

CTH JJ - CTH B

OUTAGAMIE COUNTY

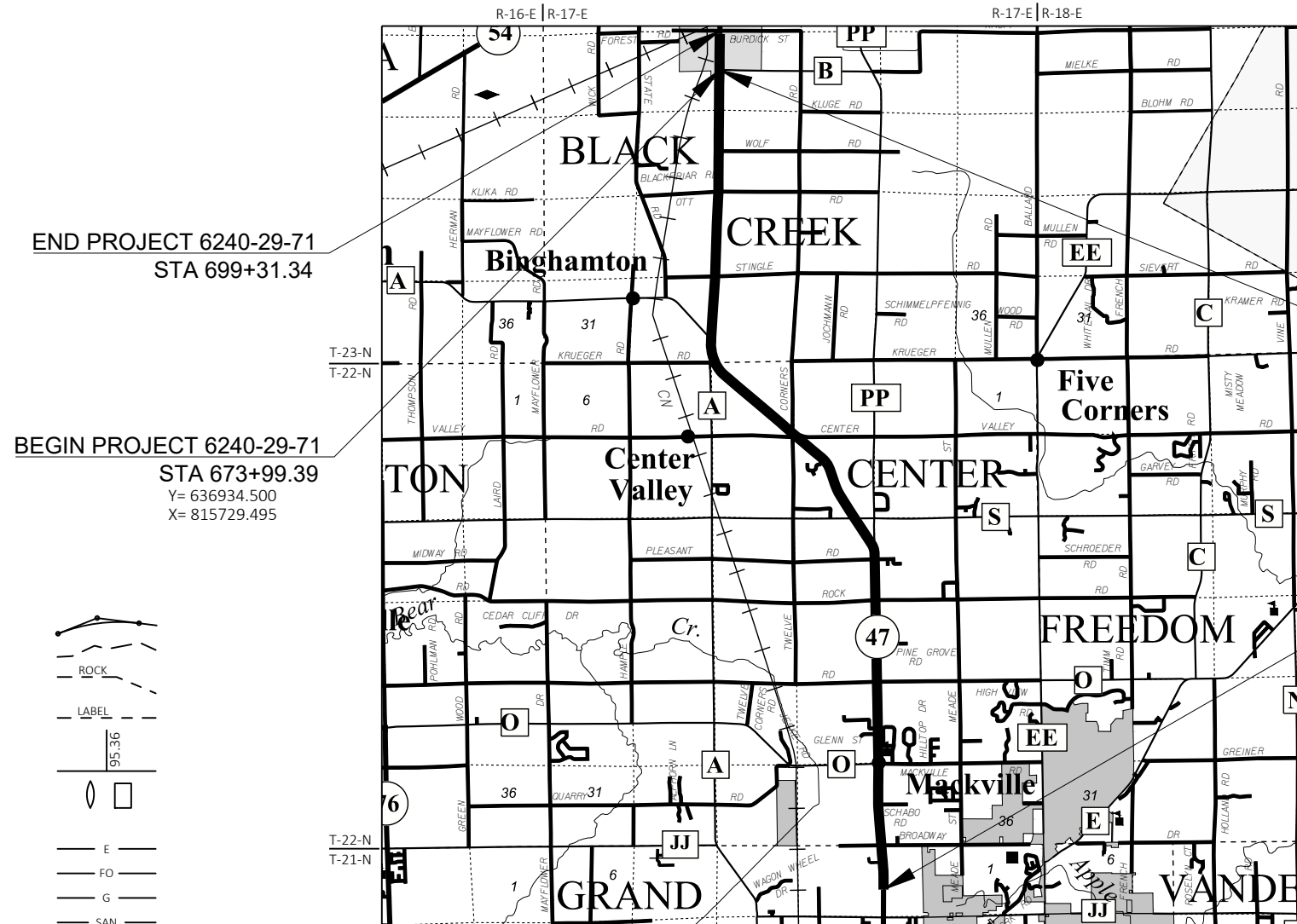
CTH B - BURDICK STREET

OUTAGAMIE COUNTY

DT1078 PLANS
JULY 16, 2020

TOTAL SHEETS =

STATE PROJECT NUMBER
6240-29-71



BEGIN PROJECT 6240-29-71
STA 673+99.39
 Y= 636934.500
 X= 815729.495

BEGIN PROJECT 6240-22-71
STA 100+00.00
Y= 583466.812
X= 825318.545

DESIGN DESIGNATION		
A.A.D.T.	(2023)	= 10,500
A.A.D.T.	(2043)	= 12,300
D.H.V.		= 460
D.D.		= 60/40
T.		= 12%
DESIGN SPEED		= 25-55 MPH
ESALS		= 3,300,000

CONVENTIONAL SYMBOLS

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

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

LAYOUT

SCALE 0  2 MI

TOTAL NET LENGTH OF CENTERLINE = $\frac{6240-22-71}{6240-29-71}$ 10.871 MILES
0.480 MILES

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

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	
Surveyor	_____ WISDOT NORTHEAST REGION _____
Designer	_____ JILL HILBERT _____
Project Manager	_____ TIM RANK _____
Regional Examiner	_____ REGIONAL EXAMINER _____
Regional Supervisor	_____ CHARLES KAROW _____
APPROVED FOR THE DEPARTMENT	
DATE: _____	_____ (Signature) _____

GENERAL NOTES

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

RIGHT-OF-WAY DIMENSIONS IN PLAN ARE BASED ON CURRENT CONSTRUCTION R/L, NOT THE CENTERLINE OF STH 47.

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

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

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

EXISTING DRAINAGE DITCHES AND CULVERT PIPES WILL REMAIN FUNCTIONAL DURING EXCAVATION OPERATIONS.

CURB AND GUTTER RADII ARE SHOWN TO THE FRONT FACE OF CURB.

ALL DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREA BETWEEN THE SUBGRADE SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED, AND MULCHED.

ORDER OF SECTION 2 DETAIL SHEETS

- GENERAL NOTES
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- PLAN DETAILS
- TRAFFIC CONTROL
- DETOUR PLAN
- ALIGNMENT PLAN

UTILITY CONTACTS

Lawrence Huber
ANR Pipeline Co - Gas/Petroleum
W3925 Pipeline Ln
Eden, WI 53019
(920) 477-2235
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molsen@atcllc.com

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Todd Prah
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Grand Chute Sanitary District 2 - Sewer
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nathan.becker@windstream.com

DNR LIAISON

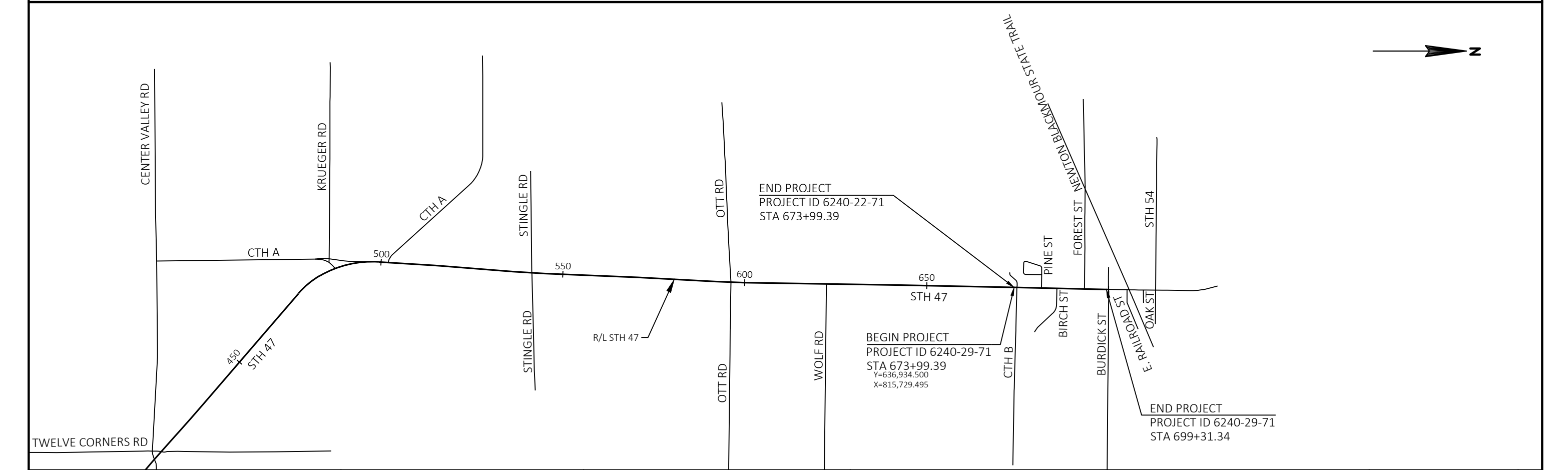
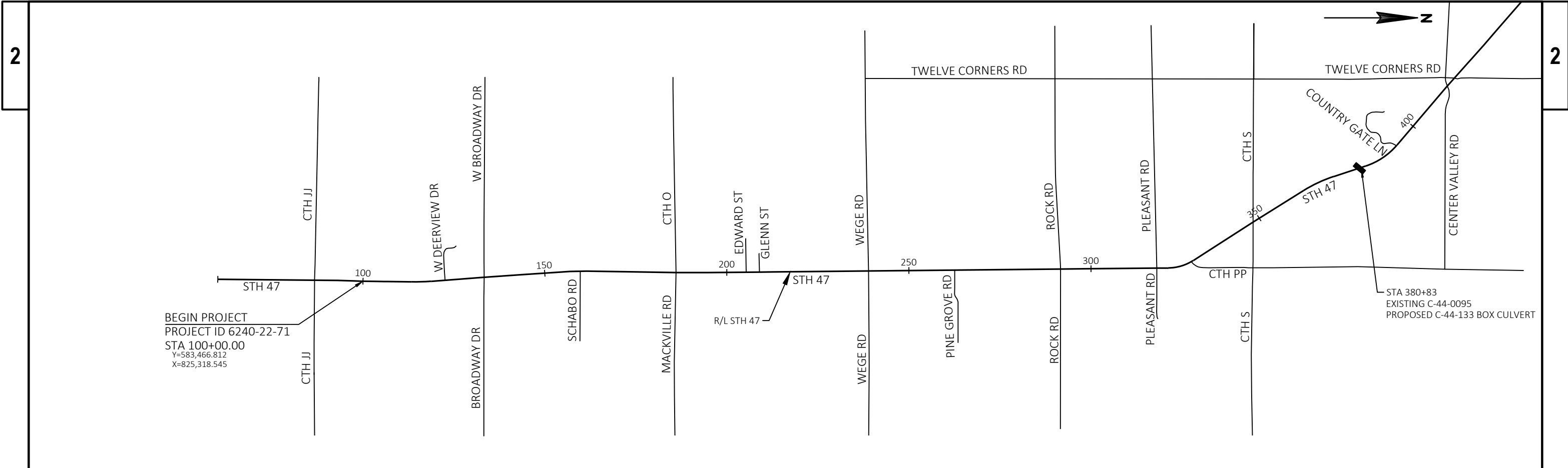
MATT SCHAEVE
DEPARTMENT OF NATURAL RESOURCES
NORTHEAST REGION
2984 SHAWANO AVE
GREEN BAY, WI 54313
(920)662-5472
matthew.schaeve@wisconsin.gov

OUTAGAMIE COUNTY COMMISSIONER

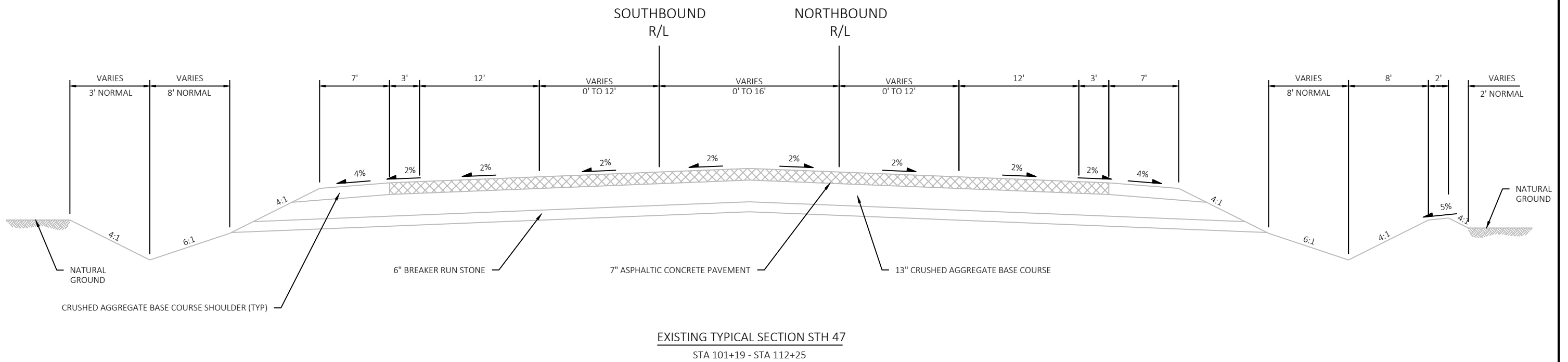
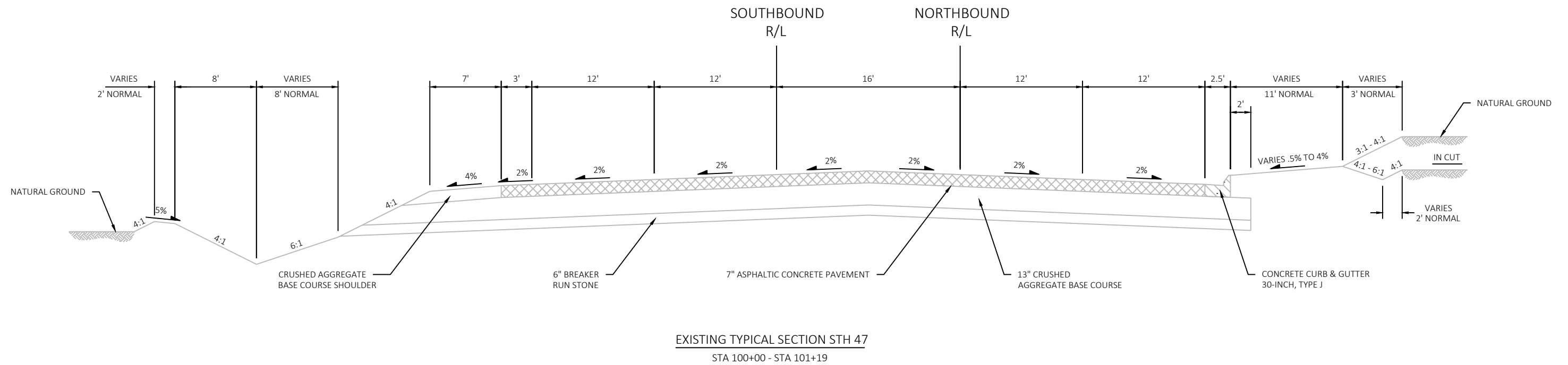
DEAN STEINGRABER
HIGHWAY COMMISSIONER
1313 HOLLAND RD
APPLETON, WI 54911-8947
(920)832-5673
dean.steingraber@outagamie.org

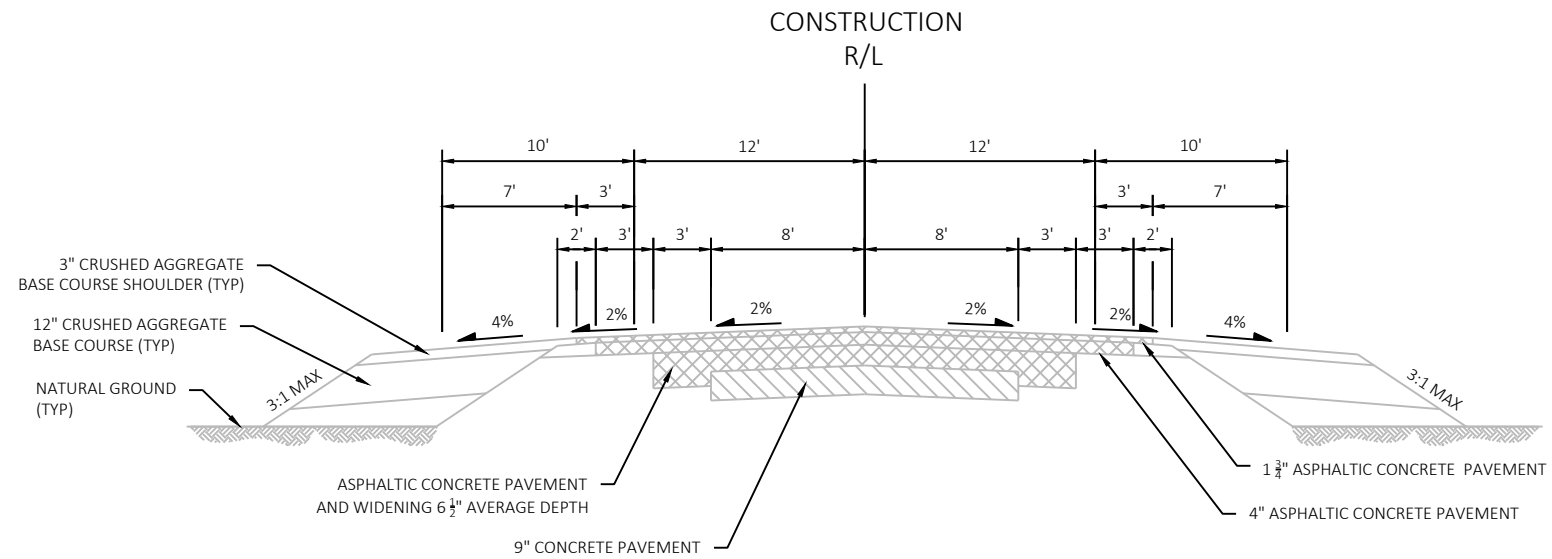
NE REGION SURVEY COORDINATOR

CORMAC MCINNIS, RLS
944 VANDERPERREN WAY
GREEN BAY, WI 54304
(920)492-5638
cormac.mcinnis@dot.wi.gov



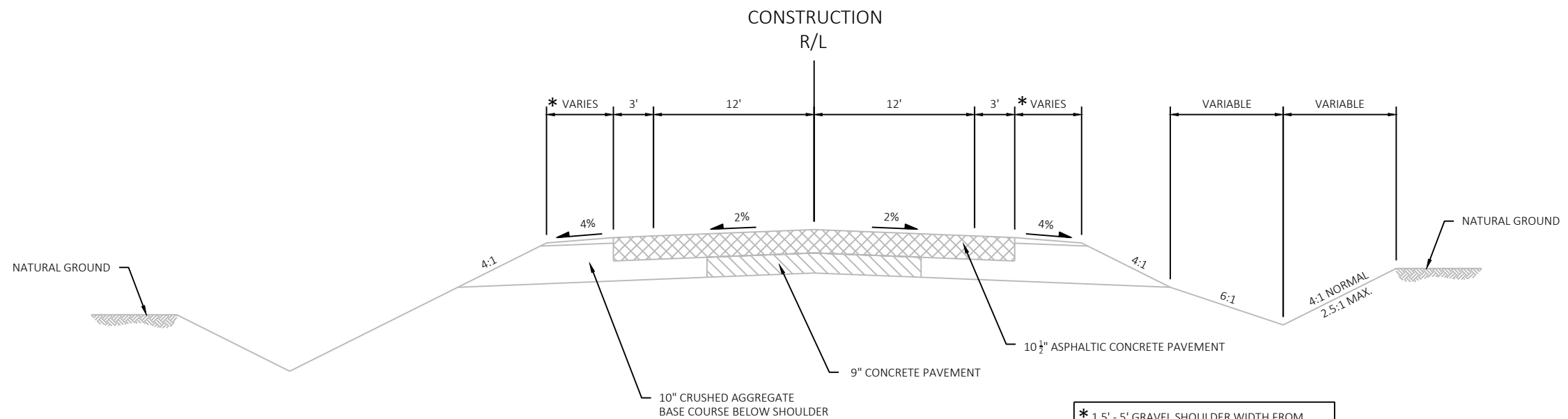
PROJECT NO: 6240-22-71/6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	PROJECT OVERVIEW	SHEET	PR	E
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EXISTING TYPICAL SECTION STH 47

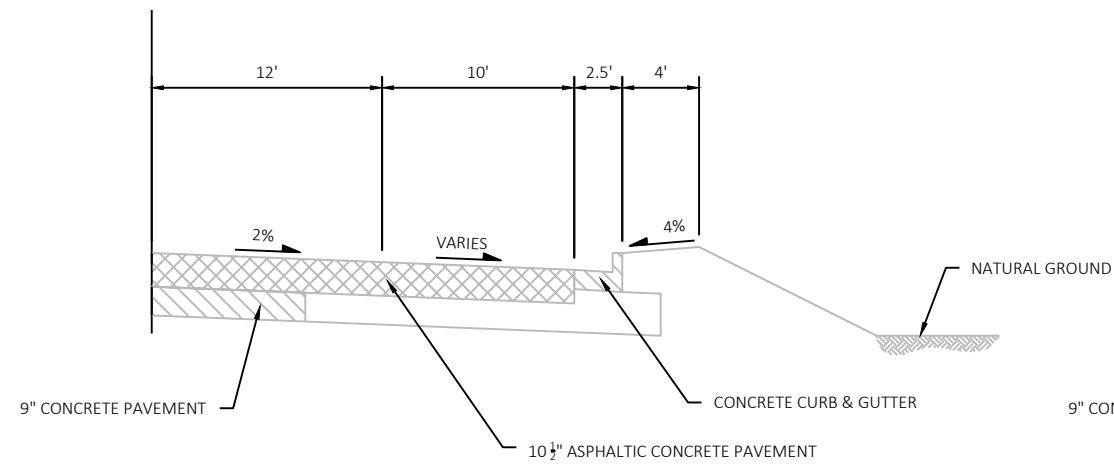
STA 112+25 - STA 114+38



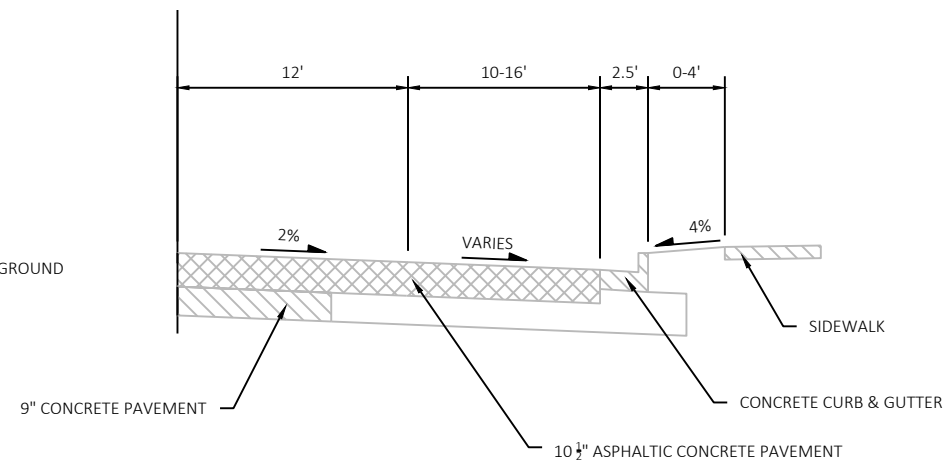
EXISTING TYPICAL SECTION STH 47

STA 114+38 - STA 184+65
STA 184+65 - STA 186+49 LT
STA 189+98 - STA 190+98 LT
STA 190+98 - STA 316+39
STA 369+83 - STA 382+26
STA 382+26 - STA 385+17 RT
STA 385+17 - STA 411+36
STA 411+36 - STA 414+04 RT
STA 414+04 - STA 417+76
STA 417+76 - STA 418+39 RT
STA 419+14 - STA 420+39 LT
STA 420+39 - STA 467+03

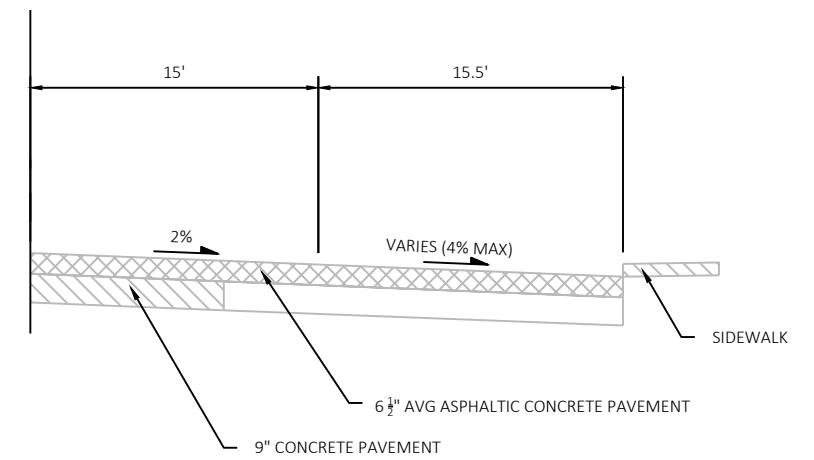
* 1.5' - 5' GRAVEL SHOULDER WIDTH FROM
PROJECT START TO APPROXIMATE STA 262+57
6'± GRAVEL SHOULDER WIDTH FROM
APPROXIMATE STA 262+57 - STA 467+03

CONSTRUCTION
R/L1/2 EXISTING TYPICAL SECTION STH 47

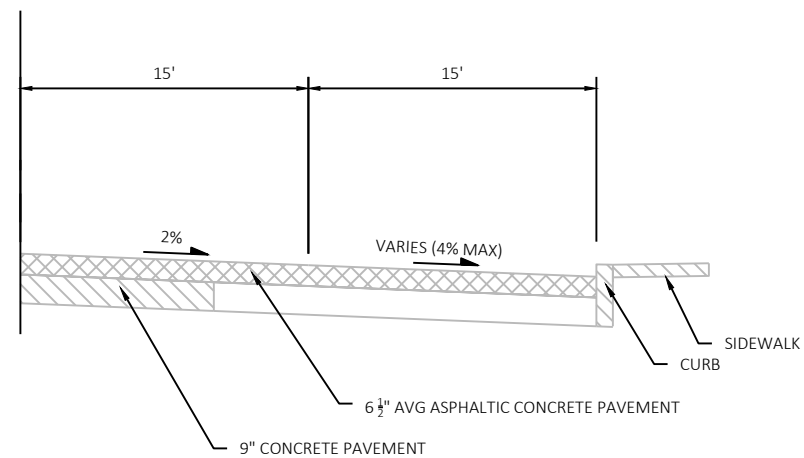
STA 184+65 - STA 186+05 RT
STA 186+49 - STA 187+82 LT
STA 382+26 - STA 385+17 LT
STA 411+36 - STA 414+04 LT
STA 417+76 - STA 419+14 LT
STA 418+39 - STA 420+39 RT

CONSTRUCTION
R/L1/2 EXISTING TYPICAL SECTION STH 47

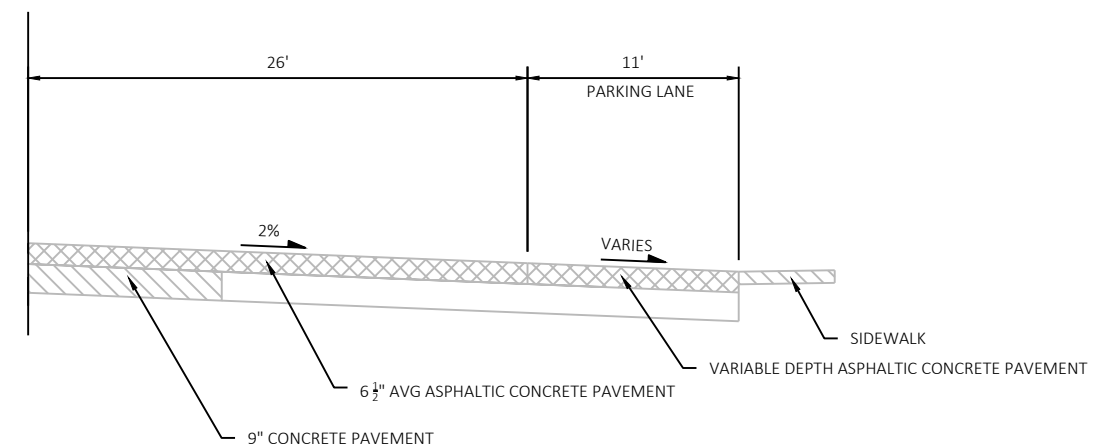
STA 186+05 - STA 187+43 RT

CONSTRUCTION
R/L1/2 EXISTING TYPICAL SECTION STH 47 PARKING LANE

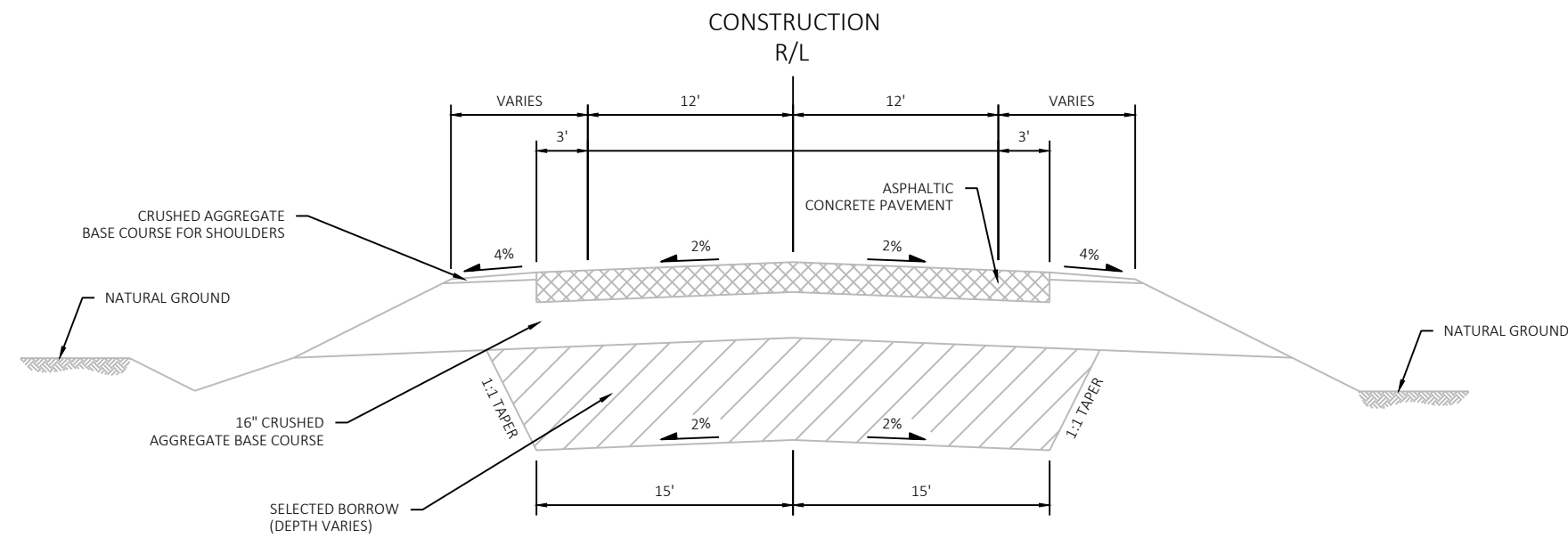
STA 187+43 - STA 188+78 RT

CONSTRUCTION
R/L1/2 EXISTING TYPICAL SECTION STH 47 PARKING LANE

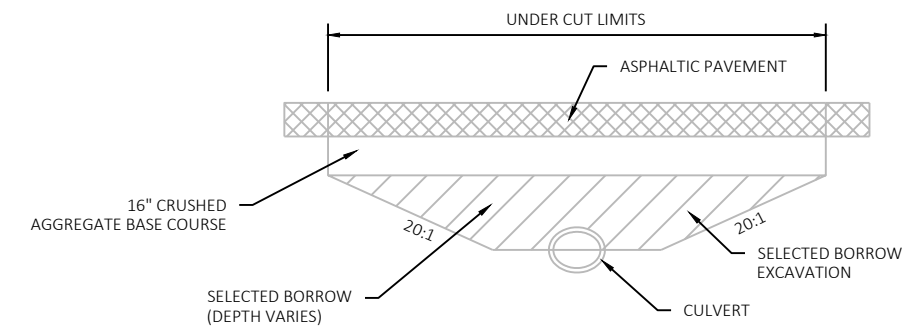
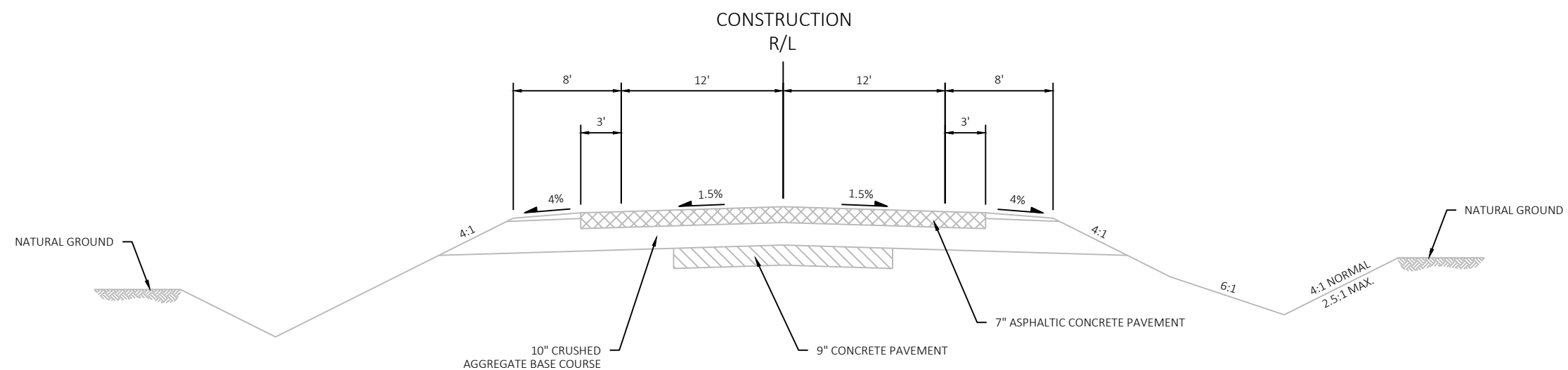
STA 188+78 - STA 189+31 RT
STA 187+82 - STA 189+98 LT

CONSTRUCTION
R/L1/2 EXISTING TYPICAL SECTION STH 47

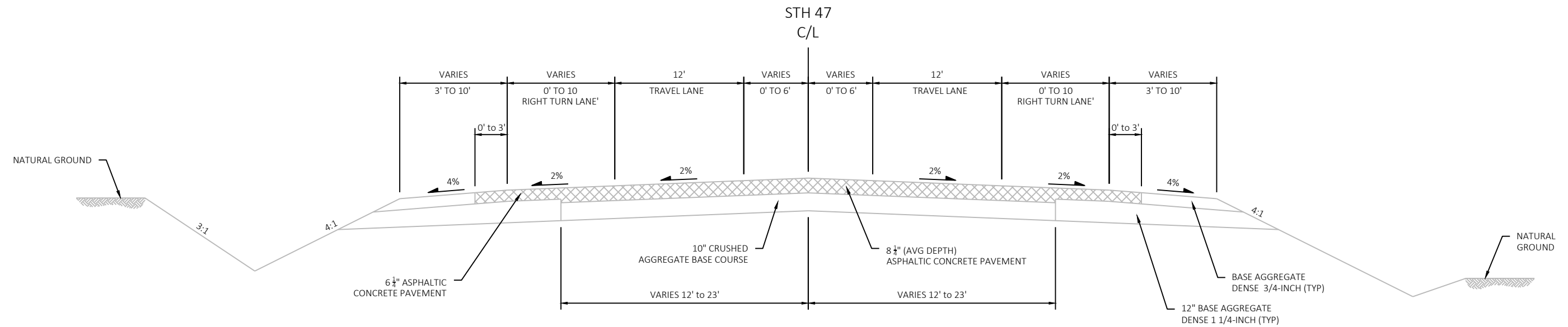
STA 189+31 - STA 190+98 RT

CROSS SECTIONEXISTING TYPICAL SECTION STH 47

STA 132+49
STA 150+96
STA 259+42

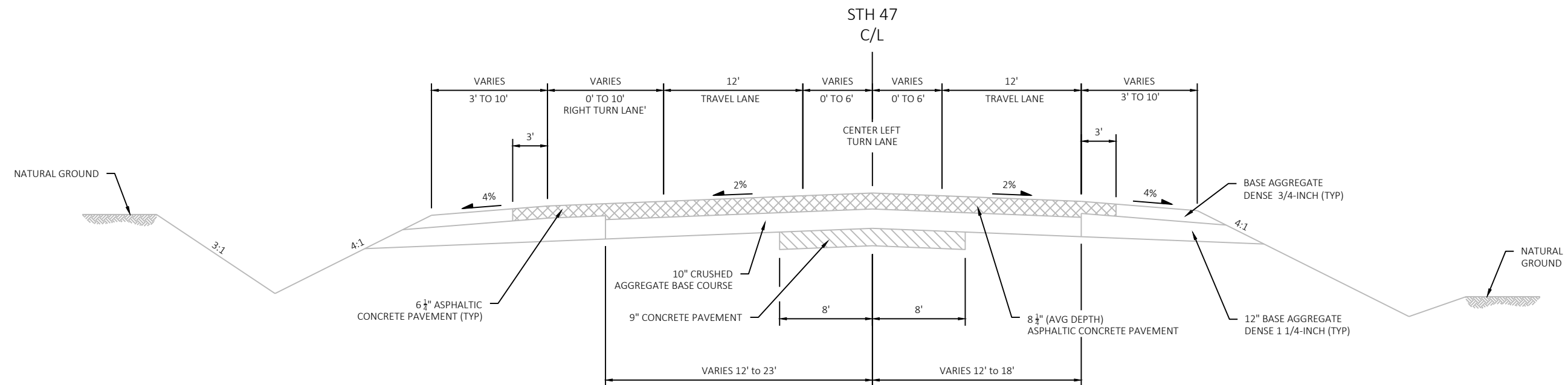
LONGITUDINAL SECTIONEXISTING TYPICAL SECTION STH 47

STA 316+39 - STA 326+89
STA 361+61 - STA 369+83



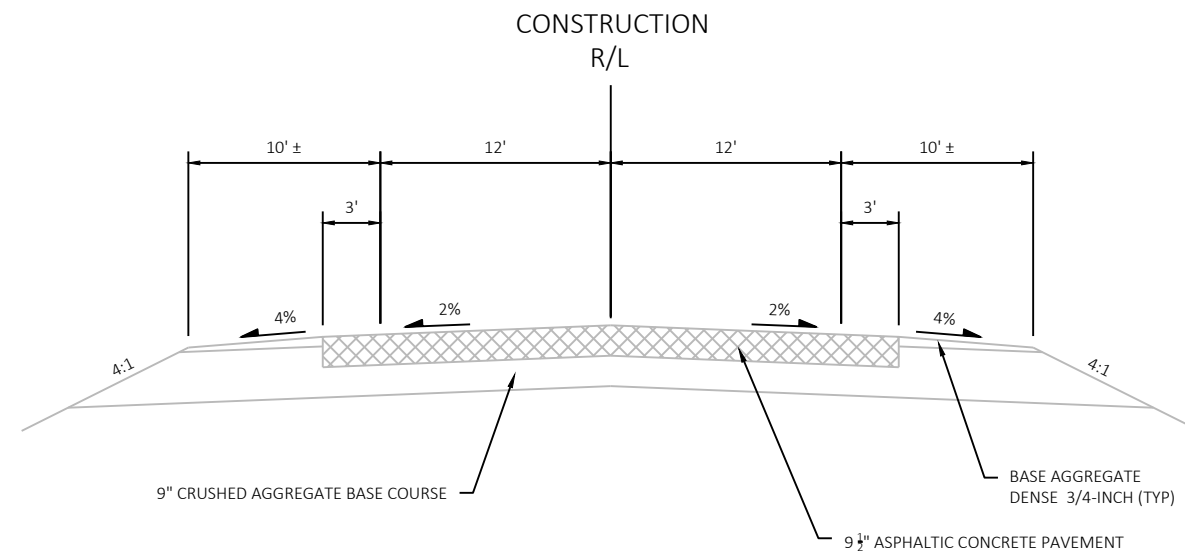
EXISTING TYPICAL SECTION STH 47

STA 326+89 - STA 357+89

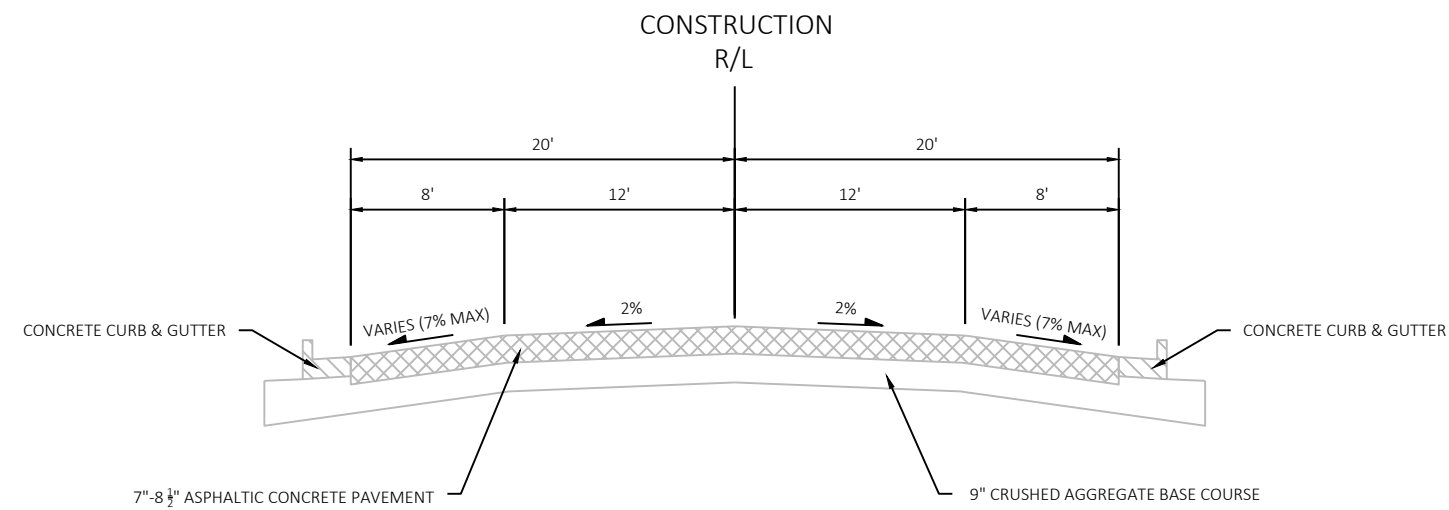


EXISTING TYPICAL SECTION STH 47

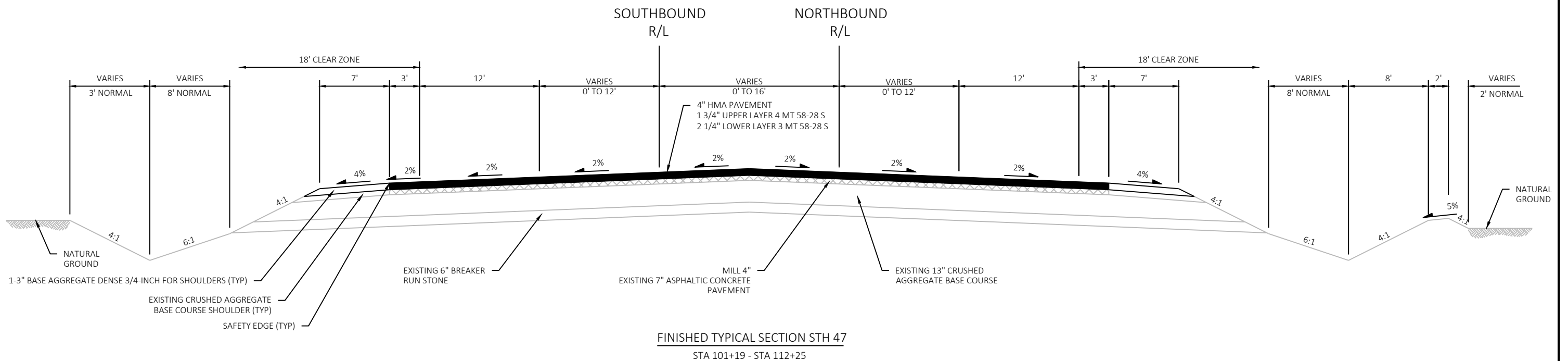
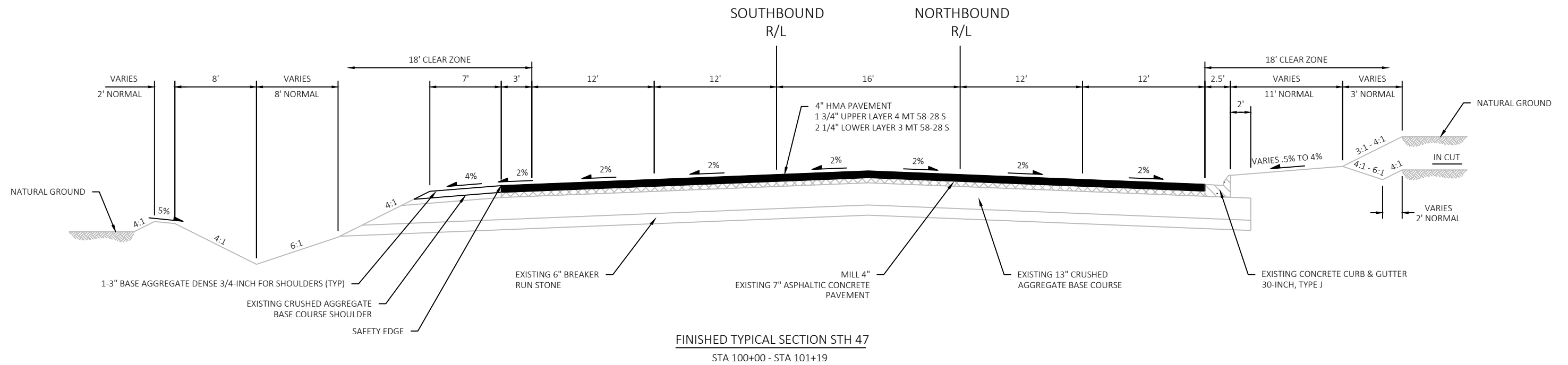
STA 357+89 - STA 361+61

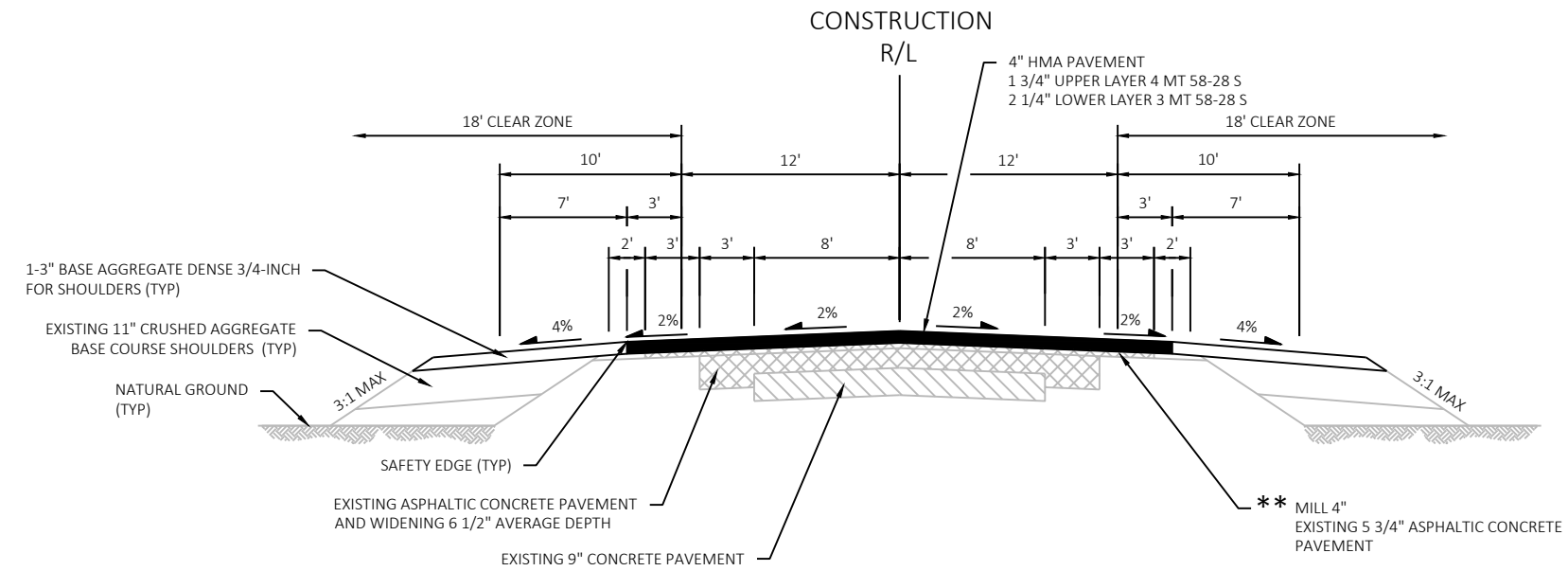


EXISTING TYPICAL SECTION STH 47
STA 467+03 - STA 675+26



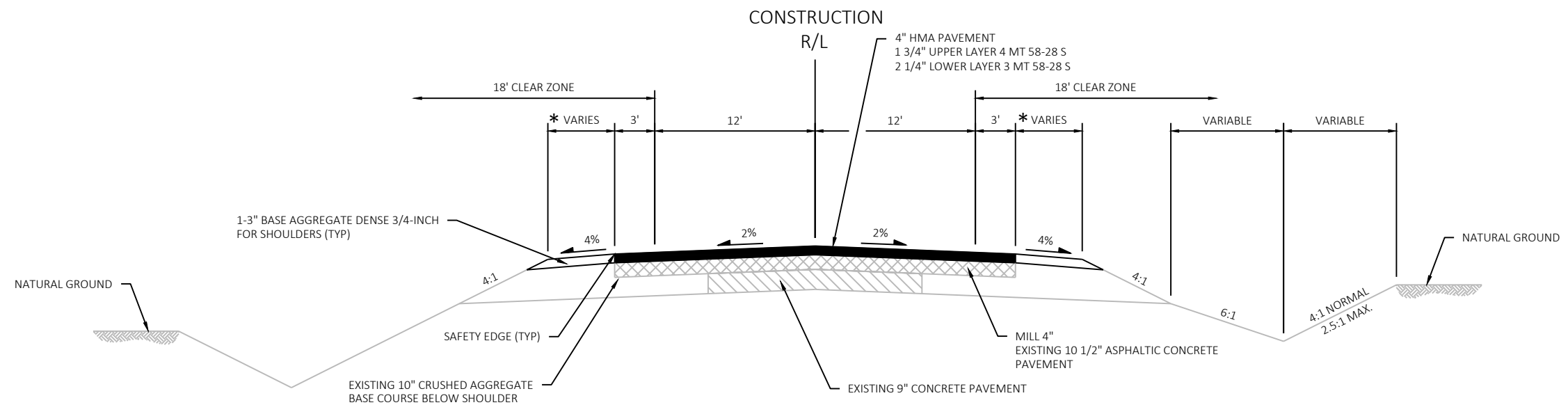
EXISTING TYPICAL SECTION STH 47
STA 675+26 - STA 699+31.34





FINISHED TYPICAL SECTION STH 47

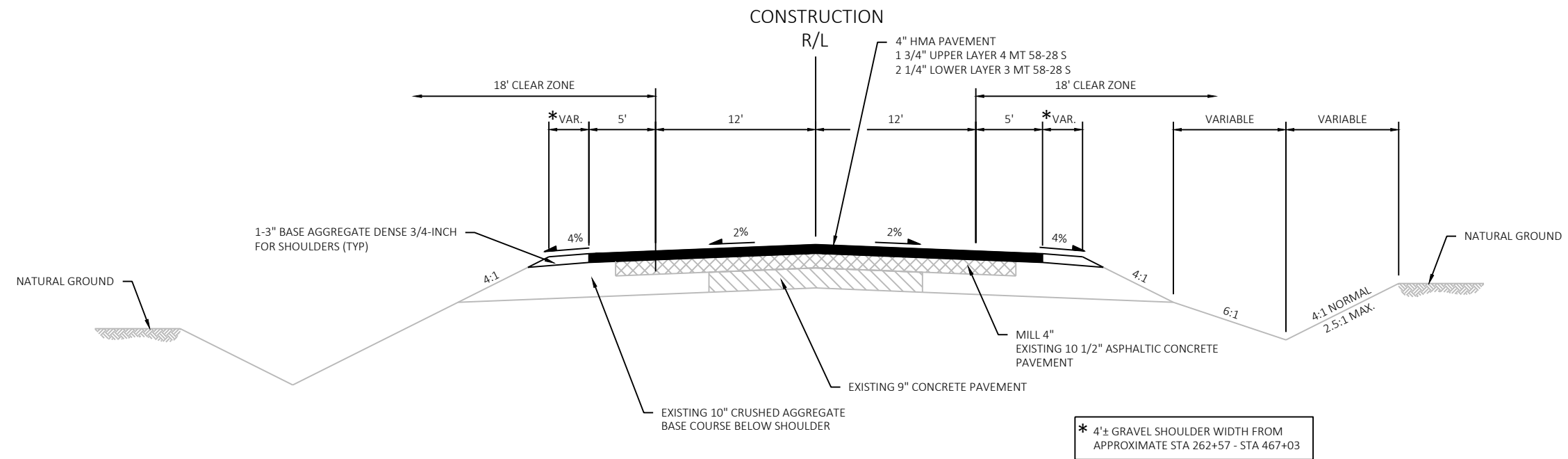
STA 112+25 - STA 114+38



FINISHED TYPICAL SECTION STH 47

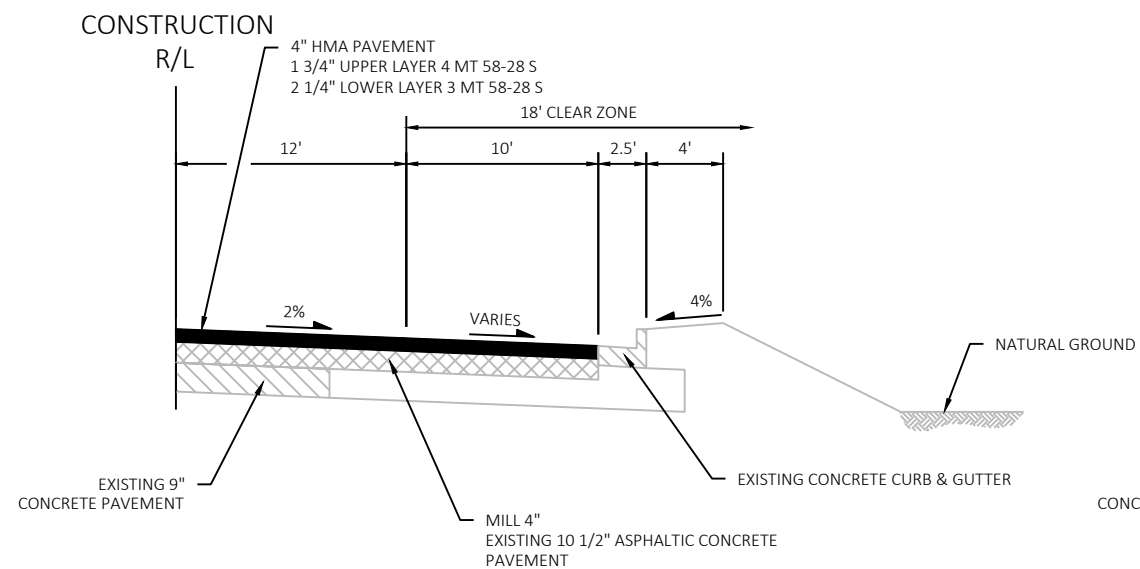
STA 114+38 - STA 184+65
STA 184+65 - STA 186+49 LT
STA 189+98 - STA 190+98 LT
STA 190+98 - STA 262+57

* 1.5' - 5' EXISTING GRAVEL SHOULDER WIDTH FROM PROJECT START TO APPROXIMATE STA 262+57



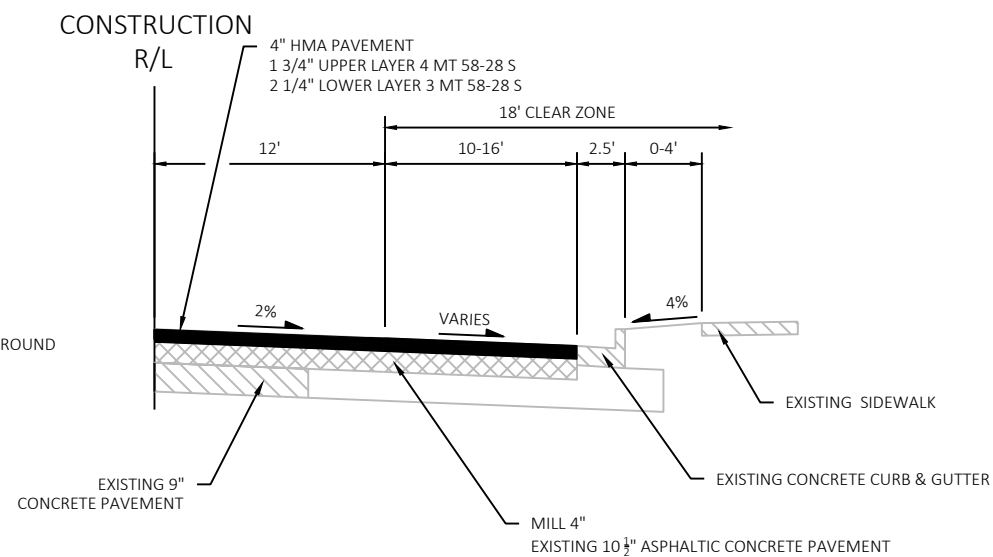
FINISHED TYPICAL SECTION STH 47

STA 262+57 - STA 316+39
STA 369+83 - STA 382+26
STA 382+26 - STA 385+17 RT
STA 385+17 - STA 411+36
STA 411+36 - STA 414+04 RT
STA 414+04 - STA 417+76
STA 417+76 - STA 418+39 RT
STA 419+14 - STA 420+39 LT
STA 420+39 - STA 467+03



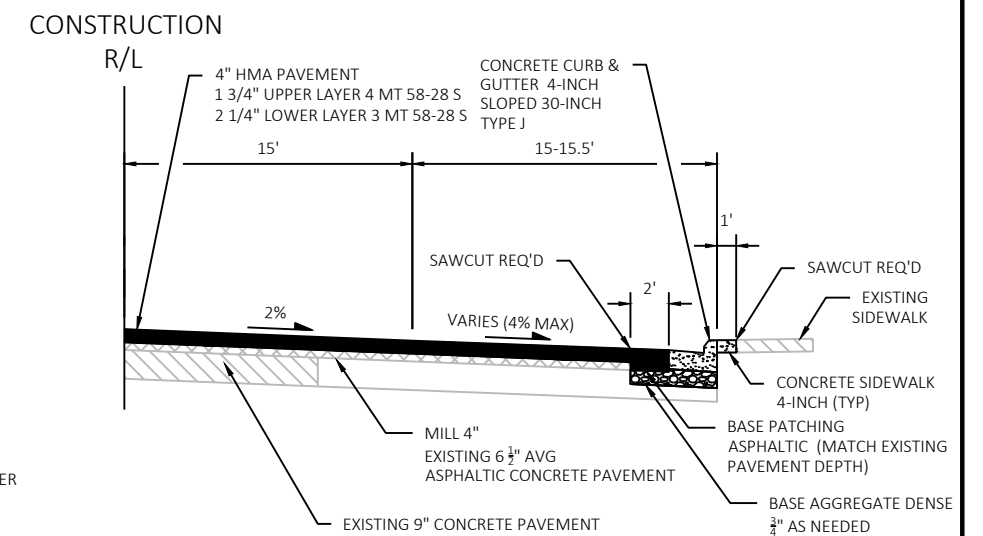
1/2 FINISHED TYPICAL SECTION STH 47

STA 184+65 - STA 186+05 RT
STA 186+49 - STA 187+82 LT
STA 382+26 - STA 385+17 LT
STA 411+36 - STA 414+04 LT
STA 417+76 - STA 419+14 LT
STA 418+39 - STA 420+39 RT



1/2 FINISHED TYPICAL SECTION STH 47

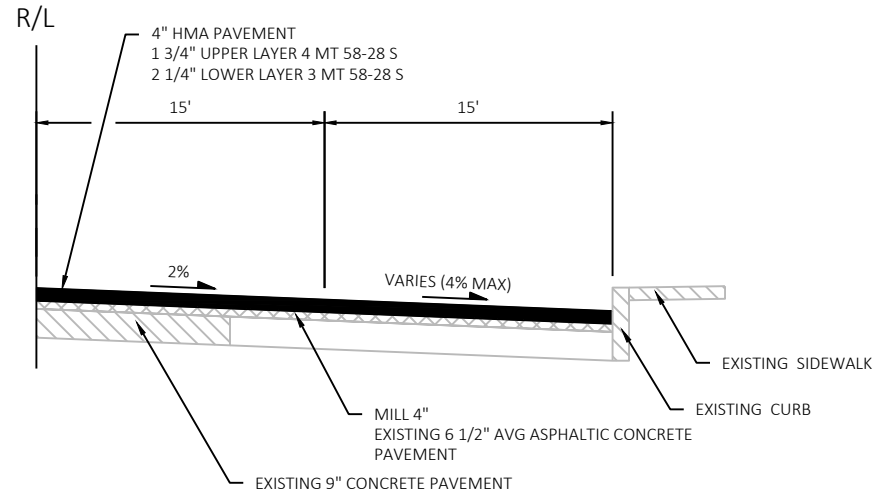
STA 186+05 - STA 187+43 RT



1/2 FINISHED TYPICAL SECTION STH 47 PARKING LANE

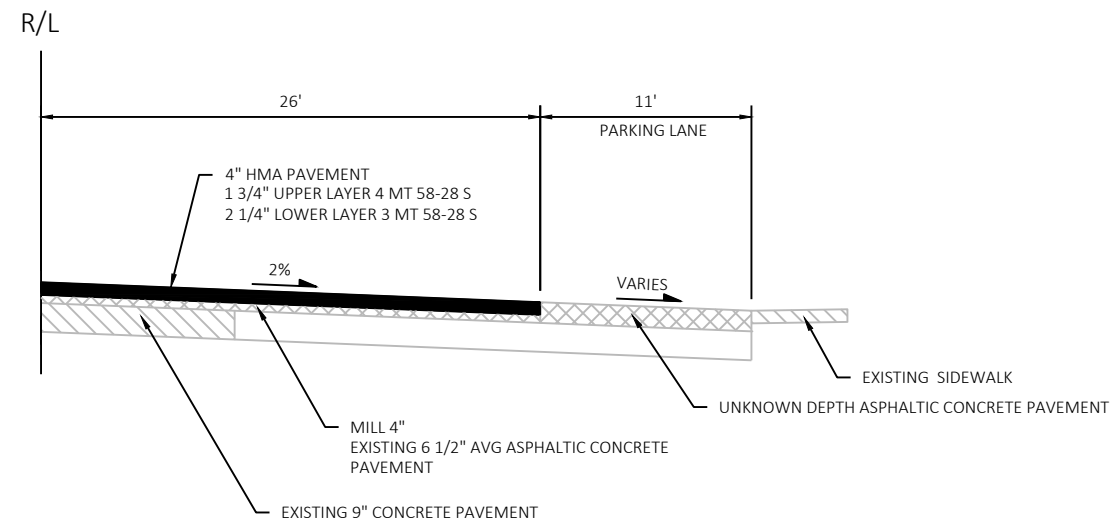
STA 187+43 - STA 189+31 RT

CONSTRUCTION



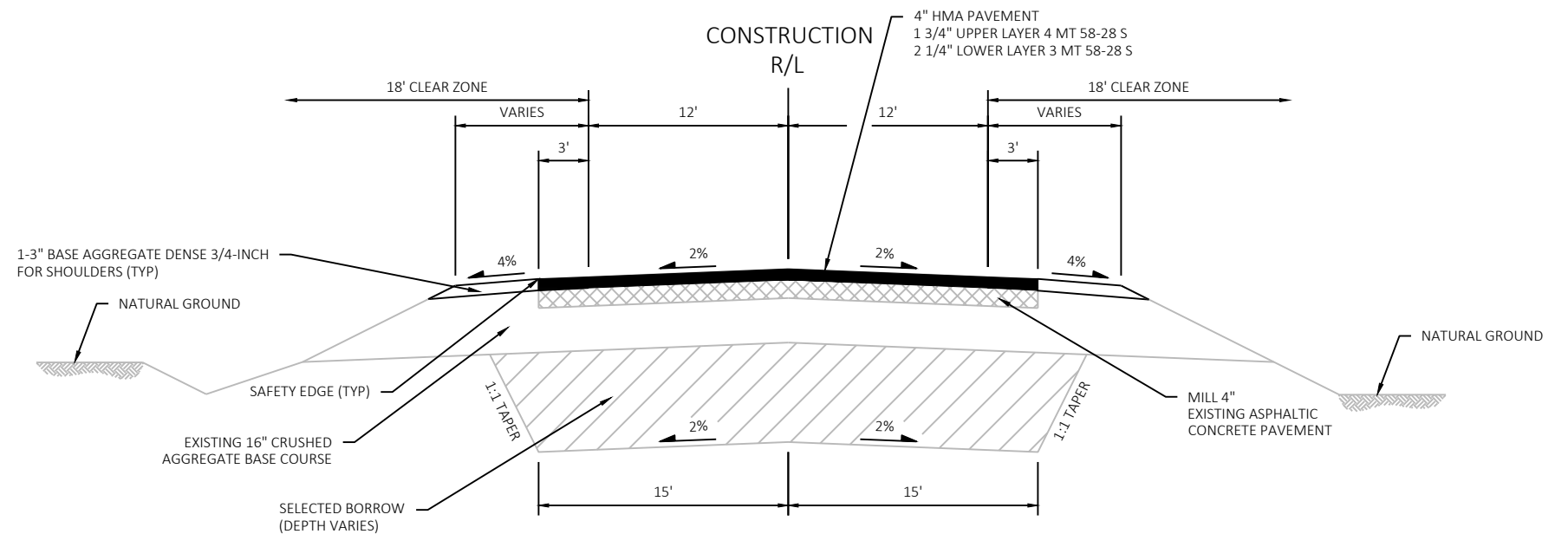
1/2 FINISHED TYPICAL SECTION STH 47 PARKING LANE
STA 187+82 - STA 189+98 LT

CONSTRUCTION



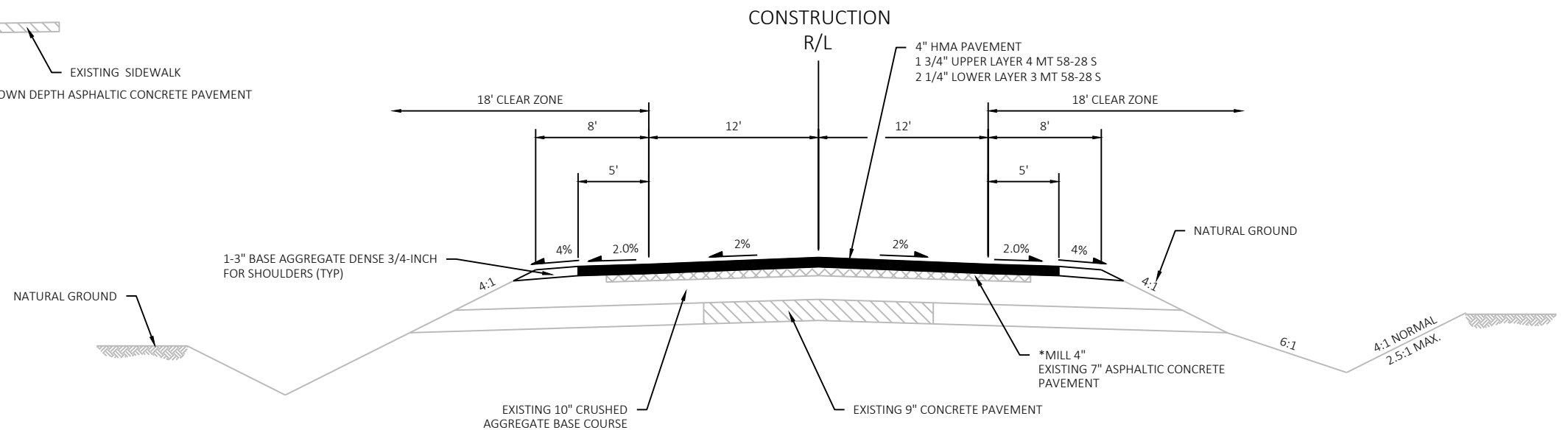
1/2 FINISHED TYPICAL SECTION STH 47
STA 189+31 - STA 190+98 RT

CONSTRUCTION



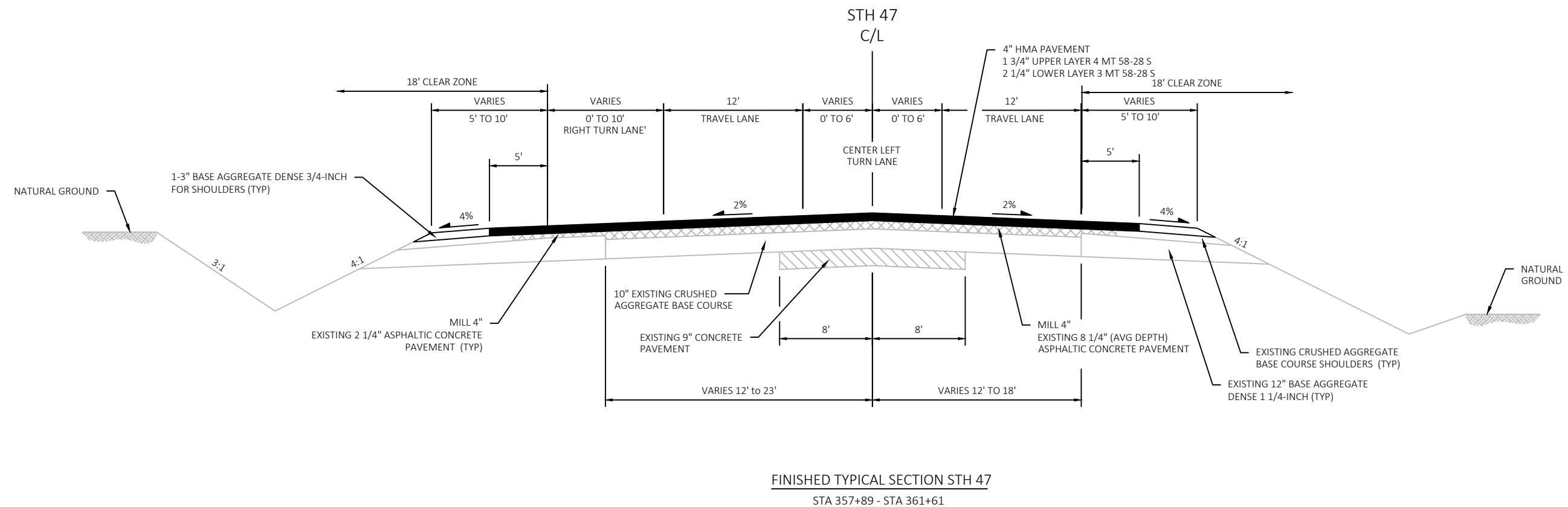
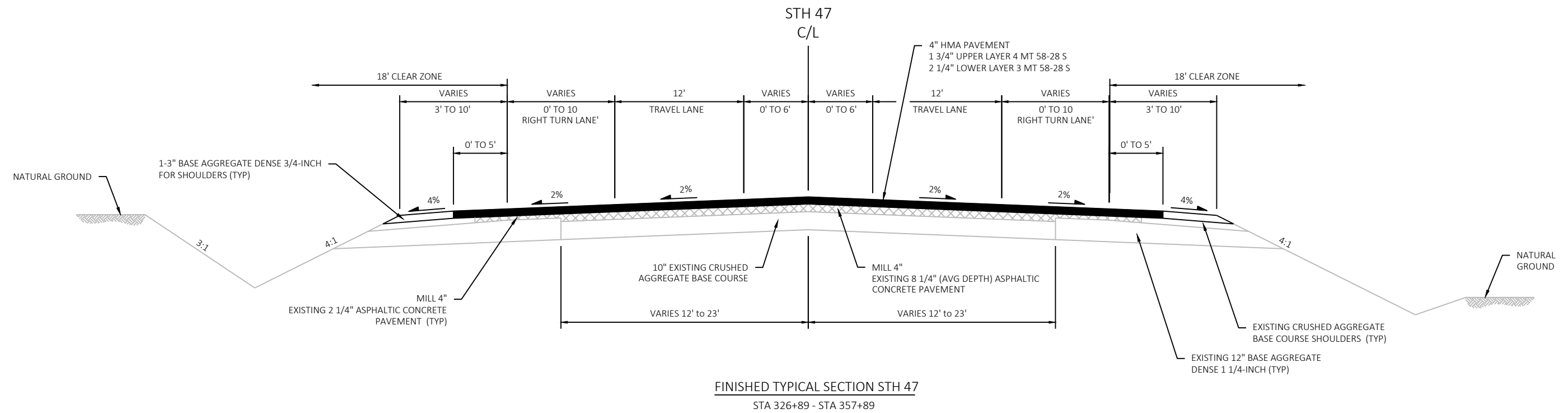
FINISHED TYPICAL SECTION STH 47
STA 132+49
STA 150+96
STA 259+42

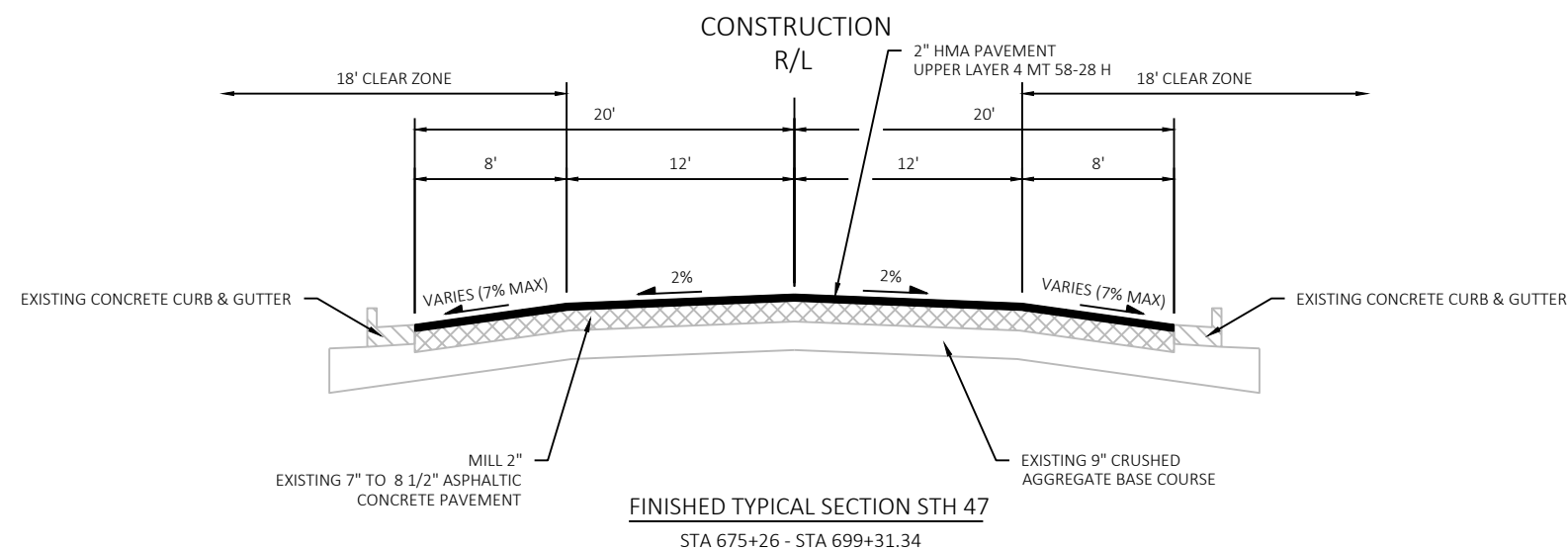
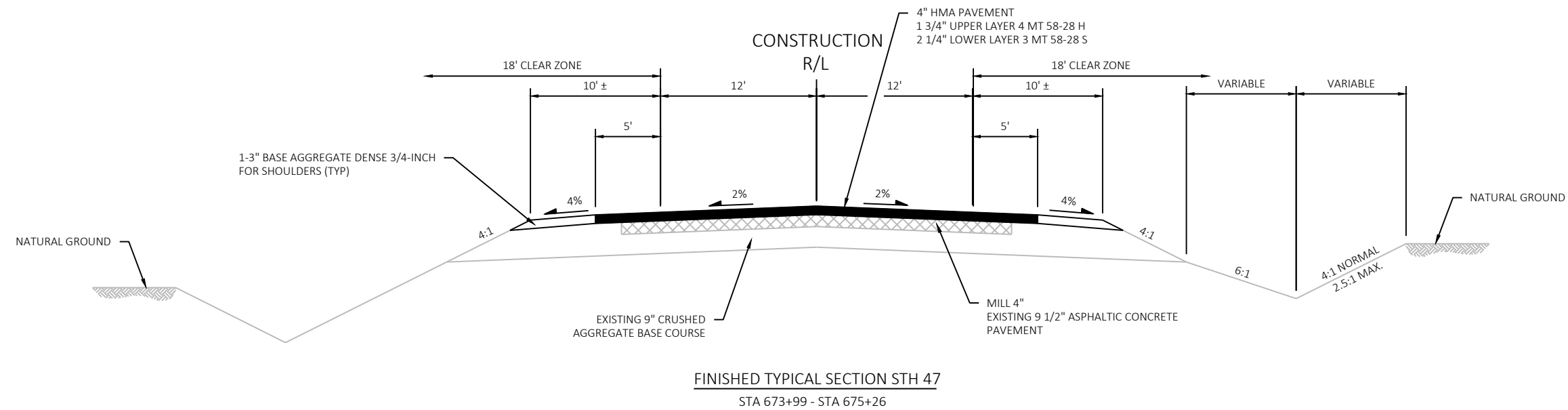
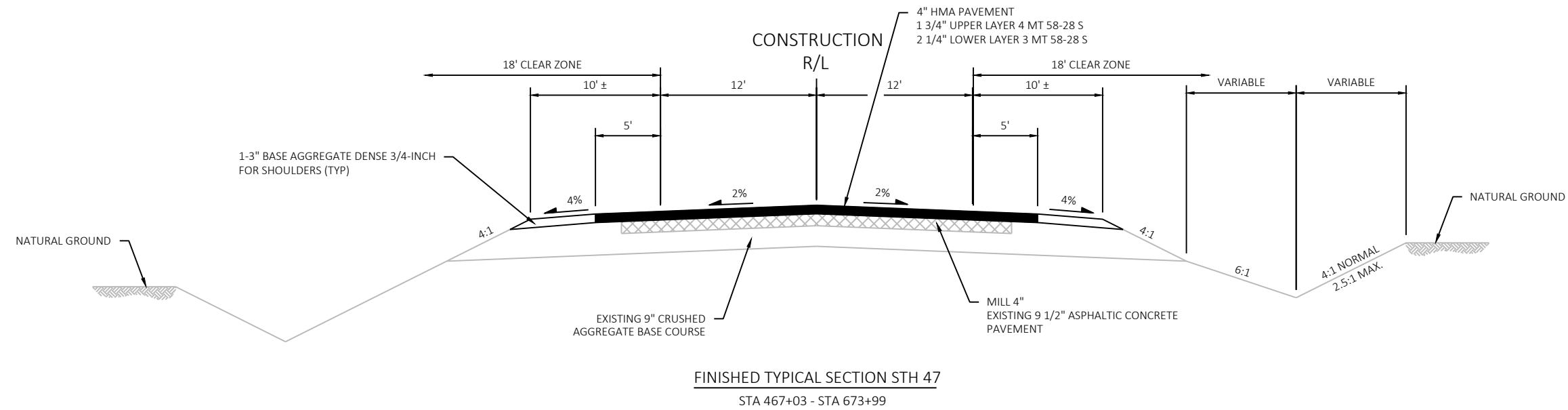
CONSTRUCTION

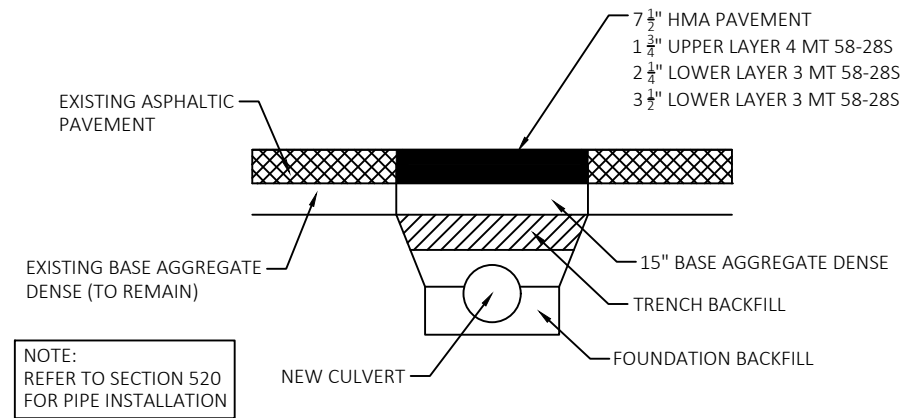


FINISHED TYPICAL SECTION STH 47
STA 316+39 - STA 326+89
STA 361+61 - STA 369+83

* MILL AT A 2% CROSS SLOPE
4" MILLING DEPTH AT CENTERLINE,
MILLING DEPTH TO INCREASE TO SHOULDER
TO ACHIEVE 2% CROSS SLOPE

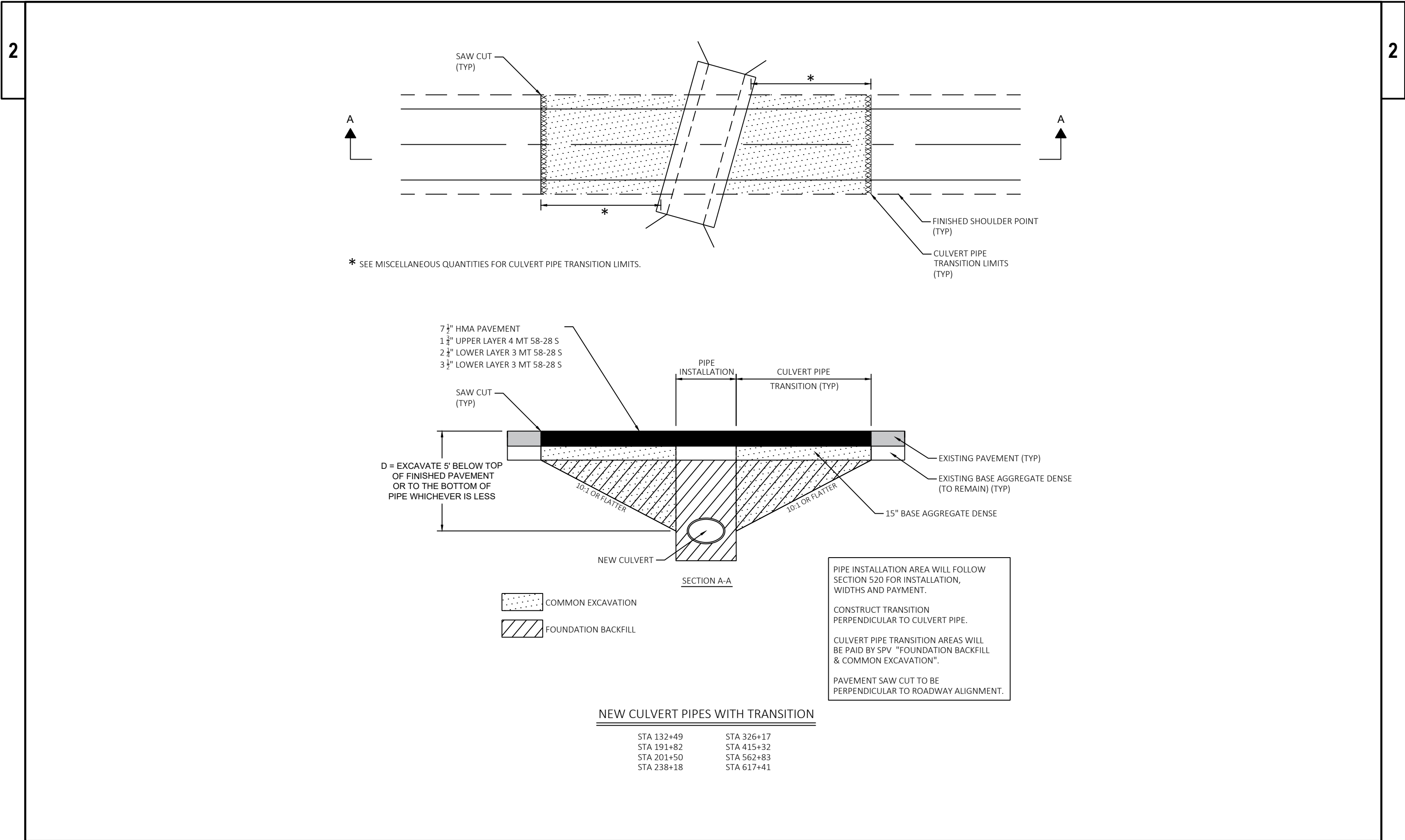


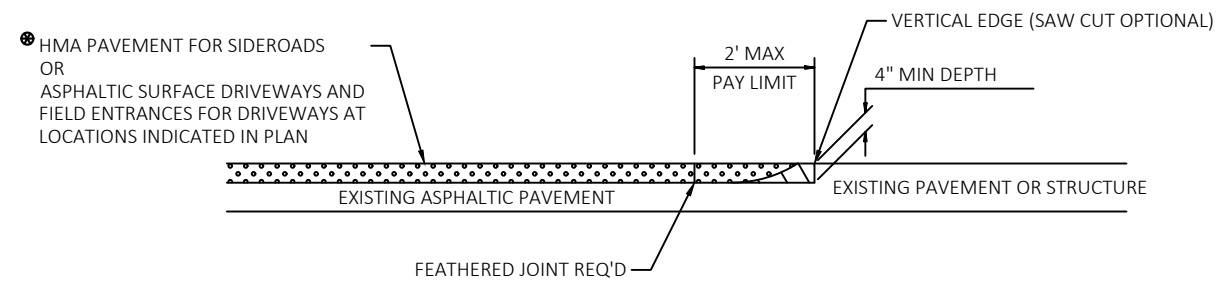




PAVEMENT AT CULVERT REPLACEMENTS

STA 474+75
STA 496+37
STA 601+80





• SEE TYPICAL CROSS SECTION FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL LAYERS

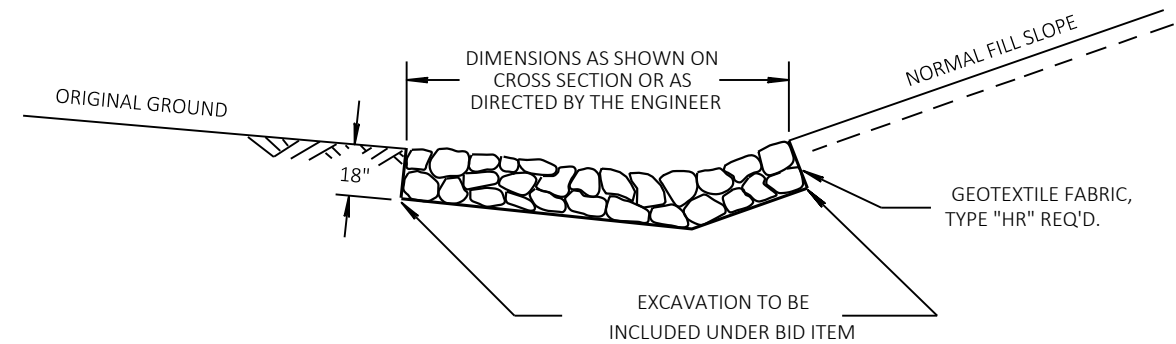


REMOVING ASPHALTIC SURFACE, MILLING

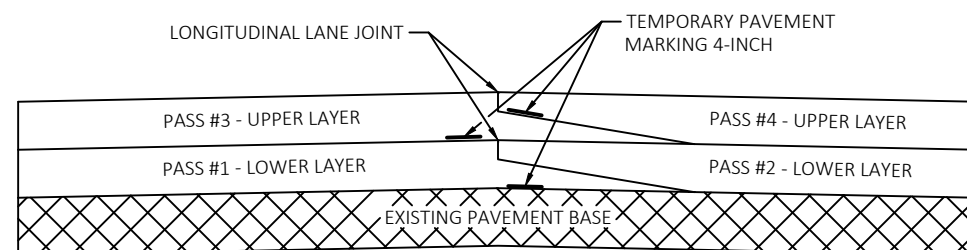


REMOVE ASPHALTIC SURFACE WEDGE AT BUTT JOINT TO CREATE VERTICAL EDGE

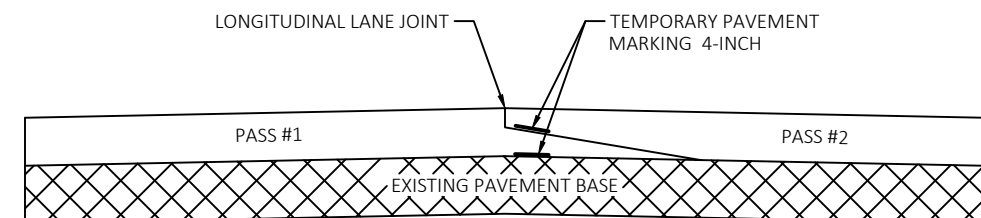
BUTT JOINT DETAIL FOR ASPHALTIC PAVEMENTS (NO PROFILE CHANGE)



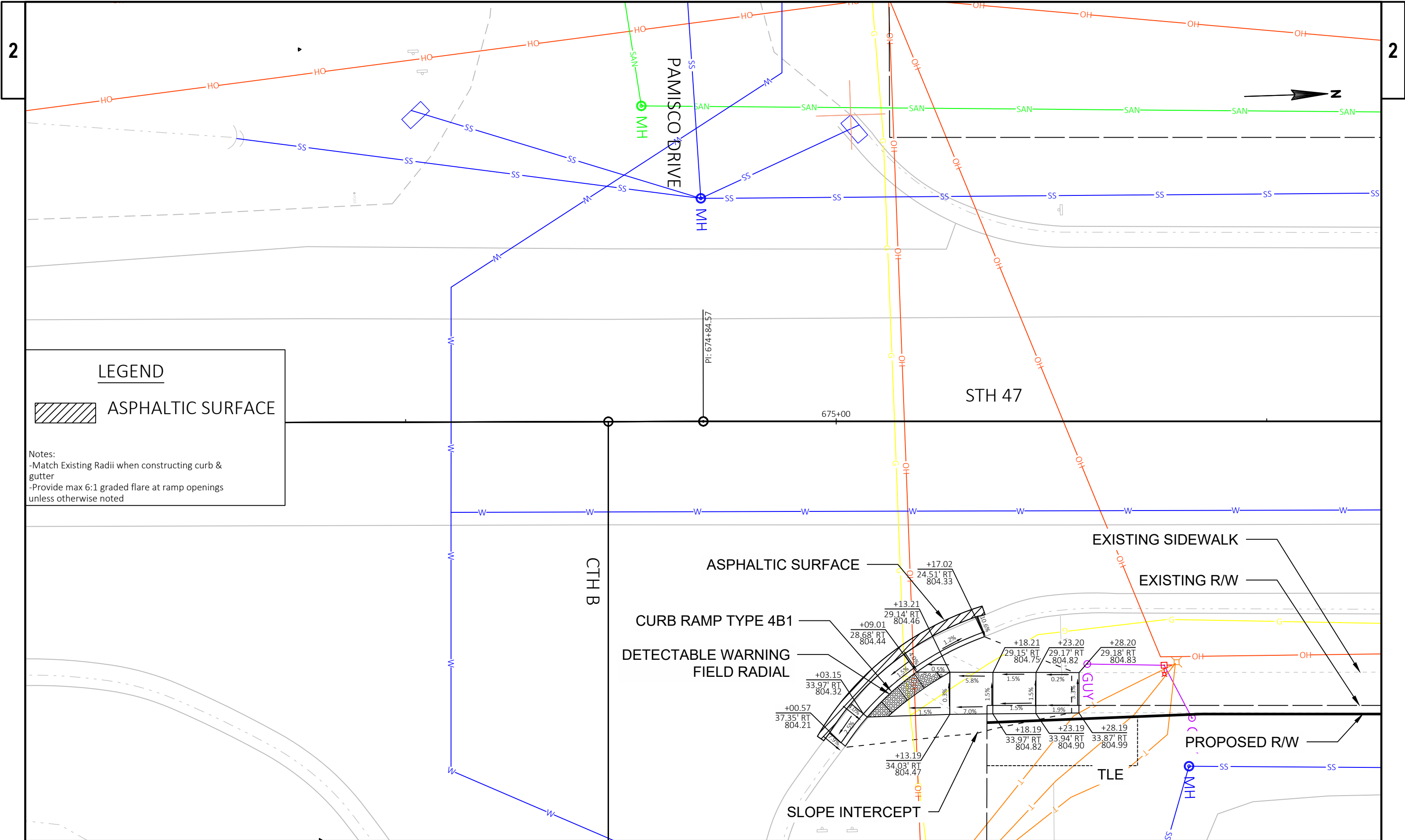
DETAIL FOR RIPRAP MEDIUM IN DITCHES

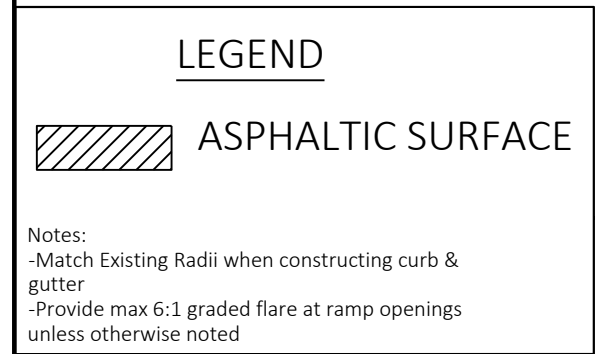


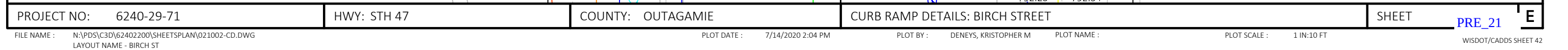
PAVEMENT MARKING DETAIL FOR TAPERED OVERLAPPING JOINTS IN HMA PAVEMENTS

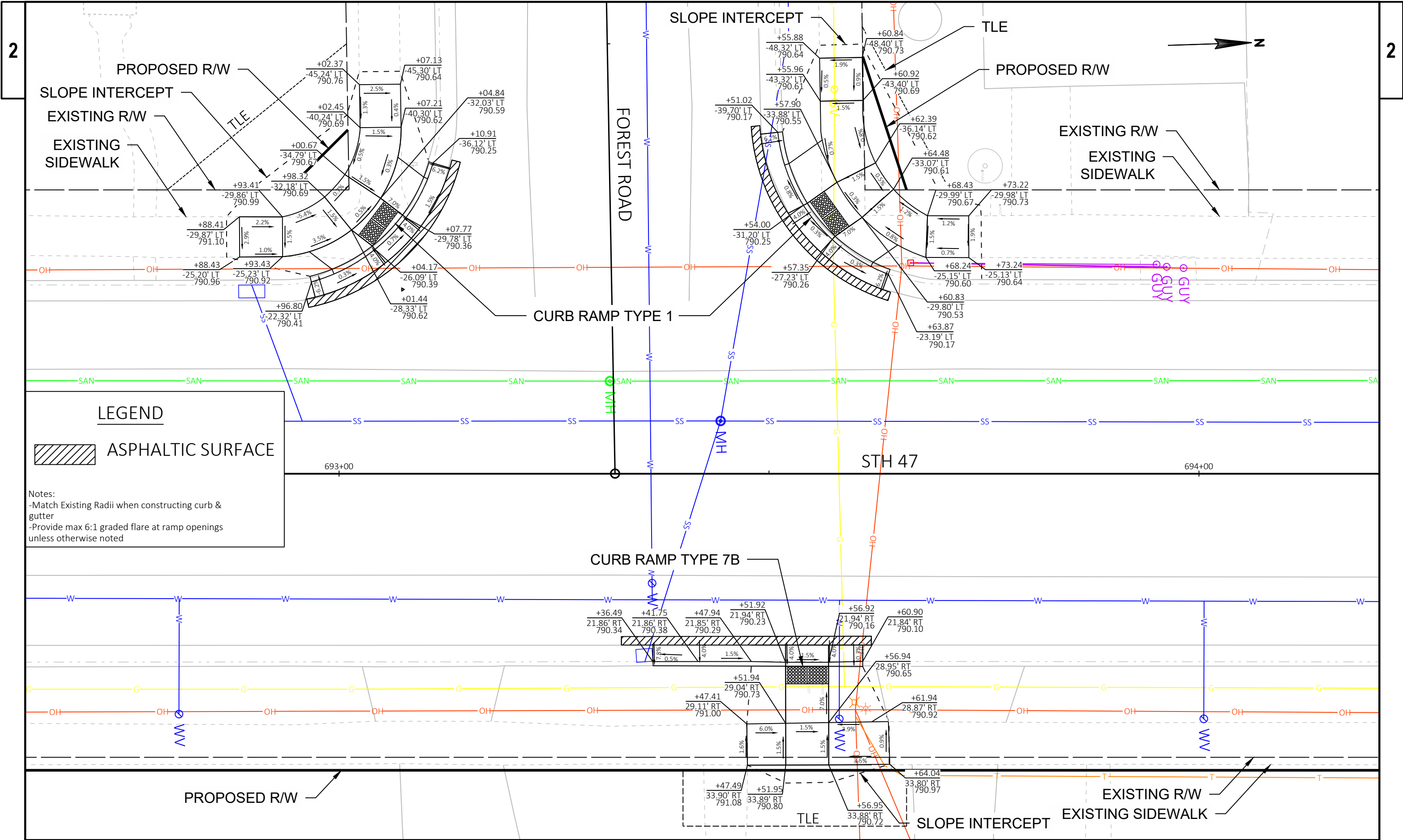


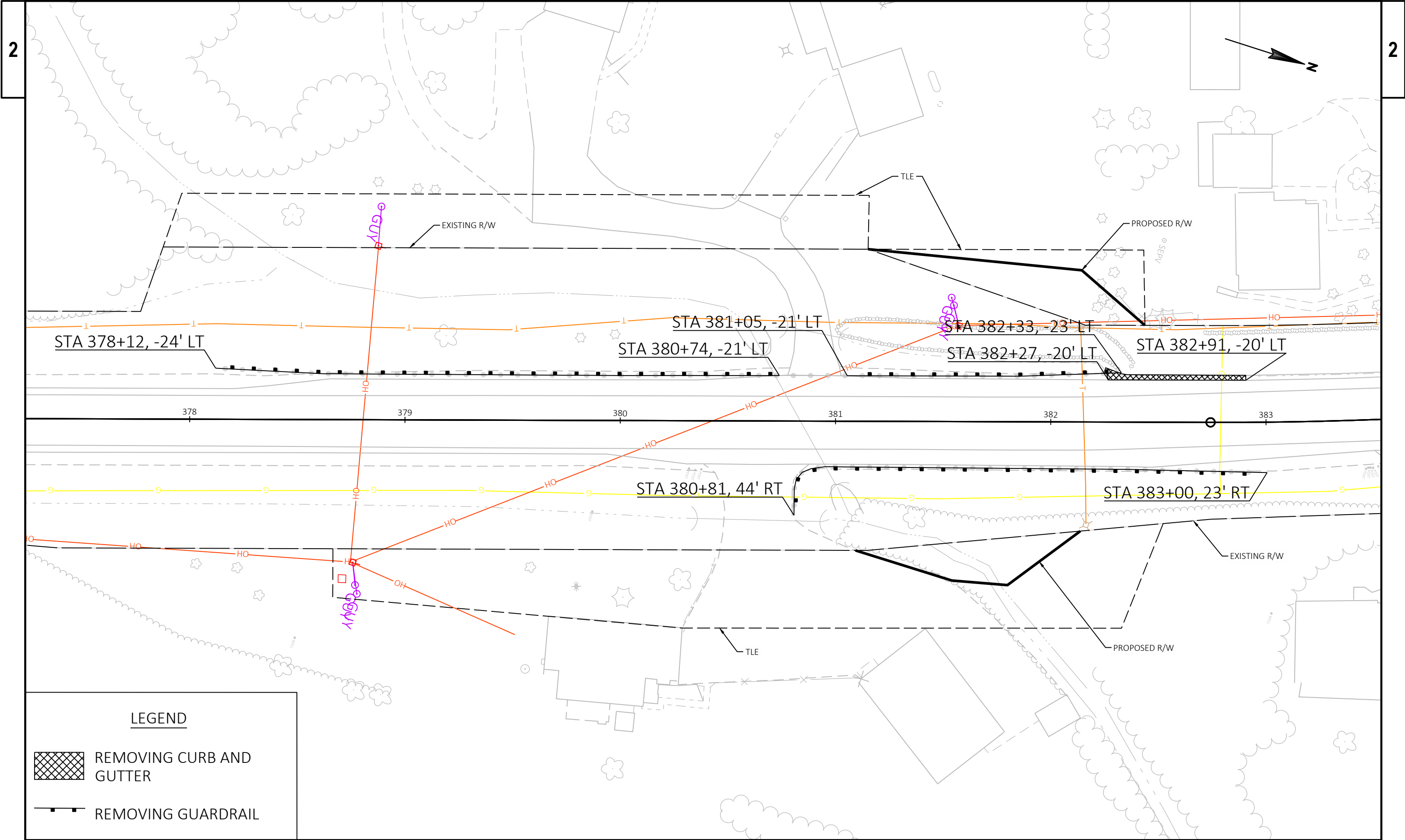
PAVEMENT MARKING DETAIL FOR TAPERED OVERLAPPING JOINTS IN HMA PAVEMENTS









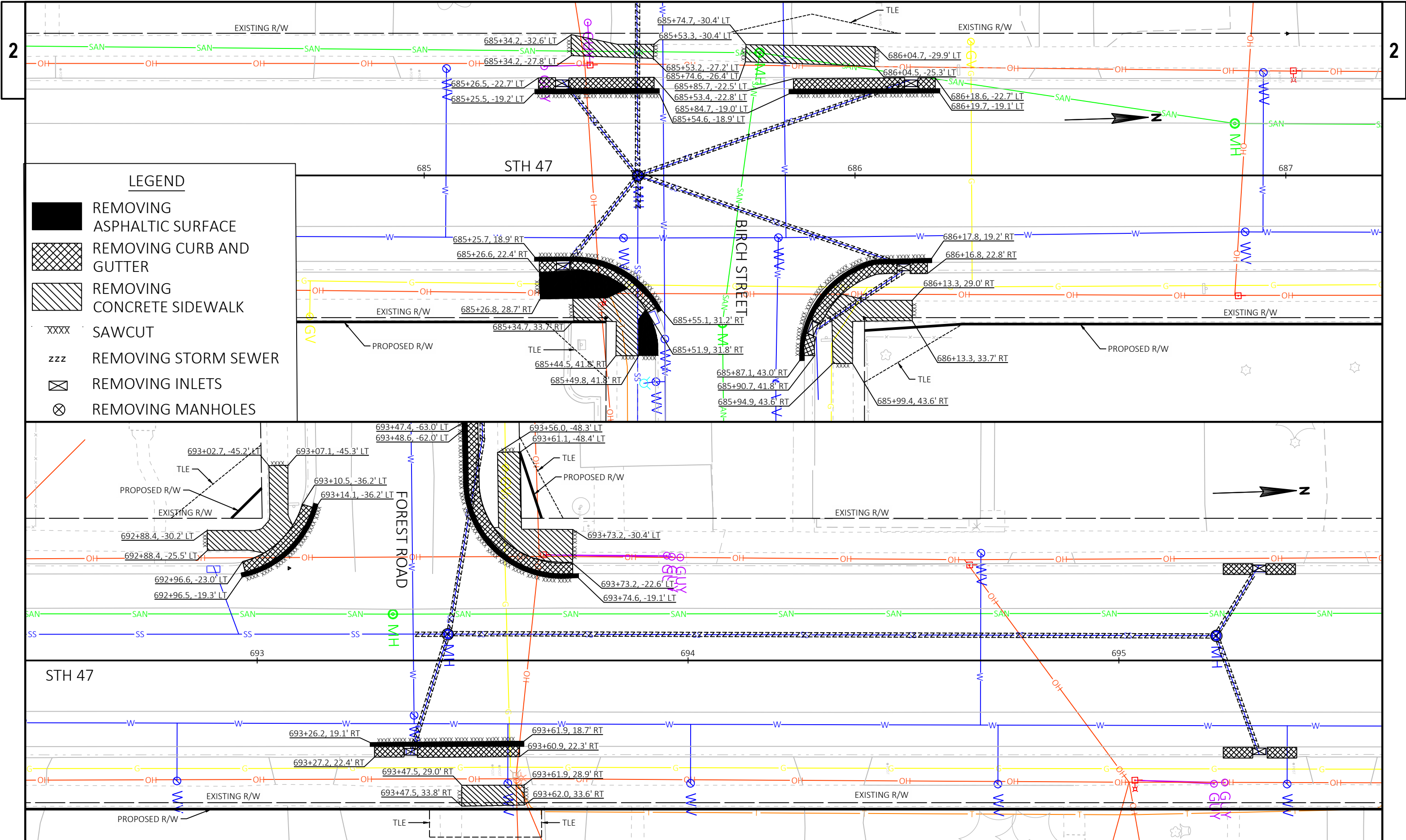


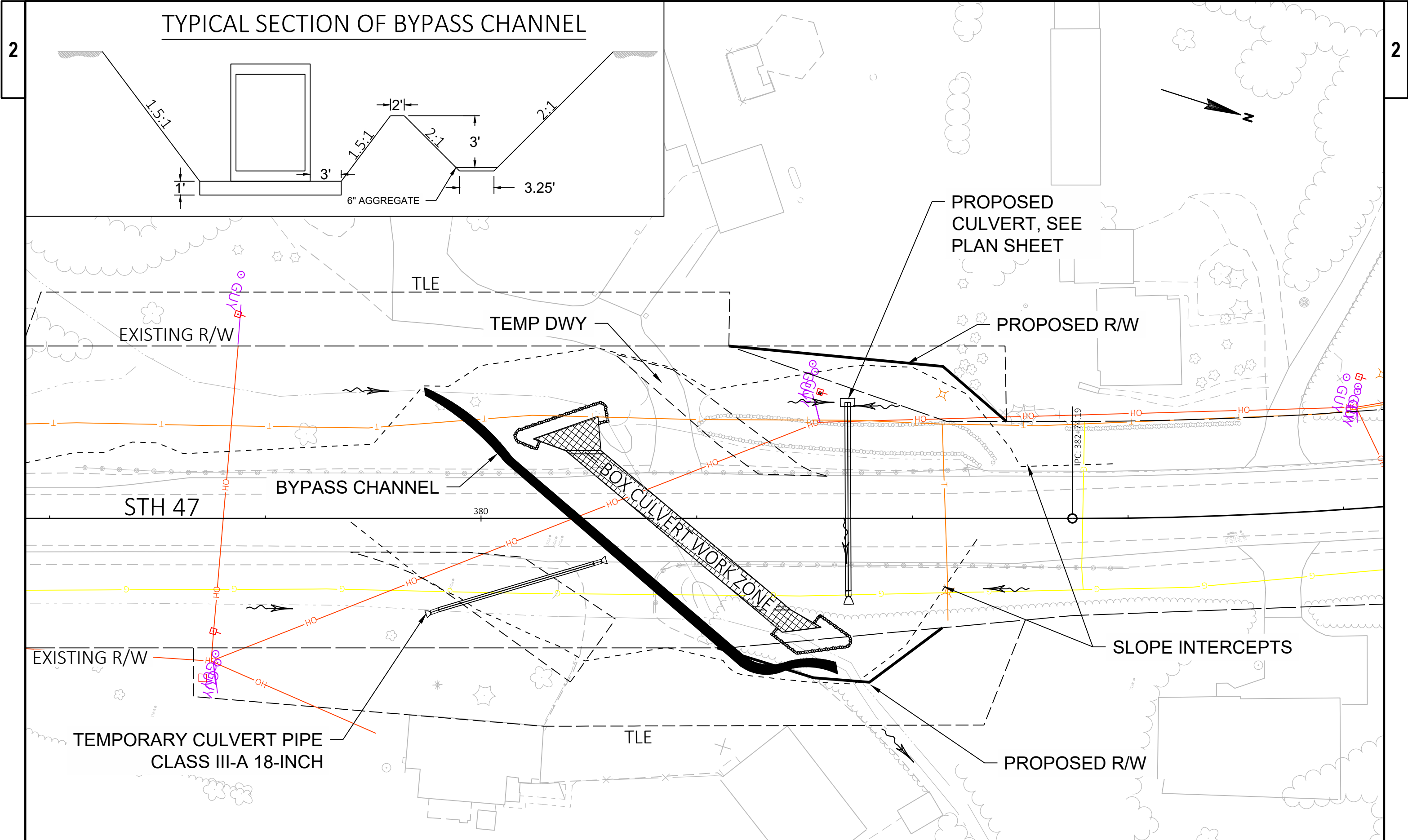
LEGEND

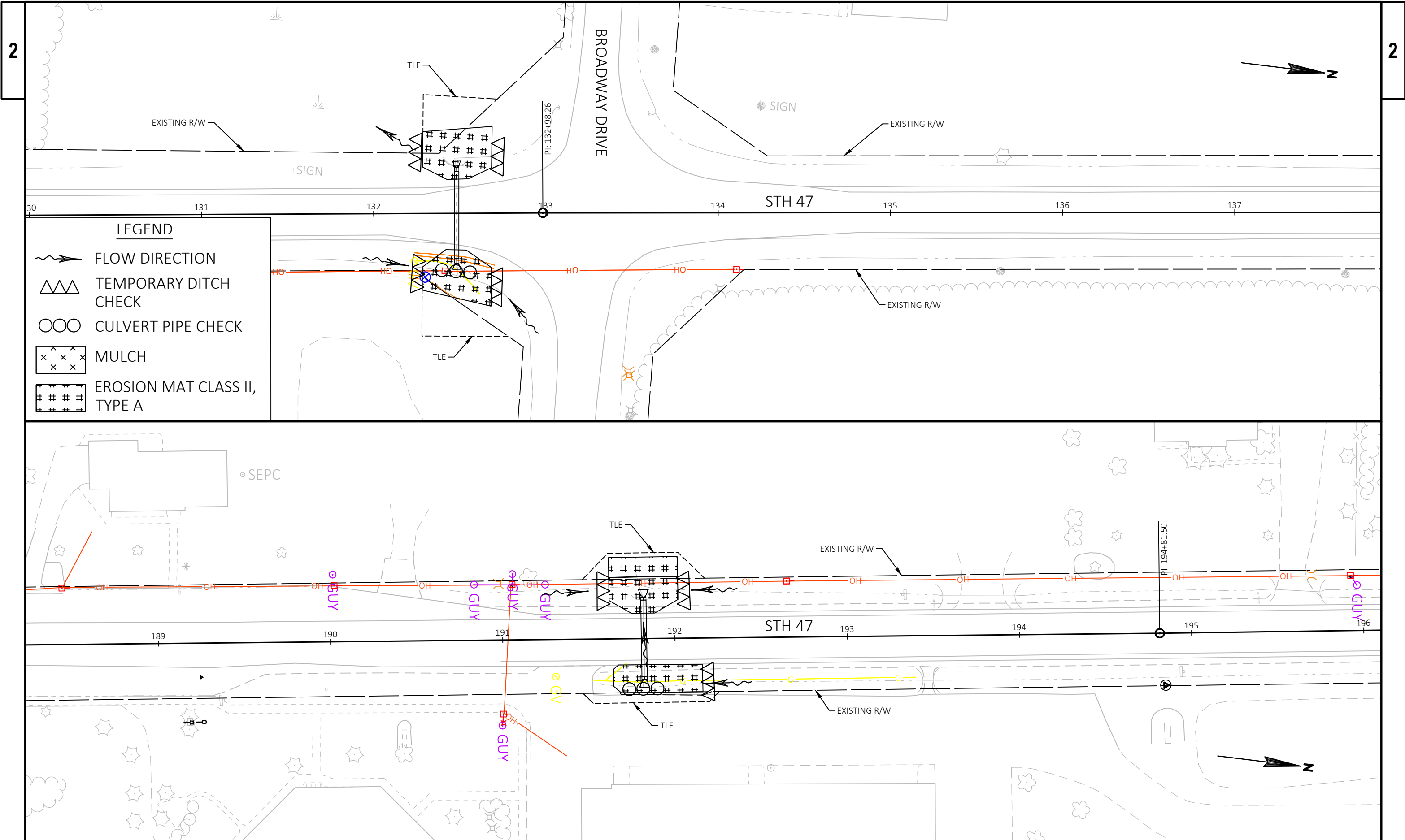
REMOVING CURB AND GUTTER

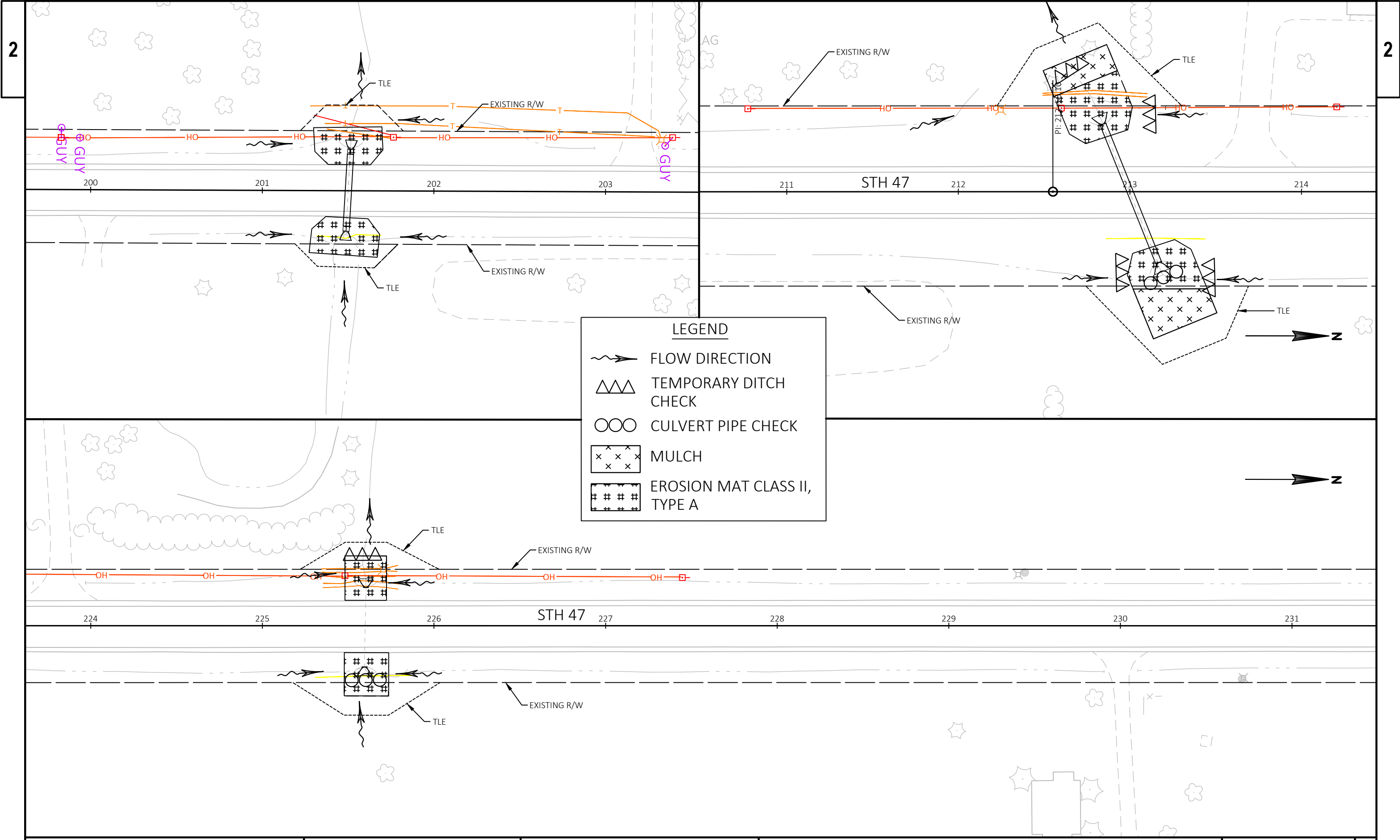
REMOVING GUARDRAIL

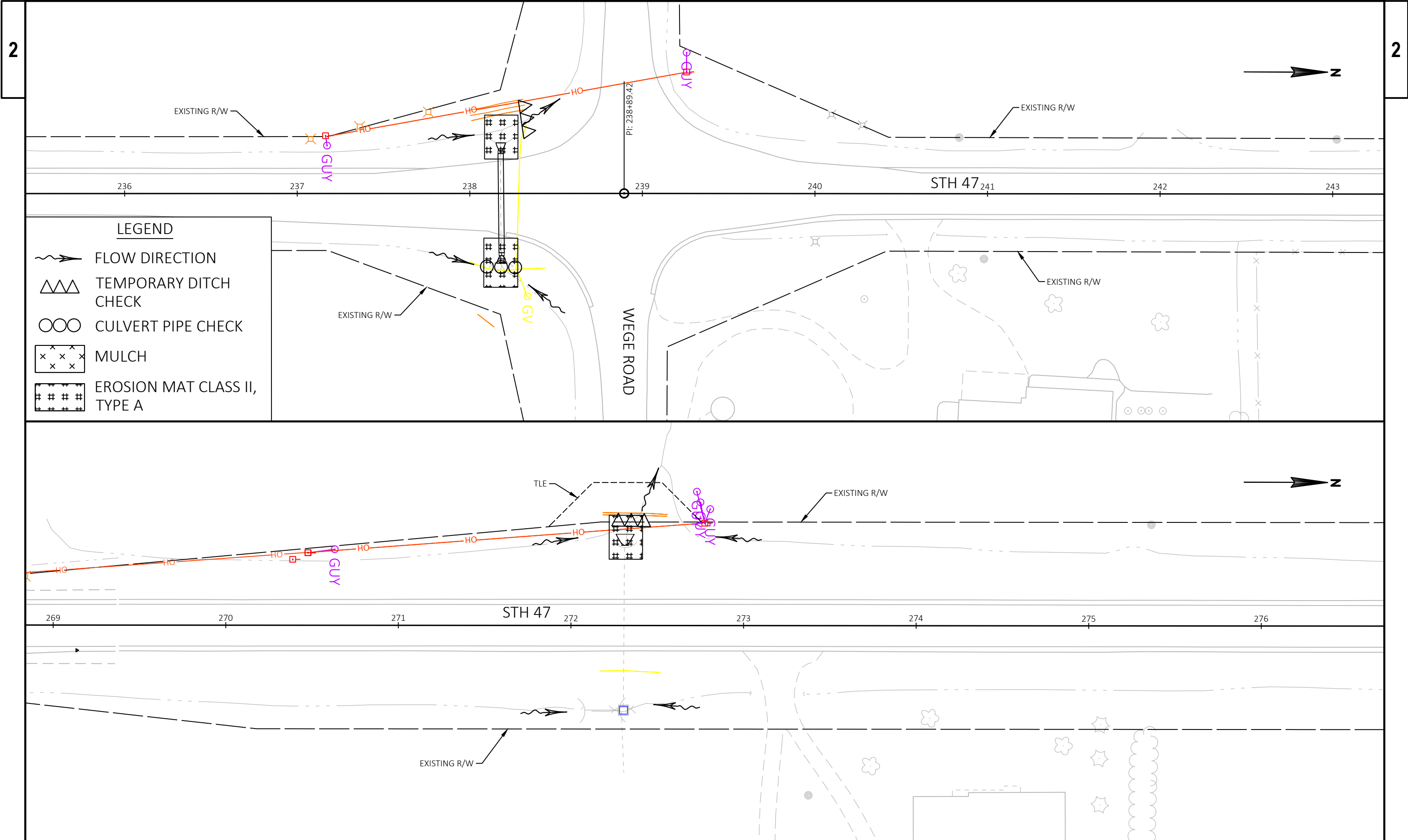


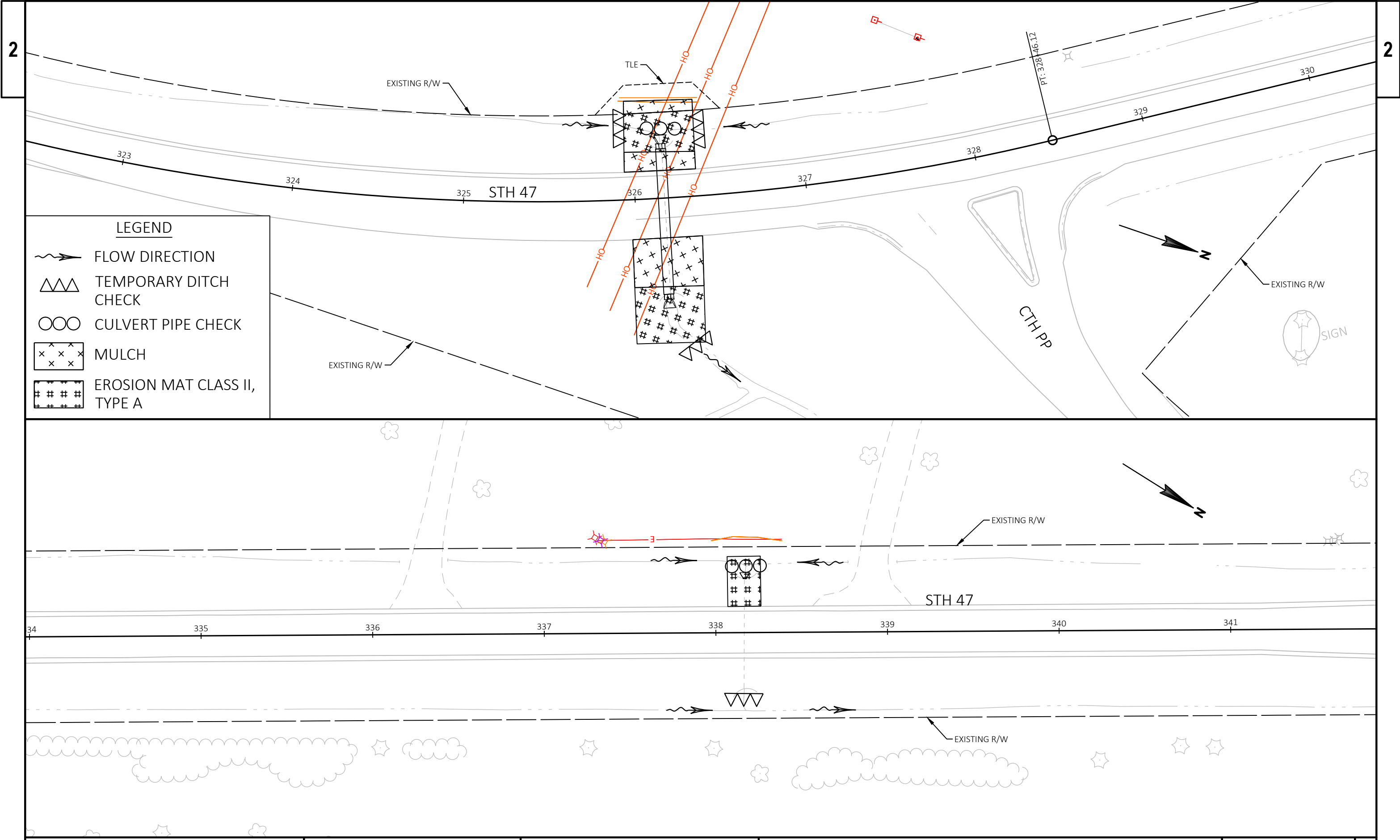


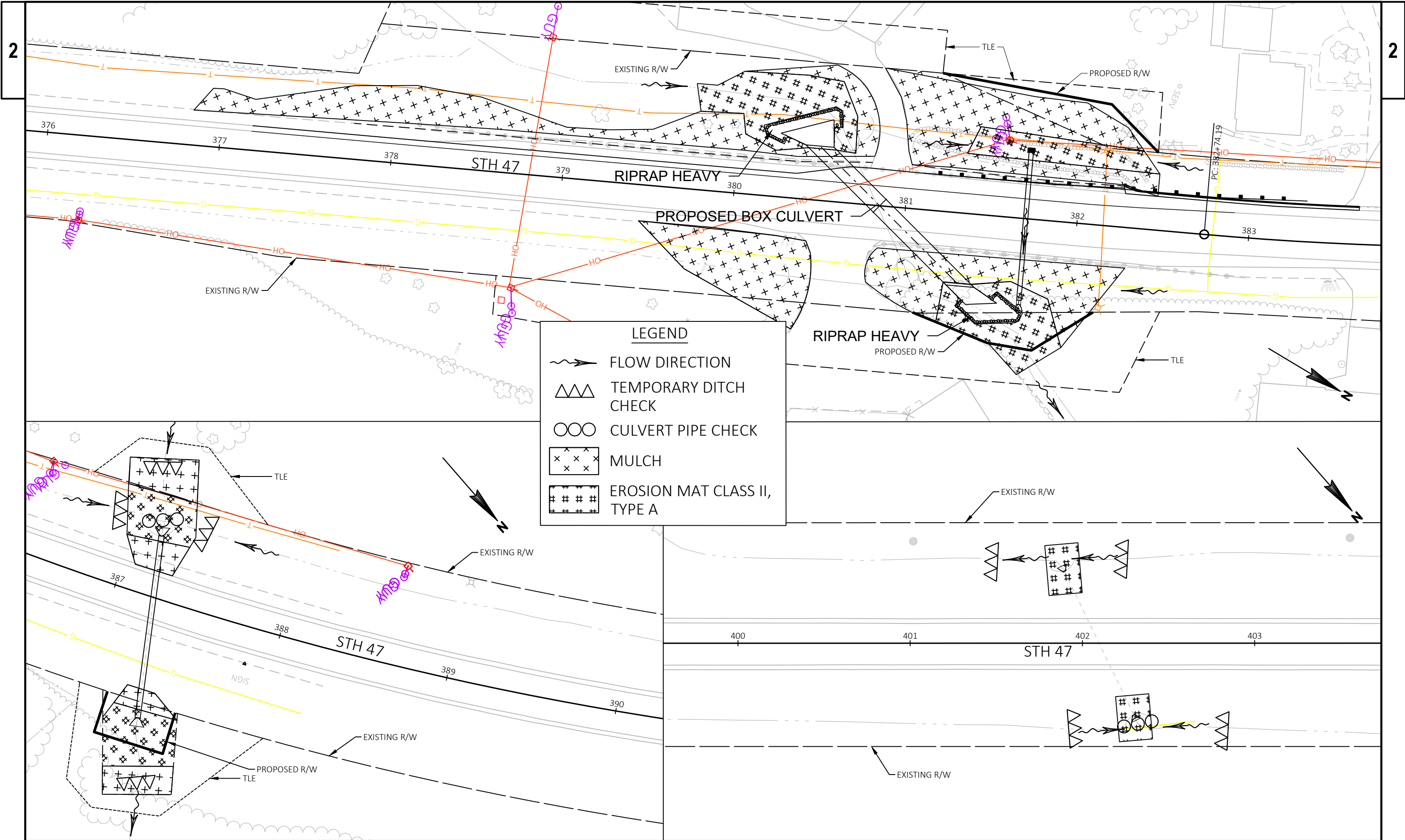


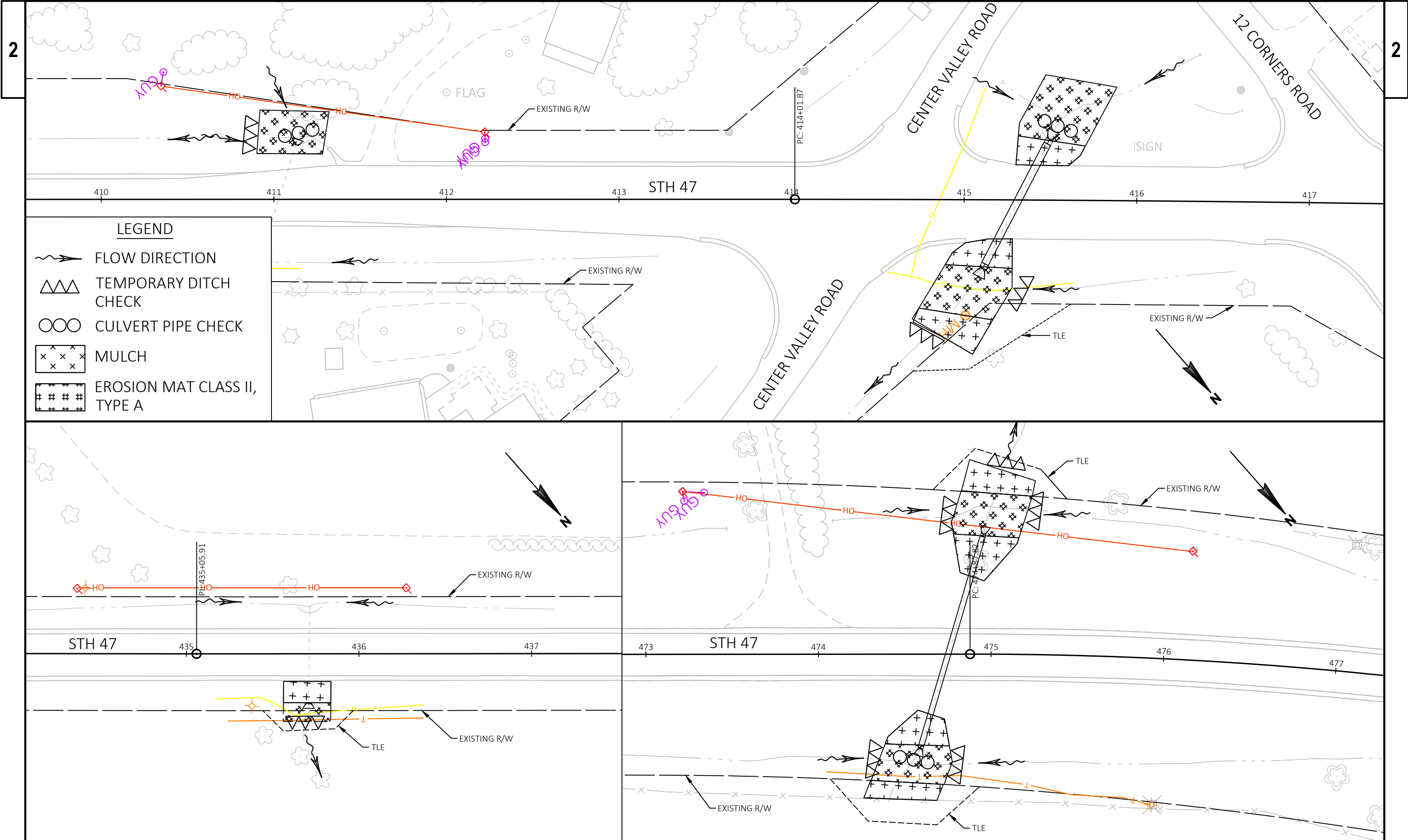






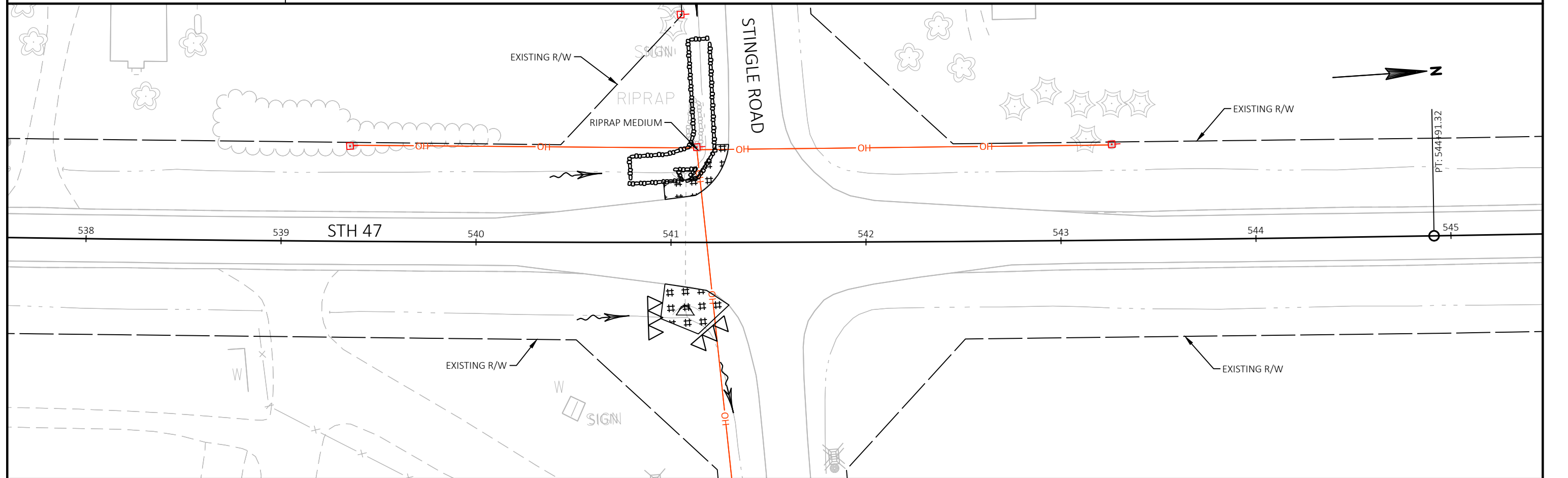


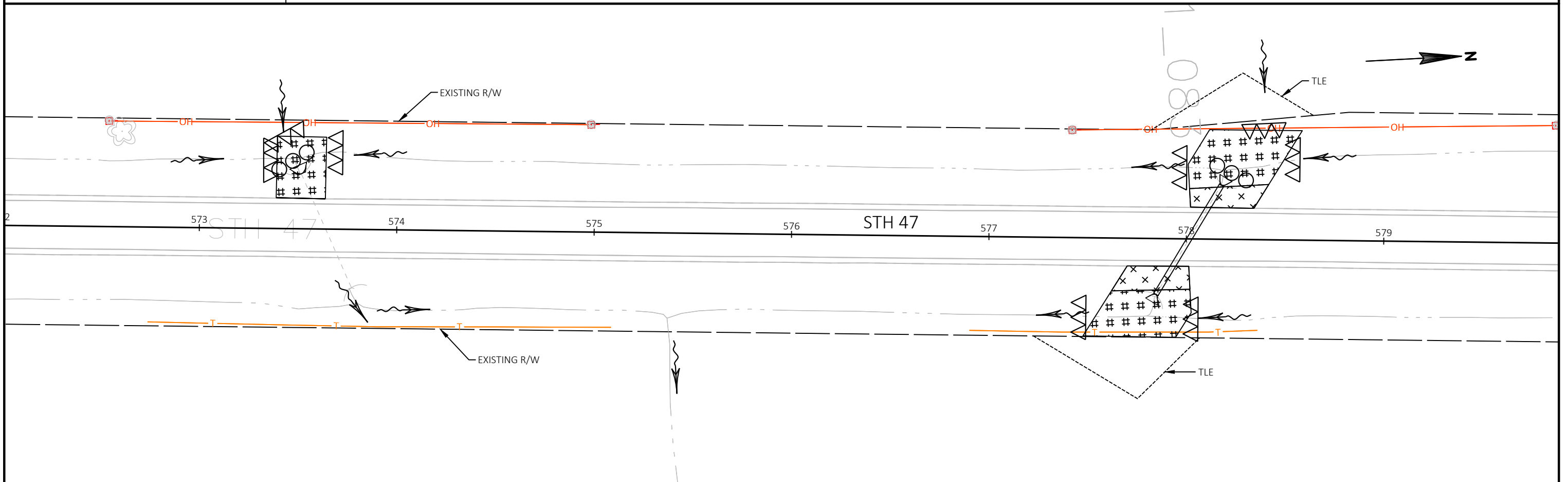
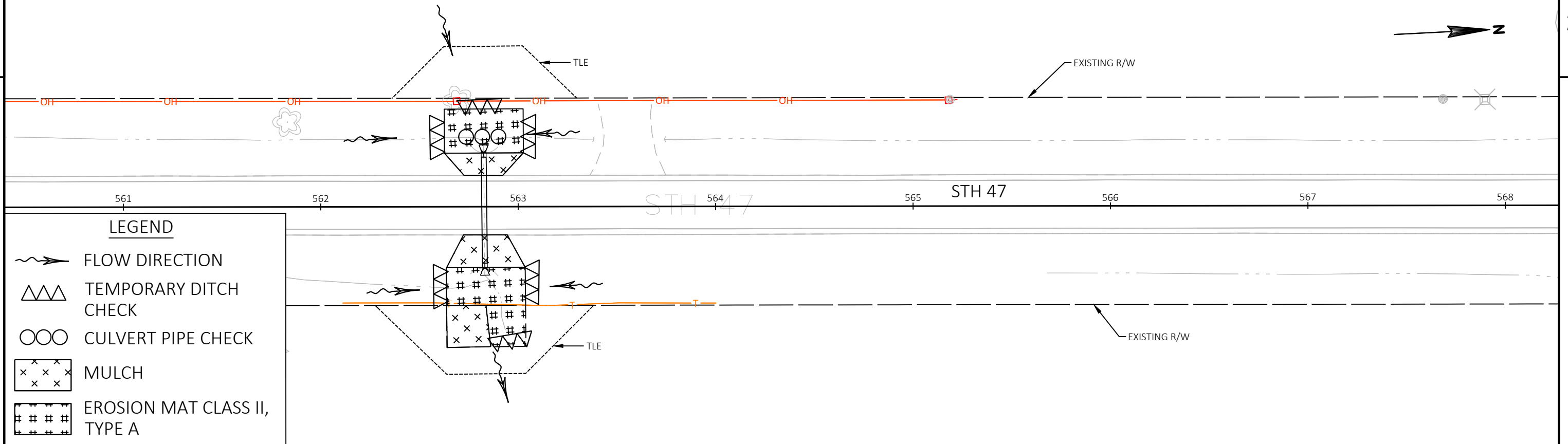


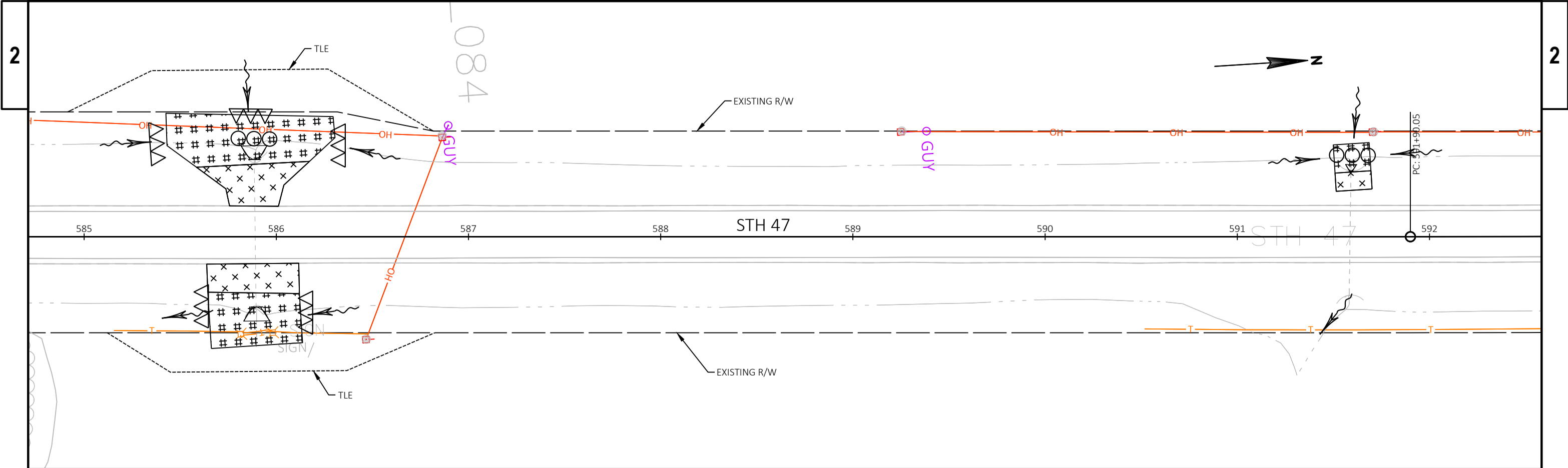


LEGEND

- ~> FLOW DIRECTION
- △△△ TEMPORARY DITCH CHECK
- OOO CULVERT PIPE CHECK
- x x x MULCH
- # # # EROSION MAT CLASS II, TYPE A

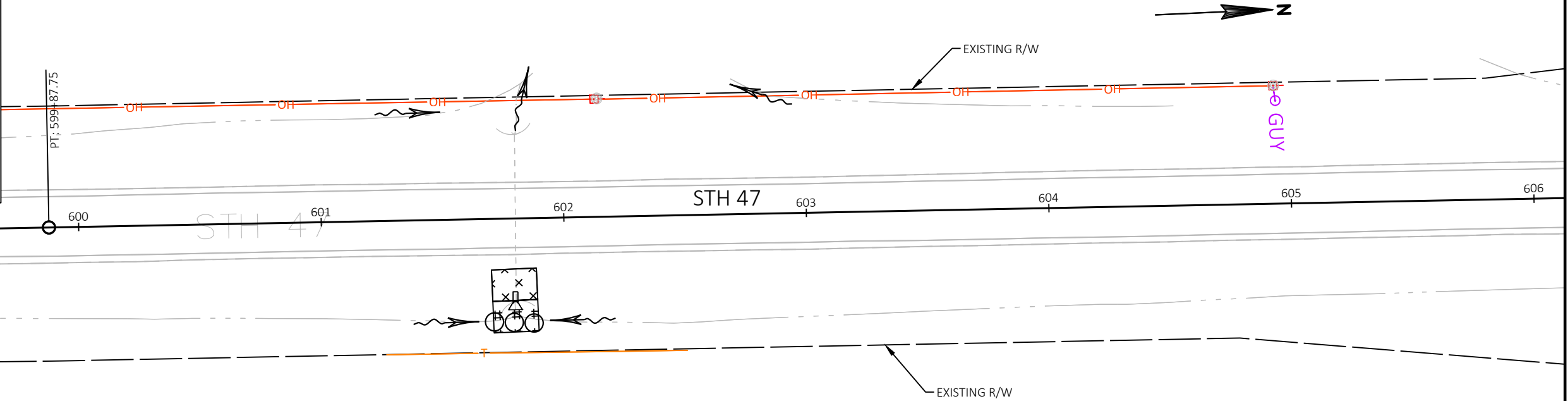






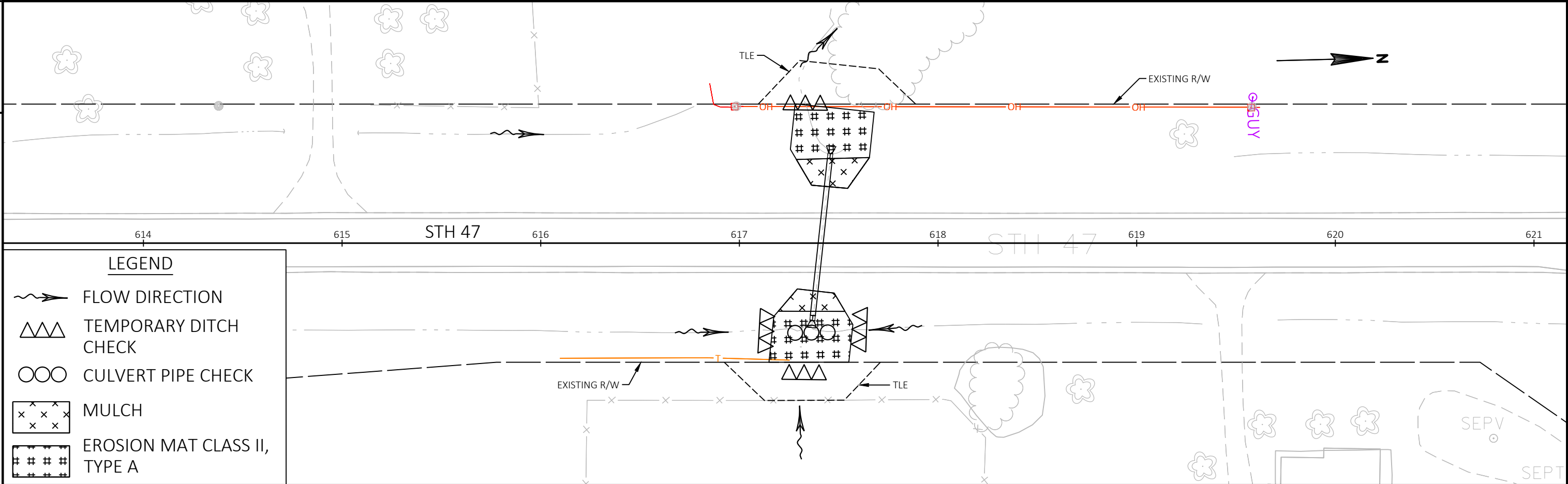
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- FLOW DIRECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- MULCH
- EROSION MAT CLASS II, TYPE A

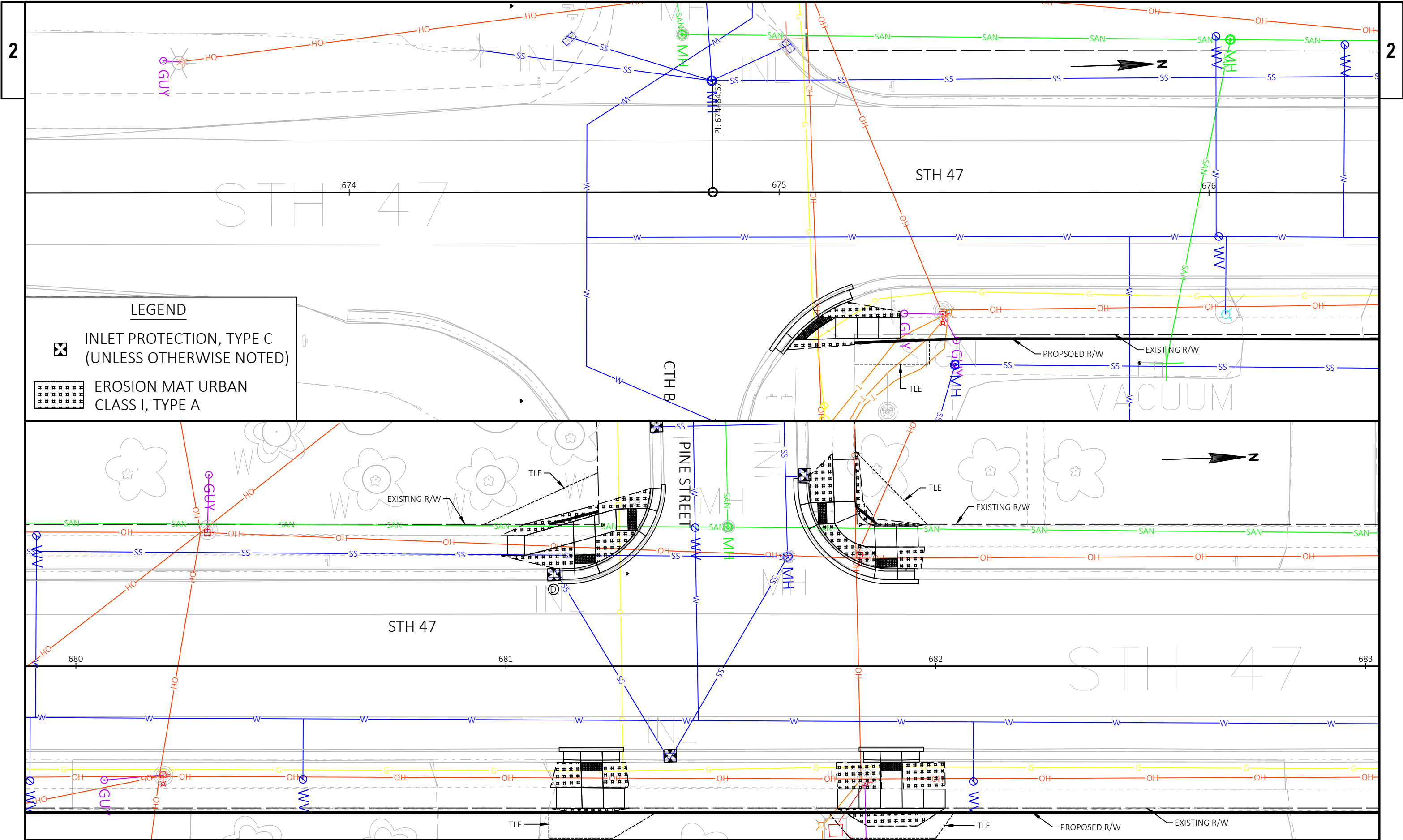


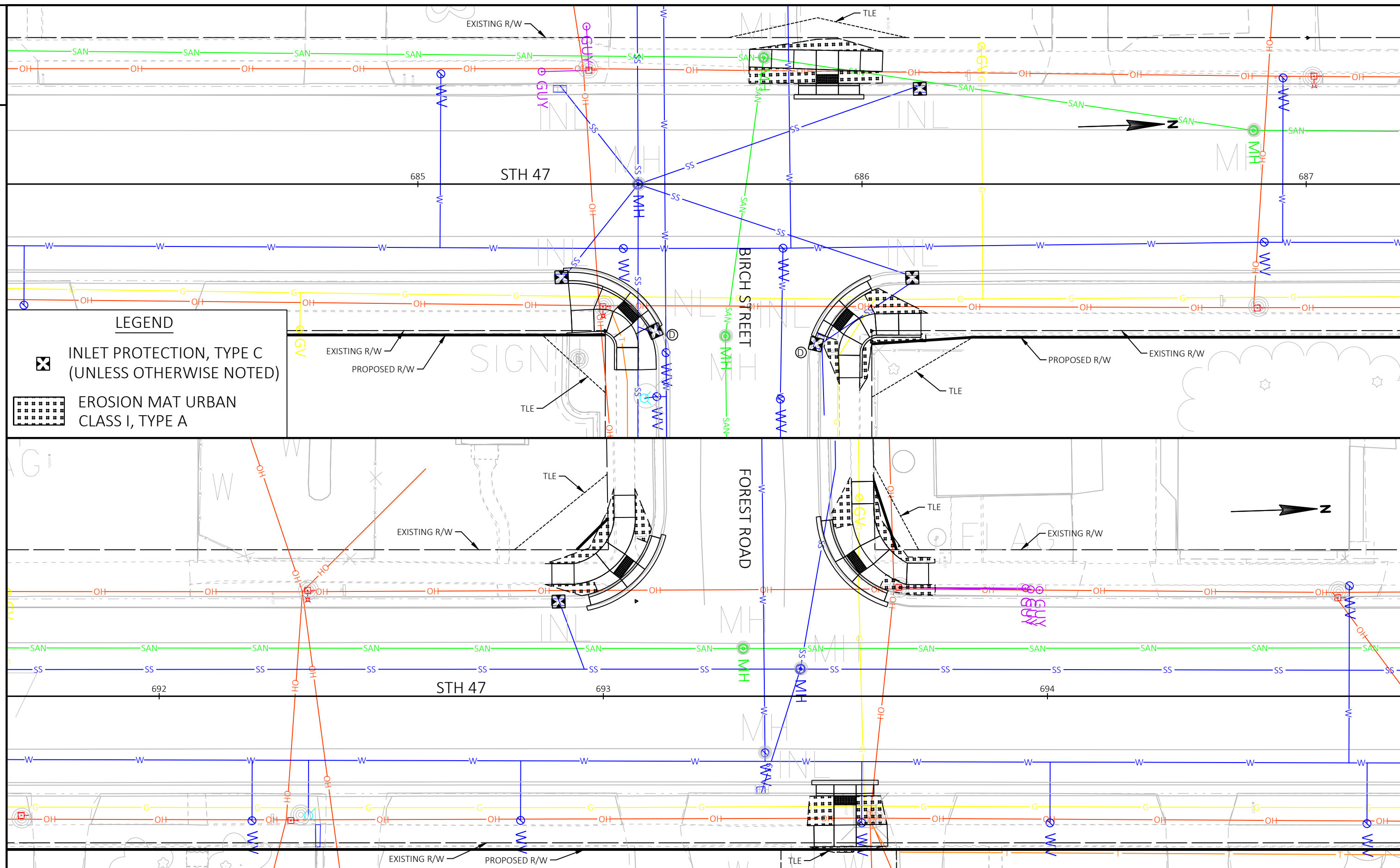
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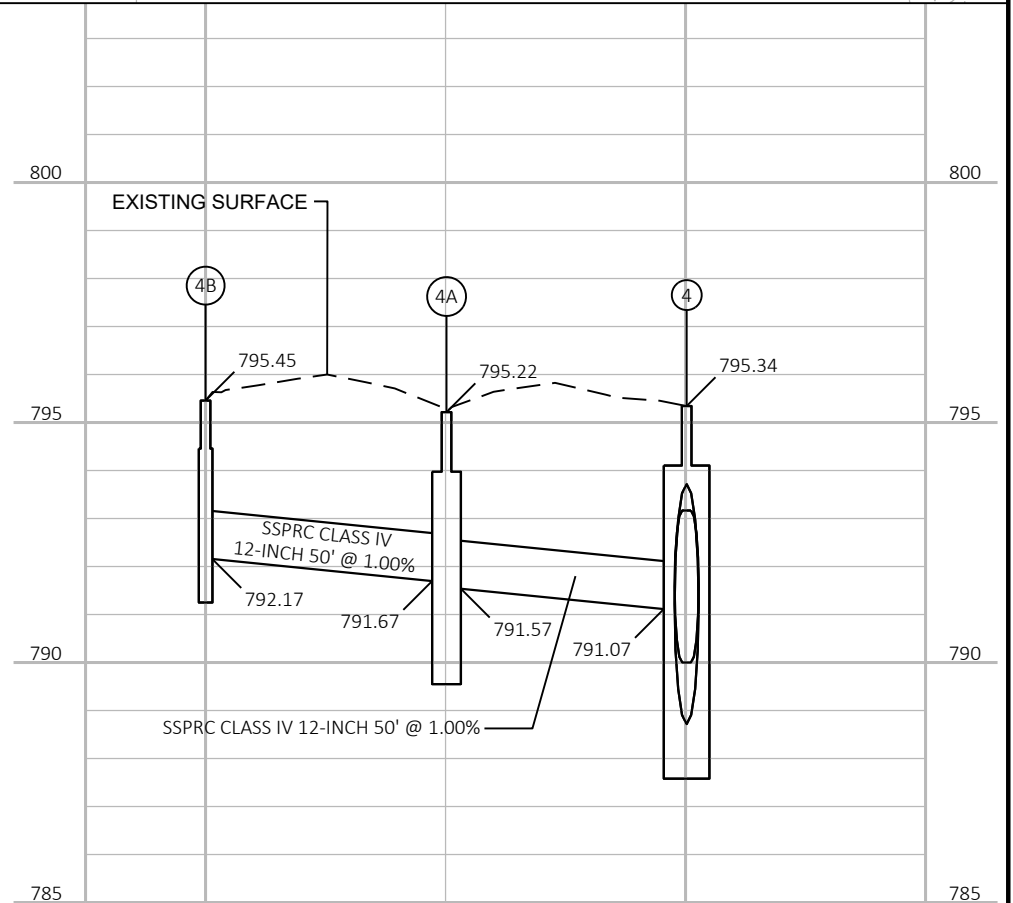
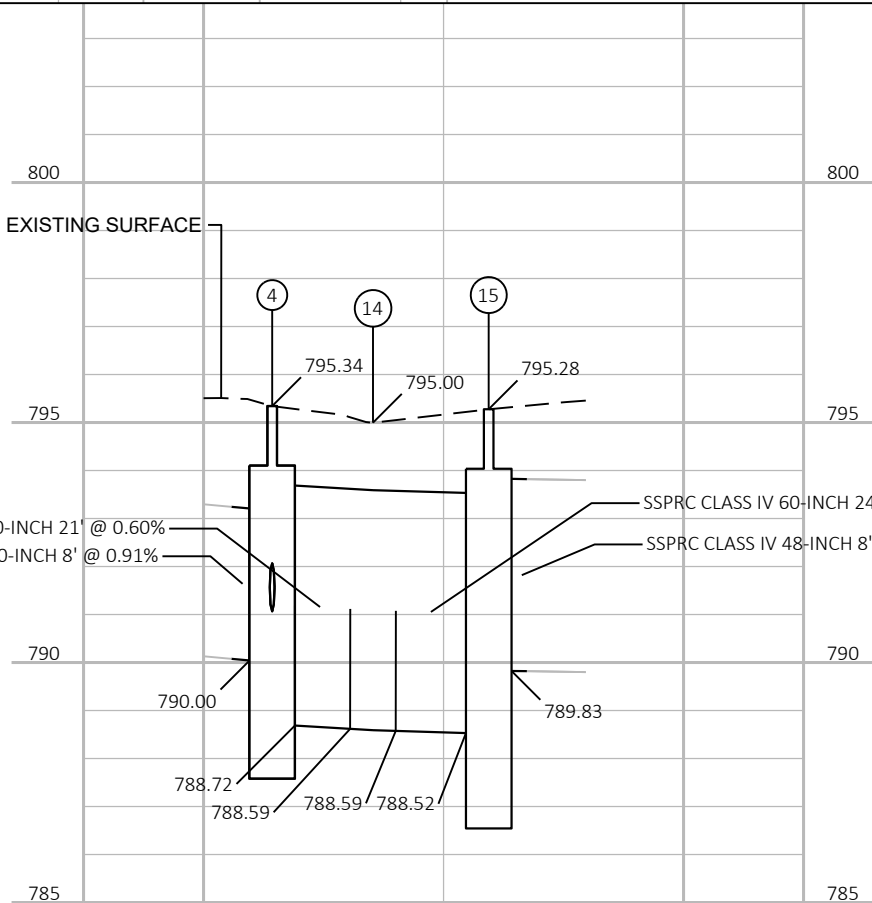
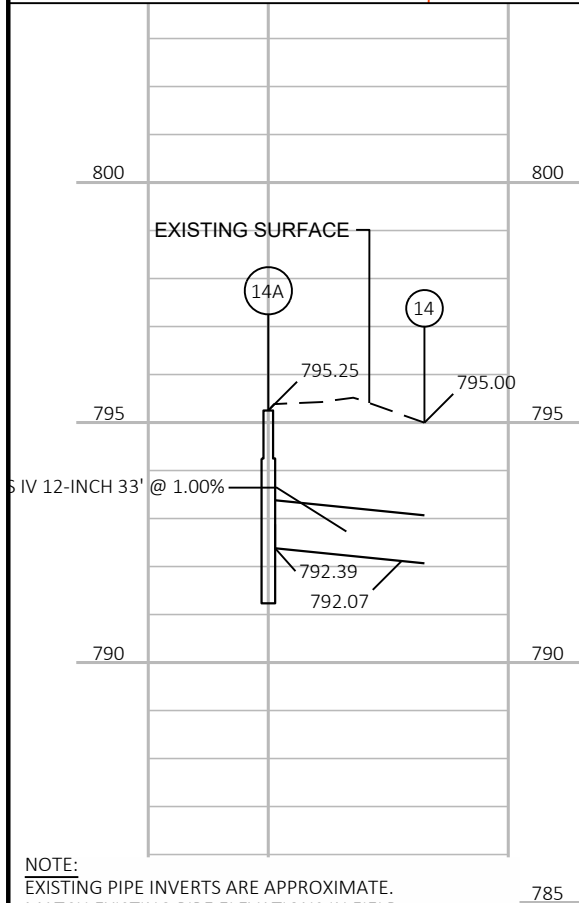
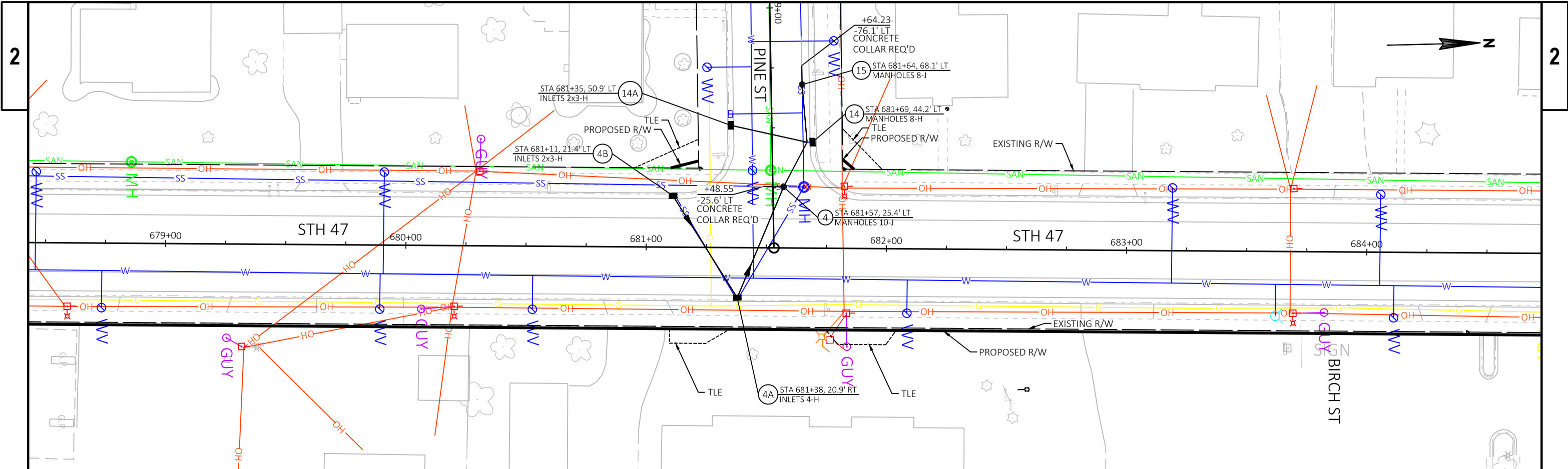


PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	EROSION CONTROL		SHEET	PRE_36	E
FILE NAME : N:\PDS\C3D\62402200\SHEETS\PLAN\022001-EC.DWG LAYOUT NAME - 022009-ec		PLOT DATE : 7/14/2020 7:52 AM		PLOT BY : MALUEG, RYAN P	PLOT NAME :	PLOT SCALE : 1 IN:50 FT	WISDOT/CADDS SHEET 44

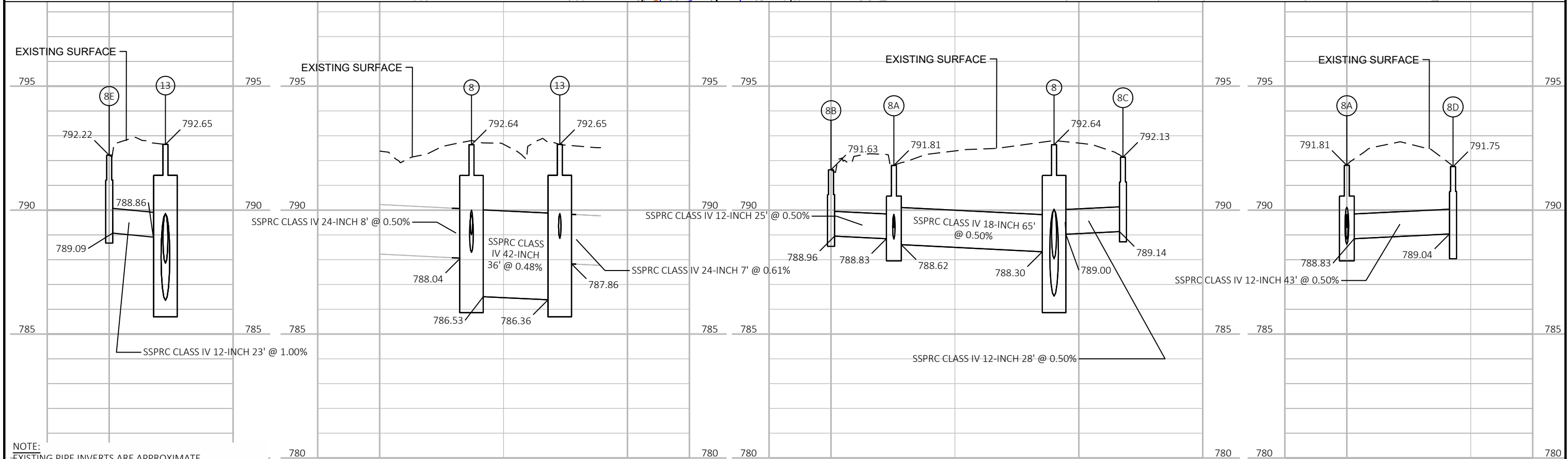
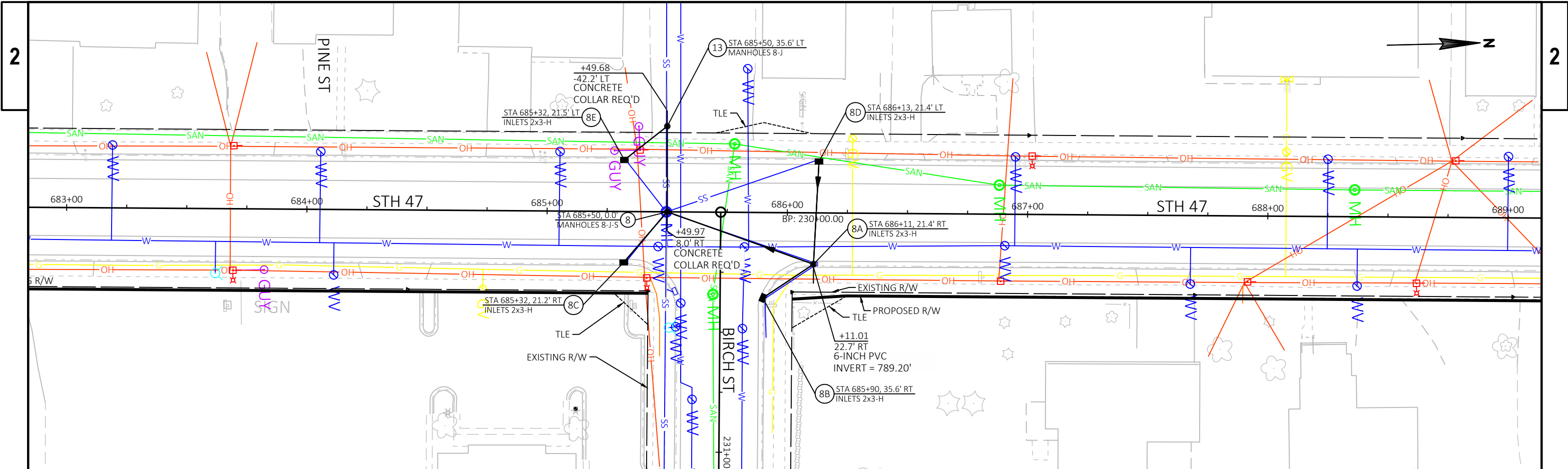




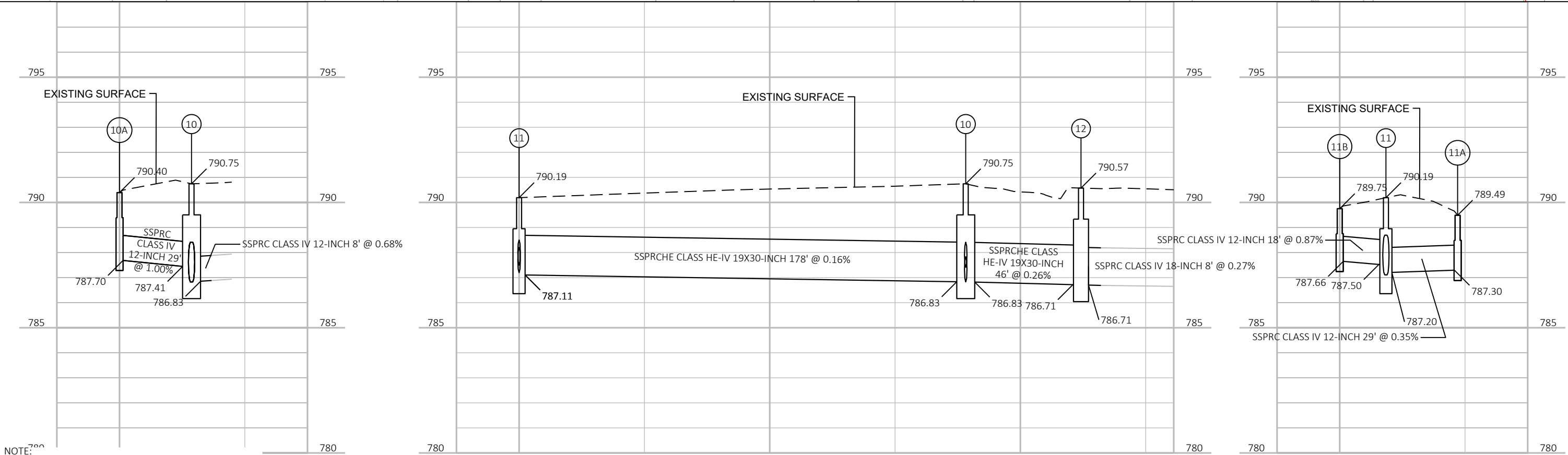
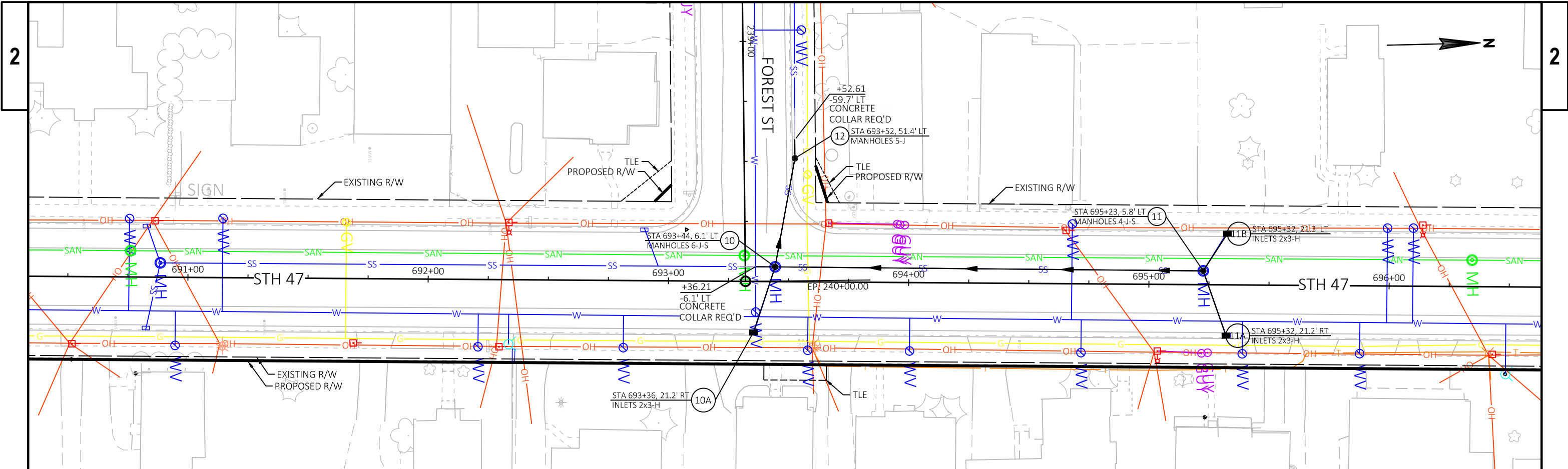
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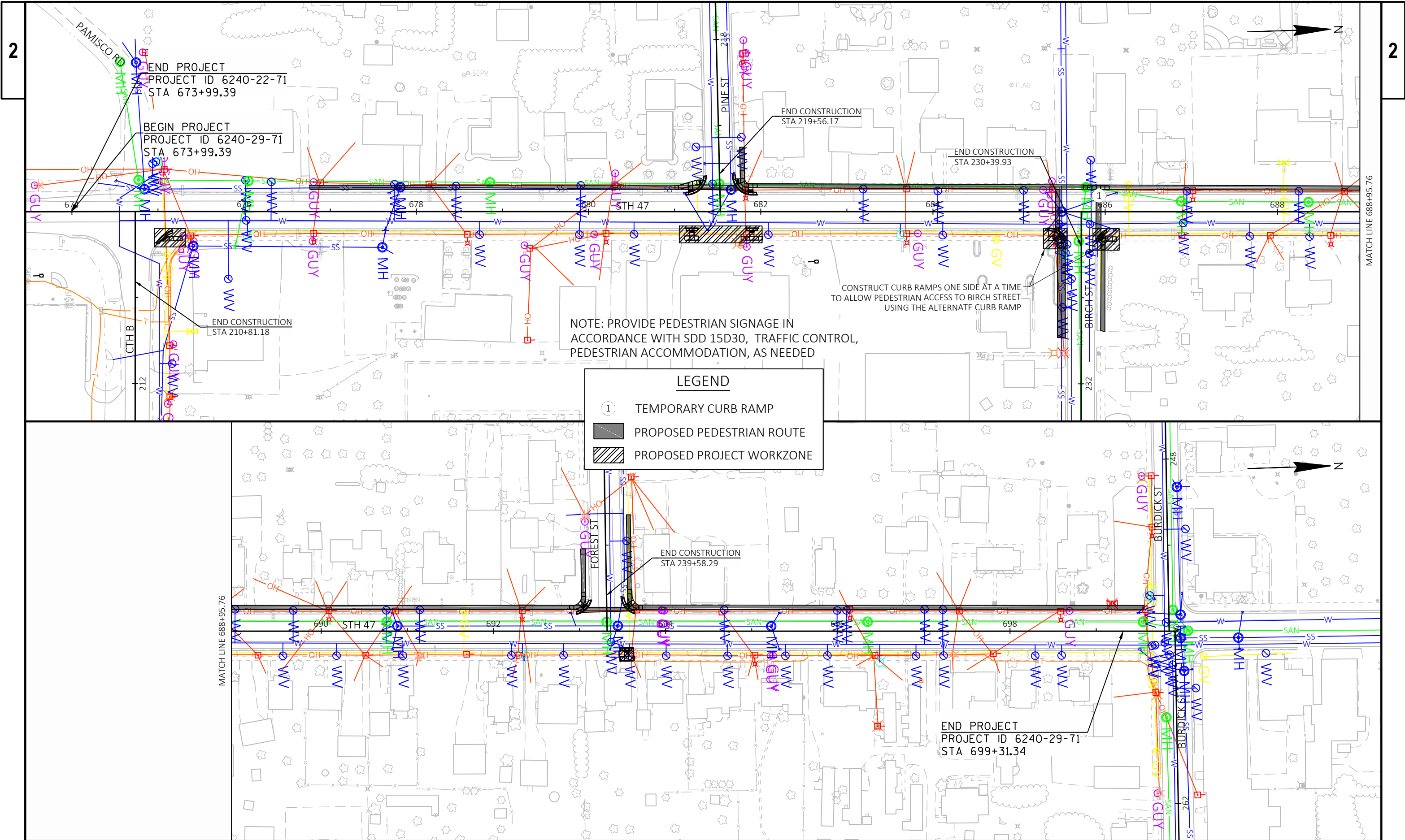
NOTE:
EXISTING PIPE INVERTS ARE APPROXIMATE.
MATCH EXISTING PIPE ELEVATIONS IN FIELD.

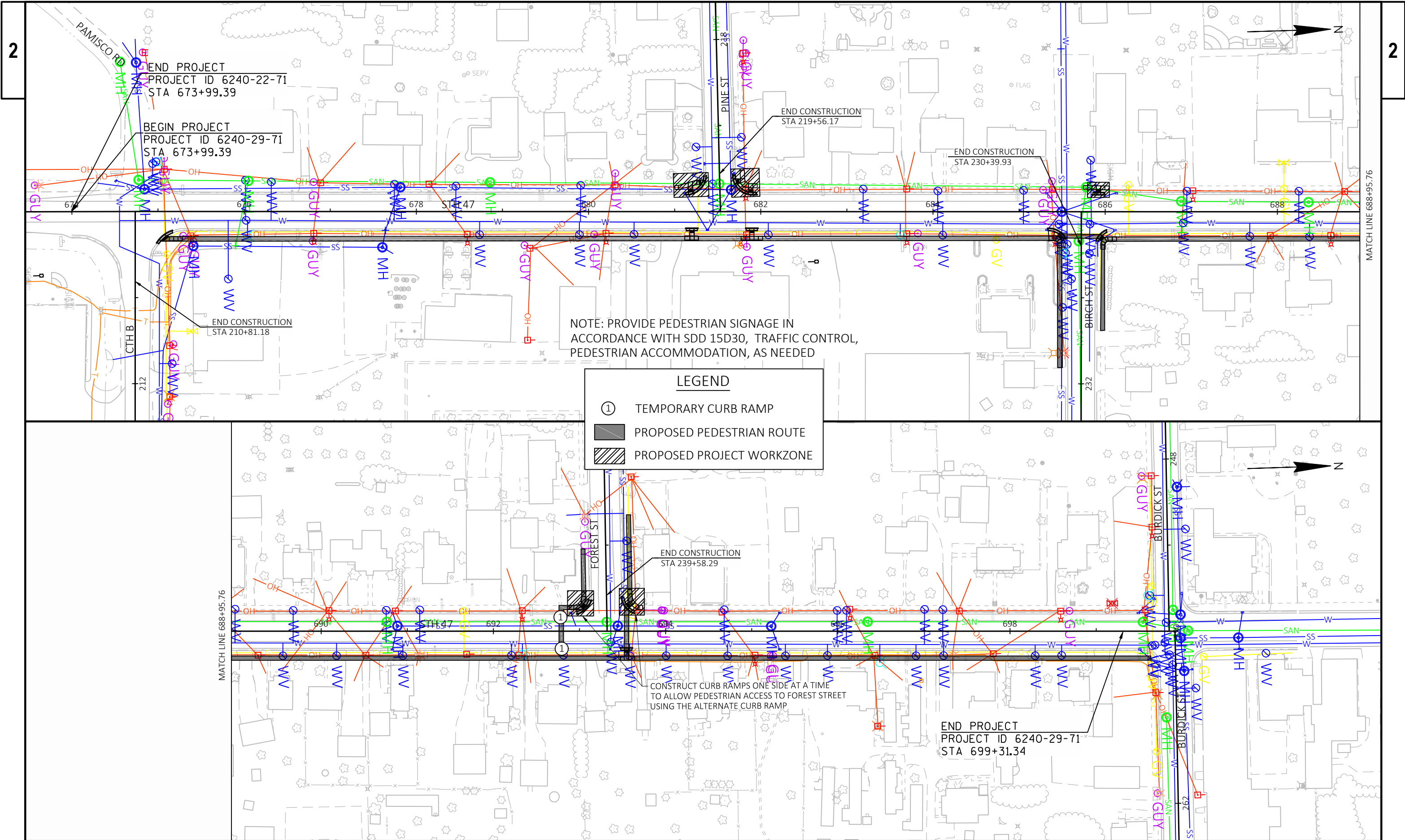


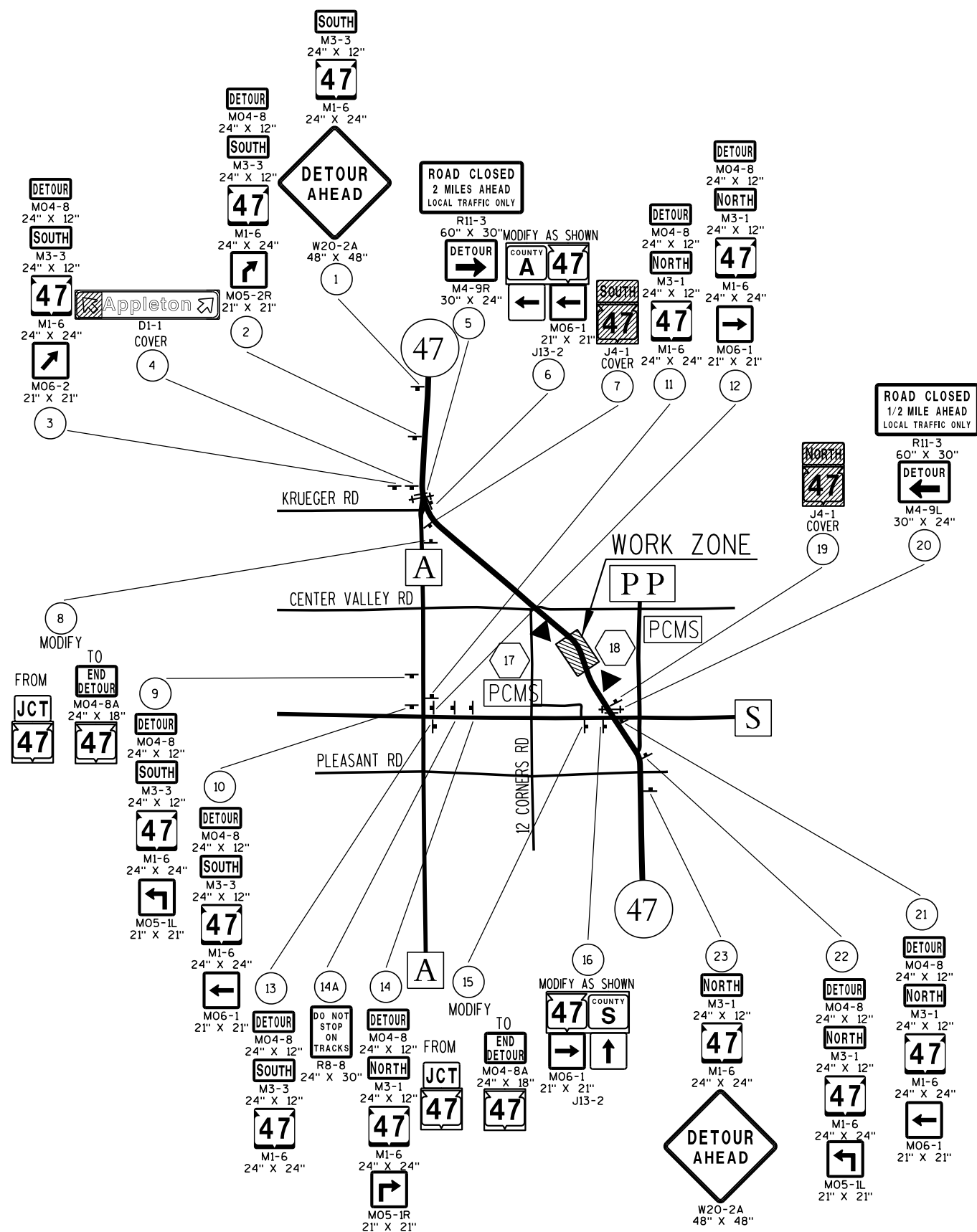
NOTE:
EXISTING PIPE INVERTS ARE APPROXIMATE.
MATCH EXISTING PIPE ELEVATIONS IN FIELD.



NOTE:
EXISTING PIPE INVERTS ARE APPROXIMATE.
MATCH EXISTING PIPE ELEVATIONS IN FIELD.







	SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET
	PORTABLE CHANGEABLE MESSAGE SIGN
	SIGN MOUNTED ON TYPE III BARRICADE
	POST MOUNTED SIGN

PLAN SHEET PRODUCED
BY WISDOT-NE REGION

TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 45 DAYS	643.0900 SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
1	STH 47, N. OF NORTH CTH A, PLACE 1/4 MILE N. OF NORTH CTH A INTERSECTION	M 3-3	24"x12"	1	45	45						
	"	M 1-6	24"x24"	1	45	45						47
	"	W 20-2A	48"x48"	1	45	45						
2	STH 47, AT NORTH CTH A, PLACE IN SW QUAD OF NORTH CTH A INTERSECTION	MO 4-8	24"x12"	1	45	45						
	"	M 3-3	24"x12"	1	45	45						
	"	M 1-6	24"x24"	1	45	45						47
	"	MO 5-2R	21"x21"	1	45	45						
3	STH 47, AT SOUTH CTH A, PLACE RIGHT OF EXISTING D1-1 SIGN	MO 4-8	24"x12"	1	45	45						
	"	M 3-3	24"x12"	1	45	45						
	"	M 1-6	24"x24"	1	45	45						47
	"	MO 6-2	21"x21"	1	45	45						TILT RIGHT
4	STH 47, AT SOUTH CTH A, COVER D1-1 SIGN AS SHOWN									1	1	COVER AS SHOWN
5	STH 47, AT SOUTH CTH A, PLACE IN GORE BETWEEN CTH A & STH 47	R 11-3	60"x30"	1	45	45	45	90				2 MILES AHEAD
	"	M 4-9R	30"x24"	1	45	45						
6	STH 47, AT SOUTH CTH A, MODIFY EXISTING J13-2 SIGN AS SHOWN	MO 6-1	21"x21"	1	45	45						LEFT
7	STH 47, S. OF CTH A, COVER EXISTING J4-1 SIGN AS SHOWN									1	1	COVER ENTIRE SIGN
8	CTH A, S. OF STH 47, MODIFY EXISTING J1-1 SIGN AS SHOWN	MO 4-8A	24"x18"	1	45	45						
9	CTH A, N. OF CTH S, PLACE 750' N. OF CTH S INTERSECTION	MO 4-8	24"x12"	1	45	45						
	"	M 3-3	24"x12"	1	45	45						
	"	M 1-6	24"x24"	1	45	45						47
	"	MO 5-1L	21"x21"	1	45	45						
10	CTH A, AT CTH S INTERSECTION, PLACE RIGHT OF EXISTING J13-1 SIGN	MO 4-8	24"x12"	1	45	45						
	"	M 3-3	24"x12"	1	45	45						
	"	M 1-6	24"x24"	1	45	45						47
	"	MO 6-1	21"x21"	1	45	45						LEFT
11	CTH A, N. OF CTH S, PLACE RIGHT OF EXISTING J4-1 SIGN	MO 4-8	24"x12"	1	45	45						
	"	M 3-1	24"x12"	1	45	45						
	"	M 1-6	24"x24"	1	45	45						47
12	CTH S, AT CTH A INTERSECTION, PLACE RIGHT OF EXISTING R1-1 SIGN	MO 4-8	24"x12"	1	45	45						
	"	M 3-1	24"x12"	1	45	45						
	"	M 1-6	24"x24"	1	45	45						47
	"	MO 6-1	21"x21"	1	45	45						RIGHT
13	CTH S, E. OF CTH A, PLACE RIGHT OF EXISTING J4-1 SIGN	MO 4-8	24"x12"	1	45	45						
	"	M 3-3	24"x12"	1	45	45						
	"	M 1-6	24"x24"	1	45	45						47
14	CTH S, E. OF CTH A, PLACE 750' E. OF CTH A INTERSECTION	MO 4-8	24"x12"	1	45	45						
	"	M 3-1	24"x12"	1	45	45						
	"	M 1-6	24"x24"	1	45	45						47
	"	MO 5-1R	21"x21"	1	45	45						
14A	CTH S, E. OF CTH A, PLACE 50' E. OF RXR TRACKS	R 8-8	24"x30"	1	45	45						
15	CTH S, W. OF STH 47, MODIFY EXISTING J1-1 SIGN AS SHOWN	MO 4-8A	24"x18"	1	45	45						
16	CTH S, W. OF STH 47, MODIFY EXISTING J13-2 SIGN AS SHOWN	MO 6-1	21"x21"	1	45	45						RIGHT
PAGE SUBTOTALS				40		1,800	45	90	0		2	

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 45 DAYS	643.0900 SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
17	STH 47, S. OF CENTER VALLEY RD, FIELD DETERMINED EXACT LOCATION	PCMS		1					7			PLACE IN ADVANCE TO CLOSURE
18	STH 47, N. OF CTH S, FIELD DETERMINED EXACT LOCATION	PCMS		1					7			PLACE IN ADVANCE TO CLOSURE
19	STH 47, N. OF CTH S, COVER EXISTING J4-1 SIGN									1	1	COVER ENTIRE SIGN
20	STH 47, AT CTH S, PLACE ON RIGHT SHOULDER IN NE QUADRANT OF INTERSECTION	R 11-3	60"x30"	1	45	45	45	90				1/2 MILE AHEAD
	"	M 4-9L	30"x24"	1	45	45						
21	STH 47, AT CTH S INTERSECTION, PLACE LEFT OF EXISTING J13-1 SIGN	MO 4-8	24"x12"	1	45	45						
	"	M 3-1	24"x12"	1	45	45						
	"	M 1-6	24"x24"	1	45	45						47
	"	MO 6-1	21"x21"	1	45	45						LEFT
22	STH 47, S. OF CTH S, PLACE 1/4 MILE S. OF CTH S INTERSECTION	MO 4-8	24"x12"	1	45	45						
	"	M 3-1	24"x12"	1	45	45						
	"	M 1-6	24"x24"	1	45	45						47
	"	MO 5-1L	21"x21"	1	45	45						
23	STH 47, S. OF CTH PP, PLACE 750' S. OF CTH PP INTERSECTION	M 3-1	24"x12"	1	45	45						
	"	M 1-6	24"x24"	1	45	45						47
	"	W 20-2A	48"x48"	1	45	45						
PAGE SUBTOTALS				15		585	45	90	14		1	
PROJECT TOTALS				55		2,385	90	180	14		3	

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
6240-29-21
S. MAIN STREET, VILLAGE OF BLACK CREEK
CTH B - BURDICK STREET

STH 47
OUTAGAMIE COUNTY



CONVENTIONAL SYMBOLS

SECTION LINE	---	SECTION CORNER SYMBOL		R/W MONUMENT (TO BE SET)	•
QUARTER LINE	----	SECTION CORNER MONUMENT		NON-MONUMENTED R/W POINT	o
SIXTEENTH LINE	-----	GEODETIC SURVEY MONUMENT		FOUND IRON PIN (1-INCH UNLESS NOTED)	IP
NEW REFERENCE LINE	-----	SIXTEENTH CORNER MONUMENT		FOUND CHISLED X	CHIS X
NEW R/W LINE	-----	SIGN		OFF-PREMISE SIGN	
EXISTING R/W OR HE LINE	-----	ELECTRIC POLE		COMPENSABLE	
PROPERTY LINE	-----	TELEPHONE POLE		NON-COMPENSABLE	
LOT, TIE & OTHER MINOR LINES	-----	PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)			
SLOPE INTERCEPT	-----	ACCESS RESTRICTED BY ACQUISITION			
CORPORATE LIMITS	-----	NO ACCESS (BY STATUTORY AUTHORITY)			
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC.)	-----	ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)			
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)	-----	NO ACCESS (NEW HIGHWAY)			
TEMPORARY LIMITED EASEMENT AREA	-----	PARCEL NUMBER (25)		UTILITY NUMBER (40)	
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)	-----	PARALLEL OFFSETS			
TRANSMISSION STRUCTURES	-----				
BUILDING		TO BE REMOVED			
BRIDGE					

CONVENTIONAL ABBREVIATIONS

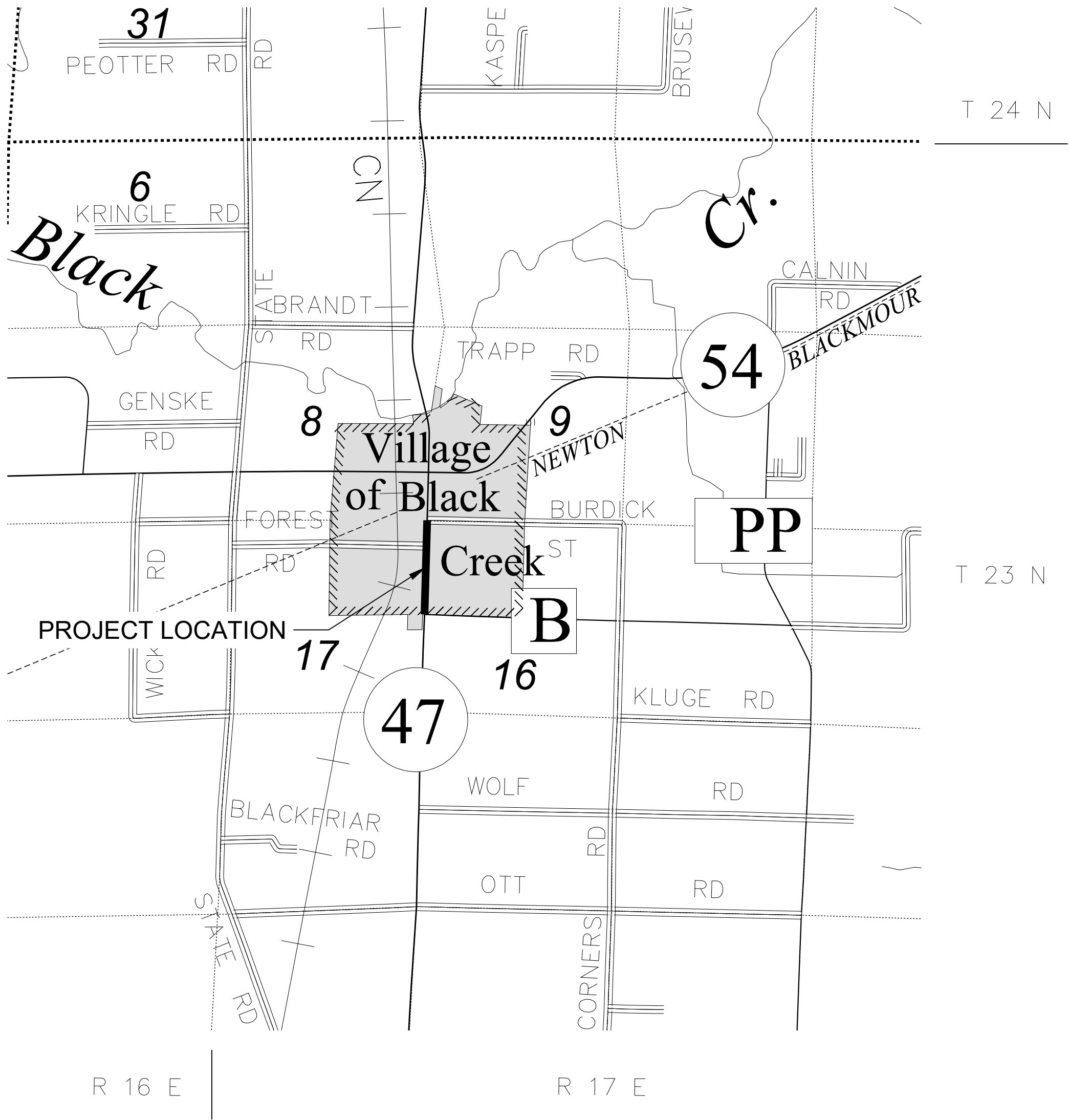
ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTRICTIVE DEVELOPMENT	RDE
CENTERLINE	C/L	EASEMENT	
CERTIFIED SURVEY MAP	CSM	RIGHT	RT
CONCRETE	CONC	RIGHT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

CURVE DATA

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

CONVENTIONAL UTILITY SYMBOLS

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



THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 6240-29-21

NOTES:

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

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

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

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

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

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

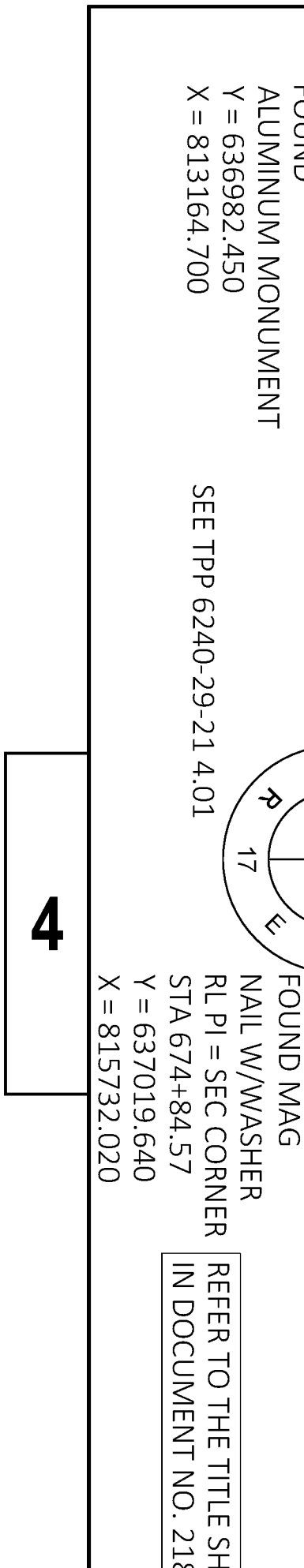
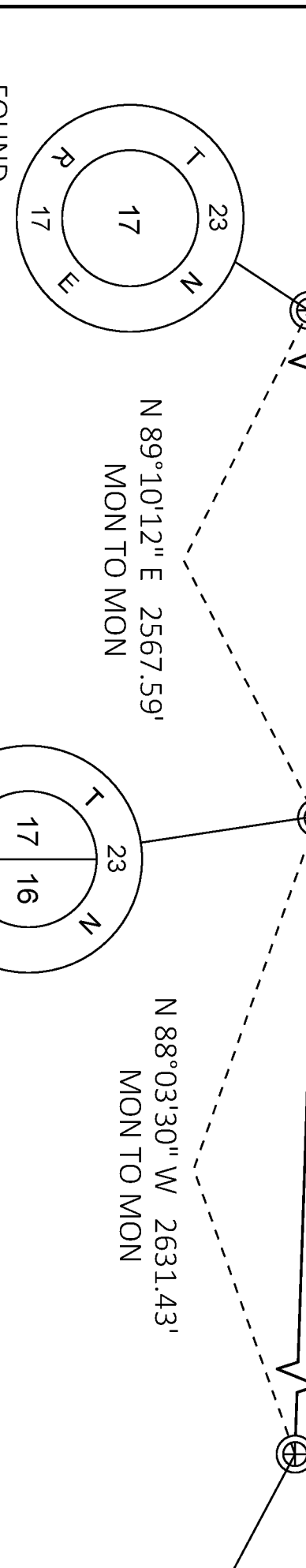
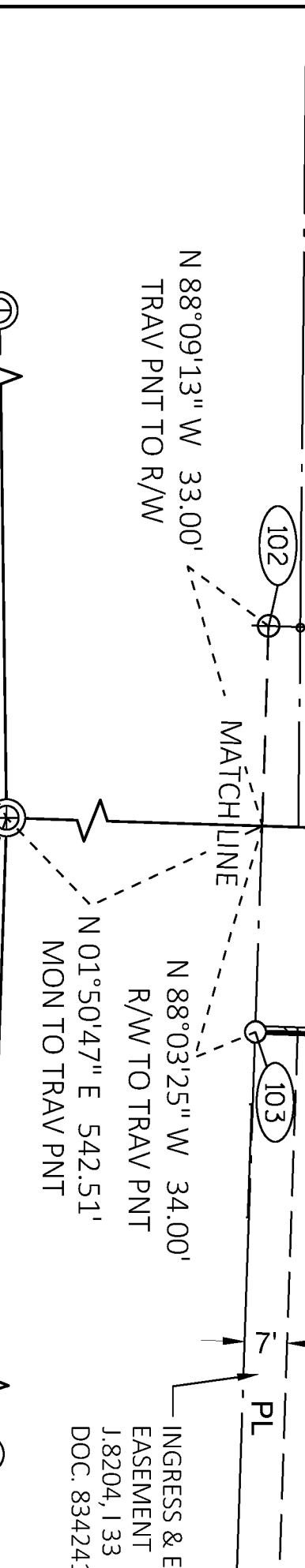
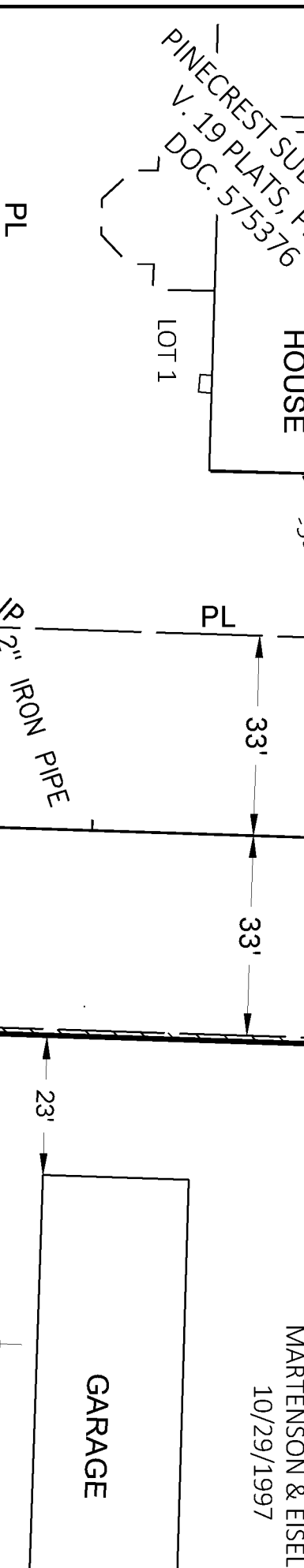
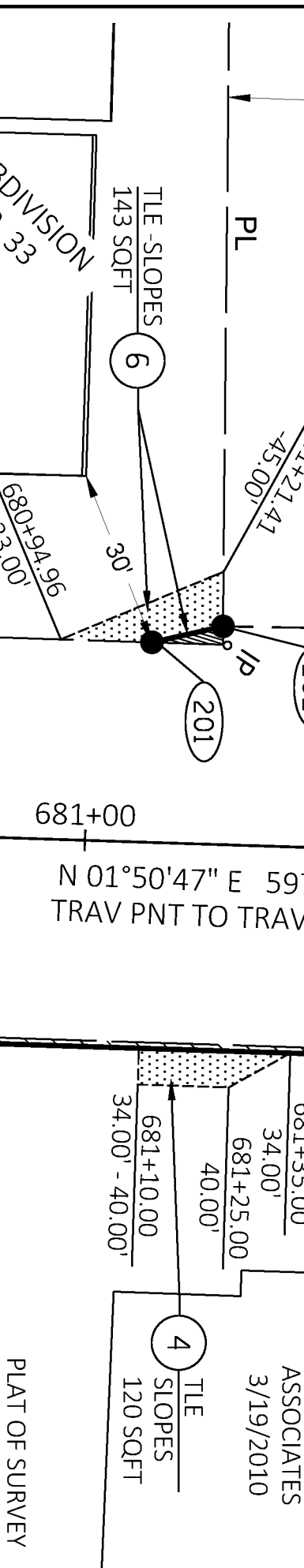
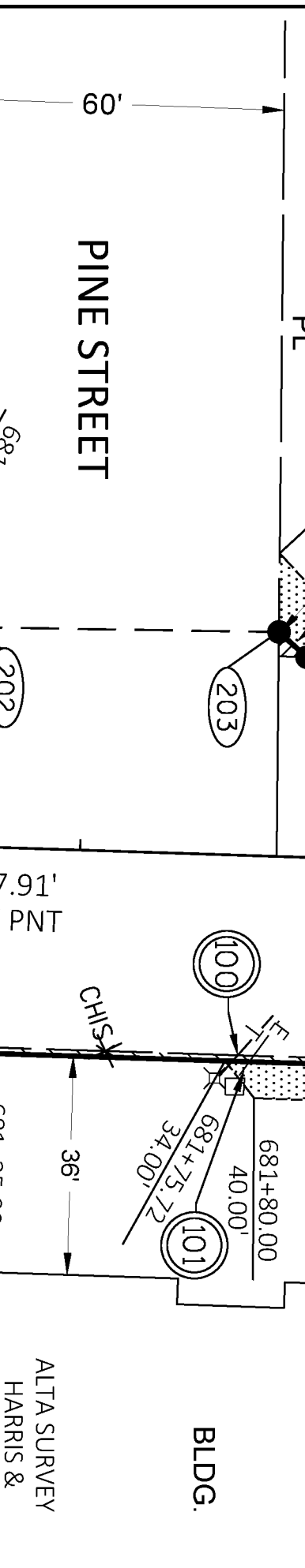
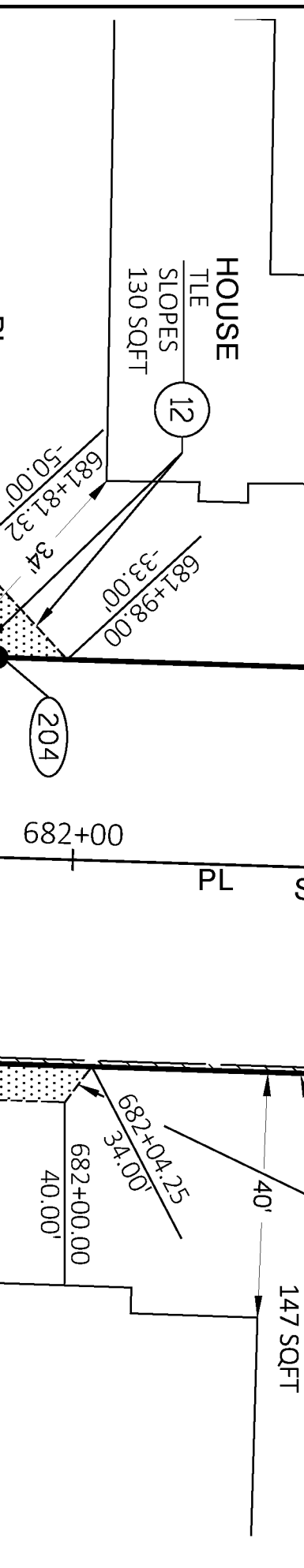
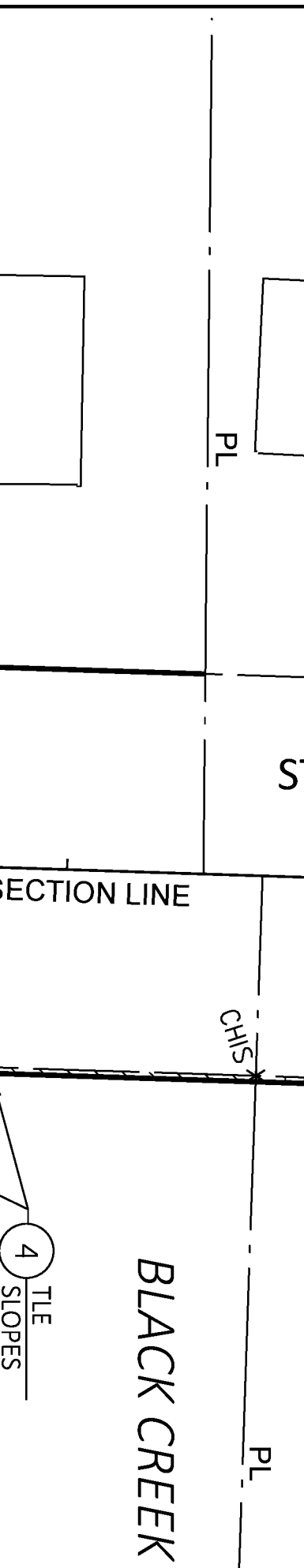
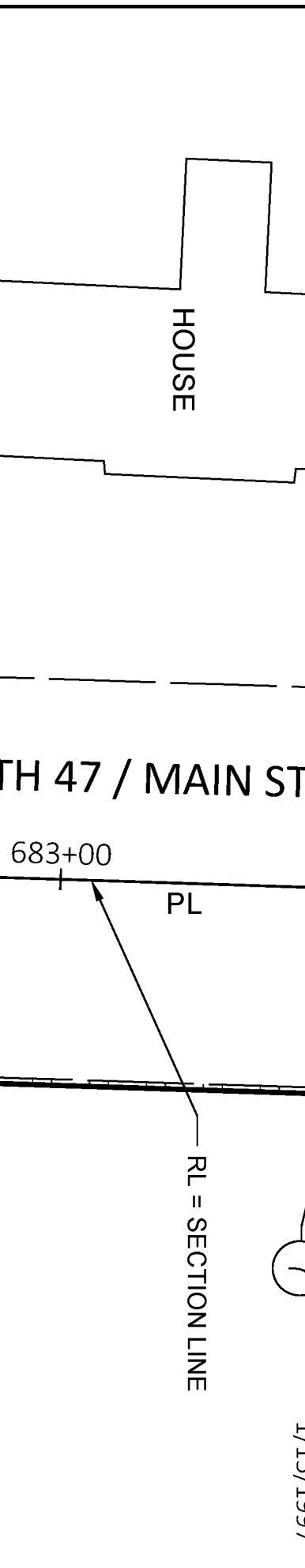
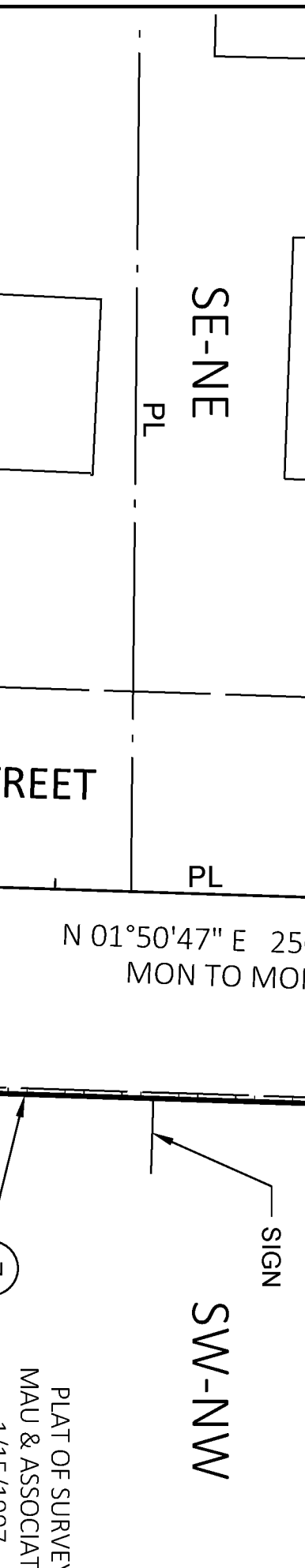
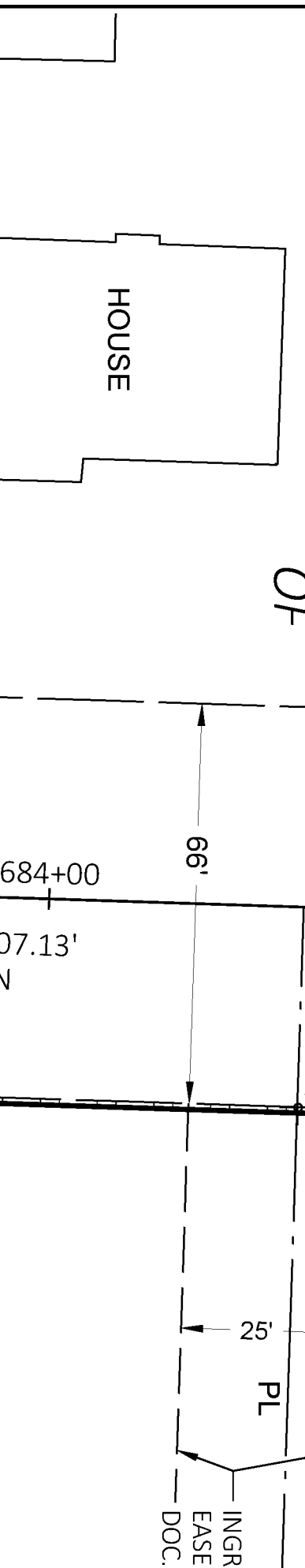
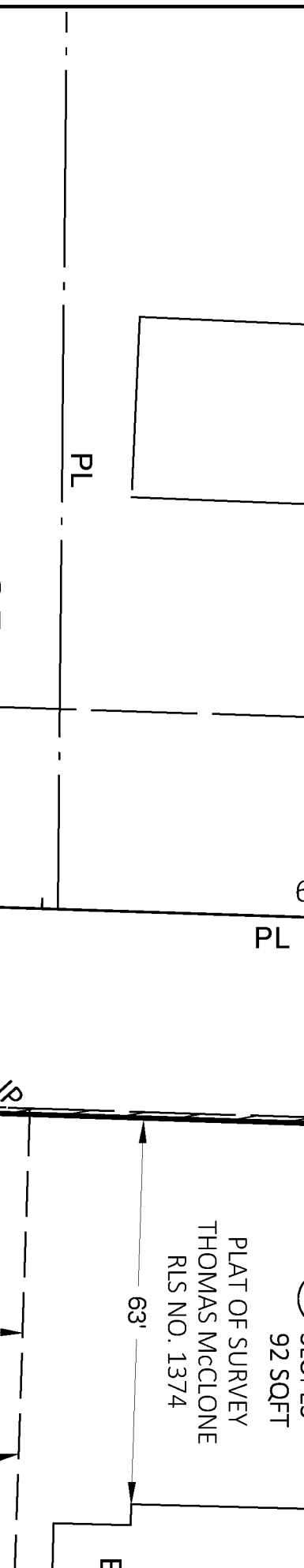
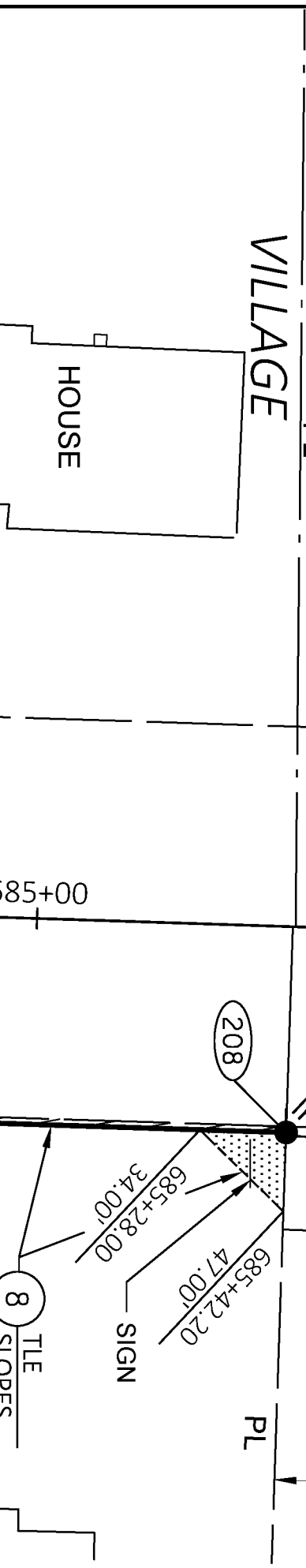
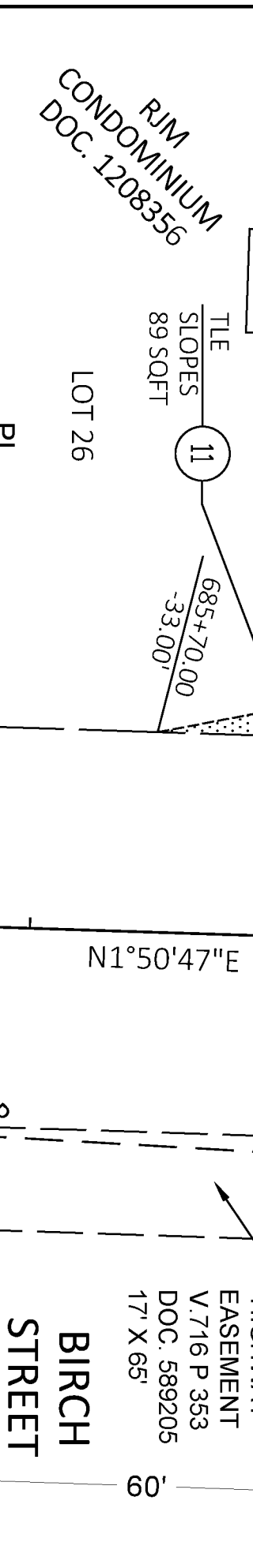
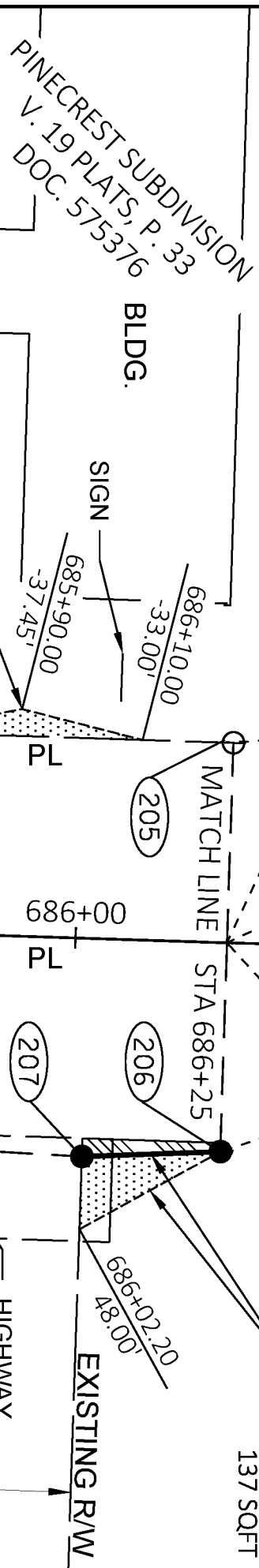
PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

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

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

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED IN THE TPP DETAIL PAGES.

PROJECT NUMBER 6240-29-21 -4. 01
SHEET 2 OF 2
AMENDMENT NO:



TRANSPORTATION PROJECT PLAT NO: 6240-29-21-4.02

THAT PART OF LOT 1 OF PINECREST SUBDIVISION RECORDED IN VOLUME 19 OF PLATS ON PAGE 33 A DOCUMENT NO. 575376, AND THAT PART OF RIM CONDOMINIUM RECORDED IN JACKET 18794 IMAGE 52-58 AS DOCUMENT NO. 1208356, BOTH BEING IN AND INCLUDING A PART OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 17, AND ALSO THAT PART OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 16, ALL IN TOWN 23 NORTH, RANGE 17 EAST, VILLAGE OF BLACK CREEK, OUTAGAMIE COUNTY, WISCONSIN.

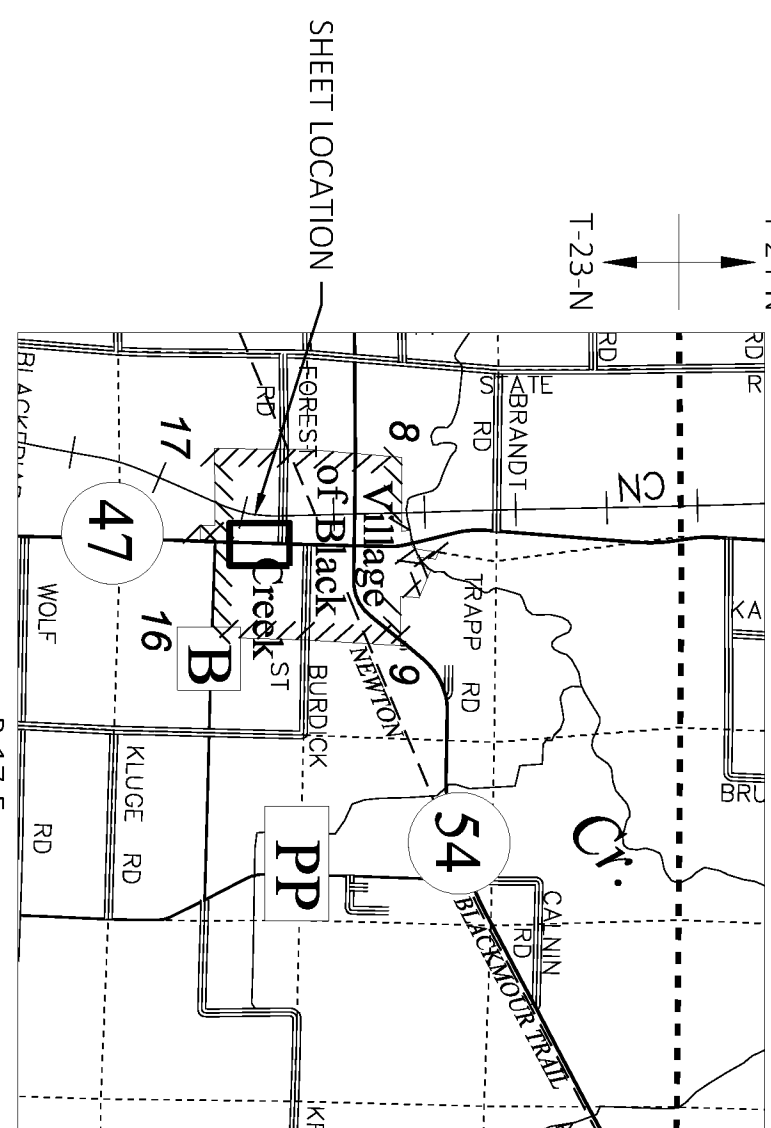
RELOCATION ORDER STH 47, S. MAIN STREET, VILLAGE OF BLACK CREEK (CTH B - BURDICK STREET), OUTAGAMIE COUNTY

TO PROPERLY ESTABLISH, TO CUT, 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 THE HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

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

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

T-24-N



UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER	INTEREST REQUIRED
100	CENTURYLINK	RELEASE OF RIGHTS
101	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS
102	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS

COMPENSIBLE UTILITY EASEMENT TABLE			
UTILITY NUMBER	OWNER	EASEMENT RECORDING INFORMATION	AFFECTED PARCEL(S)
100	CENTURYLINK	DOC. 1344060	4
100	CENTURYLINK	DOC. 1354067	4
101	WE ENERGIES - ELECTRIC	DOC. 1354067	4
102	CHARTER COMMUNICATIONS	DOC. 1354067	4

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	FEE R/W (SF), REQUIRED			TLE (SF)
			NEW	EXISTING	TOTAL	
4	WELHAVEN PROPERTIES LLC	FEE & TLE	255	8323	8578	267
6	KURT A. & SARAH M. EBERT	FEE & TLE	18	---	18	143
7	SARIELLO PROPERTIES LLC	FEE	160	5276	5436	---
8	FOX COMMUNITIES CREDIT UNION	FEE & TLE	100	3304	3404	92
9	JON PAUTZ	FEE & TLE	51	2850	2901	137
11	RIM CONDOMINIUM	TLE	---	---	---	89
12	EARL L. & MARIAN R. ZULIGAR, ETAL	FEE & TLE	9	2972	2981	130

NOTE: OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION

COURSE TABLE			
COURSE	BEARING	DISTANCE	
102-201	N 01°50'47"E	82.92'	
201-202	N 12°38'08"W	12.00'	
202-203	N 00°53'29"E	60.00'	
203-204	N 42°00'59"E	6.20'	
204-205	N 01°50'47"E	438.65'	
206-207	S 01°55'15"E	22.83'	
207-208	S 03°45'20"W	60.03'	
208-103	S 01°50'47"W	515.19'	

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y	X
102	680+21.08	33.00' LT	6375662.935	815716.517
103	680+27.02	34.00' RT	6375660.719	815783.481
201	681+10.00	33.00' LT	637645.808	815719.189
202	681+21.61	36.00' LT	637657.513	815716.564
203	681+81.60	37.00' LT	637717.507	815717.498
204	681+98.34	33.00' LT	637722.114	815721.648
205	686+25.00	33.00' LT	638160.538	815735.782
206	686+25.00	34.50' RT	638158.364	815803.217
207	688+02.21	36.00' RT	638135.546	815804.042
208	685+42.22	34.00' RT	638075.644	815800.080

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS). OUTAGAMIE COUNTY, NAD 83 (1991), IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

PINECREST SUBDIVISION, AND PREVIOUS PROJECT 6240-27-00.

EXISTING HIGHWAY RIGHT OF WAY FOR PINE STREET ESTABLISHED FROM PINECREST SUBDIVISION.

EXISTING HIGHWAY RIGHT OF WAY FOR BIRCH STREET ESTABLISHED FROM MAPLE RIDGE ESTATES AND DOCUMENT NO. 589205

FOUND 0.75"
IRON ROD
Y = 636930.480
X = 818361.930

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2,
IN DOCUMENT NO. 2185105 FOR ADDITIONAL INFORMATION

SIGNATURE: James Cappel DATE: 3/12/2020
 PRINT NAME: / JAMES R. CAPPEART
 REGISTRATION NUMBER: S-3044
 THIS PLANT AND RELOCATION ORDER ARE APPROVED FOR
 THE DEPARTMENT OF TRANSPORTATION, NE REGION
 SIGNATURE: Curt Van Eem DATE: 3/12/2020
 PRINT NAME: CURT VAN EREM

FILE NAME : X:\PROJECTS\OUTAGAMIE\190048 62402900 STH 47\DESIGN\C3D\RW\DWG\040102-RP.DWG
APPRAISAL PLAT DATE : 3-12-2020

PLOT DATE : 3/12/2020 10:13 AM

PLOT BY : James Cappeart

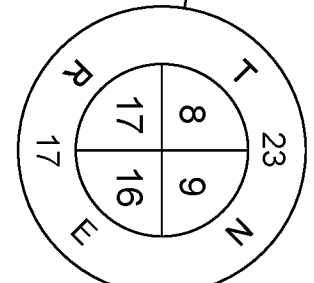
PLOT NAME :

PLOT SCALE : 1 IN:50 FT

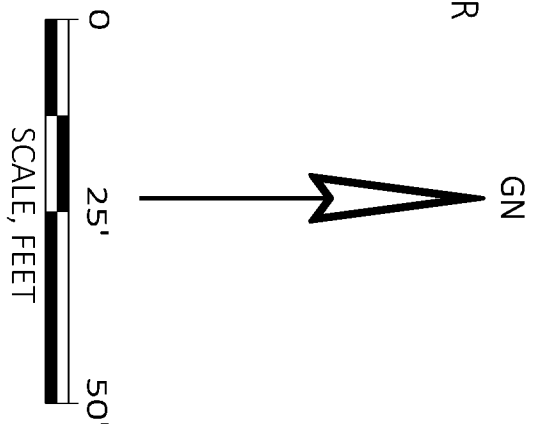
6240-29-00

6240-29-21 4.02

SEE TPP 6240-29-21 4.04



FOUND
MAG NAIL W/WASHER
POT STA 699+21.70
Y = 639525.470
X = 815812.800



Document #: **2186531**
Date: 03-13-2020 Time: 3:56 PM
Page: **1** Fee: **\$235.00**
County: **OUTAGAMIE COUNTY** Sheet: **W1**
James R. Cappert
SARAH R VAN CAMP, REGISTERED OF DEEDS
This document has been electronically recorded
WINDOT - NE Region - Green Bay - PO 38590-0000013

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6240-29-21- 4.03

TRANSPORTATION PROJECT PLAT NO: 6240-29-21- 4.03

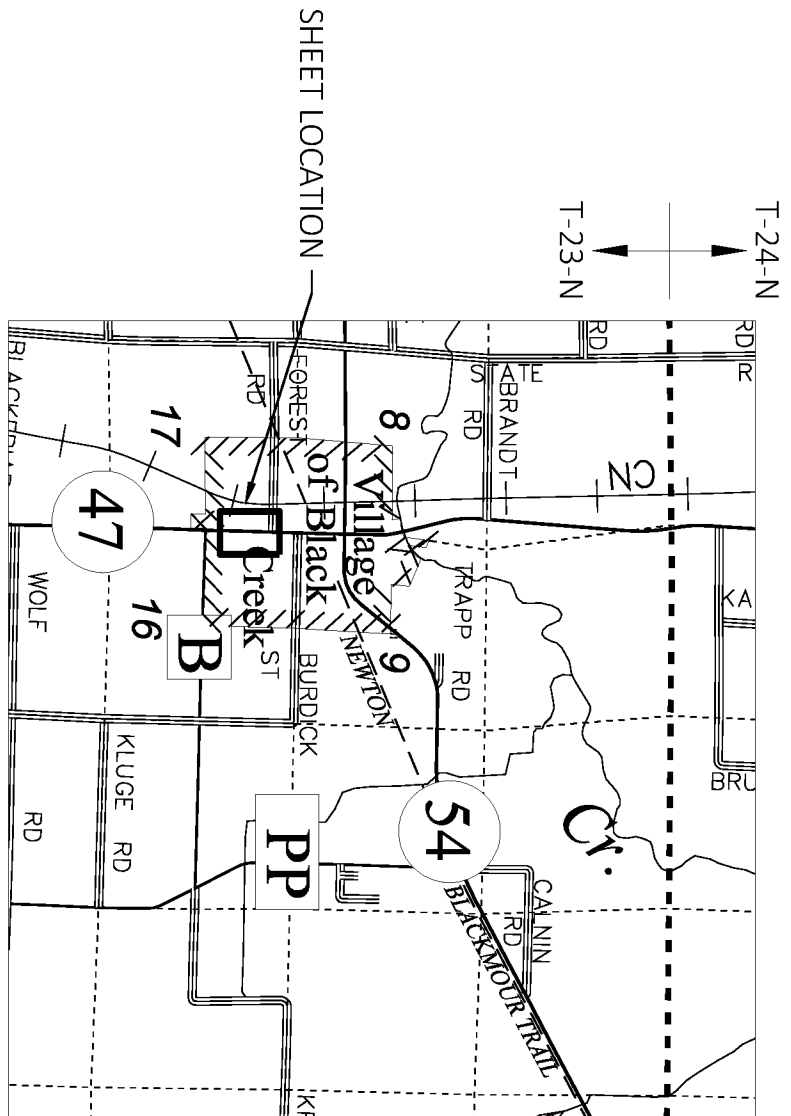
THAT PART OF LOT 1 BLOCK 4 OF THE CLARKS ADDITION TO THE VILLAGE OF BLACK CREEK RECORDED IN VOLUME 1 OF PLATS ON PAGE 59 BEING IN A PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 17, THAT PART OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 AND THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 16, ALL IN TOWN 23 NORTH, RANGE 17 EAST, VILLAGE OF BLACK CREEK, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 47, S. MAIN STREET, VILLAGE OF BLACK CREEK (CTH B - BURDICK STREET), OUTAGAMIE COUNTY

TO PROPERTY 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), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

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



PLOT DATE : 3/12/2020 10:40 AM

PLOT BY : James Cappert

PLOT NAME :

PLOT SCALE : 1 IN=50 FT

PLOT DATE :

PLOT BY :

PLOT NAME :

PLOT SCALE :

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	FEE R/W (SF), REQUIRED			TLE (SF)
			NEW	EXISTING	TOTAL	
9	JON PAULTZ	FEE	217	3748	3965	---
13	COREY M. & HAILEY M. GEIGER	FEE	200	5402	5602	---
14	CRAIG WEBORG	FEE	120	2633	2753	---
16	MARK SIMPSON	FEE	105	2310	2415	---
17	LARRY J. LINSMEYER	FEE	90	1980	2070	---
18	CHRISTOPHER R. LAABS	FEE	175	3844	4019	---
19	MATTHEW C. OSKEY & HOLLY L. TREPANIER	FEE	113	2475	2588	---
21	BROOKE WENDT	FEE & TILE	25	0	25	155

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

COURSE TABLE		
COURSE	BEARING	DISTANCE
205-301	N 01°50'47"E	669.01'
301-302	N 43°00'26" W	9.92'
303-206	S 01°50'47" W	678.51'

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y	X
205	686+25.00	33.00' LT	638160.538	815735.782
206	686+25.00	34.50' RT	638158.364	815803.247
301	692+94.00	33.00' LT	638829.197	815757.337
302	693+01.04	40.00' LT	638836.455	815750.568
303	693+03.51	34.50' RT	638836.523	815825.108

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (NAD83). OUTAGAMIE COUNTY, MADISON (1993) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" I.D. X24" IRON PIPES) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

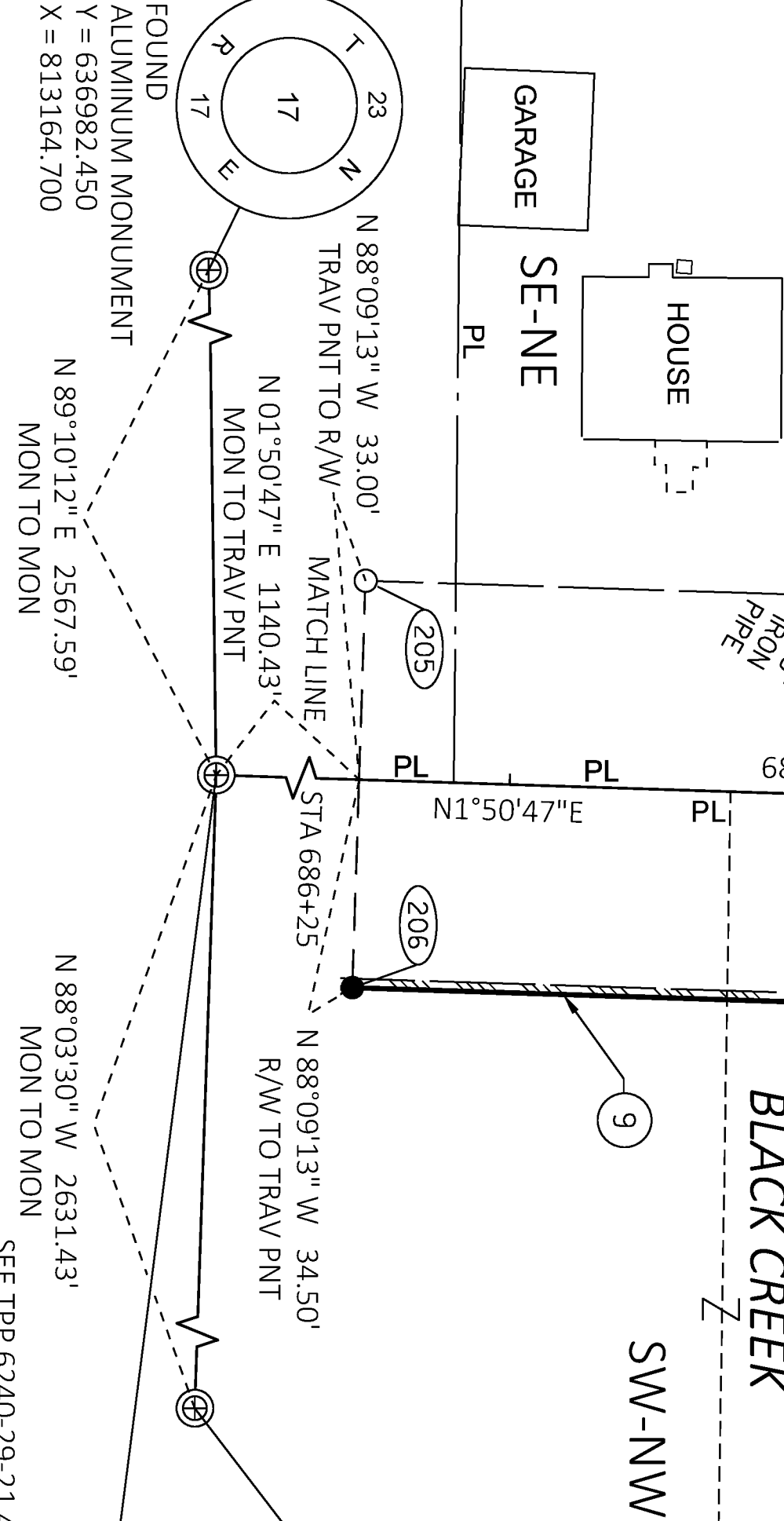
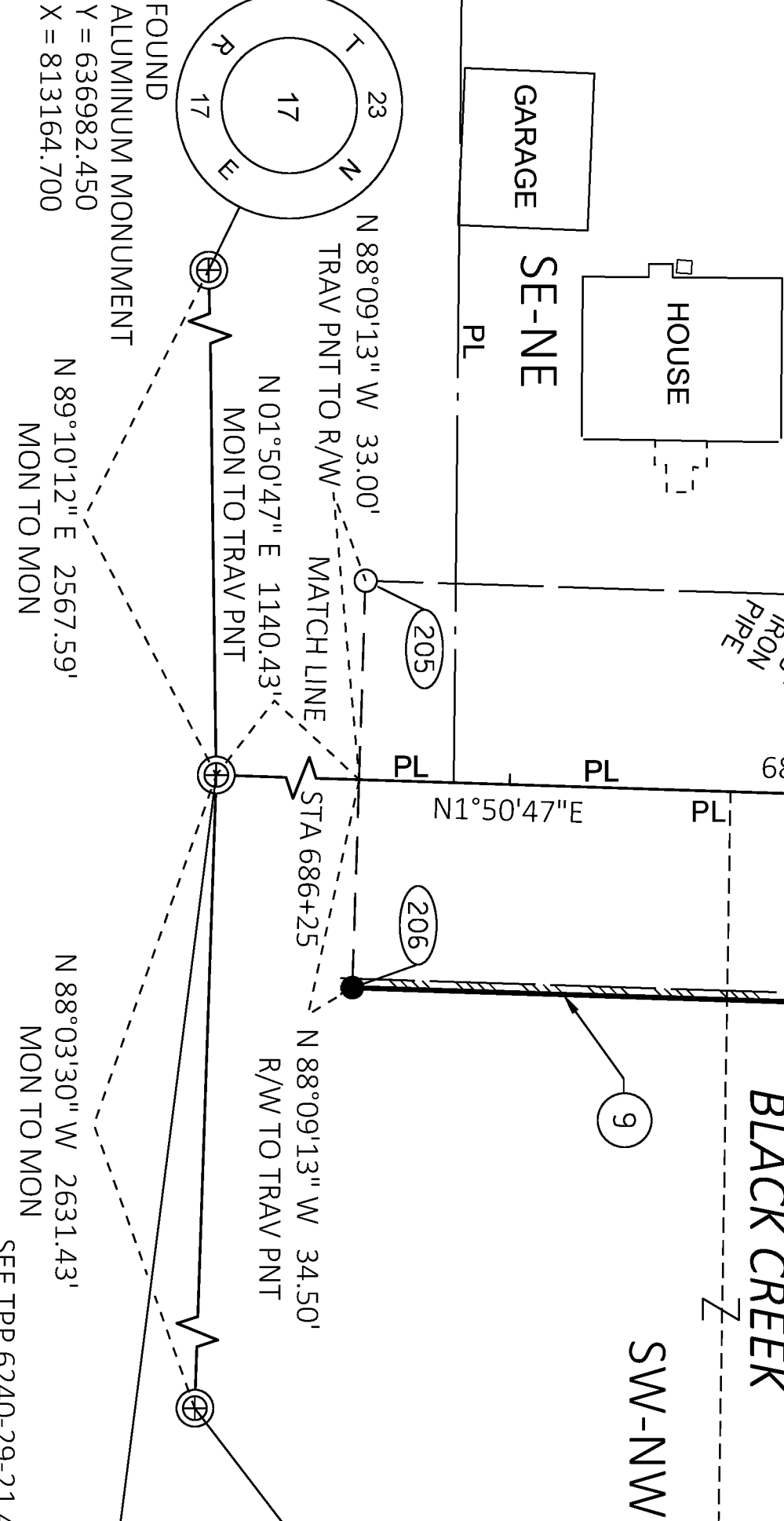
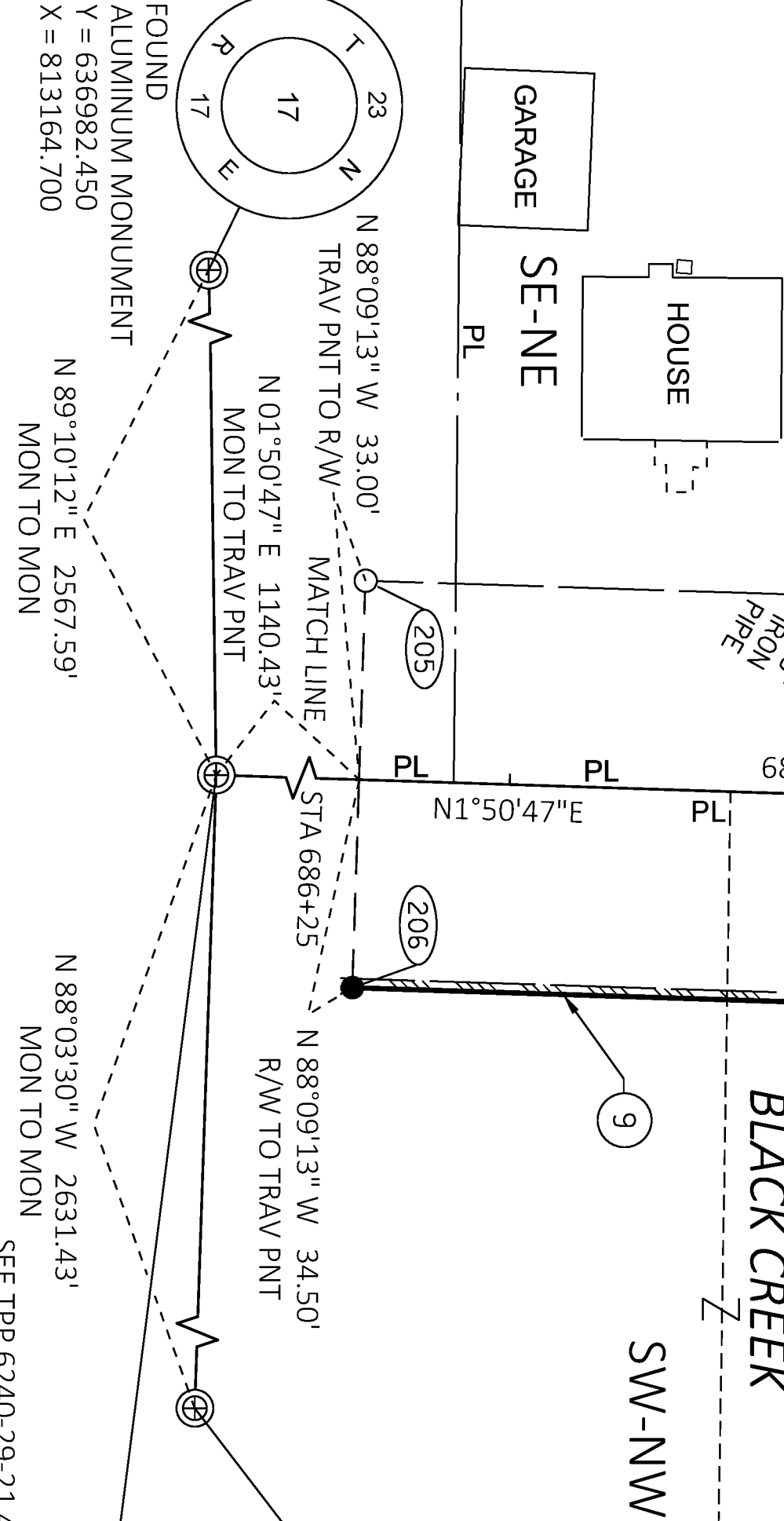
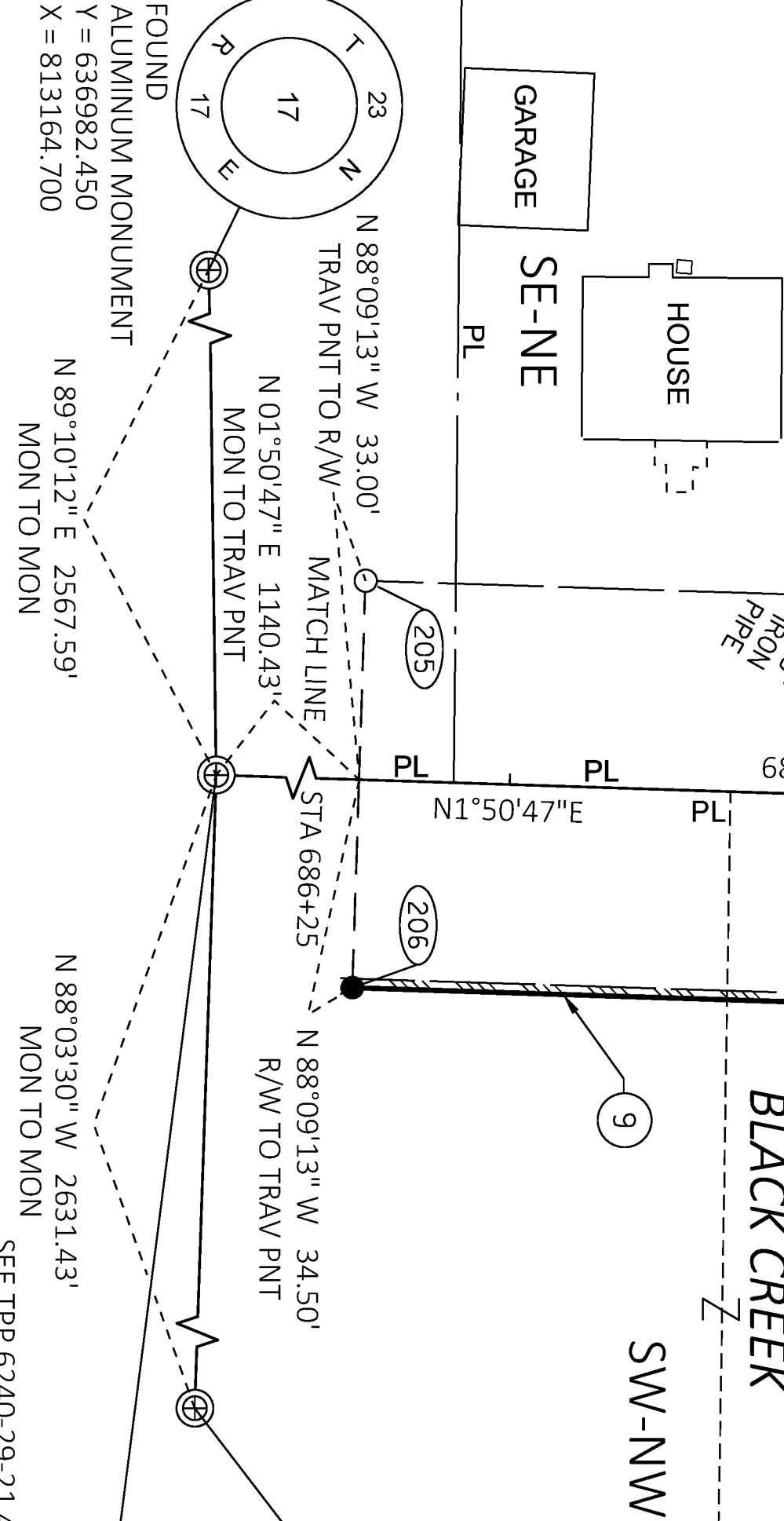
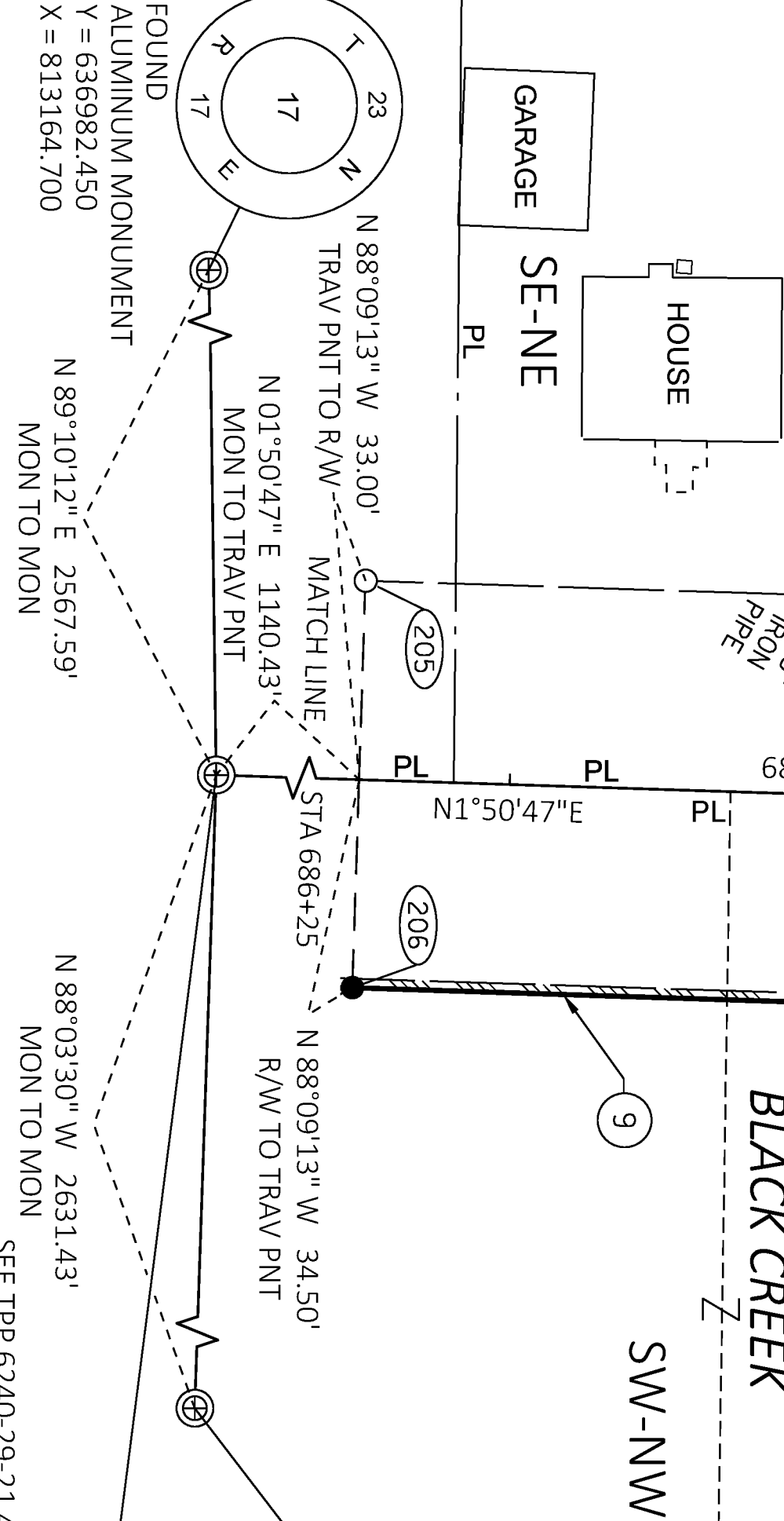
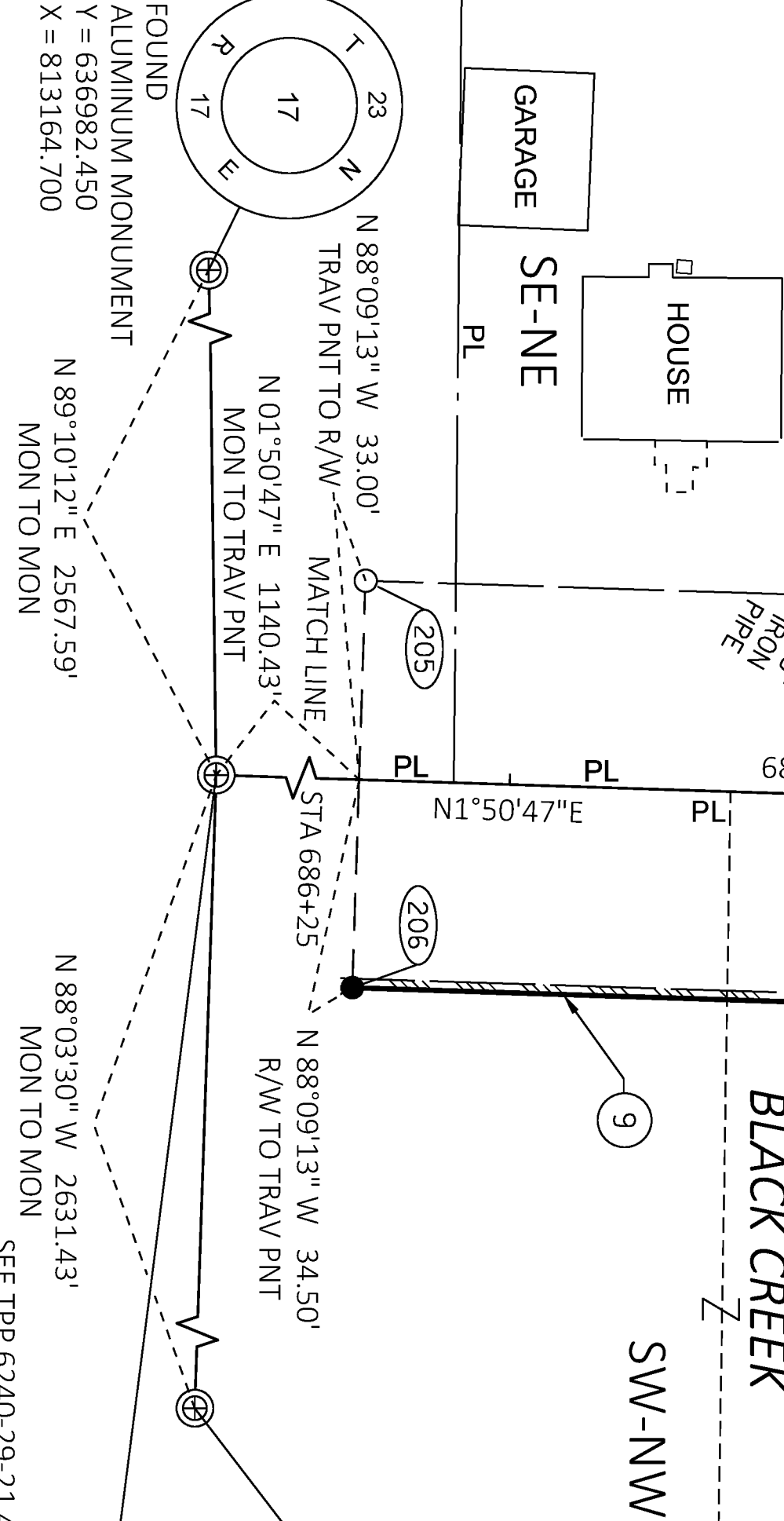
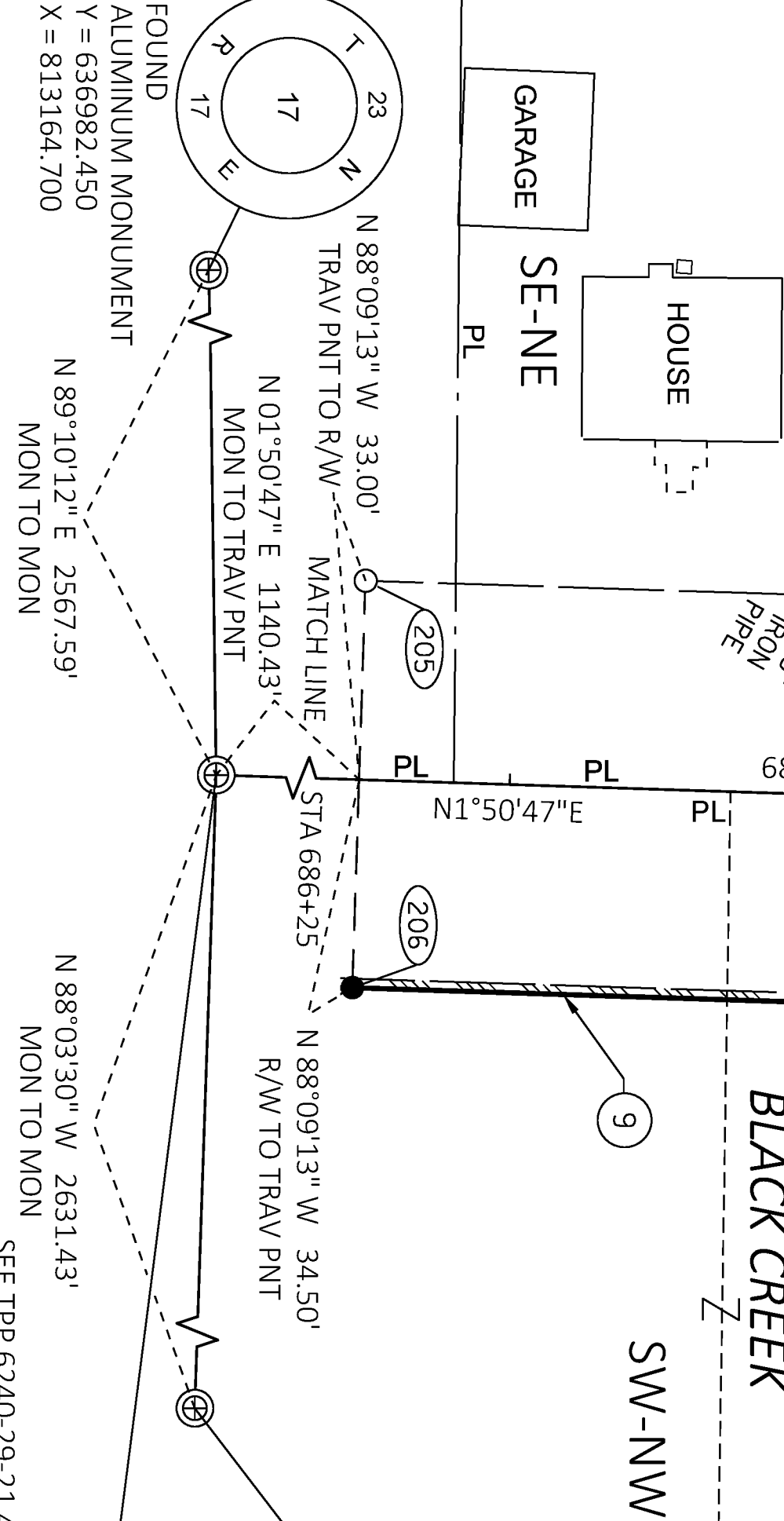
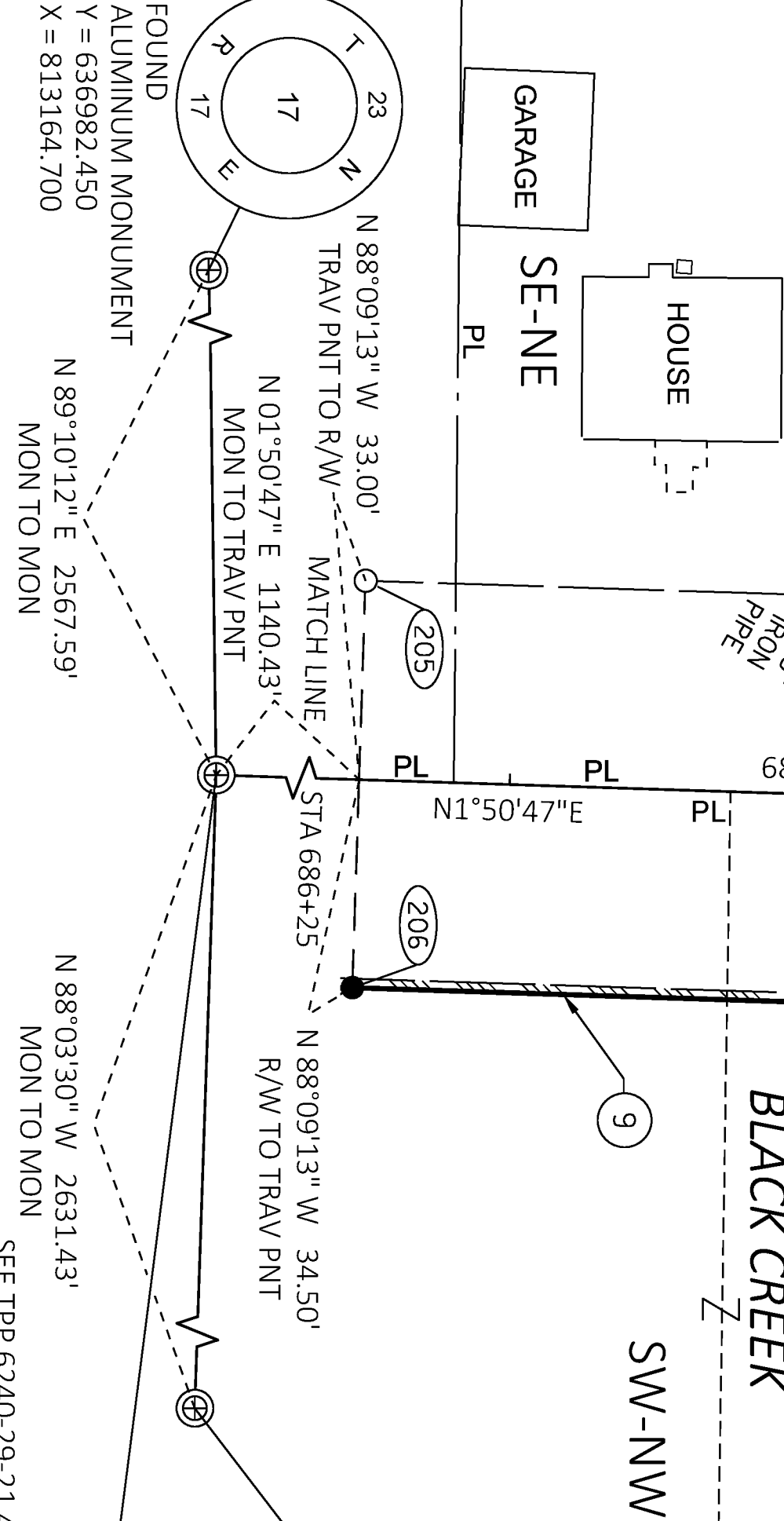
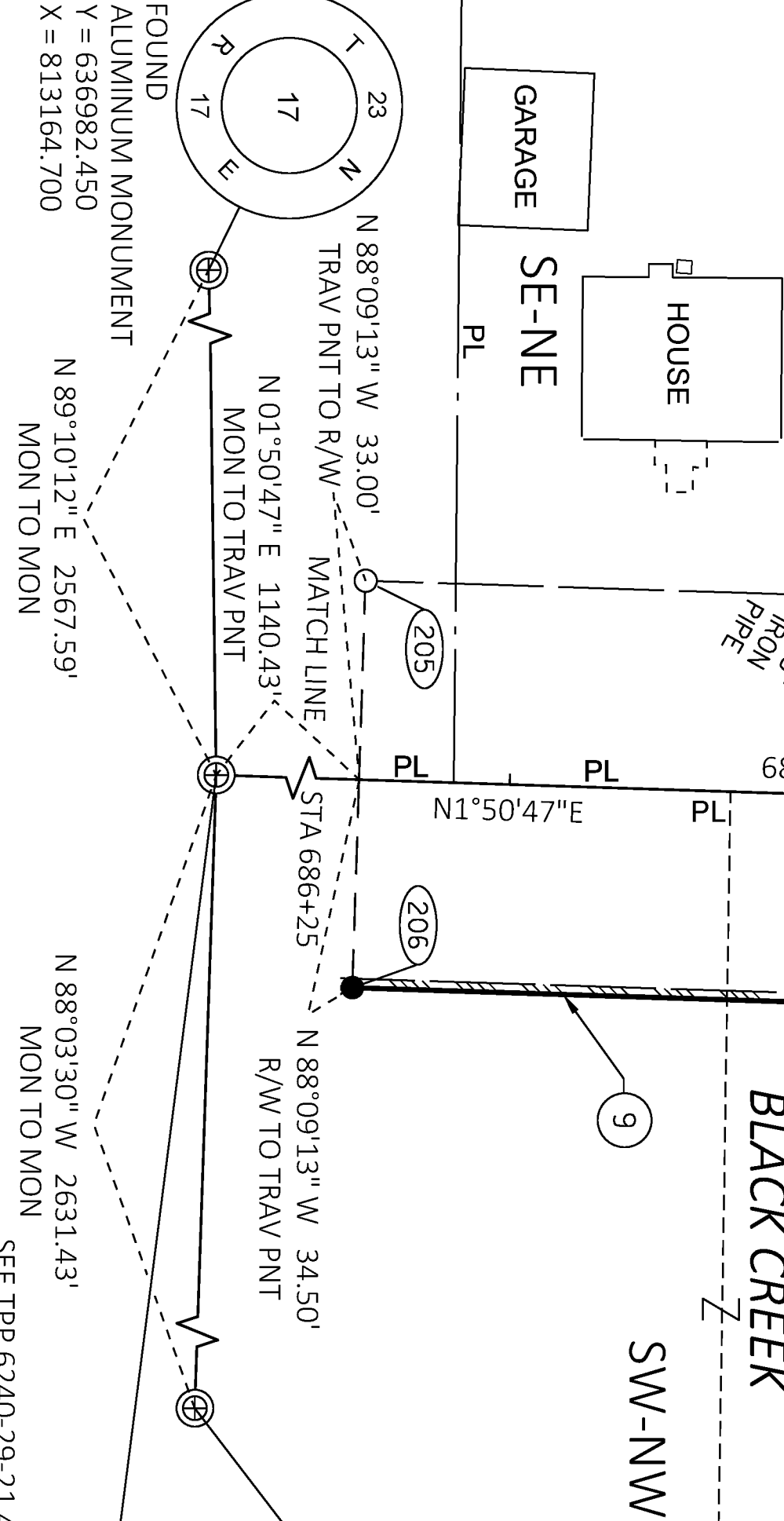
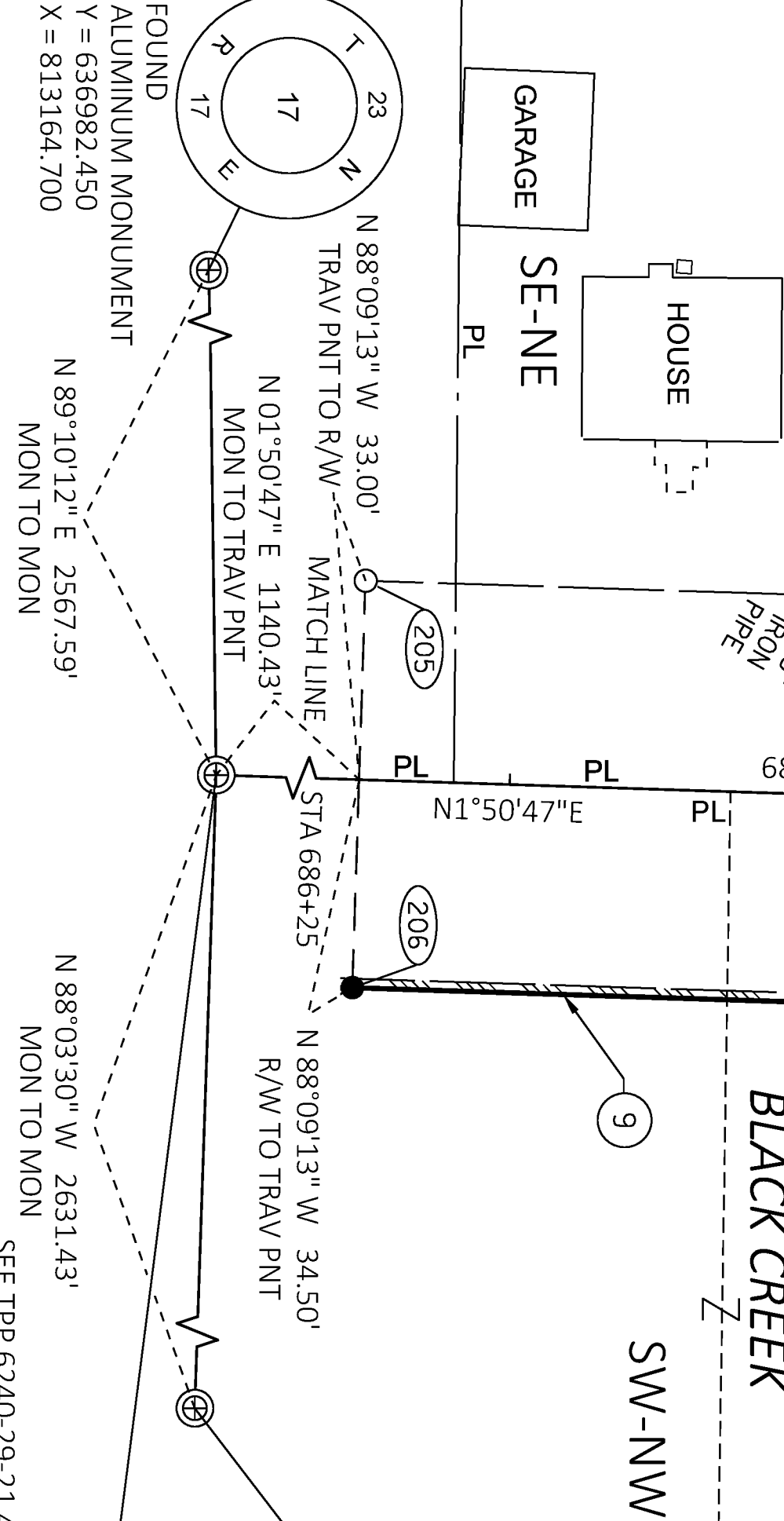
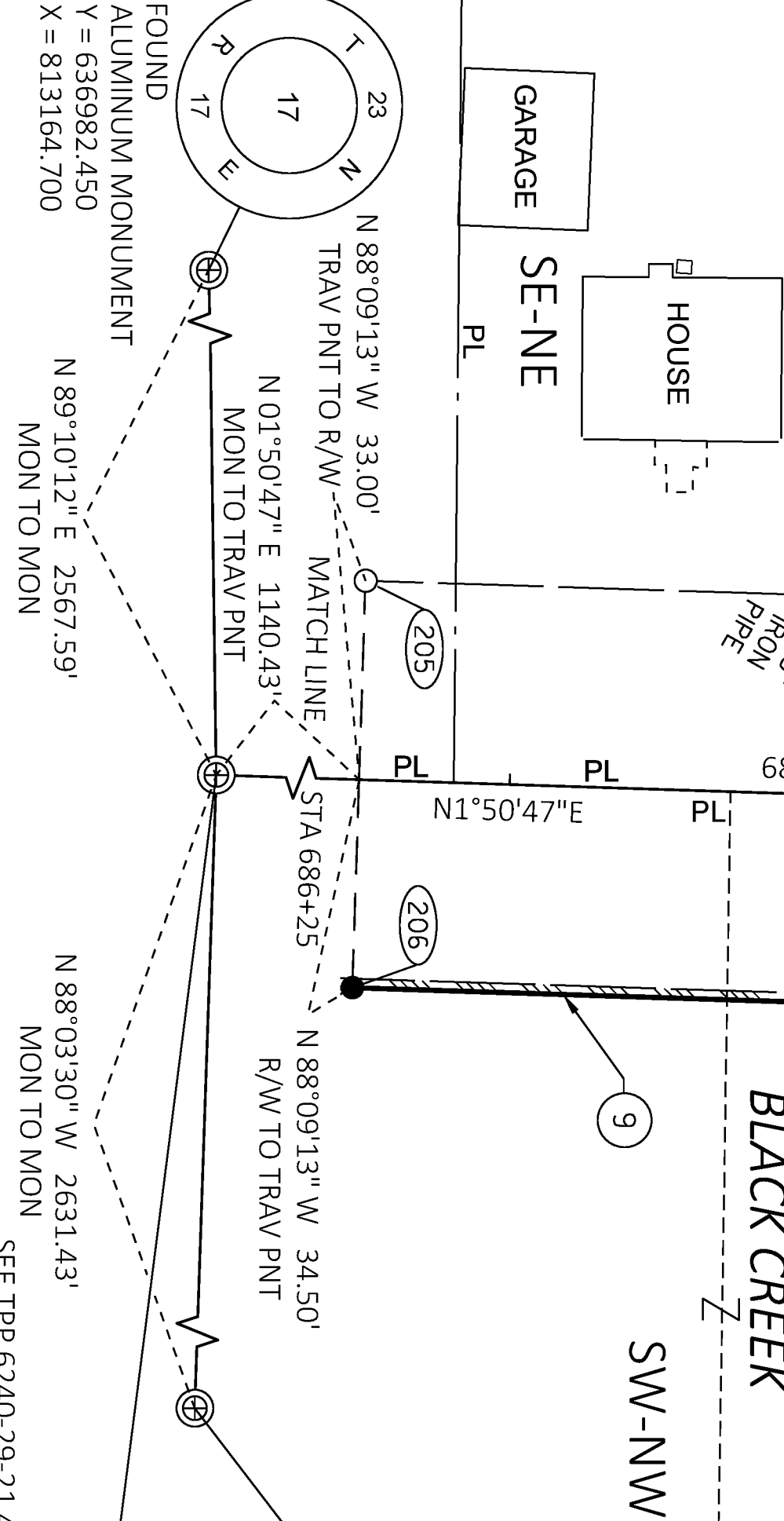
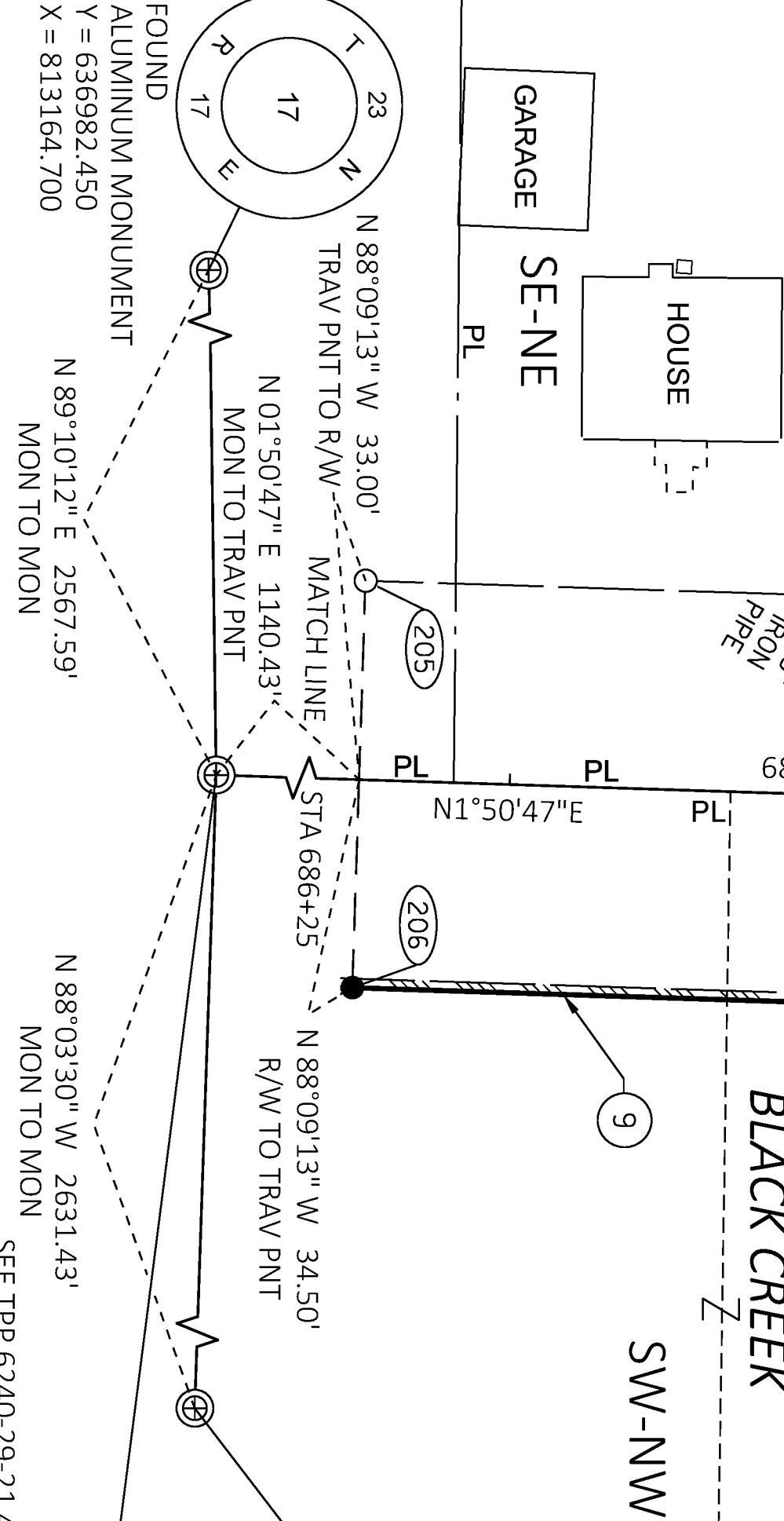
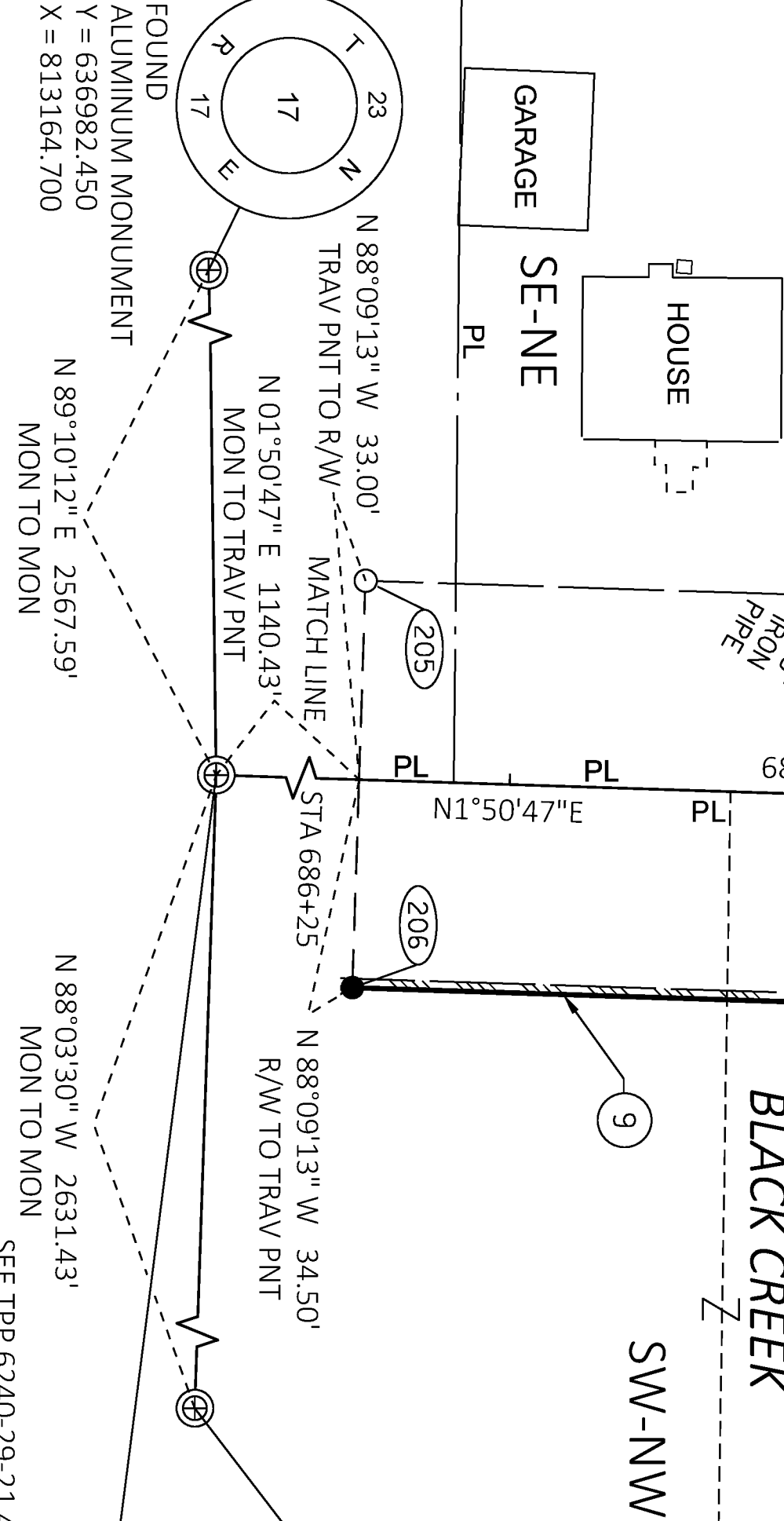
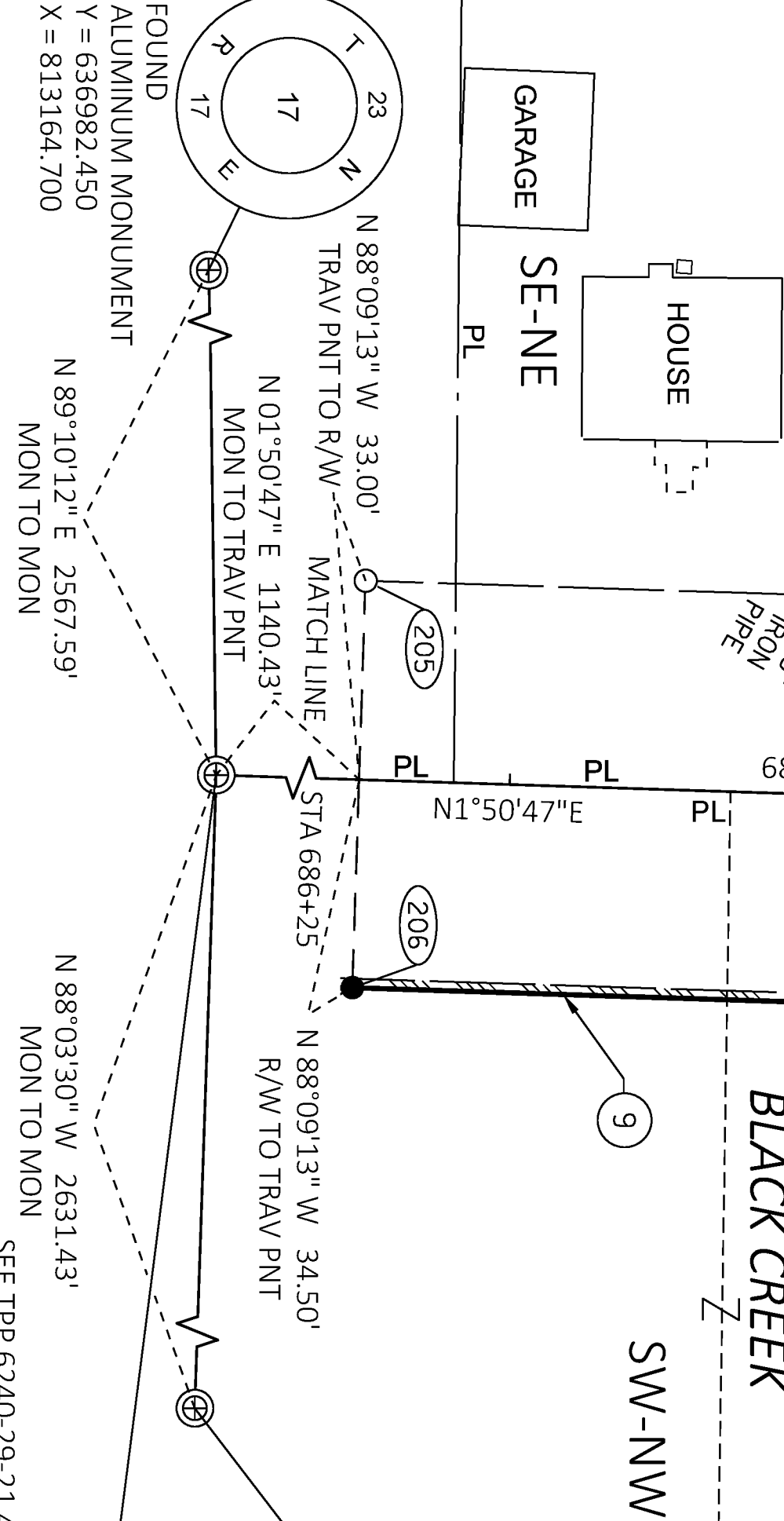
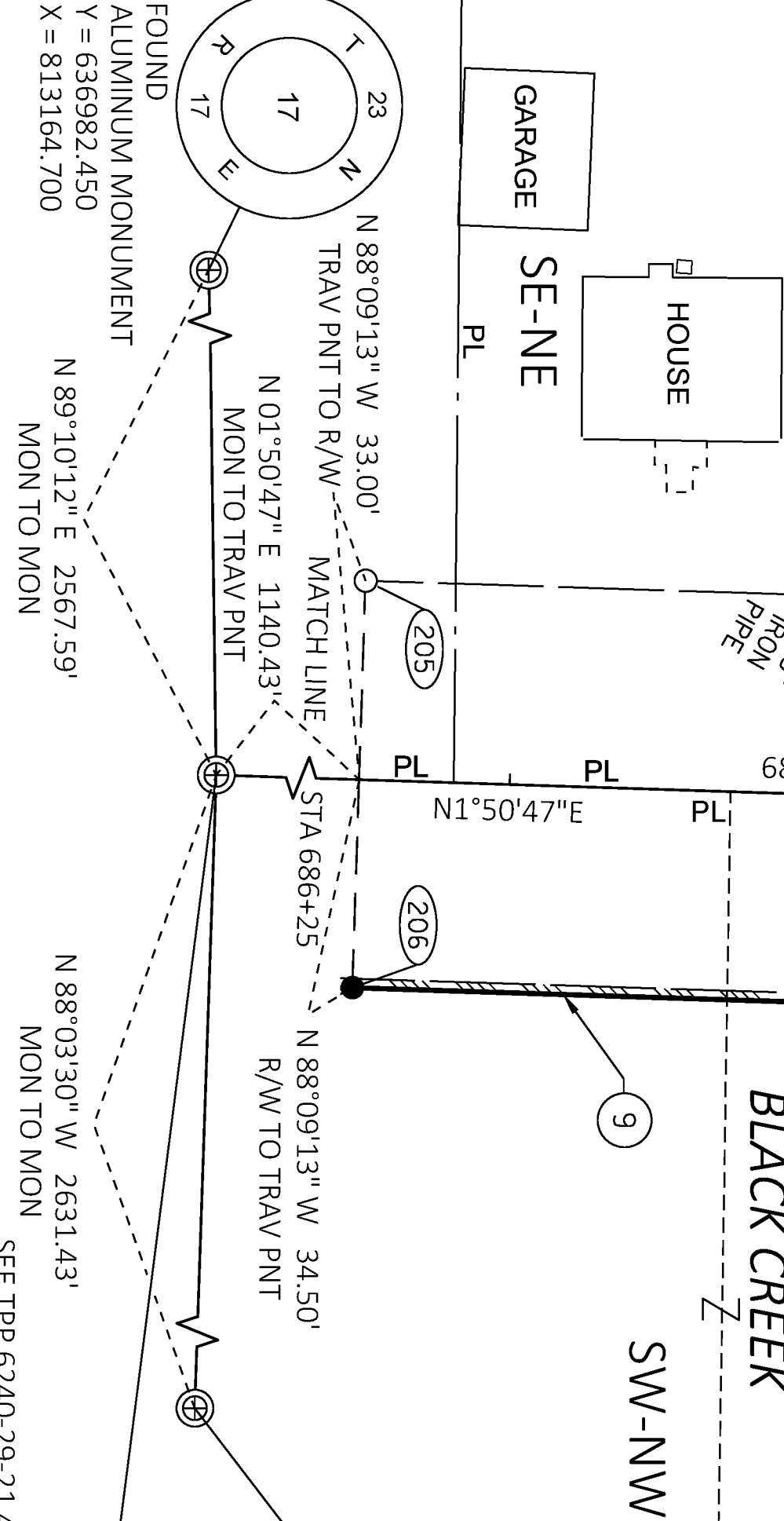
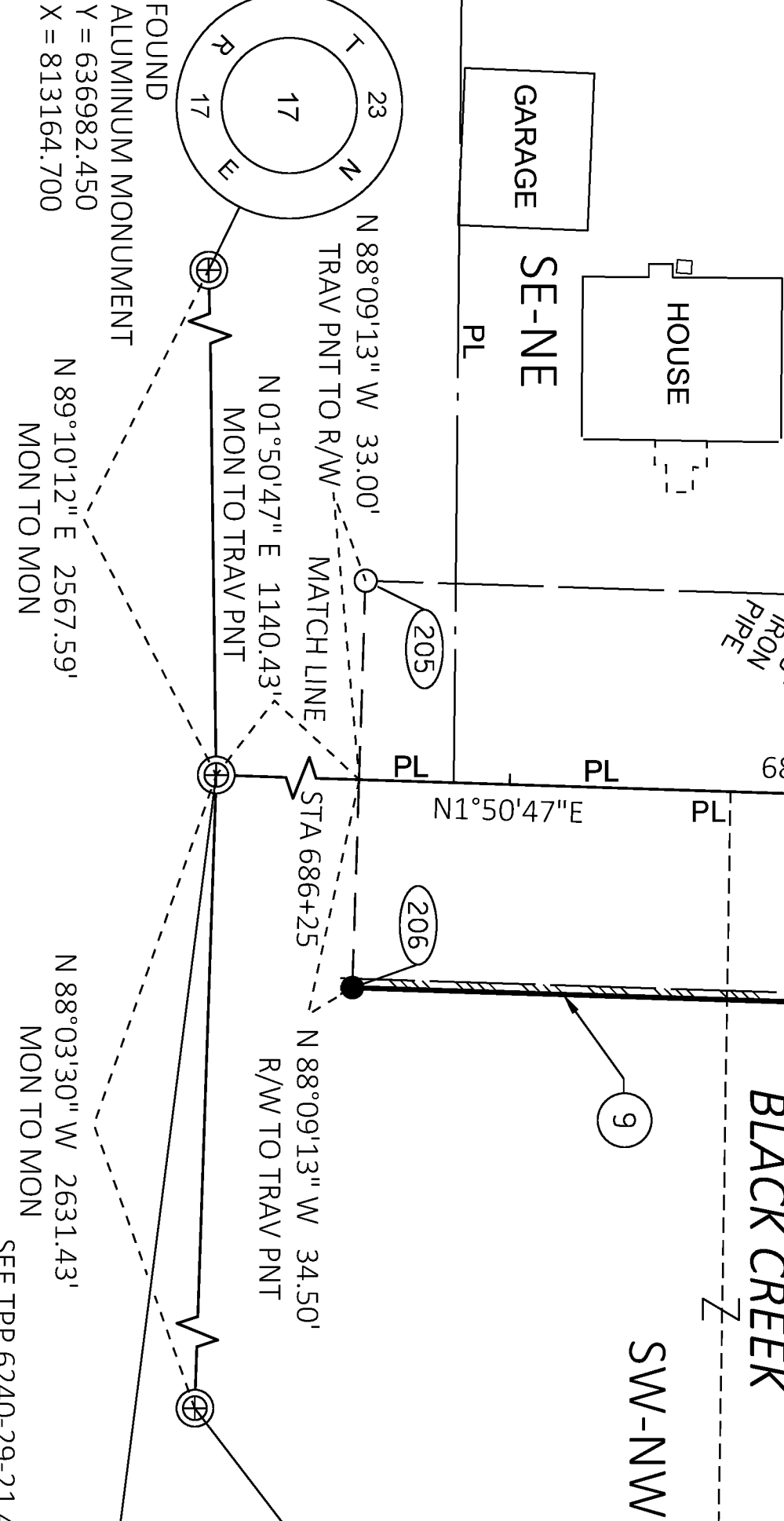
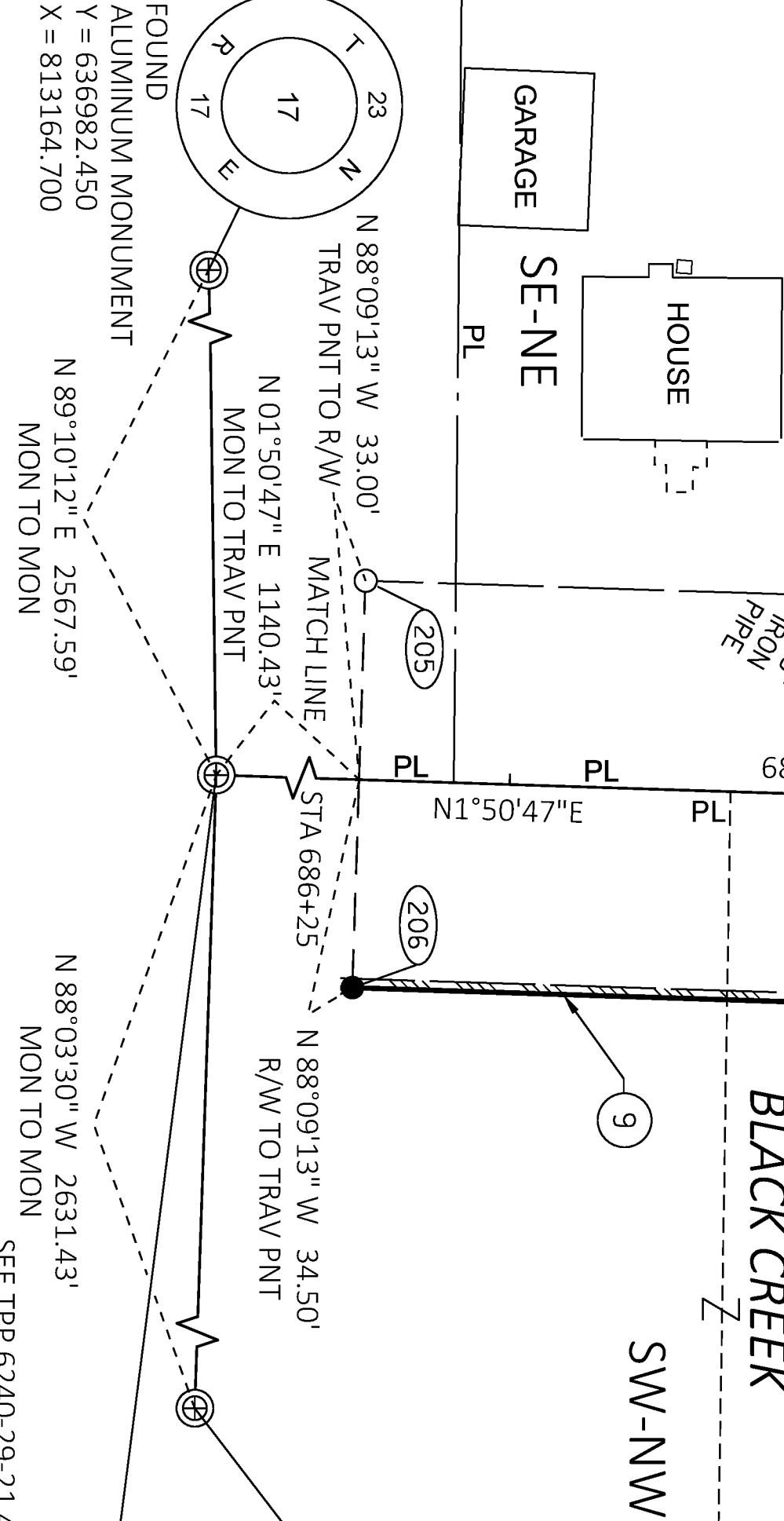
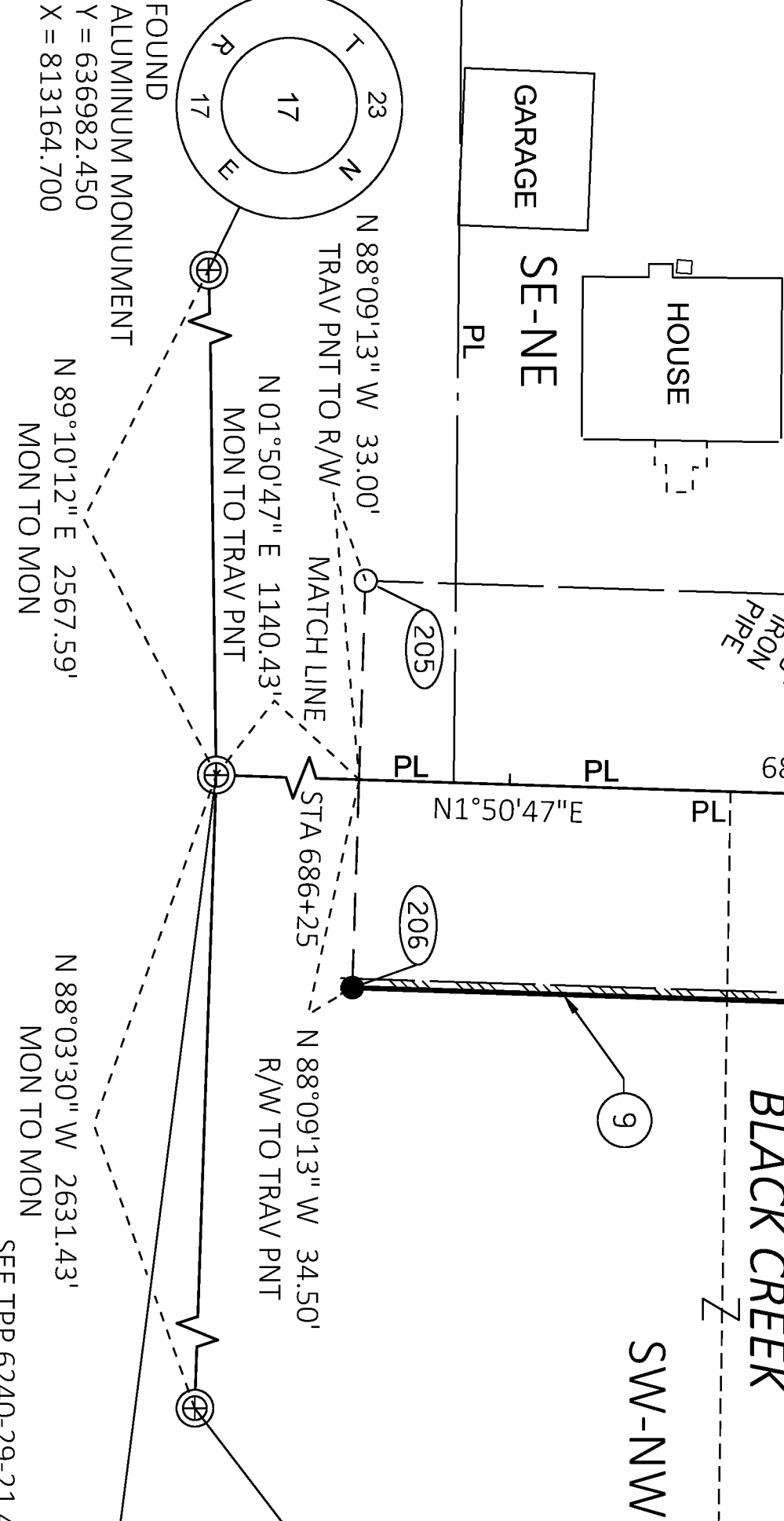
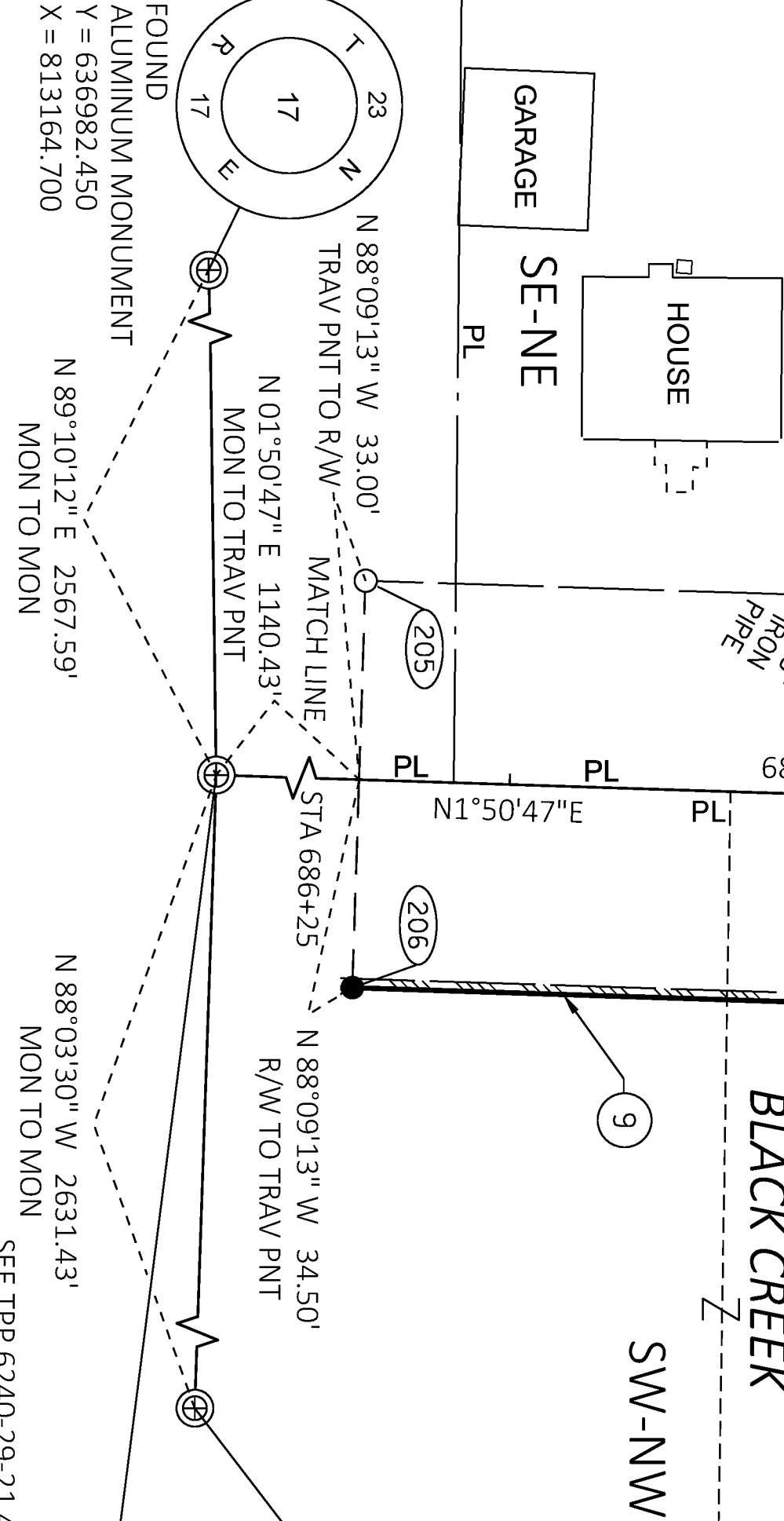
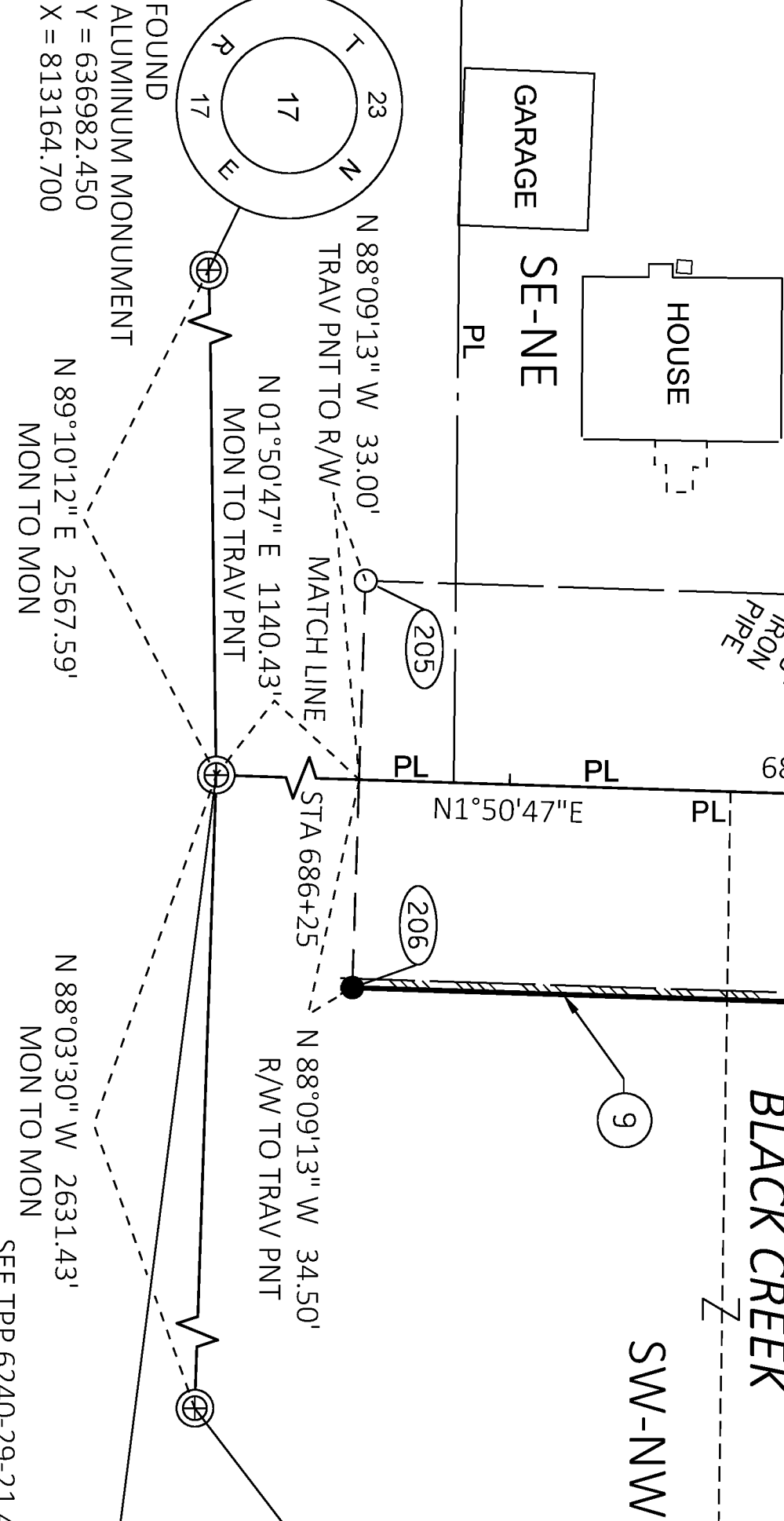
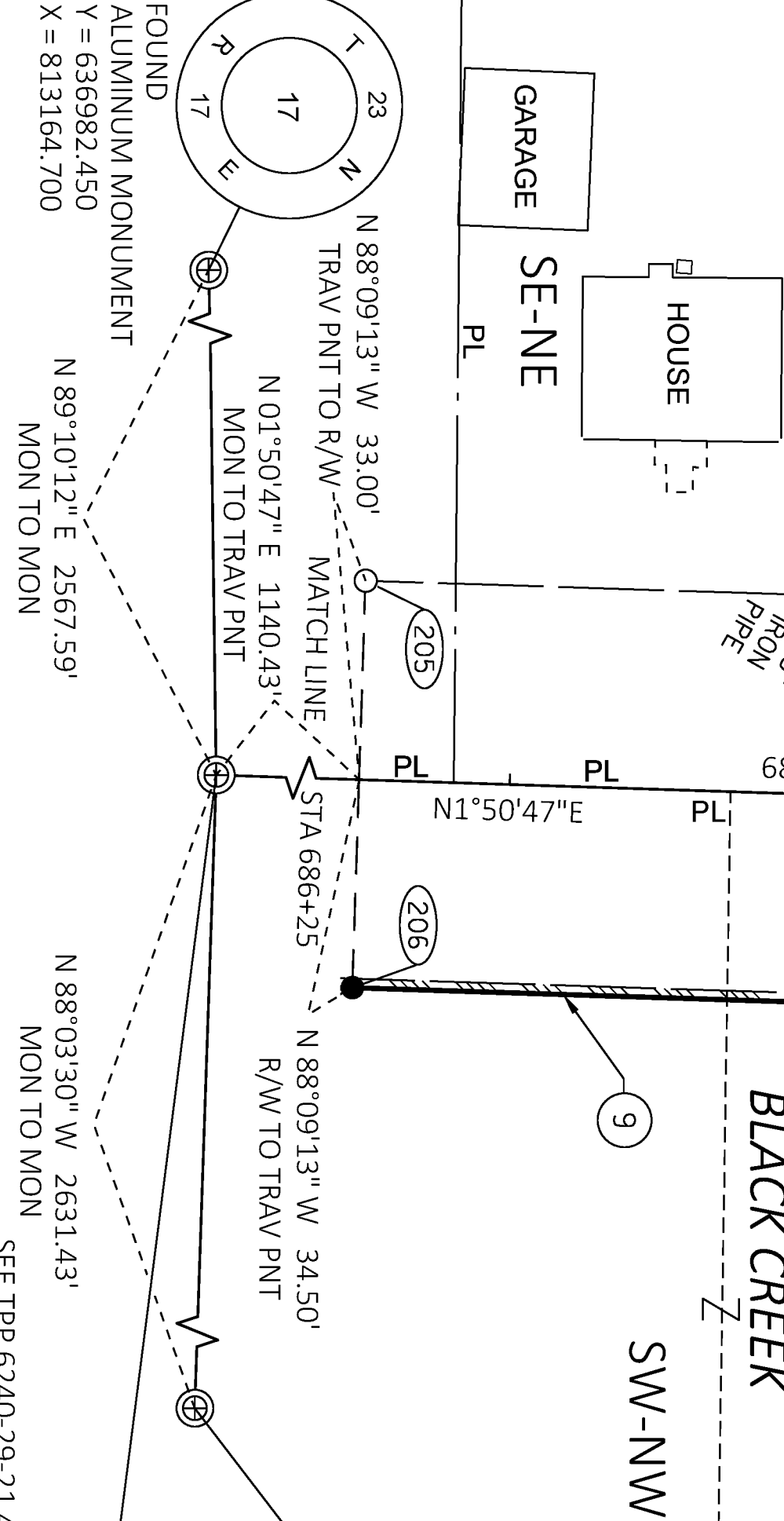
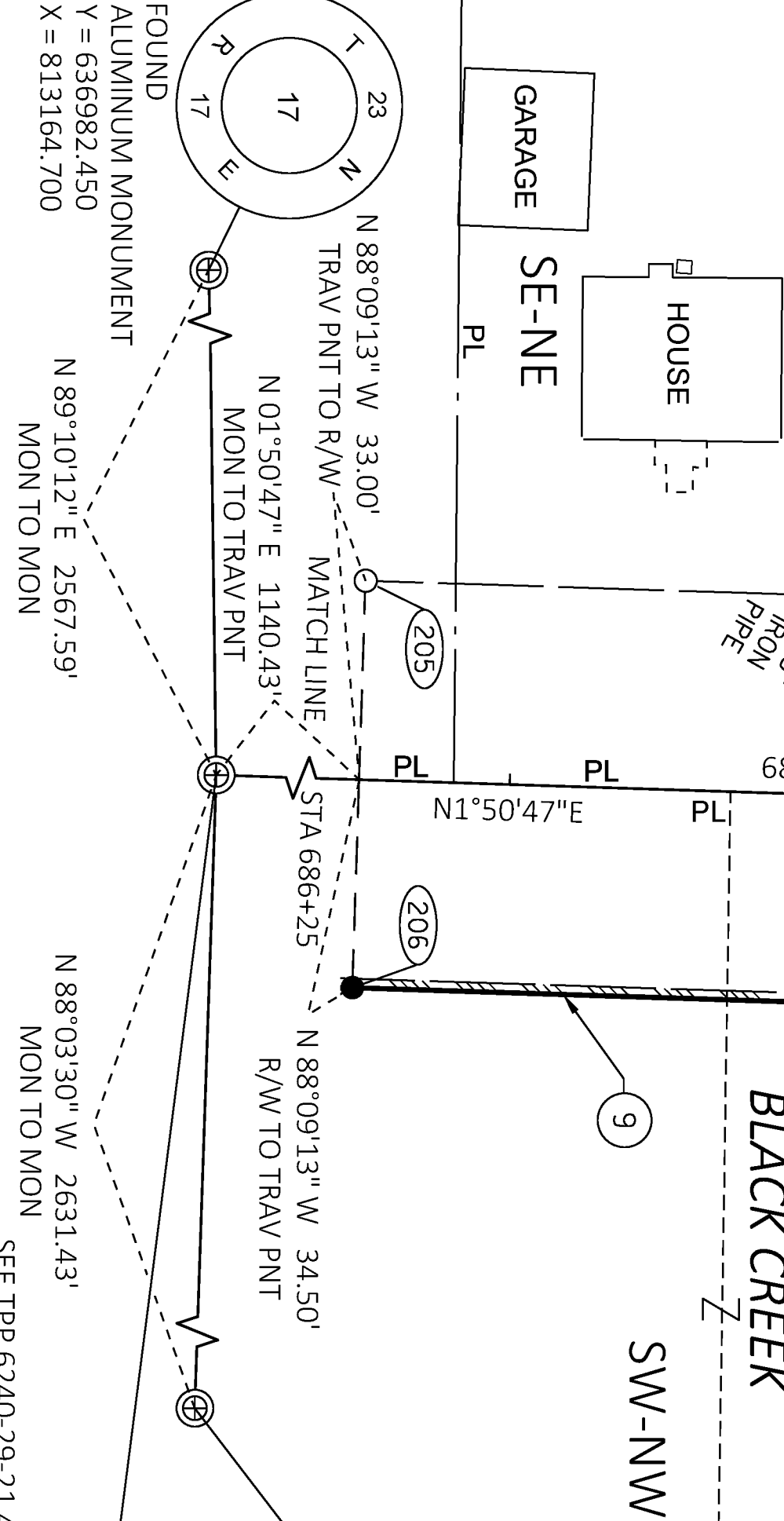
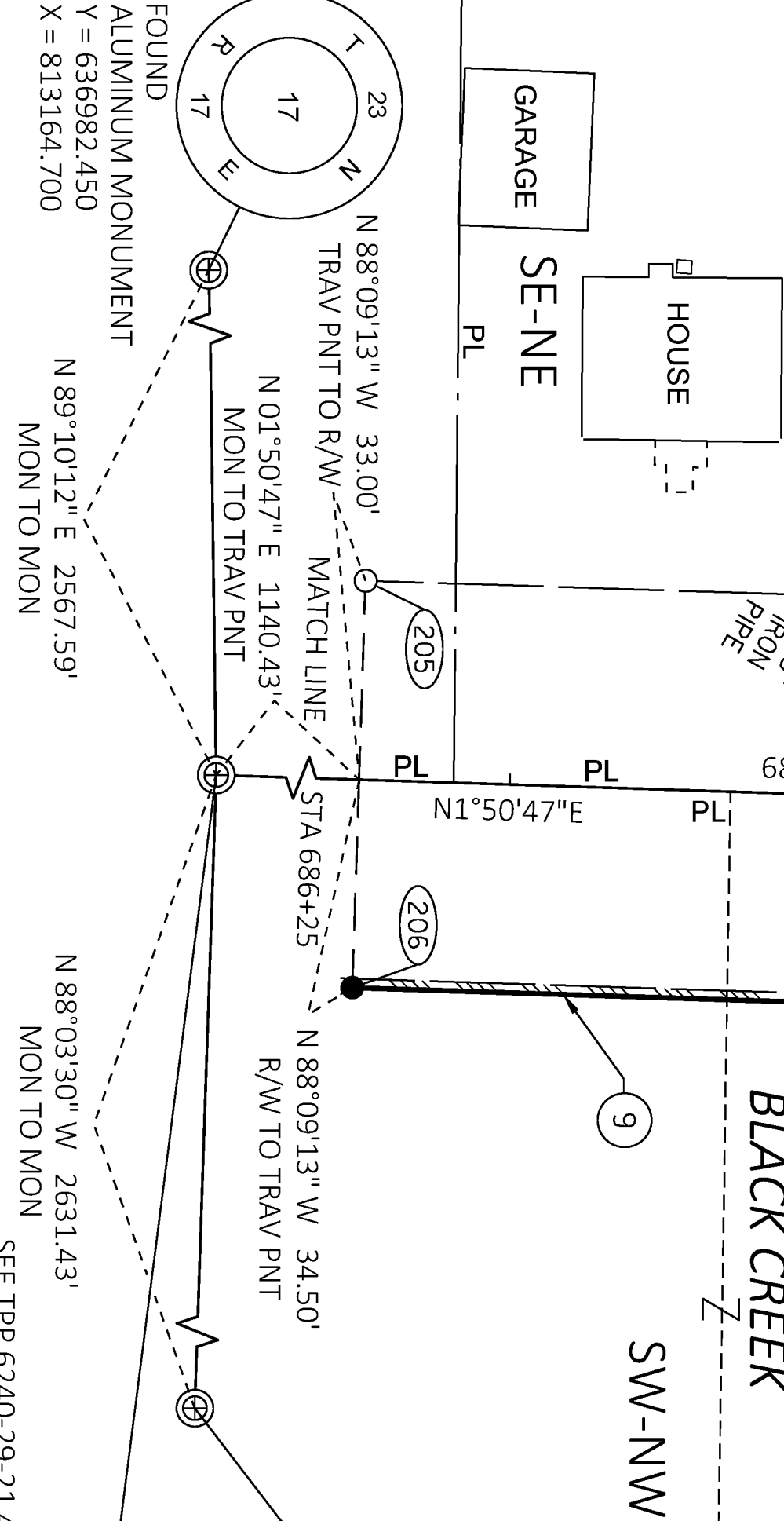
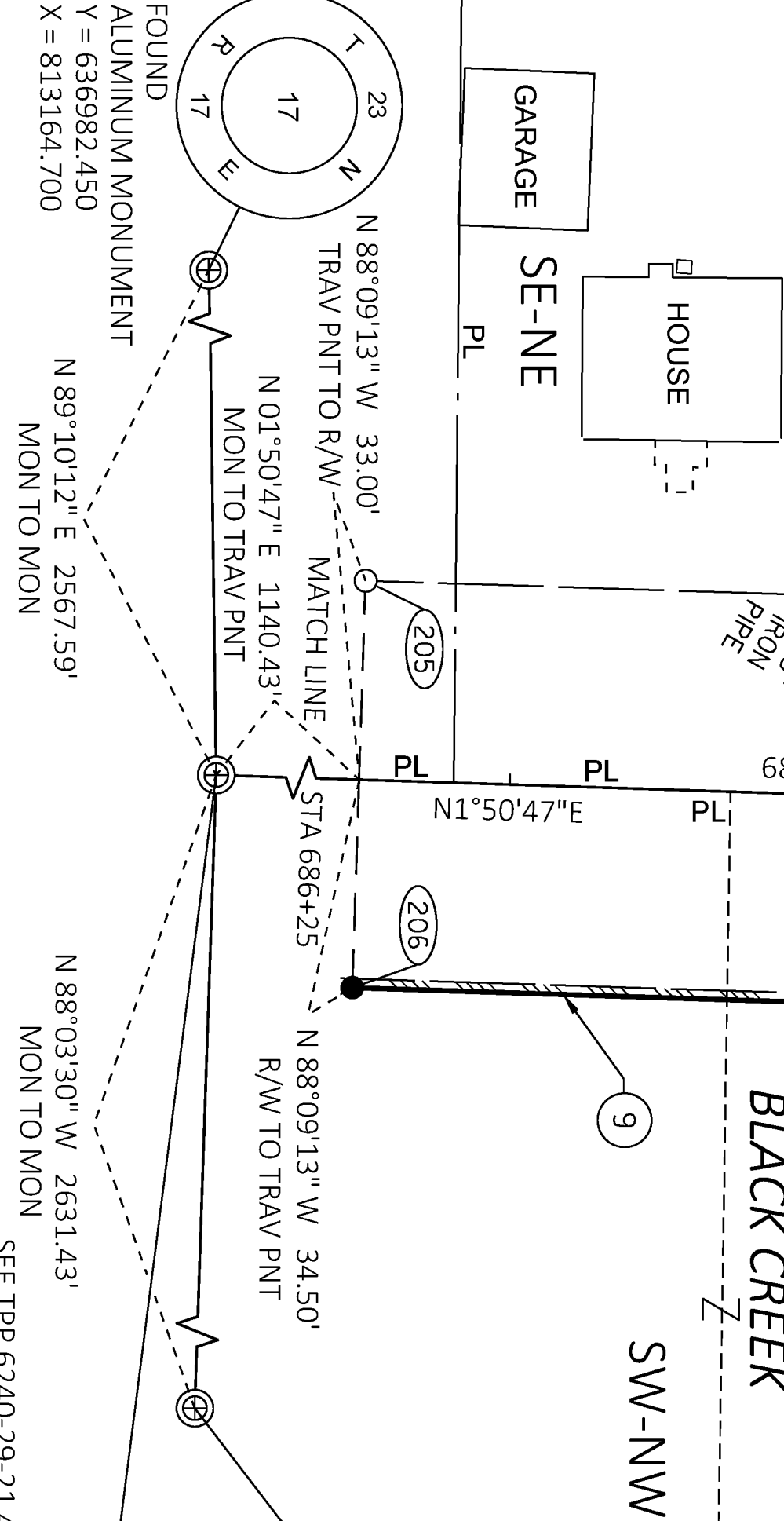
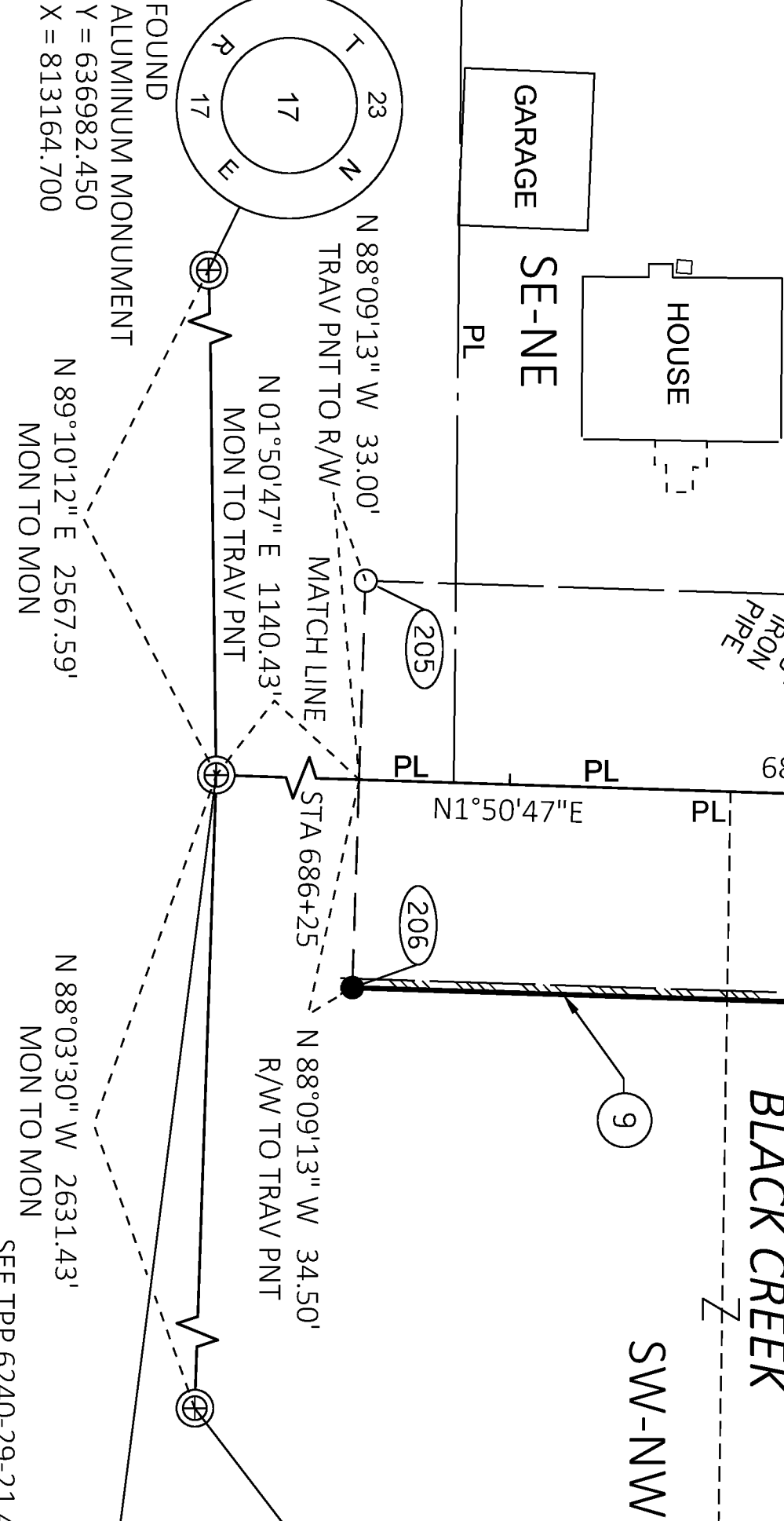
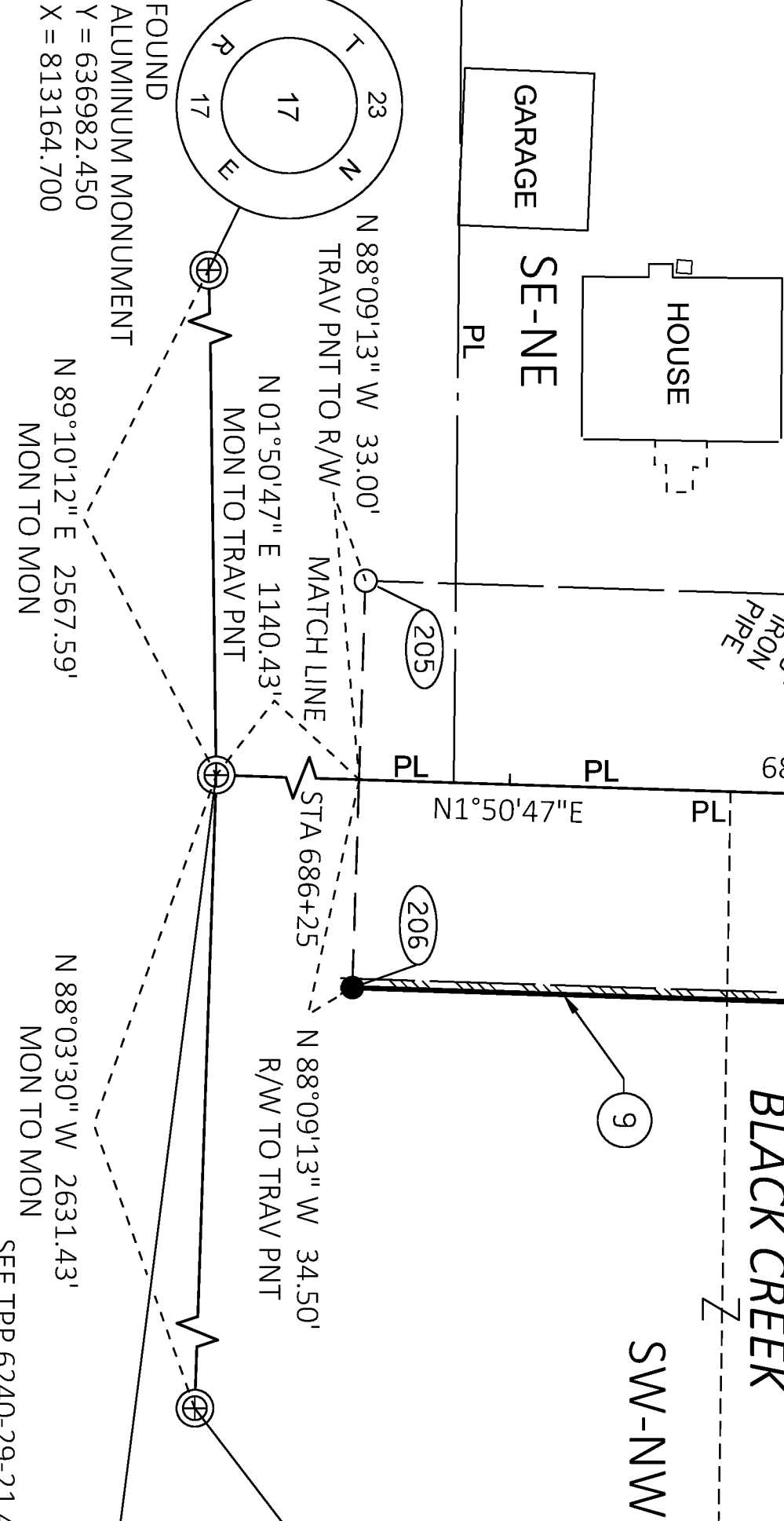
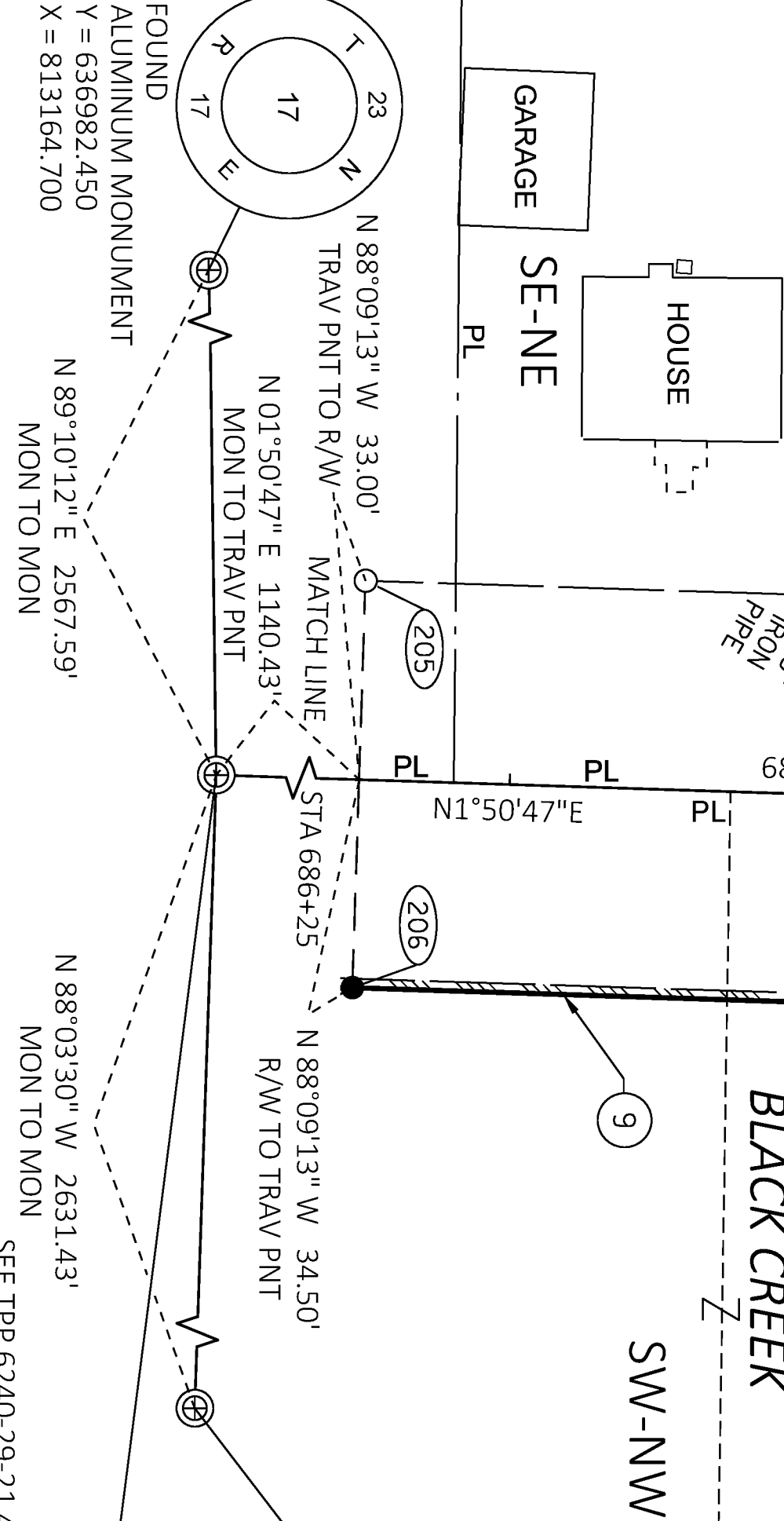
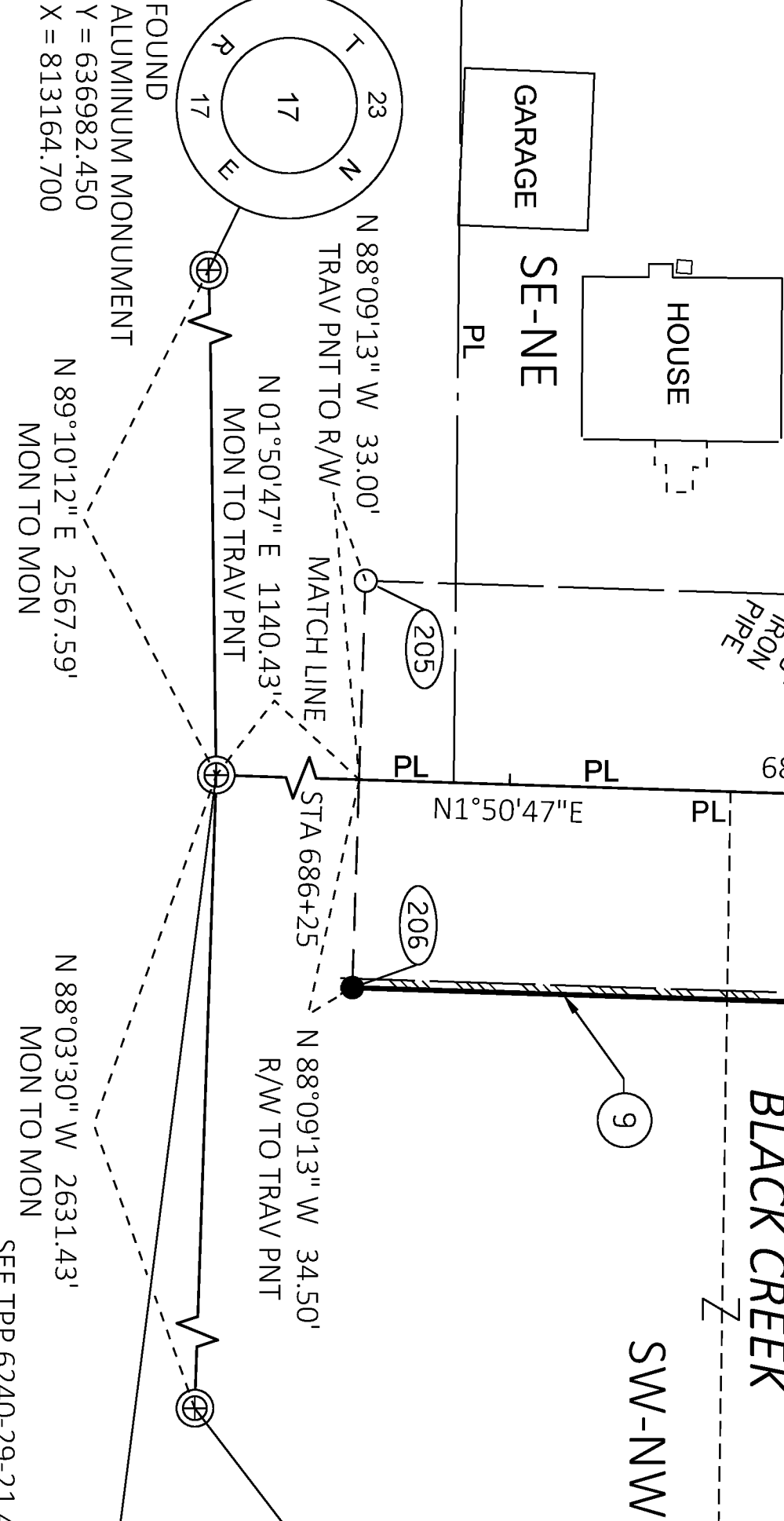
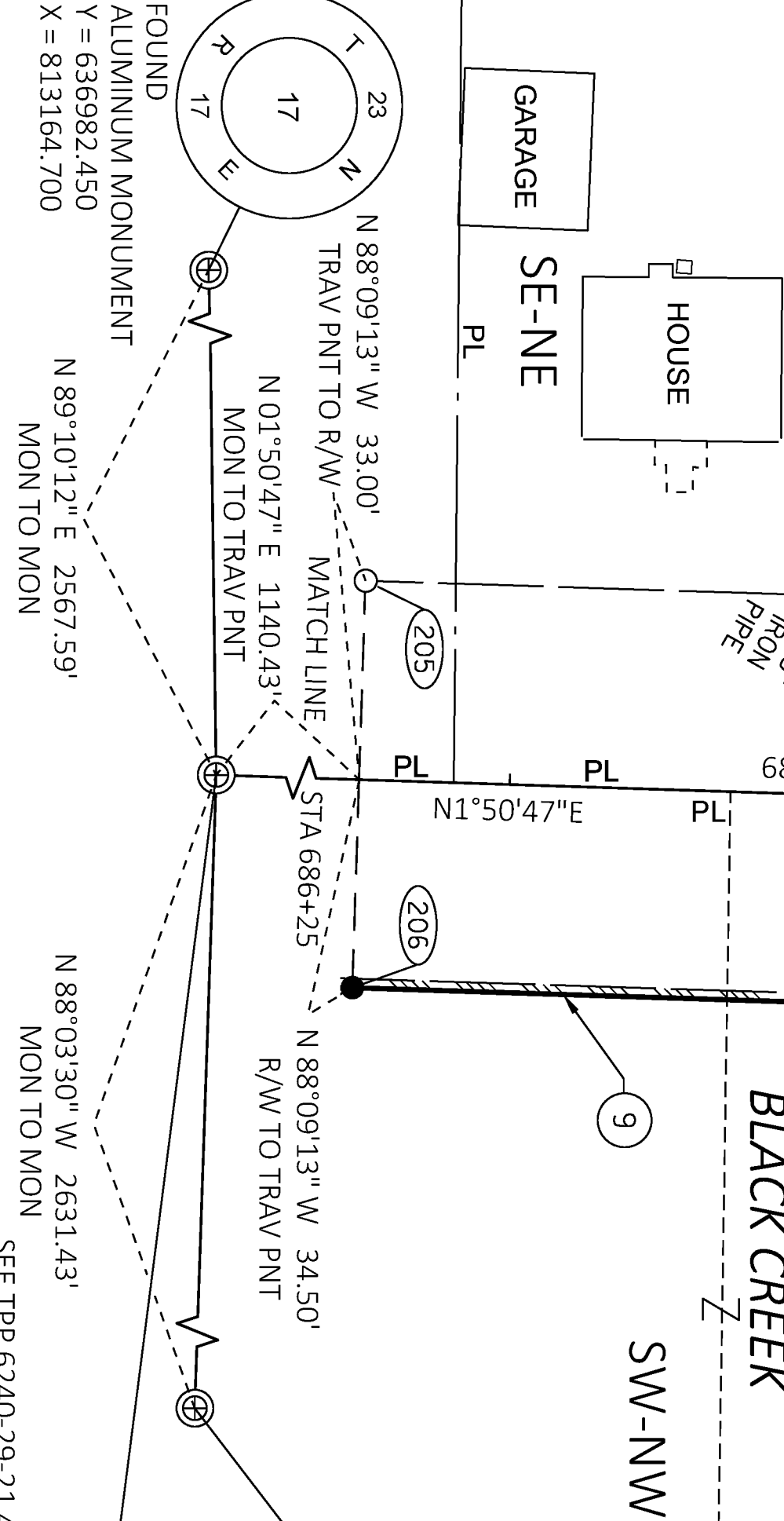
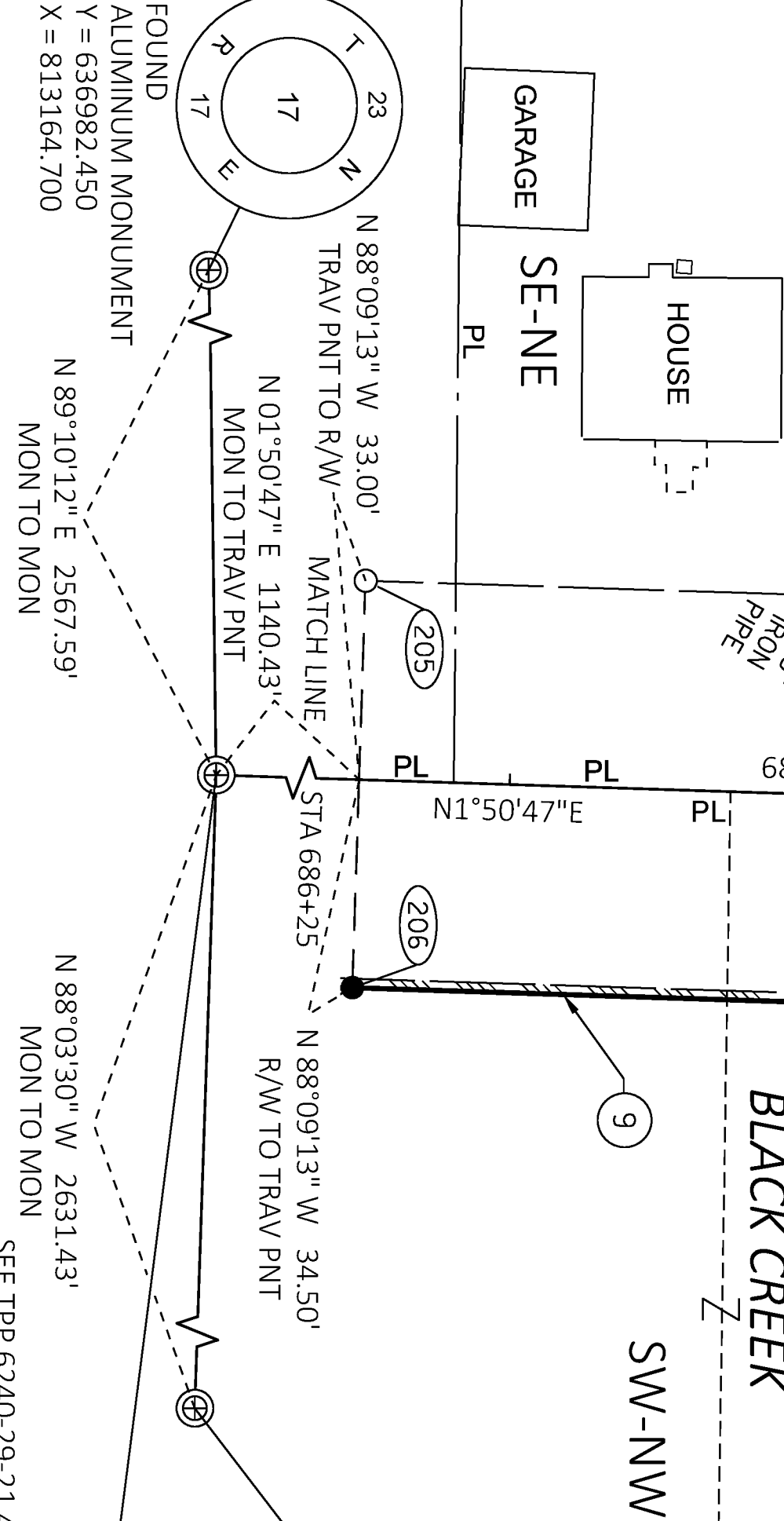
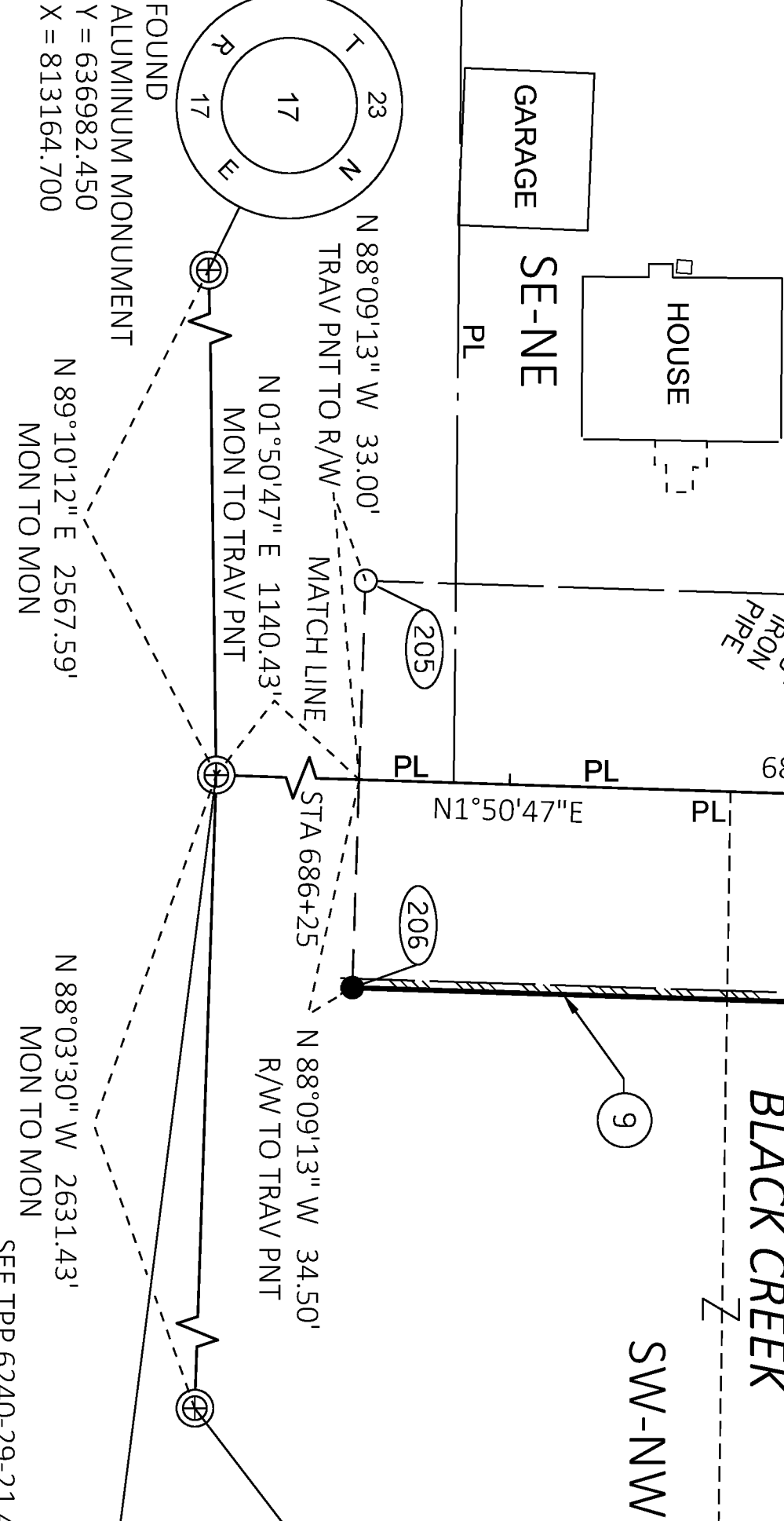
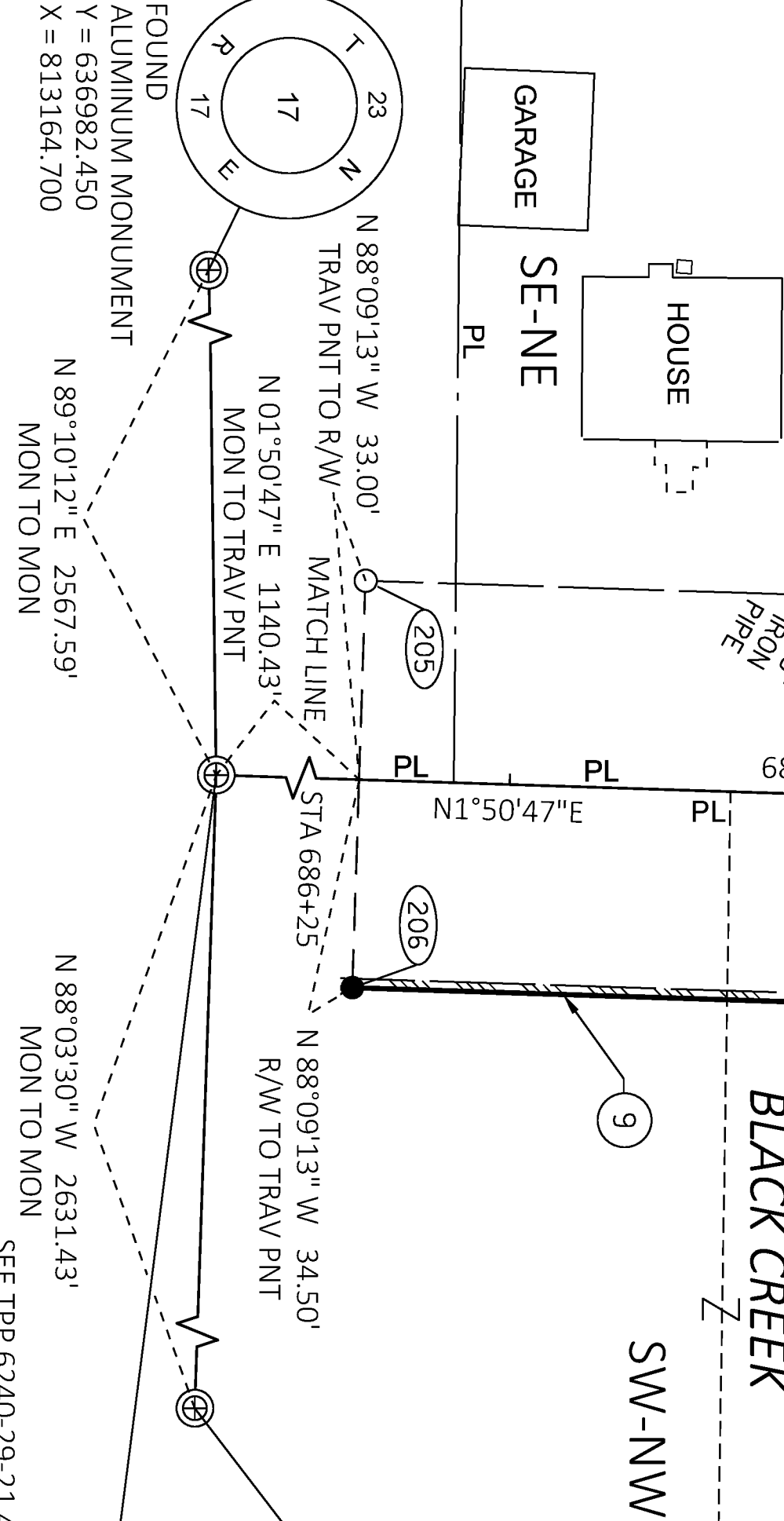
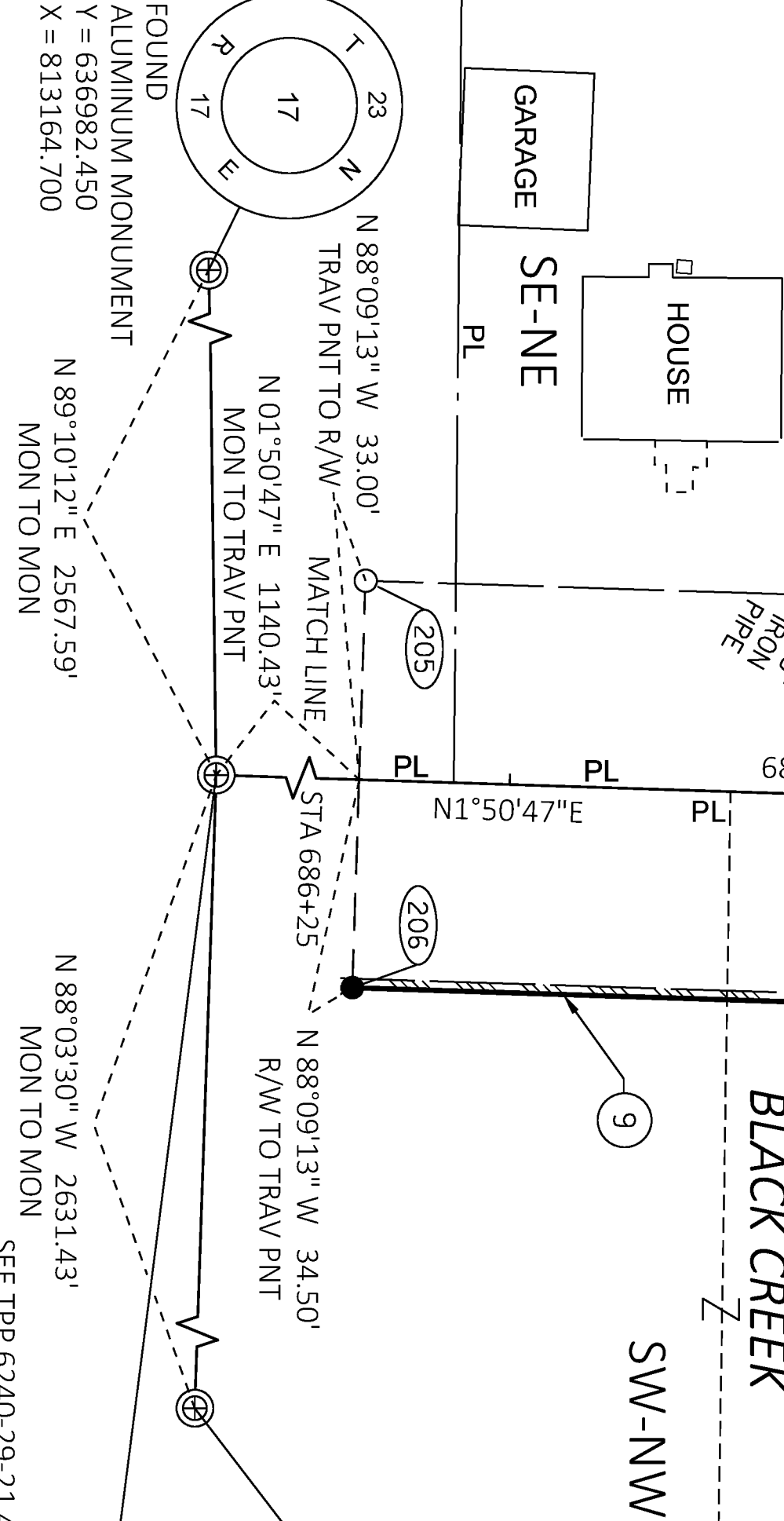
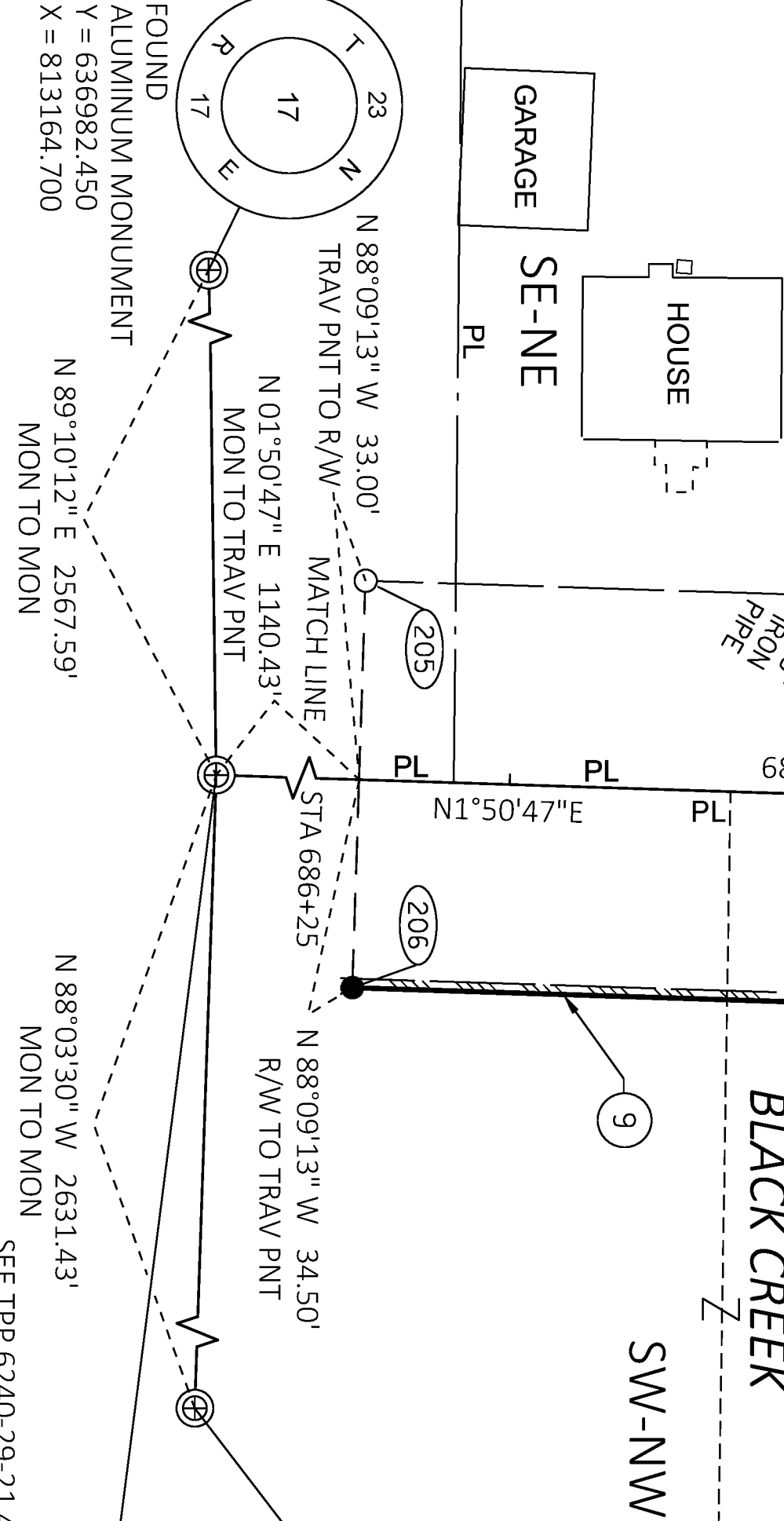
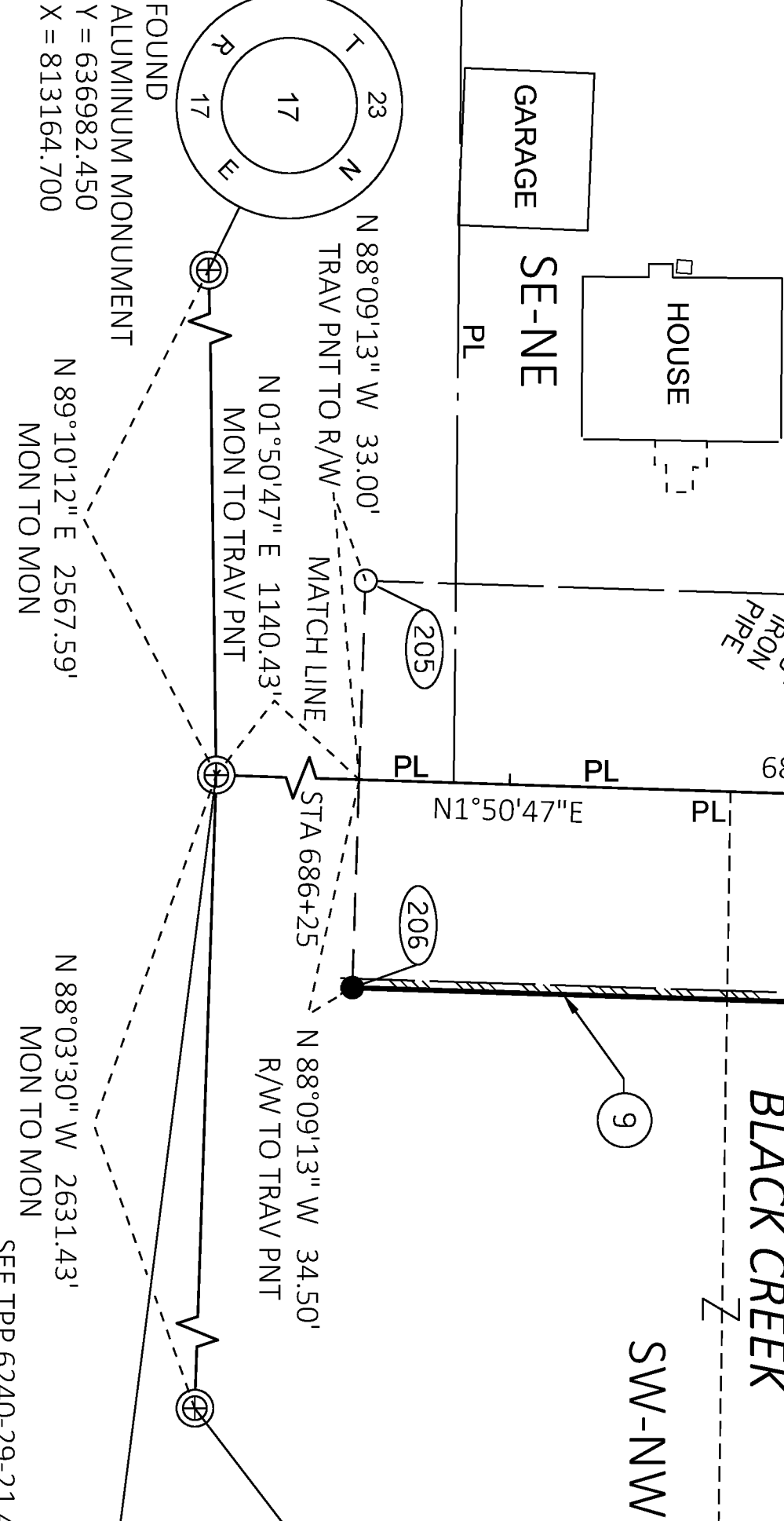
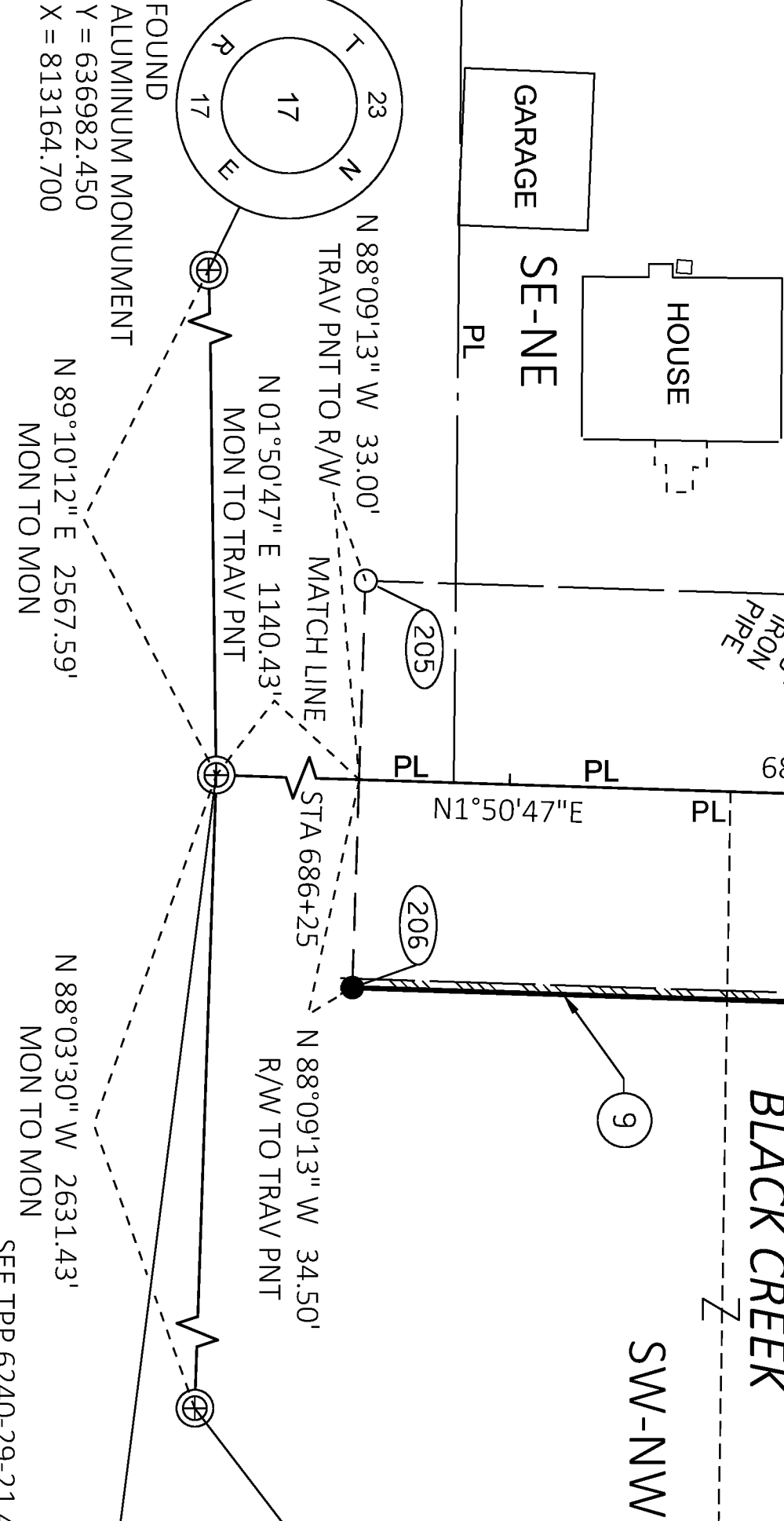
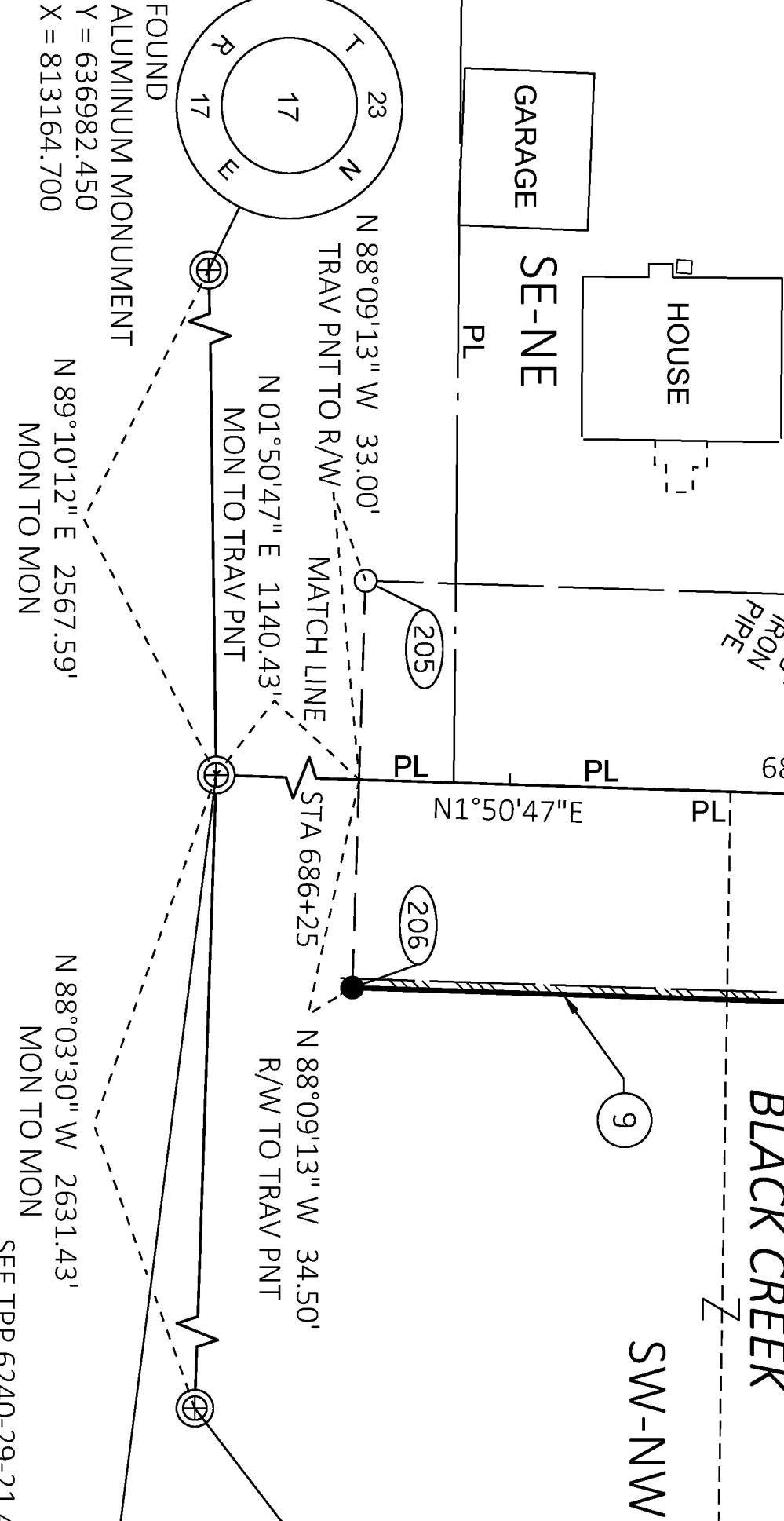
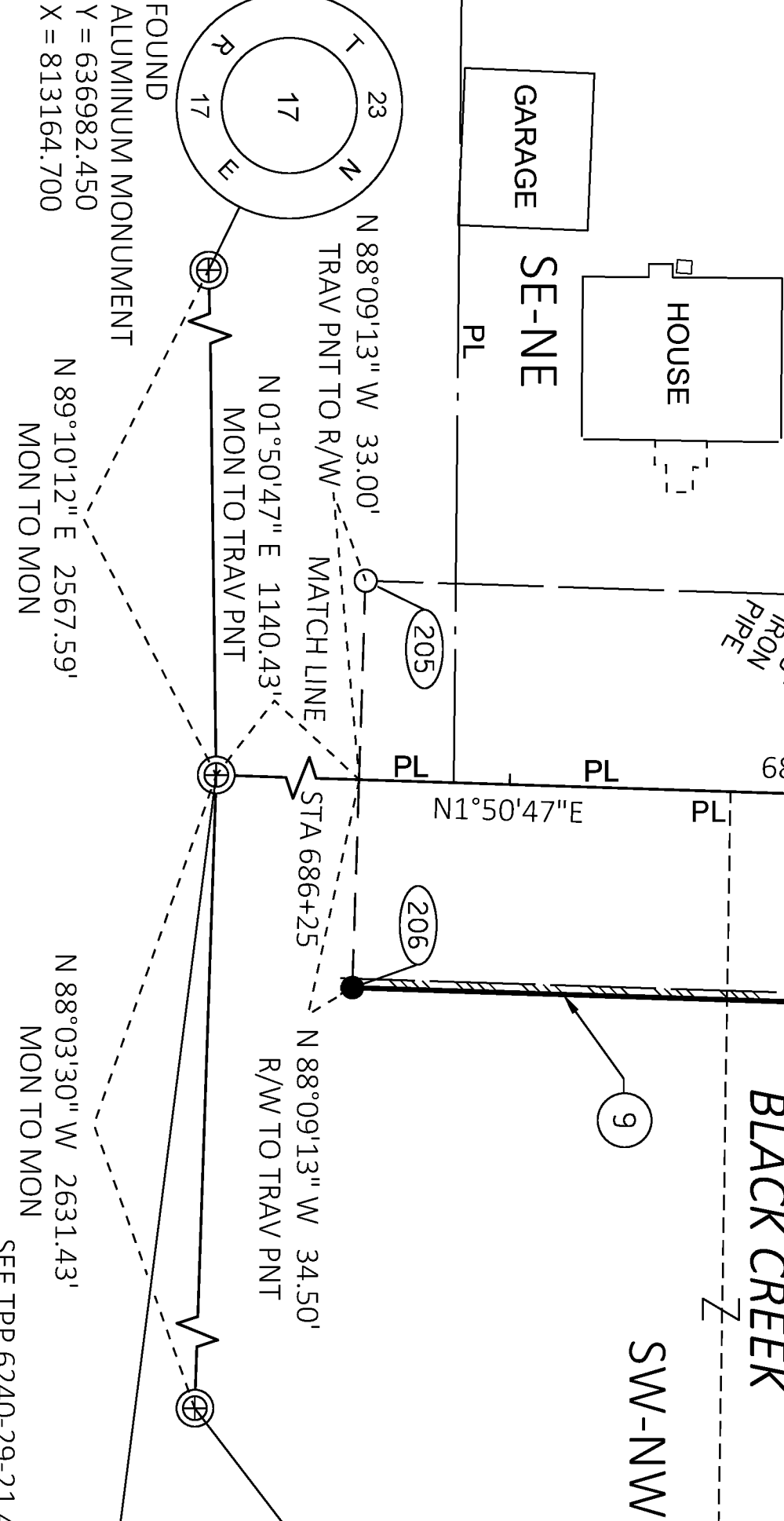
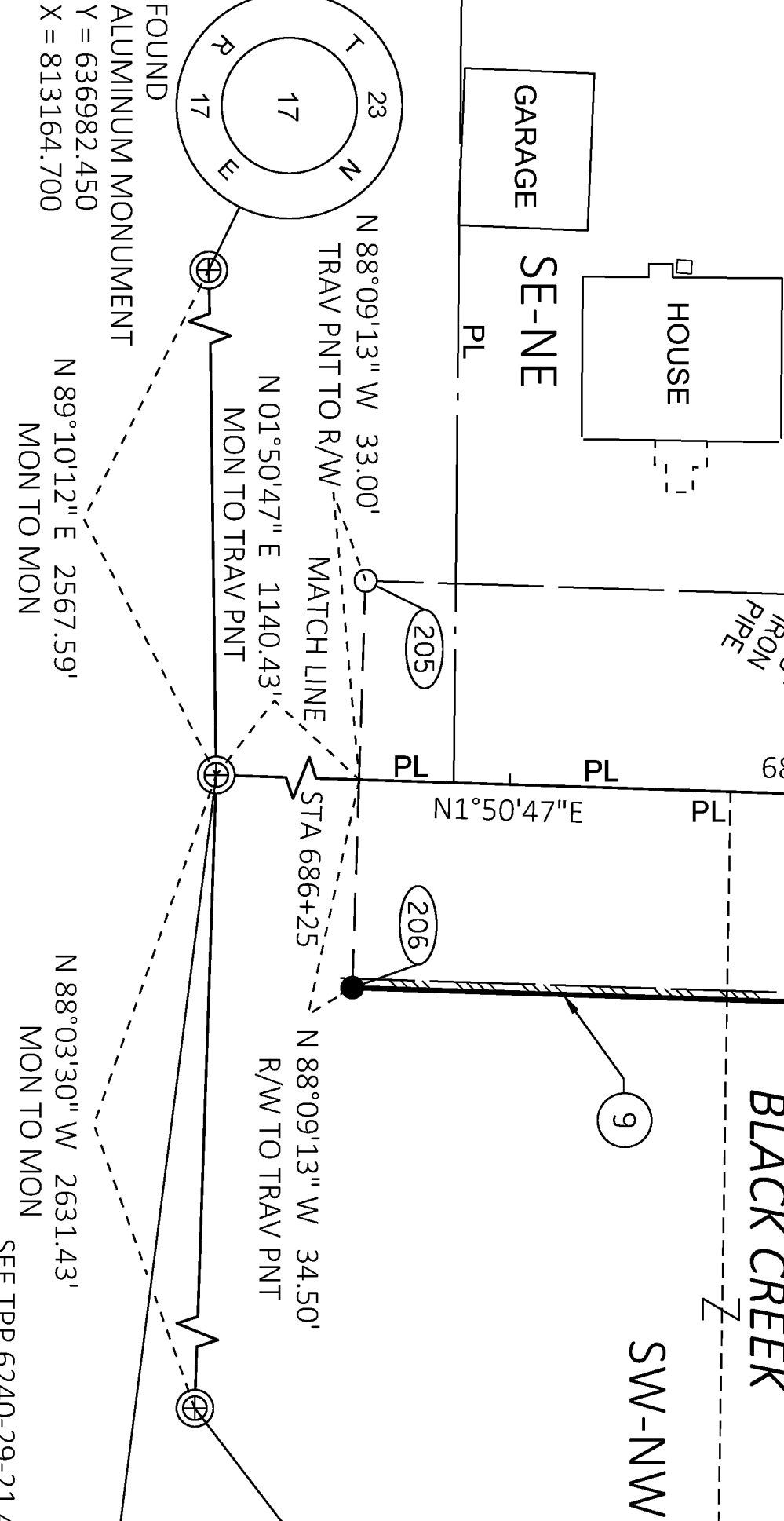
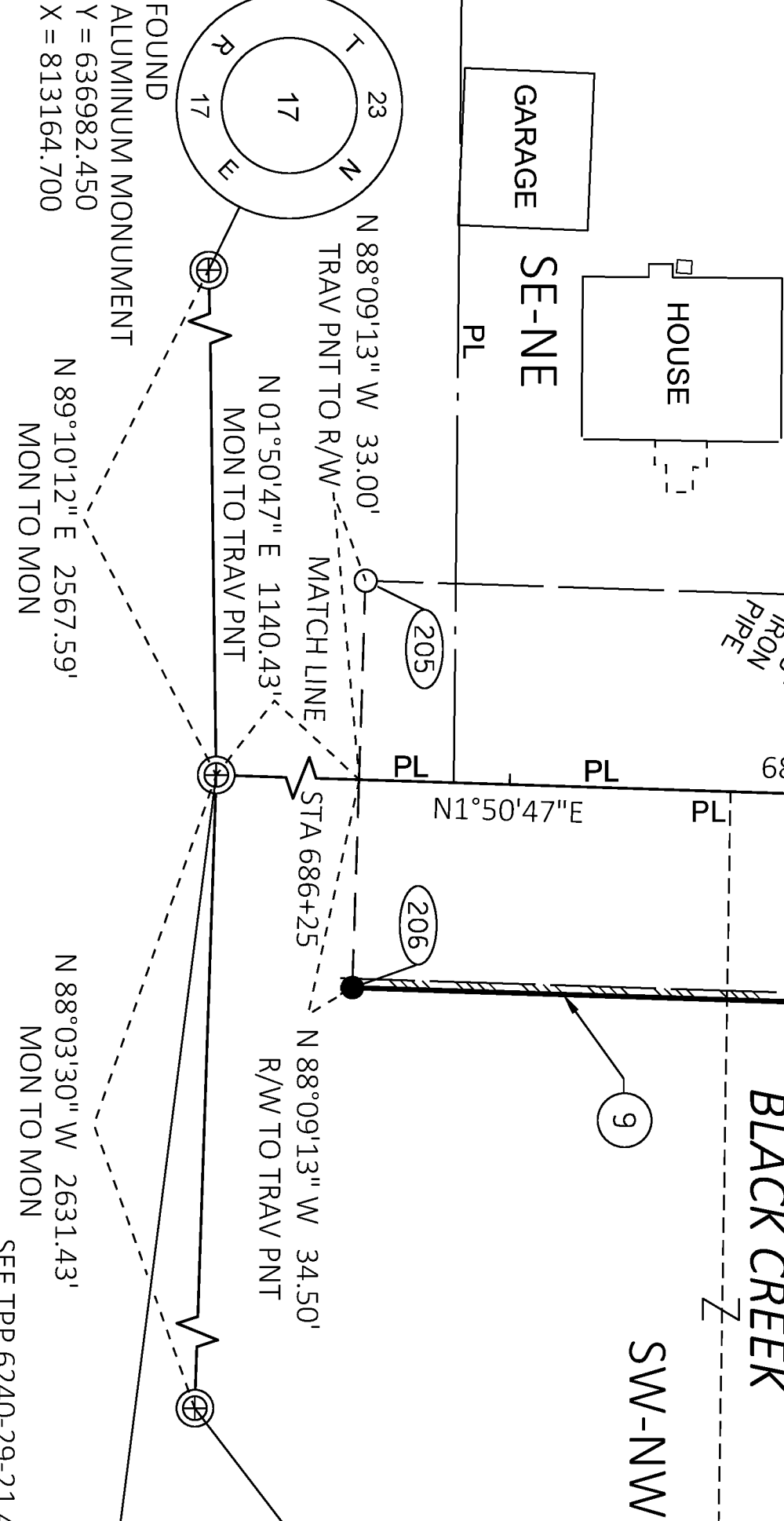
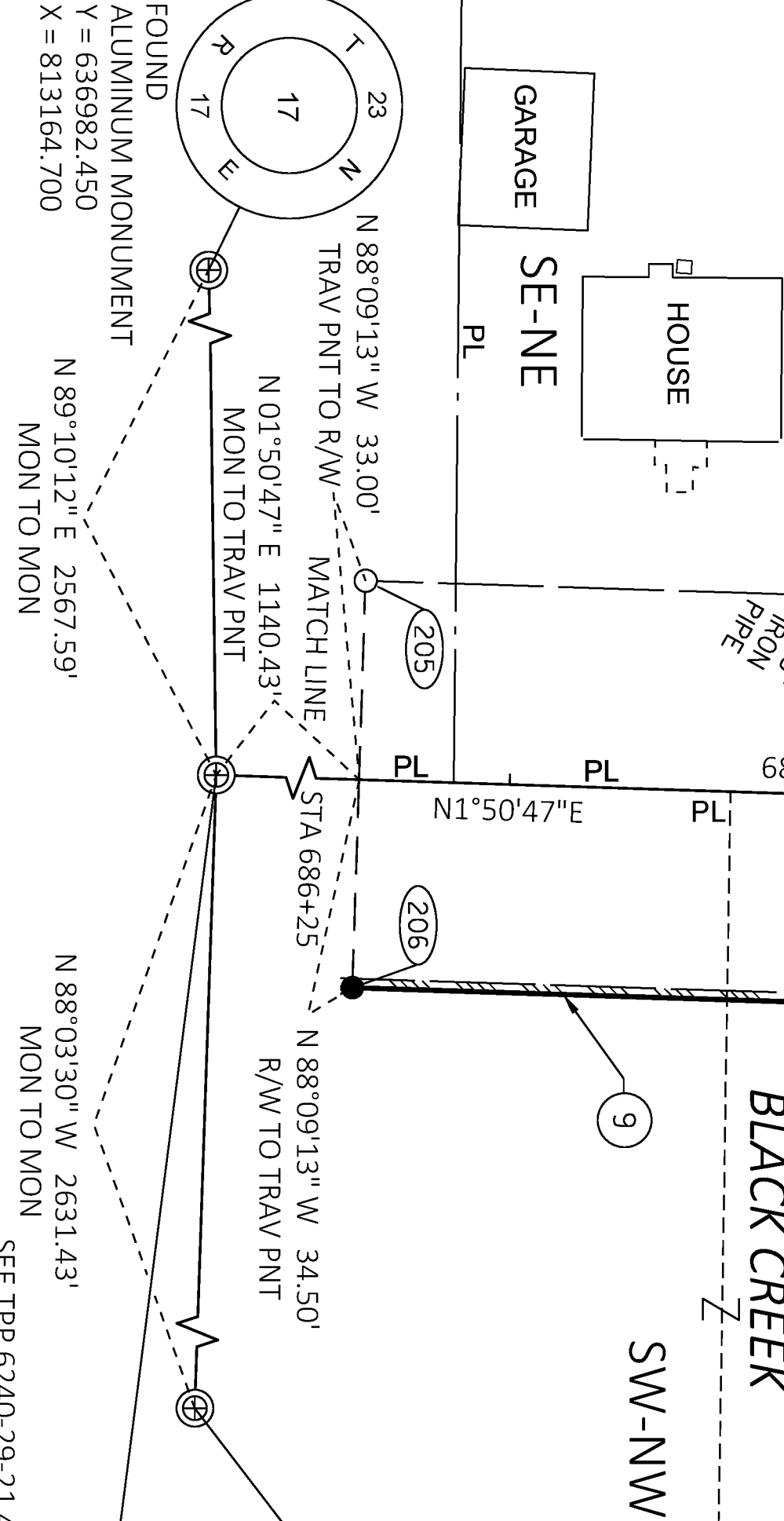
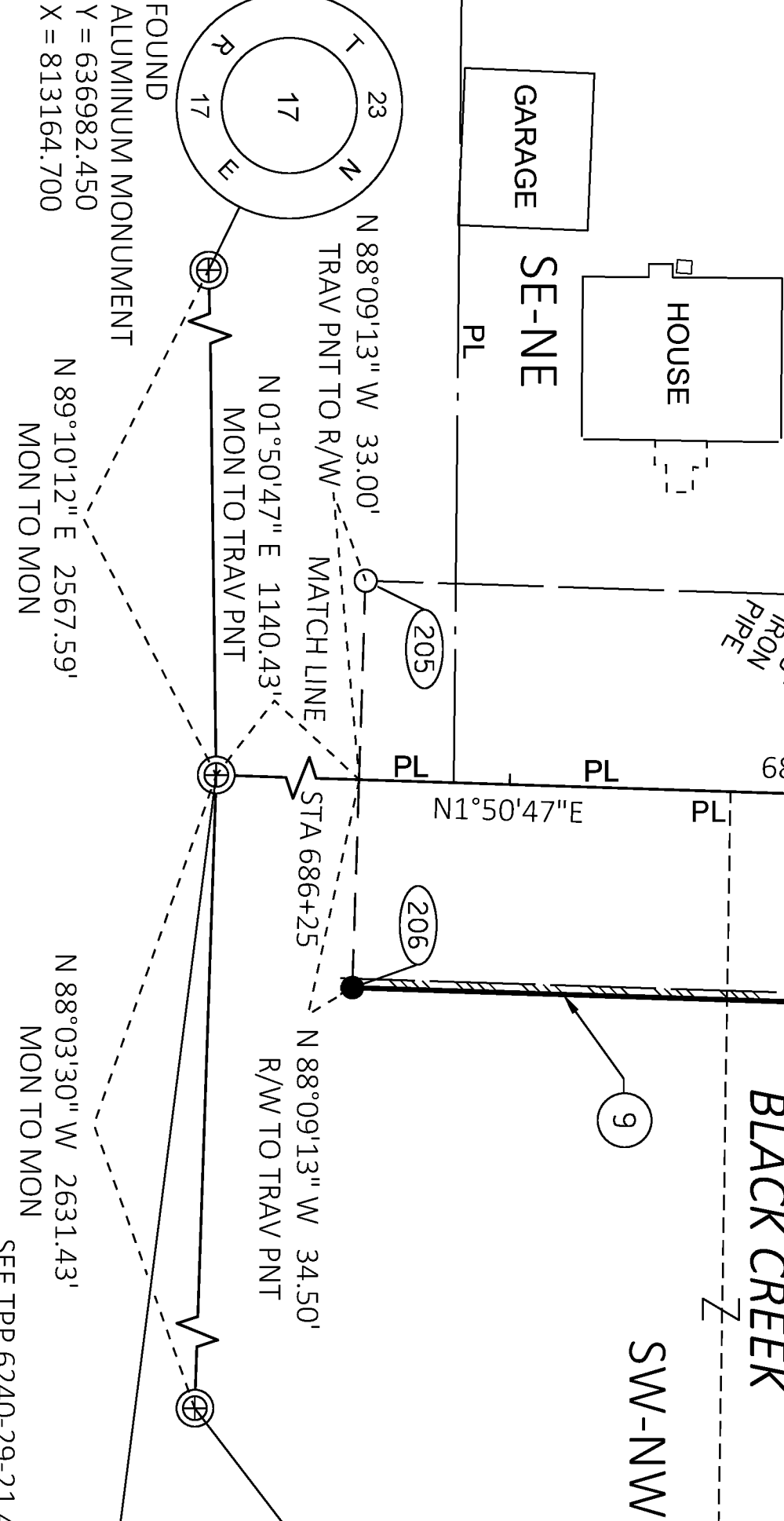
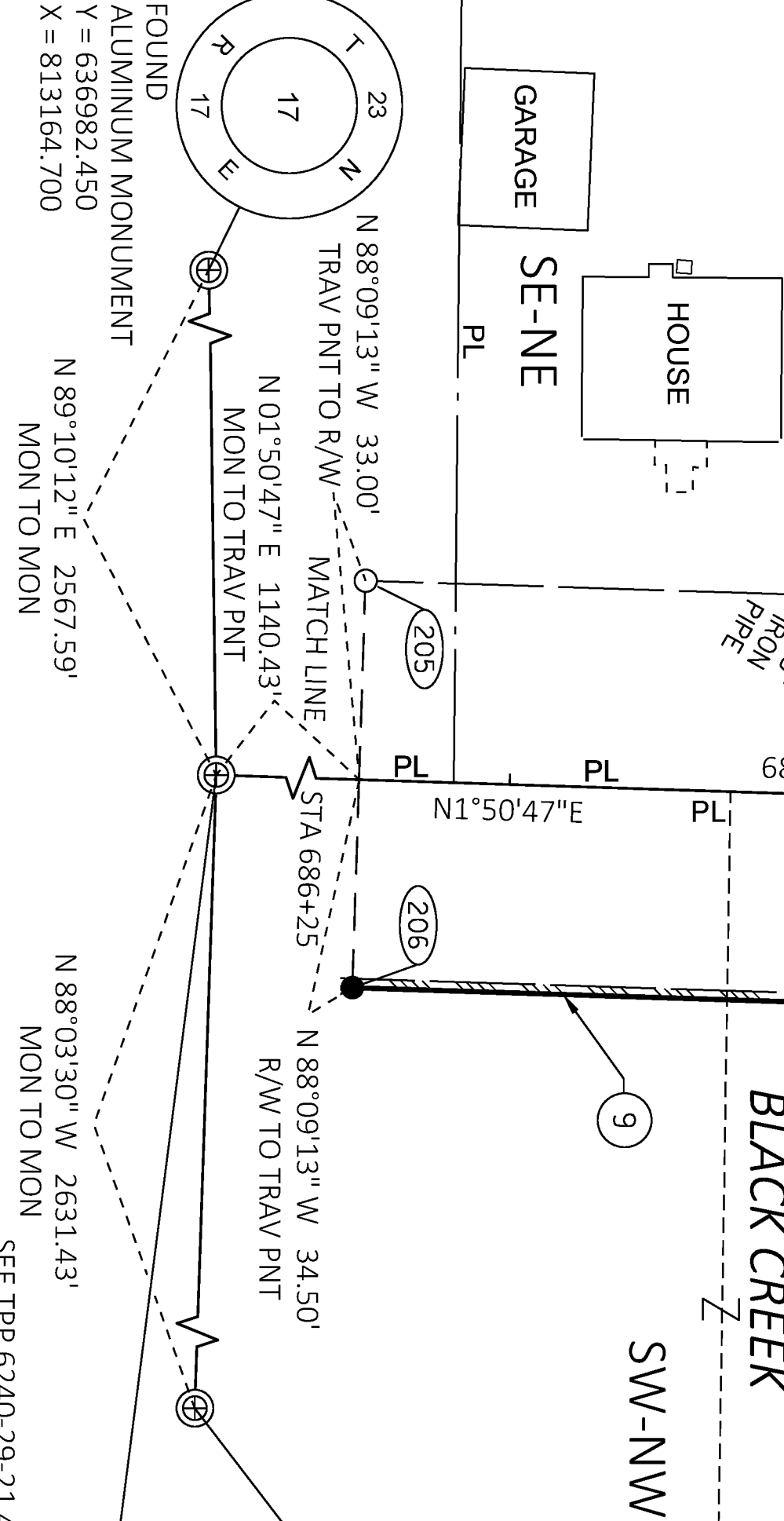
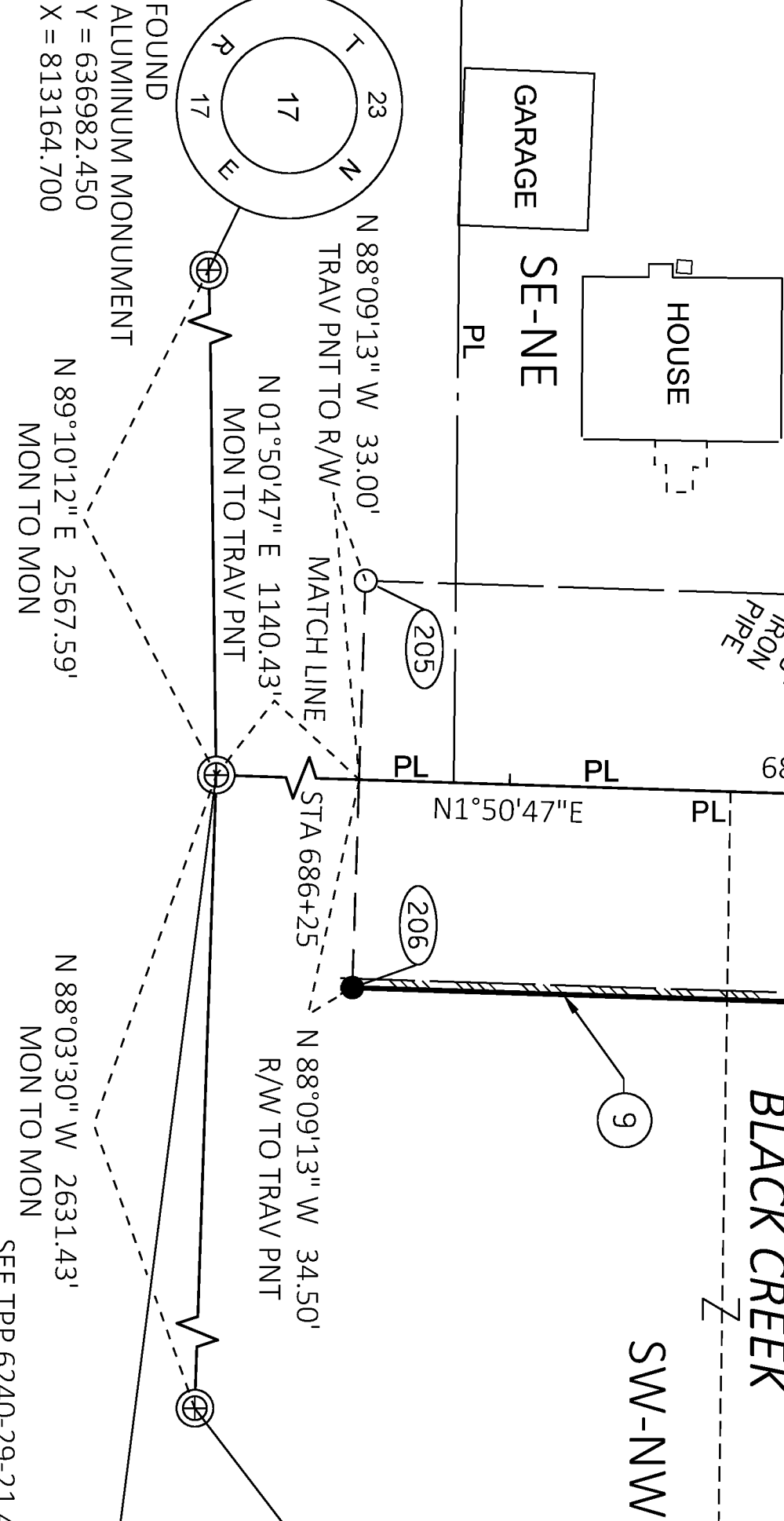
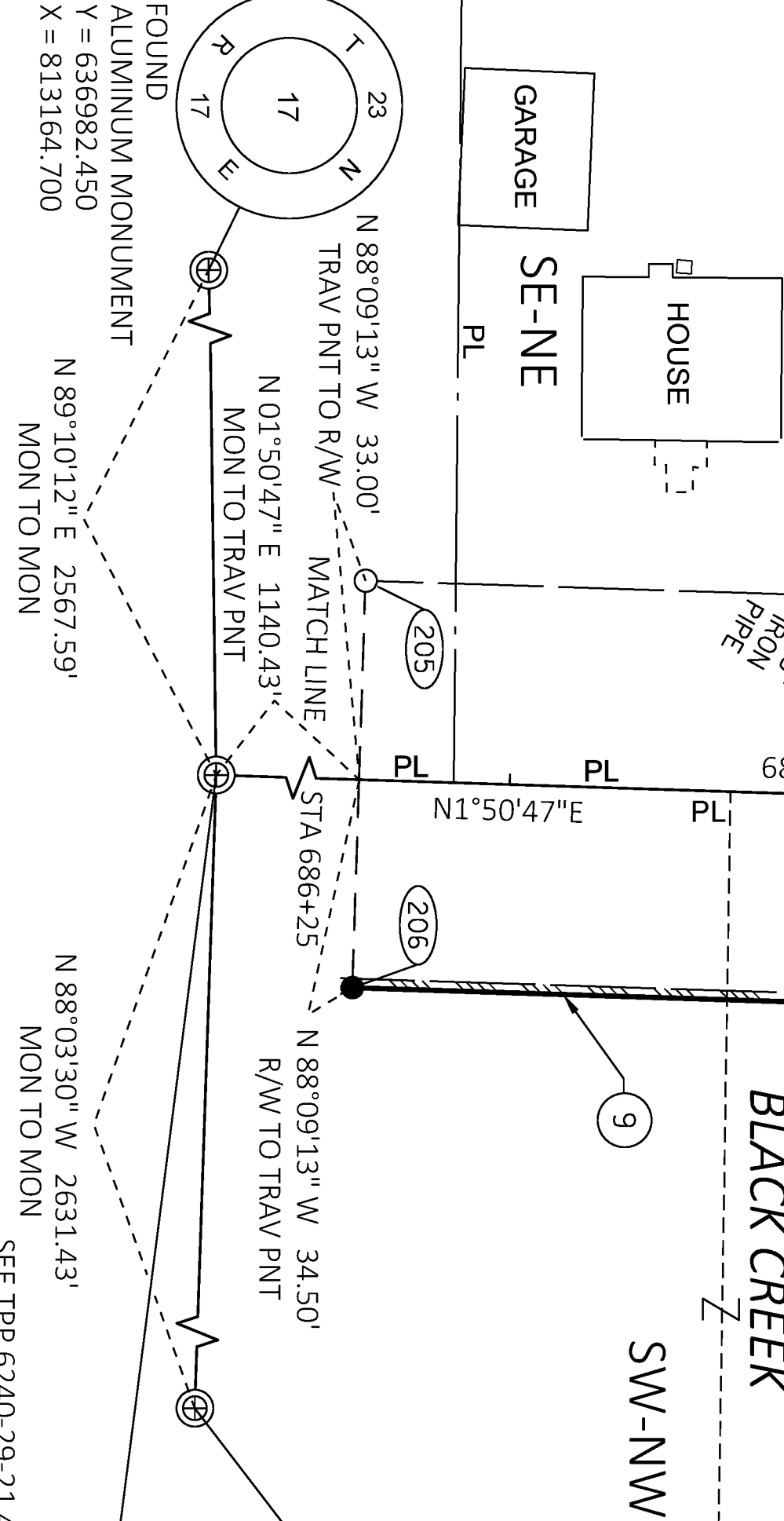
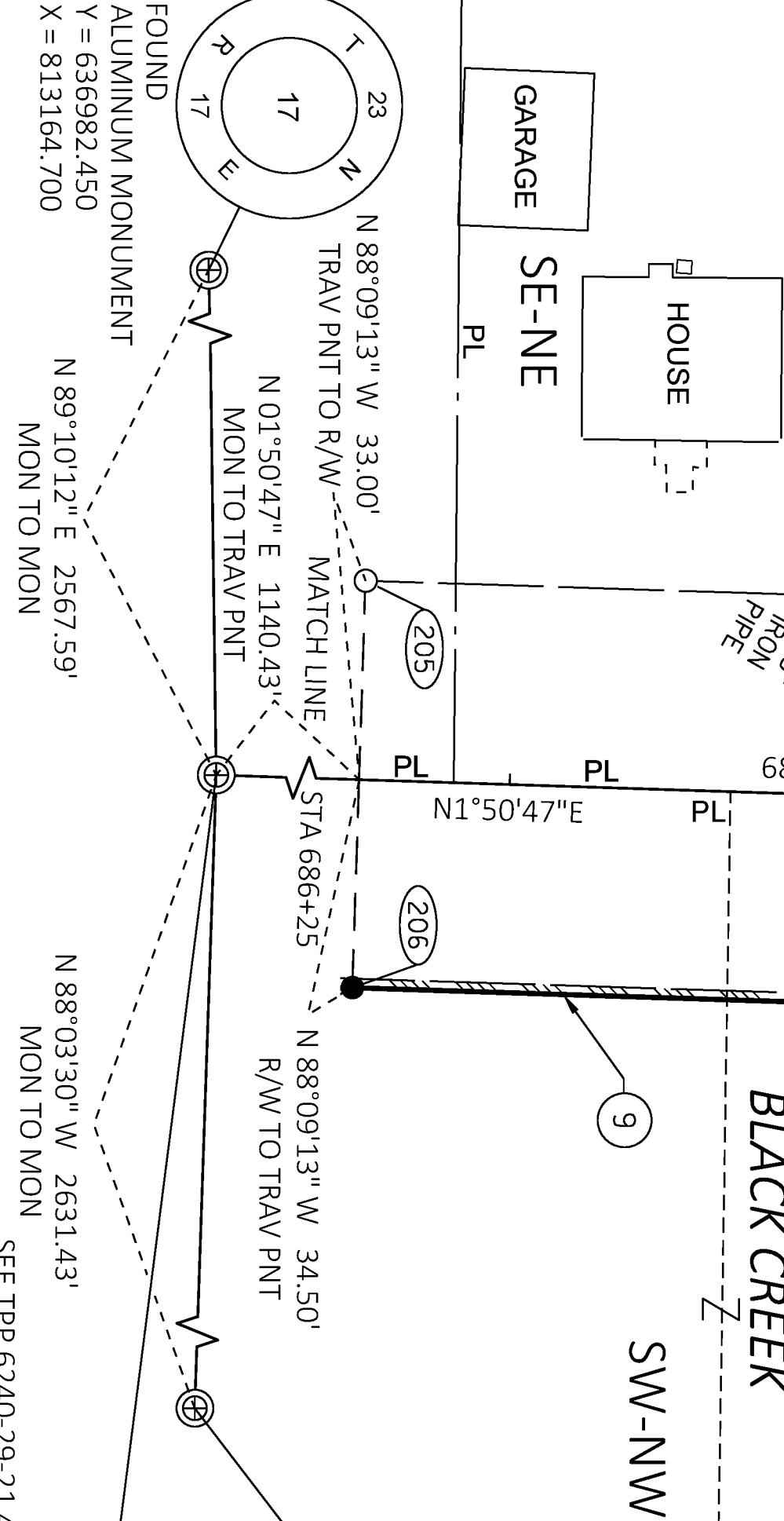
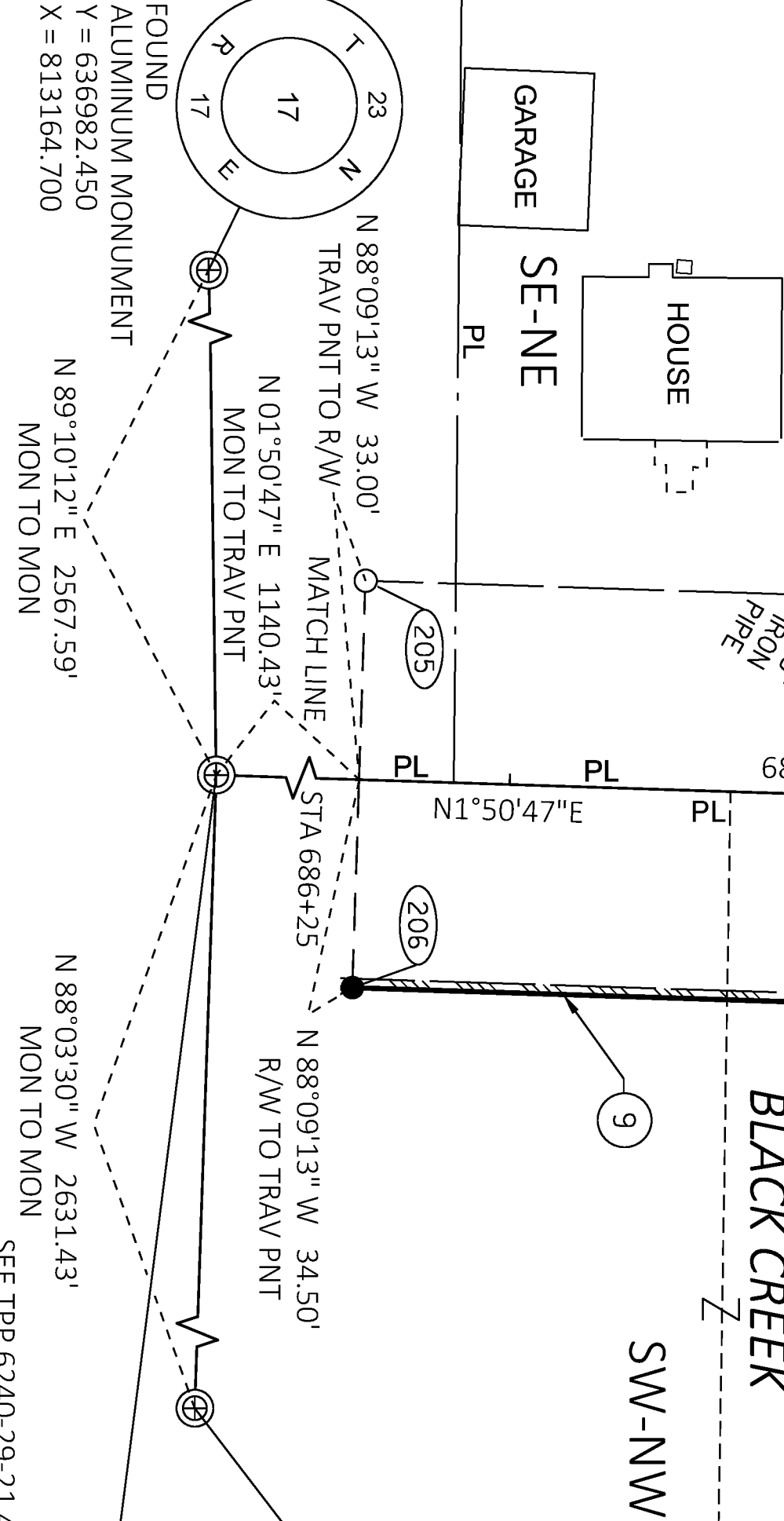
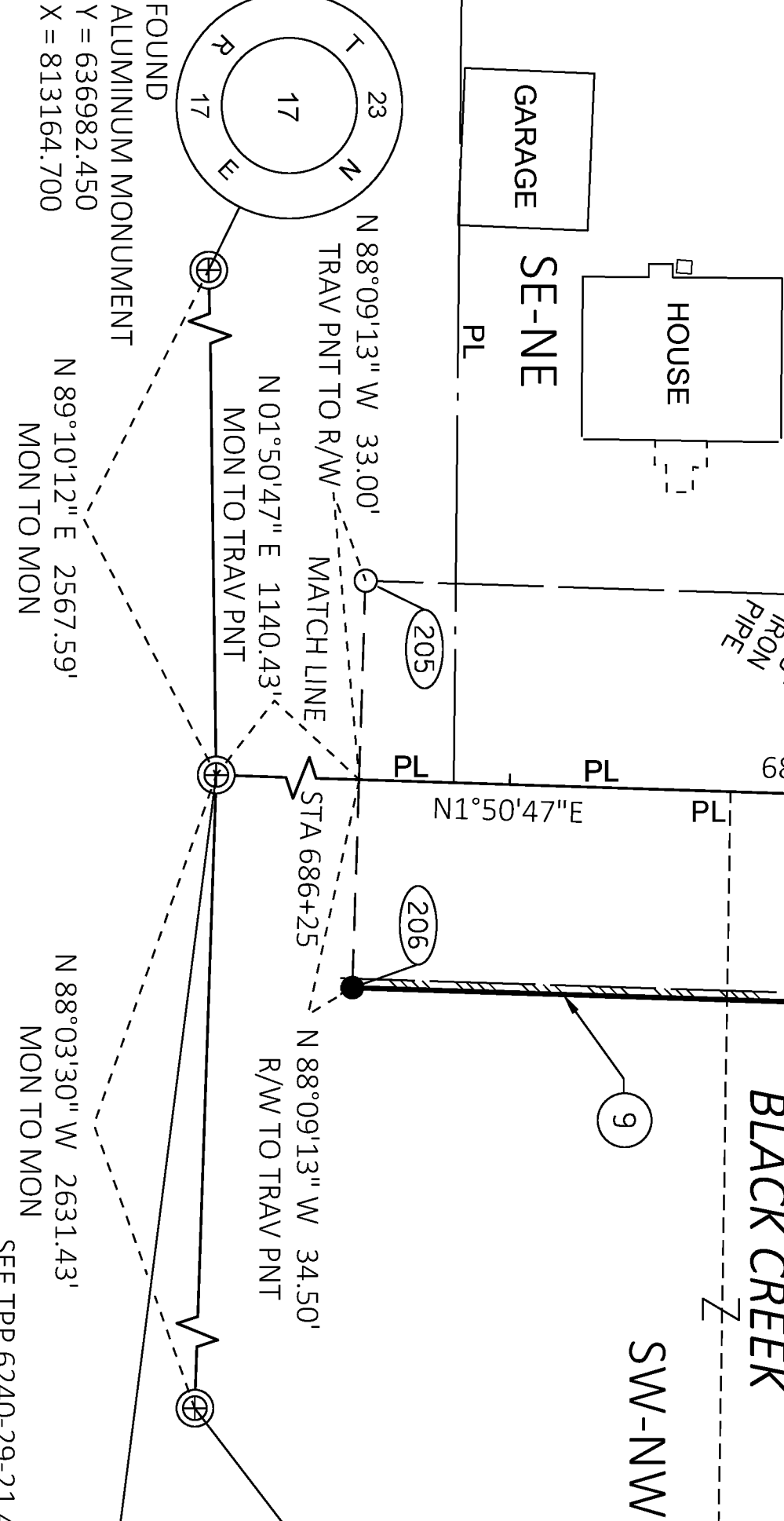
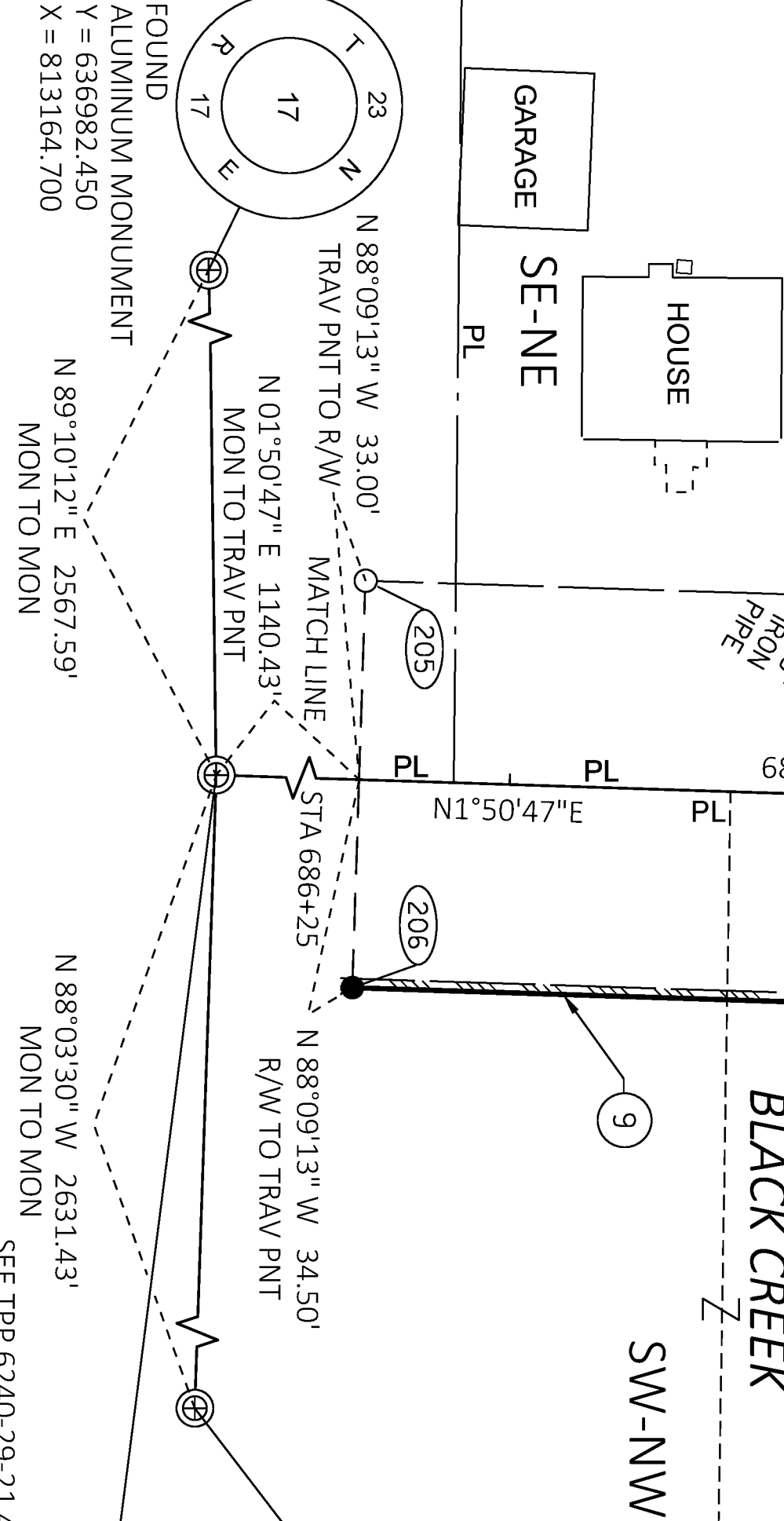
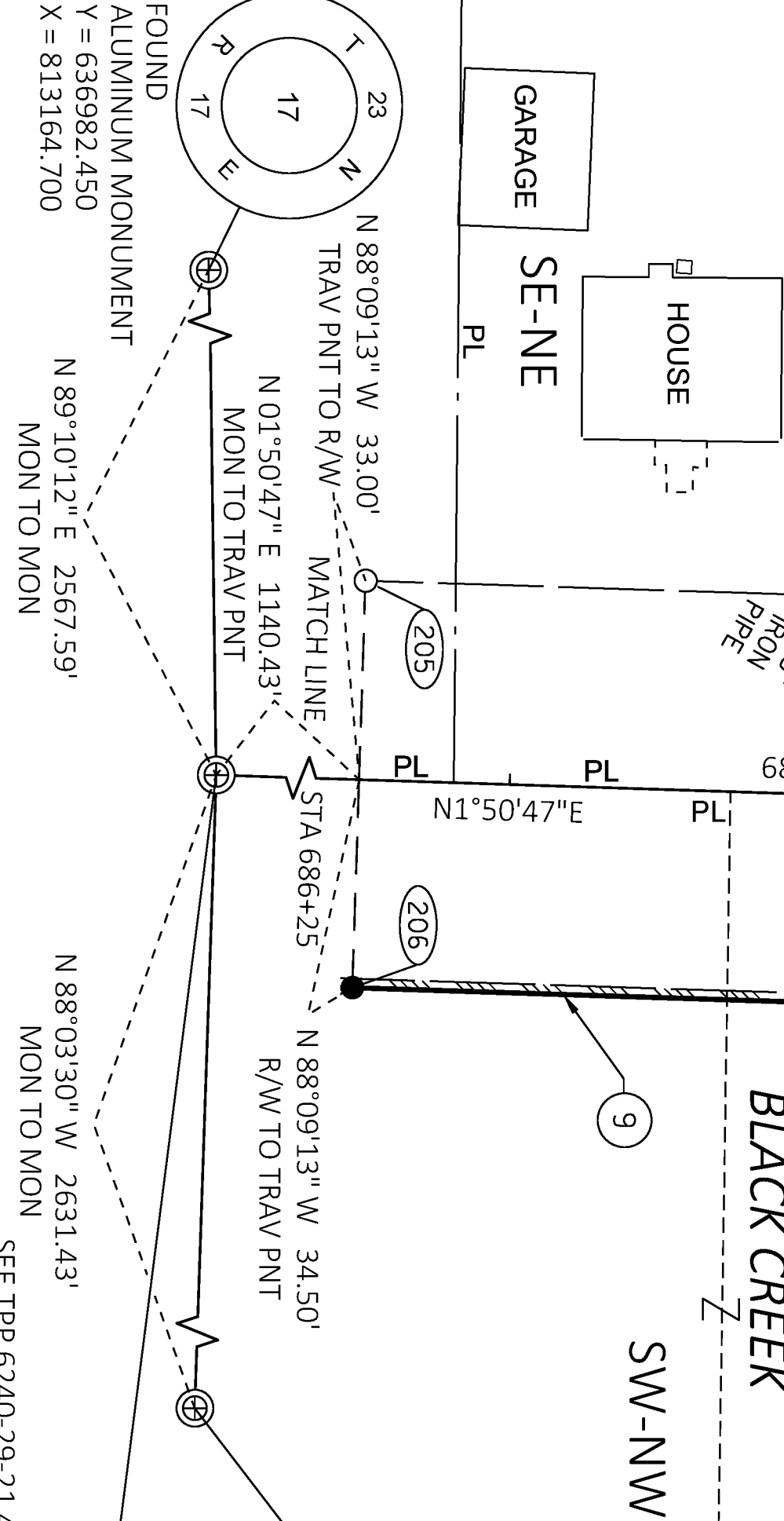
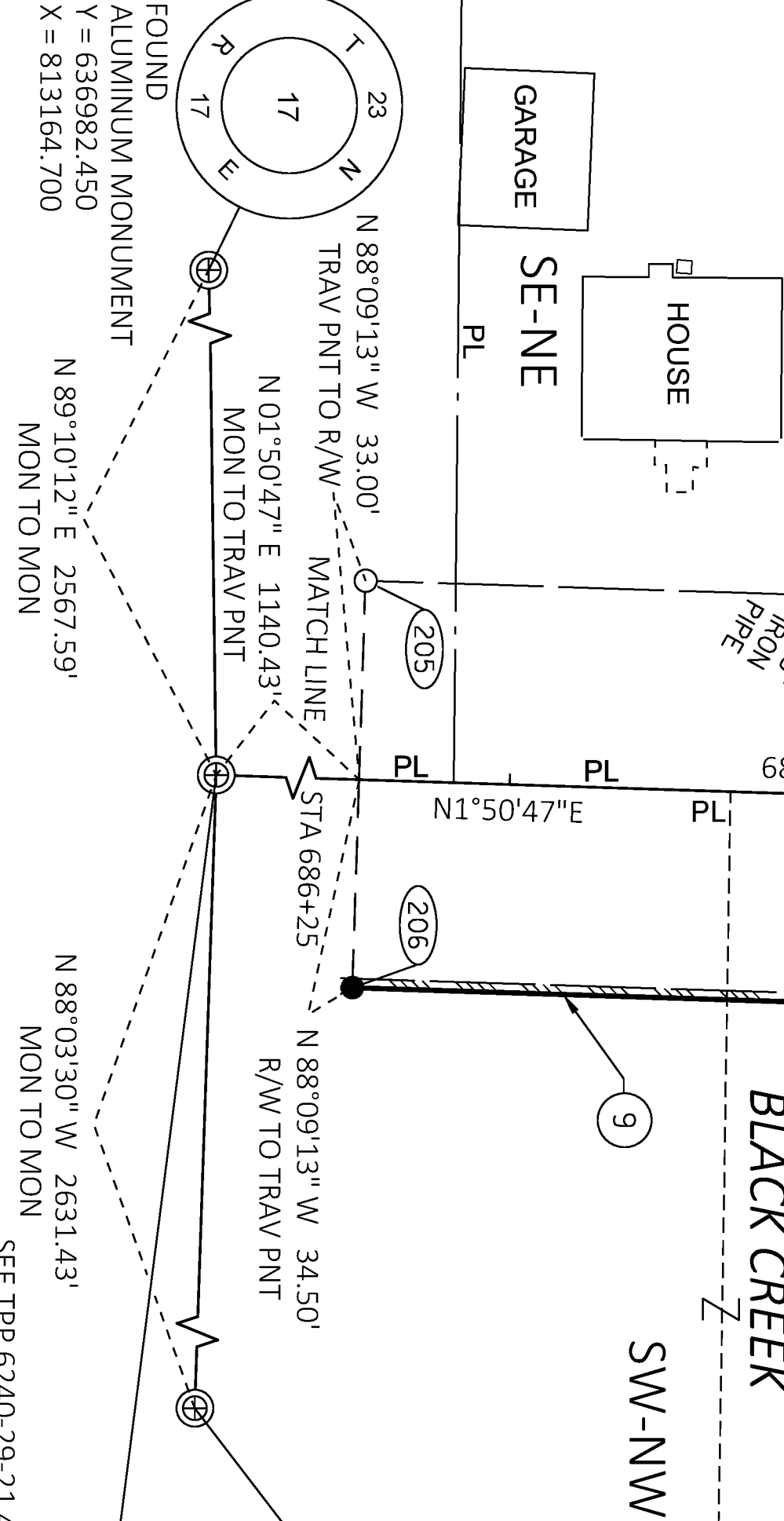
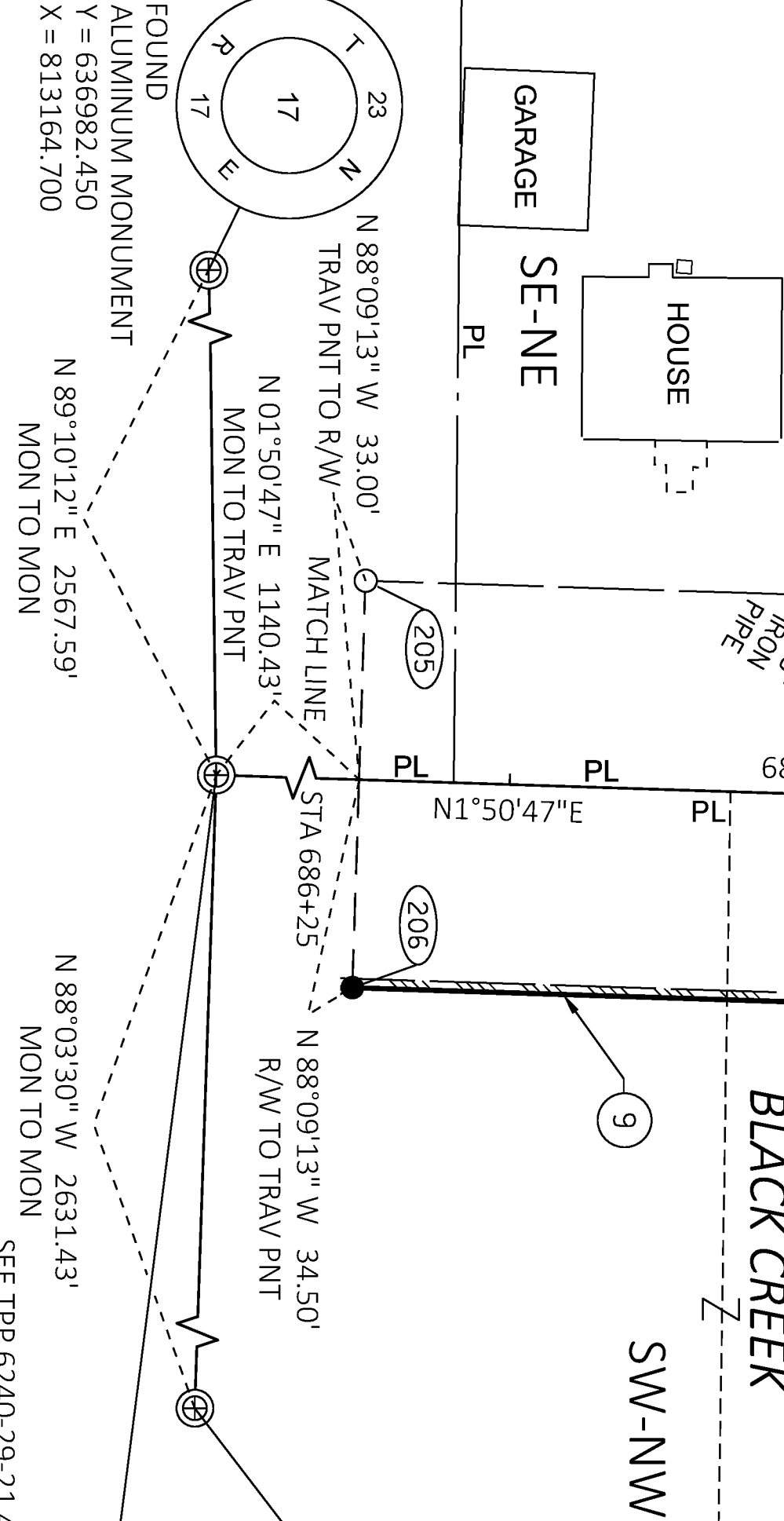
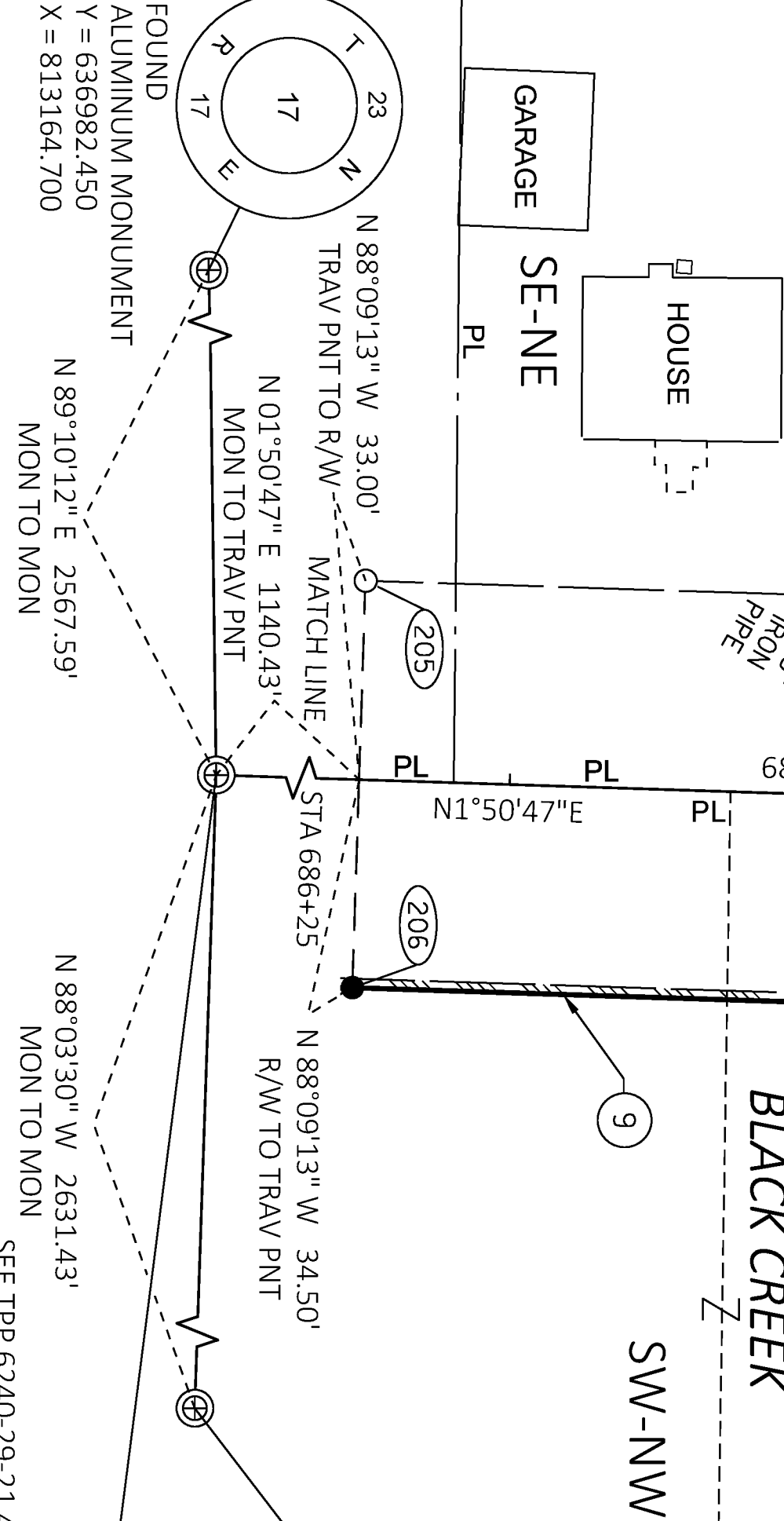
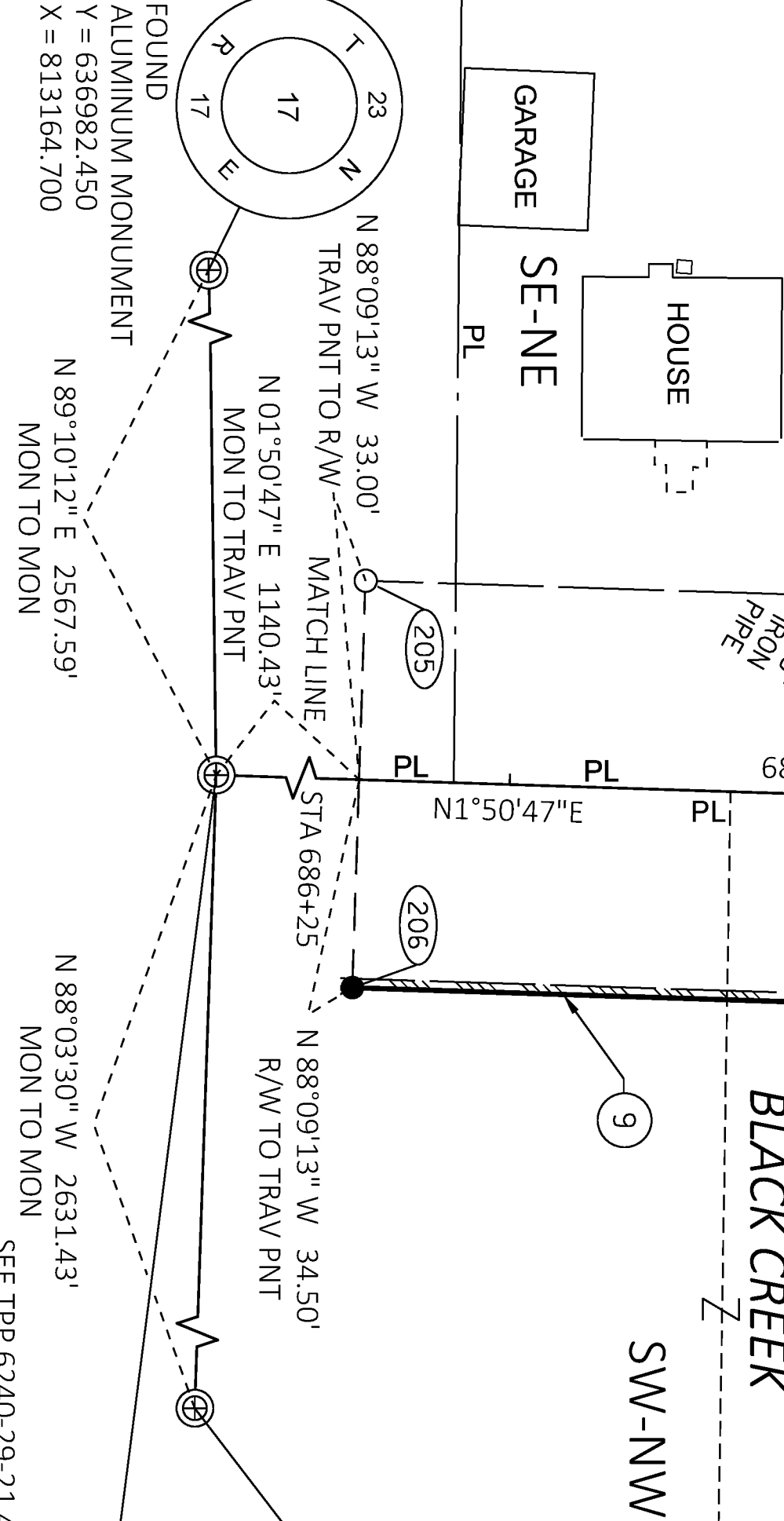
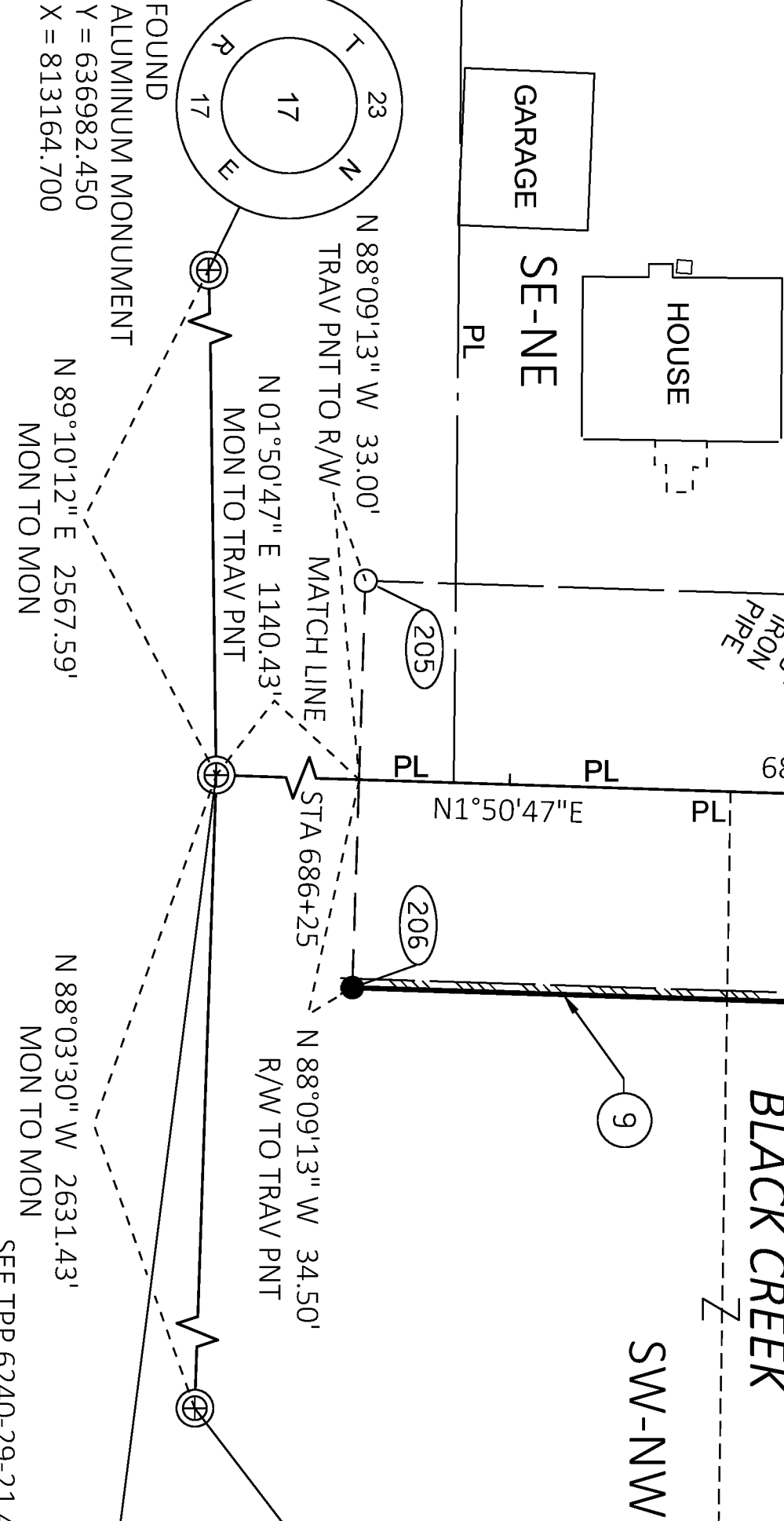
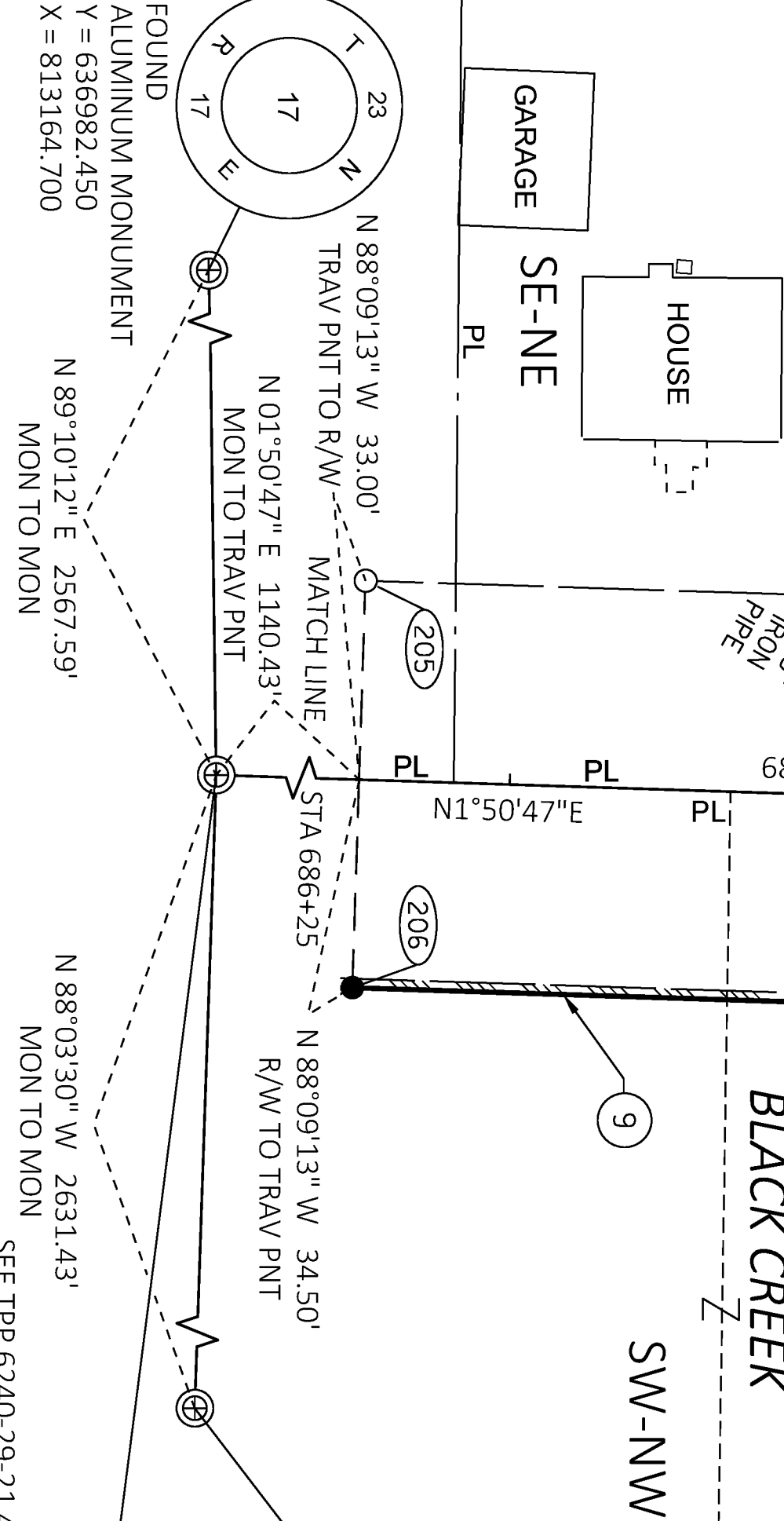
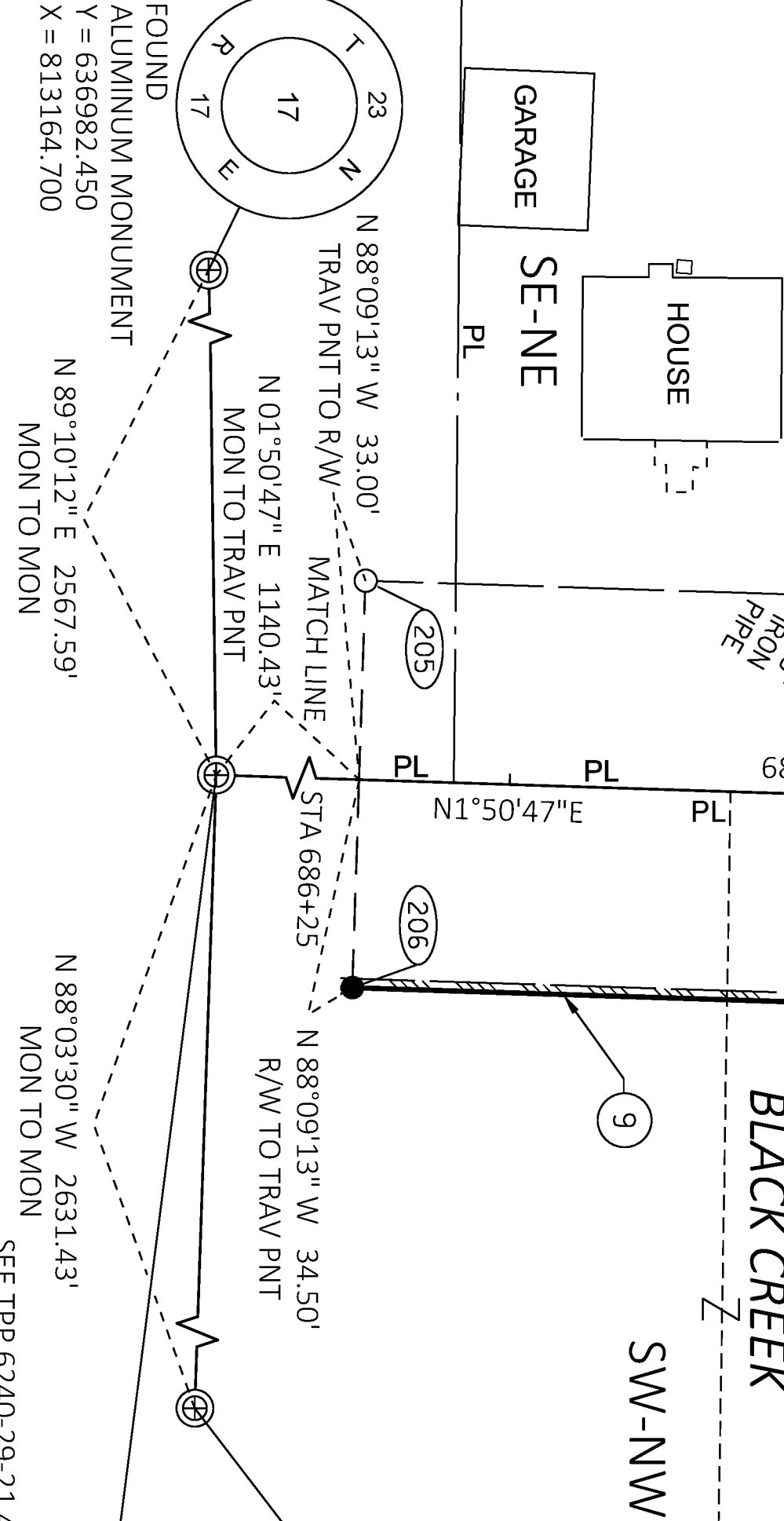
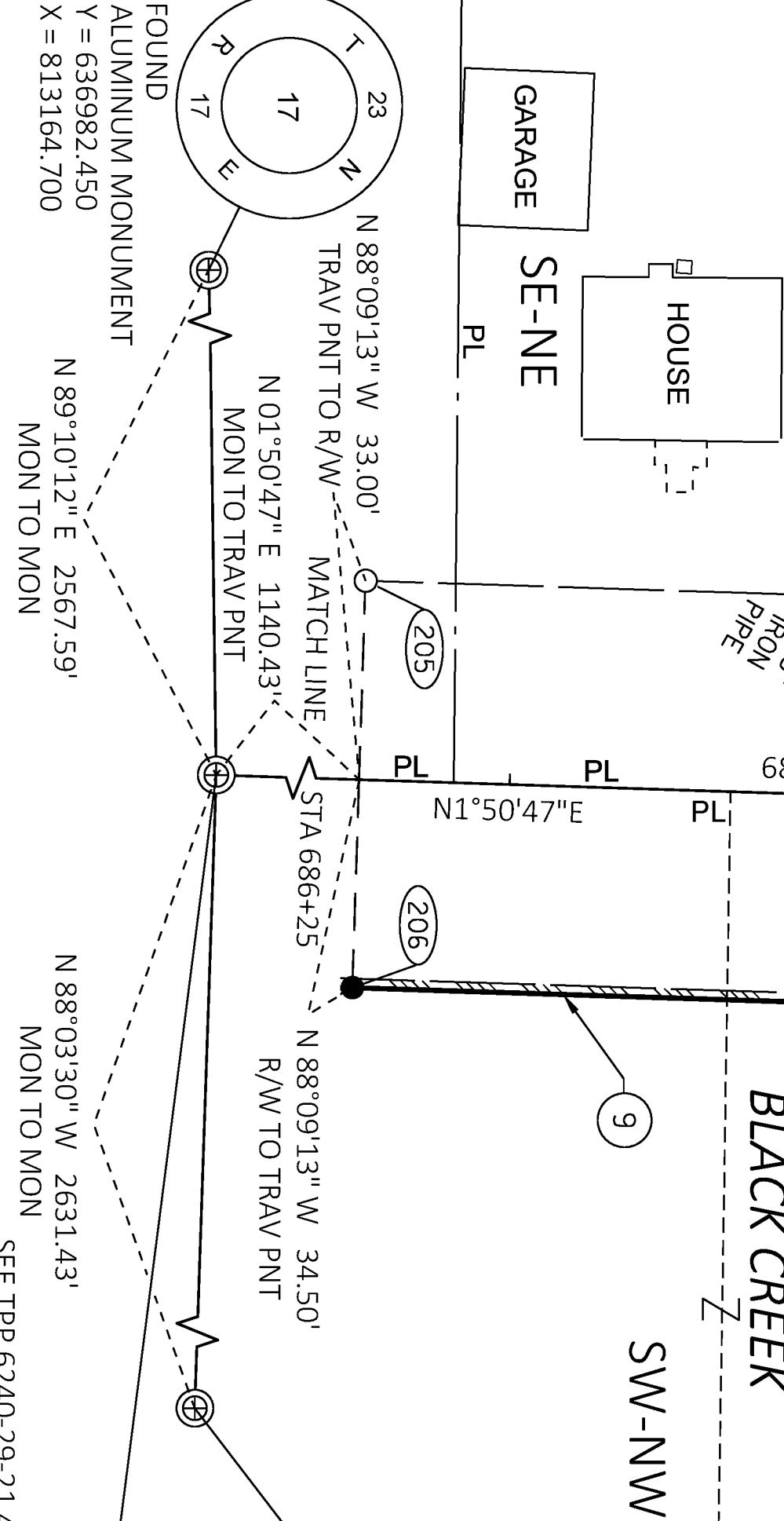
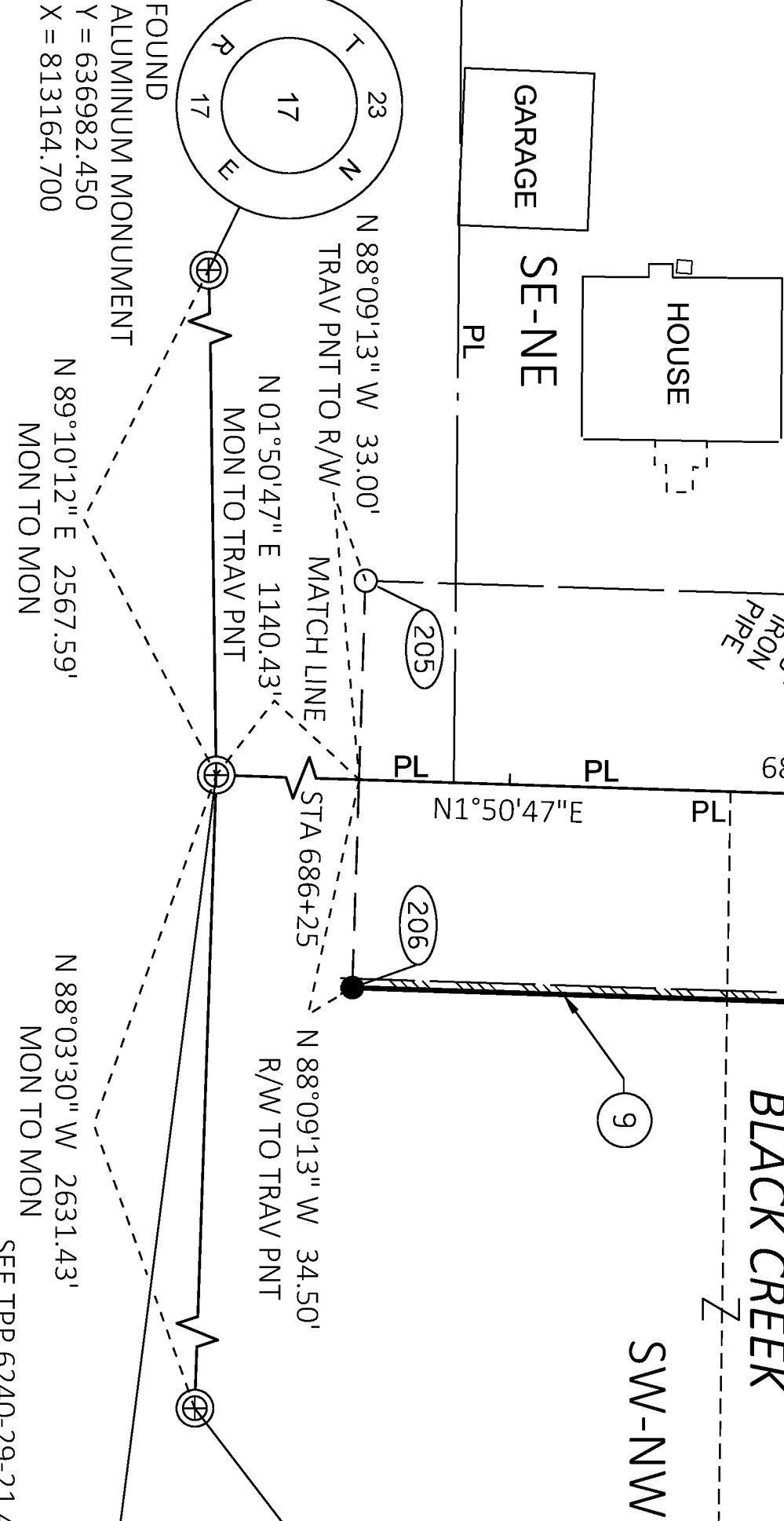
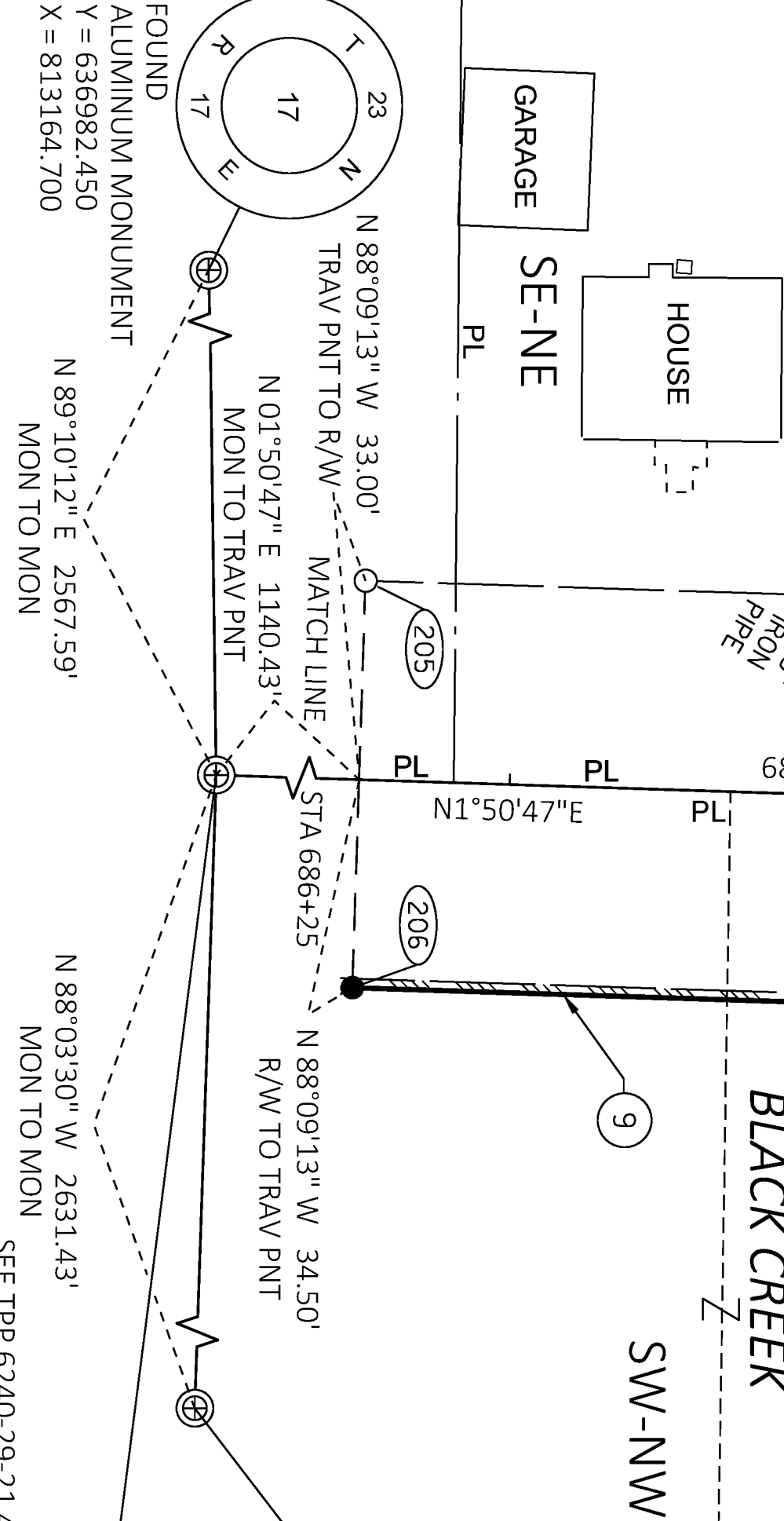
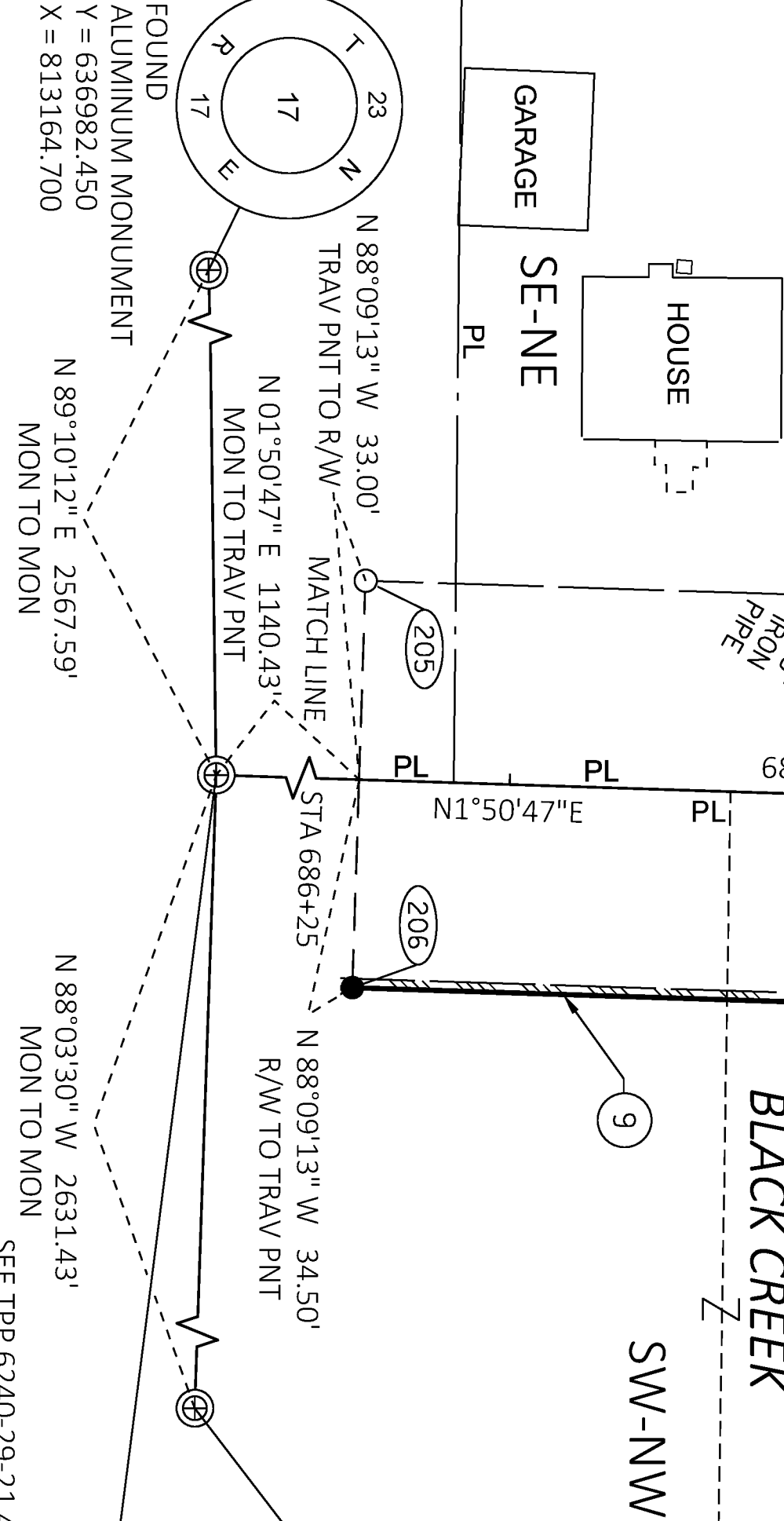
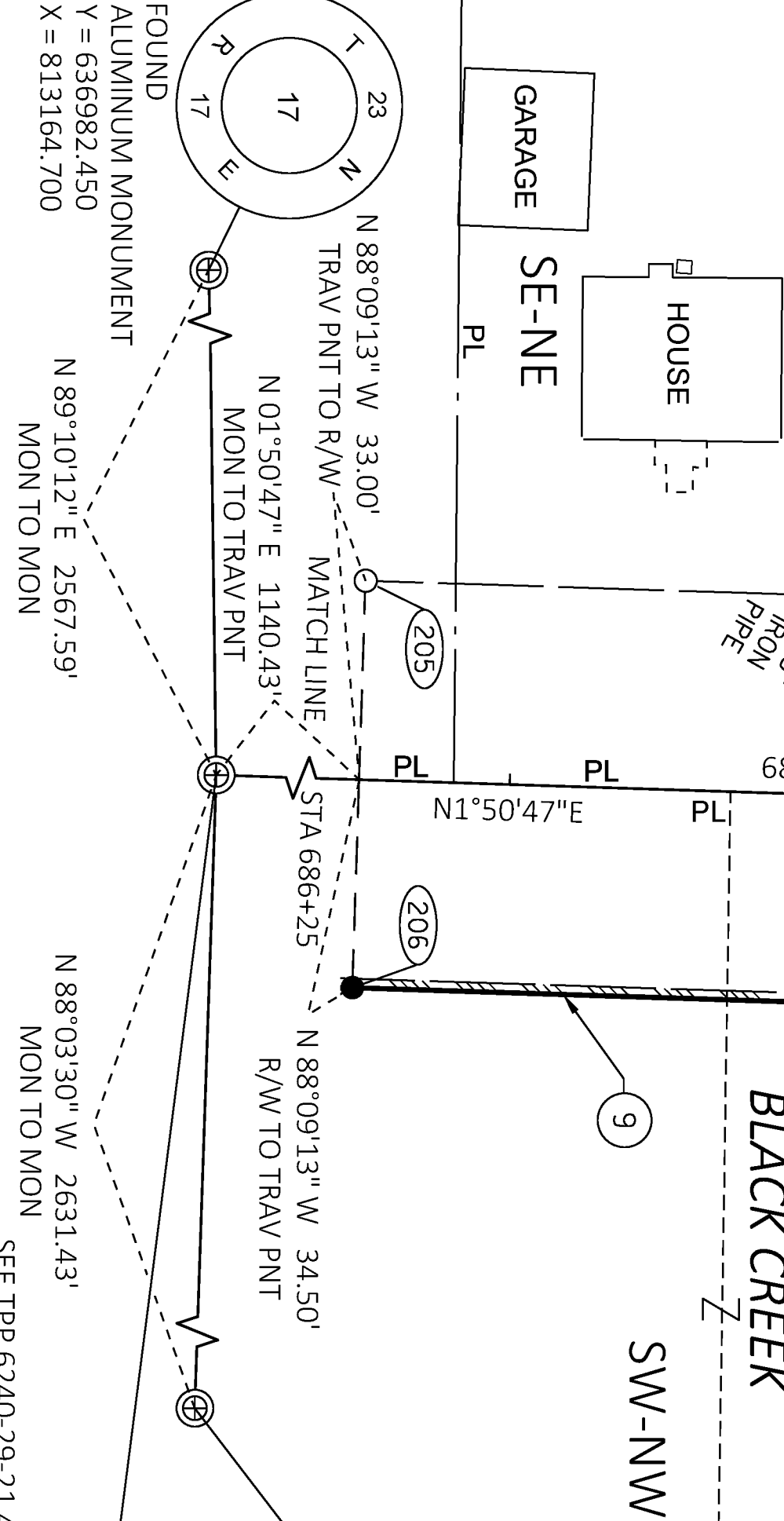
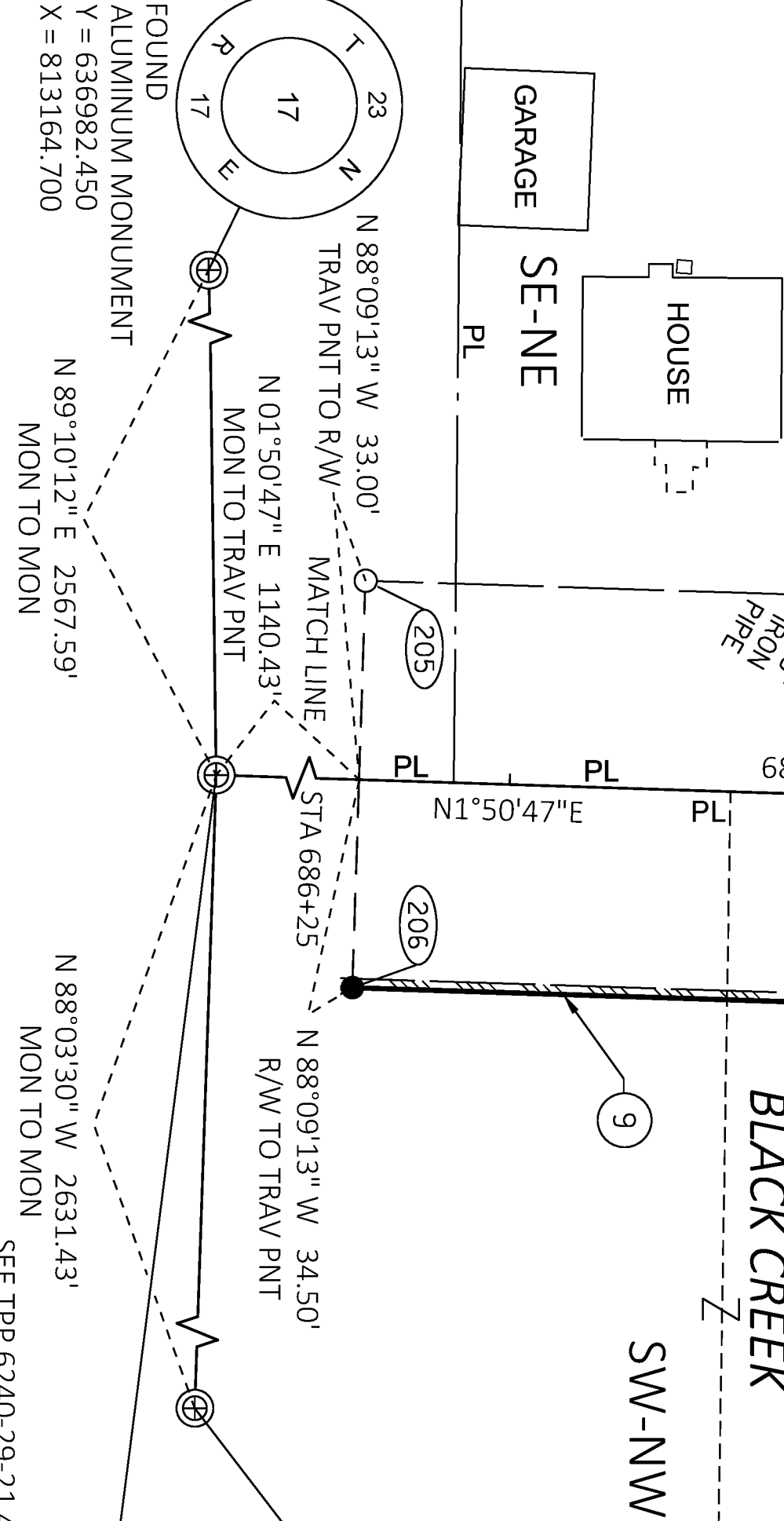
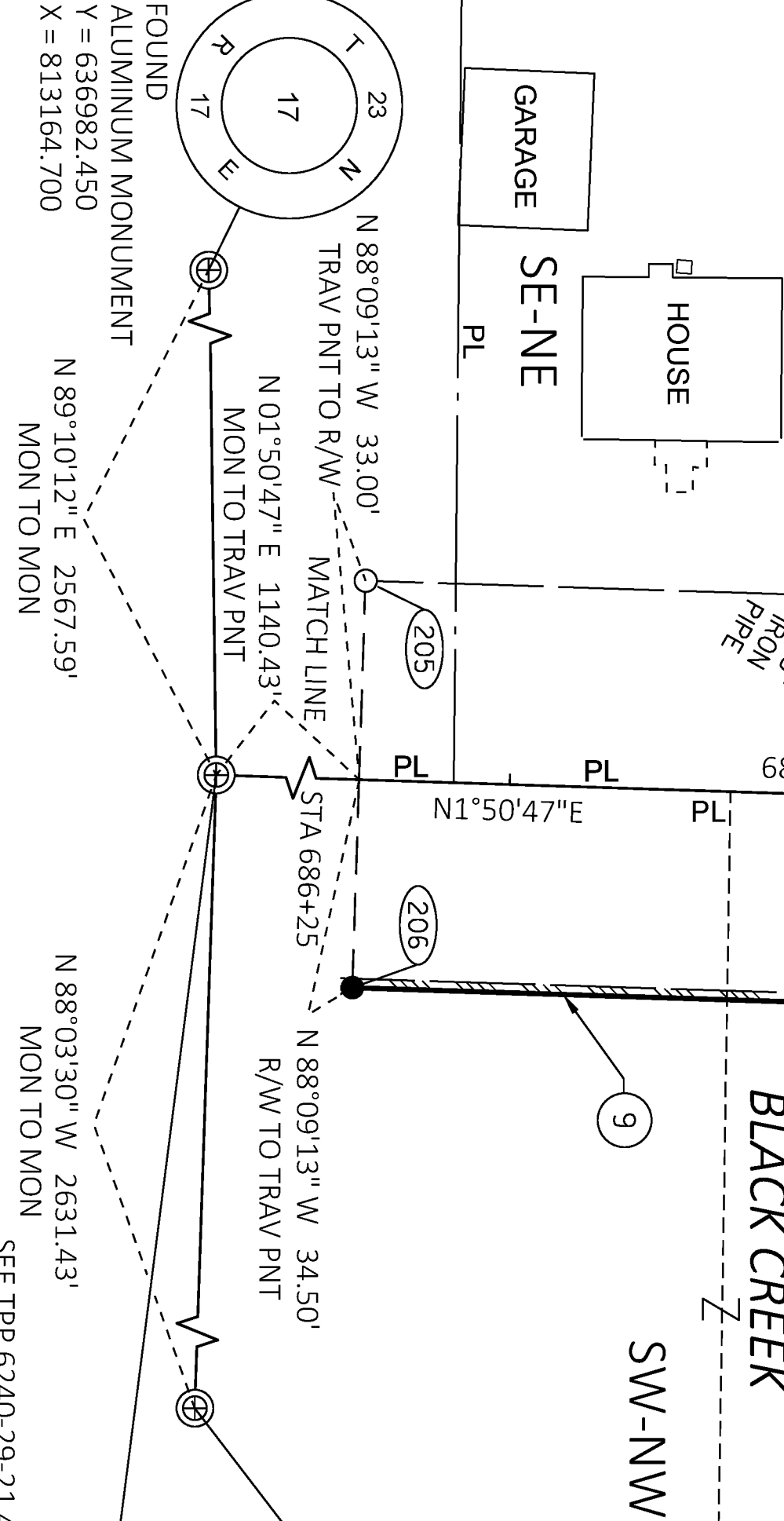
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 47 ESTABLISHED FROM TOWN OF BLACK CREEK ROAD NOTES DATED MAY 27, 1965, CLARKS ADDITION TO THE VILLAGE OF BLACK CREEK, AND PREVIOUS PROJECT 6240-27-00.

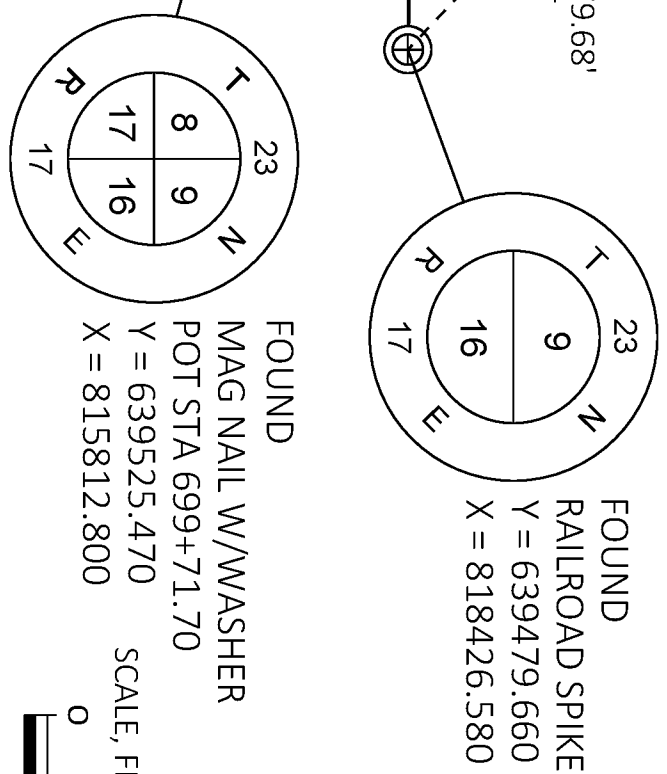
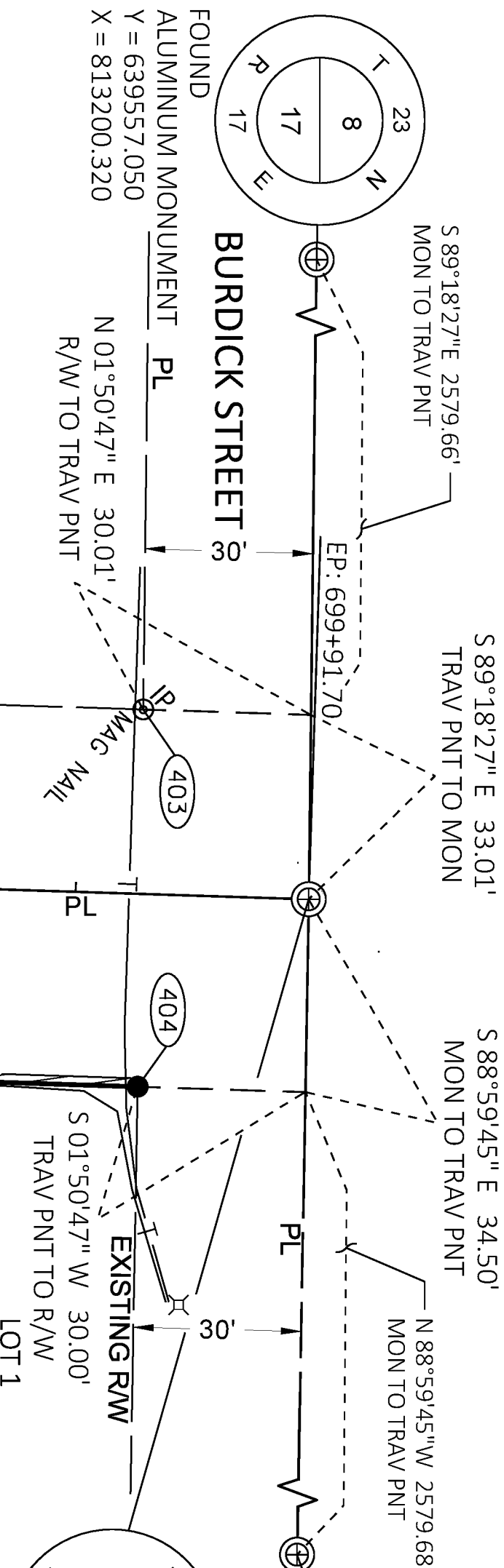
EXISTING HIGHWAY RIGHT-OF-WAY FOR FOREST STREET ESTABLISHED FROM CLARKS ADDITION TO THE VILLAGE OF BLACK CREEK



I, JAMES R. CAPPERT, 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 DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: *James R. Cappert* DATE: 3/12/2020
PRINT NAME: JAMES R. CAPPERT
REGISTRATION NUMBER: S-3044
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT OF TRANSPORTATION, NE REGION
SIGNATURE: *Curt Van Erem* DATE: 3/12/2020
PRINT NAME: CURT VAN EREM





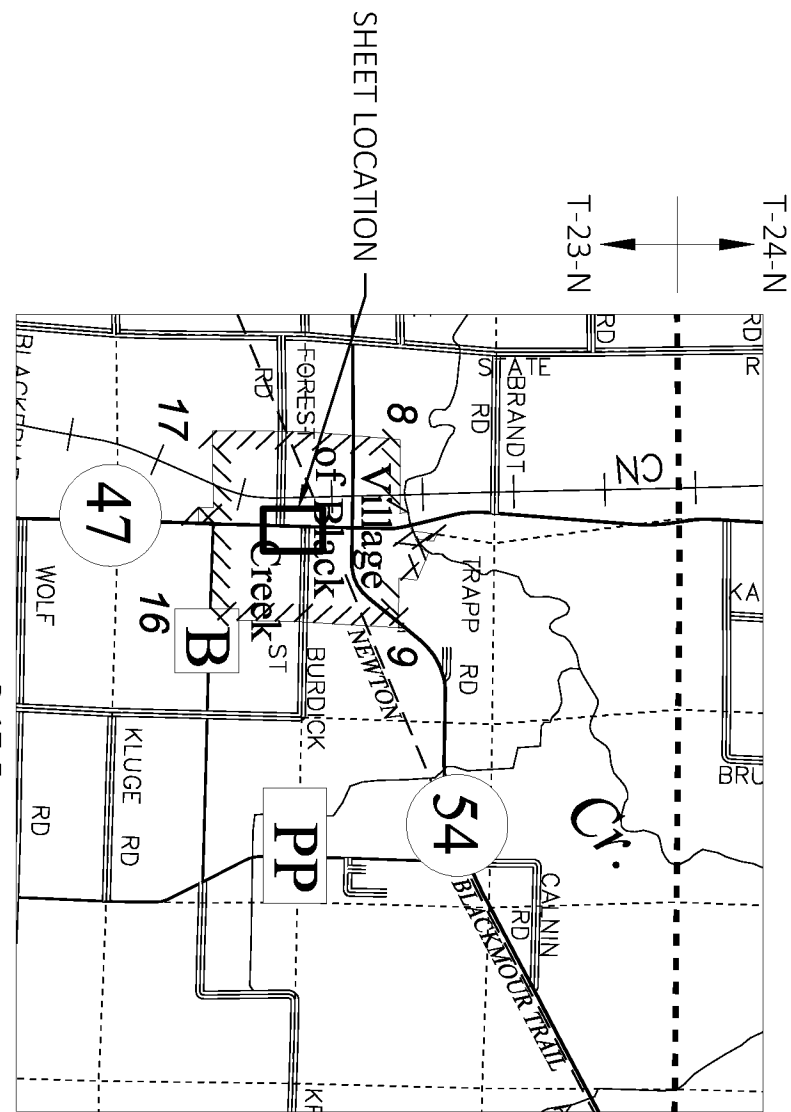
CSM NO. 5675
V.33 P.5675
DOC. 1767422

TRANSPORTATION PROJECT PLAT NO. 6240-29-21-4.04

THAT PART OF LOT 1 AND 2 OF CSM NO. 5675 RECORDED IN VOLUME 33, PAGE 5675 AS DOCUMENT NO. 1767422 BEING IN AND INCLUDING A PART OF THE NORTHWEST 1/4 OF SECTION 16, AND ALSO THAT PART OF LOT 10 BLOCK 1 OF THE CLARKS ADDITION TO THE VILLAGE OF BLACK CREEK RECORDED IN VOLUME 1 OF PLATS ON PAGE 59 BEING IN A PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 17, ALL IN TOWN 23 NORTH, RANGE 17 EAST, VILLAGE OF BLACK CREEK, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 47, S. MAIN STREET, VILLAGE OF BLACK CREEK (CTH B - BURDICK STREET), OUTAGAMIE COUNTY 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 DEEM IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

- TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
- THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
 - THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.



UTILITY INTERESTS REQUIRED	
UTILITY NUMBER	OWNER
100	CENTURYLINK
RELEASE OF RIGHTS	

COMPENSIBLE UTILITY EASEMENT TABLE			
UTILITY NUMBER	OWNER	EASEMENT RECORDING INFORMATION	AFFECTED PARCEL(S)
100	CENTURYLINK	DOC. 1032095	22
100	CENTURYLINK	DOC. 1030721	23
100	CENTURYLINK	DOC. 1030709	24
100	CENTURYLINK	DOC. 1032094	26
100	CENTURYLINK	DOC. 1032096	27
100	CENTURYLINK	DOC. 1030713	29
100	CENTURYLINK	DOC. 1030715	31
100	CENTURYLINK	DOC. 1033924	32
100	CENTURYLINK	DOC. 1033922, 1033924	33

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED			FEE R/W (SF), REQUIRED	TOTAL	TILE (SF)
		NEW	EXISTING				
22	JOHN & KATHY HEDDEN	FEE & TILE	92	1954	2046	160	
23	HARBOR STATION, LLC	FEE & TILE	38	0	38	56	
24	TIMOTHY R. MCGILN	FEE & TILE	90	1980	2070	9	
26	MARIORE DAIN	FEE	117	2574	2691	---	
27	LEE R. & JESSICA N MEULEMANS	FEE	90	1980	2070	---	
28	RANDAL J. & REBECCA J. HUSS - VENDOR, BLACK CREEK MHP LLC - VENDEE	FEE	233	5131	5364	---	
29	MILDRED STINGLE	FEE	98	2145	2243	---	
31	TODD R. & USA L. ST. JOHN	FEE	90	1980	2070	---	
32	GLK INVESTMENT CO., LLC - VENDOR, BRIAN P. HERLACHE & TRACY JO HERLACHE A/K/A TRACY JO BURNS - VENDEE	FEE	116	2541	2657	---	
33	STEVEN D. & CARLA J. KNORR	FEE	63	2384	2447	---	

NOTE: OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION

COURSE TABLE			
COURSE	BEARING	DISTANCE	
401-402	N 73°38'15"E	16.32'	
402-403	N 01°50'47"E	595.03'	
404-303	S 01°50'47"W	658.70'	

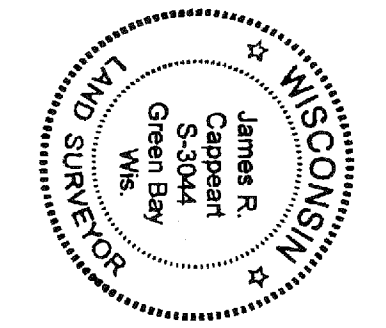
STATION & OFFSET TABLE			
POINT	STATION	OFFSET	Y
303	693+03.51	34.50' RT	638836.523
401	693+60.90	48.50' LT	638896.563
402	693+66.00	33.00' LT	638901.160
403	699+61.03	33.00' LT	638495.879
404	699+62.20	34.50' RT	639494.878

NOTES:

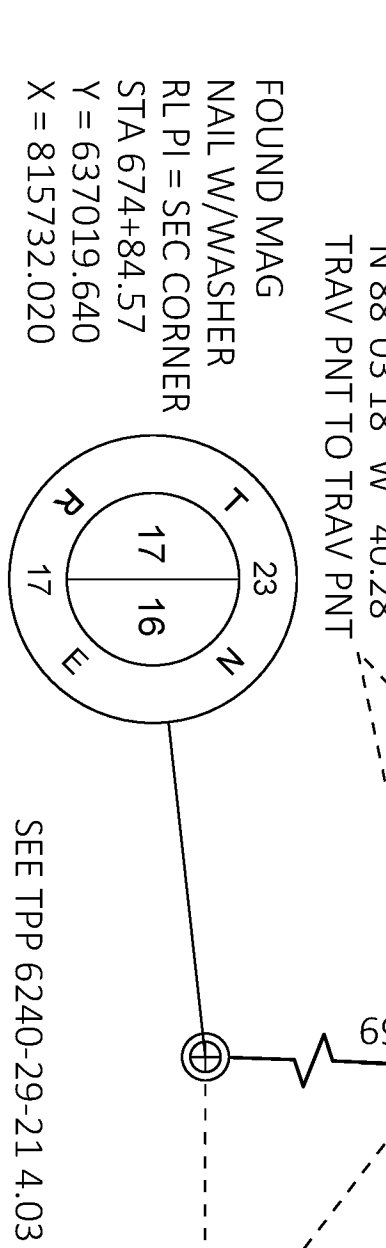
- POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (NAD83). OUTAGAMIE COUNTY, MAD33 (1993) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.
- ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" I.D. X24" IRON PIPES) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.
- FOUND IRON PINS ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.
- FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.
- EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 47 ESTABLISHED FROM TOWN OF BLACK CREEK ROAD NOTES DATED MAY 27, 1865, CLARKS ADDITION TO THE VILLAGE OF BLACK CREEK, AND PREVIOUS PROJECT 6240-27-00.
- EXISTING HIGHWAY RIGHT-OF-WAY FOR BURDICK STREET IS ESTABLISHED FROM PREVIOUS PROJECT 6240-27-00.



I, JAMES R. CAPPEART, 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 DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.



SIGNATURE: *James R. Cappeart* DATE: 3/12/2020
PRINT NAME: JAMES R. CAPPEART
REGISTRATION NUMBER: 5-3044
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT OF TRANSPORTATION, NE REGION
SIGNATURE: *Curt Van Erem* DATE: 3/12/2020
PRINT NAME: CURT VAN EREM



N 01°50'47" E 1822.48'
R/W TO TRAV PNT
N 89°04'45" W 34.50'
R/W TO TRAV PNT

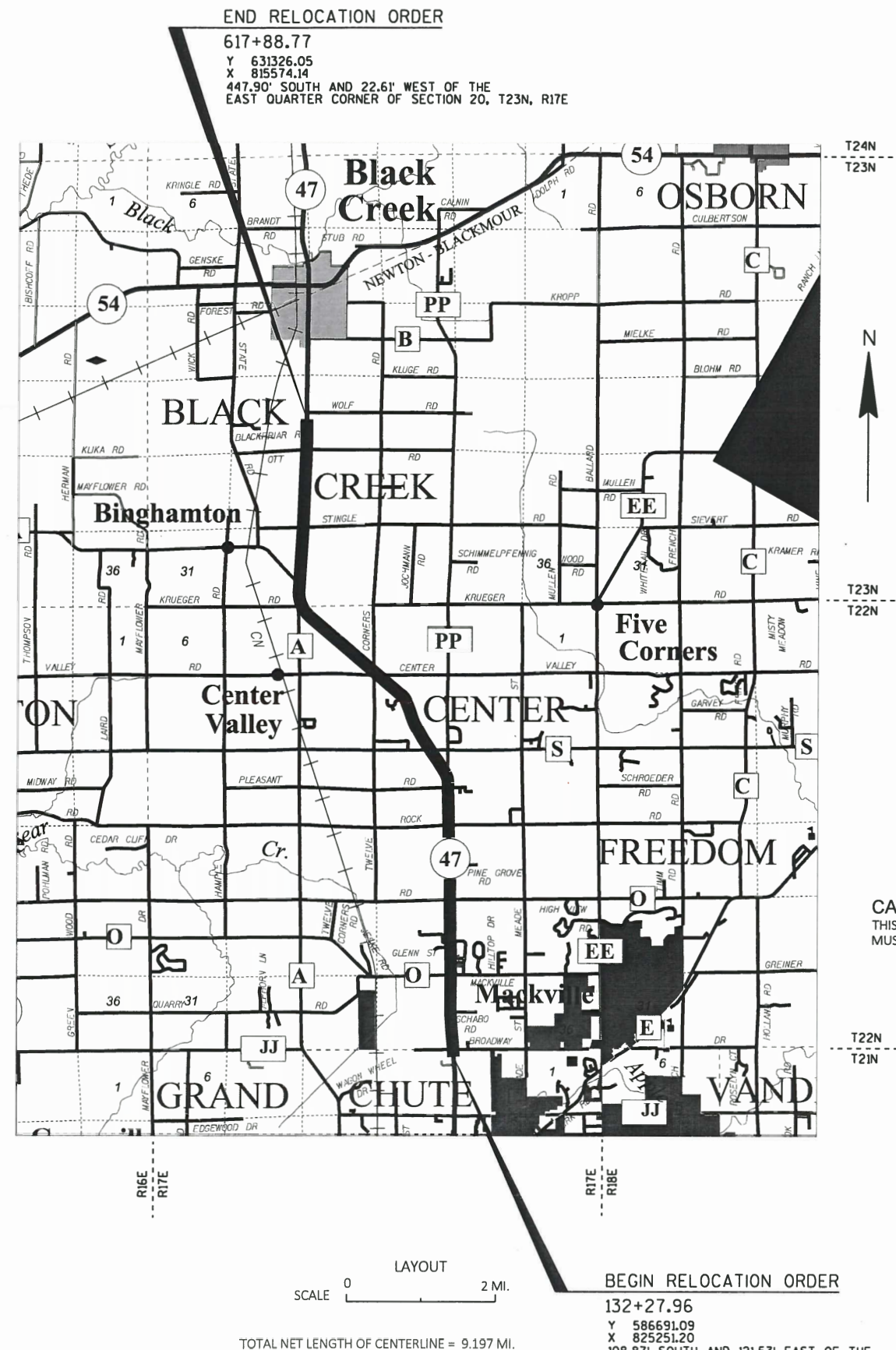
REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2,
IN DOCUMENT NO. 2185105 FOR ADDITIONAL INFORMATION

CONVENTIONAL SYMBOLS			
SECTION LINE	---	PARCEL NUMBER	25
QUARTER LINE	---	UTILITY NUMBER	40
SIXTEENTH LINE	---		
NEW REFERENCE LINE	---	SECTION CORNER	18 23 24 16 15 9
NEW R/W LINE	---	R/W MONUMENT	●
EXISTING R/W LINE	---	NON-MONUMENTED R/W POINT	○
PROPERTY LINE	---	NOTATION FOR COMBUSTIBLE FLUIDS	CAUTION
LOT, TIE, AND OTHER MINOR LINES	---	FOUND IRON PIN	IP
SLOPE INTERCEPT	---	VALVE (GAS, WATER, ETC.)	⊙ (TYPE)
CORPORATE LIMITS	---	SIGN	⊙ SIGN
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC.)	---	OFF-PREMISE SIGN	⊙ SIGN
FEE ACQUISITION AREA (HATCHING VARIES BY OWNER)	---		

TEMP. LIMITED EASEMENT AREA	---	ACCESS CONTROLLED BY ACQUISITION	---
EASEMENT AREA (HIGHWAY, PERMANENT LIMITED, OR RESTRICTED DEVELOPMENT)	---	NO ACCESS (BY STATUTORY AUTHORITY)	---
TRANSMISSION STRUCTURES	---	ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)	---
BUILDING	---	NO ACCESS (NEW HIGHWAY)	---
BUILDING (TO BE REMOVED)	---	NATIONAL GEODETIC SURVEY MONUMENT	---
BRIDGE	---	SIXTEENTH CORNER MONUMENT	---
		PARALLEL OFFSETS	---

CONVENTIONAL UTILITY SYMBOLS		CURVE DATA ABBREVIATIONS	
WATER	---	LONG CHORD	LCH
GAS	---	LONG CHORD BEARING	LCB
TELEPHONE	---	RADIUS	R
OVERHEAD TRANSMISSION LINES	---	DEGREE OF CURVE	D
ELECTRIC	---	CENTRAL ANGLE	Δ/DELTA
CABLE TELEVISION	---	LENGTH OF CURVE	L
FIBER OPTIC	---	TANGENT	T
SANITARY SEWER	---	DIRECTION AHEAD	DA
STORM SEWER	---	DIRECTION BACK	DB
ELECTRIC TOWER	---		
POWER POLE	---		
TELEPHONE POLE	---		
TELEPHONE PEDESTAL	---		

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



R/W PROJECT NUMBER	6240-22-21	SHEET NUMBER	4.01	TOTAL SHEETS	22
R/W PROJECT NUMBER					
PLAT OF RIGHT OF WAY REQUIRED FOR APPLETON - BLACK CREEK CTH JJ - CTH B					
STH 47		OUTAGAMIE COUNTY			
CONSTRUCTION PROJECT NUMBER	6240-22-71				

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), OUTAGAMIE COUNTY, NAD83 (1991) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 MONUMENTS (TYPICALLY 1" I.D. X 24" IRON PIPES), UNLESS OTHERWISE NOTED, 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".

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

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

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

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON DETAIL SHEETS.

CAUTION:
THIS PLAT IS FOR ILLUSTRATIVE PURPOSES ONLY. DEEDS
MUST BE CHECKED TO DETERMINE PROPERTY BOUNDARIES.

ORIGINAL PLAT PREPARED BY

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

93 South Pioneer Road, Suite 300 • Fond du Lac, WI 54606
(920) 924-5720 • Fax (920) 924-5725

4/27/20
DATE JAY W. PANETTI, PLS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED FOR THE DEPARTMENT

DATE: 4/27/20 *Curt Van Een*
(S) PR

SCHEDULE OF LANDS & INTERESTS REQUIRED

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED. OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED			T.L.E. ACRES TEMP.
				NEW	EXISTING	TOTAL	
1	4.08	PROPERTY VENTURES LLC	TLE	0	0	0	0.020
2	4.08	GREGG G. MILLER AND DEBBIE A. MILLER	TLE	0	0	0	0.020
3	4.09, 4.10	ST. EDWARDS CONGREGATION OF THE TOWN OF CENTER, OUTAGAMIE COUNTY, WISCONSIN	TLE	0	0	0	0.018
4	4.09	PAUL HOFACKER (1/2 INTEREST) AND KIM CALMES, JOSEPH HOFACKER, MARY FROMM, MICHAEL HOFACKER, JACKIE MURPHY, JAMES HOFACKER, SUE VANDENBERG AND JOHN HOFACKER EQUALLY AS TENANTS IN COMMON (1/2 INTEREST)	TLE	0	0	0	0.019
6	4.10	CHRISTOPHER D. JOSSART AND KIM M. JOSSART, TRUSTEES, OR THEIR SUCCESSORS IN INTEREST, OF THE CHRISTOPHER AND KIM JOSSART REVOCABLE LIVING TRUST DATED MAY 5, 2016, AND ANY AMENDMENTS THERETO	TLE	0	0	0	0.015
7	4.10	MACKVILLE CROSSINGS LLC	TLE	0	0	0	0.007
8	4.10	JON J. WILSON	TLE	0	0	0	0.058
9	4.10, 4.11	KEITH L. REINKE	TLE	0	0	0	0.077
11	4.10	TAMARA A. NICKASCH	TLE	0	0	0	0.012
12	4.11	DALE L. WALBER AND JOAN M. WALBER	TLE	0	0	0	0.013
13	4.11	MAURICE G. BRINCKS AND DENISE A. BRINCKS	TLE	0	0	0	0.006
14	4.11	JOSEPH E. LECKER AND PATRICIA J. LECKER	TLE	0	0	0	0.007
16	4.12	DORN FARMS, A WISCONSIN PARTNERSHIP CONSISTING OF ROBERT DORN AND DAVID L. DORN, ITS PARTNERS	TLE	0	0	0	0.034
17	4.13	DEBRA J. KILEY AS TRUSTEE OF THE JOYCE L. WICHMAN IRREVOCABLE REAL ESTATE TRUST DATED DECEMBER 31, 2008	TLE	0	0	0	0.022
18	4.14	TRAVIS J. DEKEYSER AND KIMBERLY L. DEKEYSER	FEE, TLE	0.012	0	0.012	0.214
19	4.14	RICHARD KRANZ AND CHRISTINE A. KRANZ	FEE, TLE	0.017	0	0.017	0.056
20	4.14	PENNI NEUMAN AND FRANCISCO BAEZ	TLE	0	0	0	0.119
21	4.14	KENNETH G. KRAUSE	TLE	0	0	0	0.050
22	4.14	JERRY L. JACKSON	FEE, TLE	0.024	0	0.024	0.095
23	4.15	BRADLEY A. LANG	TLE	0	0	0	0.035
24	4.16	GARY M. TROFKA AND JANE M. MALIN, TRUSTEES OF THE GARY M. TROFKA AND JANE M. MALIN LIVING TRUST DATED FEBRUARY 9, 2018, AND ANY AMENDMENTS THERETO	TLE	0	0	0	0.011
25	4.14	JERALD A. KUBA	FEE, TLE	0.029	0	0.029	0.078

SCHEDULE OF LANDS & INTERESTS REQUIRED

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED. OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED			T.L.E. ACRES TEMP.
				NEW	EXISTING	TOTAL	
26	4.17	ISAAC G. STILLE	TLE	0	0	0	0.028
27	4.17	NICHOLAS J. SIMON AND JEREMIAH W. SIMON, AN UNDIVIDED ONE-HALF (1/2) INTEREST EACH, AS TENANTS-IN-COMMON (JAMES S. SIMON AND BONNIE J. SIMON LIFE ESTATE)	TLE	0	0	0	0.034
28	4.18	LANG ENTERPRISES, LLC	FEE, TLE	0.006	0	0.006	0.013
29	4.18	DANIEL D. GRUENDEMANN	FEE, TLE	0.004	0	0.004	0.024
30	4.14	MICHAEL R. MILLER AND HEIDI L. MILLER	FEE, TLE	0.008	0	0.008	0.014
31	4.19, 4.20	DAVID L. DORN AND ROBERT M. DORN	TLE	0	0	0	0.063
32	4.19	EMILY A. GANDARA	TLE	0	0	0	0.060
33	4.20, 4.21	ROBERT W. SCHMIDT JR. AND KAREN M. SCHMIDT	TLE	0	0	0	0.161
34	4.22	WITTERHOLT'S FAMILY FARM, LLC	TLE	0	0	0	0.027
36	4.22	WILLIAM S. PALTZER AND DOROTHY A. PALTZER, TRUSTEES OF THE WILLIAM S. PALTZER AND DOROTHY A. PALTZER LIVING TRUST DATED FEBRUARY 3, 1998	TLE	0	0	0	0.026
101	4.10, 4.11, 4.12, 4.13, 4.16, 4.18	AT&T WISCONSIN	RELEASE OF RIGHTS				
102	4.11, 4.14, 4.18, 4.21, 4.22	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS				
103	4.13	ATC MANAGEMENT, INC.	RELEASE OF RIGHTS				
104	4.19, 4.20, 4.21, 4.22	CENTURY LINK, INC.	RELEASE OF RIGHTS				
105	4.16	WE ENERGIES - GAS	RELEASE OF RIGHTS				

STATE R/W PROJECT NUMBER

6240-22-21

CONSTRUCTION PROJECT NUMBER

6240-22-71

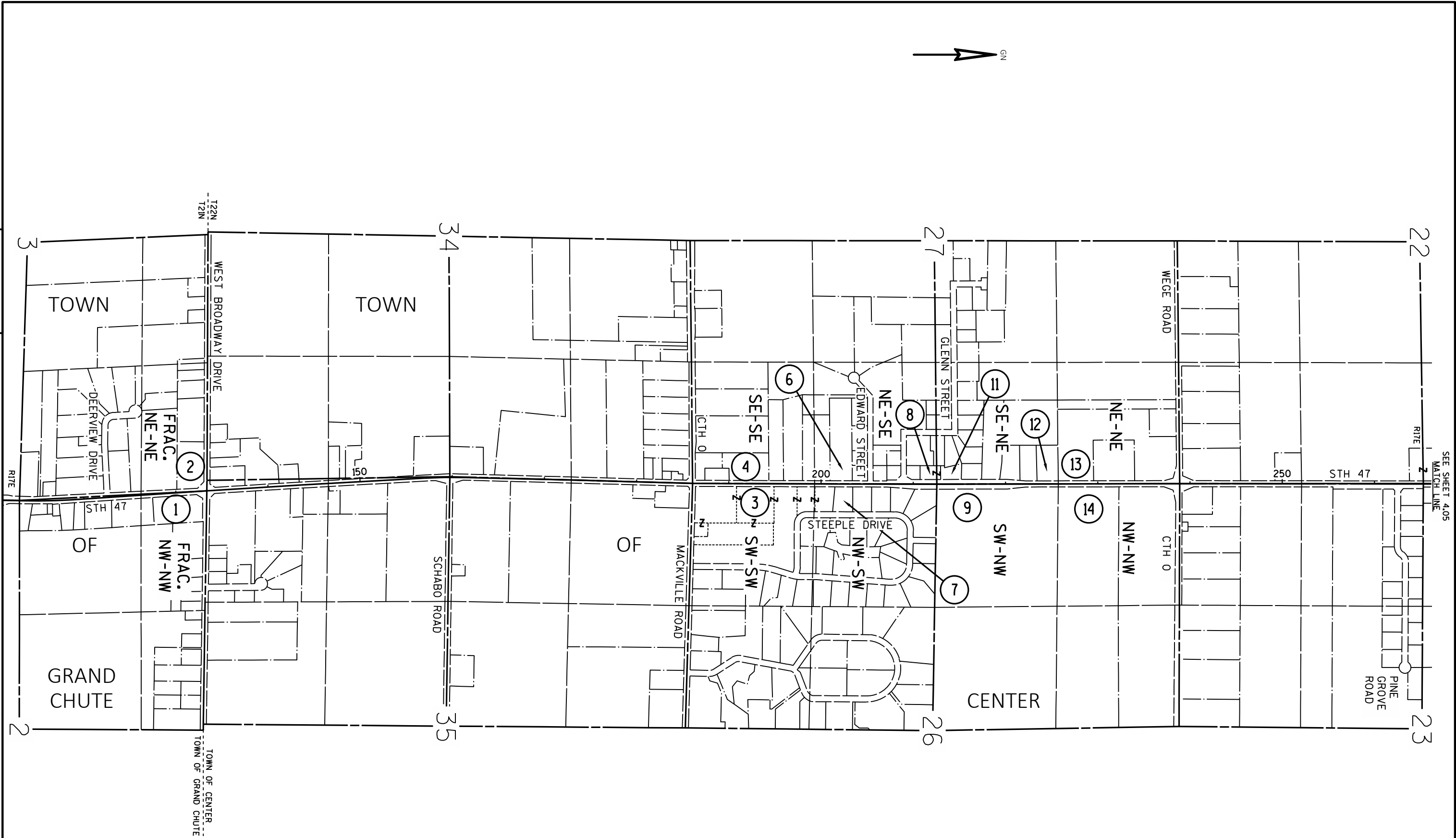
PLAT SHEET

4.03

PS&E SHEET

PRE_54

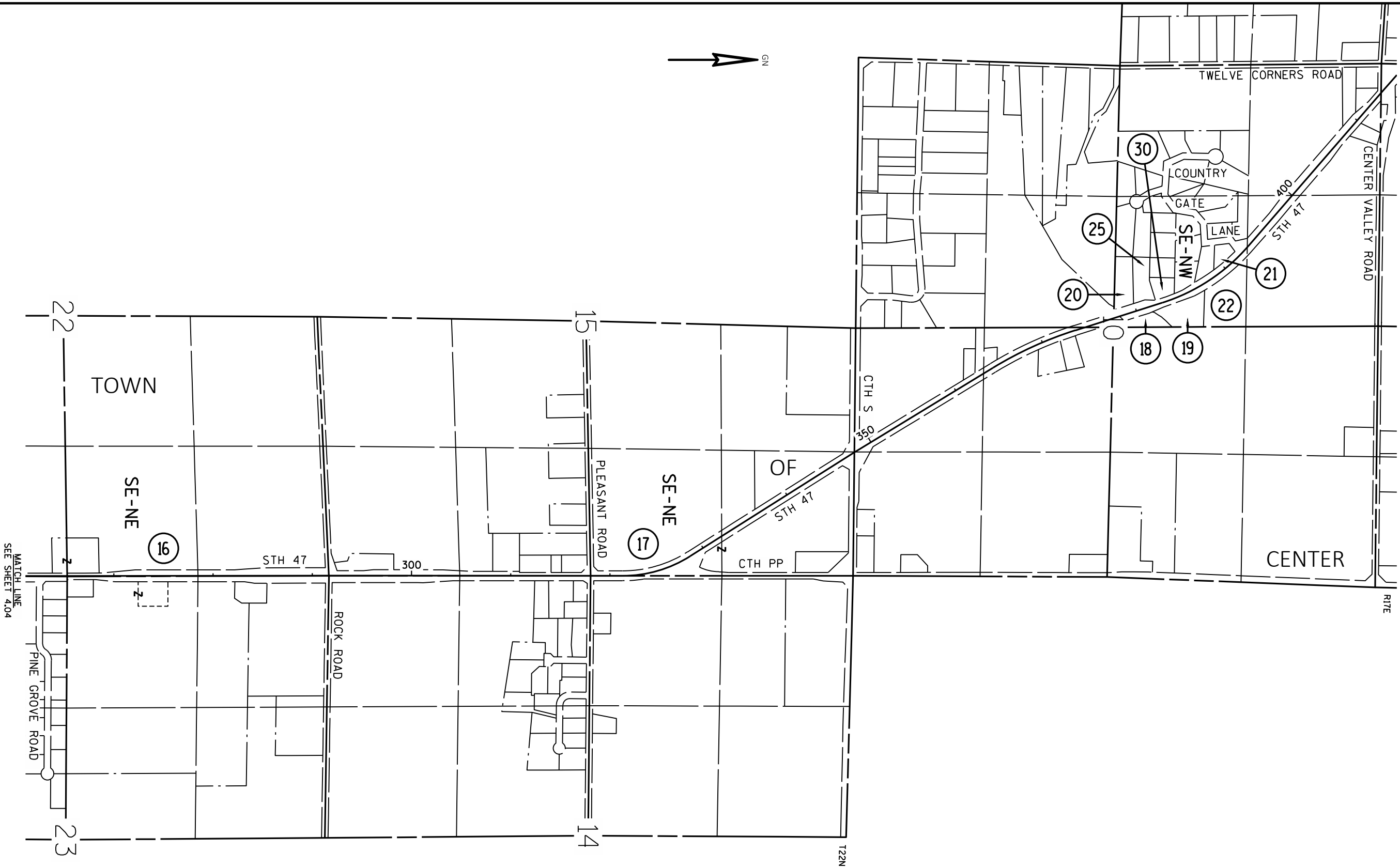
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SHEET 4 OF 22 SHEETS

REVISION DATE				DATE 4/27/2020		SCALE, FEET		HWY: STH 47		STATE R/W PROJECT NUMBER 6240-22-21		PLAT SHEET 4.04	
6/4/2020 N.C.						0 500 1000		COUNTY: OUTAGAMIE		CONSTRUCTION PROJECT NUMBER 6240-22-71		PS&E SHEET	
7/1/2020 N.C.				GRID FACTOR								PRE_55	

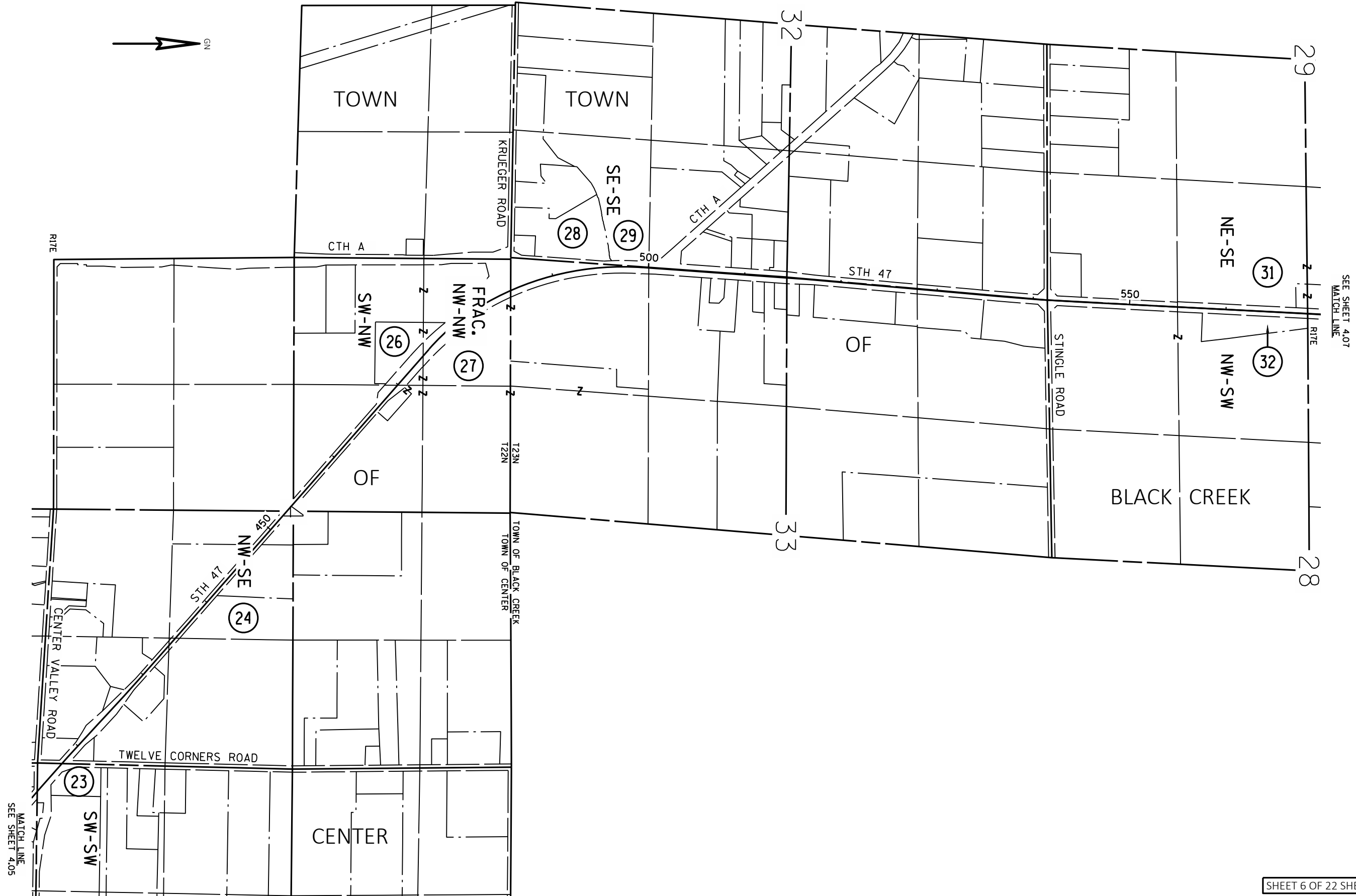
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4

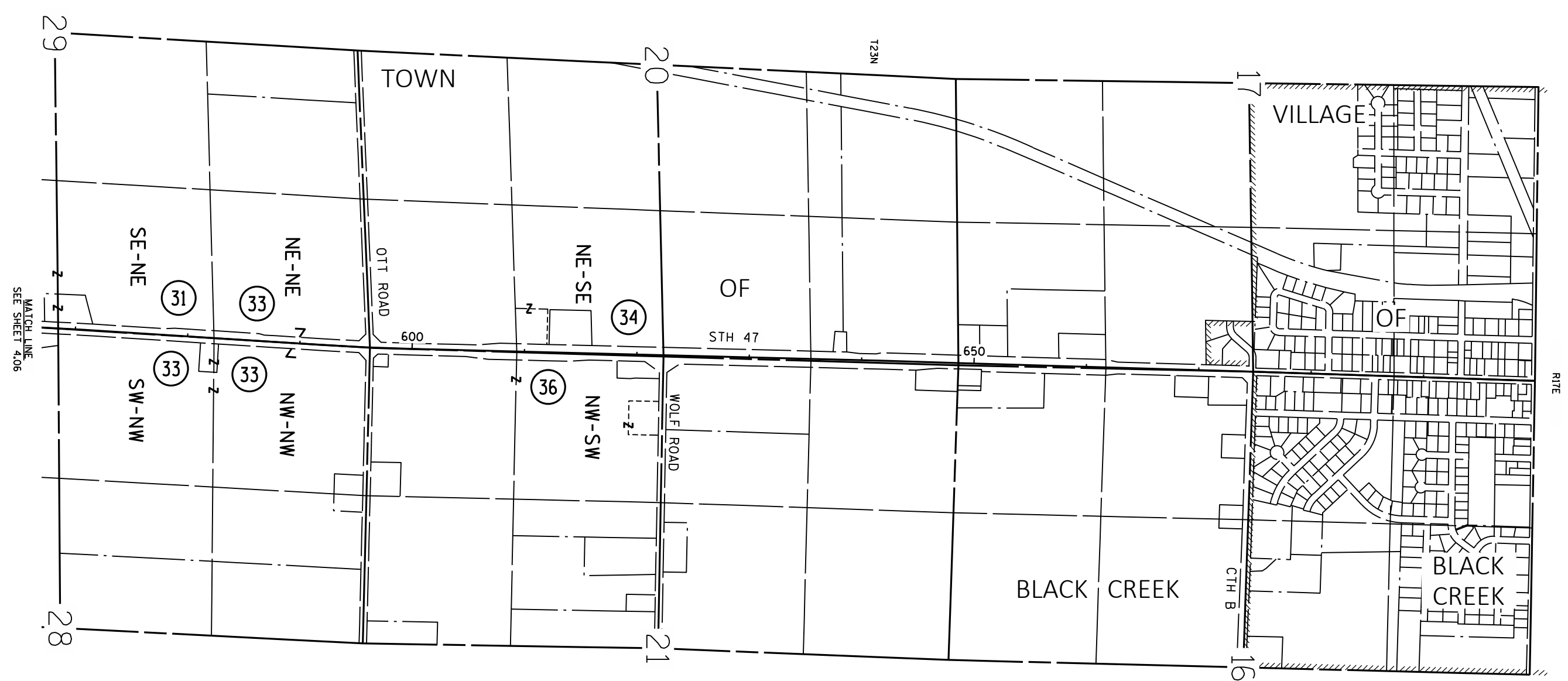
SHEET 5 OF 22 SHEETS

REVISION DATE	6/4/2020 N.C.	7/1/2020		DATE	4/27/2020	SCALE, FEET	HWY: STH 47	STATE R/W PROJECT NUMBER	6240-22-21	PLAT SHEET	4.05	
				GRID FACTOR		0 500 1000	COUNTY: OUTAGAMIE	CONSTRUCTION PROJECT NUMBER	6240-22-71	PS&E SHEET		E



SHEET 6 OF 22 SHEETS

REVISION DATE				DATE 4/27/2020		SCALE, FEET		HWY: STH 47		STATE R/W PROJECT NUMBER 6240-22-21				PLAT SHEET 4.06		PRE_57	E
6/4/2020 N.C.				7/1/2020 N.C.		0 500 1000		COUNTY: OUTAGAMIE		CONSTRUCTION PROJECT NUMBER 6240-22-71				PS&E SHEET			
FILE NAME : 040106-RP.DWG				LAYOUT NAME - RW 1 IN 1000 FT		PLOT DATE : 7/1/2020 2:24 PM		PLOT BY : JAY PANETTI		PLOT NAME :		PLOT SCALE : 1 IN:1000 FT		WISDOT/CADDs SHEET 75			



MATCH LINE
SEE SHEET 4.06

SHEET 7 OF 22 SHEETS

REVISION DATE				DATE		SCALE, FEET 05001000	HWY: STH 47		STATE R/W PROJECT NUMBER 6240-22-21		PLAT SHEET 4.07		
6/4/2020 N.C.				4/27/2020			COUNTY: OUTAGAMIE		CONSTRUCTION PROJECT NUMBER 6240-22-71		PS&E SHEET		
				GRID FACTOR									
				</									

PARCEL 3 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
130	420	N00°11'00"E	538.29'
420	421	S89°49'00"E	33.00'
421	422	N00°11'00"E	79.03'
422	423	S45°00'00"E	8.11'
423	424	S00°00'00"E	67.31'
424	421	S45°00'00"W	8.47'

PARCEL 4 - TLE

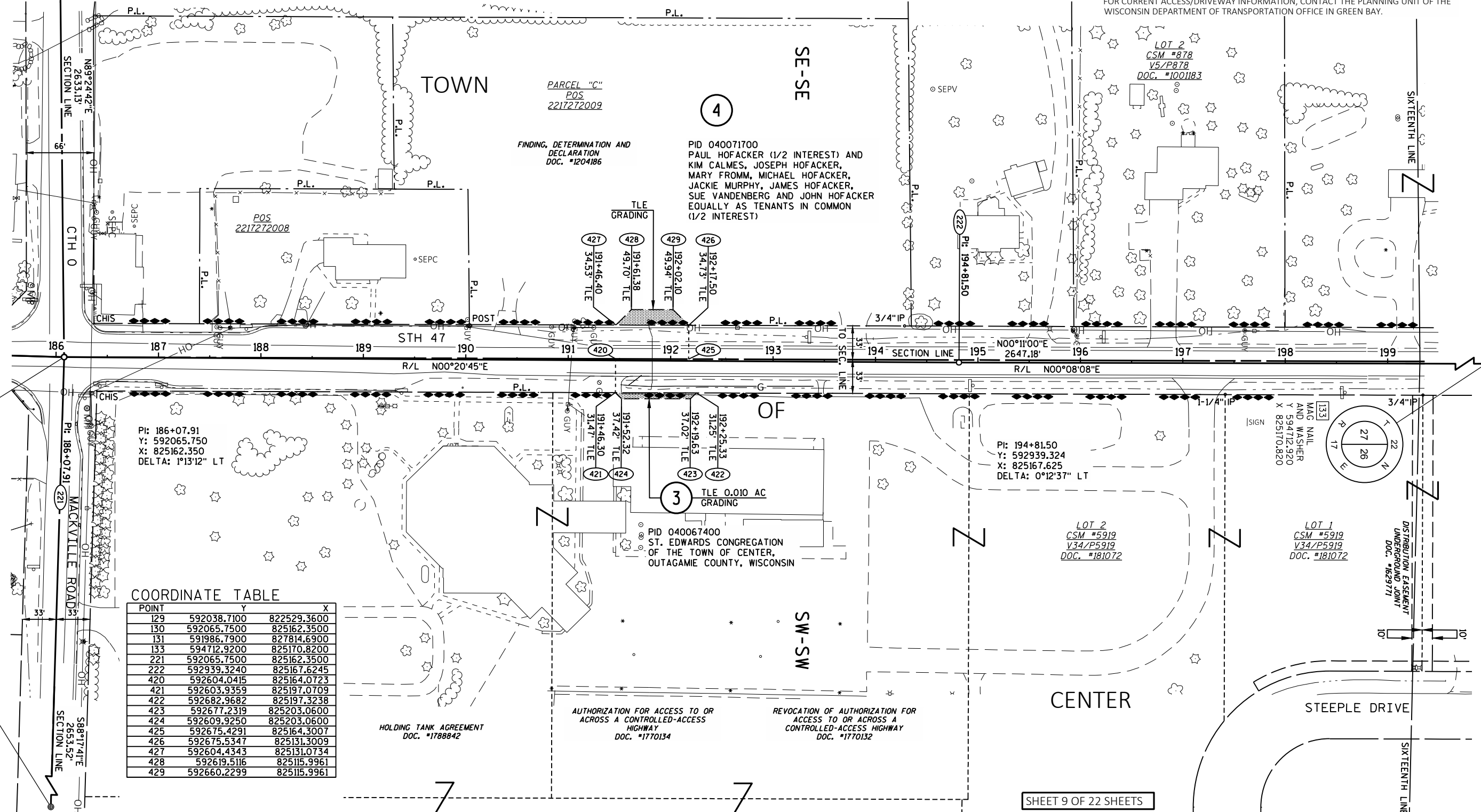
FROM POINT	TO POINT	BEARING	DISTANCE
130	425	N00°11'00"E	609.68'
425	426	N89°49'00"W	33.00'
426	427	S00°11'00"W	71.10'
427	428	N45°00'00"W	21.32'
428	429	N00°00'00"E	40.72'
429	426	N45°00'00"E	21.64'

BASIS OF EXISTING R/W

ROUTE	BASIS	YEAR
STH 47	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015
CTH O	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015
MACKVILLE ROAD	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015

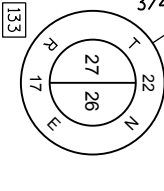
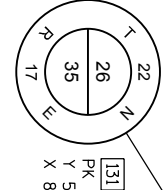
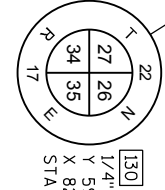
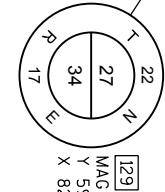
EXISTING ACCESS CONTROL ALONG STH 47 HAS BEEN ESTABLISHED FROM PREVIOUS CONTROLLED ACCESS PROJECT 6240-07-29.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

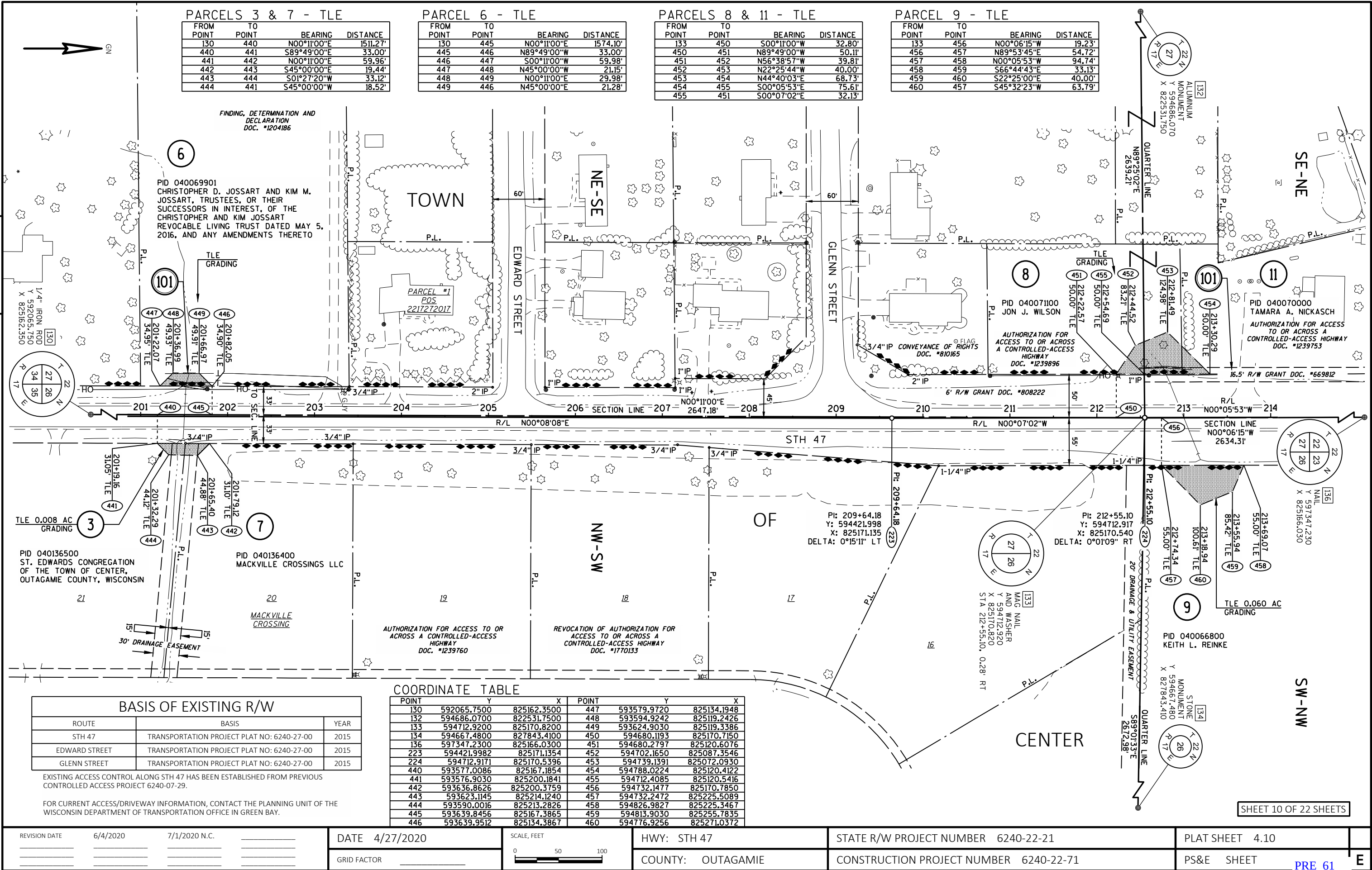


COORDINATE TABLE

POINT	Y	X
129	592038.7100	822529.3600
130	592065.7500	825162.3500
131	591986.7900	827814.6900
133	594712.9200	825170.8200
221	592065.7500	825162.3500
222	592939.3240	825167.6245
420	592604.0415	825164.0723
421	592603.9359	825197.0709
422	592682.9682	825197.3238
423	592677.2319	825203.0600
424	592609.9250	825203.0600
425	592675.4291	825164.3007
426	592675.5347	825131.3009
427	592604.4343	825131.0734
428	592619.5116	825115.9961
429	592660.2299	825115.9961



REVISION DATE	6/4/2020	7/1/2020 N.C.	DATE	4/27/2020	SCALE, FEET	HWY: STH 47	STATE R/W PROJECT NUMBER	6240-22-21	PLAT SHEET	4.09
			GRID FACTOR			COUNTY: OUTAGAMIE	CONSTRUCTION PROJECT NUMBER	6240-22-71	PS&E SHEET	



PARCELS 3 & 7 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
130	440	N00°11'00"E	1511.27'
440	441	S89°49'00"E	33.00'
441	442	N00°11'00"E	59.96'
442	443	S45°00'00"E	19.44'
443	444	S01°27'20"W	33.12'
444	441	S45°00'00"W	18.52'

PARCEL 6 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
130	445	N00°11'00"E	1574.10'
445	446	N89°49'00"W	33.00'
446	447	S00°11'00"W	59.98'
447	448	N45°00'00"W	21.15'
448	449	N00°11'00"E	29.98'
449	446	N45°00'00"E	21.28'

PARCELS 8 & 11 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
133	450	S00°11'00"W	32.80'
450	451	N89°49'00"W	50.11'
451	452	N56°38'57"W	39.81'
452	453	N22°25'44"W	40.00'
453	454	N44°40'03"E	68.73'
454	455	S00°05'53"E	75.61'
455	451	S00°07'02"E	32.13'

PARCEL 9 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
133	456	N00°06'15"W	19.23'
456	457	N89°53'45"E	54.72'
457	458	N00°05'53"W	94.74'
458	459	S66°44'43"E	33.13'
459	460	S22°25'00"E	40.00'
460	457	S45°32'23"W	63.79'

FINDING, DETERMINATION AND
DECLARATION
DOC. #1204186

PID 040069901
CHRISTOPHER D. JOSSART AND KIM M.
JOSSART, TRUSTEES, OR THEIR
SUCCESSORS IN INTEREST, OF THE
CHRISTOPHER AND KIM JOSSART
REVOCABLE LIVING TRUST DATED MAY 5,
2016, AND ANY AMENDMENTS THERETO

TOWN

NE-SE

GLENN STREET

EDWARD STREET

SE-NE

SW-NW

CENTER

BASIS OF EXISTING R/W

ROUTE	BASIS	YEAR
STH 47	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015
EDWARD STREET	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015
GLENN STREET	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015

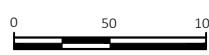
EXISTING ACCESS CONTROL ALONG STH 47 HAS BEEN ESTABLISHED FROM PREVIOUS
CONTROLLED ACCESS PROJECT 6240-07-29.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE
WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

COORDINATE TABLE

POINT	Y	X	POINT	Y	X
130	592065.7500	825162.3500	447	593579.9720	825134.1948
132	594686.0700	822531.7500	448	593594.9242	825119.2426
133	594712.9200	825170.8200	449	593624.9030	825119.3386
134	594667.4800	827843.4100	450	594680.1193	825170.7150
136	597347.2300	825166.0300	451	594680.2797	825120.6076
223	594421.9982	825171.1354	452	594702.1650	825087.3546
224	594712.9171	825170.5396	453	594739.1391	825072.0930
440	593577.0086	825167.1854	454	594788.0224	825120.4122
441	593576.9030	825200.1841	455	594712.4085	825120.5416
442	593636.8626	825200.3759	456	594732.1477	825170.7850
443	593623.1145	825214.1240	457	594732.2472	825225.5089
444	593590.0016	825213.2826	458	594826.9827	825225.3467
445	593639.8456	825167.3865	459	594813.9030	825255.7835
446	593639.9512	825134.3867	460	594776.9256	825271.0372

SCALE, FEET



DATE 4/27/2020

GRID FACTOR

HWY: STH 47

COUNTY: OUTAGAMIE

STATE R/W PROJECT NUMBER 6240-22-21

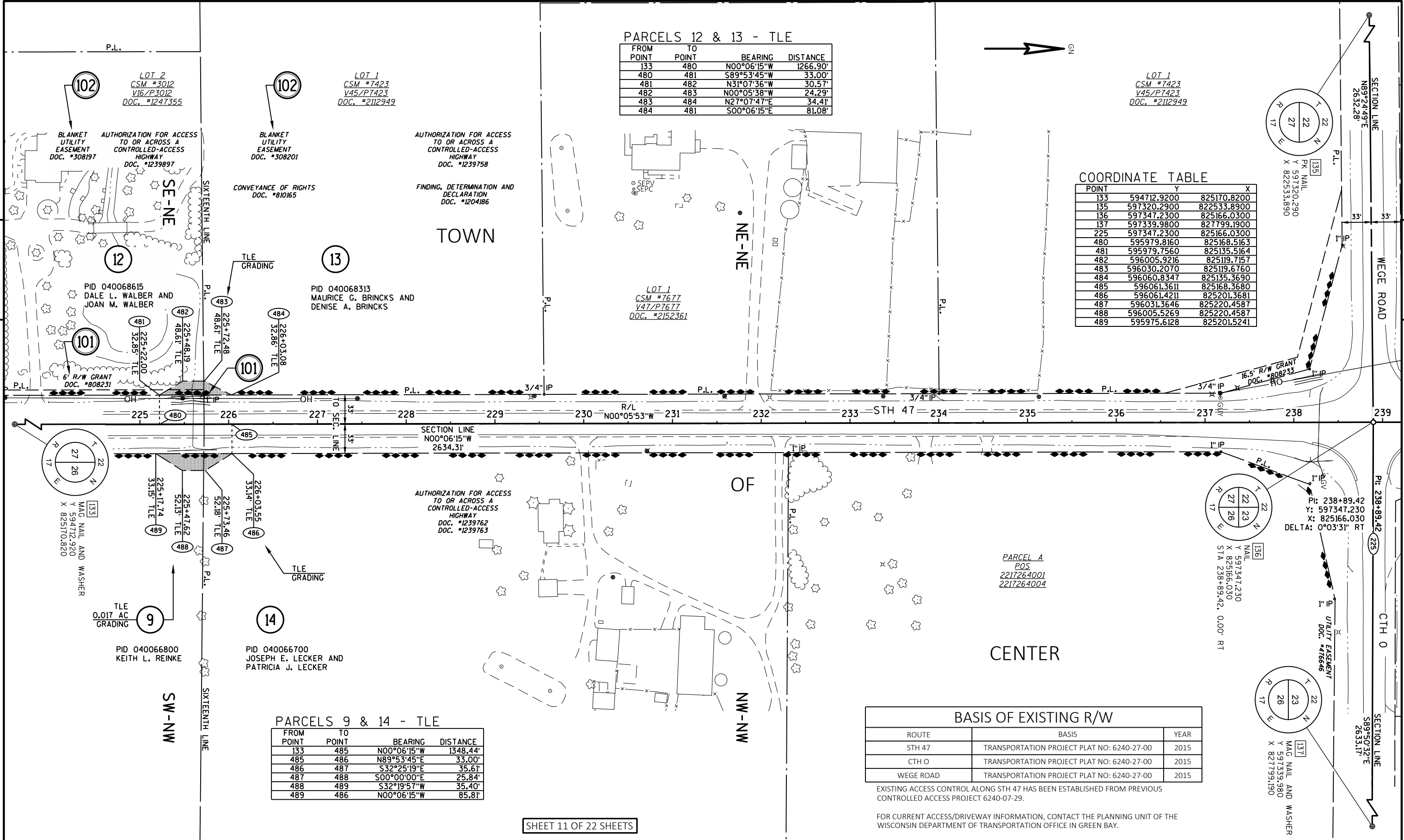
CONSTRUCTION PROJECT NUMBER 6240-22-71

PLAT SHEET 4.10

PS&E SHEET

PRE_61

E



PARCELS 12 & 13 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
133	480	N00°06'15"W	1266.90'
480	481	S89°53'45"W	33.00'
481	482	N31°07'36"W	30.57'
482	483	N00°05'38"W	24.29'
483	484	N27°07'47"E	34.41'
484	481	S00°06'15"E	81.08'

COORDINATE TABLE

POINT	Y	X
133	594712.9200	825170.8200
135	597320.2900	822533.8900
136	597347.2300	825166.0300
137	597339.9800	827799.1900
225	597347.2300	825166.0300
480	595979.8160	825168.5163
481	595979.7560	825135.5164
482	596005.9216	825119.7157
483	596030.2070	825119.6760
484	596060.8347	825135.3690
485	596061.3611	825168.3680
486	596061.4211	825201.3681
487	596031.3646	825220.4587
488	596005.5269	825220.4587
489	595975.6128	825201.5241

PARCELS 9 & 14 - TLE

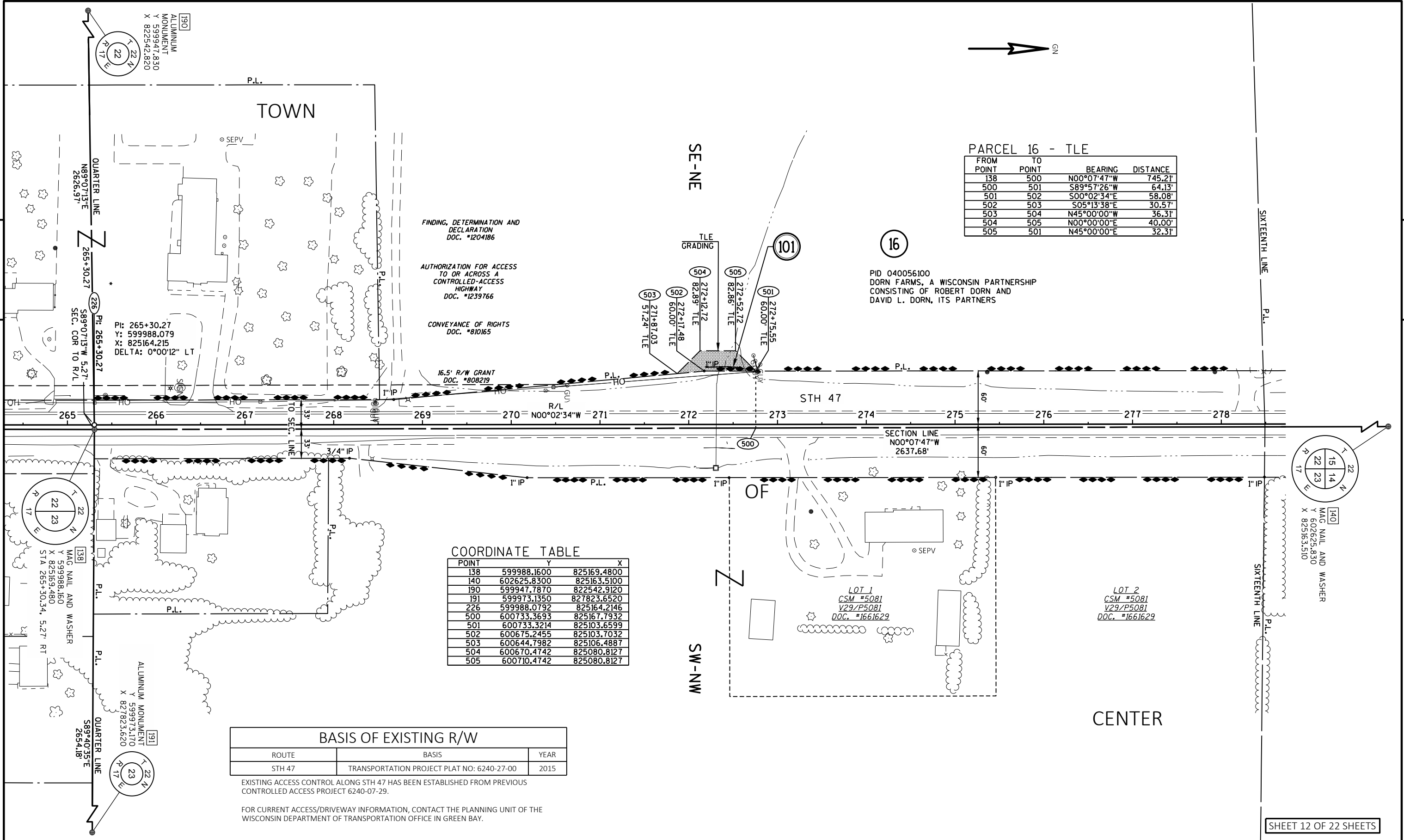
FROM POINT	TO POINT	BEARING	DISTANCE
133	485	N00°06'15"W	1348.44'
485	486	N89°53'45"E	33.00'
486	487	S32°25'19"E	35.61'
487	488	S00°00'00"E	25.84'
488	489	S32°19'57"W	35.40'
489	486	N00°06'15"W	85.81'

BASIS OF EXISTING R/W

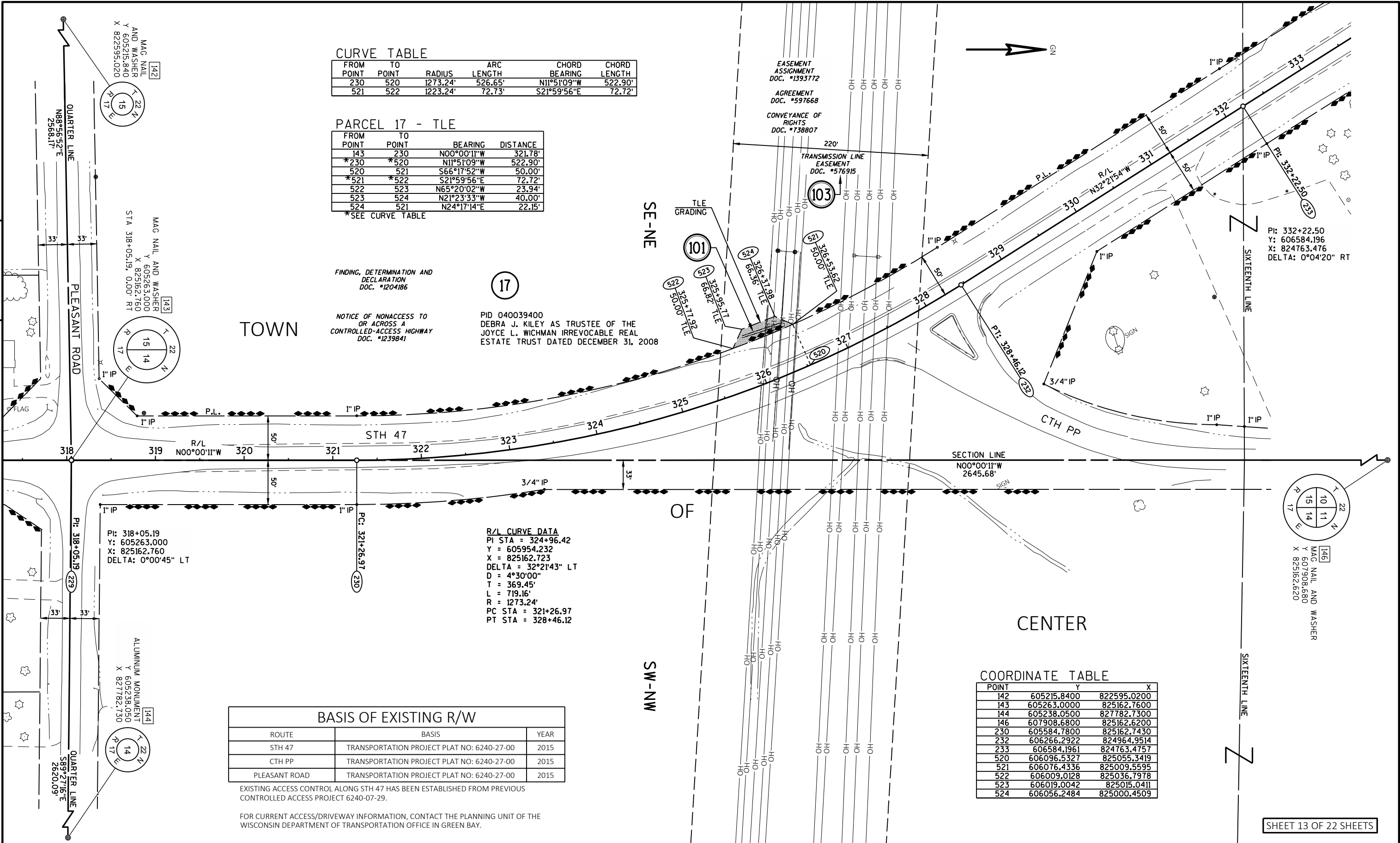
ROUTE	BASIS	YEAR
STH 47	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015
CTH 0	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015
WEDGE ROAD	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015

SHEET 11 OF 22 SHEETS

REVISION DATE	6/4/2020	7/1/2020 N.C.	DATE	4/27/2020	SCALE, FEET	HWY:	STH 47	STATE R/W PROJECT NUMBER	6240-22-21	PLAT SHEET	4.11
			GRID FACTOR		0 50 100	COUNTY:	OUTAGAMIE	CONSTRUCTION PROJECT NUMBER	6240-22-71	PS&E SHEET	



REVISION DATE			DATE		SCALE, FEET		HWY: STH 47		STATE R/W PROJECT NUMBER		PLAT SHEET	
6/4/2020			4/27/2020		0 50 100		STH 47		6240-22-21		4.12	
7/1/2020 N.C.			GRID FACTOR				COUNTY: OUTAGAMIE		CONSTRUCTION PROJECT NUMBER		PS&E SHEET	
									6240-22-71		PRE_63	



CURVE TABLE					
FROM POINT	TO POINT	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
230	520	1273.24'	526.65'	N11°51'09"W	522.90'
521	522	1223.24'	72.73'	S21°59'56"E	72.72'

PARCEL 17 - TLE				
FROM POINT	TO POINT	BEARING	DISTANCE	
143	230	N00°00'11"W	321.78'	
*230	*520	N11°51'09"W	522.90'	
520	521	S66°17'52"W	50.00'	
*521	*522	S21°59'56"E	72.72'	
522	523	N65°20'02"W	23.94'	
523	524	N21°23'33"W	40.00'	
524	521	N24°17'14"E	22.15'	

*SEE CURVE TABLE

FINDING, DETERMINATION AND DECLARATION
DOC. #1204186

NOTICE OF NONACCESS TO OR ACROSS A CONTROLLED-ACCESS HIGHWAY
DOC. #1239841

17

PID 040039400
DEBRA J. KILEY AS TRUSTEE OF THE JOYCE L. WICHMAN IRREVOCABLE REAL ESTATE TRUST DATED DECEMBER 31, 2008

R/L CURVE DATA
PI STA = 324+96.42
Y = 605954.232
X = 825162.723
DELTA = 32°21'43" LT
D = 4°30'00"
T = 369.45'
L = 719.16'
R = 1273.24'
PC STA = 321+26.97
PT STA = 328+46.12

BASIS OF EXISTING R/W		
ROUTE	BASIS	YEAR
STH 47	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015
CTH PP	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015
PLEASANT ROAD	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015

EXISTING ACCESS CONTROL ALONG STH 47 HAS BEEN ESTABLISHED FROM PREVIOUS CONTROLLED ACCESS PROJECT 6240-07-29.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

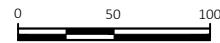
COORDINATE TABLE		
POINT	Y	X
142	605215.8400	822595.0200
143	605263.0000	825162.7600
144	605238.0500	827782.7300
146	607908.6800	825162.6200
230	605584.7800	825162.7430
232	606266.2922	824964.9514
233	606584.1961	824763.4757
520	606096.5327	825055.3419
521	606076.4336	825009.5595
522	606009.0128	825036.7978
523	606019.0042	825015.0411
524	606056.2484	825000.4509

REVISION DATE	6/4/2020	7/1/2020 N.C.	

DATE 4/27/2020

GRID FACTOR

SCALE, FEET



HWY: STH 47

COUNTY: OUTAGAMIE

STATE R/W PROJECT NUMBER 6240-22-21

CONSTRUCTION PROJECT NUMBER 6240-22-71

PLAT SHEET 4.13

PS&E SHEET

PRE_64

E

PARCELS 18 & 19 - FEE

FROM POINT	TO POINT	BEARING	DISTANCE
147	300	S88°33'12"E	2544.57'
300	301	N17°37'46"W	355.10'
301	302	N22°22'14"E	60.00'
302	303	N22°59'28"W	99.50'
303	304	S54°23'23"E	42.16'
304	305	S13°04'01"E	25.95'
305	306	S00°26'26"E	46.92'
306	302	N17°37'46"W	5.40'

PARCELS 18 & 19 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
147	300	S88°33'12"E	2544.57'
300	301	N17°37'46"W	355.10'
301	302	N22°22'14"E	60.00'
302	303	N22°59'28"W	99.50'
303	544	N22°59'28"W	38.64'
544	545	S86°05'22"E	52.34'
545	546	S17°24'35"E	203.15'
546	547	S13°16'31"E	163.76'
547	548	S72°22'14"W	22.57'
548	306	N17°37'46"W	242.71'
306	305	N00°26'26"W	46.92'
305	304	N13°04'01"W	25.95'
304	303	N54°23'23"W	42.16'

PARCELS 19 & 22 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
147	300	S88°33'12"E	2544.57'
300	238	N17°37'46"W	514.46'
*238	*307	N24°14'30"W	439.83'
307	308	N59°08'46"E	60.10'
308	312	N59°08'46"E	24.90'
312	311	N31°27'14"W	41.78'
311	310	S57°56'46"W	24.88'
*310	*555	N32°48'41"W	53.07'
555	556	S85°58'58"E	75.17'
556	557	S41°39'16"E	40.00'
557	558	S00°15'32"W	21.99'
558	559	S48°45'58"W	56.58'
*559	*308	N30°36'10"W	16.99'

*SEE CURVE TABLE

COORDINATE TABLE

POINT	Y	X
147	610599.0300	820022.9800
148	610532.4900	822657.9400
151	613200.0800	822647.4000
238	611025.0954	822410.9230
300	610534.7931	822566.7344
301	610873.2144	822459.1888
302	610891.3861	822516.3710
303	610982.9849	822477.5045
304	610958.4381	822511.7781
305	610933.1610	822517.6450
306	610886.2418	822518.0058
307	611426.1425	822230.3347
308	611456.9665	822281.9323
310	611492.1692	822260.4147
311	611505.3751	822281.5044
312	611469.7346	822303.3054
313	610946.5518	822361.8825
314	610982.3140	822377.3008
315	610955.9766	822385.6705
540	610537.5977	822455.6711
541	610841.9192	822358.9595
542	610849.0540	822382.9242
543	610536.9301	822482.1129
544	611018.5530	822462.4149
545	611014.9834	822514.6360
546	610821.1441	822575.4176
547	610661.7613	822613.0215
548	610654.9261	822591.5127
549	611384.2502	822254.6454
550	611355.6967	822203.9725
551	611358.3352	822170.9883
552	611388.4787	822144.6943
553	611445.1259	822148.1699
554	611395.3221	822178.9795
555	611536.7735	822231.6566
556	611531.5073	822306.6428
557	611501.6206	822333.2283
558	611479.6333	822333.1289
559	611442.3419	822290.5821
560	610971.0899	822344.1429

SHEET 14 OF 22 SHEETS

CURVE TABLE

FROM POINT	TO POINT	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
238	307	1909.86'	440.81'	N24°14'30"W	439.83'
308	310	1969.86'	41.26'	N31°26'07"W	41.26'
238	549	1909.86'	392.37'	N23°30'54"W	391.68'
553	554	1849.86'	58.57'	S31°44'30"E	58.56'
310	555	1969.86'	53.07'	N32°48'41"W	53.07'
559	308	1969.86'	16.99'	N30°36'10"W	16.99'

PARCELS 25 & 30 - FEE

FROM POINT	TO POINT	BEARING	DISTANCE
147	543	S88°33'12"E	2459.92'
543	542	N17°37'46"W	327.51'
542	313	N12°10'43"W	99.74'
313	314	N23°19'21"E	38.94'
314	315	S17°37'46"E	27.63'
315	542	S01°28'17"W	106.96'

PARCELS 25 & 30 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
147	543	S88°33'12"E	2459.92'
543	542	N17°37'46"W	327.51'
542	560	N17°37'46"W	128.05'
560	314	N71°17'56"E	35.01'
314	313	S23°19'21"E	38.94'
313	542	S12°10'43"E	99.74'

PARCEL 22 - FEE

FROM POINT	TO POINT	BEARING	DISTANCE
147	300	S88°33'12"E	2544.57'
300	238	N17°37'46"W	514.46'
*238	*307	N24°14'30"W	439.83'
307	308	N59°08'46"E	60.10'
*308	*310	N31°26'07"W	41.26'
310	311	N57°56'46"E	24.88'
311	312	S31°27'14"E	41.78'
312	308	S59°08'46"W	24.90'

*SEE CURVE TABLE

PARCELS 20 & 25 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
147	540	S88°33'12"E	2433.47'
540	541	N17°37'48"W	319.32'
541	542	N73°25'15"E	25.00'
542	543	S17°37'46"E	327.51'
543	540	N88°33'13"W	26.45'

PARCELS 21 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
147	300	S88°33'12"E	2544.57'
300	238	N17°37'46"W	514.46'
*238	*549	N23°30'54"W	391.68'
549	550	S60°35'58"W	58.16'
550	551	N85°25'35"W	33.09'
551	552	N41°05'53"W	40.00'
552	553	N03°30'39"E	56.75'
*553	*554	S31°44'30"E	58.56'
554	550	S32°14'27"E	46.85'

*SEE CURVE TABLE

NOTICE OF NONACCESS TO OR ACROSS A CONTROLLED-ACCESS HIGHWAY DOC. #1240035

LOT 21 POS 2217104007

PID 040026508 KENNETH G. KRAUSE

TLE GRADING

3/4" IP

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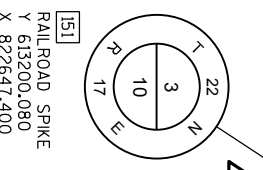
R/L CURVE DATA
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X = 822248.147
DELTA = 31°26'04" LT
D = 3°00'00"
T = 537.46'
L = 1047.82'
R = 1909.86'
PC STA = 382+74.19
PT STA = 393+22.01
DA = N49°03'51"W

22

PID 040026504 JERRY L. JACKSON

GN

CENTER



BASIS OF EXISTING R/W

ROUTE	BASIS	YEAR
STH 47	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015

EXISTING ACCESS CONTROL ALONG STH 47 HAS BEEN ESTABLISHED FROM PREVIOUS CONTROLLED ACCESS PROJECT 6240-07-29.

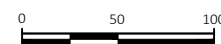
FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

REVISION DATE	6/4/2020	7/1/2020

DATE 4/27/2020

GRID FACTOR

SCALE, FEET



HWY: STH 47

COUNTY: OUTAGAMIE

STATE R/W PROJECT NUMBER 6240-22-21

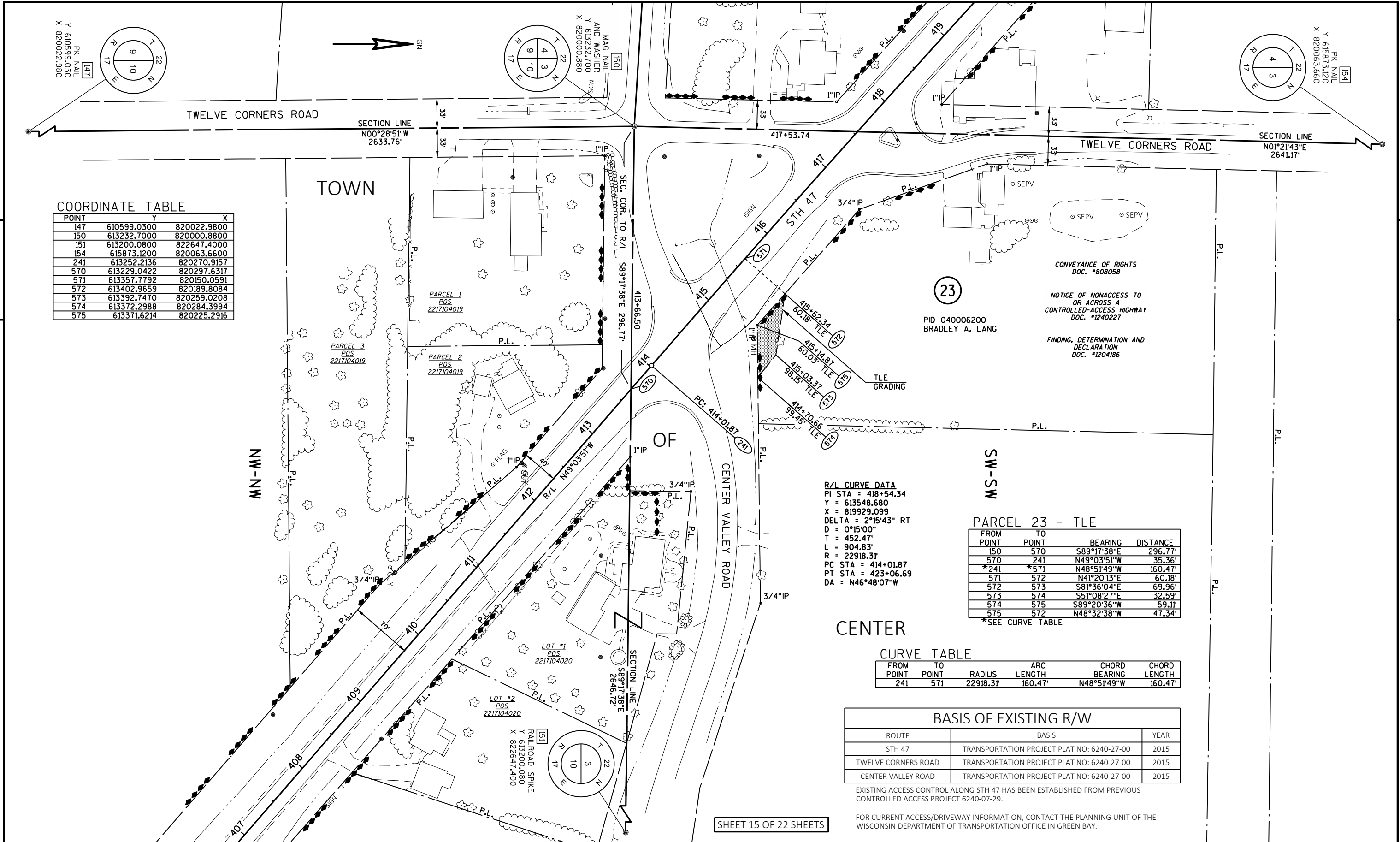
CONSTRUCTION PROJECT NUMBER 6240-22-71

PLAT SHEET 4.14

PS&E SHEET

PRE_65

E



COORDINATE TABLE		
POINT	Y	X
147	610599.0300	820022.9800
150	613232.7000	820000.8800
151	613200.0800	822647.4000
154	615873.1200	820063.6600
241	613252.2136	820270.9157
570	613229.0422	820297.6317
571	613357.7792	820150.0591
572	613402.9659	820189.8084
573	613392.7470	820259.0208
574	613372.2988	820284.3994
575	613371.6214	820225.2916

R/L CURVE DATA
PI STA = 418+54.34
Y = 613548.680
X = 819929.099
DELTA = 2°15'43" RT
D = 0°15'00"
T = 452.47'
L = 904.83'
R = 22918.31'
PC STA = 414+01.87
PT STA = 423+06.69
DA = N46°48'07"W

PARCEL 23 - TLE			
FROM POINT	TO POINT	BEARING	DISTANCE
150	570	S89°17'38"E	296.77'
570	241	N49°03'51"W	35.36'
*241	*571	N48°51'49"W	160.47'
571	572	N41°20'13"E	60.18'
572	573	S81°36'04"E	69.96'
573	574	S51°08'27"E	32.59'
574	575	S89°20'36"W	59.11'
575	572	N48°32'38"W	47.34'
*SEE CURVE TABLE			

CURVE TABLE					
FROM POINT	TO POINT	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
241	571	22918.31'	160.47'	N48°51'49"W	160.47'

BASIS OF EXISTING R/W		
ROUTE	BASIS	YEAR
STH 47	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015
TWELVE CORNERS ROAD	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015
CENTER VALLEY ROAD	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015

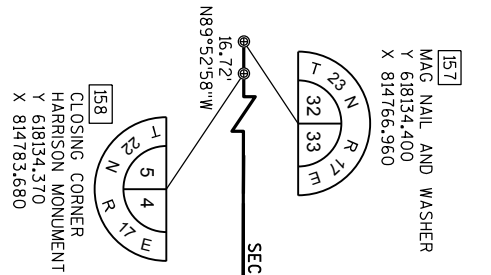
EXISTING ACCESS CONTROL ALONG STH 47 HAS BEEN ESTABLISHED FROM PREVIOUS CONTROLLED ACCESS PROJECT 6240-07-29.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

PARCEL 26 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
159	610	N89°52'58"W	1689.29'
610	246	S00°00'00"E	844.15'
246	616	S48°42'55"E	21.41'
616	617	S41°17'05"W	95.35'
617	618	S86°59'22"W	34.24'
618	619	N30°53'18"W	40.00'
619	620	N00°00'00"E	22.78'
*620	*617	S44°42'00"E	77.81'

*SEE CURVE TABLE



R/L CURVE DATA
PI STA = 478+75.40
Y = 617544.026
X = 815424.938
DELTA = 19°11'49" RT
D = 2°30'00"
T = 387.57'
L = 767.88'
R = 2291.85'
PC STA = 474+87.82
PT STA = 482+55.70
DA = N29°31'06"W

PARCEL 27 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
159	610	N89°52'58"W	1689.29'
610	246	S00°00'00"E	844.15'
246	611	S48°42'55"E	81.18'
611	612	N41°17'05"E	72.13'
*612	*613	N45°34'17"W	86.71'
613	614	N89°27'20"E	33.06'
614	615	S45°32'40"E	40.00'
615	612	S00°32'40"E	33.00'

*SEE CURVE TABLE

CURVE TABLE

FROM POINT	TO POINT	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
612	613	2759.79'	86.71'	N45°34'17"W	86.71'
620	617	2890.51'	77.81'	S44°42'00"E	77.81'

COORDINATE TABLE

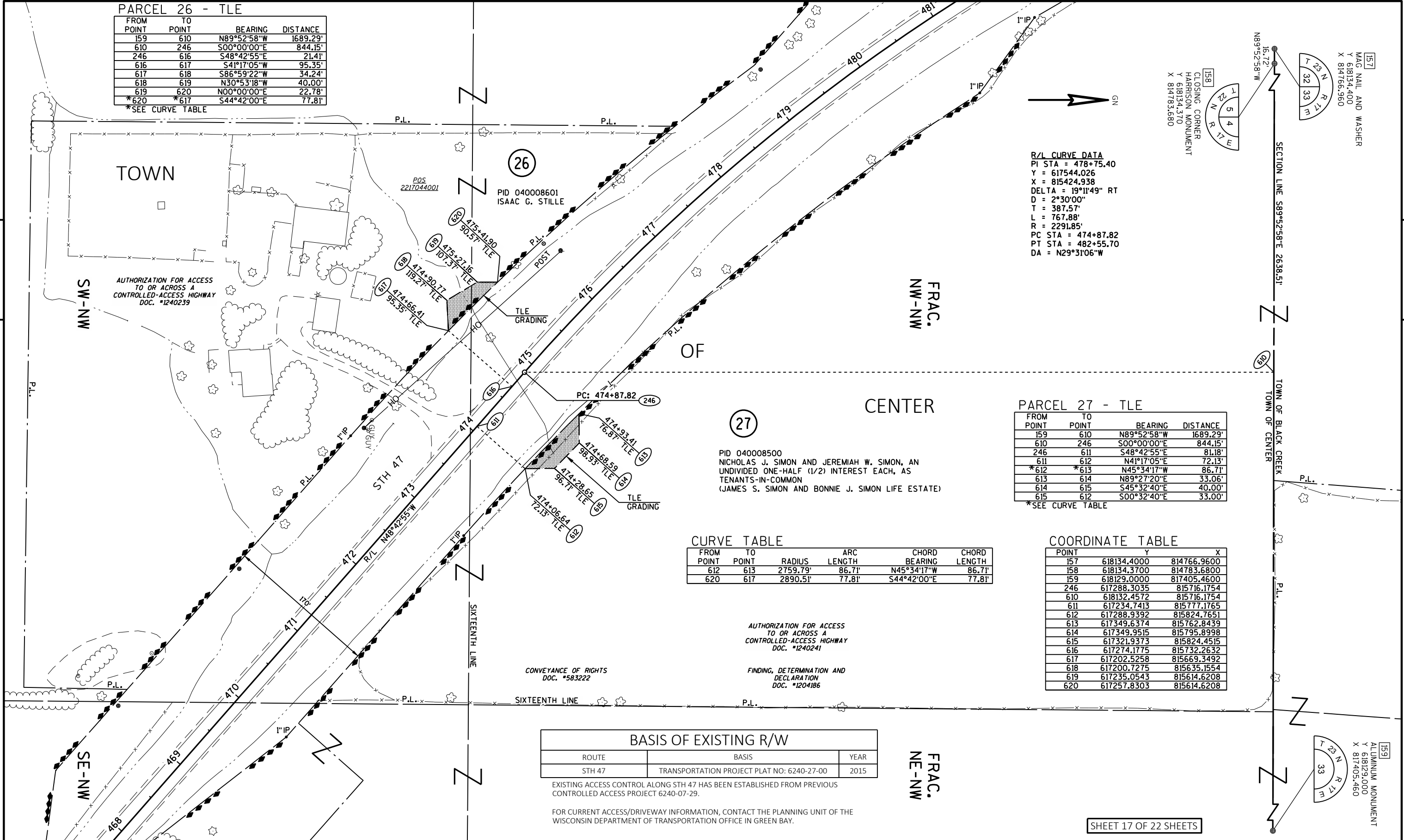
POINT	Y	X
157	618134.4000	814766.9600
158	618134.3700	814783.6800
159	618129.0000	817405.4600
246	617288.3035	815716.1754
610	618132.4572	815716.1754
611	617234.7413	815777.1765
612	617288.9392	815824.7651
613	617349.6374	815762.8439
614	617349.9515	815795.8998
615	617321.9373	815824.4515
616	617274.1775	815732.2632
617	617202.5258	815669.3492
618	617200.7275	815635.1554
619	617235.0543	815614.6208
620	617257.8303	815614.6208

BASIS OF EXISTING R/W

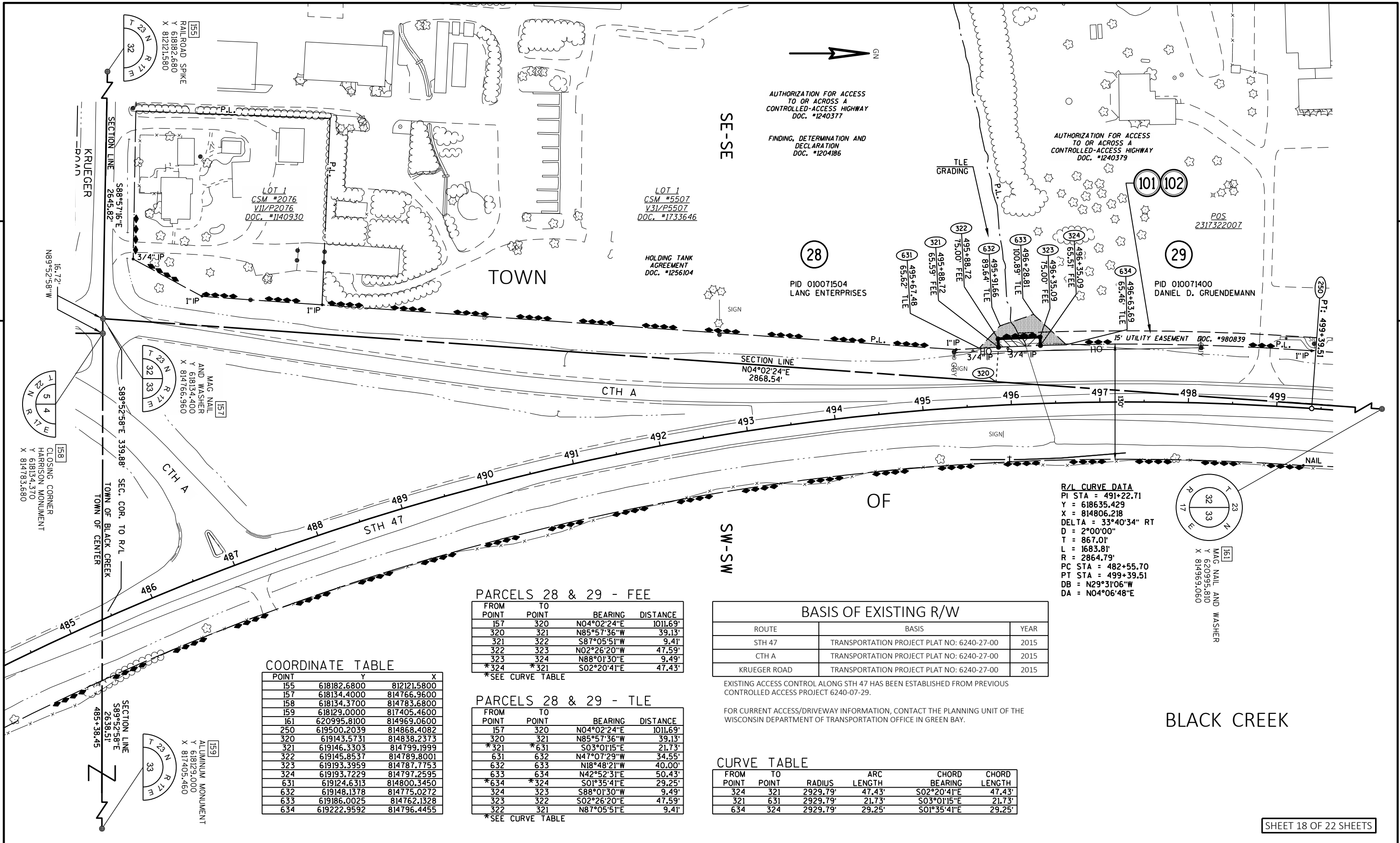
ROUTE	BASIS	YEAR
STH 47	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015

EXISTING ACCESS CONTROL ALONG STH 47 HAS BEEN ESTABLISHED FROM PREVIOUS CONTROLLED ACCESS PROJECT 6240-07-29.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.



REVISION DATE	6/4/2020	7/1/2020 N.C.	DATE	4/27/2020	SCALE, FEET	HWY:	STH 47	STATE R/W PROJECT NUMBER	6240-22-21	PLAT SHEET	4.17
			GRID FACTOR		0 50 100	COUNTY:	OUTAGAMIE	CONSTRUCTION PROJECT NUMBER	6240-22-71	PS&E SHEET	



REVISION DATE	6/4/2020	7/1/2020 N.C.	DATE	4/27/2020	SCALE, FEET	HWY:	STH 47	STATE R/W PROJECT NUMBER	6240-22-21	PLAT SHEET	4.18
			GRID FACTOR		0 50 100	COUNTY:	OUTAGAMIE	CONSTRUCTION PROJECT NUMBER	6240-22-71	PS&E SHEET	

COORDINATE TABLE

POINT	Y	X
163	623693.8200	815206.7600
165	626390.0900	815348.3600
192	626407.7030	818011.2760
193	626359.6090	812715.2170
256	626390.0699	815346.6220
650	625780.1374	815316.3270
651	625783.0640	815260.6003
652	625810.4426	815235.9140
653	625850.4107	815237.5113
654	625876.4762	815265.3632
655	625882.2072	815321.6874
656	625879.6353	815370.6607
657	625843.3926	815403.3394
658	625803.4245	815401.7421
659	625769.0603	815365.0227

PARCEL 31 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
163	650	N03°00'22"E	2089.19'
650	651	N86°59'38"W	55.80'
651	652	N42°02'23"W	36.86'
652	653	N02°17'19"E	40.00'
653	654	N46°53'51"E	38.15'
654	651	S02°55'08"W	93.53'

PARCEL 32 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
163	655	N03°00'22"E	2191.40'
655	656	S86°59'38"E	49.04'
656	657	S42°02'23"E	48.80'
657	658	S02°17'19"W	40.00'
658	659	S46°53'51"W	50.29'
659	656	N02°55'08"E	110.72'

BASIS OF EXISTING R/W

ROUTE	BASIS	YEAR
STH 47	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015

EXISTING ACCESS CONTROL ALONG STH 47 HAS BEEN ESTABLISHED FROM PREVIOUS CONTROLLED ACCESS PROJECT 6240-07-29.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

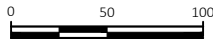
SHEET 19 OF 22 SHEETS

REVISION DATE	6/4/2020	7/1/2020 N.C.	

DATE 4/27/2020

GRID FACTOR

SCALE, FEET



HWY: STH 47

COUNTY: OUTAGAMIE

STATE R/W PROJECT NUMBER 6240-22-21

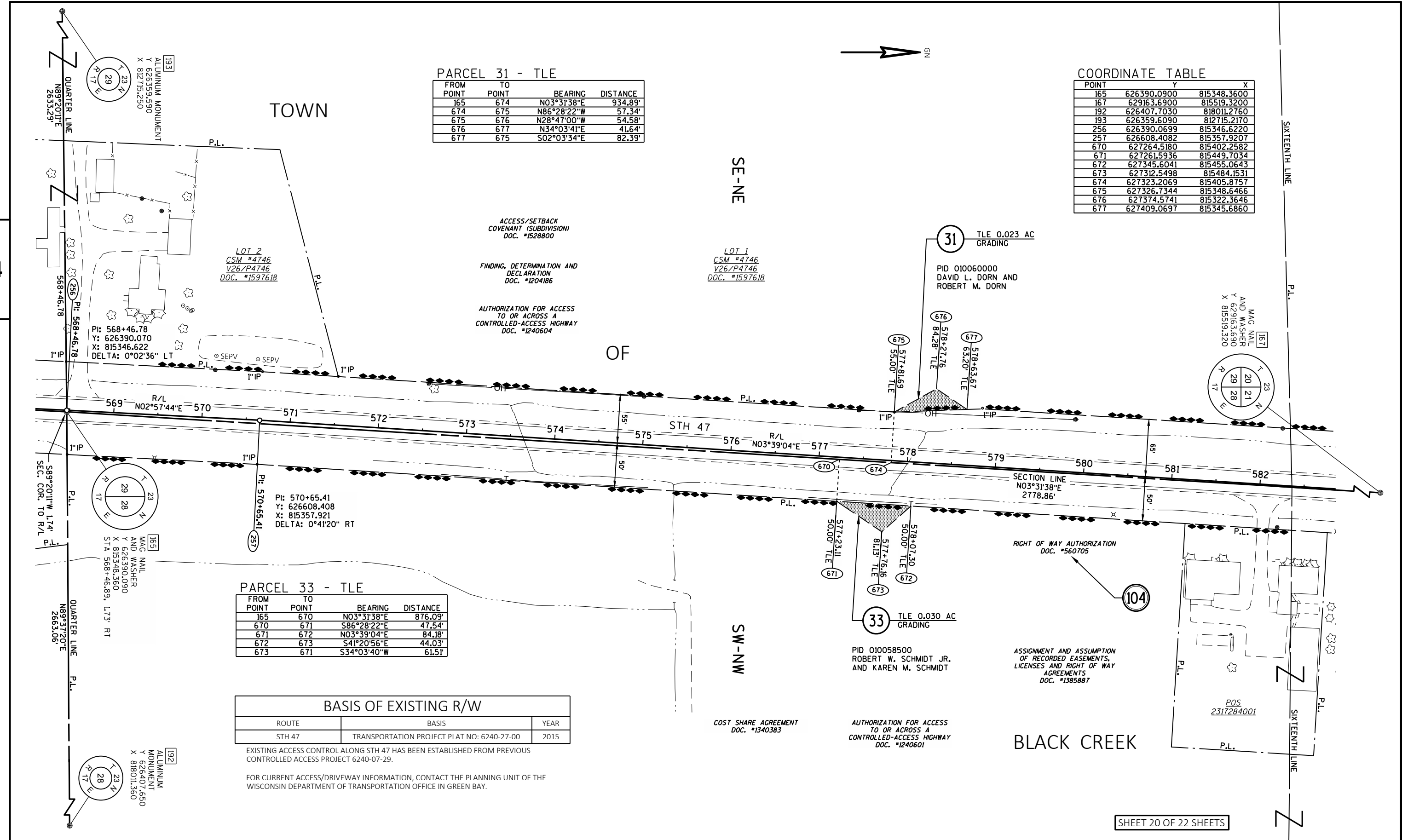
CONSTRUCTION PROJECT NUMBER 6240-22-71

PLAT SHEET 4.19

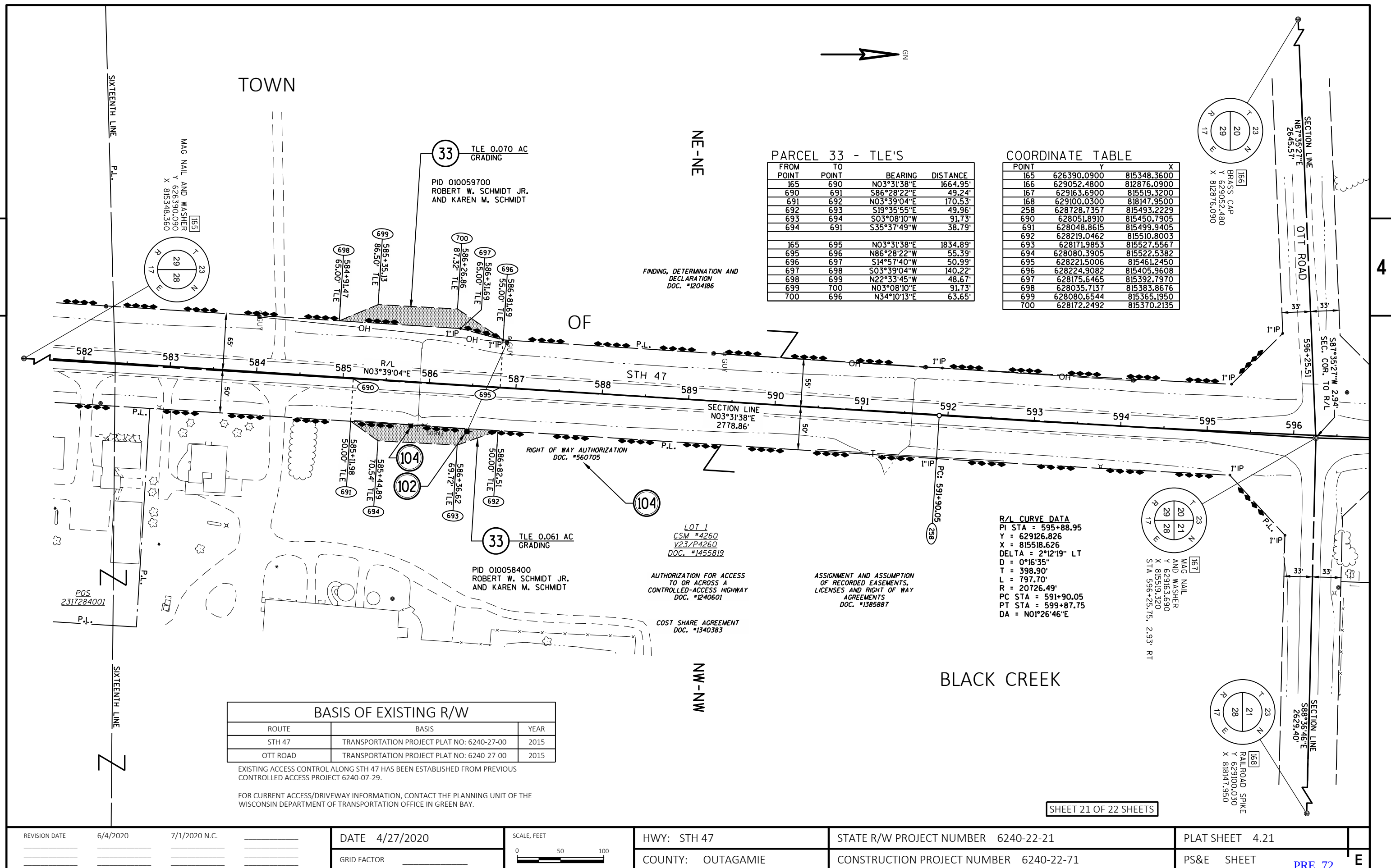
PS&E SHEET

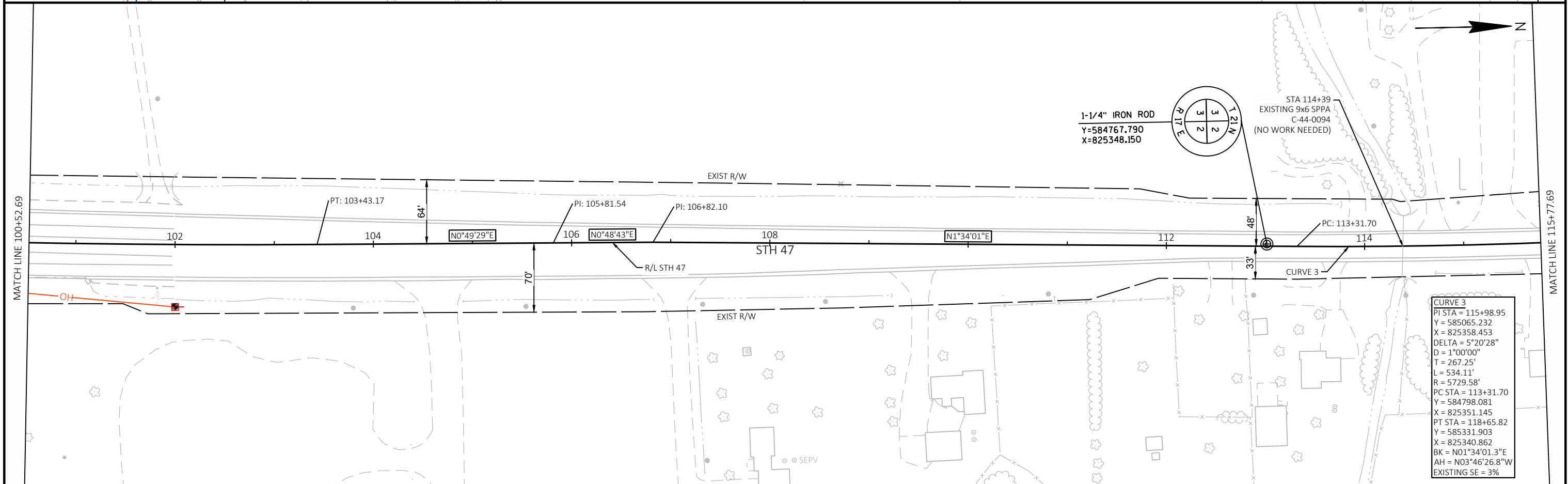
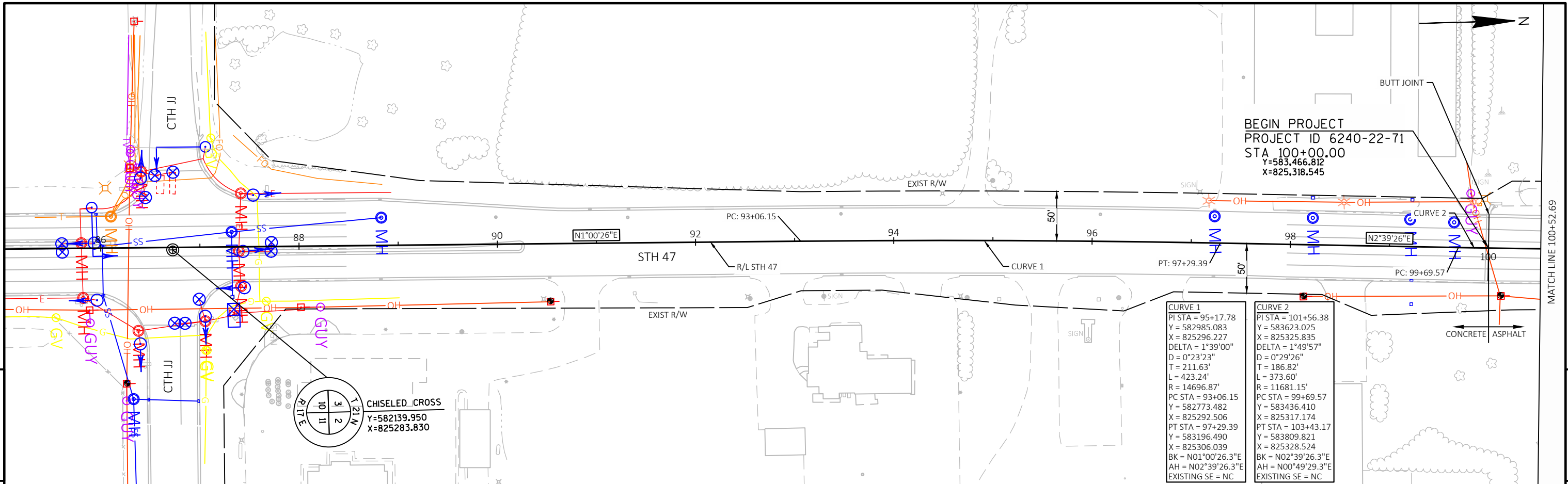
PRE_70

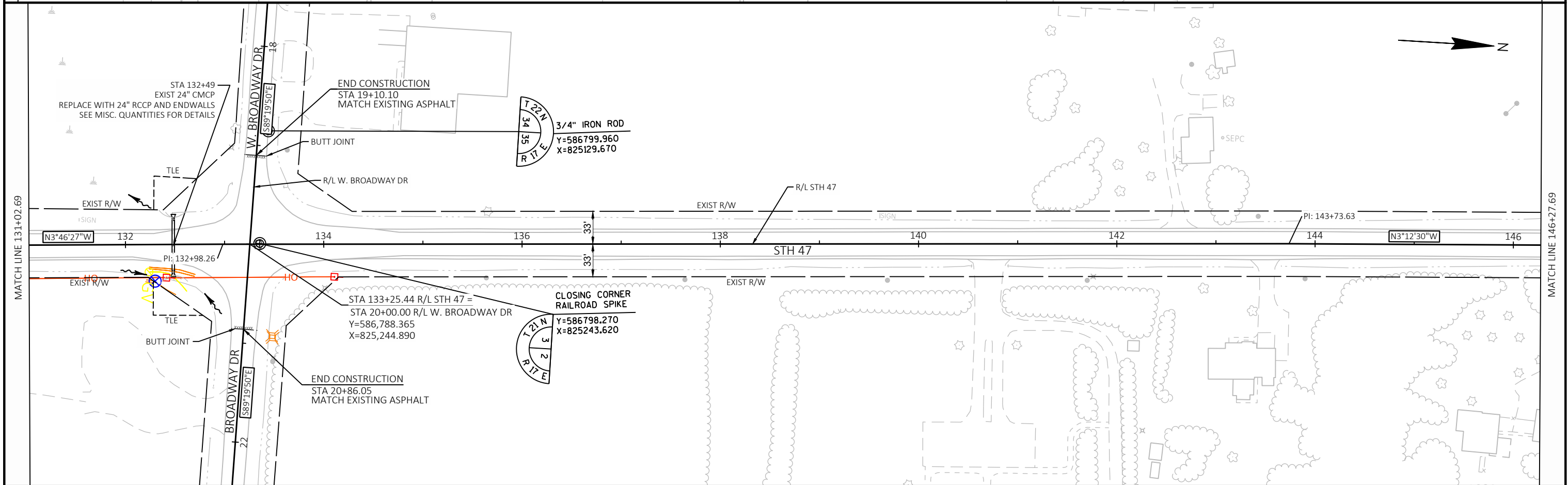
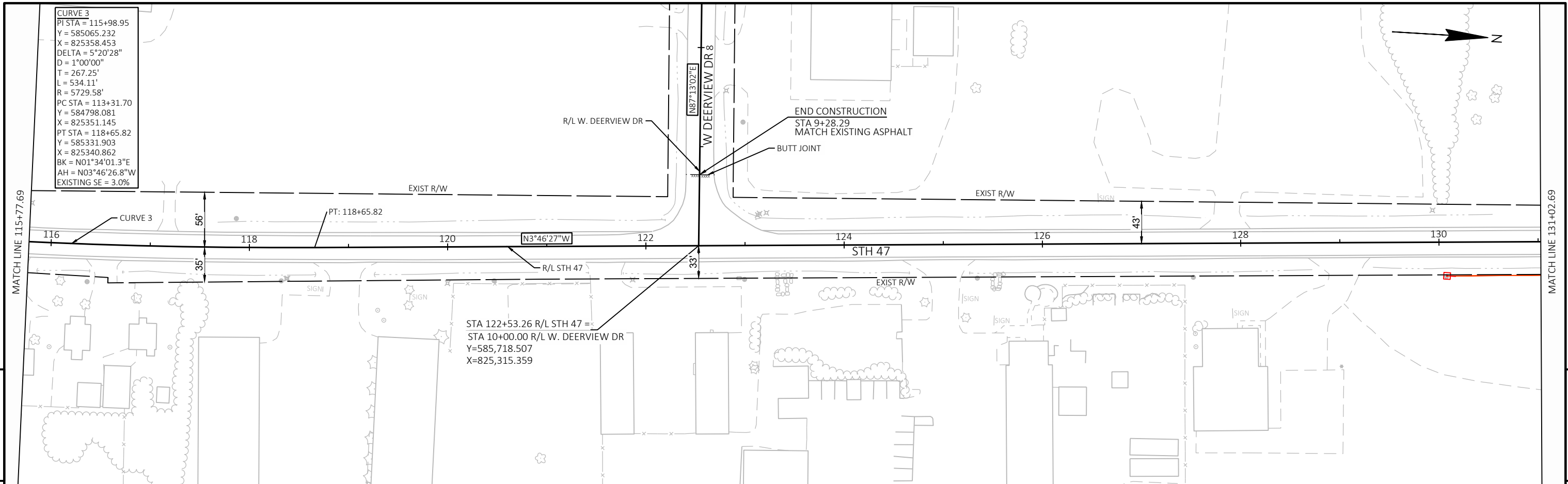
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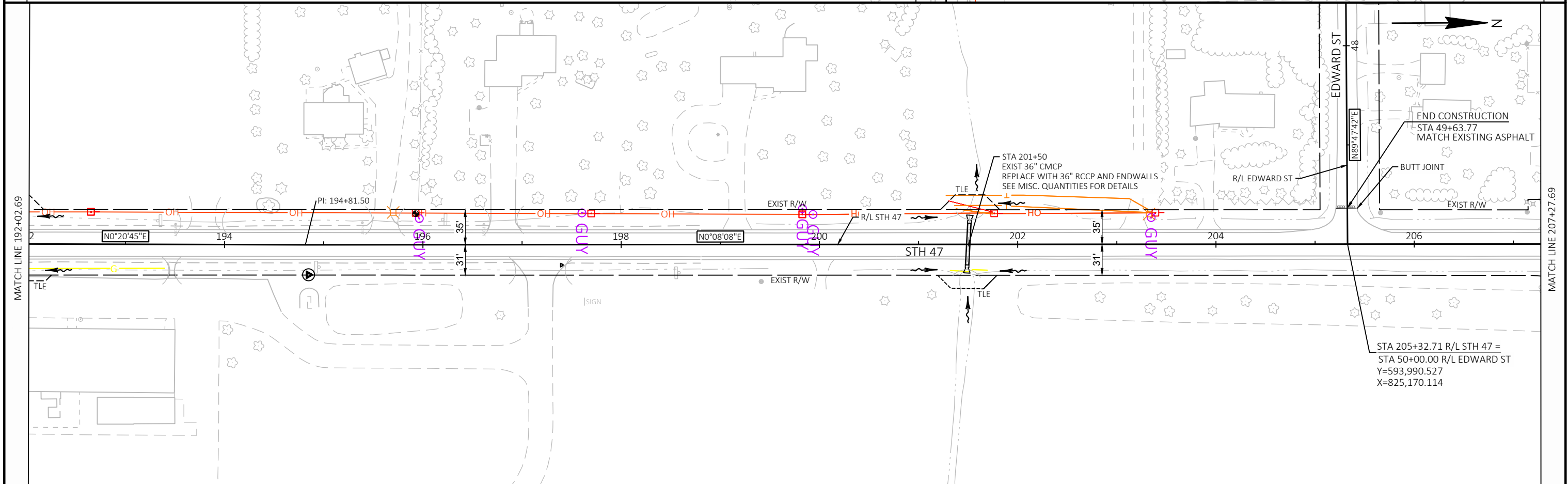
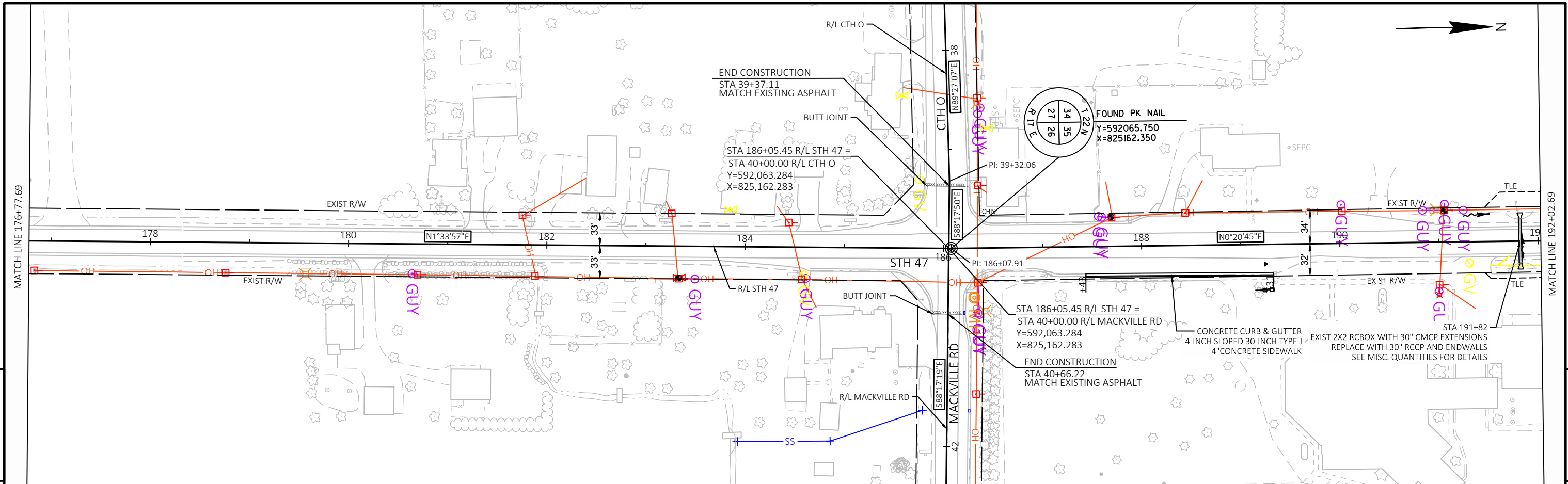


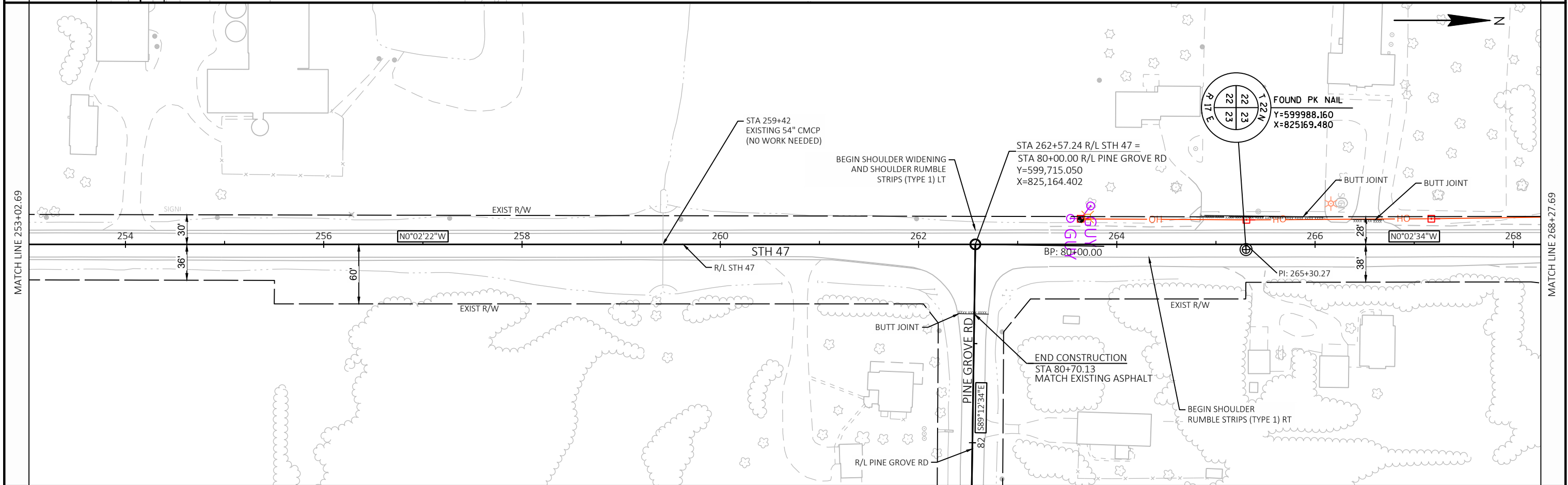
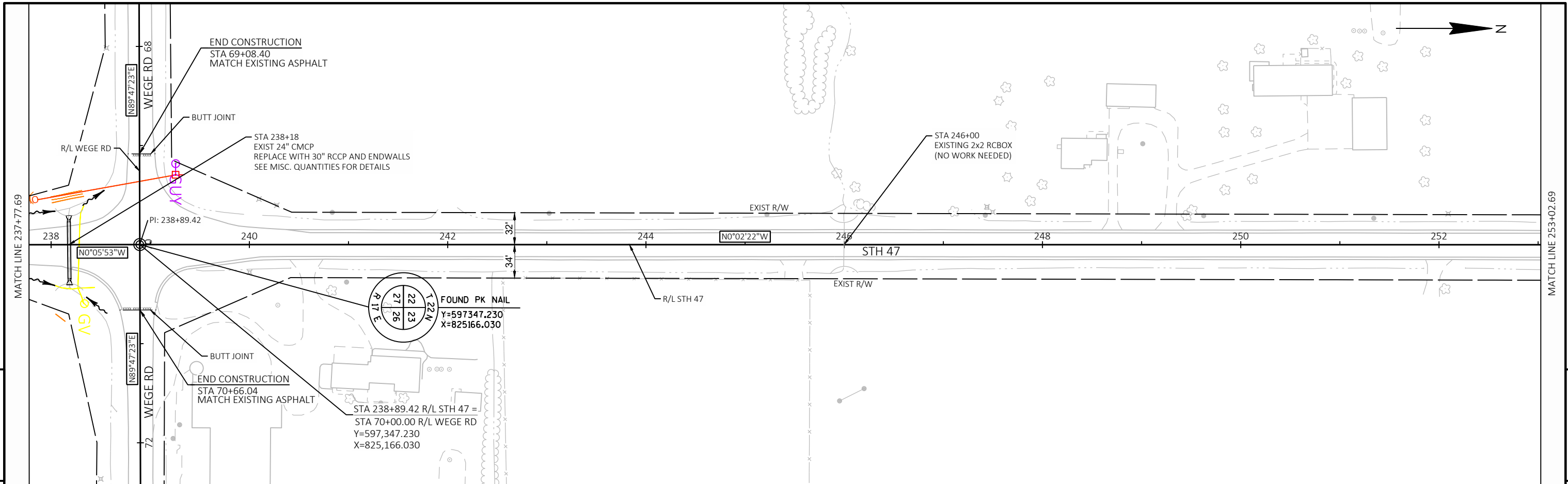
REVISION DATE	6/4/2020	7/1/2020 N.C.		DATE	4/27/2020	SCALE, FEET	HWY: STH 47	STATE R/W PROJECT NUMBER	6240-22-21	PLAT SHEET	4.20
				GRID FACTOR		0 50 100	COUNTY: OUTAGAMIE	CONSTRUCTION PROJECT NUMBER	6240-22-71	PS&E SHEET	



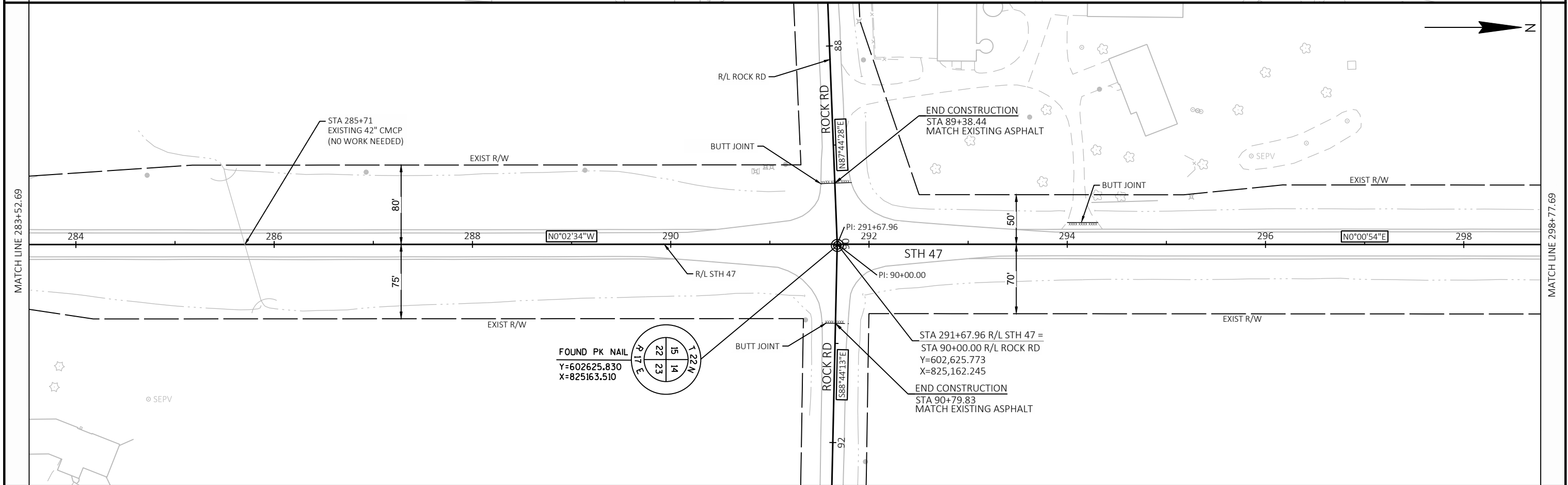
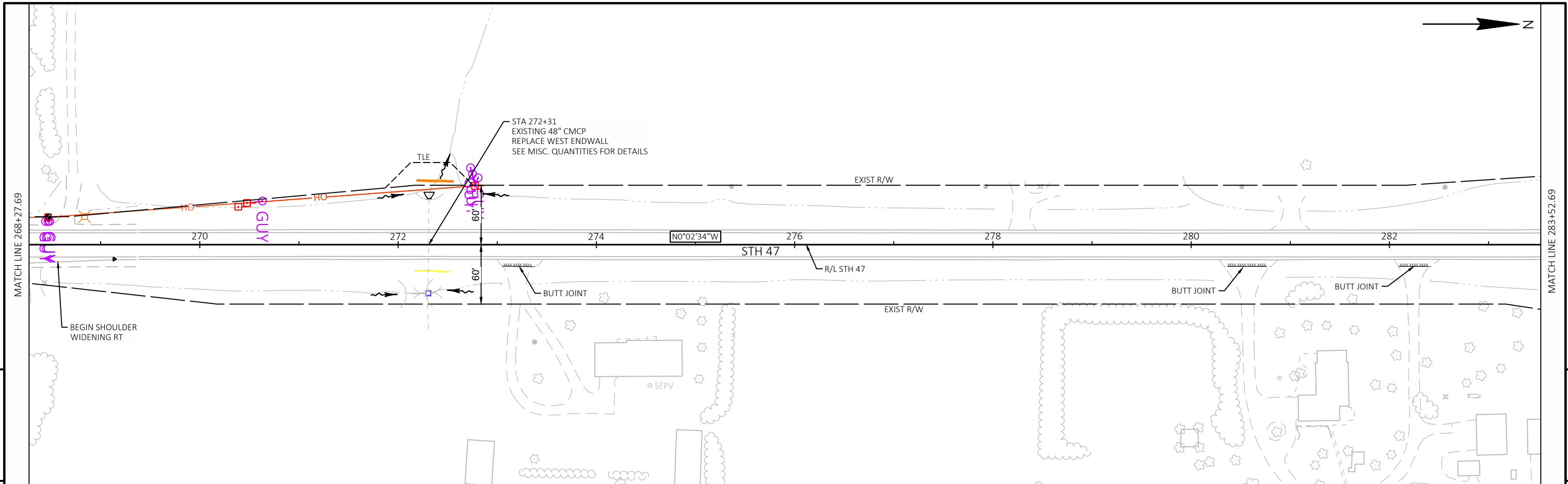


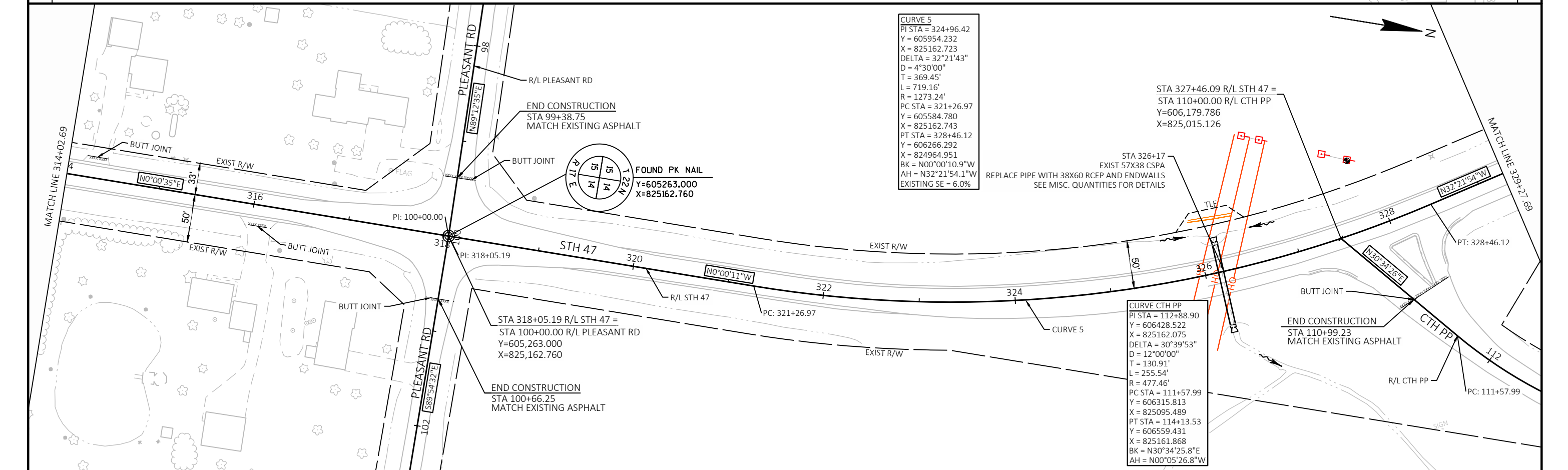
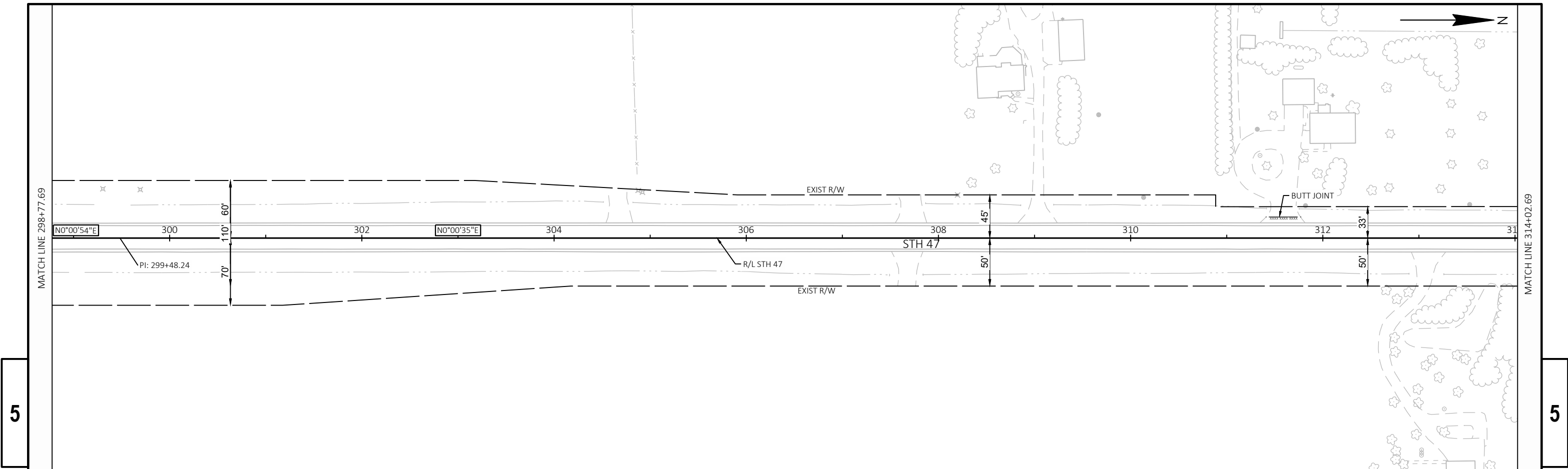


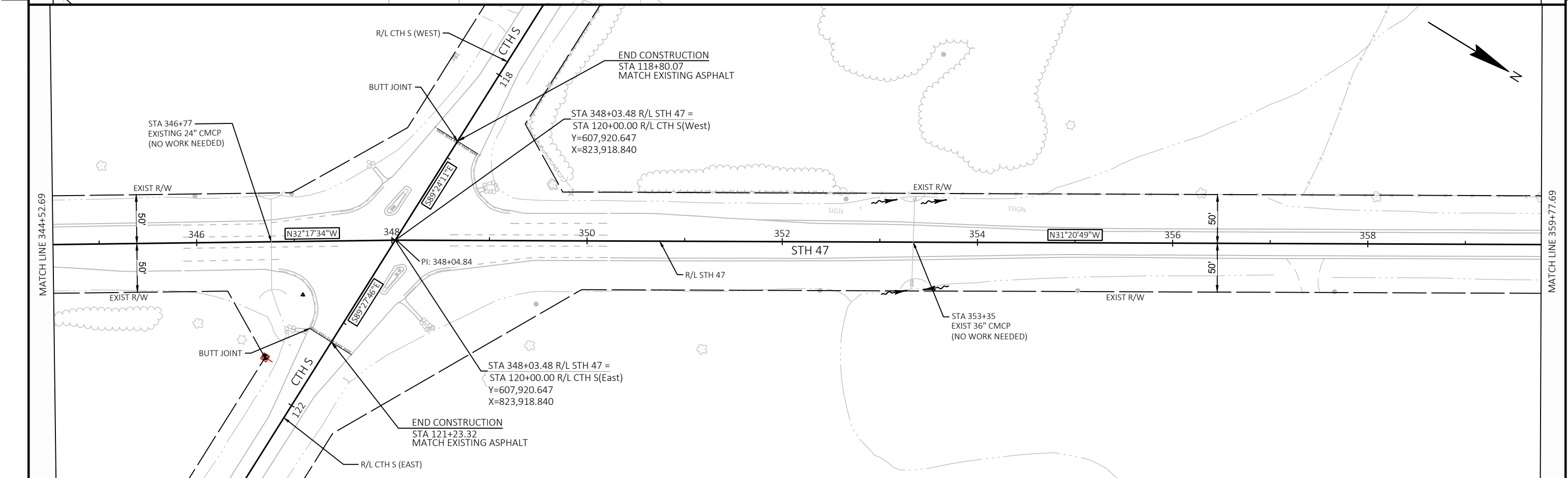
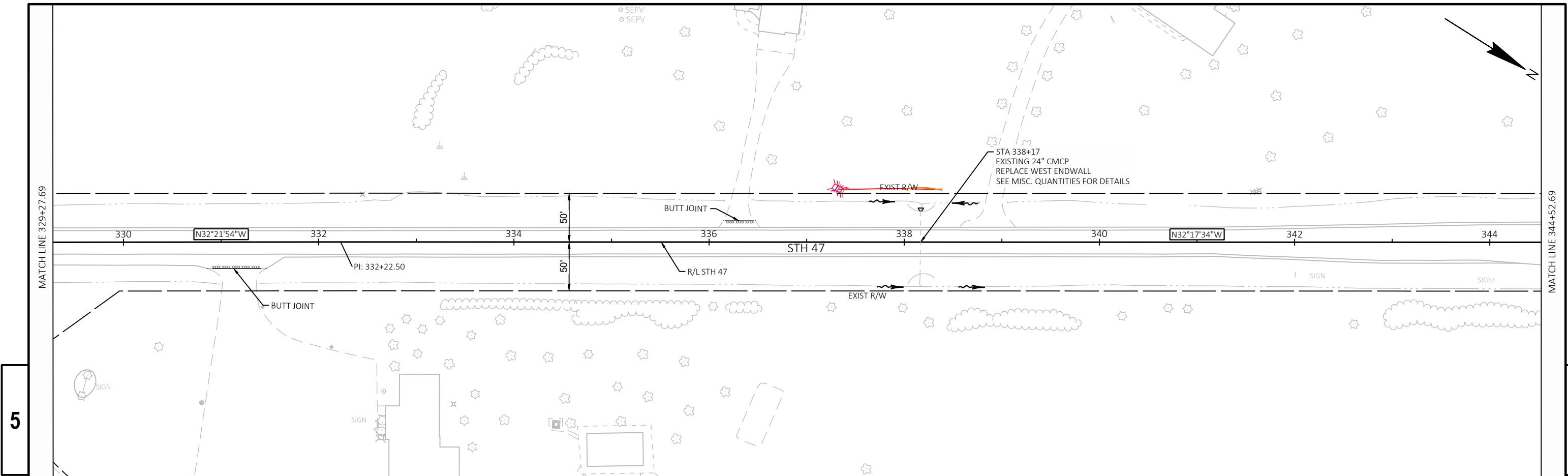


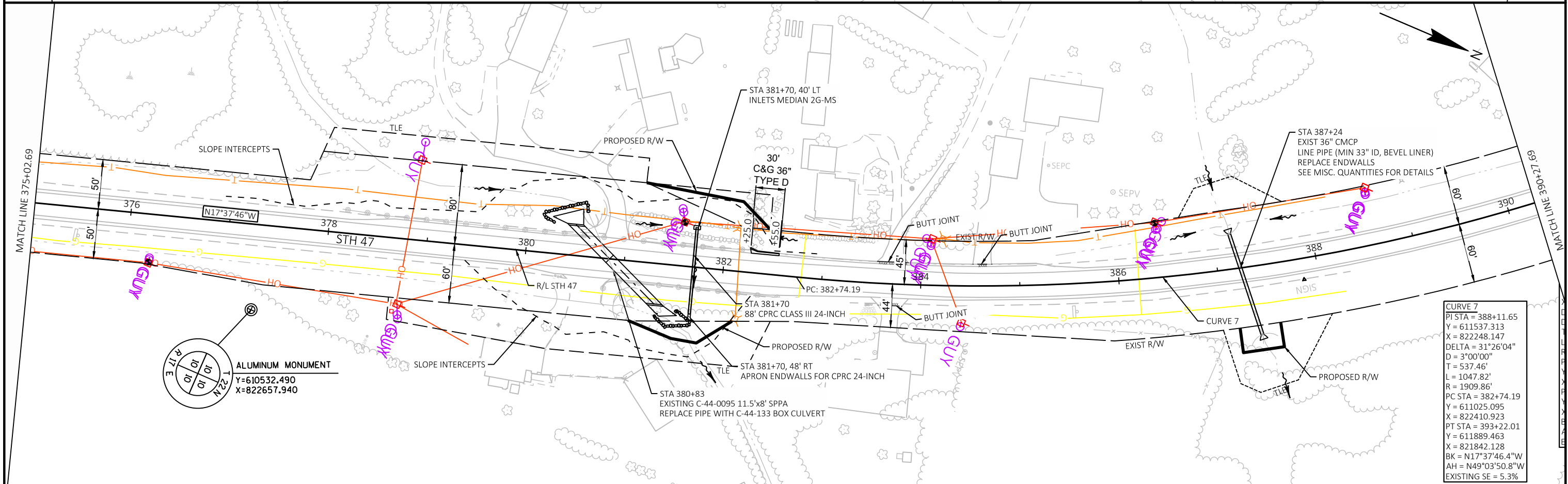
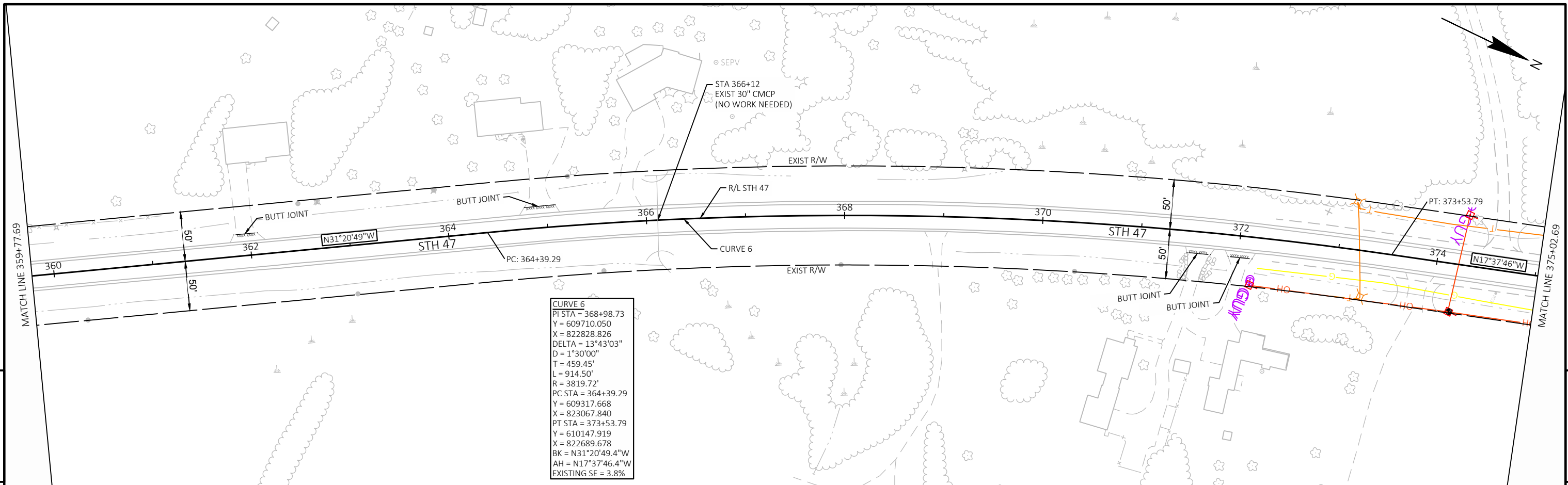


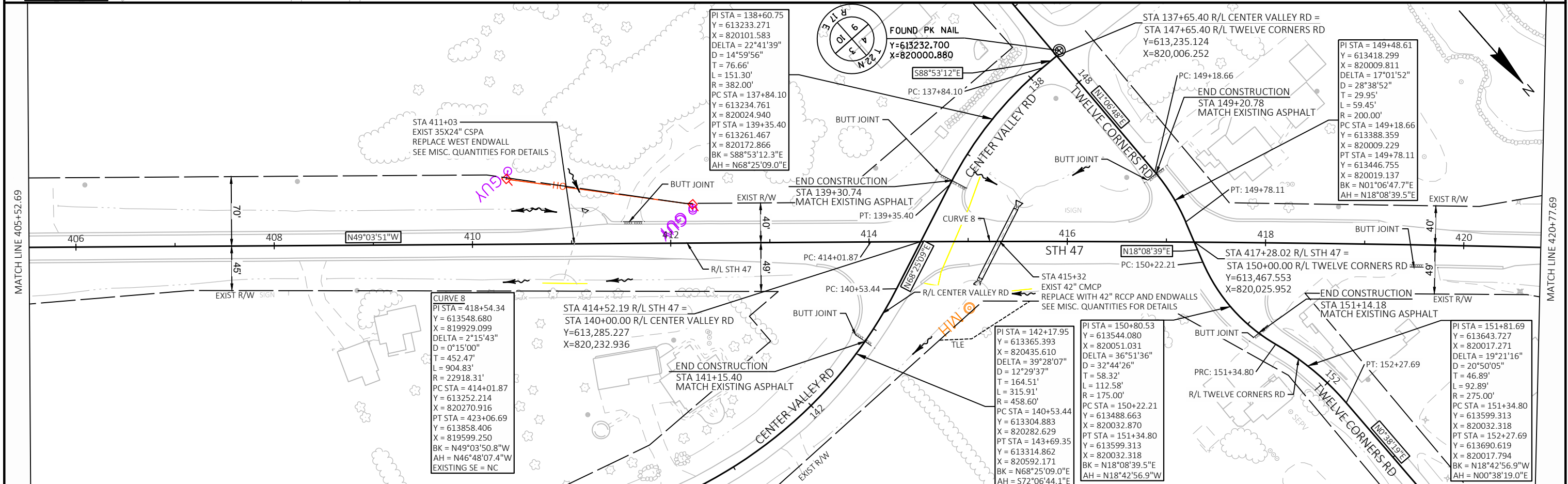
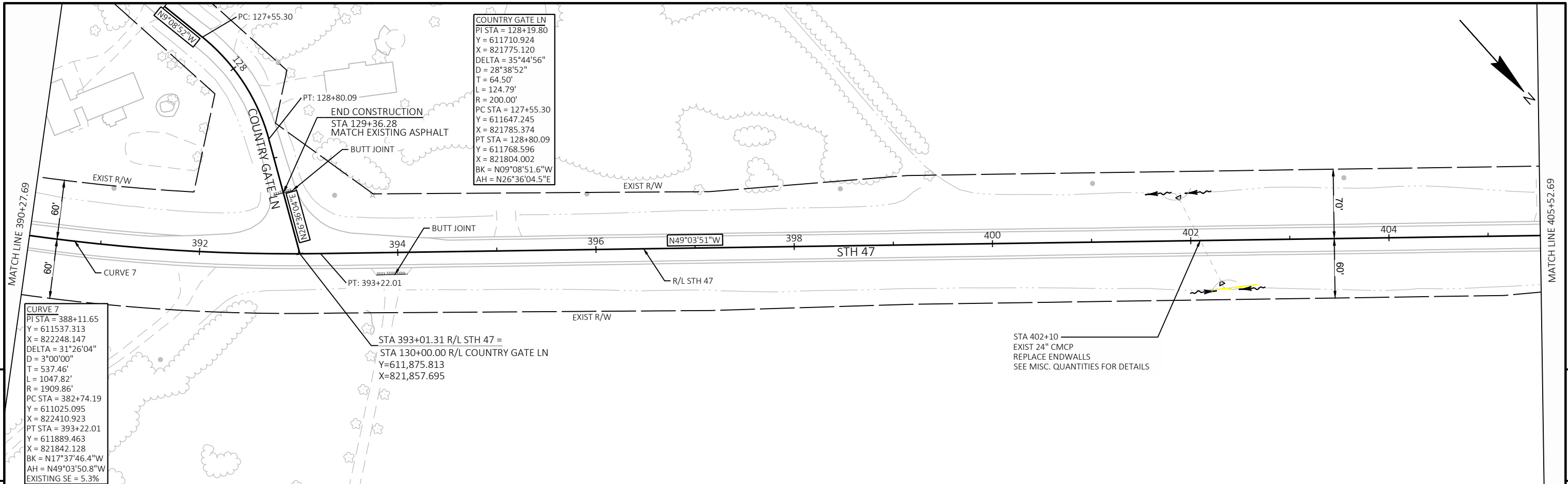
PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET	PRE_79	E
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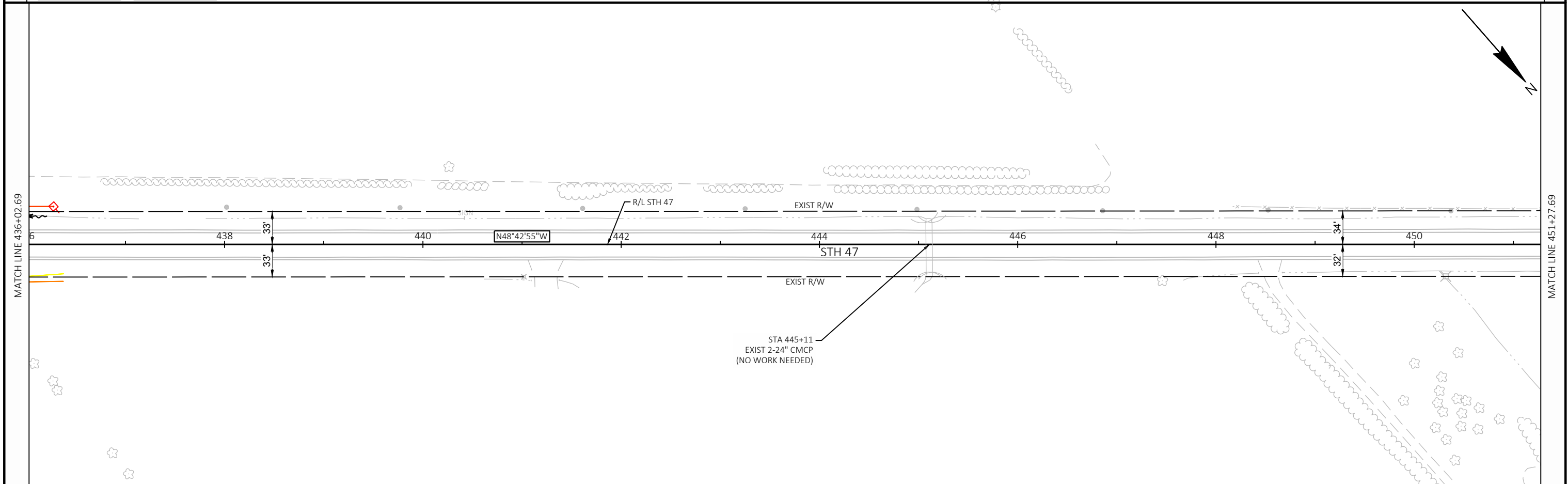
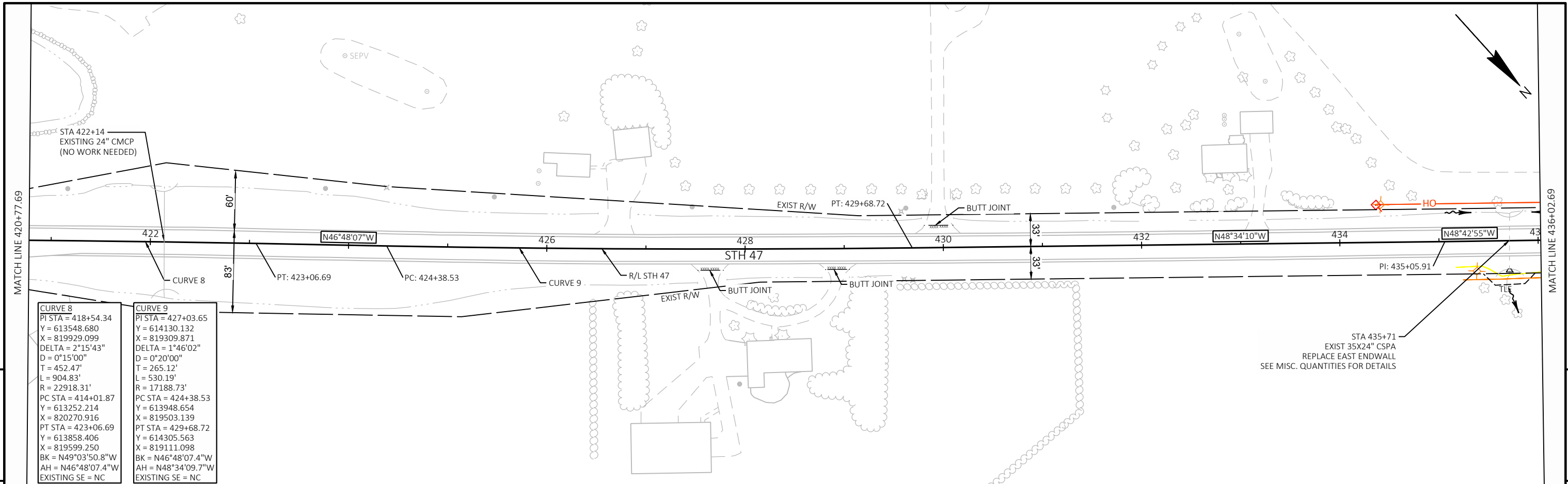


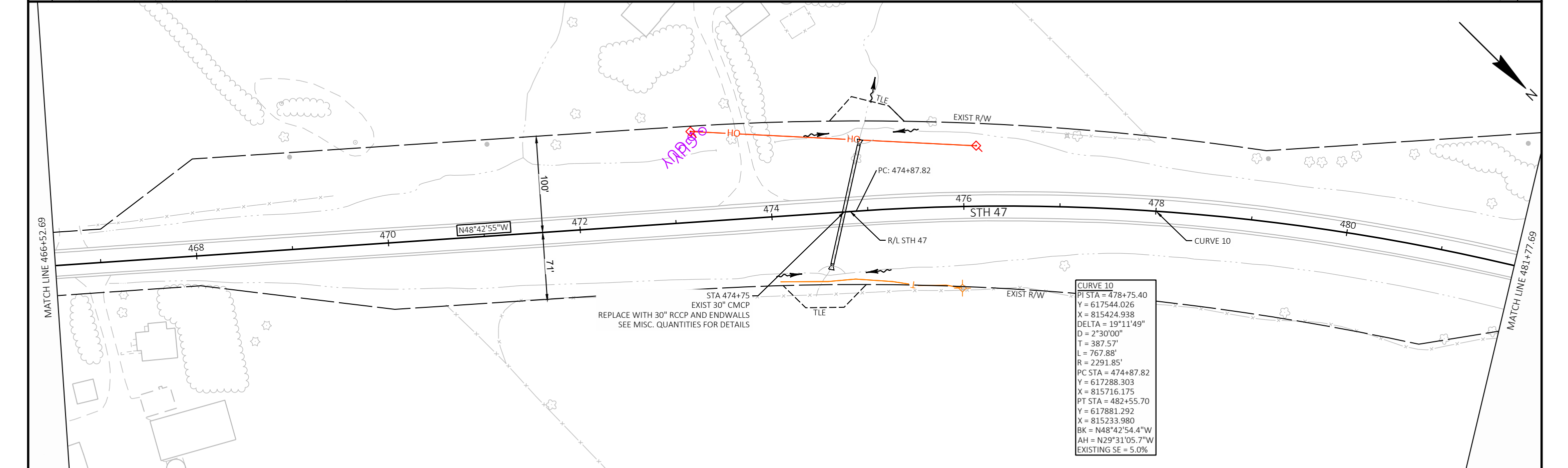
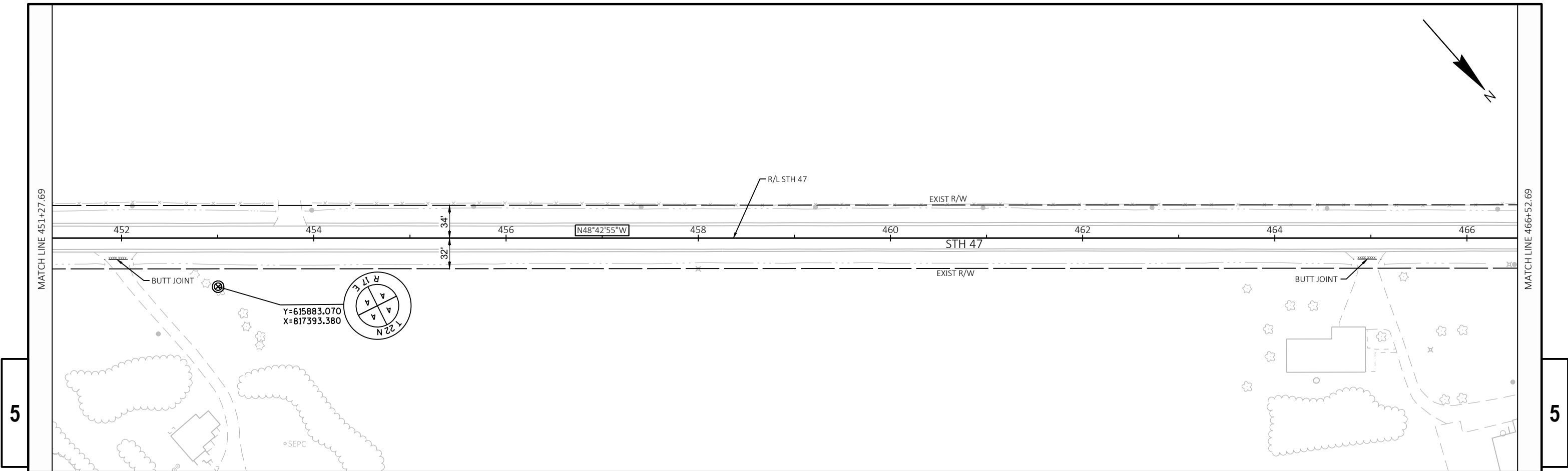


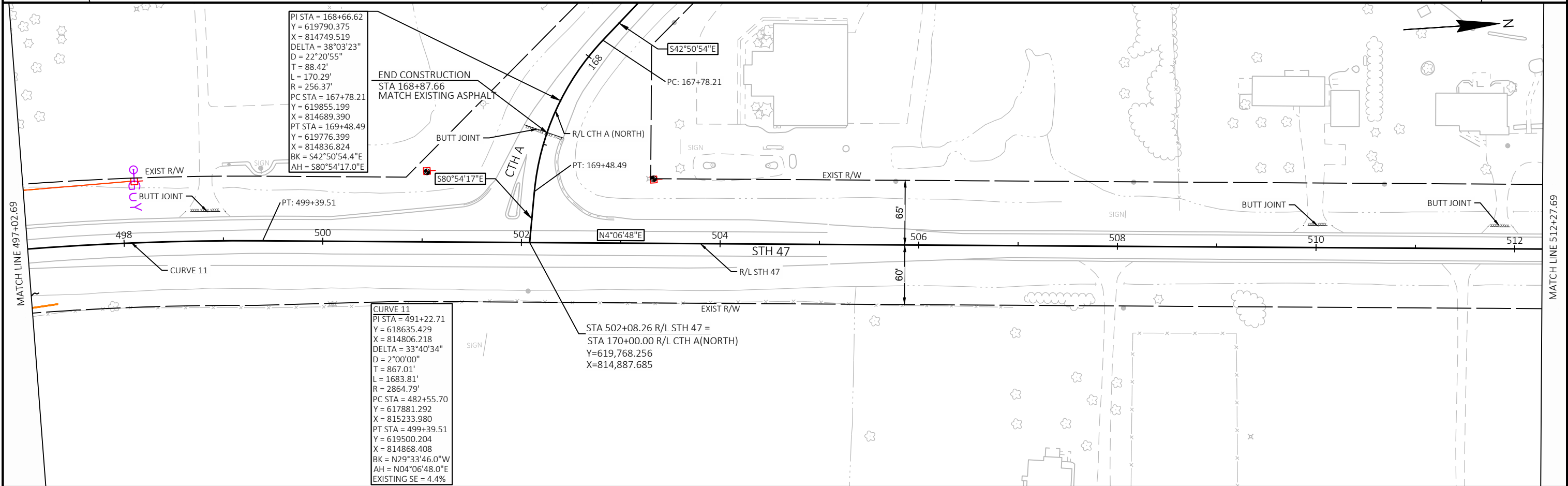
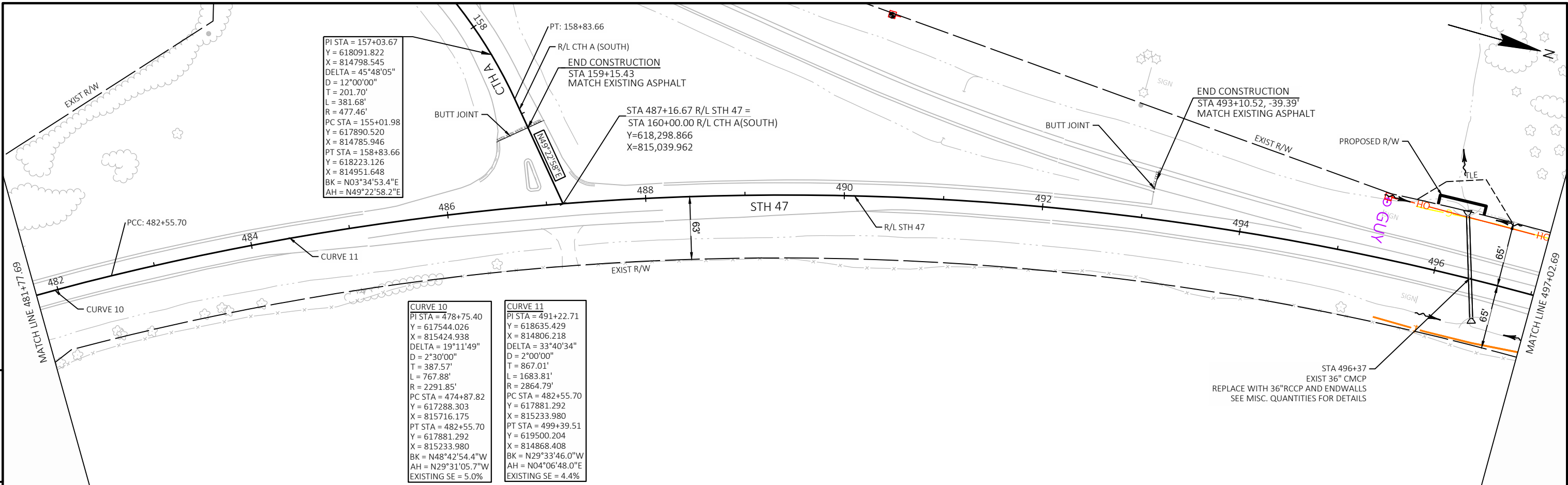


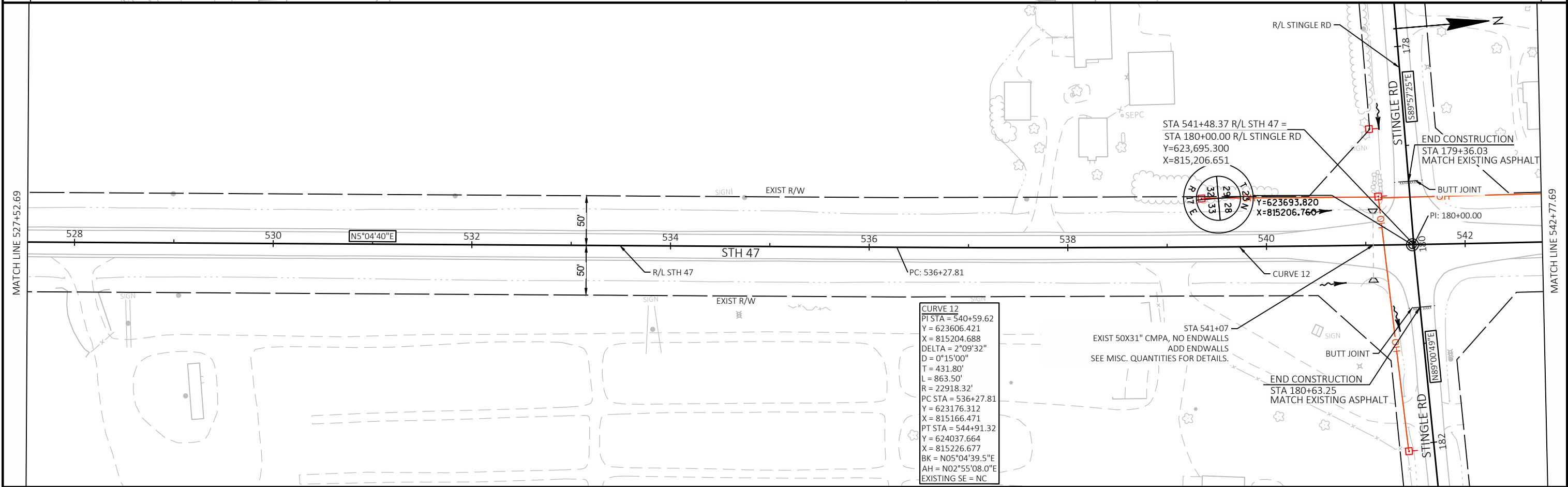
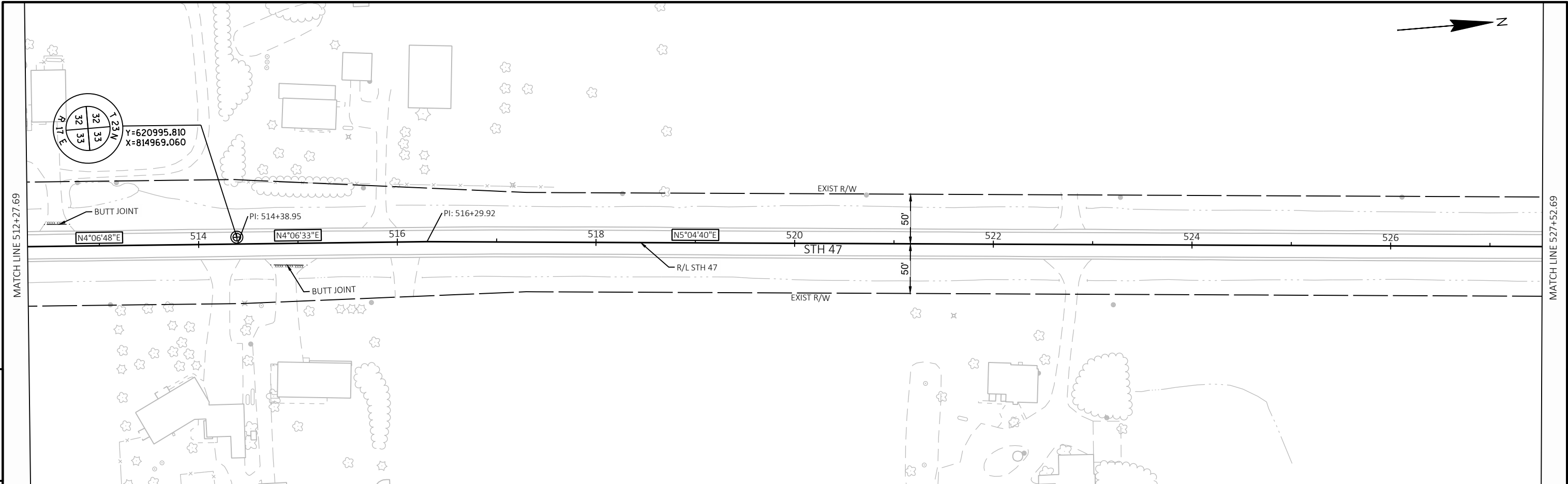


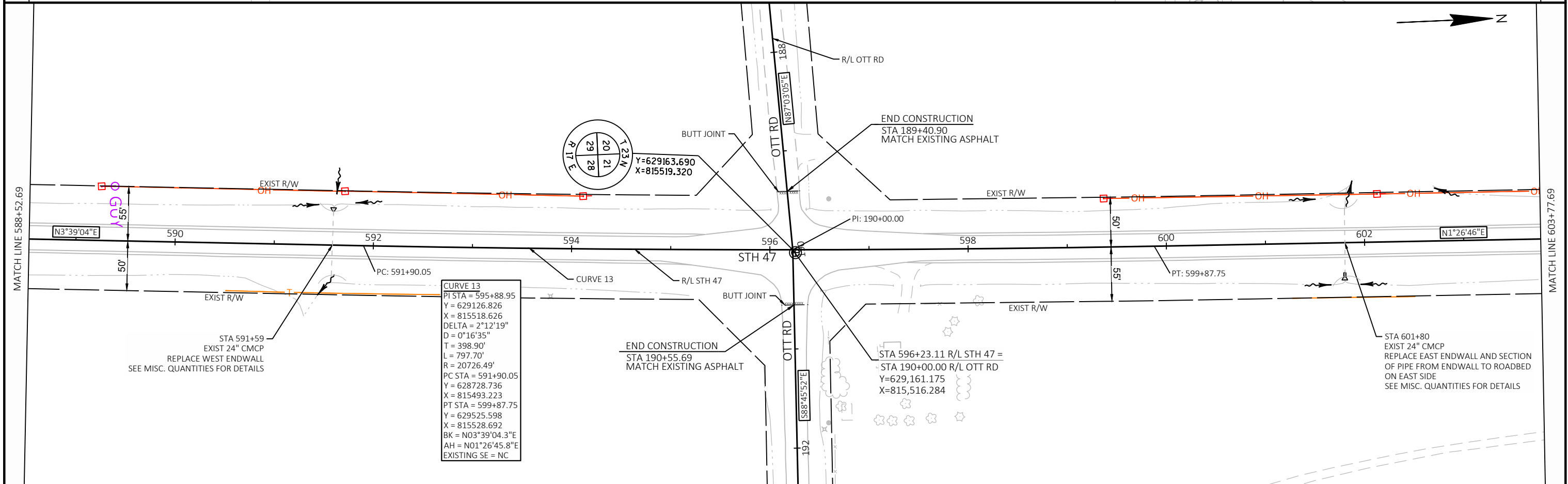
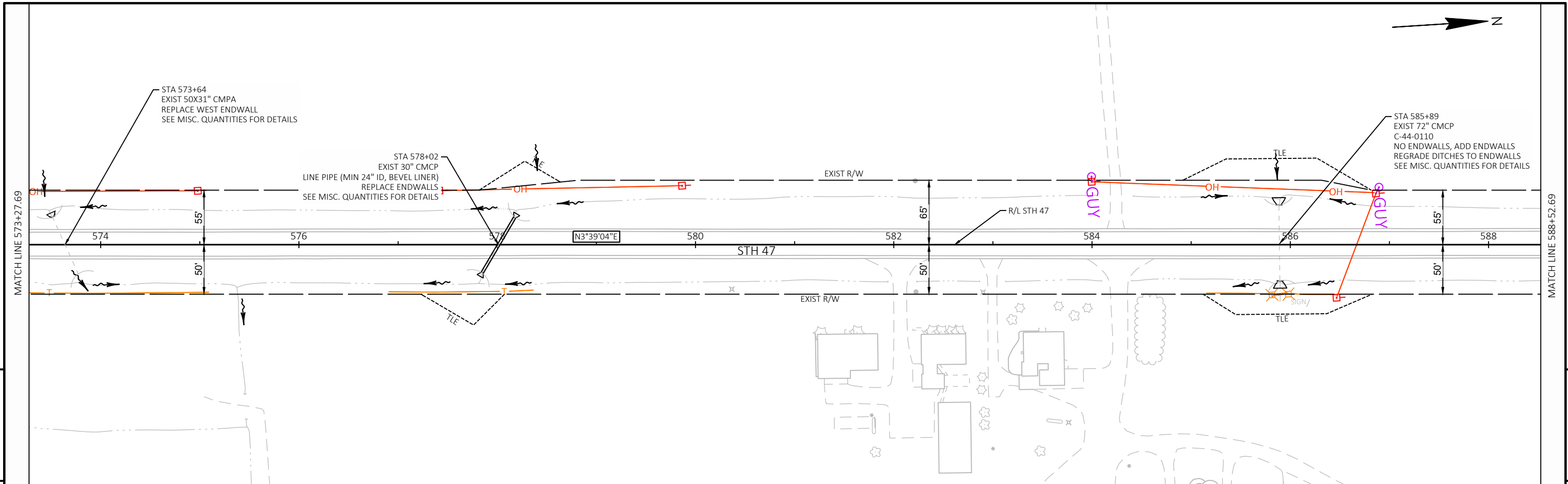


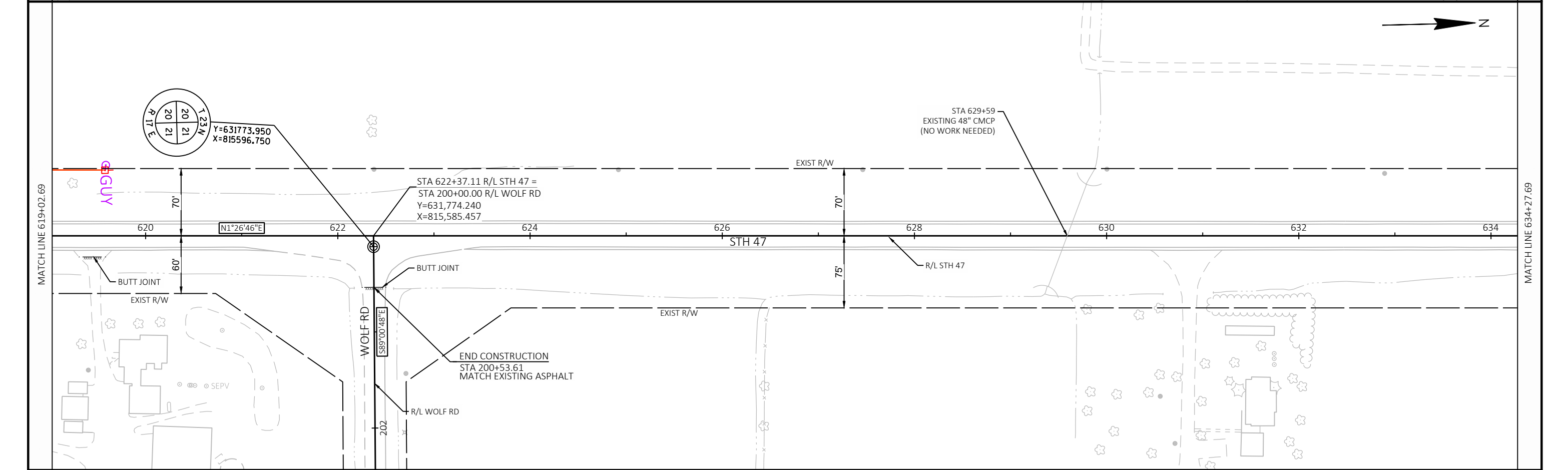
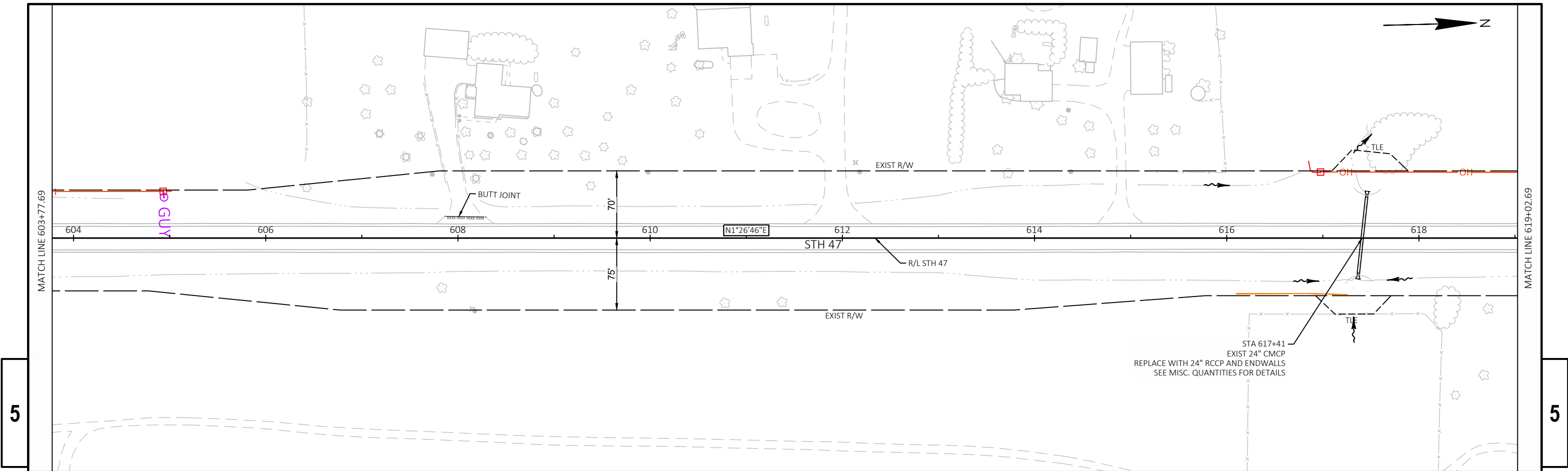


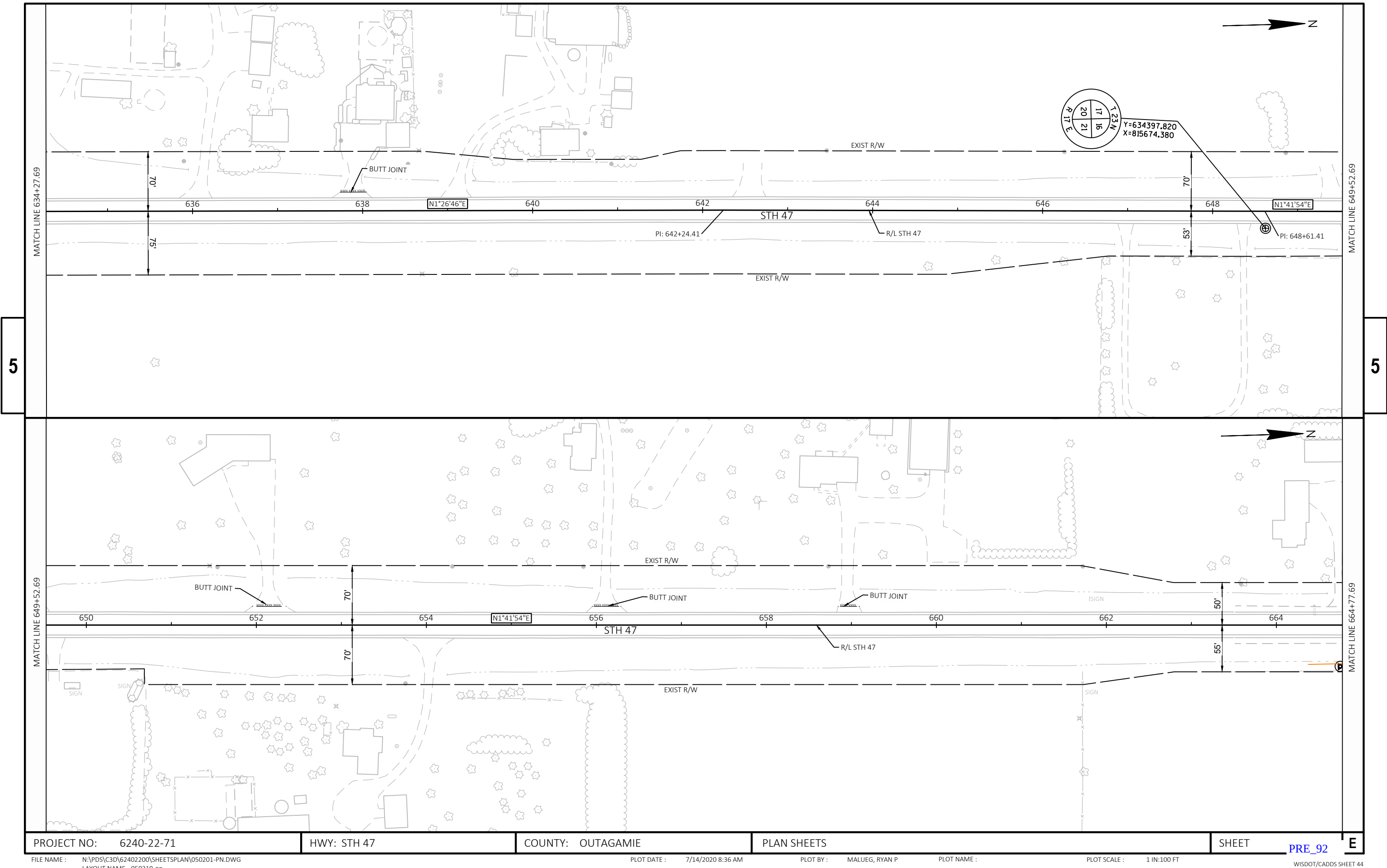












PROJECT NO: 6240-22-71

HWY: STH 47

COUNTY: OUTAGAMIE

PLAN SHEETS

SHEET

PRE_92

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LAYOUT NAME - 050219-pn

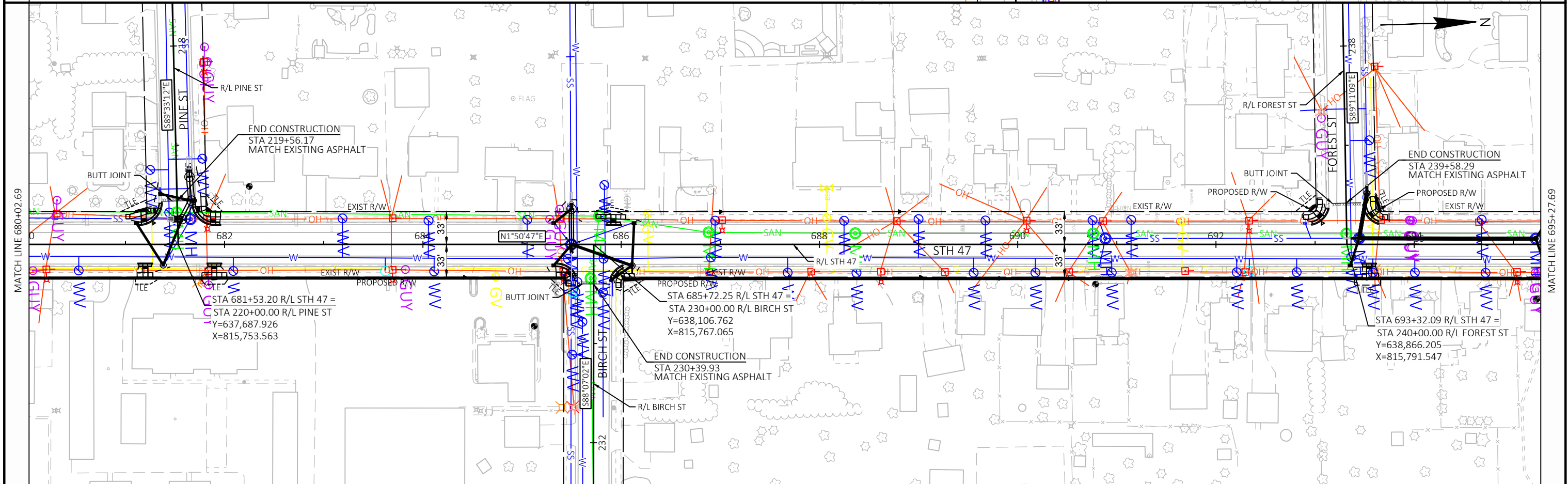
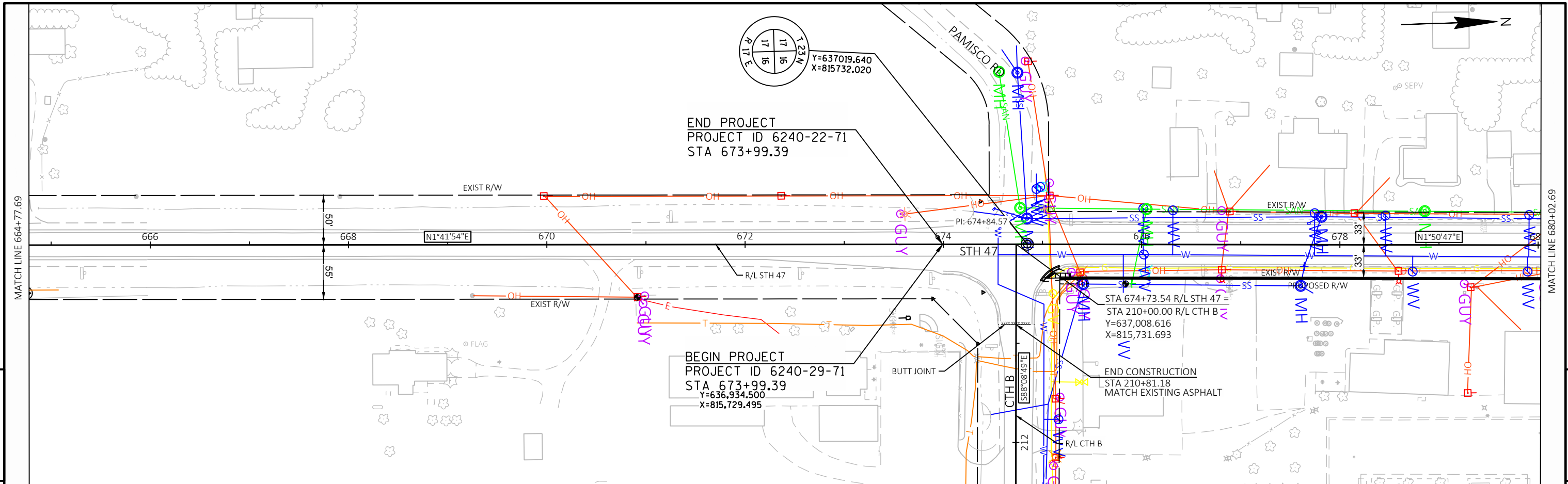
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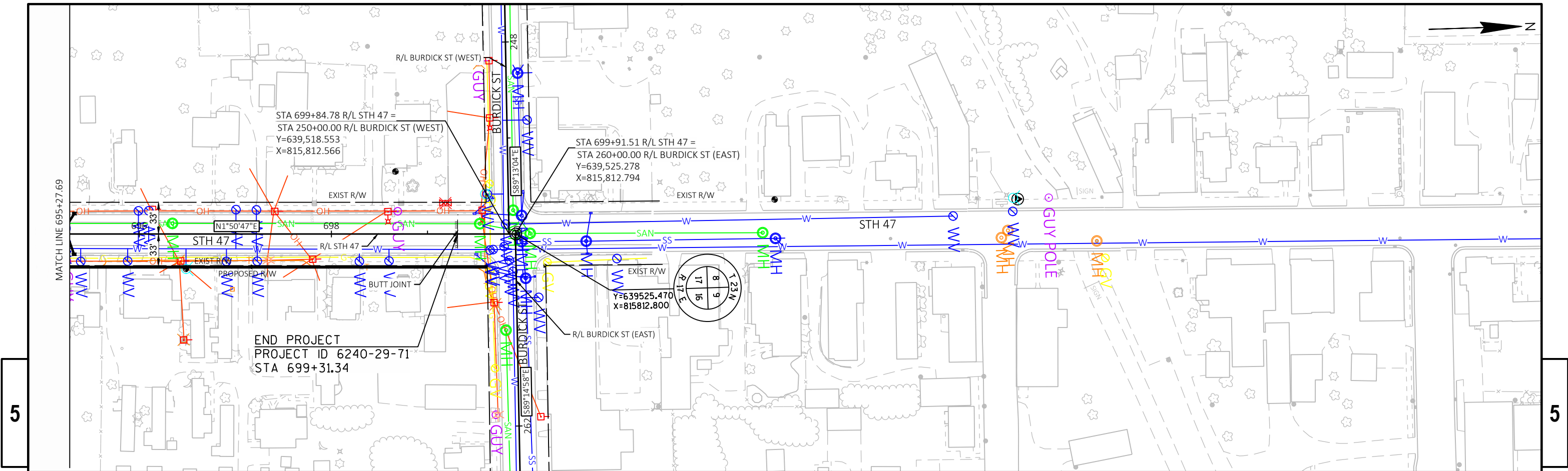
PLOT BY : MALUEG, RYAN P

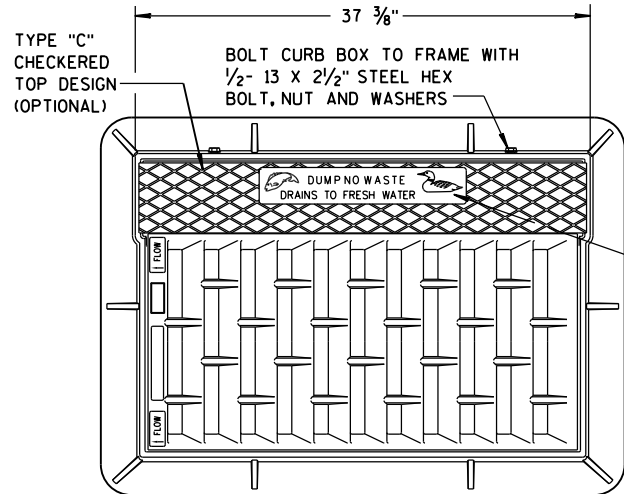
PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDs SHEET 44

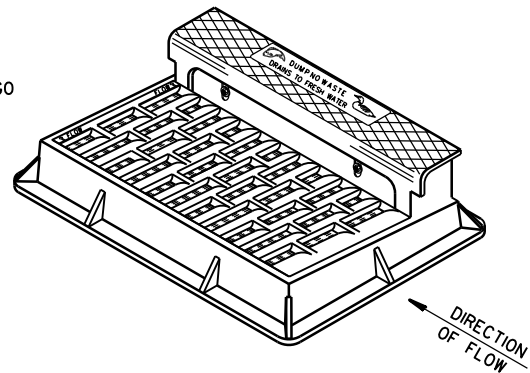




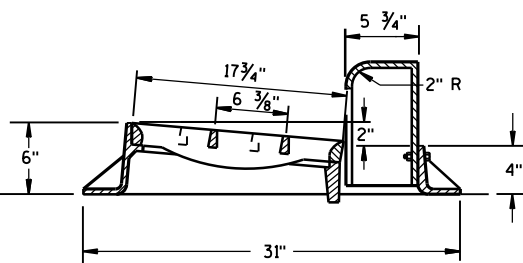
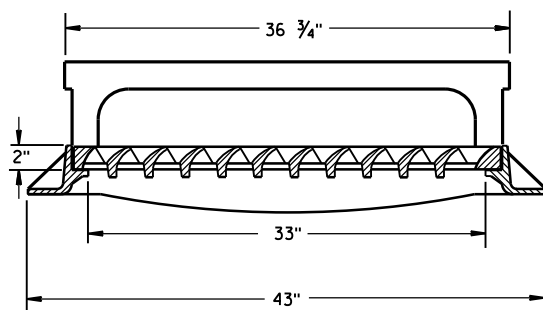
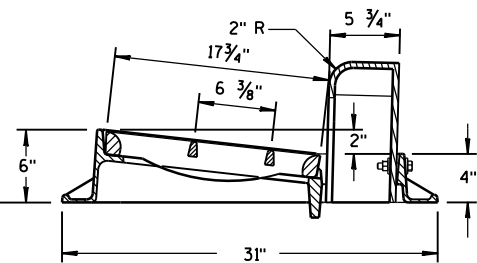
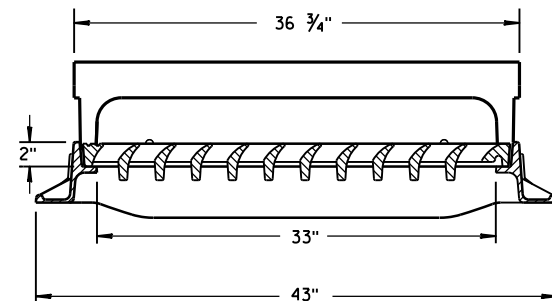
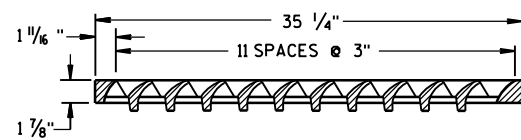


SEE LOGO
DETAIL

NOTE:
GRATE IS REVERSIBLE.

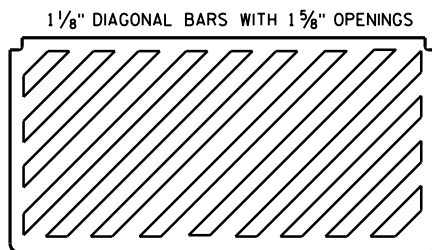


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"



TYPE "H"

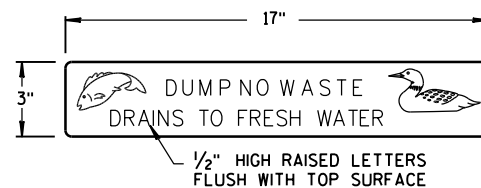
NOTE: EITHER CASTING IS ACCEPTABLE



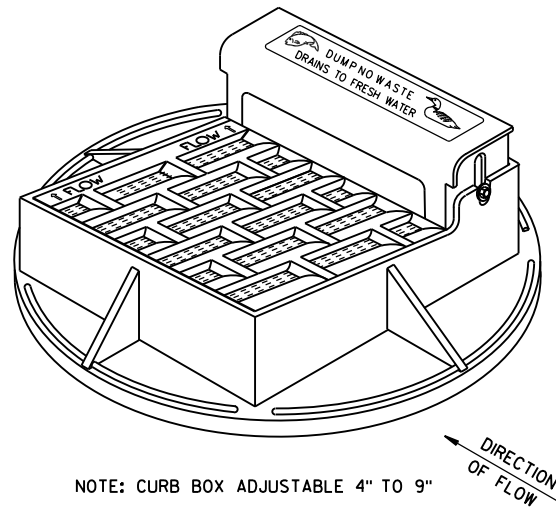
**SPECIAL GRATE FOR
TYPE "H" COVER**

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

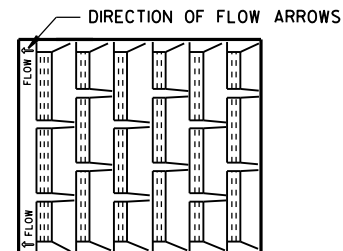


LOGO DETAIL

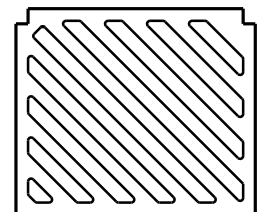


NOTE: CURB BOX ADJUSTABLE 4" TO 9"

NOTE:
GRATE IS REVERSIBLE.



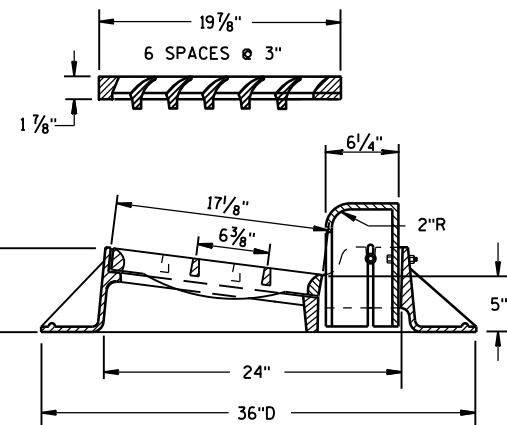
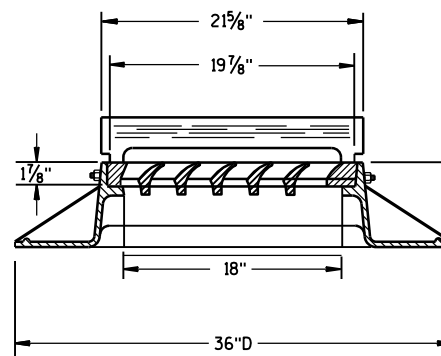
1" DIAGONAL BARS
WITH 1 1/2" OPENINGS



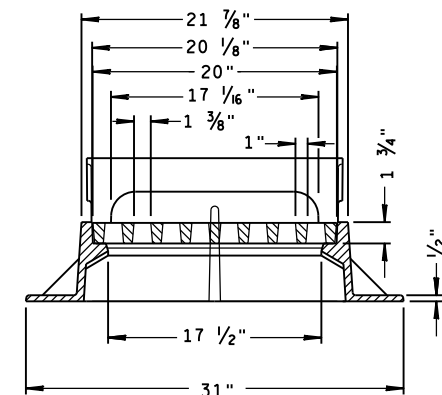
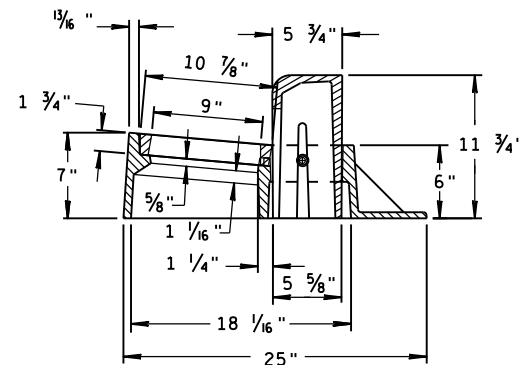
**SPECIAL GRATE FOR
TYPE "A" COVER**

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

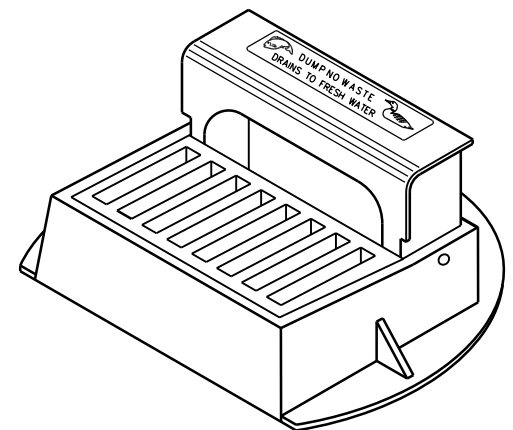
(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "A"



TYPE "Z"



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

**STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION**

APPROVED

11-27-13

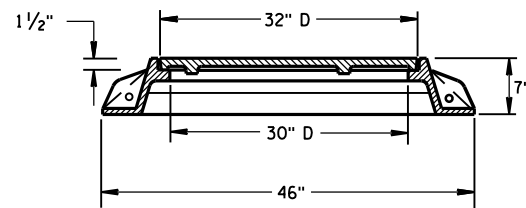
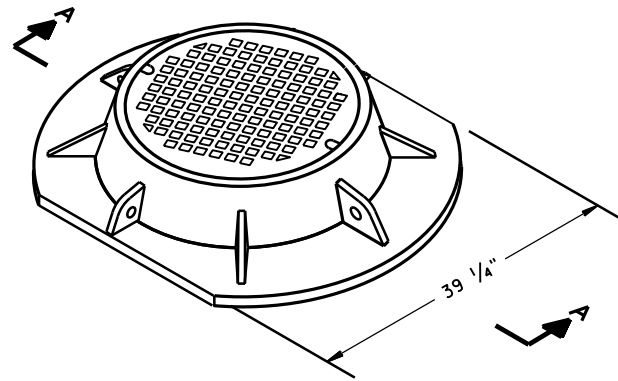
DATE

FHWA

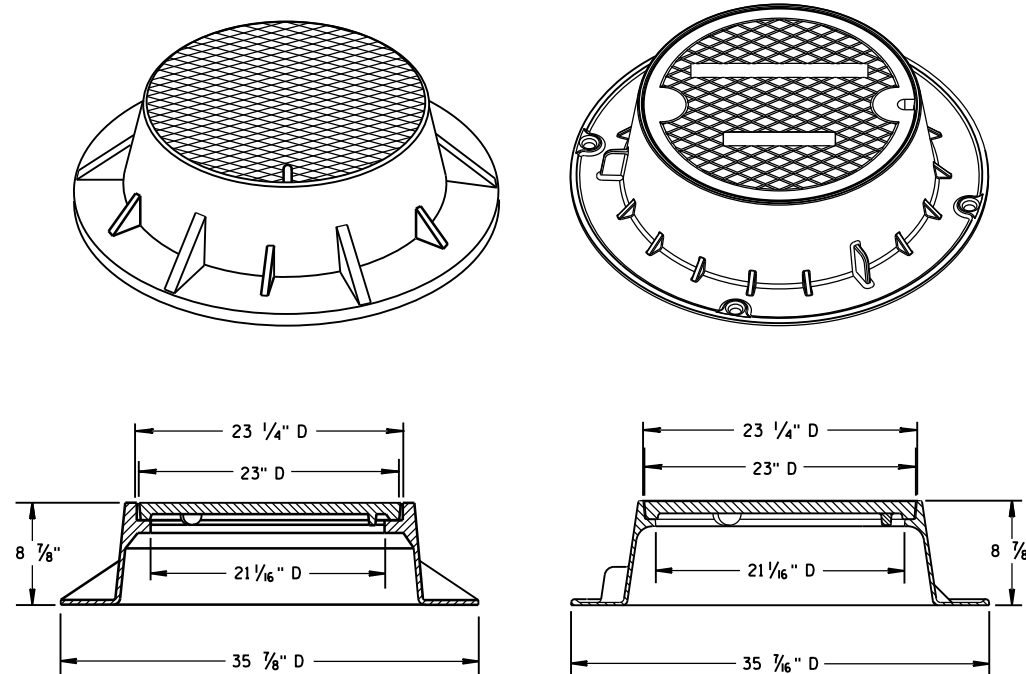
/S/ Jerry H. Zogg

ROADWAY STANDARDS ENGINEER

PR NT

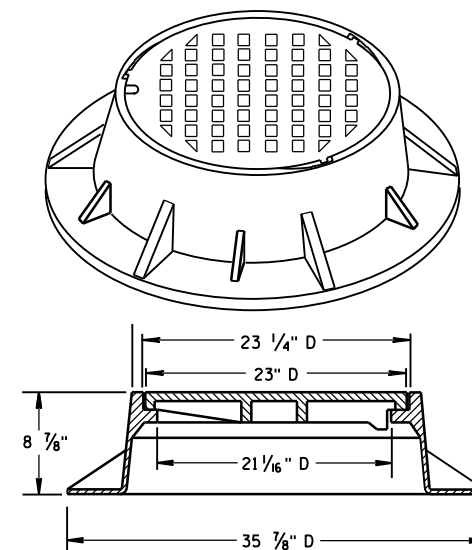
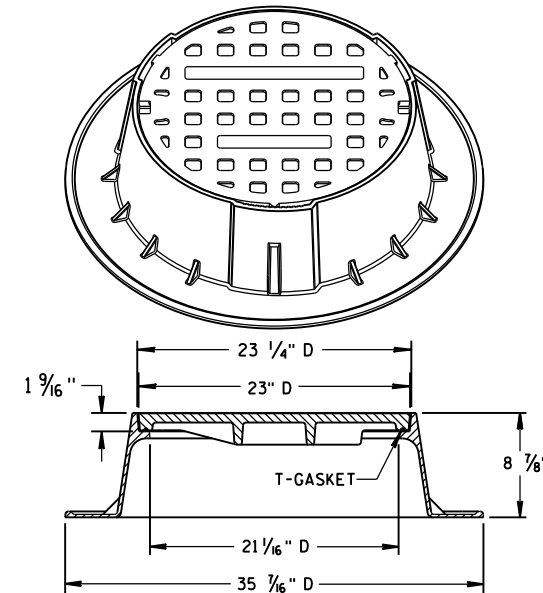


SECTION A-A
TYPE "K"



TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

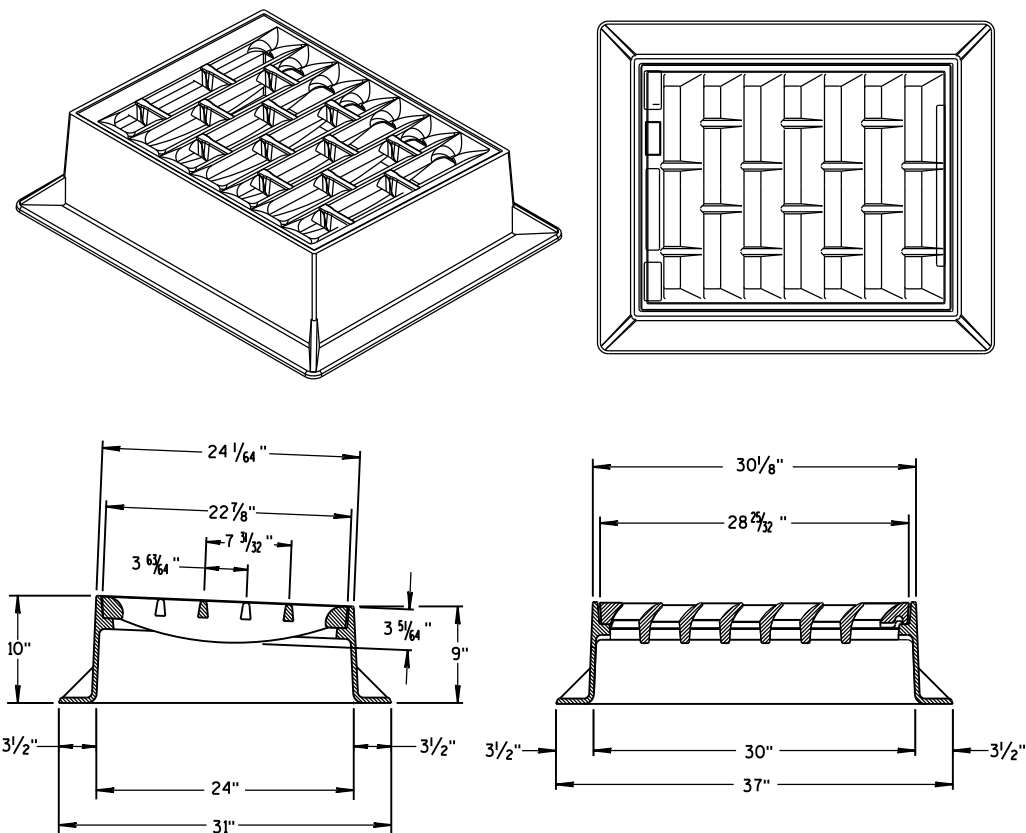


TYPE "J" SPECIAL

TYPE "B" NON-ROCKING SELF-SEAL LID

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

NOTE: EITHER CASTING IS ACCEPTABLE



INLET COVER TYPE "BW"

GENERAL NOTES

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

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

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

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

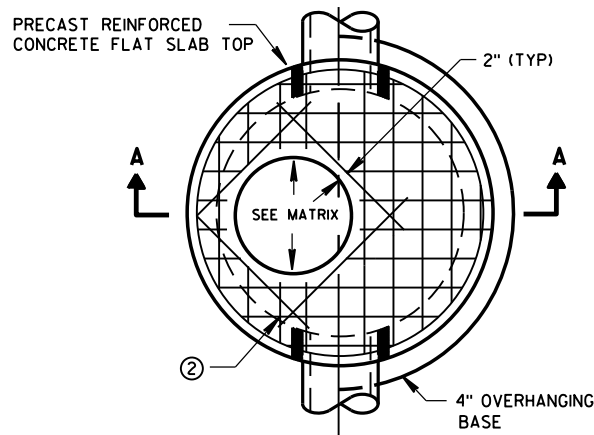
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

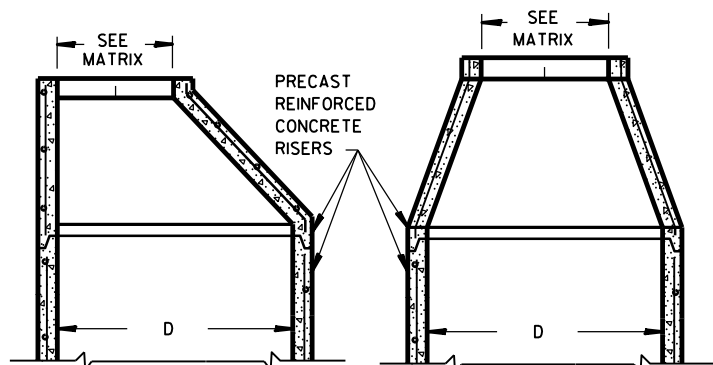
/S/ Jerry H. Zogg
ROADWAY STANDARDS
ENGINEER

PR

T

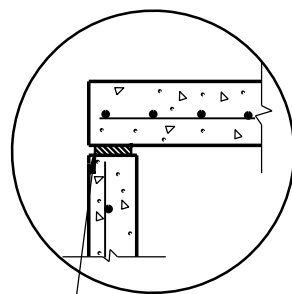


PLAN VIEW CIRCULAR OPENING

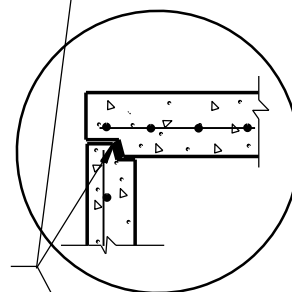


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

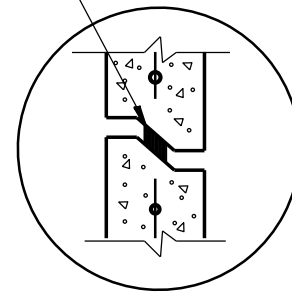
OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP



TOP WITH PLAIN END JOINT



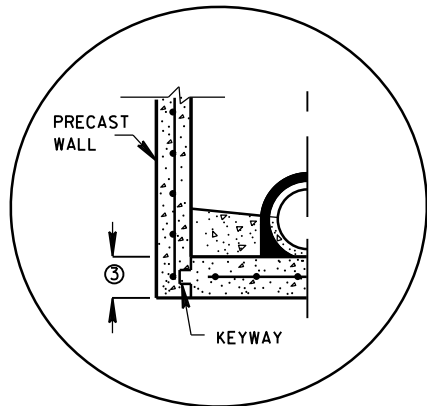
TOP WITH TONGUE AND GROOVE JOINT



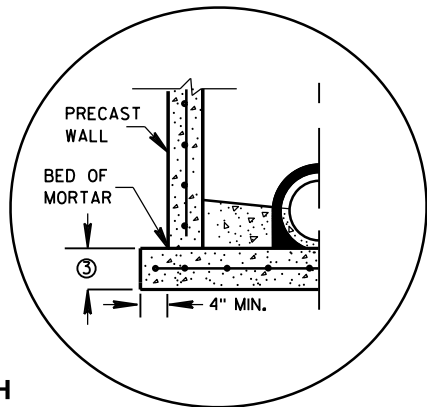
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

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

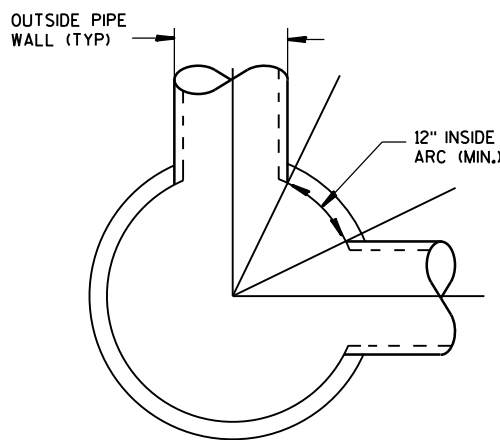


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

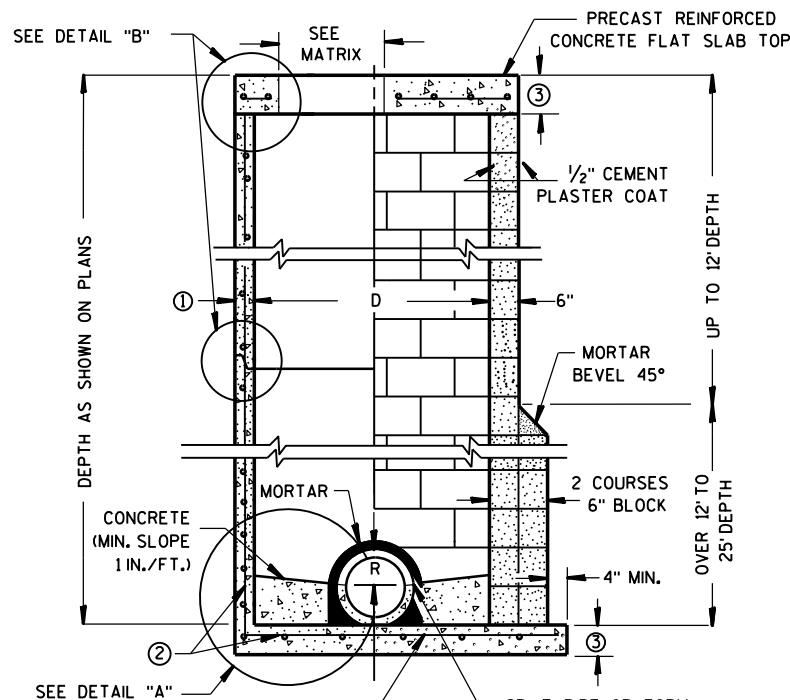


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"



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

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

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

GENERAL NOTES

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

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

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

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

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

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

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

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF 1/2" AND MEET THE REQUIREMENTS OF ASTM A615.

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

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

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

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

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

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

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

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

MANHOLE COVER OPENING MATRIX

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

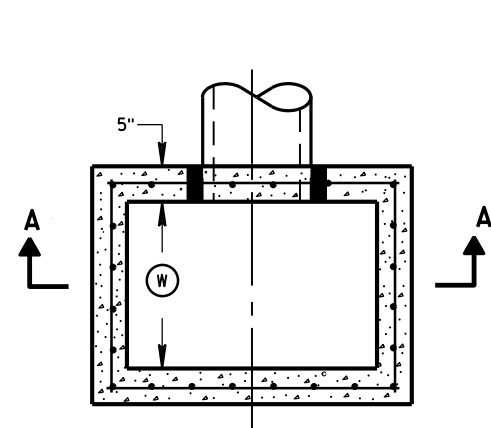
PIPE MATRIX

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

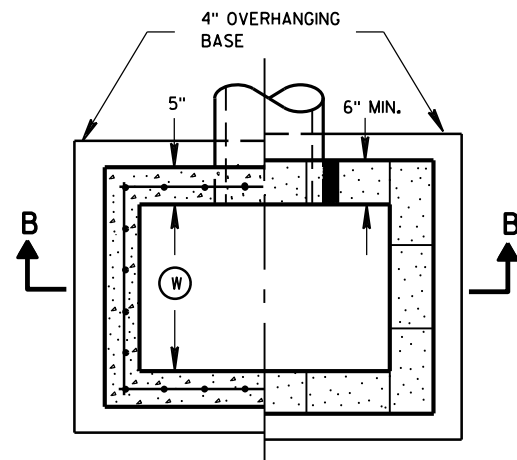
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

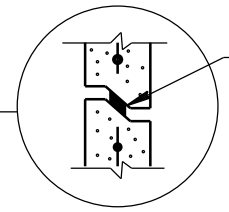
APPROVED
Sep 11, 2016 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SU



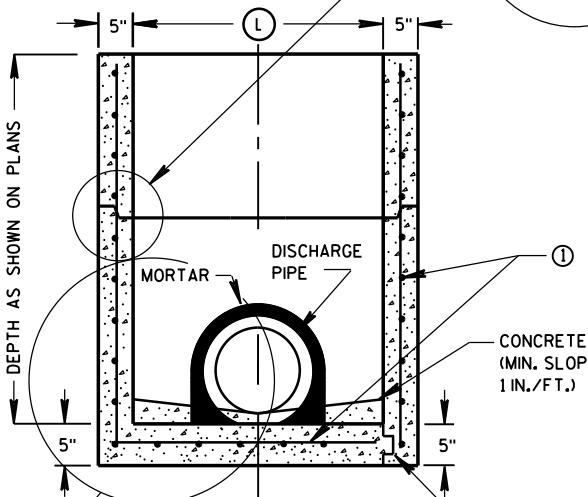
PLAN VIEW



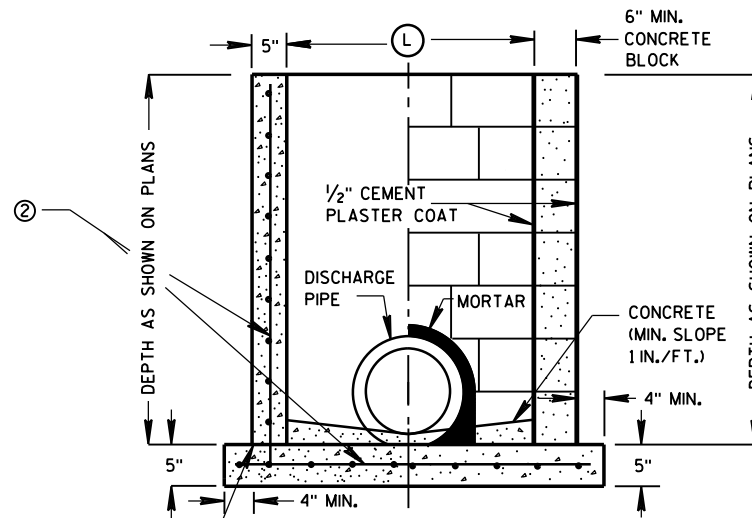
PLAN VIEW



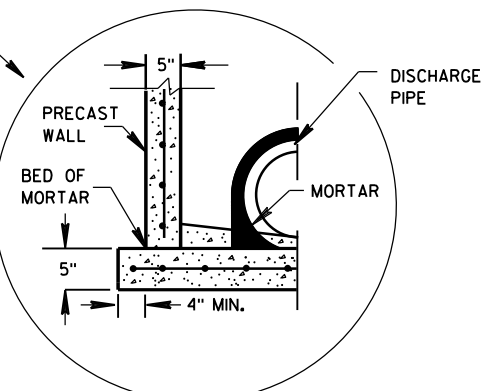
RISER JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

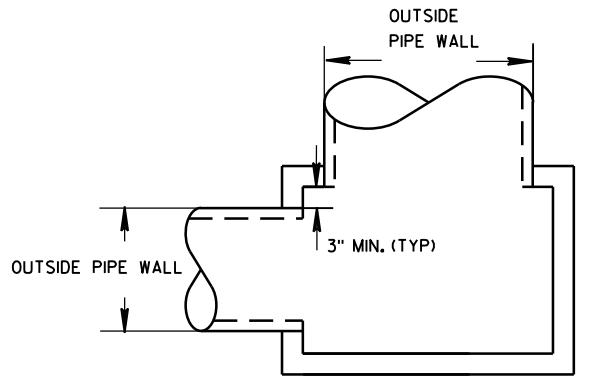
- ① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.
- ② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

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

PIPE MATRIX

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

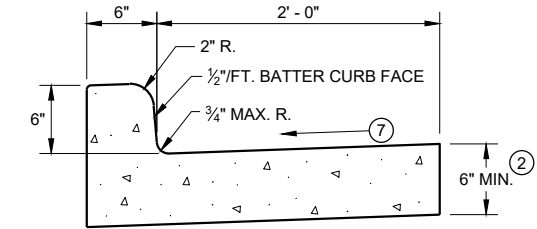


DETAIL "A"

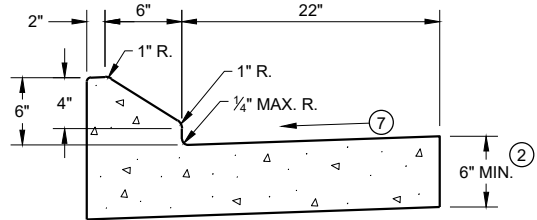
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

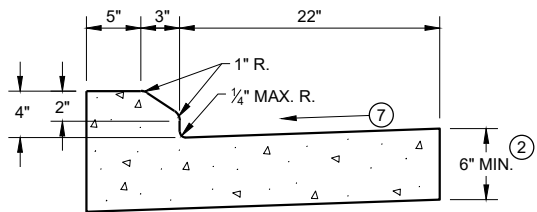
APPROVED
Sept., 2016 /S/ Rodney Taylor
DATE ROADWAY STANDAR PR
FHWA UNIT SUF



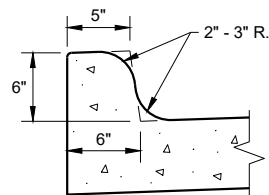
TYPES A^① & D



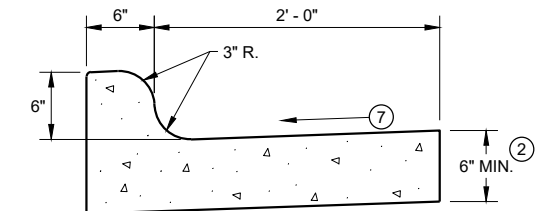
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

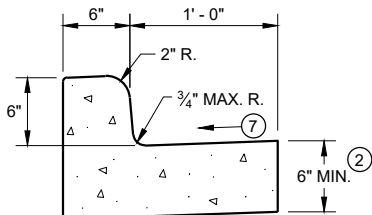


TYPES K^① & L
(OPTIONAL CURB SHAPE)



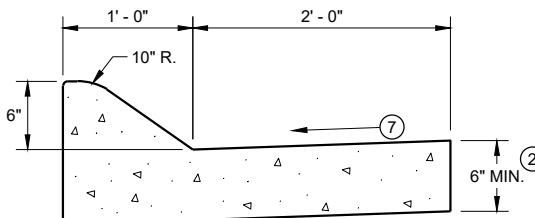
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

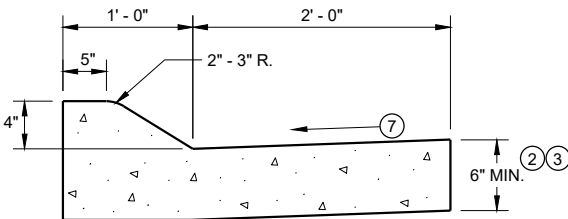


TYPES A^① & D

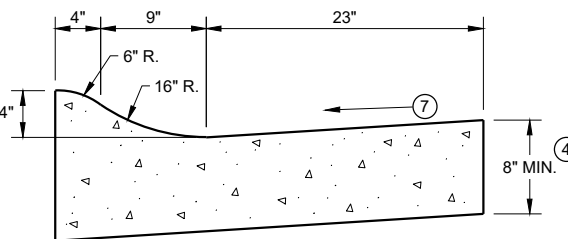
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A^① & D



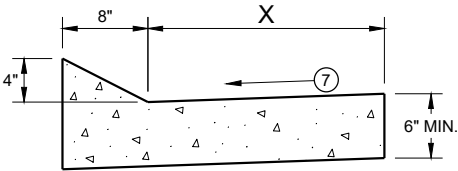
4" SLOPED CURB TYPES A^① & D



4" SLOPED CURB TYPES R^① & T^⑤

CONCRETE CURB AND GUTTER 36"

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

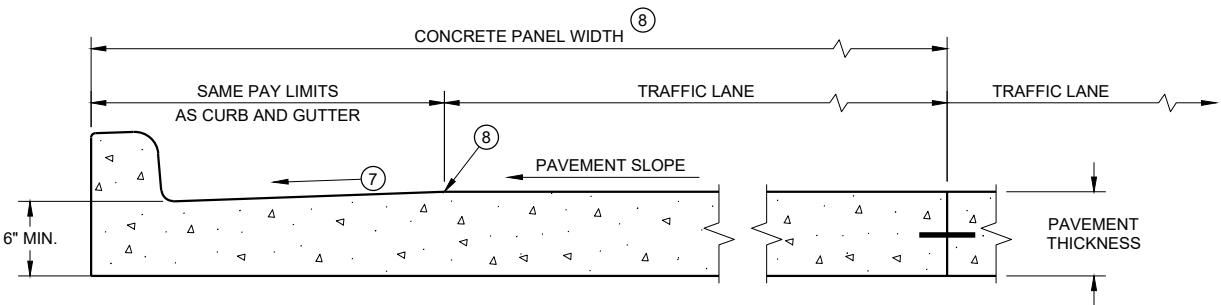


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

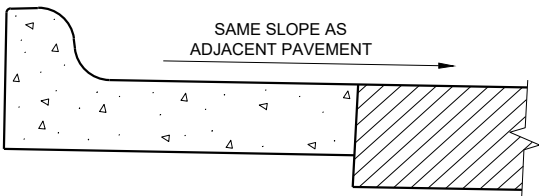
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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^⑥
(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.

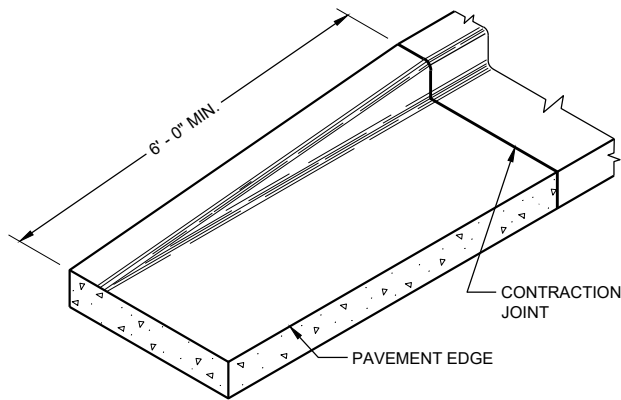
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

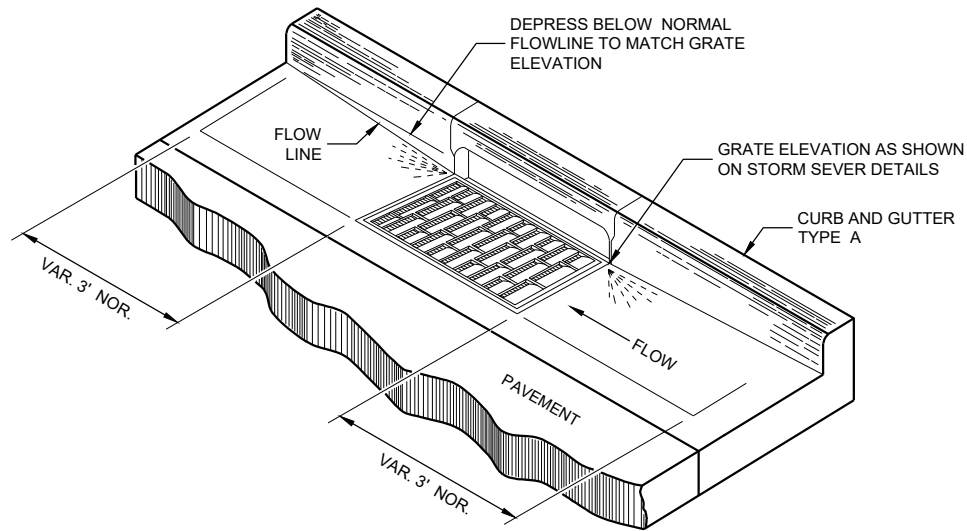
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH 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.

CONCRETE CURB AND GUTTER

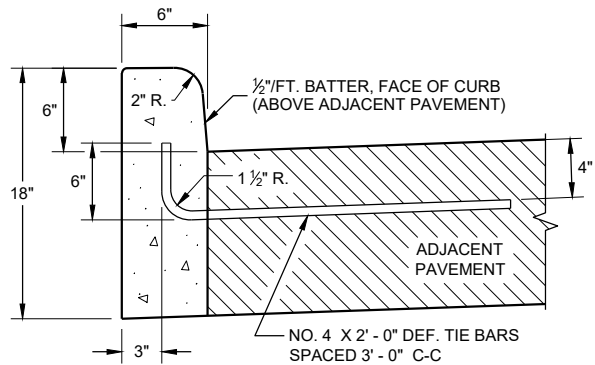
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION PRE_99



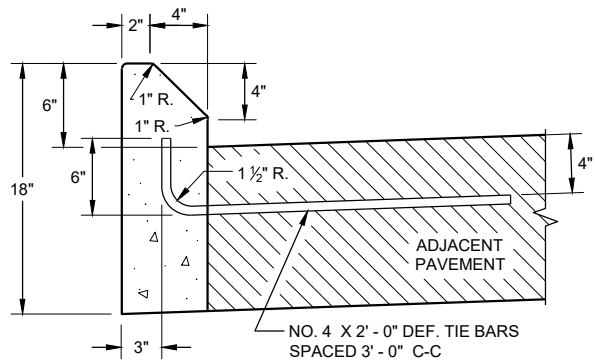
END SECTION CURB AND GUTTER



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

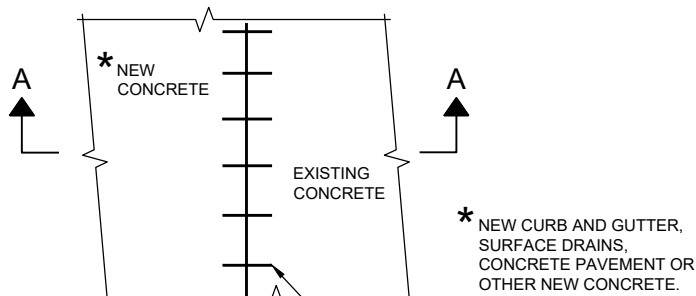


TYPES A^① & D

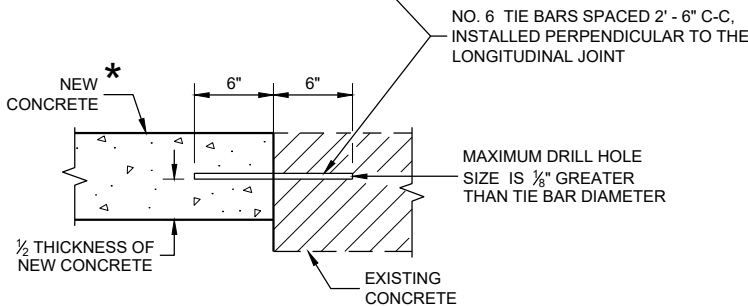


TYPES G^① & J

CONCRETE CURB



PLAN VIEW



SECTION A - A

TIE BARS DRILLED
INTO EXISTING PAVEMENT

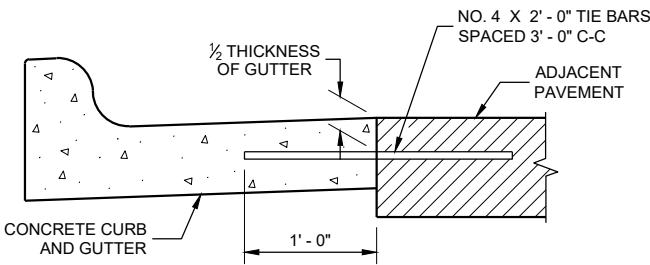
GENERAL NOTES

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

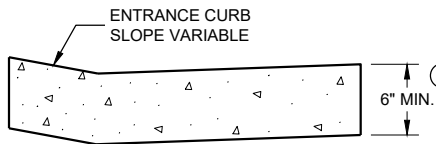
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

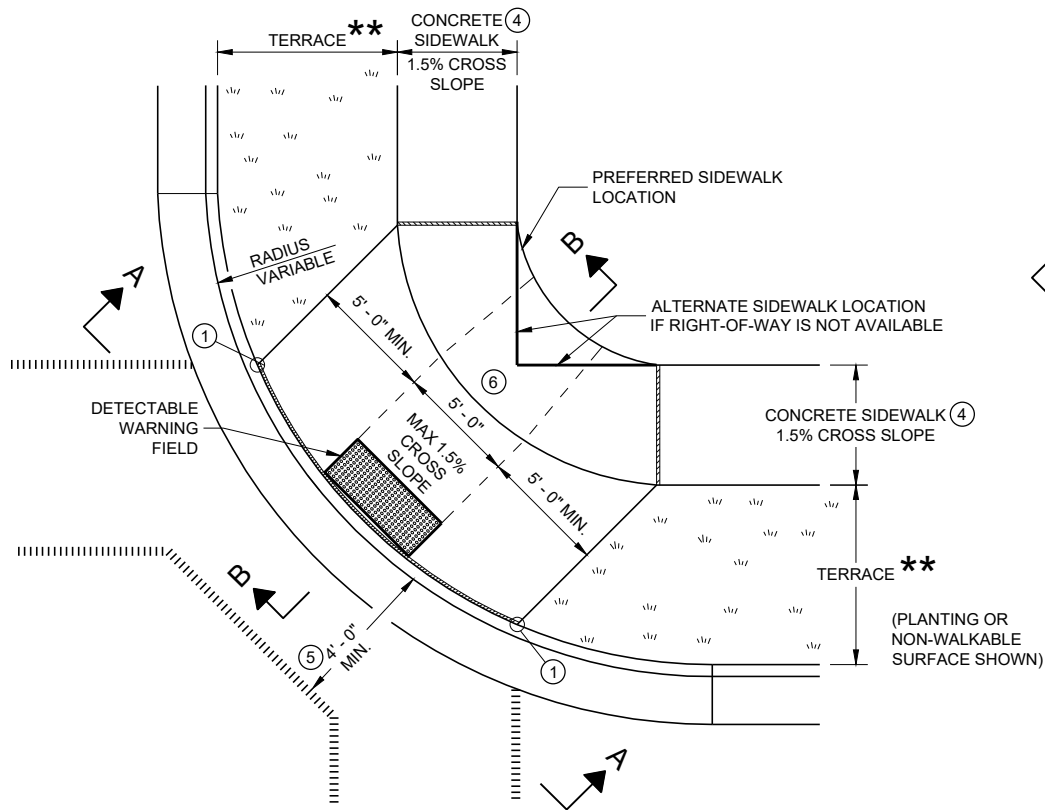


DRIVEWAY ENTRANCE CURB^⑨
(WHEN DIRECTED BY THE ENGINEER)

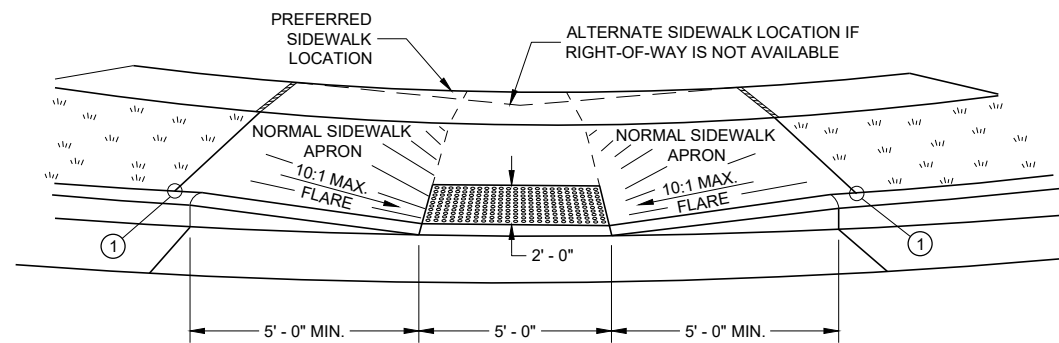
CONCRETE CURB, TIES
AND CURB AND GUTTER
APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 /S/ Rodney Tavor
DATE ROADWAY STANDARDS ENGINEER PRE_100
FHWA

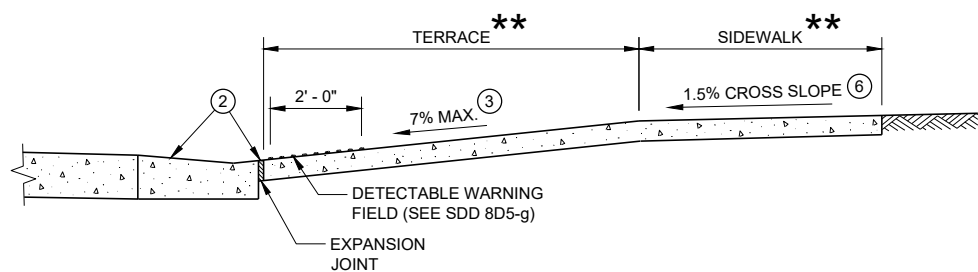


PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)

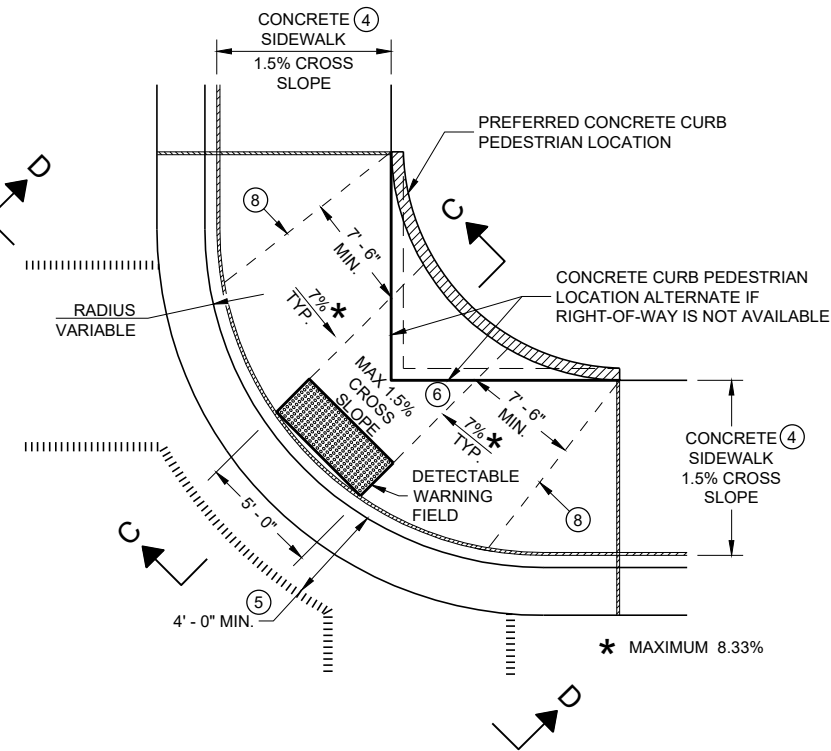


VIEW A - A FOR TYPE 1

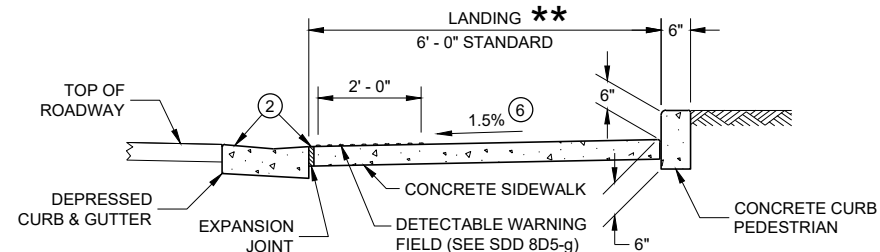
** WIDTH SHOWN ELSEWHERE
IN THE PLANS



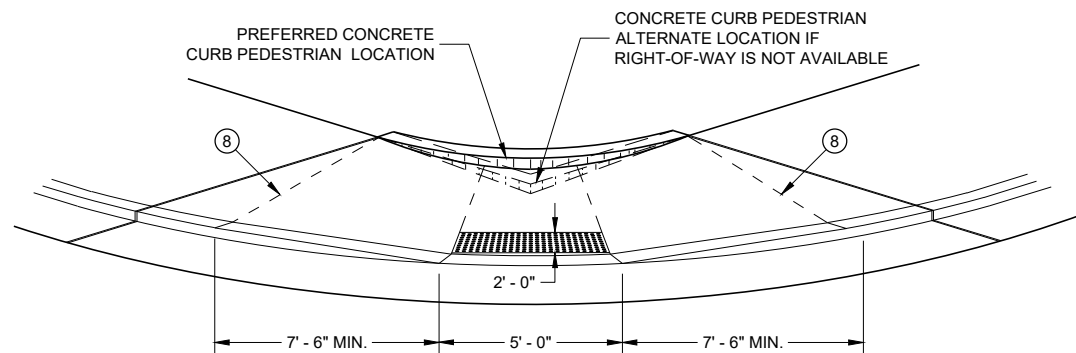
SECTION B - B FOR TYPE 1



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



SECTION C - C FOR TYPE 1 - A



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

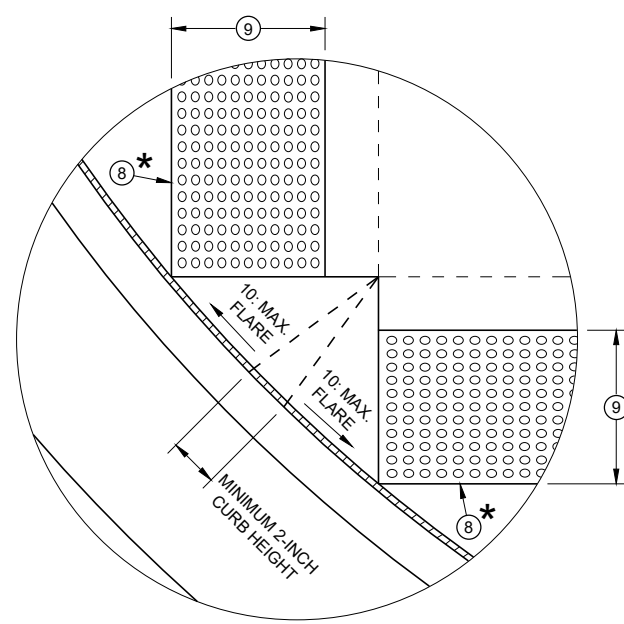
- 1 THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- 2 GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. 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

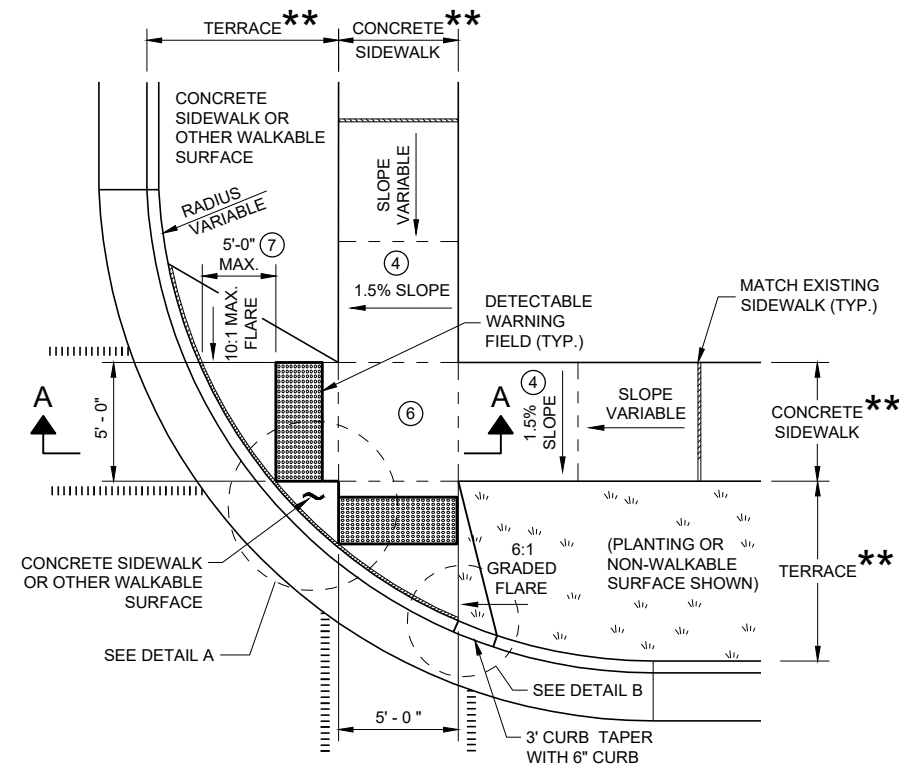
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 1 AND 1-A

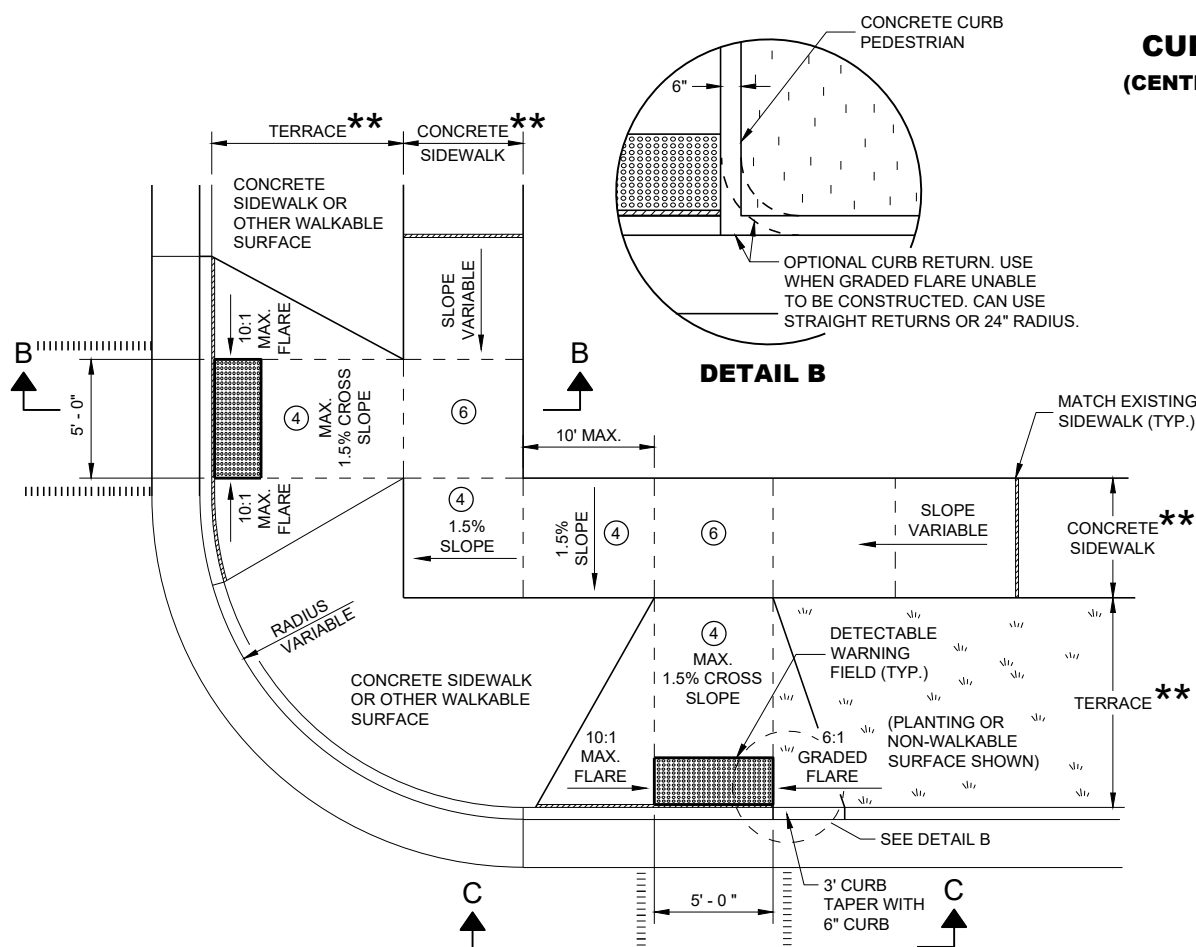
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION PRE_101



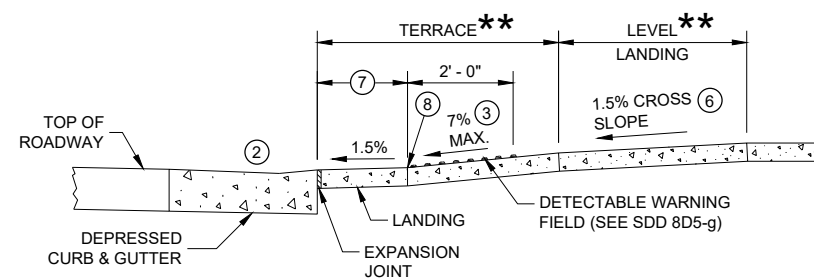
DETAIL A



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



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



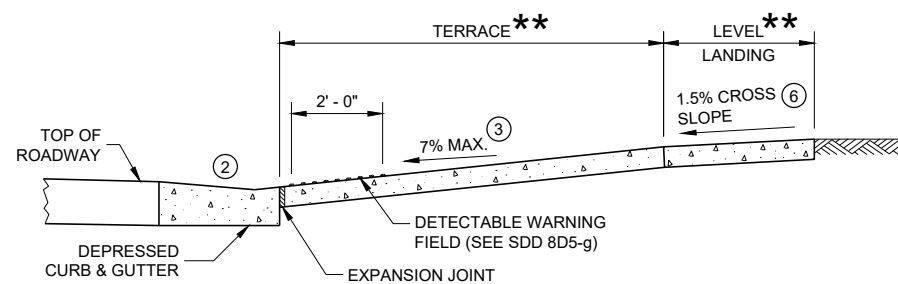
SECTION A - A FOR TYPE 2

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

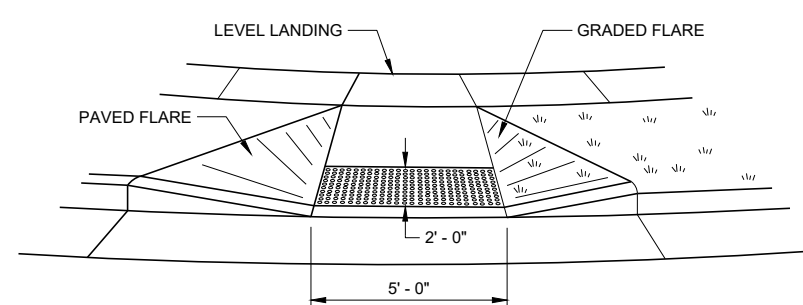
**** WIDTH SHOWN ELSEWHERE
IN THE PLANS**

LEGEND

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



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

GENERAL NOTES

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

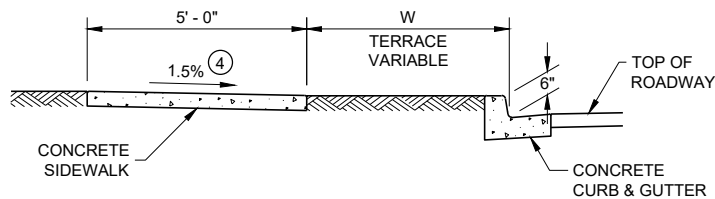
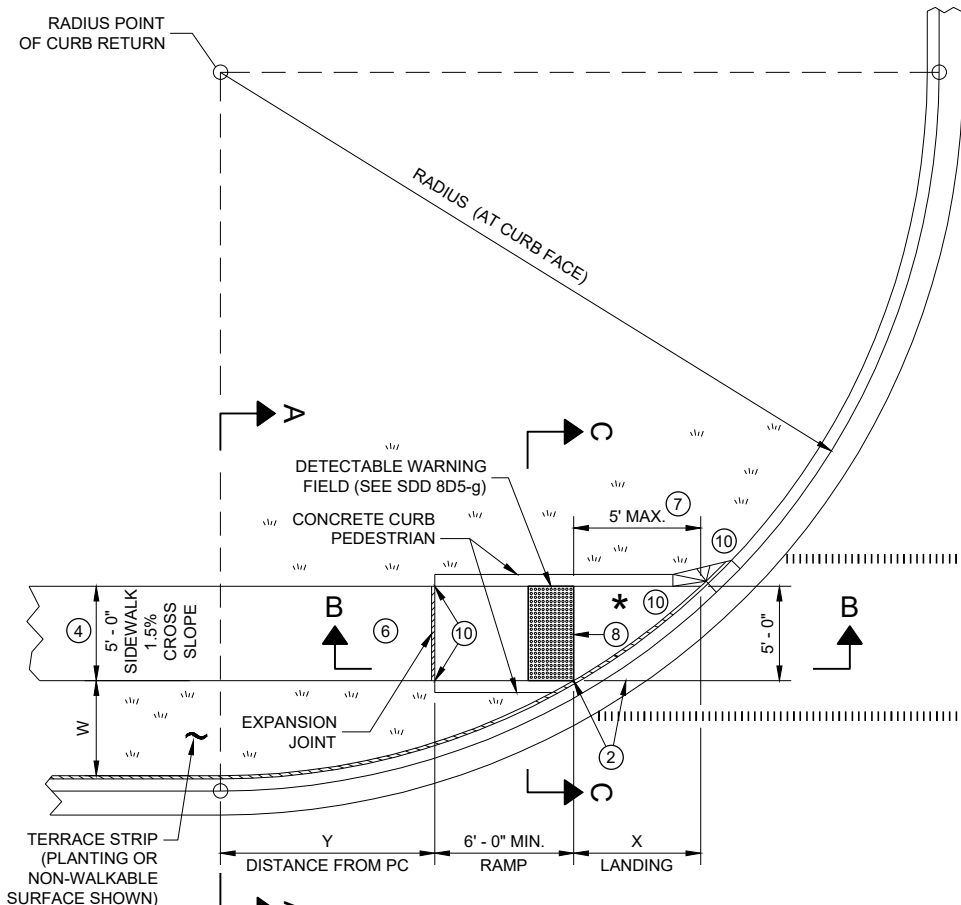
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

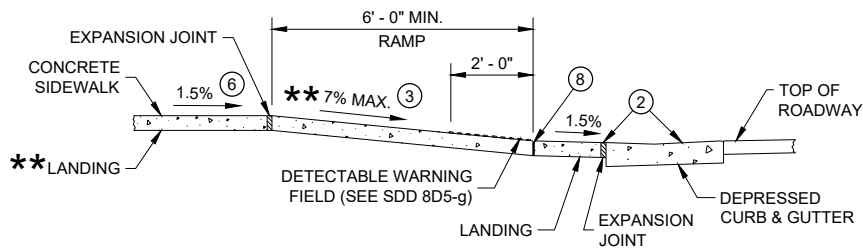
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN $\frac{1}{4}$ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL 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 $\pm 0.5\%$ 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.

CURB RAMPS TYPE 2 AND 3

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SECTION A - A FOR TYPE 4B



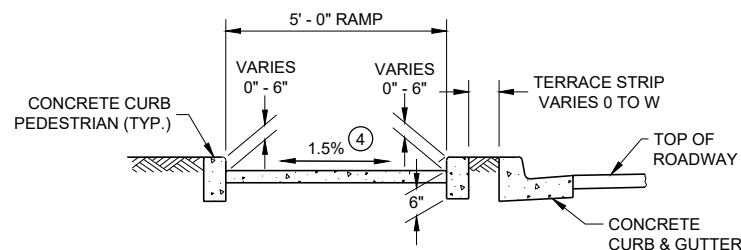
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

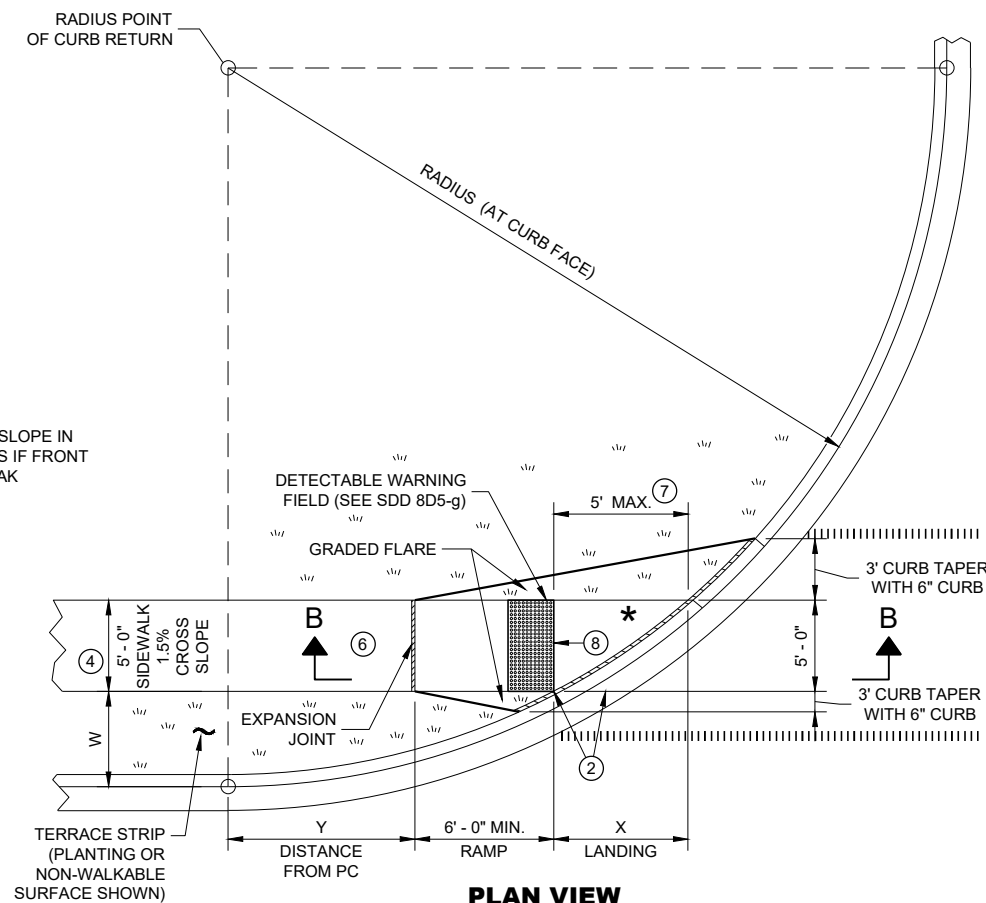
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 1/4"	0' - 5"	2' - 1"	1' - 4 1/2"	1' - 5"	2' - 1"	0' - 10"	2' - 7 1/2"	0' - 3 3/4"	3' - 0 1/4"						
15 FEET	4' - 6 3/4"	2' - 1 3/4"	3' - 9"	3' - 5 3/4"	3' - 1 1/4"	4' - 6"	2' - 6 3/4"	5' - 4 1/2"	2' - 1"	6' - 1"	1' - 8"	6' - 8 1/2"	1' - 3 1/4"	7' - 2 1/2"	0' - 10 3/4"	7' - 7 1/4"
20 FEET	5' - 9 3/4"	3' - 6 1/2"	4' - 11 1/2"	5' - 1 3/4"	4' - 3 1/4"	6' - 5 1/2"	3' - 8 3/4"	7' - 7"	3' - 3"	8' - 6 1/2"	2' - 10"	9' - 4 1/2"	2' - 5 1/2"	10' - 1 1/4"	2' - 1 1/4"	10' - 9"
30 FEET			6' - 9 1/4"	7' - 11 1/2"	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"

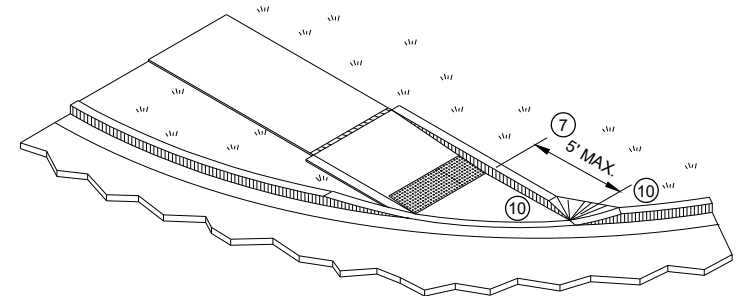
INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH



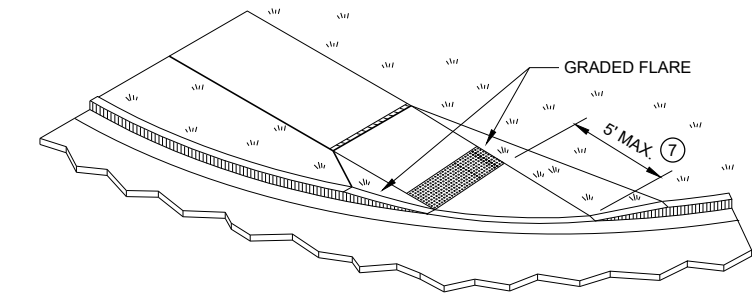
SECTION C - C FOR TYPE 4B



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.

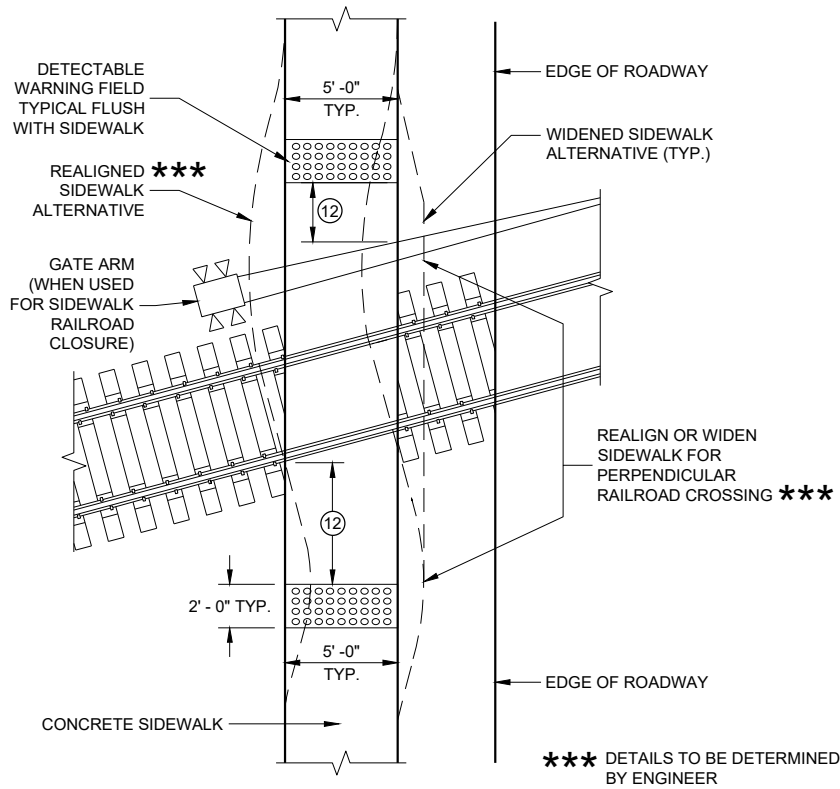
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

- GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

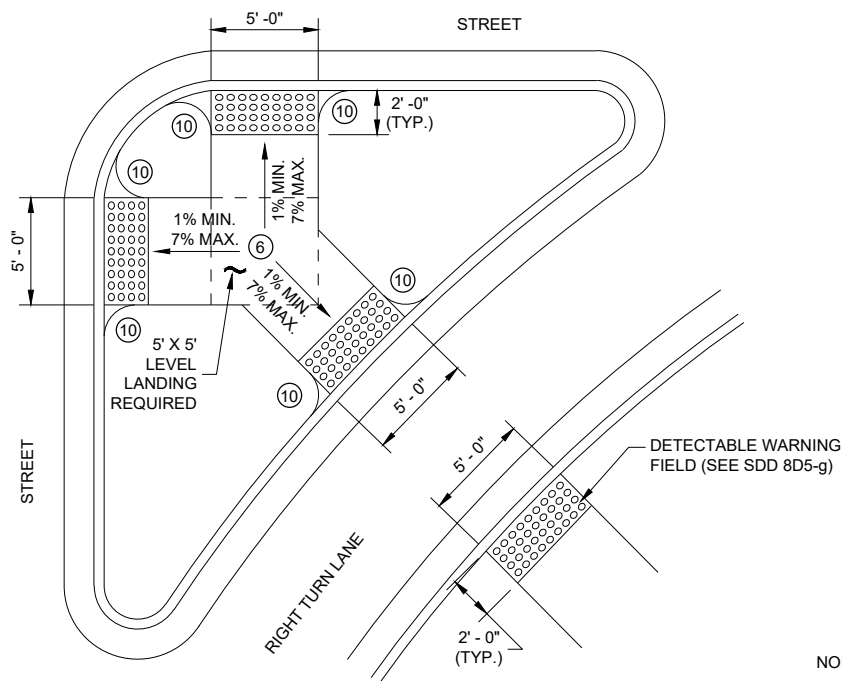
CURB RAMPS TYPE 4B AND 4B1

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PRE_103



CURB RAMP TYPE 8

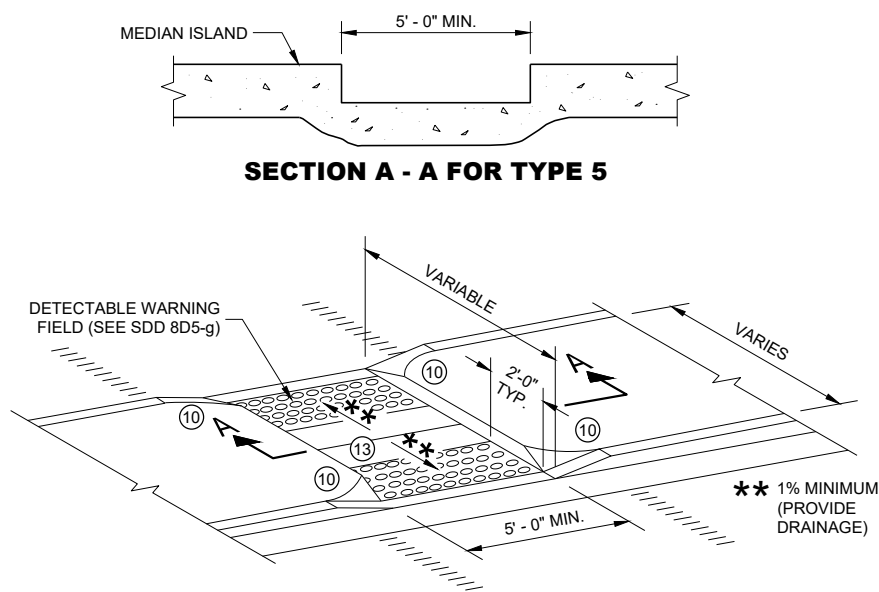
DETECTABLE WARNINGS AT RAILROAD CROSSING



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

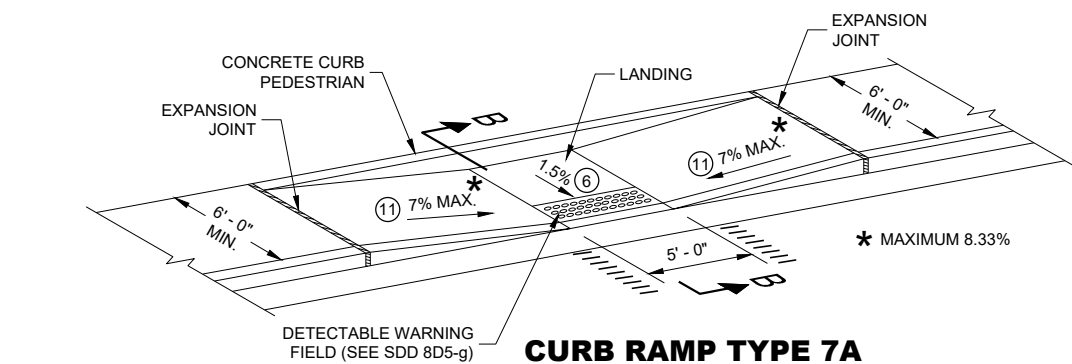
REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



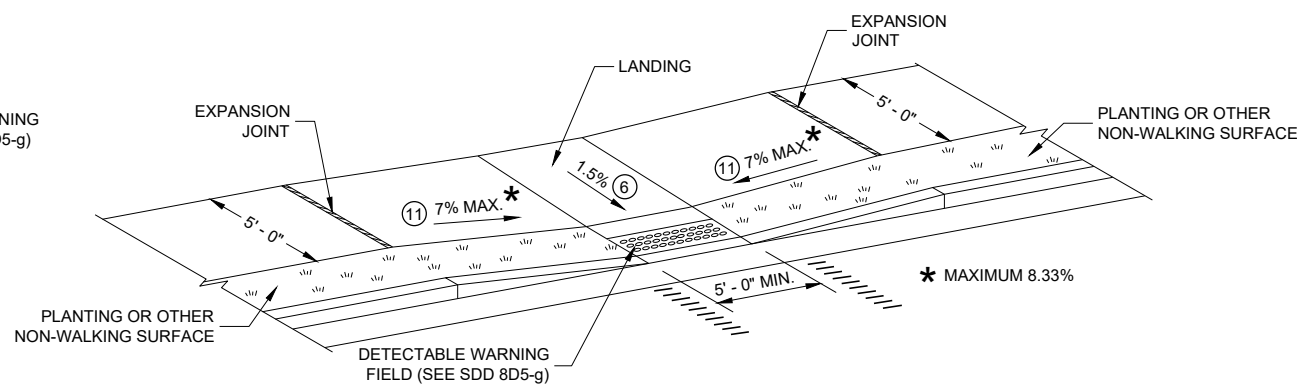
SECTION A - A FOR TYPE 5

CURB RAMP TYPE 5

**MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING**



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



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

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

GENERAL NOTES

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

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

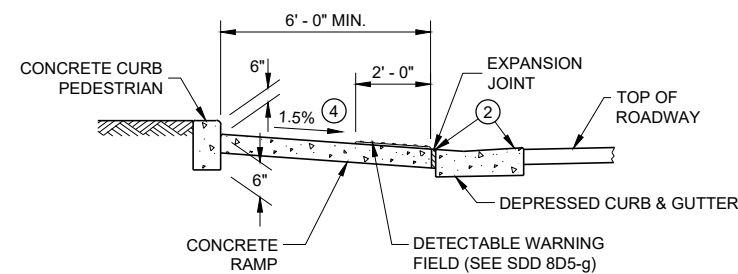
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

- GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
- SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.
- THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.
- DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

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

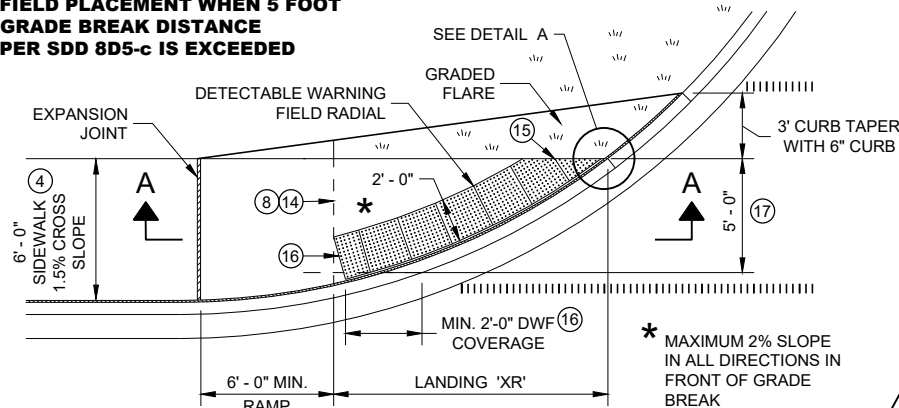


SECTION B - B FOR TYPE 7A

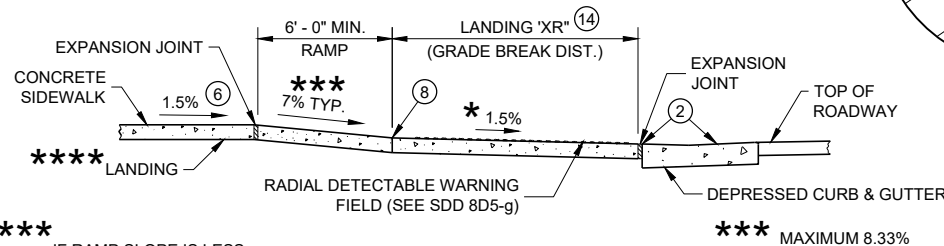
**CURB RAMPS
TYPE 5, 6, 7A, 7B & 8**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION PRE_104

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

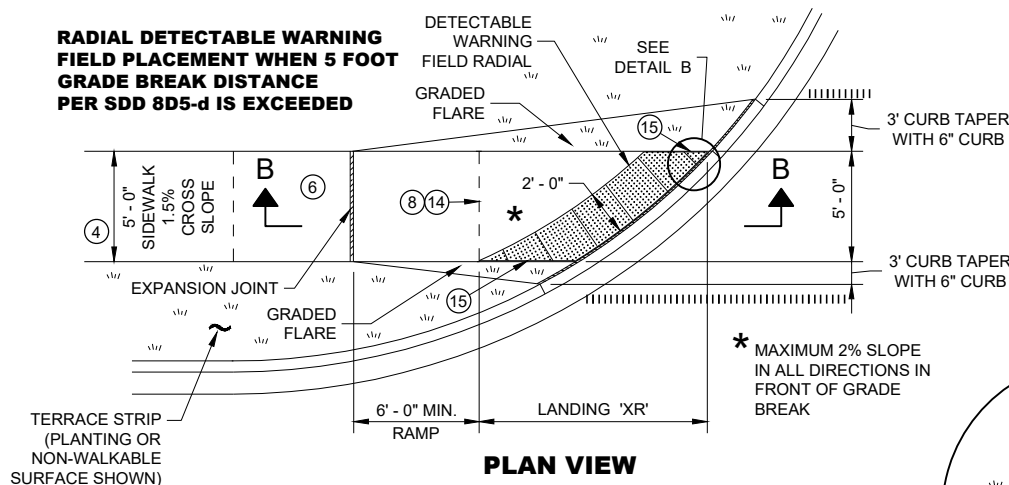


**PLAN VIEW
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**

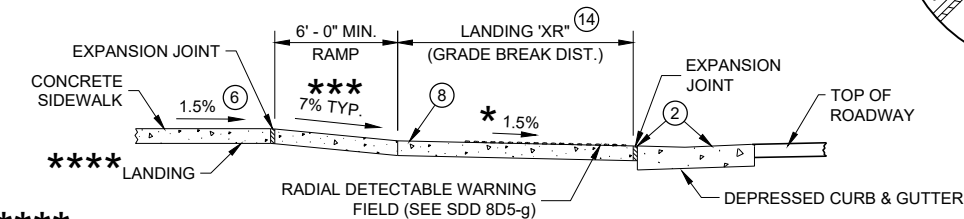


SECTION A - A FOR TYPE 4A1

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



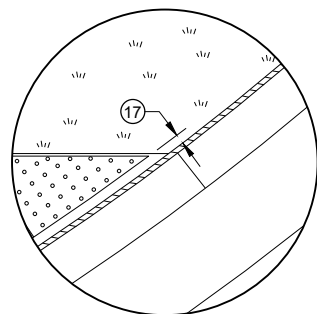
**PLAN VIEW
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**



SECTION B - B FOR TYPE 4B1

LEGEND

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

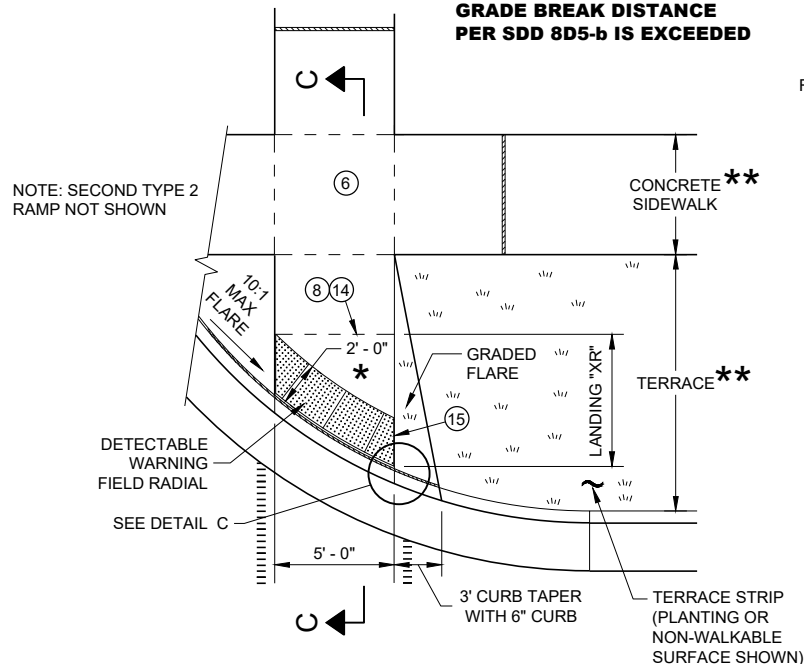


DETAIL A

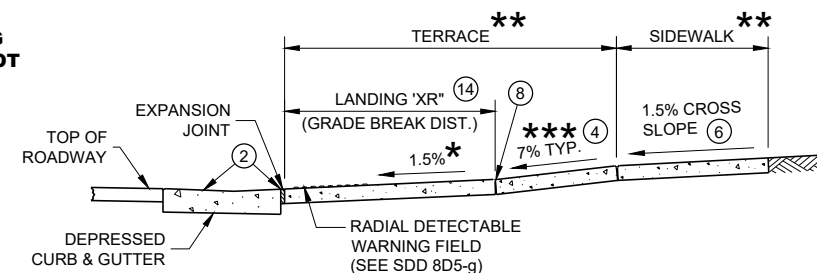
GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.
- REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.
- FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING 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.
- GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.
- 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.
- 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.
- A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

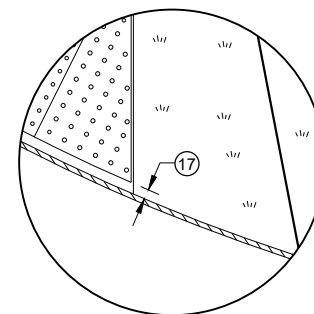
**RADIAL DETECTABLE WARNING
FIELD PLACEMENT WHEN 5 FOOT
GRADE BREAK DISTANCE
PER SDD 8D5-b IS EXCEEDED**



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



SECTION C - C FOR TYPE 2



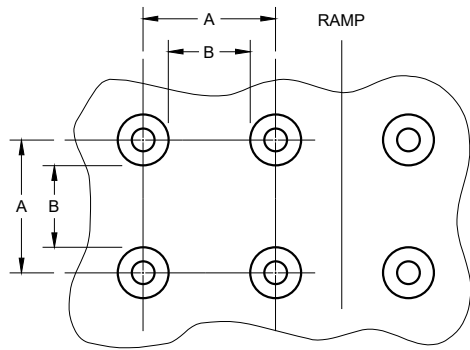
DETAIL C

**CURB RAMPS
RADIAL DETECTABLE WARNING
FIELD APPLICATIONS**

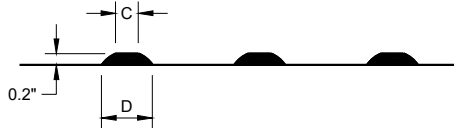
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION PRE_105

	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.

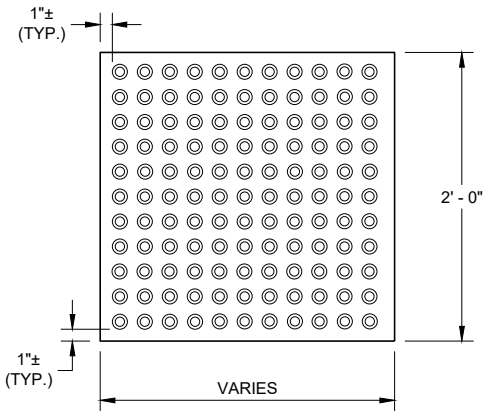


PLAN VIEW

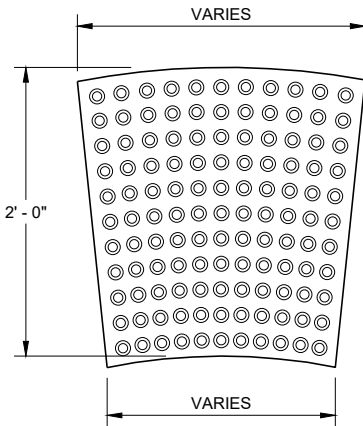


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

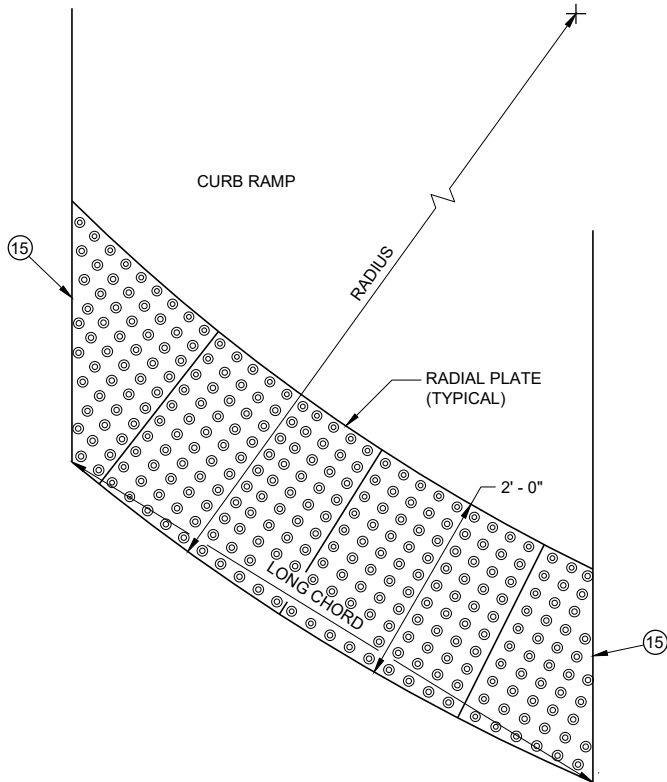


RECTANGULAR
PLATES

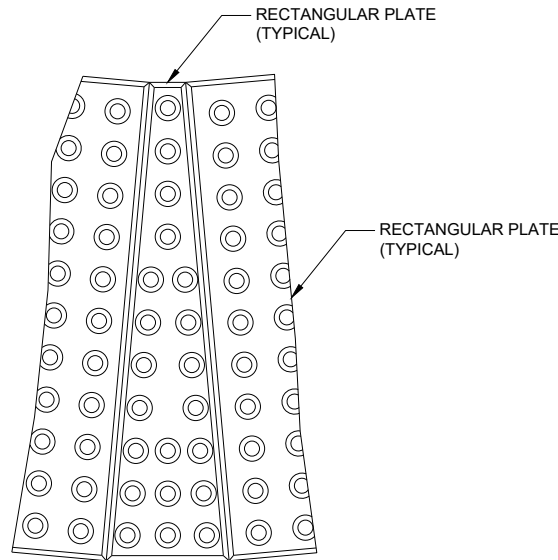


RADIAL
PLATES

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 FILED ARE PROHIBITED.

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

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

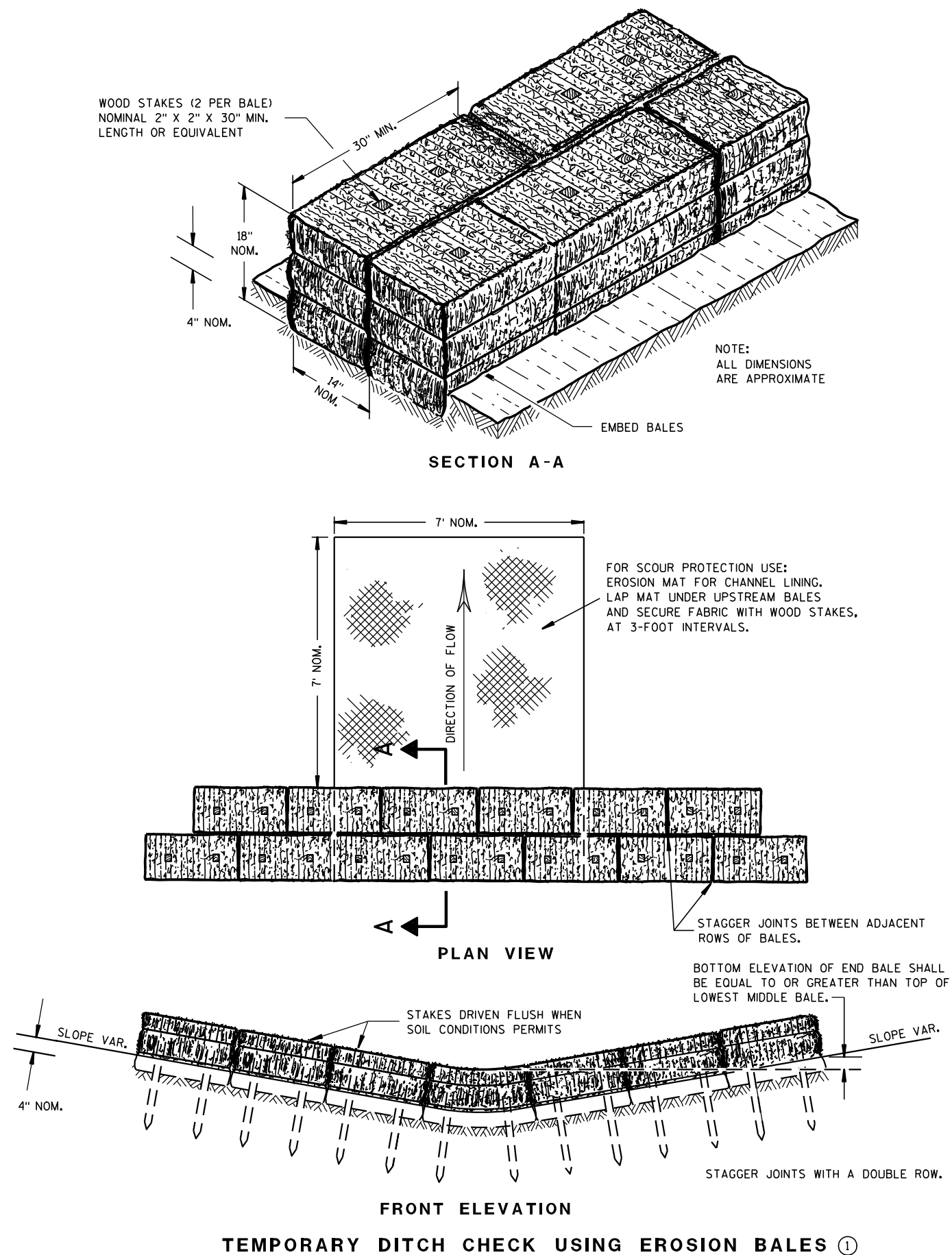
DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

15 FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8\"/>

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

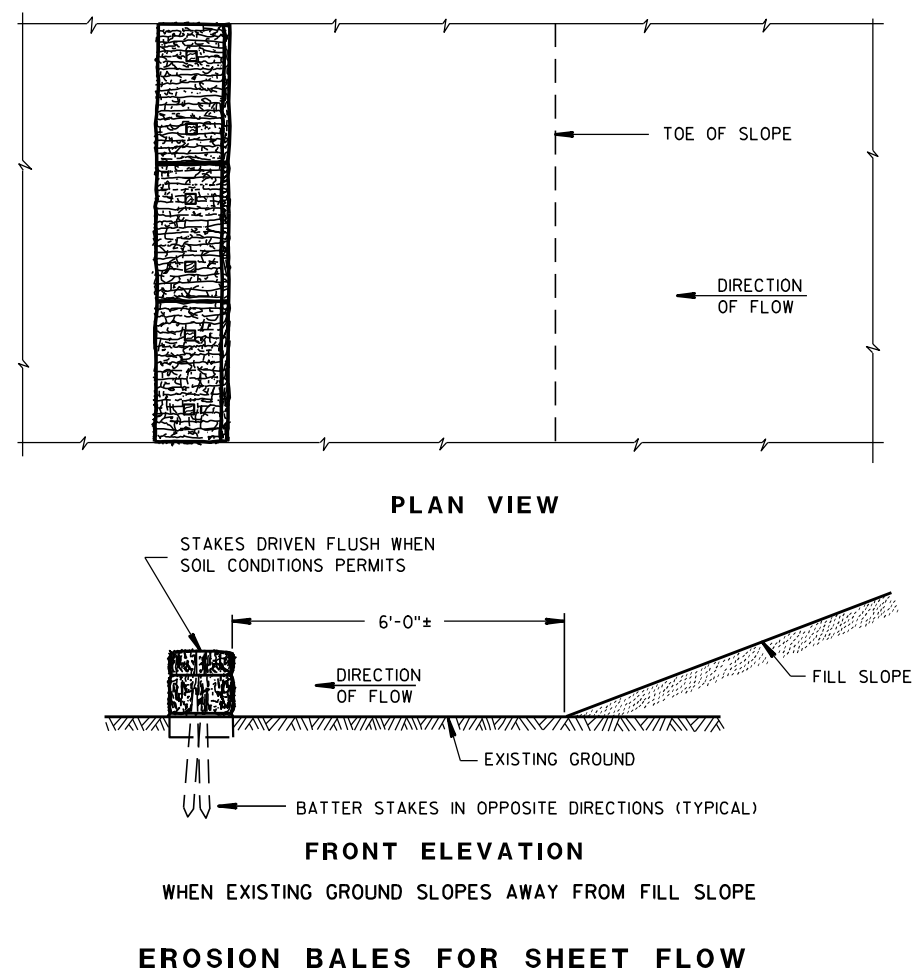
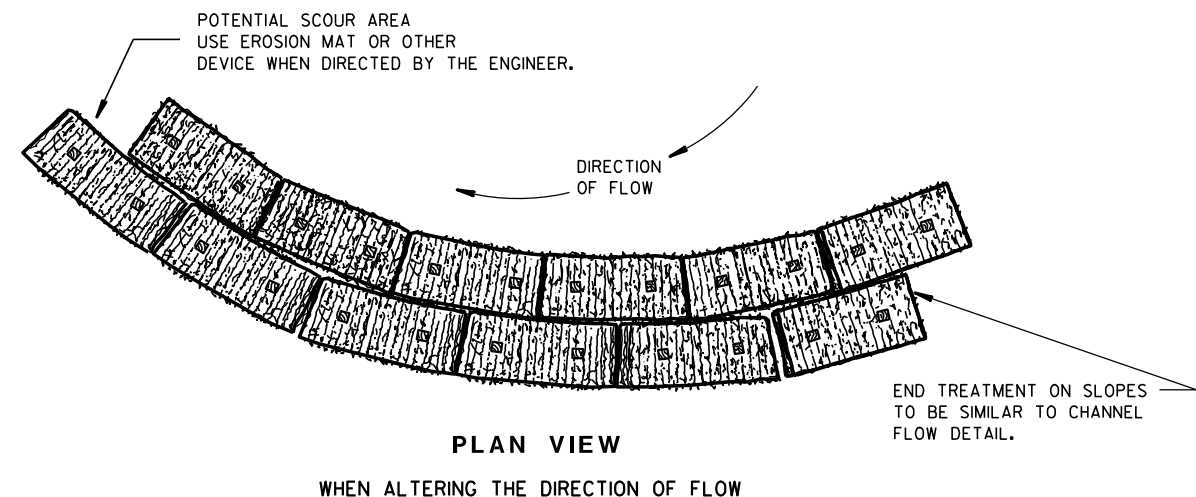
APPROVED
May 2019 /S/ Rodney Tavior
DATE ROADWAY STANDARDS UNIT SUPERVISOR
FHWA PRE_106



GENERAL NOTES

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

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

TYPICAL INSTALLATIONS OF
EROSION BALES / TEMPORARY
DITCH CHECKS

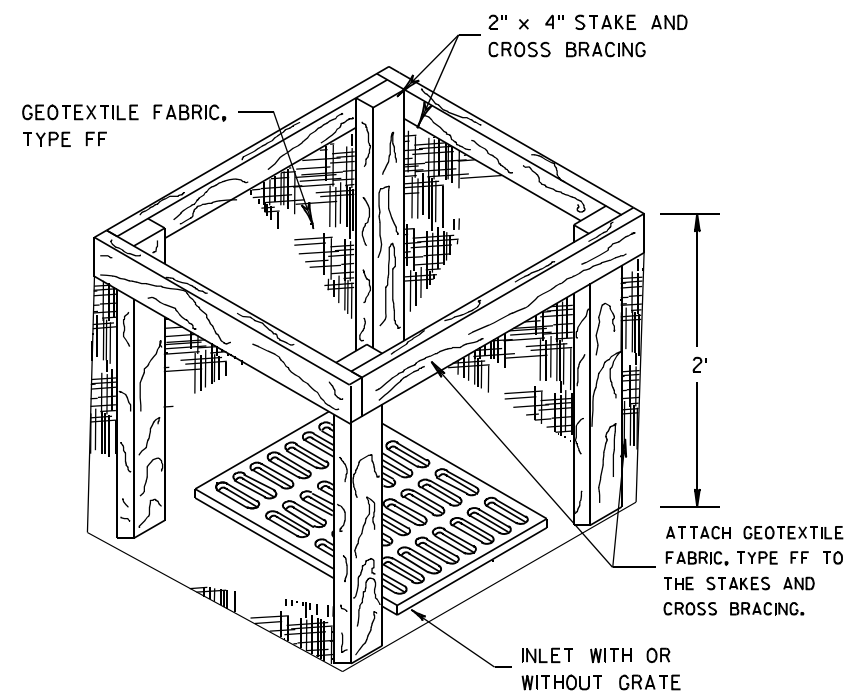
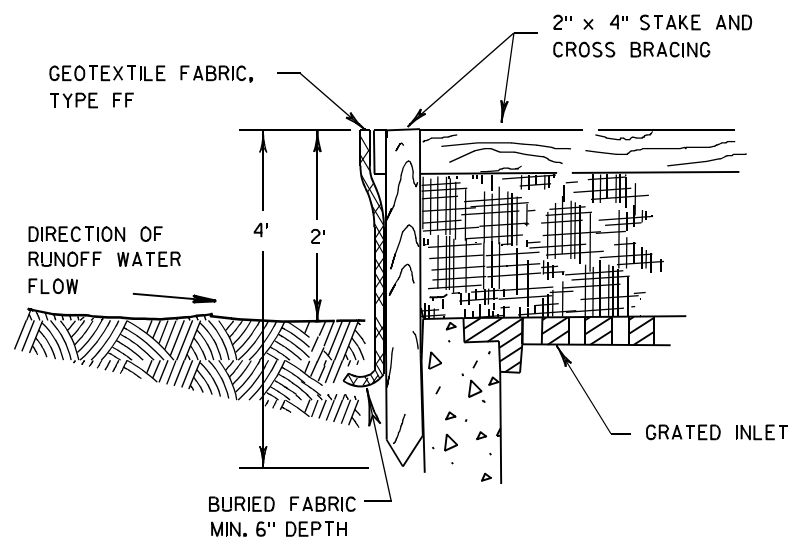
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02
DATE/S/ Beth C. PR
CHIEF ROADWAY DE

NEER

FHWA



INLET PROTECTION, TYPE A

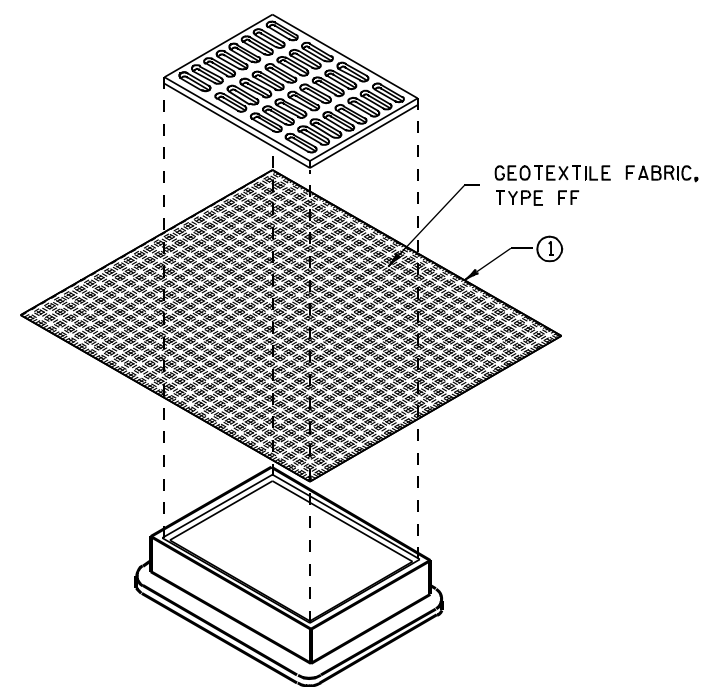
GENERAL NOTES

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.

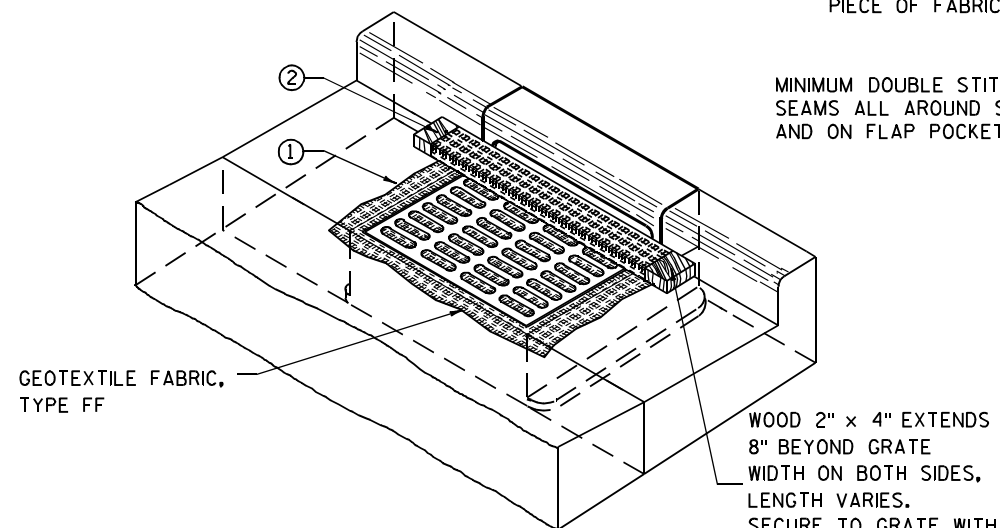
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- 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.

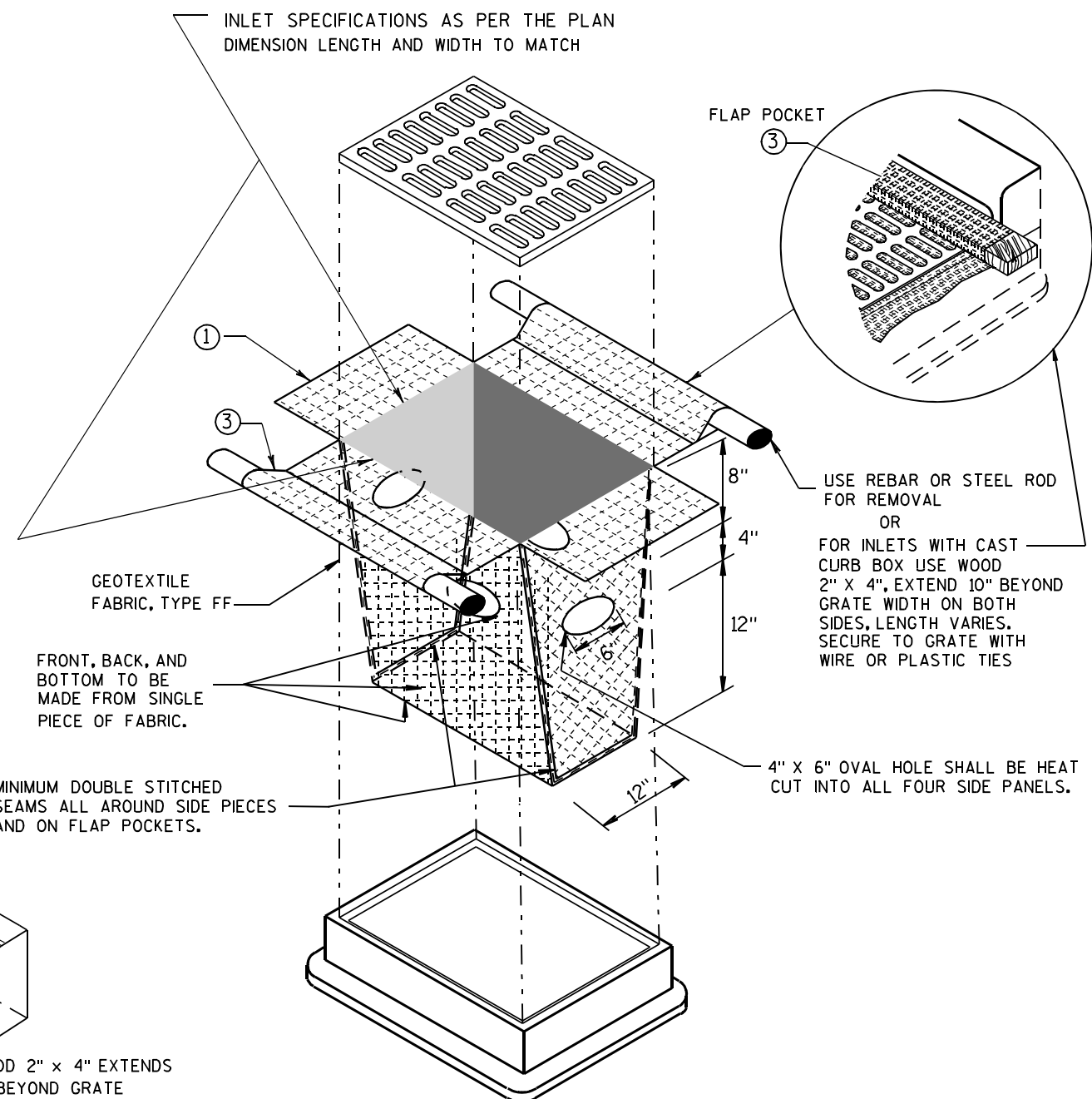
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

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.

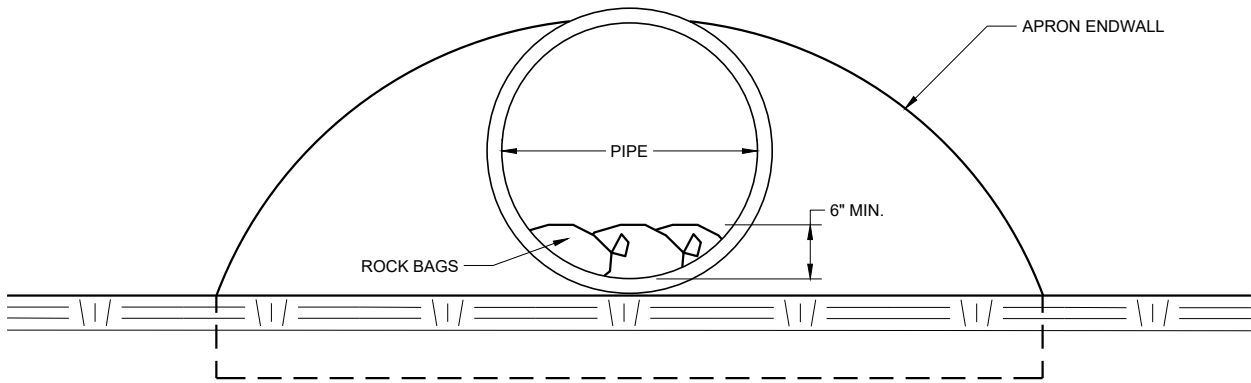
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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



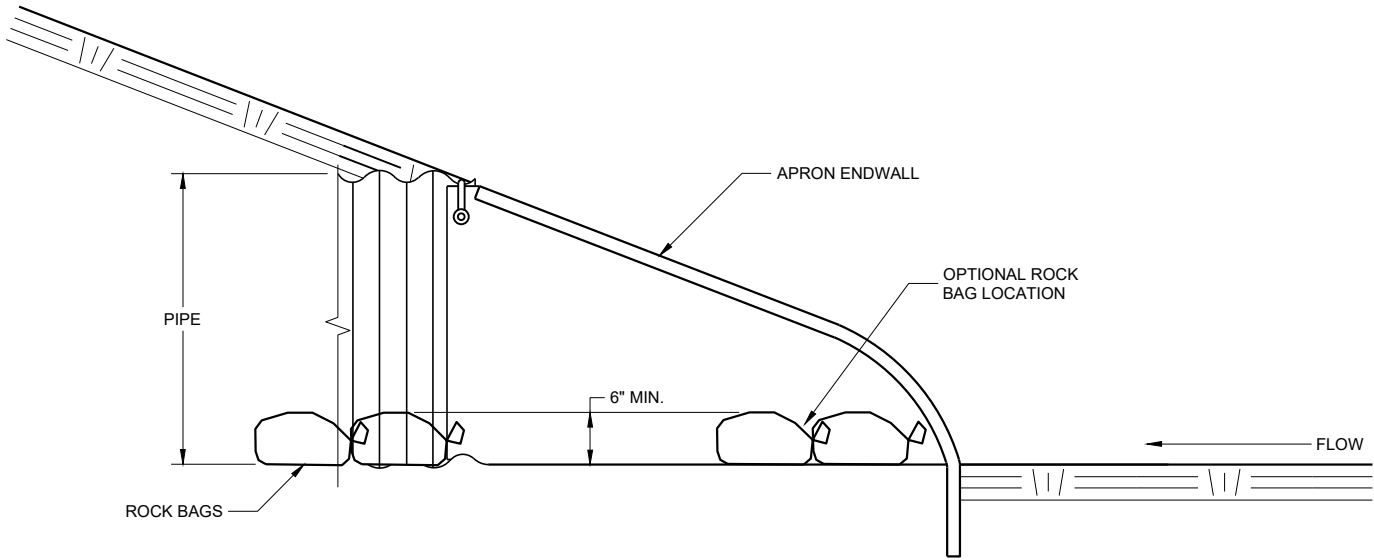
INLET PROTECTION, TYPE D

(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 DATE	/S/ Beth C PR CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA	



END VIEW



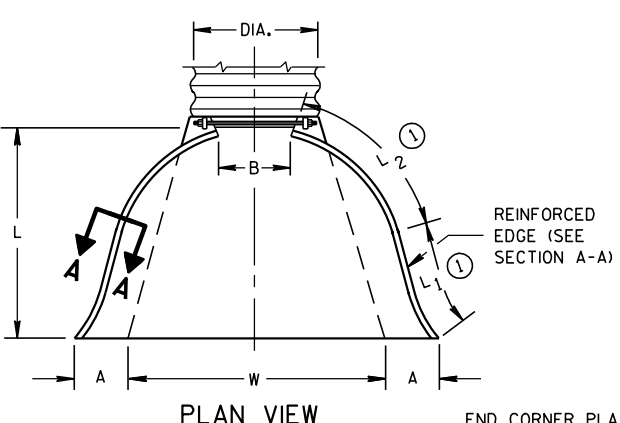
SIDE VIEW

CULVERT PIPE CHECK
(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Daniel Schave EROSION CONTROL PRE_109
FHWA	

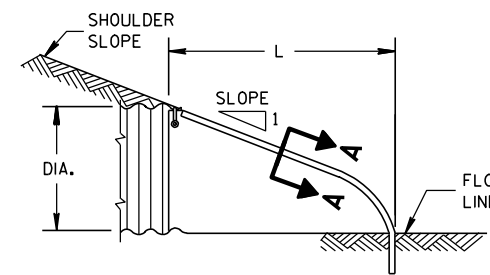
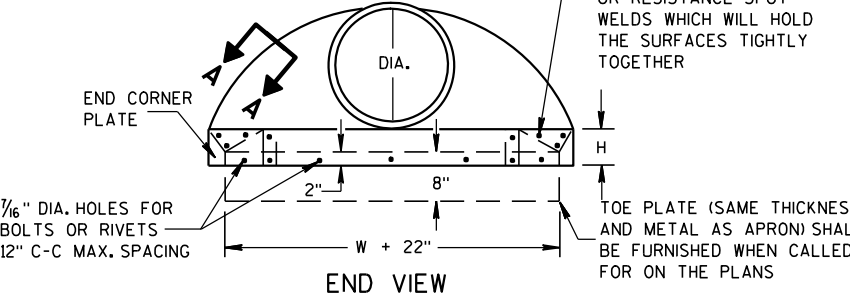
METAL APRON ENDWALLS												
PIPE DIA. (IN.)	MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE		BODY
	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")			
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1		1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1		1 Pc.
18	.064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

* EXCEPT CENTER PANEL
SEE GENERAL NOTES



END CORNER PLATES MAY BE FASTENED TO APRON PROPER BY BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER

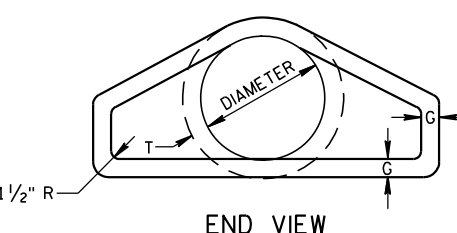
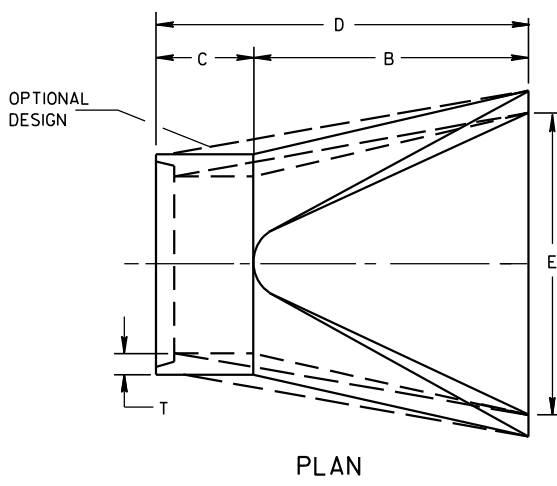
TOE PLATE (SAME THICKNESS AND METAL AS APRON) SHALL BE FURNISHED WHEN CALLED FOR ON THE PLANS



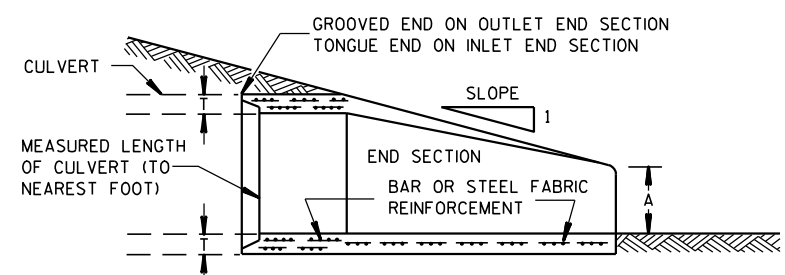
SIDE ELEVATION
METAL ENDWALLS

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

* MINIMUM
** MAXIMUM

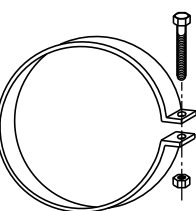


END VIEW

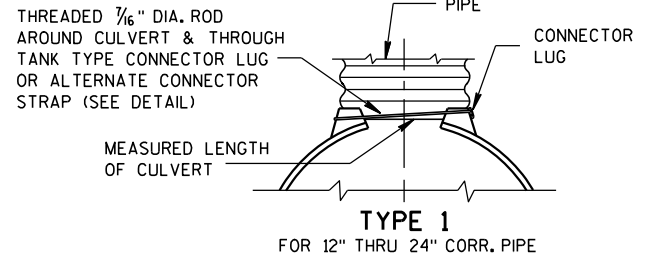


LONGITUDINAL SECTION
CONCRETE ENDWALLS

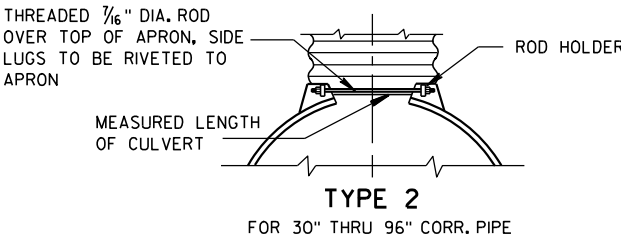
1" WIDE, 12 GA. (0.109" THICK) GALVANIZED STRAP WITH STANDARD 6" X 1/2" BAND BOLT AND NUT



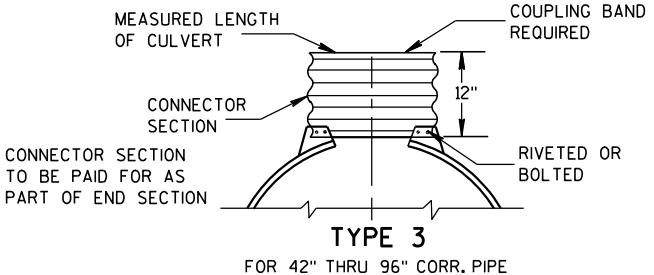
ALTERNATE FOR TYPE 1 CONNECTION
END SECTION CONNECTOR STRAP



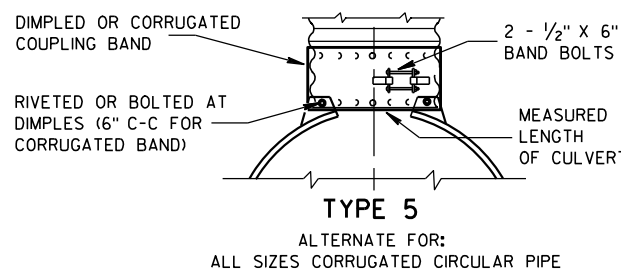
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

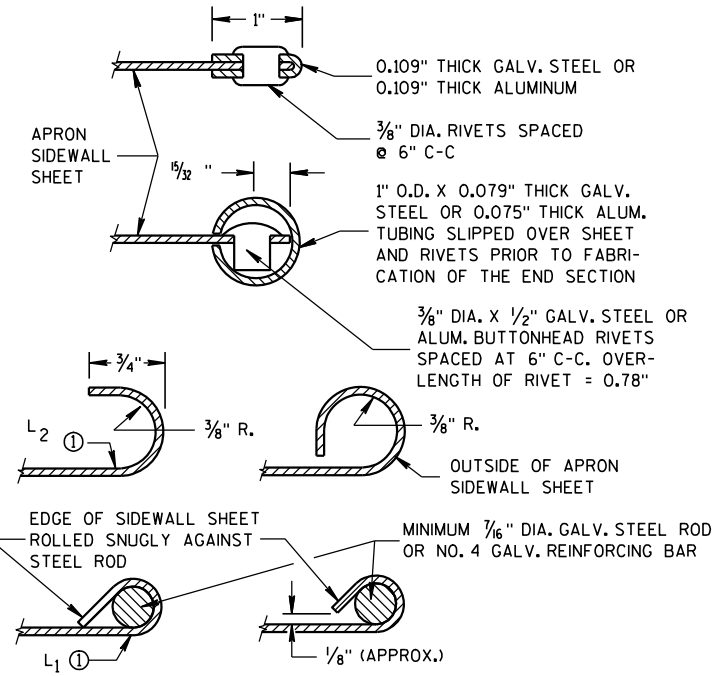
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

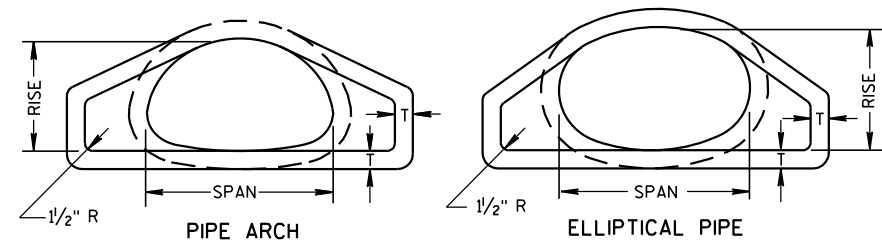
WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

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

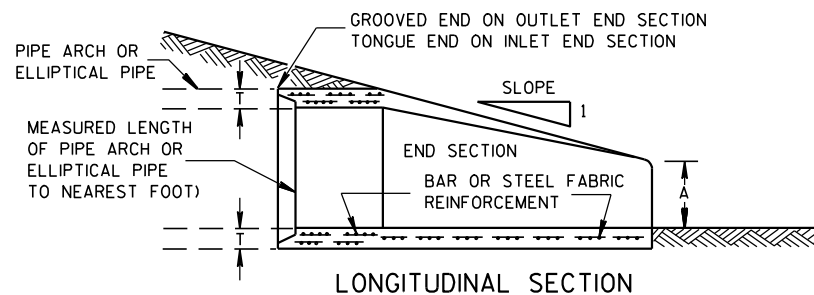
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94
DATE
/S/ Rory L. [Signature]
CHIEF ROADWAY DEPT.
FHWA

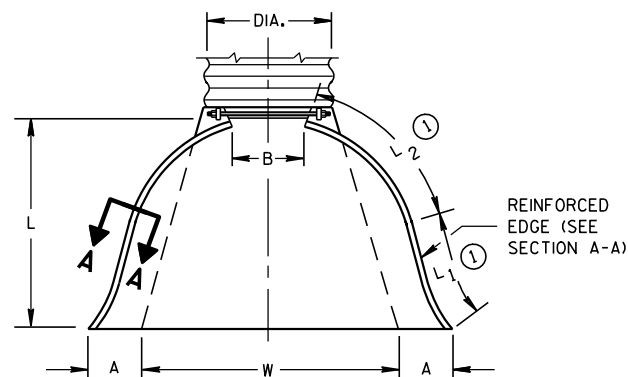


END VIEW

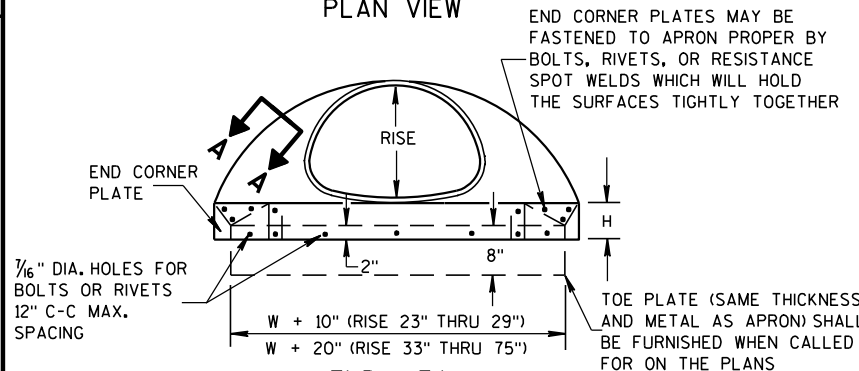


LONGITUDINAL SECTION

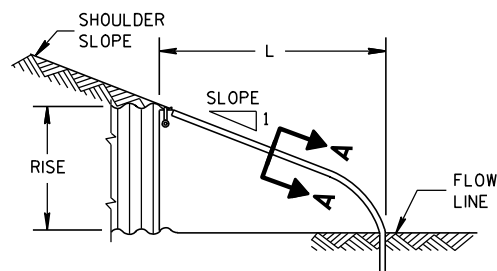
CONCRETE ENDWALLS



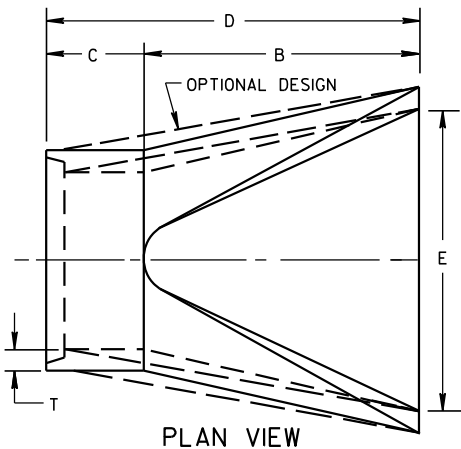
PLAN VIEW



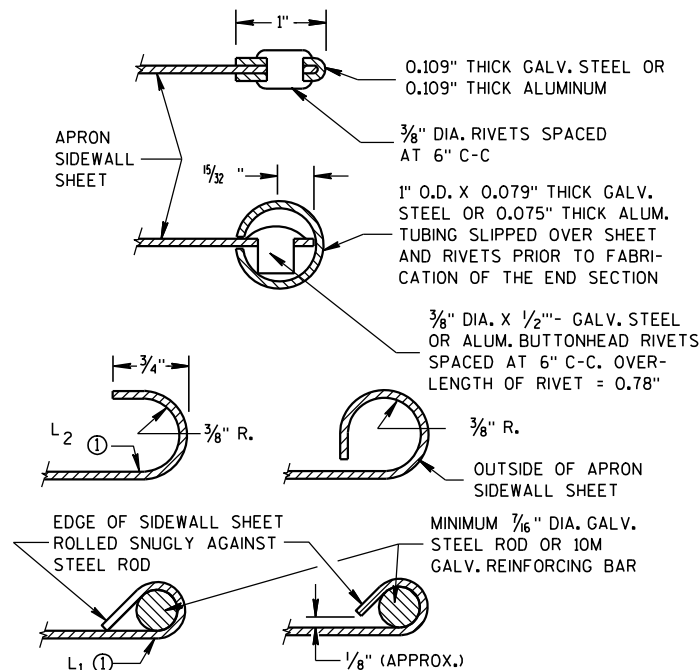
END VIEW



SIDE ELEVATION
METAL ENDWALLS



PLAN VIEW



SECTION A-A

2- 2 2/3" X 1/2" CORRUGATIONS													
EQUIV. DIA. (Inches)	(Inches)		MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE	BODY
	SPAN	RISE	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")		
					(±1")	(MAX.)	(±1")	(±1 1/2")	①	①	(±2")		
15	17	13	.064	.060	7	9	6	19	14	16	30	2 1/2 to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19 3/8	36	2 1/2 to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21 3/4	42	2 1/2 to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27 1/2	48	2 1/2 to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37 5/8	60	2 1/2 to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45 3/8	75	2 1/2 to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54 3/4	85	2 1/2 to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2 1/2 to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72 3/4	102	2 1/4 to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82 1/4	114	2 1/4 to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS													
EQUIV. DIA. (Inches)	(Inches)		MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE	BODY
	SPAN	RISE	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")		
					(±1")	(MAX.)	(±1")	(±1 1/2")	①	①	(±2")		
48	53	41	.109	.105	18	26	12	63	24	72 3/4	90	2 1/2 to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82 1/4	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1 1/2 to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1 1/2 to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1 1/2 to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1 1/2 to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1 1/2 to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1 1/2 to 1	3 Pc.

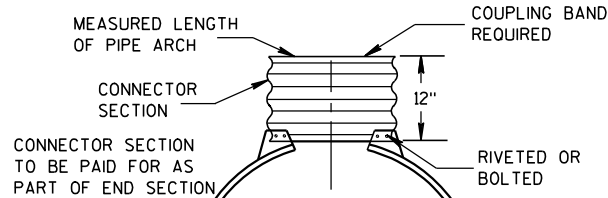
NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL
SEE GENERAL NOTES



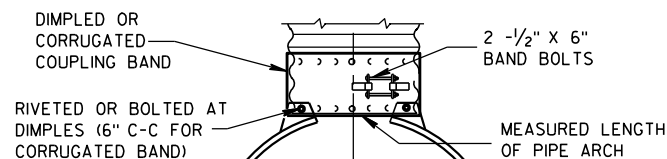
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:
ALL SIZES CORRUGATED PIPE ARCHES

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

CONNECTION DETAILS

REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches)								APPROX. SLOPE
	** SPAN	** RISE	T	A	B	C	D	E	
	(Inches)	(Inches)	(Inches)	(Inches)	(Inches)	(Inches)	(Inches)	(Inches)	
24	29	18	3	8 1/2	39	33	72	48	3 to 1
30	36	22	3 1/2	9 1/2	50	46	96	60	3 to 1
36	44	27	4	11 1/8	60	36	96	72	3 to 1
42	51	31	4 1/2	15 1/8	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5 1/2	25 1/2	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28 1/2	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

EQUIV. DIA. (Inches)	DIMENSIONS (Inches)								APPROX. SLOPE
	** SPAN	** RISE	T	A	B	C	D	E	
	(Inches)	(Inches)	(Inches)	(Inches)	(Inches)	(Inches)	(Inches)	(Inches)	
24	30	19	3 1/4	8 1/2	39	33	72	48	3 to 1
30	38	24	3 3/4	9 1/2	54	18	72	60	3 to 1
36	45	29	4 1/2	11 1/8	60	24	84	72	2 1/2 to 1
42	53	34	5	15 1/4	60	36	96	78	2 1/2 to 1
48	60	38	5 1/2	21	60	36	96	84	2 1/2 to 1
54	68	43	6	25 1/2	60	36	96	90	2 1/2 to 1
60	76	48	6 1/2	30	60	36	96	96	2 1/2 to 1

**NOMINAL SIZE

GENERAL NOTES

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

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

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

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

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR
PIPE ARCH AND
ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94

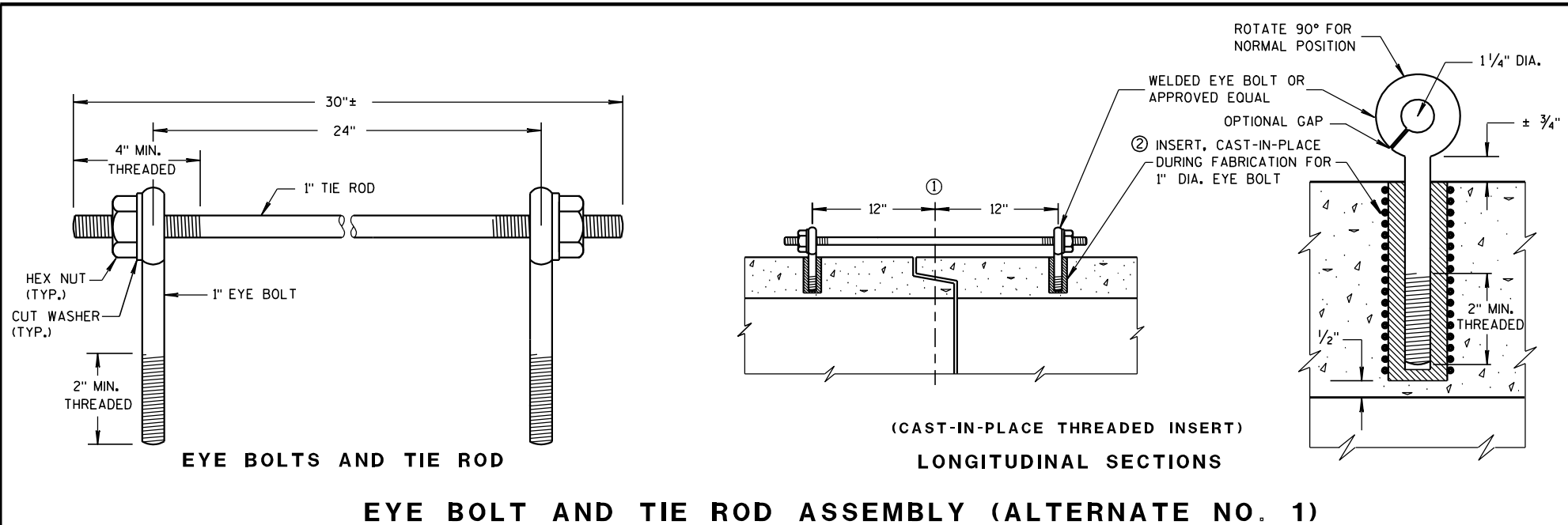
DATE

FHWA

/S/ Rory L. [Signature]

CHIEF ROADWAY DE

PR INEER



GENERAL NOTES

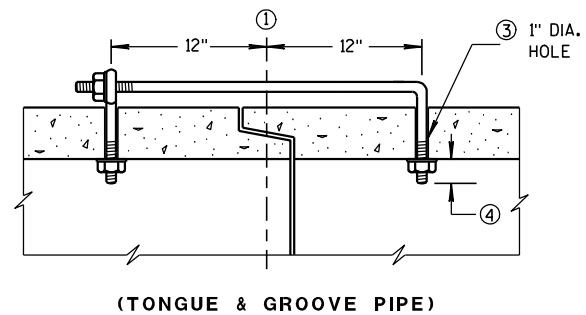
DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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.

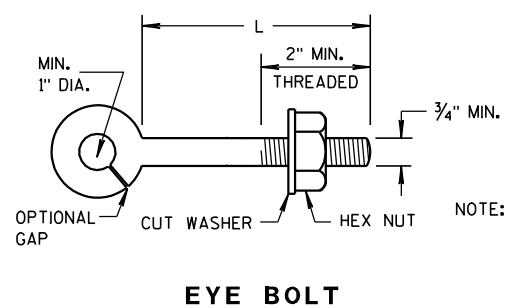
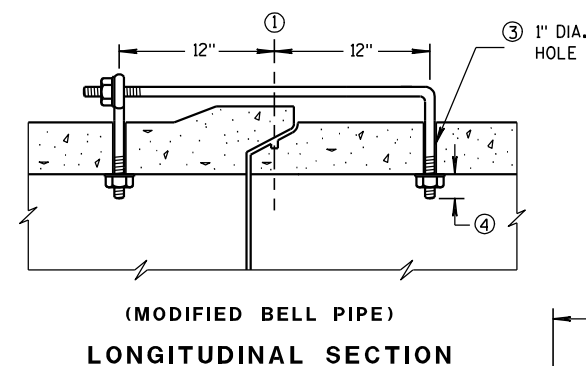
JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

- ① ϕ 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 ϕ OF TONGUE AND GROOVE.
- ④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.
- ⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.
- ⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



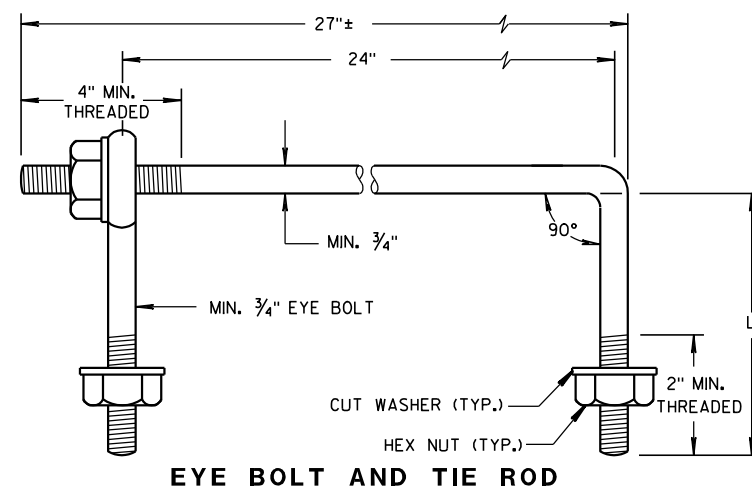
EYE BOLT DIMENSION TABLE

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



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

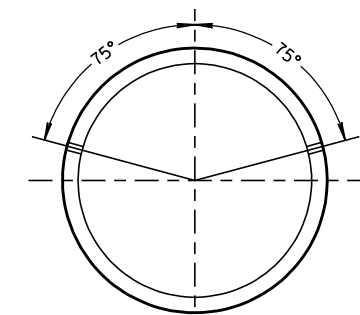
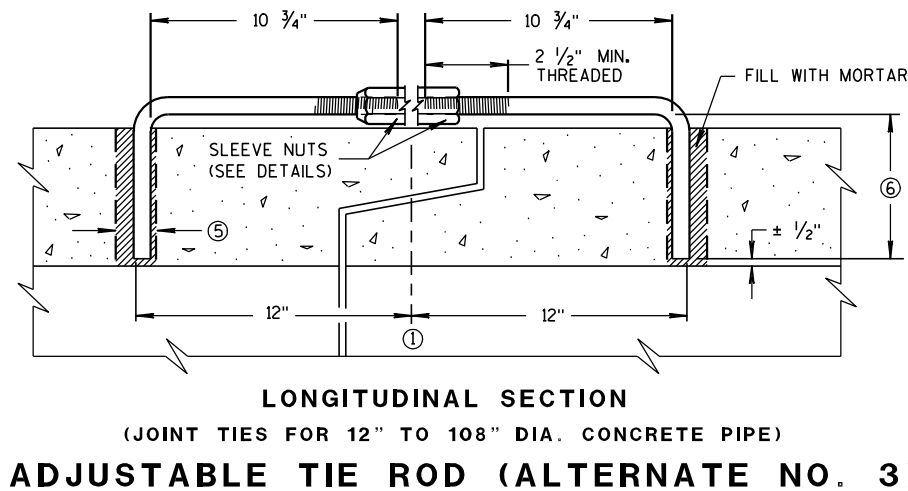
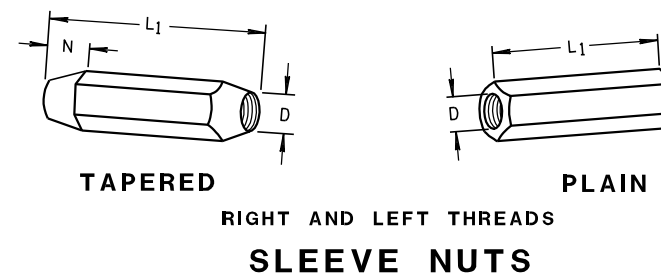
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)
EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)



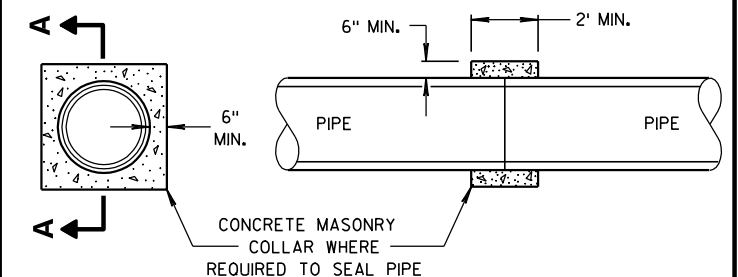
ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L ₁	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

DIMENSIONS SHOWN ARE IN INCHES



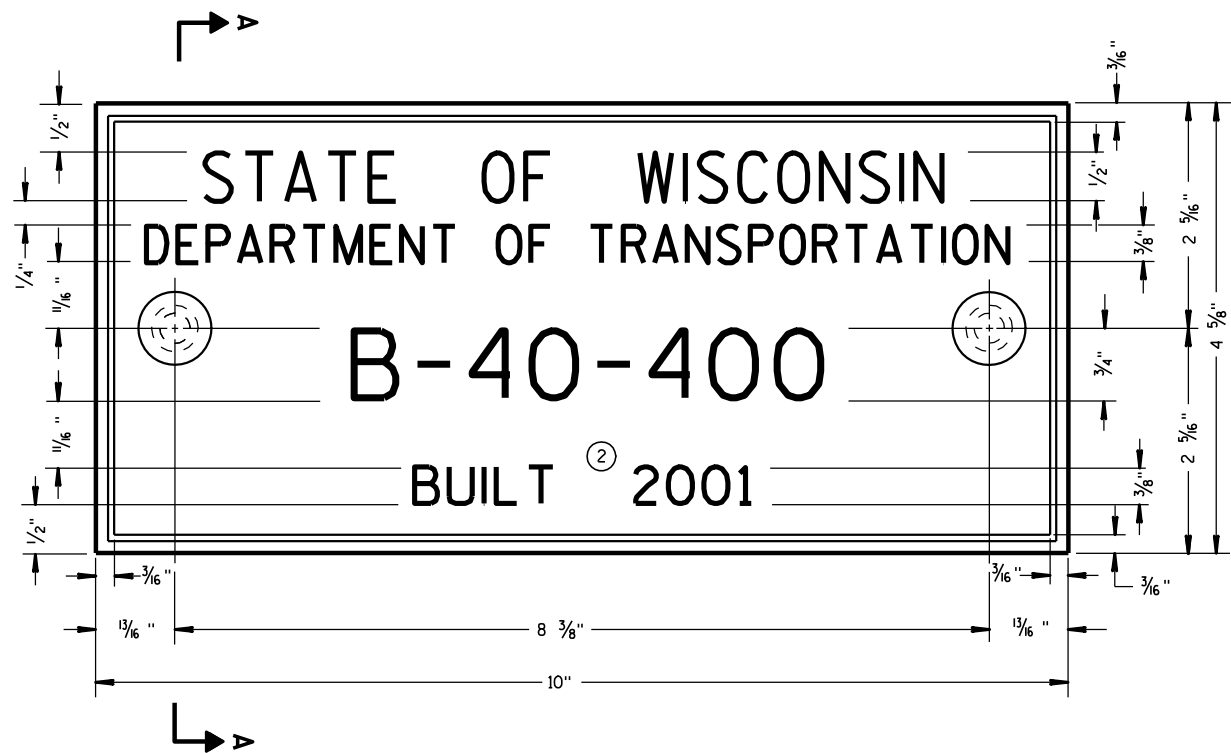
PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS



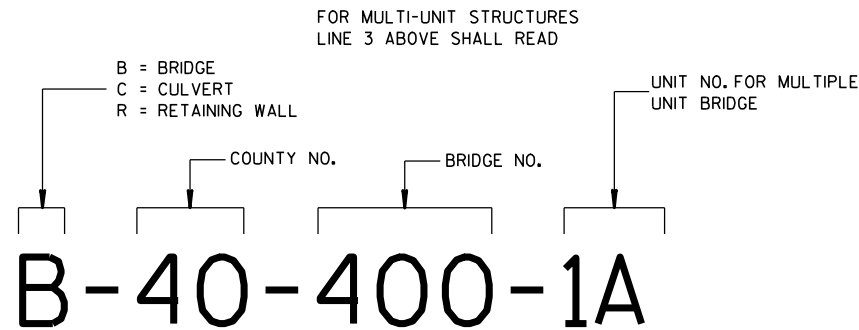
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 /S/ Jerry H. Zoon
DATE ROADWAY STAND ENGINEER
FHWA



TYPICAL NAME PLATE
(BRIDGES, CULVERTS, AND RETAINING WALLS)



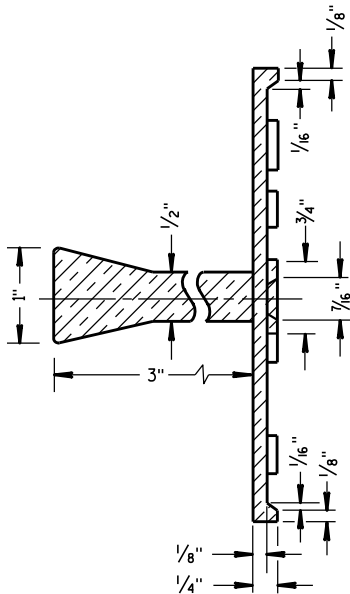
**NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES**

GENERAL NOTES

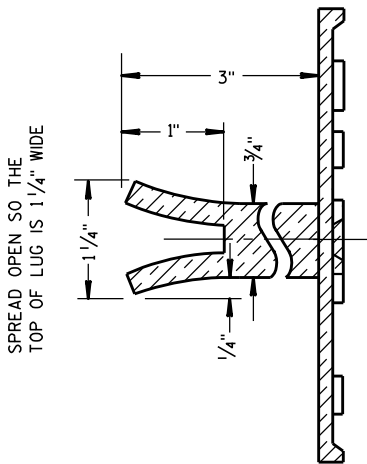
NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

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

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

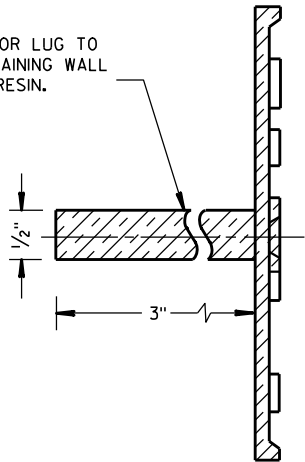


SECTION A-A



ALTERNATE LUG

- ① ADHERE ANCHOR LUG TO PRECAST RETAINING WALL WITH EPOXY RESIN.

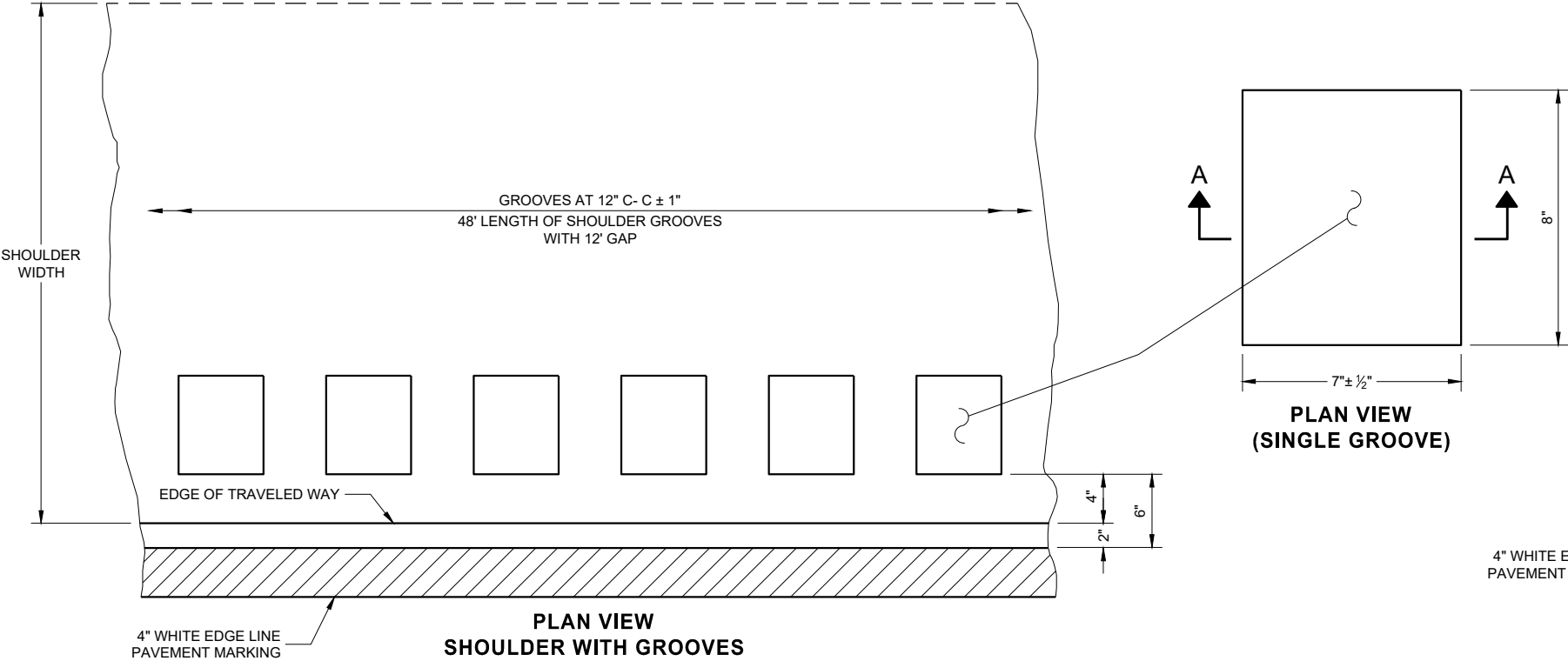


ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

**NAME PLATE
(STRUCTURES)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
DATE 3/26/10
CHIEF STRUCTURAL DESIGNER
PR
ER



PLAN VIEW
SHOULDER WITH GROOVES

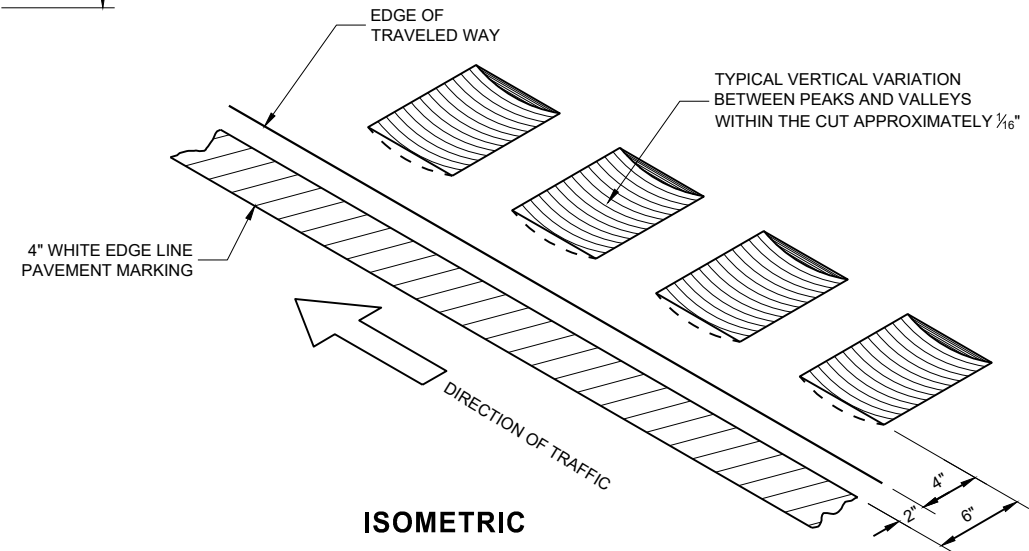
PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP

GENERAL NOTES

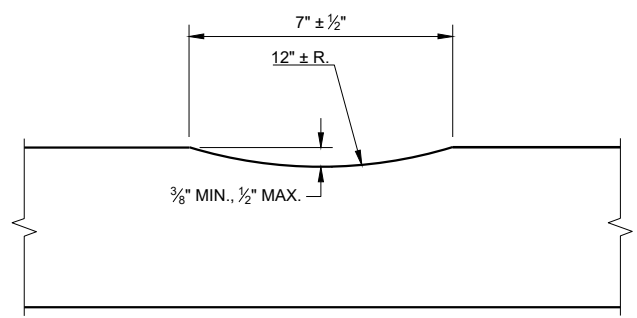
DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

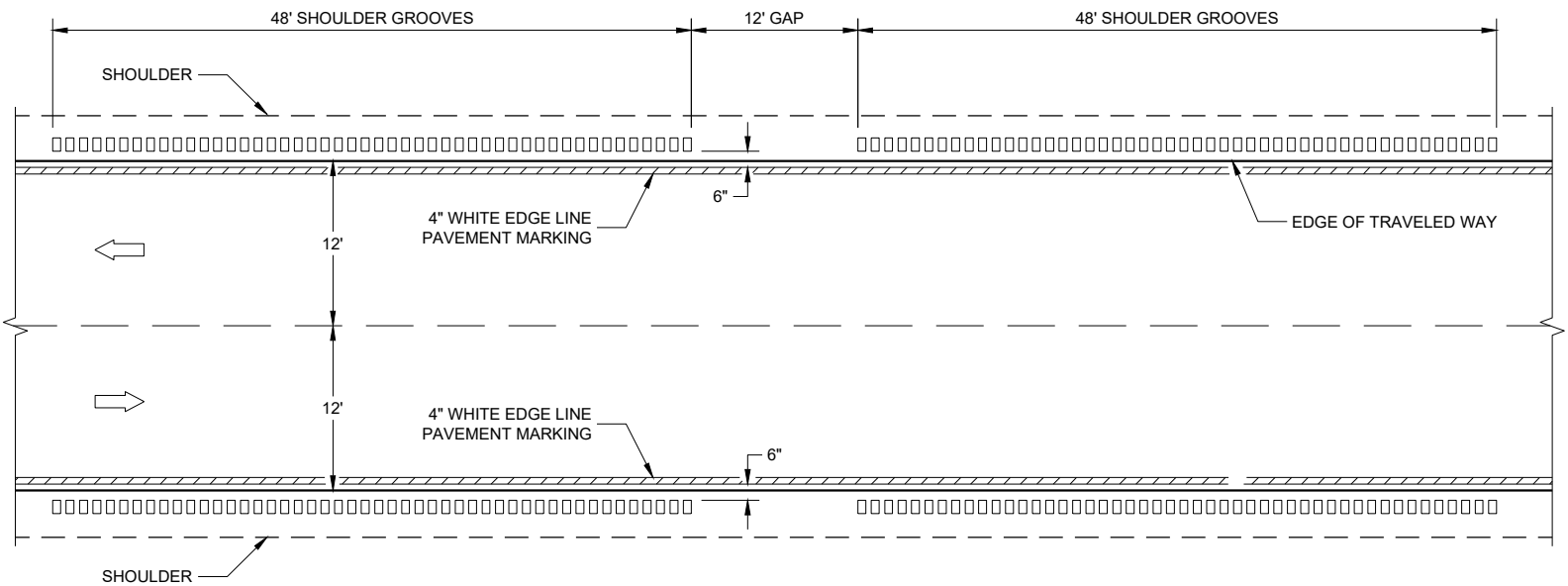
- ① SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



ISOMETRIC



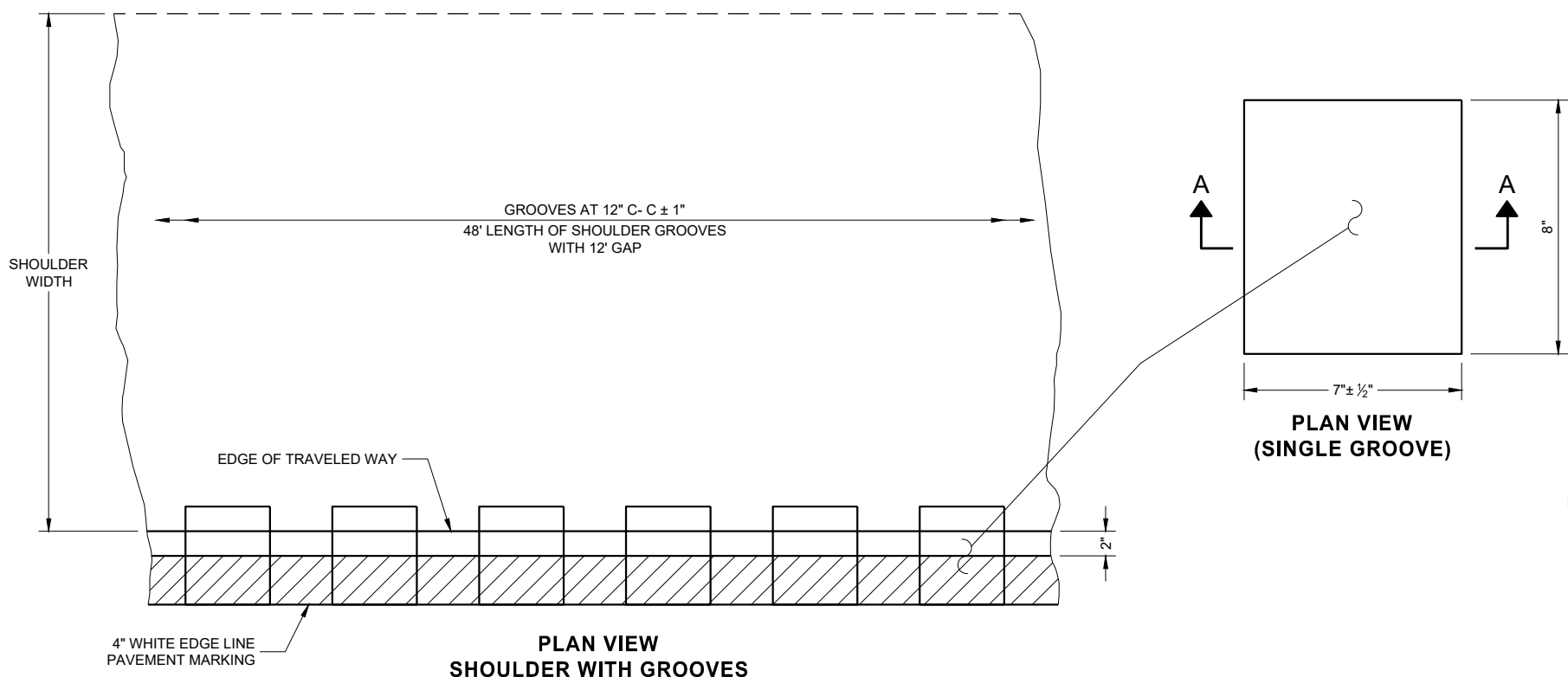
SECTION A - A



TYPE 1
2 - LANE SHOULDER RUMBLE STRIP

2-LANE RURAL SHOULDER
RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION PRE_114



6

6

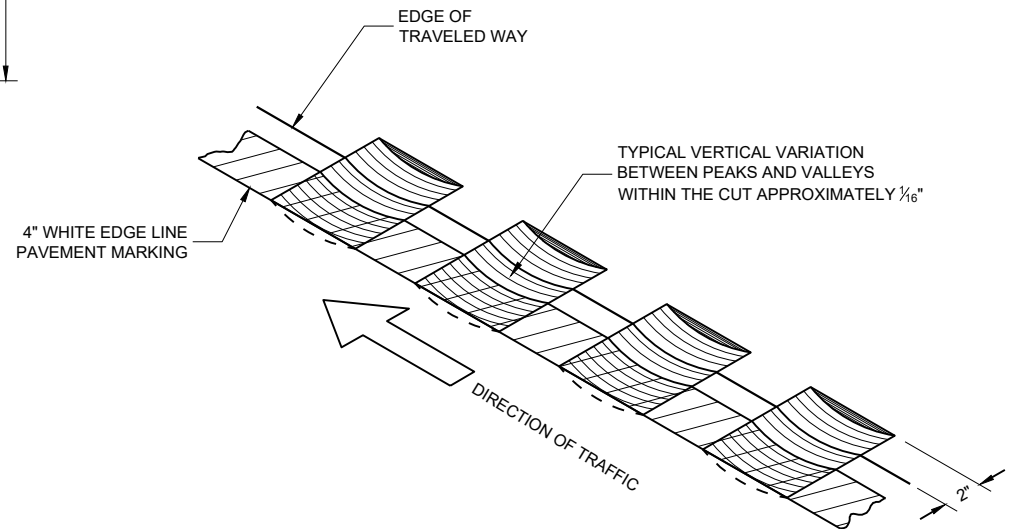
PLACEMENT DETAIL FOR TYPE 2 MILLED RUMBLE STRIP

GENERAL NOTES

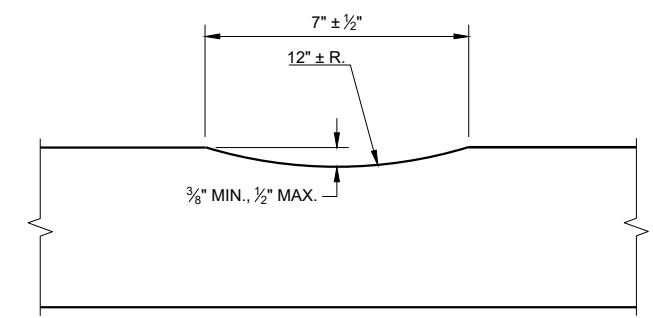
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

- ① SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



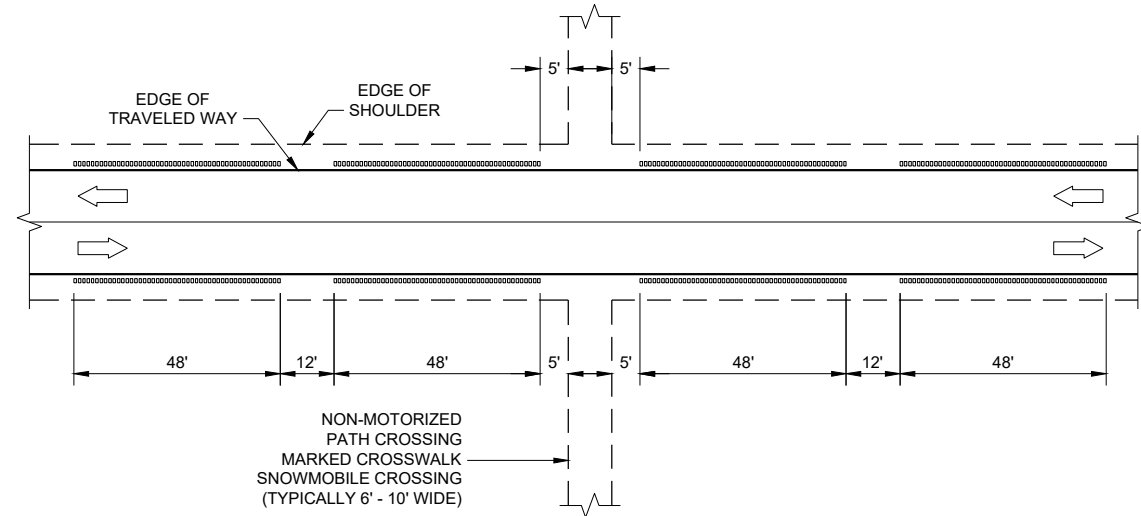
ISOMETRIC



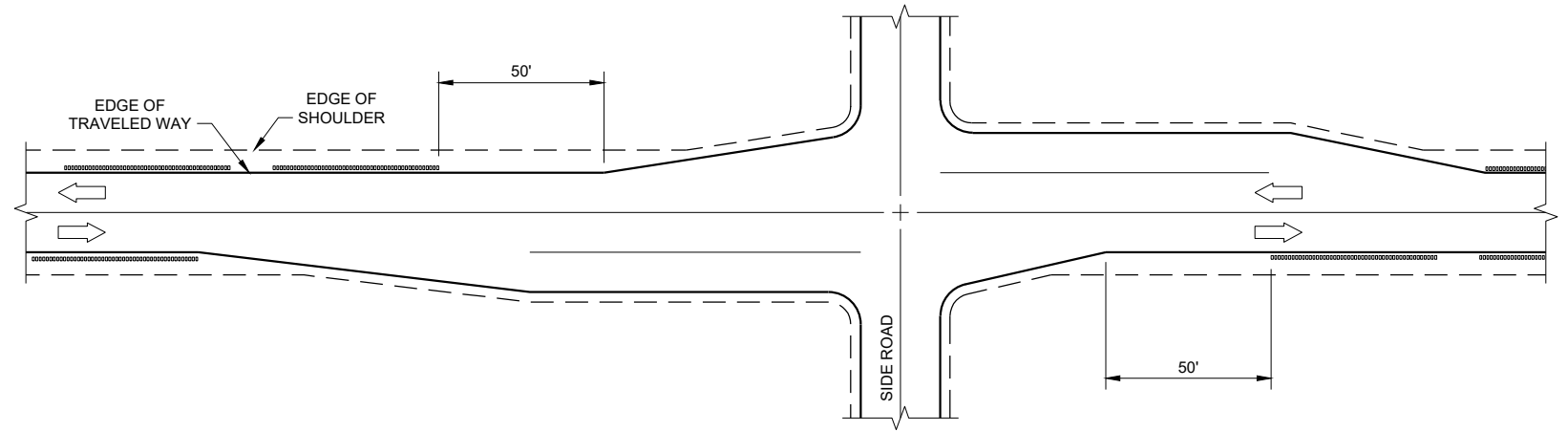
SECTION A - A

**2-LANE RURAL SHOULDER
RUMBLE STRIP, MILLING**

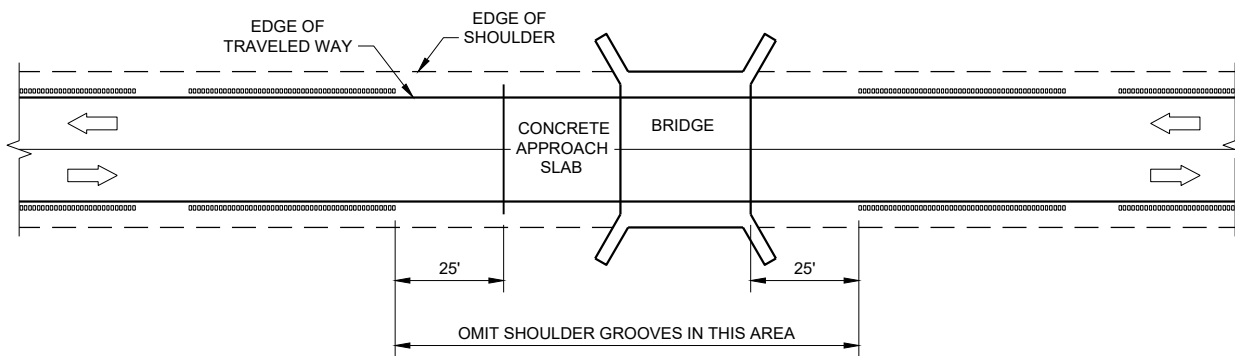
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION [PRE_115](#)



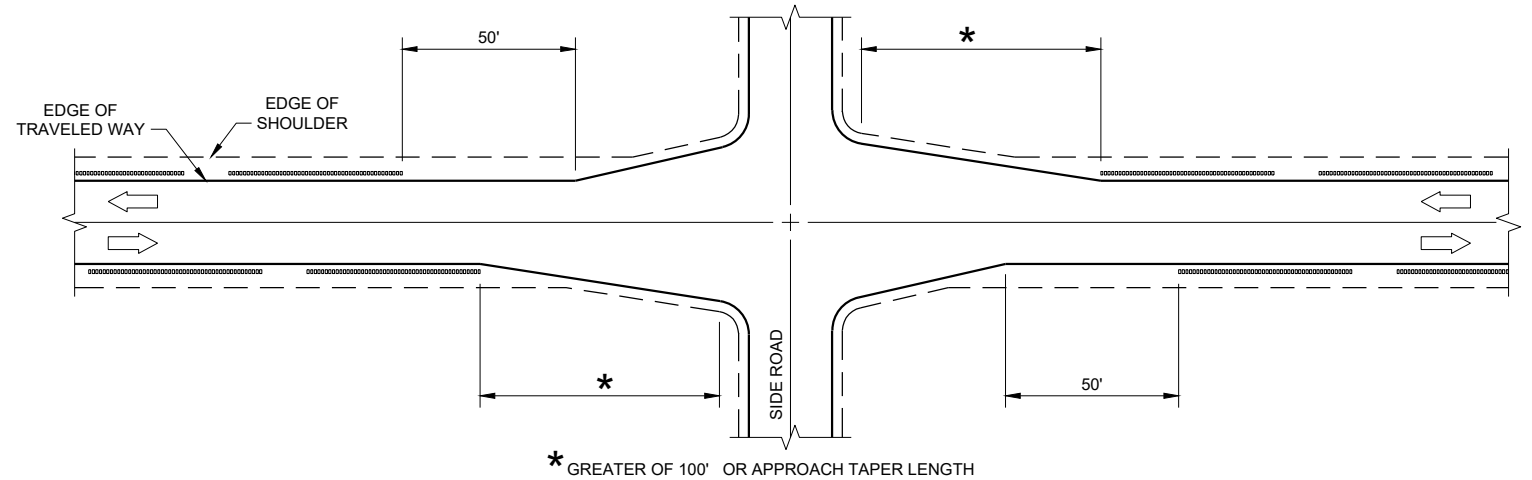
SHOULDER GROOVES AT MISCELLANEOUS CROSSINGS



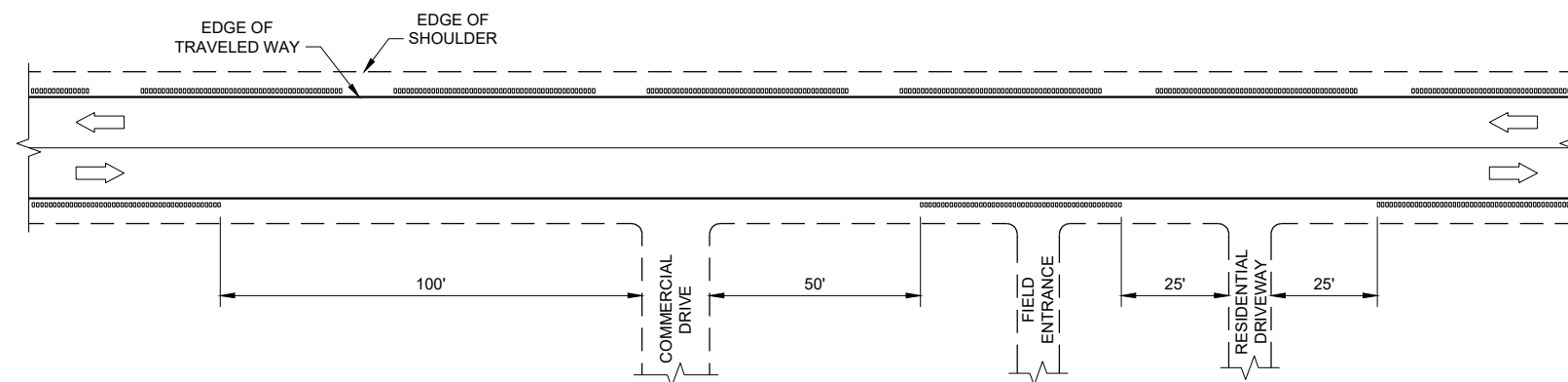
SHOULDER GROOVES AT RIGHT TURN LANE



SHOULDER GROOVES AT BRIDGES



SHOULDER GROOVES AT INTERSECTIONS WITH APPROACH TAPER



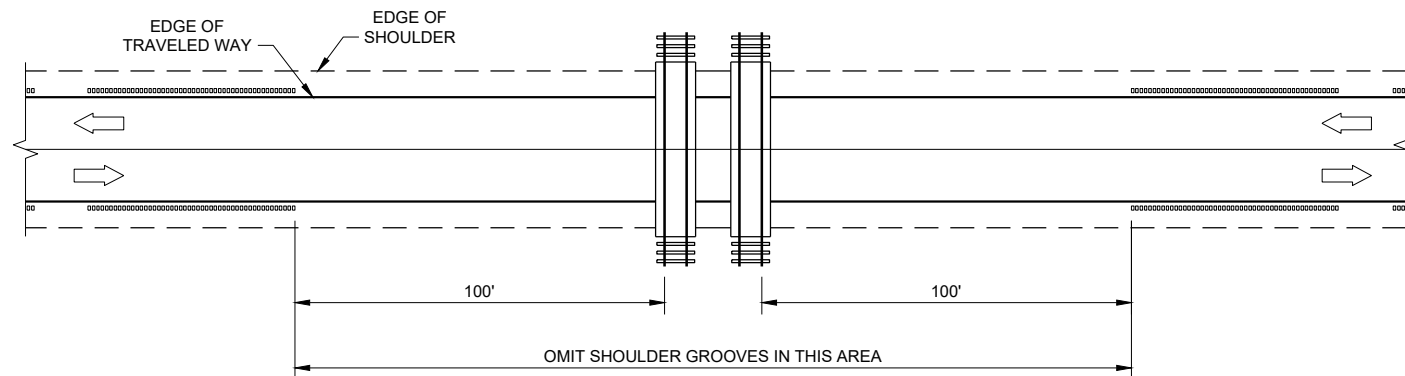
SHOULDER GROOVES AT DRIVEWAYS^①

GENERAL NOTES

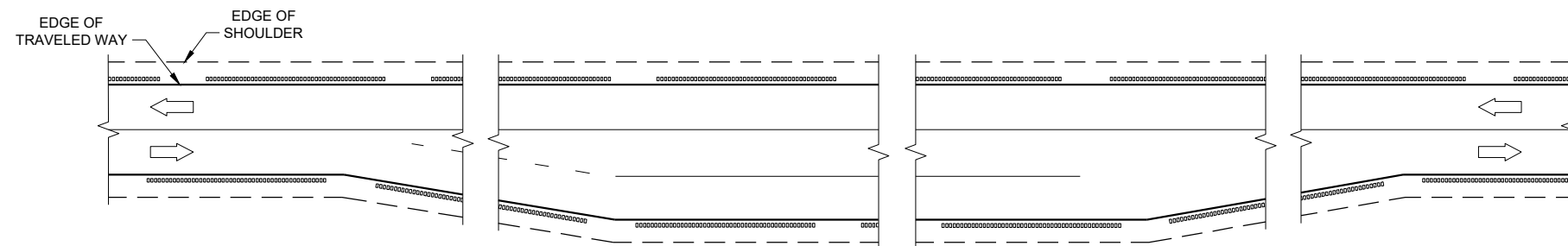
- ① SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

**2-LANE RURAL SHOULDER
RUMBLE STRIP, MILLING**

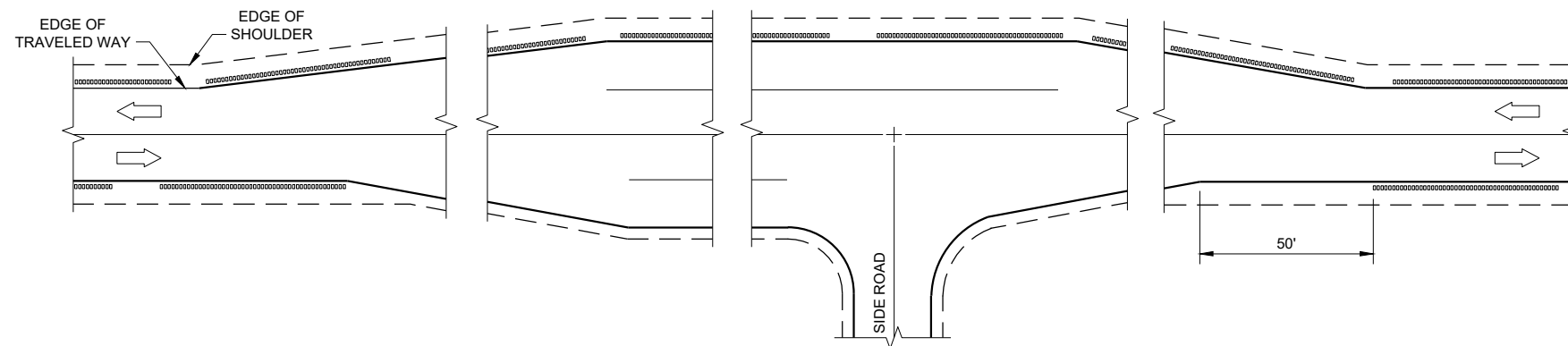
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION [PRE_116](#)



SHOULDER GROOVES AT RAILROADS



SHOULDER GROOVES AT PASSING AND CLIMBING LANES

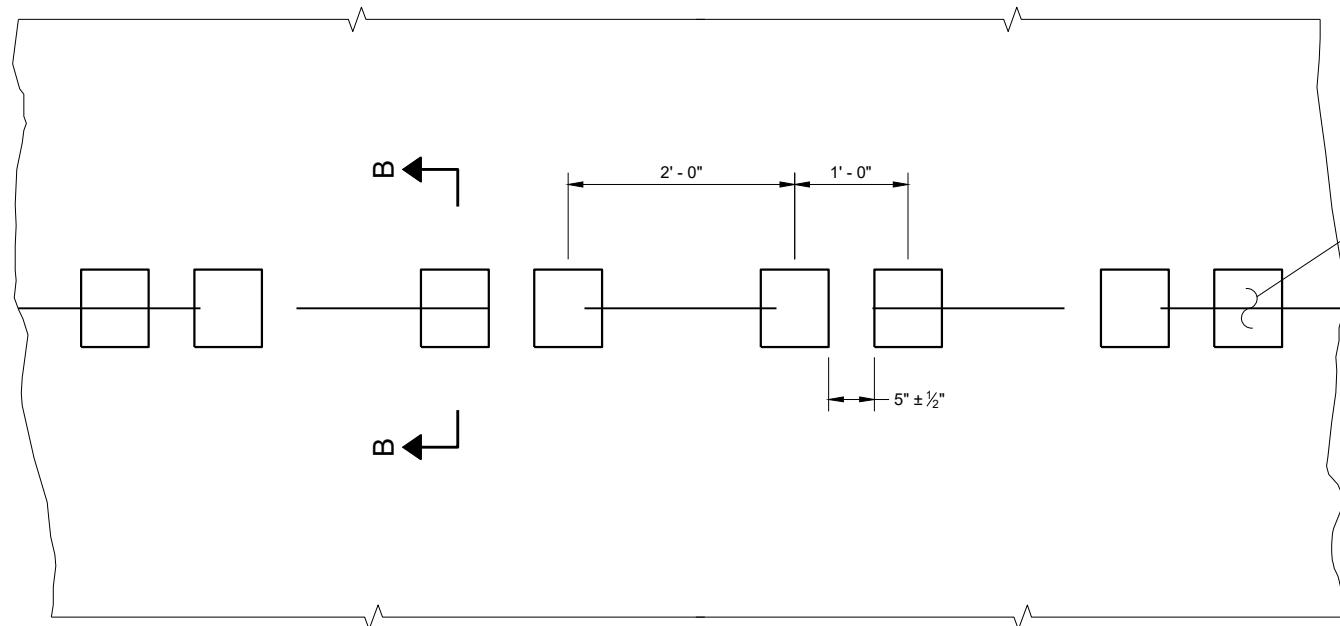


SHOULDER GROOVES AT BYPASS LANES

**2-LANE RURAL SHOULDER
RUMBLE STRIP, MILLING**

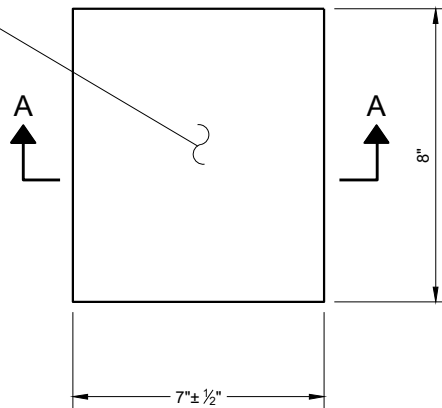
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 DATE /S/ Rodney Tavor
ROADWAY STANDARDS ENGINEER PRE_117
FHWA



PLAN VIEW
SHOULDER WITH GROOVES

PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP



PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

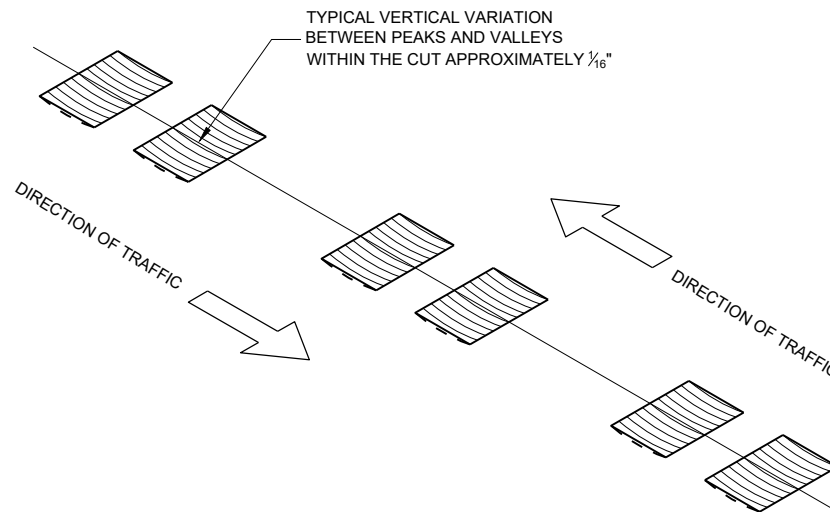
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL CENTERLINE GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

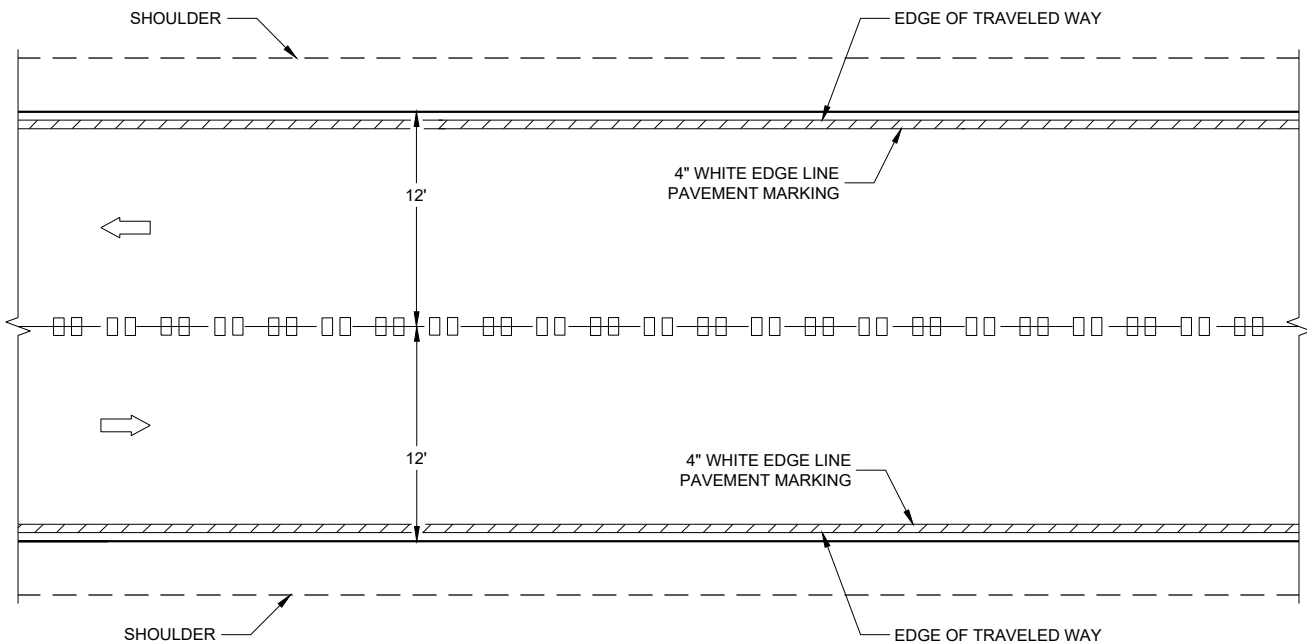
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

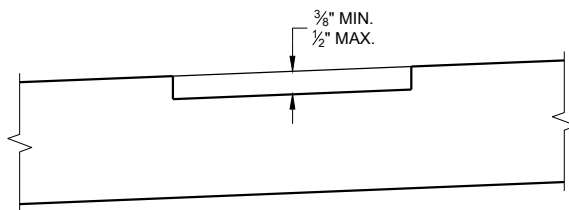
- ① CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



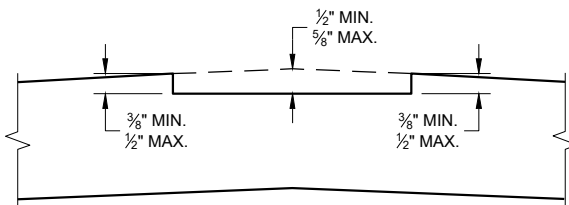
ISOMETRIC



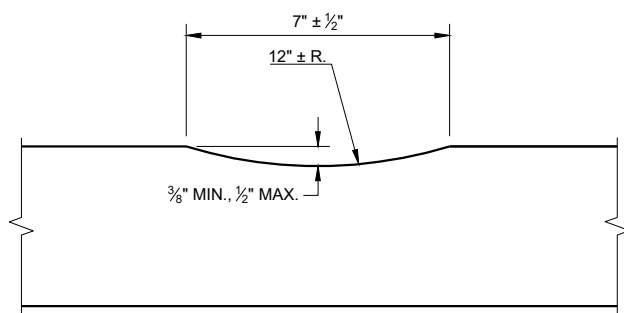
CENTERLINE GROOVES ON TWO-WAY ROADWAYS



SECTION B - B
SUPERELEVATED ROADWAY



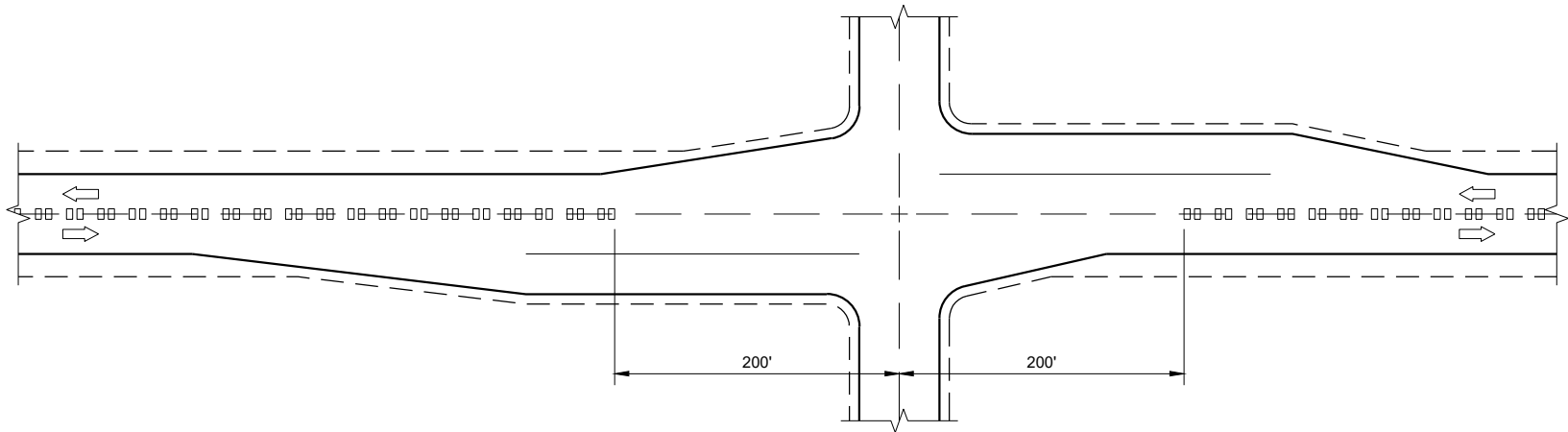
SECTION B - B
CROWNED ROADWAY



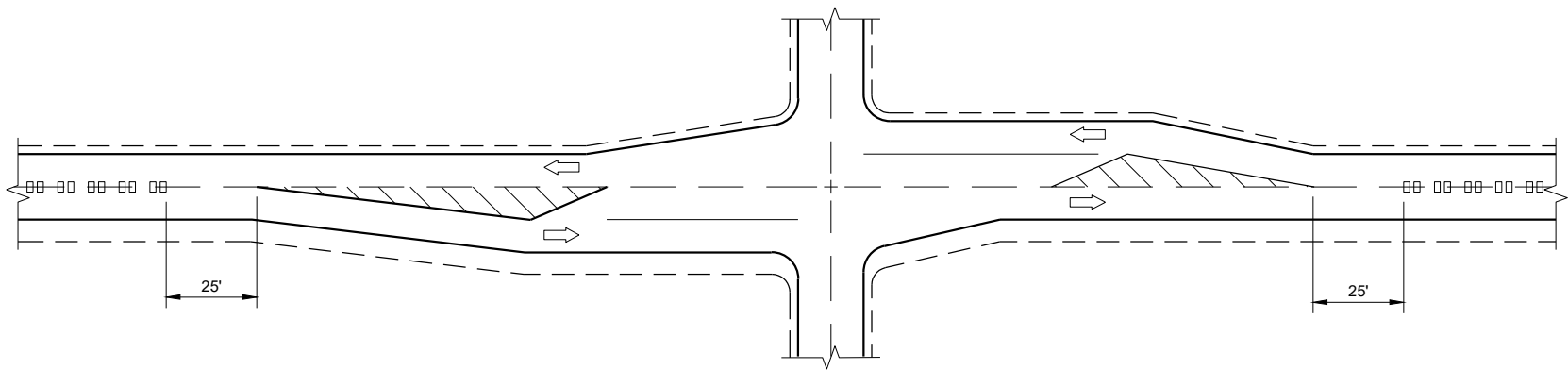
SECTION A - A

**2-LANE RURAL
CENTER LINE RUMBLE STRIP,
MILLING**

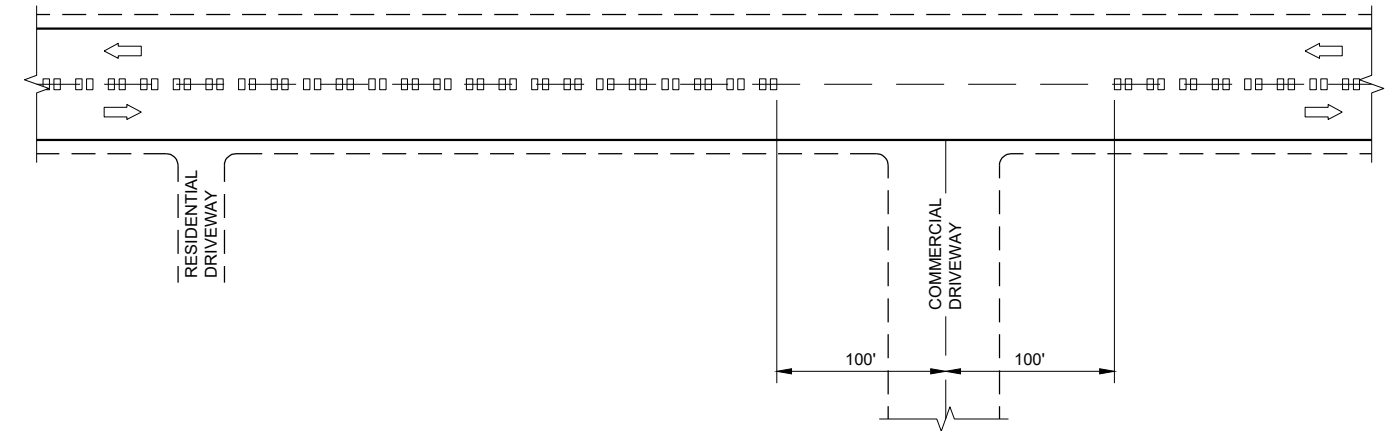
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION PRE_118



CENTERLINE GROOVES AT INTERSECTIONS



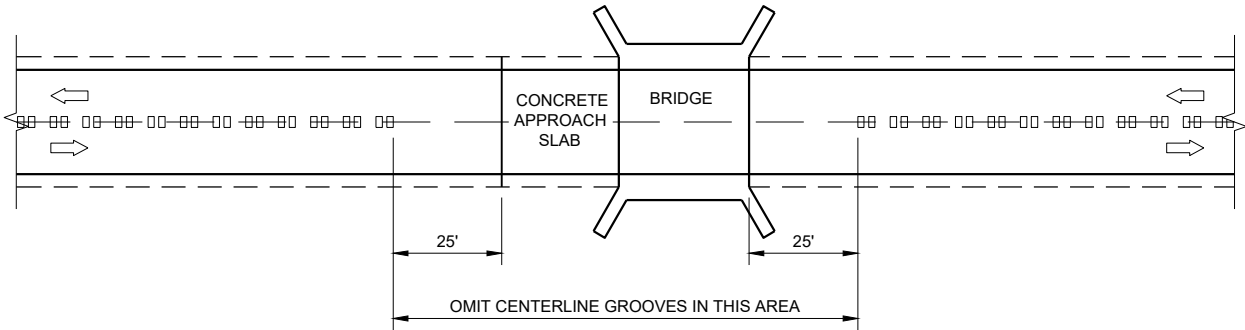
CENTERLINE GROOVES AT INTERSECTIONS
(WITH LEFT TURN LANES)



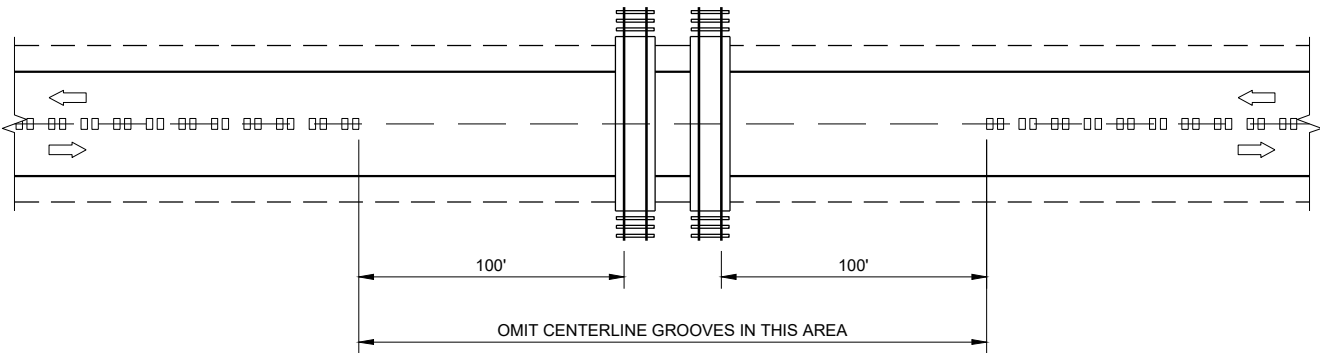
CENTERLINE GROOVES AT DRIVEWAYS^①

GENERAL NOTES

- ① CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT RAILROADS

2-LANE RURAL
CENTERLINE RUMBLE STRIP,
MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

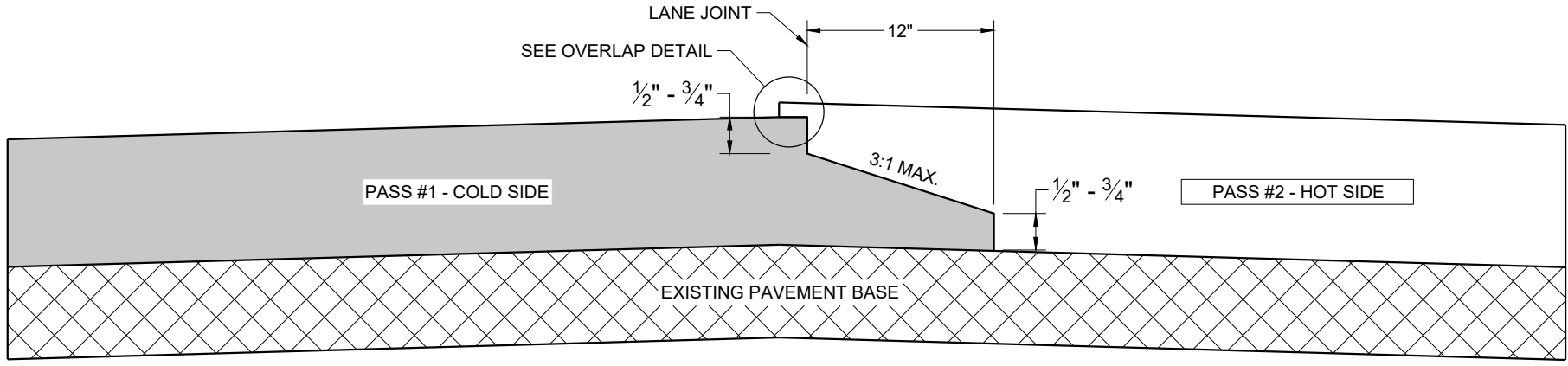
APPROVED

7/2018
DATE

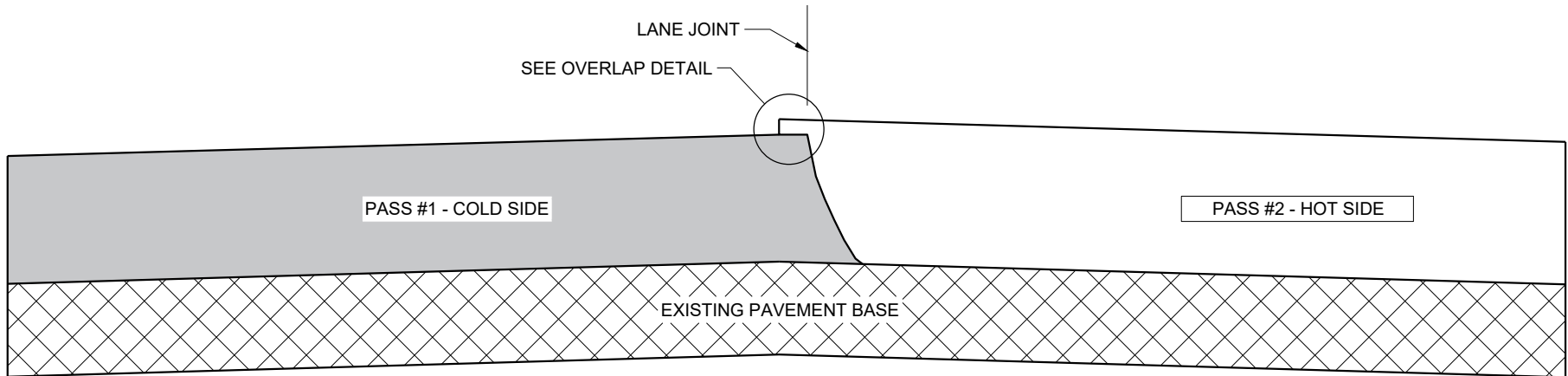
/S/ Rodney Tavior
ROADWAY STANDARDS
ENGINEER

FHWA

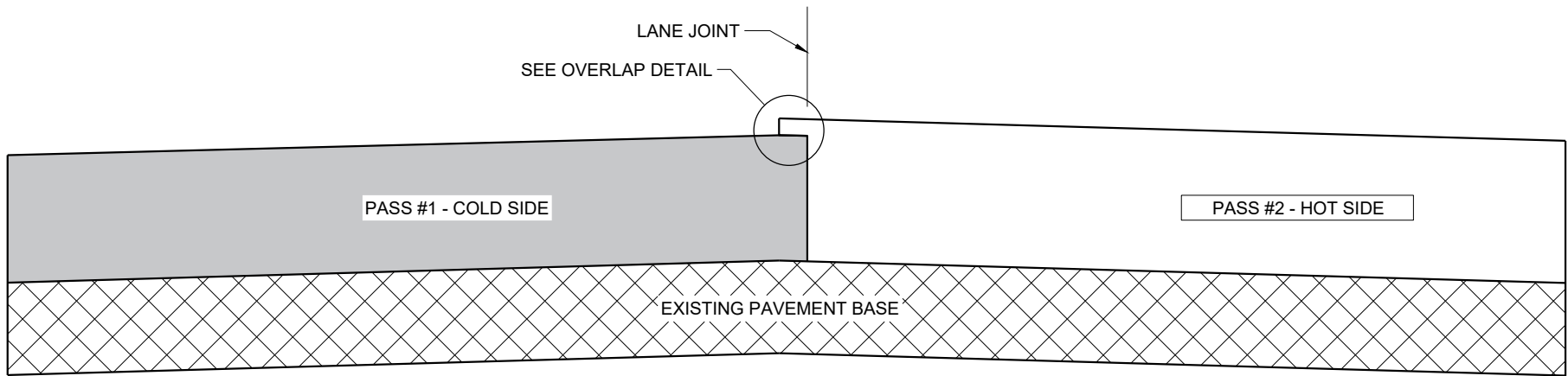
PRE_119



**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

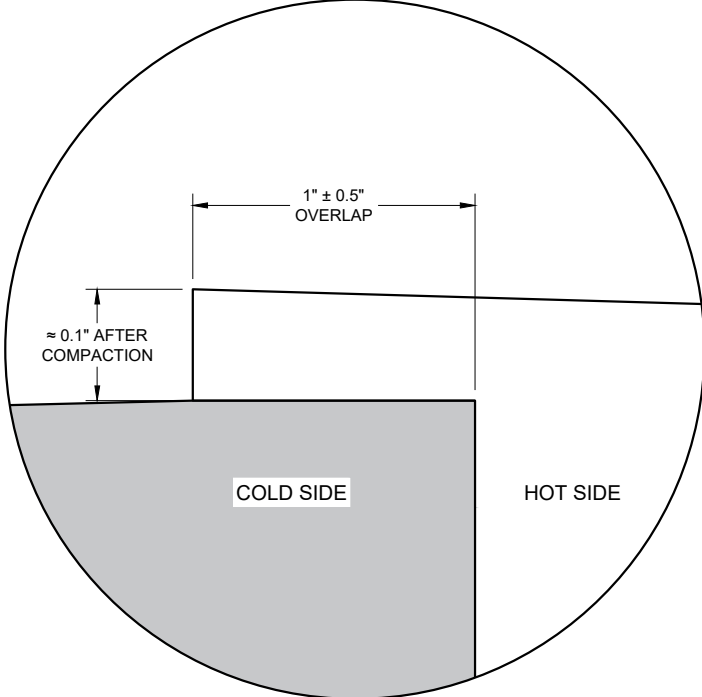
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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)

HMA LONGITUDINAL JOINTS

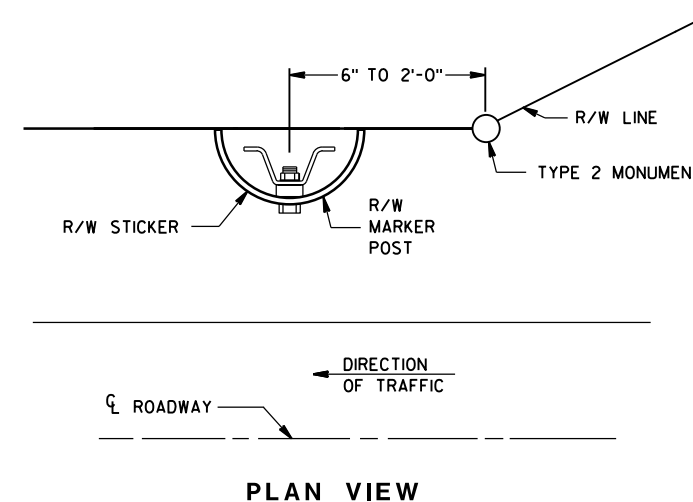
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

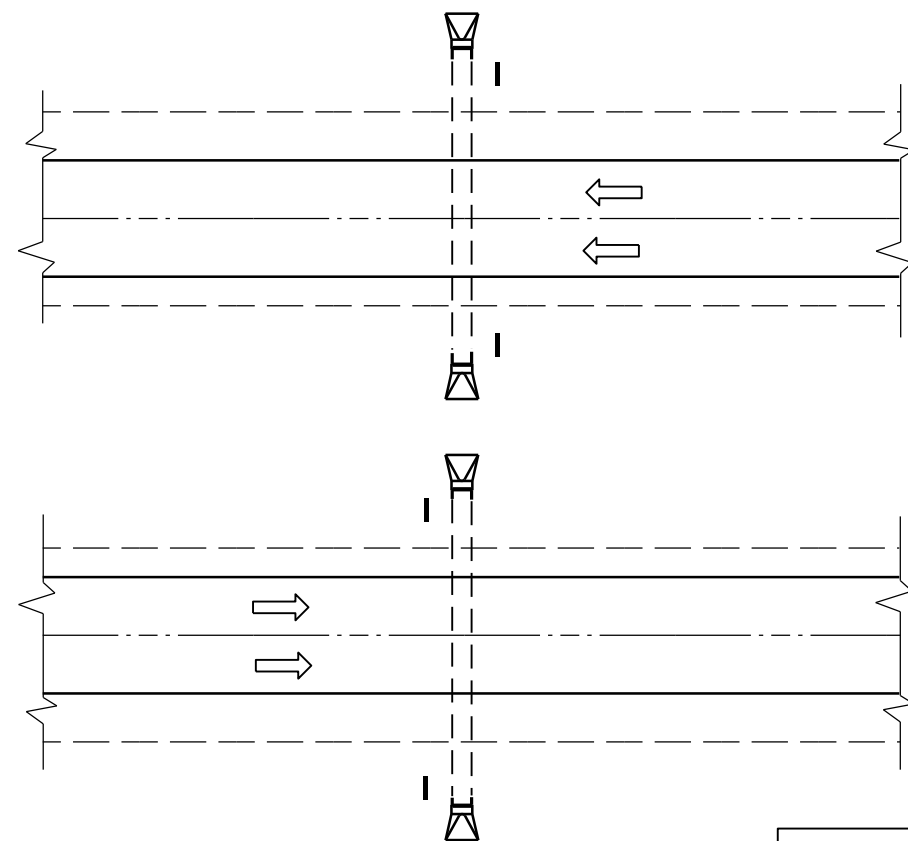
APPROVED
February 2020 /S/ Steven Hefel
DATE HMA PAVEMENT | PRE_120
FHWA



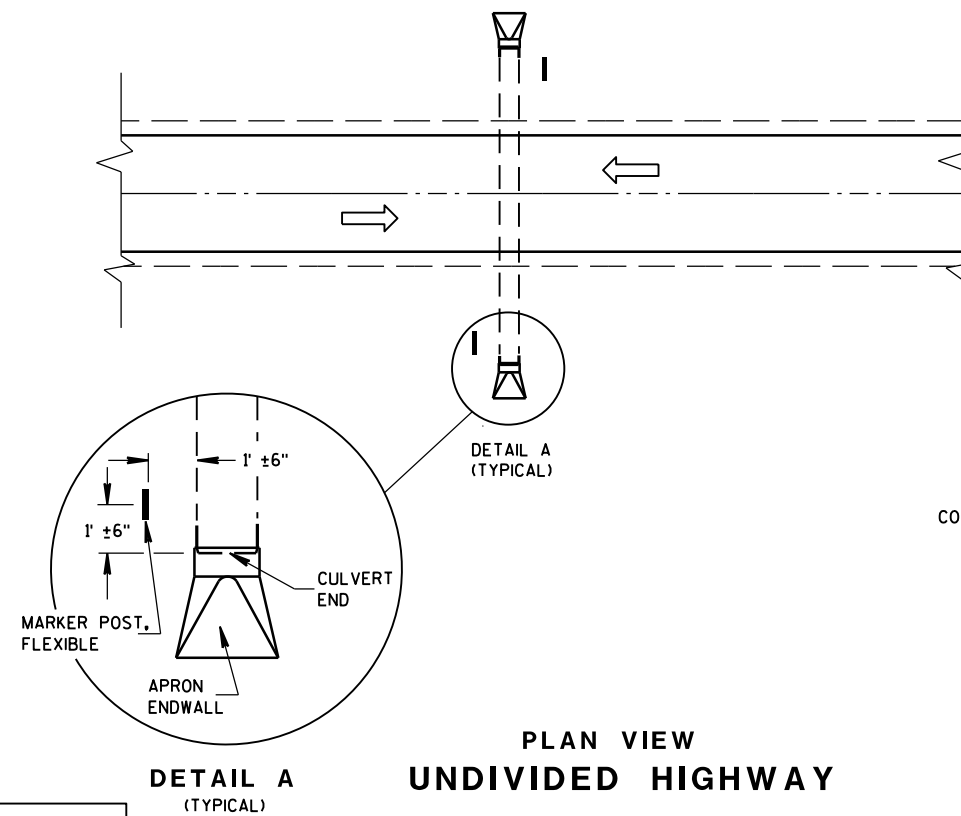
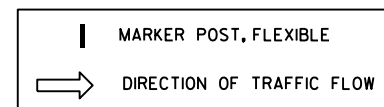
② IN AREAS OF SOLID ROCK, DRILL A BORE HOLE 2" GREATER THAN THE WIDEST DIMENSION OF THE POST CROSS SECTION INTO THE ROCK TO A MINIMUM DEPTH OF 12 INCHES. CUT OR SPLICE THE POST SO THAT A MINIMUM LENGTH OF 4'-0" PROTRUDES ABOVE THE GROUND. BLOW OUT THE BORE HOLE IN THE ROCK USING COMPRESSED AIR.

FILL THE BORE HOLE WITH CEMENT GROUT, OR EQUIVALENT, DEPENDING ON THE STABILITY OF THE ROCK.





PLAN VIEW
DIVIDED HIGHWAY

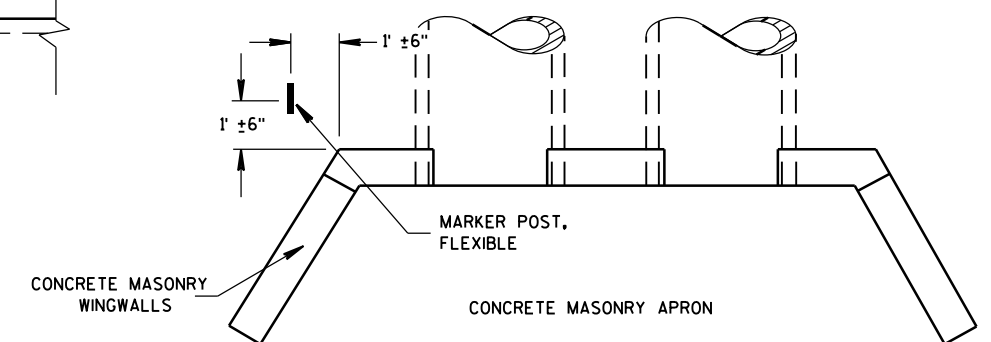


PLAN VIEW
UNDIVIDED HIGHWAY

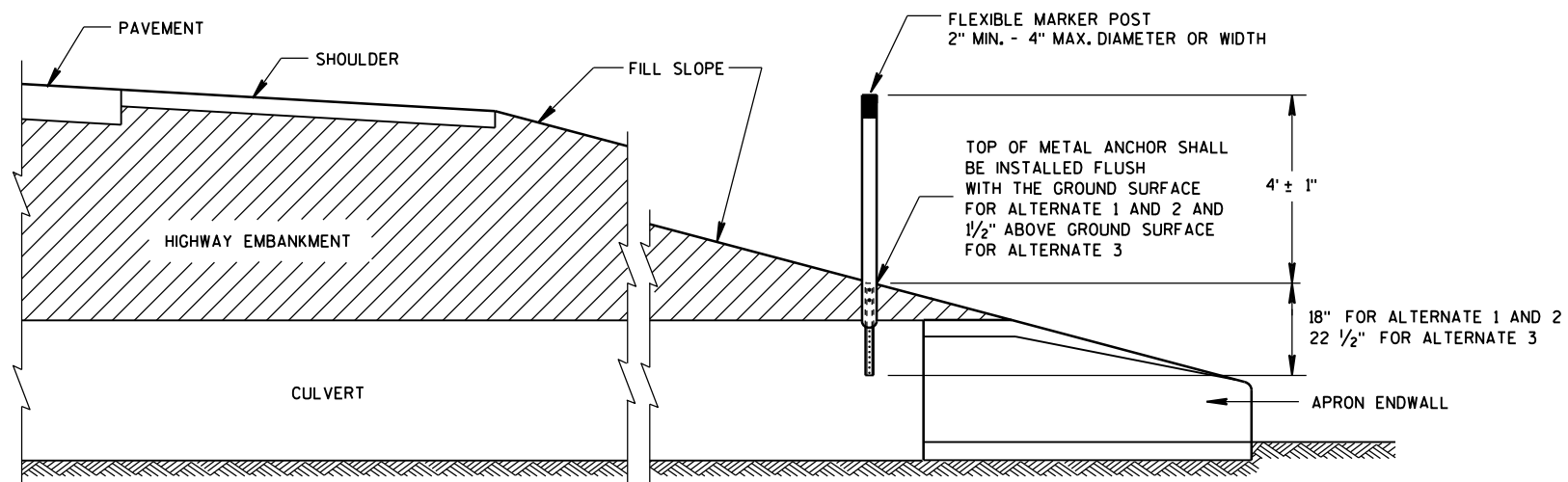
FLEXIBLE MARKER POST LOCATION

GENERAL NOTES

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



PLAN VIEW
CONCRETE MASONRY ENDWALLS FOR
CULVERT PIPE AND PIPE ARCH

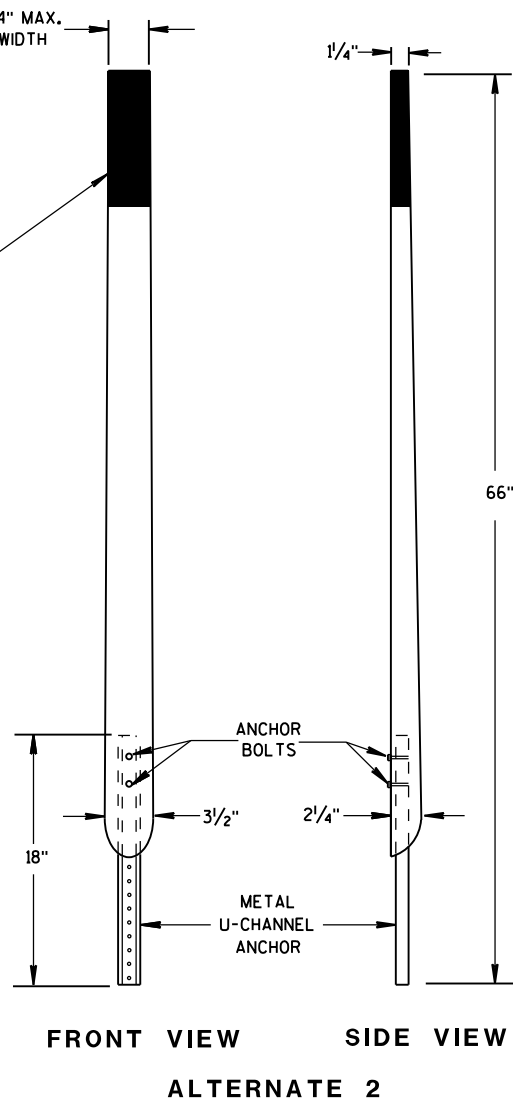
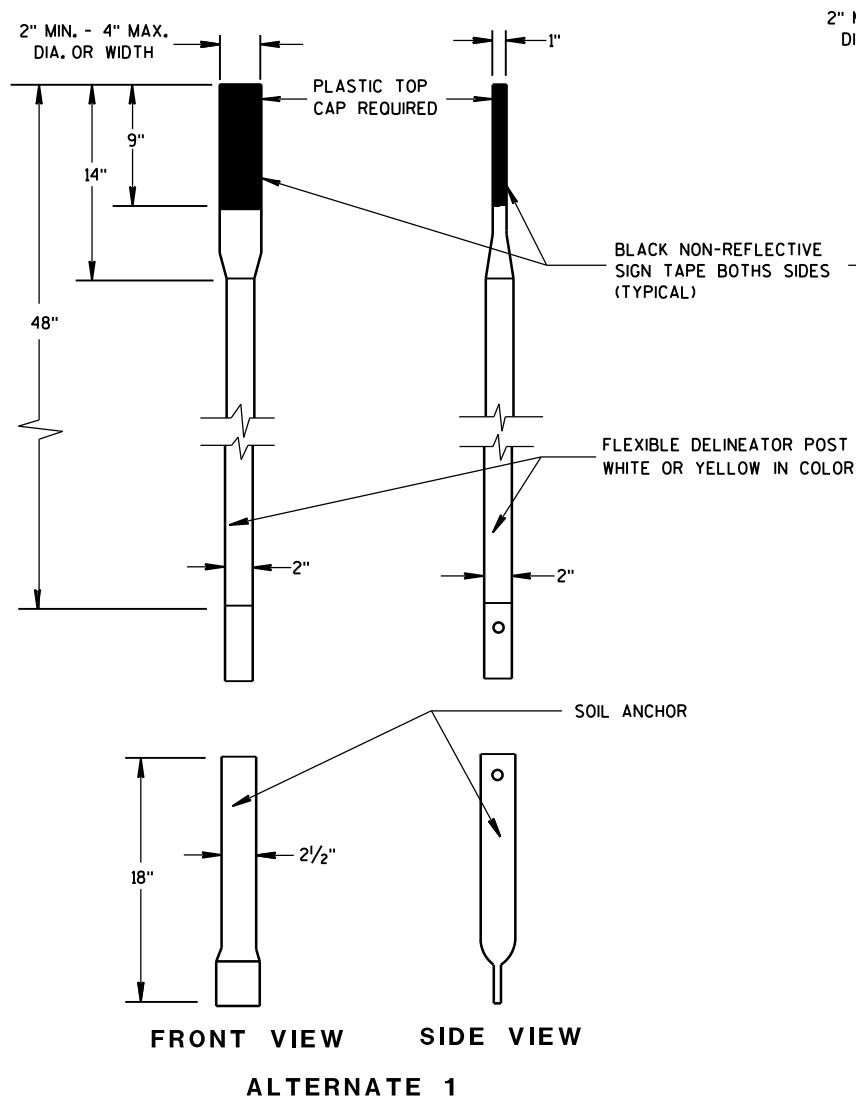


CROSS SECTION
FLEXIBLE MARKER POST

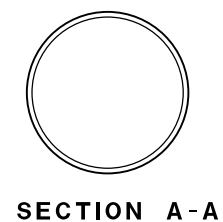
FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

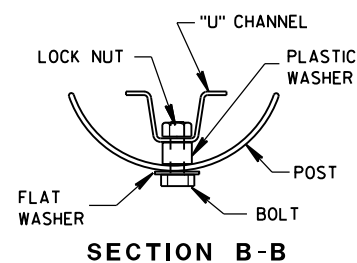
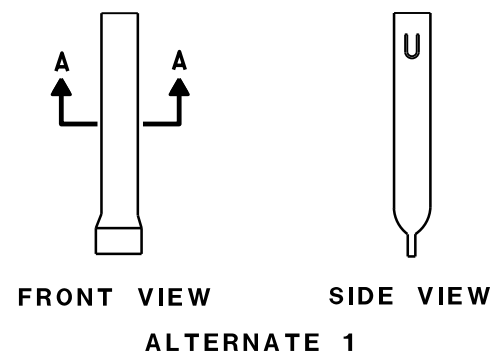
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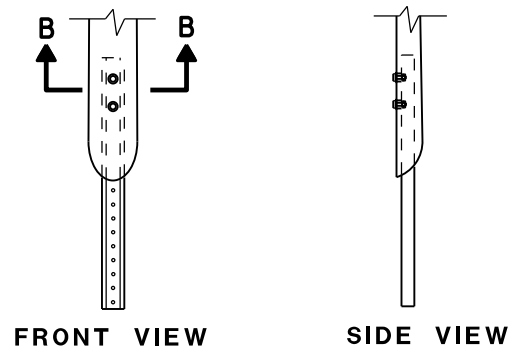
FLEXIBLE MARKER POSTS



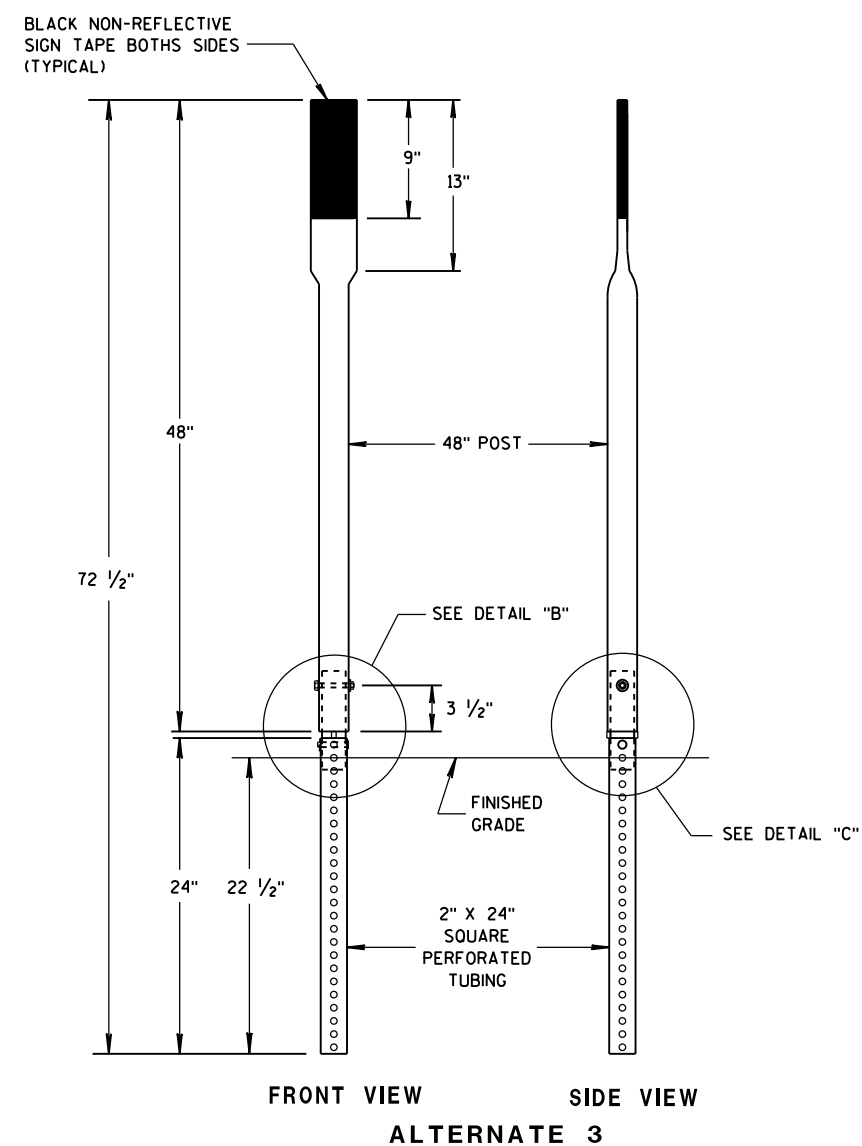
SECTION A-A



SECTION B-B

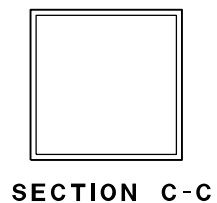


FLEXIBLE MARKER POST ANCHORS

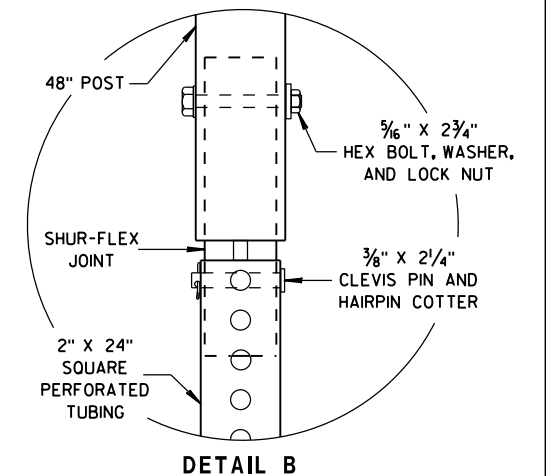
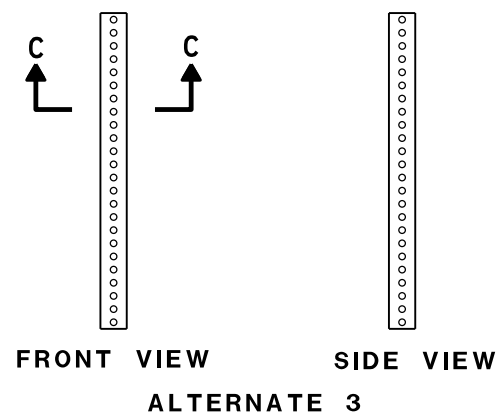


FRONT VIEW SIDE VIEW

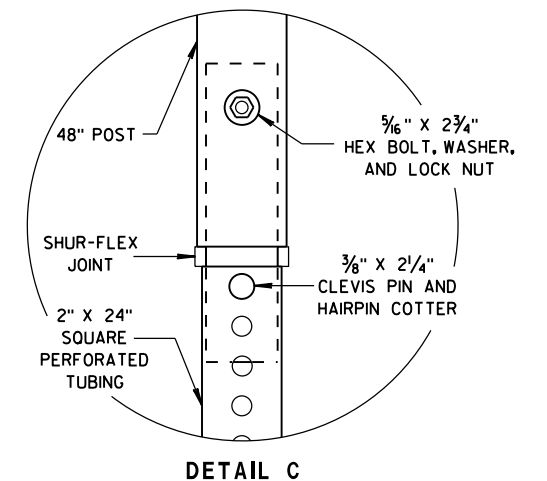
ALTERNATE 3



SECTION C-C



DETAIL B



DETAIL C

FLEXIBLE MARKER POST FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

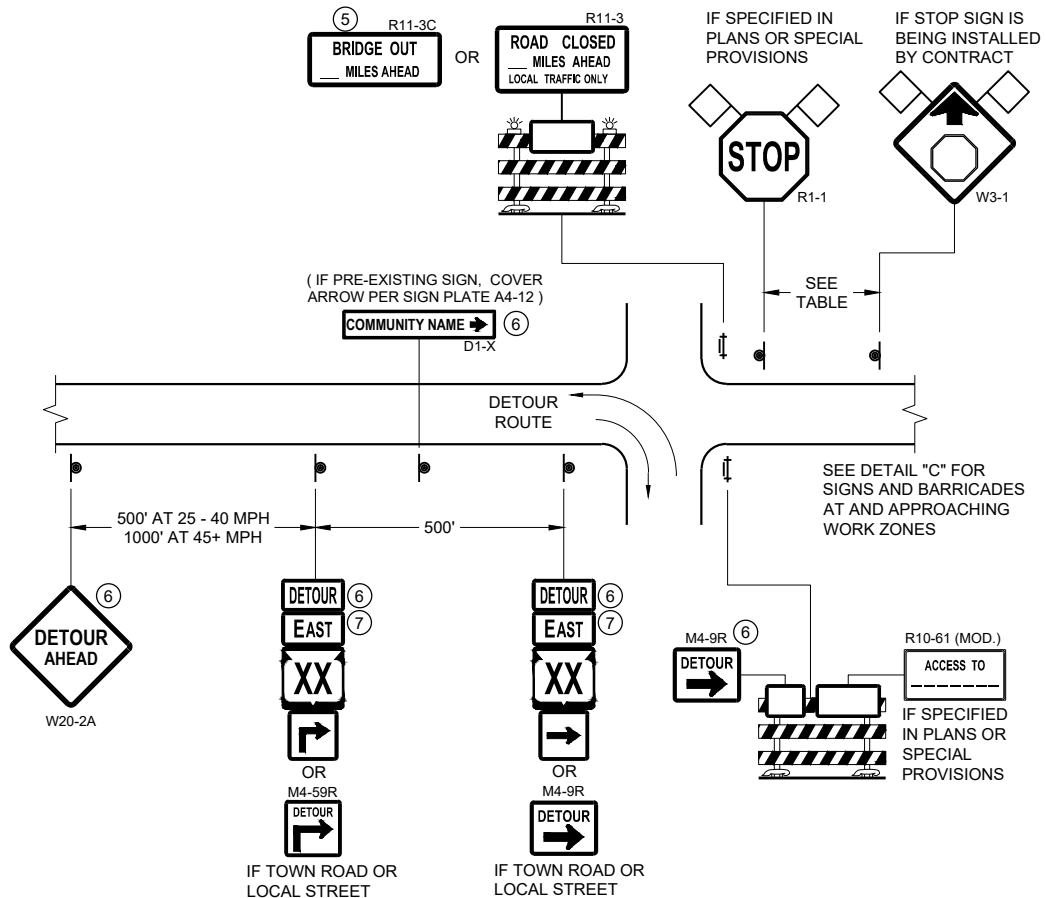
10/1/2012
DATE

FHWA

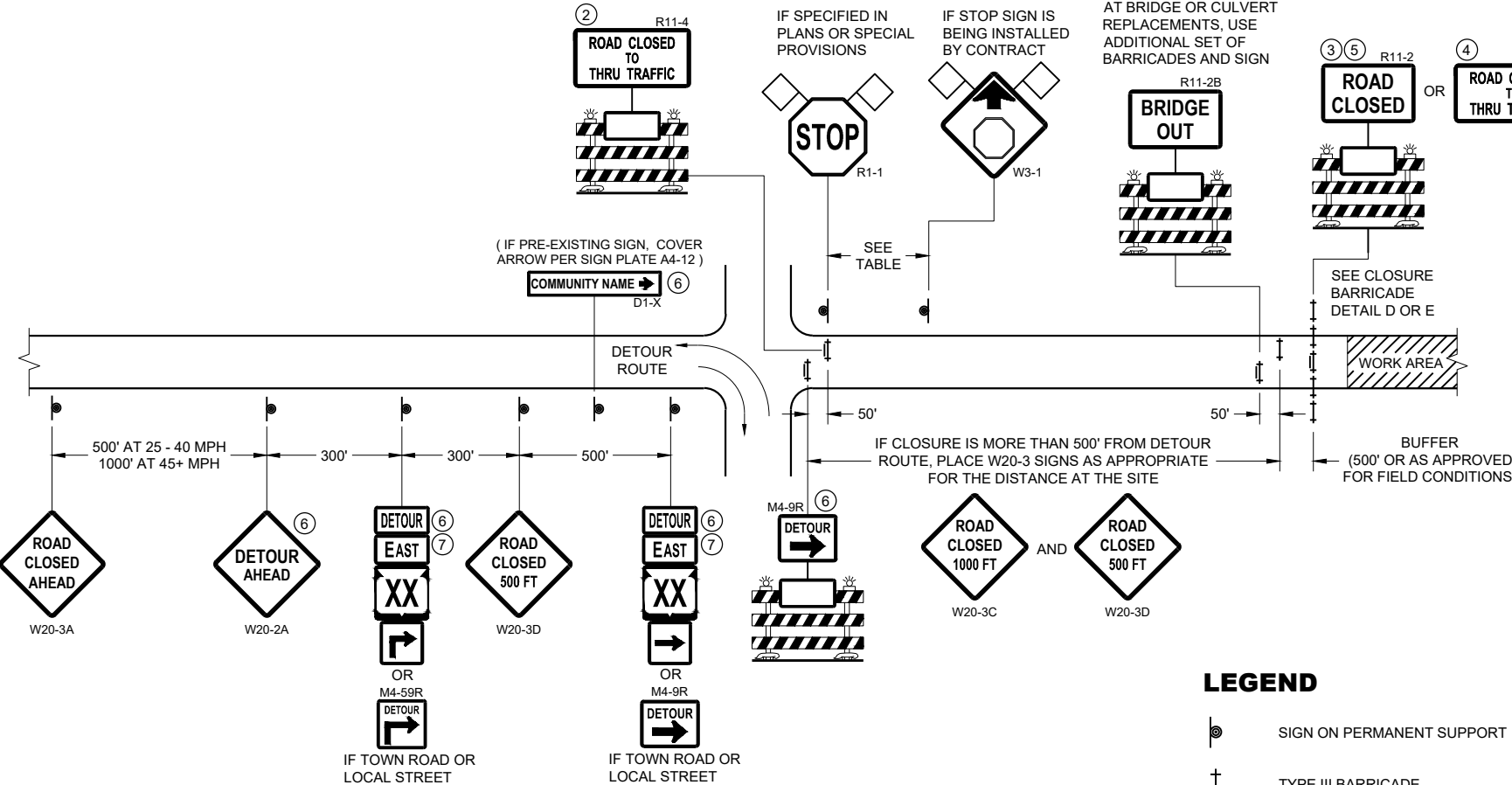
/S/ Travis Feltes
STATE TRAFFIC EN

PR

JN



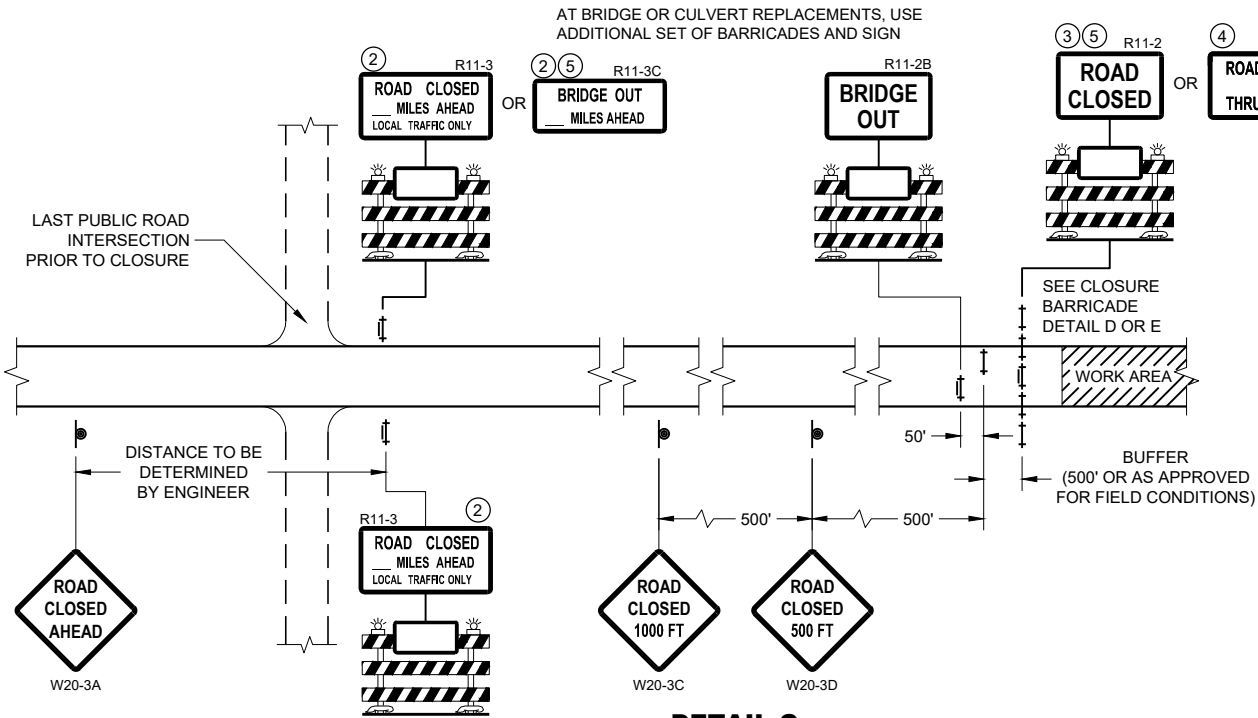
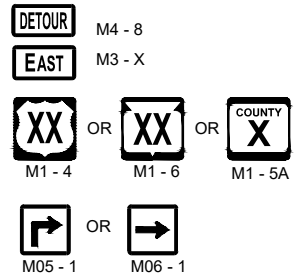
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE LESS THAN ½ MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)

- LEGEND**
- SIGN ON PERMANENT SUPPORT
 - TYPE III BARRICADE
 - TYPE III BARRICADE WITH ATTACHED SIGN
 - TYPE "A" WARNING LIGHT (FLASHING)
 - WORK AREA
 - FLAGS, 16" X 16" MIN. (ORANGE)

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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

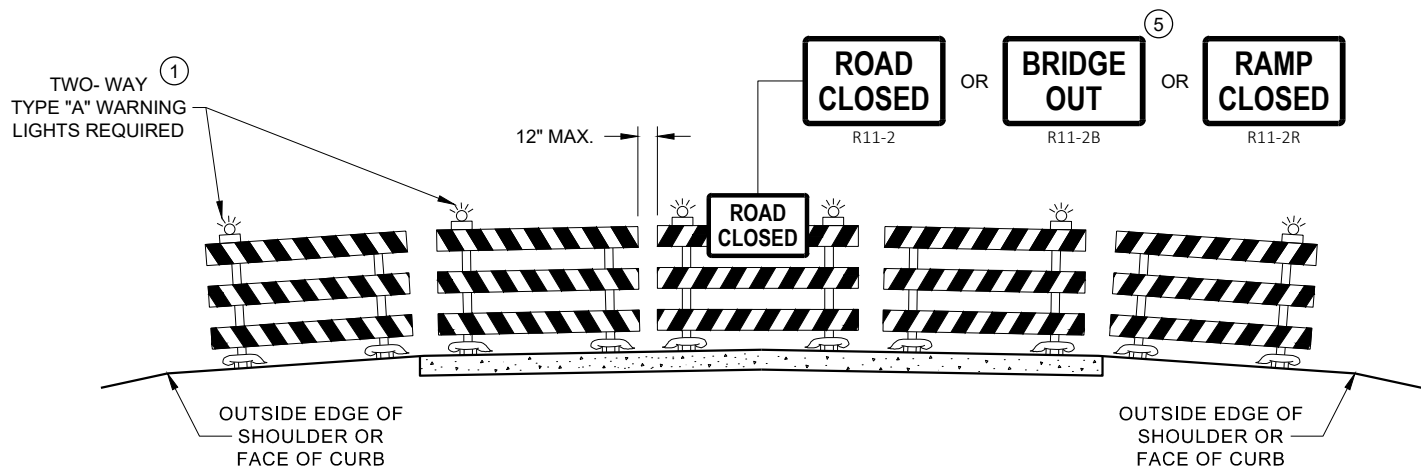
SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

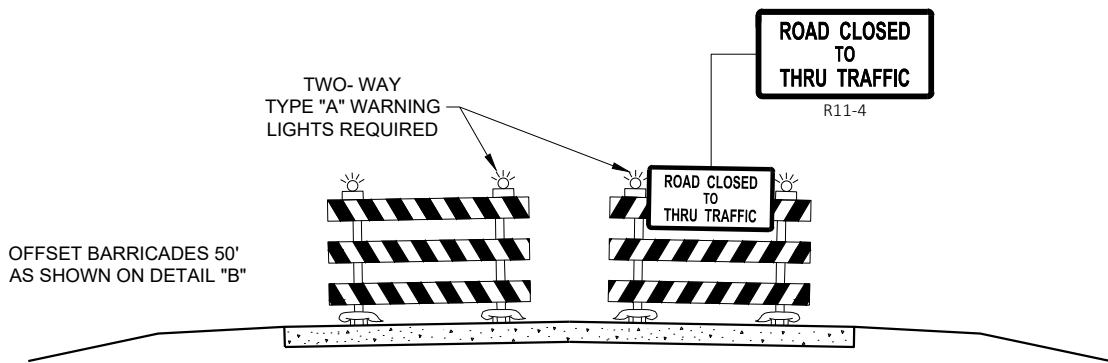
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 /S/ Andrew Heidtke
DATE WORK ZONE ET PRE_125

FHWA



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:

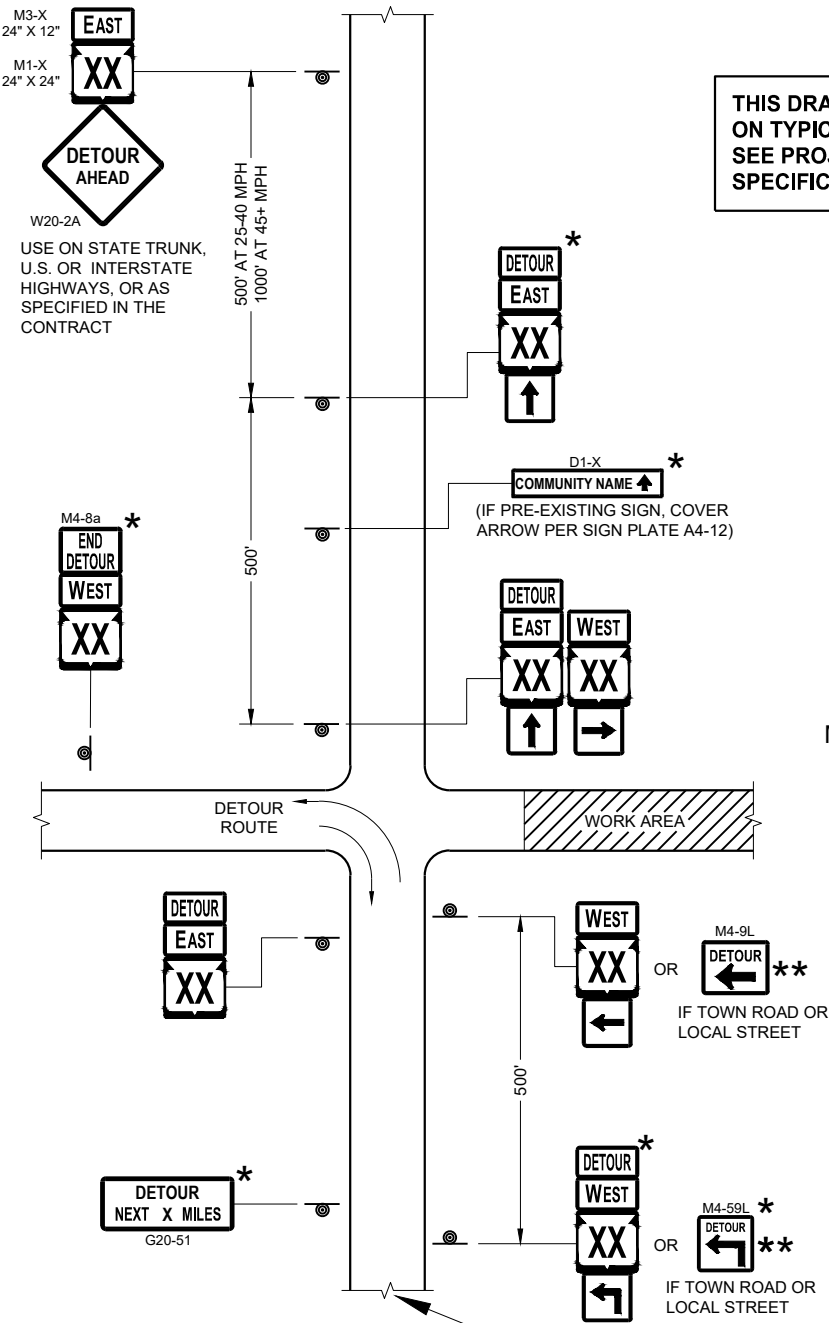
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

- 1 TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING).
- 2 THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.
- 3 FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".
- 4 FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".
- 5 FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.
- 6 INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.
- 7 "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS
FOR
VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

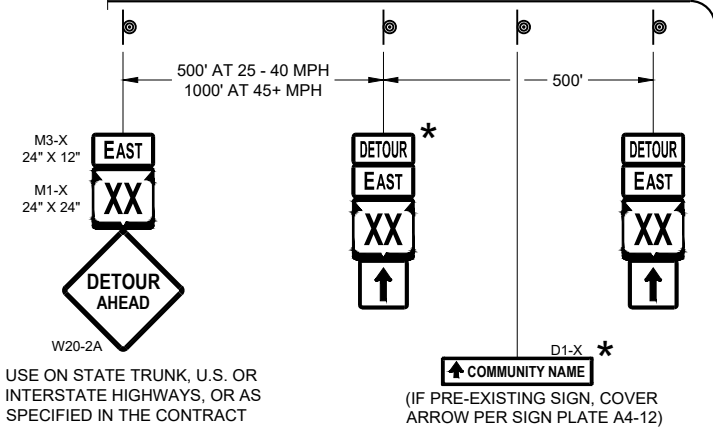
APPROVED
February 2020 /S/ Andrew Heidtke
DATE WORK ZONE ET PRE_126
FHWA



SEE SPECIFIC PROJECT DETOUR
SIGNING DETAIL SHEETS AND
DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

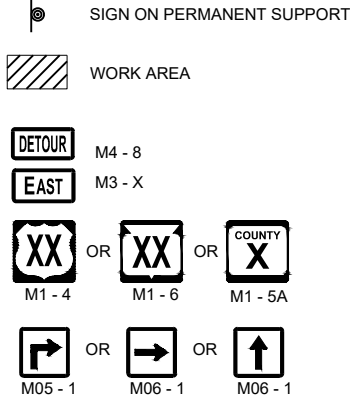
THIS DRAWING PROVIDES GENERAL GUIDANCE
ON TYPICAL DETOUR SIGN LAYOUT AND SPACING.
SEE PROJECT DETOUR SIGNING SHEETS FOR
SPECIFIC DETAILS FOR EACH PROJECT.

MATCH POINT



DETAIL F
DETOUR SIGNING

LEGEND



GENERAL NOTES

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

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

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

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

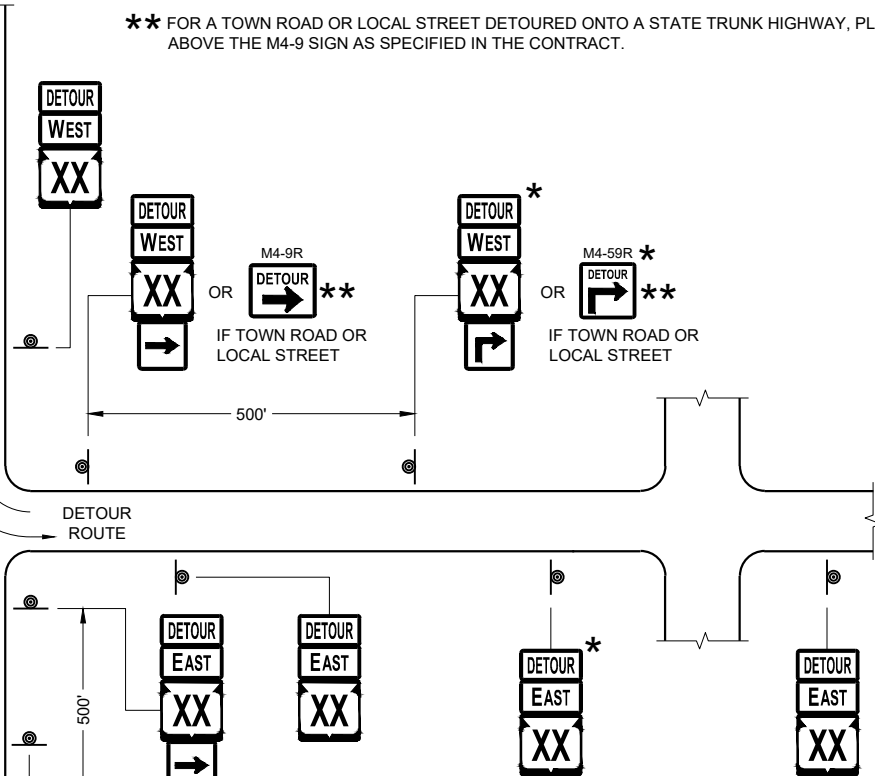
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

- * OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.
- ** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.

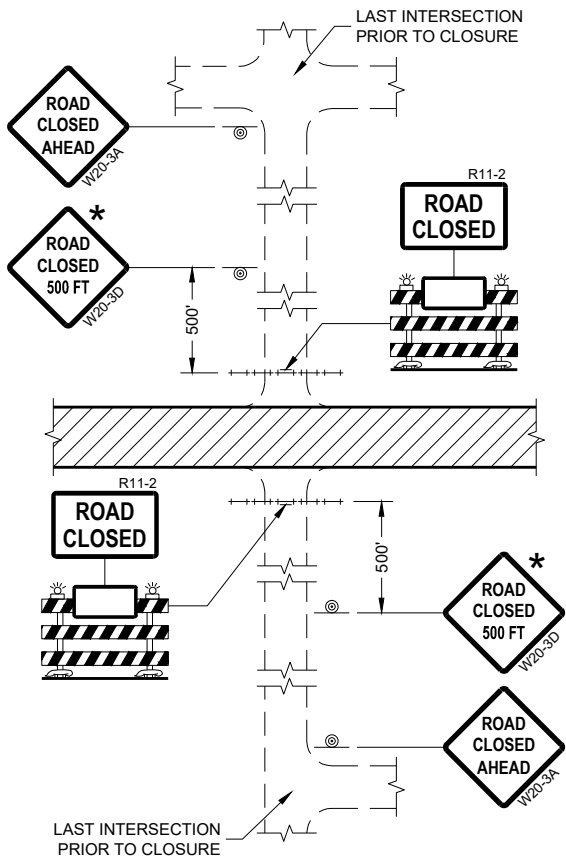


PLACE SIGNS BEYOND INTERSECTIONS
WITH STATE OR COUNTY TRUNK
HIGHWAYS OR AT 4 MILE MAXIMUM
SPACING (4 BLOCKS IF URBAN AREA)

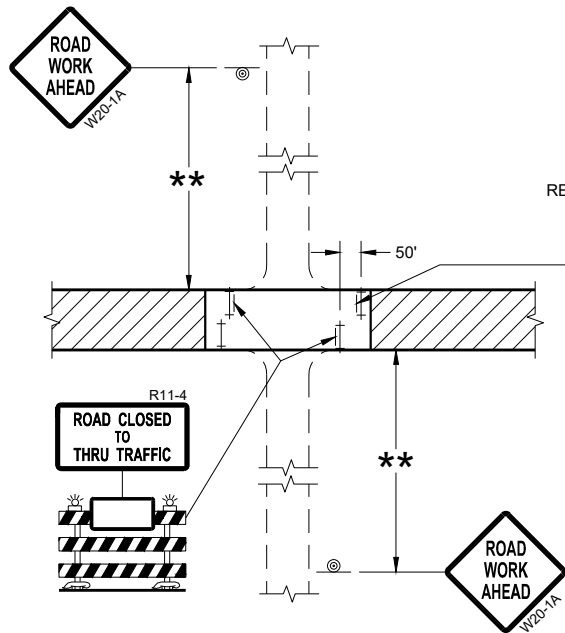
DETOUR SIGNING
FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

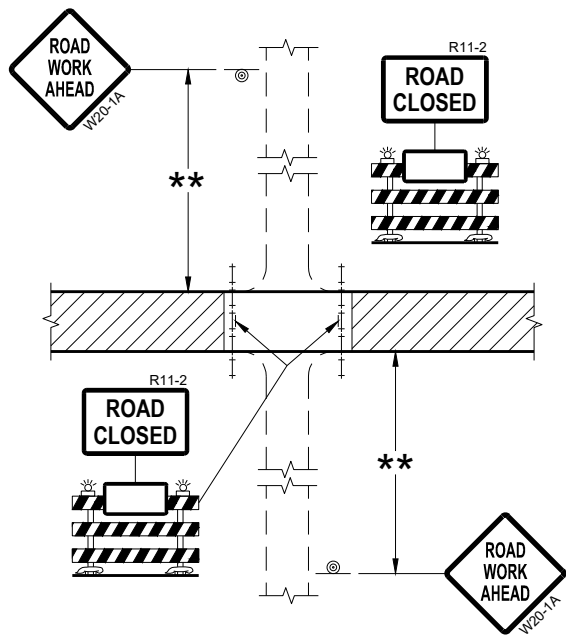
APPROVED
February 2020 /S/ Andrew Heidtke
DATE WORK ZONE ID PRE_127
FHWA



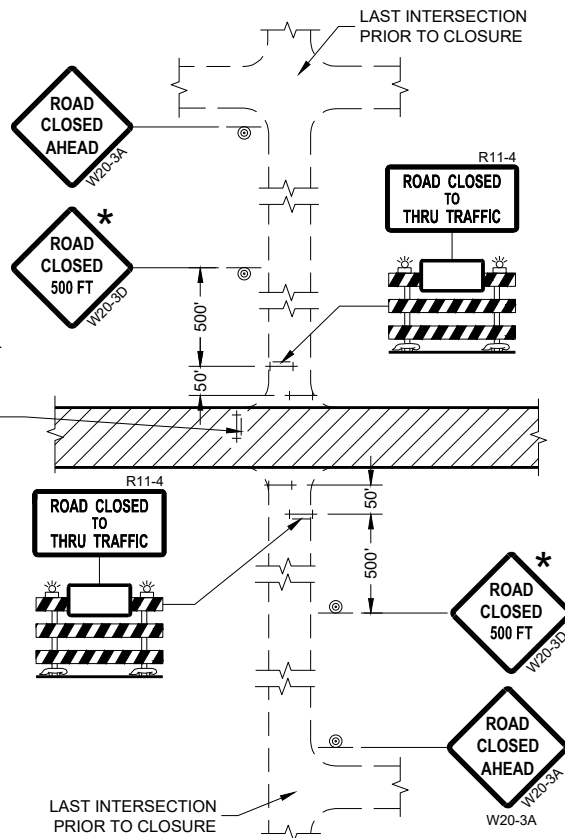
DETAIL 1
(NO ACCESS TO PROJECT)



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



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO 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

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July 2018 /S/ Andrew Heidtke
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FHWA

GENERAL NOTES

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

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

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

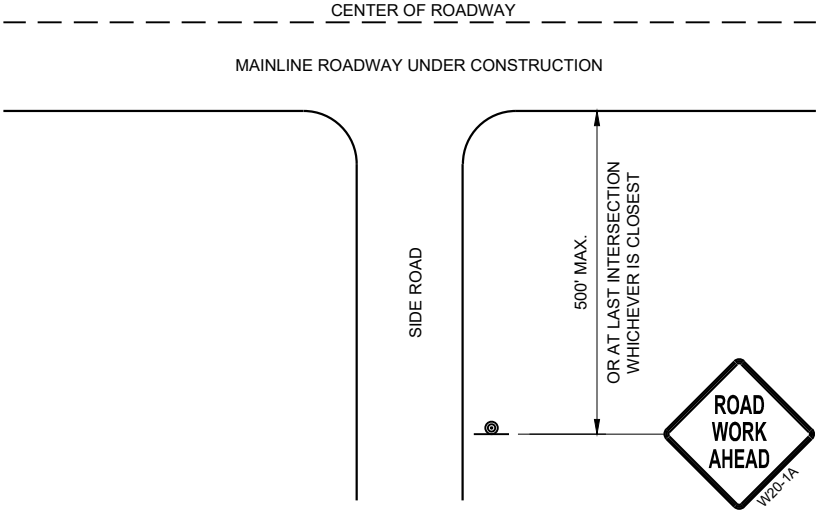
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

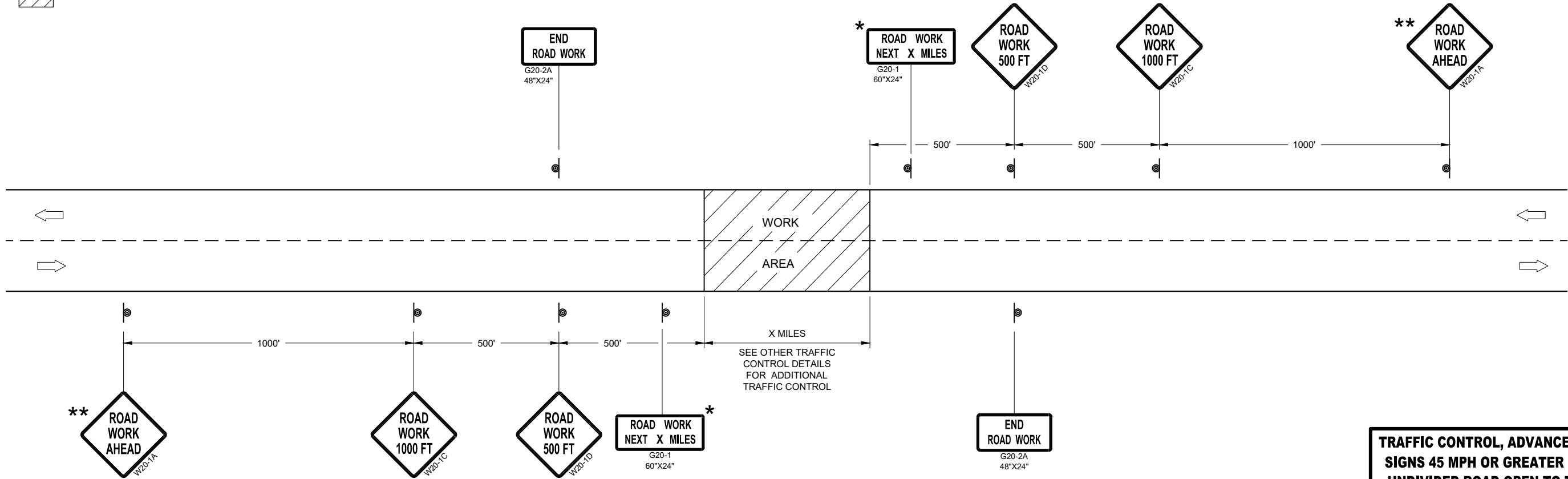
- * OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- ** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING
SIGNS 45 MPH OR GREATER TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ET PRE_129
FHWA

GENERAL NOTES

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

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

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

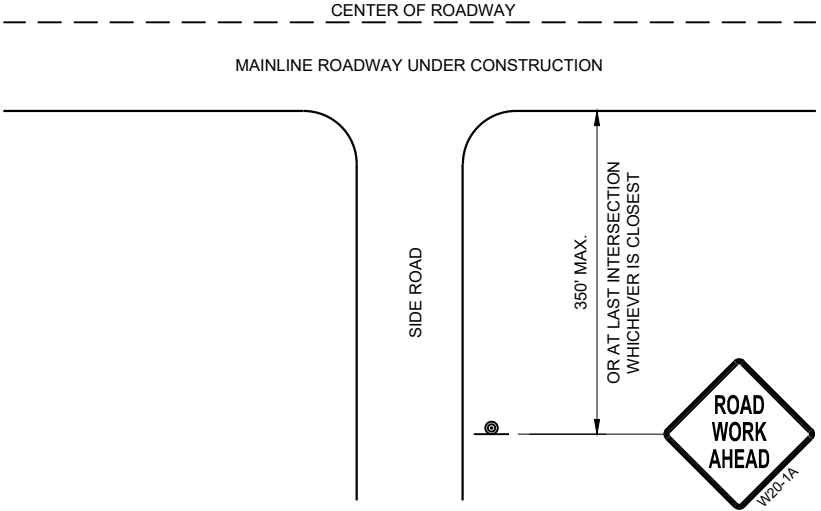
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

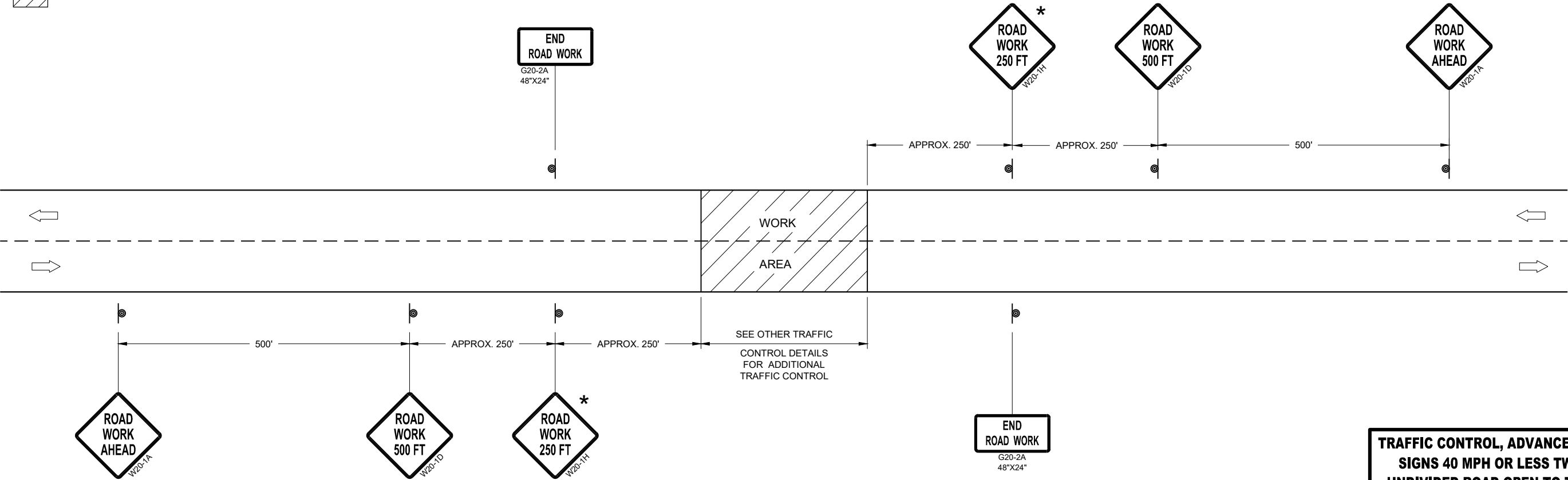
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL

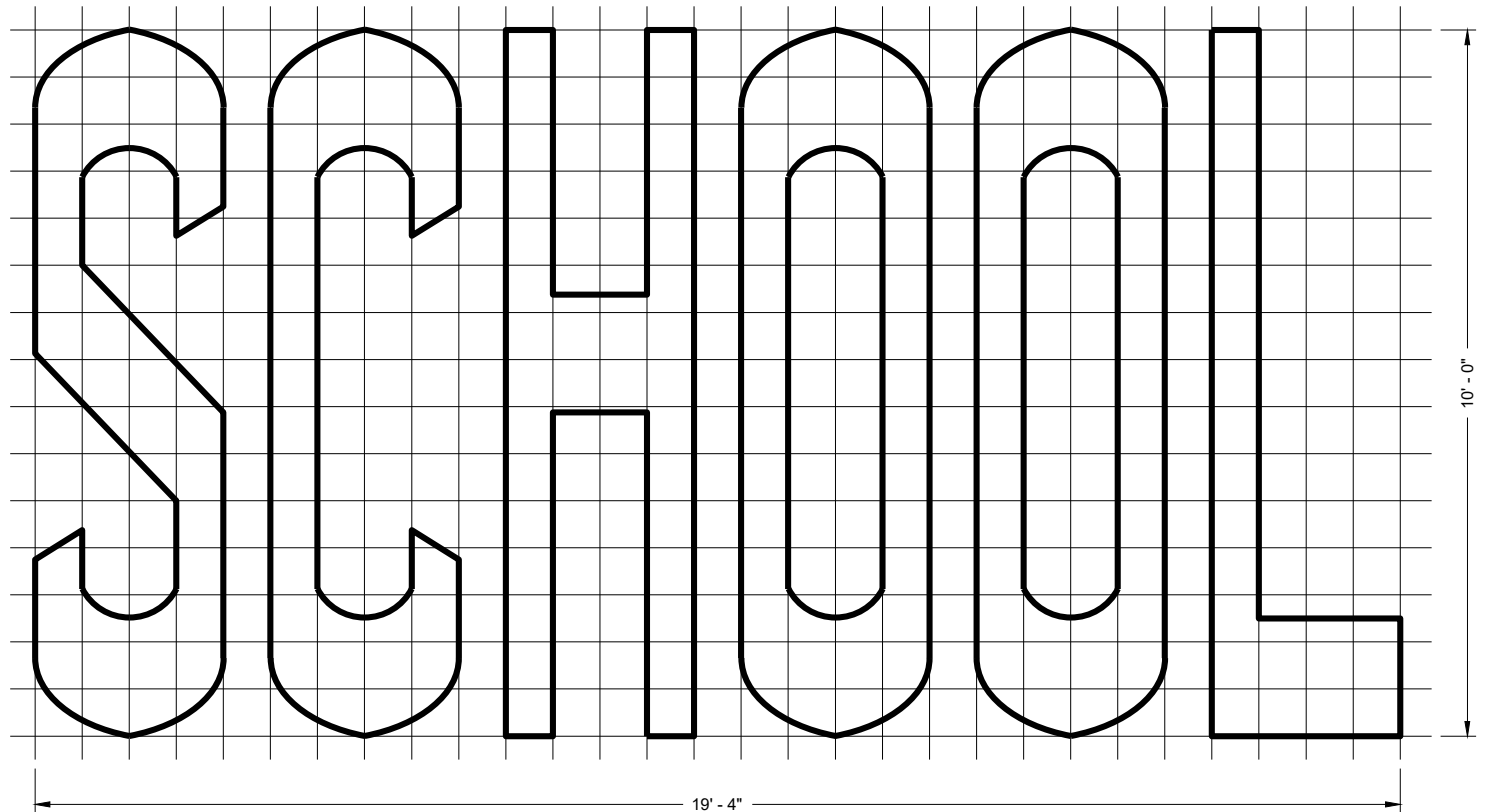
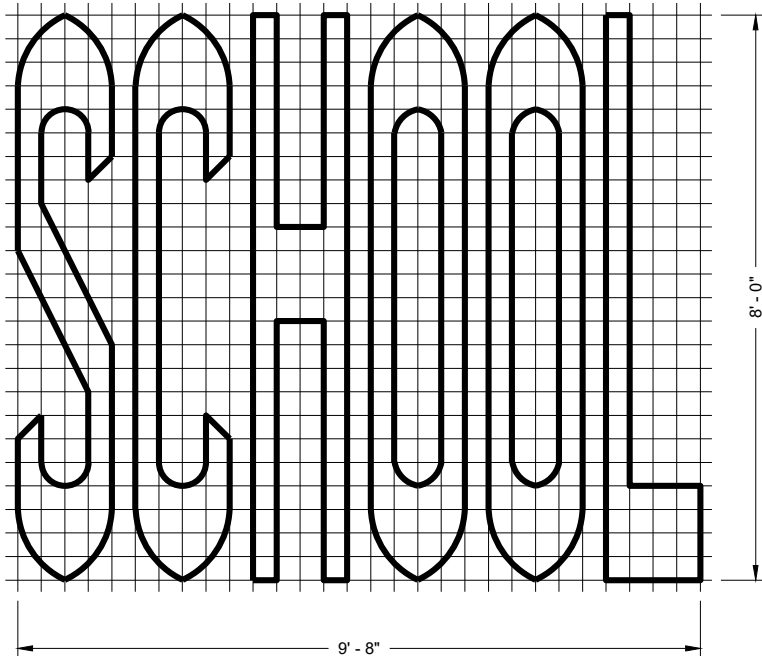
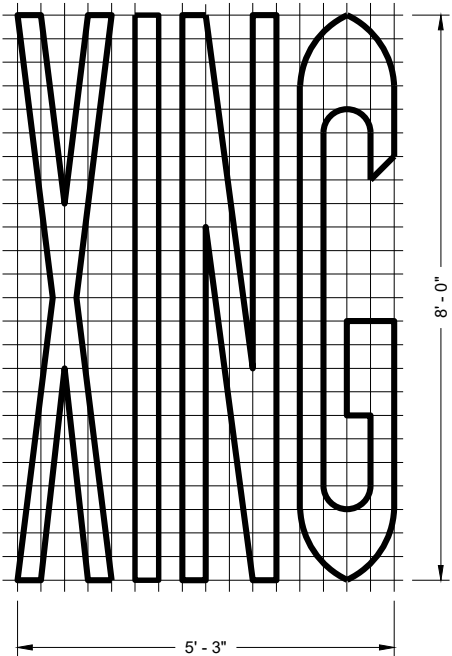
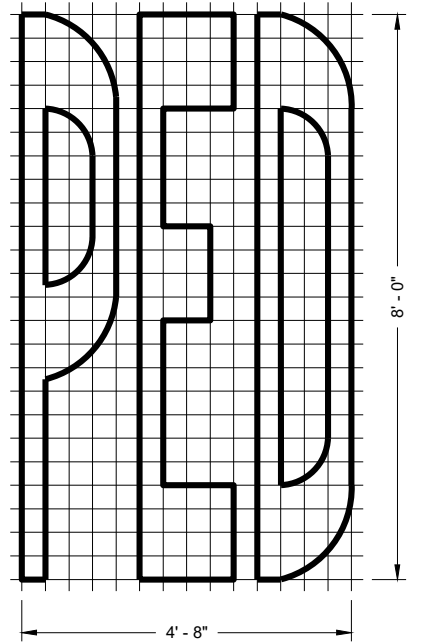
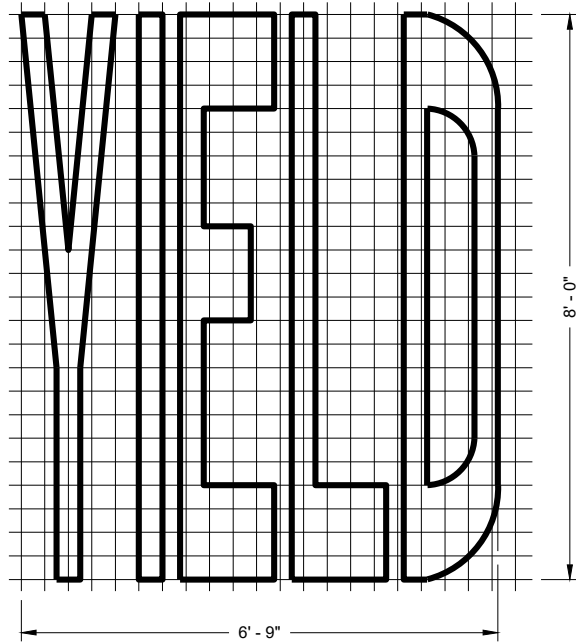
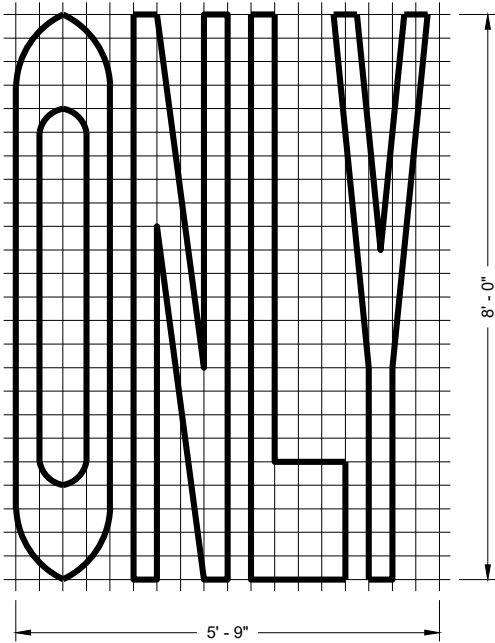
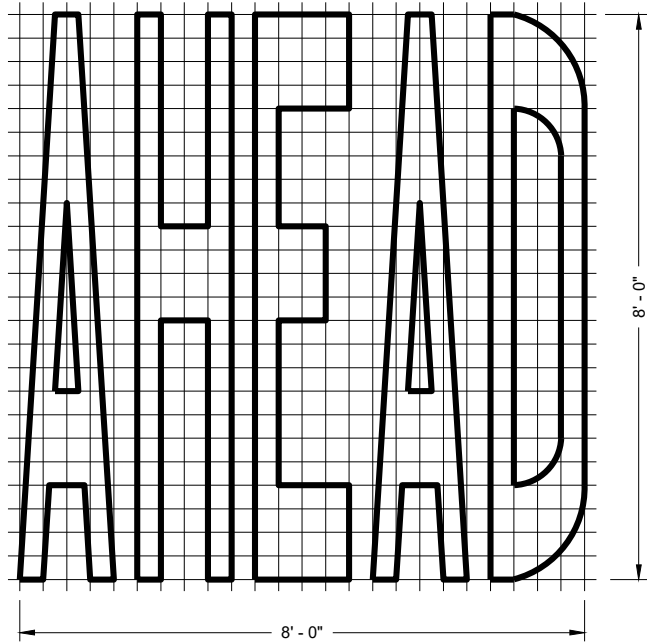
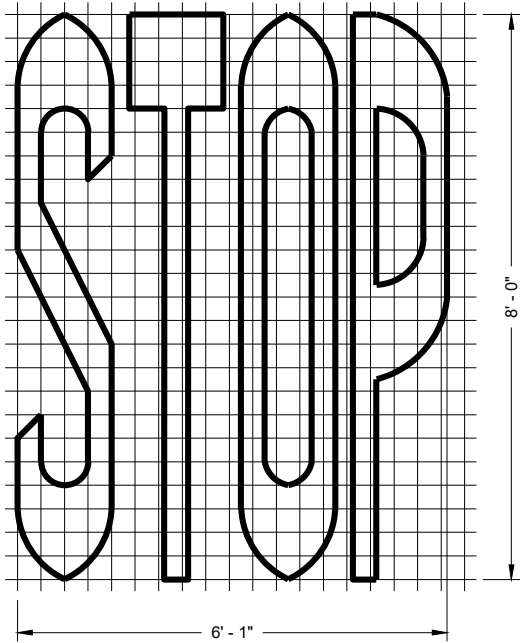


TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

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

STATE OF WISCONSIN
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SINGLE LANE

TWO - LANE

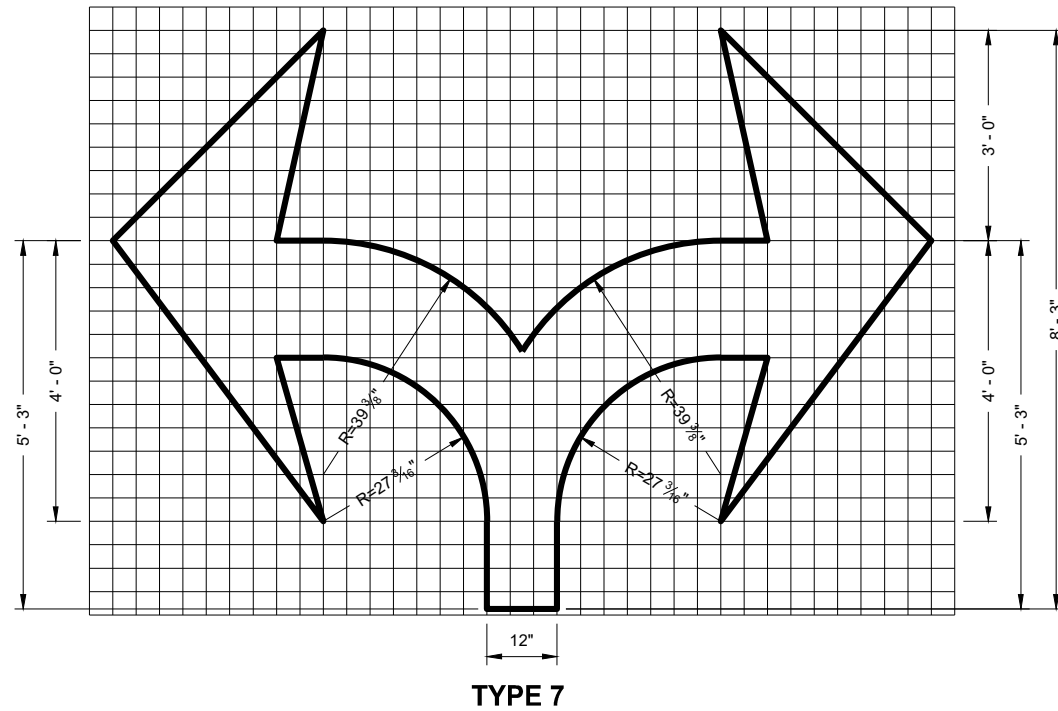
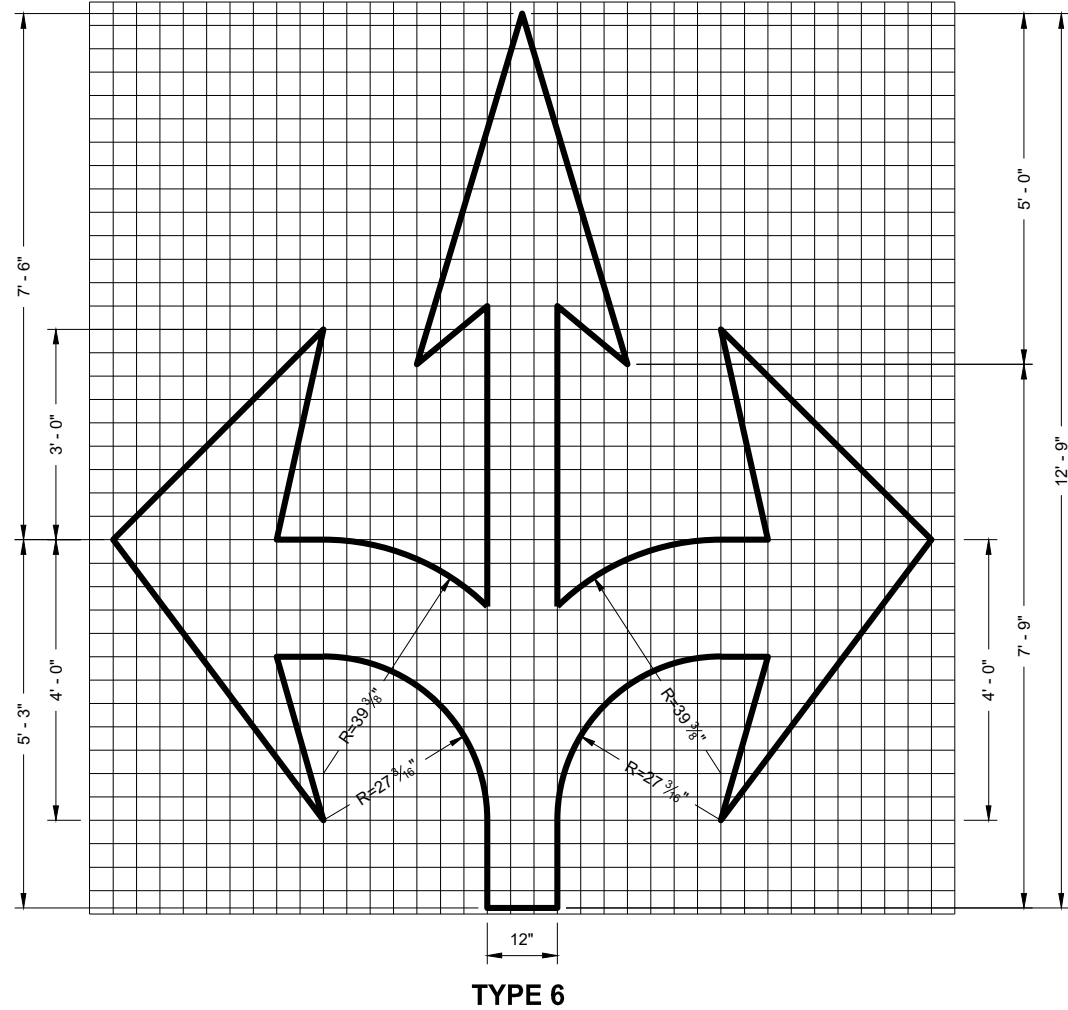
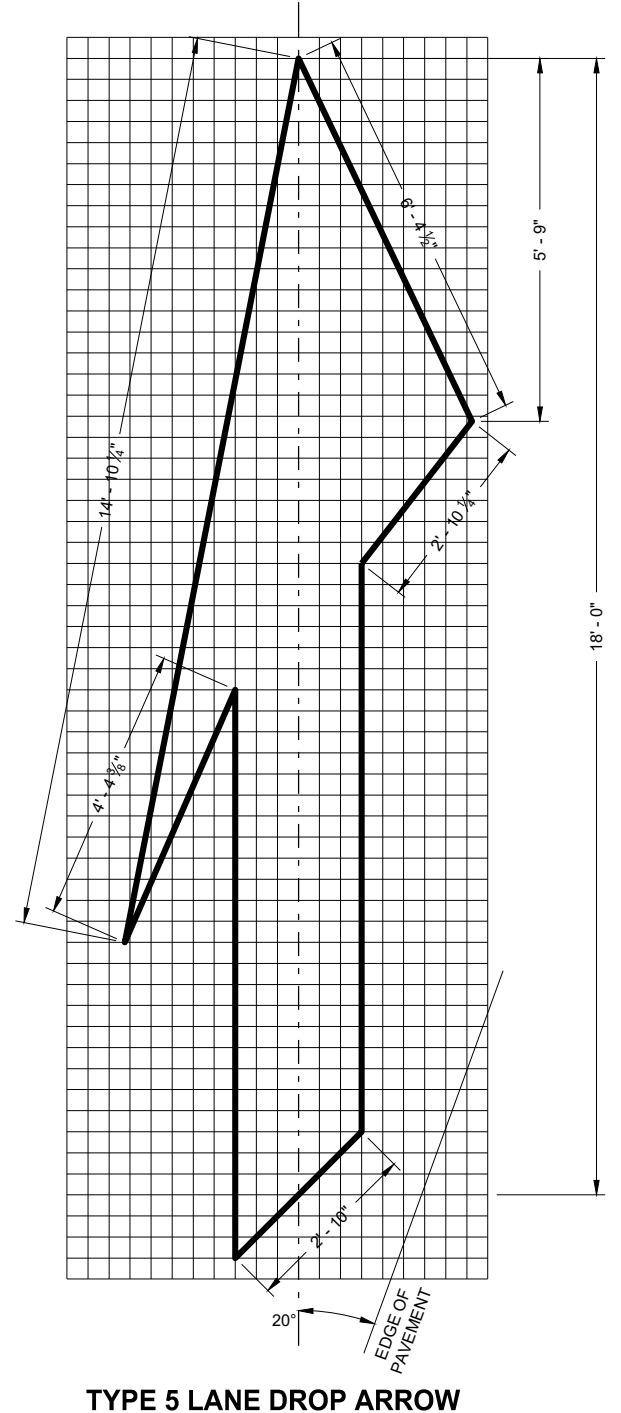
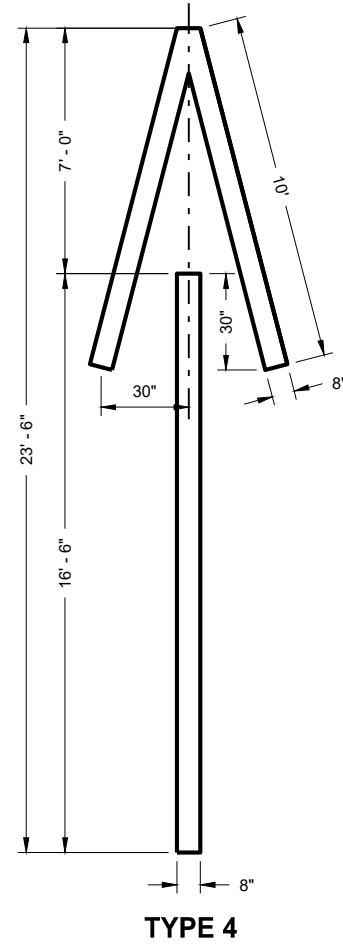
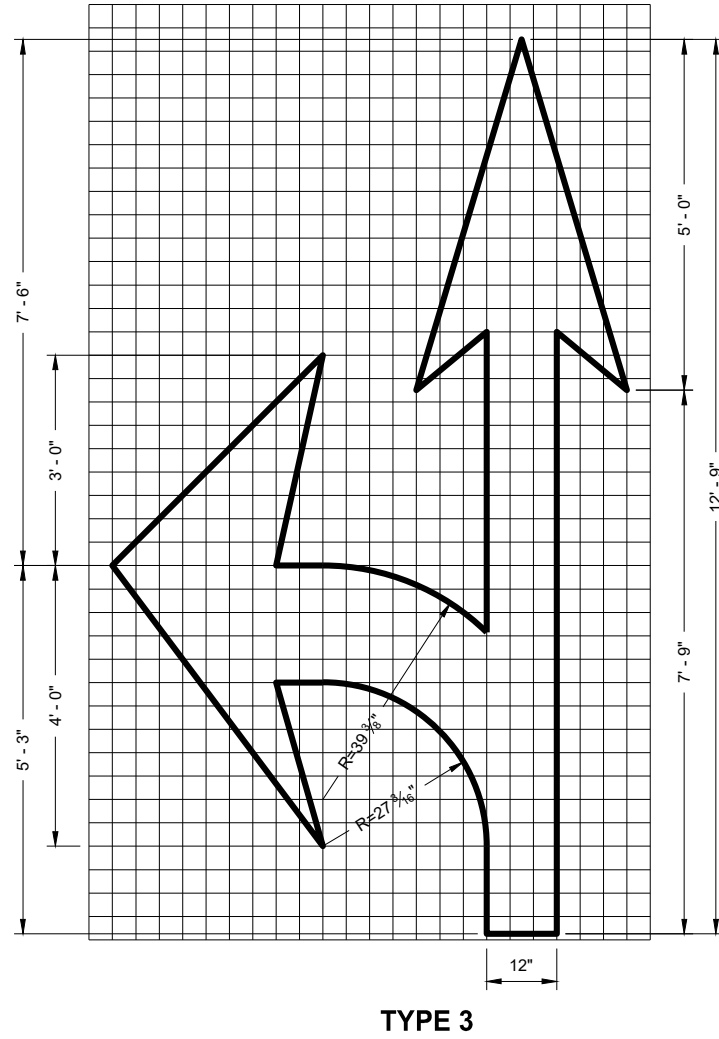
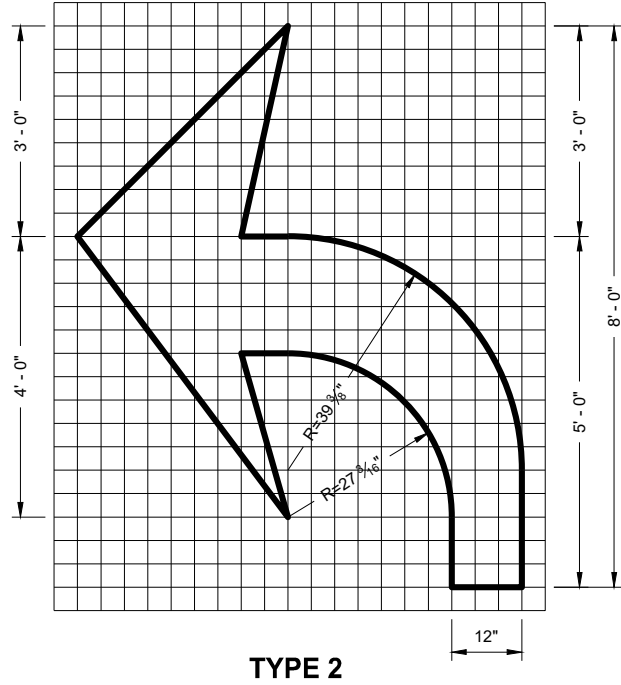
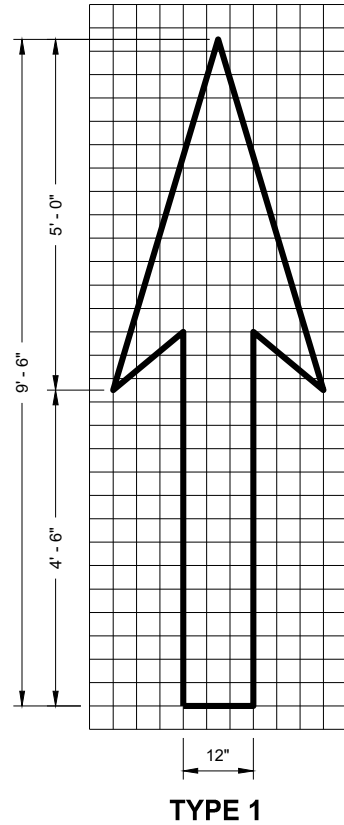
GENERAL NOTES

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 WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE
/S/ Matthew Rauch
STATE SIGNING AN
ENGINEER
PRE_131
FHWA



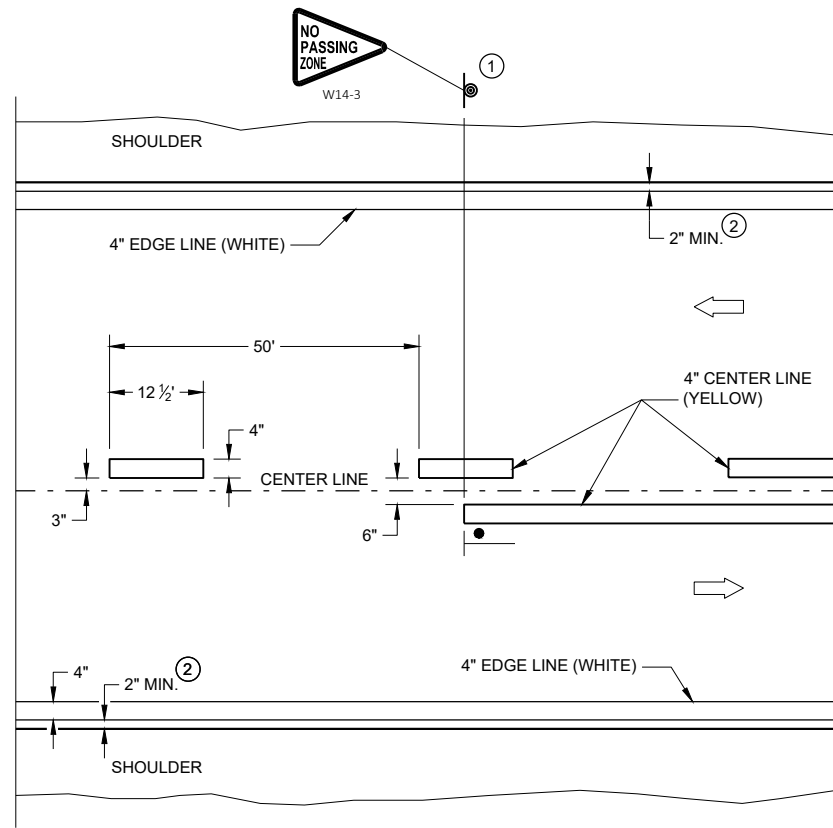
GENERAL NOTES

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.

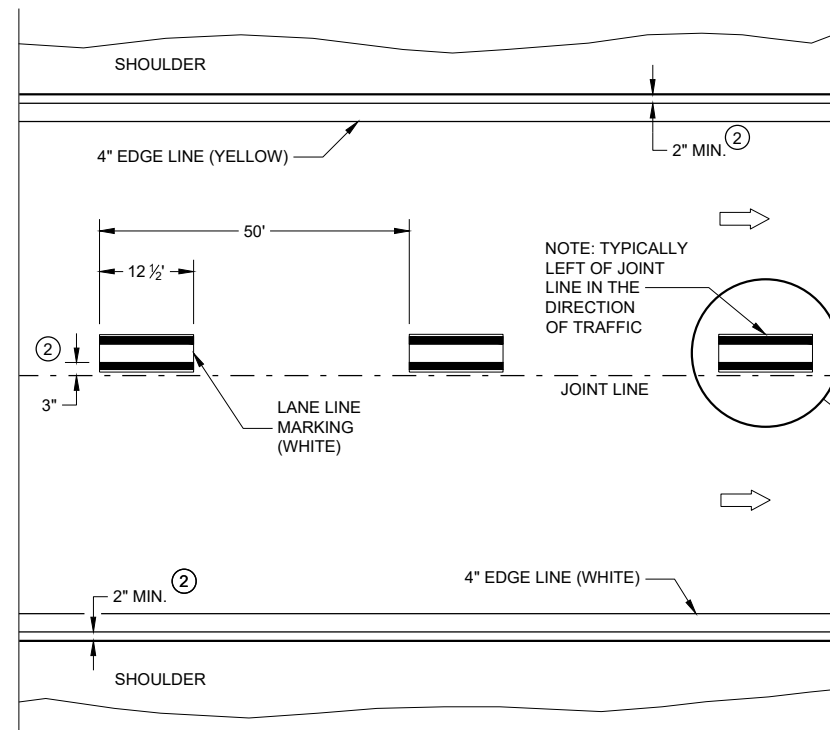
PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE
/S/ Matthew Rauch
STATE SIGNING AN
ENGINEER
PRE_132
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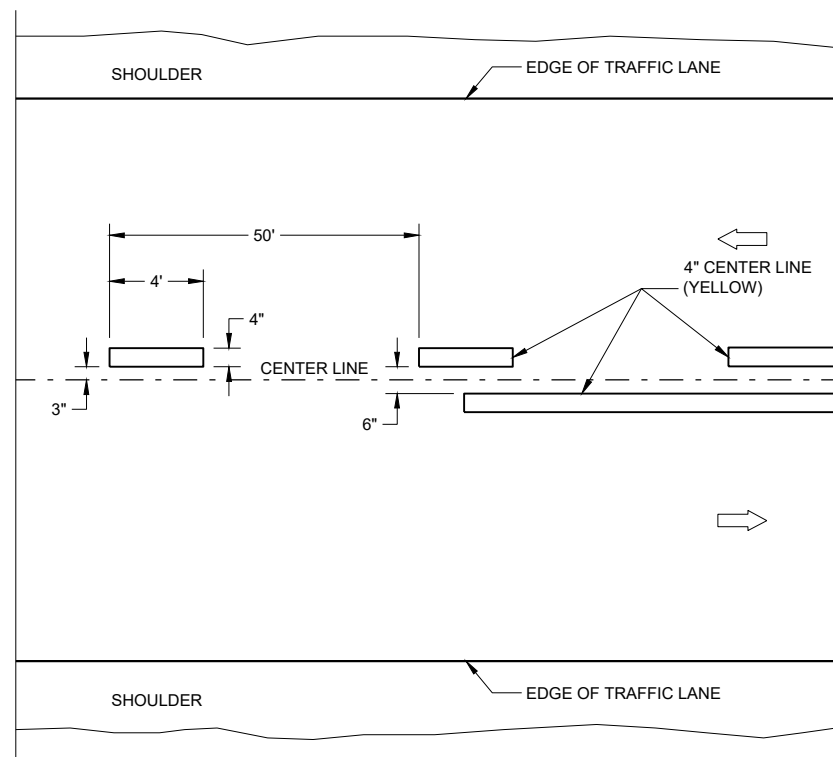


TWO WAY TRAFFIC

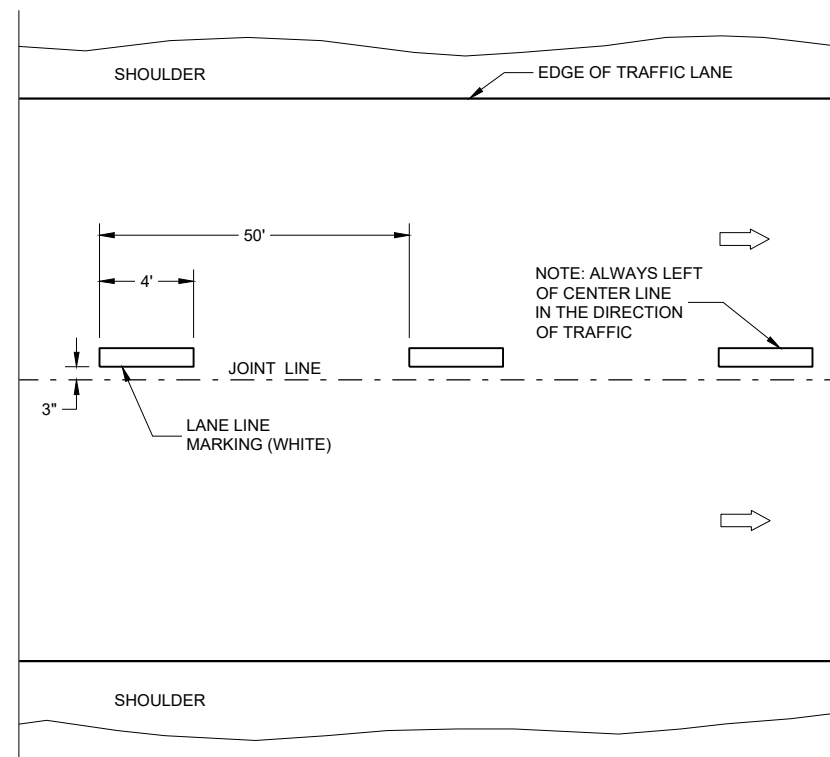


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

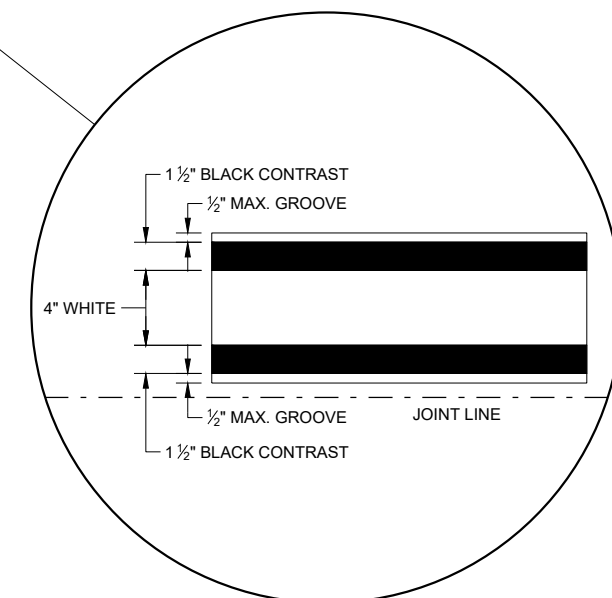
GENERAL NOTES

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
DATE

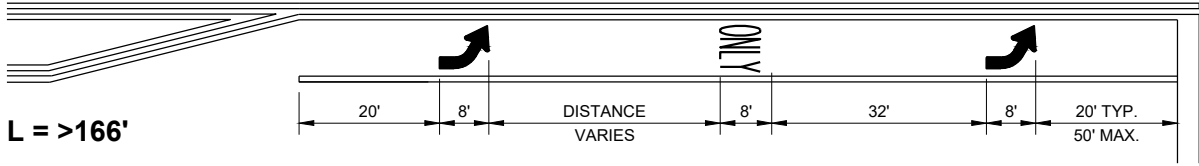
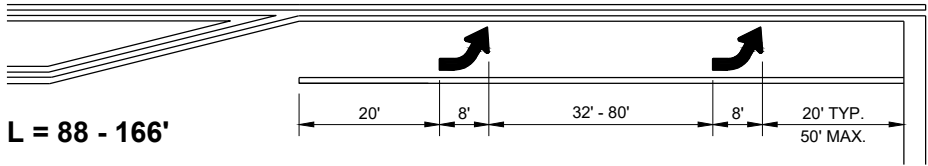
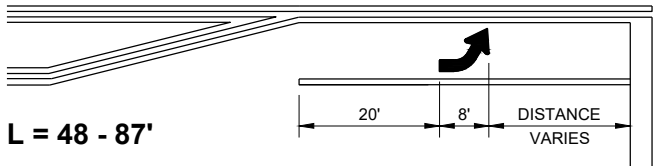
/S/ Matthew Rauch
STATEWIDE SIGNING
ENGINEER

PRE_133

FHWA

TURN LANE OPTIONS

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



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

GENERAL NOTES

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

➡ DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
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LEGEND

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

GENERAL NOTES

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

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

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

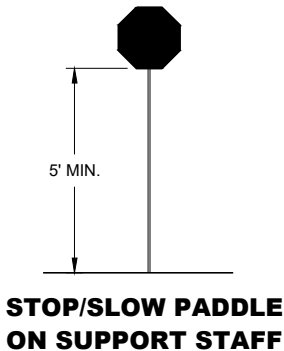
THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS, DEVICES, AND LOCATION OF ALL FLAGGERS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

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

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

FLAGGING

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

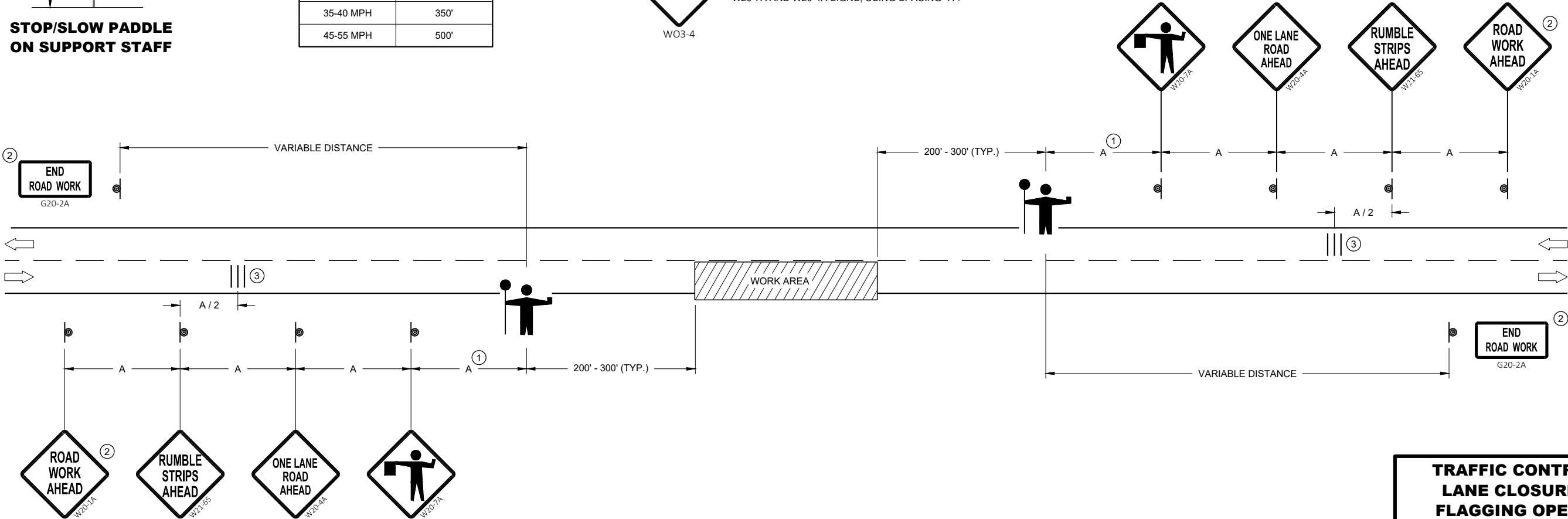


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



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



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Andrew Heidtke WORK ZONE ET PRE_135
FHWA	

GENERAL NOTES

SIGNING AND MARKING IS SHOWN AS TYPICAL PLACEMENT. FIELD CONDITIONS MAY DICTATE CHANGES IN SIGNING AND MARKING PLACEMENT.

① USED ONLY WHEN APPROVED BY REGION TRAFFIC ENGINEER.

* SIGNS MAY BE OMITTED IF SPACE DOES NOT PERMIT PLACEMENT.

** IF POSTED SPEED IS 45 MPH OR GREATER, PLACE W5-54 SIGN UNDER R4-7 SIGN. MOUNT W5-54 SIGN AT 4' MOUNTING HEIGHT (TOP OF ROADWAY TO BOTTOM OF SIGN).

LEGEND

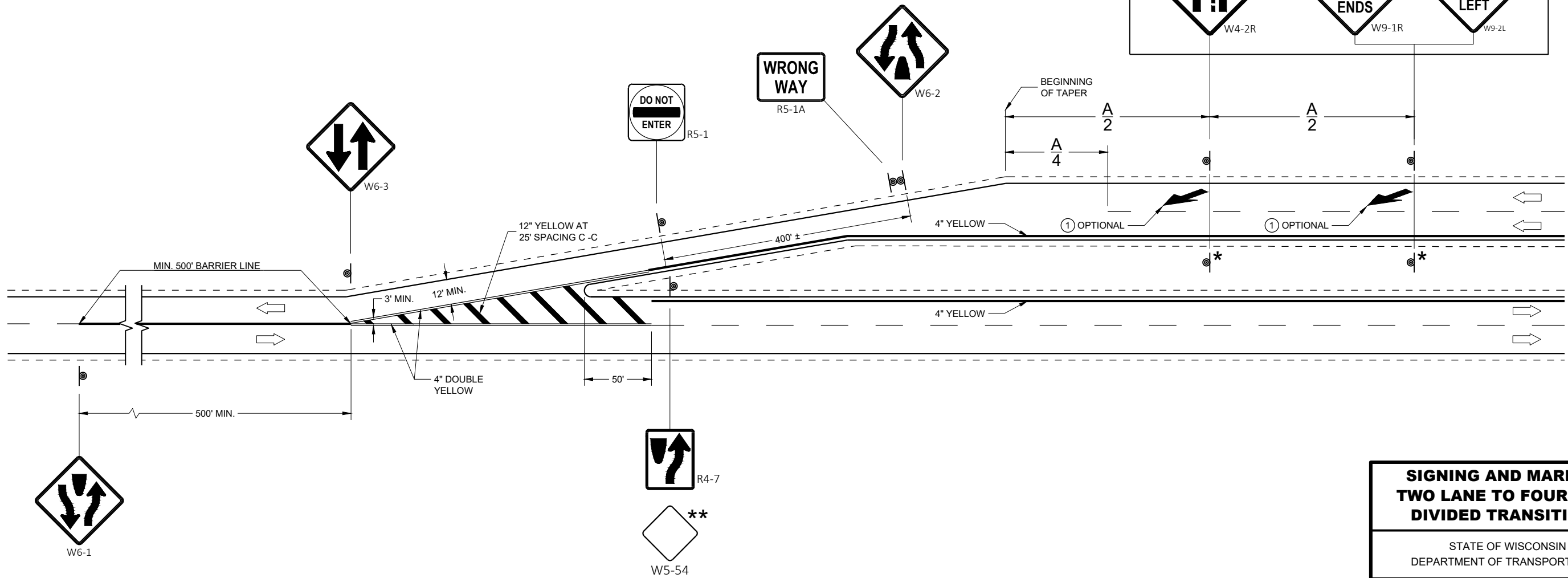
A DISTANCE DEPENDENT ON SPEED (SEE TABLE)

⦿ SIGN MOUNTED ON PERMANENT SUPPORT

➡ DIRECTION OF TRAFFIC

DISTANCE TABLE

POSTED OR 85TH PERCENTILE SPEED	DISTANCE "A"
25	325'
30	460'
35	565'
40	670'
45	775'
50	885'
55	990'

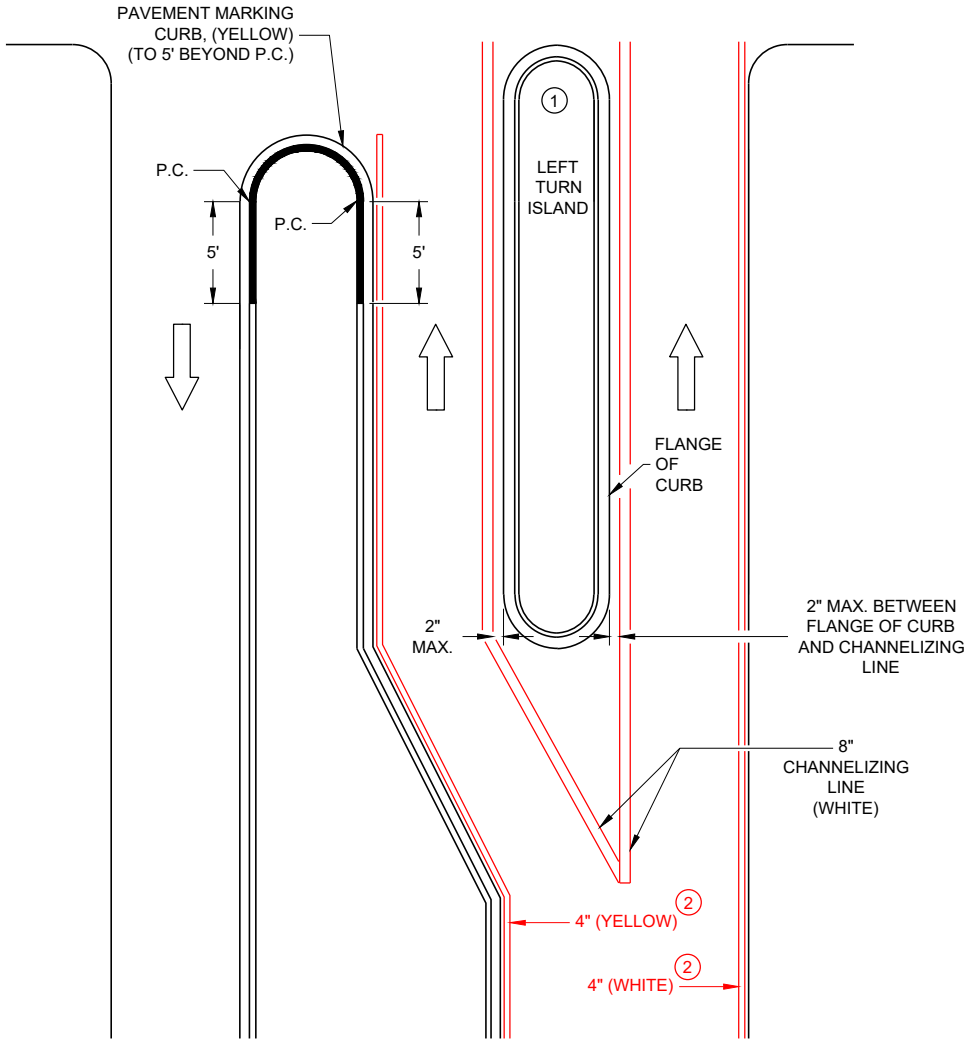


SIGNING AND MARKING
TWO LANE TO FOUR LANE
DIVIDED TRANSITIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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November 2019 /S/ Matthew Rauch
DATE STATE SIGNING AN
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REQUIREMENTS FOR EDGE LINES		
POSTED SPEED	IS THERE CONTINUOUS LIGHTING?	
	YES	NO
≤ 30 MPH	NO	OPTIONAL
35 OR 40 MPH	OPTIONAL	RECOMMENDED
≥ 45 MPH	RECOMMENDED	REQUIRED



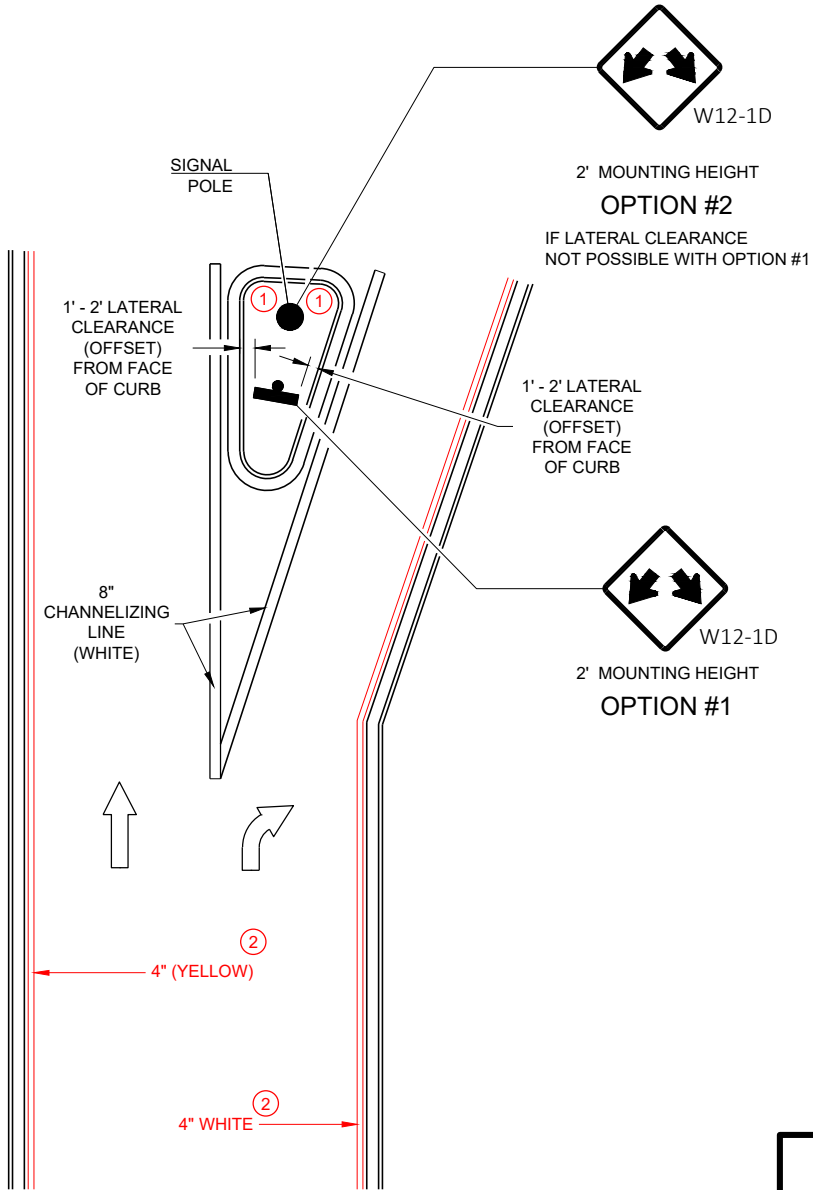
LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.
SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

- ① MARK CURB NOSES YELLOW.
- ② MARK ACCORDING TO TABLE.

➡ DIRECTION OF TRAVEL



RIGHT TURN ISLAND

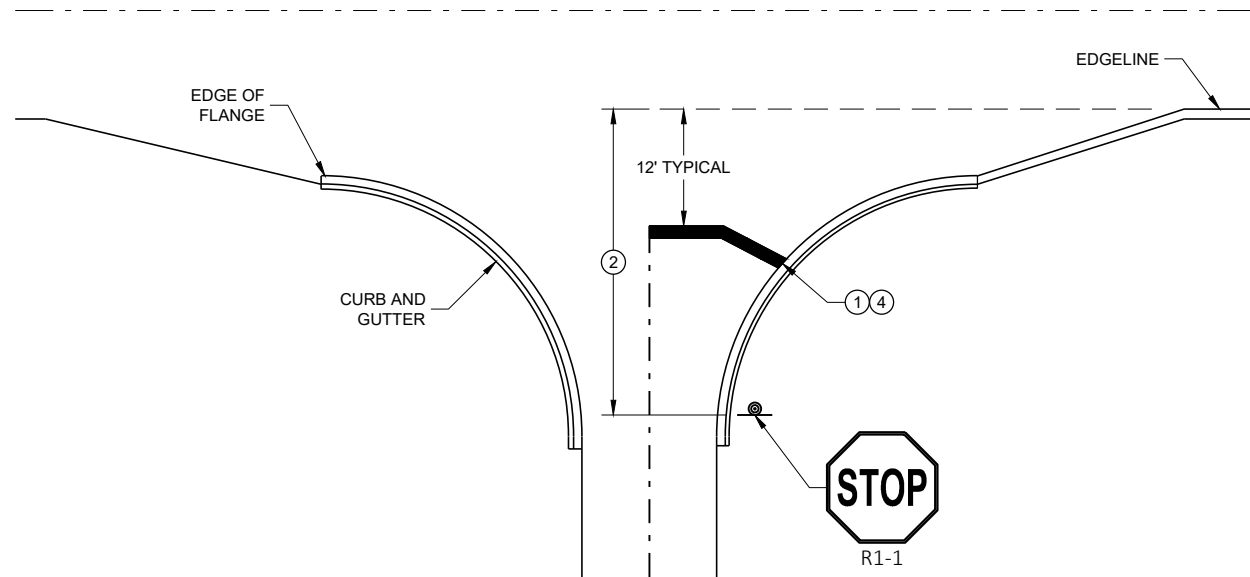
DOUBLE ARROW
WARNING SIGN PLACEMENT

STATE OF WISCONSIN
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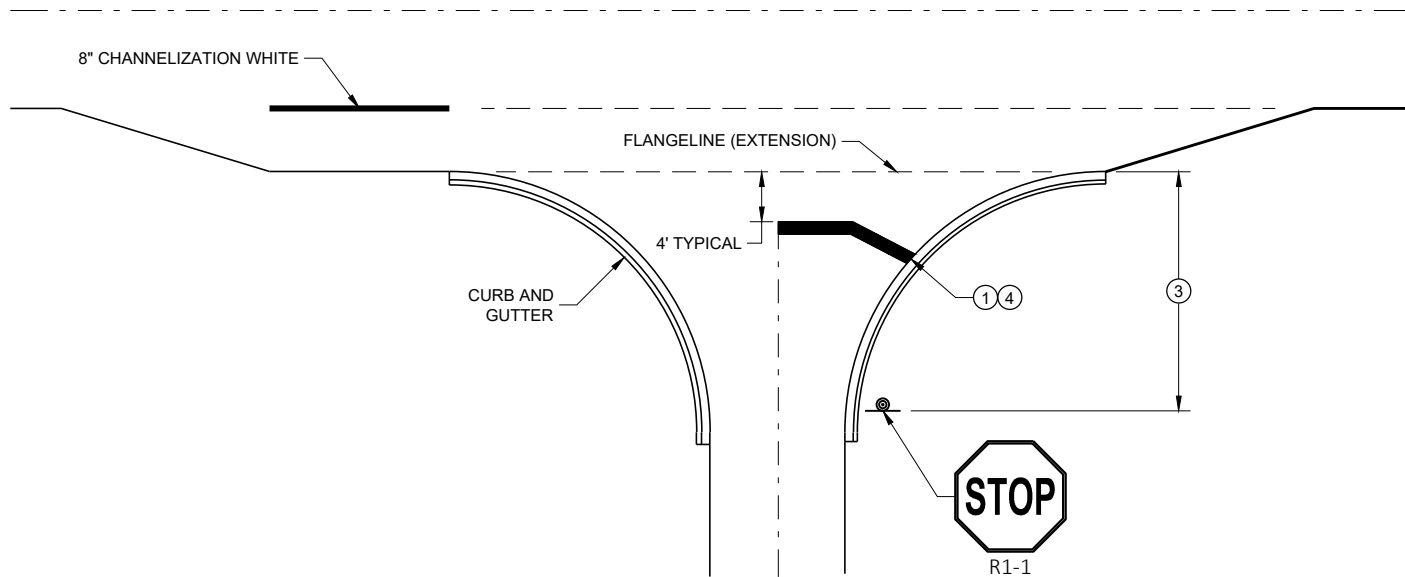
APPROVED
7/2018
DATE

/S/ Matthew R. Rauch
STATE SIGNING AN
ENGINEER PRE_137

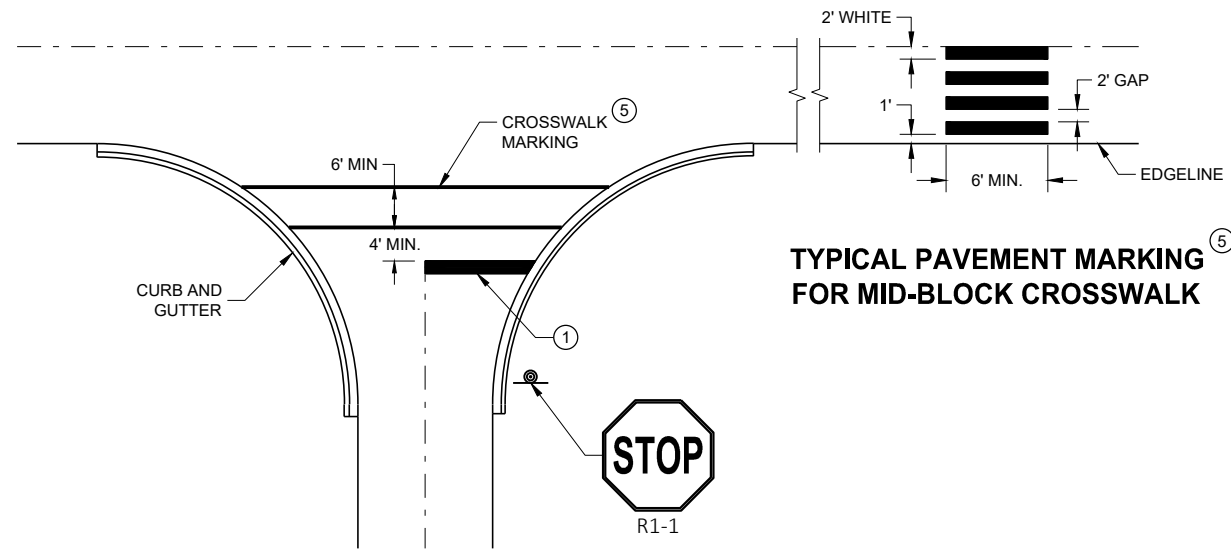
FHWA



TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER

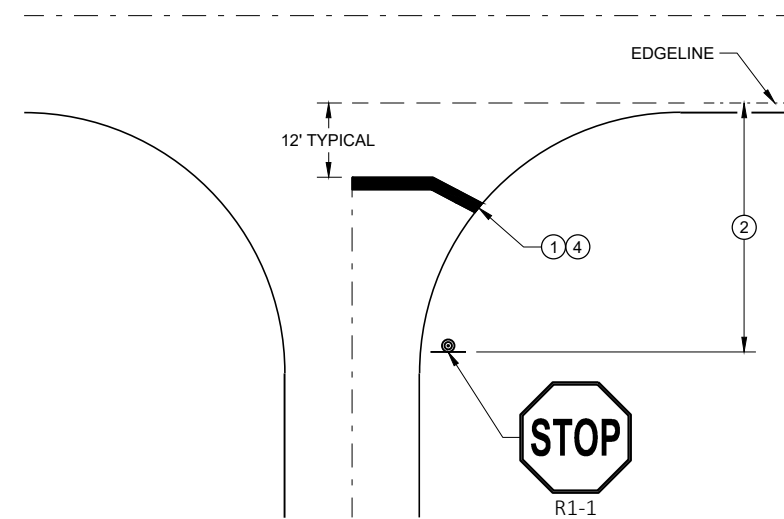


TYPICAL STOP LINE PAVEMENT MARKING
FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR
SIDEROADS WITH CROSSWALK MARKING

TYPICAL PAVEMENT MARKING
FOR MID-BLOCK CROSSWALK



TYPICAL STOP LINE PAVEMENT MARKING
WITHOUT CURB AND GUTTER

GENERAL NOTES

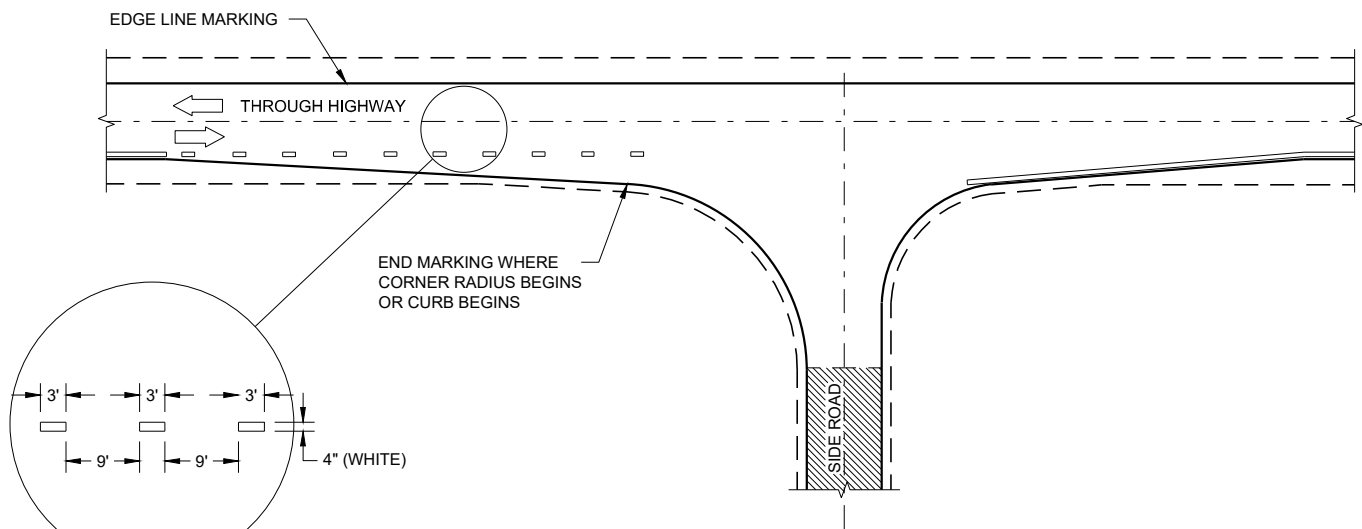
STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGE LINE LOCATION.

- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE 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 EDGE LINE.
- 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.

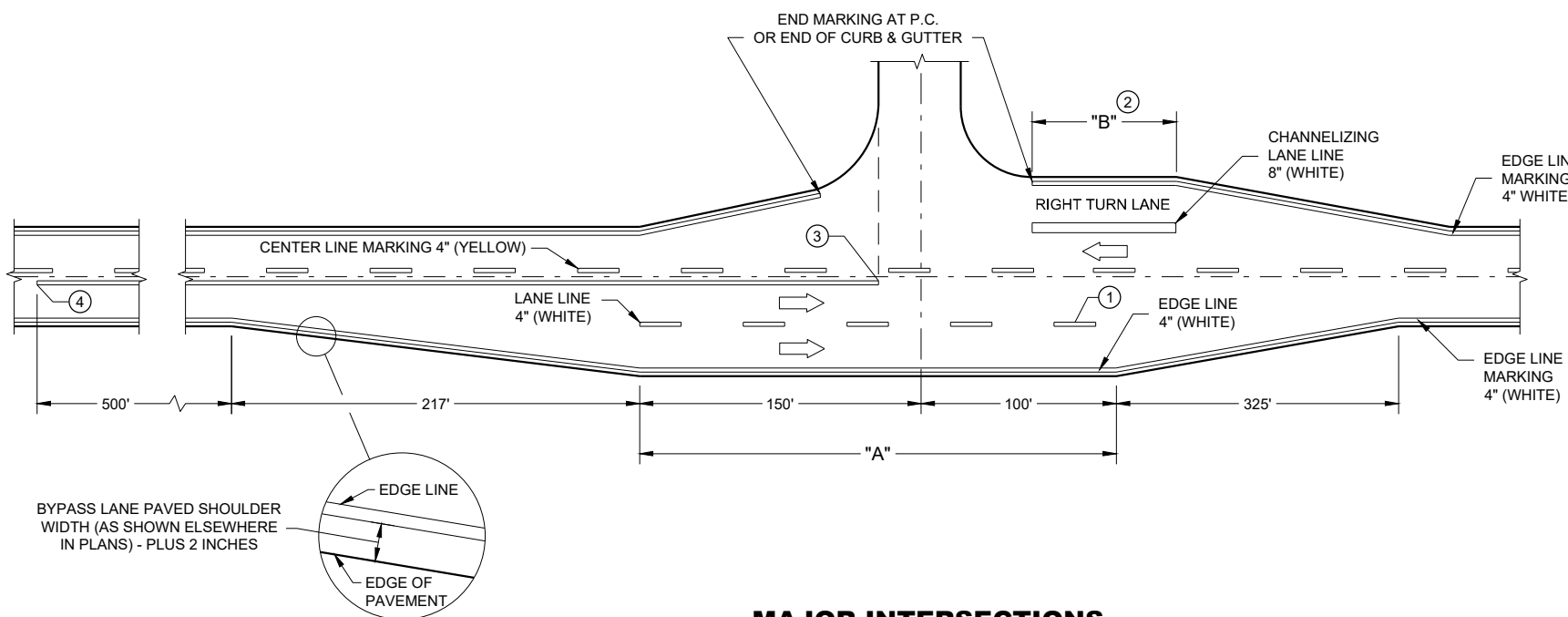
STOP LINE AND CROSSWALK
PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 /S/ Matthew Rauch
DATE STATE SIGNING AN
ENGINEER PRE_138
FHWA



MINOR INTERSECTION



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

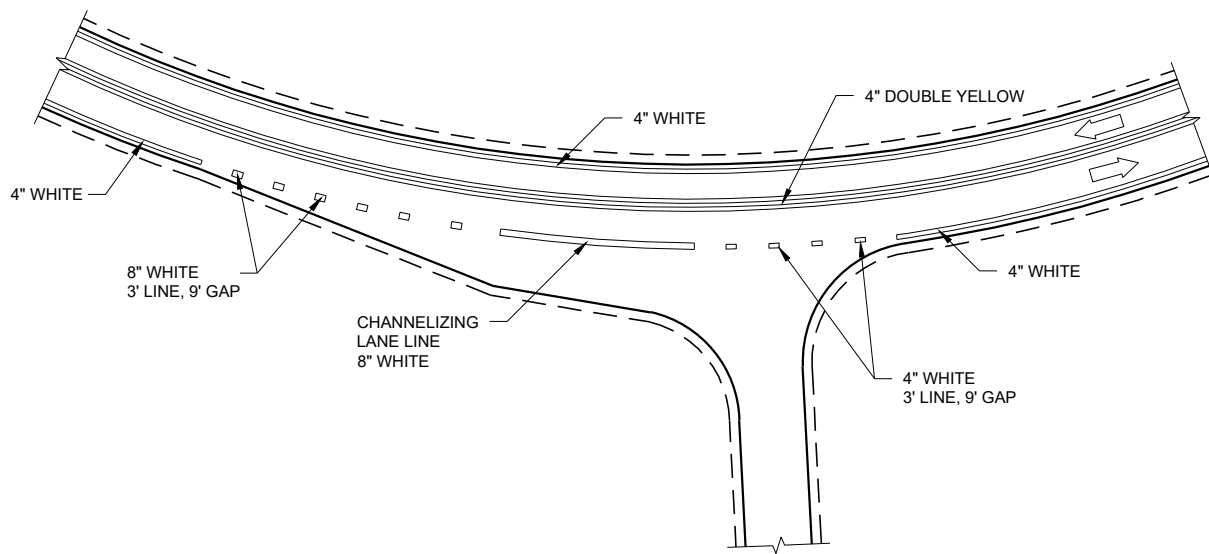
GENERAL NOTES

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

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

LEGEND

➡ DIRECTION OF TRAVEL

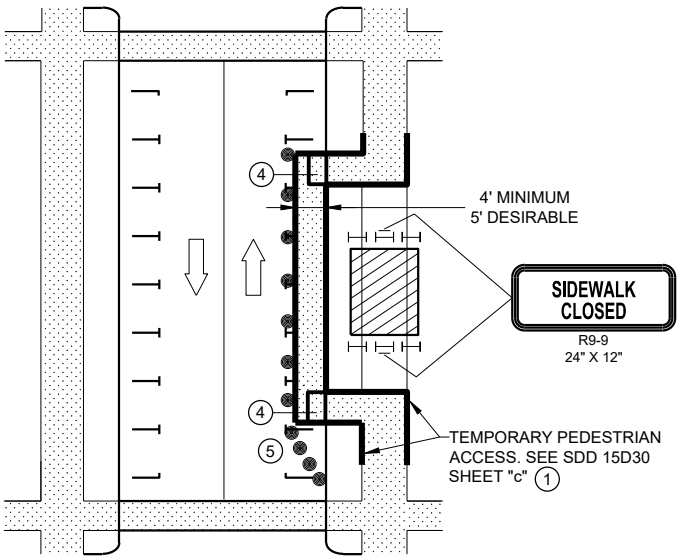


INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING
(INTERSECTIONS)

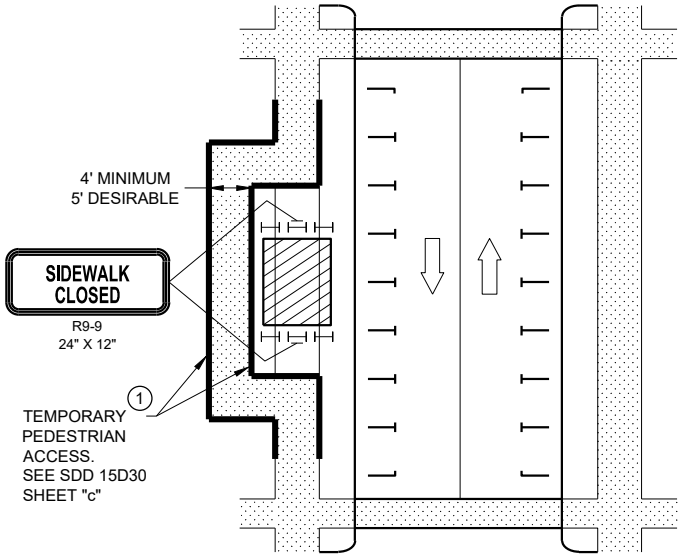
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION [PRE_139](#)

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

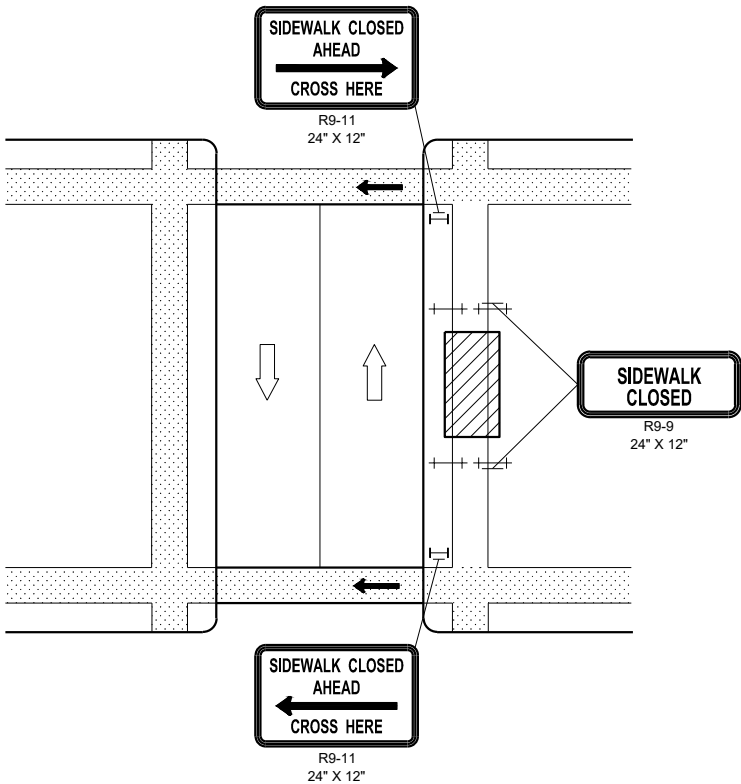


MID-BLOCK SIDEWALK CLOSURE
IN PARKING LANE

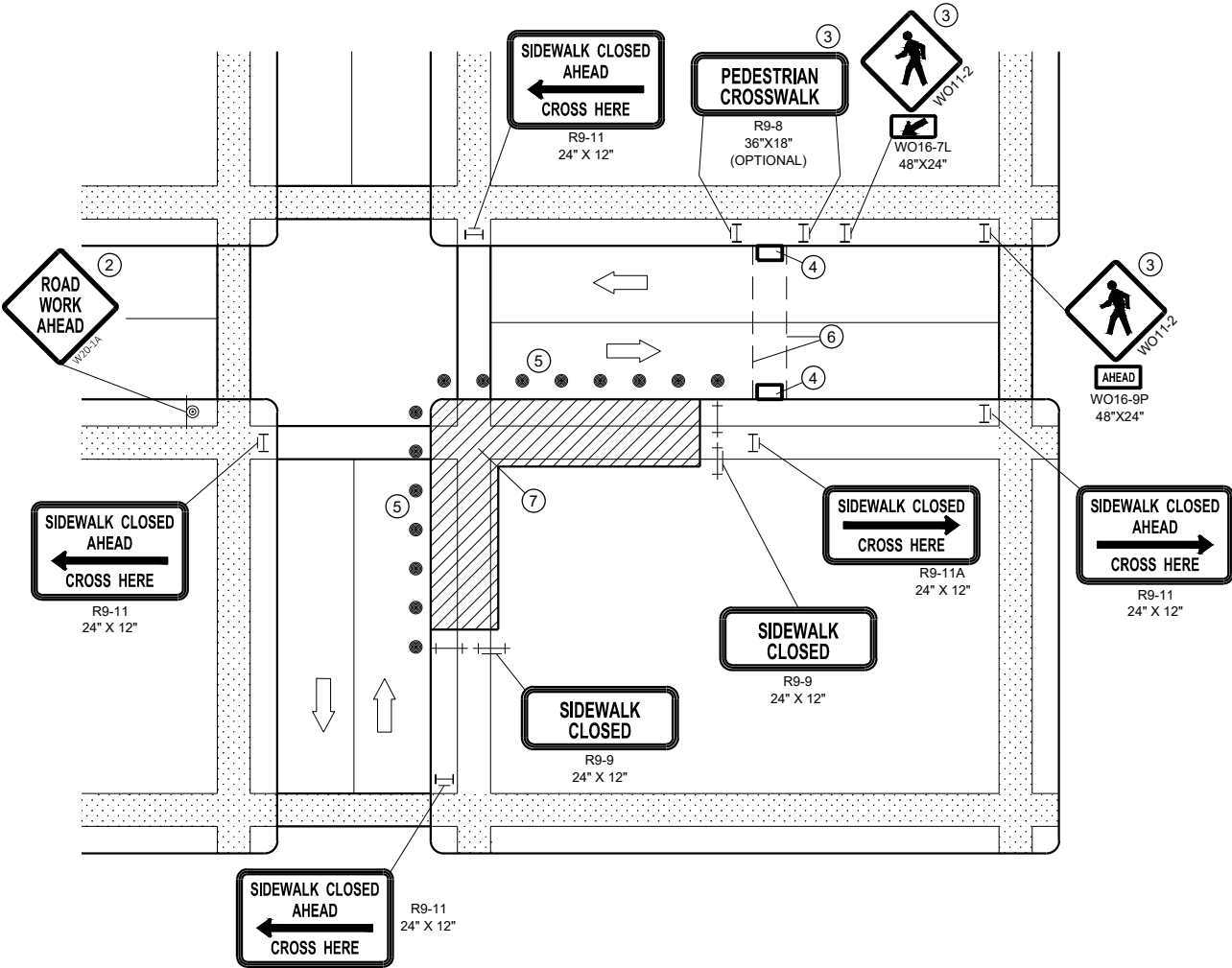
NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION



MID-BLOCK SIDEWALK
CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

GENERAL NOTES

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

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

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

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

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

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

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

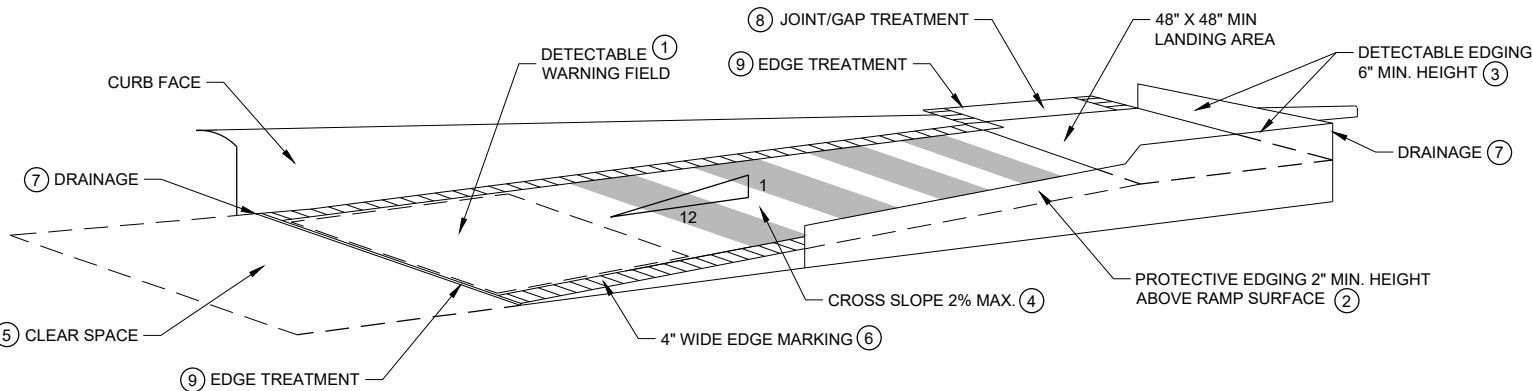
- ① IF SIDEWALK CLOSURE AFFECTS AN ACCESSIBLE AND DETECTABLE FACILITY, MAINTAIN ACCESSIBILITY AND DETECTABILITY ALONG THE ALTERNATE PEDESTRIAN ROUTE
- ② "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR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

LEGEND

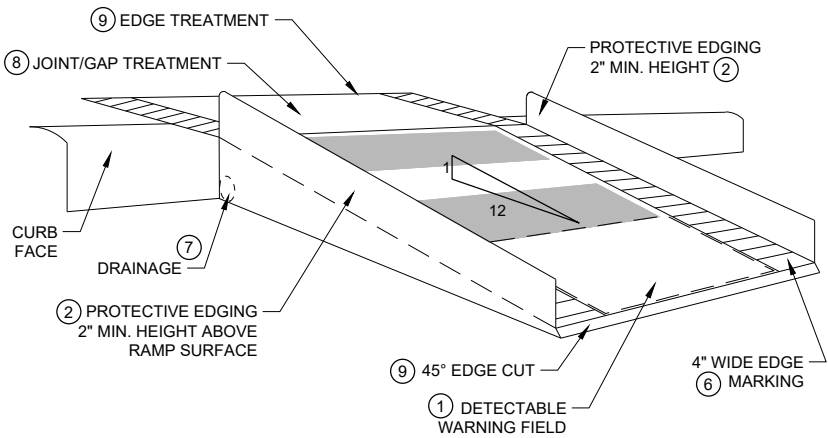
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- || / || TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- || / || TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- ░ UNDER PEDESTRIAN TRAFFIC
- ▨ WORK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

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

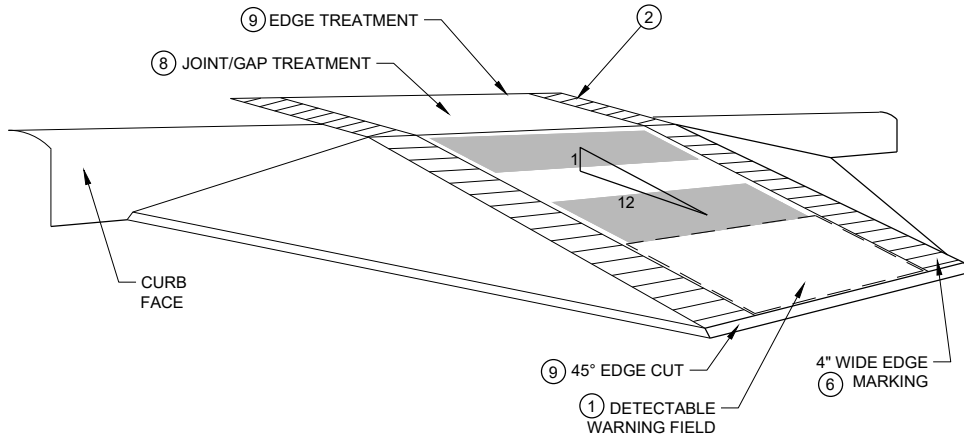
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION PRE_140



TEMPORARY CURB RAMP PARALLEL TO CURB



WITH PROTECTIVE EDGE

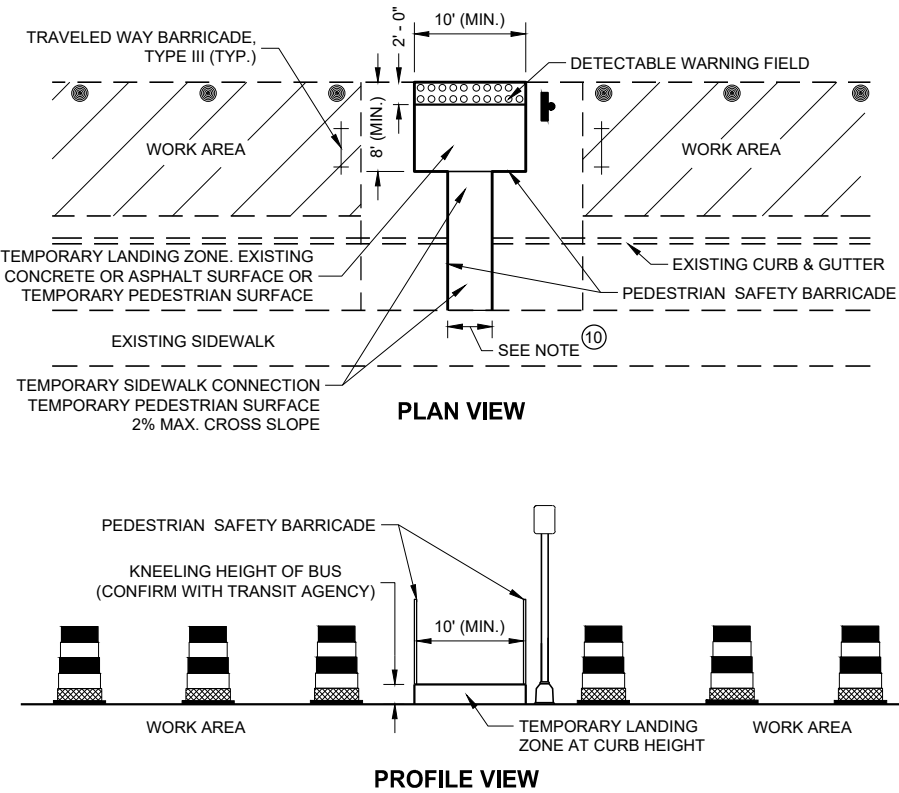


WITH SIDE APRON

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

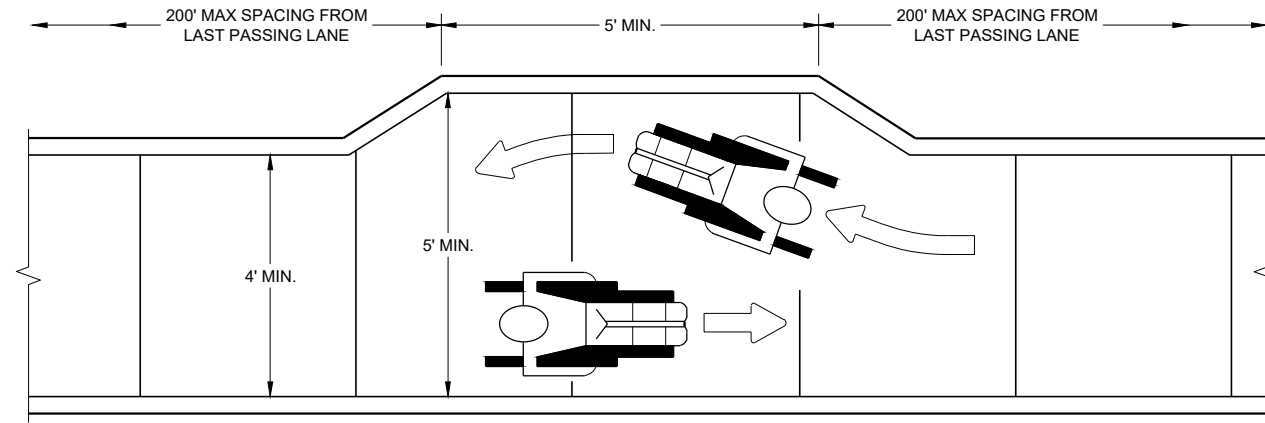
GENERAL NOTES

- NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.
- ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.
- 1 CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 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.

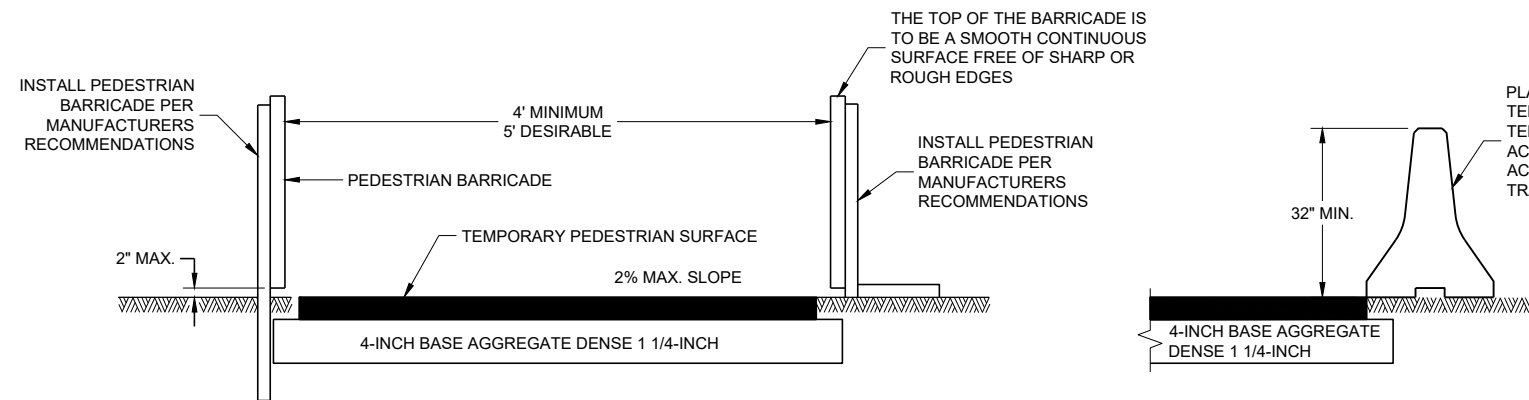


- LEGEND
- TRAFFIC CONTROL DRUM
 - † TYPE III BARRICADE
 - ▨ WORK AREA

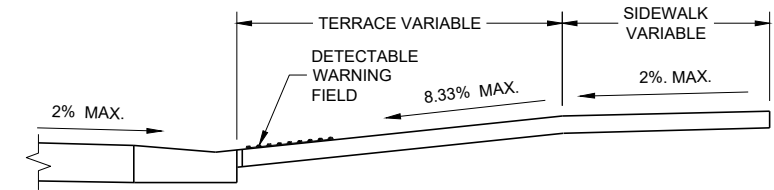
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION PRE_141



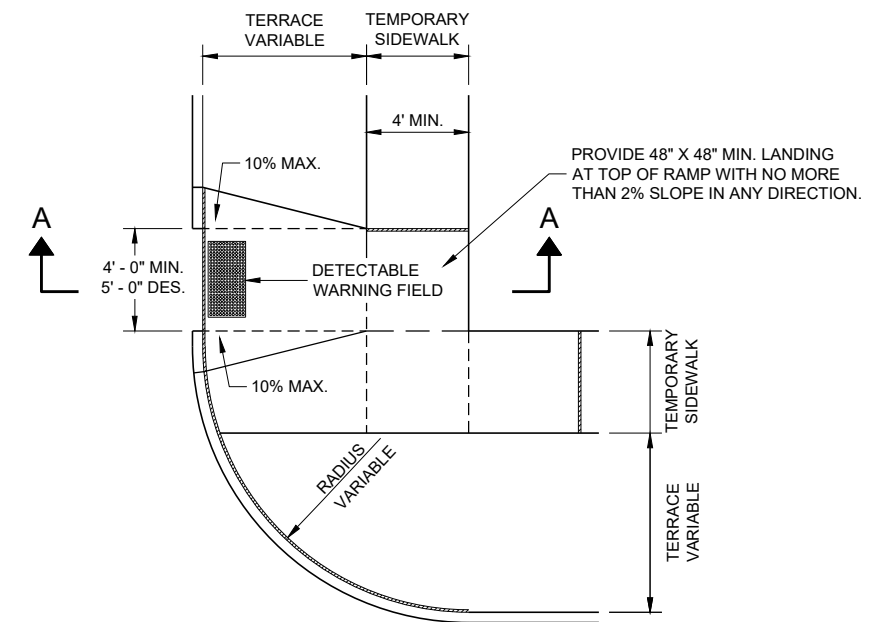
NARROW SIDEWALK PASSING DETAIL



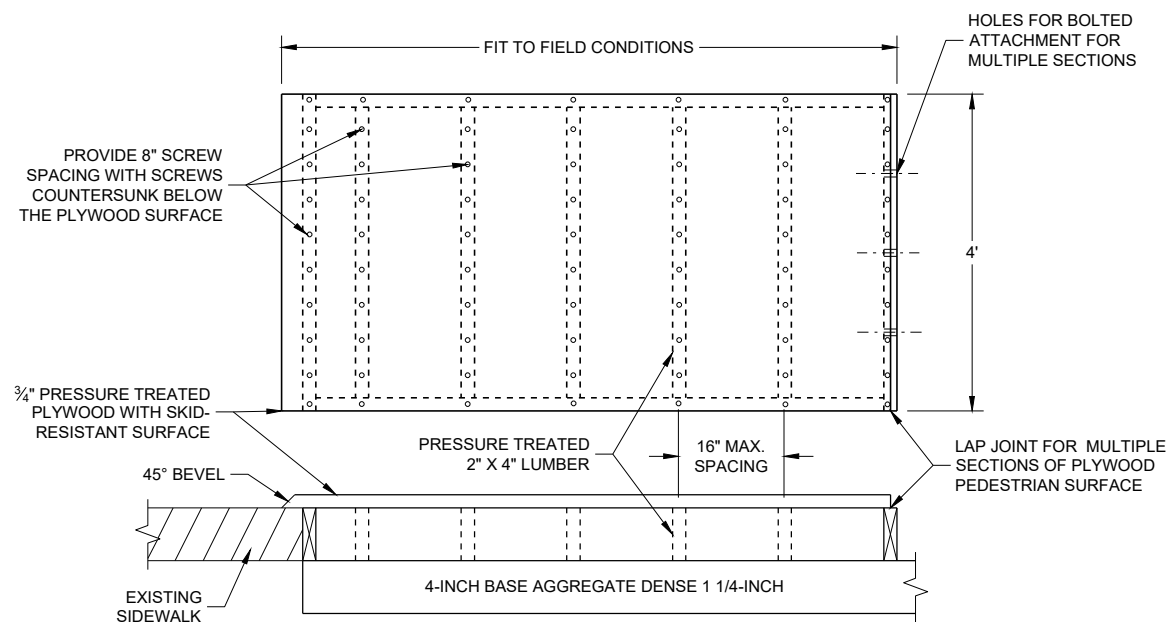
TEMPORARY PEDESTRIAN ACCESS



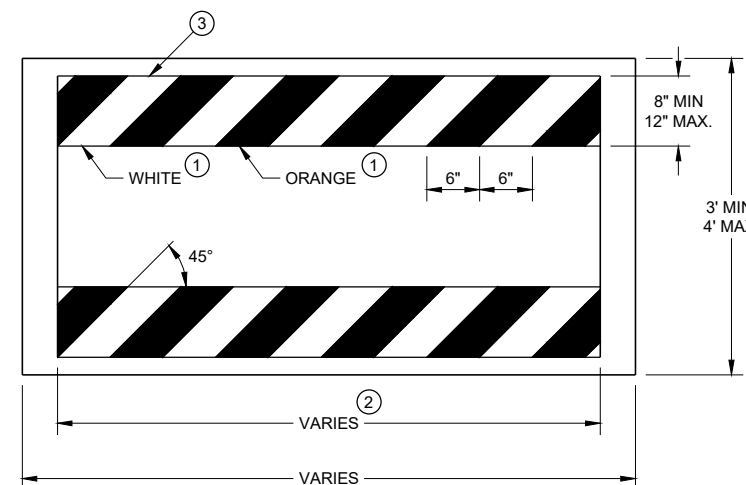
SECTION A - A



**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 DATE	/S/ Andrew Heidtke WORK ZONE ET PRE_142
FHWA	

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.

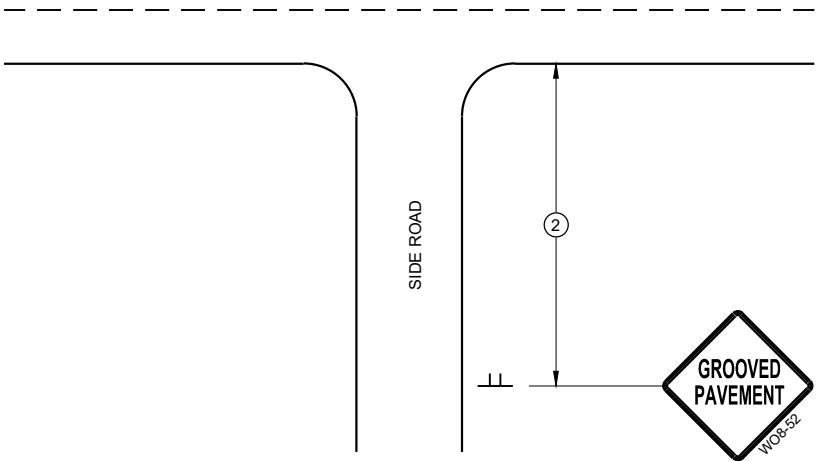
ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

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.

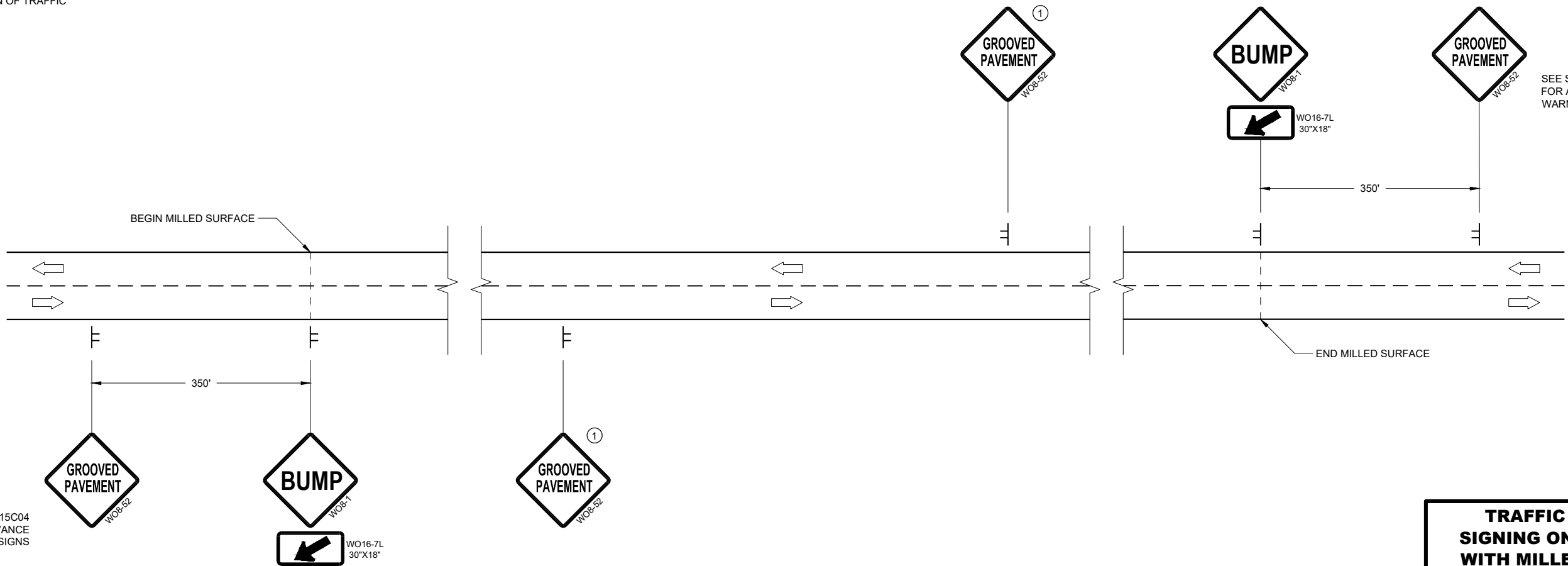
- ① PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- ② PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

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 ET PRE_143

FHWA

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.

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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.

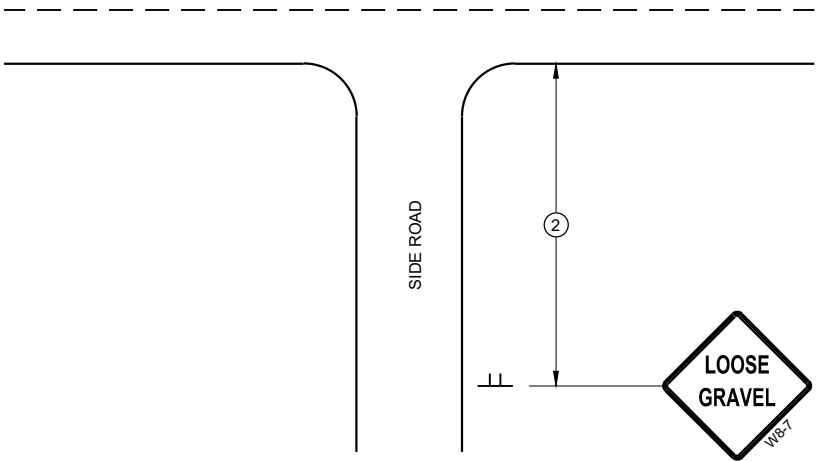
- 1

PLACE SIGNS 350' IN ADVANCE OF CHIP SEALED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- 2

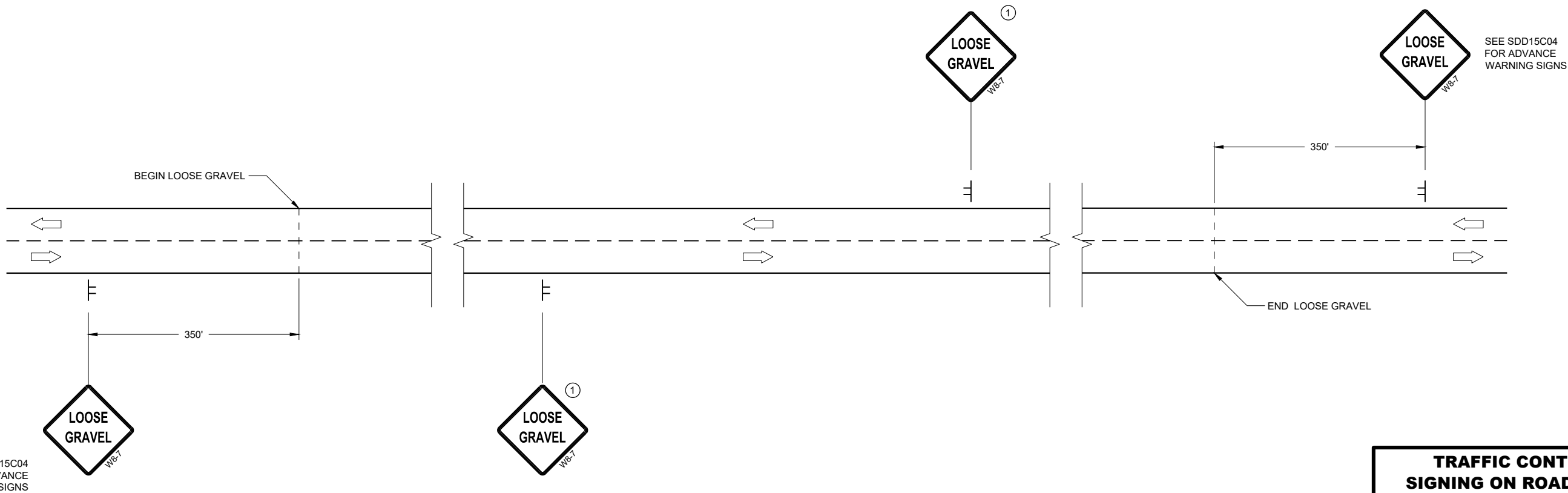
PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH
SIGN DETAIL



TRAFFIC CONTROL
SIGNING ON ROADWAYS
WITH LOOSE GRAVEL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 /S/ Andrew Heidtke
DATE WORK ZONE ET PRE_144
FHWA

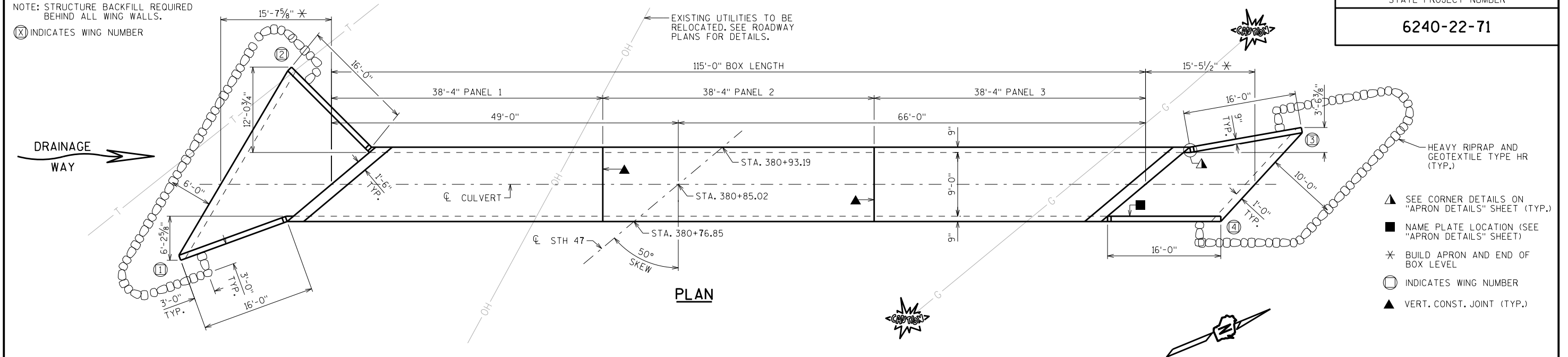
DETAIL FOR SIGNING ON CHIP SEALED SURFACES

NOTE: STRUCTURE BACKFILL REQUIRED
BEHIND ALL WING WALLS.

(X) INDICATES WING NUMBER

STATE PROJECT NUMBER

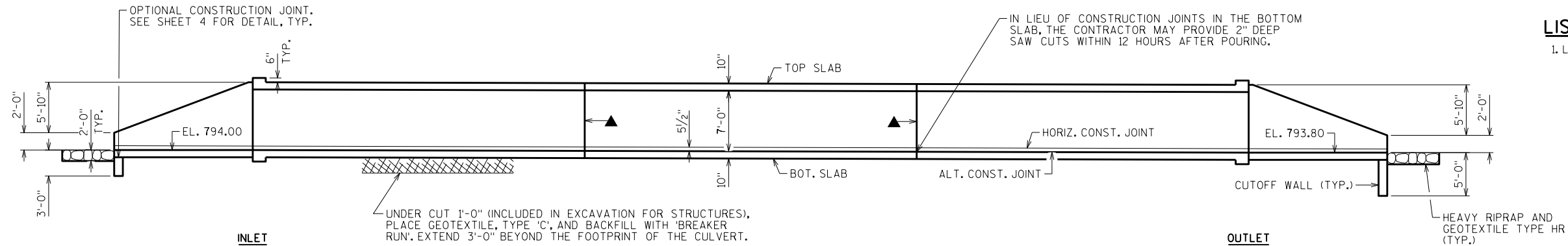
6240-22-71



- ▲ SEE CORNER DETAILS ON "APRON DETAILS" SHEET (TYP.)
- NAME PLATE LOCATION (SEE "APRON DETAILS" SHEET)
- ✱ BUILD APRON AND END OF BOX LEVEL
- INDICATES WING NUMBER
- ▲ VERT. CONST. JOINT (TYP.)

LIST OF DRAWINGS

1. LAYOUT



PRELIMINARY PLAN

ELEVATION

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF = 1.05
OPERATING RATING FACTOR: RF = 1.35
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 255 (KIPS)

EARTHLOAD:

DESIGNED FOR 3.5 TO 5 FT. OF FILL.
NOTE: INVERTS ARE SET 1'-0"± BELOW STREAM BED.

MATERIAL PROPERTIES:

CONCRETE MASONRY: $f'_c = 3,500$ P.S.I.
BAR STEEL REINFORCEMENT: $f_y = 60,000$ P.S.I.

HYDRAULIC DATA

100 YEAR FREQUENCY

$Q_{100} = 600$ C.F.S.
 $VEL_{100} = 9.6$ F.P.S.
 $HW_{100} = EL. 802.83$
WATERWAY AREA = 63 SQ. FT.
DRAINAGE AREA = 1.1 SQ. MI.
ROADWAY OVERTOPPING = N/A
SCOUR CRITICAL CODE = 8

2 YEAR FREQUENCY

$Q_2 = 120$ C.F.S.
 $VEL_2 = 3.9$ F.P.S.
 $HW_2 = EL. 797.79$

TRAFFIC VOLUME

STH 47

ADT = 7,900 (2043)
R.D.S. = 60 M.P.H.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
203.0200	REMOVING OLD STRUCTURE STA. 380+83.66	LS	1
206.2000	EXCAVATION FOR STRUCTURES CULVERTS C-44-133	LS	1
210.2500	BACKFILL STRUCTURE TYPE B	TON	
311.0115	BREAKER RUN	CY	
504.0100	CONCRETE MASONRY CULVERTS	CY	
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	
606.0300	RIPRAP HEAVY	CY	
645.0105	GEOTEXTILE TYPE C	SY	
645.0120	GEOTEXTILE TYPE HR	SY	
	NON-BID ITEMS		
	FILLER	SIZE	3/4"

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE $\frac{3}{4}$ " UNLESS OTHERWISE NOTED.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES CULVERTS C-44-133" SHALL BE THE EXISTING GROUNDLINE.

ALL VOLUME WHICH CANNOT BE PLACED BEFORE CULVERT CONSTRUCTION AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL WITHIN THE LENGTH OF THE CULVERT INCLUDING THE APRON WING WALLS.

THE QUANTITY FOR BACKFILL STRUCTURE IS CALCULATED BASED ON THE DETAIL SHOWN IN THE PLANS.

THE CONCRETE IN THE CUTOFF WALLS MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.

THE CONTRACTOR MAY FURNISH A PRECAST CONCRETE BOX CULVERT IN LIEU OF THE CAST-IN-PLACE BOX CULVERT WITH THE ACCEPTANCE OF THE SHOP DRAWINGS BY THE STRUCTURES DESIGN SECTION. THE PRECAST CONCRETE BOX CULVERT SHALL CONFORM TO PRECAST DETAILS ON CHAPTER 36 STANDARDS OF THE CURRENT WISC. DOT BRIDGE MANUAL. PAYMENT FOR THE PRECAST CULVERT SHALL BE BASED ON THE QUANTITIES AND PRICES BID FOR THE ITEMS LISTED IN THE "TOTAL ESTIMATED QUANTITIES".

THE CONTRACTOR MAY ELECT TO SUBSTITUTE #1 OR #2 CONCRETE COARSE AGGREGATE, SELECT CRUSHED MATERIAL OR OTHER GRANULAR MATERIAL AS APPROVED BY THE FIELD ENGINEER, IN LIEU OF THE BREAKER RUN, TO BE UTILIZED AS A CONSTRUCTION PLATFORM FOR THE BOX. THE CONTRACTOR IS RESPONSIBLE FOR BASE STABILITY WITH ANY SUBSTITUTED MATERIAL.

STRUCTURE DESIGN CONTACTS:

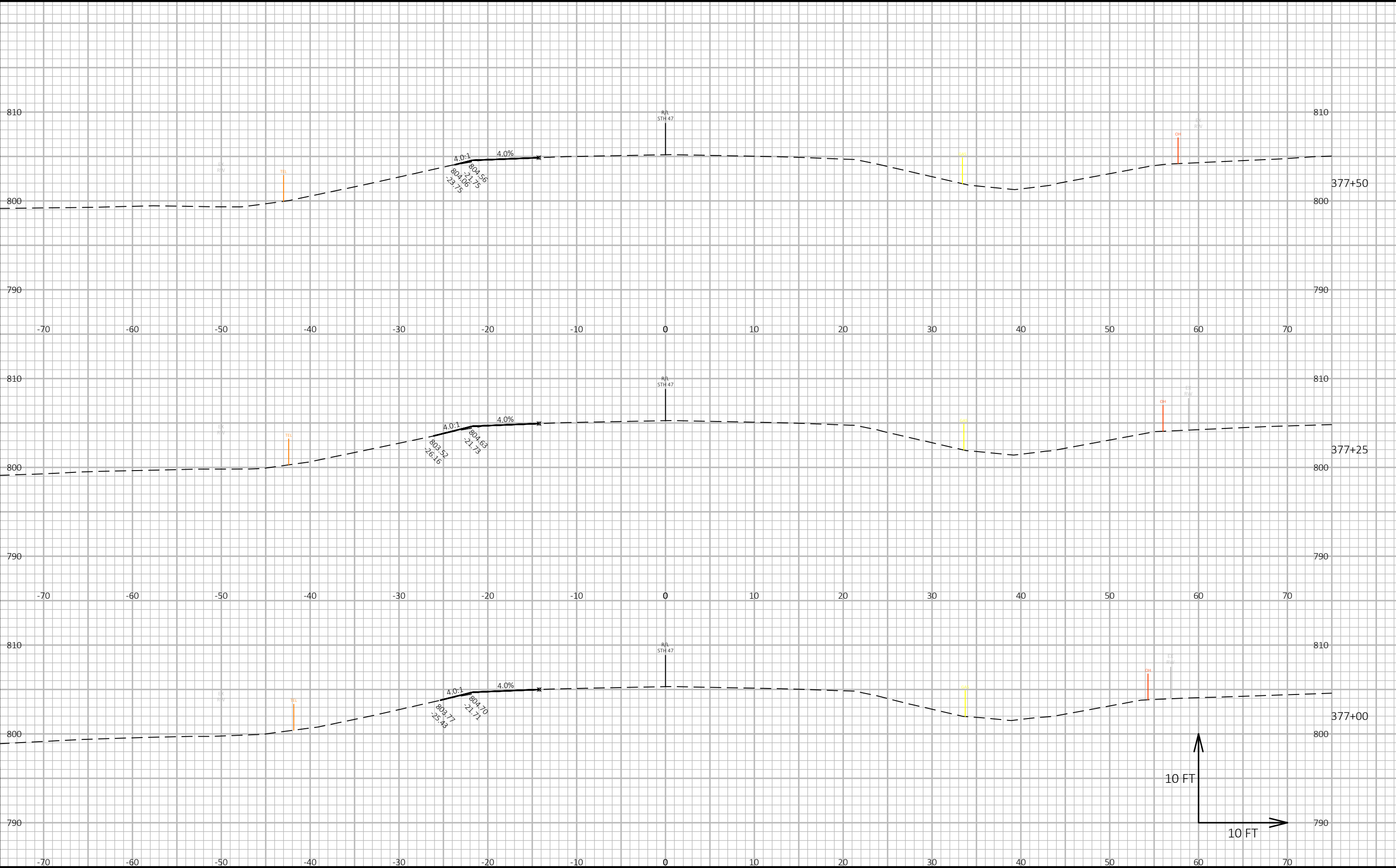
MICAH BROOKS (608) 266-5080
LAURA SHADEWALD (608) 267-9592

NO.	DATE	REVISION	BY
			
ACCEPTED CHIEF STRUCTURES DESIGN ENGINEER DATE			
STRUCTURE C-44-133			
STH 47 OVER DRAINAGE WAY			
COUNTY	OUTAGAMIE	TOWN	CENTER
DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS			
DESIGNED BY	SGN	DESIGNED CK'D.	MWB
DRAWN BY	MWB	PLANS CK'D.	SGN
LAYOUT			SHEET 1 OF 1
PRE_145			

I.D. 6240-22-00A

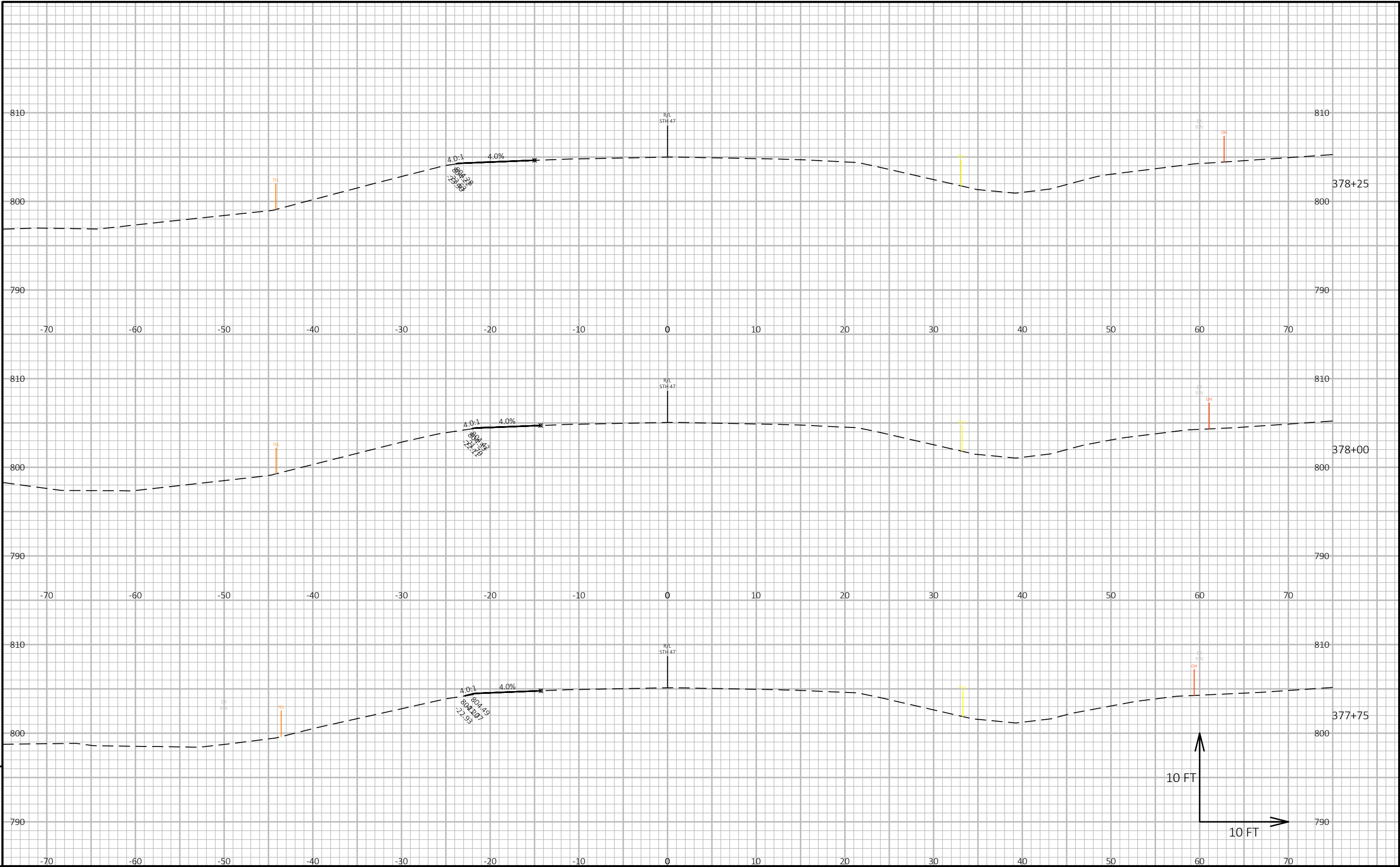
DATE: MAR. 2020

SCALE = 7.00



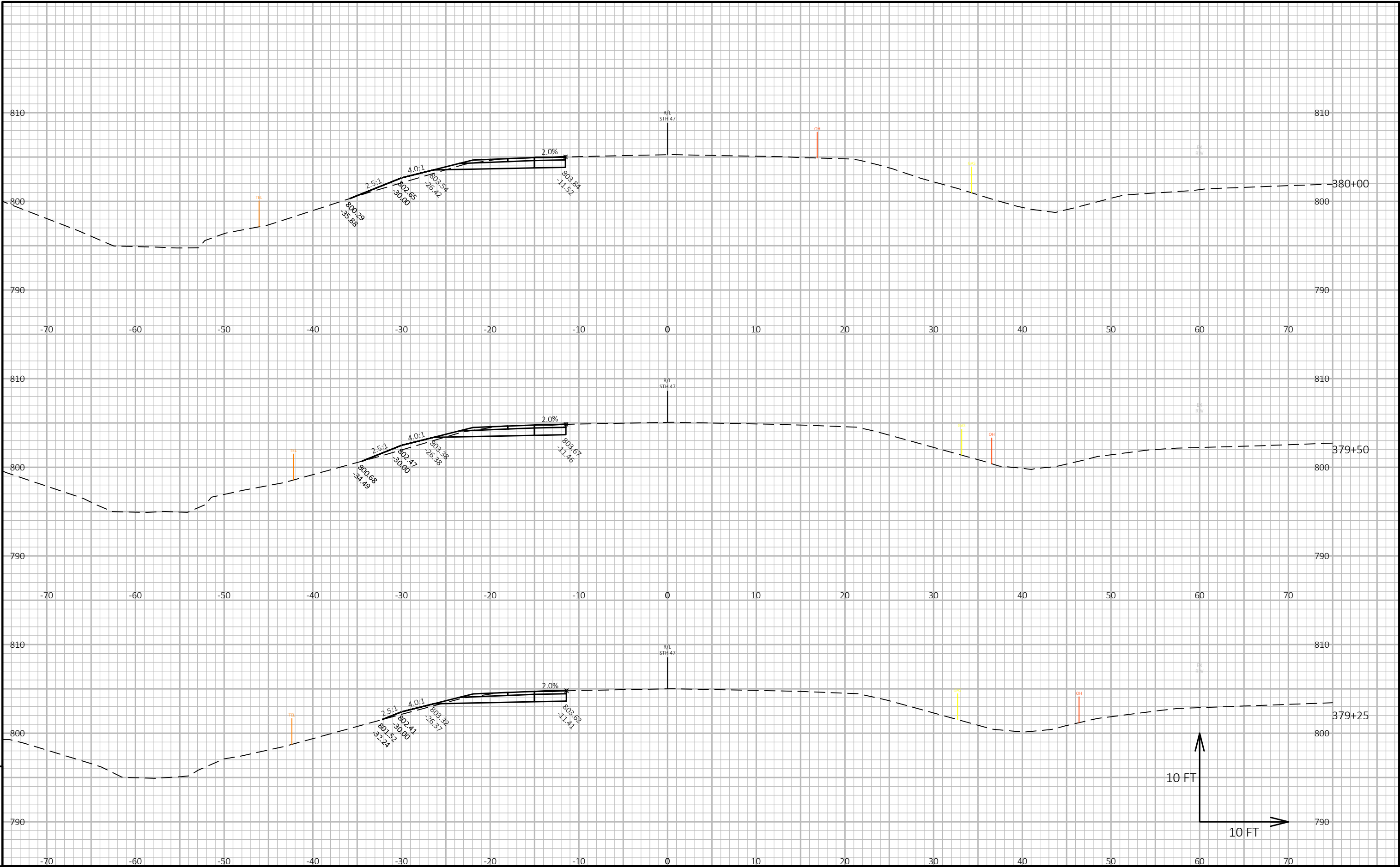
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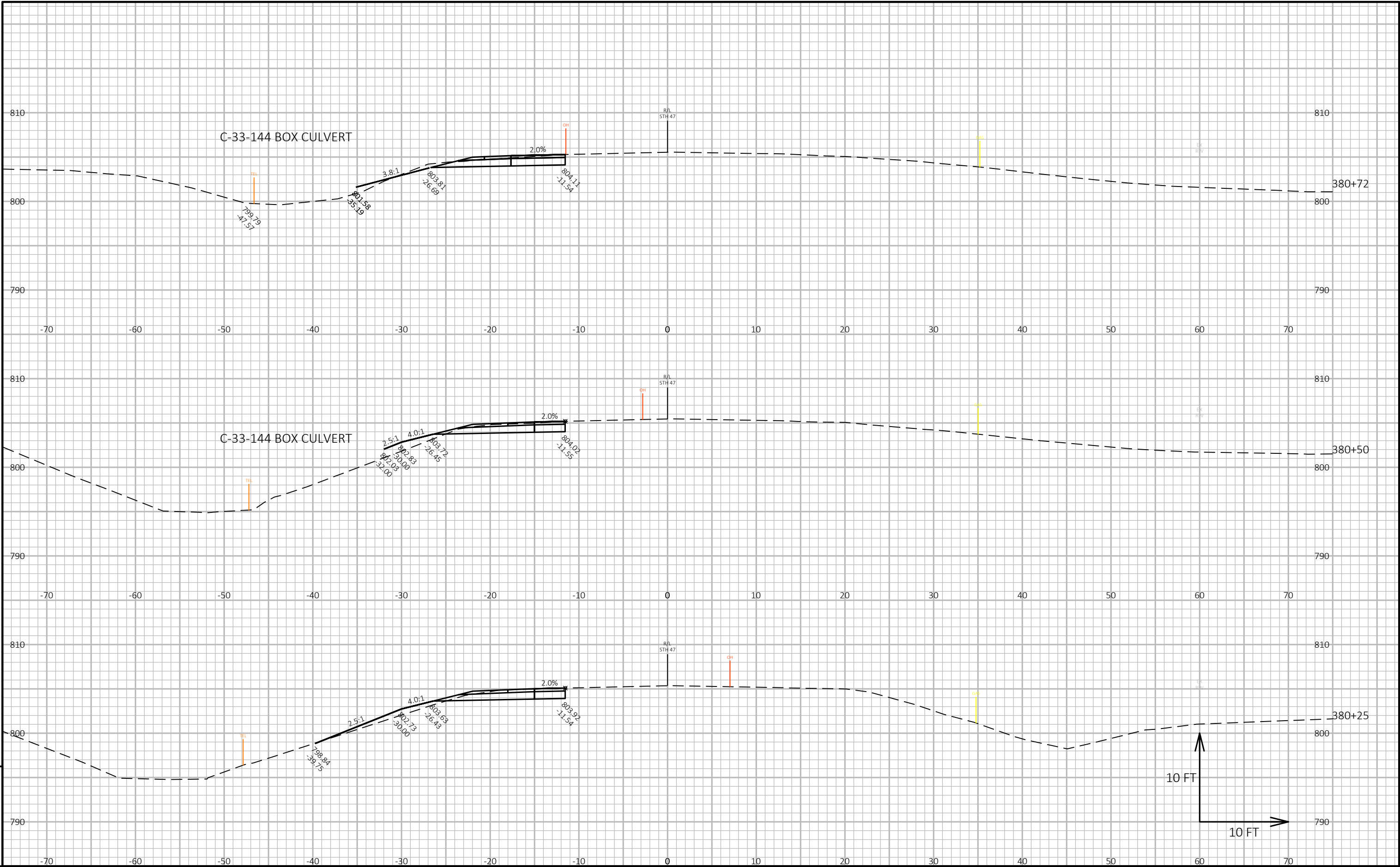
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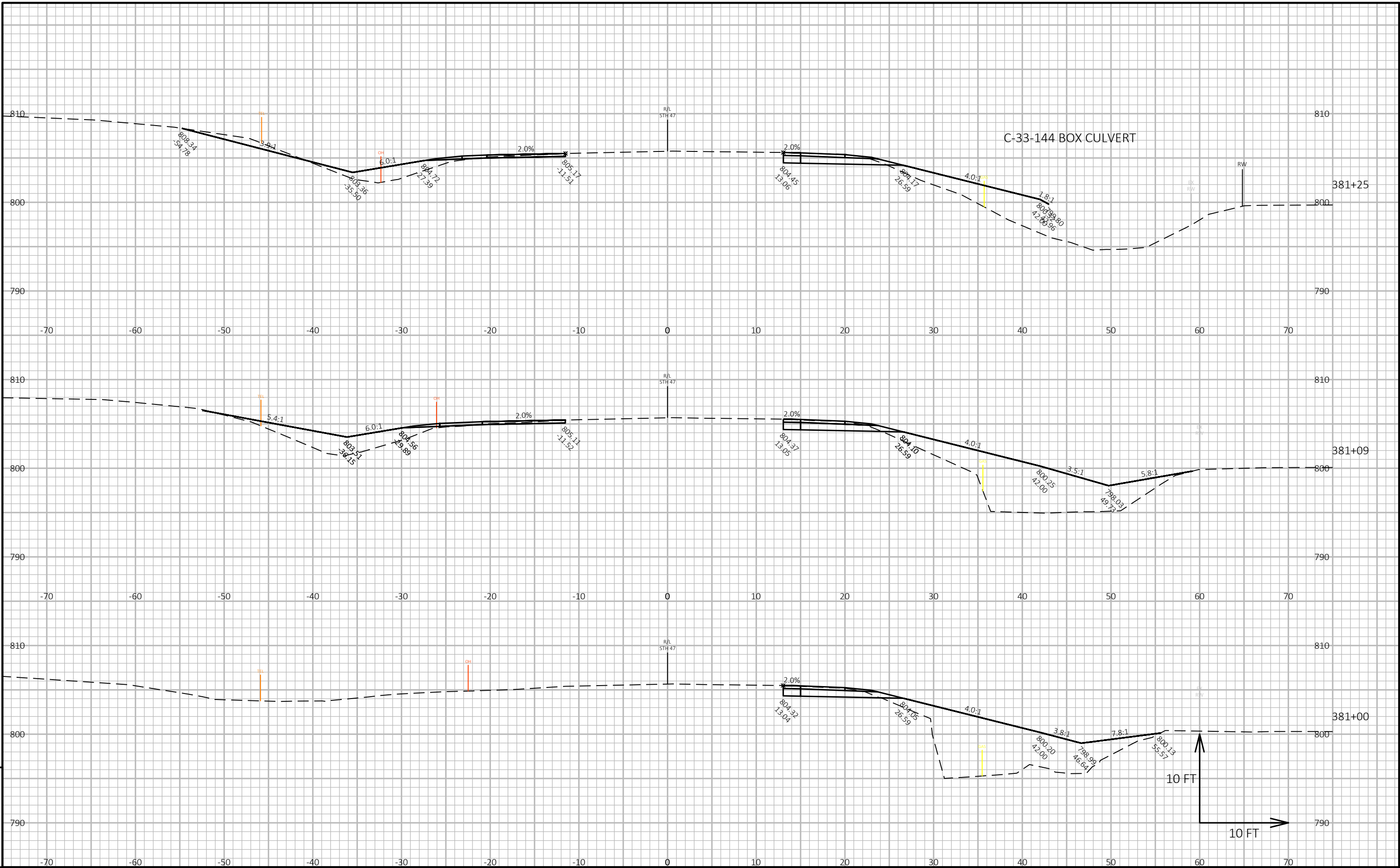
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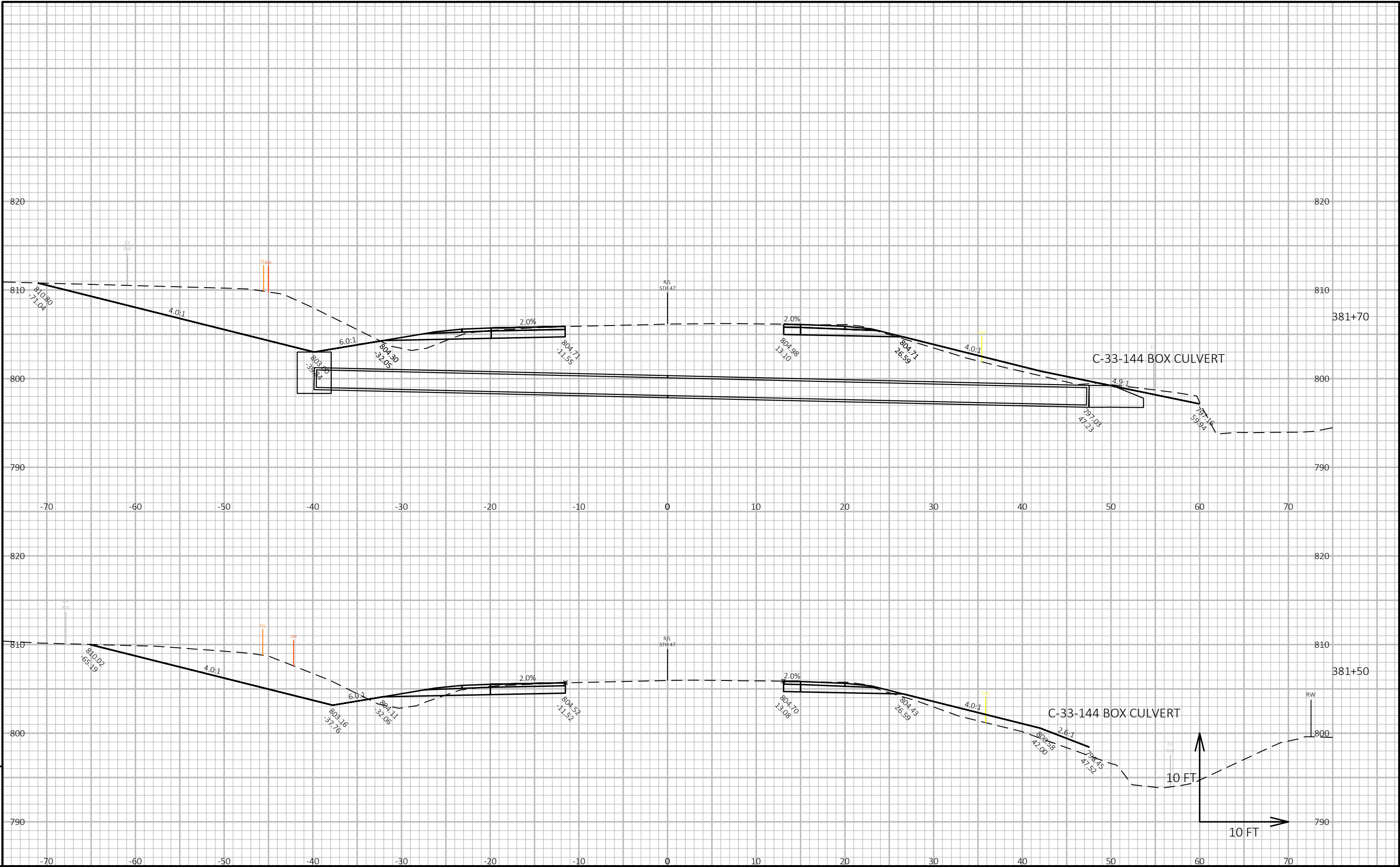
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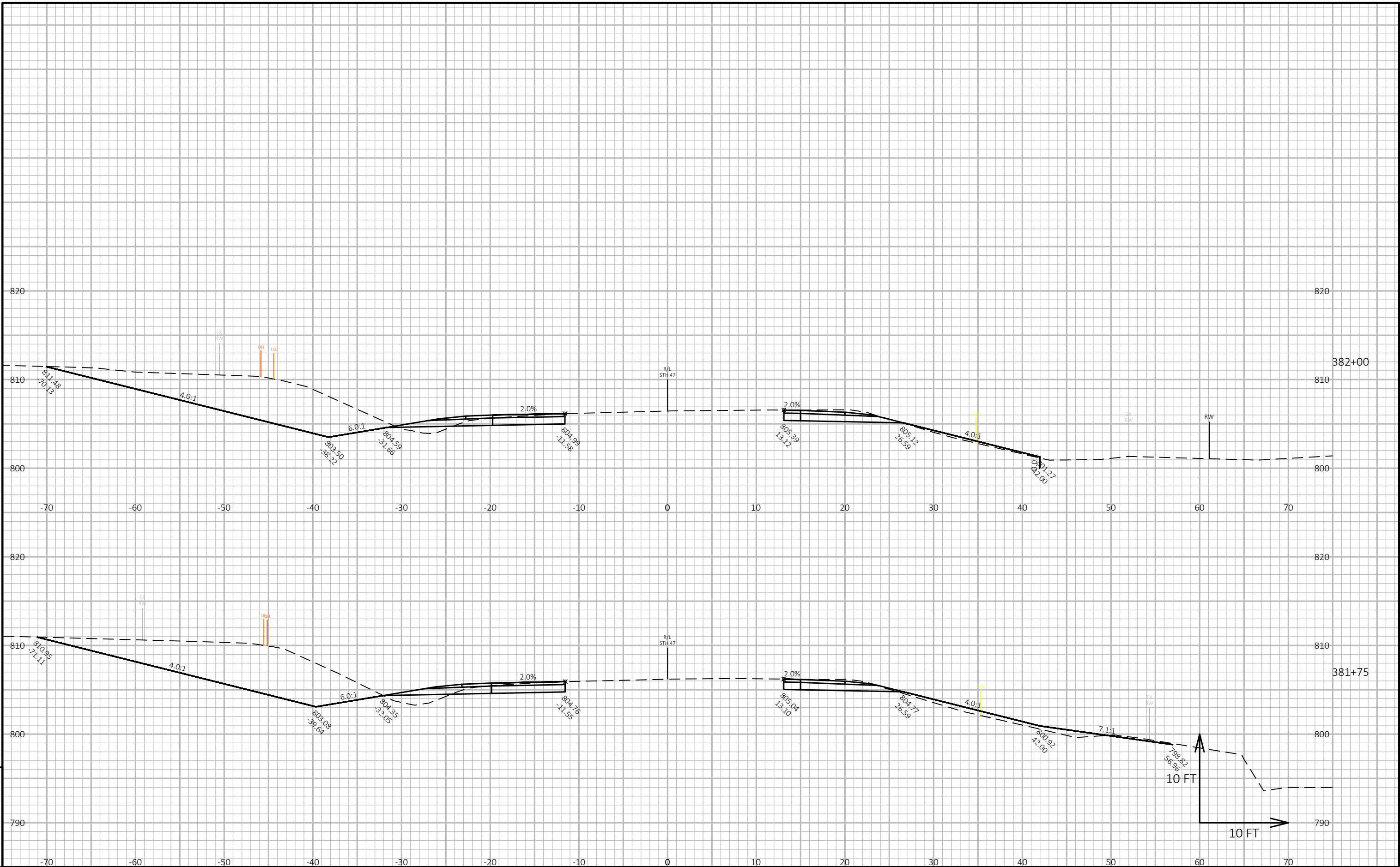


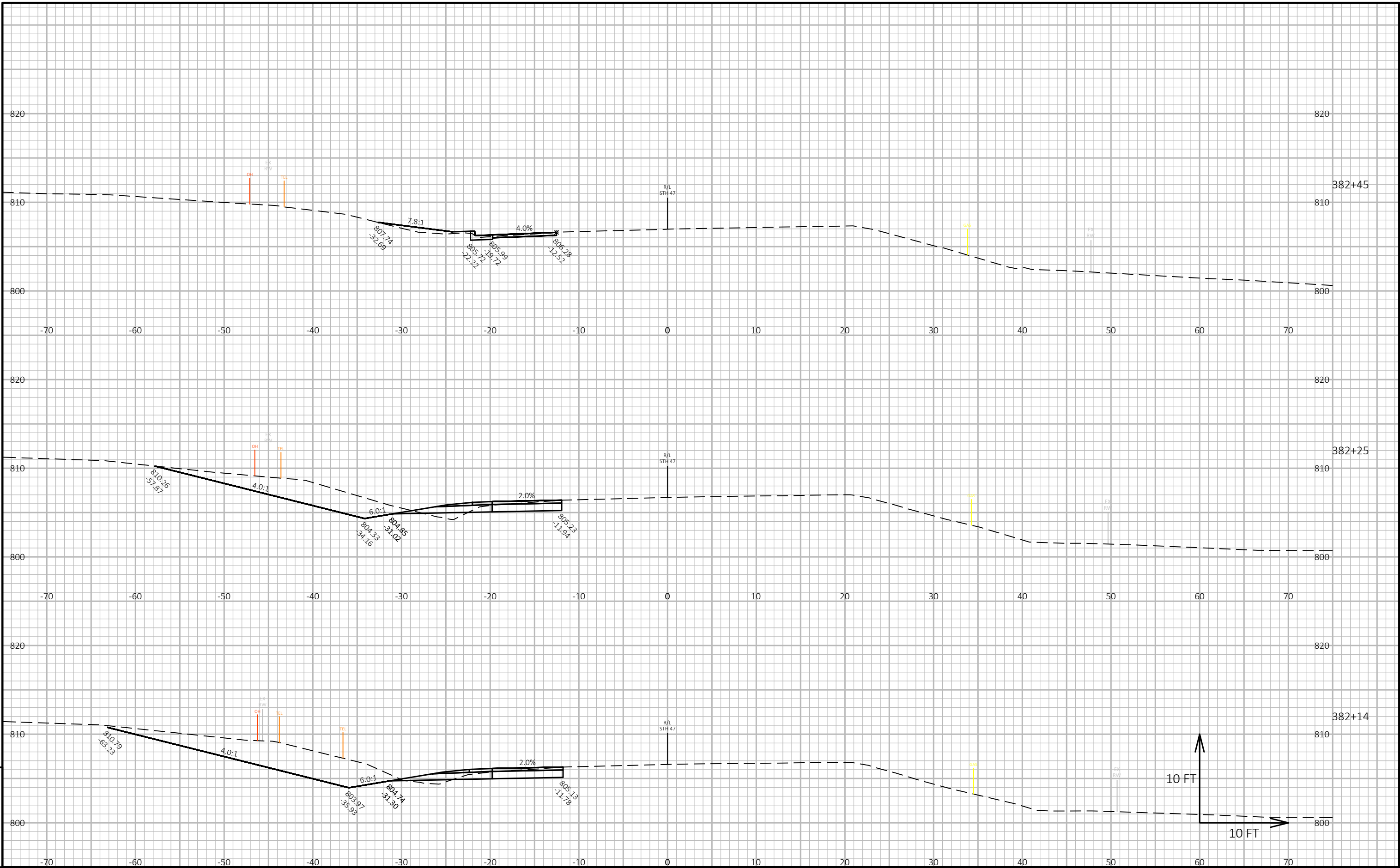
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9









EPlans Preliminary Sheet Numbering Tool

This sheet: ftp://ftp.dot.state.wi.us/transp/roads/eplans/prelim_sheet_numbers.pdf

Notes

- Acrobat 5 or higher is required to use this tool.
- The Bureau of Highway Construction places sheet numbers in the final plan.
- This sheet is for placing preliminary sheet numbers with a "PRE_" prefix.
- If a plan contains multiple projects, number each plan individually.
- Leave this sheet in the plan.

TO ADD PRELIMINARY SHEET NUMBERS

- 1. Insert this sheet at the end of the plan**
 - a. With the plan open in Acrobat, select Document > Insert Pages.
 - b. In the Select File to Insert dialog box, select this file (prelim_sheet_numbers.pdf)
 - c. In the Insert dialog box, choose After for Location and Last page for Page.
 - d. Click OK.
- 2. Click the Place Preliminary Sheet Numbers button**
 - a. Go to the last sheet of the plan.
 - b. Click the Place Preliminary Sheet Numbers button once.
(The preliminary sheet number appears in the bottom right corner of the sheets.
The number should match te page number in the Acrobat Status bar).
- 3. Re-Save the PDF**
 - a. Select File > Save As and save the PDF.



TO REMOVE PRELIMINARY SHEET NUMBERS

