PROJECT ID: 426-4738

COUNTY: WINNEBAGO

ORDER OF SHEETS

TOTAL SHEETS =

Sheets Revised: 6, 11, 15, 15R, 17

WINNEBAGO COUNTY HIGHWAY DEPARTMENT

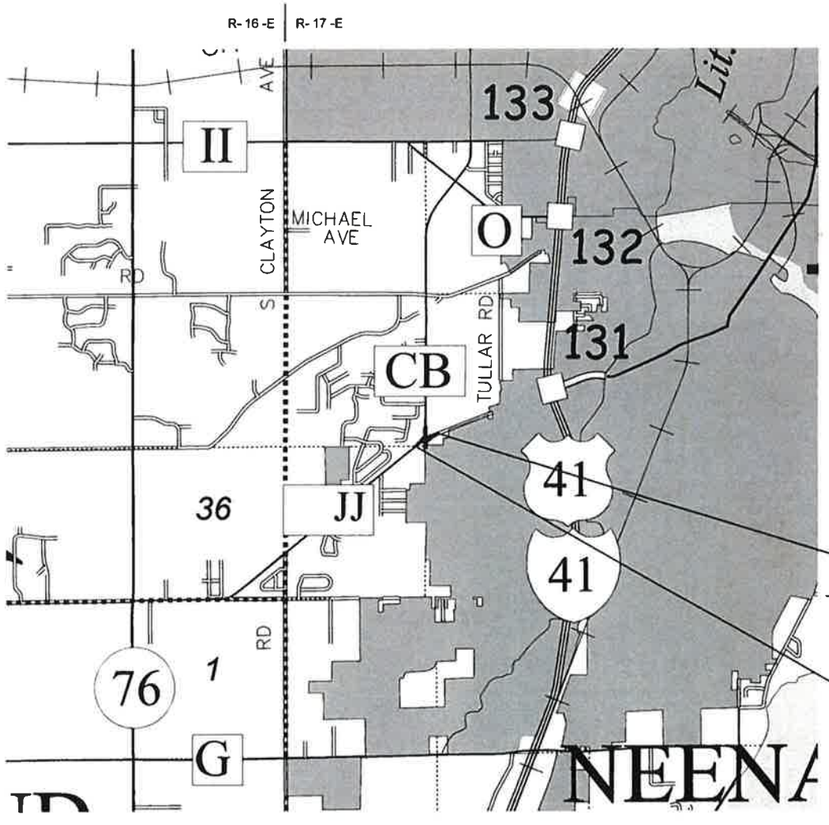
PLAN OF PROPOSED IMPROVEMENT

CTH JJ AND CTH CB ROUNDABOUT

...

CTH JJ
WINNEBAGO COUNTY

COUNTY PROJECT NUMBER
426-4738



LAYOUT
SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 0.179 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), {NAME} COUNTY, NAD83 (HYEAR), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (HYEAR). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

DESIGN DESIGNATION

A.A.D.T.	2019	=	9460	6100
A.A.D.T.	2041	=	14500	9400
D.H.V.		=	1507	992
D.D.		=	60/40	60/40
T.		=	5.3%	4.5%
DESIGN SPEED		=	50 MPH	50 MPH
ESALS		=	2,300,000	

CONVENTIONAL SYMBOLS

PLAN
- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE (300 EB)
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

PROFILE
- GRADE LINE
- ORIGINAL GROUND
- MARSH OR ROCK PROFILE (To be noted as such) (ROCK)
- SPECIAL DITCH (LABEL)
- GRADE ELEVATION (95.36)
- CULVERT (Profile View)

UTILITIES
- ELECTRIC (E)
- FIBER OPTIC (FO)
- GAS (G)
- SANITARY SEWER (SAN)
- STORM SEWER (SS)
- TELEPHONE (T)
- WATER (W)
- UTILITY PEDESTAL
- POWER POLE
- TELEPHONE POLE

AS-BUILT PLAN

PROJECT LEADER: Bob Williamson
CONTRACTOR: Vinton Construction Company
CONSTRUCTION STARTED 6/27/22
SUBSTANTIALLY COMPLETE 10/3/22

ACCEPTED FOR WINNEBAGO COUNTY

3/15/2022 (Date)

Robert Doemel HIGHWAY COMMISSIONER (Signature & Title of Official)

ORIGINAL PLANS PREPARED BY

Westwood WISCONSIN

MICHAEL A. MALCOLM E-30025 Appleton, WI PROFESSIONAL ENGINEER

3-14-2022

DATE: (Professional Engineer Signature)

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-010101-TI.DWG PLOT DATE : 3/15/2022 6:35 AM PLOT BY : ANDY WESTBROOK PLOT NAME :

GENERAL NOTES

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

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

ENGINEER.

THE EXACT LOCATION OF PRIVATE ENTRANCES IS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

ALL DISTURBED AREAS, NOT OTHERWISE SURFACED ARE TO BE TOPSOILED, SEEDED, FERTILIZED, AND MULCHED OR E-MATTED AS SHOWN IN THE PLAN.

DISTURBED AREAS ADJACENT TO LAWNS SHALL BE SEEDED WITH MIXTURE NO. 40 AND ALL OTHER AREAS SHALL BE SEEDED WITH MIXTURE NO. 10. SEED MIX NO. 30 SHALL BE USED WITHIN 15 FEET OF SHOULDER POINT IN RURAL SECTIONS THAT ARE NOT ADJACENT TO LAWN TYPE TURF.

CURB AND GUTTER RADII ARE SHOWN TO THE FACE OF CURB, UNLESS OTHERWISE NOTED IN THE PLANS.

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

ORDER OF "SECTION 2" SHEETS

SHEET TITLE

UTILITIES

CONTACTS

ELECTRIC

WE ENERGIES
REIJO MURTO (ELECTRIC)
800 S. LYNNDALE DRIVE
APPLETON, WI 54914
TELEPHONE: (920) 380-3369
CELL: (920) 858-6254
WE-UTILITY-RELOCATIONS@WE-ENERGIES.COM

COMMUNICATION

AT&T WISCONSIN
CHUCK BARTELT
70 E DIVISION ST
FOND DU LAC, WI 54935
TELEPHONE: (920) 929-1013 (OFFICE)
MOBILE: 920-410-5104
EMAIL: cb1461@att.com

CHARTER
VINCE ALBIN
3520 E. DESTINATION DRIVE
APPLETON, WI 54915

NETLEC (NSIGHT)
450 SECURITY DRIVE
GREEN BAY, WI 54313
ATTN: RICK VINCENT
PHONE: (920) 617-7316
EMAIL: RICK.VINCENT@NSIGHT.COM

US SIGNAL
HENRY GRAFFENIUS
7020 SOUTHBELT DRIVE SE
CALEDONIA, MI 49316
PHONE: (616) 455-9840
CELL: (616) 988-5309

GAS

WE ENERGIES
CODY BECKMAN
800 S. LYNNDALE DRIVE
APPLETON, WI 54914
TELEPHONE: (920) 380-3342
CODY.BECKMAN@WE-ENERGIES.COM
WE-UTILITY-RELOCATIONS@WE-ENERGIES.COM

SEWER

CITY OF NEENAH
HEATH KUMMEROW
211 WALNUT STREET
P.O. BOX 426
NEENAH, WI 54957
PHONE: (920) 886-6245
EMAIL: HKUMMEROW@CI.NEENAH.WI.US

WATER

CITY OF NEENAH
TONY MACH
211 WALNUT STREET
P.O. BOX 426
NEENAH, WI 54957
PHONE: (920) 886-6182
EMAIL: AMACH@CI.NEENAH.WI.US

OTHER CONTACTS

WINNEBAGO COUNTY

BOB DOEMEL
901 W. COUNTY ROAD Y
OSHKOSH, WI 54903
TELEPHONE: (920) 232-1713
EMAIL: RDOEMAL@CO.WINNEBAGO.WI.US

DESIGN CONSULTANT

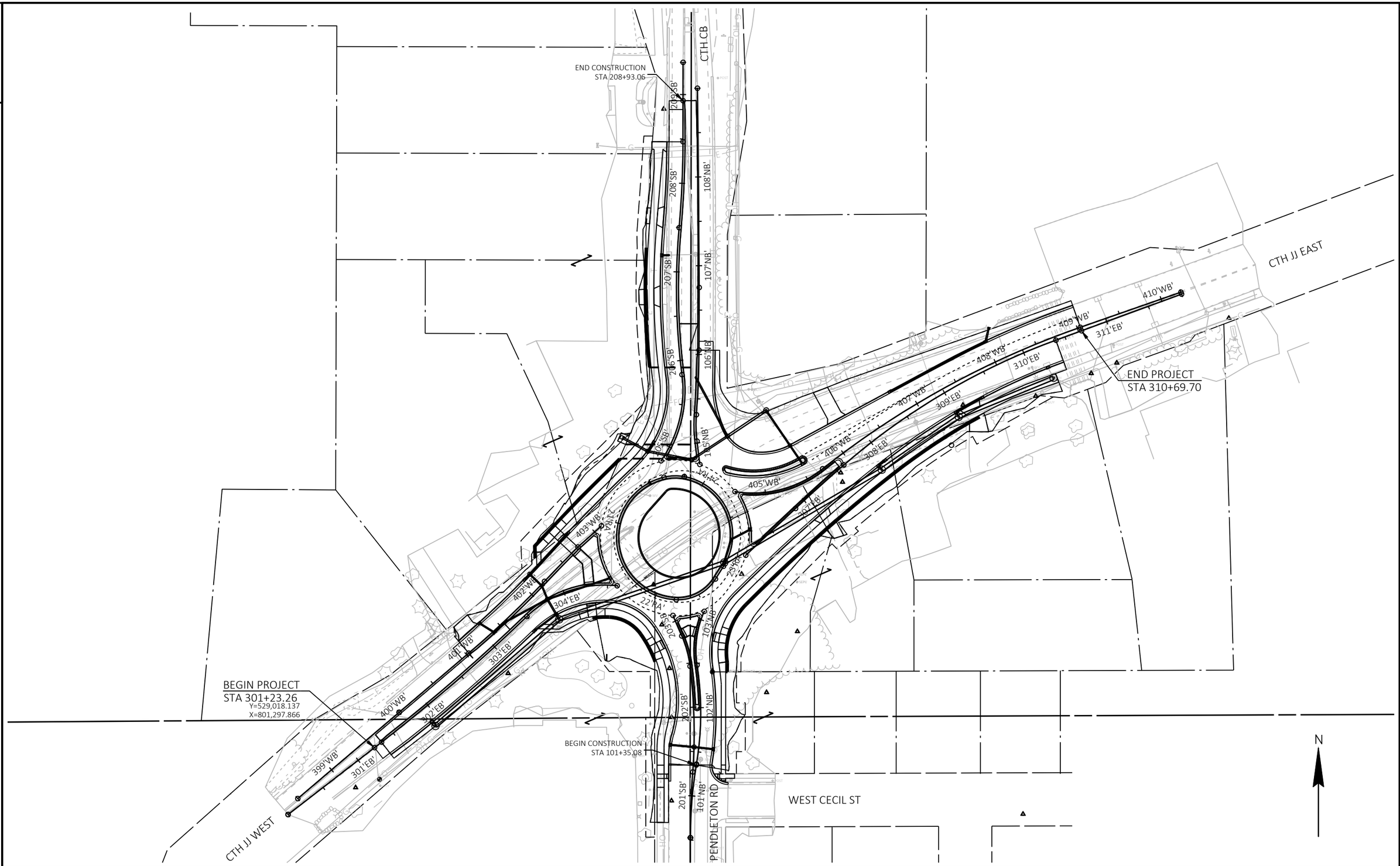
MIKE MALCOLM
ONE SYSTEMS DRIVE
APPLETON, WI 54914
TELEPHONE: (920) 830-6175
EMAIL: MIKE.MALCOLM@WESTWOODPS.COM

DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	GENERAL NOTES	SHEET:	E	2.1

FILE NAME: N:\3000994.00\Civil 3D\SheetsPlan\4264738-020101-gn.ppt
ORIGINATOR: OMNNI ASSOCIATES
ORIG. DATE: 4/17/2013
REV. DATE: 4/11/2022
PRINT DATE: April 11, 2022

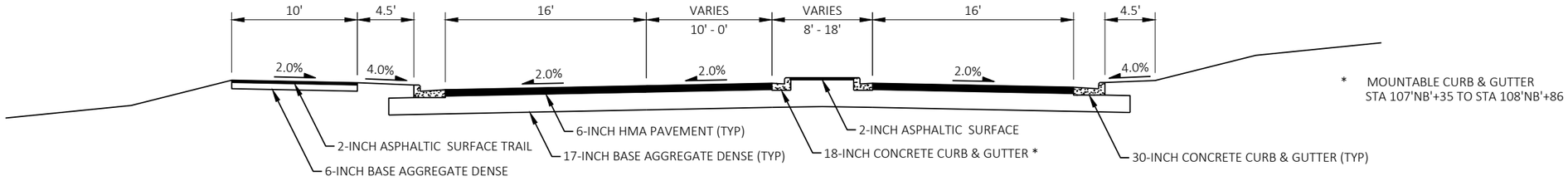
2



PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-020201-PO.DWG
LAYOUT NAME - 4264738-020201-po
PLOT DATE : 1/28/2021 12:58 PM
PLOT BY : CRAIG KNUTH
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

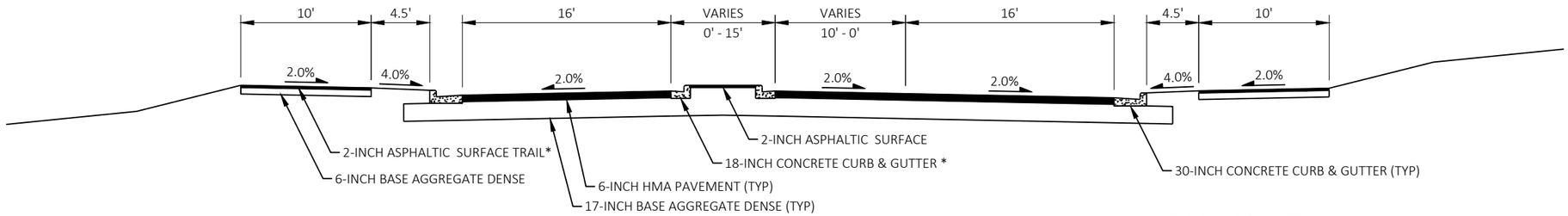
2



* MOUNTABLE CURB & GUTTER
STA 107'NB'+35 TO STA 108'NB'+86

EXISTING TYPICAL SECTION FOR CTH CB

STA 104'NB'+75 TO STA 108'NB'+86

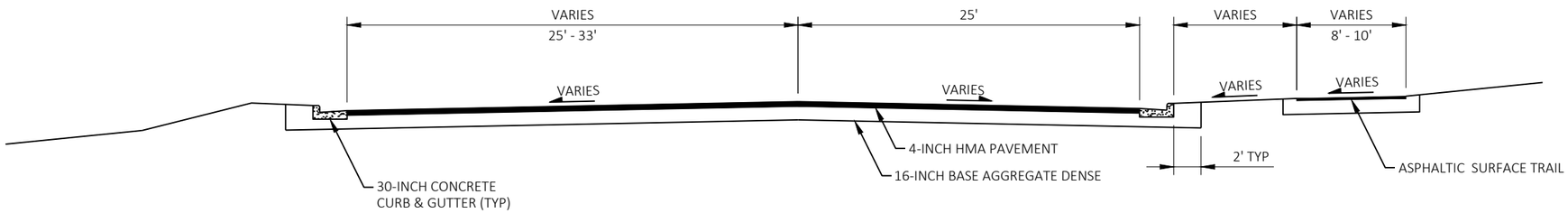


* ASPHALT SURFACE TRAIL
STA 304 'EB' +05 TO STA 304 'EB' +95

EXISTING TYPICAL SECTION FOR CTH JJ

STA 301'EB'+33 TO STA 304'EB'+95

* MOUNTABLE CURB & GUTTER
STA 301 'EB' +33 TO STA 304 'EB' +25

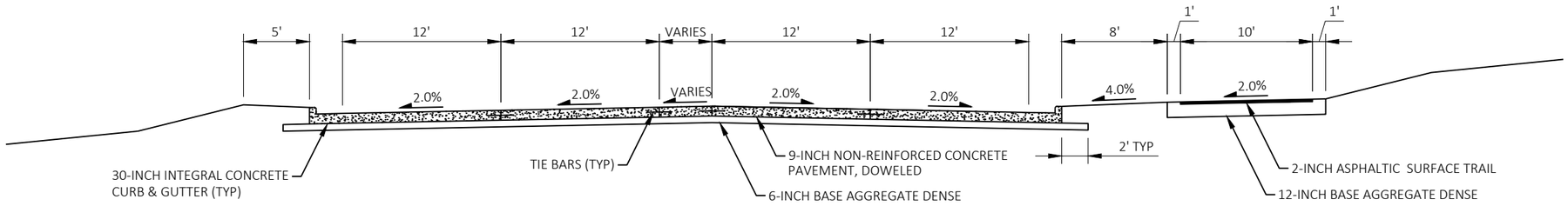


EXISTING TYPICAL SECTION FOR CTH JJ

STA 304'EB'+95 TO STA 310'EB'+39

PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	TYPICAL SECTIONS - EXISTING	SHEET 4	E

2



EXISTING TYPICAL SECTION FOR CTH JJ

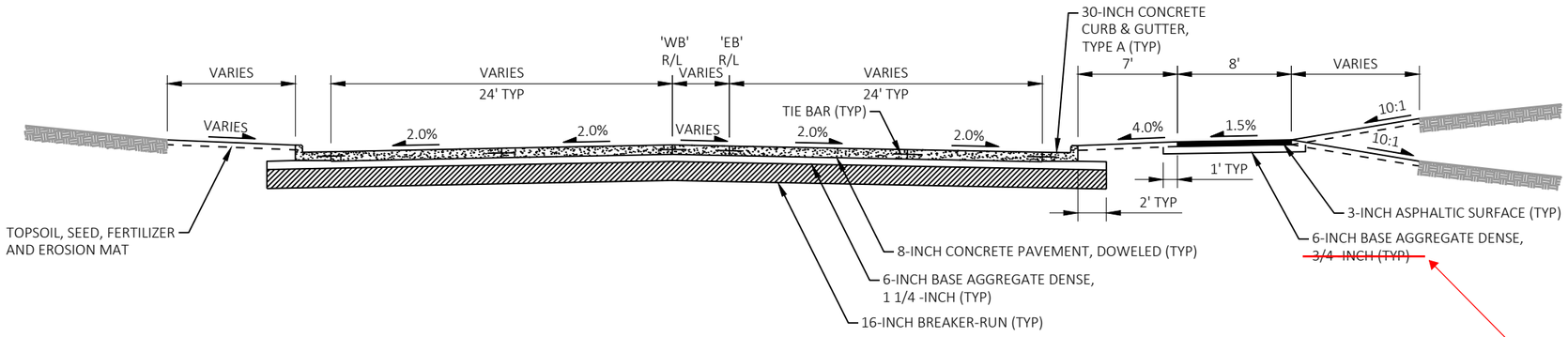
STA 310'EB'+39 TO STA 311'EB'+90

PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	TYPICAL SECTIONS - EXISTING	SHEET 5	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-020300-TS.DWG
LAYOUT NAME - 4264738-020305-ts

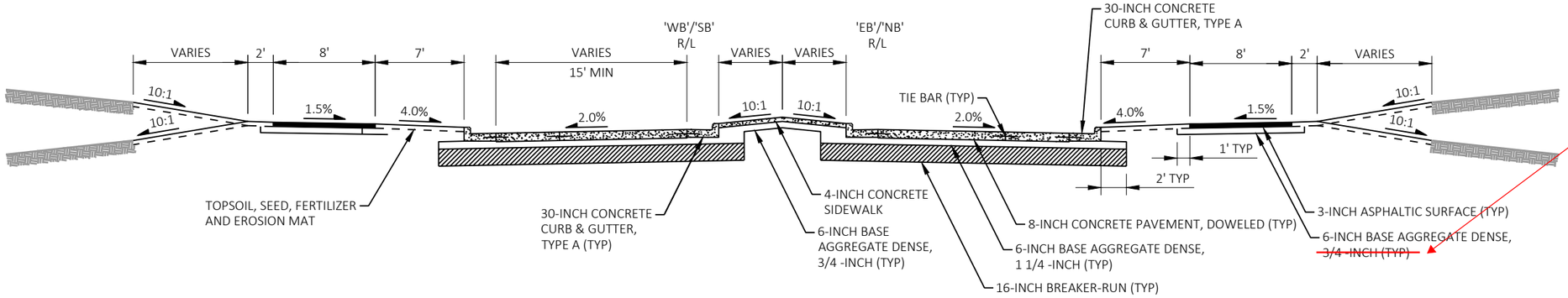
PLOT DATE : 1/28/2021 8:41 AM PLOT BY : NICK WAGNER PLOT NAME : PLOT SCALE : 1 IN:10 FT

2



PROPOSED TYPICAL SECTION FOR CTH JJ EAST

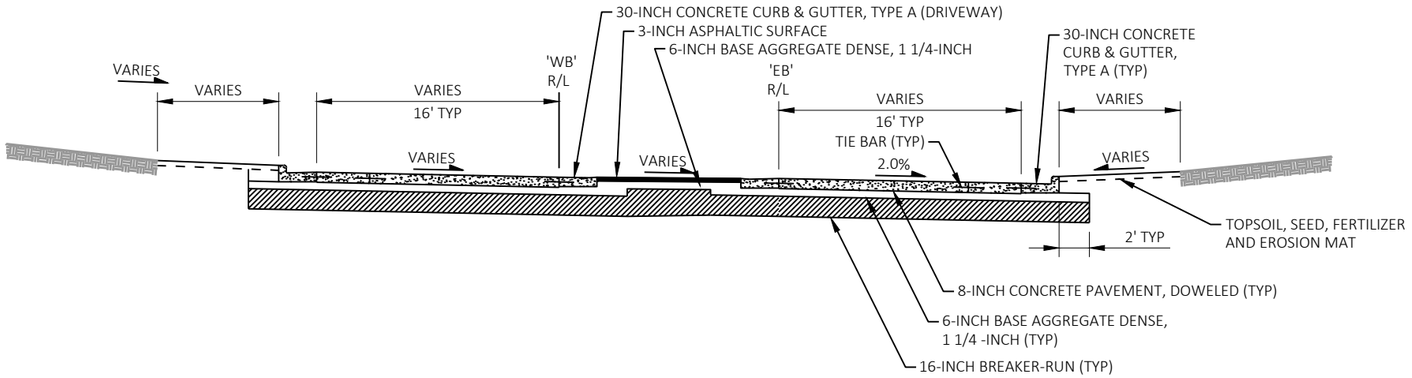
STA 307'EB'+60 TO STA 311'EB'+90



1 1/4-IN BAD

PROPOSED TYPICAL SECTION FOR CTH JJ/PENDELTON RD/CTH CB ROUNDABOUT ENTRANCE

STA 303EB'+50 TO STA 304'EB'+61
STA 306'EB'+10 TO STA 307'EB'+60
STA 101'NB'+35 TO STA 103'NB'+10
STA 104'NB'+75 TO STA 106'NB'+05



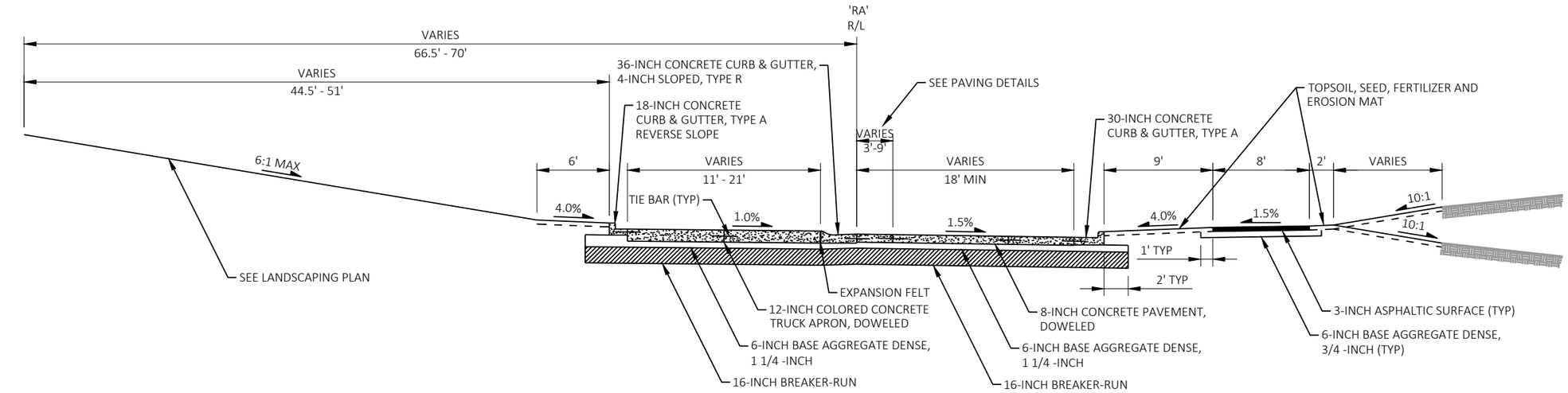
PROPOSED TYPICAL SECTION FOR CTH JJ WEST

STA 301'EB'+33.26 TO STA 303'EB'+50

PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	TYPICAL SECTIONS - PROPOSED	SHEET 6	E

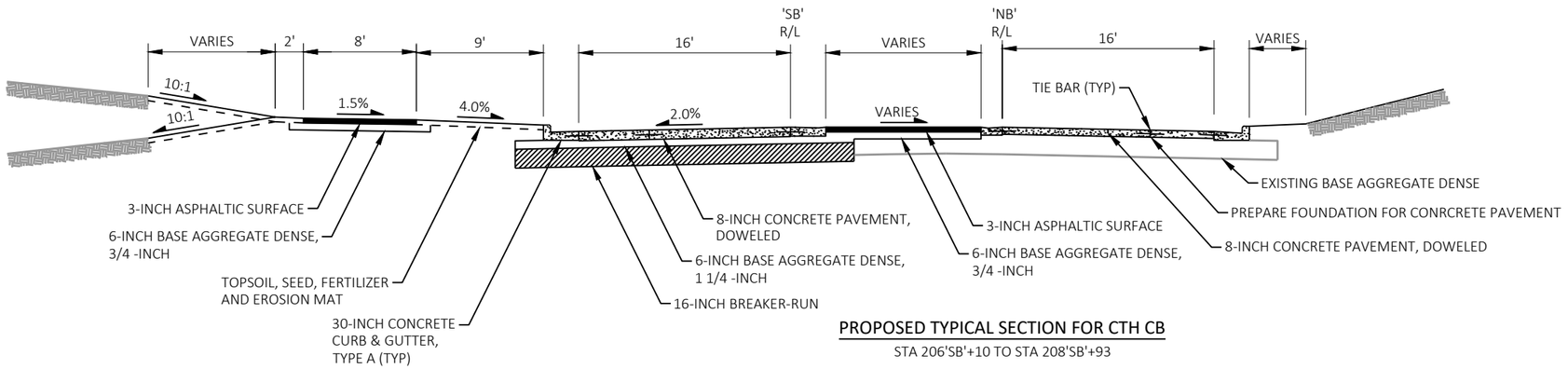
FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-020300-TS.DWG
LAYOUT NAME - 4264738-020306-ts
PLOT DATE : 3/2/2022 11:21 AM
PLOT BY : JARED STODDARD
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



PROPOSED TYPICAL SECTION FOR ROUNDABOUT

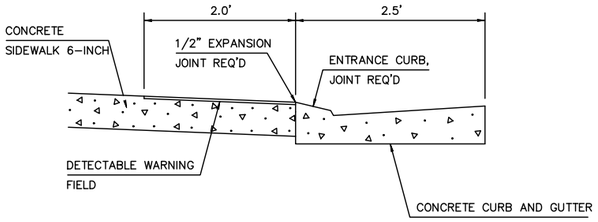
STA 20'RA'+00.00TO STA 24'RA'+22.83



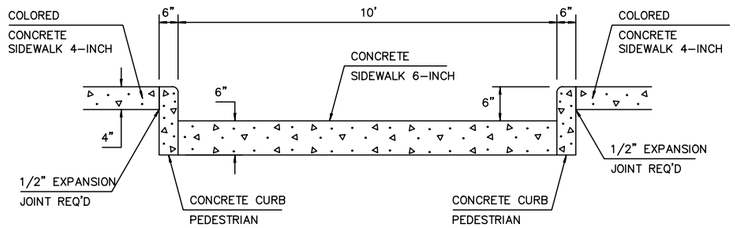
PROPOSED TYPICAL SECTION FOR CTH CB

STA 206'SB'+10 TO STA 208'SB'+93

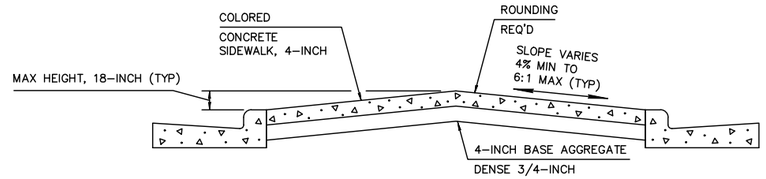
PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	TYPICAL SECTIONS - PROPOSED	SHEET 7	E



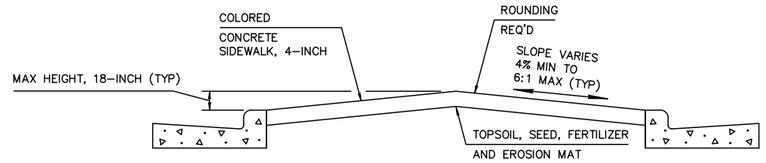
SECTION A–A



SECTION B–B

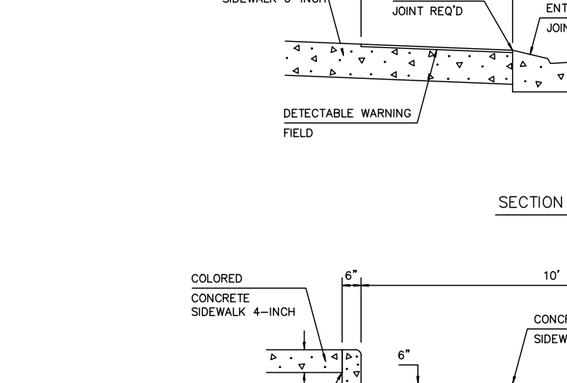


SIDEWALK MEDIAN



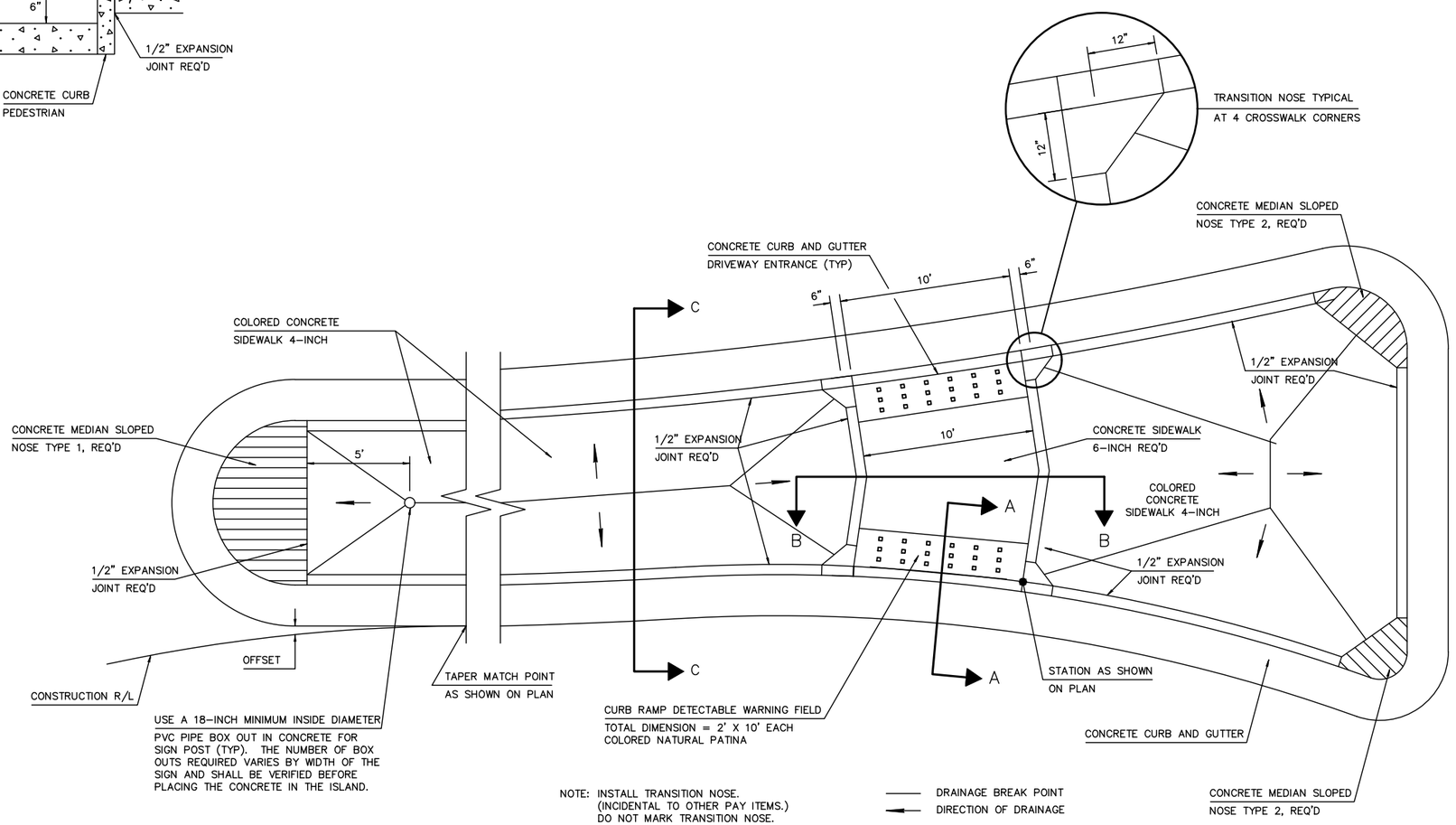
GRASS MEDIAN

SECTION C–C



ISLAND SIGN LOCATION DETAIL (TYP)

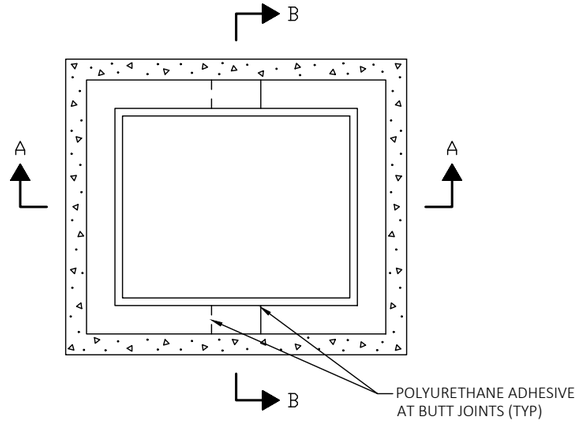
NOTIFY THE OUTAGAMIE COUNTY HIGHWAY DEPT. (ANDY ROWELL) AT 920–968–5756 A MINIMUM OF TWO WEEKS PRIOR TO THE NEED FOR SIGN PLACEMENT TO ALLOW FOR STAKING OF ANY PERMANENT SIGNING REQUIRED ON THE PROJECT.



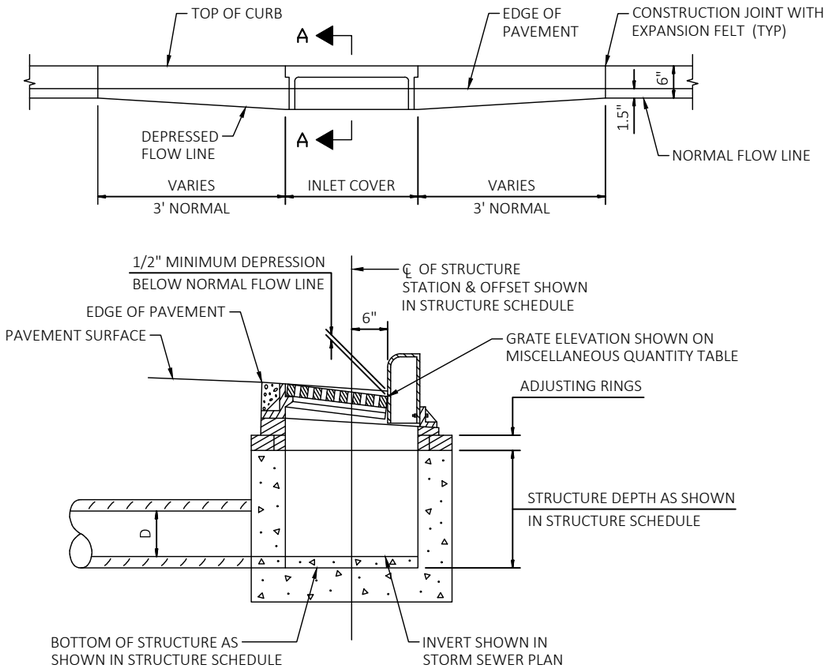
SPLITTER ISLAND DETAIL

PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	CONSTRUCTION DETAILS	SHEET 8	E

2



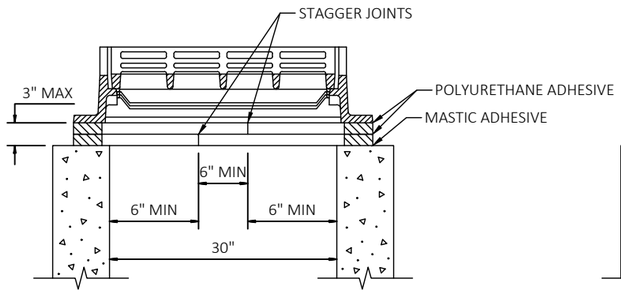
PLAN VIEW



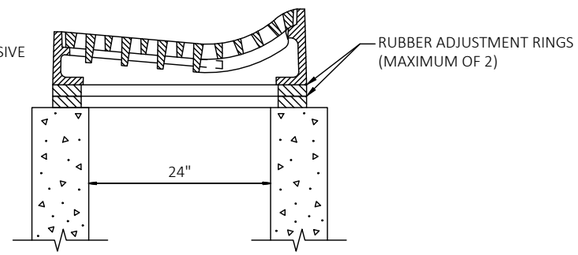
SECTION A-A

DETAIL OF CURB AND GUTTER AT INLETS

NOTE:
ALL CUTS MADE TO RUBBER ADJUSTMENT RINGS WILL BE PERPENDICULAR AND PROVIDE A TIGHT JOINT.

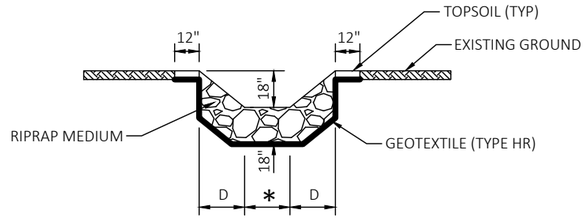


SECTION A-A



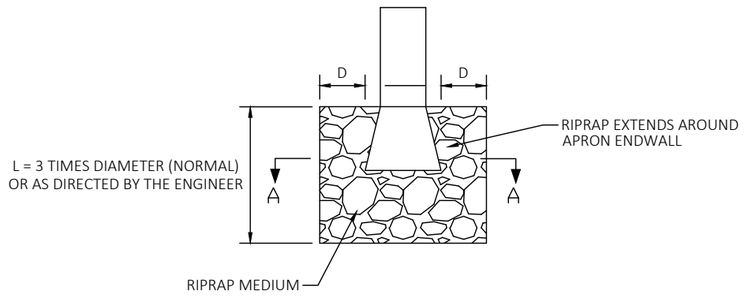
SECTION B-B

RUBBER RING CUTTING DETAIL FOR INLET TYPE 2, SPECIAL



SECTION A-A

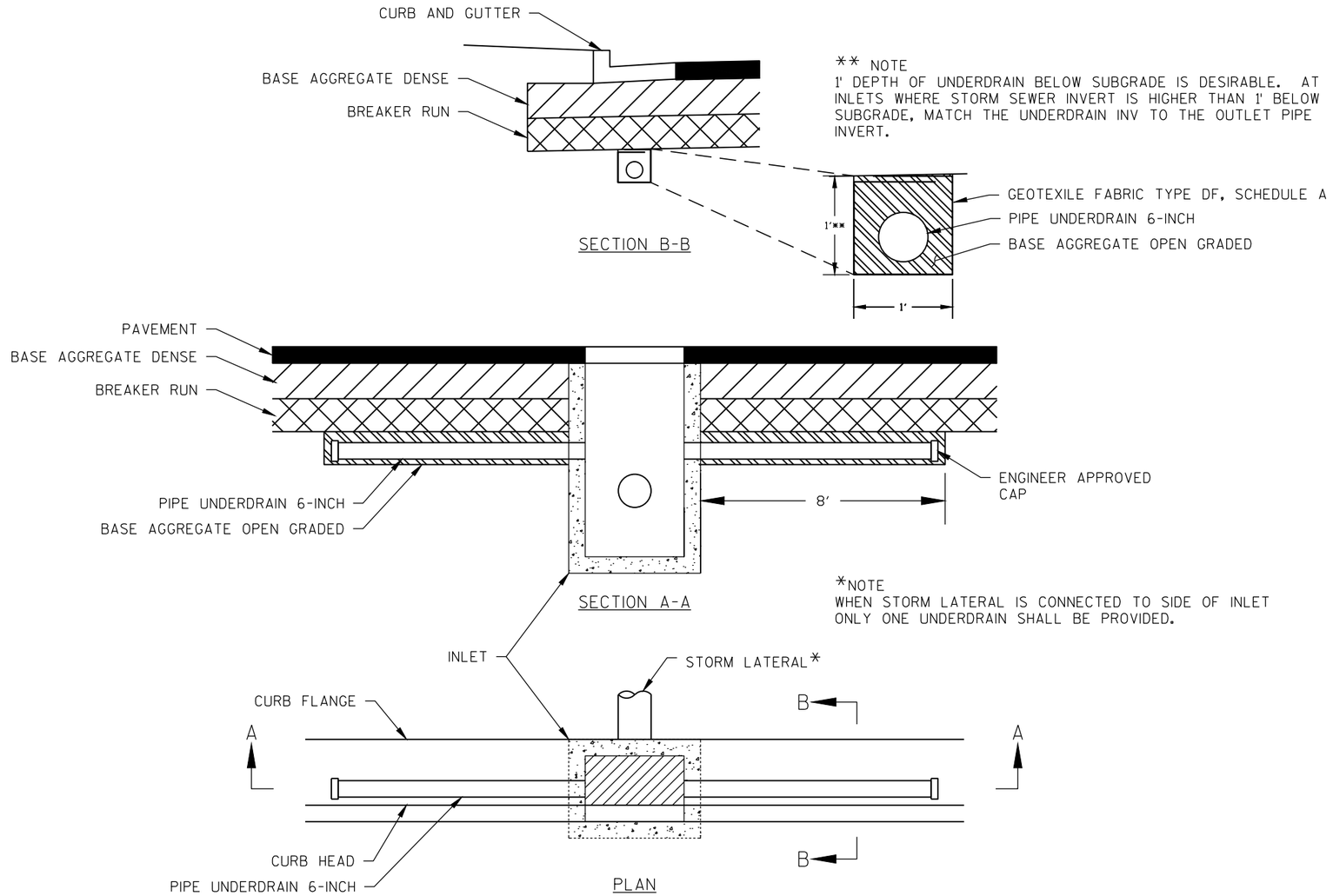
* APRON ENDWALL WIDTH
D = PIPE DIAMETER



PLAN VIEW

RIPRAP TREATMENT AT STORM SEWER OUTFALLS

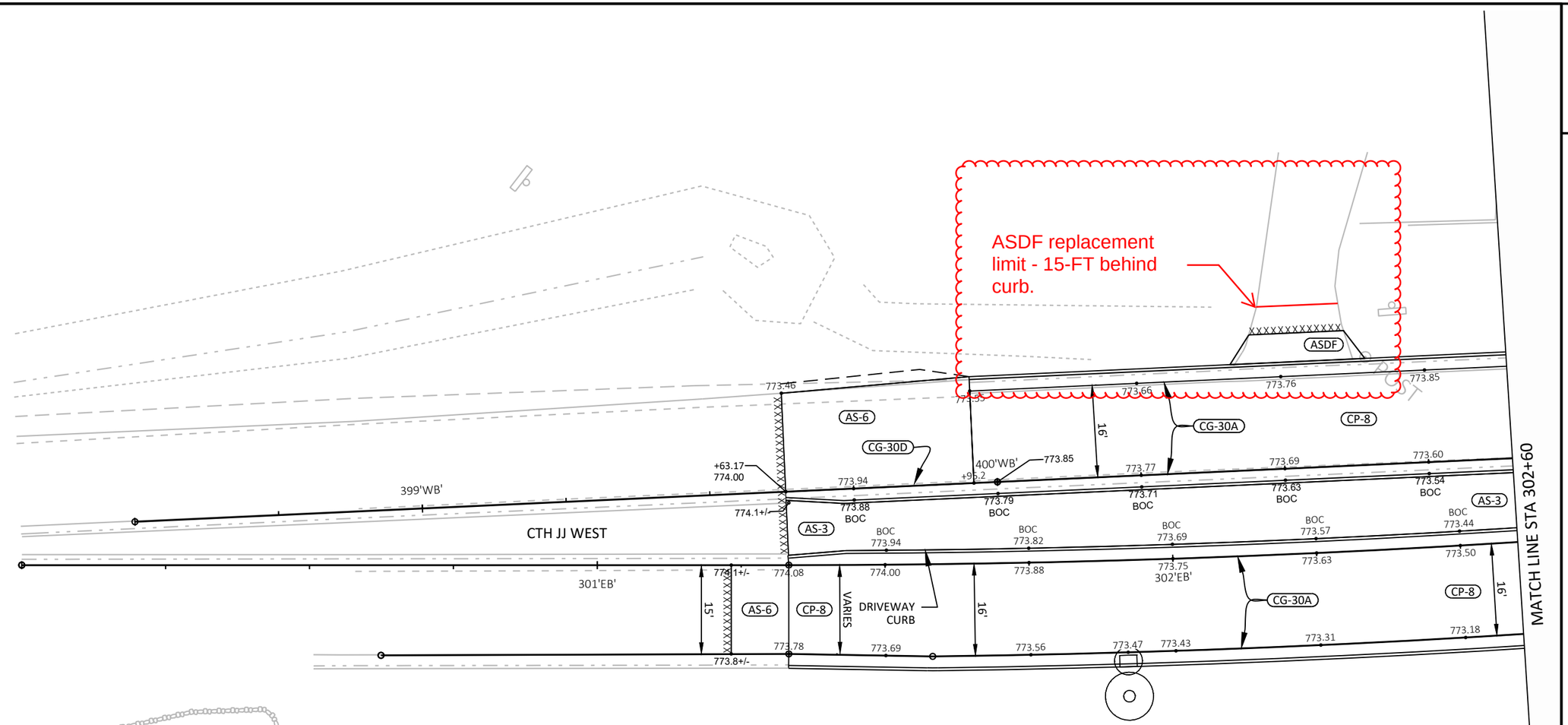
2



PIPE UNDERDRAIN DETAIL

LOCATED AT PROFILE LOW POINTS: SEE PLAN

2



PAVING DETAIL LEGEND

AS-3	ASPHALTIC SURFACE 3-INCH
AS-6	ASPHALTIC SURFACE 6-INCH
ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CABC-6	6-INCH 3/4-INCH BASE AGGREGATE
CD-6	CONCRETE DRIVEWAY 6-INCH
CG-18A	CONCRETE CURB AND GUTTER 18-INCH TYPE A
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG-30D	CONCRETE CURB AND GUTTER 30-INCH TYPE D
CG-36R4	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R
CMSN1	CONCRETE MEDIAN SLOPE NOSE TYPE 1
CMSN2	CONCRETE MEDIAN SLOPE NOSE TYPE 2
CP-8	CONCRETE PAVEMENT 8-INCH
CP-8C	CONCRETE PAVEMENT 8-INCH COLORED
CCP	CONCRETE CURB PEDESTRIAN
CPTA-12	CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
CS-4	CONCRETE SIDEWALK 4-INCH
CS-6	CONCRETE SIDEWALK 6-INCH
DWF-Y	DETECTABLE WARNING FIELD YELLOW

PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	PAVING DETAILS - CTH JJ WEST	SHEET 11	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-021200-PD.DWG
LAYOUT NAME - 4264738-021201-pd

PLOT DATE : 3/15/2022 6:25 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

MATCH LINE STA 302+60

<-- CTH JJ

CTH JJ WEST

END DRIVEWAY CURB. FULL CURB TO DRIVEWAY CURB HEAD

DRIVEWAY CURB

DRIVEWAY CURB

10' TRANS

ASDF

CG-30A

CG-36R4

CG-18A

CMSN1

CMSN2

CP-8

CCP

CPTA-12

CS-4

CS-6

AS-3

DWF-Y

16' MIN VARIES

R5'

R4'

R10'

R66'

R53'

R70'

R46'

R50'

PAVING DETAIL LEGEND

AS-3	ASPHALTIC SURFACE 3-INCH
AS-6	ASPHALTIC SURFACE 6-INCH
ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CABC-6	6-INCH 3/4-INCH BASE AGGREGATE
CD-6	CONCRETE DRIVEWAY 6-INCH
CG-18A	CONCRETE CURB AND GUTTER 18-INCH TYPE A
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG-30D	CONCRETE CURB AND GUTTER 30-INCH TYPE D
CG-36R4	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R
CMSN1	CONCRETE MEDIAN SLOPE NOSE TYPE 1
CMSN2	CONCRETE MEDIAN SLOPE NOSE TYPE 2
CP-8	CONCRETE PAVEMENT 8-INCH
CP-8C	CONCRETE PAVEMENT 8-INCH COLORED
CCP	CONCRETE CURB PEDESTRIAN
CPTA-12	CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
CS-4	CONCRETE SIDEWALK 4-INCH
CS-6	CONCRETE SIDEWALK 6-INCH
DWF-Y	DETECTABLE WARNING FIELD YELLOW

PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	PAVING DETAILS - CTH JJ WEST	SHEET 12 E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-021200-PD.DWG
LAYOUT NAME - 4264738-021202-pd

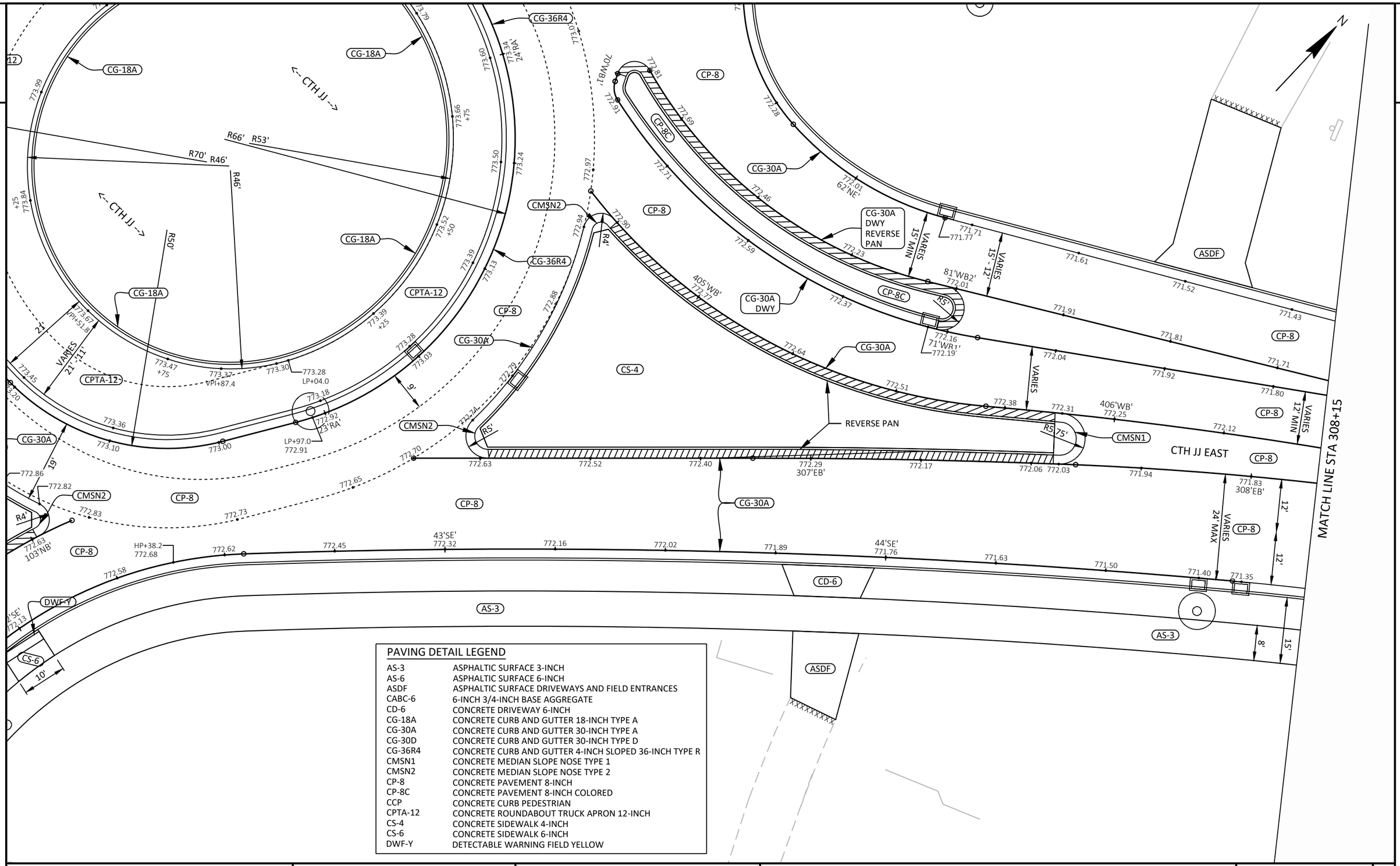
PLOT DATE : 3/15/2022 6:54 AM

PLOT BY : ANDY WESTBROOK

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

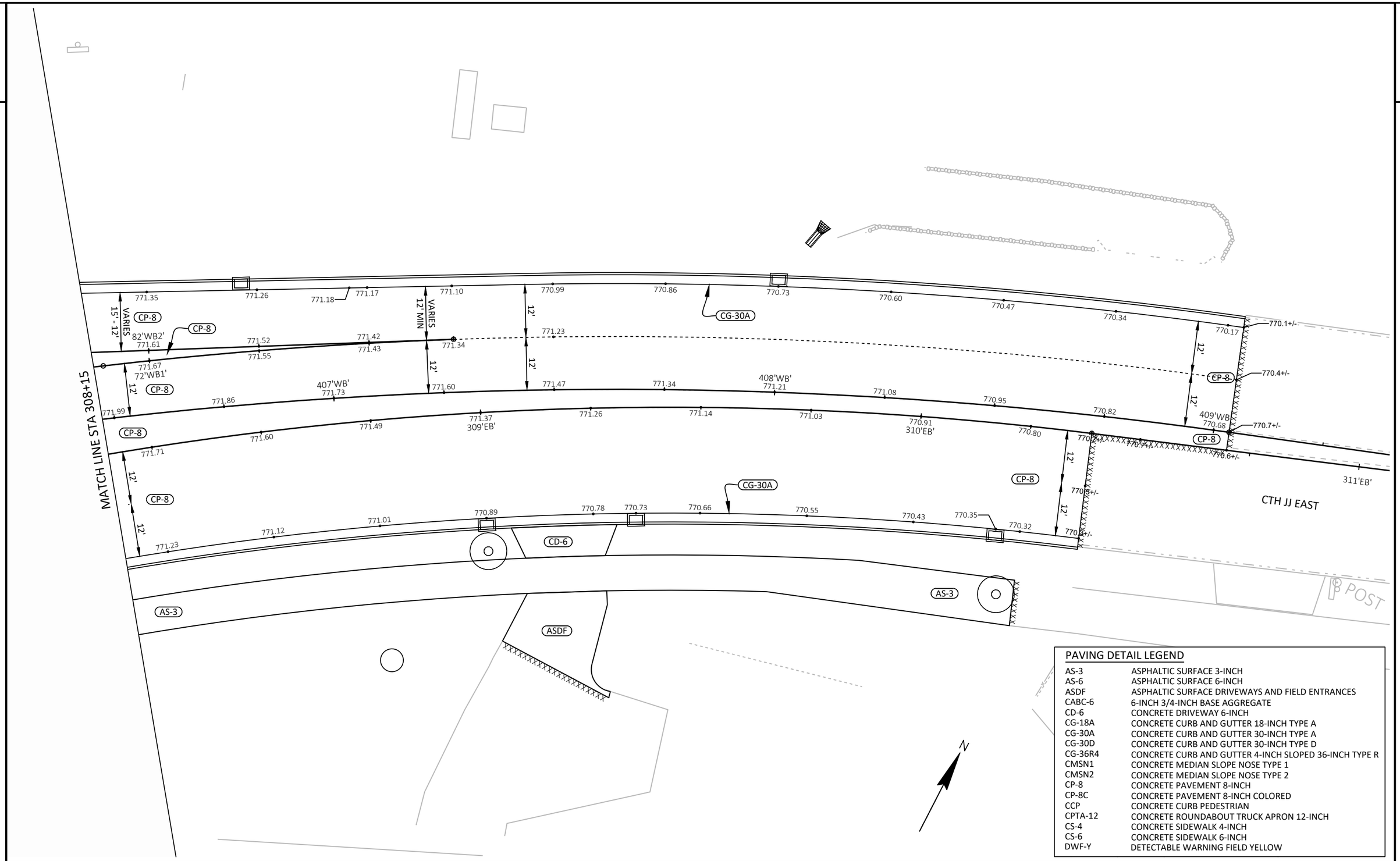


PAVING DETAIL LEGEND

AS-3	ASPHALTIC SURFACE 3-INCH
AS-6	ASPHALTIC SURFACE 6-INCH
ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CABC-6	6-INCH 3/4-INCH BASE AGGREGATE
CD-6	CONCRETE DRIVEWAY 6-INCH
CG-18A	CONCRETE CURB AND GUTTER 18-INCH TYPE A
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG-30D	CONCRETE CURB AND GUTTER 30-INCH TYPE D
CG-36R4	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R
CMSN1	CONCRETE MEDIAN SLOPE NOSE TYPE 1
CMSN2	CONCRETE MEDIAN SLOPE NOSE TYPE 2
CP-8	CONCRETE PAVEMENT 8-INCH
CP-8C	CONCRETE PAVEMENT 8-INCH COLORED
CCP	CONCRETE CURB PEDESTRIAN
CPTA-12	CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
CS-4	CONCRETE SIDEWALK 4-INCH
CS-6	CONCRETE SIDEWALK 6-INCH
DWF-Y	DETECTABLE WARNING FIELD YELLOW

PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	PAVING DETAILS - CTH JJ EAST	SHEET 13 E

2



PAVING DETAIL LEGEND

AS-3	ASPHALTIC SURFACE 3-INCH
AS-6	ASPHALTIC SURFACE 6-INCH
ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CABC-6	6-INCH 3/4-INCH BASE AGGREGATE
CD-6	CONCRETE DRIVEWAY 6-INCH
CG-18A	CONCRETE CURB AND GUTTER 18-INCH TYPE A
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG-30D	CONCRETE CURB AND GUTTER 30-INCH TYPE D
CG-36R4	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R
CMSN1	CONCRETE MEDIAN SLOPE NOSE TYPE 1
CMSN2	CONCRETE MEDIAN SLOPE NOSE TYPE 2
CP-8	CONCRETE PAVEMENT 8-INCH
CP-8C	CONCRETE PAVEMENT 8-INCH COLORED
CCP	CONCRETE CURB PEDESTRIAN
CPTA-12	CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
CS-4	CONCRETE SIDEWALK 4-INCH
CS-6	CONCRETE SIDEWALK 6-INCH
DWF-Y	DETECTABLE WARNING FIELD YELLOW

PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	PAVING DETAILS - CTH JJ EAST	SHEET 14	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-021200-PD.DWG
LAYOUT NAME - 4264738-021206-pd

PLOT DATE : 3/15/2022 6:55 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

PENDLETON RD

WEST CECIL ST

<-- CTH JJ -->

PAVING DETAIL LEGEND

AS-3	ASPHALTIC SURFACE 3-INCH
AS-6	ASPHALTIC SURFACE 6-INCH
ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CABC-6	6-INCH 3/4-INCH BASE AGGREGATE
CD-6	CONCRETE DRIVEWAY 6-INCH
CG-18A	CONCRETE CURB AND GUTTER 18-INCH TYPE A
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG-30D	CONCRETE CURB AND GUTTER 30-INCH TYPE D
CG-36R4	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R
CMSN1	CONCRETE MEDIAN SLOPE NOSE TYPE 1
CMSN2	CONCRETE MEDIAN SLOPE NOSE TYPE 2
CP-8	CONCRETE PAVEMENT 8-INCH
CP-8C	CONCRETE PAVEMENT 8-INCH COLORED
CCP	CONCRETE CURB PEDESTRIAN
CPTA-12	CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
CS-4	CONCRETE SIDEWALK 4-INCH
CS-6	CONCRETE SIDEWALK 6-INCH
DWF-Y	DETECTABLE WARNING FIELD YELLOW

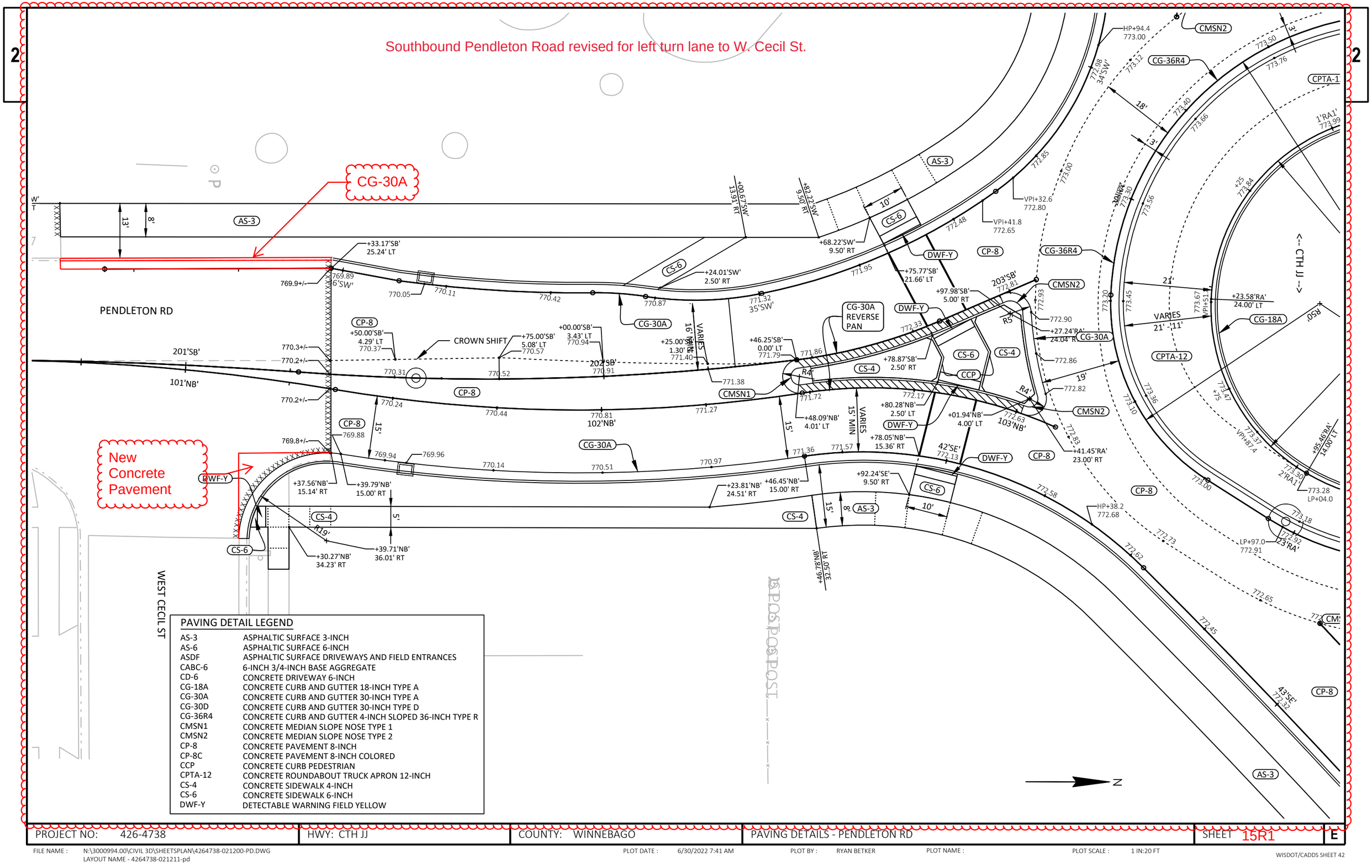
PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	PAVING DETAILS - PENDLETON RD	SHEET 15 E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-021200-PD.DWG
LAYOUT NAME - 4264738-021211-pd

PLOT DATE : 3/15/2022 6:55 AM | PLOT BY : ANDY WESTBROOK | PLOT NAME : | PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

Southbound Pendleton Road revised for left turn lane to W. Cecil St.



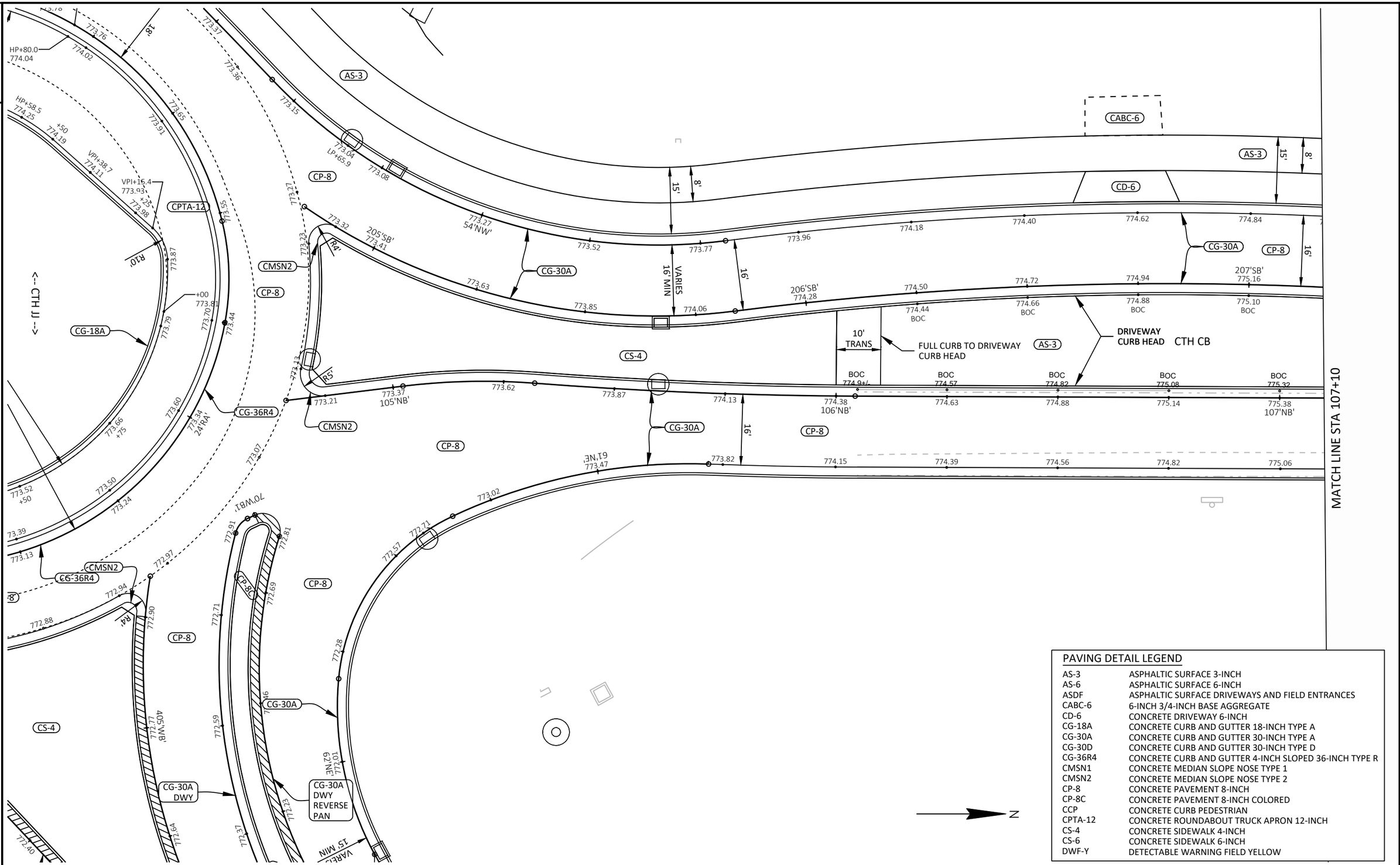
PAVING DETAIL LEGEND

AS-3	ASPHALTIC SURFACE 3-INCH
AS-6	ASPHALTIC SURFACE 6-INCH
ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CABC-6	6-INCH 3/4-INCH BASE AGGREGATE
CD-6	CONCRETE DRIVEWAY 6-INCH
CG-18A	CONCRETE CURB AND GUTTER 18-INCH TYPE A
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG-30D	CONCRETE CURB AND GUTTER 30-INCH TYPE D
CG-36R4	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R
CMSN1	CONCRETE MEDIAN SLOPE NOSE TYPE 1
CMSN2	CONCRETE MEDIAN SLOPE NOSE TYPE 2
CP-8	CONCRETE PAVEMENT 8-INCH
CP-8C	CONCRETE PAVEMENT 8-INCH COLORED
CCP	CONCRETE CURB PEDESTRIAN
CPTA-12	CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
CS-4	CONCRETE SIDEWALK 4-INCH
CS-6	CONCRETE SIDEWALK 6-INCH
DWF-Y	DETECTABLE WARNING FIELD YELLOW

PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	PAVING DETAILS - PENDLETON RD	SHEET 15R1	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-021200-PD.DWG
LAYOUT NAME - 4264738-021211-pd
PLOT DATE : 6/30/2022 7:41 AM PLOT BY : RYAN BETKER PLOT NAME : PLOT SCALE : 1 IN:20 FT

2



PAVING DETAIL LEGEND

AS-3	ASPHALTIC SURFACE 3-INCH
AS-6	ASPHALTIC SURFACE 6-INCH
ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CABC-6	6-INCH 3/4-INCH BASE AGGREGATE
CD-6	CONCRETE DRIVEWAY 6-INCH
CG-18A	CONCRETE CURB AND GUTTER 18-INCH TYPE A
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG-30D	CONCRETE CURB AND GUTTER 30-INCH TYPE D
CG-36R4	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R
CMSN1	CONCRETE MEDIAN SLOPE NOSE TYPE 1
CMSN2	CONCRETE MEDIAN SLOPE NOSE TYPE 2
CP-8	CONCRETE PAVEMENT 8-INCH
CP-8C	CONCRETE PAVEMENT 8-INCH COLORED
CCP	CONCRETE CURB PEDESTRIAN
CPTA-12	CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
CS-4	CONCRETE SIDEWALK 4-INCH
CS-6	CONCRETE SIDEWALK 6-INCH
DWF-Y	DETECTABLE WARNING FIELD YELLOW

PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	PAVING DETAILS - CTH CB	SHEET 16	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-021200-PD.DWG
LAYOUT NAME - 4264738-021215-pd
PLOT DATE : 3/15/2022 6:55 AM
PLOT BY : ANDY WESTBROOK
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

2

Removed asphalt and curb & gutter to prevent replacing half of driveway.

Additional asphalt and curb & gutter replaced.

Replaced Curb & Gutter - 18-Inch

Replaced Curb & Gutter - 18-Inch

As-Built Concrete Pavement 8-Inch and Curb & Gutter 30-Inch Type D Limit: Station 108+50

Asphaltic Surface. No Curb & Gutter 30-Inch Type D

Field adjusted sawcut limit: Station 109 NB+37 Station 209 SB +44

MATCH LINE STA 107+10

AS-3 15' 8' CABC-6 CD-6 CP-8 16' VARIES 8' VARIES AS-3

74.99 775.05 775.27 775.49 775.71 775.93 776.02 776.1+/- 776.3+/- 776.3+/- 776.3+/-

775.37 775.59 775.81 775.31 BOC 775.53 BOC 775.75 BOC 208'SB' 776.03 776.25 775.97 BOC 776.19 BOC 776.39 BOC

CG-30A 16' VPI+46.8 776.44 776.45 CP-8 AS-6 776.58 776.62 776.2+/- 209'SB'

AS-3 10' TRANS AS-3 10 FT TRANSITION CURB AND GUTTER 30-INCH TO 18 INCH CTH CB AS-3

BOC 775.58 775.64 BOC 775.83 775.89 BOC 776.08 776.14 BOC 776.22 776.28 108'NB' BOC 776.33 776.39 BOC 776.45 776.51 BOC 776.46 776.62 BOC 776.3+/- 776.67+/- 109'NB' 110'NB'

CP-8 AS-6

775.20 775.32 775.57 775.82 775.96 776.07 776.19 776.29 776.3+/-

POST

PAVING DETAIL LEGEND

AS-3	ASPHALTIC SURFACE 3-INCH
AS-6	ASPHALTIC SURFACE 6-INCH
ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CABC-6	6-INCH 3/4-INCH BASE AGGREGATE
CD-6	CONCRETE DRIVEWAY 6-INCH
CG-18A	CONCRETE CURB AND GUTTER 18-INCH TYPE A
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG-30D	CONCRETE CURB AND GUTTER 30-INCH TYPE D
CG-36R4	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R
CMSN1	CONCRETE MEDIAN SLOPE NOSE TYPE 1
CMSN2	CONCRETE MEDIAN SLOPE NOSE TYPE 2
CP-8	CONCRETE PAVEMENT 8-INCH
CP-8C	CONCRETE PAVEMENT 8-INCH COLORED
CCP	CONCRETE CURB PEDESTRIAN
CPTA-12	CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
CS-4	CONCRETE SIDEWALK 4-INCH
CS-6	CONCRETE SIDEWALK 6-INCH
DWF-Y	DETECTABLE WARNING FIELD YELLOW

PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	PAVING DETAILS - CTH CB	SHEET 17	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-021200-PD.DWG
LAYOUT NAME - 4264738-021216-pd

PLOT DATE : 3/15/2022 6:55 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:20 FT

CTH JJ WEST EB						
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
101	773.33	304+26.23	-26.05' LT	529,225.31	801,532.55	SW
102	772.98	304+24.77	-2.50' LT	529,201.81	801,534.88	SW
103	773.03	304+24.58	0.00'	529,199.32	801,535.12	FLAG
104	772.68	304+23.08	17.04' RT	529,182.30	801,536.81	FLAG
105	772.62	304+22.82	19.54' RT	529,179.80	801,537.06	SW
106	773.06	304+22.02	26.54' RT	529,172.81	801,537.75	SW
107	773.18	304+09.33	26.50' RT	529,170.42	801,528.03	SW
108	773.28	304+09.25	34.50' RT	529,162.75	801,530.31	SW
109	773.19	304+22.00	34.54' RT	529,164.96	801,539.29	SW
110	773.26	304+34.75	34.53' RT	529,166.31	801,548.45	SW
111	773.51	304+47.50	34.46' RT	529,166.78	801,557.69	SW
112	773.34	304+47.39	26.46' RT	529,174.78	801,557.66	SW
113	773.14	304+34.71	26.53' RT	529,174.27	801,547.66	SW
114	772.70	304+34.67	19.53' RT	529,181.23	801,546.97	SW
115	772.76	304+34.66	17.03' RT	529,183.72	801,546.72	FLAG
116	773.07	304+34.59	0.00'	529,200.67	801,545.04	FLAG
117	773.02	304+34.58	-2.50' LT	529,203.16	801,544.79	SW
118	773.43	304+34.51	-29.52' LT	529,230.04	801,542.13	SW

ROUNDABOUT

304'EB'+50

304'EB'+25

CTH JJ WEST

CURB RAMP TYPE 5

CURB RAMP TYPE 7B

CS-4 CG-30A CCP DWF-Y CP-8 AS-3

0.9% 1.5% 0.4% 1.3% 2.1% 2.0% 2.7% 6.3% 1.5% 0.8% 1.6% 1.2% 0.6%

118 773.43 117 773.02 116 773.07 101 773.33 102 772.98 103 773.03 112 773.34 111 773.51 114 772.70 115 772.76 113 773.14 110 773.26 109 773.19 104 772.68 105 772.62 106 773.06 108 773.28 107 773.18

CURB RAMP DETAIL LEGEND

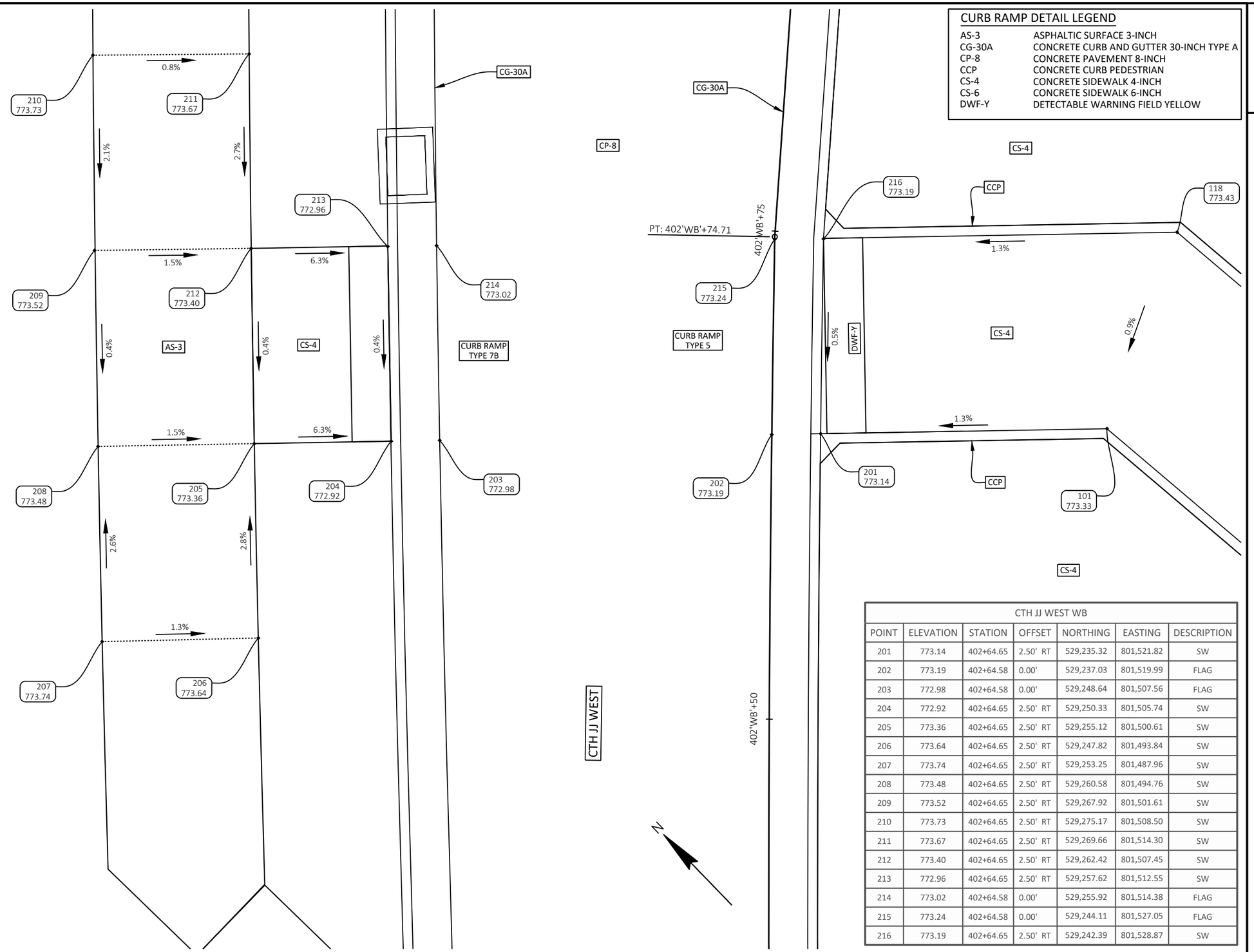
AS-3	ASPHALTIC SURFACE 3-INCH
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CP-8	CONCRETE PAVEMENT 8-INCH
CCP	CONCRETE CURB PEDESTRIAN
CS-4	CONCRETE SIDEWALK 4-INCH
CS-6	CONCRETE SIDEWALK 6-INCH
DWF-Y	DETECTABLE WARNING FIELD YELLOW

N

PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	CURB RAMP DETAILS - CTH JJ WEST	SHEET 18	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-021300-CR.DWG
LAYOUT NAME - 4264738-021301-cr

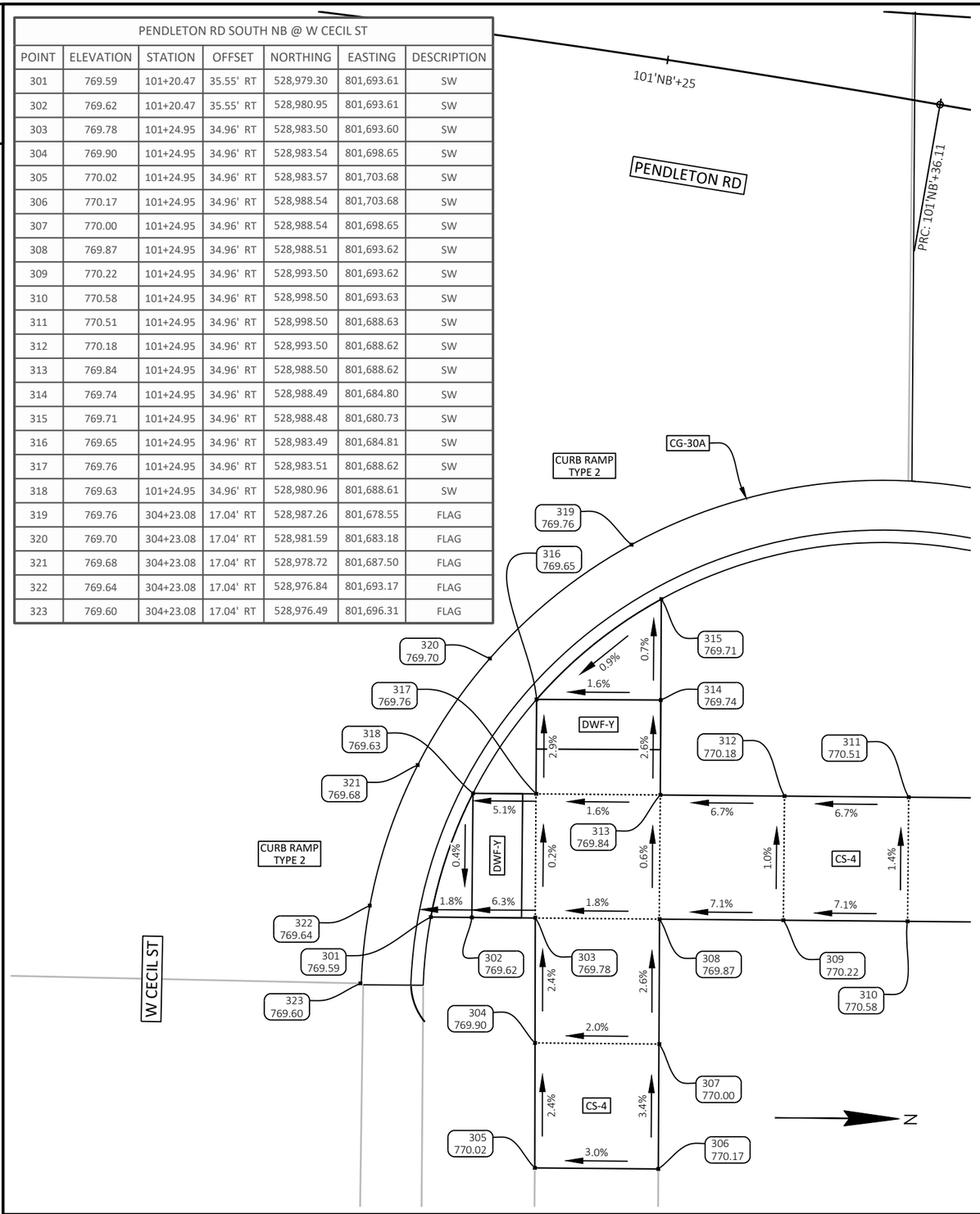
PLOT DATE : 12/2/2021 2:17 PM PLOT BY : CRAIG KNUTH PLOT NAME : PLOT SCALE : 1 IN:5 FT

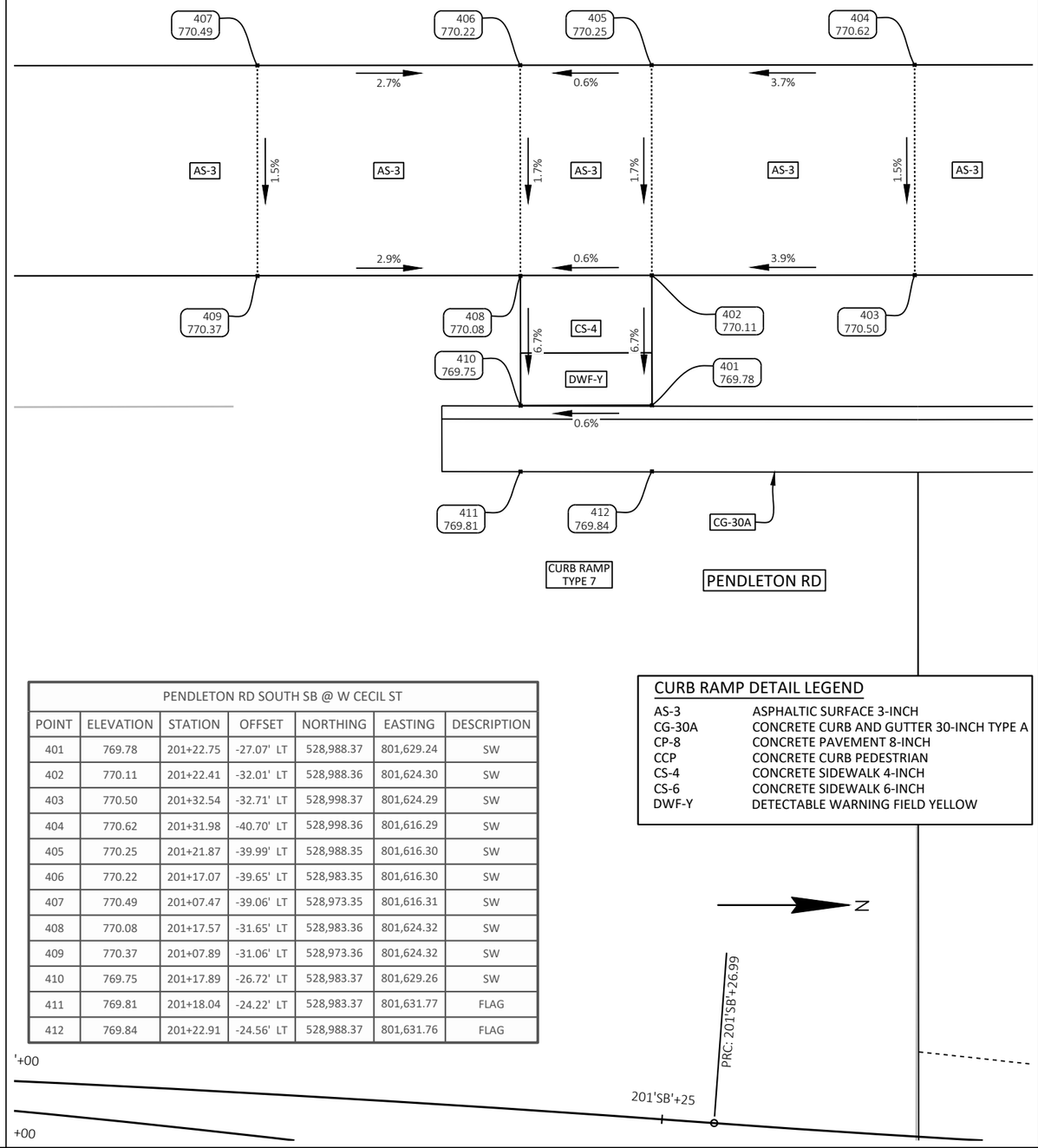


CTH JJ WEST WB						
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
201	773.14	402+64.65	2.50' RT	529,235.32	801,521.82	SW
202	773.19	402+64.58	0.00'	529,237.03	801,519.99	FLAG
203	772.98	402+64.58	0.00'	529,248.64	801,507.56	FLAG
204	772.92	402+64.65	2.50' RT	529,250.33	801,505.74	SW
205	773.36	402+64.65	2.50' RT	529,255.12	801,500.61	SW
206	773.64	402+64.65	2.50' RT	529,247.82	801,493.84	SW
207	773.74	402+64.65	2.50' RT	529,253.25	801,487.96	SW
208	773.48	402+64.65	2.50' RT	529,260.58	801,494.76	SW
209	773.52	402+64.65	2.50' RT	529,267.92	801,501.61	SW
210	773.73	402+64.65	2.50' RT	529,275.17	801,508.50	SW
211	773.67	402+64.65	2.50' RT	529,269.66	801,514.30	SW
212	773.40	402+64.65	2.50' RT	529,262.42	801,507.45	SW
213	772.96	402+64.65	2.50' RT	529,257.62	801,512.55	SW
214	773.02	402+64.58	0.00'	529,255.92	801,514.38	FLAG
215	773.24	402+64.58	0.00'	529,244.11	801,527.05	FLAG
216	773.19	402+64.65	2.50' RT	529,242.39	801,528.87	SW

PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	CURB RAMP DETAILS - CTH JJ WEST	SHEET 19	E

PENDLETON RD SOUTH NB @ W CECIL ST						
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
301	769.59	101+20.47	35.55' RT	528,979.30	801,693.61	SW
302	769.62	101+20.47	35.55' RT	528,980.95	801,693.61	SW
303	769.78	101+24.95	34.96' RT	528,983.50	801,693.60	SW
304	769.90	101+24.95	34.96' RT	528,983.54	801,698.65	SW
305	770.02	101+24.95	34.96' RT	528,983.57	801,703.68	SW
306	770.17	101+24.95	34.96' RT	528,988.54	801,703.68	SW
307	770.00	101+24.95	34.96' RT	528,988.54	801,698.65	SW
308	769.87	101+24.95	34.96' RT	528,988.51	801,693.62	SW
309	770.22	101+24.95	34.96' RT	528,993.50	801,693.62	SW
310	770.58	101+24.95	34.96' RT	528,998.50	801,693.63	SW
311	770.51	101+24.95	34.96' RT	528,998.50	801,688.63	SW
312	770.18	101+24.95	34.96' RT	528,993.50	801,688.62	SW
313	769.84	101+24.95	34.96' RT	528,988.50	801,688.62	SW
314	769.74	101+24.95	34.96' RT	528,988.49	801,684.80	SW
315	769.71	101+24.95	34.96' RT	528,988.48	801,680.73	SW
316	769.65	101+24.95	34.96' RT	528,983.49	801,684.81	SW
317	769.76	101+24.95	34.96' RT	528,983.51	801,688.62	SW
318	769.63	101+24.95	34.96' RT	528,980.96	801,688.61	SW
319	769.76	304+23.08	17.04' RT	528,987.26	801,678.55	FLAG
320	769.70	304+23.08	17.04' RT	528,981.59	801,683.18	FLAG
321	769.68	304+23.08	17.04' RT	528,978.72	801,687.50	FLAG
322	769.64	304+23.08	17.04' RT	528,976.84	801,693.17	FLAG
323	769.60	304+23.08	17.04' RT	528,976.49	801,696.31	FLAG





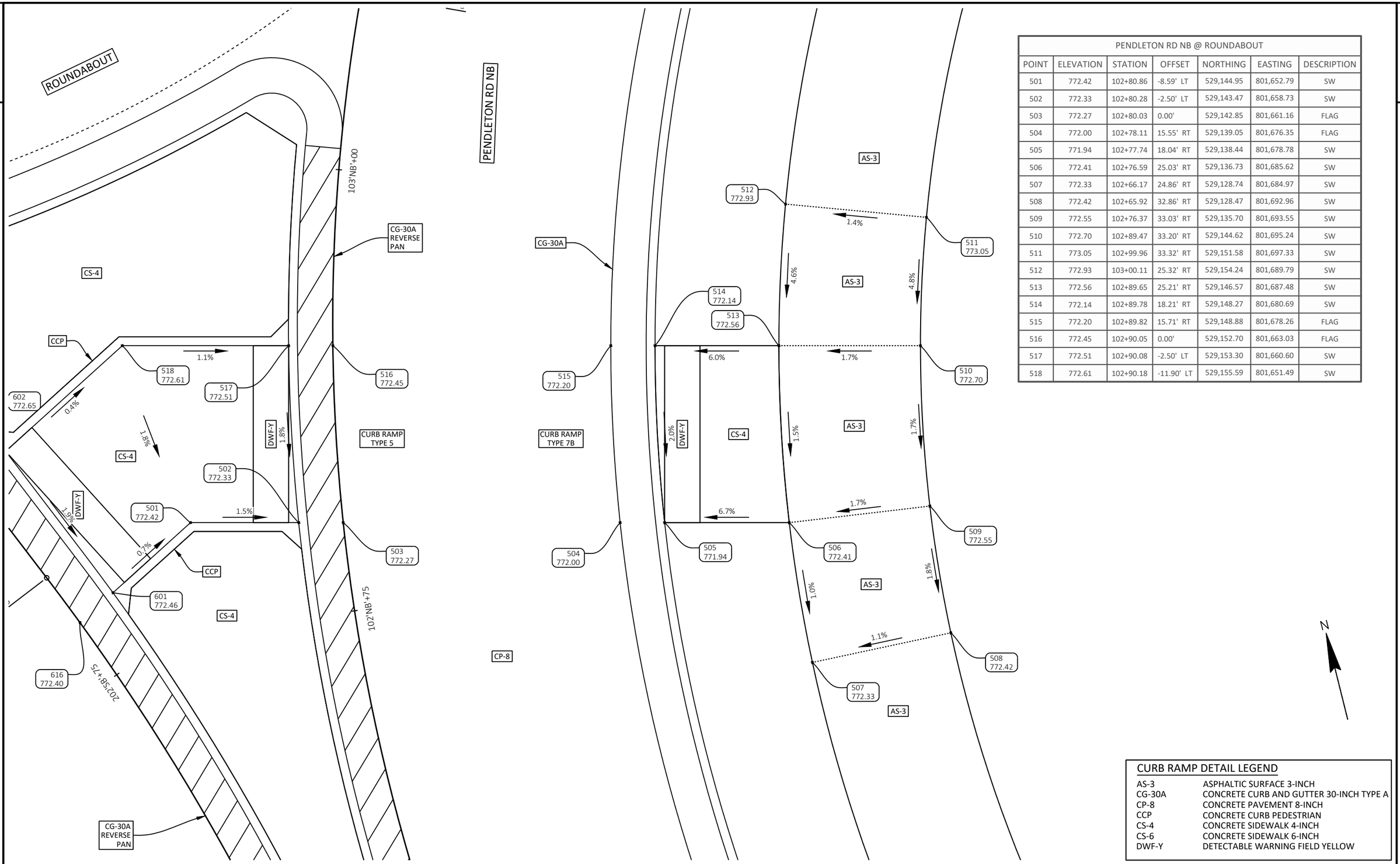
PENDLETON RD SOUTH SB @ W CECIL ST						
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
401	769.78	201+22.75	-27.07' LT	528,988.37	801,629.24	SW
402	770.11	201+22.41	-32.01' LT	528,988.36	801,624.30	SW
403	770.50	201+32.54	-32.71' LT	528,998.37	801,624.29	SW
404	770.62	201+31.98	-40.70' LT	528,998.36	801,616.29	SW
405	770.25	201+21.87	-39.99' LT	528,988.35	801,616.30	SW
406	770.22	201+17.07	-39.65' LT	528,983.35	801,616.30	SW
407	770.49	201+07.47	-39.06' LT	528,973.35	801,616.31	SW
408	770.08	201+17.57	-31.65' LT	528,983.36	801,624.32	SW
409	770.37	201+07.89	-31.06' LT	528,973.36	801,624.32	SW
410	769.75	201+17.89	-26.72' LT	528,983.37	801,629.26	SW
411	769.81	201+18.04	-24.22' LT	528,983.37	801,631.77	FLAG
412	769.84	201+22.91	-24.56' LT	528,988.37	801,631.76	FLAG

CURB RAMP DETAIL LEGEND

AS-3	ASPHALTIC SURFACE 3-INCH
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CP-8	CONCRETE PAVEMENT 8-INCH
CCP	CONCRETE CURB PEDESTRIAN
CS-4	CONCRETE SIDEWALK 4-INCH
CS-6	CONCRETE SIDEWALK 6-INCH
DWF-Y	DETECTABLE WARNING FIELD YELLOW

PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	CURB RAMP DETAILS - PENDLETON RD @ W CECIL ST	SHEET 20	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-021300-CR.DWG
LAYOUT NAME - 4264738-021303-cr
PLOT DATE : 12/2/2021 2:17 PM
PLOT BY : CRAIG KNUTH
PLOT NAME :
PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42



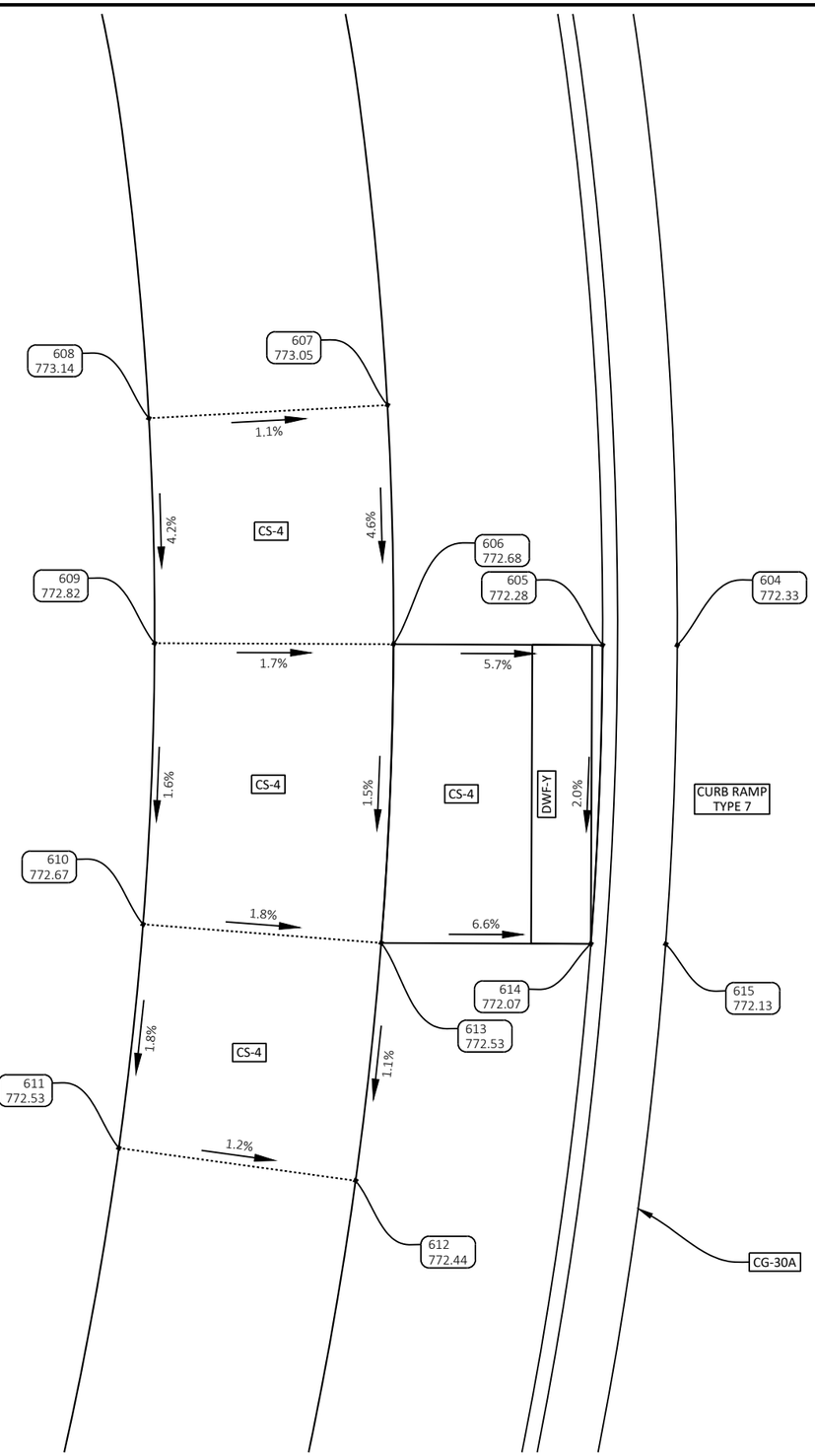
PENDLETON RD NB @ ROUNDABOUT						
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
501	772.42	102+80.86	-8.59' LT	529,144.95	801,652.79	SW
502	772.33	102+80.28	-2.50' LT	529,143.47	801,658.73	SW
503	772.27	102+80.03	0.00'	529,142.85	801,661.16	FLAG
504	772.00	102+78.11	15.55' RT	529,139.05	801,676.35	FLAG
505	771.94	102+77.74	18.04' RT	529,138.44	801,678.78	SW
506	772.41	102+76.59	25.03' RT	529,136.73	801,685.62	SW
507	772.33	102+66.17	24.86' RT	529,128.74	801,684.97	SW
508	772.42	102+65.92	32.86' RT	529,128.47	801,692.96	SW
509	772.55	102+76.37	33.03' RT	529,135.70	801,693.55	SW
510	772.70	102+89.47	33.20' RT	529,144.62	801,695.24	SW
511	773.05	102+99.96	33.32' RT	529,151.58	801,697.33	SW
512	772.93	103+00.11	25.32' RT	529,154.24	801,689.79	SW
513	772.56	102+89.65	25.21' RT	529,146.57	801,687.48	SW
514	772.14	102+89.78	18.21' RT	529,148.27	801,680.69	SW
515	772.20	102+89.82	15.71' RT	529,148.88	801,678.26	FLAG
516	772.45	102+90.05	0.00'	529,152.70	801,663.03	FLAG
517	772.51	102+90.08	-2.50' LT	529,153.30	801,660.60	SW
518	772.61	102+90.18	-11.90' LT	529,155.59	801,651.49	SW

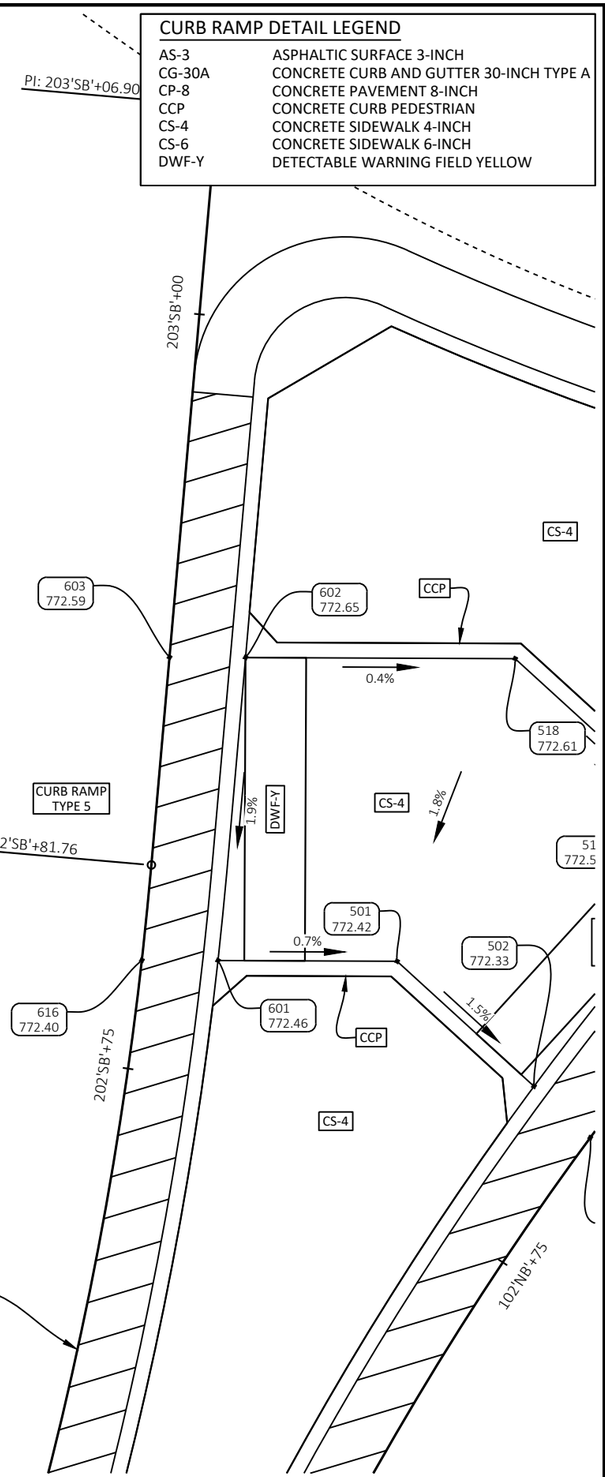
CURB RAMP DETAIL LEGEND

AS-3	ASPHALTIC SURFACE 3-INCH
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CP-8	CONCRETE PAVEMENT 8-INCH
CCP	CONCRETE CURB PEDESTRIAN
CS-4	CONCRETE SIDEWALK 4-INCH
CS-6	CONCRETE SIDEWALK 6-INCH
DWF-Y	DETECTABLE WARNING FIELD YELLOW

PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	CURB RAMP DETAILS - PENDLETON RD @ ROUNDABOUT	SHEET 21	E

PENDLETON RD SB @ ROUNDABOUT						
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
601	772.46	102+80.86	-8.59' LT	529,142.17	801,647.58	SW
602	772.65	102+80.86	-8.59' LT	529,151.40	801,643.64	SW
603	772.59	102+80.03	0.00'	529,150.22	801,641.42	FLAG
604	772.33	102+80.03	0.00'	529,140.65	801,623.48	FLAG
605	772.28	102+80.86	-8.59' LT	529,139.47	801,621.28	SW
606	772.68	102+80.86	-8.59' LT	529,136.18	801,615.10	SW
607	773.05	102+80.86	-8.59' LT	529,143.13	801,611.13	SW
608	773.14	102+80.86	-8.59' LT	529,138.95	801,604.31	SW
609	772.82	102+80.86	-8.59' LT	529,132.41	801,608.04	SW
610	772.67	102+80.86	-8.59' LT	529,123.95	801,612.17	SW
611	772.53	102+80.86	-8.59' LT	529,116.97	801,615.01	SW
612	772.44	102+80.86	-8.59' LT	529,119.77	801,622.50	SW
613	772.53	102+80.86	-8.59' LT	529,127.18	801,619.48	SW
614	772.07	102+80.86	-8.59' LT	529,130.49	801,625.68	SW
615	772.13	102+80.03	0.00'	529,131.67	801,627.89	FLAG
616	772.40	102+80.03	0.00'	529,140.99	801,645.36	FLAG





PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	CURB RAMP DETAILS - PENDLETON RD @ ROUNDABOUT	SHEET 22	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-021300-CR.DWG
LAYOUT NAME - 4264738-021305-cr

PLOT DATE : 12/2/2021 2:17 PM PLOT BY : CRAIG KNUTH PLOT NAME : PLOT SCALE : 1 IN:5 FT

WISDOT/CADDS SHEET 42

2

2

CTH JJ WEST

399'WB'

400'WB'

401'WB'

402'WB'

403'WB'

301'EB'

302'EB'

303'EB'

304'EB'

<-- PENDLETON RD
CTH CB -->

<-- CTH JJ -->

206'SB'

205'SB'

105'NB'

405'WB'

203'SB'

103'NB'

202'SB'

102'NB'

24'RA

22'RA

23'RA

LEGEND

- SILT FENCE
- CULVERT PIPE CHECKS
- RIPRAP (SEE PLAN FOR SIZE)
- ROCK BAGS FOR SILT FENCE RELIEF
- SLOPE INTERCEPT
- INLET PROTECTION
- SURFACE WATER FLOW

NOTES

- ALL DISTURBED AREAS NOT SURFACED OR OTHERWISE SPECIFIED SHALL BE COVERED WITH EROSION MAT CLASS I, TYPE A, URBAN
- ADDITIONAL ROCK BAGS FOR SILT FENCE RELIEF REQUIRED. LOCATIONS TO BE DETERMINED AT TIME OF SILT FENCE INSTALLATION.

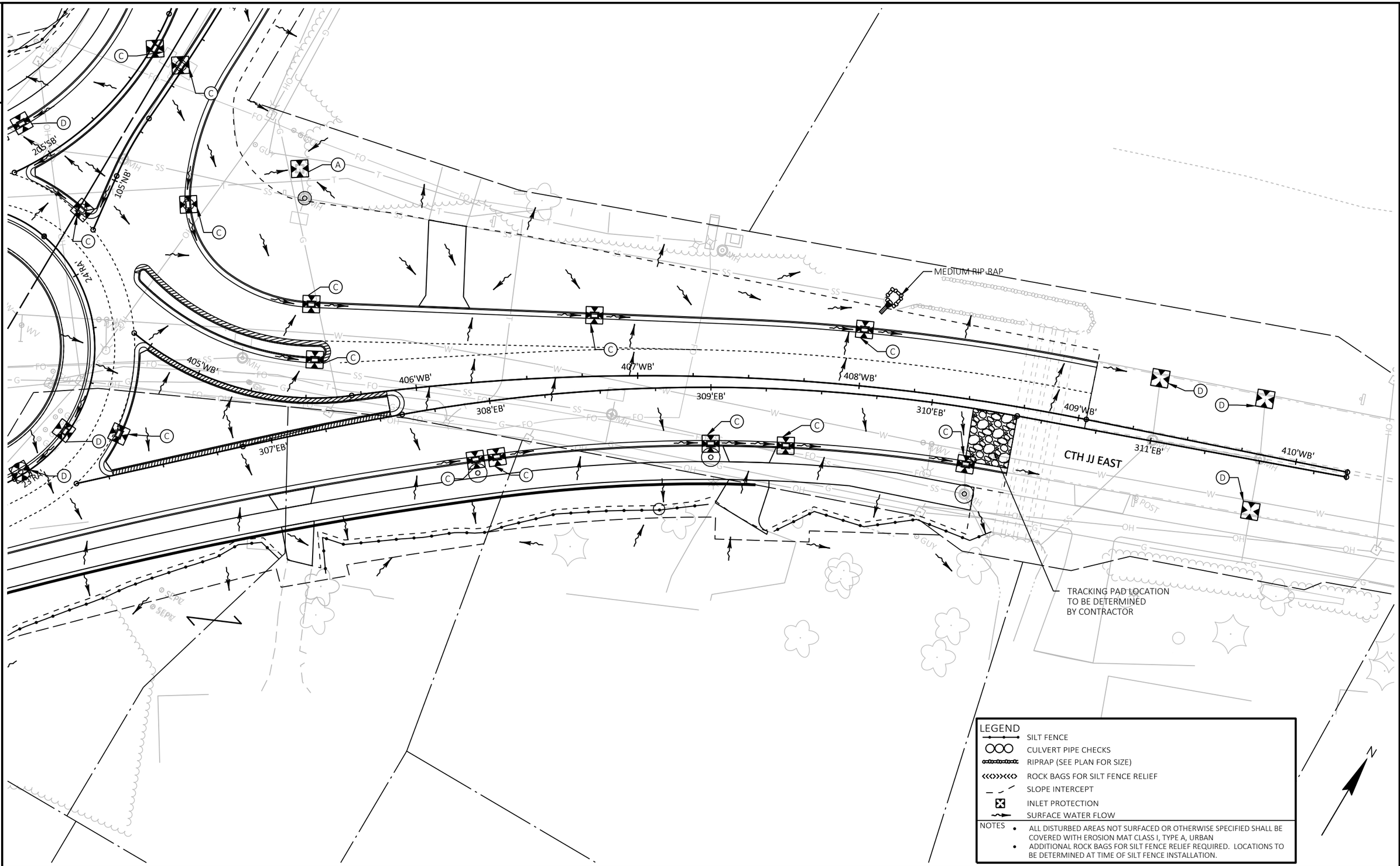
PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	EROSION CONTROL	SHEET 23	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-022000-EC.DWG
LAYOUT NAME - 4264738-022001-ec

PLOT DATE : 3/9/2022 1:34 PM PLOT BY : RYAN BETKER PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

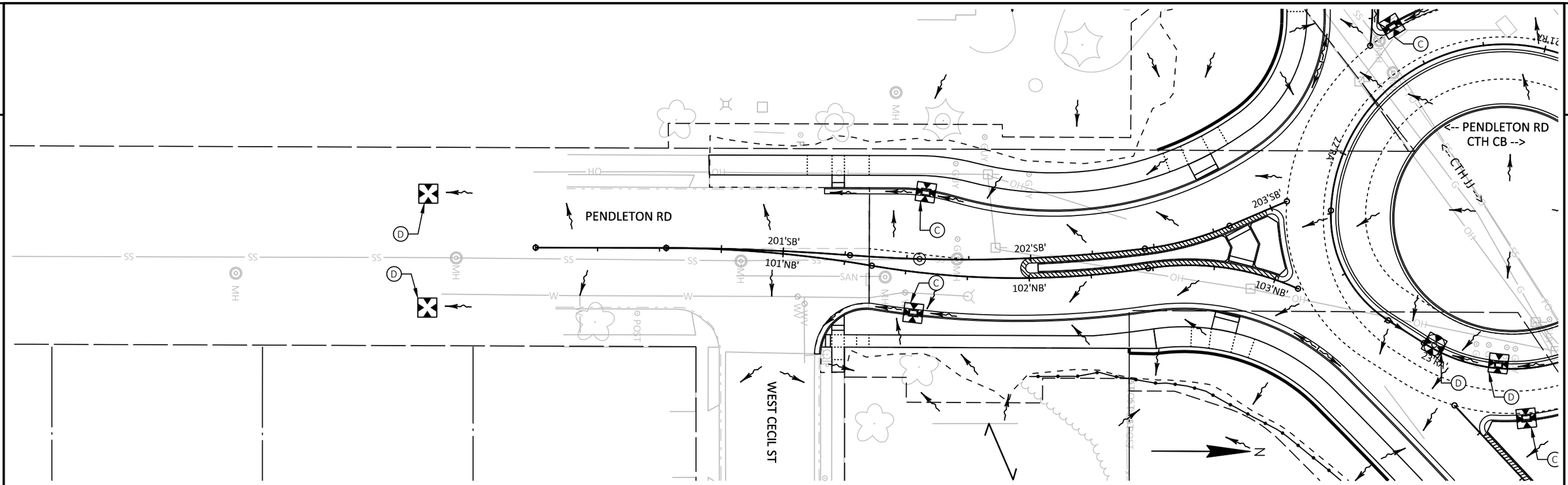


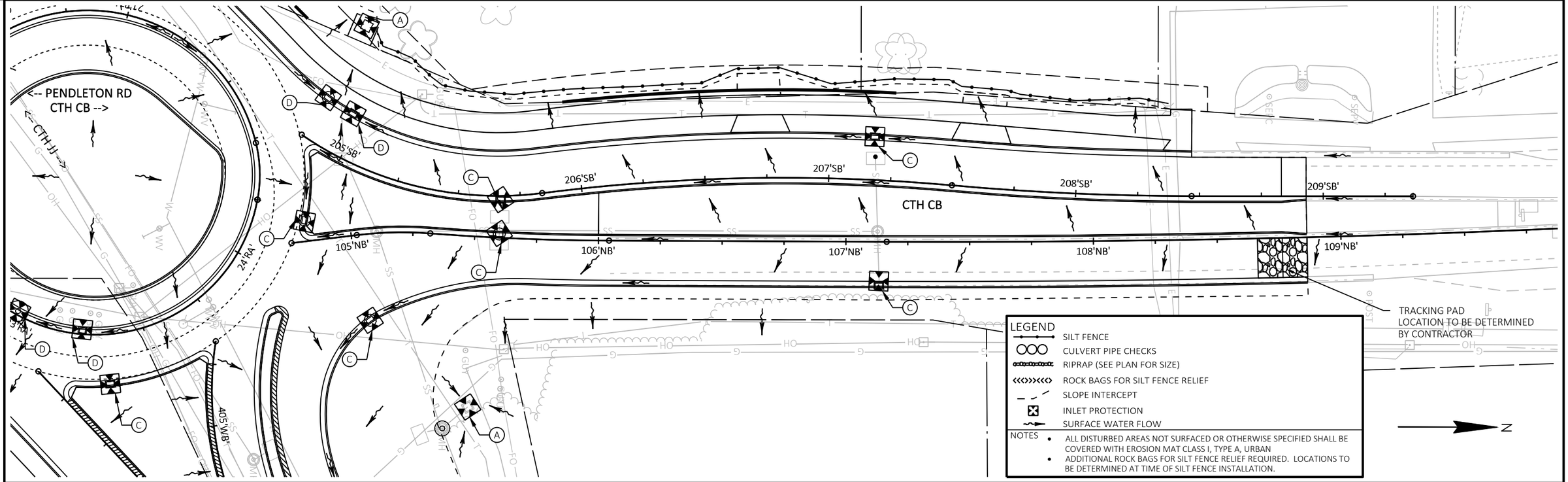
PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	EROSION CONTROL	SHEET 24	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-022000-EC.DWG
LAYOUT NAME - 4264738-022002-ec

PLOT DATE : 3/9/2022 1:34 PM PLOT BY : RYAN BETKER PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

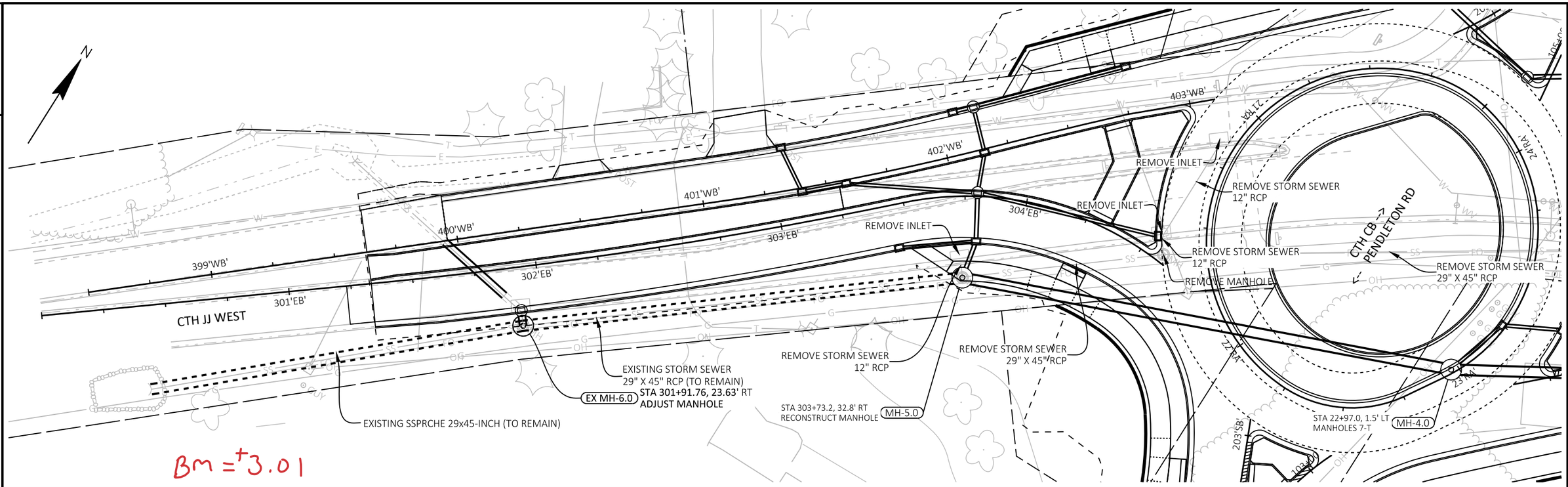




PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	EROSION CONTROL	SHEET 25	E

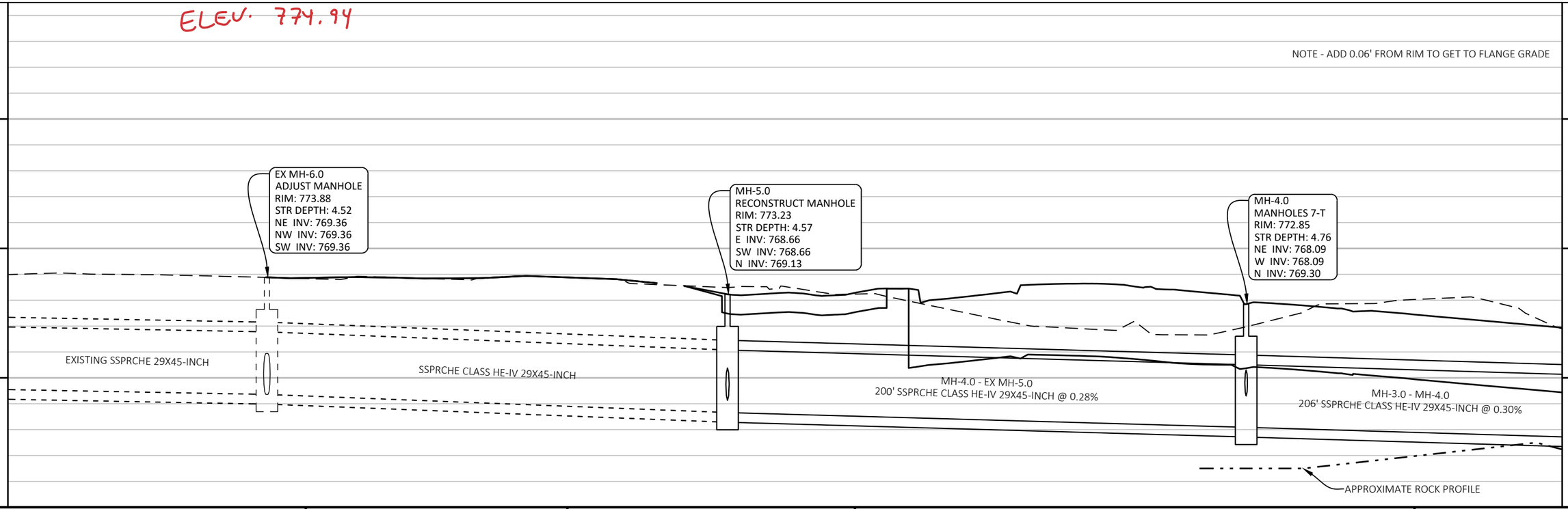
FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-022000-EC.DWG
LAYOUT NAME - 4264738-022003-ec

PLOT DATE : 3/9/2022 1:34 PM PLOT BY : RYAN BETKER PLOT NAME : PLOT SCALE : 1 IN:40 FT



Bm = +3.01
ELEV. 774.94

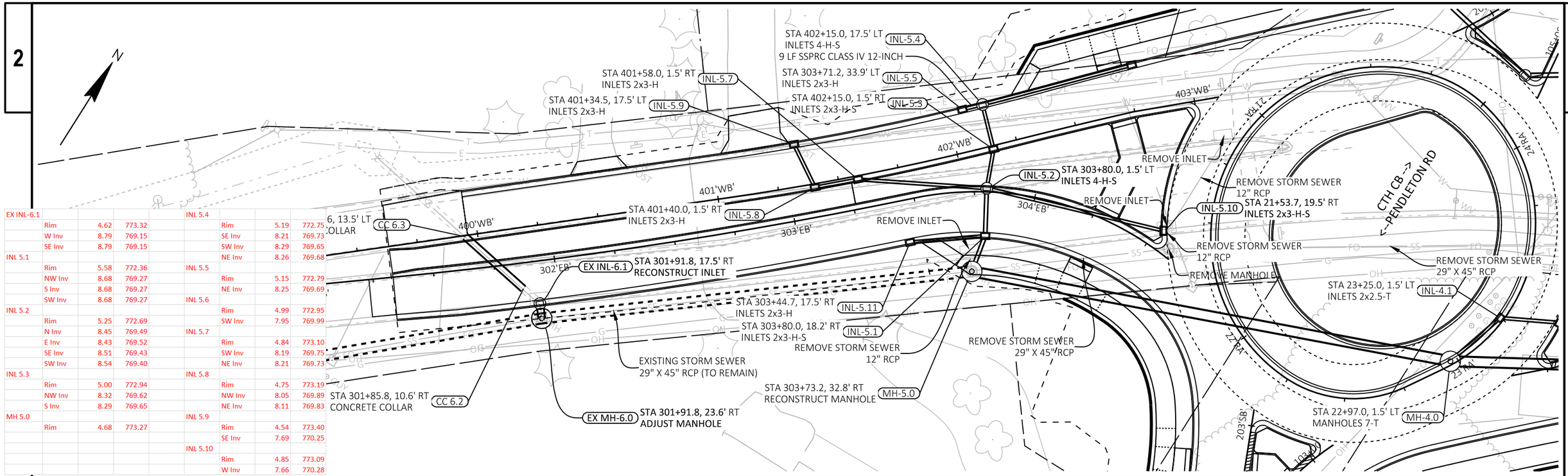
NOTE - ADD 0.06' FROM RIM TO GET TO FLANGE GRADE



PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	STORM SEWER	SHEET 26	E

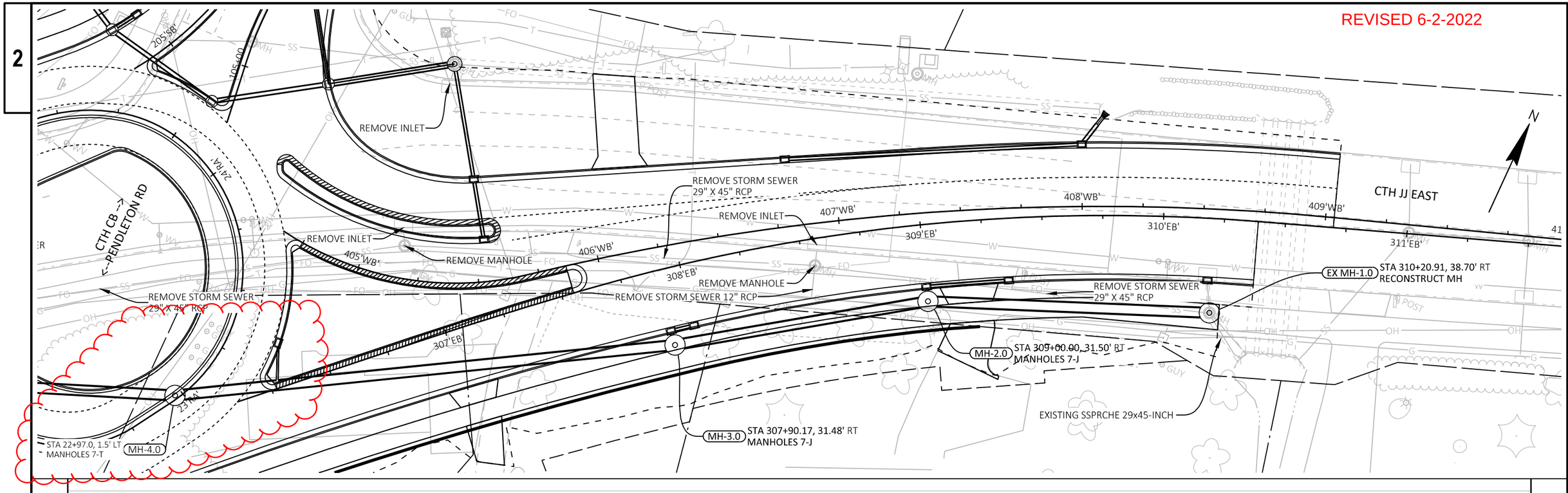
FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-022500-SS.DWG
LAYOUT NAME - 4264738-022501-ss
PLOT DATE : 3/7/2022 4:04 PM
PLOT BY : RYAN BETKER
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

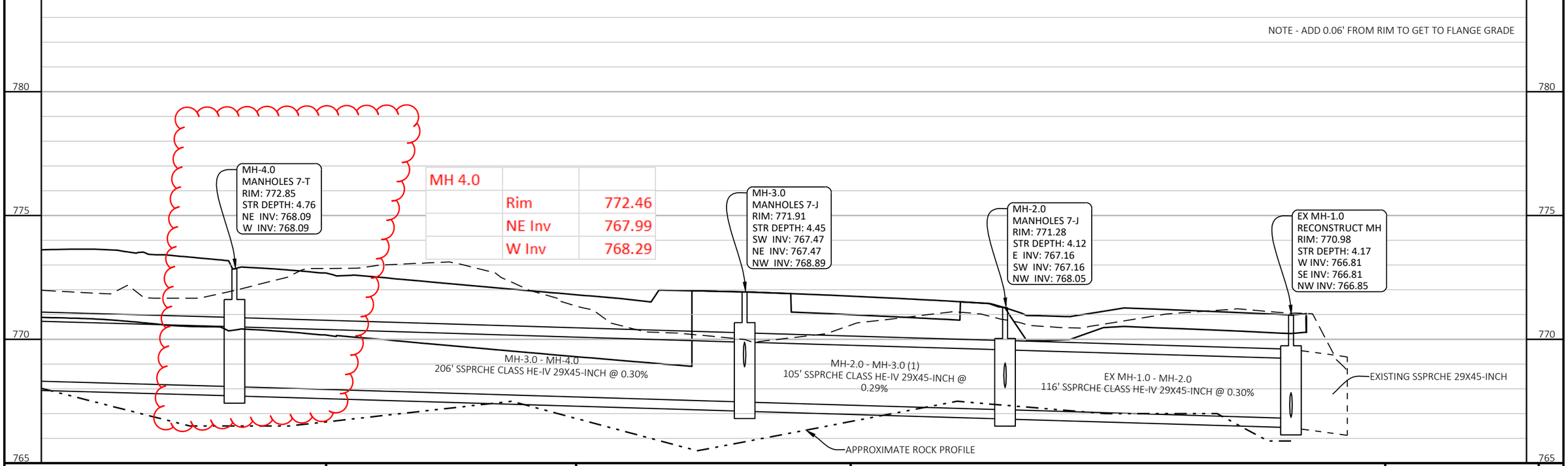
EX INL-6.1				INL 5.4			
	Rim	4.62	773.32		Rim	5.19	772.75
	W Inv	8.79	769.15		SE Inv	8.21	769.73
	SE Inv	8.79	769.15		SW Inv	8.29	769.65
INL 5.1					NE Inv	8.26	769.68
	Rim	5.58	772.36	INL 5.5			
	NW Inv	8.68	769.27		Rim	5.15	772.79
	S Inv	8.68	769.27		NE Inv	8.25	769.69
	SW Inv	8.68	769.27	INL 5.6			
INL 5.2					Rim	4.99	772.95
	Rim	5.25	772.69		SW Inv	7.95	769.99
	N Inv	8.45	769.49	INL 5.7			
	E Inv	8.43	769.52		Rim	4.84	773.10
	SE Inv	8.51	769.43		SW Inv	8.19	769.75
	SW Inv	8.54	769.40		NE Inv	8.21	769.73
INL 5.3				INL 5.8			
	Rim	5.00	772.94		Rim	4.75	773.19
	NW Inv	8.32	769.62		NW Inv	8.05	769.89
	S Inv	8.29	769.65		NE Inv	8.11	769.83
MH 5.0				INL 5.9			
	Rim	4.68	773.27		Rim	4.54	773.40
					SE Inv	7.69	770.25
				INL 5.10			
					Rim	4.85	773.09
					W Inv	7.66	770.28



PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	STORM SEWER	SHEET 27	E

REVISED 6-2-2022

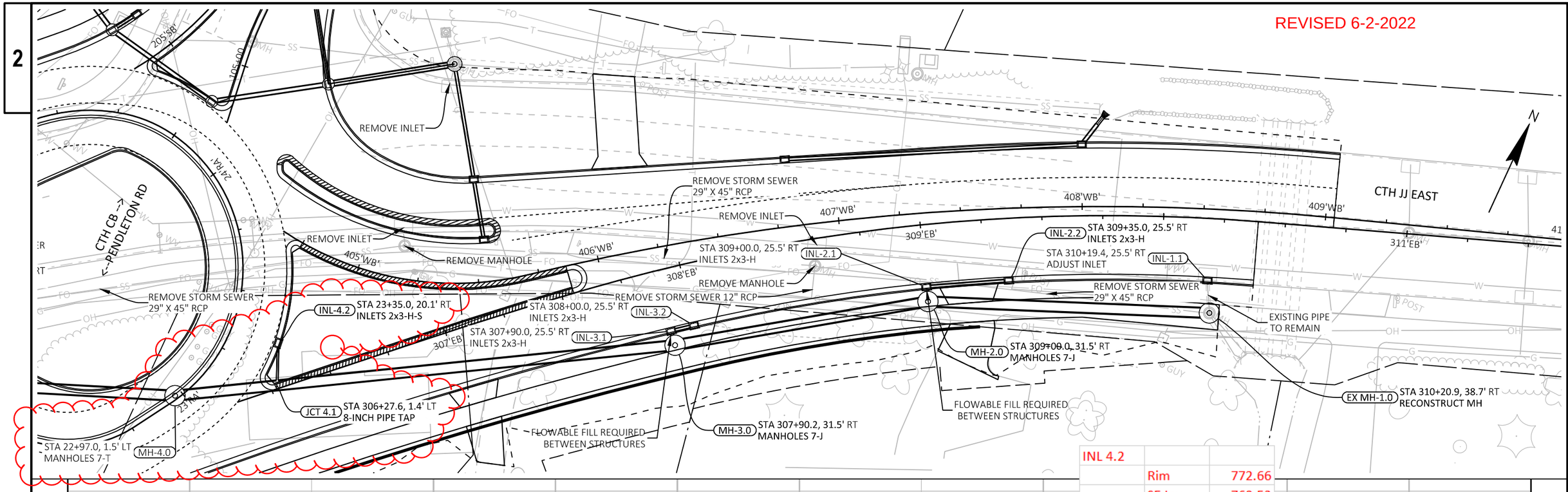




PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	STORM SEWER	SHEET 28	E

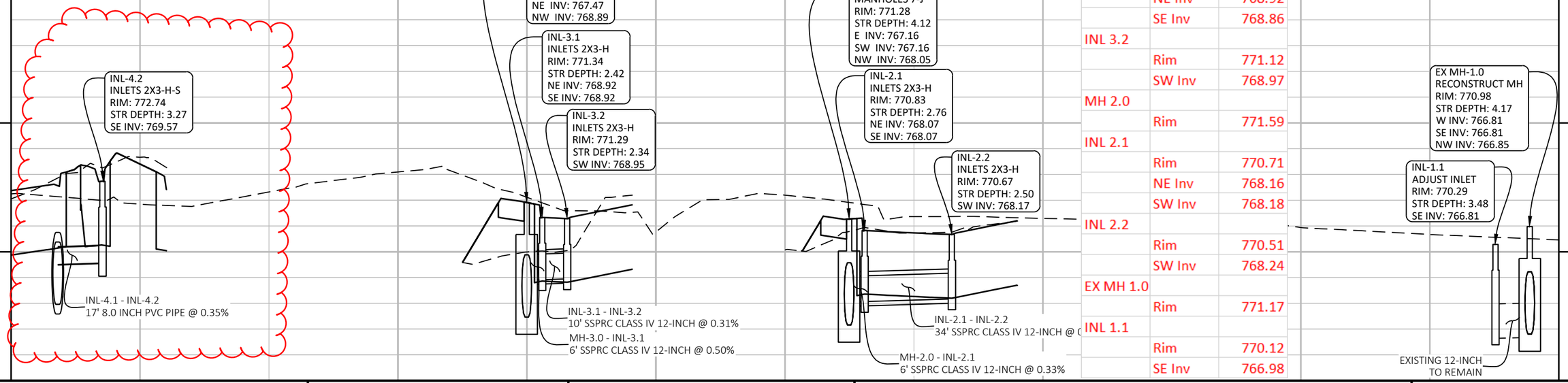
FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-022500-SS.DWG
LAYOUT NAME - 4264738-022505-ss
PLOT DATE : 6/2/2022 9:24 PM
PLOT BY : RYAN BETKER
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

REVISED 6-2-2022

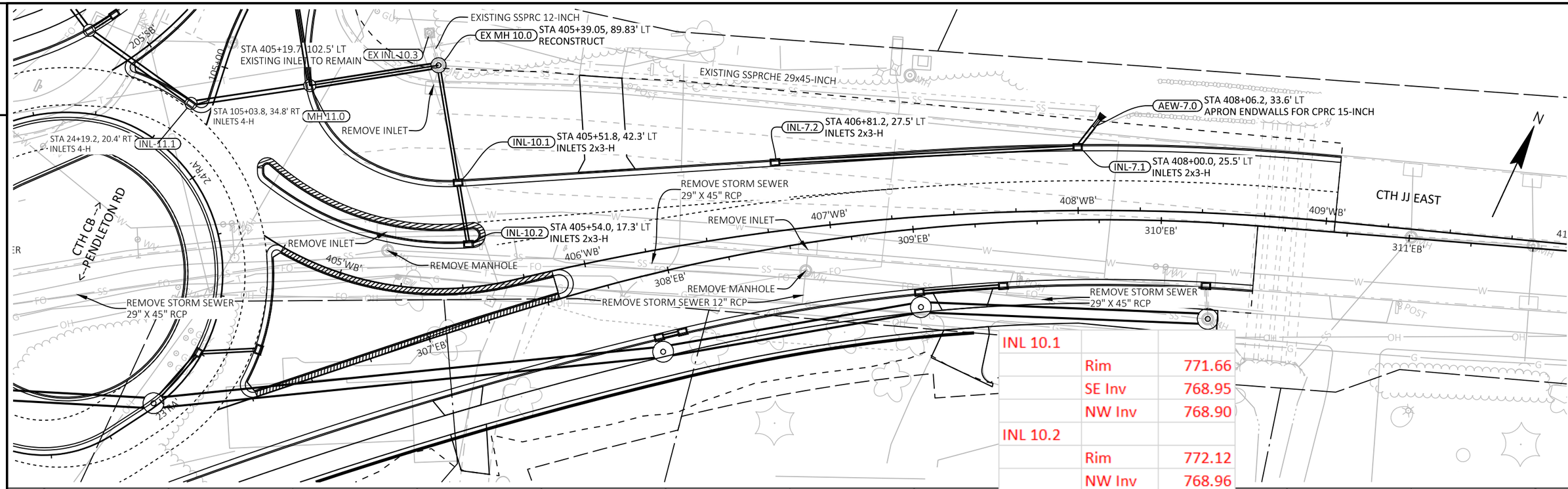


INL 4.2		
	Rim	772.66
	SE Inv	769.53
MH 3.0		
	Rim	771.79
INL 3.1		
	Rim	771.17
	NE Inv	768.92
	SE Inv	768.86
INL 3.2		
	Rim	771.12
	SW Inv	768.97
MH 2.0		
	Rim	771.59
INL 2.1		
	Rim	770.71
	NE Inv	768.16
	SW Inv	768.18
INL 2.2		
	Rim	770.51
	SW Inv	768.24
EX MH 1.0		
	Rim	771.17
INL 1.1		
	Rim	770.12
	SE Inv	766.98

NOTE - ADD 0.06' FROM RIM TO GET TO FLANGE GRADE

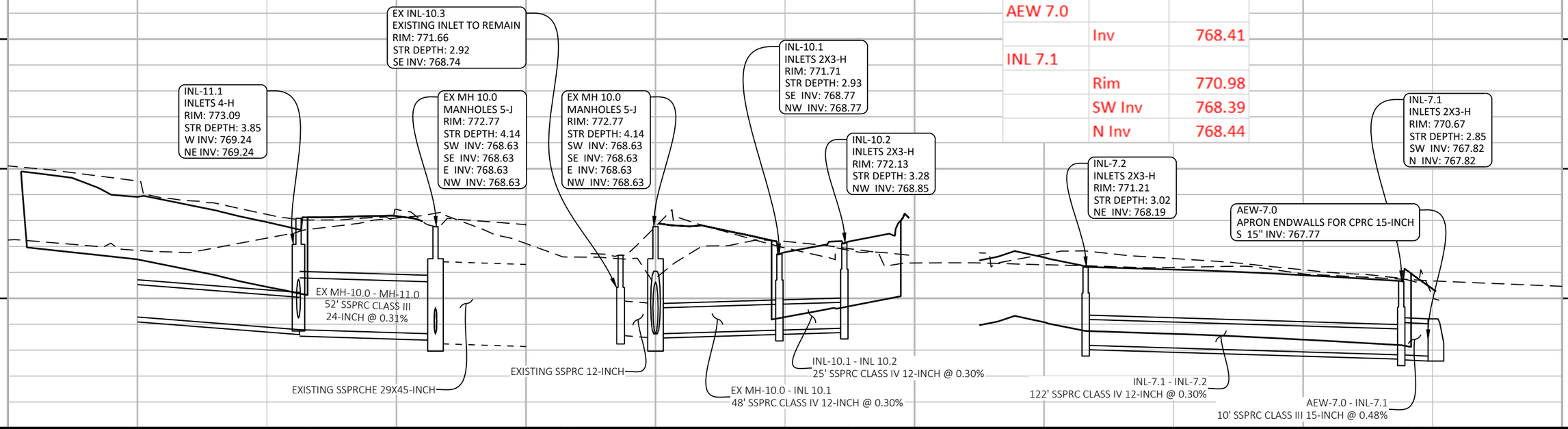


PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	STORM SEWER	SHEET 29	E



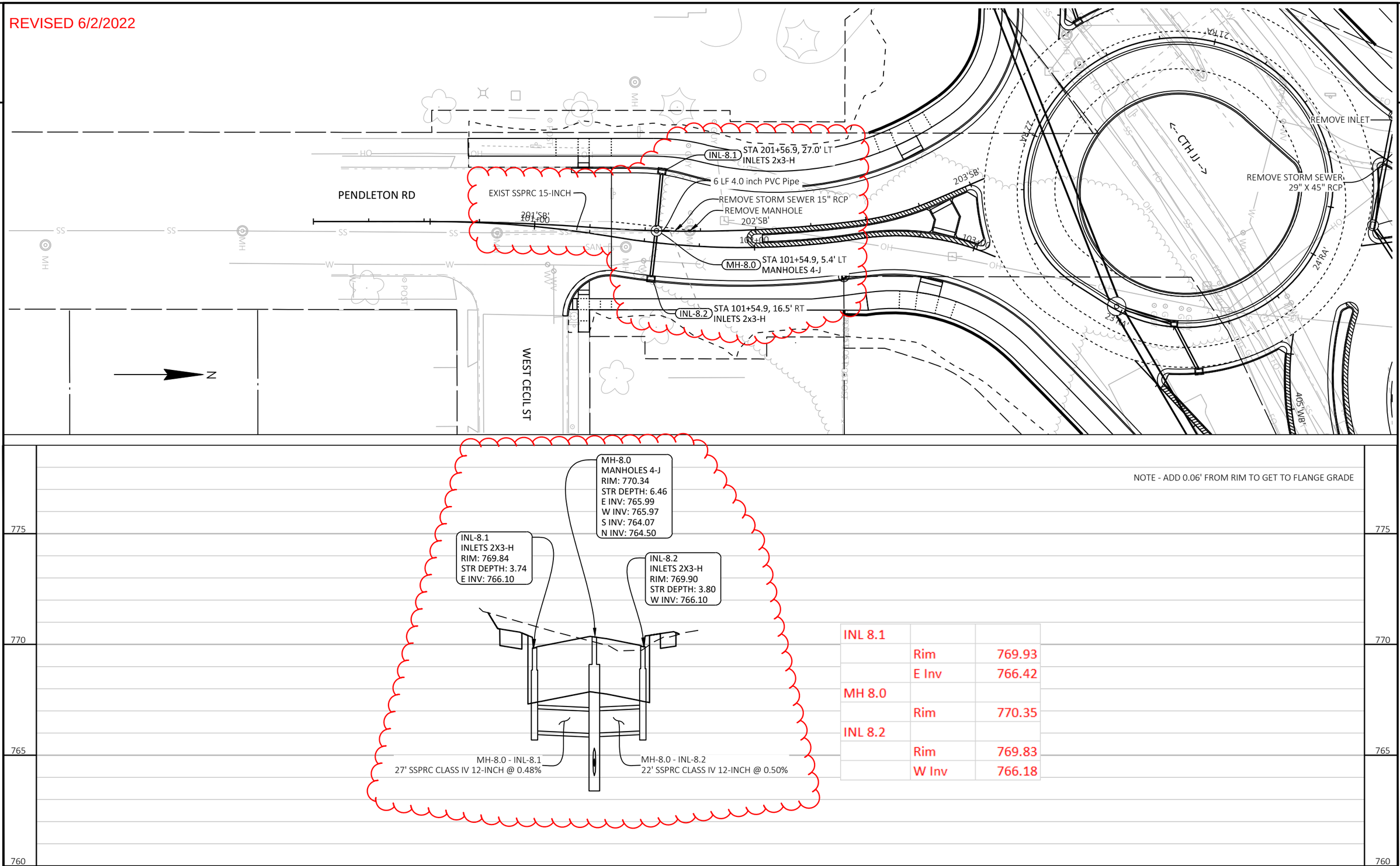
INL 10.1		
	Rim	771.66
	SE Inv	768.95
	NW Inv	768.90
INL 10.2		
	Rim	772.12
	NW Inv	768.96
INL 7.2		
	Rim	771.12
	NE Inv	768.49
AEW 7.0		
	Inv	768.41
INL 7.1		
	Rim	770.98
	SW Inv	768.39
	N Inv	768.44

NOTE - ADD 0.06' FROM RIM TO GET TO FLANGE GRADE



PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	STORM SEWER	SHEET 30	E

REVISED 6/2/2022



NOTE - ADD 0.06' FROM RIM TO GET TO FLANGE GRADE

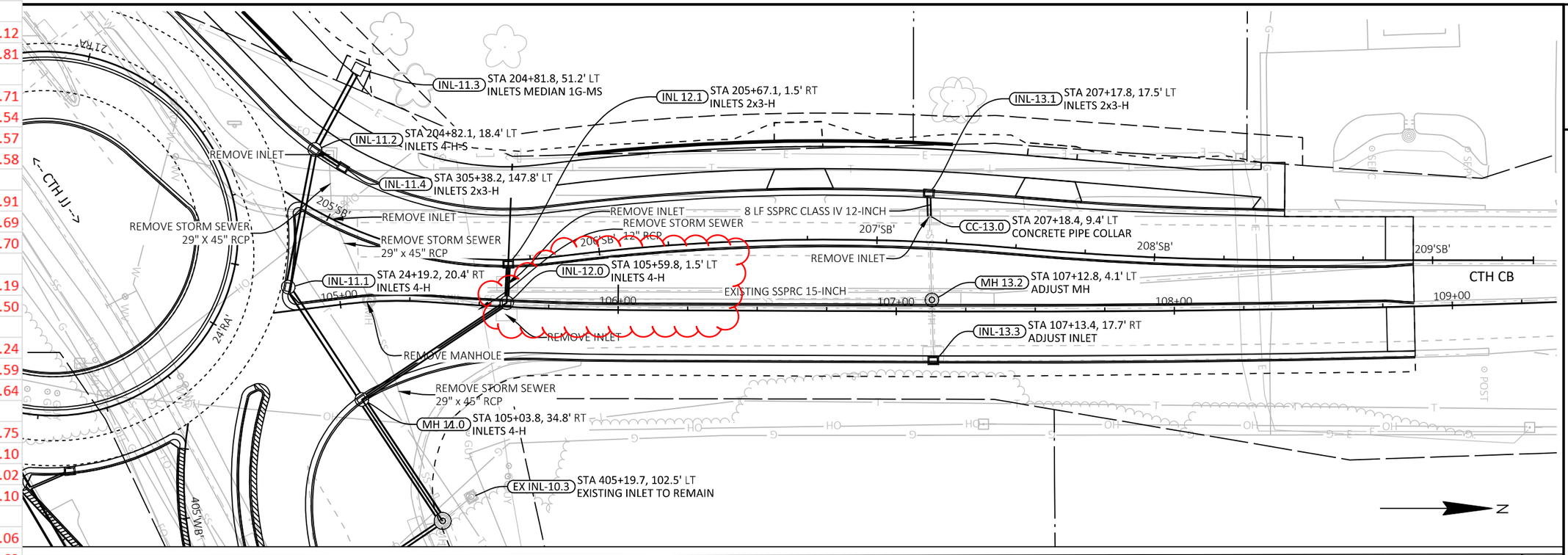
INL 8.1		
	Rim	769.93
	E Inv	766.42
MH 8.0		
	Rim	770.35
INL 8.2		
	Rim	769.83
	W Inv	766.18

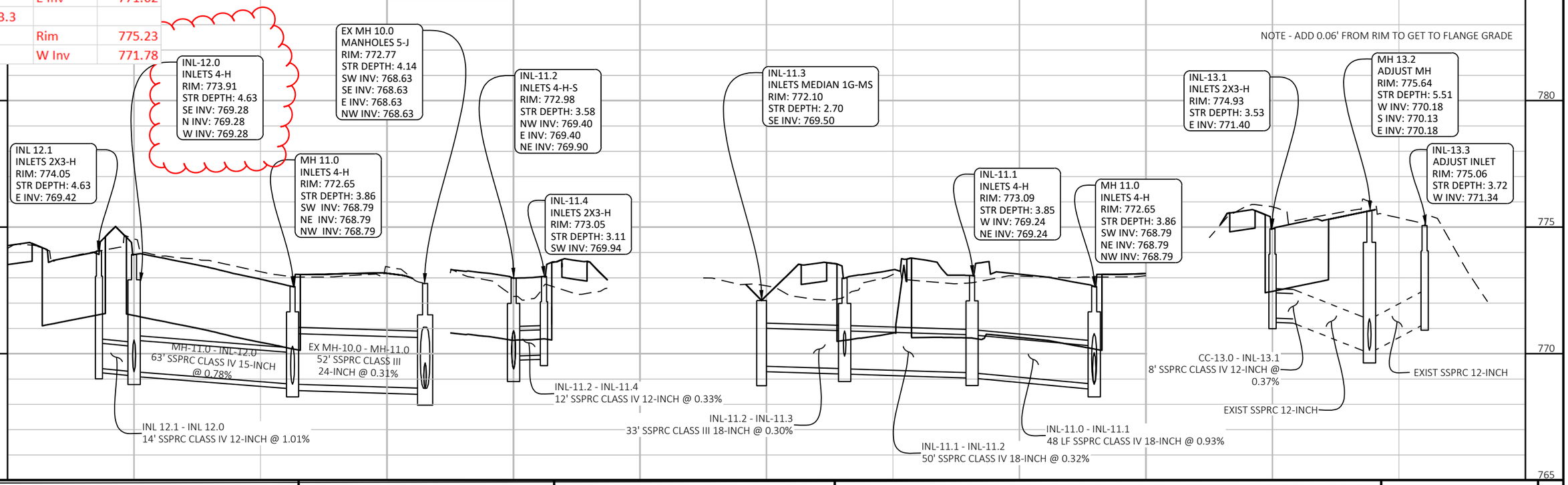
PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	STORM SEWER - PENDLETON ROAD	SHEET 31 E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-022500-SS.DWG
LAYOUT NAME - 4264738-022511-ss
PLOT DATE : 6/2/2022 7:11 AM
PLOT BY : RYAN BETKER
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

REVISED 06/23/2022

INL 12.1		
	Rim	774.12
	E Inv	769.81
INL 12.0		
	Rim	773.71
	SE Inv	769.54
	N Inv	769.57
	W Inv	769.58
INL 11.2		
	Rim	772.91
	NW Inv	769.69
	E Inv	769.70
INL 11.4		
	Rim	773.19
	SW Inv	770.50
INL 11.1		
	Rim	773.24
	W Inv	769.59
	NE Inv	769.64
MH 11.0		
	Rim	773.75
	SW Inv	769.10
	NE Inv	769.02
	NW Inv	769.10
INL 13.1		
	Rim	774.06
	E Inv	771.62
INL 13.3		
	Rim	775.23
	W Inv	771.78





PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	STORM SEWER - CTH CB	SHEET E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-022500-SS.DWG
LAYOUT NAME - 4264738-022515-ss

PLOT DATE : 6/23/2022 7:37 AM PLOT BY : RYAN BETKER PLOT NAME : PLOT SCALE : 1 IN:40 FT

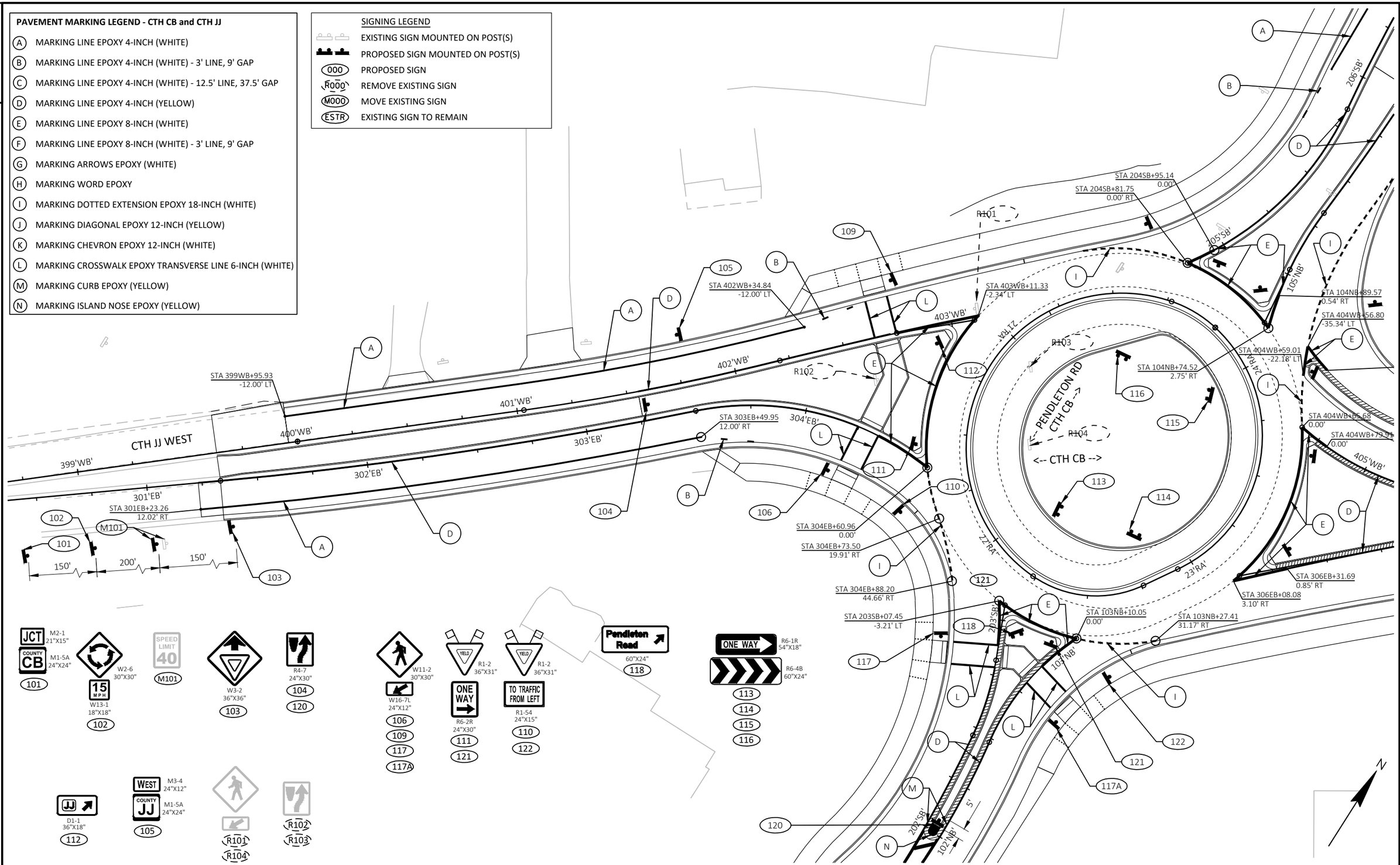
WISDOT/CADDS SHEET 41

PAVEMENT MARKING LEGEND - CTH CB and CTH JJ

- (A) MARKING LINE EPOXY 4-INCH (WHITE)
- (B) MARKING LINE EPOXY 4-INCH (WHITE) - 3' LINE, 9' GAP
- (C) MARKING LINE EPOXY 4-INCH (WHITE) - 12.5' LINE, 37.5' GAP
- (D) MARKING LINE EPOXY 4-INCH (YELLOW)
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (F) MARKING LINE EPOXY 8-INCH (WHITE) - 3' LINE, 9' GAP
- (G) MARKING ARROWS EPOXY (WHITE)
- (H) MARKING WORD EPOXY
- (I) MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE)
- (J) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (K) MARKING CHEVRON EPOXY 12-INCH (WHITE)
- (L) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (M) MARKING CURB EPOXY (YELLOW)
- (N) MARKING ISLAND NOSE EPOXY (YELLOW)

SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- (000) PROPOSED SIGN
- (R000) REMOVE EXISTING SIGN
- (M000) MOVE EXISTING SIGN
- (ESTR) EXISTING SIGN TO REMAIN

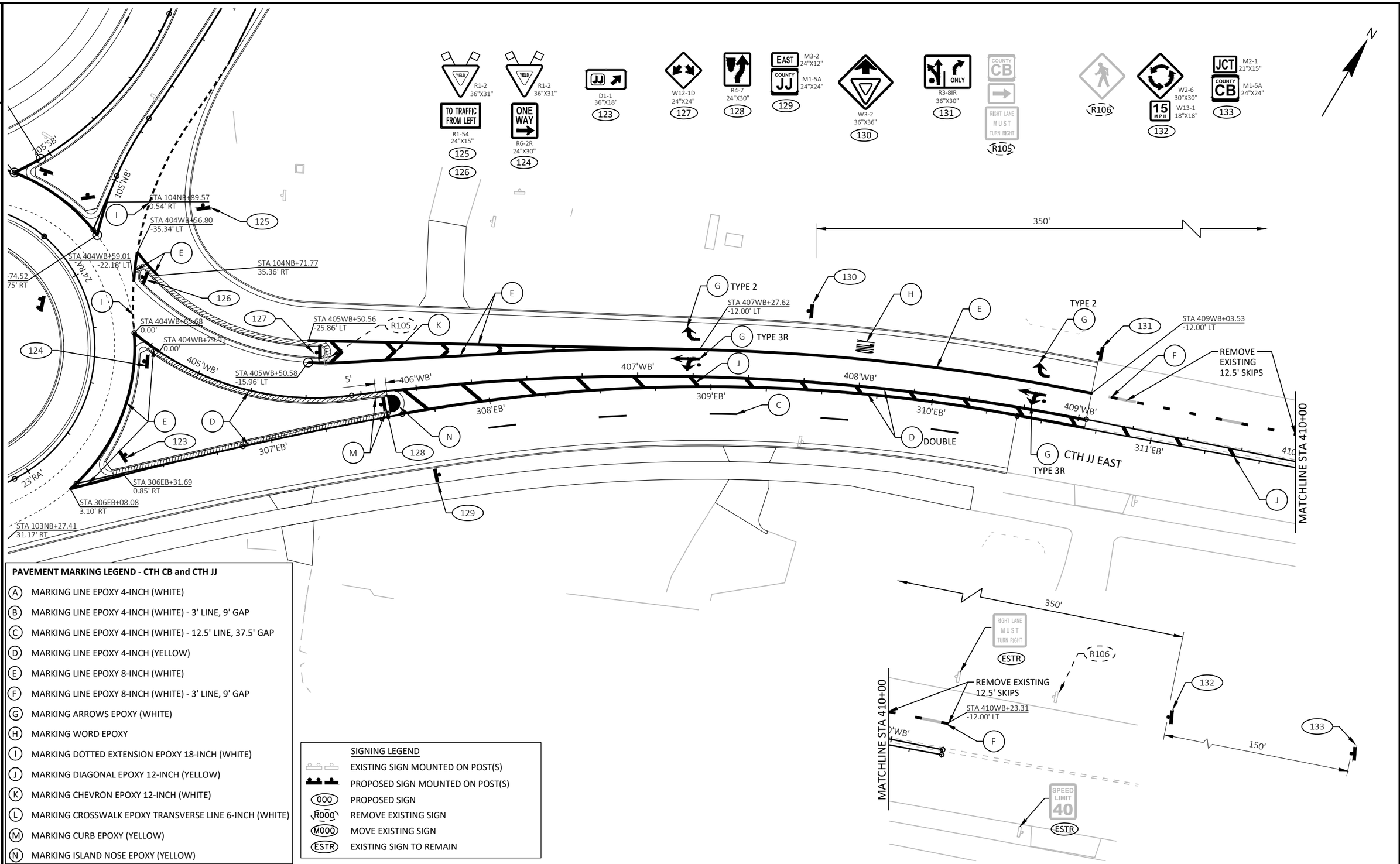


PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 33 E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-024500-PM.DWG
LAYOUT NAME - 4264738-024501-pm_ps

PLOT DATE : 3/3/2022 9:04 AM PLOT BY : JARED STODDARD PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



PAVEMENT MARKING LEGEND - CTH CB and CTH JJ

- (A) MARKING LINE EPOXY 4-INCH (WHITE)
- (B) MARKING LINE EPOXY 4-INCH (WHITE) - 3' LINE, 9' GAP
- (C) MARKING LINE EPOXY 4-INCH (WHITE) - 12.5' LINE, 37.5' GAP
- (D) MARKING LINE EPOXY 4-INCH (YELLOW)
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (F) MARKING LINE EPOXY 8-INCH (WHITE) - 3' LINE, 9' GAP
- (G) MARKING ARROWS EPOXY (WHITE)
- (H) MARKING WORD EPOXY
- (I) MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE)
- (J) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (K) MARKING CHEVRON EPOXY 12-INCH (WHITE)
- (L) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (M) MARKING CURB EPOXY (YELLOW)
- (N) MARKING ISLAND NOSE EPOXY (YELLOW)

SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- (000) PROPOSED SIGN
- (R000) REMOVE EXISTING SIGN
- (M000) MOVE EXISTING SIGN
- (ESTR) EXISTING SIGN TO REMAIN

PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 34	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-024500-PM.DWG
LAYOUT NAME - 4264738-024502-pm_ps
PLOT DATE : 12/2/2021 2:52 PM
PLOT BY : CRAIG KNUTH
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

PAVEMENT MARKING LEGEND - CTH CB and CTH JJ

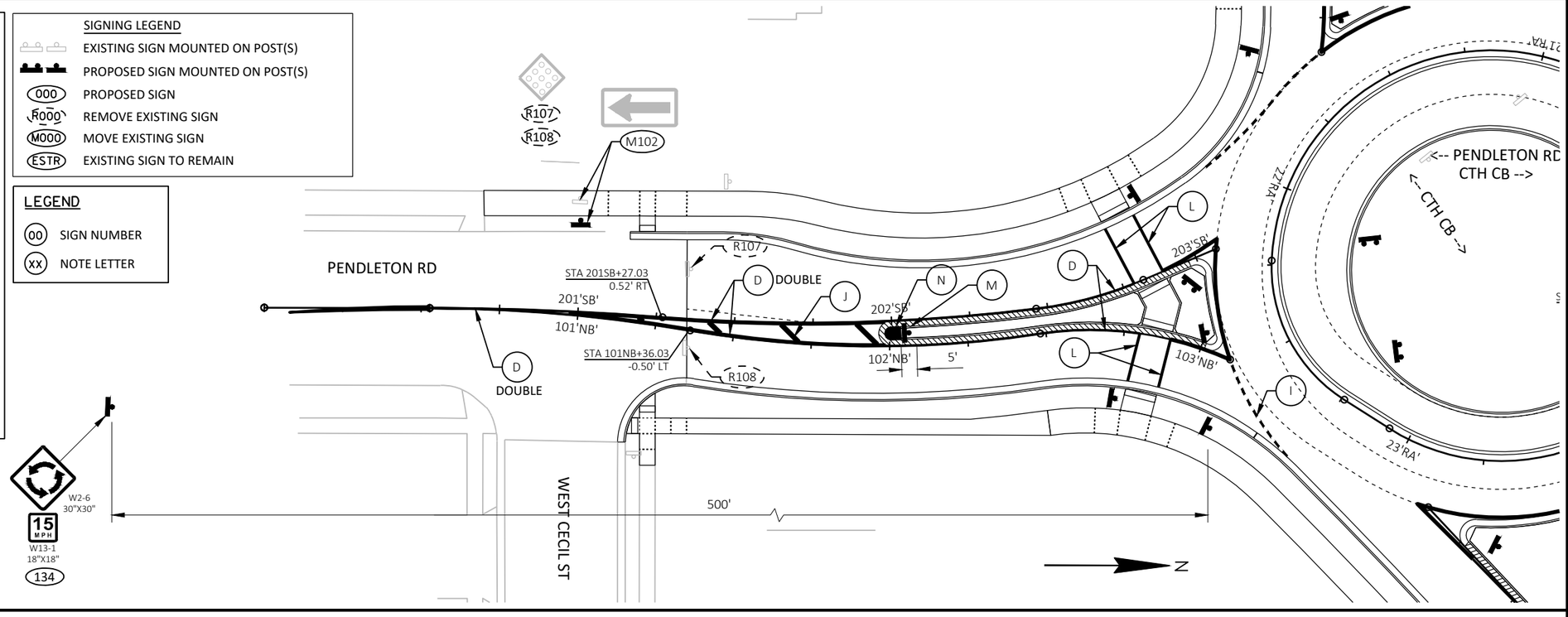
- (A) MARKING LINE EPOXY 4-INCH (WHITE)
- (B) MARKING LINE EPOXY 4-INCH (WHITE) - 3' LINE, 9' GAP
- (C) MARKING LINE EPOXY 4-INCH (WHITE) - 12.5' LINE, 37.5' GAP
- (D) MARKING LINE EPOXY 4-INCH (YELLOW)
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (F) MARKING LINE EPOXY 8-INCH (WHITE) - 3' LINE, 9' GAP
- (G) MARKING ARROWS EPOXY (WHITE)
- (H) MARKING WORD EPOXY
- (I) MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE)
- (J) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (K) MARKING CHEVRON EPOXY 12-INCH (WHITE)
- (L) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (M) MARKING CURB EPOXY (YELLOW)
- (N) MARKING ISLAND NOSE EPOXY (YELLOW)

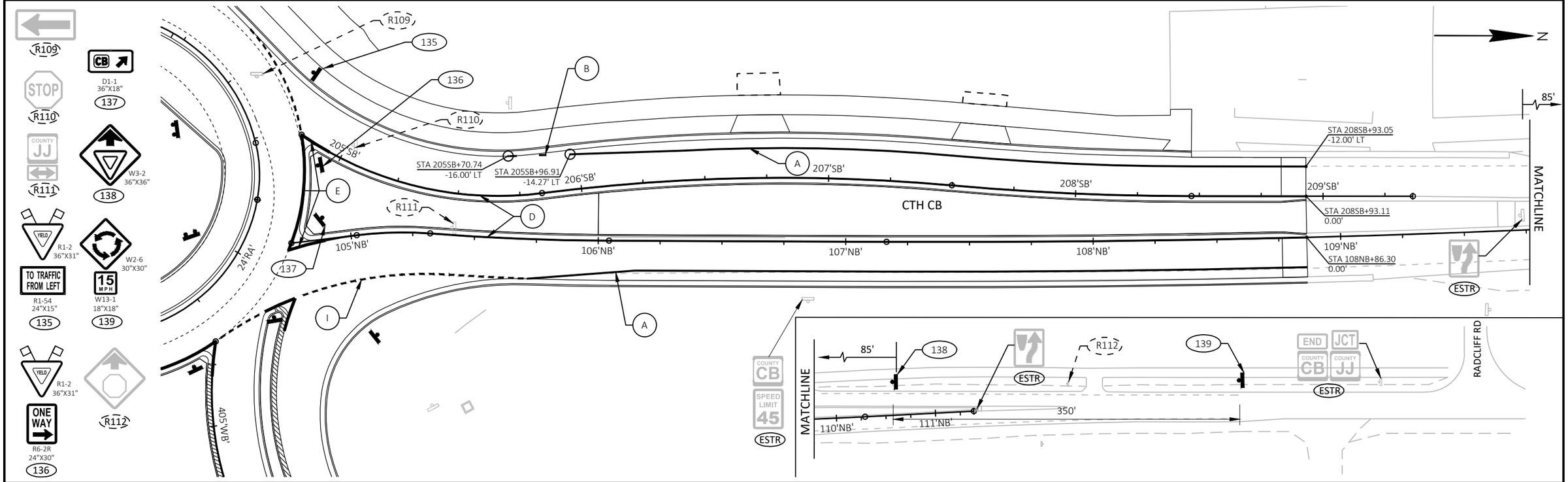
SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- (000) PROPOSED SIGN
- (R000) REMOVE EXISTING SIGN
- (M000) MOVE EXISTING SIGN
- (ESTR) EXISTING SIGN TO REMAIN

LEGEND

- (00) SIGN NUMBER
- (XX) NOTE LETTER



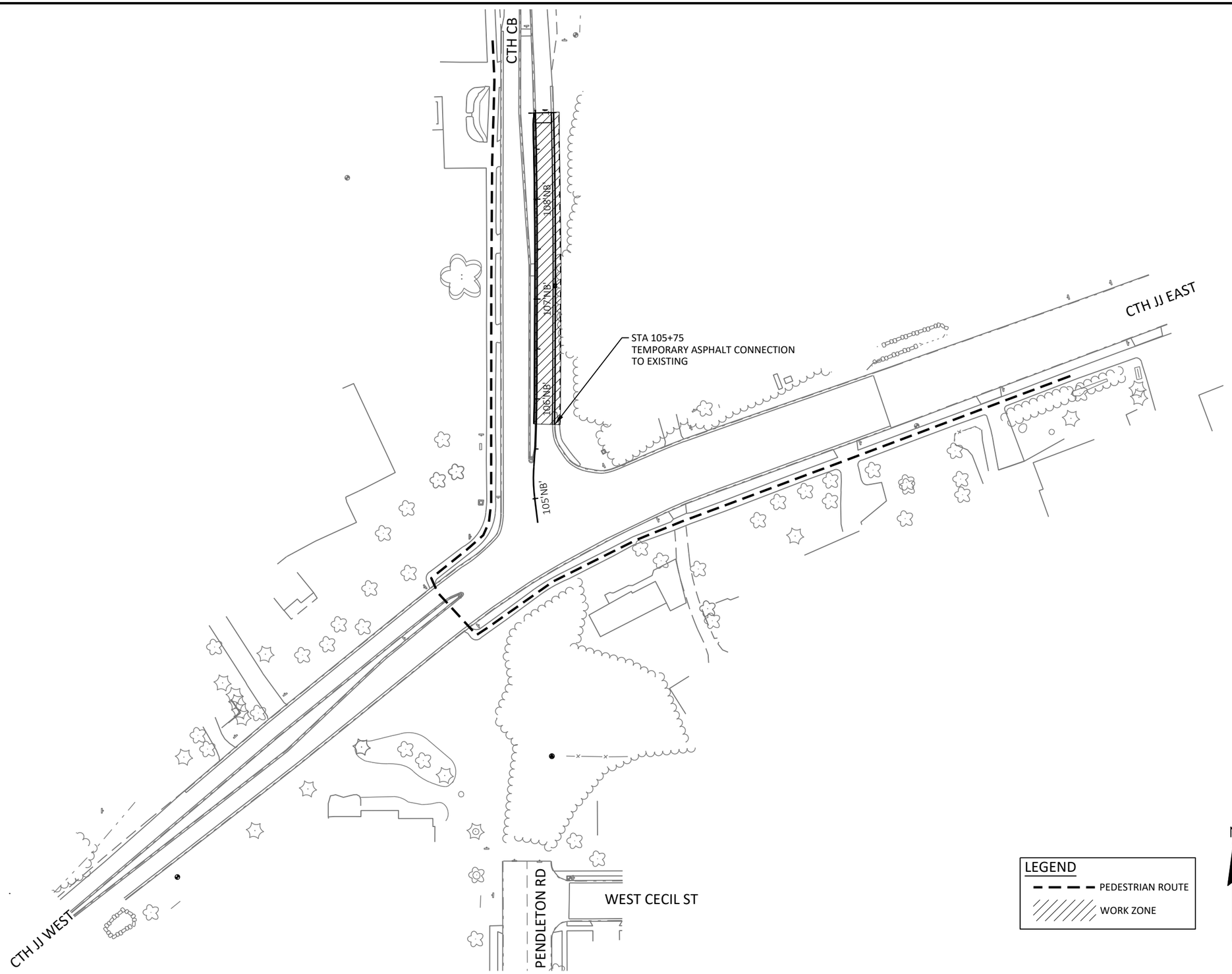


PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 35	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-024500-PM.DWG
LAYOUT NAME - 4264738-024503-pm_ps

PLOT DATE : 3/3/2022 2:13 PM PLOT BY : JARED STODDARD PLOT NAME : PLOT SCALE : 1 IN:40 FT

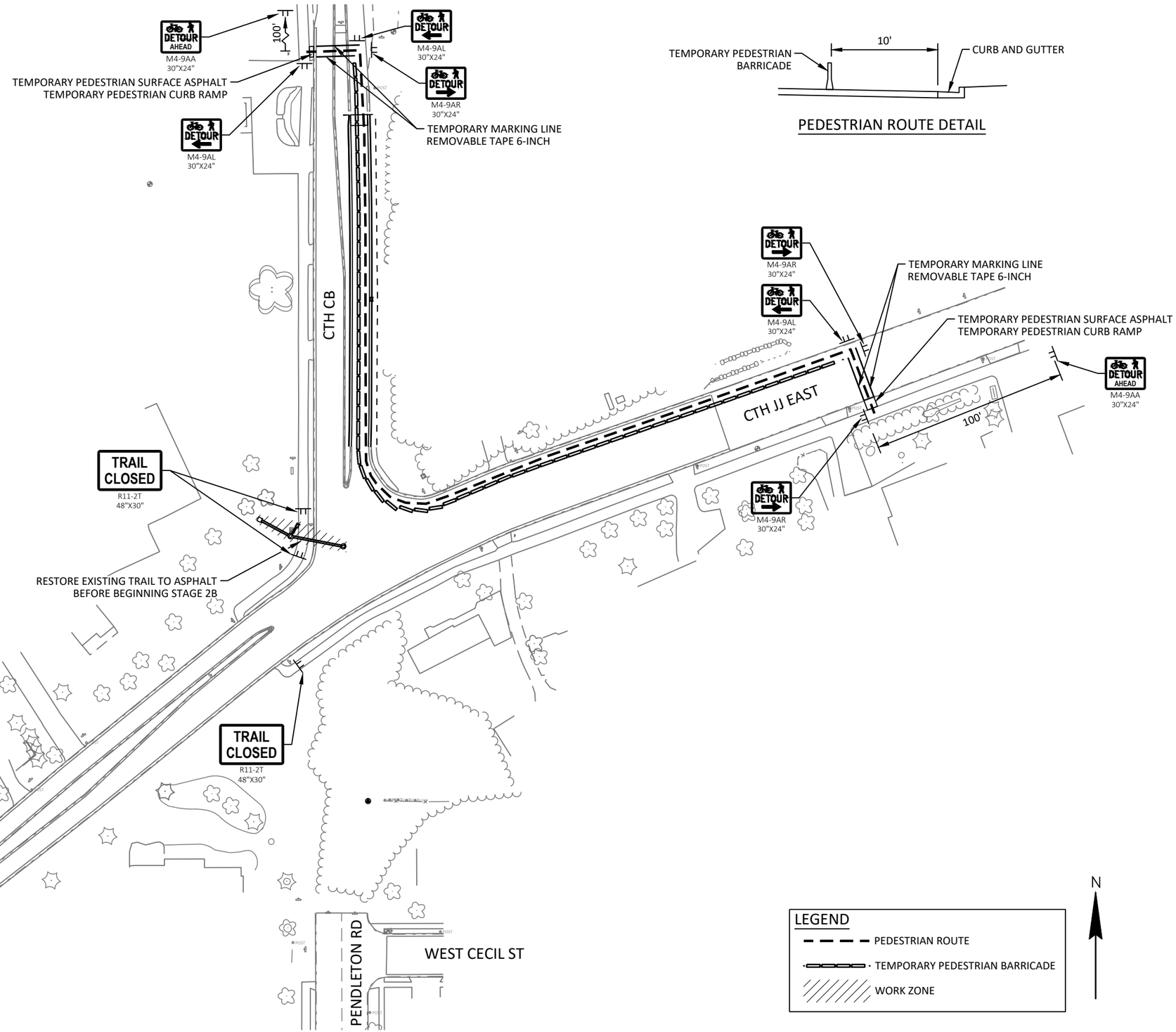
2



PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	TRAIL ACCESS - STAGE 1	SHEET 36	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-026001-S1.DWG
LAYOUT NAME - 4264738-026001-s1

PLOT DATE : 3/14/2022 3:10 PM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:100 FT



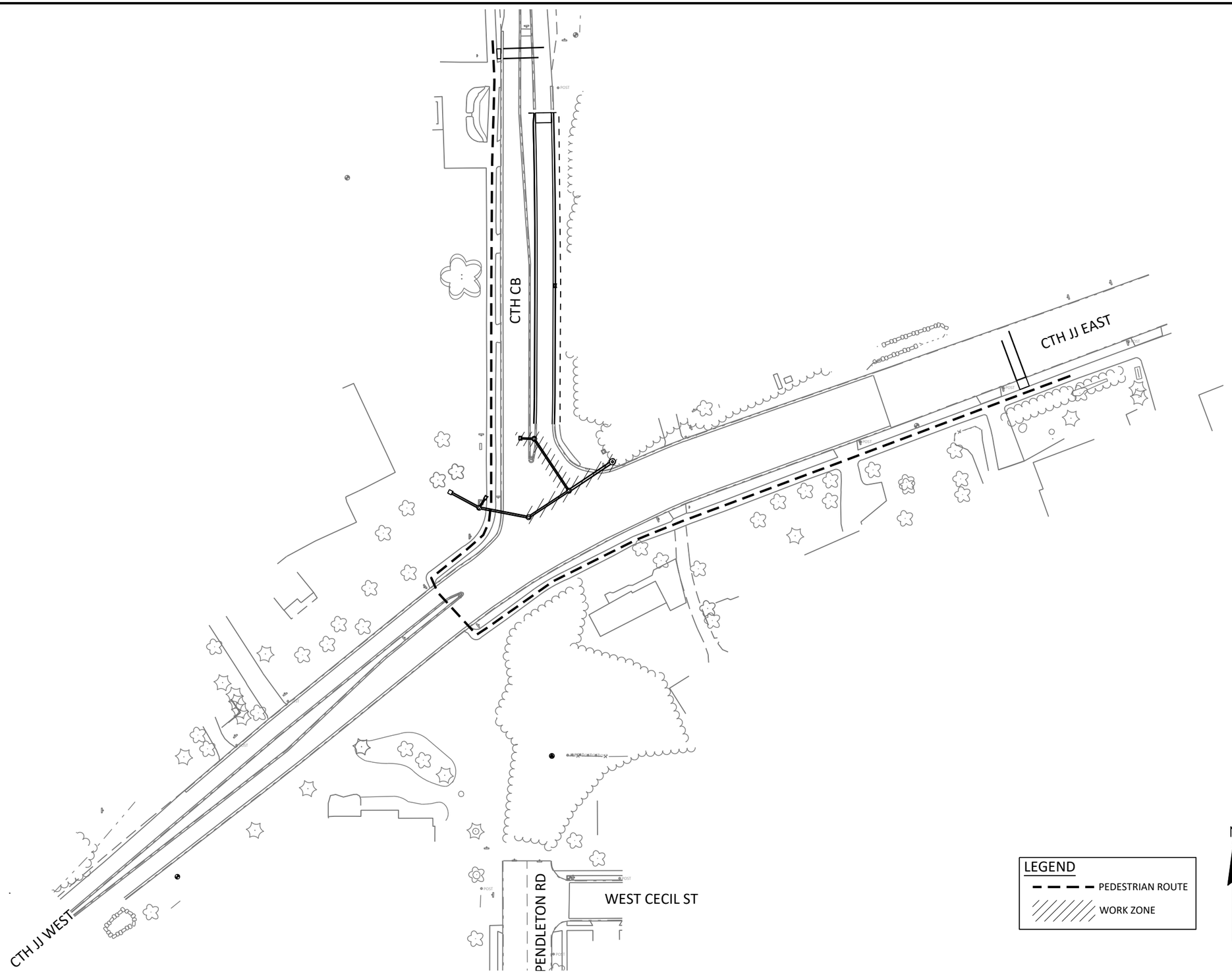
PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	TRAIL ACCESS - STAGE 2A	SHEET 37	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-026101-S2A.DWG
LAYOUT NAME - 4264738-026101-s2A

PLOT DATE : 3/14/2022 3:10 PM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

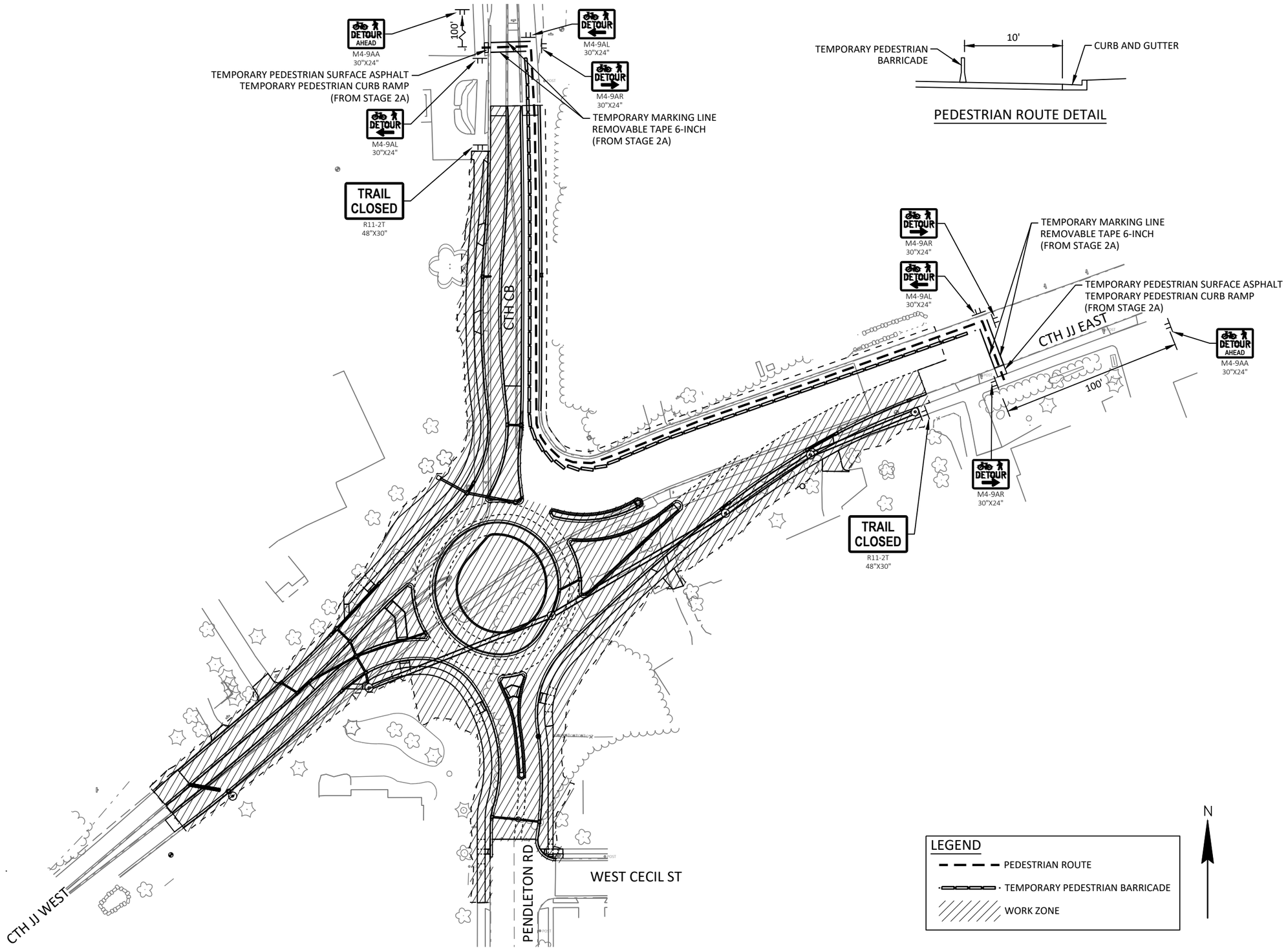
2



PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	TRAIL ACCESS - STAGE 2B	SHEET 38	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-026201-S2B.DWG
LAYOUT NAME - 4264738-026201-s2B
PLOT DATE : 3/14/2022 3:10 PM
PLOT BY : ANDY WESTBROOK
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



TEMPORARY PEDESTRIAN BARRICADE — 10' — CURB AND GUTTER

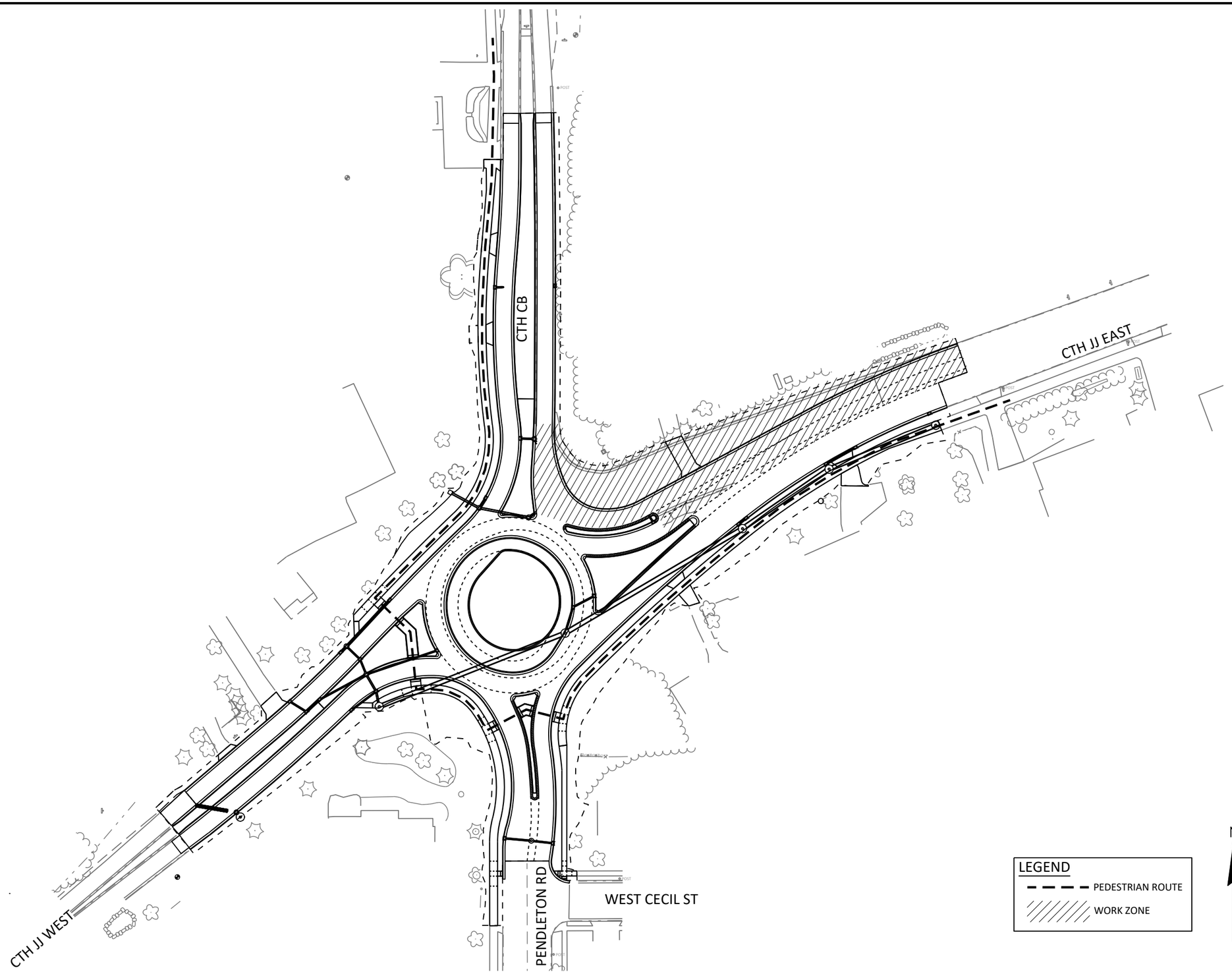
PEDESTRIAN ROUTE DETAIL

PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	TRAIL ACCESS - STAGE 3	SHEET 39	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-026301-S3.DWG
LAYOUT NAME - 4264738-026301-s3

PLOT DATE : 3/14/2022 3:10 PM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	TRAIL ACCESS - STAGE 4	SHEET 40	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-026401-S4.DWG
LAYOUT NAME - 4264738-026401-s4
PLOT DATE : 3/14/2022 3:10 PM
PLOT BY : ANDY WESTBROOK
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

PI 'WB' STA = 398+50.00
Y = 528960.673
X = 801211.351

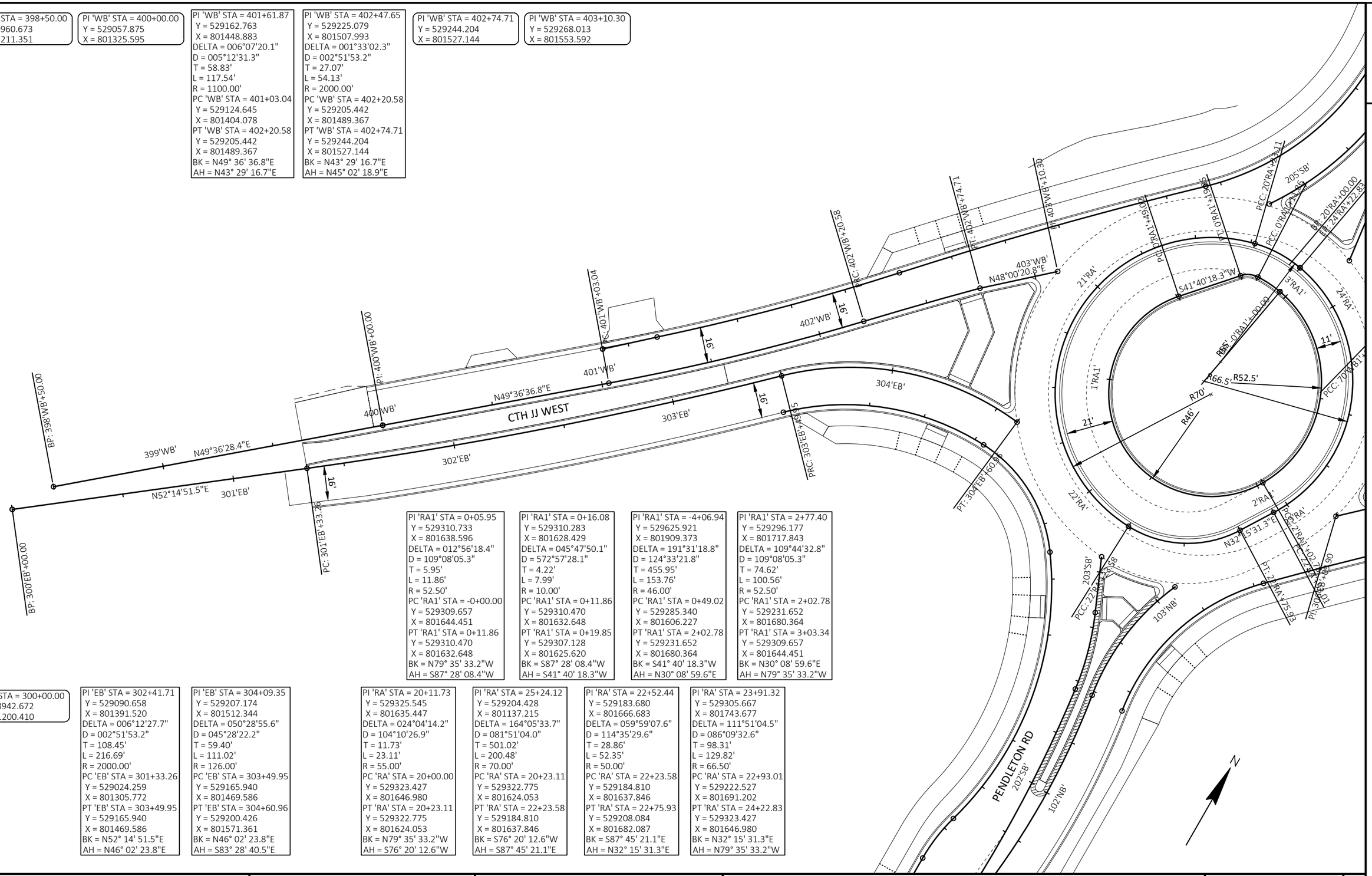
PI 'WB' STA = 400+00.00
Y = 529057.875
X = 801325.595

PI 'WB' STA = 401+61.87
Y = 529162.763
X = 801448.883
DELTA = 006°07'20.1"
D = 005°12'31.3"
T = 58.83'
L = 117.54'
R = 1100.00'
PC 'WB' STA = 401+03.04
Y = 529124.645
X = 801404.078
PT 'WB' STA = 402+20.58
Y = 529205.442
X = 801489.367
BK = N49° 36' 36.8"E
AH = N43° 29' 16.7"E

PI 'WB' STA = 402+47.65
Y = 529225.079
X = 801507.993
DELTA = 001°33'02.3"
D = 002°51'53.2"
T = 27.07'
L = 54.13'
R = 2000.00'
PC 'WB' STA = 402+20.58
Y = 529205.442
X = 801489.367
PT 'WB' STA = 402+74.71
Y = 529244.204
X = 801527.144
BK = N43° 29' 16.7"E
AH = N45° 02' 18.9"E

PI 'WB' STA = 402+74.71
Y = 529244.204
X = 801527.144

PI 'WB' STA = 403+10.30
Y = 529268.013
X = 801553.592



PI 'RA1' STA = 0+05.95
Y = 529310.733
X = 801638.596
DELTA = 012°56'18.4"
D = 109°08'05.3"
T = 5.95'
L = 11.86'
R = 52.50'
PC 'RA1' STA = -0+00.00
Y = 529309.657
X = 801644.451
PT 'RA1' STA = 0+11.86
Y = 529310.470
X = 801632.648
BK = N79° 35' 33.2"W
AH = S87° 28' 08.4"W

PI 'RA1' STA = 0+16.08
Y = 529310.283
X = 801628.429
DELTA = 045°47'50.1"
D = 572°57'28.1"
T = 4.22'
L = 7.99'
R = 10.00'
PC 'RA1' STA = 0+11.86
Y = 529310.470
X = 801632.648
PT 'RA1' STA = 0+19.85
Y = 529307.128
X = 801625.620
BK = S87° 28' 08.4"W
AH = S41° 40' 18.3"W

PI 'RA1' STA = -4+06.94
Y = 529625.921
X = 801909.373
DELTA = 191°31'18.8"
D = 124°33'21.8"
T = 455.95'
L = 153.76'
R = 46.00'
PC 'RA1' STA = 0+49.02
Y = 529285.340
X = 801606.227
PT 'RA1' STA = 2+02.78
Y = 529231.652
X = 801680.364
BK = S41° 40' 18.3"W
AH = N30° 08' 59.6"E

PI 'RA1' STA = 2+77.40
Y = 529296.177
X = 801717.843
DELTA = 109°44'32.8"
D = 109°08'05.3"
T = 74.62'
L = 100.56'
R = 52.50'
PC 'RA1' STA = 2+02.78
Y = 529231.652
X = 801680.364
PT 'RA1' STA = 3+03.34
Y = 529309.657
X = 801644.451
BK = N30° 08' 59.6"E
AH = N79° 35' 33.2"W

PI 'EB' STA = 300+00.00
Y = 528942.672
X = 801200.410

PI 'EB' STA = 302+41.71
Y = 529090.658
X = 801391.520
DELTA = 006°12'27.7"
D = 002°51'53.2"
T = 108.45'
L = 216.69'
R = 2000.00'
PC 'EB' STA = 301+33.26
Y = 529024.259
X = 801305.772
PT 'EB' STA = 303+49.95
Y = 529165.940
X = 801469.586
BK = N52° 14' 51.5"E
AH = N46° 02' 23.8"E

PI 'EB' STA = 304+09.35
Y = 529207.174
X = 801512.344
DELTA = 050°28'55.6"
D = 045°28'22.2"
T = 59.40'
L = 111.02'
R = 126.00'
PC 'EB' STA = 303+49.95
Y = 529165.940
X = 801469.586
PT 'EB' STA = 304+60.96
Y = 529200.426
X = 801571.361
BK = N46° 02' 23.8"E
AH = S83° 28' 40.5"E

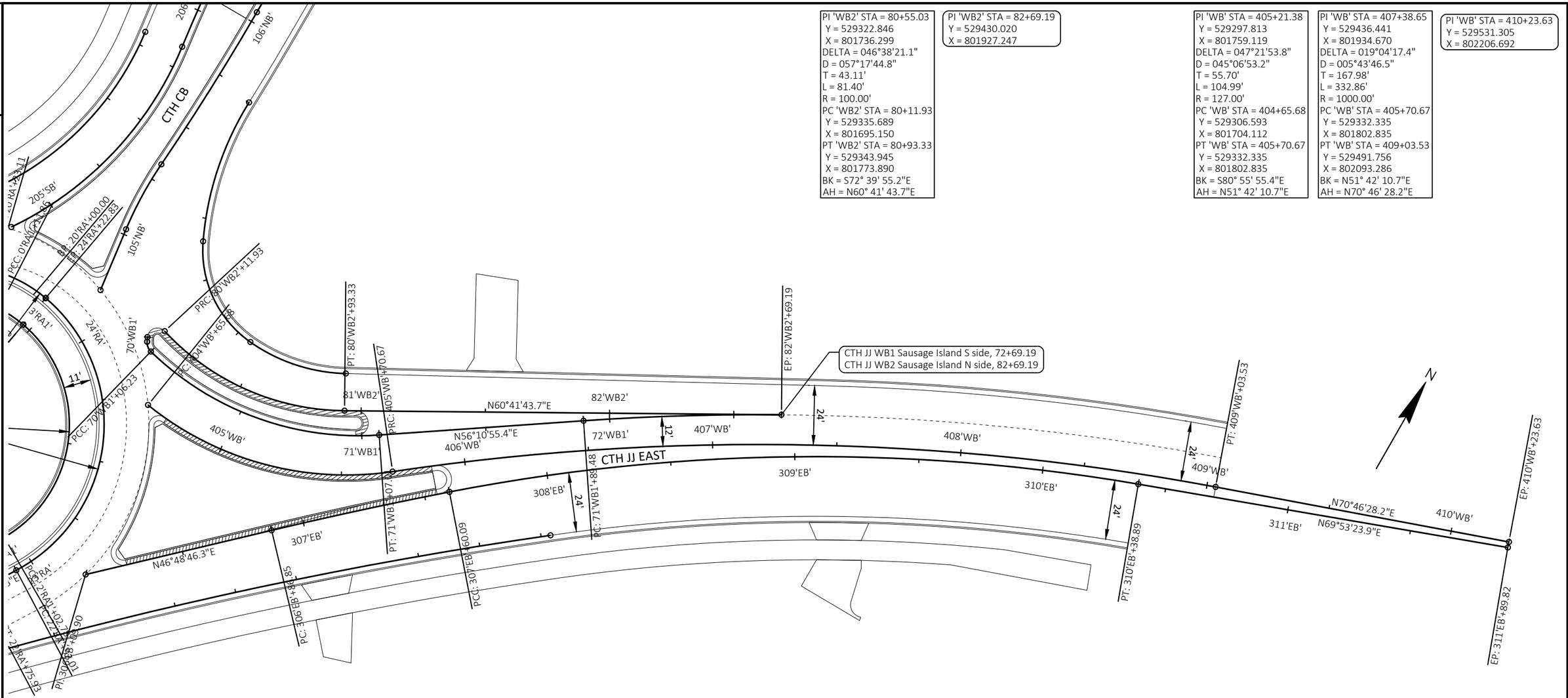
PI 'RA' STA = 20+11.73
Y = 529325.545
X = 801635.447
DELTA = 024°04'14.2"
D = 104°10'26.9"
T = 11.73'
L = 23.11'
R = 55.00'
PC 'RA' STA = 20+00.00
Y = 529323.427
X = 801646.980
PT 'RA' STA = 20+23.11
Y = 529322.775
X = 801624.053
BK = N79° 35' 33.2"W
AH = S76° 20' 12.6"W

PI 'RA' STA = 25+24.12
Y = 529204.428
X = 801137.215
DELTA = 164°05'33.7"
D = 081°51'04.0"
T = 501.02'
L = 200.48'
R = 70.00'
PC 'RA' STA = 20+23.11
Y = 529322.775
X = 801624.053
PT 'RA' STA = 22+23.58
Y = 529184.810
X = 801637.846
BK = S76° 20' 12.6"W
AH = S87° 45' 21.1"E

PI 'RA' STA = 22+52.44
Y = 529183.680
X = 801666.683
DELTA = 059°59'07.6"
D = 114°35'29.6"
T = 28.86'
L = 52.35'
R = 50.00'
PC 'RA' STA = 22+23.58
Y = 529184.810
X = 801637.846
PT 'RA' STA = 22+75.93
Y = 529208.084
X = 801682.087
BK = S87° 45' 21.1"E
AH = N32° 15' 31.3"E

PI 'RA' STA = 23+91.32
Y = 529305.667
X = 801743.677
DELTA = 111°51'04.5"
D = 086°09'32.6"
T = 98.31'
L = 129.82'
R = 66.50'
PC 'RA' STA = 22+93.01
Y = 529222.527
X = 801691.202
PT 'RA' STA = 24+22.83
Y = 529323.427
X = 801646.980
BK = N32° 15' 31.3"E
AH = N79° 35' 33.2"W

PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	ALIGNMENT DETAILS - CTH JJ WEST	SHEET 41	E



PI 'WB2' STA = 80+55.03
Y = 529322.846
X = 801736.299
DELTA = 046°38'21.1"
D = 057°17'44.8"
T = 43.11'
L = 81.40'
R = 100.00'
PC 'WB2' STA = 80+11.93
Y = 529335.689
X = 801695.150
PT 'WB2' STA = 80+93.33
Y = 529343.945
X = 801773.890
BK = S72° 39' 55.2"E
AH = N60° 41' 43.7"E

PI 'WB2' STA = 82+69.19
Y = 529430.020
X = 801927.247

PI 'WB' STA = 405+21.38
Y = 529297.813
X = 801759.119
DELTA = 047°21'53.8"
D = 045°06'53.2"
T = 55.70'
L = 104.99'
R = 127.00'
PC 'WB' STA = 404+65.68
Y = 529306.593
X = 801704.112
PT 'WB' STA = 405+70.67
Y = 529332.335
X = 801802.835
BK = S80° 55' 55.4"E
AH = N51° 42' 10.7"E

PI 'WB' STA = 407+38.65
Y = 529436.441
X = 801934.670
DELTA = 019°04'17.4"
D = 005°43'46.5"
T = 167.98'
L = 332.86'
R = 1000.00'
PC 'WB' STA = 405+70.67
Y = 529332.335
X = 801802.835
PT 'WB' STA = 409+03.53
Y = 529491.756
X = 802093.286
BK = N51° 42' 10.7"E
AH = N70° 46' 28.2"E

PI 'WB' STA = 410+23.63
Y = 529531.305
X = 802206.692

PI 'WB1' STA = 70+59.81
Y = 529312.590
X = 801746.312
DELTA = 048°07'04.8"
D = 047°44'47.3"
T = 53.58'
L = 100.78'
R = 120.00'
PC 'WB1' STA = 70+06.23
Y = 529325.823
X = 801694.396
PT 'WB1' STA = 71+07.01
Y = 529342.408
X = 801790.823
BK = S75° 41' 59.8"E
AH = N56° 10' 55.4"E

PI 'WB1' STA = 73+19.05
Y = 529460.420
X = 801966.988
DELTA = 014°35'32.9"
D = 005°39'41.9"
T = 129.57'
L = 257.74'
R = 1012.00'
PC 'WB1' STA = 71+89.48
Y = 529388.306
X = 801859.338
PT 'WB1' STA = 74+47.22
Y = 529503.087
X = 802089.334
BK = N56° 10' 55.3"E
AH = N70° 46' 28.2"E

PI 'EB' STA = 306+09.90
Y = 529234.930
X = 801716.251

PI 'EB' STA = 307+23.48
Y = 529312.656
X = 801799.058
DELTA = 002°19'51.8"
D = 003°10'59.2"
T = 36.62'
L = 73.23'
R = 1800.00'
PC 'EB' STA = 306+86.85
Y = 529287.593
X = 801772.357
PT 'EB' STA = 307+60.09
Y = 529336.612
X = 801826.757
BK = N46° 48' 46.3"E
AH = N49° 08' 38.2"E

PI 'EB' STA = 309+01.03
Y = 529428.814
X = 801933.363
DELTA = 020°44'45.7"
D = 007°26'27.6"
T = 140.95'
L = 278.81'
R = 770.00'
PC 'EB' STA = 307+60.09
Y = 529336.612
X = 801826.757
PT 'EB' STA = 310+38.89
Y = 529477.275
X = 802065.716
BK = N49° 08' 38.2"E
AH = N69° 53' 23.9"E

PI 'EB' STA = 311+89.82
Y = 529529.166
X = 802207.438

PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	ALIGNMENT DETAILS - CTH JJ EAST	SHEET 42	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-027200-AD.DWG
LAYOUT NAME - 4264738-027202-ad
PLOT DATE : 3/3/2022 12:04 PM
PLOT BY : CRAIG KNUTH
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

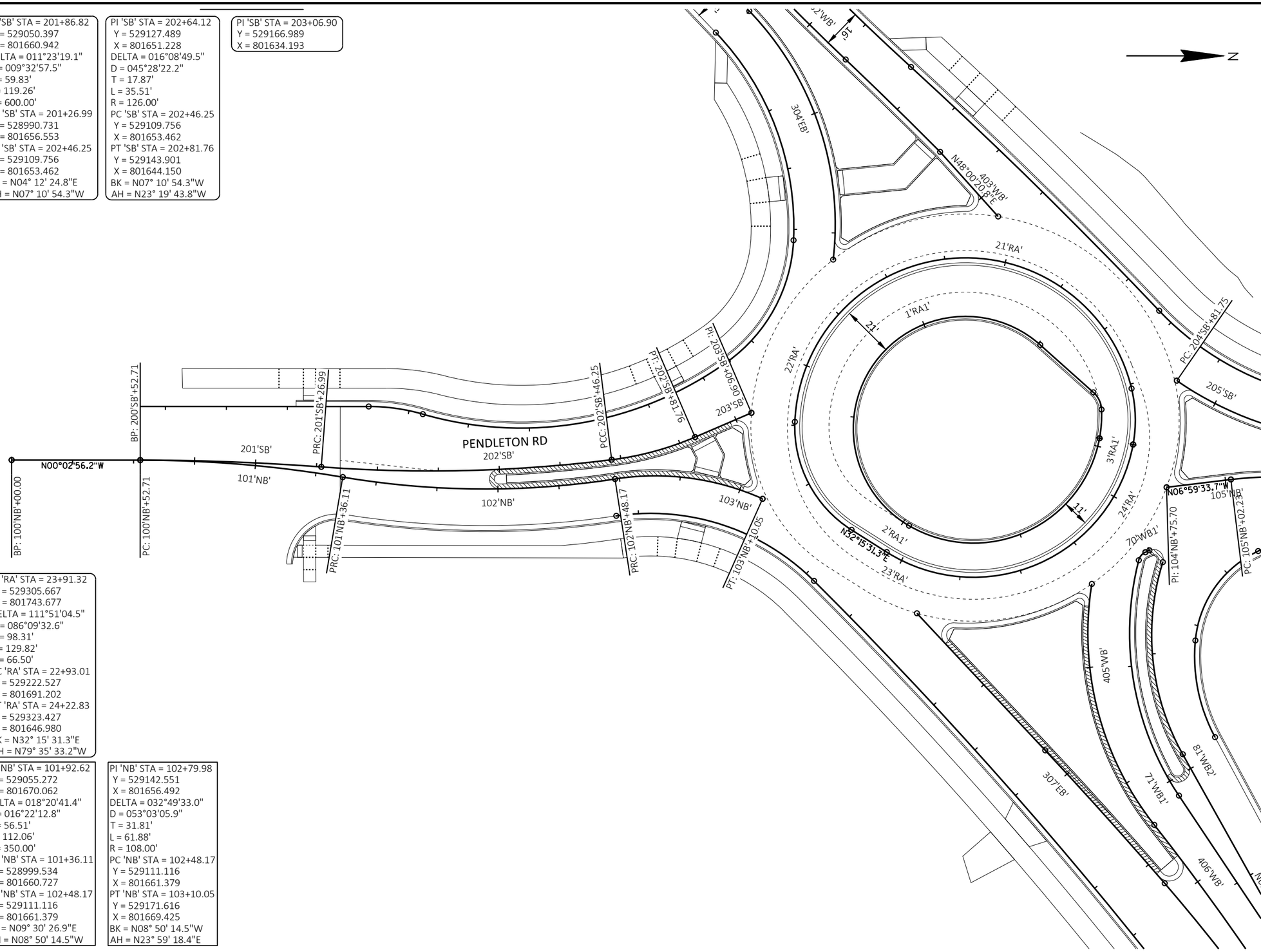
PI 'SB' STA = 200+52.71
Y = 528916.518
X = 801653.859

PI 'SB' STA = 200+89.87
Y = 528953.675
X = 801653.827
DELTA = 004°15'21.0"
D = 005°43'46.5"
T = 37.16'
L = 74.28'
R = 1000.00'
PC 'SB' STA = 200+52.71
Y = 528916.518
X = 801653.859
PT 'SB' STA = 201+26.99
Y = 528990.731
X = 801656.553
BK = N00° 02' 56.2"W
AH = N04° 12' 24.8"E

PI 'SB' STA = 201+86.82
Y = 529050.397
X = 801660.942
DELTA = 011°23'19.1"
D = 009°32'57.5"
T = 59.83'
L = 119.26'
R = 600.00'
PC 'SB' STA = 201+26.99
Y = 528990.731
X = 801656.553
PT 'SB' STA = 202+46.25
Y = 529109.756
X = 801653.462
BK = N04° 12' 24.8"E
AH = N07° 10' 54.3"W

PI 'SB' STA = 202+64.12
Y = 529127.489
X = 801651.228
DELTA = 016°08'49.5"
D = 045°28'22.2"
T = 17.87'
L = 35.51'
R = 126.00'
PC 'SB' STA = 202+46.25
Y = 529109.756
X = 801653.462
PT 'SB' STA = 202+81.76
Y = 529143.901
X = 801644.150
BK = N07° 10' 54.3"W
AH = N23° 19' 43.8"W

PI 'SB' STA = 203+06.90
Y = 529166.989
X = 801634.193



PI 'RA' STA = 20+11.73
Y = 529325.545
X = 801635.447
DELTA = 024°04'14.2"
D = 104°10'26.9"
T = 11.73'
L = 23.11'
R = 55.00'
PC 'RA' STA = 20+00.00
Y = 529323.427
X = 801646.980
PT 'RA' STA = 20+23.11
Y = 529322.775
X = 801624.053
BK = N79° 35' 33.2"W
AH = S76° 20' 12.6"W

PI 'RA' STA = 25+24.12
Y = 529204.428
X = 801137.215
DELTA = 164°05'33.7"
D = 081°51'04.0"
T = 501.02'
L = 200.48'
R = 70.00'
PC 'RA' STA = 20+23.11
Y = 529322.775
X = 801624.053
PT 'RA' STA = 22+23.58
Y = 529184.810
X = 801637.846
BK = S76° 20' 12.6"W
AH = S87° 45' 21.1"E

PI 'RA' STA = 23+91.32
Y = 529305.667
X = 801743.677
DELTA = 111°51'04.5"
D = 086°09'32.6"
T = 98.31'
L = 129.82'
R = 66.50'
PC 'RA' STA = 22+93.01
Y = 529222.527
X = 801691.202
PT 'RA' STA = 24+22.83
Y = 529323.427
X = 801646.980
BK = N32° 15' 31.3"E
AH = N79° 35' 33.2"W

PI 'NB' STA = 100+00.00
Y = 528863.805
X = 801653.904

PI 'NB' STA = 100+94.51
Y = 528958.313
X = 801653.823
DELTA = 009°33'23.1"
D = 011°27'33.0"
T = 41.79'
L = 83.40'
R = 500.00'
PC 'NB' STA = 100+52.71
Y = 528916.518
X = 801653.859
PT 'NB' STA = 101+36.11
Y = 528999.534
X = 801660.727
BK = N00° 02' 56.2"W
AH = N09° 30' 26.9"E

PI 'NB' STA = 101+92.62
Y = 529055.272
X = 801670.062
DELTA = 018°20'41.4"
D = 016°22'12.8"
T = 56.51'
L = 112.06'
R = 350.00'
PC 'NB' STA = 101+36.11
Y = 528999.534
X = 801660.727
PT 'NB' STA = 102+48.17
Y = 529111.116
X = 801661.379
BK = N09° 30' 26.9"E
AH = N08° 50' 14.5"W

PI 'NB' STA = 102+79.98
Y = 529142.551
X = 801656.492
DELTA = 032°49'33.0"
D = 053°03'05.9"
T = 31.81'
L = 61.88'
R = 108.00'
PC 'NB' STA = 102+48.17
Y = 529111.116
X = 801661.379
PT 'NB' STA = 103+10.05
Y = 529171.616
X = 801669.425
BK = N08° 50' 14.5"W
AH = N23° 59' 18.4"E

PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	ALIGNMENT DETAILS - PENDLETON RD	SHEET 43	E

2

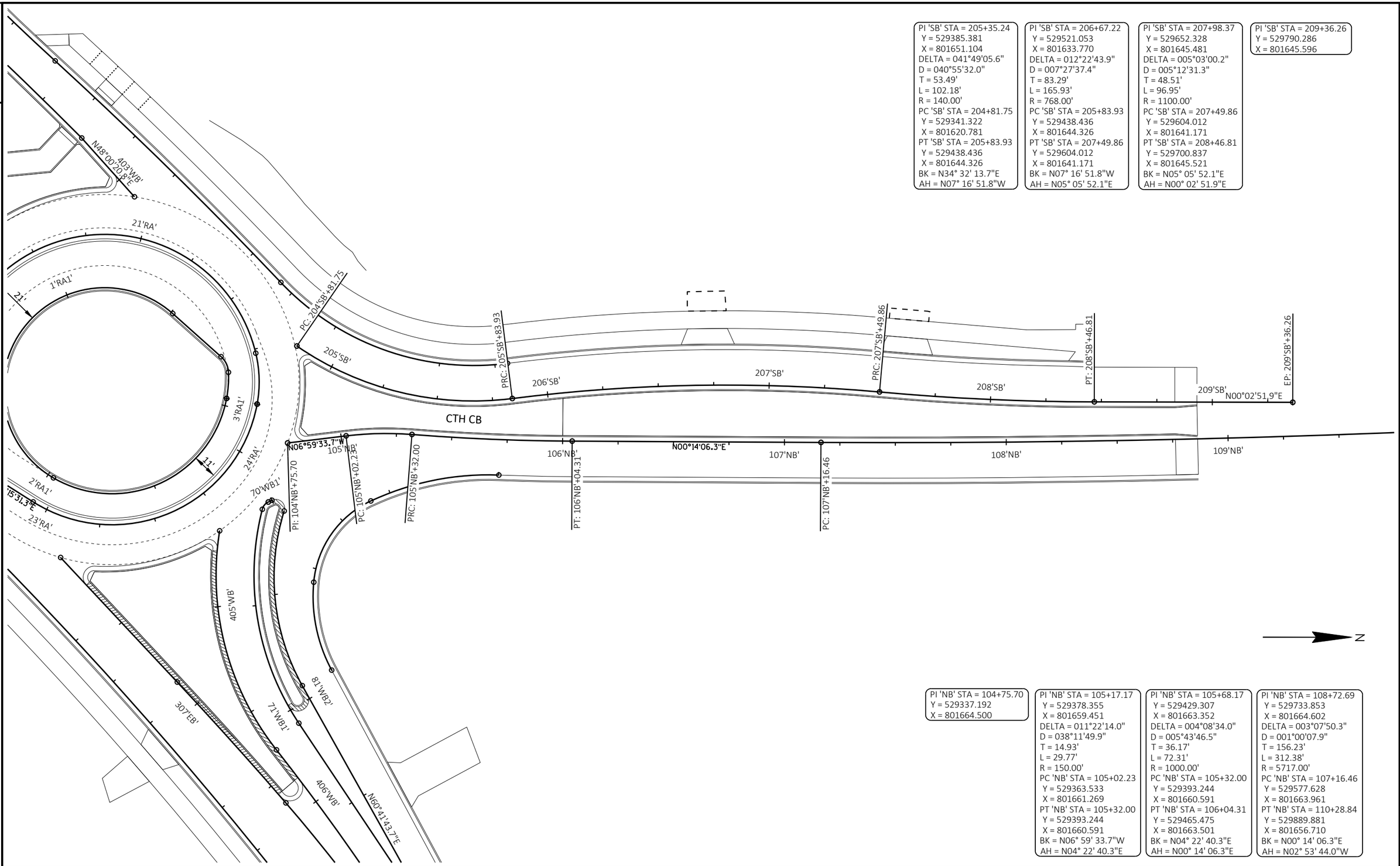
2

PI 'SB' STA = 205+35.24
Y = 529385.381
X = 801651.104
DELTA = 041°49'05.6"
D = 040°55'32.0"
T = 53.49'
L = 102.18'
R = 140.00'
PC 'SB' STA = 204+81.75
Y = 529341.322
X = 801620.781
PT 'SB' STA = 205+83.93
Y = 529438.436
X = 801644.326
BK = N34° 32' 13.7"E
AH = N07° 16' 51.8"W

PI 'SB' STA = 206+67.22
Y = 529521.053
X = 801633.770
DELTA = 012°22'43.9"
D = 007°27'37.4"
T = 83.29'
L = 165.93'
R = 768.00'
PC 'SB' STA = 205+83.93
Y = 529438.436
X = 801644.326
PT 'SB' STA = 207+49.86
Y = 529604.012
X = 801641.171
BK = N07° 16' 51.8"W
AH = N05° 05' 52.1"E

PI 'SB' STA = 207+98.37
Y = 529652.328
X = 801645.481
DELTA = 005°03'00.2"
D = 005°12'31.3"
T = 48.51'
L = 96.95'
R = 1100.00'
PC 'SB' STA = 207+49.86
Y = 529604.012
X = 801641.171
PT 'SB' STA = 208+46.81
Y = 529700.837
X = 801645.521
BK = N05° 05' 52.1"E
AH = N00° 02' 51.9"E

PI 'SB' STA = 209+36.26
Y = 529790.286
X = 801645.596



PI 'NB' STA = 104+75.70
Y = 529337.192
X = 801664.500

PI 'NB' STA = 105+17.17
Y = 529378.355
X = 801659.451
DELTA = 011°22'14.0"
D = 038°11'49.9"
T = 14.93'
L = 29.77'
R = 150.00'
PC 'NB' STA = 105+02.23
Y = 529363.533
X = 801661.269
PT 'NB' STA = 105+32.00
Y = 529393.244
X = 801660.591
BK = N06° 59' 33.7"W
AH = N04° 22' 40.3"E

PI 'NB' STA = 105+68.17
Y = 529429.307
X = 801663.352
DELTA = 004°08'34.0"
D = 005°43'46.5"
T = 36.17'
L = 72.31'
R = 1000.00'
PC 'NB' STA = 105+32.00
Y = 529393.244
X = 801660.591
PT 'NB' STA = 106+04.31
Y = 529465.475
X = 801663.501
BK = N04° 22' 40.3"E
AH = N00° 14' 06.3"E

PI 'NB' STA = 108+72.69
Y = 529733.853
X = 801664.602
DELTA = 003°07'50.3"
D = 001°00'07.9"
T = 156.23'
L = 312.38'
R = 5717.00'
PC 'NB' STA = 107+16.46
Y = 529577.628
X = 801663.961
PT 'NB' STA = 110+28.84
Y = 529889.881
X = 801656.710
BK = N00° 14' 06.3"E
AH = N02° 53' 44.0"W

PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	ALIGNMENT DETAILS - CTH CB	SHEET 44	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-027200-AD.DWG
LAYOUT NAME - 4264738-027208-ad
PLOT DATE : 3/3/2022 12:04 PM
PLOT BY : CRAIG KNUTH
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

PI 'NW' STA = 50+63.24
Y = 529136.484
X = 801394.047

PI 'NW' STA = 51+44.45
Y = 529190.667
X = 801454.540
DELTA = 005°56'07.9"
D = 005°17'08.1"
T = 56.20'
L = 112.30'
R = 1084.00'
PC 'NW' STA = 50+88.25
Y = 529153.273
X = 801412.587
PT 'NW' STA = 52+00.55
Y = 529232.198
X = 801492.400
BK = N48° 17' 16.2"E
AH = N42° 21' 08.3"E

PI 'NW' STA = 52+71.88
Y = 529284.913
X = 801540.454
DELTA = 004°05'06.8"
D = 002°51'53.2"
T = 71.33'
L = 142.60'
R = 2000.00'
PC 'NW' STA = 52+00.55
Y = 529232.198
X = 801492.400
PT 'NW' STA = 53+43.15
Y = 529334.070
X = 801592.142
BK = N42° 21' 08.3"E
AH = N46° 26' 15.0"E

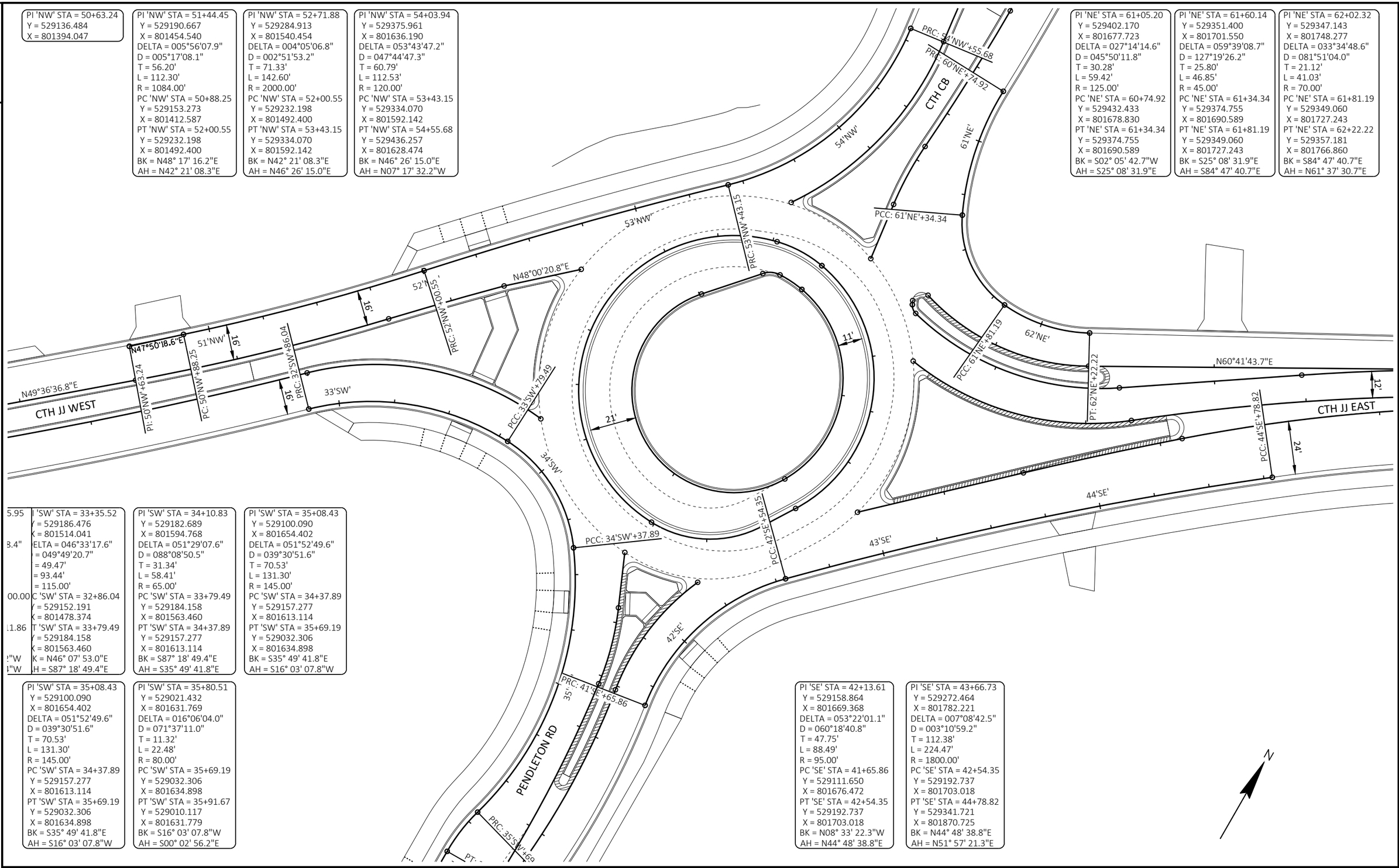
PI 'NW' STA = 54+03.94
Y = 529375.961
X = 801636.190
DELTA = 053°43'47.2"
D = 047°44'47.3"
T = 60.79'
L = 112.53'
R = 120.00'
PC 'NW' STA = 53+43.15
Y = 529334.070
X = 801592.142
PT 'NW' STA = 54+55.68
Y = 529436.257
X = 801628.474
BK = N46° 26' 15.0"E
AH = N07° 17' 32.2"W

PI 'NE' STA = 61+05.20
Y = 529402.170
X = 801677.723
DELTA = 027°14'14.6"
D = 045°50'11.8"
T = 30.28'
L = 59.42'
R = 125.00'
PC 'NE' STA = 60+74.92
Y = 529432.433
X = 801678.830
PT 'NE' STA = 61+34.34
Y = 529374.755
X = 801690.589
BK = S02° 05' 42.7"W
AH = S25° 08' 31.9"E

PI 'NE' STA = 61+60.14
Y = 529351.400
X = 801701.550
DELTA = 059°39'08.7"
D = 127°19'26.2"
T = 25.80'
L = 46.85'
R = 45.00'
PC 'NE' STA = 61+34.34
Y = 529374.755
X = 801690.589
PT 'NE' STA = 61+81.19
Y = 529349.060
X = 801727.243
BK = S25° 08' 31.9"E
AH = S84° 47' 40.7"E

PI 'NE' STA = 62+02.32
Y = 529347.143
X = 801748.277
DELTA = 033°34'48.6"
D = 081°51'04.0"
T = 21.12'
L = 41.03'
R = 70.00'
PC 'NE' STA = 61+81.19
Y = 529349.060
X = 801727.243
PT 'NE' STA = 62+22.22
Y = 529357.181
X = 801766.860
BK = S84° 47' 40.7"E
AH = N61° 37' 30.7"E

2



5.95
3.4"
00.00
1.86
:"W
I"W

PI 'SW' STA = 33+35.52
Y = 529186.476
X = 801514.041
DELTA = 046°33'17.6"
= 049°49'20.7"
= 49.47'
= 93.44'
= 115.00'
C 'SW' STA = 32+86.04
Y = 529152.191
X = 801478.374
T 'SW' STA = 33+79.49
Y = 529184.158
X = 801563.460
K = N46° 07' 53.0"E
H = S87° 18' 49.4"E

PI 'SW' STA = 34+10.83
Y = 529182.689
X = 801594.768
DELTA = 051°29'07.6"
D = 088°08'50.5"
T = 31.34'
L = 58.41'
R = 65.00'
PC 'SW' STA = 33+79.49
Y = 529184.158
X = 801563.460
PT 'SW' STA = 34+37.89
Y = 529157.277
X = 801613.114
BK = S87° 18' 49.4"E
AH = S35° 49' 41.8"E

PI 'SW' STA = 35+08.43
Y = 529100.090
X = 801654.402
DELTA = 051°52'49.6"
D = 039°30'51.6"
T = 70.53'
L = 131.30'
R = 145.00'
PC 'SW' STA = 34+37.89
Y = 529157.277
X = 801613.114
PT 'SW' STA = 35+69.19
Y = 529032.306
X = 801634.898
BK = S35° 49' 41.8"E
AH = S16° 03' 07.8"W

PI 'SW' STA = 35+08.43
Y = 529100.090
X = 801654.402
DELTA = 051°52'49.6"
D = 039°30'51.6"
T = 70.53'
L = 131.30'
R = 145.00'
PC 'SW' STA = 34+37.89
Y = 529157.277
X = 801613.114
PT 'SW' STA = 35+69.19
Y = 529032.306
X = 801634.898
BK = S35° 49' 41.8"E
AH = S16° 03' 07.8"W

PI 'SW' STA = 35+80.51
Y = 529021.432
X = 801631.769
DELTA = 016°06'04.0"
D = 071°37'11.0"
T = 11.32'
L = 22.48'
R = 80.00'
PC 'SW' STA = 35+69.19
Y = 529032.306
X = 801634.898
PT 'SW' STA = 35+91.67
Y = 529010.117
X = 801631.779
BK = S16° 03' 07.8"W
AH = S00° 02' 56.2"E

PI 'SE' STA = 42+13.61
Y = 529158.864
X = 801669.368
DELTA = 053°22'01.1"
D = 060°18'40.8"
T = 47.75'
L = 88.49'
R = 95.00'
PC 'SE' STA = 41+65.86
Y = 529111.650
X = 801676.472
PT 'SE' STA = 42+54.35
Y = 529192.737
X = 801703.018
BK = N08° 33' 22.3"W
AH = N44° 48' 38.8"E

PI 'SE' STA = 43+66.73
Y = 529272.464
X = 801782.221
DELTA = 007°08'42.5"
D = 003°10'59.2"
T = 112.38'
L = 224.47'
R = 1800.00'
PC 'SE' STA = 42+54.35
Y = 529192.737
X = 801703.018
PT 'SE' STA = 44+78.82
Y = 529341.721
X = 801870.725
BK = N44° 48' 38.8"E
AH = N51° 57' 21.3"E

N

PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	ALIGNMENT DETAILS - ROUNDABOUT	SHEET 45	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-027200-AD.DWG
LAYOUT NAME - 4264738-027211-ad
PLOT DATE : 3/3/2022 12:04 PM
PLOT BY : CRAIG KNUTH
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

3

DIVISION	FROM/TO STATION	205.0100 COMMON EXCAVATION (1) CUT (2)	205.0100 COMMON EXCAVATION (1) EBS EXCAVATION (3)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (13) FACTOR 1.25	MASS ORDINATE +/- (14)	WASTE	COMMENT
DIVISION 1									
CTH CB & JJ RAB	20+00/23+94	2,017	0	2,017	1,215	1,519	498	498	NOTE 15 and 16
PENDLETON NB	101+35/102+75	689	0	689	83	104	585	585	
CTH CB NB	105+00/106+05	316	0	316	26	33	284	284	
CTH CB NB	106+05/108+86	150	0	150	0	0	150	150	
CTH CB SB	205+00/208+93	1,169	0	1,169	45	56	1,113	1,113	
PENDLETON SB	202+50/202+75	59	0	59	5	6	53	53	
CTH JJ EB	301+33/304+25	1,066	0	1,066	24	30	1,036	1,036	
CTH JJ EB	306+50/310+69	2,245	0	2,245	225	281	1,964	1,964	
CTH JJ WB	399+63/400+93	70	0	70	0	0	70	70	
CTH JJ WB	400+93/402+75	160	0	160	19	24	136	136	
CTH JJ WB	405+00/405+50	204	0	204	24	30	174	174	
	UNDISTRIBUTED	0	200	0	200	250	-250	0	
DIVISION 1 SUBTOTAL		8,145	200	8,145	1,866	2,333	5,813	6,063	
GRAND TOTAL		8,145	200	8,145	1,866	2,333	5,813	6,063	
	TOTAL COMMON EXC	8,345							

NOTES:

(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100

(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.

(5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL

(7) ROCK EXCAVATION ITEM NUMBER 205.0200

(12) EXPANDED ROCK FACTOR = 1.10

(13) EXPANDED FILL FACTOR = 1.25

DEPENDING ON SELECTIONS: **EXPANDED FILL = (UNEXPANDED FILL) * FILL FACTOR**

(14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

(15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

(16) EARTHWORK QUANTITIES BASED ON EXISTING AND PROPOSED SURFACE COMPARISON

GRUBBING

STATION	TO	STATION	ROADWAY	201.0205 GRUBBING STA
PROJECT 426-4738				
402+00	-	406+00	CTH JJ WB	3
307+00	-	310+00	CTH JJ EB	3
101+00	-	102+00	PENDLETON RD NB	1
201+00	-	203+00	PENDLETON RD SB	2
207+00	-	208+00	CTH CB NB	1
22+00	-	24+00	RAB	2
			PROJECT TOTALS	12

REMOVING CURB AND GUTTER

STATION	TO	STATION	DIR	ROADWAY	204.0150 LF
PROJECT 426-4738					
NW QUADRANT			-	CTH CB/JJ	780
NE QUADRANT			-	CTH CB/JJ	766
301+33	-	310+39	RT	CTH JJ EB	890
301+33	-	304+93	RT/LT	CTH JJ EB	747
105+36	-	106+35	LT	CTH CB NB	170
				PROJECT TOTAL	3,353

REMOVING CONCRETE PAVEMENT

STATION	DIR	ROADWAY	204.0100 SY	COMMENT
PROJECT 426-4738				
405+81	LT	CTH JJ WB	16	DWY APRON
309+27	RT	CTH JJ EB	23	DWY APRON
310+25	LT/RT	CTH JJ EB	488	
		PROJECT TOTAL	527	

REMOVING STORM SEWER STRUCTURES

STATION	OFFSET FT	DIR	ROADWAY	204.0120 REMOVING MANHOLES EA	204.0220 REMOVING INLETS EA
PROJECT 426-4738					
301+85	17	RT	CTH JJ EB	---	1
303+73	24.0	RT	CTH JJ EB	---	1
303+73	33.0	RT	CTH JJ EB	1	---
304+58	3.5	LT	CTH JJ EB	1	---
304+53	10.0	LT	CTH JJ EB	---	1
304+51	54.0	LT	CTH JJ EB	---	1
306+95	39.0	LT	CTH JJ EB	1	---
306+97	47.0	LT	CTH JJ EB	---	1
308+55	11.0	RT	CTH JJ EB	1	---
308+57	2.0	RT	CTH JJ EB	---	1
101+70	10.0	LT	CTH CB NB	1	---
105+02	52.5	LT	CTH CB NB	---	1
105+00	31.0	LT	CTH CB NB	---	1
105+10	0.5	LT	CTH CB NB	1	---
105+33	81.0	RT	CTH CB NB	---	1
105+60	8.5	LT	CTH CB NB	---	1
105+60	3.0	RT	CTH CB NB	---	1
107+13	33.0	LT	CTH CB NB	---	1
			PROJECT TOTAL	6	12

REMOVING STORM SEWER

STATION	DIR	ROADWAY	204.0245.01 REMOVING STORM SEWER 12 TO 18-INCH LF	204.0245.02 REMOVING STORM SEWER 29x45-INCH LF
PROJECT 426-4738				
301+92-310+21	RT & LT	CTH JJ EB	80	810
105+00-105+75	RT & LT	CTH CB NB	222	---
		PROJECT TOTALS	302	810

BASE COURSE

STATION TO STATION	DIR	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	311.0110 BREAKER RUN TON	624.0100 WATER MGAL	COMMENT
PROJECT 426-4738							
301+23 - 304+50	R/L	CTH JJ EB (WEST LEG)	0	530	1,310	3	
306+28 - 310+70	R/L	CTH JJ EB (EAST LEG)	0	1120	2,780	7	
101+35 - 103+00	R/L	PENDLETON RD NB	0	320	810	2	
104+88 - 106+15	R/L	CTH CB NB	0	130	330	1	
204+91 - 208+93	R/L	CTH CB SB	10	390	960	2	
		CTH JJ/CTH CB RAB	0	970	2,470	6	
303+28 - 304+51	LT	CTH JJ EB (WEST LEG)	90	0	0	1	SPLITTER ISLAND
306+27 - 307+53	LT	CTH JJ EB (EAST LEG)	80	0	0	0	SPLITTER ISLAND
102+60 - 103+00	LT	PENDLETON RD NB	10	0	0	0	SPLITTER ISLAND
104+85 - 106+35	LT	CTH CB NB	80	0	0	0	SPLITTER ISLAND
402+28 - 208+47	LT	NW QUADRANT TRAIL/SW	200	0	0	1	
303+50 - 100+69	R/L	SW QUADRANT TRAIL/SW	140	0	0	1	
101+21 - 310+25	RT	SE QUADRANT TRAIL/SW	270	0	0	2	
		PROJECT TOTALS	880	3,460	8,660	26	

CONCRETE PAVEMENT

STATION TO STATION			DIR	LOCATION	415.0080 CONCRETE PAVEMENT 8-INCH SY	415.4100 CONCRETE PAVEMENT JOINT FILLING SY	416.0512 CONCRETE TRUCK APRON 12-INCH SY	405.0100 COLORING CONCRETE WISDOT RED CY
PROJECT 426-4738								
301+33	-	304+53	RT	CTH JJ EB (WEST LEG)	565	565	0	0
399+96	-	402+96	LT	CTH JJ WB (WEST LEG)	538	538	0	0
306+27	-	310+70	R/L	CTH JJ EB (EAST LEG)	2628	2628	0	10
101+35	-	103+02	R/L	PENDLETON RD NB	667	667	0	0
104+72	-	108+76	RT	CTH CB NB	818	818	0	0
204+90	-	208+83	LT	CTH CB SB	691	691	0	0
				CTH CB/CTH JJ RAB	1426	2061	635	212
				PROJECT TOTALS	7,333	7,968	635	222

CONCRETE DRIVEWAY

STATION	DIR	ROADWAY	416.0160 6-INCH SY
PROJECT 426-4738			
206+73	LT	CTH CB SB	16
207+60	LT	CTH CB SB	16
307+04	RT	CTH JJ EB	14
309+18	RT	CTH JJ EB	16
		PROJECT TOTAL	63

DRILLED BARS

STATION	DIR	ROADWAY	416.0610 TIE BARS EA	416.0620 DOWEL BARS EA
PROJECT 426-4738				
310+39	RT	CTH JJ EB	---	16
310+39-310+69	LT	CTH JJ EB	10	---
409+04	-	CTH JJ WB	---	19
10135	-	CTH CB NB	---	30
		PROJECT TOTAL	10	65

ASPHALTIC ITEMS

LOCATION	455.0605 TACK COAT GAL	465.0105 ASPHALTIC SURFACE TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	COMMENTS
PROJECT 426-4738					
NW QUADRANT PATH	---	81	---	---	
SW QUADRANT PATH	---	51	---	---	
SE QUADRANT PATH	---	92	---	---	
CTH JJ EB STA 301+33 TO 303+26	---	35	---	---	MEDIAN
CTH CB NB STA 106+35 TO 108+86	---	92	---	---	MEDIAN
CTH JJ EB STA 301+28	1	6	---	---	
CTH JJ WB STA 399+63	5	22	---	---	
CTH CB NB STA 108+76	1	6	---	---	
CTH CB SB STA 208+88	1	6	---	---	
CTH JJ WB STA 400+52 LT	---	---	2	---	DRIVEWAY
CTH JJ WB STA 401+20 LT	---	---	6	---	DRIVEWAY
CTH JJ WB STA 406+16 LT	---	---	13	---	DRIVEWAY
CTH JJ EB STA 307+05 RT			4	---	DRIVEWAY
CTH JJ EB STA 309+20 RT	---	---	6	---	DRIVEWAY
CTH CB NB STA 105+75	---	---	---	4	TEMPORARY CONNECTION
PROJECT TOTALS	8	391	32	4	

CONCRETE CURB AND GUTTER

LOCATION	601.0405 18-INCH TYPE A LF	601.0409 30-INCH TYPE A LF	601.0411 30-INCH TYPE D LF	601.0580 4-INCH SLOPED 36-INCH TYPE R LF	601.0600 CONCRETE CURB PEDESTRIAN LF
PROJECT 426-4738					
NW QUADRANT	---	763	---	---	---
NE QUADRANT	---	815	---	---	---
SW QUADRANT	---	528	---	---	---
SE QUADRANT	---	658	---	---	---
CTH CB MEDIAN	---	804	---	---	---
PENDLETON RD MEDIAN	---	211	---	---	30
CTH JJ WEST LEG MEDIAN	---	620	33	---	83
CTH JJ EAST LEG MEDIAN	---	292	---	---	---
CTH CB/CTH JJ RAB	297	---	---	410	---
PROJECT TOTALS	297	4,691	33	410	113

CONCRETE SIDEWALK

LOCATION	602.0405 4-INCH SF	602.0415 6-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF
PROJECT 426-4738			
CTH CB (NORTH LEG)	1,932	---	---
PENDLETON RD (SOUTH LEG)	1,260	370	110
CTH JJ WEST LEG	2,480	700	80
CTH JJ EAST LEG	2,654	---	---
PROJECT TOTALS	8,330	1,070	190

CONCRETE MEDIAN SLOPED NOSE

STATION	DIR	LOCATION	620.0300 CONCRETE MEDIAN SLOPED NOSE SF
PROJECT 426-4738			
104+82	LT	CTH CB NB	27
204+88	RT	CTH CB SB	24
102+00	LT	PENDLETON RD NB	49
103+04	LT	PENDLETON RD NB	24
203+00	RT	PENDLETON RD SB	27
304+54	LT	CTH JJ EB	24
402+99	RT	CTH JJ WB	28
307+57	LT	CTH JJ EB	66
306+24	LT	CTH JJ EB	28
404+72	RT	CTH JJ WB	24
		PROJECT TOTAL	321

REVISED 6/2/2022

3

3

STORM SEWER PIPE

FROM	-	TO	520.8000 CONCRETE COLLARS FOR PIPE EA	608.0005 STORM SEWER ROCK EXCAVATION CY	608.0315 CLASS III 15-INCH LF	608.0318 CLASS III 18-INCH LF	608.0324 CLASS III 24-INCH LF	608.0412 CLASS IV 12-INCH LF	608.0415 CLASS IV 15-INCH LF	608.0418 CLASS IV 18-INCH LF	608.2319 CLASS HE-III 19X30-INCH LF	608.2429 CLASS HE-IV 29X45-INCH LF	612.0208 PIPE UNDERDRAIN UNPERFORATED (PVC) 8-INCH LF	JOINT TIES (INFORMATION ONLY)
					REINFORCED CONCRETE						REINFORCED CONCRETE HORIZONTAL ELLIPTICAL			
PROJECT 426-4738														
EX MH-1.0	-	INL 1.1	---	---	---	---	---	---	---	---	---	---	---	---
EX MH-1.0	-	MH-2.0	---	45	---	---	---	---	---	---	---	116	---	---
MH-2.0	-	INL-2.1	---	---	---	---	---	6	---	---	---	---	---	---
MH-2.0	-	MH-3.0	---	27	---	---	---	---	---	---	---	105	---	---
INL-2.1	-	INL-2.2	---	---	---	---	---	34	---	---	---	---	---	---
MH-3.0	-	INL-3.1	---	---	---	---	---	6	---	---	---	---	---	---
MH-3.0	-	MH-4.0	---	27	---	---	---	---	---	---	---	206	---	---
INL-3.1	-	INL-3.2	---	---	---	---	---	10	---	---	---	---	---	---
MH-4.0	-	INL-4.1	---	---	---	---	---	---	---	---	---	---	---	---
MH-4.0	-	EX MH-5.0	---	26	---	---	---	---	---	---	---	200	---	---
INL-4.2	-	JCT 4.1	---	---	---	---	---	---	---	---	---	---	17	---
EX MH-5.0	-	INL-5.1	---	---	---	---	---	---	16	---	---	---	---	---
INL-5.1	-	INL-5.2	---	---	---	---	---	---	20	---	---	---	---	---
INL-5.1	-	INL-5.11	---	---	---	---	---	31	---	---	---	---	---	---
INL-5.2	-	INL-5.3	---	---	---	---	---	16	---	---	---	---	---	---
INL-5.2	-	INL-5.7	---	---	---	---	---	53	---	---	---	---	---	---
INL-5.2	-	INL-5.10	---	---	---	---	---	75	---	---	---	---	---	---
INL-5.3	-	INL-5.4	---	2	---	---	---	19	---	---	---	---	---	---
INL-5.4	-	INL-5.5	---	1	---	---	---	9	---	---	---	---	---	---
INL-5.4	-	INL-5.6	---	5	---	---	---	63	---	---	---	---	---	---
INL-5.7	-	INL-5.8	---	---	---	---	---	18	---	---	---	---	---	---
INL-5.8	-	INL-5.9	---	---	---	---	---	20	---	---	---	---	---	---
CC-6.3	-	CC-6.2	2	---	---	---	---	---	---	---	32	---	---	---
EX MH-6.0	-	INL-6.1	---	---	---	---	---	---	---	---	6	---	---	---
AEW-7.0	-	INL-7.1	---	---	10	---	---	---	---	---	---	---	---	4
INL-7.1	-	INL-7.2	---	---	---	---	---	122	---	---	---	---	---	---
MH-8.0	-	INL-8.1	---	---	---	---	---	27	---	---	---	---	---	---
MH-8.0	-	INL-8.2	---	---	---	---	---	22	---	---	---	---	---	---
EX MH-10.0	-	INL 10.1	---	---	---	---	---	48	---	---	---	---	---	---
EX MH-10.0	-	MH-11.0	---	---	---	---	52	---	---	---	---	---	---	---
INL-10.1	-	INL 10.2	---	---	---	---	---	25	---	---	---	---	---	---
MH-11.0	-	MH-12.0	---	---	---	---	---	---	63	---	---	---	---	---
MH-12.0	-	INL-12.1	---	---	---	---	---	14	---	---	---	---	---	---
INL-11.0	-	INL-11.1	---	---	---	---	---	---	---	48	---	---	---	---
INL-11.1	-	INL-11.2	---	---	---	---	---	---	---	51	---	---	---	---
INL-11.2	-	INL-11.3	---	3	---	33	---	---	---	---	---	---	---	---
INL-11.2	-	INL-11.4	---	---	---	---	---	12	---	---	---	---	---	---
CC-13.0	-	INL-13.1	1	---	---	---	---	8	---	---	---	---	---	---
UNDISTRIBUTED			---	9	---	---	---	---	---	---	---	---	---	---
PROJECT TOTALS			3	144	10	33	52	638	99	99	38	627	17	4

REVISED 6/2/2022

REVISED 6/23/2022

STORM SEWER STRUCTURES

STRUCT	STATION	OFFSET	ROADWAY	522.1015 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH EACH	611.0420 RECONST. MANHOLES EACH	611.0430 RECONST. INLETS EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0624 INLET COVERS TYPE H EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	611.0652 INLET COVERS TYPE T EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	SPV.0060.01 INLETS 2X2.5-FT SPECIAL EACH	SPV.0060.02 MANHOLES 7-FT DIAMETER EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH
PROJECT 426-4738																					
EX MH-1.0	310+20.91	38.71' RT	CTH JJ EB	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
INL-1.1	310+19.36	25.50' RT	CTH JJ EB	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---
MH-2.0	309+00.00	31.50' RT	CTH JJ EB	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	1
INL-2.1	309+00.00	25.50' RT	CTH JJ EB	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
INL-2.2	309+35.00	25.50' RT	CTH JJ EB	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
MH-3.0	307+90.17	31.48' RT	CTH JJ EB	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	1
INL-3.1	307+90.00	25.48' RT	CTH JJ EB	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
INL-3.2	308+00.00	25.50' RT	CTH JJ EB	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
MH-4.0	22+97.00	1.50' LT	CTH CB & JJ RAB	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	1
INL-4.1	23+25.00	1.50' LT	CTH CB & JJ RAB	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
JCT-4.1	306+27.60	1.40' LT	CTH JJ EB	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
INL-4.2	23+35.04	20.09' RT	CTH CB & JJ RAB	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	1
EX MH-5.0	303+80.00	24.68' RT	CTH JJ EB	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
INL-5.1	303+80.00	18.18' RT	CTH JJ EB	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	1
INL-5.2	303+80.00	1.50' LT	CTH JJ EB	---	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---	1
INL-5.3	402+15.00	1.50' RT	CTH JJ WB	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	1
INL-5.4	402+15.00	17.50' LT	CTH JJ WB	---	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---	1
INL-5.5	303+71.21	33.93' LT	CTH JJ EB	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
INL-5.6	304+19.14	63.18' LT	CTH JJ EB	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
INL-5.7	401+58.00	1.50' RT	CTH JJ WB	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
INL-5.8	401+40.00	1.50' RT	CTH JJ WB	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
INL-5.9	401+34.50	17.50' LT	CTH JJ WB	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
INL-5.10	21+54.56	19.53' RT	CTH CB & JJ RAB	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	1
INL-5.11	303+44.73	17.50' RT	CTH JJ EB	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
EX MH-6.0	301+91.76	23.63' RT	CTH JJ EB	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---
INL-6.1	301+91.77	17.50' RT	CTH JJ EB	---	---	1	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
AEW-7.0	408+06.22	33.64' LT	CTH JJ WB	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
INL-7.1	408+00.00	25.50' LT	CTH JJ WB	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
INL-7.2	406+81.15	27.52' LT	CTH JJ WB	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
MH-8.0	101+54.94	5.41' LT	CTH CB NB	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---	---	---	1
INL-8.1	201+56.93	26.98' LT	CTH CB SB	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
INL-8.2	101+54.94	16.50' RT	CTH CB NB	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
EX MH 10.0	405+39.05	89.83' LT	CTH JJ WB	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
INL-10.1	405+51.76	42.33' LT	CTH JJ WB	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
INL-10.2	405+54.02	17.33' LT	CTH JJ WB	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
EX INL-10.3	405+19.67	102.50' LT	CTH JJ WB	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
MH 11.0	105+03.84	34.78' RT	CTH CB NB	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	1
INL-11.1	24+18.84	20.42' RT	CTH CB & JJ RAB	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	1
INL-11.2	204+82.14	18.42' LT	CTH CB SB	---	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---	1
INL-11.3	204+81.75	51.16' LT	CTH CB SB	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	1
INL-11.4	305+38.23	147.83' LT	CTH JJ EB	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
MH 12.0	105+59.80	1.50' RT	CTH CB NB	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---
INL-12.1	205+67.10	1.50' RT	CTH CB SB	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
MH 13.2	107+12.83	3.64' LT	CTH CB NB	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---
INL-13.1	207+17.85	17.50' LT	CTH CB SB	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
INL-13.3	107+13.20	18.20' RT	CTH JJ EB	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---
			PROJECT TOTALS	1	3	1	3	23	7	1	1	1	2	6	24	1	2	2	0	1	36

REVISED 6/2/2022

PIPE UNDERDRAIN

STORM SEWER STRUCTURE NUMBER	LOCATION	310.0115 BASE AGGREGATE OPEN GRADED CY	612.0106 PIPE UNDERDRAIN 6-INCH LF	645.0111 GEOTEXTILE TYPE DF SCHEDULE A SY
PROJECT 426-4738				
MH-4.0	CTH CB & CTH JJ RAB	0.50	16.0	9.0
INL-4.1	CTH CB & CTH JJ RAB	---	---	---
INL-4.2	CTH CB & CTH JJ RAB	0.25	8.0	4.5
INL-5.1	CTH JJ WB	0.25	8.0	4.5
INL-5.5	CTH CB & CTH JJ RAB	0.25	8.0	4.5
INL-11.2	CTH JJ WB	0.25	8.0	4.5
PROJECT TOTALS		1.50	48	27.00

LANDMARK REFERENCE MONUMENTS

STATION	DIRECTION	ROADWAY	621.0100 LANDMARK REFERENCE MONUMENTS EACH	621.1200 LANDMAKR REFERENCE MONUMENTS AND ALUMINUM COVERS EACH
PROJECT 426-4738				
201'SB'+89	LT	PENDLETON ROAD	4	1
		PROJECT TOTALS	4	1

EROSION CONTROL

LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EA	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EA	628.7005 INLET PROTECTION TYPE A EA	628.7015 INLET PROTECTION TYPE C EA	628.7020 INLET PROTECTION TYPE D EA	628.7555 CULVERT PIPE CHECKS EA	628.7560 TRACKING PADS EA	628.7570 ROCK BAGS EA
PROJECT 426-4738										
CTH CB (NORTH LEG)	352	352	---	---	2	5	2	---	---	---
PENDLETON RD (SOUTH LEG)	---	---	---	---	---	2	2	---	---	---
CTH JJ WEST LEG	---	---	---	---	---	7	4	8	---	---
CTH JJ EAST LEG	532	532	---	---	---	9	3	---	---	---
CTH CB/JJ RAB	---	---	---	---	---	2	2	---	---	---
UNDISTRIBUTED	300	300	4	2	1	7	4	---	2	20
PROJECT TOTALS	1,184	1,184	4	2	3	32	17	8	2	20

RESTORATION

LOCATION	630.0500 SEED WATER MGAL	625.0100 TOPSOIL SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE #40 LB	SPV.0085.01 LOW MOW SEEDING LB
PROJECT 426-4738						
NW QUADRANT	30	1,290	1,290	0.8	23	0
NE QUADRANT	30	1,560	1,560	1.0	28	0
SW QUADRANT	30	1,120	1,120	0.7	20	0
SE QUADRANT	40	1,590	1,590	1.0	29	0
CTH CB/JJ RAB	20	750	750	0.5	0	20
UNDISTRIBUTED	40	1,580	1,580	1.0	30	10
PROJECT TOTALS	190	7,890	7,890	5.0	130	30

FLOWABLE FILL

STATION	DIR	LOCATION	SPV.0035.01 FLOWABLE FILL CY	NOTES
307+90	25.5' RT	EB CTH JJ EAST	2	BETWEEN MH 3.0 - INL 3.1
309+00	25.5' RT	EB CTH JJ EAST	2	BETWEEN MH 2.0 - INL 2.1
		PROJECT TOTAL	4	

PERMANENT SIGNS TYPE II AND SIGN SUPPORTS

SIGN NO.	STATION	REFERENCE LINE	FACE DIR.	SIGN CODE	DESCRIPTION	SIGN W X H IN X IN	ASSEMBLY NO.	ASSEMBLY WIDTH IN	ASSEMBLY HEIGHT IN	634.0612 POSTS WOOD 4 X 6-INCH 12-FT EACH	634.0614 POSTS WOOD 4 X 6-INCH 14 FT EACH	634.0616 POSTS WOOD 4 X 6-INCH 16 FT EACH	634.0618 POSTS WOOD 4 X 6-INCH 18 FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	REMARKS
101	296+35 RT	CTH JJ EB	WB	M2-1	JCT	21 X 15	J1-1	24.00	39.00	---	---	1	---	6.50	---	
				M1-5A	CTH CB	24 X 24				---	---	---	---		---	
102	297+85 RT	CTH JJ EB	WB	W2-6	RAB	30 X 30				---	---	---	1	---	6.25	
				W13-1	15 MPH	18 X 18				---	---	---	---	---	2.25	
103	301+35 RT	CTH JJ EB	WB	W3-2	YIELD AHEAD	36 X 36				---	---	1	---	---	9.00	
104	303+29 LT	CTH JJ EB	WB	R4-7	SPLITTER ISLAND LEFT	24 X 30				---	---	1	---	5.00	---	
105	401+77 LT	CTH JJ WB	EB	M3-4	WEST	24 X 12	J1-1	24.00	36.00	---	---	1	---	6.00	---	
				M1-5A	CTH JJ	24 X 24				---	---	---	---		---	
106	304+17 RT	CTH JJ EB	WB	W11-2	PEDESTRIAN CROSSING	30 X 30				---	---	1	---	---	6.25	
				W16-7L	ARROW LEFT	24 X 12				---	---	---	---	---	2.00	
109	402+75 LT	CTH JJ WB	EB	W11-2	PEDESTRIAN CROSSING	30 X 30				---	---	1	---	---	6.25	
				W16-7L	ARROW LEFT	24 X 12				---	---	---	---	---	2.00	
110	304+60 RT	CTH JJ EB	WB	R1-2	YIELD	36 X 31				---	---	---	1	3.88	---	
				R1-54	TO TRAFFIC FROM LEFT	24 X 15				---	---	---	---	2.50	---	
111	304+50 LT	CTH JJ EB	WB	R1-2	YIELD	36 X 31				---	---	---	1	3.88	---	
				R6-2R	ONE WAY RT ARROW	24 X 30				---	---	---	---	5.00	---	
112	402+91 RT	CTH JJ WB	EB	D1-1	CTH JJ ARROW UP RIGHT	36 X 18				---	1	---	---	4.50	---	
113	22+10 RT	RAB	EB	R6-1R	ONE WAY RIGHT	54 X 18				---	---	2	---	6.75	---	
				R6-4B	RIGHT CHEVRON	60 X 24				---	---	---	---	10.00	---	MOUNTING HT. 4' TO BOTTOM OF SIGN
114	22+82 RT	RAB	NB	R6-1R	ONE WAY RIGHT	54 X 18				---	---	2	---	6.75	---	
				R6-4B	RIGHT CHEVRON	60 X 24				---	---	---	---	10.00	---	MOUNTING HT. 4' TO BOTTOM OF SIGN
115	23+95 RT	RAB	WB	R6-1R	ONE WAY RIGHT	54 X 18				---	---	2	---	6.75	---	
				R6-4B	RIGHT CHEVRON	60 X 24				---	---	---	---	10.00	---	MOUNTING HT. 4' TO BOTTOM OF SIGN
116	20+45 RT	RAB	SB	R6-1R	ONE WAY RIGHT	54 X 18				---	---	2	---	6.75	---	
				R6-4B	RIGHT CHEVRON	60 X 24				---	---	---	---	10.00	---	MOUNTING HT. 4' TO BOTTOM OF SIGN
117	202+88 LT	CTH CB SB	NB	W11-2	PEDESTRIAN CROSSING	30 X 30				---	---	1	---	---	6.25	
				W16-7L	ARROW LEFT	24 X 12				---	---	---	---	---	2.00	
117A	102+73 RT	CTH CB NB	SB	W11-2	PEDESTRIAN CROSSING	30 X 30				---	---	---	---	---	6.25	
				W16-7L	ARROW LEFT	24 X 12				---	---	---	---	---	2.00	
118	202+95 RT	CTH CB SB	NB	D1-1	PENDLETON RD	60 X 24				---	---	2	---	10.00	---	
120	202+04 RT	CTH CB SB	SB	R4-7	SPLITTER ISLAND LEFT	24 X 30				---	---	1	---	5.00	---	
121	103+00 LT	CTH CB NB	SB	R1-2	YIELD	36 X 31				---	---	---	1	3.88	---	
				R6-2R	ONE WAY RT ARROW	24 X 30				---	---	---	---	5.00	---	
122	103+10 RT	CTH CB NB	SB	R1-2	YIELD	36 X 31				---	---	---	1	3.88	---	
				R1-54	TO TRAFFIC FROM LEFT	24 X 15				---	---	---	---	2.50	---	
123	306+33 LT	CTH JJ EB	WB	D1-1	CTH JJ ARROW UP RIGHT	36 X 18				---	1	---	---	4.50	---	
124	404+78 RT	CTH JJ WB	EB	R1-2	YIELD	36 X 31				---	---	---	1	3.88	---	
				R6-2R	ONE WAY RT ARROW	24 X 30				---	---	---	---	5.00	---	
125	105+05 RT	CTH CB NB	SB	R1-2	YIELD	36 X 31				---	---	---	1	3.88	---	
				R1-54	TO TRAFFIC FROM LEFT	24 X 15				---	---	---	---	2.50	---	
126	404+62 LT	CTH JJ WB	EB	R1-2	YIELD	36 X 31				---	---	---	1	3.88	---	
				R1-54	TO TRAFFIC FROM LEFT	24 X 15				---	---	---	---	2.50	---	
127	405+55 LT	CTH JJ WB	EB	W12-1D	ARROWS DOWN LT & RT	24 X 24				1	---	---	---	---	4.00	SPECIAL HT. 2'-3" PER SIGN PLATE A4-3
128	405+85 RT	CTH JJ WB	EB	R4-7	SPLITTER ISLAND LEFT	24 X 30				---	---	1	---	5.00	---	
129	307+72 RT	CTH JJ EB	WB	M3-2	EAST	24 X 12	J1-1	24.00	36.00	---	---	1	---	6.00	---	
				M1-5A	CTH JJ	24 X 24				---	---	---	---		---	
130	407+75 LT	CTH JJ WB	EB	W3-2	YIELD AHEAD ARROW	36 X 36				---	---	1	---	---	9.00	
131	409+05 LT	CTH JJ WB	EB	R3-8IR	LT LANE STRAIGHT/RIGHT, RIGHT TURN ONLY	36 X 30				---	---	1	---	7.50	---	
132	411+25 LT	CTH JJ WB	EB	W2-6	RAB	30 X 30				---	---	---	1	---	6.25	
				W13-1	15 MPH	18 X 18				---	---	---	---	---	2.25	
133	412+75 LT	CTH JJ WB	EB	M2-1	JCT	21 X 15	J1-1	24.00	39.00	---	---	1	---	6.50	---	
				M1-5A	CTH CB	24 X 24				---	---	---	---		---	
134	98+10 RT	PENDLETON RD	SB	W2-6	RAB	30 X 30				---	---	---	1	---	6.25	
				W13-1	15 MPH	18 X 18				---	---	---	---	---	2.25	
135	204+90 LT	CTH CB SB	NB	R1-2	YIELD	36 X 31				---	---	---	1	3.88	---	
				R1-54	TO TRAFFIC FROM LEFT	24 X 15				---	---	---	---	2.50	---	
136	204+94 RT	CTH CB SB	NB	R1-2	YIELD	36 X 31				---	---	---	1	3.88	---	
				R6-2R	ONE WAY RT ARROW	24 X 30				---	---	---	---	5.00	---	
137	104+90 LT	CTH CB NB	SB	D1-1	CTH CB ARROW UP RIGHT	36 X 15				---	1	---	---	3.75	---	
138	210+65 LT	CTH CB NB	SB	W3-2	YIELD AHEAD ARROW	36 X 36				---	---	1	---	---	9.00	
139	214+15 LT	CTH CB NB	SB	W2-6	RAB	30 X 30				---	---	---	1	---	6.25	
				W13-1	15 MPH	18 X 18				---	---	---	---	---	2.25	
					PROJECT TOTALS	PROJECT TOTALS				1	3	9	10	100.41	49.50	

3

MOVING SIGNS TYPE II AND MOVING SMALL SIGN SUPPORTS

SIGN NO.	FROM STATION	TO STATION	LOCATION	DESCRIPTION	638.2102 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH
PROJECT 426-4738						
M101	301'EB'+05 RT	301'EB'+00 RT	CTH JJ	SPEED LIMIT 40 MPH	1	1
M102	201'SB'+00 LT	201'SB'+00 LT	CTH CB	LEFT ARROW	1	1
				PROJECT TOTALS	2	2

REMOVING SIGNS TYPE II AND REMOVING SMALL SIGN SUPPORTS

SIGN NO.	STATION	LOCATION	DESCRIPTION	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH
PROJECT 426-4738					
R101	403'WB'+11 LT	CTH JJ WEST	PEDESTRIAN CROSSING	1	1
R102	402'WB'+60 RT	CTH JJ WEST	SPLITTER ISLAND LEFT	1	1
R103	21+04 LT	RAB	SPLITTER ISLAND LEFT	1	1
R104	21+53 LT	RAB	PEDESTRIAN CROSSING	1	1
R105	405'WB'+60 LT	CTH JJ WEST	CTH CB RT LANE MUST TURN RT	1	1
R106	410'WB4+70 LT	CTH JJ WEST	PEDESTRIAN CROSSING	1	1
R107	201'SB'+35 LT	CTH CB SB	END OF ROAD MARKER	1	1
R108	201'SB'+35 RT	CTH CB SB	END OF ROAD MARKER	1	1
R109	20+46 RT	RAB	LEFT ARROW	1	1
R110	205'SB'+05 LT	CTH CB SB	STOP SIGN	1	1
R111	205'SB'+50 RT	CTH CB SB	CTH JJ RT & LEFT ARROW	1	1
R112	LT	CTH CB SB	STOP AHEAD	1	1
			PROJECT TOTALS	12	12

MARKING

STATION TO STATION	LOCATION	646.9000 REMOVAL LINE 4-INCH LF	646.1020 LINE EPOXY 4-INCH (YELLOW) LF	646.1020 LINE EPOXY 4-INCH (WHITE) LF	646.3020 LINE EPOXY 8-INCH (WHITE) LF	646.5020 ARROW EPOXY (TYPE 2) (WHITE) EA	646.5020 ARROW EPOXY (TYPE 3R) (WHITE) EA	646.5120 WORD EPOXY (ONLY) EA	646.6320 DOTTED EXTENSION EPOXY 18-INCH (WHITE) LF	646.7120 DIAGONAL EPOXY 12-INCH (YELLOW) LF	SPV.0090.01 CHEVRON EPOXY 12-INCH (WHITE) LF	646.7420 CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) LF	646.8120 CURB EPOXY (YELLOW) LF	646.8220 ISLAND NOSE EPOXY (YELLOW) EACH	SPV.0090.02 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) LF
PROJECT 426-4738															
301+23 - 304+62	CTH JJ	--	474	475	138	--	--	--	26	--	--	68	--	--	---
306+08 - 410+25	CTH JJ	40	1,485	63	802	2	2	1	58	95	44	--	10	1	92
100+90 - 103+10	PENDLETON ROAD	--	656	--	79	--	--	--	18	25	--	72	10	1	---
204+82 - 208+93	CTH CB	--	543	638	76	--	--	--	24	--	--	--	--	--	76
	PROJECT SUBTOTALS	40	3,158	1,176	1,095	2	2	1	126	120	44	140	20	2	168
	PROJECT TOTALS	40	4,334		1,095	4		1	126	120	44	140	20	2	168

TEMPORARY PEDESTRIAN TRAFFIC CONTROL

LOCATION	643.0410 TRAFFIC CONTROL BARRICADES TYPE II NUMBER	643.0410 CALENDAR DAYS	643.0410 DAYS	643.0900 TRAFFIC CONTROL SIGNS NUMBER	643.0900 CALENDAR DAYS	643.0900 DAYS	644.1410 TEMPORARY PEDESTRIAN SURFACE ASPHALT SF	644.1601 TEMPORARY CURB RAMP NUMBER	644.1601 CALENDAR DAYS	644.1601 DAYS	644.1810 TEMPORARY PEDESTRIAN BARRICADES LF
PROJECT 426-4738											
CTH CB TRAIL DETOUR	---	---	---	---	---	---	80	---	---	---	882
STAGE 1	---	13	---	---	13	---	---	---	13	---	---
STAGE 2A	11	1	11	11	1	11	---	2	1	2	---
STAGE 2B	---	1	---	---	1	---	---	---	1	---	---
STAGE 3	11	64	704	11	64	704	---	2	64	128	---
STAGE 4	---	14	---	---	14	---	---	---	14	---	---
PROJECT TOTALS		93	715		93	715	80		93	130	882

SAWING

STATION	DIR	ROADWAY	690.0150 SAWING ASPAHLT LF	690.0250 SAWING CONCRETE LF
PROJECT 426-4738				
208+47	LT	CTH CB SB	25	2.5
208+93	L/R	CTH CB SB	29	2.0
106+05	L/R	CTH CB NB	---	4.0
106+15	RT	CTH CB NB	16	---
101+35	L/R	PENDLETON RD NB	---	49.0
301+23	RT	CTH JJ EB	15	---
301+33	L/R	CTH JJ EB	9	5.0
399+63	LT	CTH JJ WB	17	---
399+63	L/R	CTH JJ WB	---	1.5
400+52	LT	CTH JJ WB	16	---
401+20	LT	CTH JJ WB	21	---
307+01	RT	CTH JJ EB	11	---
406+20	LT	CTH JJ WB	17	---
309+12	RT	CTH JJ EB	22	---
310+25	RT	CTH JJ EB	10	---
310+54	L/R	CTH JJ EB	---	88.0
		PROJECT TOTAL	208	152

CONSTRUCTION STAKING

STATION TO STATION			ROADWAY	650.4500 SUBGRADE LF	650.7000 CONCRETE PAVEMENT LF	650.9000 CURB RAMPS EA	650.9910 SUPPLEMENTAL CONTROL LS	650.9920 SLOPE STAKES LF
PROJECT 426-4738								
101+35	-	108+76	CTH CB NB	480	741	4	---	480
201+34	-	208+93	CTH CB SB	759	759	3	---	759
301+23	-	310+39	CTH JJ EB	916	916	3	---	916
399+63	-	409+04	CTH JJ WB	811	941	3	---	811
20+00	-	24+23	CTH CB/JJ RAB	423	423	---	---	423
UNDISTRIBUTED				---	---	---	1	---
			PROJECT TOTALS	3,389	3,780	13	1	3,389

NOTES: CONSTRUCTION STAKING STORM SEWER LOCATED IN STORM SEWER TABLES.
CONSTRUCTION STAKING CURB AND GUTTER LOCATED IN CURB AND GUTTER TABLE.

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W LINE
PROPERTY LINE
LOT, TIE, AND OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
FEE ACQUISITION AREA (HATCHING VARIES BY OWNER)
TEMP. LIMITED EASEMENT AREA
EASEMENT AREA (HIGHWAY, PERMANENT LIMITED, OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING
BUILDING (TO BE REMOVED)
BRIDGE

PARCEL NUMBER 25
SECTION CORNER
NOTATION FOR COMBUSTABLE FLUIDS
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES

UTILITY NUMBER 40
R/W MONUMENT
NON-MONUMENTED R/W POINT
FOUND IRON PIN
VALVE (GAS, WATER, ETC.)
SIGN
OFF-PREMISE SIGN
R/W POINT 1
TLE POINT 1 PLE POINT

ACCESS CONTROLLED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
NATIONAL GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
PARALLEL OFFSETS

CONVENTIONAL UTILITY SYMBOLS

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

	NON-COMPENSABLE	COMPENSABLE
POWER POLE		
TELEPHONE POLE		
TELEPHONE PEDESTAL		

CURVE DATA ABBREVIATIONS

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

CONVENTIONAL ABBREVIATIONS

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

NOTES:

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

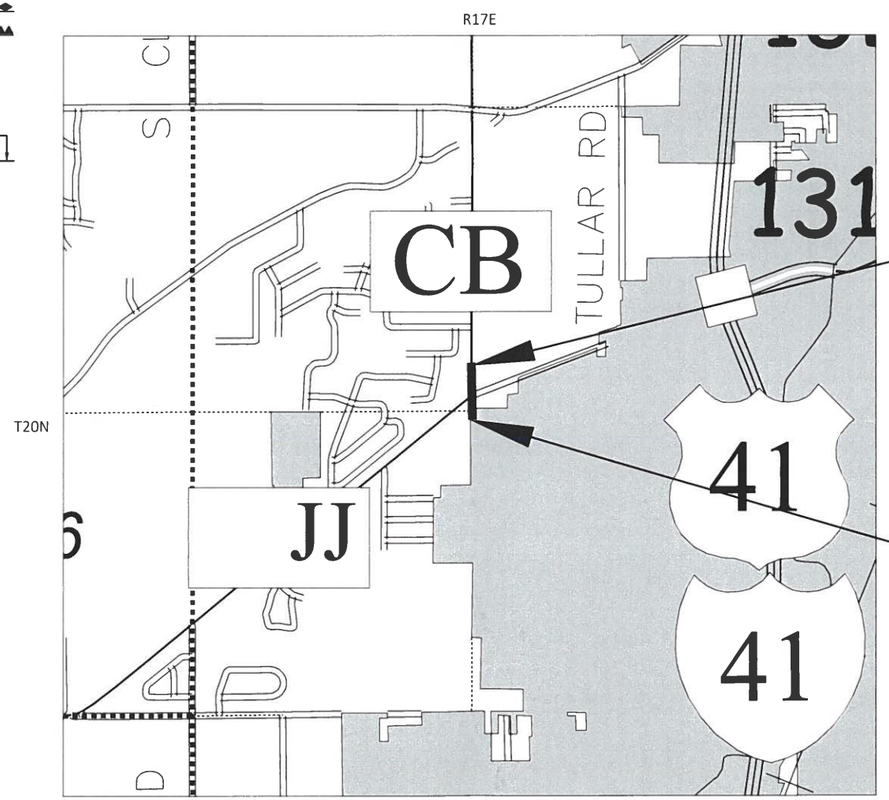
RIGHT-OF-WAY MONUMENTS ARE 1"X18" IRON PIPE AND ARE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

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, AND SHOULD NOT BE USED AS 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 THERON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLE's) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE THE 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 OWNERS RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.



END RELOCATION ORDER
STA 608+30.00
673.30 FEET NORTH OF AND 1.13 FEET EAST OF SW CORNER OF SECTION 29, T20N, R17E, TOWN OF NEENAH, WINNEBAGO COUNTY WISCONSIN
Y=529725.700
X=801654.755

BEGIN RELOCATION ORDER
STA 600+00.00
156.70 FEET SOUTH OF AND 0.02 FEET WEST OF THE SW CORNER, SECTION 29, T20N, R17E, CITY OF NEENAH, WINNEBAGO COUNTY WISCONSIN
Y=528895.701
X=801653.606

LAYOUT
SCALE 0 2640'

TOTAL NET LENGTH OF CENTERLINE = 0.157 MI LENGTH

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
3000994	4.01	6
R/W PROJECT NUMBER		

PLAT OF RIGHT OF WAY REQUIRED FOR

CTH CB / CTH JJ
TOWN OF NEENAH / CITY OF NEENAH

CTH CB	WINNEBAGO COUNTY

ACCEPTED FOR
WINNEBAGO COUNTY
Date 11/20/20
(Signature and Title of Official)

ORIGINAL PLANS PREPARED BY
OMNNI ASSOCIATES
a Westwood company

WISCONSIN DAVID A. YURK S-2648 OSHKOSH, WI PROFESSIONAL LAND SURVEYOR

DATE: 11-19-2020 David a. Yurk
(Signature)

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTEREST TO THE COUNTY OF WINNEBAGO.

4

PARCEL NUMBER	PLAT SHEET NUMBER	OWNER	INT. REQD.	TOTAL AREA	AREA ACRES REQUIRED NEW	EXISTING	TOTAL	TOTAL AREA REMAINING	TLE Area	PLE Area
1	1	MATTHEW E. ZODROW & TINA M. ZODROW	FEE TLE	3.56 AC	0.05 AC	----	0.05 AC	3.51 AC	0.16 AC	98 Sq Ft
2	2	PENDLETON PARK LLC	FEE TLE	28.35 AC	0.06 AC	----	0.06 AC	28.29 AC	0.16 AC	----
3	3	HOWARD F. JERSILD & ANGELA J. PARKER	TLE	0.26 AC	----	----	----	0.26 AC	0.05 AC	----
4	4	THE STEVEN E. SMITH REVOCABLE TRUST DATED 10-16-2018	FEE TLE	1.05 AC	0.37 AC	----	0.37 AC	0.68 AC	0.13 AC	----
6	6	MARK R. JENSEN	FEE TLE	1.03 AC	0.03 AC	----	0.03 AC	1.00 AC	0.07 AC	----
7	7	THOMAS G. FOTH & MARY ANN FOTH	TLE	0.97 AC	----	----	----	0.97 AC	200 Sq Ft	----

TOWN

SECTION 30
SE-SE

CITY

SECTION 31
NE-NE

NEENAH

SECTION 29
SW-SW

OF

NEENAH

SECTION 32
NW-NW

GN

4

4

⑦ THOMAS G. FOTH & MARY ANN FOTH
LOT 1
CSM 2128

LOT 1
CSM 2157

① MATHEW E. ZODROW & TINA M. ZODROW
LOT 2
CSM 2157

CTH CB

SEC LINE

LOT 1
CSM 3082

BRIAN K. FLICK
LOT 2
CSM 3082

CTH JJ (WINNECONNE AVE)

⑥ MARK R. JENSEN

④ THE STEVEN E. SMITH REVOCABLE TRUST DATED 10-16-2018
LOT 1
CSM 4668

LOT 2
CSM 4668

CTH JJ

② PENDLETON PARK LLC

SEC LINE

LOT 14 | LOT 13 | LOT 12

③ HOWARD F. JERSILD & ANGELA J. PARKER

PENDLETON RD

CECIL ST

REVISION DATE	DATE 11-19-2020	HWY: CTH CB / CTH JJ	PLAT SHEET 4.03
	GRID FACTOR	COUNTY: WINNEBAGO	CONSTRUCTION PROJECT NUMBER 3000994
	SCALE, FEET 0 30 60		PS&E SHEET 58 E

FILE NAME : N:\3000994.00\CIVIL 3D\RW\RW PLAT.DWG
LAYOUT NAME - 4.03

PLOT DATE : 11/19/2020 3:46 PM PLOT BY : JAIRO MAZARIEGOS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 75

CITY OF NEENAH

TOWN OF NEENAH

SECTION 31 NE-NE

SECTION 30 SE-SE

SECTION 32 NW-NW

SECTION 29 SW-SW

PENDLETON ROAD
(80' R/W WIDTH)

CTH CB
(R/W WIDTH VARIES)

CTH JJ
(R/W WIDTH VARIES)

W. CECIL STREET
(60' R/W WIDTH)

WESTWIND VILLAGE WEST

WESTWIND VILLAGE

BP: 700+00.00
Y=529066.1433
X=801344.1321

PC: 703+00.00
Y = 529252.5534
X = 801579.1878

PT: 706+00.00
Y = 529398.3945
X = 801839.8811

END RELOCATION ORDER
STA 608+30.00
673.30 FEET NORTH OF AND 1.13 FEET EAST OF SW CORNER OF SECTION 29, T20N, R17E, TOWN OF NEENAH, WINNEBAGO COUNTY WISCONSIN
Y=529725.700
X=801654.755

BEGIN RELOCATION ORDER
STA 600+00.00
156.70 FEET SOUTH OF AND 0.02 FEET WEST OF THE SW CORNER, SECTION 29, T20N, R17E, CITY OF NEENAH, WINNEBAGO COUNTY WISCONSIN
Y=528895.701
X=801653.606

6"x6" CUT LIMESTONE FOUND
Y = 529033.58
X = 799007.21

6"x6" CUT LIMESTONE FOUND
PI = 601+56.70
Y = 529052.40
X = 801653.63

6"x7" STONE FOUND
Y = 526415.28
X = 801653.22

COMPUTED CORNER
Y = 529062.85
X = 804279.52

3/8" REBAR FOUND
Y = 531691.66
X = 801658.04

S89°35'34"W 2646.48' (CORNER TO CORNER)

N00°00'32"E 2637.11' (CORNER TO CORNER)

N89°46'19"E 2625.91' (CORNER TO CORNER)

S01°33'12"E 2639.26' (CORNER TO CORNER)

N00°00'32"E R/L 156.70'

N00°05'44"E

602+00

291.24'

604+00

307.31'

764+00

394.08'

606+00

135.06'

673.30'

608+00

156.90'

702+00

N51°35'02"E 300.00'

S51°04'53"W 72.33'

N43°23'34"E 92.81'

N45°15'38"E 65.05'

S23°20'02"W 58.67'

N89°54'16"W 80.17'

N89°54'16"W 73.27'

N89°54'16"W 46.69'

S00°05'44"W 103.96'

N52°02'44"E 89.31'

139.88'

N70°11'53"E 160.04'

N69°58'04"E 300.00'

N64°52'27"E

MATCH STA 707+50.00

1" IP

SEC LINE

R/L

P/L

CORPORATE LIMIT

SLOPE INTERCEPT

TLE FOR SLOPING

PLE FOR DRAINAGE FACILITY

C-1 C-2 C-3 C-4 C-5 C-6 C-7 C-8 C-9 C-10 C-11 C-12 C-13

L1 L2

LOT 1 CSM 7209

LOT 2 CSM 7209

LOT 3 CSM 2157

LOT 1 CSM 2157

LOT 2 CSM 2157

LOT 1 CSM 2128

LOT 1 CSM 4668

LOT 2 CSM 4668

LOT 2 CSM 3082

LOT 1 CSM 3082

LOT 11

LOT 12

LOT 13

LOT 14

1 MATHEW E. ZODROW & TINA M. ZODROW

2 PENDLETON PARK LLC

3 HOWARD F. JERSILD & ANGELA J. PARKER

4 THE STEVEN E. SMITH REVOCABLE TRUST DATED 10-16-2018

6 MARK R. JENSEN

7 THOMAS G. FOTH & MARY ANN FOTH

BRIAN K. FLICK

REVISION DATE	DATE 11-19-2020	SCALE, FEET 0 30 60	HWY: CTH CB / CTH JJ
	GRID FACTOR		COUNTY: WINNEBAGO

CONSTRUCTION PROJECT NUMBER 3000994

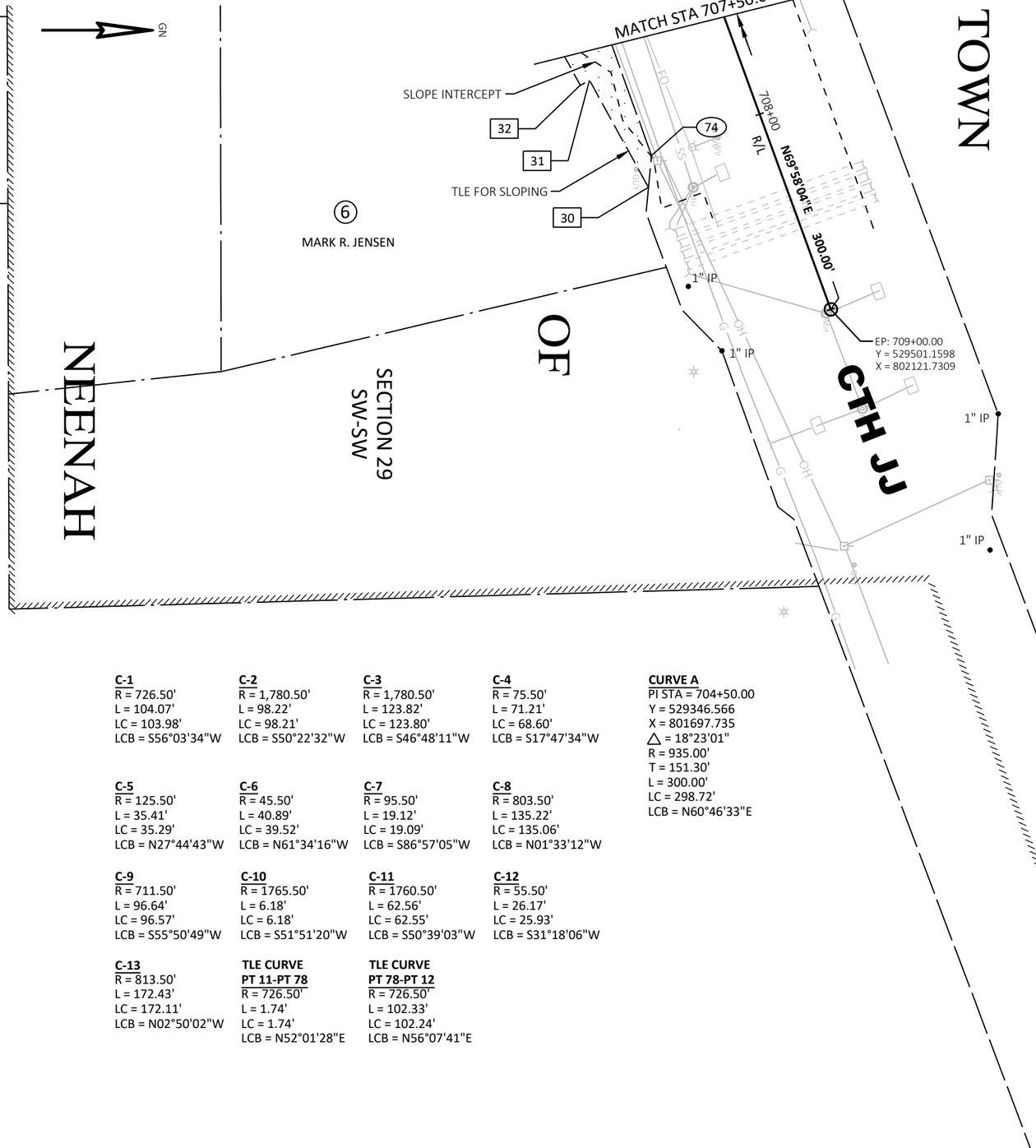
PLAT SHEET 4.04

PS&E SHEET 59 E

FILE NAME : N:\3000994.00\CIVIL 3D\RW\RW PLAT.DWG
LAYOUT NAME - 4.04

PLOT DATE : 11/19/2020 3:46 PM PLOT BY : JAIRO MAZARIEGOS PLOT NAME : PLOT SCALE : 1 IN:60 FT

WISDOT/CADDS SHEET 75



C-1
R = 726.50'
L = 104.07'
LC = 103.98'
LCB = S56°03'34"W

C-2
R = 1,780.50'
L = 98.22'
LC = 98.21'
LCB = S50°22'32"W

C-3
R = 1,780.50'
L = 123.82'
LC = 123.80'
LCB = S46°48'11"W

C-4
R = 75.50'
L = 71.21'
LC = 68.60'
LCB = S17°47'34"W

C-5
R = 125.50'
L = 35.41'
LC = 35.29'
LCB = N27°44'43"W

C-6
R = 45.50'
L = 40.89'
LC = 39.52'
LCB = N61°34'16"W

C-7
R = 95.50'
L = 19.12'
LC = 19.09'
LCB = S86°57'05"W

C-8
R = 803.50'
L = 135.22'
LC = 135.06'
LCB = N01°33'12"W

C-9
R = 711.50'
L = 96.64'
LC = 96.57'
LCB = S55°50'49"W

C-10
R = 1765.50'
L = 6.18'
LC = 6.18'
LCB = S51°51'20"W

C-11
R = 1760.50'
L = 62.56'
LC = 62.55'
LCB = S50°39'03"W

C-12
R = 55.50'
L = 26.17'
LC = 25.93'
LCB = S31°18'06"W

C-13
R = 813.50'
L = 172.43'
LC = 172.11'
LCB = N02°50'02"W

TLE CURVE PT 11-PT 78
R = 726.50'
L = 1.74'
LC = 1.74'
LCB = N52°01'28"E

TLE CURVE PT 78-PT 12
R = 726.50'
L = 102.33'
LC = 102.24'
LCB = N56°07'41"E

CURVE A
PI STA = 704+50.00
Y = 529346.566
X = 801697.735
△ = 18°23'01"
R = 935.00'
T = 151.30'
L = 300.00'
LC = 298.72'
LCB = N60°46'33"E

TLE STATION / OFFSET TABLE CTH JJ R/L

POINT #	STA	OFFSET
20	701+89.29	45.98'
21	702+08.00	71.21'
22	702+84.06	82.16'
23	702+88.46	92.78'
30	708+14.74	62.39'
31	707+56.59	71.40'
32	707+57.36	76.34'
33	707+15.41	82.83'
34	707+13.88	73.06'
35	706+14.36	98.54'
36	706+13.39	104.12'
37	705+47.39	123.53'
38	705+49.53	128.13'
39	705+14.59	136.83'
40	705+11.20	128.77'
50	701+94.91	47.28'

TLE STATION / OFFSET TABLE CTH CB R/L

POINT #	STA	OFFSET
24	605+09.46	53.75'
25	605+14.04	51.79'
26	606+85.92	60.58'
27	607+00.99	61.02'
28	608+11.52	53.26'
29	608+11.51	43.24'
41	602+69.33	77.22'
42	602+26.37	57.16'
43	602+08.01	57.16'
44	602+07.99	52.16'
45	601+73.04	52.16'
46	601+73.04	62.16'
47	601+17.94	62.10'
48	601+17.96	52.10'
49	600+93.02	52.06'
51	602+08.12	91.27'
52	602+08.12	45.00'
53	601+56.42	45.00'
54	601+56.34	50.00'
55	600+21.51	50.00'
56	600+21.58	40.00'
57	602+47.15	63.79'
75	600+92.98	40.00'

RIGHT OF WAY TABLE CTH CB R/L

POINT #	Y	X	STA	OFFSET
5	529145.863	801597.304	602+50.07	56.48'
6	529114.628	801613.734	602+18.86	40.00'
8	529113.680	801695.891	602+18.05	42.16'
9	529178.994	801716.852	602+83.40	63.01'
17	529343.773	801573.949	604+47.94	80.17'
18	529446.560	801607.601	605+50.78	46.69'
19	529581.575	801603.940	606+85.79	50.58'
58	529103.568	801695.680	607+07.94	41.97'
60	529103.561	801693.716	602+07.93	40.00'
61	529103.500	801678.465	602+07.84	24.75'
62	529260.404	801678.728	603+64.74	24.75'
63	529276.857	801702.774	603+81.24	48.77'
65	529218.593	801613.908	603+22.83	40.00'
67	529052.559	801693.630	601+56.93	40.00'
68	529052.116	801613.630	601+56.41	40.00'

RIGHT OF WAY TABLE CTH JJ R/L

POINT #	Y	X	STA	OFFSET
3	529163.664	801543.487	702+16.79	47.46'
4	529164.679	801562.546	702+32.36	58.51'
10	529263.733	801807.100	705+12.51	111.68'
11	529326.364	801882.742	706+15.59	82.35'
12	529384.418	801969.003	707+16.52	57.36'
13	529390.467	801979.992	707+28.92	55.44'
14	529231.595	801478.500	702+08.09	46.14'
15	529245.426	801478.052	702+16.33	57.26'
16	529297.988	801527.745	702+87.92	67.56'
64	529336.252	801829.418	705+66.96	54.25'
66	529289.899	801550.709	703+00.85	46.96'

PLE TABLE CTH CB R/L

POINT #	Y	X	STA	OFFSET
69	529359.828	801580.874	604+64.00	73.27'
70	529363.710	801571.873	604+67.87	82.27'
71	529372.892	801575.834	604+77.06	78.33'
72	529369.010	801584.835	604+73.19	69.32'

PLE LINE TABLE

LINE	DIRECTION	LENGTH
69-70	N66°39'58"W	9.80'
70-71	N23°20'02"E	10.00'
71-72	S66°39'58"E	9.80'
72-69	S23°20'02"W	10.00'

LINE TABLE

LINE	DIRECTION	LENGTH
L1	N89°46'19"E	40.00'
67-60	N00°05'44"E	51.00'
60-61	S89°48'32"W	15.25'
62-63	N55°37'08"E	29.14'
13-12	S61°09'54"W	12.54'
8-58	S01°11'43"W	10.11'
58-60	S89°48'32"W	1.97'
L2	S89°35'33"W	40.00'
68-6	N00°05'44"E	62.51'
14-15	N01°51'27"W	13.84'

TLE LINE TABLE PARCEL 1

LINE	DIRECTION	LENGTH
18-77	S01°33'12"E	23.32'
77-25	S23°20'02"W	14.62'
26-27	N01°33'12"W	15.07'
27-28	N04°06'26"E	90.75'
28-29	S89°51'38"E	10.02'
29-76	S04°06'26"W	90.95'
76-19	S01°33'12"E	15.00'

TLE LINE TABLE PARCEL 1

LINE	DIRECTION	LENGTH
14-20	S51°04'53"W	18.80'
20-21	N01°51'27"W	31.42'
21-22	N43°23'34"E	76.84'
22-23	N15°52'49"W	11.49'
23-24	N45°15'37"E	123.84'
24-72	S23°20'02"W	39.47'
69-17	S23°20'02"W	17.48'

TLE LINE TABLE PARCEL 2

LINE	DIRECTION	LENGTH
68-56	S00°00'32"W	134.82'
56-55	S89°35'33"W	10.00'
55-54	N00°00'32"E	134.82'
54-53	N89°35'33"E	5.00'
53-52	N00°05'44"E	51.82'
52-51	N89°54'17"W	46.27'
51-50	N38°04'12"W	58.72'
50-3	N52°02'44"E	21.88'

TLE LINE TABLE PARCEL 4

LINE	DIRECTION	LENGTH
78-36	S10°13'31"E	22.64'
37-38	S45°11'21"E	4.95'
38-39	S49°37'07"W	31.23'
39-40	N45°11'21"W	8.57'
40-41	S44°48'39"W	116.87'
57-42	S17°47'34"W	21.81'
42-43	S00°05'48"W	18.36'
43-58	S89°48'32"W	15.19'

TLE LINE TABLE PARCEL 6

LINE	DIRECTION	LENGTH
13-74	N70°11'53"E	71.87'
74-30	S84°30'43"E	15.46'
30-31	S61°09'54"W	58.84'
31-32	S28°54'33"E	5.00'
32-33	S61°09'23"W	42.46'
33-34	N68°54'33"W	9.90'
35-78	N10°13'31"W	16.97'

REVISION DATE

DATE 11-19-2020

GRID FACTOR

SCALE, FEET 0 30 60

HWY: CTH CB / CTH JJ

COUNTY: WINNEBAGO

CONSTRUCTION PROJECT NUMBER 3000994

PLAT SHEET 4.05

PS&E SHEET 60 E

FILE NAME : N:\3000994.00\CIVIL 3D\RW\RW PLAT.DWG
LAYOUT NAME - 4.05

PLOT DATE : 11/19/2020 3:46 PM PLOT BY : JAIRO MAZARIEGOS PLOT NAME : PLOT SCALE : 1 IN:60 FT

WISDOT/CADDS SHEET 75

UTILITY SHEET

SECTION 31
NE-NE

CITY OF NEENAH

WESTWIND VILLAGE

WESTWIND VILLAGE WEST

W. CECIL STREET

SECTION 32
NW-NW

SECTION 30
SE-SE

TOWN OF NEENAH

SECTION 29
SW-SW

GN

4

PENDLETON ROAD

CTH CB

CTH JJ

SEC / R/L

602+00

604+00

704+00

606+00

608+00

702+00

706+00

R/L

P/L

PC: 703+00.00
Y = 529252.5534
X = 801579.1878

PT: 706+00.00
Y = 529398.3945
X = 801839.8811

LOT 1
CSM 7209

② PENDLETON PARK LLC

LOT 2
CSM 4668

LOT 1
CSM 4668

LOT 14

LOT 13

LOT 12

LOT 11

③ HOWARD F. JERSILD & ANGELA J. PARKER

④ THE STEVEN E. SMITH REVOCABLE TRUST DATED 10-16-2018

⑥ MARK R. JENSEN

① MATHEW E. ZODROW & TINA M. ZODROW

LOT 2
CSM 2157

LOT 1
CSM 2157

⑦ THOMAS G. FOTH & MARY ANN FOTH

LOT 1
CSM 2128

BRIAN K. FLICK

LOT 2
CSM 3082

LOT 1
CSM 3082

91 AT&T

WE 90

12' UTILITY EASEMENT
WE ENERGIES
COMPANY, DOC NO. 1787587

6' & 10' UTILITY EASEMENT
WE ENERGIES F/K/A
WISCONSIN ELECTRIC POWER
COMPANY, DOC. NO. 596655

12' UTILITY EASEMENT
WE ENERGIES
COMPANY, DOC. NO. 1785379

10' UTILITY EASEMENT
WE ENERGIES F/K/A
WISCONSIN ELECTRIC POWER
COMPANY, DOC. NO. 596656

6' DISTRIBUTION
EASEMENT
WE ENERGIES
DOC. NO. 1790291

UTILITY EASEMENT
WE ENERGIES F/K/A/
WISCONSIN ELECTRIC POWER
COMPANY, DOC. NO. 724648

UTILITY EASEMENT
WE ENERGIES F/K/A/
WISCONSIN ELECTRIC POWER
AT&T F/K/A/ WISCONSIN BELL,
COMPANY, DOC. NO. 780519

DISTRIBUTION EASEMENT
WE ENERGIES F/K/A/ WISCONSIN
ELECTRIC POWER COMPANY
DOC NO. 1788535

10' UTILITY EASEMENT
WE ENERGIES F/K/A
WISCONSIN ELECTRIC
POWER COMPANY
DOC. NO. 737954

12' UTILITY EASEMENT
WE ENERGIES F/K/A
WISCONSIN NATURAL GAS COMPANY
DOC. NO. 738238

10'X26' RIGHT-OF-WAY GRANT
AT&T F/K/A WISCONSIN BELL,
DOC. NO. 640126

UTILITY SCHEDULE OF INTEREST REQUIRED

UTILITY NO.	UTILITY OWNERS	INTEREST REQUIRED
90	WE ENERGIES ELECTRIC	RELEASE OF RIGHTS
91	AT&T	RELEASE OF RIGHTS

REVISION DATE

DATE 11-19-2020

GRID FACTOR

SCALE, FEET 0 30 60

HWY: CTH CB / CTH JJ

COUNTY: WINNEBAGO

CONSTRUCTION PROJECT NUMBER 3000994

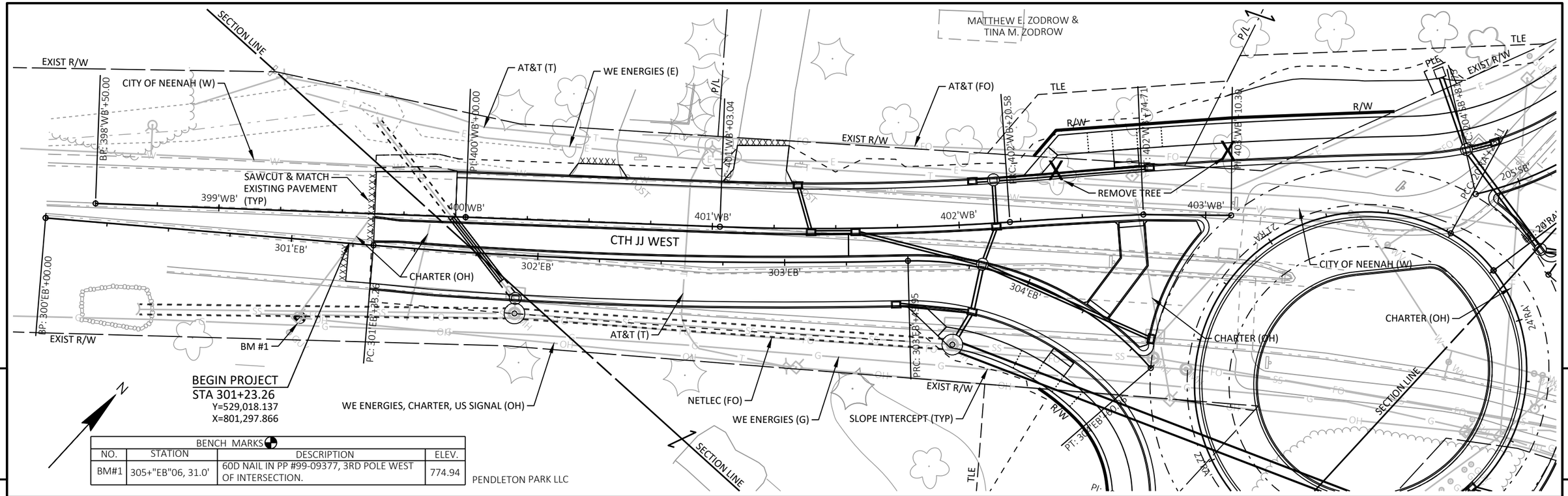
PLAT SHEET 4.06

PS&E SHEET 61 E

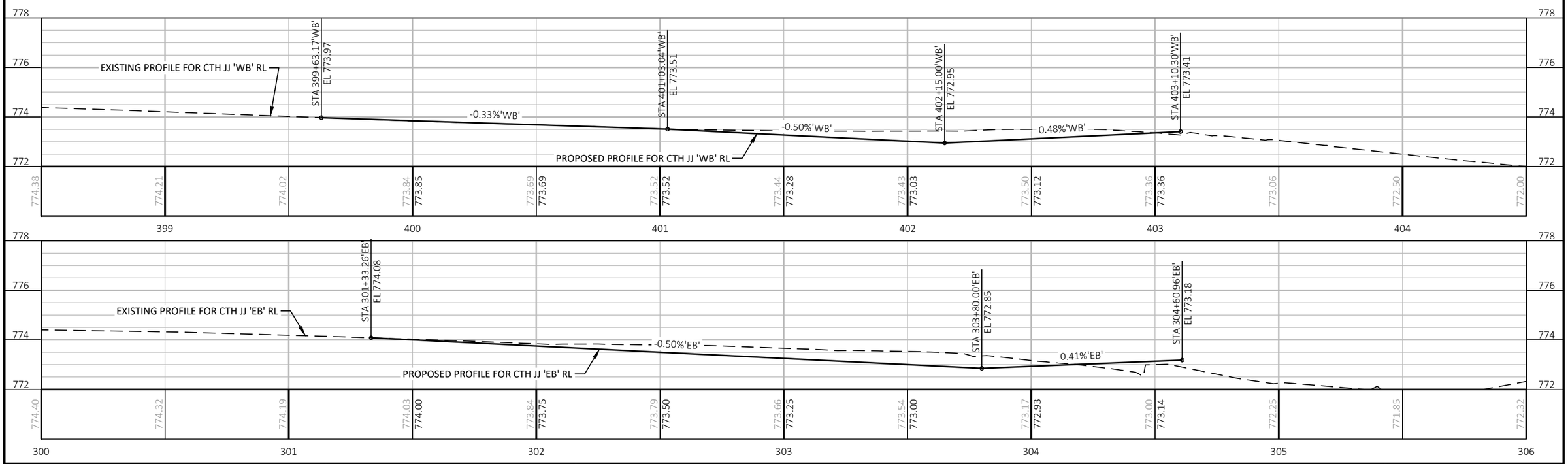
FILE NAME : N:\3000994.00\CIVIL 3D\RW\RW PLAT.DWG
LAYOUT NAME - 4.06

PLOT DATE : 11/19/2020 3:46 PM PLOT BY : JAIRO MAZARIEGOS PLOT NAME : PLOT SCALE : 1 IN:60 FT

WISDOT/CADDS SHEET 75



BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
BM#1	305+"EB"06, 31.0'	60D NAIL IN PP #99-09377, 3RD POLE WEST OF INTERSECTION.	774.94



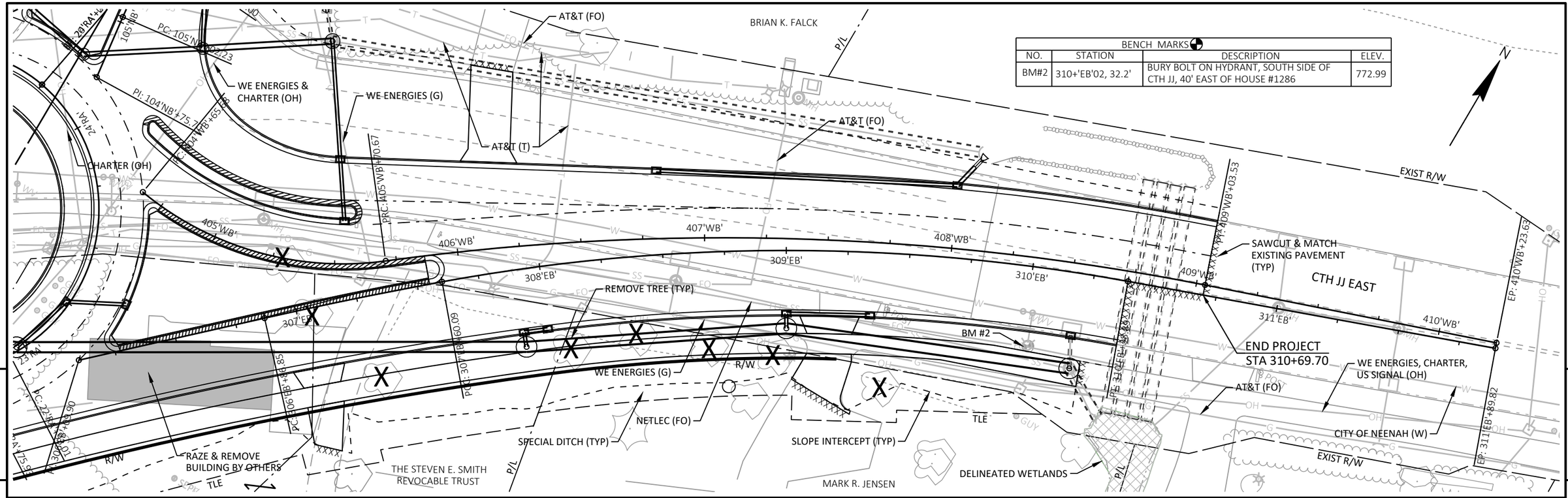
PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	PLAN AND PROFILE: CTH JJ - WEST	SHEET 62	E

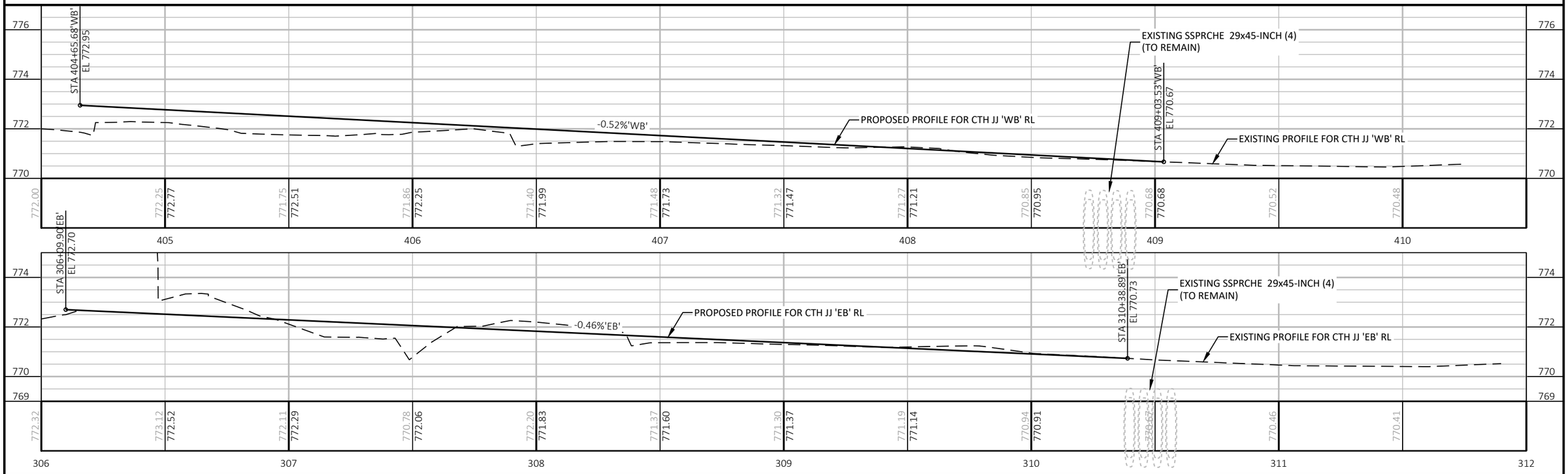
FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-050100-PP.DWG
LAYOUT NAME - 4264738-050101-pp

PLOT DATE : 3/15/2022 6:32 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
BM#2	310+'EB'02, 32.2'	BURY BOLT ON HYDRANT, SOUTH SIDE OF CTH JJ, 40' EAST OF HOUSE #1286	772.99





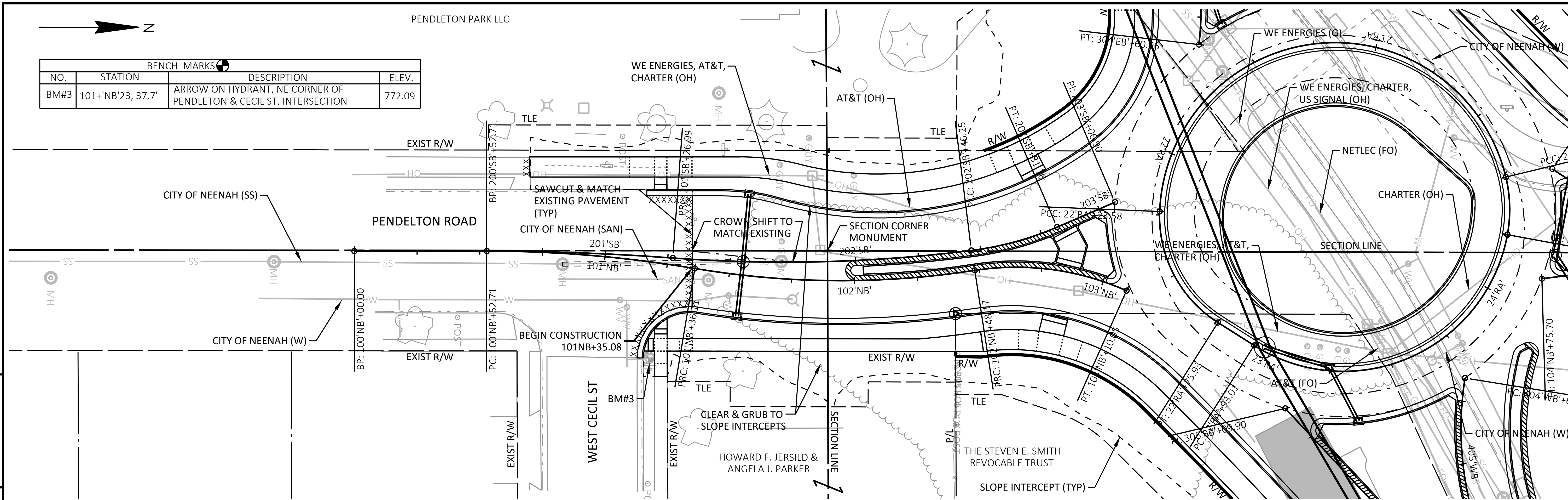
PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	PLAN AND PROFILE: CTH JJ - EAST	SHEET 63	E

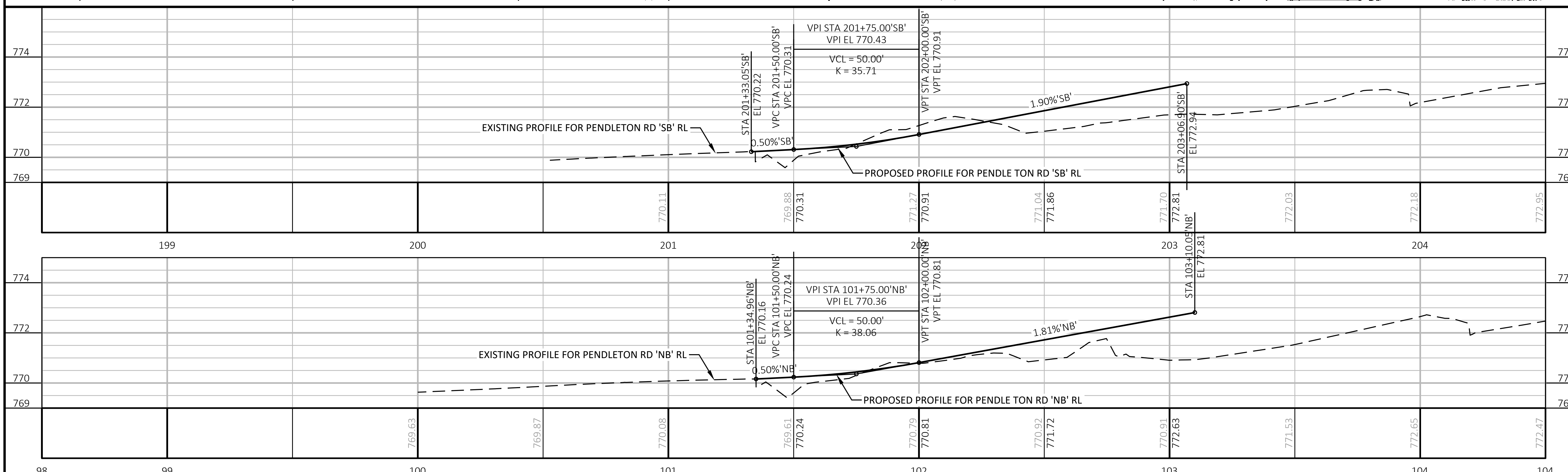
FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-050100-PP.DWG
LAYOUT NAME - 4264738-050105-pp

PLOT DATE : 10/25/2021 12:47 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

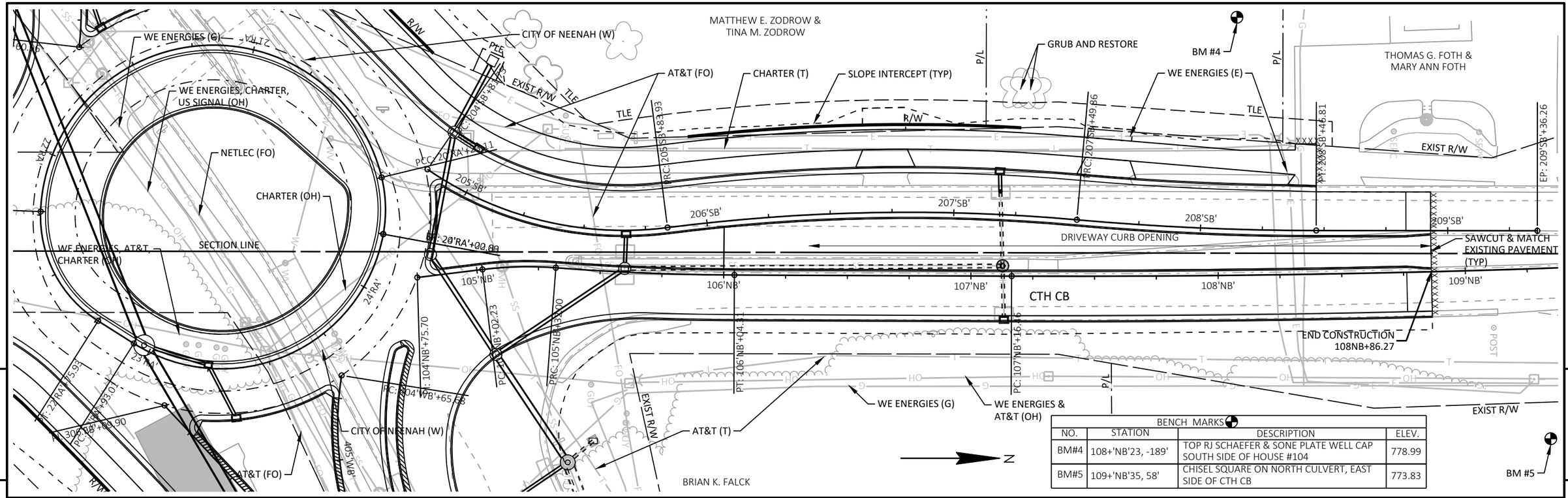
BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
BM#3	101+'NB'23, 37.7'	ARROW ON HYDRANT, NE CORNER OF PENDLETON & CECIL ST. INTERSECTION	772.09

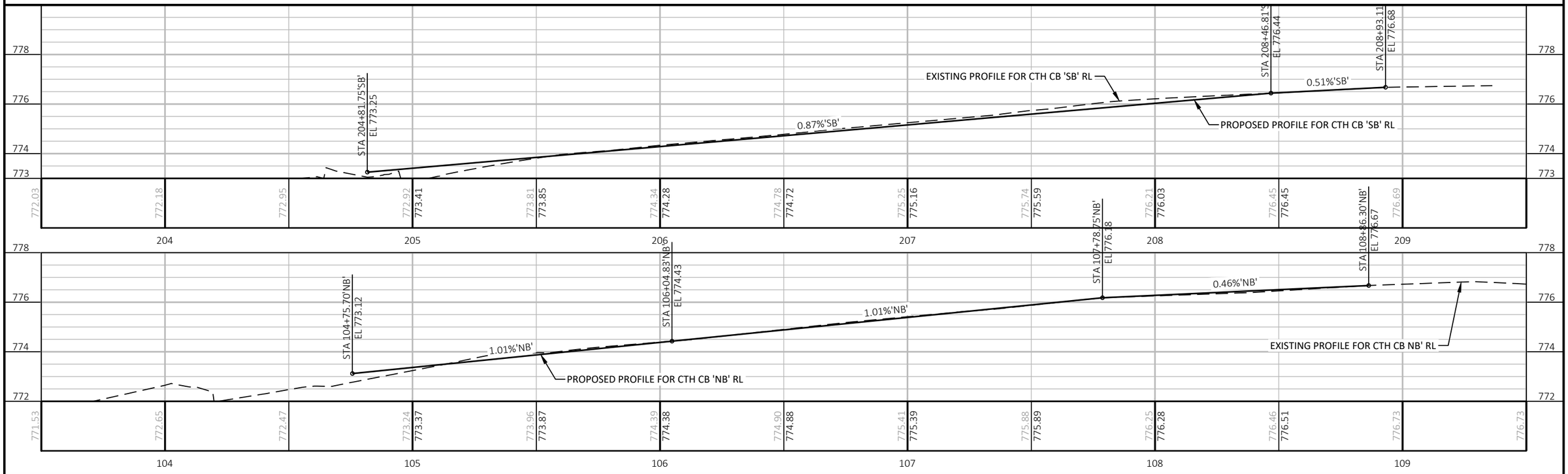




PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	PLAN AND PROFILE: PENDLETON ROAD	SHEET 64	E

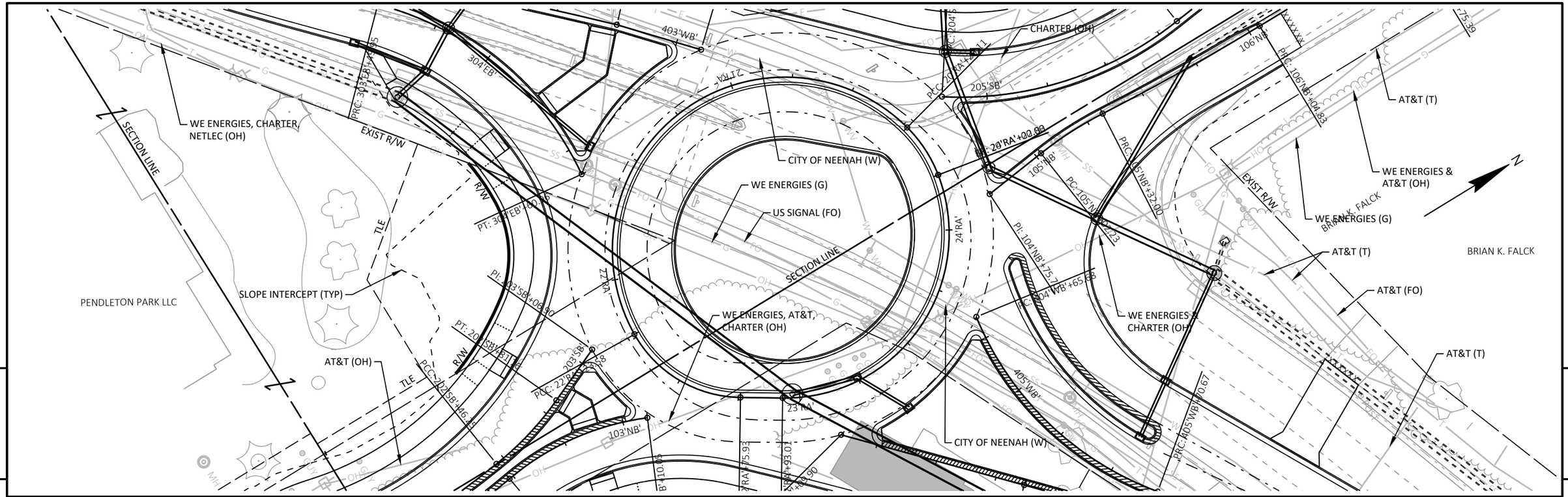
FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-050100-PP.DWG
LAYOUT NAME - 4264738-050111-pp
PLOT DATE : 10/25/2021 10:50 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

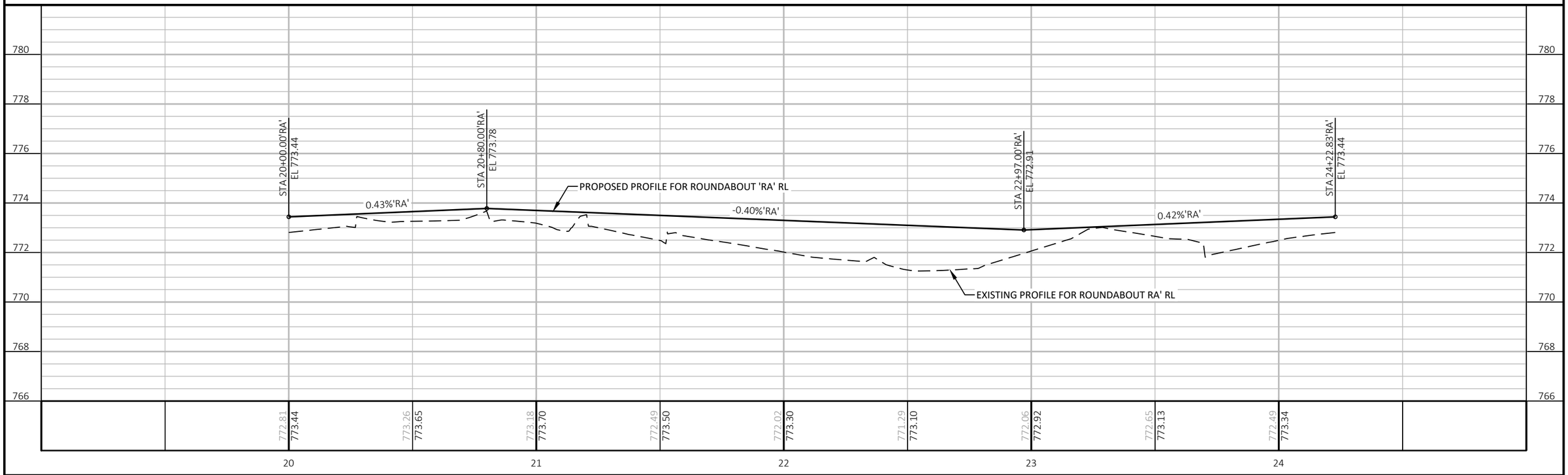




PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	PLAN AND PROFILE: CTH CB	SHEET 65	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-050100-PP.DWG
LAYOUT NAME - 4264738-050115-pp
PLOT DATE : 3/15/2022 12:57 PM
PLOT BY : ANDY WESTBROOK
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44





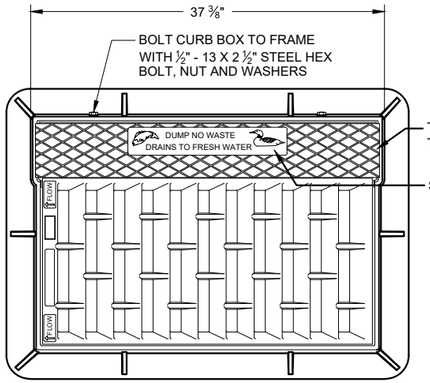
PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	PLAN AND PROFILE: ROUNDABOUT	SHEET 66	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-050100-PP.DWG
LAYOUT NAME - 4264738-050121-pp

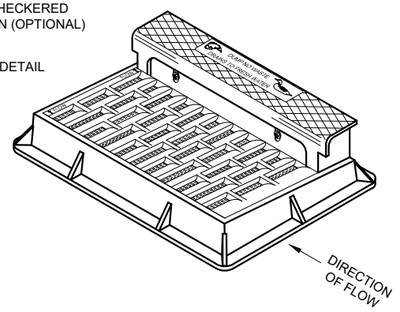
PLOT DATE : 10/25/2021 10:50 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

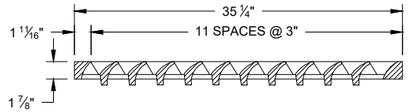
SDD 8A5-a Inlet Covers Type A, H, A-S, H-S and Z

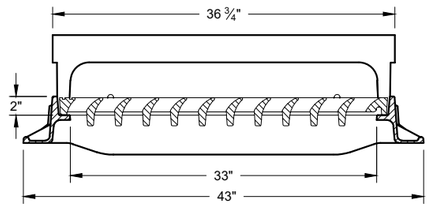


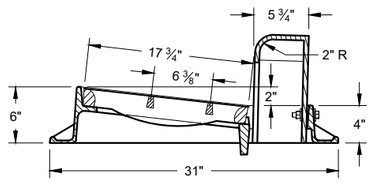
NOTE: EITHER CASTING IS ACCEPTABLE

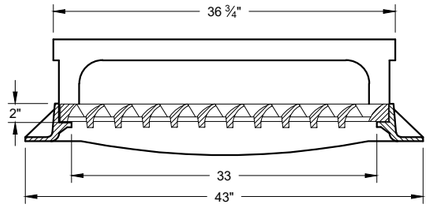


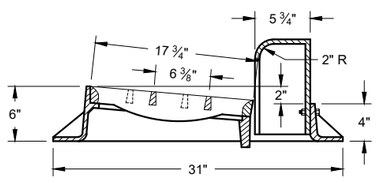
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"







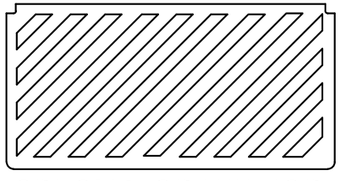




TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

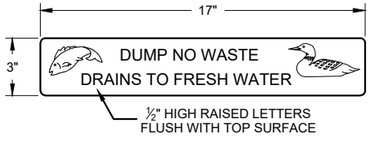
1 ⅛" DIAGONAL BARS WITH 1 ⅝" OPENINGS



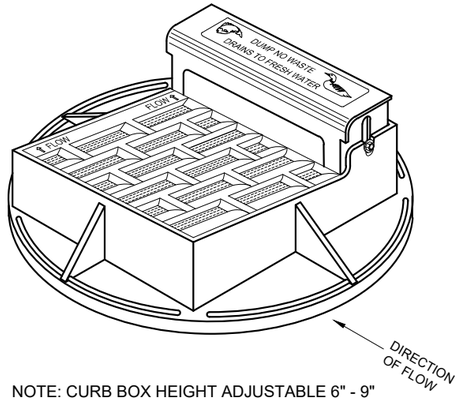
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35" X 17 ¾" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

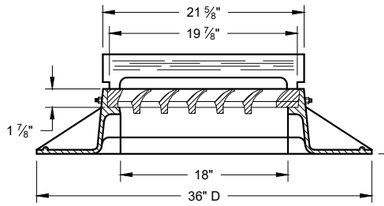


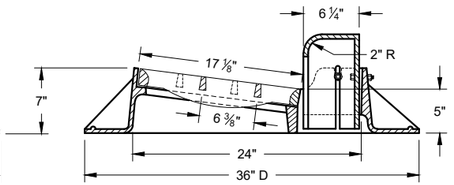
LOGO DETAIL

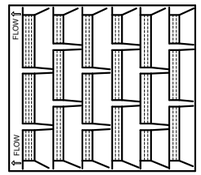


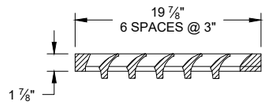
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

NOTE: EITHER CASTING IS ACCEPTABLE









TYPE "A"

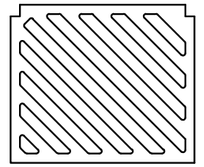
GENERAL NOTES

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

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

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

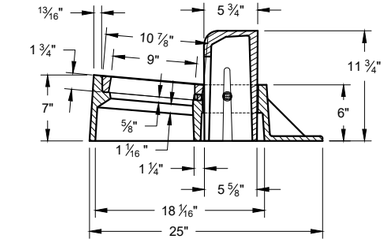
1" DIAGONAL BARS WITH 1 ½" OPENINGS



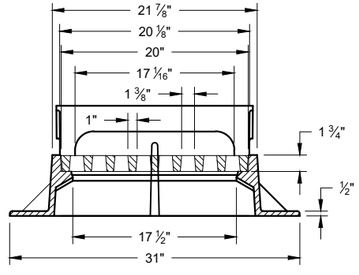
SPECIAL GRATE FOR TYPE "A" COVER

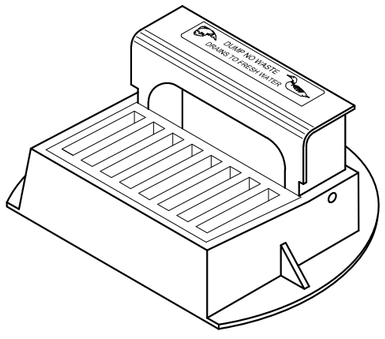
(MEASURES 19 ¾" X 17" X 1 ⅞")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "Z"





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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — APPROVING ENGINEER
FHWA

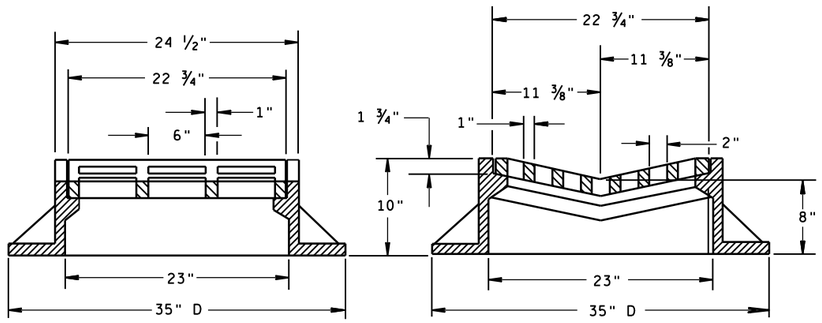
6

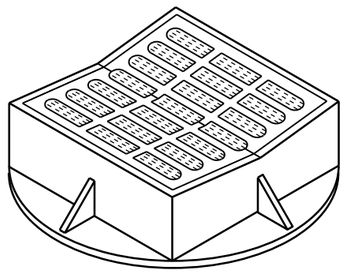
SDD 08A05-19a

6

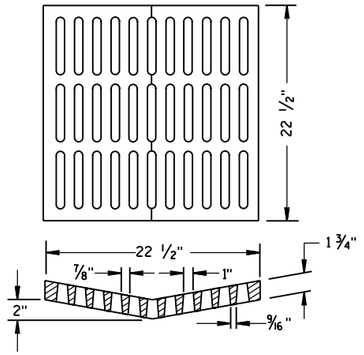
SDD 08A05-19a

SDD 8A5-b Inlet Covers Type B, B-A, C, MS, MS-A, and WM



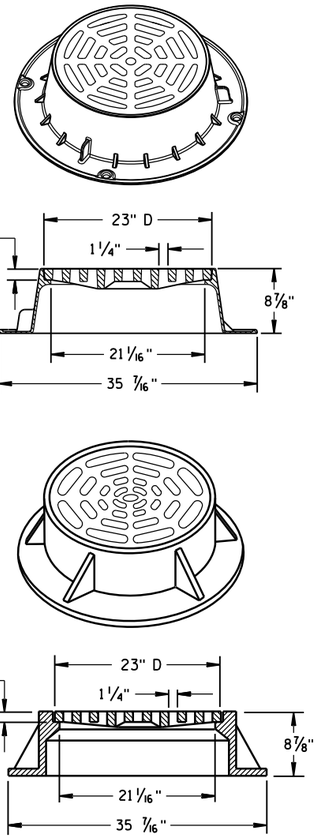


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

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



TYPE "C"

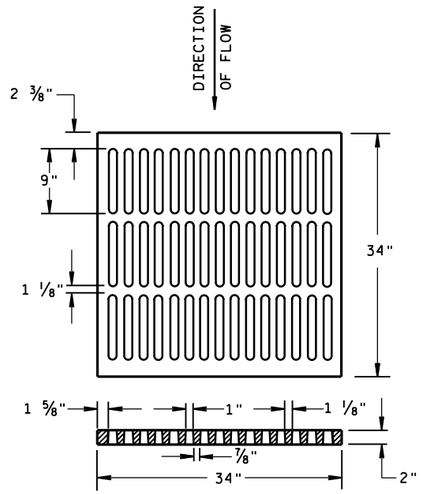
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

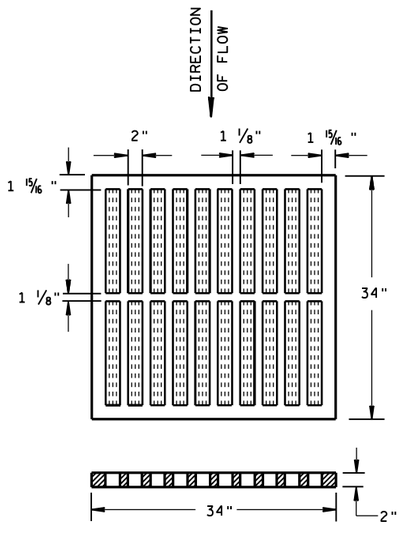
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



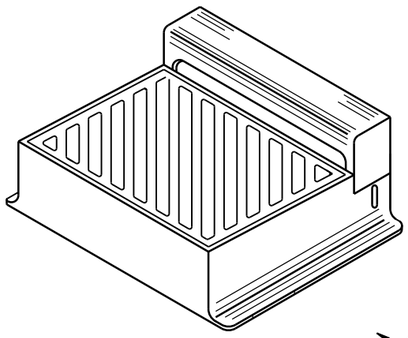
ALTERNATIVE TYPE "MS"

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

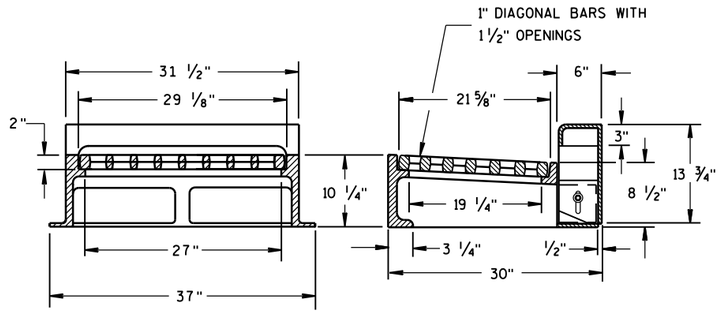


TYPE "MS"

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



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



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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11/27/2013 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
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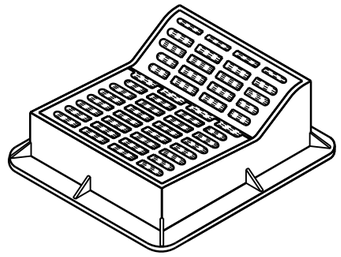
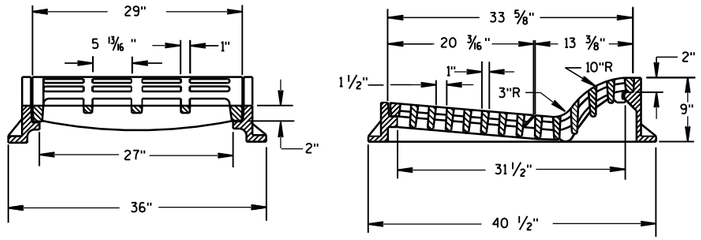
6
S.D.D. 8 A 5-19b

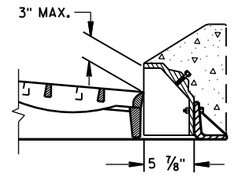
SDD 8A5-c Inlet Covers Type F, HM, HM-S, S, T, V, HM-GJ, and HM-GJ-S





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

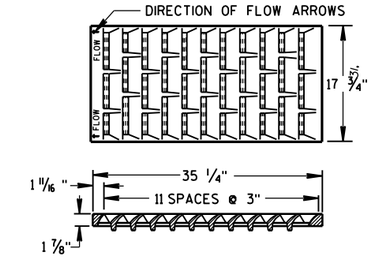
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

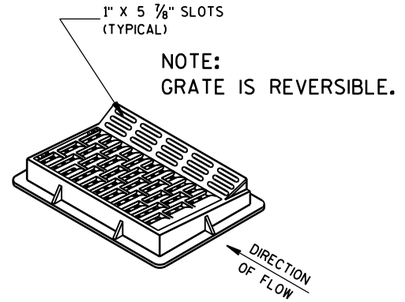
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

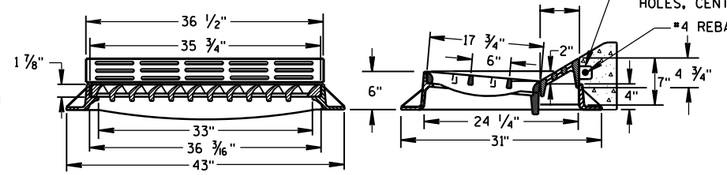
GENERAL NOTES

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



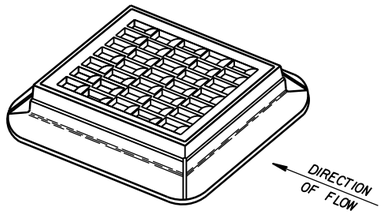


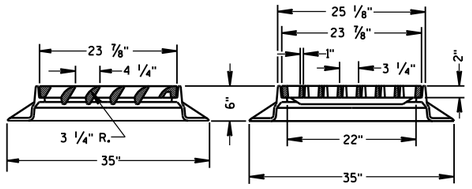


TYPE "HM"

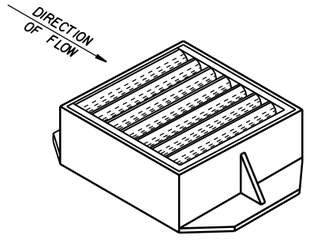
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

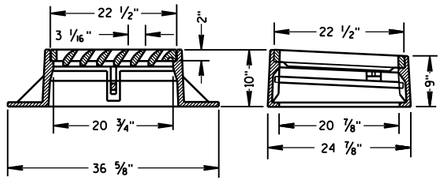
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



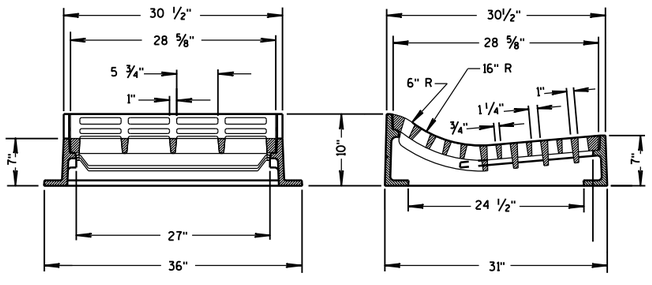


TYPE "S"



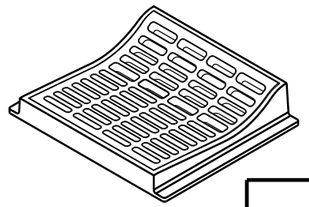


TYPE "V"



TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.



INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

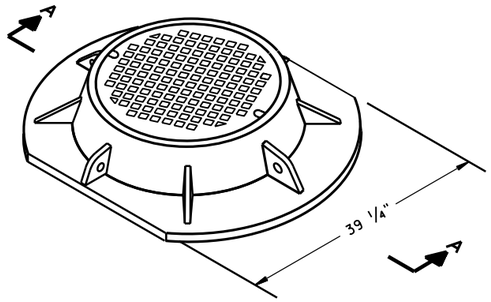
APPROVED
11/27/2013
DATE

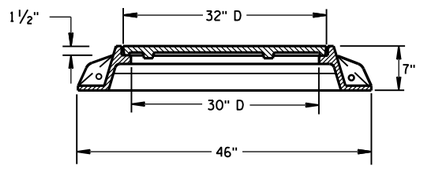
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

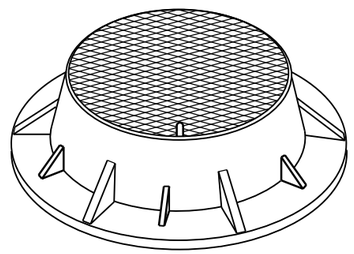
6
S.D.D. 8 A 5-19c

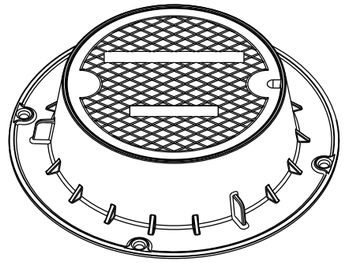
SDD 8A5-d Inlet Covers Type BW; Manhole Covers Type J, J-S, K, L and M

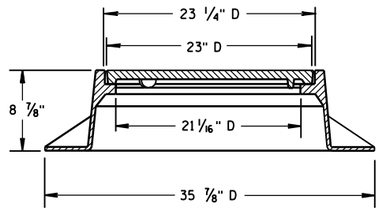


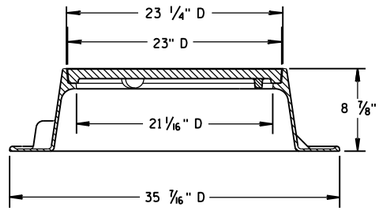


SECTION A-A
TYPE "K"









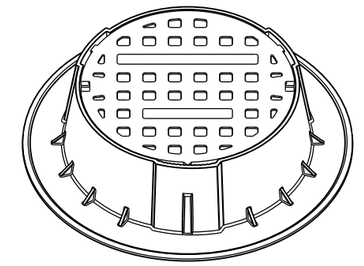
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

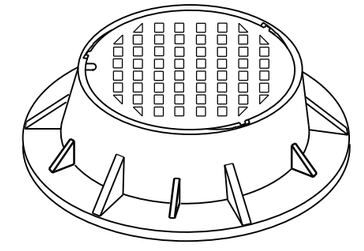
GENERAL NOTES

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

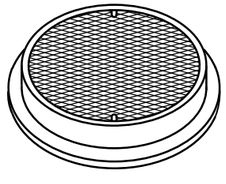
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

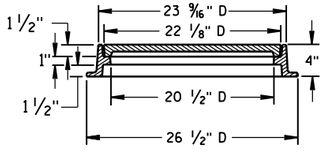
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



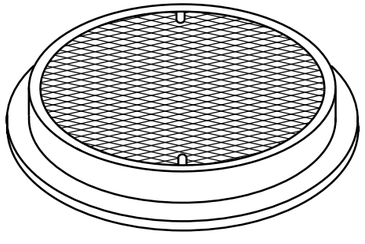


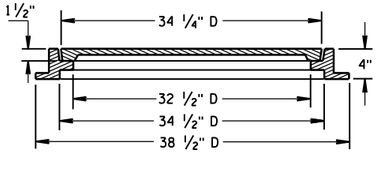
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



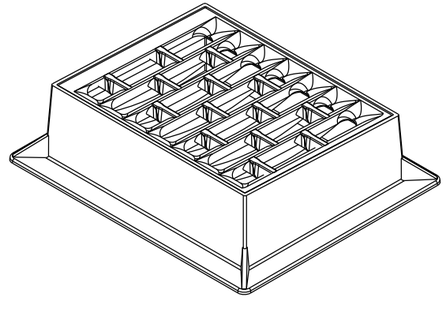


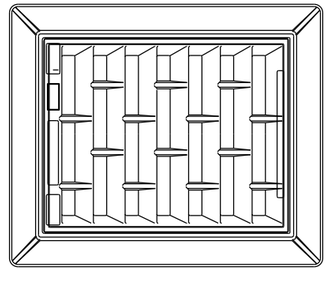
TYPE "L"

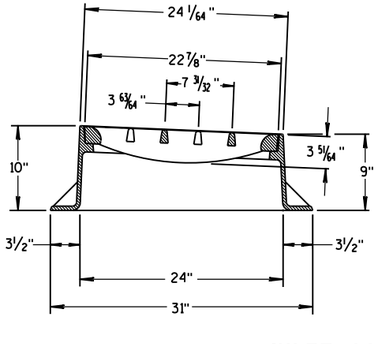


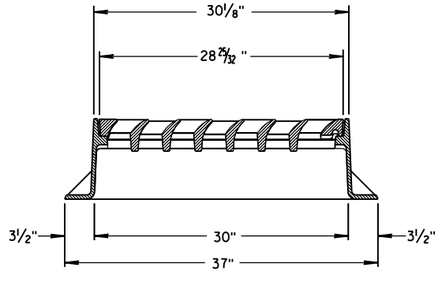


TYPE "M"









INLET COVER TYPE "BW"

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

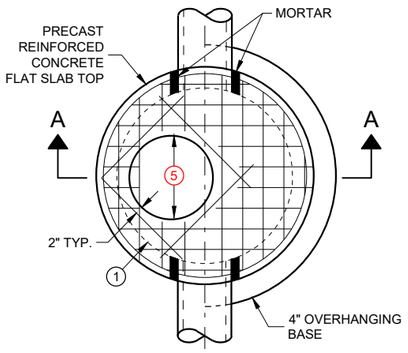
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

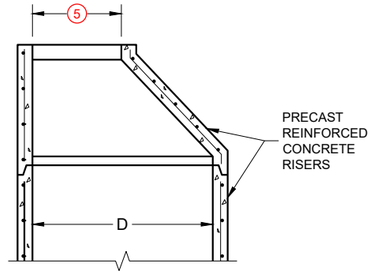
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6
S.D.D. 8 A 5-19d

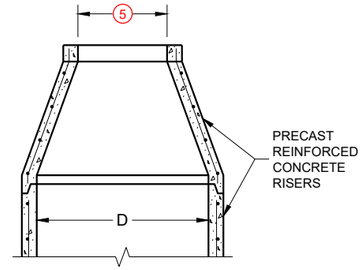
SDD 08B09 Manholes, 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT and 10-FT



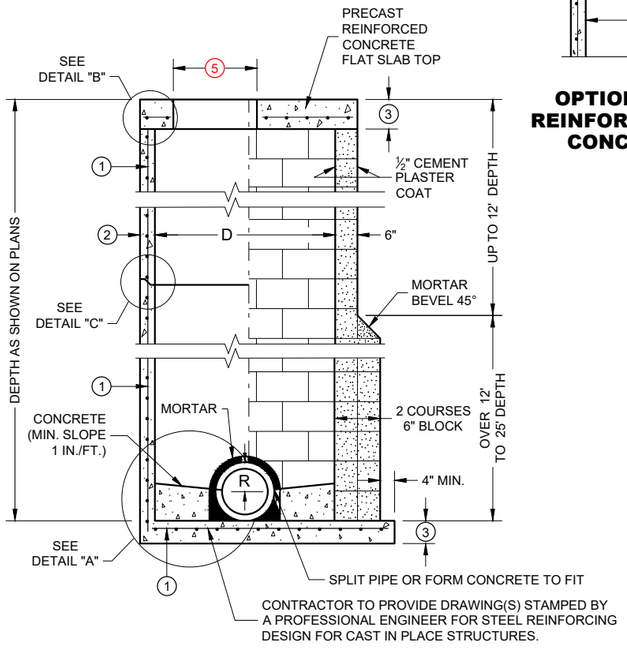
PLAN VIEW
CIRCULAR OPENING



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP



SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)

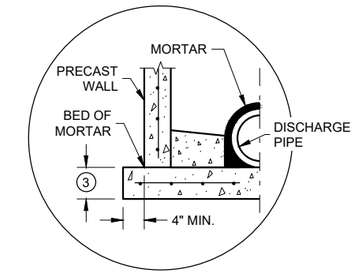
MANHOLE COVER OPENING MATRIX

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

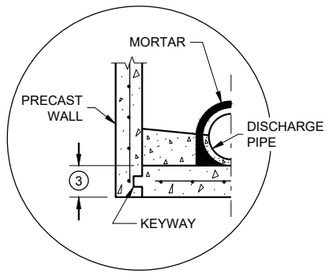
PIPE MATRIX

MANHOLE SIZE (DIA.)	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES		MINIMUM WALL THICKNESS (IN)	MINIMUM PRECAST FLAT SLAB TOP AND BASE THICKNESS
	180° SEPARATION (IN)	90° SEPARATION (IN)		
3-FT	15	12	4	6
4-FT	24	18	5	6
5-FT	36	24	6	8
6-FT	42	36	7	8
7-FT	48	36/42*	8	8
8-FT	60	42	9	8
9-FT	66	54	10	10
10-FT	72	60	11	10

*A 36" PIPE AND A 42" PIPE CAN BE PLACED WITHIN 90 DEGREES. SEE MINIMUM HORIZONTAL PIPE SEPARATION DETAIL.

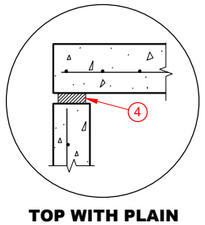


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

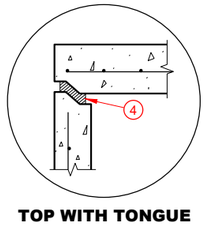


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

DETAIL "A"

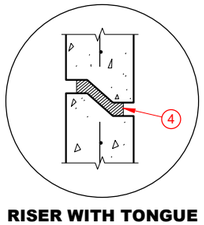


TOP WITH PLAIN END JOINT



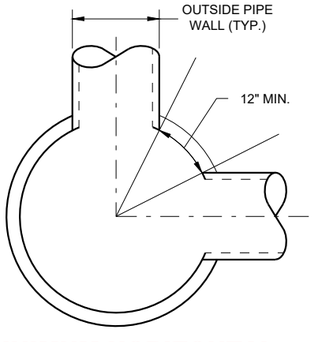
TOP WITH TONGUE AND GROOVE JOINT

DETAIL "B"



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "C"



MINIMUM HORIZONTAL PIPE SEPARATION

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

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES. 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 ½ INCH 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.

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

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

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

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 "D".

(1) FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(2) SEE PIPE MATRIX TABLE FOR MINIMUM WALL THICKNESS FOR PRECAST MANHOLES

(3) SEE PIPE MATRIX TABLE FOR MINIMUM THICKNESS OF PRECAST FLAT SLAB TOPS AND BASES.

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

(5) SEE MANHOLE COVER OPENING MATRIX.

MANHOLES, 3-FT, 4-FT 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

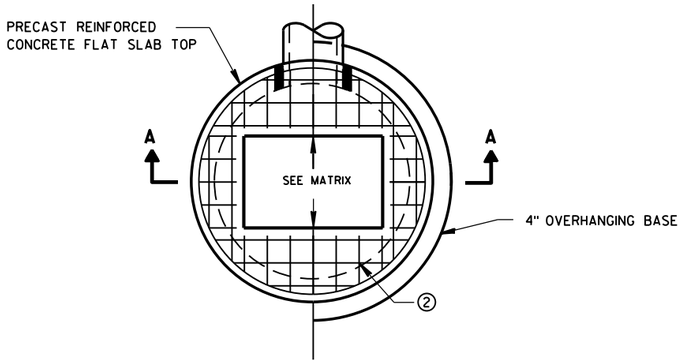
APPROVED
November 2021
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT ENGINEER

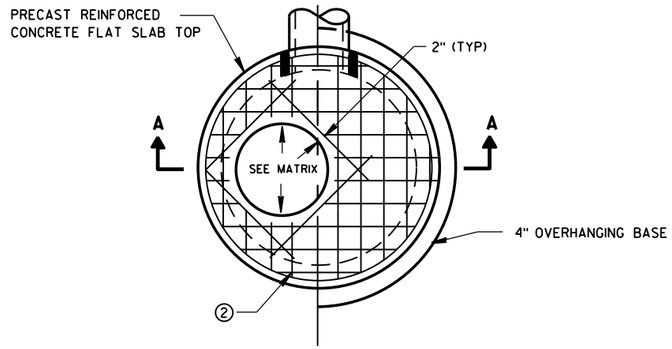
FHWA

SDD 08B09 - 03
6

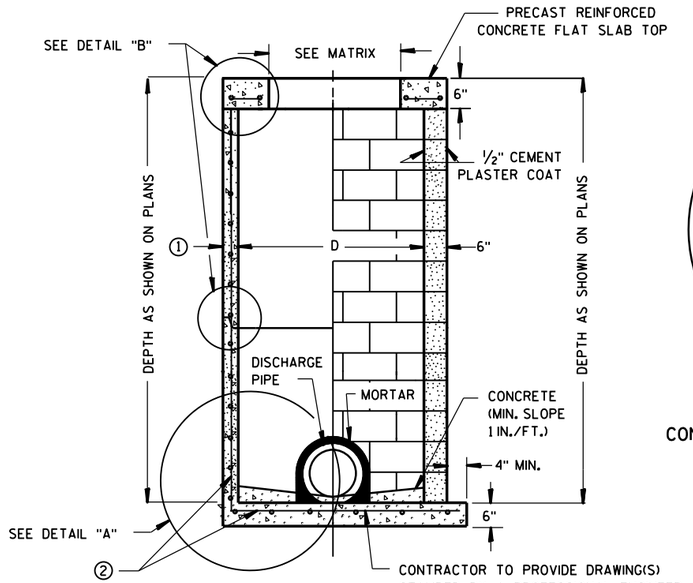
SDD 8C6 Inlets 3-FT and 4-FT Diameter



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

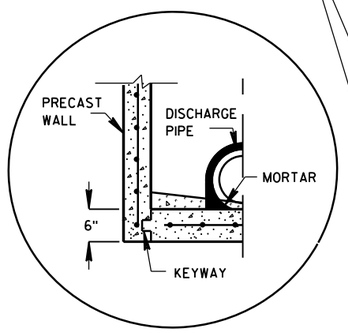


SECTION A-A

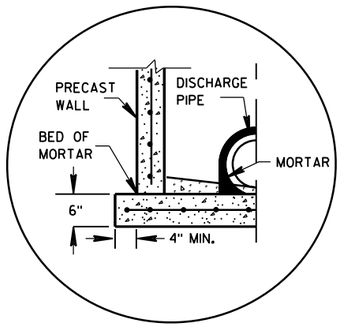
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

CIRCULAR INLETS W/ FLAT TOP

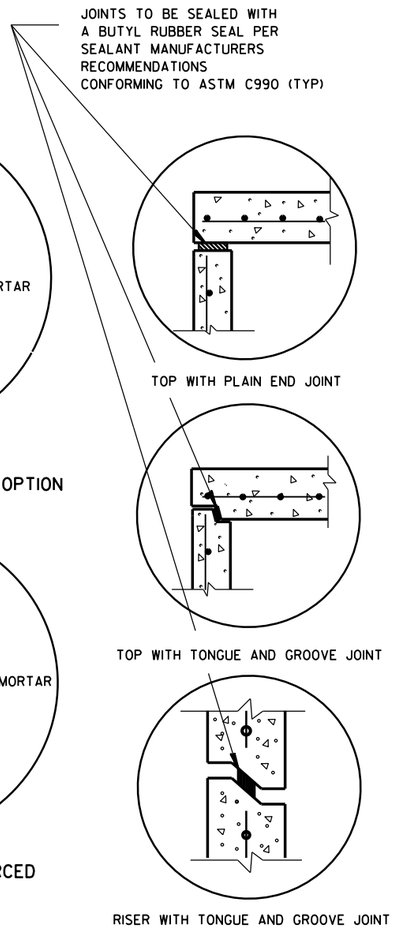


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "B"

GENERAL NOTES

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

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

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

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

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

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

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

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

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

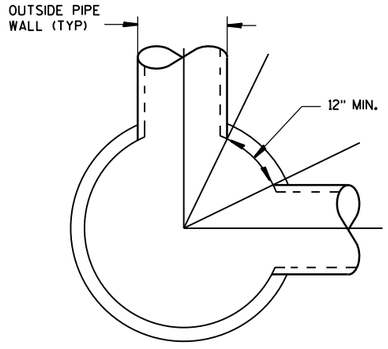
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

INLET COVER OPENING MATRIX

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



DETAIL "C"

PIPE MATRIX

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

INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

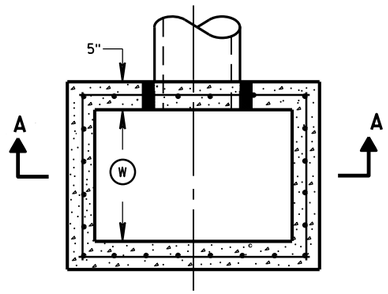
APPROVED
Sept.. 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

6

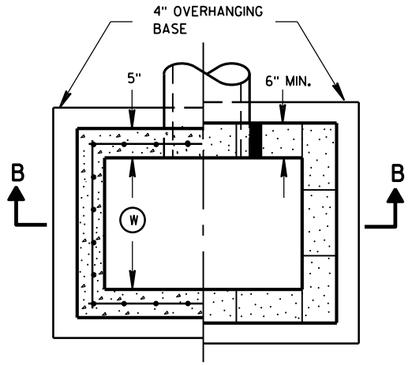
S.D.D. 8 C 6-2

6

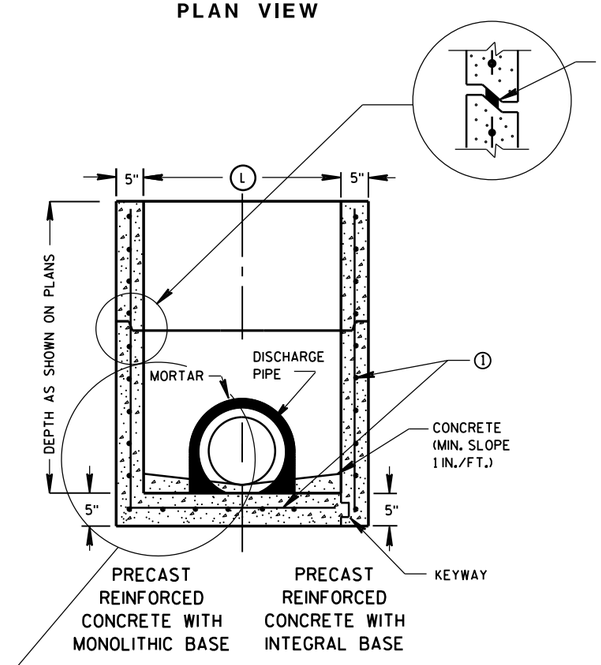
S.D.D. 8 C 6-2



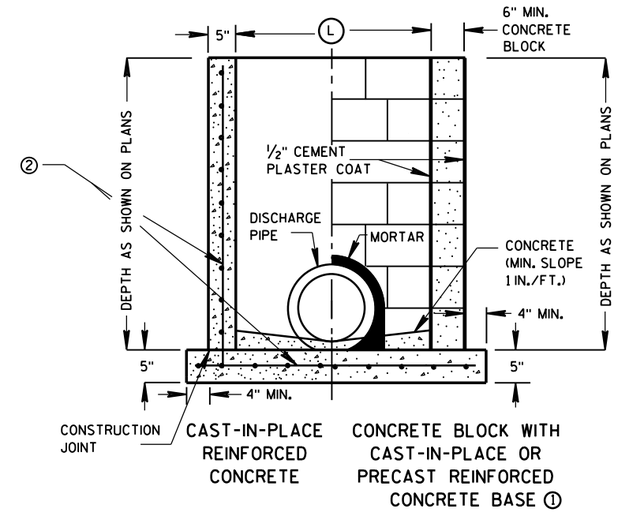
PLAN VIEW



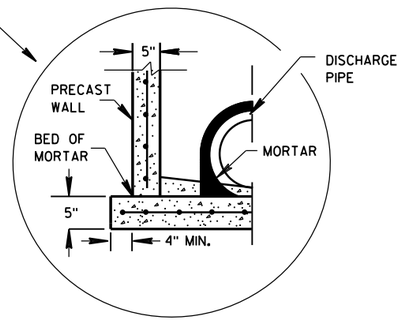
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

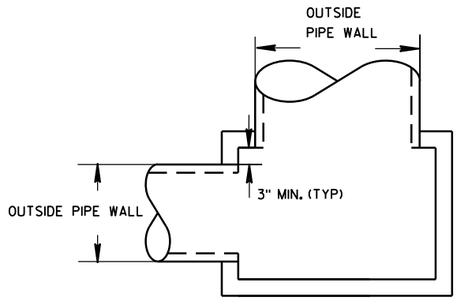
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

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

PIPE MATRIX

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



DETAIL "A"

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

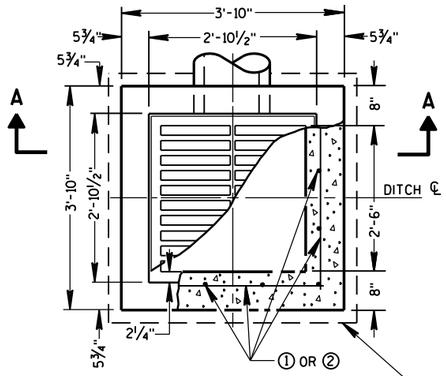
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016
DATE
FHWA

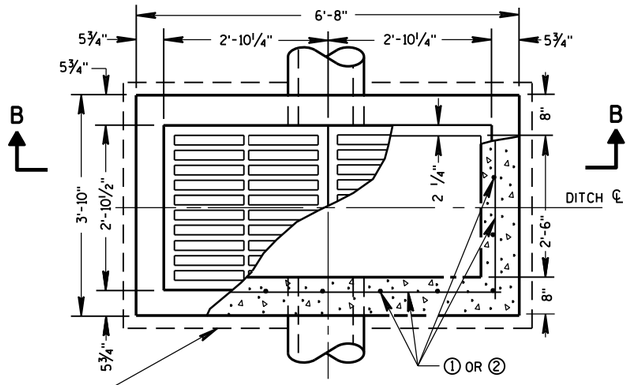
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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

SDD 8C8 Inlets Median 1 and 2 Grate

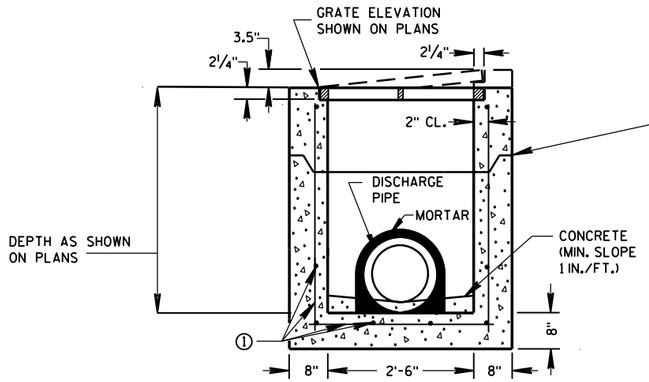


PLAN VIEW

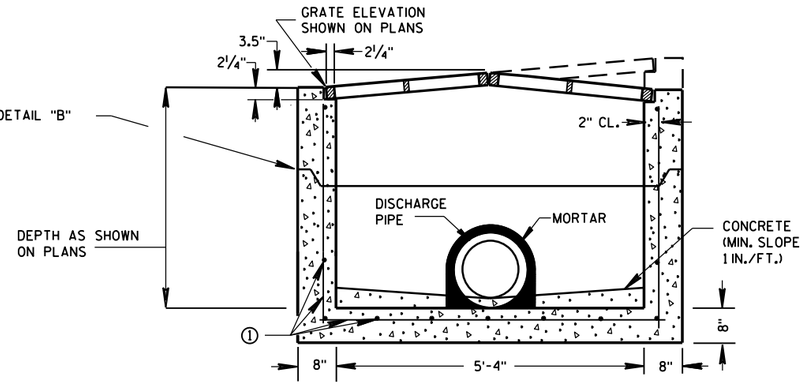


PLAN VIEW

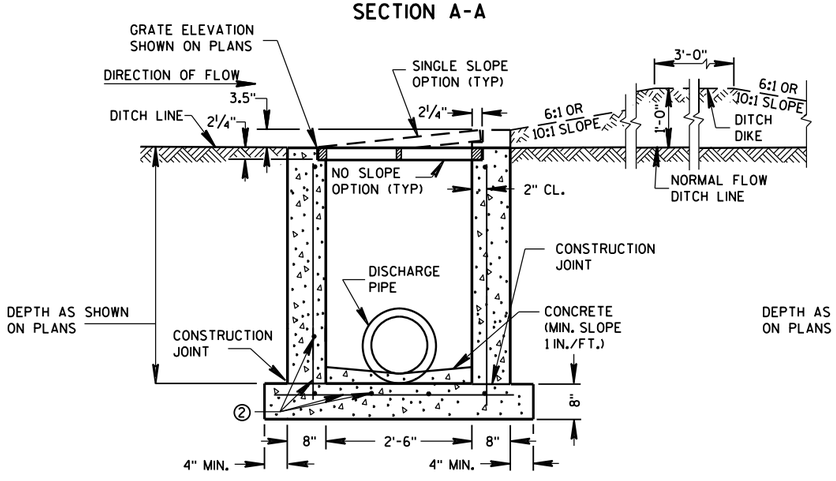
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



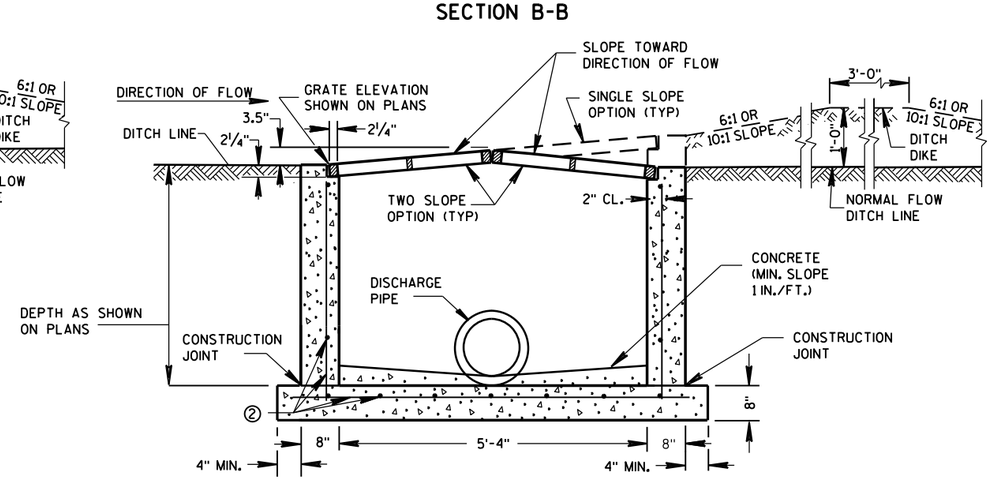
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

INLETS MEDIAN 1 GRATE

INLETS MEDIAN 2 GRATE

GENERAL NOTES

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

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

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

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

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

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

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

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

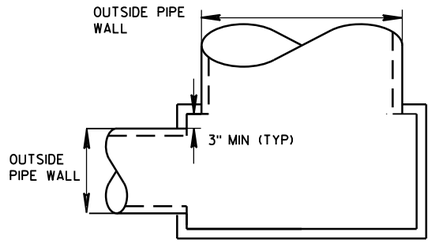
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

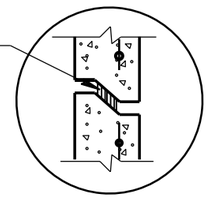
PIPE MATRIX

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



DETAIL "A"

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



DETAIL "B"

INLETS MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

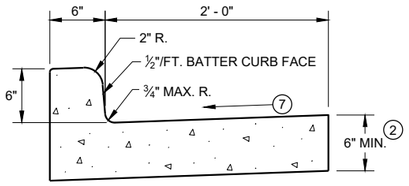
6

S.D.D. 8 C 8-2

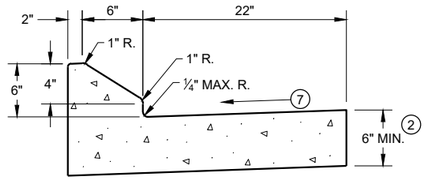
6

S.D.D. 8 C 8-2

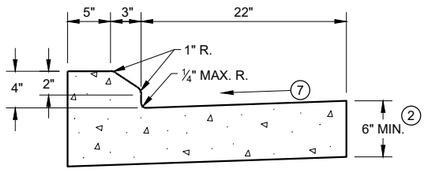
SDD 08D01-a Concrete Curb and Gutter



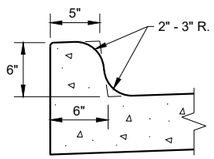
TYPES A (1) & D



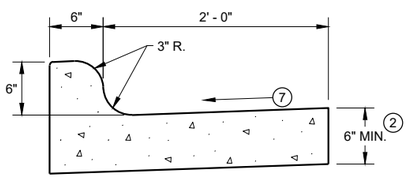
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

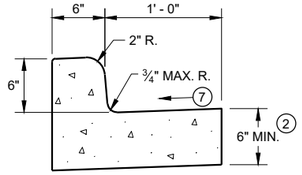


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



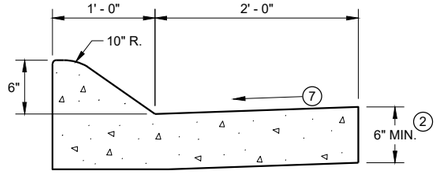
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

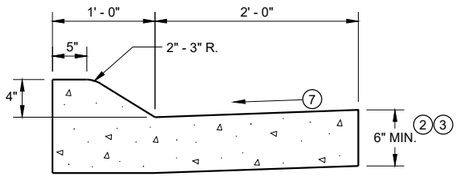


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

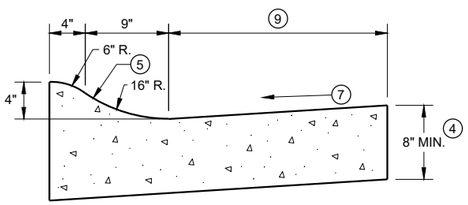


6" SLOPED CURB TYPES A (1) & D



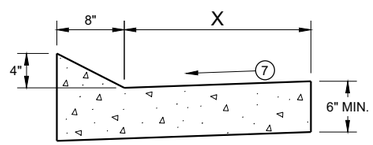
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

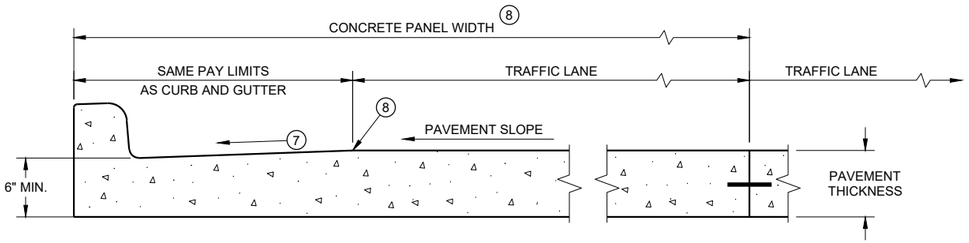


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

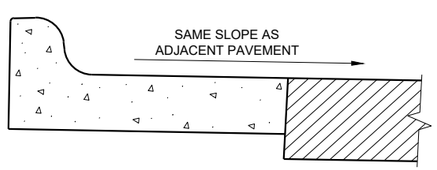
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT *
WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

(4) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES 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.

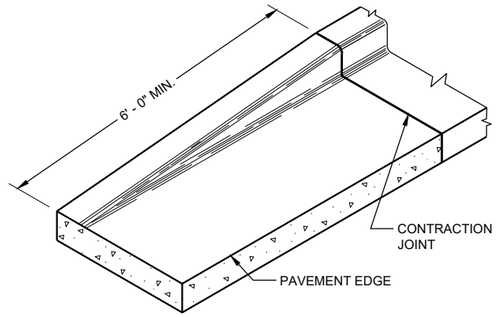
(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

(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.

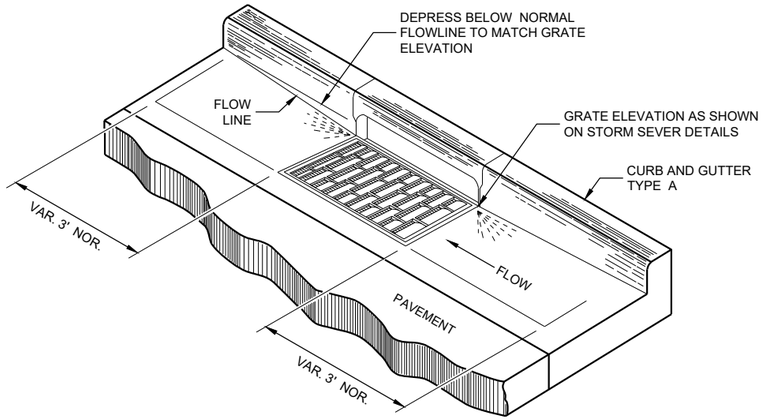
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

SDD 08D01-b Concrete Gutter, Ties, and Curb and Gutter Applications



END SECTIONCURB AND GUTTER



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

GENERAL NOTES

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

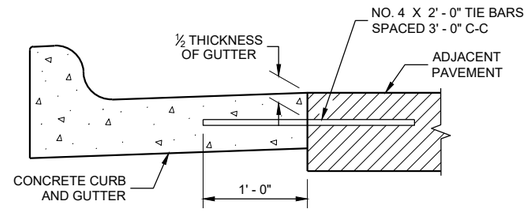
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

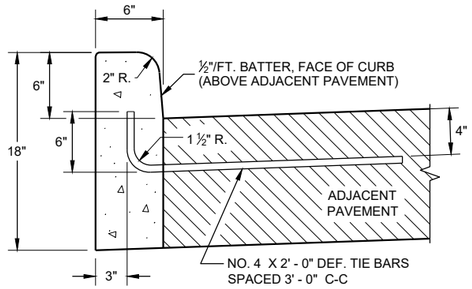
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

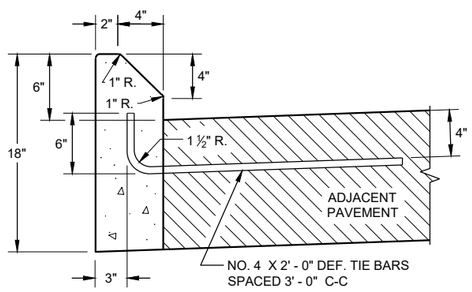
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

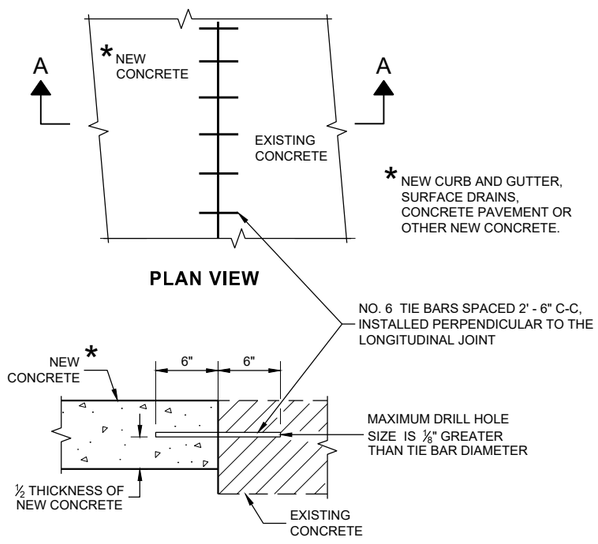


TYPES A (1) & D



TYPES G (1) & J

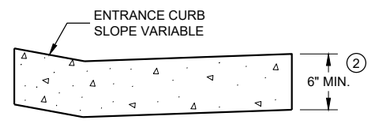
CONCRETE CURB



PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



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

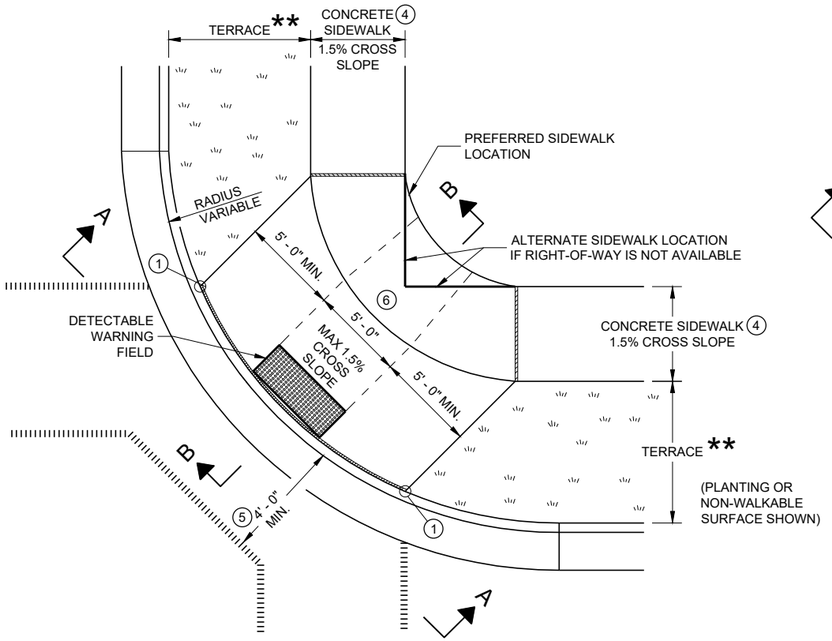
CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6
SDD 08D01 - 22b

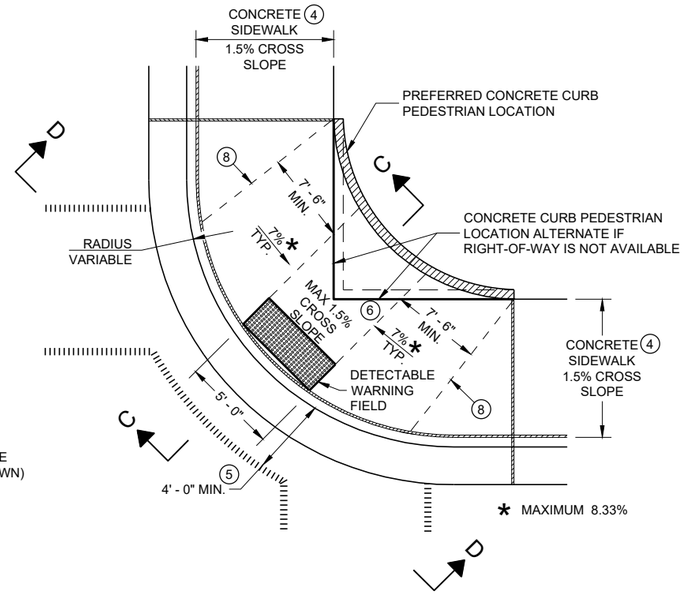
SDD 08D05-a: Curb Ramps Types 1 and 1-A



PLAN VIEW

CURB RAMP TYPE 1

(CENTER OF CORNER RADIUS)



PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

GENERAL NOTES

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

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

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

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

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

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

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

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

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 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.

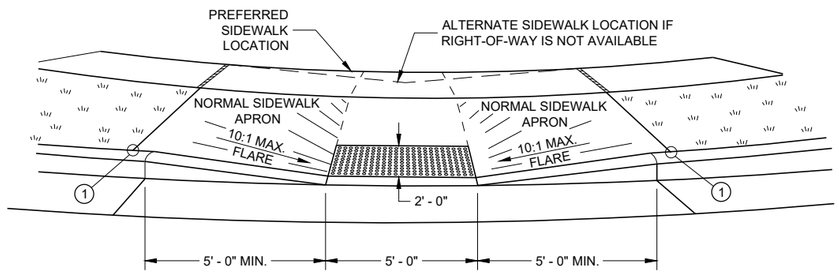
(3) MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

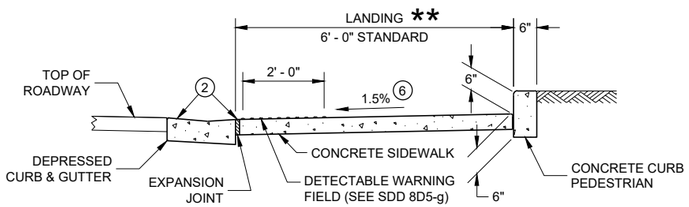
(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.



VIEW A - A FOR TYPE 1

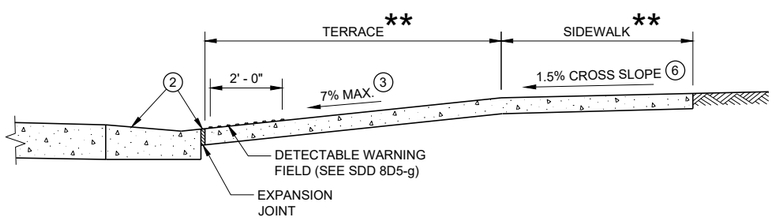


SECTION C - C FOR TYPE 1 - A

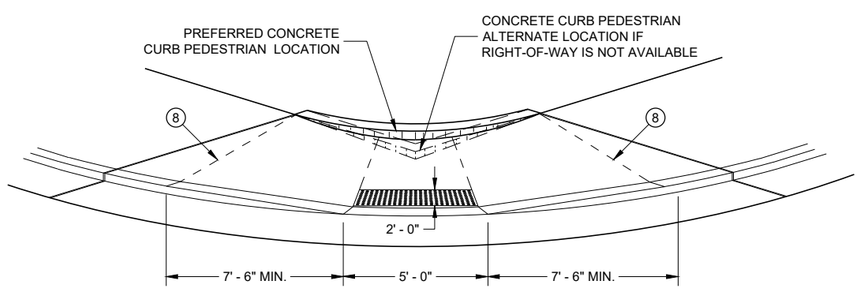
LEGEND

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



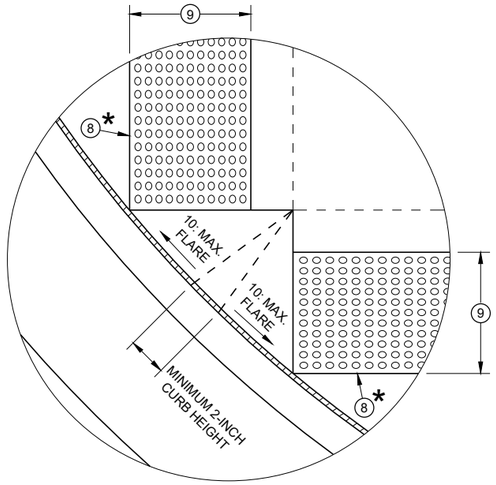
VIEW D - D FOR TYPE 1 - A

CURB RAMPS TYPE 1 AND 1-A

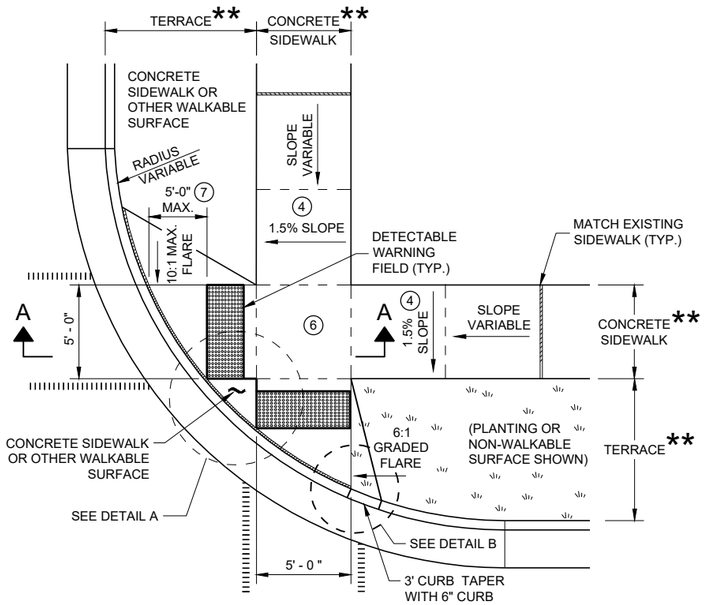
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20a

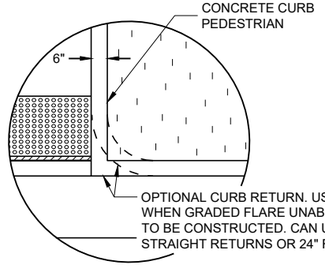
SDD 08D05-b Curb Ramps Types 2 and 3



DETAIL A



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



DETAIL B

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

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.

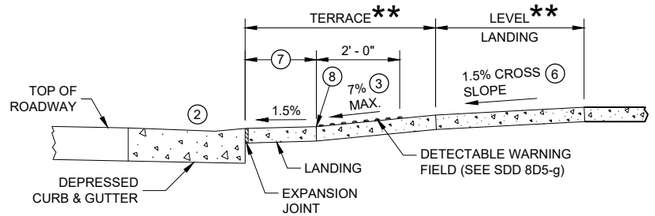
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.

(7) WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

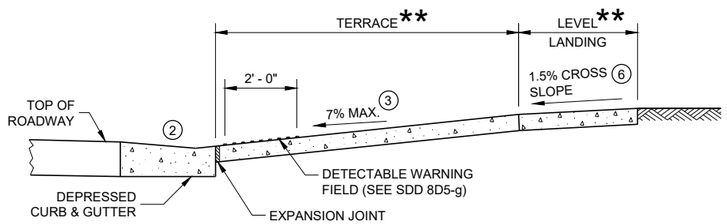
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

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

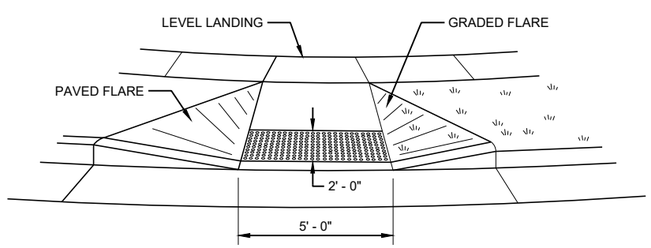
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 3

LEGEND

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



VIEW C - C FOR TYPE 3

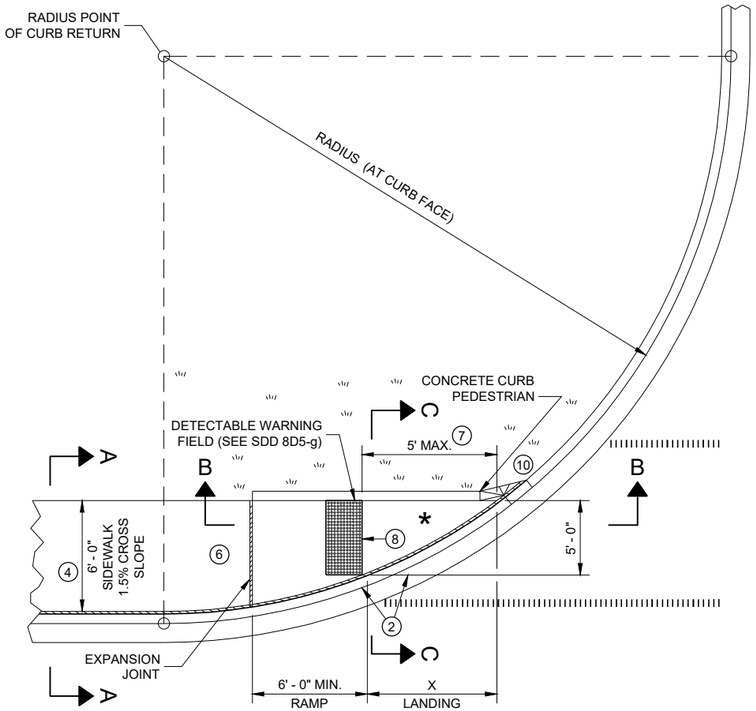
CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

SDD 08D05-c Curb Ramps Types 4A and 4A1

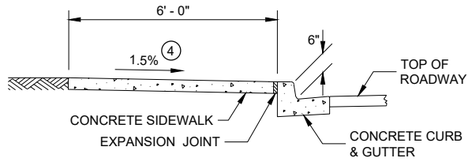


PLAN VIEW

CURB RAMP TYPE 4A

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

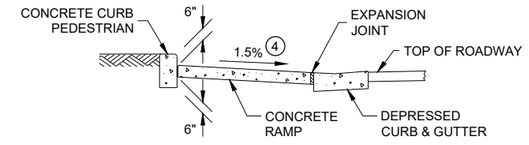
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

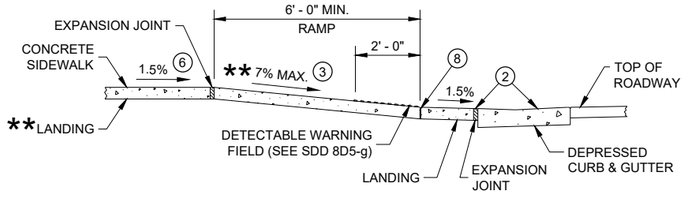
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

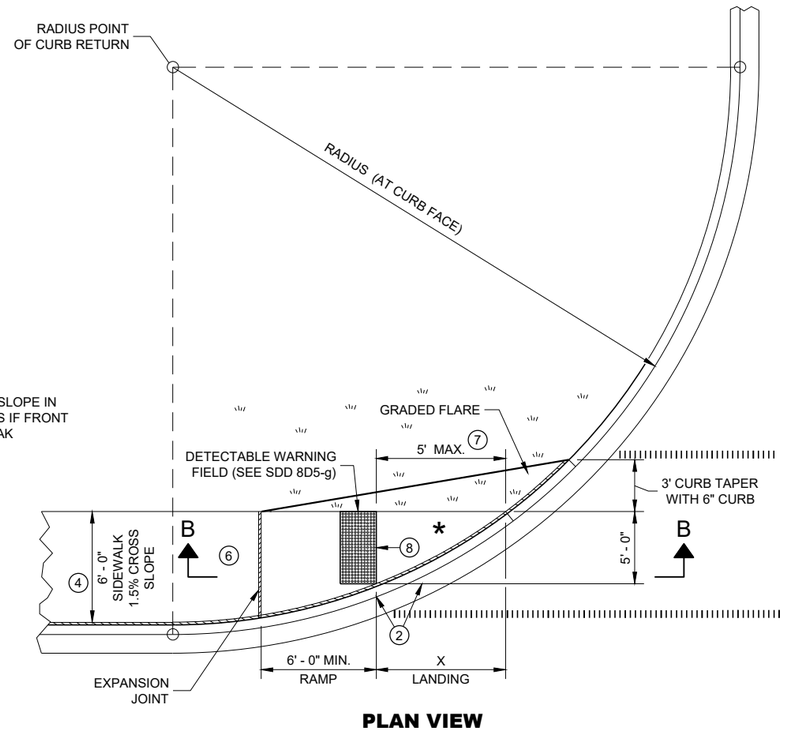


SECTION C - C FOR TYPE 4A



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

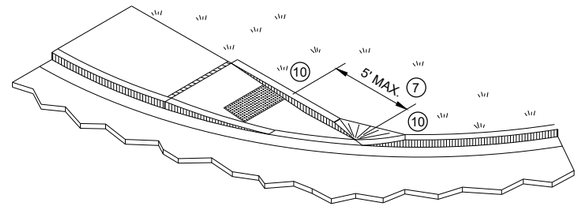
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED



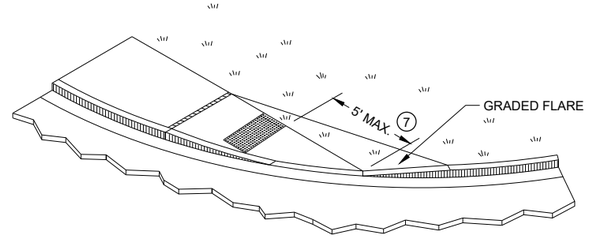
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

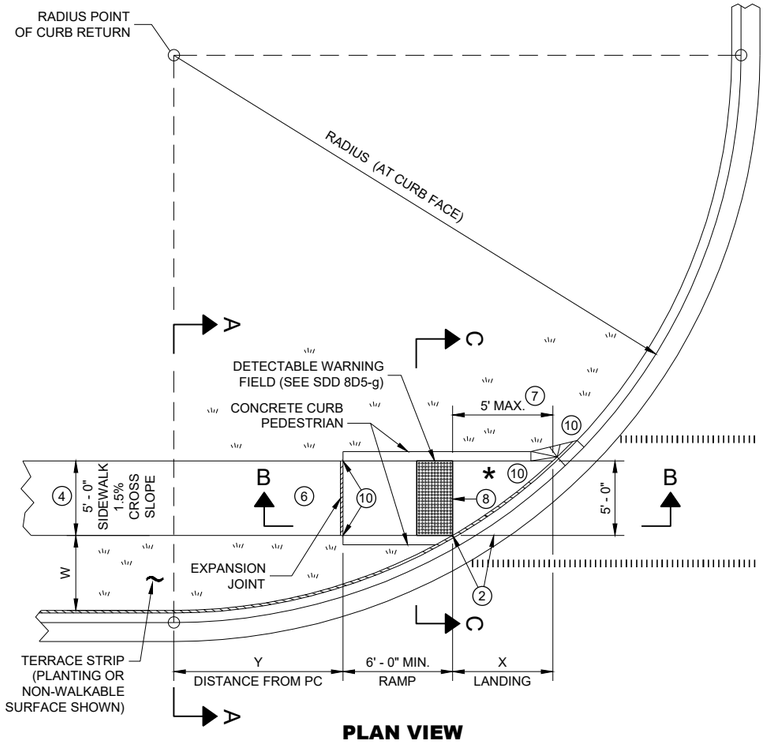
CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20c

SDD 08D05-d: Curb Ramps Types 4B and 4B1

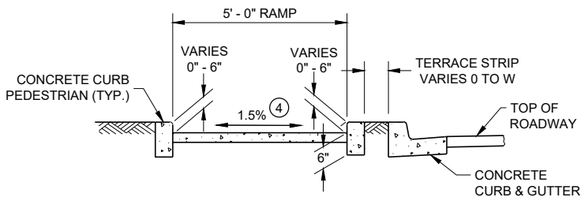


PLAN VIEW

CURB RAMP 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 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¼"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¼"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ¼"
20 FEET	5' - 9 ¾"	3' - 6 ½"	4' - 11 ½"	5' - 1 ¾"	4' - 3 ¼"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ¼"	10' - 9"
30 FEET			6' - 9 ¼"	7' - 11 ¼"	6' - 0 ¼"	9' - 8"	5' - 5"	11' - 1 ¾"	4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ¼"
40 FEET									6' - 1 ¾"	15' - 8 ½"	5' - 8"	17' - 2"	5' - 3"	18' - 5 ¾"	4' - 10 ¾"	19' - 8 ¼"
50 FEET															5' - 10 ¼"	23' - 2"

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



SECTION C - C FOR TYPE 4B

LEGEND

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

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

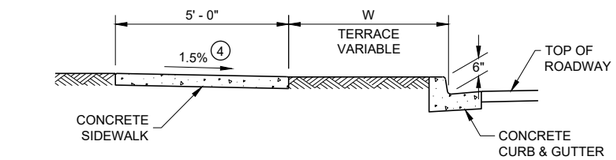
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

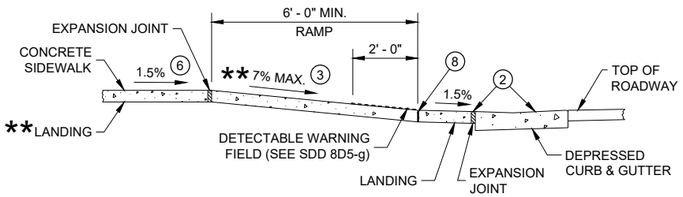
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



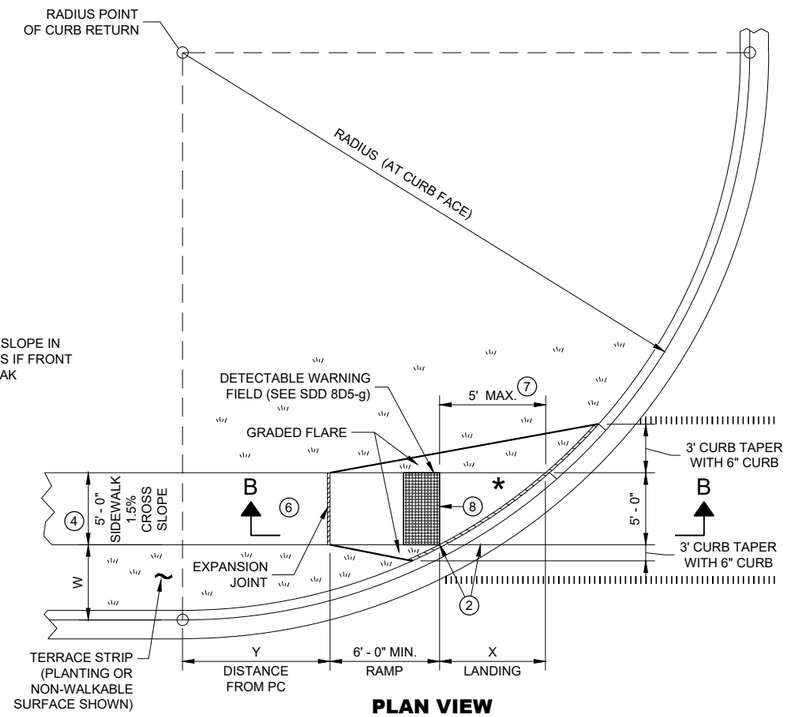
SECTION A - A FOR TYPE 4B



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

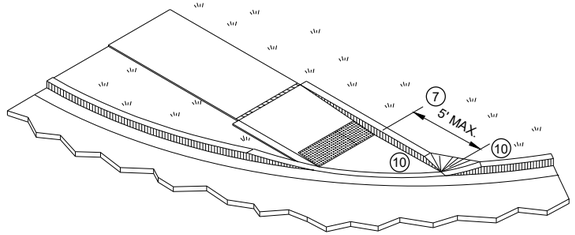
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

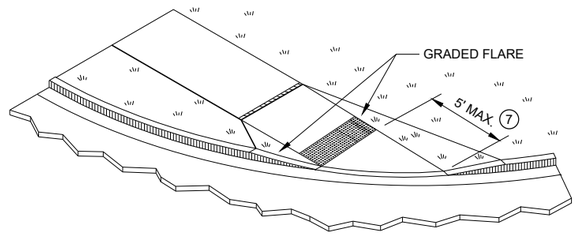


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

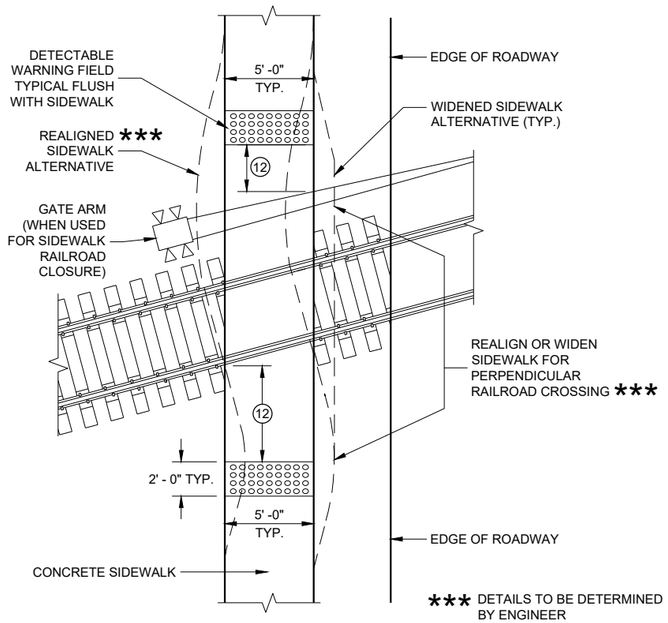
CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

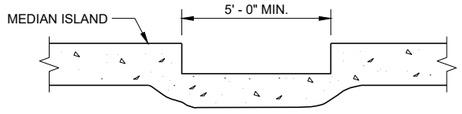
SDD 08D05 - 20d

SDD 08D05-e: Curb Ramps Types 5, 6, 7A, 7B and 8

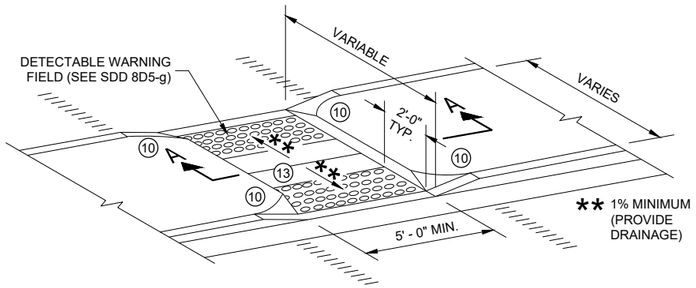


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ½ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

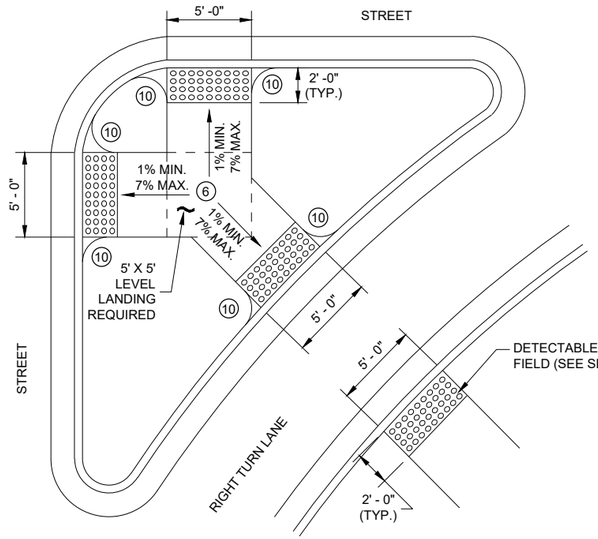
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

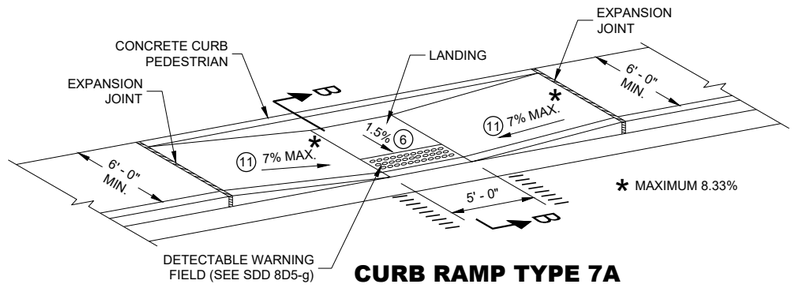
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

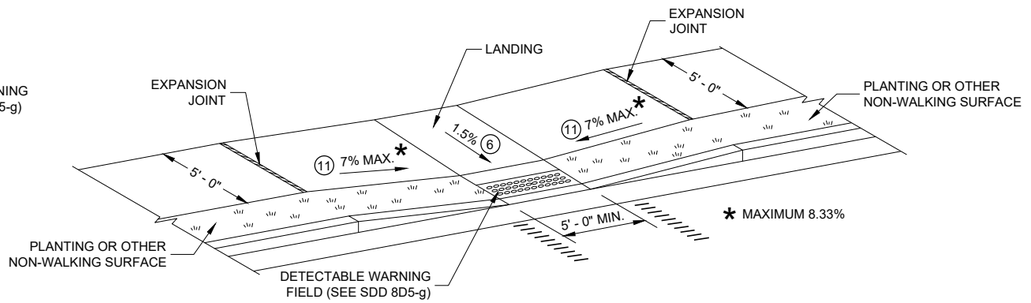
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

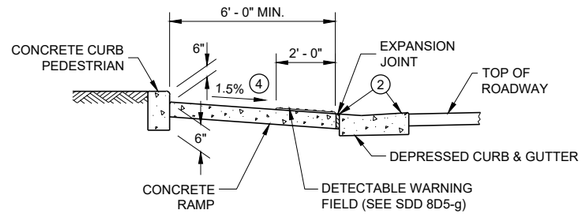
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

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

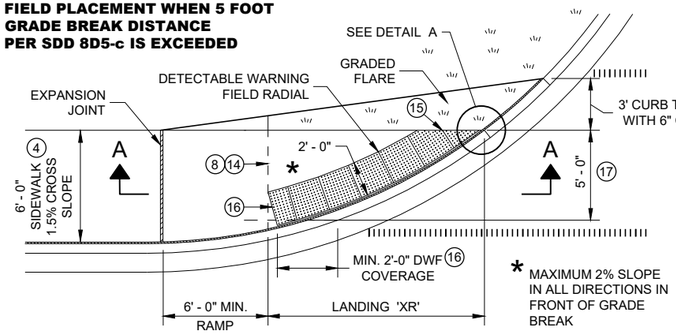


SECTION B - B FOR TYPE 7A

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

SDD 08D05-f Curb Ramps Radial Detectable Warning Field Applications

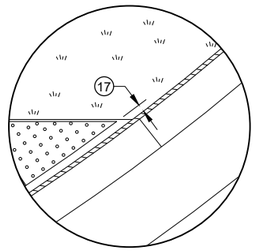
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



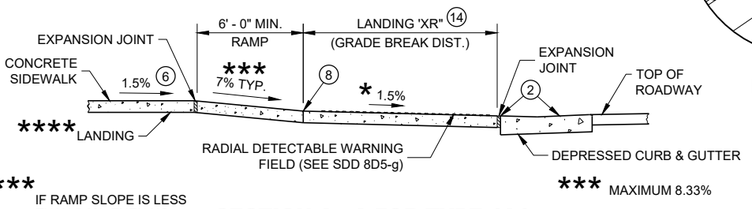
PLAN VIEW

CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL A



SECTION A - A FOR TYPE 4A1

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

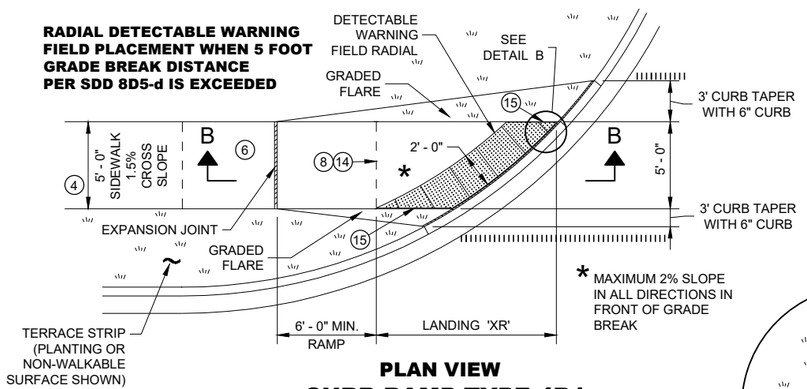
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

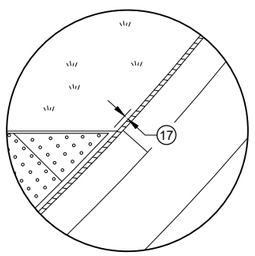
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



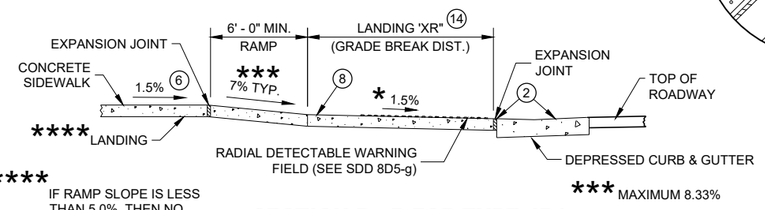
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

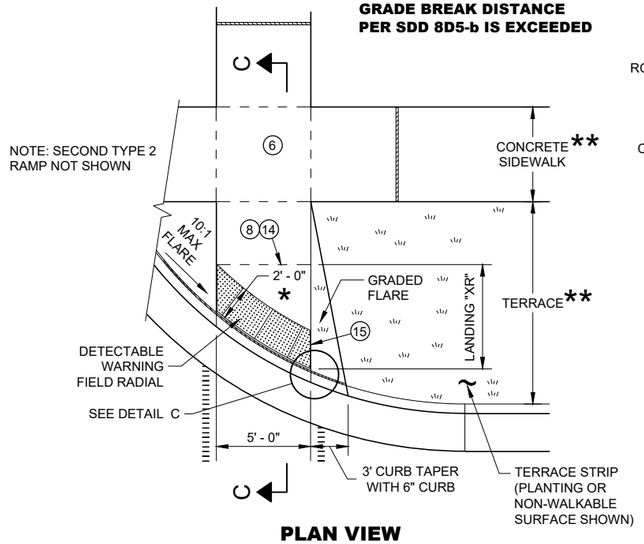


DETAIL B



SECTION B - B FOR TYPE 4B1

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

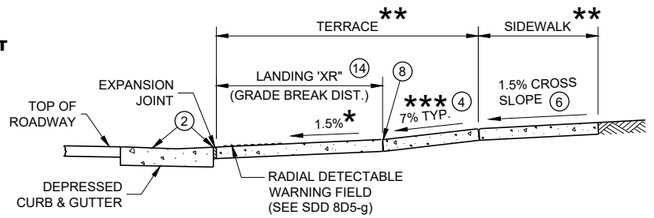


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

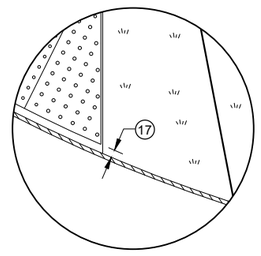


SECTION C - C FOR TYPE 2

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



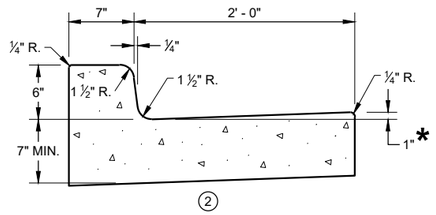
DETAIL C

CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

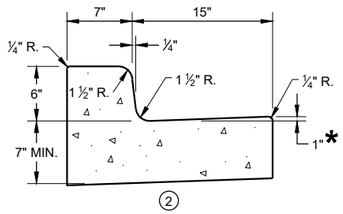
SDD 08D05 - 20f

SDD 08D16 Concrete Gutter, Curb and Gutter and Pavement Ties

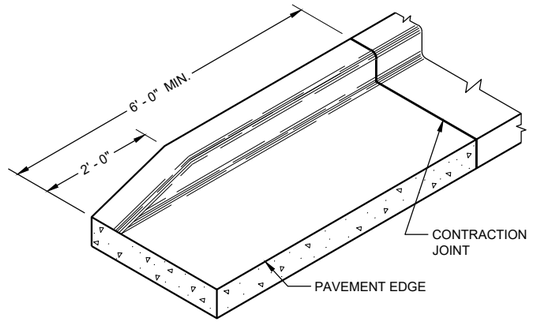


CONCRETE CURB AND GUTTER 31" ①

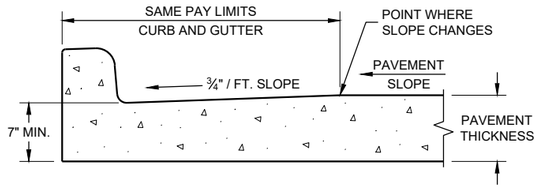
*TO BE MEASURED TO A MAXIMUM OF 3" WHERE DRAINAGE PROBLEMS EXIST.



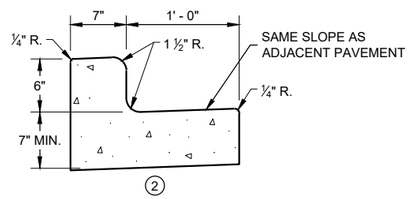
CONCRETE CURB AND GUTTER 22" ①



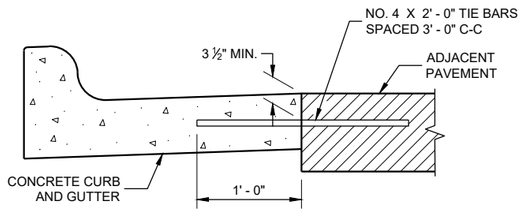
END SECTIONCURB AND GUTTER



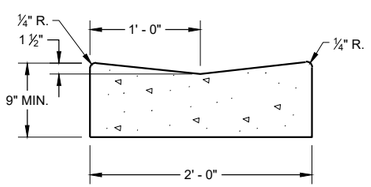
PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER



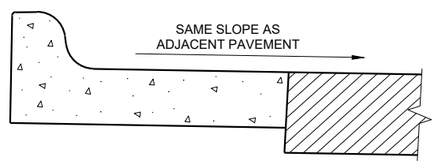
CONCRETE CURB AND GUTTER 19" ①



TYPICAL TIE BAR LOCATION ①



CONCRETE GUTTER 24" ①



HIGH SIDE SECTION ③
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

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

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

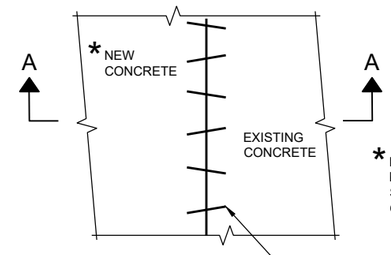
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

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

① WHEN PLACED ADJACENT TO NEW CONCRETE, TIE BARS ARE REQUITED FOR CURB AND GUTTER 31", 22", 19" AND CONCRETE GUTTER 24".

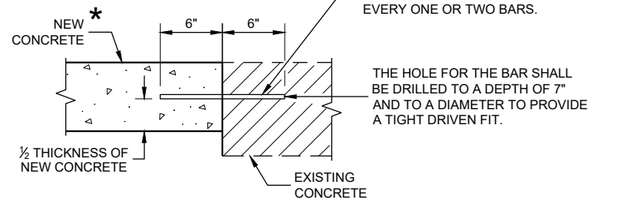
② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 7" MINIMUM GUTTER THICKNESS IS MAINTAINED.

③ WHEN HIGH SIDE CURB SECTION IS REQUIRED, THE LOCATION(S) WILL BE NOTED ON THE PLANS



PLAN VIEW

*EXISTING AND NEW CONCRETE MAY BE CURB AND GUTTER, SURFACE DRAINS, PAVEMENT OR OTHER CONCRETE STRUCTURE.



SECTION A - A

PAVEMENT TIES

CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES
(For Optional use in Milwaukee Co. Only)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

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SDD 08D16 - 11

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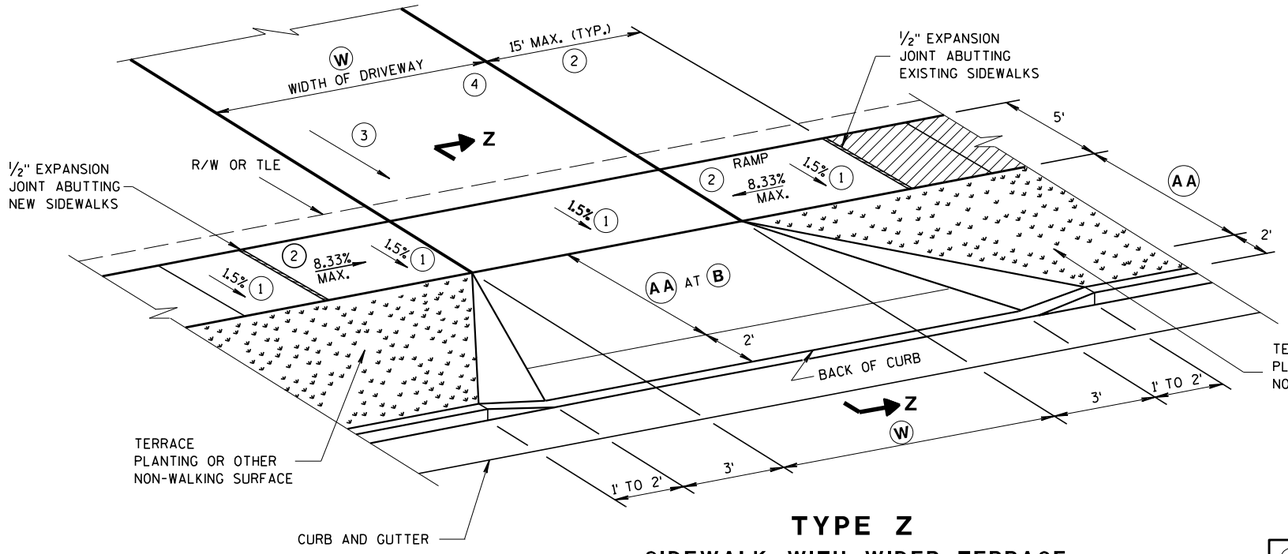
SDD 08D16 - 11

SDD 8D19 Driveway and Sidewalk Ramps Type Z



TYPE Z

SIDEWALK WITH WIDER TERRACE
TERRACE VARIES 7 TO 12 FEET

TABLE Z

(AA) FEET	(B) % 6.25% GUTTER	(B) % 4% GUTTER
4.5'	11.5%	9% TO 11.5%
5.5'	9% TO 11.5%	8% TO 11.5%
6.5'	8% TO 11.5%	6% TO 11.5%
7.5'	7% TO 11.5%	6% TO 11.5%
8.5'	6% TO 11.5%	5% TO 11.5%
9.5'	5% TO 11.5%	4% TO 11.5%

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

GENERAL NOTES

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

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

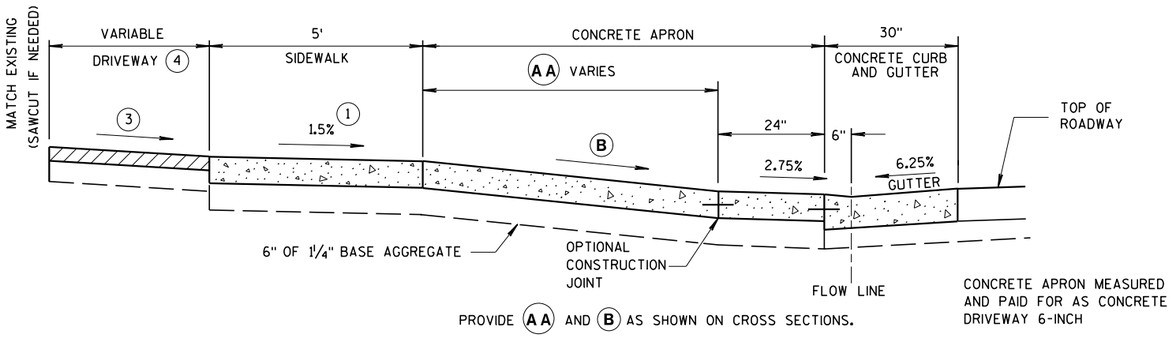
OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

(1) CONSTRUCTION TOLERANCE OF 0.5% ± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

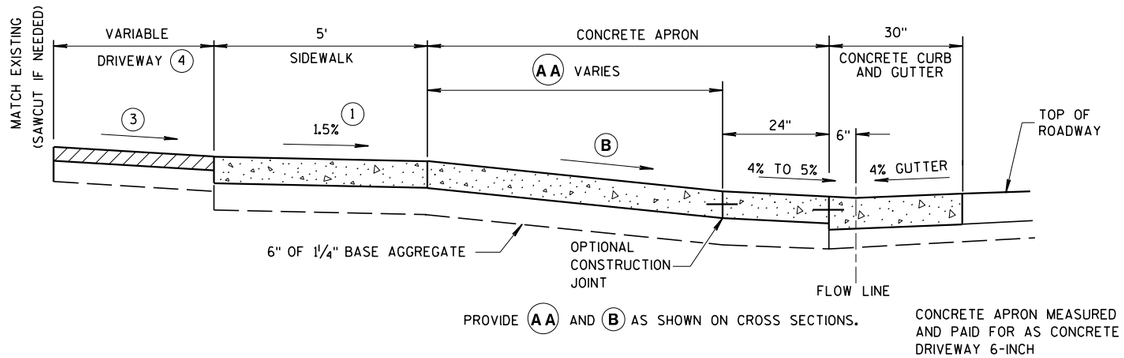
(2) THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY.

(3) DRIVEWAY SLOPES: DESIRABLE MAXIMUM
- 10.5% UP AWAY FROM SIDEWALK (SAG)
- 8.5% DOWN AWAY FROM SIDEWALK (CREST)
- ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

(4) DRIVEWAY TYPES
- 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
- 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
- 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES)



6.25% GUTTER SLOPE



4% GUTTER SLOPE

NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS FOR **B** VALUES NOT SHOWN IN TABLE Z.

SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY 6-INCH.

SEPARATE PAYMENT FOR BASE AGGREGATE WILL BE MADE.

SECTION Z-Z

DRIVEWAY DETAIL WITH CONCRETE CURB & GUTTER

(URBAN AND SUBURBAN)

NOT TO SCALE

DRIVEWAY AND SIDEWALK RAMPS TYPE Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

6

S.D.D. 8 D 19-2

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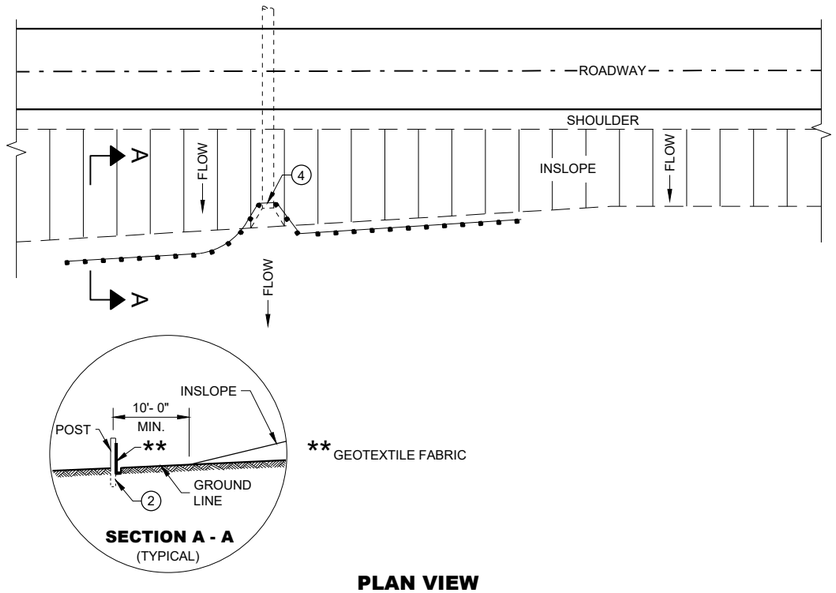
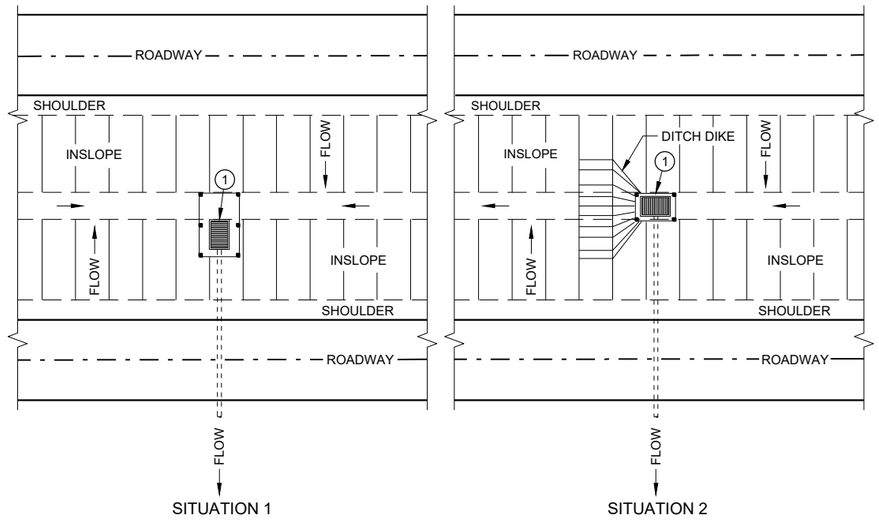
S.D.D. 8 D 19-2



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



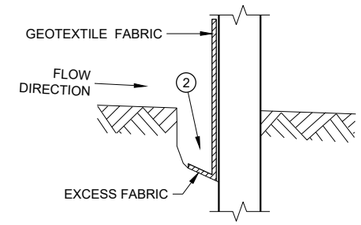
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

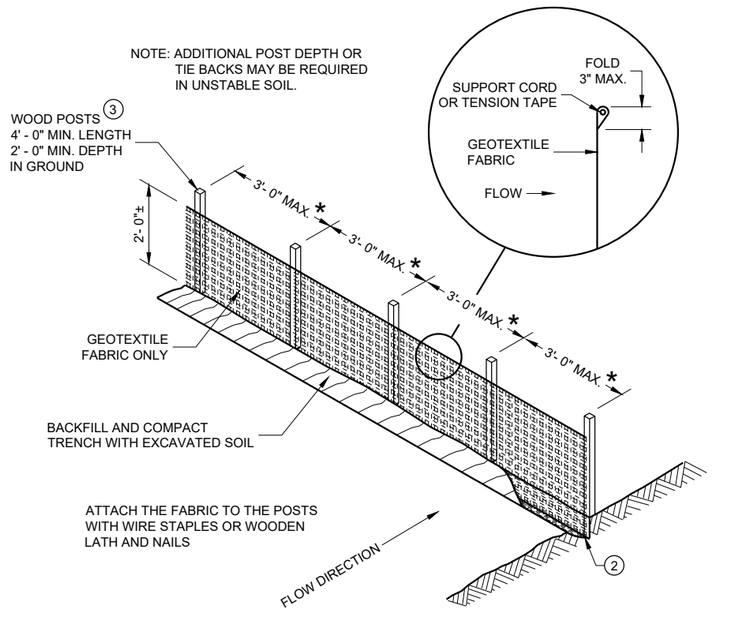
GENERAL NOTES

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

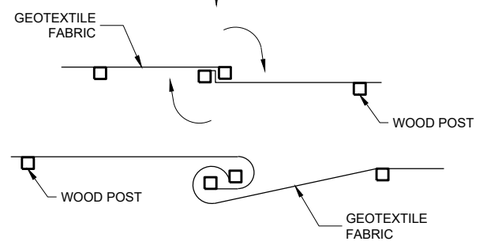
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE AND 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL AND COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1 ⅛" X 1 ⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



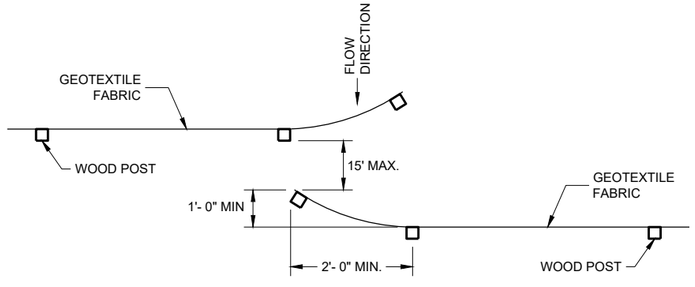
TRENCH DETAIL



SILT FENCE

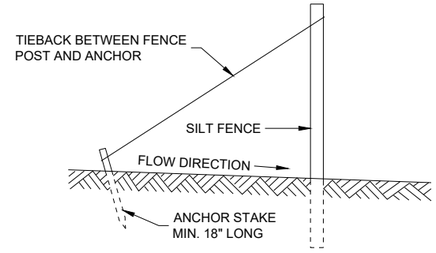


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

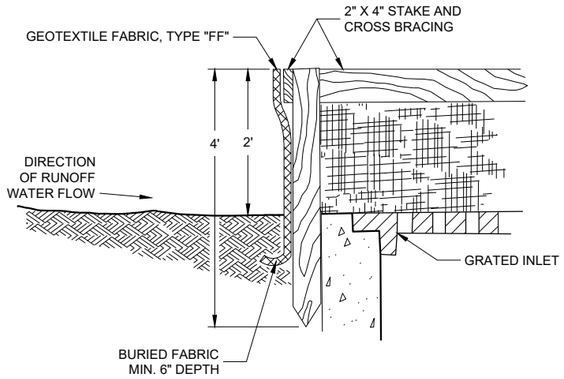
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

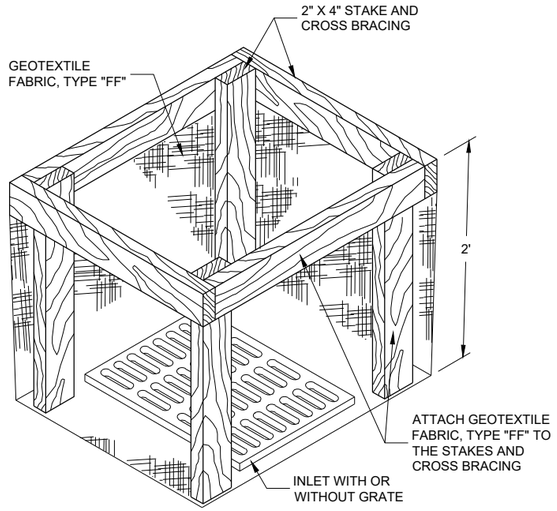
APPROVED
4/29/05 — DATE
/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

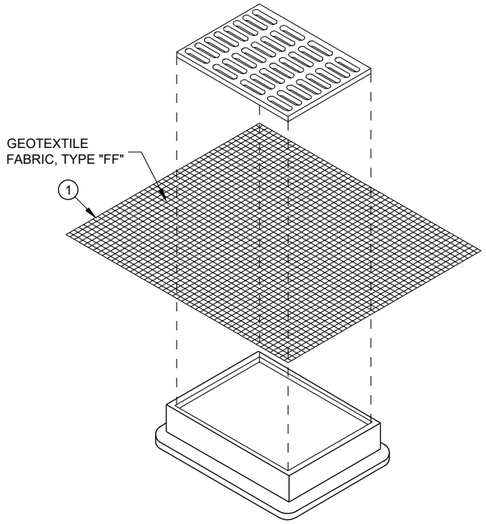
6
SDD 08E09 - 06

SDD 08E10 Inlet Protection, Types A, B, C and D



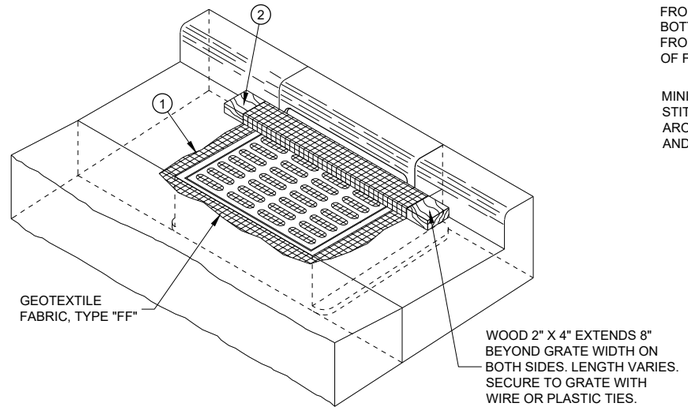


INLET PROTECTION, TYPE "A"

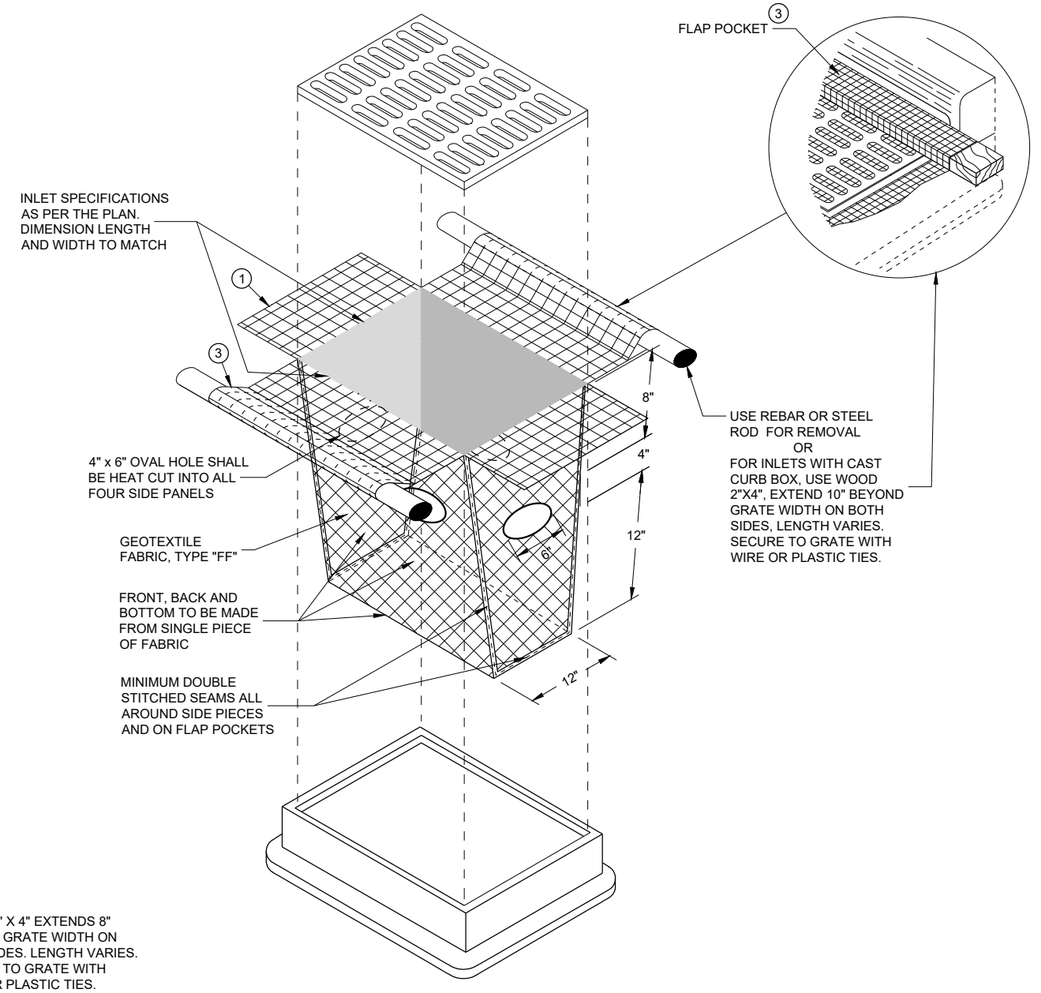


INLET PROTECTION, TYPE "B" (WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE "C" (WITH CURB BOX)



INLET PROTECTION, TYPE "D"

(CAN BE INSTALLED IN ANY INLET WITH OR WITHOUTA CURB BOX AS PER NOTE (2))

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.

INSTALLATION NOTES

TYPES 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

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

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.

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 TYPES A, B, C AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02 — DATE
/S/ Beth Cannestra — ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

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SDD 08E10 - 02

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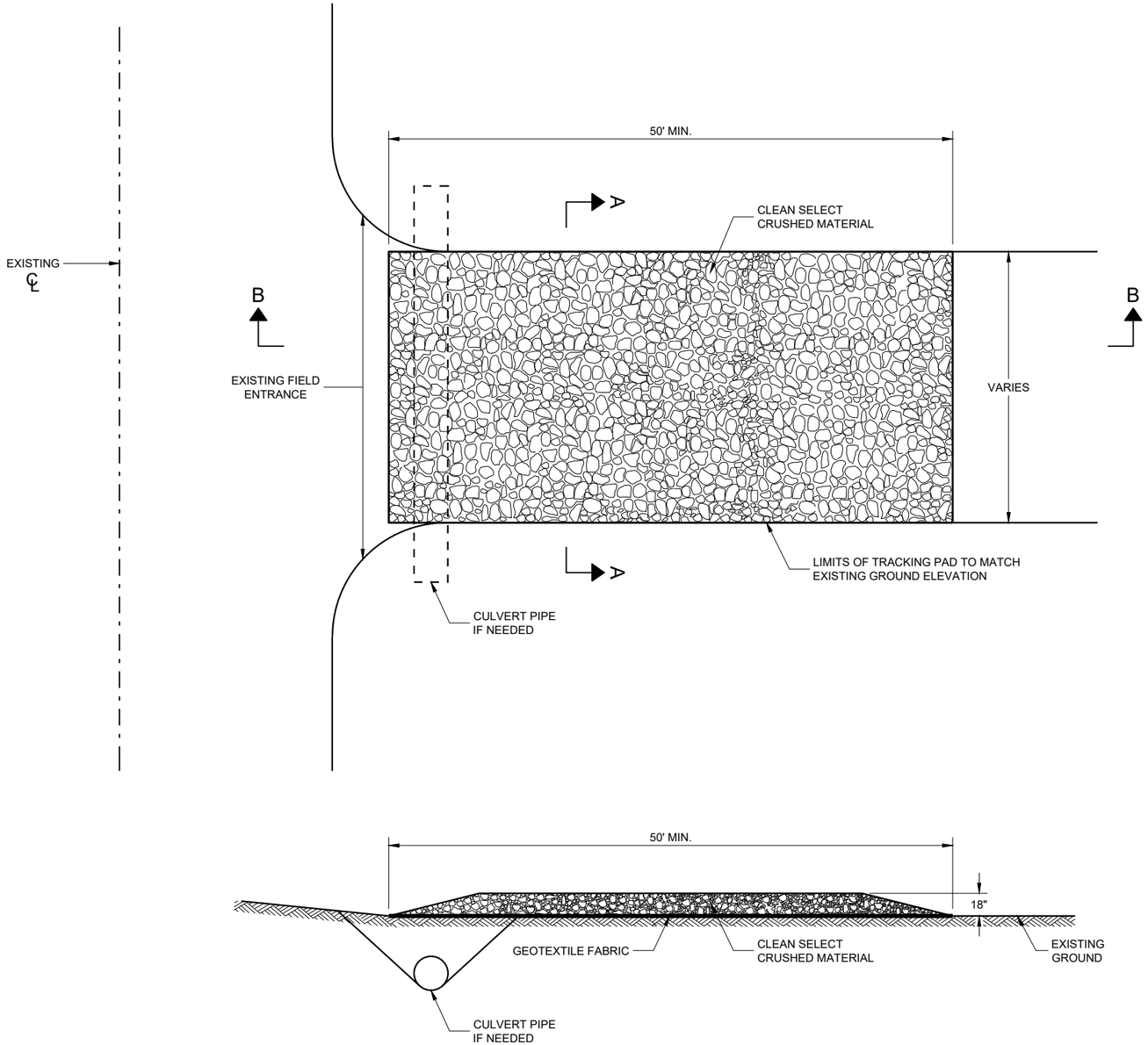
SDD 08E10 - 02

SDD 08E14 Tracking Pad



SECTION B - B

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.

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

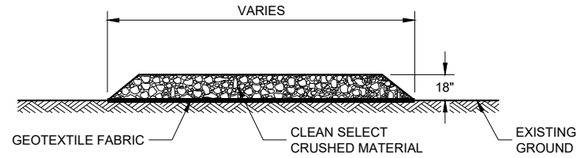
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A - A

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/24/2011
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

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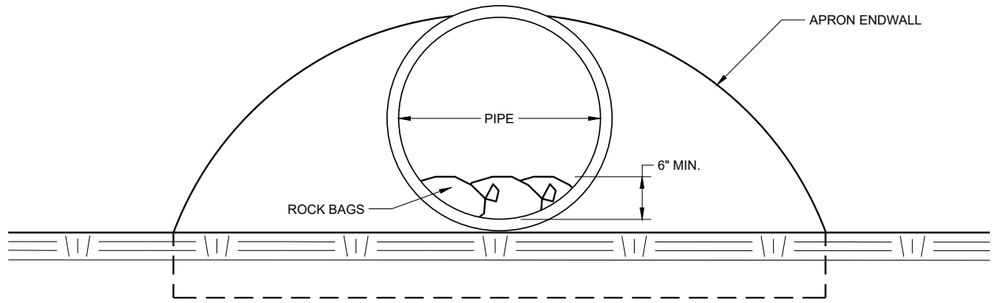
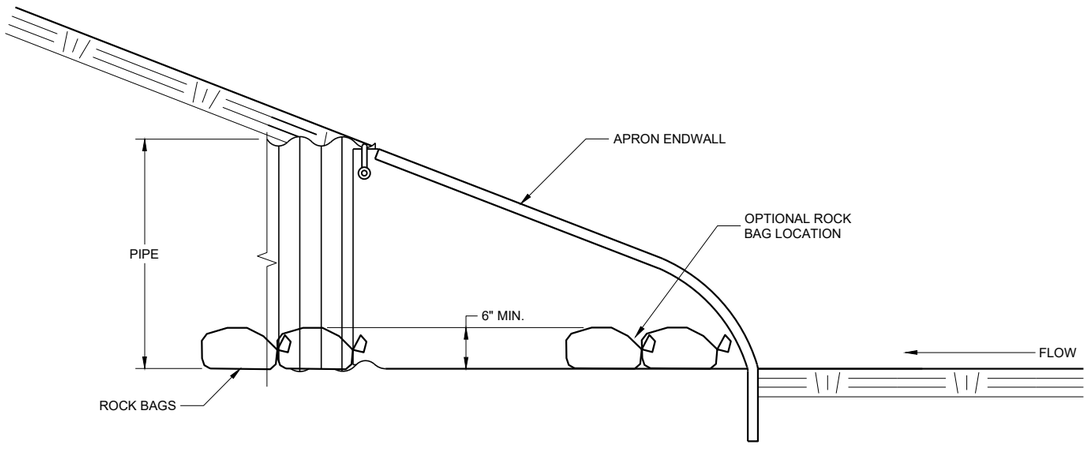
SDD 08E14 - 01

6

SDD 08E14 - 01



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

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

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SDD 08E15 - 01

SDD 8F1 Apron Endwalls for Culvert Pipe

METAL APRON ENDWALLS

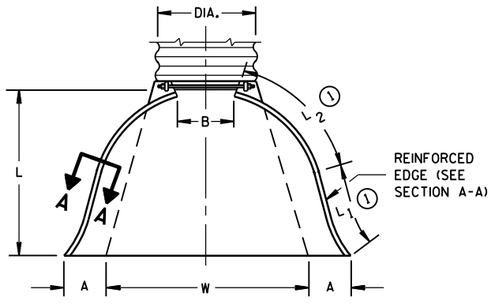
PIPE DIA. (IN.)	MIN. THICK. (inches) STEEL	MIN. THICK. (inches) ALUM.	DIMENSIONS (inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

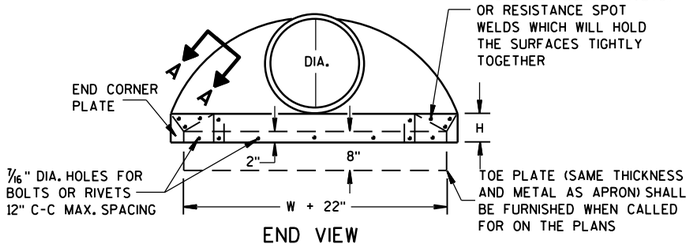
REINFORCED CONCRETE APRON ENDWALLS

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

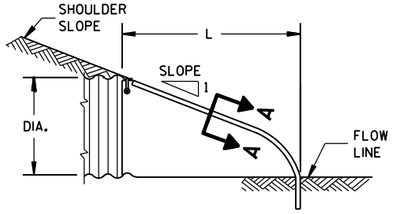
*MINIMUM
**MAXIMUM



PLAN VIEW

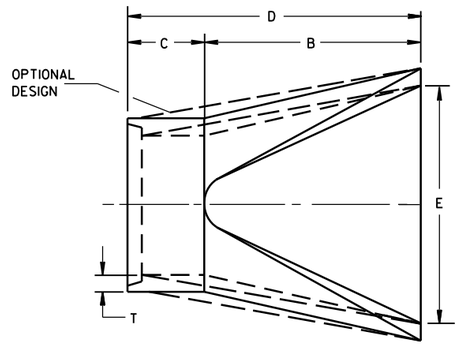


END VIEW

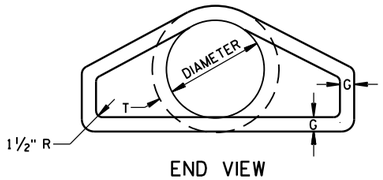


SIDE ELEVATION

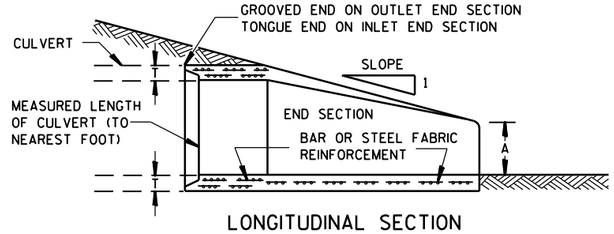
METAL ENDWALLS



PLAN

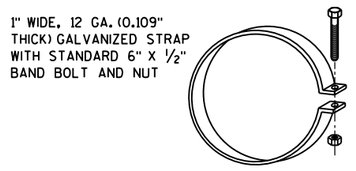


END VIEW



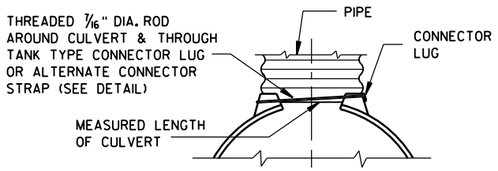
LONGITUDINAL SECTION

CONCRETE ENDWALLS

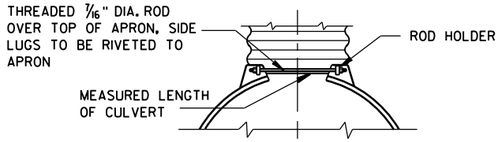


ALTERNATE FOR TYPE 1 CONNECTION

END SECTION CONNECTOR STRAP

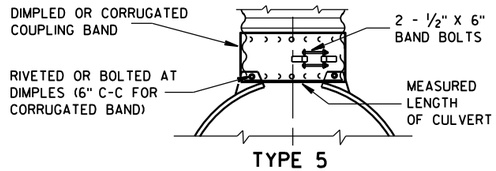


TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE

TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

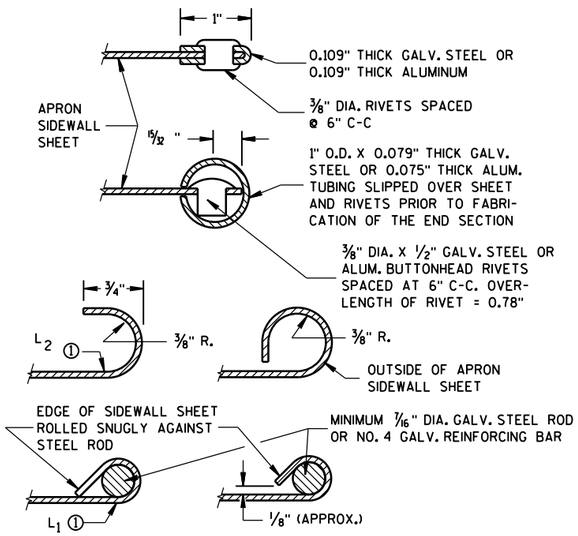
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

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

APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

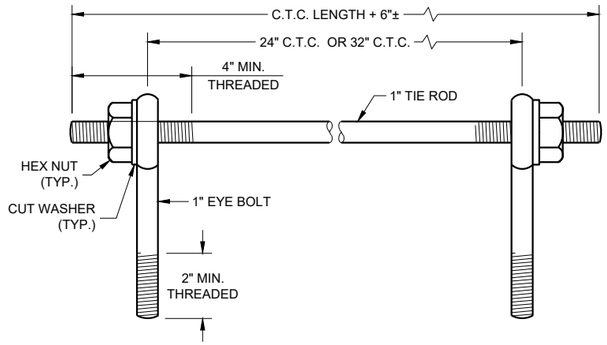
APPROVED
8-30-94
DATE

/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER

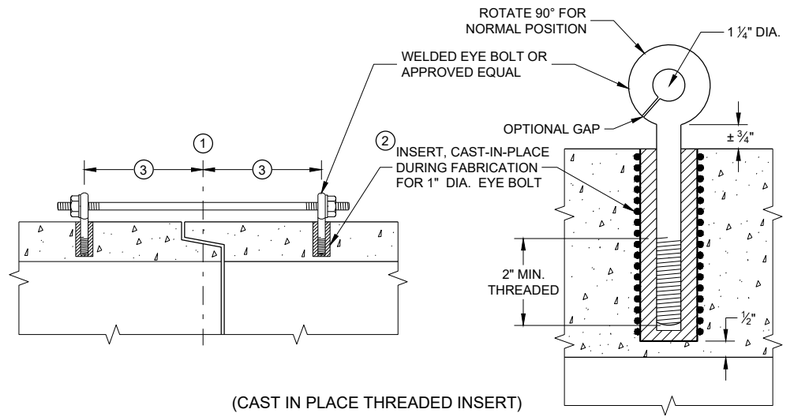
FHWA

6
S.D.D. 8 F 1-11

SDD 08F04 Joint Ties for Concrete Pipe and Concrete Collar Detail



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

(1) CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

(2) THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

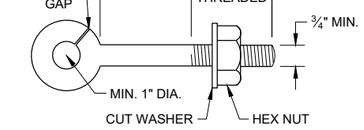
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

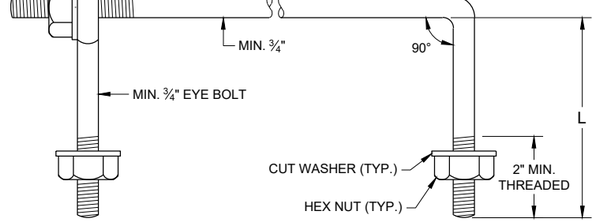
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

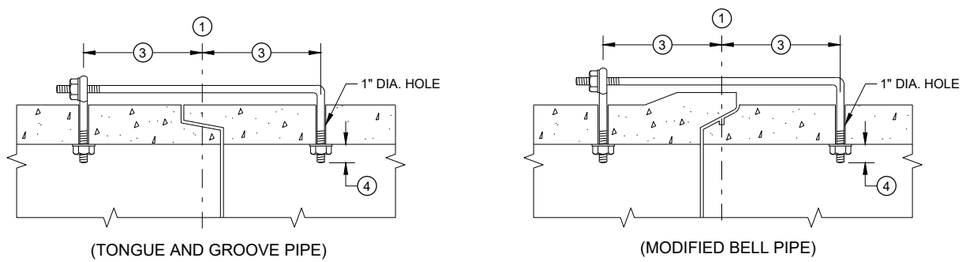


EYE BOLT (7)

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE) (MODIFIED BELL PIPE)

LONGITUDINAL SECTION

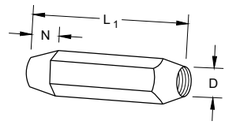
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

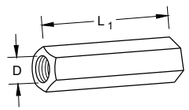
EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

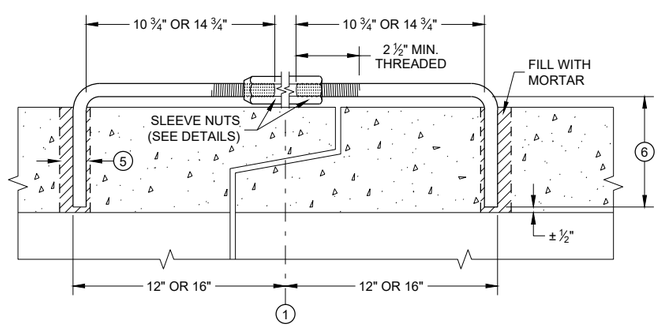
DIMENSIONS SHOWN ARE IN INCHES





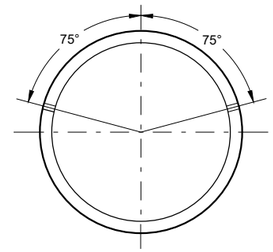
RIGHT AND LEFT THREADS

SLEEVE NUTS



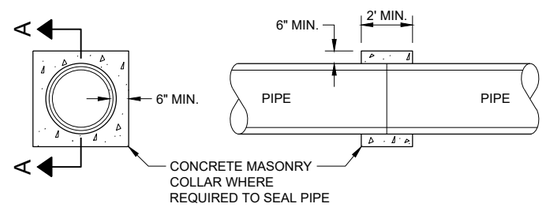
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

JOINT TIES FO CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

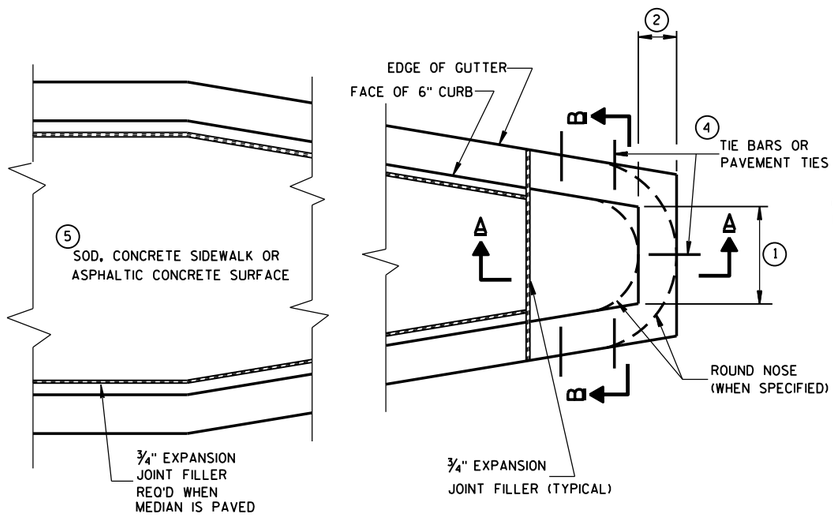
APPROVED
November 2021
DATE

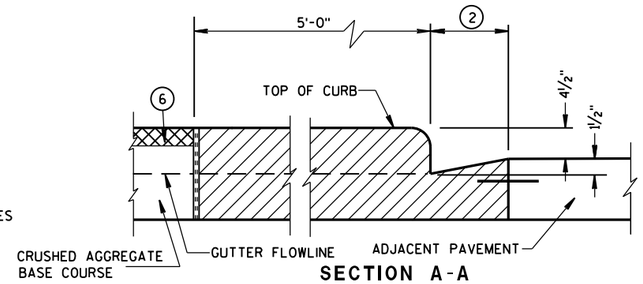
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT ENGINEER

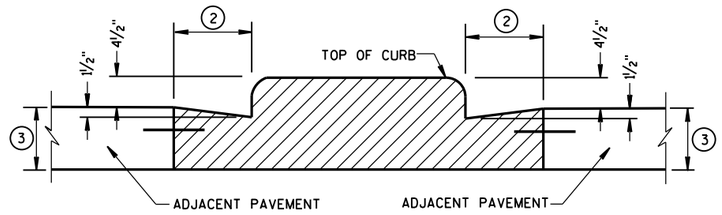
FHWA

6
SDD 08F04 - 08

SDD 11B2 Concrete Median Nose







CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

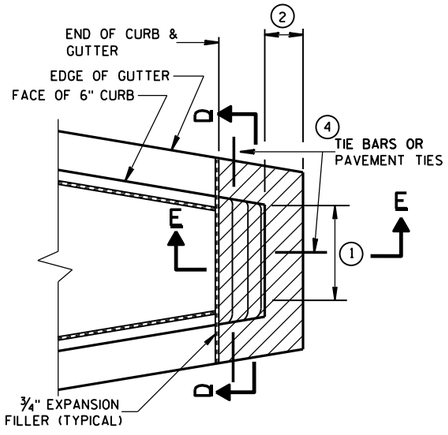
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

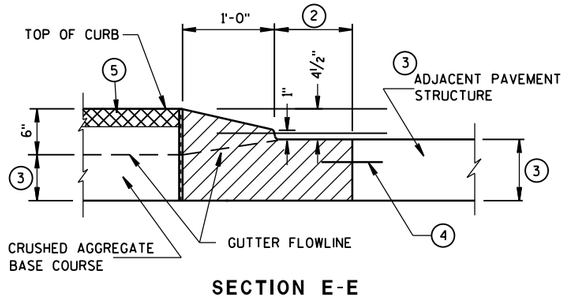
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

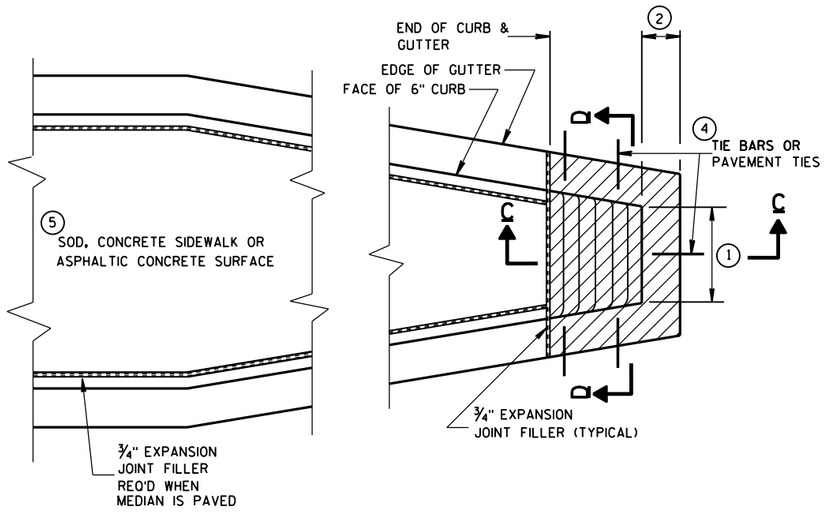
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

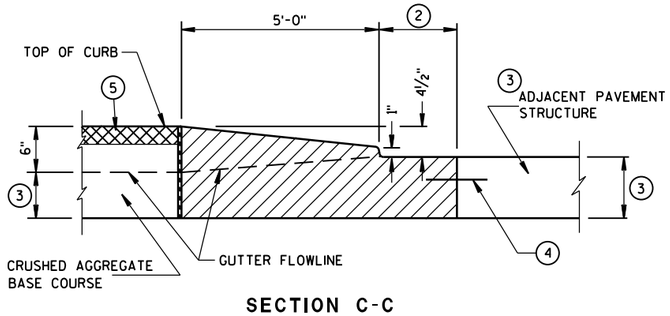
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



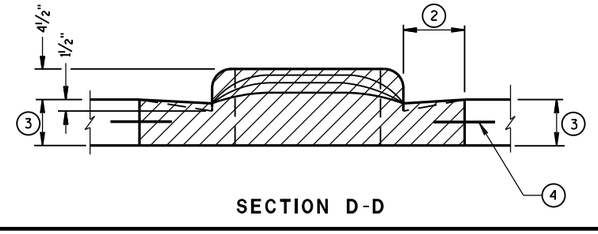


CONCRETE MEDIAN SLOPED NOSE TYPE 2





CONCRETE MEDIAN SLOPED NOSE TYPE 1

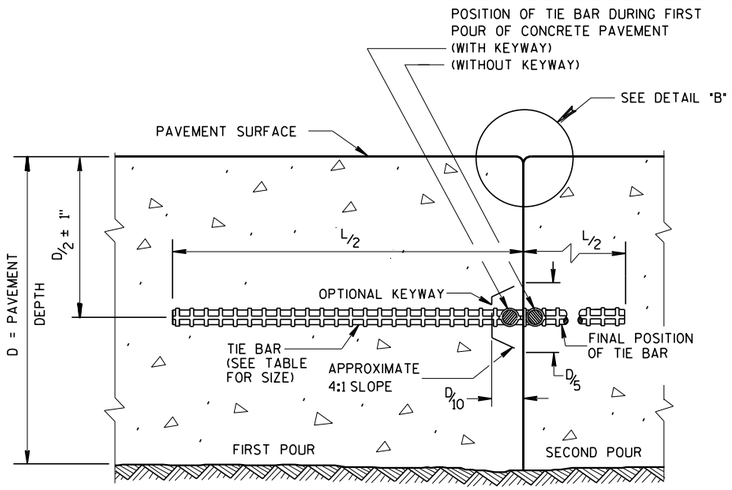


CONCRETE MEDIAN NOSE

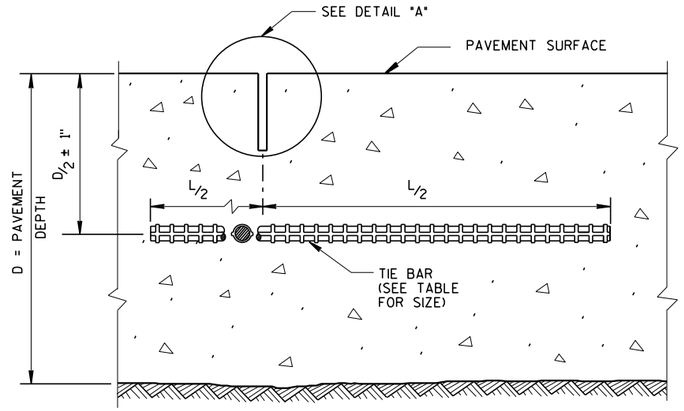
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6-8-2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

SDD 13C1 Concrete Pavement Longitudinal Joints and Ties



CONSTRUCTION JOINT



SAWED JOINT

GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

PLAN VIEW

SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

DETAIL "A"

DETAIL "B"

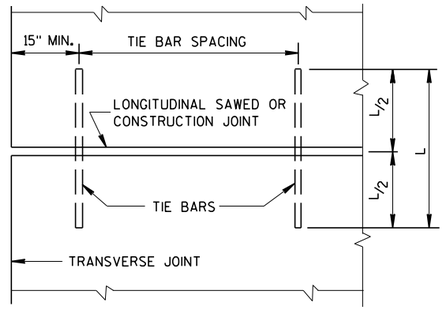
DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW
SHOWING LOCATION OF TIE BARS

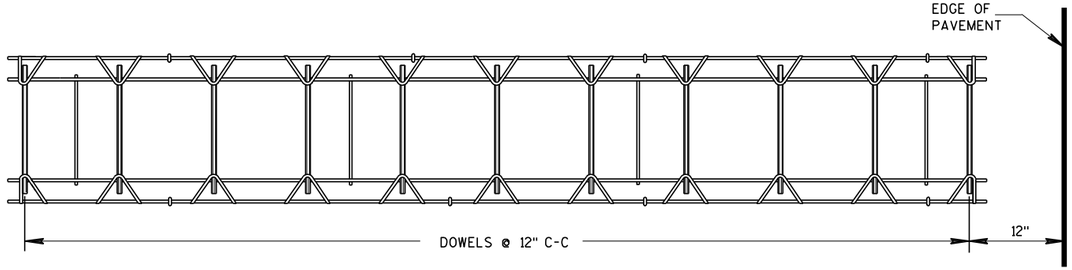
CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPERVISOR
FHWA

6
S.D.D. 13 C 1-19

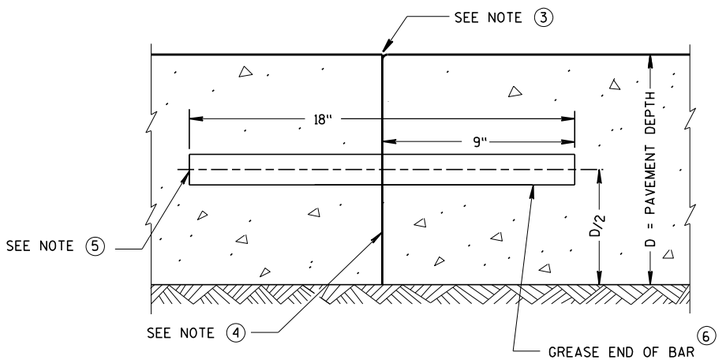
SDD 13C13 Urban Doweled Concrete Pavement



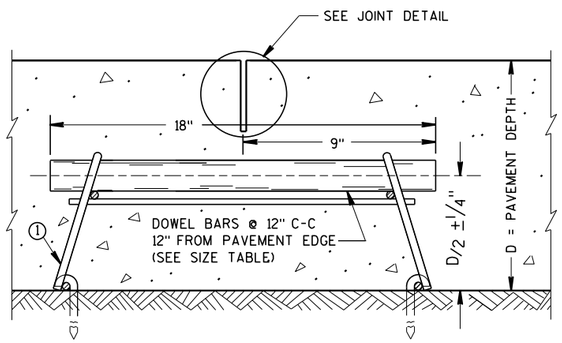
PLAN VIEW

SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



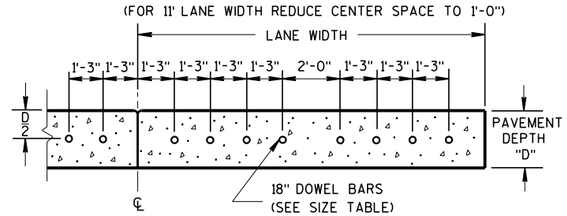
TRANSVERSE CONSTRUCTION JOINT



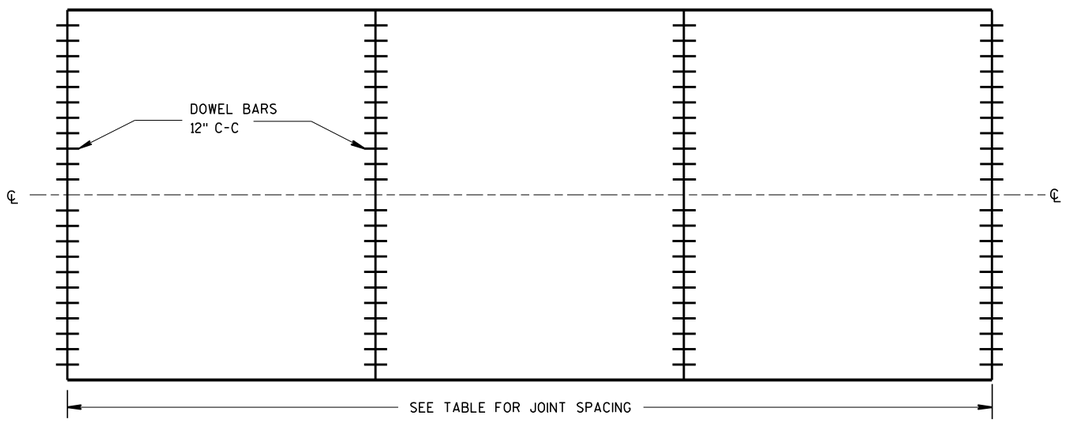
DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE LONGITUDINAL JOINT AND THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

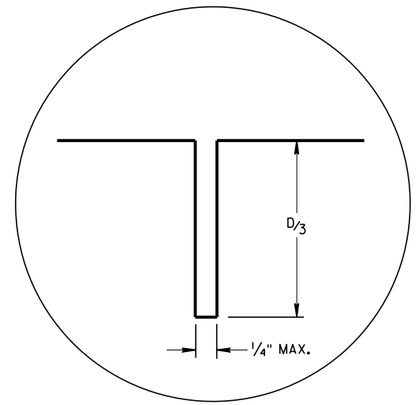
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



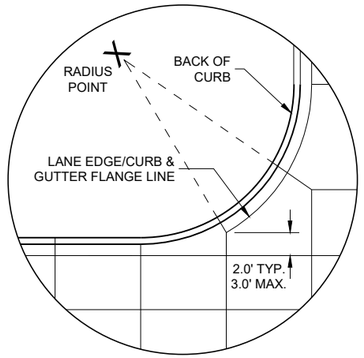
JOINT DETAIL

URBAN DOWELED CONCRETE PAVEMENT

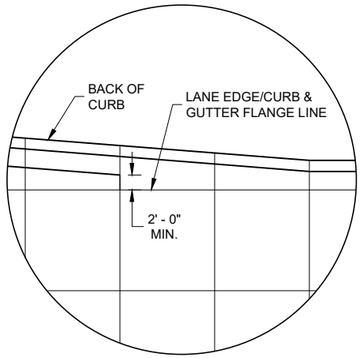
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp — PAVEMENT SUPERVISOR
FHWA

SDD 13C18-a Concrete Pavement Jointing



DETAIL "A"



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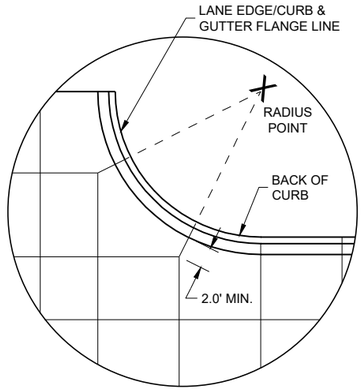
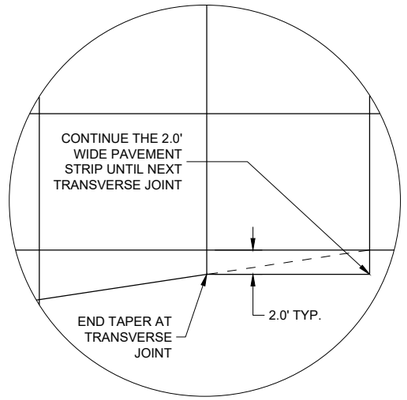


DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

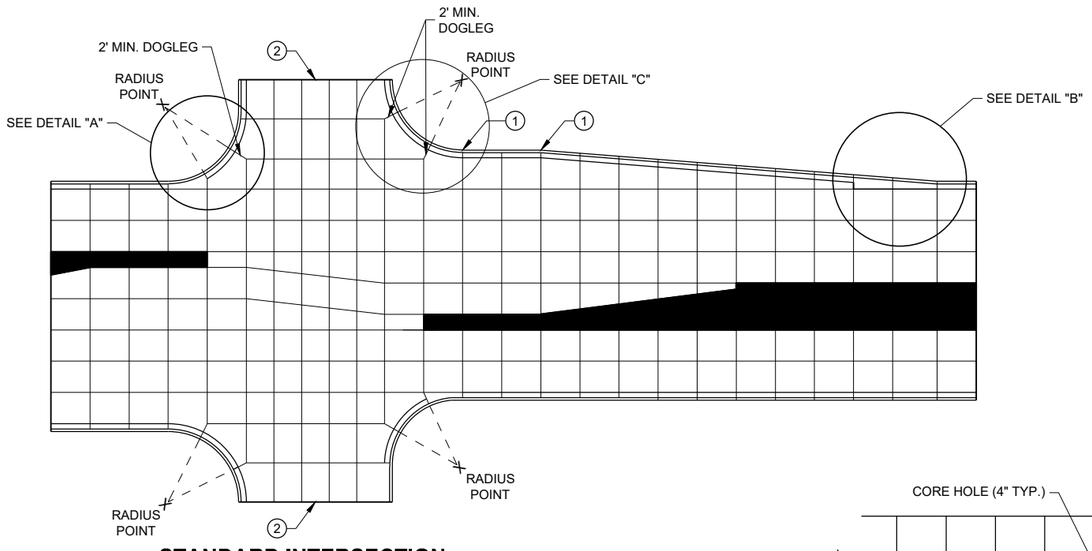
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

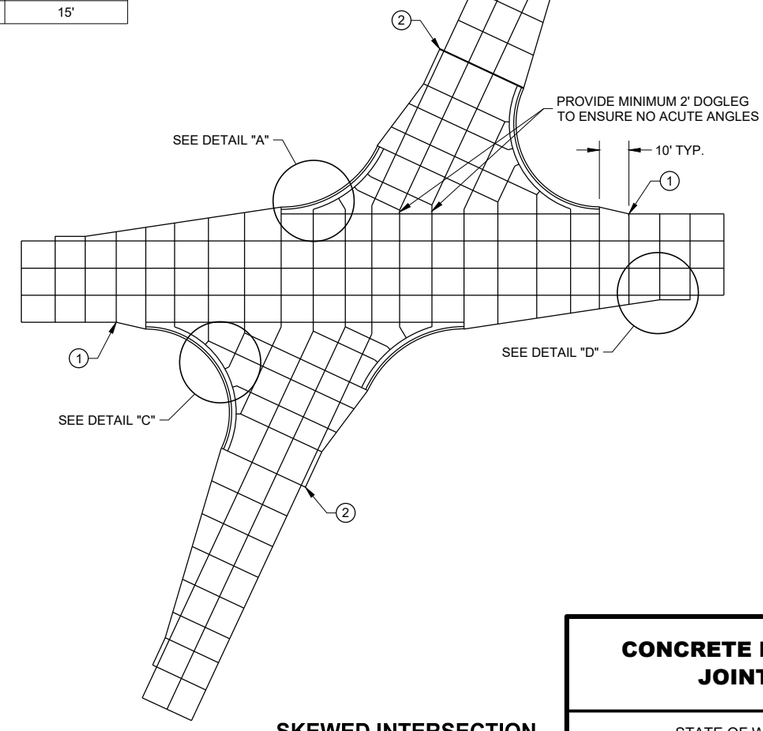
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



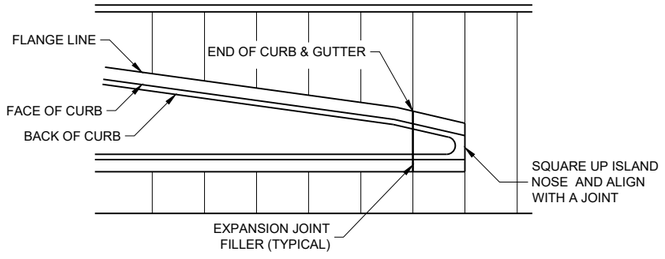
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

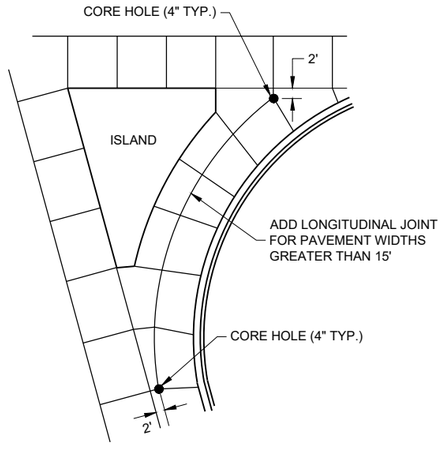
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

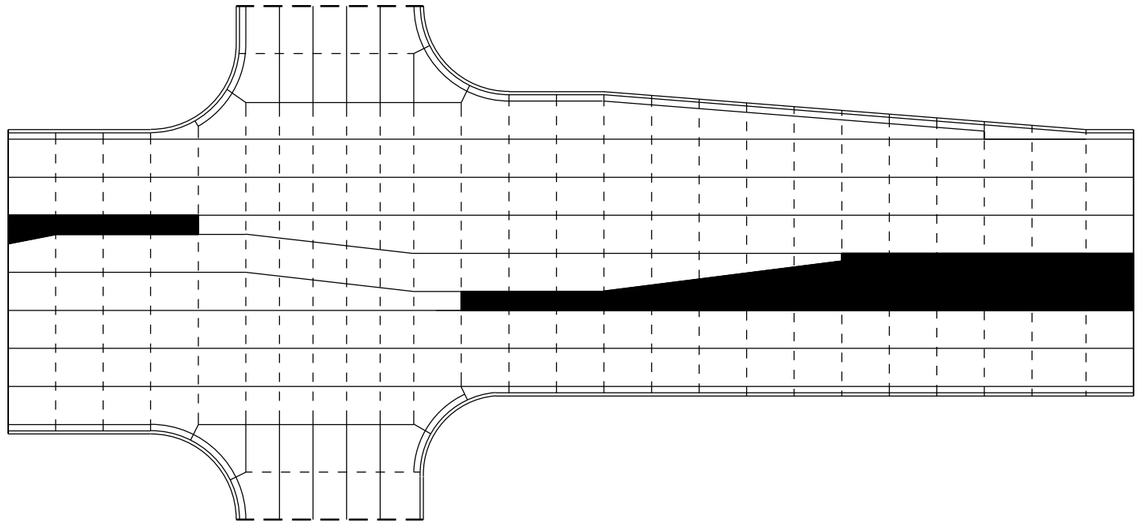
SDD 13C18 - 07a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

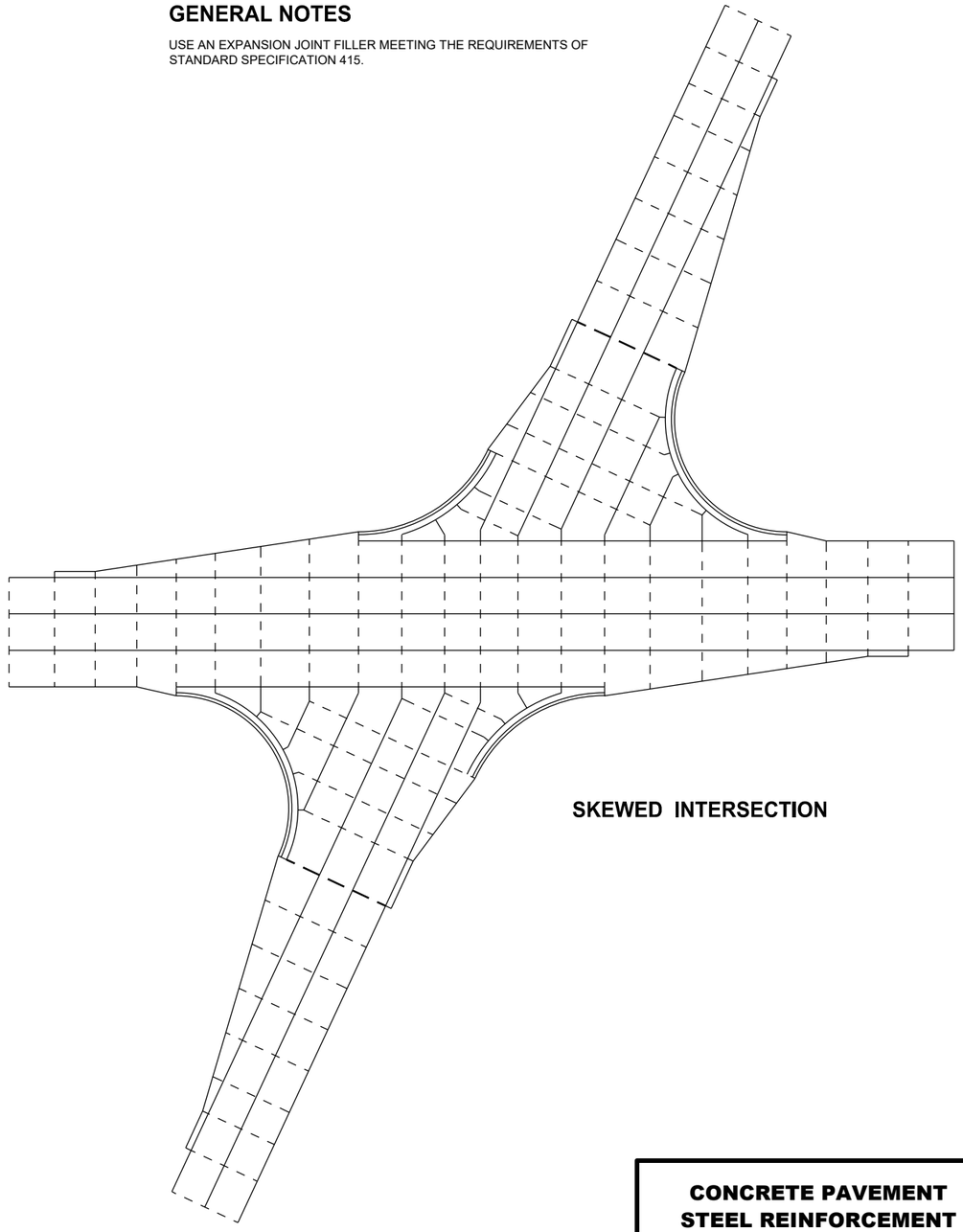
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

CONCRETE PAVEMENT STEEL REINFORCEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

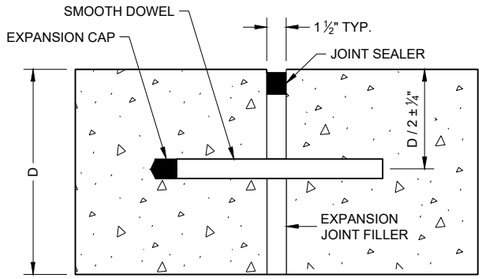
6

SDD 13C18 - 07b

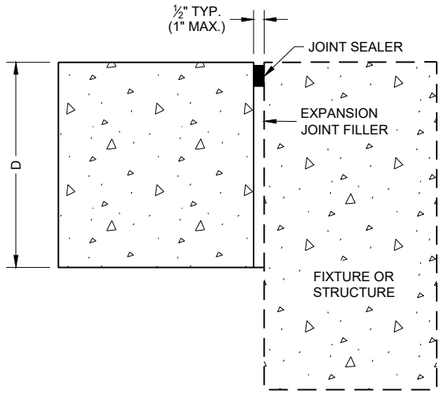
6

SDD 13C18 - 07b

SDD 13C18-c Concrete Pavement Joint Types



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

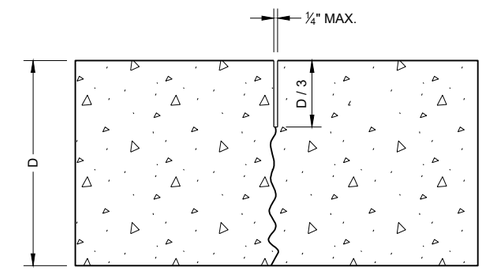
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

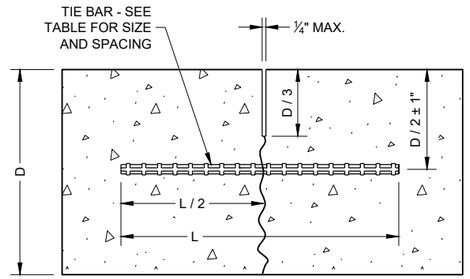
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

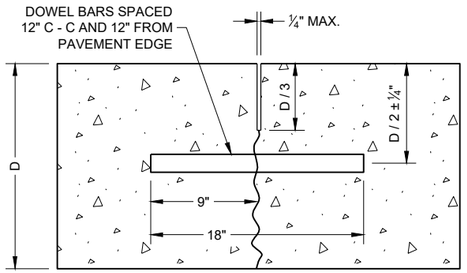
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



UNDOWELED TRANSVERSE

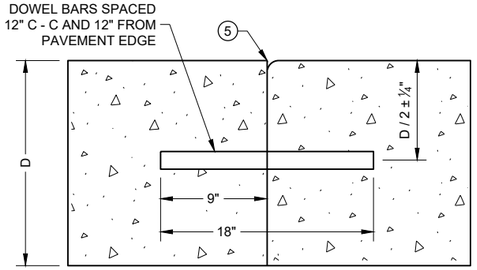


TIED LONGITUDINAL

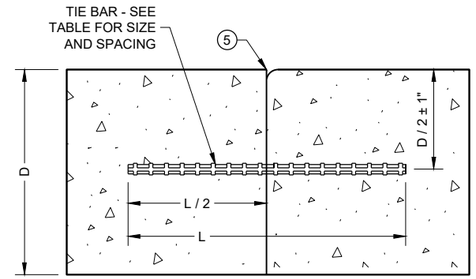


DOWELED TRANSVERSE

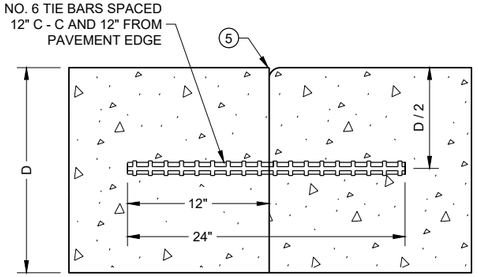
CONTRACTION JOINTS (2)



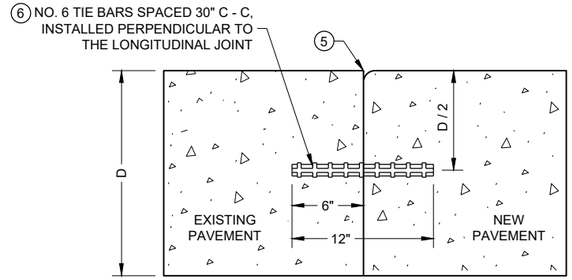
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



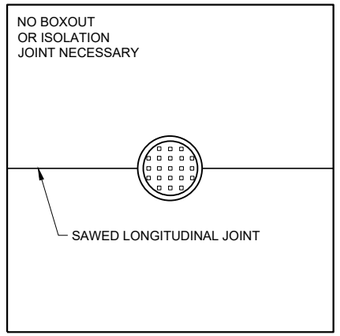
TIED LONGITUDINAL TO EXISTING

CONSTRUCTION JOINTS (4)

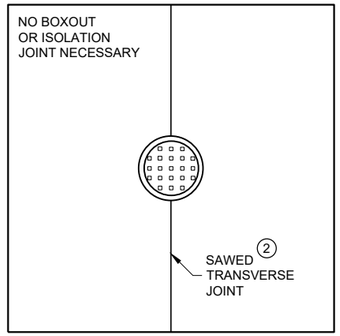
CONCRETE PAVEMENT JOINT TYPES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

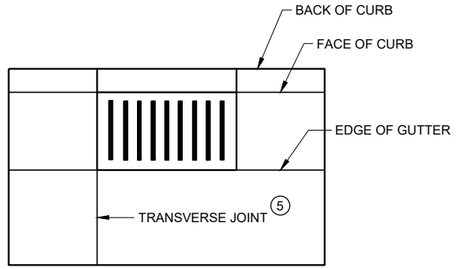
SDD 13C18-d Concrete Pavement Jointing at Utility Fixtures



MANHOLE WITH LONGITUDINAL JOINT



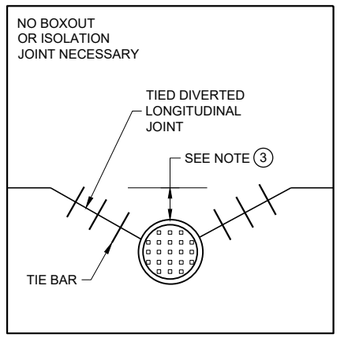
MANHOLE WITH TRANSVERSE JOINT



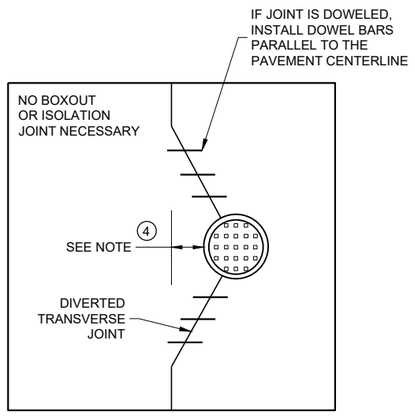
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

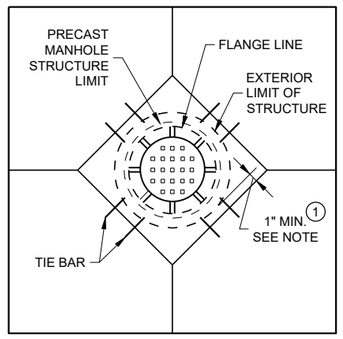
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

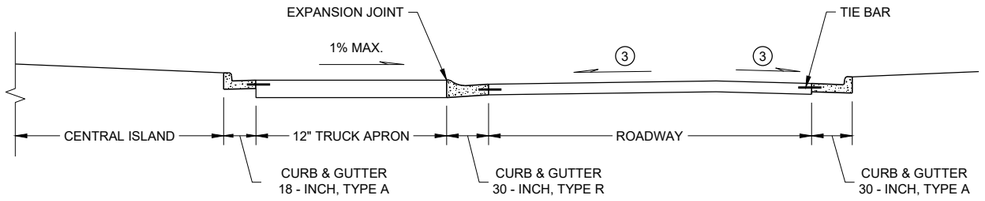
/S/ Peter Kemp P.E.
PAVEMENT SUPERVISOR

FHWA

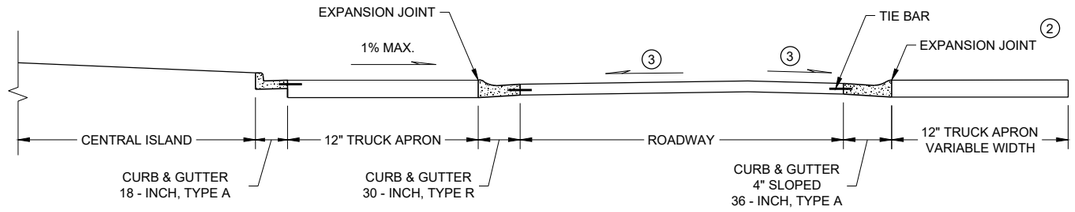
6

SDD 13C18 - 07d

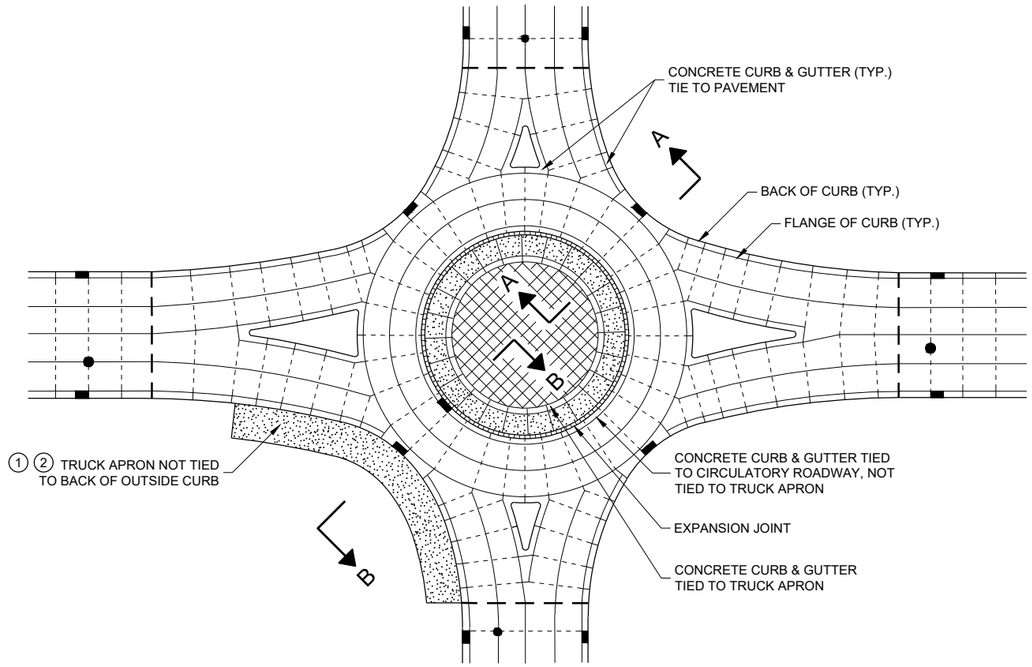
SDD 13C18-e Concrete Pavement Jointing and Steel Reinforcement in Roundabouts



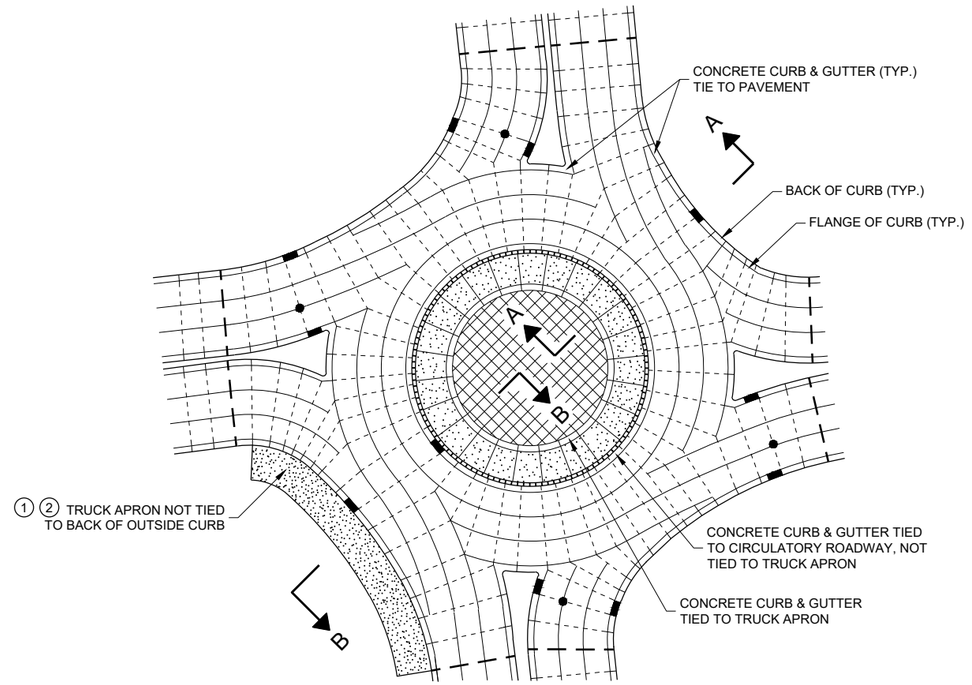
SECTION A - A



SECTION B - B



ISOLATED CIRCLE JOINT LAYOUT FOR ROUNDABOUTS



PINWHEEL JOINT LAYOUT FOR ROUNDABOUTS

GENERAL NOTES

MAXIMUM JOINT SPACING IS IN ACCORDANCE WITH THE TABLE SHOWN ON SDD 13C18 - SHEET "a"

USE EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.

DO NOT DOWEL OR TIE THE TRUCK APRON TRANSVERSE JOINTS.

(1) DESIGNER DETERMINES SIZE AND LOCATION(S) OF TRUCK APRON TO ACCOMMODATE TRACKING OF OVERSIZE / OVERWEIGHT VEHICLES.

(2) TIE THE OUTSIDE TRUCK APRON TO THE BACK SIDE OF CURB ONLY WHEN ENTIRE TRUCK APRON IS LESS THAN 3 FEET.

(3) CONFORM TO PLAN CONSTRUCTION DETAILS FOR CIRCULATORY ROADWAY CROSS SLOPE.

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT
- TRUCK APRON
- CENTRAL ISLAND
- UTILITY STRUCTURES

CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVISOR

FHWA

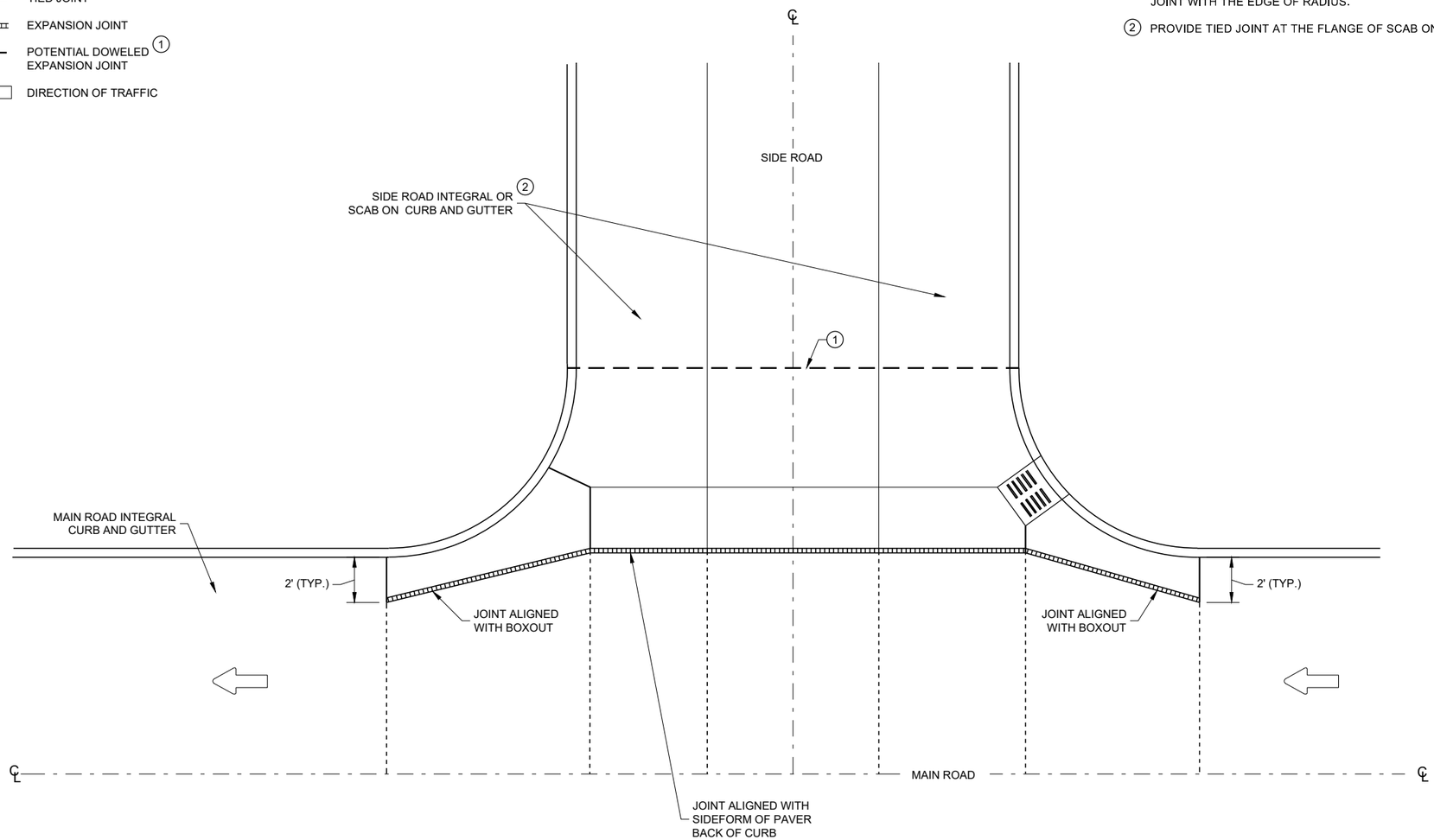
6

SDD 13C18 - 07e

SDD 13C18-f Concrete Pavement Intersection Boxout for Integral Curb and Gutter

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT (1)
- DIRECTION OF TRAFFIC



GENERAL NOTES

(1) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH THE EDGE OF RADIUS.

(2) PROVIDE TIED JOINT AT THE FLANGE OF SCAB ON CURB IF SCAB ON CURB AND GUTTER IS USE.

INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVISOR

FHWA

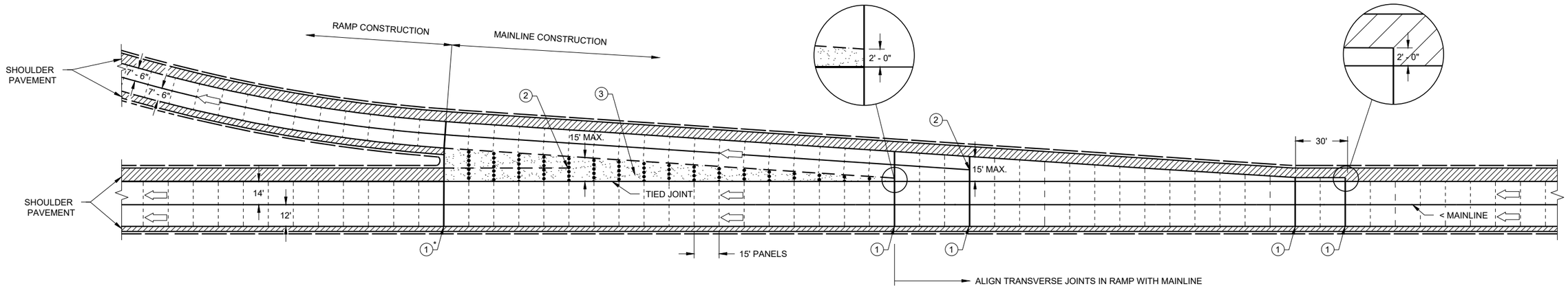
6

SDD 13C18 - 07f

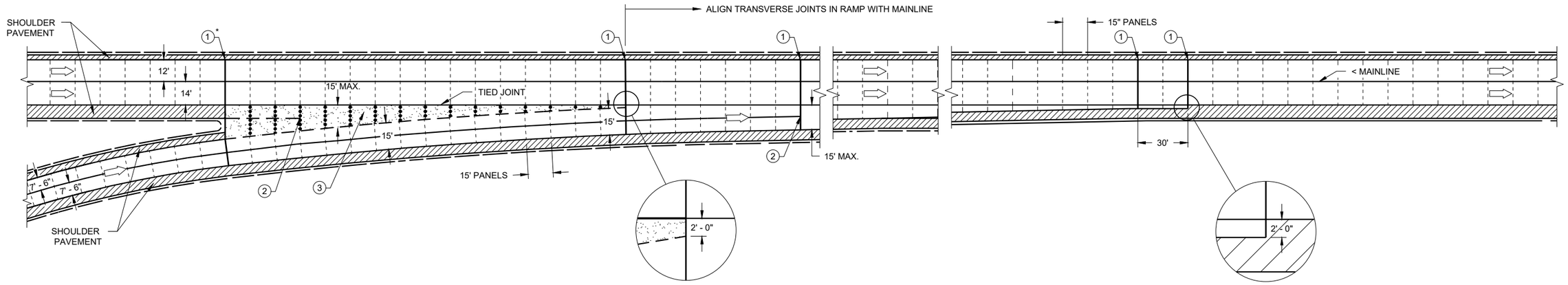
6

SDD 13C18 - 07f

SDD 13C18-g Concrete Pavement Jointing Acceleration/Deceleration Lane



DECELERATION LANE



ACCELERATION LANE

GENERAL NOTES

PAVEMENT AND BASE THICKNESS, PANEL LENGTHS, JOINTS AND REINFORCEMENT FOR THE DECELERATION AND ACCELERATION LANES, INCLUDING TAPERS, SHALL BE THE SAME AS THE MAINLINE, EXCEPT WHERE OTHERWISE NOTED.

ALL REINFORCEMENT BARS SHALL BE EPOXY COATED CONFORMING TO SUBSECTION 505.2.6 OF THE STANDARD SPECIFICATIONS.

LANE AND SHOULDER WIDTHS MAY VARY FROM SHOWN. SEE CONSTRUCTION PLANS FOR ACTUAL PROPOSED WIDTHS.

(1) CRITICAL TRANSVERSE JOINT LOCATIONS AT PAVEMENT WIDTH CHANGES.
((1)* IS NOT A CRITICAL TRANSVERSE JOINT WHEN ASPHALTIC GORE IS INSTALLED).

(2) STOP LONGITUDINAL JOINT WITH CORE HOLE (2" TYP.) WHEN IT MEETS THE FIRST TRANSVERSE JOINT LESS THAN 15' WIDE OR STOP LONGITUDINAL JOINT WHEN IT MEETS 2' AWAY FROM THE TIED JOINT OF THE MAINLINE.

(3) DISREGARD THE JOINT DETAILS IN AND AROUND THE GORE WHEN ASPHALTIC GORE IS INSTALLED.

LEGEND

- DOWELED JOINT
- UNDOWELED JOINT
- TIED JOINT
- UNTIED JOINT
- GORE
- DIRECTION OF TRAVEL

CONCRETE PAVEMENT JOINTING ACCELERATION/ DECELERATION LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVISOR

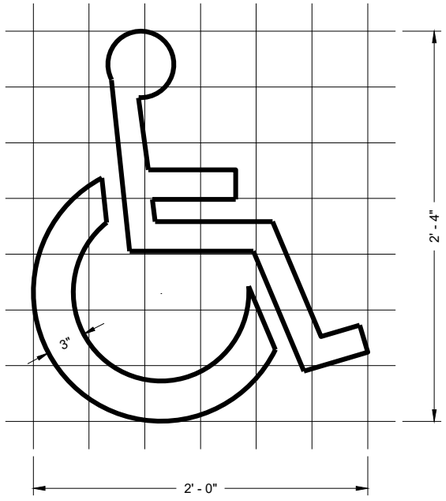
FHWA

6

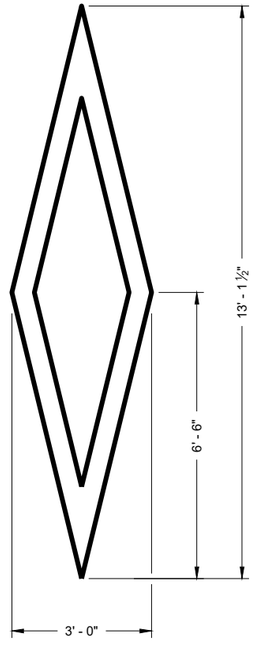
SDD 13C18 - 07g

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.



HANDICAP SYMBOL



PREFERENTIAL LANE SYMBOL

6

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SDD 15C07 - 15a

SDD 15C07 - 15a

PAVEMENT MARKING SYMBOLS

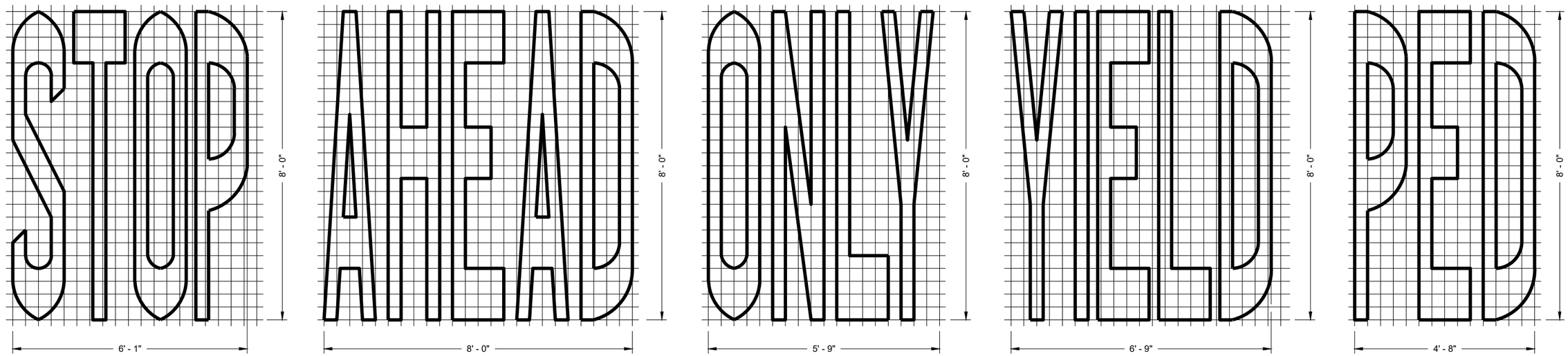
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

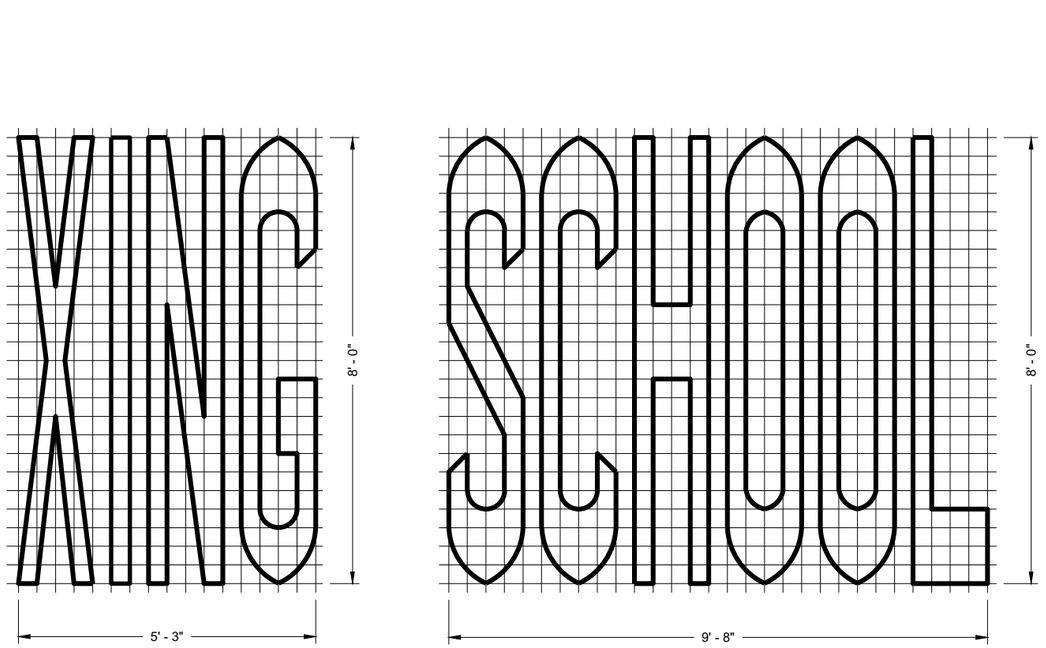
APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MARKING ENGINEER

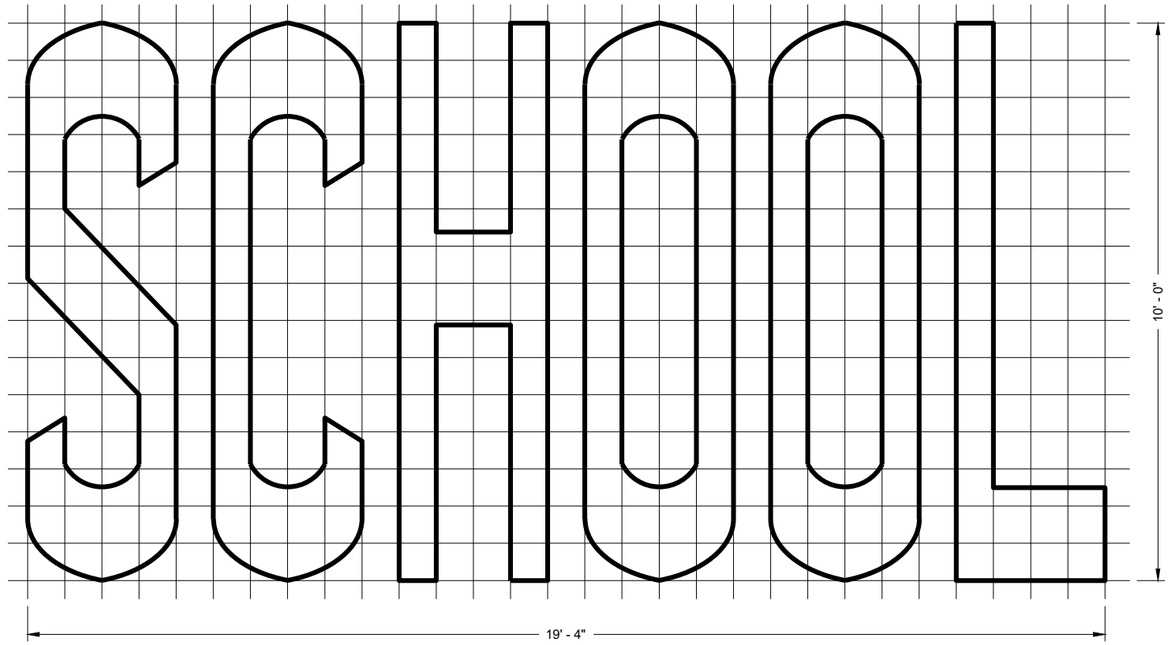
FHWA

SDD 15C07-b Pavement Marking Words





SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MARKING ENGINEER

FHWA

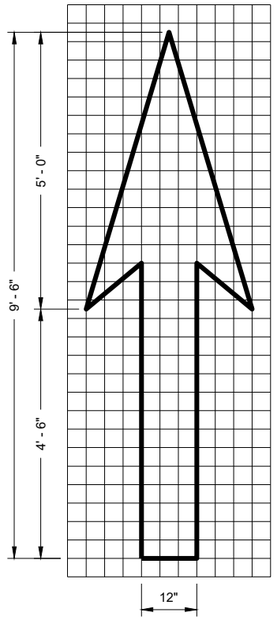
6

6

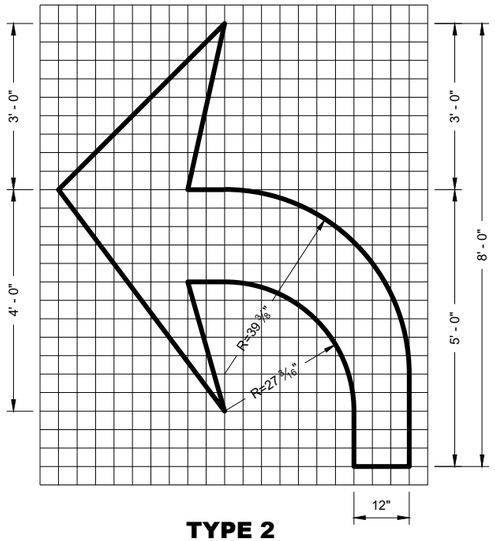
SDD 15C07 - 15b

SDD 15C07 - 15b

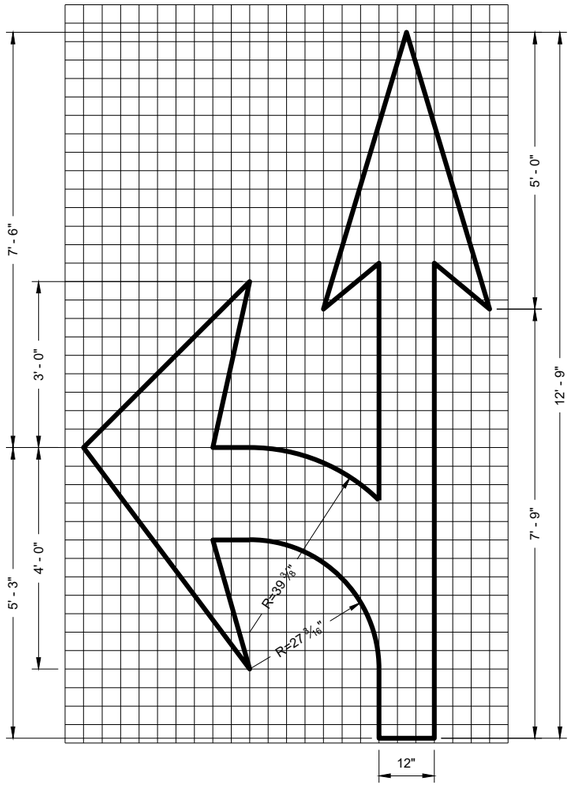
SDD 15C7-c Pavement Marking Arrows



TYPE 1



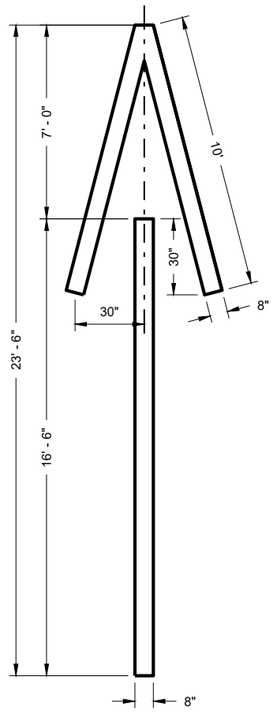
TYPE 2



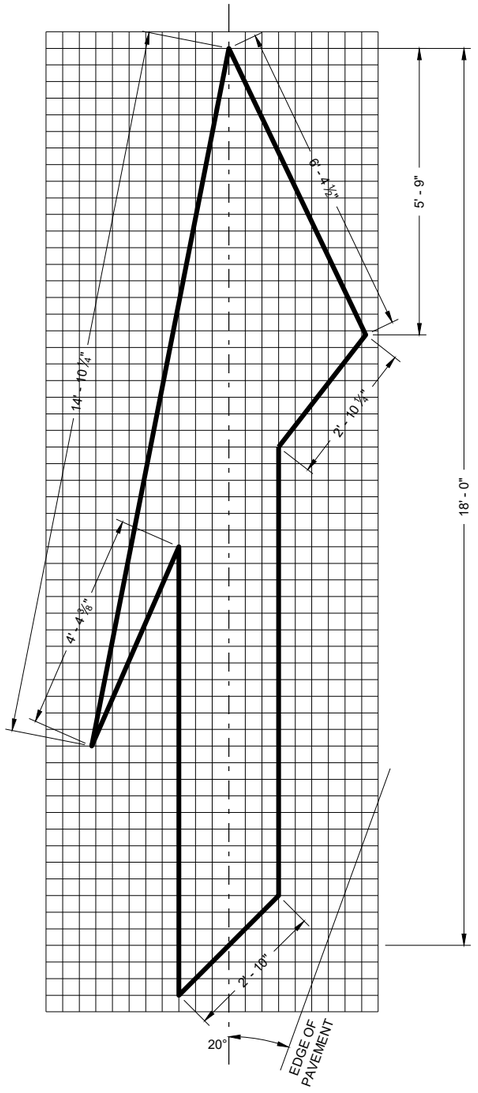
TYPE 3

GENERAL NOTES

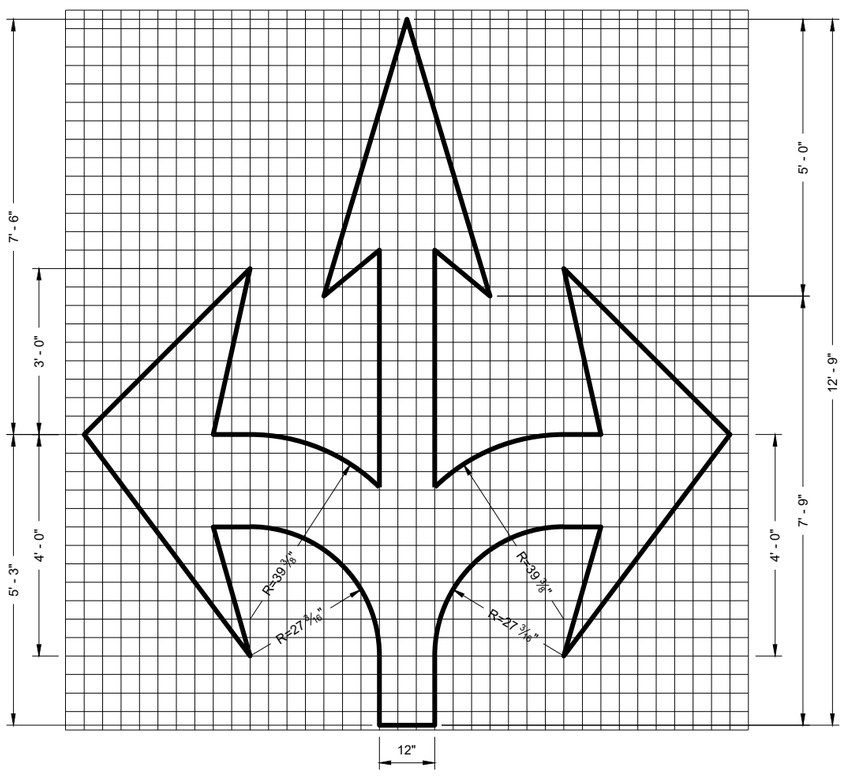
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



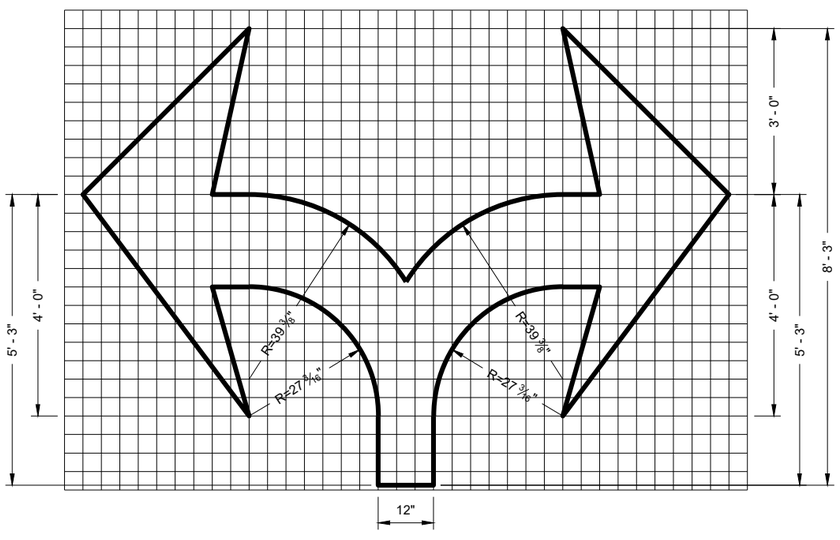
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MARKING ENGINEER

FHWA

6

SDD 15C07 - 15c

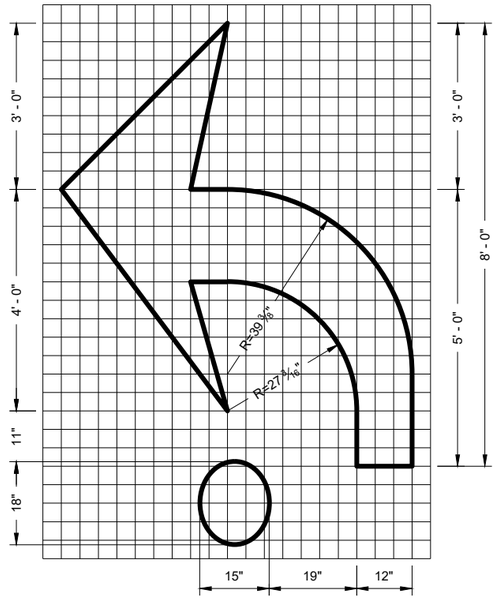
6

SDD15C07 - 15c

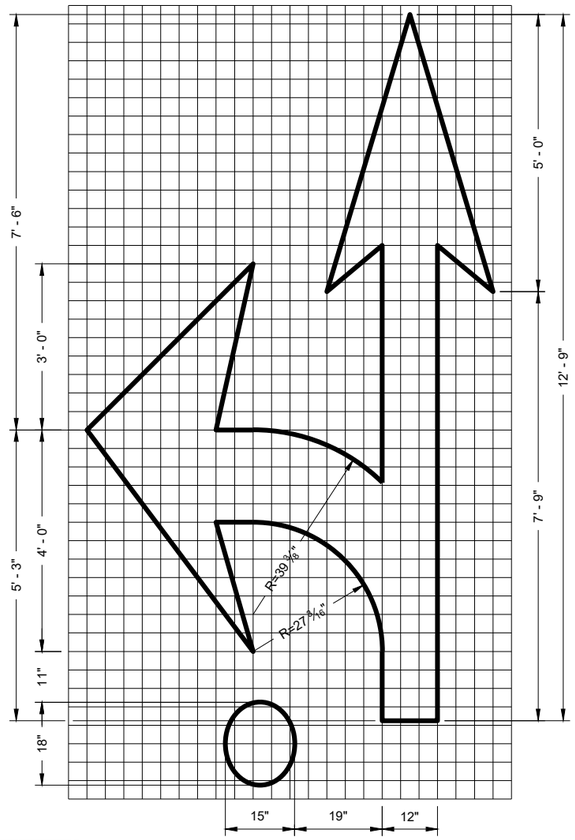
SDD 15C7-d Roundabout Marking Arrows

GENERAL NOTES

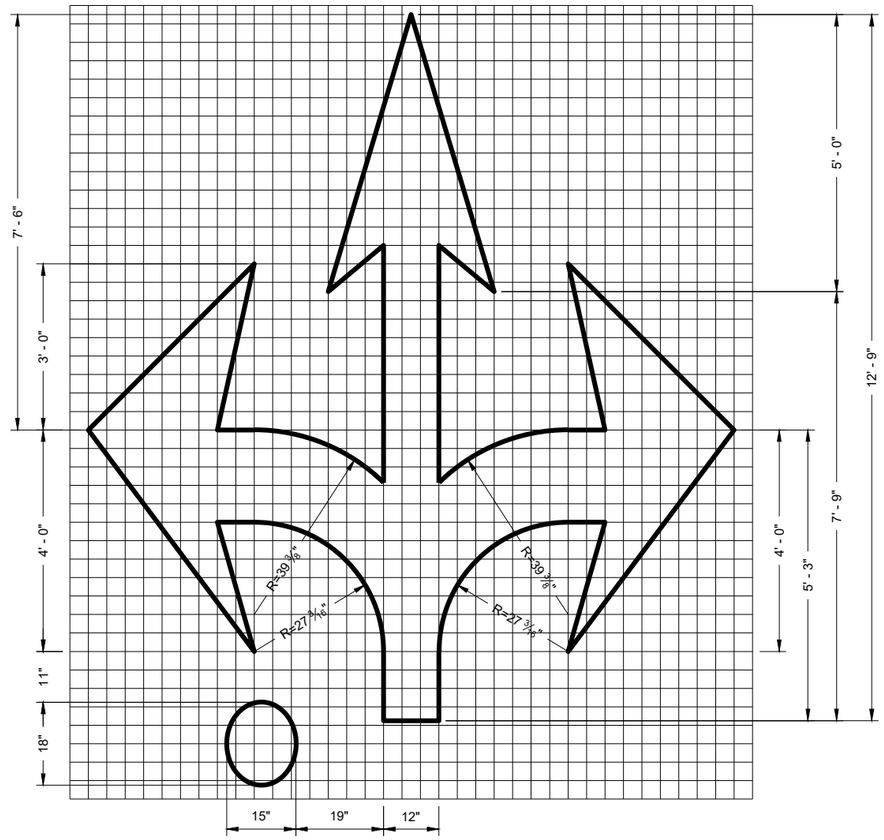
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



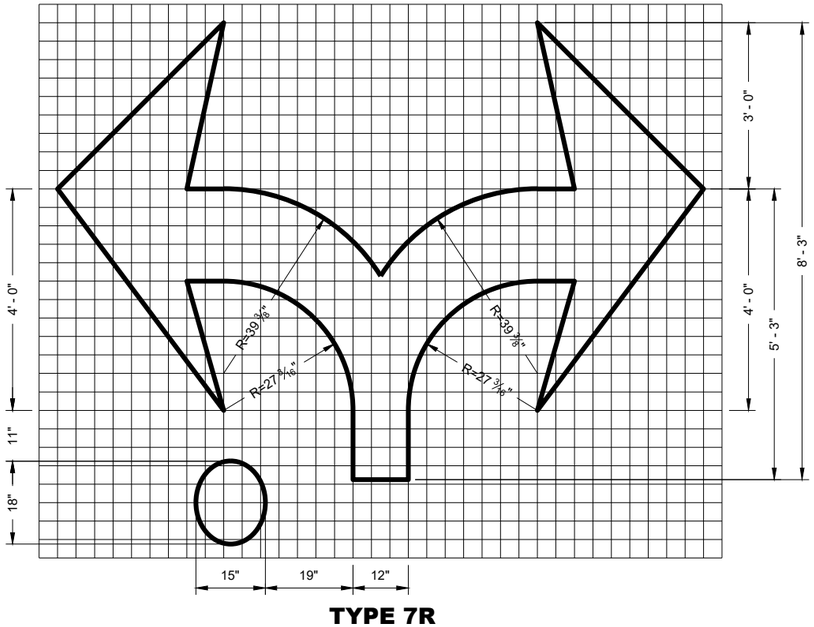
TYPE 2R



TYPE 3R



TYPE 6R



TYPE 7R

ROUNDABOUT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

November 2019
DATE

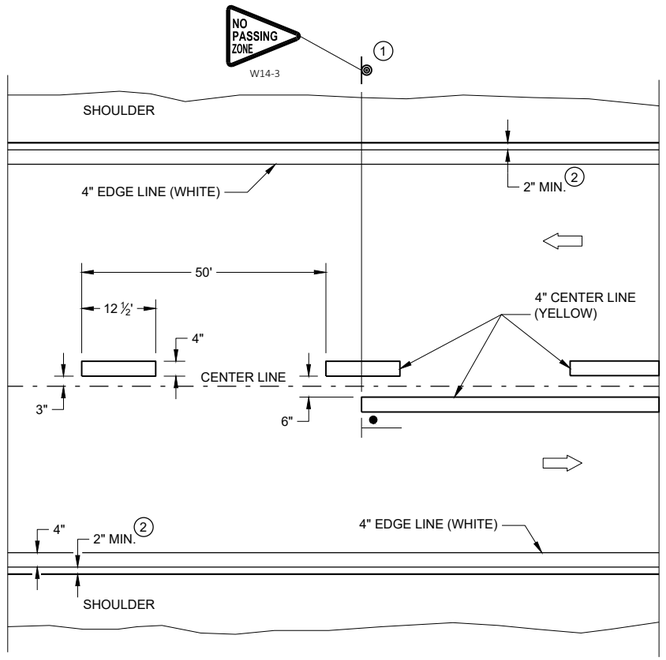
/S/ Matthew Rauch
STATE SIGNING AND MARKING ENGINEER

FHWA

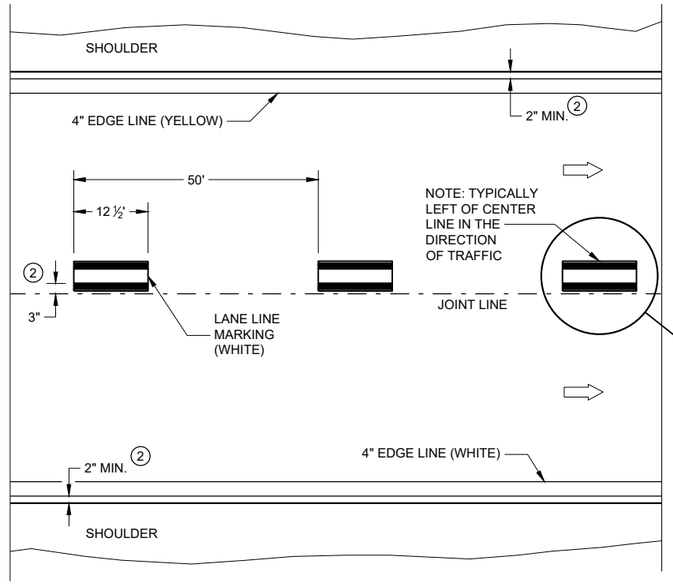
SDD 15C07 - 15d

SDD15C07 - 15d

SDD 15C08-a Longitudinal Marking (Mainline)

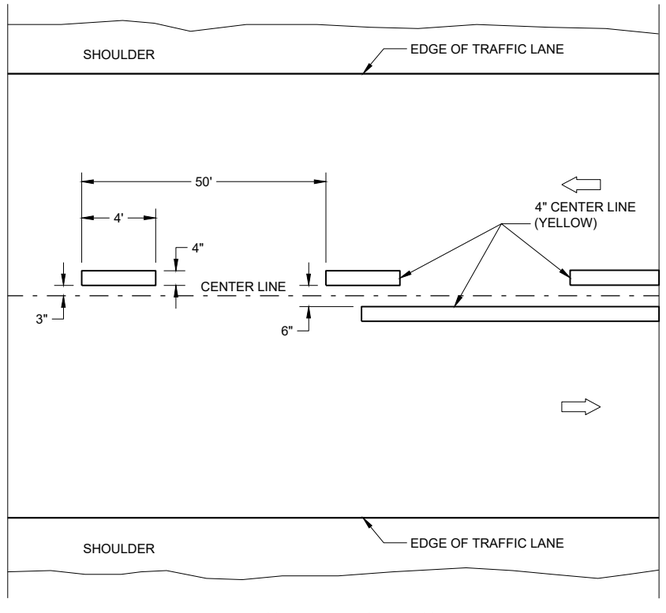


TWO WAY TRAFFIC

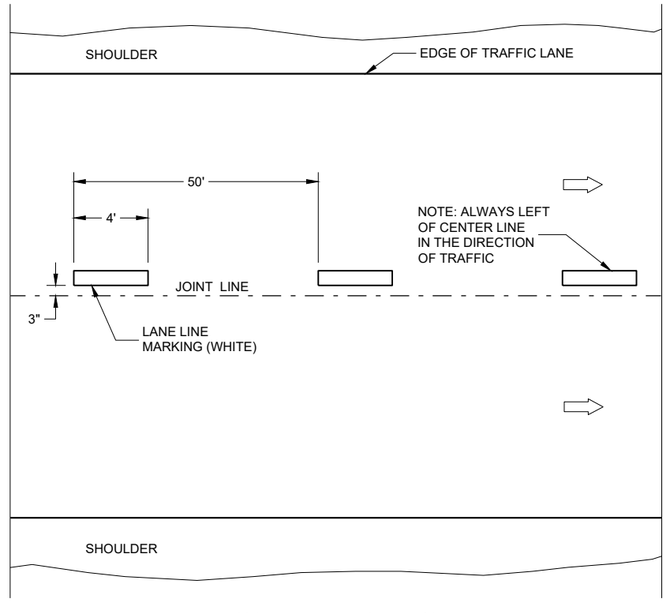


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

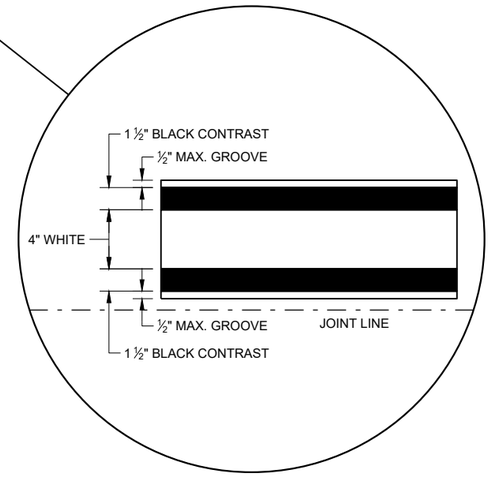
GENERAL NOTES

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
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

- "T" MARKING
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC



LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

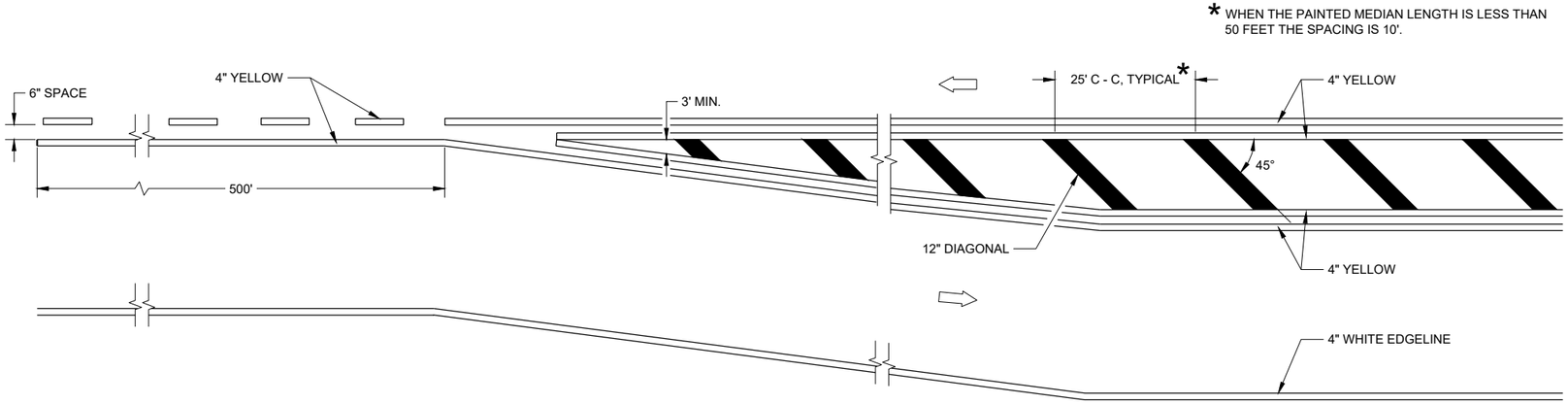
/S/ Matthew Rauch
STATEWIDE SIGNING AND MARKING ENGINEER

FHWA

SDD 15C08 - 20a

SDD 15C08 - 20a

SDD 15C18-a Pavement Markings, Median Islands

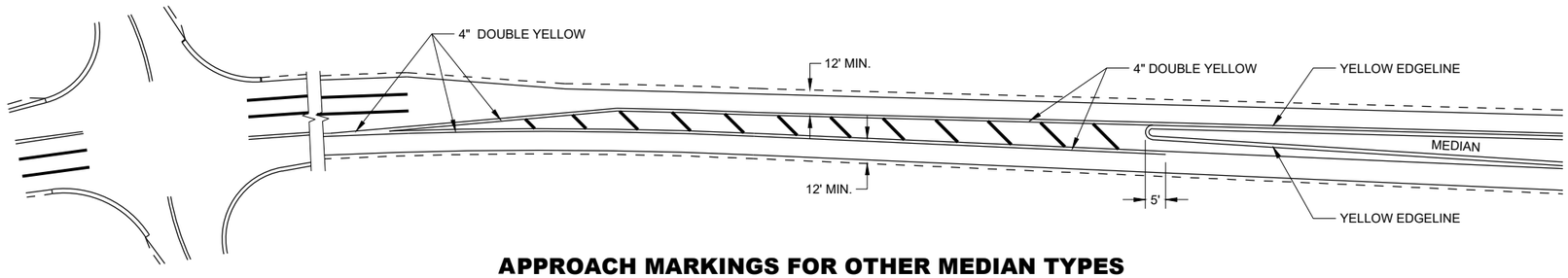


MEDIAN ISLAND DETAIL

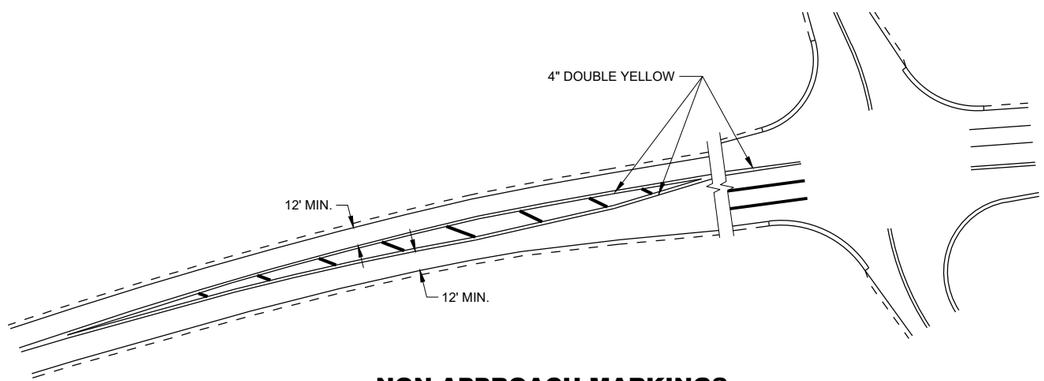
GENERAL NOTES

DIAGONALS ARE OPTIONAL WHEN PAINED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.

DIRECTION OF TRAVEL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2021
DATE

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

FHWA

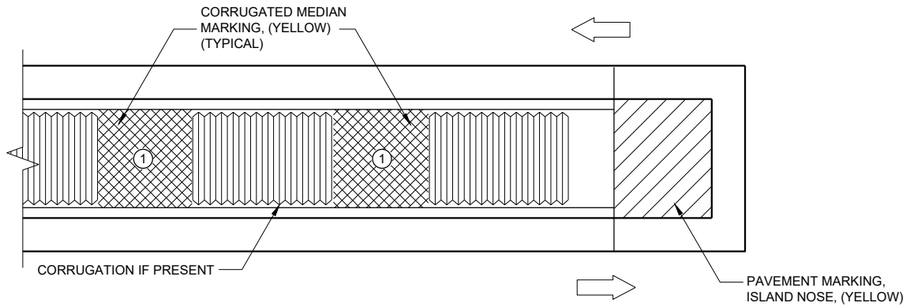
6

SDD 15C18 - 05a

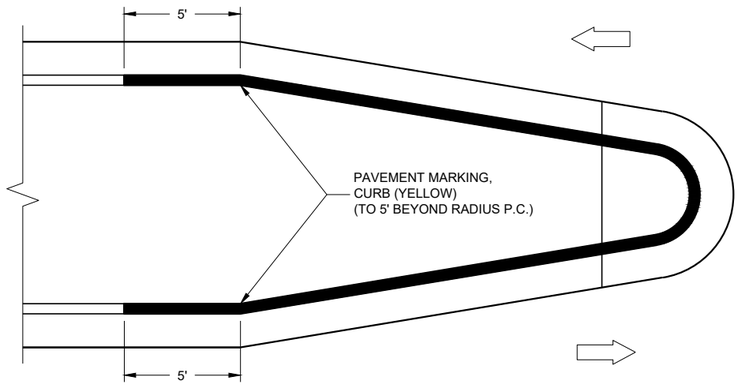
6

SDD 15C18 - 05a

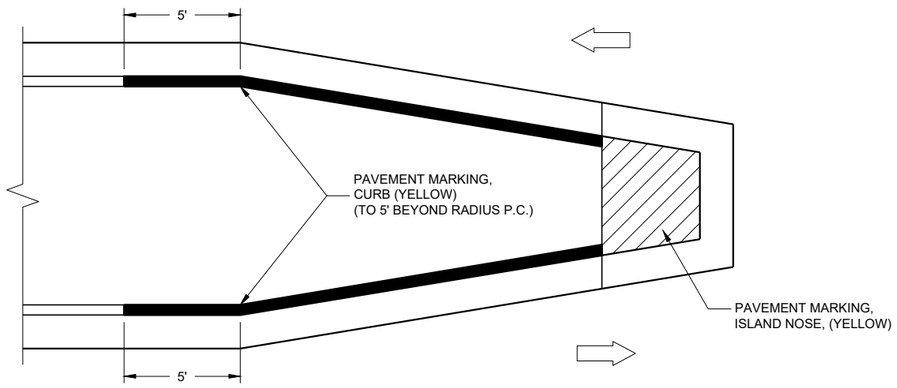
SDD 15C18-b Pavement Markings, Median Island Nose



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

PAVEMENT MARKINGS, MEDIAN ISLAND NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2021
DATE

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

FHWA

6

SDD 15C18 - 05b

6

SDD15C18 - 05b

SDD 15C18-c Median Pavement Markings, Double Arrow Warning Sign Placement

REQUIREMENTS FOR EDGE LINES		
POSTED SPEED	IS THERE CONTINUOUS LIGHTING?	
	YES	NO
≤ 30 MPH	NO	OPTIONAL
35 OR 40 MPH	OPTIONAL	RECOMMENDED
≥ 45 MPH	RECOMMENDED	REQUIRED

GENERAL NOTES

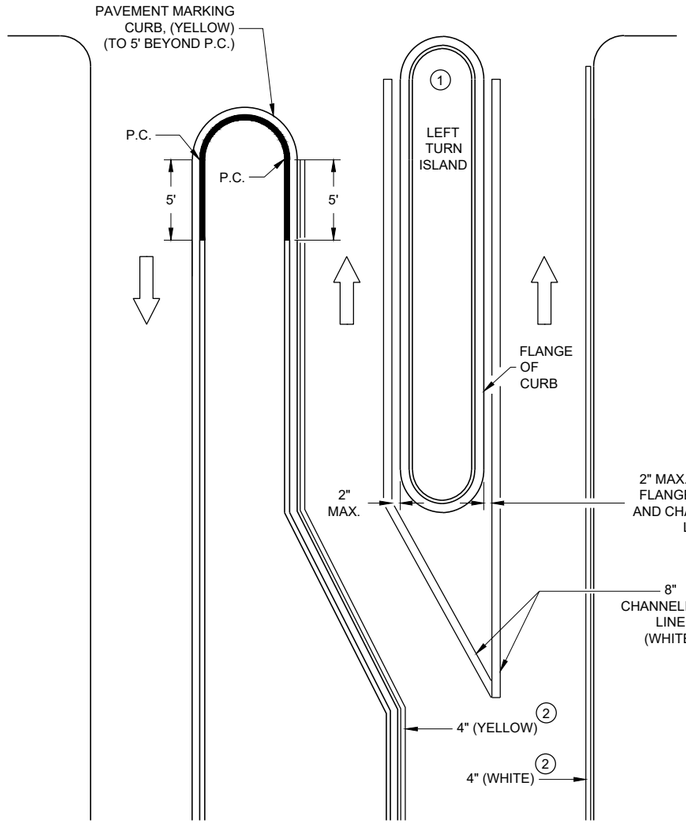
APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

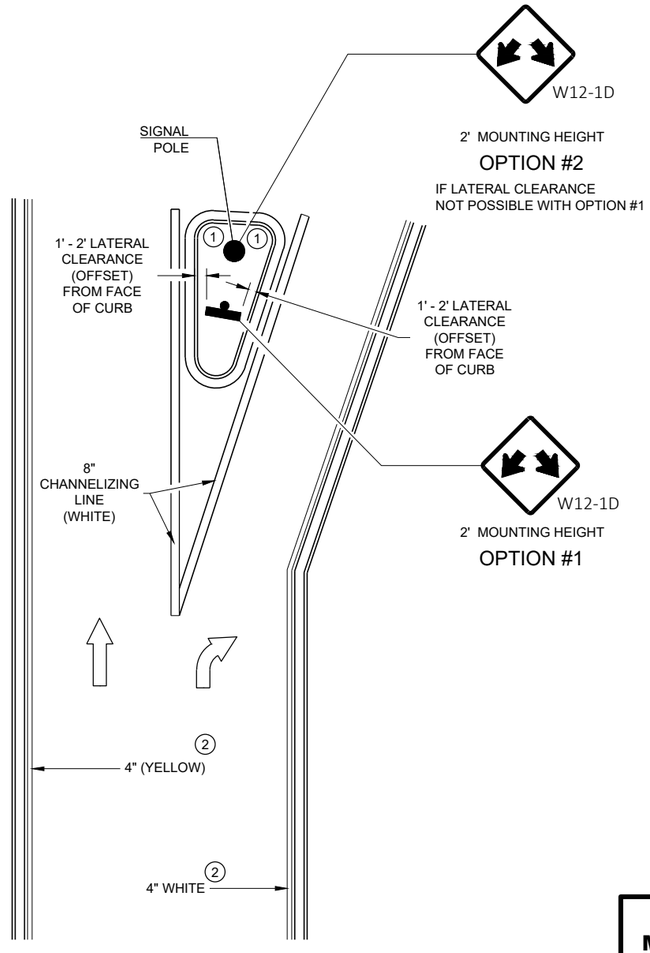
(1) MARK CURB NOSES YELLOW.

(2) MARK ACCORDING TO TABLE.

DIRECTION OF TRAVEL



LEFT TURN & MEDIAN ISLAND



RIGHT TURN ISLAND

MEDIAN PAVEMENT MARKINGS, DOUBLE ARROW WARNING SIGN PLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2021 — DATE

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

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SDD 15C18 - 05c

6

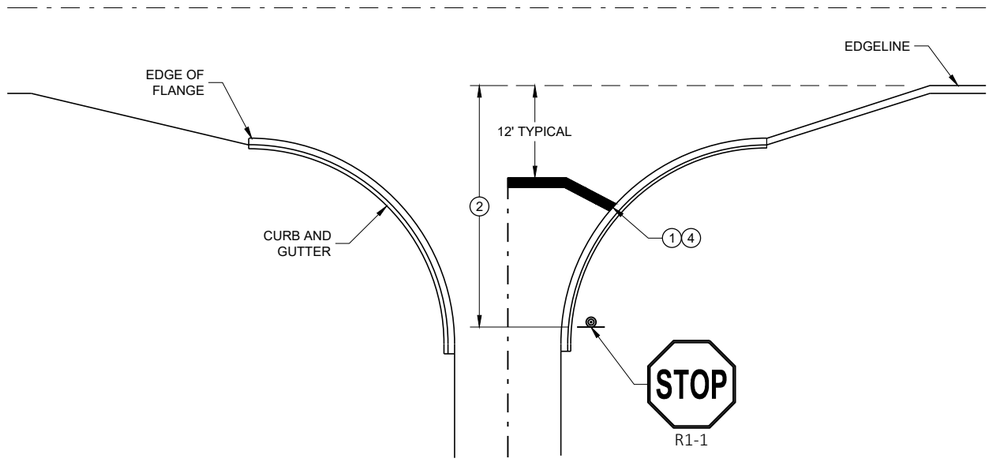
SDD 15C18 - 05c

SDD 15C33 Stop Line and Crosswalk Pavement Marking

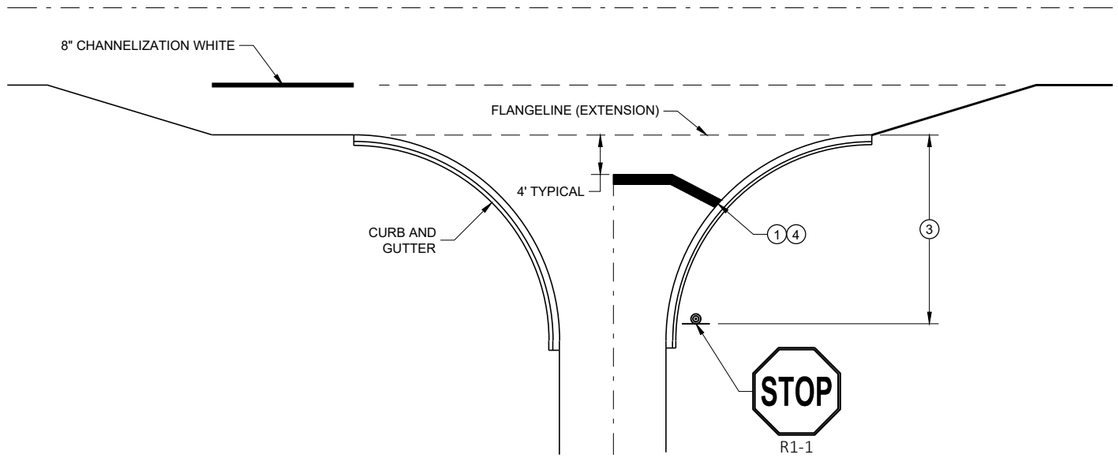
GENERAL NOTES

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

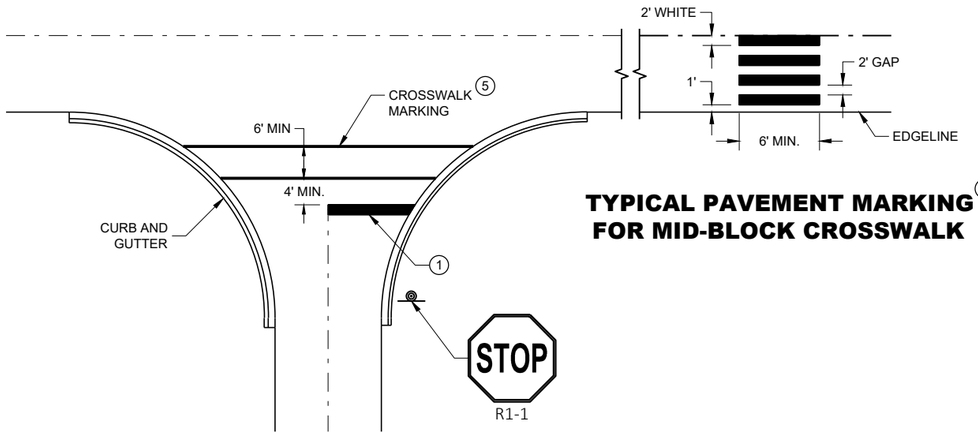
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE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



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

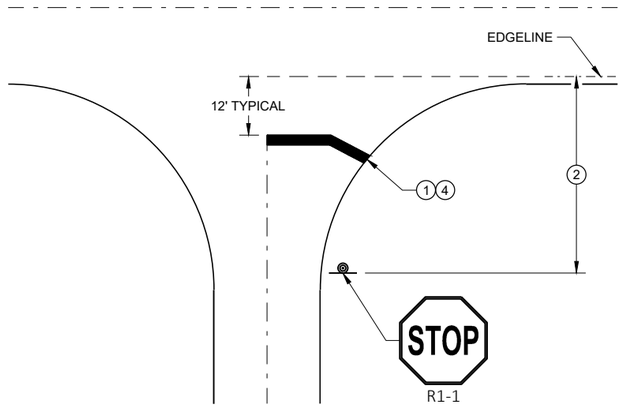


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING 5 FOR MID-BLOCK CROSSWALK

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MARKINGS ENGINEER

FHWA

6

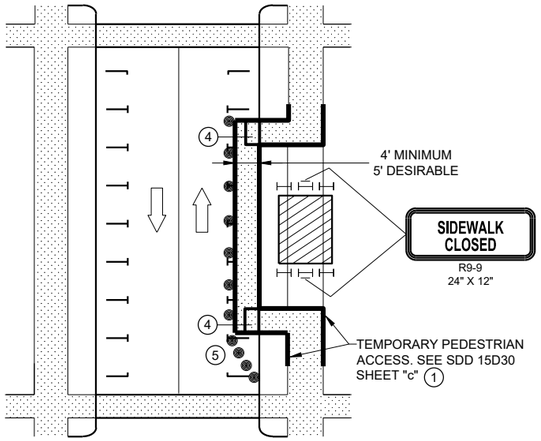
SDD 15C33 - 04

6

SDD 15C33 - 04

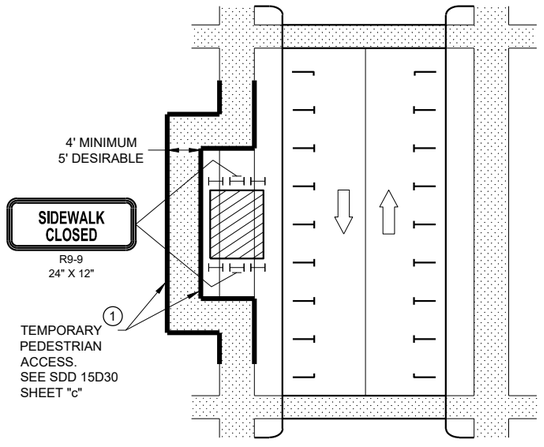
SDD 15D30-a Traffic Control, Pedestrian Accommodation

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

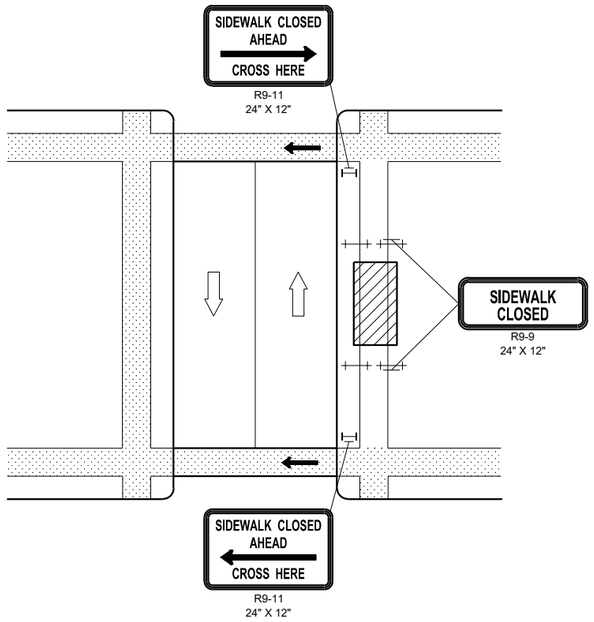


MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

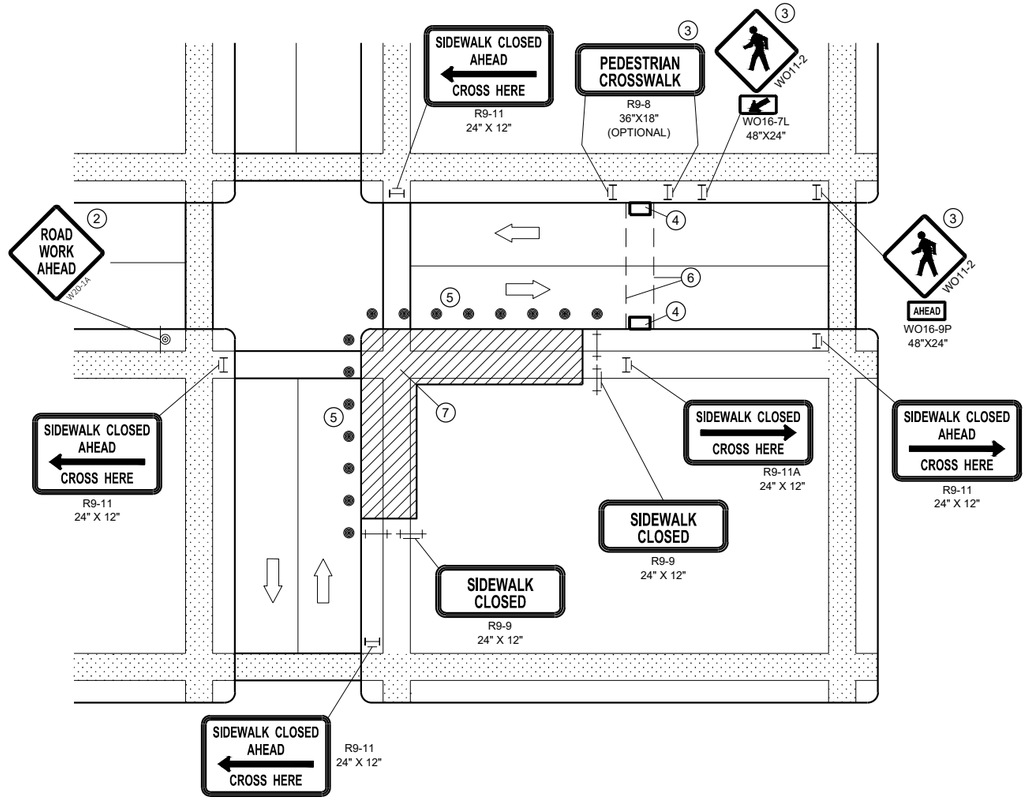
NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION



MID-BLOCK SIDEWALK CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

GENERAL NOTES

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

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

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

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

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

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

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

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

LEGEND

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

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

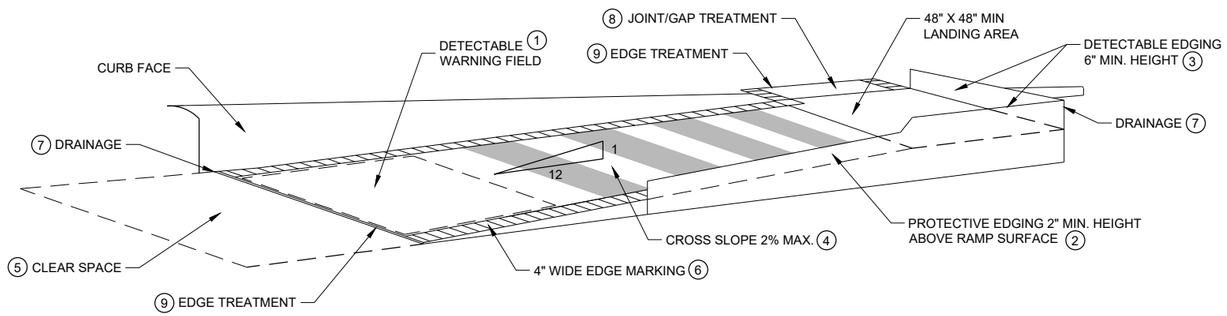
6

SDD 15D30 - 06a

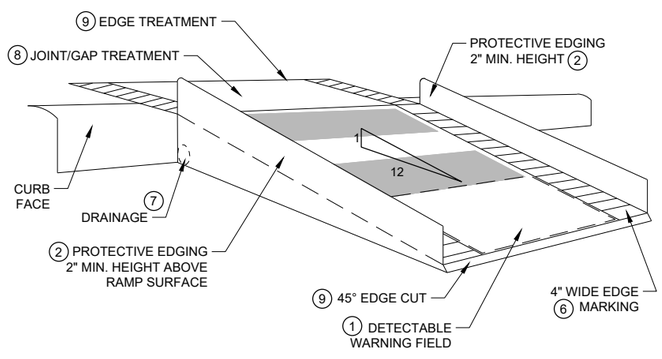
6

SDD15D30 - 06a

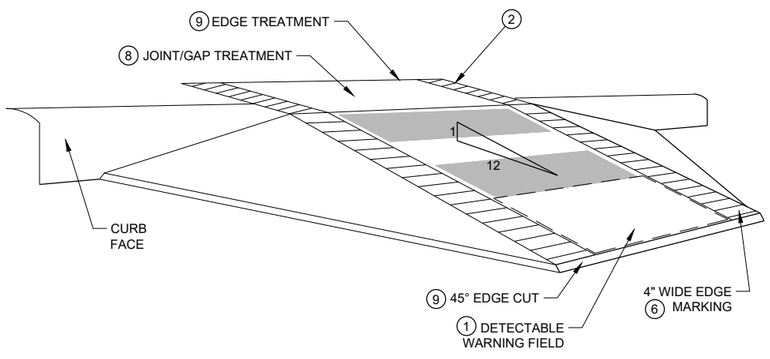
SDD 15D30-b Traffic Control, Pedestrian Accommodation



TEMPORARY CURB RAMP PARALLEL TO CURB



WITH PROTECTIVE EDGE



WITH SIDE APRON

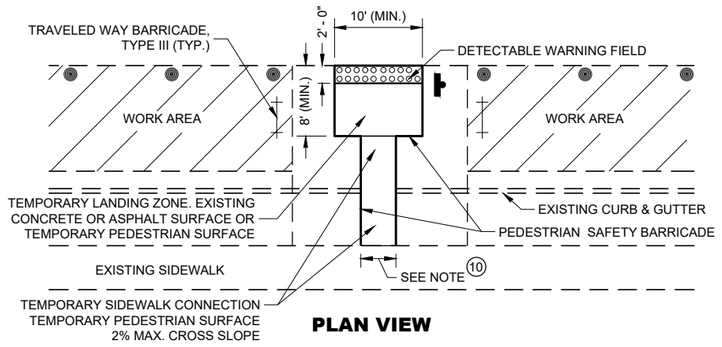
TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

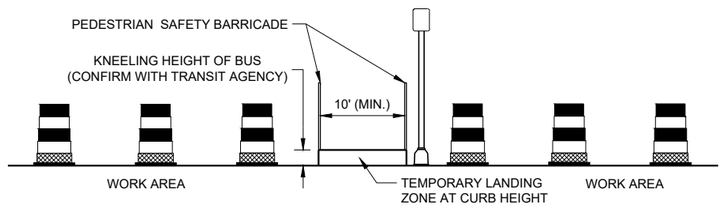
NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

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

1. CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 08D05, SHEET "e".
2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
3. DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
4. CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.
5. CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
6. THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.
7. DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
8. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.
9. CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES SHALL BE VERTICAL UP TO ¼" HIGH AND BEVELED AT 1:2 BETWEEN ¼" AND ½".
10. 5" WIDE MIN. WITH PEDESTRIAN SAFETY BARRICADE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY BARRICADE.



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- WORK AREA

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

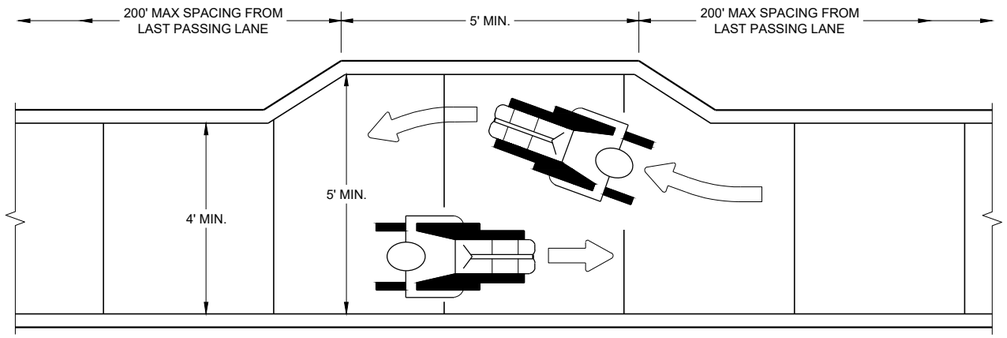
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

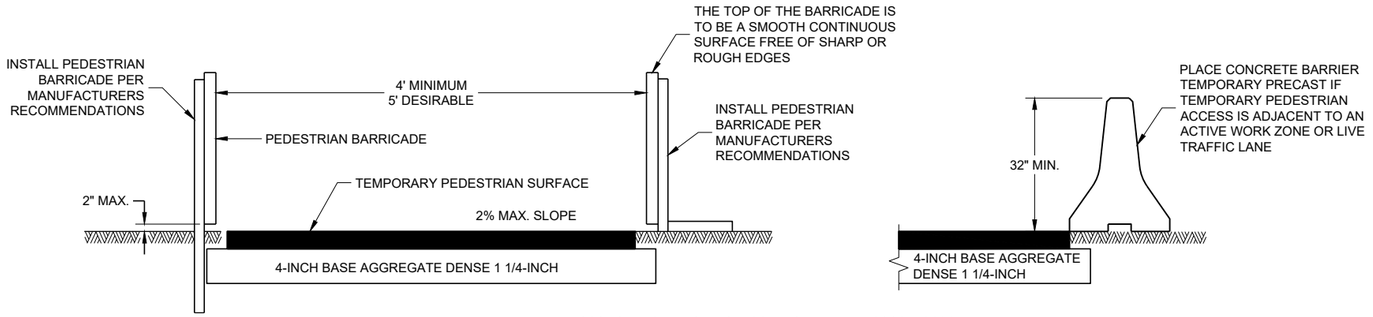
SDD 15D30 - 06b

6

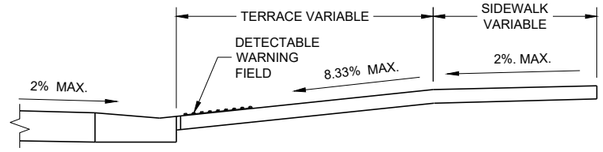
SDD 15D30 - 06b



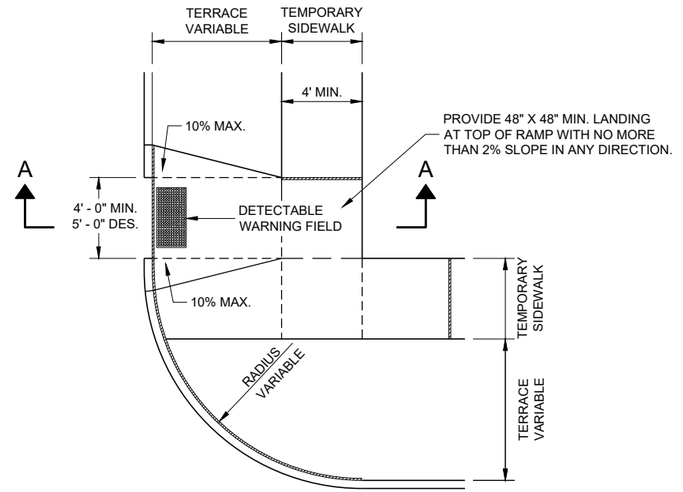
NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN ACCESS



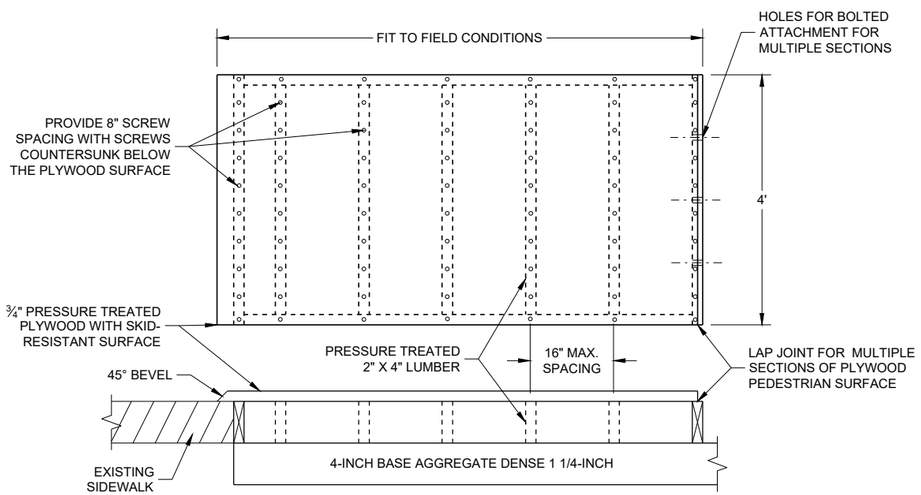
SECTION A - A



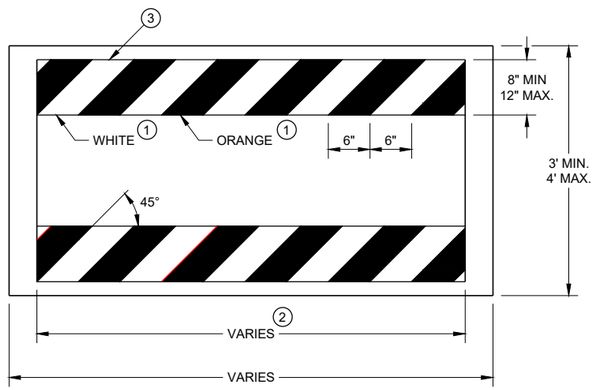
PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)



TEMPORARY PEDESTRIAN SURFACE PLYWOOD



TEMPORARY PEDESTRIAN BARRICADE*

GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

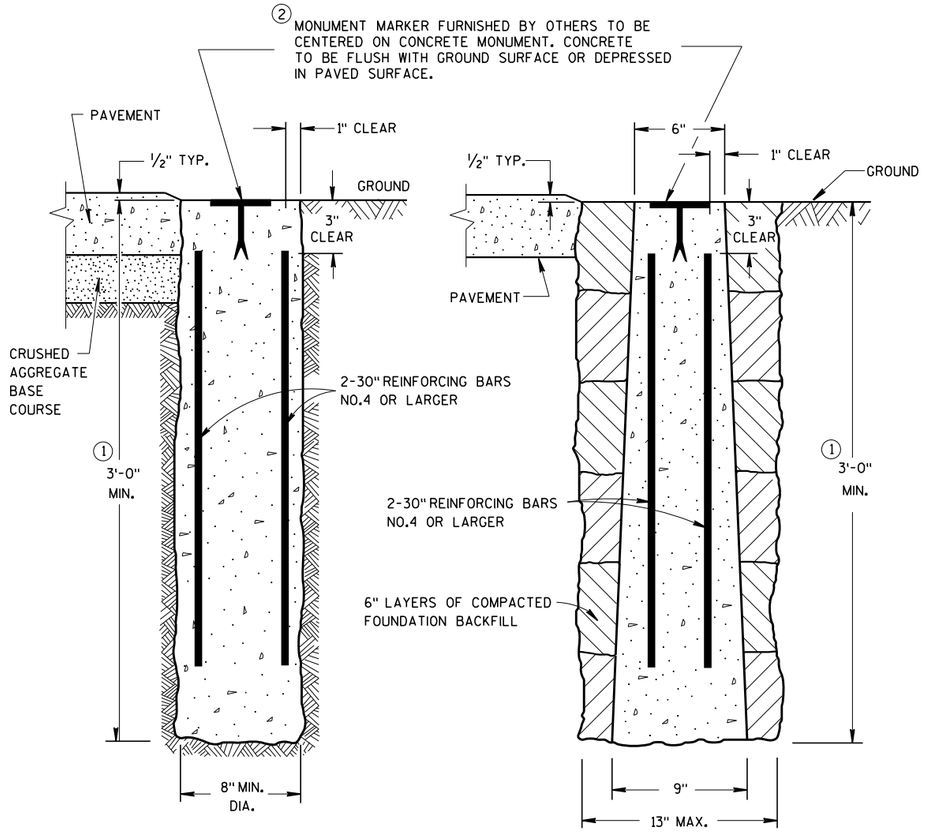
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
SDD 15D30 - 06c
6
SDD 15D30 - 06c

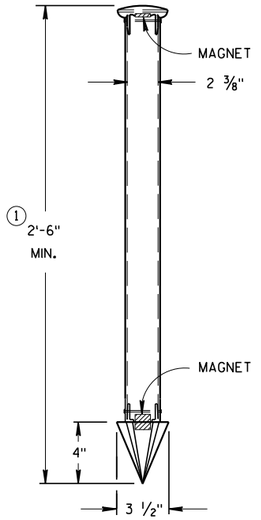
SDD 16A1 Landmark Reference Monuments and Covers



CAST-IN-PLACE PRECAST

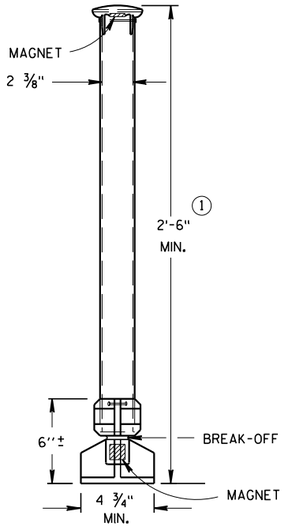
CONCRETE MONUMENTS

TYPE A



TYPE C

DRIVE-IN MONUMENT



TYPE D
NON-DRIVEN
BREAK-OFF MONUMENT

ALUMINUM MONUMENTS

(INCLUDES MARKER)

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.

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

PERMANENT MAGNETS SHALL BE INSERTED NEAR THE TOP AND BOTTOM OF ALL ALUMINUM MONUMENTS SO THE MONUMENT CAN EASILY BE DETECTED BY A METAL DETECTOR.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

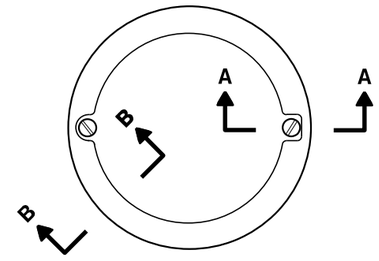
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

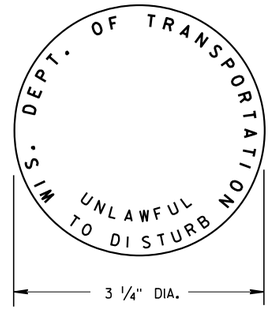
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.

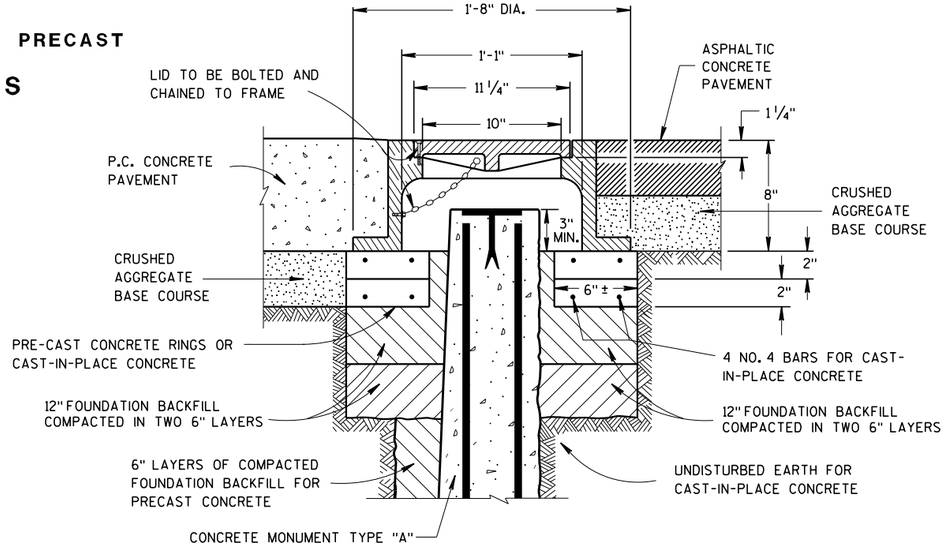


TOP VIEW



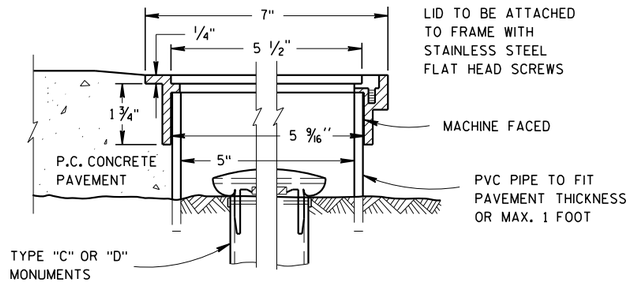
② WIS DOT MONUMENT MARKER LOGO

FOR TYPES "A", "C", & "D"



CAST IRON MONUMENT COVER

(APPROXIMATE WEIGHT 95 LBS)



SECTION B-B SECTION A-A

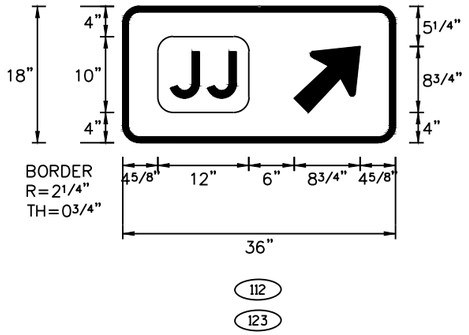
ALUMINUM MONUMENT COVER

(APPROXIMATE WEIGHT 2 LBS)
(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MONUMENTS AND COVERS

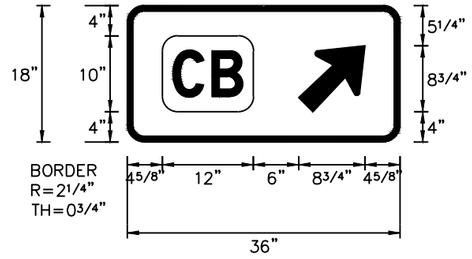
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Raymond A. Kumapayi
CHIEF SURVEYING AND MAPPING ENGINEER
FHWA



112

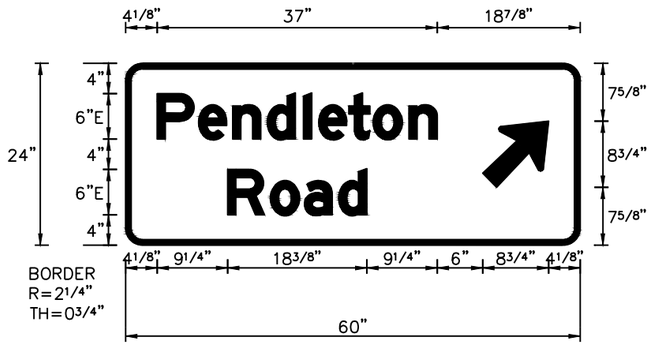
123



137

NOTES:

1. ALL SIGNS ARE TYPE II - TYPE H REFLECTIVE. REFERENCE WISDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.
2. COLOR:
   BACKGROUND - GREEN
   MESSAGE - WHITE
3. MESSAGE SERIES AS NOTED.
4. ARROWS PER STANDARD SIGN PLATE A1-2.



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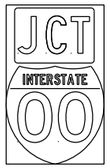
7

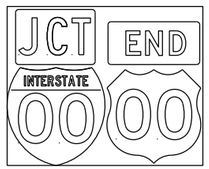
7

PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	SIGN DETAILS	SHEET 114	E

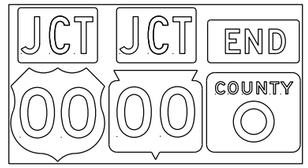
TYPICAL ASSEMBLIES



J1-1



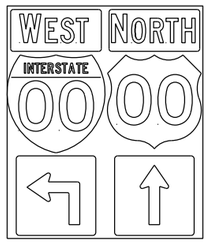
J1-2



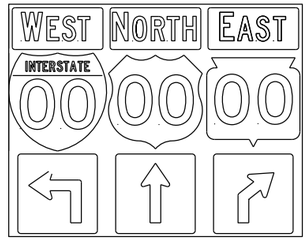
J1-3

JR1-1

J2-1

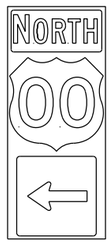


J2-2

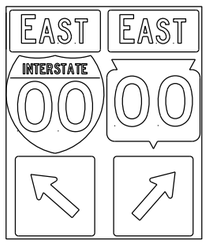


J2-3

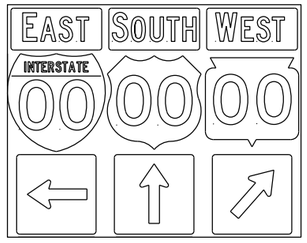
JV
(Typical Vertical J-Assembly
See Note 10 and 11)



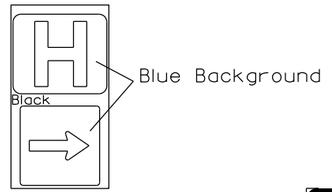
J3-1



J3-2

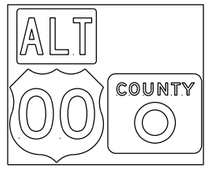


J3-3

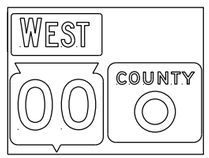


JH-1

J4-1

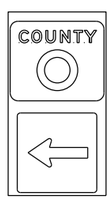


J4-2



J4-2

J12-1



J13-1

J32-1

J33-1

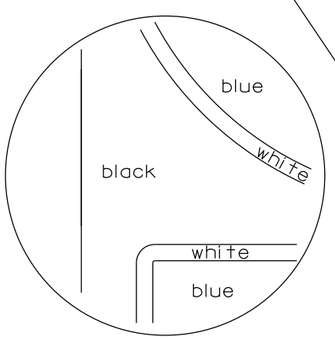
J22-1

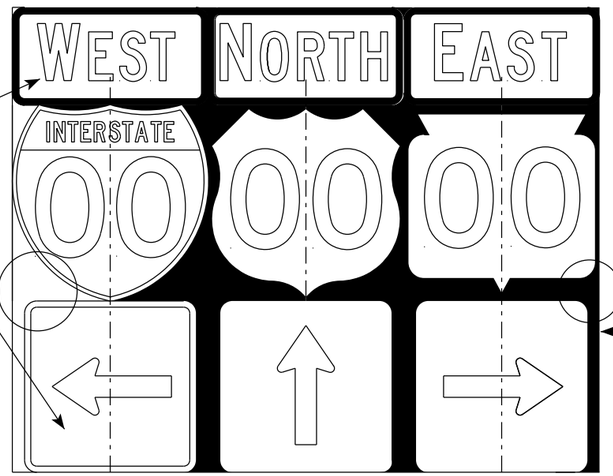
J23-1

JR13-1

JR23-1

JR99-1





NOTES

1. Signs are Type II - Type H Reflective
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

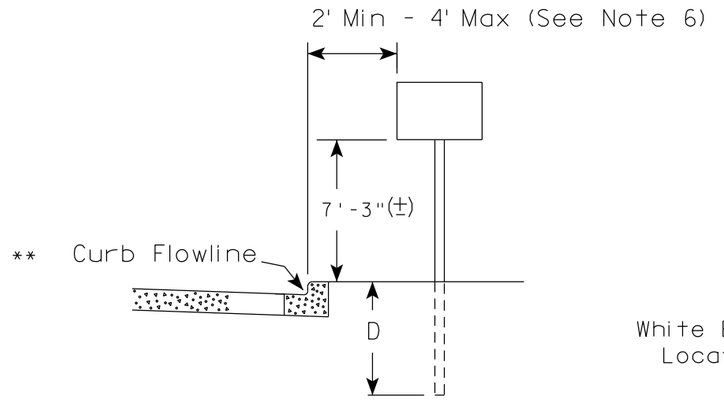
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/21 PLATE NO. A2-1S.9

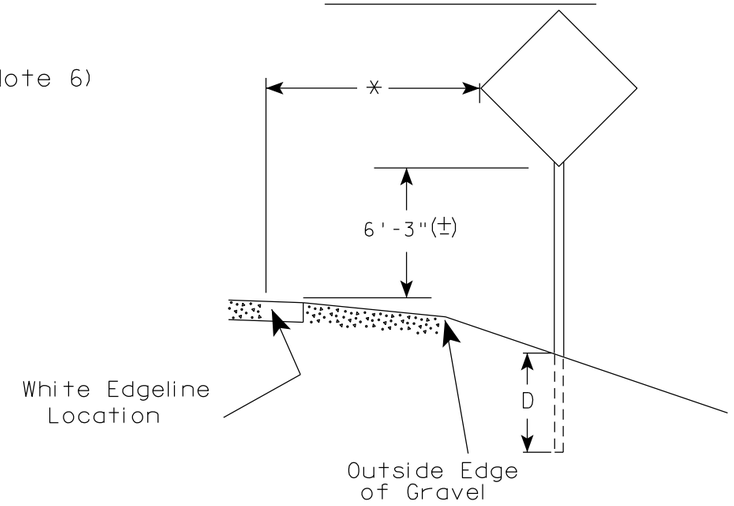
PROJECT NO:

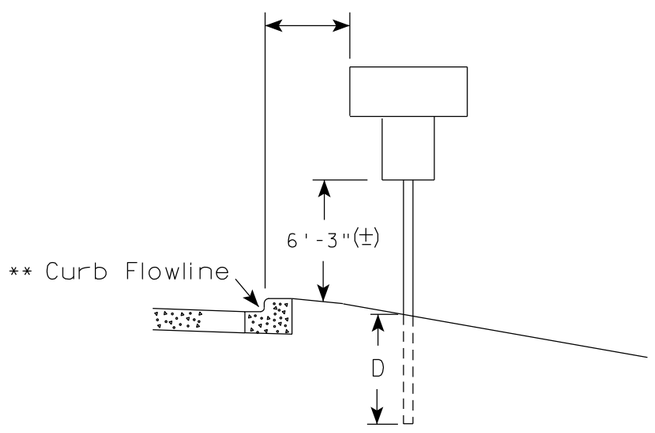
SHEET NO: 115 E

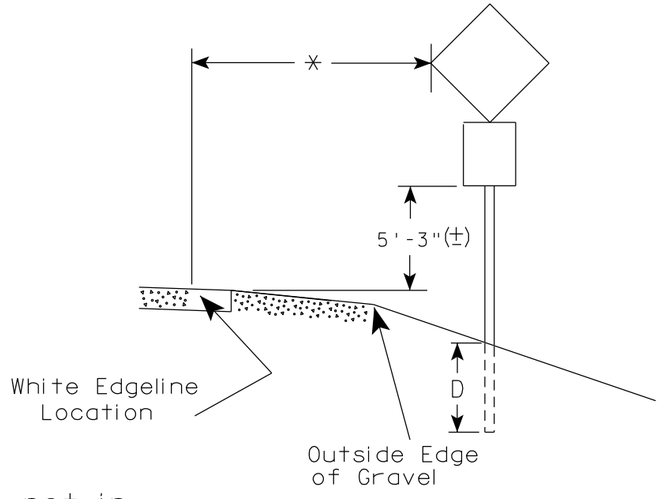
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

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

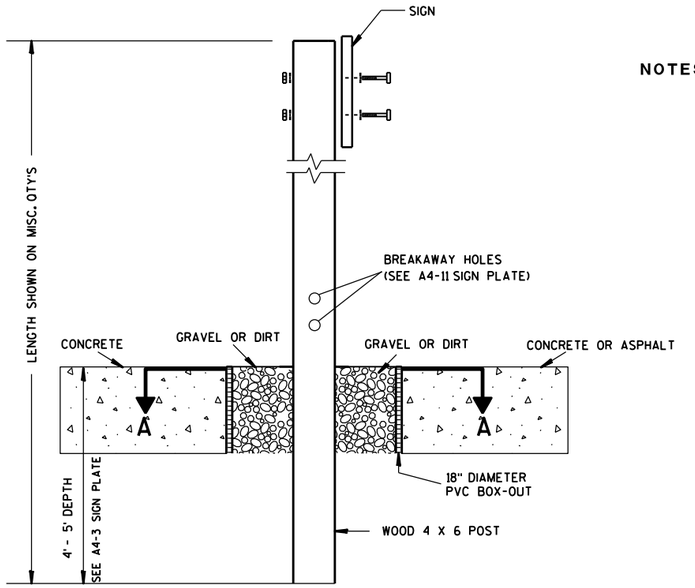
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

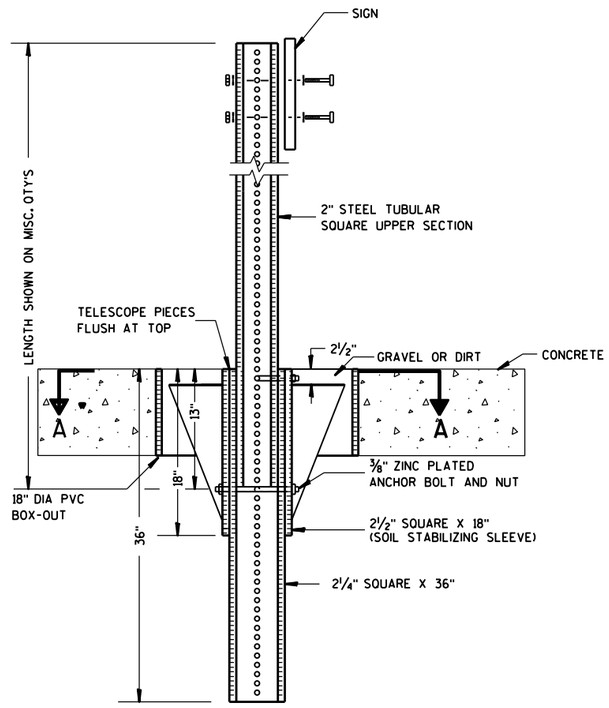
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 116	E



ELEVATION VIEW

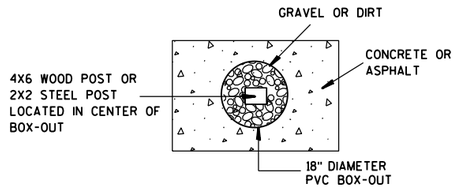
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

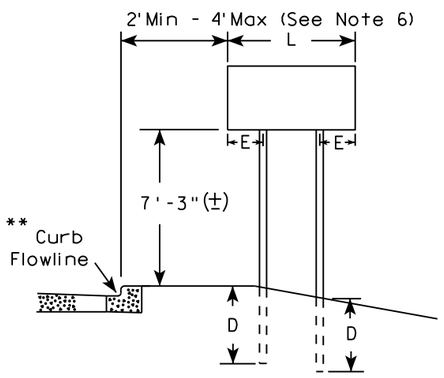
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

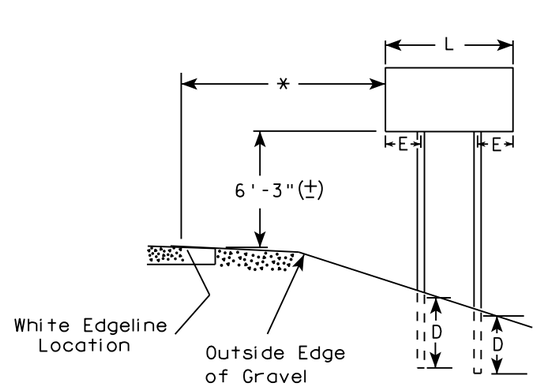
DATE 1/27/14 PLATE NO. A4-3B.1

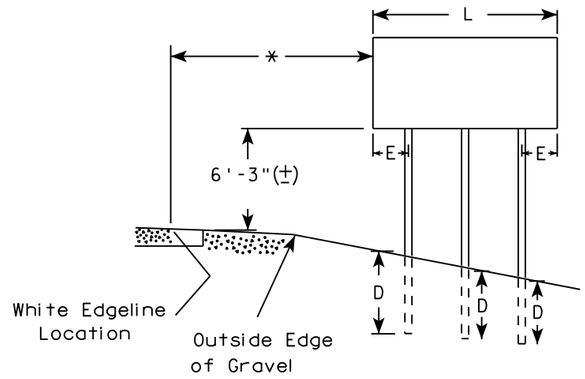
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

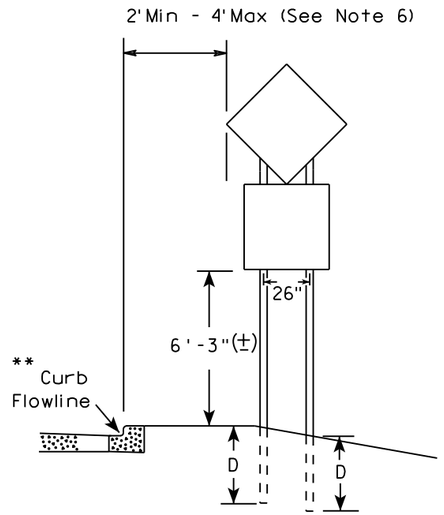
URBAN AREA



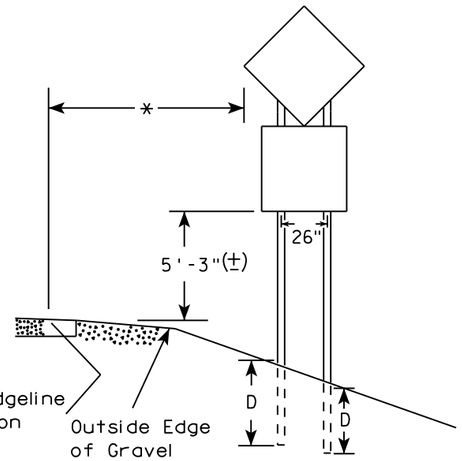
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

***

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

GENERAL NOTES

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

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

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

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

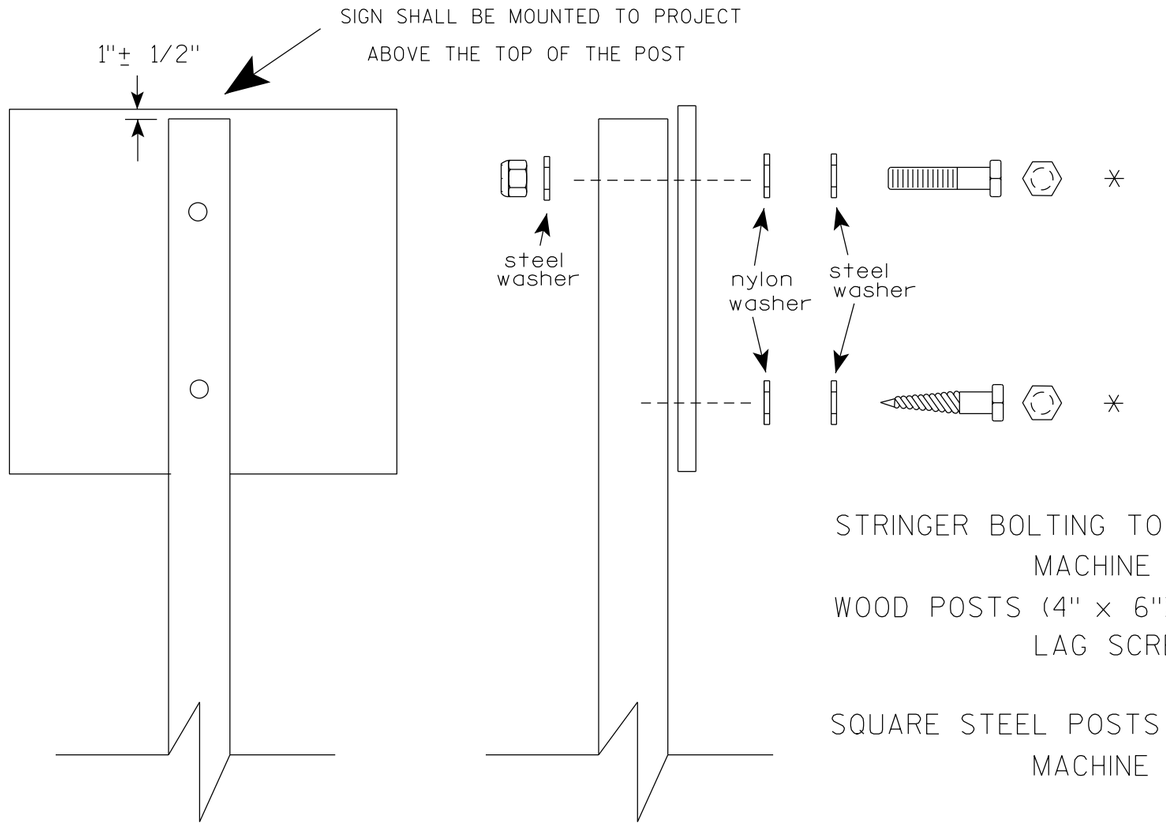
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 118	E



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

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

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

SQUARE STEEL POSTS (2" x 2")

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

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

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

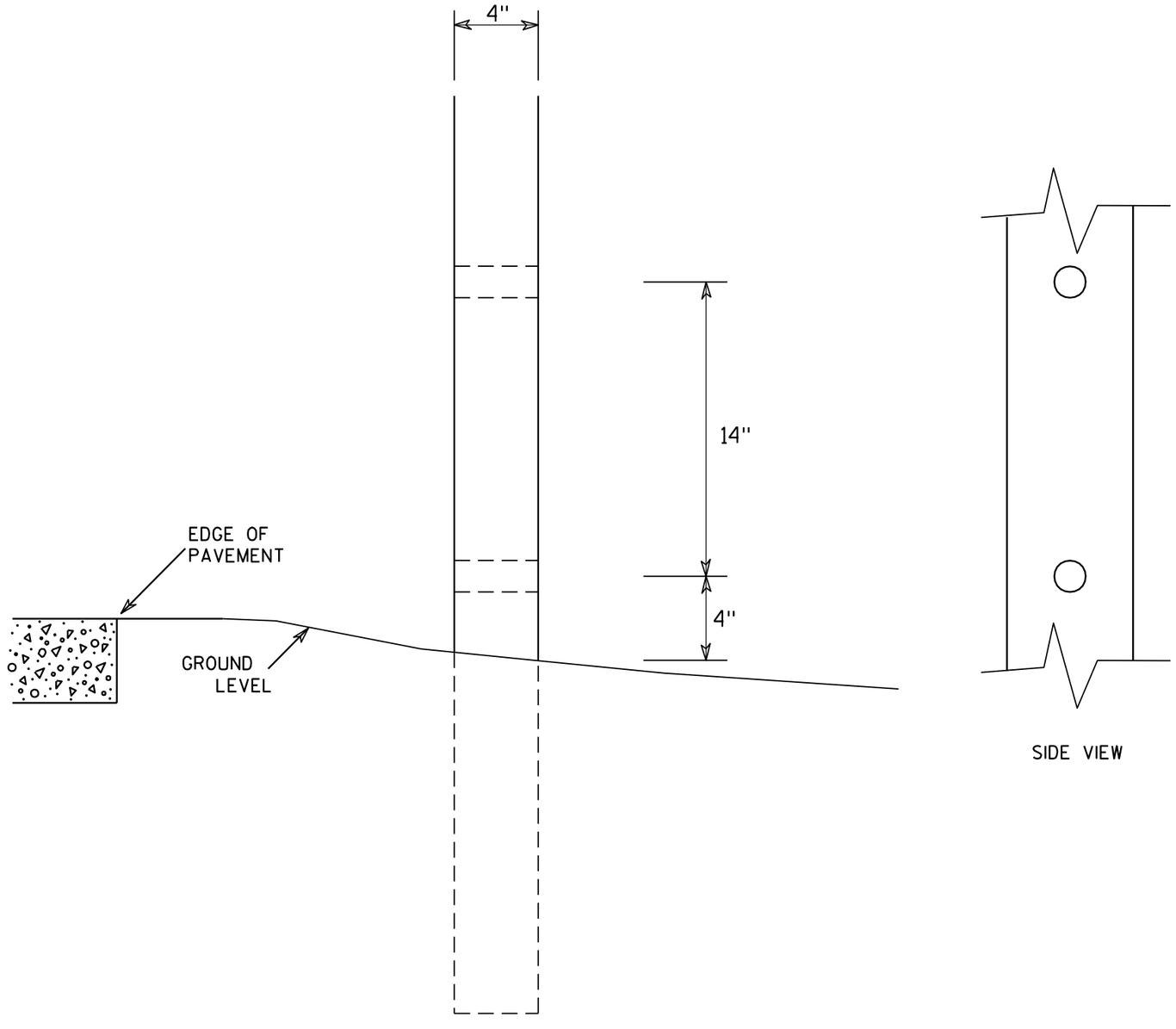
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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



SIDE VIEW

GENERAL NOTES

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

7

7

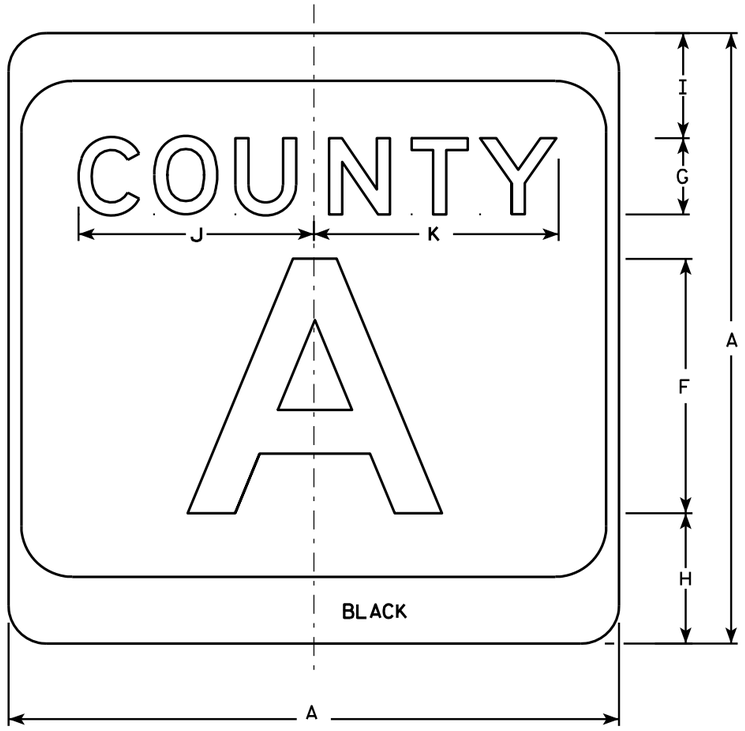
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

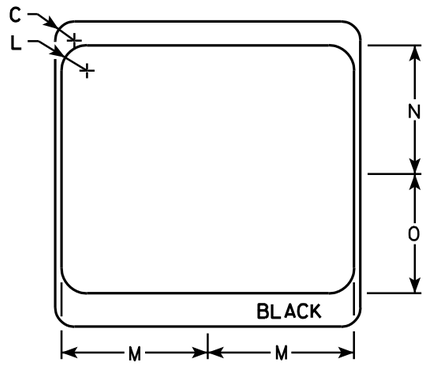
APPROVED Chester J Spang
for State Traffic Engineer

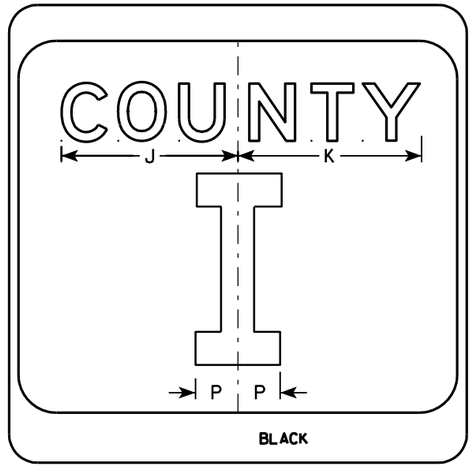
DATE 3/27/97 PLATE NO. A4-11.2

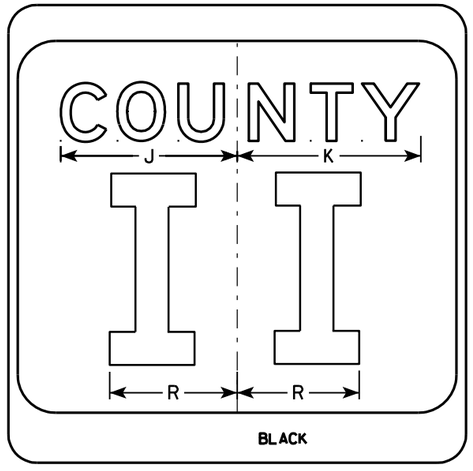
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 120	E



M1-5A







NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

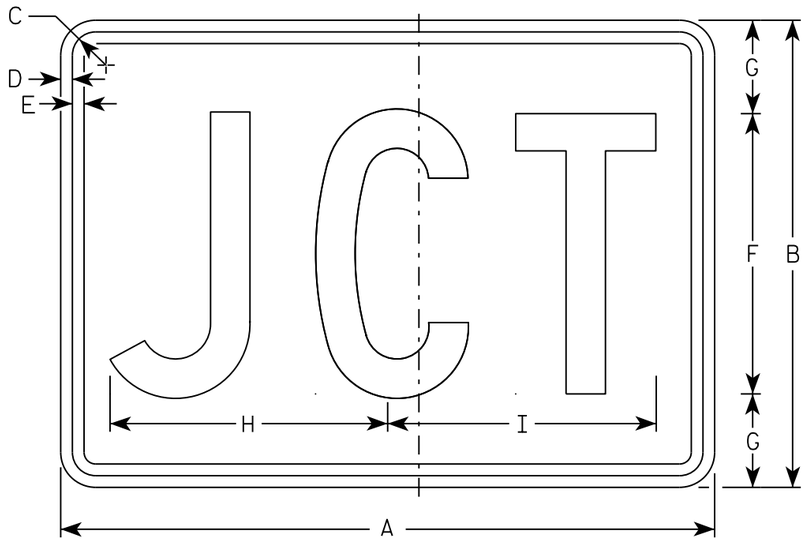
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

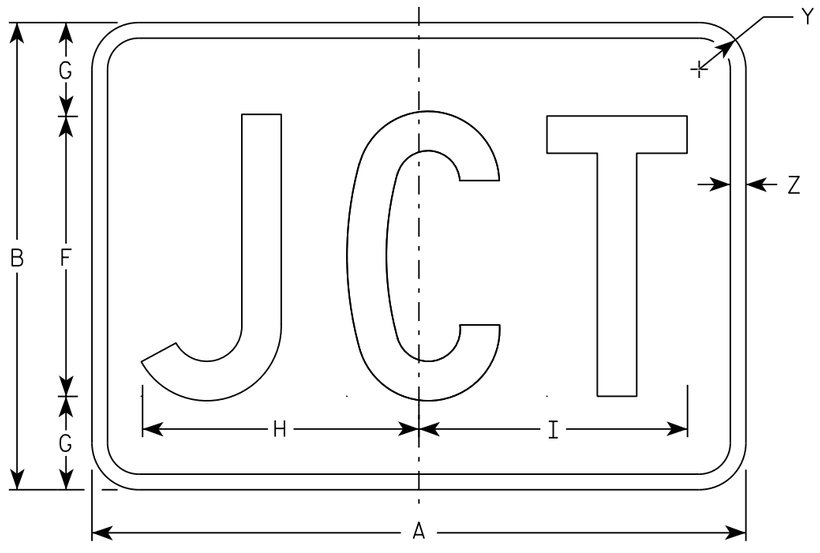
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 121 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\M15A.DGN PLOT DATE : 29-SEP-2011 11:25 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.959043:1.000000
WISDOT/CADDS SHEET 42



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

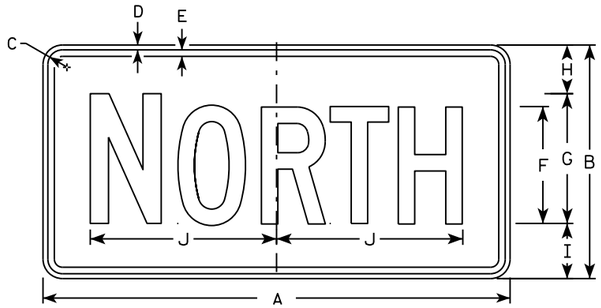
STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

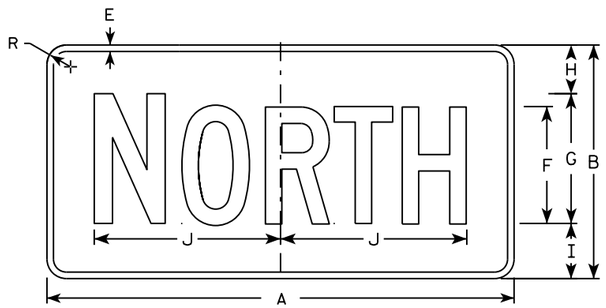
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE NO. M2-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



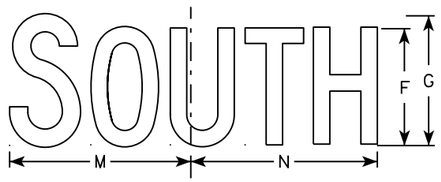
M3-1
MM3-1
MP3-1



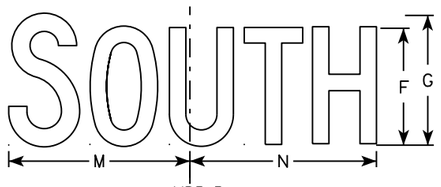
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

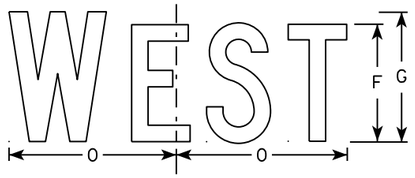
MB3-2
MK3-2
MN3-2



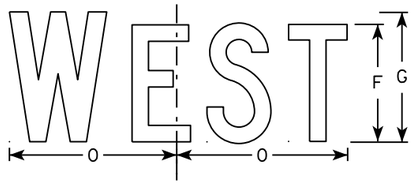
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

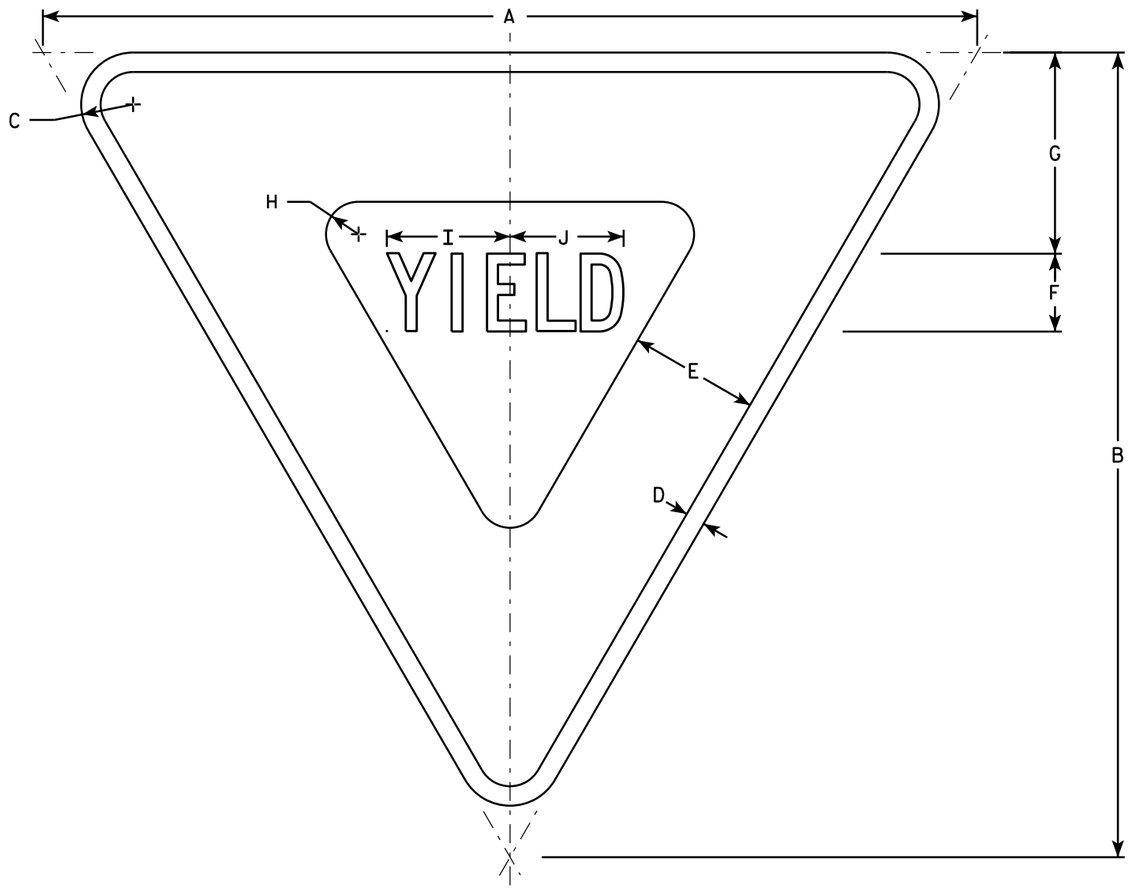
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO. M3-1.14

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

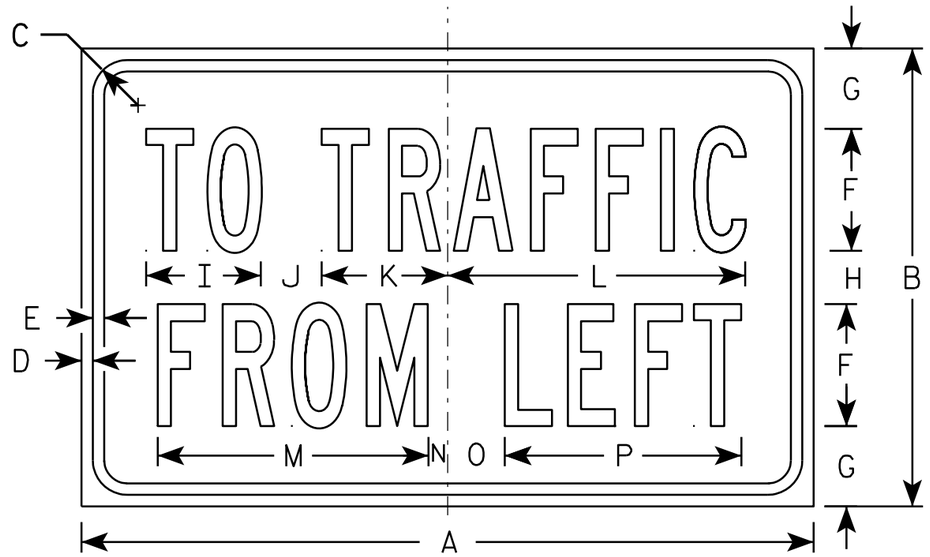
STANDARD SIGN
R1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE NO124R1-2.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



R1-54

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
2M	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
3																											
4																											
5																											

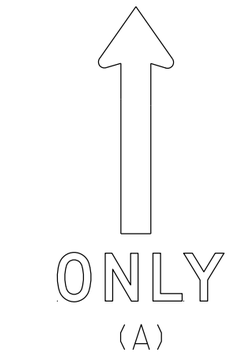
STANDARD SIGN
R1-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

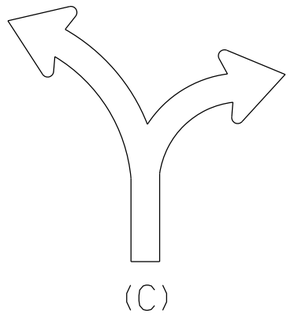
DATE 12/03/10 PLATE NO. R1-54.2

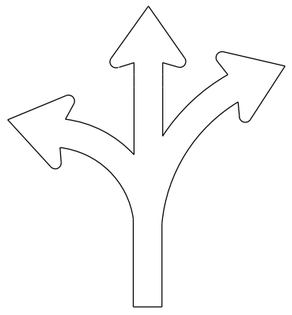
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 125 | E

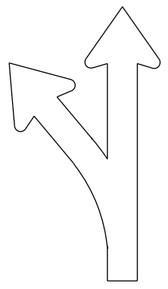


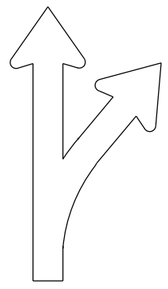
(A)

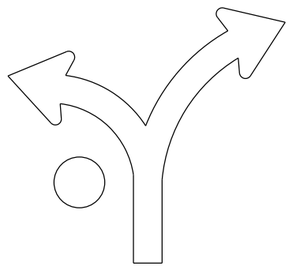
(B)

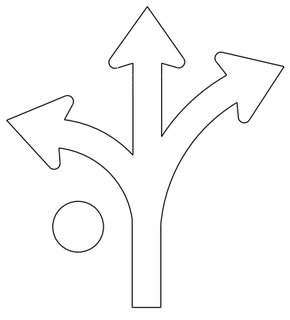

(C)

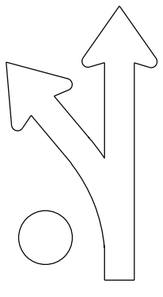

(D)

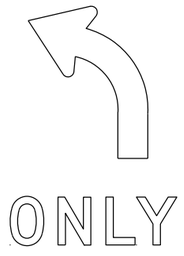

(E)


(F)

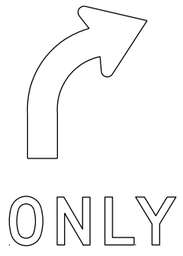

(G)


(H)

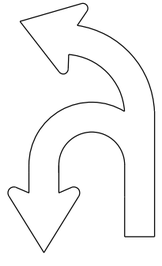

(I)



(L)



(R)


(U)

NOTES

1. Sigs are Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Use appropriate Letter for Sign Code
   Each letter added makes sign wider. Example R3-8EAR
5. Square footage of sign varies by letters

1	Letter =	3.75 sq ft for Size 2
		6.0 sq ft for Size 3
		10.0 sq ft for Size 4 or 5
2	Letters =	7.5 sq ft for Size 2
		12.0 sq ft for Size 3
		20.0 sq ft for Size 4 or 5
3	Letters =	11.25 sq ft for Size 2
		18.0 sq ft for Size 3
		30.0 sq ft for Size 4 or 5
4	Letters =	15.0 sq ft for Size 2
		24.0 sq ft for Size 3
		40.0 sq ft for Size 4 or 5
5	Letters =	18.75 sq ft for Size 2
		30.0 sq ft for Size 3
		50.0 sq ft for Size 4 or 5
6	Letters =	22.5 sq ft for Size 2
		36.0 sq ft for Size 3
		60.0 sq ft for Size 4 or 5

6. When letters C,D,G,H are used on the Left or Right end of the sign the Sq. Ft. changes.
   Add the amounts when these letters are used:
   1.25 sq ft for Size 2
   1.5 sq ft for Size 3
   2.0 sq ft for Size 4 or 5

STANDARD SIGN
R3-8 Series

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

7

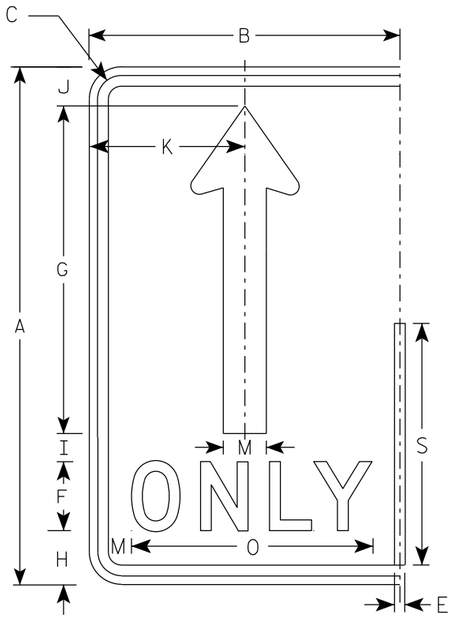
PROJECT NO:

SHEET NO: 126 E

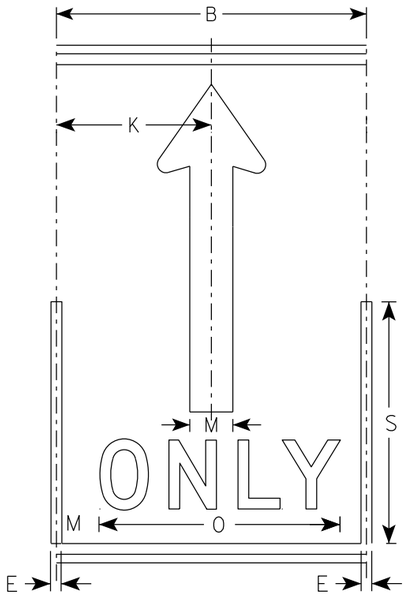
FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn
PLOT DATE : 21-MAY 2019 4:37
PLOT BY : mscj9h
PLOT NAME :
WISDOT/CADDS SHEET 42

NOTES

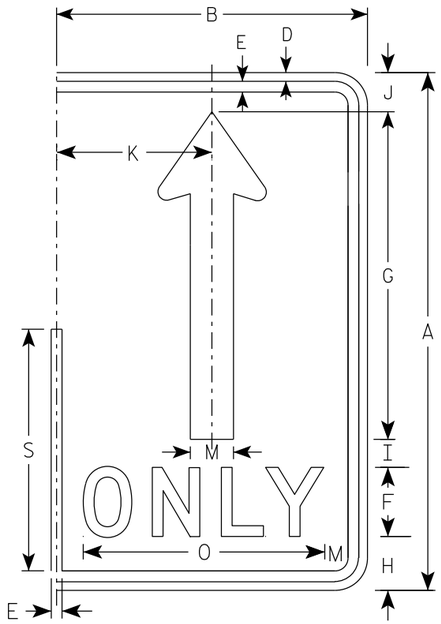
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



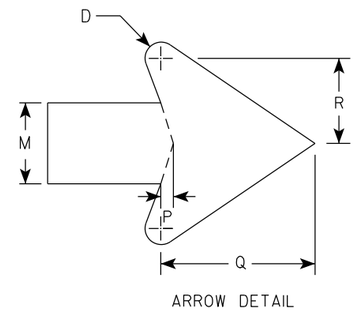
(A)



(A)



(A)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8	5	22 3/4	3 3/4	1 3/4	2 3/4	12		3		17 5/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (A) Arrow

WISCONSIN DEPT OF TRANSPORTATION

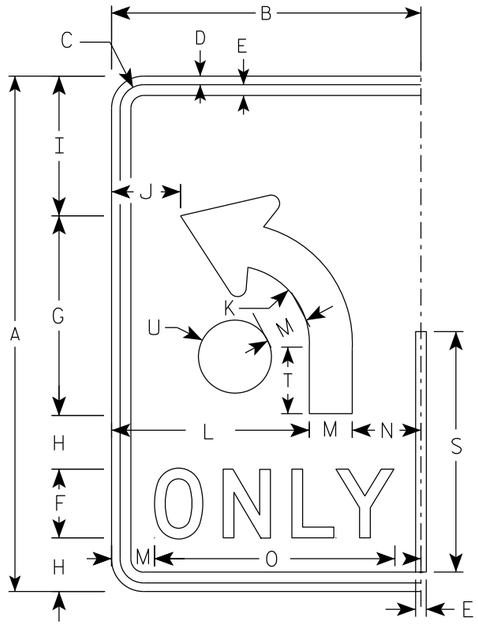
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

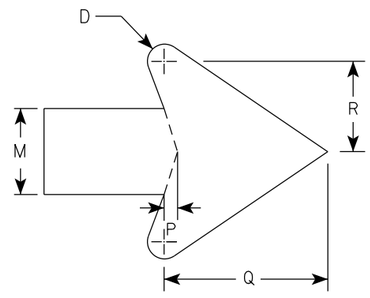
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 127 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
   Message Series - D



(B)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8	2 1/2						6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0

STANDARD SIGN

R3-8 (B) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

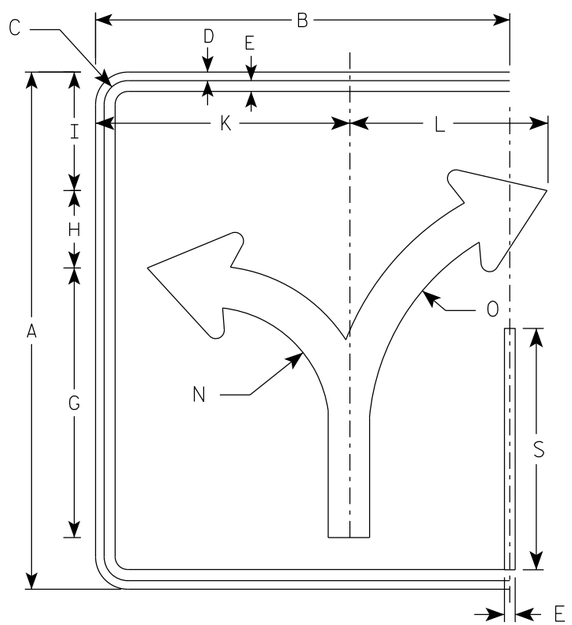
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

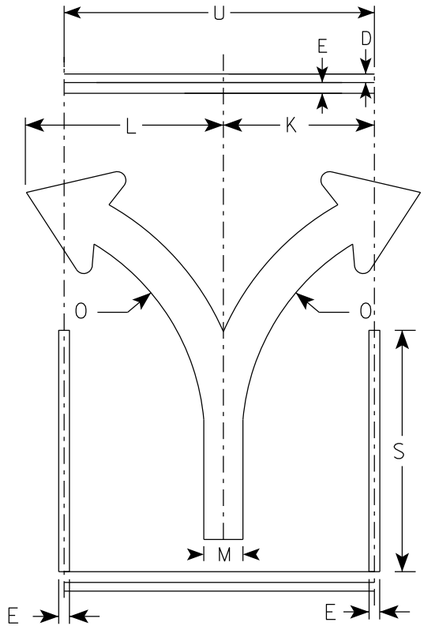
SHEET NO: 128 **E**

NOTES

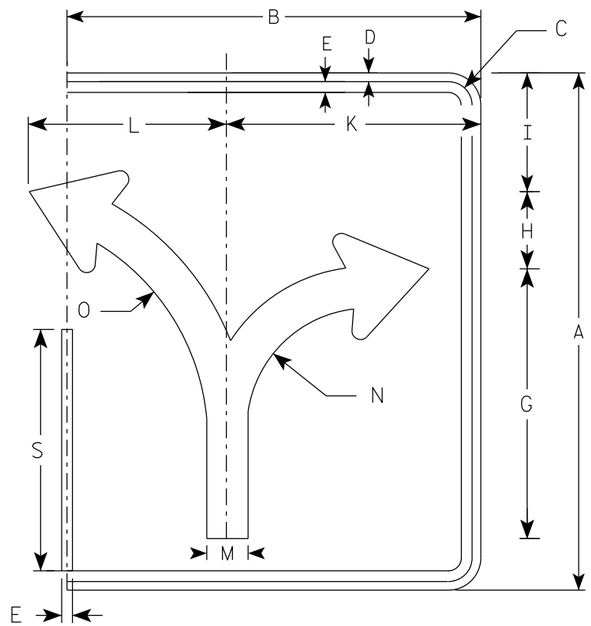
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



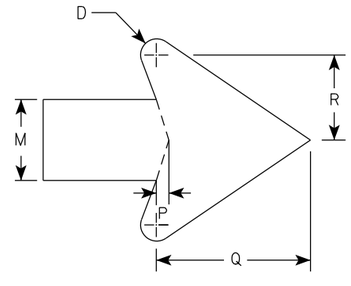
(C)



(C)



(C)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (C) Arrow

WISCONSIN DEPT OF TRANSPORTATION

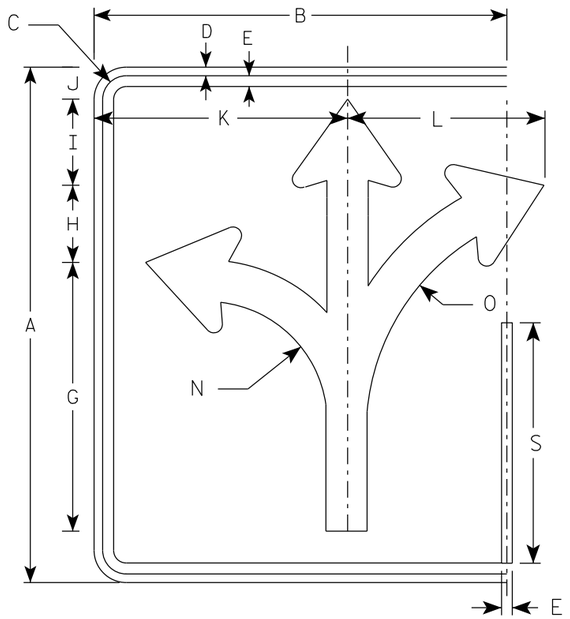
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

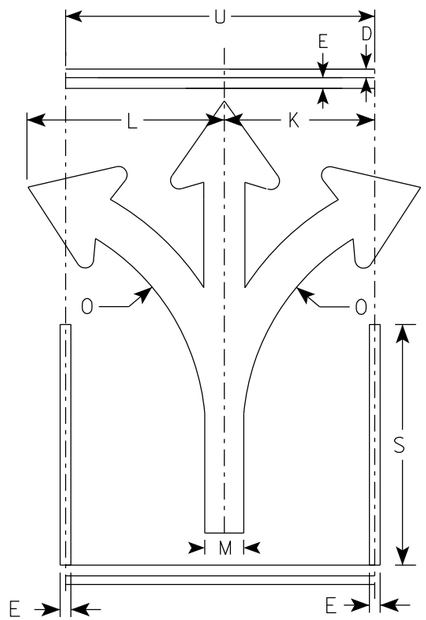
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 129 | E

NOTES

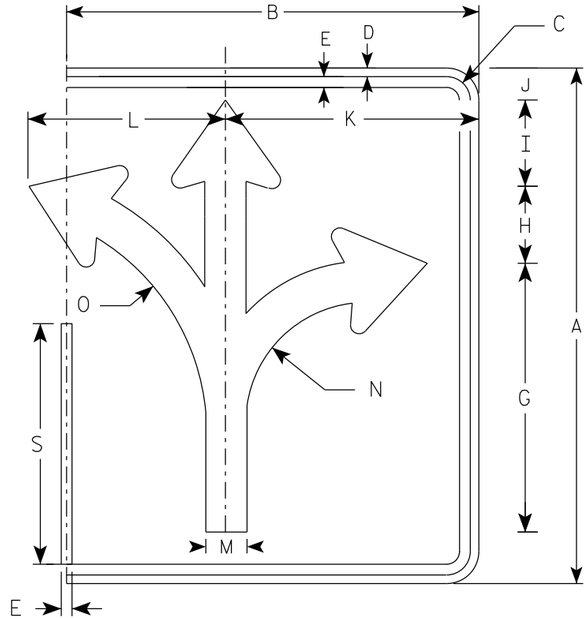
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



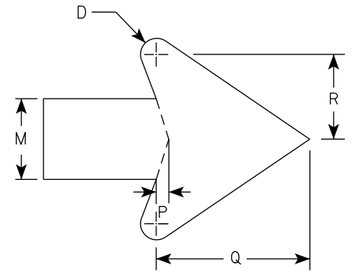
(D)



(D)



(D)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	6	2 1/4	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (D) Arrow

WISCONSIN DEPT OF TRANSPORTATION

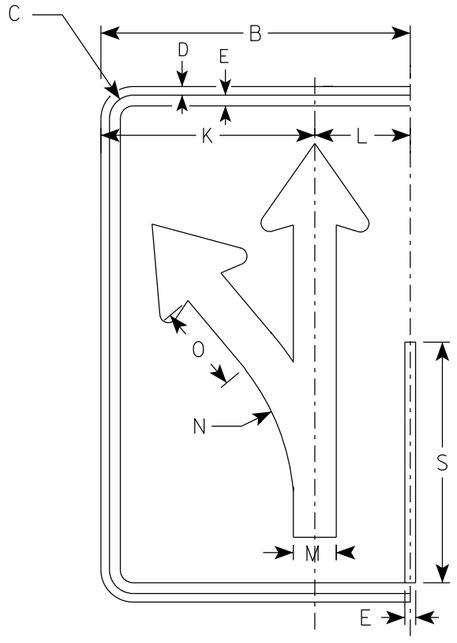
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

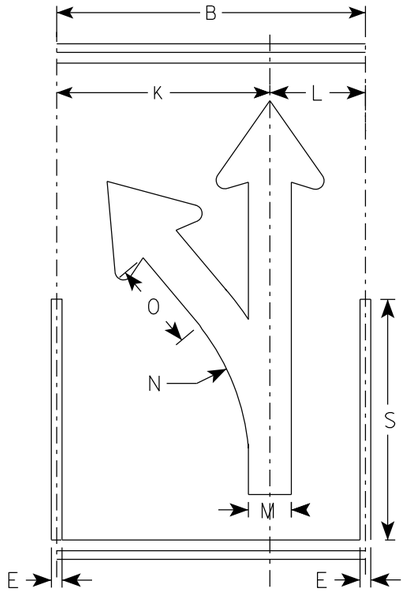
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 130 | E

NOTES

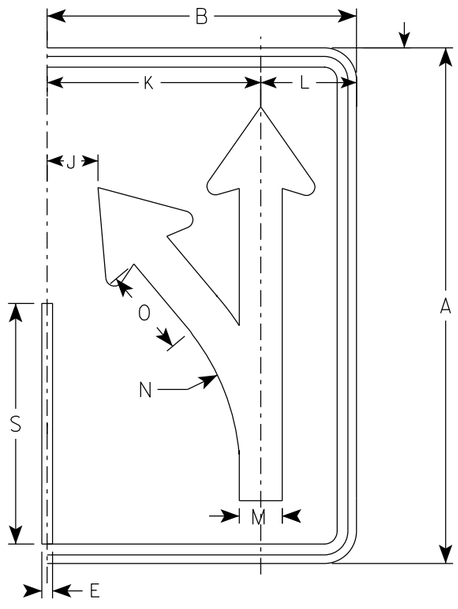
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



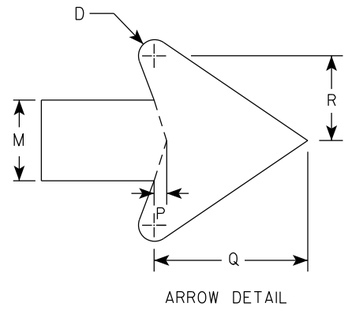
(E)



(E)



(E)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (E) Arrow

WISCONSIN DEPT OF TRANSPORTATION

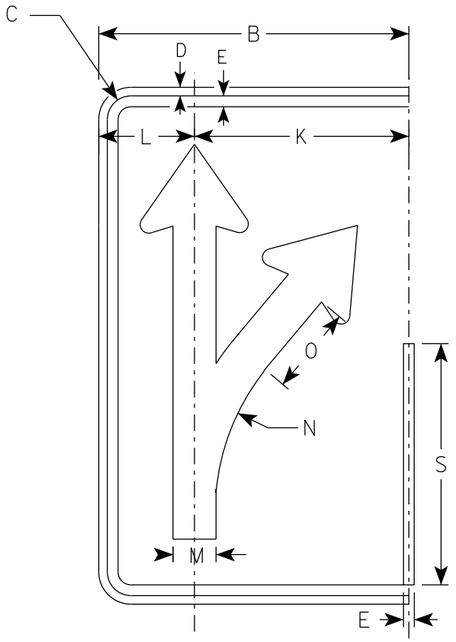
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

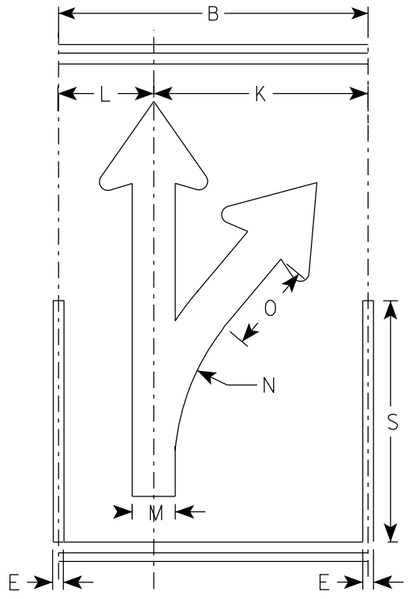
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 131 | E

NOTES

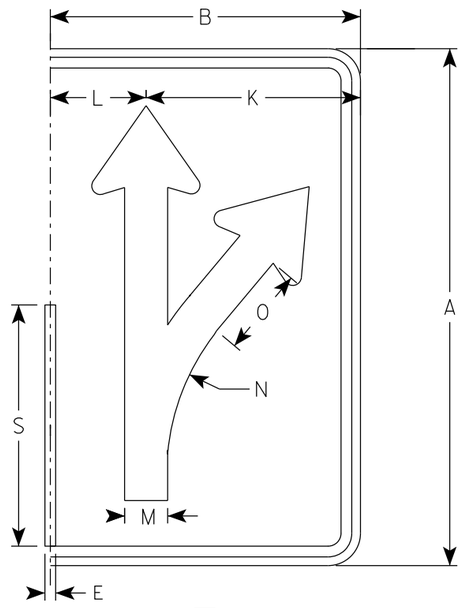
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



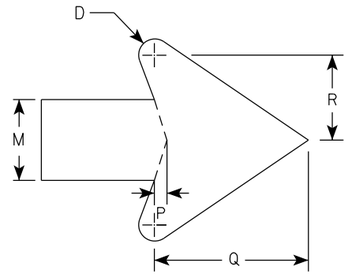
(F)



(F)



(F)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (F) Arrow

WISCONSIN DEPT OF TRANSPORTATION

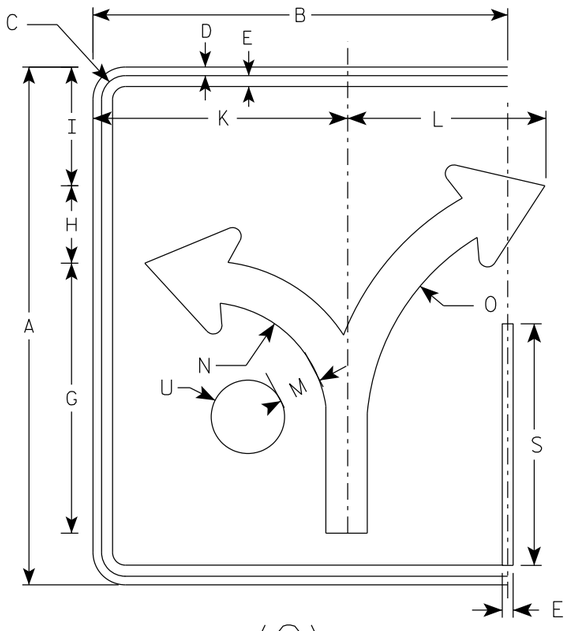
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

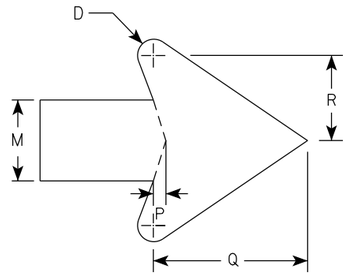
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 132 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(G)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (G) Arrow

WISCONSIN DEPT OF TRANSPORTATION

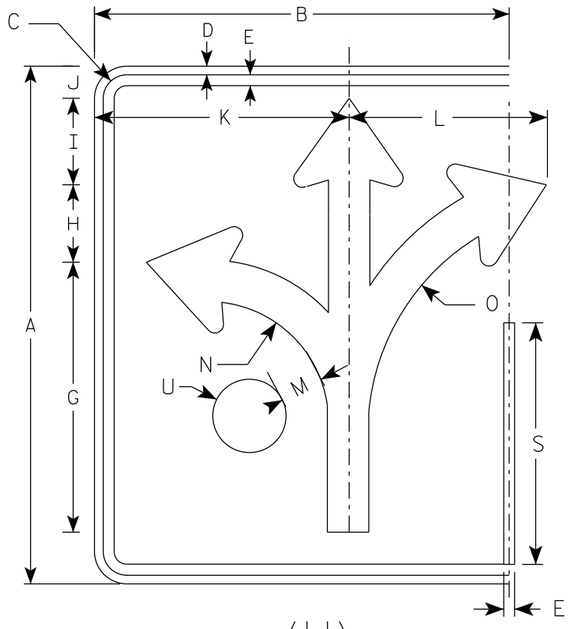
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

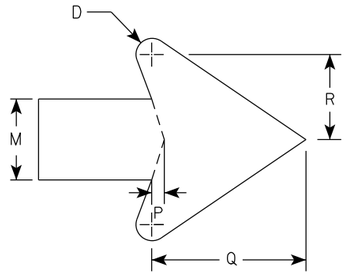
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 133 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(H)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	6	3 1/8	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (H) Arrow

WISCONSIN DEPT OF TRANSPORTATION

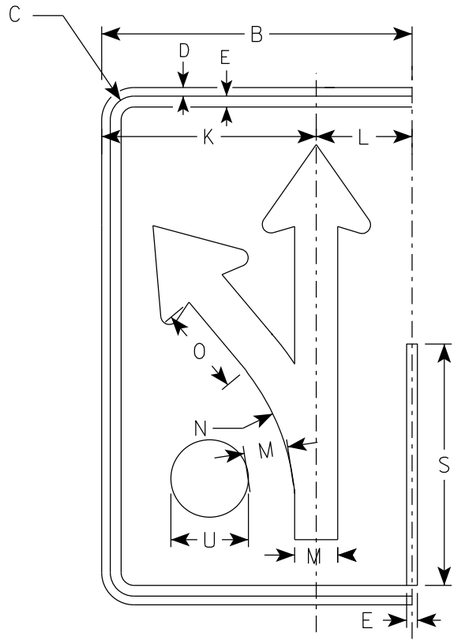
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

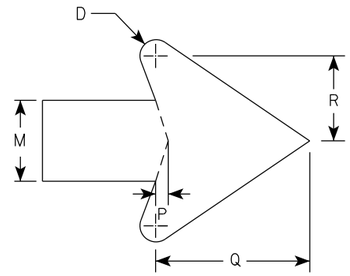
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 134	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(I)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4		2 1/2						6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0

STANDARD SIGN
R3-8 (I) Arrow

WISCONSIN DEPT OF TRANSPORTATION

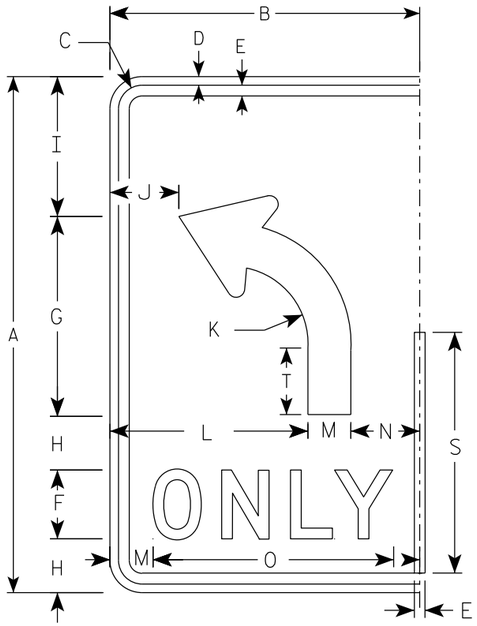
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

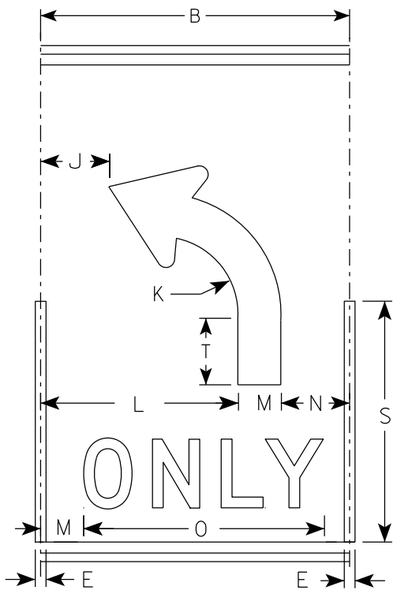
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 135 | E

NOTES

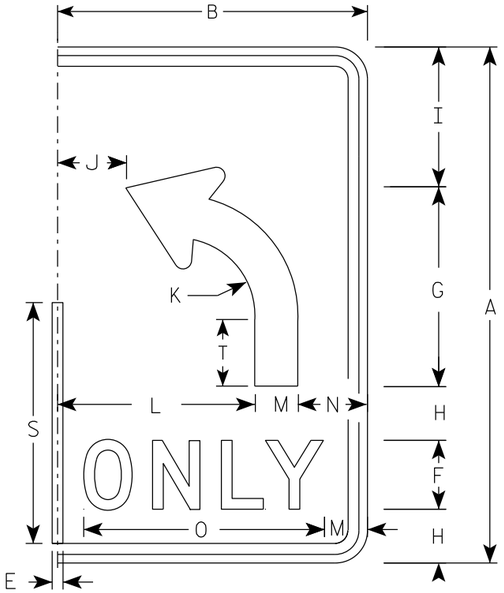
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



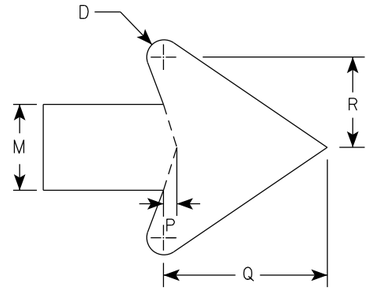
(L)



(L)



(L)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4		5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (L) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

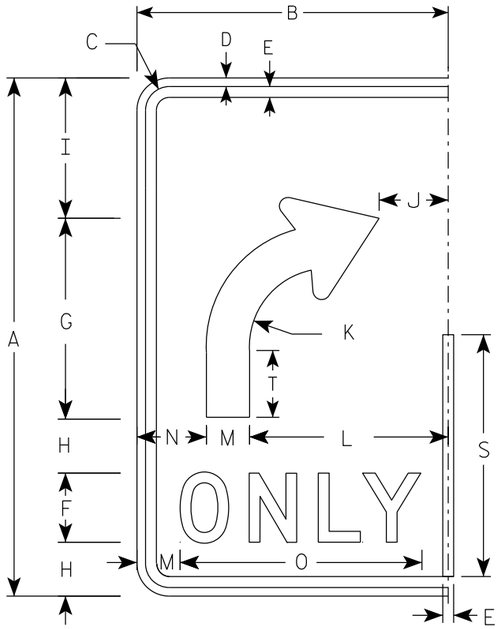
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

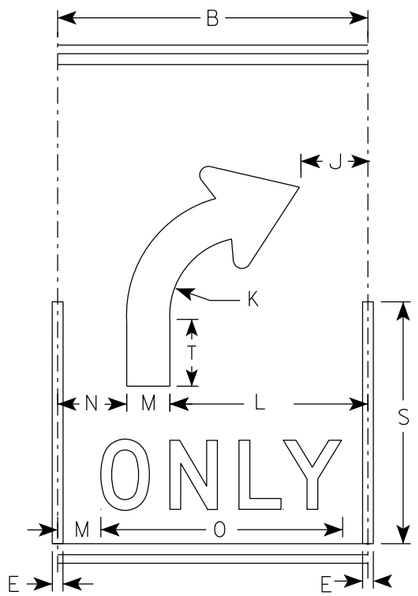
SHEET NO: 136 E

NOTES

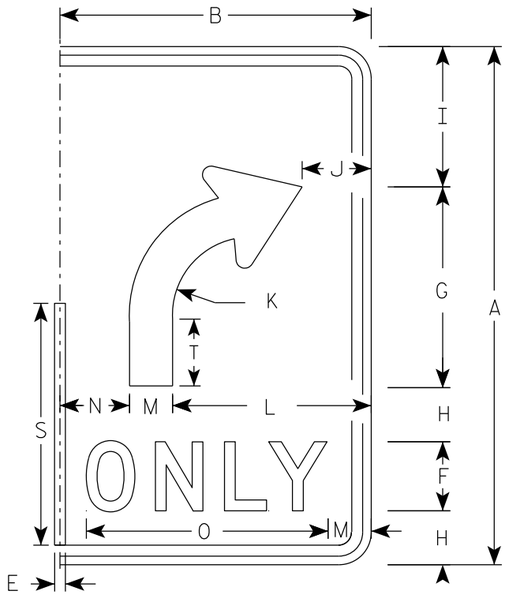
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



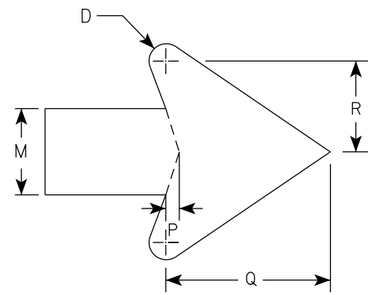
(R)



(R)



(R)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (R) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

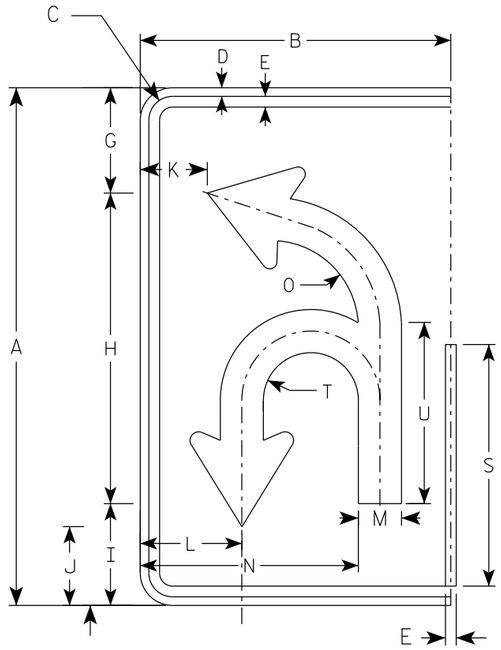
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

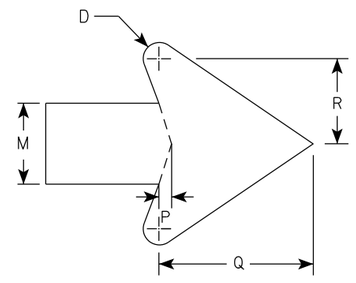
SHEET NO: 137 E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(U)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
2M	30	18	1 3/8	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	21 5/8	7 1/8	5 1/2	5 7/8	8 1/4	3	16 3/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4	3 1/4	12 5/8						6.0
4	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0
5	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0

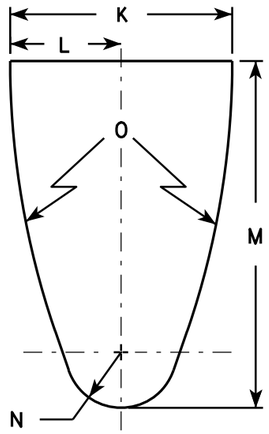
STANDARD SIGN
R3-8 (U) Arrow

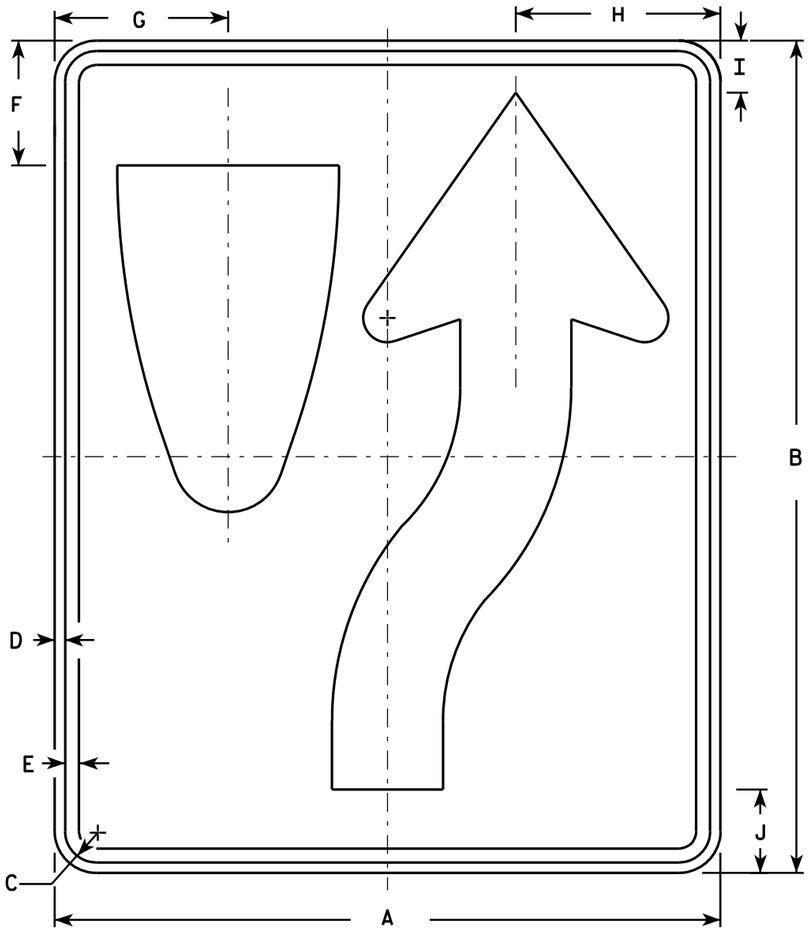
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 138 | E

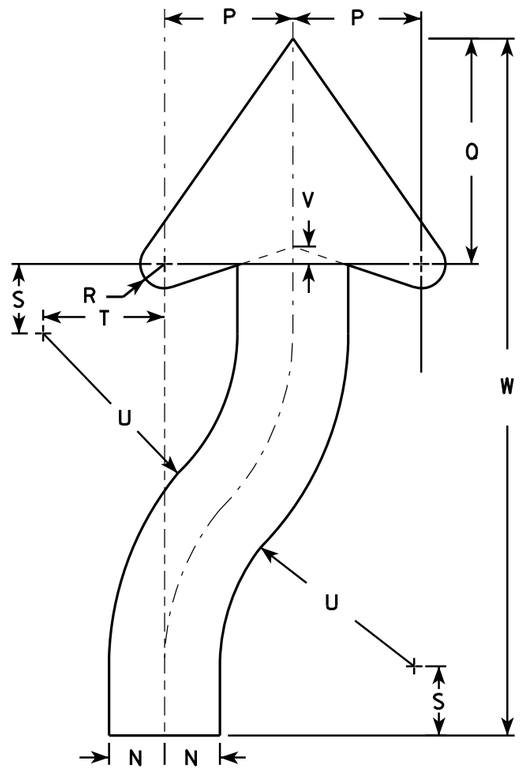




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

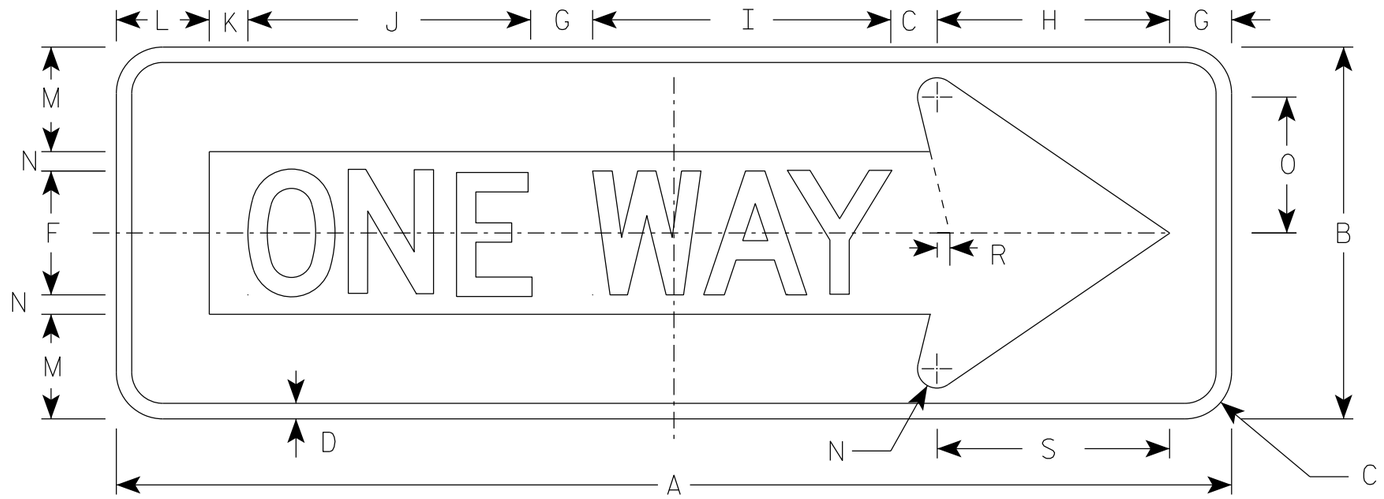
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

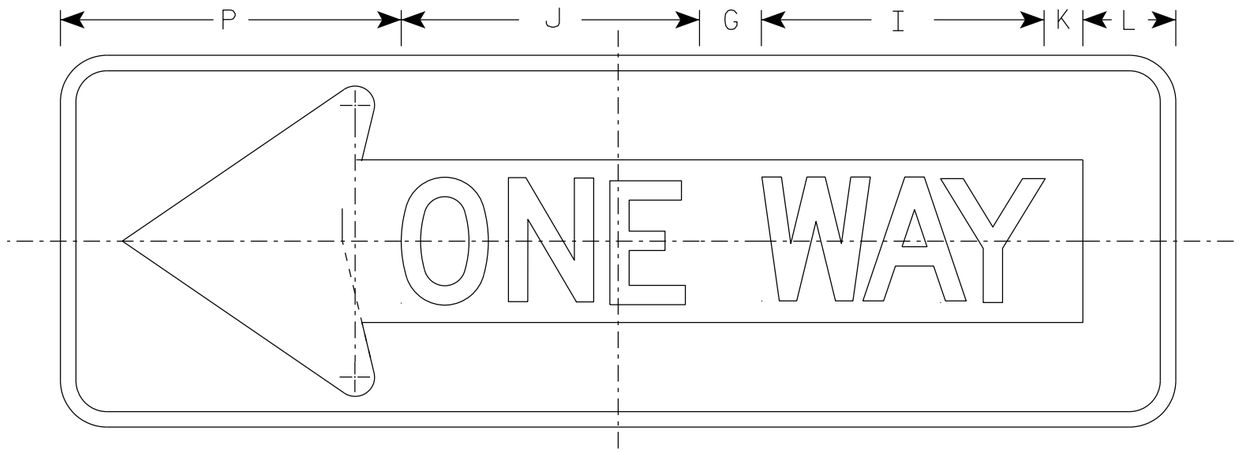
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 139	E



R6-1R

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - BLACK
   Message - BLACK LEGEND & WHITE ARROW & BORDER
3. Message Series - D



R6-1L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	12	1 1/2	1/2		4	2	7 1/2	9 5/8	9 1/8	1 1/4	3	3 3/8	5/8	4 3/8	11		3/8	7 1/2								3.0
2M	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
3	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
4	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
5																											

STANDARD SIGN
R6-1 L & R

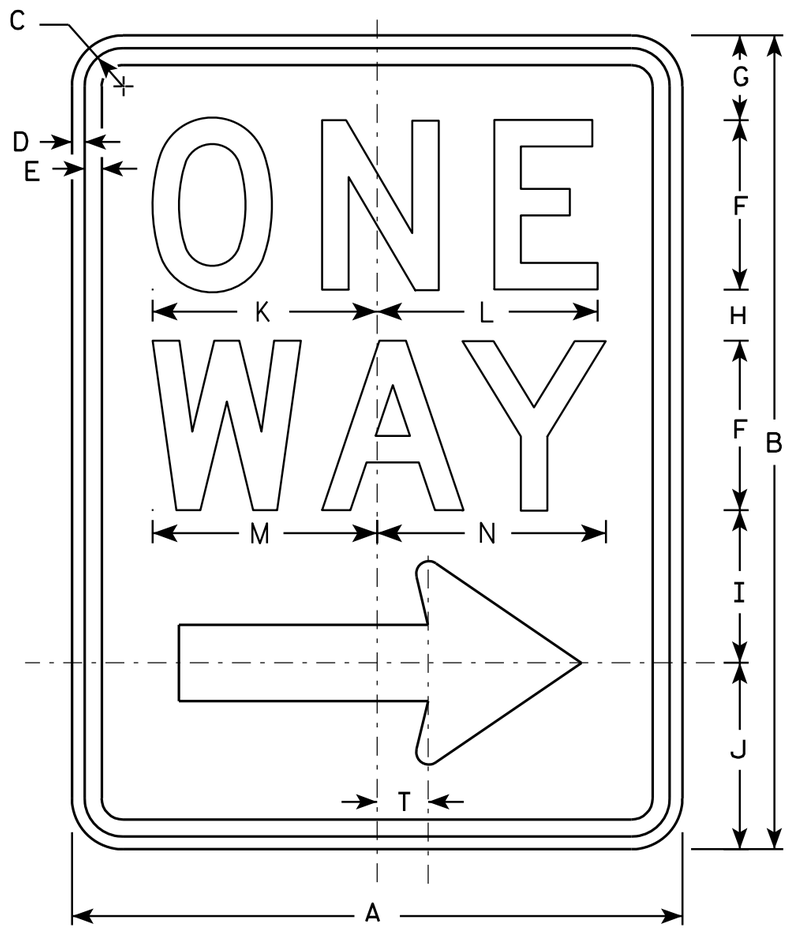
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 07/11/18 PLATE NO. R6-1.3

PROJECT NO:

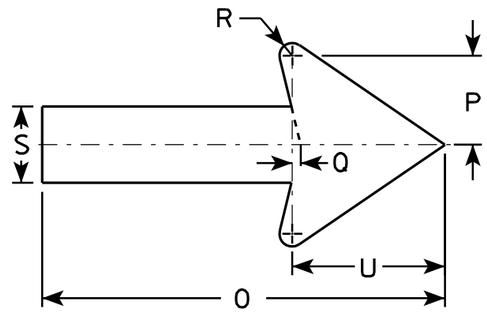
SHEET NO: 140 E



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

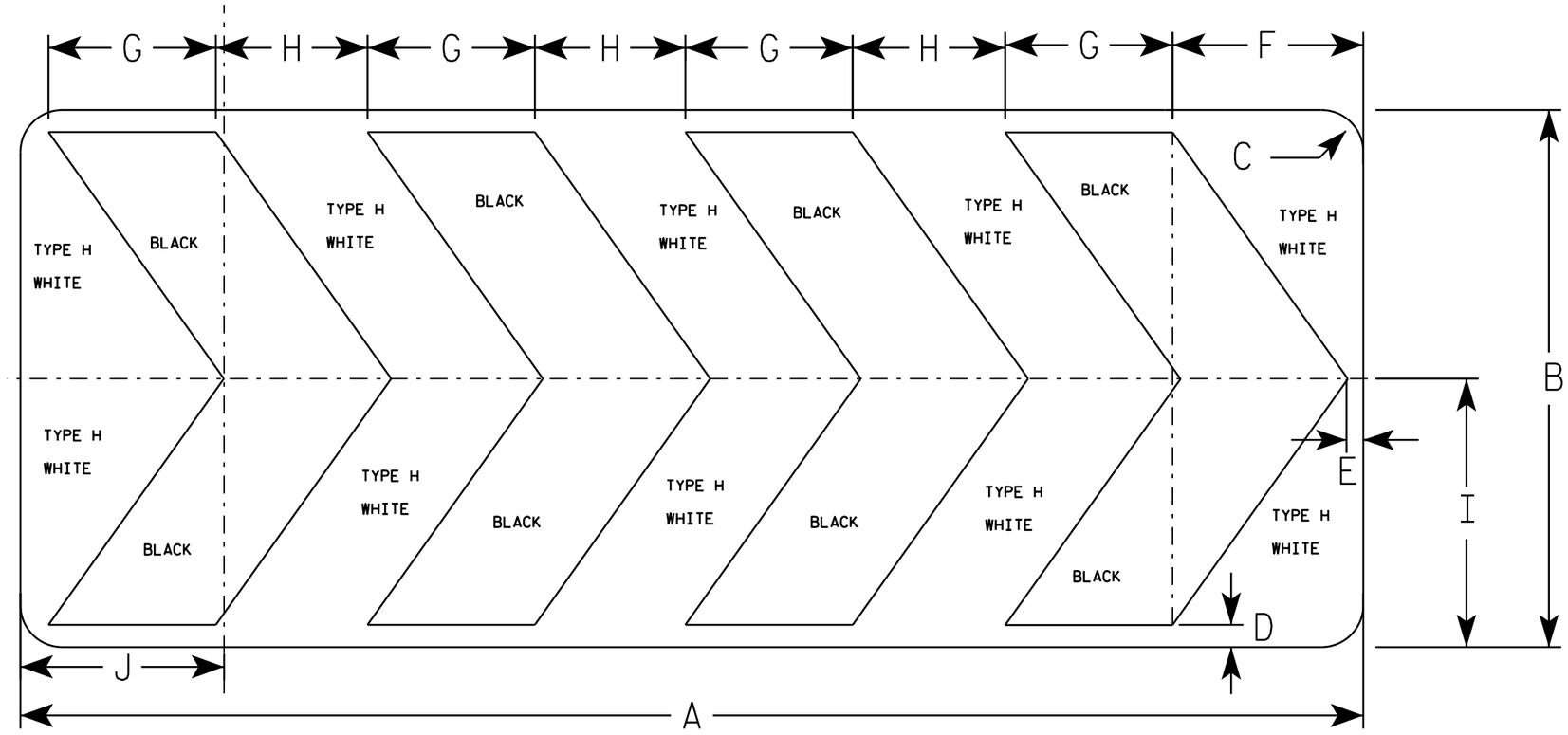
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 141	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - WHITE
   Message - BLACK
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-4B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
2M	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
3																											
4																											
5																											

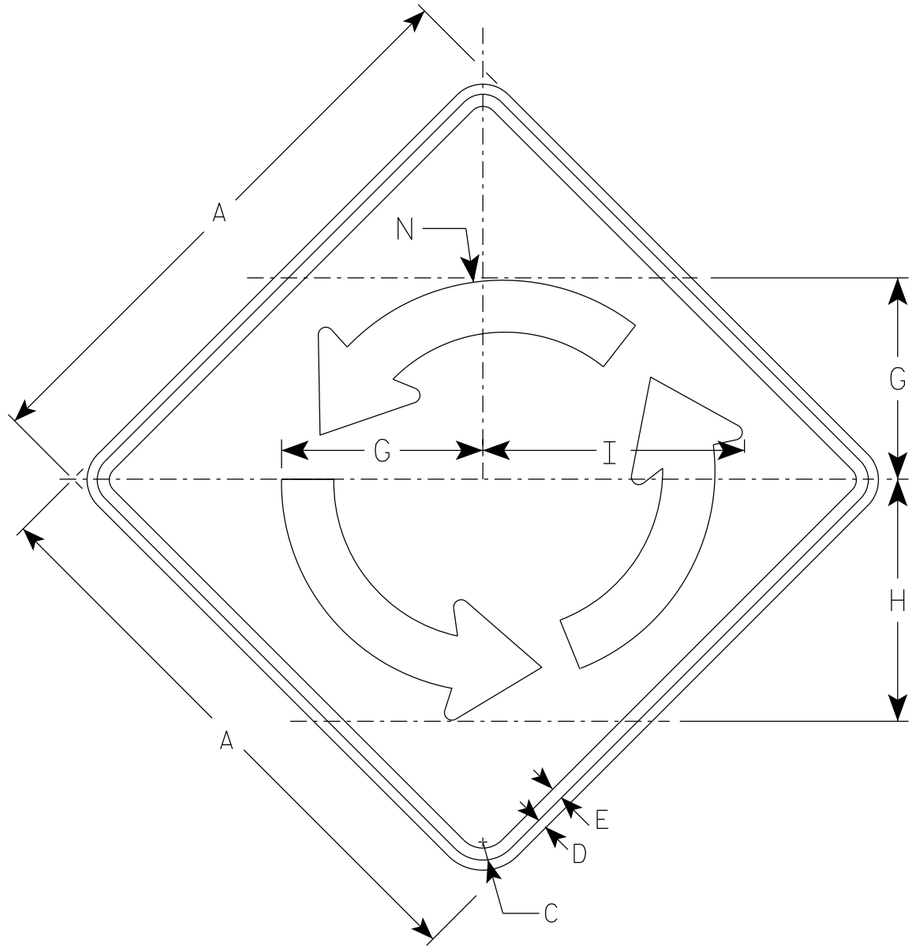
STANDARD SIGN
R6-4B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/14 PLATE NO. R6-4.3

PROJECT NO: | SHEET NO: E

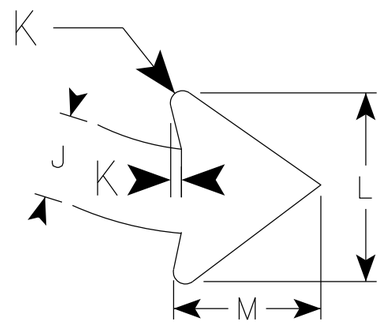


W2-6

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

Arrow Detail



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Area sq. ft.
1																									
2S	30		1 3/8	1/2	5/8		10 3/8	12 1/2	13 1/2	2 3/4	3/8	6	4 3/4	11 1/8											6.25
2M	30		1 3/8	1/2	5/8		10 3/8	12 1/2	13 1/2	2 3/4	3/8	6	4 3/4	11 1/8											6.25
3	36		1 5/8	5/8	3/4		12 1/2	15	16 1/4	3 1/4	1/2	7 3/8	5 3/4	13 3/8											9.00
4	48		2 1/4	3/4	1		16 5/8	20	16 1/4	4 3/8	5/8	9 3/4	7 5/8	17 7/8											16.0
5																									

STANDARD SIGN
W2-6

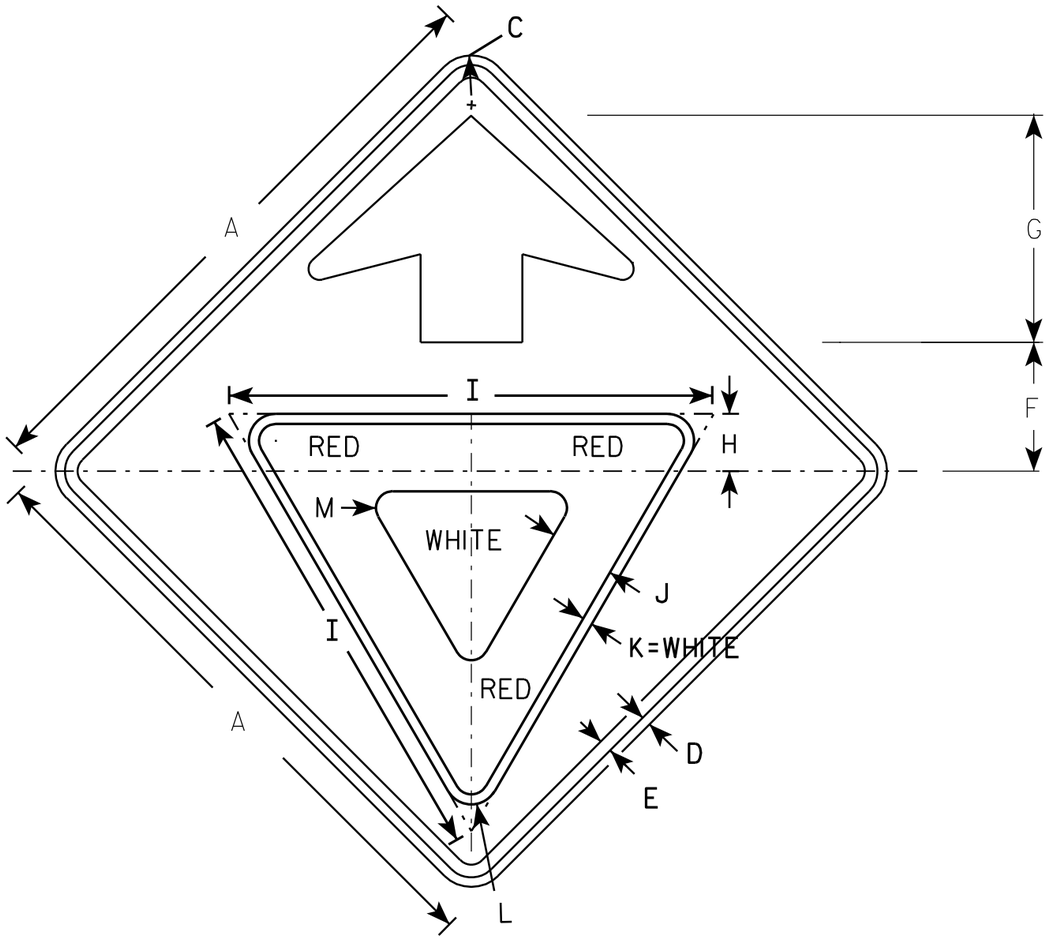
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/21 PLATE NO. W2-6.7

PROJECT NO:

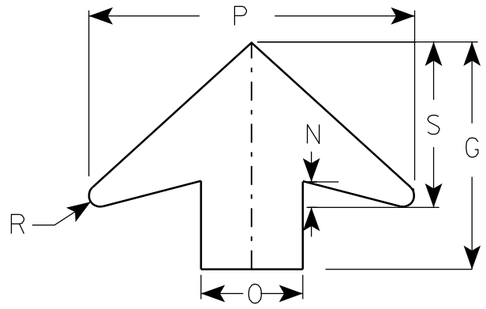
SHEET NO: 143 E



W3-2

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Yield Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	3	25	3 3/8	1/2	1 3/8	7/8	1 1/4	5	16		1/2	8								6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0

STANDARD SIGN
W3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

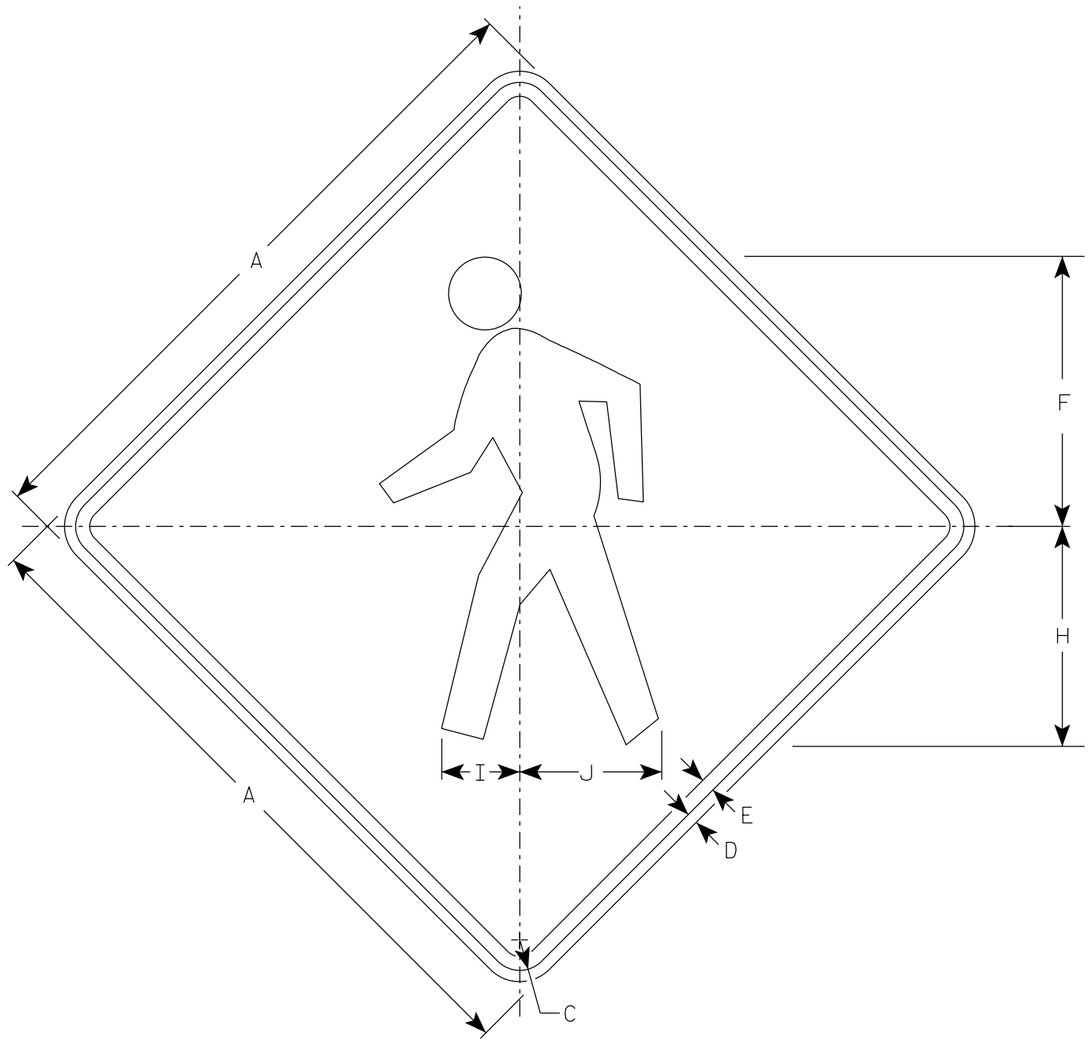
DATE 6/7/10 PLATE NO. W3-2..9

PROJECT NO:

SHEET NO: 144 E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black



W11-2

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 3/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

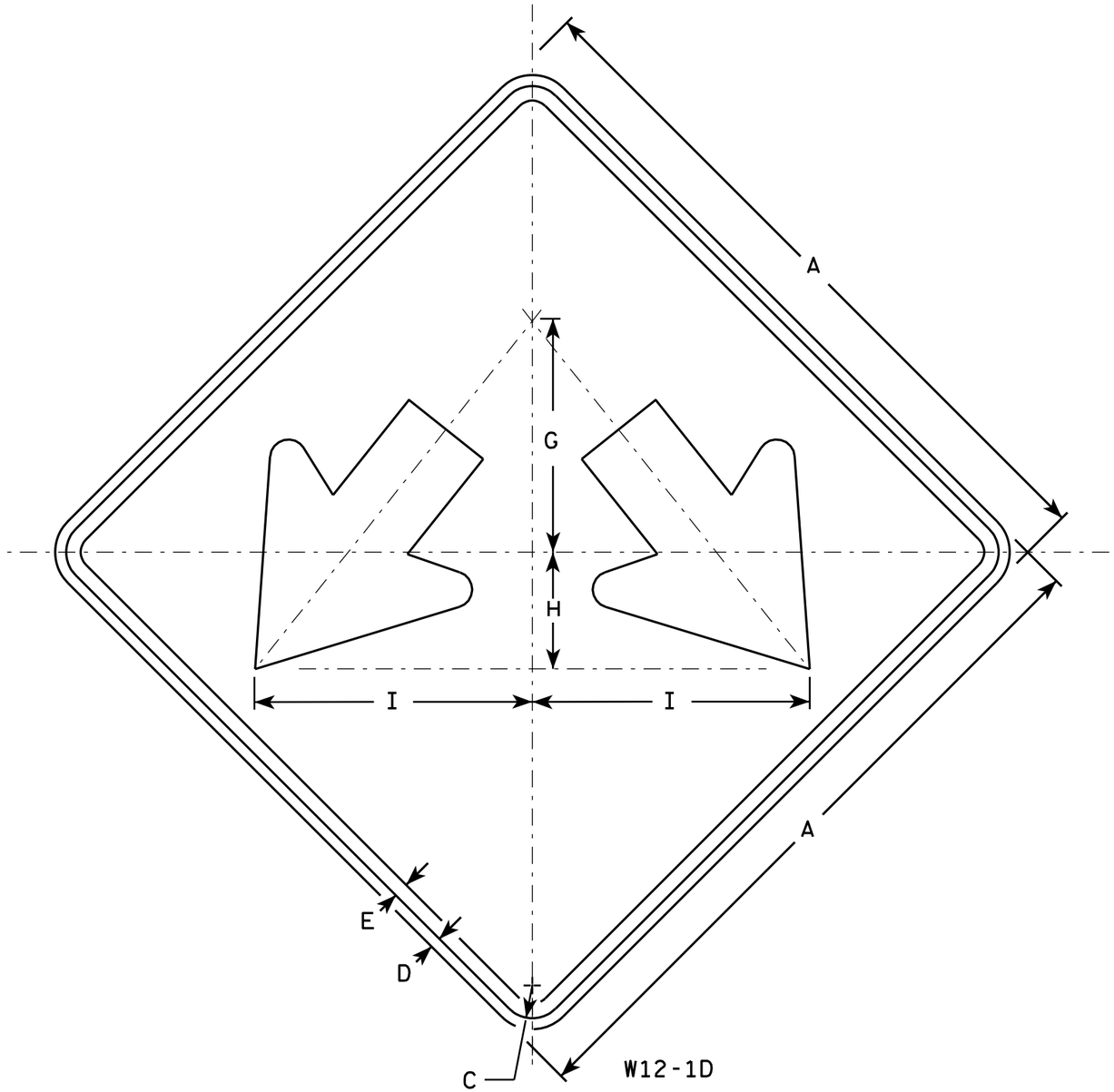
STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/8/2020 PLATE NO. W11-2.8

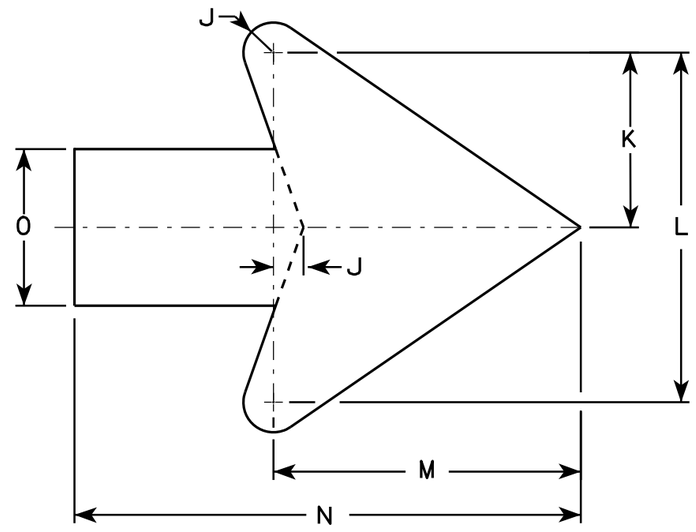
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 145	E



W12-1D

NOTES

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



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 3/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0

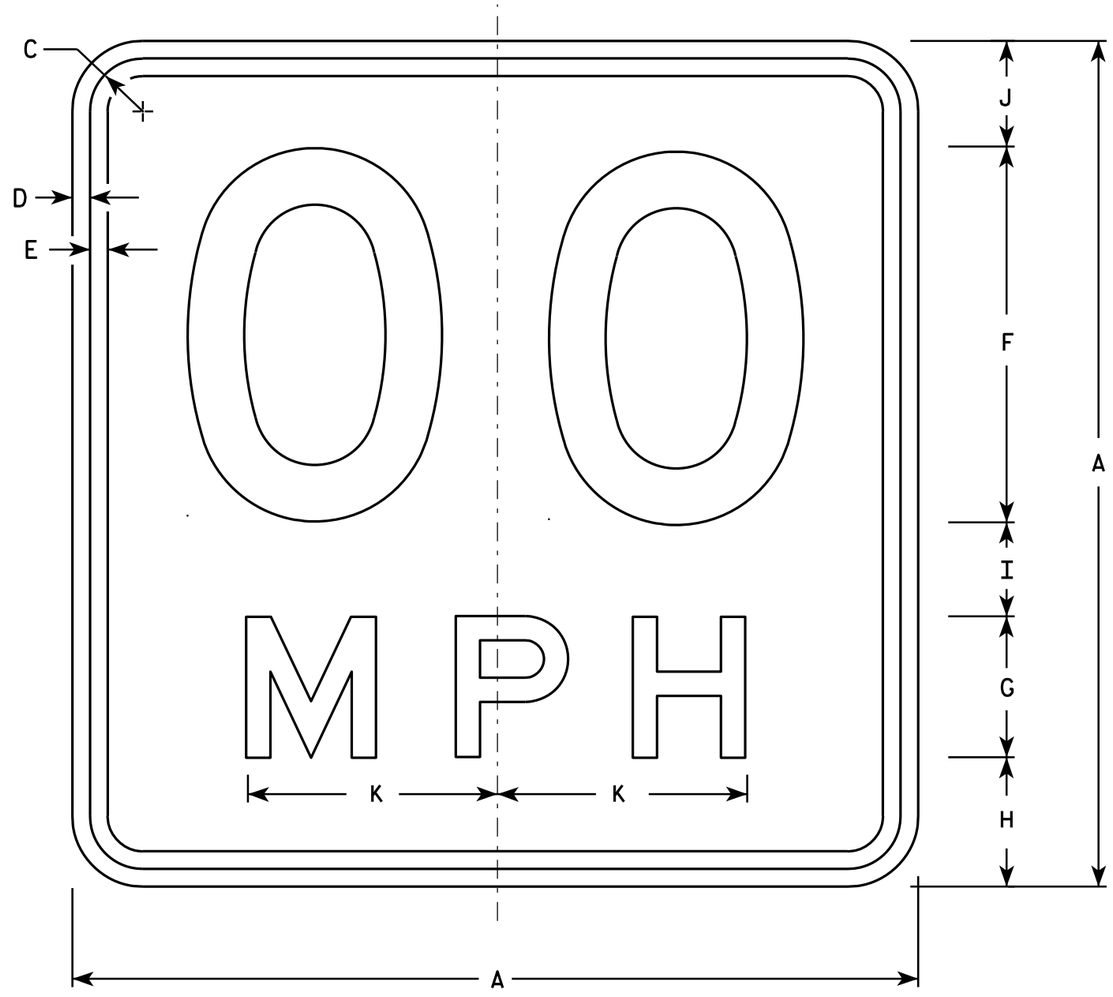
STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-1D.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 146 E



W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2S	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2M	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
	3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
	4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
	5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

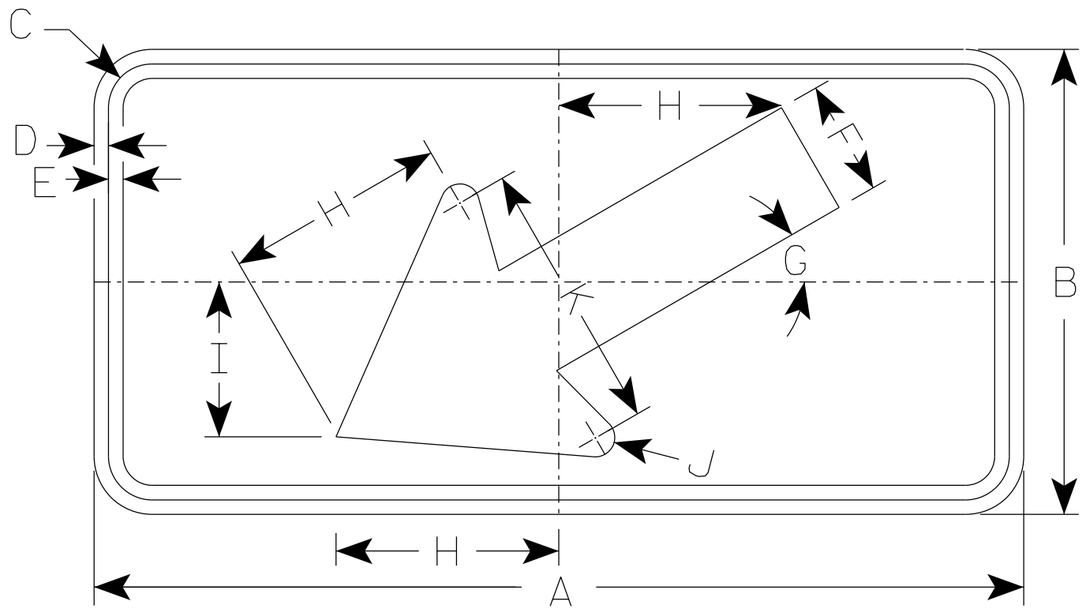
STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 147 | E



W16-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W16-7R is the same as W16-7L except the arrow is reversed along the vertical centerline.

* For 36" x 36" Warning Signs, use 30" x 18" W16-7L signs.
* For 48" x 48" Warning Signs, use 48" x 24" W16-7L signs.

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

STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/2021 PLATE NO. W16-7.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 148	E

DIVISION 1 - CTH JJ EB

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 8
301+33	30133.00	0.00	64.74	0.01	0	0	0	0	0
302+00	30200.00	67.00	67.67	0.00	164	0	164	0	164
302+25	30225.00	25.00	68.72	0.00	63	0	227	0	227
302+50	30250.00	25.00	71.10	0.07	65	0	292	0	292
303+00	30300.00	50.00	154.22	1.22	209	1	501	1	500
303+50	30350.00	50.00	146.97	1.85	279	3	780	5	775
304+00	30400.00	50.00	80.41	7.52	211	9	991	16	975
304+25	30425.00	25.00	81.79	16.77	75	11	1,066	30	1,036

DIVISION 1 - CTH JJ WB

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 8
402+25	40225.00	0.00	84.19	4.73	0	0	0	0	0
402+50	40250.00	25.00	88.82	14.78	80	9	80	11	69
402+75	40275.00	25.00	84.20	6.05	80	10	160	24	136

DIVISION 1 - CTH JJ EB

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 8
306+50	30650.00	0.00	20.40	23.71	0	0	0	0	0
307+00	30700.00	50.00	96.40	9.66	108	31	108	39	69
307+50	30750.00	50.00	145.97	33.81	224	40	332	89	243
307+92	30792.00	42.00	221.40	37.46	286	55	618	158	461
308+00	30800.00	8.00	213.65	33.47	64	11	682	171	511
308+50	30850.00	50.00	179.87	16.38	364	46	1,046	229	817
309+00	30900.00	50.00	162.33	12.72	317	27	1,363	263	1,101
309+15	30915.00	15.00	165.39	4.59	91	5	1,454	269	1,185
309+50	30950.00	35.00	163.08	4.12	213	6	1,667	276	1,391
310+00	31000.00	50.00	168.05	0.01	307	4	1,974	281	1,693
310+50	31050.00	50.00	70.98	0.00	221	0	2,195	281	1,914
310+69	31069.00	19.00	72.48	0.00	50	0	2,245	281	1,964

DIVISION 1 - CTH JJ WB

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 8
405+00	40500.00	0.00	111.00	21.83	0	0	0	0	0
405+50	40550.00	50.00	109.37	4.59	204	24	204	30	174

DIVISION 1 - PENDLETON NB

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 8
101+35	10135.00	0.00	148.82	1.64	0	0	0	0	0
101+50	10150.00	15.00	153.57	1.14	84	1	84	1	83
102+00	10200.00	50.00	159.25	6.54	290	7	374	10	364
102+50	10250.00	50.00	107.05	33.07	247	37	621	56	565
102+75	10275.00	25.00	40.46	48.63	68	38	689	104	585

DIVISION 1 - PENDLETON SB

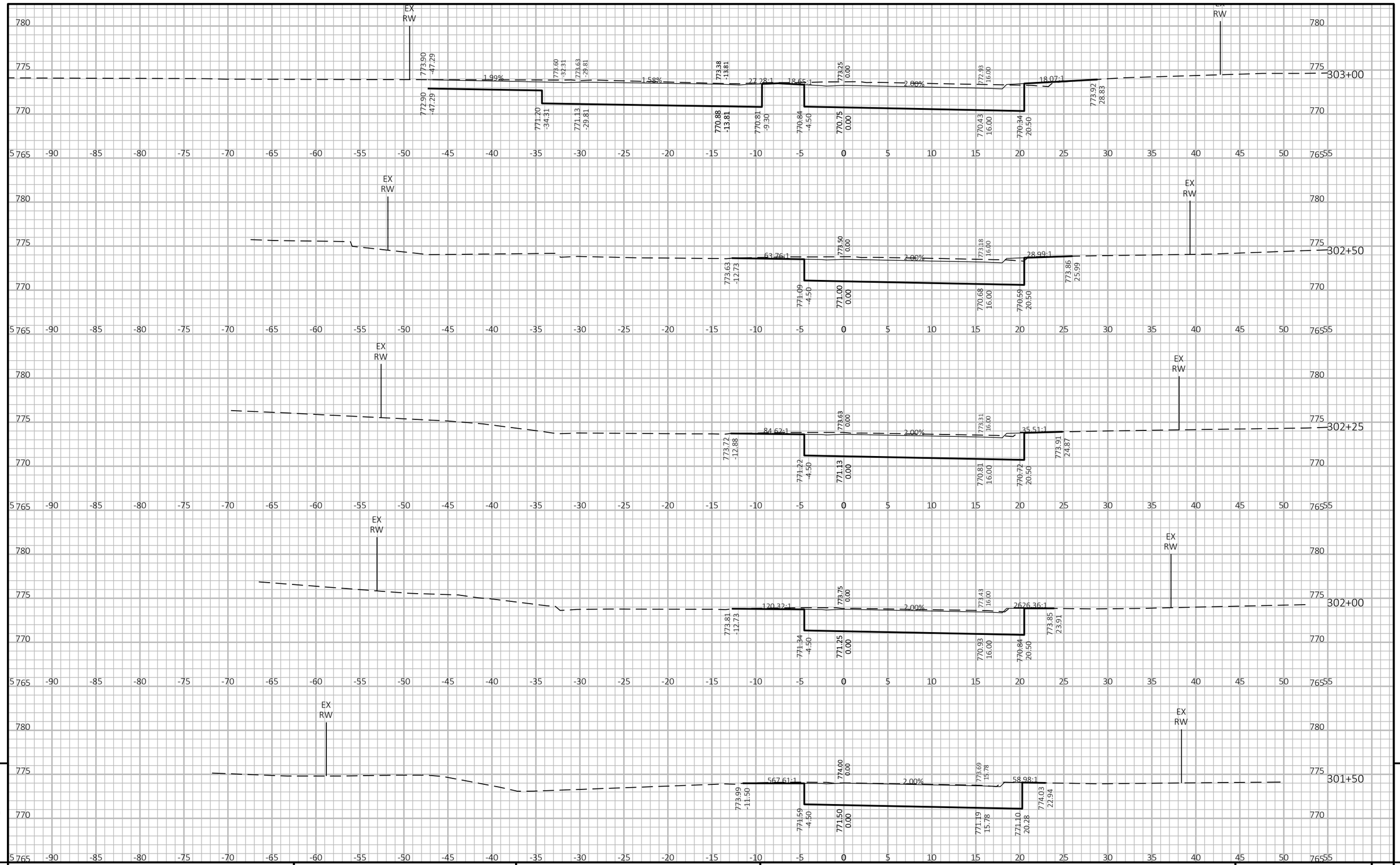
STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 8
202+50	20250.00	0.00	63.58	1.76	0	0	0	0	0
202+75	20275.00	25.00	64.59	9.10	59	5	59	6	53

DIVISION 1 - CTH CB SB

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 8
205+00	20500.00	0.00	57.27	30.99	0	0	0	0	0
205+50	20550.00	50.00	69.63	3.68	118	32	118	40	78
206+00	20600.00	50.00	74.82	4.97	134	8	252	50	202
206+50	20650.00	50.00	82.52	0.06	146	5	398	56	342
206+69.998	20670.00	20.00	107.19	0.00	70	0	468	56	412
207+00	20700.00	30.00	84.91	0.07	107	0	575	56	519
207+50	20750.00	50.00	99.37	0.00	171	0	746	56	690
207+60	20760.00	10.00	97.38	0.00	36	0	782	56	726
208+00	20800.00	40.00	77.92	0.31	130	0	912	56	856
208+45	20845.00	45.00	78.52	0.00	147	0	1,059	56	837
208+46	20846.00	1.00	45.00	0.00	3	0	1,062	56	729
208+93	20893.00	47.00	45.00	0.00	107	0	1,169	56	963

DIVISION 1 - CTH CB NB

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 8
105+00	10500.00	0.00	116.66	16.67	0	0	0	0	0
105+50	10550.00	50.00	72.78	3.73	175	19	175	24	151
106+05	10605.00	55.00	65.53	3.33	141	7	316	33	284



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9

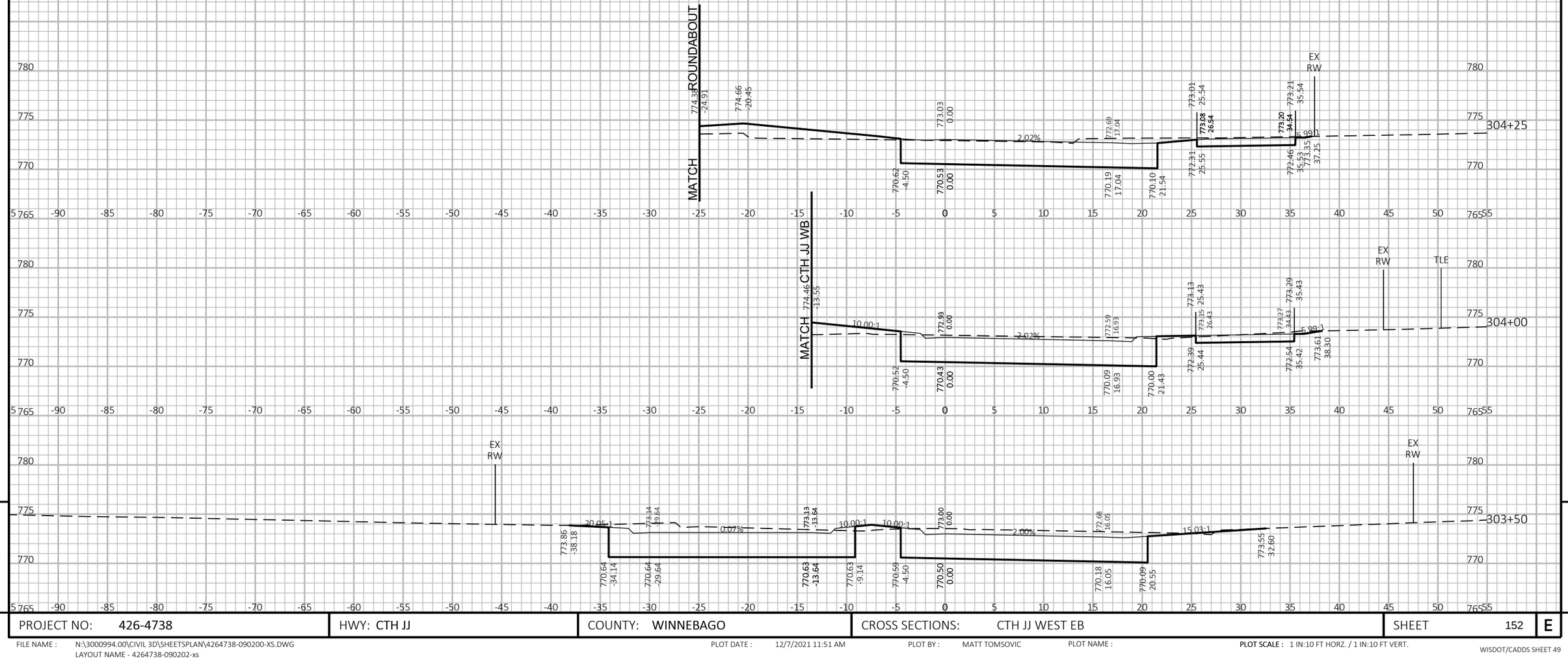
PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	CROSS SECTIONS: CTH JJ WEST EB	SHEET 151	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-090200-XS.DWG
LAYOUT NAME - 4264738-090201-xs

PLOT DATE : 12/7/2021 11:51 AM PLOT BY : MATT TOMSOVIC PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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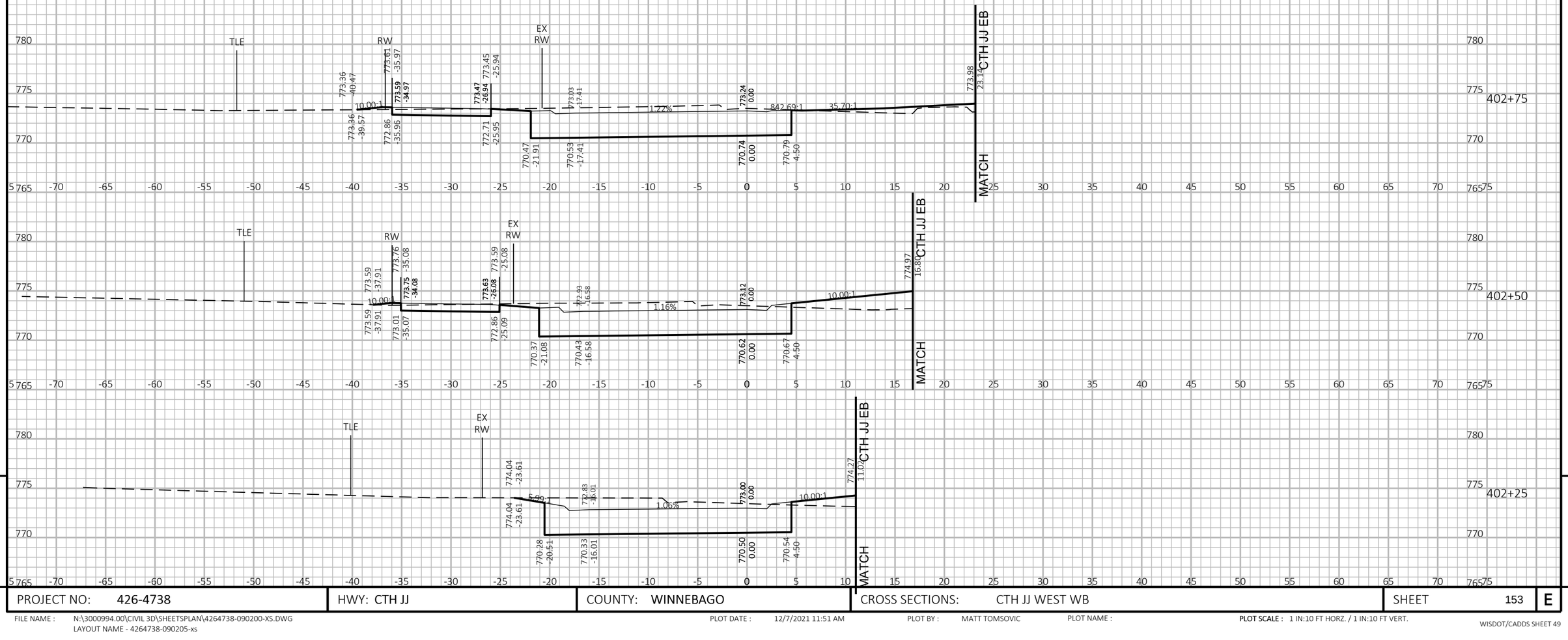
PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	CROSS SECTIONS: CTH JJ WEST EB	SHEET 152	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-090200-XS.DWG
LAYOUT NAME - 4264738-090202-xs

PLOT DATE : 12/7/2021 11:51 AM PLOT BY : MATT TOMSOVIC PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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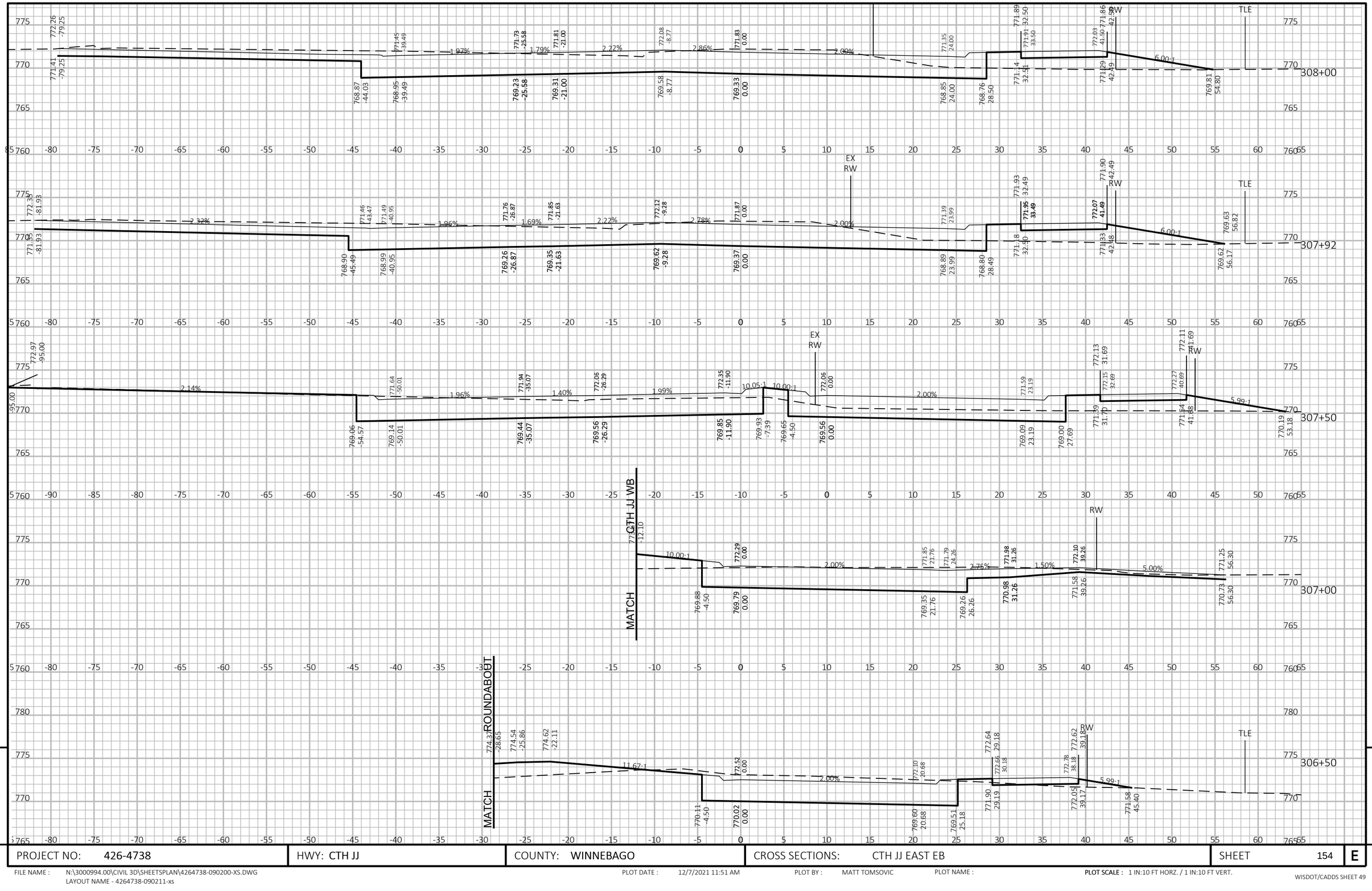
PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	CROSS SECTIONS: CTH JJ WEST WB	SHEET 153	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-090200-XS.DWG
LAYOUT NAME - 4264738-090205-xs

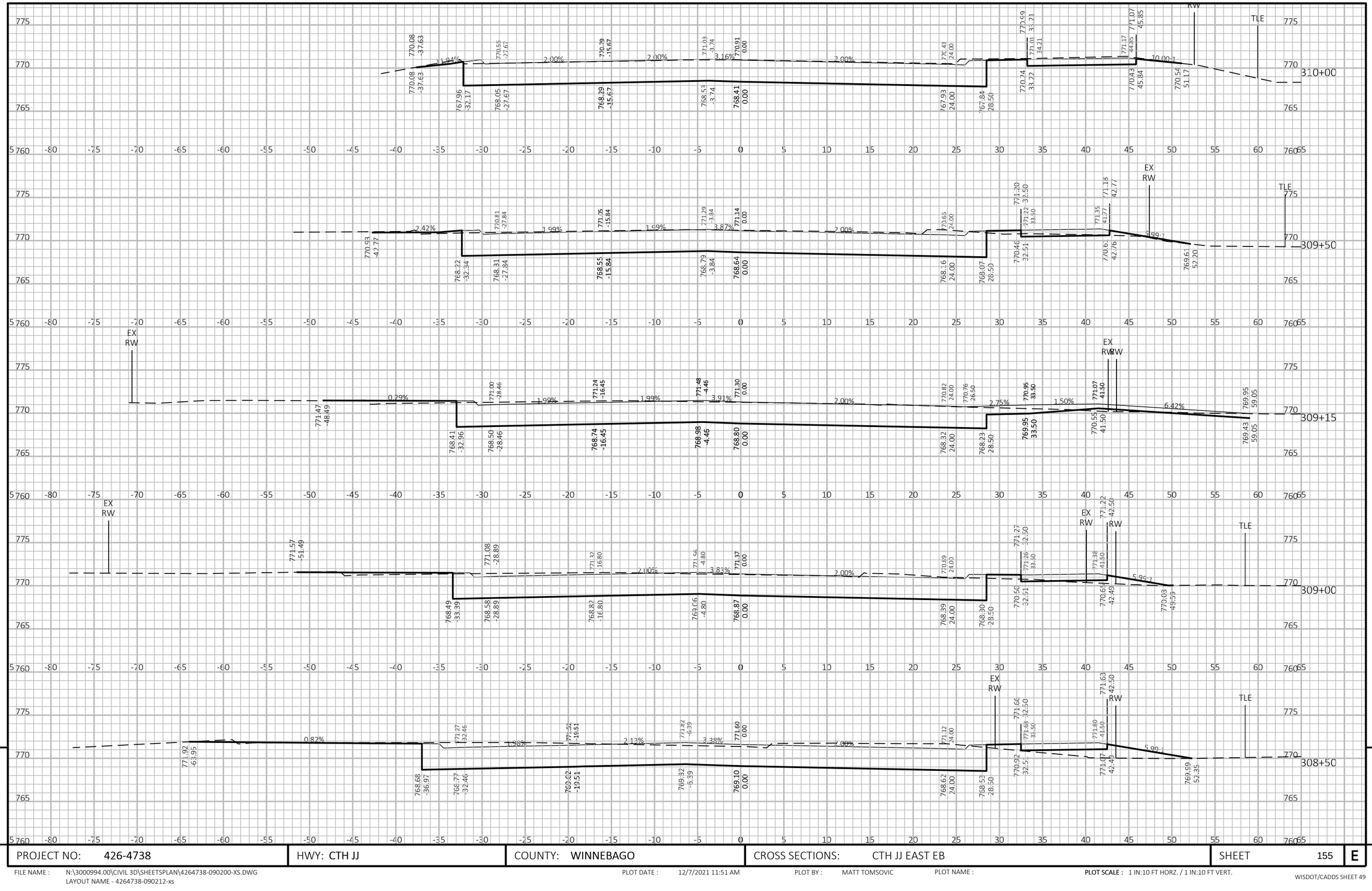
PLOT DATE : 12/7/2021 11:51 AM PLOT BY : MATT TOMSOVIC PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	CROSS SECTIONS: CTH JJ EAST EB	SHEET 154	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-090200-XS.DWG
LAYOUT NAME - 4264738-090211-xs

PLOT DATE : 12/7/2021 11:51 AM PLOT BY : MATT TOMSOVIC PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	CROSS SECTIONS: CTH JJ EAST EB	SHEET 155	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-090200-XS.DWG
LAYOUT NAME - 4264738-090212-xs

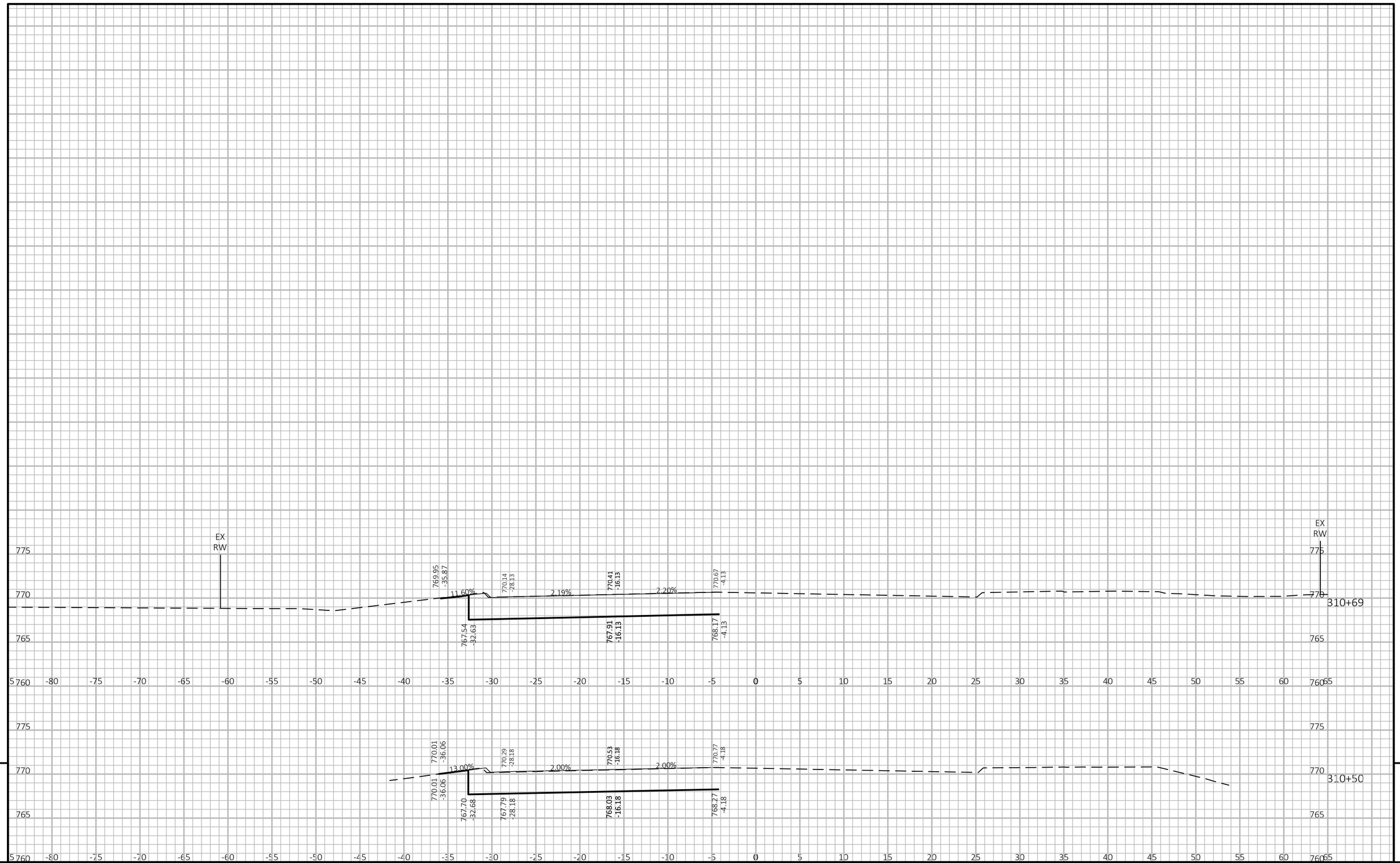
PLOT DATE : 12/7/2021 11:51 AM

PLOT BY : MATT TOMSOVIC

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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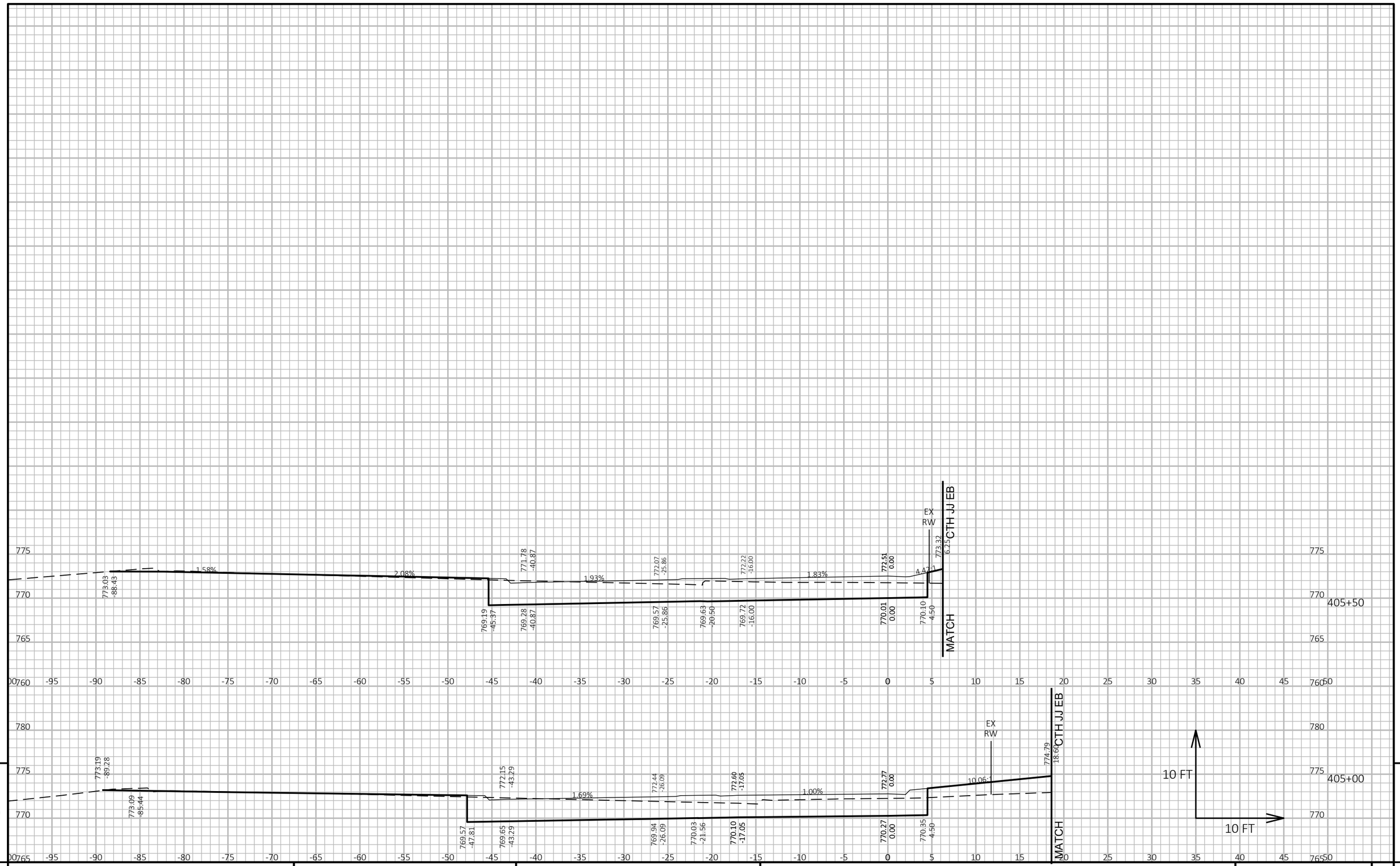
PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	CROSS SECTIONS: CTH JJ EAST EB	SHEET 156	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-090200-XS.DWG
LAYOUT NAME - 4264738-090213-xs

PLOT DATE : 12/7/2021 11:51 AM PLOT BY : MATT TOMSOVIC PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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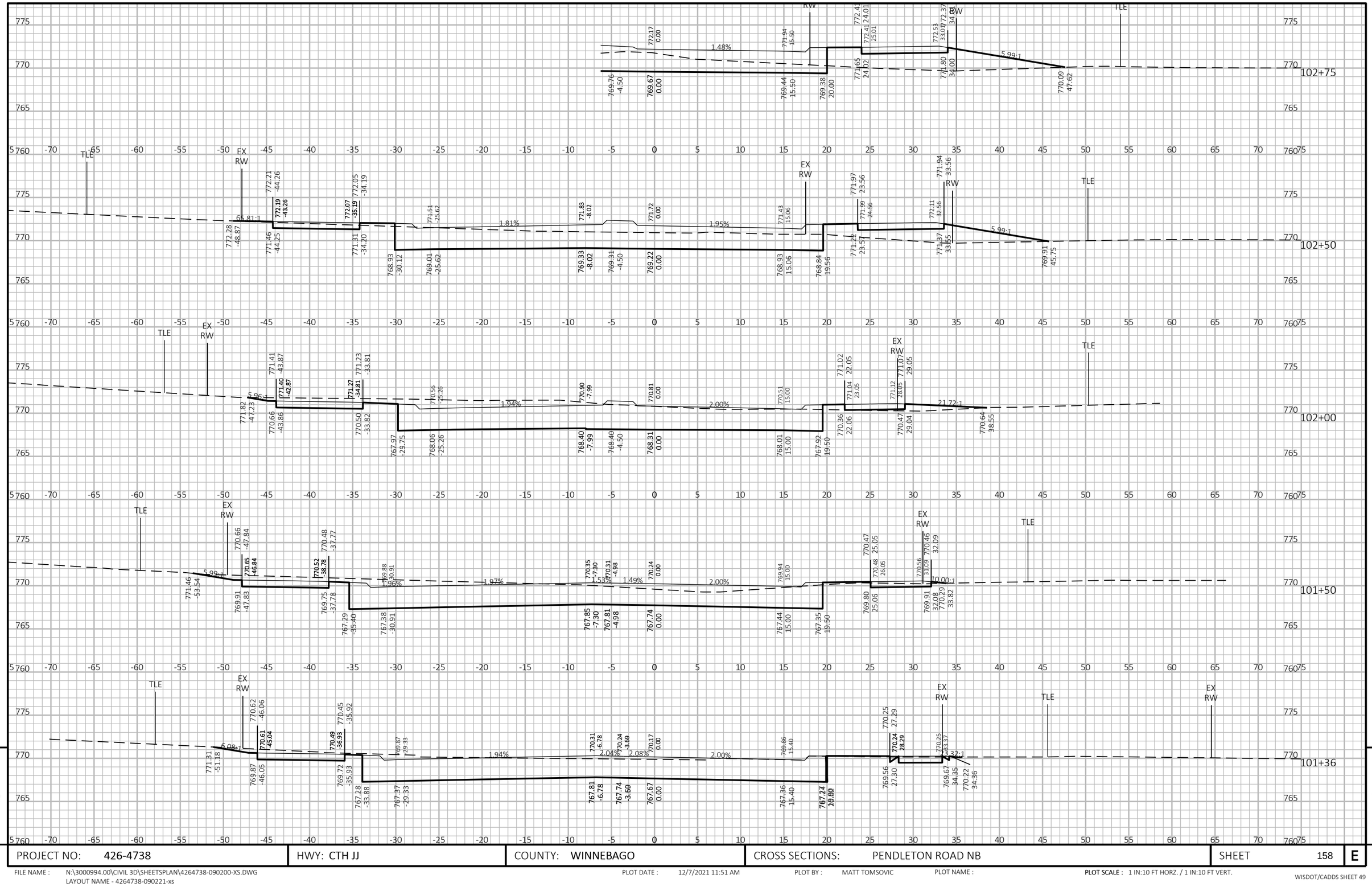
PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	CROSS SECTIONS: CTH JJ EAST WB	SHEET 157	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-090200-XS.DWG
LAYOUT NAME - 4264738-090215-xs

PLOT DATE : 12/7/2021 11:51 AM PLOT BY : MATT TOMSOVIC PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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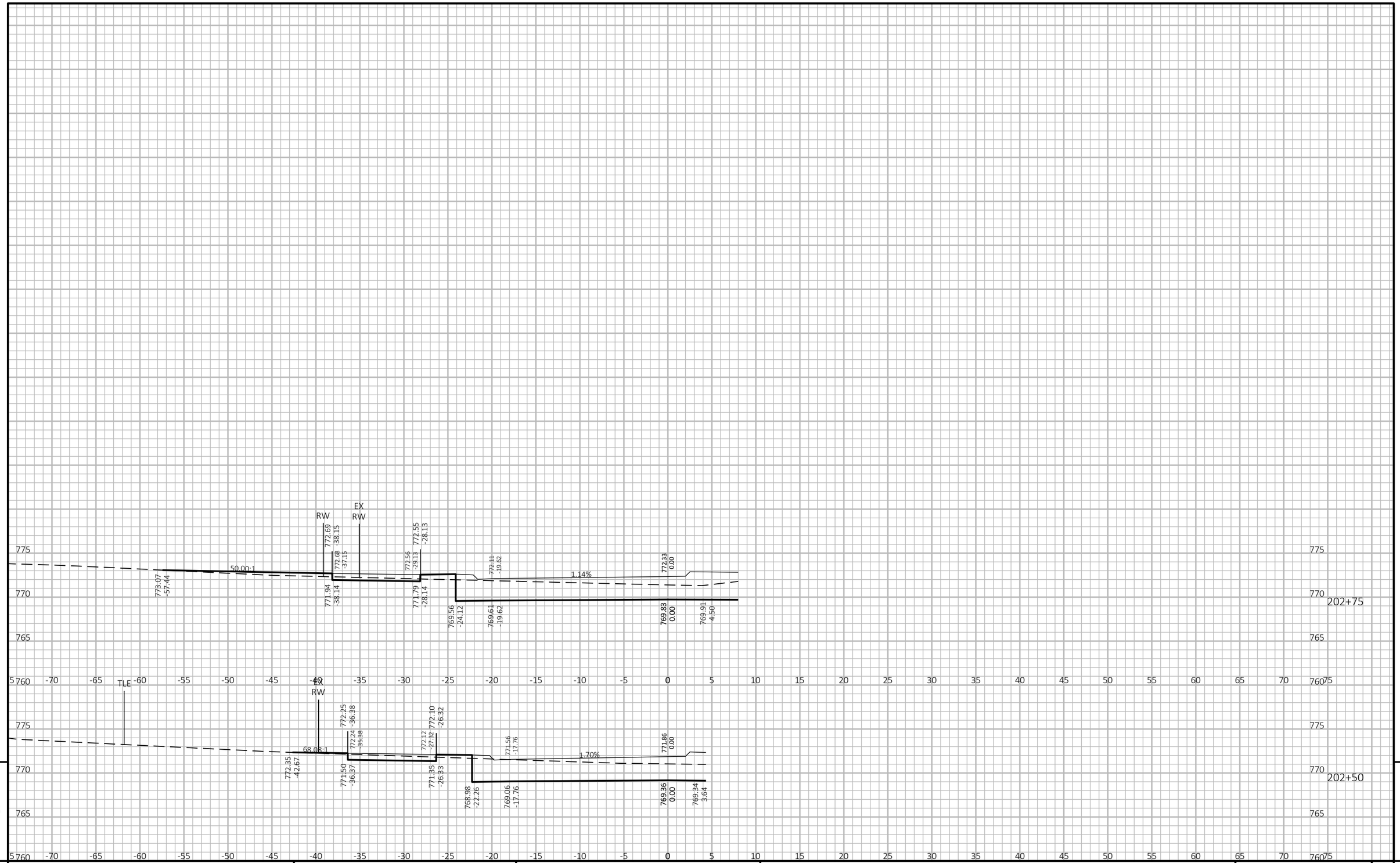
PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	CROSS SECTIONS: PENDLETON ROAD NB	SHEET 158	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-090200-XS.DWG
LAYOUT NAME - 4264738-090221-xs

PLOT DATE : 12/7/2021 11:51 AM PLOT BY : MATT TOMSOVIC PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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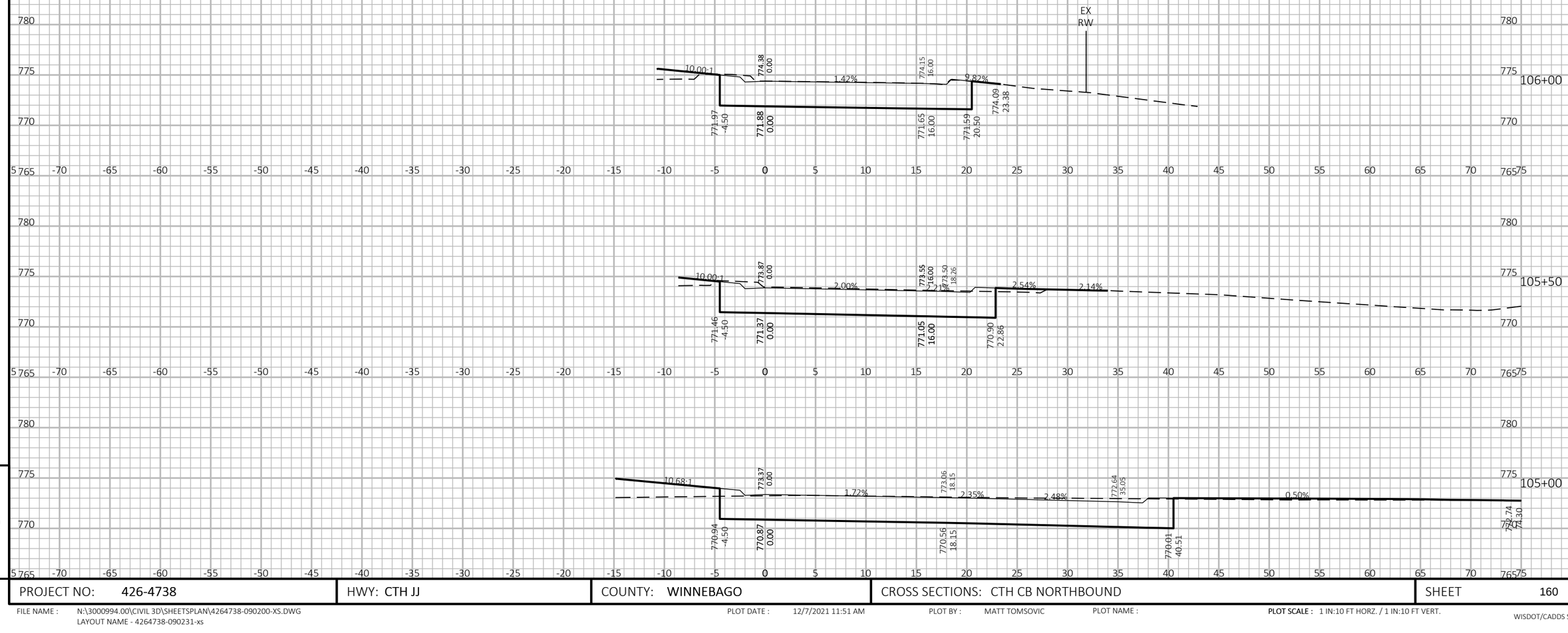
PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	CROSS SECTIONS: PENDLETON ROAD SB	SHEET 159	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-090200-XS.DWG
LAYOUT NAME - 4264738-090225-xs

PLOT DATE : 12/7/2021 11:51 AM PLOT BY : MATT TOMSOVIC PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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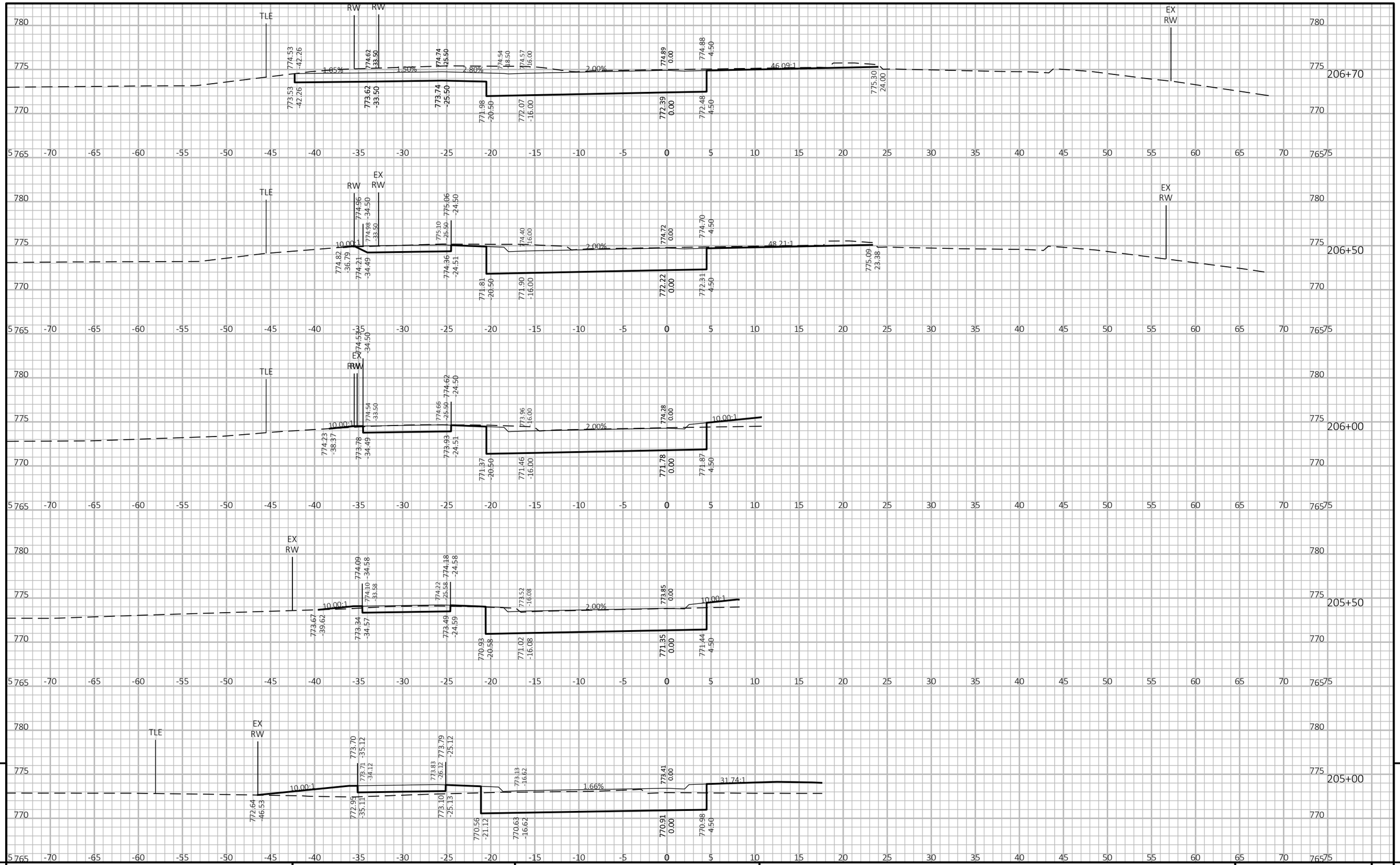
9

PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	CROSS SECTIONS: CTH CB NORTHBOUND	SHEET 160	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-090200-XS.DWG
LAYOUT NAME - 4264738-090231-xs

PLOT DATE : 12/7/2021 11:51 AM PLOT BY : MATT TOMSOVIC PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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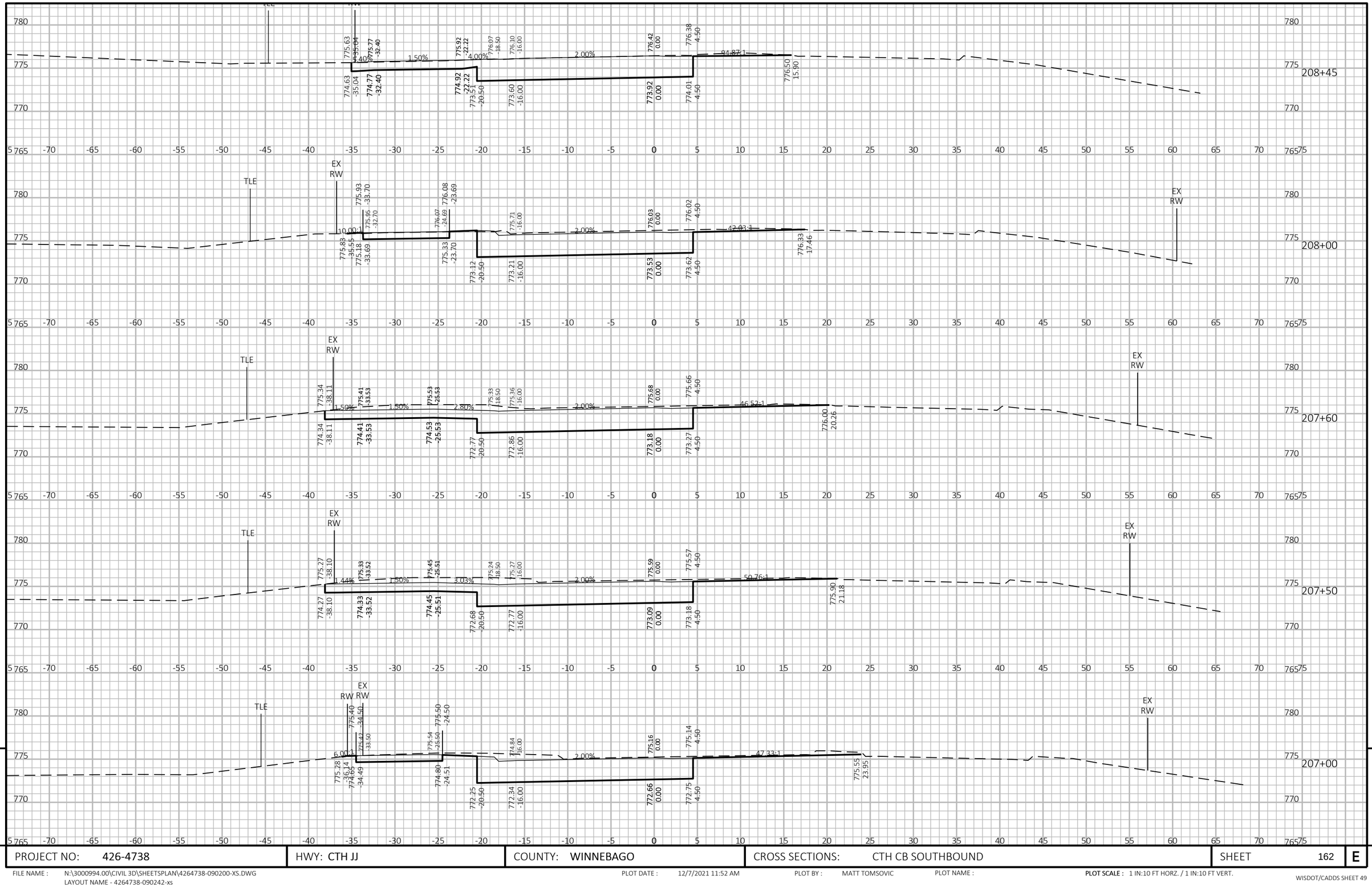
PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	CROSS SECTIONS: CTH CB SOUTHBOUND	SHEET 161	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-090200-XS.DWG
LAYOUT NAME - 4264738-090241-xs

PLOT DATE : 12/7/2021 11:52 AM PLOT BY : MATT TOMSOVIC PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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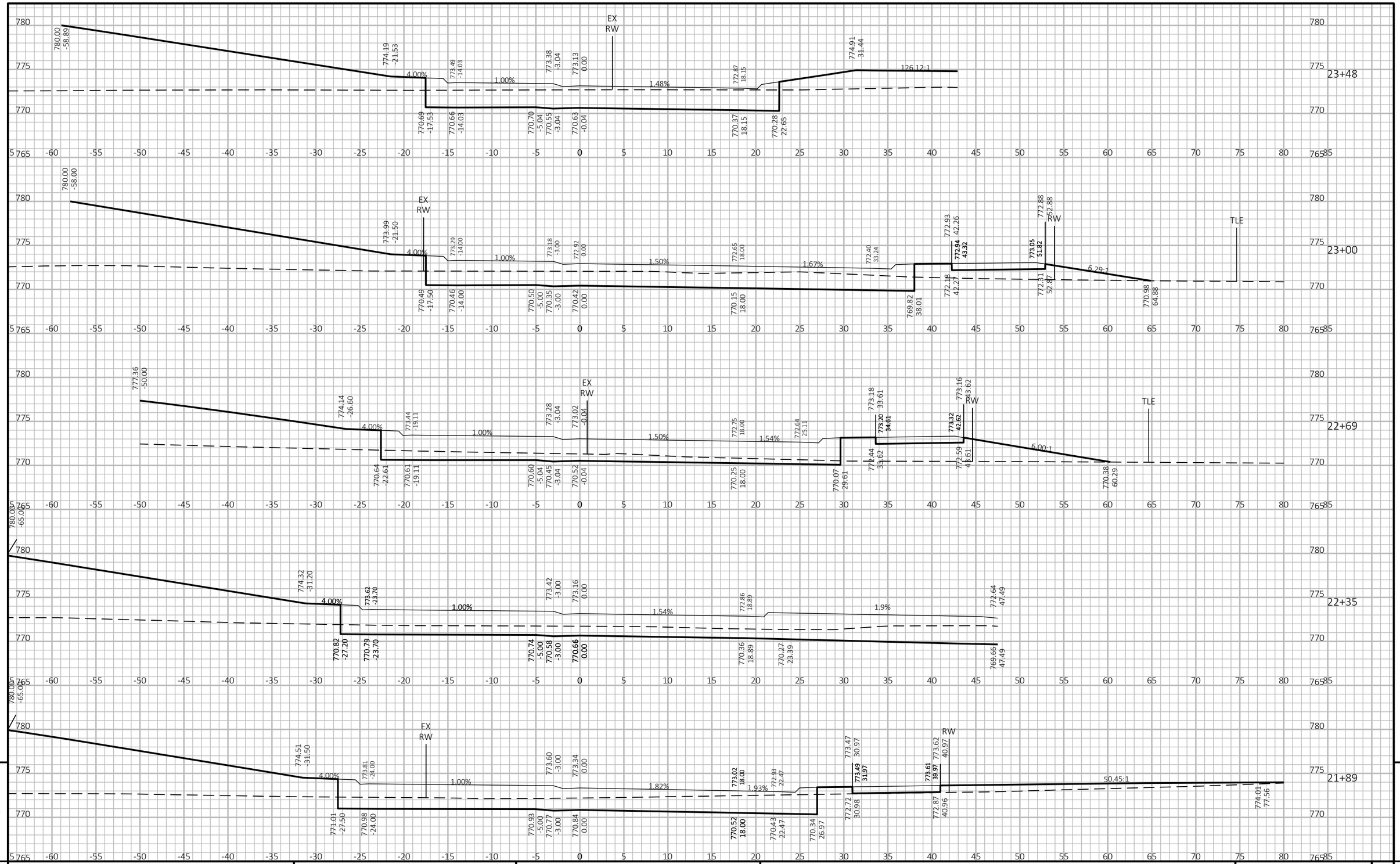
PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	CROSS SECTIONS: CTH CB SOUTHBOUND	SHEET 162	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-090200-XS.DWG
LAYOUT NAME - 4264738-090242-xs

PLOT DATE : 12/7/2021 11:52 AM PLOT BY : MATT TOMSOVIC PLOT NAME :

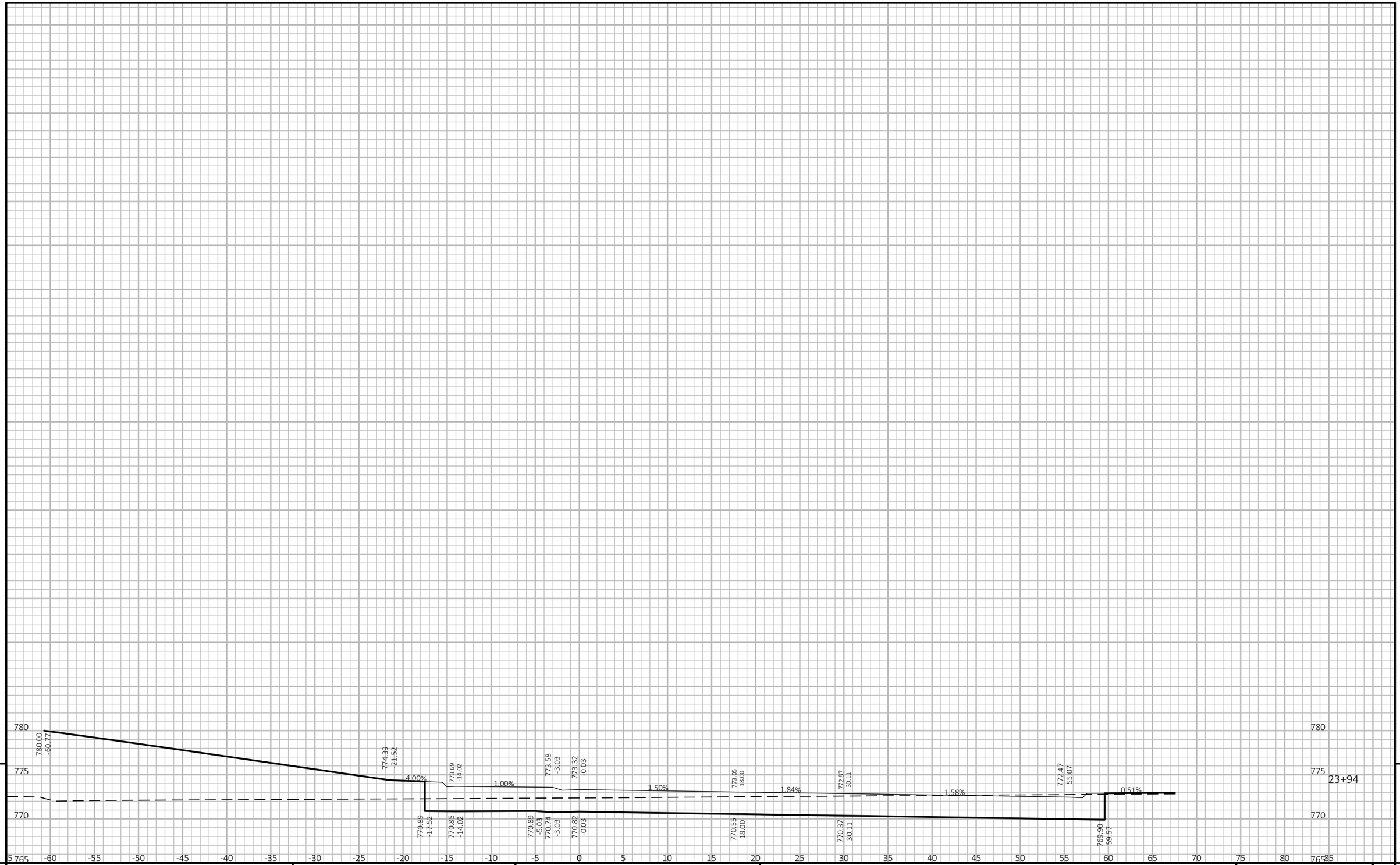
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	CROSS SECTIONS: ROUNDABOUT	SHEET 163	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-090200-XS.DWG
LAYOUT NAME - 4264738-090252-xs

PLOT DATE : 12/7/2021 11:52 AM PLOT BY : MATT TOMSOVIC PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 426-4738	HWY: CTH JJ	COUNTY: WINNEBAGO	CROSS SECTIONS: ROUNDABOUT	SHEET 164	E

FILE NAME : N:\3000994.00\CIVIL 3D\SHEETSPLAN\4264738-090200-XS.DWG
LAYOUT NAME - 4264738-090253-xs

PLOT DATE : 12/7/2021 11:52 AM PLOT BY : MATT TOMSOVIC PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.