STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
4120-5-71	HES 1000(1)	1

INDEX OF SHEETS

TOTAL SHEETS = 17

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

SOUTH COUNTY LINE - OSHKOSH

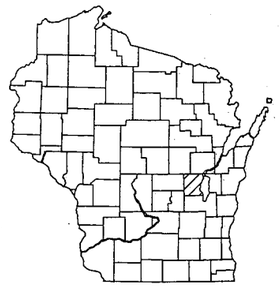
(0.25 MILES NORTH OF C.T.H. "Z")

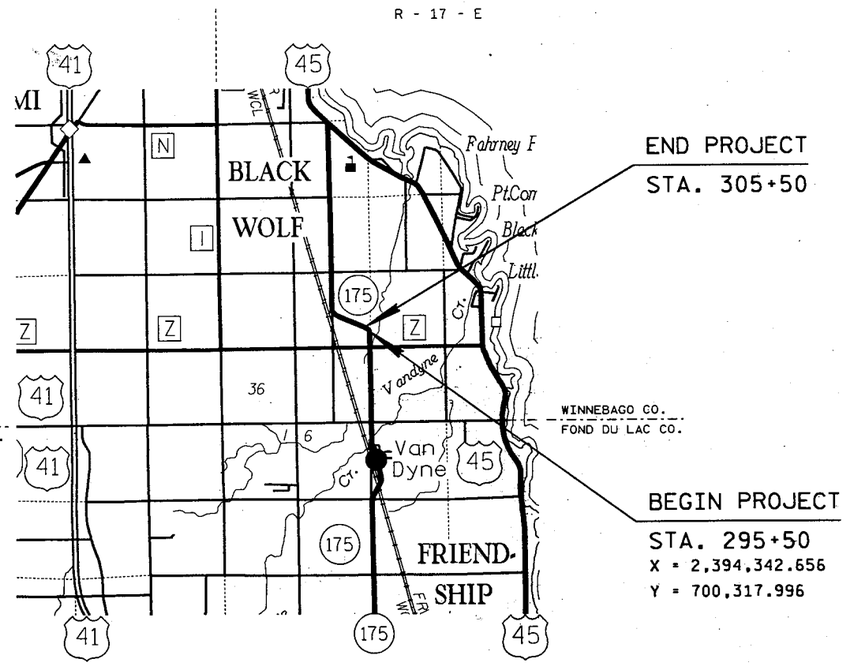
~~S.T.H. 175~~ OLD CTH "R"

WINNEBAGO COUNTY

STATE PROJECT NUMBER

4120-5-71





DESIGN DESIGNATION

A.D.T.	1993	=	2,300
A.D.T.	2013	=	3,650
D.H.V.		=	507
D.		=	60-40
T.		=	7.7%
V.		=	60 M.P.H.
ESALS		=	N/A

CONVENTIONAL SIGNS

COUNTY LINE		COMBUSTIBLE FLUIDS (UNDER PRESSURE)	
CORPORATE LIMITS		UNDERGROUND UTILITIES	
PROPERTY LINE		GAS	G
LOT LINE		ELECTRIC	E
LIMITED EASEMENT		TELEPHONE	T
EXISTING RIGHT OF WAY		SERVICE PEDESTAL	⊠
NEW RIGHT OF WAY		CABLE MARKER	P
REFERENCE LINE		POWER POLE	
SLOPE INTERCEPT		TELEPHONE POLE	⌀
ORIGINAL GROUND		RAILROADS	
MARSH OR ROCK PROFILE		MARSH	
CULVERT IN PLACE		WOODED AREA	
CULVERT REQUIRED			
CULVERT REQUIRED (Profile)			

LAYOUT

SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.189 MI.

ALL COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COORDINATE SYSTEM SOUTH ZONE.

SURVEY BOOK NO. 1464

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyer	DISTRICT 3
Designer	M. W. DOBSON
District Examiner	D. LAID
District Supervisor	J. C. LAMERS
C.O. Coordinator	D.L. Lefford
C.O. Examiner	R. Calkins

APPROVED FOR DISTRICT OFFICE

DATE: 1-12-93 Marc W. Dobson P.E. (Signature)

AUTHORIZED FOR CENTRAL OFFICE DESIGN

DATE: 3/31/93 Harold E. Amundson (Signature)

WINNEBAGO

PLOT SCALE: 5280

PLOT NAME: 100

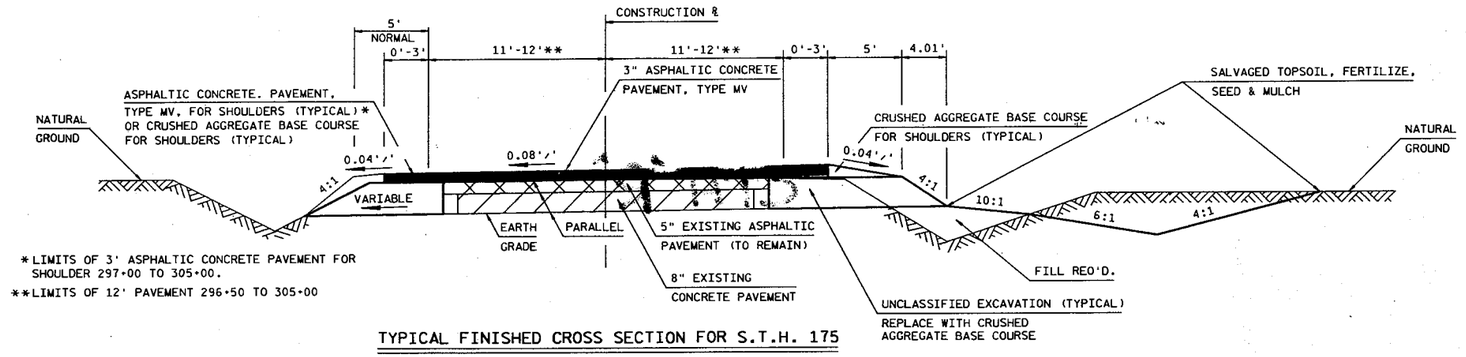
4120-5-71

FILE NAME: D3_412005100.DGN

WISDOT/CADDS SHEET 10

STATE PROJECT NUMBER	SHEET NO.
4120-5-71	2.0

TYPICAL CROSS SECTIONS
FOR
S.T.H. 175 WINNEBAGO CO.



* LIMITS OF 3' ASPHALTIC CONCRETE PAVEMENT FOR SHOULDER 297+00 TO 305+00.

** LIMITS OF 12' PAVEMENT 296+50 TO 305+00

TYPICAL FINISHED CROSS SECTION FOR S.T.H. 175

295+50 TO 305+50

GENERAL NOTES

ALL COORDINATES SHOWN ON THIS PLAN ARE GRID COORDINATES REFERENCED TO THE WISCONSIN COORDINATE SYSTEM, SOUTH ZONE.

CURVE DATA SHOWN ON THE PLAN IS "ARC DEFINITION".

ALL DISTANCES AND STATIONING SHOWN ON THIS PLAN ARE GROUND VALUES. GRID VALUES ARE OBTAINED BY MULTIPLYING GROUND VALUES BY 0.999931.

ALL SILT FENCE REQUIRED FOR THIS PROJECT SHALL MEET THE REQUIREMENTS OF SILT FENCE FOR SILTY SOILS.

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

THE ITEM "REMOVING OLD CULVERTS" WILL PERTAIN ONLY TO THOSE CULVERTS ENUMERATED IN THE SUMMARY OF WISCELLANEOUS QUANTITIES. ALL OTHER CULVERTS TO BE REMOVED WILL BE INCIDENTAL TO CULVERT INSTALLATION OR UNCLASSIFIED EXCAVATION.

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

WHEN THE QUANTITY OF CRUSHED AGGREGATE BASE COURSE IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS AS SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND UPON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER IN THE FIELD.

NO TREE SHALL BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER.

FILL AS SHOWN ON THE PLAN PERTAINS TO EMBANKMENT CONSTRUCTED FROM UNCLASSIFIED EXCAVATION. THE ALLOWANCE USED FOR EXPANDING THE FILLS TO COMPUTE THE VOLUME OF MATERIAL REQUIRED IS 15%.

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

THE QUANTITY OF SALVAGED TOPSOIL WAS COMPUTED FROM MEASUREMENTS BETWEEN THE FINISHED SUBGRADE POINTS AND THE SLOPE INTERCEPTS AS SHOWN ON THE CROSS SECTIONS PLUS 5 FEET PER STATION FOR ROUNDING.

UTILITIES

DIGGER'S HOTLINE 1-800-242-8511 (TOLL FREE)

WISCONSIN BELL, INC.
TOM SCHOENKE
70 EAST DIVISION STREET
FOND DU LAC, WISCONSIN 54935
CABLE LOCATE 1-800-242-8511 (TOLL FREE)

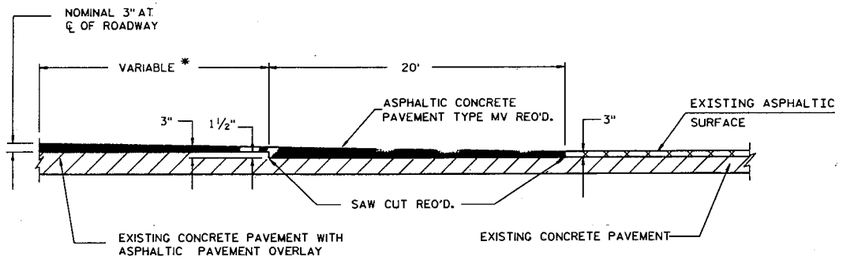
WISCONSIN PUBLIC SERVICE CORPORATION
JEROME O. TEWS 414-433-1389
P.O. BOX 19002
GREEN BAY, WISCONSIN 54307-9002

STANDARD DETAIL DRAWINGS

EROSION MAT	8E7-1
SILT FENCE	8E9-3
APRON ENDWALLS FOR CULVERT PIPE	8F1-10a
ASPHALTIC SHOULDER RUMBLE STRIPS	13A4-3
BARRICADES AND TRAFFIC CONTROL FOR ROAD CLOSURES	15C2-2
PAVEMENT MARKING (MAINLINE & INTERSECTIONS)	15C8-4a
TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)	15C12-1

STATE PROJECT NUMBER	SHEET NO.
4120-5-71	2.1.

CONSTRUCTION DETAILS
FOR
S.T.H. 175 WINNEBAGO CO.



DETAIL OF BUTTED JOINT

* EXACT DIMENSIONS TO BE DETERMINED BY ENGINEER IN THE FIELD.

PAVING DETAIL

12-8-92

LEVELS ON = 22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,

FILE NAME : D3 412005:20LDGN

DATE 04/12/93

ESTIMATE OF QUANTITIES

ITEM	ITEM DESCRIPTION	UNIT	TOTAL	4120-05-71 QUANTITY
20102	CLEARING	I.D.	35.00	35.00
20105	GRUBBING	I.D.	35.00	35.00
20301	REMOVING OLD CULVERT, STATION 300+54	L.S.	1.00	1.00
20401	REMOVING PAVEMENT	S.Y.	20.00	20.00
20419	REMOVING ASPHALTIC SURFACE, BUTT JOINTS	S.Y.	48.00	48.00
20503	UNCLASSIFIED EXCAVATION	C.Y.	1,410.00	1,410.00
21301	FINISHING ROADWAY	L.S.	1.00	1.00
30404	CRUSHED AGGREGATE BASE COURSE	TON	1,550.00	1,550.00
40204	ASPHALTIC MATERIAL FOR TACK COAT	GAL.	61.00	61.00
40501	ASPHALTIC MATERIAL FOR PLANT MIXES	TON	43.00	43.00
40713	ASPHALTIC CONCRETE PAVEMENT, TYPE MV	TON	720.00	720.00
52007	CULVERT PIPE, CLASS III, 30-INCH	L.F.	74.00	74.00
52065	APRON ENDWALLS FOR CULVERT PIPE, 30-INCH	EACH	2.00	2.00
61910	MOBILIZATION	L.S.	1.00	1.00
62202	ASPHALTIC SHOULDER RUMBLE STRIP	L.F.	1,000.00	1,000.00
62401	WATER	MGAL	16.00	16.00
62505	SALVAGED TOPSOIL	S.Y.	4,700.00	4,700.00
62702	MULCHING	S.Y.	4,700.00	4,700.00
62803	EROSION MAT, DELIVERED	S.Y.	475.00	475.00
62804	EROSION MAT, INSTALLED	S.Y.	475.00	475.00
62815	SILT FENCE, DELIVERED	L.F.	50.00	50.00
62816	SILT FENCE, INSTALLED	L.F.	50.00	50.00
62817	SILT FENCE MAINTENANCE	L.F.	50.00	50.00
62819	MOBILIZATIONS, EROSION CONTROL	EACH	1.00	1.00
62905	FERTILIZER, TYPE B	CWT.	2.95	2.95
63002	SEEDING	LB.	85.50	85.50
64301	TRAFFIC CONTROL	L.S.	1.00	1.00
64401	PAVEMENT MARKING, HOT PAINT	L.F.	4,000.00	4,000.00

ITEM	ITEM DESCRIPTION	UNIT	TOTAL	4120-05-71 QUANTITY
64601	SAWING EXISTING PAVEMENT	L.F.	44.00	44.00
64602	SAWING CONCRETE PAVEMENT, FULL DEPTH	L.F.	40.00	40.00

Sheet 3

STATE PROJECT NUMBER	SHEET NO.
4120-5-71	3A

DETAIL
SUMMARY OF MISCELLANEOUS QUANTITIES

EARTHWORK SUMMARY

STATION TO STATION	LOCATION	UNCLASSIFIED EXCAVATION CU. YD.	FILL CU. YD.
295+50 - 305+50	S.T.H. 175	1,410	914

CLEARING AND GRUBBING

STATION TO STATION	LOCATION	CLEARING IN. DIA.	GRUBBING IN. DIA.
295+50 - 305+50	S.T.H. 175 RT.	35	35

REMOVING OLD CULVERT

STATION	LOCATION	LIN. FT.	REMARK
300+54	S.T.H. 175	50	EXISTING 30-INCH C.M.C.P.

CRUSHED AGGREGATE BASE COURSE AND WATER

STATION TO STATION	LOCATION	ROADWAY TON	SHOULDER TON	WATER M. GAL.
295+50 - 305+50	S.T.H. 175	1,490		15
299+00 - 304+00	S.T.H. 175		60	1
	TOTALS	1,490	60	16

ASPHALTIC SHOULDER RUMBLE STRIPS

STATION TO STATION	LOCATION	LIN.FT.
299+00 - 304+00	S.T.H. 175 LT.	500
299+00 - 304+00	S.T.H. 175 RT.	500
	TOTAL	1,000

SILT FENCE

STATION	LOCATION	LIN.FT.
300+52	S.T.H. 175 LT.	25
300+56	S.T.H. 175 LT.	25
	TOTAL	50

EROSION MAT

STATION TO STATION	LOCATION	SQ. YD.
298+50 - 302+75	S.T.H. 175 LT.	475

REMOVING ASPHALTIC SURFACE, BUTT JOINTS

STATION	LOCATION	SQ. YD.
295+50	S.T.H. 175	24
305+50	S.T.H. 175	24
	TOTAL	48

REMOVING PAVEMENT

STATION	LOCATION	SQ. YD.	REMARKS
300+54	S.T.H. 175	20	EXISTING CONCRETE

SAWING SUMMARY

STATION	LOCATION	SAWING EXISTING PAVEMENT LIN. FT.	SAWING CONCRETE PAVEMENT, FULL DEPTH LIN. FT.
295+50	S.T.H. 175	22	
300+44	S.T.H. 175		20
300+64	S.T.H. 175		20
305+50	S.T.H. 175	22	
	TOTALS	44	40

CROSS DRAIN PIPE

STATION	LOCATION	DIAMETER INCHES	LENGTH FEET	TYPE	CLASS	APRON ENDWALLS EACH	INLET ELEVATION	DISCHARGE ELEVATION
300+54	S.T.H. 175	30	74	C.P.	III	2	770.77	769.69

ASPHALTIC SUMMARY

STATION TO STATION	LOCATION	ASPHALTIC CONCRETE PAVEMENT, TYPE MV (ROADWAY) TON	ASPHALTIC CONCRETE PAVEMENT, TYPE MV (SHOULDER) TON	ASPHALTIC MATERIAL FOR PLANT MIX (AC 85-100) TON	ASPHALTIC MATERIAL FOR TACK COAT GAL.
295+50 - 305+50	S.T.H. 175	647	73	43	61

SALVAGED TOPSOIL, SEED, FERTILIZER, AND MULCH

STATION TO STATION	LOCATION	SALVAGED TOPSOIL SQ.YD.	SEED NO. 30 LBS.	FERTILIZER TYPE B CWT.	MULCH SQ.YD.
295+50 - 305+50	S.T.H. 175	4,700	85.5	2.9	4,700

PAVEMENT MARKING, HOT PAINT

STATION TO STATION	LOCATION	CENTERLINE SOLID, YELLOW LIN.FT.	EDGELINE, SOLID SOLID, WHITE LIN.FT.
295+50 - 305+50	S.T.H. 175	2,000	2,000

PLOT SCALE: 100
PLOT NAME: D3OOB
REV. DATE: 12-29-92
DIST. 3
LEVELS ON
FILE NAME: HDGN:D3 412005:300.DGN

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
4120-05-21		
FEDERAL PROJECT NUMBER	4.0	

PLAT OF RIGHT OF WAY REQUIRED FOR

SOUTH COUNTY LINE - OSHKOSH

(0.25 MI. N. OF C.T.H. "Z")

SCALE

S.T.H. 175 — 0 — 100 — 200 — WINNEBAGO COUNTY

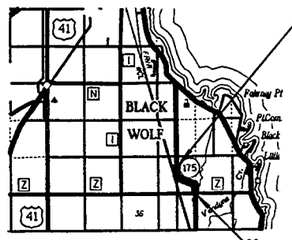
SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	SHEET NUMBER	OWNER	INTEREST REQUIRED	TOTAL ACRES	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TOTAL ACRES REM.	T.L.E. ACRES
1	4.0	DAVID P. & IRENE D. JACOBS	FEE	117.84	0.22	0.18	0.40	117.44	-
2	4.0	WIS. PUBLIC SERVICE CORP. (40)	RELEASE OF RIGHTS	-	-	-	-	-	-
3	4.0	DENNIS E. & GLORIA J. RASMUSSEN	FEE	14.37	0.46	0.47	0.93	13.44	-

R 17 E

GN

T 17 N



LAYOUT

0 — 2 MI.

SCALE

TOTAL NET LENGTH OF CENTERLINE = 0.161 MI.

END RELOCATION ORDER

PROJECT 4120-05-21
STATION 305+48.40
1,468.84 FEET NORTH OF AND 490.28 FEET WEST OF THE SOUTHEAST CORNER OF SECTION 30, TOWNSHIP 17 NORTH, RANGE 17 EAST.
Y 700,467.395
X 2,393,865.570

TOWN OF BLACK WOLF

S.T.H. 175 CURVE NOTES

P.I. = 300+85.26
Y = 700,265.242
X = 2,394,343.134
∠ = 113°-27'-43"
Δ = 66°-32'-17"
D = 15°-34'-56"
T = 241.25'
L = 427.01'
R = 367.70'

BEGIN RELOCATION ORDER

PROJECT 4120-05-21
STATION 297+00
881.93 FEET NORTH OF AND 9.20 FEET WEST OF THE SOUTHEAST CORNER OF SECTION 30, TOWNSHIP 17 NORTH, RANGE 17 EAST.
Y 699,880.027
X 2,394,346.623

END RELOCATION ORDER

PROJECT 4120-05-21
STATION 305+48.40
Y 700,467.395
X 2,393,865.570

COUNTY MONUMENT
Y 698,998.656
X 2,394,355.821

COUNTY MONUMENT
Y 701,637.414
X 2,394,332.887

C.T.H. "Z"

S.T.H. 175

35-MN

35-3N

35-MS

35-3S

P.L.

U.T.C.P.

B.

T

285 290 295 300 305 310 315

881.48' N 0°-29'-53" W

N 0°-31'-08" W

1.22' S 89°-30'-53" W

288-18.52

297+00 34.54' R/W
Y 699,880.340
X 2,394,381.157

214.10' N 8°-59'-55" E

299+00 75' R/W
Y 700,091.196
X 2,394,414.581

302+14.01

302+71.02

130.52' N 75°-52'-17" W

33.00' S 59°-28'-52" W

SLOPE INTERCEPTS

305+62.70 33' R/W
Y 700,503.360
X 2,393,865.258

305+72.24 55' R/W
Y 700,521.336
X 2,393,865.049

304+00 55' R/W
Y 700,460.198
X 2,394,023.656

302+71.02 75' R/W
Y 700,428.341
X 2,394,150.219

172.24' N 67°-03'-25" W

N 0°-59.95' -29'-53" W

S.T.H. 175 N 67°-03'-25" W

ARC = 446.70'
L.C. = 427.99'
L.C.B. = N 38°-09'-01" W
R = 442.70'

① ② ③

NOTES

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COORDINATE SYSTEM SOUTH ZONE. ALL PLAT DISTANCES ARE GROUND LENGTH AND MAY BE CONVERTED TO GRID LENGTH BY MULTIPLYING THE DISTANCE BY THE GRID FACTOR PROVIDED 0.999931.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND ARE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

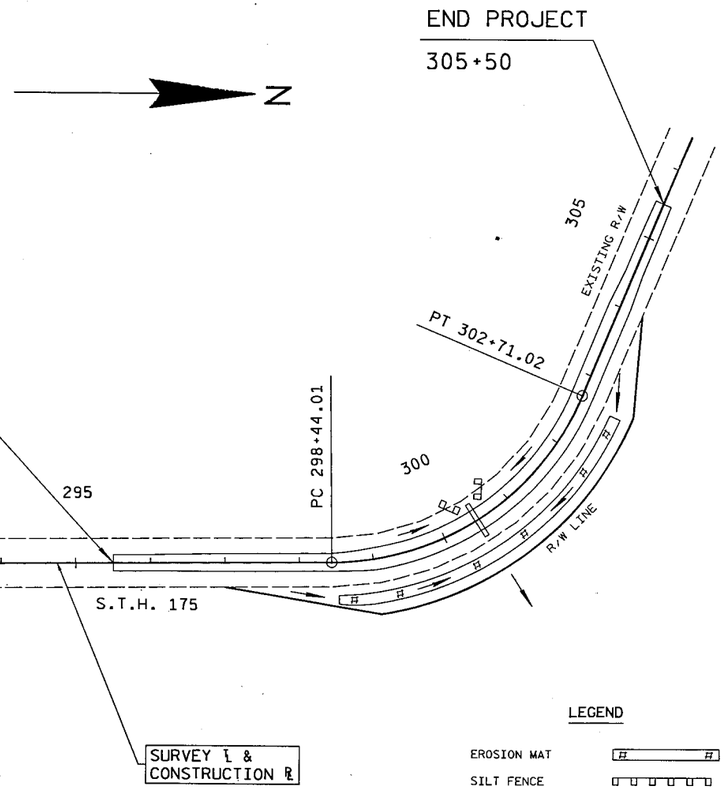
RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

REVISION DATE	STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
	APPROVED:
	DATE: 6/11/93 James Lamm For DISTRICT DIRECTOR

FILE NAME: D3_D3 4120051101X

WISDOT/CADDS SHEET 50

STATE PROJECT NUMBER	SHEET NO.
4120-5-71	5.0



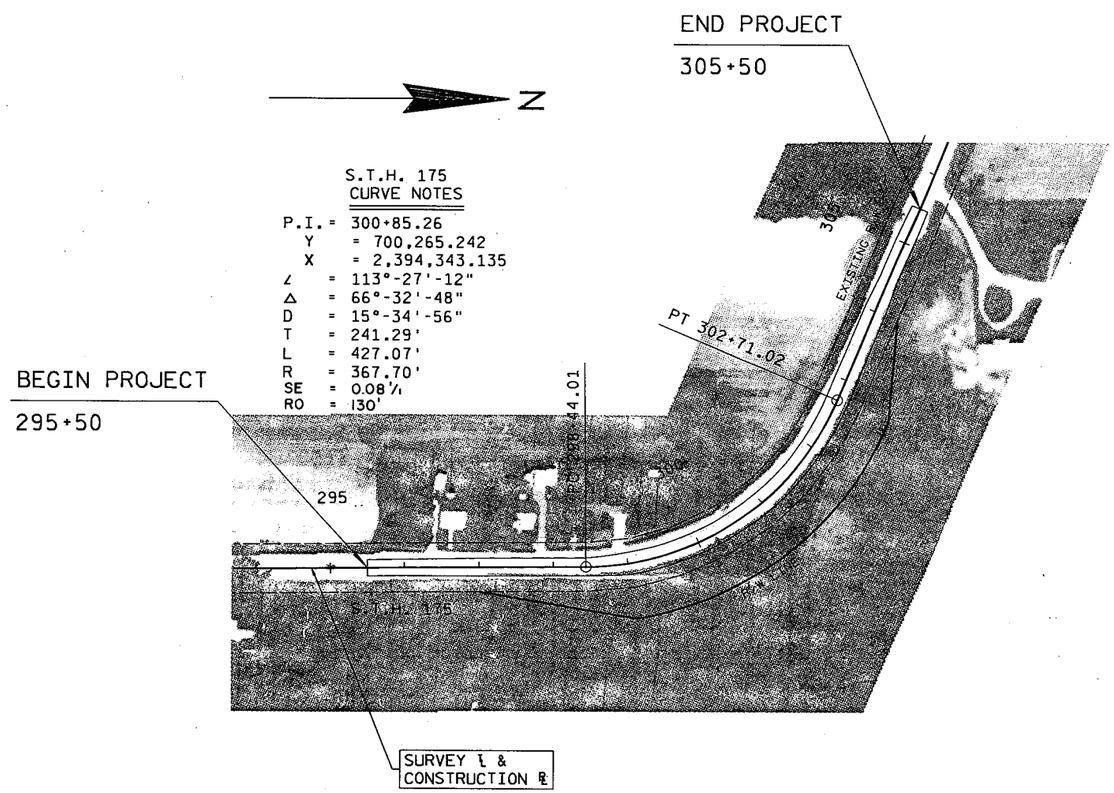
LEGEND

EROSION MAT

SILT FENCE

S.T.H. 175
CURVE NOTES

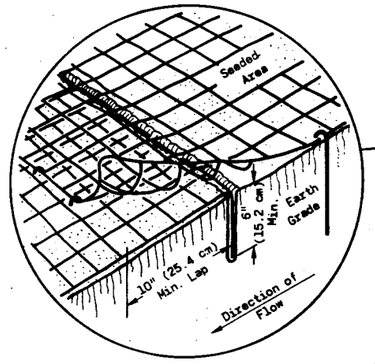
P.I.	=	300+85.26
Y	=	700,265.242
X	=	2,394,343.135
∠	=	113°-27'-12"
Δ	=	66°-32'-48"
D	=	15°-34'-56"
T	=	241.29'
L	=	427.07'
R	=	367.70'
SE	=	0.08 ft/ft
RO	=	130'



EROSION CONTROL DETAIL

LEVELS ON = 22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,

FILE NAME : D3 412005:501.DGN



JUNCTION SLOT
(SEED ONLY)

JUNCTION SLOT
(SOD ONLY)

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.

Variations in the dimensions or materials shown hereon shall be permitted if they provide equivalent protection and material strength and if prior approval of the Engineer is obtained.

Lap Joints shall not be placed in the bottom of V-shaped ditches.

Junction Slots on adjacent strips of Matting shall be staggered a minimum of 4 feet (1.219 m) apart.

Edges of the Erosion Mat shall be impressed in the soil.

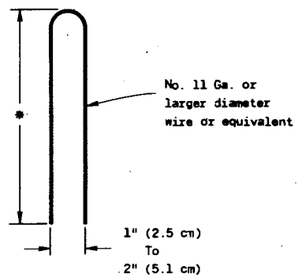
Erosion Mat shall be measured and payed for in accordance with the Standard Specifications.

EROSION MAT OVER SOD

a. Only Jute Fabric will be permitted over sod.
b. Wood Stakes for Sod may be omitted by the Engineer if the existing slope and soil conditions so warrant.
c. The width of Erosion Mat shall always equal the Sod width.
d. Sod strips may be placed either longitudinally or transversely to the flow line of the Ditch.

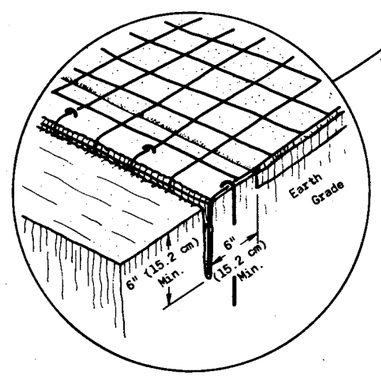
EROSION MAT OVER SEEDING

Junction or Anchor Slots shall be at minimum intervals of 100 feet (30.48 m) on grades up to and including 3 percent, and 50 feet (15.24 m) on grades exceeding 3 percent.

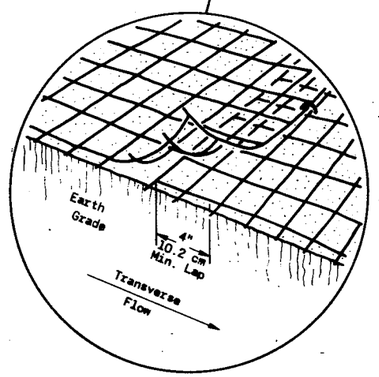


DETAIL OF TYPICAL STAPLE

*6" (15.2 cm) Min. for firm soils
12" (30.5 cm) Min. for loose soils
8" (20.3 cm) Min. where both sod and mats are being used.



ANCHOR SLOT
AT BEGINNING AND END OF EROSION MAT
(SEED AND SOD)



LAP JOINT
(SEED AND SOD)

METHOD OF DIMENSIONING
1'-0" (30.5 cm)
1'-0" (30.5 cm)
BASIS: 1 in. = EXACTLY 25.4 mm

EROSION MAT

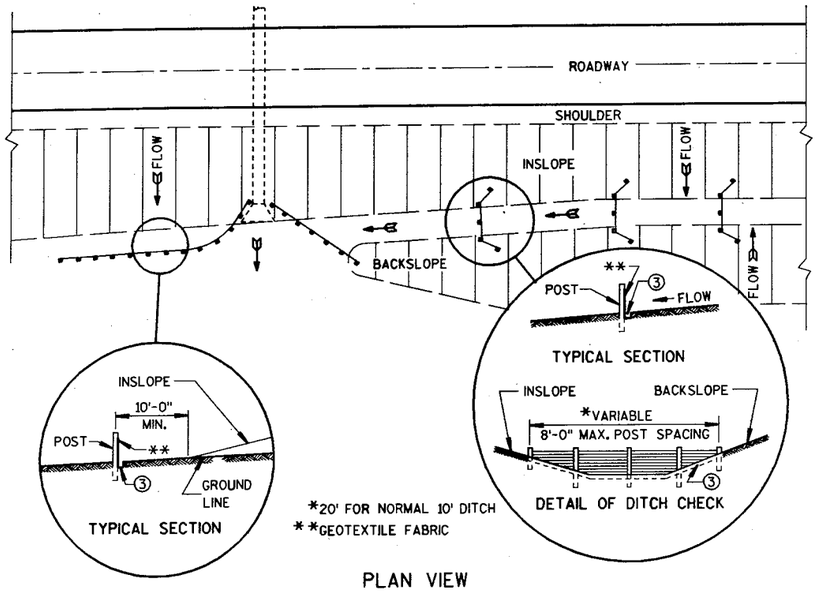
State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL:
12-3-73 DATE — CHIEF of FACILITIES DEVELOPMENT

APPROVED
1-15-74 DATE — STATE HIGHWAY ENGINEER

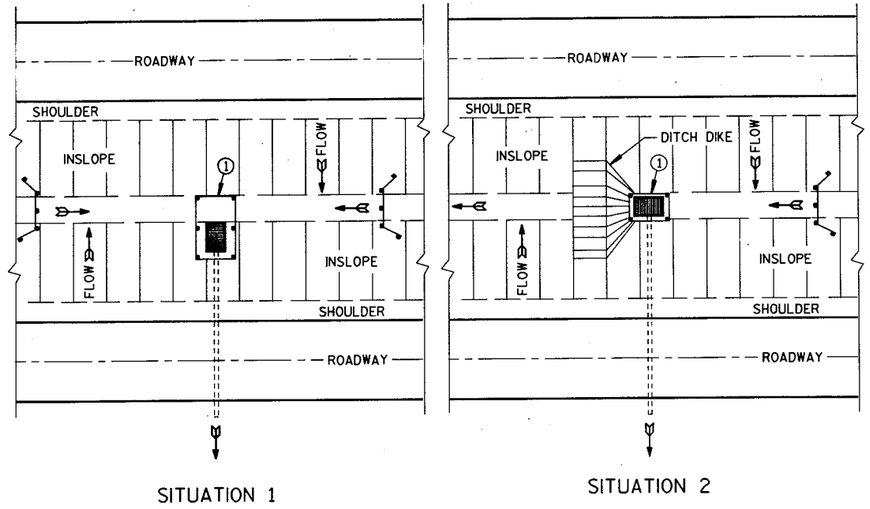
S.D.D. 8E7-1

S.D.D. 8E7-1



PLAN VIEW

TYPICAL APPLICATIONS OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

WHEN POSSIBLE THE SILT FENCE SHOULD BE CONSTRUCTED IN AN ARC OR HORSESHOE SHAPE, WITH THE ENDS POINTING UPSLOPE TO MAXIMIZE BOTH STRENGTH AND EFFECTIVENESS.

① CROSS BRACE WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS AS DIRECTED BY THE ENGINEER.

② MINIMUM 14 GAGE WIRE REQUIRED, FOLD FABRIC 3" OVER THE WIRE AND STAPLE OR PLACE WIRE RINGS ON 12" C-C.

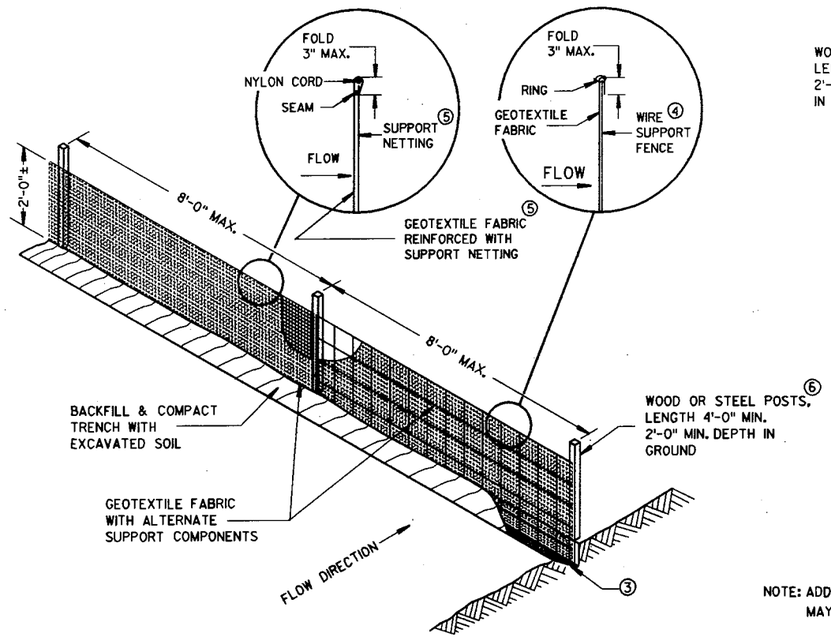
③ EXCAVATE A TRENCH A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

④ WIRE SUPPORT FENCE SHALL BE 14 GAGE MINIMUM WOVEN WIRE WITH A MAXIMUM MESH SPACING OF 6". SECURE TOP OF GEOTEXTILE FABRIC TO TOP OF FENCE WITH STAPLES OR WIRE RINGS AT 12" C-C.

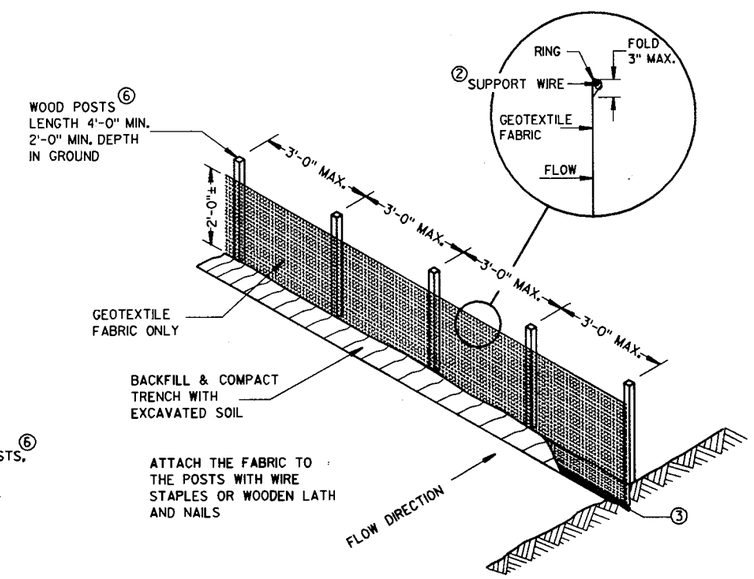
⑤ GEOTEXTILE FABRIC SHALL BE REINFORCED WITH AN INDUSTRIAL POLYPROPYLENE NETTING WITH A MAXIMUM MESH SPACING OF 3/4" OR EQUAL. A HEAVY DUTY NYLON TOP SUPPORT CORD OR EQUIVALENT IS REQUIRED.

⑥ STEEL POSTS SHALL BE STUDDED "TEE" OR "U" TYPE WITH A MINIMUM WEIGHT OF 1.28 LBS/LINEAL FOOT (WITHOUT ANCHOR). FIN ANCHORS SUFFICIENT TO RESIST POST MOVEMENT ARE REQUIRED. WOOD POSTS SHALL BE A MINIMUM SIZE OF 4" DIA. OR 1½" X 3½" EXCEPT WOOD POSTS FOR GEOTEXTILE FABRIC REINFORCED WITH NETTING SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OAK OR HICKORY.

ALTERNATES A & B ARE EQUAL AND EITHER MAY BE USED.

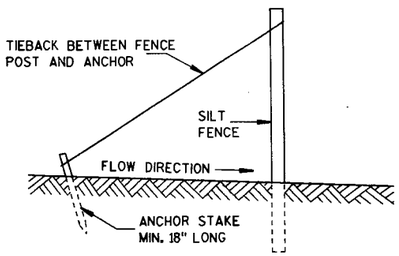


ALTERNATE "A"



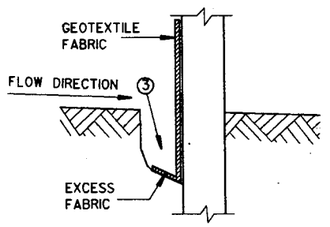
ALTERNATE "B"

NOTE: ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)



TRENCH DETAIL

SILT FENCE

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 8-31-88 DATE

STATE DESIGN ENGINEER FOR HWYS

FHWA

S.D.D. 8 E 9-3

S.D.D. 8 E 9-3

METAL APRON ENDWALLS

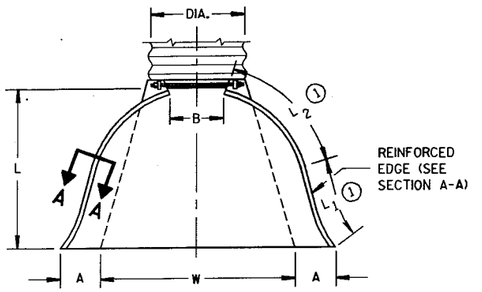
PIPE DIA. (IN.)	MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE	BODY
	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1½")	L_1 ①	L_2 ①	W (±2")		
12	.064	.060	6	6	6	21	12	17½	24	2½ to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21¾	30	2½ to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28¼	36	2½ to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29⅝	42	2½ to 1	1 Pc.
24	.079	.075	10	13	6	41	18	37¼	48	2½ to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52¼	60	2½ to 1	1 Pc.
36	.109	.105	14	19	9	60	24	59¾	72	2½ to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75⅝	84	2½ to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2¼ to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85½	102	2¼ 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	1½ to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1½ to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1½ to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1½ to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

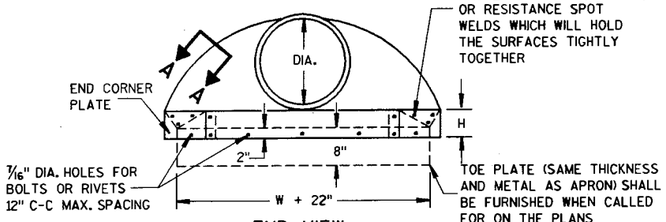
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches)							APPROX. SLOPE
	T	A	B	C	D	E	G	
12	2	4	24	48⅛	72⅛	24	2	3 to 1
15	2¼	6	27	46	73	30	2¼	3 to 1
18	2½	9	27	46	73	36	2½	3 to 1
21	2¾	9	36	37½	73½	42	2¾	3 to 1
24	3	9½	43½	30	73½	48	3	3 to 1
27	3¼	10½	49½	24	73½	54	3¼	3 to 1
30	3½	12	54	19¾	73½	60	3½	3 to 1
36	4	15	63	34¾	97¾	72	4	3 to 1
42	4½	21	63	35	98	78	4½	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5½	27	65	* 33¼ - ** 35	* 98¼ - ** 100	90	5½	2⅔ to 1
60	6	* ** 30-35	60	39	99	96	5	2 to 1
66	6½	* ** 24-30	* ** 72-78	* ** 21-27	99	102	5½	2 to 1
72	7	* ** 24-36	78	21	99	108	6	2 to 1
78	7½	* ** 24-36	78	21	99	114	6½	2 to 1
84	8	36	90½	21	111½	120	6½	1½ to 1
90	8½	41	87½	24	111½	132	6½	1½ to 1

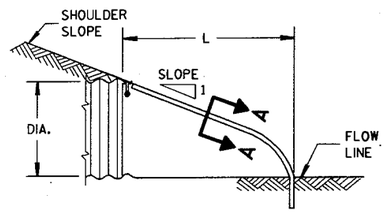
*MINIMUM
**MAXIMUM



PLAN VIEW

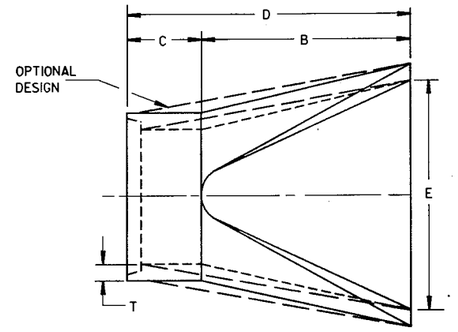


END VIEW

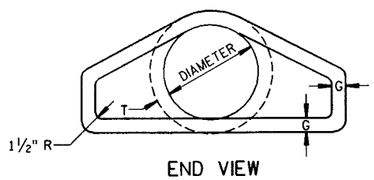


SIDE ELEVATION

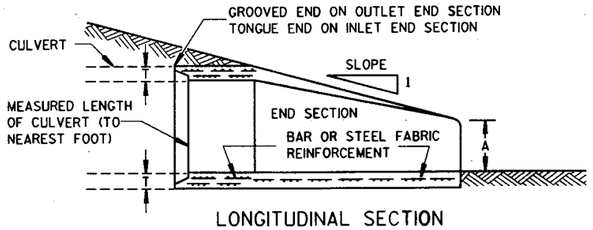
METAL ENDWALLS



PLAN

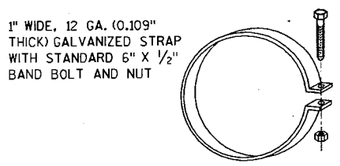


END VIEW



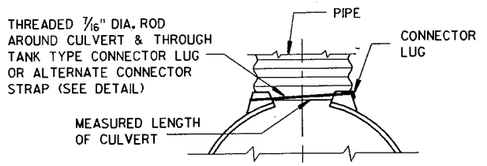
LONGITUDINAL SECTION

CONCRETE ENDWALLS

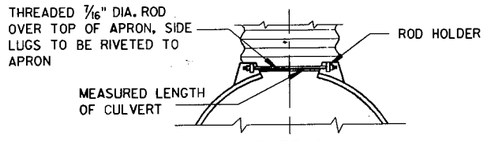


ALTERNATE FOR TYPE 1 CONNECTION

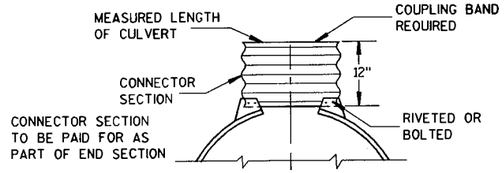
END SECTION CONNECTOR STRAP



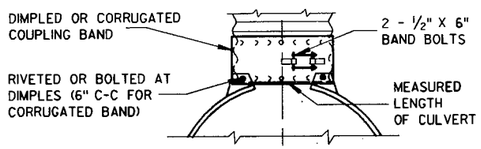
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

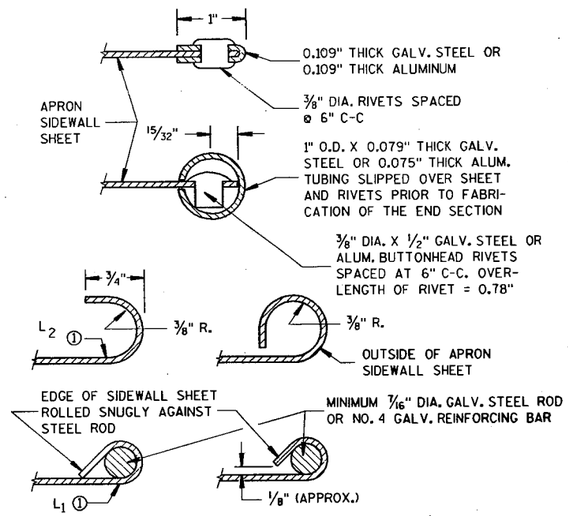
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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 12/17/87 DATE

STATE DESIGN ENGINEER FOR HWYS

FHWA

S.D.D. 8 F 1-10a

S.D.D. 8 F 1-10a

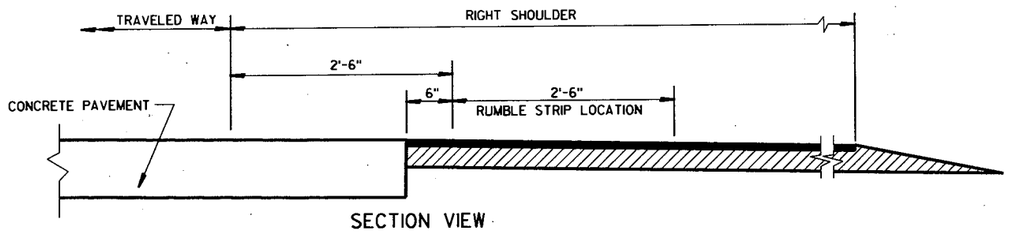
GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

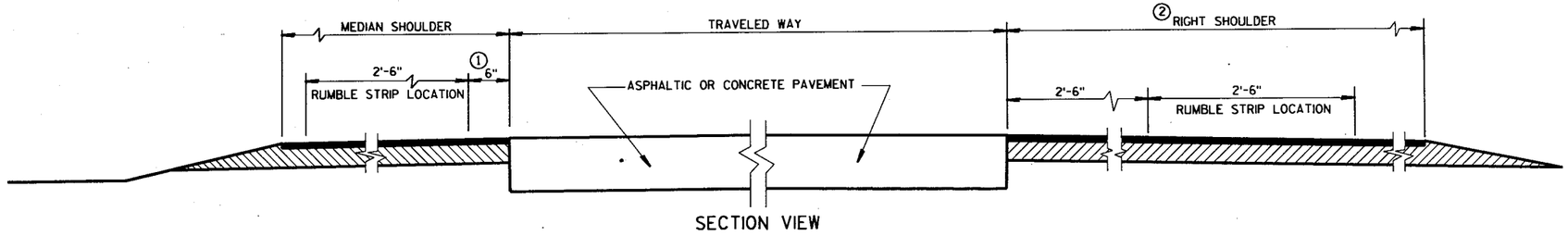
FINISH ROLLING OF THE ASPHALTIC SHOULDER SHALL INCLUDE THE SURFACE OVER THE RUMBLE STRIP DEPRESSIONS.

(1) 2'-6" FOR MEDIAN SHOULDERS THAT HAVE A PAVED WIDTH OF 5'-0" OR MORE.

(2) DIMENSIONS ALSO APPLY WHEN RUMBLE STRIPS ARE REQUIRED IN THE RIGHT SHOULDER OF RAMPS.



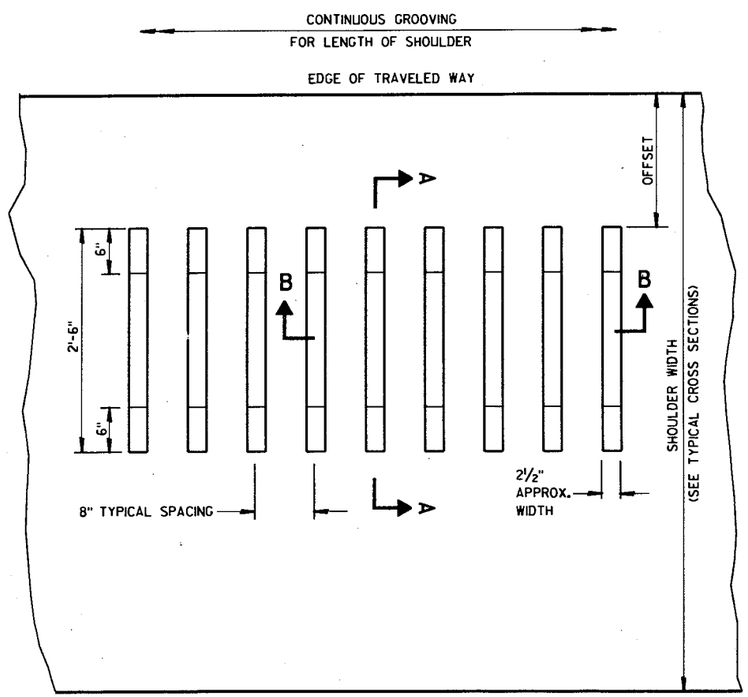
SECTION VIEW
(CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



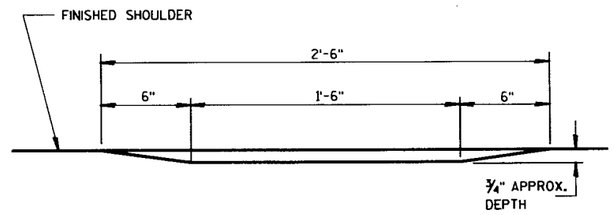
SECTION VIEW

TYPICAL LOCATIONS OF ASPHALTIC SHOULDER RUMBLE STRIPS IN RURAL DIVIDED HIGHWAYS

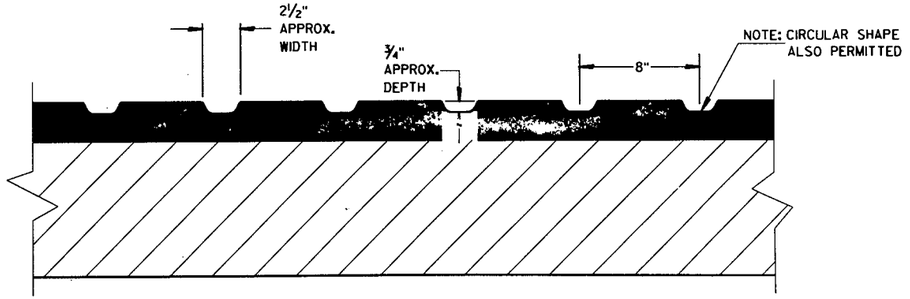
(ONE ROADWAY IS SHOWN)



PLAN VIEW



SECTION A-A



SECTION B-B

ASPHALTIC SHOULDER
RUMBLE STRIPS

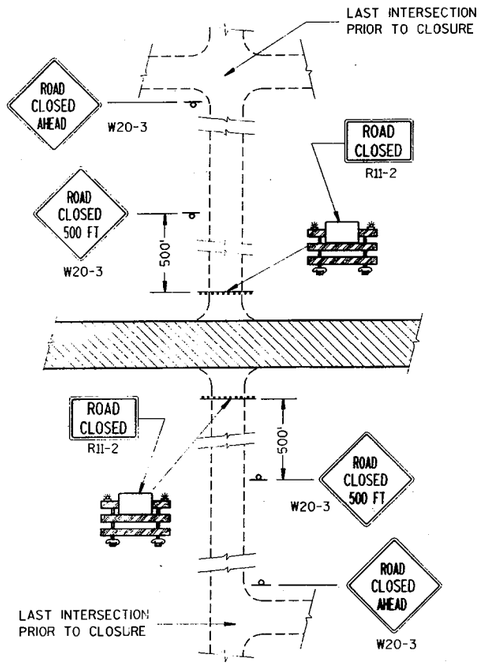
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/8/91
DATE
FHWA

STATE DESIGN ENGINEER FOR HWYS

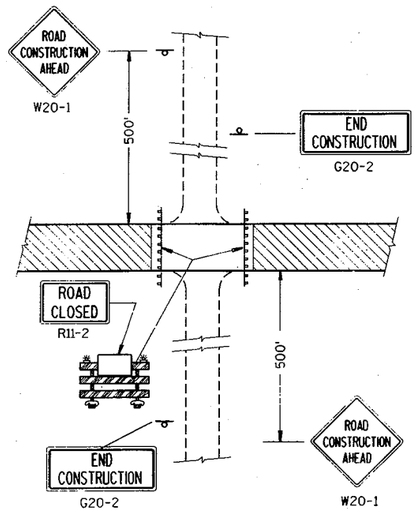
S.D.D. 13 A 4-3

S.D.D. 13 A 4-3



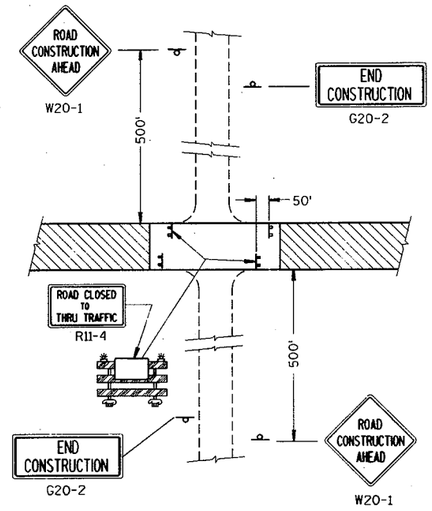
DETAIL 1

(NO ACCESS TO PROJECT)



DETAIL 2

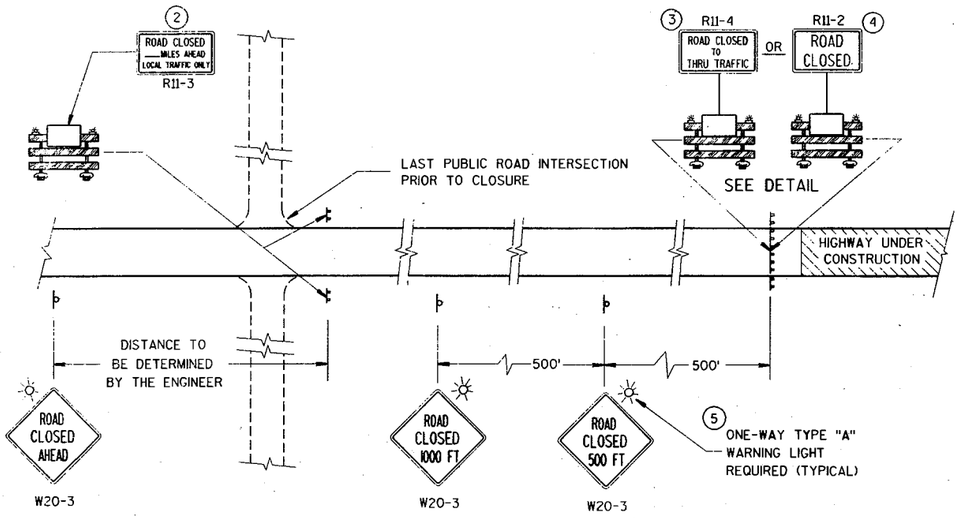
(PUBLIC CROSS-TRAFFIC MAINTAINED. NO ACCESS TO PROJECT).



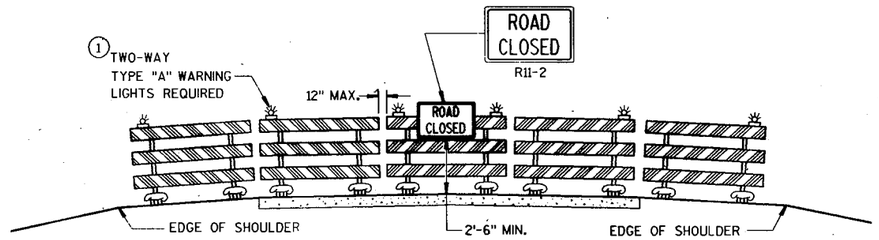
DETAIL 3

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

SIDEROAD CLOSURES

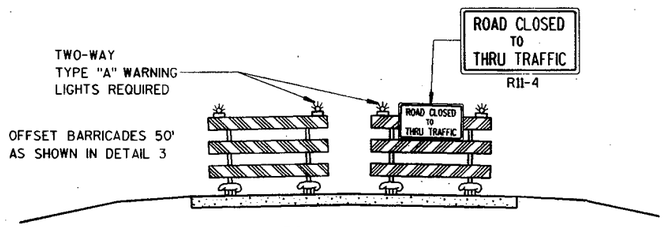


MAINLINE CLOSURE



APPROACH VIEW

ROAD CLOSURE BARRICADE DETAIL



APPROACH VIEW

LANE CLOSURE BARRICADE DETAIL

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND THEIR LOCATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE WISCONSIN MANUAL OF TRAFFIC CONTROL DEVICES, THE PLANS, SPECIFICATIONS AND CONTRACT.

SIGN AND BARRICADE LOCATIONS MAY BE ADJUSTED IN THE FIELD AS DIRECTED BY THE ENGINEER. ANY EXISTING TRAFFIC SIGNS THAT CONFLICT WITH THIS WORK SHALL BE COVERED AS DIRECTED BY THE ENGINEER. ALL "STOP" OR OTHER REGULATORY SIGNS ON THE SIDE ROADS SHALL NOT BE DISTURBED, EXCEPT WHEN NECESSARY TO COMPLETE THE WORK. THE SIGNS MUST THEN BE IMMEDIATELY REESTABLISHED.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL FOR FULL ROAD CLOSURES. TYPE "A" LOW INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE ROAD CLOSED SIGN (R11-2), ROAD CLOSED ____ MILES AHEAD SIGN (R11-3) AND THE ROAD CLOSED TO THRU TRAFFIC SIGN (R11-4) SHALL BE ATTACHED ONLY TO THE TOP RAIL OF THE TYPE III BARRICADE. THE SIGNS SHALL NOT COVER MIDDLE RAIL.

TYPE "H" REFLECTIVE SHEETING SHALL BE USED ON ALL BARRICADES, TYPE I, II AND III, AND ON ALL R11-2, R11-3 AND R11-4 SIGNS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2, "ROAD CLOSED" SIGNS SHALL BE 48" X 30".
- R11-3, AND R11-4 SIGNS SHALL BE 60" X 30".
- G20-2 SIGNS SHALL BE 60" X 24".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND AT LEAST ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT. SEE LANE CLOSURE BARRICADE DETAIL.

(4) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT. SEE ROAD CLOSURE BARRICADE DETAIL.

(5) ONE-WAY LIGHTS SHALL BE PROVIDED ON ALL ADVANCE WARNING SIGNS. THE UNIT SHALL BE POSITIONED SUCH THAT THE LIGHT SOURCE IS OUTSIDE THE SIGN FACE AND AT THE TOP OF THE SIGN.

LEGEND

- POST MOUNTED WARNING SIGN
- TYPE III BARRICADES WITH TYPE "H" REFLECTIVE SHEETING
- TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
- WORK AREA

BARRICADES AND TRAFFIC CONTROL FOR ROAD CLOSURES

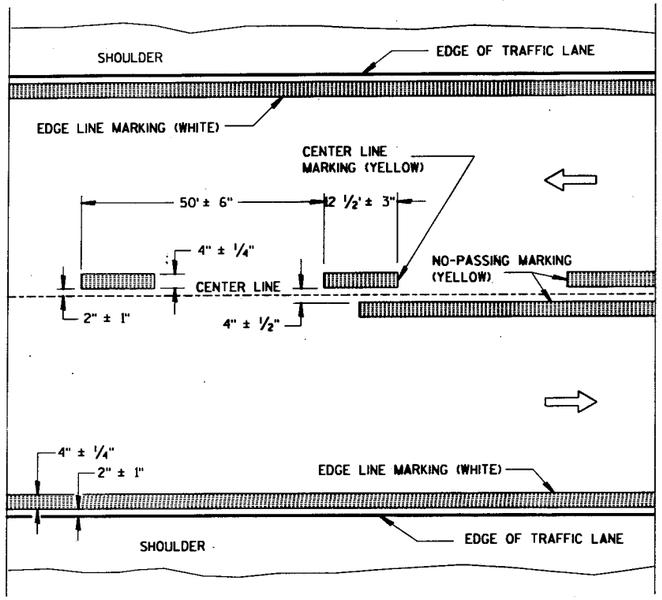
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-31-69
DATE
STATE TRAFFIC ENGINEER FOR HWYS

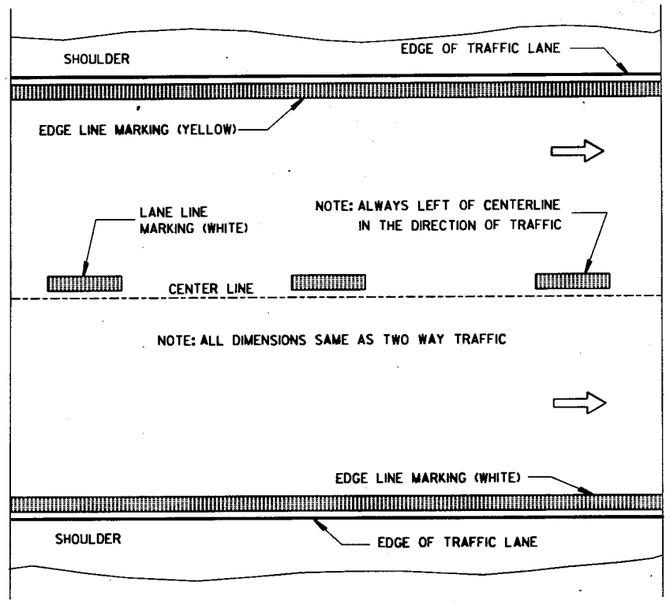
FHWA

S.D.D. 15 C 2-2

S.D.D. 15 C 2-2

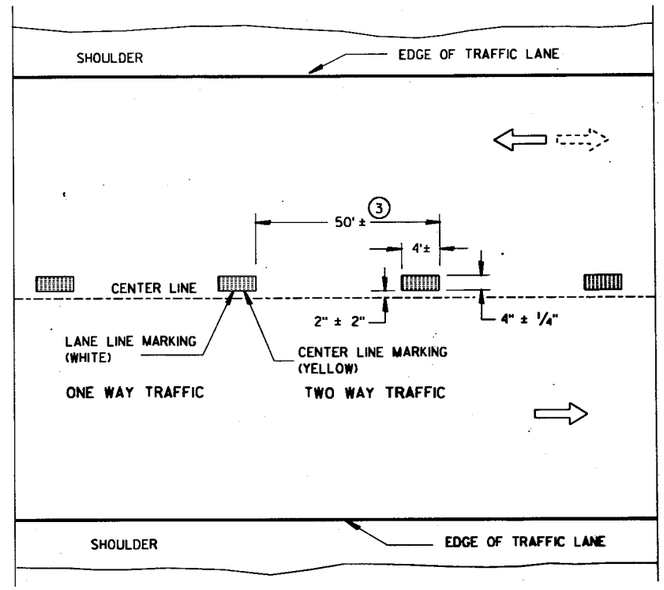


TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TEMPORARY PAVEMENT MARKING

GENERAL NOTES

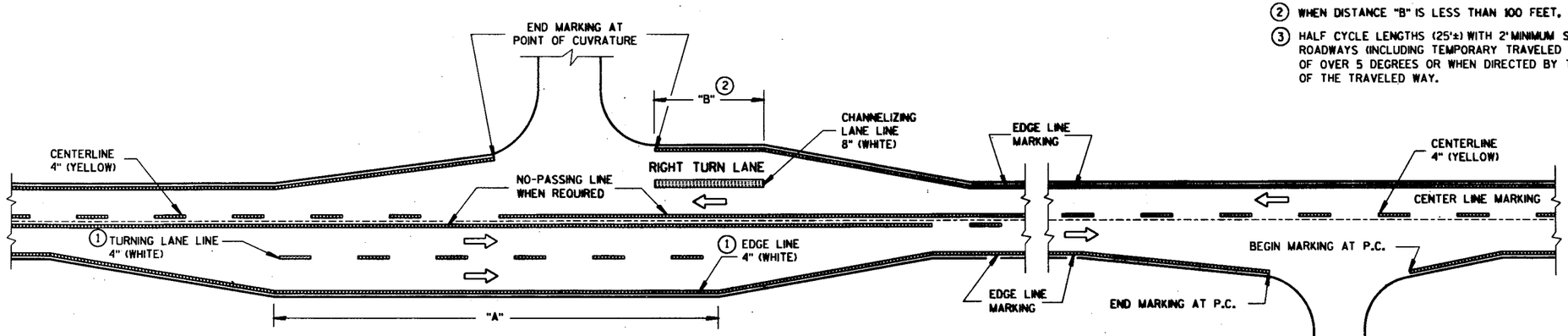
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT TURNING LANE MARKING.

② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

③ HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.



MAJOR INTERSECTION

MINOR INTERSECTION

TYPICAL PAVEMENT MARKING FOR RURAL INTERSECTIONS

NOTE: WHEN APPLICABLE, INCLUDE SDD 15C8-4b WITH THIS DRAWING IN PLANS.

PAVEMENT MARKING (MAINLINE & INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 3/17/92 DATE
STATE TRAFFIC ENGINEER FOR HWYS

FHWA

S.D.D. 15 C 8-4a

S.D.D. 15 C 8-4a

TWO-LANE ROADWAY

SYMBOLS

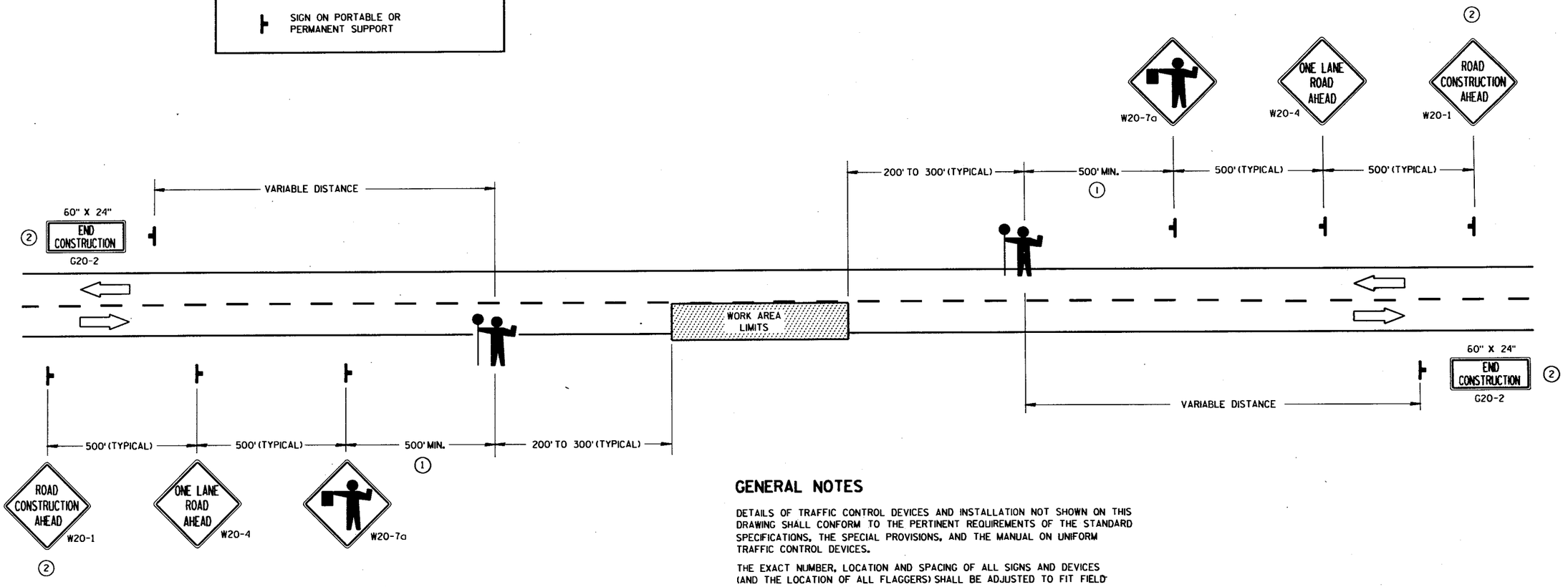
WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN ON PORTABLE OR PERMANENT SUPPORT

BE PREPARED TO STOP

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



① FOR A MOVING WORK OPERATION, SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS DIRECTED BY THE ENGINEER.

② SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD CONSTRUCTION WORK ZONE AREA.

GENERAL NOTES

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

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

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

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

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, THE "FLAGGER AHEAD", THE "ROAD CONSTRUCTION AHEAD" AND THE ONE LANE ROAD AHEAD" SIGNS SHALL BE COVERED OR REMOVED AND THE HIGHWAY RESTORED TO NORMAL OPERATION.

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

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2-12-91
DATE
STATE TRAFFIC ENGINEER FOR HWYS
FHWA

S.D.D. 15 C 12-1

S.D.D. 15 C 12-1

STATE PROJECT NUMBER	SHEET NO.
4120-5-71	9.0

DETAIL
SUMMARY OF MISCELLANEOUS QUANTITIES

YARDAGE SUMMARY

STATION	UNCLASSIFIED EXCAVATION CU. YD.	FILL CU. YD.
295+50		
	41	4
296		
	74	2
297		
	81	20
298		
	130	94
299		
	144	144
300		
	170	80
301		
	187	115
302		
	165	174
303		
	144	111
304		
	130	85
305		
	144	85
305+50		
TOTALS	1,410	914

PLOT SCALE: 100
PLOT NAME: D300A
REV. DATE:
LEVELS ON
FILE NAME: HDGN:D3 412005:300.DGN
WISDOT/CADDS SHEET 42

STATE PROJECT NUMBER	SHEET NUMBER
4120-5-71	9.1

STH. 175

100 50 CONSTRUCTION R 50 100

Clear Zone for 60 mph = 45'

303+00.0
780
R/W
6:1
771.5
4:1

302+00.0
780
6:1
6:1
770.5
4:1

301+00.0
780
10:1
6:1
4:1
770.0

300+00.0
780
10:1
6:1
771.2
4:1

299+00.0
780
R/W
10:1
6:1
771.7
4:1

298+00.0
780
R/W
4:1
6:1
4:1
772.1

297+00.0
780
R/W
4:1
6:1
3.5:1
772.6

296+40.0
780

296+00.0
780
R/W
6:1
4:1
772.9

295+00.0
780
R/W

100 50 50 100

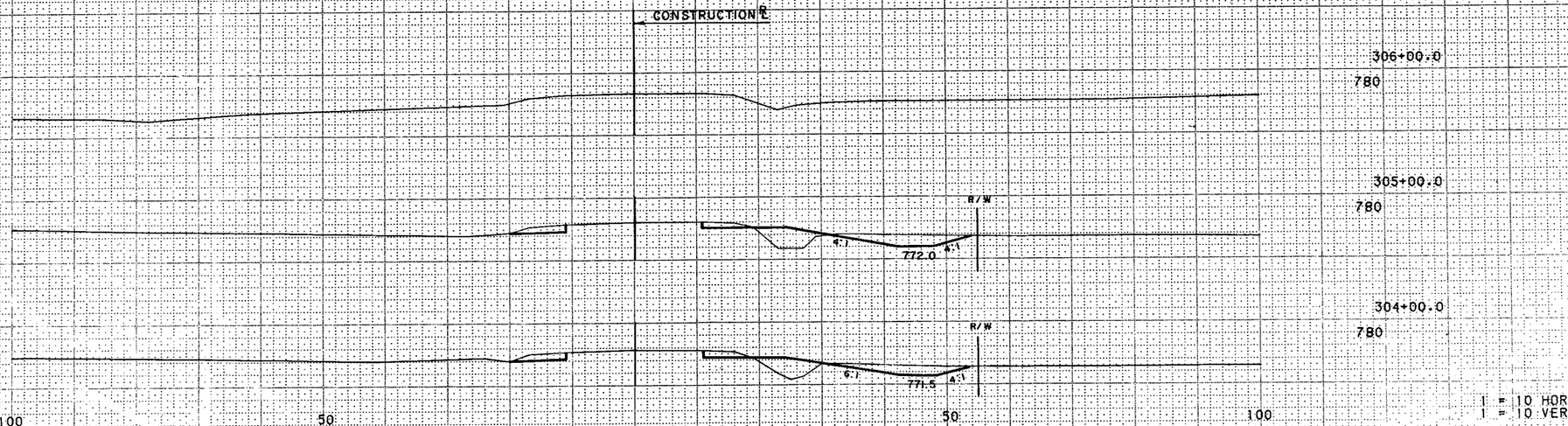
1 = 10 HOR
1 = 10 VER

SHEET NO 1 3292

STATE PROJECT NUMBER	SHEET NUMBER
4120-5-71	9,2

S.T.H. 175

100 50 50 100



100 50 50 100

1 = 10 HOR
1 = 10 VER

SHEET NO 2 3292