

PROJECT ID: 6570-08-73

COUNTY: OUTAGAMIE

ORDER OF SHEETS

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

TOTAL SHEETS =



DESIGN DESIGNATION

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

CONVENTIONAL SYMBOLS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PLAN OF PROPOSED IMPROVEMENT
MAIN STREET, CITY OF SEYMOUR
STH 54 - LAKE ROAD
STH 55
OUTAGAMIE

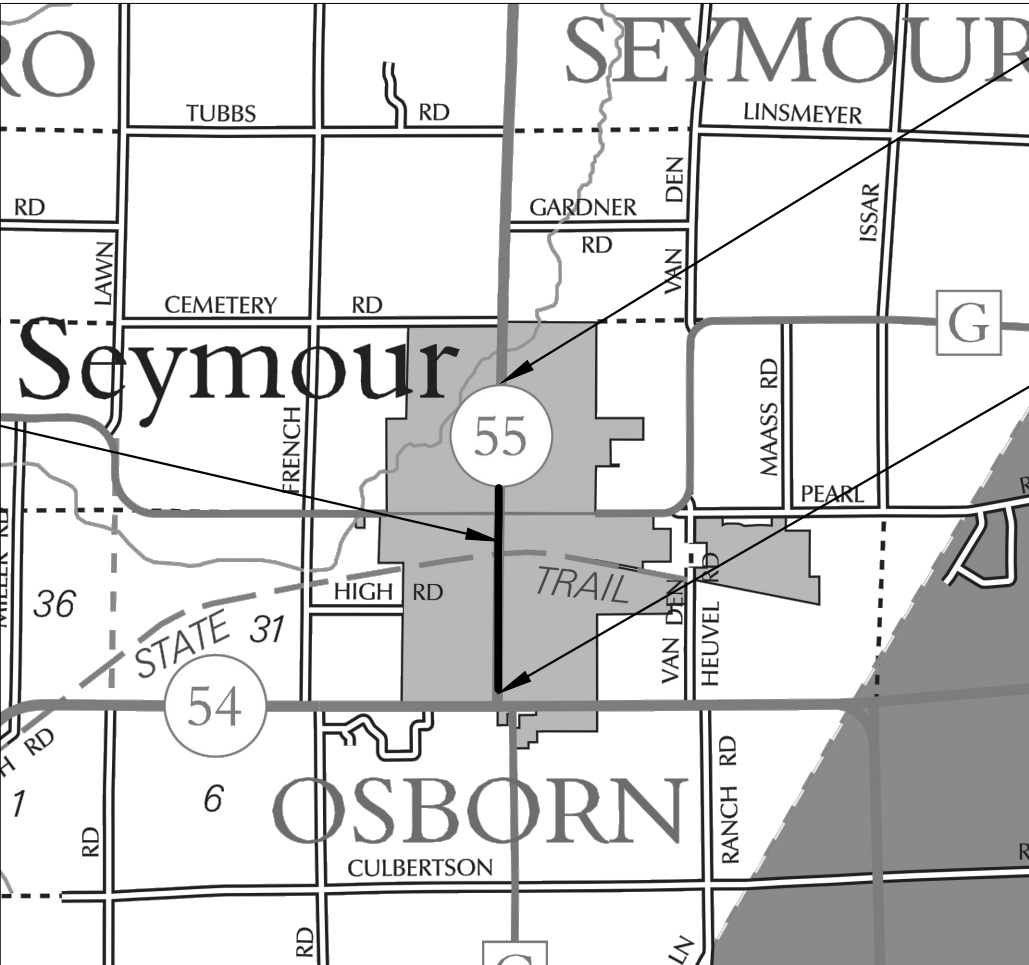
STATE PROJECT NUMBER
6570-08-73

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6570-08-73		

**TRANS 220
PROJECT PLAN
FOR
DESIGN OF UTILITY FACILITY
ALTERATIONS OR RELOCATIONS**

Date: 01/18/2019

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



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

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

LAYOUT
SCALE 0 1 MILE
TOTAL NET LENGTH OF CENTERLINE = 1.50 MILES

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

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	
Surveyor	WISDOT NE REGION
Designer	M. COHEN
Project Manager	T. VERHAGEN
Regional Examiner	
Regional Supervisor	C. DEGRAVE
APPROVED FOR THE DEPARTMENT	
DATE:	(Signature)

GENERAL NOTES

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

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

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

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

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

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

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

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

UTILITIES

ANR PIPELINE COMPANY - GAS/PETROLEUM
W3925 PIPELINE LANE
EDEN, WI 53019
ATTN: LAWRENCE HUBER
PHONE: 920-477-2235
E-MAIL: LAWRENCE.HUBER@TRANSCANADA.COM

CENTURYLINK - COMMUNICATION LINE
144 N PEARL ST
PO BOX 70
BERLIN, WI 54923
ATTN: DENNIS HAAG
PHONE: 920-361-0040
E-MAIL: DENNIS.HAAG@CENTURYTEL.COM

NSIGHT TELESERVICES, INC. - COMMUNICATION LINE
450 SECURITY BOULEVARD
GREEN BAY, WI 54313
ATTN: RICK VINCENT
PHONE: 920-617-7316
E-MAIL: RICK.VINCENT@NSIGHT.COM

SEYMOUR MUNICIPAL WATER UTILITY - WATER
328 N MAIN ST
SEYMOUR, WI 54165-1312
ATTN: MIKE PEPIN
PHONE: 920-833-2397
E-MAIL: MJCPPE@AOL.COM

WISCONSIN DEPARTMENT OF TRANSPORTATION - COMMUNICATION LINE
STE. 300
433 W. ST PAUL AVE.
MILWAUKEE, WI 53203-3007
ATTN: JEFF MADSON
PHONE: 414-225-3723
E-MAIL: JEFFREY.MADSON@DOT.WI.GOV

WE ENERGIES - GAS/PETROLEUM
A299
333 W EVERETT ST
MILWAUKEE, WI 53203
ATTN: DAN SANDE
PHONE: 414-221-4578
E-MAIL: DAN.SANDE@WE-ENERGIES.COM

ATC MANAGEMENT, INC. ELECTRICITY
801 O'KEEFE RD
P.O. BOX 6113
DE PERE, WI 54115-6113
ATTN: MIKE OLSEN
PHONE: 920-338-6582
E-MAIL: MOLSEN@ATCLLC.COM

PAETEC, INC - COMMUNICATION LINE
13935 BISHOPS DR.
BROOKFIELD, WI 53005
ATTN: JOHN LOUIS
PHONE: 414-831-5041
E-MAIL: JOHN.LOUIS@WINDSTREAM.COM

NORTHEAST TELEPHONE COMPANY LLC - COMMUNICATION LINE
122 S ST AUGUSTINE ST
PO BOX 860
PULASKI, WI 54162-0860
ATTN: DENNIS BAER
PHONE: 920-822-8895
E-MAIL: DENNIS.BAER@NSIGHT.COM

TIME WARNER CABLE - COMMUNICATION LINE
3520 DESTINATION DR.
APPLETON, WI 54915
ATTN: LARRY PIHLSTROM
PHONE: 920-831-9211
E-MAIL: LARRY.PIHLSTROM@TWCABLE.COM

WE ENERGIES - ELECTRICITY
A299
333 W EVERETT ST
MILWAUKEE, WI 53203
ATTN: DAN SANDE
PHONE: 414-221-4578
E-MAIL: DAN.SANDE@WE-ENERGIES.COM

DNR AREA LIAISON

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

SURVEY CONTACT PERSON

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



Dial 811 or (800)242-8511

www.DiggersHotline.com

EMERGENCY CONTACT NUMBERS FOR WISCONSIN POWER AND LIGHT COMPANY

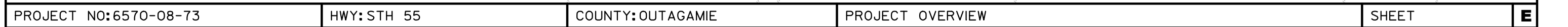
ELECTRIC 24 HOUR EMERGENCY SERVICE: 1-800-862-6261
GAS 24 HOUR EMERGENCY SERVICE: 1-800-862-6263

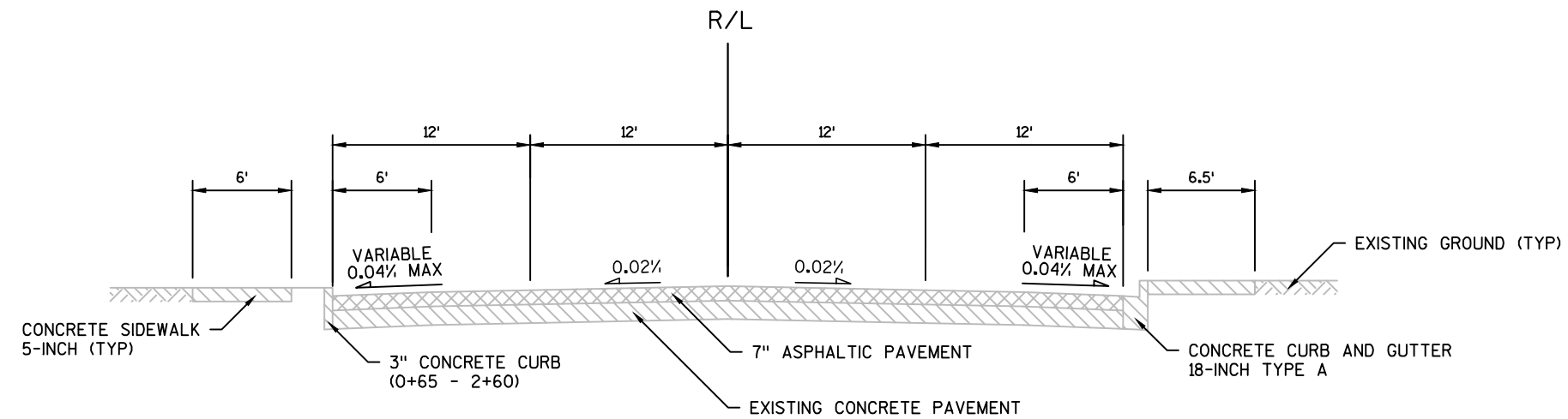
EMERGENCY CONTACT NUMBERS FOR WISCONSIN PUBLIC SERVICE

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

EMERGENCY CONTACT NUMBERS FOR WE ENERGIES

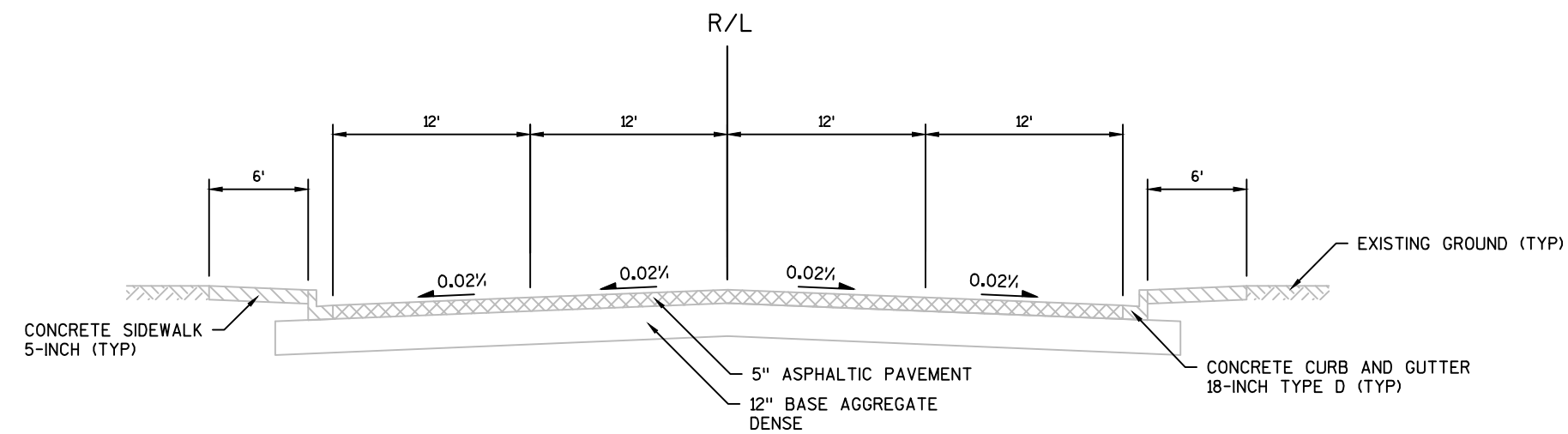
ELECTRIC 24 HOUR EMERGENCY SERVICE: 1-800-662-4797
GAS 24 HOUR EMERGENCY SERVICE: 1-800-261-5325





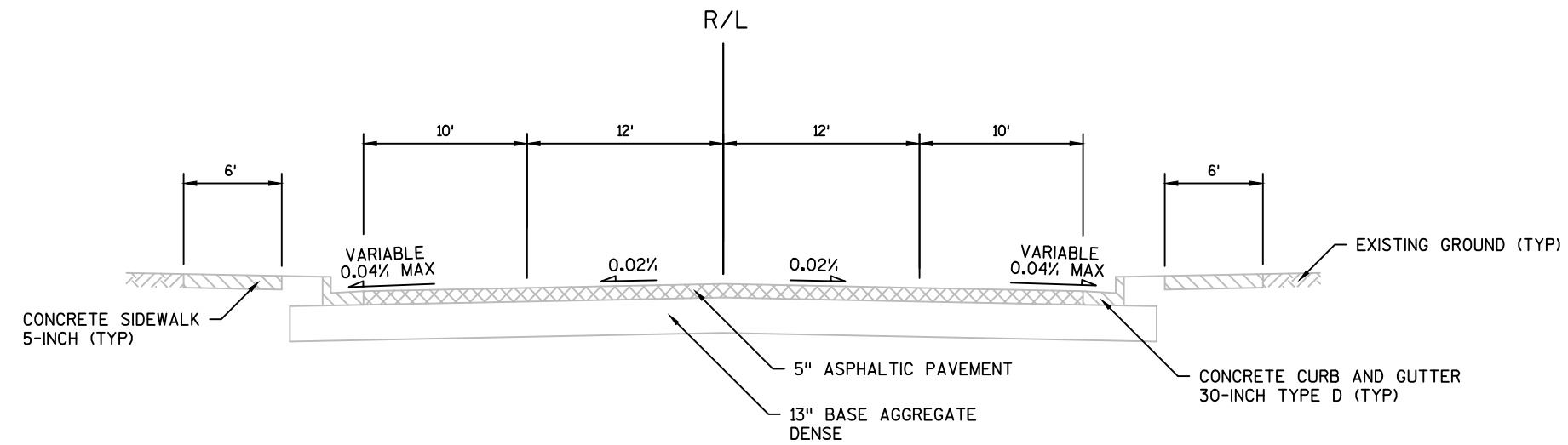
EXISTING TYPICAL SECTION STH 55

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



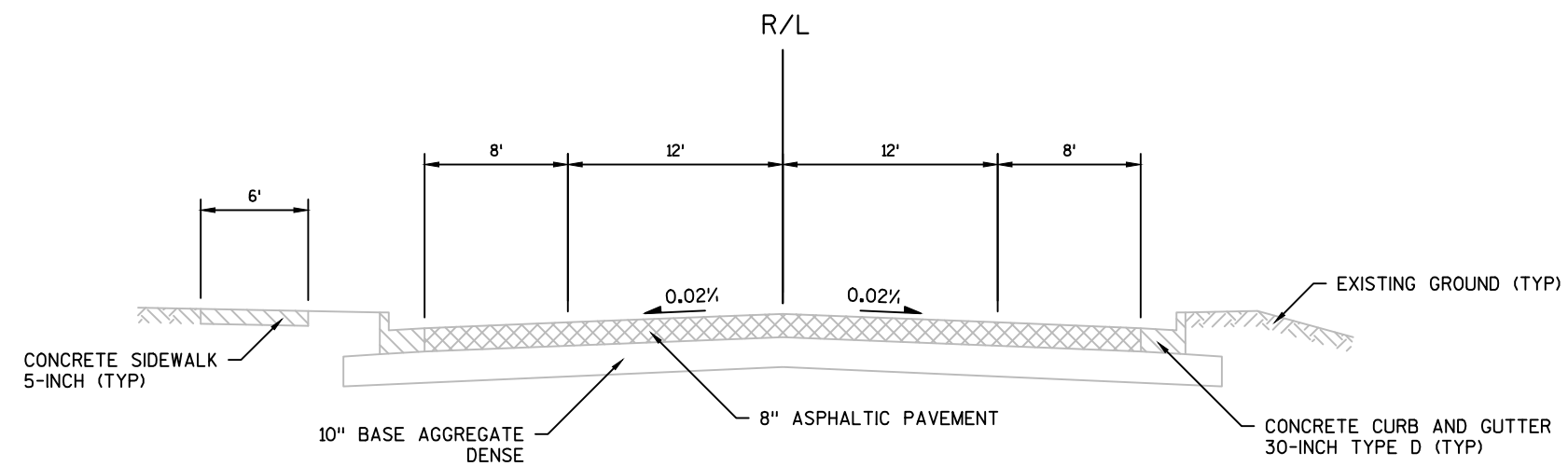
EXISTING TYPICAL SECTION STH 55

STA 41+80 TO STA 42+80



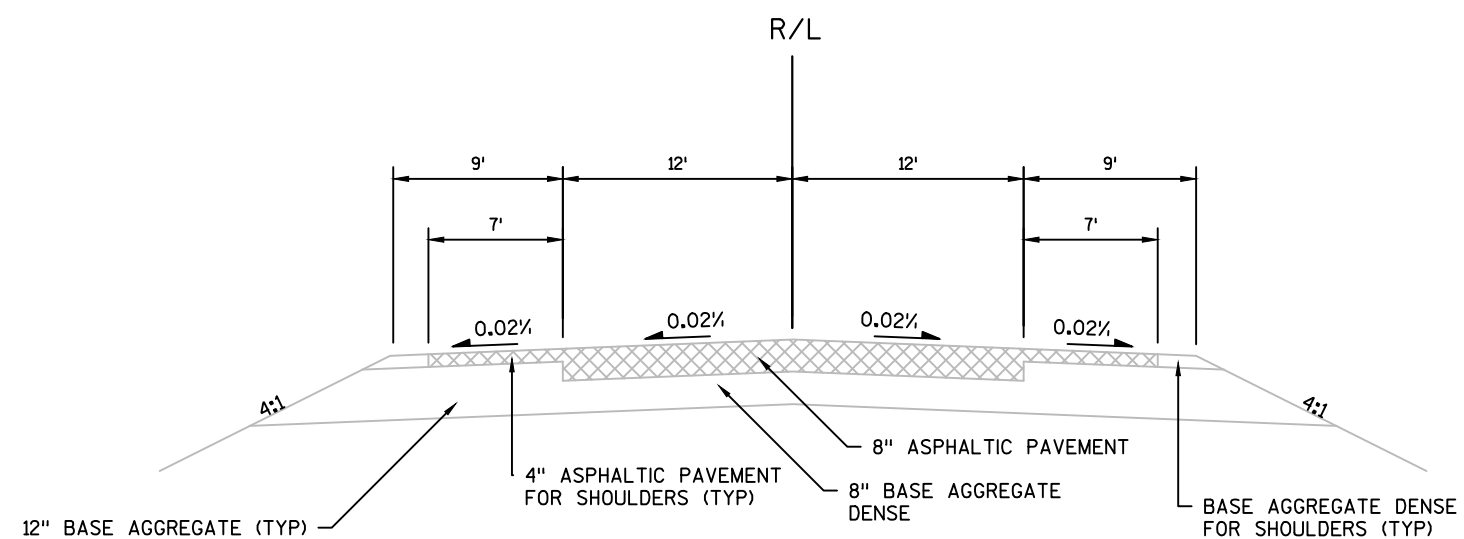
EXISTING TYPICAL SECTION STH 55

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

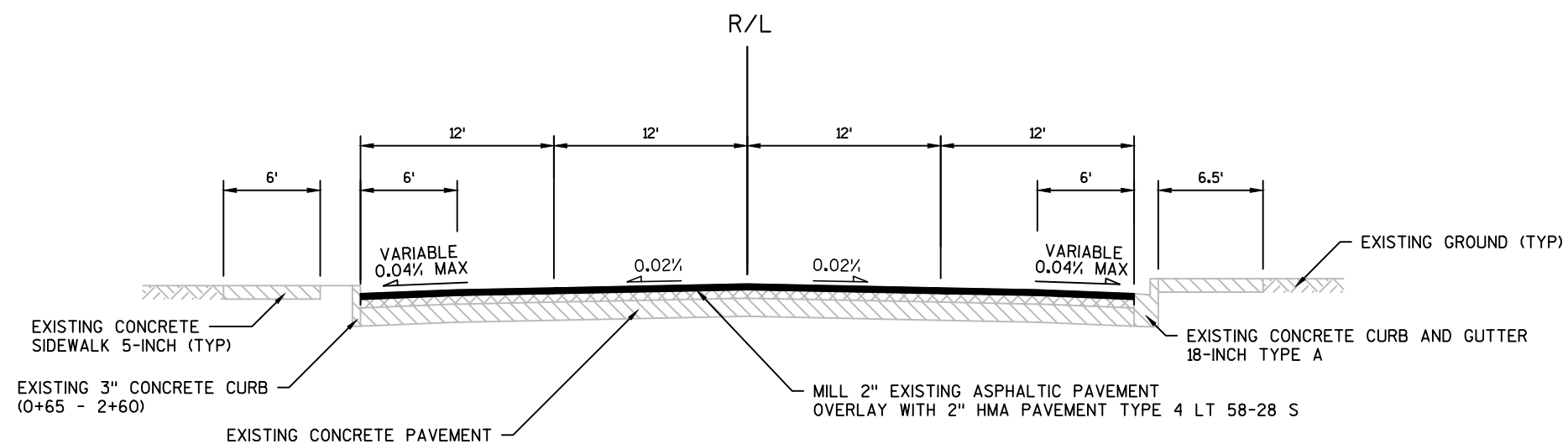


EXISTING TYPICAL SECTION STH 55

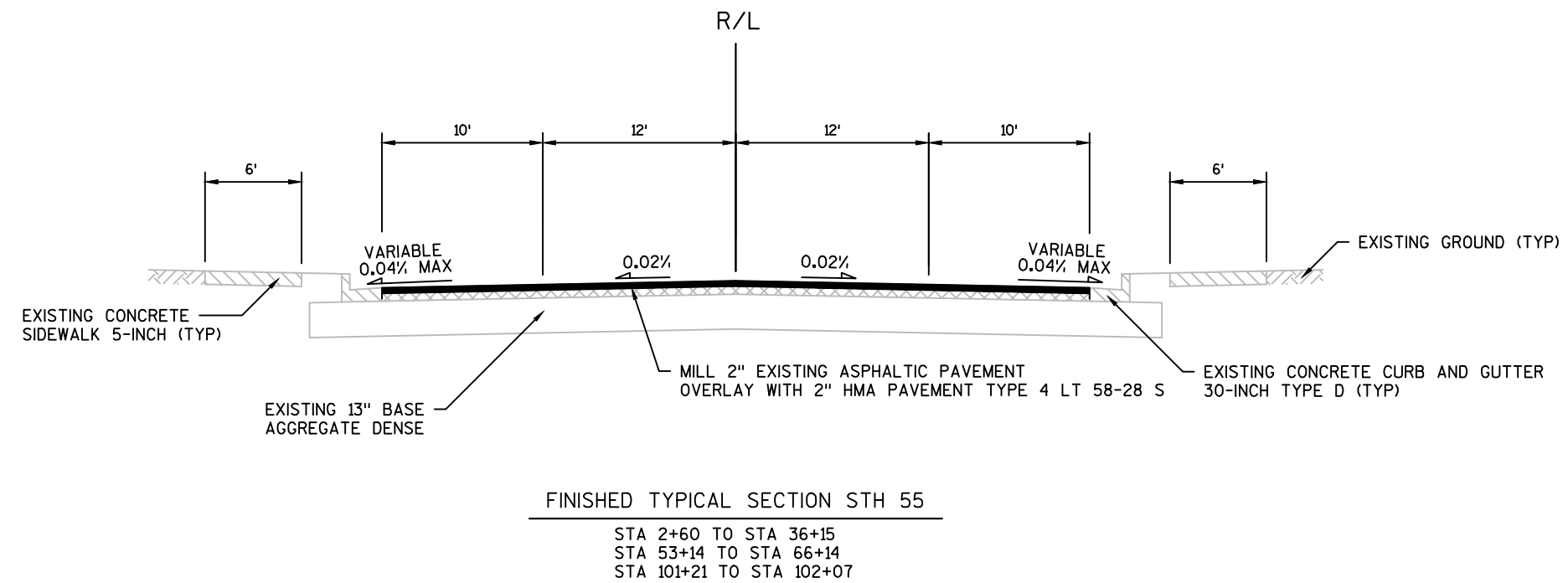
STA 102+07 TO STA 114+82

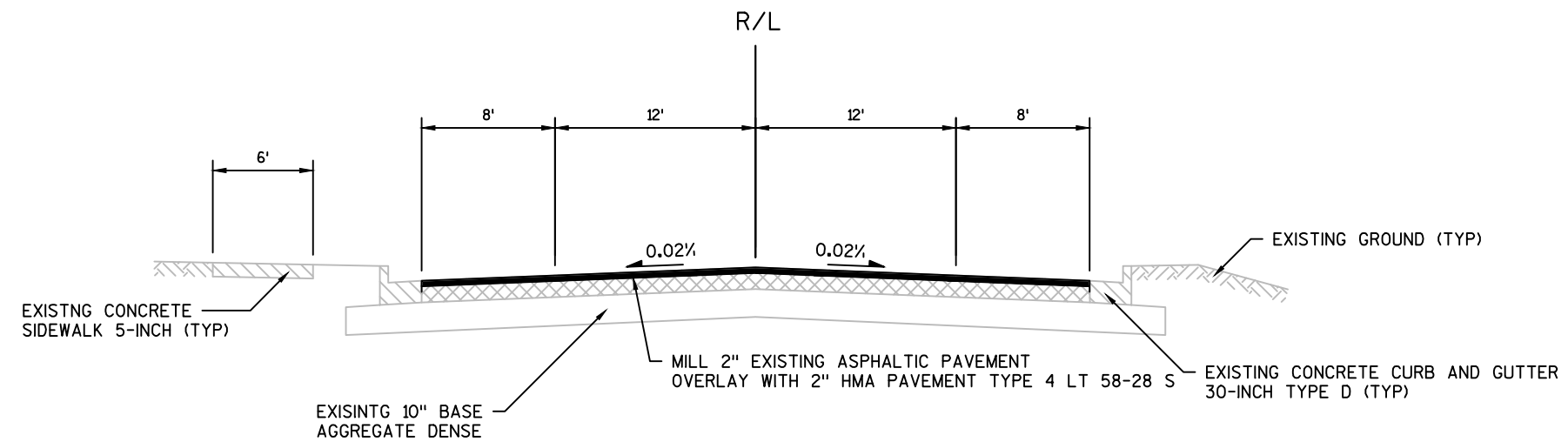


EXISTING TYPICAL SECTION STH 55
STA 114+82 TO STA 115+00

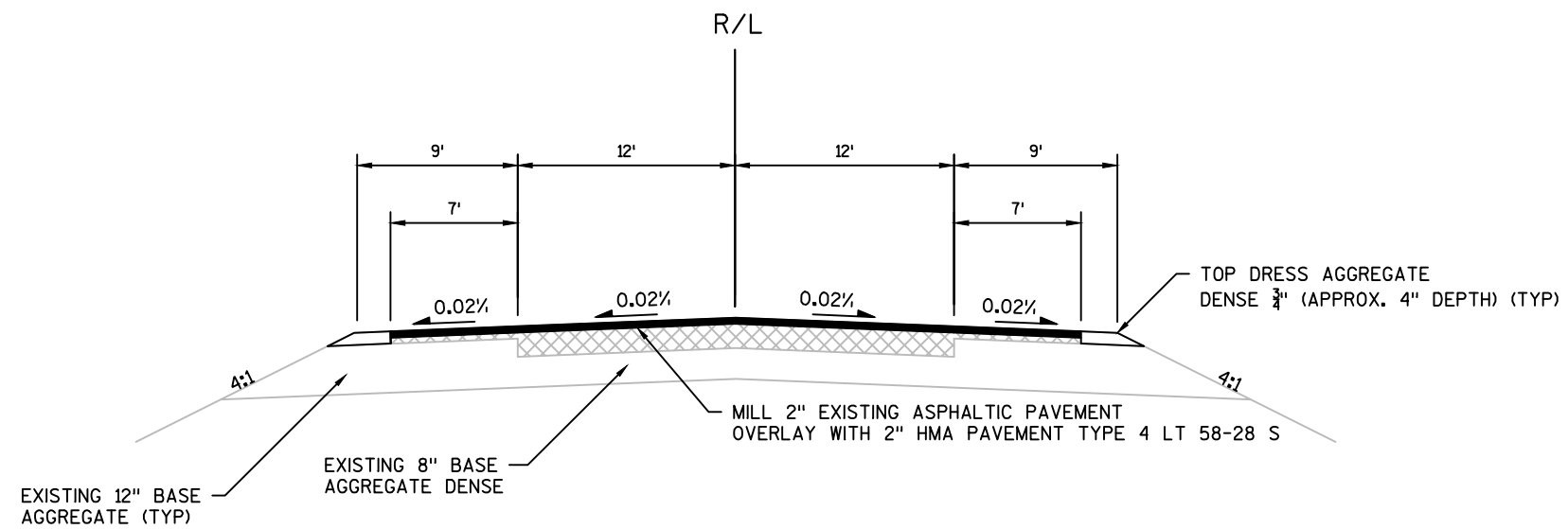


FINISHED TYPICAL SECTION STH 55
STA 0+65 TO STA 2+60
STA 36+15 TO STA 41+80
STA 42+80 TO STA 53+14

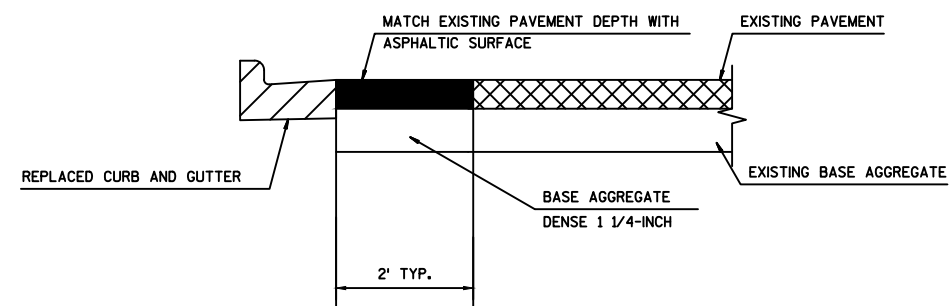




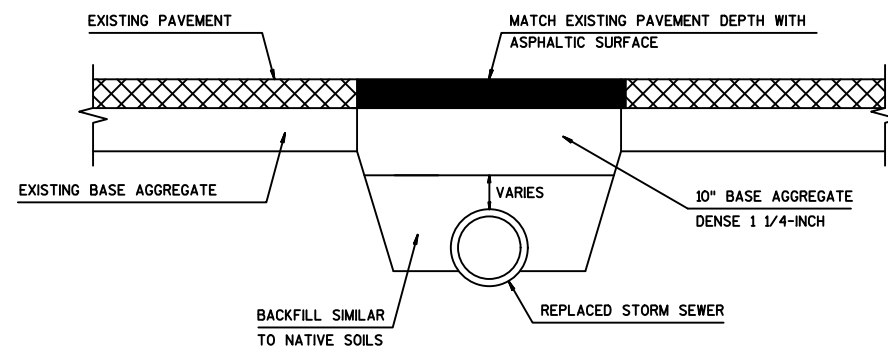
FINISHED TYPICAL SECTION STH 55
STA 102+07 TO STA 114+82



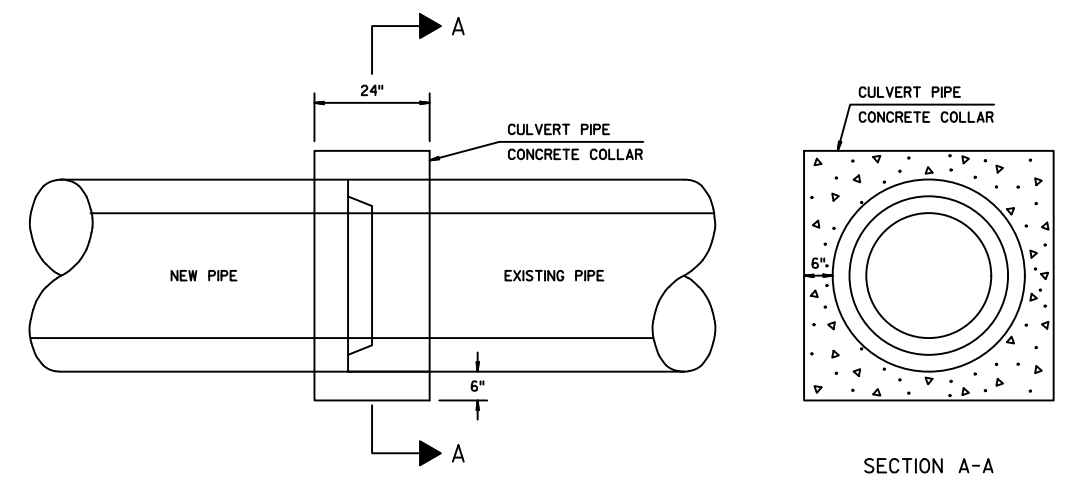
FINISHED TYPICAL SECTION STH 55
STA 114+82 TO STA 115+00



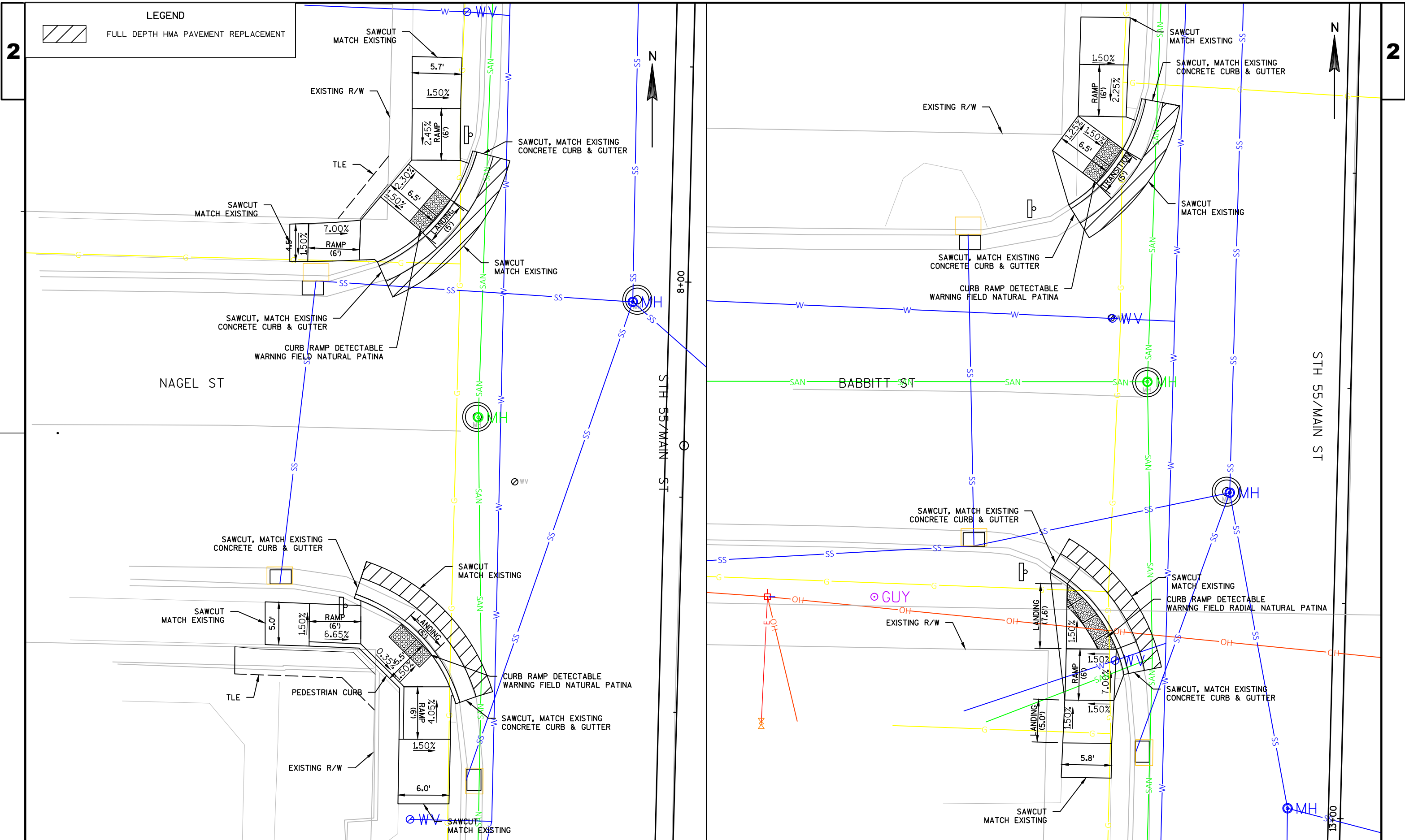
FULL DEPTH ASPHALT REPAIR AT CURB AND GUTTER REPLACEMENT



FULL DEPTH ASPHALT REPAIR AT STORM SEWER PIPE REPLACEMENT



CONCRETE COLLAR DETAIL FOR STORM SEWER PIPE REPLACEMENT



PROJECT NO:6570-08-73

HWY:STH 55

COUNTY:OUTAGAMIE

CONSTRUCTION DETAILS

SHEET

E

FILE NAME : N:\PDS\C3D\65700800\SHETSPLAN\021001-CD-CURB RAMPS (73).DWG

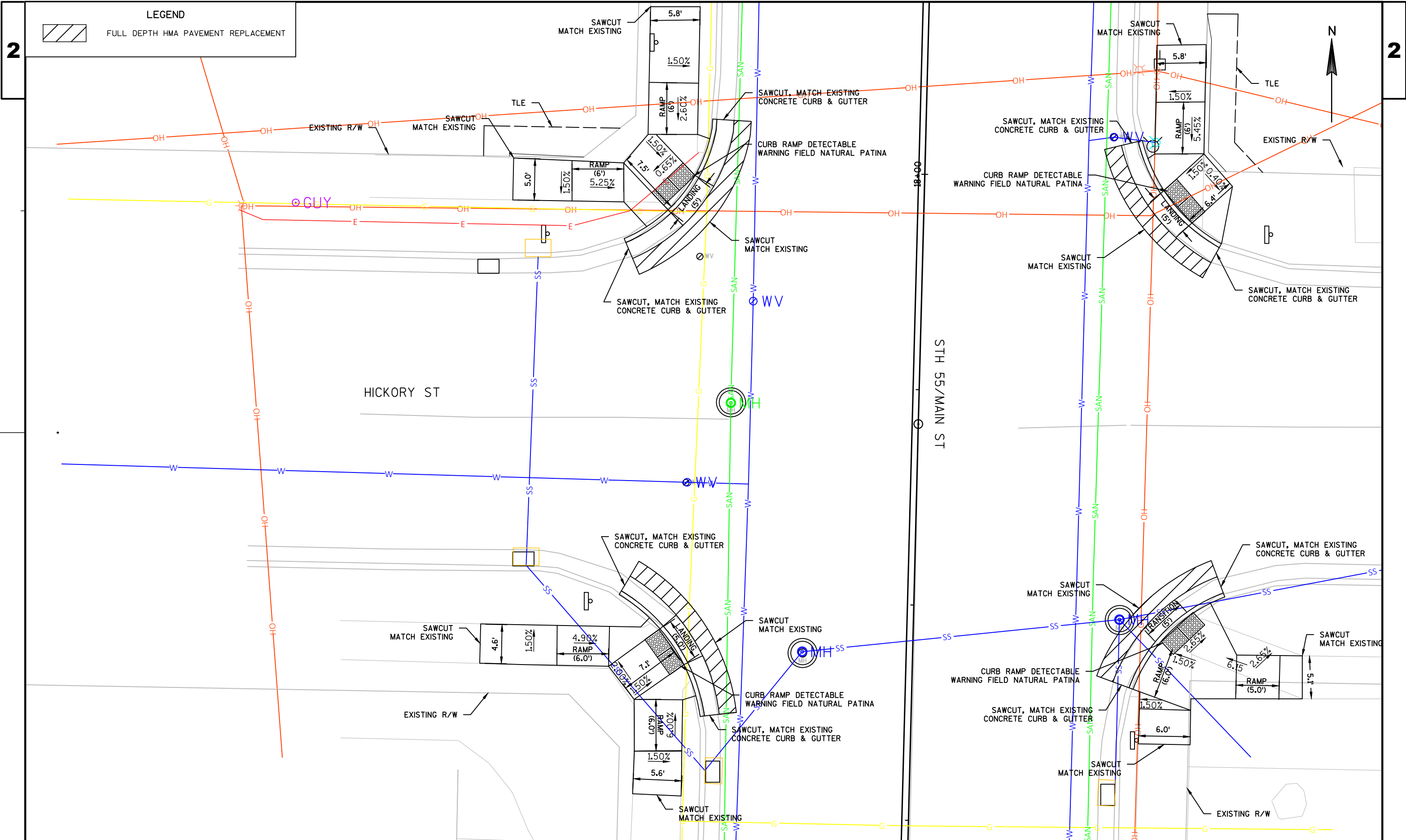
PLOT DATE : 1/3/2019 7:14 AM

PLOT BY : COHEN, MICHAEL J

PLOT NAME :

PLOT SCALE : 1" = 10'-XREF

WISDOT/CADDs SHEET 42



PROJECT NO:6570-08-73

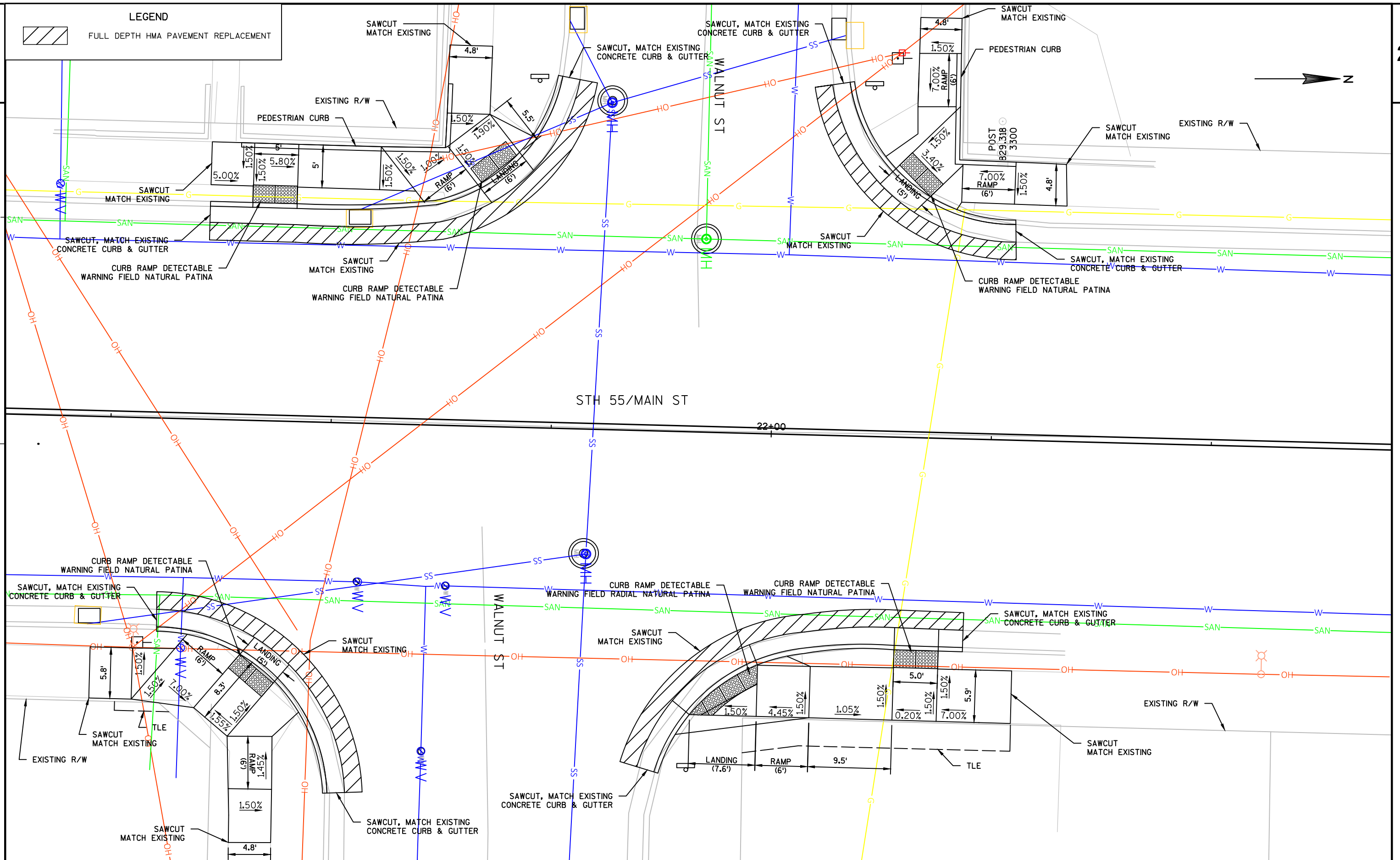
HWY:STH 55

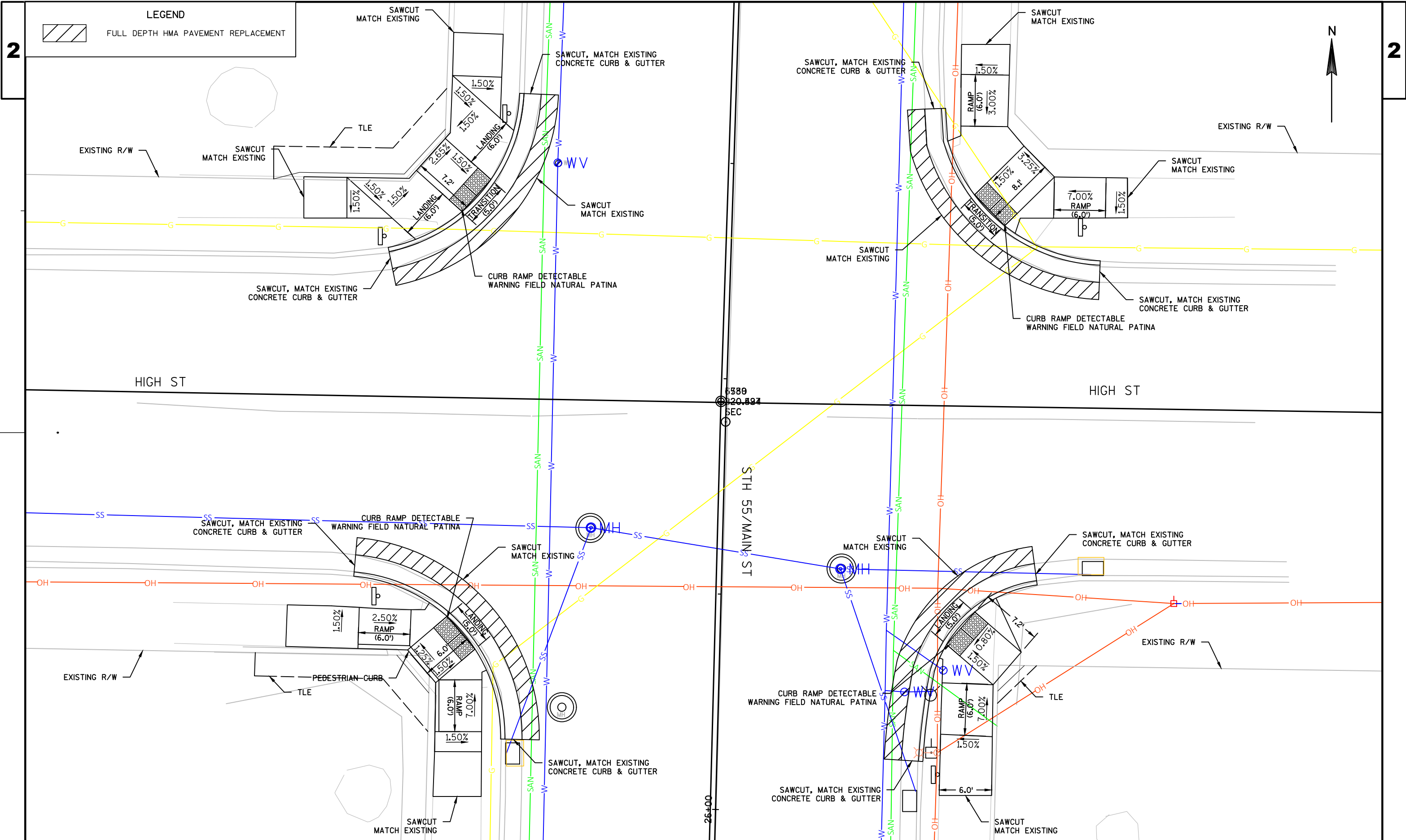
COUNTY:OUTAGAMIE

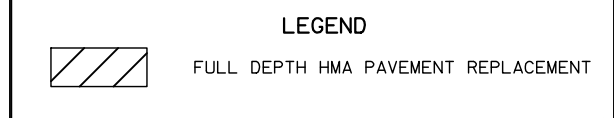
CONSTRUCTION DETAILS

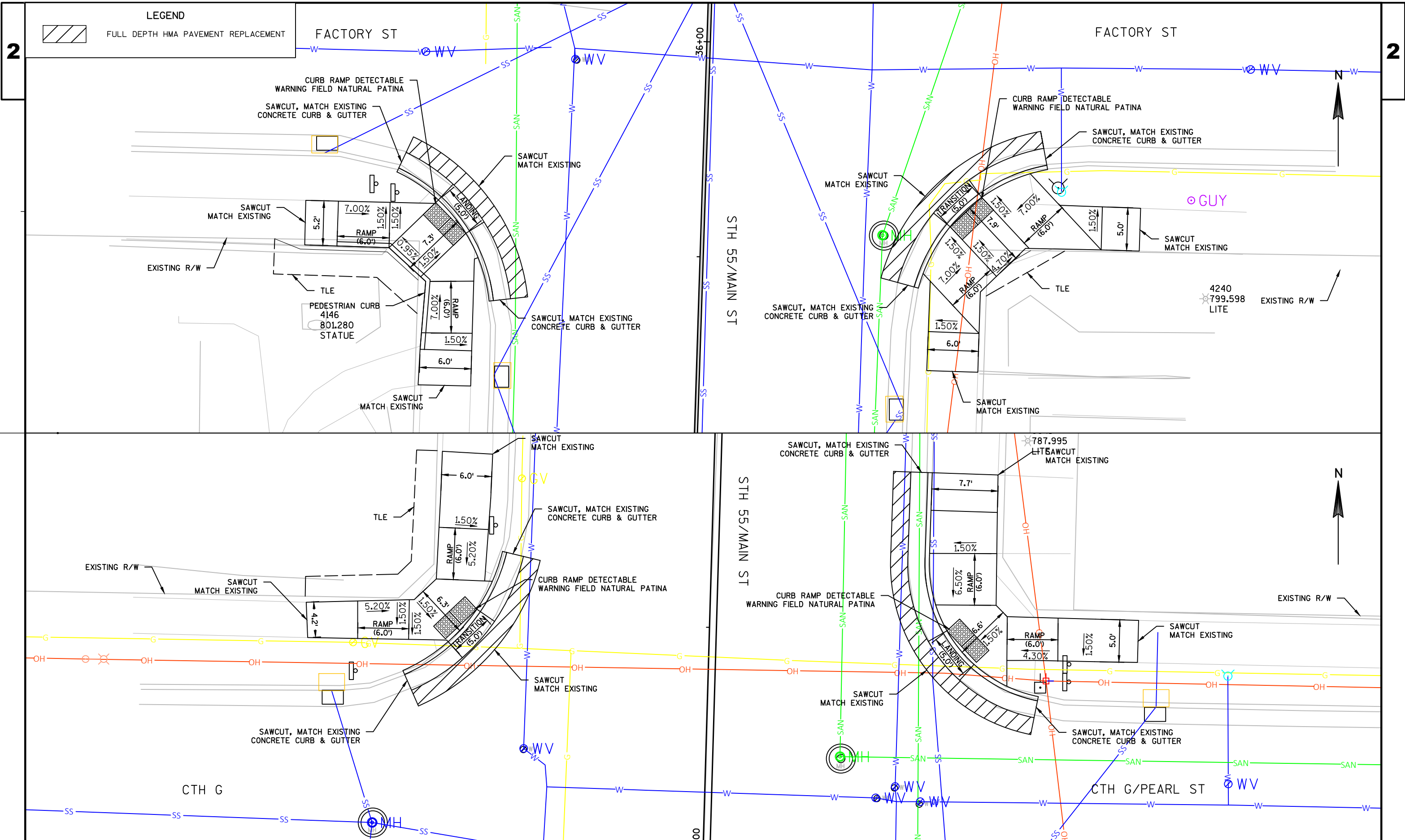
SHEET

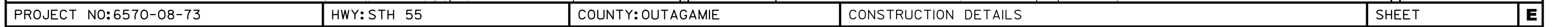
E

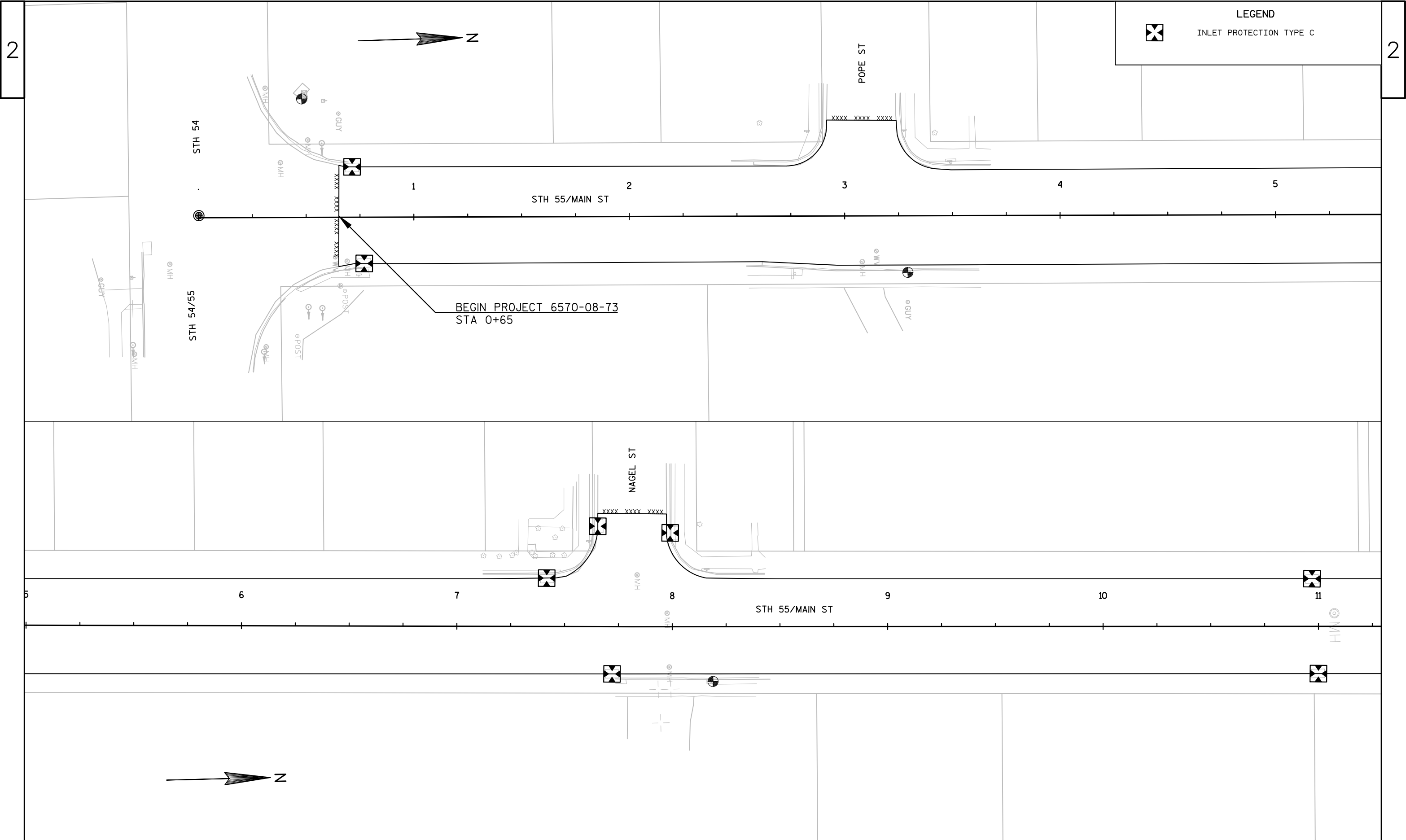


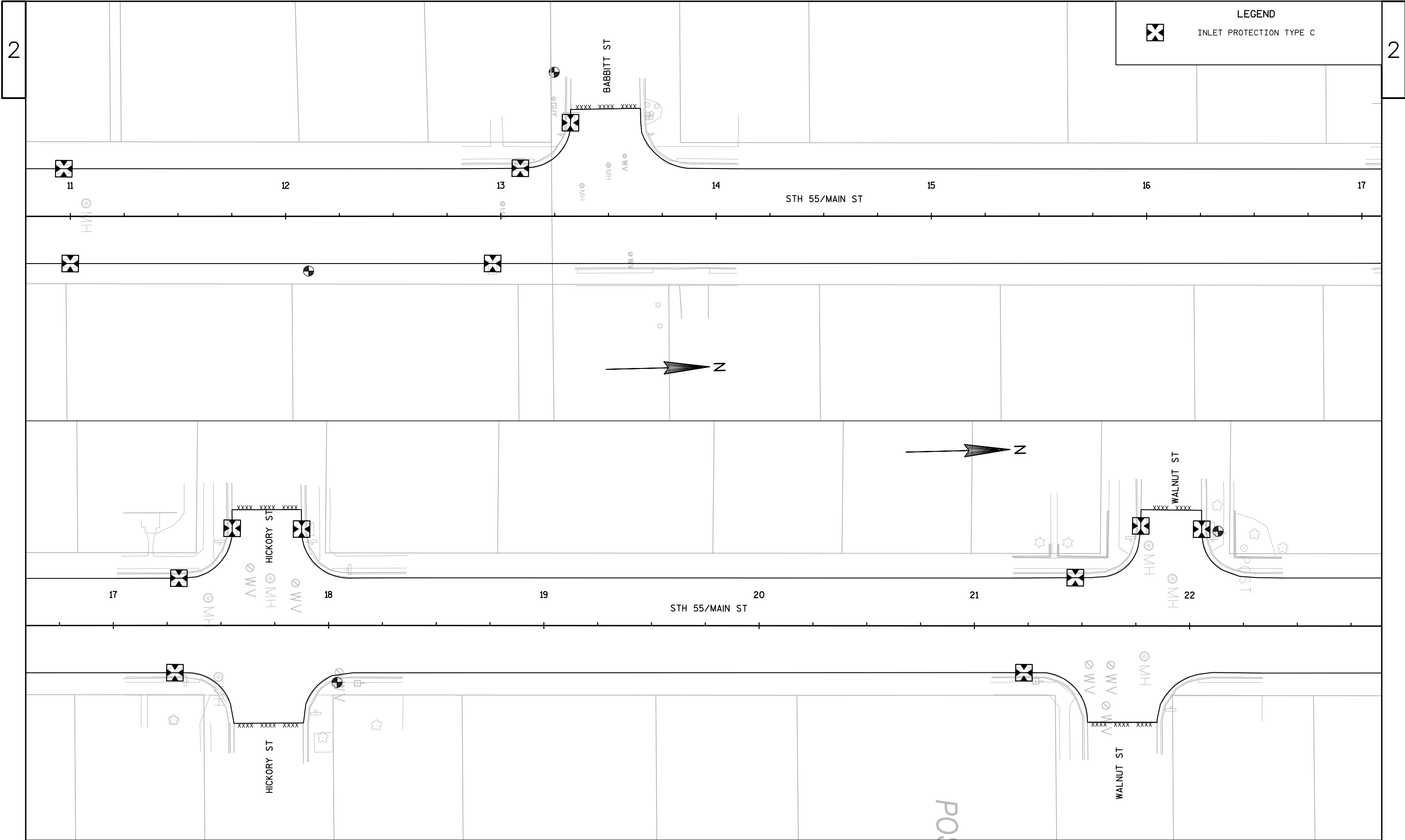


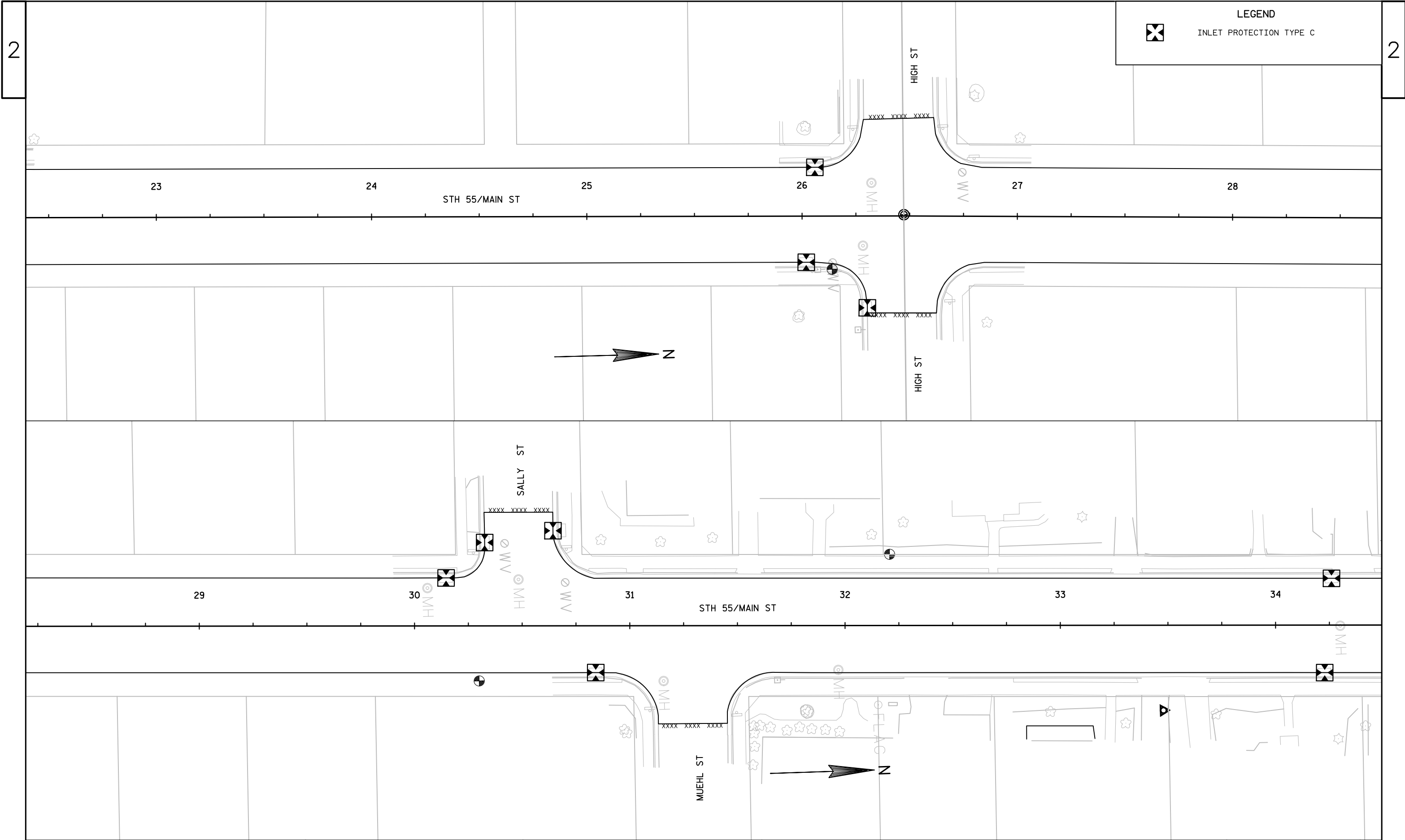


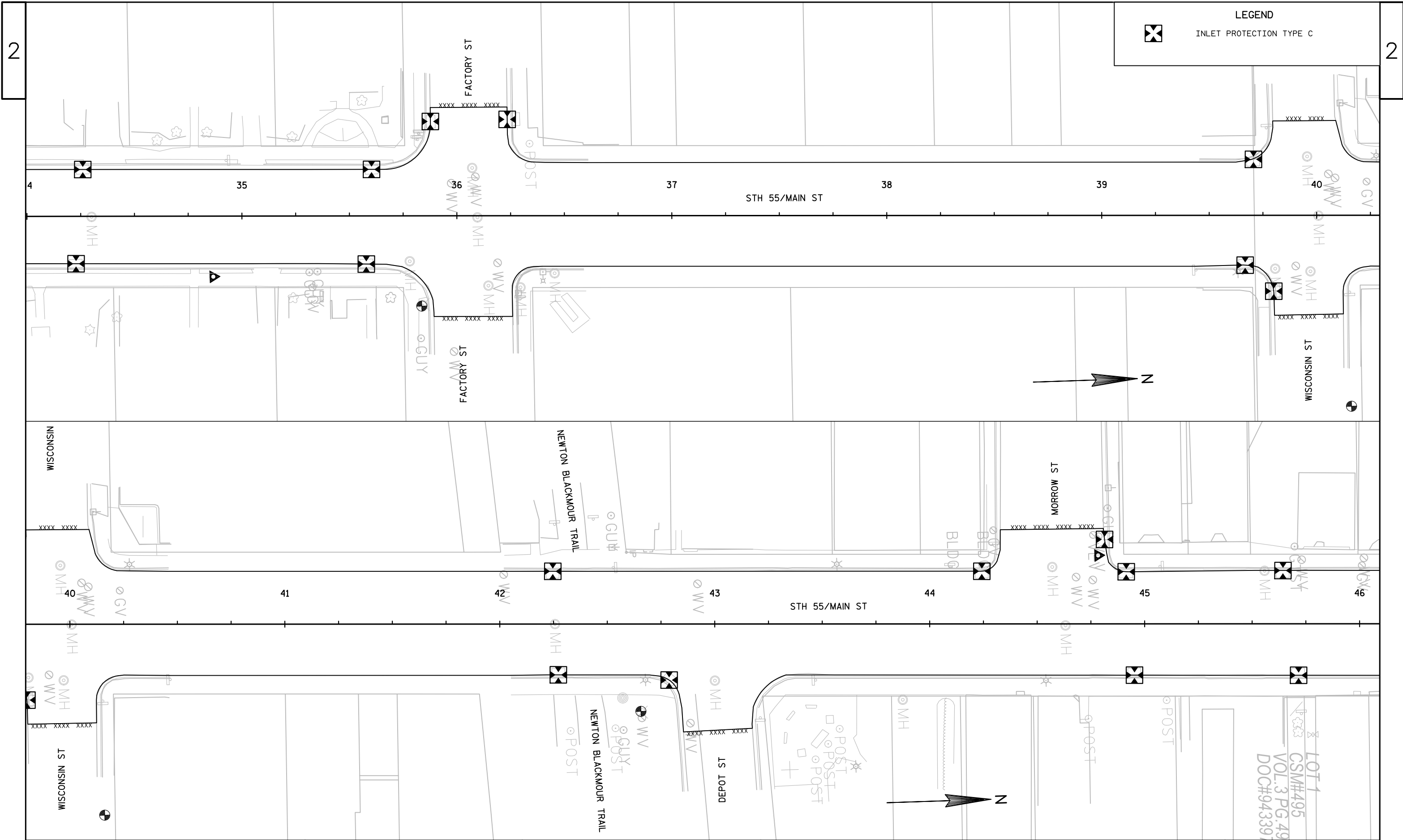


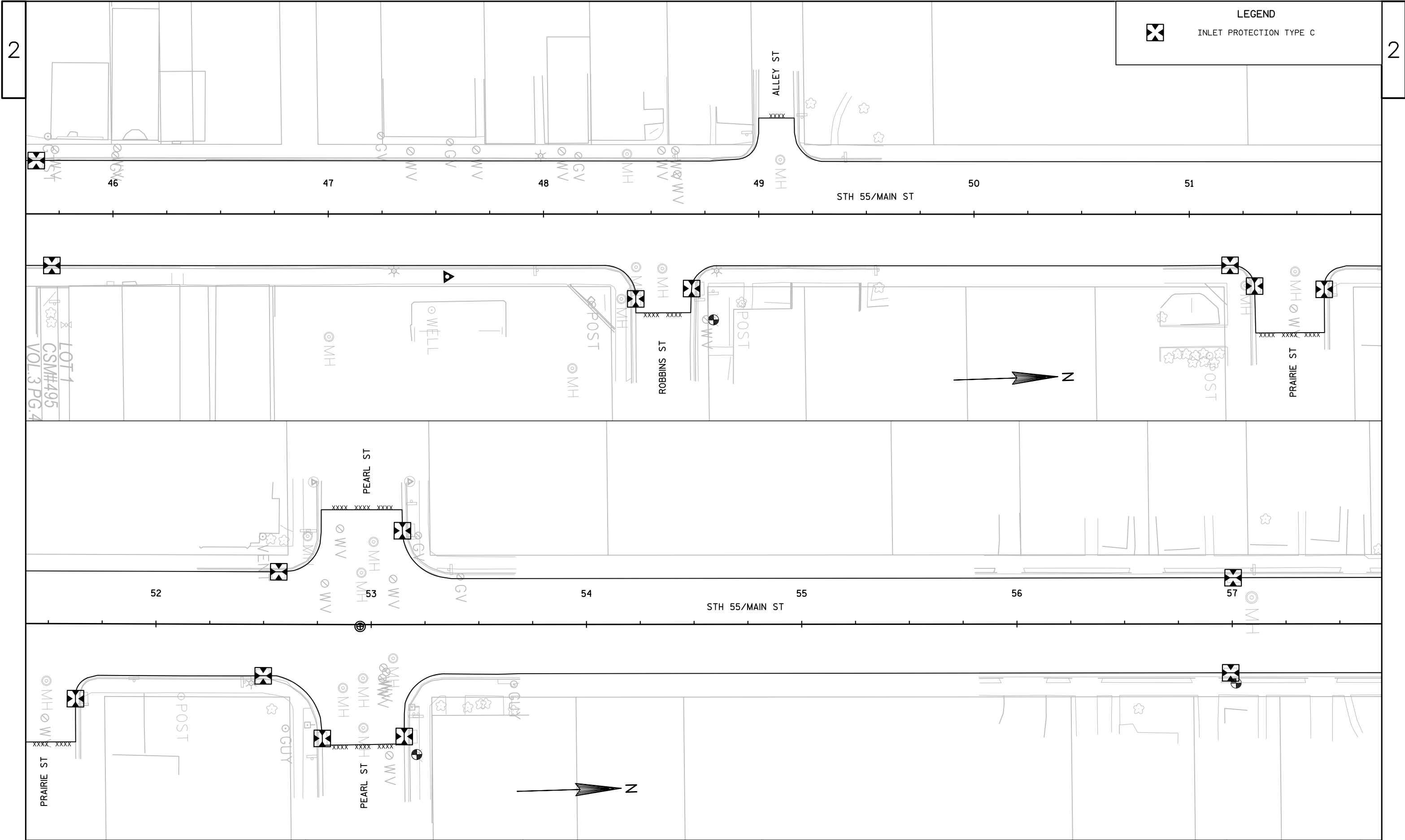


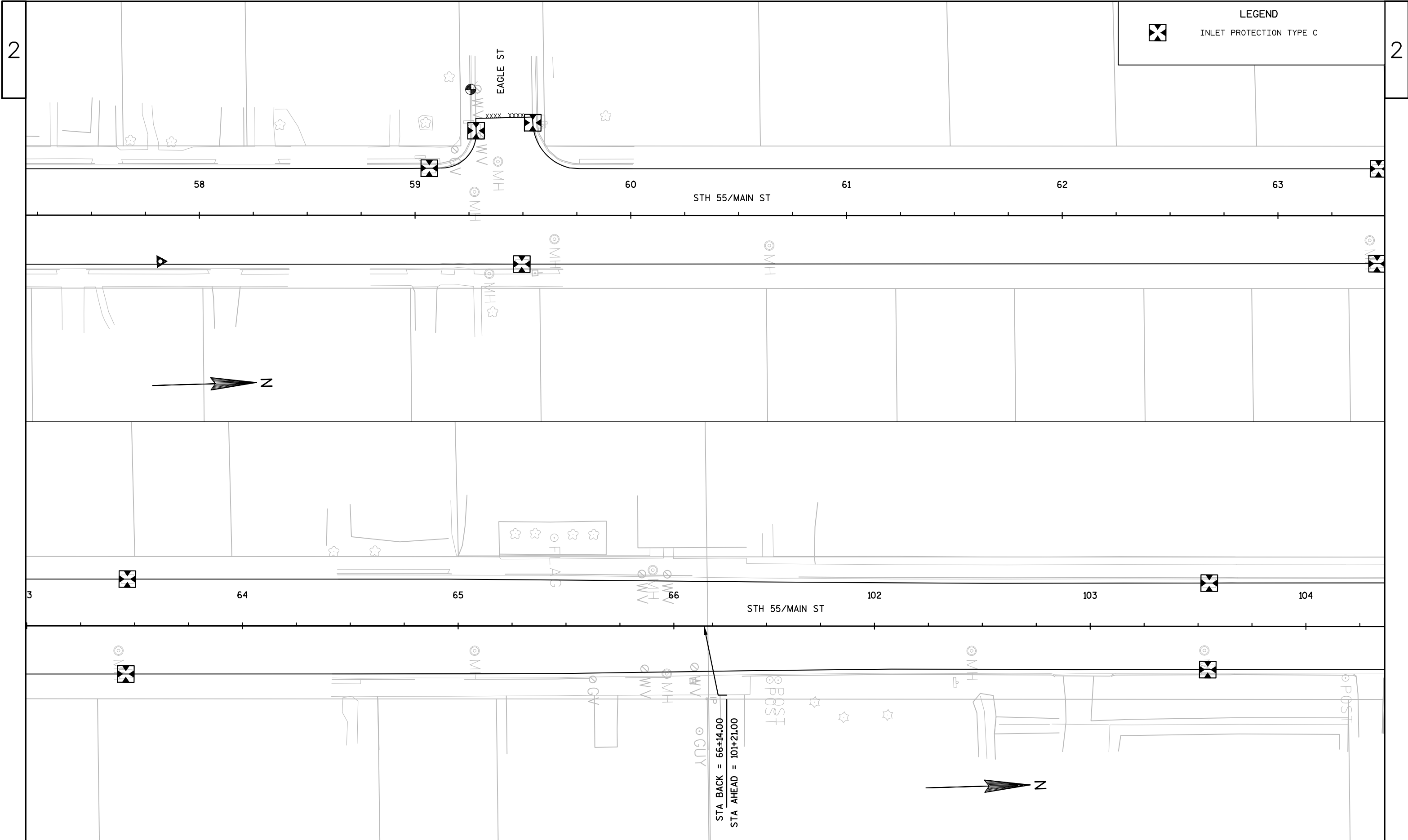


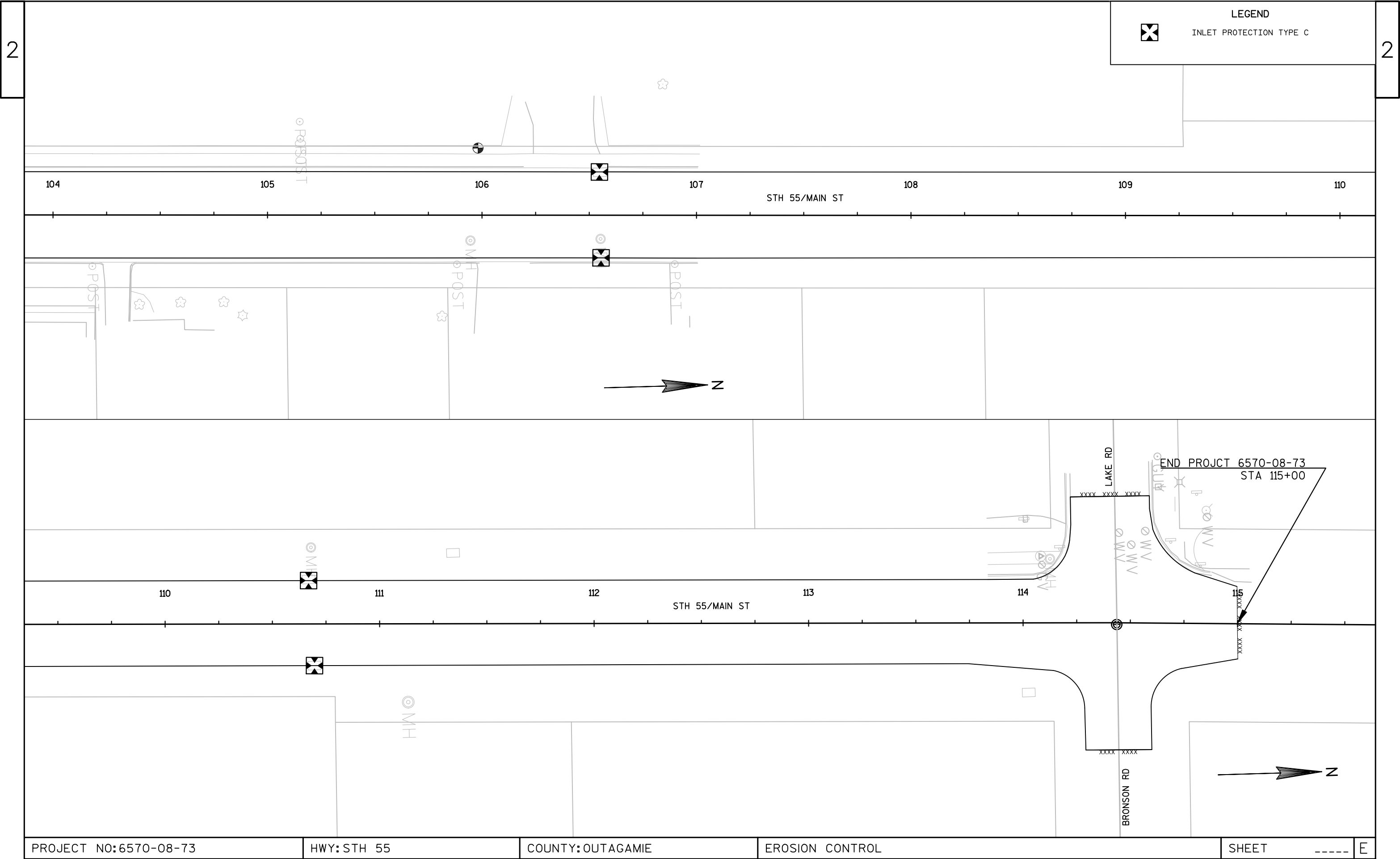


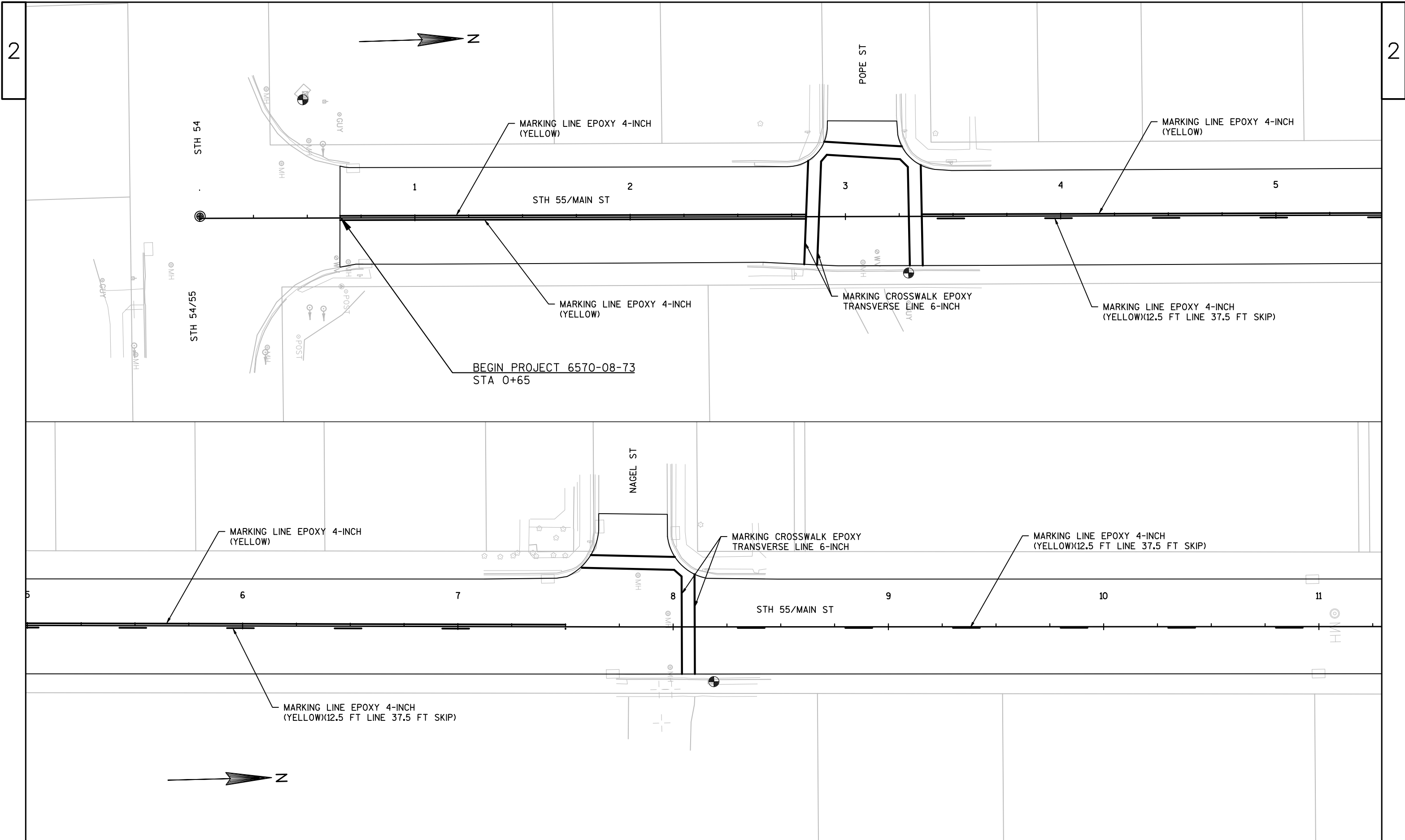












PROJECT NO:6570-08-73	HWY:STH 55	COUNTY:OUTAGAMIE	PAVEMENT MARKING	SHEET	-----E
-----------------------	------------	------------------	------------------	-------	--------

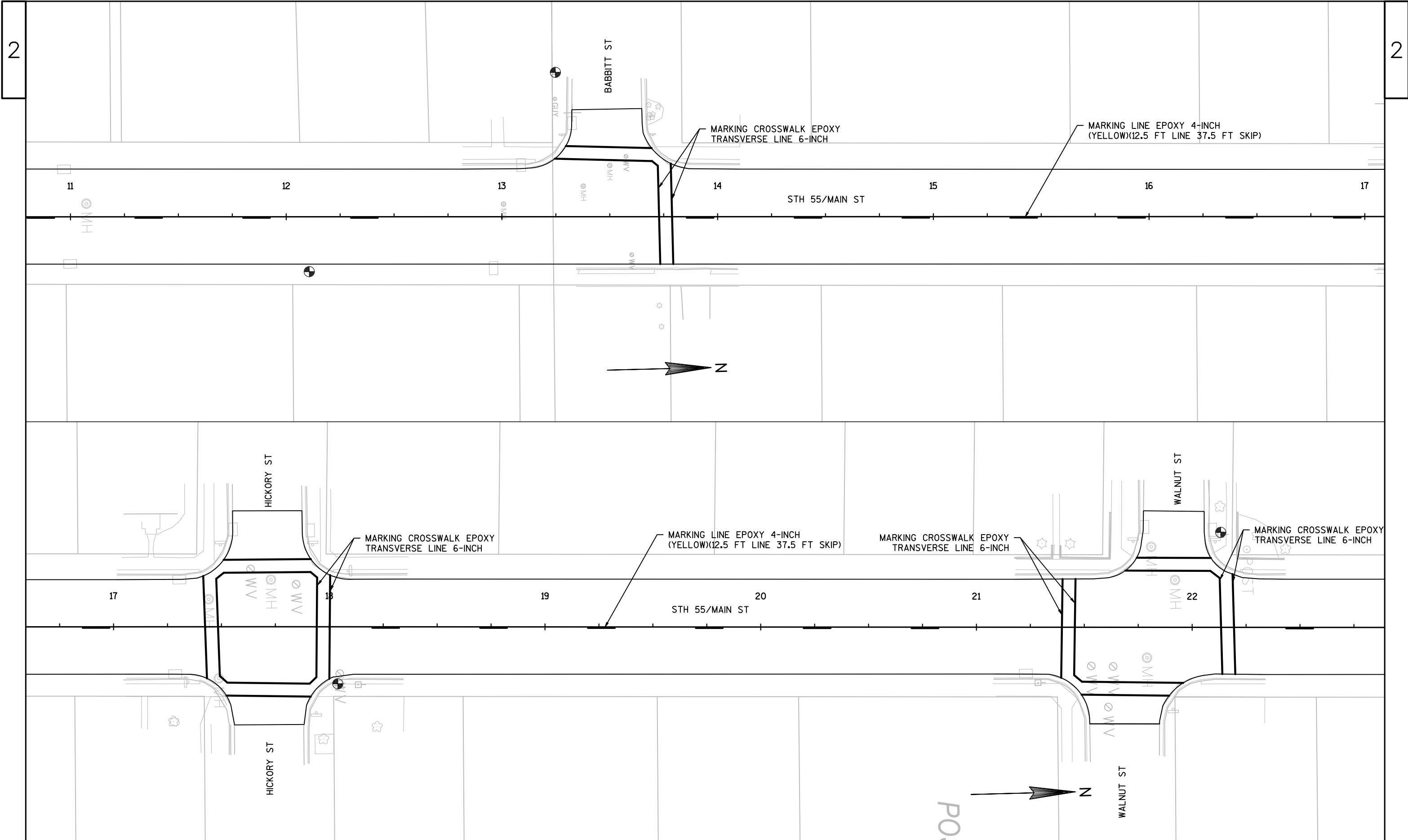
FILE NAME : N:\PDS\C3D\65700800\SHEETSPLAN\6570-08-73\050301-PM.DWG

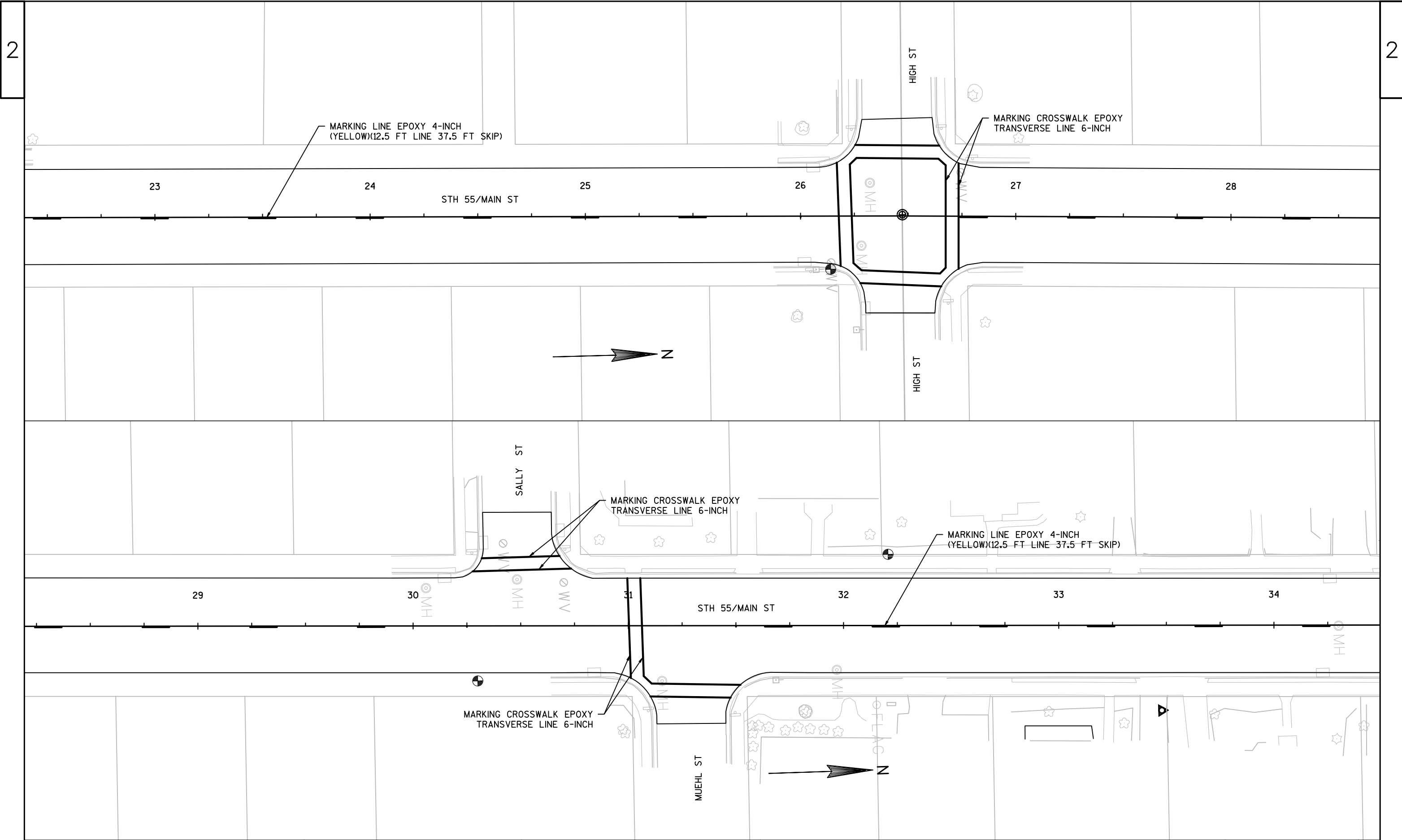
PLOT DATE : 3/5/2018 7:31 AM

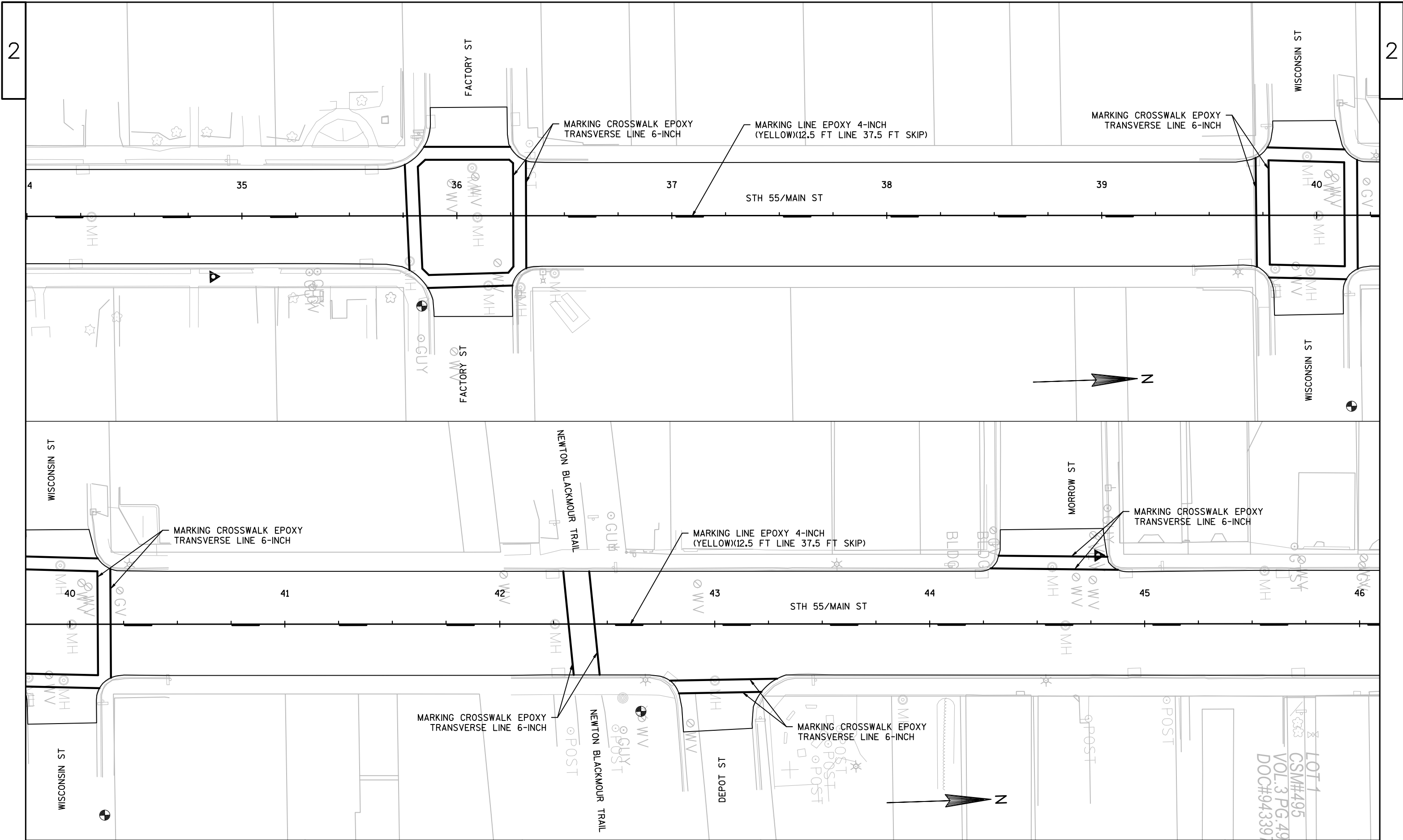
PLOT BY : COHEN, MICHAEL J

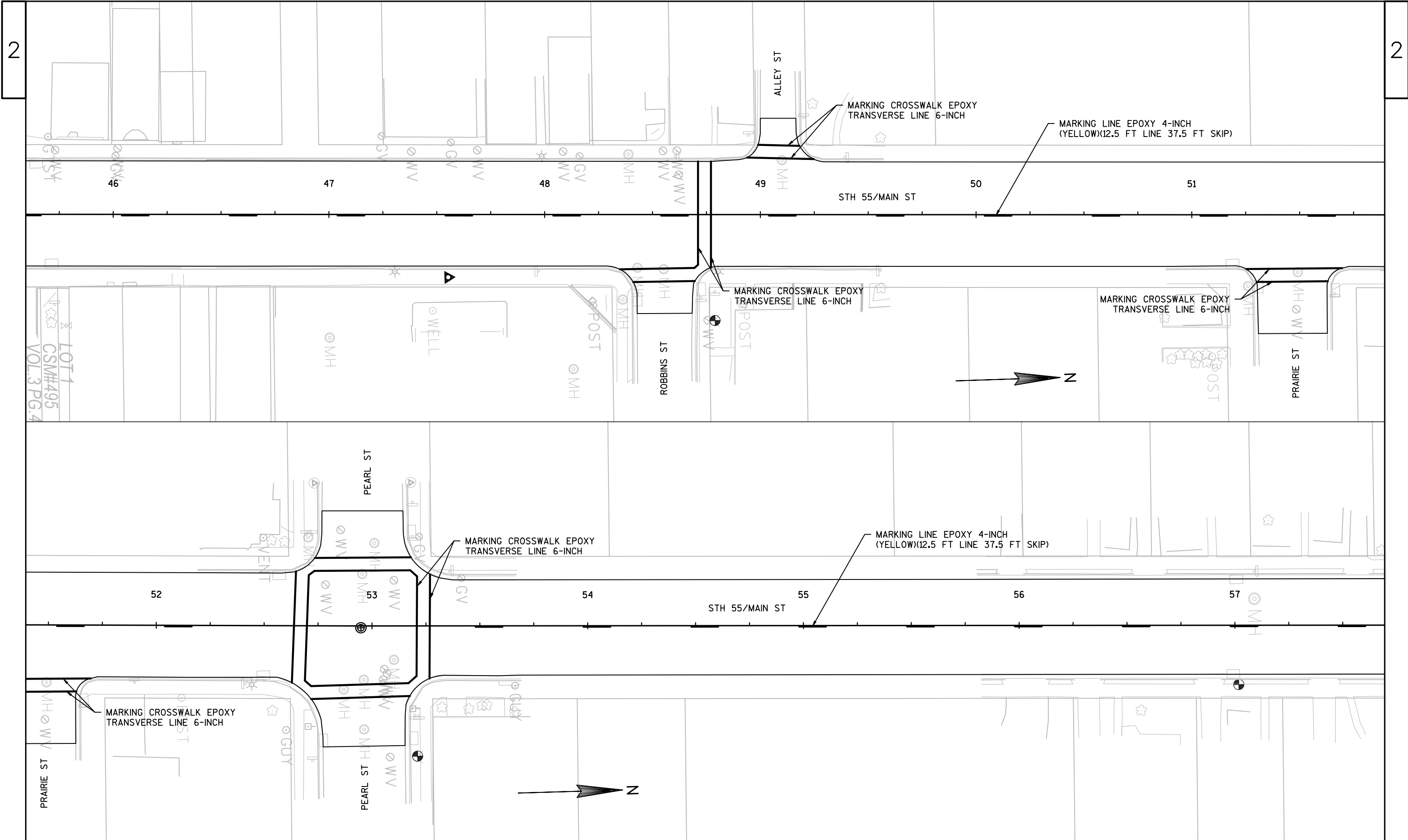
PLOT NAME : -----PLOT SCALE : 1 IN:40 FT

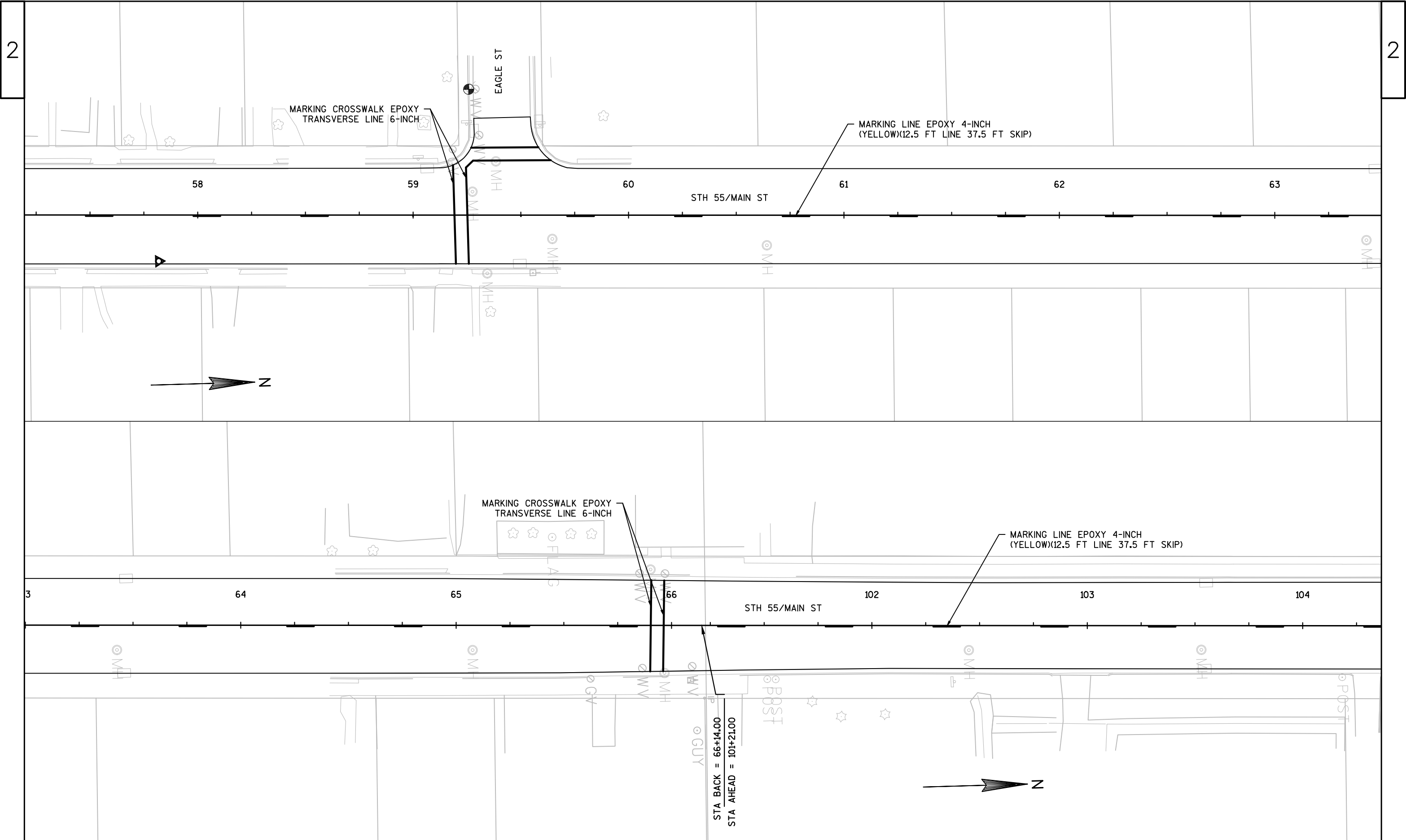
WISDOT/CADDs SHEET 42











REMOVING PAYMENT

				204.0100 REMOVING PAVEMENT	
CATEGORY	STATION	TO	STATION	OFFSET	SY
1000	0+65	-	115+00	LT/RT	100
1000	0+65	-	115+00	LT/RT	50

PROJECT 6570-08-73 TOTAL

150

REMOVING ASPHALTIC SURFACE MILLING

				204.0120 REMOVING ASPHALTIC SURFACE MILLING	
CATEGORY	STATION	TO	STATION	OFFSET	SY
1000	0+65	-	115+00	LT/RT	41910

PROJECT 6570-08-73 TOTAL

41,910

REMOVING CONCRETE SIDEWALK

CATEGORY	APPROXIMATE STATION	OFFSET	LOCATION	204.0155 REMOVING CONCRETE SIDEWALK SY	REMARKS
1000	2+85	RT	POPE ST.	18	
	2+85	LT	POPE ST.	11	
	3+30	RT	POPE ST.	14	
	3+30	LT	POPE ST.	20	
	3+80	RT	STH 55	3	
	7+60	LT	NAGEL ST.	21	
	8+05	LT	NAGEL ST.	21	
	13+25	LT	BABBITT ST.	14	
	13+75	LT	BABBITT ST.	14	
	17+45	RT	HICKORY ST.	15	
	17+45	LT	HICKORY ST.	24	
	17+95	RT	HICKORY ST.	15	
	17+95	LT	HICKORY ST.	26	
	21+45	RT	WALNUT ST.	26	
	21+70	LT	WALNUT ST.	29	
	22+15	RT	WALNUT ST.	27	
	22+15	LT	WALNUT ST.	22	
	26+20	RT	HIGH ST.	15	
	26+20	LT	HIGH ST.	23	
	26+70	RT	HIGH ST.	23	
	26+70	LT	HIGH ST.	24	
	30+30	LT	SALLY ST.	20	
	30+75	LT	SALLY ST.	23	
	31+05	RT	MUEHL ST.	20	
	31+50	RT	MUEHL ST.	20	
	35+80	RT	FACTORY ST.	25	
	35+80	LT	FACTORY ST.	22	
	36+25	LT	FACTORY ST.	3	
	37+00	LT	STH 55	1	
	48+60	LT	ROBBINS ST.	10	
	48+75	RT	ROBBINS ST.	2	
	53+25	RT	PEARL ST.	29	
	53+25	LT	PEARL ST.	21	
	59+20	LT	EAGLE ST.	21	
	59+65	LT	EAGLE ST.	15	
	65+90	LT	STH 55	11	
	103+25	LT	STH 55	91	
	114+15	LT	LAKE RD.	18	
	PROJECT	LT/RT	STH 55	39	UNDISTRIBUTED

PROJECT 6570-08-73 TOTAL

795

REMOVING CURB & GUTTER

				204.0150 REMOVING CURB & GUTTER	
CATEGORY	APPROXIMATE STATION	OFFSET	LOCATION	LF	REMARKS
1000	2+85	RT	STH 55	20	
	2+90	LT	POPE ST.	20	
	3+25	LT	POPE ST.	26	
	3+30	RT	STH 55	16	
	3+80	RT	STH 55	15	
	7+60	LT	NAGEL ST.	18	
	7+75	RT	STH 55	12	
	8+00	LT	NAGEL ST.	32	
	13+25	LT	BABBITT ST.	46	
	13+75	LT	BABBITT ST.	16	
	17+45	RT	HICKORY ST.	34	
	17+50	LT	HICKORY ST.	48	
	17+90	RT	HICKORY ST.	16	
	17+95	LT	HICKORY ST.	19	
	19+50	RT	STH 55	20	
	20+25	LT	STH 55	17	
	21+50	RT	WALNUT ST.	30	
	21+65	LT	WALNUT ST.	61	
	22+00	RT	WALNUT ST.	50	
	22+15	LT	WALNUT ST.	27	
	26+20	LT	HIGH ST.	37	
	26+25	RT	HIGH ST.	28	
	26+65	RT	HIGH ST.	28	
	26+70	LT	HIGH ST.	26	
	30+25	LT	SALLY ST.	47	
	30+70	LT	SALLY ST.	37	
	31+10	RT	MUEHL ST.	34	
	31+50	RT	MUEHL ST.	34	
	33+05	LT	STH 55	20	
	34+25	LT	STH 55	12	
	35+80	LT	FACTORY ST.	29	
	35+85	RT	FACTORY ST.	22	
	36+25	LT	FACTORY ST.	12	
	37+02	LT	STH 55	6	
	48+45	RT	ROBBINS ST.	12	
	48+65	LT	STH 55	45	
	48+70	RT	ROBBINS ST.	12	
	51+25	RT	PRAIRIE ST.	16	
	51+65	RT	PRAIRIE ST.	14	
	53+20	RT	PEARL ST.	33	
	53+25	LT	PEARL ST.	74	
	53+90	LT	STH 55	13	
	54+35	LT	STH 55	42	
	54+77	LT	STH 55	5	
	55+00	RT	STH 55	87	
	55+75	RT	STH 55	50	
	56+85	RT	STH 55	10	
	59+25	LT	EAGLE ST.	17	
	59+60	LT	EAGLE ST.	17	
	59+60	RT	STH 55	23	
	60+45	RT	STH 55	30	
	60+87	RT	STH 55	7	
	61+70	LT	STH 55	14	
	63+40	LT	STH 55	27	
	65+87	LT	STH 55	12	
	101+35	RT	STH 55	50	
	103+25	LT	STH 55	137	
	106+55	RT	STH 55	12	
	107+35	RT	STH 55	25	
	109+00	RT	STH 55	60	
	110+00	RT	STH 55	11	
	110+55	LT	STH 55	12	
	110+70	RT	STH 55	12	
	113+35	RT	STH 55	21	
	114+20	LT	LAKE RD.	17	
	PROJECT	LT/RT	VARIES	300	UNDISTRIBUTED

PROJECT 6570-08-73 TOTAL

2132

EXCAVATION

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

PROJECT 6570-08-73 TOTAL

350

PREPARATION FOUNDATION FOR ASPHALTIC PAVEMENT

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

PROJECT 6570-08-73 TOTAL

1

FINISHING ROADWAY (PROJECT) 6570-08-73

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

PROJECT 6570-08-73 TOTAL

1

BASE AGGREGATE DENSE & BREAKER RUN

					305.0120 BASE AGGREGATE DENSE 1 1/4-INCH	311.0110 BREAKER RUN	
CATEGORY	STATION	TO	STATION	OFFSET	LOCATION	TON	TON
1000	0+65	-	115+00	LT/RT	PROJECT	185	-
	0+65	-	115+00	LT/RT	PROJECT	115	-
	0+65	-	115+00	LT/RT	PROJECT	735	630

PROJECT 6570-08-73 TOTAL

1,035

630

DRIVEWAY SUMMARY

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

PROJECT 6570-08-73 TOTAL

100

DRILLED TIE BARS

CATEGORY	APPROXIMATE STATION	OFFSET	LOCATION	416.0610 DRILLED TIE BARS EACH	REMARKS
1000	2+85	RT	STH 55	4	CURB & GUTTER
	2+90	LT	POPE ST.	4	CURB & GUTTER
	3+25	LT	POPE ST.	4	CURB & GUTTER
	3+30	RT	STH 55	4	CURB & GUTTER
	3+80	RT	STH 55	4	CURB & GUTTER
	7+60	LT	NAGEL ST.	4	CURB & GUTTER
	7+75	RT	STH 55	4	CURB & GUTTER
	8+00	LT	NAGEL ST.	4	CURB & GUTTER
	13+25	LT	BABBITT ST.	4	CURB & GUTTER
	13+75	LT	BABBITT ST.	4	CURB & GUTTER
	17+45	RT	HICKORY ST.	4	CURB & GUTTER
	17+50	LT	HICKORY ST.	4	CURB & GUTTER
	17+90	RT	HICKORY ST.	4	CURB & GUTTER
	17+95	LT	HICKORY ST.	4	CURB & GUTTER
	19+50	RT	STH 55	4	CURB & GUTTER
	20+25	LT	STH 55	4	CURB & GUTTER
	21+50	RT	WALNUT ST.	4	CURB & GUTTER
	21+65	LT	WALNUT ST.	4	CURB & GUTTER
	22+00	RT	WALNUT ST.	4	CURB & GUTTER
	22+15	LT	WALNUT ST.	4	CURB & GUTTER
	26+20	LT	HIGH ST.	4	CURB & GUTTER
	26+25	RT	HIGH ST.	4	CURB & GUTTER
	26+65	RT	HIGH ST.	4	CURB & GUTTER
	26+70	LT	HIGH ST.	4	CURB & GUTTER
	30+25	LT	SALLY ST.	4	CURB & GUTTER
	30+70	LT	SALLY ST.	4	CURB & GUTTER
	31+10	RT	MUEHL ST.	4	CURB & GUTTER
	31+50	RT	MUEHL ST.	4	CURB & GUTTER
	33+05	LT	STH 55	4	CURB & GUTTER
	34+25	LT	STH 55	4	CURB & GUTTER
	35+80	LT	FACTORY ST.	4	CURB & GUTTER
	35+85	RT	FACTORY ST.	4	CURB & GUTTER
	36+25	LT	FACTORY ST.	4	CURB & GUTTER
	37+02	LT	STH 55	4	CURB & GUTTER
	48+45	RT	ROBBINS ST.	4	CURB & GUTTER
	48+65	LT	STH 55	4	CURB & GUTTER
	48+70	RT	ROBBINS ST.	4	CURB & GUTTER
	51+25	RT	PRAIRIE ST.	4	CURB & GUTTER
	51+65	RT	PRAIRIE ST.	4	CURB & GUTTER
	53+20	RT	PEARL ST.	4	CURB & GUTTER
	53+25	LT	PEARL ST.	4	CURB & GUTTER
	53+90	LT	STH 55	4	CURB & GUTTER
	54+35	LT	STH 55	4	CURB & GUTTER
	54+77	LT	STH 55	4	CURB & GUTTER
	55+00	RT	STH 55	4	CURB & GUTTER
	55+75	RT	STH 55	4	CURB & GUTTER
	56+85	RT	STH 55	4	CURB & GUTTER
	59+25	LT	EAGLE ST.	4	CURB & GUTTER
	59+60	LT	EAGLE ST.	4	CURB & GUTTER
	59+60	RT	STH 55	4	CURB & GUTTER
	60+45	RT	STH 55	4	CURB & GUTTER
	60+87	RT	STH 55	4	CURB & GUTTER
	61+70	LT	STH 55	4	CURB & GUTTER
	63+40	LT	STH 55	4	CURB & GUTTER
	65+87	LT	STH 55	4	CURB & GUTTER
	101+35	RT	STH 55	4	CURB & GUTTER
	103+25	LT	STH 55	4	CURB & GUTTER
	106+55	RT	STH 55	4	CURB & GUTTER
	107+35	RT	STH 55	4	CURB & GUTTER
	109+00	RT	STH 55	4	CURB & GUTTER
	110+00	RT	STH 55	4	CURB & GUTTER
	110+55	LT	STH 55	4	CURB & GUTTER
	110+70	RT	STH 55	4	CURB & GUTTER
	113+35	RT	STH 55	4	CURB & GUTTER
	114+20	LT	LAKE RD.	4	CURB & GUTTER
	PROJECT	LT/RT	VARIES	20	UNDISTRIBUTED

PROJECT 6570-08-73 TOTAL

280

TACK COAT

CATEGORY	STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	REMARKS
1000	0+65	-	115+00	STH 55	2515	
PROJECT 6570-08-73 TOTAL					2,515	

HMA PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	465.0105 ASPHALTIC SURFACE TON	REMARKS
1000	0+65	-	115+00	STH 55	5029	-	
	0+65	-	115+00	STH 55	-	221	FULL DEPTH ROADWAY REPAIRS
PROJECT 6570-08-73 TOTAL					5,029	221	

COLD PATCH

			495.1000.S COLD PATCH TON	
CATEGORY	STATION	TO STATION	LOCATION	REMARKS
1000	PROJECT		STH 55	10
PROJECT 6570-08-73 TOTAL			10	

CONCRETE CURB & GUTTER

CATEGORY	APPROXIMATE STATION	OFFSET	LOCATION	601.0407 CONCRETE CURB & GUTTER 18-INCH TYPE D LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	REMARKS
1000	2+85	RT	STH 55	-	20	
	2+90	LT	POPE ST.	-	20	
	3+25	LT	POPE ST.	-	26	
	3+30	RT	STH 55	-	16	
	3+80	RT	STH 55	-	15	
	7+60	LT	NAGEL ST.	-	18	
	7+75	RT	STH 55	-	12	
	8+00	LT	NAGEL ST.	-	32	
	13+25	LT	BABBITT ST.	-	46	
	13+75	LT	BABBITT ST.	-	16	
	17+45	RT	HICKORY ST.	-	34	
	17+50	LT	HICKORY ST.	-	48	
	17+90	RT	HICKORY ST.	-	16	
	17+95	LT	HICKORY ST.	-	19	
	19+50	RT	STH 55	-	20	
	20+25	LT	STH 55	-	17	
	21+50	RT	WALNUT ST.	-	30	
	21+65	LT	WALNUT ST.	-	61	
	22+00	RT	WALNUT ST.	-	50	
	22+15	LT	WALNUT ST.	-	27	
	26+20	LT	HIGH ST.	-	37	
	26+25	RT	HIGH ST.	-	28	
	26+65	RT	HIGH ST.	-	28	
	26+70	LT	HIGH ST.	-	26	
	30+25	LT	SALLY ST.	-	47	
	30+70	LT	SALLY ST.	-	37	
	31+10	RT	MUEHL ST.	-	34	
	31+50	RT	MUEHL ST.	-	34	
	33+05	LT	STH 55	-	20	
	34+25	LT	STH 55	-	12	
	35+80	LT	FACTORY ST.	-	29	
	35+85	RT	FACTORY ST.	-	22	
	36+25	LT	FACTORY ST.	-	12	
	37+02	LT	STH 55	6	-	
	48+45	RT	ROBBINS ST.	-	12	
	48+65	LT	STH 55	45	-	
	48+70	RT	ROBBINS ST.	12	-	
	51+25	RT	PRAIRIE ST.	16	-	
	51+65	RT	PRAIRIE ST.	14	-	
	53+20	RT	PEARL ST.	-	33	
	53+25	LT	PEARL ST.	-	74	
	53+90	LT	STH 55	-	13	
	54+35	LT	STH 55	-	42	
	54+77	LT	STH 55	-	5	
	55+00	RT	STH 55	-	87	
	55+75	RT	STH 55	-	50	
	56+85	RT	STH 55	-	10	
	59+25	LT	EAGLE ST.	-	17	
	59+60	LT	EAGLE ST.	-	17	
	59+60	RT	STH 55	-	23	
	60+45	RT	STH 55	-	30	
	60+87	RT	STH 55	-	7	
	61+70	LT	STH 55	-	14	
	63+40	LT	STH 55	-	27	
	65+87	LT	STH 55	-	12	
	101+35	RT	STH 55	-	50	
	103+25	LT	STH 55	-	137	
	106+55	RT	STH 55	-	12	
	107+35	RT	STH 55	-	25	
	109+00	RT	STH 55	-	60	
	110+00	RT	STH 55	-	11	
	110+55	LT	STH 55	-	12	
	110+70	RT	STH 55	-	12	
	113+35	RT	STH 55	-	21	
	114+20	LT	LAKE RD.	-	17	
	PROJECT	LT/RT	VARIES	40	300	UNDISTRIBUTED
PROJECT 6570-08-73 TOTAL				133	2039	

CONCRETE CURB PEDESTRIAN

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

PROJECT 6570-08-73 TOTAL 120

CONCRETE SIDEWALK

CATEGORY	APPROXIMATE STATION	OFFSET	LOCATION	602.0410 CONCRETE SIDEWALK 5- INCH SF	REMARKS
1000	2+85	RT	POPE ST.	160	
	2+85	LT	POPE ST.	97	
	3+30	RT	POPE ST.	126	
	3+30	LT	POPE ST.	180	
	3+80	RT	STH 55	30	
	7+60	LT	NAGEL ST.	192	
	8+05	LT	NAGEL ST.	187	
	13+25	LT	BABBITT ST.	129	
	13+75	LT	BABBITT ST.	126	
	17+45	RT	HICKORY ST.	134	
	17+45	LT	HICKORY ST.	217	
	17+95	RT	HICKORY ST.	134	
	17+95	LT	HICKORY ST.	232	
	21+45	RT	WALNUT ST.	230	
	21+70	LT	WALNUT ST.	264	
	22+15	RT	WALNUT ST.	242	
	22+15	LT	WALNUT ST.	202	
	26+20	RT	HIGH ST.	138	
	26+20	LT	HIGH ST.	206	
	26+70	RT	HIGH ST.	206	
	26+70	LT	HIGH ST.	213	
	30+30	LT	SALLY ST.	178	
	30+75	LT	SALLY ST.	206	
	31+05	RT	MUEHL ST.	180	
	31+50	RT	MUEHL ST.	179	
	35+80	RT	FACTORY ST.	227	
	35+80	LT	FACTORY ST.	198	
	36+25	LT	FACTORY ST.	23	
	37+00	LT	STH 55	12	
	48+60	LT	ROBBINS ST.	90	
	48+75	RT	ROBBINS ST.	16	
	53+25	RT	PEARL ST.	260	
	53+25	LT	PEARL ST.	188	
	59+20	LT	EAGLE ST.	185	
	59+65	LT	EAGLE ST.	134	
	65+90	LT	STH 55	96	
	103+25	LT	STH 55	821	
	114+15	LT	LAKE RD.	163	
	PROJECT	LT/RT	STH 55	350	UNDISTRUBUTED

PROJECT 6570-08-73 TOTAL 7151

DETECTABLE WARNING FIELDS

CATEGORY	APPROXIMATE STATION	OFFSET	LOCATION	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	602.0615 CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PTINA SF	REMARKS
1000	2+85	RT	POPE ST.	10	-	
	2+85	LT	POPE ST.	10	-	
	3+30	RT	POPE ST.	10	-	
	3+30	LT	POPE ST.	10	-	
	7+60	LT	NAGEL ST.	10	-	
	8+05	LT	NAGEL ST.	10	-	
	13+25	LT	BABBITT ST.	-	15	
	13+75	LT	BABBITT ST.	10	-	
	17+45	RT	HICKORY ST.	10	-	
	17+45	LT	HICKORY ST.	10	-	
	17+95	RT	HICKORY ST.	10	-	
	17+95	LT	HICKORY ST.	10	-	
	21+45	RT	WALNUT ST.	10	-	
	21+45	LT	WALNUT ST.	10	-	
	21+70	LT	WALNUT ST.	10	-	
	21+95	RT	WALNUT ST.	-	23	
	22+15	RT	WALNUT ST.	10	-	
	22+15	LT	WALNUT ST.	10	-	
	26+20	RT	HIGH ST.	10	-	
	26+20	LT	HIGH ST.	10	-	
	26+70	RT	HIGH ST.	10	-	
	26+70	LT	HIGH ST.	10	-	
	30+30	LT	SALLY ST.	10	-	
	30+75	LT	SALLY ST.	10	-	
	31+05	RT	MUEHL ST.	10	-	
	31+50	RT	MUEHL ST.	10	-	
	35+80	RT	FACTORY ST.	10	-	
	35+80	LT	FACTORY ST.	10	-	
	53+25	RT	PEARL ST.	10	-	
	53+25	LT	PEARL ST.	10	-	
	59+20	LT	EAGLE ST.	10	-	
	59+65	LT	EAGLE ST.	-	15	
	114+15	LT	LAKE RD.	10	-	

PROJECT 6570-08-73 TOTAL 300 53

STORM SEWER PIPE

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

STORM SEWER STRUCTURES

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

MANHOLE & INLET ADJUSTMENTS

CATEGORY	STATION	OFFSET	LOCATION	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	REMARKS
1000	7+72	RT	STH 55	-	1	
	8+00	LT	NAGEL ST.	-	1	
	13+05	LT	STH 55	-	1	
	13+30	LT	BABBITT ST.	-	1	
	17+30	RT	STH 55	-	1	
	17+30	LT	STH 55	-	1	
	17+55	LT	HICKORY ST.	-	1	
	21+75	LT	WALNUT ST.	-	1	
	26+05	LT	STH 55	-	1	
	30+32	LT	SALLY ST.	-	1	
	30+62	LT	SALLY ST.	-	1	
	34+25	LT	STH 55	-	1	
	36+25	LT	FACTORY ST.	-	1	
	48+45	RT	ROBBINS ST.	-	1	
	48+70	RT	ROBBINS ST.	-	1	
	53+15	LT	PEARL ST.	-	1	
	63+97	LT	STH 55	-	1	
	103+55	LT	STH 55	-	1	
	106+55	RT	STH 55	-	1	
	110+65	RT	STH 55	-	1	
	110+65	LT	STH 55	-	1	
PROJECT 6570-08-73 TOTAL				10	21	

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

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

MOBILIZATION

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

WATER

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

LANDSCAPING SUMMARY

CATEGORY	APPROXIMATE STATION	OFFSET	LOCATION	625.0100 TOPSOIL SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEED MIXTURE NO. 40 LB	SPV.0120.100 WATER FOR SEEDED AREAS MGAL	REMARKS
1000	2+85	RT	STH 55	4	4	0.003	0.1	0.05	
	2+90	LT	POPE ST.	4	4	0.003	0.1	0.05	
	3+25	LT	POPE ST.	6	6	0.004	0.1	0.06	
	3+30	RT	STH 55	4	4	0.002	0.1	0.04	
	3+80	RT	STH 55	3	3	0.002	0.1	0.04	
	7+60	LT	NAGEL ST.	4	4	0.003	0.1	0.04	
	7+75	RT	STH 55	3	3	0.002	0.0	0.03	
	8+00	LT	NAGEL ST.	7	7	0.004	0.1	0.08	
	13+25	LT	BABBITT ST.	10	10	0.006	0.2	0.11	
	13+75	LT	BABBITT ST.	4	4	0.002	0.1	0.04	
	17+45	RT	HICKORY ST.	8	8	0.005	0.1	0.08	
	17+50	LT	HICKORY ST.	11	11	0.007	0.2	0.12	
	17+90	RT	HICKORY ST.	4	4	0.002	0.1	0.04	
	17+95	LT	HICKORY ST.	4	4	0.003	0.1	0.05	
	19+50	RT	STH 55	4	4	0.003	0.1	0.05	
	20+25	LT	STH 55	4	4	0.002	0.1	0.04	
	21+50	RT	WALNUT ST.	7	7	0.004	0.1	0.07	
	21+65	LT	WALNUT ST.	14	14	0.009	0.2	0.15	
	22+00	RT	WALNUT ST.	11	11	0.007	0.2	0.12	
	22+15	LT	WALNUT ST.	6	6	0.004	0.1	0.07	
	26+20	LT	HIGH ST.	8	8	0.005	0.1	0.09	
	26+25	RT	HIGH ST.	6	6	0.004	0.1	0.07	
	26+65	RT	HIGH ST.	6	6	0.004	0.1	0.07	
	26+70	LT	HIGH ST.	6	6	0.004	0.1	0.06	
	30+25	LT	SALLY ST.	10	10	0.007	0.2	0.12	
	30+70	LT	SALLY ST.	8	8	0.005	0.1	0.09	
	31+10	RT	MUEHL ST.	8	8	0.005	0.1	0.08	
	31+50	RT	MUEHL ST.	8	8	0.005	0.1	0.08	
	33+05	LT	STH 55	4	4	0.003	0.1	0.05	
	34+25	LT	STH 55	3	3	0.002	0.0	0.03	
	35+80	LT	FACTORY ST.	4	4	0.003	0.1	0.05	
	35+85	RT	FACTORY ST.	5	5	0.003	0.1	0.05	
	36+25	LT	FACTORY ST.	3	3	0.002	0.0	0.03	
	48+45	RT	ROBBINS ST.	3	3	0.002	0.0	0.03	
	51+25	RT	PRAIRIE ST.	4	4	0.002	0.1	0.04	
	51+65	RT	PRAIRIE ST.	3	3	0.002	0.1	0.03	
	53+20	RT	PEARL ST.	7	7	0.005	0.1	0.08	
	53+25	LT	PEARL ST.	16	16	0.010	0.3	0.18	
	53+90	LT	STH 55	3	3	0.002	0.1	0.03	
	54+35	LT	STH 55	9	9	0.006	0.2	0.10	
	54+77	LT	STH 55	1	1	0.001	0.0	0.01	
	55+00	RT	STH 55	19	19	0.012	0.3	0.22	
	55+75	RT	STH 55	11	11	0.007	0.2	0.12	
	56+85	RT	STH 55	2	2	0.001	0.0	0.02	
	59+25	LT	EAGLE ST.	4	4	0.002	0.1	0.04	
	59+60	LT	EAGLE ST.	4	4	0.002	0.1	0.04	
	59+60	RT	STH 55	5	5	0.003	0.1	0.06	
	60+45	RT	STH 55	7	7	0.004	0.1	0.07	
	60+87	RT	STH 55	2	2	0.001	0.0	0.02	
	61+70	LT	STH 55	3	3	0.002	0.1	0.03	
	63+40	LT	STH 55	6	6	0.004	0.1	0.07	
	101+35	RT	STH 55	11	11	0.007	0.2	0.12	
	106+55	RT	STH 55	3	3	0.002	0.0	0.03	
	107+35	RT	STH 55	6	6	0.004	0.1	0.06	
	109+00	RT	STH 55	13	13	0.008	0.2	0.15	
	110+00	RT	STH 55	2	2	0.002	0.0	0.03	
	110+55	LT	STH 55	3	3	0.002	0.0	0.03	
	110+70	RT	STH 55	3	3	0.002	0.0	0.03	
	113+35	RT	STH 55	5	5	0.003	0.1	0.05	
	114+20	LT	LAKE RD.	4	4	0.002	0.1	0.04	
	PROJECT	LT/RT	VARIES	76	76	0.048	1.4	0.85	UNDISTRIBUTED
PROJECT 6570-08-73 TOTAL				434	434	1.0	8	5	

EROSION CONTROL

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

TRAFFIC CONTROL SUMMARY

STATION	DAYS	643.0300 TRAFFIC CONTROL DRUMS		643.0410 TRAFFIC CONTROL BARRICADES TYPE II		643.0420 TRAFFIC CONTROL BARRICADES TYPE III		643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C		643.0900 TRAFFIC CONTROL SIGNS		REMARKS
		EACH	DAYS	EACH	DAYS	EACH	DAYS	EACH	DAYS	EACH	DAYS	
PROJECT	60	40	2,400	15	900	40	2,400	80	4,800	80	4,800	
PROJECT 6570-08-73 TOTAL			2,400		900		2,400		4,800		4,800	

TRAFFIC CONTROL PCMS

STATION	DAYS	643.0300 TRAFFIC CONTROL SIGNS PCMS		REMARKS
		EACH	DAYS	
PROJECT	7	2	14	
PROJECT 6570-08-73 TOTAL			14	

PAVEMENT MARKING EPOXY 4-INCH

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

PAVEMENT MARKING ARROW EPOXY

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

PAVEMENT MARKING STOP LINE EPOXY 18-INCH

CATEGORY	APPROXIMATE STATION	OFFSET	LOCATION	646.6120 MARKING STOP LINE EPOXY 18-INCH	REMARKS
				LF	
1000	3+00	LT	POPE ST.	17	
	7+70	LT	NAGEL ST.	18	
	13+35	LT	BABBITT ST.	18	
	17+60	LT	HICKORY ST.	18	
	17+80	RT	HICKORY ST.	18	
	21+75	RT	WALNUT ST.	18	
	21+80	LT	WALNUT ST.	16	
	26+30	LT	HIGH ST.	18	
	26+55	RT	HIGH ST.	17	
	30+40	LT	SALLY ST.	17	
	31+35	RT	MUEHL ST.	17	
	35+90	LT	FACTORY ST.	18	
	36+15	RT	FACTORY ST.	20	
	39+90	LT	WISCONSIN ST.	17	
	40+05	RT	WISCONSIN ST.	17	
	43+10	RT	DEPOT ST.	17	
	44+45	LT	MORROW ST.	25	
	48+65	RT	ROBBINS ST.	13	
	49+05	LT	ALLEY ST.	9	
	51+55	RT	PRAIRIE ST.	16	
	52+80	LT	PEARL ST.	20	
	53+05	RT	PEARL ST.	23	
	59+35	LT	EAGLE ST.	14	
	114+30	LT	LAKE RD.	20	
PROJECT 6570-08-73 TOTAL				421	

PAVEMENT MARKING CROSSWALK EPOXY 6-INCH

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

STREET SWEEPING

		SPV.0075.001
CATEGORY	LOCATION	STREET SWEEPING
1000	PROJECT	HRS
PROJECT 6570-08-73 TOTAL		20

SAWING PAVEMENT SUMMARY

CATEGORY	APPROXIMATE STATION	OFFSET	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
1000	0+65	LT/RT	STH 55	-	46	PROJECT LIMITS
	2+85	RT	STH 55	24	10	
	2+90	LT	POPE ST.	27	17	
	3+10	LT	POPE ST.	32	5	SIDE STREET LIMIT
	3+25	LT	POPE ST.	36	15	
	3+30	RT	STH 55	20	21	
	3+80	RT	STH 55	19	22	
	7+60	LT	NAGEL ST.	25	15	
	7+75	RT	STH 55	16	5	
	7+75	LT	NAGEL ST.	36	-	STORM SEWER REPAIR
	7+80	LT	NAGEL ST.	32	-	SIDE STREET LIMIT
	8+00	LT	NAGEL ST.	41	15	
	13+25	LT	BABBITT ST.	52	11	
	13+25	LT	STH 55	48	-	STORM SEWER REPAIR
	13+50	LT	BABBITT ST.	33	-	SIDE STREET LIMIT
	13+75	LT	BABBITT ST.	23	10	
	17+45	RT	HICKORY ST.	43	16	
	17+50	LT	HICKORY ST.	58	15	
	17+70	RT	HICKORY ST.	32	-	SIDE STREET LIMIT
	17+70	LT	HICKORY ST.	32	-	SIDE STREET LIMIT
	17+90	RT	HICKORY ST.	23	11	
	17+95	LT	HICKORY ST.	26	16	
	19+50	RT	STH 55	24	5	
	20+25	LT	STH 55	21	5	
	21+50	RT	WALNUT ST.	40	16	
	21+65	RT	WALNUT ST.	32	-	SIDE STREET LIMIT
	21+65	LT	WALNUT ST.	68	16	
	21+80	LT	WALNUT ST.	42	-	STORM SEWER REPAIR
	21+90	LT	WALNUT ST.	28	-	SIDE STREET LIMIT
	22+00	RT	WALNUT ST.	59	11	
	22+15	LT	WALNUT ST.	37	5	
	26+20	LT	HIGH ST.	46	15	
	26+25	RT	HIGH ST.	37	11	
	26+45	RT	HIGH ST.	32	-	SIDE STREET LIMIT
	26+45	LT	HIGH ST.	32	-	SIDE STREET LIMIT
	26+65	RT	HIGH ST.	38	15	
	26+70	LT	HIGH ST.	35	15	
	30+25	LT	SALLY ST.	57	16	
	30+50	LT	SALLY ST.	32	-	SIDE STREET LIMIT
	30+70	LT	SALLY ST.	46	15	
	31+10	RT	MUEHL ST.	42	16	
	31+30	RT	MUEHL ST.	32	-	SIDE STREET LIMIT
	31+50	RT	MUEHL ST.	43	17	
	33+05	LT	STH 55	24	5	
	34+25	LT	STH 55	16	5	
	35+80	LT	FACTORY ST.	28	16	
	35+85	RT	FACTORY ST.	30	16	
	35+95	LT	FACTORY ST.	72	-	STORM SEWER REPAIR
	36+05	RT	FACTORY ST.	36	-	SIDE STREET LIMIT

SURVEY PROJECT

		SPV.0105.001
CATEGORY	LOCATION	SURVEY PROJECT
1000	PROJECT	6570-08-73 LS
PROJECT 6570-08-73 TOTAL		1

SAWING PAVEMENT SUMMARY (CONTINUED)

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

PROJECT 6570-08-73 TOTAL 3675 955

CONVENTIONAL ABBREVIATIONS

ACCESS POINT / DRIVEWAY CONNECTION

ACCESS RIGHTS

ACRES

AND OTHERS

CENTERLINE

CERTIFIED SURVEY MAP

CORNER

DOCUMENT

EASEMENT

HIGHWAY EASEMENT

LAND CONTRACT

MONUMENT

PAGE

PERMANENT LIMITED EASEMENT

PROPERTY LINE

RECORDED AS

AP

AR

AC.

ET. AL.

C/L

CSM

COR.

DOC.

EASE.

H.E.

LC

MON.

P.

PLE

PL

(100')

REFERENCE LINE

RELEASE OF RIGHTS

REMAINING

RIGHT-OF-WAY

SECTION

STATION

TEMPORARY LIMITED EASEMENT

VOLUME

CURVE DATA

LONG CHORD

LONG CHORD BEARING

RADIUS

DEGREE OF CURVE

CENTRAL ANGLE OR DELTA

LENGTH OF CURVE

TANGENT

R/L

ROR

REM.

R/W

SEC.

STA.

TLE

V.

LCH

LCB

R

D

DELTA

L

TAN

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN

R/W MONUMENT

R/W STANDARD

SIGN

SECTION CORNER MONUMENT

SECTION CORNER SYMBOL

FEE (HATCH VARIES)

TEMPORARY LIMITED EASEMENT

PERMANENT LIMITED EASEMENT

R/W BOUNDARY POINT

PARCEL NUMBER

UTILITY PARCEL NUMBER

SIGN NUMBER (OFF PREMISE)

BUILDING

(1" UNLESS NOTED)

PROPOSED R/W LINE

EXISTING H.E. LINE

PROPERTY LINE

LOT & TIE LINES

SLOPE INTERCEPTS

CORPORATE LIMITS

NO ACCESS (BY PREVIOUS ACQUISITION/CONTROL)

NO ACCESS (BY ACQUISITION)

NO ACCESS (BY STATUTORY AUTHORITY)

SECTION LINE

QUARTER LINE

SIXTEENTH LINE

EXISTING CENTERLINE

PROPOSED REFERENCE LINE

PARALLEL OFFSET

CONVENTIONAL UTILITY SYMBOLS

WATER

GAS

TELEPHONE

OVERHEAD

TRANSMISSION LINES

ELECTRIC

CABLE TELEVISION

FIBER OPTIC

SANITARY SEWER

STORM SEWER

NON COMPENSABLE

COMPENSABLE

POWER POLE

TELEPHONE POLE

TELEPHONE PEDESTAL

ELECTRIC TOWER

W

G

T

OH

E

TV

FO

SAN

SS

NON COMPENSABLE

COMPENSABLE

POWER POLE

TELEPHONE POLE

TELEPHONE PEDESTAL

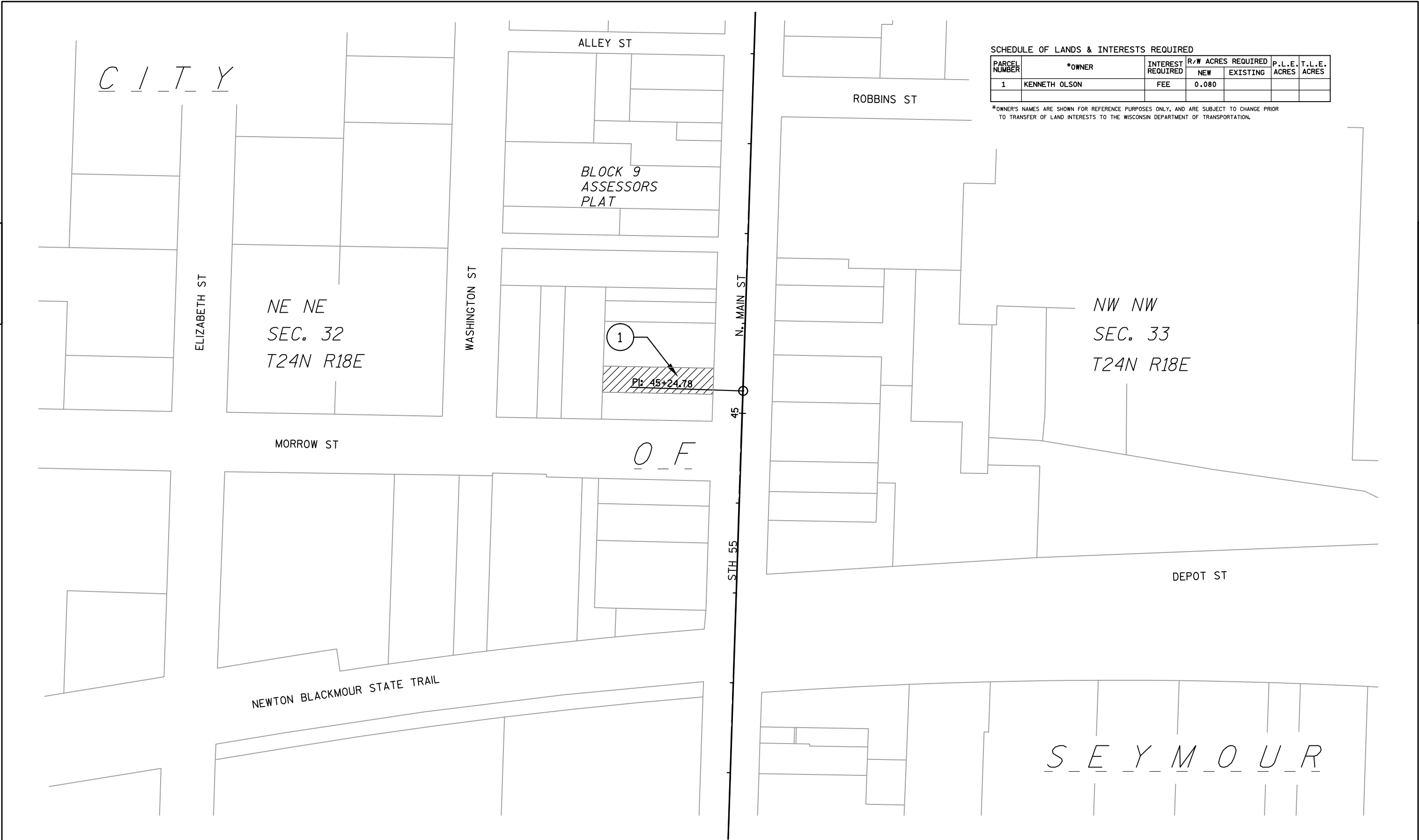
ELECTRIC TOWER

TOTAL NET LENGTH OF CENTERLINE = 6.01 MI.

REVISION DATE 11/26/2018	STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
	APPROVED FOR THE DEPARTMENT
	DATE: 10/02/2015 <i>Curt Van Een</i> (Signature)

E

FILE NAME : N:\PDS\C3D\65700800\RW\TITLE SHEET.DWG



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

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

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

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

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

RELOCATION ORDER STH 55 OUTAGAMIE COUNTY
SEYMOUR - ANGELICA

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

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

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

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	*OWNER	INTEREST REQUIRED	R/W ACRES REQUIRED			P.L.E. ACRES	T.L.E. ACRES
			NEW	EXISTING	TOTAL		
2	ERIC & DARCI SWENSON	PLE,TLE				0.026	0.091
3	FULTON INVESTMENTS LLC (L.C.)	TLE					0.021
4	CITY OF SEYMOUR	TLE					0.040
5	LEE NIMMER	TLE					0.001
6	MURPHY LIMITED PARTNERSHIP	TLE					0.009

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

Document #: **2078937**
Date: **07-25-2016** Time: **11:21 AM**
Pages: **1** Fee: **\$25.00**
County: **OUTAGAMIE COUNTY** State: **WI**
SARAH R VAN CAMP, REGISTER OF DEEDS
This document has been electronically recorded and returned to:
WiDotNeRegionGreenbay

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

COURSE TABLE
FOR PLE-PARCEL 2

POINT	TO POINT	BEARING	DISTANCE
QTR6	DB76	N 01°53'55" E	1552.96'
DB76	DB78	N 01°54'01" E	324.78'
DB78	PLE97	N 69°23'58" W	74.07'
PLE97	PLE98	N 88°56'42" W	72.20'
PLE98	PLE99	N 31°11'22" E	36.24'
PLE99	PLE97	S 69°48'56" E	62.45'
PLE97	DB78	S 69°23'58" W	74.07'
DB78	DB77	N 01°53'01" E	375.22'
DB77	SECS	N 01°51'13" E	394.57'
SECS	QTR6	S 01°53'24" W	2647.53'

STATION/OFFSET TABLE
FROM STH 55 REFERENCE LINE

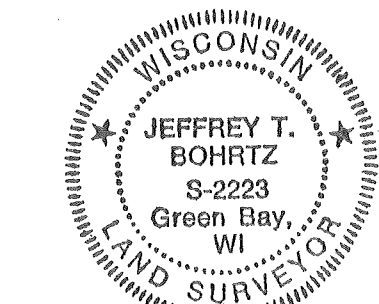
POINT	STATION	OFFSET	NORTHING	EASTING
DB76	42+00.00	0.00'	653520.539'	847286.855'
TLE91	44+79.05	32.72'	653798.348'	847328.805'
TLE92	44+79.05	37.72'	653798.183'	847333.802'
TLE93	44+88.56	37.71'	653807.691'	847334.116'
TLE94	44+89.51	67.71'	653807.649'	847364.131'
TLE79	44+89.99	-38.54'	653811.651'	847257.950'
TLE81	45+16.06	-118.29'	653840.343'	847179.108'
TLE80	45+17.25	-38.59'	653838.893'	847258.805'
TLE82	45+18.82	-118.29'	653843.103'	847179.199'
TLE83	45+20.07	-33.29'	653841.538'	847264.194'
DB78	45+24.78	0.00'	653845.140'	847297.624'
TLE86	45+47.30	-156.28'	653872.787'	847142.167'
PLE98	45+47.50	-142.35'	653872.531'	847156.097'
TLE100	45+47.50	-142.35'	653872.531'	847156.097'
TLE85	45+48.55	-70.15'	653871.201'	847228.291'
PLE97	45+48.55	-70.15'	653871.201'	847228.291'
TLE84	45+49.08	-33.29'	653870.522'	847265.150'
TLE96	45+64.16	32.71'	653863.421'	847331.612'
TLE95	45+64.28	67.71'	653882.391'	847366.597'
TLE90	45+70.54	-33.29'	653891.974'	847265.858'
TLE89	45+71.31	71.49'	653893.999'	847227.700'
PLE99	45+79.11	-124.61'	653903.536'	847174.867'
TLE101	45+79.11	-124.61'	653903.536'	847174.867'
TLE87	45+97.30	-156.28'	653922.760'	847143.817'
TLE102	45+97.69	-129.72'	653922.271'	847170.374'
TLE105	45+98.17	-96.49'	653921.659'	847203.599'
TLE88	45+98.53	-71.31'	653921.196'	847228.773'
TLE104	45+99.53	-96.52'	653923.024'	847203.609'
TLE103	45+99.72	-129.33'	653924.293'	847170.827'
DB77	49+00.00	0.00'	654220.157'	847309.958'

CONVENTIONAL ABBREVIATIONS AND SYMBOLS

ACRES	AC	CORPORATE LIMITS	=====
CHORD BEARING	CH BRG	EXISTING R/W	-----
CHORD DISTANCE	CH DIS	SECTION LINE	-----
DEED	(D)	QUARTER LINE	-----
DOCUMENT	DOC	SIXTEENTH LINE	-----
EAST BOUND	EB	PROPOSED OR NEW R/W LINE	-----
GAS VALVE	GV	PROPOSED EASEMENT LINE	-----
INLET	=IL	PROPERTY LINE	-----
MANHOLE	=MH	COMMUNICATION LINE	-----C-----
MONUMENT	MON	BURIED GAS LINE	-----G-----
NORTH BOUND	NB	OVERHEAD ELECTRIC LINE	-----OH-----
PAGE	PG	BURIED ELECTRIC LINE	-----E-----
PRIVATE DRIVEWAY	PD	LOT, TIE AND OTHER MINOR DASHED LINES	-----
PROPERTY LINE	PL	ACCESS RESTRICTED (By Acquisition)	
RADIUS	RAD	NO ACCESS (By Statutory Authority)	
REMAINING	REM	ACCESS RESTRICTED (By Previous Project/Control)	
RIGHT OF WAY	R/W	LIMITED EASEMENT (Temporary or Permanent)	
SECTION	SEC	PARCEL NUMBER	○
SECTION LINE	SL	UTILITY PARCEL NUMBER	○
FOUND IRON PIPE	IP	SECTION CORNER	+
STATION	STA	SET R/W MONUMENT W/CAP (1"x 24" IRON PIPE, 113 LBS/FT)	○
TIE POINT	DB1	SET P.K. NAIL	△
VOLUME	VOL		
FEE ACQUISITION	[VARIOUS HATCHING]		
ADJOINING LANDS WITH SAME OWNER	←		
BUILDING TO BE RAZED	■		
PROPOSED R/W BOUNDARY POINT	PRW		
TEMPORARY LIMITED EASEMENT	TLE		
PERMANENT LIMITED EASEMENT	PLE		
POWER POLE	●	COMPENSABLE	□
TELEPHONE POLE	●	NON-COMPENSABLE	□
SIGN	●		□
TELEPHONE PEDESTAL	●		□

WISCONSIN DEPARTMENT OF TRANSPORTATION

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



SIGNATURE: Jeffrey T. Bohrtz DATE: 7/22/2016
NAME: JEFFREY T. BOHRTZ, SLS-2223
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHEAST REGION.
SIGNATURE: Curt Van Erem DATE: 7/22/2016
NAME: CURT VAN EREM

TRANSPORTATION PROJECT PLAT NO: 6570-08-21-4.03

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

RELOCATION ORDER STH 55 OUTAGAMIE COUNTY
SEYMOUR - ANGELICA

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

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

COURSE TABLE STH 55 REFERENCE LINE				
POINT	TO	POINT	BEARING	DISTANCE
QTR6	DBT6	N	01°53'55" E	1552.96'
DBT6	DBT8	N	01°54'01" E	324.78'
DBT8	DBT7	N	01°53'01" E	375.22'
DBT7	SECS	N	01°51'13" E	394.57'
SECS	QTR6	S	01°53'24" W	2647.53'

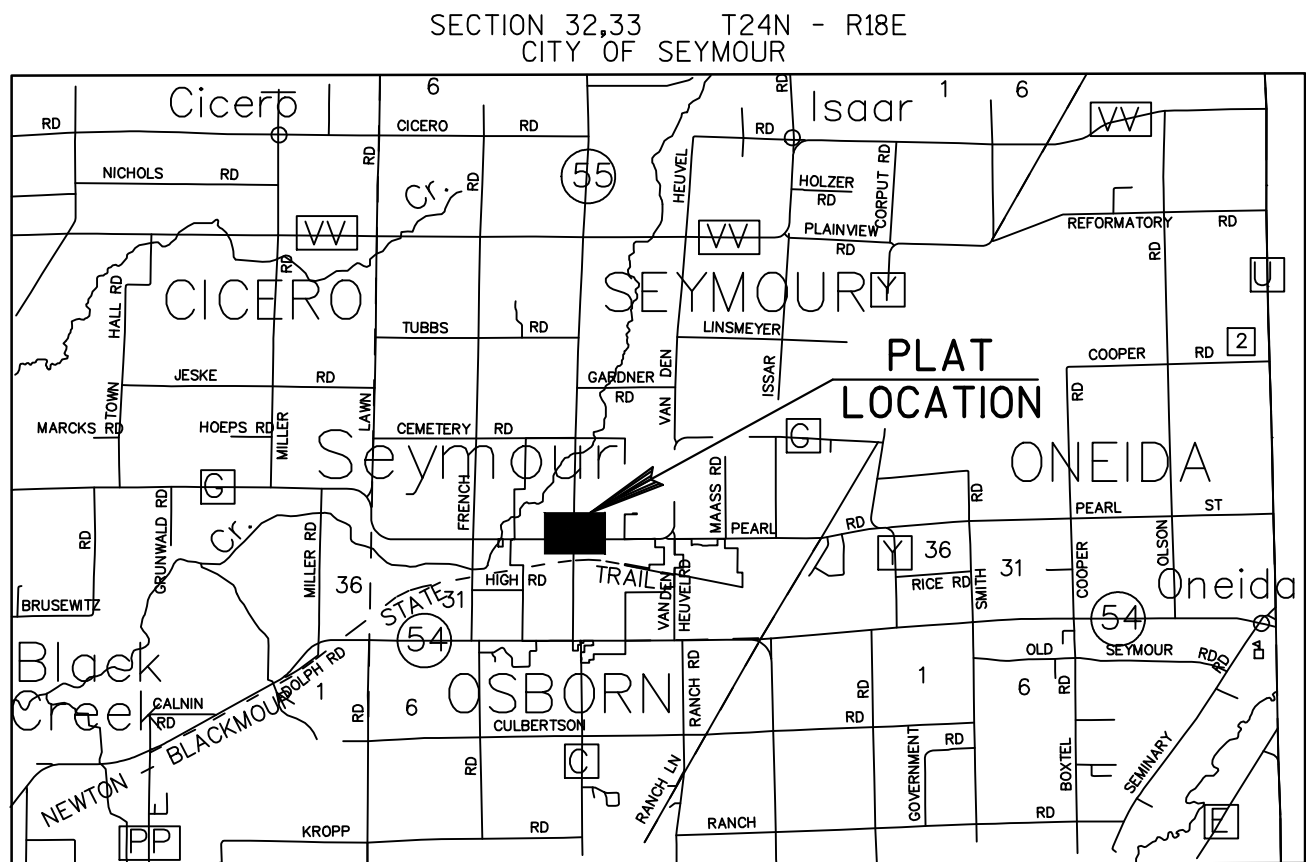
SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	*OWNER	INTEREST REQUIRED	R/W ACRES REQUIRED			P.L.E. ACRES	T.L.E. ACRES
			NEW	EXISTING	TOTAL		
1	MURPHY LIMITED PARTNERSHIP	TLE				0.009	
2	ERIC & DARCI SWENSON	PLE,TLE				0.026	0.091
3	FULTON INVESTMENTS LLC (LLC.)	TLE					0.021
4	CITY OF SEYMOUR	TLE					0.040
5	LEE NIMMER	TLE					0.001

Document #: 2078440
Date: 07-19-2016 Time: 02:06 PM
Pages: 1 Fee: \$25.00
County: OUTAGAMIE COUNTY State: WI

SARAH R VAN CAMP, REGISTER OF DEEDS
This document has been electronically recorded and returned to:
WIDotNeRegionGreenbay

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



EASEMENTS OF RECORD

PARCEL 2 MAY BE SUBJECT TO	PARCEL 3 MAY BE SUBJECT TO	PARCEL 4 MAY BE SUBJECT TO
INGRESS EGRESS EASE DOC NO 1714462	UTILITY EASE COMMONWEALTH TEL. CO. & WISCONSIN MICHIGAN POWER CO. DOC NO 316812	UTILITY EASE COMMONWEALTH TEL. CO. & WISCONSIN MICHIGAN POWER CO. DOC NO 316814
EASE ASSIGNMENT CENTURYTEL OF CENTRAL WI, LLC (BUYER) VERIZON NORTH INC. (SELLER) DOC NO 1385887	EASE ASSIGNMENT CENTURYTEL OF CENTRAL WI, LLC (BUYER) VERIZON NORTH INC. (SELLER) DOC NO 1385887	
REVOCABLE OCCUPANCY PERMIT FOR HIGHWAY R/W 1/3016 IM 36 DOC NO 949935		
REVOCABLE OCCUPANCY PERMIT FOR HIGHWAY R/W 1/3016 IM 36 DOC NO 949936		

SCALE, FEET



NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, OUTAGAMIE COUNTY, NAD83 (97) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 1" X 24" IRON PIPE) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

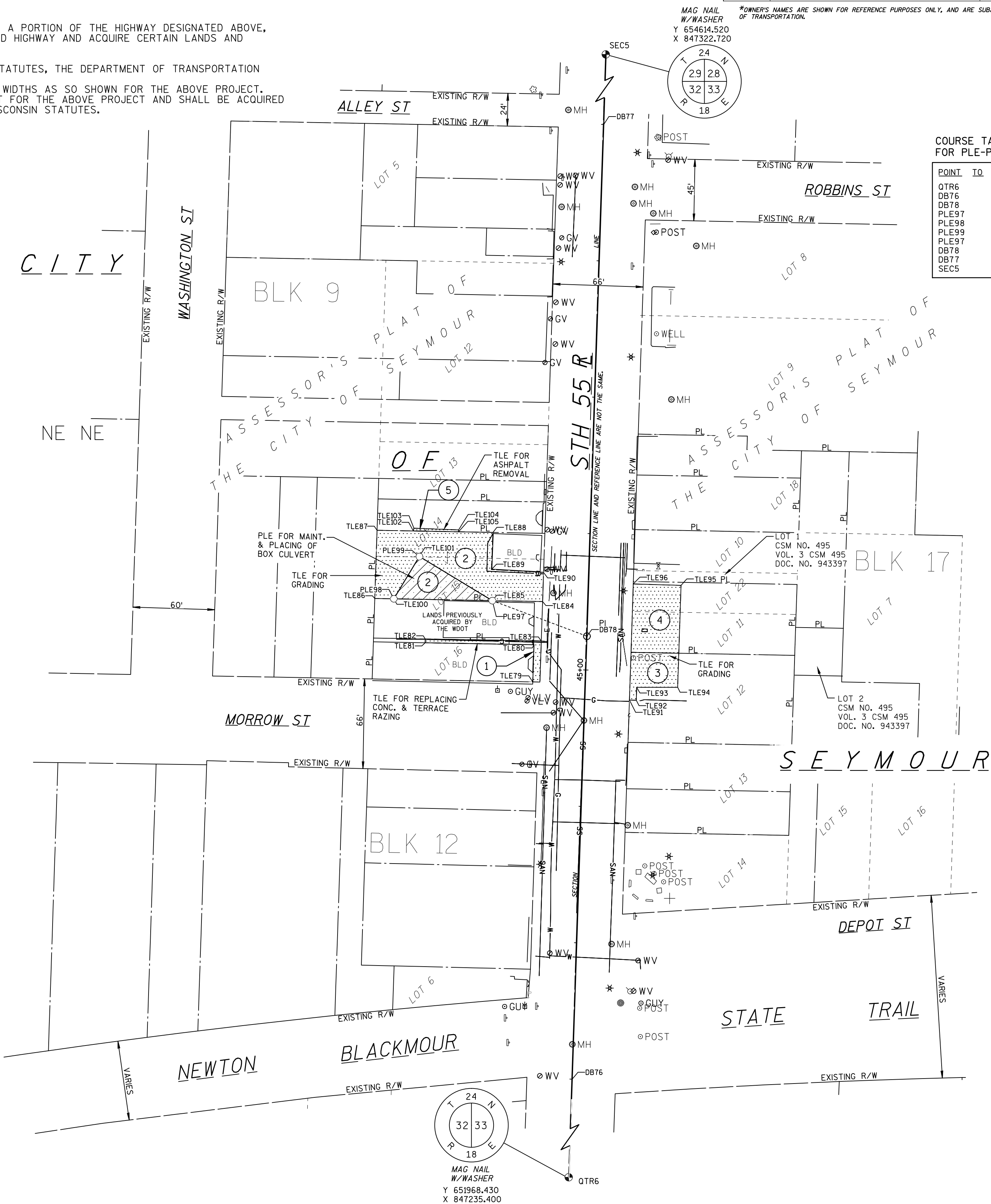
PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD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

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

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE. BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENT ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

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

THE REFERENCE LINE SHOWN ON THIS PLAT MAY NOT BE THE SAME AS THE REFERENCE LINE SHOWN ON THE CONSTRUCTION PLAN.



COURSE TABLE
FOR PLE-PARCEL 2

POINT	TO	POINT	BEARING	DISTANCE
QTR6	DBT6	N	01°53'55" E	1552.96'
DBT6	DBT8	N	01°54'01" E	324.78'
DBT8	PLE97	N	69°23'58" W	74.07'
PLE97	PLE98	N	88°56'42" W	72.20'
PLE98	PLE99	N	31°11'22" E	36.24'
PLE99	PLE97	S	58°48'56" E	62.45'
PLE97	DBT8	S	69°23'58" W	74.07'
DBT8	DBT7	N	01°53'01" E	375.22'
DBT7	SECS	N	01°51'13" E	394.57'
SECS	QTR6	S	01°53'24" W	2647.53'

STATION/OFFSET TABLE
FROM STH 55 REFERENCE LINE

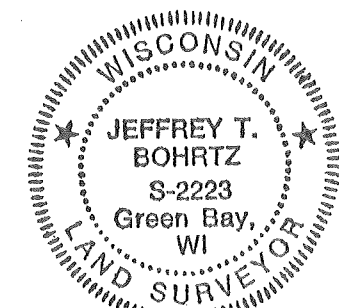
POINT	STATION	OFFSET	NORTHING	EASTING
DBT6	42+00.00	0.00'	653520.539'	847286.855'
TLE91	44+79.05	32.72'	653798.348'	847328.805'
TLE92	44+79.05	37.72'	653798.183'	847333.802'
TLE93	44+88.56	37.71'	653807.691'	847334.116'
TLE94	44+89.51	67.71'	653807.649'	847364.131'
TLE79	44+89.99	-38.54'	653811.651'	847257.950'
TLE81	45+16.06	-118.29'	653840.343'	847179.108'
TLE80	45+17.25	-38.59'	653838.893'	847258.805'
TLE82	45+18.82	-118.29'	653843.103'	847179.199'
TLE83	45+20.07	-33.29'	653841.538'	847264.194'
DBT8	45+24.78	0.00'	653845.140'	847297.624'
TLE86	45+47.30	-156.28'	653872.787'	847142.167'
PLE98	45+47.50	-142.35'	653872.531'	847156.097'
TLE100	45+47.50	-142.35'	653872.531'	847156.097'
TLE85	45+48.55	-70.15'	653871.201'	847228.291'
PLE97	45+48.55	-70.15'	653871.201'	847228.291'
TLE84	45+49.08	-33.29'	653870.522'	847265.150'
TLE96	45+64.16	32.71'	653863.421'	847331.612'
TLE95	45+64.28	67.71'	653882.391'	847366.597'
TLE90	45+70.54	-33.29'	653891.974'	847265.858'
TLE89	45+71.31	71.49'	653893.999'	847227.100'
TLE99	45+79.11	-124.61'	653903.536'	847174.867'
TLE101	45+79.11	-124.61'	653903.536'	847174.867'
TLE87	45+97.30	-156.28'	653922.760'	847143.817'
TLE102	45+97.69	-129.72'	653922.271'	847170.374'
TLE105	45+98.17	-96.49'	653921.659'	847203.599'
TLE88	45+98.53	-71.31'	653921.196'	847228.773'
TLE104	45+99.53	-96.52'	653923.024'	847203.609'
TLE103	45+99.72	-129.33'	653924.293'	847170.827'
DBT7	49+00.00	0.00'	654220.157'	847309.958'

CONVENTIONAL ABBREVIATIONS AND SYMBOLS

ACRES	AC	CORPORATE LIMITS	////////
CHORD BEARING	CH BRG	EXISTING R/W	_____
CHORD DISTANCE	CH DIS	SECTION LINE	_____
DEED	(D)	QUARTER LINE	_____
DOCUMENT	DOC	SIXTEENTH LINE	_____
EAST BOUND	EB	PROPOSED OR NEW R/W LINE	_____
GAS VALVE	GV	PROPOSED EASEMENT LINE	_____
INLET	oIL	PROPERTY LINE	_____
MANHOLE	•MH	COMMUNICATION LINE	_____C_____
MONUMENT	MON	BURIED GAS LINE	_____C_____
NORTH BOUND	NB	OVERHEAD ELECTRIC LINE	_____OH_____
PAGE	PG	BURIED ELECTRIC LINE	_____E_____
PRIVATE DRIVEWAY	PD	LOT, TIE AND OTHER	_____
PROPERTY LINE	PL	MINOR DASHED LINES	-----
RADIUS	RAD R	ACCESS RESTRICTED	_____
REMAINING	REM	(By Acquisition)	_____
RIGHT OF WAY	R/W	NO ACCESS	_____
SECTION	SEC	(By Statutory Authority)	●●

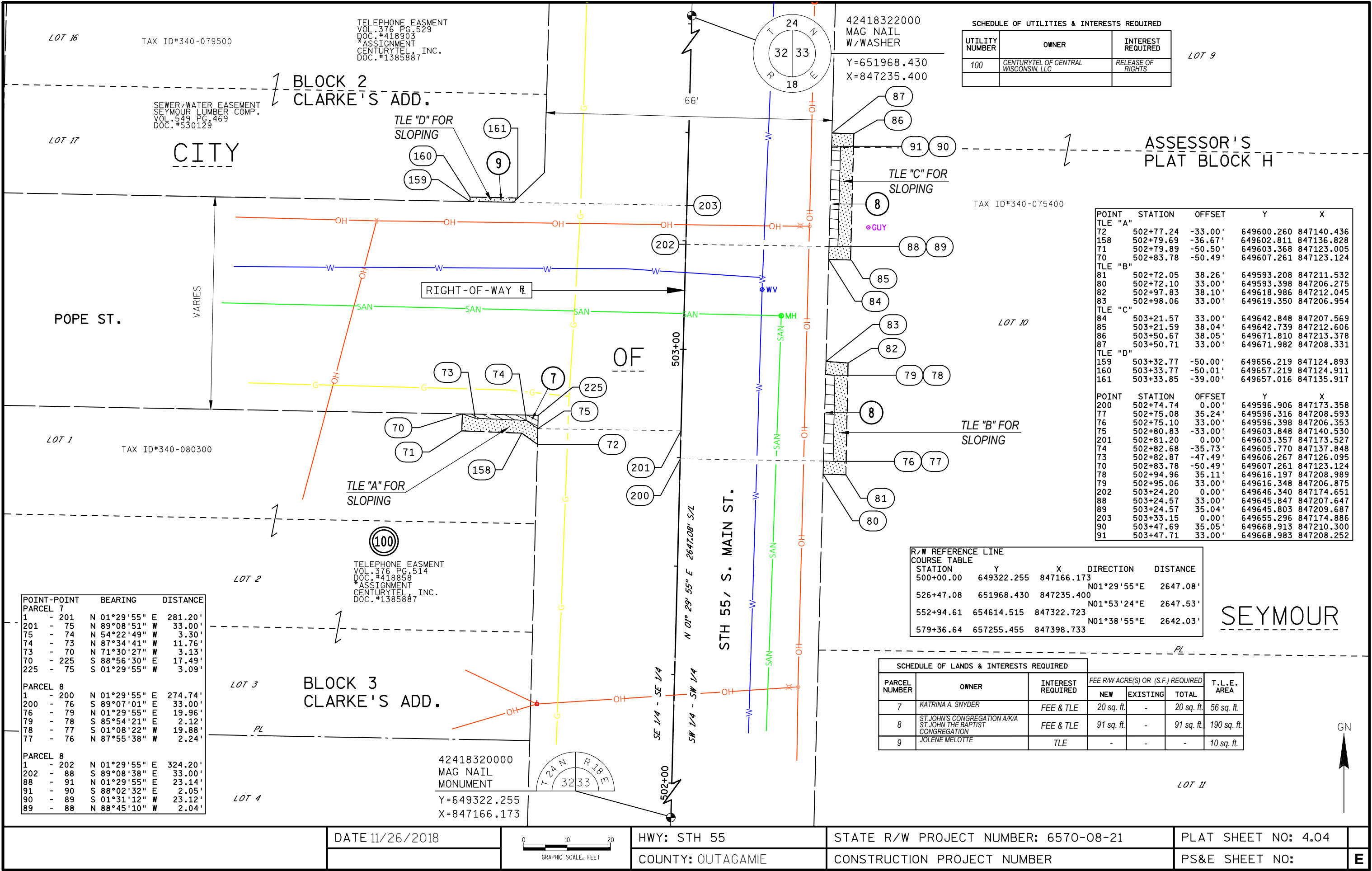
WISCONSIN DEPARTMENT OF TRANSPORTATION

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



SIGNATURE...Jeffrey T. Bohrtz...DATE...7/14/2016
NAME...JEFFREY T. BOHRTZ, PLS-2223

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHEAST REGION.
SIGNATURE...Curt Van Erem...DATE...7/14/2016
NAME...CURT VAN EREM



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

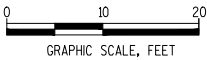
POINT	STATION	OFFSET	Y	X
TLE "A"				
72	502+77.24	-33.00'	649600.260	847140.436
158	502+79.69	-36.67'	649602.811	847136.828
71	502+79.89	-50.50'	649603.368	847123.005
70	502+83.78	-50.49'	649607.261	847123.124
TLE "B"				
81	502+72.05	38.26'	649593.208	847211.532
80	502+72.10	33.00'	649593.398	847206.275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

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

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

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

DATE 11/26/2018



HWY: STH 55

COUNTY: OUTAGAMIE

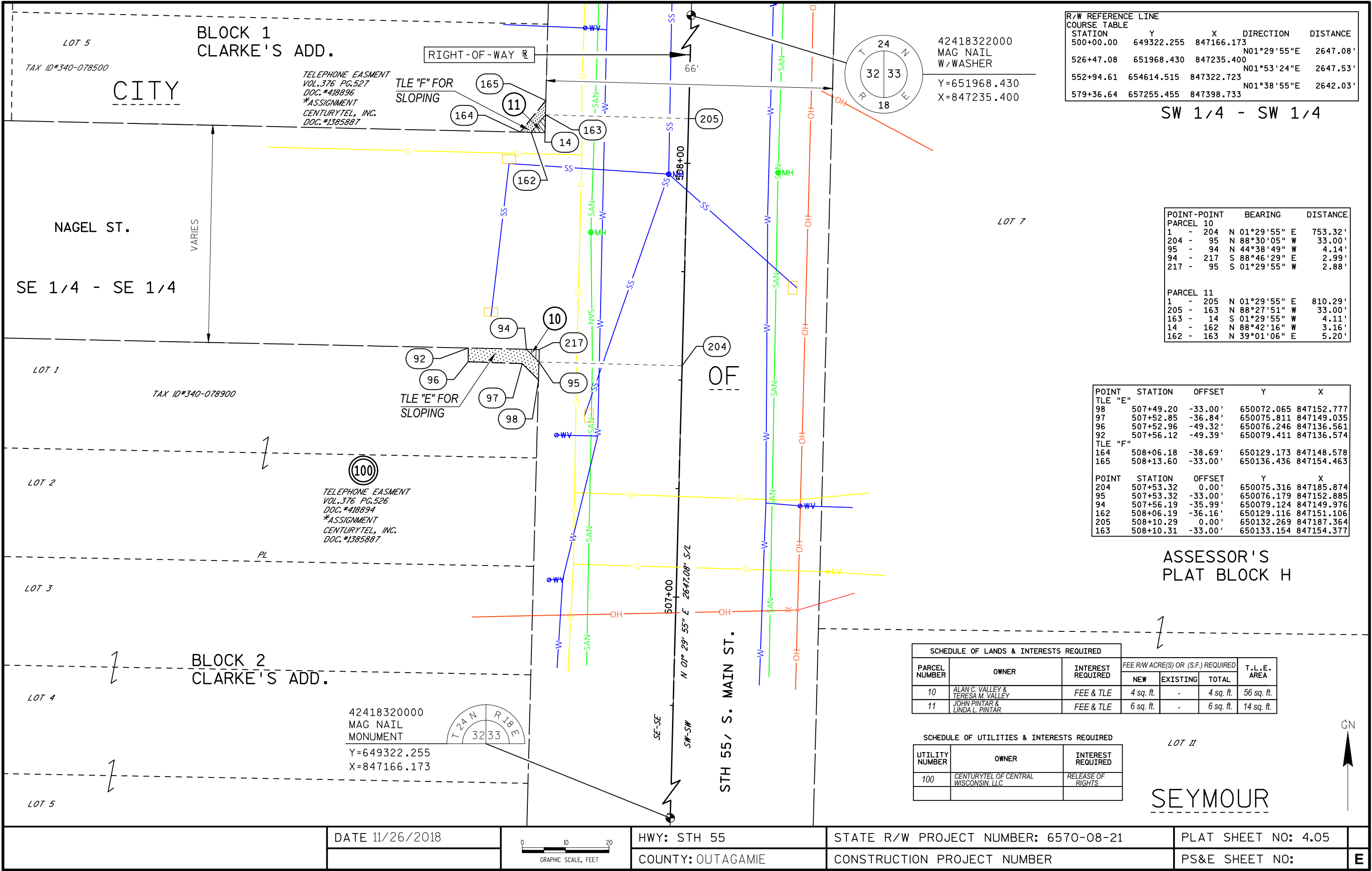
STATE R/W PROJECT NUMBER: 6570-08-21

CONSTRUCTION PROJECT NUMBER

PLAT SHEET NO: 4.04

PS&E SHEET NO:

E



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

SW 1/4 - SW 1/4

POINT-POINT	BEARING	DISTANCE
PARCEL 10		
1 - 204	N 01°29'55" E	753.32'
204 - 95	N 88°30'05" W	33.00'
95 - 94	N 44°38'49" W	4.14'
94 - 217	S 88°46'29" E	2.99'
217 - 95	S 01°29'55" W	2.88'
PARCEL 11		
1 - 205	N 01°29'55" E	810.29'
205 - 163	N 88°27'51" W	33.00'
163 - 14	S 01°29'55" W	4.11'
14 - 162	N 88°42'16" W	3.16'
162 - 163	N 39°01'06" E	5.20'

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

ASSESSOR'S
PLAT BLOCK H

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

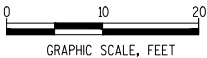
SCHEDULE OF UTILITIES & INTERESTS REQUIRED		
UTILITY NUMBER	OWNER	INTEREST REQUIRED
100	CENTURYTEL OF CENTRAL WISCONSIN, LLC	RELEASE OF RIGHTS

LOT 11

SEYMOUR



DATE 11/26/2018



HWY: STH 55

COUNTY: OUTAGAMIE

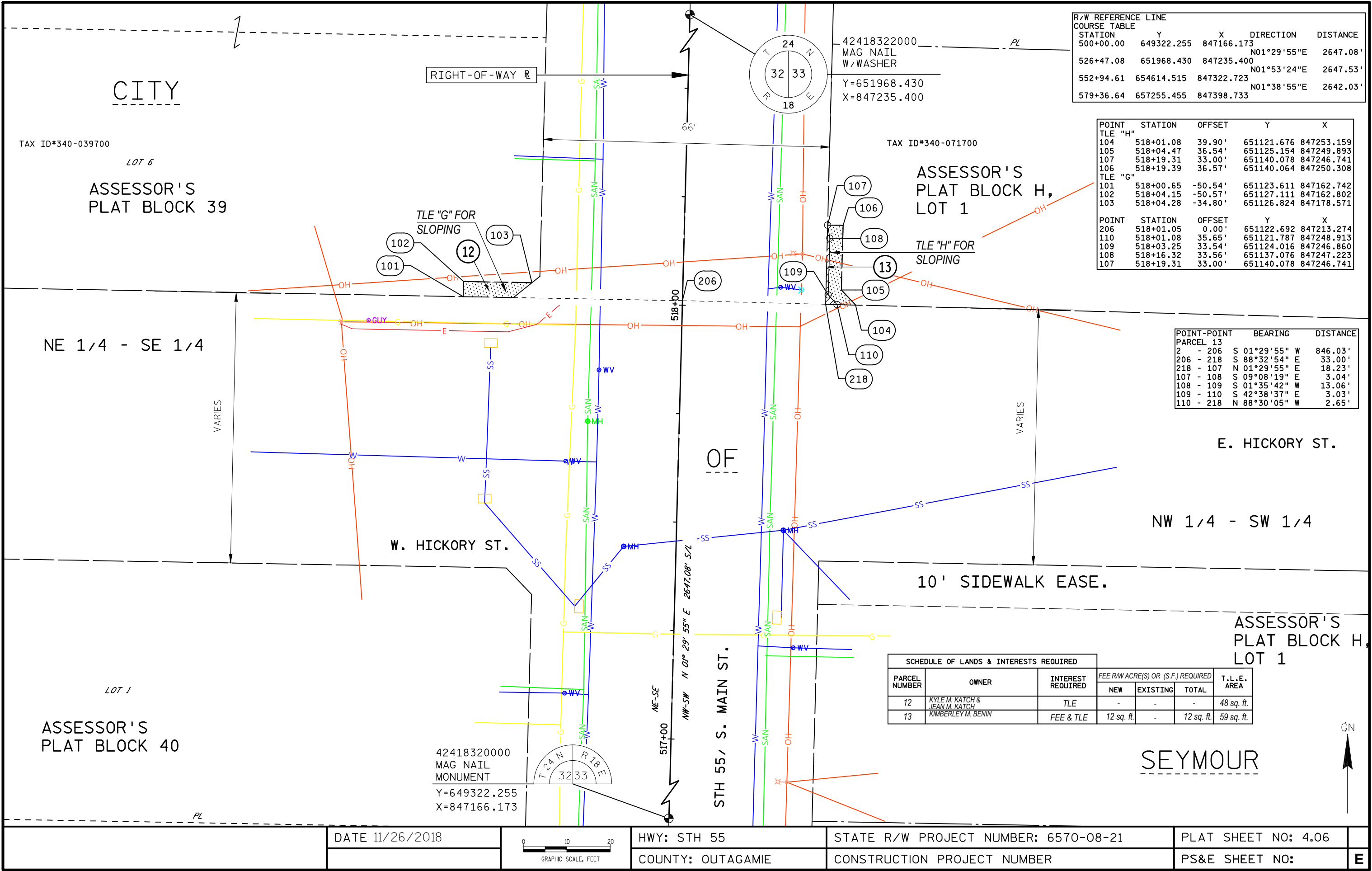
STATE R/W PROJECT NUMBER: 6570-08-21

CONSTRUCTION PROJECT NUMBER

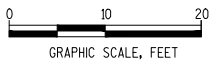
PLAT SHEET NO: 4.05

PS&E SHEET NO:

E



DATE 11/26/2018



HWY: STH 55

COUNTY: OUTAGAMIE

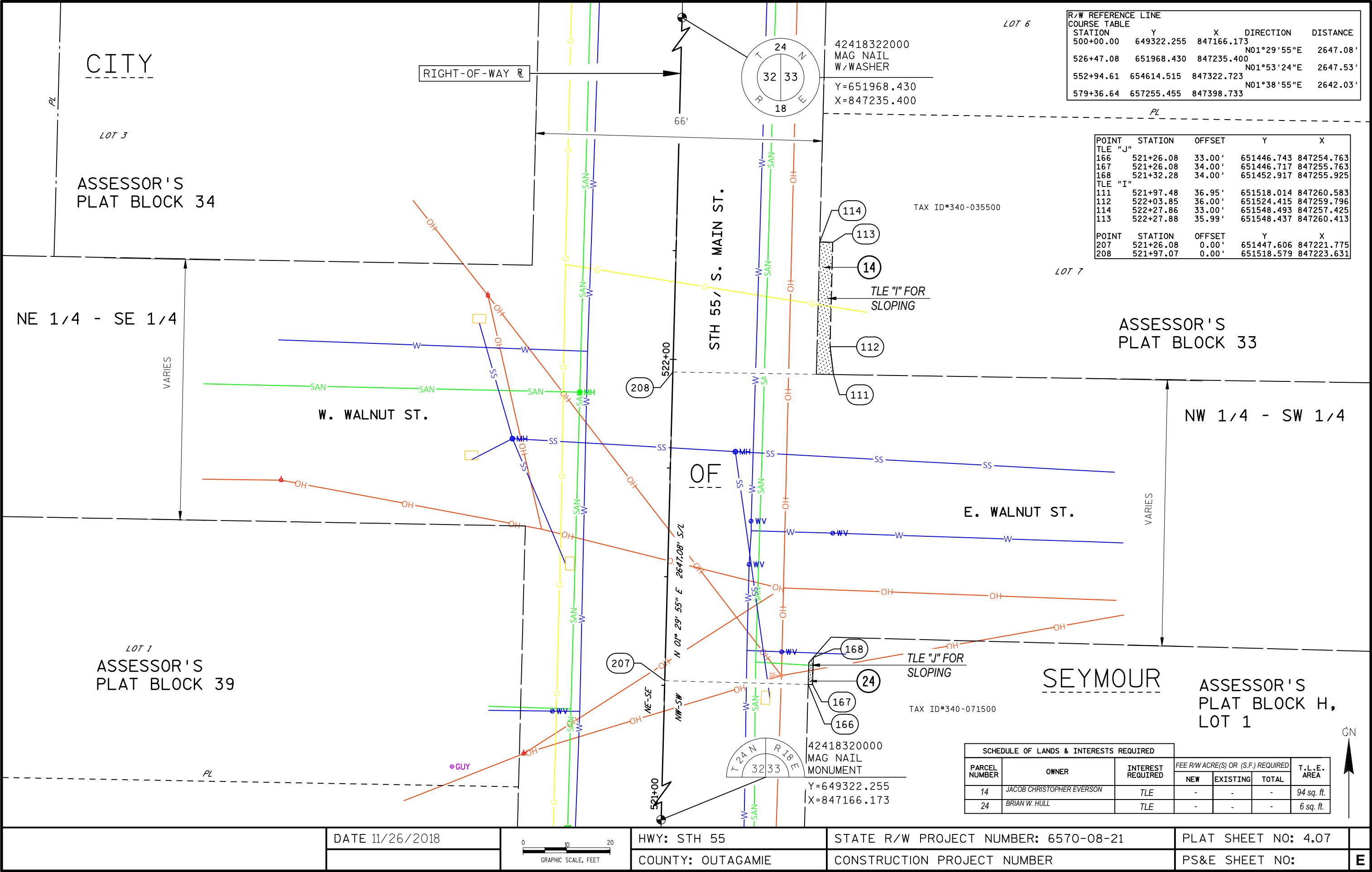
STATE R/W PROJECT NUMBER: 6570-08-21

CONSTRUCTION PROJECT NUMBER

PLAT SHEET NO: 4.06

PS&E SHEET NO:

E



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

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

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

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

CITY

ASSESSOR'S
PLAT BLOCK 23

TAX ID#340-023800

TLE "M" FOR
SLOPING

RIGHT-OF-WAY R

LOT 5

W. HIGH ST.

SE-NE

NE-SE

S 88° 57' 30" E 2622.92' S/L

PI: 526+47.08

S 89° 07' 27" E 2644.89' S/L

SW-NW

NW-SW

E. HIGH ST.

OF

STH 55/ S. MAIN ST.

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

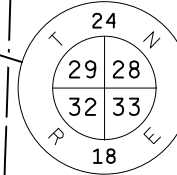
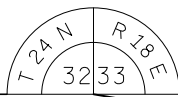
TAX ID#340-035600

LOT 1

42418320000
MAG NAIL
MONUMENT

Y=649322.255
X=847166.173

ASSESSOR'S
PLAT BLOCK 34



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

LOT 7

ASSESSOR'S
PLAT BLOCK 32

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

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

TLE "K" FOR
SLOPING

TLE "L" FOR
SLOPING

TAX ID#340-034900

LOT 1

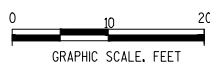
ASSESSOR'S
PLAT BLOCK 33

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

SEYMOUR



DATE 11/26/2018



HWY: STH 55

COUNTY: OUTAGAMIE

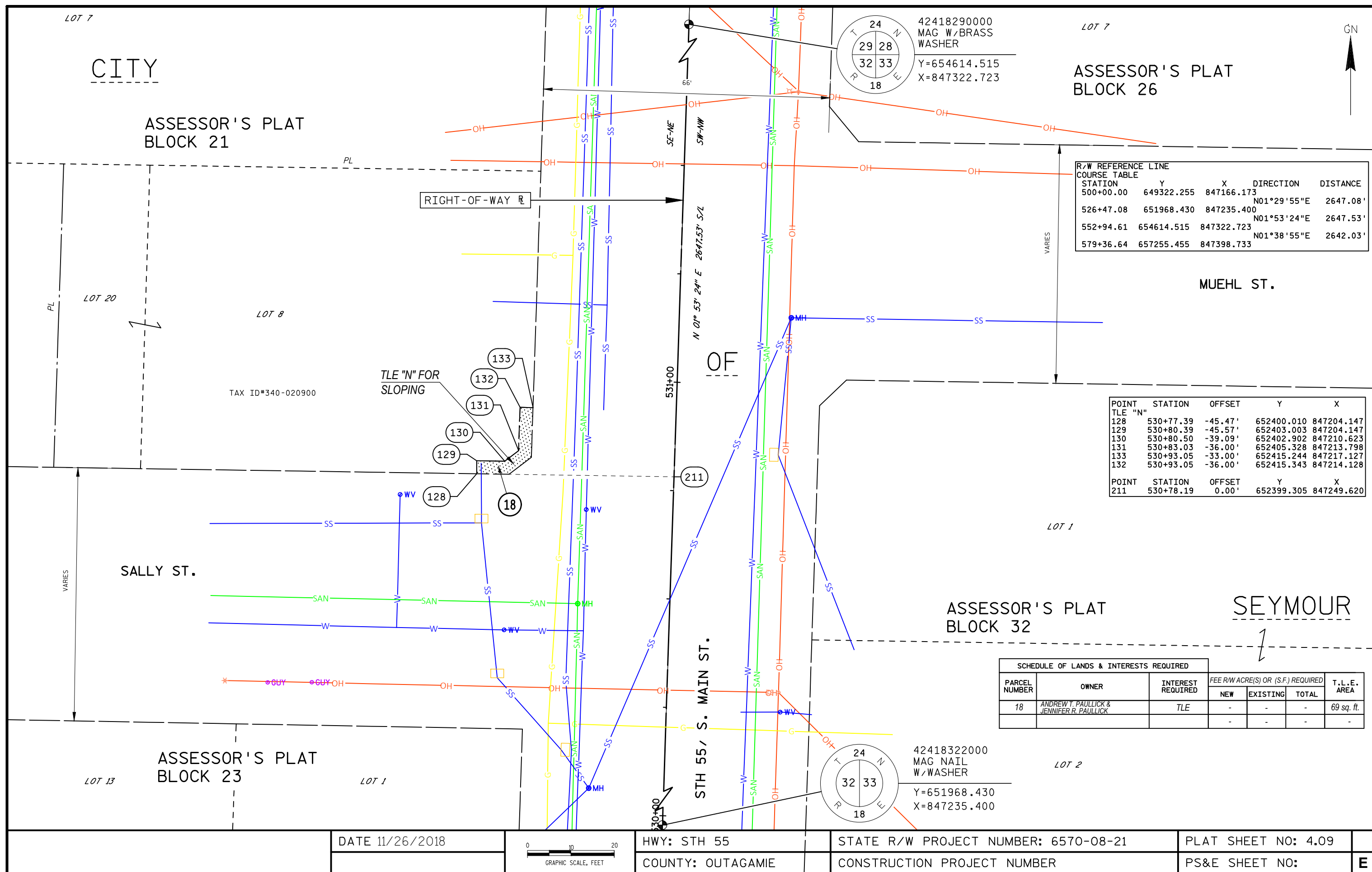
STATE R/W PROJECT NUMBER: 6570-08-21

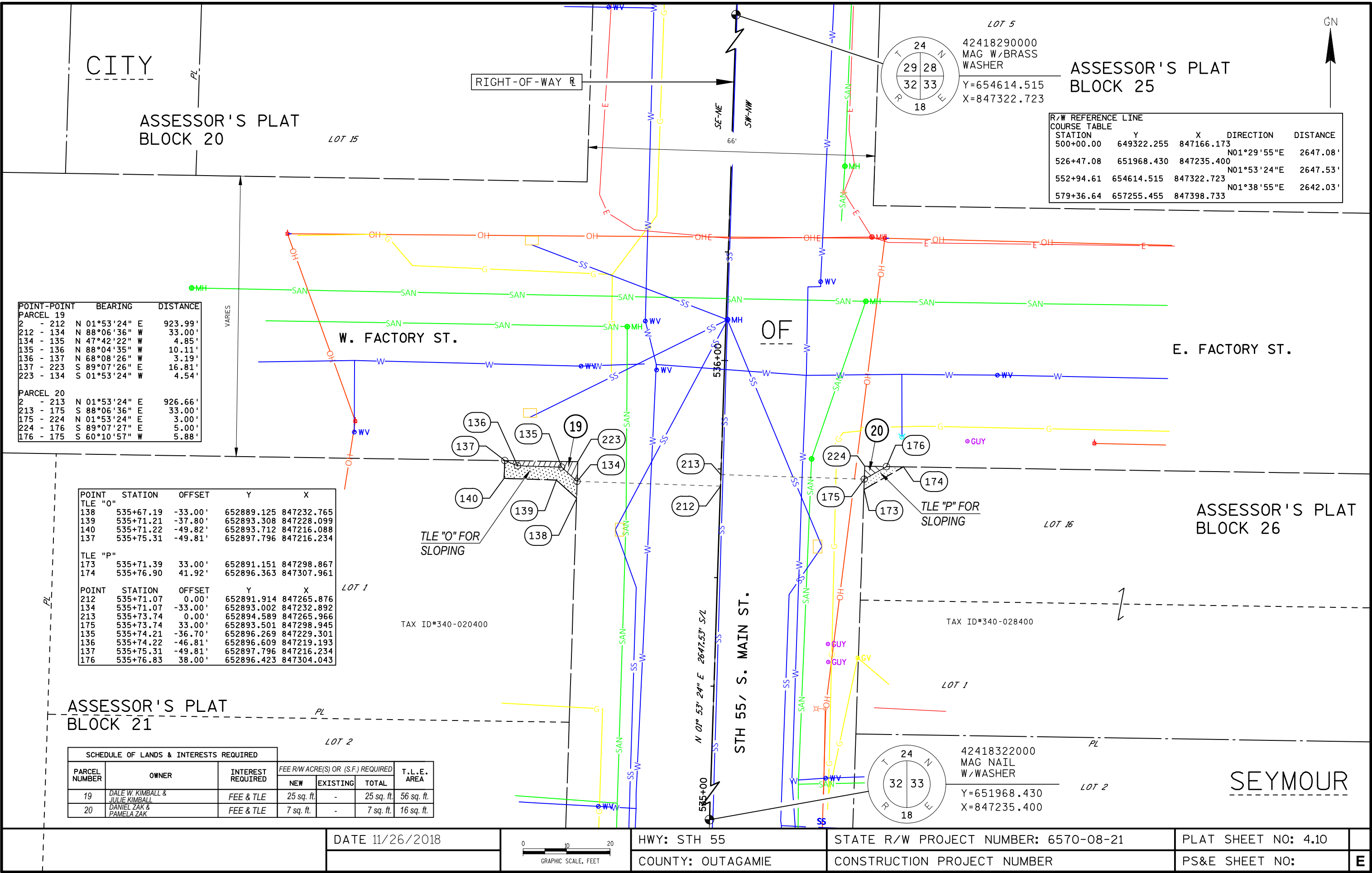
CONSTRUCTION PROJECT NUMBER

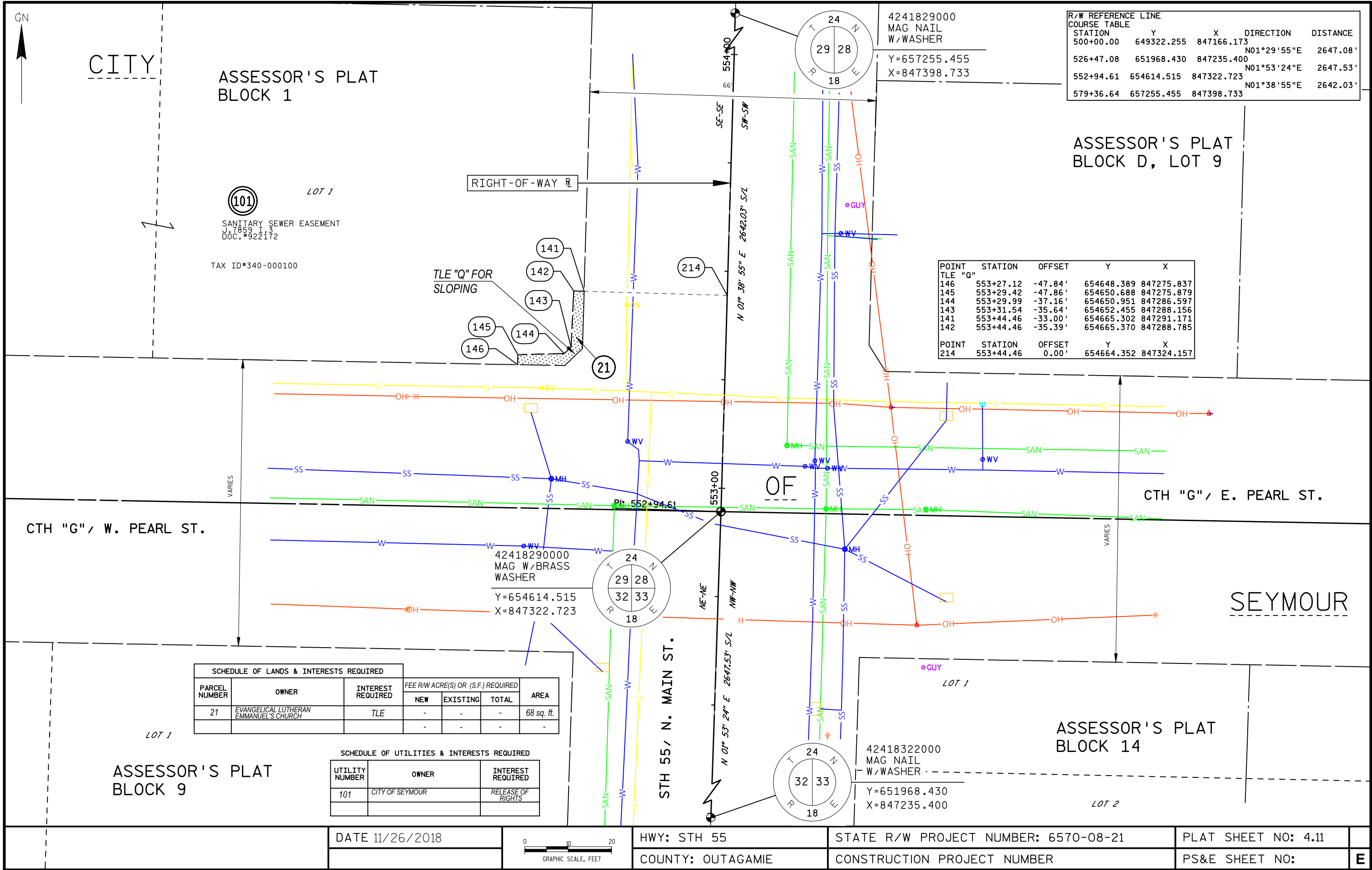
PLAT SHEET NO: 4.08

PS&E SHEET NO:

E







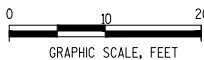
R/W REFERENCE LINE				
COURSE TABLE				
STATION	Y	X	DIRECTION	DISTANCE
500+00.00	649322.255	847166.173	N01°29'55"E	2647.08'
526+47.08	651968.430	847235.400	N01°53'24"E	2647.53'
552+94.61	654614.515	847322.723	N01°38'55"E	2642.03'
579+36.64	657255.455	847398.733		

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

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

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

DATE 11/26/2018



HWY: STH 55

COUNTY: OUTAGAMIE

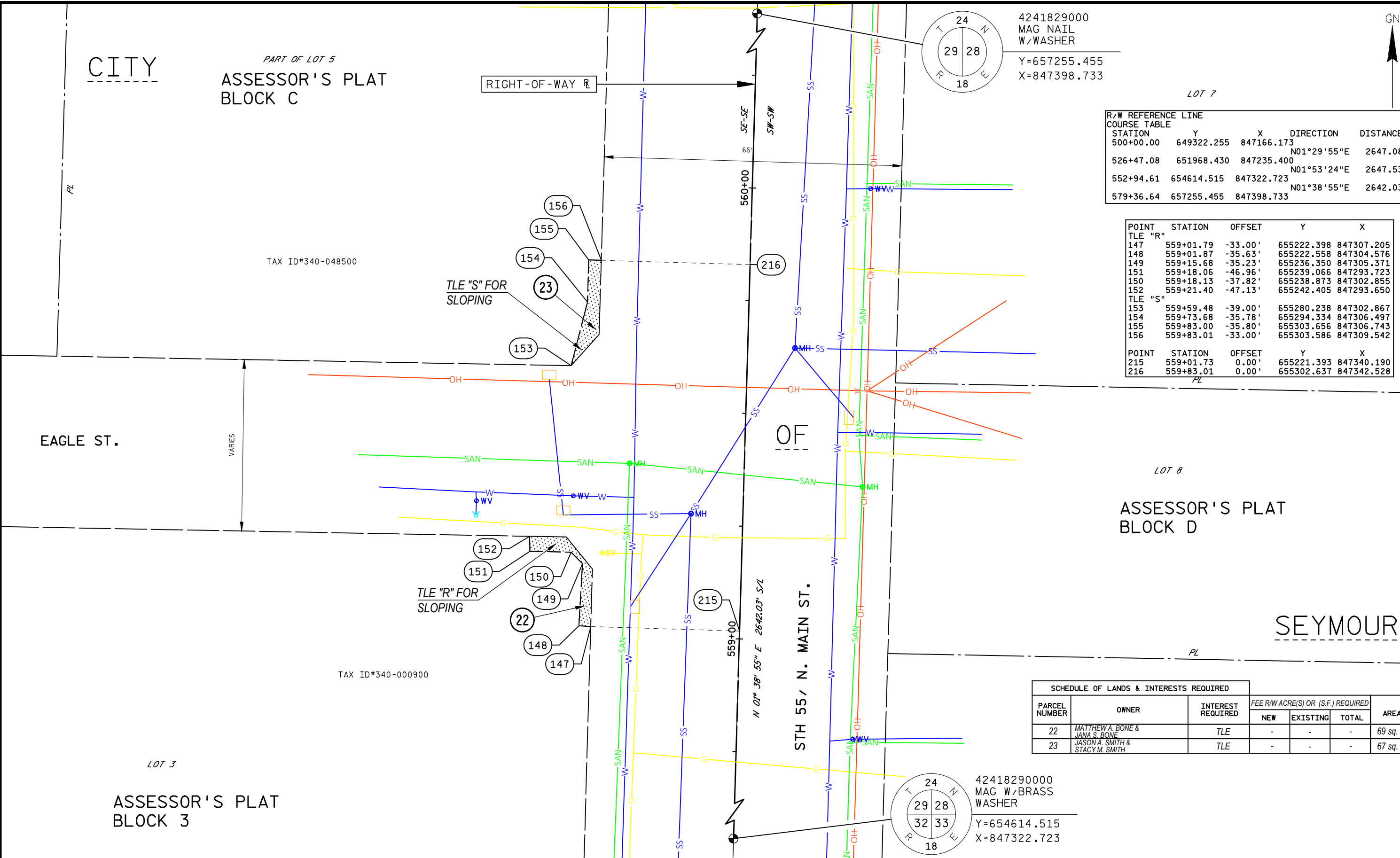
STATE R/W PROJECT NUMBER: 6570-08-21

CONSTRUCTION PROJECT NUMBER

PLAT SHEET NO: 4.11

PS&E SHEET NO:

E



R/W REFERENCE LINE
COURSE TABLE

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

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

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

* SEE CONSTRUCTION DETAILS FOR
ADDITIONAL SIDEWALK REPLACEMENT AT
CURB RAMPS



LEGEND

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

REMOVE AND REPLACE 20 LF OF
CONCRETE CURB & GUTTER 30-INCH TYPE D

VERTICAL FACE REQUIRED

REMOVE AND REPLACE 26 LF OF
CONCRETE CURB & GUTTER 30-INCH TYPE D

EXISTING R/W

STH 55/MAIN ST

BEGIN PROJECT 6570-08-73
STA 0+65

REMOVE AND REPLACE 20 LF OF
CONCRETE CURB & GUTTER 30-INCH TYPE D

MILL 2" ASPHALT AND RESURFACE
WITH 2" HMA PAVEMENT TYPE 4 LT 58-28 S

REMOVE AND REPLACE 15 LF OF
CONCRETE CURB & GUTTER 30-INCH TYPE D

REMOVE AND REPLACE 16 LF OF
CONCRETE CURB & GUTTER 30-INCH TYPE D

REPLACE 16' OF STORM SEWER PIPE
REINFORCED CONCRETE CLASS IV 12-INCH

REMOVE AND REPLACE 18 LF OF
CONCRETE CURB & GUTTER 30-INCH TYPE D

EXISTING R/W

VERTICAL FACE REQUIRED

ADJUST INLET COVER

REMOVE AND REPLACE 32 LF OF
CONCRETE CURB & GUTTER 30-INCH TYPE D

STH 55/MAIN ST

EXISTING R/W

ADJUST INLET COVER

REMOVE AND REPLACE 12 LF OF
CONCRETE CURB & GUTTER 30-INCH TYPE D

MILL 2" ASPHALT AND RESURFACE
WITH 2" HMA PAVEMENT TYPE 4 LT 58-28 S

PROJECT NO:6570-08-73

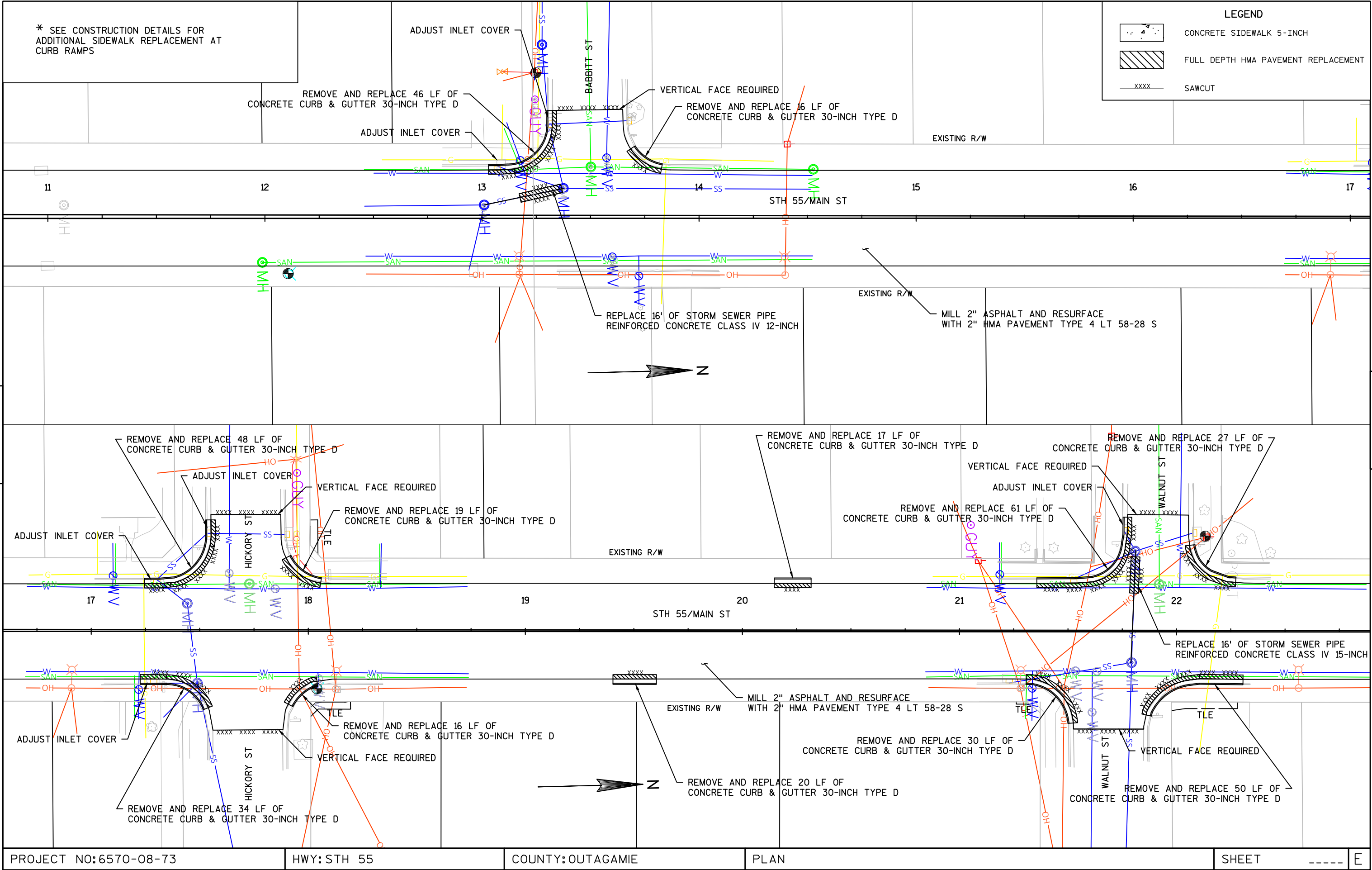
HWY:STH 55

COUNTY:OUTAGAMIE

PLAN

SHEET

E



* SEE CONSTRUCTION DETAILS FOR
ADDITIONAL SIDEWALK REPLACEMENT AT
CURB RAMPS

LEGEND

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

EXISTING R/W

REMOVE AND REPLACE 37 LF OF
CONCRETE CURB & GUTTER 30-INCH TYPE D

ADJUST INLET COVER

VERTICAL FACE REQUIRED

REMOVE AND REPLACE 26 LF OF
CONCRETE CURB & GUTTER 30-INCH TYPE D

23

24

25

26

27

28

STH 55/MAIN ST

EXISTING R/W

REMOVE AND REPLACE 28 LF OF
CONCRETE CURB & GUTTER 30-INCH TYPE D

REMOVE AND REPLACE 28 LF OF
CONCRETE CURB & GUTTER 30-INCH TYPE D

MILL 2" ASPHALT AND RESURFACE
WITH 2" HMA PAVEMENT TYPE 4 LET 58-28 S

VERTICAL FACE REQUIRED

→ Z

ADJUST INLET COVER

REMOVE AND REPLACE 47 LF OF
CONCRETE CURB & GUTTER 30-INCH TYPE D

VERTICAL FACE REQUIRED
ADJUST INLET COVER
REMOVE AND REPLACE 37 LF OF
CONCRETE CURB & GUTTER 30-INCH TYPE D

REMOVE AND REPLACE 20 LF OF
CONCRETE CURB & GUTTER 30-INCH TYPE D

REMOVE AND REPLACE 12 LF OF
CONCRETE CURB & GUTTER 30-INCH TYPE D

ADJUST INLET COVER

29

30

31

32

33

34

STH 55/MAIN ST

EXISTING R/W

REMOVE AND REPLACE 34 LF OF
CONCRETE CURB & GUTTER 30-INCH TYPE D

VERTICAL FACE REQUIRED

REMOVE AND REPLACE 34 LF OF
CONCRETE CURB & GUTTER 30-INCH TYPE D

MILL 2" ASPHALT AND RESURFACE
WITH 2" HMA PAVEMENT TYPE 4 LT 58-28 S

MUEHL ST

→ Z

PROJECT NO:6570-08-73

HWY:STH 55

COUNTY:OUTAGAMIE

PLAN

SHEET

E

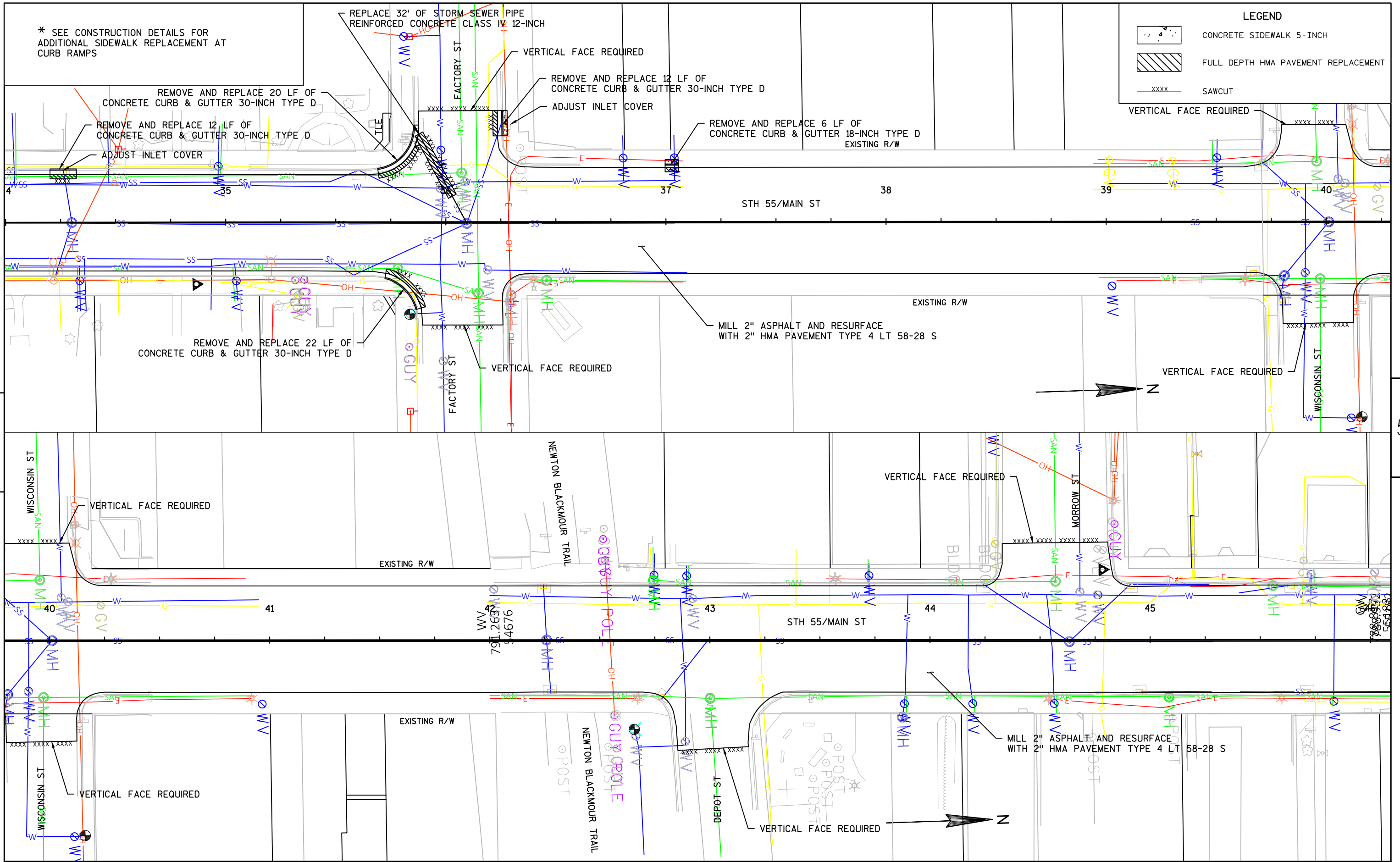
FILE NAME : N:\PDS\C3D\65700800\SHEETSPLAN\6570-08-73\050201-PN.DWG

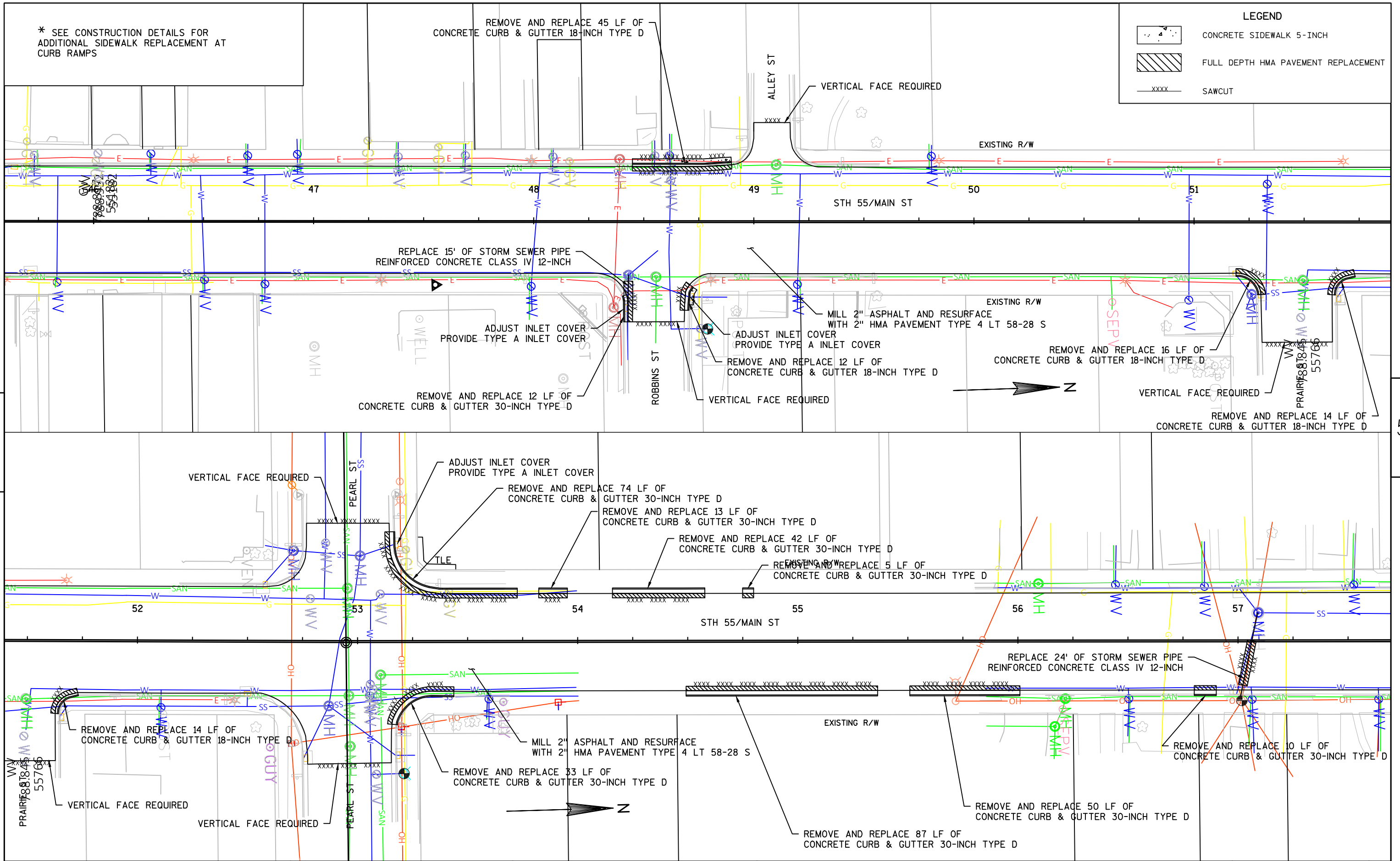
PLOT DATE : 1/2/2019 3:59 PM

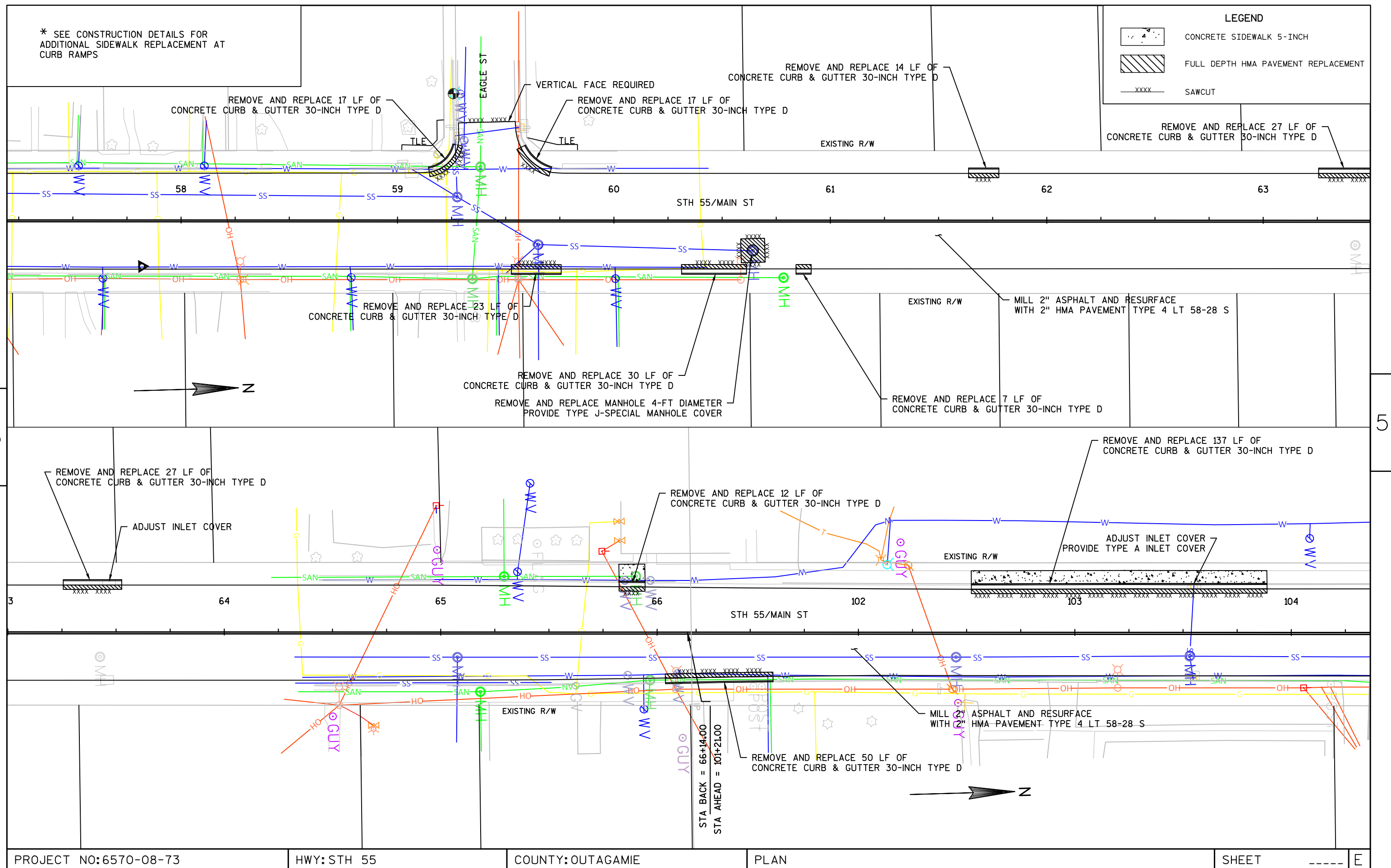
PLOT BY : COHEN, MICHAEL J

PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDs SHEET 42



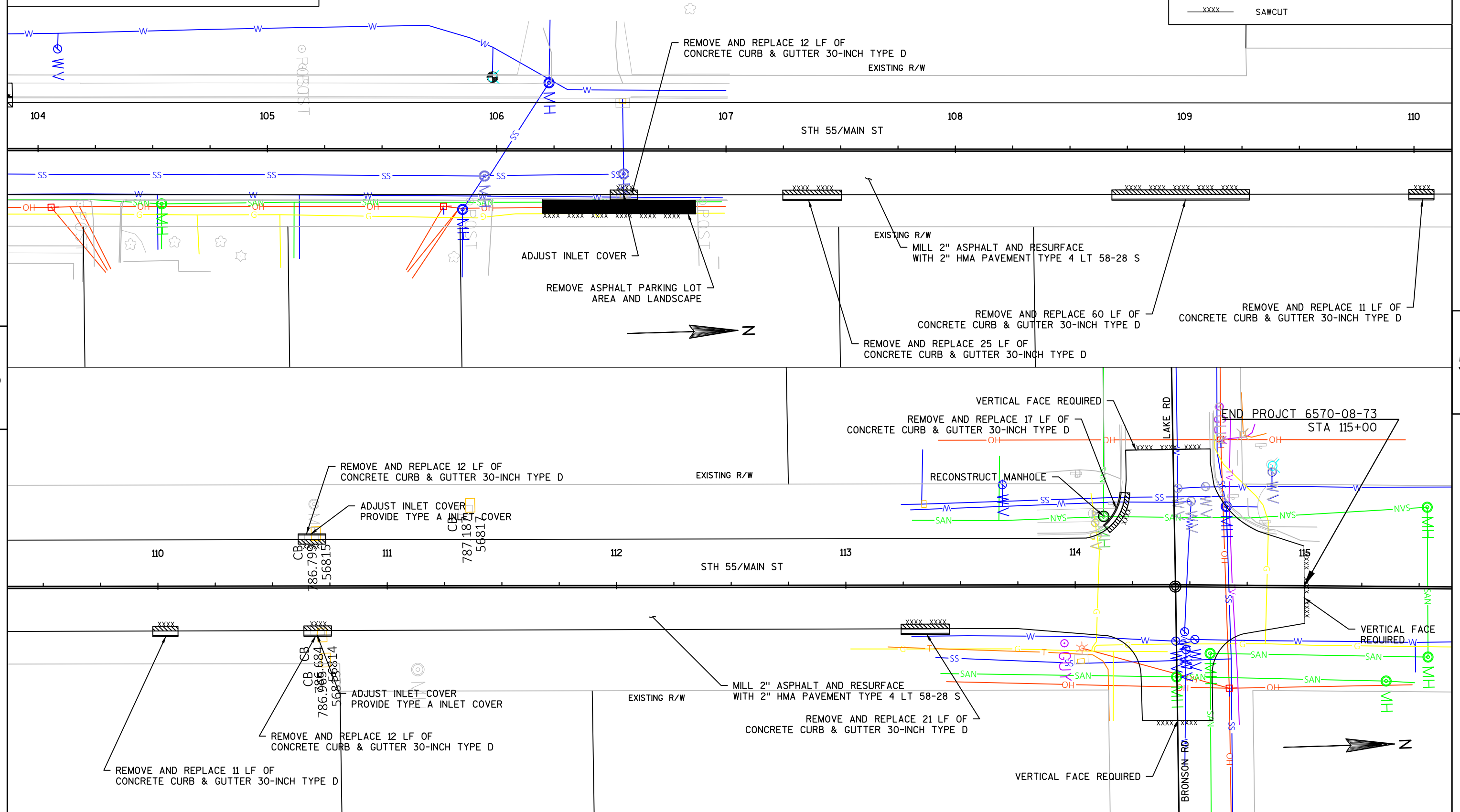




* SEE CONSTRUCTION DETAILS FOR
ADDITIONAL SIDEWALK REPLACEMENT AT
CURB RAMPS

LEGEND

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



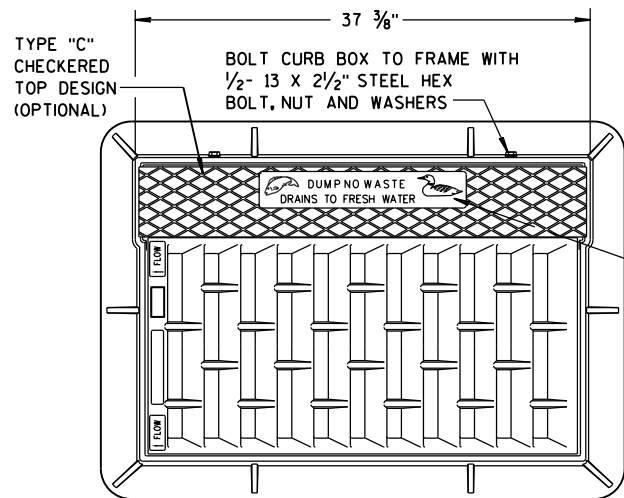
PROJECT NO:6570-08-73

HWY:STH 55

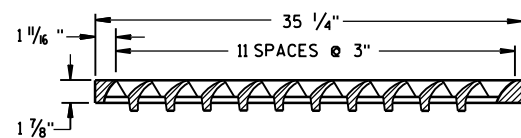
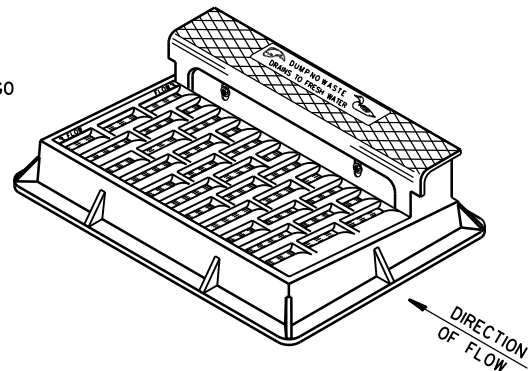
COUNTY:OUTAGAMIE

PLAN

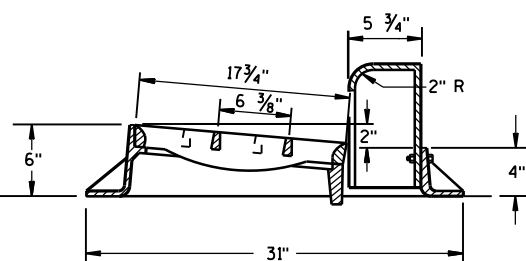
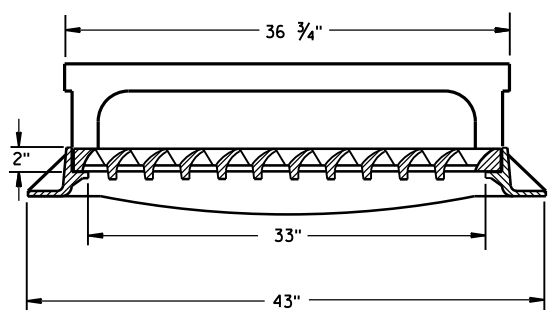
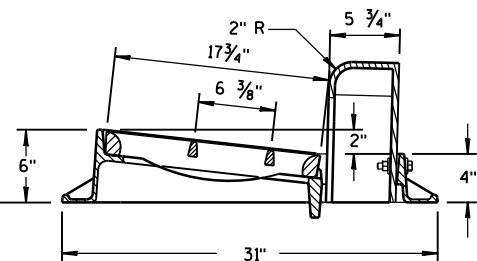
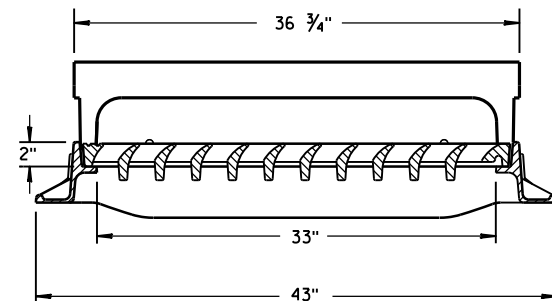
SHEET ----- E



**NOTE:
GRATE IS REVERSIBLE.**

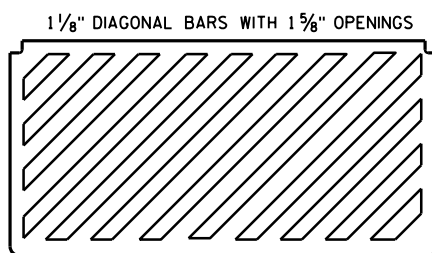


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

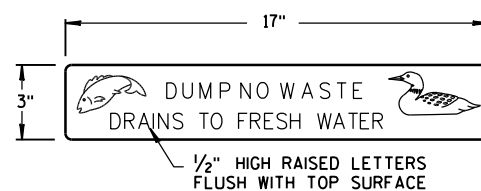


TYPE "H"

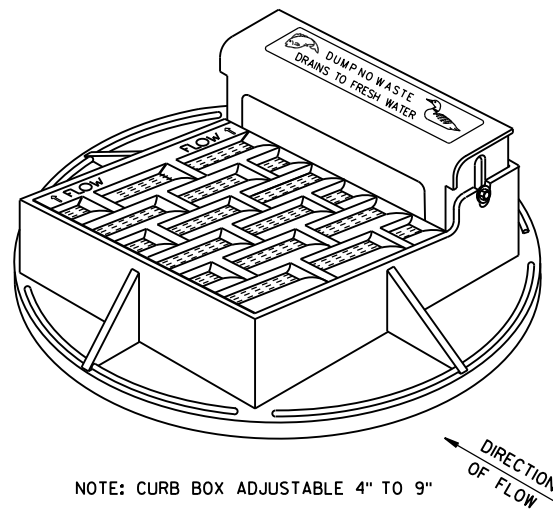
NOTE: EITHER CASTING IS ACCEPTABLE



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

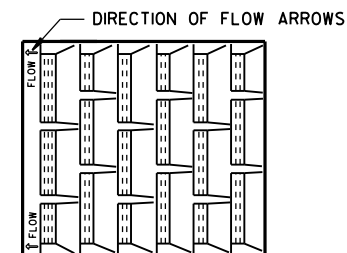


LOGO DETAIL

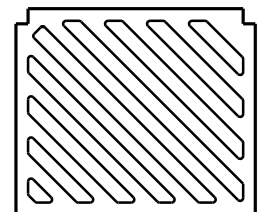


NOTE: CURB BOX ADJUSTABLE 4" TO 9"

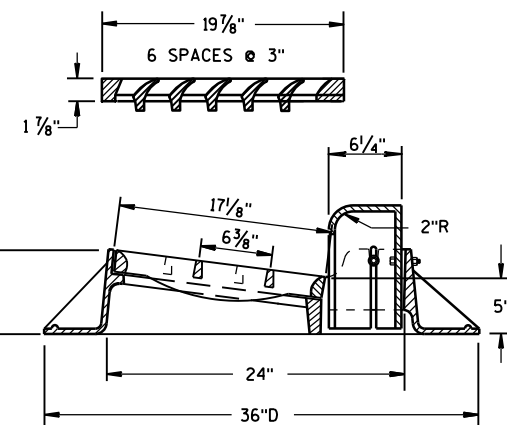
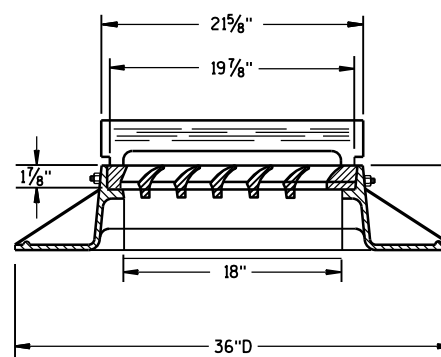
**NOTE:
GRATE IS REVERSIBLE.**



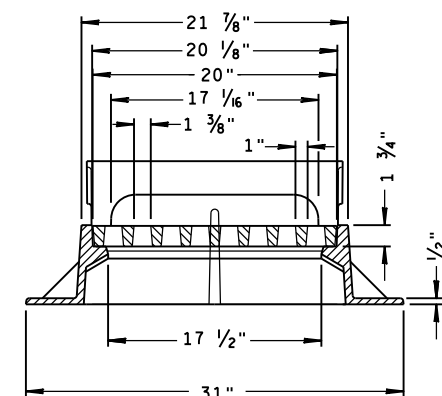
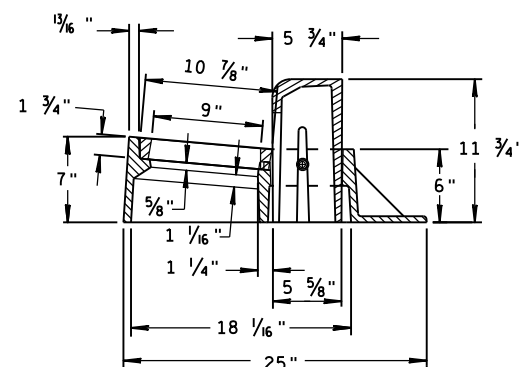
1" DIAGONAL BARS
WITH 1 1/2" OPENINGS



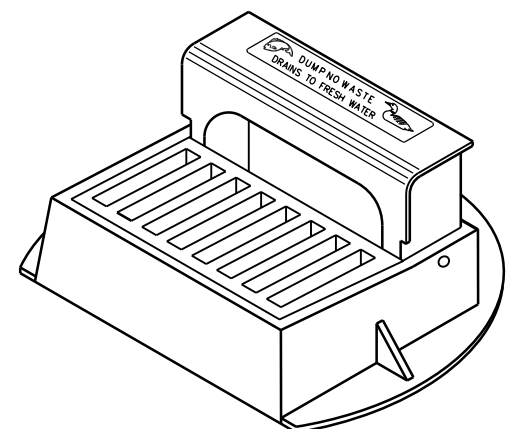
**SPECIAL GRATE FOR
TYPE "A" COVER**
(MEASURES 19 3/4" X 17" X 1 1/8")
(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "A"



TYPE "Z"

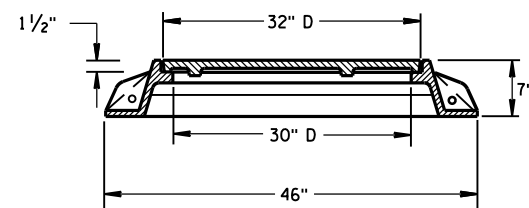
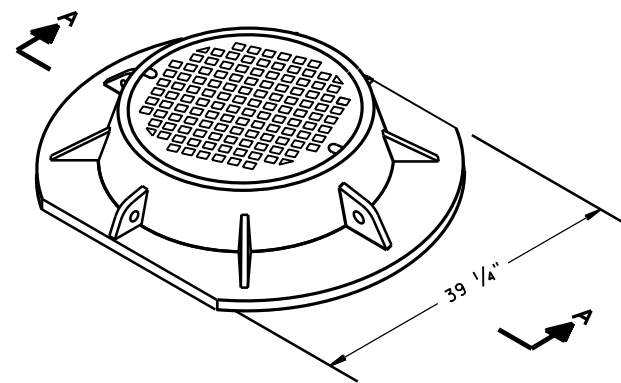


**INLET COVERS
TYPE A, H, A-S, H-S & Z**

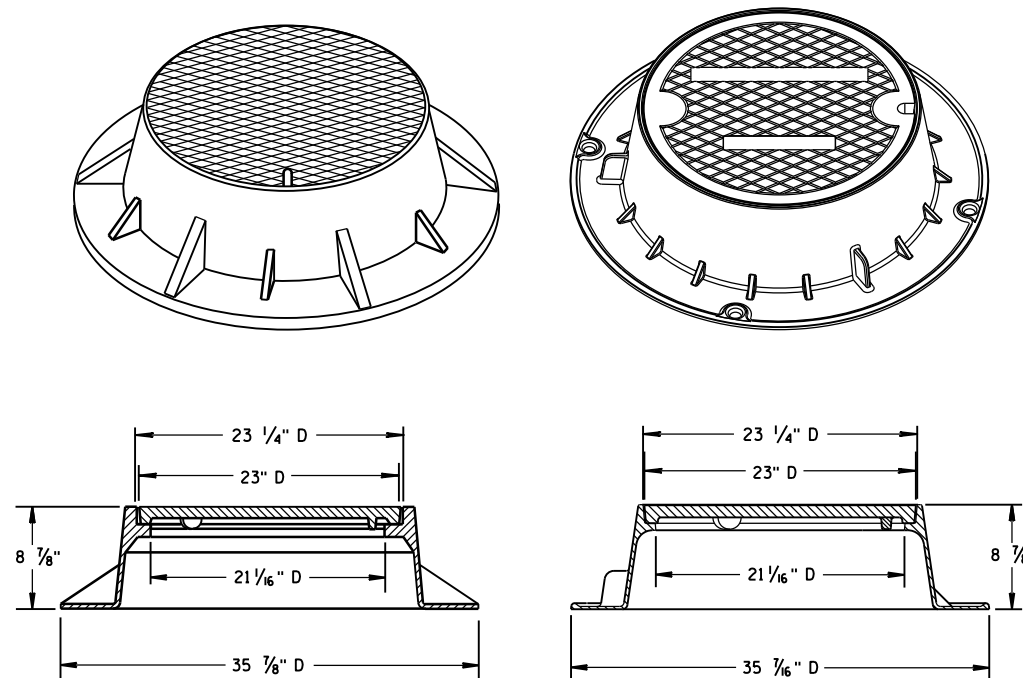
**STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION**

APPROVED
11-27-13
DATE
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER

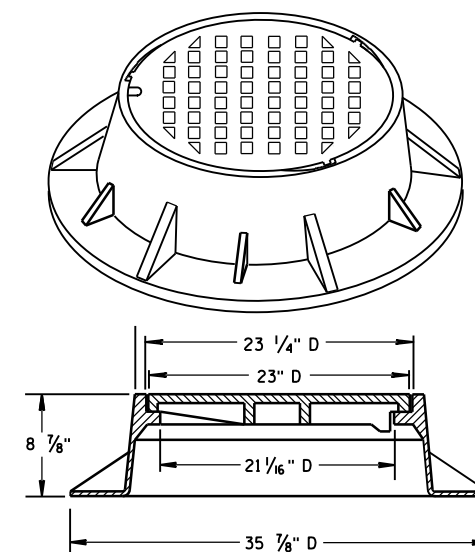
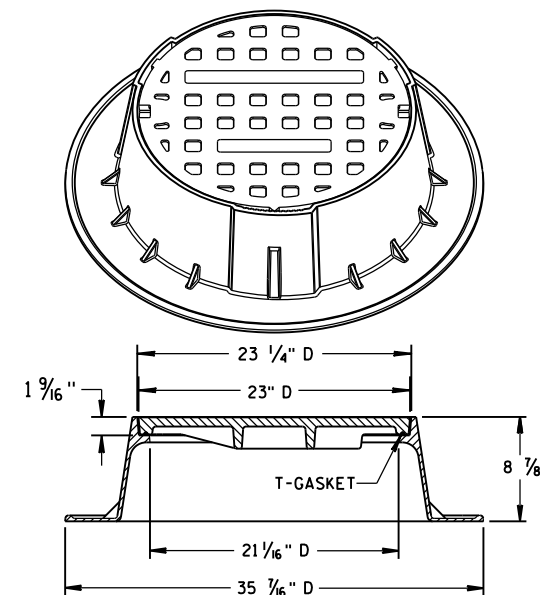


SECTION A-A
TYPE "K"



TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

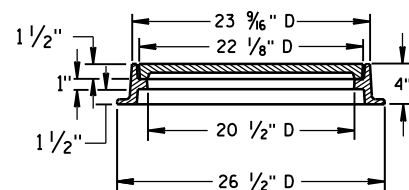
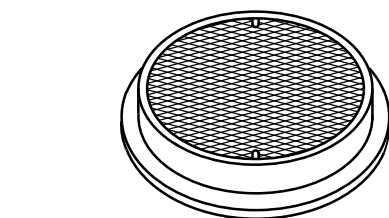


TYPE "J" SPECIAL

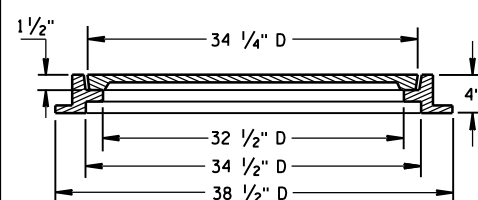
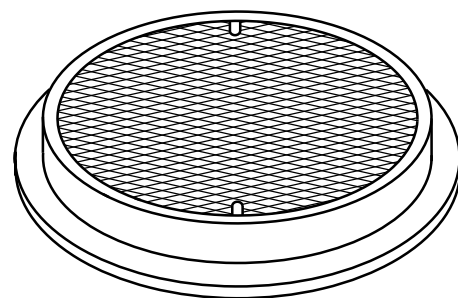
TYPE "B" NON-ROCKING SELF-SEAL LID

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

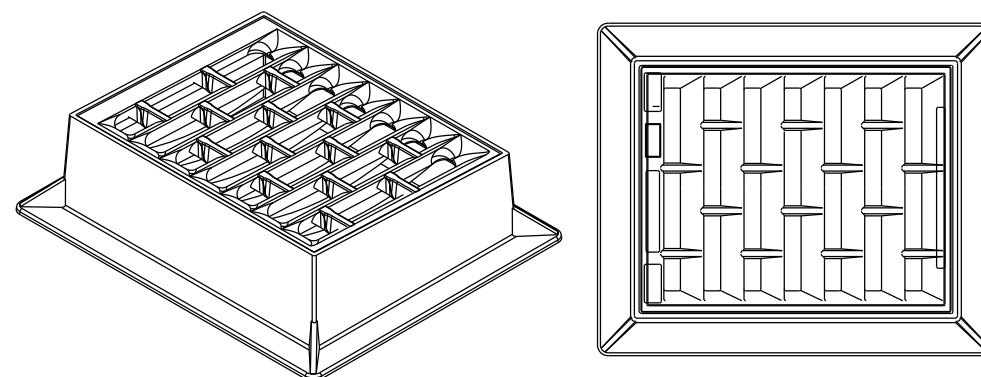
NOTE: EITHER CASTING IS ACCEPTABLE



TYPE "L"



TYPE "M"



INLET COVER TYPE "BW"

GENERAL NOTES

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

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

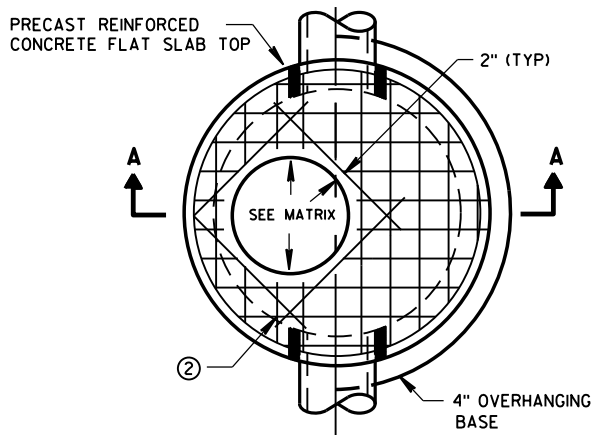
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

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

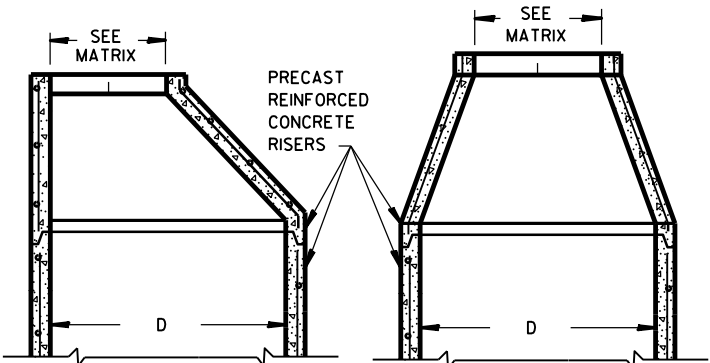
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

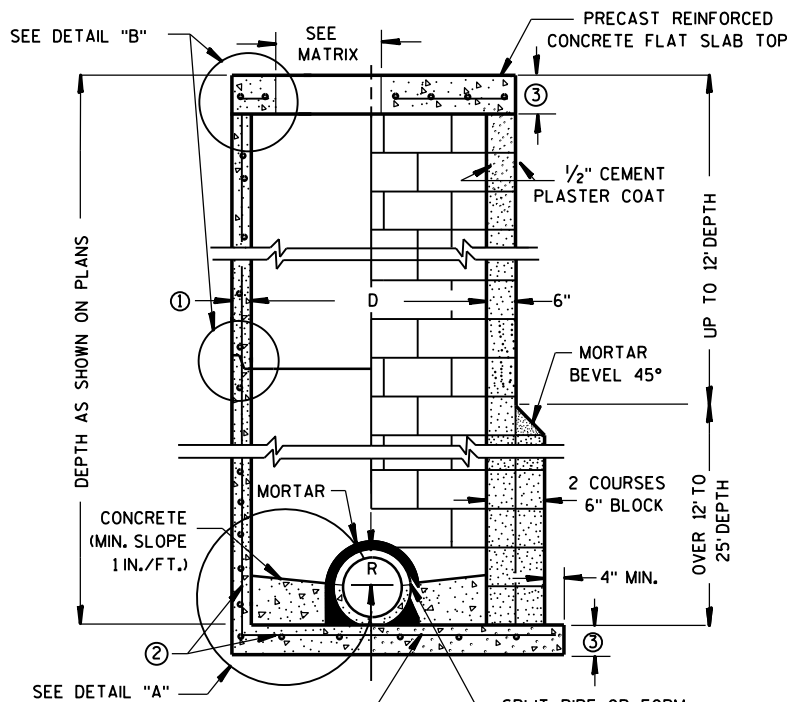
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER



PLAN VIEW CIRCULAR OPENING

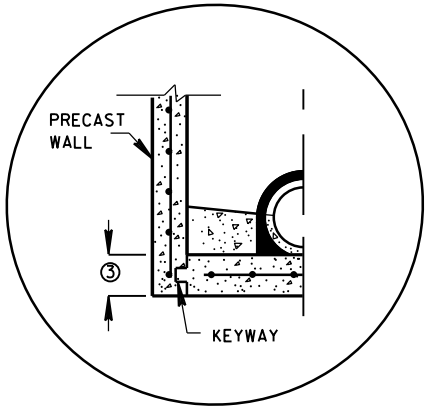


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP
OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

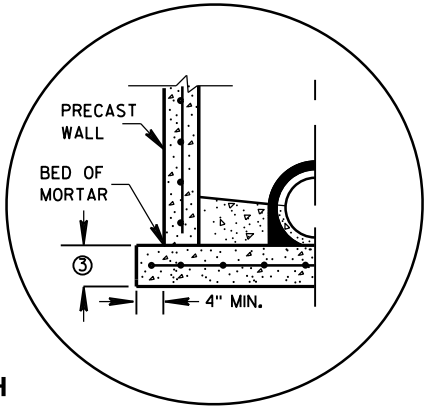


CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES

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



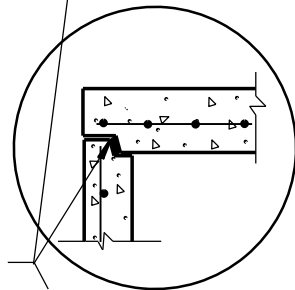
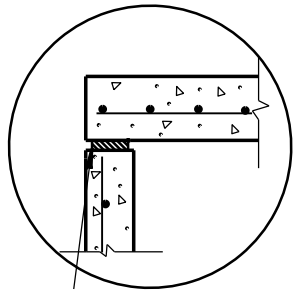
PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



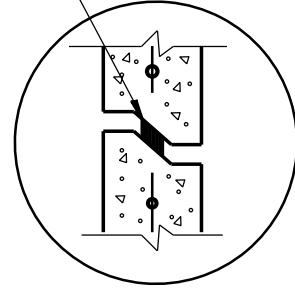
SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"

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

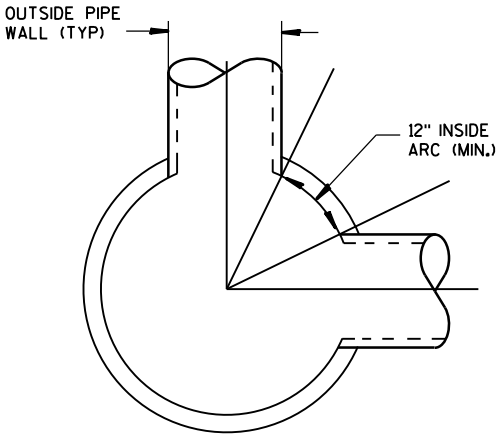


TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"



DETAIL "C"

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MANHOLE COVER OPENING MATRIX

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

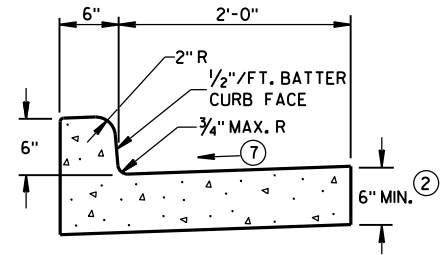
PIPE MATRIX

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

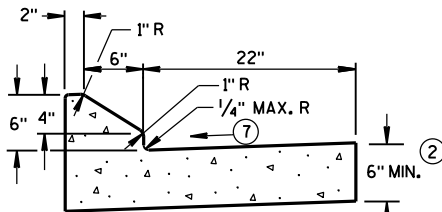
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

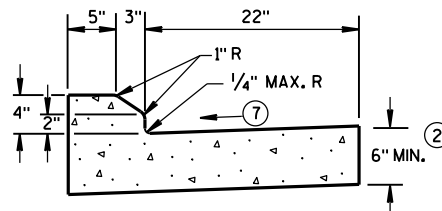
APPROVED
DATE: Sept., 2016
FHWA
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR



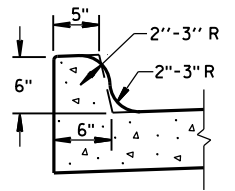
TYPES A^① & D



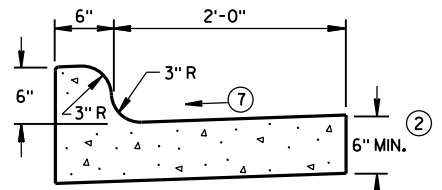
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

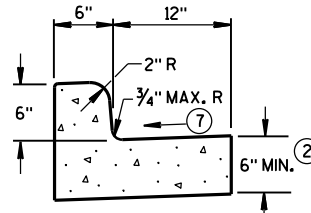


TYPES K^① & L
(OPTIONAL CURB SHAPE)



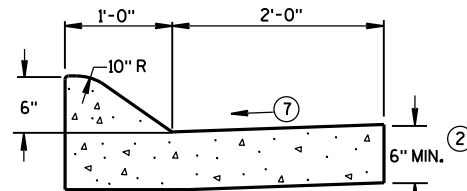
TYPES K^① & L

CONCRETE CURB & GUTTER 30"

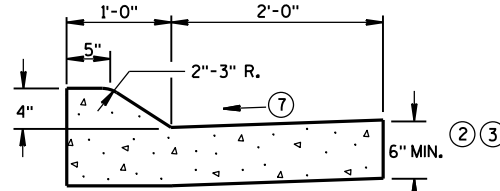


TYPES A^① & D

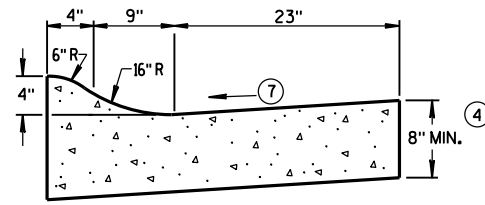
CONCRETE CURB & GUTTER 18"



6" SLOPED CURB TYPES A^① & D

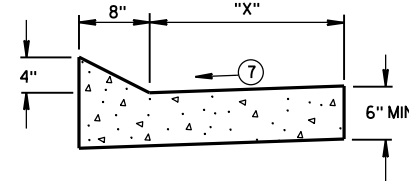


4" SLOPED CURB TYPES A^① & D



4" SLOPED CURB TYPES R^① & T^⑤

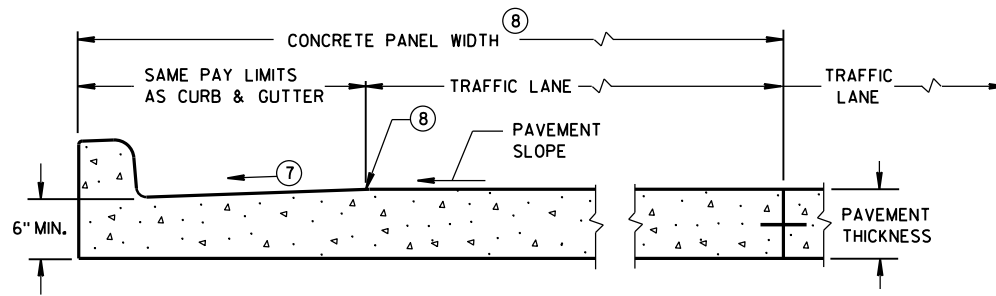
CONCRETE CURB & GUTTER 36"



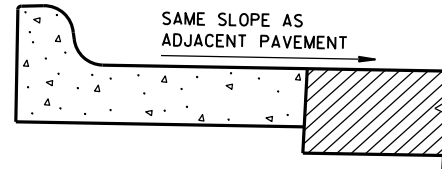
TYPES TBT & TBTT^①

CONCRETE CURB & GUTTER

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



PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB & GUTTER



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

GENERAL NOTES

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

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

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

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

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

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

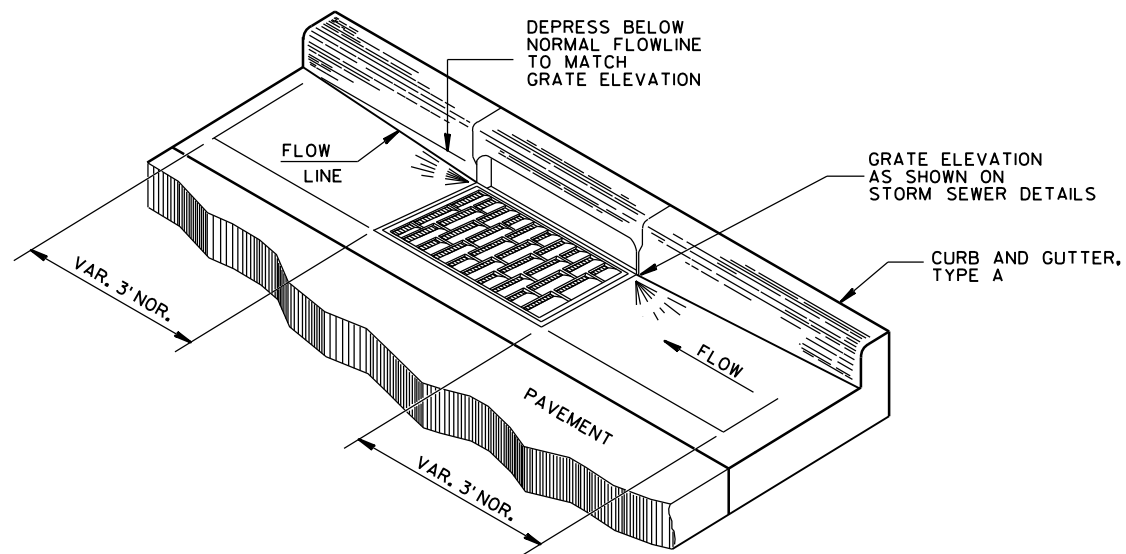
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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

* BIKE LANE IS NOT SHOWN.

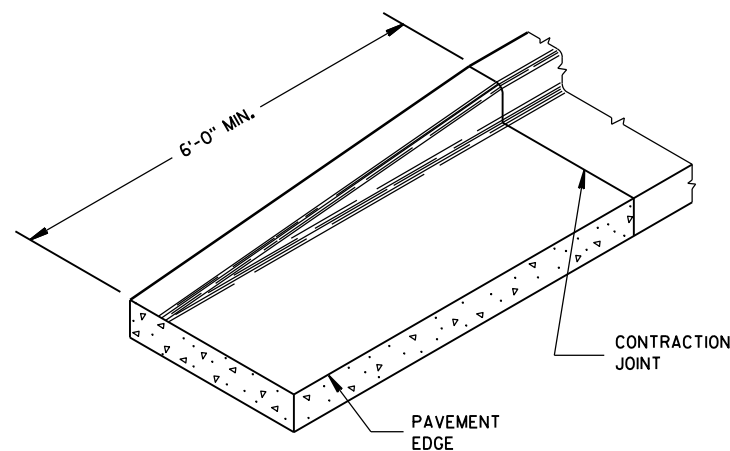
CONCRETE CURB & GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

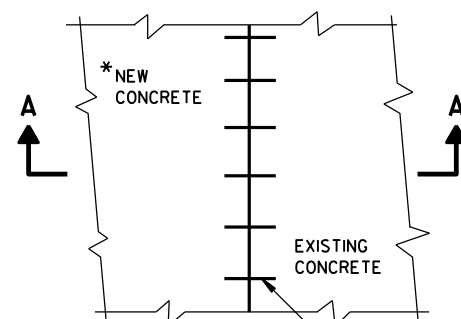


DETAIL OF CURB AND GUTTER AT INLETS

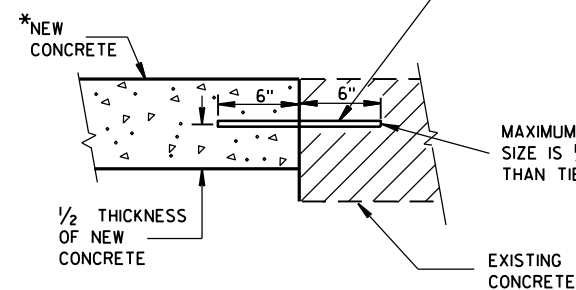
(TYPE H INLET COVER SHOWN)



END SECTION CURB & GUTTER



PLAN VIEW



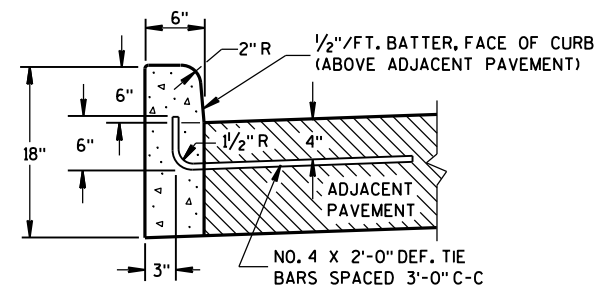
**SECTION A-A
TIE BARS DRILLED
INTO EXISTING PAVEMENT**

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

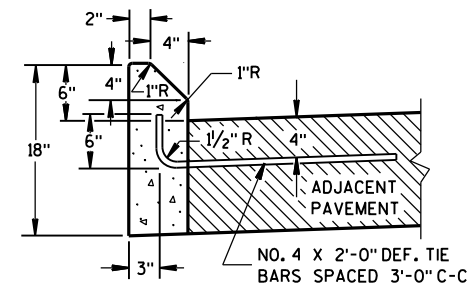
NO. 6 TIE BARS SPACED 2'-6" C-C,
INSTALLED PERPENDICULAR
TO THE LONGITUDINAL JOINT.

MAXIMUM DRILL HOLE
SIZE IS 1/8" GREATER
THAN TIE BAR DIAMETER

EXISTING
CONCRETE



TYPES A^① & D



TYPES G^① & J

GENERAL NOTES

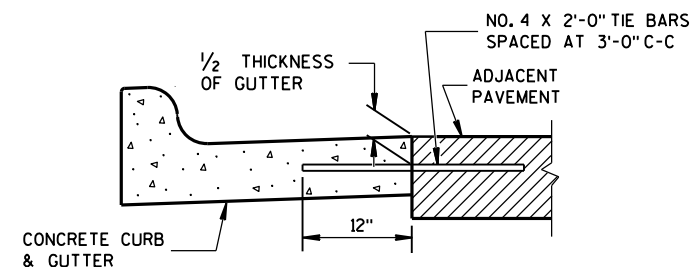
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

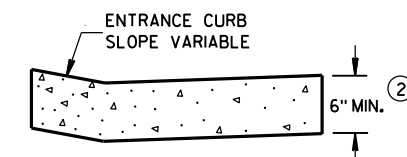
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.

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

CONCRETE CURB



TYPICAL TIE BAR LOCATION^①



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

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June, 2017

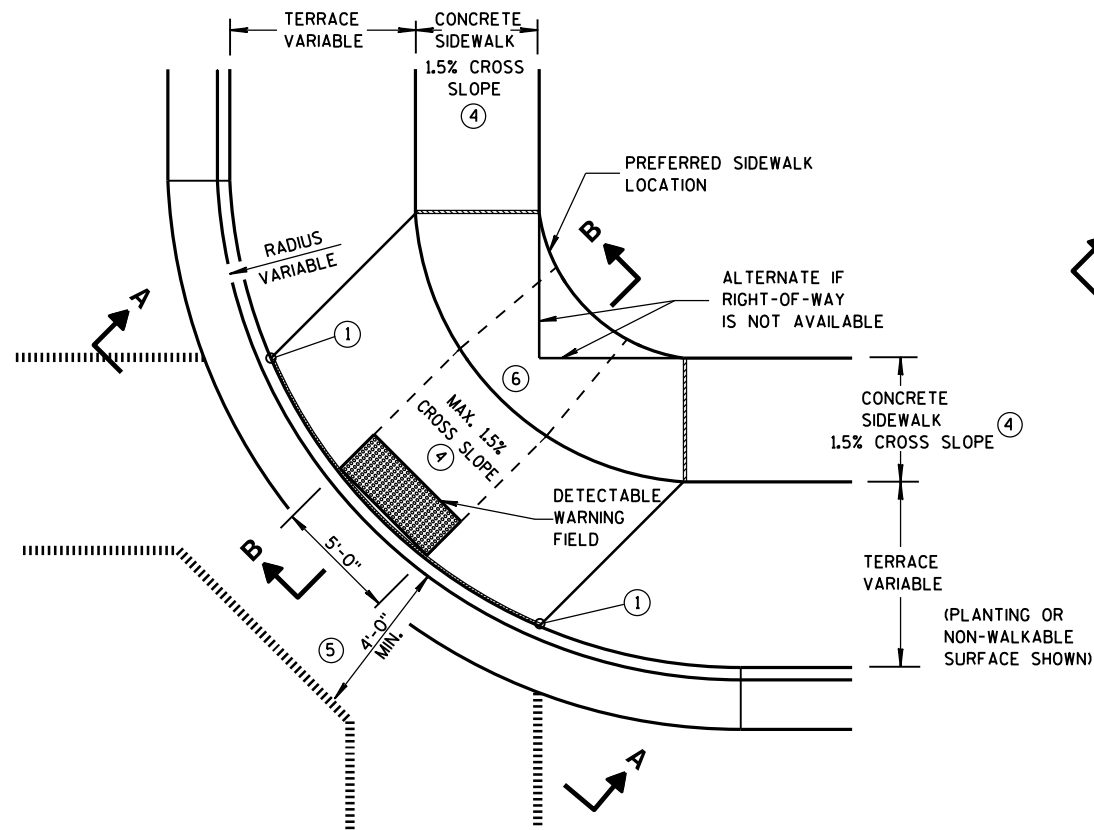
DATE

FHWA

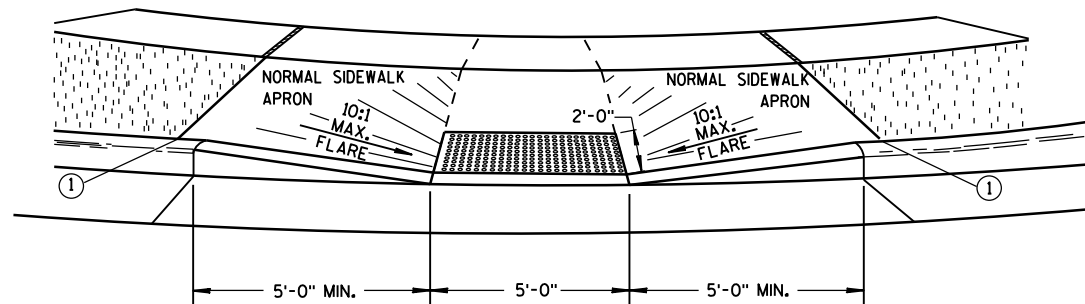
/S/ Rodney Taylor

ROADWAY STANDARDS DEVELOPMENT

UNIT SUPERVISOR

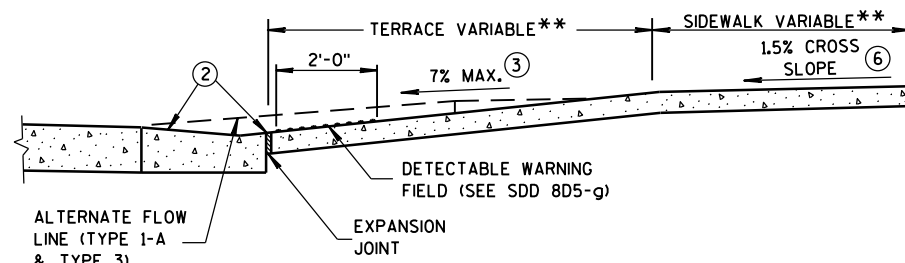


**PLAN VIEW
TYPE 1 RAMP**
(CENTER OF CORNER RADIUS)

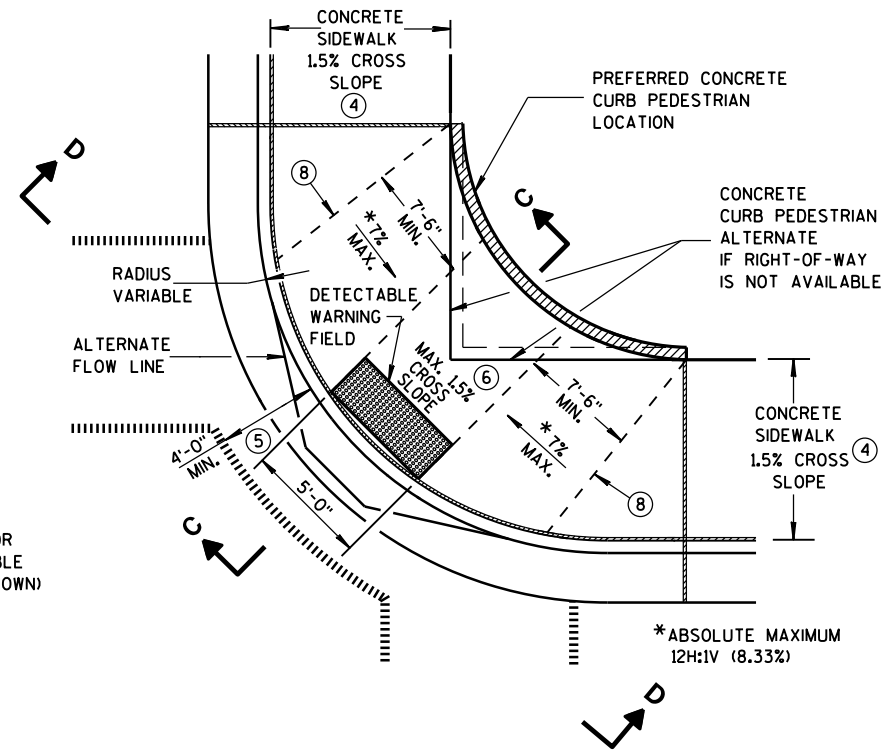


VIEW A-A

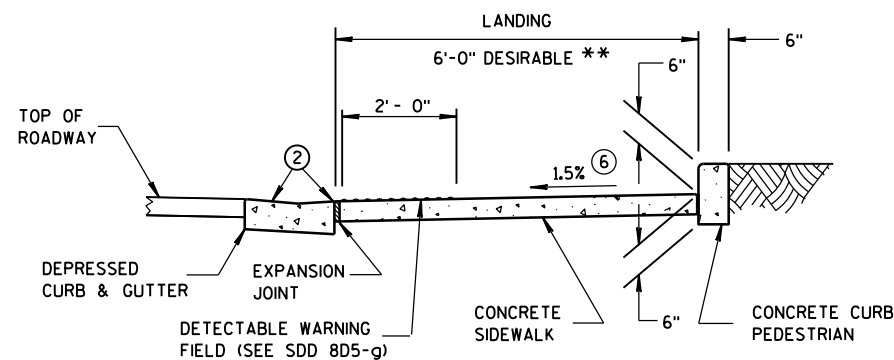
** WIDTH SHOWN ELSEWHERE
IN THE PLANS



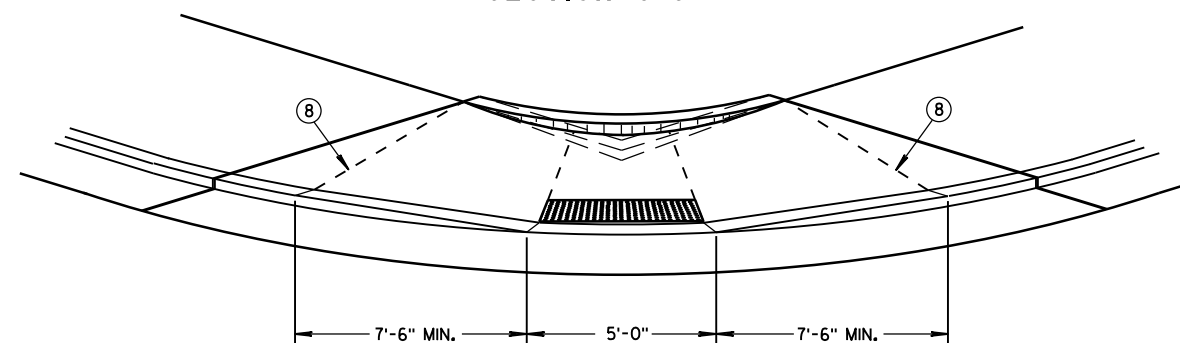
SECTION B-B



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



SECTION C-C



VIEW D-D

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 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 LINEAL 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.

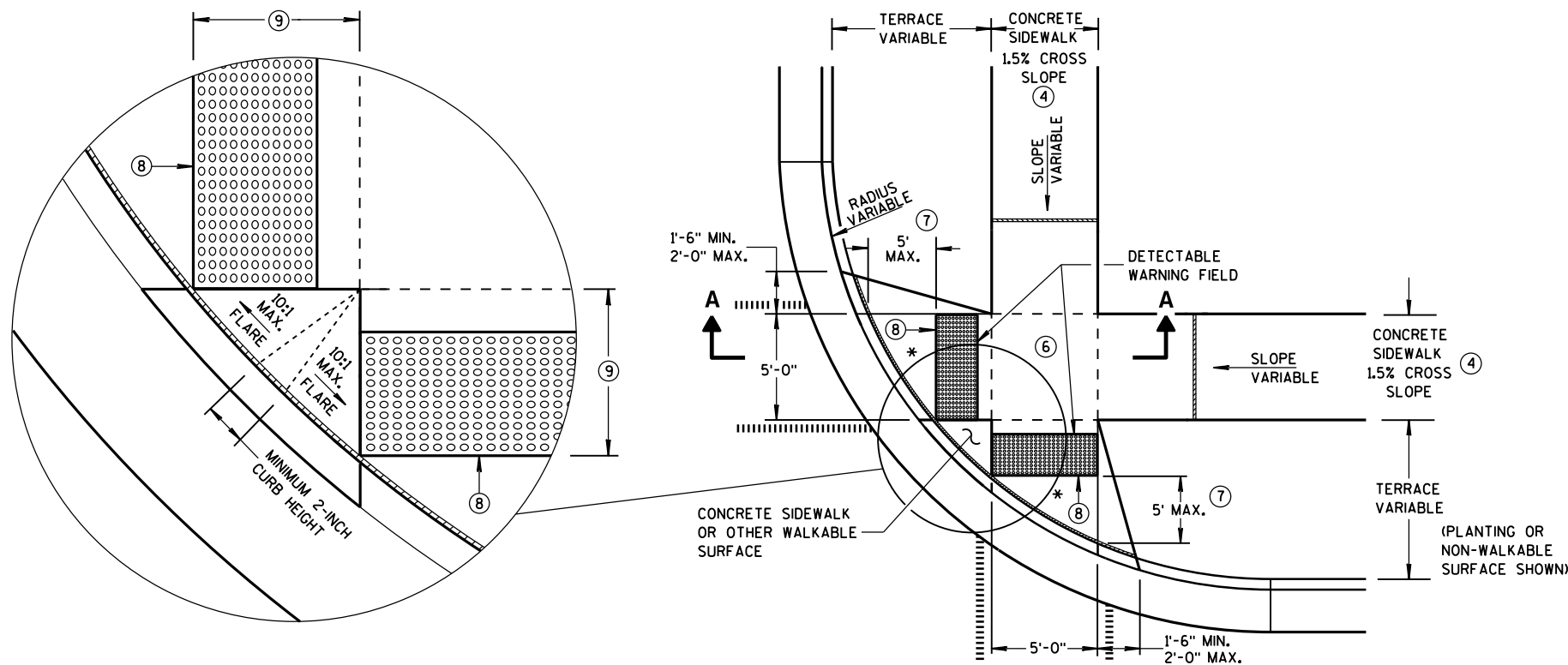
- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. 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 ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE 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.
- 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 LANDING SIZE IS 5 FEET X 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)
- ALTERNATIVE LAYOUT

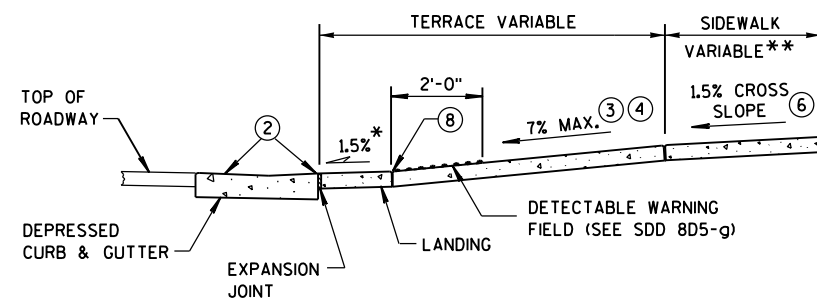
**CURB RAMPS
TYPES 1 AND 1-A**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



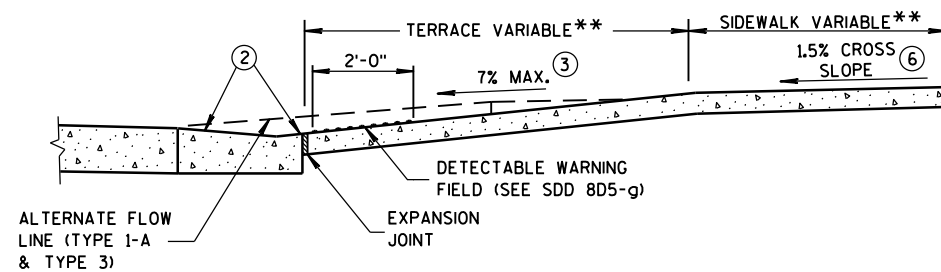
PLAN VIEW
TYPE 2 RAMP
(ON LINE WITH SIDEWALK)

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



SECTION A-A

** WIDTH SHOWN ELSEWHERE
IN THE PLANS



SECTION B-B

GENERAL NOTES

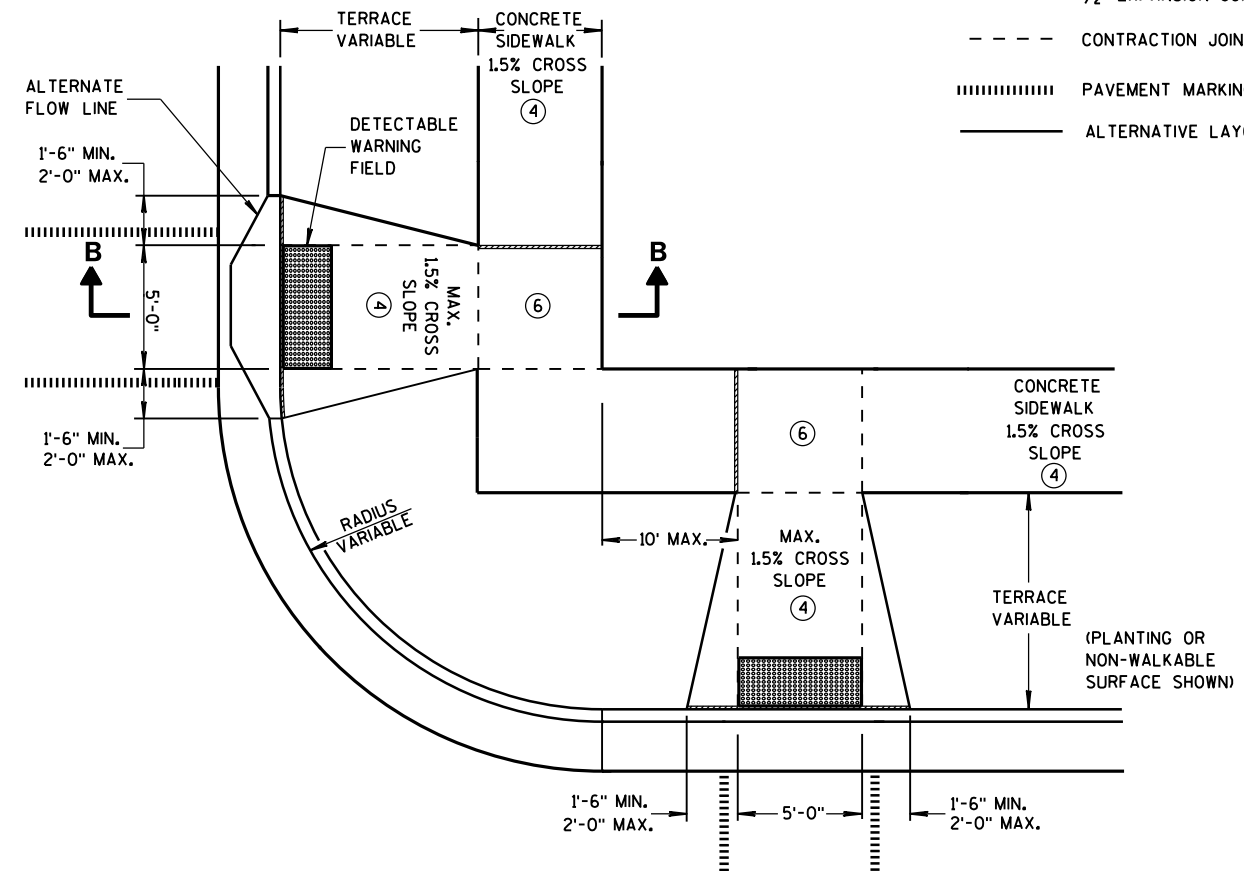
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ $\pm 0.5\%$ 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 LANDING SIZE IS 5 FEET X 5 FEET.
- ⑦ WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑨ WHEN THIS 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.

LEGEND

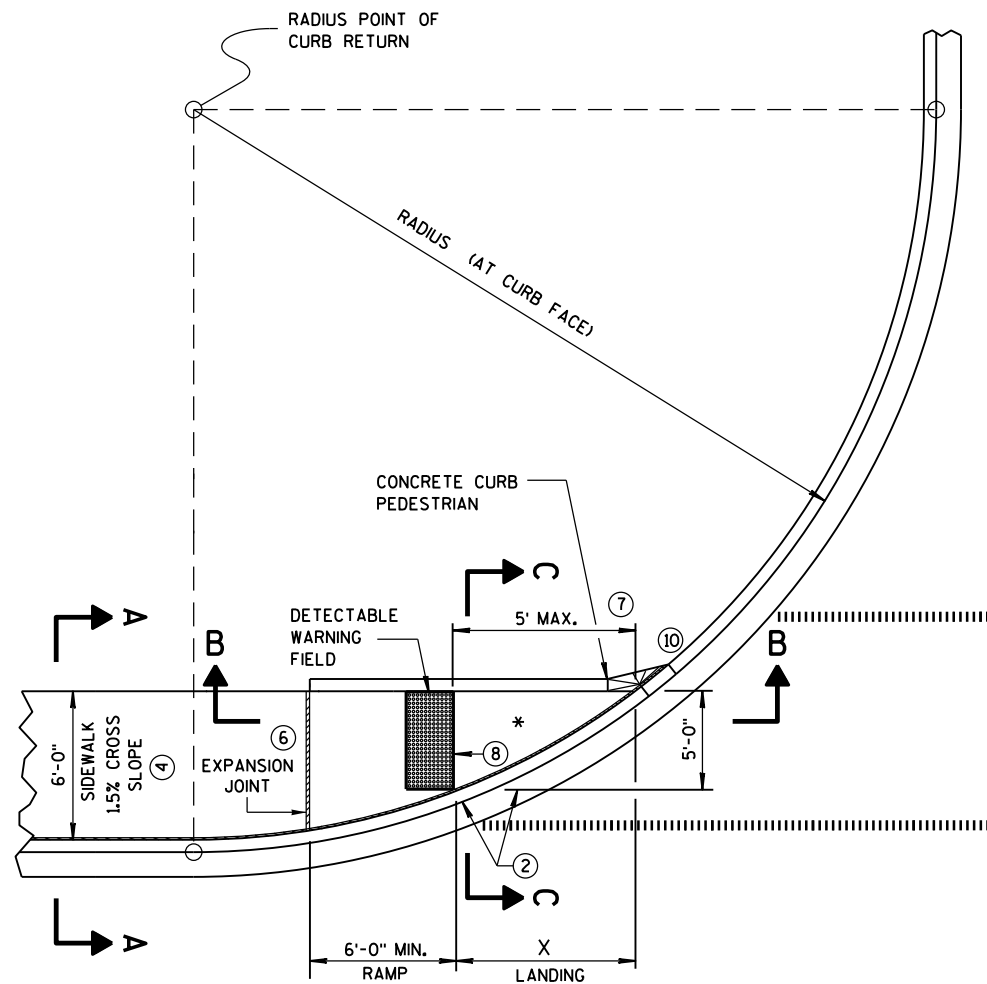
- 1/2" EXPANSION JOINT-SIDEWALK
 CONTRACTION JOINT FIELD LOCATED
 PAVEMENT MARKING CROSSWALK (WHITE)
 ALTERNATIVE LAYOUT



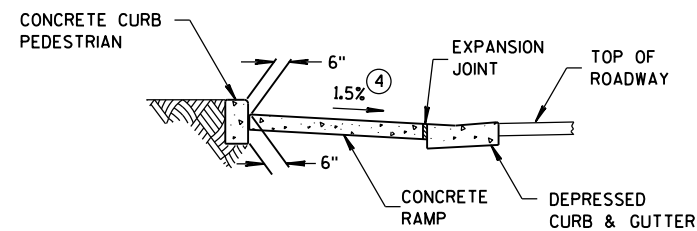
PLAN VIEW
TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

**CURB RAMPS
TYPES 2 AND 3**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

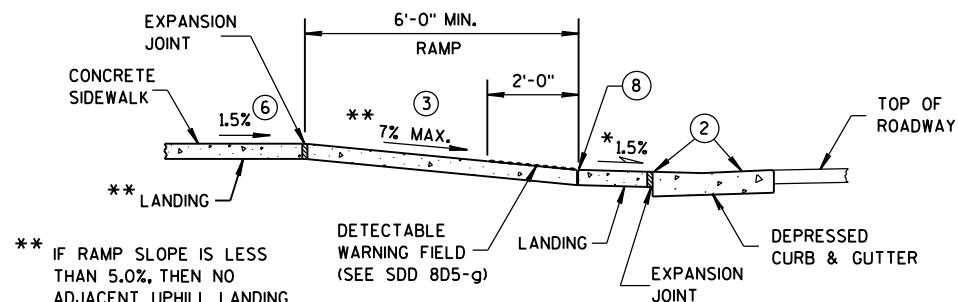


CURB RAMP TYPE 4A
PLAN VIEW



SECTION C-C FOR TYPE 4A

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

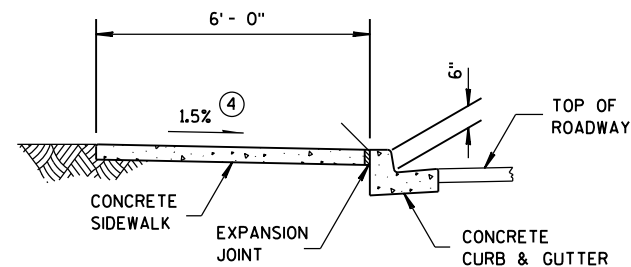


SECTION B-B FOR TYPE 4A

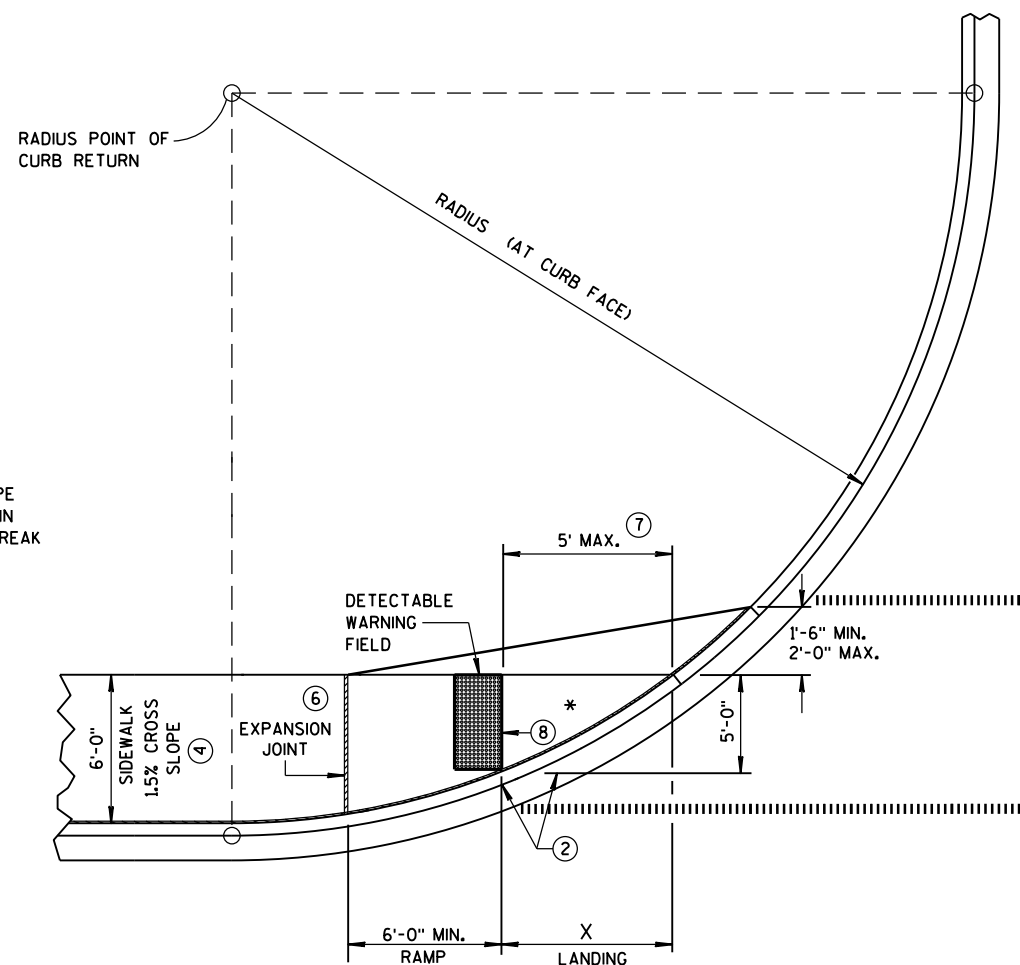
** IF RAMP SLOPE IS LESS
THAN 5.0%, THEN NO
ADJACENT UPHILL LANDING
IS REQUIRED

RADIUS (AT CURB FACE)	X
10 FEET	4'-7"
15 FEET	6'-5½"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A-A FOR TYPE 4A



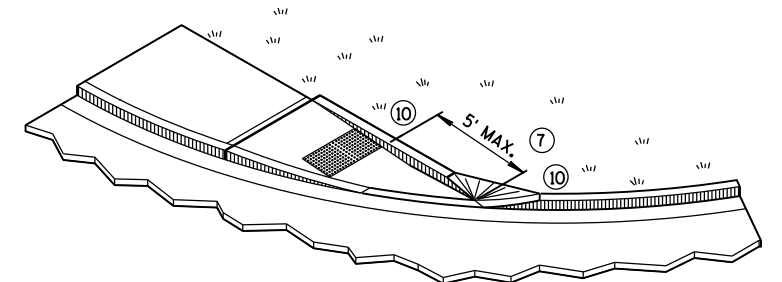
CURB RAMP TYPE 4A1
PLAN VIEW

GENERAL NOTES

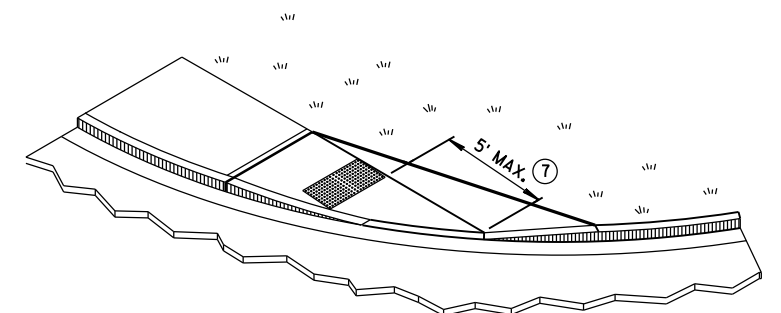
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.
- ⑦ WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑩ INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW FOR TYPE 4A



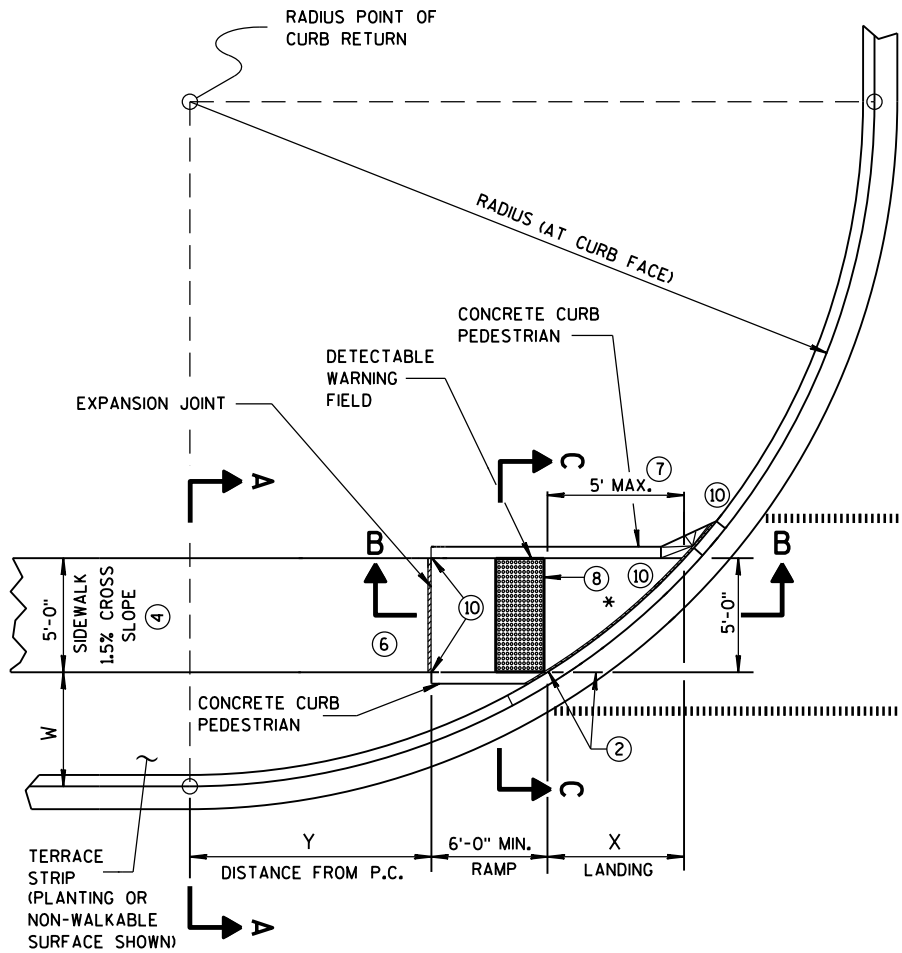
ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

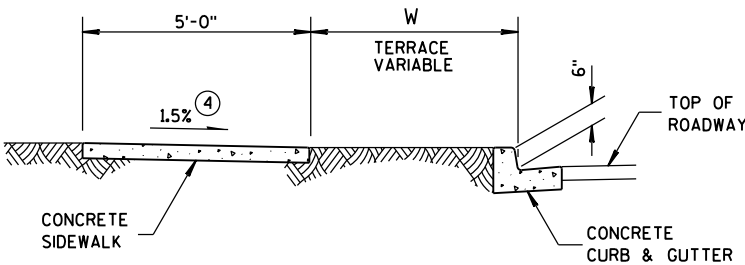
- ½" EXPANSION JOINT-SIDEWALK
- - - CONTRACTION JOINT FIELD LOCATED
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 4A AND 4A1

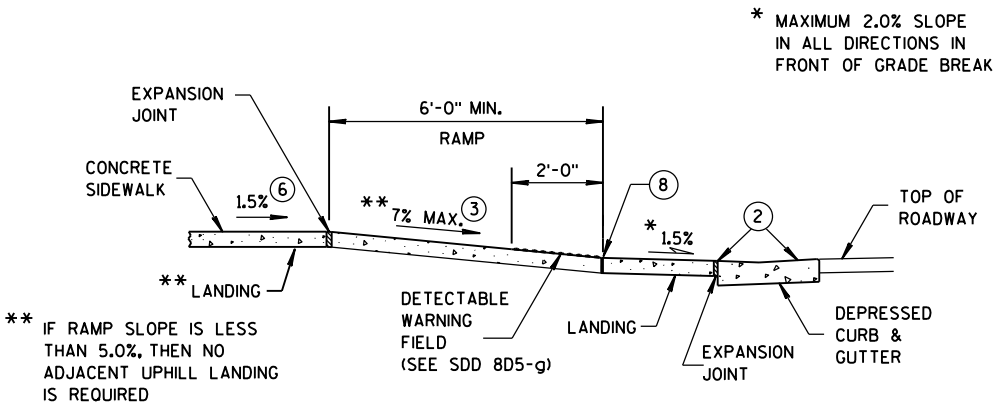
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



**CURB RAMP TYPE 4B
PLAN VIEW**



SECTION A-A FOR TYPE 4B



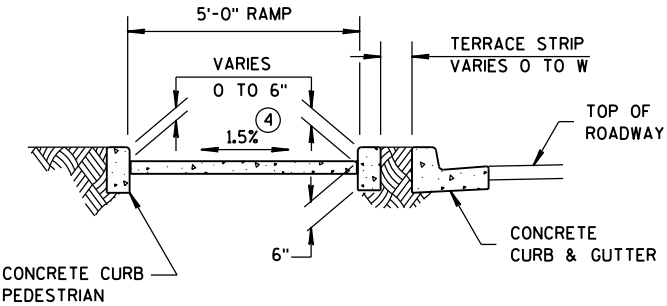
SECTION B-B FOR TYPE 4B

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

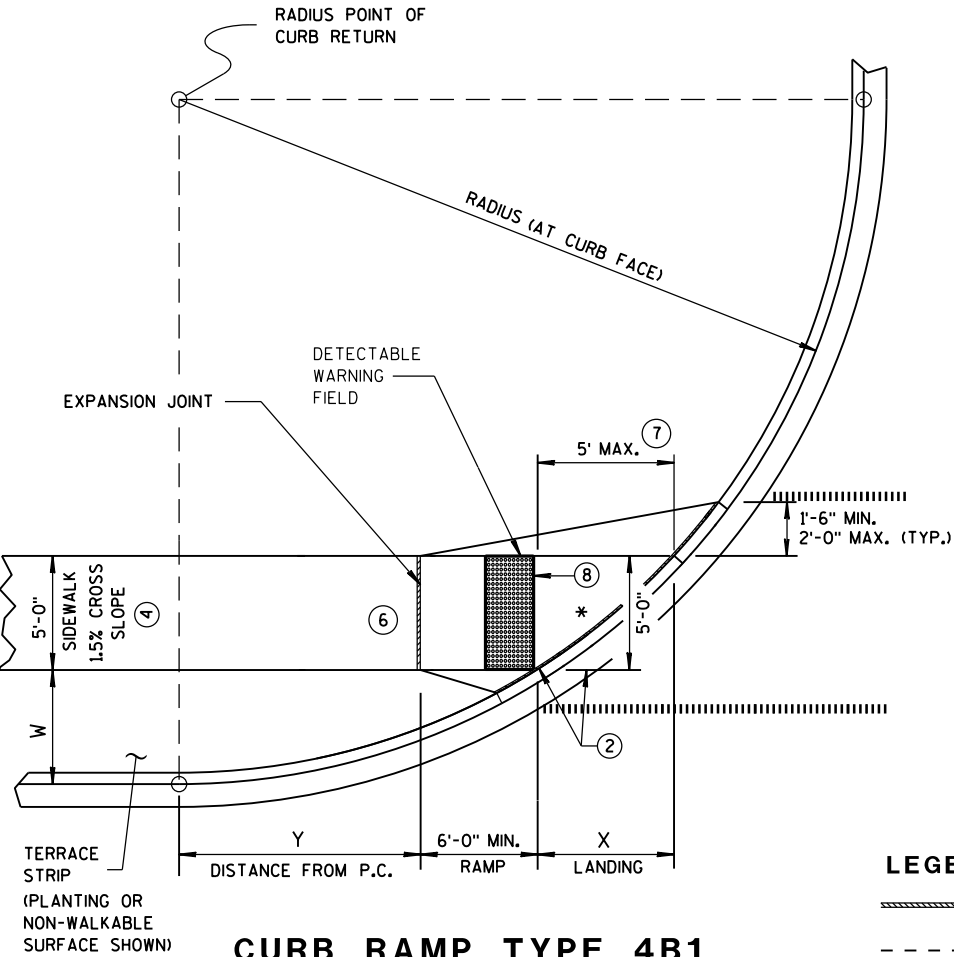
INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH

GENERAL NOTES

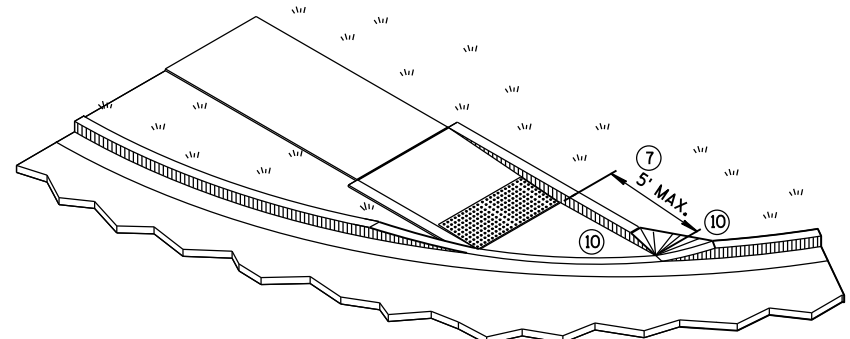
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. 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.
- ABSOLUTE MAXIMUM 12H:1V (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 X 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.



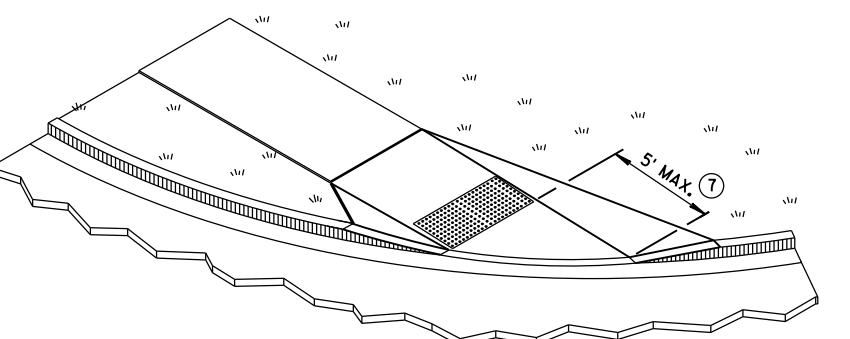
SECTION C-C FOR TYPE 4B



**CURB RAMP TYPE 4B1
PLAN VIEW**



ISOMETRIC VIEW FOR TYPE 4B



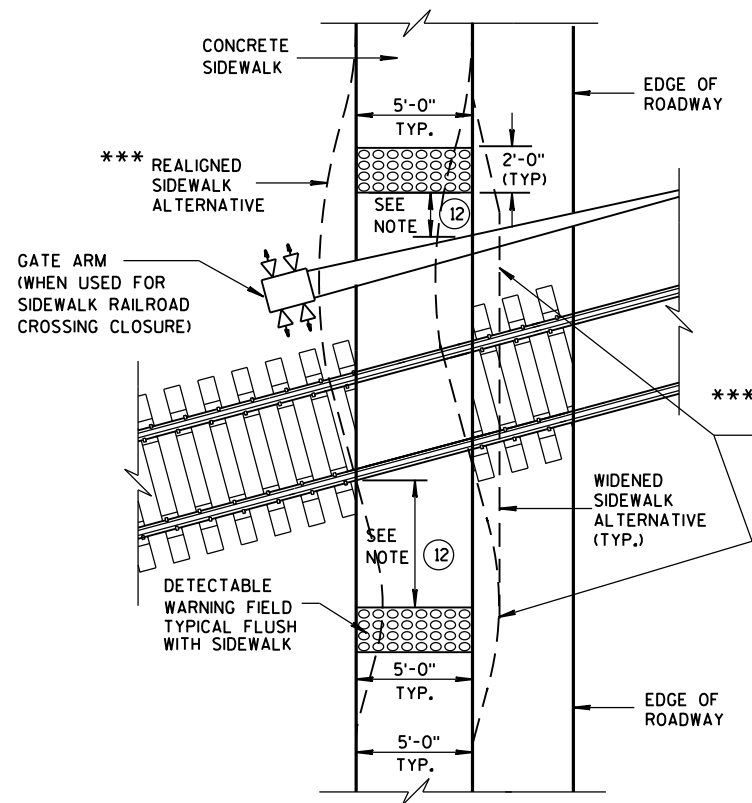
ISOMETRIC VIEW FOR TYPE 4B1

LEGEND

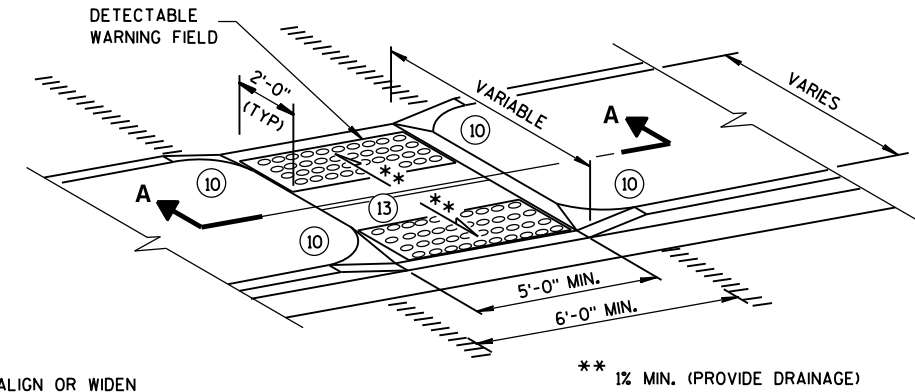
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



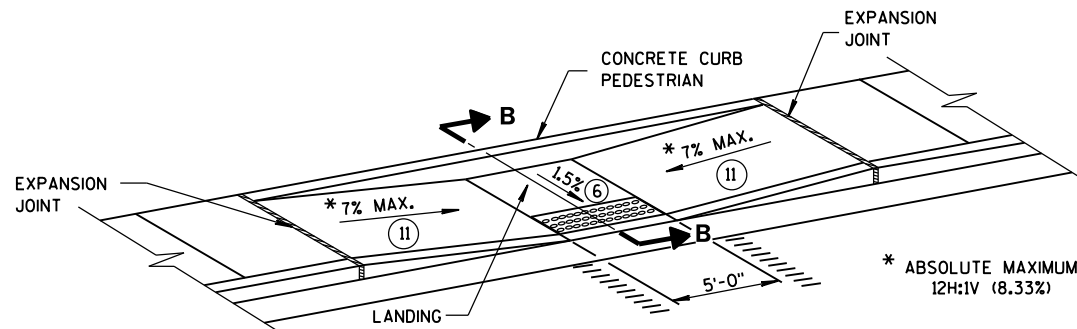
TYPE 8
DETECTABLE WARNINGS
AT RAILROAD CROSSING



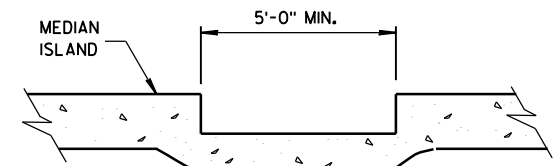
MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING
TYPE 5

GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.
- ⑩ INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
- ⑪ SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.
- ⑫ THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 15 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.
- ⑬ DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STREET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2-FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

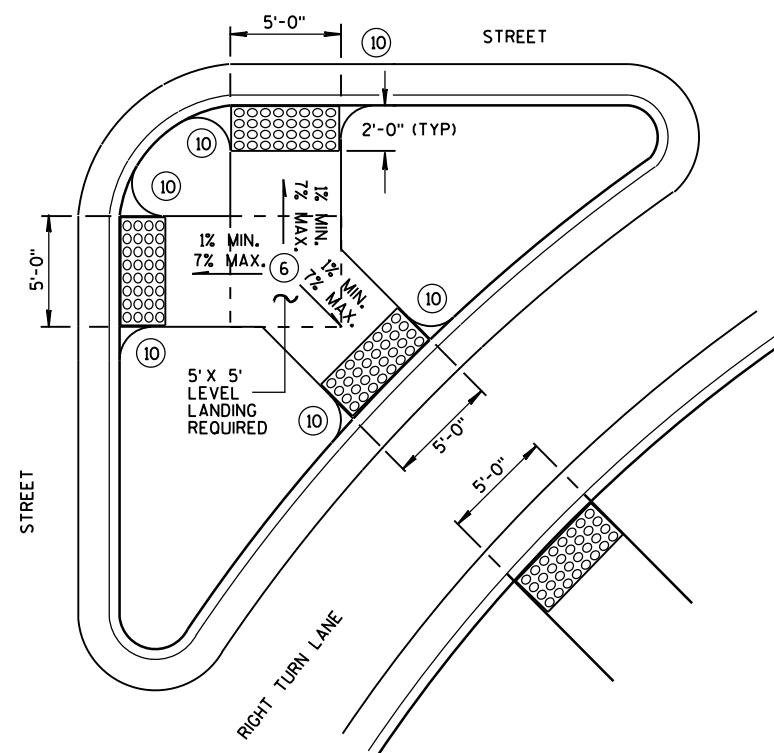


MID-BLOCK CROSSING
TYPE 7A

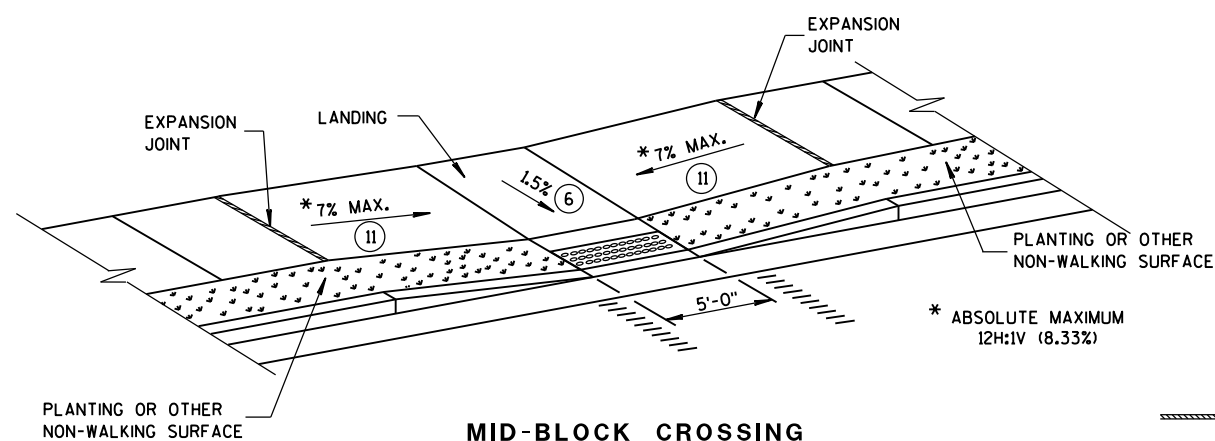


SECTION A-A

REFER TO GENERAL NOTES ② AND ③
FOR ALL ISLAND CURB RAMP

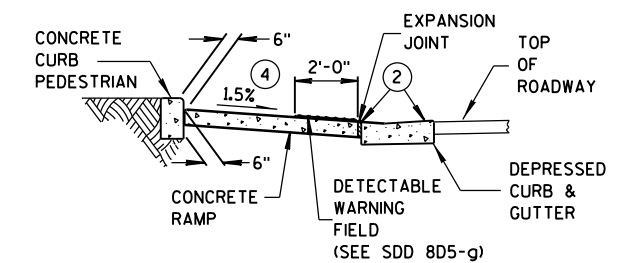


TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

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



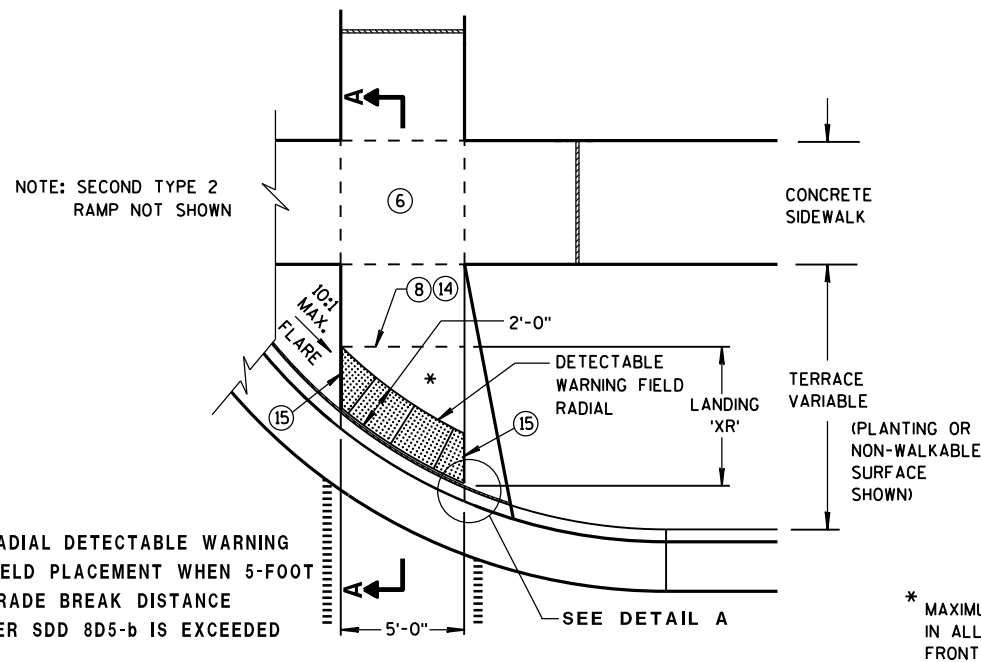
SECTION B-B

LEGEND

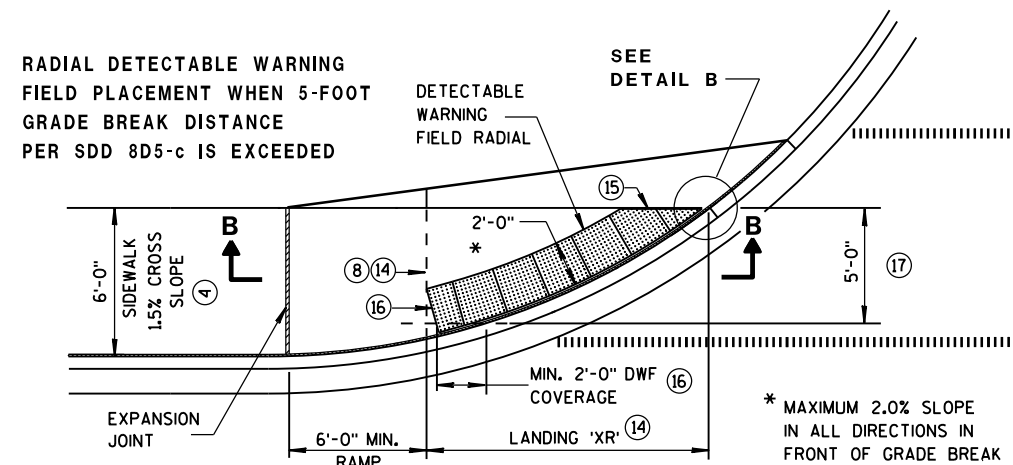
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMP
TYPES 5, 6, 7A, 7B & 8

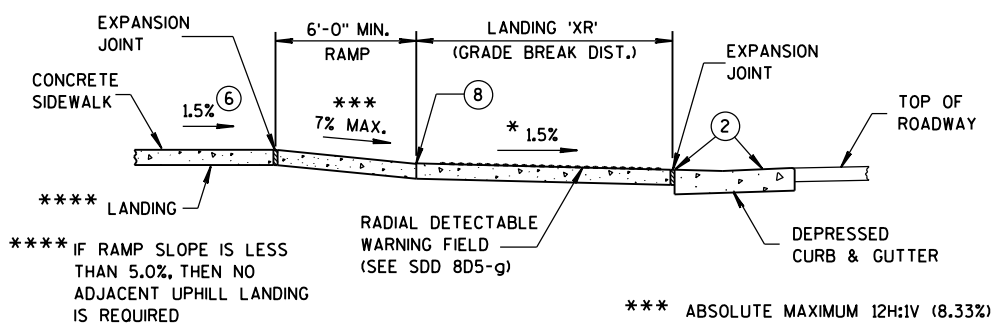
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



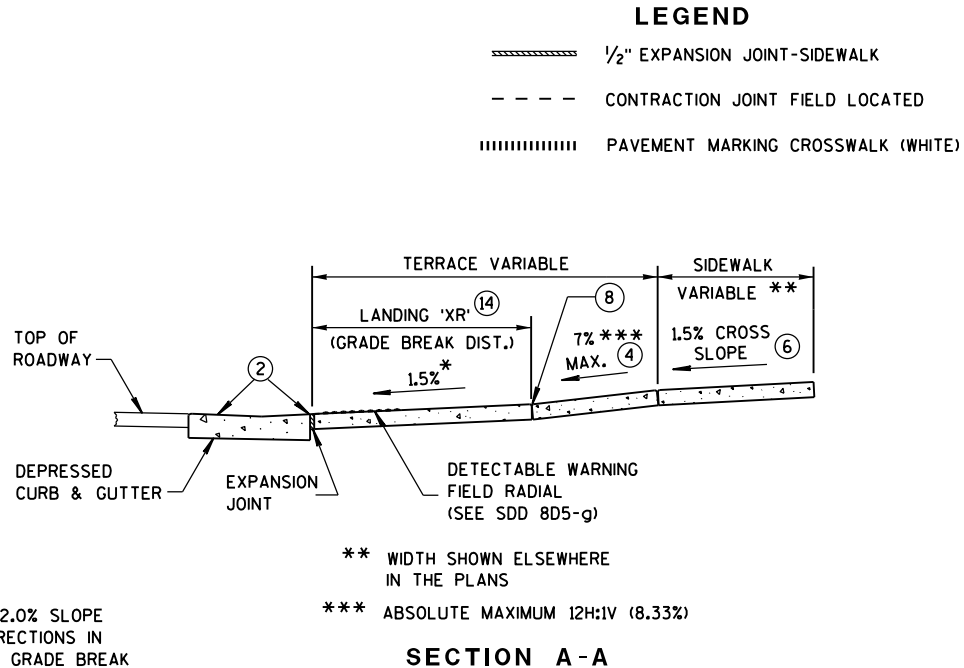
**TYPE 2 RAMP
PLAN VIEW**
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)
(ON LINE WITH SIDEWALK)



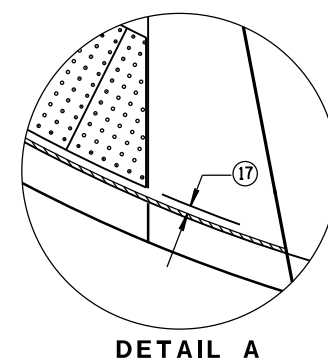
**CURB RAMP TYPE 4A1
PLAN VIEW**
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



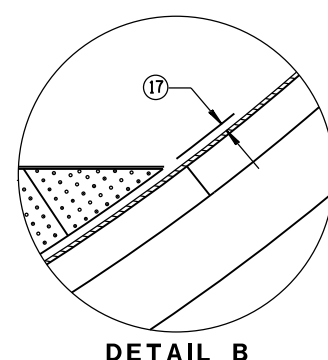
SECTION B-B FOR TYPE 4A1



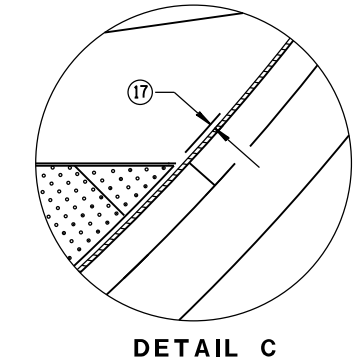
SECTION A-A



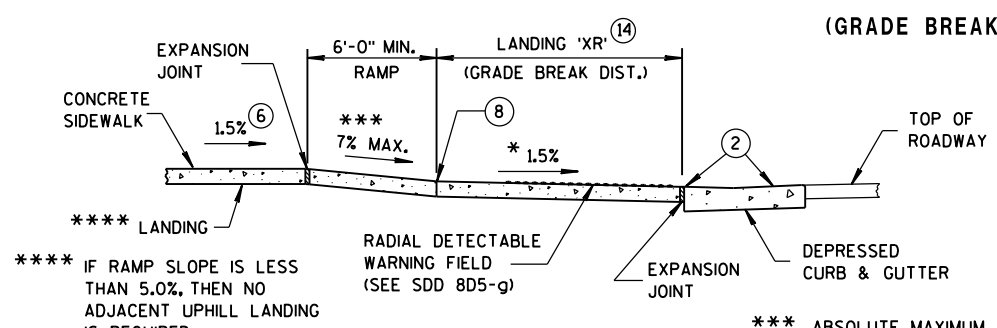
DETAIL A



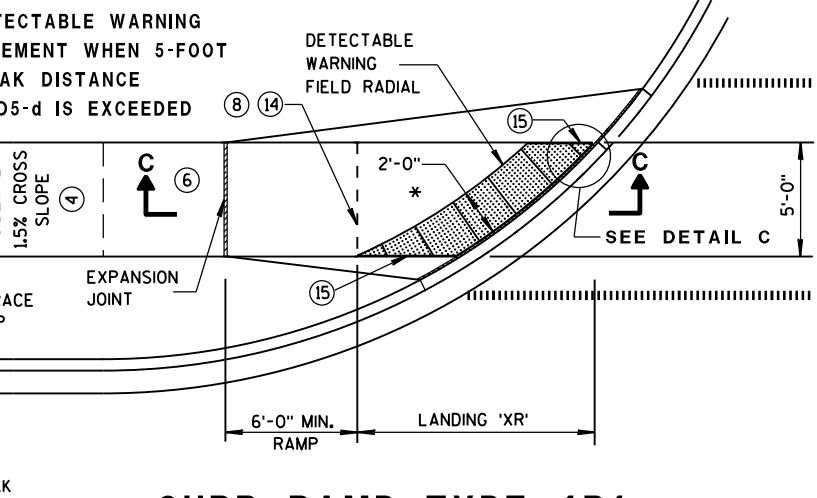
DETAIL B



DETAIL C



SECTION C-C FOR TYPE 4B1

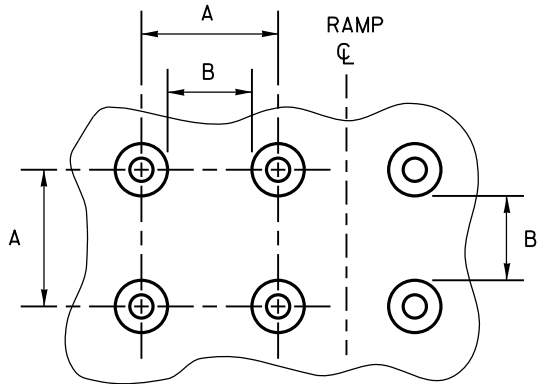


**CURB RAMP TYPE 4B1
PLAN VIEW**
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

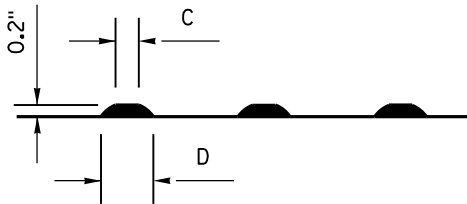
- LEGEND**
- 1/2" EXPANSION JOINT-SIDEWALK
 - CONTRACTION JOINT FIELD LOCATED
 - PAVEMENT MARKING CROSSWALK (WHITE)
- GENERAL NOTES**
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
 - DETECTABLE WARNING FIELDS (DWFs) THAT ARE INSTALLED AS A GROUP 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.
 - ABSOLUTE MAXIMUM 12H:1V (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 X 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 WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

	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.

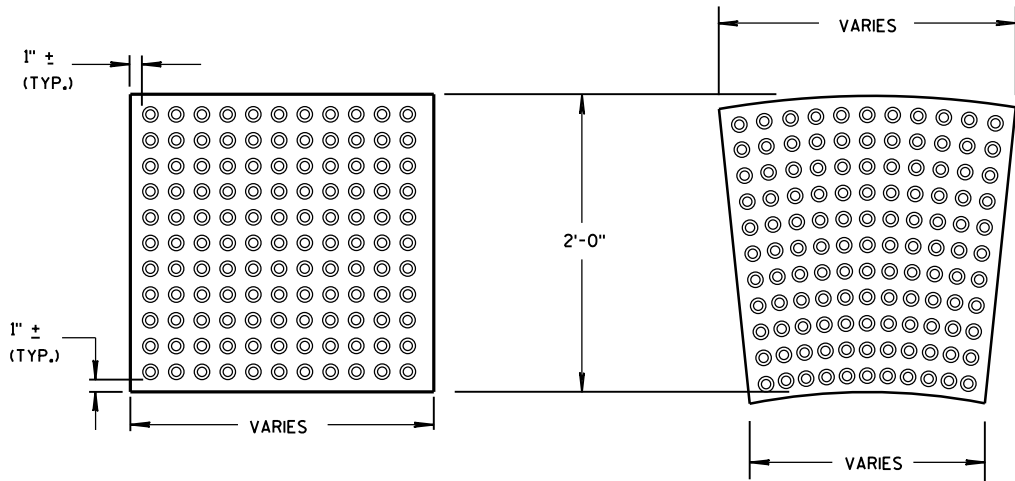


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES
RADIAL PLATES
DETECTABLE WARNING FIELDS (TYPICAL)

PLAN VIEW

GENERAL NOTES

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

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

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

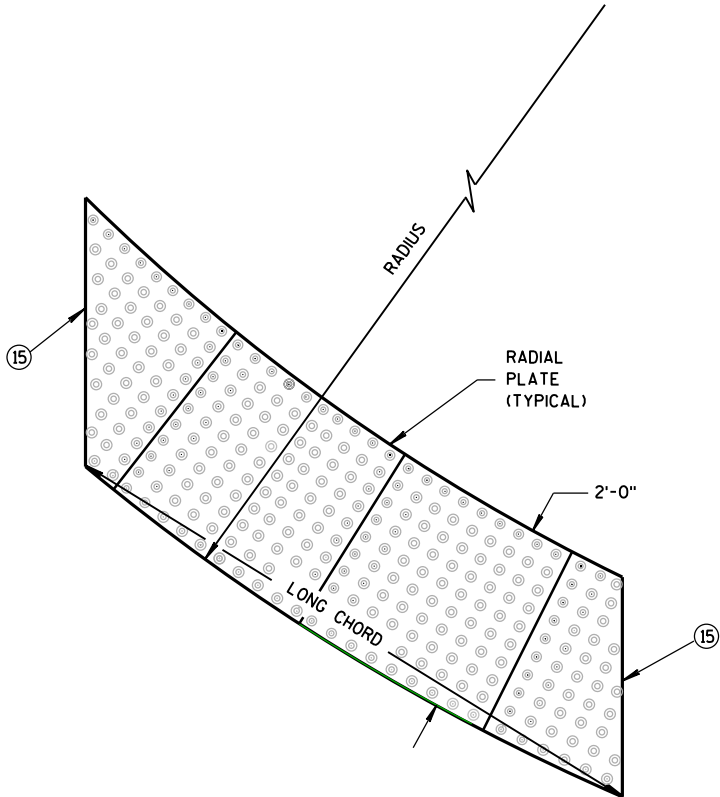
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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

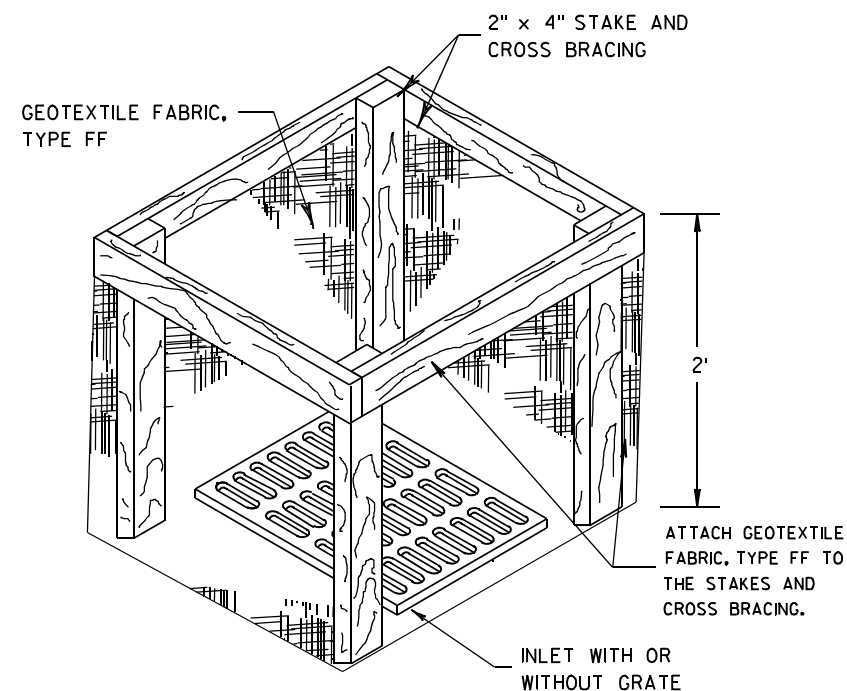
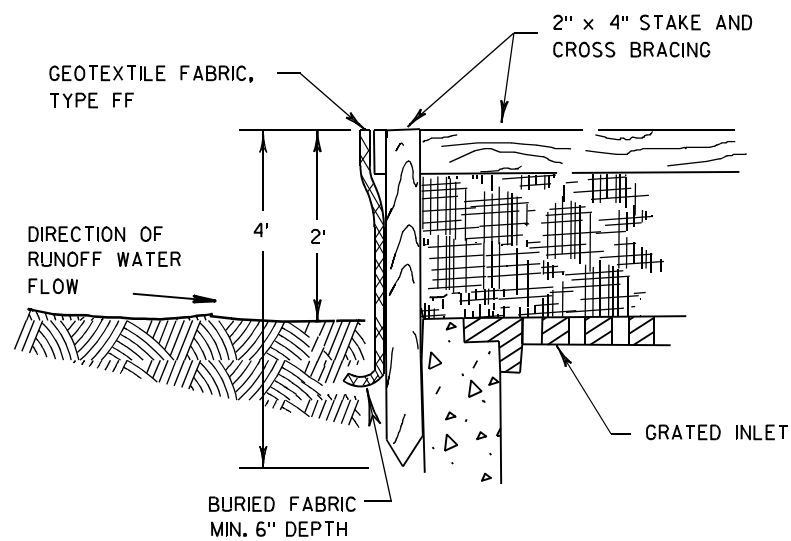


RADIAL DETECTABLE
WARNING FIELD ATTRIBUTES

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2017 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



INLET PROTECTION, TYPE A

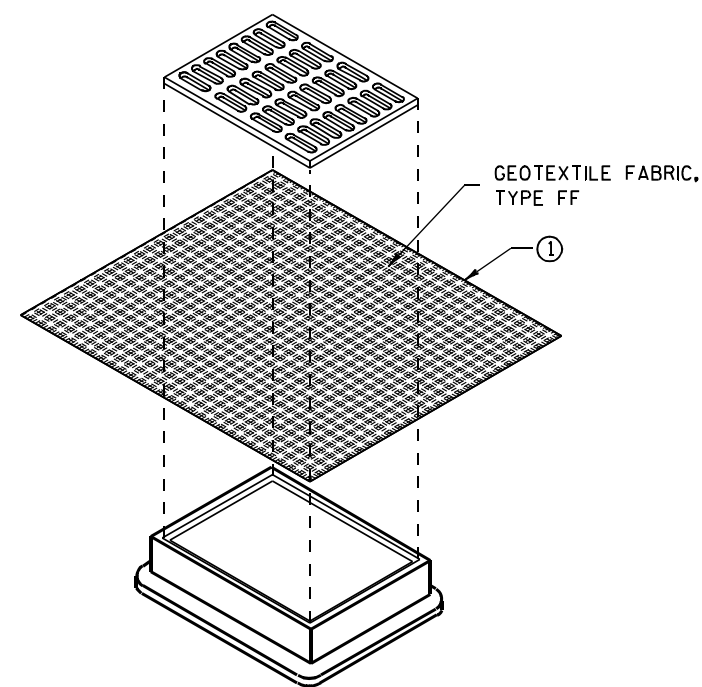
GENERAL NOTES

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

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

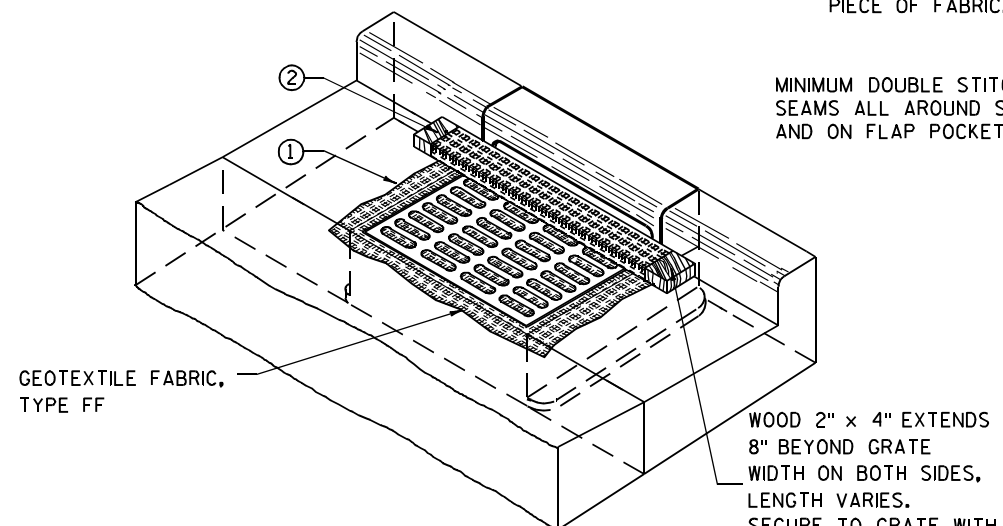
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

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



**INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)**

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

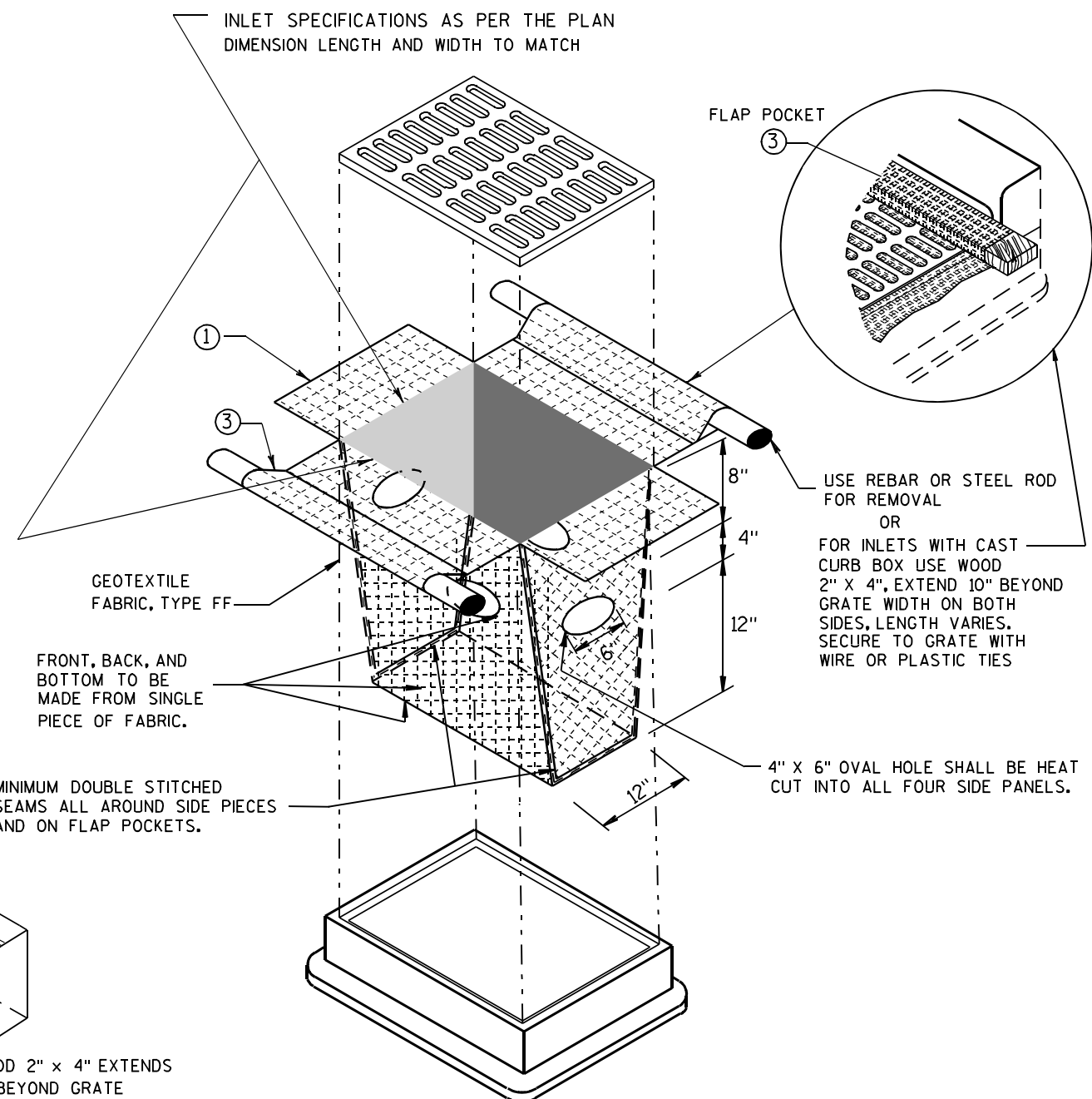
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

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



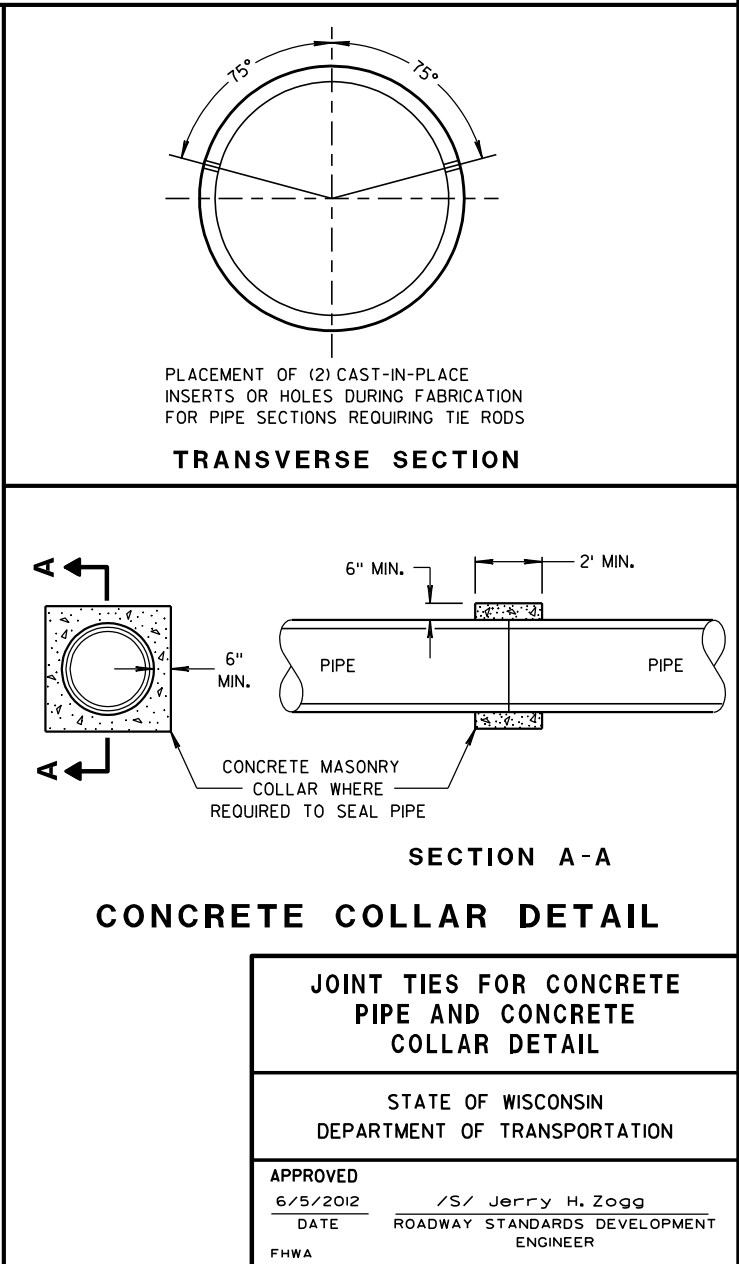
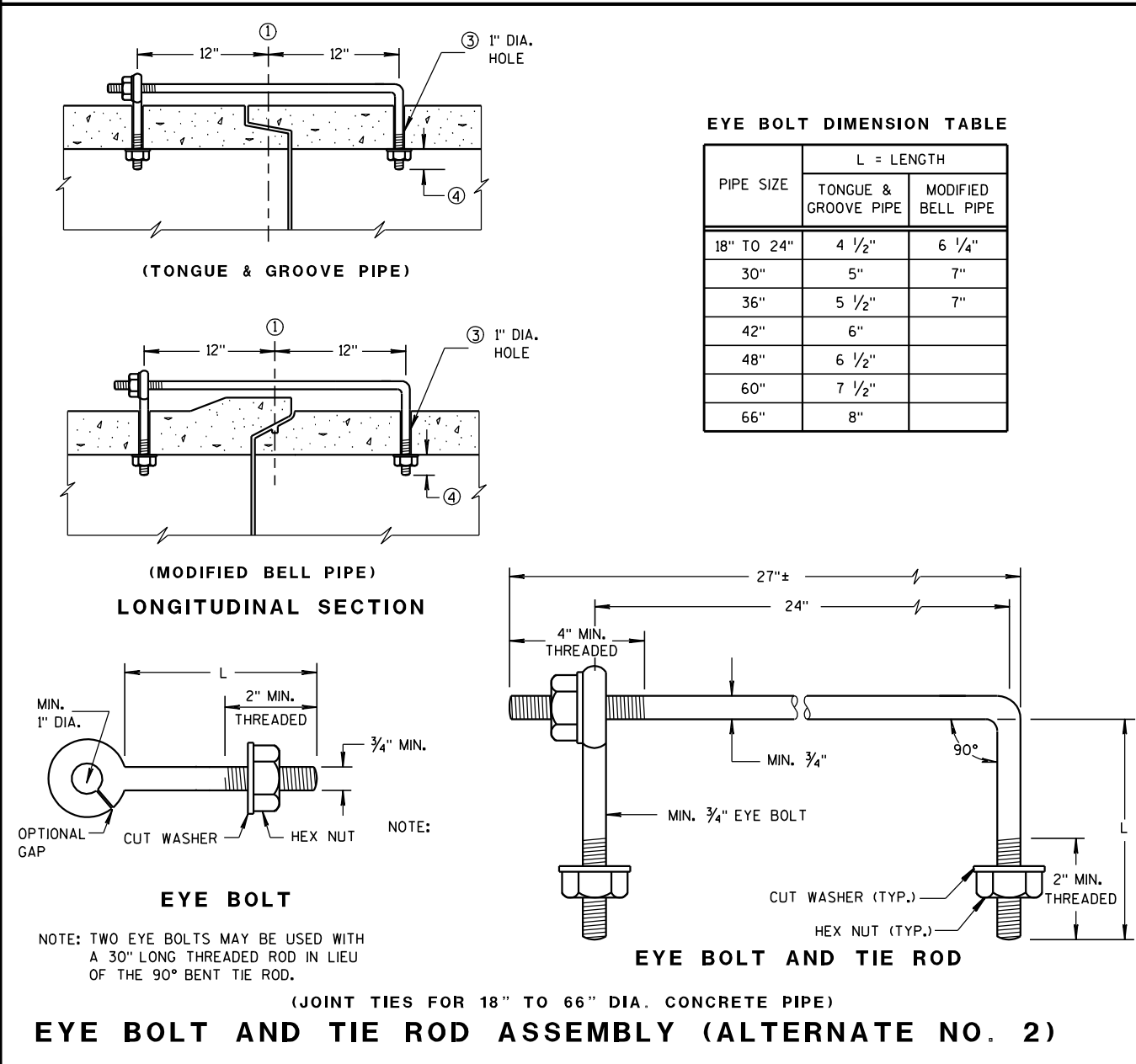
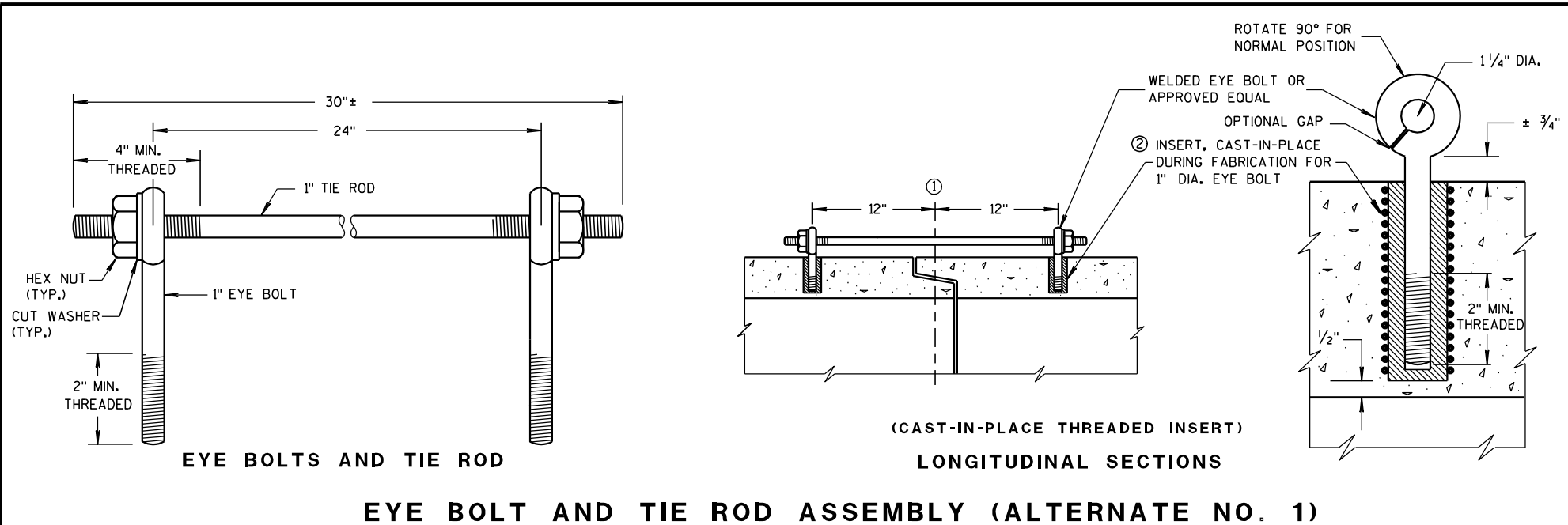
INLET PROTECTION, TYPE D

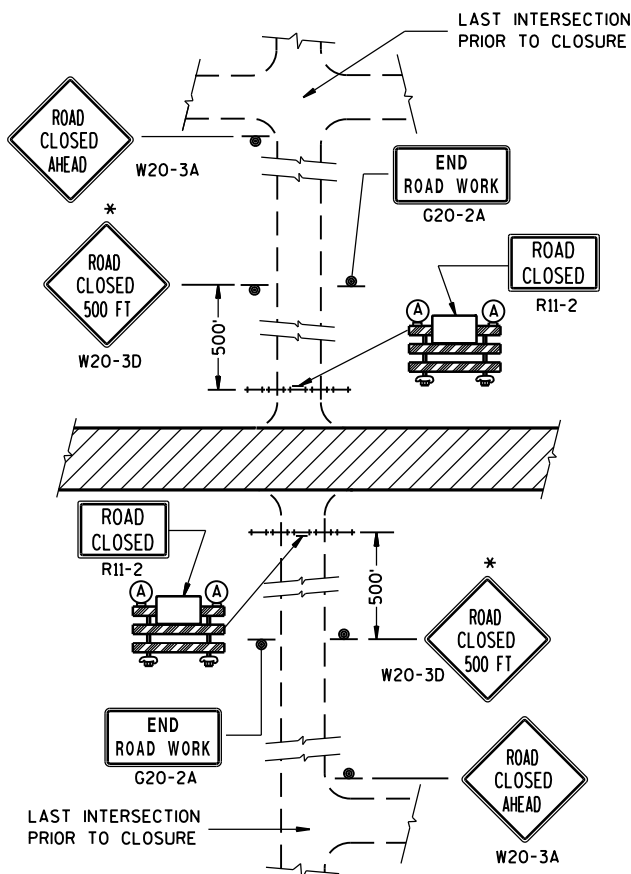
(CAN BE INSTALLED IN ANY INLET TYPE WITH OR WITHOUT A CURB BOX AS PER NOTE ②)

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

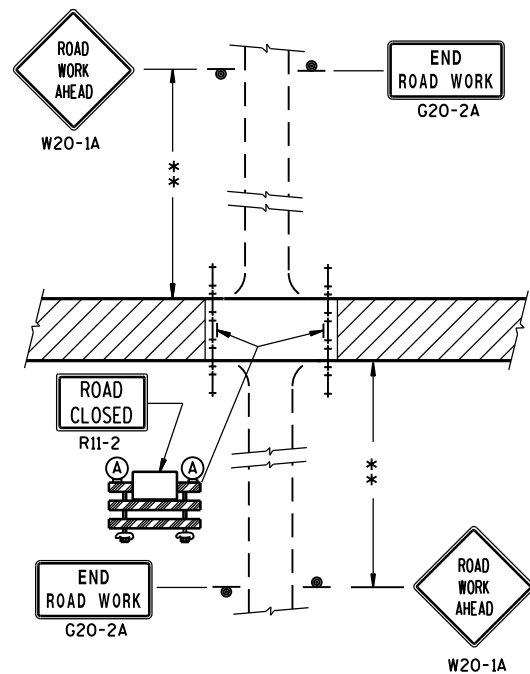
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

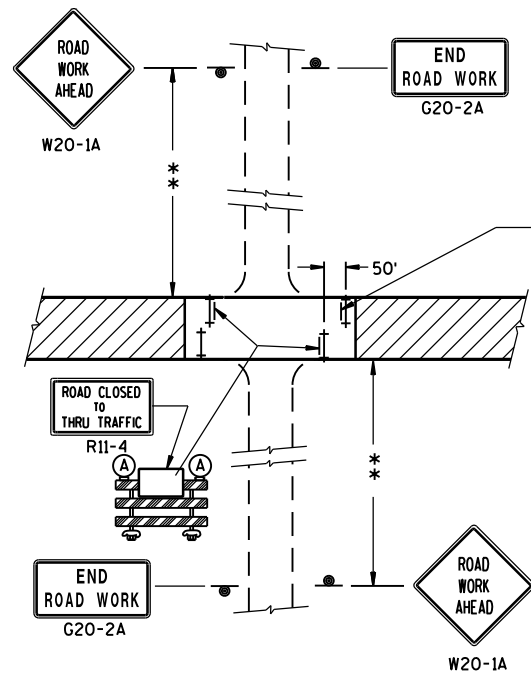




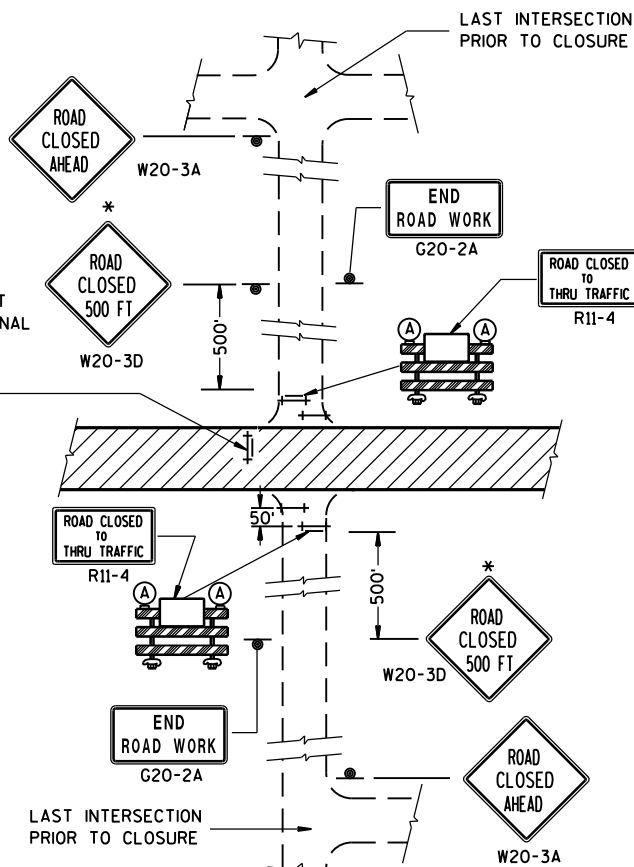
DETAIL 1
(NO ACCESS TO PROJECT)



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



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



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 TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

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

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

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

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

R11-2 SHALL BE 48" X 30".

R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF
THE LAST INTERSECTION IS 500 FT. OR LESS
FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION
WHICHEVER IS CLOSER.

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

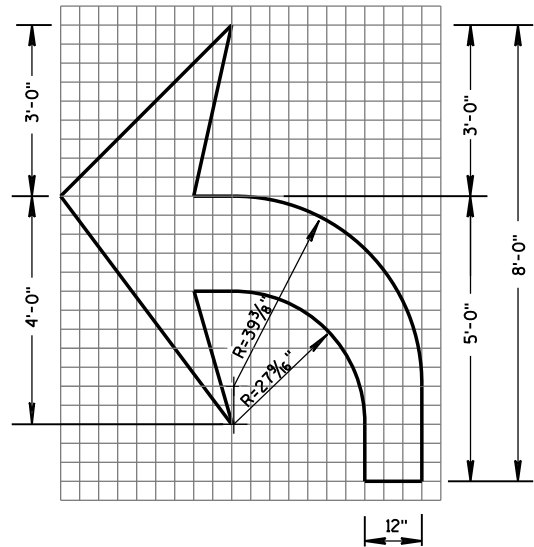
Sept. 2017

DATE

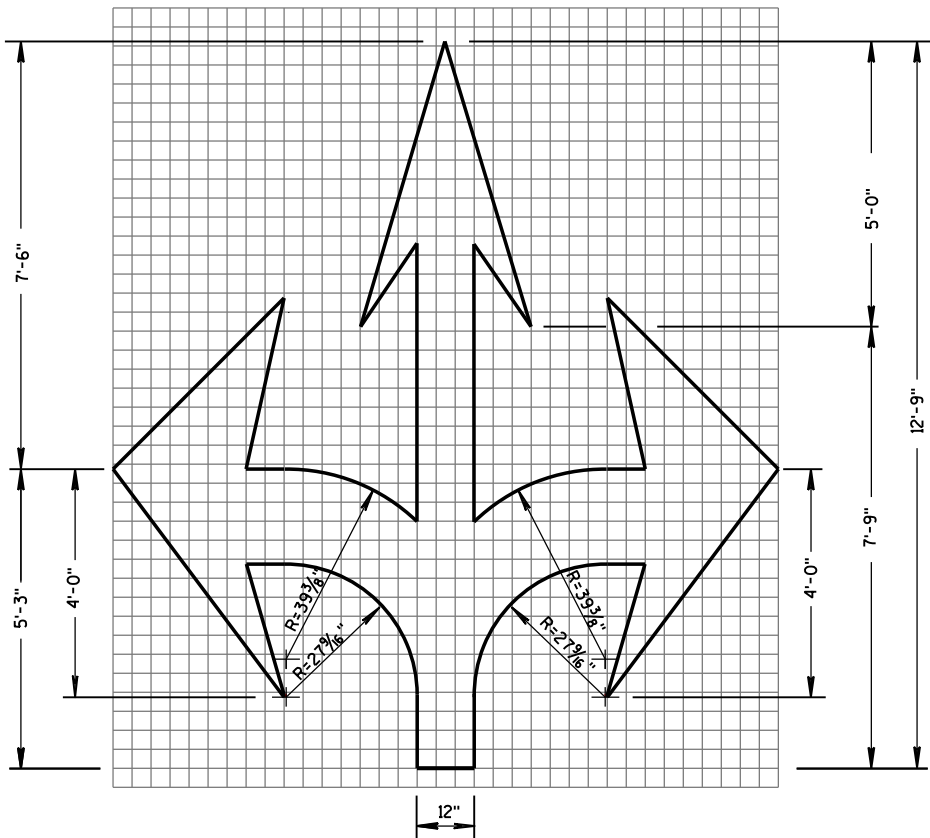
FHWA

/S/ Andrew Heidtke

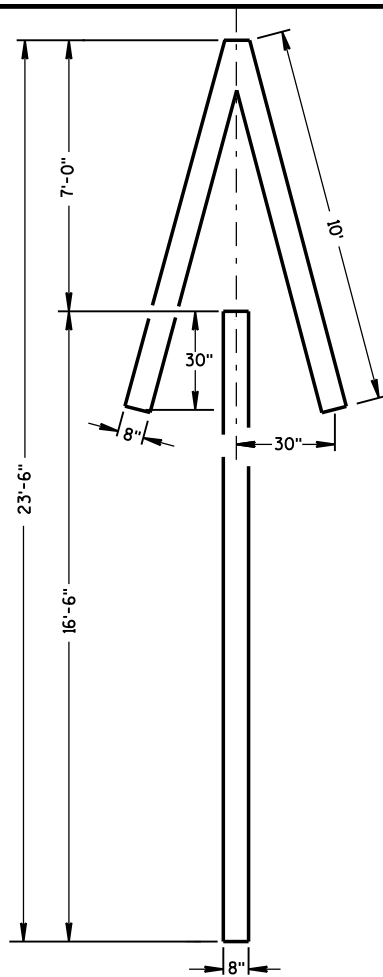
WORK ZONE ENGINEER



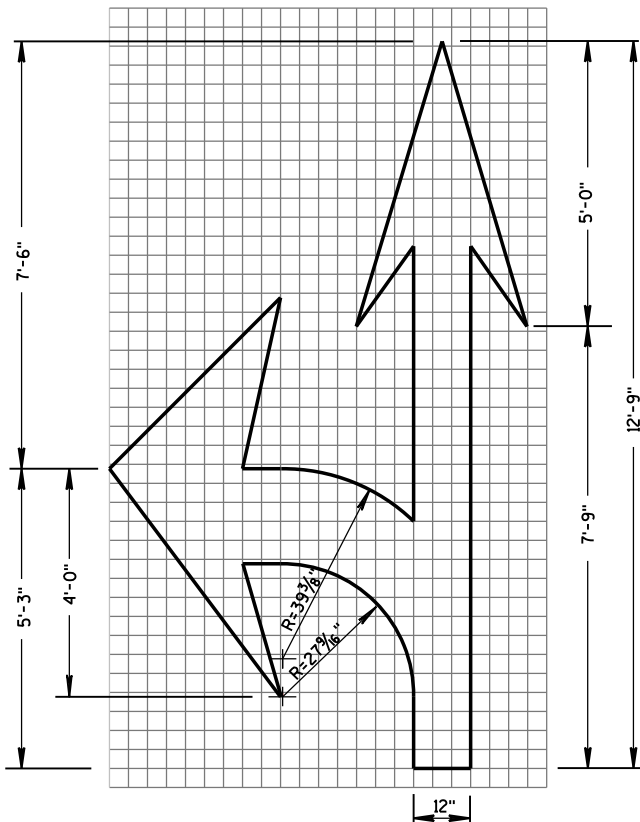
TYPE 2



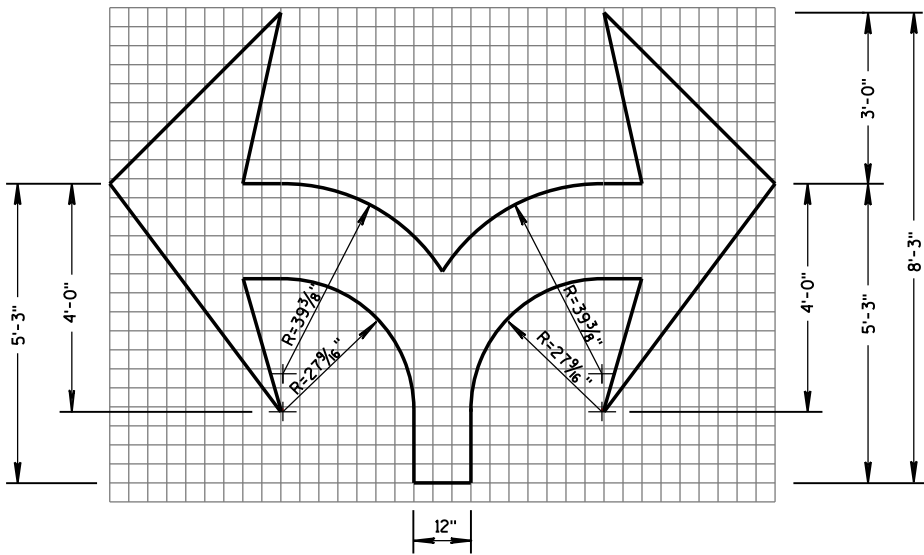
TYPE 6



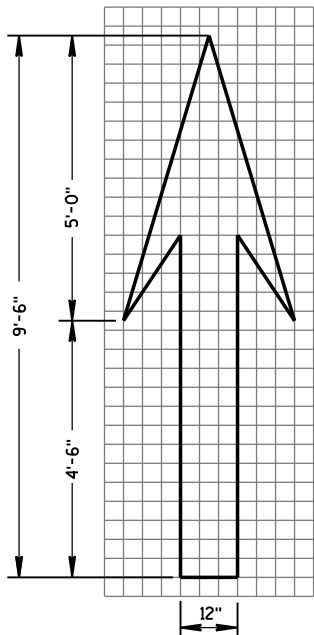
TYPE 4



TYPE 3



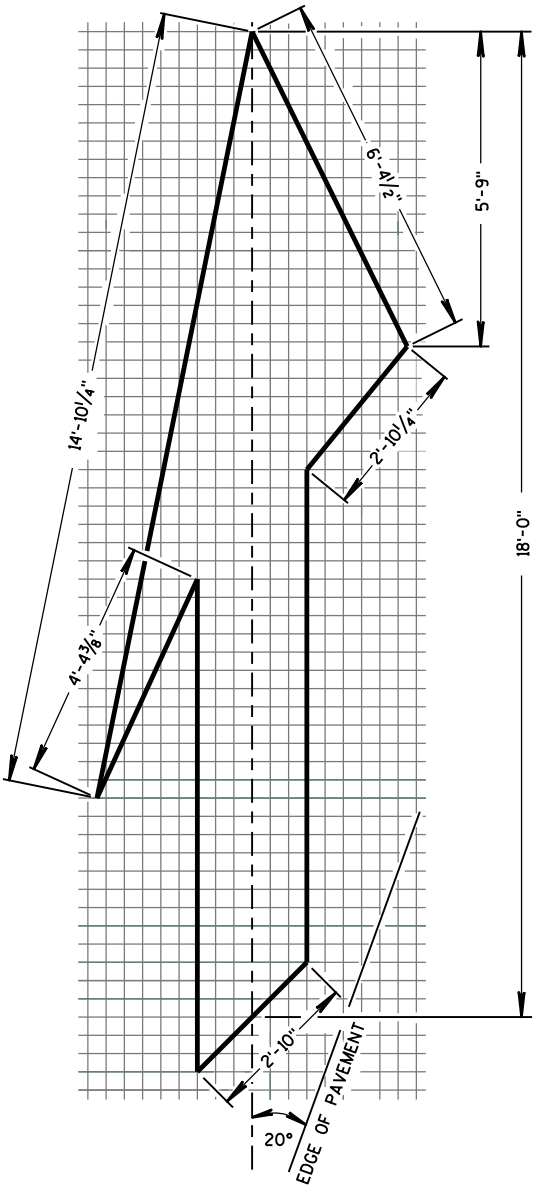
TYPE 7



TYPE 1

GENERAL NOTES

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

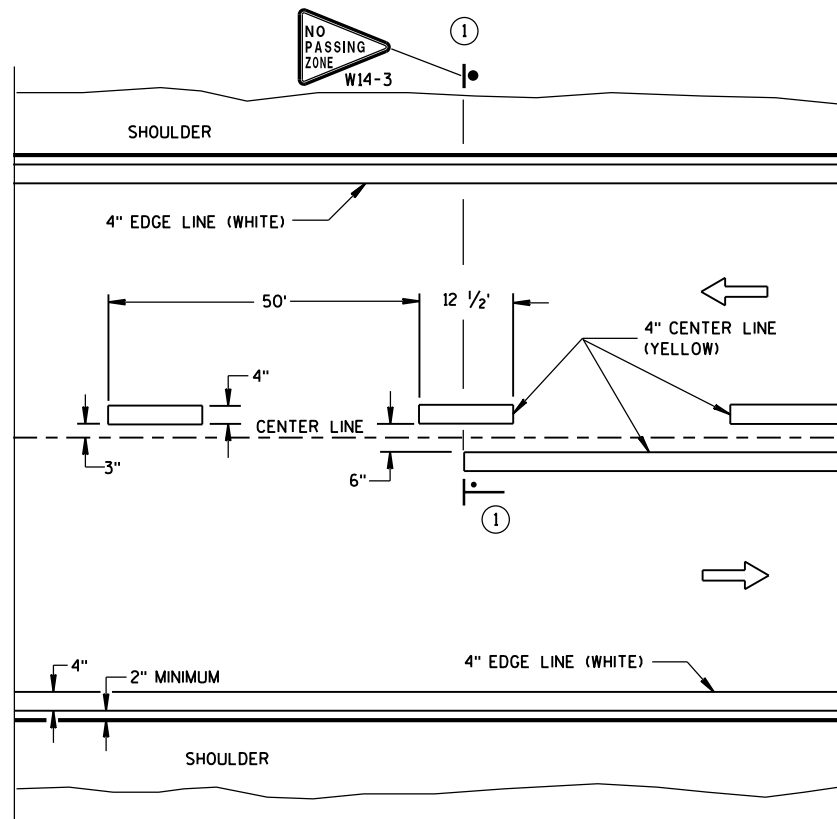


TYPE 5 LANE DROP ARROW

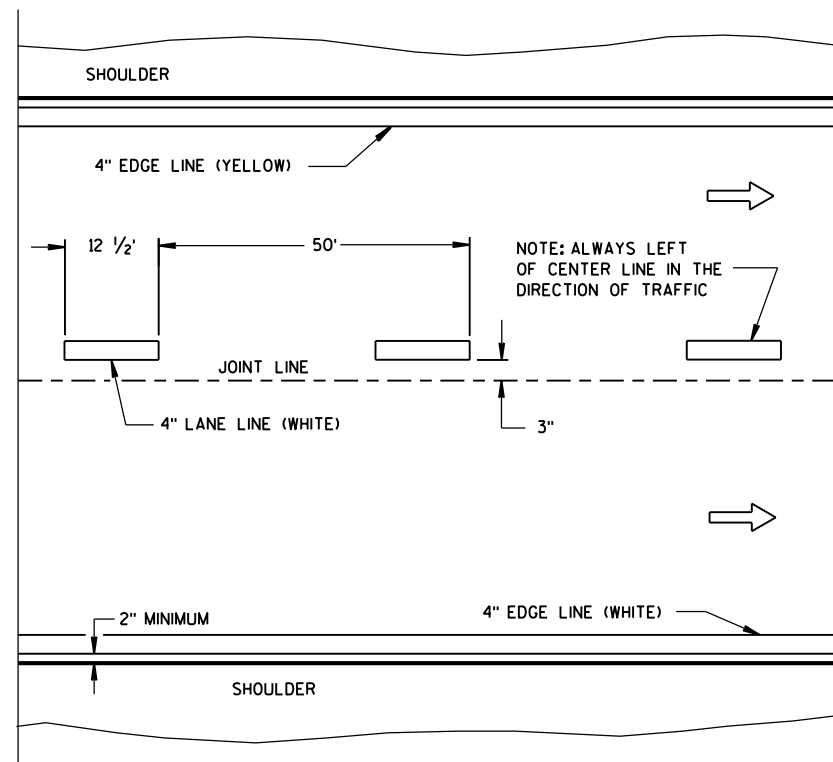
PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

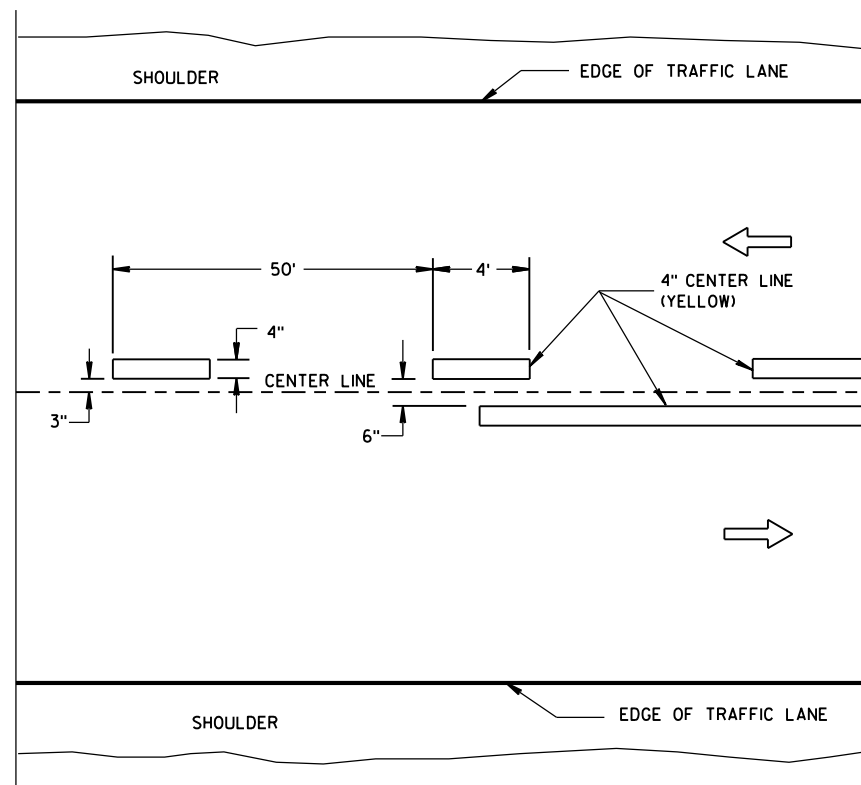


TWO WAY TRAFFIC

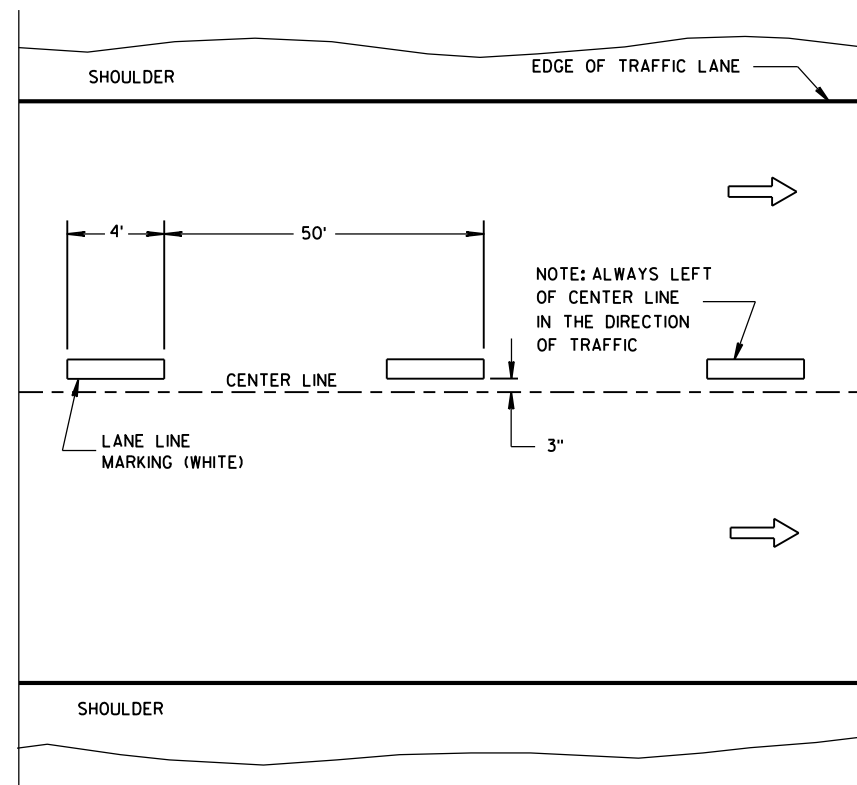


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

GENERAL NOTES

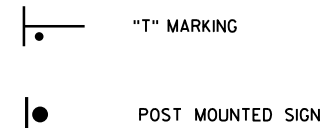
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

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

NOTE

ARROW SYMBOL () SHOWS DIRECTION OF TRAVEL

LEGEND



LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

LEGEND

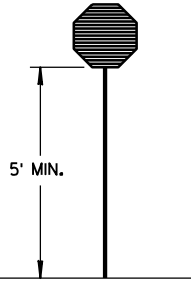
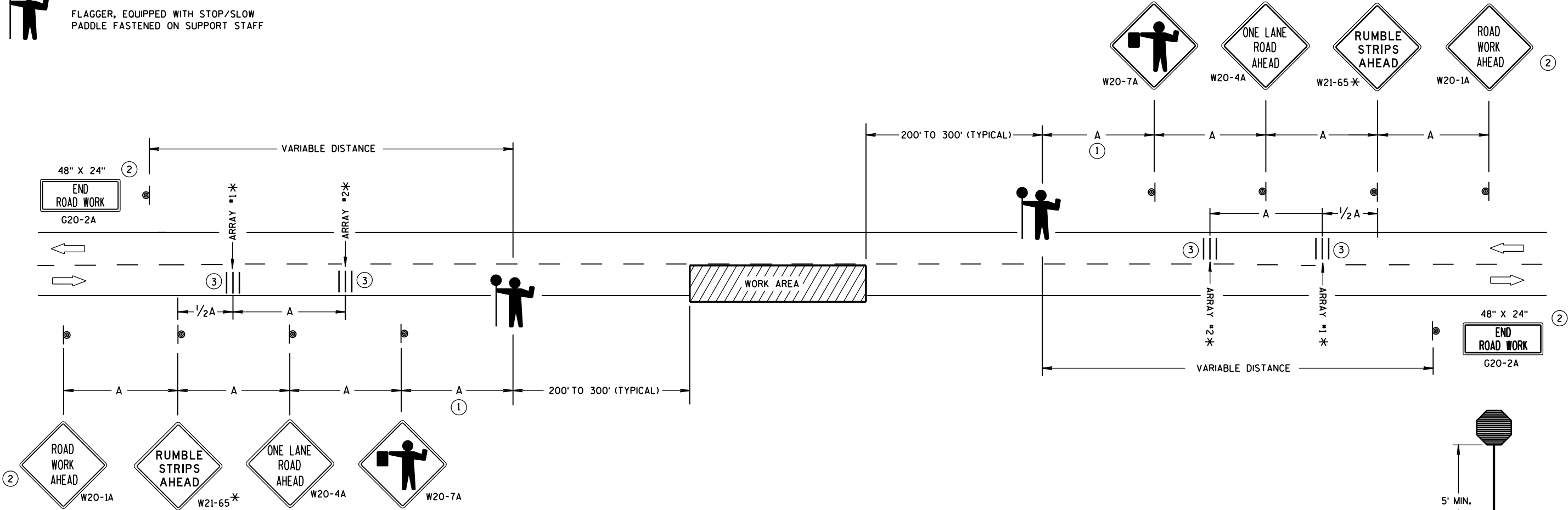
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



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



STOP/SLOW PADDLE ON SUPPORT STAFF

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

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.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES (AND THE 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.

"W0" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS. PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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

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 RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

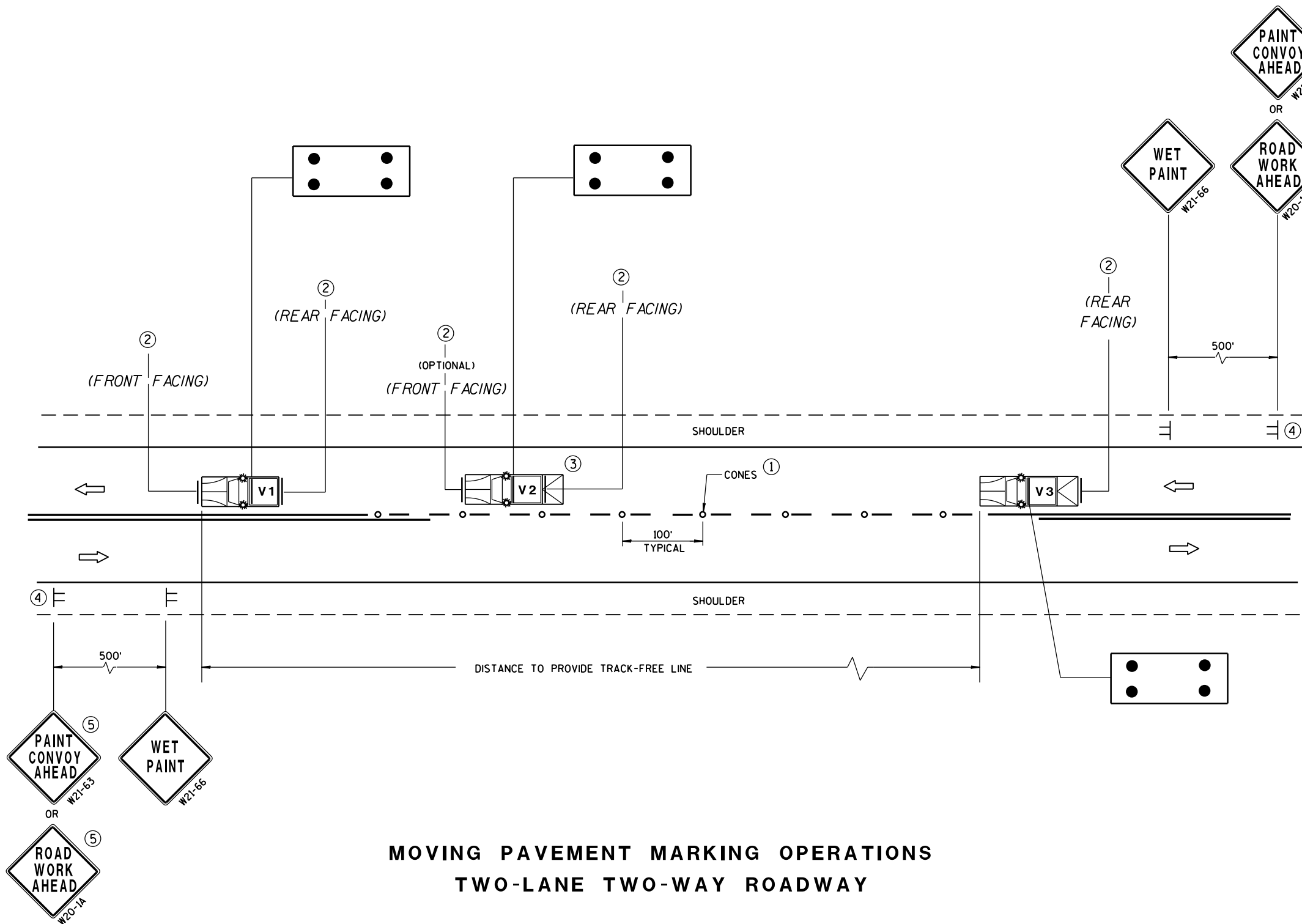
* UTILIZE TEMPORARY RUMBLE STRIPS WHEN FLAGGING OPERATION IS ANTICIPATED TO BE STATIONARY IN EXCESS OF TWO HOURS.

- FOR A MOVING WORK OPERATION, SIGNING AND TEMPORARY RUMBLE STRIPS (IF USED) SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3,500 FOOT 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.
- EACH TEMPORARY RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

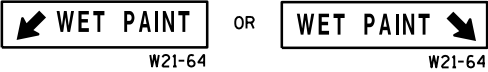
APPROVED
June 2017 /S/ Andrew Heldtke
DATE WORK ZONE ENGINEER
FHWA



MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY

GENERAL NOTES

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



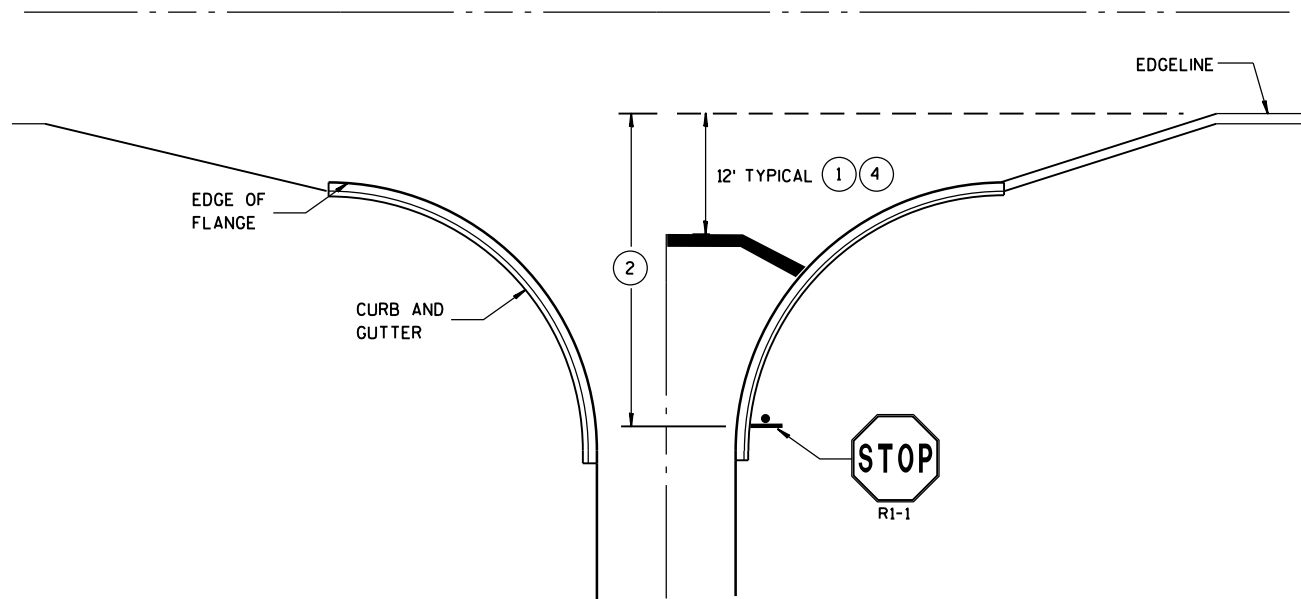
LEGEND

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

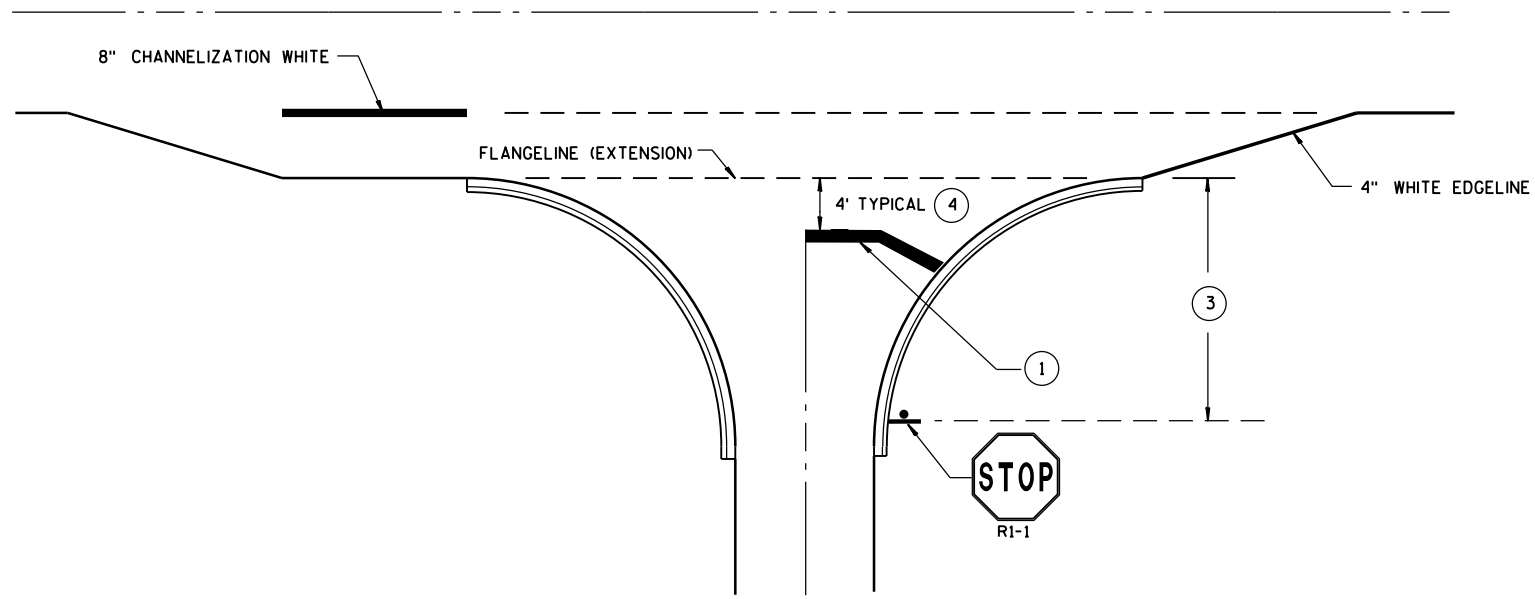
MOVING PAVEMENT MARKING
OPERATION
TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2017 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
FHWA



TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER

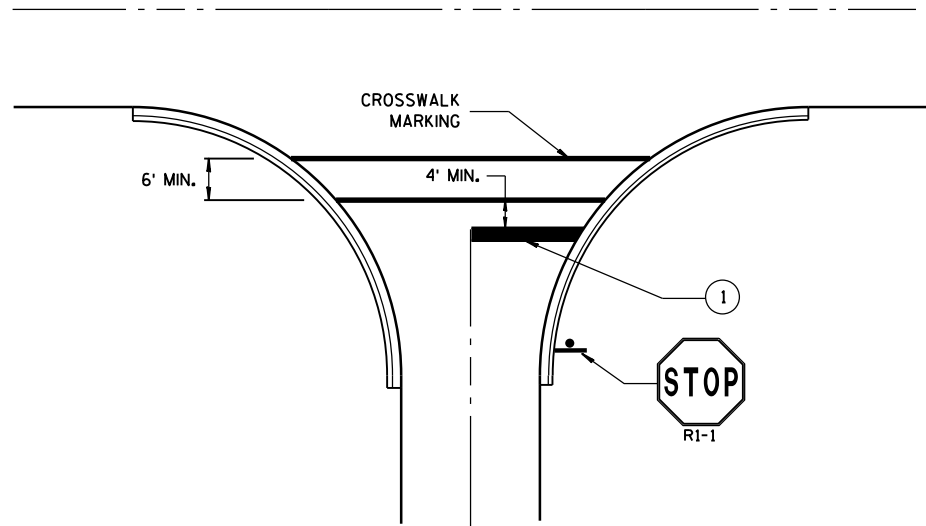


TYPICAL STOP LINE PAVEMENT MARKING
FOR SIDEROADS WITH RIGHT TURN LANE

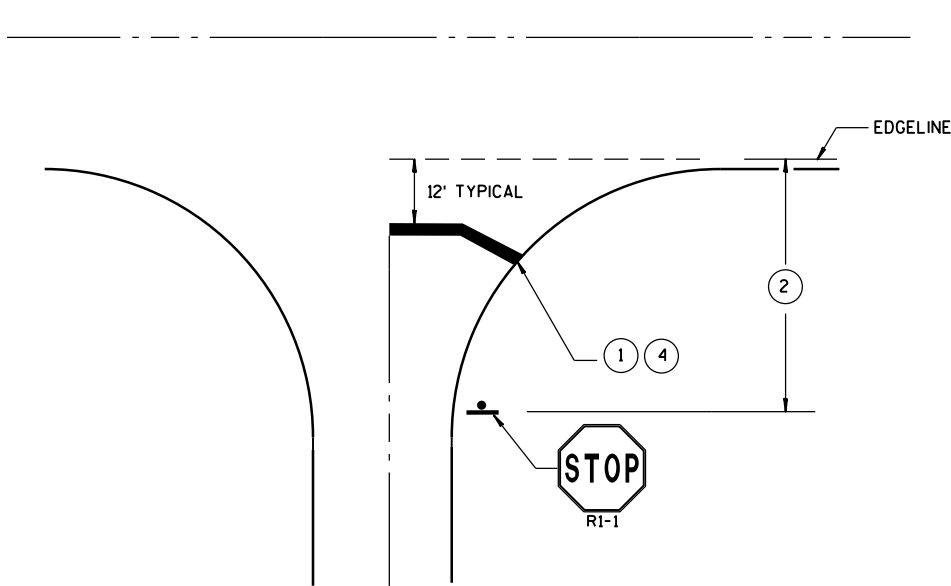
GENERAL NOTES

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

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

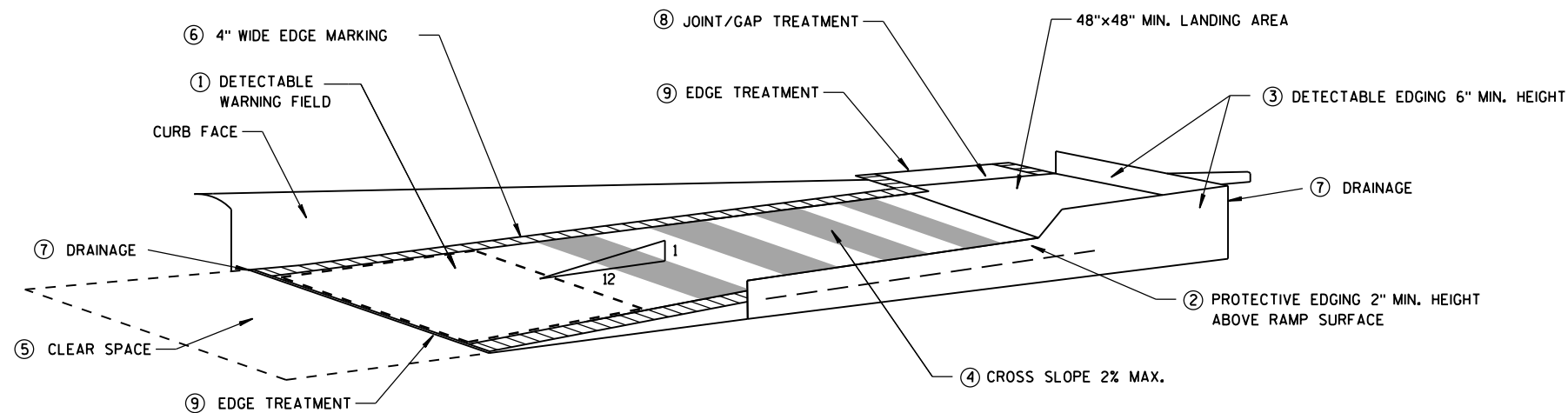


TYPICAL STOP LINE PAVEMENT MARKING
FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING
WITHOUT CURB AND GUTTER

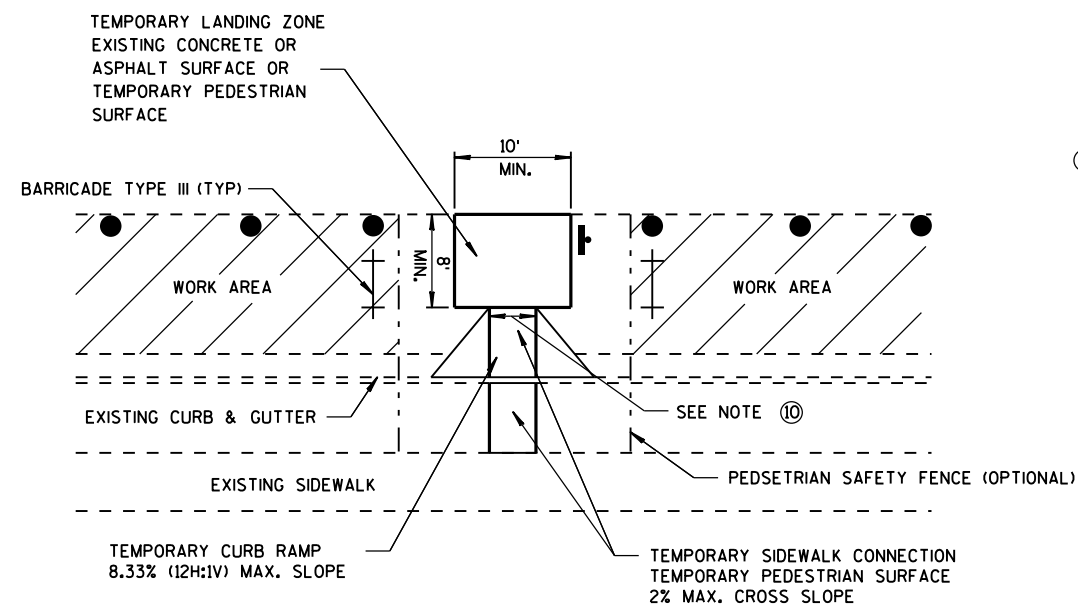
STOP LINE AND CROSSWALK PAVEMENT MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED DATE	/S/ Matthew R. Rauch STATE SIGNING AND MARKING ENGINEER
FHWA	



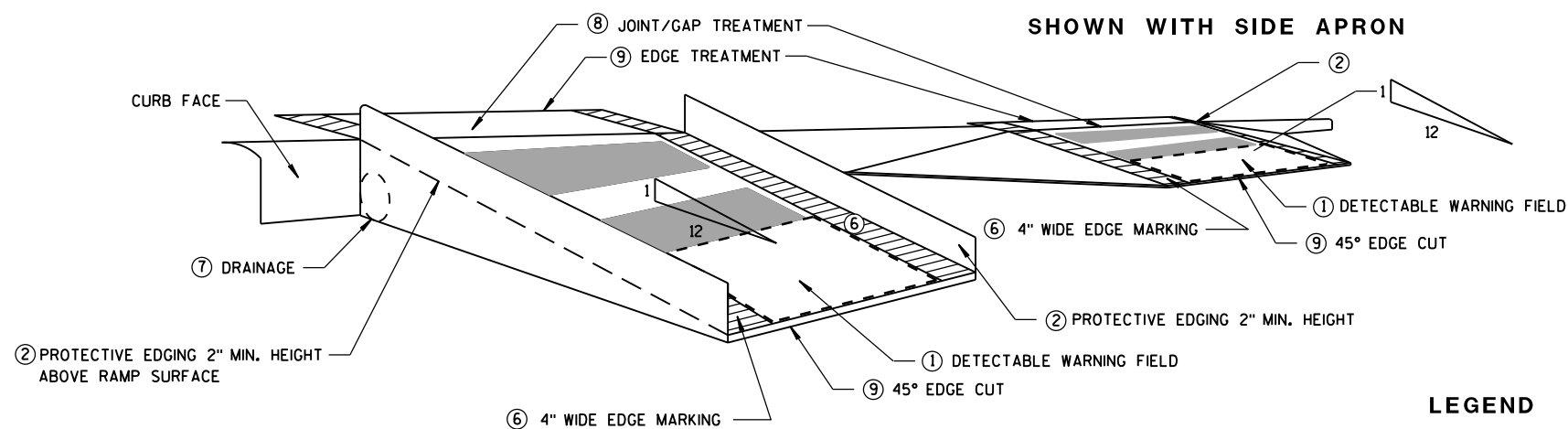
TEMPORARY CURB RAMP
PARALLEL TO CURB

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 8D5 SHEET "E".
 - 2 PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
 - 3 DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
 - 4 CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.
 - 5 CLEAR SPACE OF 48"x48" MIN. SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
 - 6 THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.
 - 7 DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
 - 8 LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.
 - 9 CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES SHALL BE VERTICAL UP TO 1/4" HIGH, AND BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".
 - 10 5' WIDE MIN. WITH PEDESTRIAN SAFETY FENCE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY FENCE.



TEMPORARY BUS STOP PAD



SHOWN WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP
PERPENDICULAR TO CURB

SHOWN WITH SIDE APRON

- LEGEND
- WORK AREA (diagonal hatching)
 - TYPE III BARRICADE (vertical line with cross-ticks)
 - TRAFFIC CONTROL DRUM (solid black circle)

TRAFFIC CONTROL,
TEMPORARY ADA COMPLIANT
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 /S/ Peter Amakobe Atepe
DATE STATEWIDE WORK ZONE TRAFFIC
FHWA SAFETY ENGINEER