

WIS 441 DESIGN CRITERIA

ROAD NAME	FUNC. CLASS	DESIGN CLASS	DESIGN SPEED mph	POSTED SPEED mph	DESIGN ADT (2038)	NO OF LANES	INTER. TYPE	MAXIMUM SUPER ELEVATION	MIN HORIZ. CURVE (FT RADIUS)	MAX DEFLECTIO N ANGLE W/O CURVE	MAX GRADE %	MIN GRADE %	MIN VC=3 * DESIGN SPEED	MIN % CHANGE IN GRADE WITHOUT A CURVE	SAG VERTICAL CURVES						
															DESIRABLE				MINIMUM		
															STOPPING SSD	DECISION SIGHT DISTANCE	K _{SAG}	K _{SAG}	STOPPING SSD	DECISION SIGHT DISTANCE	K _{SAG}
															CAT. 1	CAT 2 & 3	CAT 1	CAT 2 & 3	CAT. 1	CAT 2 & 3	CAT 1, 2 & 3
													(FT)		(FT)	(FT)			(FT)	(FT)	
US 10/STH 441	Principal Arterial	A3	70	65	41,000-88,000	3 ⁽¹⁾ -12'	NA	6%	2040	0 ⁰ 45'	3.0	0.3	210	0.20	730	1105	181	287	730	730	181
US 41	Principal Arterial	A3	70	65	101,000-113,800	3 ⁽¹⁾ -12'	NA	6%	2040	0 ⁰ 45'	3.0	0.3	210	0.20	730	1105	181	287	730	730	181
SYSTEM INTERCHANGE RAMPS																					
US 41 SB to US 10 WB	System Ramp	NA	55	50	5,800	1-15'	NA	6%	1060	1 ⁰ 00'	5.0	0.3	165	0.50	495	865	115	219	495	495	115
US 10/STH 441 WB to US 41 NB	System Ramp	NA	50	45	12,000	1-15'	NA	6%	833	1 ⁰ 15'	5.0	0.3	150	0.60	425	750	96	186	425	425	96
US 41 NB to US 10/STH 441 EB	System Ramp	NA	55	50	19,300	2-12'	NA	6%	1060	1 ⁰ 00'	5.0	0.3	165	0.50	495	865	115	219	495	495	115
US 10 EB to US 41 SB	System Ramp	NA	50	45	3,500	1-15'	NA	6%	833	1 ⁰ 15'	5.0	0.3	150	0.60	425	750	96	186	425	425	96
US 41 SB to US 10/STH 441 EB	System Ramp	NA	30	25	10,300	1-15'	NA	6%	231	3 ⁰ 45'	5.0	0.3	90	1.00	200	450	37	103	200	200	37
US 10/STH 441 WB to US 41 SB	System Ramp	NA	65	65	19,000	2-12'	NA	6%	1660	0 ⁰ 45'	3.0	0.3	195	0.30	645	1050	157	271	645	645	157
US 41 NB to US 10 WB	System Ramp	NA	45	40	1,700	1-15'	NA	6%	643	1 ⁰ 45'	5.0	0.3	135	0.70	360	675	79	165	360	360	79
US 10 EB to US 41 NB	System Ramp	NA	50	45	2,600	1-15'	NA	6%	833	1 ⁰ 15'	5.0	0.3	150	0.60	425	750	96	186	425	425	96
Cold Spring Rd, LBM Beach Rd, Tayco Street, CTH P/Racine Rd, Jacobson Rd, Green Bay Rd, & CTH II	Local	U1b	30	25	840	2-12'	Grade seperated	4%	230'	30 45'	8	0.3	90'	1.00	200	450	37	103	200	200	37

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															DESIRABLE				MINIMUM		
															STOPPING SSD	DECISION SIGHT DISTANCE	K _{SAG}	K _{SAG}	STOPPING SSD	DECISION SIGHT DISTANCE	K _{SAG}
															CAT. 1	CAT 2 & 3	CAT 1	CAT 2 & 3	CAT. 1	CAT 2 & 3	CAT 1, 2 & 3
													(FT)	(FT)			(FT)	(FT)			
SERVICE INTERCHANGES/LOCAL ROADS																					
CTH P/Racine Road (North)	Minor Arterial	U4	40	35	7,000-8,100	4-12'		NC	760	2 ⁰ 15'	8.0	0.3	120	0.90	305	600	64	144	305	305	64
CTH P/Racine Road (South Section, North of 9th Street)	Principal Arterial	U4	40	35	21,000	4-12'		NC	760	2 ⁰ 15'	8.0	0.3	120	0.90	305	600	64	144	305	305	64
CTH P/Racine Road (South Section, South of 9th of Street)	Principal Arterial	U4	30	25		4-12'		NC	330	3 ⁰ 45'	8.0	0.3	90	1.00	200	450	37	103	200	200	37
Racine Connector Road	Ramp	NA	35	NA	23,700	VARIES		4%	371	2 ⁰ 45'	8.0	0.3	105	0.90	350	525	49	124	250	250	49
CTH P - EB off Ramp	Exit Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	10,600	2-12'	RAB	6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE	675 IN MIDDLE, 990 AT GORE	136 MIN AT GORE		360 IN MIDDLE, 570 AT GORE		136 MIN AT GORE	
CTH P - EB on Ramp	Entrance Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	3,100	1-15'	RAB	6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE	675 IN MIDDLE, 990 AT GORE	136 MIN AT GORE		360 IN MIDDLE, 570 AT GORE		136 MIN AT GORE	
CTH P - WB off Ramp	Exit Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	3,100	1-15'	RAB	6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE	675 IN MIDDLE, 990 AT GORE	136 MIN AT GORE		360 IN MIDDLE, 570 AT GORE		136 MIN AT GORE	
CTH P - WB on Ramp	Entrance Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	10,500	1-15'	RAB	6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE	675 IN MIDDLE, 990 AT GORE	136 MIN AT GORE		360 IN MIDDLE, 570 AT GORE		136 MIN AT GORE	
9th Street			30	25	6,450-7,125	2-12'	Signal	NC	330		8.0	0.3									
CTH AP/Midway Road (North and South)	Minor Arterial	U3	40	35	5,800-19,500	4-12'		NC	760	2 ⁰ 15'	8.0	0.3	120	0.90	305	600	64	144	305	305	64
CTH AP - EB off Ramp	Exit Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	5,300	1-15'		6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE	675 IN MIDDLE, 990 AT GORE	136 MIN AT GORE		360 IN MIDDLE, 570 AT GORE		136 MIN AT GORE	
CTH AP - EB on Ramp	Entrance Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	2,000	1-15'		6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE	675 IN MIDDLE, 990 AT GORE	136 MIN AT GORE		360 IN MIDDLE, 570 AT GORE		136 MIN AT GORE	

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ROAD NAME	FUNC. CLASS	DESIGN CLASS	DESIGN SPEED mph	POSTED SPEED mph	DESIGN ADT (2038)	NO OF LANES	INTER. TYPE	MAXIMUM SUPER ELEVATION	MIN HORIZ. CURVE (FT RADIUS)	MAX DEFLECTIO N ANGLE W/O CURVE	MAX GRADE %	MIN GRADE %	MIN VC=3 * DESIGN SPEED	MIN % CHANGE IN GRADE WITHOUT A CURVE	SAG VERTICAL CURVES						
															DESIRABLE				MINIMUM		
															STOPPING SSD	DECISION SIGHT DISTANCE	K _{SAG}	K _{SAG}	STOPPING SSD	DECISION SIGHT DISTANCE	K _{SAG}
															CAT. 1	CAT 2 & 3	CAT 1	CAT 2 & 3	CAT. 1	CAT 2 & 3	CAT 1, 2 & 3
													(FT)		(FT)	(FT)			(FT)	(FT)	
CTH AP - WB off Ramp	Exit Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	2,200	1-15'	RAB	6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE	675 IN MIDDLE, 990 AT GORE		136 MIN AT GORE		360 IN MIDDLE, 570 AT GORE		136 MIN AT GORE
CTH AP - WB on Ramp	Entrance Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	5,100	1-15'	RAB	6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE	675 IN MIDDLE, 990 AT GORE		136 MIN AT GORE		360 IN MIDDLE, 570 AT GORE		136 MIN AT GORE
STH 47/Appleton Road(North and South)	Principal Arterial	U4	40	35	17,500-21,200	2-12'		NC	760	2 ⁰ 15'	8.0	0.3	120	0.90	305	600	64	144	305	305	64
STH 47 - EB off Ramp	Exit Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	5,000	2-12'	RAB	6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE	675 IN MIDDLE, 990 AT GORE		136 MIN AT GORE		360 IN MIDDLE, 570 AT GORE		136 MIN AT GORE
STH 47 - EB on Ramp	Entrance Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	5,400	1-15'	RAB	6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE	675 IN MIDDLE, 990 AT GORE		136 MIN AT GORE		360 IN MIDDLE, 570 AT GORE		136 MIN AT GORE
STH 47 - WB off Ramp	Exit Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	5,000	2-12'	RAB	6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE	675 IN MIDDLE, 990 AT GORE		136 MIN AT GORE		360 IN MIDDLE, 570 AT GORE		136 MIN AT GORE
STH 47 - WB on Ramp	Entrance Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	6,400	1-15'	RAB	6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE	675 IN MIDDLE, 990 AT GORE		136 MIN AT GORE		360 IN MIDDLE, 570 AT GORE		136 MIN AT GORE
Oneida Street/USH 10 (North)	Principal Arterial	U4	40	30	22,400-25,800	4-12'		NC	760	2 ⁰ 15'	8.0	0.3	120	1.00	305	600	64	144	305	305	64
Oneida Street/USH 10 (South)	Principal Arterial	U4	40	35	19,700-33,400	4-12'		NC	760	2 ⁰ 15'	8.0	0.3	120	0.90	305	600	64	144	305	305	64
Oneida Street - EB off Ramp	Exit Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	11,700	2-12'	DDI	6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE	675 IN MIDDLE, 990 AT GORE		136 MIN AT GORE		360 IN MIDDLE, 570 AT GORE		136 MIN AT GORE
Oneida Street - EB on Ramp	Entrance Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	8,500	1-15'	DDI	6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE	675 IN MIDDLE, 990 AT GORE		136 MIN AT GORE		360 IN MIDDLE, 570 AT GORE		136 MIN AT GORE
Oneida Streeet - WB off Ramp	Exit Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	7,900	1-15'	DDI	6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE	675 IN MIDDLE, 990 AT GORE		136 MIN AT GORE		360 IN MIDDLE, 570 AT GORE		136 MIN AT GORE
Oneida Street - WB on Ramp	Entrance Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	15,600	1-15'	DDI	6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE	675 IN MIDDLE, 990 AT GORE		136 MIN AT GORE		360 IN MIDDLE, 570 AT GORE		136 MIN AT GORE

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															DESIRABLE				MINIMUM		
															STOPPING SSD	DECISION SIGHT DISTANCE	K _{SAG}	K _{SAG}	STOPPING SSD	DECISION SIGHT DISTANCE	K _{SAG}
															CAT. 1	CAT 2 & 3	CAT 1	CAT 2 & 3	CAT. 1	CAT 2 & 3	CAT 1, 2 & 3
													(FT)		(FT)	(FT)			(FT)	(FT)	
Meadow Grove Road	Local	U2a	Varies	Varies	3,200	2-12'		NC	760	2 ⁰ 15'	8.0	0.3	120	1.00	305	600	64	144	305	305	64
Valley Road	Local	U2b	Varies	Varies	3,950	2-12'		NC	760	2 ⁰ 15'	8.0	0.3	120	1.00	305	600	64	144	305	305	64
Roeland Road	Local	U1b	30	25	2,900	2-12'		4%	230'	30 45'	8.0	0.3	90'	1.00	200	450	37	103	200	200	37
CTH II - SB off Ramp	Exit Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	4,500	2-12'	Signal	6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE	675 IN MIDDLE, 990 AT GORE		136 MIN AT GORE		360 IN MIDDLE, 570 AT GORE		136 MIN AT GORE
CTH II - SB on Ramp	Entrance Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	5,100	1-15'	Signal	6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE	675 IN MIDDLE, 990 AT GORE		136 MIN AT GORE		360 IN MIDDLE, 570 AT GORE		136 MIN AT GORE
CTH II - NB on Ramp	Entrance Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	9,000	2-12'	Signal	6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE	675 IN MIDDLE, 990 AT GORE		136 MIN AT GORE		360 IN MIDDLE, 570 AT GORE		136 MIN AT GORE
American Drive	Local	U1b	30	25	840	2-12'		4%	230'	3 ⁰ 45'	8.0	0.3	90'	1.00	200	450	37	103	200	200	37

Revised 4/15/2013

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ROAD NAME	CREST VERTICAL CURVES										STRUCTURE CLEARANCE				TERRACE WIDTH (FEET)	SHOULDER WIDTH	PAVED SHOULDER	CLEAR ZONE/ LAT. CLEAR.	MEDIAN WIDTH	CLEAR RDWY WIDTH	PARKING LANE	SIDEW ALK	BIKE/PED PATH
	DESIRABLE				MINIMUM				PASSING SIGHT DISTANCE		AT STRUCTURE (ROADWAY)		RAILROAD	MIN. AT SIGN BRIDGE									
	STOPPING SSD	DECISION SIGHT DISTANCE	K _{CREST}	K _{CREST}	STOPPING SSD	DECISION SIGHT DISTANCE	K _{CREST}	K _{CREST}	AASHTO	MINI K _{CREST} for PSD	MINIMUM	DESIRABLE											
CAT. 1	CAT 2 & 3	CAT 1	CAT 2 & 3	CAT. 1	CAT 2 & 3	CAT 1 & 2	CAT 3	(FT)	(FT)	(FT)	(FT)	(FT)	(FT)										
(FT)	(FT)			(FT)	(FT)			(FT)	(FT)	(FT)	(FT)		(FT)	INSIDE/OUT SIDE(FT)	INSIDE/OUTS IDE(FT)	(FT)	(FT)	(FT)	(FT)	(FT)	(FT)		
US 10/STH 441	730	1105	401	566	730	730	247	401	2480	2197	16'-4"	16'-9"	23.00'	18'-3"		6/10 (W. of USH41) 12/12	4/10 (W. of USH 41) 12/12	34	24-64		NA	NA	NA
US 41	730	1105	401	566	730	730	247	401	2480	2197	16'-4"	16'-9"	NA	18'-3"		10	10	34	50		NA	NA	NA
SYSTEM INTERCHANGE RAMPS																							
US 41 SB to US 10 WB	495	865	185	347	495	495	114	185	1985	1407	16'-4"	16'-9"	NA	18'-3"		8 (outside), 4 (inside)	5 (outside), 3 (inside)	22	NA		NA	NA	NA
US 10/STH 441 WB to US 41 NB	425	750	136	261	425	425	84	136	1835	1203	16'-4"	16'-9"	23.00'	18'-3"		8 (outside), 4 (inside)	5 (outside), 3 (inside)	22	NA		NA	NA	NA
US 41 NB to US 10/STH 441 EB	495	865	185	347	495	495	114	185	1985	1407	16'-4"	16'-9"	23.00'	18'-3"		10 (outside), 6 (inside)	6 (outside), 4 (inside)	24	NA		NA	NA	NA
US 10 EB to US 41 SB	425	750	136	261	425	425	84	136	1835	1203	16'-4"	16'-9"	NA	18'-3"		8 (outside), 4 (inside)	5 (outside), 3 (inside)	22	NA		NA	NA	NA
US 41 SB to US 10/STH 441 EB	200	450	31	94	200	200	19	31	1090	424	16'-4"	16'-9"	NA	18'-3"		8 (outside), 4 (inside)	5 (outside), 3 (inside)	16	NA		NA	NA	NA
US 10/STH 441 WB to US 41 SB	645	1050	314	511	645	645	193	314	2285	1865	16'-4"	16'-9"	23.00'	18'-3"		12 (outside), 6 (inside)	10 (outside), 4 (inside)	34	NA		NA	NA	NA
US 41 NB to US 10 WB	360	675	98	212	360	360	61	98	1625	943	16'-4"	16'-9"	NA	18'-3"		8 (outside), 4 (inside)	5 (outside), 3 (inside)	22	NA		NA	NA	NA
US 10 EB to US 41 NB	425	750	136	261	425	425	84	136	1835	1203	16'-4"	16'-9"	NA	18'-3"		8 (outside), 4 (inside)	5 (outside), 3 (inside)	22	NA		NA	NA	NA
Cold Spring Rd, LBM Beach Rd, Tayco Street, CTH P/Racine Rd, Jacobson Rd, Green Bay Rd, & CTH II	200	450	31	94	200	200	19	31			NA	NA	NA	NA	NA	3	3	4	NA				

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ROAD NAME	CREST VERTICAL CURVES										STRUCTURE CLEARANCE				TERRACE WIDTH (FEET)	SHOULDER WIDTH	PAVED SHOULDER	CLEAR ZONE/ LAT. CLEAR.	MEDIAN WIDTH	CLEAR RDWY WIDTH	PARKING LANE	SIDEW ALK	BIKE/PED PATH
	DESIRABLE				MINIMUM				PASSING SIGHT DISTANCE		AT STRUCTURE (ROADWAY)		RAILROAD	MIN. AT SIGN BRIDGE									
	STOPPING SSD	DECISION SIGHT DISTANCE	K _{CREST}	K _{CREST}	STOPPING SSD	DECISION SIGHT DISTANCE	K _{CREST}	K _{CREST}	AASHTO	MINI K _{CREST} for PSD	MINIMUM	DESIRABLE											
	CAT. 1	CAT 2 & 3	CAT 1	CAT 2 & 3	CAT. 1	CAT 2 & 3	CAT 1 & 2	CAT 3															
	(FT)	(FT)			(FT)	(FT)			(FT)	(FT)	(FT)	(FT)		(FT)									
SERVICE INTERCHANGES/LOCAL ROADS																							
CTH P/Racine Road (North)	305	600	70	167	305	305	44	70	1470	772	16'-4"	16'-9"	NA	18'-3"	5'	NA	NA	4' (urban safety section)	32		NA	5'	2'-5'
CTH P/Racine Road (South Section, North of 9th Street)	305	600	70	167	305	305	44	70	1470	772	16'-4"	16'-9"	NA	18'-3"	5'	NA	NA	4' (urban safety section)	36'		NA	5'	2'-5'
CTH P/Racine Road (South Section, South of 9th of Street)	200	450	31	94	200	200	19	31	1090	424	16'-4"	16'-9"		18'-3"	5'	NA	NA	4' (urban safety section)	36'		NA	5'	2'-5'
Racine Connector Road	250	525	49	128	250	250	29	48	1280	585	16'-4"	16'-9"	NA	18'-3"	NA	NA	NA	4' (urban safety section)	VARIES		NA	NA	NA
CTH P - EB off Ramp	675 IN MIDDLE, 990 AT GORE		98 IN MIDDLE, 245 AT GORE		360 IN MIDDLE, 570 AT GORE		98 IN MIDDLE, 245 AT GORE		2135 AT GORE	1628 AT GORE						10 (outside), 6 (inside)	6 (outside), 4 (inside)	32	NA		NA	NA	NA
CTH P - EB on Ramp	675 IN MIDDLE, 990 AT GORE		98 IN MIDDLE, 245 AT GORE		360 IN MIDDLE, 570 AT GORE		98 IN MIDDLE, 245 AT GORE		2135 AT GORE	1628 AT GORE						8 (outside), 4 (inside)	5 (outside), 3 (inside)	30	NA		NA	NA	NA
CTH P - WB off Ramp	675 IN MIDDLE, 990 AT GORE		98 IN MIDDLE, 245 AT GORE		360 IN MIDDLE, 570 AT GORE		98 IN MIDDLE, 245 AT GORE		2135 AT GORE	1628 AT GORE						8 (outside), 4 (inside)	5 (outside), 3 (inside)	30	NA		NA	NA	NA
CTH P - WB on Ramp	675 IN MIDDLE, 990 AT GORE		98 IN MIDDLE, 245 AT GORE		360 IN MIDDLE, 570 AT GORE		98 IN MIDDLE, 245 AT GORE		2135 AT GORE	1628 AT GORE						8 (outside), 4 (inside)	5 (outside), 3 (inside)	32	NA		NA	NA	NA
9th Street															5'	NA	NA	4' (urban safety section)	NA		NA	5'	5'
CTH AP/Midway Road (North and South)	305	600	70	167	305	305	44	70	1470	772	16'-4"	16'-9"	NA	18'-3"	5'	NA	NA	4' (urban safety section)	36		NA	5'	5'
CTH AP - EB off Ramp	675 IN MIDDLE, 990 AT GORE		98 IN MIDDLE, 245 AT GORE		360 IN MIDDLE, 570 AT GORE		98 IN MIDDLE, 245 AT GORE		2135 AT GORE	1628 AT GORE						8 (outside), 4 (inside)	5 (outside), 3 (inside)	30	NA		NA	NA	NA
CTH AP - EB on Ramp	675 IN MIDDLE, 990 AT GORE		98 IN MIDDLE, 245 AT GORE		360 IN MIDDLE, 570 AT GORE		98 IN MIDDLE, 245 AT GORE		2135 AT GORE	1628 AT GORE						8 (outside), 4 (inside)	5 (outside), 3 (inside)	30	NA		NA	NA	NA

WIS 441 DESIGN CRITERIA

ROAD NAME	CREST VERTICAL CURVES										STRUCTURE CLEARANCE				TERRACE WIDTH (FEET)	SHOULDER WIDTH	PAVED SHOULDER	CLEAR ZONE/ LAT. CLEAR.	MEDIAN WIDTH	CLEAR RDWY WIDTH	PARKING LANE	SIDEWALK	BIKE/PED PATH
	DESIRABLE				MINIMUM				PASSING SIGHT DISTANCE		AT STRUCTURE (ROADWAY)		RAILROAD	MIN. AT SIGN BRIDGE									
	STOPPING SSD	DECISION SIGHT DISTANCE	K _{CREST}	K _{CREST}	STOPPING SSD	DECISION SIGHT DISTANCE	K _{CREST}	K _{CREST}	AASHTO	MINI K _{CREST} for PSD	MINIMUM	DESIRABLE											
	CAT. 1	CAT 2 & 3	CAT 1	CAT 2 & 3	CAT. 1	CAT 2 & 3	CAT 1 & 2	CAT 3															
	(FT)	(FT)			(FT)	(FT)			(FT)	(FT)	(FT)	(FT)		(FT)									
CTH AP - WB off Ramp	675 IN MIDDLE, 990 AT GORE		98 IN MIDDLE, 245 AT GORE		360 IN MIDDLE, 570 AT GORE		98 IN MIDDLE, 245 AT GORE		2135 AT GORE	1628 AT GORE						8 (outside), 4 (inside)	5 (outside), 3 (inside)	30	NA		NA	NA	NA
CTH AP - WB on Ramp	675 IN MIDDLE, 990 AT GORE		98 IN MIDDLE, 245 AT GORE		360 IN MIDDLE, 570 AT GORE		98 IN MIDDLE, 245 AT GORE		2135 AT GORE	1628 AT GORE						8 (outside), 4 (inside)	5 (outside), 3 (inside)	30	NA		NA	NA	NA
STH 47/Appleton Road(North and South)	305	600	70	167	305	305	44	70	1470	772	16'-4"	16'-9"		18'-3"	5'	NA	NA	4' (urban safety section)	24		NA	5'	5'
STH 47 - EB off Ramp	675 IN MIDDLE, 990 AT GORE		98 IN MIDDLE, 245 AT GORE		360 IN MIDDLE, 570 AT GORE		98 IN MIDDLE, 245 AT GORE		2135 AT GORE	1628 AT GORE						10 (outside), 6 (inside)	8 (outside), 4 (inside)	30	NA		NA	NA	NA
STH 47 - EB on Ramp	675 IN MIDDLE, 990 AT GORE		98 IN MIDDLE, 245 AT GORE		360 IN MIDDLE, 570 AT GORE		98 IN MIDDLE, 245 AT GORE		2135 AT GORE	1628 AT GORE						8 (outside), 4 (inside)	5 (outside), 3 (inside)	30	NA		NA	NA	NA
STH 47 - WB off Ramp	675 IN MIDDLE, 990 AT GORE		98 IN MIDDLE, 245 AT GORE		360 IN MIDDLE, 570 AT GORE		98 IN MIDDLE, 245 AT GORE		2135 AT GORE	1628 AT GORE						10 (outside), 6 (inside)	8 (outside), 4 (inside)	30	NA		NA	NA	NA
STH 47 - WB on Ramp	675 IN MIDDLE, 990 AT GORE		98 IN MIDDLE, 245 AT GORE		360 IN MIDDLE, 570 AT GORE		98 IN MIDDLE, 245 AT GORE		2135 AT GORE	1628 AT GORE						8 (outside), 4 (inside)	5 (outside), 3 (inside)	32	NA		NA	NA	NA
Oneida Street/USH 10 (North)	305	600	70	167	305	305	44	70	1470	772	16'-4"	16'-9"		18'-3"	5'	NA	NA	4' (urban safety section)	46		NA	5'	5'
Oneida Street/USH 10 (South)	305	600	70	167	305	305	44	70	1470	772	16'-4"	16'-9"		18'-3"	5'	NA	NA	4' (urban safety section)	46		NA	5'	5'
Oneida Street - EB off Ramp	675 IN MIDDLE, 990 AT GORE		98 IN MIDDLE, 245 AT GORE		360 IN MIDDLE, 570 AT GORE		98 IN MIDDLE, 245 AT GORE		2135 AT GORE	1628 AT GORE						10 (outside), 6 (inside)	8 (outside), 4 (inside)	32	NA		NA	NA	NA
Oneida Street - EB on Ramp	675 IN MIDDLE, 990 AT GORE		98 IN MIDDLE, 245 AT GORE		360 IN MIDDLE, 570 AT GORE		98 IN MIDDLE, 245 AT GORE		2135 AT GORE	1628 AT GORE						8 (outside), 4 (inside)	5 (outside), 3 (inside)	32	NA		NA	NA	NA
Oneida Streeet - WB off Ramp	675 IN MIDDLE, 990 AT GORE		98 IN MIDDLE, 245 AT GORE		360 IN MIDDLE, 570 AT GORE		98 IN MIDDLE, 245 AT GORE		2135 AT GORE	1628 AT GORE						8 (outside), 4 (inside)	5 (outside), 3 (inside)	32	NA		NA	NA	NA
Oneida Street - WB on Ramp	675 IN MIDDLE, 990 AT GORE		98 IN MIDDLE, 245 AT GORE		360 IN MIDDLE, 570 AT GORE		98 IN MIDDLE, 245 AT GORE		2135 AT GORE	1628 AT GORE						8 (outside), 4 (inside)	5 (outside), 3 (inside)	32	NA		NA	NA	NA

WIS 441 DESIGN CRITERIA

ROAD NAME	CREST VERTICAL CURVES										STRUCTURE CLEARANCE				TERRACE WIDTH (FEET)	SHOULDER WIDTH	PAVED SHOULDER	CLEAR ZONE/ LAT. CLEAR.	MEDIAN WIDTH	CLEAR RDWY WIDTH	PARKING LANE	SIDEW ALK	BIKE/PED PATH
	DESIRABLE				MINIMUM				PASSING SIGHT DISTANCE		AT STRUCTURE (ROADWAY)		RAILROAD	MIN. AT SIGN BRIDGE									
	STOPPING SSD	DECISION SIGHT DISTANCE	K _{CREST}	K _{CREST}	STOPPING SSD	DECISION SIGHT DISTANCE	K _{CREST}	K _{CREST}	AASHTO	MINI K _{CREST} for PSD	MINIMUM	DESIRABLE											
	CAT. 1	CAT 2 & 3	CAT 1	CAT 2 & 3	CAT. 1	CAT 2 & 3	CAT 1 & 2	CAT 3															
	(FT)	(FT)			(FT)	(FT)			(FT)	(FT)	(FT)	(FT)		(FT)									
Meadow Grove Road	305	600	70	167	305	305	44	70	1470	772	16'-4"	16'-9"		18'-3"	6'	NA	NA	4' (urban safety section)	20		NA	5'	6'
Valley Road	305	600	70	167	305	305	44	70	1470	772	16'-4"	16'-9"		18'-3"	6'	NA	NA	4' (urban safety section)	20		NA	5'	6'
Roeland Road	200	450	31	94	200	200	19	31			NA	NA	NA	NA	NA	3	3	4	NA		NA	NA	NA
CTH II - SB off Ramp	675 IN MIDDLE, 990 AT GORE		98 IN MIDDLE, 245 AT GORE		360 IN MIDDLE, 570 AT GORE		98 IN MIDDLE, 245 AT GORE		2135 AT GORE	1628 AT GORE						10 (outside), 6 (inside)	6 (outside), 4 (inside)	30	NA		NA	NA	NA
CTH II - SB on Ramp	675 IN MIDDLE, 990 AT GORE		98 IN MIDDLE, 245 AT GORE		360 IN MIDDLE, 570 AT GORE		98 IN MIDDLE, 245 AT GORE		2135 AT GORE	1628 AT GORE						8 (outside), 4 (inside)	5 (outside), 3 (inside)	30	NA		NA	NA	NA
CTH II - NB on Ramp	675 IN MIDDLE, 990 AT GORE		98 IN MIDDLE, 245 AT GORE		360 IN MIDDLE, 570 AT GORE		98 IN MIDDLE, 245 AT GORE		2135 AT GORE	1628 AT GORE						10 (outside), 6 (inside)	6 (outside), 4 (inside)	32	NA		NA	NA	NA
American Drive	200	450	31	94	200	200	19	31			NA	NA	NA	NA	NA	3	3	4	NA		NA	NA	NA

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