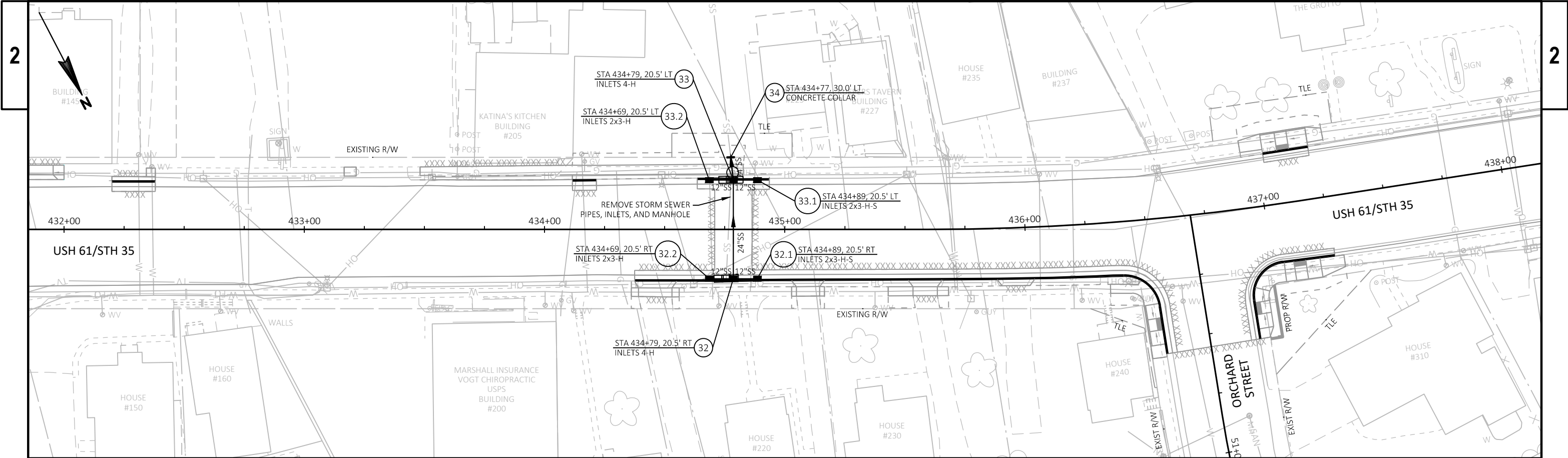


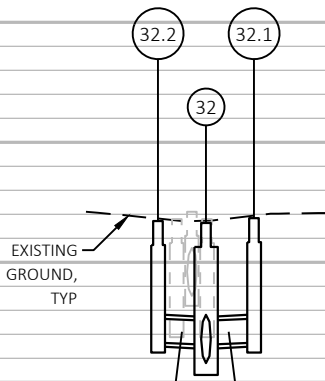
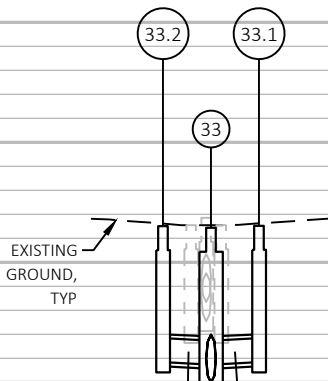
* SEE CURB RAMP DETAIL SHEETS FOR ADDITIONAL CURB RAMP INFORMATION

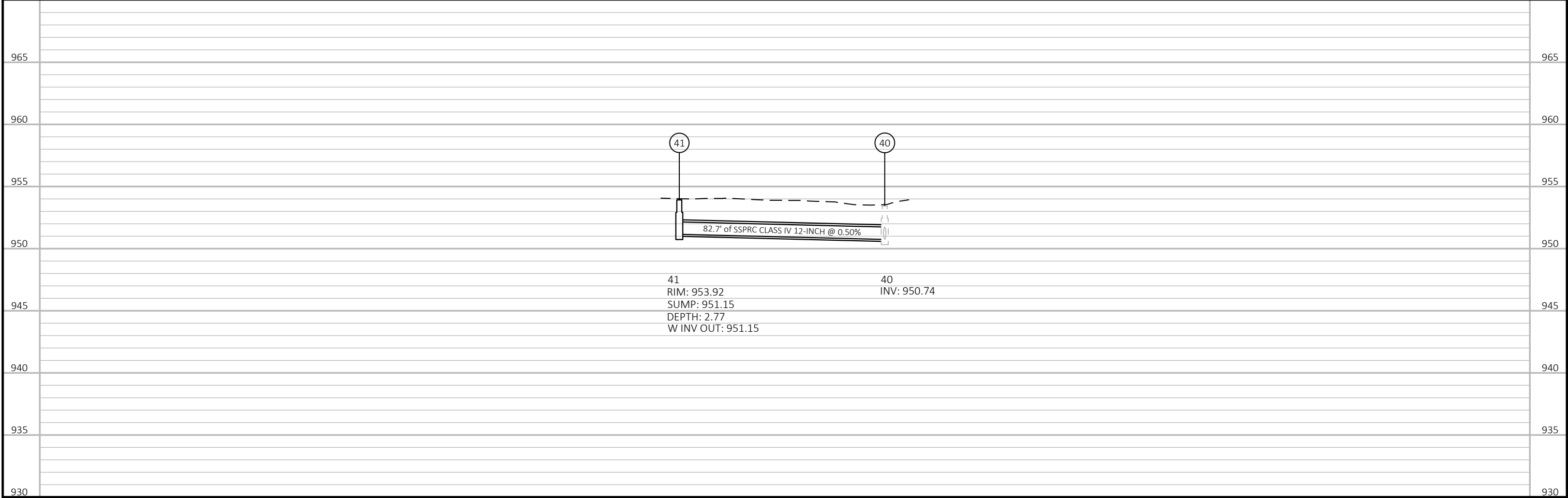
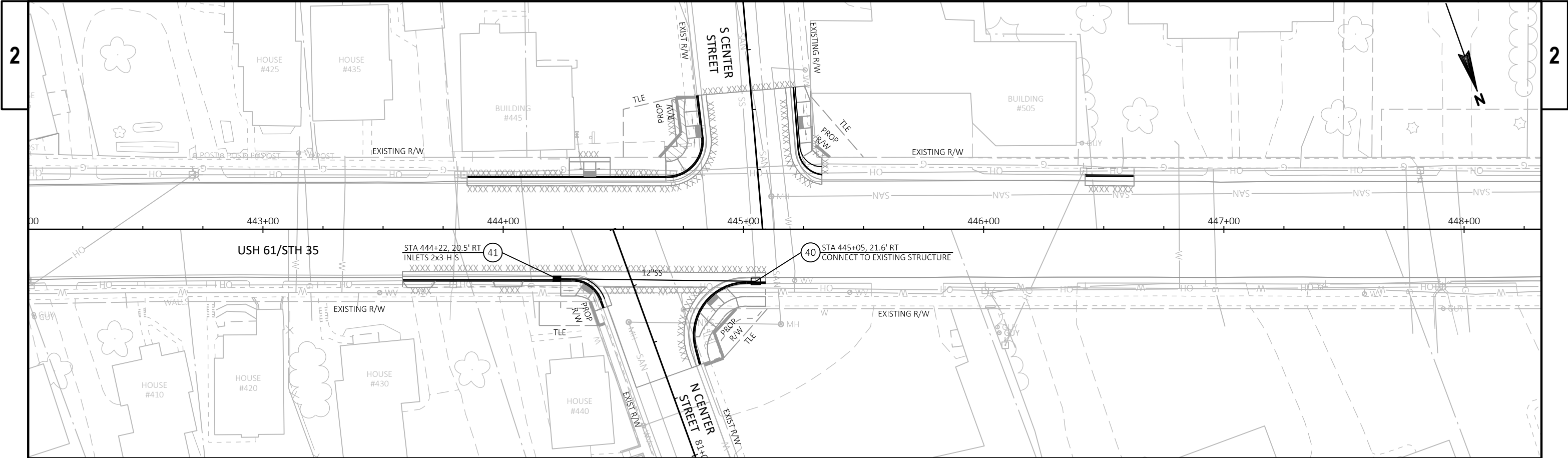




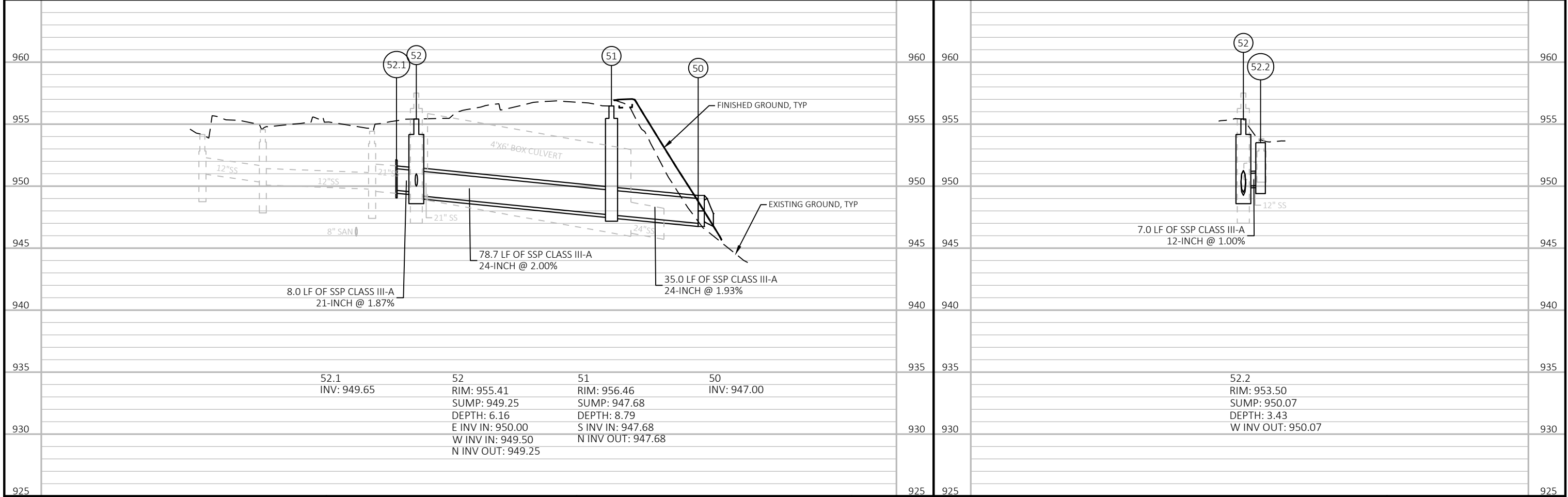
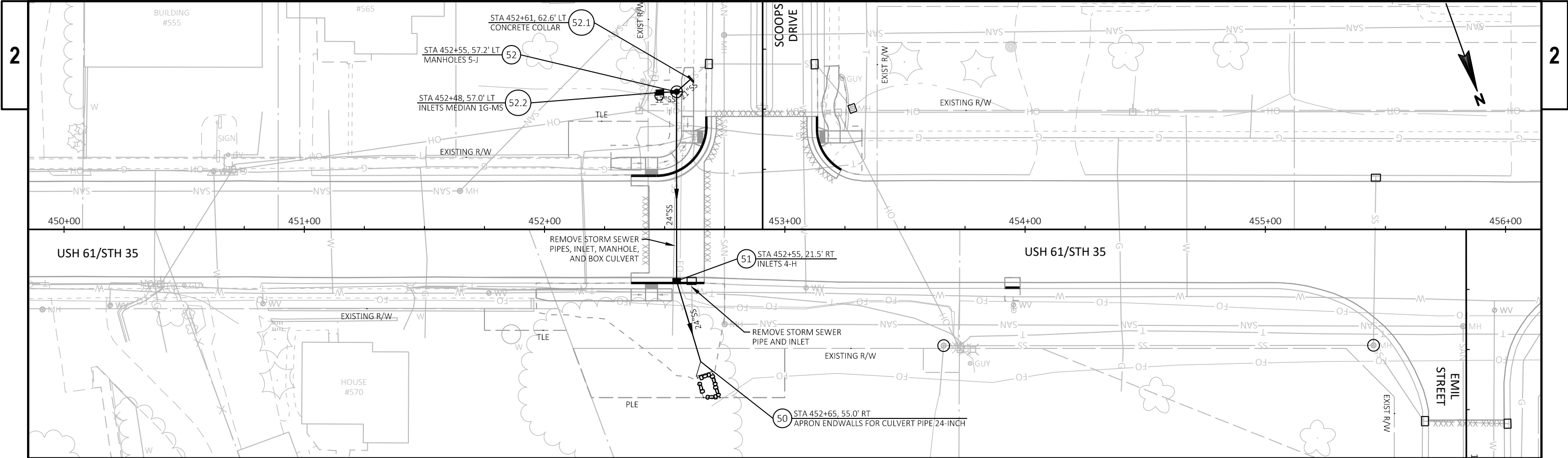




955			955	955			955	955			955
950			950	950			950	950			950
945			945	945			945	945			945
940			940	940			940	940			940
935	10.0 LF OF SSP CLASS III-A 12-INCH @ 1.00%		935	935	10.0 LF OF SSP CLASS III-A 12-INCH @ 1.00%		935	935	41.0 LF OF SSP CLASS III-A 24-INCH @ 2.00%		935
930			930	930			930	930	9.6 LF OF SSP CLASS III-A 24-INCH @ 9.62%		930
925	32.2 RIM: 946.72 SUMP: 941.66 DEPTH: 5.06 NW INV OUT: 941.66	32.1 RIM: 946.84 SUMP: 941.66 DEPTH: 5.18 SE INV OUT: 941.66	925	925	33.2 RIM: 946.51 SUMP: 940.84 DEPTH: 5.67 NW INV OUT: 940.84	33.1 RIM: 946.52 SUMP: 940.84 DEPTH: 5.68 SE INV OUT: 940.84	925	925	34 RIM: 946.44 SUMP: 939.99 DEPTH: 6.45 SE INV IN: 940.74 NW INV IN: 940.74 NE INV IN: 939.99 S INV OUT: 939.99	32 RIM: 946.64 SUMP: 940.81 DEPTH: 5.83 NW INV IN: 941.56 SE INV IN: 941.56 SW INV OUT: 940.81	925
920			920	920			920	920			920



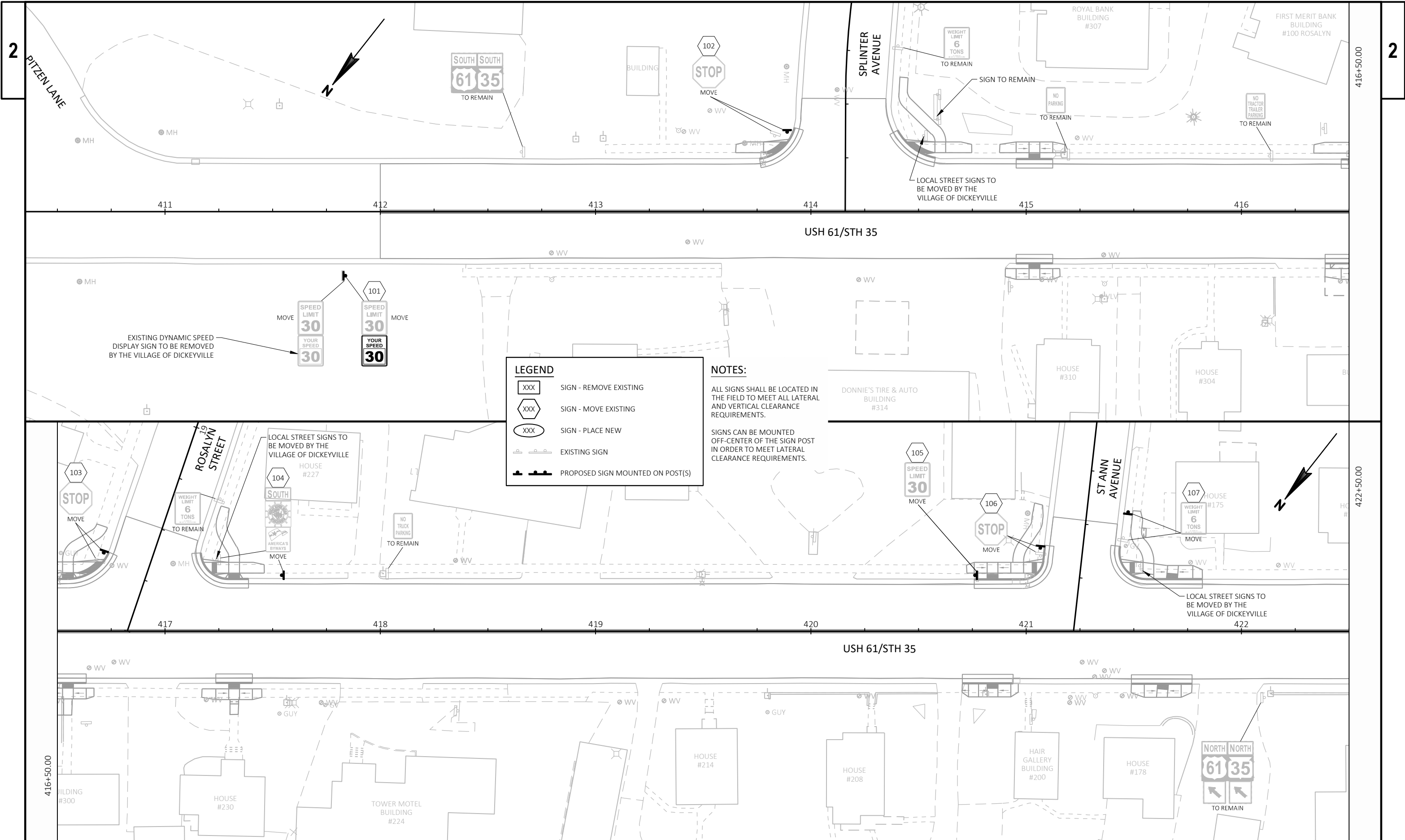
PROJECT NO: 1650-07-72	HWY: USH 61	COUNTY: GRANT	STORM SEWER	SHEET	E
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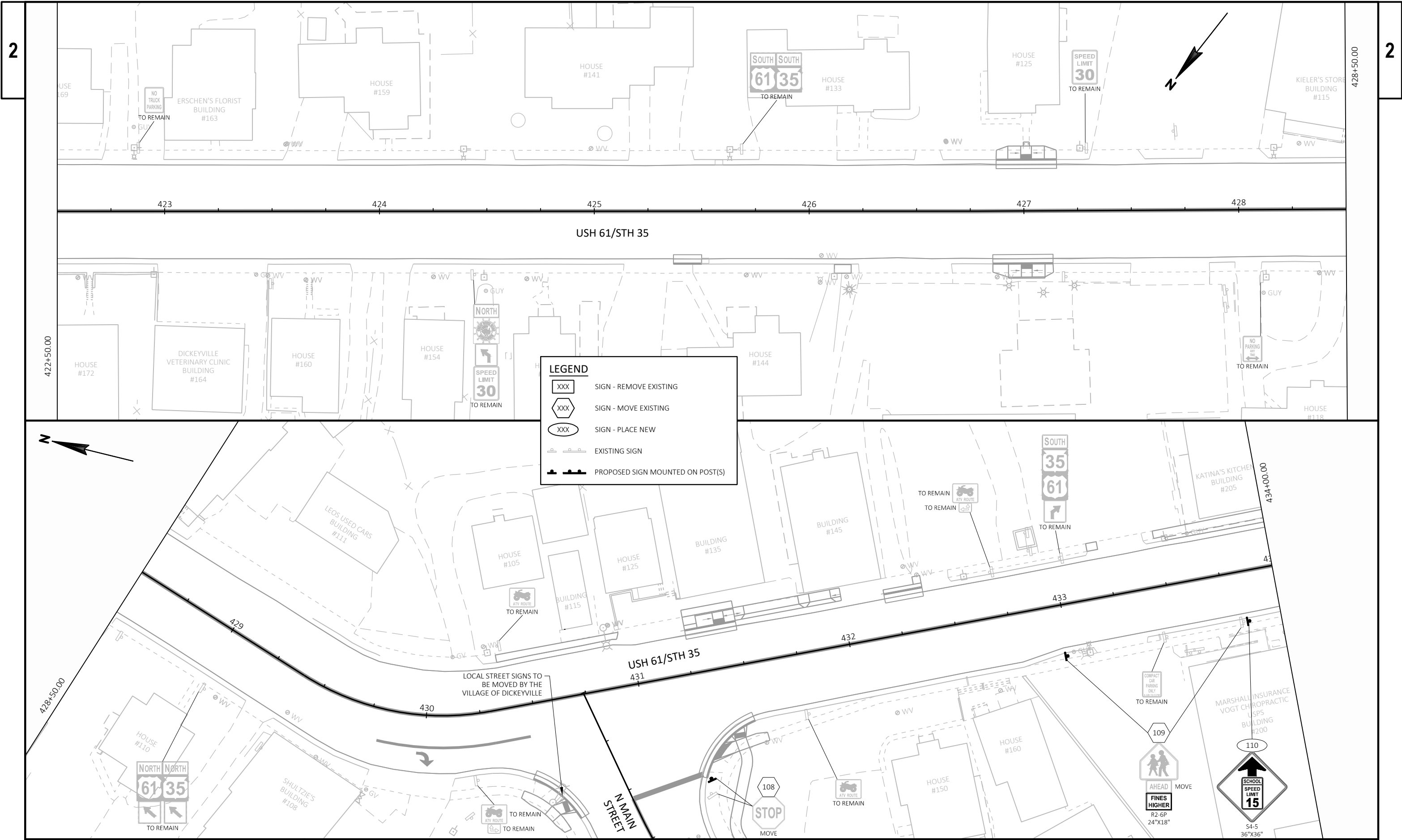


PROJECT NO:	1650-07-72	HWY:	USH 61	COUNTY:	GRANT	STORM SEWER	SHEET	E
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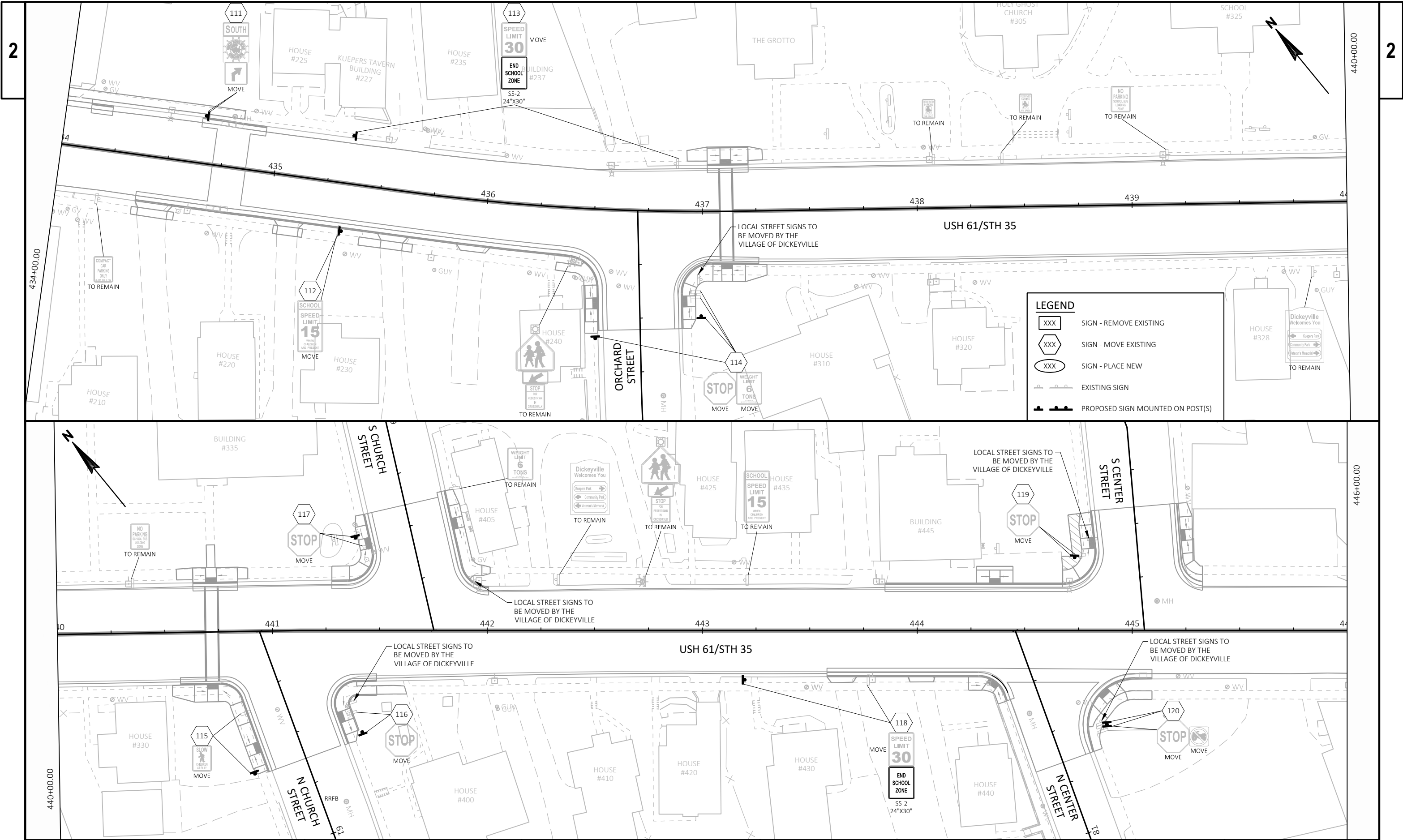
STORM SEWER SCHEDULE																
STRUCTURE NUMBER	STATION	OFFSET	LOCATION	TYPE	RIM/GRATE ELEVATION	STRUCTURE INV ELEV	TOTAL DEPTH	SUMP DEPTH	CONNECTING PIPES	PIPE DIRECTION	PIPE SIZE & TYPE	PIPE INVERT	PIPE ROUTE	PIPE LENGTH	PIPE SLOPE	REMARKS
32	434+78.59	20.50	RT	INLETS 4-H	946.64	940.81	5.83'	0.00'	32.1-32 IN 32.2-32 IN 32-33 OUT	NW SE SW	SSP CLASS III-A 12-INCH SSP CLASS III-A 12-INCH SSP CLASS III-A 24-INCH	941.56 941.56 940.81	FROM STR: 32.1 FROM STR: 32.2 TO STR: 33	-- -- 41.00'	-- -- 2.00%	
32.1	434+88.59	20.50	RT	INLETS 2X3-H-S	946.84	941.66	5.18'	0.00'	32.1-32 OUT	SE	SSP CLASS III-A 12-INCH	941.66	TO STR: 32	10.00'	1.00%	
32.2	434+68.59	20.50	RT	INLETS 2X3-H	946.72	941.66	5.06'	0.00'	32.2-32 OUT	NW	SSP CLASS III-A 12-INCH	941.66	TO STR: 32	10.00'	1.00%	
33	434+78.59	-20.50	LT	INLETS 4-H	946.44	939.99	6.45'	0.00'	33.2-33 IN 33.1-33 IN 32-33 IN 33-34 OUT	SE NW NE S	SSP CLASS III-A 12-INCH SSP CLASS III-A 12-INCH SSP CLASS III-A 24-INCH SSP CLASS III-A 24-INCH	940.74 940.74 939.99 939.99	FROM STR: 33.2 FROM STR: 33.1 FROM STR: 32 TO STR: 34	-- -- -- 9.56'	-- -- -- 9.62%	
33.1	434+88.59	-20.50	LT	INLETS 2X3-H-S	946.52	940.84	5.68'	0.00'	33.1-33 OUT	SE	SSP CLASS III-A 12-INCH	940.84	TO STR: 33	10.00'	1.00%	
33.2	434+68.59	-20.50	LT	INLETS 2X3-H	946.51	940.84	5.67'	0.00'	33.2-33 OUT	NW	SSP CLASS III-A 12-INCH	940.84	TO STR: 33	10.00'	1.00%	
34	434+77.48	-30.00	LT	CONCRETE COLLAR					33-34 IN	N	SSP CLASS III-A 24-INCH	939.07	FROM STR: 33	--	--	
40	445+05.09	21.62	RT	CONNECT TO EXISTING STRUCTURE					41-40 IN	E	SSPRC CLASS IV 12-INCH	950.74	FROM STR: 41	--	--	
41	444+22.37	20.50	RT	INLETS 2X3-H-S	953.92	951.15	2.77'	0.00'	41-40 OUT	W	SSPRC CLASS IV 12-INCH	951.15	TO STR: 40	82.73'	0.50%	
50	452+65.00	54.99	RT	APRON ENDWALLS FOR CULVERT PIPE 24-INCH					51-50 (1) IN	S	SSP CLASS III-A 24-INCH	947.00	FROM STR: 51	--	--	
51	452+54.98	21.50	RT	INLETS 4-H	956.46	947.68	8.79'	0.00'	52-51 IN 51-50 (1) OUT	S N	SSP CLASS III-A 24-INCH SSP CLASS III-A 24-INCH	947.68 947.68	FROM STR: 52 TO STR: 50	-- 34.96'	-- 1.93%	
52	452+54.95	-57.24	LT	MANHOLES 5-J	955.41	949.25	6.16'	0.00'	52.2-52 IN 52.1-52 IN 52-51 OUT	E W N	SSP CLASS III-A 12-INCH SSP CLASS III-A 21-INCH SSP CLASS III-A 24-INCH	950.00 949.50 949.25	FROM STR: 52.2 FROM STR: 52.1 TO STR: 51	-- -- 78.74'	-- -- 2.00%	
52.1	452+60.90	-62.59	LT	CONCRETE COLLAR					52.1-52 OUT	E	SSP CLASS III-A 21-INCH	949.65	TO STR: 52	8.00'	1.87%	
52.2	452+48.00	-57.00	LT	INLETS MEDIAN 1G-MS	953.50	950.07	3.43'	0.00'	52.2-52 OUT	W	SSP CLASS III-A 12-INCH	950.07	TO STR: 52	6.96'	1.00%	

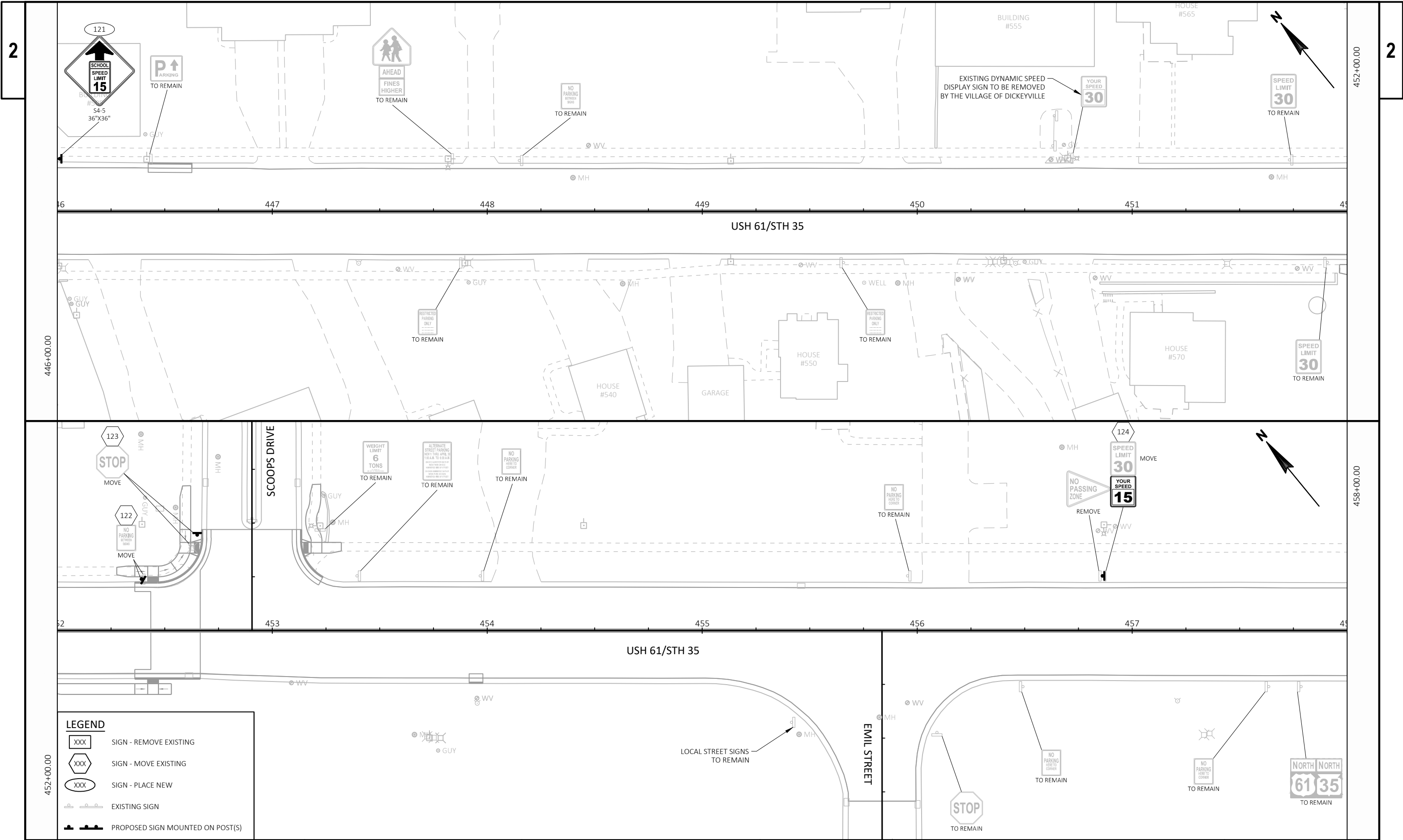
- NOTES:
- 1) GRATE ELEVATIONS SHOWN FOR TYPE H & H-S COVERS ARE DEPRESSED 0.08' FROM NORMAL GUTTER FLOW LINE ELEVATION.
 - 2) TOTAL DEPTH = RIM/GRATE ELEVATION - STRUCTURE INVERT ELEVATION.
 - 3) JOINT TIES ARE REQUIRED AT REINFORCED CONCRETE APRON ENDWALLS AND ADJOINING 2 SECTIONS OF STORM SEWER PIPE. JOINT TIES ARE INCIDENTAL TO REINFORCED CONCRETE PIPE, STORM SEWER.
 - 4) MANHOLES SHALL BE CONSTRUCTED IN A WAY THAT WILL ALLOW THE CASTING TO BE ALIGNED IN THE MIDDLE OF A LANE OR ON A LANE LINE.
 - 5) CONTRACTOR SHALL VERIFY EXISTING PIPE SIZES, MATERIALS AND INVERT ELEVATION WHEN CONNECTING NEW STORM SEWER INTO EXISTING PIPES PRIOR TO MANUFACTURING INLETS AND MANHOLES.
 - 6) STATION/ OFFSET OF STORM SEWER STRUCTURES ARE TO THE CENTER OF STRUCTURE EXCEPT FOR APRON ENDWALLS WHICH ARE TO PIPE END.





PROJECT NO: 1650-07-72	HWY: USH 61	COUNTY: GRANT	SIGNING PLAN	SHEET	E
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PROJECT NO: 1650-07-72

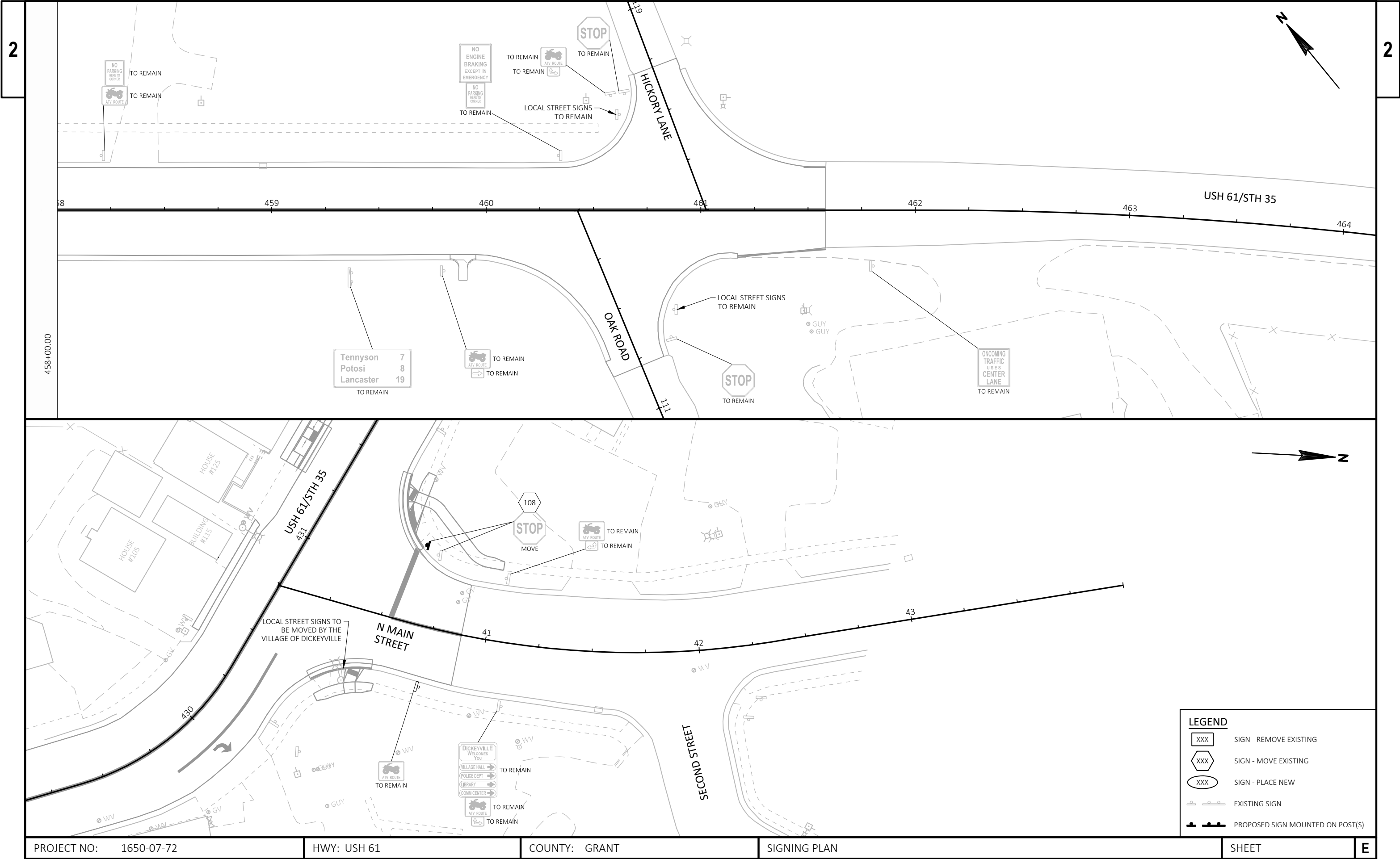
HWY: USH 61

COUNTY: GRANT

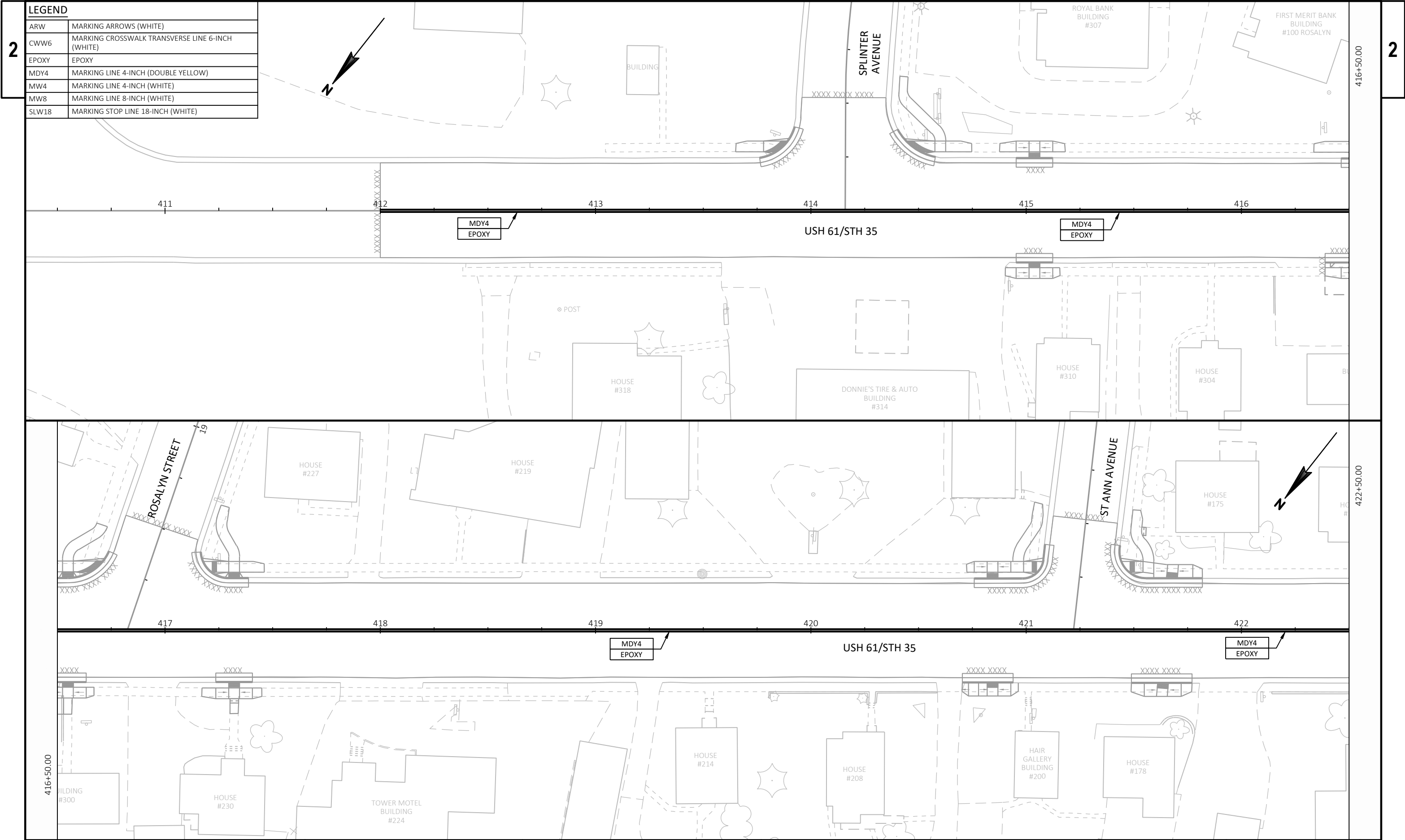
SIGNING PLAN

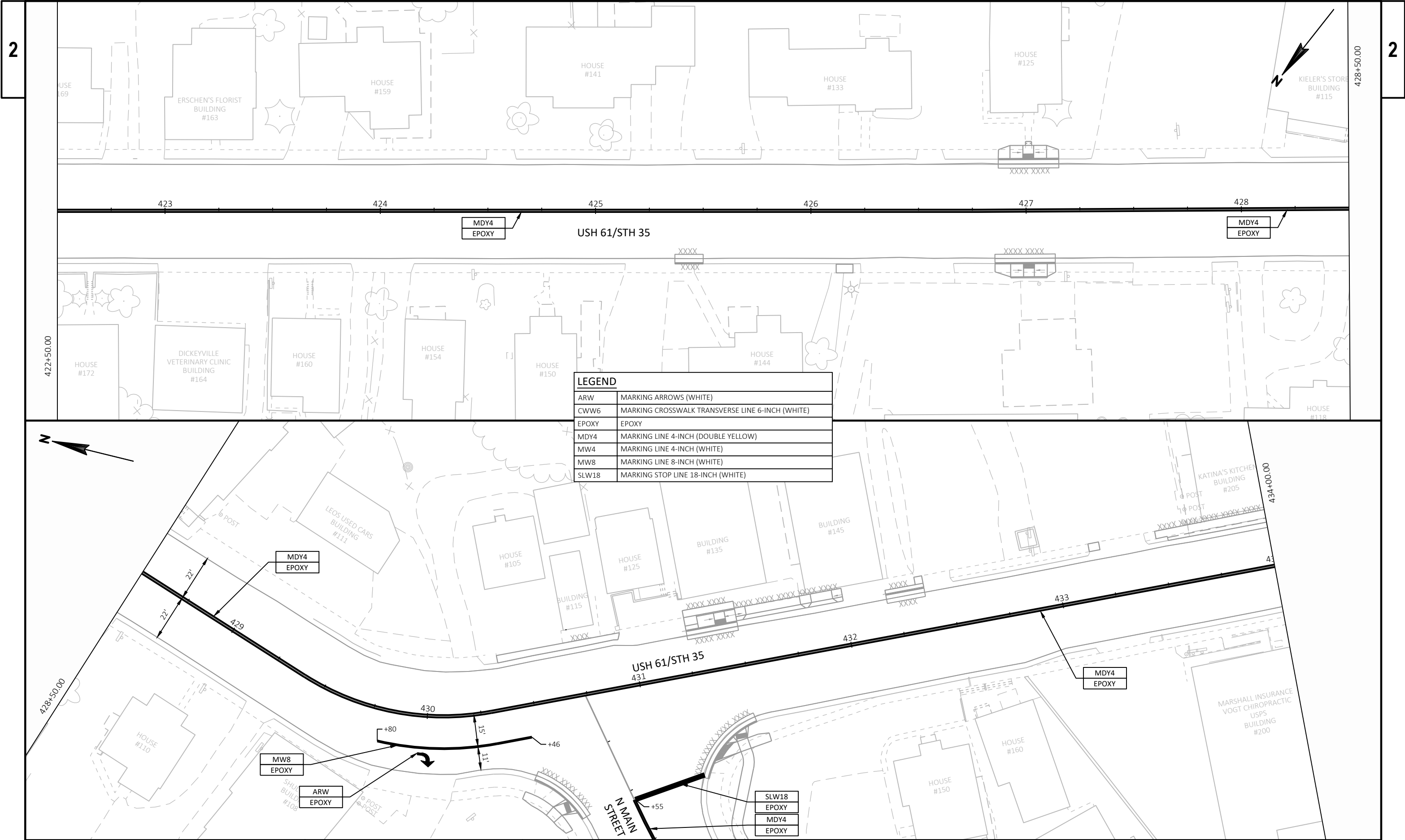
SHEET

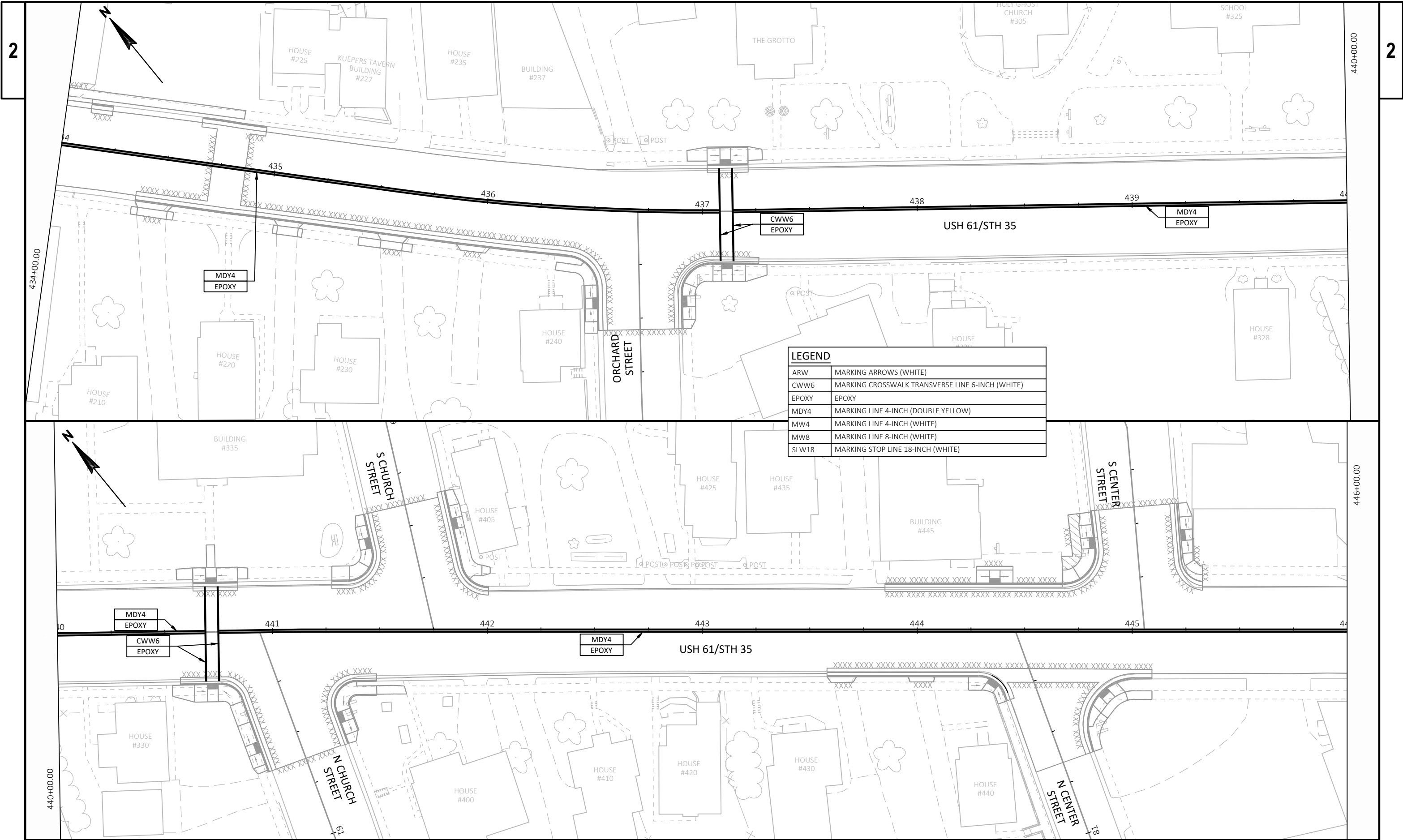
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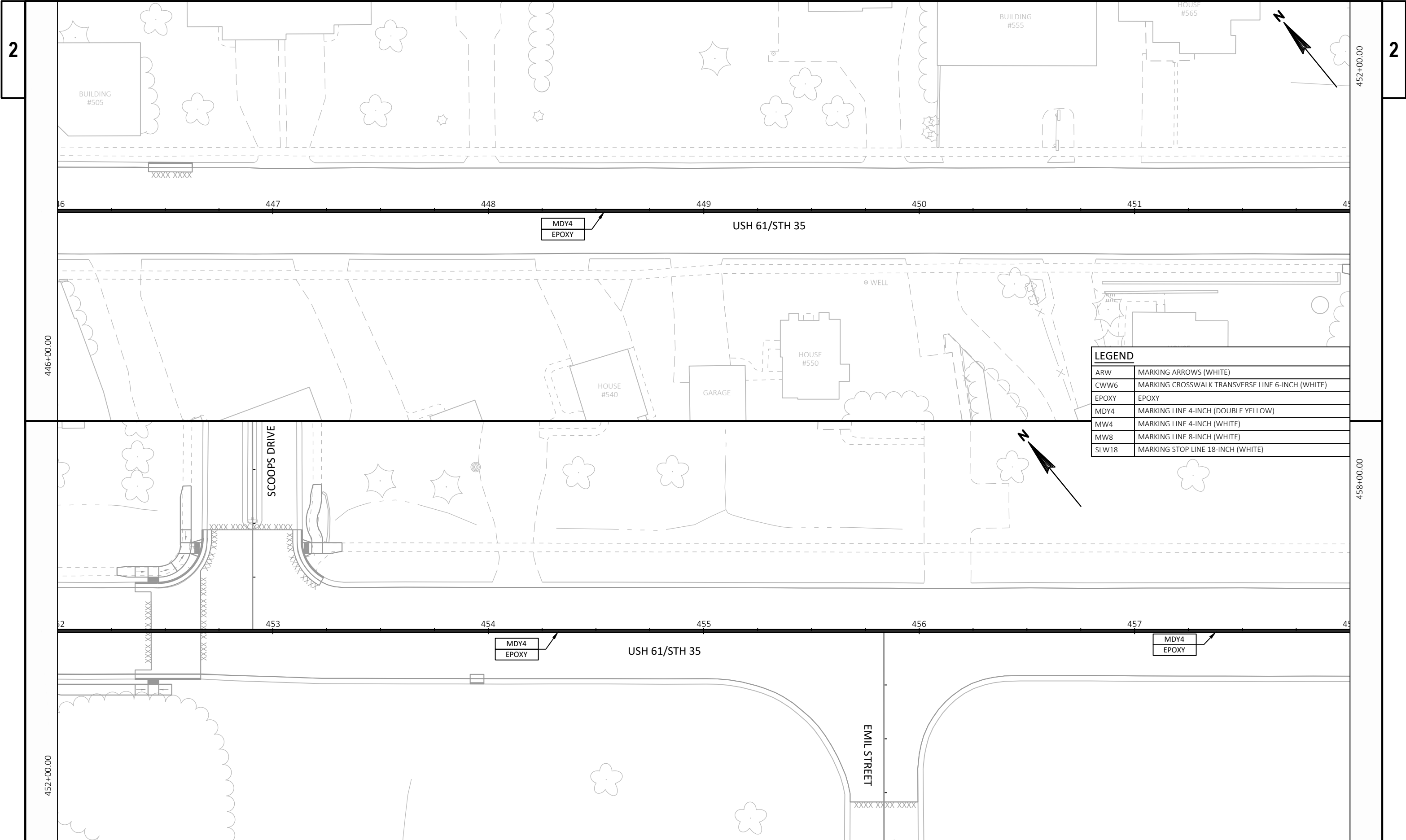


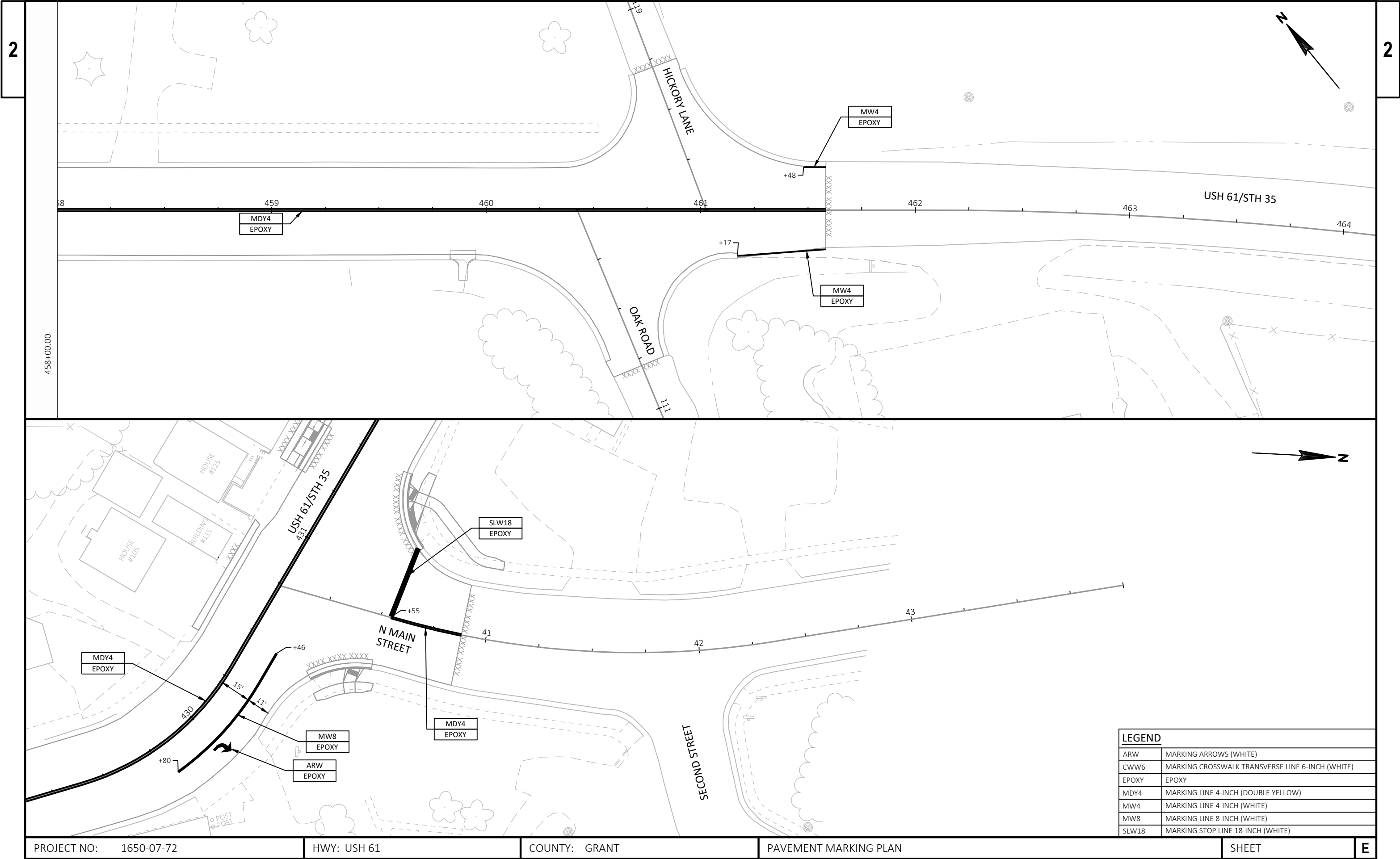
PROJECT NO: 1650-07-72	HWY: USH 61	COUNTY: GRANT	SIGNING PLAN	SHEET	E
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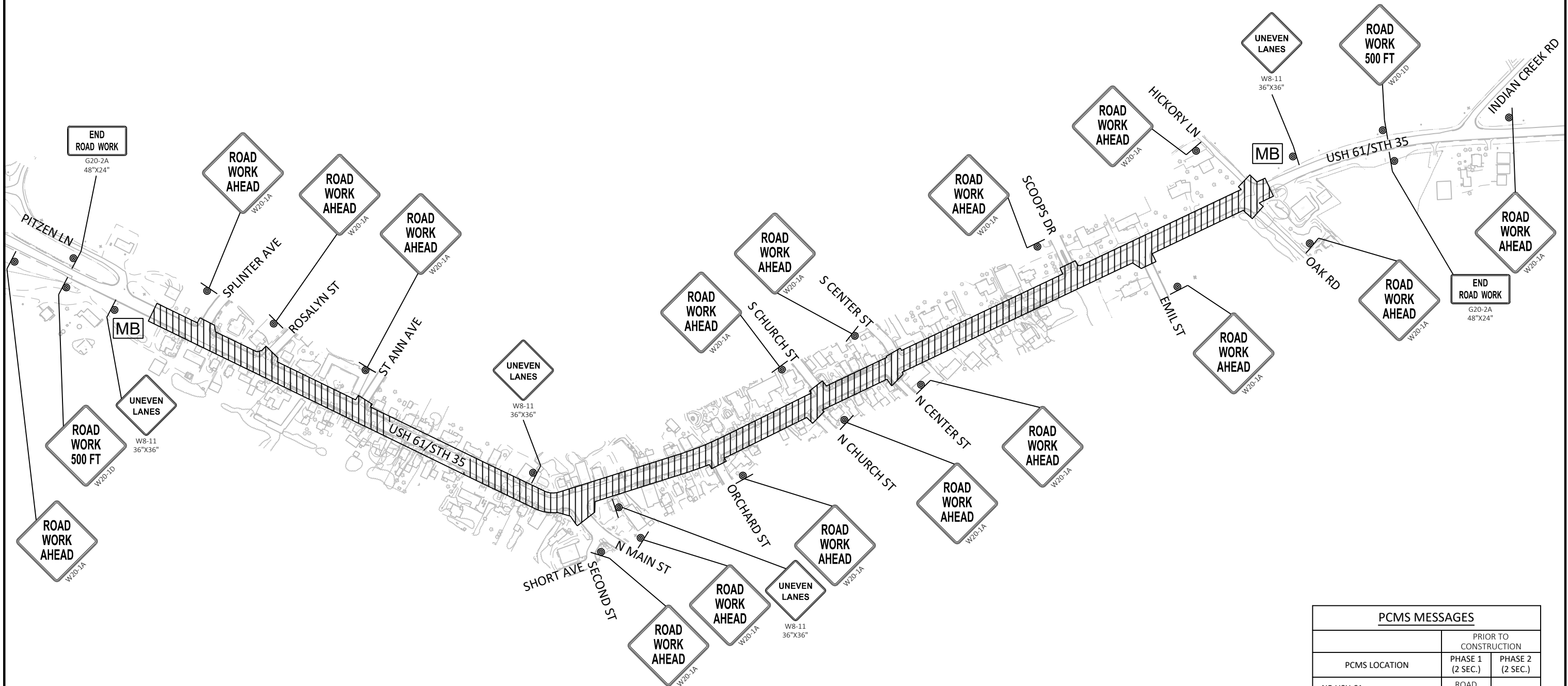
LEGEND	
ARW	MARKING ARROWS (WHITE)
CWW6	MARKING CROSSWALK TRANSVERSE LINE 6-INCH (WHITE)
EPOXY	EPOXY
MDY4	MARKING LINE 4-INCH (DOUBLE YELLOW)
MW4	MARKING LINE 4-INCH (WHITE)
MW8	MARKING LINE 8-INCH (WHITE)
SLW18	MARKING STOP LINE 18-INCH (WHITE)

NOTES:

- 1. REFER TO SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR DETAILS
- 2. REFER TO SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" FOR DETAILS
- 3. REFER TO SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR DETAILS

LEGEND

-  WORK AREA
-  TRAFFIC CONTROL SIGNS PCMS (SEE TABLE FOR MESSAGES. DATE XX SHALL BE CONSTRUCTION START DATE)



PCMS MESSAGES		
PCMS LOCATION	PRIOR TO CONSTRUCTION	
	PHASE 1 (2 SEC.)	PHASE 2 (2 SEC.)
NB USH 61 (SOUTH OF PROJECT LIMITS)	ROAD WORK BEGINS	DATE XX
SB USH 61 (NORTH OF PROJECT LIMITS)	ROAD WORK BEGINS	DATE XX

NOTES:

1. REFER TO SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR DETAILS.
2. TEMPORARY CROSSWALKS SHALL BE MOVED AS NEEDED TO PROVIDE CONTINUOUS PEDESTRIAN ACCESS THROUGHOUT THE PROJECT. TEMPORARY CROSSWALKS SHALL BE PROVIDED AT ALL TIMES FOR A MINIMUM OF ONE NORTH-SOUTH LEG OF THE INDICATED INTERSECTIONS AS DIRECTED BY THE FIELD ENGINEER.
3. POST MOUNTED SIGNS LOCATED NEAR OR ADJACENT TO THE SIDEWALK SHALL HAVE A 7-FT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE EXISTING OR NEW SIDEWALK.
4. SIDEWALK TO BE MAINTAINED ON ALL SIDEROADS AND ALONG USH 61 DURING STORM SEWER INSTALLATION. FURNISHING AND INSTALLATION OF TEMPORARY ASPHALTIC SURFACE AS NECESSARY TO MAINTAIN OR REPAIR SIDEWALK DISTURBED BY STORM SEWER INSTALLATION SHALL BE CONSIDERED INCIDENTAL TO OTHER ITEMS.
5. FURNISH AND INSTALL TEMPORARY CURB RAMPS WHEN EXISTING OR FINISHED CURB RAMPS ARE NOT IN PLACE.

LEGEND



WORK AREA



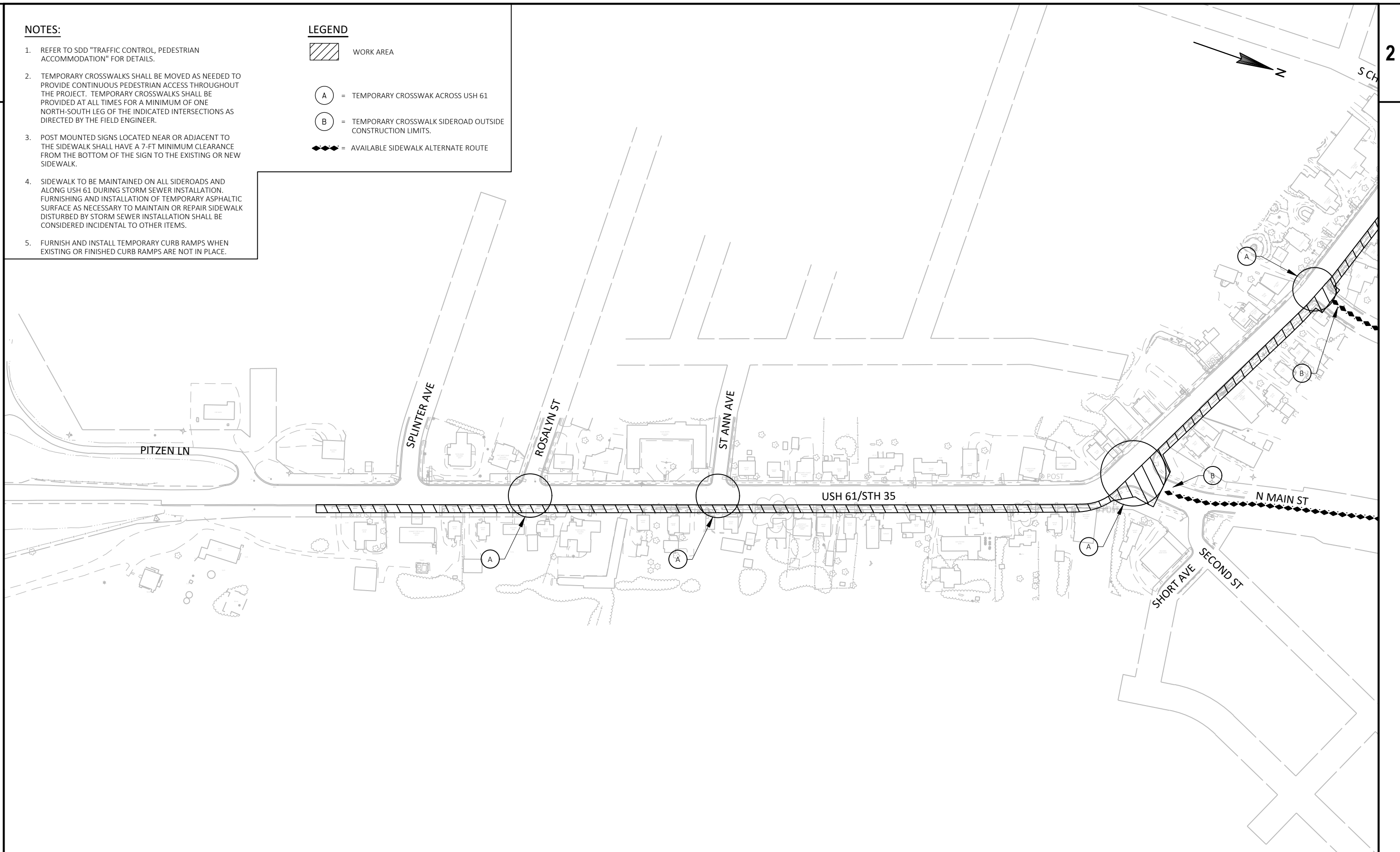
= TEMPORARY CROSSWAK ACROSS USH 61



= TEMPORARY CROSSWALK SIDEROAD OUTSIDE CONSTRUCTION LIMITS.



= AVAILABLE SIDEWALK ALTERNATE ROUTE



PROJECT NO: 1650-07-72

HWY: USH 61

COUNTY: GRANT

TRAFFIC CONTROL PLAN: PEDESTRIAN ACCESS - NORTH/EAST SIDEWALK CLOSURE

SHEET

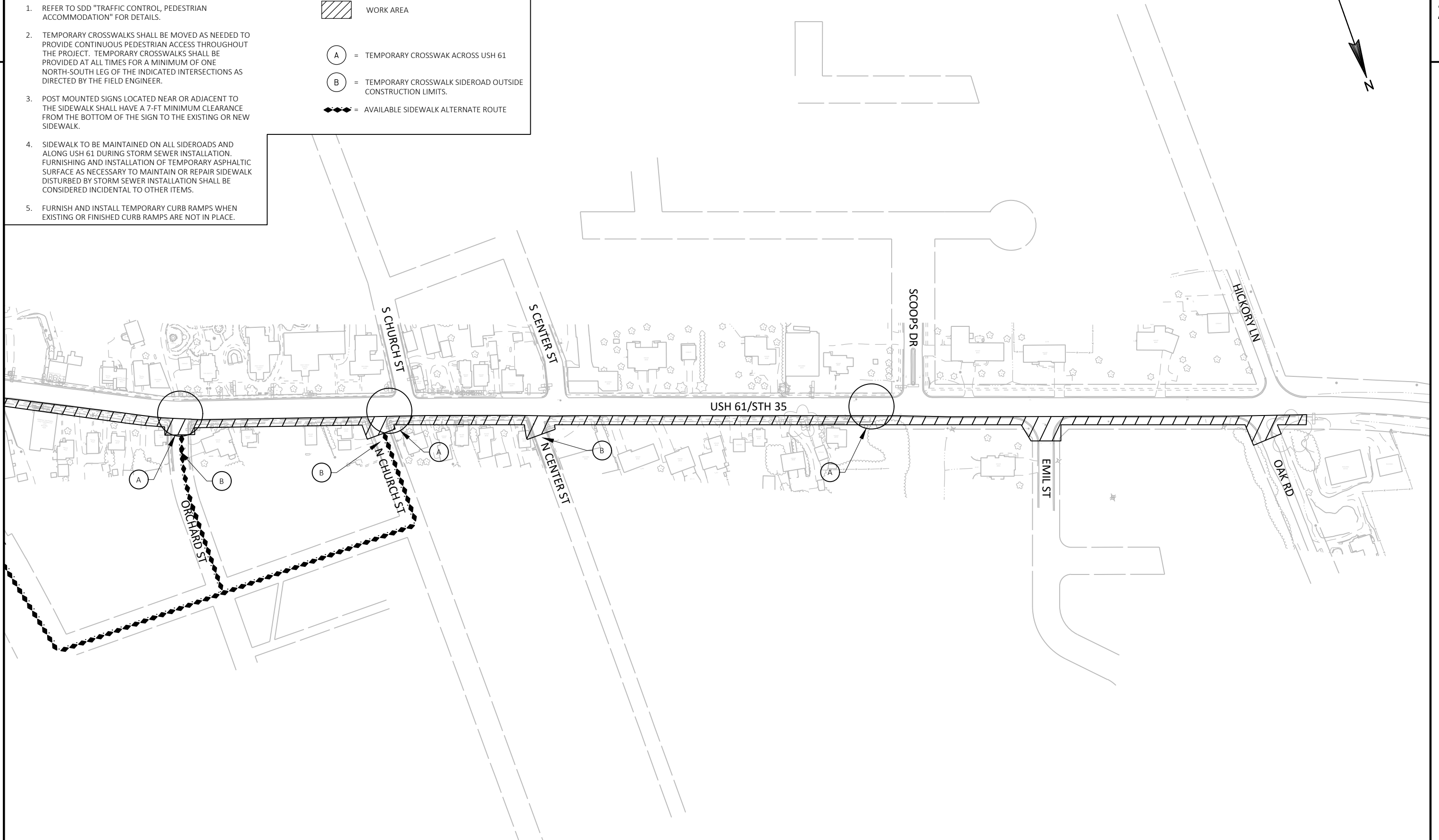
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NOTES:

- 1. REFER TO SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR DETAILS.
- 2. TEMPORARY CROSSWALKS SHALL BE MOVED AS NEEDED TO PROVIDE CONTINUOUS PEDESTRIAN ACCESS THROUGHOUT THE PROJECT. TEMPORARY CROSSWALKS SHALL BE PROVIDED AT ALL TIMES FOR A MINIMUM OF ONE NORTH-SOUTH LEG OF THE INDICATED INTERSECTIONS AS DIRECTED BY THE FIELD ENGINEER.
- 3. POST MOUNTED SIGNS LOCATED NEAR OR ADJACENT TO THE SIDEWALK SHALL HAVE A 7-FT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE EXISTING OR NEW SIDEWALK.
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- 5. FURNISH AND INSTALL TEMPORARY CURB RAMPS WHEN EXISTING OR FINISHED CURB RAMPS ARE NOT IN PLACE.

LEGEND

-  WORK AREA
-  = TEMPORARY CROSSWAK ACROSS USH 61
-  = TEMPORARY CROSSWALK SIDEROAD OUTSIDE CONSTRUCTION LIMITS.
-  = AVAILABLE SIDEWALK ALTERNATE ROUTE



NOTES:

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LEGEND

WORK AREA



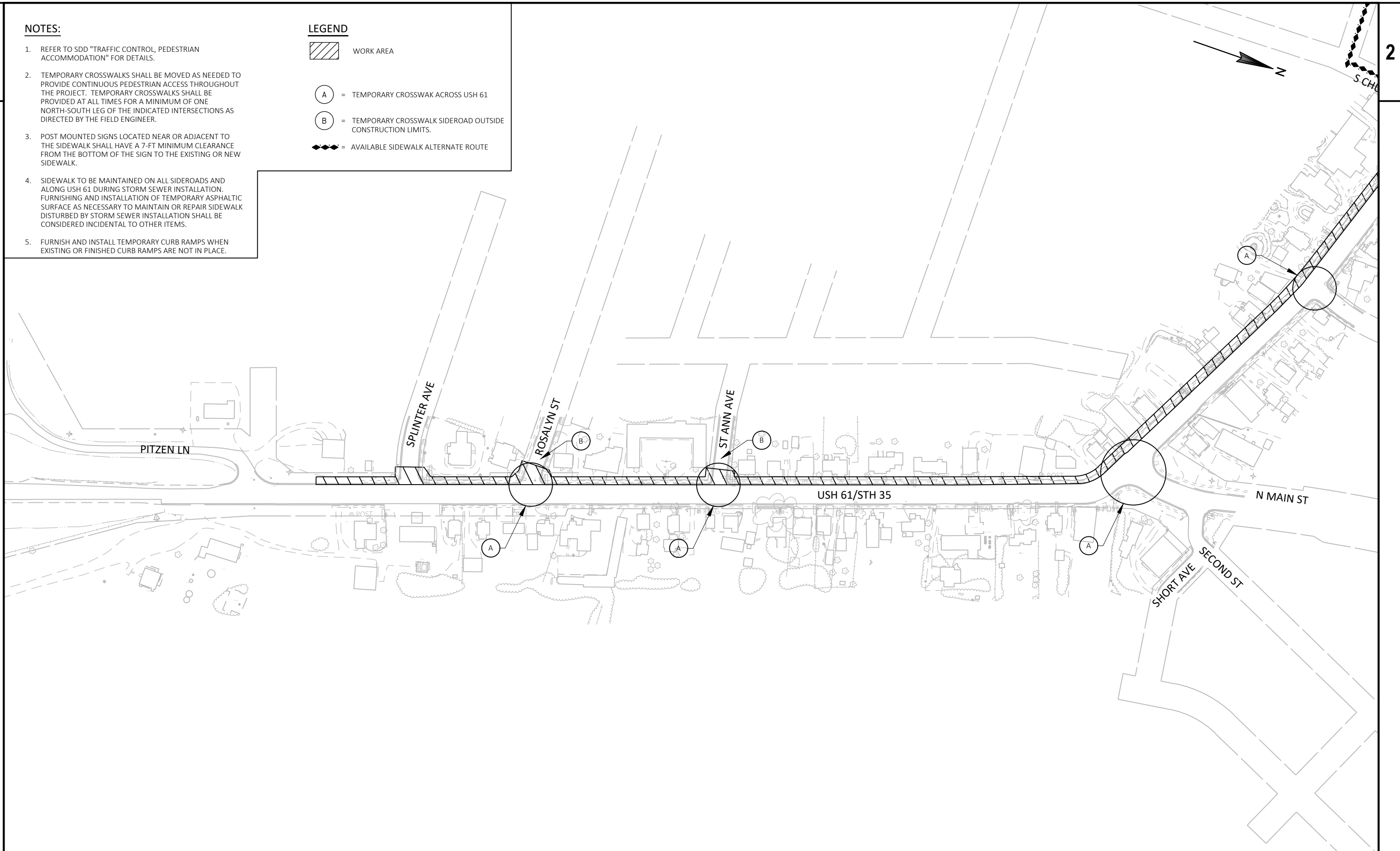
= TEMPORARY CROSSWAK ACROSS USH 61



= TEMPORARY CROSSWALK SIDEROAD OUTSIDE CONSTRUCTION LIMITS.



= AVAILABLE SIDEWALK ALTERNATE ROUTE



PROJECT NO: 1650-07-72

HWY: USH 61

COUNTY: GRANT

TRAFFIC CONTROL PLAN: PEDESTRIAN ACCESS - SOUTH/WEST SIDEWALK CLOSURE

SHEET

E

NOTES:

1. REFER TO SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR DETAILS.
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LEGEND

WORK AREA



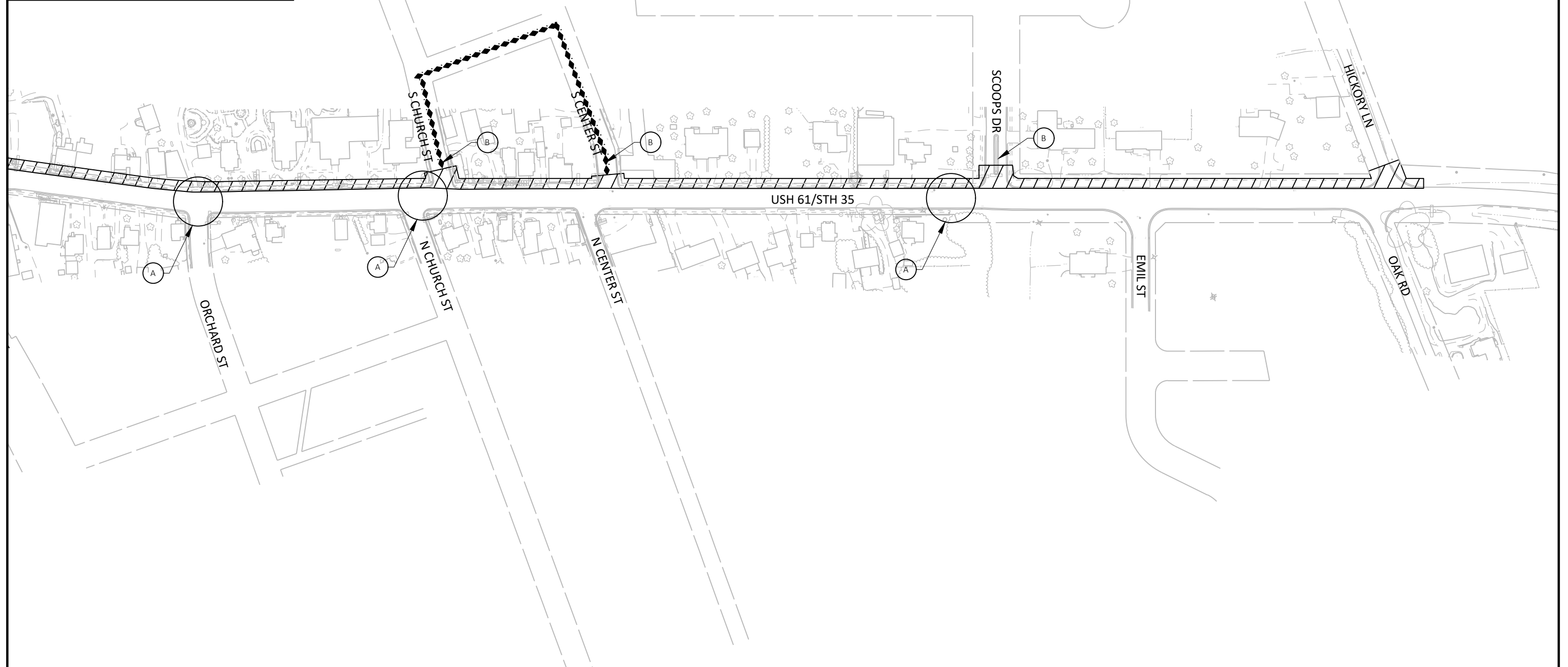
= TEMPORARY CROSSWAK ACROSS USH 61



= TEMPORARY CROSSWALK SIDEROAD OUTSIDE CONSTRUCTION LIMITS.



= AVAILABLE SIDEWALK ALTERNATE ROUTE



PROJECT NO: 1650-07-72

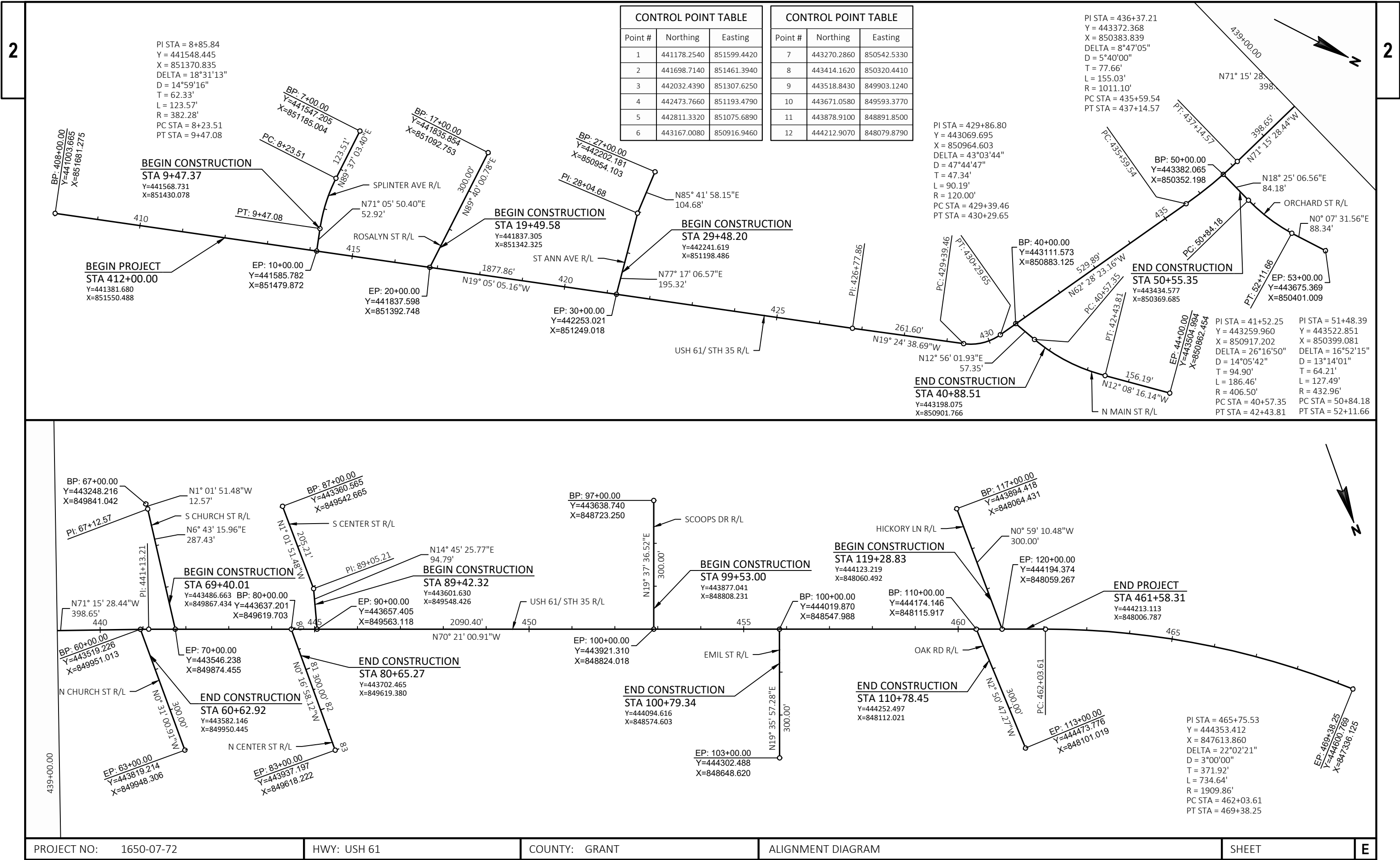
HWY: USH 61

COUNTY: GRANT

TRAFFIC CONTROL PLAN: PEDESTRIAN ACCESS - SOUTH/WEST SIDEWALK CLOSURE

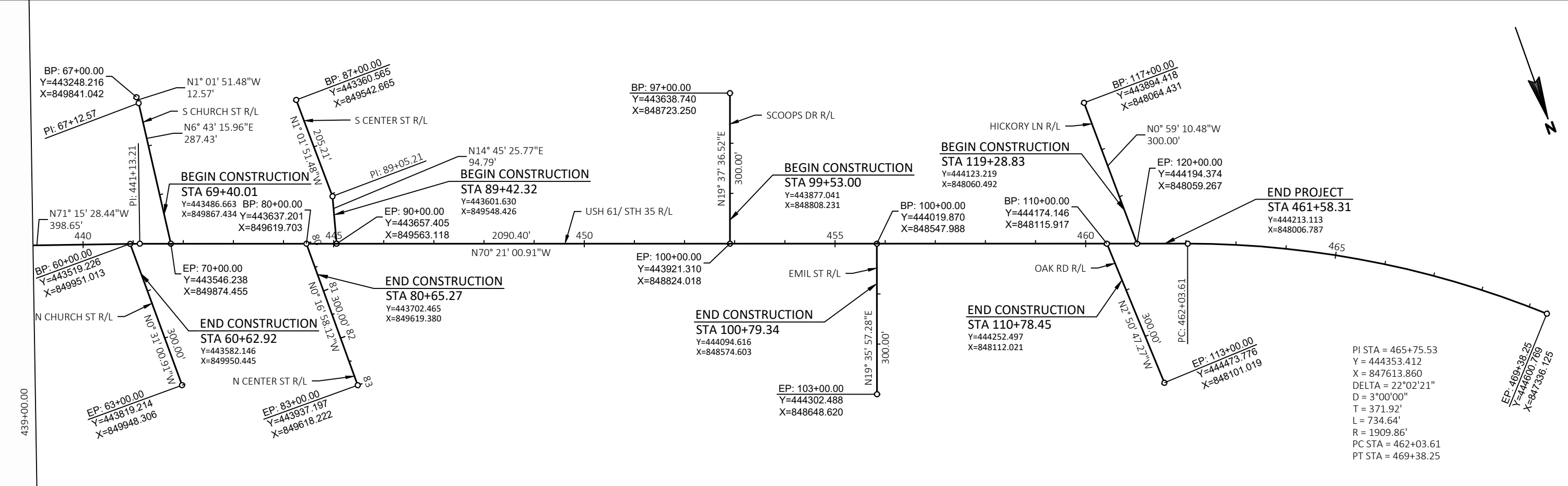
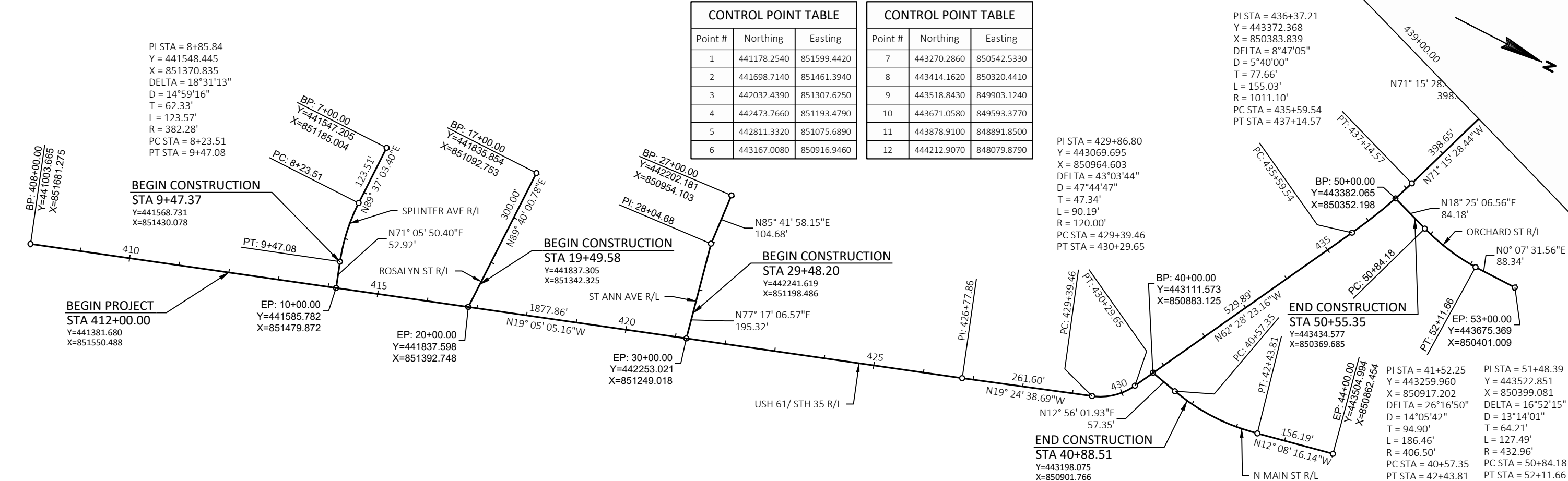
SHEET

E



CONTROL POINT TABLE		
Point #	Northing	Easting
1	441178.2540	851599.4420
2	441698.7140	851461.3940
3	442032.4390	851307.6250
4	442473.7660	851193.4790
5	442811.3320	851075.6890
6	443167.0080	850916.9460

CONTROL POINT TABLE		
Point #	Northing	Easting
7	443270.2860	850542.5330
8	443414.1620	850320.4410
9	443518.8430	849903.1240
10	443671.0580	849593.3770
11	443878.9100	848891.8500
12	444212.9070	848079.8790



Estimate Of Quantities

1650-07-72

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	2.000	2.000
0004	201.0205	Grubbing	STA	2.000	2.000
0006	203.0200	Removing Old Structure (station) 01. 452+54	LS	1.000	1.000
0008	204.0100	Removing Pavement	SY	450.000	450.000
0010	204.0110	Removing Asphaltic Surface	SY	340.000	340.000
0012	204.0115	Removing Asphaltic Surface Butt Joints	SY	120.000	120.000
0014	204.0120	Removing Asphaltic Surface Milling	SY	25,710.000	25,710.000
0016	204.0150	Removing Curb & Gutter	LF	1,015.000	1,015.000
0018	204.0155	Removing Concrete Sidewalk	SY	760.000	760.000
0020	204.0210	Removing Manholes	EACH	2.000	2.000
0022	204.0220	Removing Inlets	EACH	4.000	4.000
0024	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	30.000	30.000
0026	204.0245	Removing Storm Sewer (size) 02. 21-Inch	LF	15.000	15.000
0028	204.0245	Removing Storm Sewer (size) 03. 24-Inch	LF	65.000	65.000
0030	213.0100	Finishing Roadway (project) 01. 1650-07-72	EACH	1.000	1.000
0032	305.0110	Base Aggregate Dense 3/4-Inch	TON	280.000	280.000
0034	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	960.000	960.000
0036	416.0160	Concrete Driveway 6-Inch	SY	72.000	72.000
0038	416.0610	Drilled Tie Bars	EACH	228.000	228.000
0040	416.1010	Concrete Surface Drains	CY	1.000	1.000
0042	455.0605	Tack Coat	GAL	2,585.000	2,585.000
0044	460.2000	Incentive Density HMA Pavement	DOL	2,900.000	2,900.000
0046	460.6223	HMA Pavement 3 MT 58-28 S	TON	1,715.000	1,715.000
0048	460.6224	HMA Pavement 4 MT 58-28 S	TON	2,800.000	2,800.000
0050	465.0105	Asphaltic Surface	TON	195.000	195.000
0052	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	3.000	3.000
0054	520.1024	Apron Endwalls for Culvert Pipe 24-Inch	EACH	1.000	1.000
0056	520.8000	Concrete Collars for Pipe	EACH	2.000	2.000
0058	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	50.000	50.000
0060	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	990.000	990.000
0062	601.0600	Concrete Curb Pedestrian	LF	110.000	110.000
0064	602.0405	Concrete Sidewalk 4-Inch	SF	5,050.000	5,050.000
0066	602.0415	Concrete Sidewalk 6-Inch	SF	3,740.000	3,740.000
0068	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	370.000	370.000
0070	602.0615	Curb Ramp Detectable Warning Field Radial Natural Patina	SF	71.000	71.000
0072	602.1500	Concrete Steps	SF	21.000	21.000
0074	606.0200	Riprap Medium	CY	5.000	5.000
0076	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	83.000	83.000

Estimate Of Quantities

1650-07-72

Line	Item	Item Description	Unit	Total	Qty
0078	608.3012	Storm Sewer Pipe Class III-A 12-Inch	LF	47.000	47.000
0080	608.3021	Storm Sewer Pipe Class III-A 21-Inch	LF	8.000	8.000
0082	608.3024	Storm Sewer Pipe Class III-A 24-Inch	LF	165.000	165.000
0084	611.0530	Manhole Covers Type J	EACH	1.000	1.000
0086	611.0624	Inlet Covers Type H	EACH	5.000	5.000
0088	611.0639	Inlet Covers Type H-S	EACH	3.000	3.000
0090	611.0642	Inlet Covers Type MS	EACH	1.000	1.000
0092	611.2005	Manholes 5-FT Diameter	EACH	1.000	1.000
0094	611.3004	Inlets 4-FT Diameter	EACH	3.000	3.000
0096	611.3230	Inlets 2x3-FT	EACH	5.000	5.000
0098	611.3901	Inlets Median 1 Grate	EACH	1.000	1.000
0100	611.8115	Adjusting Inlet Covers	EACH	4.000	4.000
0102	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1650-07-72	EACH	1.000	1.000
0104	619.1000	Mobilization	EACH	1.000	1.000
0106	624.0100	Water	MGAL	17.400	17.400
0108	625.0100	Topsoil	SY	1,475.000	1,475.000
0110	628.1504	Silt Fence	LF	185.000	185.000
0112	628.1520	Silt Fence Maintenance	LF	185.000	185.000
0114	628.1905	Mobilizations Erosion Control	EACH	5.000	5.000
0116	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0118	628.2006	Erosion Mat Urban Class I Type A	SY	1,475.000	1,475.000
0120	628.7005	Inlet Protection Type A	EACH	1.000	1.000
0122	628.7010	Inlet Protection Type B	EACH	3.000	3.000
0124	628.7015	Inlet Protection Type C	EACH	36.000	36.000
0126	628.7570	Rock Bags	EACH	45.000	45.000
0128	629.0210	Fertilizer Type B	CWT	1.000	1.000
0130	630.0140	Seeding Mixture No. 40	LB	26.000	26.000
0132	630.0500	Seed Water	MGAL	25.000	25.000
0134	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	15.000	15.000
0136	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	10.000	10.000
0138	637.2210	Signs Type II Reflective H	SF	13.000	13.000
0140	637.2230	Signs Type II Reflective F	SF	18.000	18.000
0142	638.2102	Moving Signs Type II	EACH	23.000	23.000
0144	638.2602	Removing Signs Type II	EACH	1.000	1.000
0146	638.3000	Removing Small Sign Supports	EACH	22.000	22.000
0148	642.5201	Field Office Type C	EACH	1.000	1.000
0150	643.0300	Traffic Control Drums	DAY	18,425.000	18,425.000
0152	643.0410	Traffic Control Barricades Type II	DAY	3,060.000	3,060.000
0154	643.0420	Traffic Control Barricades Type III	DAY	580.000	580.000

Estimate Of Quantities

1650-07-72

Line	Item	Item Description	Unit	Total	Qty
0156	643.0705	Traffic Control Warning Lights Type A	DAY	3,640.000	3,640.000
0158	643.0900	Traffic Control Signs	DAY	6,174.000	6,174.000
0160	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0162	643.5000	Traffic Control	EACH	1.000	1.000
0164	644.1430	Temporary Pedestrian Surface Plate	SF	360.000	360.000
0166	644.1601	Temporary Pedestrian Curb Ramp	DAY	900.000	900.000
0168	645.0120	Geotextile Type HR	SY	24.000	24.000
0170	646.1020	Marking Line Epoxy 4-Inch	LF	52.000	52.000
0172	646.3020	Marking Line Epoxy 8-Inch	LF	73.000	73.000
0174	646.4520	Marking Line Same Day Epoxy 4-Inch	LF	9,970.000	9,970.000
0176	646.5020	Marking Arrow Epoxy	EACH	1.000	1.000
0178	646.6120	Marking Stop Line Epoxy 18-Inch	LF	35.000	35.000
0180	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	175.000	175.000
0182	649.0105	Temporary Marking Line Paint 4-Inch	LF	9,920.000	9,920.000
0184	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	1,133.000	1,133.000
0186	650.4000	Construction Staking Storm Sewer	EACH	10.000	10.000
0188	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,565.000	1,565.000
0190	650.8000	Construction Staking Resurfacing Reference	LF	4,958.000	4,958.000
0192	650.9000	Construction Staking Curb Ramps	EACH	41.000	41.000
0194	650.9910	Construction Staking Supplemental Control (project) 01. 1650-07-72	LS	1.000	1.000
0196	690.0150	Sawing Asphalt	LF	1,825.000	1,825.000
0198	690.0250	Sawing Concrete	LF	1,760.000	1,760.000
0200	740.0440	Incentive IRI Ride	DOL	3,756.000	3,756.000
0202	SPV.0060	Special 01. Connect to Existing Storm Sewer Structure	EACH	1.000	1.000
0204	SPV.0060	Special 02. Grading and Shaping Storm Sewer Pipe and Apron Endwall	EACH	1.000	1.000
0206	SPV.0060	Special 03. Radar Driver Feedback Sign	EACH	2.000	2.000
0208	SPV.0060	Special 04. Pole Mounted Snowflake Decoration	EACH	20.000	20.000
0210	SPV.0060	Special 05. Adjusting Sanitary Sewer Manhole	EACH	7.000	7.000
0212	SPV.0060	Special 06. Adjusting Water Valve Box	EACH	18.000	18.000
0214	SPV.0090	Special 01. Concrete Curb & Gutter 24-Inch Type D	LF	525.000	525.000
0216	SPV.0090	Special 02. Removing Asphalt from Curb & Gutter Pan	LF	1,350.000	1,350.000
0218	SPV.0090	Special 03. Removing HMA Pavement Notched Wedge Longitudinal Joint Milling	LF	4,958.000	4,958.000
0220	SPV.0180	Special 01. Preparing Topsoil for Lawn Type Turf	SY	1,475.000	1,475.000

CLEARING AND GRUBBING ITEMS

		201.0105	201.0205
		CLEARING	GRUBBING
STATION - STATION	LOCATION	STA	STA
CATEGORY CODE 0010			
452+00 - 453+00	RT	1	1
29+00 - 30+00	LT	1	1
TOTALS		2	2

REMOVING OLD STRUCTURE

203.0200			
STATION	LOCATION	LS	COMMENTS
CATEGORY CODE 0010			
452+54	LT & RT	1	REMOVE 4'X6' BOX CULVERT
TOTAL		1	

REMOVING ITEMS

	204.0100	204.0110	204.0115	204.0120	204.0150	204.0155	SPV.0090.02	SPV.0090.03	
	REMOVING	REMOVING	REMOVING	REMOVING	REMOVING	REMOVING	REMOVING	REMOVING	
	PAVEMENT	ASPHALTIC	ASPHALTIC	ASPHALTIC	CURB &	CONCRETE	ASPHALT	PAVEMENT	
		SURFACE	SURFACE	SURFACE	GUTTER	SIDEWALK	FROM CURB &	WEDGE LONGITUDINAL	
			BUTT JOINTS	MILLING			GUTTER PAN	JOINT MILLING	
LOCATION	SY	SY	SY	SY	LF	SY	LF	LF	COMMENTS
CATEGORY CODE 0010									
412+00 - 461+58, LT & RT	--	--	120	19,955	--	--	1,350	4,958	MAINLINE & SIDEROAD MILLING LIMITS
USH 61 / SPLINTER AVE	--	19	--	--	80	60	--	--	CURB RAMP REPLACEMENT
USH 61 / ROSALYN ST	1	25	--	--	104	84	--	--	CURB RAMP REPLACEMENT
USH 61 / ST ANN AVE	--	34	--	--	145	85	--	--	CURB RAMP REPLACEMENT
426+85 - 427+15, LT & RT	--	13	--	--	56	28	--	--	CURB RAMP ADDITION
USH 61 / MAIN ST	9	21	--	--	90	66	--	--	CURB RAMP REPLACEMENT
434+64 - 434+94, LT & RT	89	--	--	--	--	4	--	--	STORM SEWER REPLACEMENT
USH 61 / ORCHARD ST	16	20	--	--	82	66	--	--	CURB RAMP REPLACEMENT
USH 61 / CHURCH ST	25	42	--	--	174	119	--	--	CURB RAMP REPLACEMENT
USH 61 / CENTER ST	61	76	--	--	110	68	--	--	CURB RAMP REPLACEMENT & STORM SEWER ADDITION
USH 61 / SCOOPS DR	51	74	--	--	104	57	--	--	CURB RAMP & STORM SEWER REPLACEMENT
UNDISTRIBUTED	198	16	--	--	70	123	--	--	VARIOUS SIDEWALK AND CURB & GUTTER REPLACEMENTS
CATEGORY CODE 0010 SUBTOTALS	450	340	120	19,955	1,015	760	1,350	4,958	
CATEGORY CODE 0030									
412+00 - 461+58, LT & RT	--	--	--	5,755	--	--	--	--	PARKING LANE
CATEGORY CODE 0030 SUBTOTALS	--	--	--	5,755	--	--	--	--	
TOTALS	450	340	120	25,710	1,015	760	1,350	4,958	

REMOVING STORM SEWER ITEMS

		204.0210	204.0220	204.0245.01	204.0245.02	204.0245.03		
		REMOVING	REMOVING	REMOVING	REMOVING	REMOVING		
		MANHOLES	INLETS	STORM SEWER	STORM SEWER	STORM SEWER		
				12-INCH	21-INCH	24-INCH		
STATION - STATION	LOCATION	EACH	EACH	LF	LF	LF	COMMENTS	
CATEGORY CODE 0010								
434+73 - 434+81	LT & RT	1	2	--	--	51	--	
452+53 - 452+61	LT & RT	1	1	8	15	14	BOX CULVERT PAID SEPARATELY	
452+61	RT	--	1	22	--	--	--	
TOTALS		2	4	30	15	65		

BASE AGGREGATE DENSE AND WATER ITEMS

	305.0110	305.0120	624.0100	
	BASE AGGREGATE	BASE AGGREGATE	WATER	
	DENSE	DENSE		
	3/4-INCH	1 1/4-INCH		
LOCATION	TON	TON	MGAL	COMMENTS
CATEGORY CODE 0010				
USH 61 / SPLINTER AVE	23	41	0.9	CURB RAMP REPLACEMENT
USH 61 / ROSALYN ST	35	54	1.3	CURB RAMP REPLACEMENT
USH 61 / ST ANN AVE	31	75	1.5	CURB RAMP REPLACEMENT
426+85 - 427+15, LT & RT	10	29	0.5	CURB RAMP ADDITION
USH 61 / MAIN ST	22	49	1.0	CURB RAMP REPLACEMENT
434+64 - 434+94, LT & RT	1	71	1.0	STORM SEWER REPLACEMENT
USH 61 / ORCHARD ST	26	63	1.2	CURB RAMP REPLACEMENT
USH 61 / CHURCH ST	42	121	2.3	CURB RAMP REPLACEMENT
USH 61 / CENTER ST	26	127	2.2	CURB RAMP REPLACEMENT & STORM SEWER ADDITION
USH 61 / SCOOPS DR	26	123	2.1	CURB RAMP & STORM SEWER REPLACEMENT
UNDISTRIBUTED	38	207	3.4	VARIOUS SIDEWALK AND CURB & GUTTER REPLACEMENTS
TOTALS	280	960	17.4	

BASE AGGREGATE DENSE 3/4-INCH WEIGHT CALCULATIONS BASED ON 2.1 TONS/CY.
BASE AGGREGATE DENSE 1 1/4-INCH WEIGHT CALCULATIONS BASED ON 2.0 TONS/CY.

ALL ITEMS ARE CATEGORY CODE 0010
UNLESSS OTHERWISE NOTED

CONCRETE DRIVEWAY 6-INCH

		416.0160
STATION	LOCATION	SY
CATEGORY CODE 0010		
416+47	RT	1
431+26 - 431+50	LT	9
431+67	LT	18
431+90	LT	7
434+46	RT	11
435+10	RT	8
435+58	RT	8
435+95	RT	4
443+65	RT	3
444+02	RT	3
TOTAL		72

DRILLED TIE BARS

416.0610		
LOCATION	EACH	COMMENTS
CATEGORY CODE 0010		
USH 61 / SPLINTER AVE	24	--
USH 61 / ROSALYN ST	24	--
USH 61 / ST ANN AVE	21	--
426+85 - 427+15, LT & RT	12	--
USH 61 / MAIN ST	18	--
434+64 - 434+94, LT	6	--
USH 61 / ORCHARD ST	15	--
USH 61 / CHURCH ST	30	--
USH 61 / CENTER ST	24	--
USH 61 / SCOOPS DR	18	--
UNDISTRIBUTED	36	VARIOUS CURB & GUTTER REPLACEMENTS
TOTAL	228	

CONCRETE SURFACE DRAINS

		416.1010
STATION	LOCATION	CY
CATEGORY CODE 0010		
459+89	RT	1.0
TOTAL		1.0

ASPHALTIC ITEMS

	455.0605 TACK COAT	460.6223 HMA PAVEMENT 3 MT 58-28 S	460.6224 HMA PAVEMENT 4 MT 58-28 S	465.0105 ASPHALTIC SURFACE	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	
LOCATION	GAL	TON	TON	TON	TON	COMMENTS
CATEGORY CODE 0010						
412-02 - 461+58, LT & RT	2,160	1,715	2,135	--	--	MAINLINE & SIDEROAD MILLING LIMITS
USH 61 / SPLINTER AVE	--	--	--	7	--	CURB RAMP REPLACEMENT
USH 61 / ROSALYN ST	--	--	--	9	--	CURB RAMP REPLACEMENT
USH 61 / ST ANN AVE	--	--	--	12	--	CURB RAMP REPLACEMENT
426+85 - 427+15, LT & RT	--	--	--	4	--	CURB RAMP ADDITION
USH 61 / MAIN ST	--	--	--	7	--	CURB RAMP REPLACEMENT
434+64 - 434+94, LT & RT	--	--	--	25	--	STORM SEWER REPLACEMENT
USH 61 / ORCHARD ST	--	--	--	10	--	CURB RAMP REPLACEMENT
USH 61 / CHURCH ST	--	--	--	19	--	CURB RAMP REPLACEMENT
USH 61 / CENTER ST	--	--	--	28	3	CURB RAMP REPLACEMENT & STORM SEWER ADDITION
USH 61 / SCOOPS DR	--	--	--	44	--	CURB RAMP & STORM SEWER REPLACEMENT
UNDISTRIBUTED	--	--	--	30	--	VARIOUS CURB & GUTTER REPLACEMENTS
CATEGORY CODE 0010 SUBTOTALS	2,160	1,715	2,135	195	3	
CATEGORY CODE 0030						
412+00 - 461+58, LT & RT	425	--	665	--	--	PARKING LANE
CATEGORY CODE 0030 SUBTOTALS	425	--	665	--	--	
TOTALS	2,585	1,715	2,800	195	3	

HMA PAVEMENT WEIGHT CALCULATIONS BASED ON 110 LB/SY/IN.
APPLY TACK COAT AT A RATE OF 0.05 TO 0.07 GALLONS PER SQUARE YARD. USE THE LOWER RATES IF TACK COAT WILL BE PLACED OVER PREVIOUSLY PLACED LOWER LAYERS
AND USE THE HIGHER RATES IF PLACING OVER MILLED HMA, PULVERIZED HMA, CONCRETE OR RUBBLIZED CONCRETE.
ASPHALTIC SURFACE WEIGHT CALCULATIONS BASED ON 110 LB/SY/IN.

CONCRETE CURB AND GUTTER ITEMS

	601.0407	601.0411	601.0600	650.5500	SPV.0090.01	
	CONCRETE	CONCRETE	CONCRETE	CONSTRUCTION	CONCRETE	
	CURB & GUTTER	CURB & GUTTER	CURB	STAKING	CURB & GUTTER	
	18-INCH	30-INCH	PEDESTRIAN	CURB GUTTER AND	24-INCH	
	TYPE D	TYPE D		CURB & GUTTER	TYPE D	
LOCATION	LF	LF	LF	LF	LF	COMMENTS
CATEGORY CODE 0010						
USH 61 / SPLINTER AVE	--	80	--	80	--	CURB RAMP REPLACEMENT
USH 61 / ROSALYN ST	--	104	--	104	--	CURB RAMP REPLACEMENT
USH 61 / ST ANN AVE	--	145	--	145	--	CURB RAMP REPLACEMENT
426+85 - 427+15, LT & RT	--	56	17	56	--	CURB RAMP ADDITION
USH 61 / MAIN ST	--	90	18	90	--	CURB RAMP REPLACEMENT
434+64 - 434+94, LT & RT	--	60	--	60	--	STORM SEWER REPLACEMENT
USH 61 / ORCHARD ST	22	42	36	122	58	CURB RAMP REPLACEMENT
USH 61 / CHURCH ST	28	--	29	235	207	CURB RAMP REPLACEMENT
USH 61 / CENTER ST	--	55	10	187	132	CURB RAMP REPLACEMENT & STORM SEWER ADDITION
USH 61 / SCOOPS DR	--	104	--	104	--	CURB RAMP & STORM SEWER REPLACEMENT
UNDISTRIBUTED	--	254	--	382	128	VARIOUS CURB & GUTTER REPLACEMENTS
TOTALS	50	990	110	1,565	525	

ALL ITEMS ARE CATEGORY CODE 0010
UNLESS OTHERWISE NOTED

CONCRETE SIDEWALK ITEMS

	602.0405 CONCRETE SIDEWALK 4-INCH	602.0415 CONCRETE SIDEWALK 6-INCH	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA	602.0615 CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PATINA	602.1500 CONCRETE STEPS	
LOCATION	SF	SF	SF	SF	SF	COMMENTS
CATEGORY CODE 0010						
USH 61 / SPLINTER AVE	413	302	20	36	—	CURB RAMP REPLACEMENT
USH 61 / ROSALYN ST	548	415	50	18	8	CURB RAMP REPLACEMENT
USH 61 / ST ANN AVE	475	502	60	—	8	CURB RAMP REPLACEMENT
426+85 - 427+15, LT & RT	110	204	20	—	5	CURB RAMP ADDITION
USH 61 / MAIN ST	455	257	30	17	—	CURB RAMP REPLACEMENT
434+64 - 434+94, LT	41	—	—	—	—	STORM SEWER REPLACEMENT
USH 61 / ORCHARD ST	395	453	40	—	—	CURB RAMP REPLACEMENT
USH 61 / CHURCH ST	656	738	60	—	—	CURB RAMP REPLACEMENT
USH 61 / CENTER ST	403	493	50	—	—	CURB RAMP REPLACEMENT & STORM SEWER ADDITION
USH 61 / SCOOPS DR	510	376	40	—	—	CURB RAMP & STORM SEWER REPLACEMENT
UNDISTRIBUTED	1,044	—	—	—	—	VARIOUS SIDEWALK REPLACEMENTS
TOTALS	5,050	3,740	370	71	21	

*CURB RAMPS TO BE PAID FOR AS CONCRETE SIDEWALK 6-INCH

STORM SEWER PIPES

	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH	608.3012 STORM SEWER PIPE CLASS III-A 12-INCH	608.3021 STORM SEWER PIPE CLASS III-A 21-INCH	608.3024 STORM SEWER PIPE CLASS III-A 24-INCH	* JOINT TIES EACH
FROM - TO	LOCATION	LF	LF	LF	
CATEGORY CODE 0010					
32 - 33	61_EXIST	—	—	—	41
33 - 34	61_EXIST	—	—	—	10
41 - 40	61_EXIST	83	—	—	—
52 - 51	61_EXIST	—	—	—	79
32.1 - 32	61_EXIST	—	10	—	—
32.2 - 32	61_EXIST	—	10	—	—
33.1 - 33	61_EXIST	—	10	—	—
33.2 - 33	61_EXIST	—	10	—	—
51 - 50	61_EXIST	—	—	—	35
52.1 - 52	61_EXIST	—	8	—	—
52.2 - 52	61_EXIST	—	7	—	—
TOTALS		83	47	8	165

* NON-BID ITEM: FOR INFORMATION ONLY (FOR USE WITH CONCRETE PIPE OPTION ONLY)

STORM SEWER STRUCTURES

	520.1024 APRON ENDWALLS FOR CULVERT PIPE 24-INCH	520.8000 CONCRETE COLLARS FOR PIPE	611.0530 MANHOLE COVERS TYPE J	611.0624 INLET COVERS TYPE H	611.0639 INLET COVERS TYPE H-S	611.0642 INLET COVERS TYPE MS	611.2005 MANHOLES 5-FT DIAMETER	611.3004 INLETS 4-FT DIAMETER	611.3230 INLETS 2X3-FT	611.3901 INLETS MEDIAN 1 GRATE	650.4000 CONSTRUCTION STAKING STORM SEWER	SPV.0060.01 CONNECT TO EXISTING STORM SEWER STRUCTURE
STRUCTURE	STATION	OFFSET*	LOCATION	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
CATEGORY CODE 0010												
32	434+78.59	20.5' RT	61_EXIST	—	—	—	1	—	—	—	1	—
33	434+78.59	20.5' LT	61_EXIST	—	—	—	1	—	—	—	1	—
34	434+77.48	30' LT	61_EXIST	—	1	—	—	—	—	—	—	—
40	445+05.09	21.6' RT	61_EXIST	—	—	—	—	—	—	—	—	1
41	444+22.37	20.5' RT	61_EXIST	—	—	—	1	—	—	—	1	—
50	452+65.00	55' RT	61_EXIST	1	—	—	—	—	—	—	—	—
51	452+54.98	21.5' RT	61_EXIST	—	—	—	1	—	—	—	1	—
52	452+54.95	57.2' LT	61_EXIST	—	—	1	—	—	—	—	1	—
32.1	434+88.59	20.5' RT	61_EXIST	—	—	—	1	—	—	—	1	—
32.2	434+68.59	20.5' RT	61_EXIST	—	—	—	1	—	—	—	1	—
33.1	434+88.59	20.5' LT	61_EXIST	—	—	—	1	—	—	—	1	—
33.2	434+68.59	20.5' LT	61_EXIST	—	—	—	1	—	—	—	1	—
52.1	452+60.90	62.6' LT	61_EXIST	—	1	—	—	—	—	—	—	—
52.2	452+48.00	57' LT	61_EXIST	—	—	—	—	—	—	1	1	—
TOTALS				1	2	1	5	3	1	1	3	5

REMARKS

* STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE

RIPRAP AND GEOTEXTILE FABRIC ITEMS

	606.0200 RIPRAP MEDIUM	645.0120 GEOTEXTILE TYPE HR	
STATION	LOCATION	CY	SY
CATEGORY CODE 0010			
452+67	RT	4	19
UNDISTRIBUTED		1	5
TOTALS		5	24

ADJUSTING INLET COVERS

	611.8115 EACH
STATION	LOCATION
CATEGORY CODE 0010	
420+95	LT
420+95	RT
425+52	RT
445+05	RT
TOTALS	4

ALL ITEMS ARE CATEGORY CODE 0010
UNLESSS OTHERWISE NOTED

RESTORATION ITEMS						
	625.0100 TOPSOIL	628.2006 EROSION MAT URBAN CLASS I TYPE A	629.0210 FERTILIZER TYPE B	630.0140 SEEDING MIXTURE NO. 40	630.0500 SEED WATER	SPV.0180.01 PREPARING TOPSOIL FOR LAWN TYPE TURF
LOCATION	SY	SY	CWT	LB	MGAL	SY
CATEGORY CODE 0010						
USH 61 / SPLINTER AVE	120	120	0.1	2	2	120
USH 61 / ROSALYN ST	118	118	0.1	2	2	118
USH 61 / ST ANN AVE	119	119	0.1	2	2	119
426+85 - 427+15, LT & RT	26	26	--	--	--	26
USH 61 / MAIN ST	127	127	0.1	2	2	127
434+64 - 434+94, LT & RT	23	23	--	1	--	23
USH 61 / ORCHARD ST	61	61	--	1	1	61
USH 61 / CHURCH ST	111	111	0.1	2	2	111
USH 61 / CENTER ST	37	37	--	1	1	37
USH 61 / SCOOPS DR	285	285	0.2	5	5	285
VARIOUS SIDEWALK AND CURB & GUTTER REPLACEMENTS	154	154	0.1	3	3	154
UNDISTRIBUTED	294	294	0.2	5	5	294
TOTALS	1,475	1,475	1.0	26	25	1,475

SILT FENCE ITEMS			
		628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANE LF
STATION - STATION	LOCATION		
CATEGORY CODE 0010			
434+64 - 434+94	LT	36	36
451+96 - 452+86	RT	112	112
UNDISTRIBUTED		37	37
TOTALS		185	185

EROSION CONTROL MOBILIZATIONS ITEMS		
	628.1905 EROSION CONTROL MOBILIZATIONS EACH	628.1910 EMERGENCY EROSION CONTROL MOBILIZATIONS EACH
LOCATION		
CATEGORY CODE 0010		
PROJECT 1650-07-72	5	3
TOTALS	5	3

INLET PROTECTION ITEMS			
	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH
LOCATION			
CATEGORY CODE 0010			
EXISTING STRUCTURES	--	2	21
PROPOSED STRUCTURES	1	--	8
UNDISTRIBUTED	--	1	7
TOTALS	1	3	36

ROCK BAGS		
		628.7570 EACH
STATION	LOCATION	
CATEGORY CODE 0010		
434+78	LT	17
452+70	RT	17
UNDISTRIBUTED		11
TOTAL		45

TRAFFIC CONTROL ITEMS														
	643.0300 TRAFFIC CONTROL DRUMS		643.0410 TRAFFIC CONTROL BARRICADES TYPE II		643.0420 TRAFFIC CONTROL BARRICADES TYPE III		643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A		643.0900 TRAFFIC CONTROL SIGNS		643.1050 TRAFFIC CONTROL SIGNS PCMS		643.5000 TRAFFIC CONTROL	
NUMBER OF DAYS	IN	NO.	TOTAL	NO.	TOTAL	NO.	TOTAL	NO.	TOTAL	NO.	TOTAL	NO.	TOTAL	EACH
	SERVICE	REQ'D	DAY	REQ'D	DAY	REQ'D	DAY	REQ'D	DAY	REQ'D	DAY	REQ'D	DAYS	DAY
CATEGORY CODE 0010														
PROJECT 1650-07-72	66	200	13,200	--	--	--	--	--	--	24	1,584	2	7	14
USH 61 PEDESTRIAN ACCOMODATIONS	45	72	3,240	54	2,430	--	--	54	2,430	78	3,510	--	--	--
USH 61 / SPLINTER AVENUE	5	43	215	--	--	10	50	10	50	5	25	--	--	--
USH 61 / ROSALYN STREET	5	45	225	14	70	16	80	30	150	26	130	--	--	--
USH 61 / ST ANN AVENUE	5	45	225	14	70	16	80	30	150	26	130	--	--	--
426+85 - 427+15 (CURB RAMP ADDITION)	5	24	120	--	--	8	40	8	40	4	20	--	--	--
USH 61 / MAIN STREET	5	36	180	14	70	12	60	26	130	24	120	--	--	--
USH 61 / ORCHARD STREET	5	40	200	14	70	12	60	26	130	24	120	--	--	--
USH 61 / CHURCH STREET	5	60	300	28	140	16	80	44	220	44	220	--	--	--
USH 61 / CENTER STREET	5	62	310	28	140	16	80	44	220	44	220	--	--	--
USH 61 / SCOOPS DRIVE	5	42	210	14	70	10	50	24	120	19	95	--	--	--
TOTALS			18,425		3,060		580		3,640		6,174		14	1

TEMPORARY PEDESTRIAN ACCOMMODATION ITEMS			
	644.1430 TEMPORARY PEDESTRIAN SURFACE PLATE	644.1601 TEMPORARY PEDESTRIAN CURB RAMP	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH WHITE LF
LOCATION	SF	DAY	
CATEGORY CODE 0010			
USH 61 AT ROSALYN ST	27.0	90.0	88.0
ROSALYN ST	38.0	40.0	69.0
USH 61 AT ST ANN AVE	--	90.0	88.0
ST ANN AVE	18.0	40.0	60.0
USH 61 AT N MAIN ST	28.0	90.0	84.0
N MAIN ST	81.0	40.0	72.0
USH 61 AT ORCHARD ST	15.0	90.0	88.0
ORCHARD ST	10.0	40.0	69.0
USH 61 AT CHURCH	45.0	90.0	79.0
N CHURCH ST	5.0	40.0	73.0
S CHURCH ST	--	40.0	72.0
N CENTER ST	5.0	40.0	54.0
S CENTER ST	8.0	40.0	75.0
USH 61 SOUTH OF SCOOPS DR	28.0	90.0	80.0
SCOOPS DR	52.0	40.0	82.0
TOTALS	360.0	900.0	1,133.0

ALL ITEMS ARE CATEGORY CODE 0010
UNLESSS OTHERWISE NOTED

SIGNING ITEMS																
SIGN NUMBER	EXISTING STATION	EXISTING LOCATION	PROPOSED STATION	PROPOSED LOCATION	ROADWAY	SIGN CODE	SIZE	634.0614 POSTS WOOD 4X6X14 EACH	634.0616 POSTS WOOD 4X6X16 EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	SPV.0060.03 RADAR DRIVER FEEDBACK SIGN EACH	COMMENTS
CATEGORY CODE 0010																
101	411+84	RT	411+84	RT	USH 61	---	---	--	1	--	--	1	--	1	--	--
102	9+65	RT	9+63	RT	SPLINTER AVENUE	---	---	1	--	--	--	1	--	1	--	--
103	19+74	RT	19+69	RT	ROSALYN STREET	---	---	1	--	--	--	1	--	1	--	--
104	417+24	LT	417+54	LT	USH 61	---	---	--	1	--	--	1	--	1	--	--
105	420+76	LT	420+76	LT	USH 61	---	---	1	--	--	--	1	--	1	--	--
106	29+67	RT	29+63	RT	ST ANN AVENUE	---	---	1	--	--	--	1	--	1	--	--
107	29+54	LT	29+42	LT	ST ANN AVENUE	---	---	1	--	--	--	1	--	1	--	--
108	40+73	LT	40+63	LT	MAIN STREET	---	---	1	--	--	--	1	--	1	--	--
109	433+82	RT	433+00	RT	USH 61	---	---	--	1	--	--	1	--	1	--	NEW R2-6P SIGN TO BE INSTALLED UNDER EXISTING MOVED S1-1 & S16-9P SIGNS
						R2-6P	24X18	--	--	3.00	--	--	--	--	--	
110	--	--	433+85	RT	USH 61	S4-5	36X36	--	1	--	9.00	--	--	--	--	--
111	434+65	LT	434+65	LT	USH 61	---	---	--	1	--	--	1	--	1	--	--
112	435+34	RT	435+34	RT	USH 61	---	---	--	1	--	--	1	--	1	--	--
113	436+87	LT	435+34	LT	USH 61	---	---	--	1	--	--	1	--	1	--	NEW S5-2 SIGN TO BE INSTALLED UNDER EXISTING MOVED R2-1 SIGN
						S5-2	24X30	--	--	5.00	--	--	--	--	--	
114	50+40	LT	50+50	LT & RT	ORCHARD STREET	---	---	2	--	--	--	2	--	1	--	WEIGHT LIMIT SIGN TO BE RELOCATED TO NEW POST ON LT
115	60+35	RT	60+62	RT	N CHURCH STREET	---	---	1	--	--	--	1	--	1	--	--
116	60+49	LT	60+61	LT	N CHURCH STREET	---	---	1	--	--	--	1	--	1	--	--
117	69+56	RT	69+50	RT	S CHURCH STREET	---	---	1	--	--	--	1	--	1	--	--
118	443+79	RT	443+20	RT	USH 61	---	---	--	1	--	--	1	--	1	--	NEW S5-2 SIGN TO BE INSTALLED UNDER EXISTING MOVED R2-1 SIGN
						S5-2	24X30	--	--	5.00	--	--	--	--	--	
119	89+64	RT	89+63	RT	S CENTER STREET	---	---	1	--	--	--	1	--	1	--	--
120	80+57	LT	80+56	LT	N CENTER STREET	---	---	1	--	--	--	1	--	1	--	--
121	--	--	446+00	LT	USH 61	S4-5	36X36	--	1	--	9.00	--	--	--	--	--
122	452+39	LT	452+39	LT	USH 61	---	---	1	--	--	--	1	--	1	--	--
123	99+61	RT	99+55	RT	SCOOPS DRIVE	---	---	1	--	--	--	1	--	1	--	--
124	456+86	LT	--	--	USH 61	---	---	--	1	--	--	1	1	1	--	--
CATEGORY CODE 0010 SUBTOTALS								15	10	13.00	18.00	23	1	22	--	
CATEGORY CODE 0020																
101	411+84	RT	411+84	RT	USH 61	---	---	--	--	--	--	--	--	--	1	MOUNT THE RADAR DRIVER FEEDBACK SIGN UNDER SPEED LIMIT SIGN
124	456+86	LT	--	--	USH 61	---	---	--	--	--	--	--	--	--	1	MOUNT THE RADAR DRIVER FEEDBACK SIGN UNDER SPEED LIMIT SIGN
CATEGORY CODE 0020 SUBTOTALS								--	--	--	--	--	--	--	2	
TOTALS								15	10	13.00	18.00	23	1	22	2	

ALL ITEMS ARE CATEGORY CODE 0010
UNLESS OTHERWISE NOTED

3

PAVEMENT MARKING ITEMS

		646.1020	646.3020	646.4520	646.5020	646.6120	646.7420
		MARKING	MARKING	MARKING LINE	MARKING	MARKING	MARKING
		LINE	LINE	SAME DAY	ARROW	STOP LINE	CROSSWALK EPOXY
		EPOXY	EPOXY	EPOXY	EPOXY	EPOXY	TRANSVERSE LINE
		4-INCH	8-INCH	4-INCH		18-INCH	6-INCH
		WHITE	WHITE	YELLOW	WHITE	WHITE	WHITE
STATION - STATION	LOCATION	LF	LF	LF	EACH	LF	LF
CATEGORY CODE 0010							
412+00 - 461+58	LT & RT	52	73	9,970	1	35	175
TOTALS		52	73	9,970	1	35	175

TEMPORARY MARKING LINE PAINT 4-INCH

STATION - STATION	LOCATION	649.0105 YELLOW LF
CATEGORY CODE 0010		
412+00 - 461+58	C/L	9,920
TOTALS		9,920

CONSTRUCTION STAKING ITEMS

	650.8000 RESURFACING REFERENCE	650.9000 CURB RAMPS	650.9910 SUPPLEMENTAL CONTROL
LOCATION	LF	EACH	LS
CATEGORY CODE 0010			
412+00 - 461+58, LT & RT	4,958	--	1
USH 61 / SPLINTER AVE	--	4	--
USH 61 / ROSALYN ST	--	6	--
USH 61 / ST ANN AVE	--	6	--
426+85 - 427+15, LT & RT	--	2	--
USH 61 / MAIN ST	--	4	--
USH 61 / ORCHARD ST	--	4	--
USH 61 / CHURCH ST	--	6	--
USH 61 / CENTER ST	--	5	--
USH 61 / SCOOPS DR	--	4	--
TOTALS	4,958	41	1

STAKING ITEMS FOR STORM SEWER AND CURB & GUTTER SHOWN ELSEWHERE

SAWING PAVEMENT ITEMS

		690.0150	690.0250
		ASPHALT	CONCRETE
STATION - STATION	LOCATION	LF	LF
CATEGORY CODE 0010			
412+00	LT & RT	44	--
USH 61 / SPLINTER AVE		143	47
USH 61 / ROSALYN ST		166	62
USH 61 / ST ANN AVE		203	54
426+85 - 427+15	LT & RT	64	29
USH 61 / MAIN ST		156	67
434+64 - 434+94	LT & RT	--	110
USH 61 / ORCHARD ST		127	81
USH 61 / CHURCH ST		269	132
USH 61 / CENTER ST		289	206
USH 61 / SCOOPS DR		158	70
EMIL ST		32	--
OAK RD		25	--
HICKORY LN		21	--
461+58	LT & RT	38	--
UNDISTRIBUTED		90	902
TOTALS		1,825	1,760

ADJUSTING SANITARY SEWER AND WATER MAIN ITEMS

		SPV.0060.05	SPV.0060.06
		ADJUST	ADJUSTING
		SANITARY	WATER
		SEWER	VALVE
		MANHOLE	BOX
STATION	LOCATION	EACH	EACH
CATEGORY CODE 0030			
412+79	RT	--	1
413+43	RT	--	1
413+69	LT	1	--
415+36	RT	--	1
416+65	RT	--	1
416+75	LT	--	1
416+76	RT	--	1
417+04	LT	1	--
421+26	RT	--	1
421+32	RT	--	1
421+36	RT	--	1
426+06	RT	--	1
429+42	RT	--	1
431+54	RT	--	1
436+59	RT	--	1
436+62	RT	--	1
441+02	RT	--	1
441+47	LT	--	1
444+52	RT	1	--
444+75	RT	--	1
445+12	LT	1	--
448+40	LT	1	--
451+65	LT	1	--
455+82	RT	1	--
455+95	RT	--	1
TOTALS		7	18

GRADING AND SHAPING STORM SEWER PIPE AND APRON ENDWALL

		SPV.0060.02
STATION - STATION	LOCATION	EACH
CATEGORY CODE 0010		
451+96 - 452+75	RT	1
TOTAL		1

POLE MOUNTED SNOWFLAKE DECORATION

SPV.0060.04	
LOCATION	EACH
CATEGORY CODE 0020	
UNDISTRIBRUTED	20
TOTAL	20

ALL ITEMS ARE CATEGORY CODE 0010 UNLESS OTHERWISE NOTED

3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
1650-07-22
DICKYVILLE - LANCASTER
PITZEN LANE TO HICKORY LANE
USH 61
GRANT COUNTY



CONVENTIONAL SYMBOLS

SECTION LINE	---	SECTION CORNER SYMBOL		R/W MONUMENT (TO BE SET)	●
QUARTER LINE	---	SECTION CORNER MONUMENT		NON-MONUMENTED R/W POINT	○
SIXTEENTH LINE	---	GEODETIC SURVEY MONUMENT		FOUND IRON PIN (3/4-INCH REBAR, UNLESS OTHERWISE NOTED)	IP
NEW REFERENCE LINE	---	SIXTEENTH CORNER MONUMENT		OFF-PREMISE SIGN	
NEW R/W LINE	---	SIGN			
EXISTING R/W OR HE LINE	---				
PROPERTY LINE	---				
LOT, TIE & OTHER MINOR LINES	---				
SLOPE INTERCEPT	---				
CORPORATE LIMITS	---				
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC.)	---				
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)	---				
TEMPORARY LIMITED EASEMENT AREA	---				
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)	---				
TRANSMISSION STRUCTURES	---				
BUILDING	---				
BRIDGE	---				

CONVENTIONAL ABBREVIATIONS

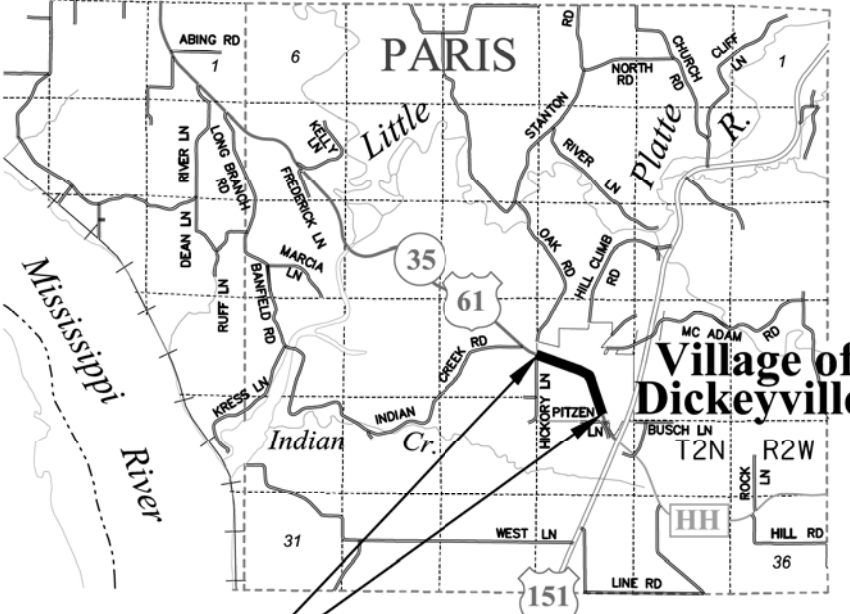
ACCESS RIGHTS	AR	POINT OF COMPOUND CURVE	PCC
ACRES	AC	POINT OF INTERSECTION	PI
AHEAD	AH	PROPERTY LINE	PL
AND OTHERS	ET AL	RECORDED AS	(100')
BACK	BK	REFERENCE LINE	R/L
BLOCK	BLK	REMAINING	REM
CENTERLINE	C/L	RIGHT	RT
CERTIFIED SURVEY MAP	CSM	RIGHT OF WAY	R/W
CHISELED CROSS	CHIS	SECTION	SEC
CONCRETE	CONC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

CURVE DATA

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

CONVENTIONAL UTILITY SYMBOLS

WATER	---
GAS	---
TELEPHONE	---
OVERHEAD	---
TRANSMISSION LINES	---
ELECTRIC	---
CABLE TELEVISION	---
FIBER OPTIC	---
SANITARY SEWER	---
STORM SEWER	---



PROJECT LOCATION

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 1650-07-22.

NOTES:

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), 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.

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 MADISON.

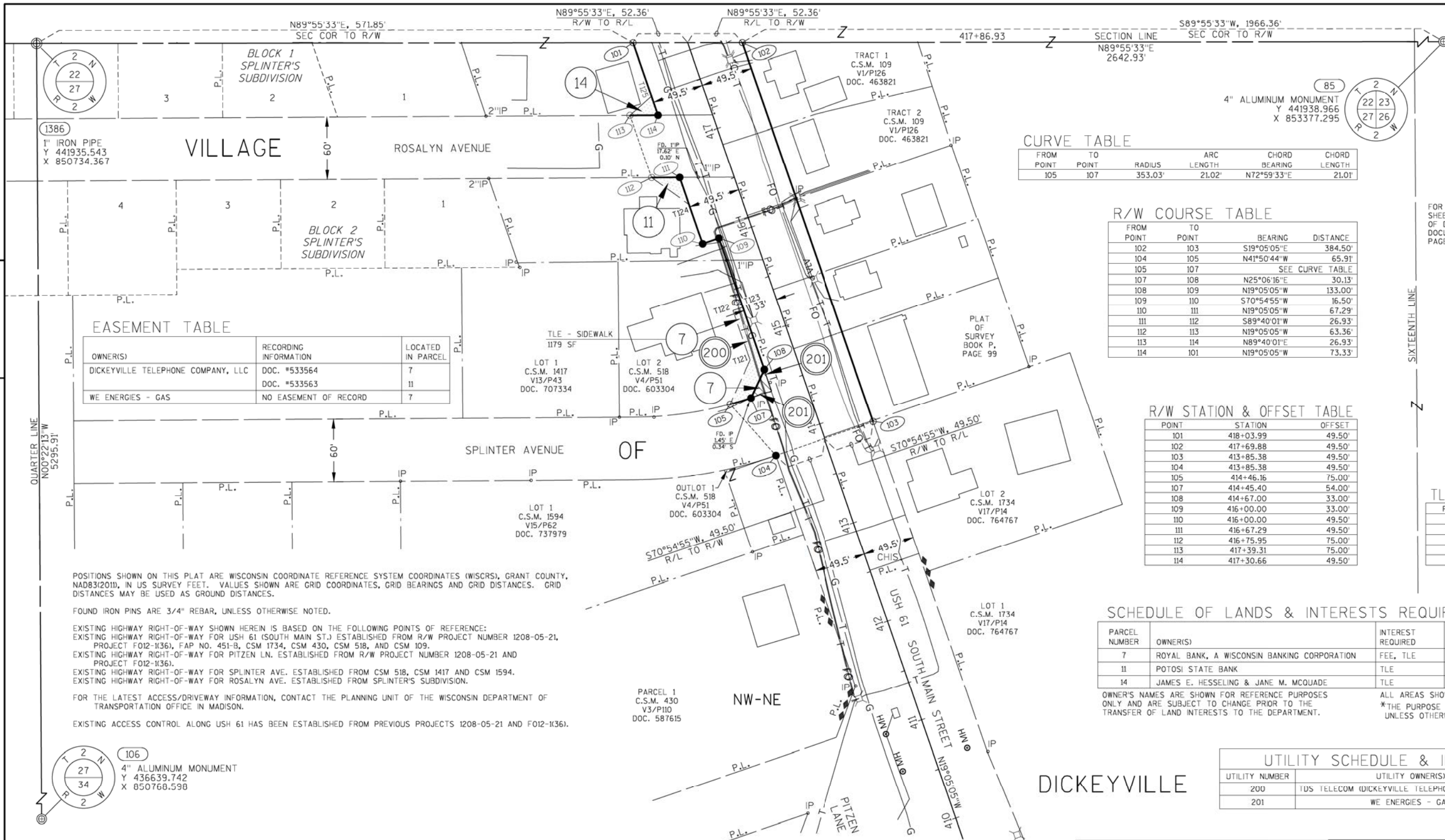
PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

EXISTING ACCESS CONTROL ALONG USH 61 ESTABLISHED FROM PREVIOUS PROJECTS 1208-05-21 AND F012-1 (36), CONTROLLED-ACCESS PROJECT 1650-01-29, AND SUNSET ESTATES.

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

- EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 61 (SOUTH MAIN ST. AND WEST MAIN ST.) ESTABLISHED FROM R/W PROJECT NUMBER 1650-01-21, R/W PROJECT NUMBER 1208-05-21, PROJECT 376C AND 208 REOP., PROJECT F012-1 (36), DIV. JOB NO. 9557, FAP NO. 451-B, PROJECT T012-1 (19), CSM 430, CSM 1734, CSM 518, CSM 109, CSM 136, CSM 385, CSM 1451, CSM 1560, CSM 301, CSM 933, CSM 1496, CSM 1601, CSM 327, CSM 1278, BURBACH SUBDIVISION, AND SUNSET ESTATES.
- EXISTING HIGHWAY RIGHT-OF-WAY FOR PITZEN LN. ESTABLISHED FROM R/W PROJECT NUMBER 1208-05-21 AND PROJECT F012-1 (36).
- EXISTING HIGHWAY RIGHT-OF-WAY FOR SPLINTER AVENUE ESTABLISHED FROM CSM 518, CSM 1417 AND CSM 1594.
- EXISTING HIGHWAY RIGHT-OF-WAY FOR ROSALYN AVENUE ESTABLISHED FROM SPLINTER'S SUBDIVISION.
- EXISTING HIGHWAY RIGHT-OF-WAY FOR ST. ANN AVENUE ESTABLISHED FROM DOC. #262558.
- EXISTING HIGHWAY RIGHT-OF-WAY FOR NORTH MAIN ST. ESTABLISHED FROM PROJECT T012-1 (19), DIV. JOB NO. 9557 AND CSM 1452.
- EXISTING HIGHWAY RIGHT-OF-WAY FOR ORCHARD ST. ESTABLISHED FROM DOC. #568143.
- EXISTING HIGHWAY RIGHT-OF-WAY FOR NORTH CHURCH ST. ESTABLISHED FROM V341/P54.
- EXISTING HIGHWAY RIGHT-OF-WAY FOR SOUTH CHURCH ST. ESTABLISHED FROM CSM 1496.
- EXISTING HIGHWAY RIGHT-OF-WAY FOR NORTH CENTER ST. ESTABLISHED FROM DOC. #524041.
- EXISTING HIGHWAY RIGHT-OF-WAY FOR SOUTH CENTER ST. ESTABLISHED FROM CSM 1601.
- EXISTING HIGHWAY RIGHT-OF-WAY FOR SCOOPS DR. ESTABLISHED FROM B'S PLACE SUBDIVISION.
- EXISTING HIGHWAY RIGHT-OF-WAY FOR EMIL ST. ESTABLISHED FROM SUNSET ESTATES.
- EXISTING HIGHWAY RIGHT-OF-WAY FOR HICKORY LN. ESTABLISHED FROM CENTERLINE OF EXISTING PAVEMENT.
- EXISTING HIGHWAY RIGHT-OF-WAY FOR OAK RD. ESTABLISHED FROM PLAT OF SURVEY BOOK 11, PAGE 84 AND THE CENTERLINE OF EXISTING PAVEMENT.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1650-07-22 - 4.01
SHEET 2 OF 2
AMENDMENT NO:



ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN GRANT COUNTY, WISCONSIN AT 11:30AM ON JUN 22, 2018 AS DOCUMENT # 795166 AND FILED IN CAB C PG 86A

MARILYN PIERCE
SIGNATURE OF REGISTER OF DEEDS

THIS IS A COPY, ORIGINAL DOCUMENT IS FILED AT THE COUNTY REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1650-07-22 - 4.01
AMENDMENT NO: 1

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN GRANT COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 792474 AND FILED IN CABINET C PAGE 86 OF PLATS.



CURVE TABLE					
FROM POINT	TO POINT	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
105	107	353.03'	21.02'	N72°59'33"E	21.01'

R/W COURSE TABLE			
FROM POINT	TO POINT	BEARING	DISTANCE
102	103	S19°05'05"E	384.50'
104	105	N41°50'44"W	65.91'
105	107	SEE CURVE TABLE	
107	108	N25°06'16"E	30.13'
108	109	N19°05'05"W	133.00'
109	110	S70°54'55"W	16.50'
110	111	N19°05'05"W	67.29'
111	112	S89°40'01"W	26.93'
112	113	N19°05'05"W	63.36'
113	114	N89°40'01"E	26.93'
114	101	N19°05'05"W	73.33'

R/W STATION & OFFSET TABLE		
POINT	STATION	OFFSET
101	418+03.99	49.50'
102	417+69.88	49.50'
103	413+85.38	49.50'
104	413+85.38	49.50'
105	414+46.16	75.00'
107	414+45.40	54.00'
108	414+67.00	33.00'
109	416+00.00	33.00'
110	416+00.00	49.50'
111	416+67.29	49.50'
112	416+75.95	75.00'
113	417+39.31	75.00'
114	417+30.66	49.50'

TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
T121	414+80.00	43.00'
T122	415+30.00	43.00'
T123	415+30.00	33.00'
T124	416+40.00	49.50'
T125	417+50.00	49.50'

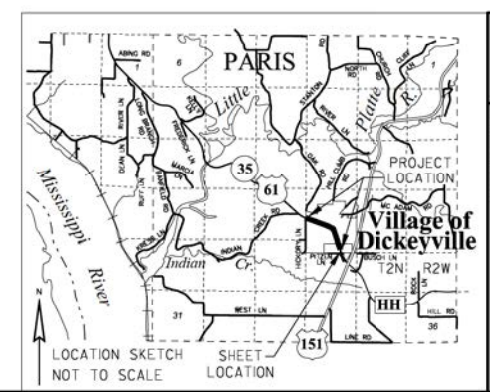
SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES NEW	R/W ACRES EXISTING	R/W ACRES TOTAL	TLE ACRES OR S.F.
7	ROYAL BANK, A WISCONSIN BANKING CORPORATION	FEE, TLE	228		228	1179
11	POTOSI STATE BANK	TLE				348
14	JAMES E. HESSELMAN & JANE M. MCQUADE	TLE				247

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

ALL AREAS SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED.
*THE PURPOSE FOR TLE'S IS TO REMOVE & REPLACE SIDEWALK UNLESS OTHERWISE NOTED.

UTILITY SCHEDULE & INTEREST REQUIRED		
UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
200	IDS TELECOM (DICKEYVILLE TELEPHONE COMPANY, LLC)	RELEASE OF RIGHTS
201	WE ENERGIES - GAS	RELEASE OF RIGHTS



Gremmer & Associates, Inc.
CONSULTING ENGINEERS
Stevens Point • Fond du Lac

I, JAY W. PANETTI, 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 WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1650-07-22 - 4.01 AMENDMENT NO. 1, AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: DATE: 6/12/2018
PRINT NAME: JAY W. PANETTI
REGISTRATION NUMBER: S-2747

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

SIGNATURE: DATE: 6/14/2018
PRINT NAME: CORY SCHLAGEL

JAY W. PANETTI
S-2747
WAUPUN, WI
LAND SURVEYOR

TRANSPORTATION PROJECT PLAT NO: 1650-07-22 - 4.01 AMENDMENT NO. 1 AMENDS PARCEL 7 OF TRANSPORTATION PROJECT PLAT 1650-07-22 - 4.01 RECORDED AS DOCUMENT NUMBER 792474 AND FILED IN CABINET C PAGE 86 OF PLATS.

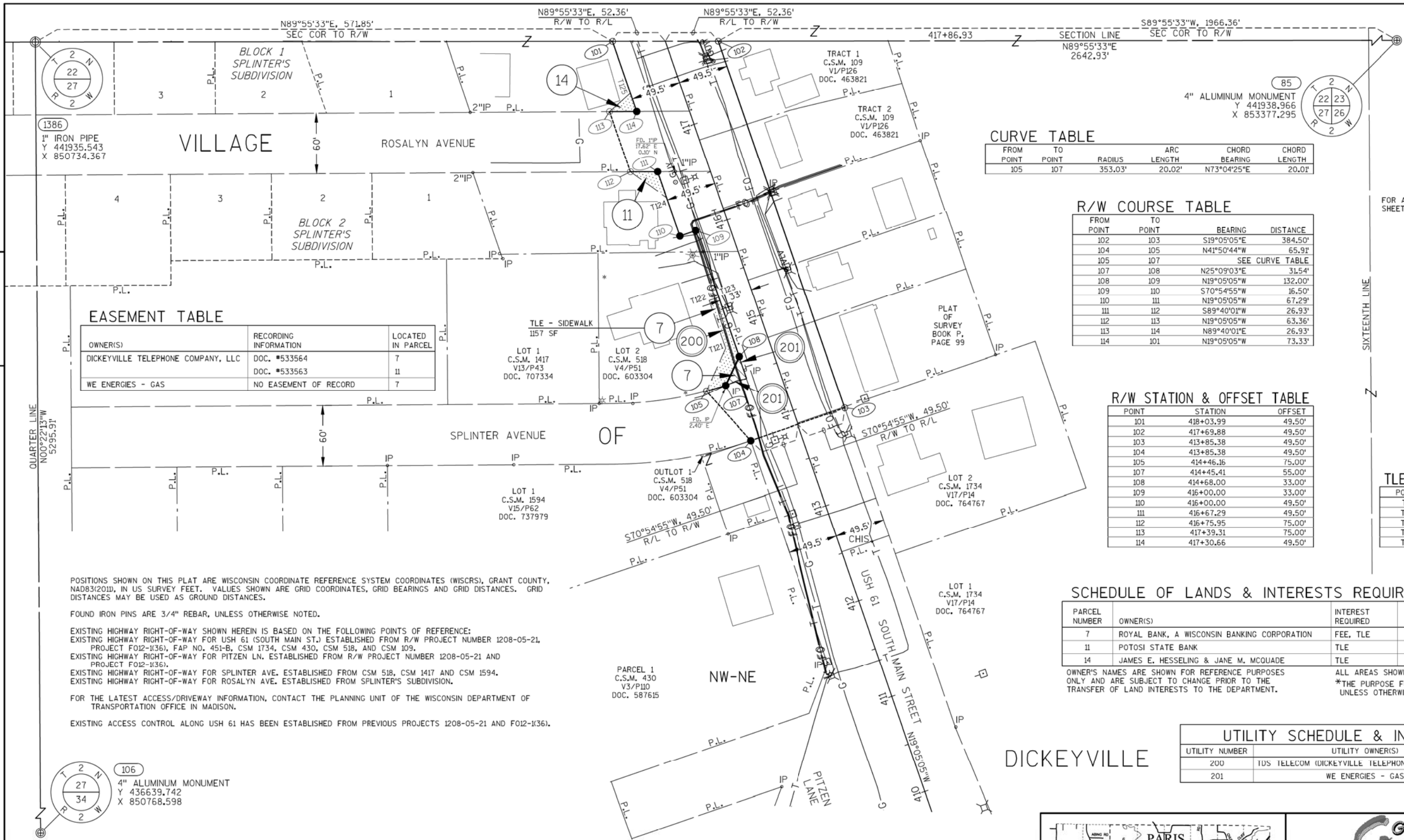
THAT PART OF LOT 2 OF CSM 518, AND PART OF THE NW1/4-NE1/4; ALL IN SECTION 27, T2N, R2W, VILLAGE OF DICKEYVILLE, GRANT COUNTY, WISCONSIN.

RELOCATION ORDER USH 61 DICKEYVILLE-LANCASTER, PITZEN LANE TO HICKORY LANE, GRANT COUNTY.

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

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

- 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.
- THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.



ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN GRANT COUNTY, WISCONSIN AT 11:00AM ON FEB. 20, 2018 AS DOCUMENT # 792474 AND FILED IN CAB.C Pg. 86

MARILYN PIERCE
SIGNATURE OF REGISTER OF DEEDS

THIS IS A COPY, ORIGINAL DOCUMENT IS FILED AT THE COUNTY REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1650-07-22 - 4.01
SHEET 1 OF 2

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2.



CURVE TABLE						
FROM POINT	TO POINT	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH	
105	107	353.03'	20.02'	N73°04'25"E	20.01'	

R/W COURSE TABLE			
FROM POINT	TO POINT	BEARING	DISTANCE
102	103	S19°05'05"E	384.50'
104	105	N41°50'44"W	65.91'
105	107	SEE CURVE TABLE	
107	108	N25°09'03"E	31.54'
108	109	N19°05'05"W	132.00'
109	110	S70°54'55"W	16.50'
110	111	N19°05'05"W	67.29'
111	112	S89°40'01"W	26.93'
112	113	N19°05'05"W	63.36'
113	114	N89°40'01"E	26.93'
114	101	N19°05'05"W	73.33'

R/W STATION & OFFSET TABLE		
POINT	STATION	OFFSET
101	418+03.99	49.50'
102	417+69.88	49.50'
103	413+85.38	49.50'
104	413+85.38	49.50'
105	414+46.16	75.00'
107	414+45.41	55.00'
108	414+68.00	33.00'
109	416+00.00	33.00'
110	416+00.00	49.50'
111	416+67.29	49.50'
112	416+75.95	75.00'
113	417+39.31	75.00'
114	417+30.66	49.50'

TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
T121	414+80.00	43.00'
T122	415+30.00	43.00'
T123	415+30.00	33.00'
T124	416+40.00	49.50'
T125	417+50.00	49.50'

SCHEDULE OF LANDS & INTERESTS REQUIRED

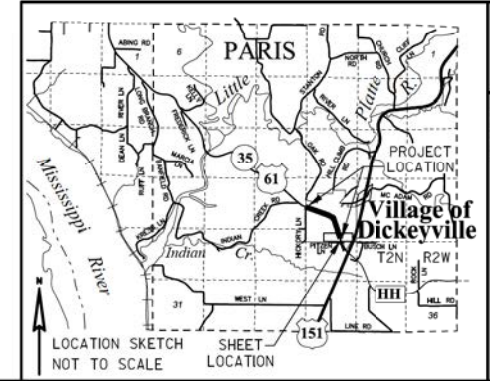
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES NEW	S.F. REQUIRED EXISTING	TOTAL	TLE ACRES OR S.F.
7	ROYAL BANK, A WISCONSIN BANKING CORPORATION	FEE, TLE	249		249	1157
11	POTOSI STATE BANK	TLE				348
14	JAMES E. HESSELING & JANE M. MCQUADE	TLE				247

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

ALL AREAS SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED.

*THE PURPOSE FOR TLE'S IS TO REMOVE & REPLACE SIDEWALK UNLESS OTHERWISE NOTED.

UTILITY SCHEDULE & INTEREST REQUIRED		
UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
200	IDS TELECOM (DICKEYVILLE TELEPHONE COMPANY, LLC)	RELEASE OF RIGHTS
201	WE ENERGIES - GAS	RELEASE OF RIGHTS



GREMMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
Stevens Point • Fond du Lac

I, JAY W. PANETTI, 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 WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1650-07-22 - 4.01, AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: DATE: 2/6/2018
PRINT NAME: JAY W. PANETTI
REGISTRATION NUMBER: S-2747

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

SIGNATURE: DATE: 2/13/2018
PRINT NAME: CORY SCHLAGEL

JAY W. PANETTI
S-2747
WAUPUN, WI
LAND SURVEYOR

TRANSPORTATION PROJECT PLAT NO: 1650-07-22 - 4.01

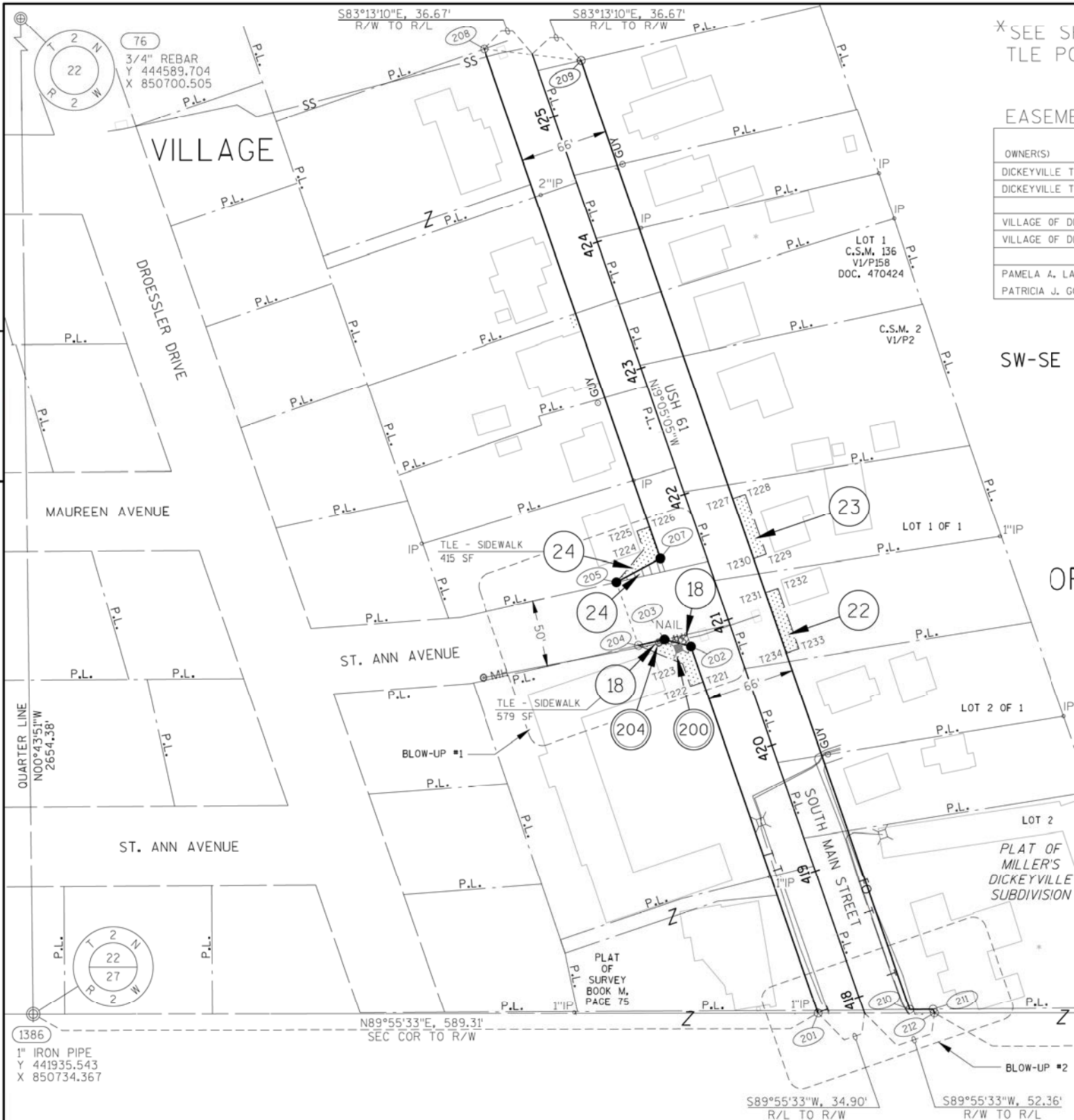
THAT PART OF LOT 2 OF CSM 518, AND PART OF THE NW1/4-NE1/4; ALL IN SECTION 27, T2N, R2W, VILLAGE OF DICKEYVILLE, GRANT COUNTY, WISCONSIN.

RELOCATION ORDER USH 61 DICKEYVILLE-LANCASTER, PITZEN LANE TO HICKORY LANE, GRANT COUNTY.

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

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

- 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.
- THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.



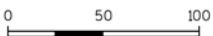
*SEE SHEET 2 OF 2 FOR PARCELS, R/W POINTS, TLE POINTS & BLOW-UP DETAILS

EASEMENT TABLE

OWNER(S)	RECORDING INFORMATION	LOCATED IN PARCEL
DICKEYVILLE TELEPHONE COMPANY, LLC	DOC. #765743	18
DICKEYVILLE TELEPHONE CORP.	DOC. #442515	22
VILLAGE OF DICKEYVILLE - STORM SEWER	NO EASEMENT OF RECORD	18
VILLAGE OF DICKEYVILLE - SANITARY SEWER	DOC. #504571 - DOC. #504575	18
PAMELA A. LAUFENBERG, KIM O. KIELER, PATRICIA J. GORDON, PEGGY J. HEISCH	DOC. #707955	22

GN

SCALE, FEET



ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN GRANT COUNTY, WISCONSIN AT 1:00PM ON MAR 1 2018 AS DOCUMENT # 792639 AND FILED IN CAB C Pg. 87

MARILYN PIERCE
SIGNATURE OF REGISTER OF DEEDS

THIS IS A COPY, ORIGINAL DOCUMENT IS FILED AT THE COUNTY REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1650-07-22 - 4.02
SHEET 1 OF 2

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN GRANT COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 792474 AND FILED IN CABINET C PAGE 86 OF PLATS.

SW-SE

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES NEW	OR S.F. EXISTING	TOTAL	TLE ACRES OR S.F.
18	L.B. CONCESSIONS, LTD.	FEE, TLE	81	6340	6421	579
22	JO A. TIGGES	TLE				480
23	JOSEPH L. VOSBERG & ROSE ANN VOSBERG	TLE				480
24	GALEN J. KRUSER	FEE, TLE	188	2432	2620	415

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

ALL AREAS SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED.
*THE PURPOSE FOR TLE'S IS TO REMOVE & REPLACE SIDEWALK UNLESS OTHERWISE NOTED.

UTILITY SCHEDULE & INTEREST REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
200	TDS TELECOM (DICKEYVILLE TELEPHONE COMPANY) (DICKEYVILLE TELEPHONE CORP.) (FARMERS TELEPHONE COMPANY)	RELEASE OF RIGHTS
204	VILLAGE OF DICKEYVILLE - STORM SEWER	RELEASE OF RIGHTS
205	VILLAGE OF DICKEYVILLE - SANITARY SEWER	RELEASE OF RIGHTS

DICKEYVILLE

4" ALUMINUM MONUMENT
Y 441938.966
X 853377.295

TRANSPORTATION PROJECT PLAT NO: 1650-07-22 - 4.02

THAT PART OF LOT 1 OF 1 OF PLAT OF MILLER'S DICKEYVILLE SUBDIVISION, AND PART OF THE SW1/4-SE1/4;
ALL IN SECTION 22. T2N. R2W. VILLAGE OF DICKEYVILLE. GRANT COUNTY, WISCONSIN.

RELOCATION ORDER USH 61 DICKEYVILLE-LANCASTER, PITZEN LANE TO HICKORY LANE, GRANT COUNTY.

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

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

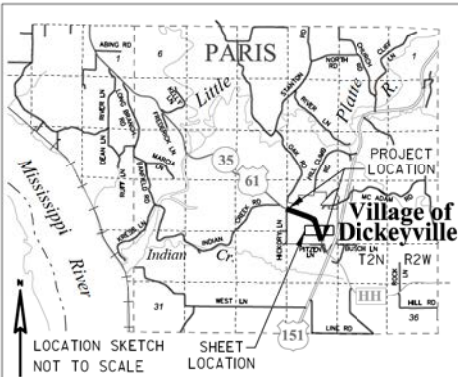
- 1) THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
- 2) THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF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

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), GRANT COUNTY, NAD83(2011), IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOUND IRON PINS ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 61 (SOUTH MAIN ST.) ESTABLISHED FROM FAP NO. 451-B, CSM 109, AND CSM 136.
EXISTING HIGHWAY RIGHT-OF-WAY FOR ST. ANN AVE. ESTABLISHED FROM DOC. #262558.

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



GREMMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
Stevens Point • Fond du Lac

I, JAY W. PANETTI, 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 WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1650-07-22 - 4.02, AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: *JWP* DATE: 2/21/2018
PRINT NAME: JAY W. PANETTI
REGISTRATION NUMBER: S-2747



THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
SIGNATURE: *Cory Schlager* DATE: 2/23/2018
PRINT NAME: CORY SCHLAGEL

R/W COURSE TABLE

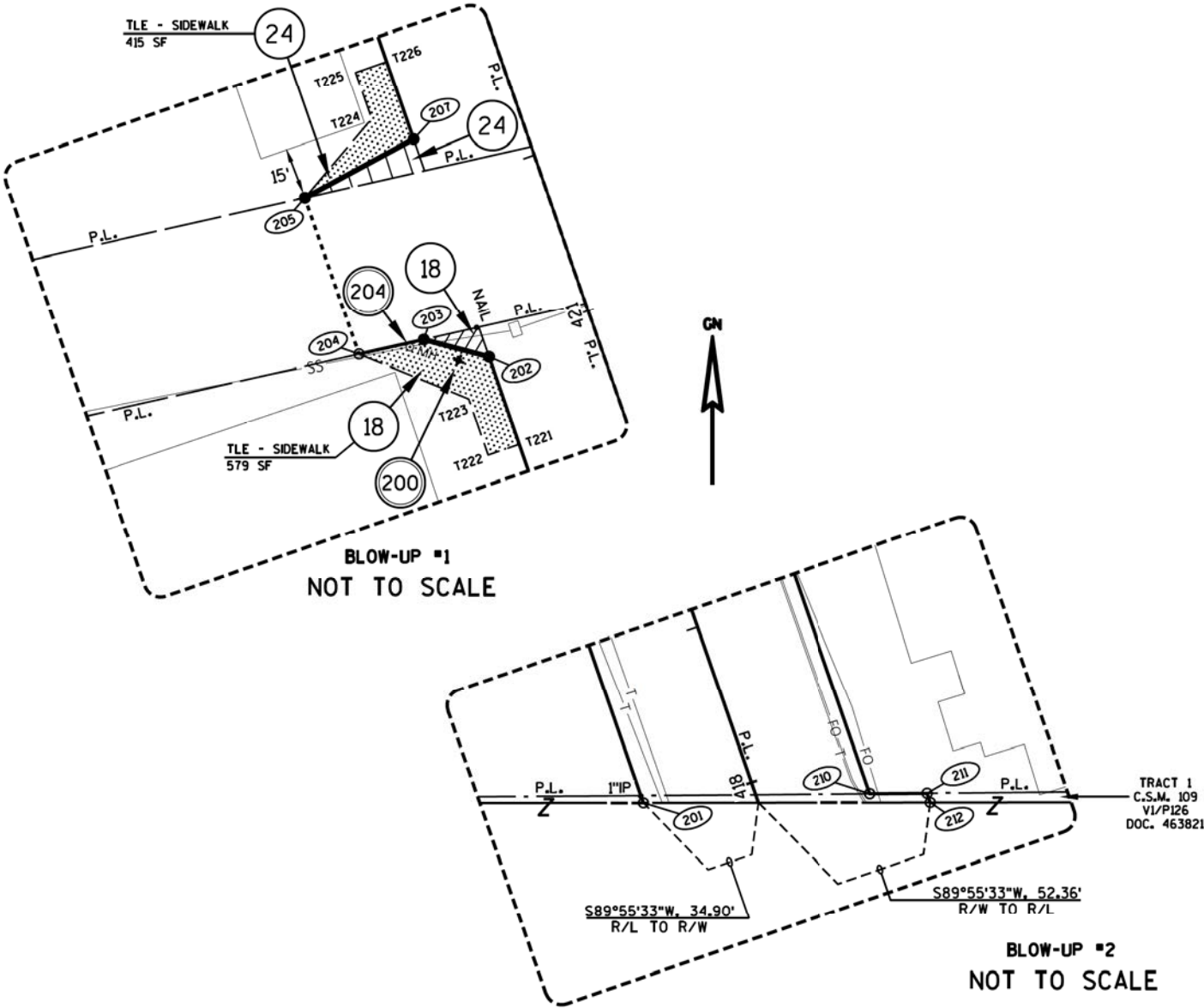
FROM POINT	TO POINT	BEARING	DISTANCE
201	202	N19°05'05"W	291.70'
202	203	N75°08'49"W	20.49'
203	204	S77°17'07"W	20.12'
204	205	N19°05'05"W	50.31'
205	207	N61°40'44"E	37.49'
207	208	N19°05'05"W	404.91'
208	209	S19°05'05"E	754.46'
210	211	N89°29'27"E	17.41'
211	212	S19°05'05"E	3.02'

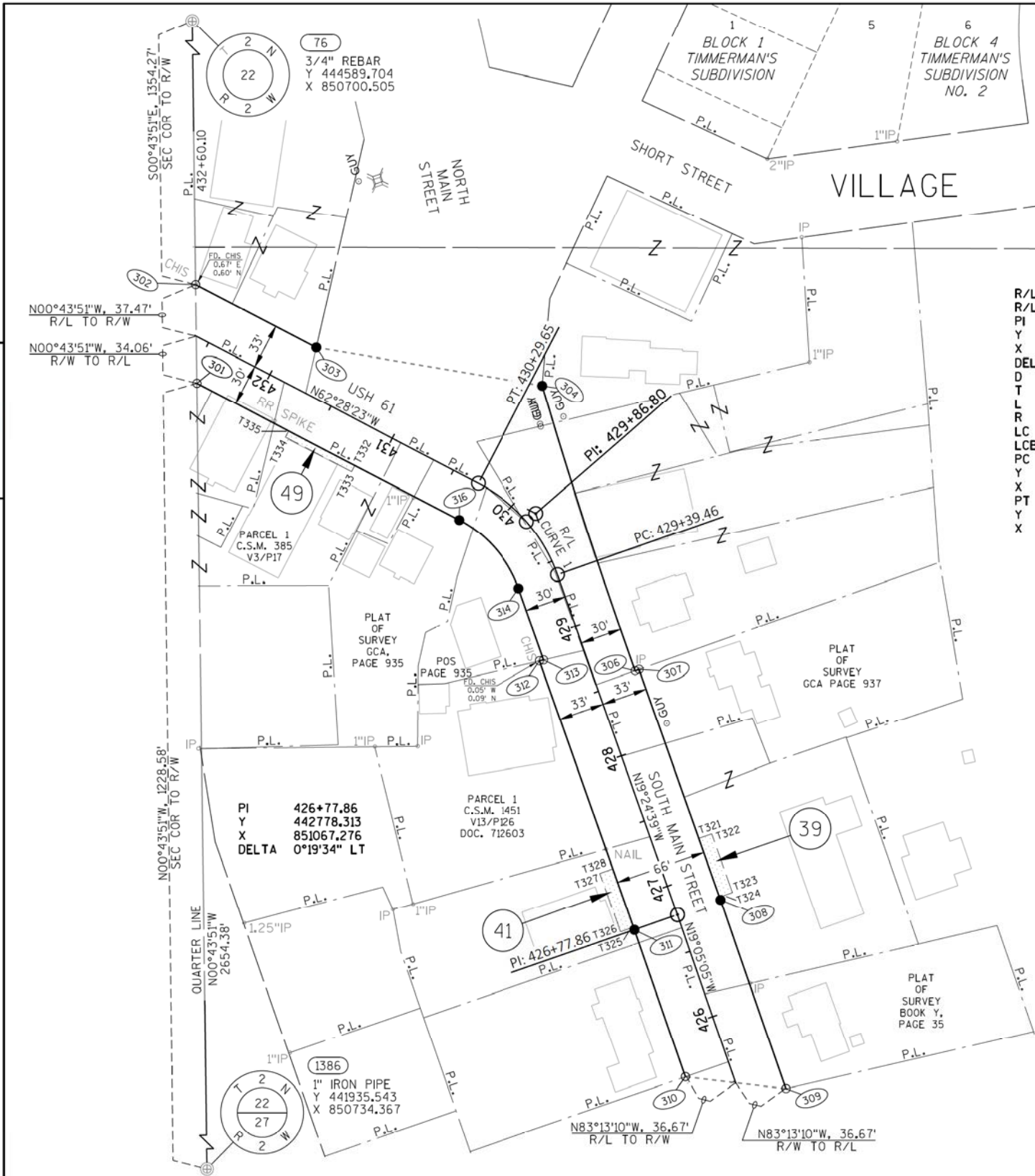
R/W STATION & OFFSET TABLE

POINT	STATION	OFFSET
201	417+98.30	33.00'
202	420+90.00	33.00'
203	421+01.44	50.00'
204	421+03.67	70.00'
205	421+53.98	70.00'
207	421+60.00	33.00'
208	425+64.91	33.00'
209	425+32.91	33.00'
210	417+78.45	33.00'
211	417+72.90	49.50'
212	417+69.88	49.50'

TLE STATION & OFFSET TABLE

POINT	STATION	OFFSET
T221	420+62.00	33.00'
T222	420+62.00	43.00'
T223	420+80.00	43.00'
T224	421+70.00	43.00'
T225	421+85.00	43.00'
T226	421+85.00	33.00'
T227	421+85.00	33.00'
T228	421+85.00	43.00'
T229	421+37.00	43.00'
T230	421+37.00	33.00'
T231	421+10.00	33.00'
T232	421+10.00	43.00'
T233	420+62.00	43.00'
T234	420+62.00	33.00'





EASEMENT TABLE

OWNER(S)	RECORDING INFORMATION	LOCATED IN PARCEL
DICKEYVILLE TELEPHONE CORP.	DOC. #445450, DOC. #445454	41, 49
FARMERS TELEPHONE COMPANY	DOC. #533559, DOC. #682641	49
PAULINE SCHROEDER	DOC. #399581	39

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN GRANT COUNTY, WISCONSIN AT 1:00PM ON MAR. 1, 2018 AS DOCUMENT # 792640 AND FILED IN CAB. C. Pg. 88

MARILYN PIERCE
SIGNATURE OF REGISTER OF DEEDS

THIS IS A COPY, ORIGINAL DOCUMENT IS FILED AT THE COUNTY REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1650-07-22 - 4.03
AMENDMENT NO:

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN GRANT COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 792474 AND FILED IN CABINET C PAGE 86 OF PLATS.

UTILITY SCHEDULE & INTEREST REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
200	TDS TELECOM (DICKEYVILLE TELEPHONE CORP.) (FARMERS TELEPHONE COMPANY)	RELEASE OF RIGHTS

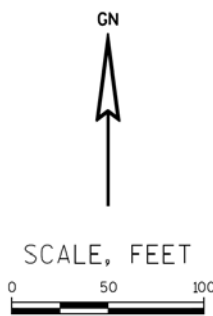
SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES OR S.F. REQUIRED NEW EXISTING TOTAL	TLE ACRES OR S.F.
39	DICKEYVILLE GAS-N-GO, LLC.	TLE		450
41	RICHARD A. SCHULTZ & ELAINE C. SCHULTZ	TLE		450
49	DAVID H. MELSEN & RITA M. MELSEN	TLE		270

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

ALL AREAS SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED.
*THE PURPOSE FOR TLE'S IS TO REMOVE & REPLACE SIDEWALK UNLESS OTHERWISE NOTED.

R/L CURVE DATA
R/L CURVE 1
PI 429+86.80
Y 443069.695
X 850964.603
DELTA 43°03'44" LT
D 47°44'47"
T 47.34'
L 90.19'
R 120.00'
LC 88.08'
LCB N40°56'31"W
PC 429+39.46
Y 443025.041
X 850980.337
PT 430+29.65
Y 443091.576
X 580922.618



R/W COURSE TABLE

FROM POINT	TO POINT	BEARING	DISTANCE
302	303	S62°28'23"E	98.58'
303	304	S80°24'08"E	166.43'
304	306	SEE CURVE TABLE	
306	307	N70°18'41"E	3.00'
307	308	S19°24'39"E	177.38'
308	309	S19°05'05"E	145.05'
310	311	N19°05'05"W	112.86'
311	312	N19°24'39"W	207.00'
312	313	N76°42'37"E	3.02'
313	314	N19°24'39"W	54.82'
314	316	SEE CURVE TABLE	
316	301	N62°28'23"W	214.32'

R/W STATION & OFFSET TABLE

POINT	STATION	OFFSET
301	432+43.97	30.00'
302	432+77.83	33.00'
303	431+79.26	33.00'
304	430+24.52	84.42'
306	428+55.14	30.00'
307	428+55.15	33.00'
308	426+77.86	33.00'
309	425+32.91	33.00'
310	425+64.91	33.00'
311	426+77.86	33.00'
312	428+84.96	33.00'
313	428+84.64	30.00'
314	429+39.46	30.00'
316	430+29.65	30.00'

TLE STATION & OFFSET TABLE

POINT	STATION	OFFSET
T321	427+25.00	33.00'
T322	427+25.00	43.00'
T323	426+80.00	43.00'
T324	426+80.00	33.00'
T325	426+80.00	33.00'
T326	426+80.00	43.00'
T327	427+25.00	43.00'
T328	427+25.00	33.00'
T332	431+15.00	30.00'
T333	431+15.00	35.00'
T334	431+69.00	35.00'
T335	431+69.00	30.00'

CURVE TABLE

FROM POINT	TO POINT	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
304	306	3790.00'	217.48'	S18°02'41"E	217.45'
314	316	90.00'	67.64'	N40°56'31"W	66.06'

TRANSPORTATION PROJECT PLAT NO: 1650-07-22 - 4.03

THAT PART OF PARCEL 1 OF CSM 385 AND PART OF THE SW1/4-SE1/4; ALL IN SECTION 22, T2N, R2W, VILLAGE OF DICKEYVILLE, GRANT COUNTY, WISCONSIN.

RELOCATION ORDER USH 61 DICKEYVILLE-LANCASTER, PITZEN LANE TO HICKORY LANE, GRANT COUNTY.

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

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

- 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.
- THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), GRANT COUNTY, NAD83(2011), IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

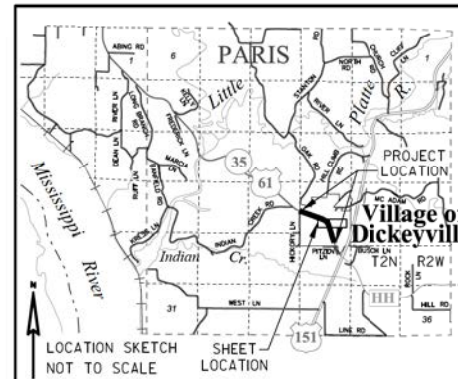
FOUND IRON PINS ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

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

EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 61 (MAIN ST.) ESTABLISHED FROM PROJECT T012-1119, PROJECT DJ 9557, CSM 385, AND CSM 1451.
EXISTING HIGHWAY RIGHT-OF-WAY FOR NORTH MAIN ST. ESTABLISHED FROM PROJECT T012-1119, PROJECT DJ 9557 AND CSM 1452.

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

DICKEYVILLE



Gremmer & Associates, Inc.
CONSULTING ENGINEERS
Stevens Point • Fond du Lac

I, JAY W. PANETTI, 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 WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1650-07-22 - 4.03, AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

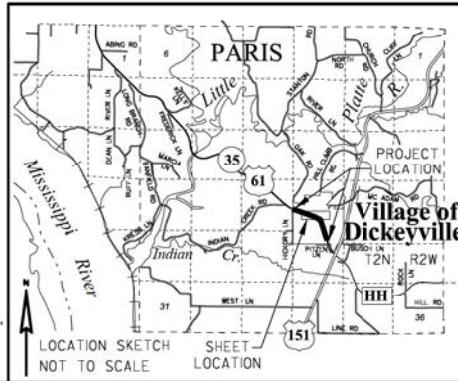
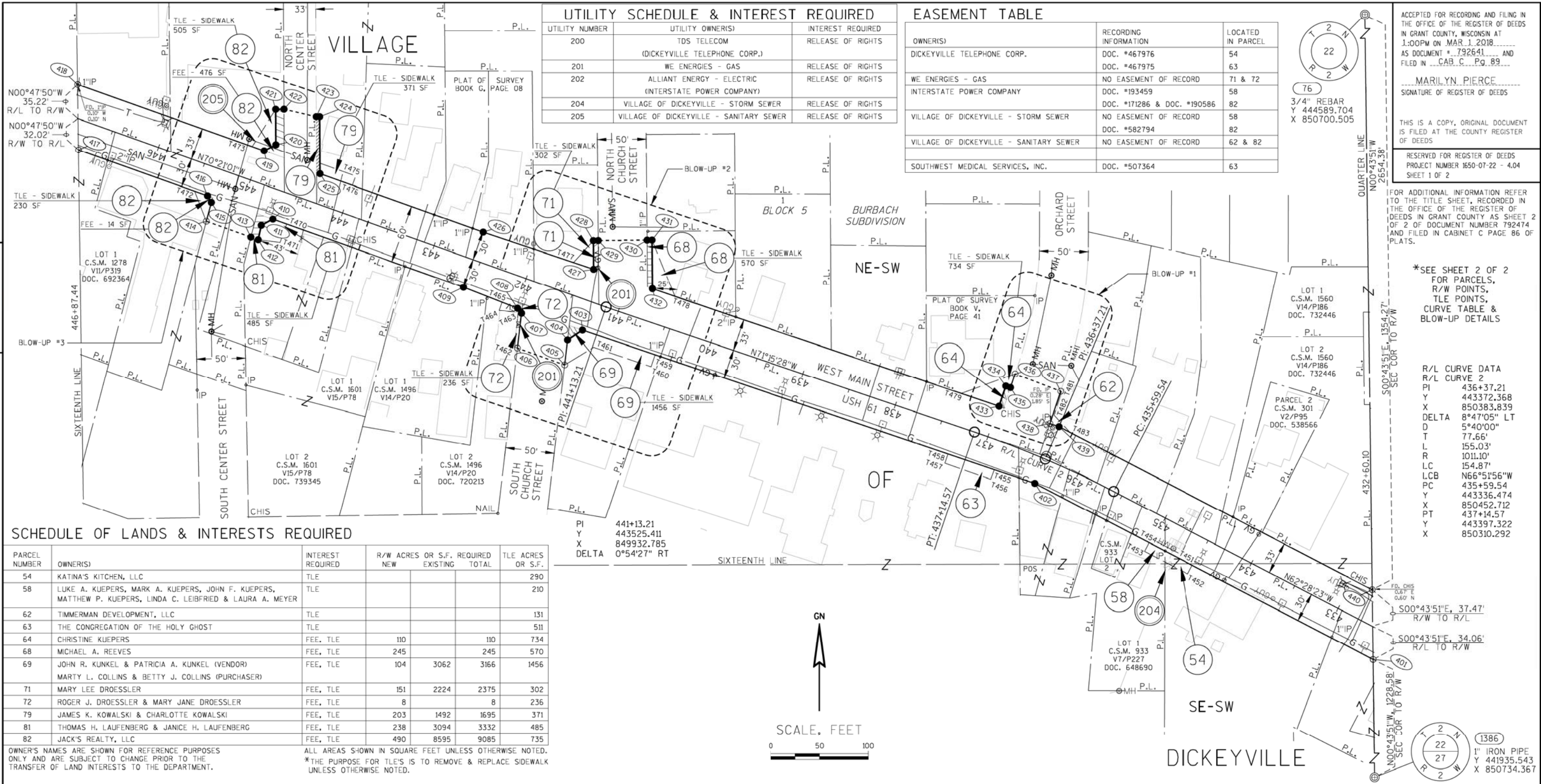
SIGNATURE: DATE: 2/21/2018
PRINT NAME: JAY W. PANETTI
REGISTRATION NUMBER: S-2747

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

SIGNATURE: DATE: 2/23/2018
PRINT NAME: CORY SCHLAGEL

JAY W. PANETTI
S-2747
WAUPUN, WI
LAND SURVEYOR





GREMMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
Stevens Point • Fond du Lac

I, JAY W. PANETTI, 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 WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1650-07-22 - 4.04, AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: *JWP* DATE: 2/21/2018
PRINT NAME: JAY W. PANETTI
REGISTRATION NUMBER: S-2747

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

SIGNATURE: *Cory Schlagel* DATE: 2/23/2018
PRINT NAME: CORY SCHLAGEL

WISCONSIN
JAY W. PANETTI
S-2747
WAUPUN, WI
LAND SURVEYOR

4

4

R/W STATION & OFFSET TABLE

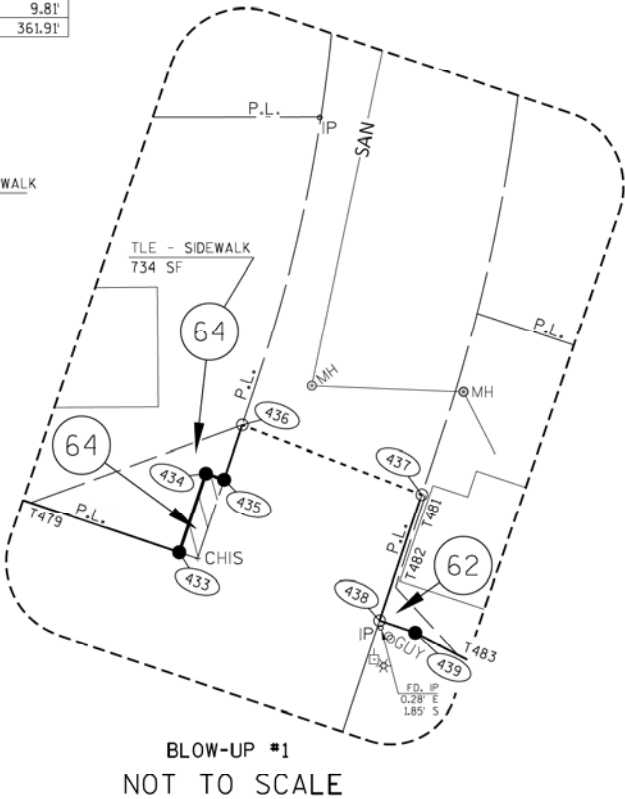
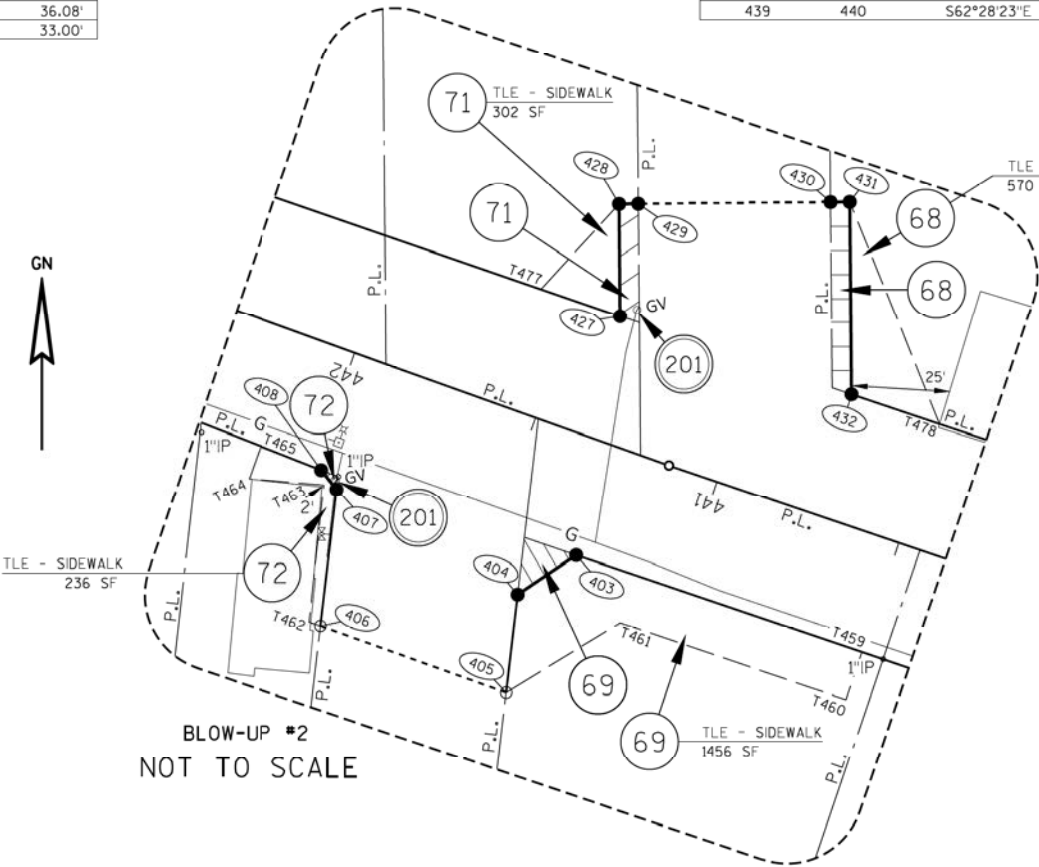
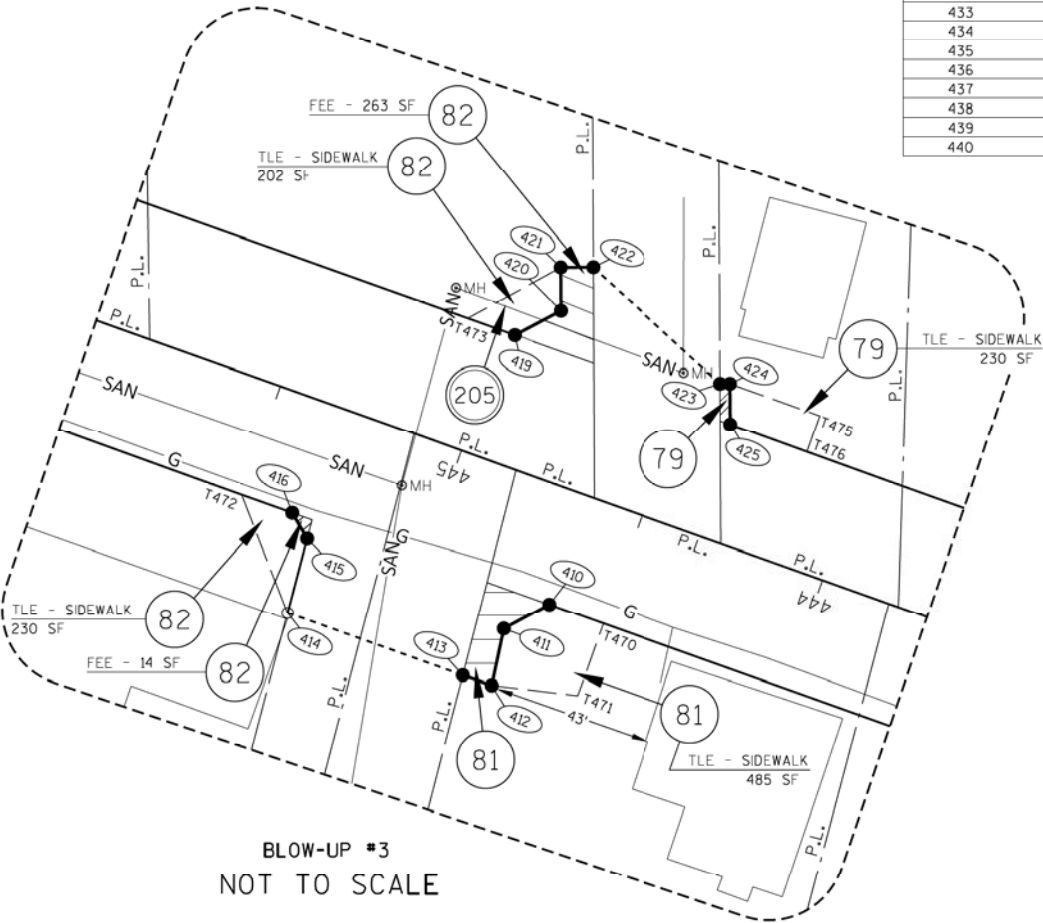
POINT	STATION	OFFSET
401	432+43.97	30.00'
402	436+37.06	27.11'
403	441+28.00	30.24'
404	441+38.91	45.00'
405	441+33.18	70.00'
406	441+84.48	70.00'
407	441+92.51	35.00'
408	441+98.00	31.57'
409	442+57.35	30.00'
410	444+65.00	30.00'
411	444+74.00	40.00'
412	444+72.00	55.00'
413	444+79.98	55.00'
414	445+28.38	55.00'
415	445+30.09	35.00'
416	445+36.00	30.00'
417	446+76.25	30.00'
418	446+99.74	33.00'
419	444+97.00	33.00'
420	444+87.84	43.00'
421	444+91.69	53.60'
422	444+83.70	56.50'
423	444+42.29	39.11'
424	444+39.84	40.00'
425	444+36.22	30.00'
426	442+57.38	30.00'
427	441+38.17	32.18'
428	441+48.26	59.66'
429	441+43.57	61.39'
430	440+95.39	78.35'
431	440+90.67	80.00'
432	440+74.25	33.00'
433	436+99.66	33.11'
434	437+00.09	55.00'
435	436+95.35	55.11'
436	436+95.69	70.00'
437	436+48.87	70.00'
438	436+46.50	35.37'
439	436+37.06	36.08'
440	432+77.83	33.00'

TLE STATION & OFFSET TABLE

POINT	STATION	OFFSET
T451	434+53.00	30.00'
T452	434+53.00	40.00'
T453	435+03.00	40.00'
T454	435+03.00	30.00'
T455	436+82.00	29.49'
T456	436+82.00	40.00'
T457	437+33.00	40.00'
T458	437+33.00	30.00'
T459	440+50.00	30.00'
T460	440+50.00	43.00'
T461	441+12.00	43.00'
T462	441+87.60	70.00'
T463	441+96.00	35.00'
T464	442+15.00	40.00'
T465	442+15.00	31.12'
T470	444+50.00	30.00'
T471	444+50.00	50.00'
T472	445+65.00	30.00'
T473	445+10.00	33.00'
T475	444+15.00	40.00'
T476	444+15.00	30.00'
T477	441+60.00	31.78'
T478	440+50.00	33.00'
T479	437+40.00	33.00'
T481	436+48.00	70.00'
T482	436+46.00	45.00'
T483	436+25.00	35.19'

R/W COURSE TABLE

FROM POINT	TO POINT	BEARING	DISTANCE
401	402	N62°28'23"W	390.93'
402	403	N71°15'28"W	489.27'
403	404	S56°07'38"W	18.36'
404	405	S06°43'16"W	25.65'
405	406	N70°21'01"W	51.30'
406	407	N06°43'16"E	35.91'
407	408	N38°20'52"W	6.47'
408	409	N68°50'08"W	59.37'
409	410	N70°21'01"W	207.65'
410	411	S61°38'13"W	13.45'
411	412	S12°03'18"W	15.13'
412	413	N70°21'01"W	7.98'
413	414	N70°21'01"W	48.40'
414	415	N14°45'26"E	20.07'
415	416	N30°06'10"W	7.74'
416	417	N70°21'01"W	140.25'
418	419	S70°21'01"E	202.74'
419	420	N62°07'54"E	13.56'
420	421	N00°16'58"W	11.28'
421	422	N89°43'02"E	8.50'
422	423	S47°34'33"E	44.91'
423	424	N89°43'02"E	2.60'
424	425	S00°16'58"E	10.64'
425	426	S70°21'01"E	178.84'
426	427	S71°24'01"E	119.23'
427	428	N00°31'01"W	29.27'
428	429	N89°28'59"E	5.00'
429	430	N89°28'59"E	50.00'
430	431	N89°28'59"E	5.00'
431	432	S00°31'01"E	49.79'
432	433	S71°15'28"E	375.07'
433	434	N18°25'07"E	21.89'
434	435	S71°34'53"E	5.00'
435	436	N18°25'07"E	14.89'
436	437	S68°51'41"E	50.06'
437	438	S18°25'07"W	34.72'
438	439	S71°15'28"E	9.81'
439	440	S62°28'23"E	361.91'



R/W STATION & OFFSET TABLE

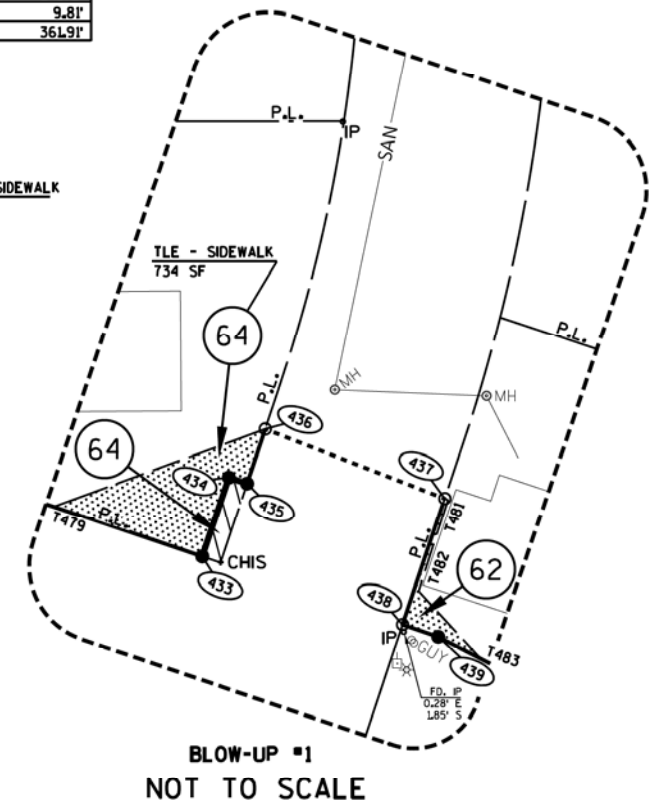
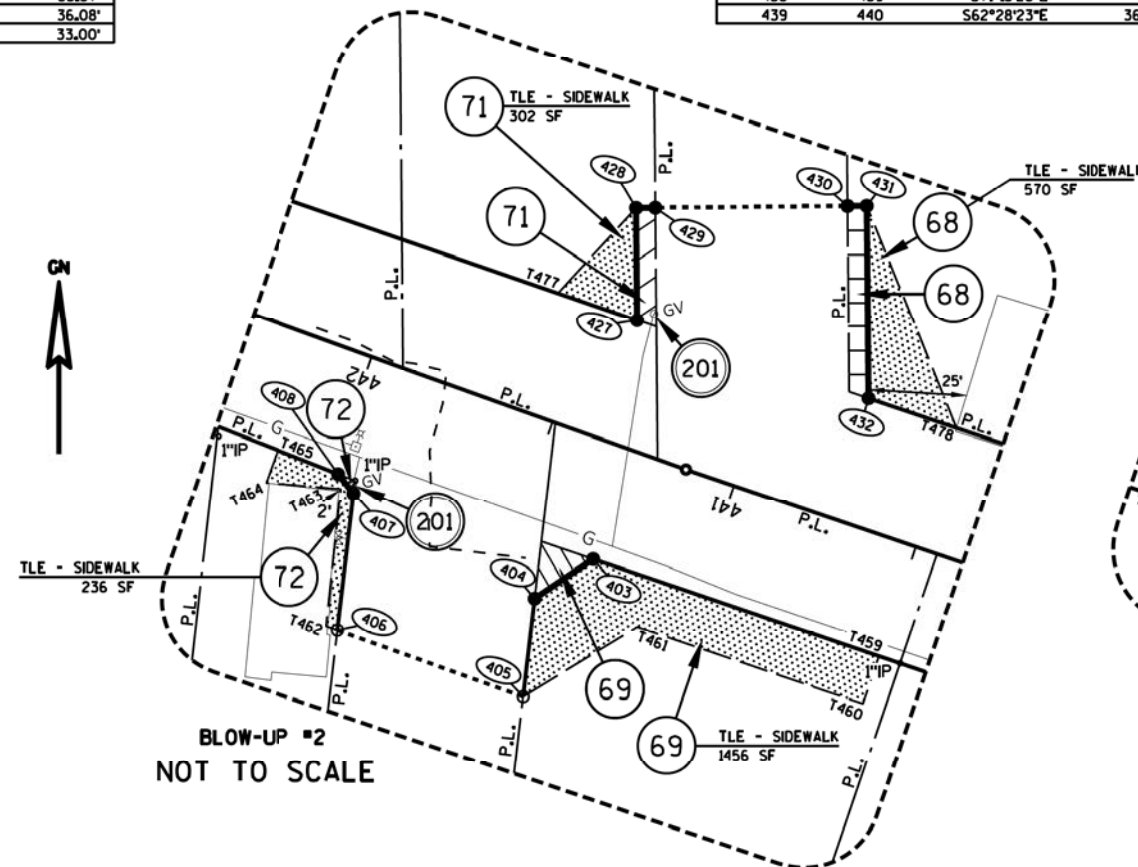
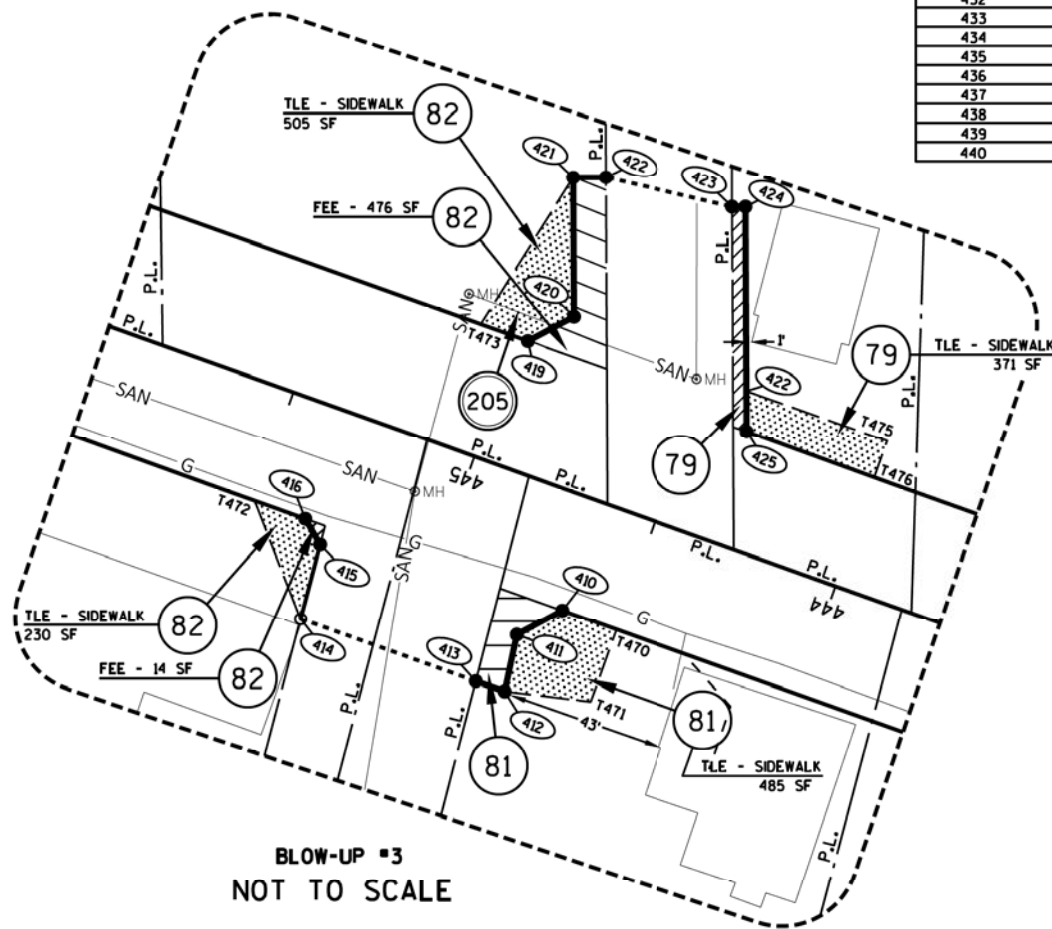
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415	445+30.09	35.00'
416	445+36.00	30.00'
417	446+76.25	30.00'
418	446+99.74	33.00'
419	444+97.00	33.00'
420	444+87.84	43.00'
421	445+00.21	77.10'
422	444+92.22	80.00'
423	444+58.50	83.81'
424	444+55.21	85.00'
425	444+35.26	30.00'
426	442+57.38	30.00'
427	441+38.17	32.18'
428	441+48.26	59.66'
429	441+43.57	61.39'
430	440+95.39	78.35'
431	440+90.67	80.00'
432	440+74.25	33.00'
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434	437+00.09	55.00'
435	436+95.35	55.11'
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T463	441+96.00	35.00'
T464	442+15.00	40.00'
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T471	444+50.00	50.00'
T472	445+65.00	30.00'
T473	445+10.00	33.00'
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410	411	S61°38'13"W	13.45'
411	412	S12°03'18"W	15.13'
412	413	N70°21'01"W	7.98'
413	414	N70°21'01"W	48.40'
414	415	N14°45'26"E	20.07'
415	416	N30°06'10"W	7.74'
416	417	N70°21'01"W	140.25'
418	419	S70°21'01"E	202.74'
419	420	N62°07'54"E	13.56'
420	421	N00°16'58"W	36.28'
421	422	N89°43'02"E	8.50'
422	423	S76°47'27"E	33.94'
423	424	N89°43'02"E	3.50'
424	425	S00°16'58"E	58.50'
425	426	S70°21'01"E	177.88'
426	427	S71°24'01"E	119.23'
427	428	N00°31'01"W	29.27'
428	429	N89°28'59"E	5.00'
429	430	N89°28'59"E	50.00'
430	431	N89°28'59"E	5.00'
431	432	S00°31'01"E	49.79'
432	433	S71°15'28"E	375.07'
433	434	N18°25'07"E	21.89'
434	435	S71°34'53"E	5.00'
435	436	N18°25'07"E	14.89'
436	437	S68°51'41"E	50.06'
437	438	S18°25'07"W	34.72'
438	439	S71°15'28"E	9.81'
439	440	S62°28'23"E	361.91'



R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

R/W POINT NUMBER AND COORDINATE TABLE

POINT	Y	X
101	441936.283	851306.225
102	441936.419	851410.936
103	441573.056	851536.654
104	441540.686	851443.095
105	441589.786	851399.125
107	441595.932	851419.219
108	441623.214	851432.002
109	441748.904	851388.515
110	441743.509	851372.922
111	441807.105	851350.919
112	441806.948	851323.990
113	441866.829	851303.272
114	441866.985	851330.201

R/W POINT NUMBER AND COORDINATE TABLE

POINT	Y	X
201	441936.306	851323.677
202	442211.972	851228.302
203	442217.224	851208.495
204	442212.795	851188.865
205	442260.340	851172.415
207	442278.124	851205.414
208	442660.775	851073.023
209	442652.115	851145.858
210	441939.121	851392.542
211	441939.276	851409.948
212	441936.419	851410.936

R/W POINT NUMBER AND COORDINATE TABLE

POINT	Y	X
301	443164.024	850718.694
302	443235.542	850717.781
303	443189.983	850805.198
304	443162.234	850969.299
306	442955.480	851036.656
307	442956.491	851039.481
308	442789.191	851098.432
309	442652.115	851145.858
310	442660.776	851073.023
311	442767.434	851036.121
312	442962.669	850967.326
313	442963.363	850970.263
314	443015.071	850952.043
316	443064.972	850908.753

R/W POINT NUMBER AND COORDINATE TABLE

POINT	Y	X
401	443164.024	850718.694
402	443344.699	850372.018
403	443501.906	849908.692
404	443491.673	849893.449
405	443466.199	849890.447
406	443483.450	849842.134
407	443519.114	849846.337
408	443524.191	849842.321
409	443545.625	849786.958
410	443615.453	849591.397
411	443609.061	849579.558
412	443594.262	849576.398
413	443596.947	849568.880
414	443613.222	849523.300
415	443632.633	849528.413
416	443639.328	849524.532
417	443686.490	849392.447
418	443753.720	849391.511
419	443685.544	849582.445
420	443691.883	849594.432
421	443703.158	849594.377
422	443703.200	849602.877
423	443672.904	849636.027
424	443672.917	849638.627
425	443662.280	849638.679
426	443602.143	849807.101
427	443564.113	849920.107
428	443593.383	849919.842
429	443593.428	849924.842
430	443593.879	849974.840
431	443593.924	849979.840
432	443544.140	849980.289
433	443423.626	850335.472
434	443444.394	850342.388
435	443442.815	850347.132
436	443456.946	850351.838
437	443438.895	850398.527
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439	443402.803	850396.843
440	443235.542	850717.781

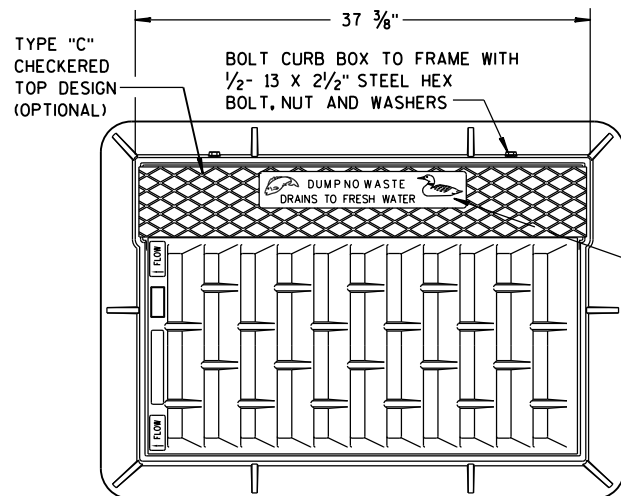
R/W POINT NUMBER AND COORDINATE TABLE

POINT	Y	X
500	444246.868	848059.453
501	444239.668	848079.618
502	444215.646	848146.894
503	444083.351	848517.404
504	444049.638	848611.821
505	443941.481	848914.729
506	443923.878	848914.963
507	443753.720	849391.511
508	443686.490	849392.447
509	443877.104	848858.609
510	443862.975	848853.571
511	443890.803	848762.253
512	444129.630	848093.387
525	443971.108	848831.756
526	443990.414	848838.649
527	443963.353	848914.438

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), GRANT COUNTY, NAD83(2011), IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

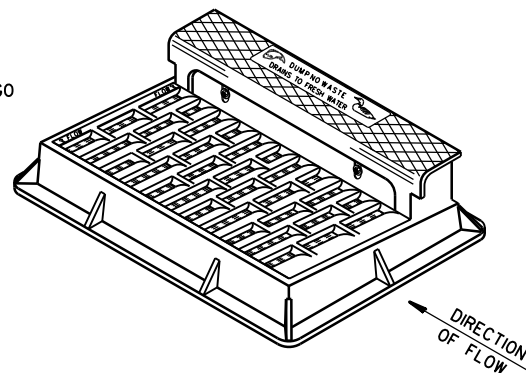
Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-02	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C06-02	INLETS 3-FT AND 4-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C08-02	INLETS MEDIAN 1 AND 2 GRATE
08D01-20A	CONCRETE CURB & GUTTER
08D01-20B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D18-02	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08D19-02	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
13C19-01	HMA LONGITUDINAL JOINTS
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-14C	PAVEMENT MARKING ARROWS
15C08-19A	LONGITUDINAL MARKING (MAINLINE)
15C08-19C	PAVEMENT MARKING (TURN LANES)
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-07	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-05A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-03	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-03A	PAVEMENT MARKING (INTERSECTIONS)
15D28-03	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-05A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-05B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-05C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS

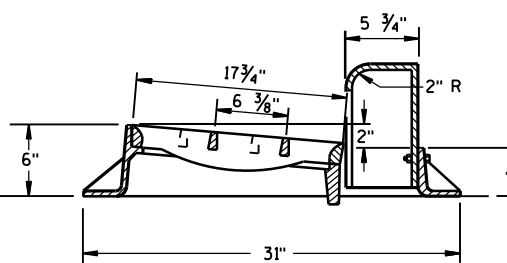
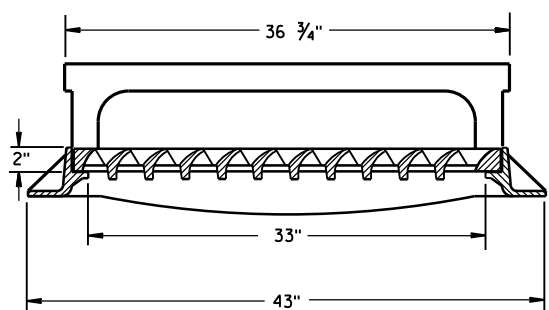
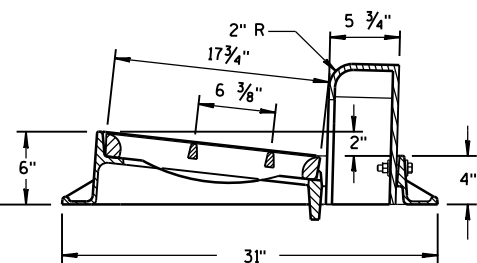
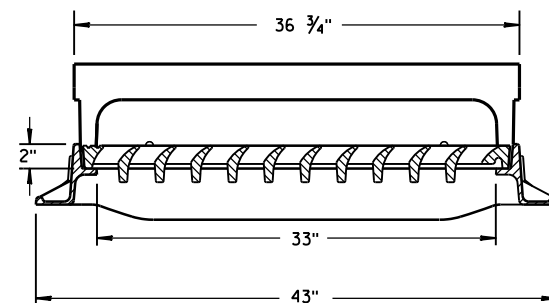
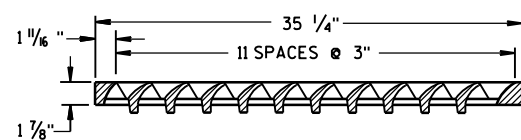


SEE LOGO
DETAIL

NOTE:
GRATE IS REVERSIBLE.

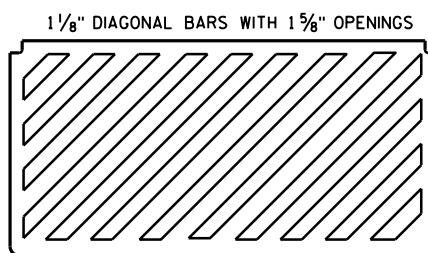


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"



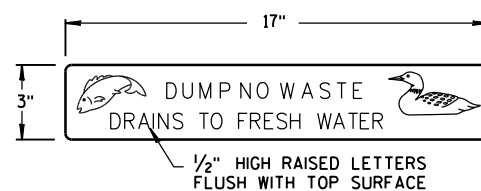
TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

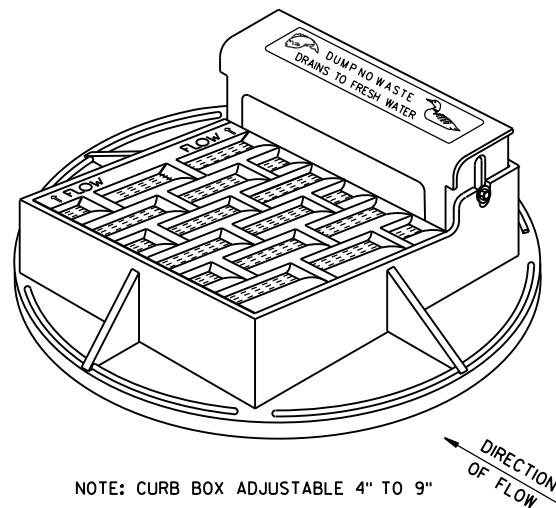


**SPECIAL GRATE FOR
TYPE "H" COVER**

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

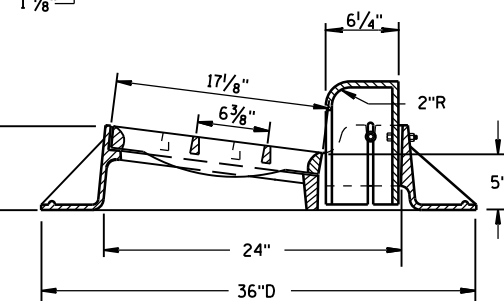
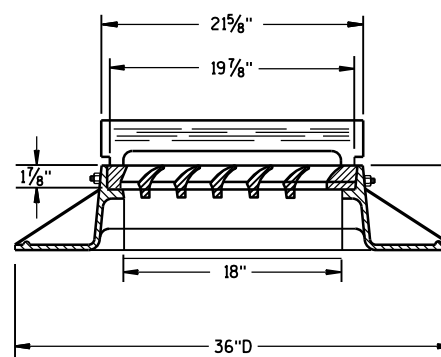
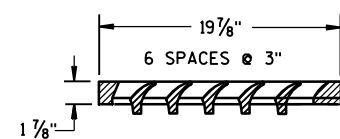
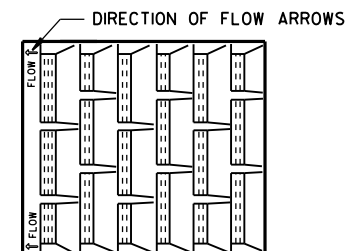


LOGO DETAIL

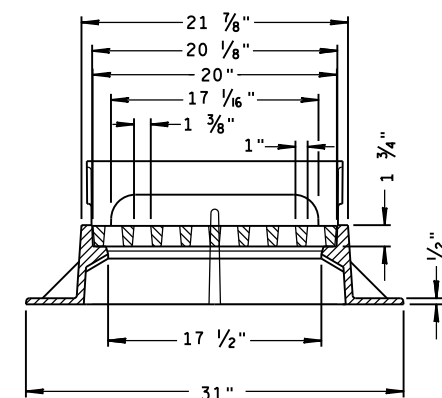
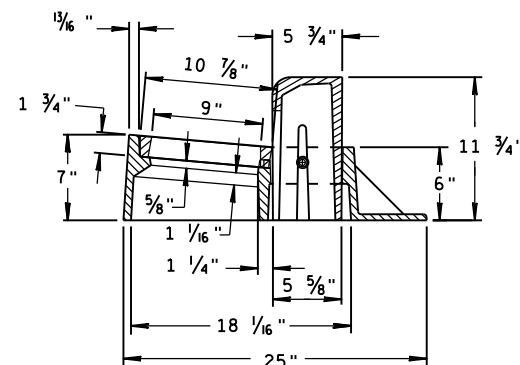


NOTE: CURB BOX ADJUSTABLE 4" TO 9"

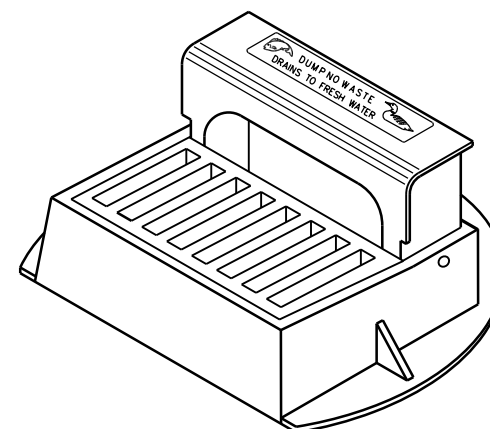
NOTE:
GRATE IS REVERSIBLE.



TYPE "A"



TYPE "Z"

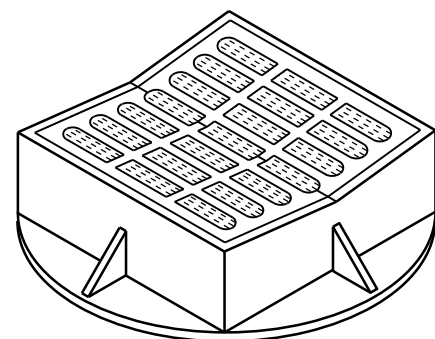
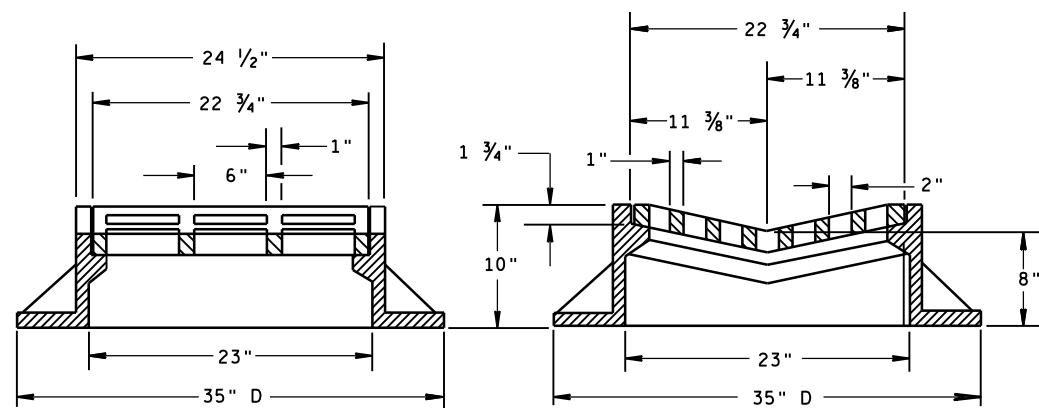


**INLET COVERS
TYPE A, H, A-S, H-S & Z**

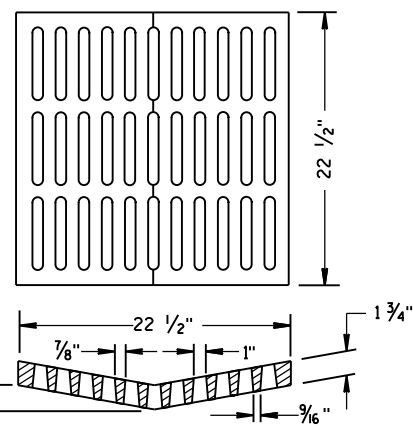
**STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION**

APPROVED
11-27-13
DATE
FHWA

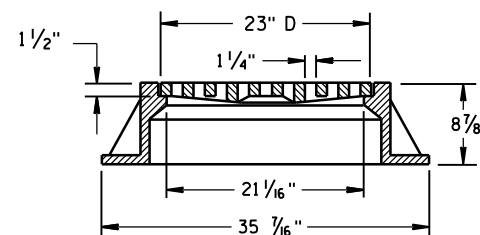
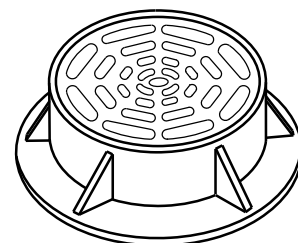
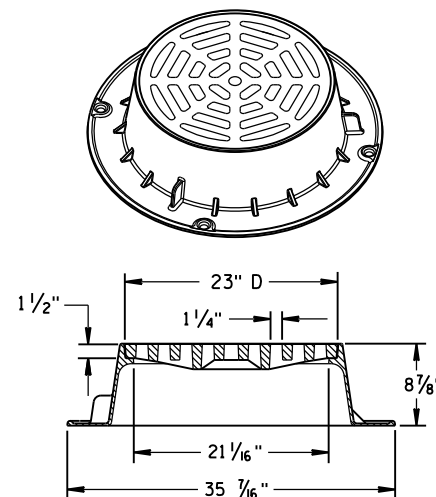
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER



TYPE "B"

ALTERNATIVE GRATE FOR
TYPE "B" COVER

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



TYPE "C"

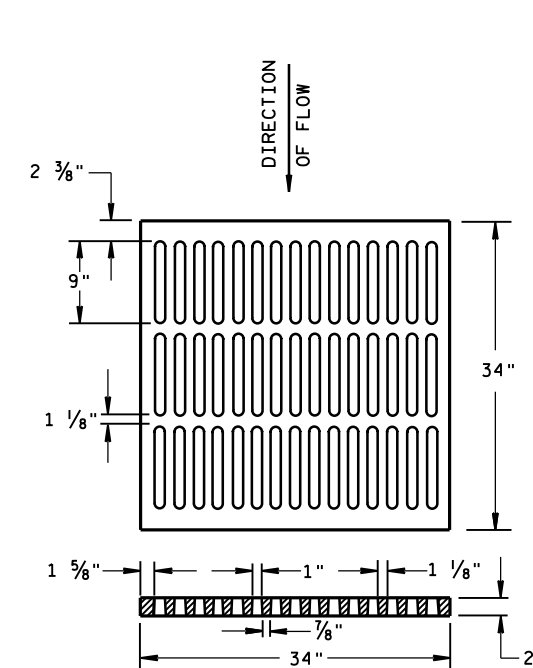
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

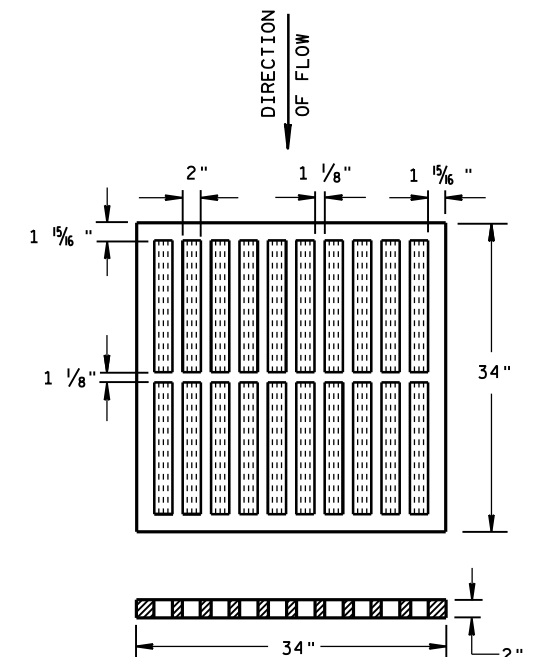
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



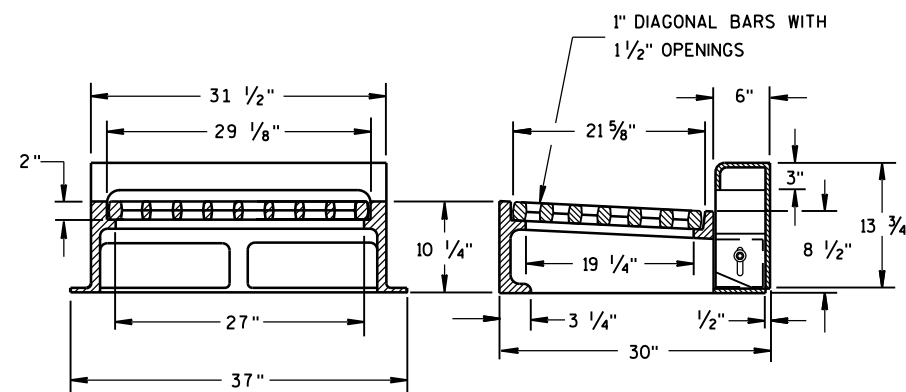
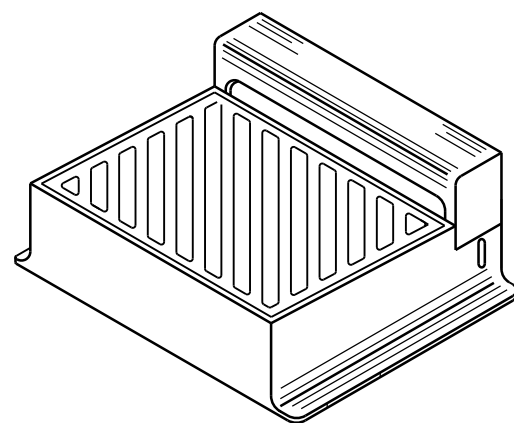
ALTERNATIVE TYPE "MS"

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



TYPE "MS"

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



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

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

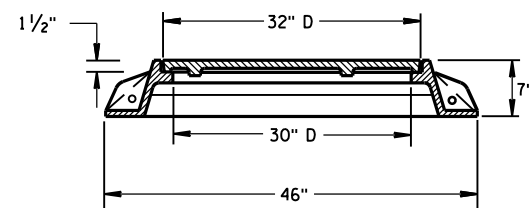
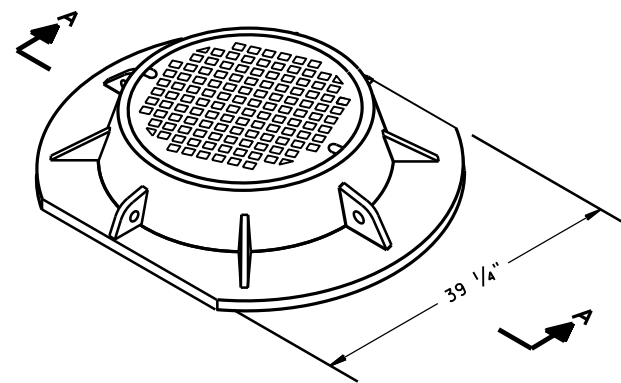
DIRECTION
OF FLOW

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

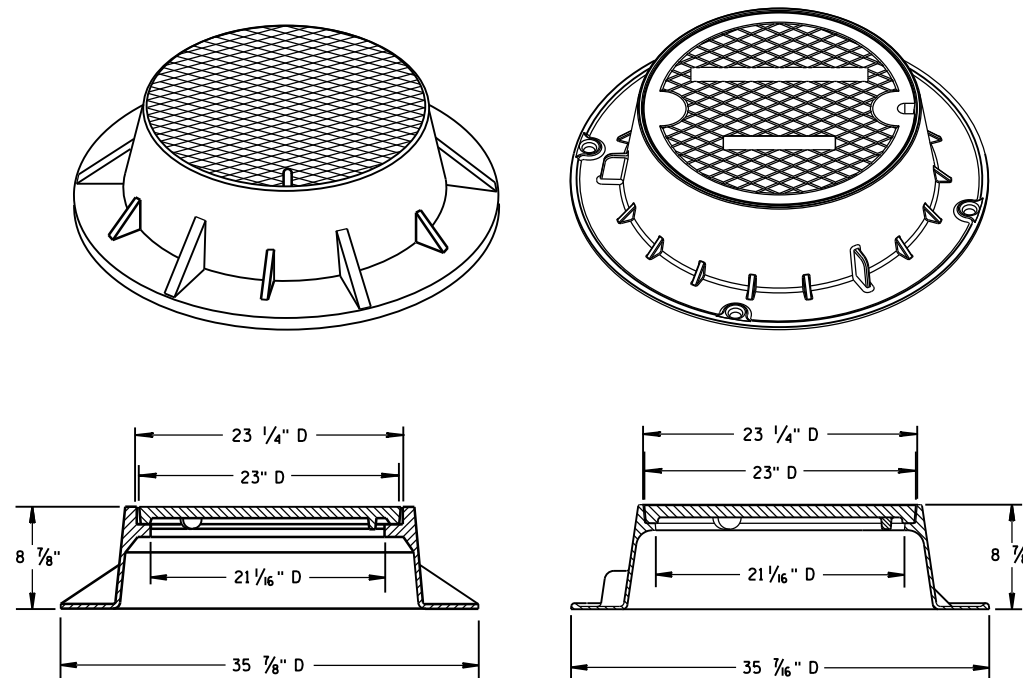
STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION

APPROVED
 11/27/2013
 DATE
 FHWA

/S/ Jerry H. Zogg
 ROADWAY STANDARDS DEVELOPMENT
 ENGINEER

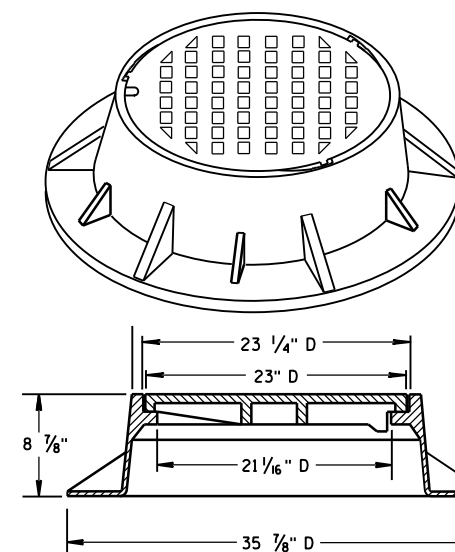
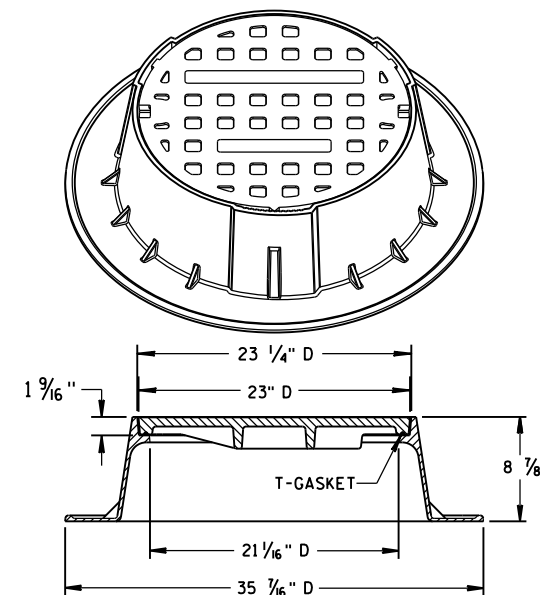


SECTION A-A
TYPE "K"



TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

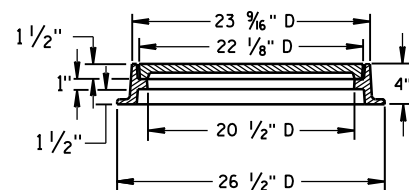
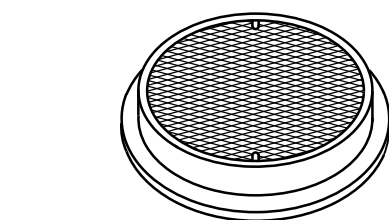


TYPE "J" SPECIAL

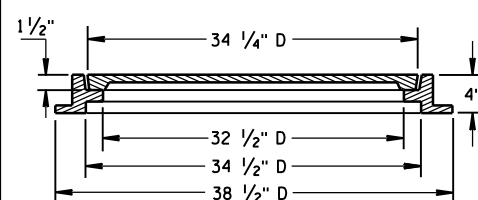
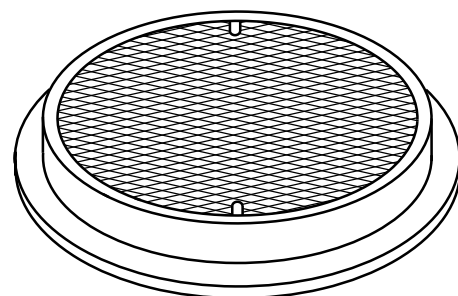
TYPE "B" NON-ROCKING SELF-SEAL LID

(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

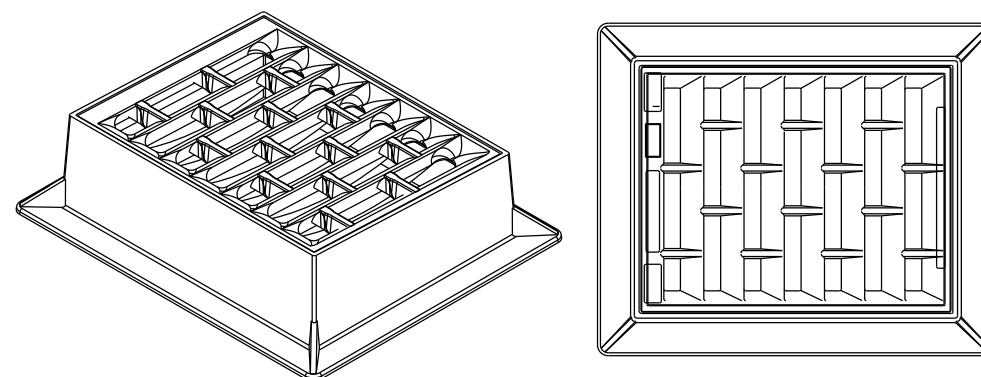
NOTE: EITHER CASTING IS ACCEPTABLE



TYPE "L"



TYPE "M"



INLET COVER TYPE "BW"

GENERAL NOTES

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

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

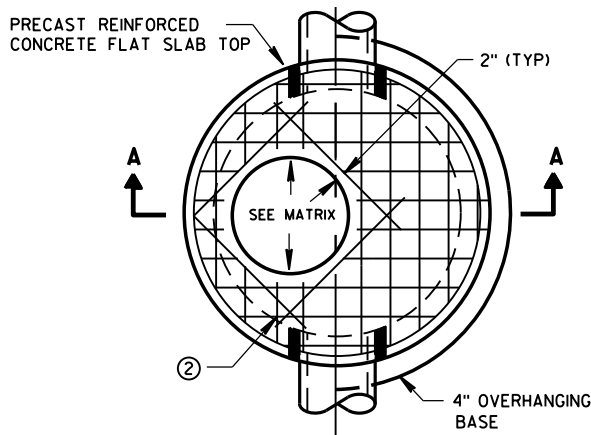
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

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

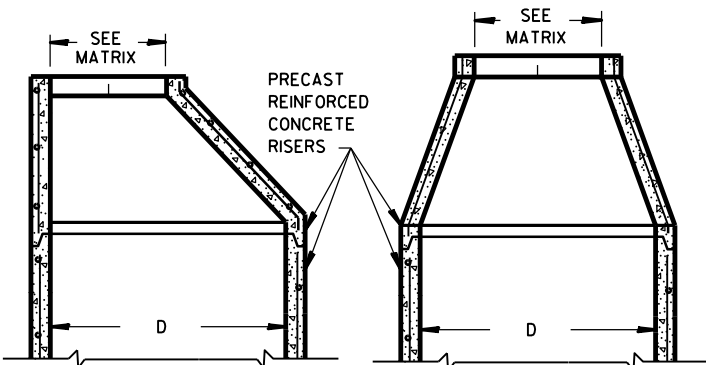
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

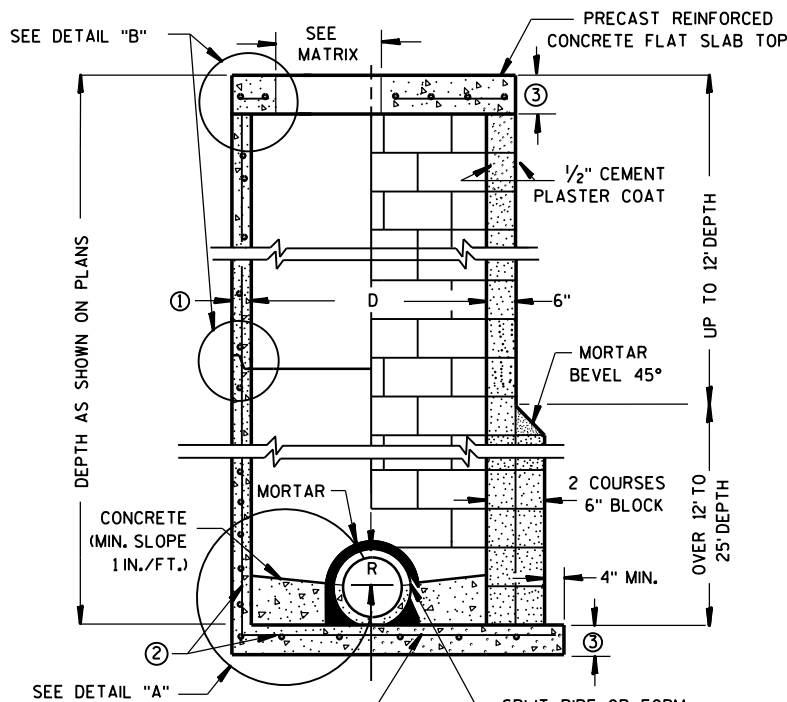
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER



PLAN VIEW CIRCULAR OPENING

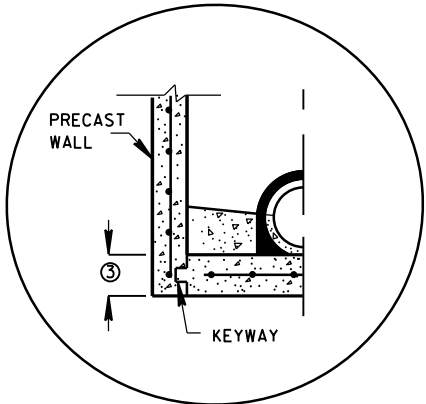


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP
OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

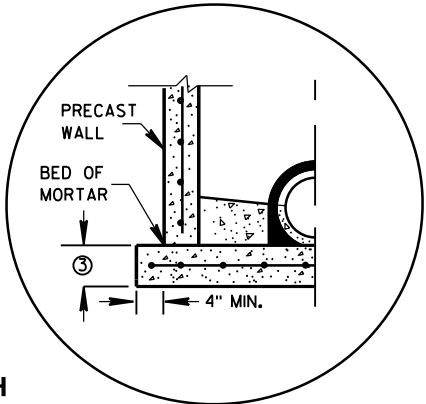


CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES

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



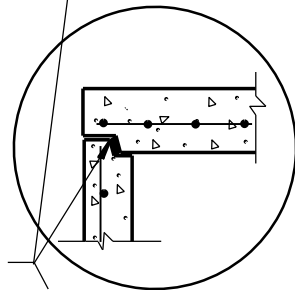
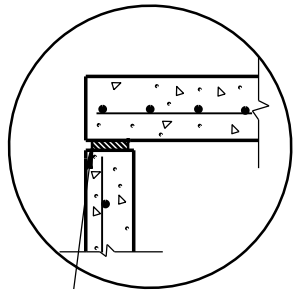
PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



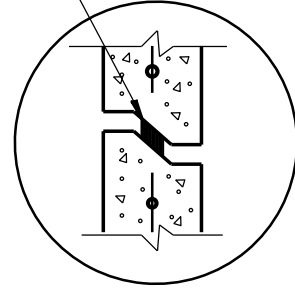
SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"

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

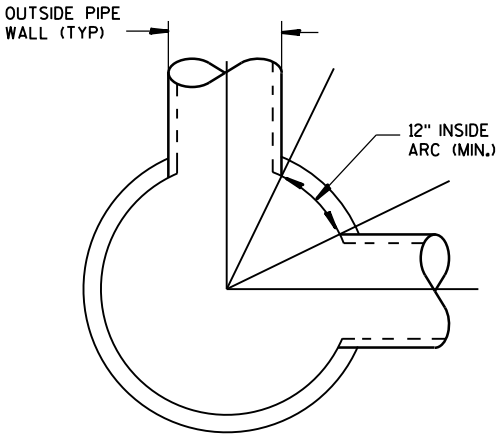


TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"



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 PERMITTED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

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

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

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

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

- ① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.
- ② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.
- ③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

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

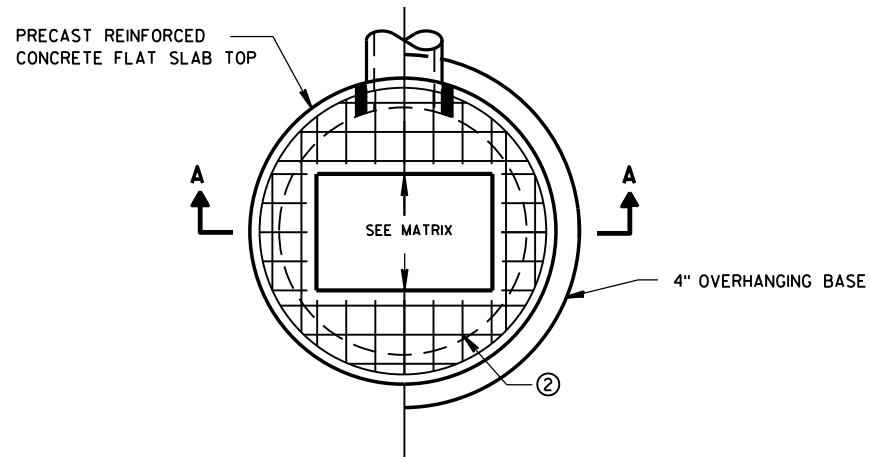
PIPE MATRIX

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

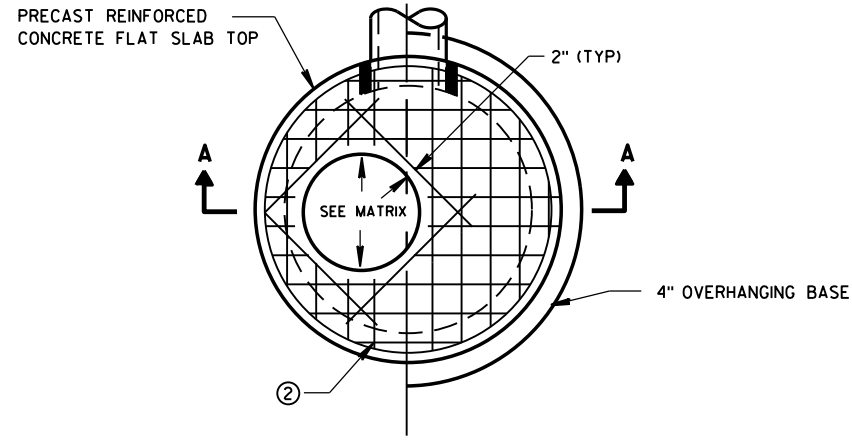
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

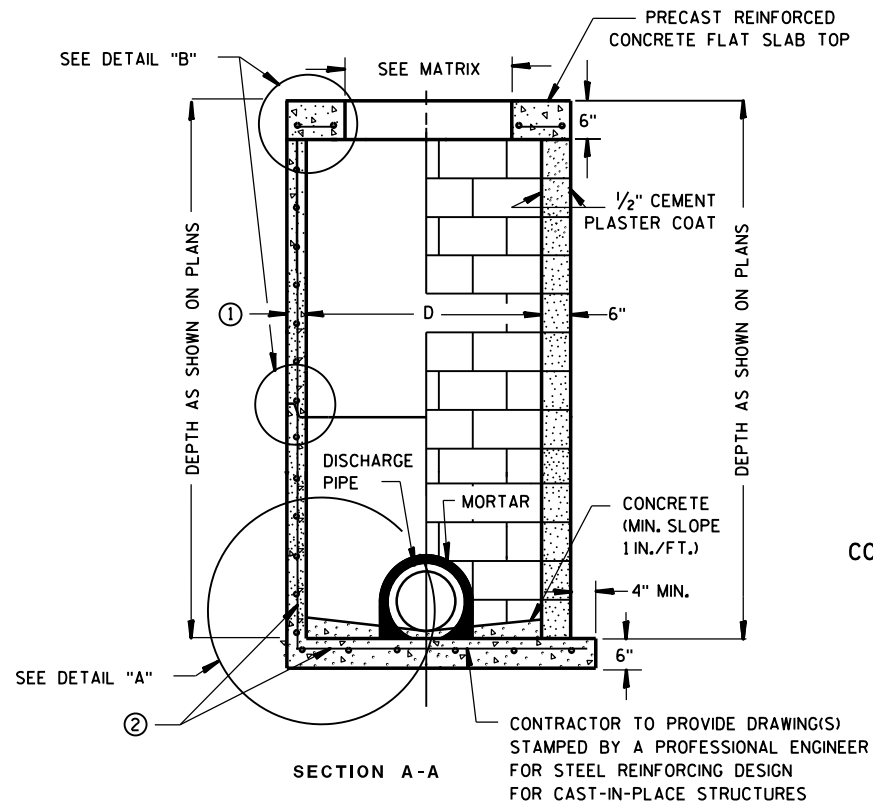
APPROVED
Sep 11, 2016 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



PLAN VIEW RECTANGULAR OPENING

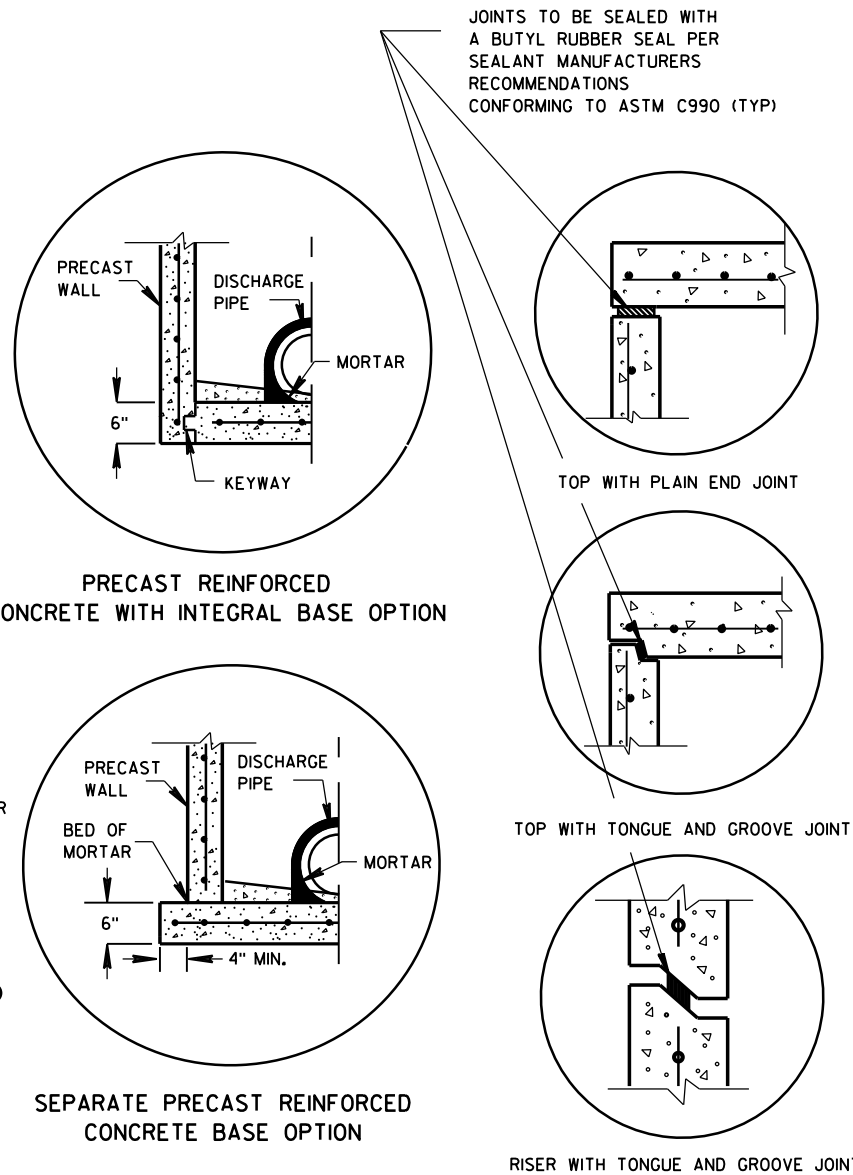


PLAN VIEW CIRCULAR OPENING



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

CIRCULAR INLETS W/ FLAT TOP



DETAIL "A"

DETAIL "B"

INLETS 3-FT AND 4-FT DIAMETER

GENERAL NOTES

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

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

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

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

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

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

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

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

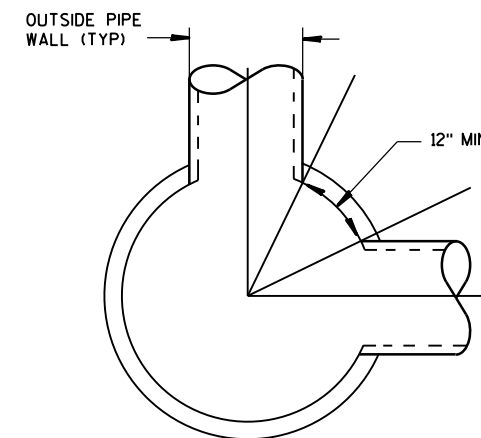
4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

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

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

INLET COVER OPENING MATRIX

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



DETAIL "C"

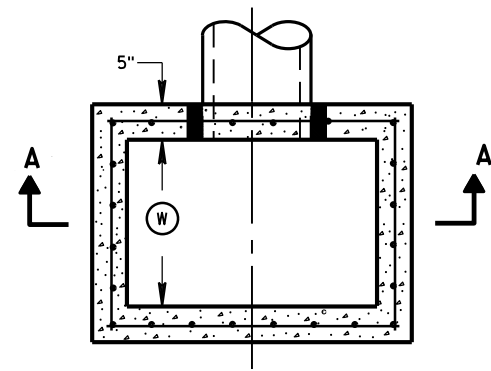
PIPE MATRIX

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

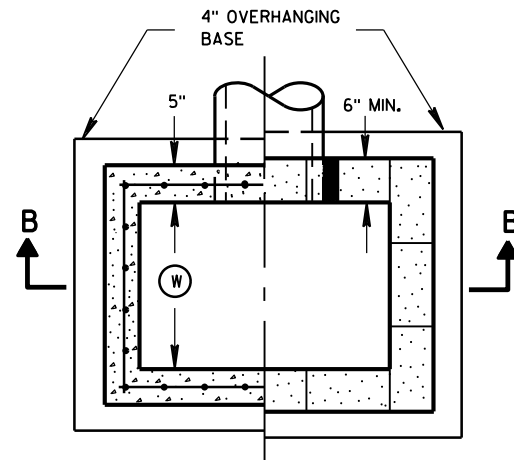
INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

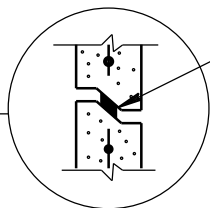
APPROVED
Sept., 2016 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



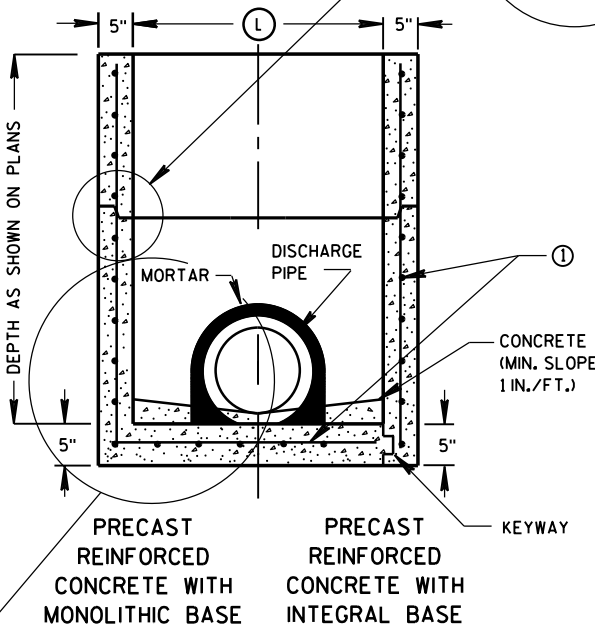
PLAN VIEW



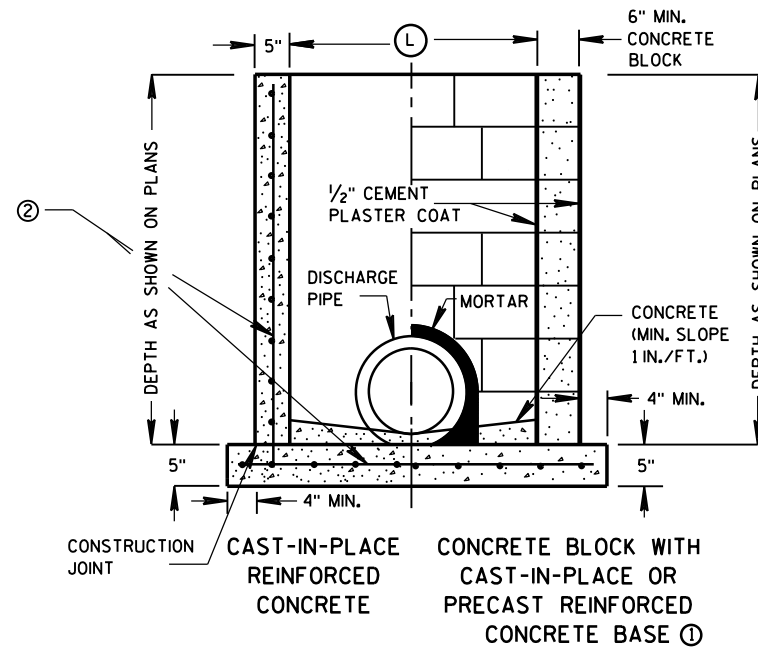
PLAN VIEW



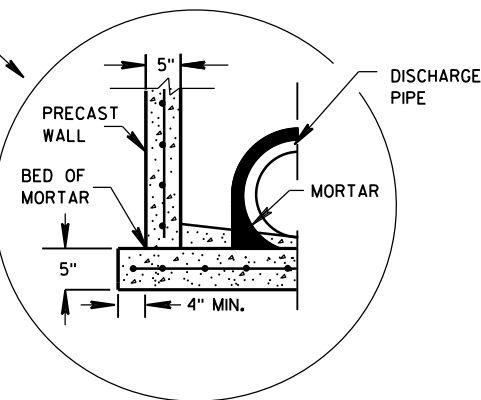
RISER JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-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 INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

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

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

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

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

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

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

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

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

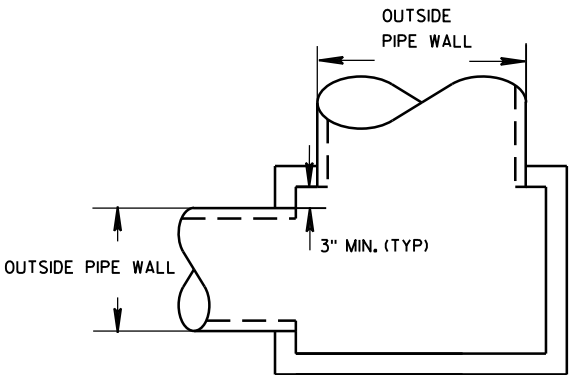
- ① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.
- ② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH ① (FT)	LENGTH ② (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

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

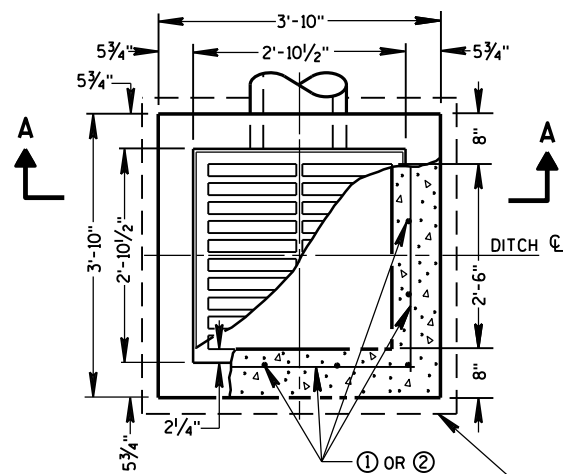


DETAIL "A"

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

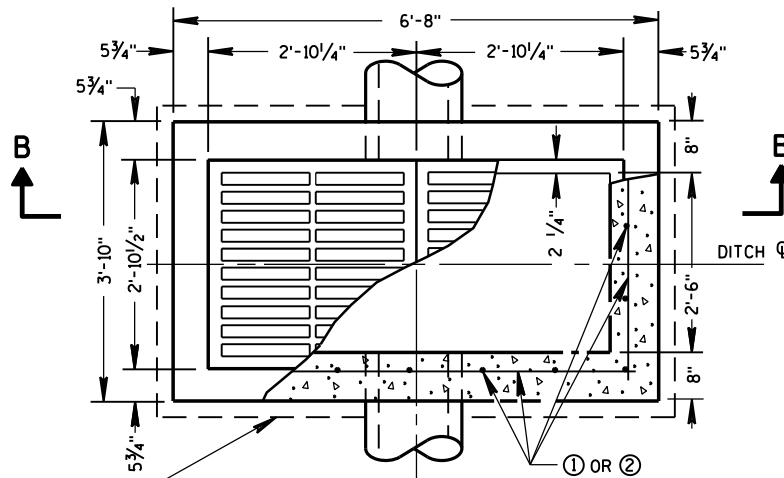
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

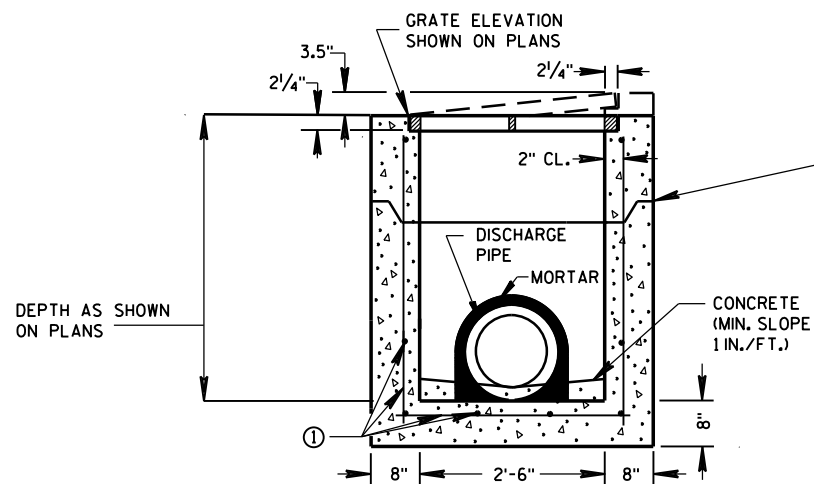


PLAN VIEW

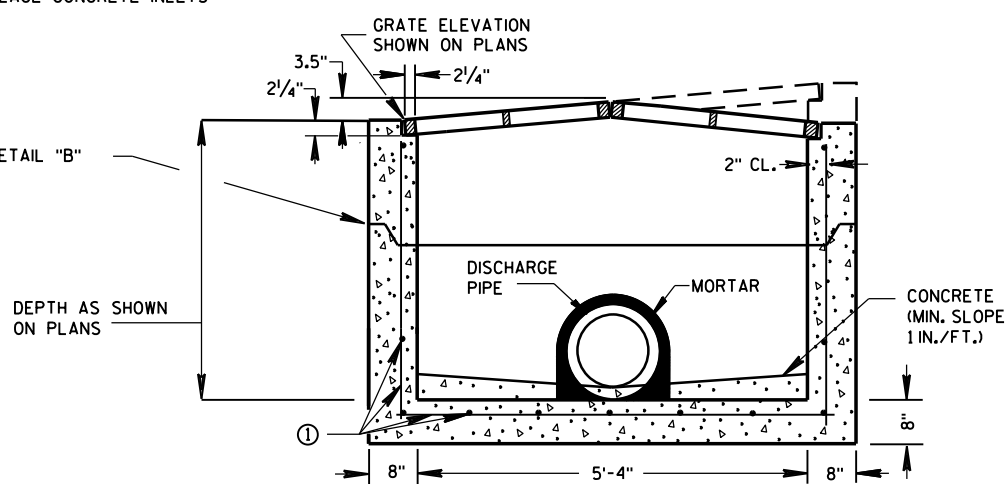
4" OVERHANGING BASE ON REINFORCED
CAST-IN-PLACE CONCRETE INLETS



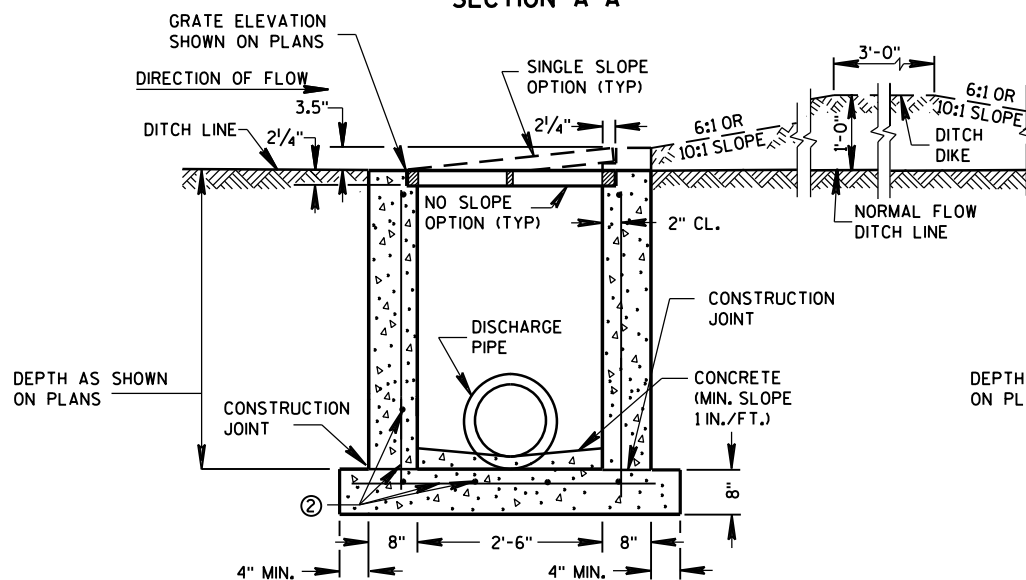
PLAN VIEW



PRECAST REINFORCED CONCRETE
SECTION A-A

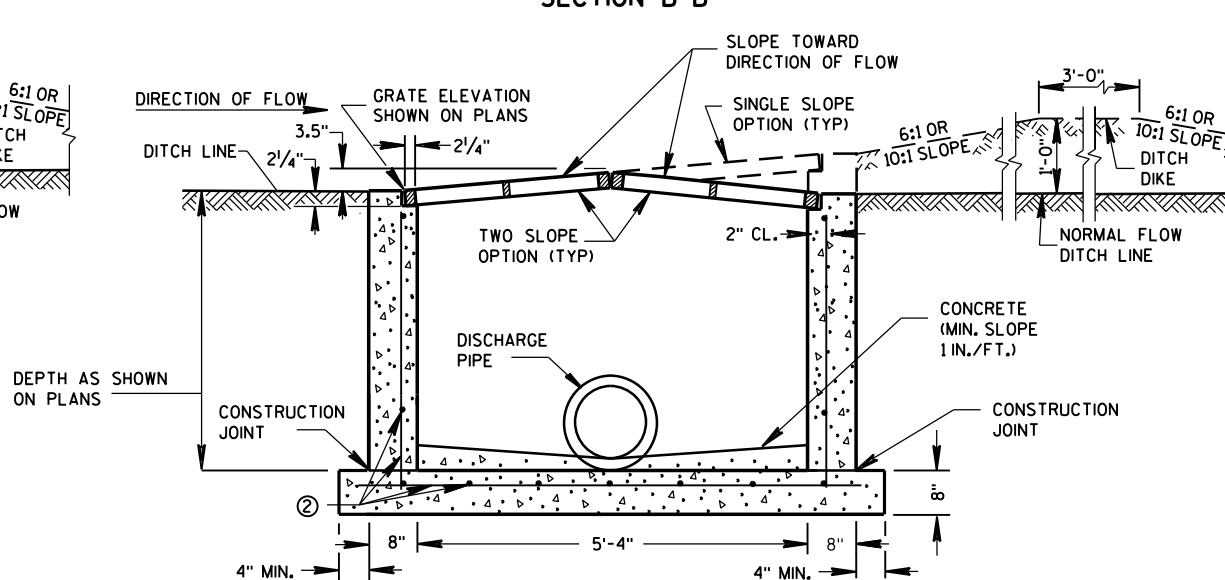


PRECAST REINFORCED CONCRETE
SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE
SECTION A-A

INLETS MEDIAN 1 GRATE



REINFORCED CAST-IN-PLACE CONCRETE
SECTION B-B

INLETS MEDIAN 2 GRATE

GENERAL NOTES

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

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

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, IG-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT. 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.

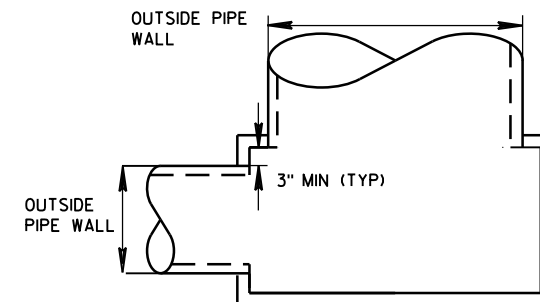
ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

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

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

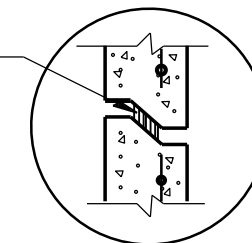
PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42



DETAIL "A"

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



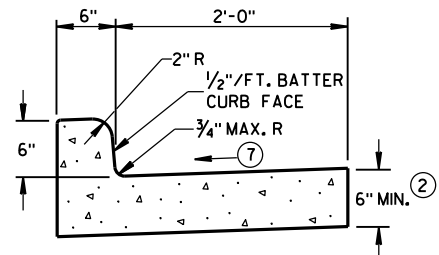
DETAIL "B"

INLETS MEDIAN 1 AND 2 GRATE

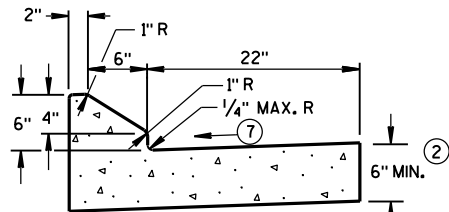
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016
DATE
FHWA

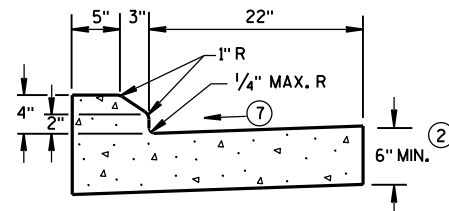
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR



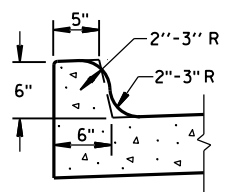
TYPES A^① & D



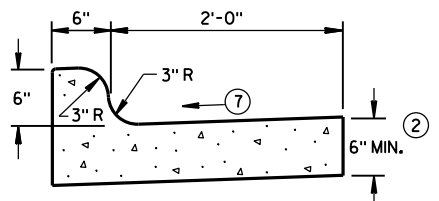
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

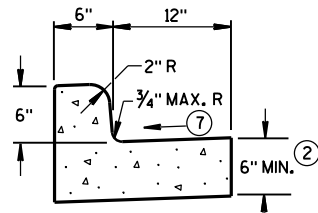


TYPES K^① & L
(OPTIONAL CURB SHAPE)



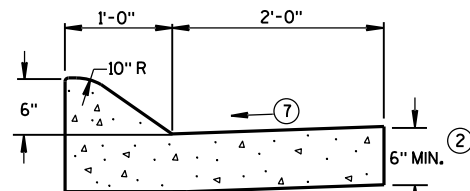
TYPES K^① & L

CONCRETE CURB & GUTTER 30"

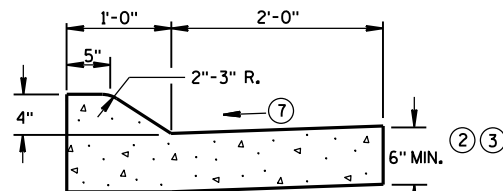


TYPES A^① & D

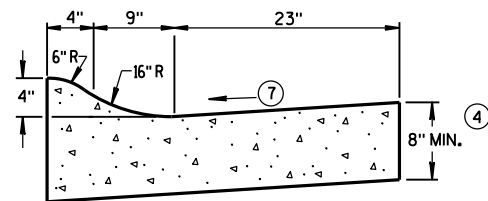
CONCRETE CURB & GUTTER 18"



6" SLOPED CURB TYPES A^① & D

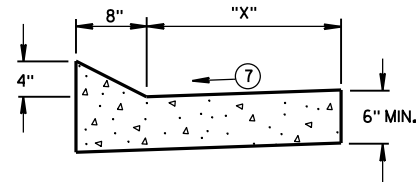


4" SLOPED CURB TYPES A^① & D



4" SLOPED CURB TYPES R^① & T^⑤

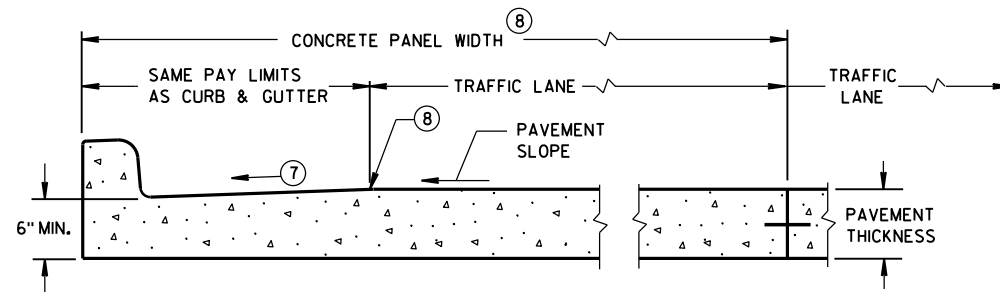
CONCRETE CURB & GUTTER 36"



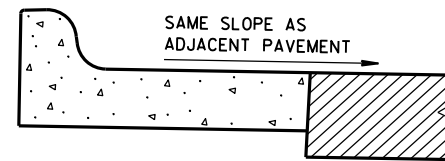
TYPES TBT & TBTT^①

CONCRETE CURB & GUTTER

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



PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB & GUTTER



REVERSE SLOPE GUTTER^⑥
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

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

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

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

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

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

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

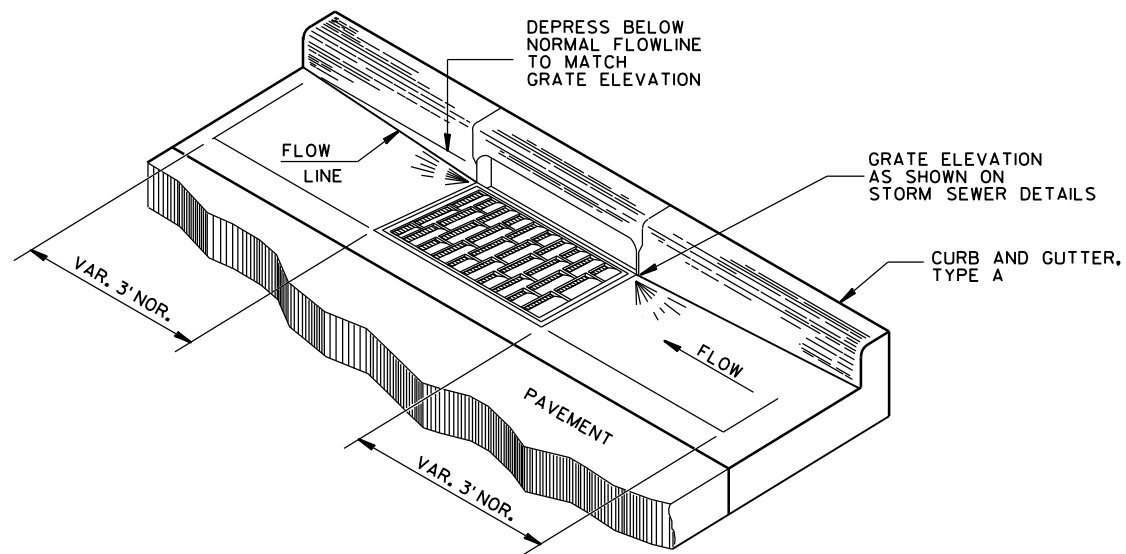
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'

* BIKE LANE IS NOT SHOWN.

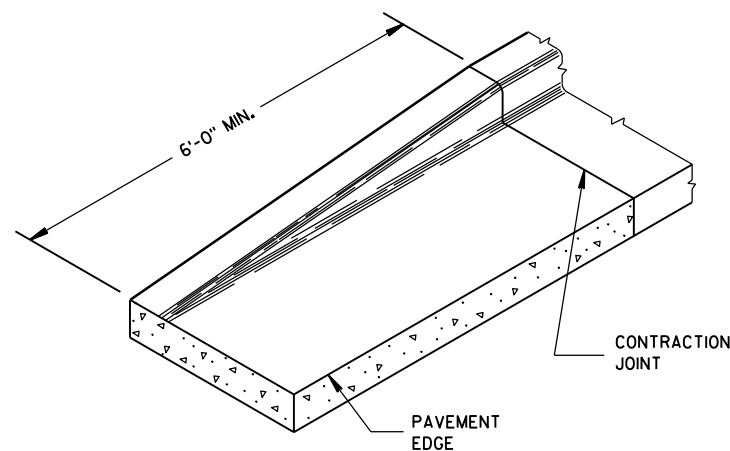
CONCRETE CURB & GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

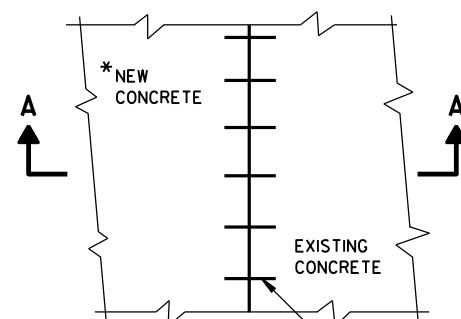


DETAIL OF CURB AND GUTTER AT INLETS

(TYPE H INLET COVER SHOWN)

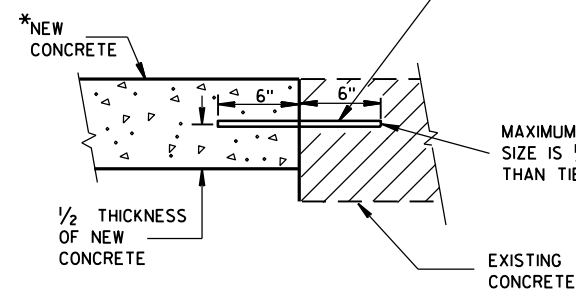


END SECTION CURB & GUTTER



PLAN VIEW

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



**SECTION A-A
TIE BARS DRILLED
INTO EXISTING PAVEMENT**

NO. 6 TIE BARS SPACED 2'-6" C-C,
INSTALLED PERPENDICULAR
TO THE LONGITUDINAL JOINT.

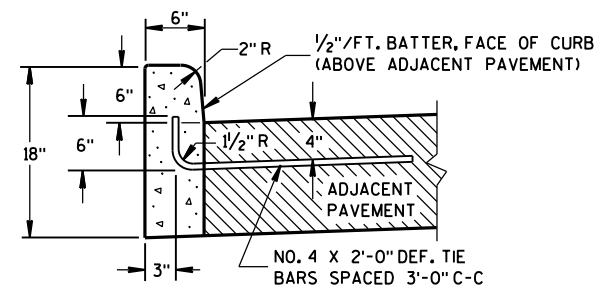
GENERAL NOTES

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

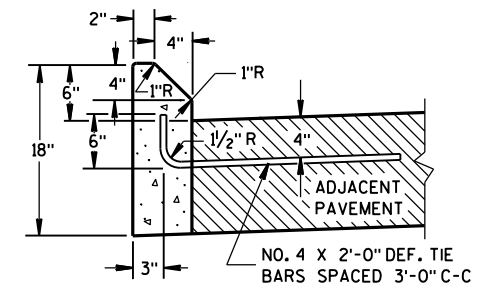
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ⑨ REFER TO SDD 8D18 AND SDD 8D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

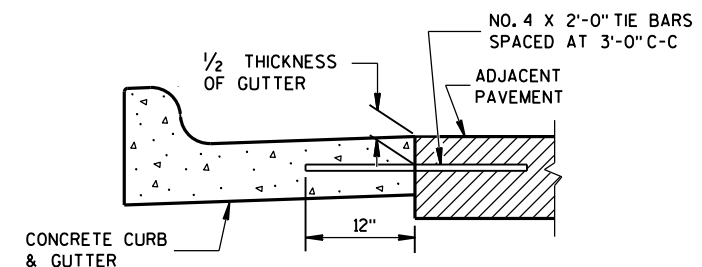


TYPES A^① & D

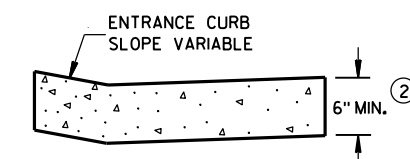


TYPES G^① & J

CONCRETE CURB



TYPICAL TIE BAR LOCATION^①



DRIVEWAY ENTRANCE CURB^⑨
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June, 2017

DATE

FHWA

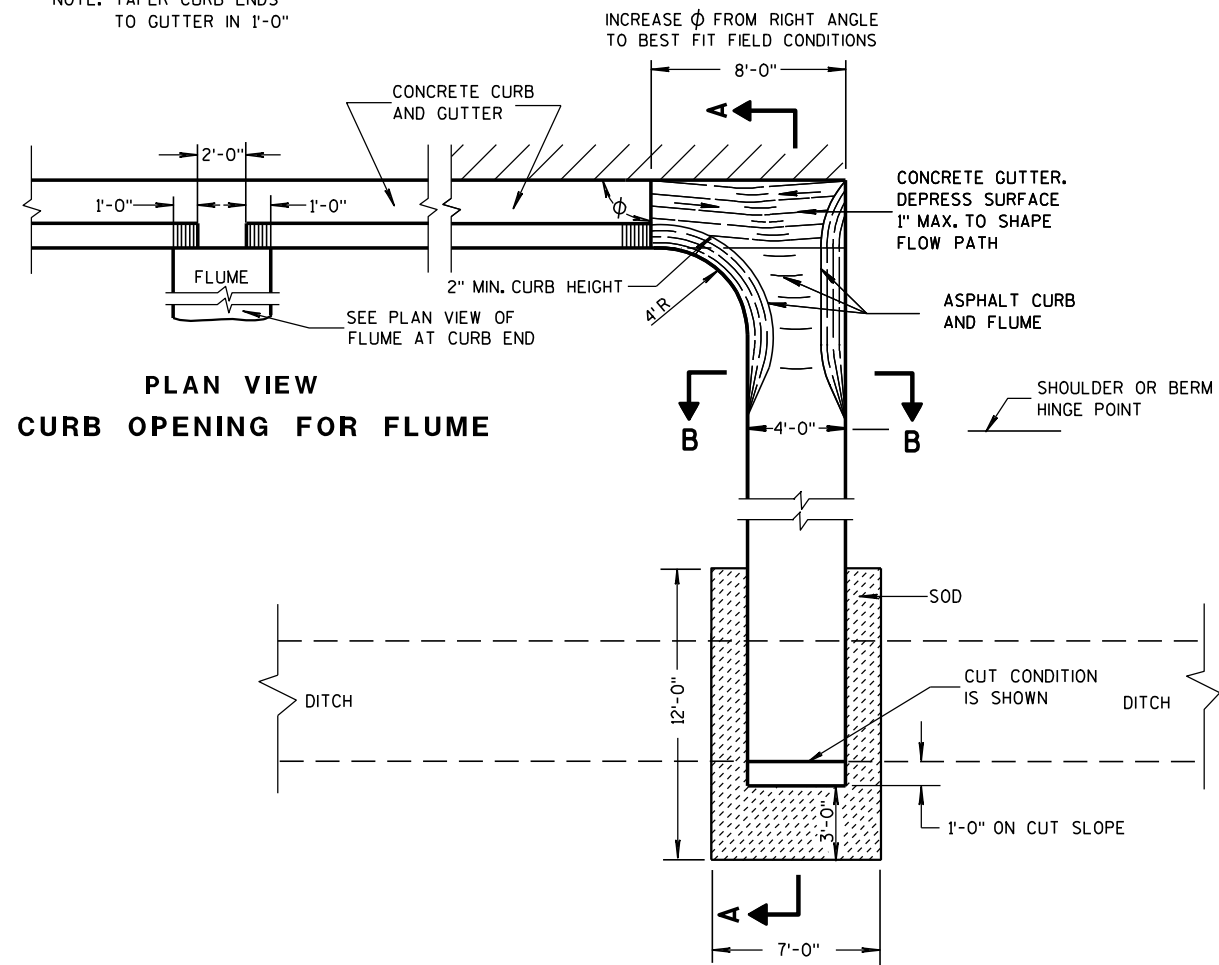
/S/ Rodney Taylor

ROADWAY STANDARDS DEVELOPMENT

UNIT SUPERVISOR

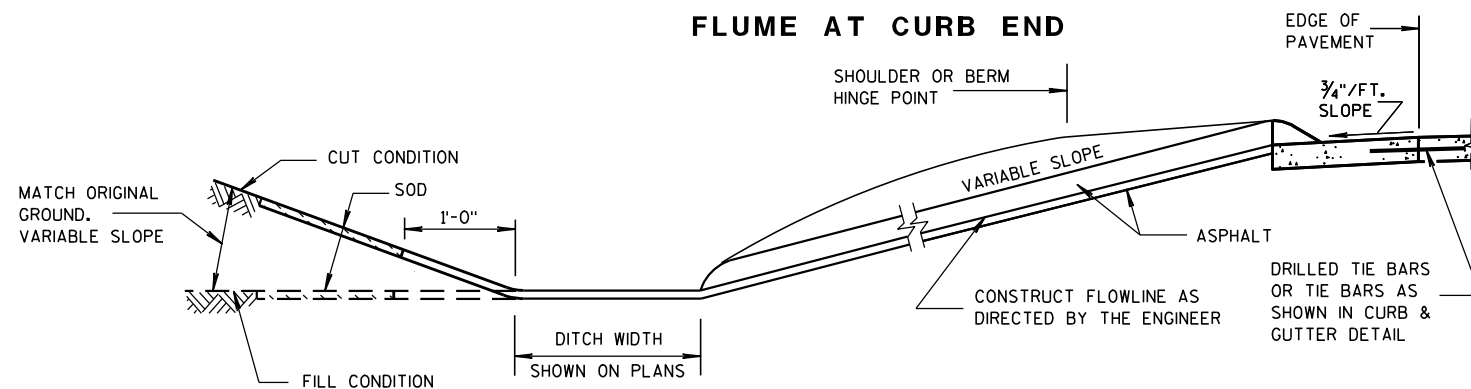
ASPHALTIC FLUME

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

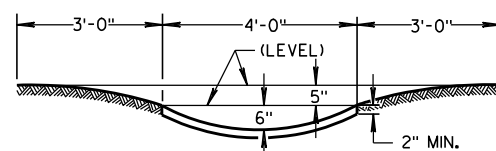


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

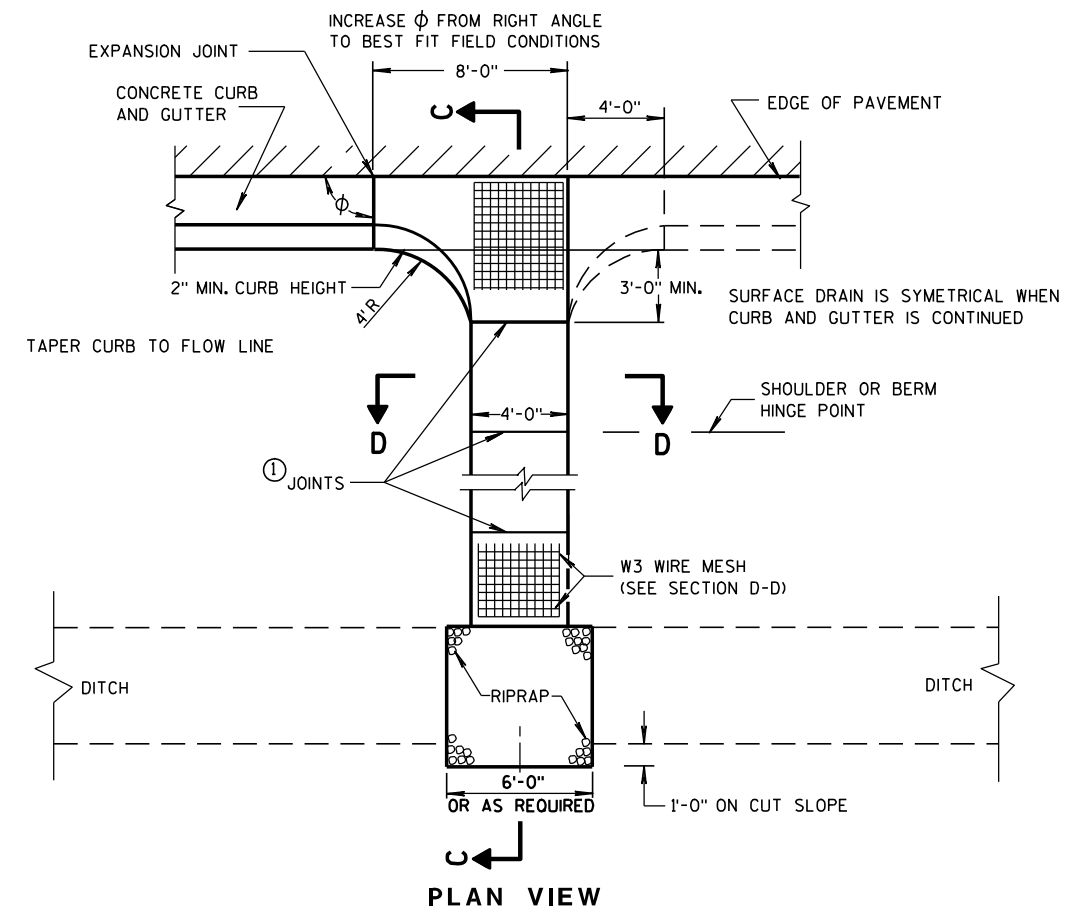
GENERAL NOTES

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

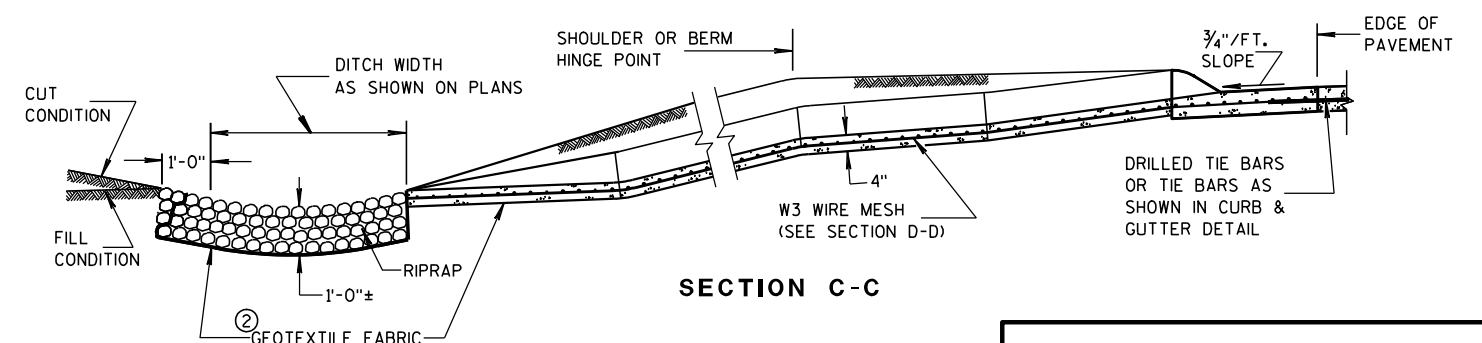
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

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

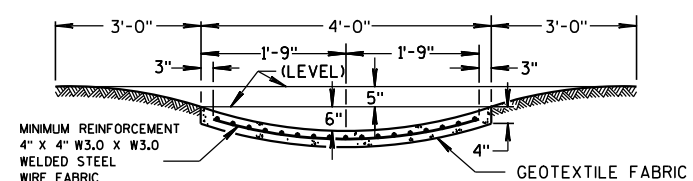
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

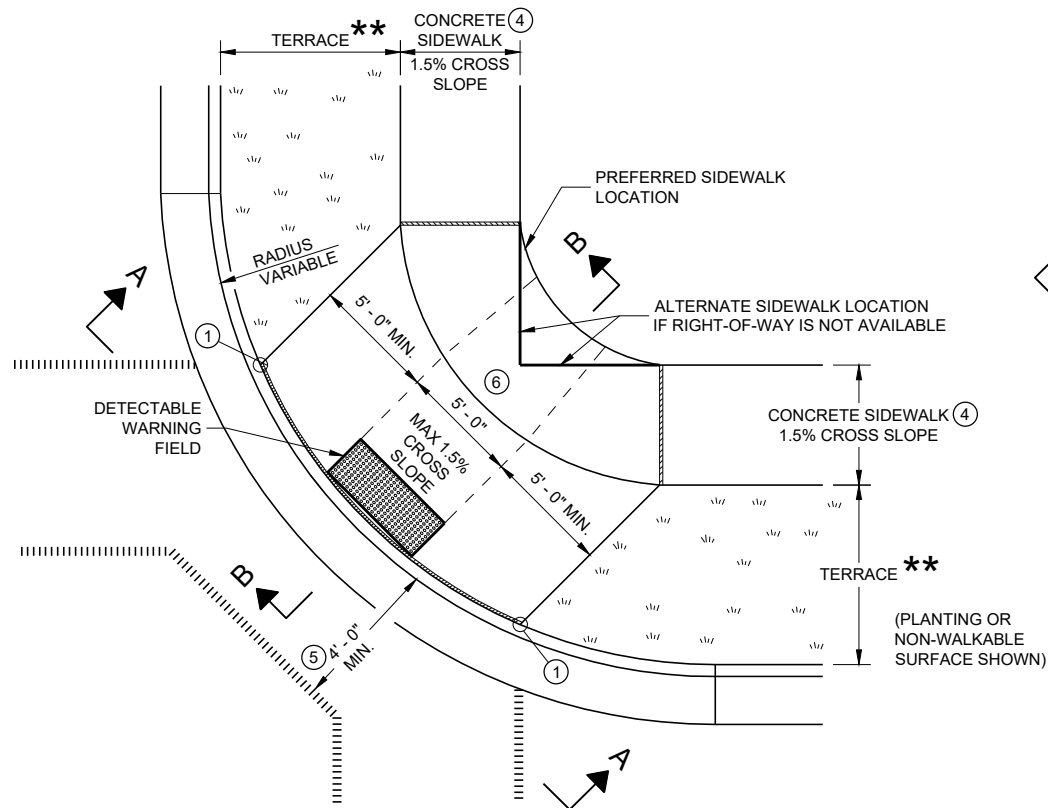
APPROVED

9-4-08

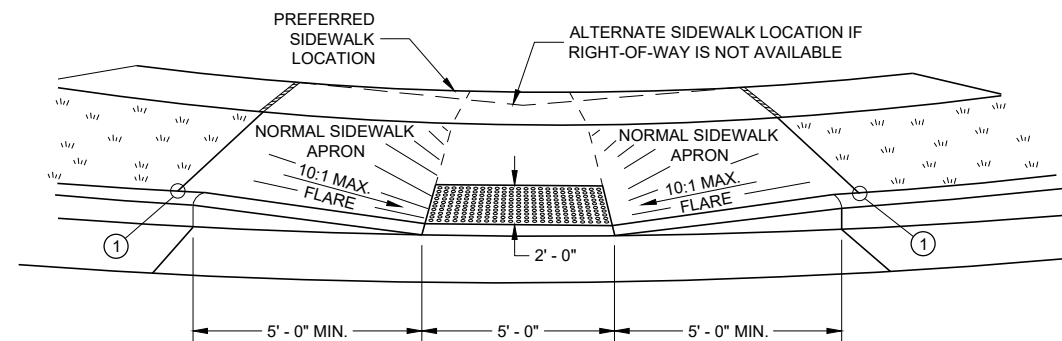
DATE

FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER

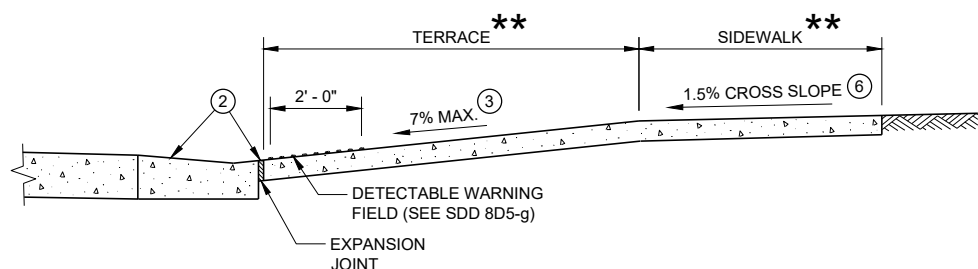


PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)

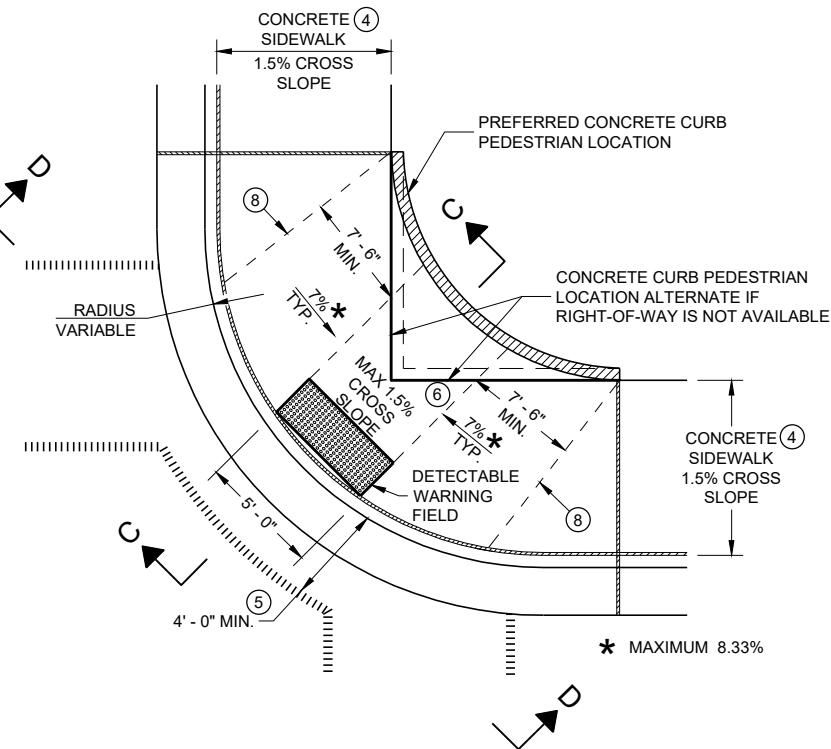


VIEW A - A FOR TYPE 1

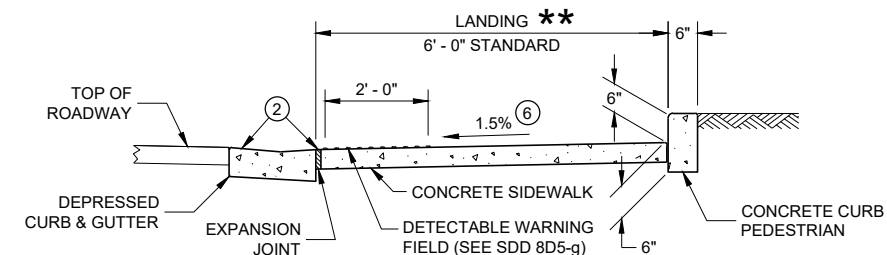
** WIDTH SHOWN ELSEWHERE
IN THE PLANS



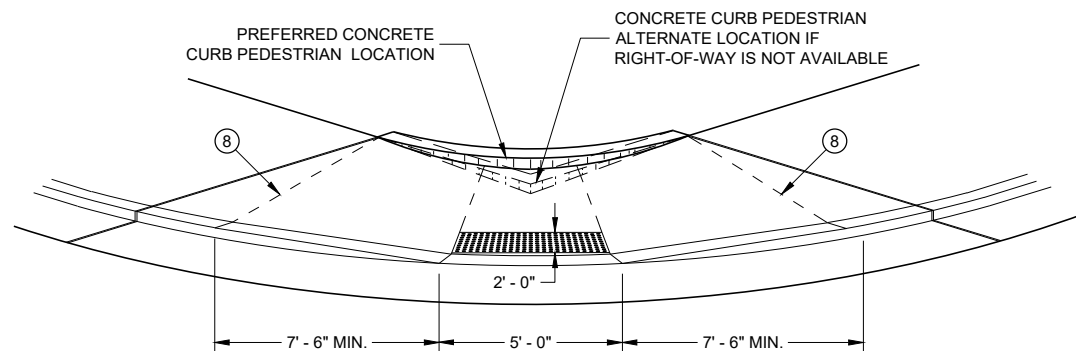
SECTION B - B FOR TYPE 1



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



SECTION C - C FOR TYPE 1 - A



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD"

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

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

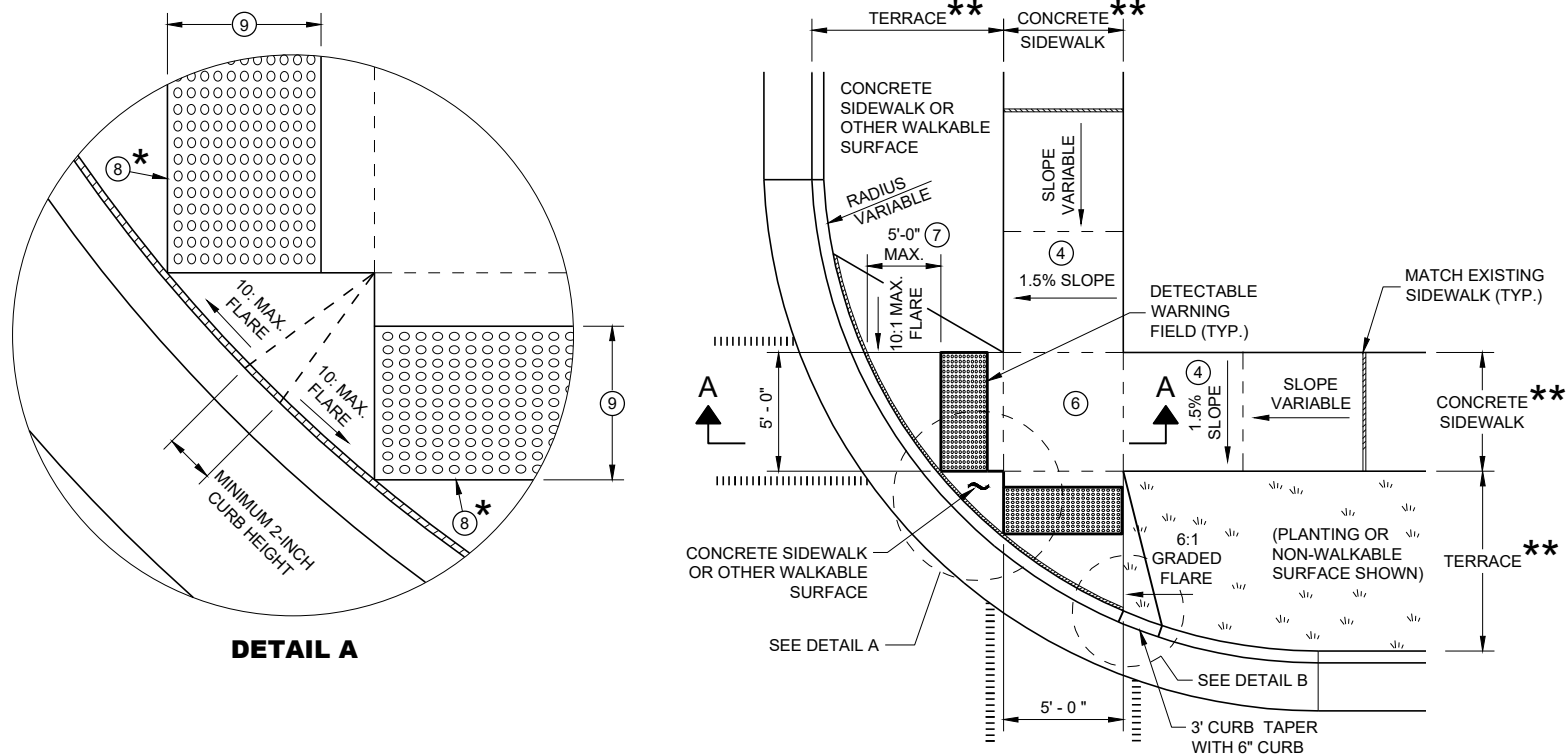
- THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM 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.
- MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.
- PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

LEGEND

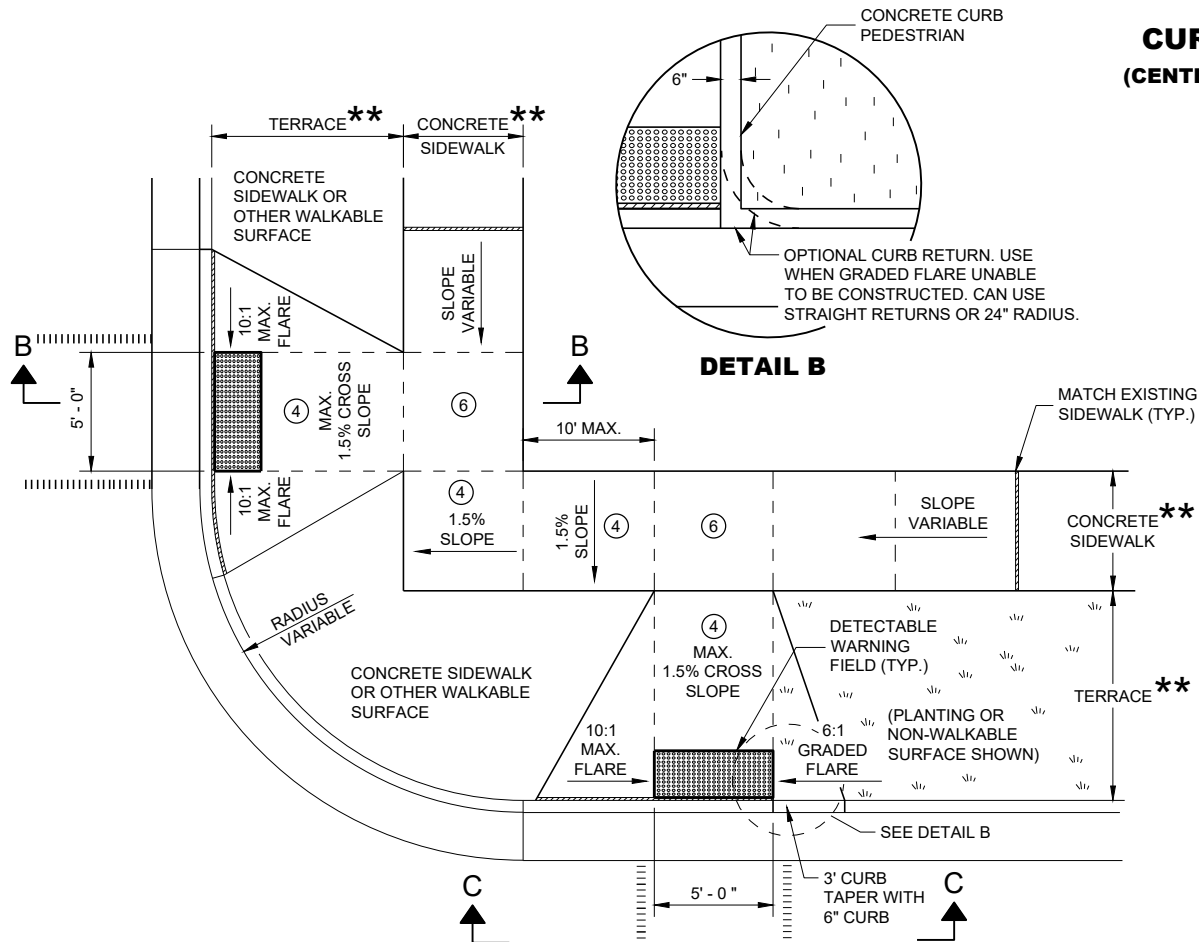
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



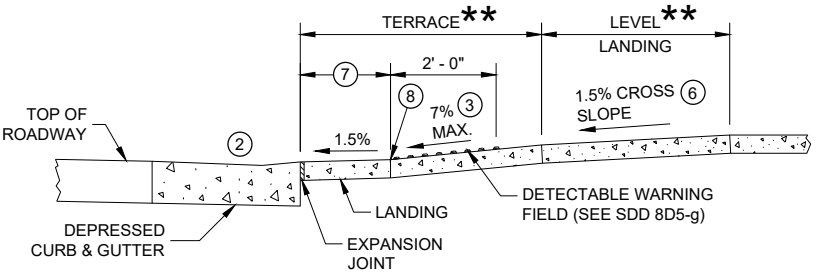
**PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)**



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

GENERAL NOTES

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



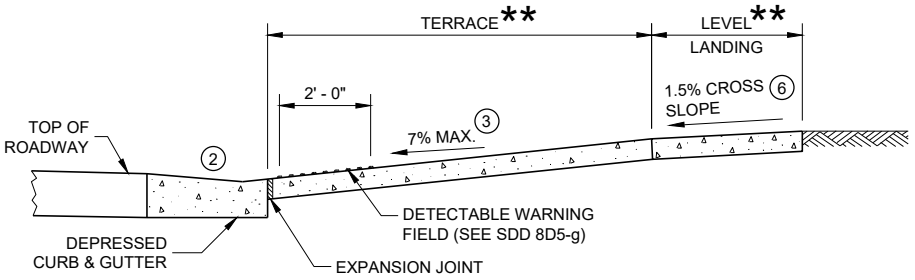
SECTION A - A FOR TYPE 2

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

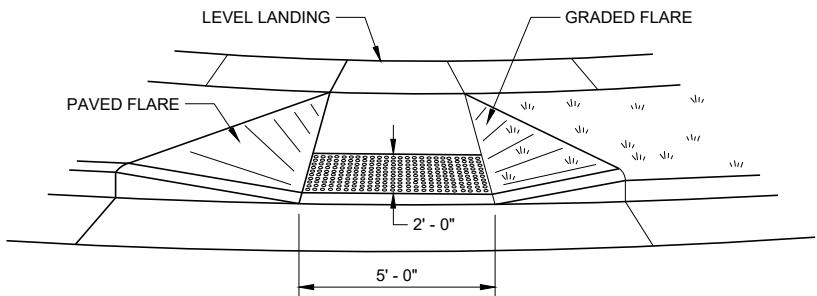
** WIDTH SHOWN ELSEWHERE IN THE PLANS

LEGEND

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



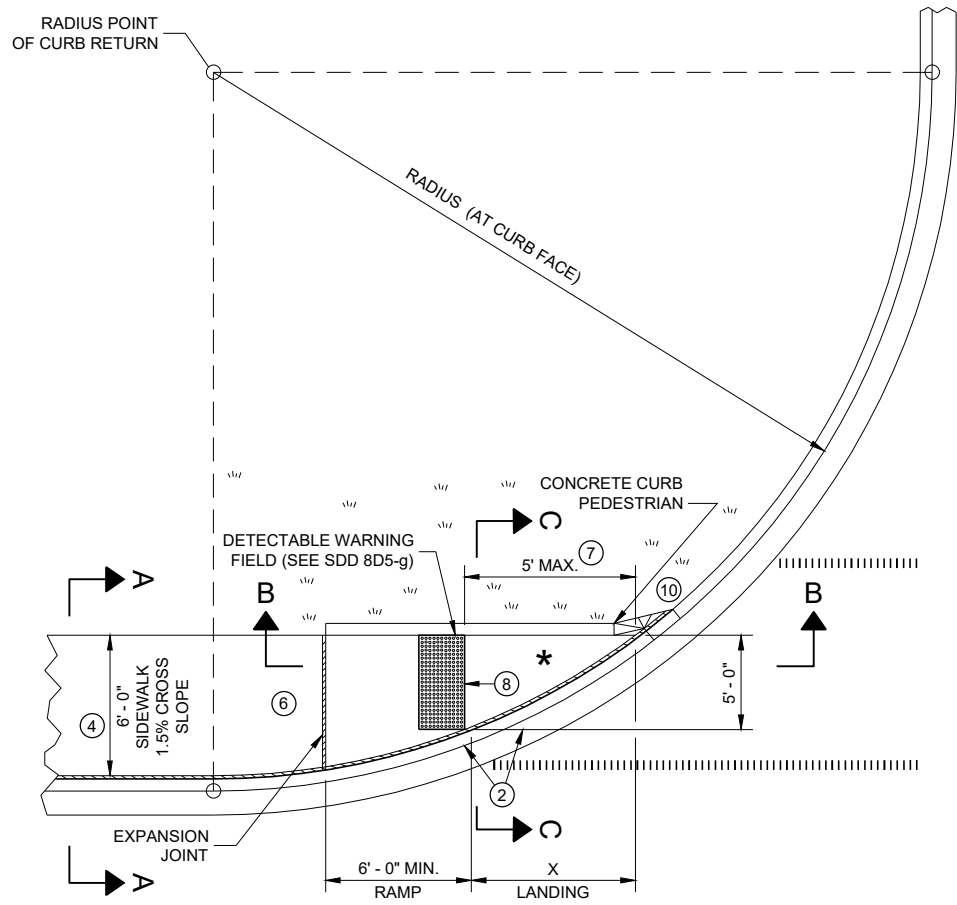
SECTION B - B FOR TYPE 3



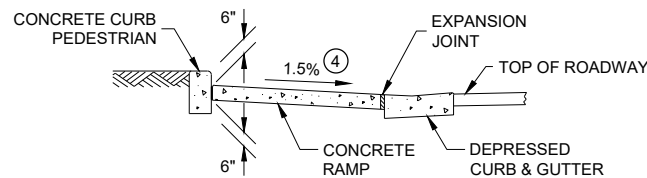
VIEW C - C FOR TYPE 3

**CURB RAMPS
TYPE 2 AND 3**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

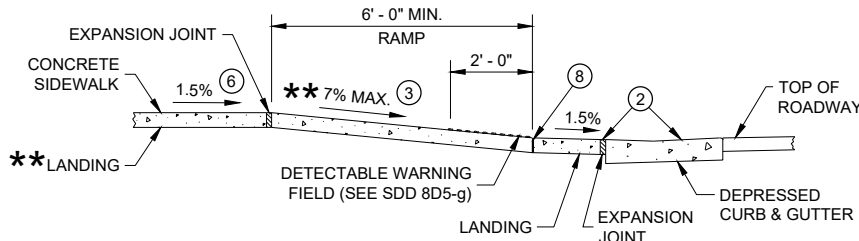


PLAN VIEW
CURB RAMP TYPE 4A



SECTION C - C FOR TYPE 4A

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

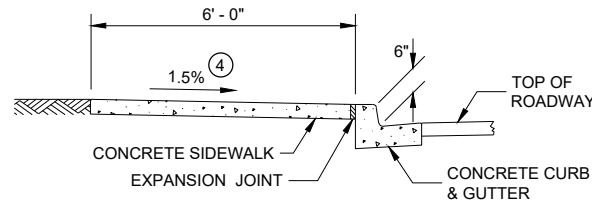


SECTION B - B FOR
TYPE 4A AND TYPE 4A1

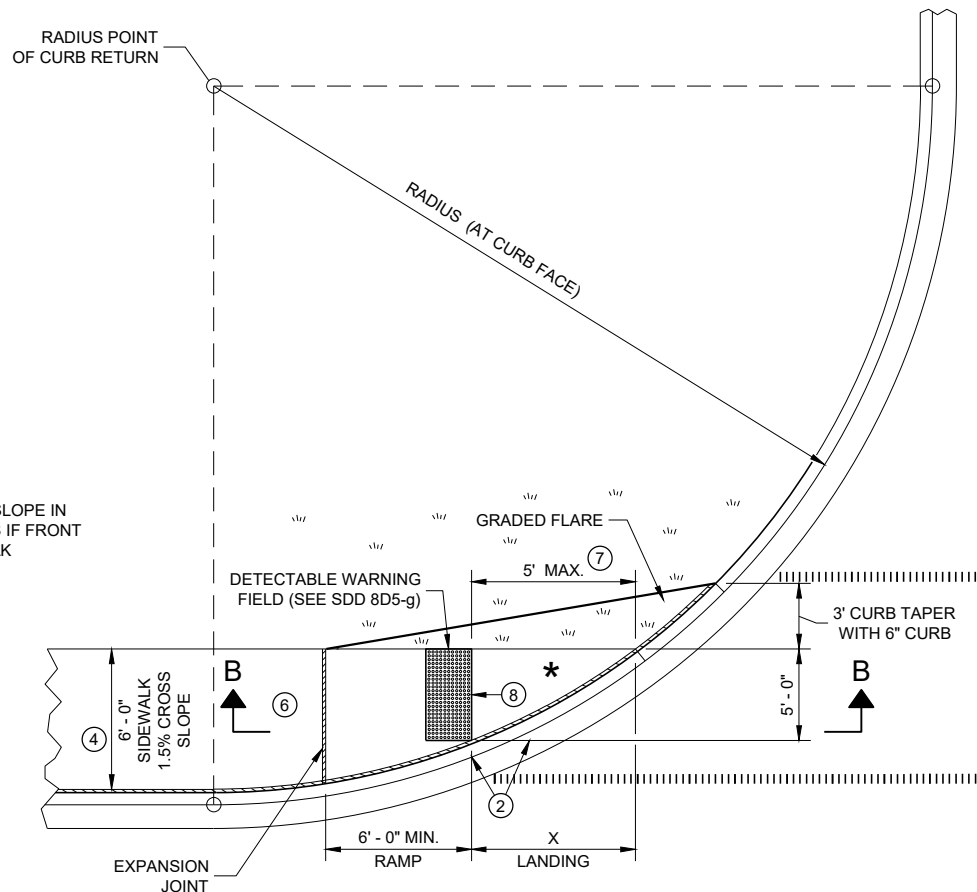
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A



PLAN VIEW
CURB RAMP TYPE 4A1

GENERAL NOTES

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

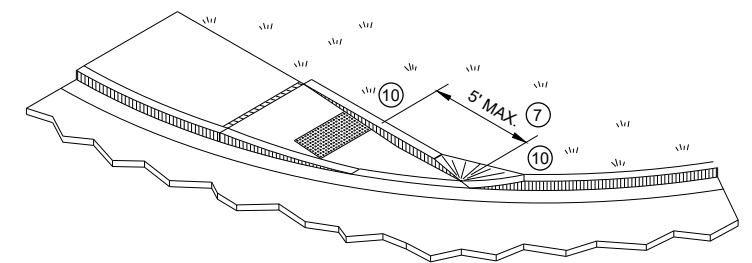
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

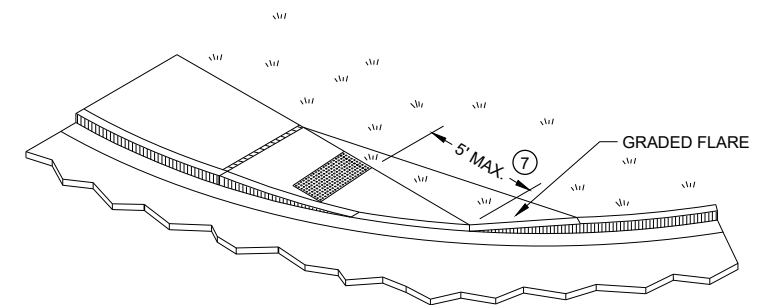
- GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE 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.
- AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

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



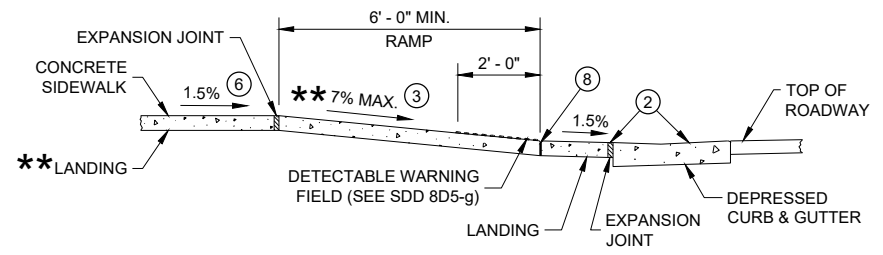
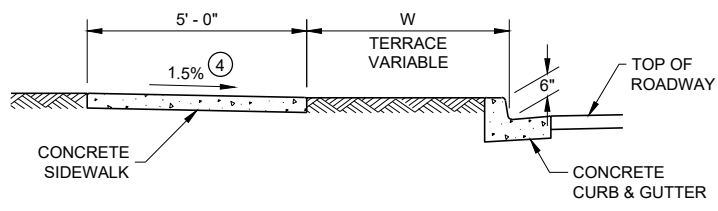
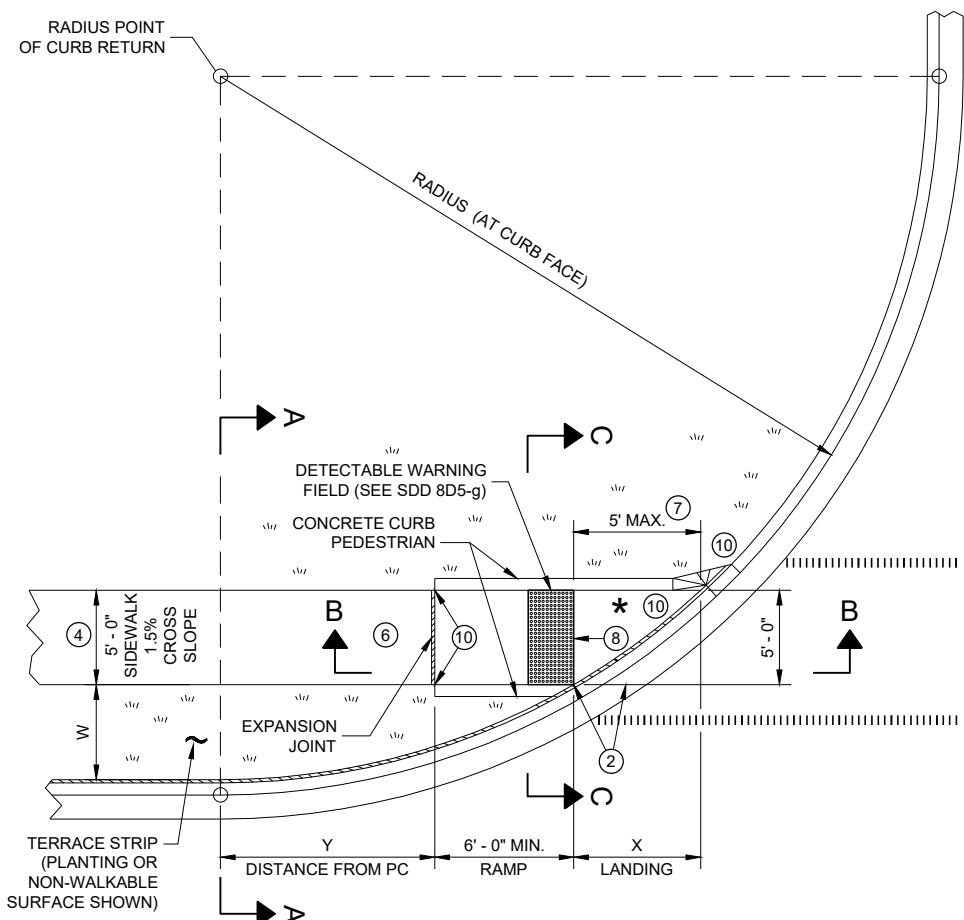
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

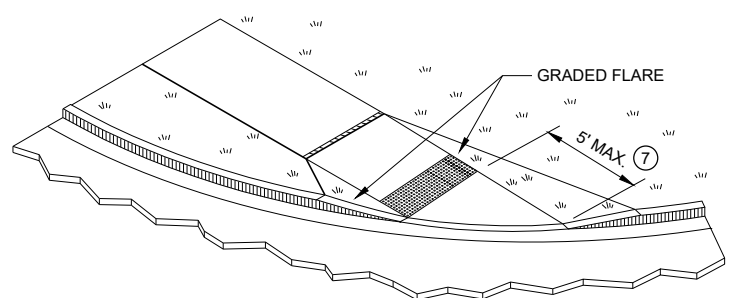
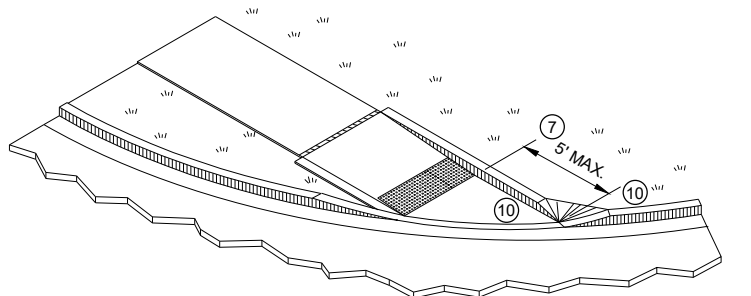
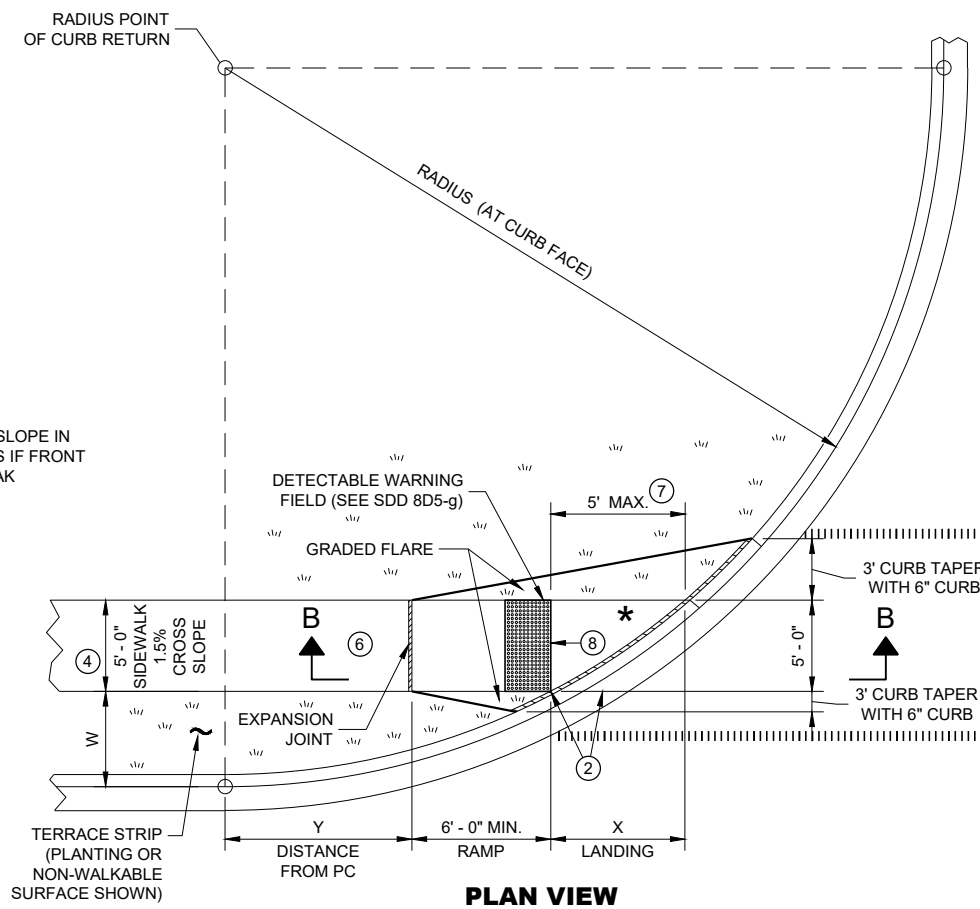
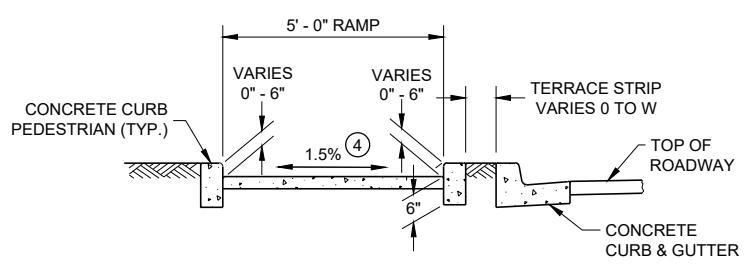


** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

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

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



LEGEND

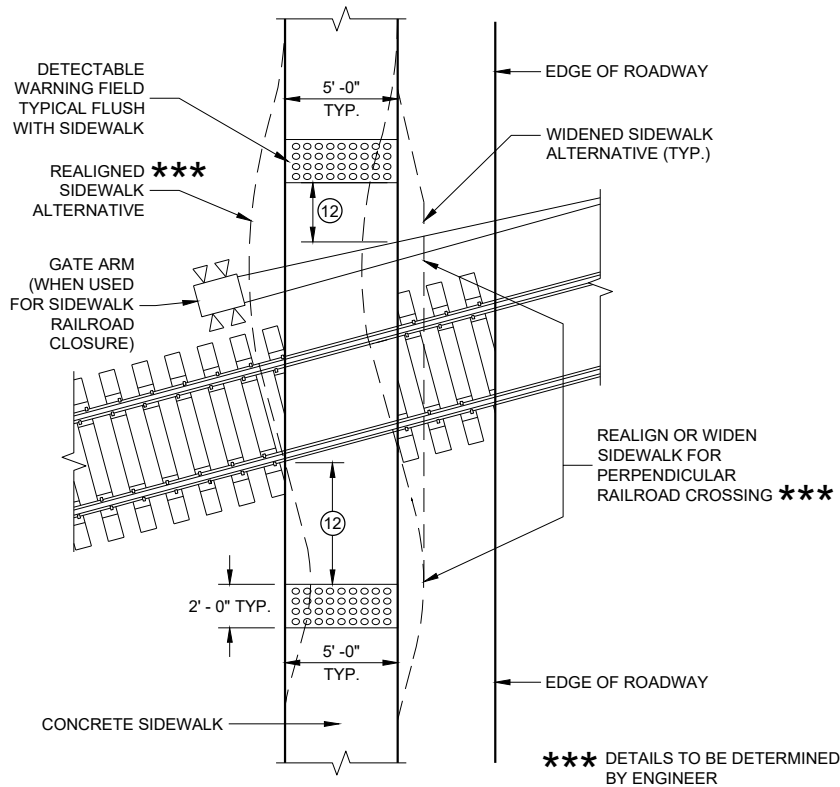
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- 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.
- AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

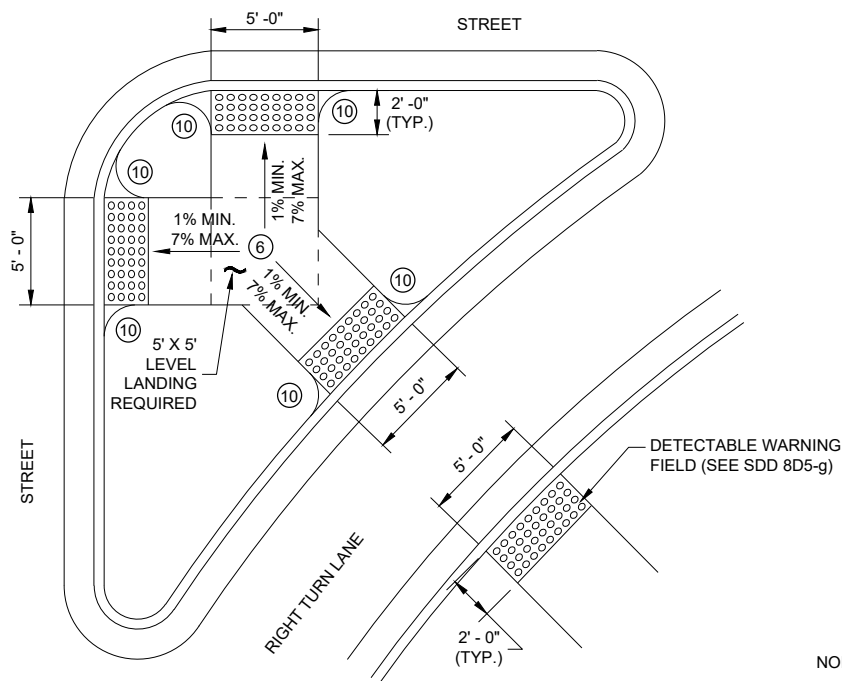
CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CURB RAMP TYPE 8

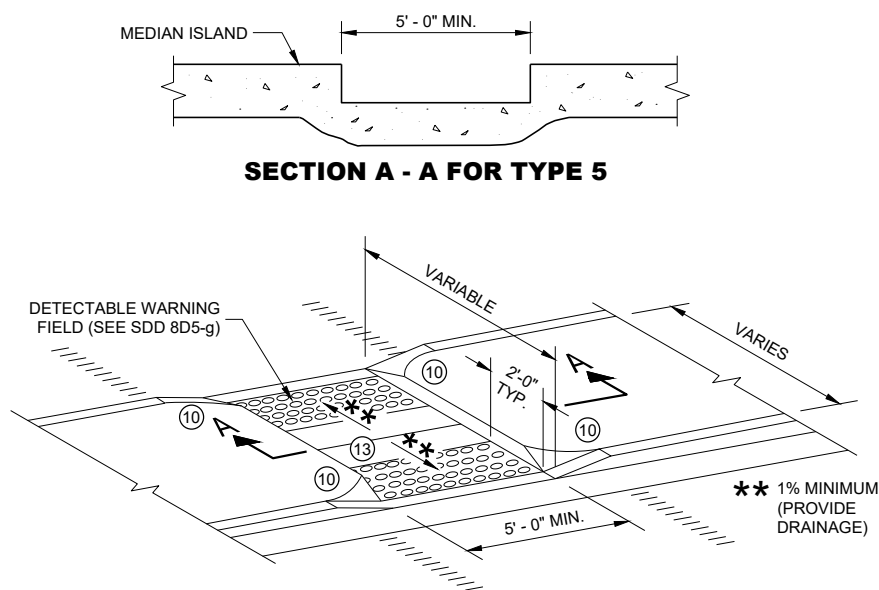
**DETECTABLE WARNINGS
AT RAILROAD CROSSING**



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

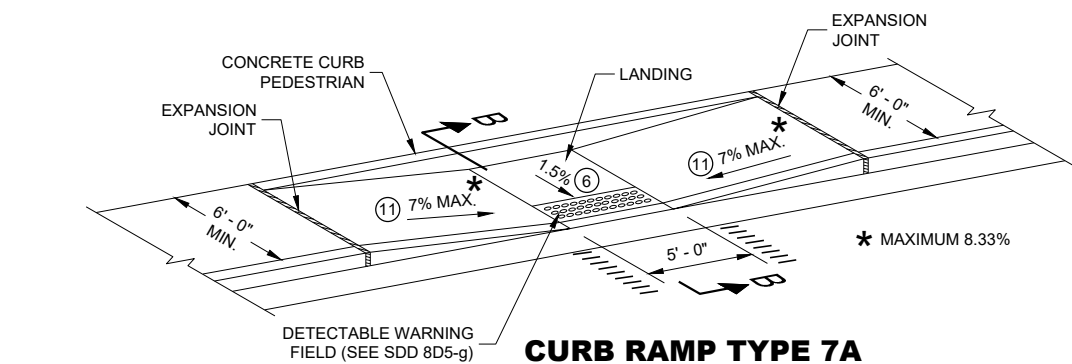
REFER TO GENERAL NOTES (2) AND (3)
FOR ALL ISLAND CURB RAMPS



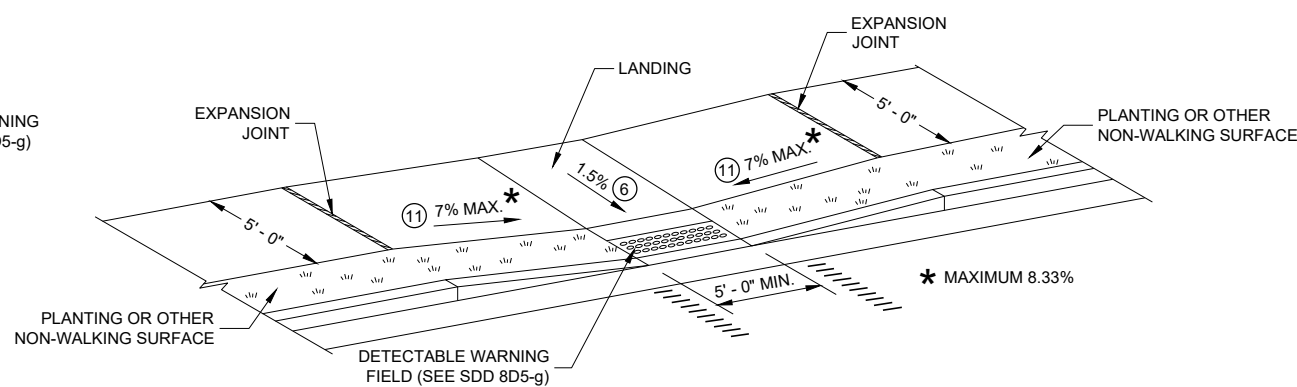
SECTION A - A FOR TYPE 5

CURB RAMP TYPE 5

**MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING**



**CURB RAMP TYPE 7A
MID BLOCK CROSSING**



**CURB RAMP TYPE 7B
MID BLOCK CROSSING**

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

GENERAL NOTES

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

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

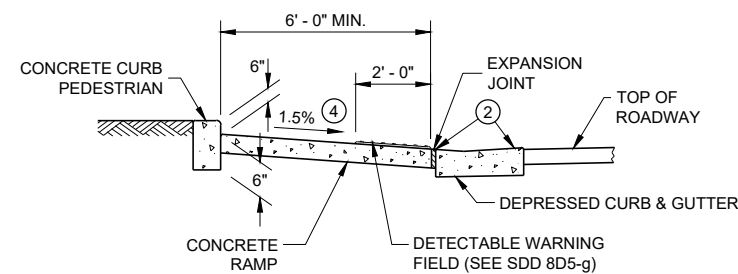
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

- 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.
- AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
- SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.
- THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.
- DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

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

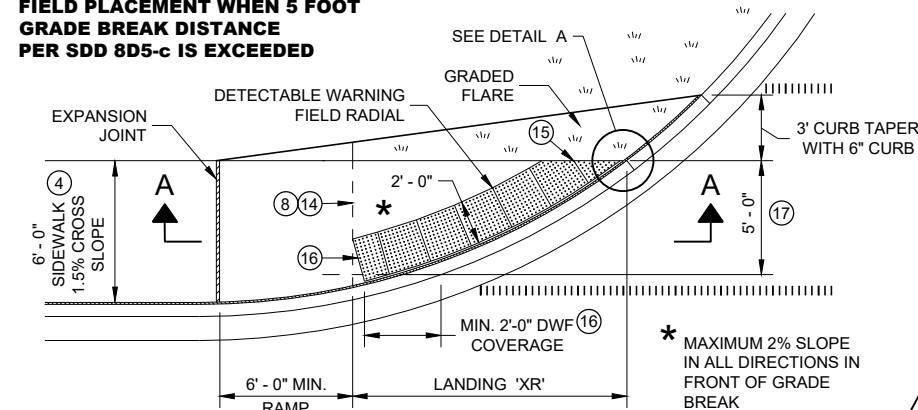


SECTION B - B FOR TYPE 7A

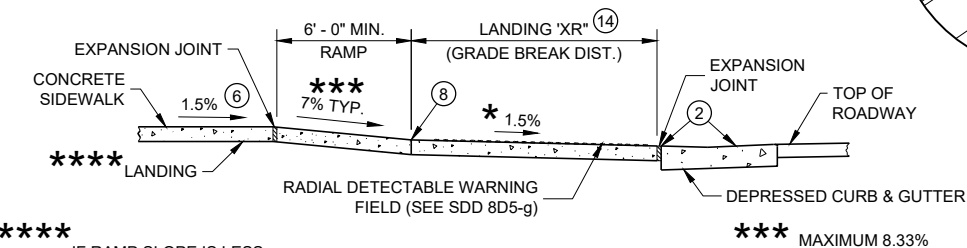
**CURB RAMPS
TYPE 5, 6, 7A, 7B & 8**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

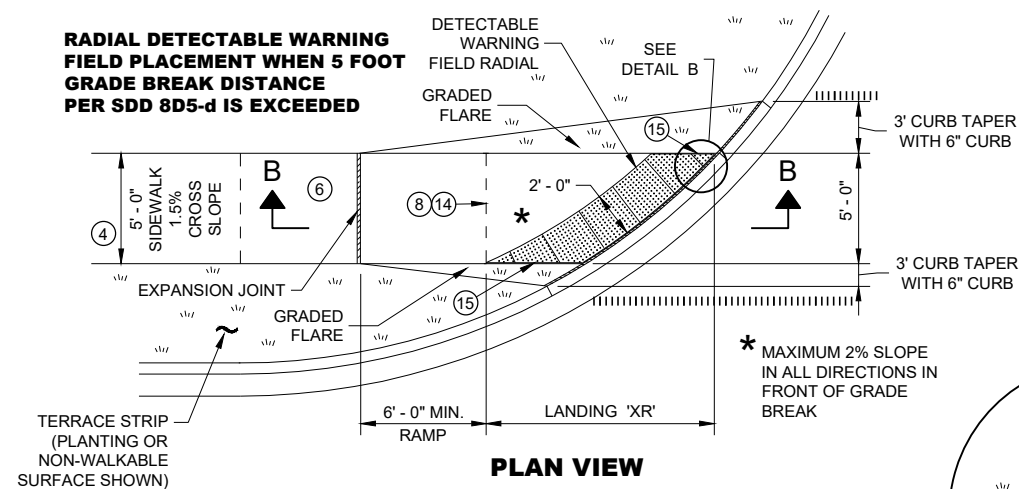


PLAN VIEW
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

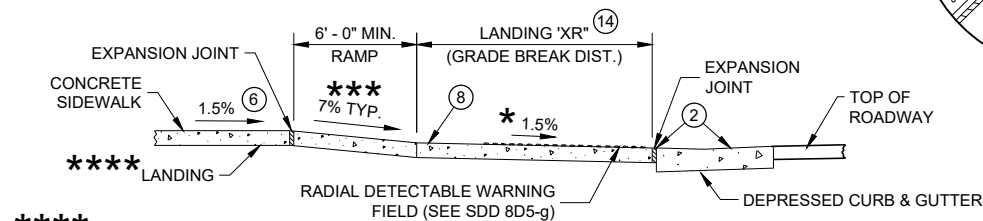


SECTION A - A FOR TYPE 4A1

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



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



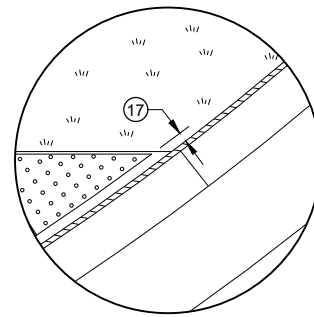
SECTION B - B FOR TYPE 4B1

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

*** MAXIMUM 8.33%

LEGEND

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



DETAIL A

GENERAL NOTES

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

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

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

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

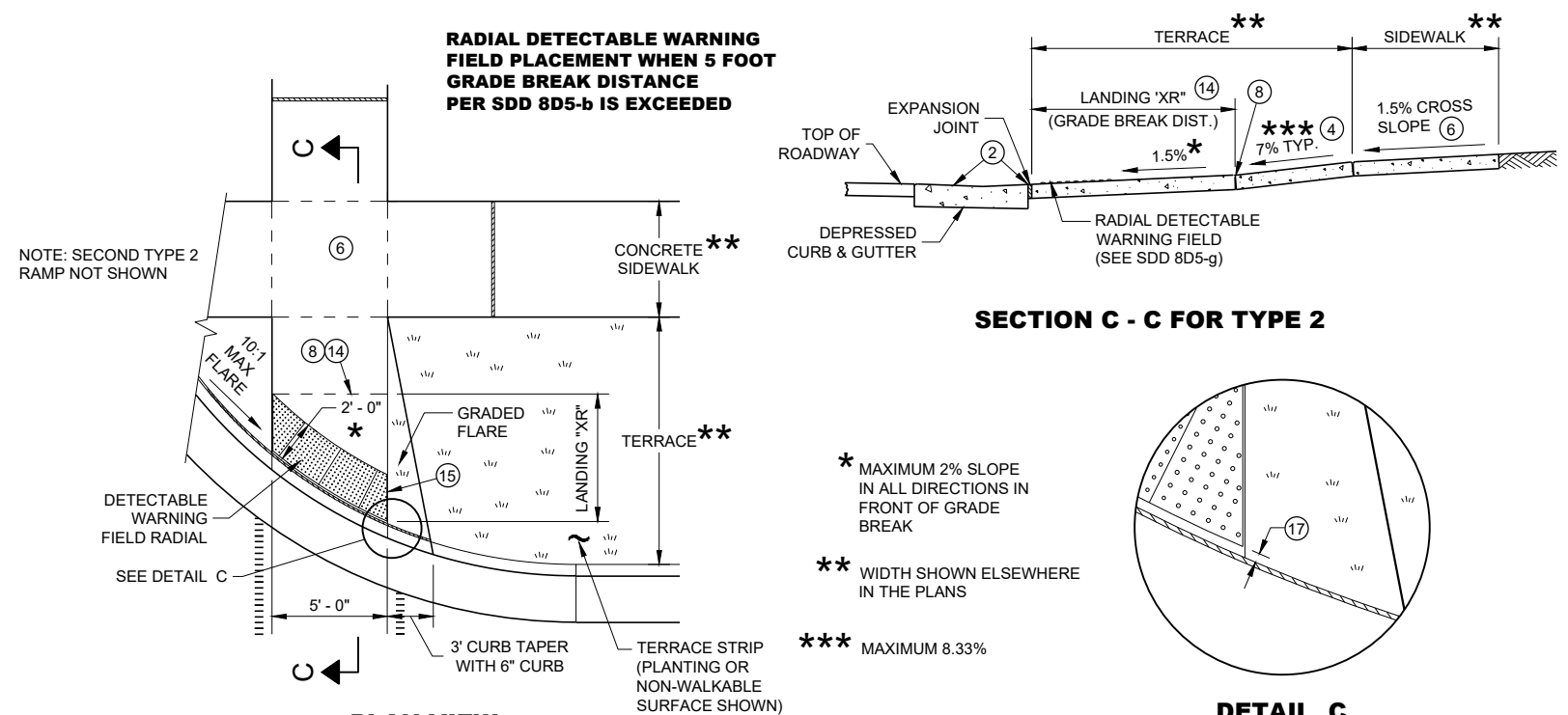
REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

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

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

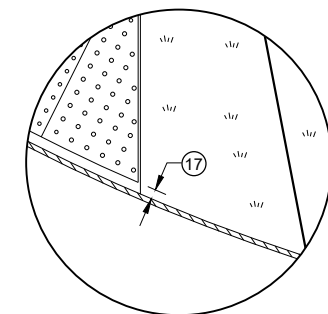
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼" - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑭ CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.
- ⑮ FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ½" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.
- ⑯ USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.
- ⑰ A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

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



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

SECTION C - C FOR TYPE 2



DETAIL C

* MAXIMUM 2% SLOPE
IN ALL DIRECTIONS IN
FRONT OF GRADE
BREAK

** WIDTH SHOWN ELSEWHERE
IN THE PLANS

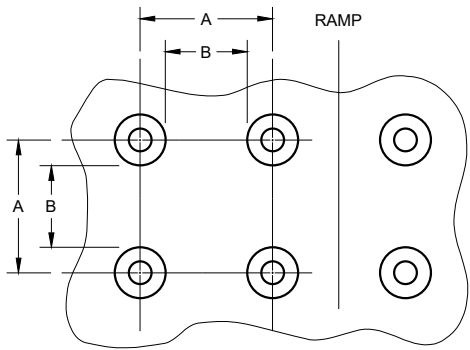
*** MAXIMUM 8.33%

CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

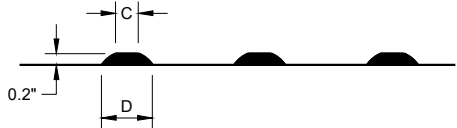
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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

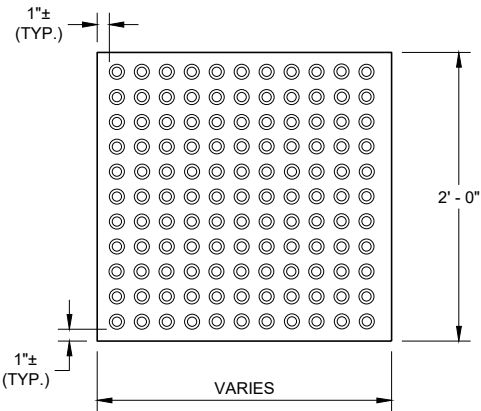


PLAN VIEW

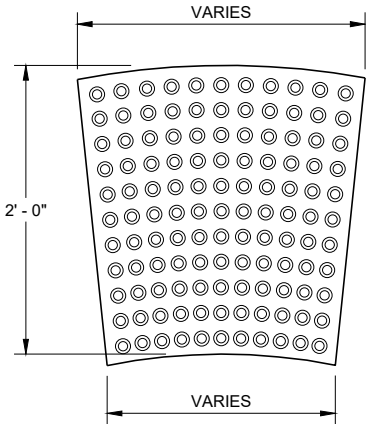


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

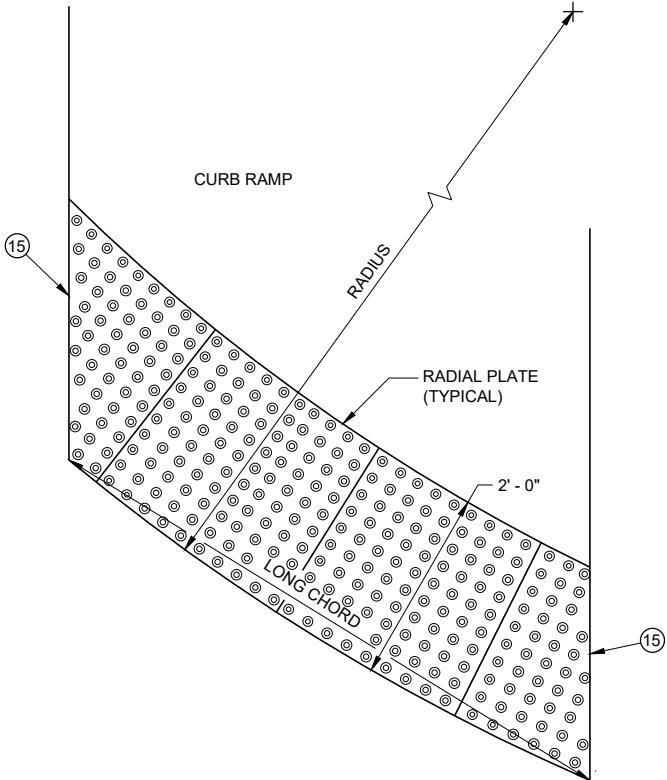


RECTANGULAR
PLATES



RADIAL
PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE
WARNING FIELD ATTRIBUTES

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

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

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

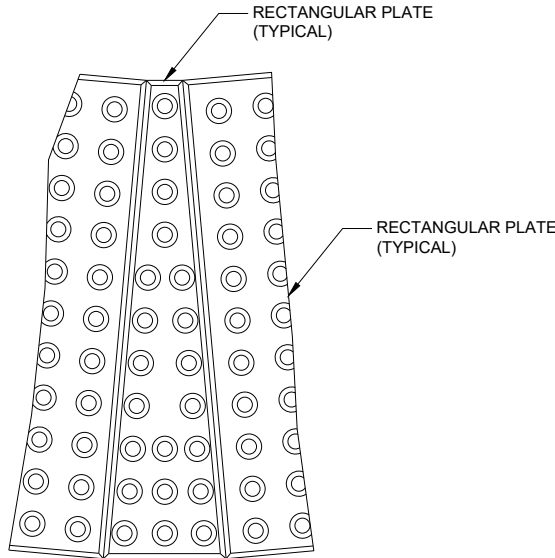
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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

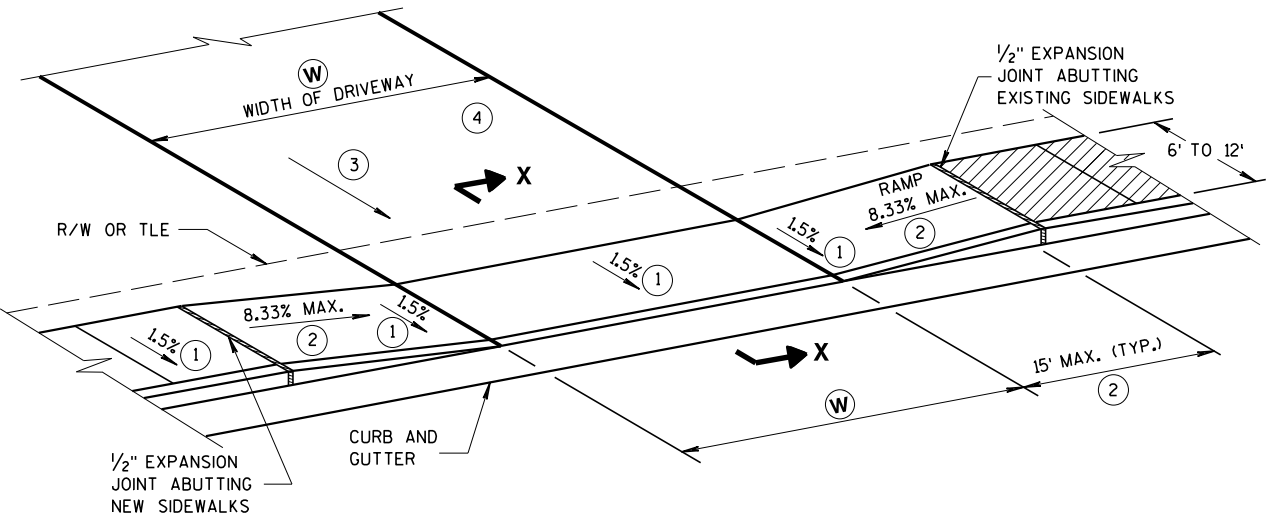


PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL

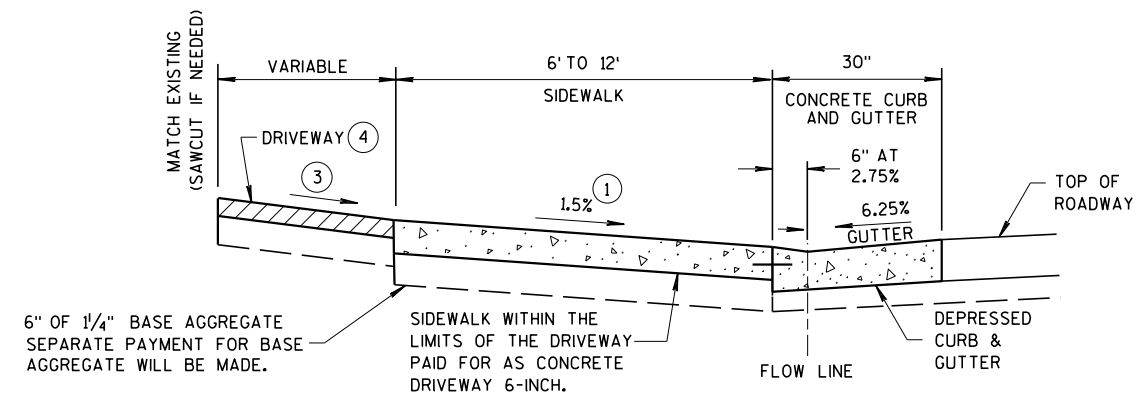
CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

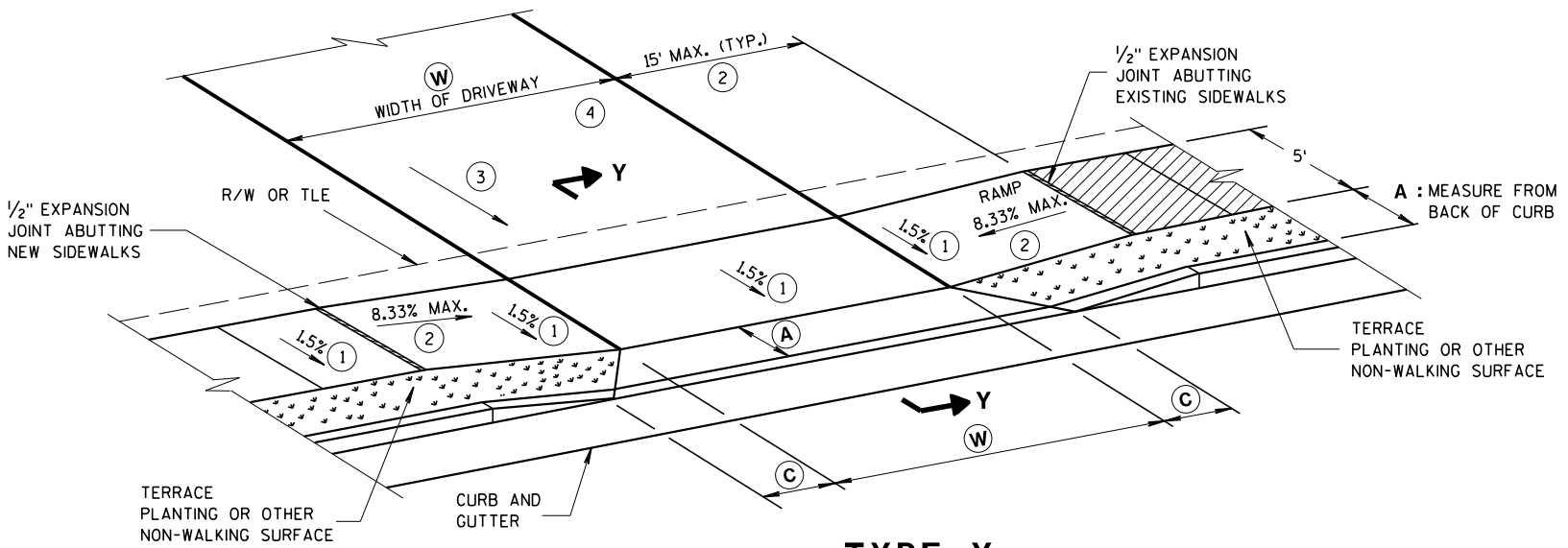
APPROVED
May 2019
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR
FHWA



TYPE X
SIDEWALK ABUTS CURB & GUTTER
TERRACE VARIES 0 TO 3 FEET



SECTION X-X



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

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

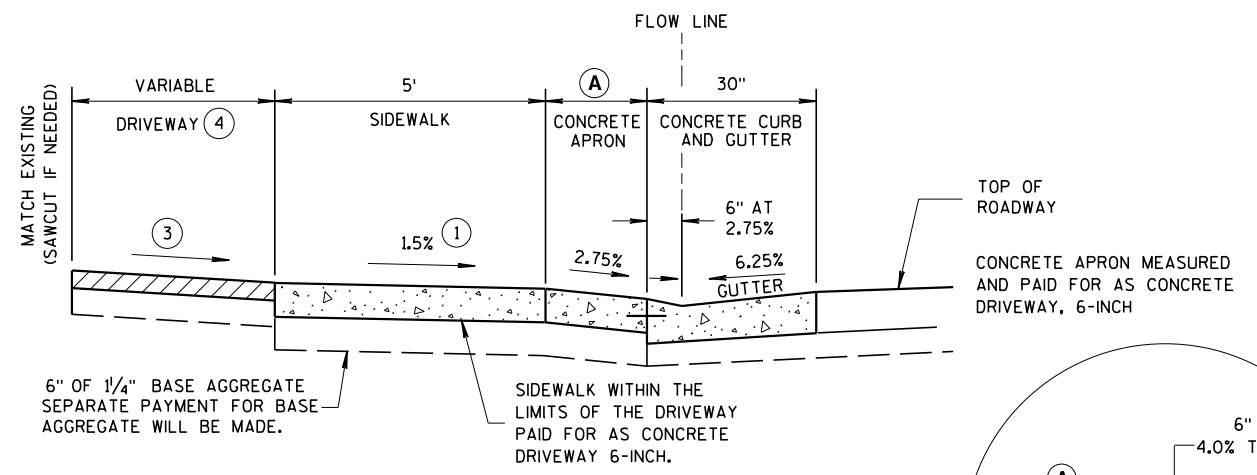
GENERAL NOTES

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

W IS SHOWN ON PLAN AND PROFILE SHEETS.

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

- 1 CONSTRUCTION TOLERANCE OF 0.5% ± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.
- 2 THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.
- 3 DRIVEWAY SLOPES: DESIRABLE MAXIMUM
10.5% UP AWAY FROM SIDEWALK (SAG)
8.5% DOWN AWAY FROM SIDEWALK (CREST)
ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG
- 4 DRIVEWAY TYPES
 - 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
 - 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
 - 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES)

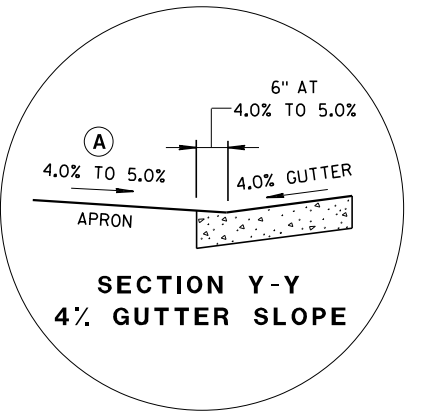


NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS

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

TABLE Y

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



SECTION Y-Y
4% GUTTER SLOPE

NOT TO SCALE

DRIVEWAY AND SIDEWALK
RAMPS
TYPES X & Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

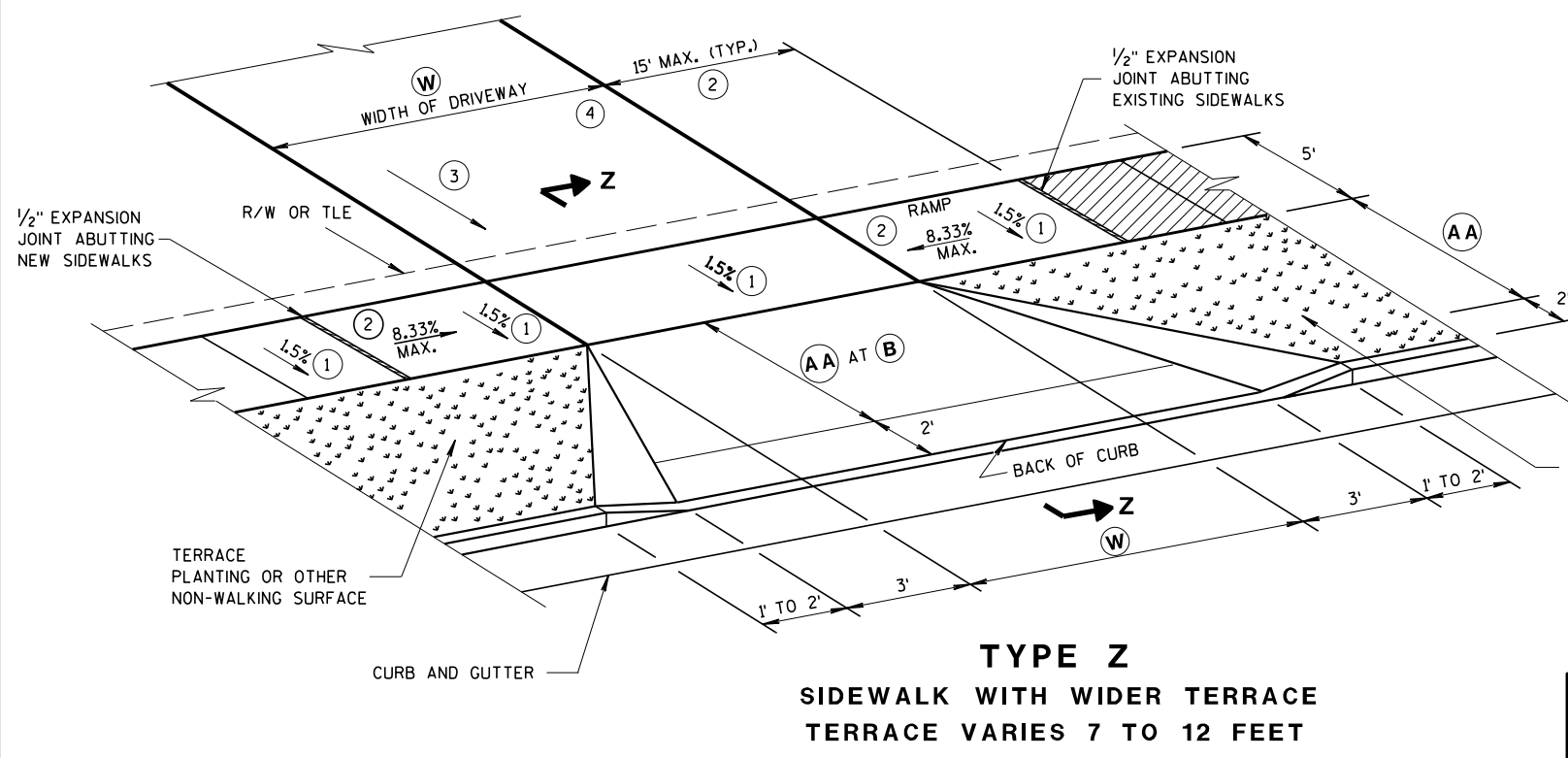


TABLE Z		
AA FEET	B %	B %
4.5'	11.5%	9% TO 11.5%
5.5'	9% TO 11.5%	8% TO 11.5%
6.5'	8% TO 11.5%	6% TO 11.5%
7.5'	7% TO 11.5%	6% TO 11.5%
8.5'	6% TO 11.5%	5% TO 11.5%
9.5'	5% TO 11.5%	4% TO 11.5%

GENERAL NOTES

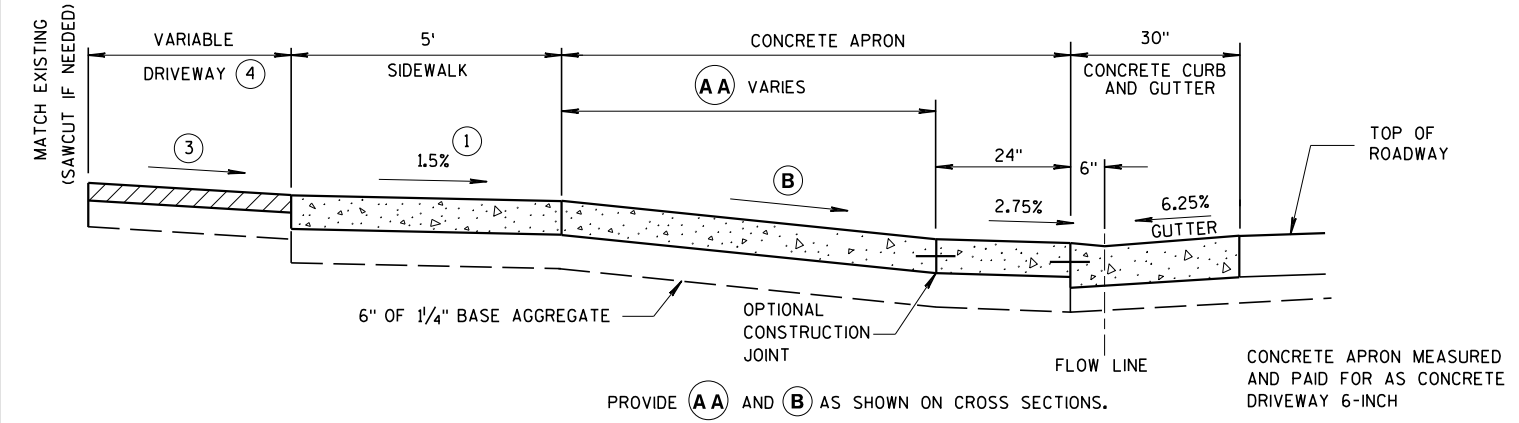
PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

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

- CONSTRUCTION TOLERANCE OF 0.5% ± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.
- THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY.
- DRIVEWAY SLOPES: DESIRABLE MAXIMUM
10.5% UP AWAY FROM SIDEWALK (SAG)
8.5% DOWN AWAY FROM SIDEWALK (CREST)
ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG
- DRIVEWAY TYPES
 - 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
 - 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
 - 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES)

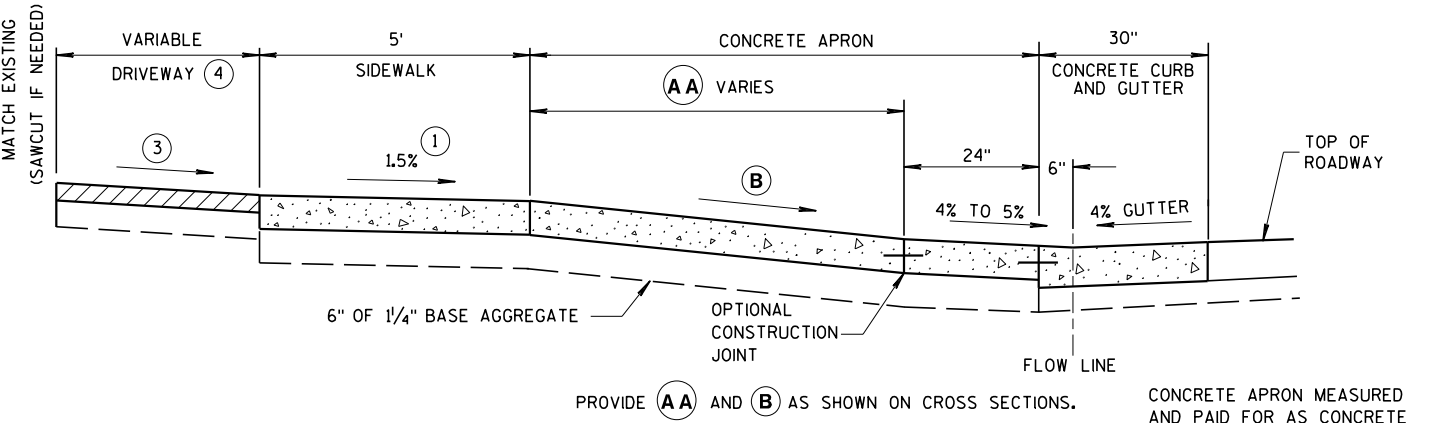
(W): 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)
16' MIN. - 35' MAX. COMMERCIAL (CE)



6.25% GUTTER SLOPE

NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS FOR B VALUES NOT SHOWN IN TABLE Z.
SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY 6-INCH.
SEPARATE PAYMENT FOR BASE AGGREGATE WILL BE MADE.

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



4% GUTTER SLOPE

NOT TO SCALE

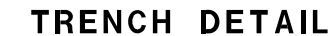
DRIVEWAY AND SIDEWALK
RAMPS
TYPE Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

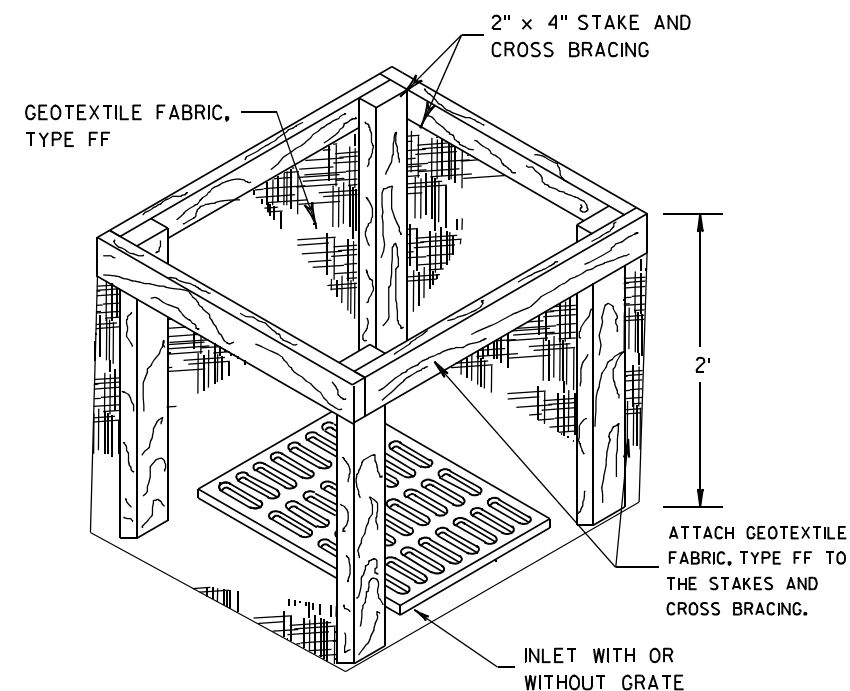
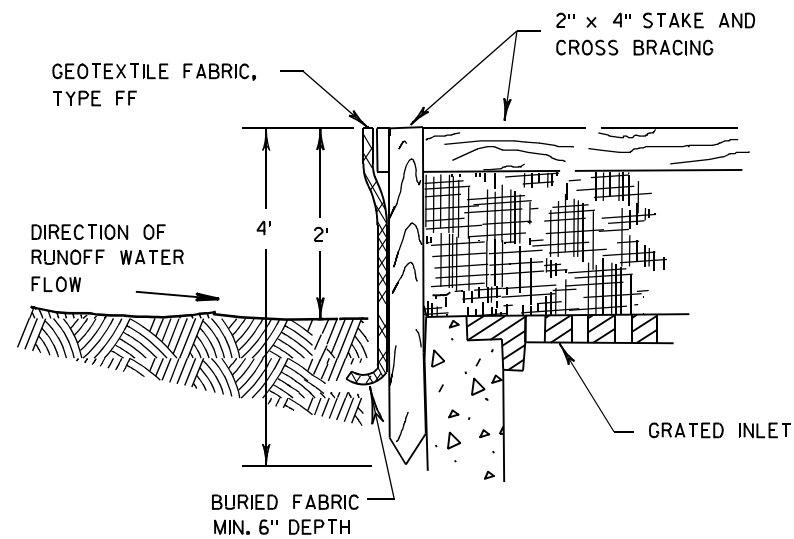
APPROVED
March 2018
DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR
FHWA



- ① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
- ② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
- ③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1½" X 1½" 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.



SILT FENCE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED <u>4-29-05</u> DATE	<u>/S/ Beth Cannestra</u> CHIEF ROADWAY DEVELOPMENT ENGINEER



INLET PROTECTION, TYPE A

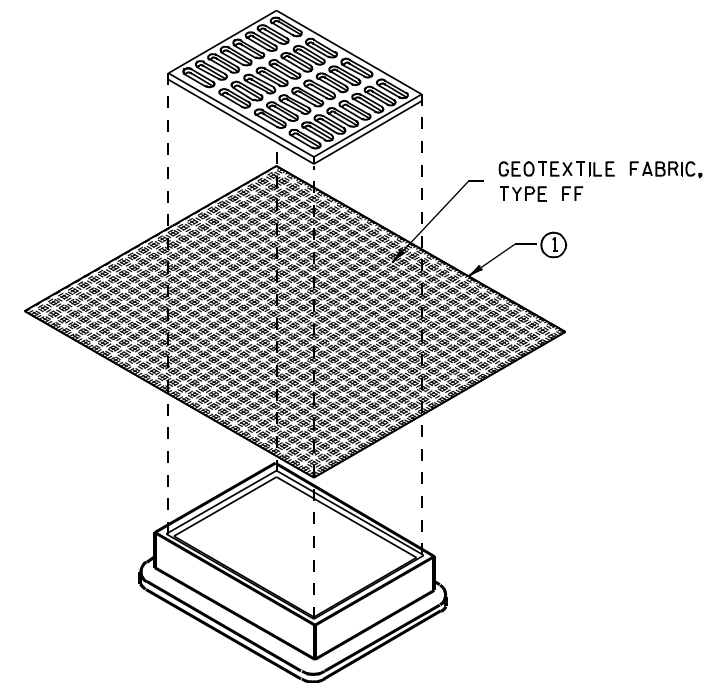
GENERAL NOTES

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

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

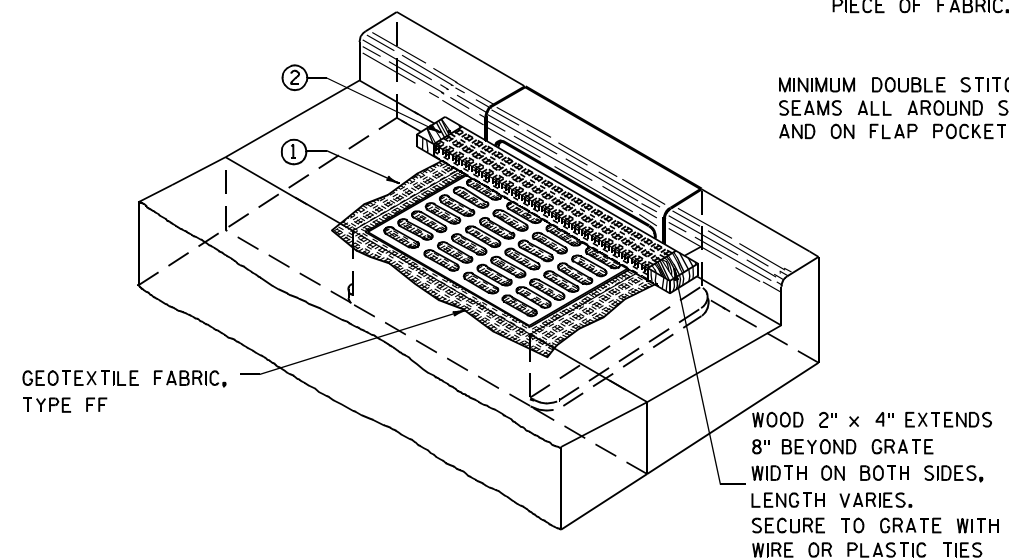
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

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



INLET PROTECTION, TYPE B (WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

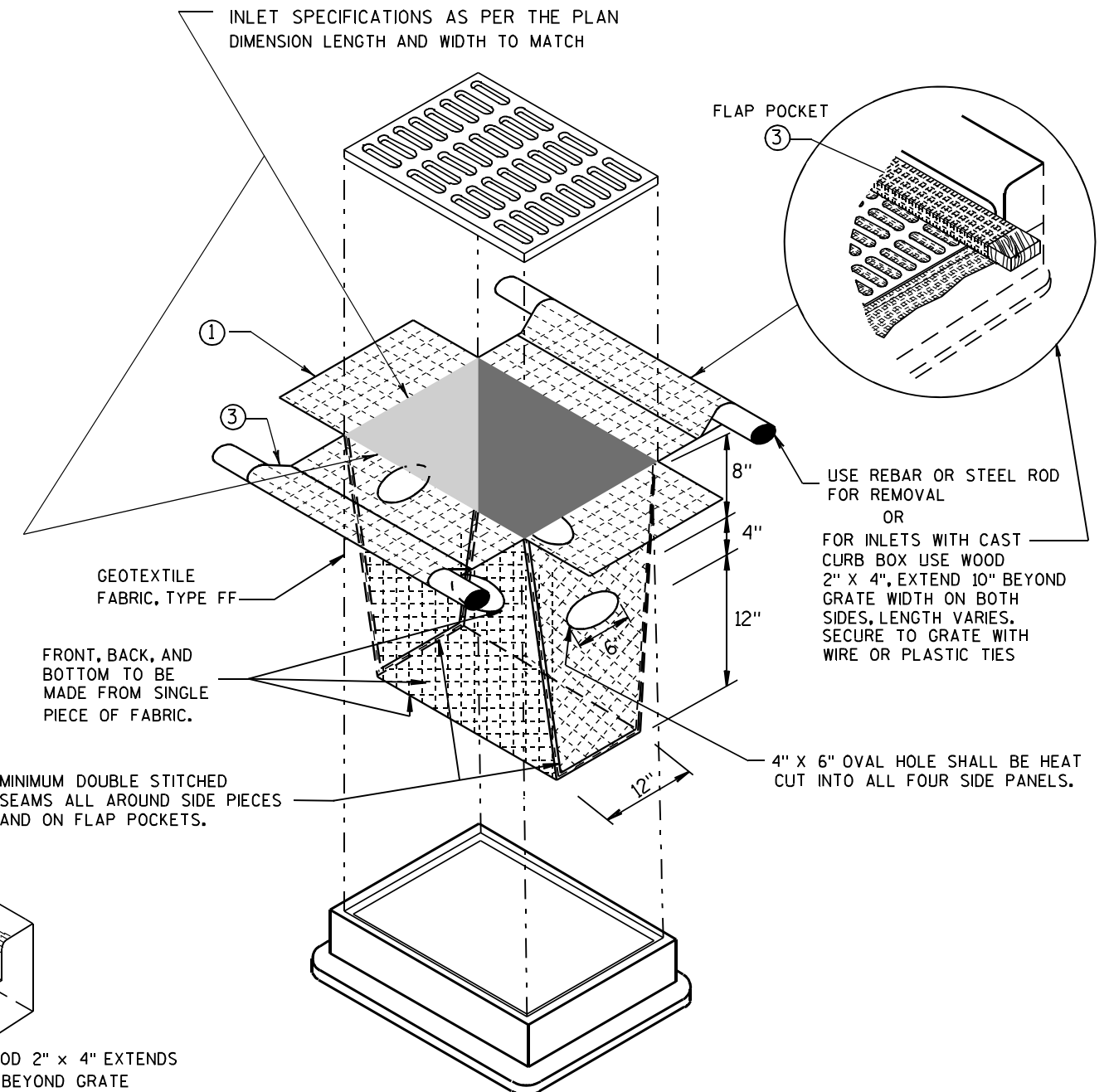
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

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



INLET PROTECTION, TYPE D

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

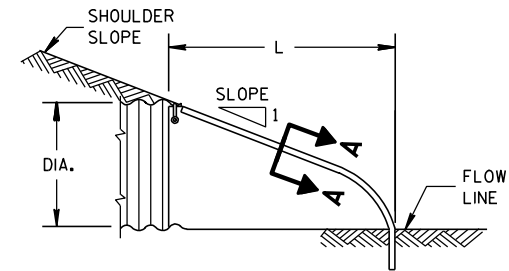
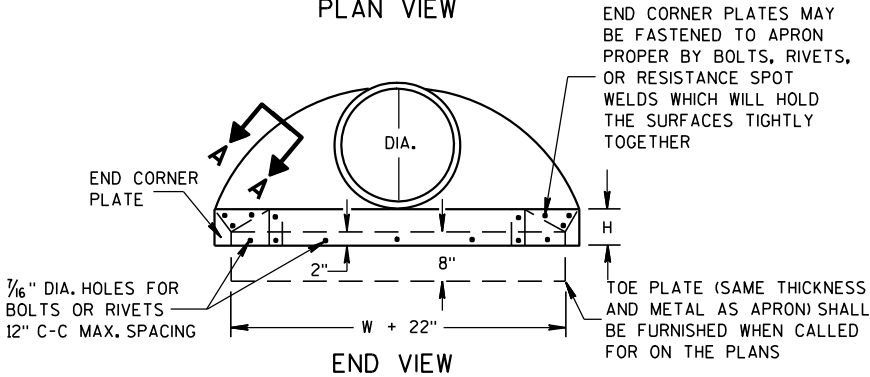
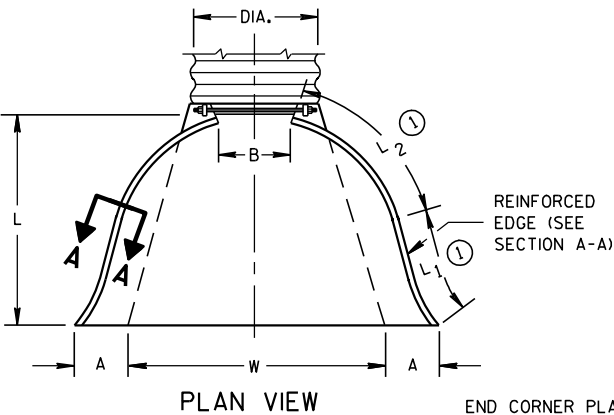
INLET PROTECTION TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

METAL APRON ENDWALLS											
PIPE DIA. (IN.)	MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE	BODY
	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")		
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109x	.105x	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109x	.105x	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109x	.105x	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109x	.105x	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109x	.105x	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109x	.105x	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109x	.105x	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

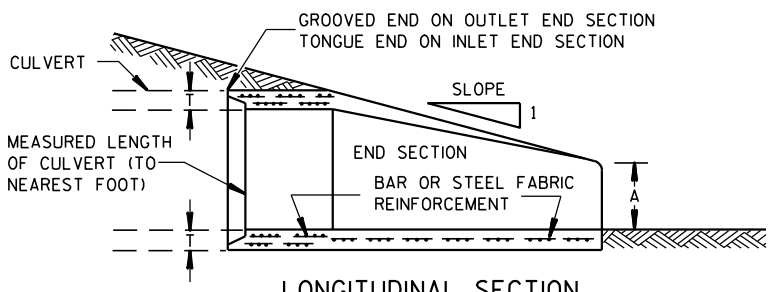
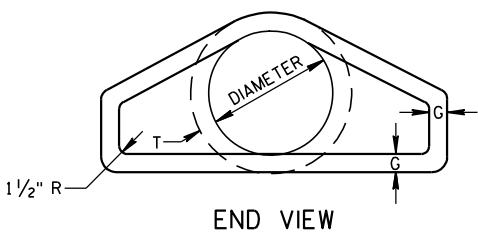
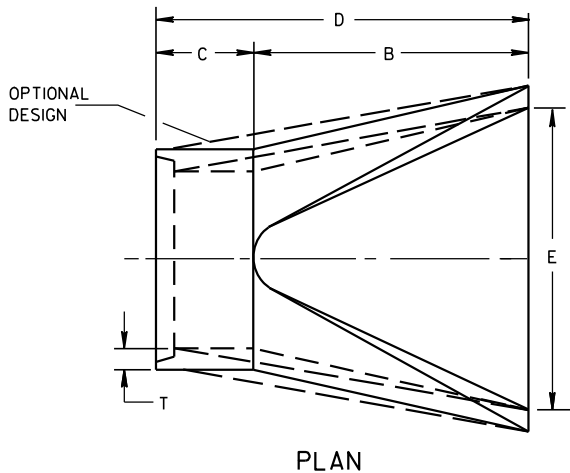
* EXCEPT CENTER PANEL
SEE GENERAL NOTES



METAL ENDWALLS

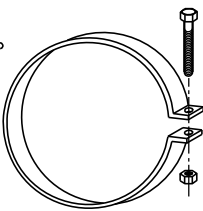
REINFORCED CONCRETE APRON ENDWALLS											
PIPE DIA. (IN.)	DIMENSIONS (Inches)							APPROX. SLOPE			
	T	A	B	C	D	E	G				
12	2	4	24	48 1/8	72 1/8	24	2	3 to 1			
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1			
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1			
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1			
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1			
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1			
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1			
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1			
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1			
48	5	24	72	26	98	84	5	3 to 1			
54	5 1/2	27	65	33 1/4-35	98 1/4-100	90	5 1/2	2 1/2 to 1			
60	6	30-35	60	39	99	96	5	2 to 1			
66	6 1/2	24-30	72-78	21-27	99	102	5 1/2	2 to 1			
72	7	24-36	78	21	99	108	6	2 to 1			
78	7 1/2	24-36	78	21	99	114	6 1/2	2 to 1			
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1			
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1			

* MINIMUM
** MAXIMUM

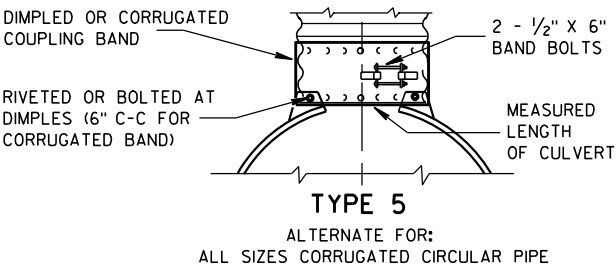
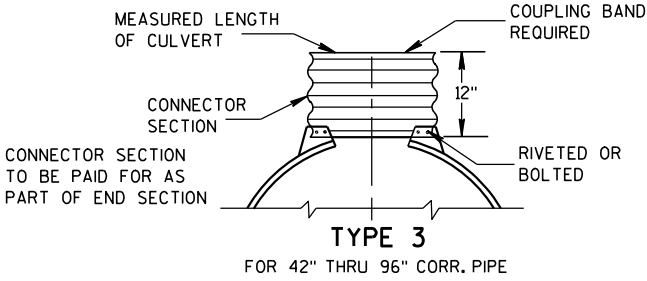
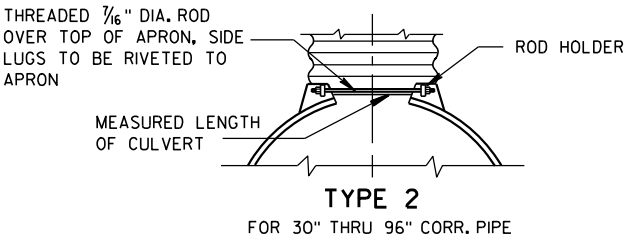
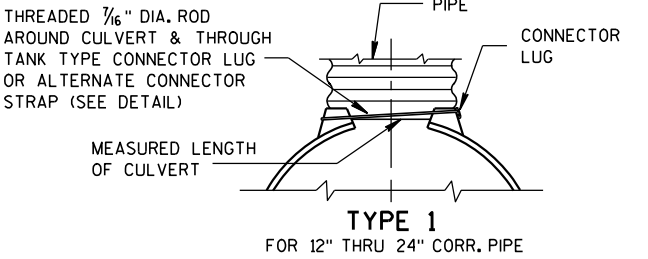


CONCRETE ENDWALLS

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



ALTERNATE FOR TYPE 1 CONNECTION
END SECTION CONNECTOR STRAP



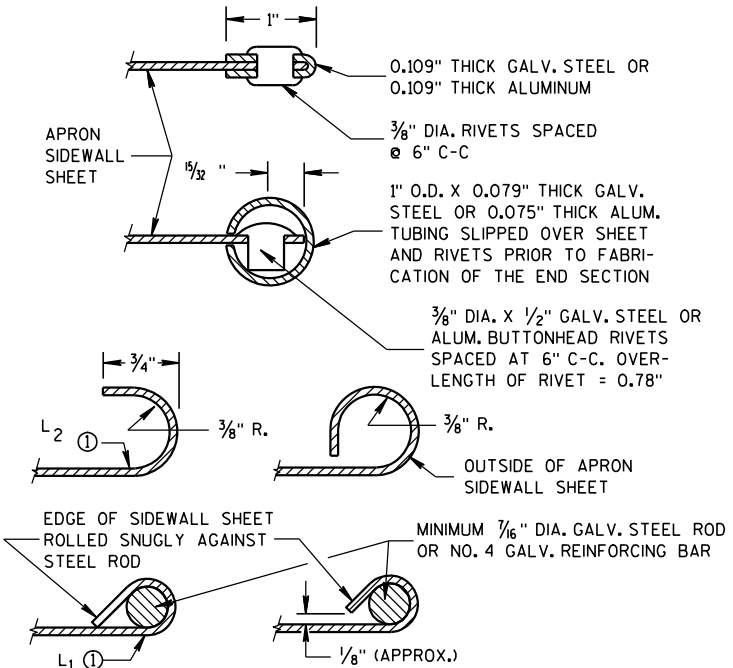
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

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

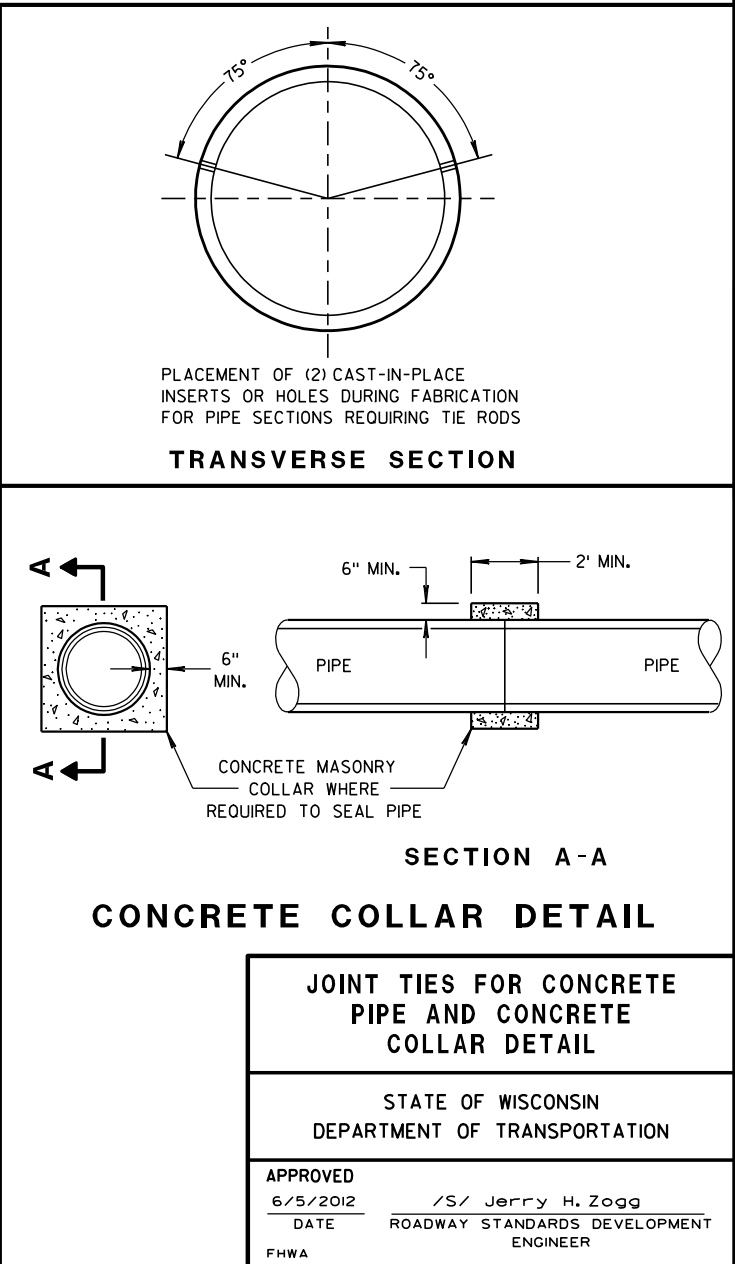
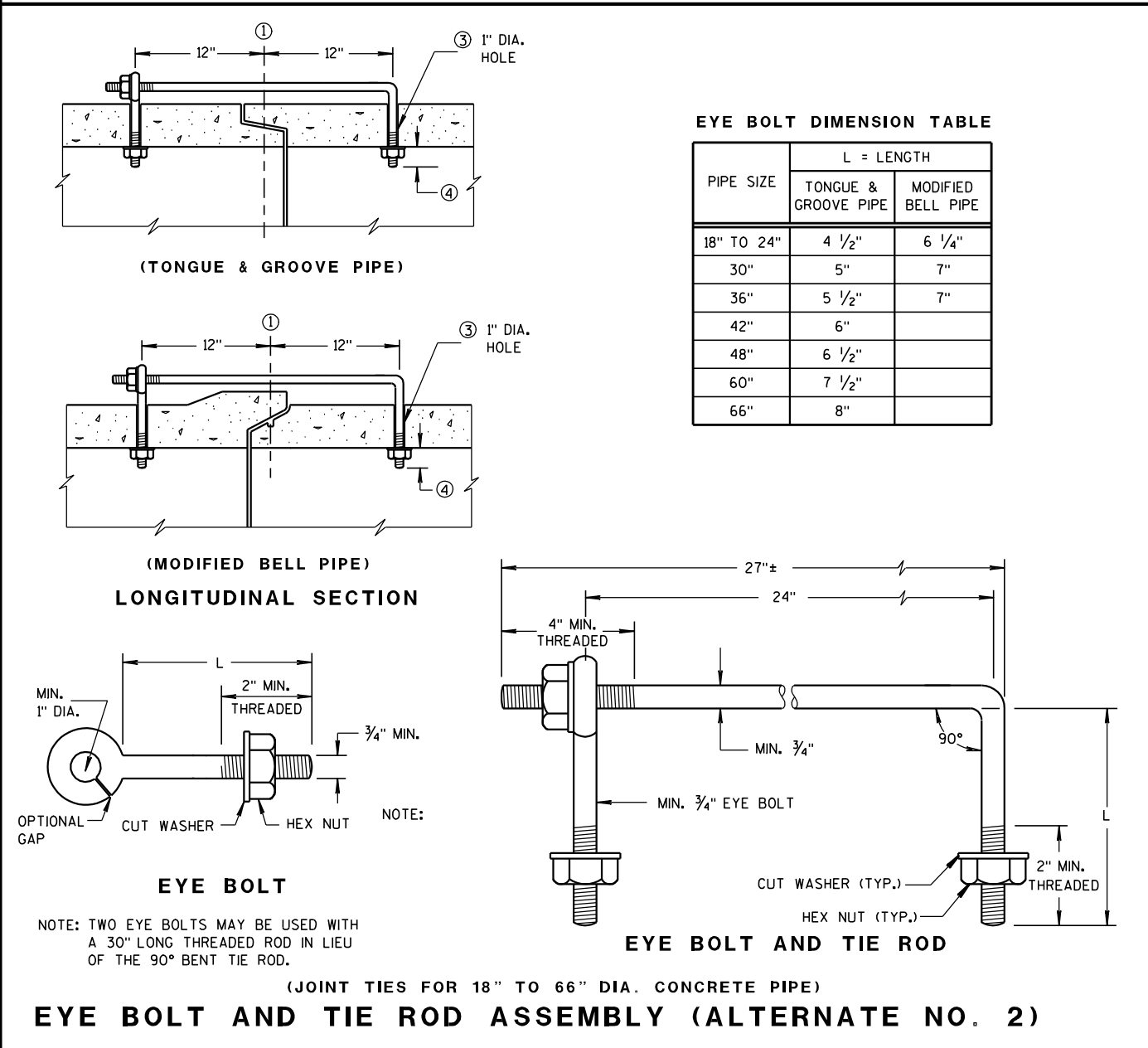
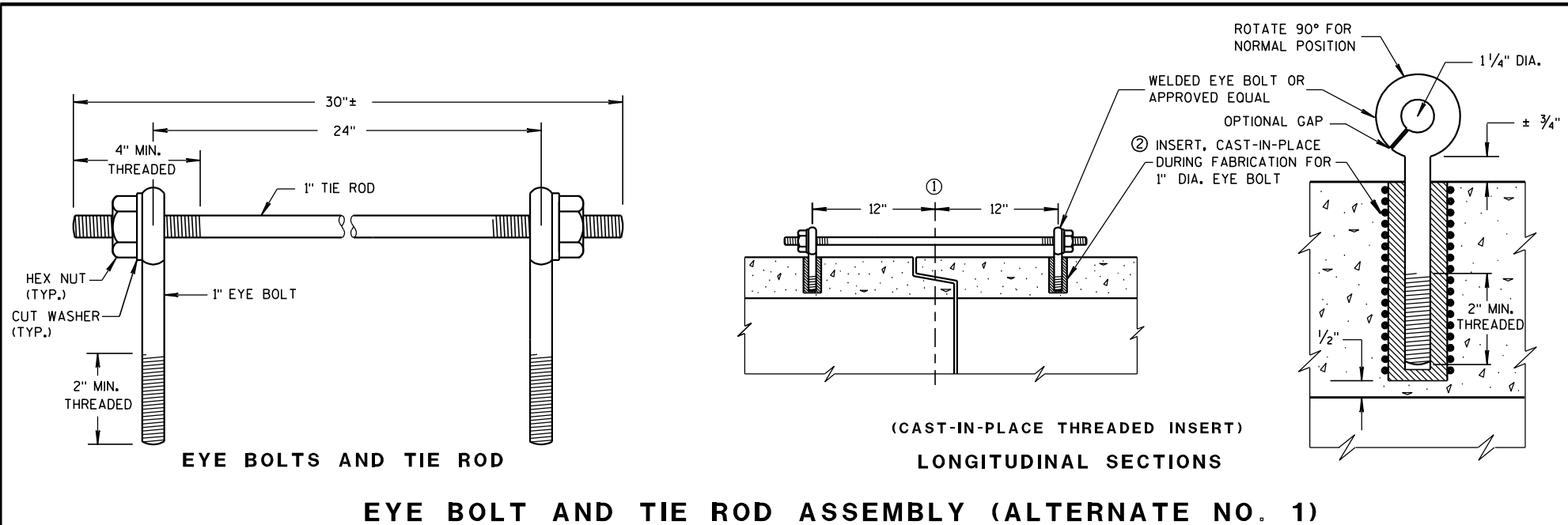
WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

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

APRON ENDWALLS FOR
CULVERT PIPE

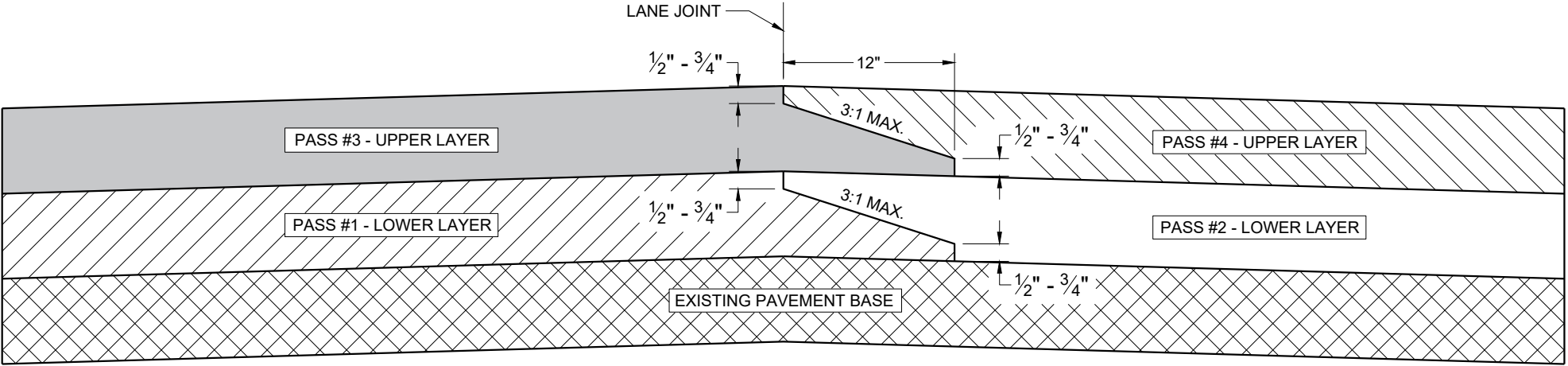
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



GENERAL NOTES

CONFORM TO STANDARD SPECIFICATION 450.3.2.8



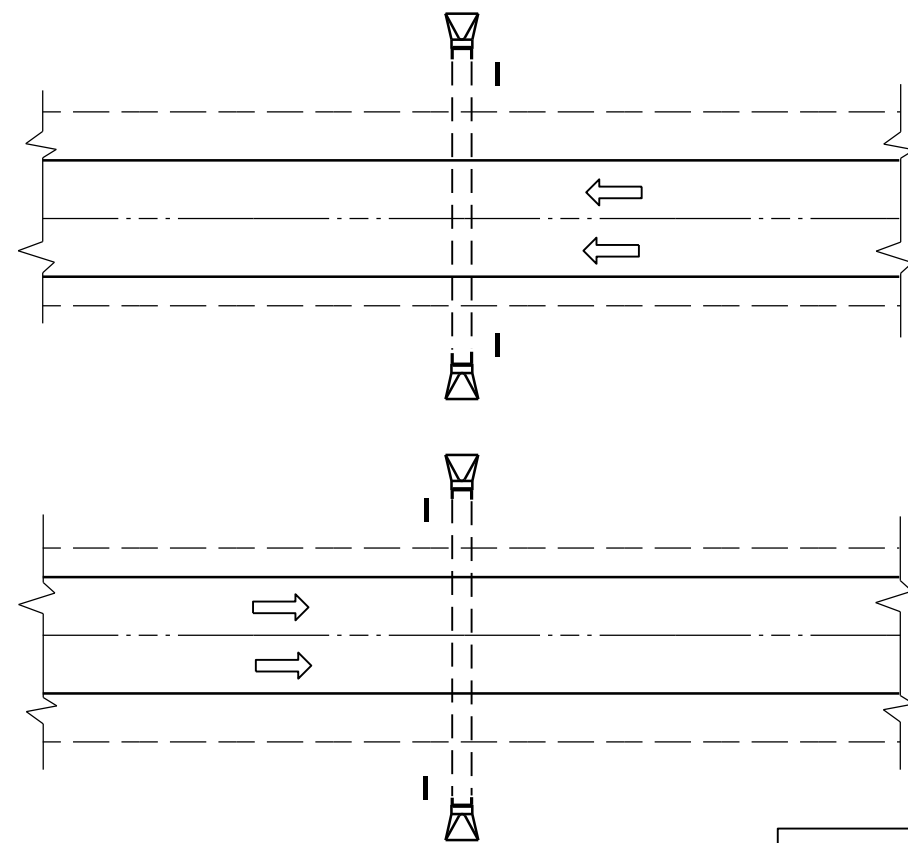
TYPICAL PAVEMENT CROSS SECTION
OF NOTCHED WEDGE LONGITUDINAL JOINTS

HMA LONGITUDINAL JOINTS

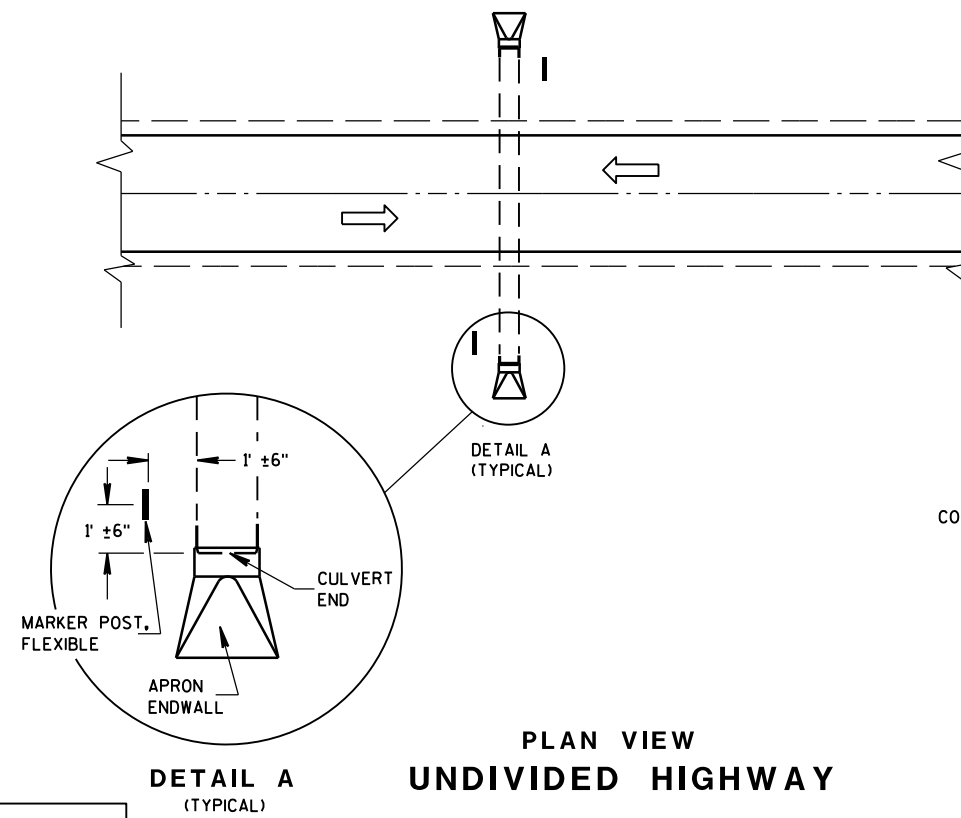
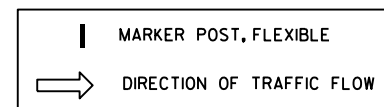
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019 /S/ Steven Hefel
DATE HMA PAVEMENT ENGINEER

FHWA



PLAN VIEW
DIVIDED HIGHWAY



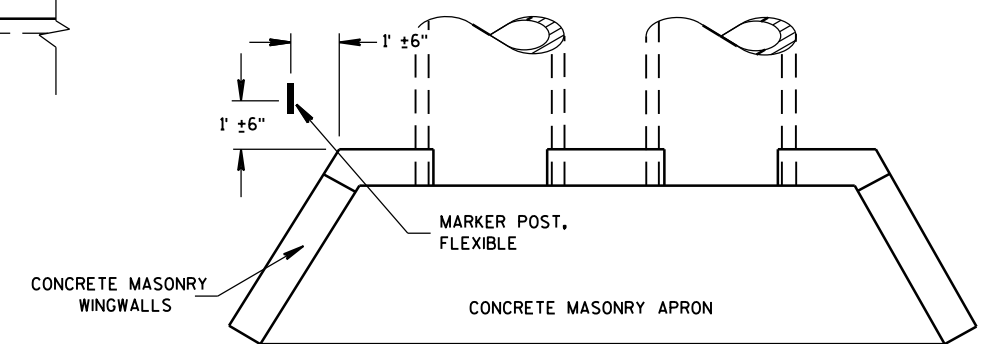
DETAIL A
(TYPICAL)

PLAN VIEW
UNDIVIDED HIGHWAY

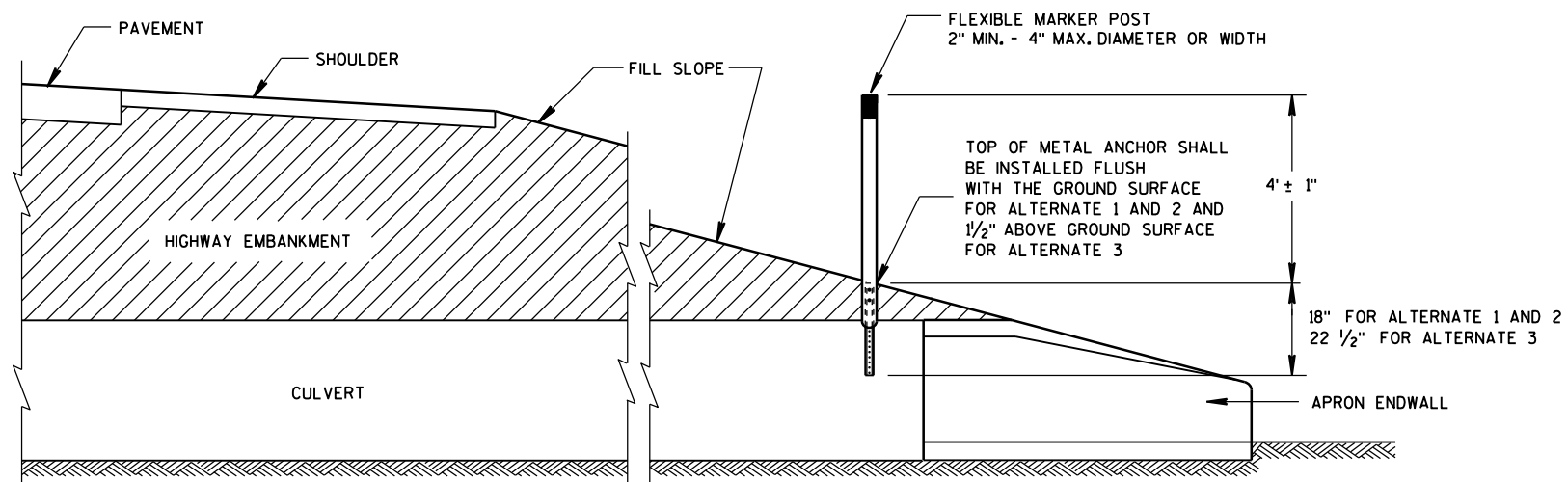
FLEXIBLE MARKER POST LOCATION

GENERAL NOTES

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



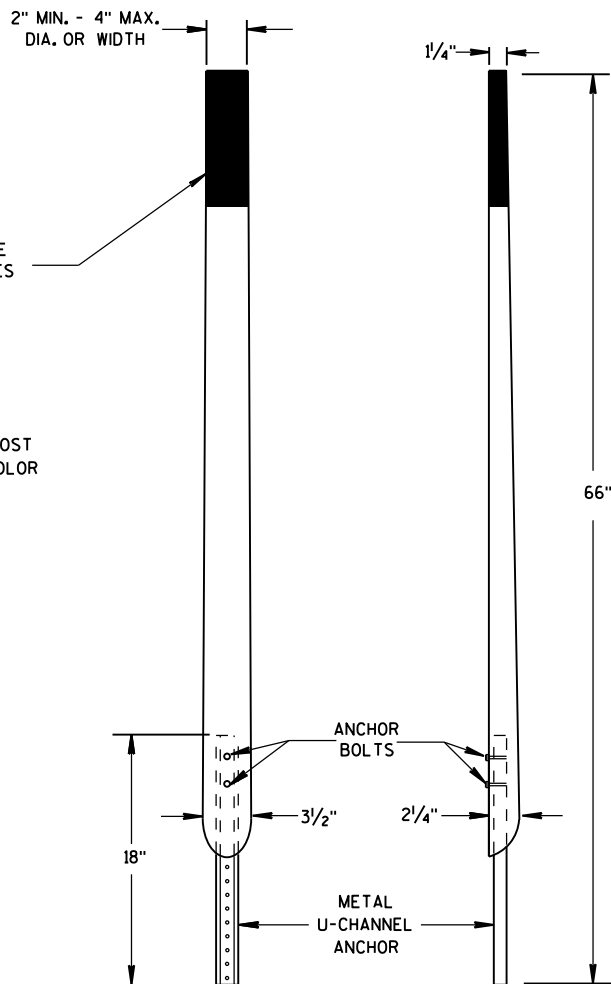
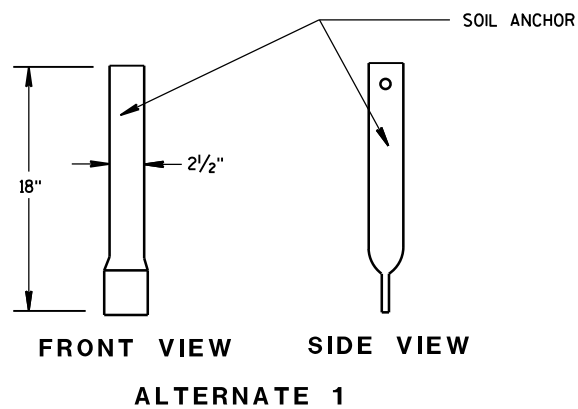
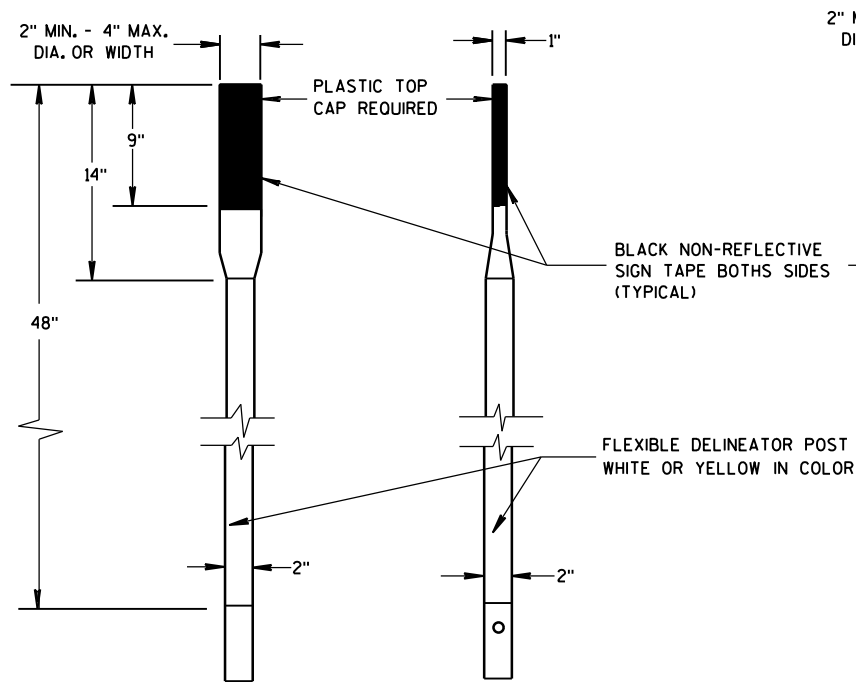
PLAN VIEW
CONCRETE MASONRY ENDWALLS FOR
CULVERT PIPE AND PIPE ARCH



CROSS SECTION
FLEXIBLE MARKER POST

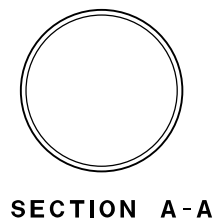
FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

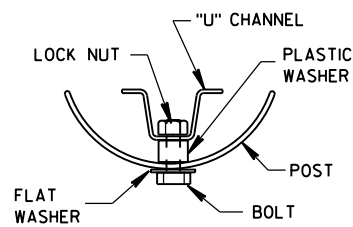
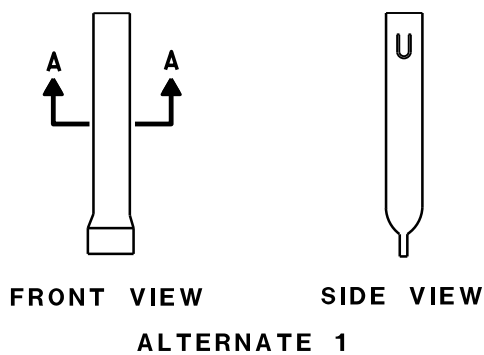


FRONT VIEW SIDE VIEW
ALTERNATE 2

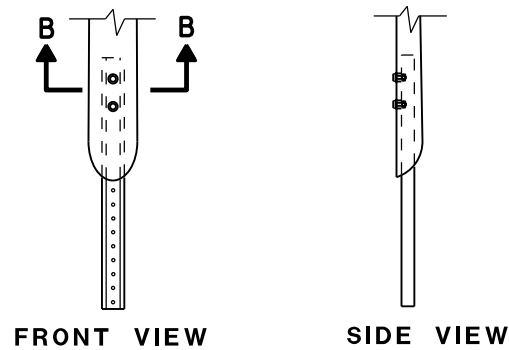
FLEXIBLE MARKER POSTS



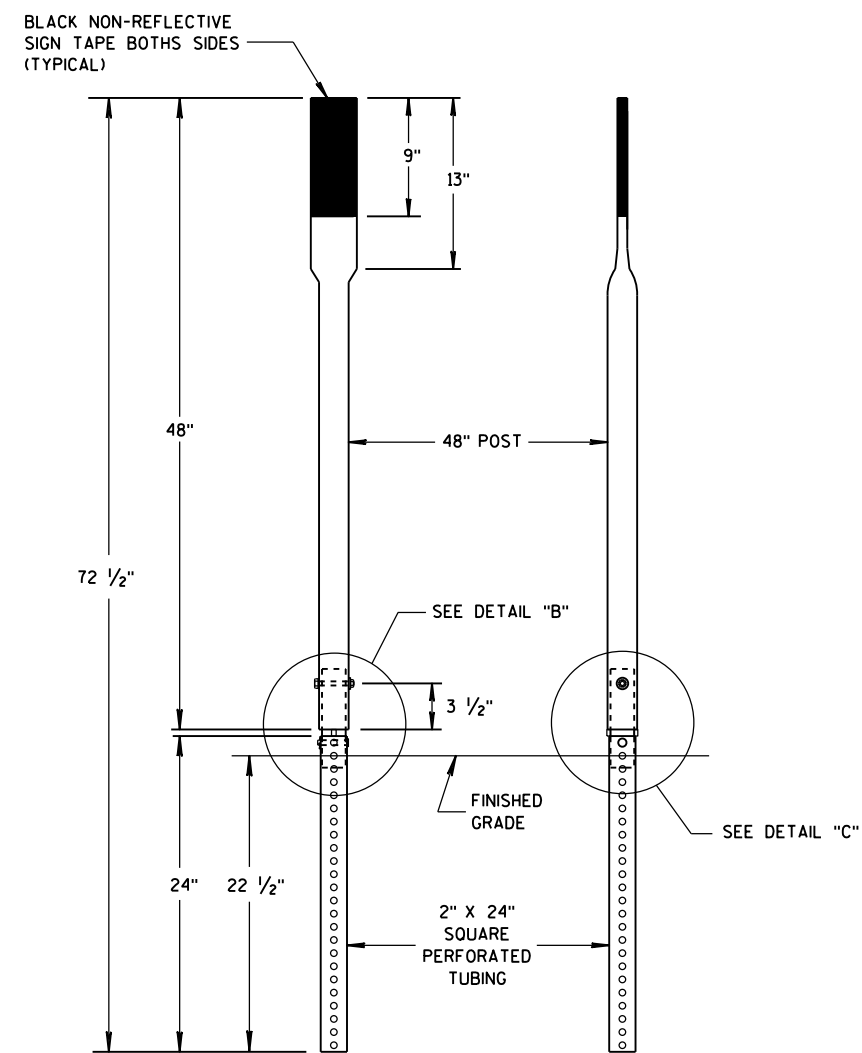
SECTION A-A



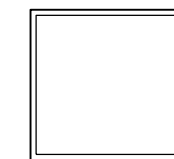
SECTION B-B



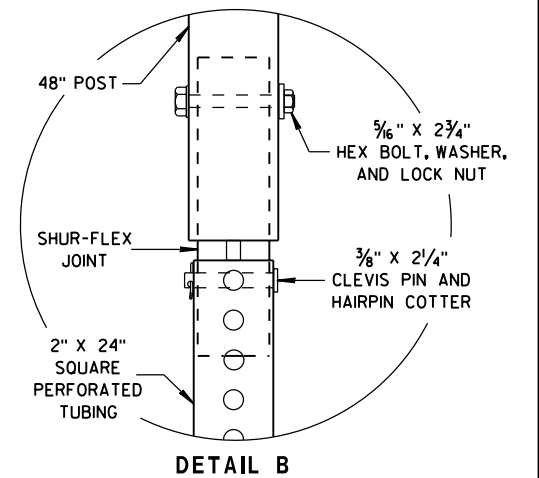
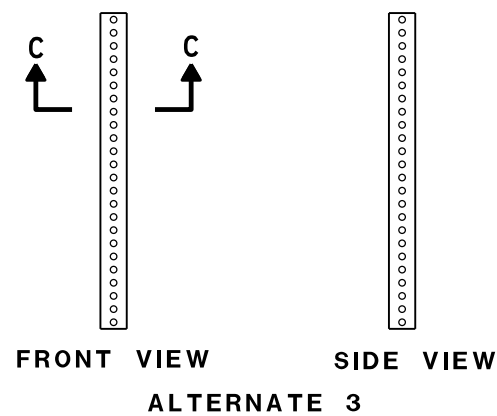
FRONT VIEW SIDE VIEW
ALTERNATE 2
FLEXIBLE MARKER POST ANCHORS



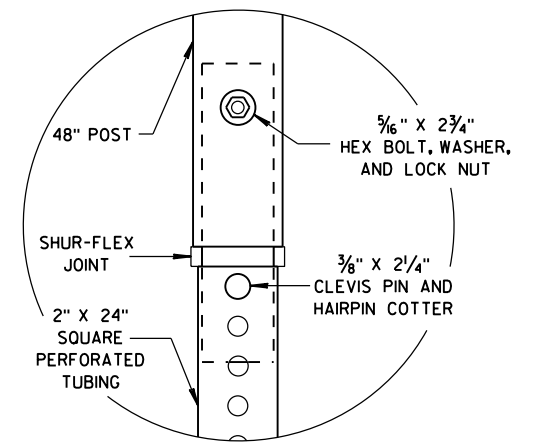
FRONT VIEW SIDE VIEW
ALTERNATE 3



SECTION C-C



DETAIL B



DETAIL C

FLEXIBLE MARKER POST FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/1/2012
DATE

FHWA

/S/ Travis Feltes
STATE TRAFFIC ENGINEER OF DESIGN

GENERAL NOTES

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

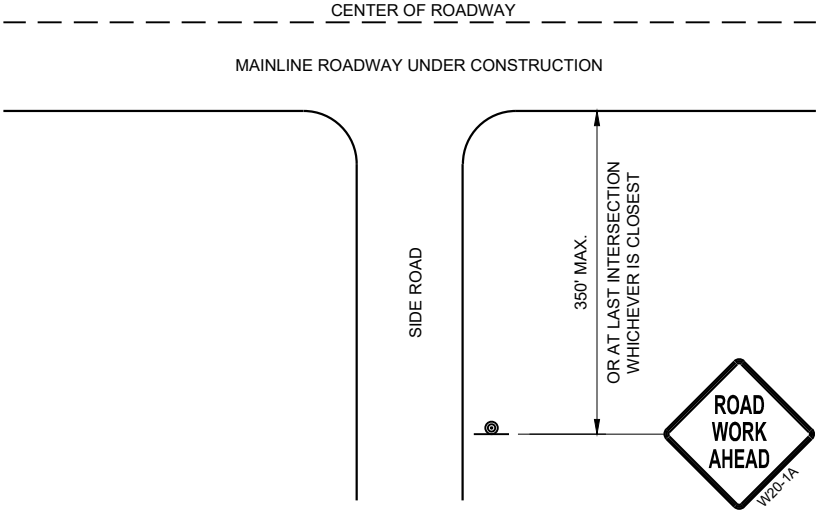
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

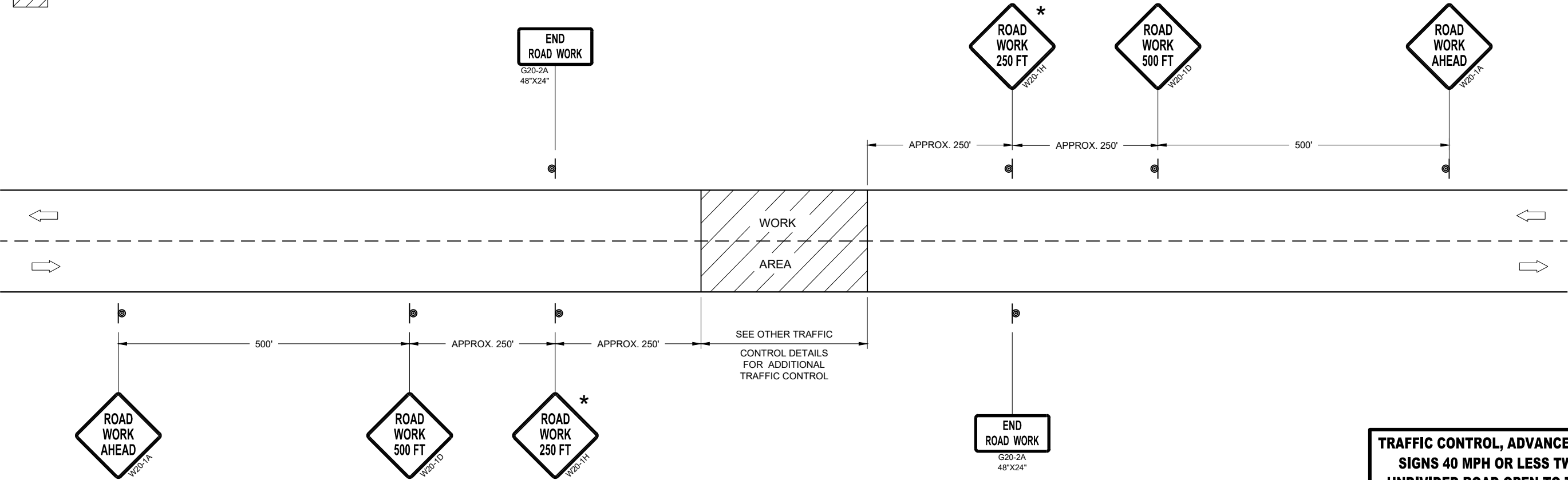
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  DIRECTION OF TRAFFIC
-  WORK AREA



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL

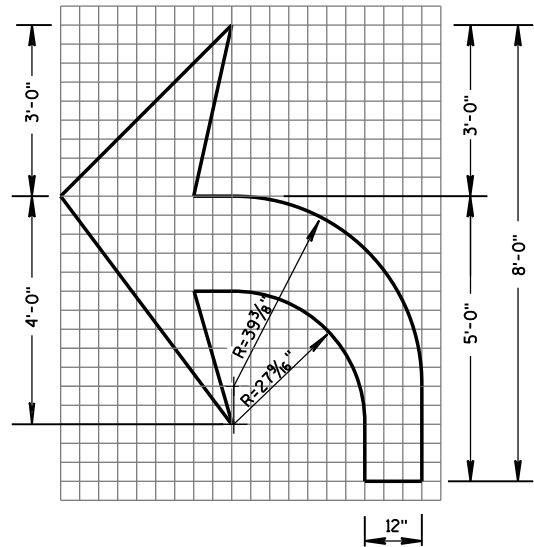


TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

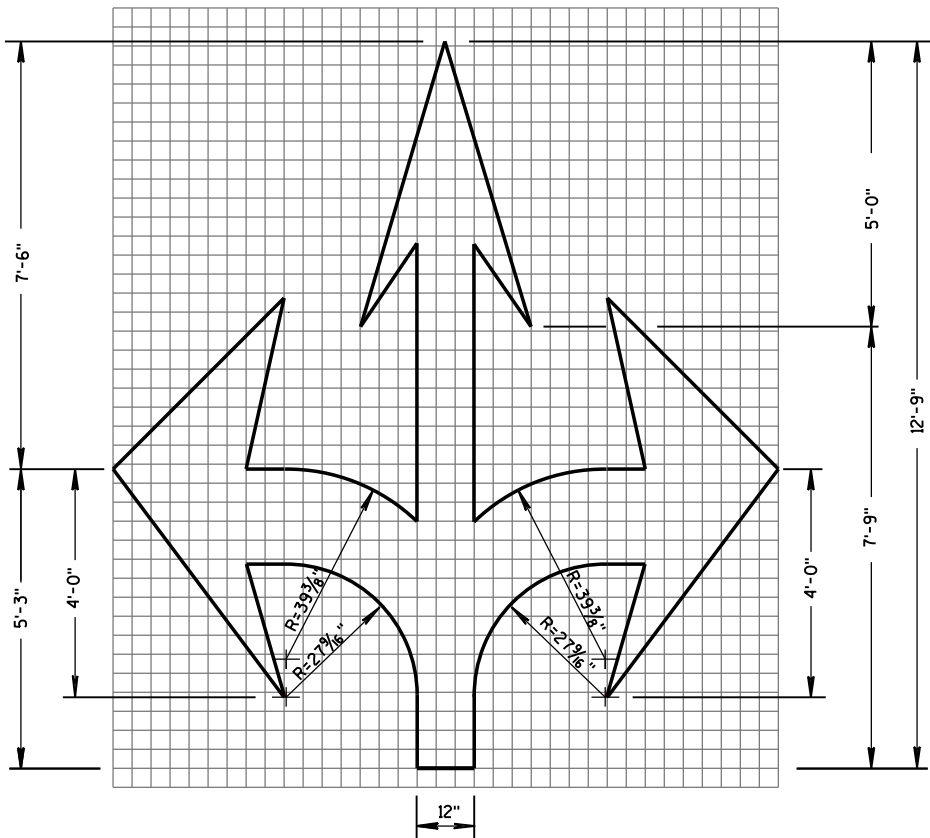
TRAFFIC CONTROL, ADVANCE WARNING
SIGNS 40 MPH OR LESS TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

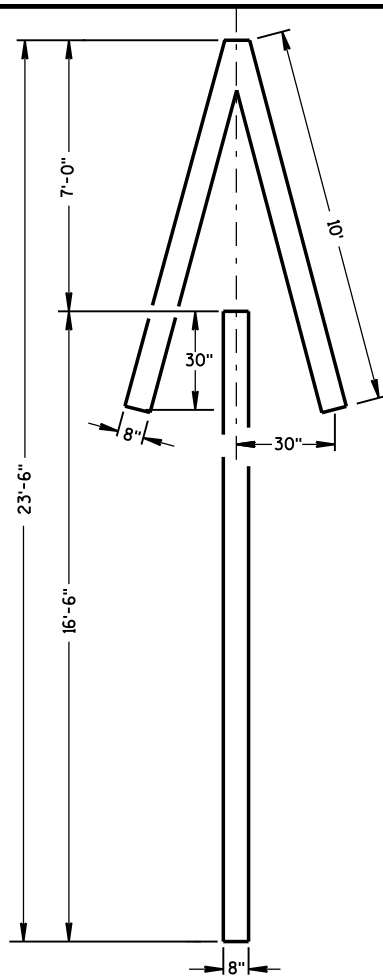
APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
FHWA



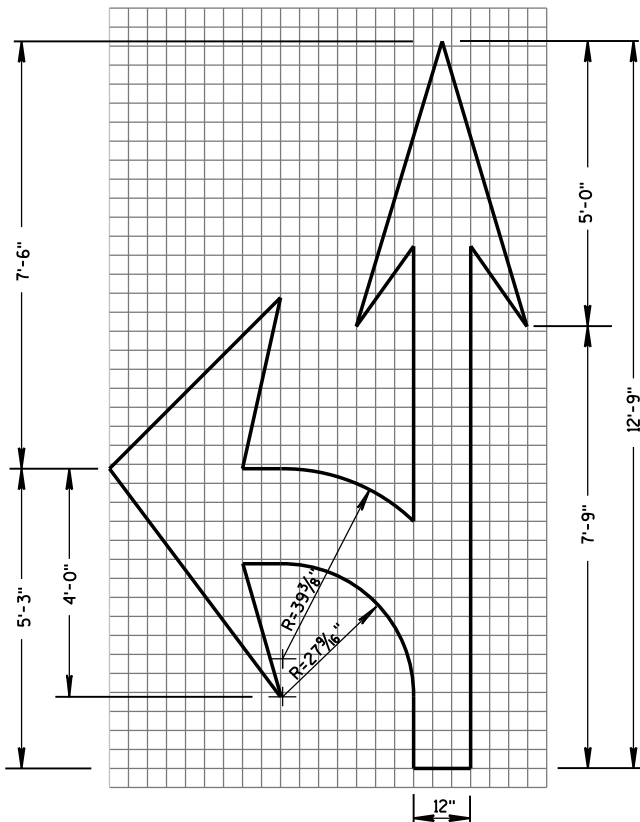
TYPE 2



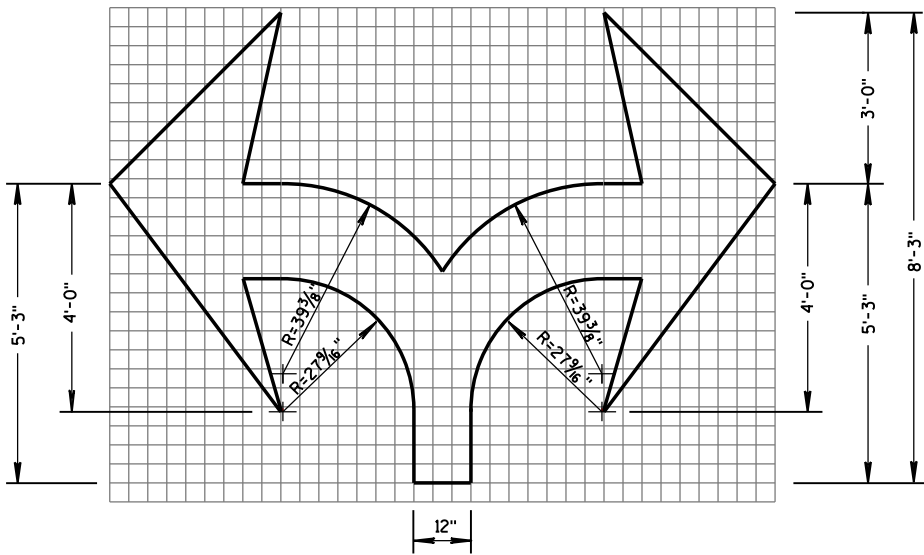
TYPE 6



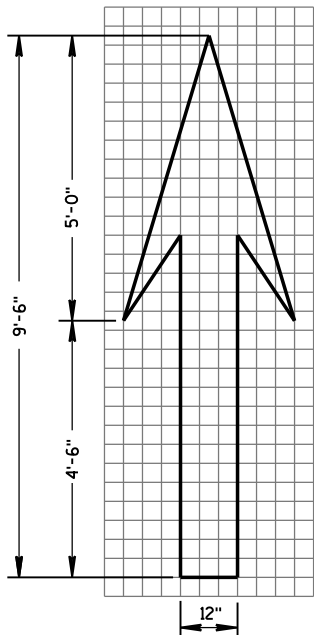
TYPE 4



TYPE 3



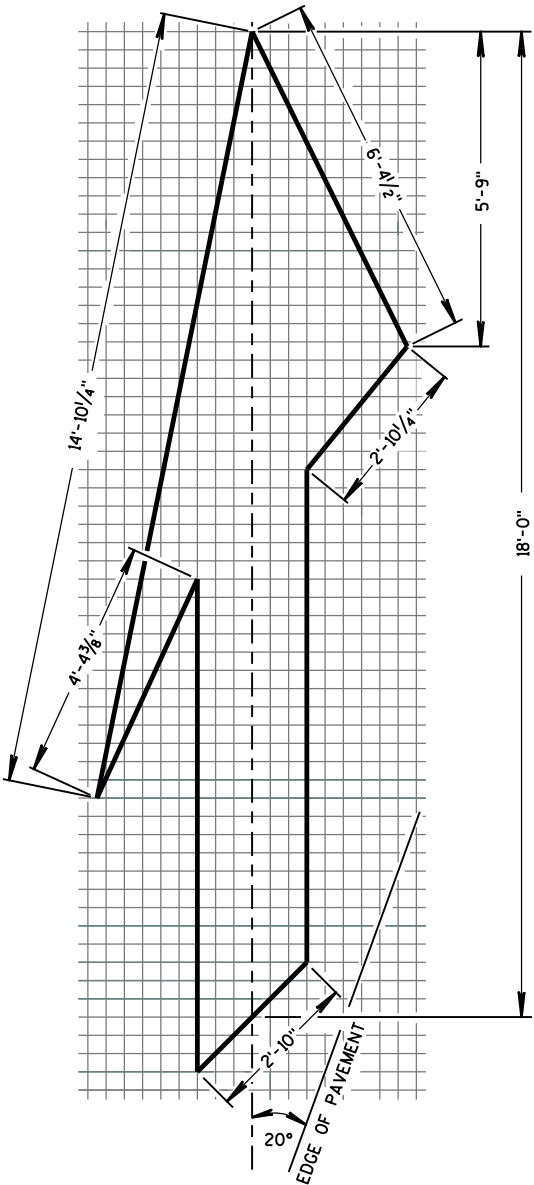
TYPE 7



TYPE 1

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.

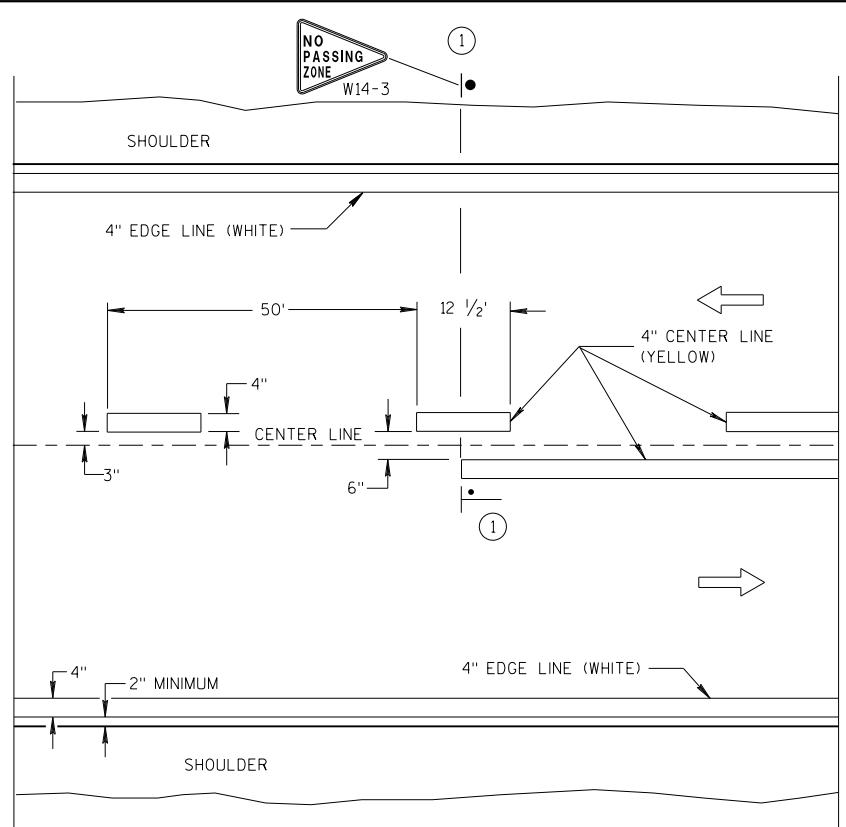


TYPE 5 LANE DROP ARROW

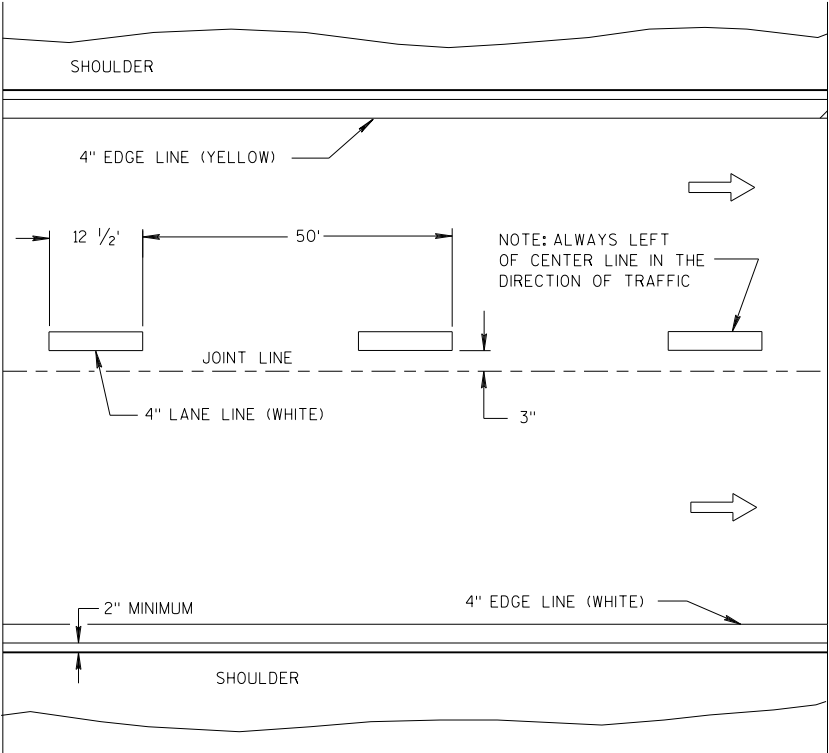
PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 /S/ Matthew R. Rauch
DATE STATE SIGNING AND MARKING ENGINEER
FHWA

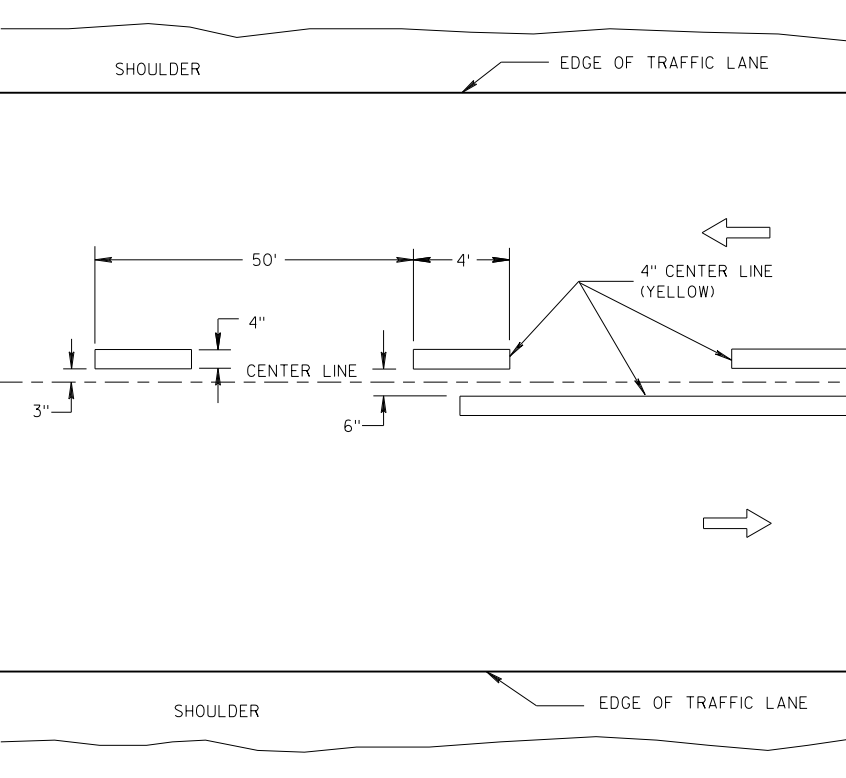


TWO WAY TRAFFIC

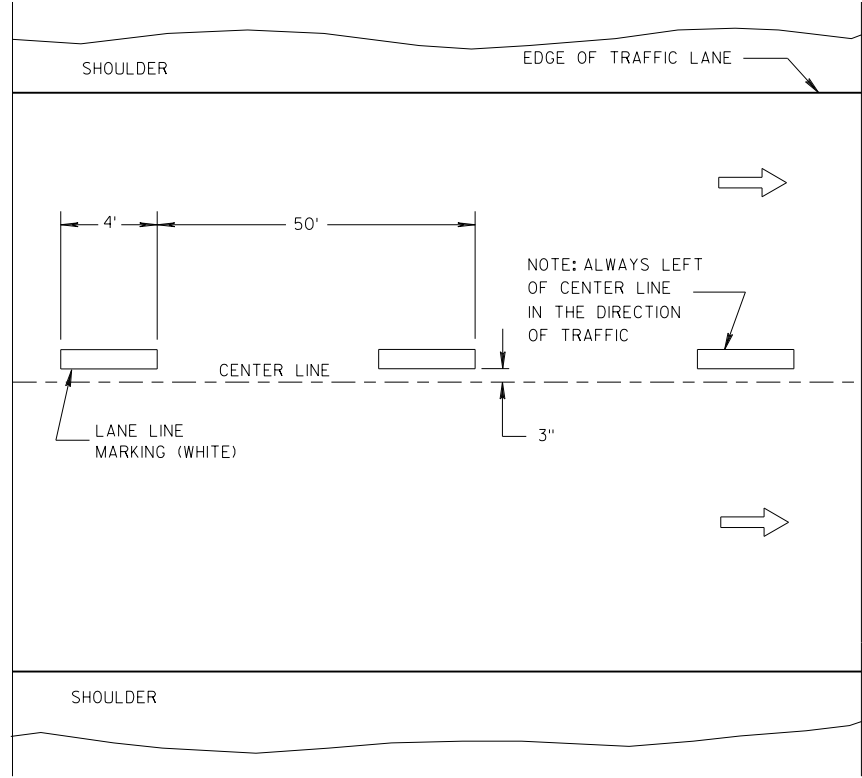


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

GENERAL NOTES

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

① LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING.

NOTE

ARROW SYMBOL (➡) SHOWS DIRECTION OF TRAVEL

LEGEND

- "T" MARKING
- POST MOUNTED SIGN

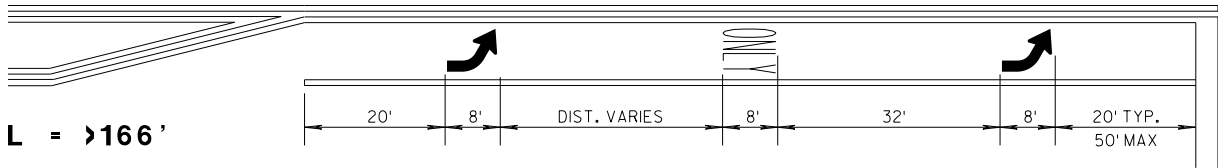
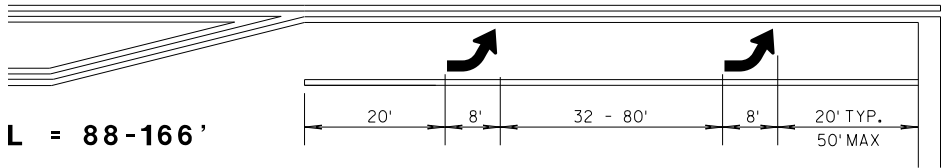
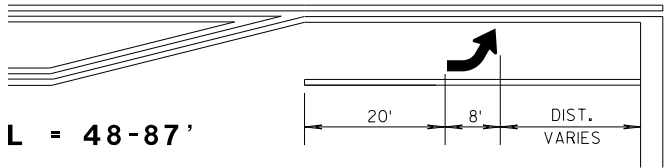
LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 /S/ Matthew R. Rauch
DATE STATE SIGNING AND MARKING ENGINEER
FHWA

TURN LANE OPTIONS

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



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

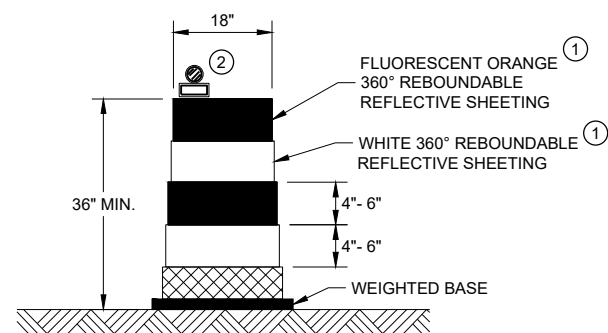
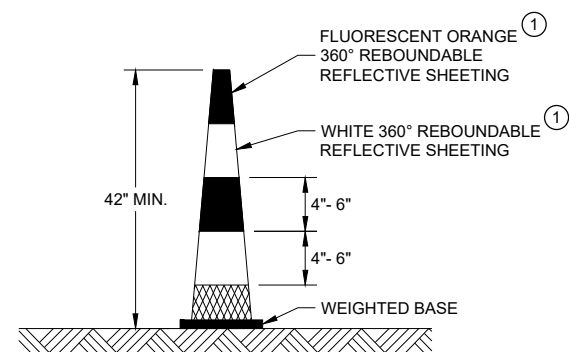
GENERAL NOTES

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

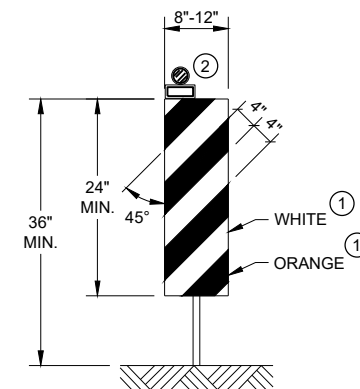
→ DIRECTION OF TRAFFIC
L = LENGTH OF TURN BAY

PAVEMENT MARKING
(TURN LANES)

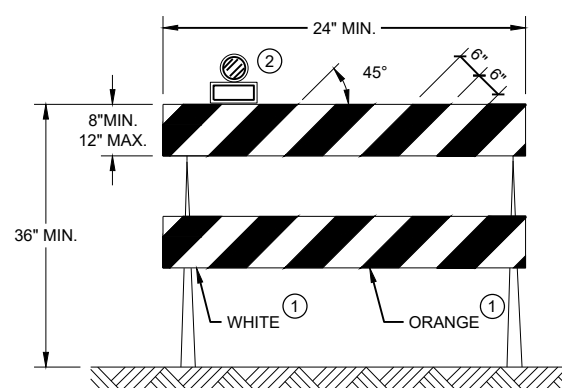
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

**DRUM****42" CONE**

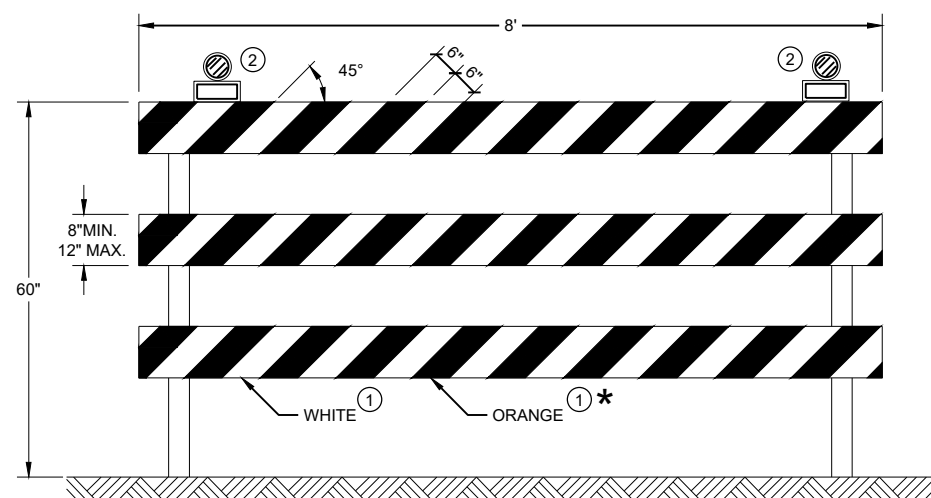
DO NOT USE IN TAPERS
 $\frac{1}{2}$ SPACING OF DRUMS

**VERTICAL PANEL**

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

**TYPE II BARRICADE**

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

**TYPE III BARRICADE**

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

GENERAL NOTES

- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.

**CHANNELIZING DEVICES
 DRUMS, CONES, BARRICADES
 AND VERTICAL PANELS**

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION

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

FHWA

LEGEND

-  SIGN ON PORTABLE OR PERMANENT SUPPORT
-  TEMPORARY PORTABLE RUMBLE STRIP ARRAY
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

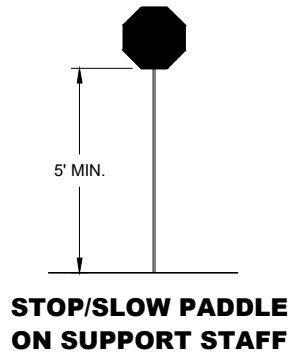
THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS, DEVICES, AND LOCATION OF ALL FLAGGERS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

- FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.
- FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.
 - SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.
- WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.
- TEMPORARY PORTABLE RUMBLE STRIPS**
- UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.
- EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.
- ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FOR THE APPROVED PRODUCTS LIST.
- INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.
- PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.
- DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

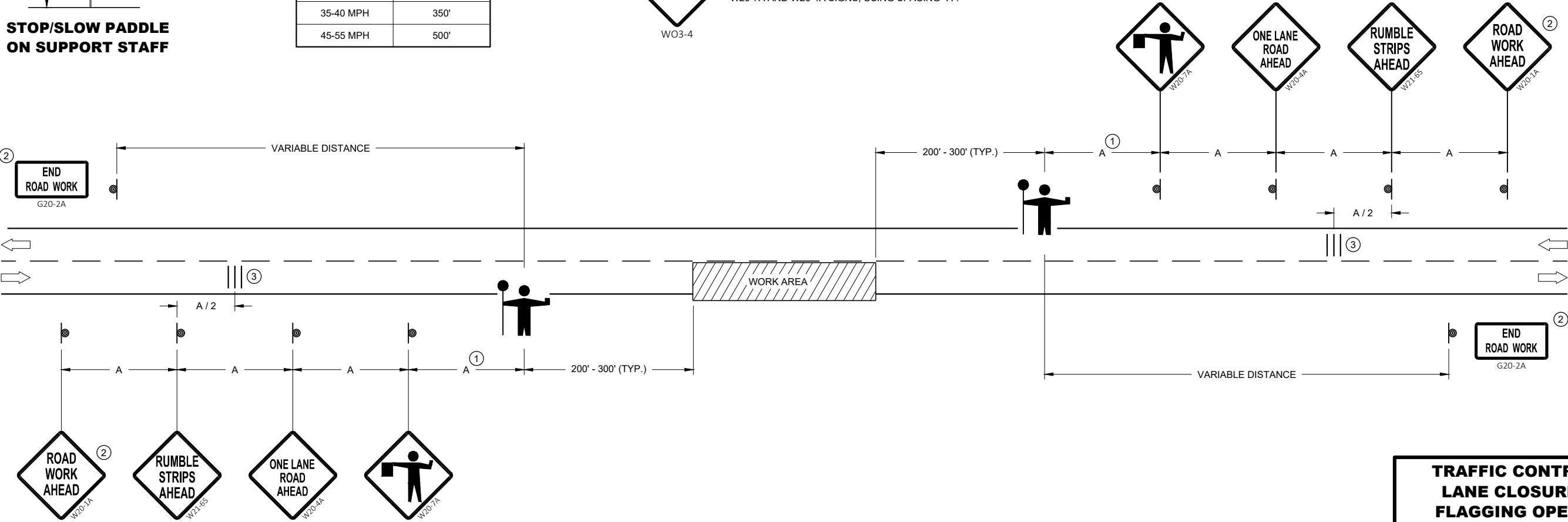


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

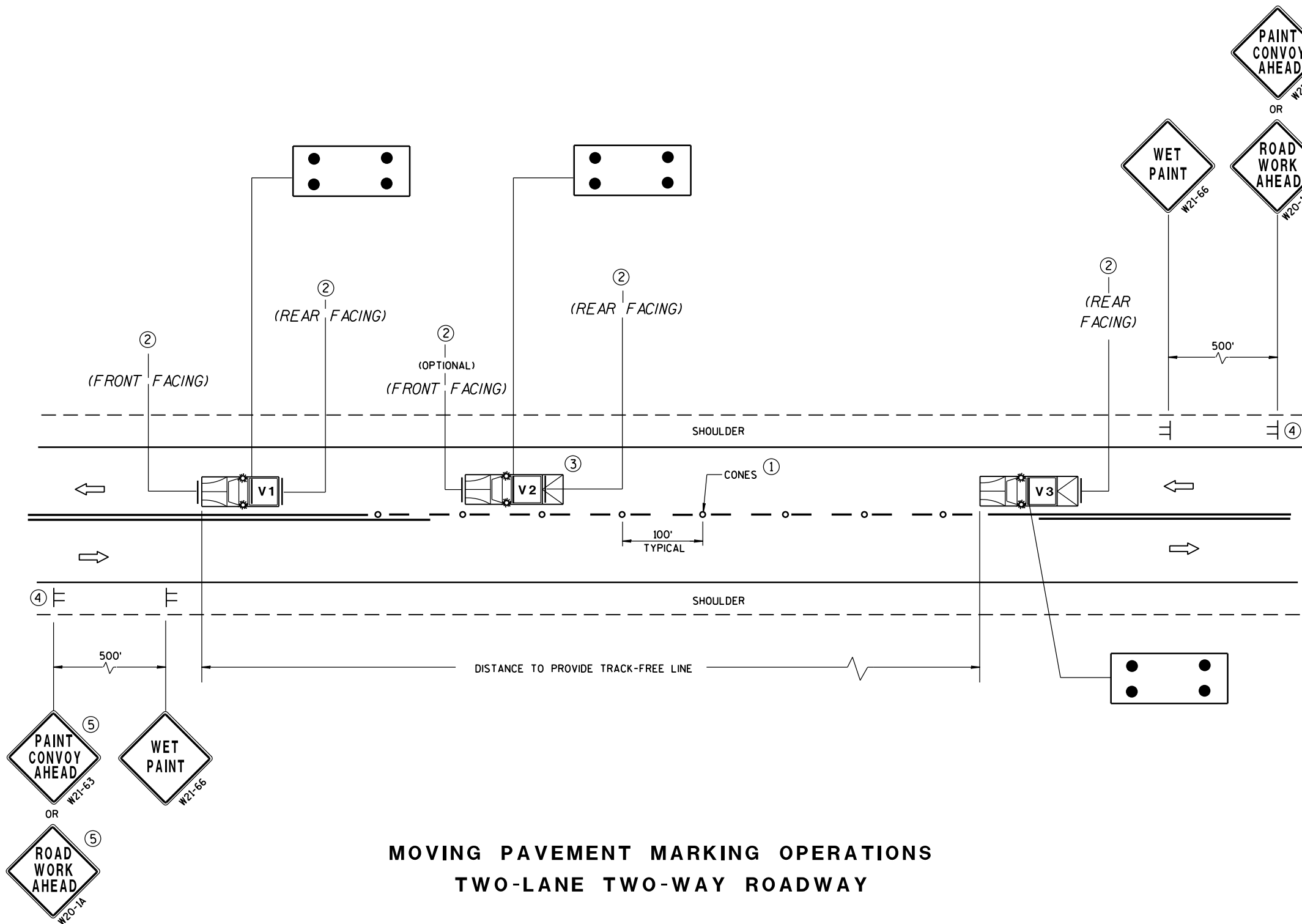


USE OF W03-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

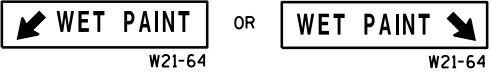
TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	



MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY

GENERAL NOTES

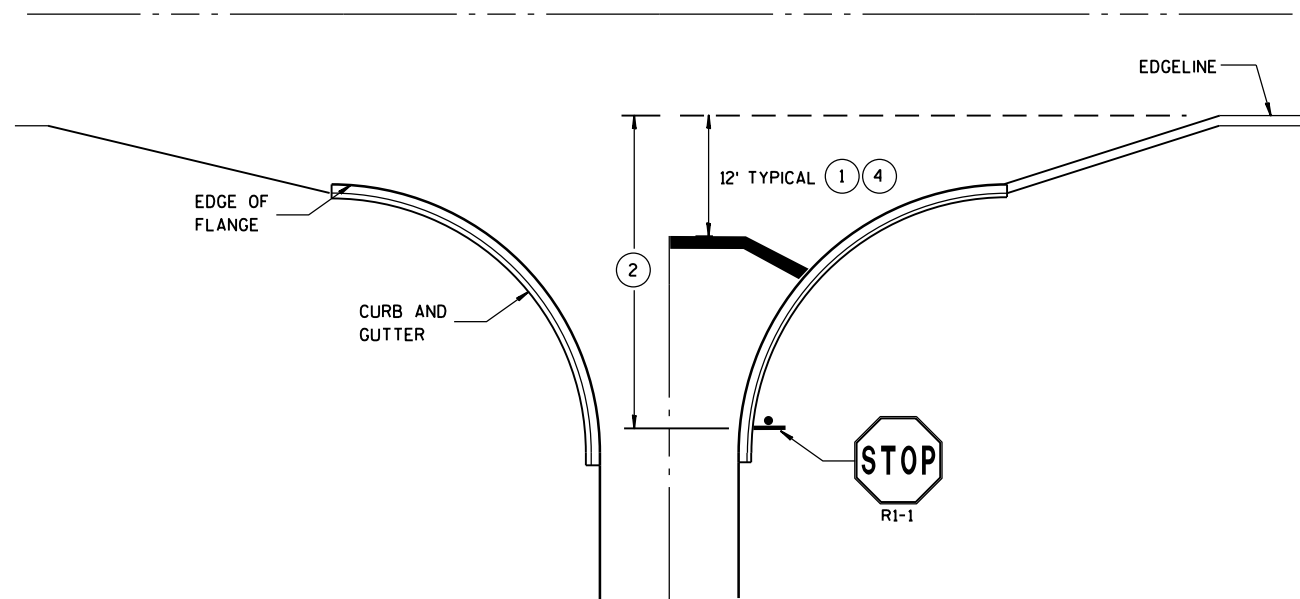
- ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.
- VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.
- ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.
- IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.
- ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.
- DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.
- THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.
- THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE MARKING.
- WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.
- ① CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.
- ② USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.
- ③ OPTIONAL TRUCK-MOUNTED ATTENUATOR.
- ④ SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.
- ⑤ IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.



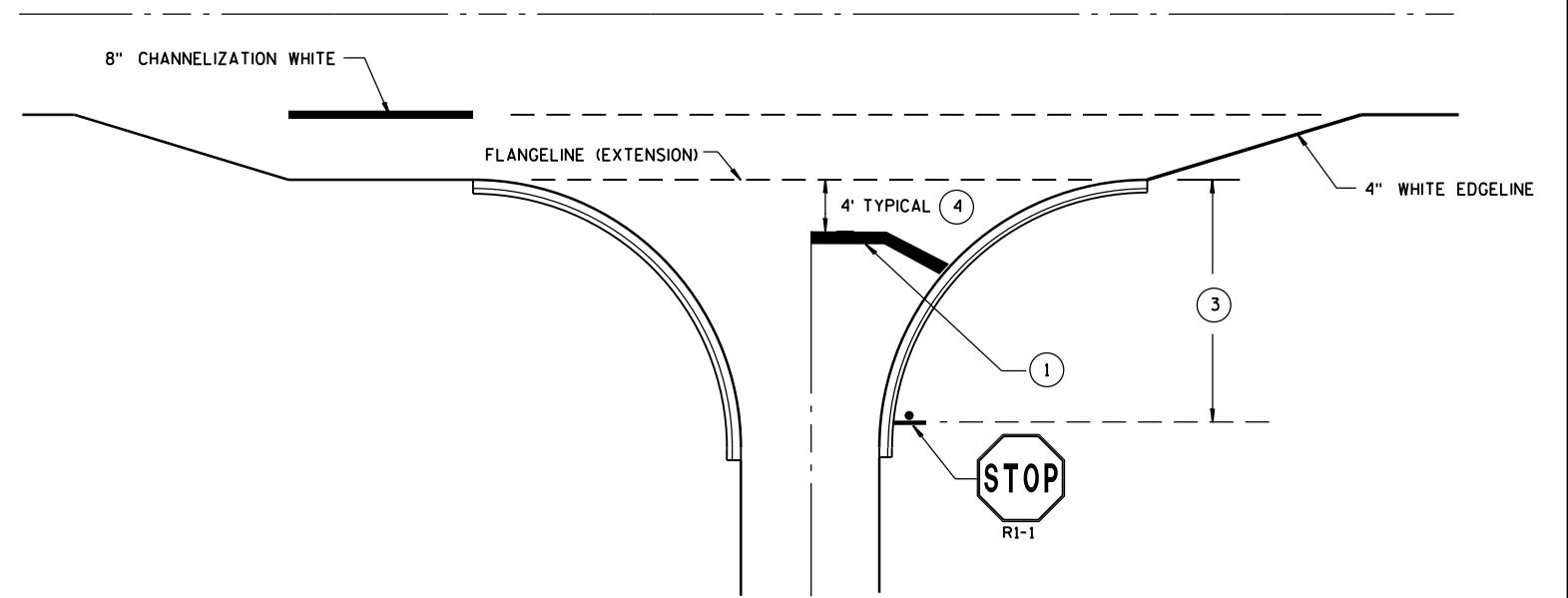
LEGEND

- V1** LEAD VEHICLE
- V2** SHADOW VEHICLE
- V3** TRAIL VEHICLE WITH TMA
- TMA** TRUCK-MOUNTED ATTENUATOR
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- CONES
- FLASHING ARROW PANEL (CAUTION)

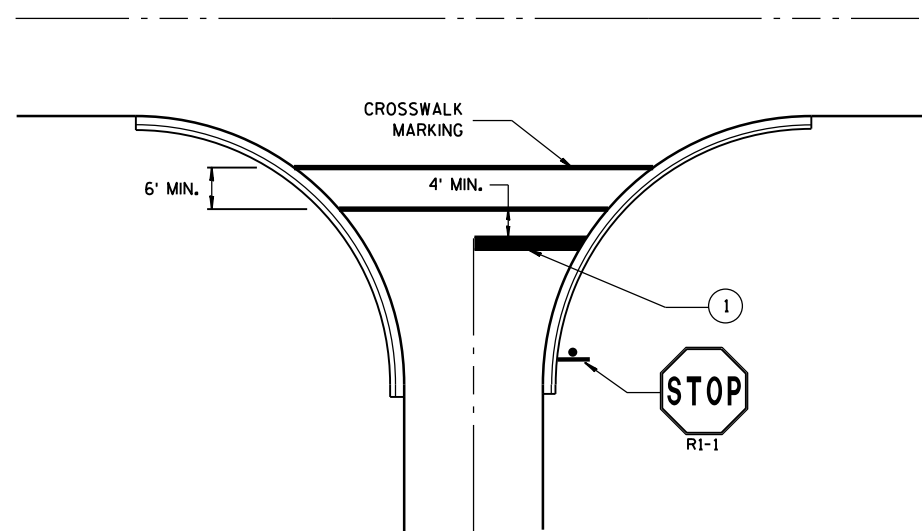
MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED Sept., 2017 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	



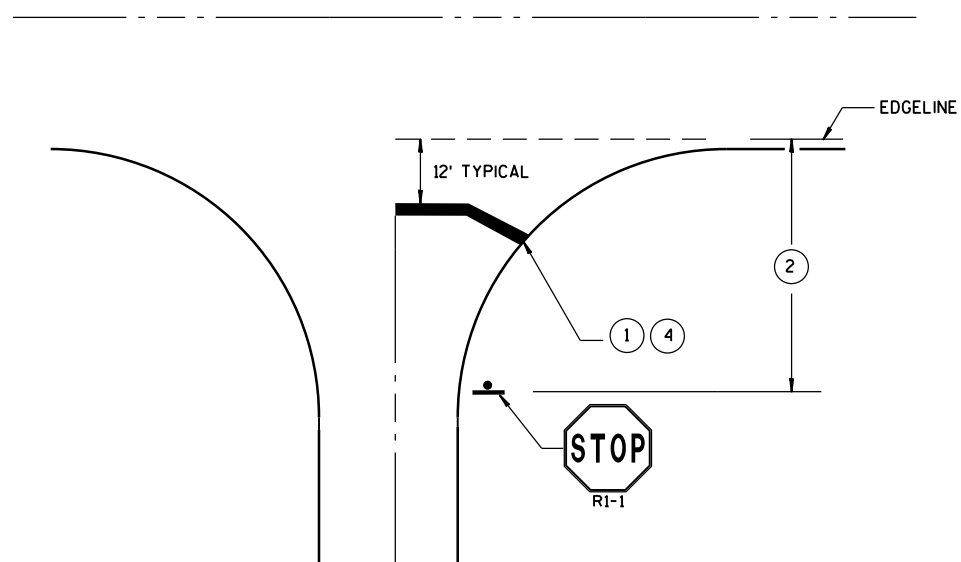
**TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER**



**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

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

- 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 EDGE LINE THAN NO STOP LINE IS REQUIRED.
- ③ IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
- ④ MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES. (NO CLOSER THAN 4 FEET).

**STOP LINE AND CROSSWALK
PAVEMENT MARKING**

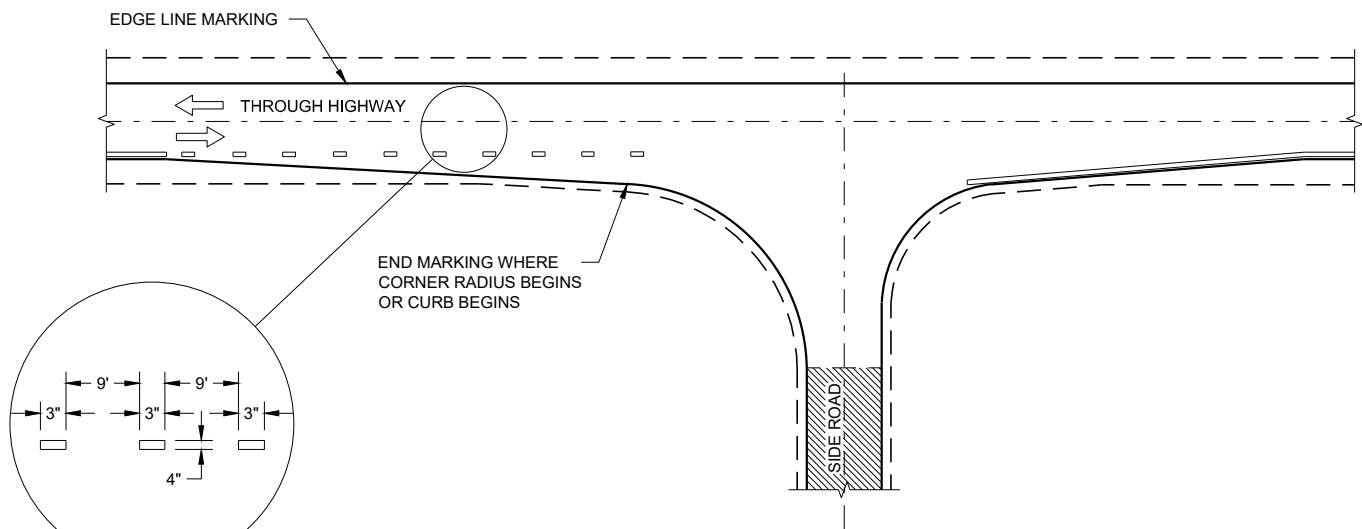
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

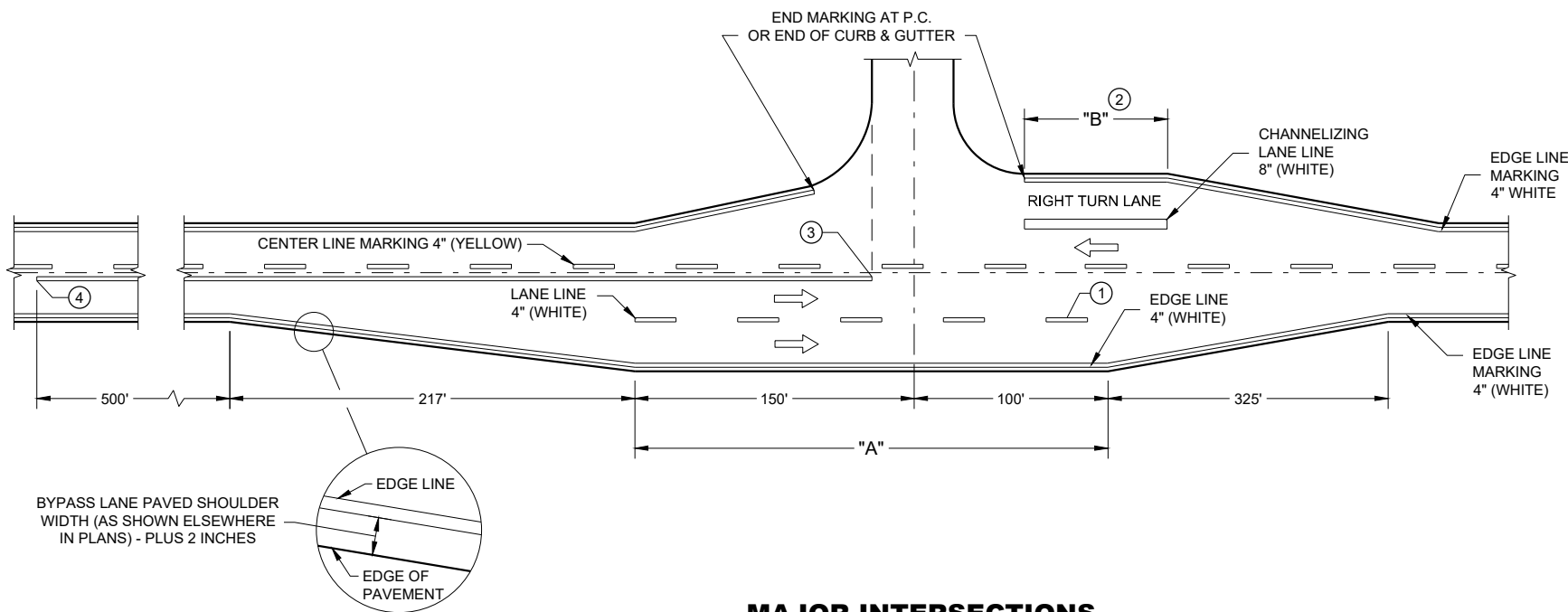
Sept., 2017
DATE

FHWA

/S/ Matthew R. Rauch
STATE SIGNING AND MARKING ENGINEER



MINOR INTERSECTION



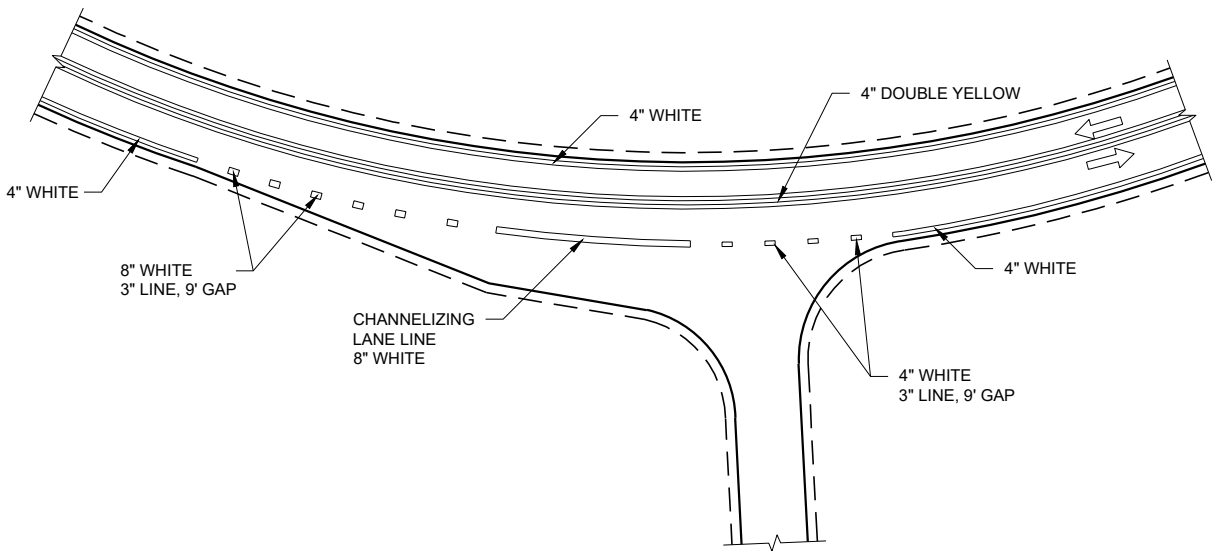
MAJOR INTERSECTIONS
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
- ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
- ③ BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
- ④ BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER

ARROW SYMBOL (➞) SHOWS DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  TRAFFIC CONTROL DRUM
-  DIRECTION OF TRAFFIC
-  WORK ZONE

TABLE A

SHOULDER TAPER LENGTH (FEET)					BUFFER SPACE (FEET)
S \ W	4	6	8	10	
30	20	30	40	50	200
35	30	45	55	70	250
40	40	55	75	90	305
45	60	90	120	150	360
50	70	100	135	170	425
55	75	110	150	185	495

W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

TAPER LENGTH

L = WS AT 45 MPH OR GREATER
L = WS² / 60 AT 40 MPH OR LESS

SHOULDER TAPER LENGTH = 1/3L

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

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

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

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

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

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

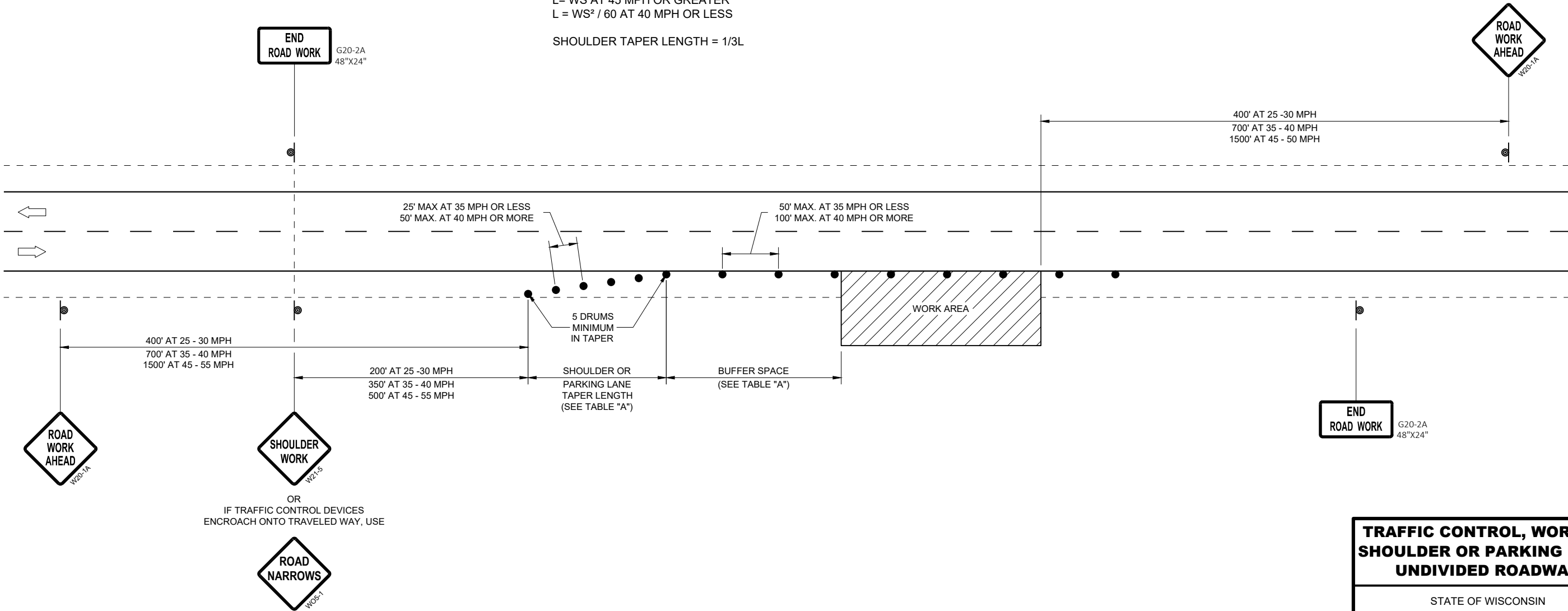
W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY RESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

6

6

SDD 15D28 - 03

SDD 15D28 - 03

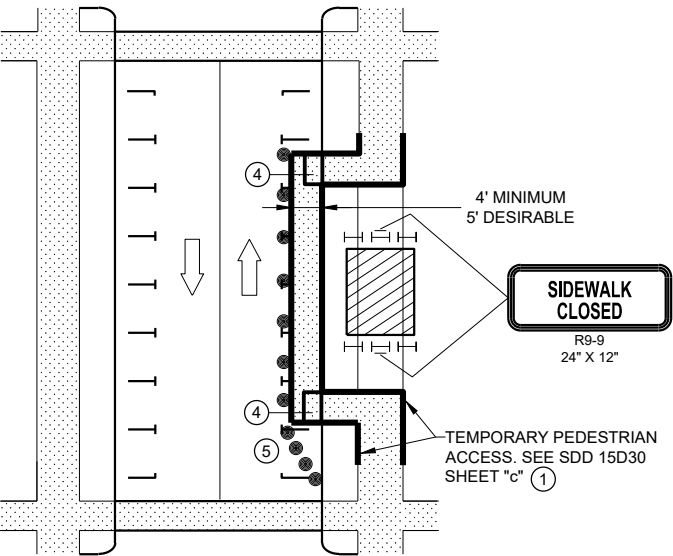


TRAFFIC CONTROL, WORK ON
SHOULDER OR PARKING LANE,
UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

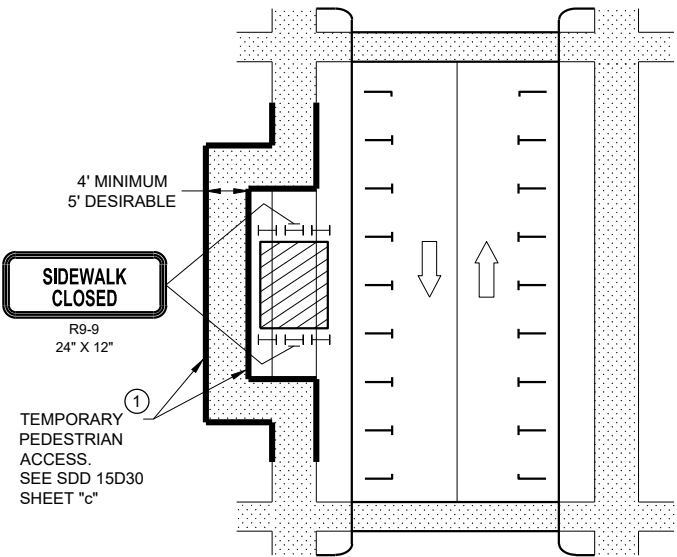
APPROVED
August 2019
DATE /S/ Andrew Heidtke
STATEWIDE WORK ZONE TRAFFIC
SAFETY ENGINEER
FHWA

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

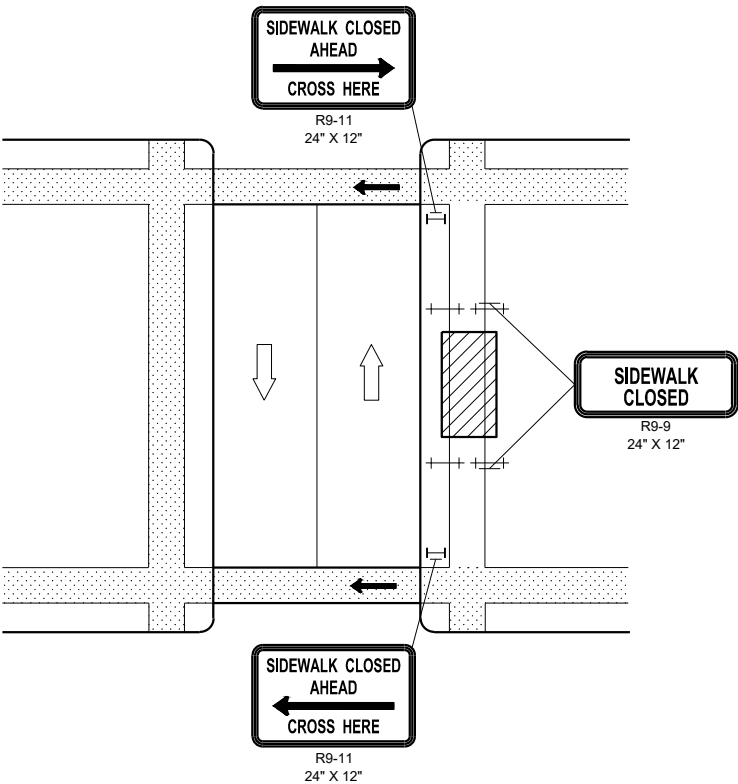


MID-BLOCK SIDEWALK CLOSURE
IN PARKING LANE

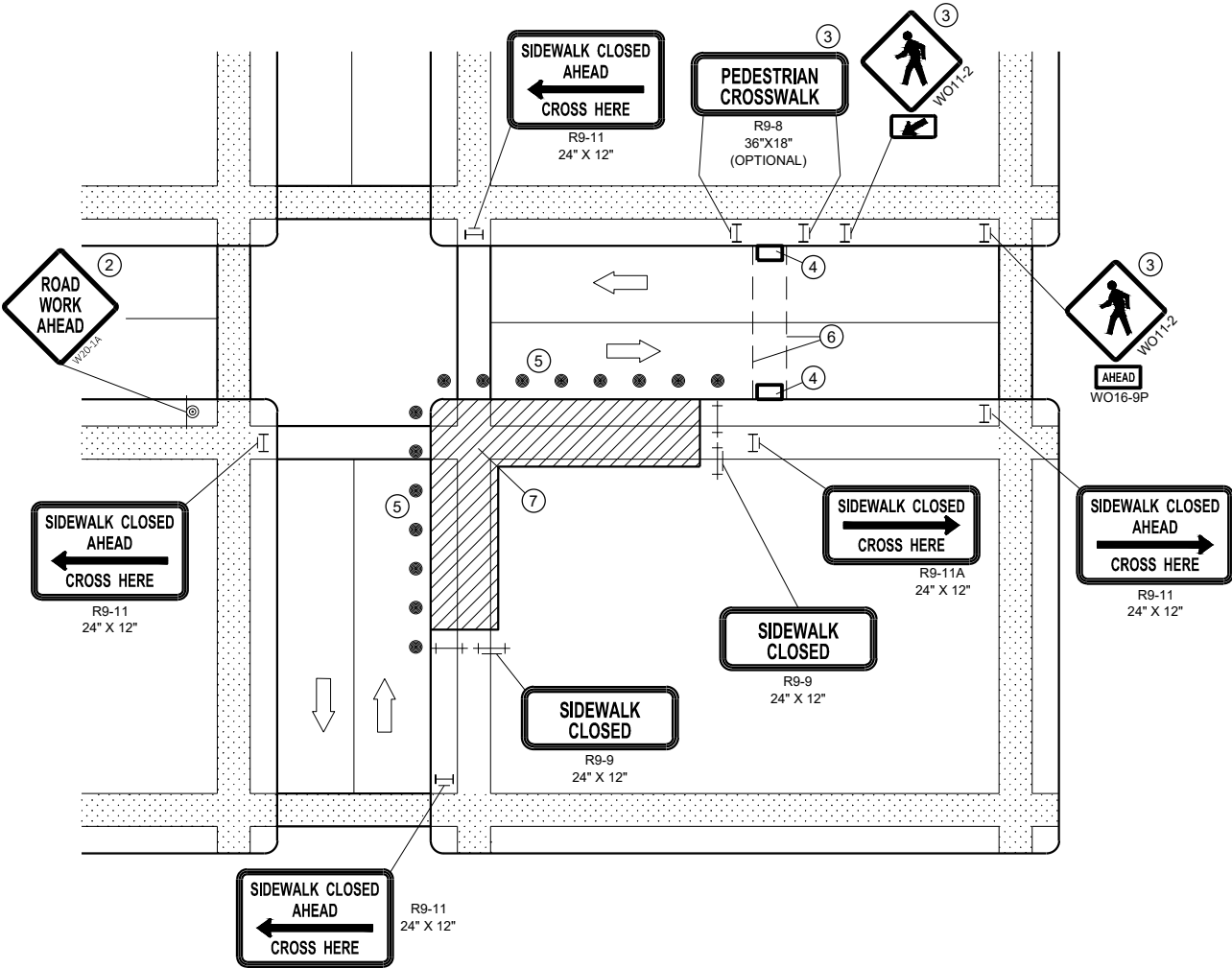
NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION



MID-BLOCK SIDEWALK
CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

GENERAL NOTES

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

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

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

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

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

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

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

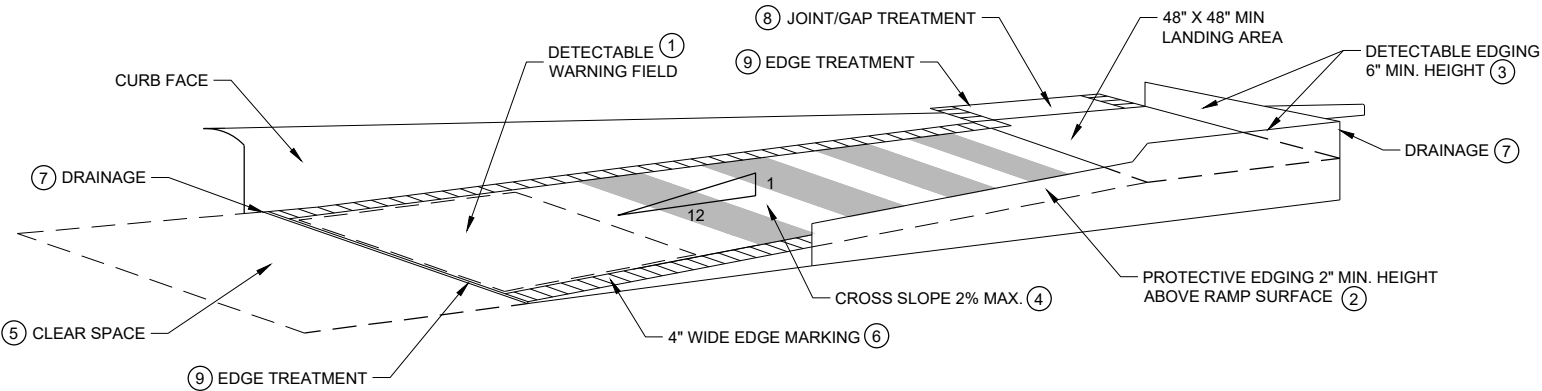
- ① IF SIDEWALK CLOSURE AFFECTS AN ACCESSIBLE AND DETECTABLE FACILITY, MAINTAIN ACCESSIBILITY AND DETECTABILITY ALONG THE ALTERNATE PEDESTRIAN ROUTE
- ② "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.
- ③ IF TEMPORARY PEDESTRIAN CROSSWALK IS NOT PROVIDED, OMIT R9-8 AND WO11-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.
- ④ TEMPORARY CURB RAMPS. SEE SDD 15D30 SHEET "b".
- ⑤ DRUMS OR BARRICADES AT 25 FOOT SPACING. STREET PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.
- ⑥ TEMPORARY PAVEMENT MARKING FOR CROSSWALK LINES.
- ⑦ LIMIT WORK TO ONE QUADRANT AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

LEGEND

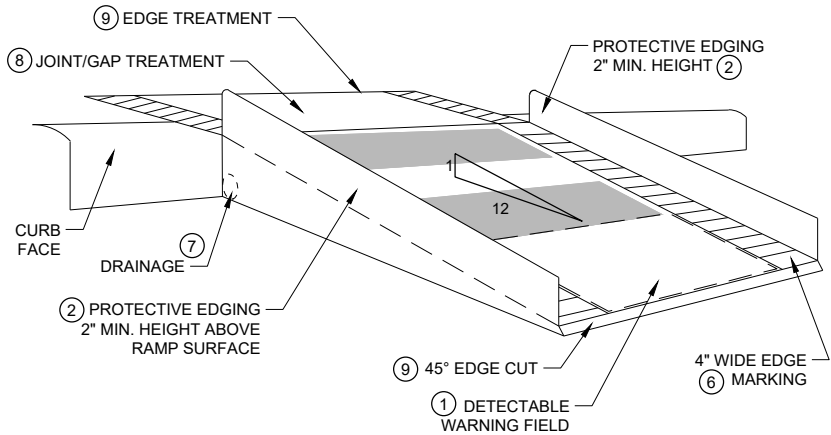
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN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

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

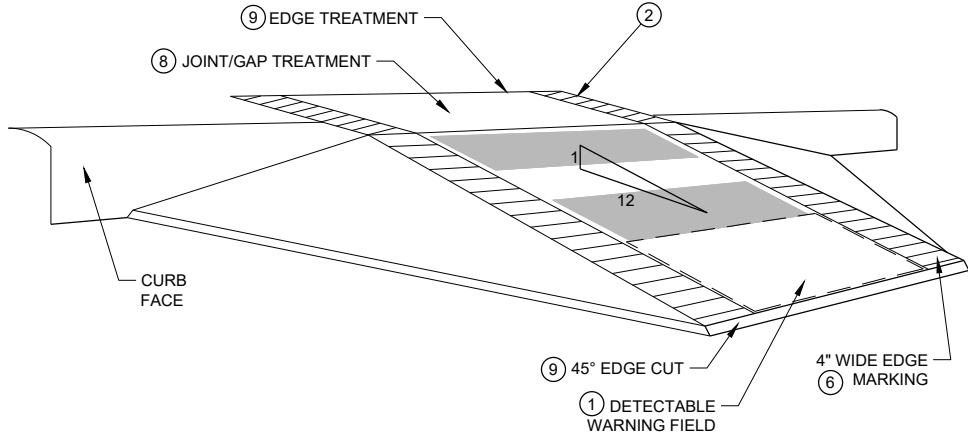
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



TEMPORARY CURB RAMP PARALLEL TO CURB



WITH PROTECTIVE EDGE



WITH SIDE APRON

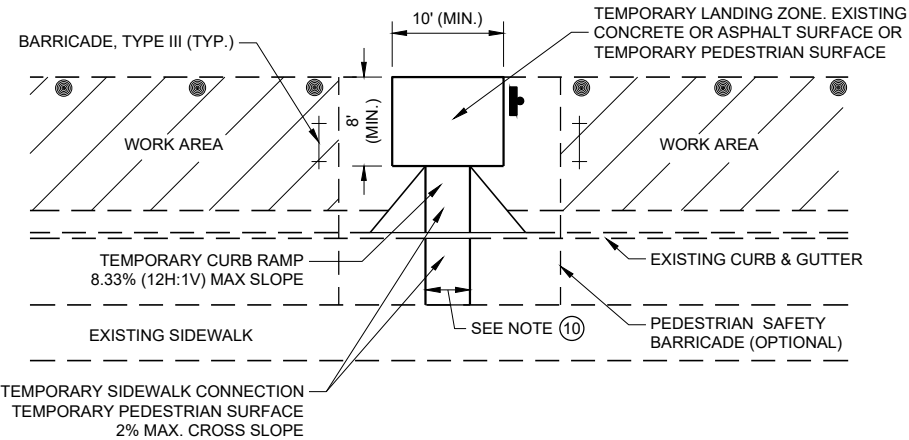
TEMPORARY CURB RAMP PERPENDICULAR TO CURB

LEGEND

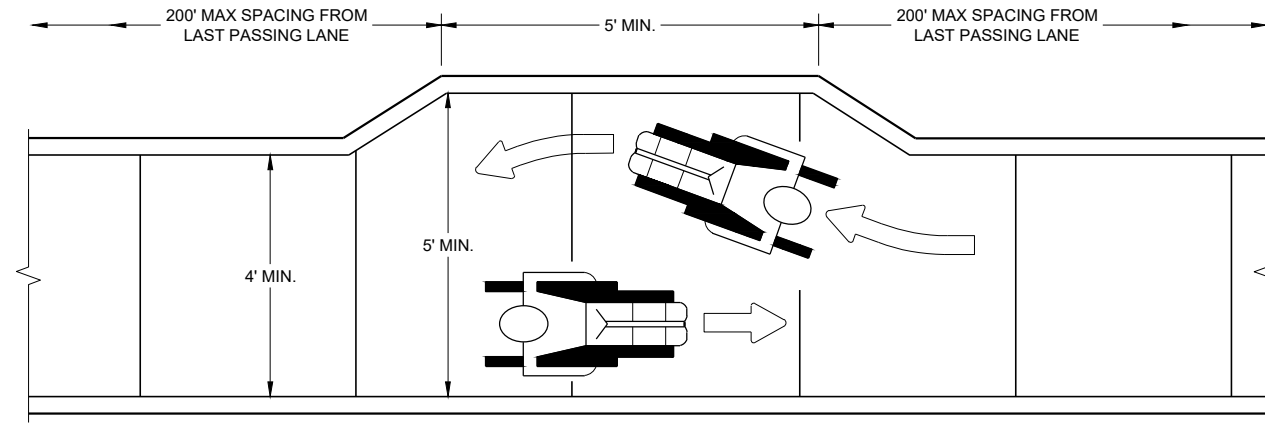
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- WORK AREA

GENERAL NOTES

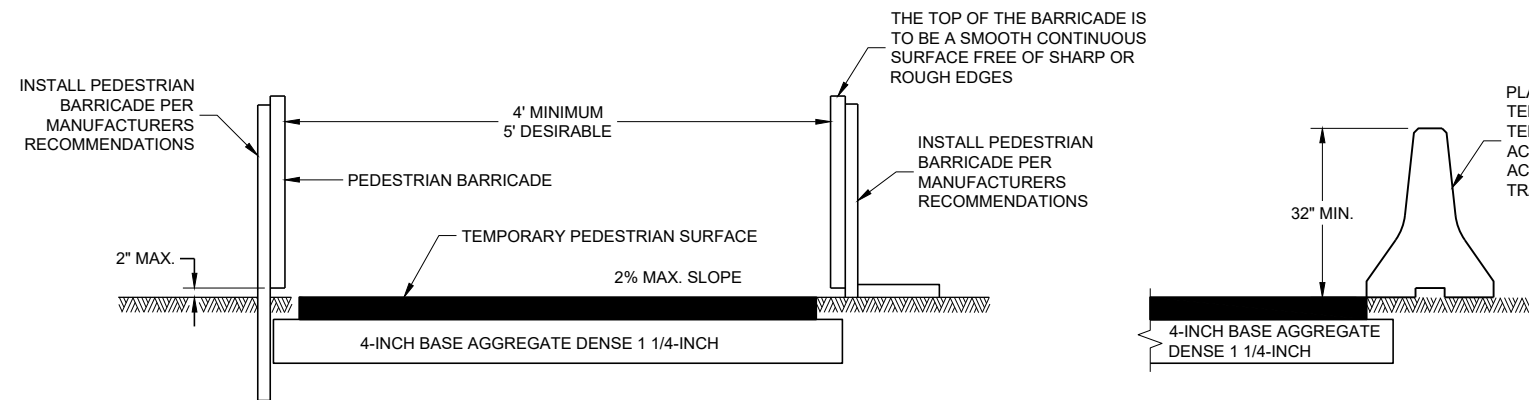
- NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.
- ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.
- CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 08D05, SHEET "e".
 - 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.
 - DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
 - CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.
 - CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
 - THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.
 - DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
 - LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.
 - 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".
 - 5' WIDE MIN. WITH PEDESTRIAN SAFETY BARRICADE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY BARRICADE.



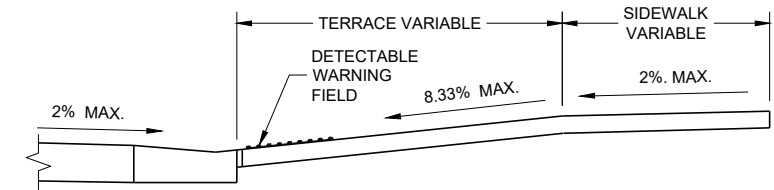
TEMPORARY BUS STOP PAD



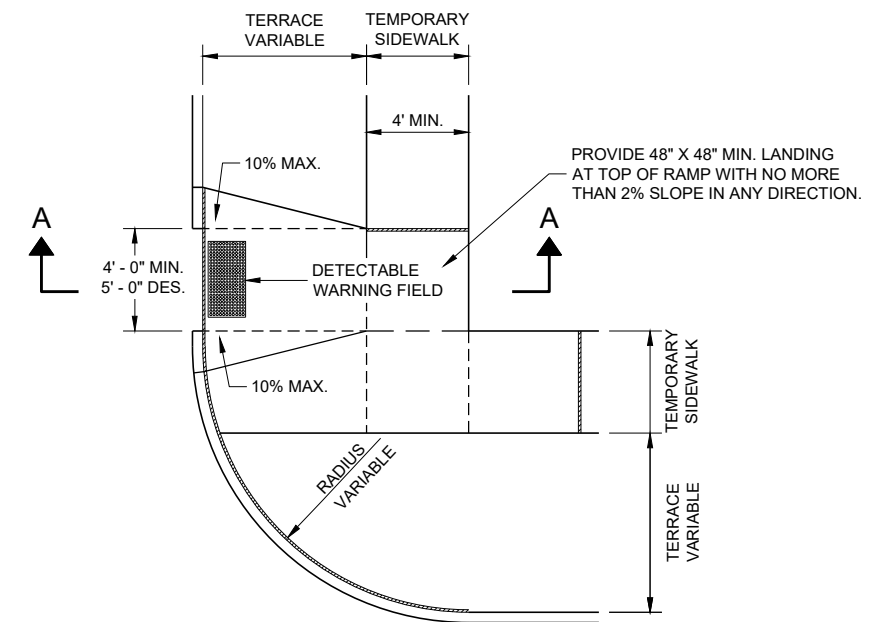
NARROW SIDEWALK PASSING DETAIL



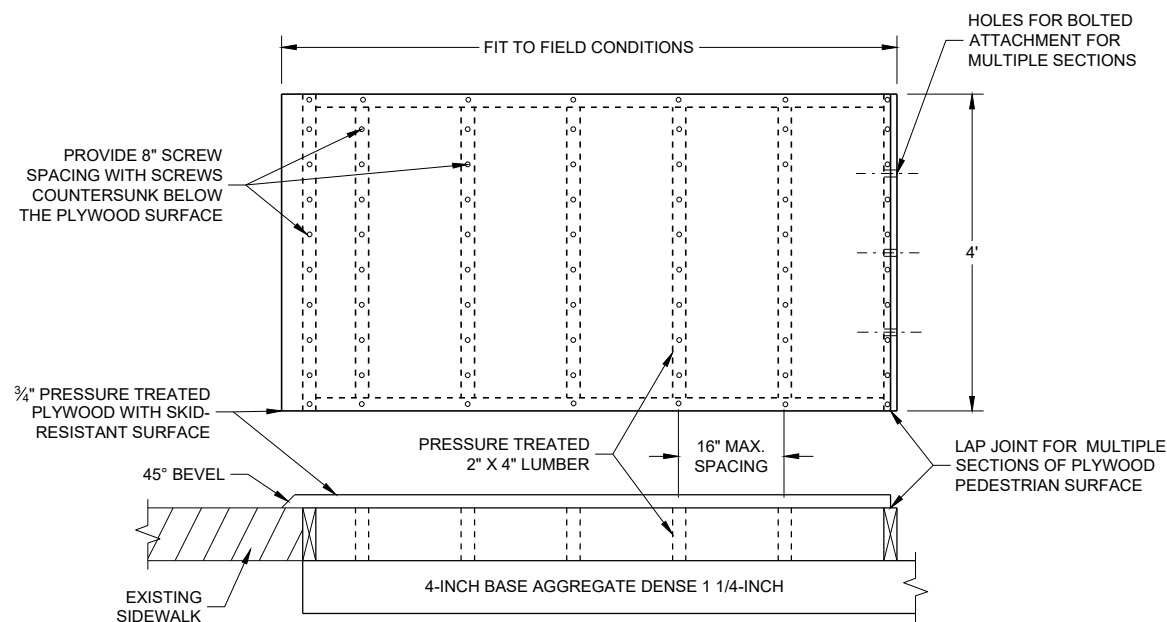
TEMPORARY PEDESTRIAN ACCESS



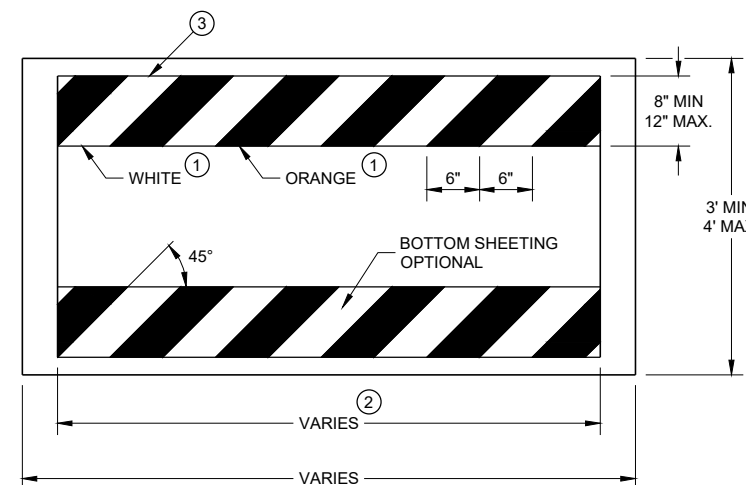
SECTION A - A



**PLAN VIEW
TEMPORARY TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)**



TEMPORARY PEDESTRIAN SURFACE PLYWOOD

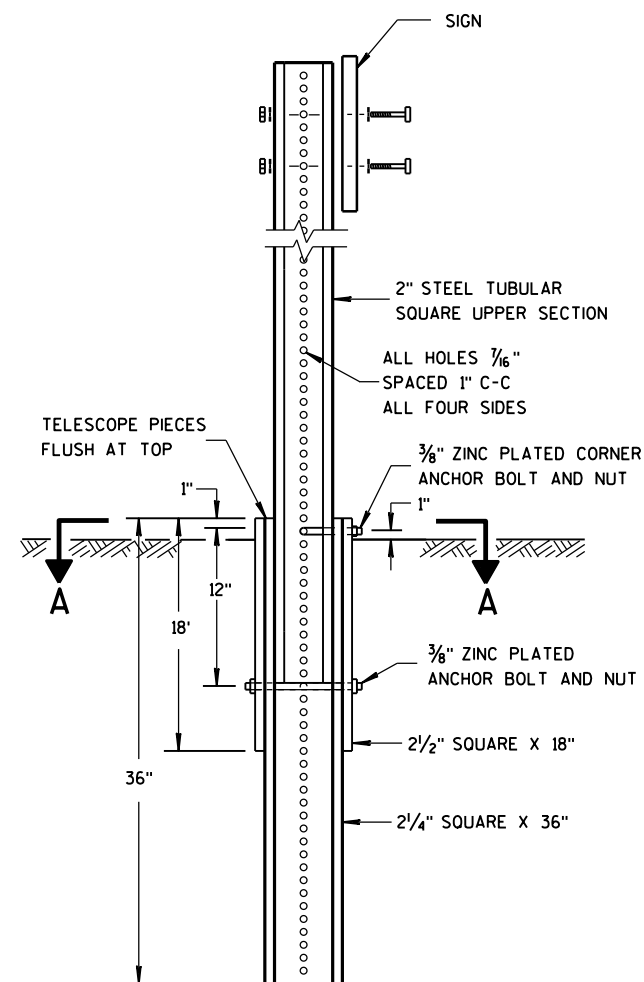


TEMPORARY PEDESTRIAN BARRICADE *

GENERAL NOTES

- BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST
- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
- ③ PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.
- * USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

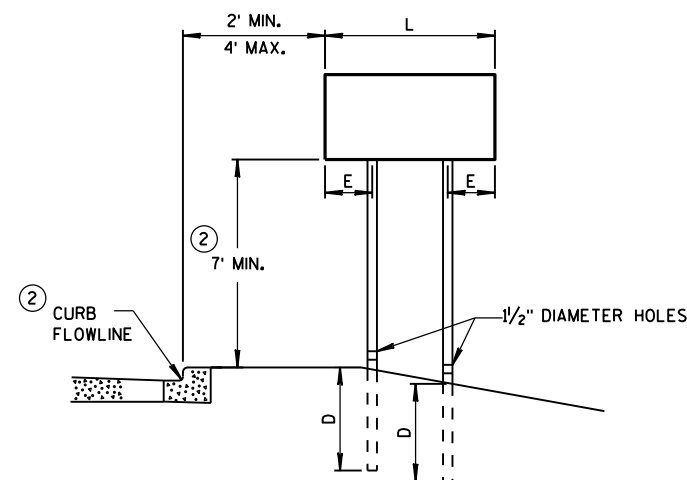
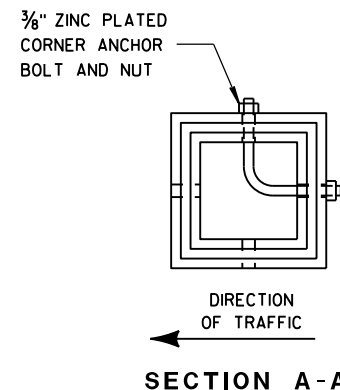


DETAIL OF TUBULAR
STEEL SIGN POST

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. 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

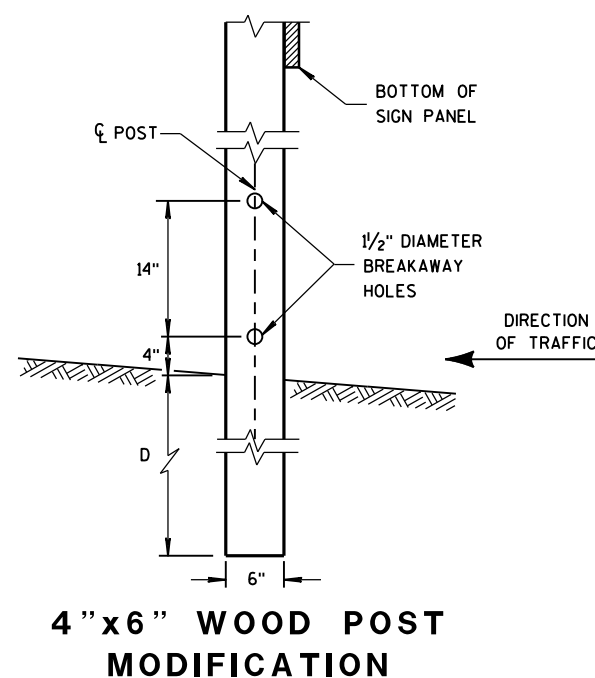
SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL
BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).
SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED
ON TUBULAR STEEL POSTS.



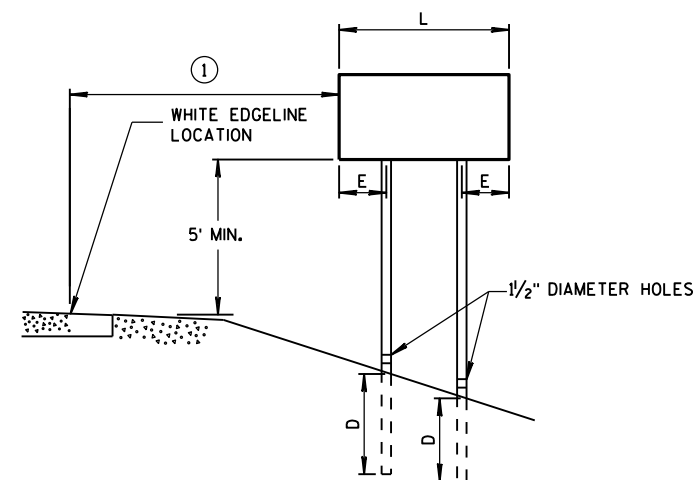
URBAN AREA

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 "x6 " WOOD POST
MODIFICATION



RURAL AREA

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

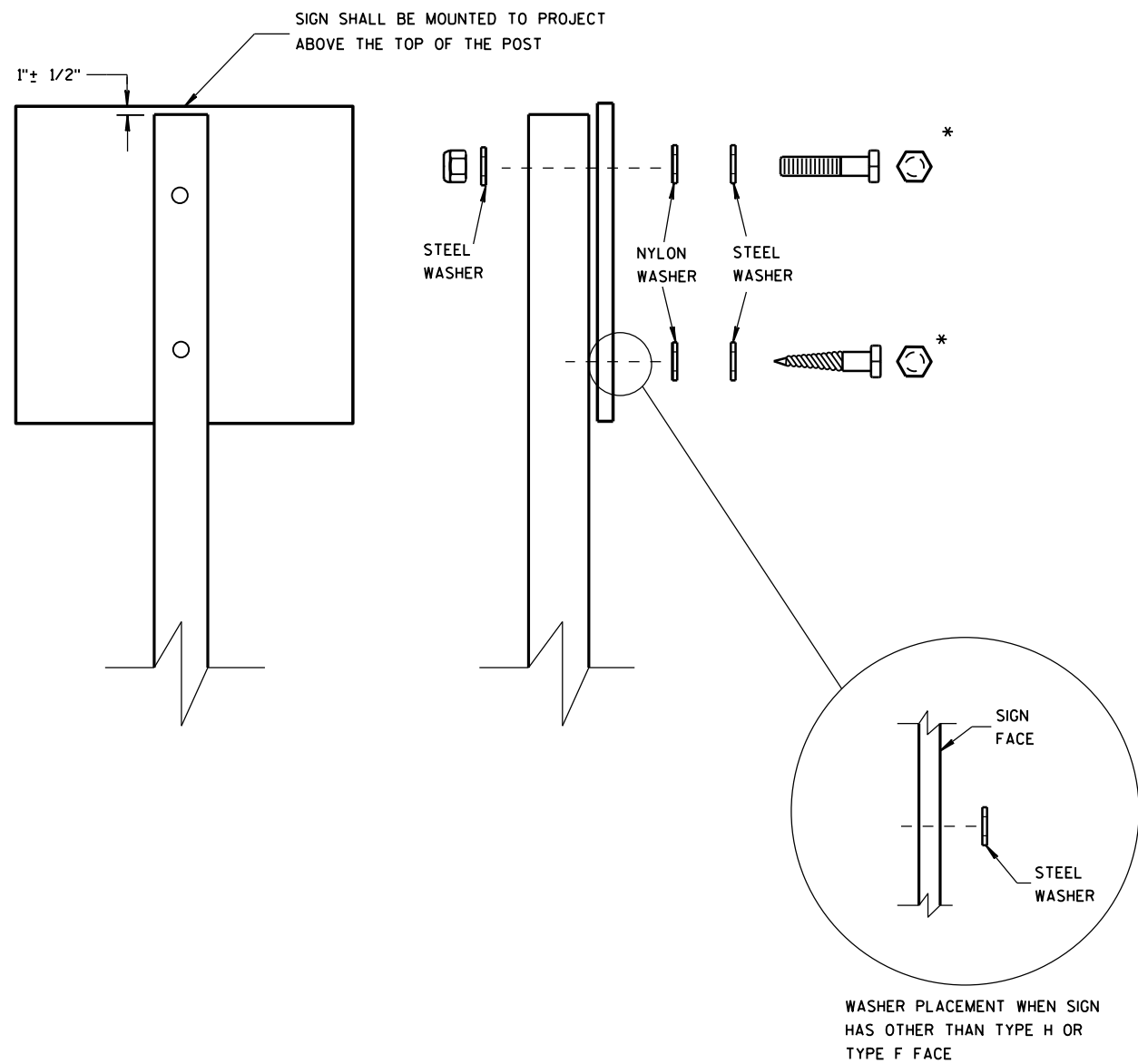
SEE NOTE ③

GENERAL NOTES

- ① 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.
- ② THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.
- ③ FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.

TEMPORARY TRAFFIC CONTROL
SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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

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

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

- WOOD POSTS (4" x 4" or 4" x 6")
- LAG SCREWS - 3/8" x 3"
 - MACHINE BOLTS - 5/16" x 6-1/2" OR 7" LENGTH W/ NUTS

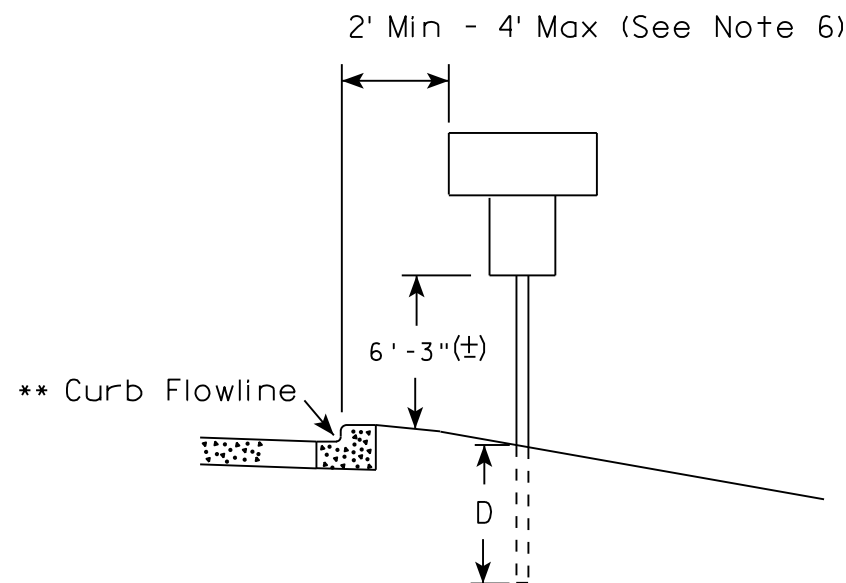
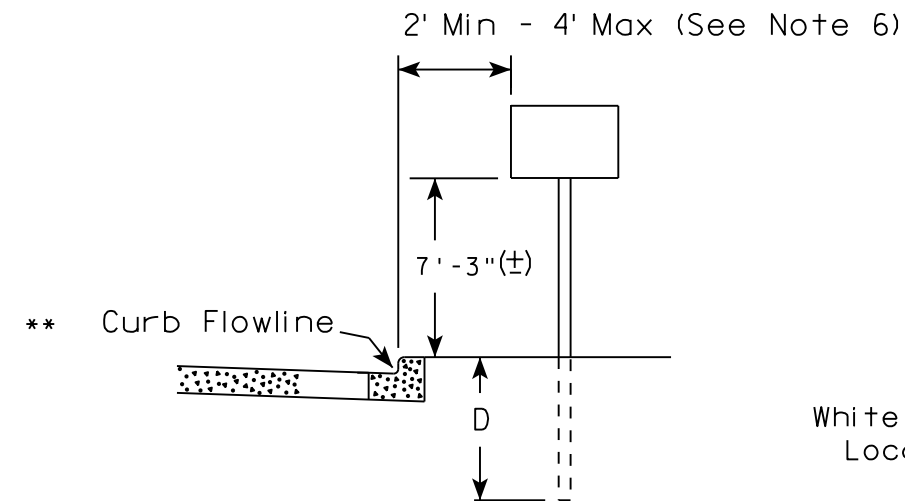
- SQUARE STEEL POSTS (2" x 2")
- MACHINE BOLTS - 3/8" x 3-1/4" LENGTH W/ NUTS
 - RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

- WASHERS (ALL POSTS) -
- 1-1/4" O.D. x 3/8" I.D. x 1/16" STEEL
 - 1-1/4" O.D. x 3/8" I.D. x .080 NYLON FOR ALL TYPE H SIGNS

* 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.

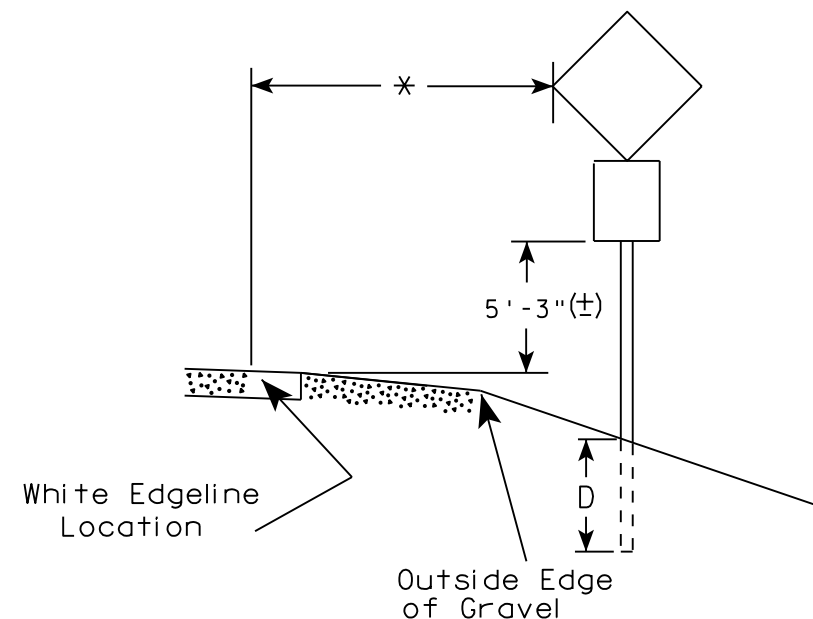
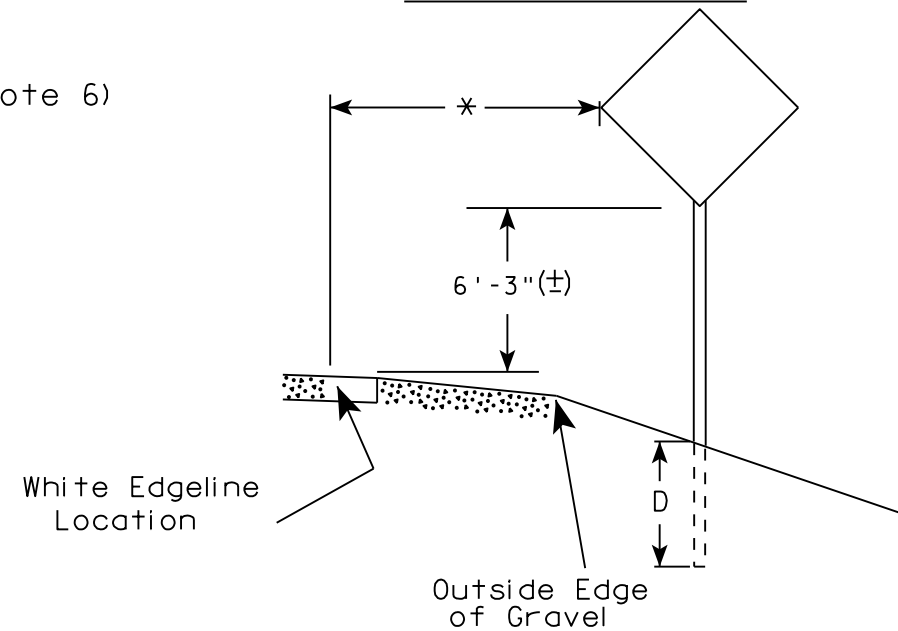
ATTACHMENT OF SIGNS TO POSTS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2017 DATE	/S/ Andrew Heldtke WORK ZONE ENGINEER
FHWA	

URBAN AREA



✱✱ 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.

RURAL AREA (See Note 2)



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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

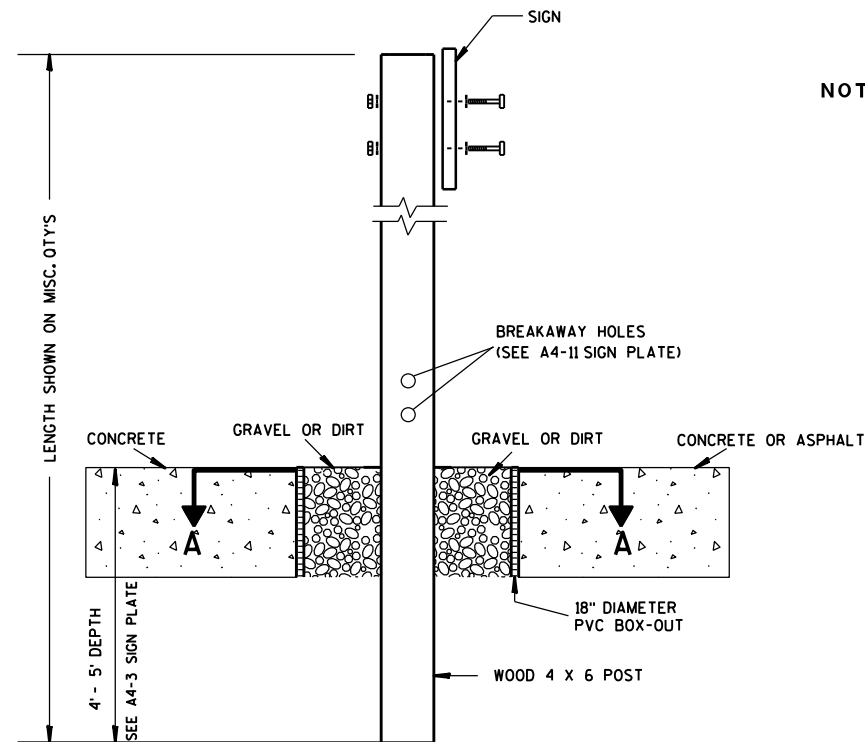
1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. J-Assemblies are considered to be one sign for mounting height.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'-3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

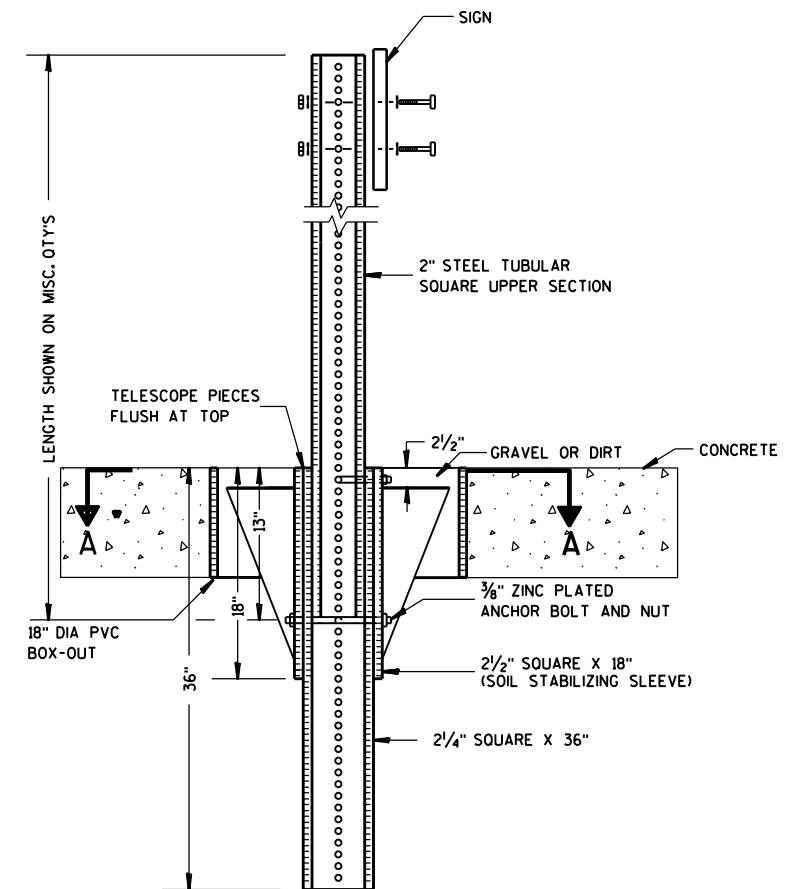
DATE 8/21/17 PLATE NO. A4-3.21



ELEVATION VIEW

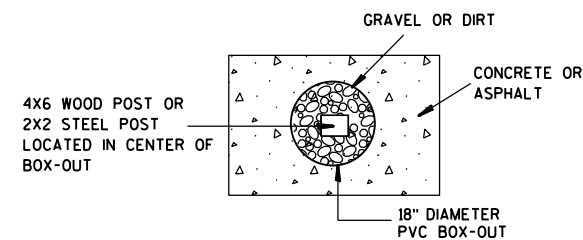
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- NOTES: 1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST
BOX-OUTS
A4-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

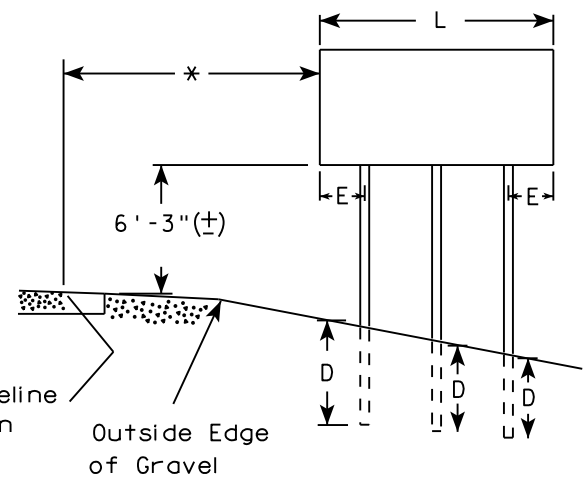
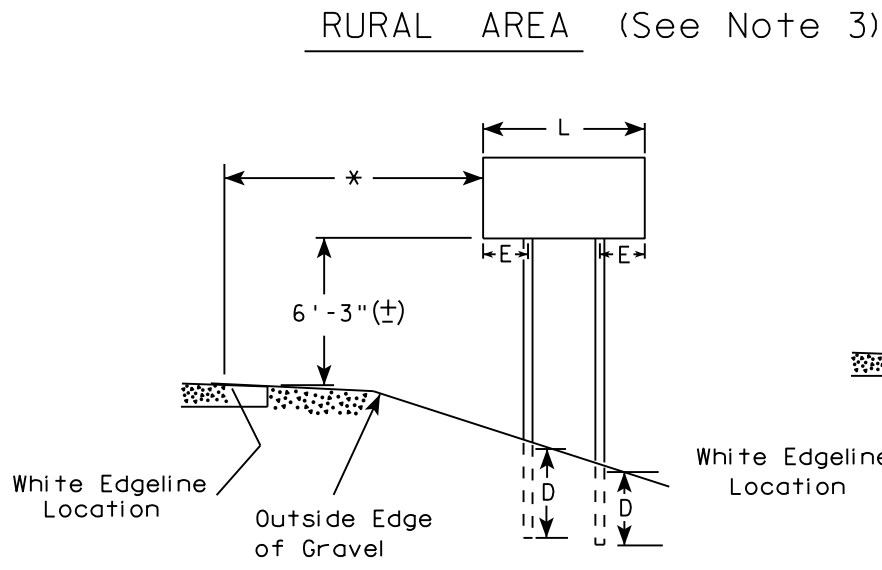
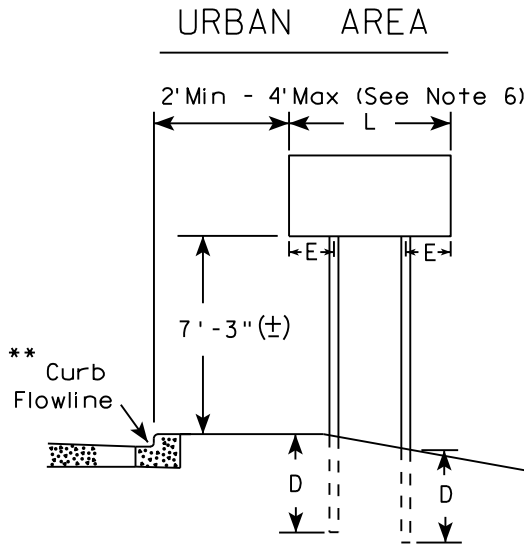
PROJECT NO:

HWY:

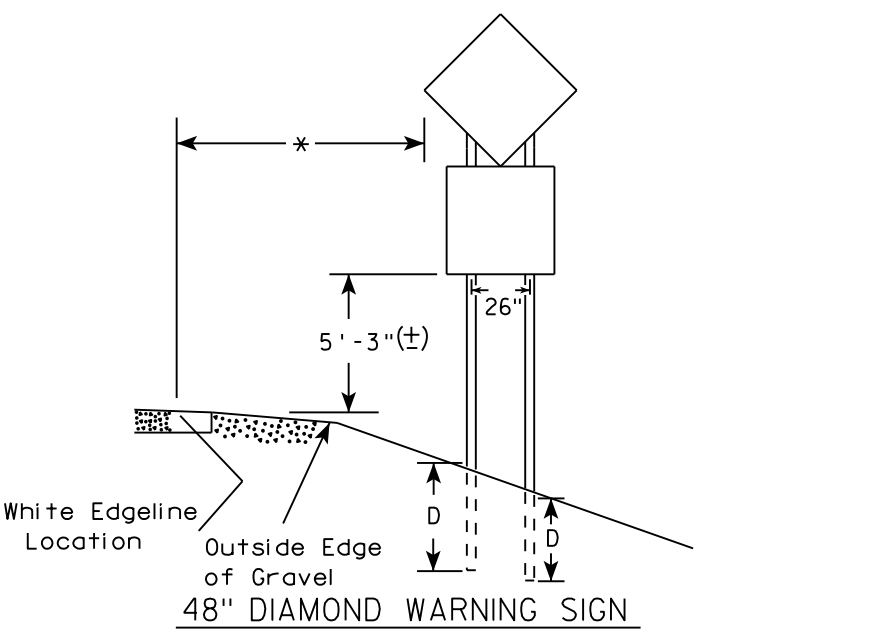
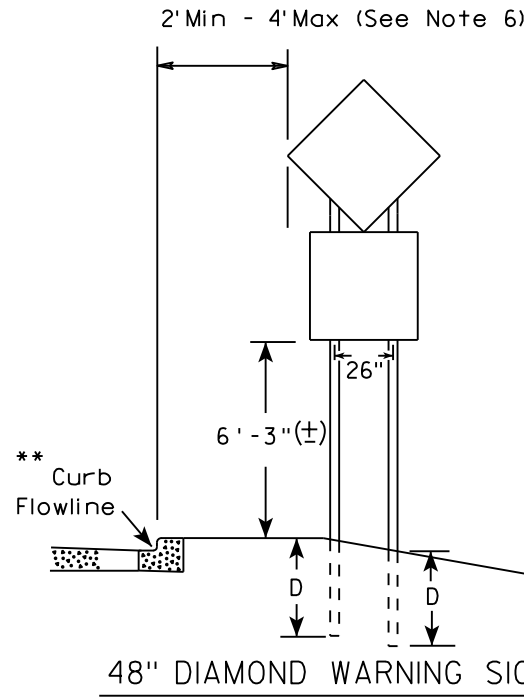
COUNTY:

SHEET NO:

E



- GENERAL NOTES
1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
 2. See tables below for required number of posts.
 3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
 4. The (±) tolerance for mounting height is 3 inches.
 5. J-Assemblies are considered to be one sign for mounting height.
 6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
 7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
 8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).



- * 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.
- ** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.
- *** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

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

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

POST EMBEDMENT DEPTH

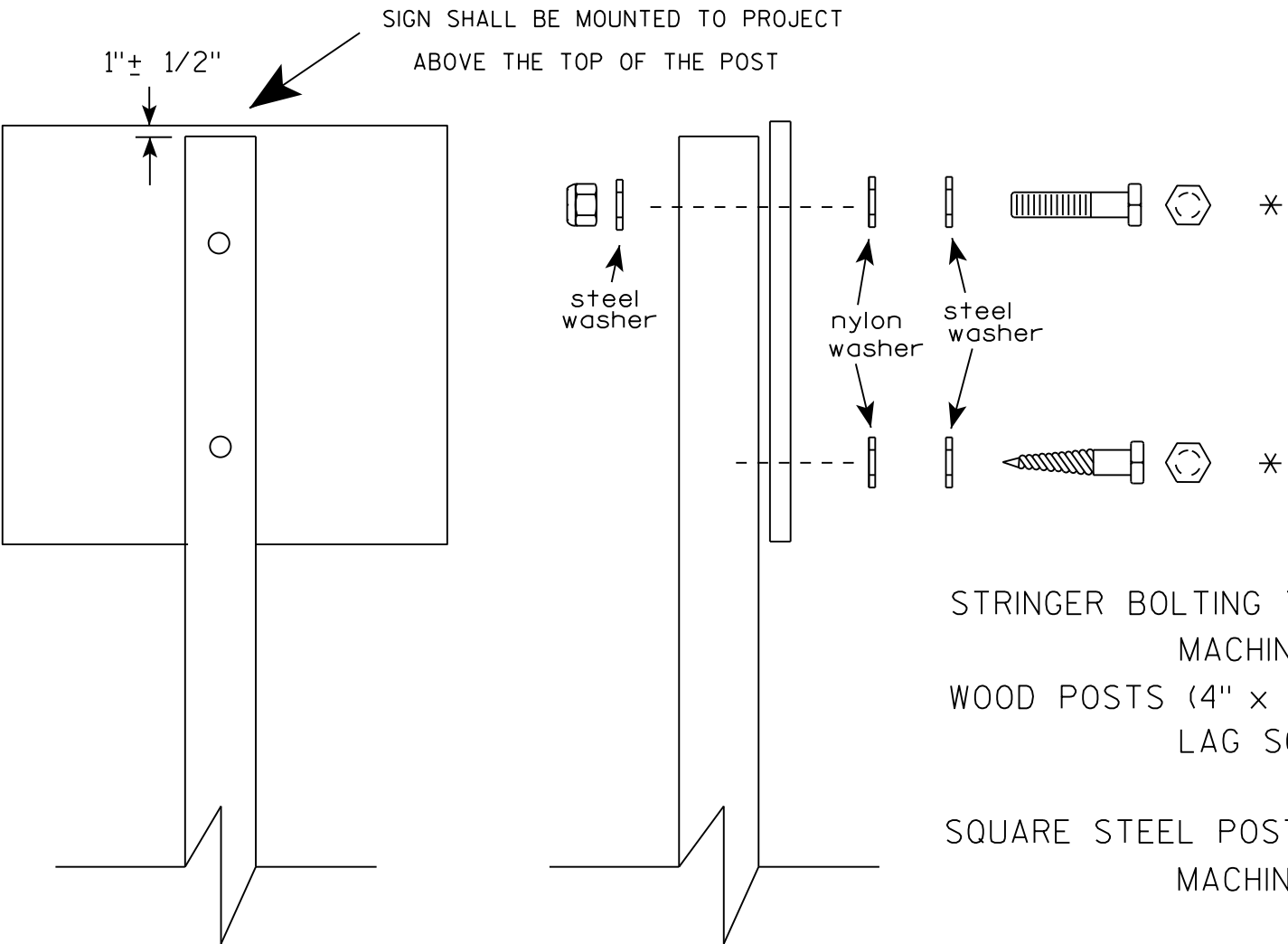
Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15



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

- a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
- b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

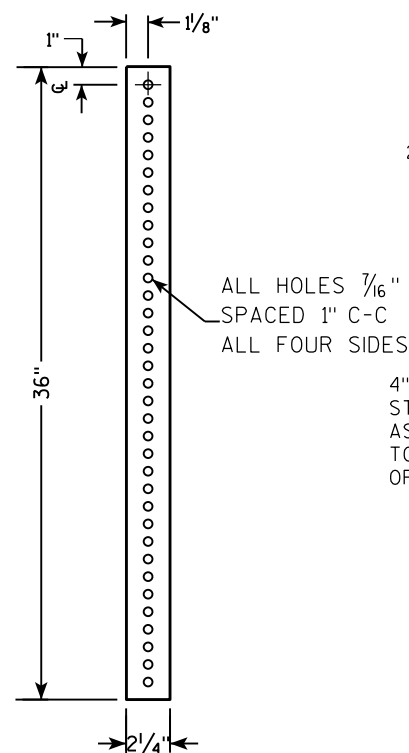
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

- STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
- MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts
- WOOD POSTS (4" x 4" or 4" x 6")
- LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
 - 3/8" X 4" (STRINGERS ON BACK OF SIGN)
- SQUARE STEEL POSTS (2" x 2")
- MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
 - 3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
- RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
- O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH
- WASHERS (ALL POSTS) -
- 1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
 - 1-1/4" O.D. X 3/8" I.D. X .080 NYLON

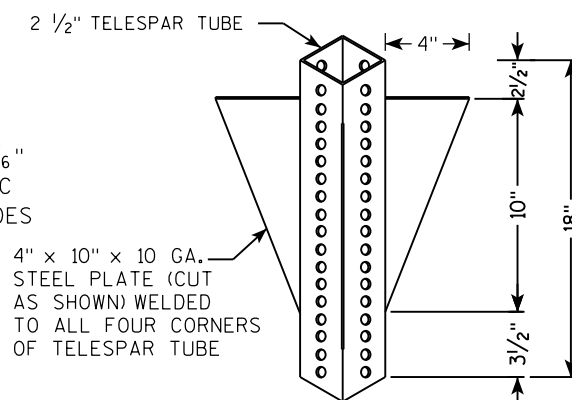
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

ATTACHMENT OF SIGNS TO POSTS	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 8/11/16	PLATE NO. A4-8.8

**2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH**



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



TECHNICAL DRAWING OF A VERTICAL SIGN POST ASSEMBLY.

Labels and Dimensions:

- TELESCOPE PIECES FLUSH AT TOP**: Indicated by arrows pointing to the top of the vertical sections.
- 2" STEEL TUBULAR SQUARE UPPER SECTION**: The main vertical post.
- ALL HOLES $\frac{7}{16}$ " SPACED 1" C-C ALL FOUR SIDES**: Specification for the post's perforations.
- SIGN**: The top horizontal section.
- SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL**: Reference to a sign plate for hardware.
- $\frac{3}{8}$ " ZINC PLATED CORNER ANCHOR BOLT AND NUT**: Hardware for the upper section.
- 2 1/2" GRAVEL OR DIRT**: The material filling the base of the post.
- $\frac{3}{16}$ " ZINC PLATED ANCHOR BOLT AND NUT**: Hardware for the base.
- 2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)**: The sleeve around the base of the post.
- 2 1/4" SQUARE X 36"**: The base plate.
- 18" DIA SCHEDULE 40 PVC BOX-OUT**: The base of the post.
- 36"**: Total height of the post assembly.
- 18"**: Height of the base section.
- 13"**: Height of the upper section.
- LONGITUDINAL SECTION SHOWN ON MISC. QTY'S**: Indicated by an arrow pointing to the side view.

TECHNICAL DRAWING OF A SIGNPOST ASSEMBLY.

Side View Dimensions:

- Overall height: LENGTH SHOWN ON MISC. QTYS.
- Top section height: 36"
- Section below top: 18"
- Section below that: 12"

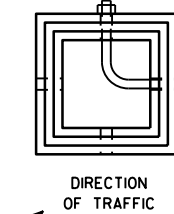
End View Dimensions:

- Top section width: 2"
- Section below top: 2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)
- Bottom section width: 2 1/4" SQUARE X 36"

Labels and Specifications:

- SIGN
- SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL
- 2" STEEL TUBULAR SQUARE UPPER SECTION
- ALL HOLES 7/16" SPACED 1" C-C
- ALL FOUR SIDES
- 3/8" ZINC PLATED CORNER ANCHOR BOLT AND NUT
- TELESCOPE PIECES FLUSH AT TOP
- 3/8" ZINC PLATED ANCHOR BOLT AND NUT

3/8" ZINC PLATED CORNER
ANCHOR BOLT AND NUT



SECTION A-A

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

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

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R. Rauch

for State Traffic Engineer

DATE 2/05/15 PLATE NO. A4-9.9

PROJECT NO:

HWY:

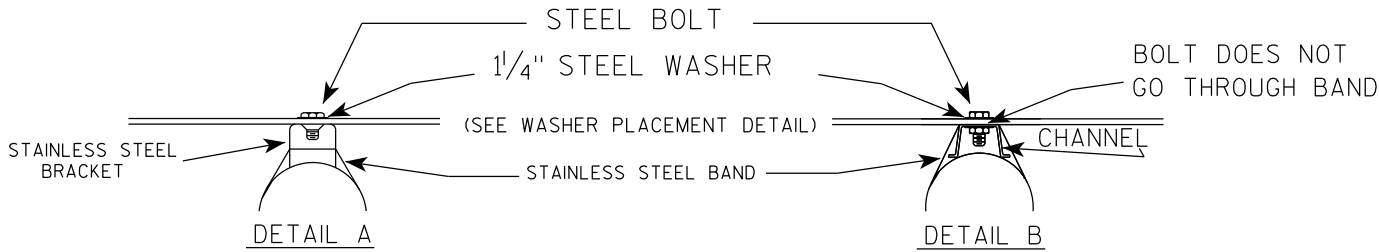
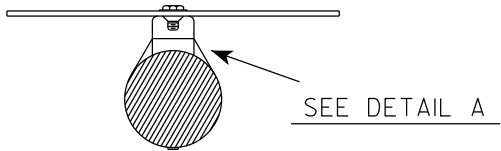
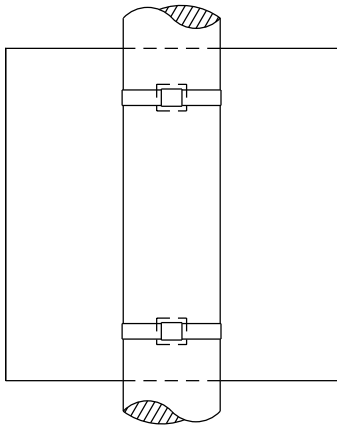
COUNTY:

SHEET NO:

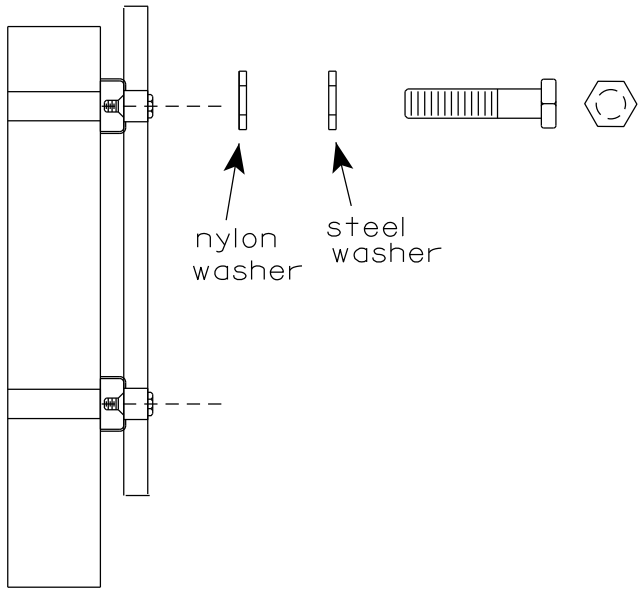
E

BANDING

SINGLE SIGN



WASHER PLACEMENT

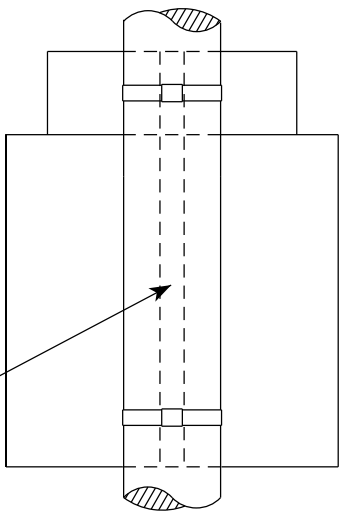


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

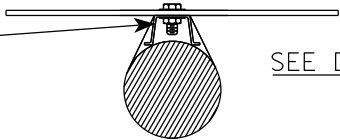
GENERAL NOTES

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 3/4" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
 - a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
 - b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET

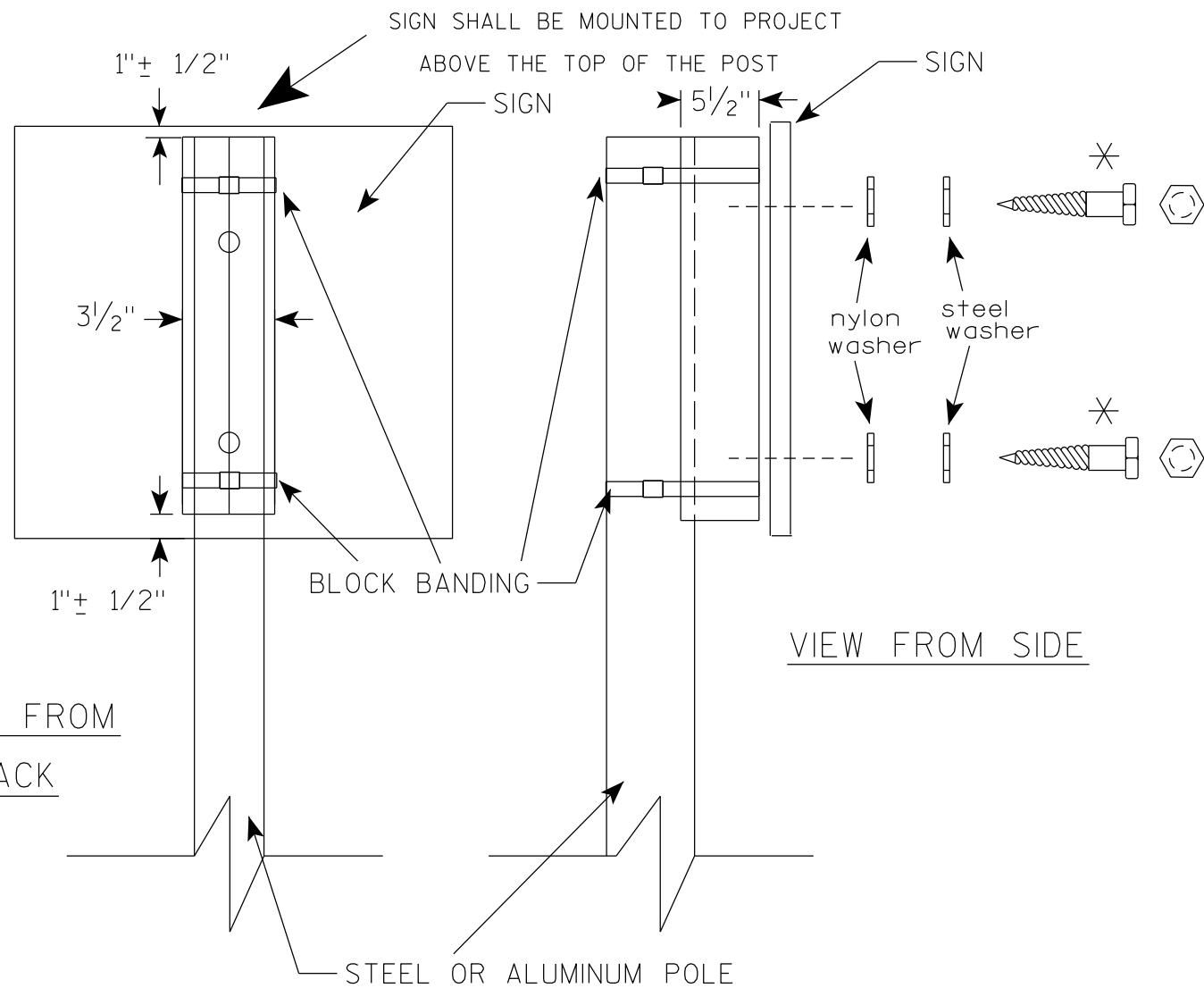


STANDARD SIGN
SIGN BANDING DETAILS

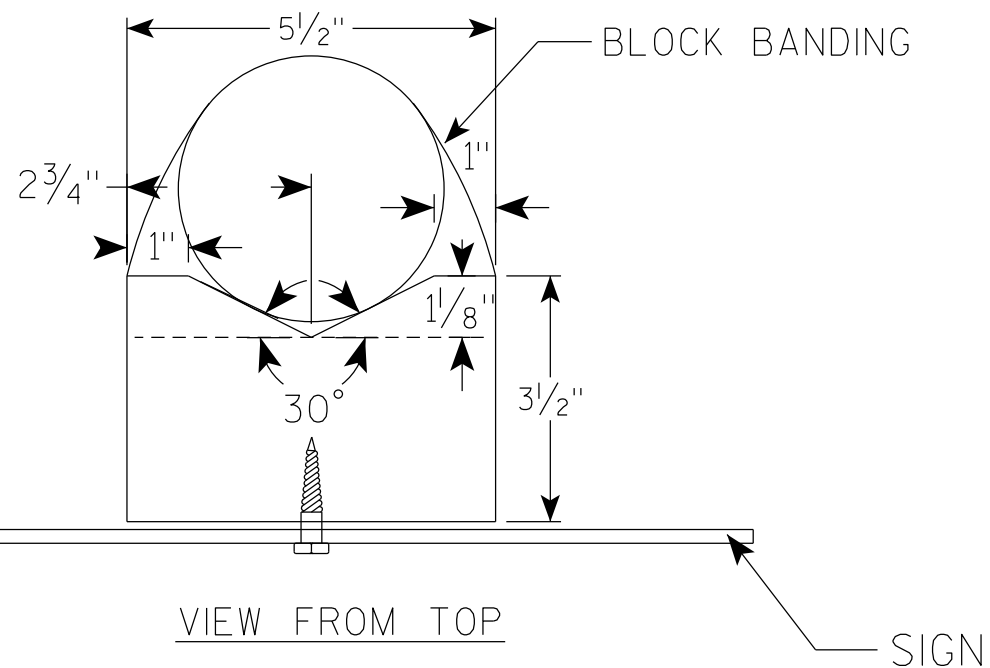
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer
DATE 6/10/19 PLATE NO. A5-9.4

VIEW FROM
BACK



VIEW FROM SIDE



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, $\frac{3}{4}$ " 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 NORMALLY 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
 - b. 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 $1\frac{1}{4}$ " O.D. X $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ "
8. NYLON WASHERS SHALL BE $1\frac{1}{4}$ " O.D. X $\frac{3}{8}$ " I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✱ LAG BOLTS SHALL BE $\frac{3}{8}$ " X $2\frac{1}{2}$ "

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

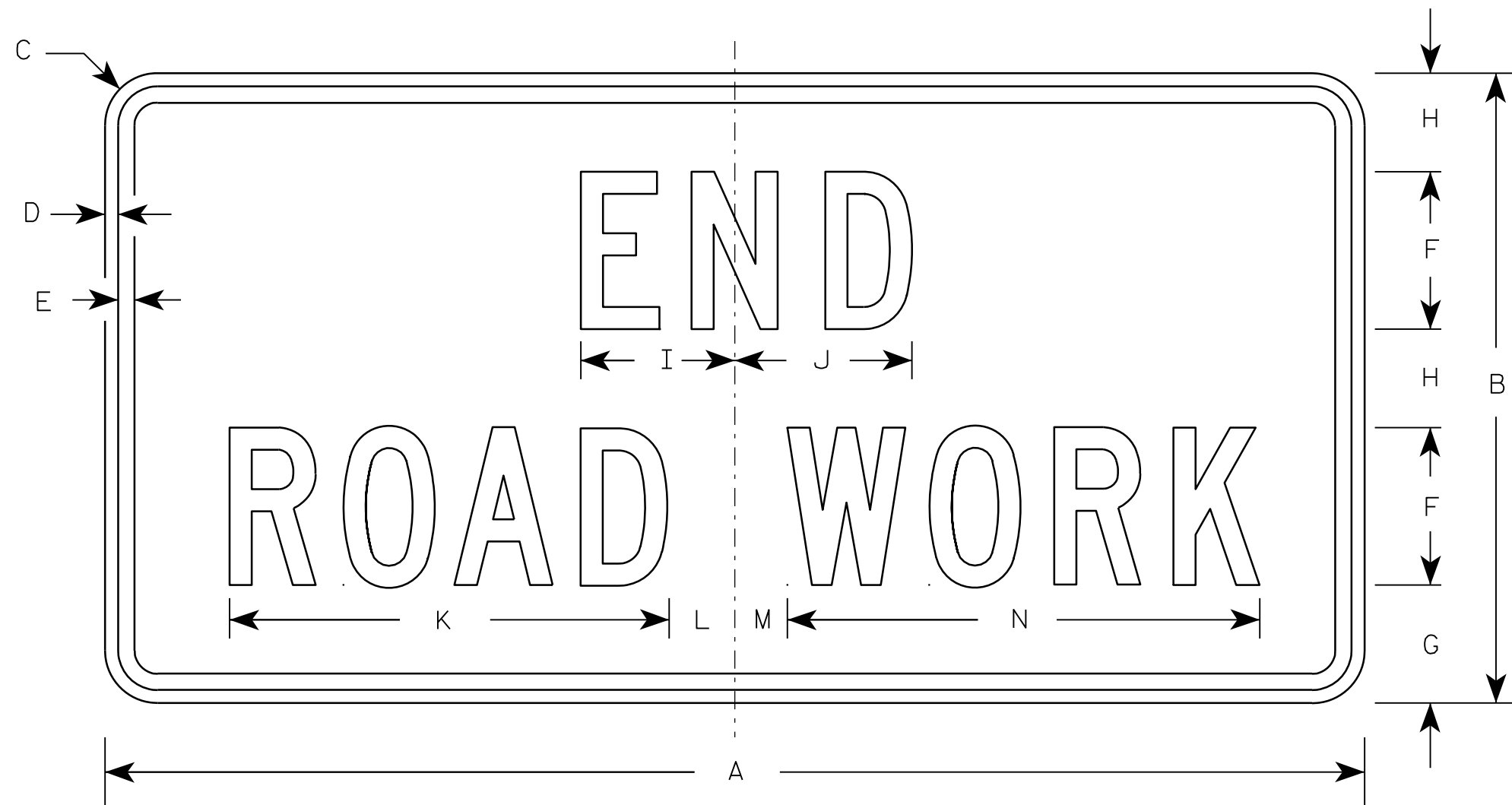
DATE 6/10/19 PLATE NO. A5-10.2

PROJECT NO:

SHEET NO:

E

7



G20-2A

NOTES

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

Metric equivalent
for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m ²
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

7



R2-6P

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	18	1 1/8	3/8	3/8	4	3 1/2	3	7 5/8	9 1/4																	3.0
2M	24	18	1 1/8	3/8	3/8	4	3 1/2	3	7 5/8	9 1/4																	3.0
3	36	24	1 1/8	3/8	1/2	6	4 1/8	3 3/4	12	14																	6.0
4	36	24	1 1/8	3/8	1/2	6	4 1/8	3 3/4	12	14																	6.0
5	48	36	1 3/8	1/2	5/8	8	7	6	15 1/8	19																	12.0

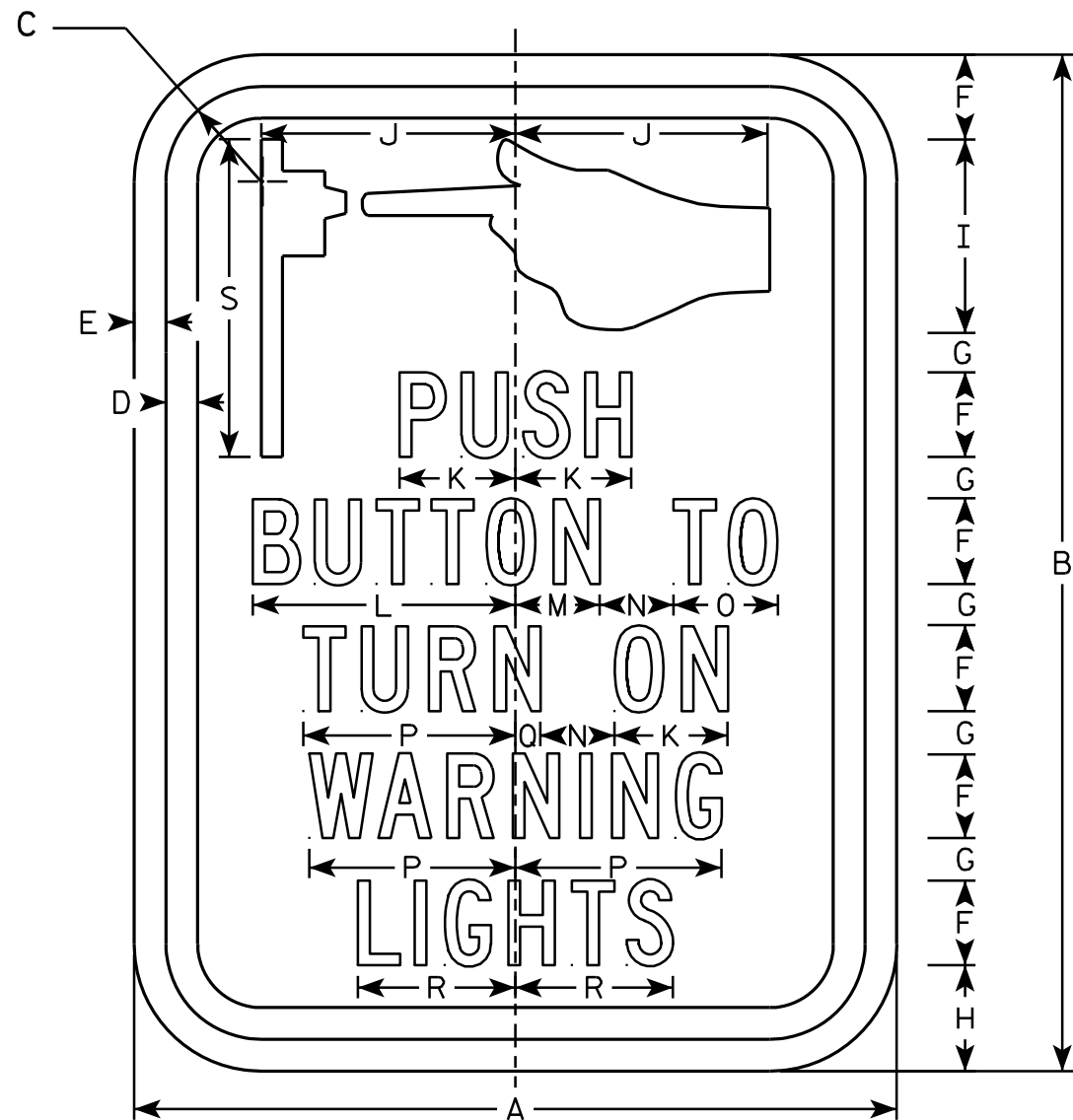
STANDARD SIGN
R2-6P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 12/20/10 PLATE NO. R2-6P.2

PROJECT NO: HWY: COUNTY: SHEET NO: E



R10-25

NOTES

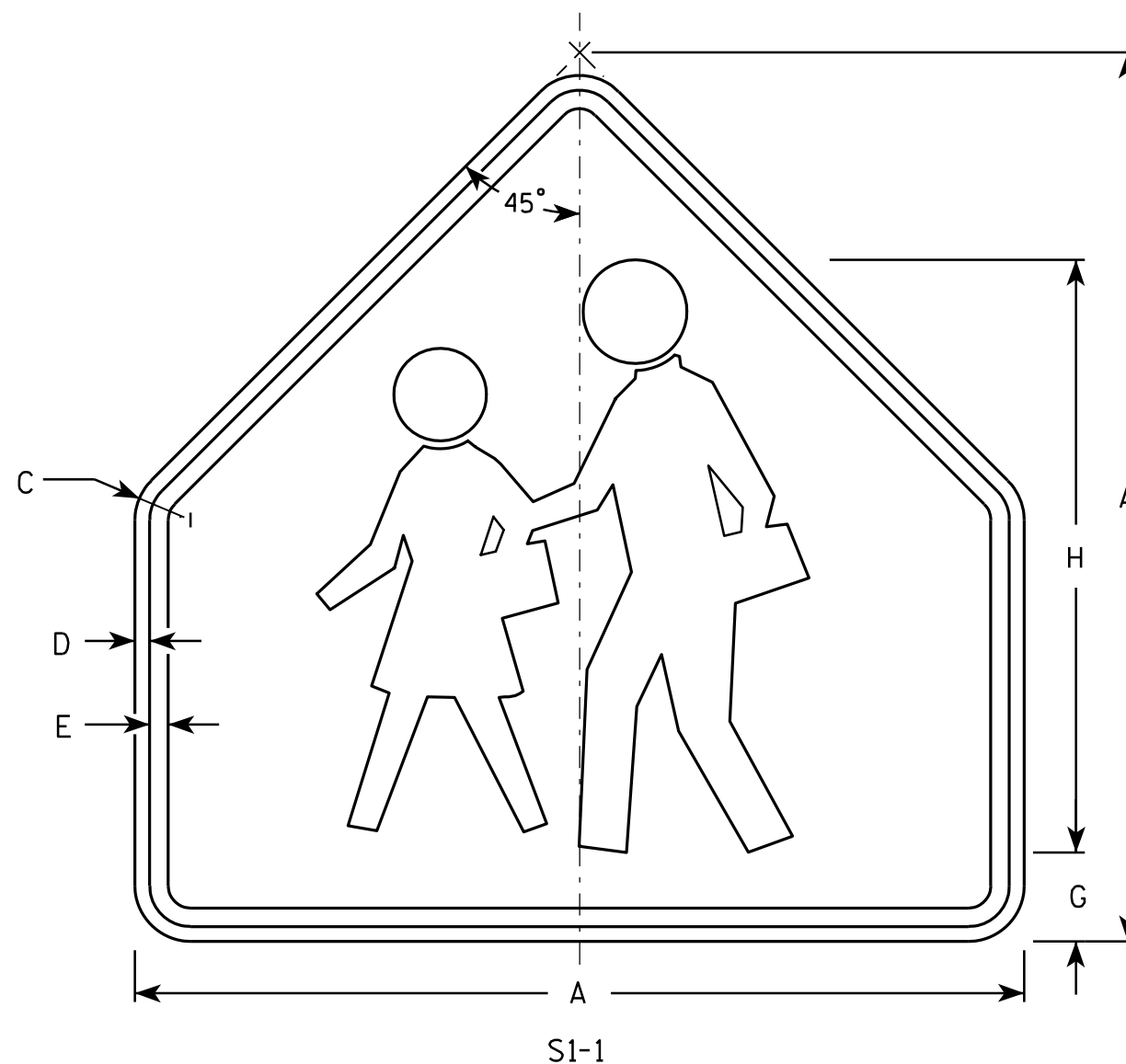
- 1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
Background - White
Message - Black
- 3. Message Series - C
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. Size (1) comes as a decal only.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	6	9	1 1/8	3/8	3/8	3/4	3/8	1	1 3/4	2	7/8	2 1/8	5/8	5/8	7/8	1 5/8	1/4	1 1/4	2 7/8								.38
2S	9	12	1 1/8	3/8	3/8	1	1/2	1 1/4	2 1/4	3	1 3/8	3 1/8	1	7/8	1 1/4	2 1/2	1/4	1 7/8	3 3/4								.75
2M	9	12	1 1/8	3/8	3/8	1	1/2	1 1/4	2 1/4	3	1 3/8	3 1/8	1	7/8	1 1/4	2 1/2	1/4	1 7/8	3 3/4								.75
3																											
4																											
5																											

STANDARD SIGN
R10-25

WISCONSIN DEPT OF TRANSPORTATION
APPROVED *Matthew R. Rauch*
for State Traffic Engineer
DATE 11/8/10 PLATE NO. R10-25.1

PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
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NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		3	20																			4.69
2	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
3	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
4	48		2 1/4	3/4	1		4 3/4	32																			12
5																											

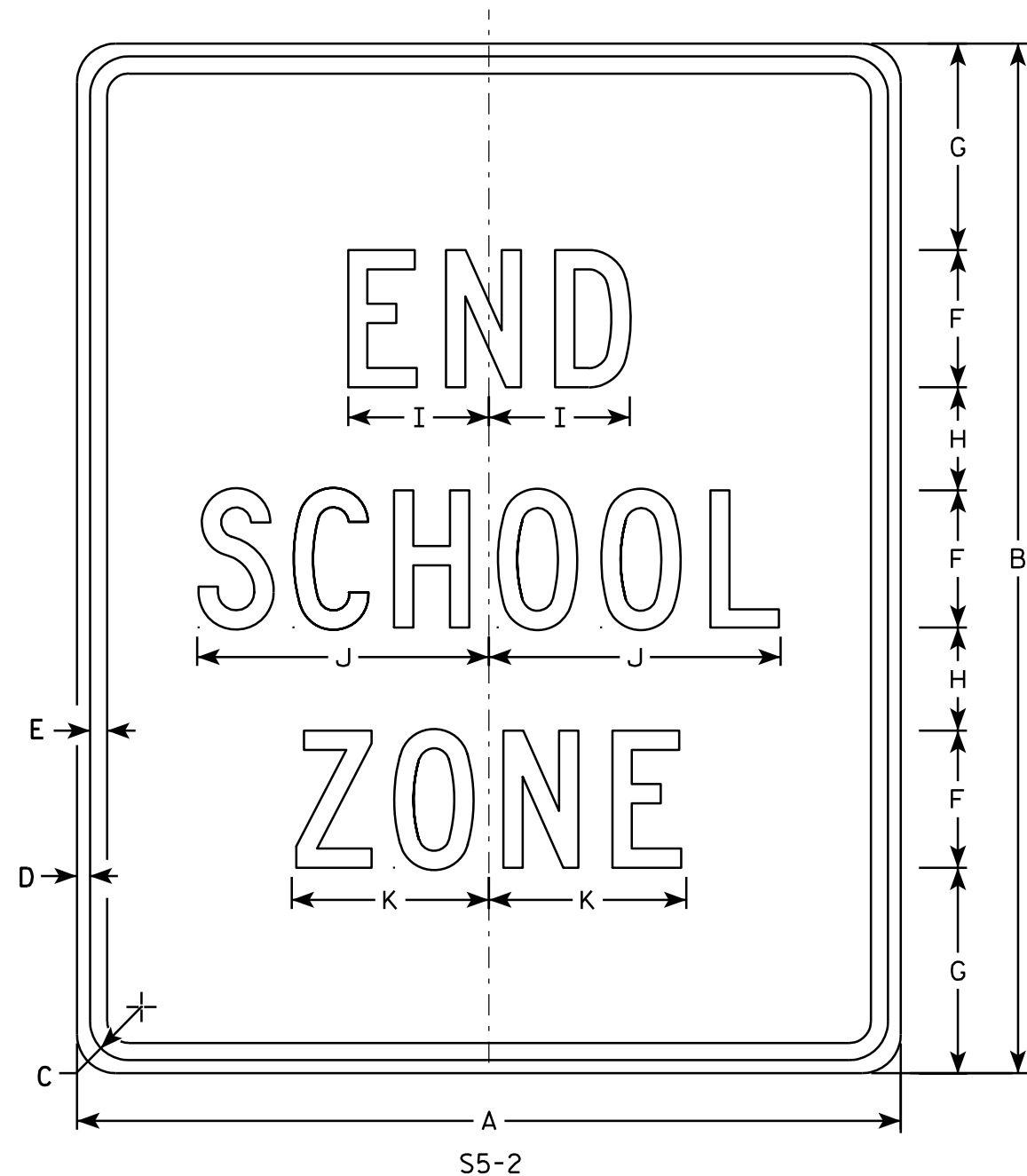
STANDARD SIGN S1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R. Rauch
for State Traffic Engineer
DATE 6/30/05 PLATE NO. S1-1.8

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

7



NOTES

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

7

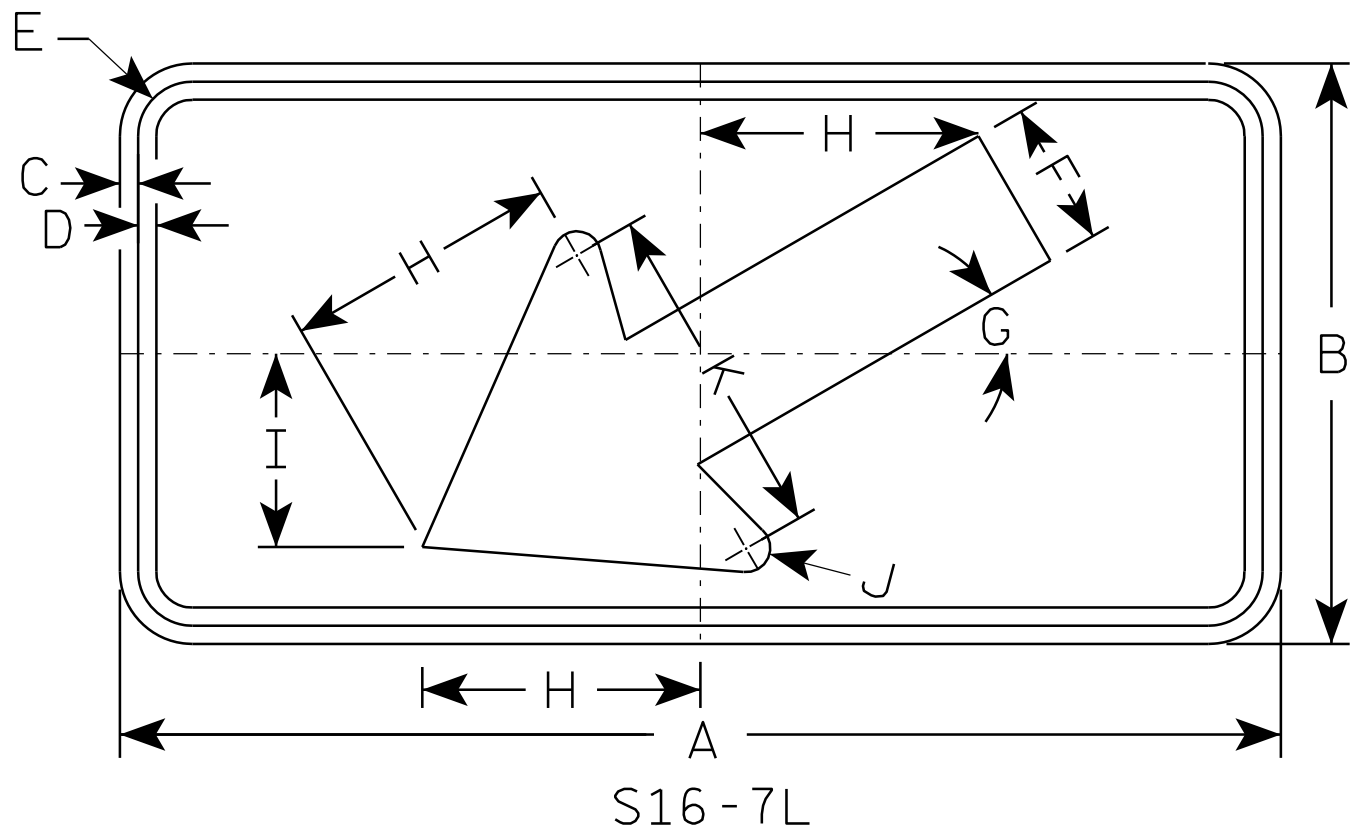
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	30	1 1/8	3/8	1/2	4	6	3	4 1/8	8 1/2	5 3/4																5.0
3	36	42	1 5/8	5/8	3/4	6	7	5	6 1/8	12 5/8	8 5/8																10.5
4																											
5																											

STANDARD SIGN S5-2	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 3/8/11	PLATE NO. S5-2.2

PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
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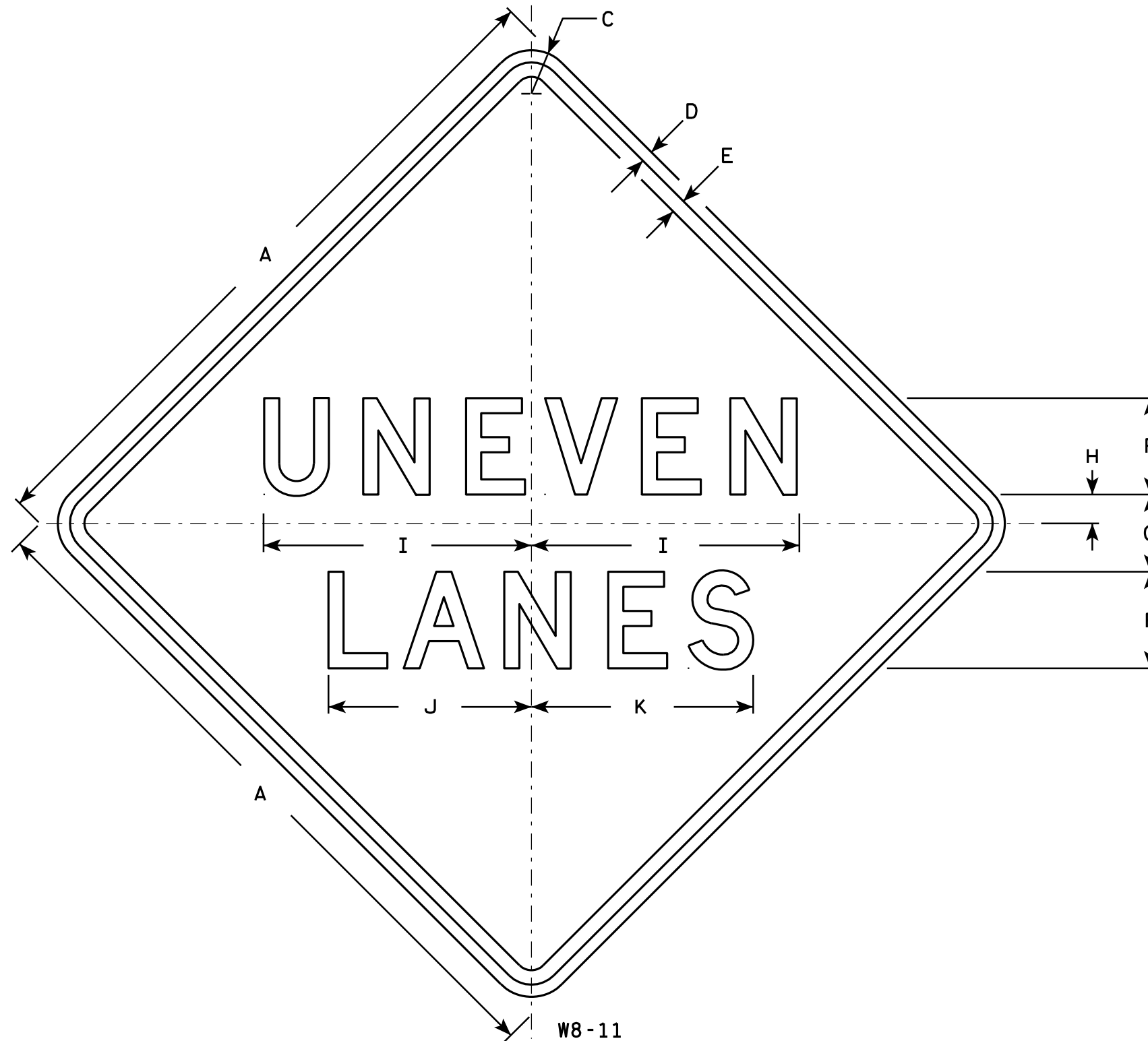
NOTES

1. Sign is Type II - Type F Reflective -
reference WIS DOT Standard Specification for
HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Yellow-Green
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. S16-7R are the same as
S16-7L except the arrow is reversed along
the vertical centerline.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	12	3/8	3/8	1 1/8	3	30°	5 3/4	4	1/2	7																2.0
2S	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
2M	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
3	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
4	48	24	1/2	5/8	1 3/8	6	30°	11 1/2	8	1	14																8.0
5																											

STANDARD SIGN	
S16-7	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 7/22/13	PLATE NO. S16-7.1



NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		1 5⁄8	5⁄8	3⁄4	5	4	1 1⁄2	13 7⁄8	10 1⁄2	11 1⁄2																9.0
2M	36		1 5⁄8	5⁄8	3⁄4	5	4	1 1⁄2	13 7⁄8	10 1⁄2	11 1⁄2																9.0
3																											
4	36		1 5⁄8	5⁄8	3⁄4	5	4	1 1⁄2	13 7⁄8	10 1⁄2	11 1⁄2																9.0
5	48		2 1⁄4	3⁄4	1	7	5	2	18 1⁄2	14	15 3⁄8																16.0

STANDARD SIGN

W8-11

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/22/11 PLATE NO. W8-11.4

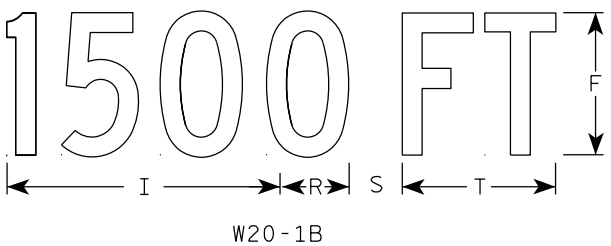
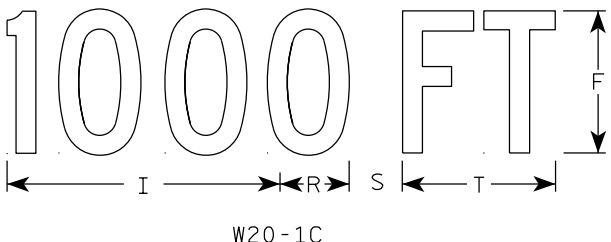
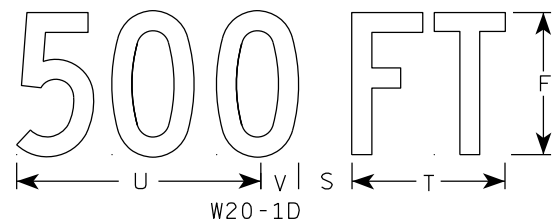
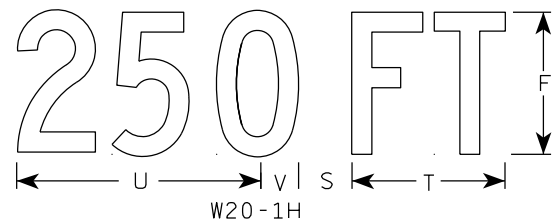
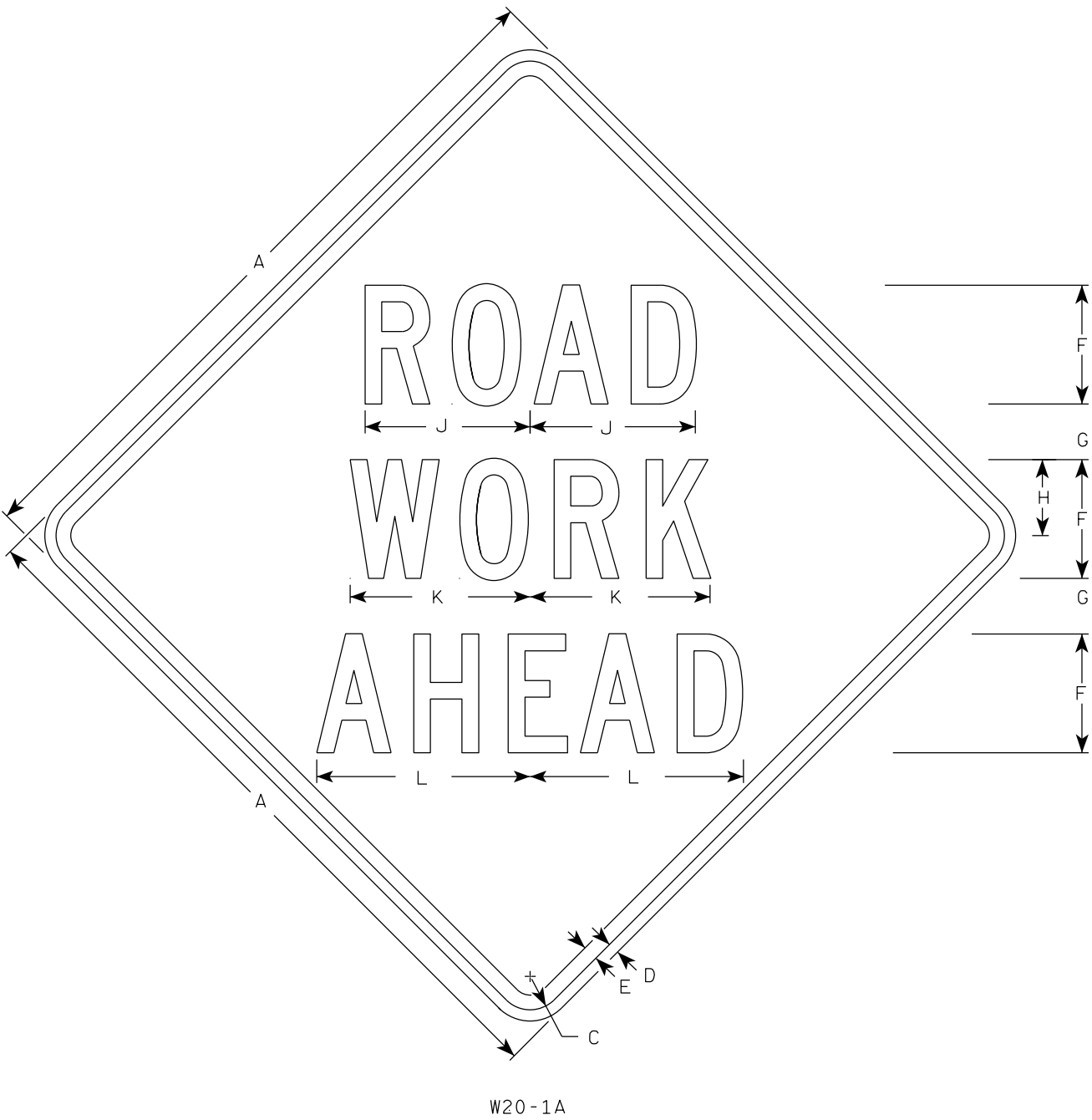
PROJECT NO:

HWY:

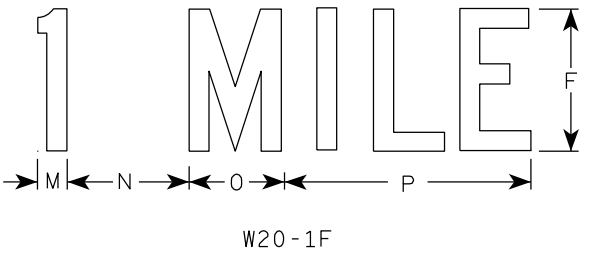
COUNTY:

SHEET NO:

E



- NOTES
- 1. Sign is Type II - Type F Reflective
 - 2. Color:
 - Background - Orange
 - Message - Black
 - 3. Message Series - C
 - 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	v	W	X	Y	Z	Area sq. ft.
1	36		1 3⁄8	1⁄2	5⁄8	5	2 5⁄8	3 1⁄4	10 1⁄8	7	7 5⁄8	8 7⁄8	1 1⁄8	4 1⁄2	3 1⁄2	9		2 1⁄2	2 1⁄4	5 5⁄8	9	1 3⁄8	8	1 3⁄4	10 3⁄4	6	9.0
2S	48		2 1⁄4	3⁄4	1	8	3 3⁄4	5 1⁄8	15 3⁄8	11 1⁄8	12 1⁄8	14 3⁄8	1 5⁄8	6 7⁄8	5 3⁄8	13 7⁄8	4 3⁄8	3 7⁄8	3	8 5⁄8	13 3⁄4	2 1⁄8	11 7⁄8	2 3⁄4	16 3⁄8	9	16.0
2M	48		2 1⁄4	3⁄4	1	8	3 3⁄4	5 1⁄8	15 3⁄8	11 1⁄8	12 1⁄8	14 3⁄8	1 5⁄8	6 7⁄8	5 3⁄8	13 7⁄8	4 3⁄8	3 7⁄8	3	8 5⁄8	13 3⁄4	2 1⁄8	11 7⁄8	2 3⁄4	16 3⁄8	9	16.0
3	48		2 1⁄4	3⁄4	1	8	3 3⁄4	5 1⁄8	15 3⁄8	11 1⁄8	12 1⁄8	14 3⁄8	1 5⁄8	6 7⁄8	5 3⁄8	13 7⁄8	4 3⁄8	3 7⁄8	3	8 5⁄8	13 3⁄4	2 1⁄8	11 7⁄8	2 3⁄4	16 3⁄8	9	16.0
4	48		2 1⁄4	3⁄4	1	8	3 3⁄4	5 1⁄8	15 3⁄8	11 1⁄8	12 1⁄8	14 3⁄8	1 5⁄8	6 7⁄8	5 3⁄8	13 7⁄8	4 3⁄8	3 7⁄8	3	8 5⁄8	13 3⁄4	2 1⁄8	11 7⁄8	2 3⁄4	16 3⁄8	9	16.0
5	48		2 1⁄4	3⁄4	1	8	3 3⁄4	5 1⁄8	15 3⁄8	11 1⁄8	12 1⁄8	14 3⁄8	1 5⁄8	6 7⁄8	5 3⁄8	13 7⁄8	4 3⁄8	3 7⁄8	3	8 5⁄8	13 3⁄4	2 1⁄8	11 7⁄8	2 3⁄4	16 3⁄8	9	16.0

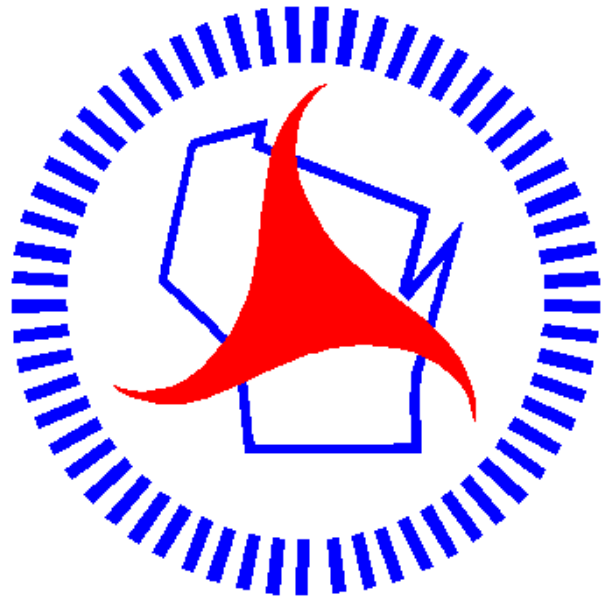
STANDARD SIGN

W20-1A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 9/25/19 PLATE NO. W20-1.11



Wisconsin Department of Transportation

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through innovation and exceptional service.

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