

# STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

## SEYMOUR - ANGELICA

STH 54 - LAKE ROAD

STH 55

OUTAGAMIE

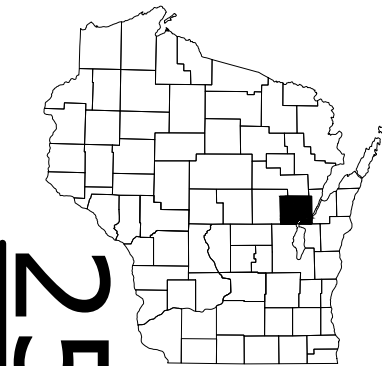
STATE PROJECT NUMBER
6570-08-73

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6570-08-73	WISC 2020547	1

ORDER OF SHEETS

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

TOTAL SHEETS = 114



25

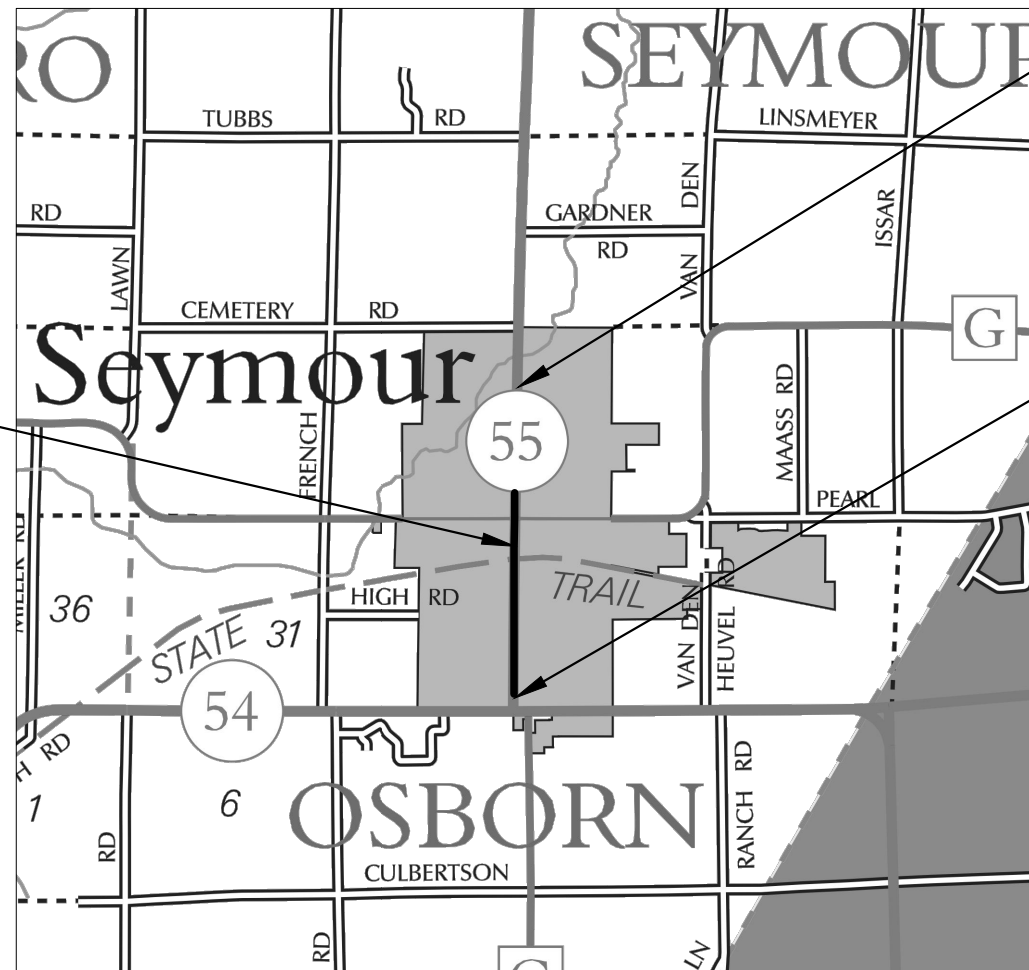
DESIGN DESIGNATION

A.A.D.T.	2019	=	5900
A.A.D.T.	2039	=	6500
D.H.V.		=	815
D.D.		=	59/41
T.		=	6.1%
DESIGN SPEED		=	25 MPH
ESALS		=	1,400,000

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	
EXISTING RIGHT OF WAY		GRADE ELEVATION	
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		UTILITIES	
REFERENCE LINE		ELECTRIC	
EXISTING CULVERT		FIBER OPTIC	
PROPOSED CULVERT (Box or Pipe)		GAS	
COMBUSTIBLE FLUIDS		SANITARY SEWER	
MARSH AREA		STORM SEWER	
WOODED OR SHRUB AREA		TELEPHONE	
		WATER	
		UTILITY PEDESTAL	
		POWER POLE	
		TELEPHONE POLE	

EXCEPTION TO NET LENGTH  
STA 45+12 - STA 45+60



SCALE 0 1 MILE

TOTAL NET LENGTH OF CENTERLINE = 1.50 MILES

END PROJECT 6570-08-73  
STA 115+00  
Y = 657,311.65  
X = 847,400.06

BEGIN PROJECT 6570-08-73  
STA 0+65  
Y = 649,387.31  
X = 847,168.30

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, OUTAGAMIE COUNTY, NAD83 (2011)/NAVD88 (2012), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	WISDOT NE REGION
Surveyor	M. COHEN
Designer	T. VERHAGEN
Project Manager	C. DEGRAVE
Regional Examiner	
Regional Supervisor	

APPROVED FOR THE DEPARTMENT  
DATE: 7/29/2020  
*Michael J. Cohen*  
(Signature)

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GENERAL NOTES

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

EXISTING PERMANENT SIGNS ARE TO REMAIN IN PLACE UNLESS SPECIALLY CALLED FOR REMOVAL ON MISCELLANEOUS QUANTITIY TABLE.

CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY HIS OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.

THE CONTRACTOR IS TO WORK WITH UTMOST CARE AND PROTECT ALL SURVEY MARKERS. REMOVAL OF ANY SURVEY MARKER IS TO BE WITH THE APPROVAL OF THE ENGINEER. DETAILS OF CONSTRUCTION NOT SHOWN ON THE PLAN SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

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

ALL DISTURBED AREAS, NOT OTHERWISE SURFACED, ARE TO BE TOPSOILED, FERTILIZED, SEEDED AND COVERED WITH MULCH OR EROSION MAT, AS SHOWN ON THE PLANS.

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

THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND ALL UTILITIES IN THE VICINITY OF THE PROJECT TO LOCATE THEIR FACILITIES AT LEAST THREE WORKING DAYS PRIOR TO BEGINNING WORK.

UTILITIES

MATT GUNDERSON  
CENTURYLINK - COMMUNICATION LINE  
212 CHURCH AVE  
CASCO, WI 54205  
PHONE: 920-896-2867, 920-837-2344  
E-MAIL: MATT.GUNDERSON@CENTURYLINK.COM

JOHN SCHOEN  
CITY OF SEYMOUR - SEWER  
445 MUNICIPAL DR  
SEYMOUR, WI 54165-1056  
PHONE: 920-851-0121  
E-MAIL: JSCHOEN@SEYMOURUTIL.COM

JOHN SCHOEN  
CITY OF SEYMOUR - WATER  
445 MUNICIPAL DR  
SEYMOUR, WI 54165-1056  
PHONE: 920-851-0121  
E-MAIL: JSCHOEN@SEYMOURUTIL.COM

DENNIS LAFAVE  
NET LEC LLC - COMMUNICATION LINE  
1345B NORTH RD  
GREEN BAY, WI 54313  
PHONE: 920-619-9774  
E-MAIL: DLAFAVE@MI-TECH.US

VINCENT ALBIN  
CHARTER COMMUNICATIONS - COMMUNICATION LINE  
3520 E DESTINATION DR.  
APPLETON, WI 54915  
PHONE: 920-831-9249, 920-378-0444  
E-MAIL: VINCE.ALBIN@CHARTER.COM

JOSH MEISSNER  
WE ENERGIES - ELECTRICITY  
226 W WISCONSIN AVE  
APPLETON, WI 54911  
PHONE: 920-960-9211  
E-MAIL: JOSH.MEISSNER@WE-ENERGIES.COM

HEATHER DEUTH  
WE ENERGIES - GAS/PETROLEUM  
800 S LYNDALE DR  
APPLETON, WI 54914  
PHONE: 920-242-5633  
E-MAIL: HEATHER.DEUTH@WE-ENERGIES.COM

DNR AREA LIAISON

WISCONSIN DEPARTMENT OF NATURAL RESOURCES  
2984 SHAWANO AVENUE  
GREEN BAY, WI 54313-6727  
ATTN: MATTHEW SCHAEVE  
PHONE: 920-662-5472  
CELL: 920-366-1544  
FAX: 920-662-5159  
E-MAIL: MATTHEW.SCHAEVE@WISCONSIN.GOV

SURVEY CONTACT PERSON

CORMAC MCINNIS  
WISDOT-NE REGION  
944 VANDERPERREN WAY  
GREEN BAY, WI 54304  
920-492-5638  
cormac.mcInnis@dot.wi.gov



EMERGENCY CONTACT NUMBERS FOR WISCONSIN POWER AND LIGHT COMPANY

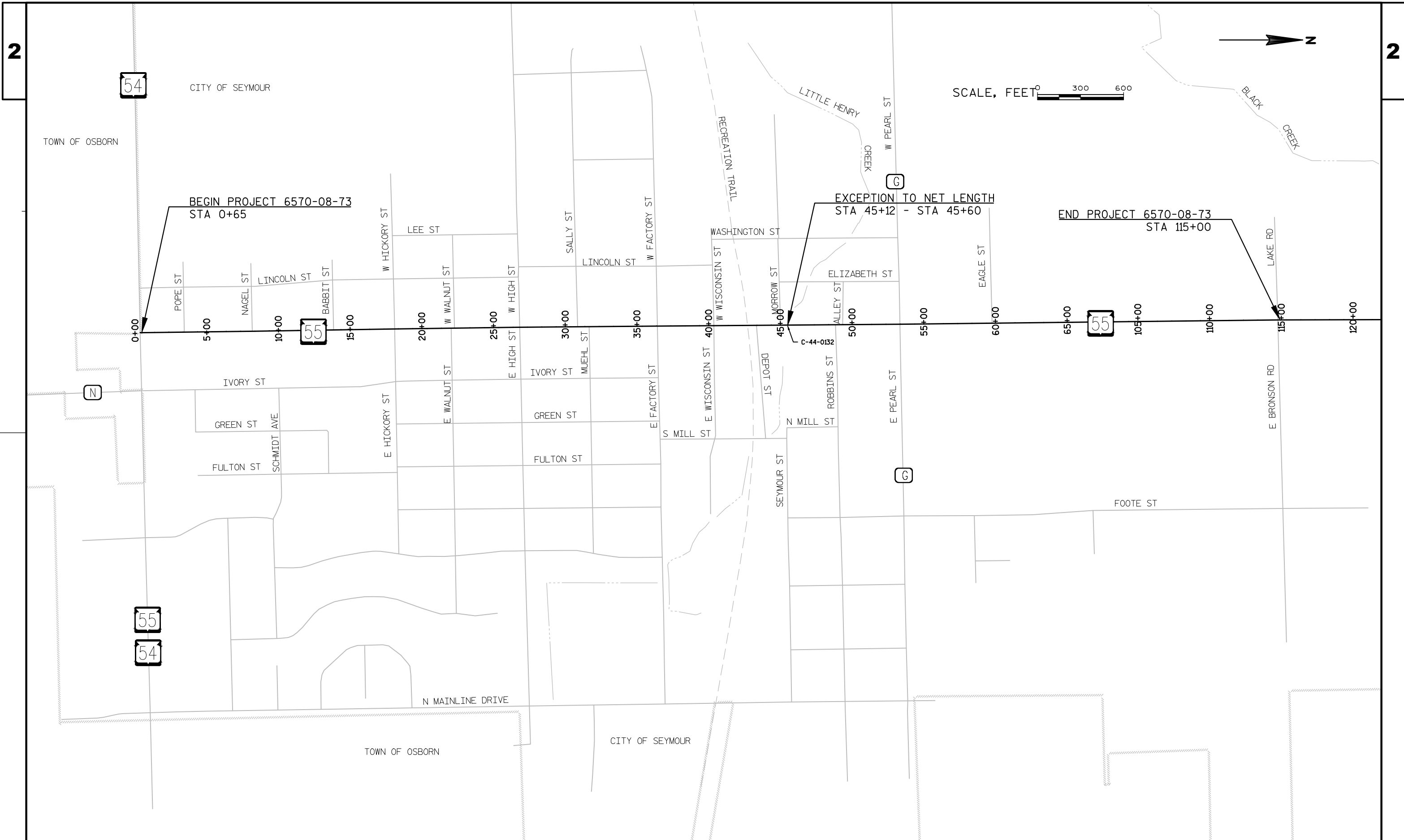
ELECTRIC 24 HOUR EMERGENCY SERVICE: 1-800-862-6261  
GAS 24 HOUR EMERGENCY SERVICE: 1-800-862-6263

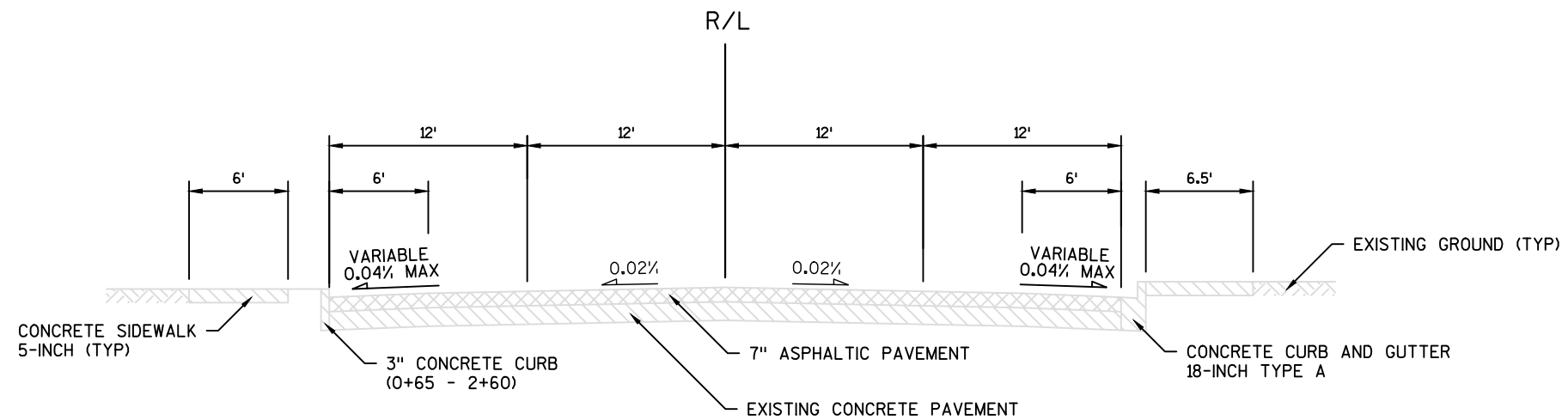
EMERGENCY CONTACT NUMBERS FOR WISCONSIN PUBLIC SERVICE

ELECTRIC 24 HOUR EMERGENCY SERVICE: 1-800-450-7240  
GAS 24 HOUR EMERGENCY SERVICE: 1-800-450-7280

EMERGENCY CONTACT NUMBERS FOR WE ENERGIES

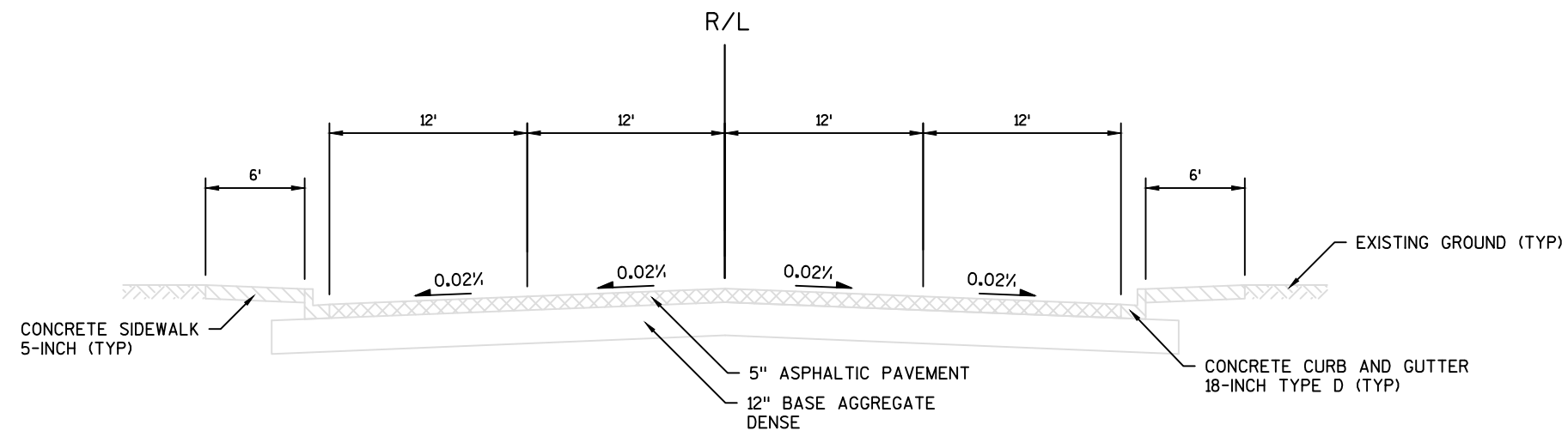
ELECTRIC 24 HOUR EMERGENCY SERVICE: 1-800-662-4797  
GAS 24 HOUR EMERGENCY SERVICE: 1-800-261-5325





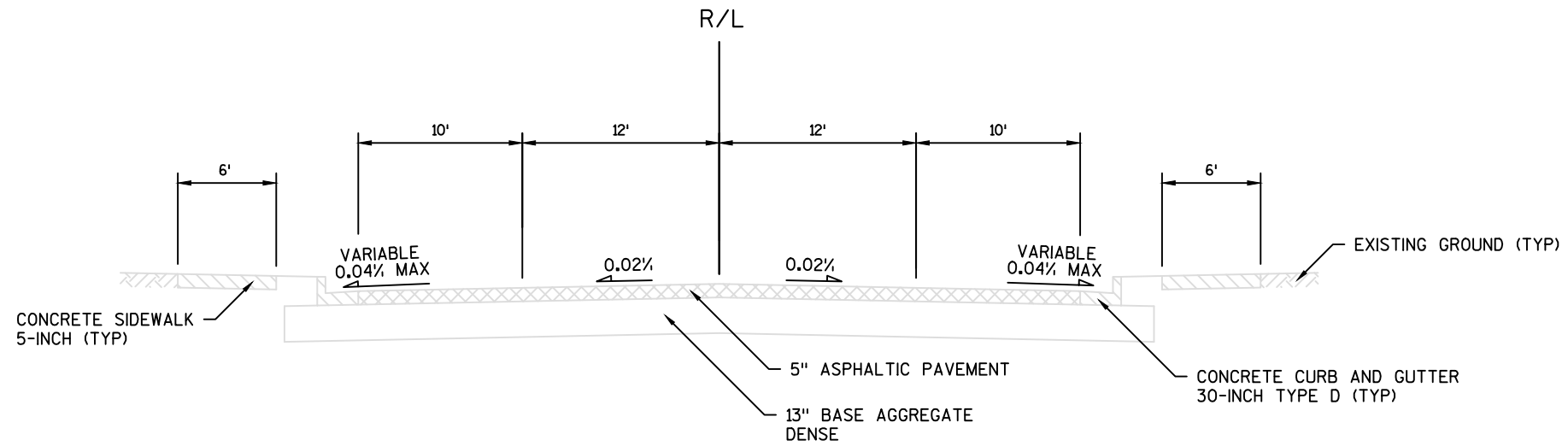
EXISTING TYPICAL SECTION STH 55

STA 0+65 TO STA 2+60  
 STA 36+15 TO STA 41+80  
 STA 42+80 TO STA 53+14



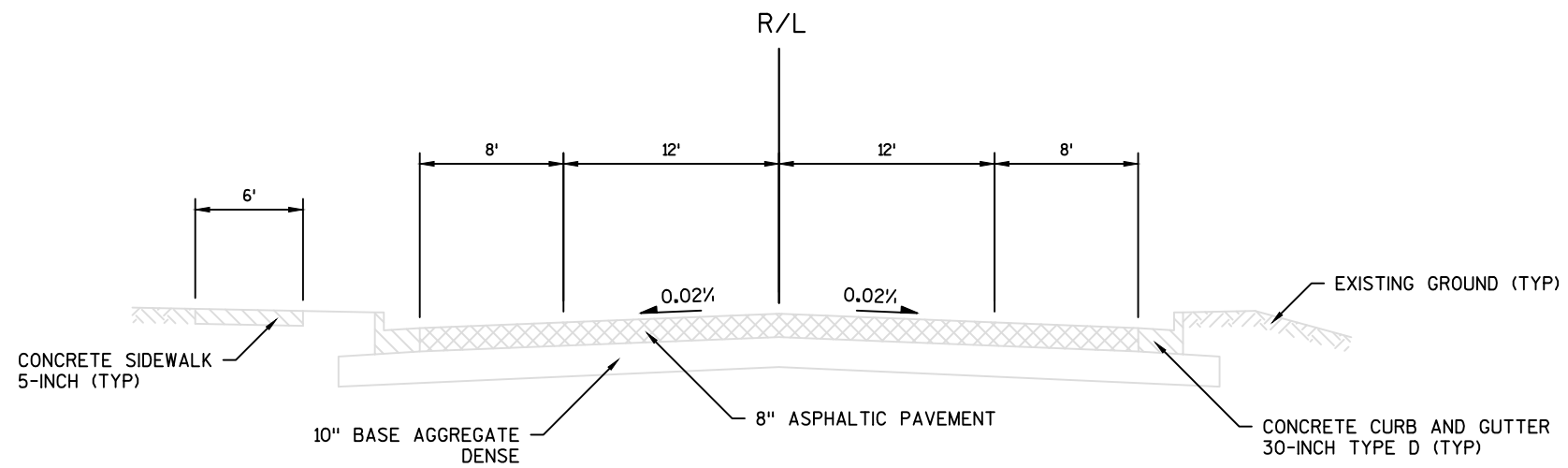
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STA 41+80 TO STA 42+80



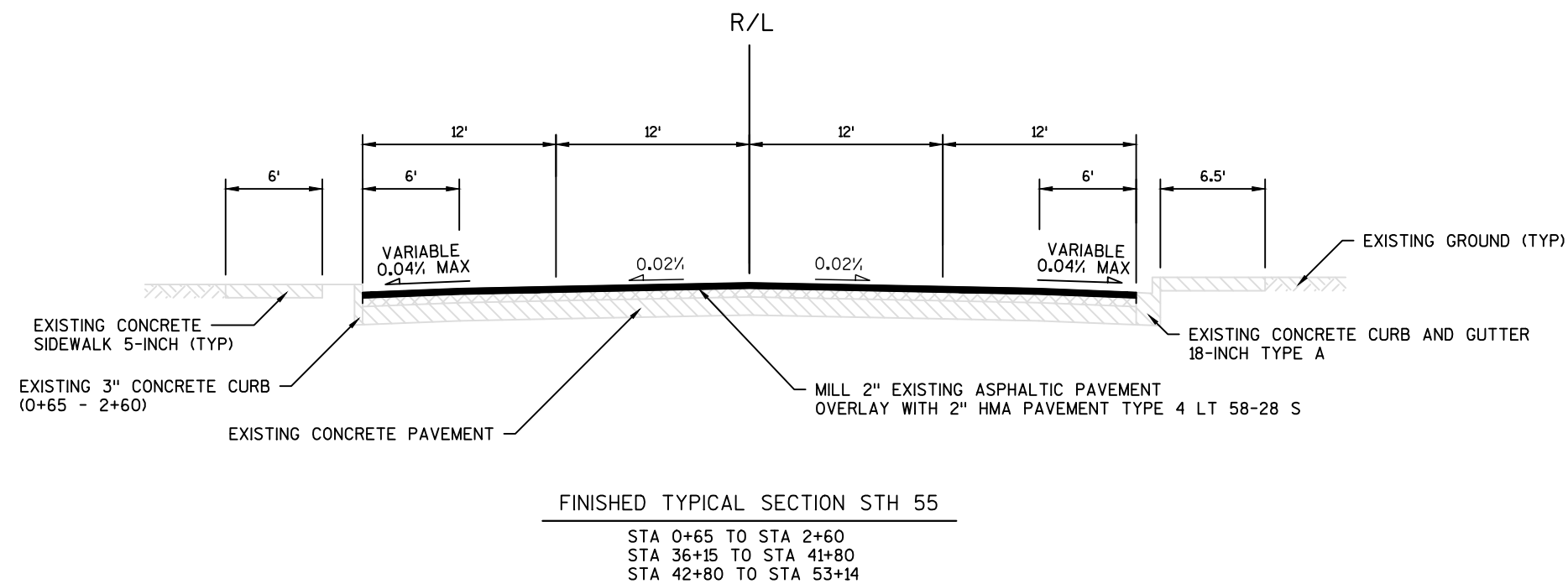
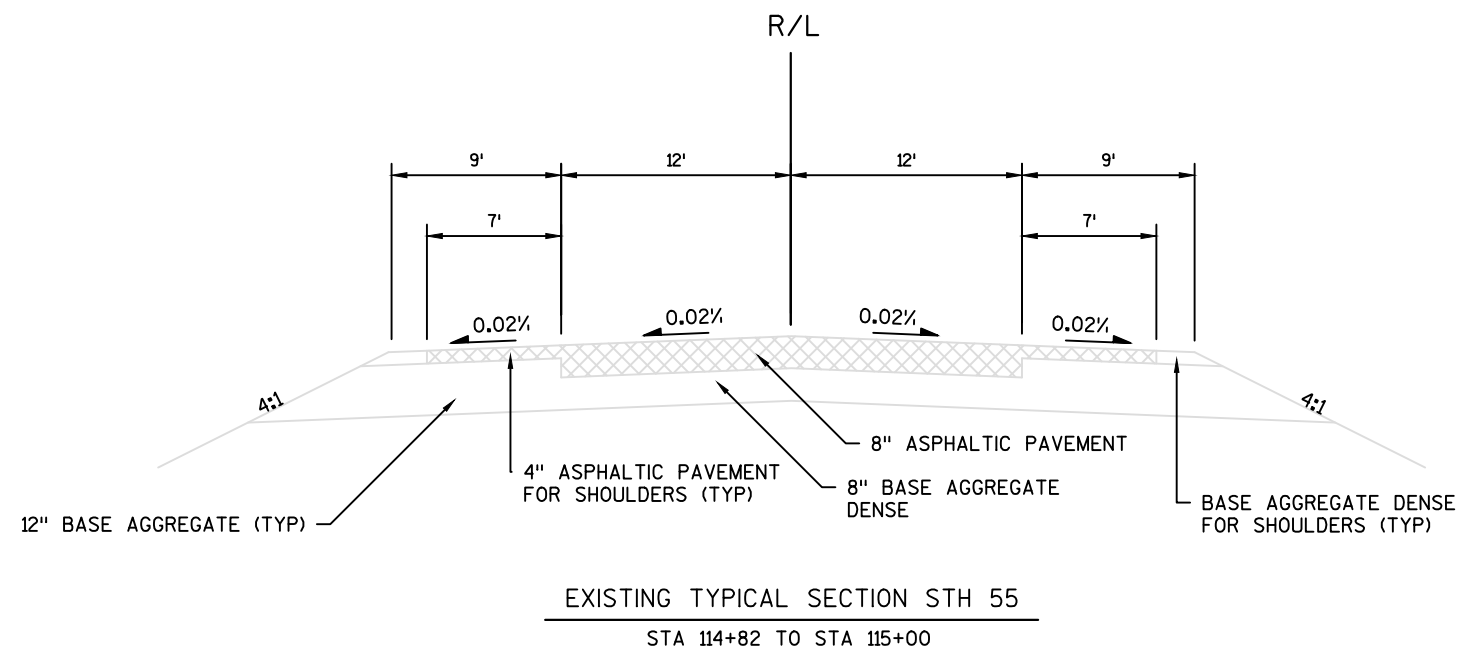
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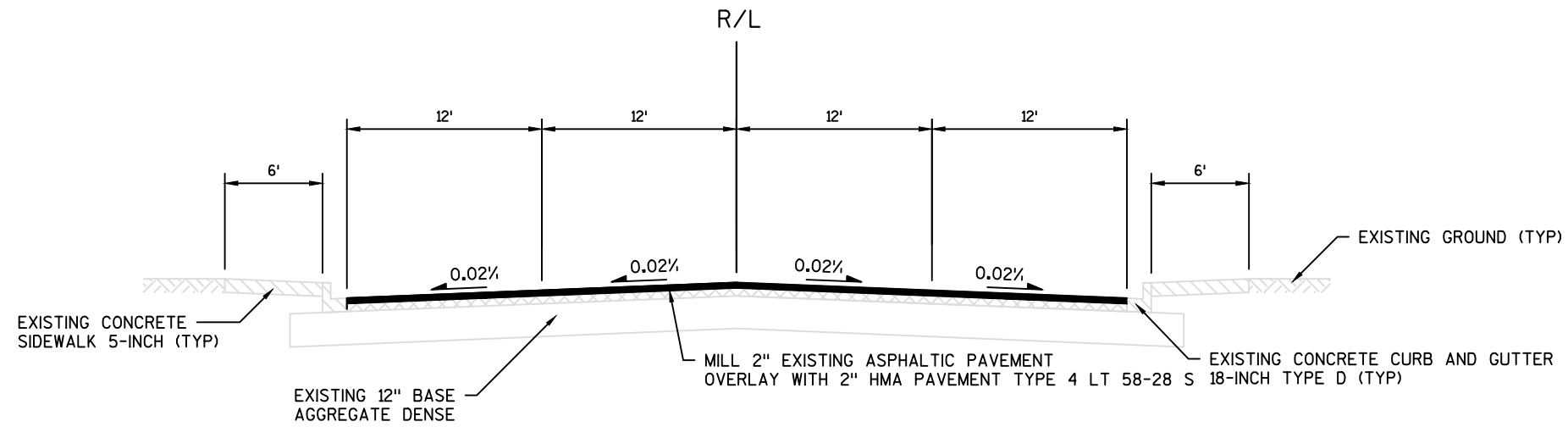
STA 2+60 TO STA 36+15  
 STA 53+14 TO STA 66+14  
 STA 101+21 TO STA 102+07



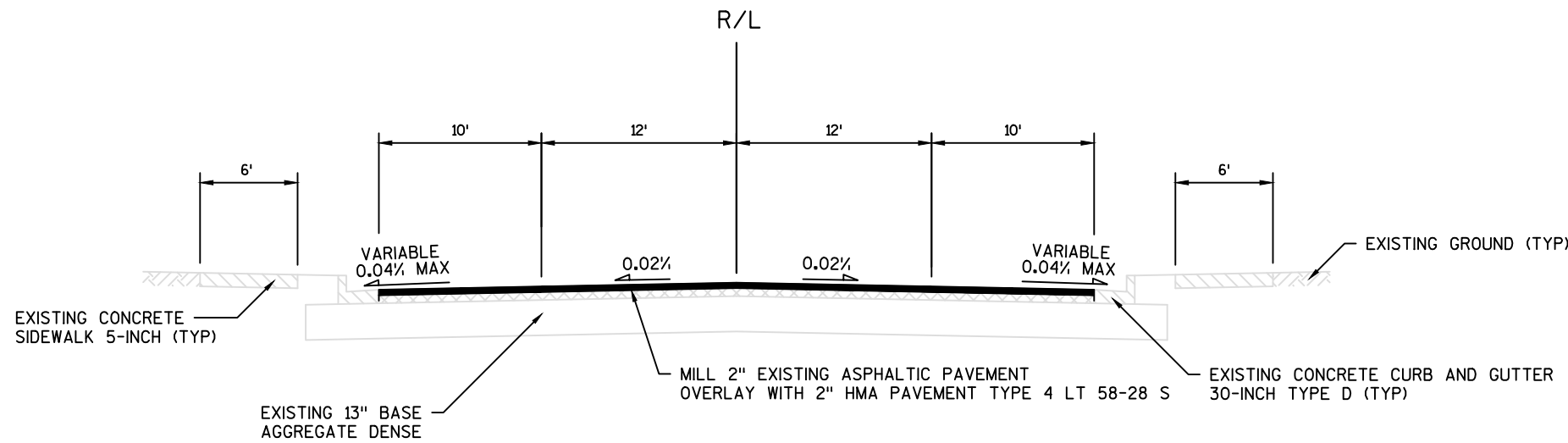
EXISTING TYPICAL SECTION STH 55

STA 102+07 TO STA 114+82

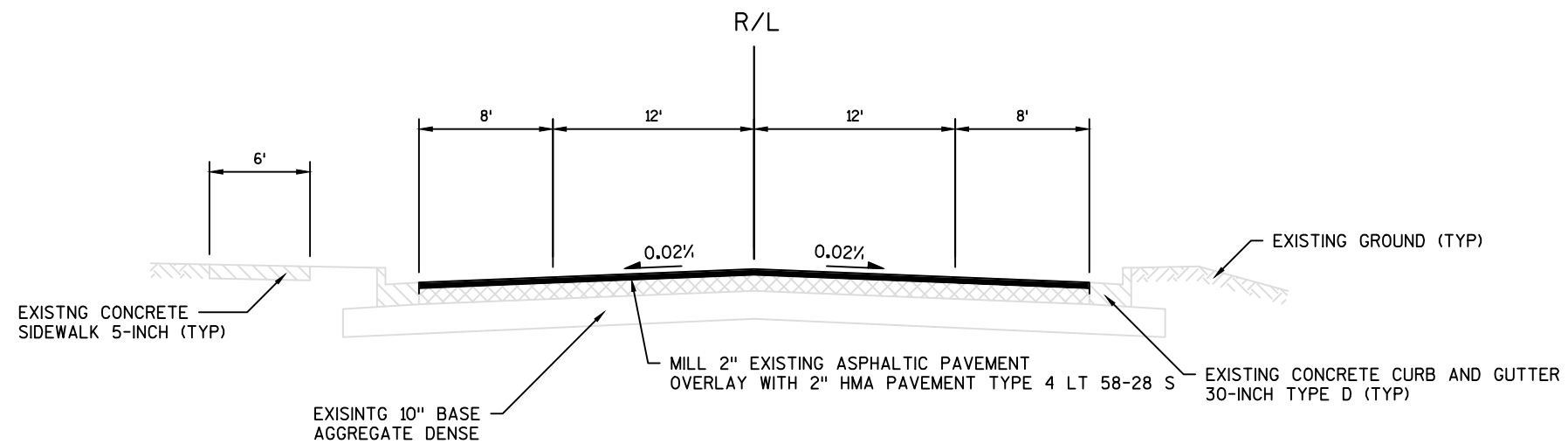




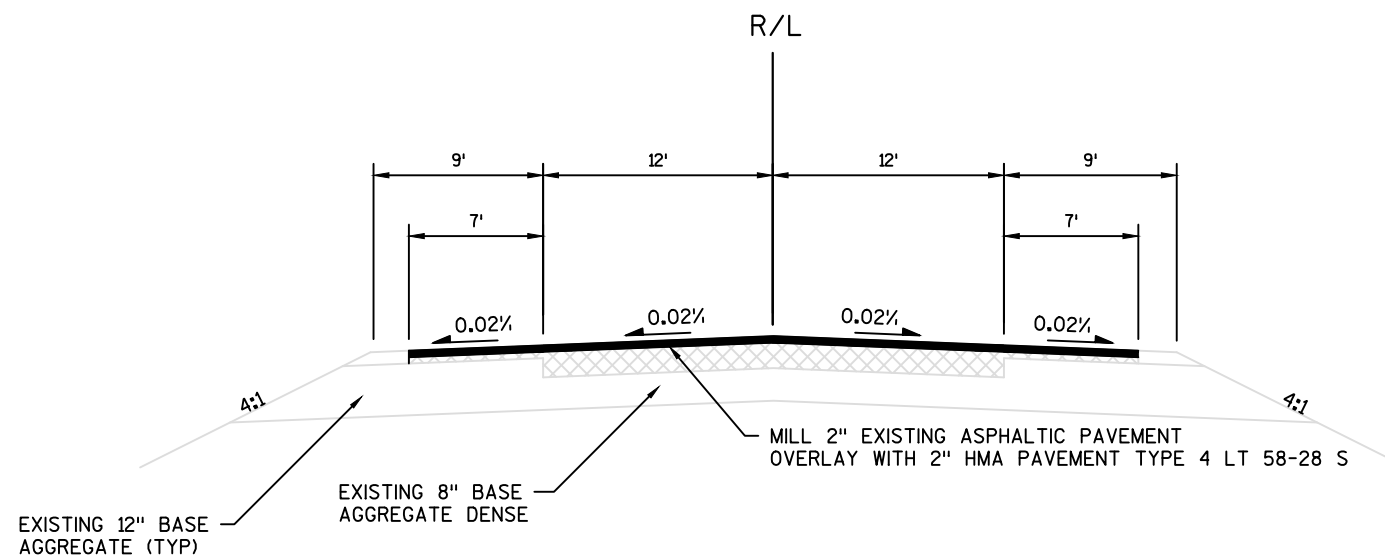
FINISHED TYPICAL SECTION STH 55  
 STA 41+80 TO STA 42+80



FINISHED TYPICAL SECTION STH 55  
 STA 2+60 TO STA 36+15  
 STA 53+14 TO STA 66+14  
 STA 101+21 TO STA 102+07

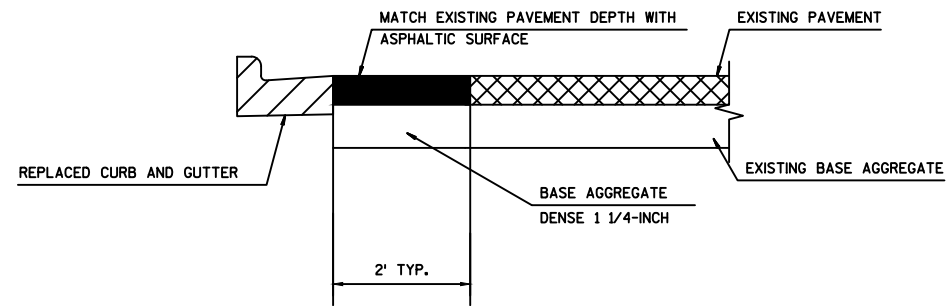


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 STA 102+07 TO STA 114+82

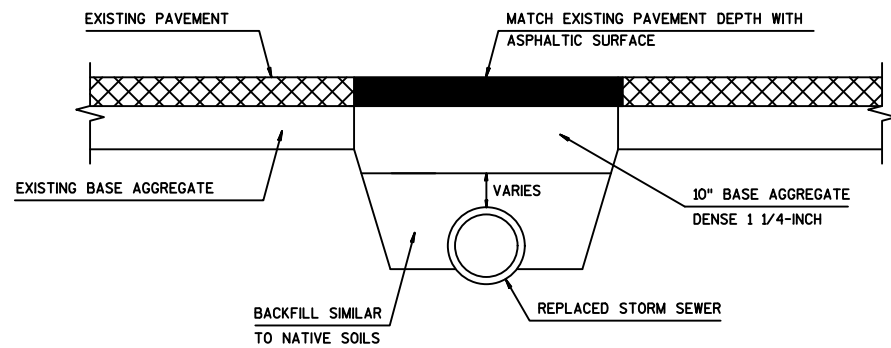


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 STA 114+82 TO STA 115+00

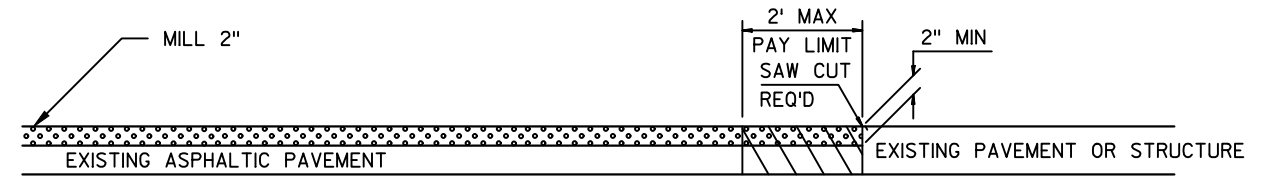






FULL DEPTH ASPHALT REPAIR AT CURB AND GUTTER REPLACEMENT

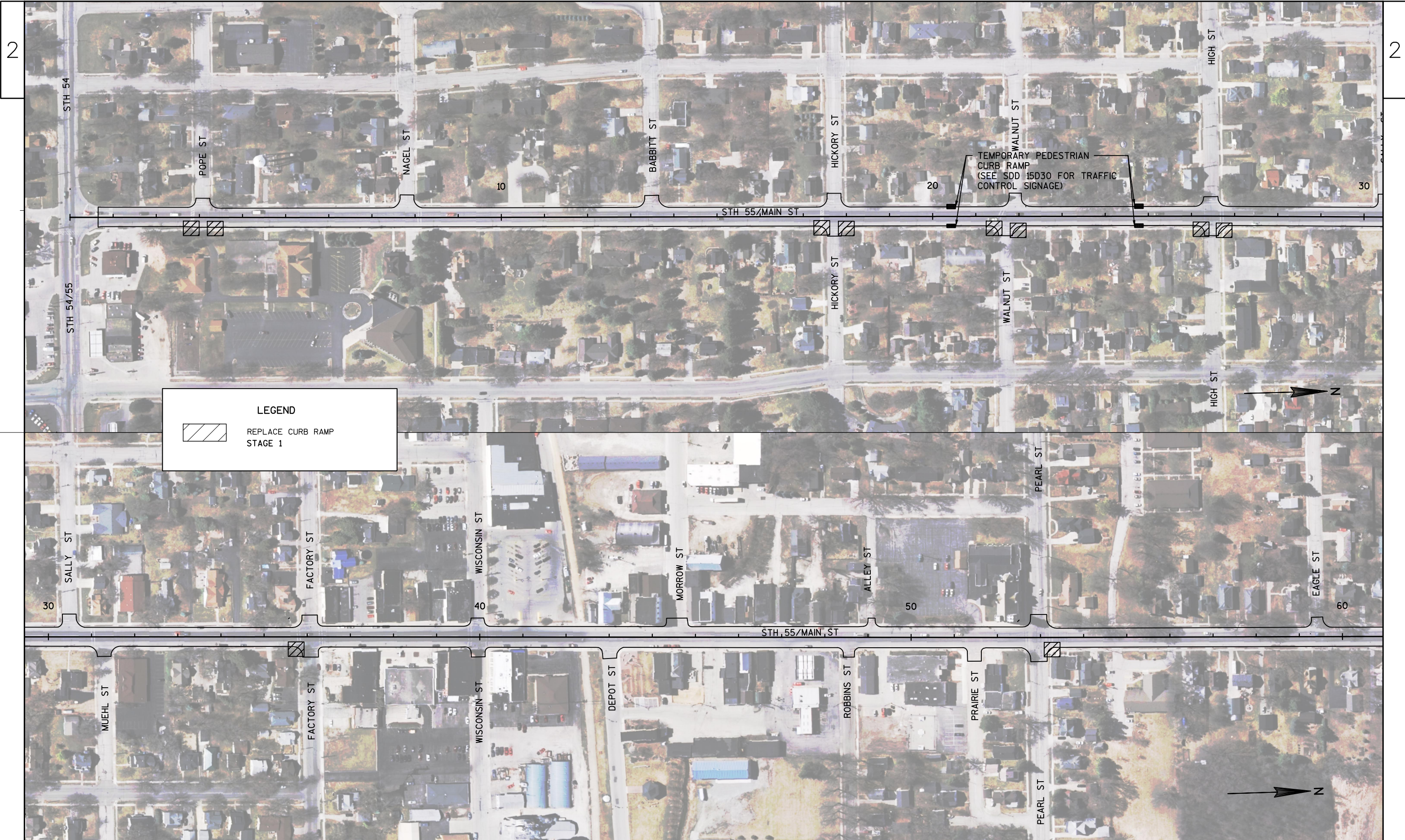


FULL DEPTH ASPHALT REPAIR AT STORM SEWER PIPE REPLACEMENT




-  REMOVING ASPHALTIC SURFACE, MILLING
-  REMOVING ASPHALTIC SURFACE, BUTT JOINTS (FULL DEPTH REMOVAL OPTIONAL)

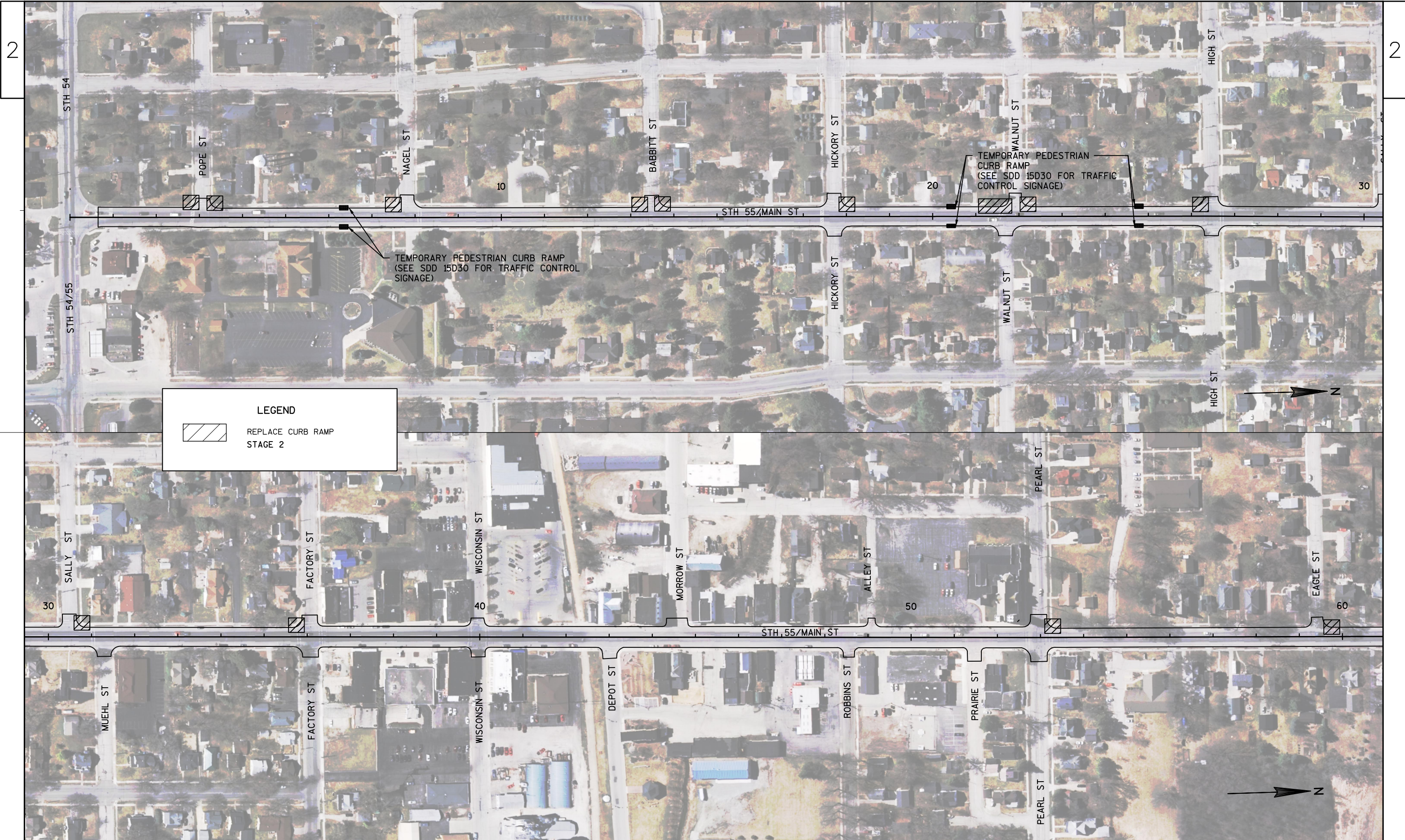
BUTT JOINT DETAIL FOR MILLED ASPHALTIC PAVEMENTS




**LEGEND**

 REPLACE CURB RAMP  
STAGE 1

TEMPORARY PEDESTRIAN  
CURB RAMP  
(SEE SDD 15D30 FOR TRAFFIC  
CONTROL SIGNAGE)



**LEGEND**

 REPLACE CURB RAMP  
STAGE 2

PROJECT NO:6570-08-73

HWY:STH 55


COUNTY:OUTAGAMIE

CONSTRUCTION DETAILS

SHEET \_\_\_\_\_ E



**LEGEND**

 REPLACE CURB RAMP  
STAGE 3

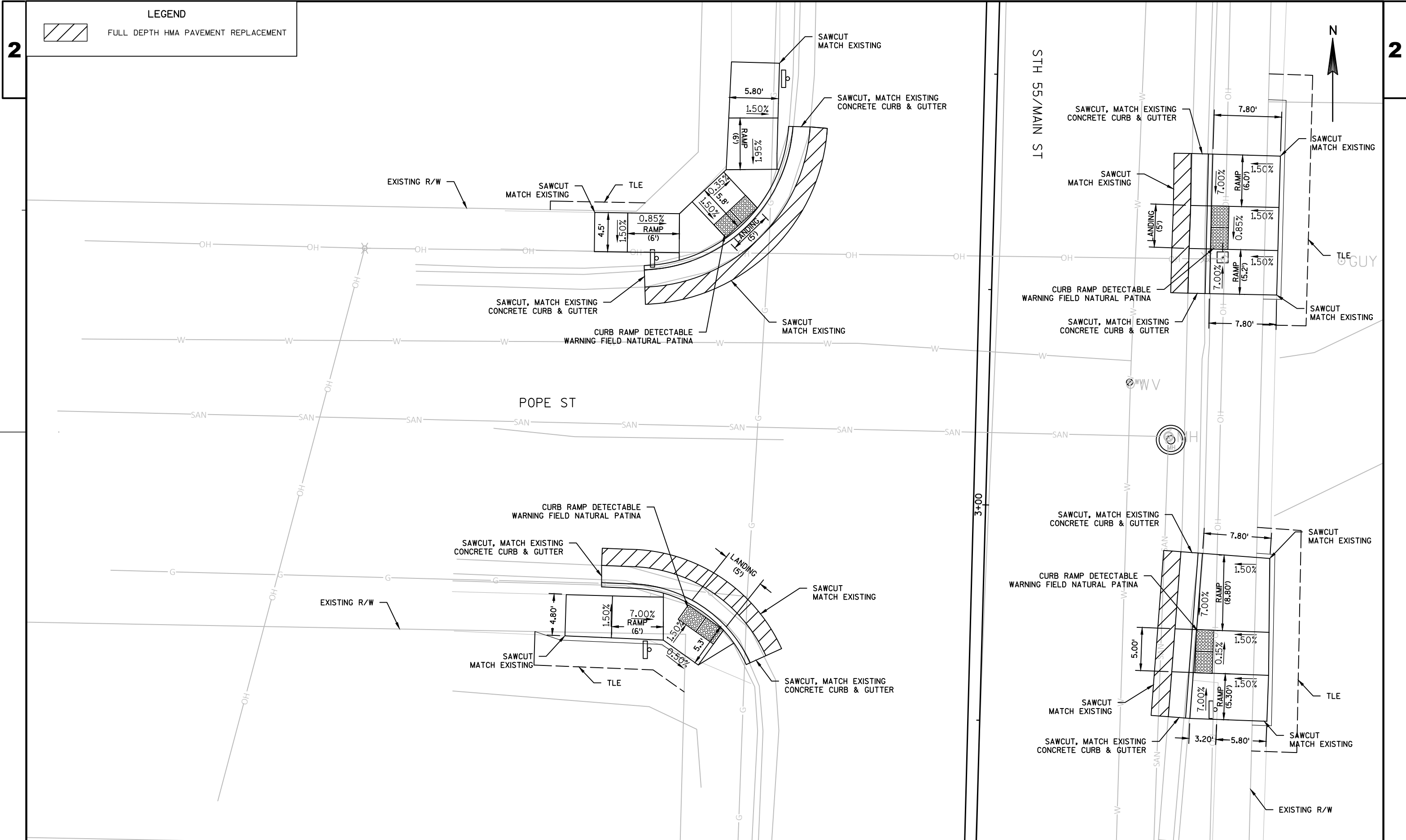
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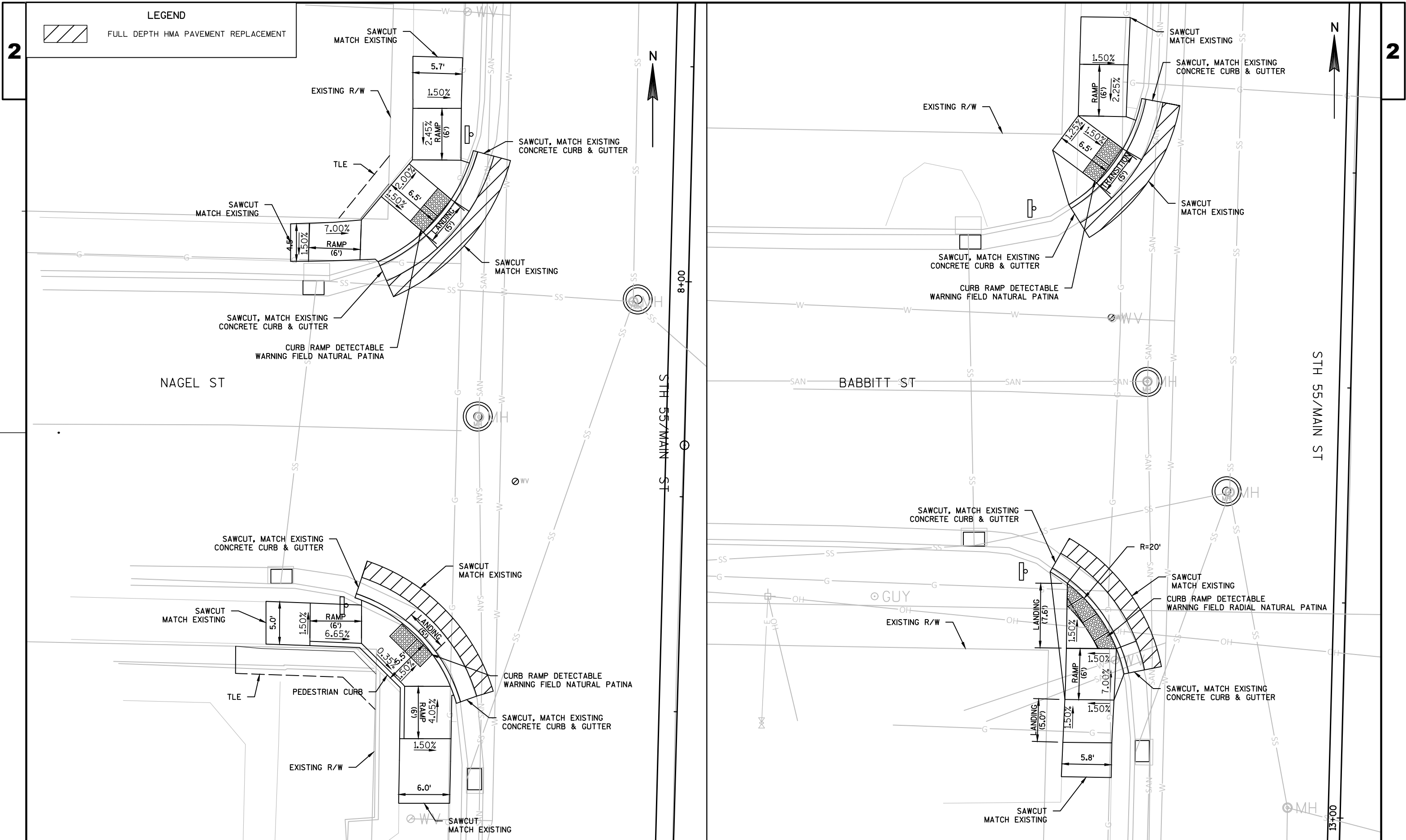
HWY:STH 55

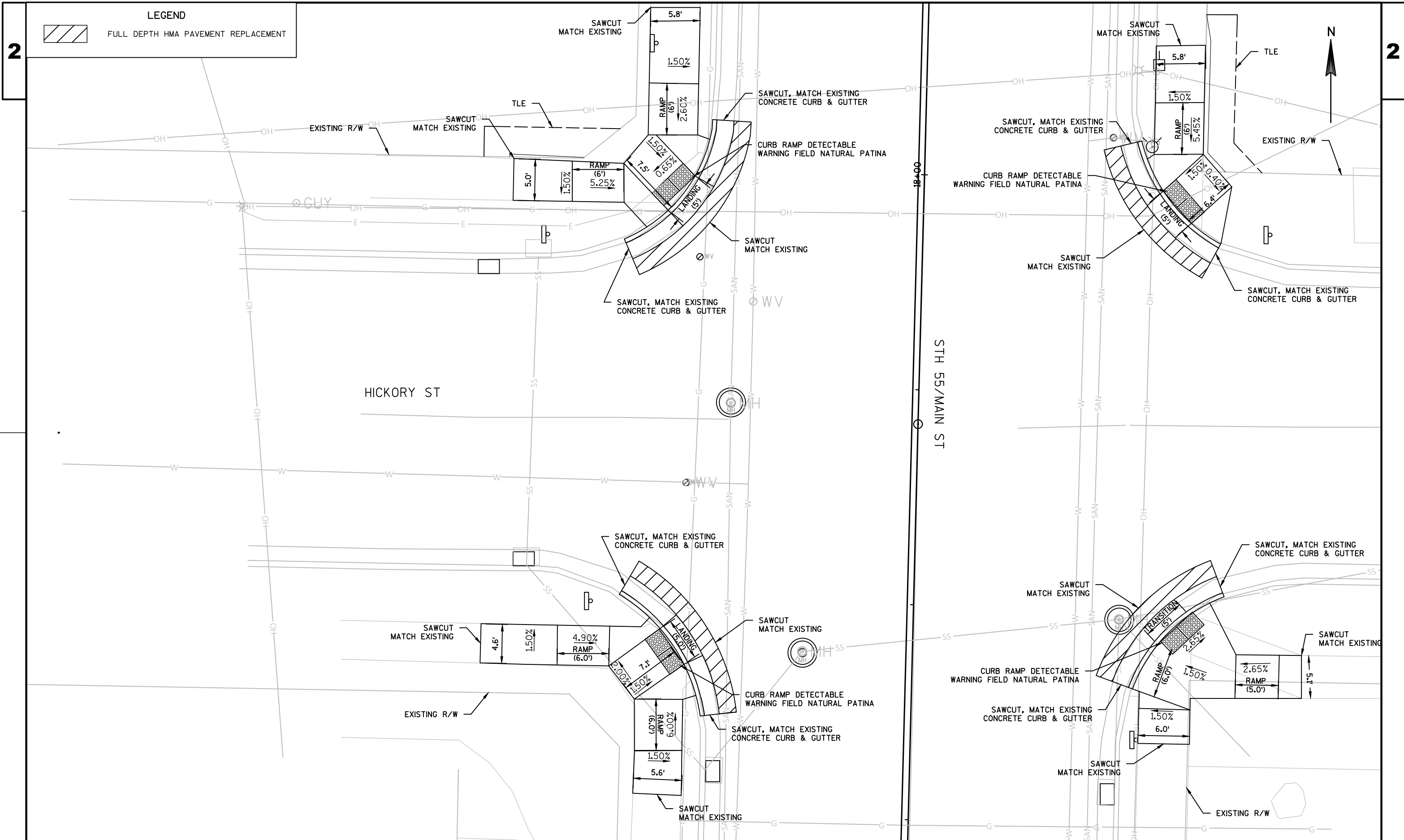
COUNTY:OUTAGAMIE

CONSTRUCTION DETAILS

SHEET \_\_\_\_\_ E







PROJECT NO: 6570-08-73

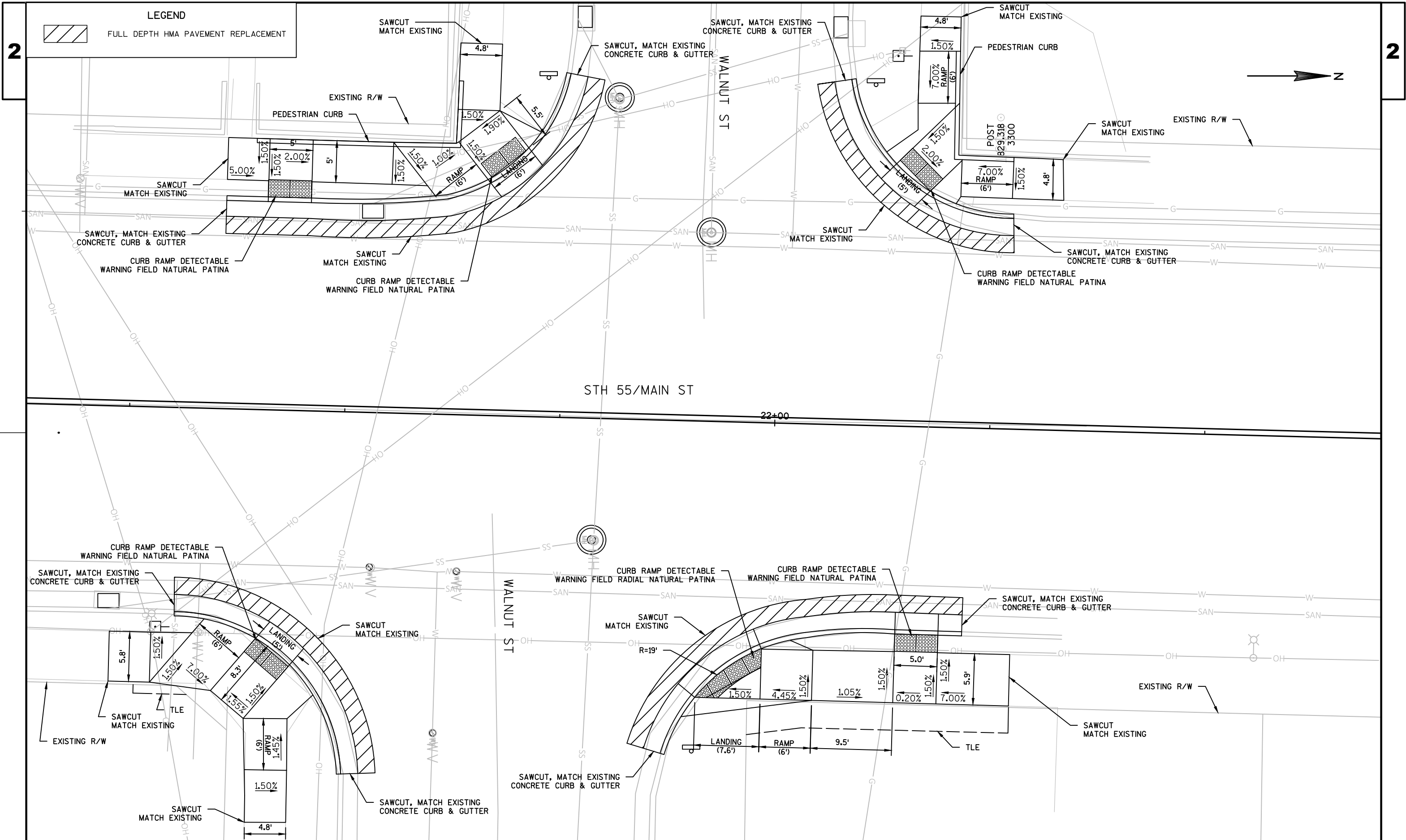
HWY: STH 55

COUNTY: OUTAGAMIE

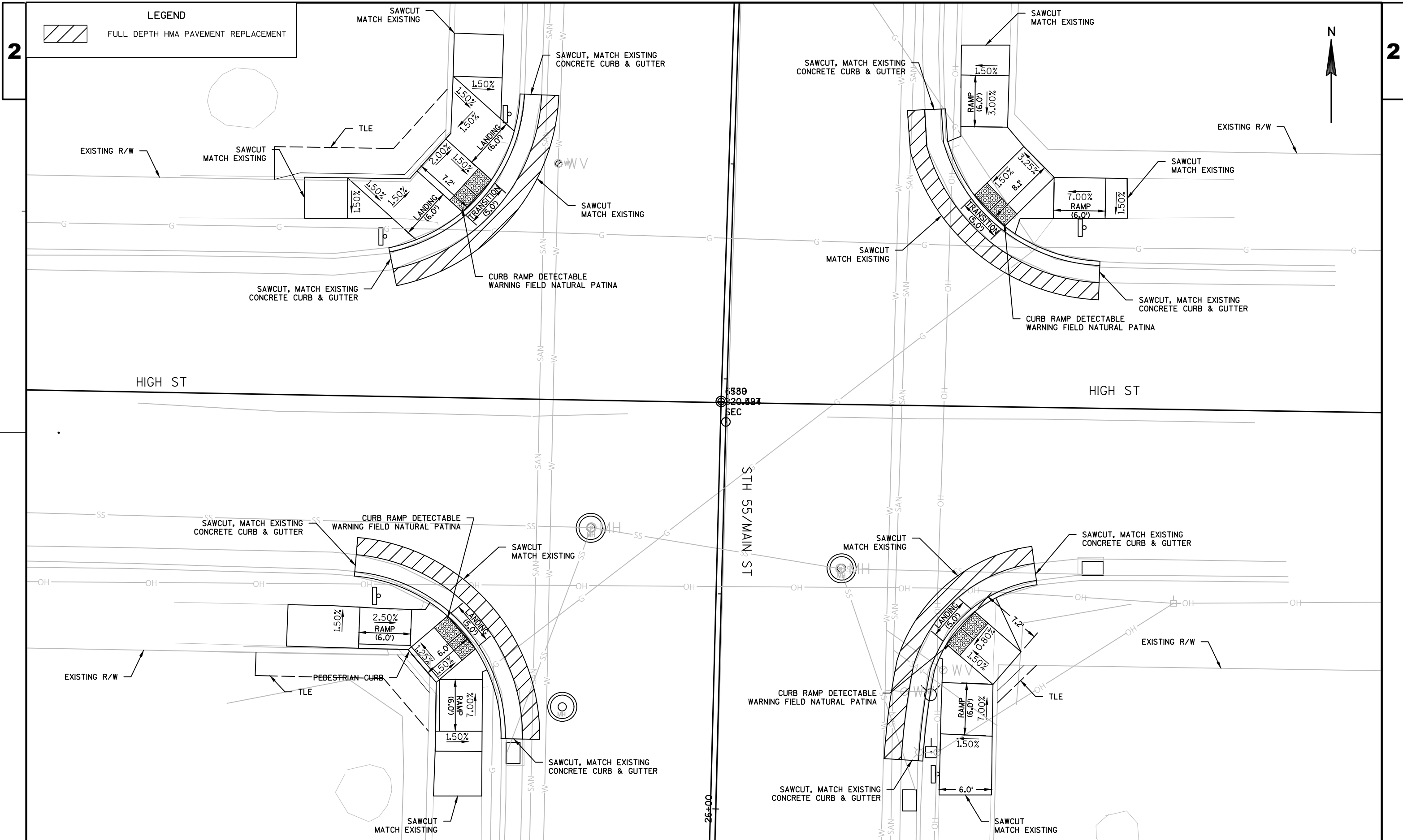
CONSTRUCTION DETAILS

SHEET

E







PROJECT NO: 6570-08-73

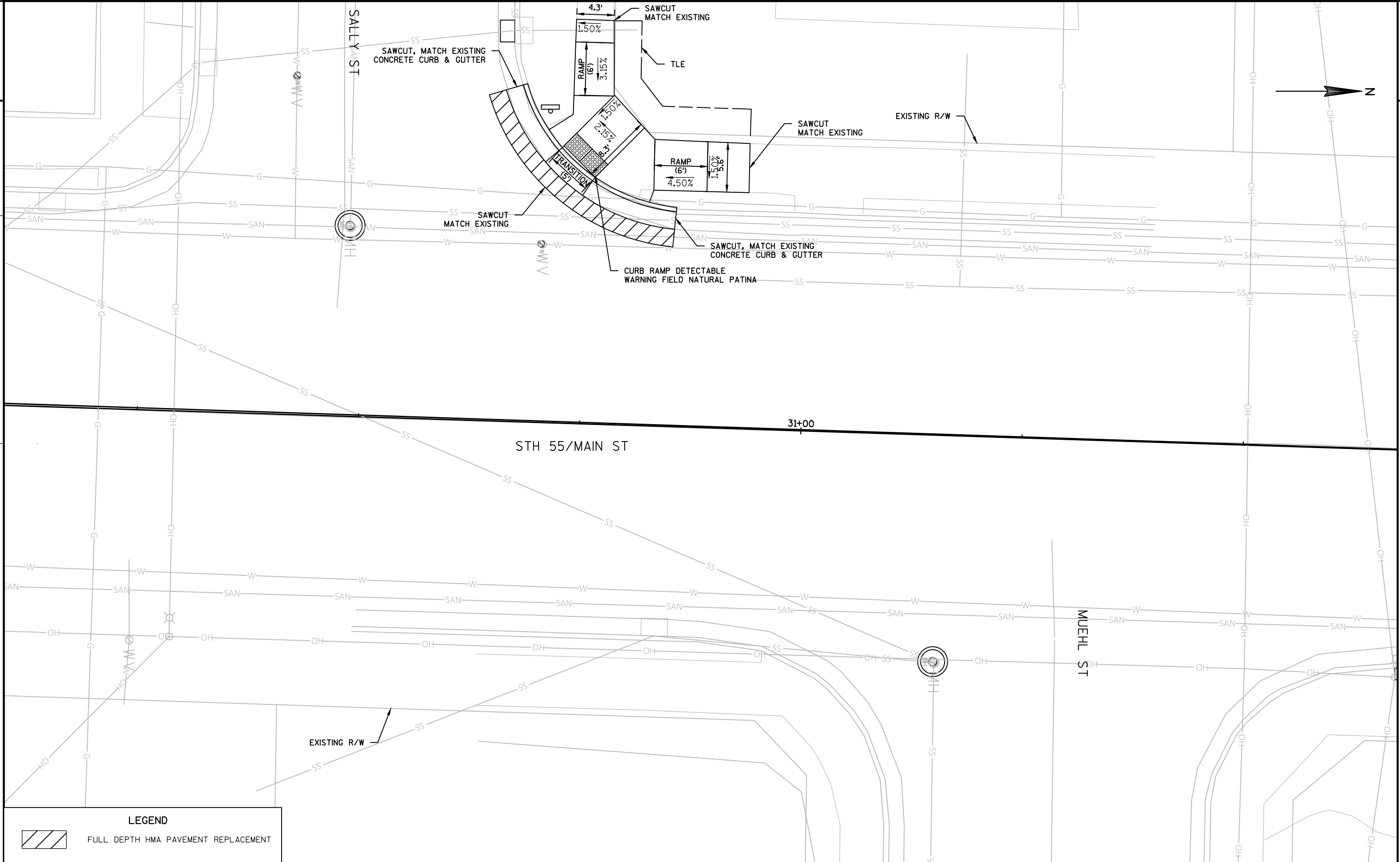
HWY: STH 55

COUNTY: OUTAGAMIE


CONSTRUCTION DETAILS

SHEET

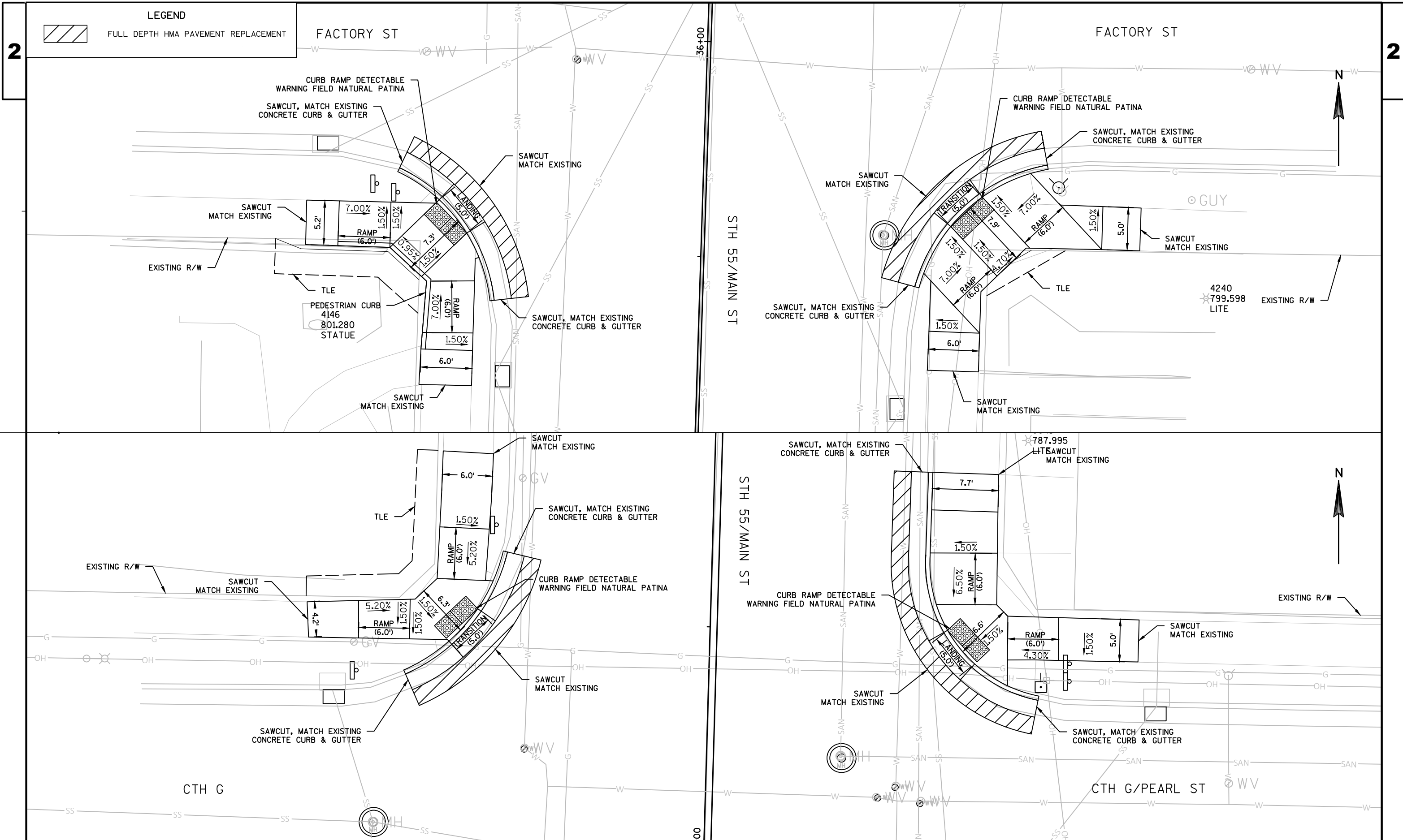
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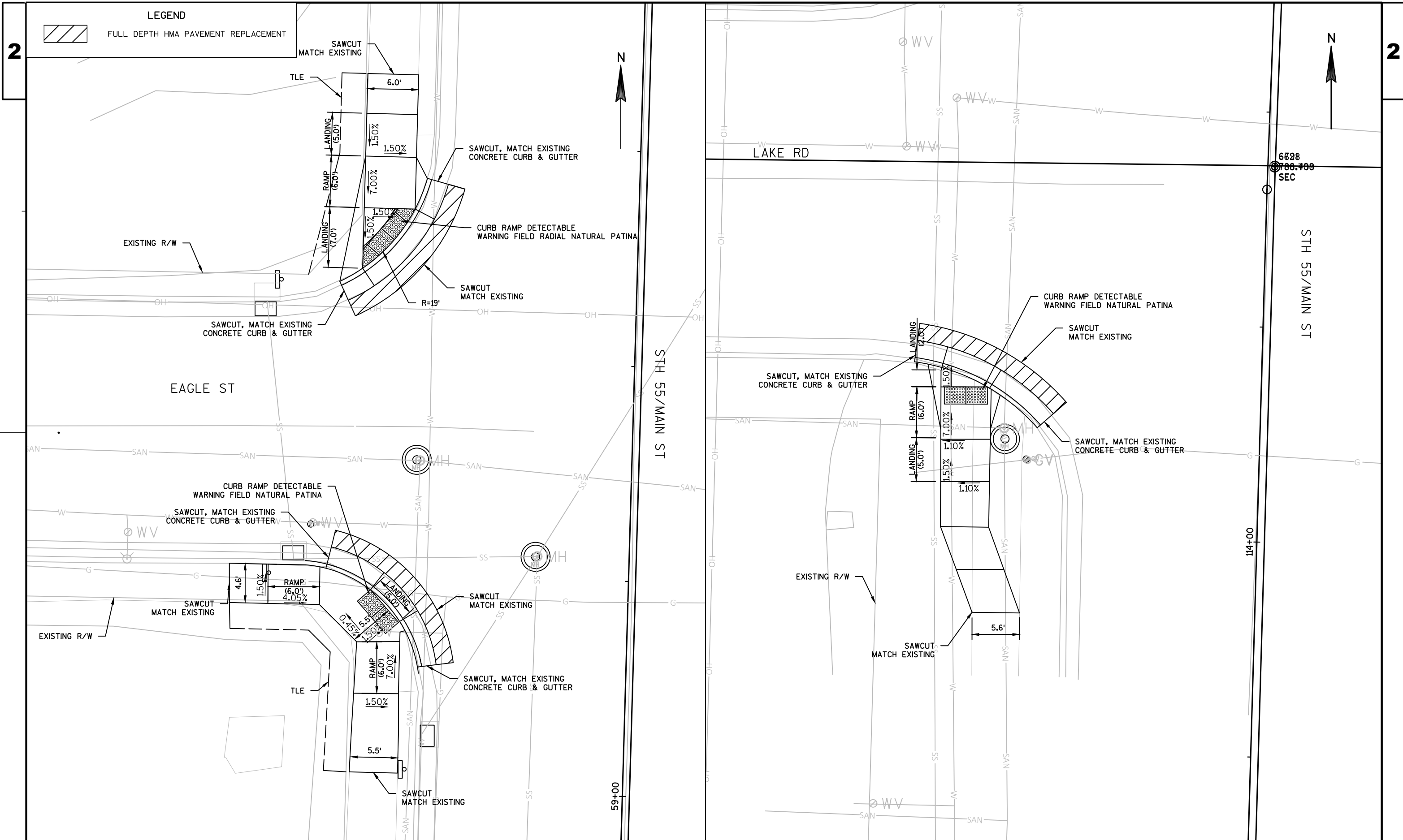



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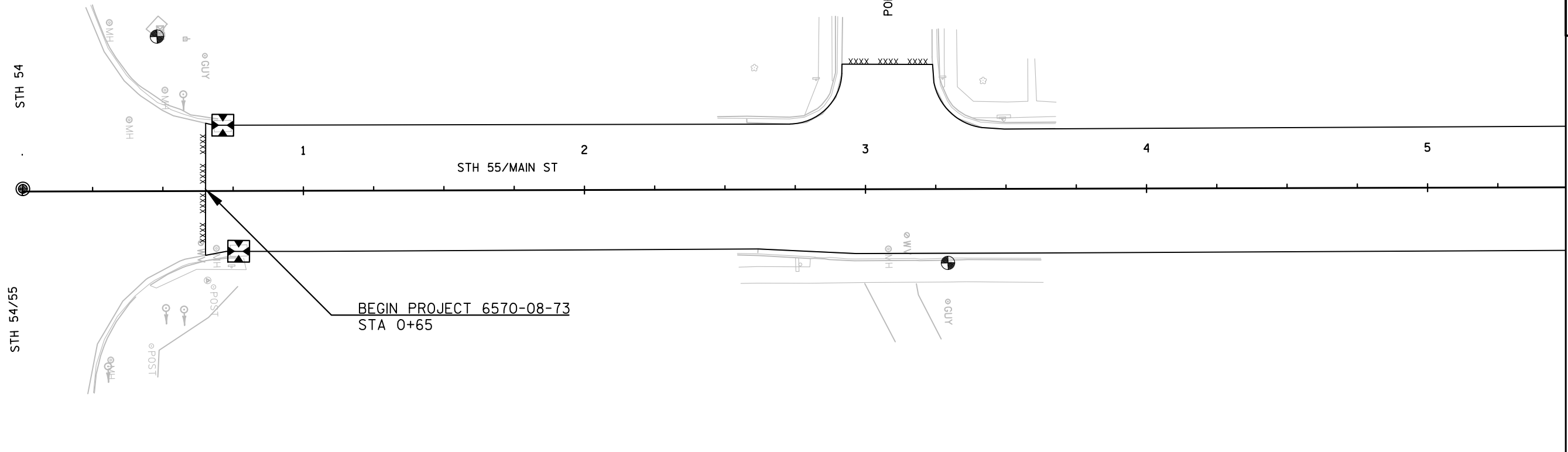
 FULL DEPTH HMA PAVEMENT REPLACEMENT

PROJECT NO:6570-08-73	HWY:STH 55	COUNTY:OUTAGAMIE	CONSTRUCTION DETAILS	SHEET <b>E</b>
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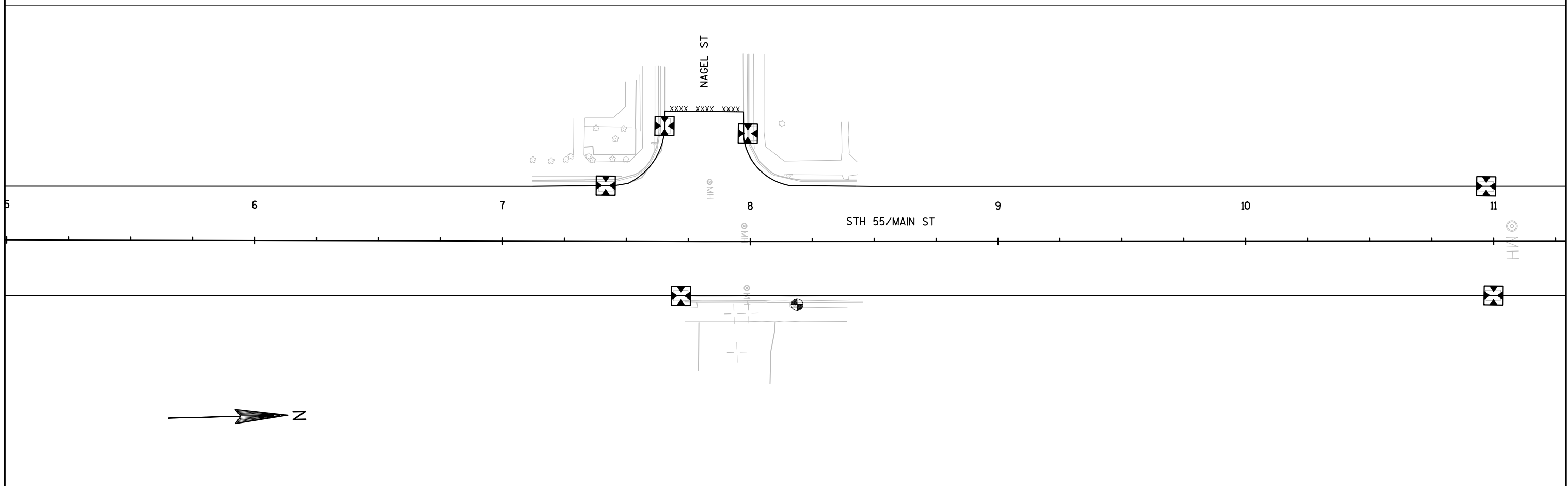





LEGEND  
 INLET PROTECTION TYPE C

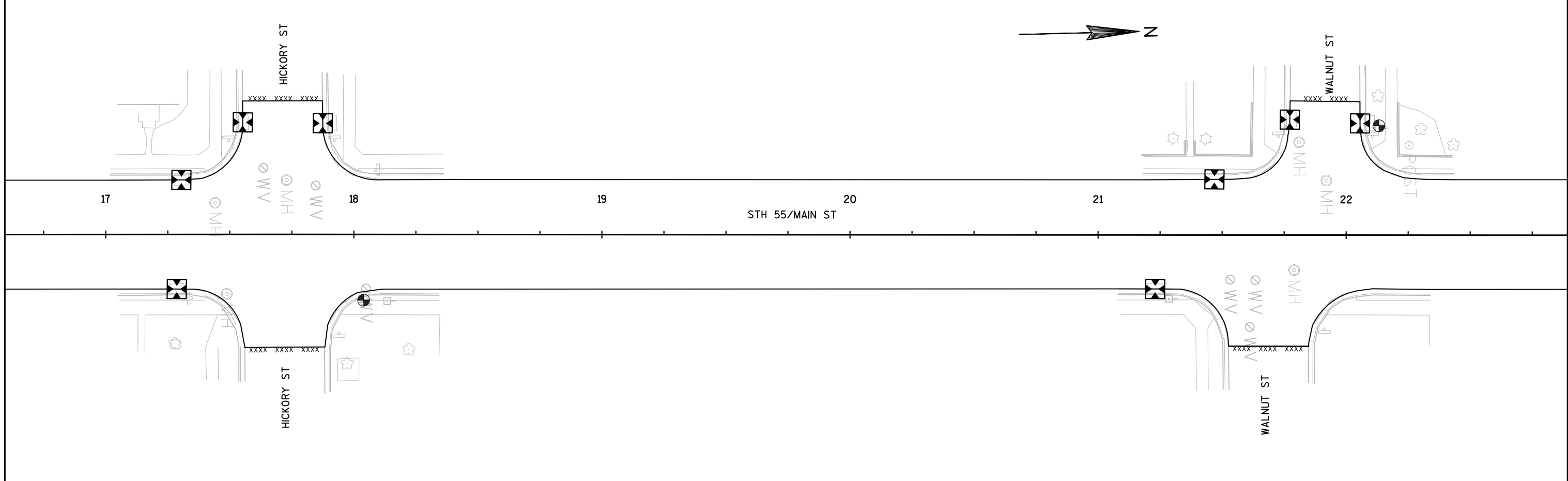
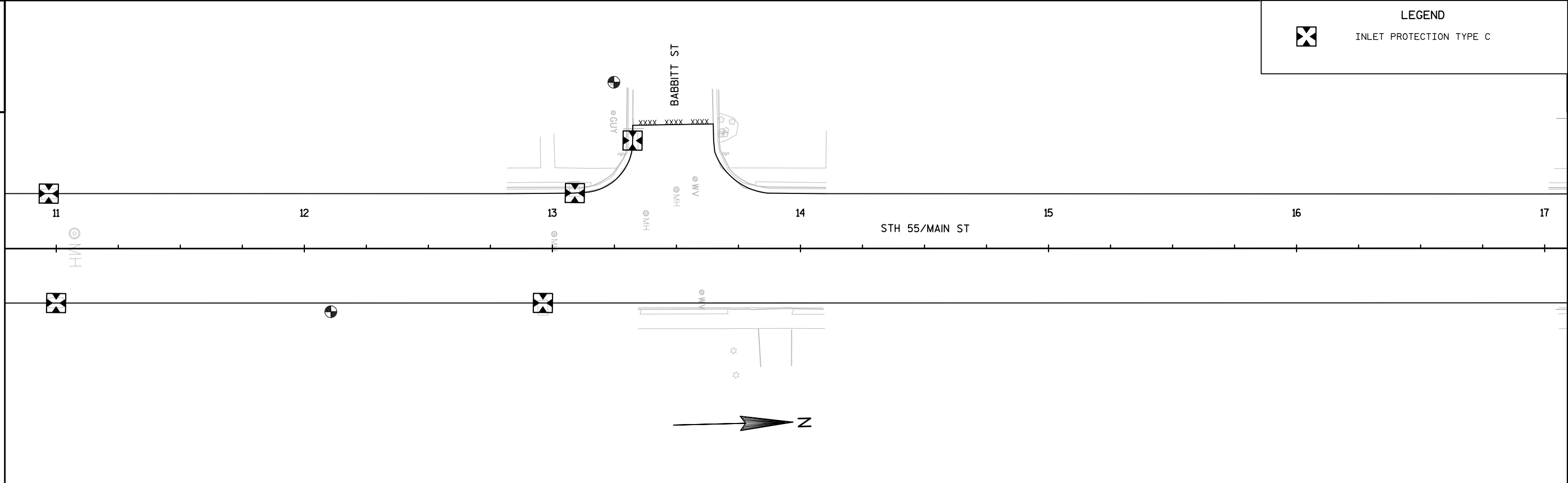


BEGIN PROJECT 6570-08-73  
 STA 0+65



PROJECT NO:6570-08-73	HWY:STH 55	COUNTY:OUTAGAMIE	EROSION CONTROL	SHEET	-----	E
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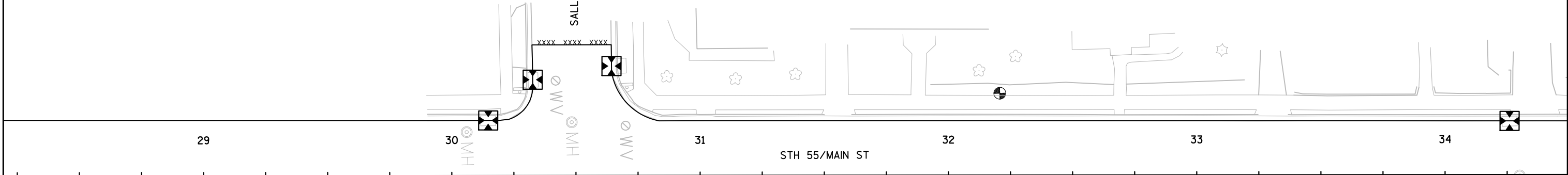
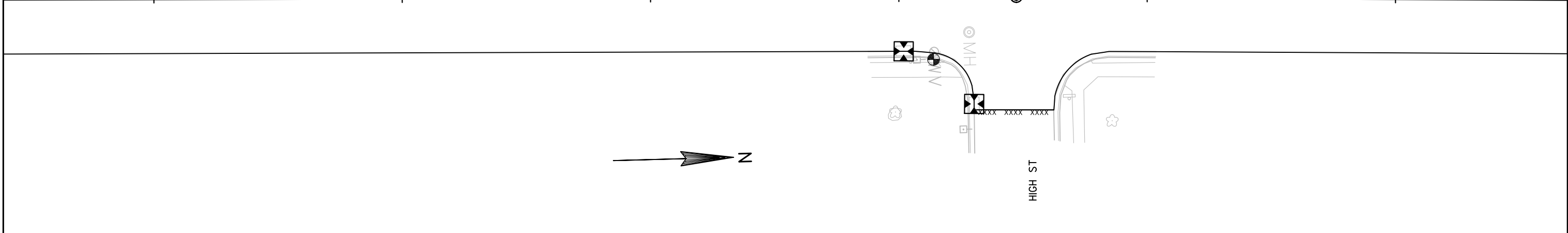
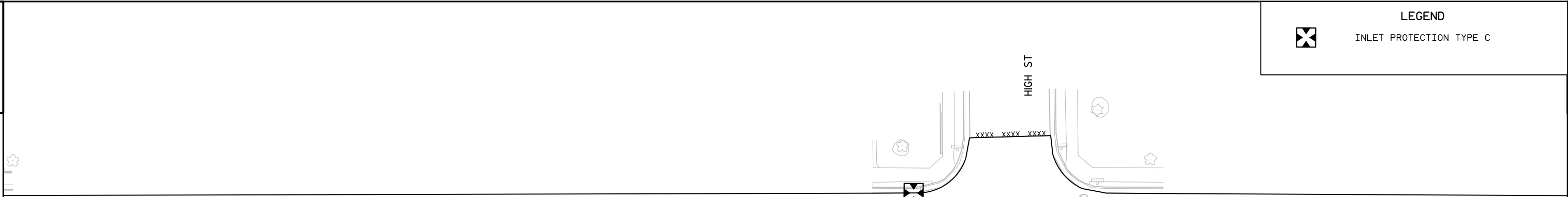
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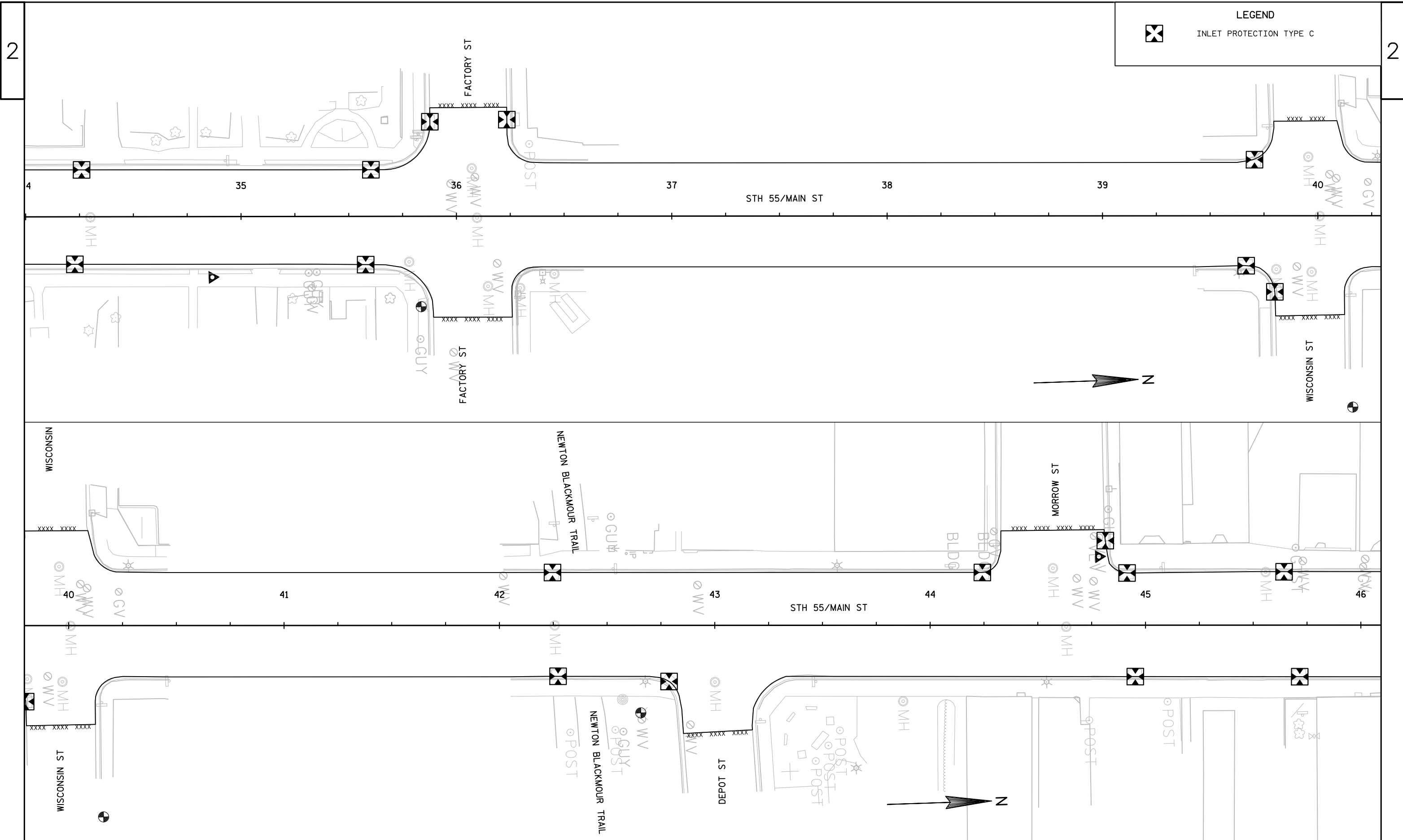


PROJECT NO:6570-08-73	HWY:STH 55	COUNTY:OUTAGAMIE	EROSION CONTROL	SHEET	-----	E
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LEGEND

☒ INLET PROTECTION TYPE C





**LEGEND**



 INLET PROTECTION TYPE C

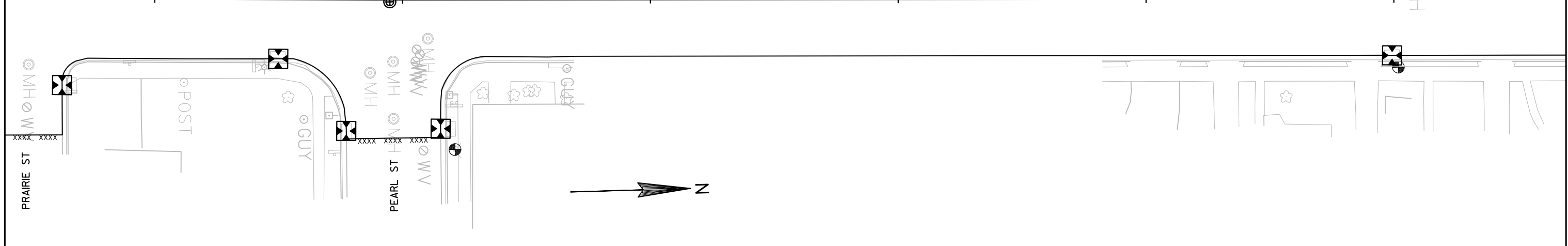
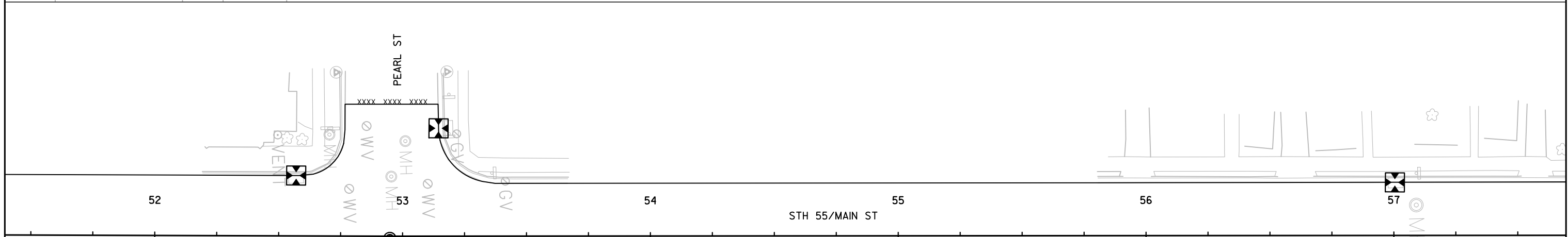
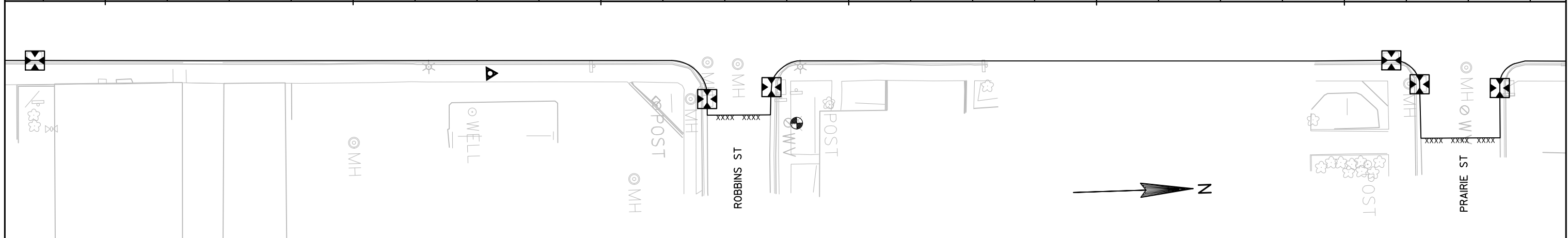
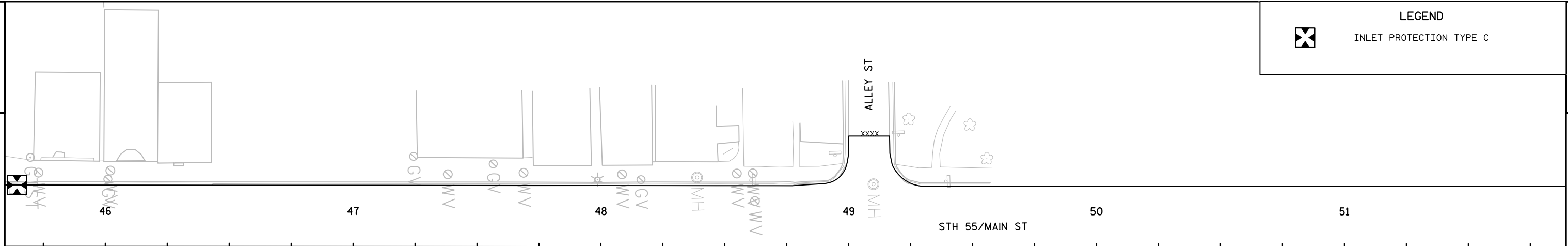
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PROJECT NO: 6570-08-73	HWY: STH 55	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET _____ E
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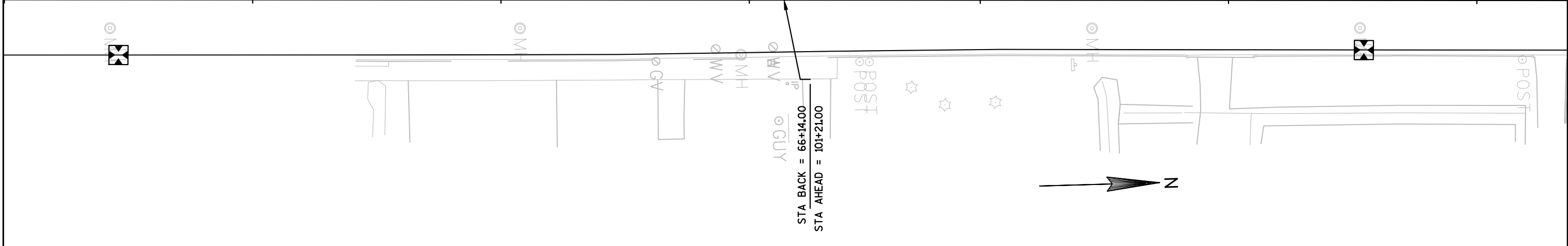
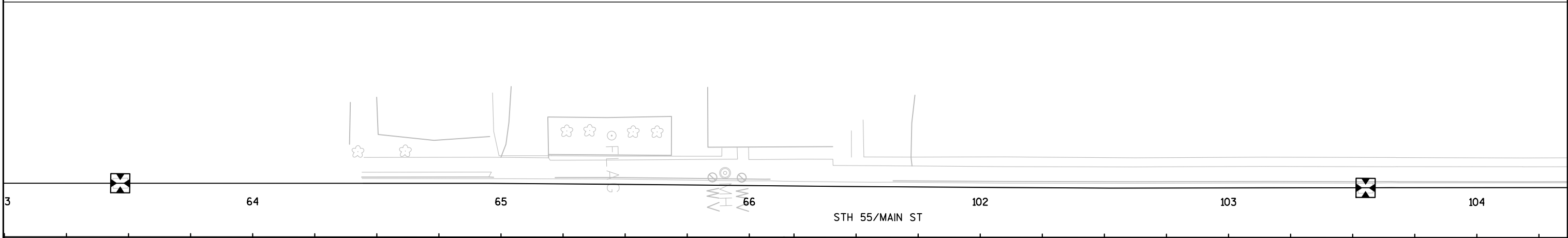
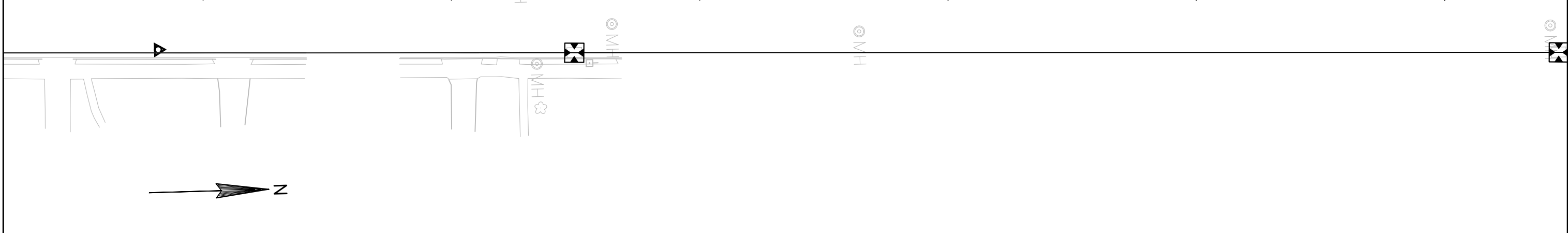
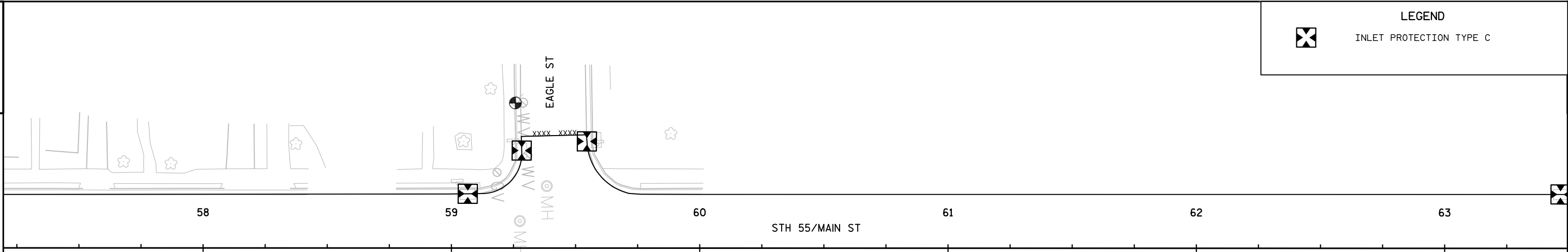



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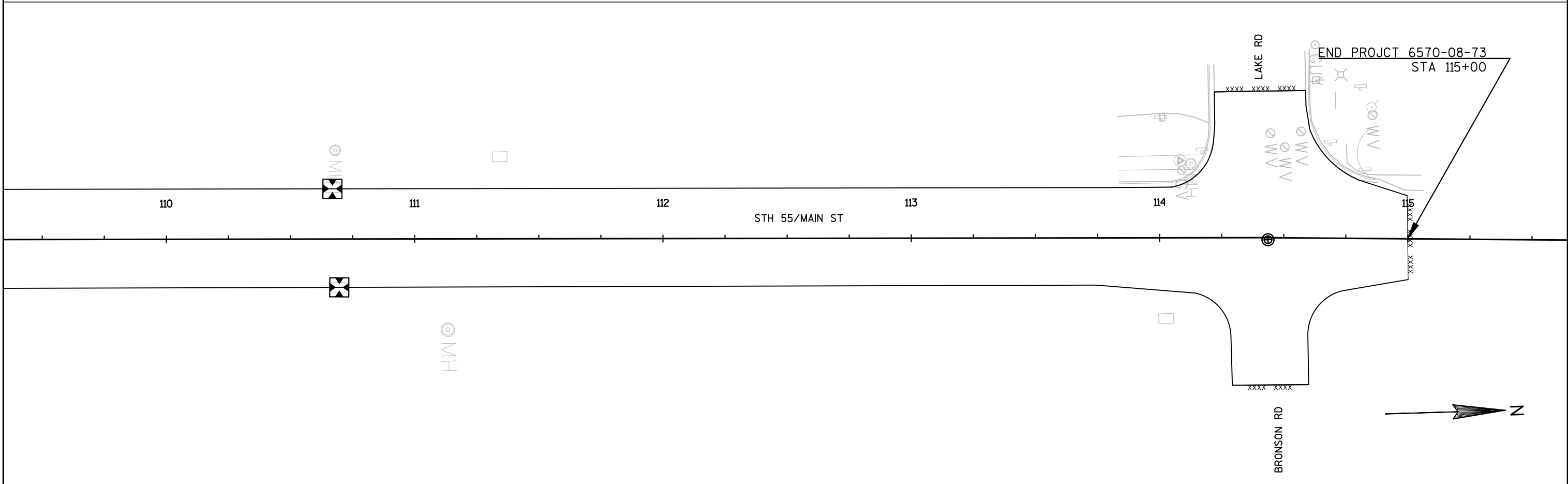
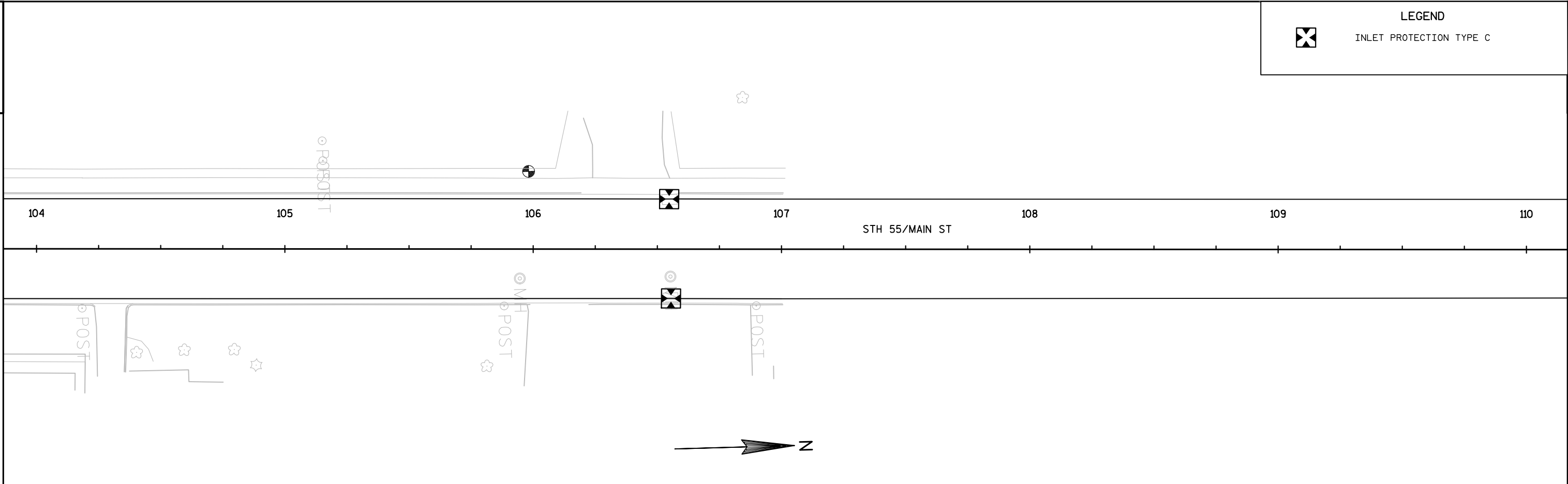


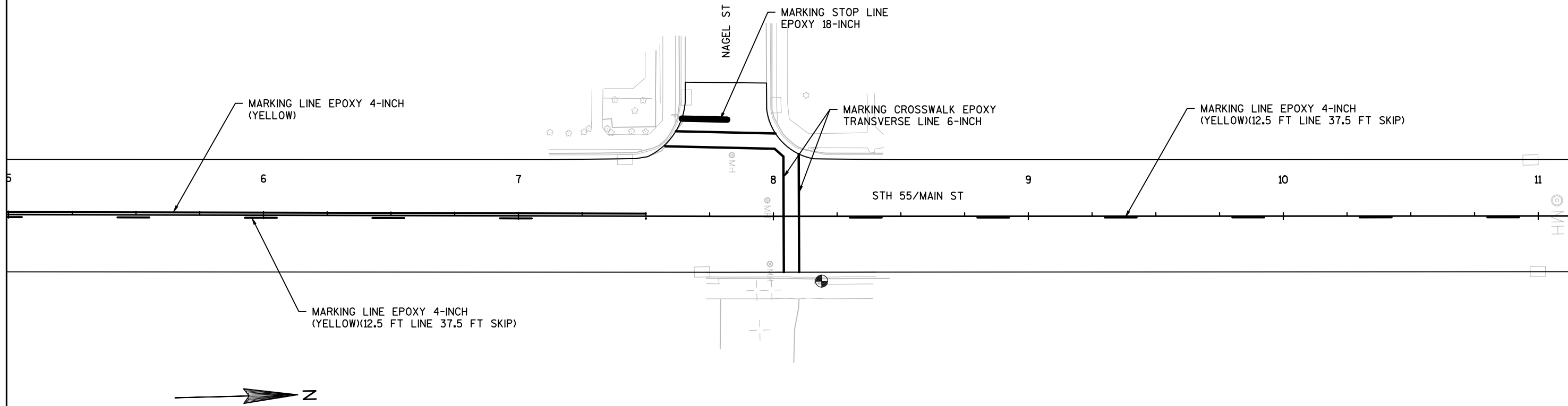
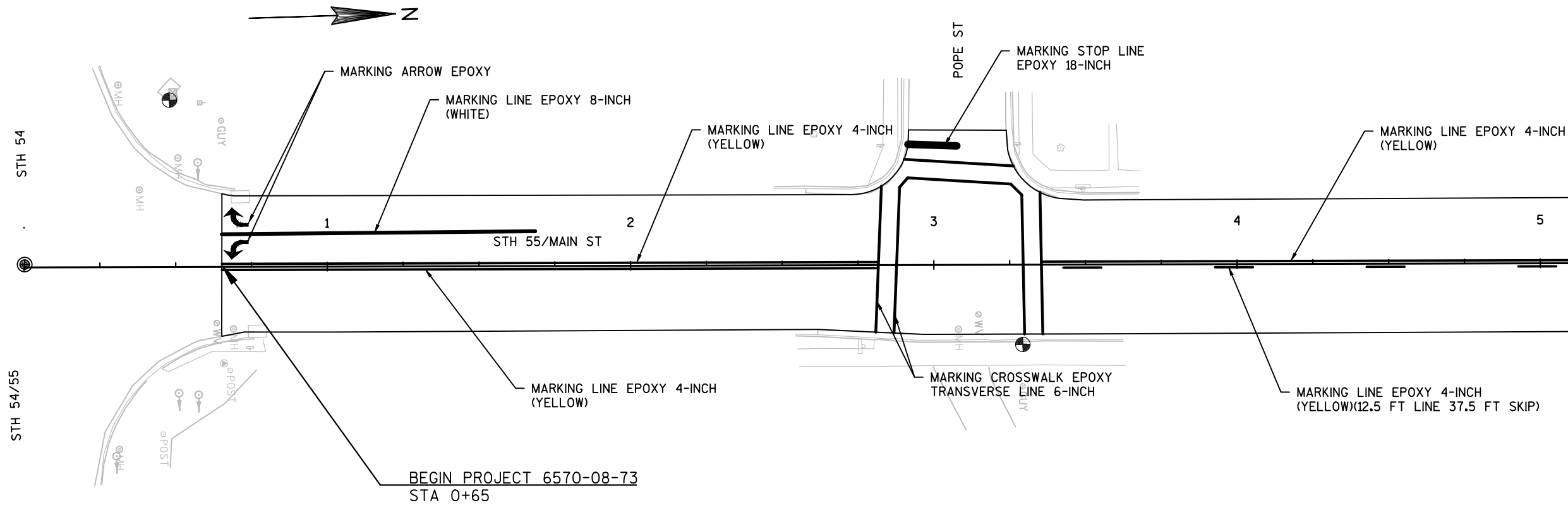
PROJECT NO: 6570-08-73	HWY: STH 55	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET	-----	E
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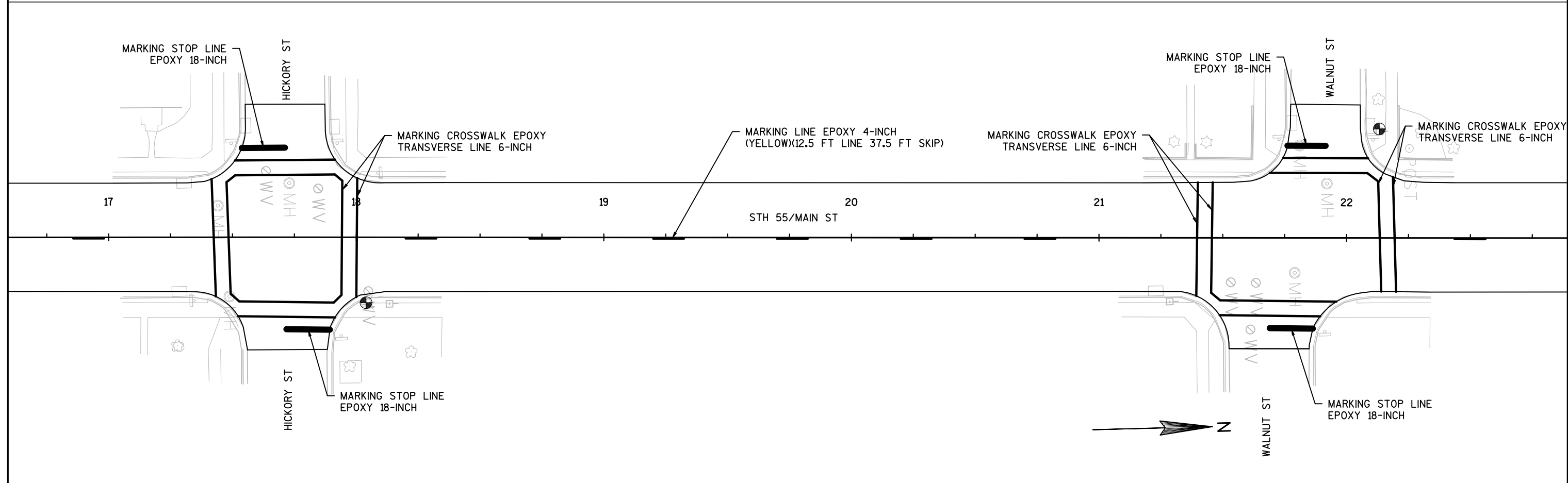
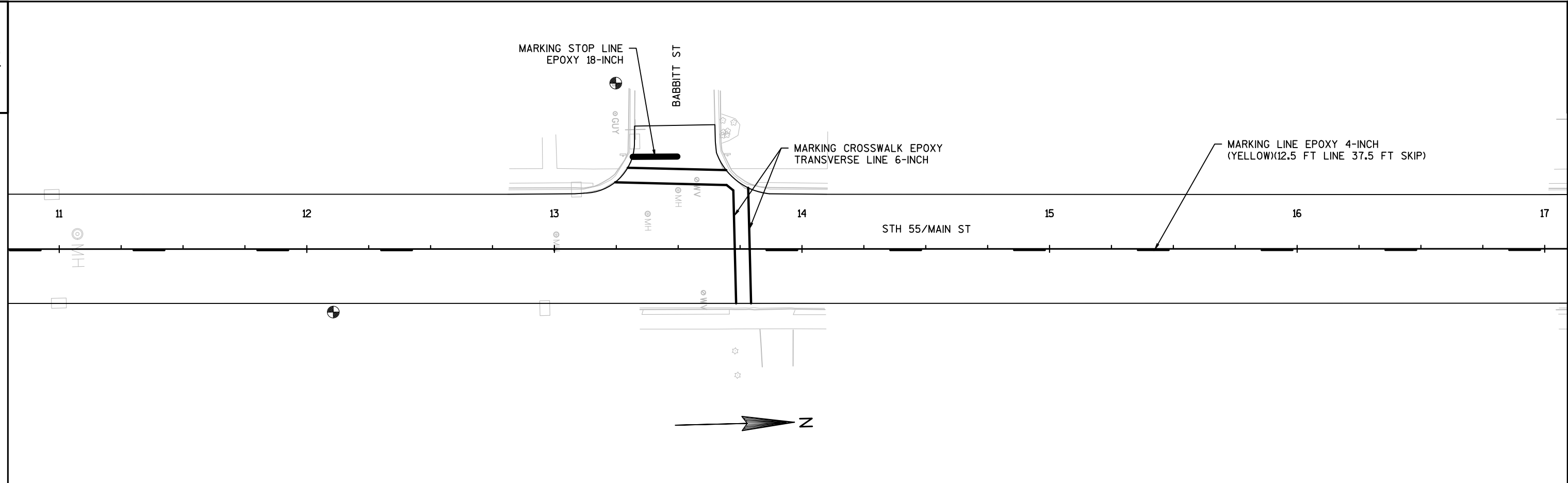
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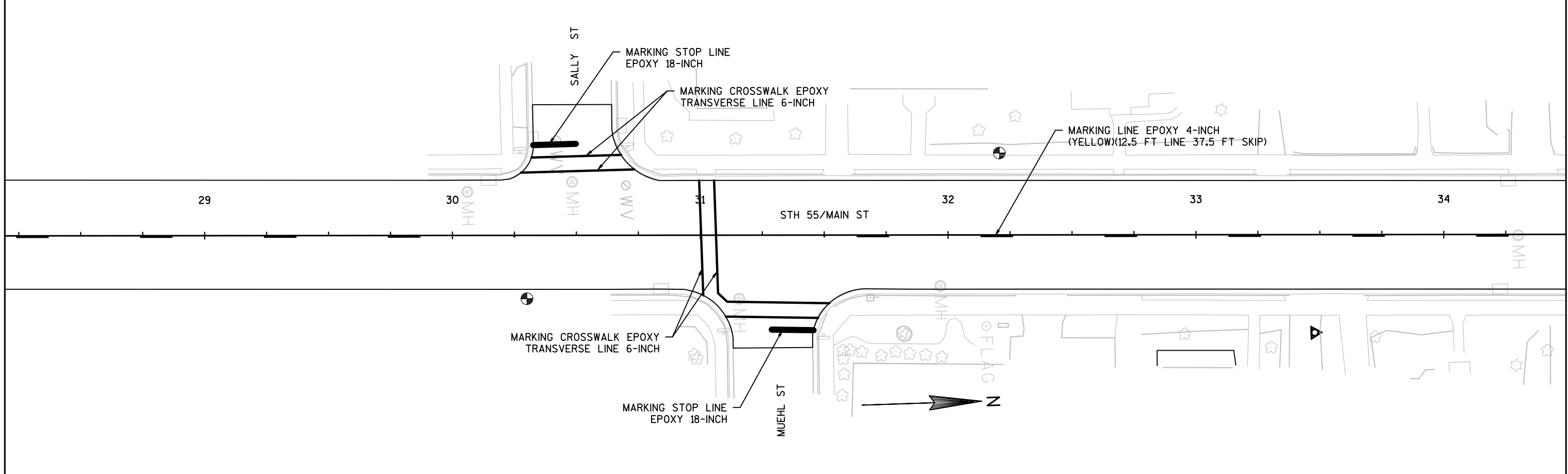
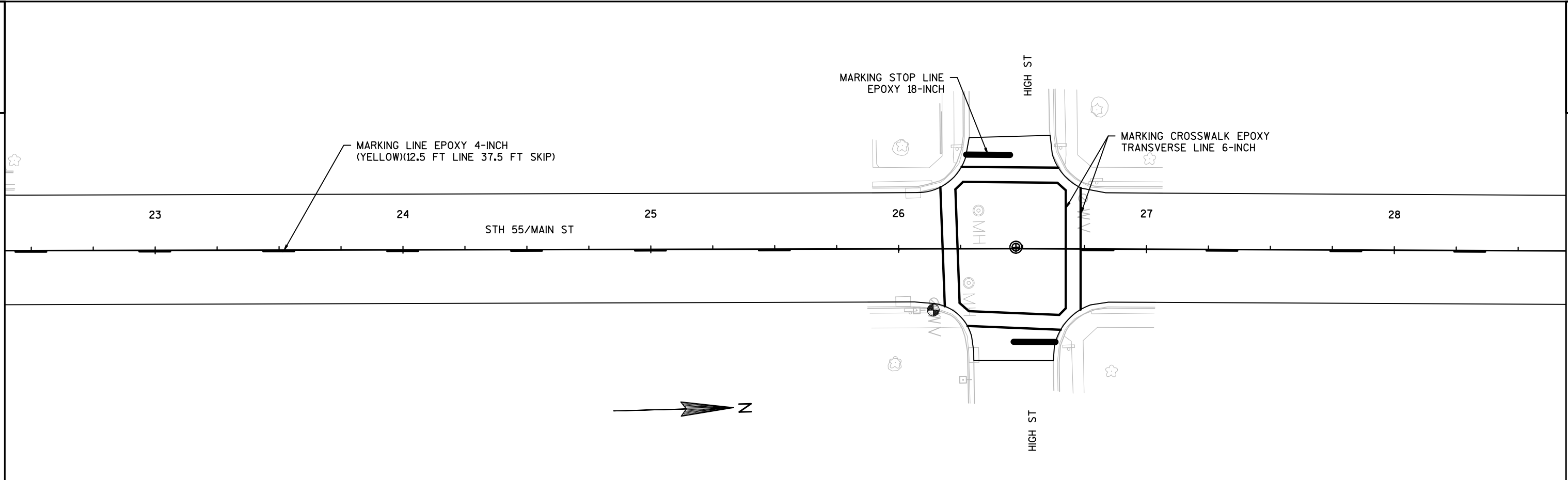


LEGEND  
 INLET PROTECTION TYPE C



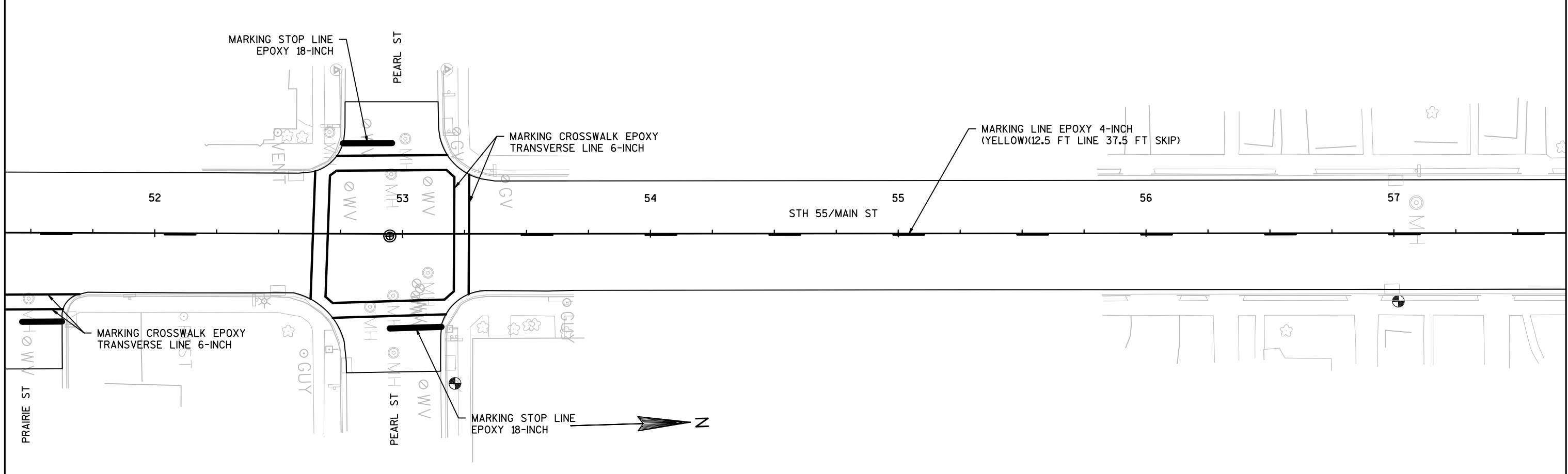
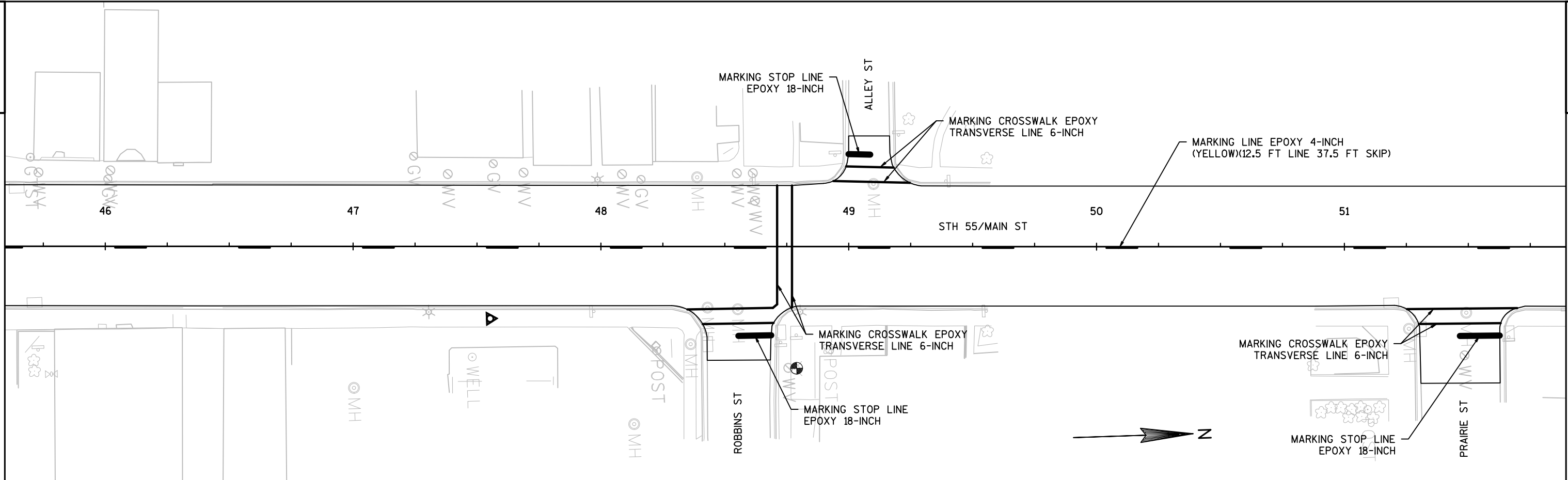






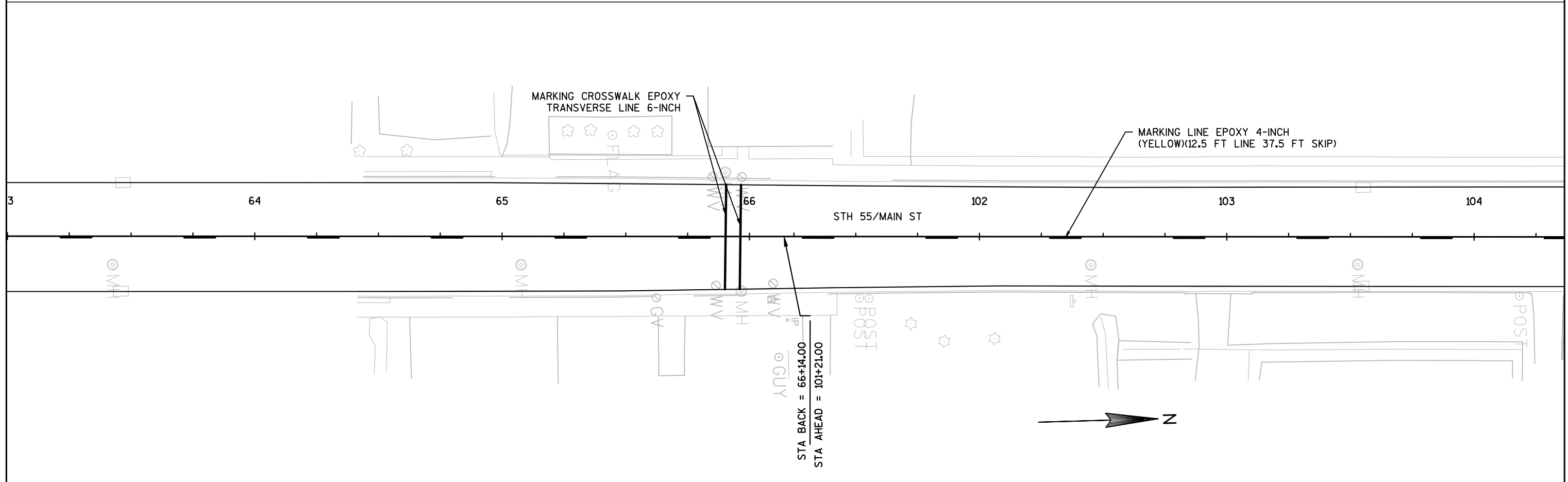
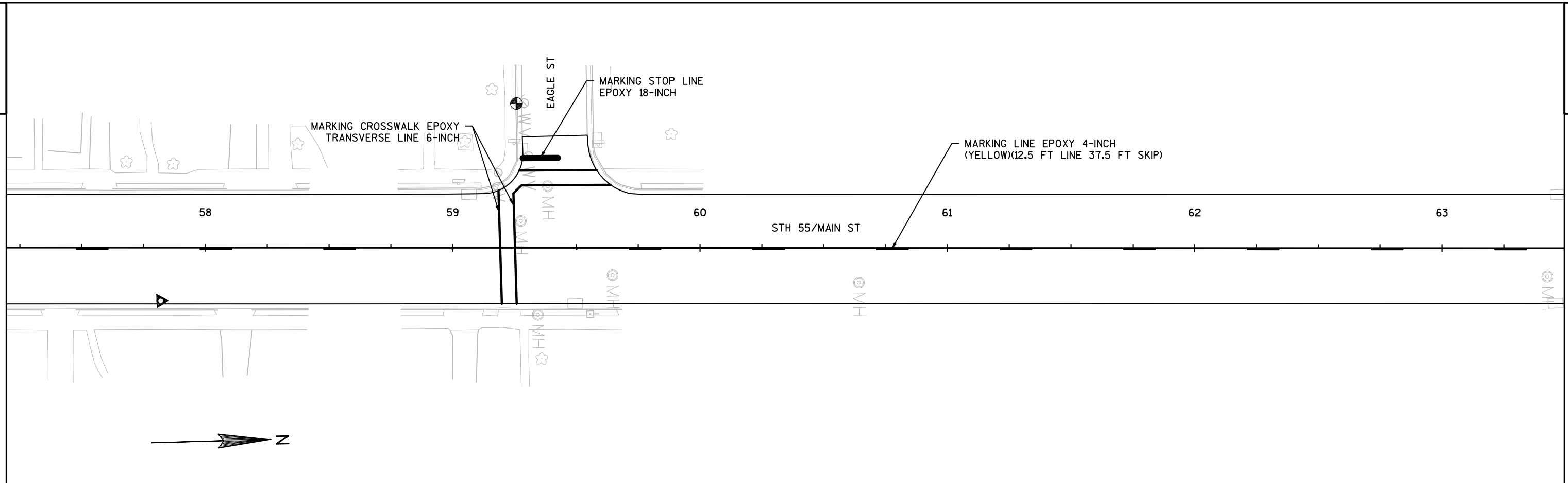
PROJECT NO:6570-08-73	HWY:STH 55	COUNTY:OUTAGAMIE	PAVEMENT MARKING	SHEET _____ E
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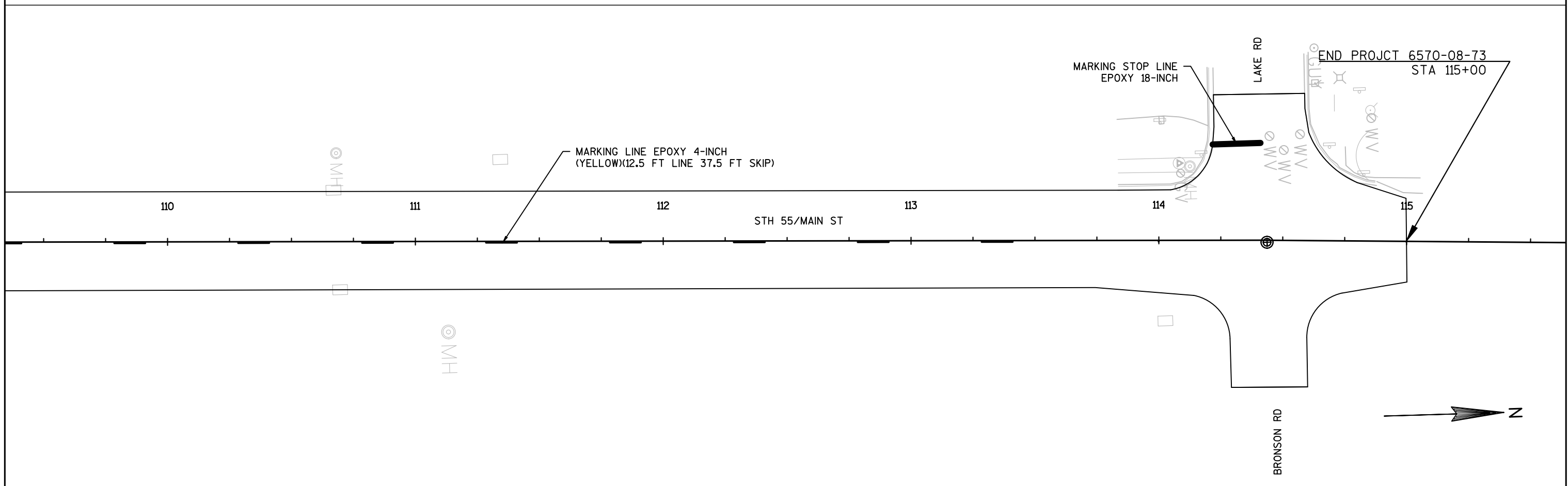
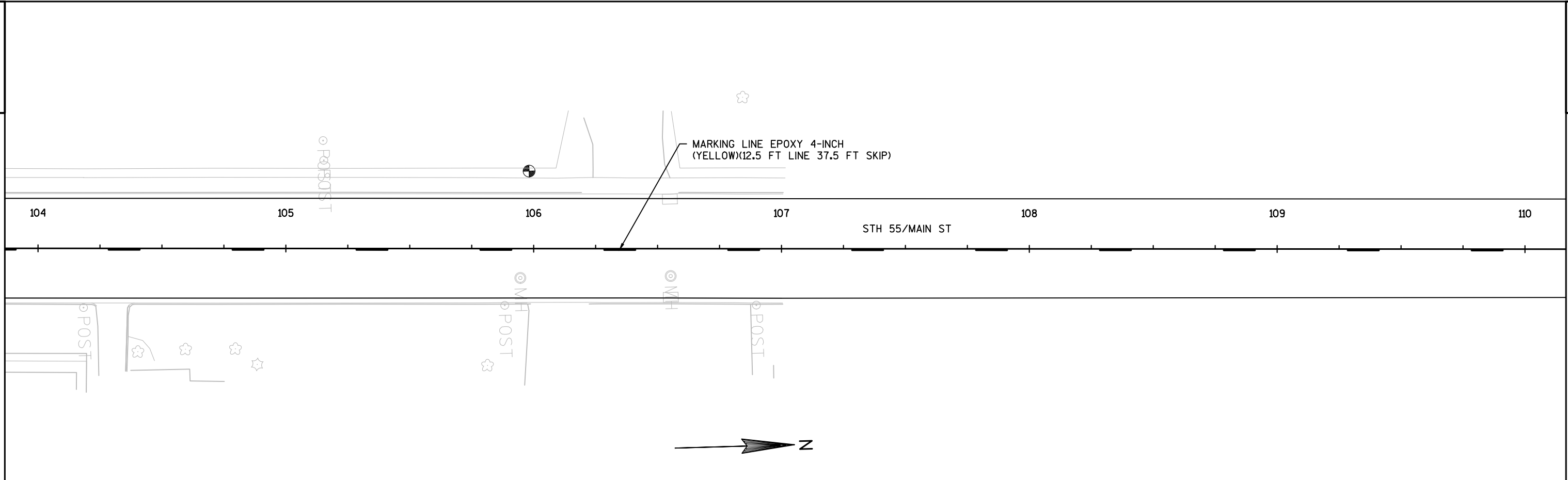


PROJECT NO:6570-08-73	HWY:STH 55	COUNTY:OUTAGAMIE	PAVEMENT MARKING	SHEET	-----	E
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PROJECT NO:6570-08-73	HWY:STH 55	COUNTY:OUTAGAMIE	PAVEMENT MARKING	SHEET	-----	E
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PROJECT NO:6570-08-73	HWY:STH 55	COUNTY:OUTAGAMIE	PAVEMENT MARKING	SHEET	-----	E
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## Estimate Of Quantities

6570-08-73

Line	Item	Item Description	Unit	Total	Qty
0002	204.0100	Removing Concrete Pavement	SY	150.000	150.000
0004	204.0115	Removing Asphaltic Surface Butt Joints	SY	200.000	200.000
0006	204.0120	Removing Asphaltic Surface Milling	SY	41,940.000	41,940.000
0008	204.0150	Removing Curb & Gutter	LF	2,117.000	2,117.000
0010	204.0155	Removing Concrete Sidewalk	SY	796.000	796.000
0012	204.0210	Removing Manholes	EACH	1.000	1.000
0014	204.0245	Removing Storm Sewer (size) 01. 12-15-Inch	LF	119.000	119.000
0016	205.0100	Excavation Common	CY	350.000	350.000
0018	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 6570-08-73	LS	1.000	1.000
0020	213.0100	Finishing Roadway (project) 01. 6570-08-73	EACH	1.000	1.000
0022	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	1,035.000	1,035.000
0024	311.0110	Breaker Run	TON	630.000	630.000
0026	416.0160	Concrete Driveway 6-Inch	SY	100.000	100.000
0028	416.0610	Drilled Tie Bars	EACH	288.000	288.000
0030	455.0605	Tack Coat	GAL	2,934.000	2,934.000
0032	460.2000	Incentive Density HMA Pavement	DOL	3,230.000	3,230.000
0034	460.5224	HMA Pavement 4 LT 58-28 S	TON	5,032.000	5,032.000
0036	465.0105	Asphaltic Surface	TON	221.000	221.000
0038	520.8000	Concrete Collars for Pipe	EACH	12.000	12.000
0040	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	135.000	135.000
0042	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	1,985.000	1,985.000
0044	601.0600	Concrete Curb Pedestrian	LF	180.000	180.000
0046	602.0410	Concrete Sidewalk 5-Inch	SF	6,593.000	6,593.000
0048	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	270.000	270.000
0050	602.0615	Curb Ramp Detectable Warning Field Radial Natural Patina	SF	53.000	53.000
0052	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	103.000	103.000
0054	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	16.000	16.000
0056	611.0420	Reconstructing Manholes	EACH	1.000	1.000
0058	611.0430	Reconstructing Inlets	EACH	4.000	4.000
0060	611.0535	Manhole Covers Type J-Special	EACH	2.000	2.000
0062	611.0600	Inlet Covers Type A	EACH	6.000	6.000
0064	611.0624	Inlet Covers Type H	EACH	5.000	5.000
0066	611.2004	Manholes 4-FT Diameter	EACH	1.000	1.000
0068	611.8110	Adjusting Manhole Covers	EACH	10.000	10.000
0070	611.8115	Adjusting Inlet Covers	EACH	16.000	16.000
0072	618.0100	Maintenance And Repair of Haul Roads (project) 01. 6570-08-73	EACH	1.000	1.000

## Estimate Of Quantities

6570-08-73

Line	Item	Item Description	Unit	Total	Qty
0074	619.1000	Mobilization	EACH	1.000	1.000
0076	624.0100	Water	MGAL	25.000	25.000
0078	625.0100	Topsoil	SY	408.000	408.000
0080	628.2006	Erosion Mat Urban Class I Type A	SY	408.000	408.000
0082	628.7015	Inlet Protection Type C	EACH	67.000	67.000
0084	629.0210	Fertilizer Type B	CWT	1.000	1.000
0086	630.0140	Seeding Mixture No. 40	LB	7.000	7.000
0088	630.0500	Seed Water	MGAL	4.000	4.000
0090	643.0300	Traffic Control Drums	DAY	2,400.000	2,400.000
0092	643.0410	Traffic Control Barricades Type II	DAY	1,200.000	1,200.000
0094	643.0420	Traffic Control Barricades Type III	DAY	360.000	360.000
0096	643.0715	Traffic Control Warning Lights Type C	DAY	2,400.000	2,400.000
0098	643.0900	Traffic Control Signs	DAY	3,600.000	3,600.000
0100	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0102	643.5000	Traffic Control	EACH	1.000	1.000
0104	644.1410	Temporary Pedestrian Surface Asphalt	SF	600.000	600.000
0106	644.1601	Temporary Pedestrian Curb Ramp	DAY	180.000	180.000
0108	646.1020	Marking Line Epoxy 4-Inch	LF	2,598.000	2,598.000
0110	646.3020	Marking Line Epoxy 8-Inch	LF	105.000	105.000
0112	646.5020	Marking Arrow Epoxy	EACH	2.000	2.000
0114	646.6120	Marking Stop Line Epoxy 18-Inch	LF	415.000	415.000
0116	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	3,980.000	3,980.000
0118	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	2,120.000	2,120.000
0120	650.9000	Construction Staking Curb Ramps	EACH	30.000	30.000
0122	690.0150	Sawing Asphalt	LF	3,533.000	3,533.000
0124	690.0250	Sawing Concrete	LF	906.000	906.000
0126	SPV.0075	Special 01. Street Sweeping	HRS	20.000	20.000

**REMOVING PAVEMENT**

CATEGORY	STATION	TO	STATION	OFFSET	204.0100 REMOVING PAVEMENT SY	REMARKS
1000	0+65	-	115+00	LT/RT	100	DRIVEWAY REPLACEMENT
1000	0+65	-	115+00	LT/RT	50	UNDISTRIBUTED
PROJECT 6570-08-73 TOTAL					150	

**REMOVING ASPHALTIC SURFACE MILLING**

CATEGORY	STATION	TO	STATION	OFFSET	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	REMARKS
1000	0+65	-	115+00	LT/RT	41940	
PROJECT 6570-08-73 TOTAL					41,940	

**REMOVING ASPHALTIC SURFACE BUTT JOINTS**

CATEGORY	APROXIMATE STATION	INTERSECTION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS* SY	REMARKS
1000	0+65	STH 54	11	
	3+05	POPE ST.	7	
	7+80	NAGEL ST.	7	
	13+50	BABBITT ST.	7	
	17+75	HICKORY ST.	15	
	21+75	WALNUT ST.	14	
	26+50	HIGH ST.	15	
	30+50	SALLY ST.	7	
	31+30	MUEHL ST.	7	
	36+05	FACTORY ST.	16	
	39+95	WISCONSIN ST.	14	
	43+00	DEPOT ST.	8	
	44+50	MORROW ST.	11	
	48+55	ROBBINS ST.	6	
	49+10	ALLEY ST.	4	
	51+50	PRAIRIE ST.	6	
	53+00	PEARL ST.	17	
	59+45	EAGLE ST.	6	
	114+45	LAKE RD.	22	
	PROJECT 6570-08-73 TOTAL			200

\* AREA 2' WIDE FROM JOINT EDGE

**REMOVING CONCRETE SIDEWALK**

CATEGORY	APPROXIMATE STATION	OFFSET	LOCATION	204.0155 REMOVING CONCRETE SIDEWALK SY	REMARKS
1000	2+85	RT	POPE ST.	18	
	2+85	LT	POPE ST.	11	
	3+30	RT	POPE ST.	14	
	3+30	LT	POPE ST.	20	
	3+80	RT	STH 55	3	
	7+60	LT	NAGEL ST.	21	
	8+05	LT	NAGEL ST.	21	
	13+25	LT	BABBITT ST.	14	
	13+75	LT	BABBITT ST.	14	
	17+45	RT	HICKORY ST.	15	
	17+45	LT	HICKORY ST.	24	
	17+95	RT	HICKORY ST.	15	
	17+95	LT	HICKORY ST.	26	
	21+45	RT	WALNUT ST.	26	
	21+70	LT	WALNUT ST.	29	
	22+15	RT	WALNUT ST.	27	
	22+15	LT	WALNUT ST.	22	
	26+20	RT	HIGH ST.	15	
	26+20	LT	HIGH ST.	23	
	26+70	RT	HIGH ST.	23	
	26+70	LT	HIGH ST.	24	
	30+75	LT	SALLY ST.	23	
	35+80	RT	FACTORY ST.	25	
	35+80	LT	FACTORY ST.	22	
	36+25	LT	FACTORY ST.	3	
	37+00	LT	STH 55	1	
	48+60	LT	ROBBINS ST.	10	
	48+75	RT	ROBBINS ST.	2	
	53+25	RT	PEARL ST.	29	
	53+25	LT	PEARL ST.	21	
59+20	LT	EAGLE ST.	21		
59+65	LT	EAGLE ST.	15		
65+90	LT	STH 55	11		
103+25	LT	STH 55	91		
114+15	LT	LAKE RD.	18		
PROJECT	LT/RT	STH 55	100	UNDISTRIBUTED	
PROJECT 6570-08-73 TOTAL				796	

**REMOVING CURB & GUTTER**

CATEGORY	APPROXIMATE STATION	OFFSET	LOCATION	204.0150	REMARKS
				REMOVING CURB & GUTTER	
				LF	
1000	2+85	RT	STH 55	20	
	2+90	LT	POPE ST.	20	
	3+25	LT	POPE ST.	26	
	3+30	RT	STH 55	16	
	3+80	RT	STH 55	15	
	7+60	LT	NAGEL ST.	18	
	7+75	RT	STH 55	12	
	8+00	LT	NAGEL ST.	32	
	13+25	LT	BABBITT ST.	46	
	13+75	LT	BABBITT ST.	16	
	17+45	RT	HICKORY ST.	34	
	17+50	LT	HICKORY ST.	48	
	17+90	RT	HICKORY ST.	16	
	17+95	LT	HICKORY ST.	19	
	19+50	RT	STH 55	20	
	20+25	LT	STH 55	17	
	21+50	RT	WALNUT ST.	30	
	21+65	LT	WALNUT ST.	61	
	22+00	RT	WALNUT ST.	50	
	22+15	LT	WALNUT ST.	27	
	26+20	LT	HIGH ST.	37	
	26+25	RT	HIGH ST.	28	
	26+65	RT	HIGH ST.	28	
	26+70	LT	HIGH ST.	26	
	30+70	LT	SALLY ST.	37	
	33+05	LT	STH 55	20	
	34+25	LT	STH 55	12	
	35+80	LT	FACTORY ST.	29	
	35+85	RT	FACTORY ST.	22	
	36+25	LT	FACTORY ST.	12	
	37+02	LT	STH 55	6	
	48+45	RT	ROBBINS ST.	12	
	48+65	LT	STH 55	45	
	48+70	RT	ROBBINS ST.	12	
	51+25	RT	PRAIRIE ST.	16	
	51+65	RT	PRAIRIE ST.	14	
	53+20	RT	PEARL ST.	33	
	53+25	LT	PEARL ST.	74	
	53+90	LT	STH 55	13	
	54+35	LT	STH 55	42	
	54+77	LT	STH 55	5	
	55+00	RT	STH 55	87	
	55+75	RT	STH 55	50	
	56+85	RT	STH 55	10	
	59+25	LT	EAGLE ST.	17	
	59+60	LT	EAGLE ST.	17	
	59+60	RT	STH 55	23	
	60+45	RT	STH 55	30	
	60+87	RT	STH 55	7	
	61+70	LT	STH 55	14	
	63+40	LT	STH 55	27	
	65+87	LT	STH 55	12	
	101+35	RT	STH 55	50	
	103+25	LT	STH 55	137	
	106+55	RT	STH 55	12	
	107+35	RT	STH 55	25	
	109+00	RT	STH 55	60	
	110+00	RT	STH 55	11	
	110+55	LT	STH 55	12	
	110+70	RT	STH 55	12	
	113+35	RT	STH 55	21	
	114+20	LT	LAKE RD.	17	
PROJECT	LT/RT		VARIES	400	UNDISTRIBUTED

PROJECT 6570-08-73 TOTAL 2117

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**EXCAVATION**

CATEGORY	STATION	TO	STATION	OFFSET	LOCATION	205.0100 EXCAVATION COMMON CY	REMARKS
1000	0+65	-	115+00	LT/RT	UNDISTRUBUTED	350	EBS

PROJECT 6570-08-73 TOTAL 350

**PREPARATION FOUNDATION FOR ASPHALTIC PAVEMENT**

CATEGORY	STATION	TO	STATION	LOCATION	211.0100 PREPARE FOUNDATION FOR ASPHALTIC PAVING (PROJECT) LS	REMARKS
1000	6570-08-73			PROJECT	1	

PROJECT 6570-08-73 TOTAL 1

**FINISHING ROADWAY (PROJECT) 6570-08-73**

CATEGORY	STATION	TO	STATION	LOCATION	213.0100 FINISHING ROADWAY (PROJECT) EACH	REMARKS
1000	6570-08-73			PROJECT	1	

PROJECT 6570-08-73 TOTAL 1

**BASE AGGREGATE DENSE & BREAKER RUN**

CATEGORY	STATION	TO	STATION	OFFSET	LOCATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	311.0110 BREAKER RUN TON	REMARKS
1000	0+65	-	115+00	LT/RT	PROJECT	185	-	SIDEWALK
	0+65	-	115+00	LT/RT	PROJECT	115	-	CURB & GUTTER AND PAVEMENT REPLACEMENT
	0+65	-	115+00	LT/RT	PROJECT	735	630	EBS

PROJECT 6570-08-73 TOTAL 1,035 630

**DRIVEWAY SUMMARY**

CATEGORY	STATION	TO	STATION	OFFSET	416.0160 CONCRETE DRIVEWAY 6-INCH SY	REMARKS
1000	0+65	-	115+00	LT/RT	100	UNDISTRIBUTED

PROJECT 6570-08-73 TOTAL 100

**DRILLED TIE BARS**

CATEGORY	APPROXIMATE STATION	OFFSET	LOCATION	416.0610 DRILLED TIE BARS EACH	REMARKS
1000	2+85	RT	STH 55	4	CURB & GUTTER
	2+90	LT	POPE ST.	4	CURB & GUTTER
	3+25	LT	POPE ST.	4	CURB & GUTTER
	3+30	RT	STH 55	4	CURB & GUTTER
	3+80	RT	STH 55	4	CURB & GUTTER
	7+60	LT	NAGEL ST.	4	CURB & GUTTER
	7+75	RT	STH 55	4	CURB & GUTTER
	8+00	LT	NAGEL ST.	4	CURB & GUTTER
	13+25	LT	BABBITT ST.	4	CURB & GUTTER
	13+75	LT	BABBITT ST.	4	CURB & GUTTER
	17+45	RT	HICKORY ST.	4	CURB & GUTTER
	17+50	LT	HICKORY ST.	4	CURB & GUTTER
	17+90	RT	HICKORY ST.	4	CURB & GUTTER
	17+95	LT	HICKORY ST.	4	CURB & GUTTER
	19+50	RT	STH 55	4	CURB & GUTTER
	20+25	LT	STH 55	4	CURB & GUTTER
	21+50	RT	WALNUT ST.	4	CURB & GUTTER
	21+65	LT	WALNUT ST.	4	CURB & GUTTER
	22+00	RT	WALNUT ST.	4	CURB & GUTTER
	22+15	LT	WALNUT ST.	4	CURB & GUTTER
	26+20	LT	HIGH ST.	4	CURB & GUTTER
	26+25	RT	HIGH ST.	4	CURB & GUTTER
	26+65	RT	HIGH ST.	4	CURB & GUTTER
	26+70	LT	HIGH ST.	4	CURB & GUTTER
	30+70	LT	SALLY ST.	4	CURB & GUTTER
	33+05	LT	STH 55	4	CURB & GUTTER
	34+25	LT	STH 55	4	CURB & GUTTER
	35+80	LT	FACTORY ST.	4	CURB & GUTTER
	35+85	RT	FACTORY ST.	4	CURB & GUTTER
	36+25	LT	FACTORY ST.	4	CURB & GUTTER
	37+02	LT	STH 55	4	CURB & GUTTER
	48+45	RT	ROBBINS ST.	4	CURB & GUTTER
	48+65	LT	STH 55	4	CURB & GUTTER
	48+70	RT	ROBBINS ST.	4	CURB & GUTTER
	51+25	RT	PRAIRIE ST.	4	CURB & GUTTER
	51+65	RT	PRAIRIE ST.	4	CURB & GUTTER
	53+20	RT	PEARL ST.	4	CURB & GUTTER
	53+25	LT	PEARL ST.	4	CURB & GUTTER
	53+90	LT	STH 55	4	CURB & GUTTER
	54+35	LT	STH 55	4	CURB & GUTTER
54+77	LT	STH 55	4	CURB & GUTTER	
55+00	RT	STH 55	4	CURB & GUTTER	
55+75	RT	STH 55	4	CURB & GUTTER	
56+85	RT	STH 55	4	CURB & GUTTER	
59+25	LT	EAGLE ST.	4	CURB & GUTTER	
59+60	LT	EAGLE ST.	4	CURB & GUTTER	
59+60	RT	STH 55	4	CURB & GUTTER	
60+45	RT	STH 55	4	CURB & GUTTER	
60+87	RT	STH 55	4	CURB & GUTTER	
61+70	LT	STH 55	4	CURB & GUTTER	
63+40	LT	STH 55	4	CURB & GUTTER	
65+87	LT	STH 55	4	CURB & GUTTER	
101+35	RT	STH 55	4	CURB & GUTTER	
103+25	LT	STH 55	4	CURB & GUTTER	
106+55	RT	STH 55	4	CURB & GUTTER	
107+35	RT	STH 55	4	CURB & GUTTER	
109+00	RT	STH 55	4	CURB & GUTTER	
110+00	RT	STH 55	4	CURB & GUTTER	
110+55	LT	STH 55	4	CURB & GUTTER	
110+70	RT	STH 55	4	CURB & GUTTER	
113+35	RT	STH 55	4	CURB & GUTTER	
114+20	LT	LAKE RD.	4	CURB & GUTTER	
PROJECT	LT/RT	VARIES		40	UNDISTRIBUTED

PROJECT 6570-08-73 TOTAL 288

**TACK COAT**

CATEGORY	STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	REMARKS
1000	0+65	-	115+00	STH 55	2934	
PROJECT 6570-08-73 TOTAL					2,934	

**HMA PAVEMENT**

CATEGORY	STATION	TO	STATION	LOCATION	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	465.0105 ASPHALTIC SURFACE TON	REMARKS
1000	0+65	-	115+00	STH 55	5032	-	
	0+65	-	115+00	STH 55	-	221	FULL DEPTH ROADWAY REPAIRS
PROJECT 6570-08-73 TOTAL					5,032	221	

**CONCRETE CURB & GUTTER**

CATEGORY	APPROXIMATE STATION	OFFSET	LOCATION	601.0407 CONCRETE CURB & GUTTER 18-INCH TYPE D LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	REMARKS
1000	2+85	RT	STH 55	-	20	20	
	2+90	LT	POPE ST.	-	20	20	
	3+25	LT	POPE ST.	-	26	26	
	3+30	RT	STH 55	-	16	16	
	3+80	RT	STH 55	-	15	15	
	7+60	LT	NAGEL ST.	-	18	18	
	7+75	RT	STH 55	-	12	12	
	8+00	LT	NAGEL ST.	-	32	32	
	13+25	LT	BABBITT ST.	-	46	46	
	13+75	LT	BABBITT ST.	-	16	16	
	17+45	RT	HICKORY ST.	-	34	34	
	17+50	LT	HICKORY ST.	-	48	48	
	17+90	RT	HICKORY ST.	-	16	16	
	17+95	LT	HICKORY ST.	-	19	19	
	19+50	RT	STH 55	-	20	20	
	20+25	LT	STH 55	-	17	17	
	21+50	RT	WALNUT ST.	-	30	30	
	21+65	LT	WALNUT ST.	-	61	61	
	22+00	RT	WALNUT ST.	-	50	50	
	22+15	LT	WALNUT ST.	-	27	27	
	26+20	LT	HIGH ST.	-	37	37	
	26+25	RT	HIGH ST.	-	28	28	
	26+65	RT	HIGH ST.	-	28	28	
	26+70	LT	HIGH ST.	-	26	26	
	30+70	LT	SALLY ST.	-	37	37	
	33+05	LT	STH 55	-	20	20	
	34+25	LT	STH 55	-	12	12	
	35+80	LT	FACTORY ST.	-	29	29	
	35+85	RT	FACTORY ST.	-	22	22	
	36+25	LT	FACTORY ST.	-	12	12	
	37+02	LT	STH 55	6	-	6	
	48+45	RT	ROBBINS ST.	-	12	12	
	48+65	LT	STH 55	45	-	45	
	48+70	RT	ROBBINS ST.	12	-	12	
	51+25	RT	PRAIRIE ST.	16	-	16	
	51+65	RT	PRAIRIE ST.	14	-	14	
	53+20	RT	PEARL ST.	-	33	33	
	53+25	LT	PEARL ST.	-	74	74	
	53+90	LT	STH 55	-	13	13	
	54+35	LT	STH 55	-	42	42	
	54+77	LT	STH 55	-	5	5	
	55+00	RT	STH 55	-	87	87	
	55+75	RT	STH 55	-	50	50	
	56+85	RT	STH 55	-	10	10	
	59+25	LT	EAGLE ST.	-	17	17	
	59+60	LT	EAGLE ST.	-	17	17	
	59+60	RT	STH 55	-	23	23	
	60+45	RT	STH 55	-	30	30	
	60+87	RT	STH 55	-	7	7	
	61+70	LT	STH 55	-	14	14	
	63+40	LT	STH 55	-	27	27	
	65+87	LT	STH 55	-	12	12	
	101+35	RT	STH 55	-	50	50	
	103+25	LT	STH 55	-	137	137	
	106+55	RT	STH 55	-	12	12	
	107+35	RT	STH 55	-	25	25	
	109+00	RT	STH 55	-	60	60	
	110+00	RT	STH 55	-	11	11	
	110+55	LT	STH 55	-	12	12	
	110+70	RT	STH 55	-	12	12	
	113+35	RT	STH 55	-	21	21	
	114+20	LT	LAKE RD.	-	17	17	
PROJECT	LT/RT		VARIES	42	361	403	UNDISTRIBUTED
PROJECT 6570-08-73 TOTAL				135	1985	2120	



**CONCRETE SIDEWALK**

CATEGORY	APPROXIMATE STATION	OFFSET	LOCATION	602.0410 CONCRETE SIDEWALK 5-INCH SF	REMARKS
1000	2+85	RT	POPE ST.	160	
	2+85	LT	POPE ST.	97	
	3+30	RT	POPE ST.	126	
	3+30	LT	POPE ST.	180	
	3+80	RT	STH 55	30	
	7+60	LT	NAGEL ST.	192	
	8+05	LT	NAGEL ST.	187	
	13+25	LT	BABBITT ST.	129	
	13+75	LT	BABBITT ST.	126	
	17+45	RT	HICKORY ST.	158	
	17+45	LT	HICKORY ST.	217	
	17+95	RT	HICKORY ST.	134	
	17+95	LT	HICKORY ST.	232	
	21+45	RT	WALNUT ST.	230	
	21+70	LT	WALNUT ST.	264	
	22+15	RT	WALNUT ST.	242	
	22+15	LT	WALNUT ST.	175	
	26+20	RT	HIGH ST.	138	
	26+20	LT	HIGH ST.	195	
	26+70	RT	HIGH ST.	198	
	26+70	LT	HIGH ST.	213	
	30+75	LT	SALLY ST.	206	
	35+80	RT	FACTORY ST.	227	
	35+80	LT	FACTORY ST.	198	
	36+25	LT	FACTORY ST.	23	
	37+00	LT	STH 55	12	
	48+60	LT	ROBBINS ST.	90	
	48+75	RT	ROBBINS ST.	16	
	53+25	RT	PEARL ST.	260	
	53+25	LT	PEARL ST.	188	
	59+20	LT	EAGLE ST.	185	
	59+65	LT	EAGLE ST.	134	
	65+90	LT	STH 55	96	
	103+25	LT	STH 55	821	
	114+15	LT	LAKE RD.	164	
PROJECT	LT/RT	STH 55		350	UNDISTRUBUTED

PROJECT 6570-08-73 TOTAL 6593

**DETECTABLE WARNING FIELDS**

CATEGORY	APPROXIMATE STATION	OFFSET	LOCATION	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	602.0615 CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PTINA SF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	REMARKS
1000	2+85	RT	POPE ST.	10	-	1	
	2+85	LT	POPE ST.	10	-	1	
	3+30	RT	POPE ST.	10	-	1	
	3+30	LT	POPE ST.	10	-	1	
	7+60	LT	NAGEL ST.	10	-	1	
	8+05	LT	NAGEL ST.	10	-	1	
	13+25	LT	BABBITT ST.	-	15	1	
	13+75	LT	BABBITT ST.	10	-	1	
	17+45	RT	HICKORY ST.	10	-	1	
	17+45	LT	HICKORY ST.	10	-	1	
	17+95	RT	HICKORY ST.	10	-	1	
	17+95	LT	HICKORY ST.	10	-	1	
	21+45	RT	WALNUT ST.	10	-	1	
	21+45	LT	WALNUT ST.	10	-	1	
	21+70	LT	WALNUT ST.	10	-	1	
	21+95	RT	WALNUT ST.	-	23	1	
	22+15	RT	WALNUT ST.	10	-	1	
	22+15	LT	WALNUT ST.	10	-	1	
	26+20	RT	HIGH ST.	10	-	1	
	26+20	LT	HIGH ST.	10	-	1	
	26+70	RT	HIGH ST.	10	-	1	
	26+70	LT	HIGH ST.	10	-	1	
	30+75	RT	HIGH ST.	10	-	1	
	30+75	LT	SALLY ST.	10	-	1	
	35+80	RT	FACTORY ST.	10	-	1	
	35+80	LT	FACTORY ST.	10	-	1	
	53+25	RT	PEARL ST.	10	-	1	
	53+25	LT	PEARL ST.	10	-	1	
	59+20	LT	EAGLE ST.	10	-	1	
	59+65	LT	EAGLE ST.	-	15	1	
	114+15	LT	LAKE RD.	10	-	1	
PROJECT 6570-08-73 TOTAL				270	53	30	

**CONCRETE CURB PEDESTRIAN**

CATEGORY	APPROXIMATE STATION	OFFSET	LOCATION	601.0600 CONCRETE CURB PEDESTRIAN LF	REMARKS
1000	7+60	LT	NAGEL ST.	21	
	21+45	LT	WALNUT ST.	31	
	22+15	LT	WALNUT ST.	25	
	26+20	LT	HIGH ST.	22	
	35+80	LT	FACTORY ST.	21	
PROJECT	LT/RT	STH 55		60	UNDISTRIBUTED

PROJECT 6570-08-73 TOTAL 180

**3**

**3**

**STORM SEWER PIPE**

CATEGORY	STATION	OFFSET	LOCATION	520.8000 CONCRETE COLLARS FOR PIPE EACH	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH	REMARKS
1000	7+75	LT	NAGEL ST.	2	16	-	
	13+25	LT	STH 55	2	16	-	
	21+80	LT	WALNUT ST.	2	-	16	
	36+00	LT	FACTORY ST.	2	32	-	
	48+42	RT	ROBBINS ST.	2	15	-	
	57+00	RT	STH 55	2	24	-	
PROJECT 6570-08-73 TOTAL				12	103	16	

**STORM SEWER STRUCTURES**

CATEGORY	STATION	OFFSET	LOCATION	204.0210 REMOVING MANHOLES	611.0420 RECONSTRUCTING MANHOLES EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0600 INLET COVERS TYPE A EACH	611.0624 INLET COVERS TYPE H EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	REMARKS
1000	48+45	RT	ROBBINS ST.	-	-	-	1	-	-	
	48+70	RT	ROBBINS ST.	-	-	-	1	-	-	
	53+15	LT	PEARL ST.	-	-	-	1	-	-	
	60+65	RT	STH 55	1	-	1	-	-	1	
	103+55	LT	STH 55	-	-	-	1	-	-	
	110+65	RT	STH 55	-	-	-	1	-	-	
	110+65	LT	STH 55	-	-	-	1	-	-	
	114+11	LT	STH 55	-	1	1	-	-	-	
PROJECT	LT/RT	STH 55	-	-	-	-	6	-	-	REPLACE BROKEN/VERIFY IN FIELD
PROJECT 6570-08-73 TOTAL				1	1	2	6	5	1	

**MANHOLE & INLET ADJUSTMENTS**

CATEGORY	STATION	OFFSET	LOCATION	611.0430 RECONSTRUCTING INLETS	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	REMARKS
1000	7+72	RT	STH 55	-	-	1	
	8+00	LT	NAGEL ST.	-	-	1	
	13+05	LT	STH 55	-	-	1	
	13+30	LT	BABBITT ST.	-	-	1	
	17+30	RT	STH 55	-	-	1	
	17+30	LT	STH 55	-	-	1	
	17+55	LT	HICKORY ST.	-	-	1	
	21+75	LT	WALNUT ST.	-	-	1	
	26+05	LT	STH 55	-	-	1	
	30+62	LT	SALLY ST.	-	-	1	
	34+25	LT	STH 55	-	-	1	
	36+25	LT	FACTORY ST.	1	-	-	
	48+45	RT	ROBBINS ST.	-	-	1	
	48+70	RT	ROBBINS ST.	-	-	1	
	53+15	LT	PEARL ST.	-	-	1	
	63+97	LT	STH 55	1	-	-	
	103+55	LT	STH 55	-	-	1	
	106+55	RT	STH 55	1	-	-	
	110+65	RT	STH 55	-	-	1	
	110+65	LT	STH 55	1	-	-	
PROJECT	LT/RT	STH 55	-	10	-		
PROJECT 6570-08-73 TOTAL				4	10	16	

**MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 6570-08-73**

CATEGORY	LOCATION	618.0100 EACH	REMARKS
1000	PROJECT	1	
PROJECT 6570-08-73 TOTAL		1	

**MOBILIZATION**

CATEGORY	STATION TO STATION	LOCATION	619.1000 MOBILIZATION EACH	REMARKS
1000	6570-08-73	PROJECT	1	
PROJECT 6570-08-73 TOTAL			1	

**WATER**

CATEGORY	STATION TO STATION	LOCATION	624.0100 WATER MGAL	REMARKS
1000	6570-08-73	PROJECT	20	DUST CONTROL
	6570-08-73	PROJECT	5	COMPACTION
PROJECT 6570-08-73 TOTAL			25	

**LANDSCAPING SUMMARY**

CATEGORY	APPROXIMATE STATION	OFFSET	LOCATION	625.0100 TOPSOIL SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEED MIXTURE NO. 40 LB	REMARKS
1000	2+85	RT	STH 55	4	4	0.003	0.1	
	2+90	LT	POPE ST.	4	4	0.003	0.1	
	3+25	LT	POPE ST.	6	6	0.004	0.1	
	3+30	RT	STH 55	4	4	0.002	0.1	
	3+80	RT	STH 55	3	3	0.002	0.1	
	7+60	LT	NAGEL ST.	4	4	0.003	0.1	
	7+75	RT	STH 55	3	3	0.002	0.0	
	8+00	LT	NAGEL ST.	7	7	0.004	0.1	
	13+25	LT	BABBITT ST.	10	10	0.006	0.2	
	13+75	LT	BABBITT ST.	4	4	0.002	0.1	
	17+45	RT	HICKORY ST.	8	8	0.005	0.1	
	17+50	LT	HICKORY ST.	11	11	0.007	0.2	
	17+90	RT	HICKORY ST.	4	4	0.002	0.1	
	17+95	LT	HICKORY ST.	4	4	0.003	0.1	
	19+50	RT	STH 55	4	4	0.003	0.1	
	20+25	LT	STH 55	4	4	0.002	0.1	
	21+50	RT	WALNUT ST.	7	7	0.004	0.1	
	21+65	LT	WALNUT ST.	14	14	0.009	0.2	
	22+00	RT	WALNUT ST.	11	11	0.007	0.2	
	22+15	LT	WALNUT ST.	6	6	0.004	0.1	
	26+20	LT	HIGH ST.	8	8	0.005	0.1	
	26+25	RT	HIGH ST.	6	6	0.004	0.1	
	26+65	RT	HIGH ST.	6	6	0.004	0.1	
	26+70	LT	HIGH ST.	6	6	0.004	0.1	
	30+70	LT	SALLY ST.	8	8	0.005	0.1	
	33+05	LT	STH 55	4	4	0.003	0.1	
	34+25	LT	STH 55	3	3	0.002	0.0	
	35+80	LT	FACTORY ST.	4	4	0.003	0.1	
	35+85	RT	FACTORY ST.	5	5	0.003	0.1	
	36+25	LT	FACTORY ST.	3	3	0.002	0.0	
	48+45	RT	ROBBINS ST.	3	3	0.002	0.0	
	51+25	RT	PRAIRIE ST.	4	4	0.002	0.1	
	51+65	RT	PRAIRIE ST.	3	3	0.002	0.1	
	53+20	RT	PEARL ST.	7	7	0.005	0.1	
	53+25	LT	PEARL ST.	16	16	0.010	0.3	
	53+90	LT	STH 55	3	3	0.002	0.1	
	54+35	LT	STH 55	9	9	0.006	0.2	
	54+77	LT	STH 55	1	1	0.001	0.0	
	55+00	RT	STH 55	19	19	0.012	0.3	
	55+75	RT	STH 55	11	11	0.007	0.2	
	56+85	RT	STH 55	2	2	0.001	0.0	
	59+25	LT	EAGLE ST.	4	4	0.002	0.1	
	59+60	LT	EAGLE ST.	4	4	0.002	0.1	
	59+60	RT	STH 55	5	5	0.003	0.1	
	60+45	RT	STH 55	7	7	0.004	0.1	
	60+87	RT	STH 55	2	2	0.001	0.0	
	61+70	LT	STH 55	3	3	0.002	0.1	
	63+40	LT	STH 55	6	6	0.004	0.1	
	101+35	RT	STH 55	11	11	0.007	0.2	
	106+55	RT	STH 55	3	3	0.002	0.0	
	107+35	RT	STH 55	6	6	0.004	0.1	
	109+00	RT	STH 55	13	13	0.008	0.2	
	110+00	RT	STH 55	2	2	0.002	0.0	
	110+55	LT	STH 55	3	3	0.002	0.0	
	110+70	RT	STH 55	3	3	0.002	0.0	
	113+35	RT	STH 55	5	5	0.003	0.1	
	114+20	LT	LAKE RD.	4	4	0.002	0.1	
	PROJECT	LT/RT	VARIES	76	76	0.048	1.4	UNDISTRIBUTED
PROJECT 6570-08-73 TOTAL				408	408	1.0	7	

**EROSION CONTROL**

CATEGORY	APROXIMATE STATION	OFFSET	628.7015 INLET PROTECTION TYPE C		REMARKS
			EACH		
1000	0+70	LT	1		
	0+75	RT	1		
	7+40	LT	1		
	7+60	LT	1		
	7+75	RT	1		
	8+00	LT	1		
	11+00	LT/RT	2		
	12+95	RT	1		
	13+10	LT	1		
	13+35	LT	1		
	17+30	LT/RT	2		
	17+55	LT	1		
	17+90	LT	1		
	21+25	RT	1		
	21+50	LT	1		
	21+75	LT	1		
	22+10	LT	1		
	26+05	LT/RT	2		
	26+30	RT	1		
	30+15	LT	1		
	30+30	LT	1		
	30+65	LT	1		
	30+80	RT	1		
	34+25	LT/RT	2		
	35+60	LT/RT	2		
	35+85	LT	1		
	36+25	LT	1		
	39+70	LT/RT	2		
	39+80	RT	1		
	42+25	LT/RT	2		
	42+75	RT	1		
	44+25	LT	1		
	44+75	LT	1		
	44+90	LT/RT	2		
	45+65	LT/RT	2		
	48+45	RT	1		
	48+75	RT	1		
	51+20	RT	1		
	51+30	RT	1		
	51+60	RT	1		
	52+50	LT/RT	2		
	52+75	RT	1		
	53+15	RT	1		
	57+00	LT/RT	2		
	59+05	LT	1		
	59+25	LT	1		
	59+50	LT/RT	2		
	63+50	LT/RT	2		
	103+55	LT/RT	2		
	106+55	LT/RT	2		
	110+70	LT/RT	2		
PROJECT 6470-08-73 TOTAL			67		

**TRAFFIC CONTROL PCMS**

STATION	DAYS	643.1050 TRAFFIC CONTROL SIGNS PCMS		REMARKS
		EACH	DAYS	
PROJECT	7	2	14	
PROJECT 6570-08-73 TOTAL			14	

**TRAFFIC CONTROL SUMMARY**

STATION	DAYS	643.0300 TRAFFIC CONTROL DRUMS		643.0410 TRAFFIC CONTROL BARRICADES TYPE II		643.0420 TRAFFIC CONTROL BARRICADES TYPE III		643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C		643.0900 TRAFFIC CONTROL SIGNS		REMARKS
		EACH	DAYS	EACH	DAYS	EACH	DAYS	EACH	DAYS	EACH	DAYS	
PROJECT	60	40	2,400	20	1,200	6	360	40	2,400	60	3,600	
PROJECT 6570-08-73 TOTAL			2,400	1,200	360	2,400	3,600					

**TEMPORARY PEDESTRIAN FACILITIES**

CATEGORY	APPROXIMATE STATION	OFFSET	LOCATION	644.1420 TEMPORARY PEDESTRIAN SURFACE ASPHALT		644.1601 TEMPORARY PEDESTRIAN CURB RAMP		REMARKS
				SF	DAY	DAY		
1000	6+25	LT/RT	STH 55	200	60			
	21+45	LT/RT	STH 55	200	60			
	22+15	LT/RT	STH 55	200	60			
PROJECT 6570-08-73 TOTAL				600	180			

**PAVEMENT MARKING EPOXY 4-INCH**

CATEGORY	STATION	TO	STATION	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH		REMARKS
					SOLID YELLOW LF	DASHED YELLOW LF	
1000	0+65	-	2+80	STH 55	433	-	
	3+35	-	7+50	STH 55	415	113	
	8+10	-	13+00	STH 55	-	125	
	13+80	-	17+40	STH 55	-	88	
	18+00	-	21+40	STH 55	-	88	
	22+20	-	26+15	STH 55	-	100	
	26+75	-	30+25	STH 55	-	88	
	31+50	-	35+75	STH 55	-	113	
	36+30	-	39+70	STH 55	-	88	
	40+20	-	42+30	STH 55	-	50	
	42+45	-	52+60	STH 55	-	263	
	53+30	-	59+20	STH 55	-	150	
	59+75	-	114+00	STH 55	-	488	
SUB-TOTALS					848	1,750	
PROJECT 6570-08-73 TOTAL						2,598	

**PAVEMENT MARKING CROSSWALK EPOXY 6-INCH**

CATEGORY	APPROXIMATE STATION	INTERSECTION	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH		REMARKS
			LF		
1000	3+05	POPE ST.	268		
	7+80	NAGEL ST.	178		
	13+50	BABBITT ST.	182		
	17+75	HICKORY ST.	362		
	21+75	WALNUT ST.	356		
	26+50	HIGH ST.	361		
	30+50	SALLY ST.	82		
	31+30	MUEHL ST.	176		
	36+05	FACTORY ST.	366		
	39+95	WISCONSIN ST.	340		
	42+35	STATE TRAIL	98		
	43+00	DEPOT ST.	88		
	44+50	MORROW ST.	110		
	48+55	ROBBINS ST.	163		
	49+10	ALLEY ST.	50		
	51+50	PRAIRIE ST.	78		
	53+00	PEARL ST.	391		
	59+45	EAGLE ST.	163		
	66+90	FAIR GROUNDS	84		
	114+45	LAKE RD.	84		
PROJECT 6570-08-73 TOTAL			3,980		

**PAVEMENT MARKING EPOXY 8-INCH**

CATEGORY	STATION	TO	STATION	LOCATION	646.3020 MARKING LINE EPOXY 8-INCH SOLID WHITE		REMARKS
					LF		
1000	0+65	-	1+70	STH 55	105		
SUB-TOTALS					105		
PROJECT 6570-08-73 TOTAL					105		

**PAVEMENT MARKING STOP LINE EPOXY 18-INCH**

CATEGORY	APPROXIMATE STATION	INTERSECTION	646.6120 MARKING STOP LINE EPOXY 18-INCH		REMARKS
			LF		
1000	3+05	POPE ST.	16		
	7+80	NAGEL ST.	18		
	13+50	BABBITT ST.	18		
	17+75	HICKORY ST.	36		
	21+75	WALNUT ST.	34		
	26+50	HIGH ST.	34		
	30+50	SALLY ST.	18		
	31+30	MUEHL ST.	17		
	36+05	FACTORY ST.	36		
	39+95	WISCONSIN ST.	34		
	43+00	DEPOT ST.	16		
	44+50	MORROW ST.	24		
	48+55	ROBBINS ST.	14		
	49+10	ALLEY ST.	10		
	51+50	PRAIRIE ST.	16		
	53+00	PEARL ST.	40		
	59+45	EAGLE ST.	14		
	114+45	LAKE RD.	20		
PROJECT 6570-08-73 TOTAL			415		

**PAVEMENT MARKING ARROW EPOXY**

CATEGORY	STATION	LOCATION	646.5020 MARKING ARROW EPOXY		REMARKS
			EACH		
1000	0+65	STH 55	2		
PROJECT 6570-08-73 TOTAL			2		

**SAWING PAVEMENT SUMMARY**

CATEGORY	APPROXIMATE STATION	OFFSET	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
1000	0+65	LT/RT	STH 55	-	46	PROJECT LIMITS
	2+85	RT	STH 55	24	10	
	2+90	LT	POPE ST.	27	17	
	3+10	LT	POPE ST.	32	5	SIDE STREET LIMIT
	3+25	LT	POPE ST.	36	15	
	3+30	RT	STH 55	20	21	
	3+80	RT	STH 55	19	22	
	7+60	LT	NAGEL ST.	25	15	
	7+75	RT	STH 55	16	5	
	7+75	LT	NAGEL ST.	36	-	STORM SEWER REPAIR
	7+80	LT	NAGEL ST.	32	-	SIDE STREET LIMIT
	8+00	LT	NAGEL ST.	41	15	
	13+25	LT	BABBITT ST.	52	11	
	13+25	LT	STH 55	48	-	STORM SEWER REPAIR
	13+50	LT	BABBITT ST.	33	-	SIDE STREET LIMIT
	13+75	LT	BABBITT ST.	23	10	
	17+45	RT	HICKORY ST.	43	16	
	17+50	LT	HICKORY ST.	58	15	
	17+70	RT	HICKORY ST.	32	-	SIDE STREET LIMIT
	17+70	LT	HICKORY ST.	32	-	SIDE STREET LIMIT
	17+90	RT	HICKORY ST.	23	11	
	17+95	LT	HICKORY ST.	26	16	
	19+50	RT	STH 55	24	5	
	20+25	LT	STH 55	21	5	
	21+50	RT	WALNUT ST.	40	16	
	21+65	RT	WALNUT ST.	32	-	SIDE STREET LIMIT
	21+65	LT	WALNUT ST.	68	16	
	21+80	LT	WALNUT ST.	42	-	STORM SEWER REPAIR
	21+90	LT	WALNUT ST.	28	-	SIDE STREET LIMIT
	22+00	RT	WALNUT ST.	59	11	
	22+15	LT	WALNUT ST.	37	5	
	26+20	LT	HIGH ST.	46	15	
	26+25	RT	HIGH ST.	37	11	
	26+45	RT	HIGH ST.	32	-	SIDE STREET LIMIT
	26+45	LT	HIGH ST.	32	-	SIDE STREET LIMIT
	26+65	RT	HIGH ST.	38	15	
	26+70	LT	HIGH ST.	35	15	
	30+50	LT	SALLY ST.	32	-	SIDE STREET LIMIT
	30+70	LT	SALLY ST.	46	15	
	31+30	RT	MUEHL ST.	32	-	SIDE STREET LIMIT
	33+05	LT	STH 55	24	5	
	34+25	LT	STH 55	16	5	
	35+80	LT	FACTORY ST.	28	16	
	35+85	RT	FACTORY ST.	30	16	
	35+95	LT	FACTORY ST.	72	-	STORM SEWER REPAIR
	36+05	RT	FACTORY ST.	36	-	SIDE STREET LIMIT

**STREET SWEEPING**

CATEGORY	LOCATION	SPV.0075.01 STREET SWEEPING HRS
1000	PROJECT	20
PROJECT 6570-08-73 TOTAL		20

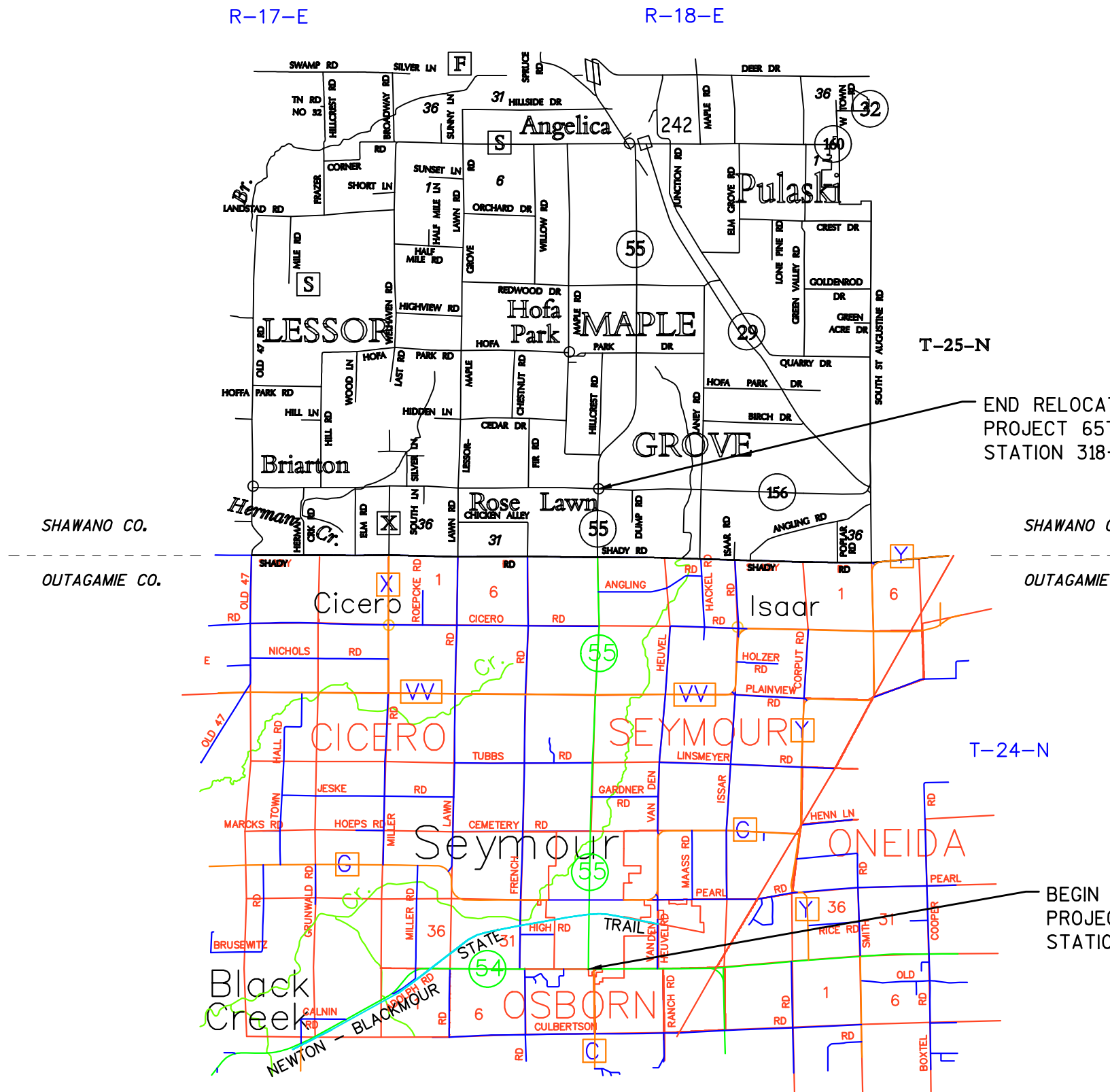
**SAWING PAVEMENT SUMMARY (CONTINUED)**

CATEGORY	APPROXIMATE STATION	OFFSET	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
1000	36+05	LT	FACTORY ST.	36	-	SIDE STREET LIMIT
	36+25	LT	FACTORY ST.	14	18	
	37+02	LT	STH 55	-	23	
	39+95	RT	WISCONSIN ST.	32	-	SIDE STREET LIMIT
	39+95	LT	WISCONSIN ST.	32	-	SIDE STREET LIMIT
	43+00	RT	DEPOT ST.	32	-	SIDE STREET LIMIT
	44+60	LT	MORROW ST.	48	-	SIDE STREET LIMIT
	48+45	RT	ROBBINS ST.	24	5	
	48+65	LT	STH 55	-	100	
	48+65	RT	ROBBINS ST.	26	-	SIDE STREET LIMIT
	48+70	RT	ROBBINS ST.	17	22	
	49+10	LT	ALLEY ST.	17	-	SIDE STREET LIMIT
	51+25	RT	PRAIRIE ST.	-	27	
	51+45	RT	PRAIRIE ST.	32	-	SIDE STREET LIMIT
	51+65	RT	PRAIRIE ST.	-	25	
	52+95	RT	PEARL ST.	38	-	SIDE STREET LIMIT
	52+95	LT	PEARL ST.	38	-	SIDE STREET LIMIT
	53+20	RT	PEARL ST.	43	18	
	53+25	LT	PEARL ST.	84	15	
	53+90	LT	STH 55	17	5	
	54+35	LT	STH 55	46	5	
	54+77	LT	STH 55	9	5	
	55+00	RT	STH 55	91	5	
	55+75	RT	STH 55	54	5	
	56+85	RT	STH 55	14	5	
	57+00	RT	STH 55	50	-	STORM SEWER REPAIR
	59+25	LT	EAGLE ST.	26	15	
	59+45	LT	EAGLE ST.	26	-	SIDE STREET LIMIT
	59+60	LT	EAGLE ST.	24	11	
	59+60	RT	STH 55	27	5	
	60+45	RT	STH 55	34	5	
	60+65	RT	STH 55	44	-	MANHOLE REPLACEMENT
	60+87	RT	STH 55	11	5	
	61+70	LT	STH 55	18	5	
	63+40	LT	STH 55	31	5	
	65+87	LT	STH 55	16	32	
	101+35	RT	STH 55	54	5	
	103+25	LT	STH 55	141	17	
	106+55	RT	STH 55	88	5	
	107+35	RT	STH 55	30	5	
	109+00	RT	STH 55	64	5	
	110+00	RT	STH 55	15	5	
	110+55	LT	STH 55	16	5	
	110+70	RT	STH 55	16	5	
	113+35	RT	STH 55	25	5	
	114+20	LT	LAKE RD.	24	11	
	114+45	RT	BRONSON RD.	31	-	SIDE STREET LIMIT
	114+45	LT	LAKE RD.	37	-	SIDE STREET LIMIT
	115+00	LT/RT	STH 55	34	-	PROJECT LIMITS
	PROJECT	LT/RT	VARIES	342	51	UNDISTRIBUTED

PROJECT 6570-08-73 TOTAL      3533      906

R/W PROJECT NUMBER 6570-08-21	SHEET NUMBER 4.1	TOTAL SHEETS 2
FEDERAL PROJECT NUMBER -----		
PLAT OF RIGHT-OF-WAY REQUIRED FOR <b>SEYMOUR - ANGELICA</b> STH 54 - STH 156		
STH 55                      OUTAGAMIE & SHAWANO CO.		
CONSTRUCTION PROJECT NUMBER 6570-08-71		

- CONVENTIONAL ABBREVIATIONS**
- |                            |         |                            |       |
|----------------------------|---------|----------------------------|-------|
| ACCESS POINT               | AP      | REFERENCE LINE             | R/L   |
| DRIVEWAY CONNECTION        | AR      | RELEASE OF RIGHTS          | ROR   |
| ACCESS RIGHTS              | AR      | REMAINING                  | REM.  |
| ACRES                      | AC.     | RIGHT-OF-WAY               | R/W   |
| AND OTHERS                 | ET. AL. | SECTION                    | SEC.  |
| CENTERLINE                 | C/L     | STATION                    | STA.  |
| CERTIFIED SURVEY MAP       | CSM     | TEMPORARY LIMITED EASEMENT | TLE   |
| CORNER                     | COR.    | VOLUME                     | V.    |
| DOCUMENT                   | DOC.    | <b>CURVE DATA</b>          |       |
| EASEMENT                   | EASE.   | LONG CHORD                 | LCH   |
| HIGHWAY EASEMENT           | H.E.    | LONG CHORD BEARING         | LCB   |
| LAND CONTRACT              | LC      | RADIUS                     | R     |
| MONUMENT                   | MON.    | DEGREE OF CURVE            | D     |
| PAGE                       | P.      | CENTRAL ANGLE OR DELTA     | DELTA |
| PERMANENT LIMITED EASEMENT | PLE     | LENGTH OF CURVE            | L     |
| PROPERTY LINE              | PL      | TANGENT                    | TAN   |
| RECORDED AS                | (100')  |                            |       |
- CONVENTIONAL SYMBOLS**
- |                            |                   |   |         |
|----------------------------|-------------------|---|---------|
| FOUND IRON PIPE/PIN        | (1" UNLESS NOTED) | PROPOSED R/W LINE                           | ---     |
| R/W MONUMENT               | • (SET)           | EXISTING H.E. LINE                          | ---     |
| R/W STANDARD               | ▲ (SET)           | PROPERTY LINE                               | ---     |
| SIGN                       | ISIGN             | LOT & TIE LINES                             | ---     |
| SECTION CORNER MONUMENT    | ⊙                 | SLOPE INTERCEPTS                            | ---/--- |
| SECTION CORNER SYMBOL      | ⊙                 | CORPORATE LIMITS                            | ---/--- |
| FEE (HATCH VARIES)         | ▨                 | NO ACCESS (BY PREVIOUS ACQUISITION/CONTROL) |         |
| TEMPORARY LIMITED EASEMENT | ▨                 | NO ACCESS (BY ACQUISITION)                  |         |
| PERMANENT LIMITED EASEMENT | ▨                 | NO ACCESS (BY STATUTORY AUTHORITY)          | •••••   |
| R/W BOUNDARY POINT         | ⊙                 | SECTION LINE                                | ---     |
| PARCEL NUMBER              | (02)              | QUARTER LINE                                | ---     |
| UTILITY PARCEL NUMBER      | (02)              | SIXTEENTH LINE                              | ---     |
| SIGN NUMBER (OFF PREMISE)  | (21-)             | EXISTING CENTERLINE                         | ---     |
| BUILDING                   | ⊠                 | PROPOSED REFERENCE LINE                     | ---     |
|                            |                   | PARALLEL OFFSET                             | ---     |
- CONVENTIONAL UTILITY SYMBOLS**
- |                    |     |                 |     |
|--------------------|-----|-----------------|-----|
| WATER              | W   | NON COMPENSABLE | --- |
| GAS                | G   | COMPENSABLE     | --- |
| TELEPHONE          | T   |                 |     |
| OVERHEAD           | OH  |                 |     |
| TRANSMISSION LINES |     |                 |     |
| ELECTRIC           | E   |                 |     |
| CABLE TELEVISION   | TV  |                 |     |
| FIBER OPTIC        | FO  |                 |     |
| SANITARY SEWER     | SAN |                 |     |
| STORM SEWER        | SS  |                 |     |
| POWER POLE         | ⊙   |                 |     |
| TELEPHONE POLE     | ⊙   |                 |     |
| TELEPHONE PEDESTAL | ⊙   |                 |     |
| ELECTRIC TOWER     | ⊙   |                 |     |



TOTAL NET LENGTH OF CENTERLINE = 6.01 MI.

REVISION DATE	11/26/2018

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED FOR THE DEPARTMENT

DATE: 10/02/2015 *Curt Van Een*  
(Signature)

C I T Y

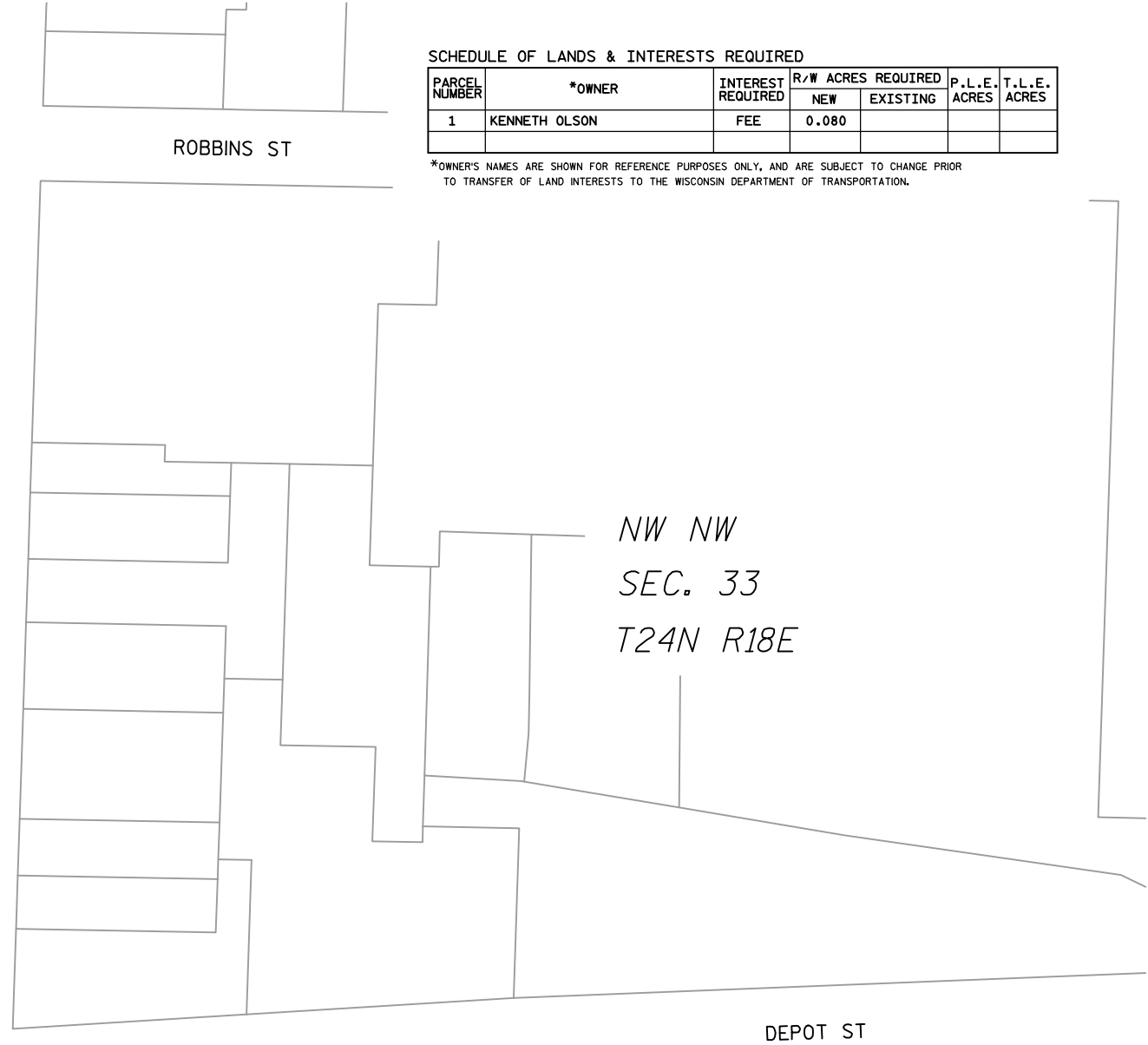
SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	*OWNER	INTEREST REQUIRED	R/W ACRES REQUIRED		P.L.E. ACRES	T.L.E. ACRES
			NEW	EXISTING		
1	KENNETH OLSON	FEE	0.080			

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

4

4



MORROW ST

O F

NEWTON BLACKMOUR STATE TRAIL

S E Y M O U R

REVISION DATE  
11/26/2018 NC

DATE 10-02-15  
GRID FACTOR

SCALE, FEET  
0 50 100

HWY: STH 55  
COUNTY: OUTAGAMIE

STATE R/W PROJECT NUMBER 6570-08-21  
CONSTRUCTION PROJECT NUMBER 6570-08-71

PLAT SHEET NO. 4.2  
PS&E SHEET NO.

PLOT DATE : PLOT BY :



# TRANSPORTATION PROJECT PLAT NO: 6570-08-21-4.03 AMENDMENT NO. 1

REMOVES PARCEL 1 AND ADDS PARCEL 6 TO TRANSPORTATION PROJECT  
PLAT 6570-08-21-4.03, RECORDED AS DOCUMENT NO. 2078440.

BEING PART OF LOTS 14, 15 AND 16 OF BLOCK 9 OF THE ASSESSOR'S PLAT OF THE CITY OF SEYMOUR, VOLUME 3 OF PLATS, PAGES 12 AND 13, INDEX NO. 85393, LOCATED WITHIN THE NE1/4 OF THE NE1/4 OF SECTION 32, AND ALSO, PART OF LOTS 11, 12 AND 22 OF BLOCK 17 OF THE ASSESSOR'S PLAT OF THE CITY OF SEYMOUR, VOLUME 3 OF PLATS, PAGES 12 AND 13, INDEX NO. 85393, LOCATED WITHIN THE NW1/4 OF THE NW1/4 OF SECTION 33, ALL LOCATED WITHIN T24N-R18E, CITY OF SEYMOUR, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 55 OUTAGAMIE COUNTY  
SEYMOUR - ANGELICA

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, 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.

COURSE TABLE  
STH 55 REFERENCE LINE

POINT TO	POINT	BEARING	DISTANCE
QTR6	DB76	N 01°53'55" E	1552.96'
DB76	DB78	N 01°54'01" E	324.78'
DB78	DB77	N 01°53'01" E	375.22'
DB77	SECS	N 01°51'13" W	394.57'
SECS	QTR6	S 01°53'24" W	2647.53'

## SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	*OWNER	INTEREST REQUIRED	R/W ACRES REQUIRED			P.L.E. ACRES	T.L.E. ACRES
			NEW	EXISTING	TOTAL		
2	ERIC & DARCI SWENSON	PLE,TLE				0.026	0.091
3	FULTON INVESTMENTS LLC (L.C.)	TLE					0.040
4	CITY OF SEYMOUR	TLE					0.001
5	LEE NIMMER	TLE					0.009
6	MURPHY LIMITED PARTNERSHIP	TLE					0.009

\*OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

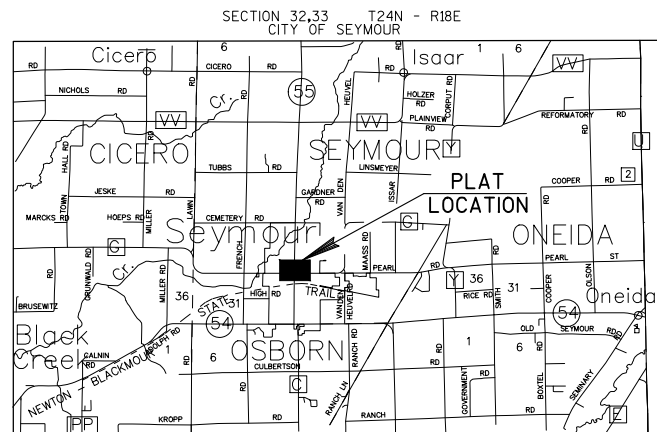
RESERVED FOR REGISTER OF DEEDS  
PROJECT NUMBER 6570-08-21-4.03  
AMENDMENT NO: 1

## COURSE TABLE FOR PLE-PARCEL 2

POINT TO	POINT	BEARING	DISTANCE
QTR6	DB76	N 01°53'55" E	1552.96'
DB76	DB78	N 01°54'01" E	324.78'
DB78	DB77	N 01°53'01" E	375.22'
DB77	SECS	N 01°51'13" W	394.57'
SECS	QTR6	S 01°53'24" W	2647.53'

## STATION/OFFSET TABLE FROM STH 55 REFERENCE LINE

POINT	STATION	OFFSET	NORTHING	EASTING
DB76	42+00.00	0.00'	653520.539'	847286.855'
TLE91	44+79.05	32.72'	653798.348'	847328.805'
TLE92	44+79.05	37.72'	653798.183'	847333.802'
TLE93	44+88.56	37.71'	653807.691'	847334.116'
TLE94	44+89.51	67.71'	653807.649'	847364.131'
TLE79	44+89.99	-38.54'	653811.651'	847257.950'
TLE81	45+16.06	-118.29'	653840.343'	847179.108'
TLE80	45+17.25	-38.59'	653838.893'	847258.805'
TLE82	45+18.92	-118.29'	653843.103'	847179.199'
TLE83	45+20.07	-33.29'	653841.538'	847264.194'
DB78	45+24.78	0.00'	653845.140'	847297.624'
TLE86	45+47.30	-156.28'	653872.787'	847142.167'
TLE98	45+47.50	-142.35'	653872.531'	847156.097'
TLE100	45+47.50	-142.35'	653872.531'	847156.097'
TLE85	45+48.55	-70.15'	653871.201'	847228.291'
TLE97	45+48.55	-70.15'	653871.201'	847228.291'
TLE84	45+49.08	-33.29'	653870.522'	847265.150'
TLE96	45+64.16	32.71'	653883.421'	847331.612'
TLE95	45+64.28	67.71'	653882.391'	847366.597'
TLE90	45+70.54	-33.29'	653891.974'	847265.858'
TLE89	45+71.31	71.49'	653893.999'	847227.700'
TLE92	45+79.11	-124.61'	653903.536'	847174.867'
TLE101	45+79.11	-124.61'	653903.536'	847174.867'
TLE87	45+97.30	-156.28'	653922.760'	847143.817'
TLE102	45+97.69	-129.72'	653922.271'	847170.374'
TLE105	45+98.17	-96.49'	653921.659'	847203.599'
TLE88	45+98.53	-71.31'	653921.196'	847228.773'
TLE104	45+99.53	-96.52'	653923.024'	847203.609'
TLE103	45+99.72	-129.33'	653924.293'	847170.827'
DB77	49+00.00	0.00'	654220.157'	847309.958'



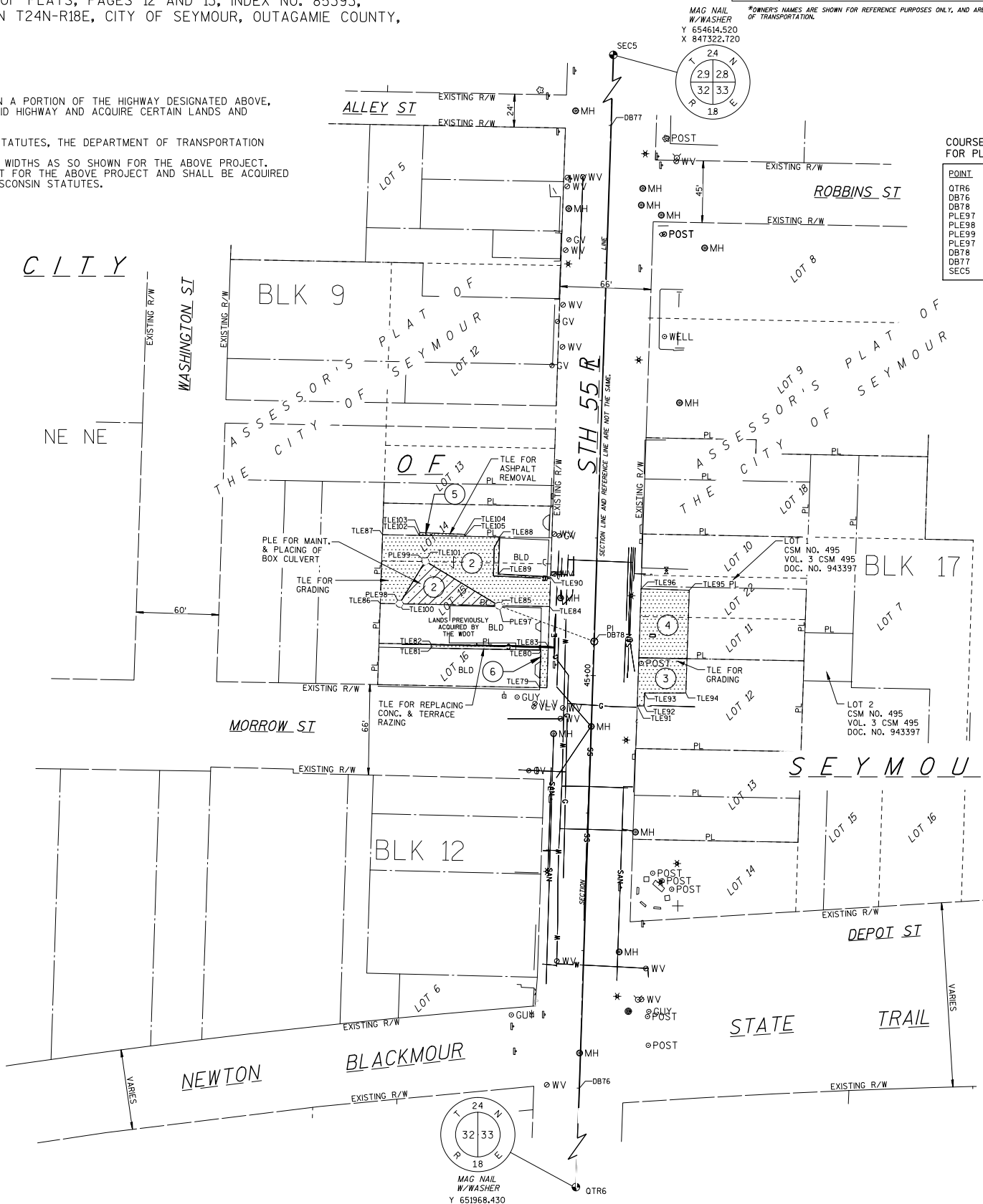
## EASEMENTS OF RECORD

PARCEL 2 MAY BE SUBJECT TO	PARCEL 3 MAY BE SUBJECT TO	PARCEL 4 MAY BE SUBJECT TO
INGRESS EGRESS EASE DOC NO 178462	UTILITY EASE COMMONWEALTH TEL. CO. & WISCONSIN MICHIGAN POWER CO. DOC NO 332672	UTILITY EASE COMMONWEALTH TEL. CO. & WISCONSIN MICHIGAN POWER CO. DOC NO 332684
EASE ASSIGNMENT CENTURTEL OF CENTRAL WI LLC (BUYER) VERIZON NORTH INC. (SELLER) DOC NO 1385887	EASE ASSIGNMENT CENTURTEL OF CENTRAL WI LLC (BUYER) VERIZON NORTH INC. (SELLER) DOC NO 1385887	
REVOCABLE OCCUPANCY PERMIT FOR HIGHWAY R/W J 3018 IM 35 DOC NO 849935		
REVOCABLE OCCUPANCY PERMIT FOR HIGHWAY R/W J 3018 IM 38 DOC NO 849936		



## NOTES:

- POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, OUTAGAMIE COUNTY, NAD83 (97) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.
- RIGHT-OF-WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 1" X 24" IRON PIPE) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.
- RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".
- PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.
- A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE. ALL TLES EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.
- 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 NECESSARY OR DESIRABLE. BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENT ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.
- DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.
- REVISION DATE 11/26/2018 NC
- THE REFERENCE LINE SHOWN ON THIS PLAT MAY NOT BE THE SAME AS THE REFERENCE LINE SHOWN ON THE CONSTRUCTION PLAN.



## CONVENTIONAL ABBREVIATIONS AND SYMBOLS

ACRES	AC	CORPORATE LIMITS	-----
CHORD BEARING	CH BRG	EXISTING R/W	-----
CHORD DISTANCE	CH DIS	SECTION LINE	-----
DEED	(D)	QUARTER LINE	-----
DOCUMENT	DOC	SIXTEENTH LINE	-----
EAST BOUND	EB	PROPOSED OR NEW R/W LINE	-----
GAS VALVE	GV	PROPOSED EASEMENT LINE	-----
INLET	=HL	PROPERTY LINE	-----
MANHOLE	●MH	COMMUNICATION LINE	-----
MONUMENT	MON	BURIED GAS LINE	-----
NORTH BOUND	NB	OVERHEAD ELECTRIC LINE	-----
PAGE	PG	BURIED ELECTRIC LINE	-----
PRIVATE DRIVEWAY	PD	LOT, TIE AND OTHER	-----
PROPERTY LINE	PL	MINOR DASHED LINES	-----
RADIUS	RAD	ACCESS RESTRICTED	-----
REMAINING	REM	(By Acquisition)	-----
R/W	R/W	NO ACCESS	-----
SECTION	SEC	(By Statutory Authority)	-----
SECTION LINE	SL	ACCESS RESTRICTED	-----
FOUND IRON PIPE	IP	(By Previous Project/Control)	-----
STATION	STA	LIMITED EASEMENT	-----
TIE POINT	DB1	(Temporary or Permanent)	-----
VOLUME	VOL	PARCEL NUMBER	-----
FEE ACQUISITION	VARIES	UTILITY PARCEL NUMBER	-----
ADJOINING LANDS WITH SAME OWNER	VARIES	SECTION CORNER	-----
BUILDING TO BE RAZED	VARIES	SET R/W MONUMENT W/CAP	-----
PROPOSED R/W	VARIES	TEMPORARY LIMITED EASEMENT	-----
BOUNDARY POINT	PRW	PERMANENT LIMITED EASEMENT	-----
TEMPORARY LIMITED EASEMENT	TLE	SET P.K. NAIL	-----
PERMANENT LIMITED EASEMENT	PLE		
POWER POLE	⊕	COMPENSABLE	-----
TELEPHONE POLE	⊕	NON-COMPENSABLE	-----
SIGN	⊕		
TELEPHONE PEDESTAL	⊕		

## WISCONSIN DEPARTMENT OF TRANSPORTATION

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

SIGNATURE.....DATE 11/22/2018

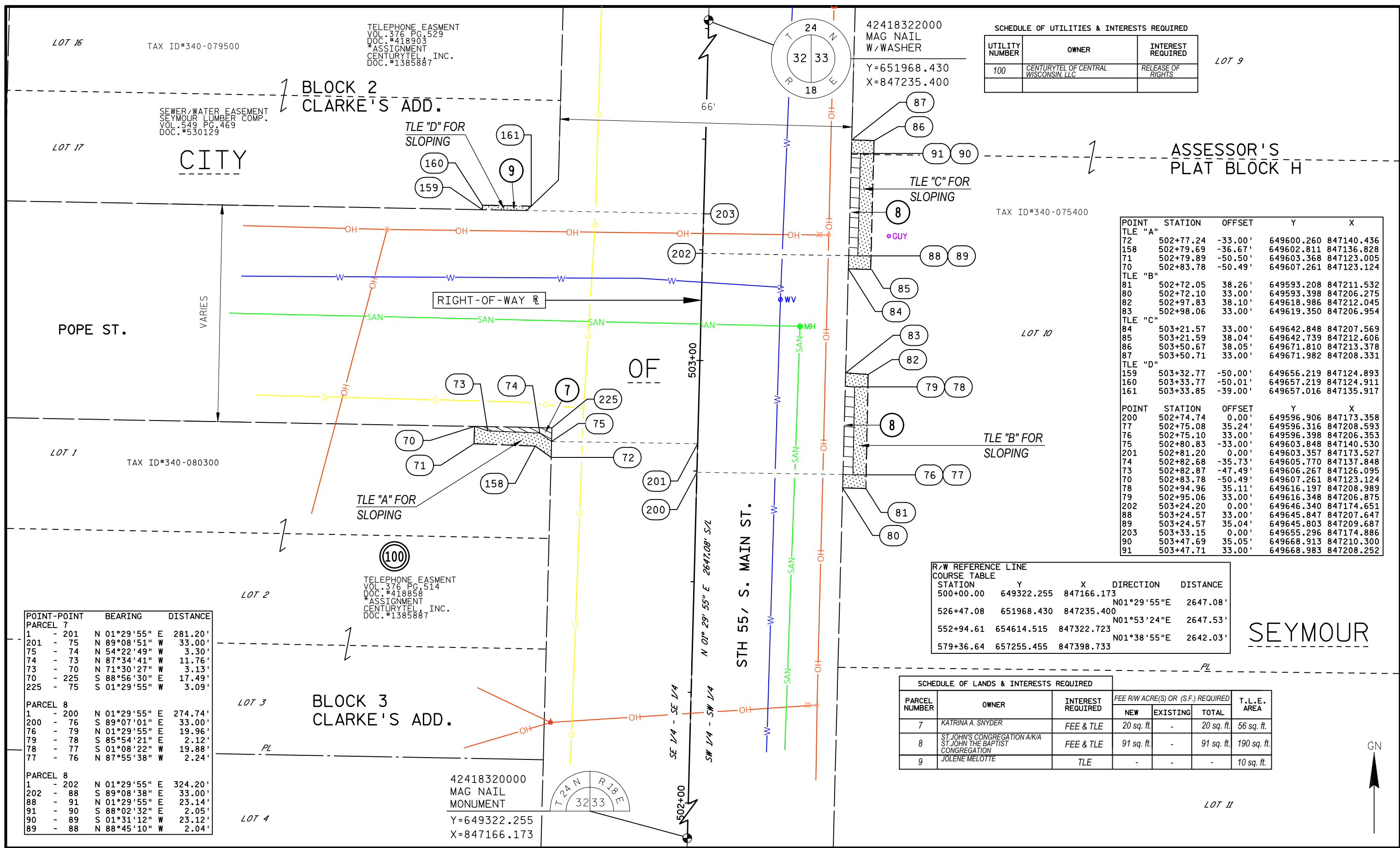
NAME...JEFFREY T. BOHRTZ...PLS-2223

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

SIGNATURE.....DATE 11/22/2018

NAME...CURT VAN BREM





TELEPHONE EASEMENT  
VOL. 376 PG. 529  
DOC. #418903  
\*ASSIGNMENT  
CENTURYTEL, INC.  
DOC. #1385887

SEWER/WATER EASEMENT  
SEYMOUR LUMBER COMP.  
VOL. 549 PG. 469  
DOC. #530129

BLOCK 2  
CLARKE'S ADD.

BLOCK 3  
CLARKE'S ADD.

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

UTILITY NUMBER	OWNER	INTEREST REQUIRED
100	CENTURYTEL OF CENTRAL WISCONSIN, LLC	RELEASE OF RIGHTS

POINT	STATION	OFFSET	Y	X
TLE "A"				
72	502+77.24	-33.00'	649600.260	847140.436
158	502+79.69	-36.67'	649602.811	847136.828
71	502+79.89	-50.50'	649603.368	847123.005
70	502+83.78	-50.49'	649607.261	847123.124
TLE "B"				
81	502+72.05	38.26'	649593.208	847211.532
80	502+72.10	33.00'	649593.398	847206.275
82	502+97.83	38.10'	649618.986	847212.045
83	502+98.06	33.00'	649619.350	847206.954
TLE "C"				
84	503+21.57	33.00'	649642.848	847207.569
85	503+21.59	38.04'	649642.739	847212.606
86	503+50.67	38.05'	649671.810	847213.378
87	503+50.71	33.00'	649671.982	847208.331
TLE "D"				
159	503+32.77	-50.00'	649656.219	847124.893
160	503+33.77	-50.01'	649657.219	847124.911
161	503+33.85	-39.00'	649657.016	847135.917
POINT				
200	502+74.74	0.00'	649596.906	847173.358
77	502+75.08	35.24'	649596.316	847208.593
76	502+75.10	33.00'	649596.398	847206.353
75	502+80.83	-33.00'	649603.848	847140.530
201	502+81.20	0.00'	649603.357	847173.527
74	502+82.68	-35.73'	649605.770	847137.848
73	502+82.87	-47.49'	649606.267	847126.095
70	502+83.78	-50.49'	649607.261	847123.124
78	502+94.96	35.11'	649616.197	847208.989
79	502+95.06	33.00'	649616.348	847206.875
202	503+24.20	0.00'	649646.340	847174.651
88	503+24.57	33.00'	649645.847	847207.647
89	503+24.57	35.04'	649645.803	847209.687
203	503+33.15	0.00'	649655.296	847174.886
90	503+47.69	35.05'	649668.913	847210.300
91	503+47.71	33.00'	649668.983	847208.252

R/W REFERENCE LINE COURSE TABLE

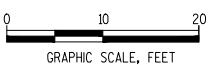
STATION	Y	X	DIRECTION	DISTANCE
500+00.00	649322.255	847166.173		
526+47.08	651968.430	847235.400	N01°29'55"E	2647.08'
552+94.61	654614.515	847322.723	N01°53'24"E	2647.53'
579+36.64	657255.455	847398.733	N01°38'55"E	2642.03'

POINT-POINT	BEARING	DISTANCE
PARCEL 7		
1 - 201	N 01°29'55" E	281.20'
201 - 75	N 89°08'51" W	33.00'
75 - 74	N 54°22'49" W	3.30'
74 - 73	N 87°34'41" W	11.76'
73 - 70	N 71°30'27" W	3.13'
70 - 225	S 88°56'30" E	17.49'
225 - 75	S 01°29'55" W	3.09'
PARCEL 8		
1 - 200	N 01°29'55" E	274.74'
200 - 76	S 89°07'01" E	33.00'
76 - 79	N 01°29'55" E	19.96'
79 - 78	S 85°54'21" E	2.12'
78 - 77	S 01°08'22" W	19.88'
77 - 76	N 87°55'38" W	2.24'
PARCEL 8		
1 - 202	N 01°29'55" E	324.20'
202 - 88	S 89°08'38" E	33.00'
88 - 91	N 01°29'55" E	23.14'
91 - 90	S 88°02'32" E	2.05'
90 - 89	S 01°31'12" W	23.12'
89 - 88	N 88°45'10" W	2.04'

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST REQUIRED	FEE R/W ACRE(S) OR (S.F.) REQUIRED			T.L.E. AREA
			NEW	EXISTING	TOTAL	
7	KATRINA A. SNYDER	FEE & TLE	20 sq. ft.	-	20 sq. ft.	56 sq. ft.
8	ST. JOHN'S CONGREGATION A/K/A ST. JOHN THE BAPTIST CONGREGATION	FEE & TLE	91 sq. ft.	-	91 sq. ft.	190 sq. ft.
9	JOLENE MELOTTE	TLE	-	-	-	10 sq. ft.

DATE 11/26/2018

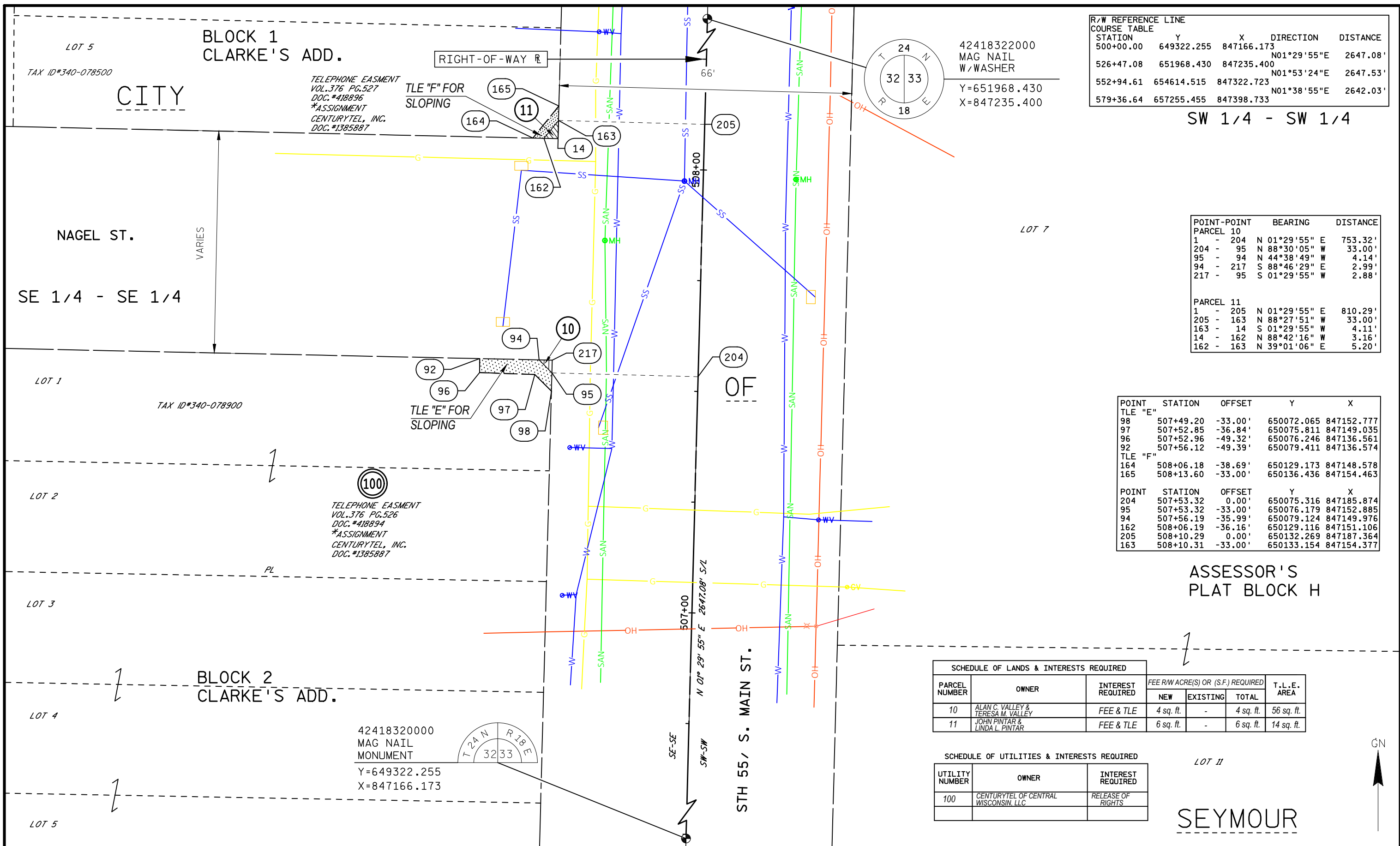


HWY: STH 55  
COUNTY: OUTAGAMIE

STATE R/W PROJECT NUMBER: 6570-08-21  
CONSTRUCTION PROJECT NUMBER

PLAT SHEET NO: 4.04  
PS&E SHEET NO:

E



R/W REFERENCE LINE COURSE TABLE				
STATION	Y	X	DIRECTION	DISTANCE
500+00.00	649322.255	847166.173	N01°29'55"E	2647.08'
526+47.08	651968.430	847235.400	N01°53'24"E	2647.53'
552+94.61	654614.515	847322.723	N01°38'55"E	2642.03'
579+36.64	657255.455	847398.733		

SW 1/4 - SW 1/4

POINT-PARCEL	BEARING	DISTANCE
10 - 204	N 01°29'55" E	753.32'
204 - 95	N 88°30'05" W	33.00'
95 - 94	N 44°38'49" W	4.14'
94 - 217	S 88°46'29" E	2.99'
217 - 95	S 01°29'55" W	2.88'

POINT-PARCEL	BEARING	DISTANCE
11 - 205	N 01°29'55" E	810.29'
205 - 163	N 88°27'51" W	33.00'
163 - 14	S 01°29'55" W	4.11'
14 - 162	N 88°42'16" W	3.16'
162 - 163	N 39°01'06" E	5.20'

POINT	STATION	OFFSET	Y	X
TLE "E"				
98	507+49.20	-33.00'	650072.065	847152.777
97	507+52.85	-36.84'	650075.811	847149.035
96	507+52.96	-49.32'	650076.246	847136.561
92	507+56.12	-49.39'	650079.411	847136.574
TLE "F"				
164	508+06.18	-38.69'	650129.173	847148.578
165	508+13.60	-33.00'	650136.436	847154.463
POINT	STATION	OFFSET	Y	X
204	507+53.32	0.00'	650075.316	847185.874
95	507+53.32	-33.00'	650076.179	847152.885
94	507+56.19	-35.99'	650079.124	847149.976
162	508+06.19	-36.16'	650129.116	847151.106
205	508+10.29	0.00'	650132.269	847187.364
163	508+10.31	-33.00'	650133.154	847154.377

ASSESSOR'S PLAT BLOCK H

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER	INTEREST REQUIRED	FEE R/W ACRE(S) OR (S.F.) REQUIRED			T.L.E. AREA
			NEW	EXISTING	TOTAL	
10	ALAN C. VALLEY & TERESA M. VALLEY	FEE & TLE	4 sq. ft.	-	4 sq. ft.	56 sq. ft.
11	JOHN PINTAR & LINDA L. PINTAR	FEE & TLE	6 sq. ft.	-	6 sq. ft.	14 sq. ft.

SCHEDULE OF UTILITIES & INTERESTS REQUIRED		
UTILITY NUMBER	OWNER	INTEREST REQUIRED
100	CENTURYTEL OF CENTRAL WISCONSIN, LLC	RELEASE OF RIGHTS

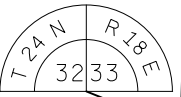
SEYMOUR



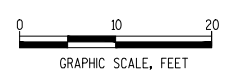
TELEPHONE EASEMENT VOL. 376 PG. 527 DOC. #418896 \*ASSIGNMENT CENTURYTEL, INC. DOC. #1385887

TELEPHONE EASEMENT VOL. 376 PG. 526 DOC. #418894 \*ASSIGNMENT CENTURYTEL, INC. DOC. #1385887

42418320000  
MAG NAIL MONUMENT  
Y=649322.255  
X=847166.173



DATE 11/26/2018

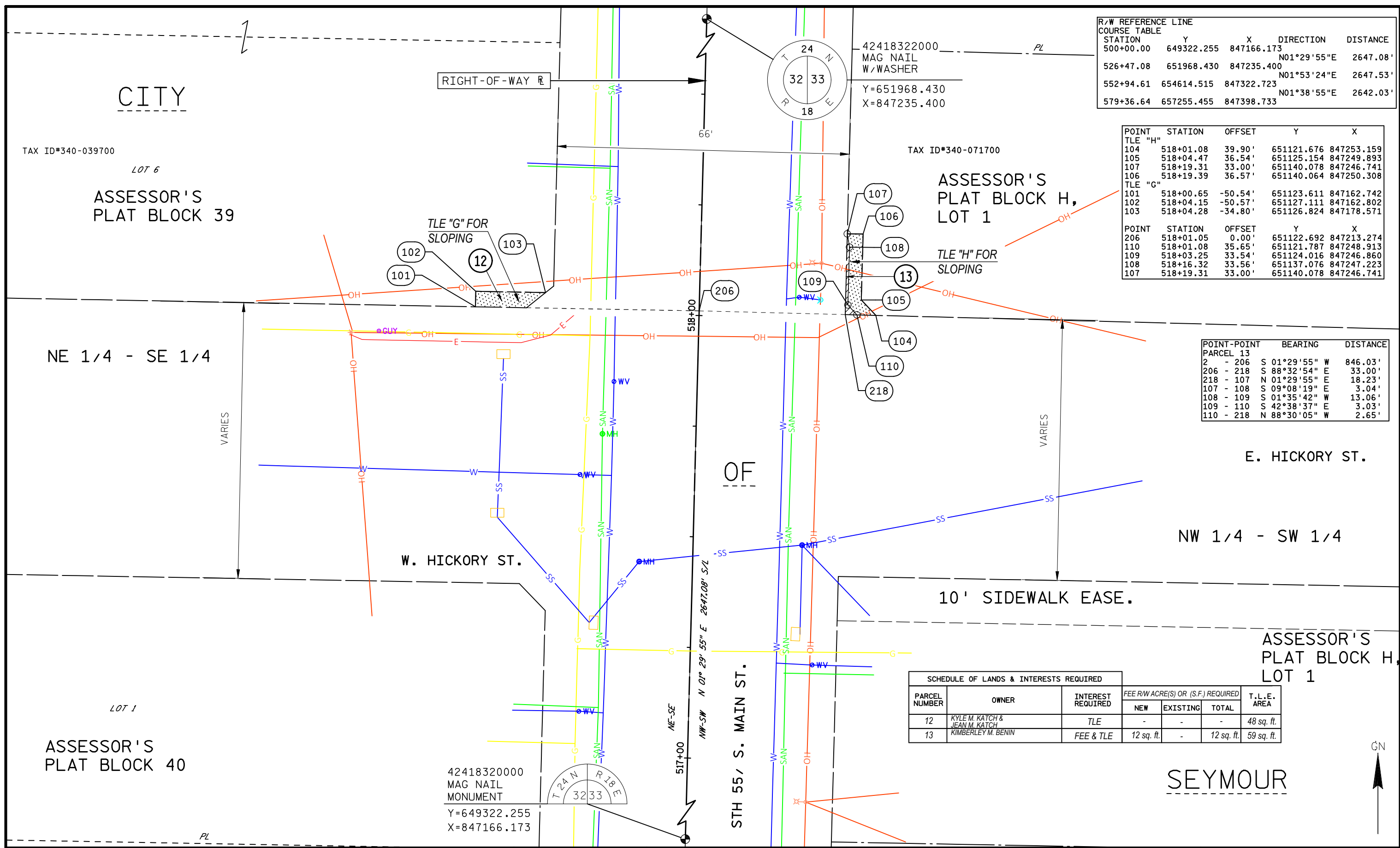


HWY: STH 55  
COUNTY: OUTAGAMIE

STATE R/W PROJECT NUMBER: 6570-08-21  
CONSTRUCTION PROJECT NUMBER

PLAT SHEET NO: 4.05  
PS&E SHEET NO:

E



R/W REFERENCE LINE  
COURSE TABLE

STATION	Y	X	DIRECTION	DISTANCE
500+00.00	649322.255	847166.173	N01°29'55"E	2647.08'
526+47.08	651968.430	847235.400	N01°53'24"E	2647.53'
552+94.61	654614.515	847322.723	N01°38'55"E	2642.03'
579+36.64	657255.455	847398.733		

POINT	STATION	OFFSET	Y	X
TLE "H"				
104	518+01.08	39.90'	651121.676	847253.159
105	518+04.47	36.54'	651125.154	847249.893
107	518+19.31	33.00'	651140.078	847246.741
106	518+19.39	36.57'	651140.064	847250.308
TLE "G"				
101	518+00.65	-50.54'	651123.611	847162.742
102	518+04.15	-50.57'	651127.111	847162.802
103	518+04.28	-34.80'	651126.824	847178.571
POINT - POINT BEARING DISTANCE				
206	518+01.05	0.00'	651122.692	847213.274
110	518+01.08	35.65'	651121.787	847248.913
109	518+03.25	33.54'	651124.016	847246.860
108	518+16.32	33.56'	651137.076	847247.223
107	518+19.31	33.00'	651140.078	847246.741

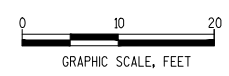
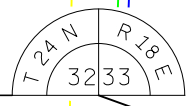
PARCEL	POINT-POINT	BEARING	DISTANCE
13	2 - 206	S 01°29'55" W	846.03'
	206 - 218	S 88°32'54" E	33.00'
	218 - 107	N 01°29'55" E	18.23'
	107 - 108	S 09°08'19" E	3.04'
	108 - 109	S 01°35'42" W	13.06'
	109 - 110	S 42°38'37" E	3.03'
	110 - 218	N 88°30'05" W	2.65'

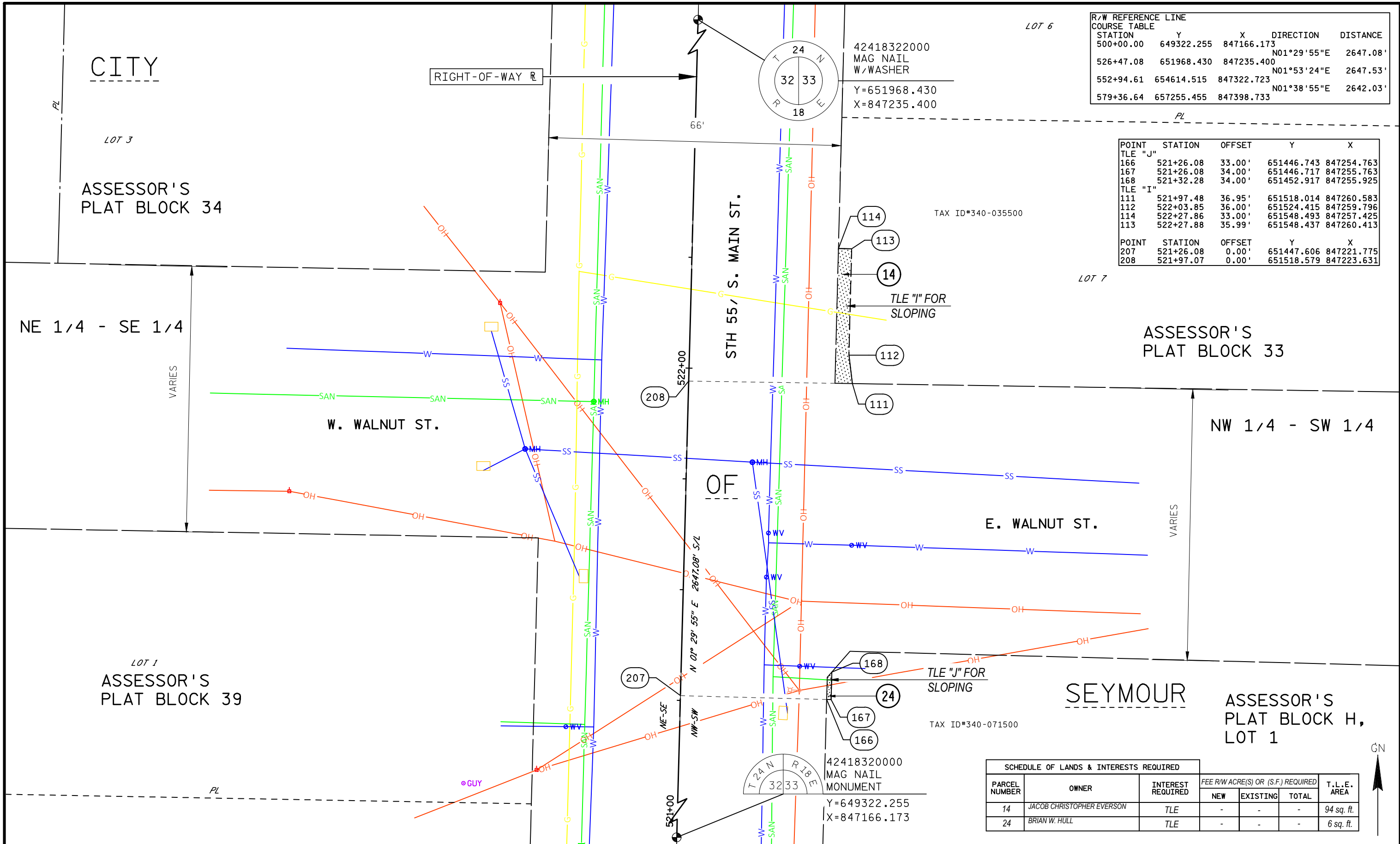
SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST REQUIRED	FEE R/W ACRE(S) OR (S.F.) REQUIRED			T.L.E. AREA
			NEW	EXISTING	TOTAL	
12	KYLE M. KATCH & JEAN M. KATCH	TLE	-	-	-	48 sq. ft.
13	KIMBERLEY M. BENIN	FEE & TLE	12 sq. ft.	-	12 sq. ft.	59 sq. ft.

42418320000  
MAG NAIL  
MONUMENT  
Y=649322.255  
X=847166.173

42418322000  
MAG NAIL  
W/WASHER  
Y=651968.430  
X=847235.400





R/W REFERENCE LINE  
COURSE TABLE

STATION	Y	X	DIRECTION	DISTANCE
500+00.00	649322.255	847166.173	N01°29'55"E	2647.08'
526+47.08	651968.430	847235.400	N01°53'24"E	2647.53'
552+94.61	654614.515	847322.723	N01°38'55"E	2642.03'
579+36.64	657255.455	847398.733		

POINT	STATION	OFFSET	Y	X
TLE "J"				
166	521+26.08	33.00'	651446.743	847254.763
167	521+26.08	34.00'	651446.717	847255.763
168	521+32.28	34.00'	651452.917	847255.925
TLE "I"				
111	521+97.48	36.95'	651518.014	847260.583
112	522+03.85	36.00'	651524.415	847259.796
114	522+27.86	33.00'	651548.493	847257.425
113	522+27.88	35.99'	651548.437	847260.413
POINT	STATION	OFFSET	Y	X
207	521+26.08	0.00'	651447.606	847221.775
208	521+97.07	0.00'	651518.579	847223.631

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST REQUIRED	FEE R/W ACRE(S) OR (S.F.) REQUIRED			T.L.E. AREA
			NEW	EXISTING	TOTAL	
14	JACOB CHRISTOPHER EVERSON	TLE	-	-	-	94 sq. ft.
24	BRIAN W. HULL	TLE	-	-	-	6 sq. ft.

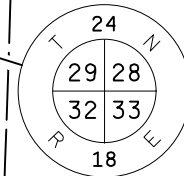
42418322000  
MAG NAIL  
W/WASHER  
Y=651968.430  
X=847235.400

42418320000  
MAG NAIL  
MONUMENT  
Y=649322.255  
X=847166.173

POINT-POINT	BEARING	DISTANCE
<b>PARCEL 15</b>		
2 - 209	S 01°29'55" W	30.02'
209 - 219	N 88°55'03" W	33.00'
219 - 119	S 01°29'55" W	4.34'
119 - 120	N 40°10'57" W	5.77'
120 - 219	S 88°57'30" E	3.84'
<b>PARCEL 16</b>		
2 - 210	N 01°53'24" E	30.63'
210 - 124	N 88°03'50" W	33.00'
124 - 220	S 01°53'24" W	1.15'
220 - 221	S 40°13'05" W	6.45'
221 - 121	N 88°57'30" W	15.73'
121 - 122	N 75°50'14" E	3.09'
122 - 123	S 89°05'52" E	12.15'
123 - 124	N 42°30'27" E	7.08'
<b>PARCEL 17</b>		
2 - 209	S 01°29'55" W	30.02'
209 - 222	S 89°09'49" E	33.00'
222 - 172	S 89°07'27" E	3.00'
172 - 171	S 46°11'14" W	4.27'
171 - 222	N 01°29'55" E	3.00'

CITY

RIGHT-OF-WAY R



42418290000  
MAG W/BRASS  
WASHER  
Y=654614.515  
X=847322.723

LOT 7  
ASSESSOR'S  
PLAT BLOCK 32

R/W REFERENCE LINE	COURSE TABLE	STATION	Y	X	DIRECTION	DISTANCE
		500+00.00	649322.255	847166.173	N01°29'55"E	2647.08'
		526+47.08	651968.430	847235.400	N01°53'24"E	2647.53'
		552+94.61	654614.515	847322.723	N01°38'55"E	2642.03'
		579+36.64	657255.455	847398.733		

ASSESSOR'S  
PLAT BLOCK 23

TAX ID#340-023800

TLE "M" FOR  
SLOPING

W. HIGH ST.

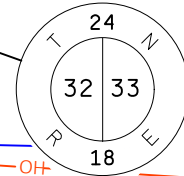
SE-NE  
NE-SE  
S 88° 57' 30" E 2622.92' S/L

PI: 526+47.08

S 89° 07' 27" E 2644.89' S/L  
SW-NW  
NW-SW

E. HIGH ST.

OF



42418322000  
MAG NAIL  
W/WASHER  
Y=651968.430  
X=847235.400

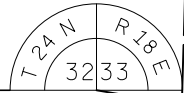
POINT	STATION	OFFSET	Y	X
<b>TLE "K" FOR SLOPING</b>				
115	526+08.02	-33.00'	651930.248	847201.390
117	526+13.94	-53.28'	651936.694	847181.267
116	526+13.99	-38.36'	651936.355	847196.185
118	526+16.65	-53.25'	651939.407	847181.369
<b>TLE "L" FOR SLOPING</b>				
169	526+13.01	33.00'	651933.514	847267.498
170	526+17.48	37.42'	651937.866	847272.035
<b>TLE "M" FOR SLOPING</b>				
121	526+71.30	-52.73'	651994.376	847183.499
127	526+75.10	-52.85'	651998.180	847183.499
126	526+75.34	-39.00'	651997.962	847197.351
125	526+82.44	-33.00'	652004.861	847203.589

TAX ID#340-035600

TLE "K" FOR  
SLOPING

LOT 1

42418320000  
MAG NAIL  
MONUMENT  
Y=649322.255  
X=847166.173



ASSESSOR'S  
PLAT BLOCK 34

PARCEL NUMBER	OWNER	INTEREST REQUIRED	FEE R/W ACRE(S) OR (S.F.) REQUIRED			T.L.E. AREA
			NEW	EXISTING	TOTAL	
15	NATHAN HOVELL & NEFRETRIRI HOVELL	FEE & TLE	8 sq. ft.	-	8 sq. ft.	64 sq. ft.
16	CATHERINE J. KRULL & PATRICK J. KRULL	FEE & TLE	17 sq. ft.	-	17 sq. ft.	69 sq. ft.
17	DANIEL J. PETERSON & HEIDI L. PETERSON	FEE & TLE	5 sq. ft.	-	5 sq. ft.	5 sq. ft.

LOT 1  
ASSESSOR'S  
PLAT BLOCK 33

TAX ID#340-034900

TLE "L" FOR  
SLOPING

SEYMOUR

DATE 11/26/2018



HWY: STH 55

COUNTY: OUTAGAMIE

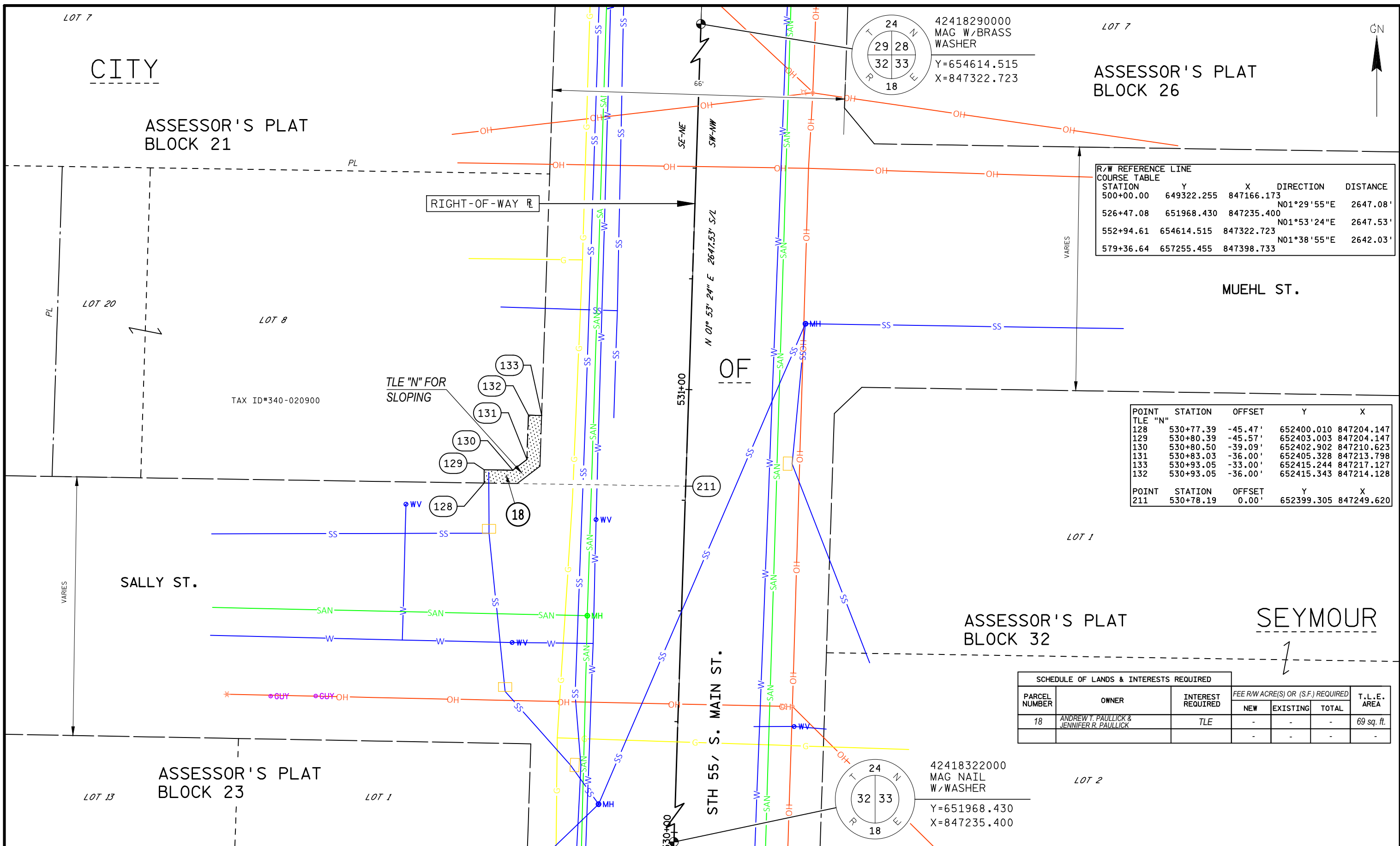
STATE R/W PROJECT NUMBER: 6570-08-21

CONSTRUCTION PROJECT NUMBER

PLAT SHEET NO: 4.08

PS&E SHEET NO:

E



4241829000  
MAG W/BRASS  
WASHER  
Y=654614.515  
X=847322.723

ASSESSOR'S PLAT  
BLOCK 26

R/W REFERENCE LINE COURSE TABLE				
STATION	Y	X	DIRECTION	DISTANCE
500+00.00	649322.255	847166.173	N01°29'55"E	2647.08'
526+47.08	651968.430	847235.400	N01°53'24"E	2647.53'
552+94.61	654614.515	847322.723	N01°38'55"E	2642.03'
579+36.64	657255.455	847398.733		

POINT	STATION	OFFSET	Y	X
TLE "N"				
128	530+77.39	-45.47'	652400.010	847204.147
129	530+80.39	-45.57'	652403.003	847204.147
130	530+80.50	-39.09'	652402.902	847210.623
131	530+83.03	-36.00'	652405.328	847213.798
133	530+93.05	-33.00'	652415.244	847217.127
132	530+93.05	-36.00'	652415.343	847214.128
POINT				
211	530+78.19	0.00'	652399.305	847249.620

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER	INTEREST REQUIRED	FEE R/W ACRE(S) OR (S.F.) REQUIRED			T.L.E. AREA
			NEW	EXISTING	TOTAL	
18	ANDREW T. PAULLICK & JENNIFER R. PAULLICK	TLE	-	-	-	69 sq. ft.
			-	-	-	-

42418322000  
MAG NAIL  
W/WASHER  
Y=651968.430  
X=847235.400

ASSESSOR'S PLAT  
BLOCK 32

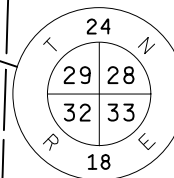


CITY

ASSESSOR'S PLAT  
BLOCK 20

LOT 15

RIGHT-OF-WAY R<sub>L</sub>



LOT 5  
42418290000  
MAG W/BRASS  
WASHER  
Y=654614.515  
X=847322.723

ASSESSOR'S PLAT  
BLOCK 25

GN

R/W REFERENCE LINE COURSE TABLE				
STATION	Y	X	DIRECTION	DISTANCE
500+00.00	649322.255	847166.173	N01°29'55"E	2647.08'
526+47.08	651968.430	847235.400	N01°53'24"E	2647.53'
552+94.61	654614.515	847322.723	N01°38'55"E	2642.03'
579+36.64	657255.455	847398.733		

POINT-PARCEL	BEARING	DISTANCE
2 - 212	N 01°53'24" E	923.99'
212 - 134	N 88°06'36" W	33.00'
134 - 135	N 47°42'22" W	4.85'
135 - 136	N 88°04'35" W	10.11'
136 - 137	N 68°08'26" W	3.19'
137 - 223	S 89°07'26" E	16.81'
223 - 134	S 01°53'24" W	4.54'
PARCEL 20		
2 - 213	N 01°53'24" E	926.66'
213 - 175	S 88°06'36" E	33.00'
175 - 224	N 01°53'24" E	3.00'
224 - 176	S 89°07'27" E	5.00'
176 - 175	S 60°10'57" W	5.88'

W. FACTORY ST.

OF

E. FACTORY ST.

POINT	STATION	OFFSET	Y	X
TLE "O"				
138	535+67.19	-33.00'	652889.125	847232.765
139	535+71.21	-37.80'	652893.308	847228.099
140	535+71.22	-49.82'	652893.712	847216.088
137	535+75.31	-49.81'	652897.796	847216.234

TLE "O" FOR SLOPING

TLE "P" FOR SLOPING

ASSESSOR'S PLAT  
BLOCK 26

POINT	STATION	OFFSET	Y	X
TLE "P"				
173	535+71.39	33.00'	652891.151	847298.867
174	535+76.90	41.92'	652896.363	847307.961

LOT 1

TAX ID#340-020400

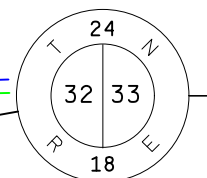
TAX ID#340-028400

ASSESSOR'S PLAT  
BLOCK 21

LOT 2

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER	INTEREST REQUIRED	FEE R/W ACRE(S) OR (S.F.) REQUIRED			T.L.E. AREA
			NEW	EXISTING	TOTAL	
19	DALE W. KIMBALL & JULIE KIMBALL	FEE & TLE	25 sq. ft.	-	25 sq. ft.	56 sq. ft.
20	DANIEL ZAK & PAMELA ZAK	FEE & TLE	7 sq. ft.	-	7 sq. ft.	16 sq. ft.

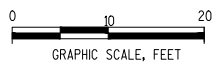
STH 55 / S. MAIN ST.



LOT 2  
42418322000  
MAG NAIL  
W/WASHER  
Y=651968.430  
X=847235.400

SEYMOUR

DATE 11/26/2018



HWY: STH 55

COUNTY: OUTAGAMIE

STATE R/W PROJECT NUMBER: 6570-08-21

CONSTRUCTION PROJECT NUMBER

PLAT SHEET NO: 4.10

PS&E SHEET NO:

E



CITY

ASSESSOR'S PLAT  
BLOCK 1

(101)

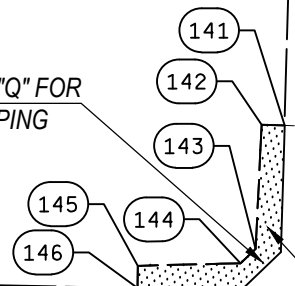
LOT 1

SANITARY SEWER EASEMENT  
J. 7859 1 3  
DOC. #922172

TAX ID#340-000100

RIGHT-OF-WAY R

TLE "Q" FOR  
SLOPING



(21)

(214)

4241829000  
MAG NAIL  
W/WASHER

Y=657255.455  
X=847398.733

R/W REFERENCE LINE COURSE TABLE				
STATION	Y	X	DIRECTION	DISTANCE
500+00.00	649322.255	847166.173	N01°29'55"E	2647.08'
526+47.08	651968.430	847235.400	N01°53'24"E	2647.53'
552+94.61	654614.515	847322.723	N01°38'55"E	2642.03'
579+36.64	657255.455	847398.733		

ASSESSOR'S PLAT  
BLOCK D, LOT 9

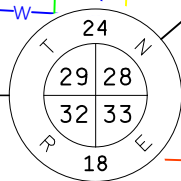
POINT	STATION	OFFSET	Y	X
TLE "Q"				
146	553+27.12	-47.84'	654648.389	847275.837
145	553+29.42	-47.86'	654650.688	847275.879
144	553+29.99	-37.16'	654650.951	847286.597
143	553+31.54	-35.64'	654652.455	847288.156
141	553+44.46	-33.00'	654665.302	847291.171
142	553+44.46	-35.39'	654665.370	847288.785
POINT				
214	553+44.46	0.00'	654664.352	847324.157

CTH "G" / W. PEARL ST.

CTH "G" / E. PEARL ST.

42418290000  
MAG W/BRASS  
WASHER

Y=654614.515  
X=847322.723



SEYMOUR

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER	INTEREST REQUIRED	FEE R/W ACRE(S) OR (S.F.) REQUIRED			AREA
			NEW	EXISTING	TOTAL	
21	EVANGELICAL LUTHERAN EMMANUEL'S CHURCH	TLE	-	-	-	68 sq. ft.

LOT 1

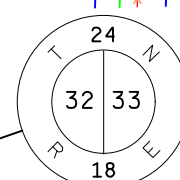
ASSESSOR'S PLAT  
BLOCK 9

SCHEDULE OF UTILITIES & INTERESTS REQUIRED		
UTILITY NUMBER	OWNER	INTEREST REQUIRED
101	CITY OF SEYMOUR	RELEASE OF RIGHTS

STH 55 / N. MAIN ST.

42418322000  
MAG NAIL  
W/WASHER

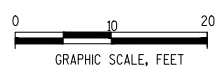
Y=651968.430  
X=847235.400



ASSESSOR'S PLAT  
BLOCK 14

LOT 2

DATE 11/26/2018



HWY: STH 55

COUNTY: OUTAGAMIE

STATE R/W PROJECT NUMBER: 6570-08-21

CONSTRUCTION PROJECT NUMBER

PLAT SHEET NO: 4.11

PS&E SHEET NO:

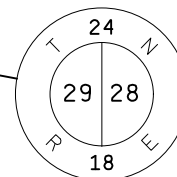
E

CITY

PART OF LOT 5  
ASSESSOR'S PLAT  
BLOCK C

TAX ID#340-048500

RIGHT-OF-WAY R



4241829000  
MAG NAIL  
W/WASHER  
Y=657255.455  
X=847398.733



LOT 7

R/W REFERENCE LINE COURSE TABLE				
STATION	Y	X	DIRECTION	DISTANCE
500+00.00	649322.255	847166.173		
526+47.08	651968.430	847235.400	N01°29'55"E	2647.08'
552+94.61	654614.515	847322.723	N01°53'24"E	2647.53'
579+36.64	657255.455	847398.733	N01°38'55"E	2642.03'

POINT	STATION	OFFSET	Y	X
TLE "R"				
147	559+01.79	-33.00'	655222.398	847307.205
148	559+01.87	-35.63'	655222.558	847304.576
149	559+15.68	-35.23'	655236.350	847305.371
151	559+18.06	-46.96'	655239.066	847293.723
150	559+18.13	-37.82'	655238.873	847302.855
152	559+21.40	-47.13'	655242.405	847293.650
TLE "S"				
153	559+59.48	-39.00'	655280.238	847302.867
154	559+73.68	-35.78'	655294.334	847306.497
155	559+83.00	-35.80'	655303.656	847306.743
156	559+83.01	-33.00'	655303.586	847309.542
POINT				
215	559+01.73	0.00'	655221.393	847340.190
216	559+83.01	0.00'	655302.637	847342.528

EAGLE ST.

VARIES

OF

LOT 8

ASSESSOR'S PLAT  
BLOCK D

TLE "R" FOR  
SLOPING

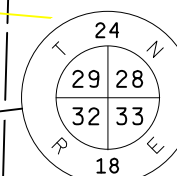
TAX ID#340-000900

559+00  
N 01° 38' 55" E 2642.03' S/L  
STH 55 / N. MAIN ST.

SEYMOUR

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER	INTEREST REQUIRED	FEE R/W ACRE(S) OR (S.F.) REQUIRED			AREA
			NEW	EXISTING	TOTAL	
22	MATTHEW A. BONE & JANA S. BONE	TLE	-	-	-	69 sq. ft.
23	JASON A. SMITH & STACY M. SMITH	TLE	-	-	-	67 sq. ft.

LOT 3  
ASSESSOR'S PLAT  
BLOCK 3



4241829000  
MAG W/BRASS  
WASHER  
Y=654614.515  
X=847322.723

DATE 11/26/2018



HWY: STH 55

COUNTY: OUTAGAMIE

STATE R/W PROJECT NUMBER: 6570-08-21

CONSTRUCTION PROJECT NUMBER

PLAT SHEET NO: 4.12

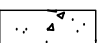

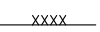
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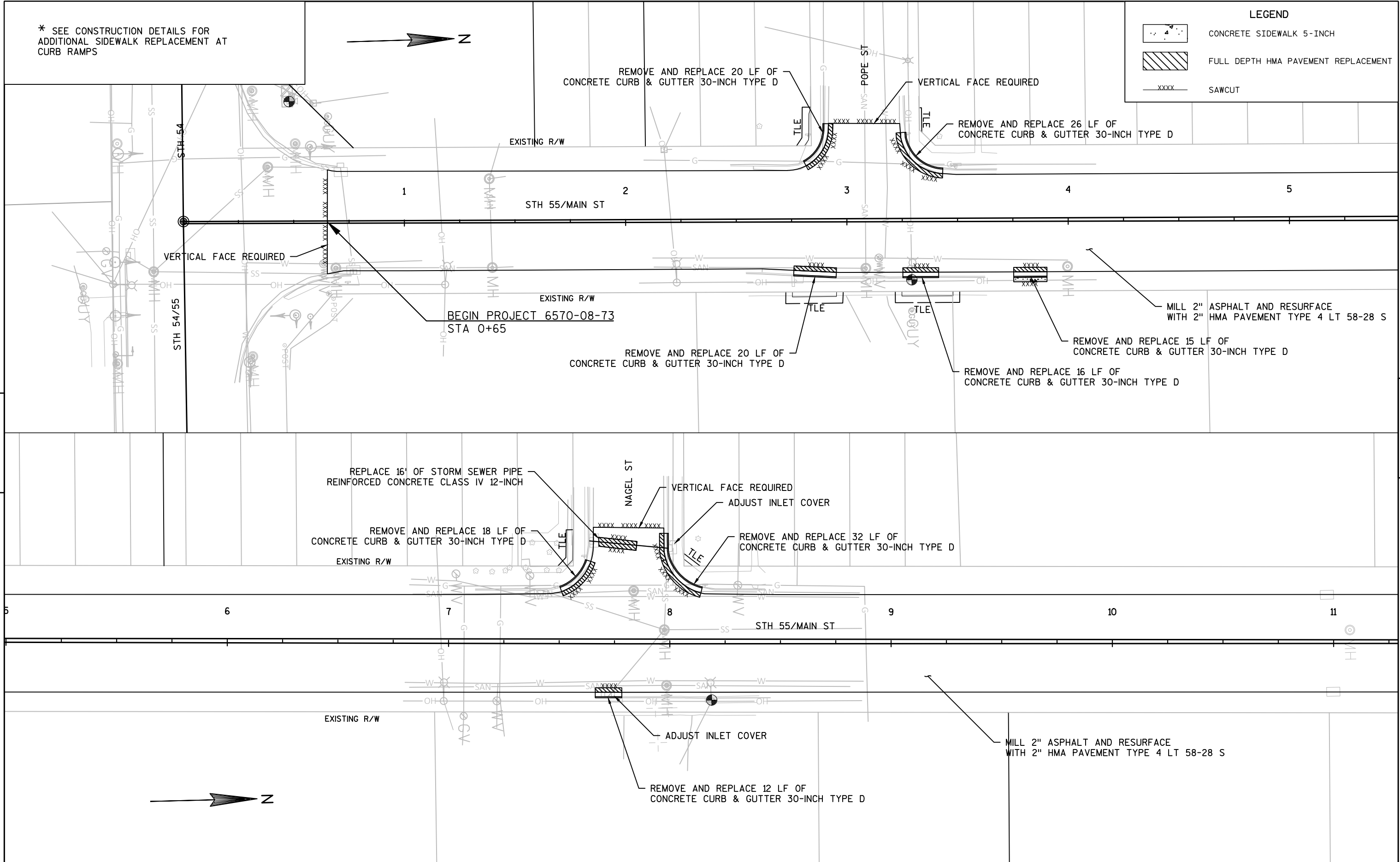
E

\* SEE CONSTRUCTION DETAILS FOR  
ADDITIONAL SIDEWALK REPLACEMENT AT  
CURB RAMPS



**LEGEND**

-  CONCRETE SIDEWALK 5-INCH
-  FULL DEPTH HMA PAVEMENT REPLACEMENT
-  SAWCUT

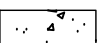

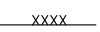


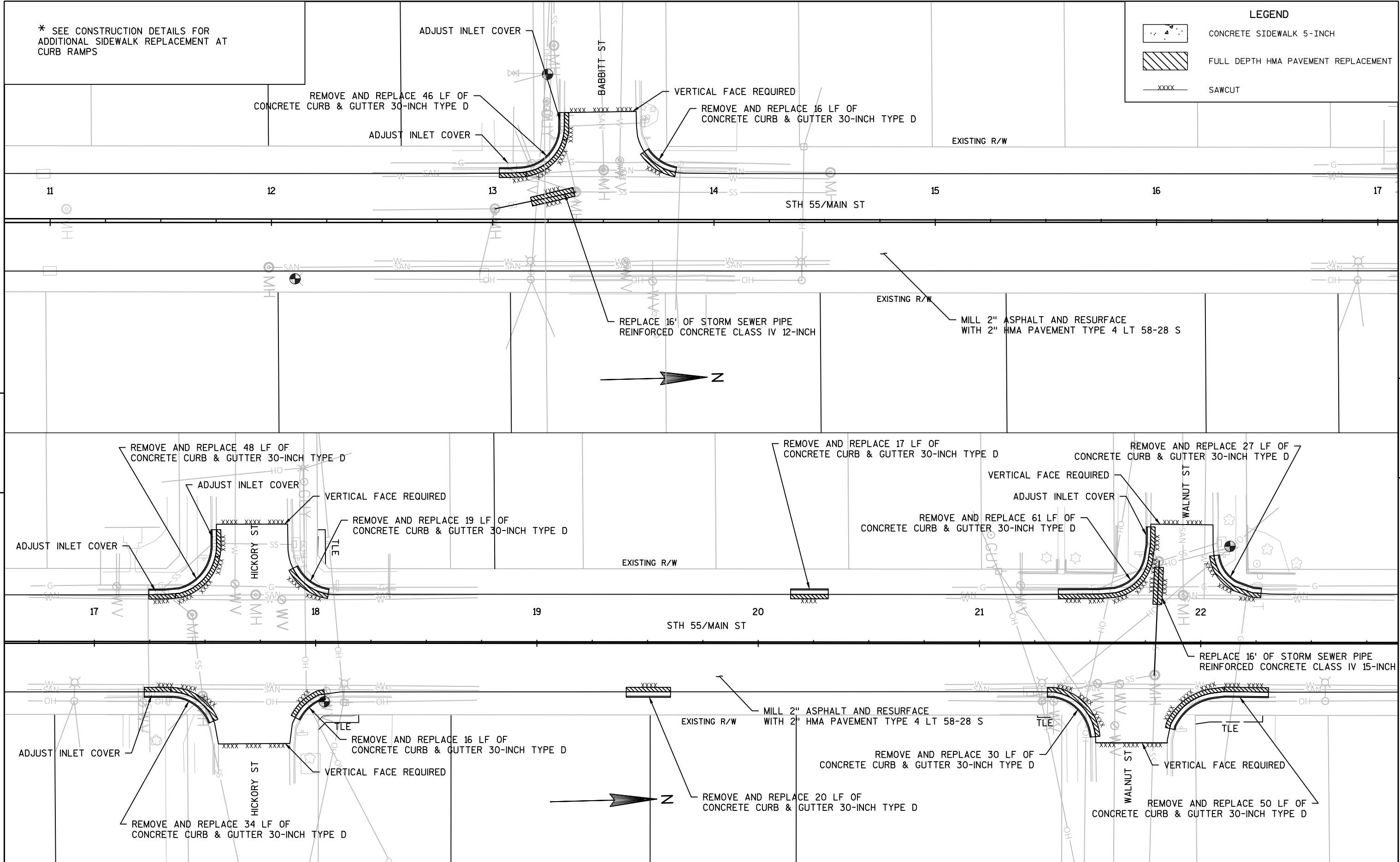
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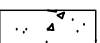

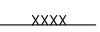


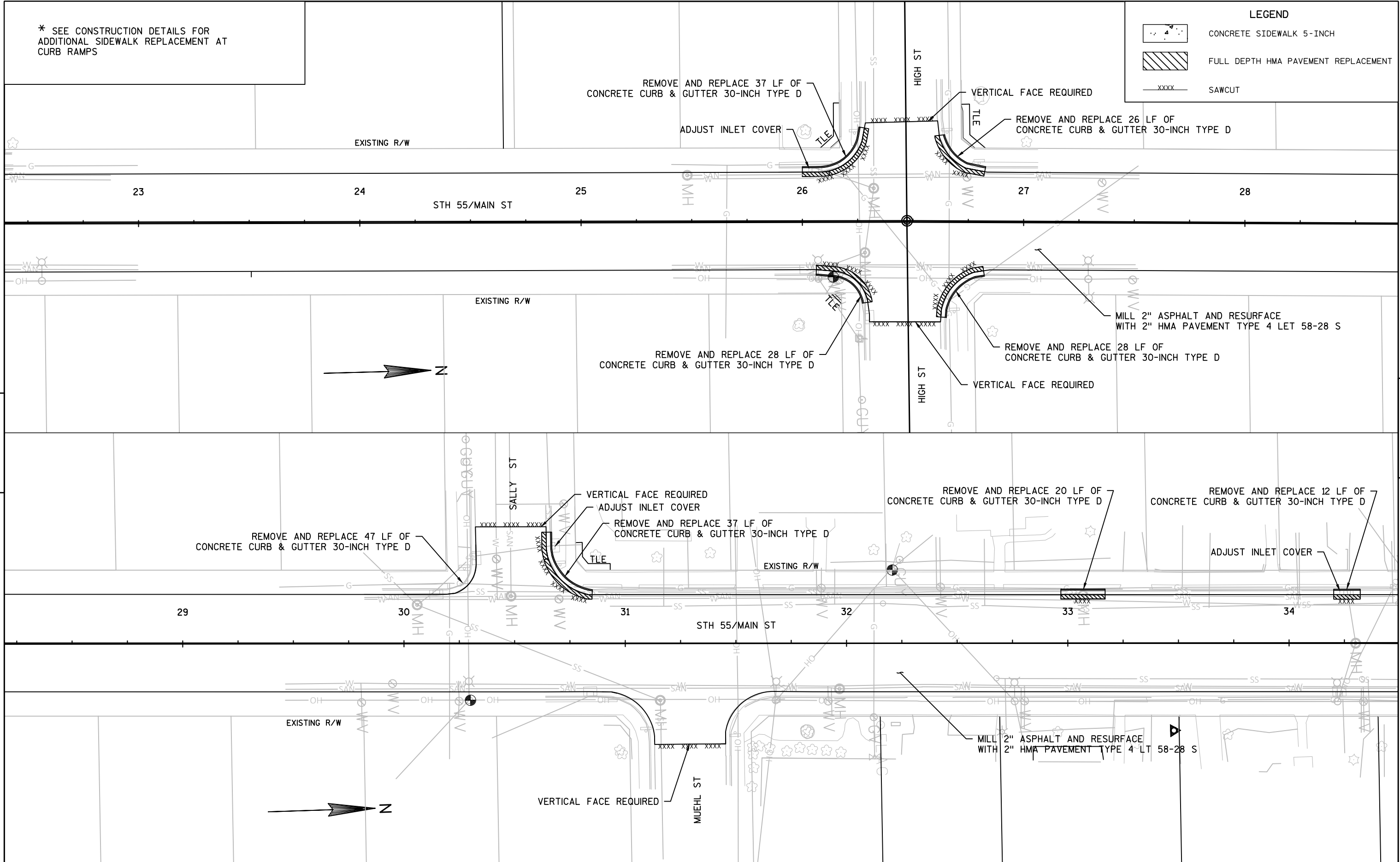
\* SEE CONSTRUCTION DETAILS FOR  
ADDITIONAL SIDEWALK REPLACEMENT AT  
CURB RAMPS

LEGEND	
	CONCRETE SIDEWALK 5-INCH
	FULL DEPTH HMA PAVEMENT REPLACEMENT
	SAWCUT



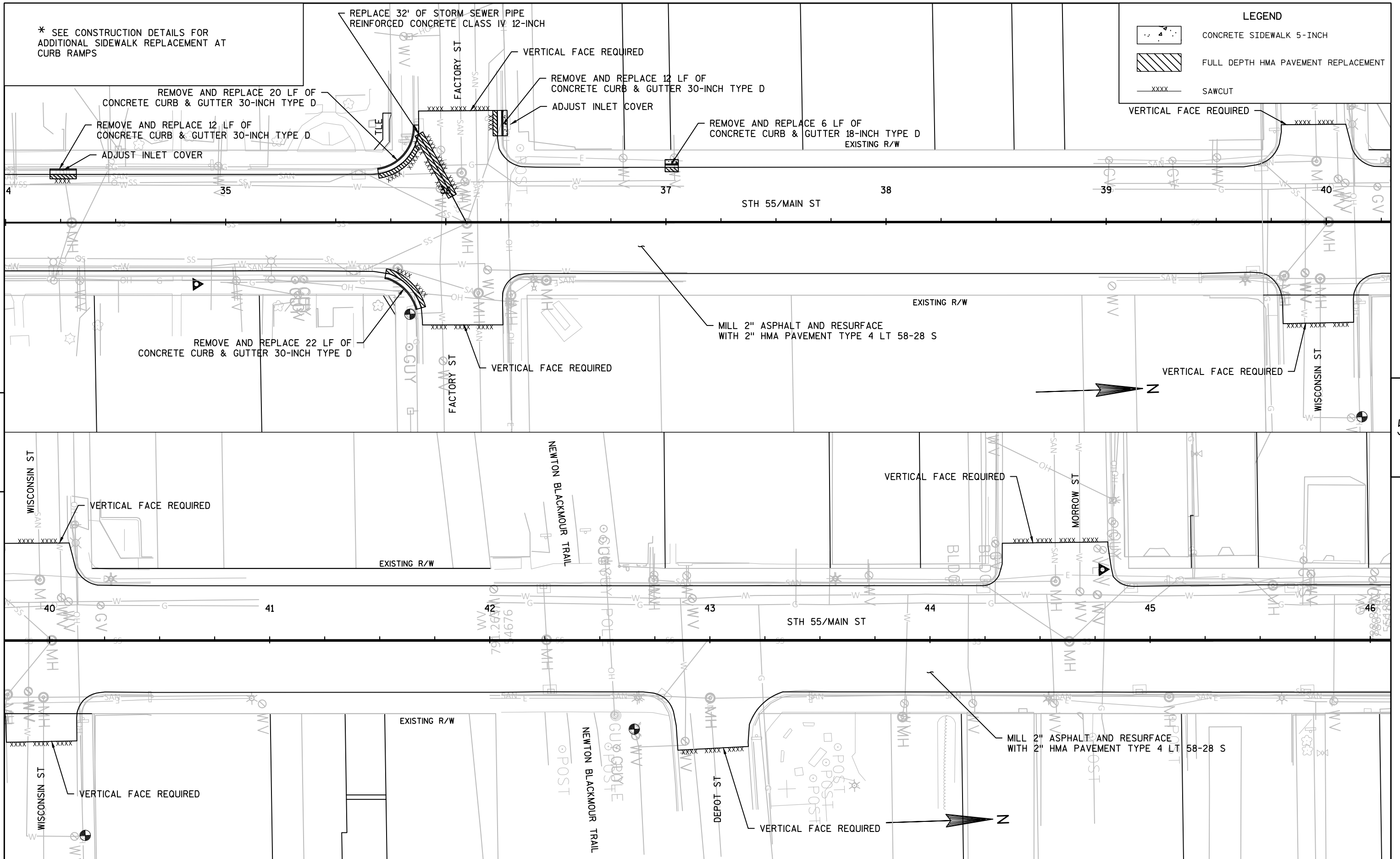
\* SEE CONSTRUCTION DETAILS FOR  
ADDITIONAL SIDEWALK REPLACEMENT AT  
CURB RAMPS

LEGEND	
	CONCRETE SIDEWALK 5-INCH
	FULL DEPTH HMA PAVEMENT REPLACEMENT
	SAWCUT



5

5



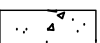

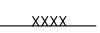
**LEGEND**

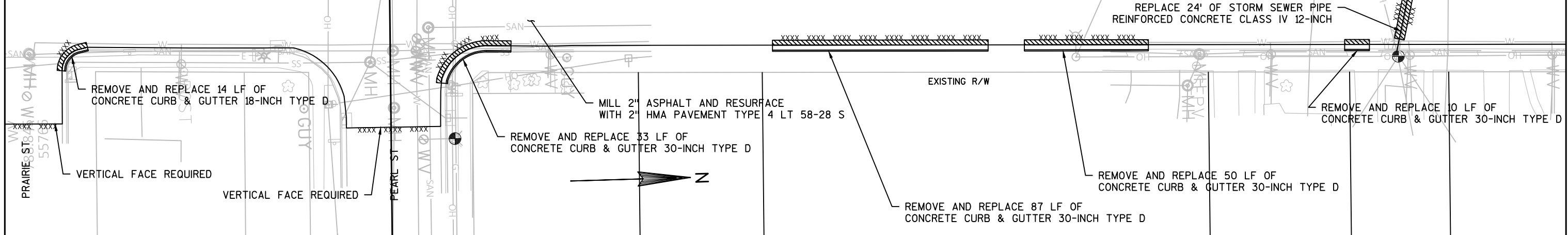
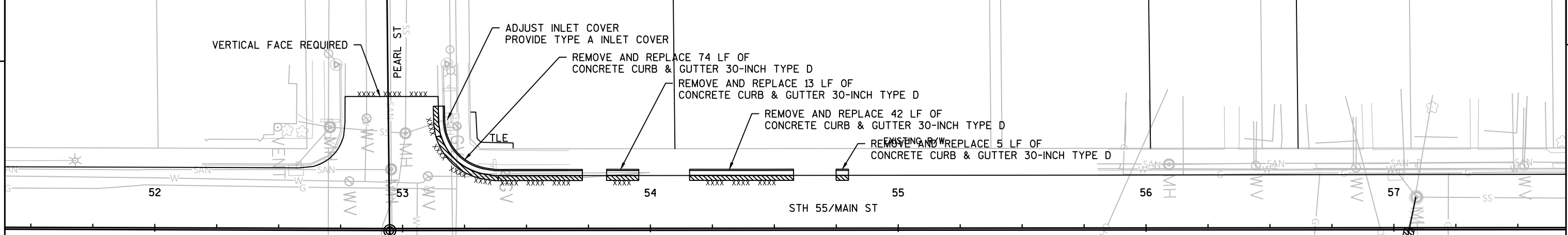
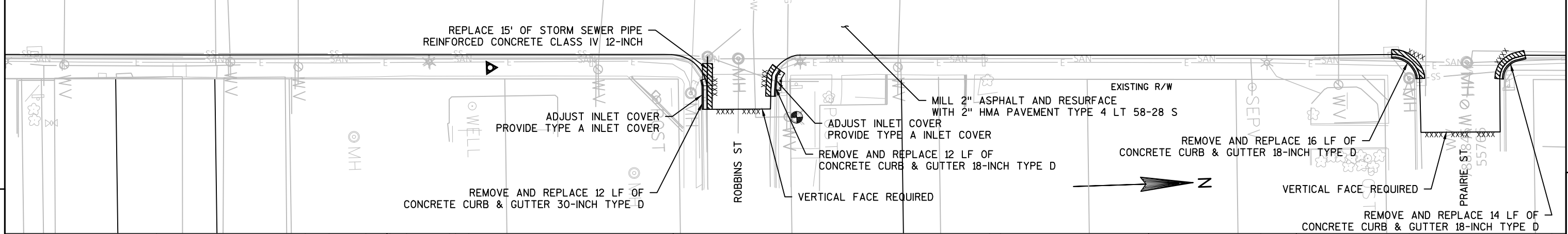
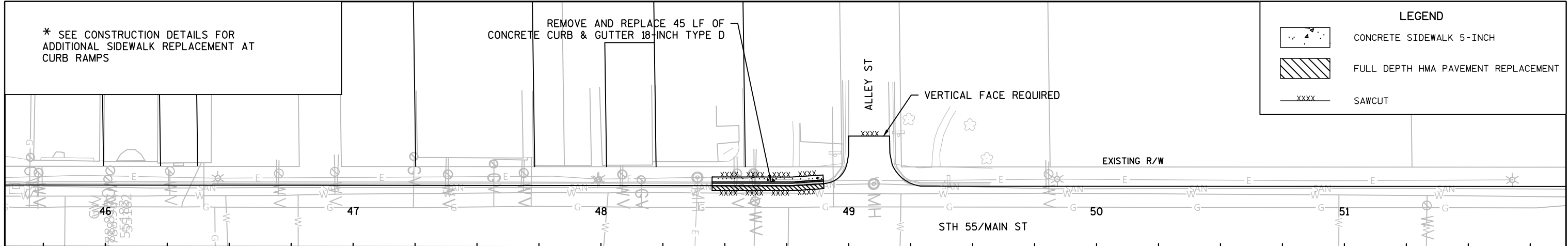
	CONCRETE SIDEWALK 5-INCH
	FULL DEPTH HMA PAVEMENT REPLACEMENT
	SAWCUT

\* SEE CONSTRUCTION DETAILS FOR ADDITIONAL SIDEWALK REPLACEMENT AT CURB RAMPS

\* SEE CONSTRUCTION DETAILS FOR  
ADDITIONAL SIDEWALK REPLACEMENT AT  
CURB RAMPS

**LEGEND**

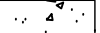

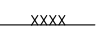
-  CONCRETE SIDEWALK 5-INCH
-  FULL DEPTH HMA PAVEMENT REPLACEMENT
-  SAWCUT

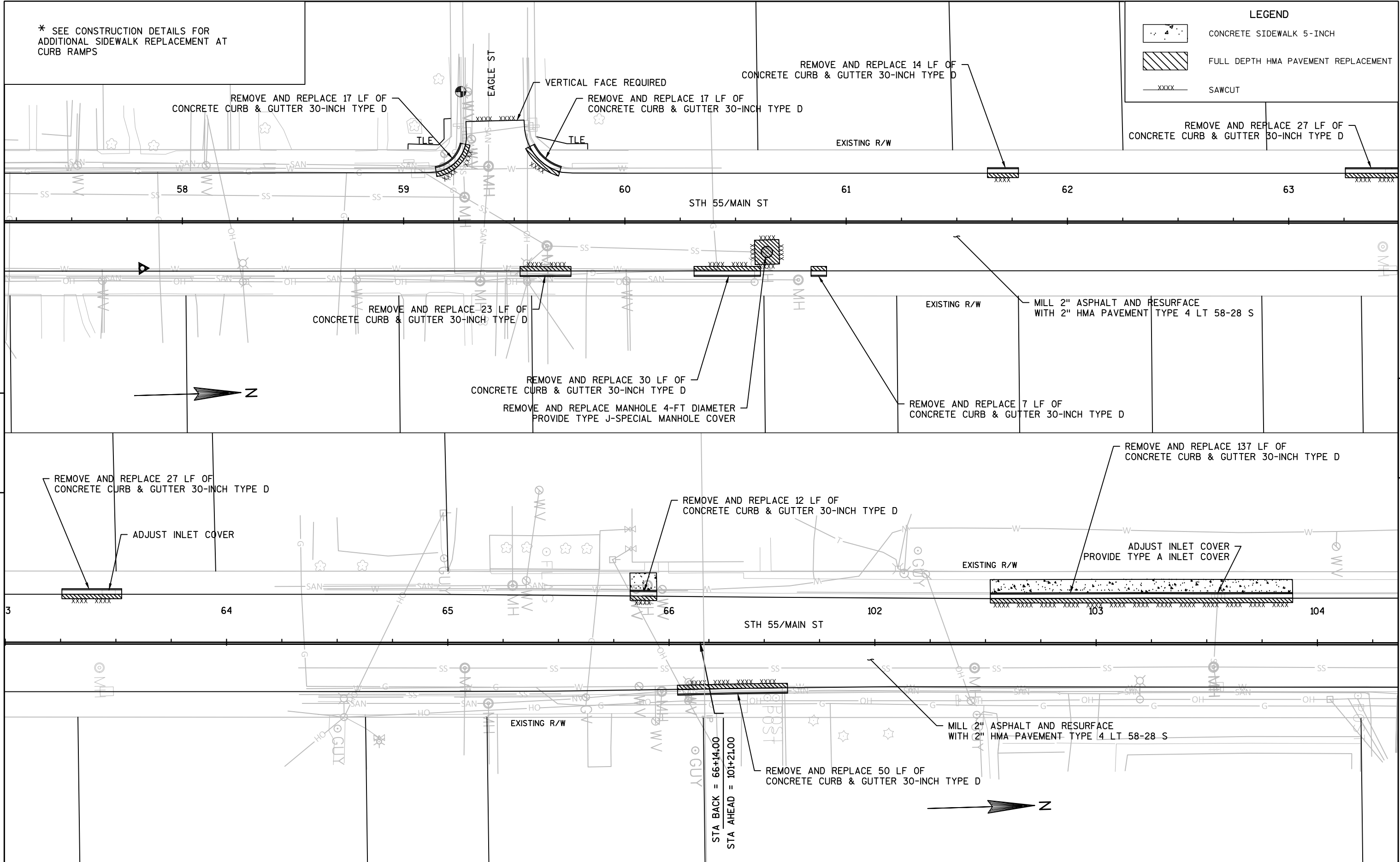




\* SEE CONSTRUCTION DETAILS FOR  
ADDITIONAL SIDEWALK REPLACEMENT AT  
CURB RAMPS

LEGEND

-  CONCRETE SIDEWALK 5-INCH
-  FULL DEPTH HMA PAVEMENT REPLACEMENT
-  SAWCUT

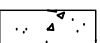

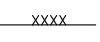


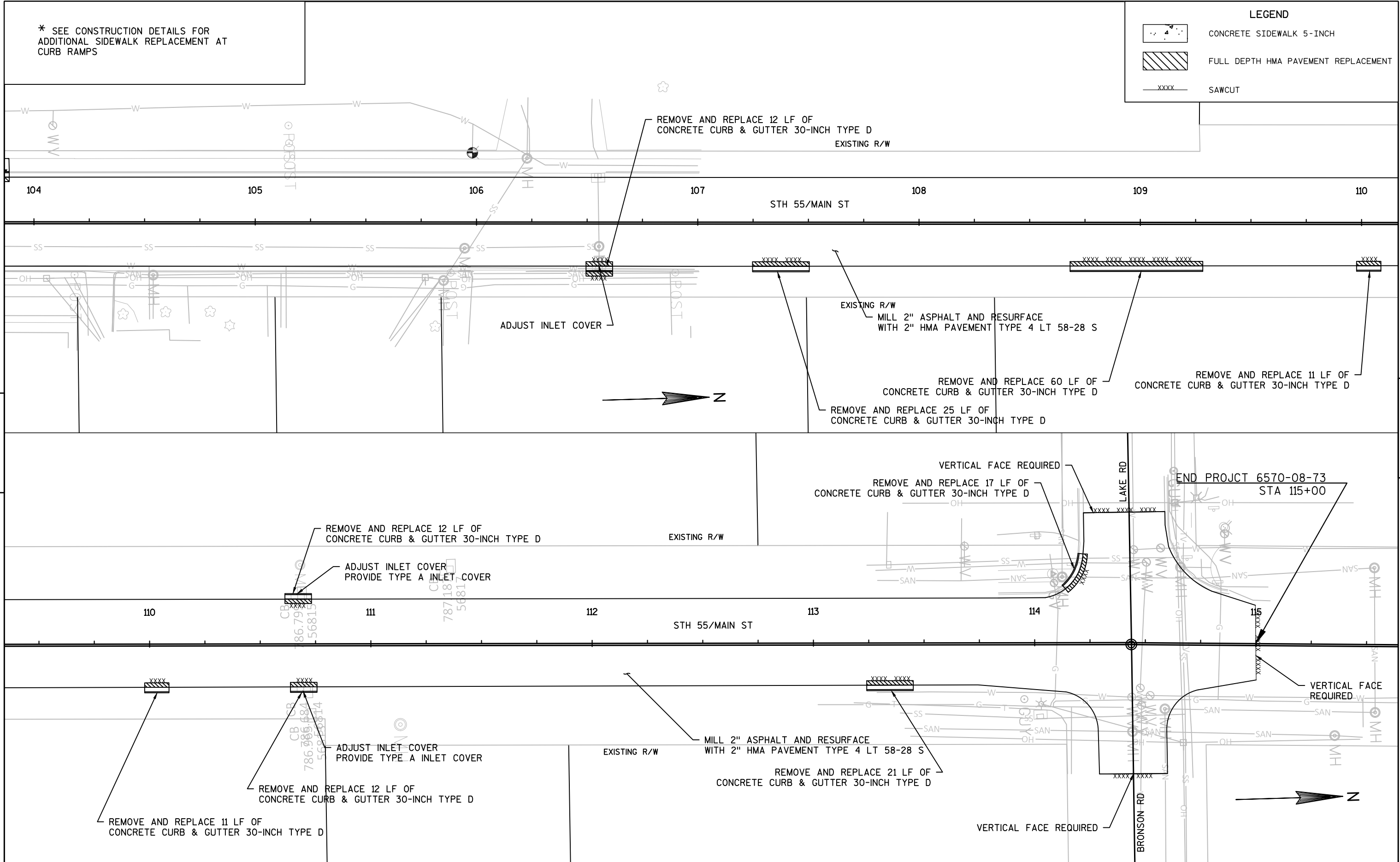
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\* SEE CONSTRUCTION DETAILS FOR  
ADDITIONAL SIDEWALK REPLACEMENT AT  
CURB RAMPS

**LEGEND**

-  CONCRETE SIDEWALK 5-INCH
-  FULL DEPTH HMA PAVEMENT REPLACEMENT
-  SAWCUT

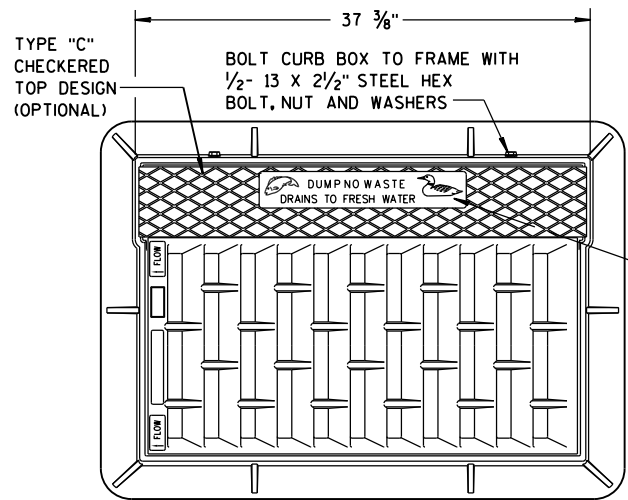


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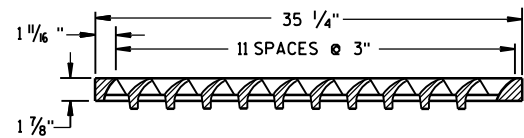
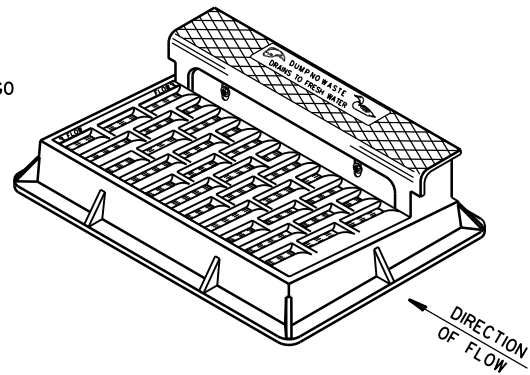
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## Standard Detail Drawing List

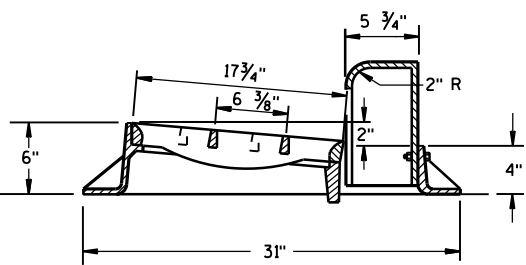
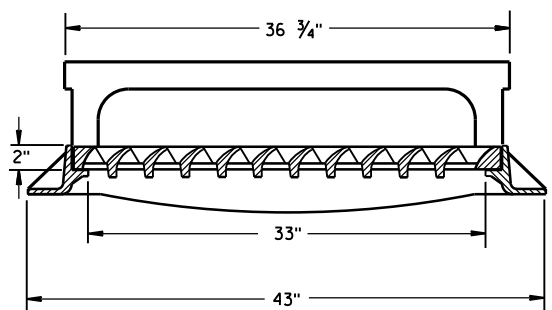
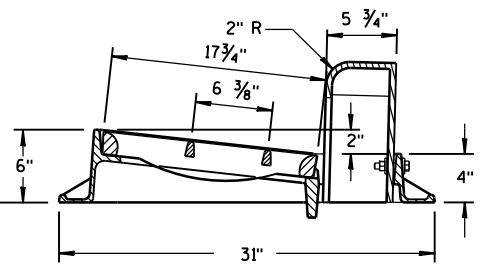
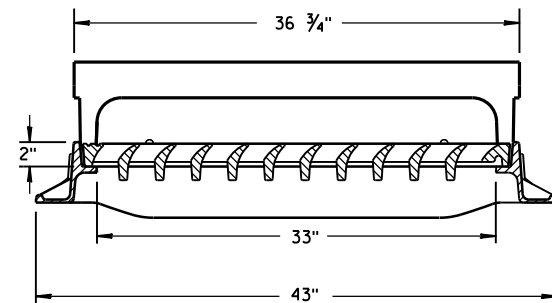
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-02	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08D01-21A	CONCRETE CURB & GUTTER
08D01-21B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-20A	CURB RAMPS TYPES 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
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
13C19-02	HMA LONGITUDINAL JOINTS
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-15C	PAVEMENT MARKING ARROWS
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-07	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-06A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D28-03	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-06A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-06B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-06C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES



**NOTE:  
GRATE IS REVERSIBLE.**

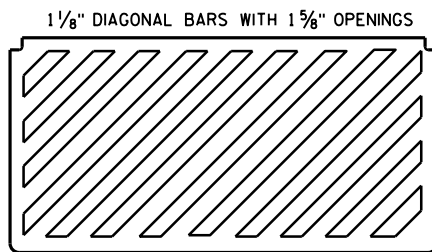


**NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"**



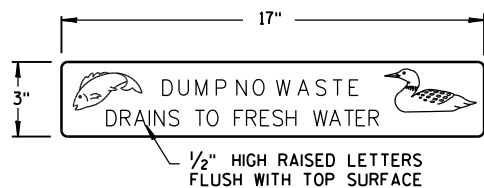
**TYPE "H"**

**NOTE: EITHER CASTING IS ACCEPTABLE**

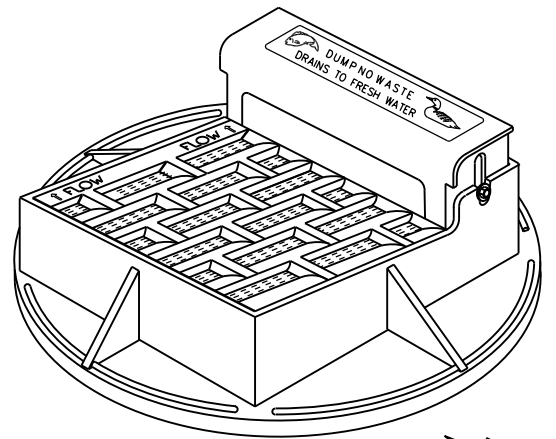


**SPECIAL GRATE FOR  
TYPE "H" COVER**

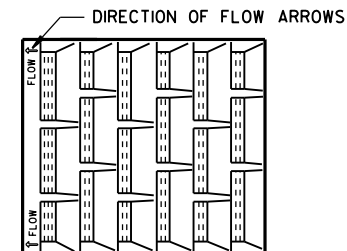
(MEASURES 35 1/4" X 17 3/4" X 2")  
(NOTED AS TYPE H-S ON DRAINAGE TABLE)



**LOGO DETAIL**

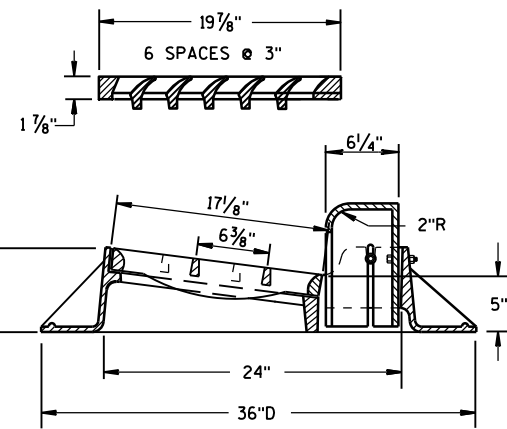
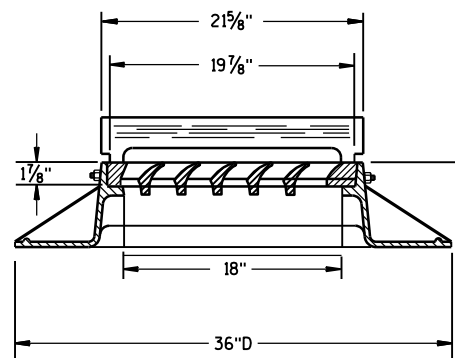


**NOTE:  
GRATE IS REVERSIBLE.**

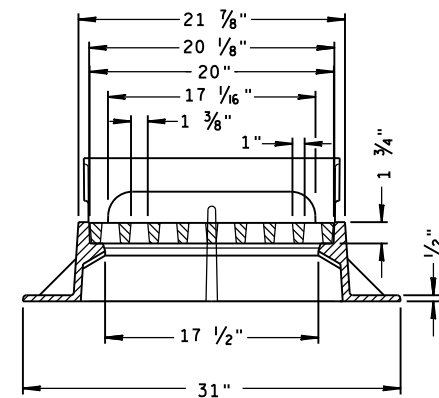
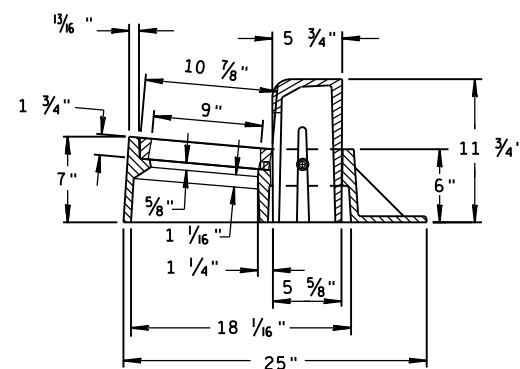


**SPECIAL GRATE FOR  
TYPE "A" COVER**

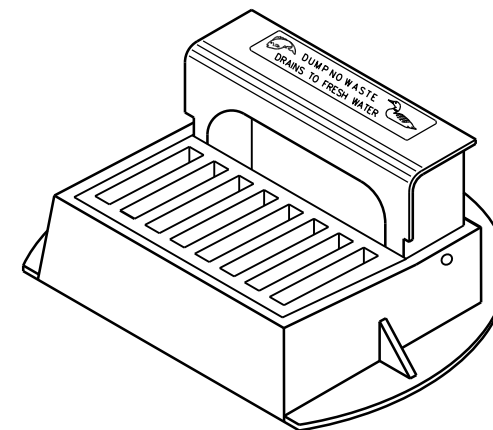
(MEASURES 19 3/4" X 17" X 1 1/8")  
(NOTED AS TYPE A-S ON DRAINAGE TABLE)



**TYPE "A"**



**TYPE "Z"**

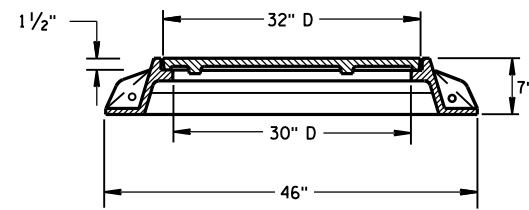
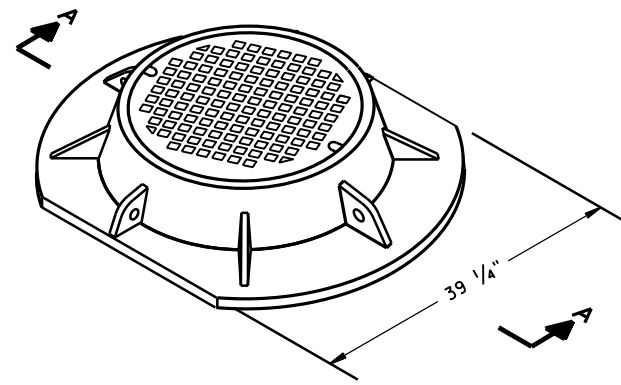


**INLET COVERS  
TYPE A, H, A-S, H-S & Z**

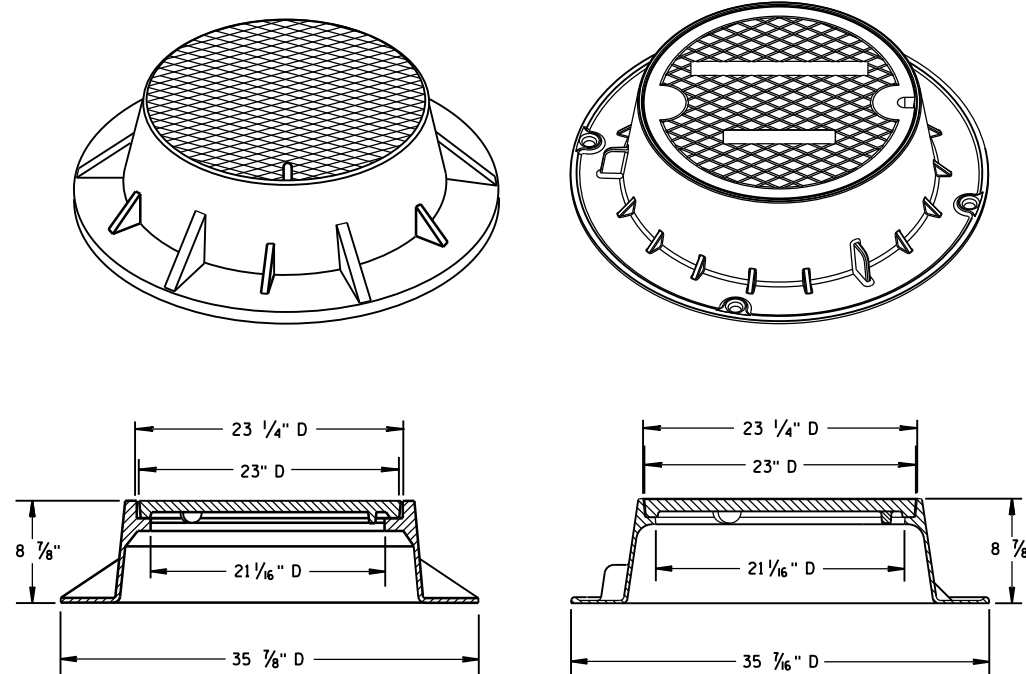
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
11-27-13  
DATE  
FHWA

/s/ Jerry H. Zogg  
ROADWAY STANDARDS DEVELOPMENT  
ENGINEER

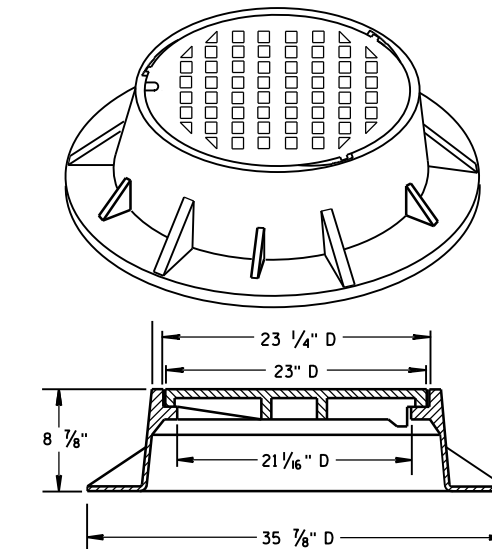
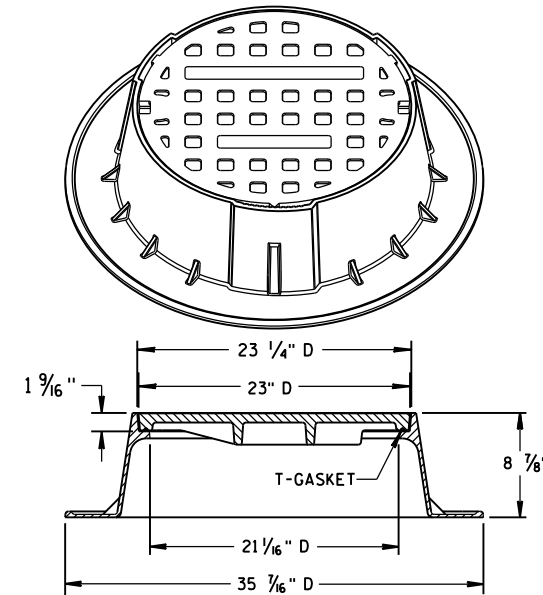


SECTION A-A  
TYPE "K"



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

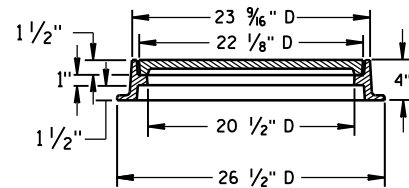
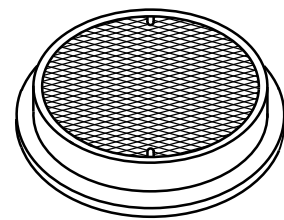
**GENERAL NOTES**

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.

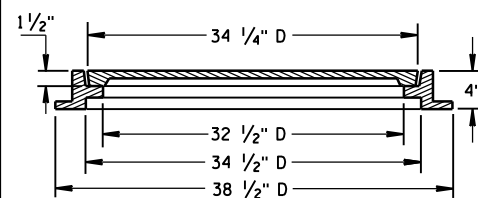
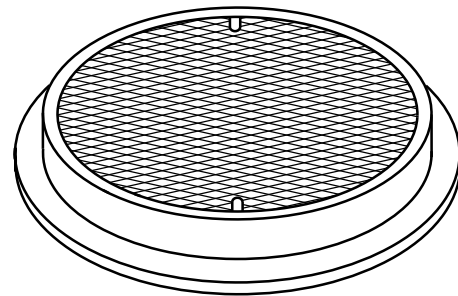
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

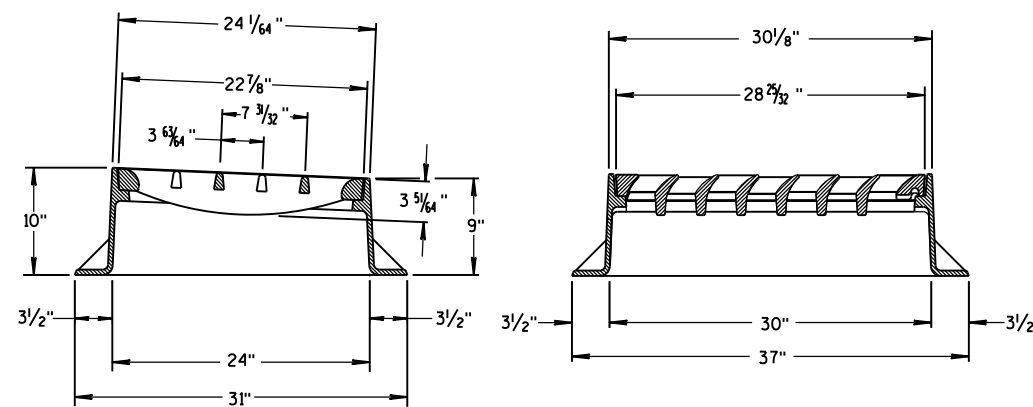
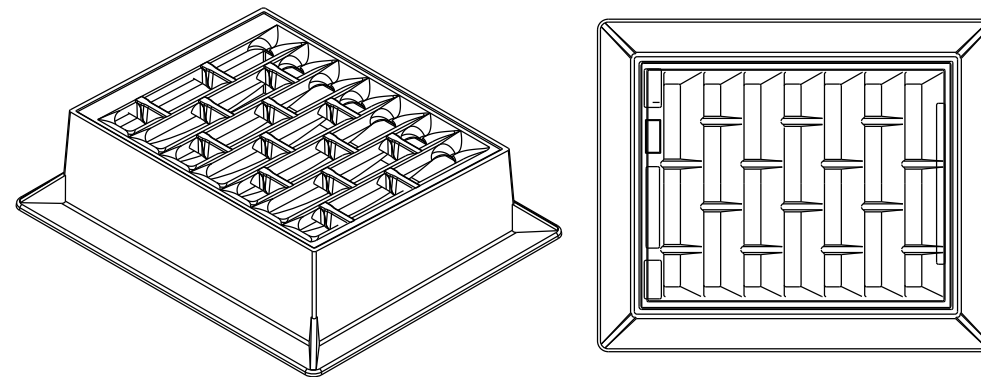
6



TYPE "L"



TYPE "M"



INLET COVER TYPE "BW"

6

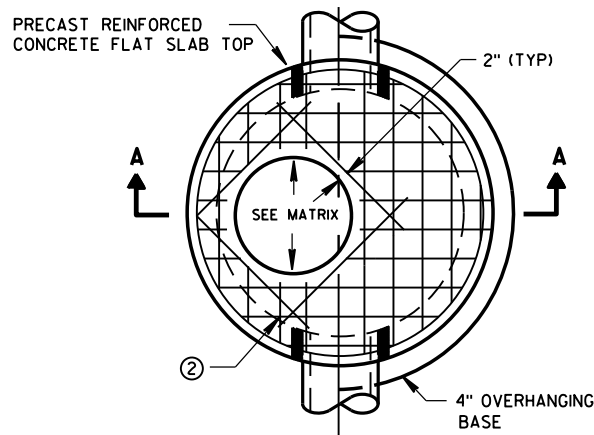
S.D.D. 8 A 5-19d

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

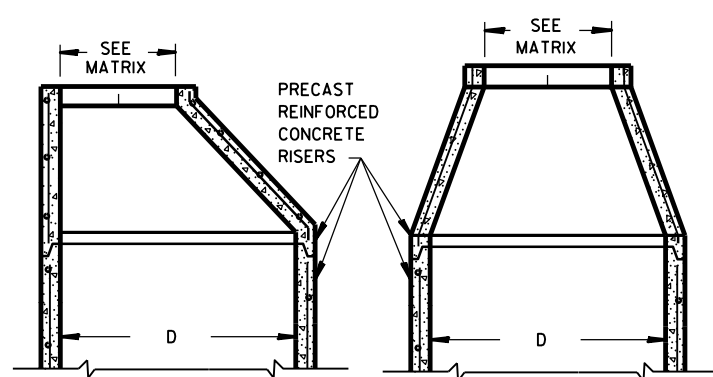
**INLET COVER TYPE BW  
MANHOLE COVERS, TYPE K,  
J, J-S, L & M**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

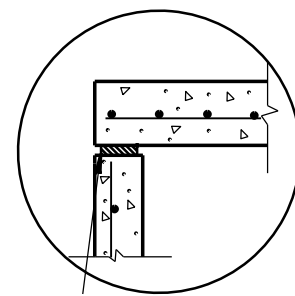


PLAN VIEW CIRCULAR OPENING

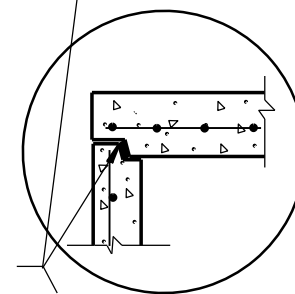


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

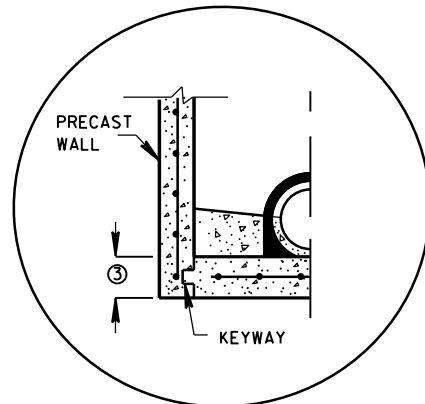
OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP



TOP WITH PLAIN END JOINT

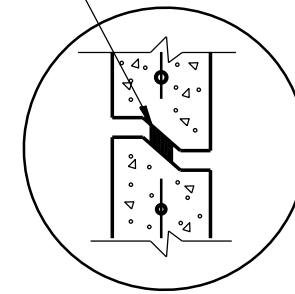


TOP WITH TONGUE AND GROOVE JOINT



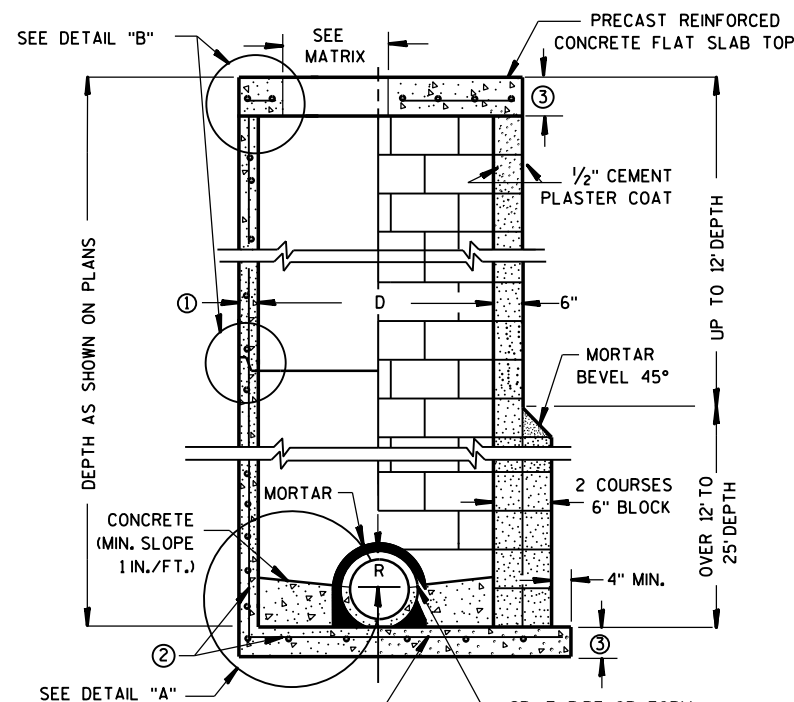
PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

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

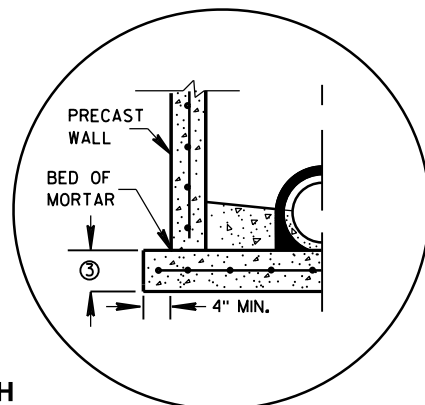


RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

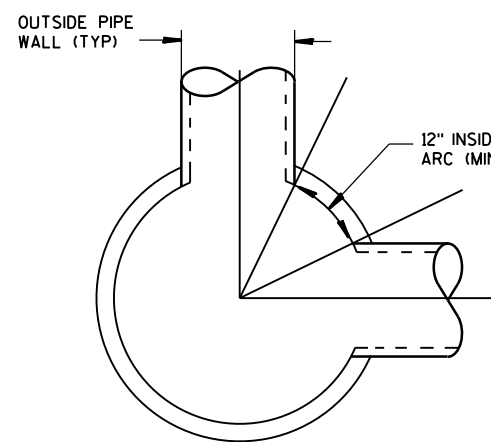


PRECAST REINFORCED CONCRETE BLOCK WITH CONCRETE WITH MONOLITHIC BASE CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

**GENERAL NOTES**

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS. UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

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

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

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

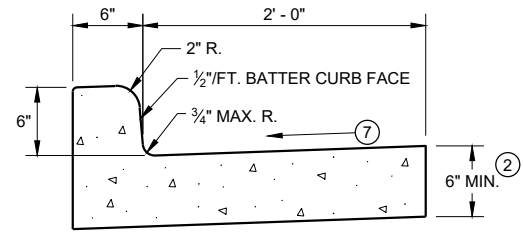
MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

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

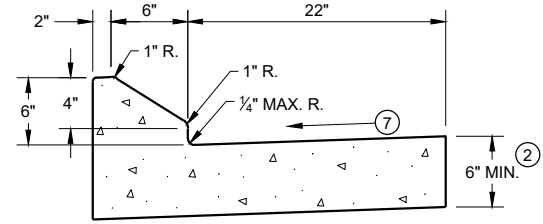
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

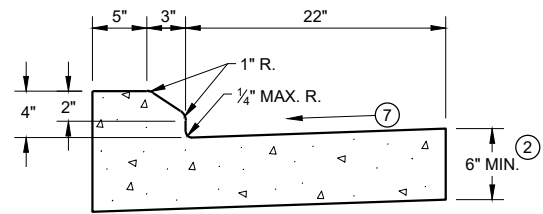
**MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER**



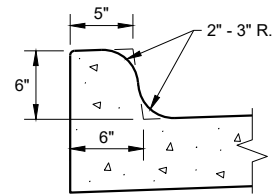
TYPES A<sup>①</sup> & D



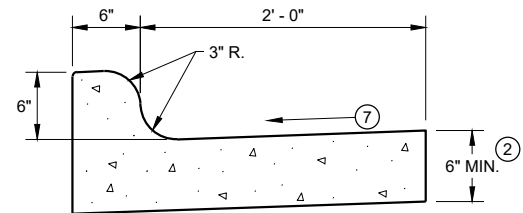
6" SLOPED CURB TYPES G<sup>①</sup> & J



4" SLOPED CURB TYPES G<sup>①</sup> & J

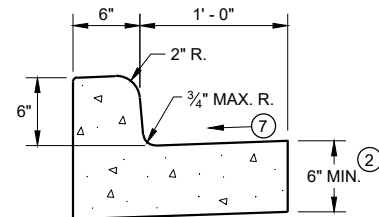


TYPES K<sup>①</sup> & L  
(OPTIONAL CURB SHAPE)



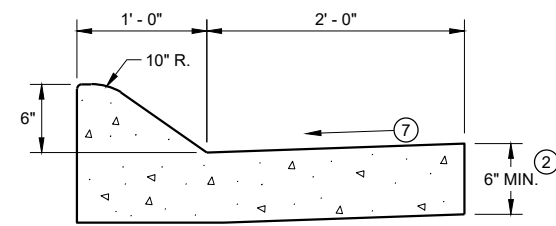
TYPES K<sup>①</sup> & L

CONCRETE CURB AND GUTTER 30"

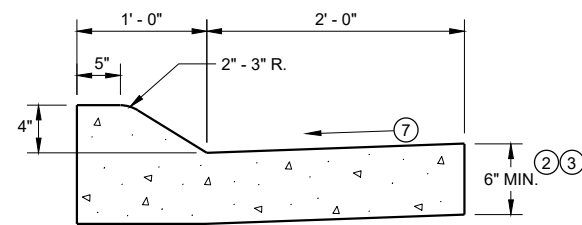


TYPES A<sup>①</sup> & D

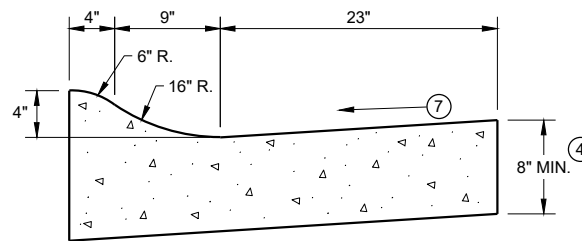
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A<sup>①</sup> & D



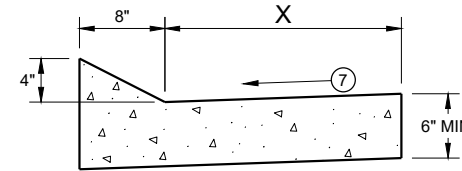
4" SLOPED CURB TYPES A<sup>①</sup> & D



4" SLOPED CURB TYPES R<sup>①</sup> & T<sup>⑤</sup>

CONCRETE CURB AND GUTTER 36"

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

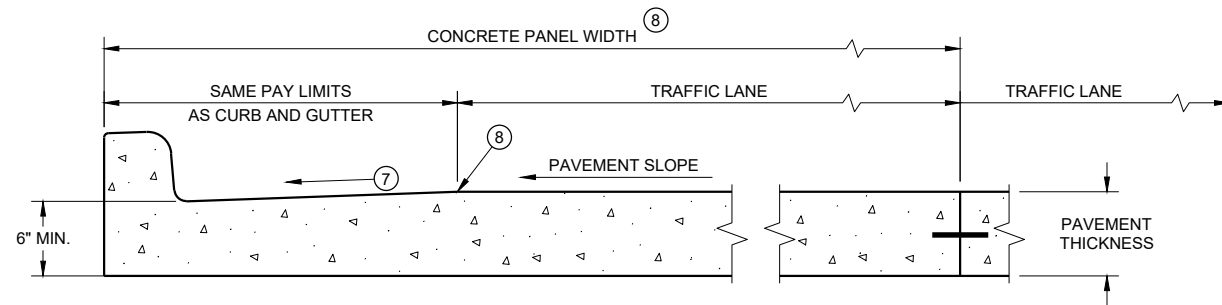


TYPES TBT & TBTT<sup>①</sup>

CONCRETE CURB AND GUTTER

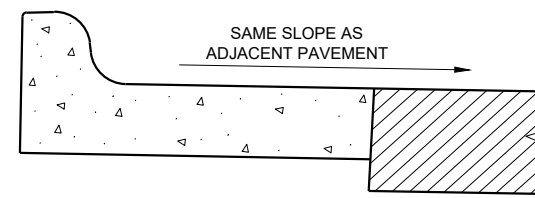
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT \*  
WITH INTEGRAL CURB AND GUTTER

\* BIKE LANE IS NOT SHOWN



REVERSE SLOPE GUTTER<sup>⑥</sup>  
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

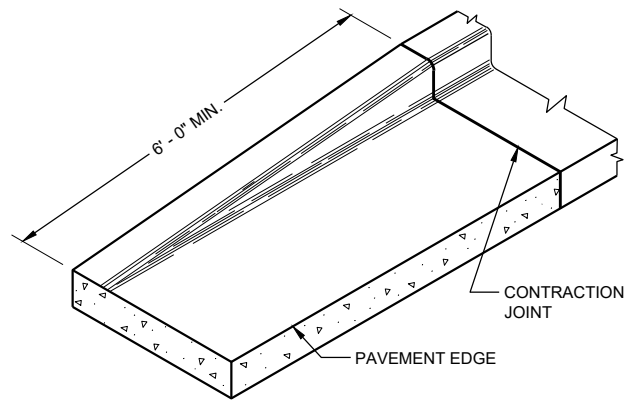
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

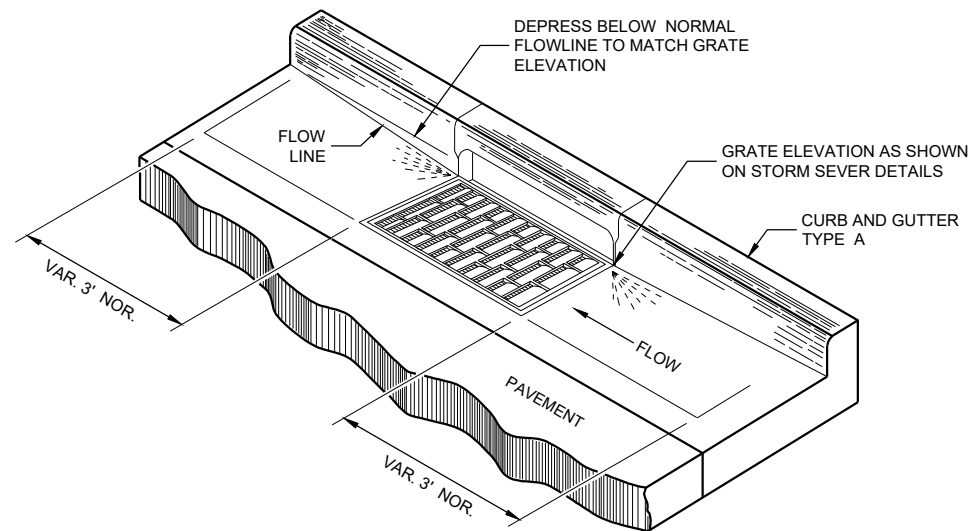
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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 GUTTERS 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.



**END SECTION CURB AND GUTTER**



**DETAIL OF CURB AND GUTTER AT INLETS**  
(TYPICAL H INLET COVER SHOWN)

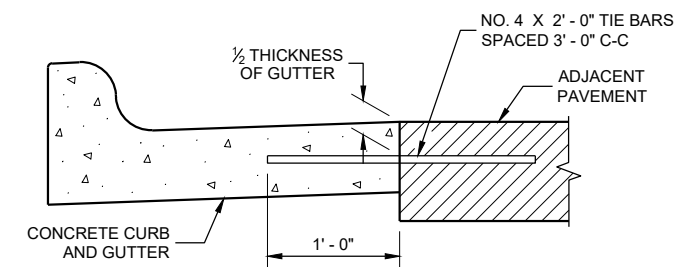
**GENERAL NOTES**

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

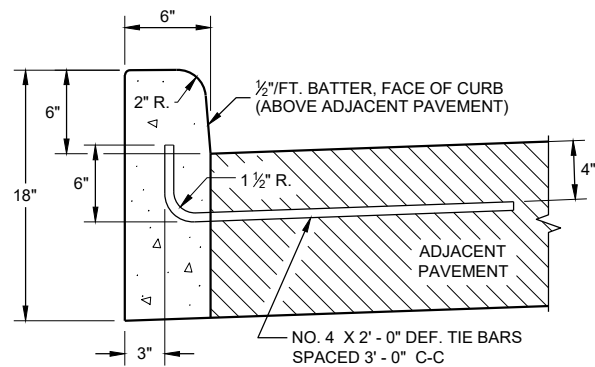
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

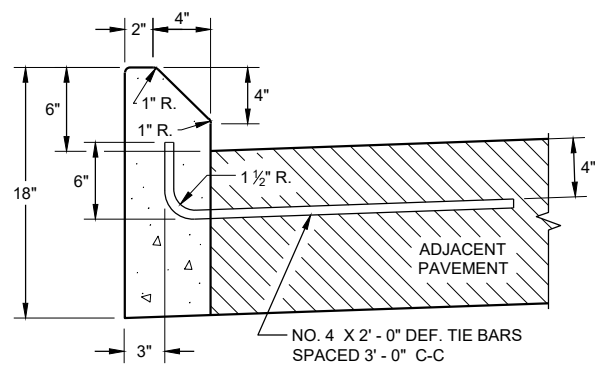
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ⑨ REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



**TYPICAL TIE BAR LOCATION** ①

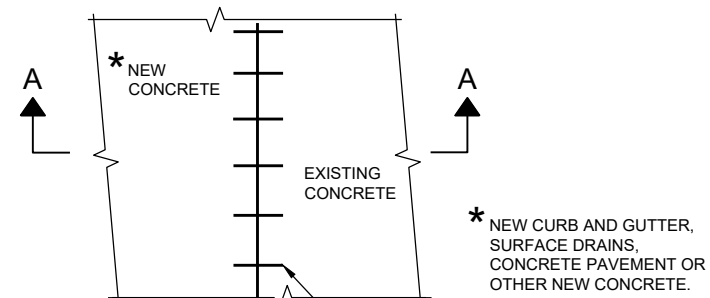


**TYPES A ① & D**

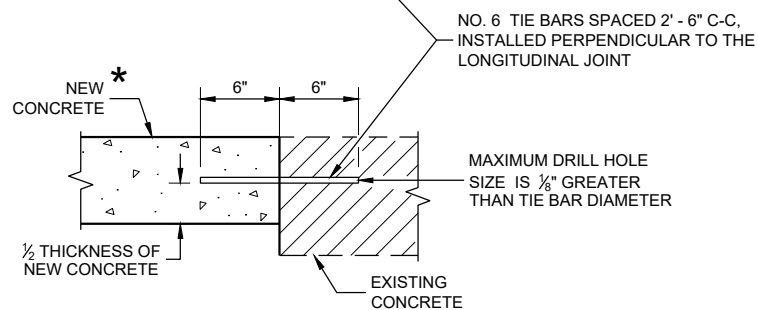


**TYPES G ① & J**

**CONCRETE CURB**

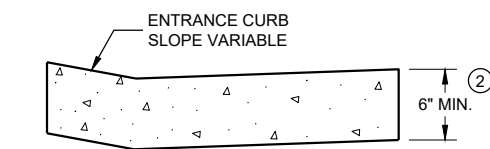


**PLAN VIEW**



**SECTION A - A**

**TIE BARS DRILLED INTO EXISTING PAVEMENT**



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

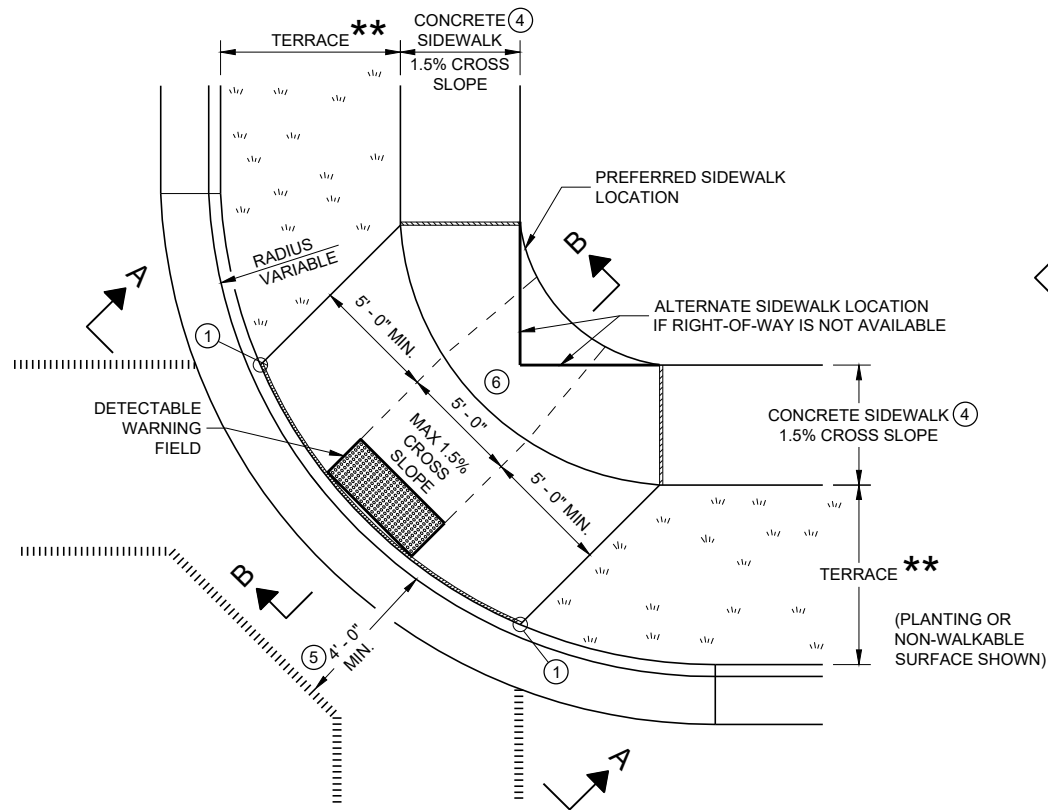
**CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

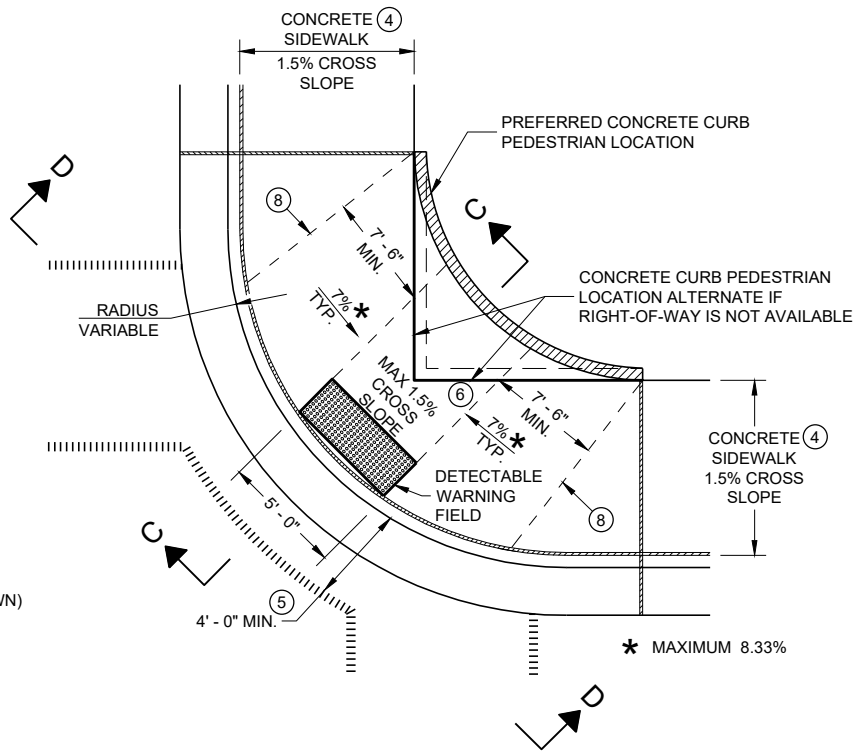
APPROVED  
February 2020 /S/ Rodney Taylor  
DATE ROADWAY STANDARDS DEVELOPMENT  
ENGINEER

FHWA

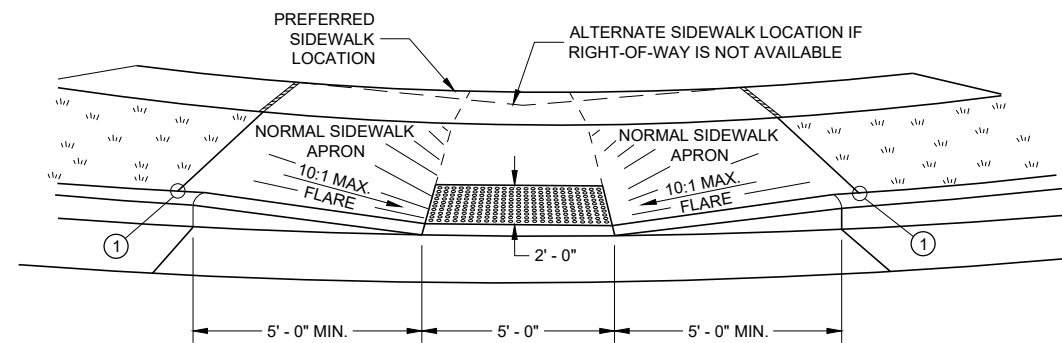




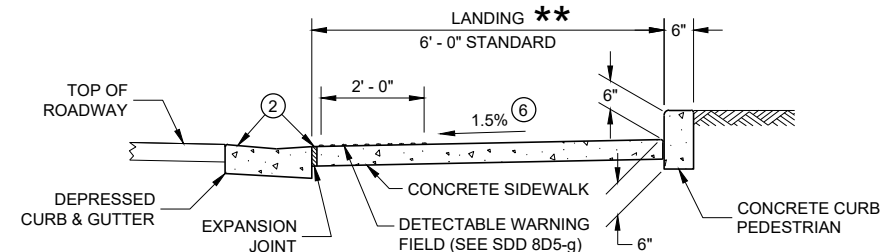
**PLAN VIEW  
CURB RAMP TYPE 1  
(CENTER OF CORNER RADIUS)**



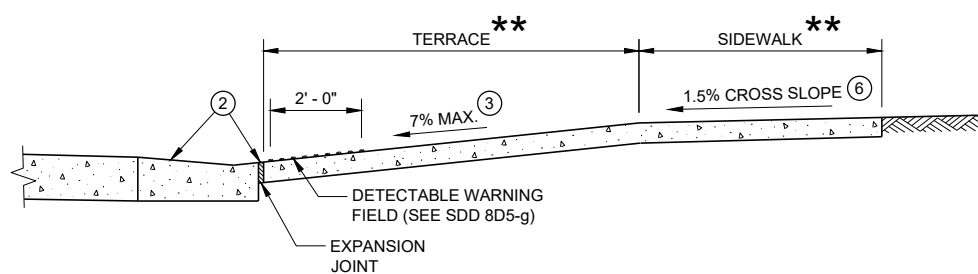
**PLAN VIEW  
CURB RAMP TYPE 1 - A  
(NO TERRACE)**



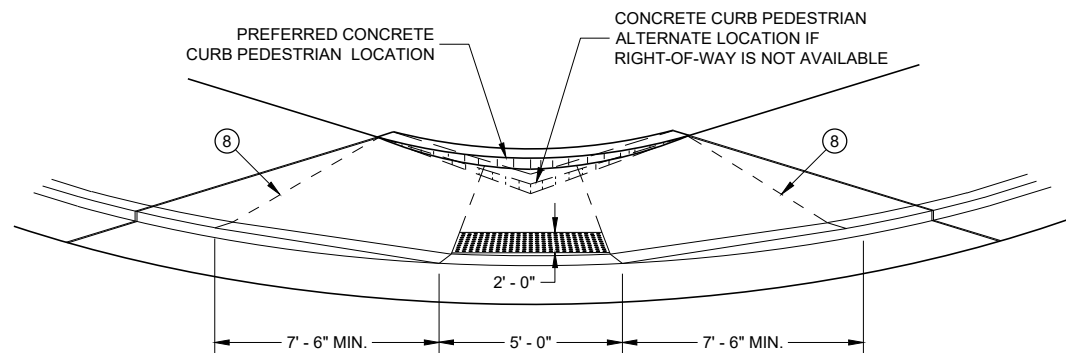
**VIEW A - A FOR TYPE 1**



**SECTION C - C FOR TYPE 1 - A**



**SECTION B - B FOR TYPE 1**



**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.

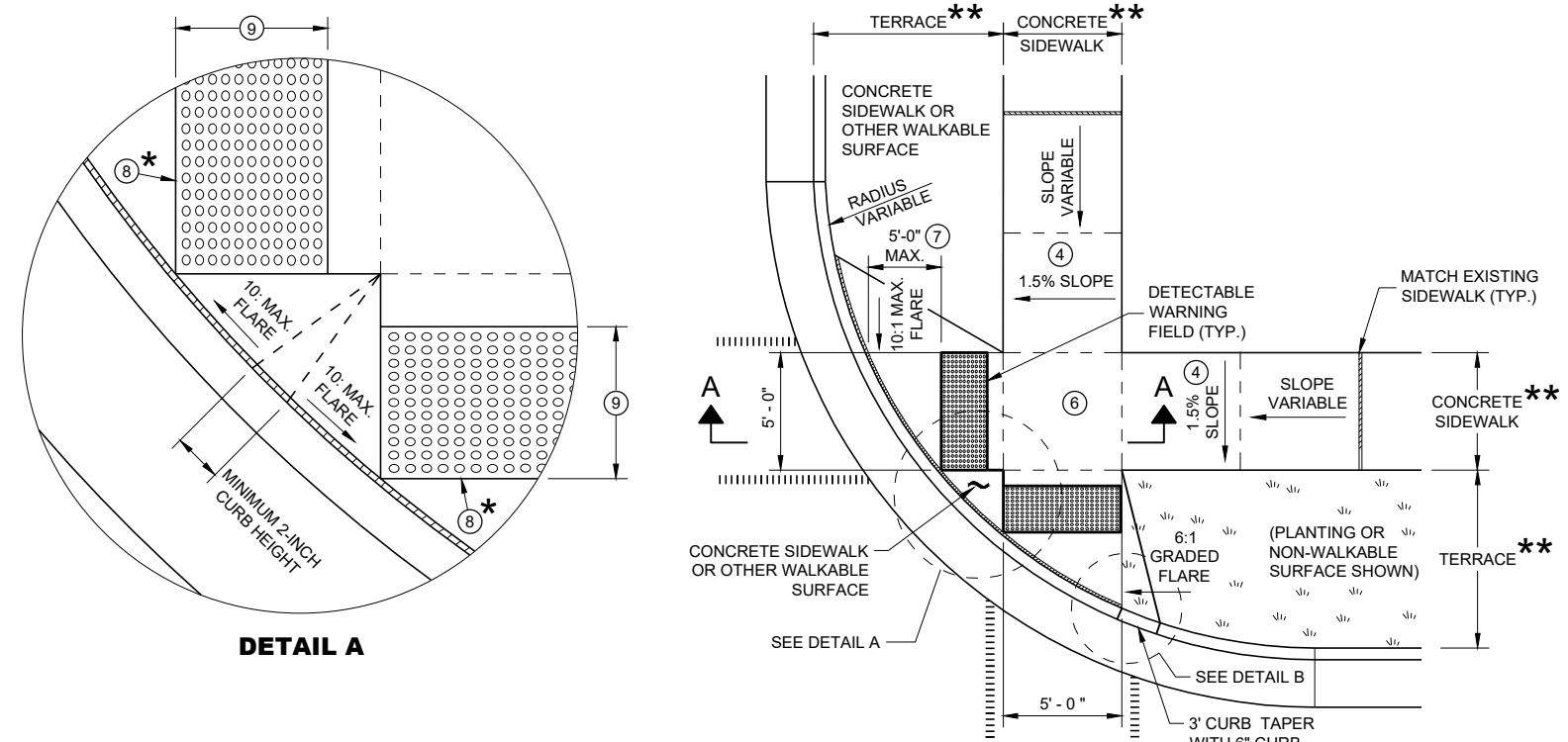
- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑤ PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

**LEGEND**

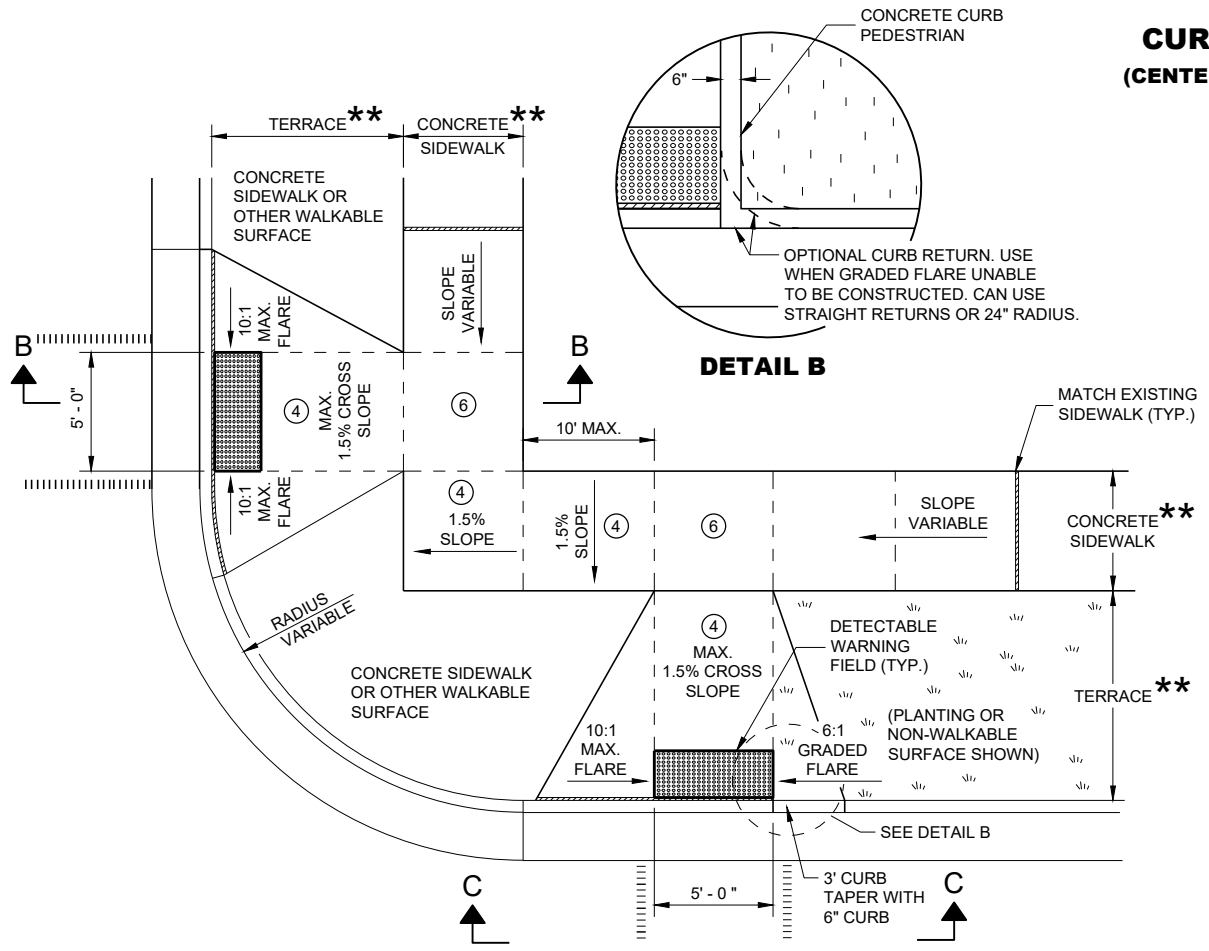
- 1/2" EXPANSION JOINT SIDEWALK
- - - - - CONTRACTION JOINT FIELD LOCATED
- ||||||| PAVEMENT MARKING CROSSWALK (WHITE)

**CURB RAMPS  
TYPE 1 AND 1-A**

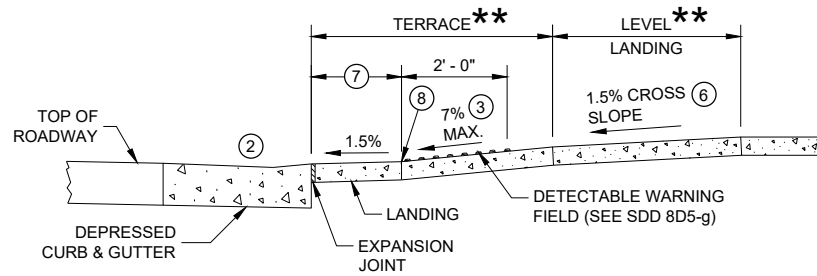
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



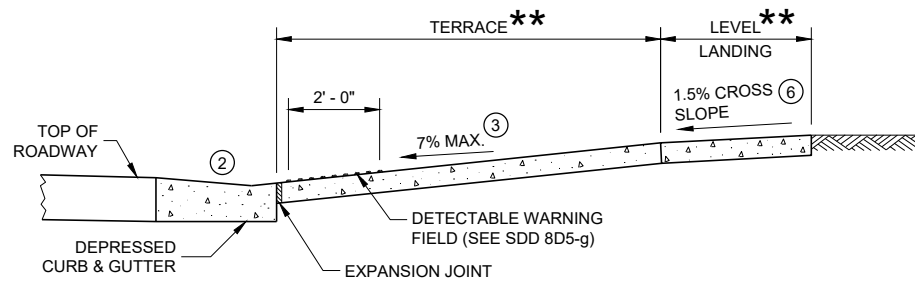
**PLAN VIEW CURB RAMP TYPE 2 (CENTER OF CORNER RADIUS)**



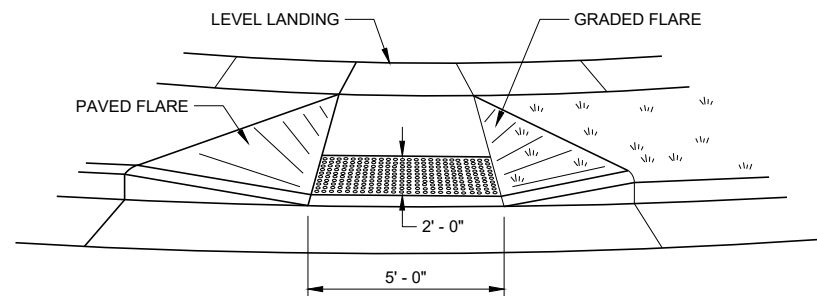
**PLAN VIEW CURB RAMP TYPE 3 (OUTSIDE OF CROSSWALK AREA)**



**SECTION A - A FOR TYPE 2**



**SECTION B - B FOR TYPE 3**



**VIEW C - C FOR TYPE 3**

**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 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ 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.

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

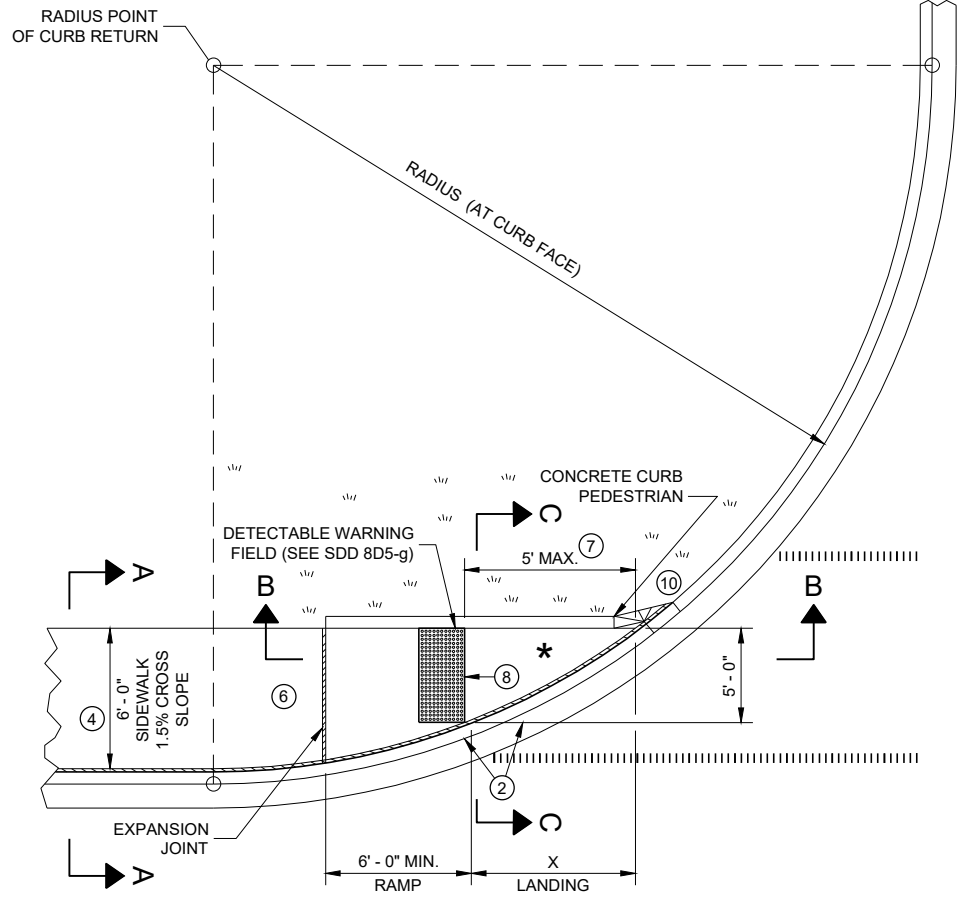
\*\* WIDTH SHOWN ELSEWHERE IN THE PLANS

**LEGEND**

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

**CURB RAMPS TYPE 2 AND 3**

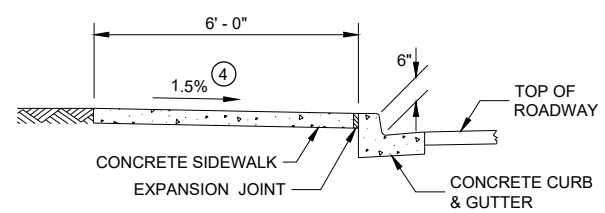
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**PLAN VIEW  
CURB RAMP TYPE 4A**

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

INTERMEDIATE RADII CAN BE INTERPOLATED



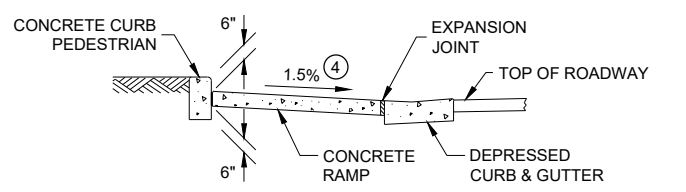
**SECTION A - A FOR TYPE 4A**

**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 1/4" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ 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 LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- ⑦ WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑩ INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

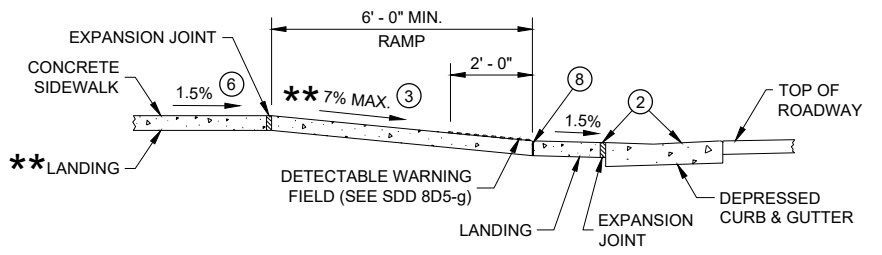
**LEGEND**

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



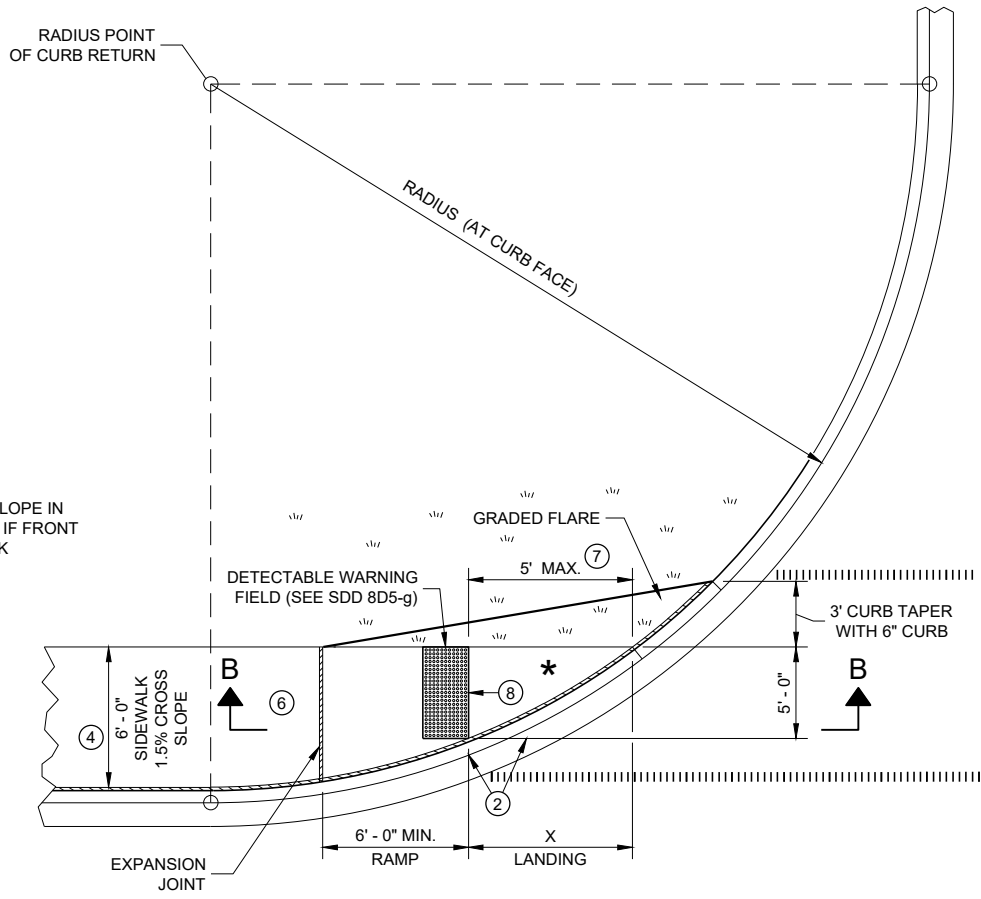
**SECTION C - C FOR TYPE 4A**

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

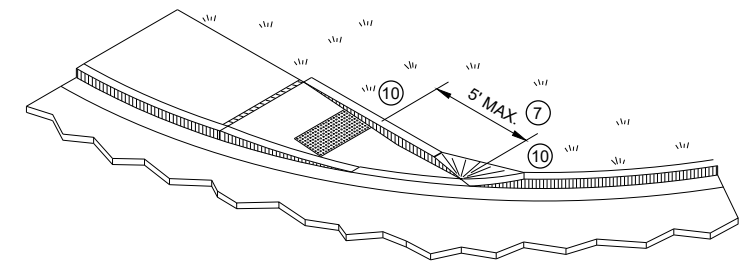


**SECTION B - B FOR  
TYPE 4A AND TYPE 4A1**

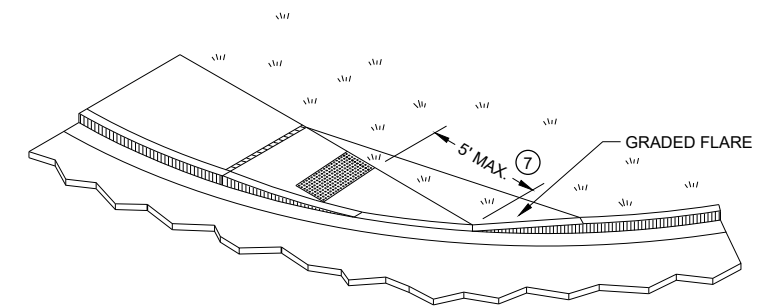
\*\* IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED



**PLAN VIEW  
CURB RAMP TYPE 4A1**



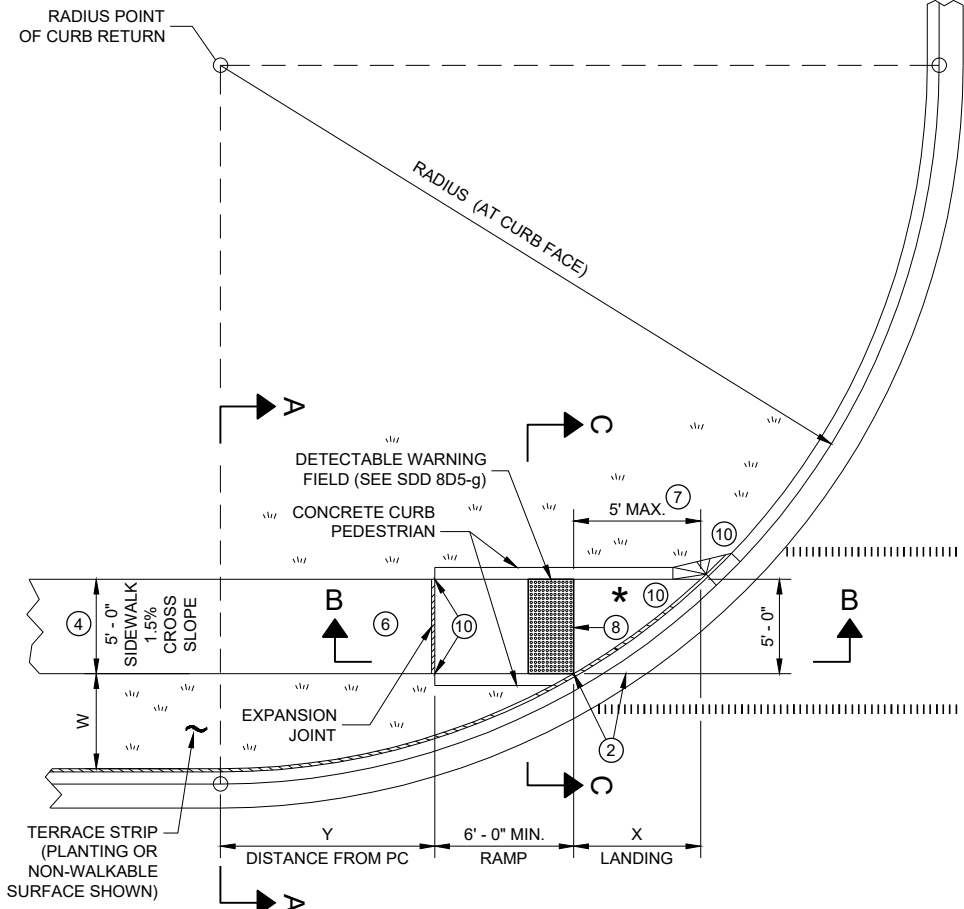
**ISOMETRIC VIEW FOR TYPE 4A**



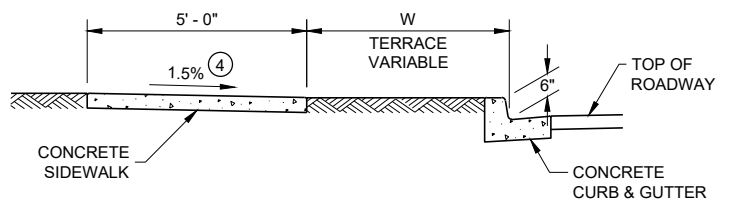
**ISOMETRIC VIEW FOR TYPE 4A1**

**CURB RAMPS  
TYPE 4A AND 4A1**

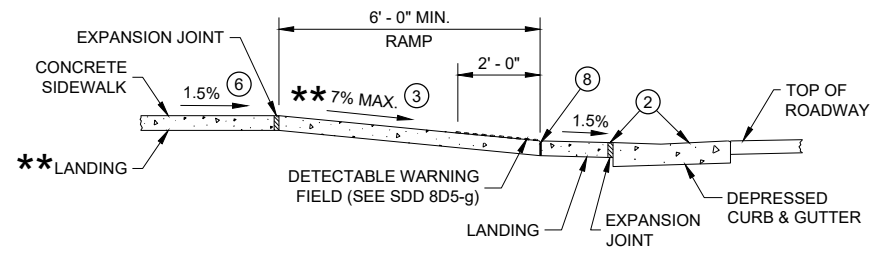
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**PLAN VIEW CURB RAMP TYPE 4B**



**SECTION A - A FOR TYPE 4B**



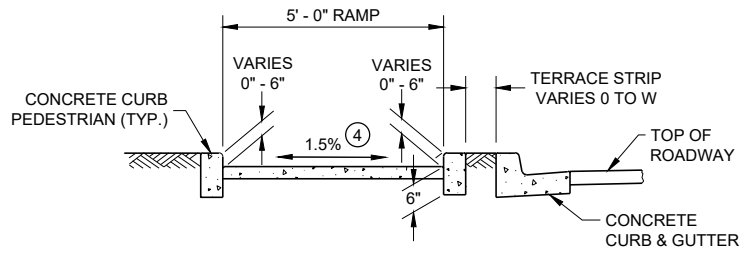
**SECTION B - B FOR TYPE 4B AND TYPE 4B1**

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

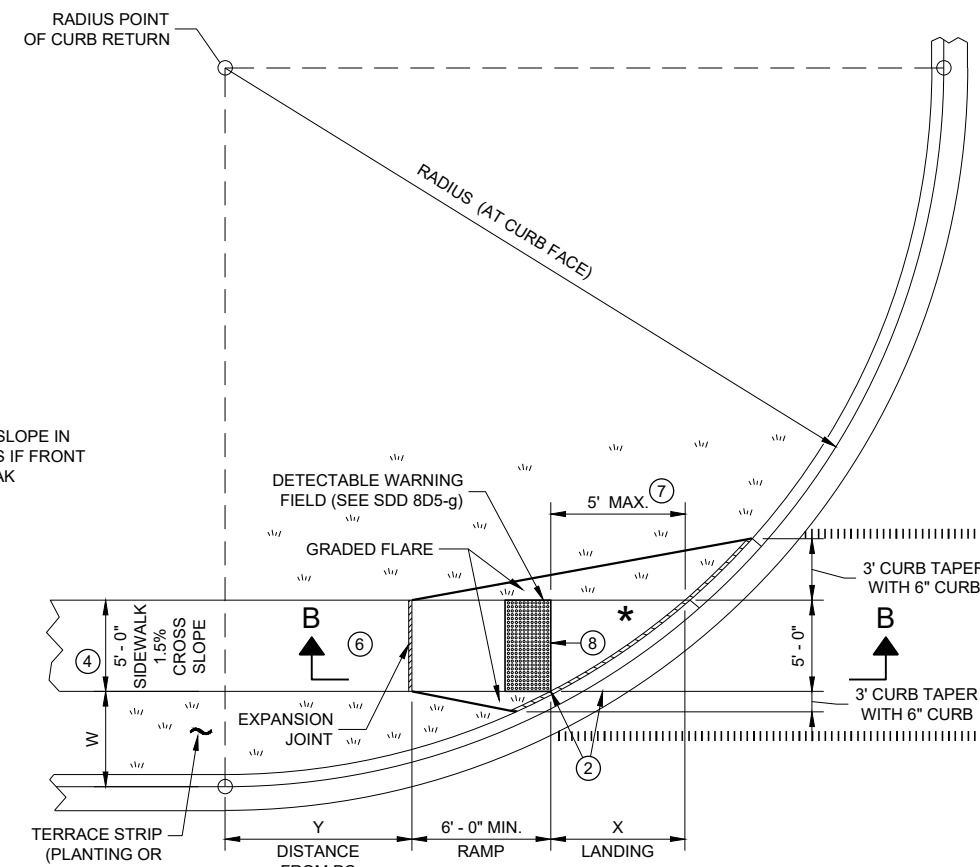
\* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

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 1/4"	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"

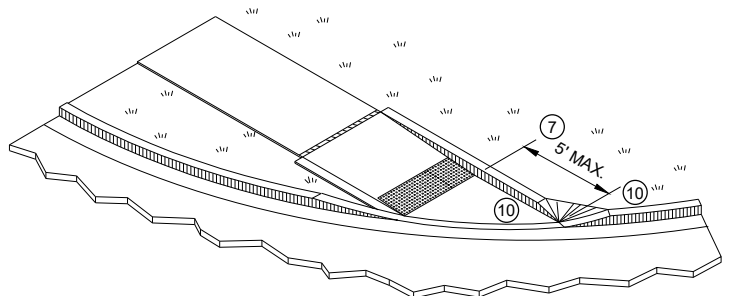
INTERMEDIATE RADII CAN BE INTERPOLATED  
 DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH  
 DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH



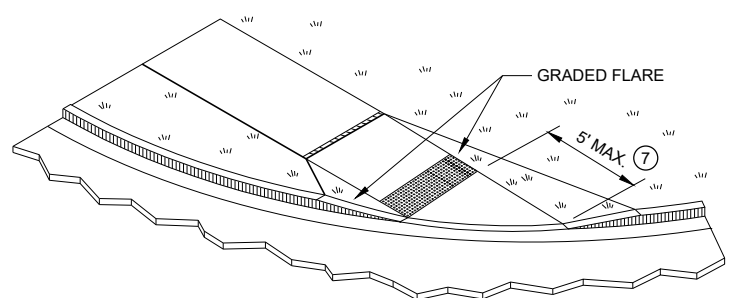
**SECTION C - C FOR TYPE 4B**



**PLAN VIEW CURB RAMP TYPE 4B1**



**ISOMETRIC VIEW FOR TYPE 4B**



**ISOMETRIC VIEW FOR TYPE 4B1**

**LEGEND**

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

**GENERAL NOTES**

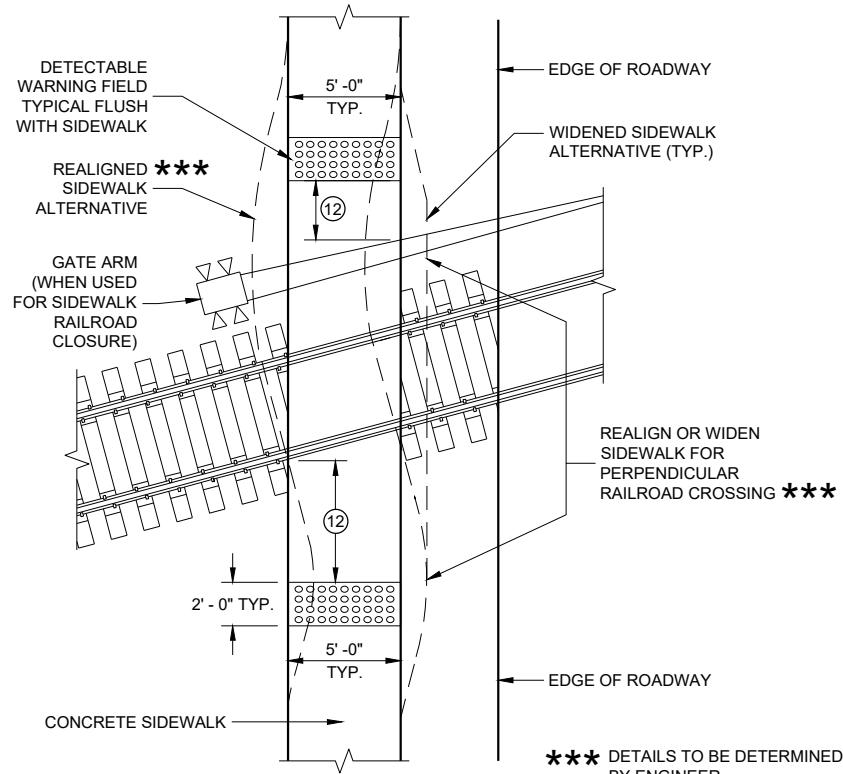
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- 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 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 BY 5 FEET.
- ⑦ WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑩ INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

SDD08D05 - 20d

SDD08D05 - 20d

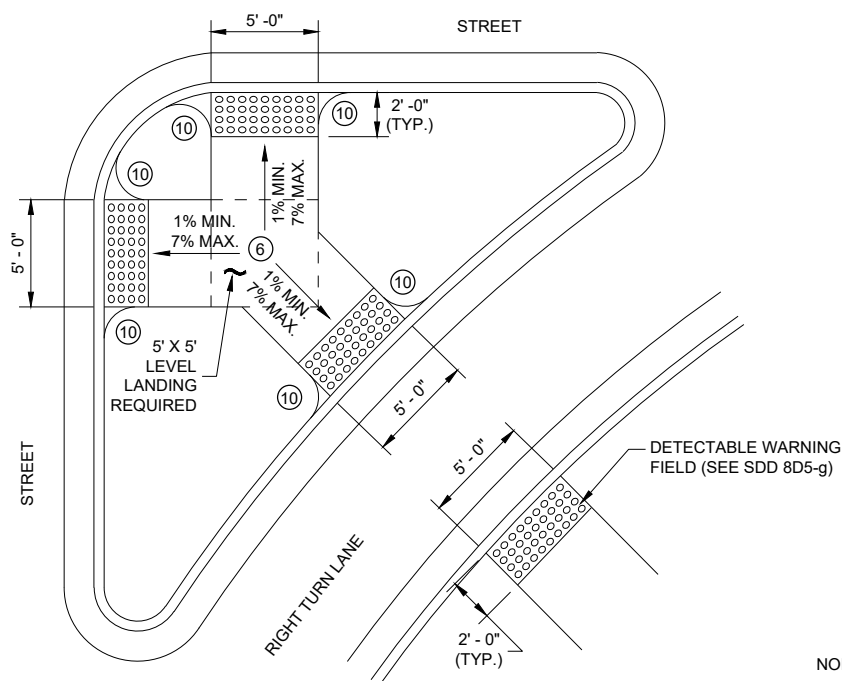
**CURB RAMPS TYPE 4B AND 4B1**

STATE OF WISCONSIN  
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**CURB RAMP TYPE 8**

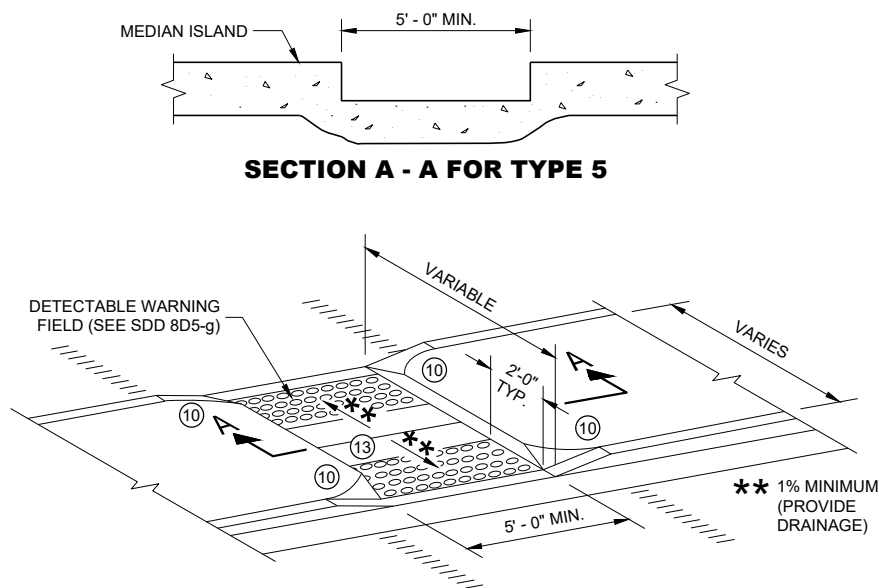
**DETECTABLE WARNINGS AT RAILROAD CROSSING**



**CURB RAMP TYPE 6**

**DETECTABLE WARNING AT ISLANDS**

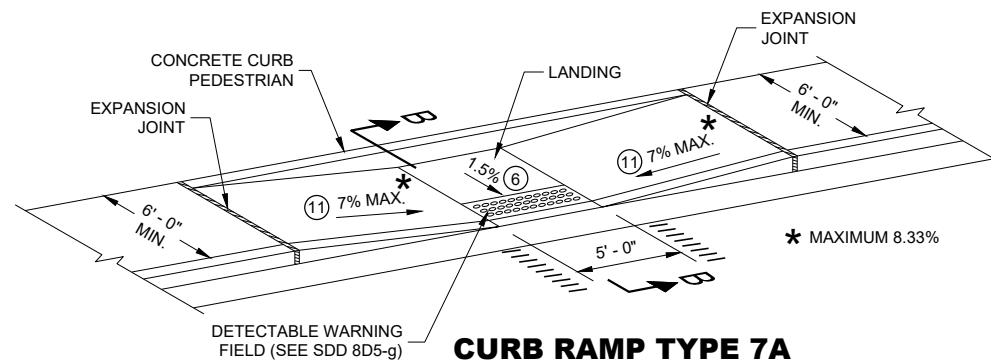
REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



**SECTION A - A FOR TYPE 5**

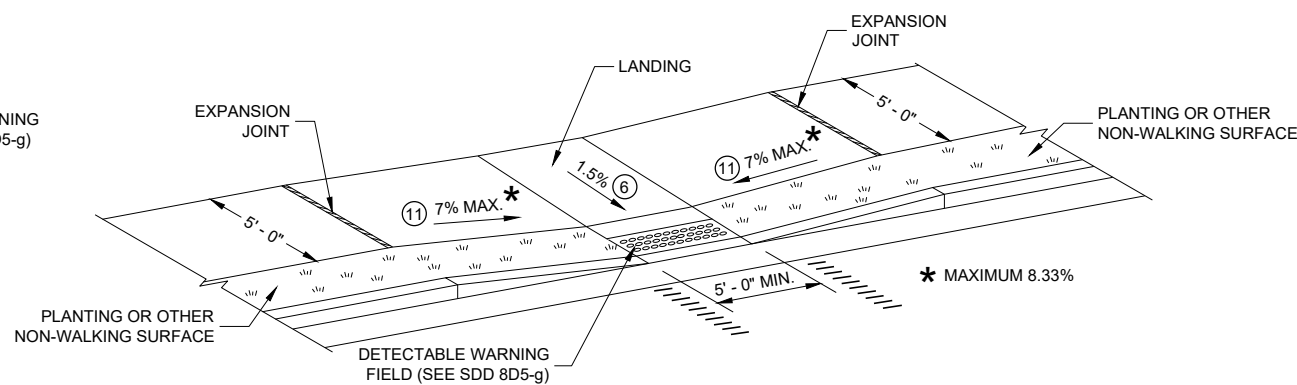
**CURB RAMP TYPE 5**

**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.

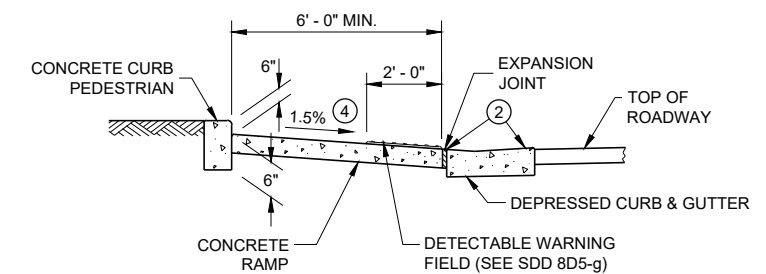
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

- (2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- (3) 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 LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- (10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
- (11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.
- (12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.
- (13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STREET-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)

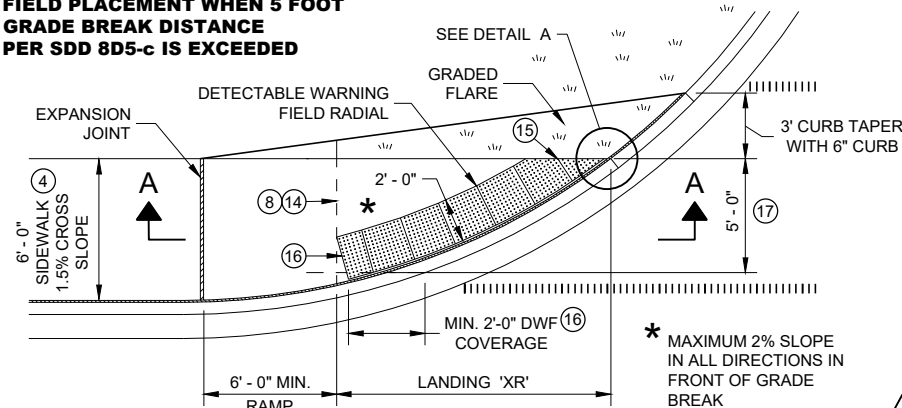


**SECTION B - B FOR TYPE 7A**

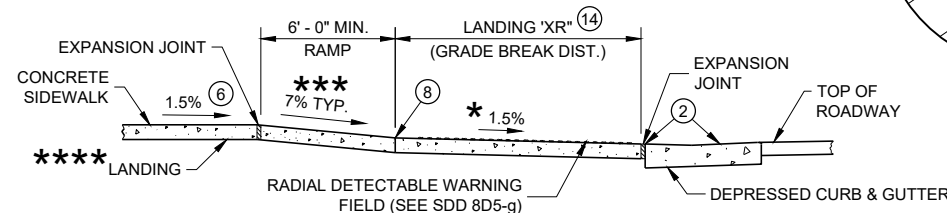
**CURB RAMPS  
TYPE 5, 6, 7A, 7B & 8**

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**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)**

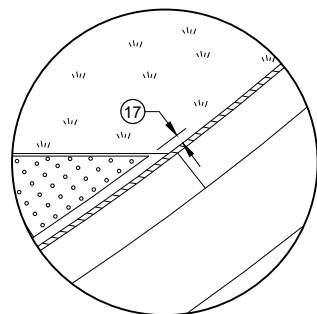


**SECTION A - A FOR TYPE 4A1**

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

\*\*\* MAXIMUM 8.33%

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

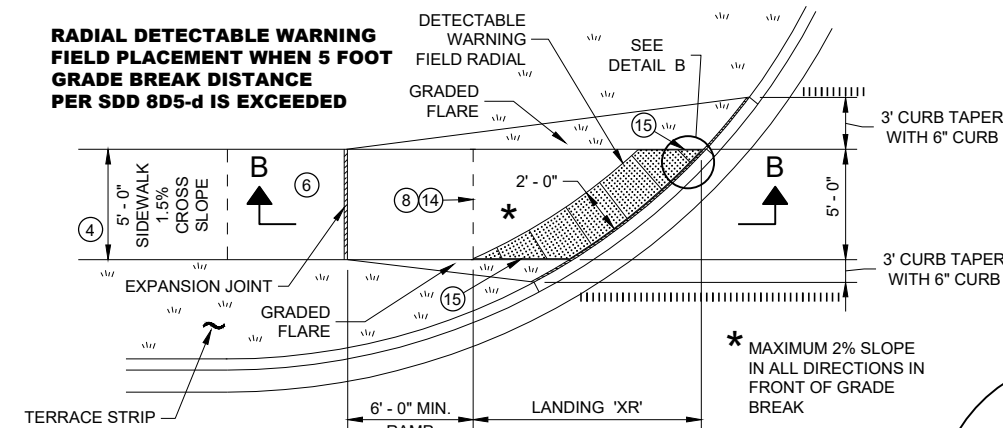


**DETAIL A**

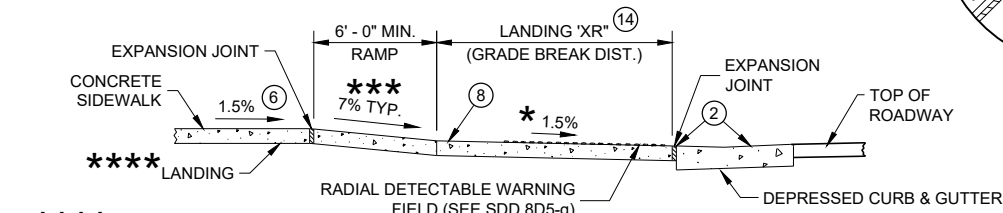
**GENERAL NOTES**

- 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 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 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- 3) 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 1/8" 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-d IS EXCEEDED**



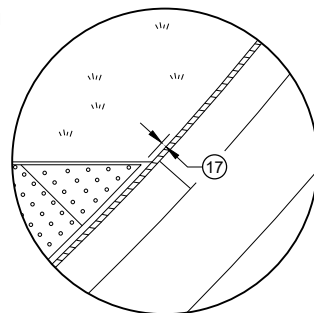
**PLAN VIEW CURB RAMP TYPE 4B1 (GRADE BREAK DISTANCE GREATER THAN 5 FEET)**



**SECTION B - B FOR TYPE 4B1**

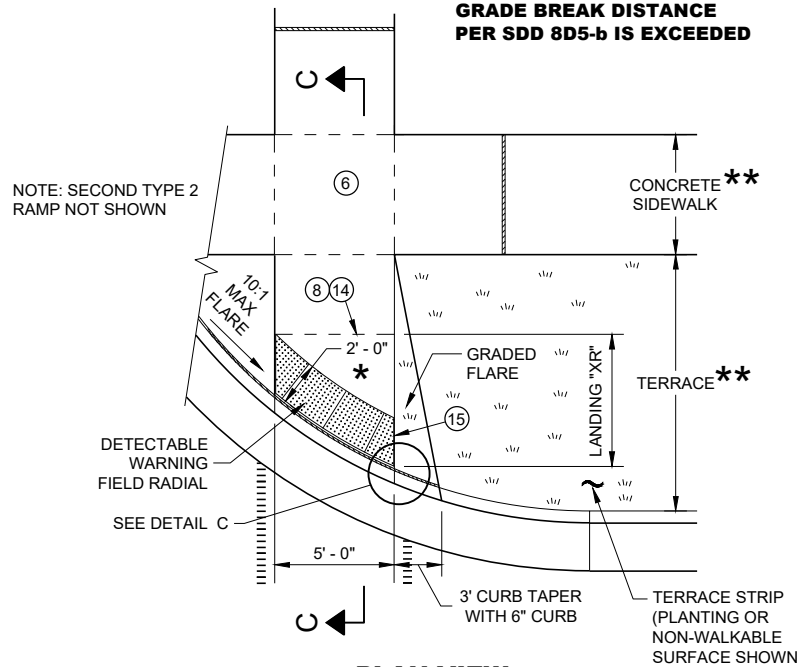
\*\*\*\* IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

\*\*\* MAXIMUM 8.33%



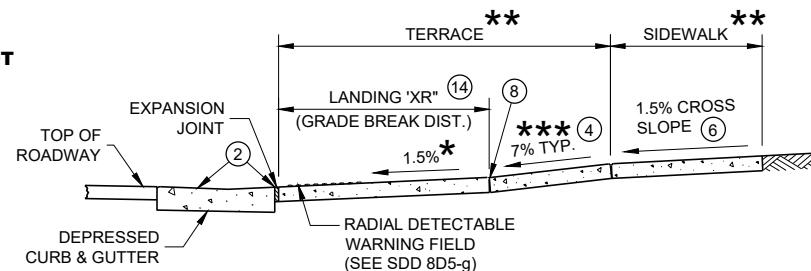
**DETAIL B**

**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)**

NOTE: SECOND TYPE 2 RAMP NOT SHOWN

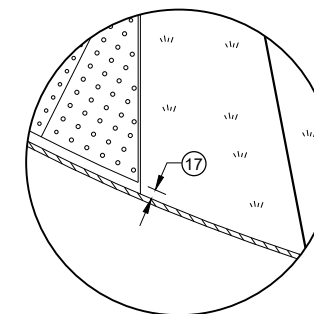


**SECTION C - C FOR TYPE 2**

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

\*\* WIDTH SHOWN ELSEWHERE IN THE PLANS

\*\*\* MAXIMUM 8.33%



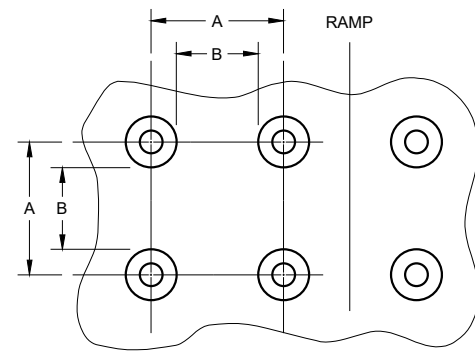
**DETAIL C**

**CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS**

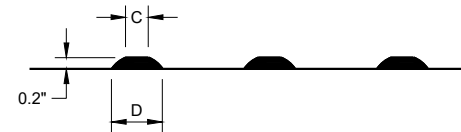
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

	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.

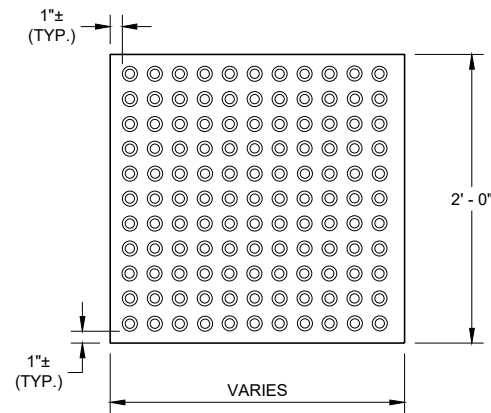


**PLAN VIEW**

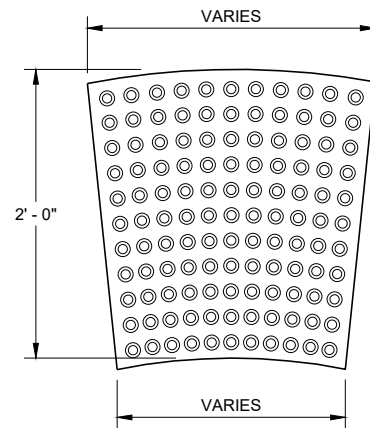


**ELEVATION VIEW**

**TRUNCATED DOMES  
DETECTABLE WARNING PATTERN DETAIL**

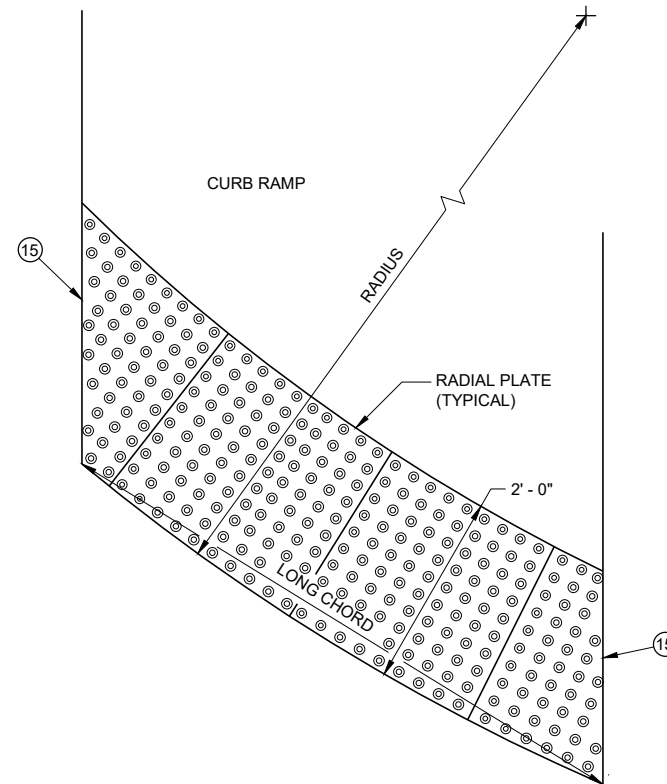


**RECTANGULAR  
PLATES**

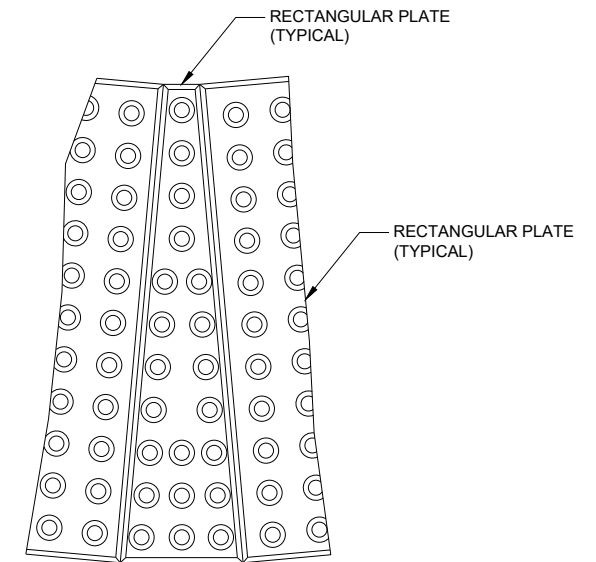


**RADIAL  
PLATES**

**PLAN VIEW  
DETECTABLE WARNING FIELDS (TYPICAL)**



**PLAN VIEW  
RADIAL DETECTABLE  
WARNING FIELD ATTRIBUTES**



**PLAN VIEW  
RADIAL WEDGE PLATE  
CONNECTION DETAIL**

**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 FIELD ARE PROHIBITED.

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

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

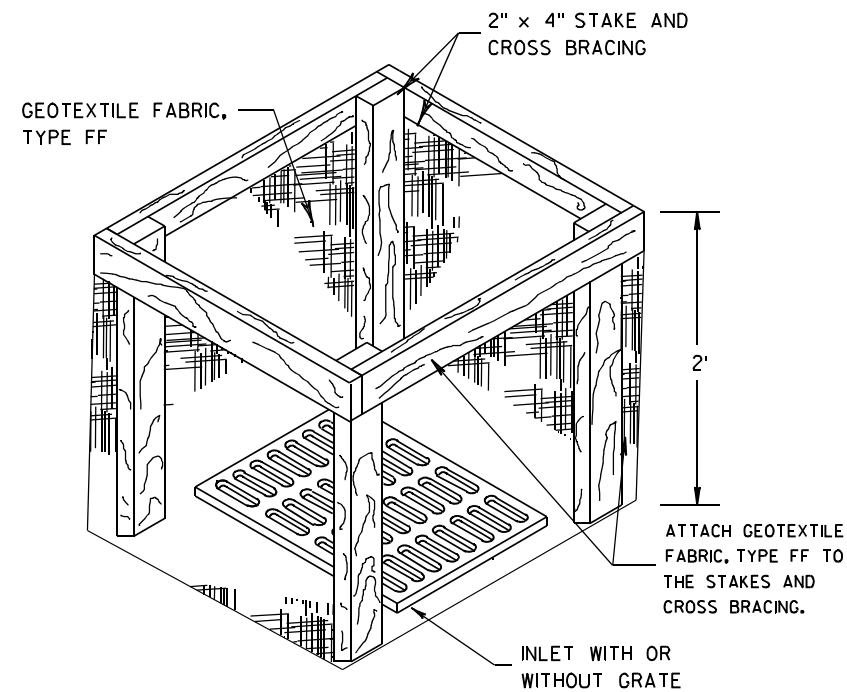
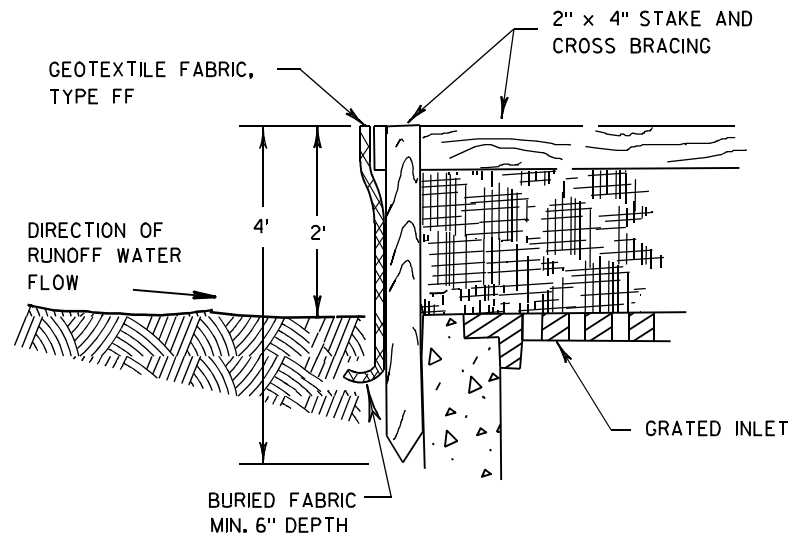
DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

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.

**CURB RAMPS  
RECTANGULAR AND RADIAL  
DETECTABLE WARNING PLATES**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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



**INLET PROTECTION, TYPE A**

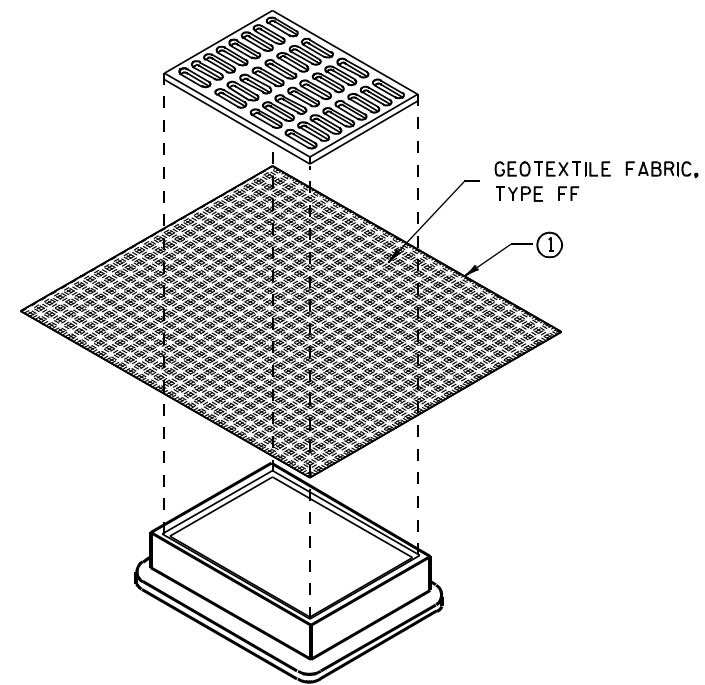
**GENERAL NOTES**

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.

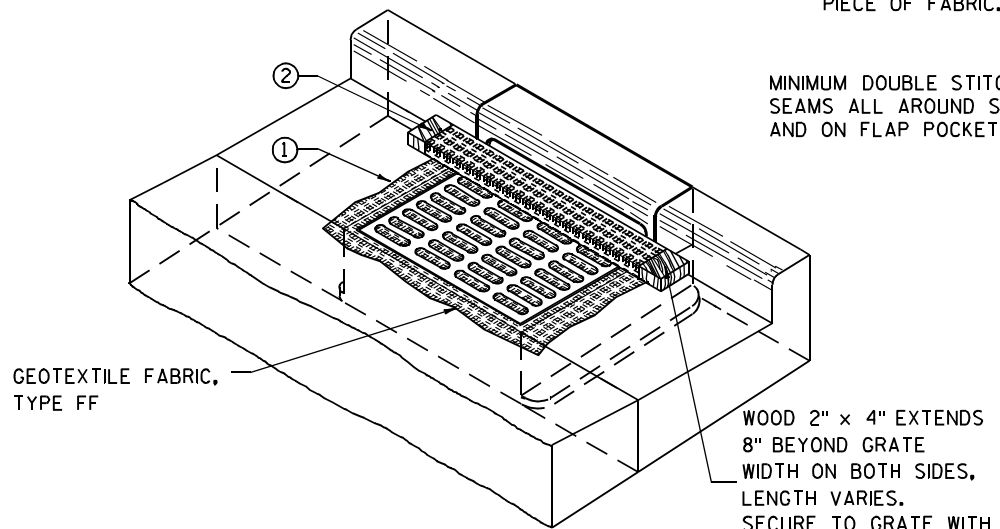
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- 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.

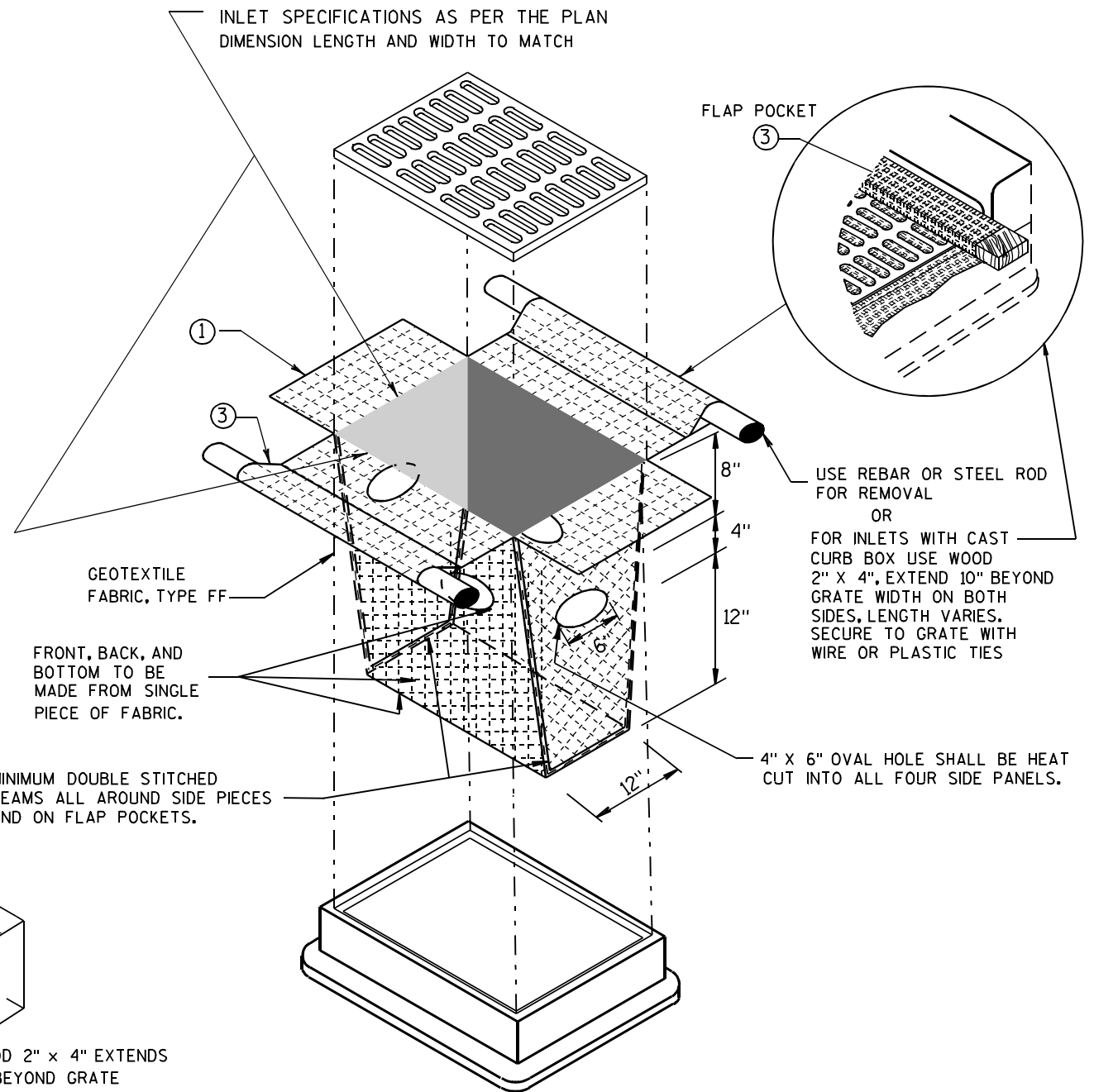
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

**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**

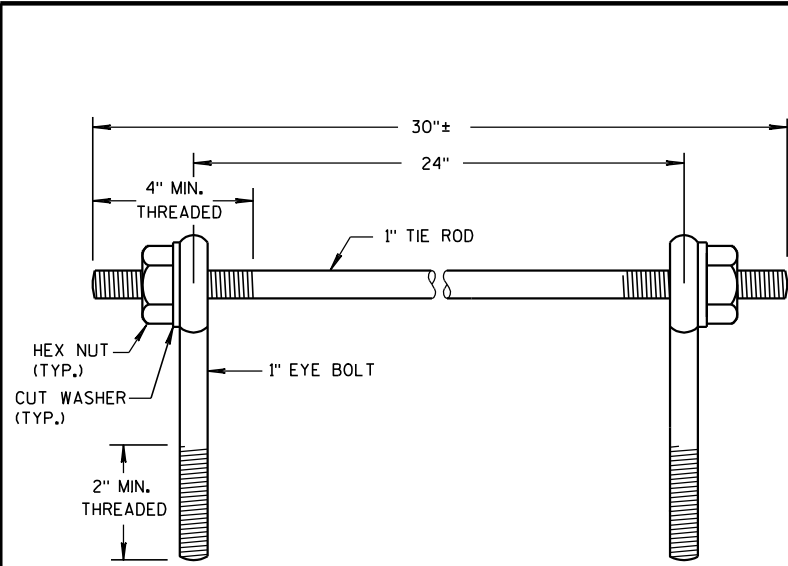
(CAN BE INSTALLED IN ANY INLET TYPE WITH OR WITHOUT A CURB BOX AS PER NOTE ②)

**INLET PROTECTION  
TYPE A, B, C, AND D**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

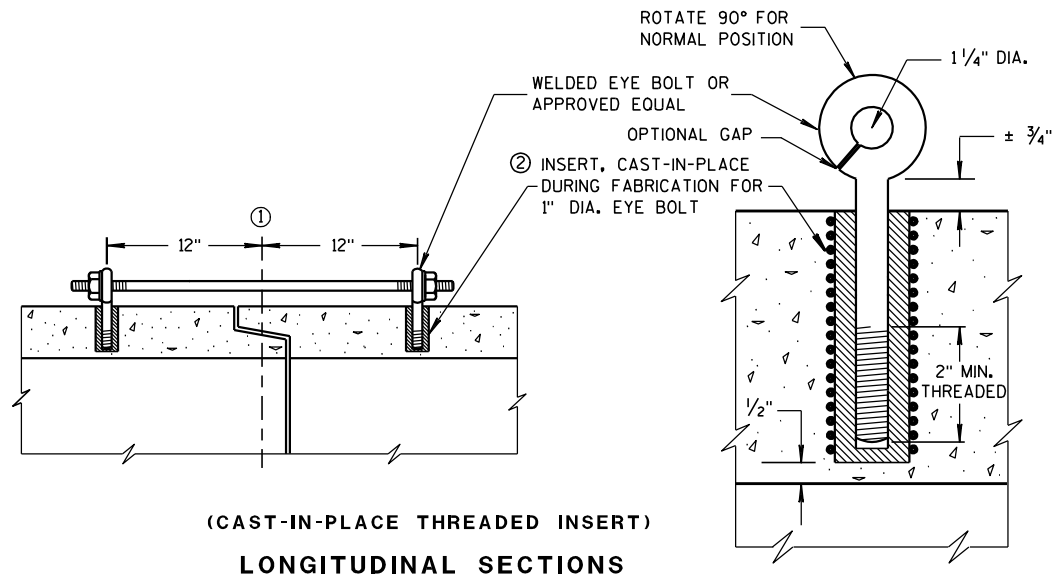
APPROVED  
10/16/02 /S/ Beth Connestra  
DATE  
CHIEF ROADWAY DEVELOPMENT ENGINEER  
FHWA





EYE BOLTS AND TIE ROD

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



(CAST-IN-PLACE THREADED INSERT)  
LONGITUDINAL SECTIONS

GENERAL NOTES

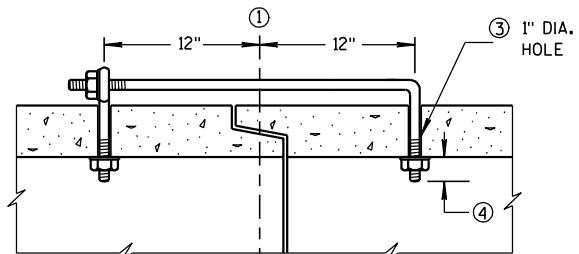
DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

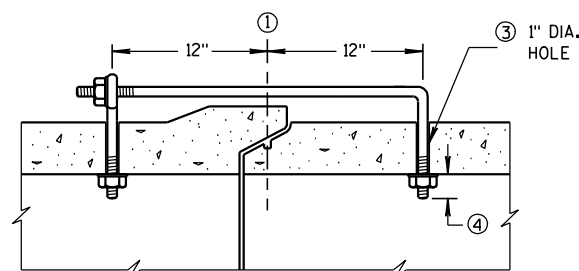
DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

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

- ①  $\phi$  OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.
- ② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.
- ③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM  $\phi$  OF TONGUE AND GROOVE.
- ④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.
- ⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.
- ⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN  $\frac{1}{2}$  INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)



(MODIFIED BELL PIPE)  
LONGITUDINAL SECTION

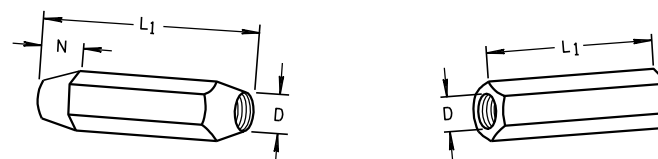
EYE BOLT DIMENSION TABLE

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

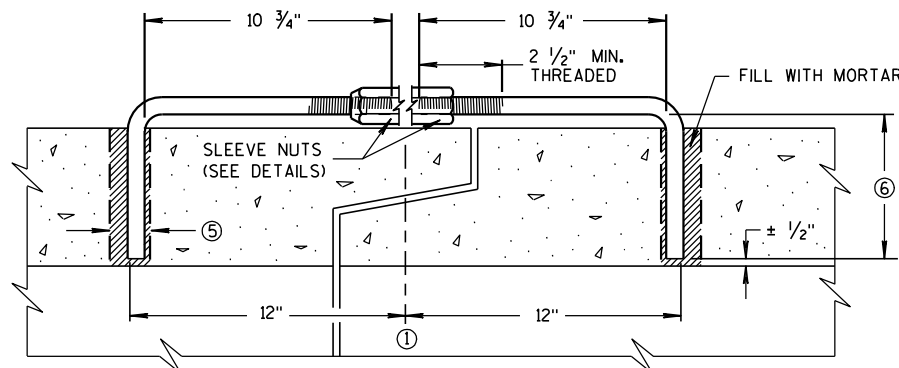
ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L <sub>1</sub>	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/6

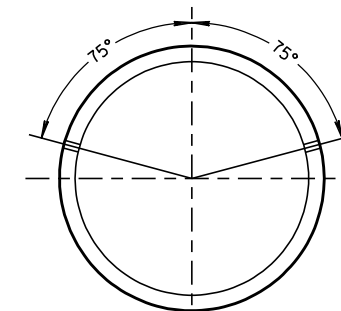
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN  
RIGHT AND LEFT THREADS  
SLEEVE NUTS

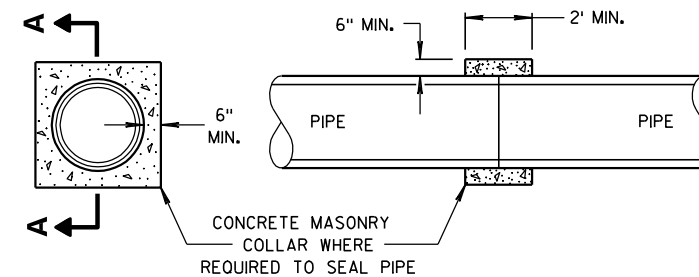


LONGITUDINAL SECTION  
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)  
ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE  
INSERTS OR HOLES DURING FABRICATION  
FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



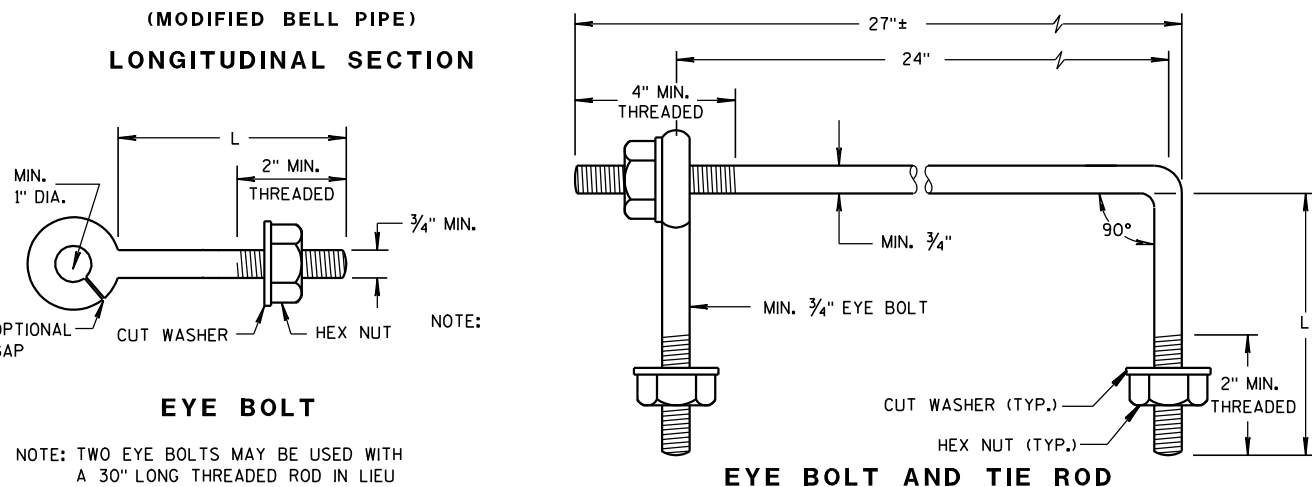
SECTION A-A  
CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE  
PIPE AND CONCRETE  
COLLAR DETAIL

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

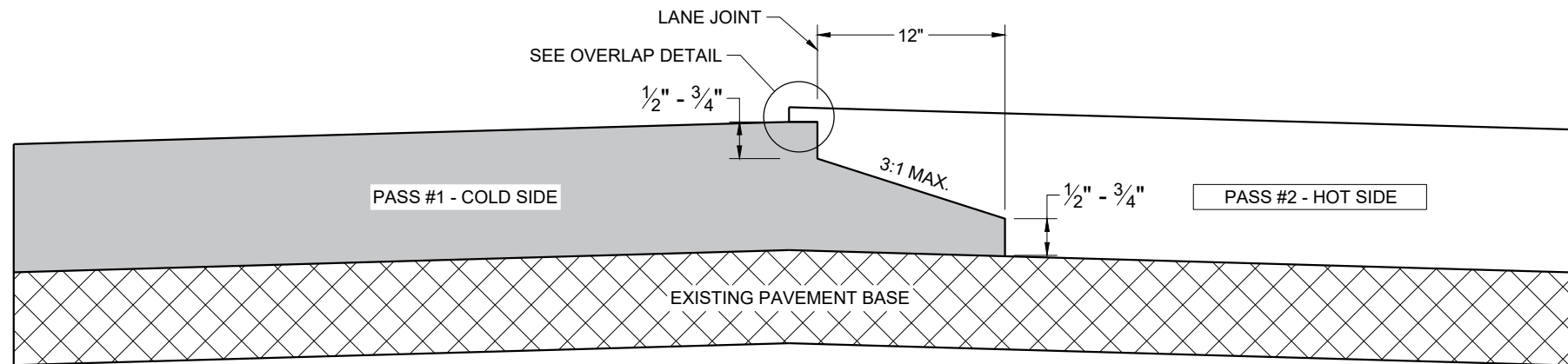
APPROVED  
6/5/2012 /S/ Jerry H. Zogg  
DATE ROADWAY STANDARDS DEVELOPMENT  
ENGINEER  
FHWA

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

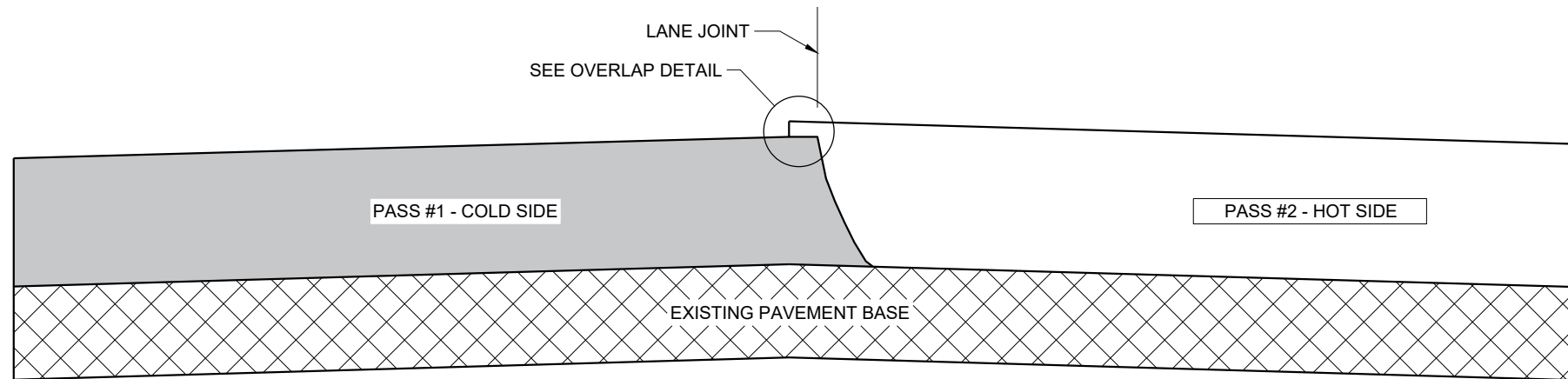


EYE BOLT  
NOTE: TWO EYE BOLTS MAY BE USED WITH  
A 30" LONG THREADED ROD IN LIEU  
OF THE 90° BENT TIE ROD.

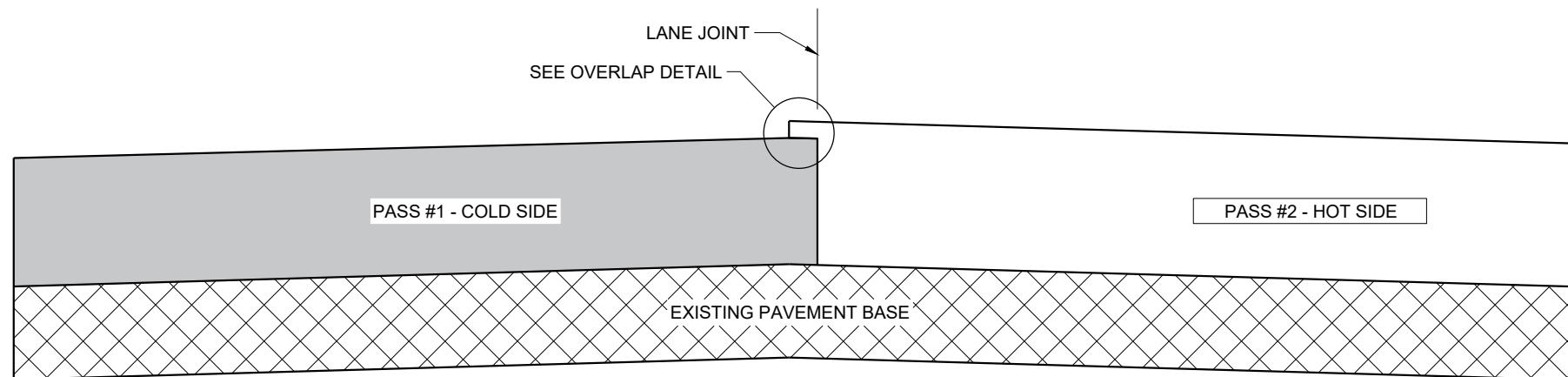
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)



**TYPICAL PAVEMENT CROSS SECTION OF NOTCHED WEDGE LONGITUDINAL JOINT**



**TYPICAL PAVEMENT CROSS SECTION VERTICAL LONGITUDINAL JOINT**



**TYPICAL PAVEMENT CROSS SECTION OF MILLED LONGITUDINAL JOINT**

**GENERAL NOTES**

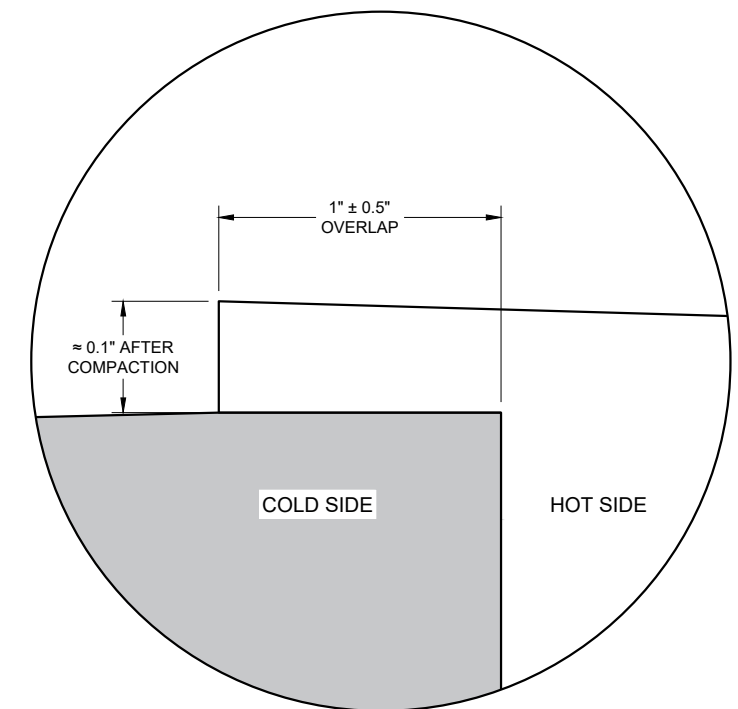
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION.

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



**OVERLAP DETAIL (TYPICAL)**

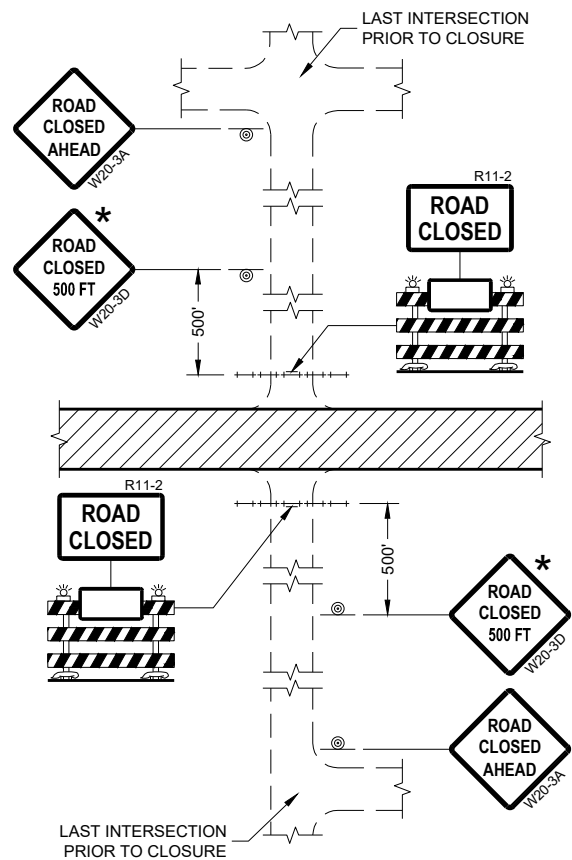
6

6

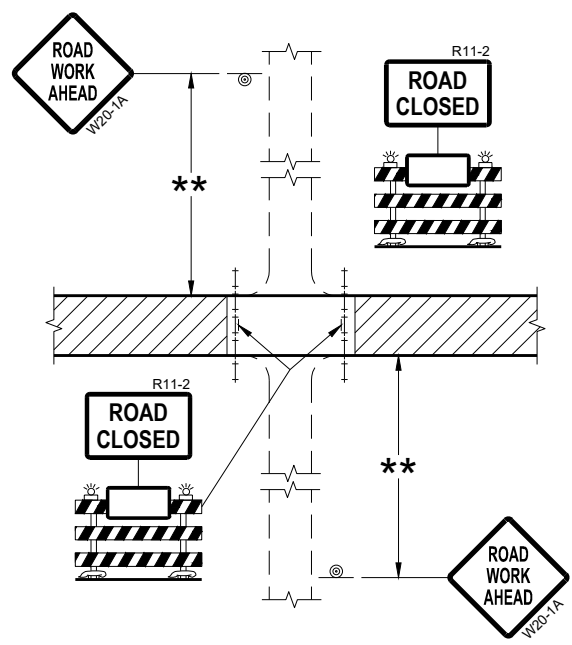
SDD 13C19 - 02

SDD 13C19 - 02

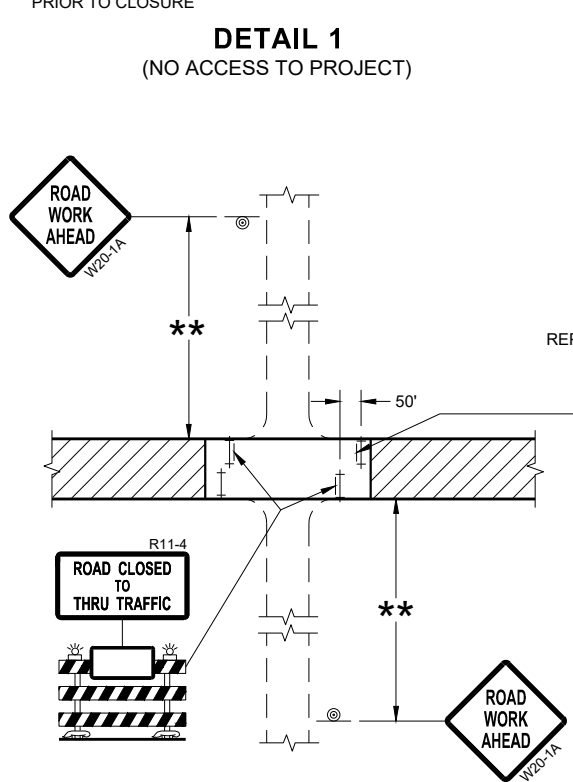
<b>HMA LONGITUDINAL JOINTS</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED February 2020 DATE	/S/ Steven Hefel HMA PAVEMENT ENGINEER
<small>FHWA</small>	



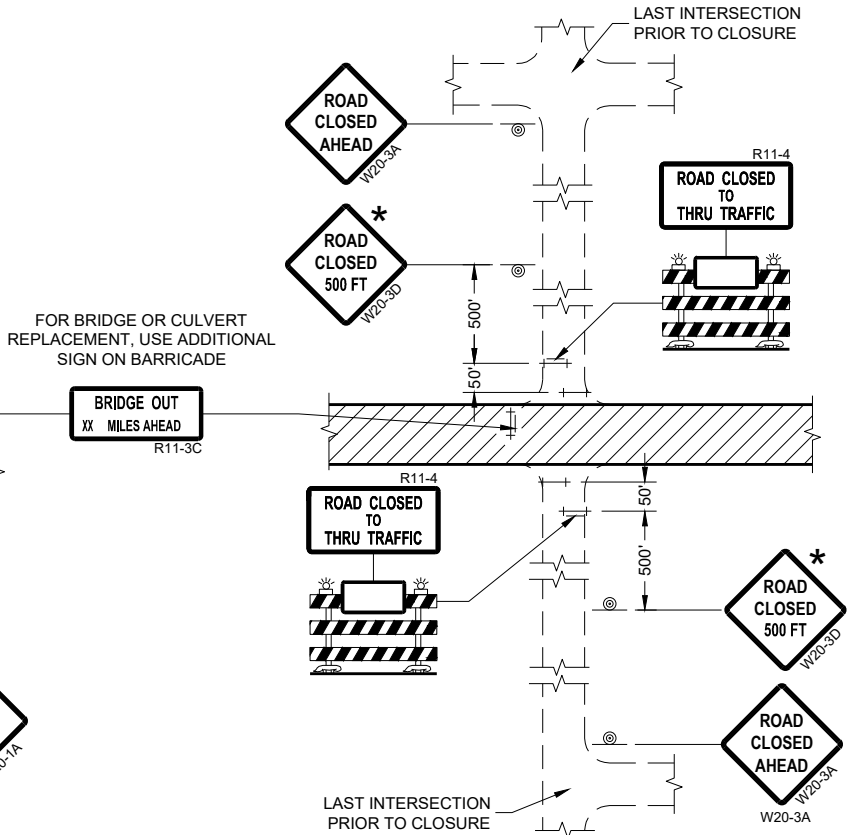
**DETAIL 1**  
(NO ACCESS TO PROJECT)



**DETAIL 2**  
(PUBLIC CROSS-TRAFFIC MAINTAINED.  
NO ACCESS TO PROJECT)



**DETAIL 3**  
(PUBLIC CROSS-TRAFFIC MAINTAINED.  
CONTRACTOR, LOCAL BUSINESS AND  
RESIDENT ACCESS TO PROJECT)



**DETAIL 4**  
(CONTRACTOR, LOCAL BUSINESS AND  
RESIDENT ACCESS TO PROJECT)

**GENERAL NOTES**

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

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

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

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

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

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

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

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

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:  
R11-2 SHALL BE 48" X 30".  
R11-4 AND R11-3 SHALL BE 60" X 30".

- \* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.
- \*\* 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.

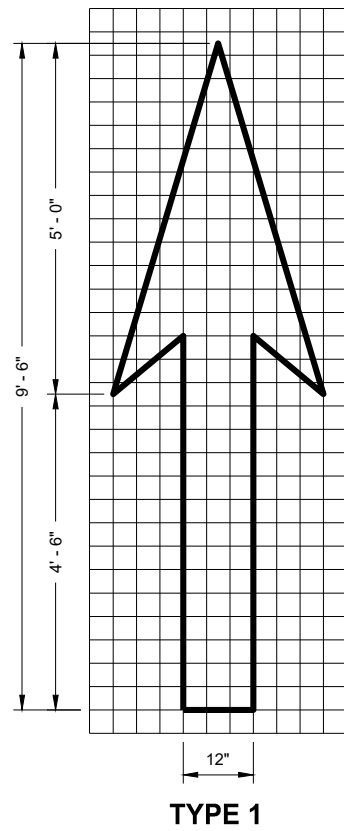
**LEGEND**

- ⊙ SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- ⚡ TYPE "A" WARNING LIGHT (FLASHING)
- ▨ WORK AREA

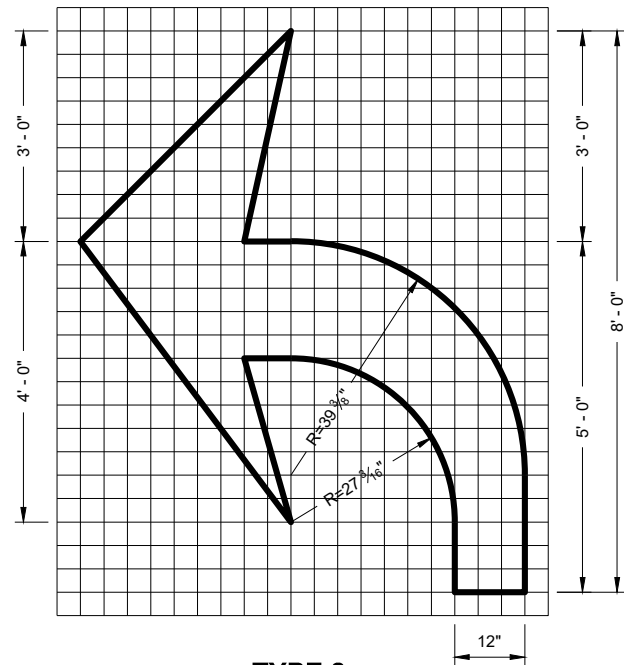
**BARRICADES AND SIGNS  
FOR  
SIDEROAD CLOSURES**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

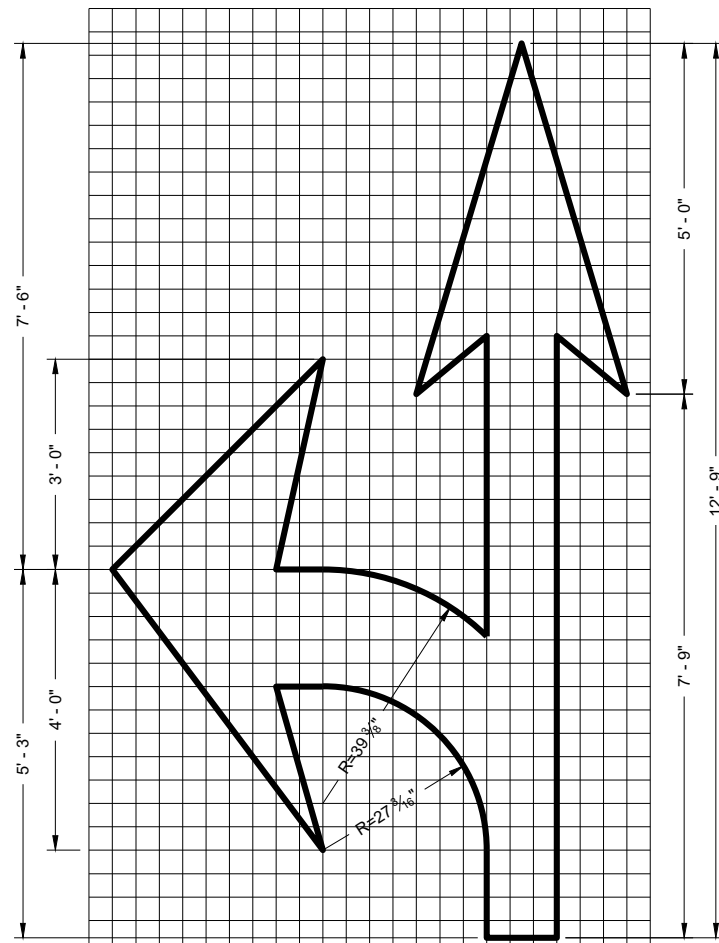
APPROVED  
July 2018 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER  
FHWA



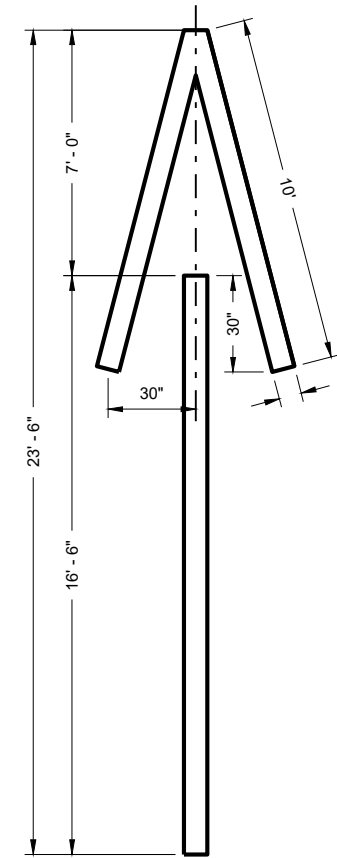
TYPE 1



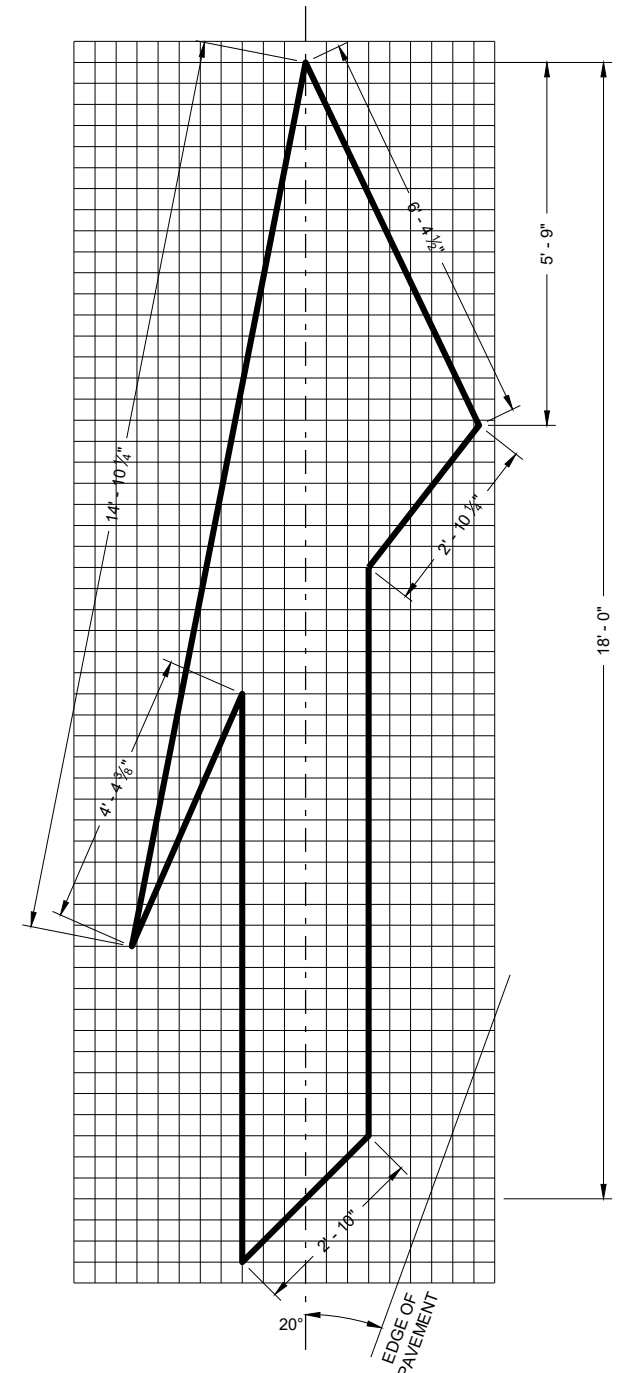
TYPE 2



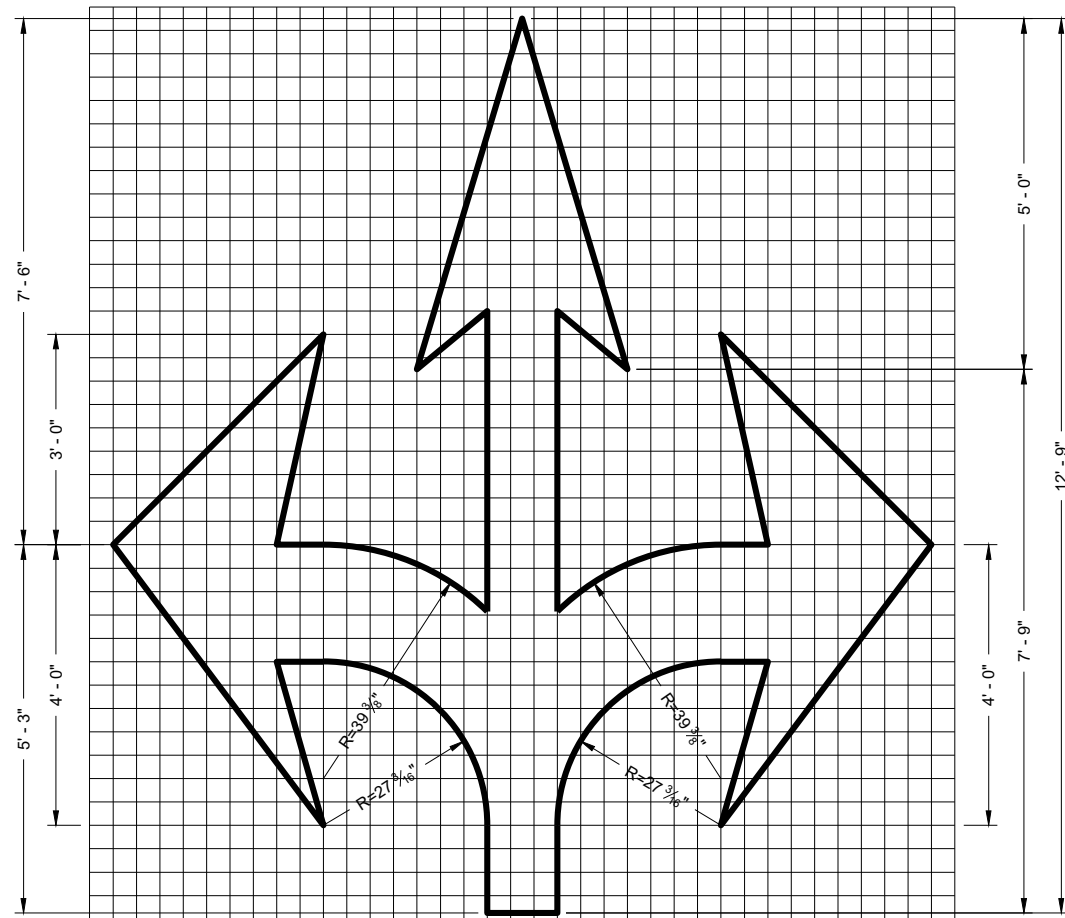
TYPE 3



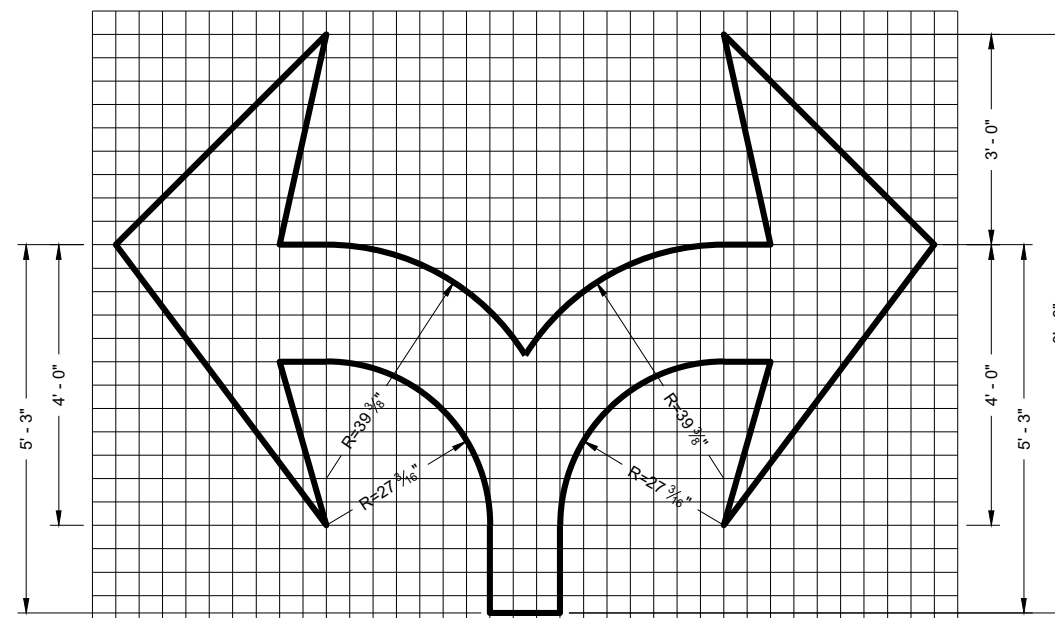
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

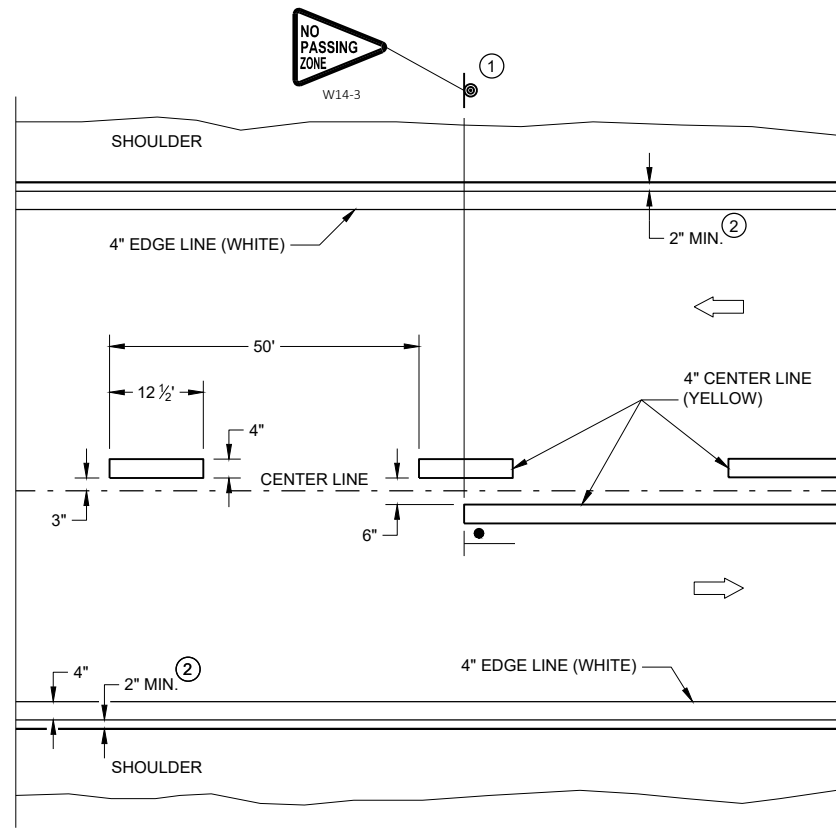
GENERAL NOTES

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.

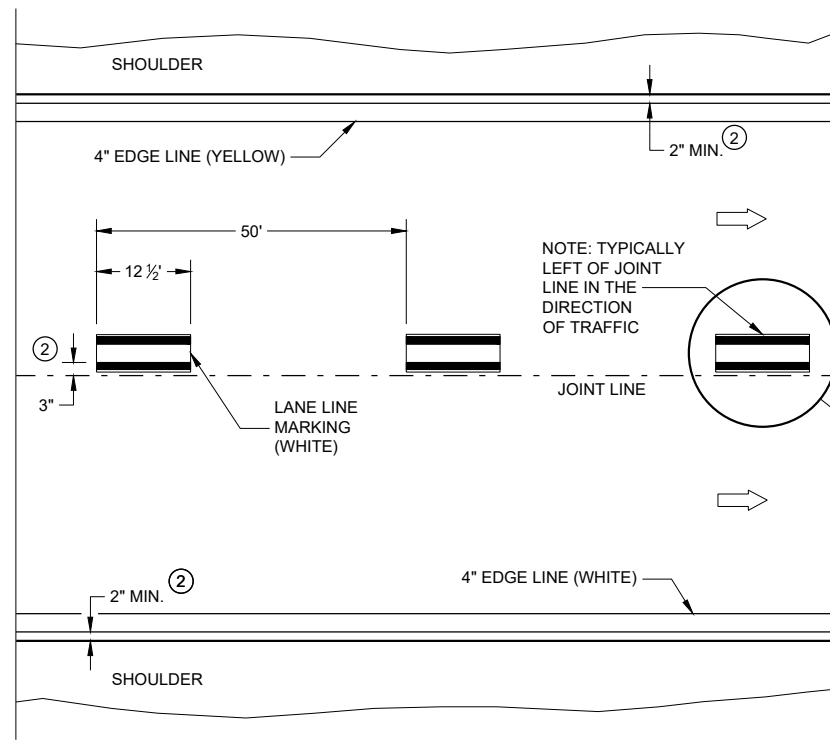
PAVEMENT MARKING ARROWS

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
November 2019  
DATE /S/ Matthew Rauch  
STATE SIGNING AND MARKING  
ENGINEER  
FHWA

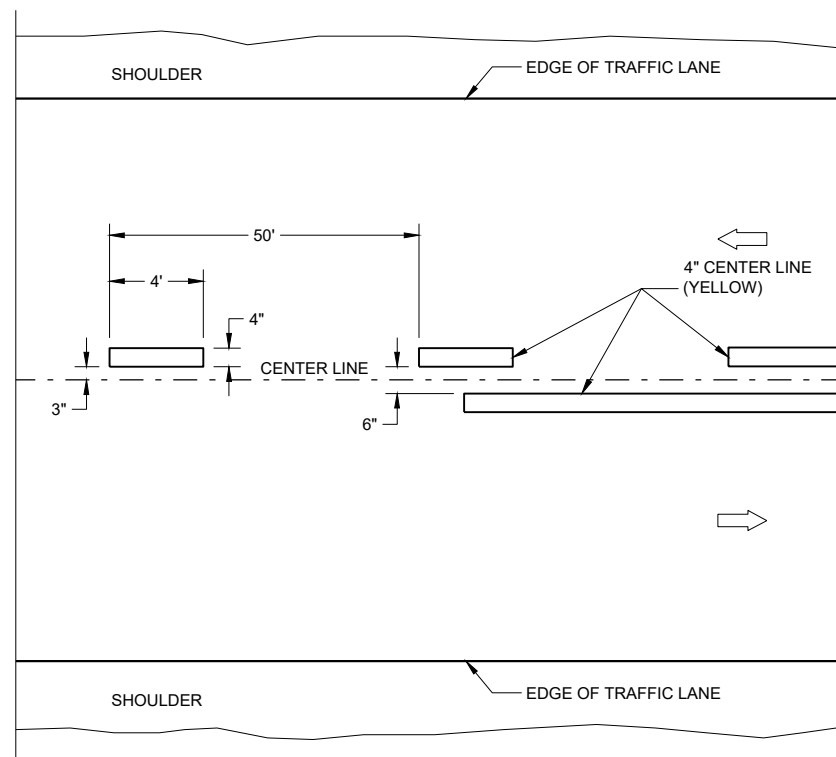


**TWO WAY TRAFFIC**

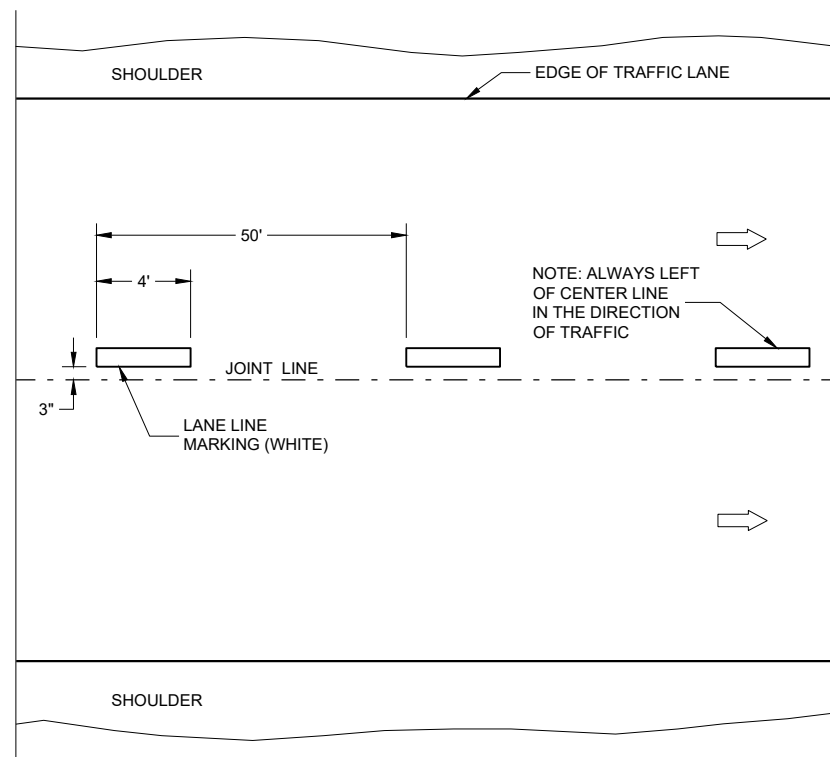


**ONE WAY TRAFFIC**

**PERMANENT PAVEMENT MARKING**



**TWO WAY TRAFFIC**



**ONE WAY TRAFFIC**

**TEMPORARY PAVEMENT MARKING**

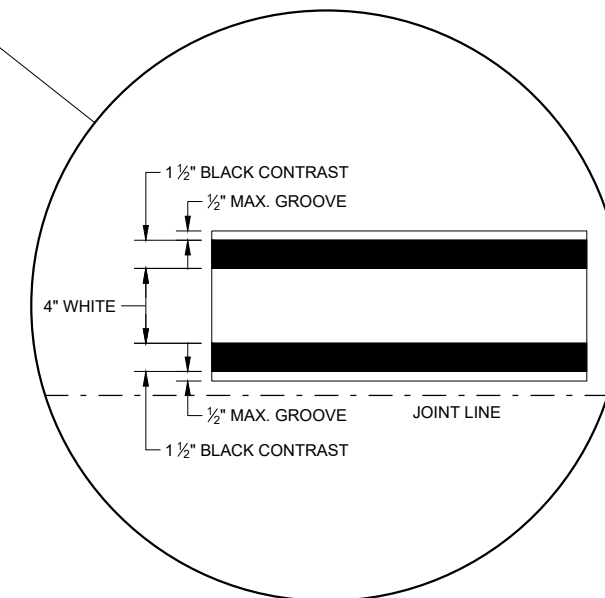
**GENERAL NOTES**

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 WITH 50 FEET OF THE "T" MARKING
- ② MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

**LEGEND**

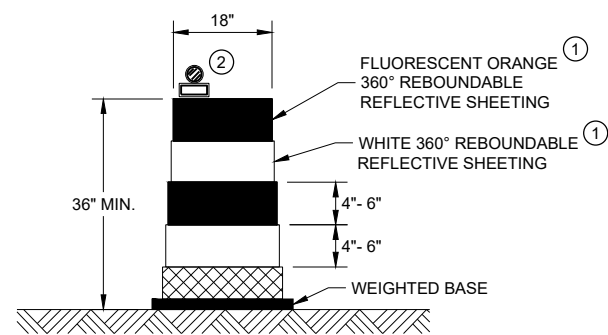
- |• "T" MARKING
- ⊙ SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC



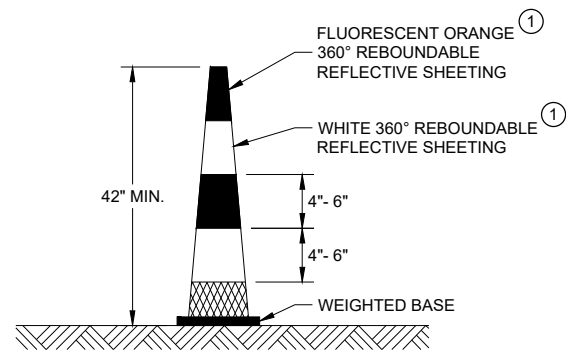
**LONGITUDINAL MARKING (MAINLINE)**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
February 2020 /S/ Matthew Rauch  
DATE STATEWIDE SIGNING AND MARKING  
ENGINEER



**DRUM**

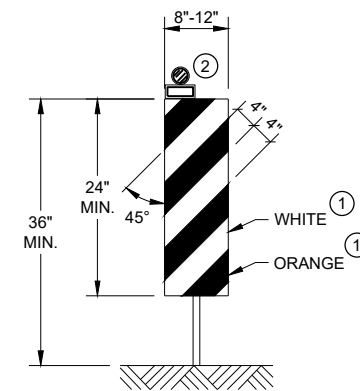


**42" CONE**

DO NOT USE IN TAPERS  
1/2 SPACING OF DRUMS

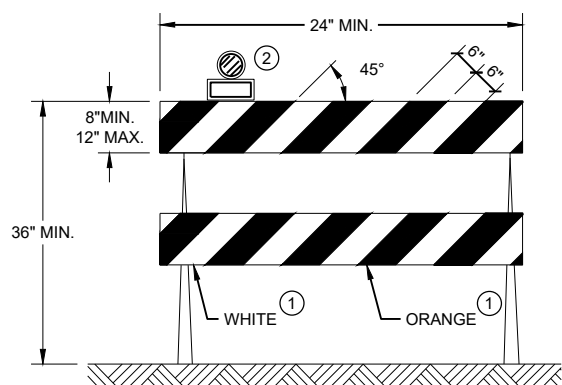
**GENERAL NOTES**

- 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.



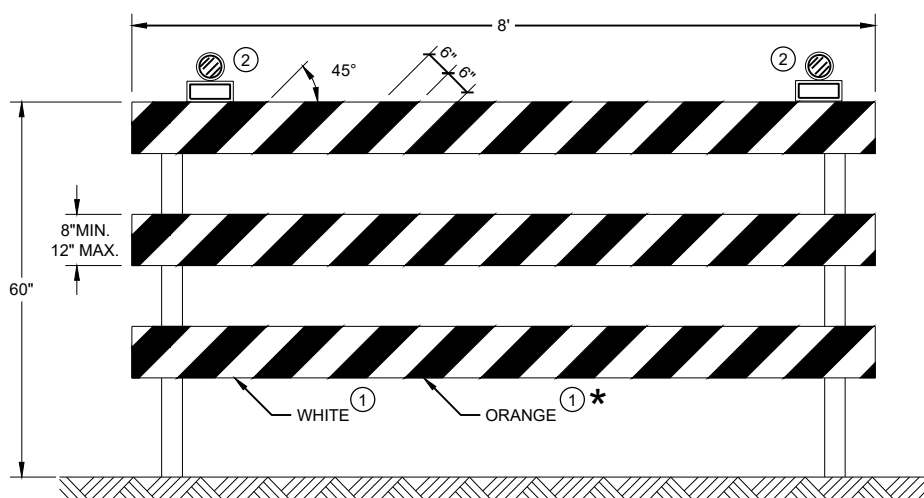
**VERTICAL PANEL**

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.

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

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

**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.

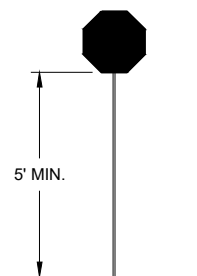
WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

**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.
- ① 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.
  - ② 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.
- ③ 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.



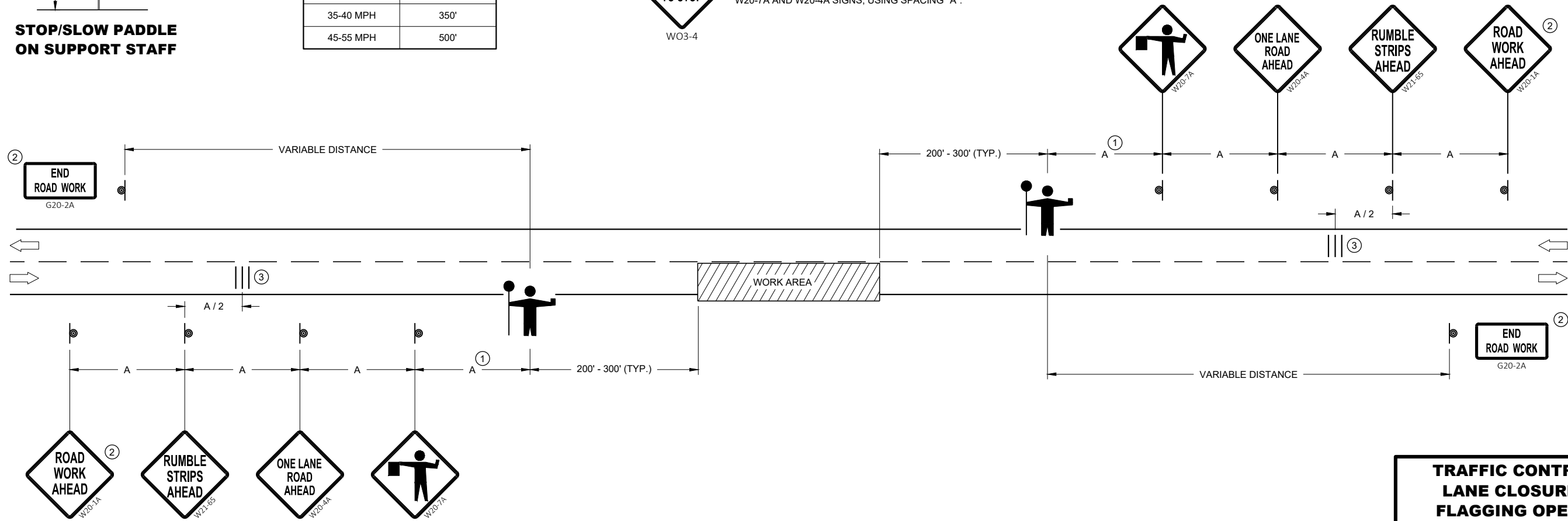
**STOP/SLOW PADDLE ON SUPPORT STAFF**

**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  
DATE: May 2019 /S/ Andrew Heidtke  
WORK ZONE ENGINEER

FHWA

**LEGEND**

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

**GENERAL NOTES**

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

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 AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

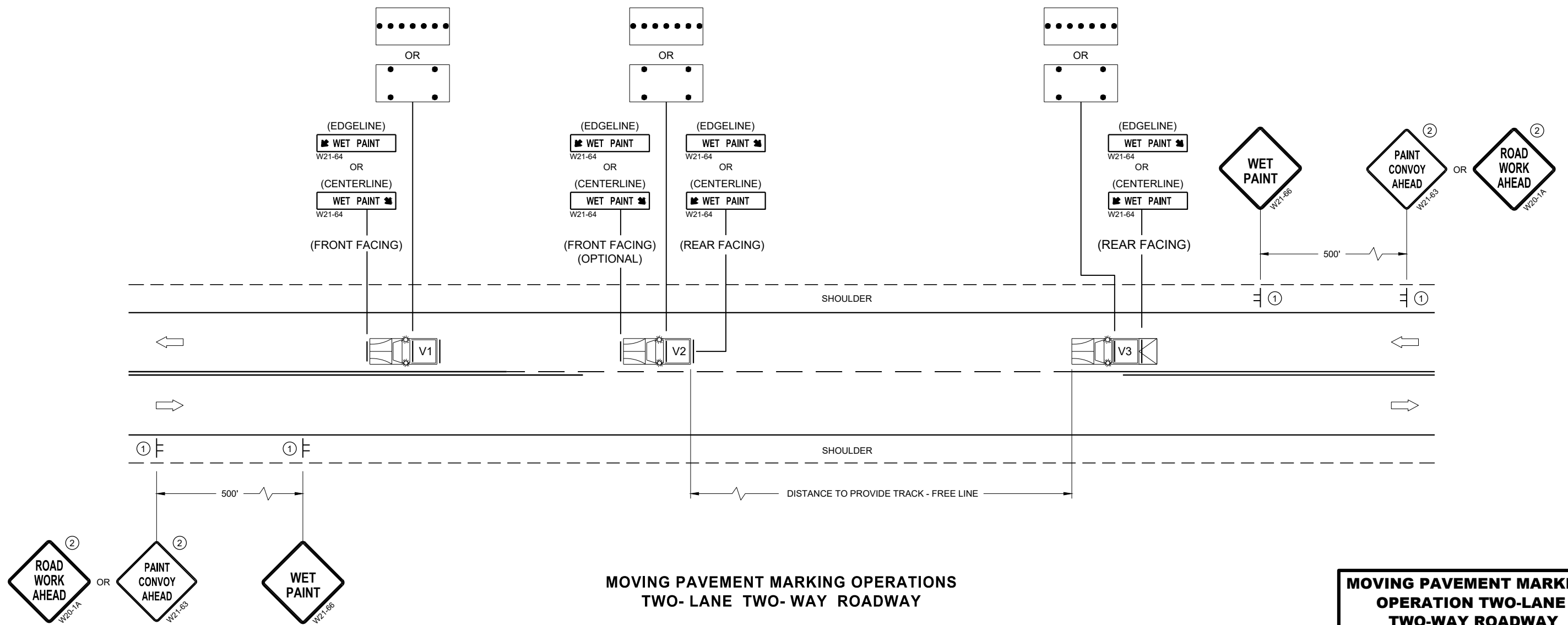
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 18" FOR WET PAVEMENT MARKING.

- ① SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.
- ② IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.

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**MOVING PAVEMENT MARKING OPERATIONS  
TWO-LANE TWO-WAY ROADWAY**

SDD 15C19 - 06a

SDD 15C19 - 06a

**MOVING PAVEMENT MARKING  
OPERATION TWO-LANE  
TWO-WAY ROADWAY**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
 November 2019 /S/ Andrew Heidtke  
 DATE WORK ZONE ENGINEER

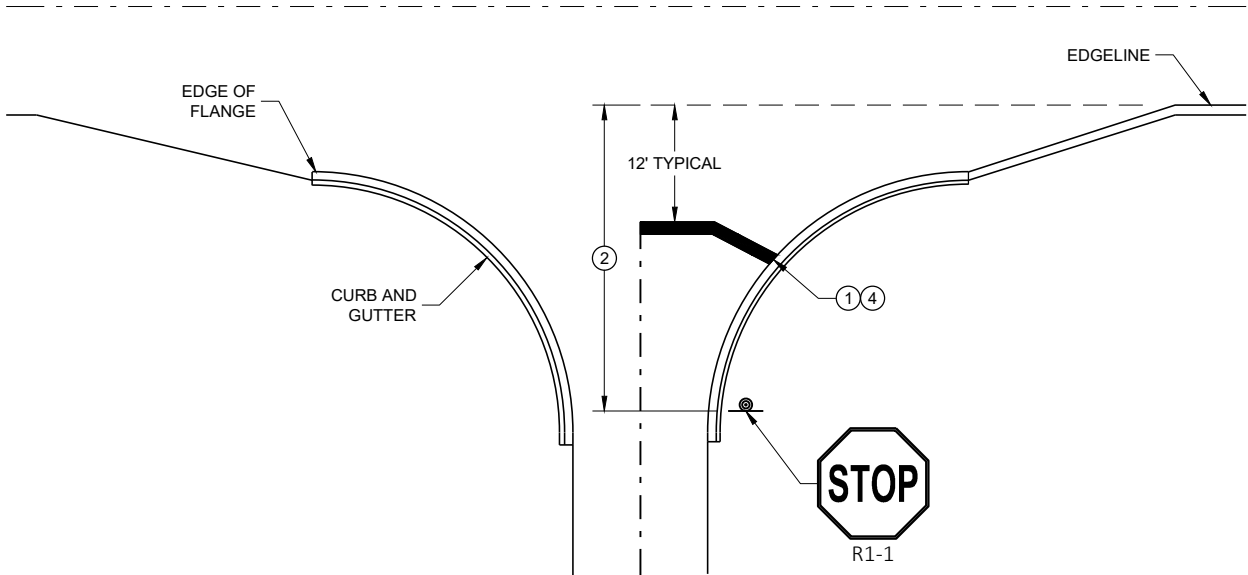
FHWA



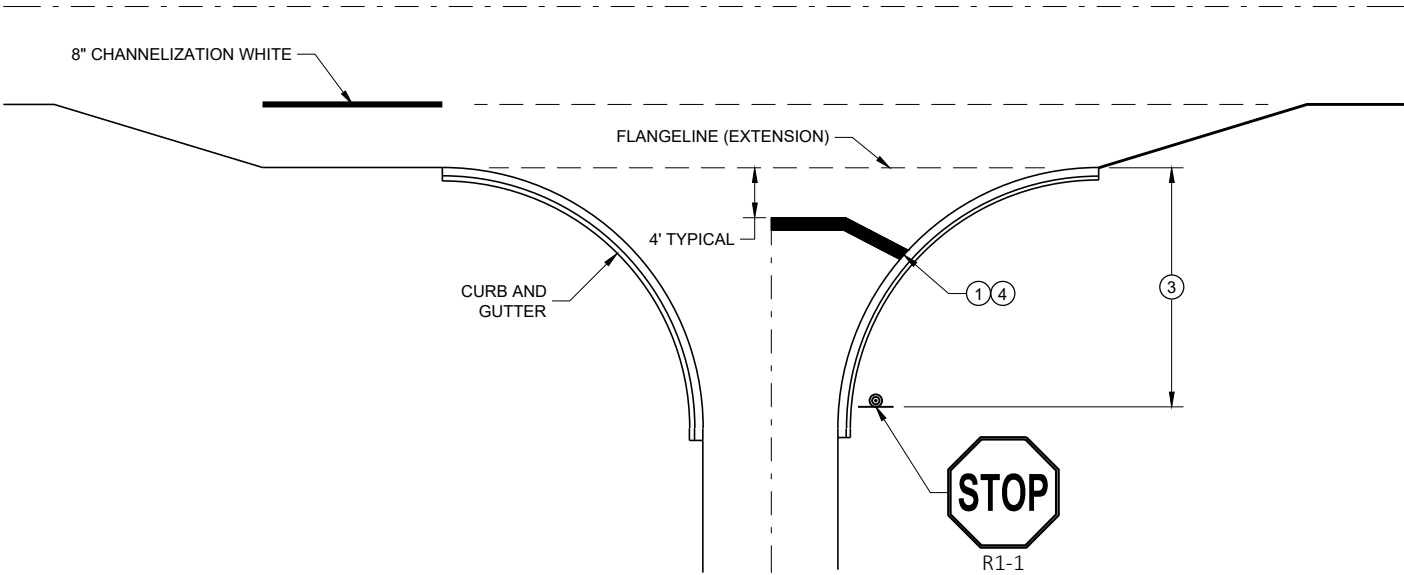
**GENERAL NOTES**

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

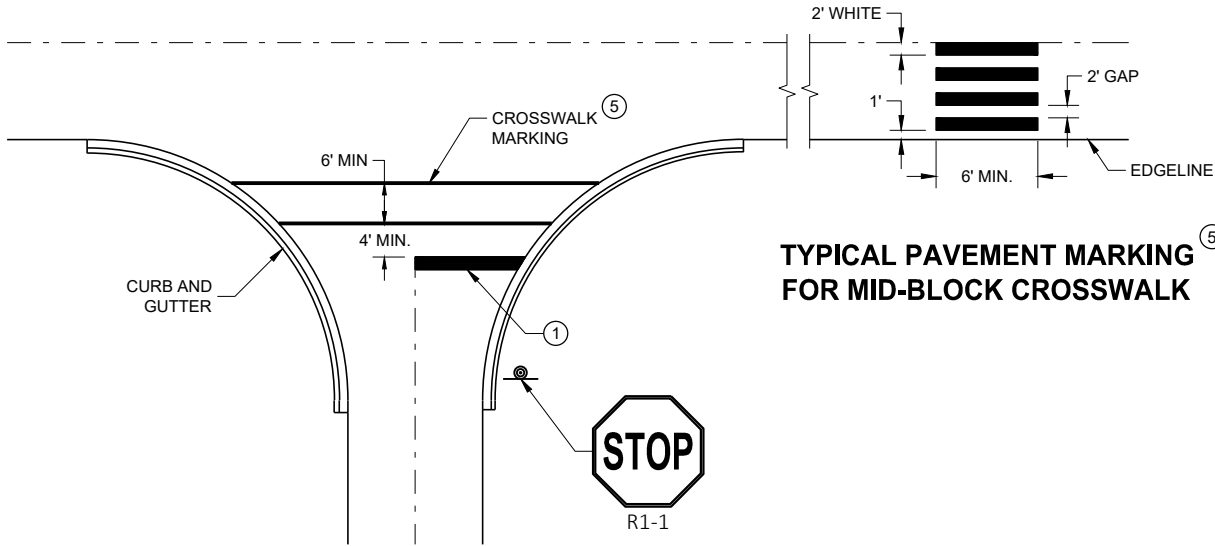
- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
- ③ NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION.
- ④ MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
- ⑤ LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES INSTEAD.



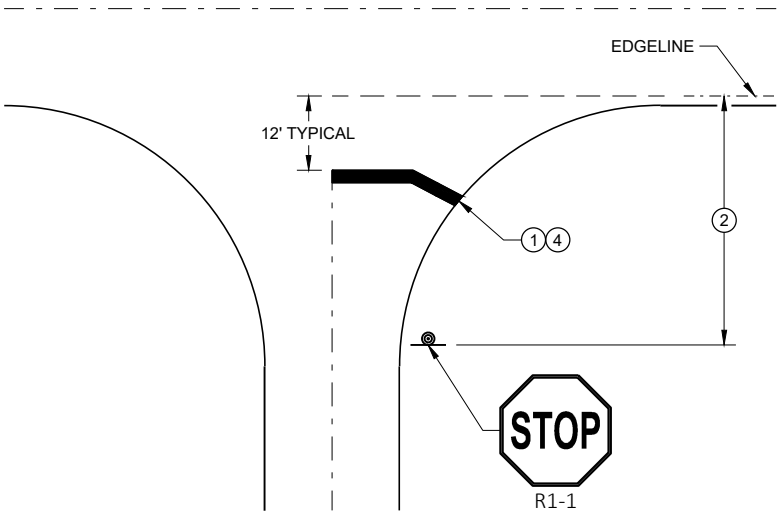
**TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER**



**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**





**STOP LINE AND CROSSWALK PAVEMENT MARKING**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
November 2019 /S/ Matthew Rauch  
DATE STATE SIGNING AND MARKING ENGINEER

FHWA

**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 = WS<sup>2</sup> / 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.

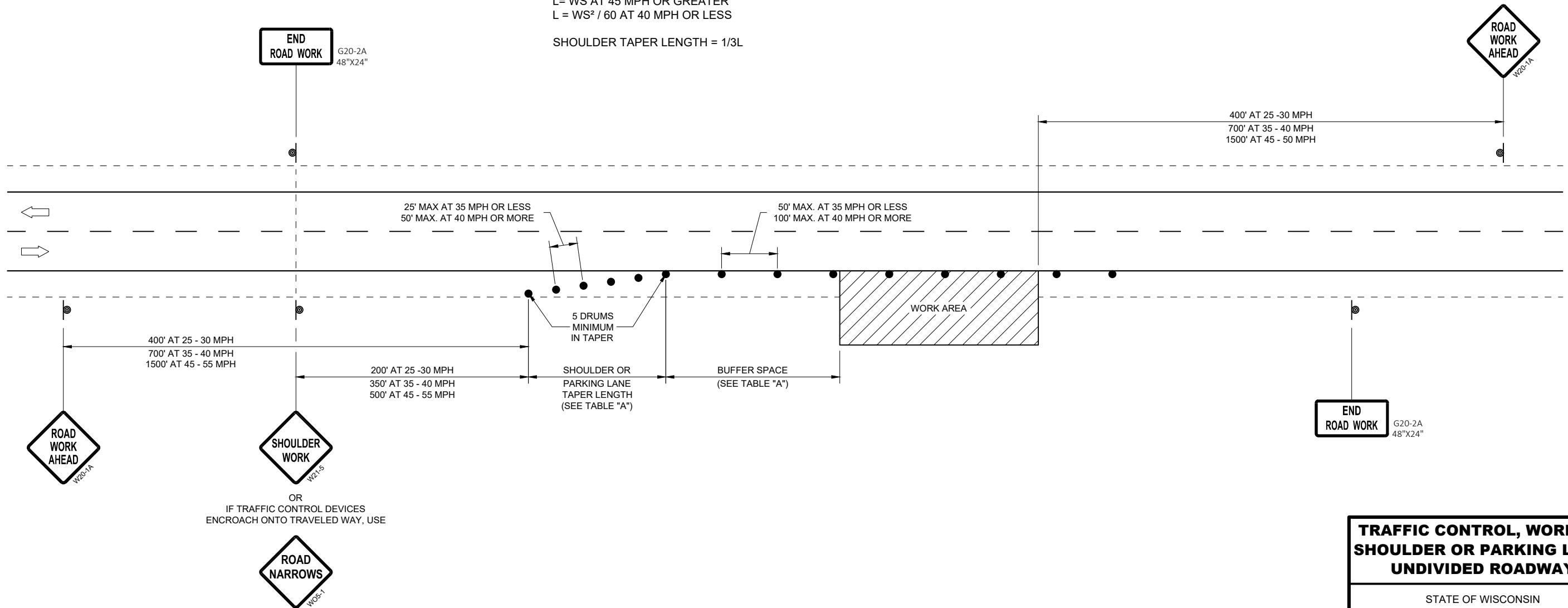
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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 PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

6

6

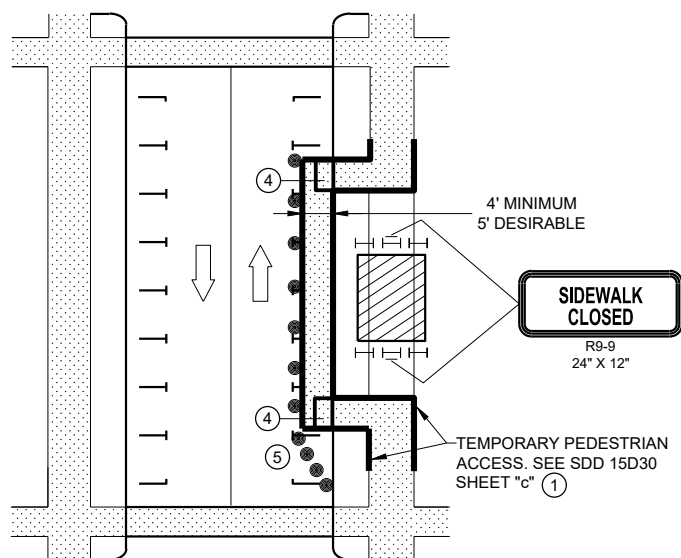


SDD 15D28 - 03

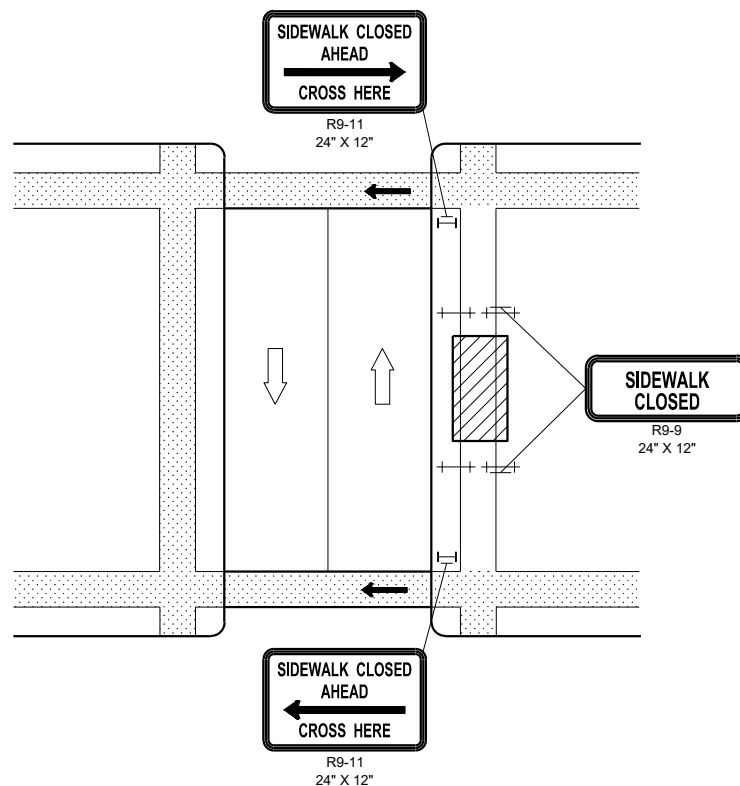
SDD 15D28 - 03

<b>TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED August 2019 DATE	/S/ Andrew Heidtke STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA	

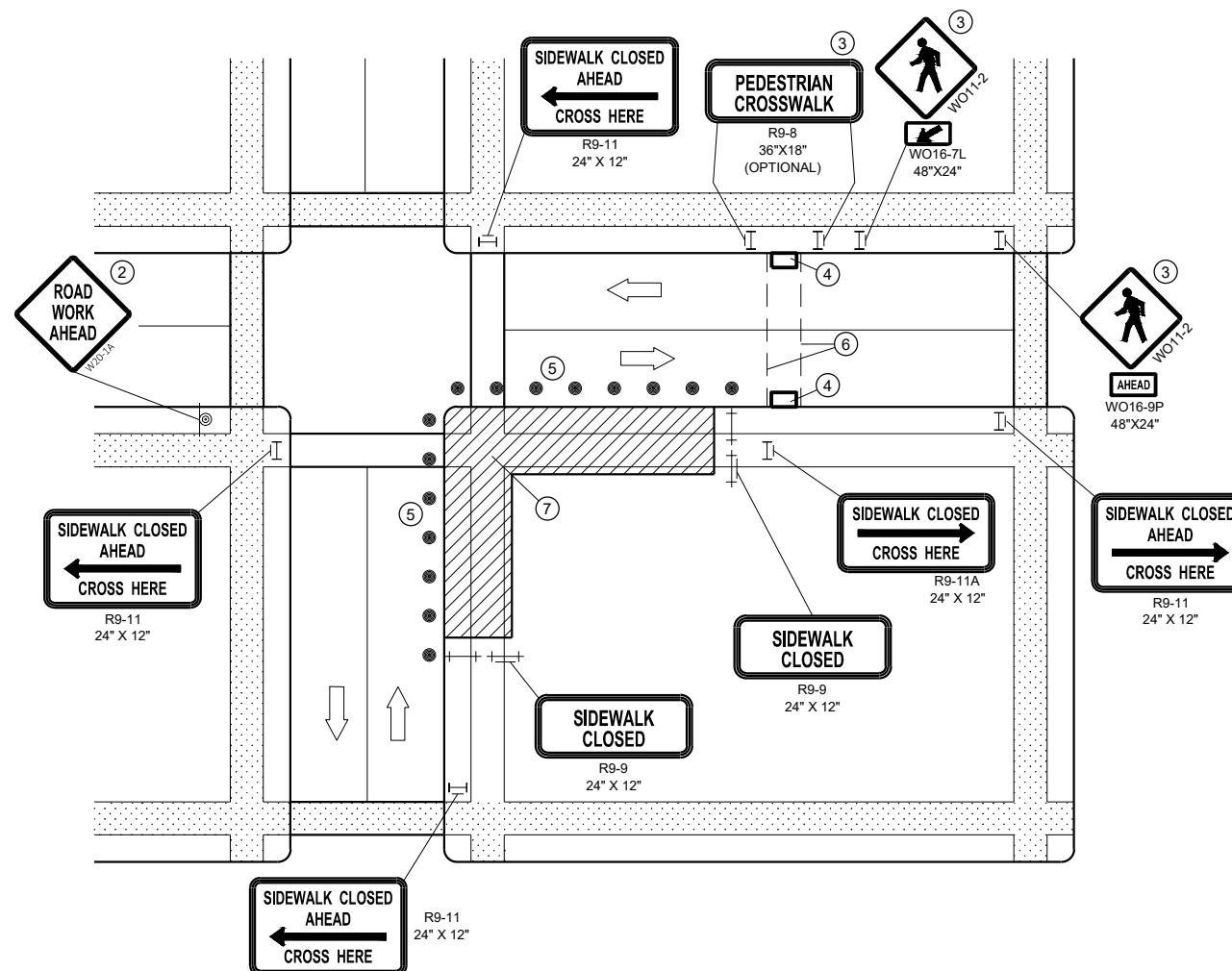
NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.



**MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE**

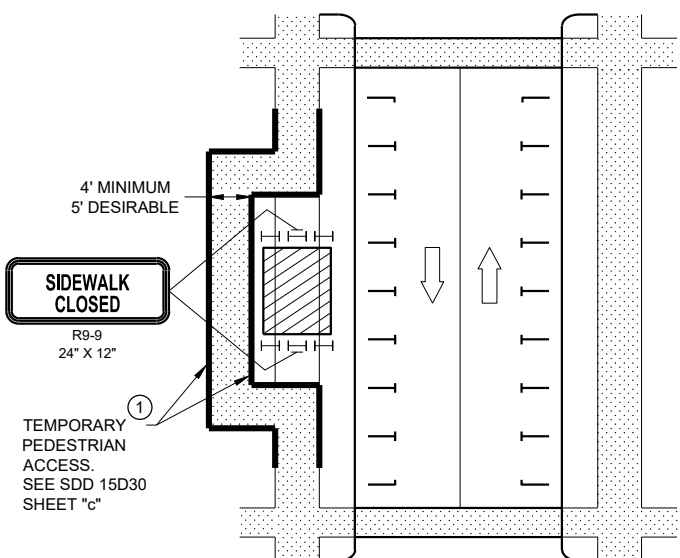


**MID-BLOCK SIDEWALK CLOSURE**



**CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK**

NOTE: LAYOUT SAME AS ABOVE.



**SIDEWALK DIVERSION**

**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**

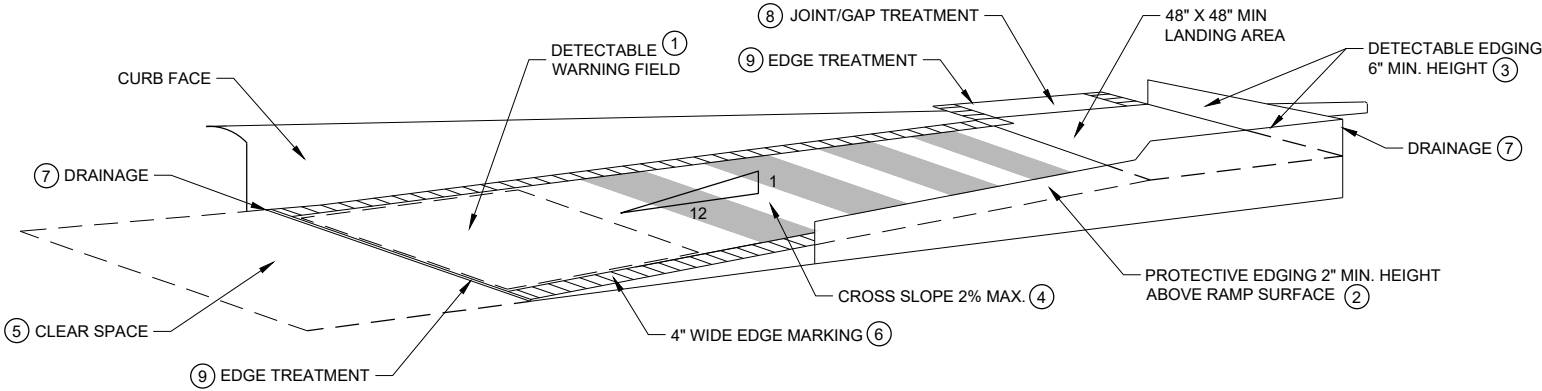
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

**GENERAL NOTES**

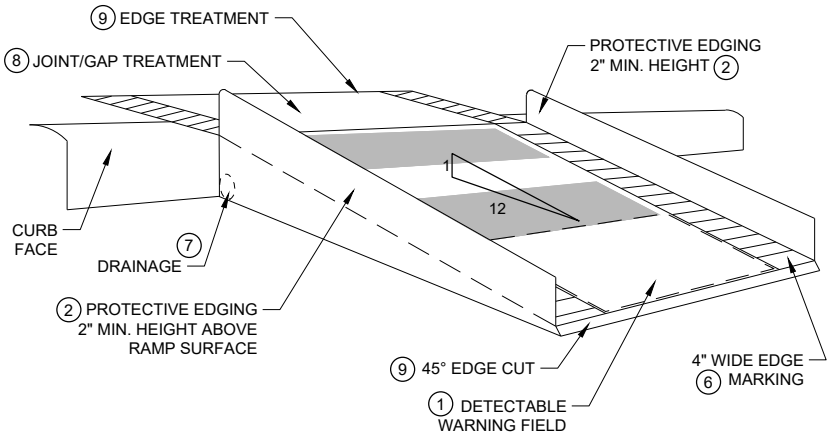
NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

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

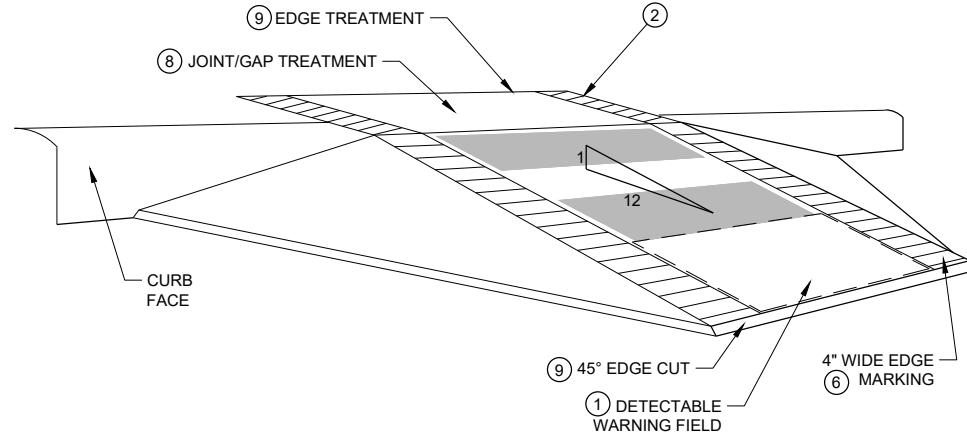
- ① CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 08D05, SHEET "e".
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
- ③ DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
- ④ CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.
- ⑤ CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
- ⑥ THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.
- ⑦ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- ⑧ LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.
- ⑨ CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES SHALL BE VERTICAL UP TO 1/4" HIGH AND BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".
- ⑩ 5" WIDE MIN. WITH PEDESTRIAN SAFETY BARRICADE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY BARRICADE.



**TEMPORARY CURB RAMP PARALLEL TO CURB**

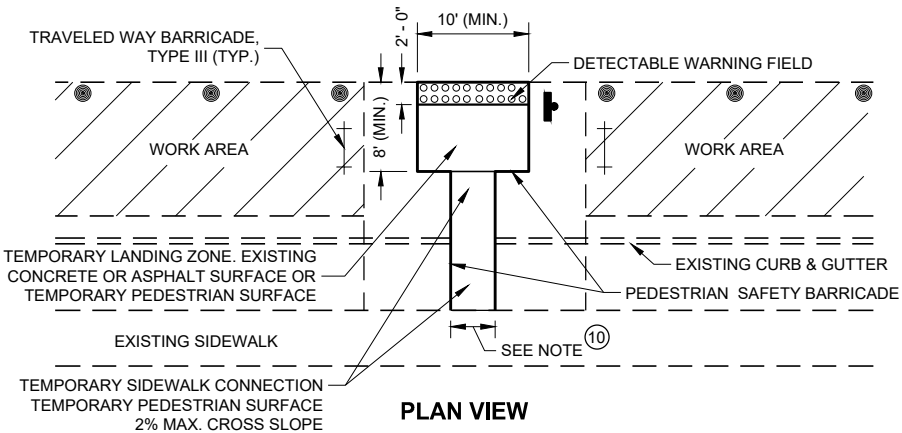


**WITH PROTECTIVE EDGE**

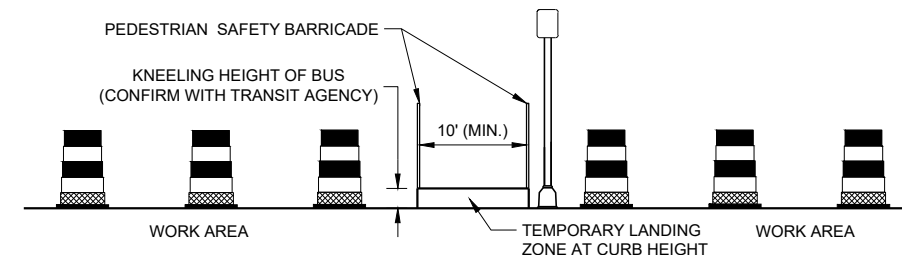


**WITH SIDE APRON**

**TEMPORARY CURB RAMP PERPENDICULAR TO CURB**



**PLAN VIEW**



**PROFILE VIEW**

**TEMPORARY BUS STOP PAD**

**LEGEND**

- TRAFFIC CONTROL DRUM
- ⊥ TYPE III BARRICADE
- ▨ WORK AREA

**TRAFFIC CONTROL,  
PEDESTRIAN ACCOMMODATION**

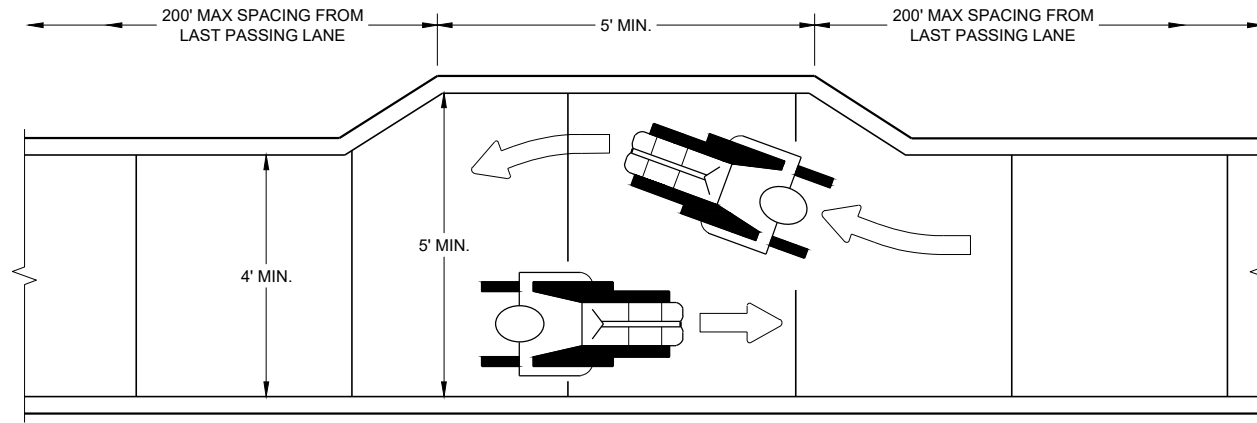
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

6

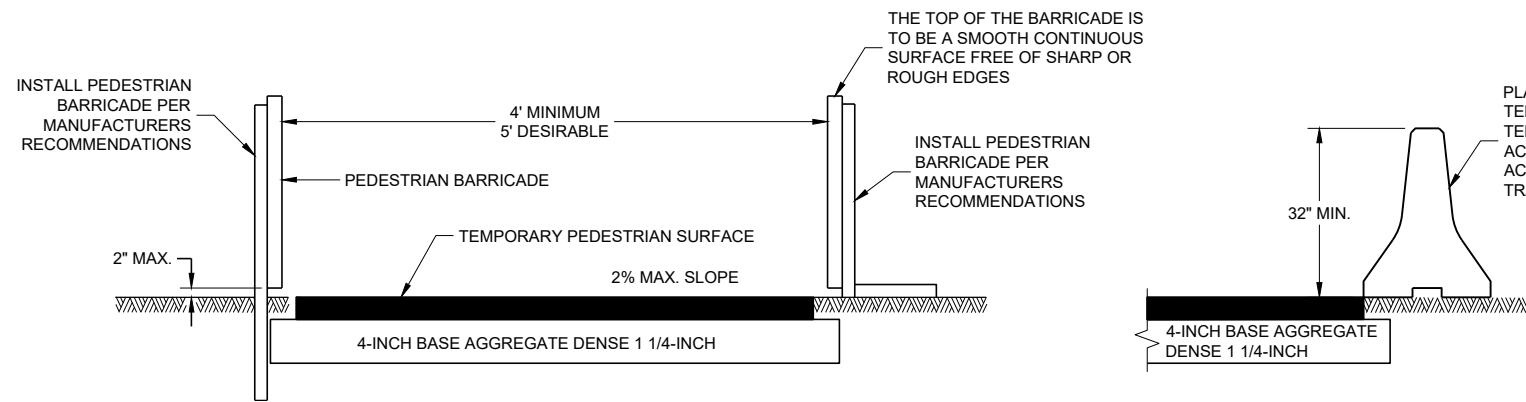
6

SDD 15D30 - 06b

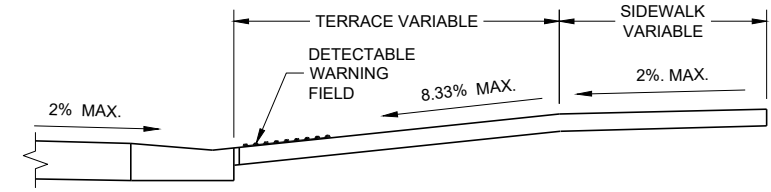
SDD 15D30 - 06b



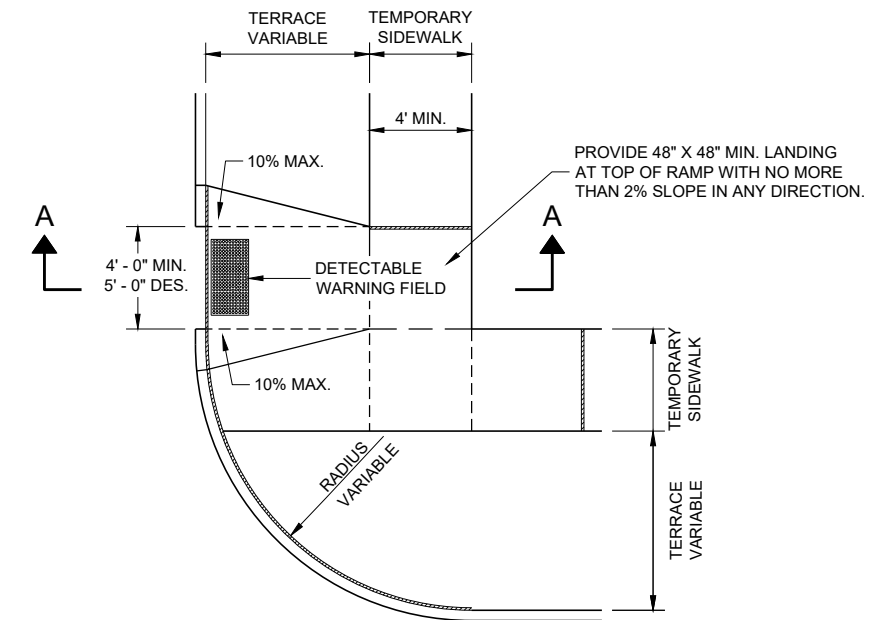
**NARROW SIDEWALK PASSING DETAIL**



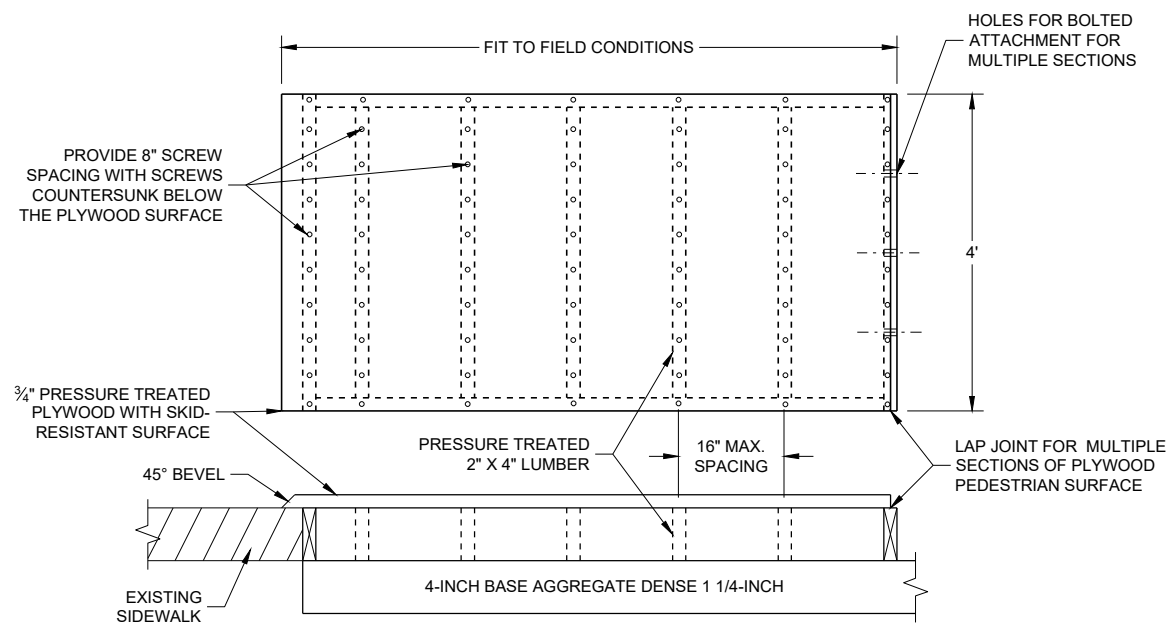
**TEMPORARY PEDESTRIAN ACCESS**



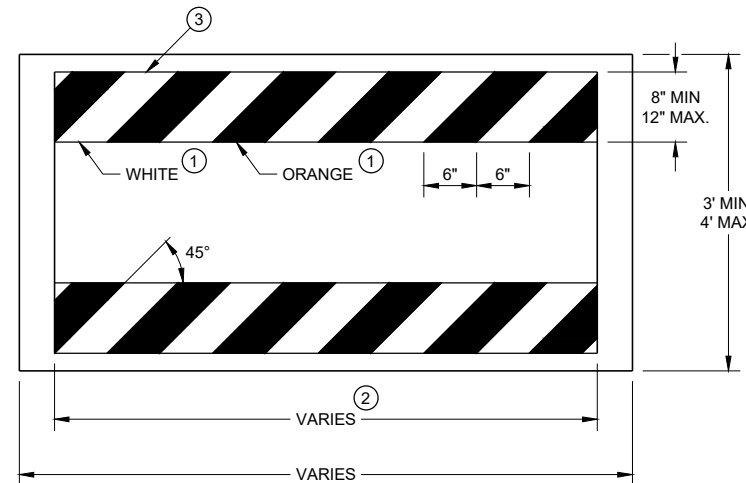
**SECTION A - A**



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



**TEMPORARY PEDESTRIAN SURFACE PLYWOOD**



**TEMPORARY PEDESTRIAN BARRICADE \***

**GENERAL NOTES**

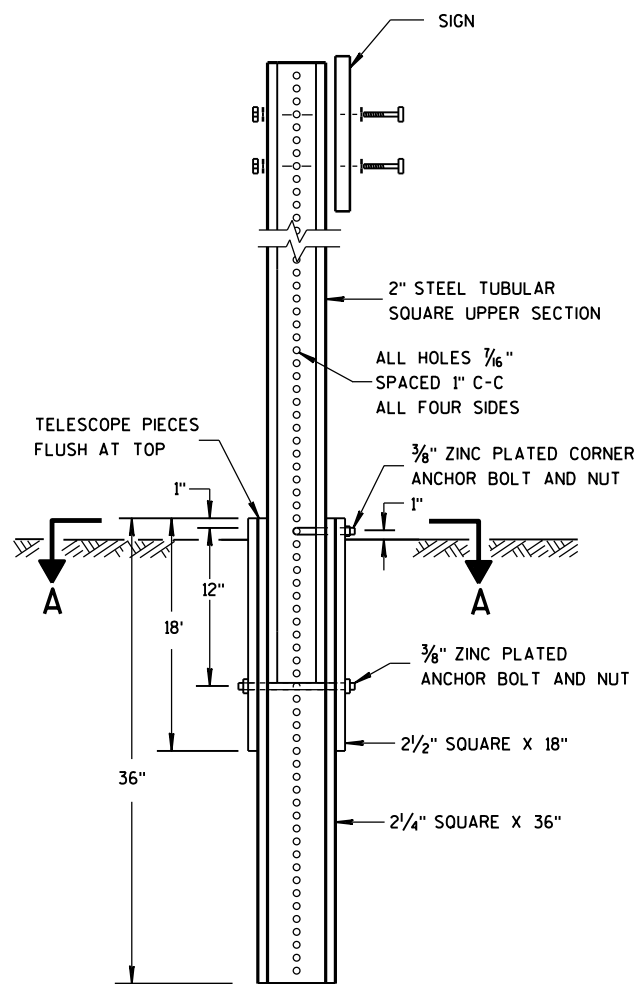
- BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST
- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
- ③ PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.
- \* USE THIS DETAIL FOR SHEETING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

**TRAFFIC CONTROL,  
PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
November 2019 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER

FHWA



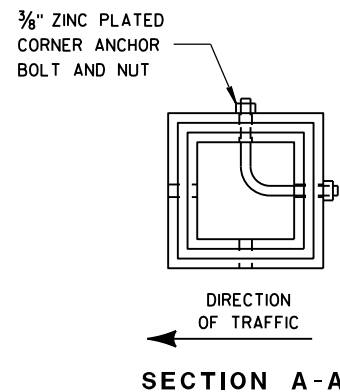
**DETAIL OF TUBULAR STEEL SIGN POST**

**TUBULAR STEEL POSTS**

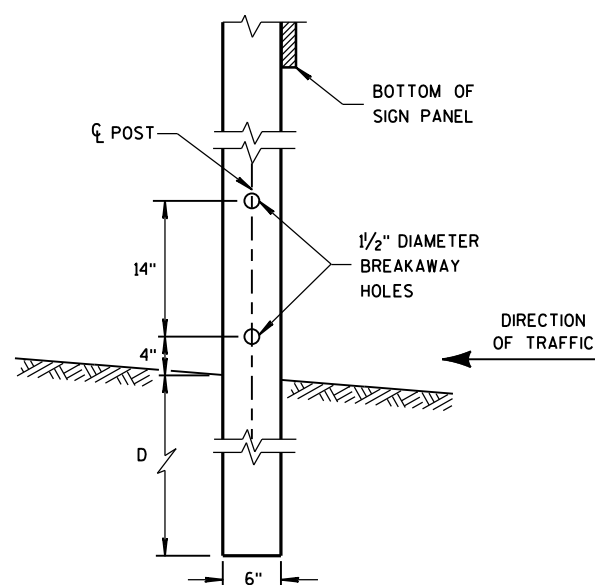
AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

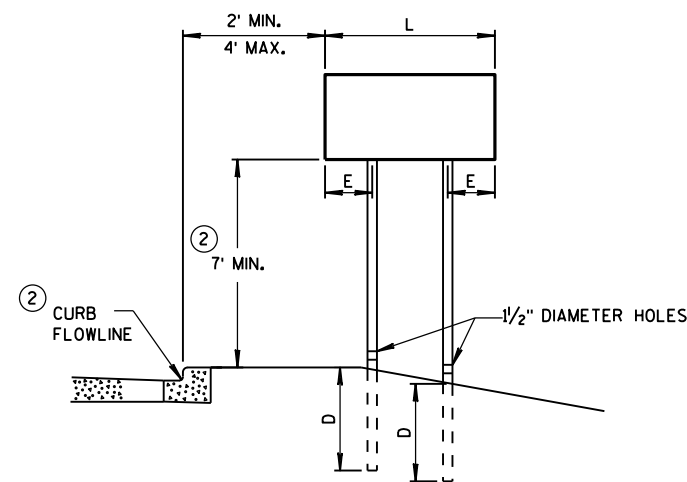
SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.



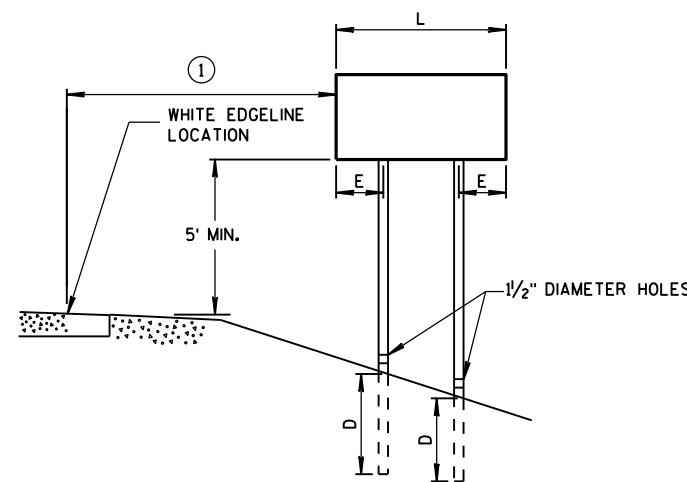
**SECTION A-A**



**4" X 6" WOOD POST MODIFICATION**



**URBAN AREA**



**RURAL AREA**

**POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS**

**WOOD POST EMBEDMENT DEPTH**

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

**4" X 6" WOOD POST**

POST SPACING REQUIREMENTS		NUMBER OF 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

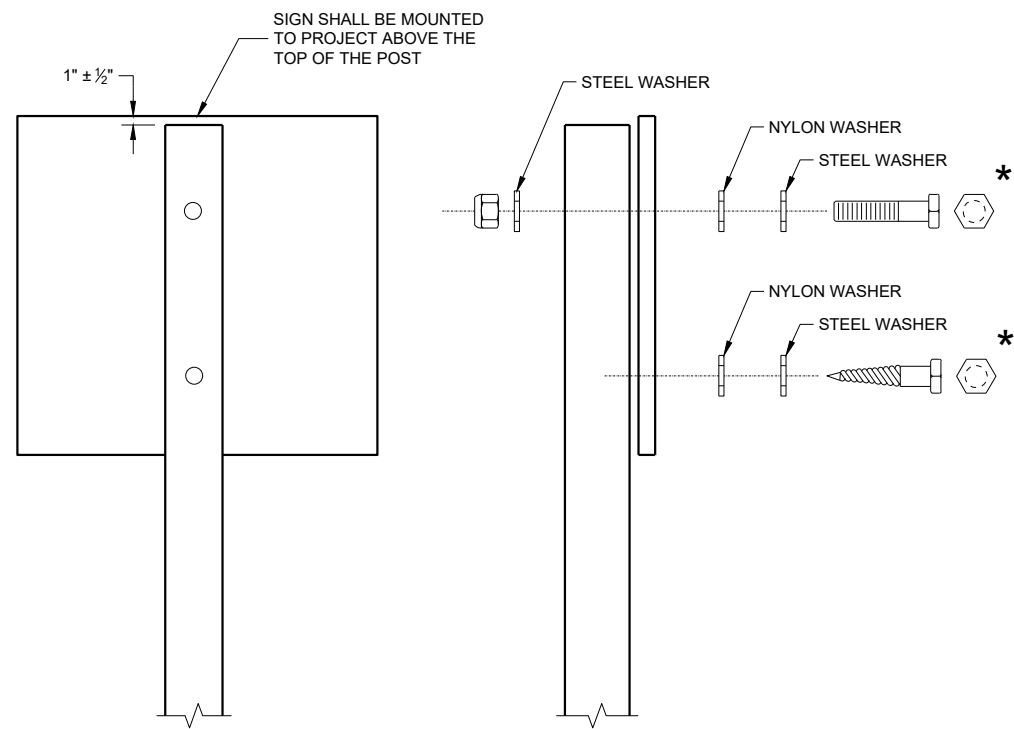
SEE NOTE (3)

**GENERAL NOTES**

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

SQUARE STEEL POST (2" x 2")  
 MACHINE BOLTS - 3/8" x 3 1/4" LENGTH W/NUTS  
 RIVETS - 3/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE 0.720 - 0.765 INCH, GRIP RANGE 0.042 - 0.375 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 0.080 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. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

<b>ATTACHMENT OF SIGNS TO POSTS</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2017 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
<small>FHWA</small>	

**GENERAL NOTES**

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

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

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

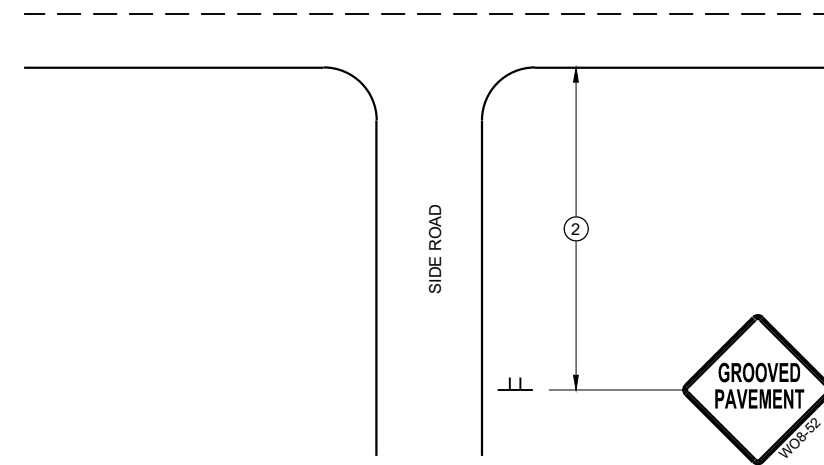
SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

- ① PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- ② PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

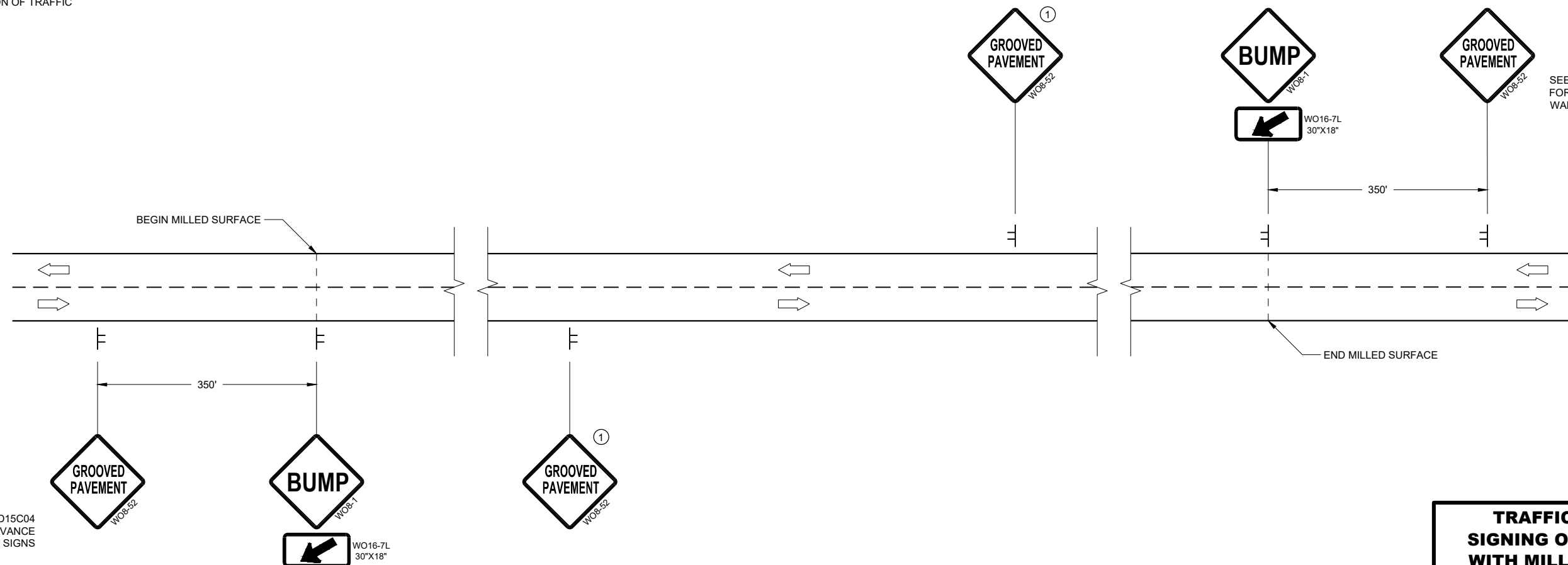
**LEGEND**

⌋ SIGN ON TEMPORARY SUPPORT

➡ DIRECTION OF TRAFFIC



**TYPICAL SIDE ROAD APPROACH SIGN DETAIL**



SEE SDD15C04 FOR ADVANCE WARNING SIGNS

SEE SDD15C04 FOR ADVANCE WARNING SIGNS

**DETAIL FOR SIGNING ON MILLED SURFACES**

**TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

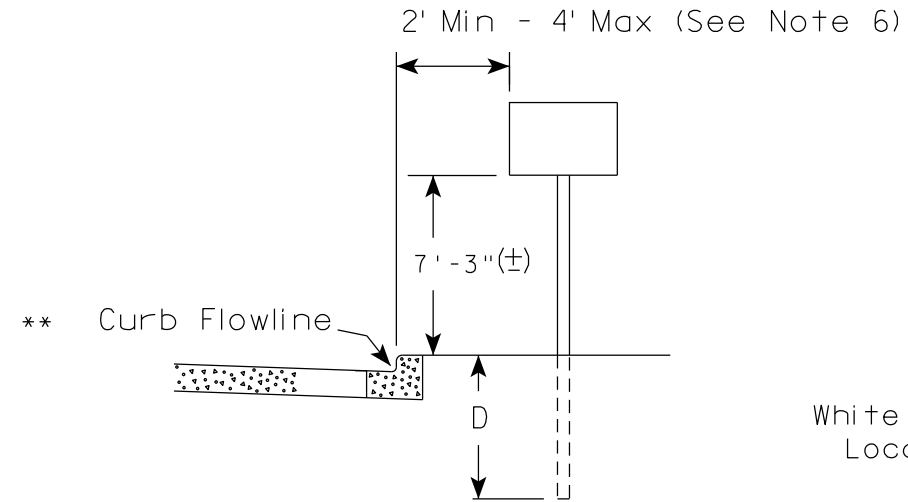
APPROVED  
February 2020 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER

FHWA

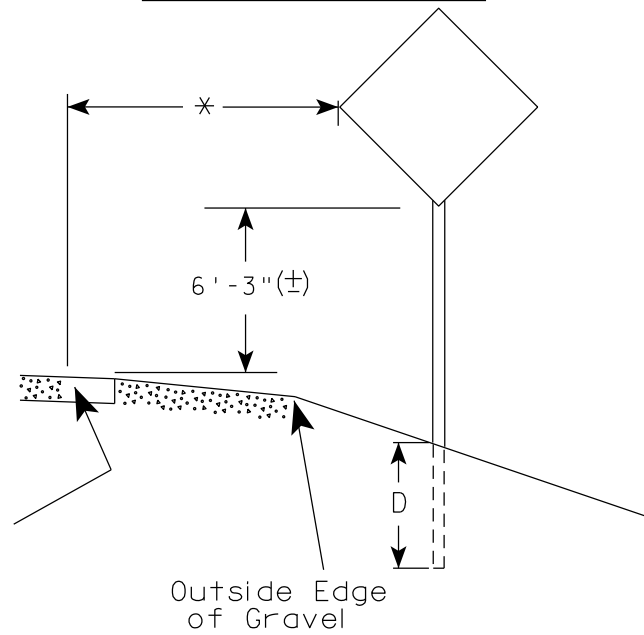


URBAN AREA

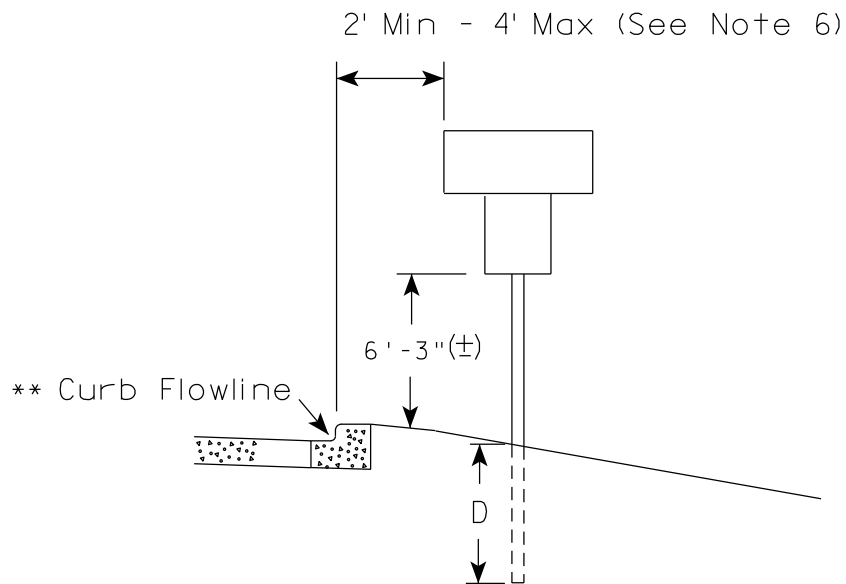
RURAL AREA (See Note 2)



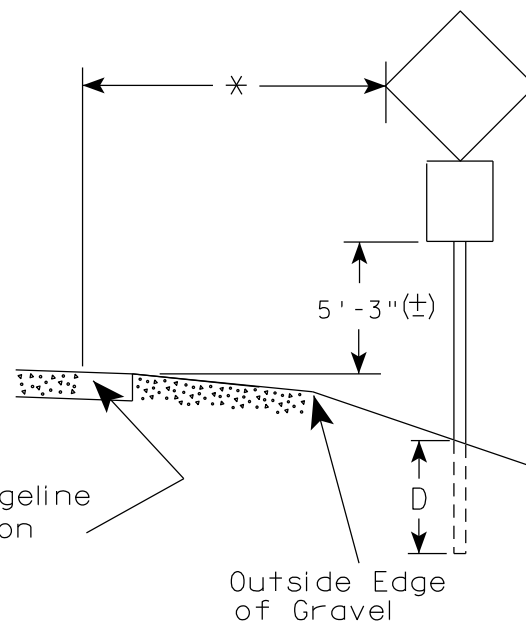
White Edgeline Location



Outside Edge of Gravel



White Edgeline Location



Outside Edge of Gravel

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 or behind barrier wall, see A4-10 sign plate.  
The Double Arrow sign (W12-1D) 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" (±).
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the 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.

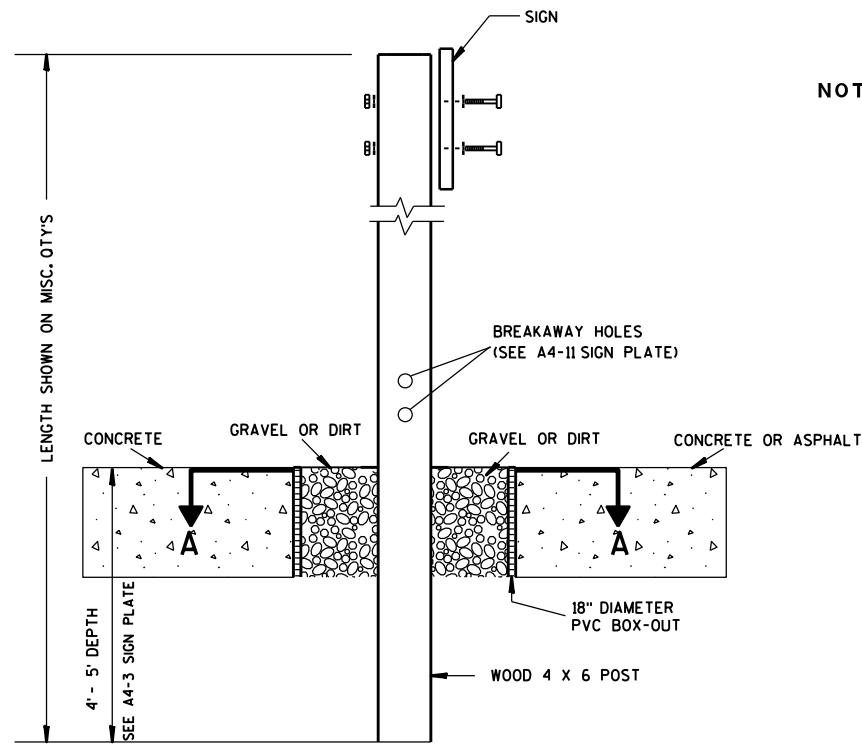
\* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

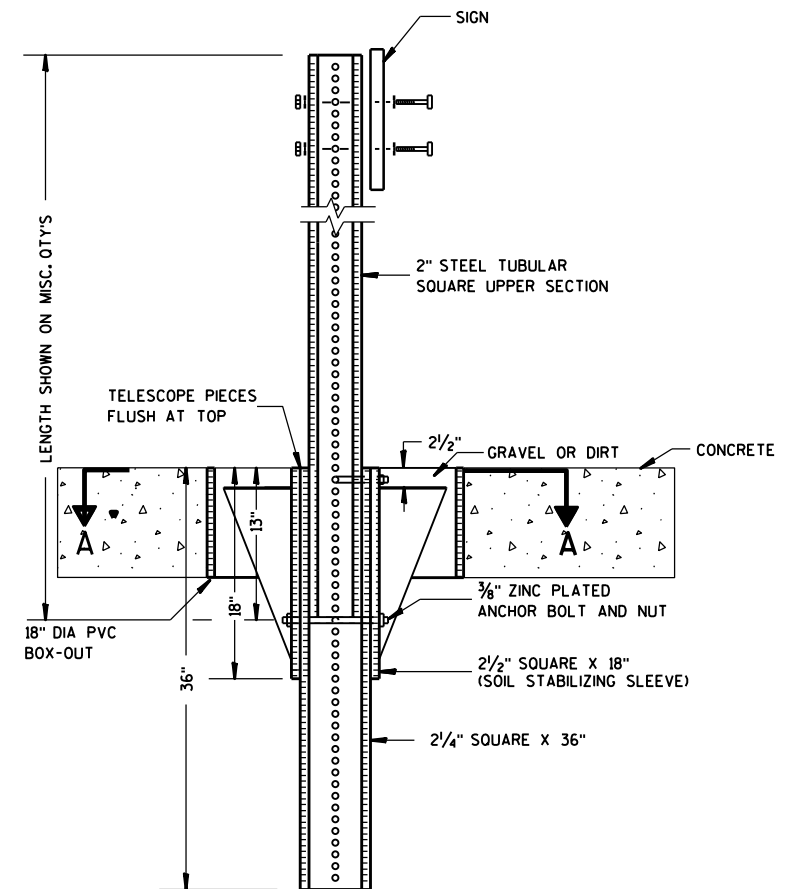
DATE 5/13/2020 PLATE NO. A4-3.22



**ELEVATION VIEW**

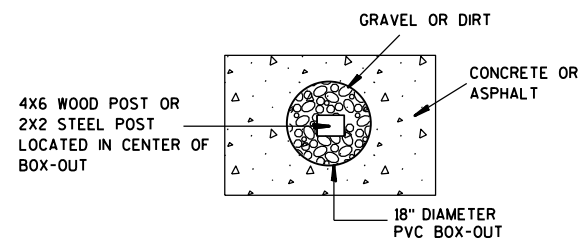
**DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT**

- 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

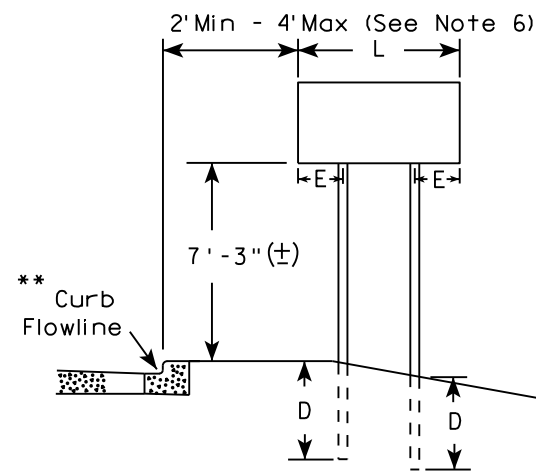
7

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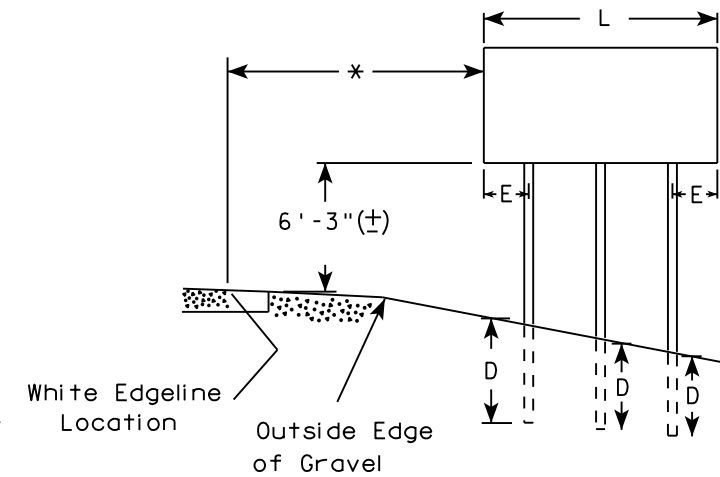
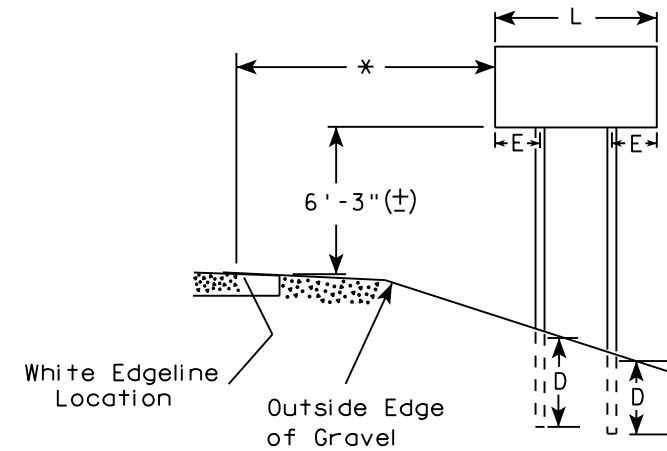
GENERAL NOTES

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" (±).

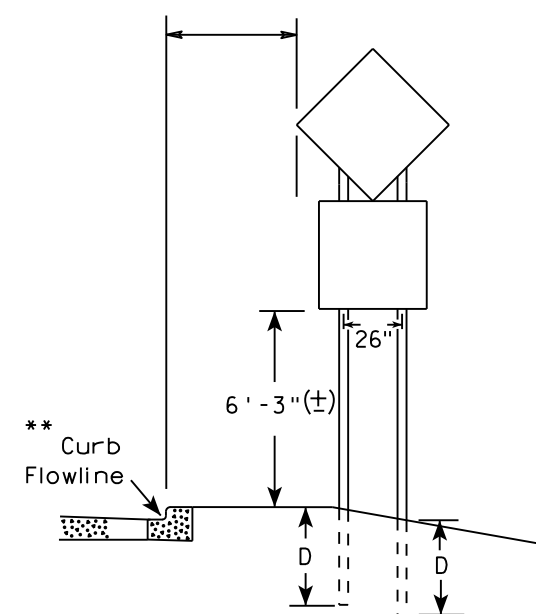
URBAN AREA



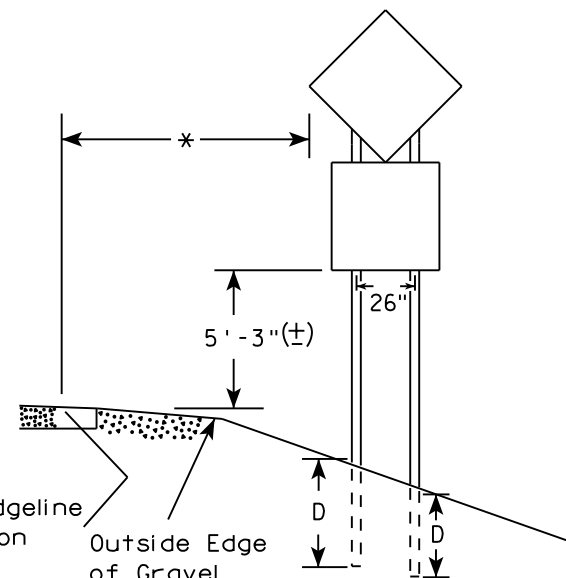
RURAL AREA (See Note 3)



2' Min - 4' Max (See Note 6)



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

\* 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

\*\*\*

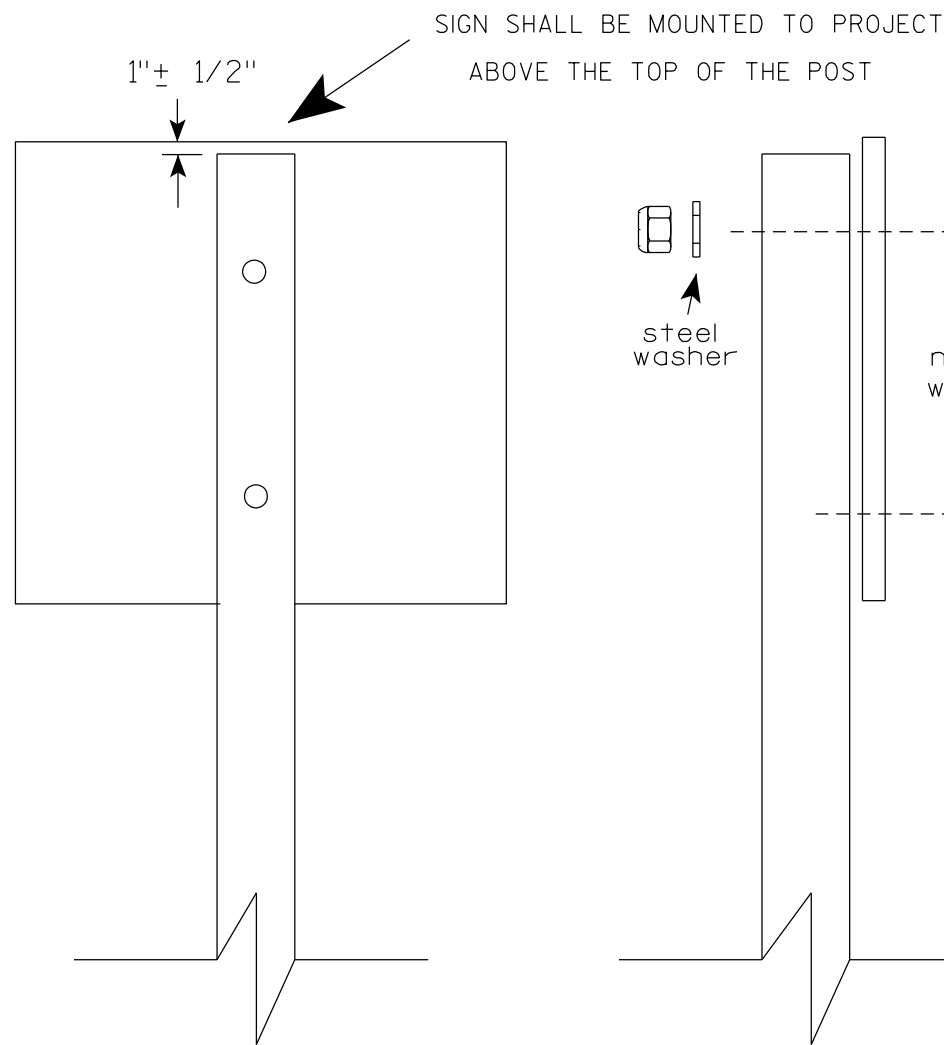
SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

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 6")

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

SQUARE STEEL POSTS (2" x 2")

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

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

WASHERS (ALL POSTS) -

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

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

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

ATTACHMENT OF SIGNS  
TO POSTS

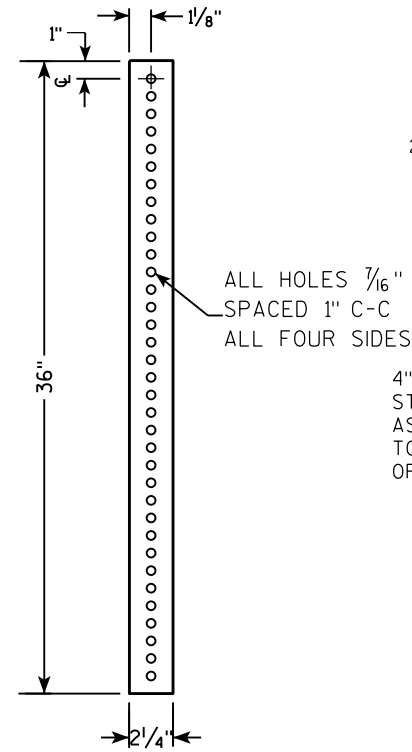
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R Rauch*  
For State Traffic Engineer

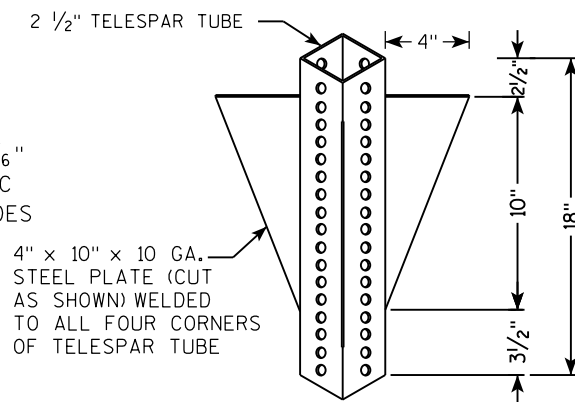
DATE 4/1/2020 PLATE NO. A4-8.9

**TELESCOPIC TUBING ANCHORS  
TWO PIECE SYSTEM**

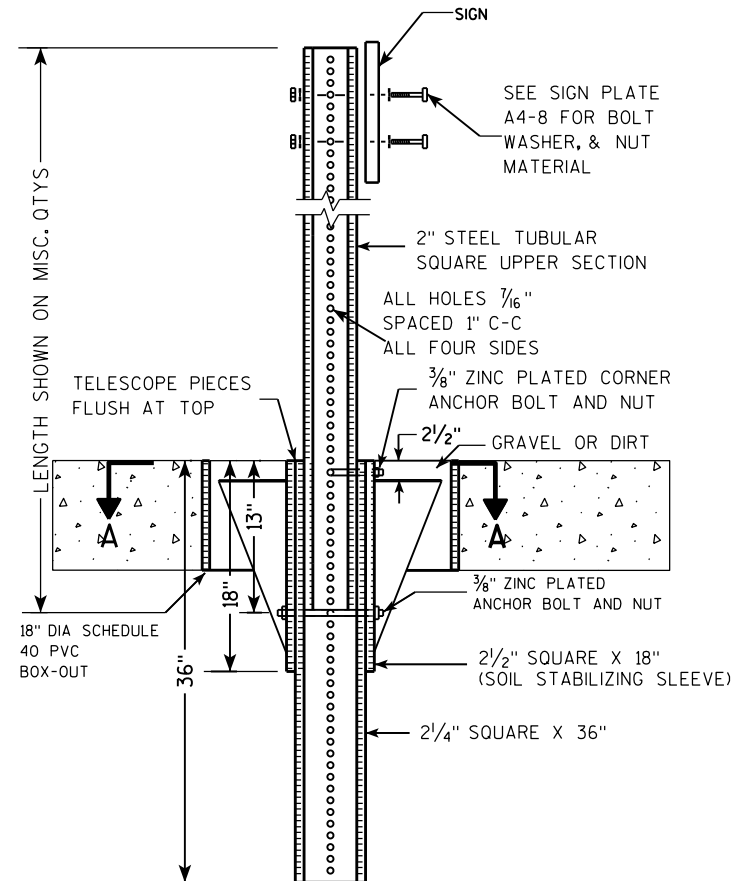
2 1/4" SQUARE  
12 GAUGE  
PERFORATED  
GALVANIZED FINISH



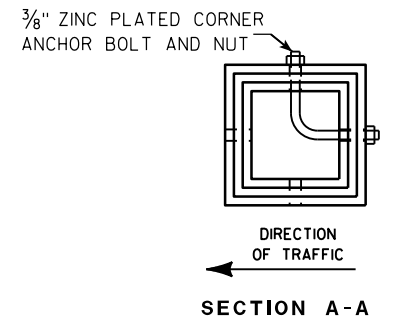
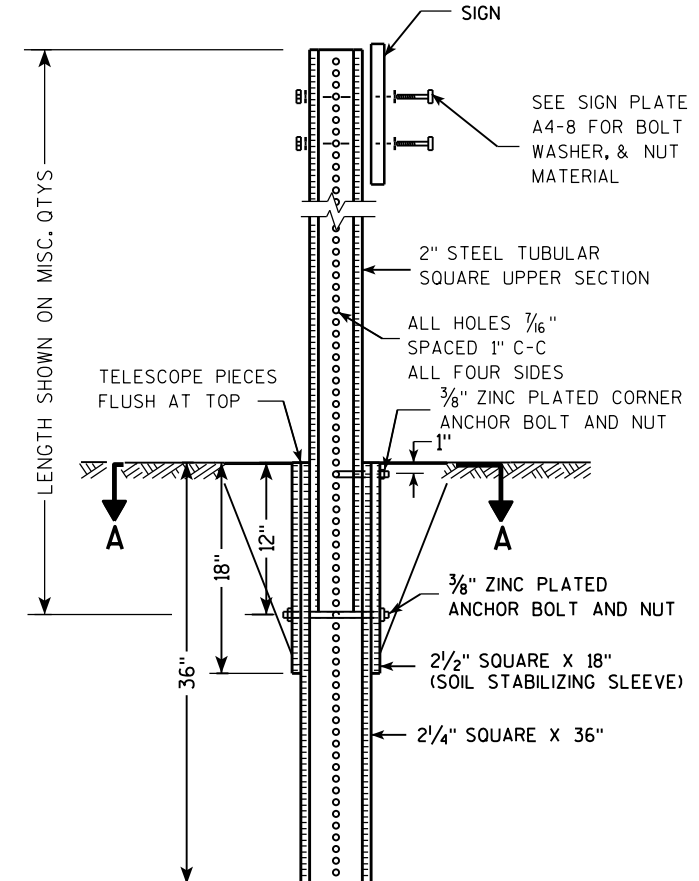
2 1/2" SQUARE  
12 GAUGE  
OMNI-DIRECTIONAL  
PERFORATED  
SOIL STABILIZING SLEEVE  
GALVANIZED FINISH



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



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



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

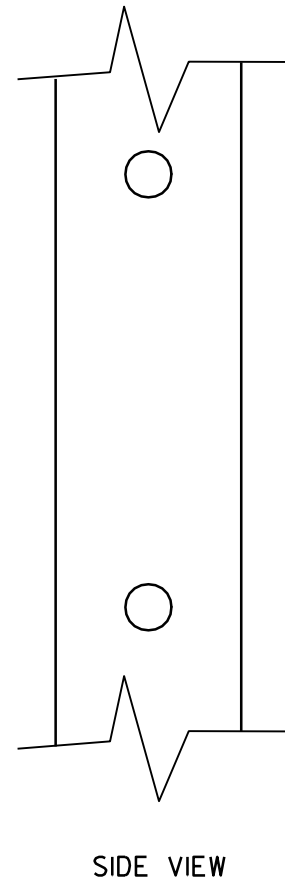
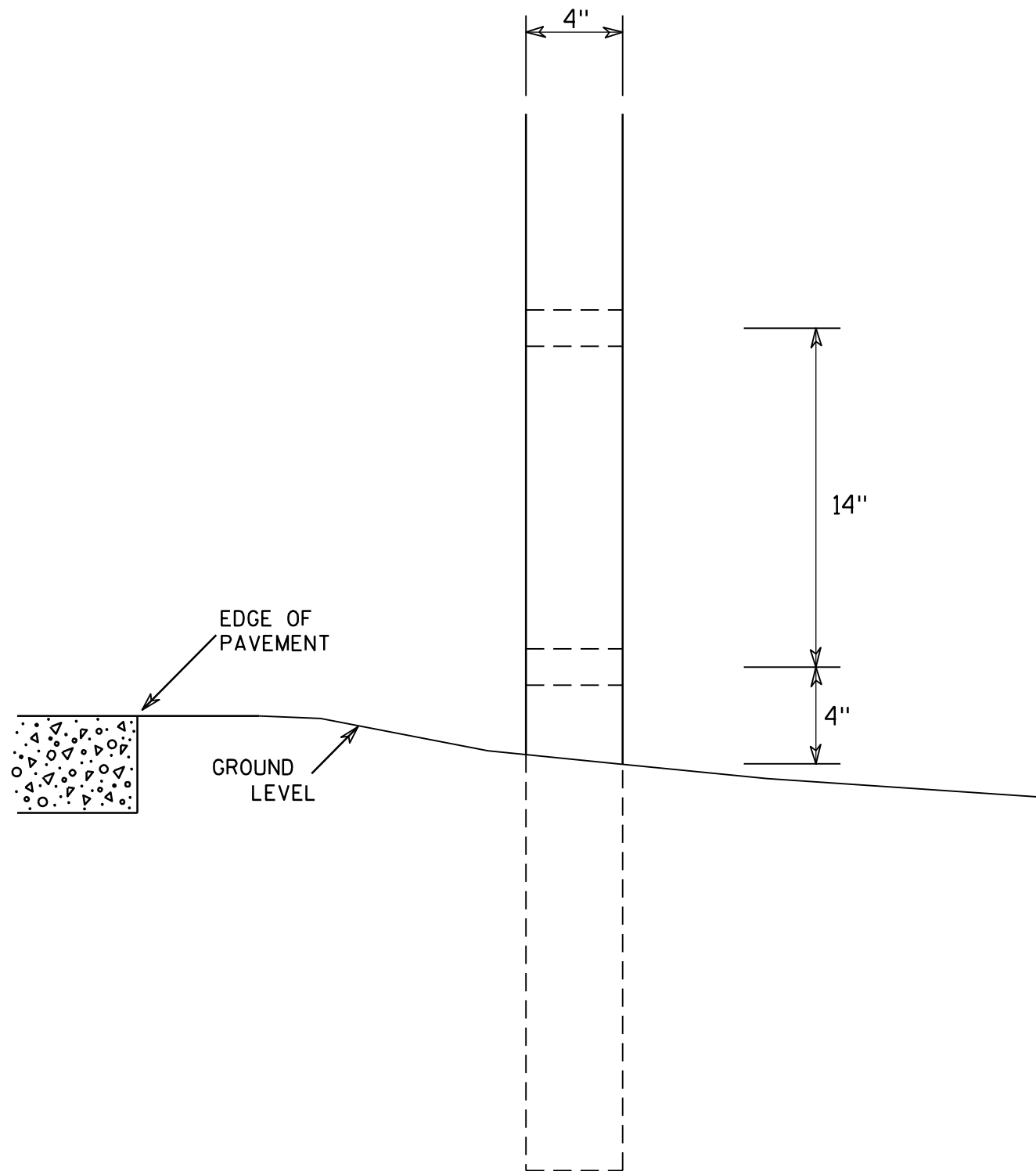
Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

**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



GENERAL NOTES

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

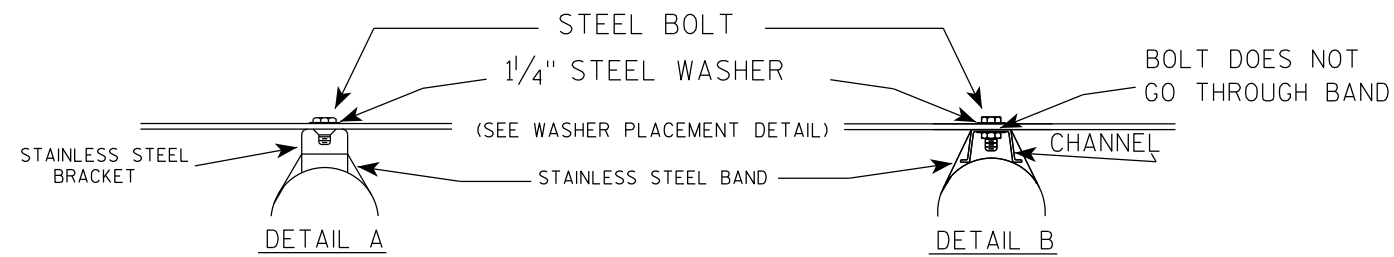
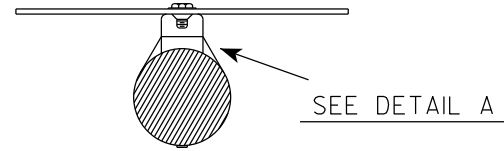
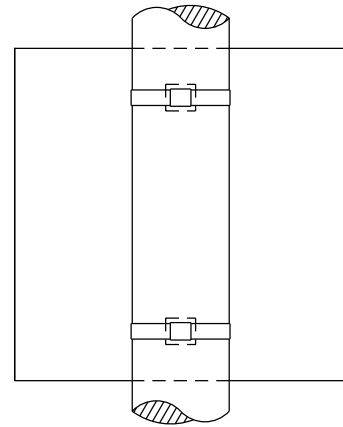
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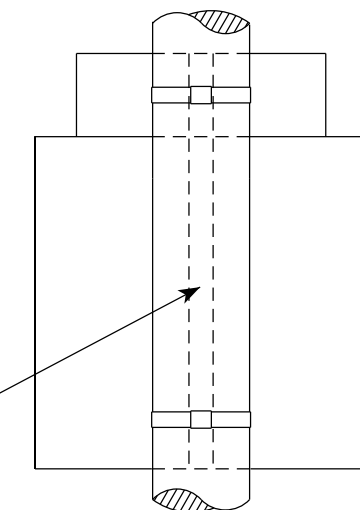
<b>4 X 6 WOOD POST MODIFICATIONS</b>	
<i>WISCONSIN DEPT OF TRANSPORTATION</i>	
APPROVED	<i>Chester J Spang</i> for State Traffic Engineer
DATE <u>3/27/97</u>	PLATE NO. <u>A4-11.2</u>

# BANDING

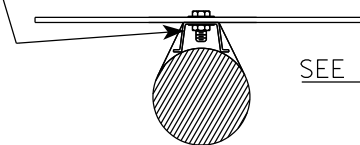
SINGLE SIGN



"J" ASSEMBLY

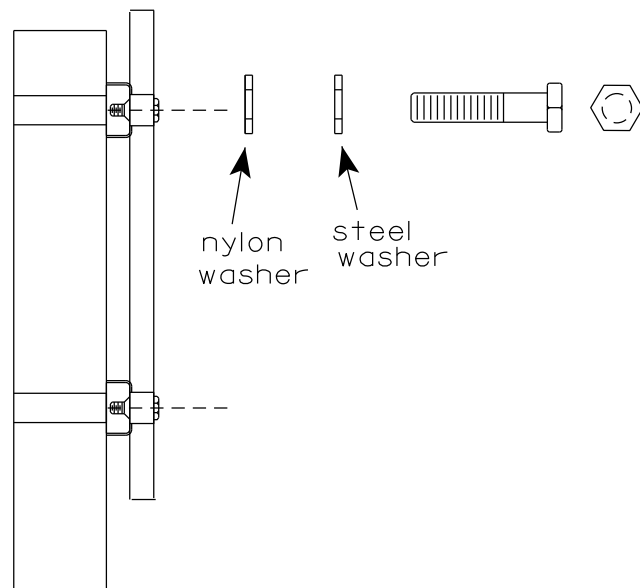


CHANNEL  
SEE TYPICAL PANEL  
INSTALLATION SHEET



- 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  $\frac{3}{4}$ " 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

WASHER PLACEMENT



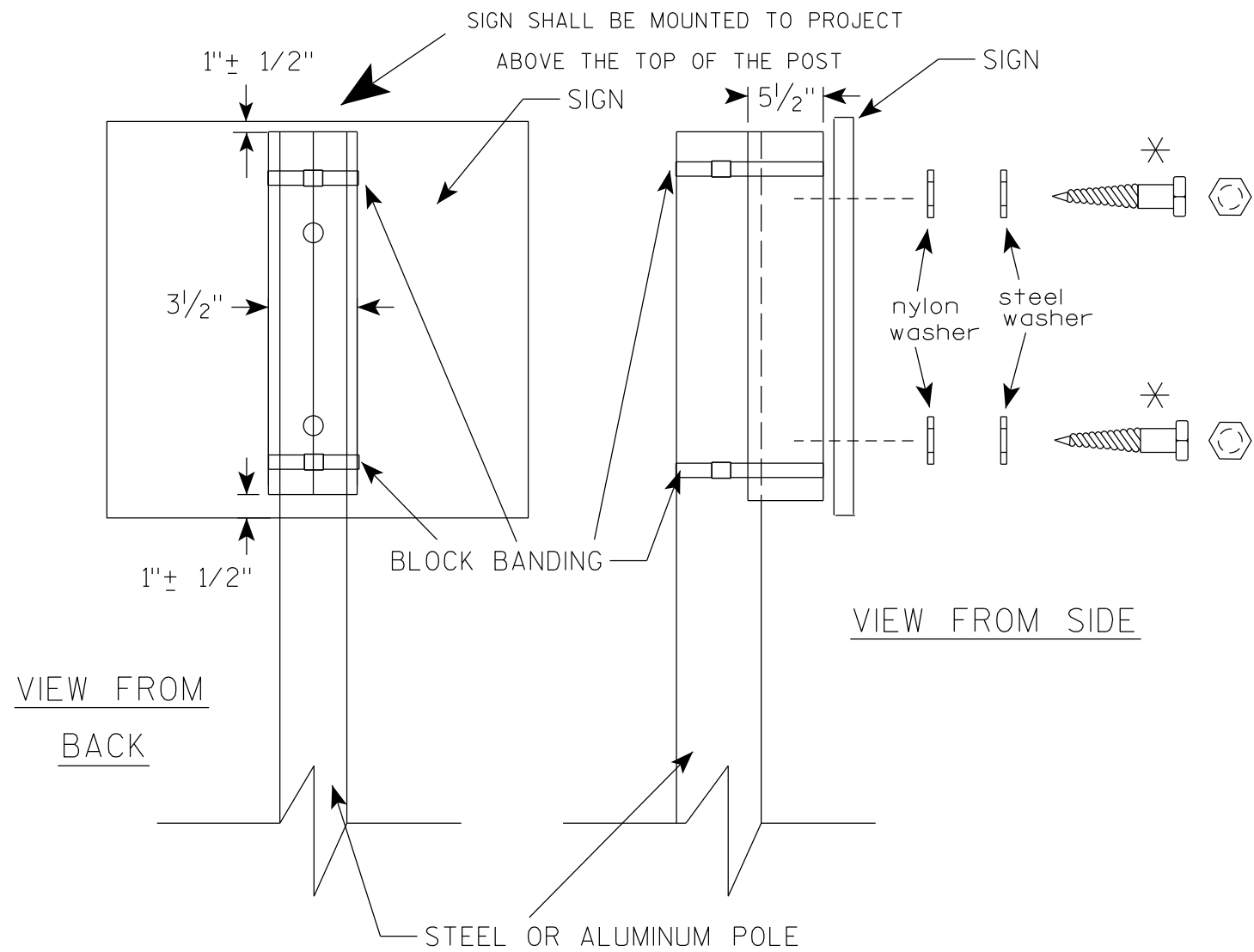
WASHERS (ALL POSTS) -  
 1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL  
 1-1/4" O.D. X 3/8" I.D. X .080 NYLON  
 FOR ALL TYPE H SIGNS

STANDARD SIGN  
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

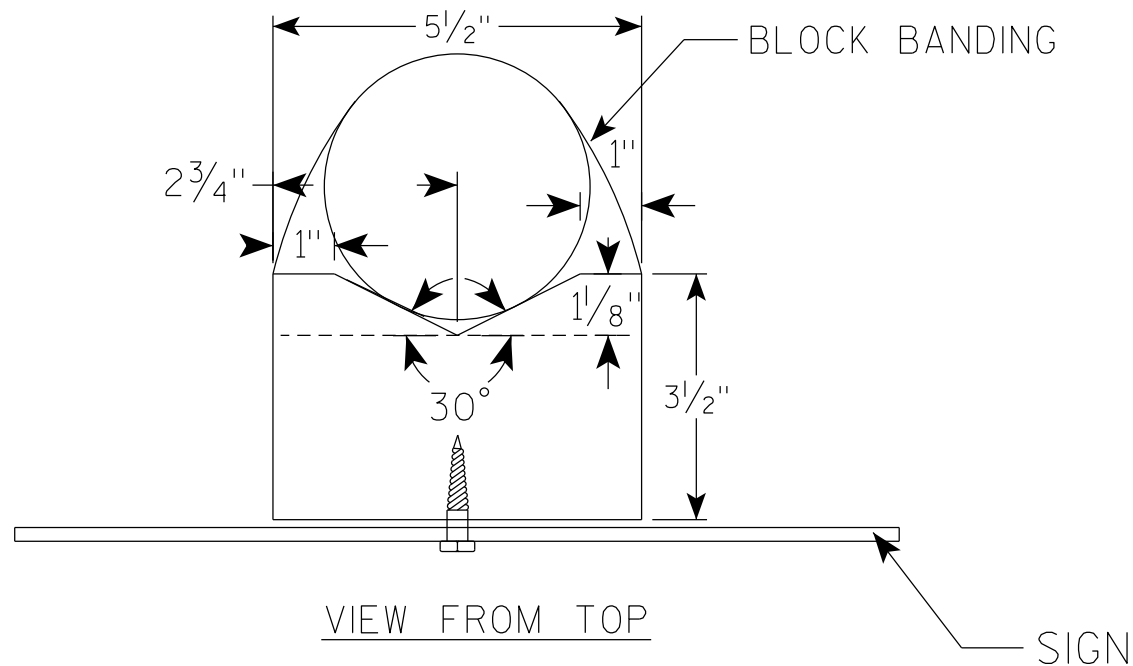
DATE 6/10/19 PLATE NO. A5-9.4



GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, 3/4" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT 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 1/4" O.D. X 3/8" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1/4" O.D. X 3/8" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✱ LAG BOLTS SHALL BE 3/8" X 2 1/2"

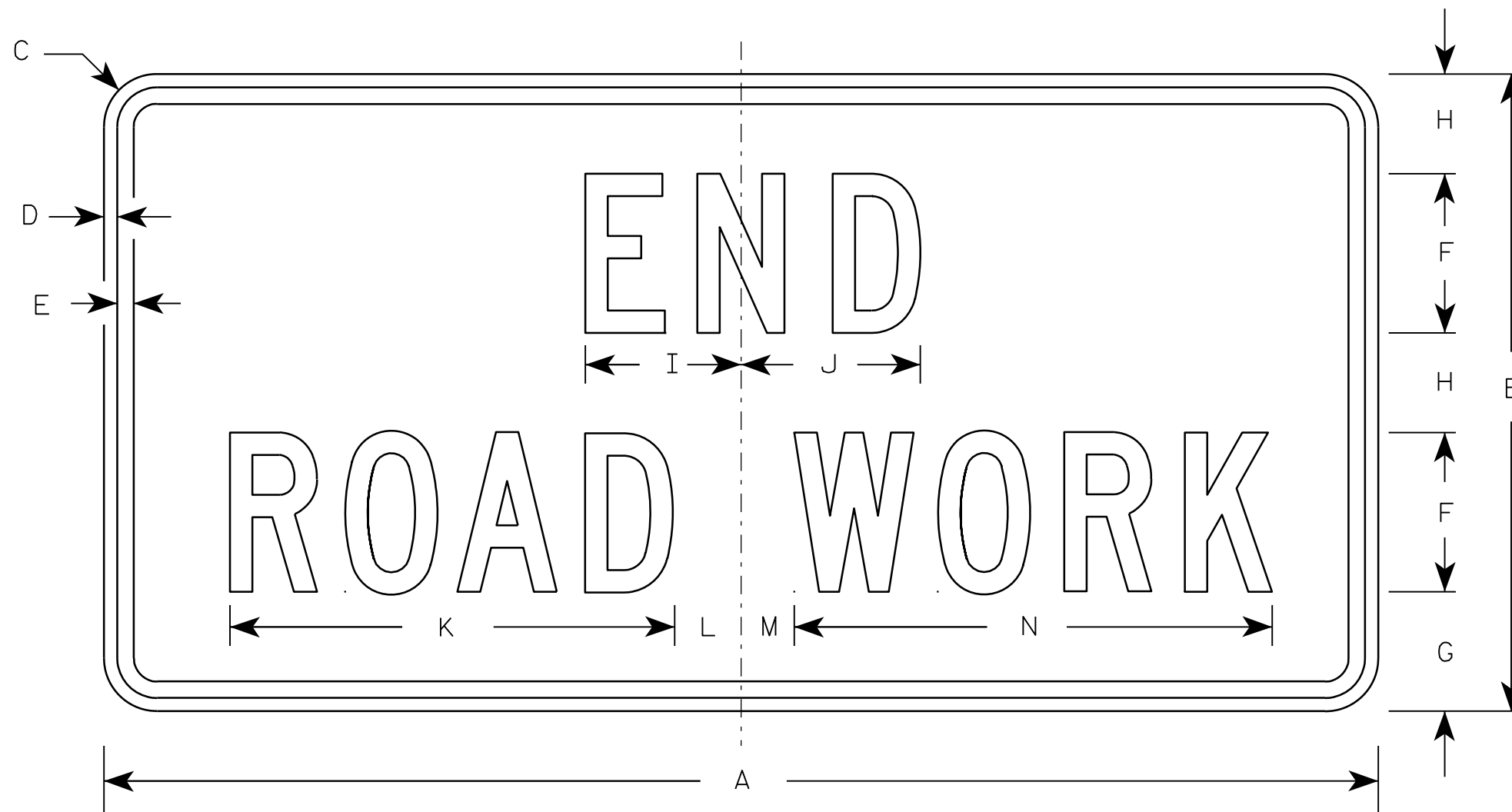


BLOCK BANDING DETAIL ( V-BLOCK OPTION )	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R Rauch</i> For State Traffic Engineer
DATE 6/10/19	PLATE NO. A5-10.2



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.



G20-2A

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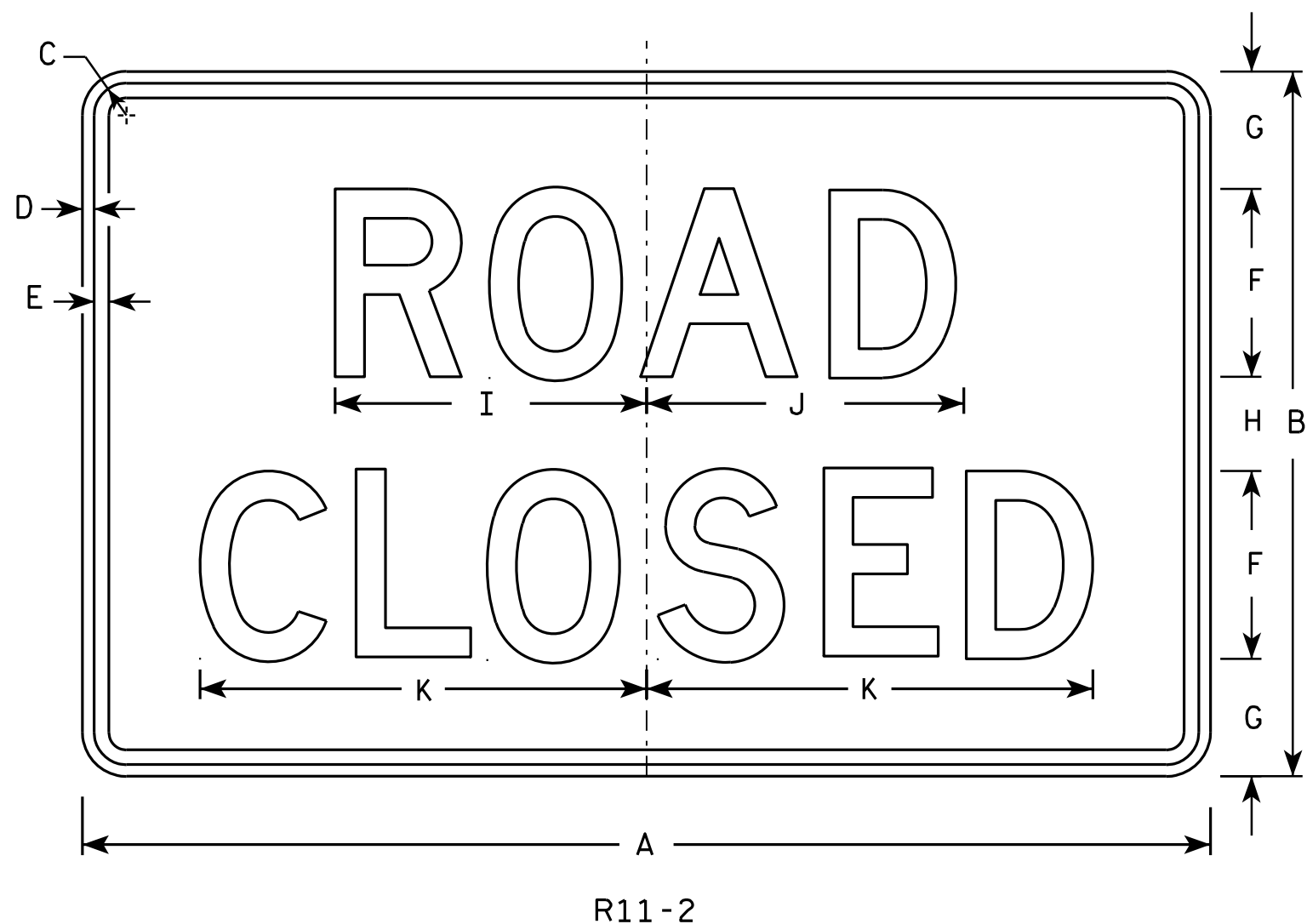
Metric equivalent for this sign is:

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 sq. m.
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

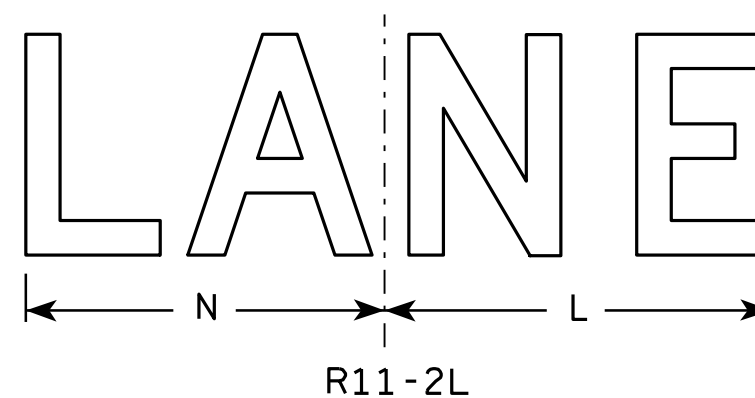
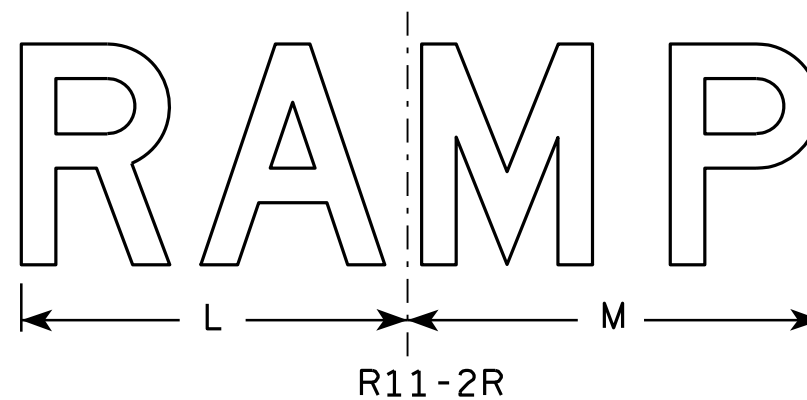
STANDARD SIGN G20-2A	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 9/30/09	PLATE NO. G20-2A.8

PROJECT NO:	HWY:	COUNTY:	SHEET NO:	<b>E</b>
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**NOTES**

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



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SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0

**STANDARD SIGN**  
R11-2

*WISCONSIN DEPT OF TRANSPORTATION*

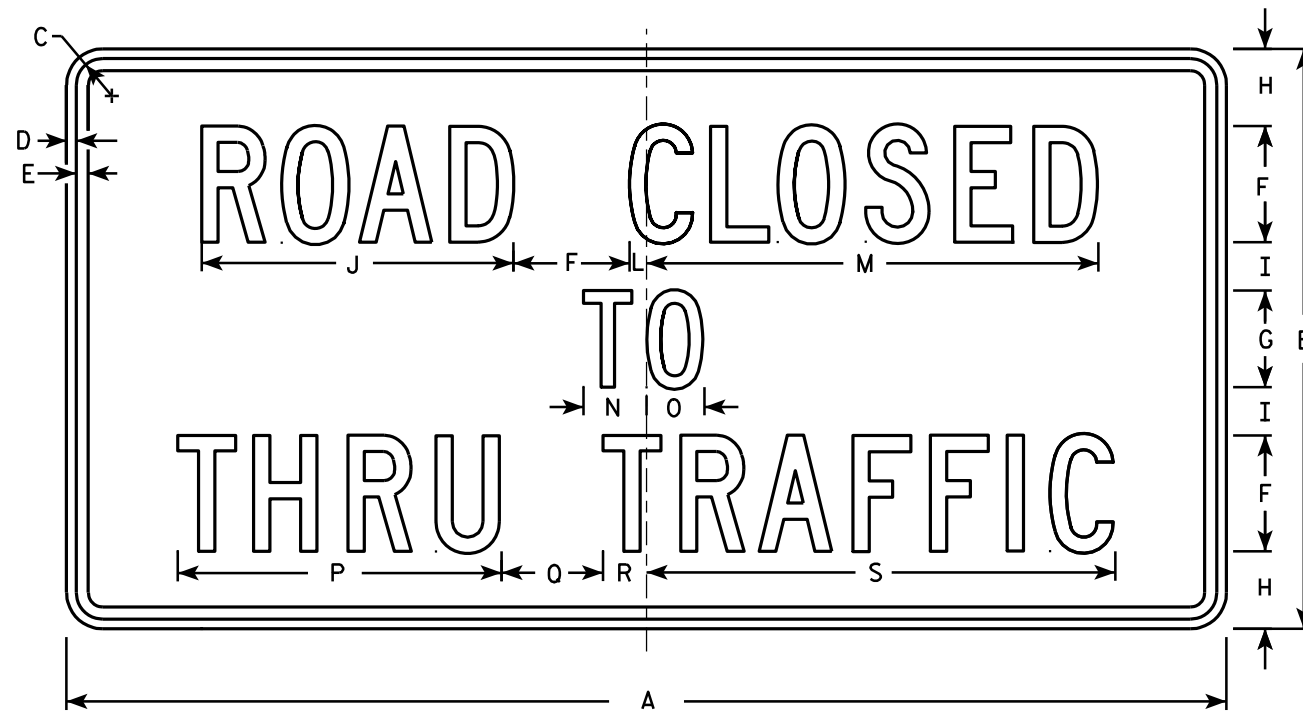
APPROVED *Matthew R. Rauch*  
For State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: \_\_\_\_\_ E

NOTES

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



R11-4

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SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

**STANDARD SIGN**  
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

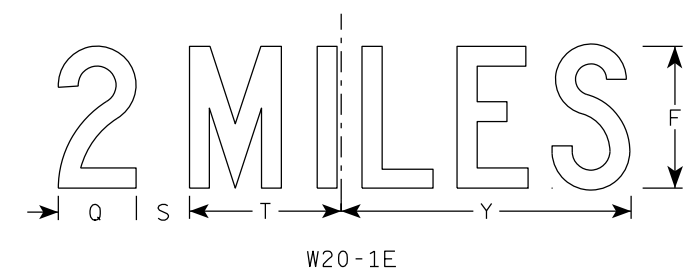
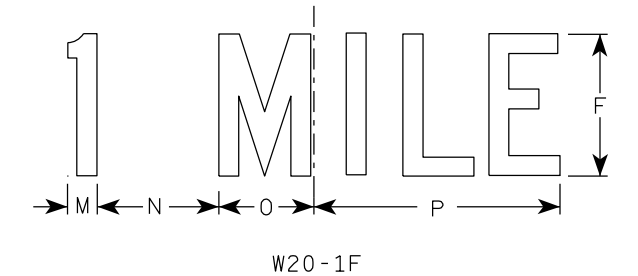
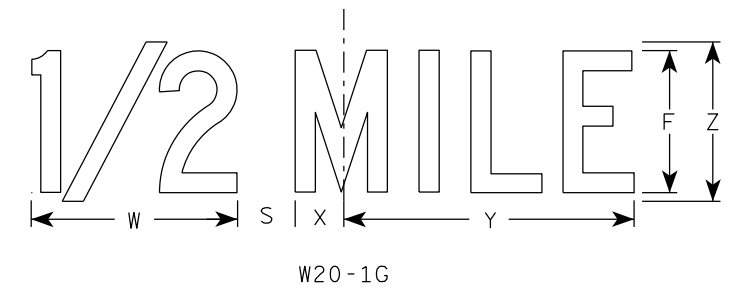
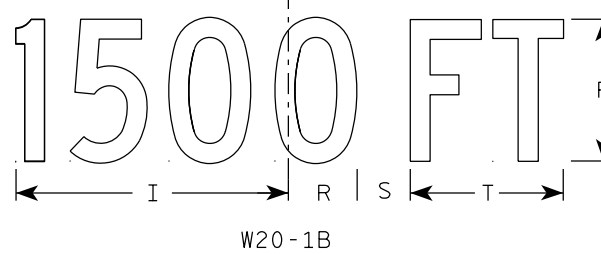
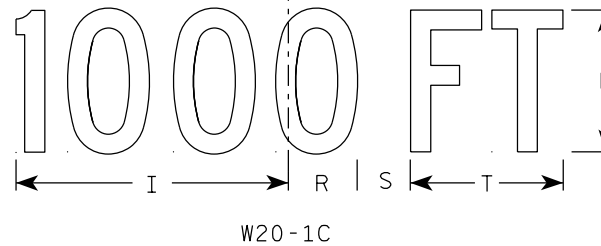
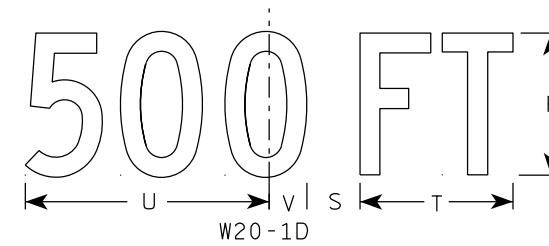
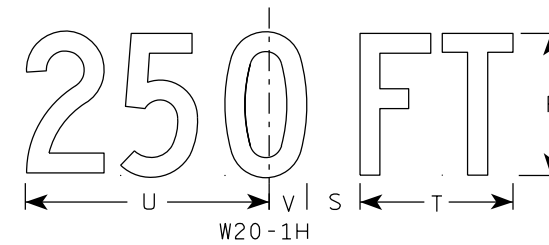
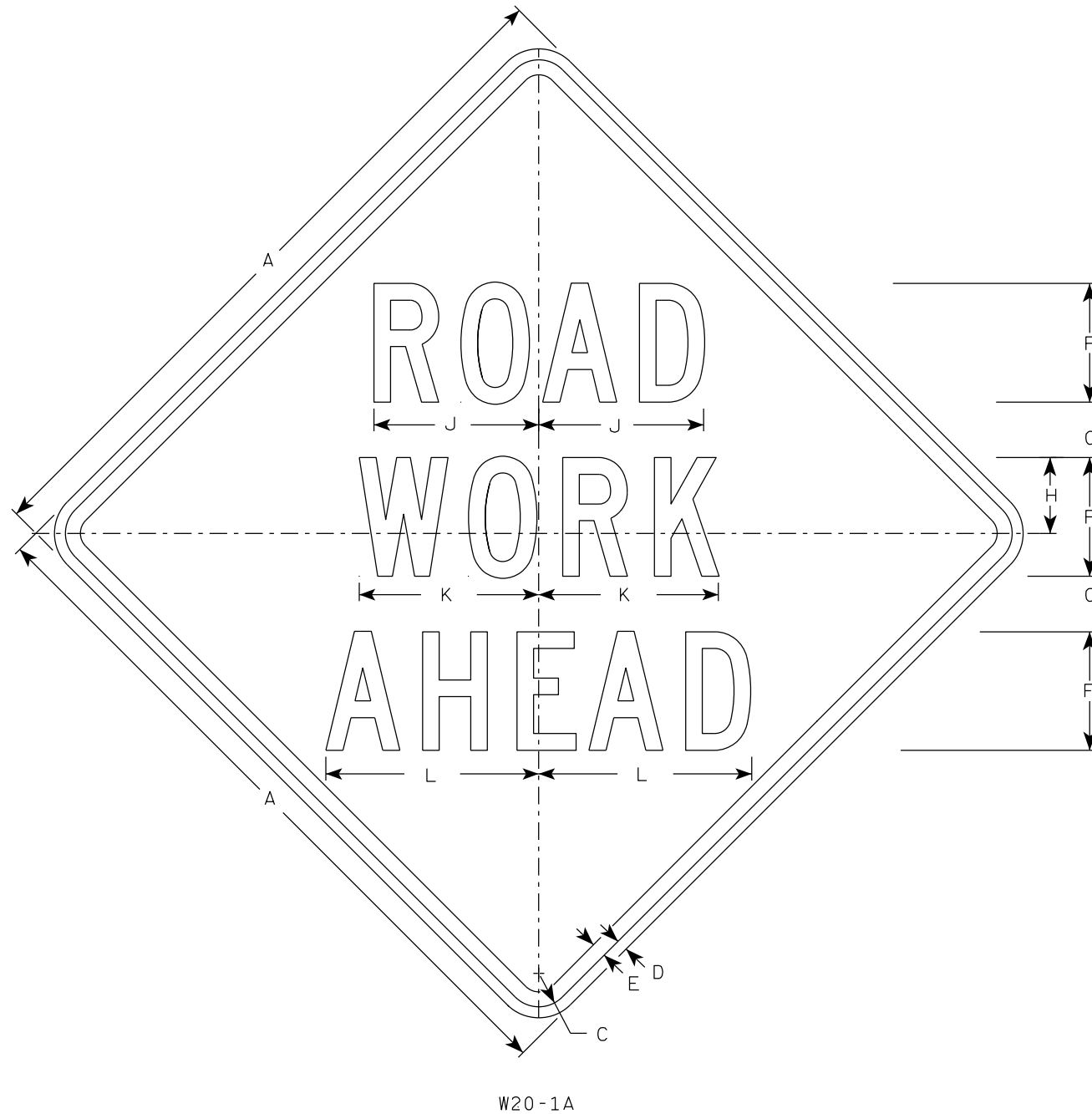
APPROVED *Matthew R. Raush*  
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

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.



W20-1A

W20-1C

W20-1B

W20-1G

W20-1F

W20-1E

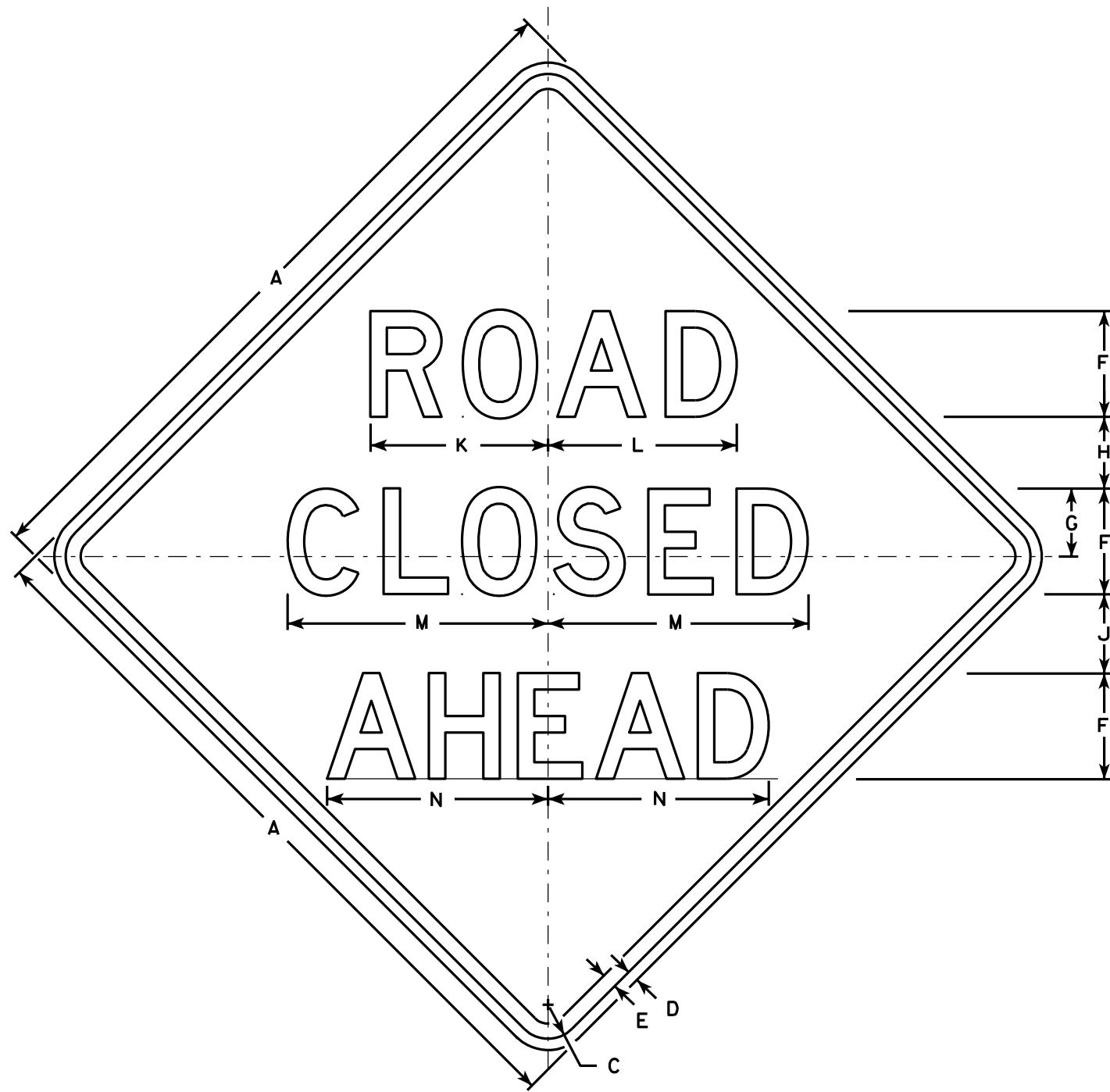
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8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

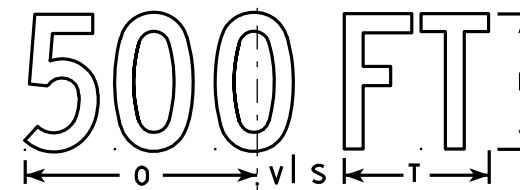
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
For State Traffic Engineer

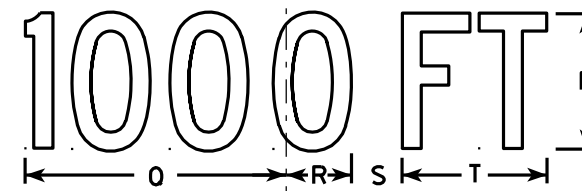
DATE 3/25/2020 PLATE NO. W20-1.11



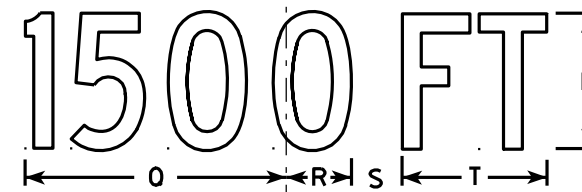
W20-3A



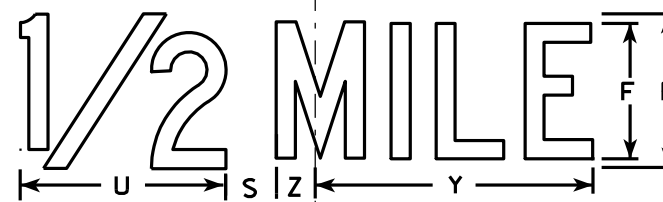
W20-3D



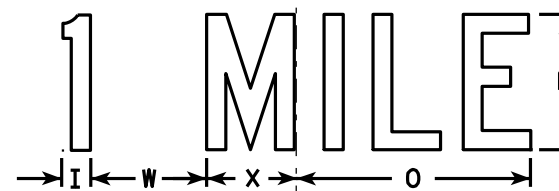
W20-3C



W20-3B



W20-3G



W20-3F

**NOTES**

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

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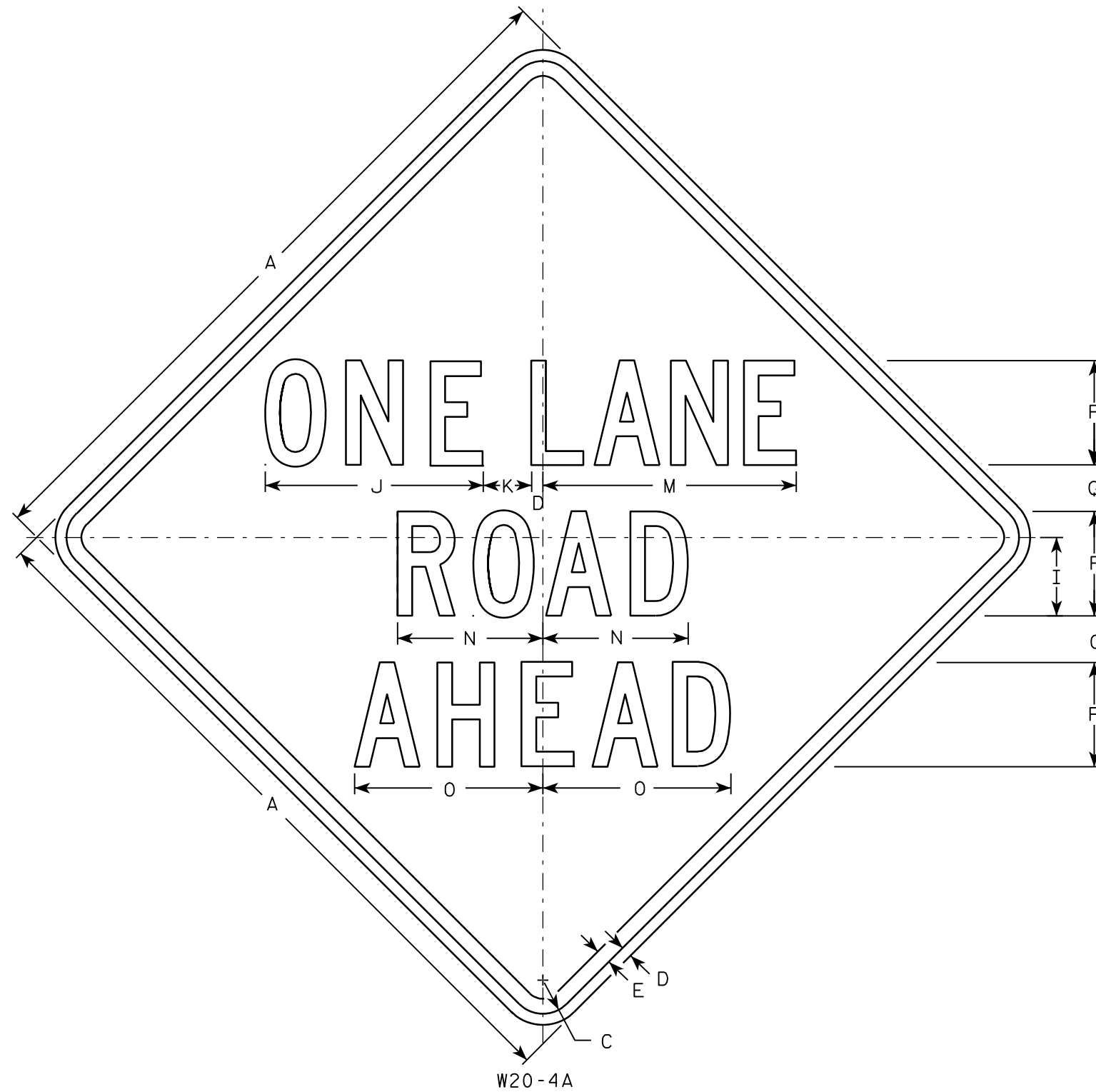
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

**STANDARD SIGN**  
W20-3A, B, C, D, F & G

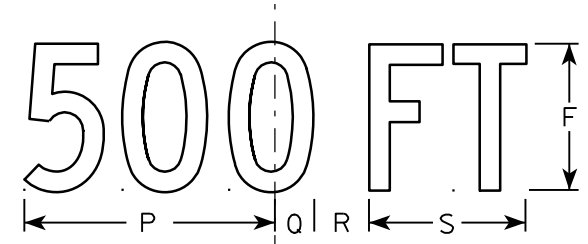
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
For State Traffic Engineer

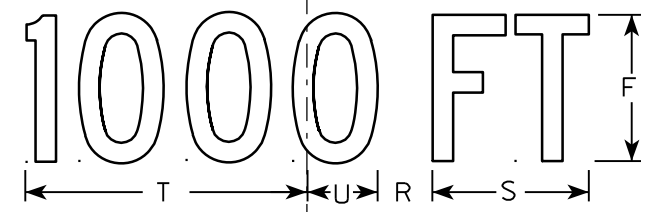
DATE 3/18/11 PLATE NO. W20-3.7



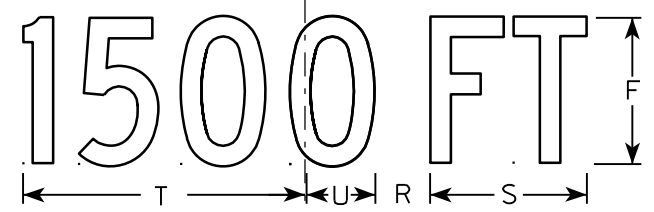
W20-4A



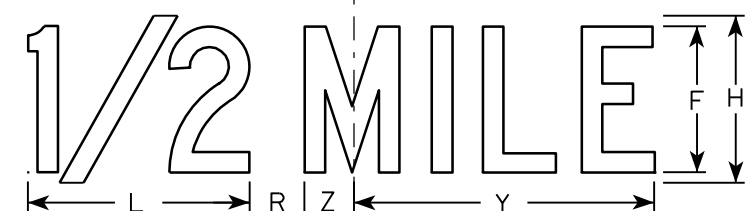
W20-4D



W20-4C



W20-4B



W20-4G



W20-4F

**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.

7

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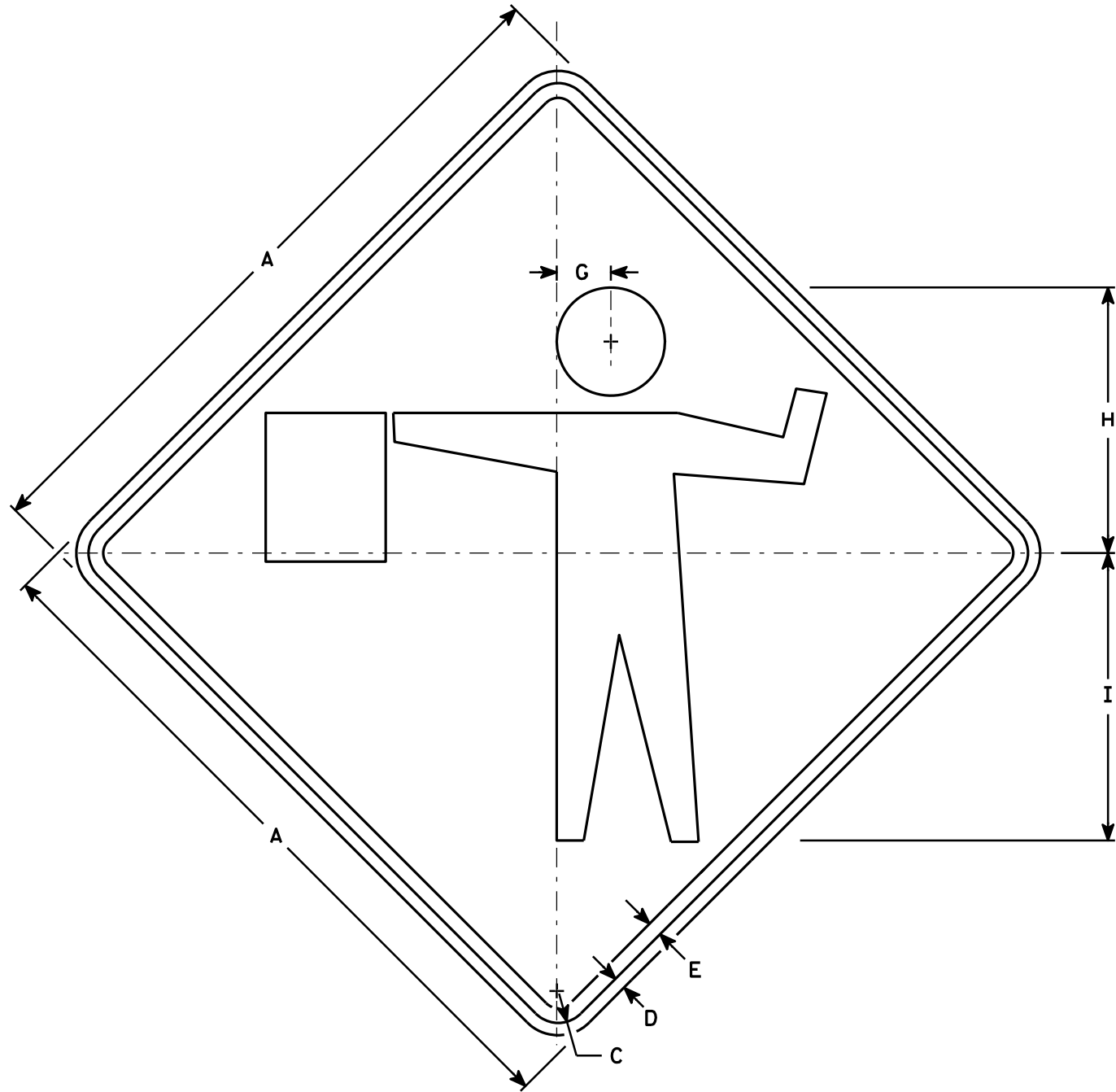
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	2 3/8	6	3 3/4	10 3/8	2 3/8	8	13 1/2	7	8 7/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN  
W20-4A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-4.9



W20-7A

NOTES

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

7

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SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4		2 3/4	13 1/2	14 5/8																		9.00
2S	48		2 1/4	3/4	1		3 3/4	18	19 1/2																		16.00
2M	48		2 1/4	3/4	1		3 3/4	18	19 1/2																		16.00
3	48		2 1/4	3/4	1		3 3/4	18	19 1/2																		16.00
4	48		2 1/4	3/4	1		3 3/4	18	19 1/2																		16.00
5	48		2 1/4	3/4	1		3 3/4	18	19 1/2																		16.00

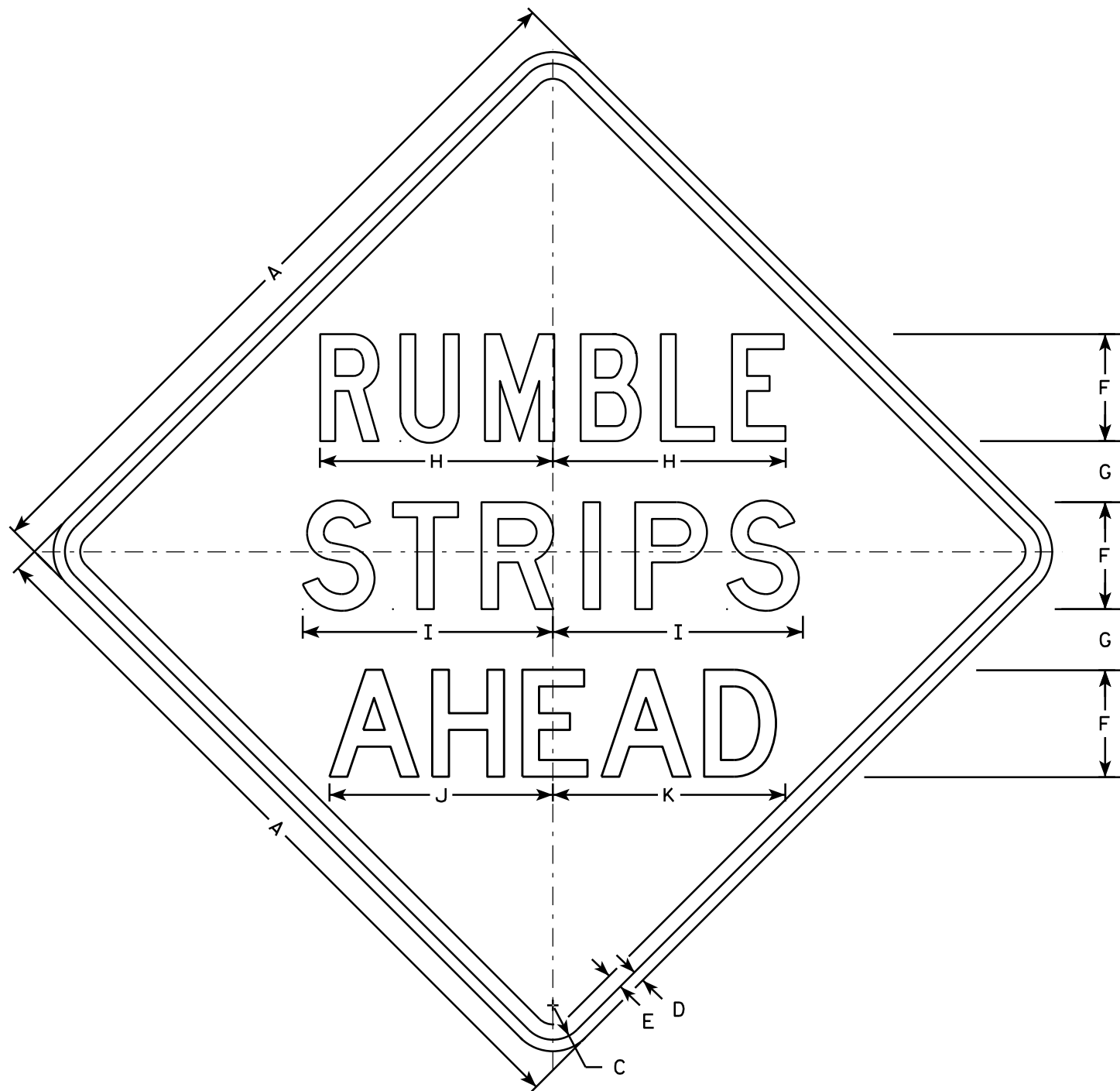
**STANDARD SIGN**  
W20-7A

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-7A.5

PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: \_\_\_\_\_ E



W21-65

NOTES

1. Sign is Type II - Type F Reflective
2. Color:  
Background - Orange  
Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series C  
Lines 2 and 3 are Series D

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

STANDARD SIGN  
W21-65

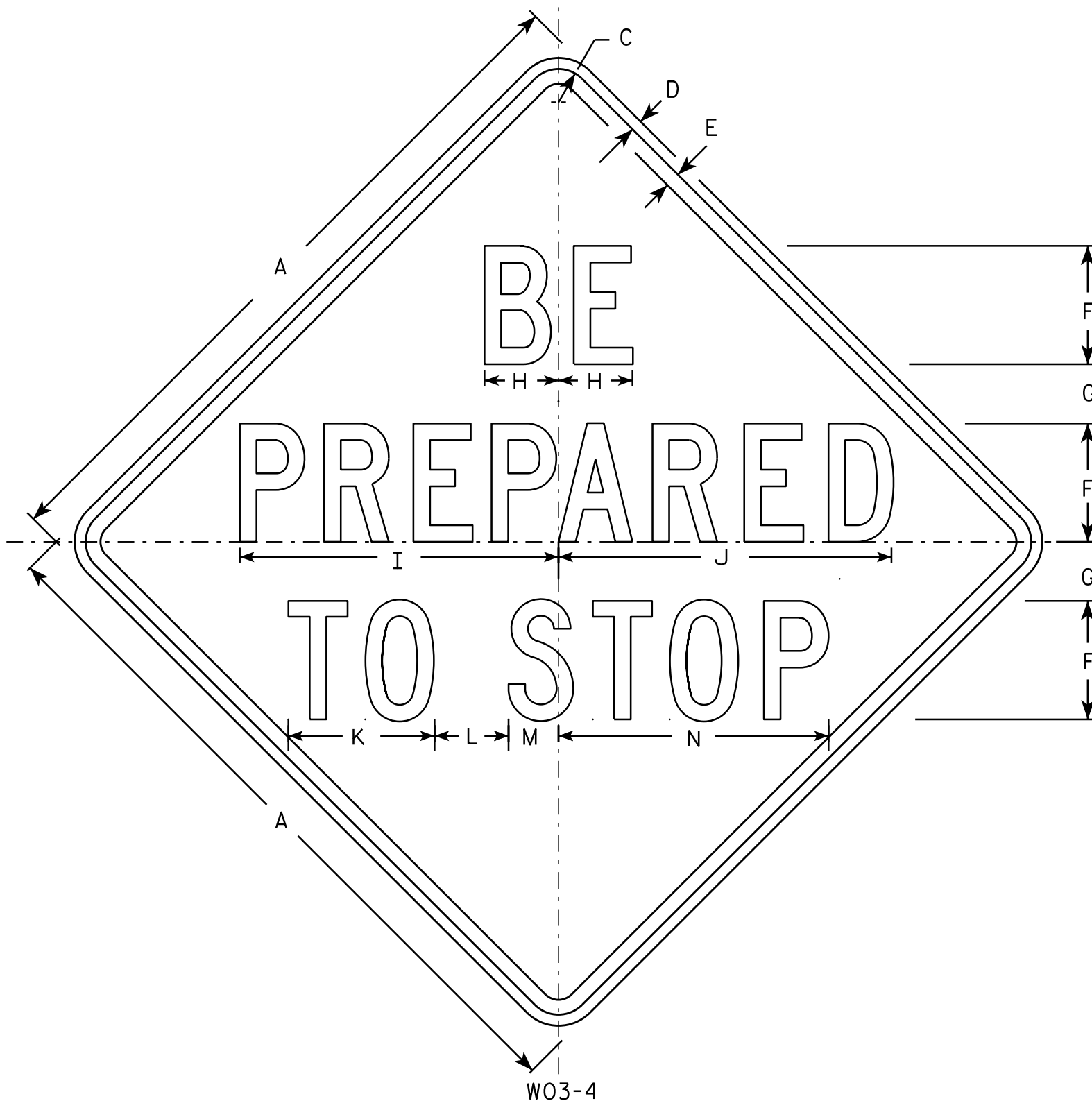
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 5/28/14 PLATE NO. W21-65.1

PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: **E**





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.

W03-4

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	6	2 1/2	3 3/4	15 7/8	16 7/8	7 3/8	4	2 3/8	13 3/4													9.0
2S	48		2 1/4	3/4	1	8	4	5	21 1/2	22 1/2	9 7/8	5	3 3/8	18 1/4													16.0
2M	48		2 1/4	3/4	1	8	4	5	21 1/2	22 1/2	9 7/8	5	3 3/8	18 1/4													16.0
3	48		2 1/4	3/4	1	8	4	5	21 1/2	22 1/2	9 7/8	5	3 3/8	18 1/4													16.0
4	48		2 1/4	3/4	1	8	4	5	21 1/2	22 1/2	9 7/8	5	3 3/8	18 1/4													16.0
5	48		2 1/4	3/4	1	8	4	5	21 1/2	22 1/2	9 7/8	5	3 3/8	18 1/4													16.0

STANDARD SIGN  
W03-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 12/02/13 PLATE NO. W03-4.1

PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: **E**



## ***Wisconsin Department of Transportation***

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