GRE

OCTOBER 2022

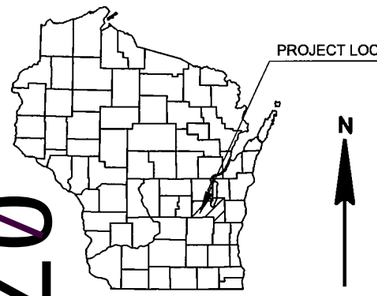
PROJECT ID: 6100-08-60

WITH: N/A

COUNTY: FOND DU LAC

ORDER OF SHEETS

TOTAL SHEETS = 138



07

DESIGN DESIGNATION

A.A.D.T.	2025	=	1400
A.A.D.T.	2045	=	1400
D.H.V.		=	-
D.D.		=	0.5
T.		=	19.6
DESIGN SPEED		=	60 MPH
ESALS		=	330,000

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

FAIRWATER - BRANDON

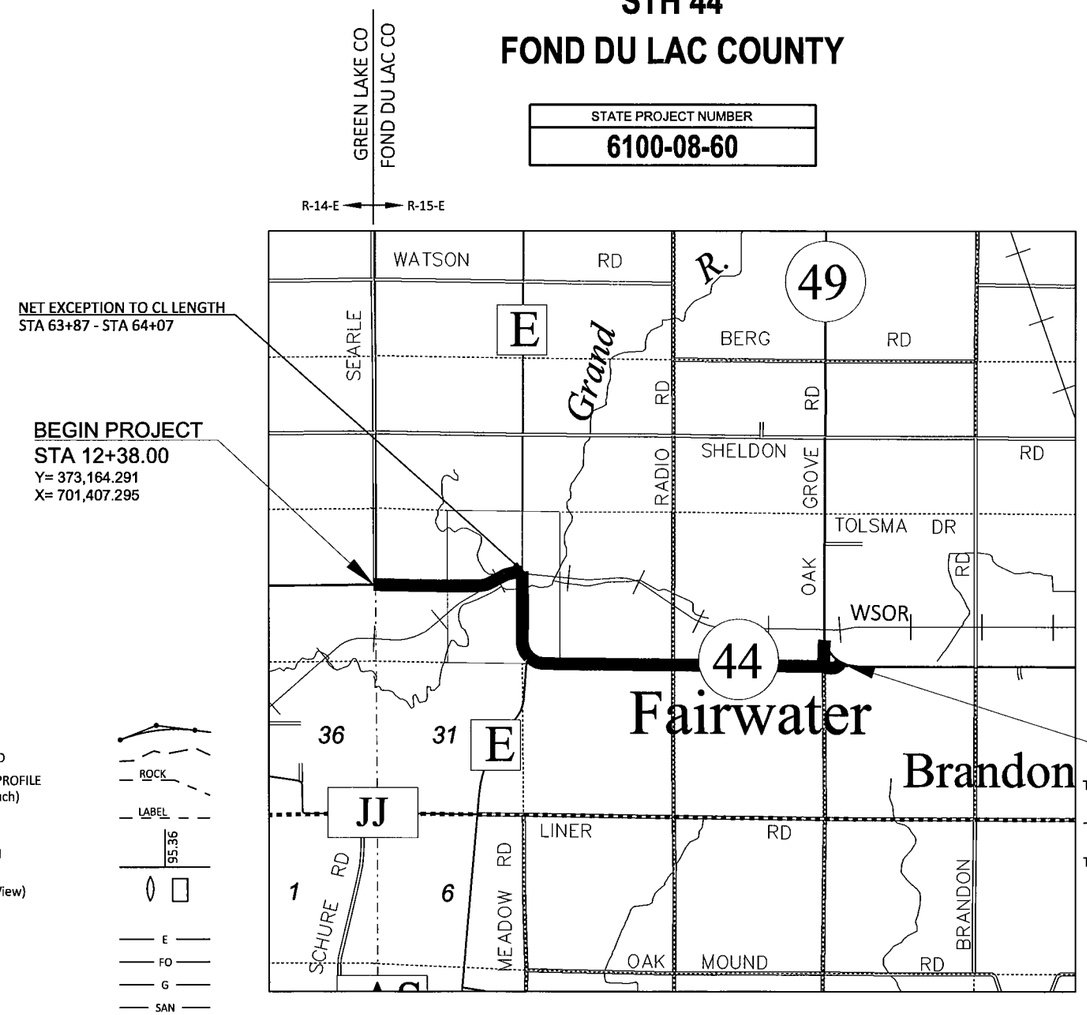
WCL - STH 49

STH 44

FOND DU LAC COUNTY

STATE PROJECT NUMBER
6100-08-60

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6100-08-60	———	—



NET EXCEPTION TO CL LENGTH
STA 63+87 - STA 64+07

BEGIN PROJECT
STA 12+38.00
Y= 373,164.291
X= 701,407.295

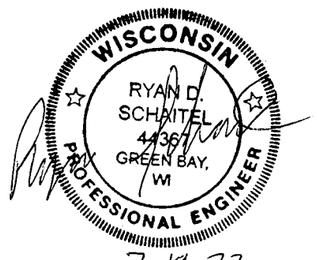
END PROJECT
STA 203+62.65
Y= 370,498.939
X= 717,535.024

LAYOUT
SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 3.618 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), FOND DU LAC COUNTY, NAD83 (2011), 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 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

ORIGINAL PLANS PREPARED BY
AYRES



7-19-22
(Date)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	NE REGION
Designer	AYRES
Project Manager	K. SLEZAK
Regional Supervisor	R. WAGNER

APPROVED FOR THE DEPARTMENT
DATE: 7/19/2022 Kimberly A Slezak, P.E
(Signature)

E

FILE NAME : I:\45\450531 STH 44 FOND DU LAC CO\C3D\SHEETSPLAN\010101-TI.DWG PLOT DATE : 7/18/2022 2:34 PM PLOT BY : GARNICA, BRANDON PLOT NAME :

2

GENERAL NOTES

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

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

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

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

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 SEPARATELY.

INSTALL EROSION CONTROL ITEMS AS DIRECTED BY THE ENGINEER. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH A TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

CURVE DATA IS BASED ON ARC DEFINITION.

BEARINGS SHOWN ON THIS PLAN ARE TRUE BEARINGS.

AS-BUILT PROJECTS USED FOR PLAN DEVELOPMENT
PROJECT NO. 6100-06-60

ORDER OF SECTION 2 DETAIL SHEETS

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

DNR LIAISON

JAY SCHIEFELBEIN
2984 SHAWANO AVE.
GREEN BAY, WI 54313
(920) 360-3784
jeremiah.schiefelbein@wisconsin.gov

FOND DU LAC COUNTY HIGHWAY COMMISSIONER

TOM JANKE
301 DIXIE ST
PO BOX 1234
FOND DU LAC, WI 54936-1234
(920) 929-3489
tom.janke@fdlco.wi.gov

NE REGION SURVEY COORDINATOR

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

NE REGION DESIGN PROJECT MANAGER

KIMBERLY SLEZAK, PE
944 VANDERPERREN WAY
GREEN BAY, WI 54304
(920) 492-4131
kimberly.slezak@dot.wi.gov

FOND DU LAC COUNTY SURVEYOR

PETER KUEN
301 DIXIE ST
FOND DU LAC, WI 54936
(920) 929-3492
peter.kuen@fdlco.wi.gov

LOCAL CONTACTS

VILLAGE OF FAIRWATER
MARY MONTAG - PRESIDENT
KAREN SMIT - CLERK
104 MAIN ST.
FAIRWATER, WI 53931
(920) 346-5418
fairwater@centurytel.net

TOWN OF METOMEN
JEFF AMEND - CHAIRMAN
CINDY SHESKEY - CLERK
W12605, SHELDON RD.
BRANDON, WI 53919
(920) 291-7743
cisheskey@yahoo.com

UTILITIES CONTACTS

ATC MANAGEMENT, INC.
DOUG VOSBERG
2489 RINDEN ROAD
COTTAGE GROVE, WI 53527
PHONE: (608)-877-7650
EMAIL: dvosbeg@atcllc.com

ALLIANT ENERGY - ELECTRICITY
MATTHEW SCHMITZ
883 W SCOTT ST
FOND DU LAC, WI 54935
PHONE: (920)-748-4011
CELL: (920)-238-1137
EMAIL: matthewschmitz@alliantenergy.com

ALLIANT ENERGY - GAS/PETROLEUM
MATTHEW SCHMITZ
883 W SCOTT ST
FOND DU LAC, WI 54935
PHONE: (920)-748-4011
CELL: (920)-238-1137
EMAIL: matthewschmitz@alliantenergy.com

CENTURYLINK
JAMES WINTER
224 INDUSTRIAL DR
NORTH PRAIRIE, WI 53153
PHONE: (262)-392-5210
CELL: (262)-720-4936
EMAIL: james.winter@lumen.com

VILLAGE OF FAIRWATER DEPARTMENT OF PUBLIC WORKS - SEWER
KAREN SMIT
104 MAIN ST
P.O. BOX 15
FAIRWATER, WI 53931
PHONE: (920)-346-5418
EMAIL: fairwater@centurytel.net

VILLAGE OF FAIRWATER DEPARTMENT OF PUBLIC WORKS - WATER
KAREN SMIT
104 MAIN ST
P.O. BOX 15
FAIRWATER, WI 53931
PHONE: (920)-346-5418

WE ENERGIES-GAS/PETROLEUM
LARRY KOCH
1921 8TH ST SOUTH
WISCONSIN RAPIDS, WI 54494
PHONE: (715)-421-7249
CELL: (715)-421-9293
EMAIL: larry.koch@we-energies.com

2

RUNOFF COEFFICIENT TABLE

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .50	.19 .34	.28 .41	.38 .56
MEDIAN STRIP- TURF	.19 .24	.20 .26	.24 .30	.19 .25	.22 .28	.26 .33	.20 .26	.23 .30	.30 .37	.20 .27	.25 .32	.30 .40
SIDE SLOPE- TURF			.25 .32			.27 .34			.28 .36			.30 .38
PAVEMENT:												
ASPHALT	.70 - .95											
CONCRETE	.80 - .95											
BRICK	.70 - .80											
DRIVES, WALKS	.75 - .85											
ROOFS	.75 - .95											
GRAVEL ROADS, SHOULDERS	.40 - .60											

TOTAL PROJECT AREA = 1.77 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.71 ACRES

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

2

2

GREEN LAKE CO

FOND DU LAC CO

SEARL RD

GRAND RIVER

CTH E/MAIN ST

ARCHAEOLOGICAL SITE
STA 50+50 LT - STA 63+17 LT

FAIRWATER

MARY LN

NET EXCEPTION TO CL LENGTH
STA 63+87 - STA 64+07

BEGIN PROJECT
STA 12+38.00
Y=373,164.291
X=701,407.295

WEST ST

CHURCH ST

WASHINGTON ST

GRAND RIVER

CTH E

RADIO RD

STH 44 N

TOLSMA DR

WISCONSIN AND SOUTHERN RR

END CONSTRUCTION
STA 11+15.00'FN'

10'FN'

STH 49

BEGIN CONSTRUCTION
STA 5+00.00'FN'

END PROJECT
STA 203+62.65
Y=370,489.886
X=717,526.623

OAK GROVE RD

N

PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	PROJECT OVERVIEW	SHEET 3	E

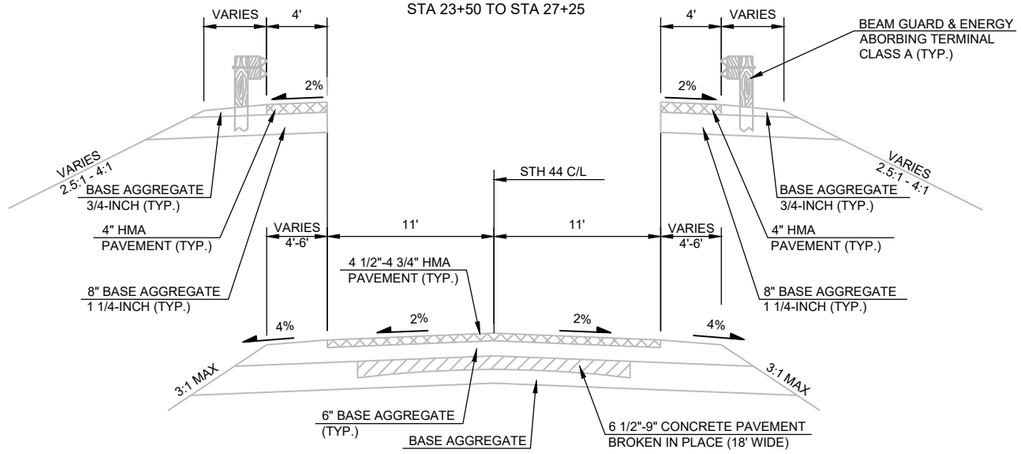
FILE NAME : I:\45\450531 STH 44 FOND DU LAC CO\C3D\SHEETSPLAN\020201-PO.DWG
LAYOUT NAME - 020201-po

PLOT DATE : 7/29/2022 6:44 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:2000 FT

WISDOT/CADDS SHEET 42

EXISTING TYPICAL SECTION STH 44

STA 23+50 TO STA 27+25

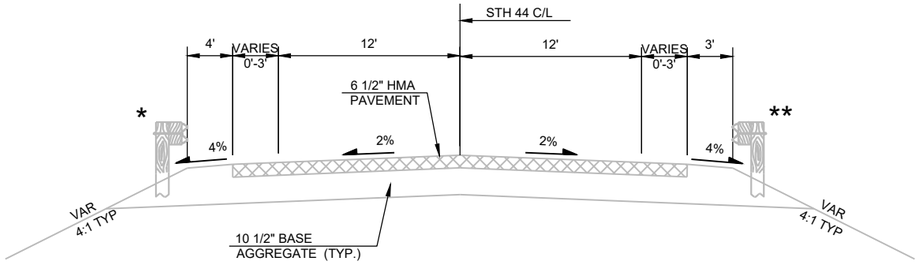


EXISTING TYPICAL SECTION STH 44

STA 12+38 TO STA 51+03

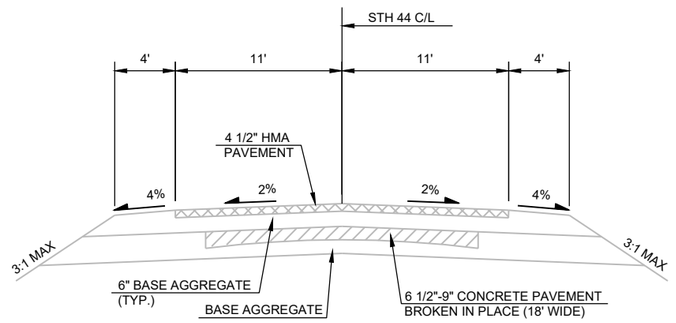
* -EXISTING GUARDRAIL LOCATION
STA 51+82 LT TO STA 55+75 LT

** -EXISTING GUARDRAIL LOCATION
STA 51+44 RT TO STA 55+48 RT



EXISTING TYPICAL SECTION STH 44

STA 51+03 TO STA 58+00



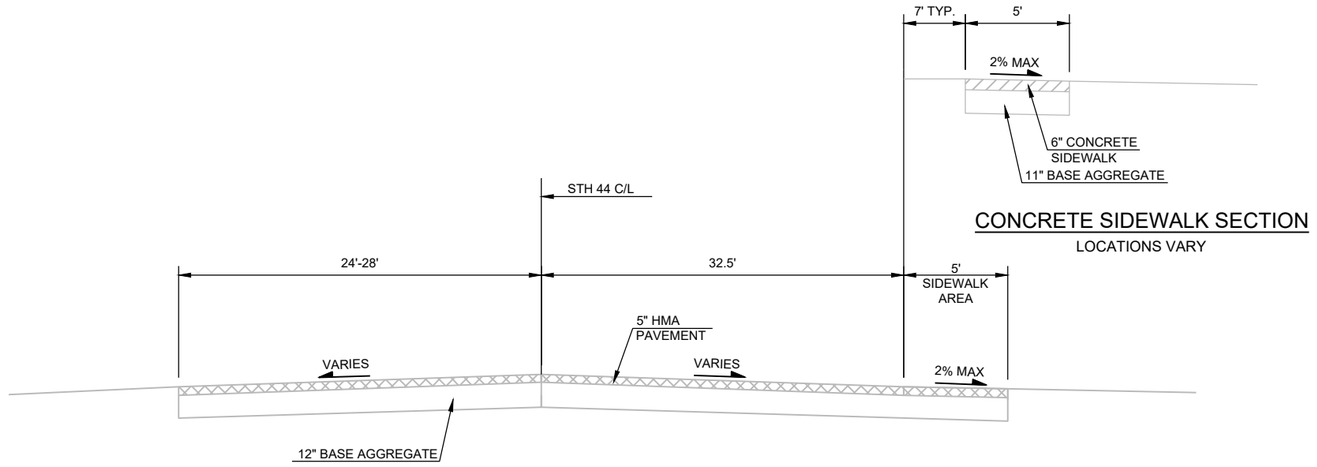
EXISTING TYPICAL SECTION STH 44

STA 58+00 TO STA 63+48

PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	TYPICAL SECTIONS	SHEET 4	E

FILE NAME : I:\45\450531 STH 44 FOND DU LAC CO\C3D\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020301-ts
PLOT DATE : 7/18/2022 2:34 PM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1IN:10 FT

2

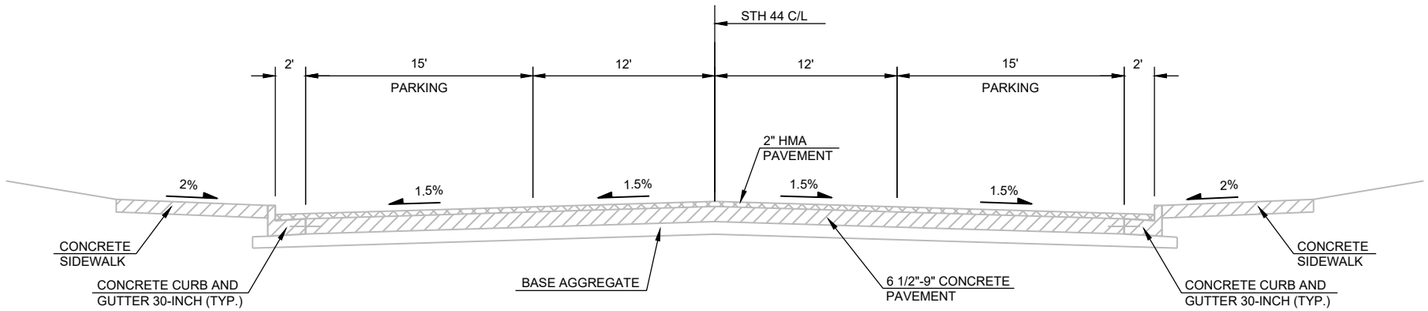


CONCRETE SIDEWALK SECTION

LOCATIONS VARY

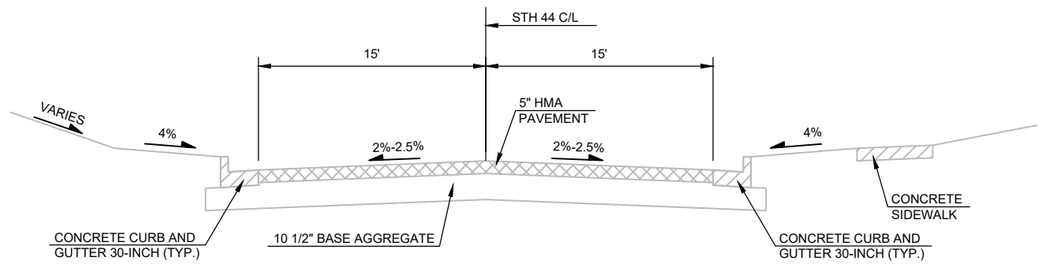
EXISTING TYPICAL SECTION STH 44

STA 63+48 TO STA 64+60



EXISTING TYPICAL SECTION STH 44

STA 64+60 TO STA 66+79

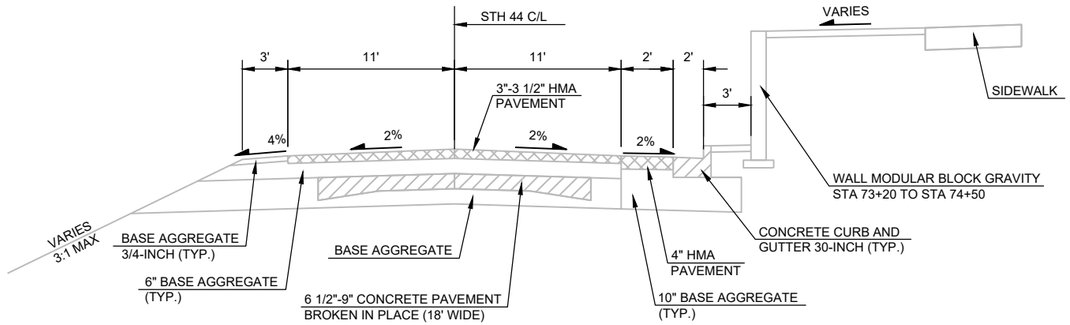


EXISTING TYPICAL SECTION STH 44

STA 66+79 TO STA 72+76

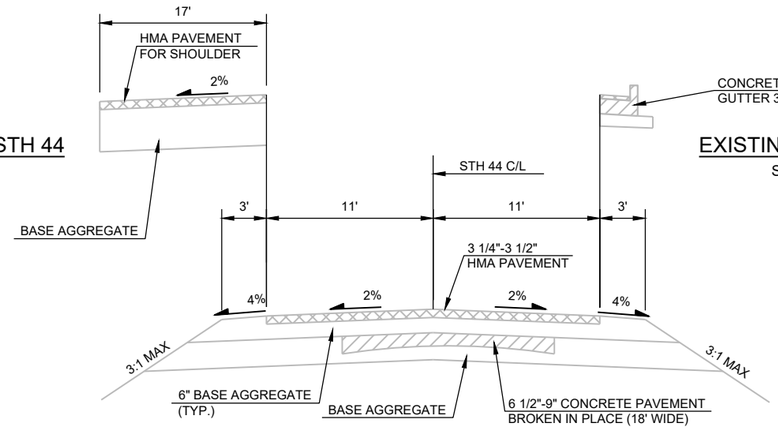
PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	TYPICAL SECTIONS	SHEET 5	E

2



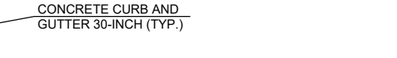
EXISTING TYPICAL SECTION STH 44

STA 72+76 TO STA 75+25



EXISTING TYPICAL SECTION STH 44

STA 80+30 LT TO STA 85+70 LT

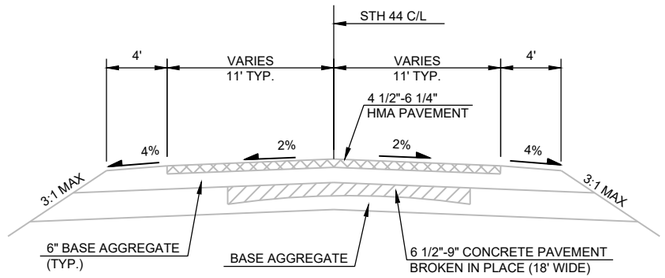


EXISTING TYPICAL SECTION STH 44

STA 84+11 RT TO STA 85+95 RT

EXISTING TYPICAL SECTION STH 44

STA 75+25 TO STA 85+95



EXISTING TYPICAL SECTION STH 44

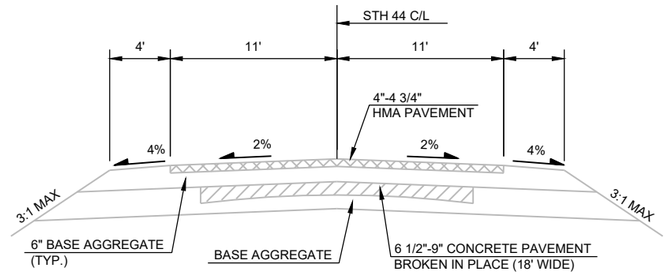
STA 85+95 TO STA 203+62.65

PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	TYPICAL SECTIONS	SHEET 6	E

FILE NAME : I:\45\450531 STH 44 FOND DU LAC CO\C3D\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020303-ts

PLOT DATE : 7/18/2022 2:34 PM PLOT BY : GARNICA, BRANDON PLOT NAME :

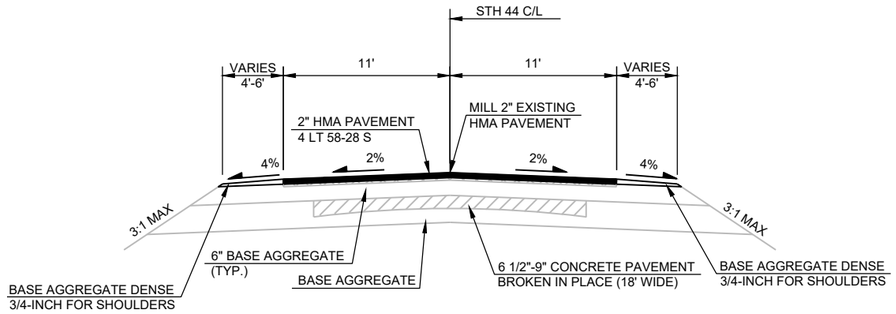
2



EXISTING TYPICAL SECTION STH 44

STA 5'FN'+00 TO STA 11'FN'+15

2

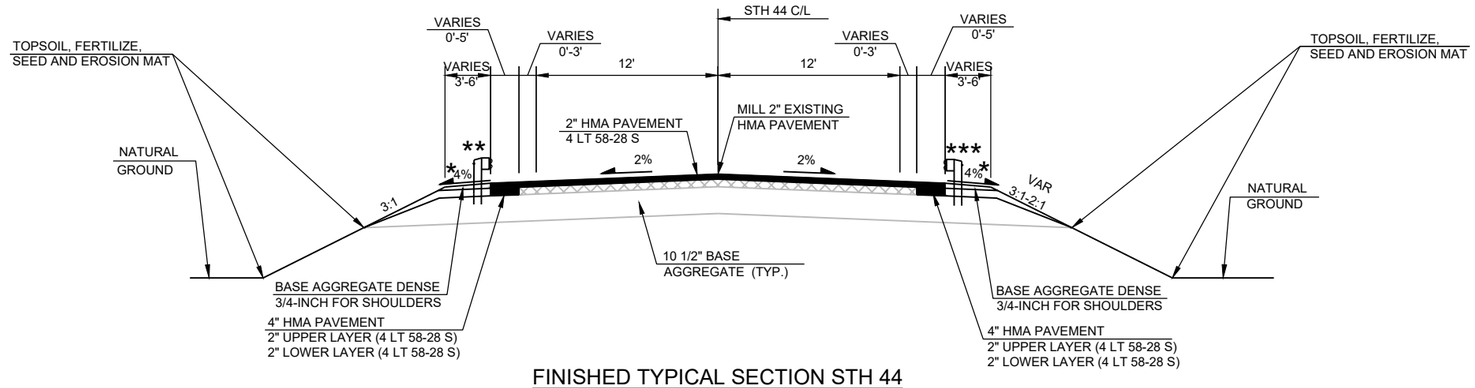


FINISHED TYPICAL SECTION STH 44

STA 12+38 TO STA 50+14.0 RT
STA 12+38 TO STA 50+88.6 LT

** -GUARDRAIL TO BE INSTALLED FROM
STA 51+84.9 LT TO STA 54+78.6 LT

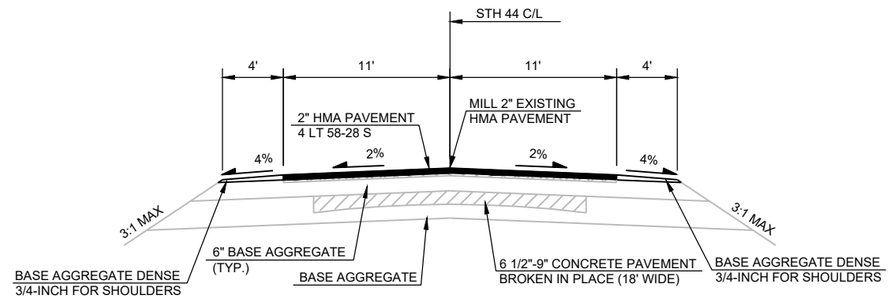
*** -GUARDRAIL TO BE INSTALLED FROM
STA 51+07.8 RT TO STA 55+51.6 RT



* NOTE: SHOULDER CROSS SLOPE AT 10%
WHEN UNPAVED SHOULDER GREATER
THAN 3 FEET IN WIDTH.

FINISHED TYPICAL SECTION STH 44

STA 50+14.0 RT TO STA 56+64.0 RT
STA 50+88.6 LT TO STA 54+79.4 LT

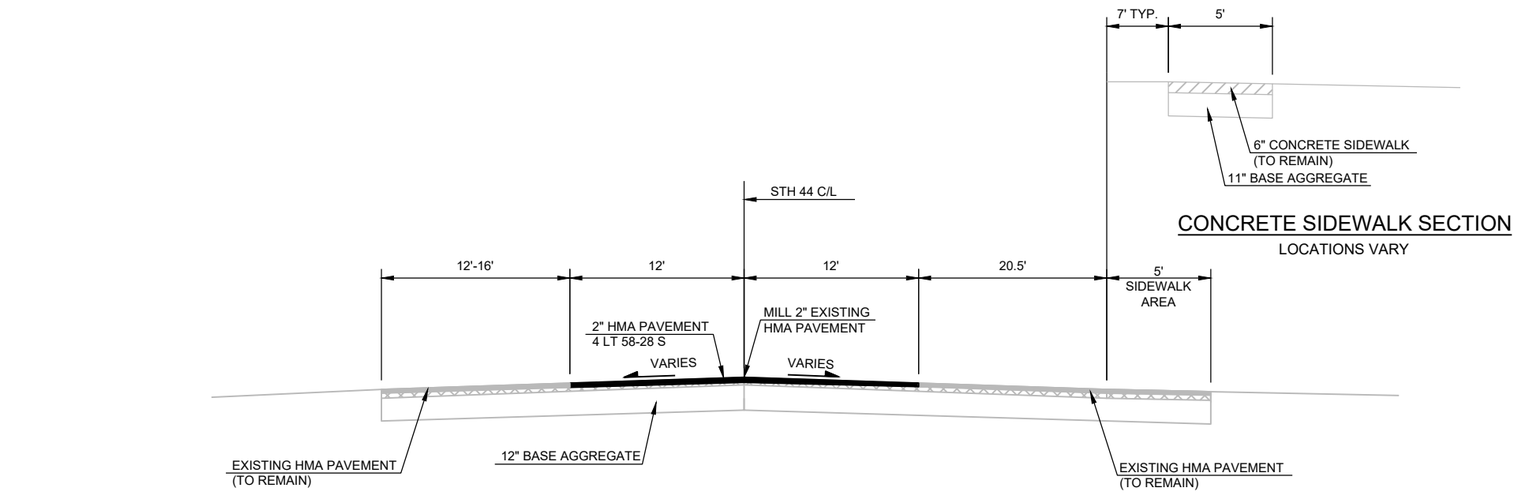


FINISHED TYPICAL SECTION STH 44

STA 54+79.4 LT TO STA 63+48.0 LT
STA 56+64.0 RT TO STA 63+48.0 RT

PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	TYPICAL SECTIONS	SHEET 8	E

2

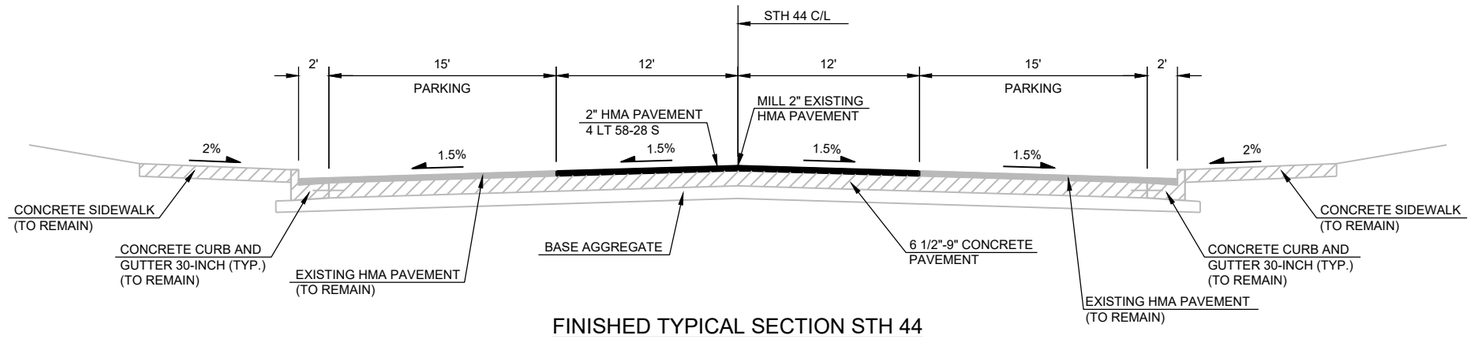


CONCRETE SIDEWALK SECTION

LOCATIONS VARY

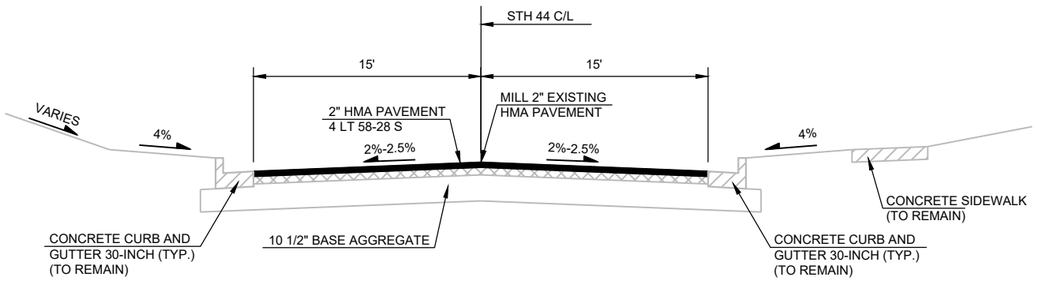
FINISHED TYPICAL SECTION STH 44

STA 63+48 TO STA 63+87
RR CROSSING
STA 64+07 TO STA 64+60



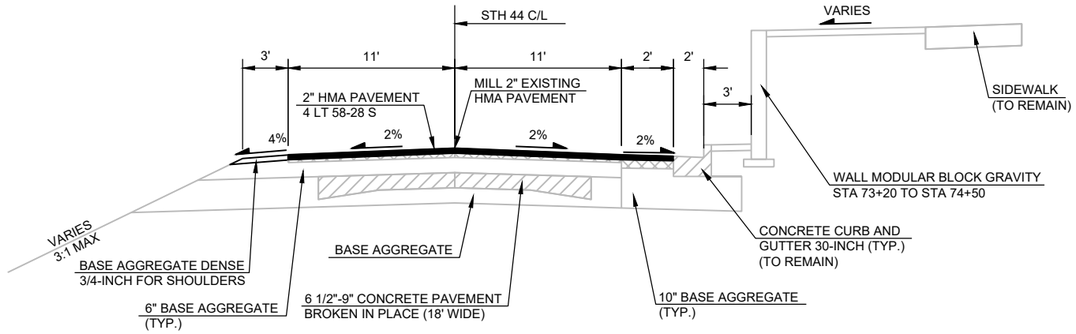
FINISHED TYPICAL SECTION STH 44

STA 64+60 TO STA 66+79



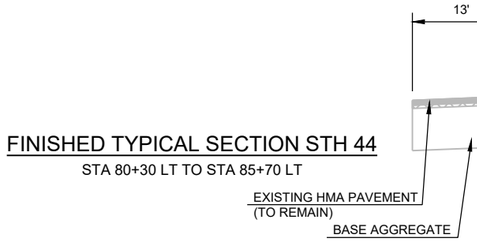
FINISHED TYPICAL SECTION STH 44

STA 66+79 TO STA 72+76



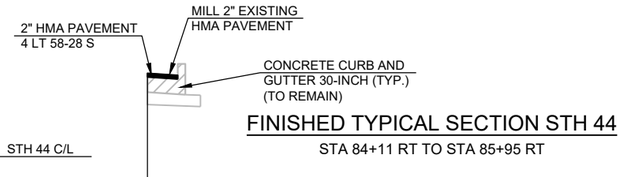
FINISHED TYPICAL SECTION STH 44

STA 72+76 TO STA 75+25



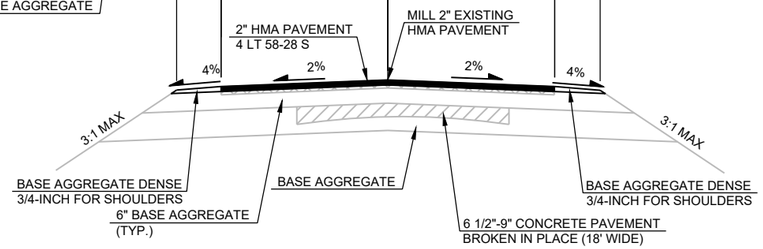
FINISHED TYPICAL SECTION STH 44

STA 80+30 LT TO STA 85+70 LT



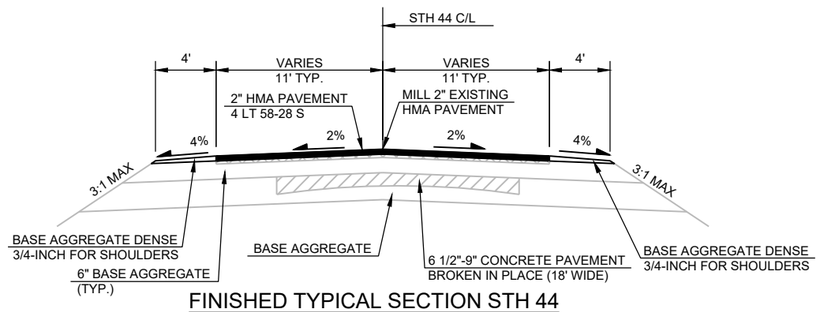
FINISHED TYPICAL SECTION STH 44

STA 84+11 RT TO STA 85+95 RT



FINISHED TYPICAL SECTION STH 44

STA 75+25 TO STA 85+95

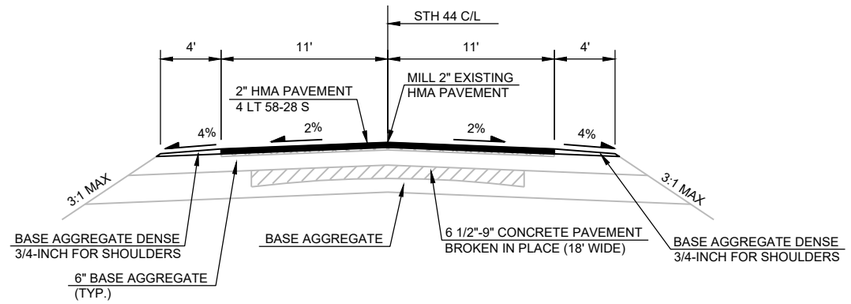


FINISHED TYPICAL SECTION STH 44

STA 85+95 TO STA 203+62.65

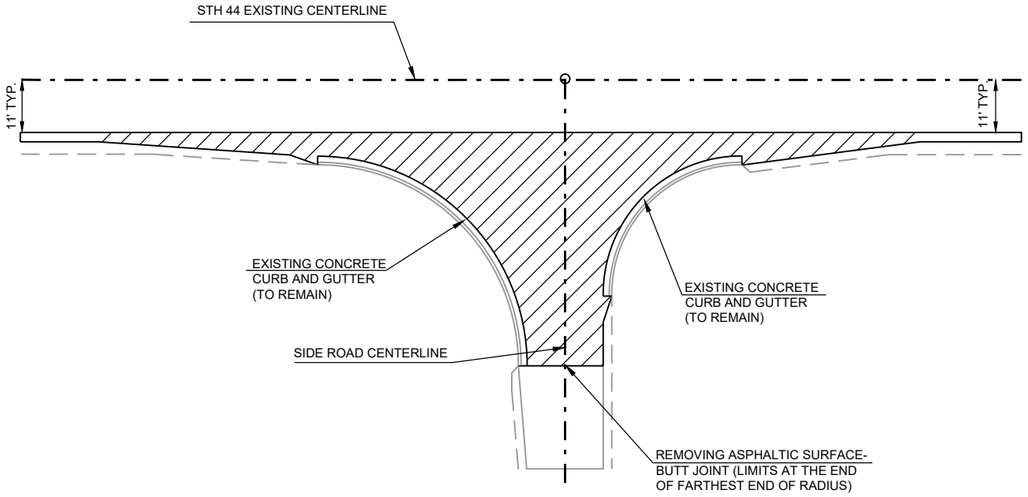
PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	TYPICAL SECTIONS	SHEET 10	E

2

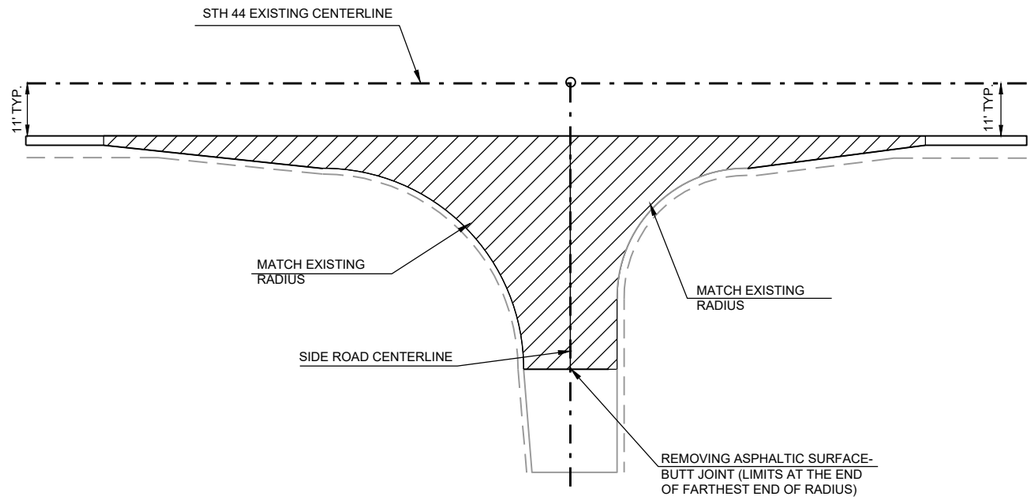


FINISHED TYPICAL SECTION STH 44

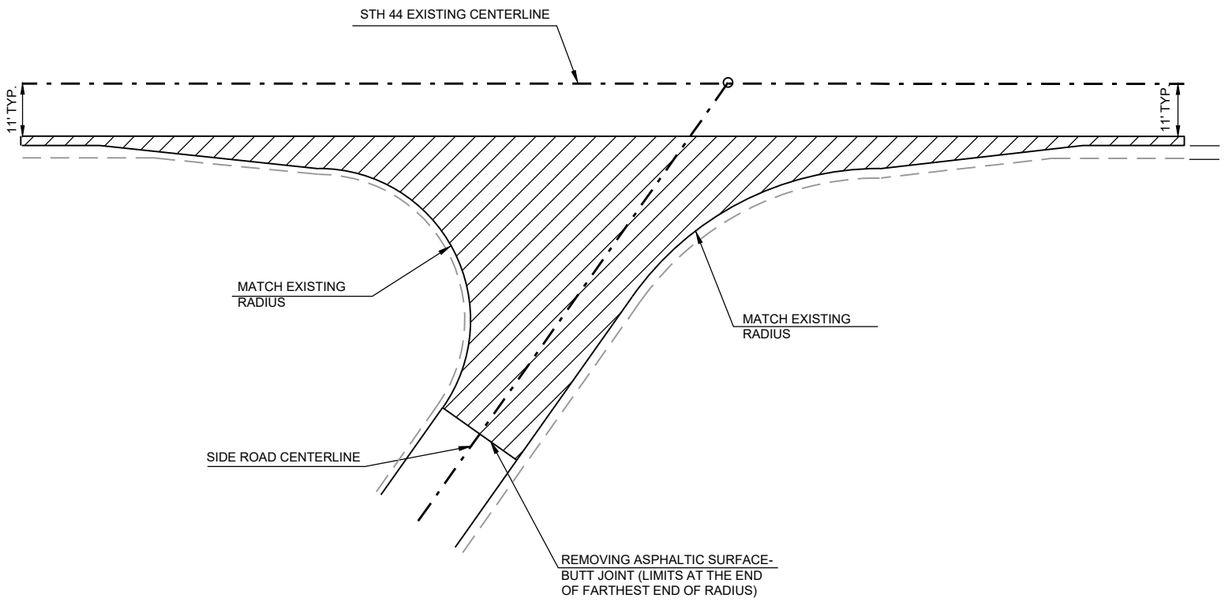
STA 5'FN'+00 TO STA 11'FN'+15



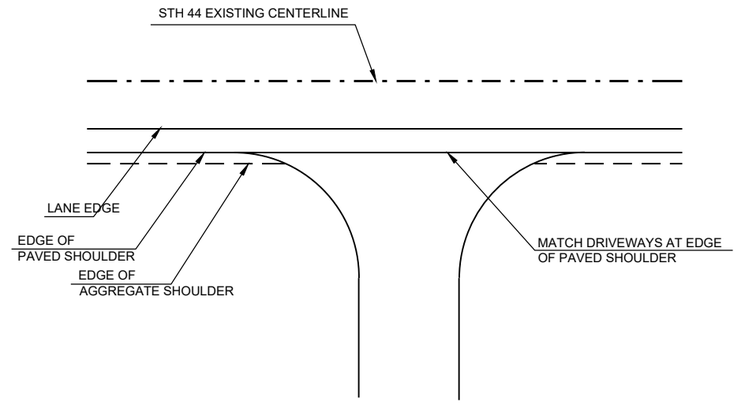
SIDE ROAD CONSTRUCTION LIMITS INTERSECTION
WITH CONCRETE CURB AND GUTTER



SIDE ROAD CONSTRUCTION LIMITS INTERSECTION
WITHOUT CONCRETE CURB AND GUTTER



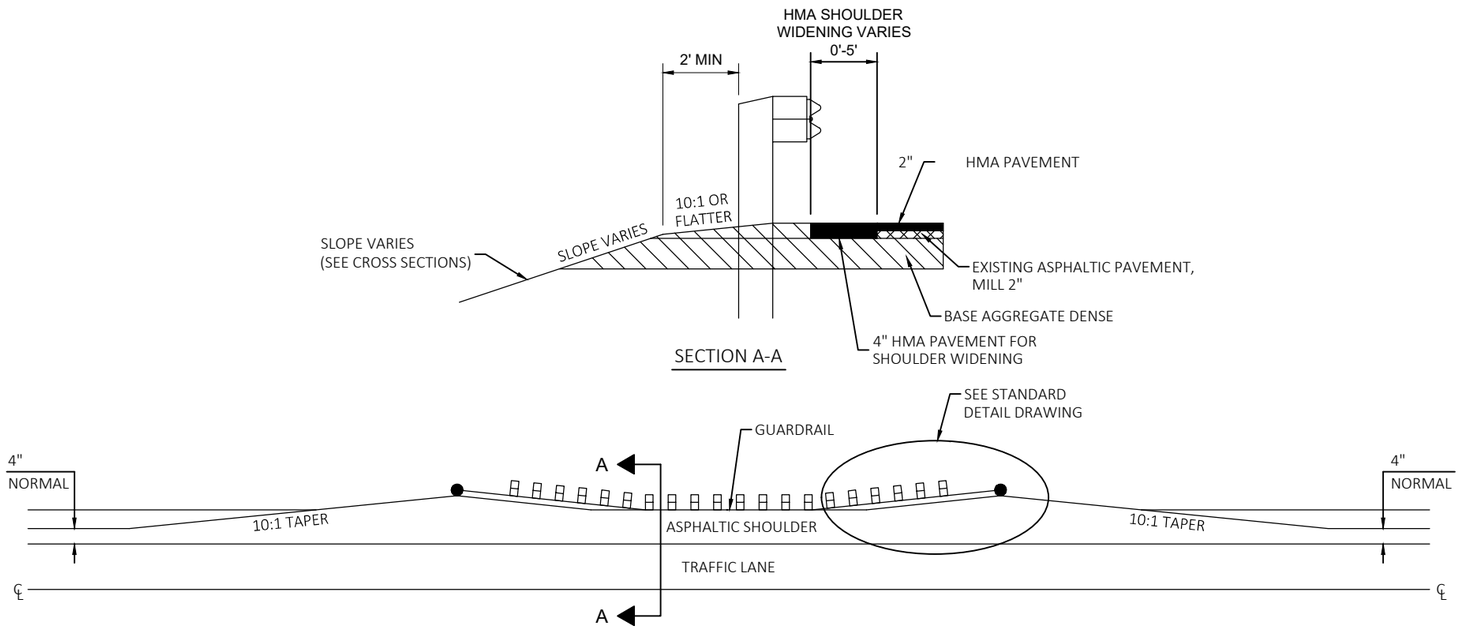
SIDE ROAD CONSTRUCTION LIMITS
SKEWED SIDE ROAD LOCATIONS



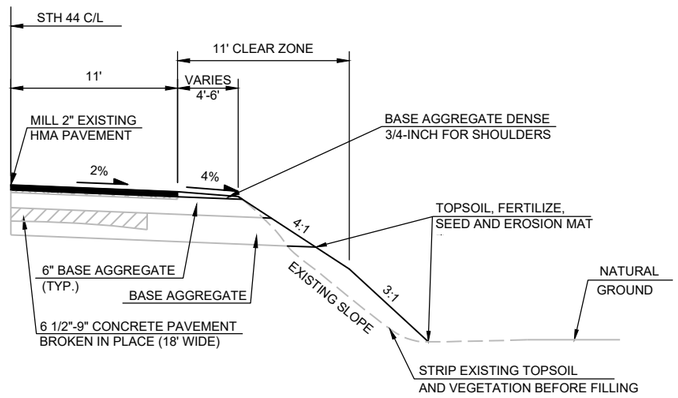
DETAIL FOR TYPICAL DRIVEWAY PAVING LIMITS

PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	CONSTRUCTION DETAILS	SHEET 12	E

2

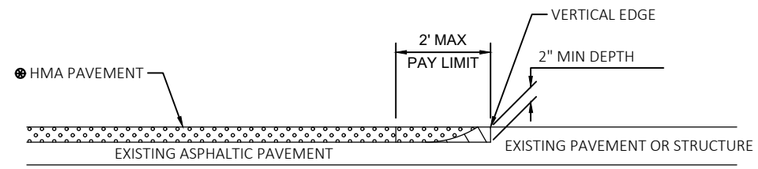


DETAIL FOR ASPHALTIC SHOULDER AT BEAM GUARD



SLOPE FILLING DETAIL FOR CULVERT EXTENSION

SEE CROSS SECTIONS FOR LOCATIONS



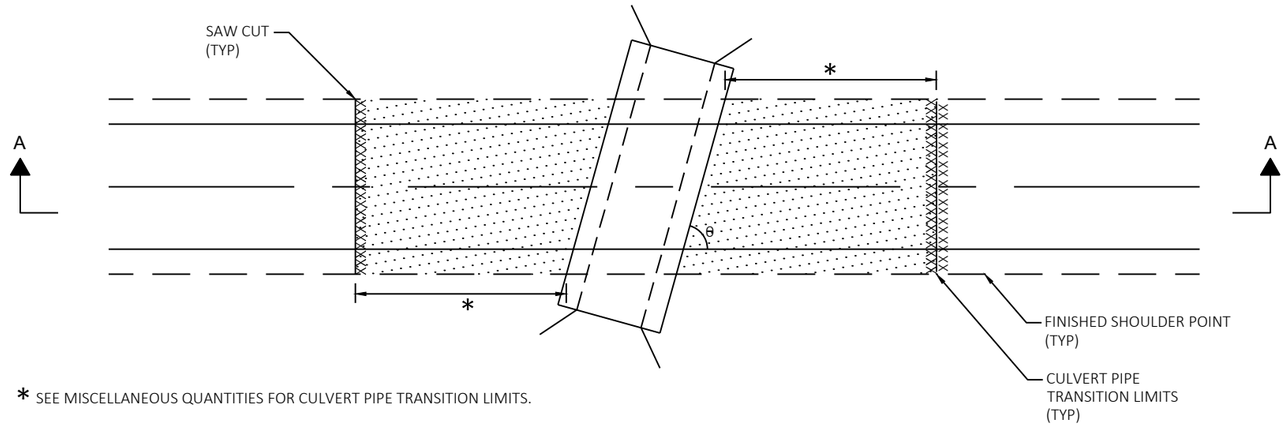
SEE TYPICAL CROSS SECTION FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL LAYERS

REMOVING ASPHALTIC SURFACE, MILLING

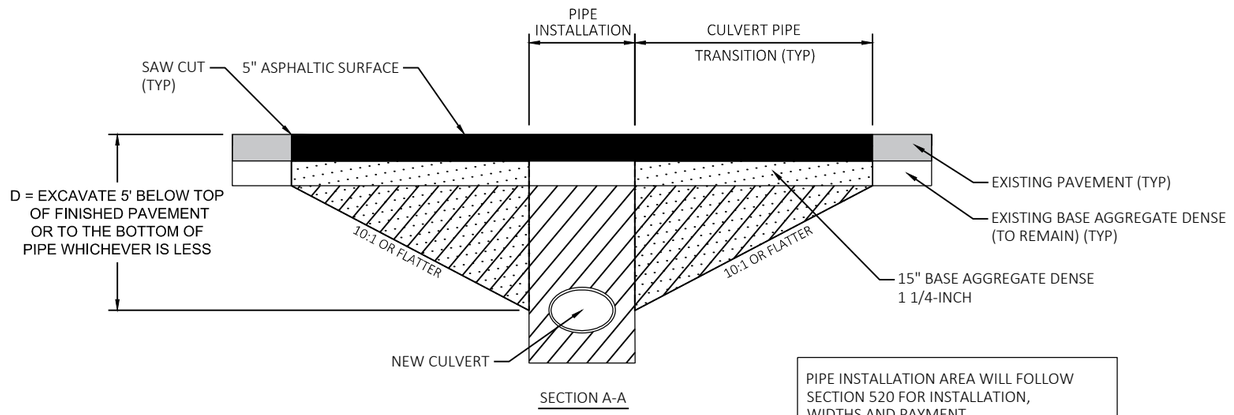
REMOVE ASPHALTIC SURFACE WEDGE AT BUTT JOINT TO CREATE VERTICAL EDGE

BUTT JOINT DETAIL FOR ASPHALTIC PAVEMENTS (NO PROFILE CHANGE)

2



* SEE MISCELLANEOUS QUANTITIES FOR CULVERT PIPE TRANSITION LIMITS.



PIPE INSTALLATION AREA WILL FOLLOW SECTION 520 FOR INSTALLATION, WIDTHS AND PAYMENT.

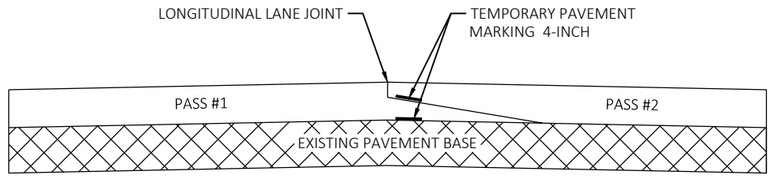
CONSTRUCT TRANSITION PERPENDICULAR TO CULVERT PIPE.

CULVERT PIPE TRANSITION AREAS WILL BE PAID BY COMMON EXCAVATION & SPV FOUNDATION BACKFILL.

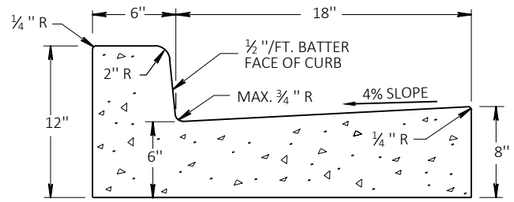
PAVEMENT SAW CUT TO BE PERPENDICULAR TO ROADWAY ALIGNMENT.

NEW CULVERT PIPES WITH TRANSITION

2

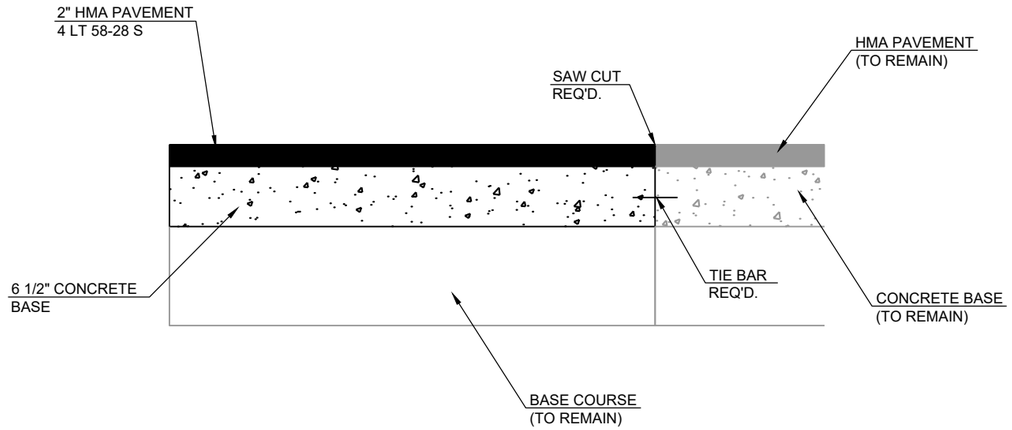


PAVEMENT MARKING DETAIL FOR TAPERED OVERLAPPING JOINTS IN HMA PAVEMENTS



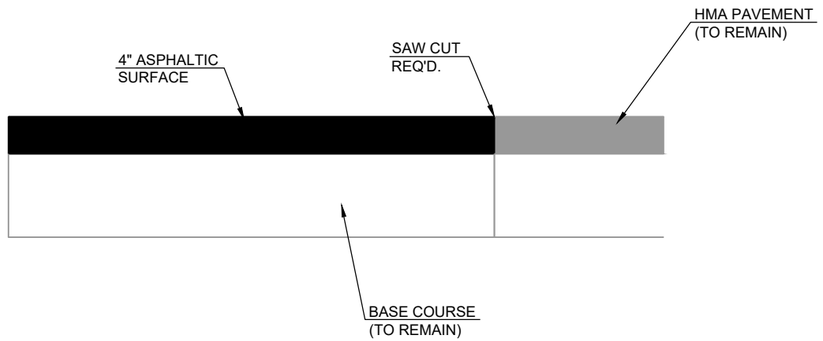
DETAIL FOR CONCRETE CURB AND GUTTER 24-INCH TYPE D

2



CURB RAMP ROADWAY PAVEMENT REPLACE WITH CONCRETE BASE

STA. 64+94 RT - STA. 65+19 RT
STA. 65+09 LT - STA. 65+30 LT
STA. 66+49 RT - STA. 67+05 RT
STA. 66+45 LT - STA. 66+64 LT

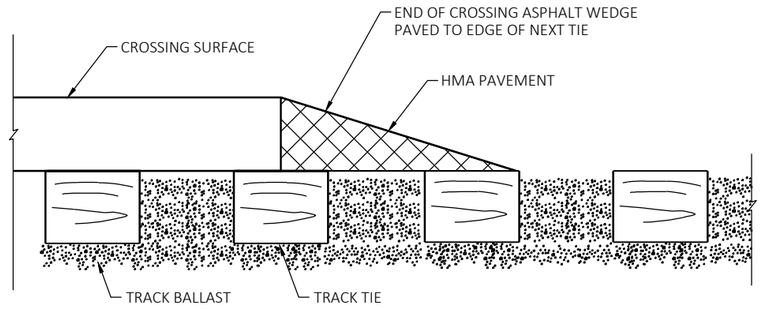


CURB RAMP ROADWAY HMA PAVEMENT REPLACEMENT

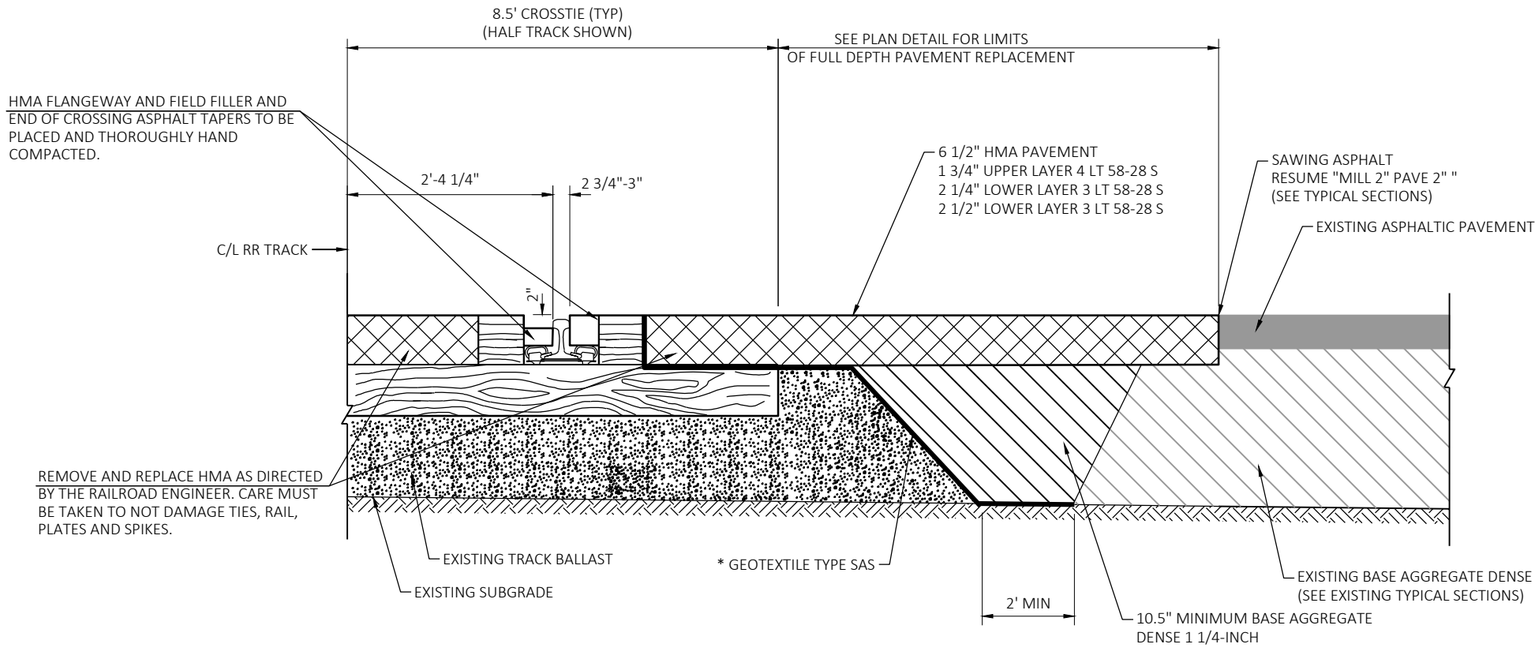
STA. 75+02 RT - STA. 75+10 RT
STA. 75+43 RT - STA. 75+49 RT
STA. 78+07 RT - STA. 78+35 RT
STA. 78+68 RT - STA. 78+98 RT
STA. 78+82 LT - STA. 78+91 LT

2

PAVEMENT DETAILS FOR RAILROAD APPROACH



END OF CROSSING ASPHALT WEDGE DETAIL



END OF CROSSING ASPHALT WEDGE DETAIL

NOTES

SEE RAILROAD CROSSING PLAN DETAIL FOR MORE DETAILS OF CROSSING CONSTRUCTION.

PLANS AND SECTIONS ARE TYPICAL. DIMENSIONS VARY PER PROJECT.

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.

TIMBER, CONCRETE OR RUBBER CROSSING SURFACE MATERIAL, RAILS, TIES, BALLAST AND CROSS DRAINAGE SYSTEM BY OTHERS UNLESS DIRECTED OTHERWISE.

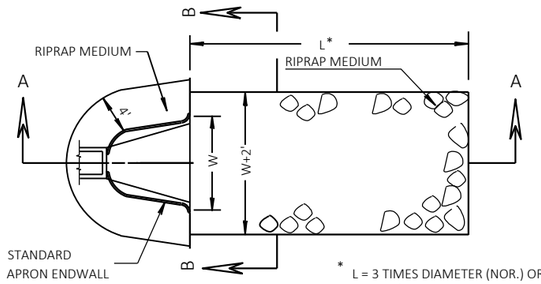
HMA PAVEMENT APPROACHES AND THE HMA PAVEMENT CROSSING SURFACES TO BE REPLACED BY ROADWAY CONTRACTOR UNLESS DIRECTED OTHERWISE.

HMA PAVEMENT SHALL BE ROLLED PARALLEL TO THE TRACK.

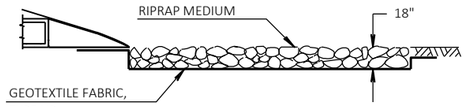
THE CROSSING SHALL NOT BE OPENED TO ANY TYPE OF TRAFFIC UNTIL IT IS FULLY PAVED AND COOLED SUFFICIENTLY UNLESS OTHERWISE APPROVED BY THE RAILROAD ENGINEER AND THE PROJECT ENGINEER.

NO NON-RUBBER TIRED OR TRACKED EQUIPMENT SHALL CROSS OR SIT ON THE CROSSING SURFACE WITHOUT PROTECTING THE CROSSING SURFACE WITH A METHOD APPROVED BY THE RAILROAD ENGINEER AND PROJECT ENGINEER.

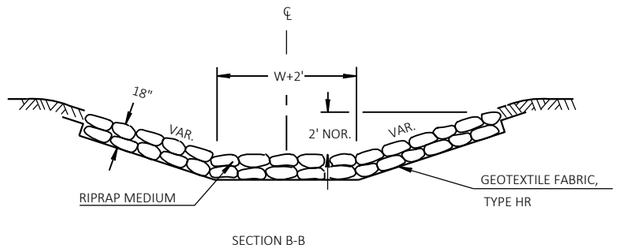
* GEOTEXTILE TYPE SAS PLACED IN ORDER TO PROVIDE STABILIZATION AND SEPARATION ON TOP OF THE TRACK BALLAST WHERE IT IS UNDER OR ADJACENT TO HMA PAVEMENT AND BASE AGGREGATE DENSE AND THE FIELD SIDE BALLAST CRIBS. GEOTEXTILE TYPE SAS SHALL EXTEND FROM THE TOP OF THE PAVEMENT SURFACE TO 2 FEET BEYOND THE LIMITS OF THE TRACK BALLAST.



* L = 3 TIMES DIAMETER (NOR.) OR 10' MIN. OR AS DIRECTED BY THE ENGINEER

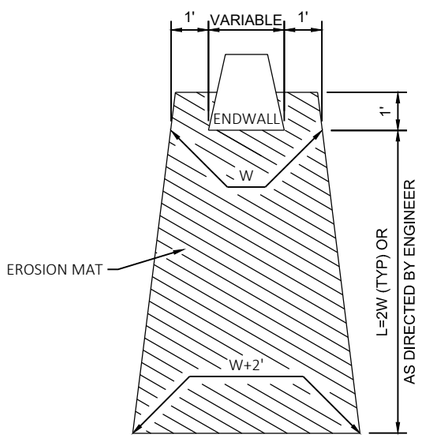


SECTION A-A

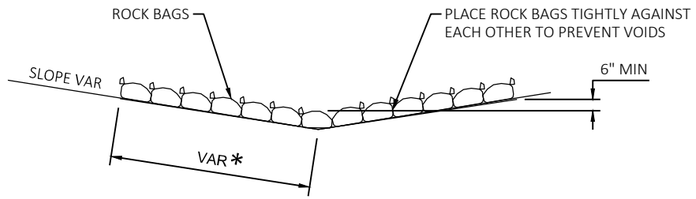


SECTION B-B

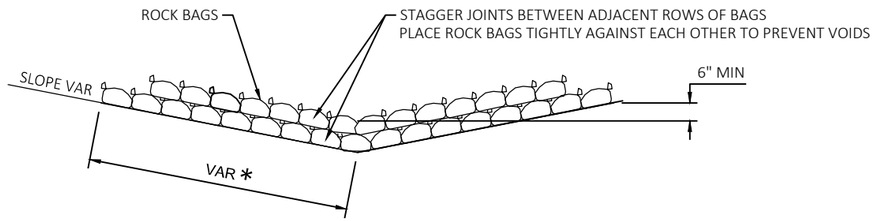
RIPRAP MEDIUM AND GEOTEXTILE FABRIC DETAIL AT ARPON ENDWALL



EROSION MAT TREATMENT AT CULVERTS



SIDE VIEW (SINGLE LAYER)

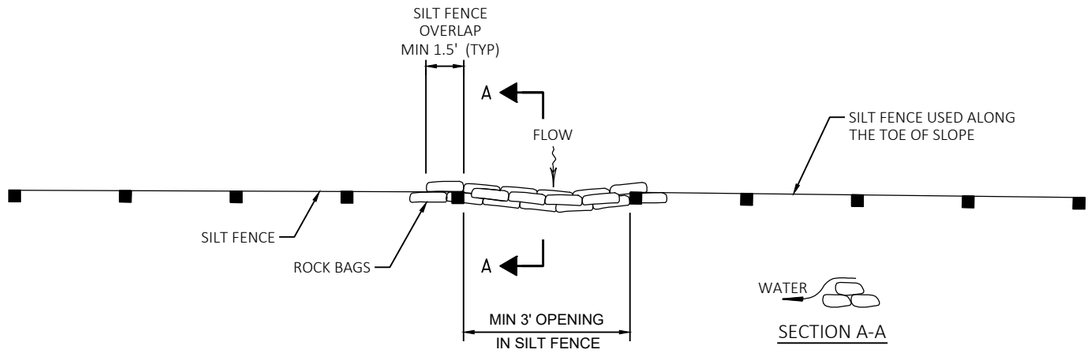


* LENGTH AND NUMBER OF BAGS MAY VARY DEPENDING ON DESIRED DEPTH OF WATER POOL

SIDE VIEW (MULTIPLE LAYER)

ROCK BAGS DITCH CHECK

PAID AS ROCK BAGS



SECTION A-A

TOP VIEW

ROCK BAGS USED FOR SILT FENCE RELIEF DETAIL

2

N

STA 96+91
REMOVING STRUCTURE
1-3'X2' CONCRETE BOX CULVERT

EXISTING R/W

EXISTING R/W

FO

E

SLOPE
INTERCEPTS

EROSION MAT URBAN
CLASS I, TYPE B

96

97

98

STA 96+91
1-24" RCCP REQ'D.

EROSION MAT URBAN
CLASS I, TYPE B

SLOPE
INTERCEPTS

SLOPE
INTERCEPTS

A

A

RIPRAP
MEDIUM

B

B

EXISTING R/W

EXISTING R/W

TLE LINE

VARIES

NATURAL
GROUND

NATURAL
GROUND

18"

RIPRAP
MEDIUM

2:1

2:1

GEOTEXTILE FABRIC
TYPE HR

SECTION A-A

VARIES

NATURAL
GROUND

TOPSOIL, SEED,
AND EROSION MAT

NATURAL
GROUND

2:1

2:1

SECTION B-B

CROSS CULVERT DITCHING AT STA 96+91

PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	CONSTRUCTION DETAILS	SHEET 19	E

FILE NAME : I:\45\450531 STH 44 FOND DU LAC CO\C3D\SHEETSPLAN\021008-CD.DWG
LAYOUT NAME - 021008-cd

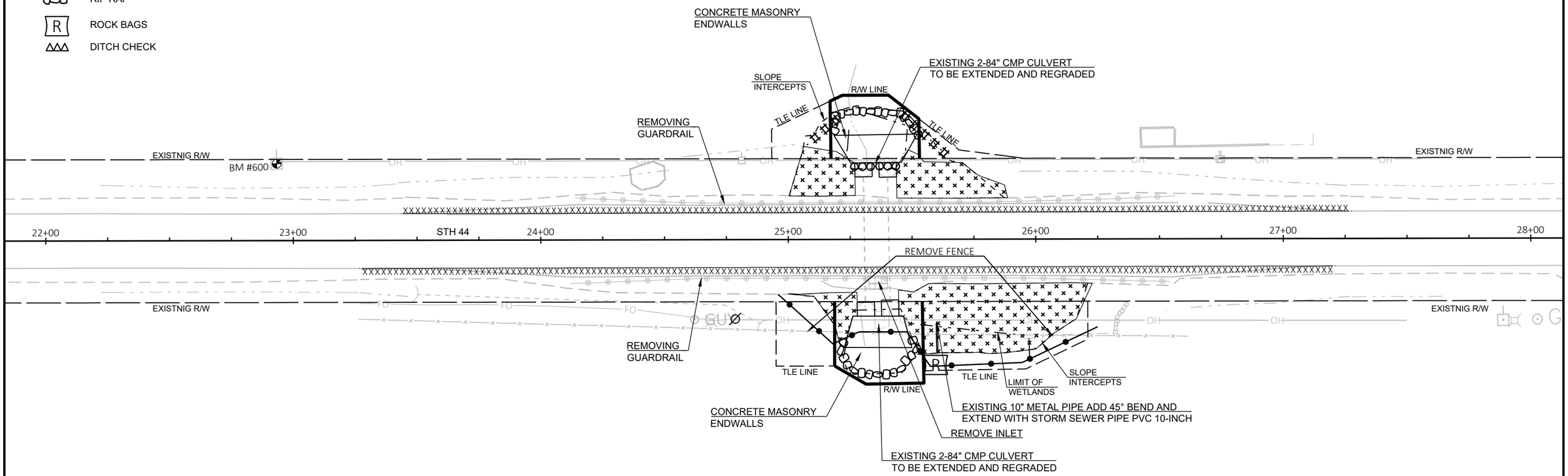
PLOT DATE : 7/19/2022 7:13 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : ##########

2

LEGEND

- SAW CUTS
- REMOVING SIDEWALK
- ASPHALTIC PAVEMENT
- CONCRETE CURB AND GUTTER
- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT URBAN CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE C
- SILT FENCE
- CULVERT PIPE CHECK
- RIP RAP
- ROCK BAGS
- DITCH CHECK

N



PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	PLAN DETAILS	SHEET 20	E

FILE NAME : I:\45\450531 STH 44 FOND DU LAC CO\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021201-pd

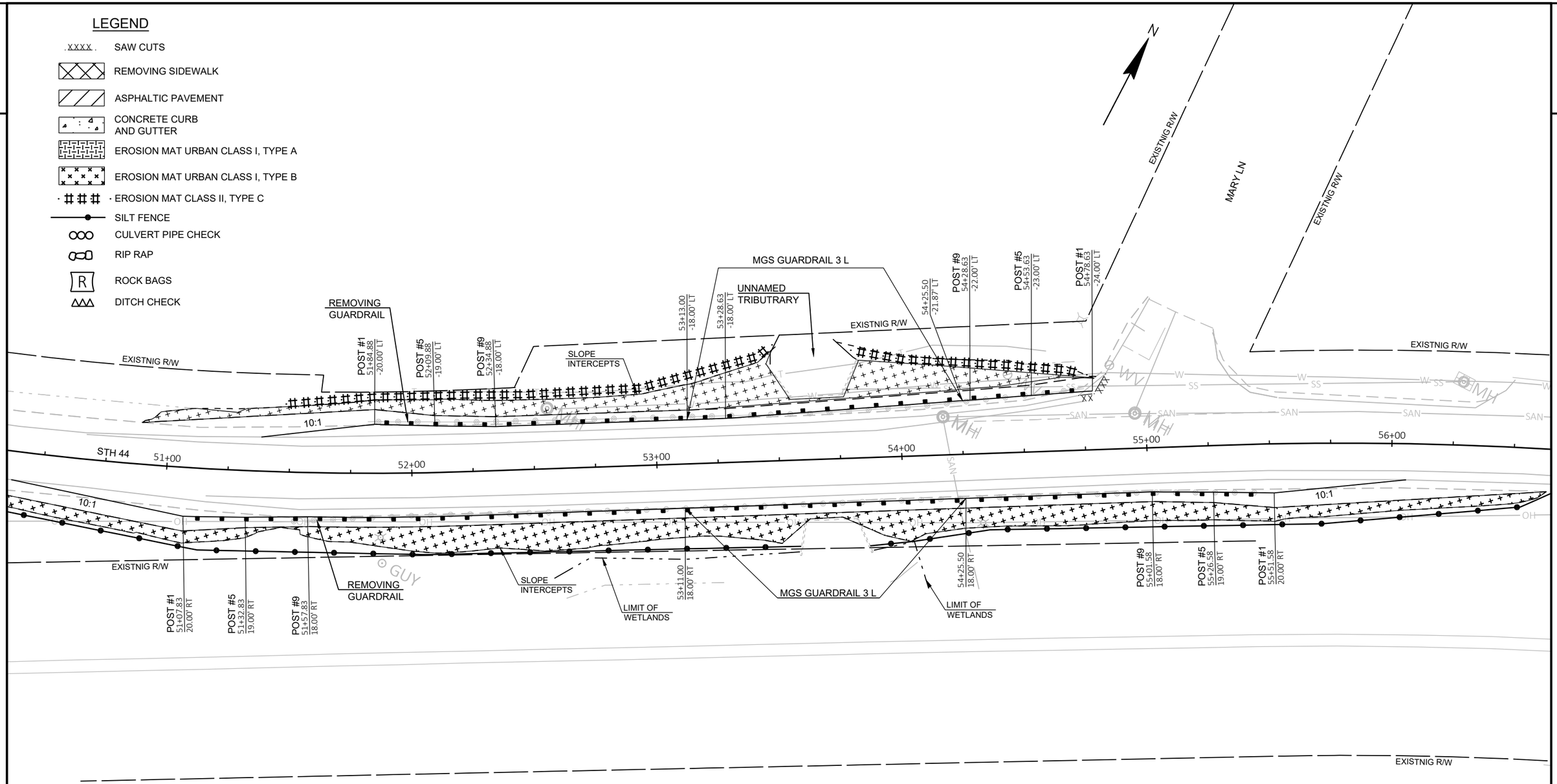
PLOT DATE : 7/19/2022 9:21 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- SAW CUTS
- REMOVING SIDEWALK
- ASPHALTIC PAVEMENT
- CONCRETE CURB AND GUTTER
- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT URBAN CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE C
- SILT FENCE
- CULVERT PIPE CHECK
- RIP RAP
- ROCK BAGS
- DITCH CHECK



PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	PLAN DETAILS	SHEET 21	E

FILE NAME : I:\45\450531 STH 44 FOND DU LAC CO\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021202-pd

PLOT DATE : 7/18/2022 2:35 PM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

65+00

65+50

2

R/L STH 44

STH 44

LEGEND

- SAW CUTS
- REMOVING SIDEWALK
- ASPHALTIC PAVEMENT
- CONCRETE CURB AND GUTTER
- EROSION MAT URBAN CLASS I, TYPE A
- SILT FENCE
- CULVERT PIPE CHECK
- RIP RAP
- ROCK BAGS
- DITCH CHECK

N

CONCRETE CURB AND GUTTER 30-INCH TYPE A
(TAPER CURB HEAD TO MATCH SIDEWALK GRADES)

64+93.62
28.40' RT

64+93.63
30.40' RT

64+93.64
32.90' RT
951.61

64+98.64
32.86' RT
951.83

65+03.64
32.83' RT
952.04

65+08.64
32.79' RT
952.26

65+13.64
32.75' RT
952.47

65+18.62
28.22' RT

65+18.63
30.22' RT

65+18.64
32.72' RT

2"

4.3%

3.4%

2.4%

1.4%

0.4%

0.6%

1.7%

64+98.65
40.43' RT
951.64

65+03.65
40.40' RT
951.94

65+08.65
40.36' RT
952.23

65+13.65
40.32' RT
952.52

5.8%

64+93.65
40.46' RT
951.35

64+93.66
42.46' RT

65+18.65
40.28' RT
952.81

TLE LINE

65+00.82
46.86' RT

SLOPE
INTERCEPTS

65+17.20
46.74' RT

EXISTING R/W

EXISTING R/W

R/W LINE

FLAG

NOTE:
ALL RADIUS DISTANCES
ARE TO FACE OF CURB.

PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	CURB RAMP DETAIL	SHEET 22	E

2

EXISTING R/W

BLODGETT

EXISTING R/W

N

2

CONCRETE FLARE

TOPSOIL, SEED, AND EROSION MAT

TLE LINE

R/W LINE

SLOPE INTERCEPTS

65+10.64
-37.24' LT
952.77

65+08.72
-37.21' LT

65+17.19
-33.64' LT
952.71

65+12.19
-33.58' LT
952.41

65+24.09
-33.73' LT
952.91

65+29.91
-33.21' LT
952.99

1.1%

6.0%

2.9%

1.2%

1.5%

1.5%

1.4%

2.1%

65+17.23
-28.62' LT
952.79

65+24.16
-28.72' LT
952.98

65+30.01
-28.82' LT
953.09

6.0%

2.8%

1.9%

2"

65+12.23
-28.55' LT
952.49

65+08.87
-26.54' LT

65+30.04
-26.81' LT

CURB RAMP TYPE 4A1

DETECTABLE WARNING FIELD

GUY

HO

HO

HO

EXISTING R/W

EXISTING R/W

SS

SS

SS

NOTE:
ALL RADIUS DISTANCES ARE TO FACE OF CURB.

LEGEND

- .XXXX. SAW CUTS
- REMOVING SIDEWALK
- ASPHALTIC PAVEMENT
- CONCRETE CURB AND GUTTER
- EROSION MAT URBAN CLASS I, TYPE A
- SILT FENCE
- CULVERT PIPE CHECK
- RIP RAP
- R ROCK BAGS
- DITCH CHECK

STH 44

R/L STH 44

65+00

65+50

PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	CURB RAMP DETAIL	SHEET 23	E

FILE NAME : I:\45\450531 STH 44 FOND DU LAC CO\C3D\SHEETSPLAN\021202-PD.DWG
LAYOUT NAME - 021204-pd

PLOT DATE : 7/29/2022 8:24 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:5 FT

WISDOT/CADDS SHEET 42

66+50

67+00

N

R/L STH 44

STH 44

CONCRETE CURB AND GUTTER 30-INCH HES TYPE D

CONCRETE CURB AND GUTTER 30-INCH TYPE A

DETECTABLE WARNING FIELD

CONCRETE RAMP TYPE 3

66+48.95
12.00' RT

66+67.41
15.00' RT
952.16

67+05.44
12.00' RT

67+05.44
15.00' RT
951.55

66+48.74
18.80' RT
Y=373,291.041
X=706,367.329
10' R

66+57.58
20.12' RT
952.19

66+67.91
17.50' RT
952.19

66+67.92
18.61' RT
952.21

66+62.92
18.63' RT
952.21

66+72.90
17.50' RT
952.61

66+78.11
17.50' RT
952.50

TOPSOIL, SEED, AND EROSION MAT

67+02.17
17.50' RT
952.02

67+05.48
17.50' RT
951.56

66+55.26
23.43' RT
952.21

66+59.63
21.55' RT
952.65

66+57.94
23.97' RT
952.77

66+48.95
26.80' RT
952.22

66+57.31
24.87' RT
952.69

66+62.95
26.94' RT
952.74

66+67.95
26.93' RT
952.16

66+82.18
26.87' RT
952.71

66+98.20
26.81' RT
952.48

66+49.01
29.30' RT
952.70

66+55.33
26.97' RT
952.77

66+57.95
26.96' RT
952.79

CONCRETE FLARE

66+67.41
27.00' RT
Y=373272.429
X=706358.991
10' R

CONCRETE FLARE

EXISTING R/W

66+48.85
32.00' RT
952.74

66+57.97
31.96' RT
952.86

66+62.97
31.94' RT
952.81

SLOPE INTERCEPTS

66+67.97
31.93' RT
952.79

66+82.23
34.87' RT

66+82.22
31.87' RT
952.78

66+98.22
31.81' RT
952.73

66+98.23
34.81' RT

7" CURB HEAD
STA. 66+48 - STA. 66+58

TLE LINE

NOTE:
ALL RADIUS DISTANCES ARE TO FACE OF CURB.
CURB HEAD NORTH OF CURB RAMP IS 7" IN HEIGHT.

EXISTING R/W

KENNEDY DRIVE

GUY

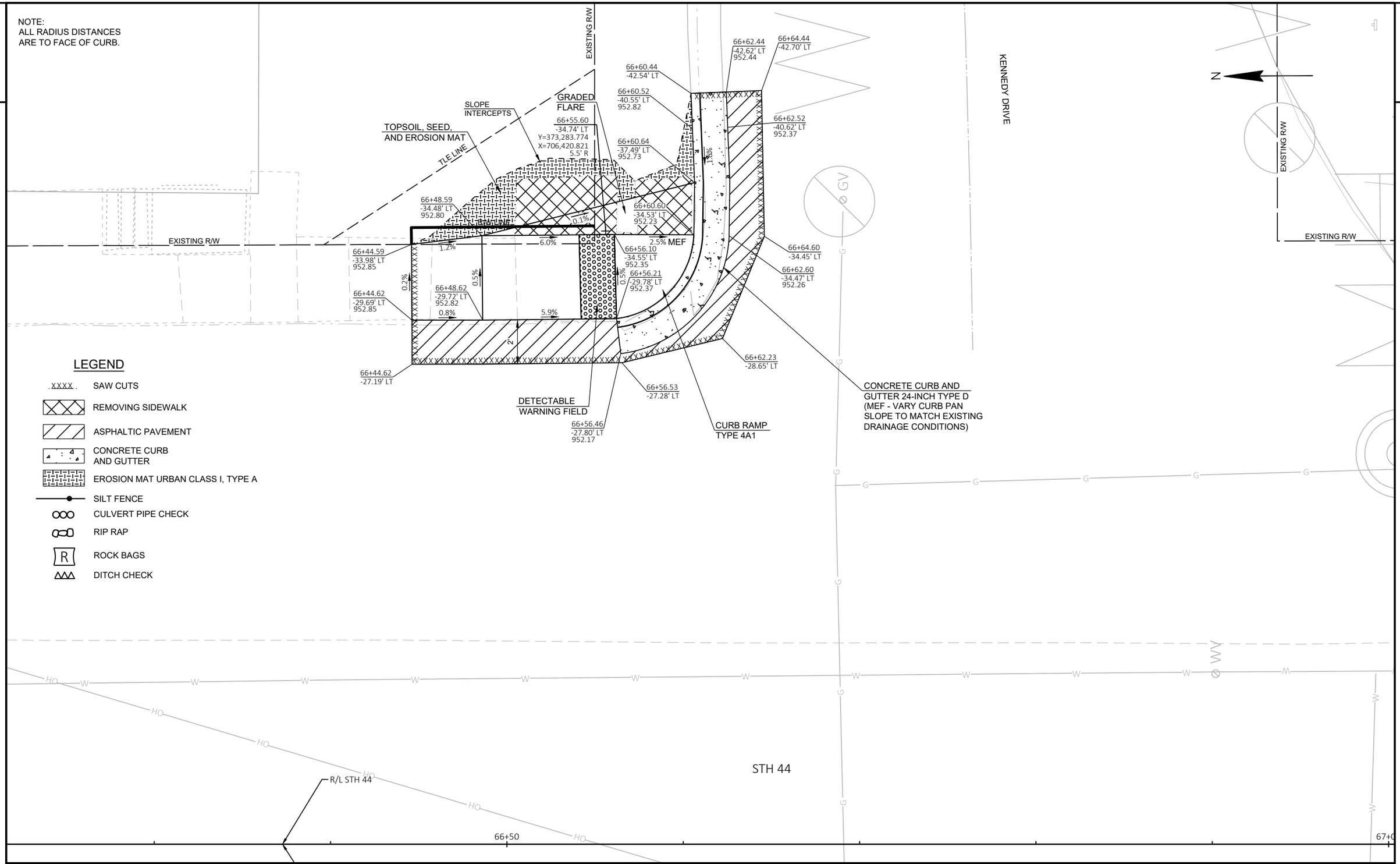
EXISTING R/W

LEGEND

- XXXX — SAW CUTS
- REMOVING SIDEWALK
- ASPHALTIC PAVEMENT
- CONCRETE CURB AND GUTTER
- EROSION MAT URBAN CLASS I, TYPE A
- SILT FENCE
- CULVERT PIPE CHECK
- RIP RAP
- R — ROCK BAGS
- DITCH CHECK

PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	CURB RAMP DETAIL	SHEET 24	E

NOTE:
ALL RADIUS DISTANCES
ARE TO FACE OF CURB.



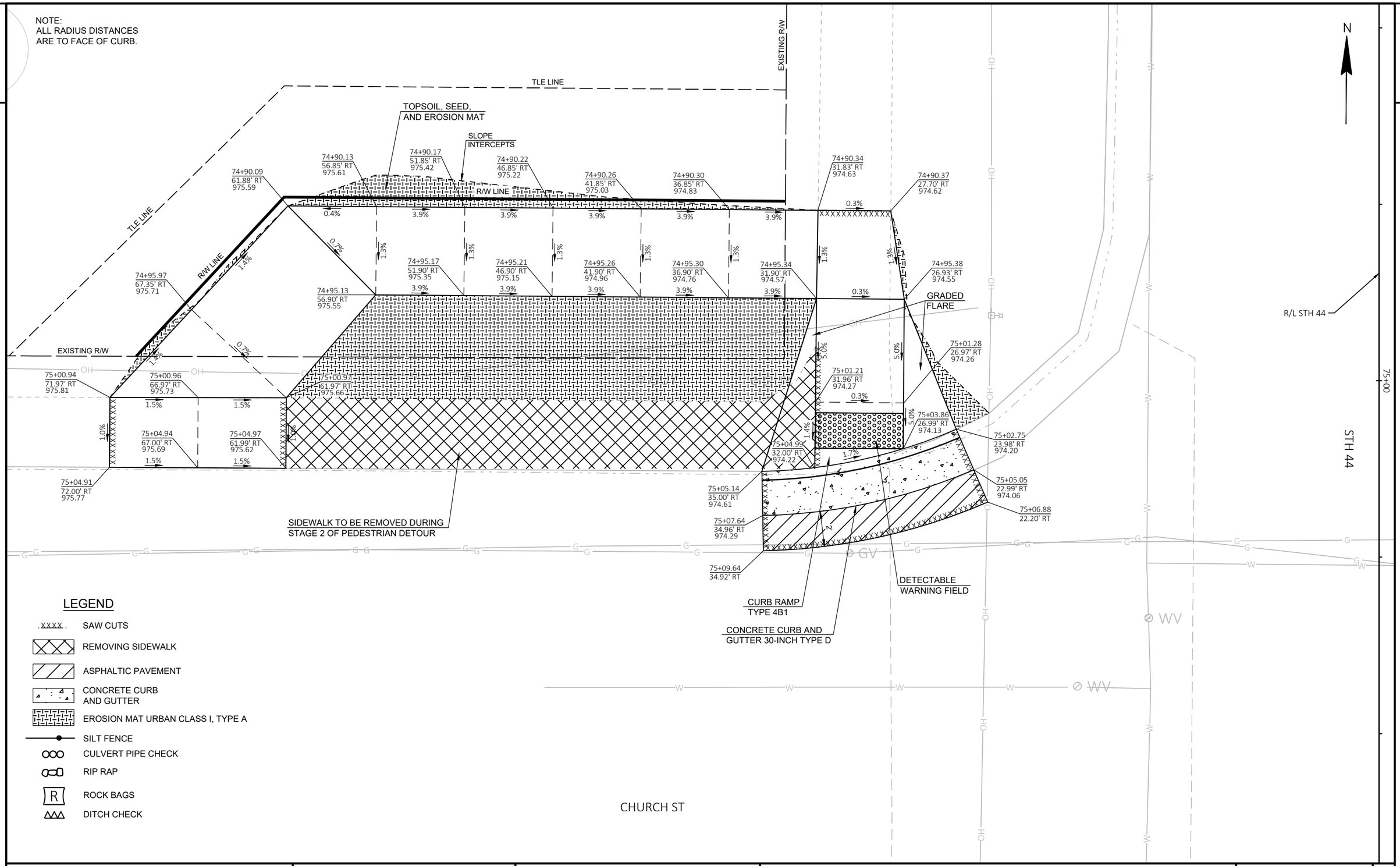
LEGEND

- XXXX SAW CUTS
- REMOVING SIDEWALK
- ASPHALTIC PAVEMENT
- CONCRETE CURB AND GUTTER
- EROSION MAT URBAN CLASS I, TYPE A
- SILT FENCE
- CULVERT PIPE CHECK
- RIP RAP
- R ROCK BAGS
- DITCH CHECK

PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	CURB RAMP DETAIL	SHEET 25	E

FILE NAME : I:\45\450531 STH 44 FOND DU LAC CO\C3D\SHEETSPLAN\021202-PD.DWG
LAYOUT NAME - 021206-pd
PLOT DATE : 7/29/2022 8:23 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

NOTE:
ALL RADIUS DISTANCES
ARE TO FACE OF CURB.



LEGEND

- SAW CUTS
- REMOVING SIDEWALK
- ASPHALTIC PAVEMENT
- CONCRETE CURB AND GUTTER
- EROSION MAT URBAN CLASS I, TYPE A
- SILT FENCE
- CULVERT PIPE CHECK
- RIP RAP
- ROCK BAGS
- DITCH CHECK

PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	CURB RAMP DETAIL	SHEET 26	E

2

75+50

STH 44

R/L STH 44

N

BM #607

TOPSOIL, SEED, AND EROSION MAT

GRADED FLARE

SLOPE INTERCEPTS

DETECTABLE WARNING FIELD

CURB RAMP TYPE 4B1

75+47.12
22.02' RT

75+48.88
22.98' RT

75+47.99
24.77' RT
974.52

75+46.82
27.75' RT
974.53

75+61.44
28.06' RT
975.28

75+66.44
28.72' RT
975.35

75+51.82
27.84' RT
974.61

75+51.78
32.87' RT
974.64

75+66.41
32.51' RT
975.39

75+61.40
33.06' RT
975.32

75+45.67
32.77' RT
974.55

75+43.42
35.71' RT

75+43.40
37.75' RT

75+45.42
35.77' RT
974.56

75+45.40
37.77' RT

5.5%
1.5%
7.0%
1.3%
0.7%
0.7%
1.1%
1.5%
7.0%
1.4%
4.7%
2'

EXISTING R/W

TLE LINE

EXISTING R/W

CHURCH ST

LEGEND

- XXXX SAW CUTS
- REMOVING SIDEWALK
- ASPHALTIC PAVEMENT
- CONCRETE CURB AND GUTTER
- EROSION MAT URBAN CLASS I, TYPE A
- SILT FENCE
- CULVERT PIPE CHECK
- RIP RAP
- R ROCK BAGS
- DITCH CHECK

NOTE:
ALL RADIUS DISTANCES ARE TO FACE OF CURB.

PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	CURB RAMP DETAIL	SHEET 27	E

FILE NAME : I:\45\450531 STH 44 FOND DU LAC CO\C3D\SHEETSPLAN\021202-PD.DWG
LAYOUT NAME - 021208-pd
PLOT DATE : 7/29/2022 8:21 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

STH 44

N

78+06.98
17.45' RT

78+07.26
19.48' RT
969.95

78+15.86
18.30' RT

78+15.46
21.28' RT
970.35
PC

CONCRETE CURB AND GUTTER
18-INCH TYPE D

78+07.19
20.98' RT
970.42

78+25.78
25.25' RT
970.44

CONCRETE
FLARE

78+27.95
27.55' RT
970.49

SLOPE
INTERCEPTS

78+15.39
21.77' RT
970.85

BM #608

TOPSOIL, SEED,
AND EROSION MAT

78+19.11
28.60' RT
970.82

78+24.78
26.36' RT
970.99

78+12.50
29.40' RT
971.19

78+07.55
29.31' RT
971.45

DETECTABLE
WARNING FIELD

CURB RAMP
TYPE 2

78+24.11
28.55' RT
970.74

78+26.79
28.50' RT
970.56

78+31.07
32.96' RT
970.68

78+19.09
33.60' RT
970.89

EXISTING R/W

78+07.48
33.39' RT
971.51

R/W LINE

78+12.43
33.48' RT
971.25

78+24.09
33.55' RT
970.82

CONCRETE
FLARE

78+26.88
33.53' RT
970.66

78+32.22
37.37' RT
970.72

78+29.67
33.50' RT
970.65

78+34.39
38.96' RT

78+30.74
37.59' RT
971.18

78+12.16
40.26' RT
Y=372,127.828
X=706,347.573
19.27' R

SLOPE
INTERCEPTS

78+31.40
39.10' RT
970.69
PT

CONCRETE CURB
PEDESTRIAN

78+30.90
39.12' RT
971.19
PT

78+19.11
41.06' RT
971.28

78+23.21
41.05' RT
971.21

TLE LINE

SLOPE
INTERCEPTS

78+19.12
47.31' RT
971.60

78+23.23
47.30' RT
971.53

TOPSOIL, SEED,
AND MULCH

TOPSOIL, SEED,
AND EROSION MAT

EXISTING R/W

78+19.13
53.56' RT
971.92

78+23.20
53.55' RT
971.85

78+32.97
57.69' RT
970.85

78+31.47
57.74' RT

78+34.95
57.73' RT

WASHINGTON ST

LEGEND

- .XXXX. SAW CUTS
- REMOVING SIDEWALK
- ASPHALTIC PAVEMENT
- CONCRETE CURB AND GUTTER
- EROSION MAT URBAN CLASS I, TYPE A
- SILT FENCE
- CULVERT PIPE CHECK
- RIP RAP
- R ROCK BAGS
- DITCH CHECK

NOTE:
ALL RADIUS DISTANCES
ARE TO FACE OF CURB.

PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	CURB RAMP DETAIL	SHEET 28	E

STH 44

WASHINGTON ST

78+68.05
11.21' RT

78+98.05
11.34' RT

78+90.33
15.92' RT

78+88.69
20.01' RT
969.63
PT

78+84.37
20.84' RT
969.87

78+79.21
23.27' RT
969.96

78+79.83
24.66' RT
969.92

78+91.27
21.30' RT
969.90

78+74.75
27.26' RT
970.05

78+75.82
28.32' RT
970.01

78+79.86
28.29' RT
969.96

78+71.55
32.60' RT
970.14

78+70.07
40.25' RT
970.21
PC

78+68.08
42.39' RT

78+70.08
42.39' RT
970.23

78+71.57
40.25' RT
970.67

78+71.58
42.38' RT
970.65

78+90.34
40.21' RT
Y=372049.647
X=706346.980
19.27' R

CURB RAMP
TYPE 2

DETECTABLE
WARNING FIELD

CONCRETE CURB AND GUTTER
18-INCH TYPE D

DETECTABLE
WARNING FIELD

ASPHALTIC
FLUME REQ'D.

TOPSOIL, SEED,
AND EROSION MAT

EXISTING R/W

R/W LINE

CONCRETE CURB
PEDESTRIAN

TLE LINE

SLOPE
INTERCEPTS

EXISTING R/W

2.4%
2.0%
1.0%
1.6%
1.2%
1.3%
1.1%
6.1%
4.0%

LEGEND

- XXXX SAW CUTS
- REMOVING SIDEWALK
- ASPHALTIC PAVEMENT
- CONCRETE CURB AND GUTTER
- EROSION MAT URBAN CLASS I, TYPE A
- SILT FENCE
- CULVERT PIPE CHECK
- RIP RAP
- R ROCK BAGS
- DITCH CHECK

NOTE:
ALL RADIUS DISTANCES
ARE TO FACE OF CURB.

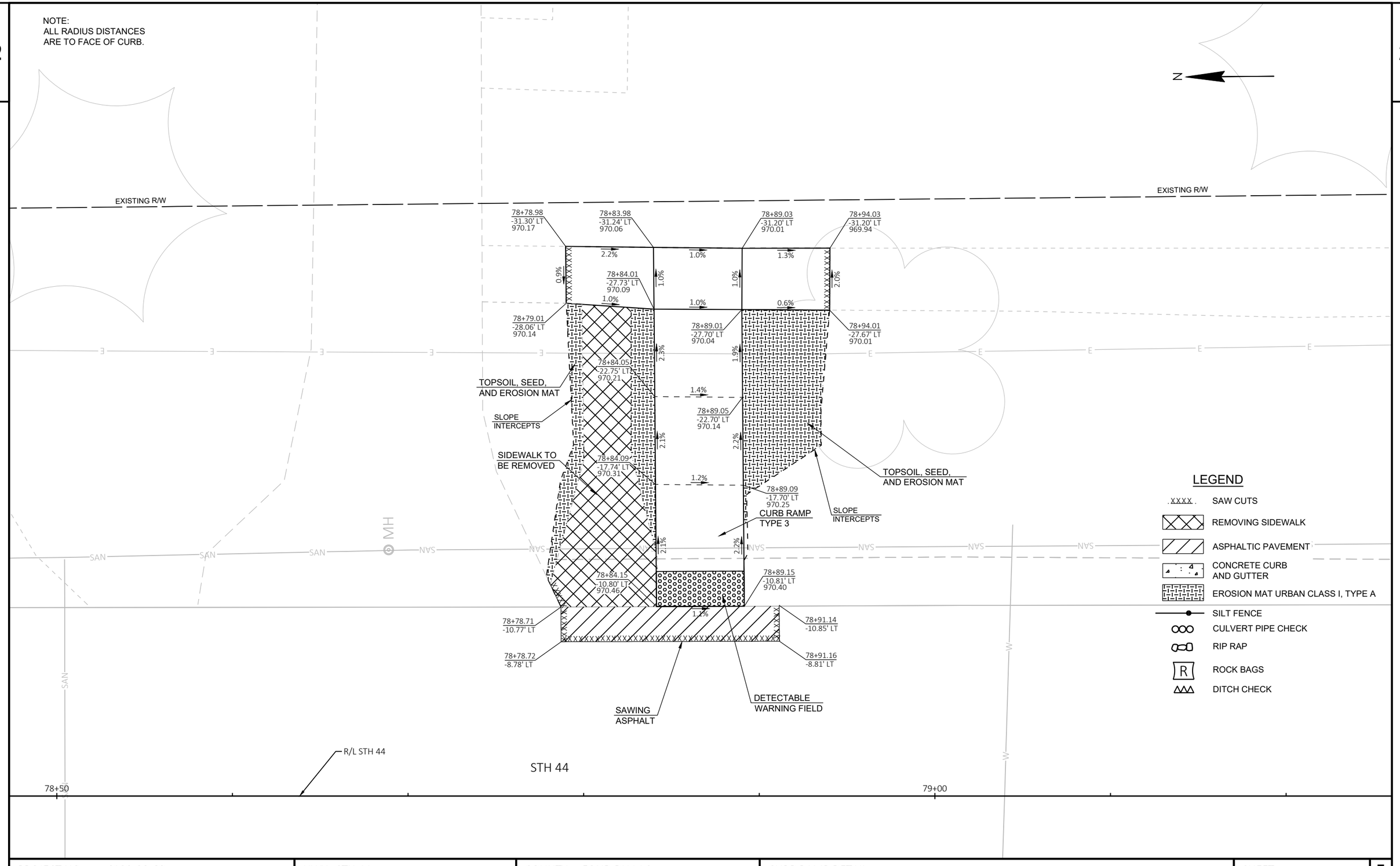
PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	CURB RAMP DETAIL	SHEET 29	E

FILE NAME : I:\45\450531 STH 44 FOND DU LAC CO\C3D\SHEETSPLAN\021202-PD.DWG
LAYOUT NAME - 021210-pd

PLOT DATE : 7/29/2022 8:18 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:5 FT

WISDOT/CADDS SHEET 42

NOTE:
ALL RADIUS DISTANCES
ARE TO FACE OF CURB.



PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	CURB RAMP DETAIL	SHEET 30	E

FILE NAME : I:\45\450531 STH 44 FOND DU LAC CO\C3D\SHEETSPLAN\021202-PD.DWG
LAYOUT NAME - 021211-pd
PLOT DATE : 7/29/2022 8:04 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

NOTES

REMOVE AND REPLACE HMA AS DIRECTED BY THE RAILROAD ENGINEER. CARE MOST BE TAKEN TO NOT DAMAGE TIES, RAIL, PLATES AND SPIKES.

HMA FLANGEWAY AND FIELD FILLER AND END OF CROSSING ASPHALT TAPERS TO BE PLACED AND THOROUGHLY HAND COMPACTED. SEE CONSTRUCTION DETAILS FOR MORE INFORMATION.

STH 44

EXISTING R/W

N

SAW ASPHALT
STA. 63+77.2

SEE END OF CROSSING
ASPHALT WEDGE DETAIL

10'

HMA SHOULDER WEDGE
TO END OF CROSSING

64+00

HMA SHOULDER WEDGE
TO END OF CROSSING

WSOR RAILROAD

10'

LEGEND

REMOVING AND REPLACING HMA PAVING
(AS DIRECTED BY RR ENGINEER)

XXXXXXXX SAW CUT

SAW ASPHALT
STA. 64+16.9

STH 44

EXISTING R/W

R/W LINE

EXISTING R/W

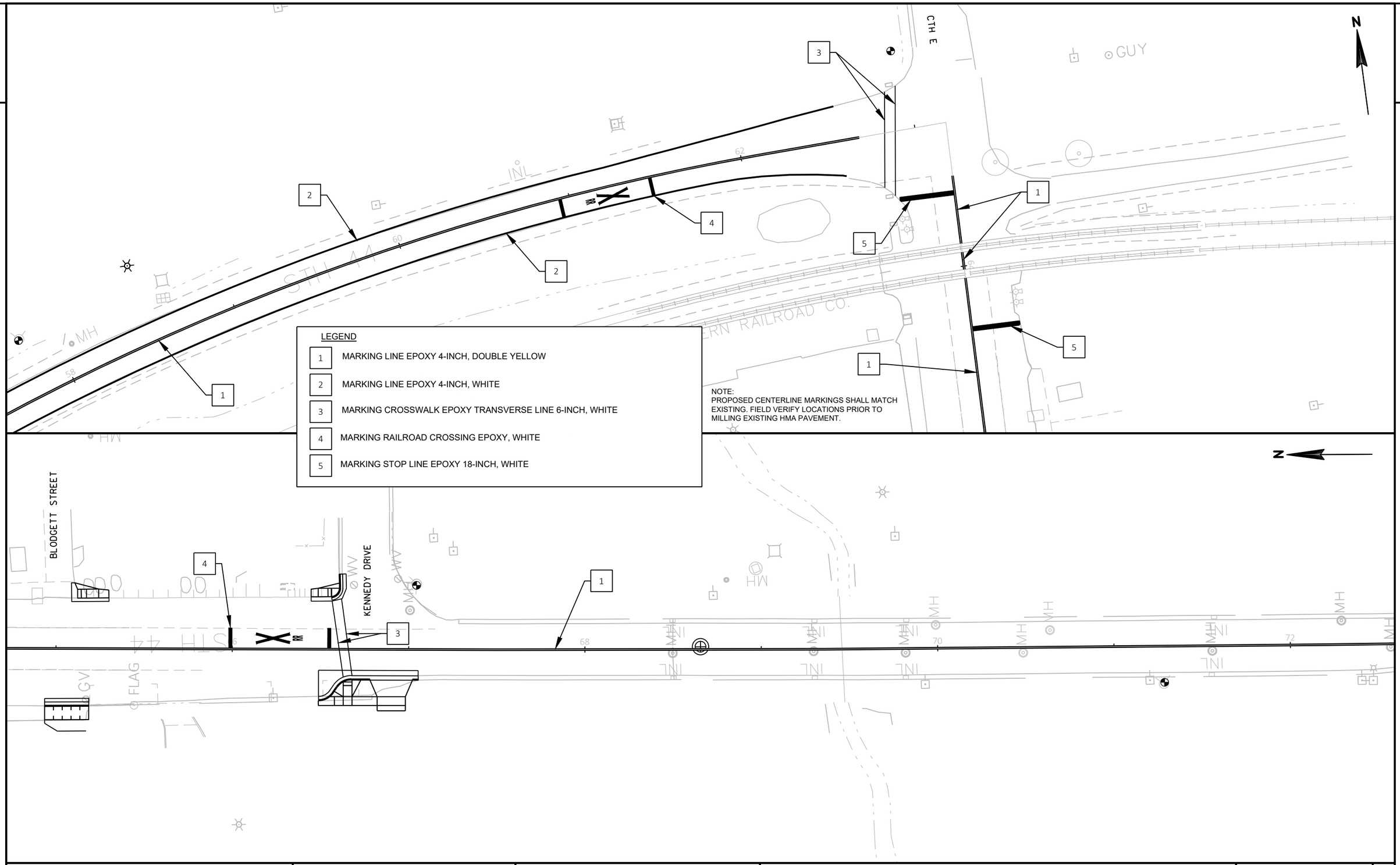
64

PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	RAILROAD CROSSING PLAN DETAIL	SHEET 31	E

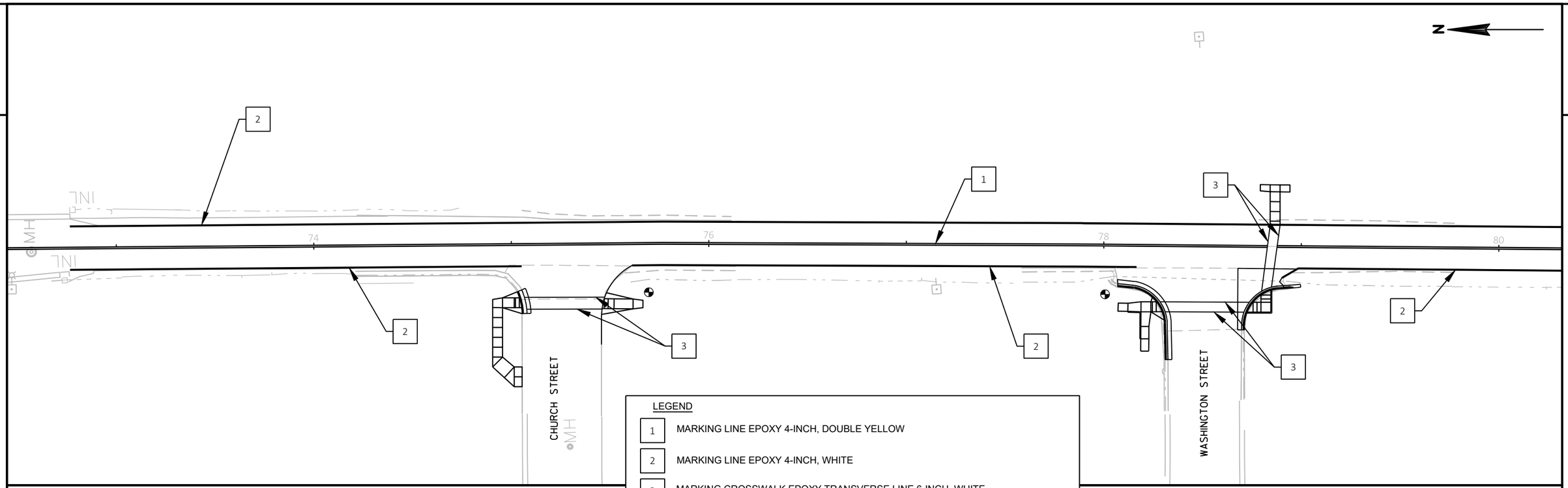
FILE NAME : I:\45\450531 STH 44 FOND DU LAC CO\C3D\SHEETSPLAN\021203-PD.DWG
LAYOUT NAME - 021212-pd

PLOT DATE : 7/18/2022 2:37 PM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:10 FT

2



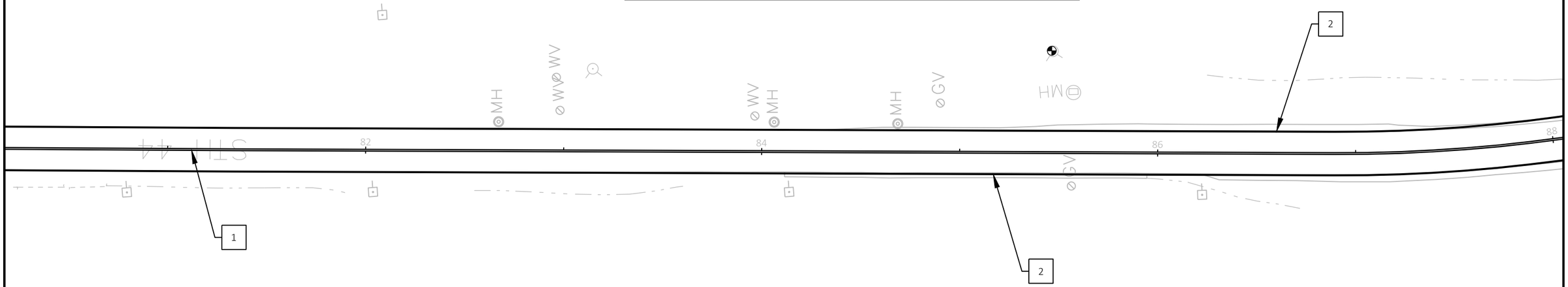
PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	PAVEMENT MARKING DETAILS	SHEET 32	E



LEGEND

1	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
2	MARKING LINE EPOXY 4-INCH, WHITE
3	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
4	MARKING RAILROAD CROSSING EPOXY, WHITE
5	MARKING STOP LINE EPOXY 18-INCH, WHITE

NOTE:
PROPOSED CENTERLINE MARKINGS SHALL MATCH EXISTING. FIELD VERIFY LOCATIONS PRIOR TO MILLING EXISTING HMA PAVEMENT.



PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	PAVEMENT MARKING DETAILS	SHEET 33	E

FILE NAME : I:\45\450531 STH 44 FOND DU LAC CO\C3D\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024502-pm
PLOT DATE : 7/29/2022 7:02 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

LEGEND

N

TRAFFIC CONTROL DRUM

TYPE II BARRICADE WITH ATTACHED SIGN

SIGN ON TEMPORARY POST

WORK AREA

TEMPORARY PEDESTRIAN SURFACE

TEMPORARY PEDESTRIAN BARRICADE

TEMPORARY CURB RAMP

WSOR RAILROAD

BLODGETT ST

KENNEDY DR

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

PI: 67+50.74

64+00 65+00 66+00 67+00 68+00 STH 44 69+00

63+00

62+00

STH 44

WSOR RAILROAD

SOUTHERN RAILROAD CO.

KENNEDY DR

GENERAL NOTES

ADJUST SIGNING AS NECESSARY TO MEET FIELD CONDITIONS.

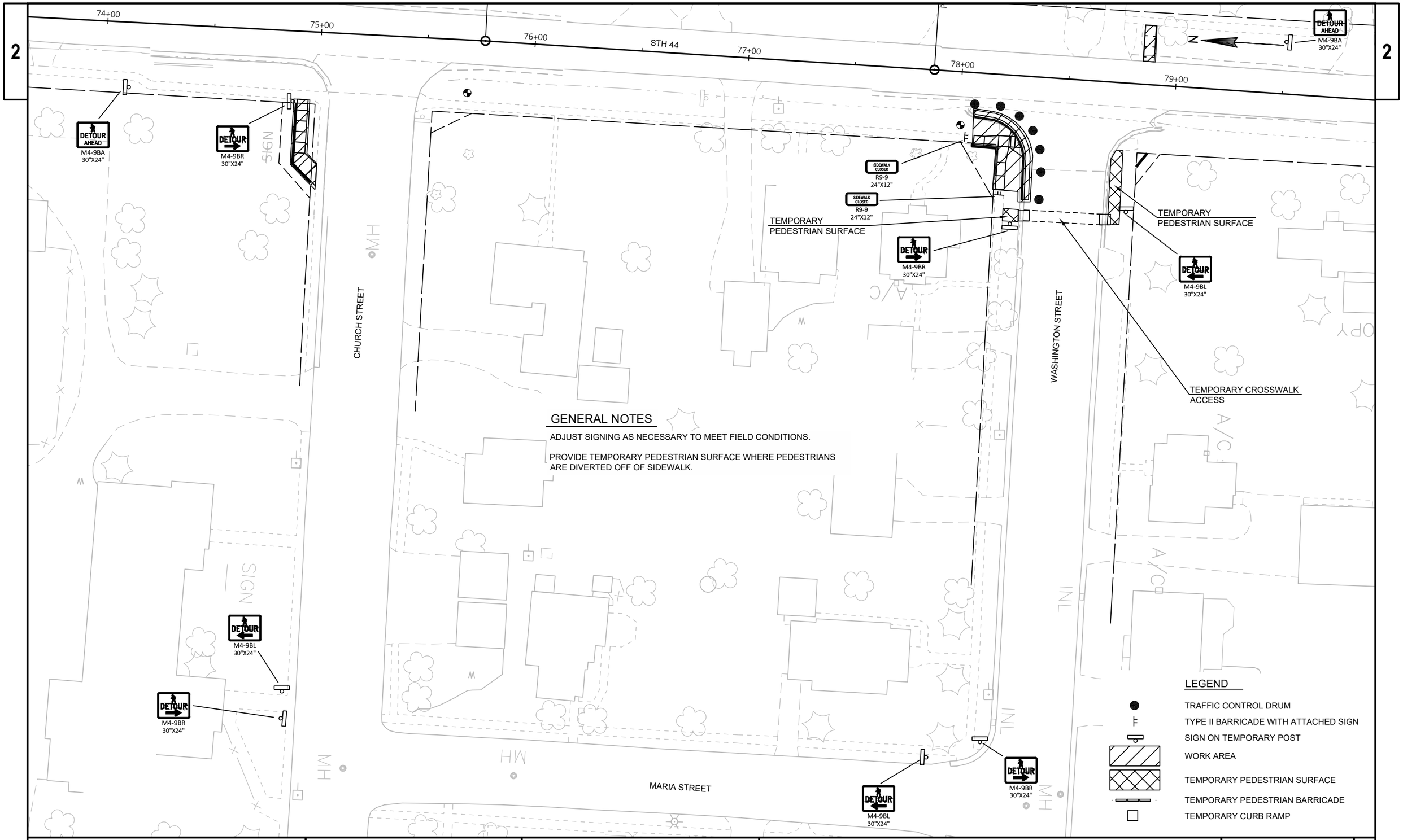
PROVIDE TEMPORARY PEDESTRIAN SURFACE WHERE PEDESTRIANS ARE DIVERTED OFF OF SIDEWALK.

PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	PEDESTRIAN TRAFFIC CONTROL - STAGE 1	SHEET 34	E

FILE NAME : I:\45\450531 STH 44 FOND DU LAC CO\C3D\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 025101-tc

PLOT DATE : 7/18/2022 2:38 PM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN: 40 FT

WISDOT/CADDS SHEET 42



PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	PEDESTRIAN TRAFFIC CONTROL - STAGE 1	SHEET 35	E

FILE NAME : I:\45\450531 STH 44 FOND DU LAC CO\C3D\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 025102-tc

PLOT DATE : 7/18/2022 2:38 PM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN: 40 FT

2

2

LEGEND

TRAFFIC CONTROL DRUM

TYPE II BARRICADE WITH ATTACHED SIGN

SIGN ON TEMPORARY POST

WORK AREA

TEMPORARY PEDESTRIAN SURFACE

TEMPORARY PEDESTRIAN BARRICADE

TEMPORARY CURB RAMP

N

WSOR RAILROAD

BLODGETT ST

KENNEDY DR

SCALE

SIGN

GUY

HW

WV

MH

INL

A/C

PI: 67+50.74

63+00

62+00

64+00

65+00

66+00

67+00

68+00

69+00

STH 44

.54

SOUTHERN RAILROAD CO.

TEMPORARY
PEDESTRIAN SURFACE

SIDEWALK CLOSED
R9-9
24"X12"

AFTER COMPLETION OF 5 FT SIDEWALK, SWITCH PEDESTRIANS TO NEW SIDEWALK AND COMPLETE REMAINING CURB RAMP WORK FOR THE BUMP OUT.

CONSTRUCT 5FT WIDE SIDEWALK AND ROUTE PEDESTRIAN TRAFFIC IN PARKING LANE PER SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION".

GENERAL NOTES

ADJUST SIGNING AS NECESSARY TO MEET FIELD CONDITIONS.

PROVIDE TEMPORARY PEDESTRIAN SURFACE WHERE PEDESTRIANS ARE DIVERTED OFF OF SIDEWALK.

PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	PEDESTRIAN TRAFFIC CONTROL - STAGE 2	SHEET 36	E

2

74+00 75+00 76+00 STH 44 77+00 78+00 79+00

PI 77+86

N

DETOUR M4-9BR 30"X24"

DETOUR AHEAD M4-9BA 30"X24"

SIDEWALK CLOSED R9-9 24"X12"

DETOUR M4-9BL 30"X24"

TEMPORARY CROSSWALK ACCESS

EXISTING CURB FLOW LINE AT 7%

TEMPORARY PEDESTRIAN RAMP TO BE NO MORE THAN 2% CROSS SLOPE

TEMPORARY PEDESTRIAN SURFACE

GENERAL NOTES

ADJUST SIGNING AS NECESSARY TO MEET FIELD CONDITIONS.

PROVIDE TEMPORARY PEDESTRIAN SURFACE WHERE PEDESTRIANS ARE DIVERTED OFF OF SIDEWALK.

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE II BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY POST
- WORK AREA
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY CURB RAMP

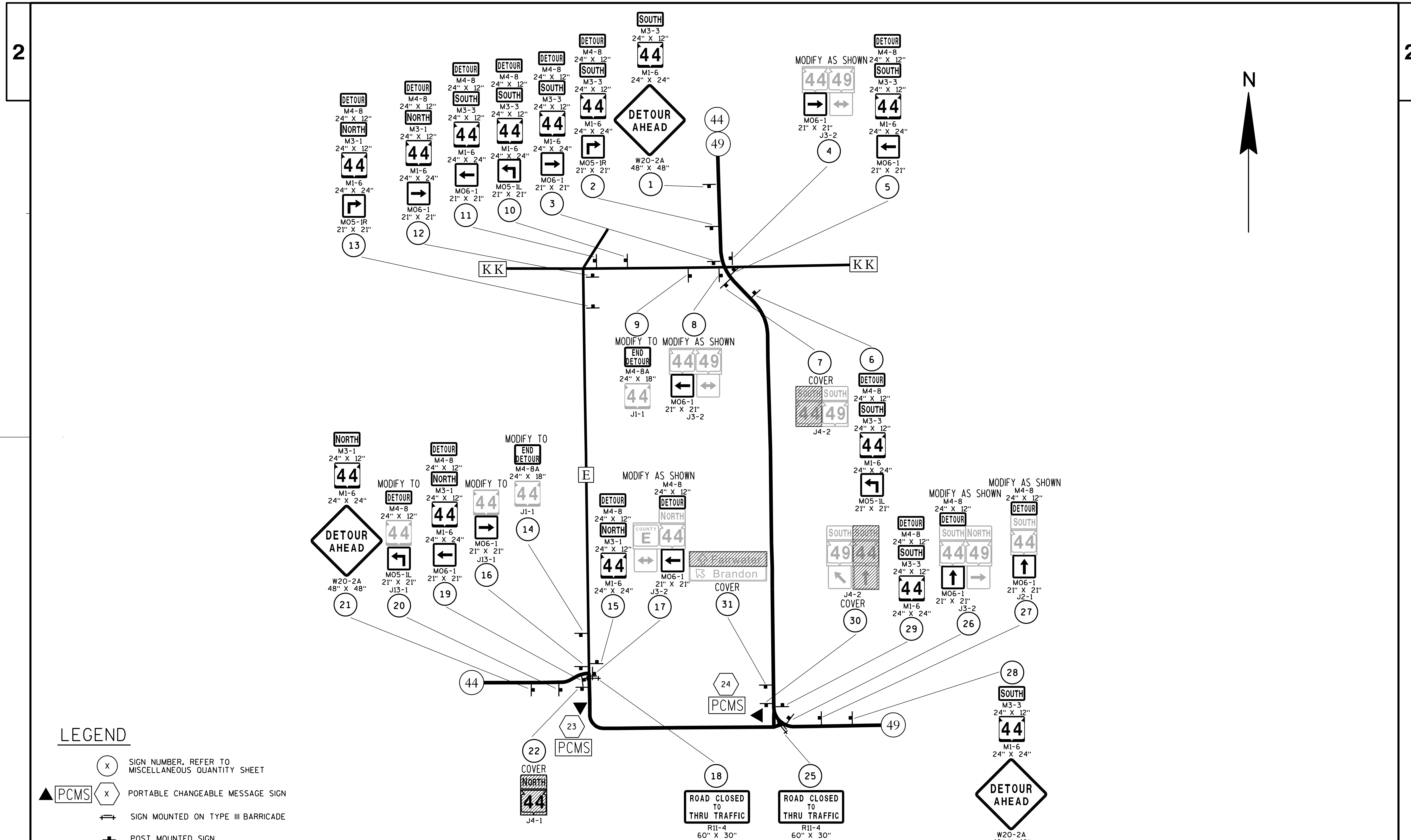
CHURCH STREET

WASHINGTON STREET

MARIA STREET

SIGN MH HW A/C

PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	PEDESTRIAN TRAFFIC CONTROL - STAGE 2	SHEET 37	E



PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	DETOUR SIGNING DETAIL	SHEET 38	E

FILE NAME : N:\spo\traffic\A Work Zone\Detours\Fond du Lac County\STH 44\S. of Fairwater\027001_dt.dgn PLOT DATE : 03-MAR-2020 12:34 PLOT BY : dotjlf PLOT NAME : STH114 STH55DETOURB PLOT SCALE : 5000:1

WISDOT/CADDS SHEET 42

Estimate Of Quantities

6100-08-60

Line	Item	Item Description	Unit	Total	Qty
0002	203.0220	Removing Structure (structure) 01. STA 89+09	EACH	1.000	1.000
0004	203.0220	Removing Structure (structure) 02. STA 96+90	EACH	1.000	1.000
0006	203.0220	Removing Structure (structure) 03. STA 100+83	EACH	1.000	1.000
0008	204.0100	Removing Concrete Pavement	SY	507.000	507.000
0010	204.0105	Removing Concrete Pavement Butt Joints	SY	137.000	137.000
0012	204.0110	Removing Asphaltic Surface	SY	630.000	630.000
0014	204.0120	Removing Asphaltic Surface Milling	SY	52,400.000	52,400.000
0016	204.0150	Removing Curb & Gutter	LF	119.000	119.000
0018	204.0155	Removing Concrete Sidewalk	SY	135.000	135.000
0020	204.0165	Removing Guardrail	LF	1,182.000	1,182.000
0022	204.0170	Removing Fence	LF	87.000	87.000
0024	204.0180	Removing Delineators and Markers	EACH	6.000	6.000
0026	204.0220	Removing Inlets	EACH	1.000	1.000
0028	205.0100	Excavation Common	CY	650.000	650.000
0030	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 6100-08-60	LS	1.000	1.000
0032	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	6.000	6.000
0034	213.0100	Finishing Roadway (project) 01. 6100-08-60	EACH	1.000	1.000
0036	305.0110	Base Aggregate Dense 3/4-Inch	TON	4,340.000	4,340.000
0038	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	535.000	535.000
0040	320.0130	Concrete Base 6 1/2-Inch	SY	48.000	48.000
0042	416.0260	Concrete Driveway HES 6-Inch	SY	264.000	264.000
0044	416.0610	Drilled Tie Bars	EACH	117.000	117.000
0046	455.0605	Tack Coat	GAL	3,195.000	3,195.000
0048	460.2000	Incentive Density HMA Pavement	DOL	3,960.000	3,960.000
0050	460.5223	HMA Pavement 3 LT 58-28 S	TON	79.000	79.000
0052	460.5224	HMA Pavement 4 LT 58-28 S	TON	6,090.000	6,090.000
0054	465.0105	Asphaltic Surface	TON	217.000	217.000
0056	465.0110	Asphaltic Surface Patching	TON	100.000	100.000
0058	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	4.000	4.000
0060	465.0315	Asphaltic Flumes	SY	2.000	2.000
0062	504.0900	Concrete Masonry Endwalls	CY	23.000	23.000
0064	520.8000	Concrete Collars for Pipe	EACH	4.000	4.000
0066	521.3184	Culvert Pipe Corrugated Steel 84-Inch	LF	24.000	24.000
0068	522.0424	Culvert Pipe Reinforced Concrete Class IV 24-Inch	LF	50.000	50.000
0070	522.0436	Culvert Pipe Reinforced Concrete Class IV 36-Inch	LF	55.000	55.000
0072	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	2.000	2.000
0074	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	2.000	2.000
0076	522.2429	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 29x45-Inch	LF	34.000	34.000
0078	522.2629	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 29x45-Inch	EACH	2.000	2.000
0080	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	86.000	86.000
0082	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	62.000	62.000
0084	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	12.000	12.000
0086	602.0405	Concrete Sidewalk 4-Inch	SF	1,040.000	1,040.000
0088	602.0415	Concrete Sidewalk 6-Inch	SF	431.000	431.000
0090	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	90.000	90.000
0092	606.0200	Riprap Medium	CY	69.000	69.000
0094	611.8110	Adjusting Manhole Covers	EACH	5.000	5.000
0096	611.9800.S	Pipe Grates	EACH	1.000	1.000
0098	614.0010	Barrier System Grading Shaping Finishing	EACH	2.000	2.000

6100-08-60

Line	Item	Item Description	Unit	Total	Qty
0100	614.2300	MGS Guardrail 3	LF	300.000	300.000
0102	614.2340	MGS Guardrail 3 L	LF	225.000	225.000
0104	614.2610	MGS Guardrail Terminal EAT	EACH	4.000	4.000
0106	618.0100	Maintenance And Repair of Haul Roads (project) 01. 6100-08-60	EACH	1.000	1.000
0108	619.1000	Mobilization	EACH	1.000	1.000
0110	624.0100	Water	MGAL	49.000	49.000
0112	625.0100	Topsoil	SY	235.000	235.000
0114	628.1504	Silt Fence	LF	980.000	980.000
0116	628.1520	Silt Fence Maintenance	LF	1,960.000	1,960.000
0118	628.1905	Mobilizations Erosion Control	EACH	10.000	10.000
0120	628.1910	Mobilizations Emergency Erosion Control	EACH	10.000	10.000
0122	628.2006	Erosion Mat Urban Class I Type A	SY	245.000	245.000
0124	628.7010	Inlet Protection Type B	EACH	2.000	2.000
0126	628.7015	Inlet Protection Type C	EACH	8.000	8.000
0128	628.7555	Culvert Pipe Checks	EACH	30.000	30.000
0130	628.7570	Rock Bags	EACH	15.000	15.000
0132	629.0210	Fertilizer Type B	CWT	0.130	0.130
0134	630.0140	Seeding Mixture No. 40	LB	7.000	7.000
0136	630.0200	Seeding Temporary	LB	7.000	7.000
0138	630.0500	Seed Water	MGAL	6.000	6.000
0140	633.5200	Markers Culvert End	EACH	10.000	10.000
0142	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	3.000	3.000
0144	638.2102	Moving Signs Type II	EACH	3.000	3.000
0146	642.5001	Field Office Type B	EACH	1.000	1.000
0148	643.0300	Traffic Control Drums	DAY	1,874.000	1,874.000
0150	643.0410	Traffic Control Barricades Type II	DAY	181.000	181.000
0152	643.0420	Traffic Control Barricades Type III	DAY	768.000	768.000
0154	643.0705	Traffic Control Warning Lights Type A	DAY	1,310.000	1,310.000
0156	643.0900	Traffic Control Signs	DAY	4,397.000	4,397.000
0158	643.0920	Traffic Control Covering Signs Type II	EACH	4.000	4.000
0160	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0162	643.5000	Traffic Control	EACH	1.000	1.000
0164	644.1410	Temporary Pedestrian Surface Asphalt	SF	310.000	310.000
0166	644.1601	Temporary Pedestrian Curb Ramp	DAY	98.000	98.000
0168	644.1810	Temporary Pedestrian Barricade	LF	210.000	210.000
0170	645.0120	Geotextile Type HR	SY	137.000	137.000
0172	645.0140	Geotextile Type SAS	SY	127.000	127.000
0174	646.1020	Marking Line Epoxy 4-Inch	LF	32,598.000	32,598.000
0176	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	26,252.000	26,252.000
0178	646.5320	Marking Railroad Crossings Epoxy	EACH	2.000	2.000
0180	646.6120	Marking Stop Line Epoxy 18-Inch	LF	116.000	116.000
0182	646.7405	Marking Crosswalk Paint Transverse Line 6-Inch	LF	434.000	434.000
0184	649.0105	Temporary Marking Line Paint 4-Inch	LF	44,780.000	44,780.000
0186	650.4500	Construction Staking Subgrade	LF	1,225.000	1,225.000
0188	650.5000	Construction Staking Base	LF	1,225.000	1,225.000
0190	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	200.000	200.000
0192	650.6000	Construction Staking Pipe Culverts	EACH	5.000	5.000
0194	650.8000	Construction Staking Resurfacing Reference	LF	19,659.000	19,659.000
0196	650.9000	Construction Staking Curb Ramps	EACH	9.000	9.000

6100-08-60

Line	Item	Item Description	Unit	Total	Qty
0198	650.9910	Construction Staking Supplemental Control (project) 01. 6100-08-60	LS	1.000	1.000
0200	650.9920	Construction Staking Slope Stakes	LF	1,350.000	1,350.000
0202	690.0150	Sawing Asphalt	LF	1,476.000	1,476.000
0204	690.0250	Sawing Concrete	LF	361.000	361.000
0206	740.0440	Incentive IRI Ride	DOL	28,936.000	28,936.000
0208	SPV.0035	Special 01. Foundation Backfill	CY	303.000	303.000
0210	SPV.0060	Special 01. Grading, Shaping and Finishing Culvert Pipes and Apron Endwalls	EACH	8.000	8.000
0212	SPV.0060	Special 02. Apron Endwalls for Culvert Pipe 10-Inch	EACH	1.000	1.000
0214	SPV.0060	Special 03. Adjusting Sanitary Manhole Covers	EACH	8.000	8.000
0216	SPV.0060	Special 04. Adjusting Water Valve Boxes	EACH	4.000	4.000
0218	SPV.0090	Special 01. Concrete Curb and Gutter 30-Inch HES Type D	LF	26.000	26.000
0220	SPV.0090	Special 02. Concrete Curb and Gutter 24-Inch Type D Special	LF	16.000	16.000
0222	SPV.0090	Special 03. Storm Sewer Pipe PVC 10-Inch	LF	12.000	12.000

REMOVING SMALL PIPE CULVERTS & STRUCTURES

STATION	LOCATION	203.0220.01 REMOVING STRUCTURE (01. STA 89+09) EACH	203.0220.02 REMOVING STRUCTURE (02. STA 96+90) EACH	203.0220.03 REMOVING STRUCTURE (03. STA 100+83) EACH	REMARKS
89+09	STH 44	1	-	-	3'x2' CONCRETE BOX - 59'
96+90	STH 44	-	1	-	3'x2' CONCRETE BOX - 86'
100+83	STH 44	-	-	1	4'X2.5' CONCRETE BOX - 38'
	TOTAL 0010	1	1	1	

REMOVING CONCRETE PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY	REMARKS
0010	64+94	-	65+19	STH 44, RT	11	CURB RAMP REPLACEMENT
0010	65+11	-	65+30	STH 44, LT	5	CURB RAMP REPLACEMENT
0010	66+45	-	66+61	STH 44, LT	10	CURB RAMP REPLACEMENT
0010	66+49	-	66+98	STH 44, RT	99	CURB RAMP REPLACEMENT
0010	88+72	-	89+45	STH 44	146	CULVERT PIPE REPLACEMENT
0010	96+55	-	97+25	STH 44	140	CULVERT PIPE REPLACEMENT
0010	100+58	-	101+06	STH 44	96	CULVERT PIPE REPLACEMENT
				TOTAL 0010	507	

REMOVING ASPHALTIC SURFACE

CATEGORY	STATION	TO	STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	REMARKS
0010	23+44	-	27+25	STH 44, LT & RT	240	PAVED SHLD REMOVAL
0010	54+72	-	54+84	STH 44, LT	3	FOR EAT INSTALLATION
0010	63+77	-	64+17	STH 44, LT & RT	304	RAILROAD APPROACHES
0010	64+94	-	65+19	STH 44, RT	15	CURB RAMP REPLACEMENT
0010	65+11	-	65+30	STH 44, LT	3	CURB RAMP REPLACEMENT
0010	66+49	-	66+98	STH 44, RT	5	CURB RAMP REPLACEMENT
0010	74+90	-	75+05	STH 44, RT	3	CURB RAMP REPLACEMENT
0010	75+45	-	75+66	STH 44, RT	4	CURB RAMP REPLACEMENT
0010	78+08	-	78+31	STH 44, RT	13	CURB RAMP REPLACEMENT
0010	78+73	-	78+85	STH 44, RT	38	CURB RAMP REPLACEMENT
0010	78+79	-	78+94	STH 44, LT	2	CURB RAMP REPLACEMENT
				TOTAL 0010	630	

REMOVING ASPHALTIC SURFACE MILLING ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	204.0105 REMOVING PAVEMENT BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	REMARKS
0010		12+38		STH 44	7	-	
0010	12+38	-	37+00	STH 44	-	6,324	
0010	37+00	-	54+50	STH 44	-	4,855	
0010	54+50	-	63+77	STH 44	-	3,291	
0010		63+77		STH 44	12	-	RAILROAD JOINTS
0010		64+17		STH 44	5	-	RAILROAD JOINTS
0010	64+17	-	67+50	STH 44	-	1,136	
0010	67+50	-	74+50	STH 44	-	2,172	
0010	74+50	-	78+00	STH 44	-	1,027	
0010	78+00	-	92+50	STH 44	-	4,081	
0010	92+50	-	144+00	STH 44	-	12,405	
0010	144+00	-	196+50	STH 44	-	12,859	
0010	196+50	-	203+62.65	STH 44	-	2,942	
0010		203+62.65		STH 44	45	-	
0010	5+53.49	-	11+16	STH 44 (NORTH)	-	1,308	
0010		11+16		STH 44 (NORTH)	5	-	
0010				WEST STREET	7	-	
0010				MARRY LANE	6	-	
0010				MAIN STREET	7	-	
0010				KENNEDY DRIVE	6	-	
0010				CHURCH STREET	9	-	
0010				WASHINGTON STREET	8	-	
0010				CTH E	5	-	
0010				RADIO ROAD	10	-	
0010				OAK GROVE ROAD	5	-	
				TOTAL 0010	137	52,400	

REMOVING CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	204.0150 REMOVING CURB & GUTTER LF
0010		66+60		STH 44, LT	13
0010	75+03	-	75+05	STH 44, RT	12
0010	78+07	-	78+32	STH 44, RT	54
0010	78+70	-	78+96	STH 44, RT	40
				TOTAL 0010	119

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REMOVING CONCRETE SIDEWALK

CATEGORY	STATION	TO	STATION	LOCATION	204.0155 REMOVING CONCRETE SIDEWALK SY
0010	64+94	-	65+19	STH 44, RT	22
0010	65+12	-	65+30	STH 44, LT	9
0010	66+49	-	66+98	STH 44, RT	18
0010	66+45	-	66+61	STH 44, LT	11
0010	74+90	-	75+05	STH 44, RT	25
0010	75+46	-	75+66	STH 44, RT	11
0010	78+07	-	78+29	STH 44, RT	21
0010	78+74	-	78+84	STH 44, RT	5
0010	78+78	-	78+94	STH 44, LT	13
				TOTAL 0010	135

REMOVING GUARDRAIL

CATEGORY	STATION	TO	STATION	LOCATION	204.0165 REMOVING GUARDRAIL LF
0010	24+12	-	26+54	STH 44, RT	243
0010	24+14	-	26+56	STH 44, LT	242
0010	51+44	-	55+48	STH 44, RT	404
0010	51+82	-	54+75	STH 44, LT	293
				TOTAL 0010	1,182

REMOVING FENCE

CATEGORY	STATION	TO	STATION	LOCATION	204.0170 REMOVING FENCE LF
0010	25+19	-	26+06	STH 44, RT	87
				TOTAL 0010	87

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REMOVING DELINEATORS AND MARKERS

CATEGORY	STATION	LOCATION	204.0180 REMOVING DELINEATORS AND MARKERS EACH
0010	89+00	STH 44, RT	1
0010	89+14	STH 44, LT	1
0010	96+88	STH 44, LT	1
0010	96+96	STH 44, RT	1
0010	100+83	STH 44, LT & RT	2
		TOTAL 0010	6

REMOVING INLETS

CATEGORY	STATION	LOCATION	204.0220 REMOVING INLETS EACH
0010	25+36	STH 44, RT	1
		TOTAL 0010	1

EXCAVATION COMMON & FOUNDATION BACKFILL

CATEGORY	STATION	TO	STATION	LOCATION	205.0100 EXCAVATION COMMON CY	SPV.0035.01 FOUNDATION BACKFILL CY	REMARKS
0010	63+77	-	64+17	STH 44	10	-	RAILROAD APPROACHES
0010	88+72	-	89+45	STH 44	231	115	36"
0010	96+55	-	97+25	STH 44	233	115	24"
0010	100+58	-	101+06	STH 44	170	73	29"X45"
	PEDESTRIAN DETOUR			STH 44	6	-	TEMPORARY PEDESTRIAN SURFACES
				TOTAL 0010	650	303	

NOTE: SEE CONSTRUCTION DETAIL "NEW CULVERT PIPES WITH TRANSITION" FOR EARTHWORK AND BACKFILL AREAS

PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

CATEGORY	STATION	TO	STATION	LOCATION	211.0100.01 PREPARE FOUNDATION FOR ASPHALTIC PAVING (6100-08-60) LS	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA	REMARKS
0010	12+38	-	203+62.65	STH 44	1	-	
0010	50+00	-	56+00	STH 44	-	6	GUARDRAIL AREA
				TOTAL 0010	1	6	

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BASE AGGREGATE DENSE

CATEGORY	STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL	REMARKS
0010	12+38	-	37+00	STH 44	675	-	6.9	SHOULDERING
0010	37+00	-	54+50	STH 44	527	-	5.3	SHOULDERING
0010	50+13	-	56+64	STH 44, RT	91	-	0.9	GUARDRAIL GRADING
0010	50+92	-	54+75	STH 44, LT	51	-	0.5	GUARDRAIL GRADING
0010	54+50	-	63+77	STH 44	208	-	2.1	SHOULDERING
0010	63+77	-	64+17	STH 44	-	20	0.2	RAILROAD APPROACHES
0010	67+50	-	74+50	STH 44	13	-	0.1	SHOULDERING
0010	74+50	-	78+00	STH 44	43	-	0.4	SHOULDERING
0010	78+00	-	92+50	STH 44	204	-	2.0	SHOULDERING
0010	92+50	-	144+00	STH 44	1,160	-	11.7	SHOULDERING
0010	144+00	-	196+50	STH 44	1,070	-	10.8	SHOULDERING
0010	196+50	-	203+62.65	STH 44	148	-	1.5	SHOULDERING
0010	5+53.49	-	11+16	STH 44 (NORTH)	90	-	0.9	SHOULDERING
0010	64+94	-	65+19	STH 44, RT	-	8	0.1	CURB RAMP
0010	65+11	-	65+30	STH 44, LT	-	4	0.1	CURB RAMP
0010	66+45	-	66+61	STH 44, RT	-	33	0.3	CURB RAMP & C.E.
0010	66+49	-	66+98	STH 44, LT	-	6	0.1	CURB RAMP
0010	74+90	-	75+05	STH 44, RT	-	11	0.1	CURB RAMP
0010	75+45	-	75+66	STH 44, RT	-	4	0.1	CURB RAMP
0010	78+08	-	78+31	STH 44, RT	-	17	0.2	CURB RAMP
0010	78+73	-	78+85	STH 44, RT	-	24	0.2	CURB RAMP
0010	78+79	-	78+94	STH 44, LT	-	4	0.1	CURB RAMP
0010	88+72	-	89+45	STH 44	23	151	1.7	CULVERT REPLACEMENT
0010	96+55	-	97+25	STH 44	22	145	1.6	CULVERT REPLACEMENT
0010	100+58	-	101+06	STH 44	15	100	1.1	CULVERT REPLACEMENT
	PEDESTRIAN DETOUR				-	8	-	TEMPORARY PEDESTRAIN SURFACES
					4,340	535	49.0	

CONCRETE BASE

CATEGORY	STATION	TO	STATION	LOCATION	320.0130 CONCRETE BASE 6 1/2-INCH SY	* 416.0610 DRILLED TIE BARS EACH
0010	64+94	-	65+19	STH 44, RT	6	12
0010	65+11	-	65+30	STH 44, LT	5	11
0010	66+45	-	66+61	STH 44, RT	30	53
0010	66+49	-	66+98	STH 44, LT	7	23
				TOTAL 0010	48	99

NOTE: * ADDITIONAL QUANTITIES LISTED ELSEWHERE

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HMA PAVEMENT ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	460.5223 HMA PAVEMENT 3 LT 58-28 S TON	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	465.0105 ASPHALTIC SURFACE TON	465.0110 ASPHALTIC SURFACE PATCHING TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0315 ASPHALTIC FLUMES SY	REMARKS
0010	12+38	-	37+00	STH 44	379	-	727	-	-	-	-	
0010	37+00	-	54+50	STH 44	312	-	598	-	-	-	-	
0010	50+37	-	56+06	STH 44, RT	8	-	-	23	-	-	-	GUARDRAIL WIDENING (3" LOWER LAYER)
0010	51+38	-	54+75	STH 44, LT	12	-	-	36	-	-	-	GUARDRAIL WIDENING (3" LOWER LAYER)
0010	54+50	-	63+77	STH 44	197	-	378	-	-	-	-	
0010	63+77	-	64+17	STH 44	18	79	35	-	-	-	-	RAILROAD APPROACHES
0010	64+17	-	67+50	STH 44	66	-	127	8	-	-	-	
0010	67+50	-	74+50	STH 44	130	-	250	-	-	-	-	
0010	74+50	-	78+00	STH 44	61	-	117	2	-	-	-	
0010	78+00	-	92+50	STH 44	242	-	464	12	-	-	-	
0010	92+50	-	144+00	STH 44	744	-	1,426	-	-	-	-	
0010	144+00	-	196+50	STH 44	771	-	1,480	-	-	-	-	
0010	196+50	-	203+62.65	STH 44	177	-	338	-	-	-	-	
0010	5+53.49	-	11+16	STH 44 (NORTH)	78	-	150	-	-	-	-	
	64+93.00	-	65+19	STH 44, RT	-	-	-	-	-	2	-	PARKING LOT
		65+10		STH 44, LT	-	-	-	-	-	1	-	DRIVEWAY
		66+90		KENNEDY DRIVE, RT	-	-	-	-	-	1	-	DRIVEWAY
		78+91		STH 44, RT	-	-	-	-	-	-	2	
	88+72	-	89+45	STH 44	-	-	-	52	-	-	-	CULVERT REPLACEMENT
	96+55	-	97+25	STH 44	-	-	-	49	-	-	-	CULVERT REPLACEMENT
	100+58	-	101+06	STH 44	-	-	-	35	-	-	-	CULVERT REPLACEMENT
				UNDISTRIBUTED	-	-	-	-	100	-	-	
					3,195	79	6,090	217	100	4	2	

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CONCRETE MASONRY ENDWALLS

CATEGORY	STATION	LOCATION	504.0900 CONCRETE MASONRY ENDWALLS CY	REMARKS
0010	25+35	STH 44, LT	12	INLET
0010	25+35	STH 44, RT	11	OUTLET
		TOTAL 0010	23	

APRON ENDWALLS

CATEGORY	STATION	TO	STATION	LOCATION	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	522.1036 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH EACH	522.2629 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 29X45-INCH EACH	611.9800.S PIPE GRATES EACH	REMARKS
0010	89+01	-	89+13	STH 44	-	2	-	-	
0010	96+89	-	96+96	STH 44	2	-	-	1	PIPE GRATE ON NORTH ENDWALL
0010	100+82	-	100+83	STH 44	-	-	2	-	
				TOTAL 0010	2	2	2	1	

DRAINAGE PIPE EXTENSION

CATEGORY	STATION	LOCATION	SPV.0060.02 APRON ENDWALLS FOR CULVERT PIPE 10-INCH EACH	SPV.0090.03 STORM SEWER PIPE PVC 10-INCH LF
0020	25+60	STH 44, RT	1	12
		TOTAL 0020	1	12

NOTE: PLACE OUTFALL AT THE TOE OF PROPOSED SLOPE. INCLUDE 45 DEGREE BEND AT EXISITING CONNECTION TO OUTFALL PERPENDICULAR TO THE ROADWAY.

CULVERT PIPE ITEMS

CATEGORY	STATION	LOCATION	520.8000 CONCRETE COLLARS FOR PIPE EACH	521.3184 CULVERT PIPE CORRUGATED STEEL 84-INCH LF	THICKNESS STEEL INCH	522.0424 CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	522.0436 CULVERT PIPE REINFORCED CONCRETE CLASS IV 36-INCH LF	522.2429 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 29X45-INCH LF	MATERIAL	STATION/OFFSET INLET	STATION/OFFSET OUTLET	ELEVATION INLET	ELEVATION OUTLET
0010	25+31	STH 44, LT & RT	2	12	0.168	-	-	-	CMP	25+30, 31' LT	25+31, 31' RT	935.3	934.6
0010	24+41	STH 44, LT & RT	2	12	0.168	-	-	-	CMP	25+40, 31' LT	25+41, 31' RT	935.9	934.5
0010	89+01	STH 44	-	-	-	-	55	-	CPRC	89+13, 19.5' LT	89+01, 34.5' RT	938.1	937.4
0010	96+89	STH 44	-	-	-	50	-	-	CPRC	96+89, 15.8' LT	96+94, 34' RT	946.5	945.1
0010	100+82	STH 44	-	-	-	-	-	34	CPRCHE	100+82, 17.8' LT	100+83, 16.3' RT	948.6	948.5
		TOTAL 0010	4	24		50	55	34					

NOTES:
-OFFSET DISTANCE TO END OF PIPE AT ENDWALL.
-ELEVATION IS FIGURED TO PIPE INVERT AT ENDWALL.

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CONCRETE CURB AND GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	* 416.0610 DRILLED TIE BARS EACH	601.0407 CONCRETE CURB & GUTTER 18-INCH TYPE D LF	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	SPV.0090.01 CONCRETE CURB AND GUTTER 30-INCH HES TYPE D LF	SPV.0090.02 CONCRETE CURB AND GUTTER 24-INCH TYPE D SPECIAL LF	REMARKS
0010	64+94	-	65+19	STH 44, RT	4	-	25	-	-	-	
0010	66+49	-	66+79	STH 44, RT	2	-	37	-	-	-	
0010	66+79	-	67+05	STH 44, RT	2	-	-	-	26	-	HES FOR C.E.
0010	66+56	-	66+61	STH 44, LT	4	-	-	-	-	16	
0010	75+03	-	75+06	STH 44, RT	2	-	-	12	-	-	
0010	78+07	-	78+32	STH 44, RT	2	53	-	-	-	-	
0010	78+71	-	78+91	STH 44, RT	2	33	-	-	-	-	
				TOTAL 0010	18	86	62	12	26	16	

CONCRETE SIDEWALK

CATEGORY	STATION	TO	STATION	LOCATION	416.0260 CONCRETE DRIVEWAY HES 6-INCH SY	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0415 CONCRETE SIDEWALK 6-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF
0010	64+94	-	65+19	STH 44, RT	-	189	-	-
0010	65+11	-	65+30	STH 44, LT	-	27	81	10
0010	66+45	-	66+61	STH 44, LT	-	18	51	10
0010	66+49	-	66+98	STH 44, RT	264	157	104	10
0010	74+90	-	75+05	STH 44, RT	-	281	45	10
0010	75+45	-	75+66	STH 44, RT	-	70	28	10
0010	78+08	-	78+31	STH 44, RT	-	161	36	10
0010	78+73	-	78+85	STH 44, RT	-	-	86	20
0010	78+79	-	78+94	STH 44, LT	-	137	-	10
				TOTAL 0010	264	1,040	431	90

RIPRAP MEDIUM & GEOTEXTILE

CATEGORY	STATION	LOCATION	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE TYPE HR SY
0010	25+36	STH 44, LT & RT	40	80
0010	89+01	STH 44, LT & RT	11	22
0010	96+91	STH 44, RT	6	11
0010	100+82	STH 44, LT & RT	12	24
		TOTAL 0010	69	137

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ADJUSTING MANHOLE COVERS

CATEGORY	STATION	LOCATION	611.8110 ADJUSTING MANHOLE COVERS EACH
0010	68+49	STH 44, RT	1
0010	69+29	STH 44, RT	1
0010	69+81	STH 44, RT	1
0010	71+55	STH 44, RT	1
0010	72+56	STH 44, RT	1
		TOTAL 0020	5

MGS GUARDRAIL

CATEGORY	STATION	TO	STATION	LOCATION	614.2300 MGS GUARDRAIL 3 LF	614.2340 MGS GUARDRAIL 3 L LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH
0010	51+08	-	55+52	STH 44, RT	225	112.5	2
0010	51+84	-	54+66	STH 44, LT	75	112.5	2
				TOTAL 0010	300	225	4

BARRIER SYSTEM GRADING SHAPING FINISHING

CATEGORY	STATION	TO	STATION	LOCATION	614.0010 BARRIER SYSTEM GRADING SHAPING FINISHING EACH	*** COMMON CY	*** BORROW CY	*** TOPSOIL SY	*** EROSION MAT URBAN CLASS I TYPE B SY	*** EROSION MAT URBAN CLASS II TYPE C SY	*** FERTILIZER TYPE B CWT	*** SEEDING MIXTURE NO. 20 LB	*** SEEDING TEMPORARY LB	*** SEED WATER MGAL
0010	50+00	-	56+65	STH 44, RT	1	2	170	446	446	-	0.3	12	12	10
0010	50+90	-	54+75	STH 44, LT	1	2	170	285	285	267	0.2	8	8	6
				TOTAL 0010	2	4	340	731	731	267	0.5	20	20	16

NOTES:
-COLUMNS LABELED WITH *** ARE FOR INFORMATIONAL PURPOSES ONLY.

EROSION CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	625.0100 TOPSOIL SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL	REMARKS
0010	66+45	-	66+61	STH 44, LT	3	3	0.002	0.1	0.1	0.06	CURB RAMP REPLACEMENT
0010	66+49	-	66+98	STH 44, RT	3	3	0.002	0.1	0.1	0.06	CURB RAMP REPLACEMENT
0010	74+90	-	75+05	STH 44, RT	4	4	0.002	0.1	0.1	0.09	CURB RAMP REPLACEMENT
0010	75+45	-	75+66	STH 44, RT	5	5	0.003	0.1	0.1	0.11	CURB RAMP REPLACEMENT
0010	78+08	-	78+31	STH 44, RT	18	18	0.011	0.5	0.5	0.40	CURB RAMP REPLACEMENT
0010	78+73	-	78+85	STH 44, RT	118	118	0.075	3.2	3.2	2.66	CURB RAMP REPLACEMENT
0010	78+79	-	78+94	STH 44, LT	15	15	0.009	0.4	0.4	0.33	CURB RAMP REPLACEMENT
0010	PEDESTRIAN DETOUR			STH 44	34	34	0.022	0.9	0.9	0.77	TEMPORARY PEDESTRAIN SURFACES
0010	UNDISTRIBUTED				35	45	0.004	1.6	1.6	1.50	
				TOTAL 0010	235	245	0.13	7.0	7.0	6.0	

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SILT FENCE

CATEGORY	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
0010	24+90	-	26+25	STH 44, RT	149	298
0010	50+10	-	56+70	STH 44, RT	642	1,284
0010	88+61	-	89+51	STH 44, RT	101	202
0010	88+66	-	89+48	STH 44, LT	88	176
				TOTAL 0010	980	1,960

ROCK BAGS

CATEGORY	STATION	LOCATION	628.7570 ROCK BAGS EACH
0010	25+60	STH 44, RT	15
		TOTAL 0010	15

MARKERS CULVERT END

CATEGORY	STATION	TO	STATION	LOCATION	633.5200 MARKERS CULVERT END EACH
0010	25+27	-	25+34	STH 44, LT & RT	2
0010	25+37	-	25+44	STH 44, LT & RT	2
0010	89+01	-	89+13	STH 44, LT & RT	2
0010	96+89	-	96+96	STH 44, LT & RT	2
0010	100+82	-	100+83	STH 44, LT & RT	2
				TOTAL 0010	10

3

INLET PROTECTION

CATEGORY	STATION	LOCATION	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH
0010	68+49	STH 44, RT	-	1
0010	68+48	STH 44, LT	-	1
0010	69+29	STH 44, RT	-	1
0010	69+29	STH 44, LT	-	1
0010	69+80	STH 44, RT	-	1
0010	69+81	STH 44, LT	-	1
0010	71+54	STH 44, RT	-	1
0010	71+55	STH 44, LT	-	1
0010	72+72	STH 44, RT	1	-
0010	72+77	STH 44, LT	1	-
		TOTAL 0010	2	8

CULVERT PIPE CHECKS

CATEGORY	STATION	TO	STATION	LOCATION	628.7555 CULVERT PIPE CHECKS EACH	REMARKS
0010	25+27	-	25+34	STH 44	9	84" CMP
0010	25+37	-	25+44	STH 44	9	84" CMP
0010	89+01	-	89+13	STH 44	4	36" CPRC
0010	96+89	-	96+96	STH 44	3	24" CPRC
0010	100+82	-	100+83	STH 44	5	29"X45" CPRCHE
				TOTAL 0010	30	

TRAFFIC CONTROL ITEMS

CATEGORY	LOCATION	APPROX SERVICE PERIOD	643.0300 TRAFFIC CONTROL DRUMS NO. IN SERVICE	643.0300 DAY	643.0410 TRAFFIC CONTROL BARRICADES TYPE II NO. IN SERVICE	643.0410 DAY	* 643.0420 TRAFFIC CONTROL BARRICADES TYPE III NO. IN SERVICE	643.0420 DAY	* 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A NO. IN SERVICE	643.0705 DAY	* 643.0900 TRAFFIC CONTROL SIGNS NO. IN SERVICE	643.0900 DAY	644.1410 TEMPORARY PEDESTRIAN SURFACE ASPHALT SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP NO. IN SERVICE	644.1601 DAY	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	REMARKS
DETOUR																	
0010	STH 44 / ELM STREET (WEST LIMITS)	15	-	-	-	-	2	30	4	60	5	75	-	-	-	-	BARRICADES AND SIGNS FOR MAINLINE CLOSURES - DETAIL B & E
0010	AT RAILROAD APPROACHES	2	10	20	-	-	14	28	20	40	5	10	-	-	-	-	BARRICADES AND SIGNS FOR MAINLINE CLOSURES - DETAIL D
0010	AT CULVERT REPLACEMENT AREAS	15	10	150	-	-	14	210	20	300	8	120	-	-	-	-	BARRICADES AND SIGNS FOR MAINLINE CLOSURES - DETAIL D
0010	STH 44 / STH 49 (EAST LIMITS)	15	-	-	-	-	6	90	12	180	8	120	-	-	-	-	BARRICADES AND SIGNS FOR MAINLINE CLOSURES - DETAIL A & C
0010	STH 44/ STH 49 (NORTH LEG)	15	-	-	-	-	2	30	4	60	2	30	-	-	-	-	BARRICADES AND SIGNS FOR MAINLINE CLOSURES - DETAIL A
0010	SIDEROADS WITHIN DETOUR	15	-	-	-	-	20	300	40	600	23	345	-	-	-	-	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
	SUBTOTALS			170		0		688		1,240		700	0		0	0	
MILL AND OVERLAY																	
0010	STH 44, WEST PROJECT LIMITS	61	-	-	-	-	-	-	-	-	5	305	-	-	-	-	ADVANCED WARNING SIGNS 40 MPH OR GREATER TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
0010	STH 44	45	20	900	-	-	-	-	-	-	14	630	-	-	-	-	LOW SHOULDER, UNEVEN LANES (EVERY MILE AS APPLICABLE)
0010	CULVERT EXTENSION/GUARDRAIL REPLACEMENT	20	20	400	-	-	-	-	-	-	5	100	-	-	-	-	WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
0010	STH 44, EAST PROJECT LIMITS	61	-	-	-	-	-	-	-	-	5	305	-	-	-	-	ADVANCED WARNING SIGNS 45 MPH OR GREATER TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
0010	STH 44 & STH 49 (NORTH INTERSECTION LEG)	61	-	-	-	-	-	-	-	-	5	305	-	-	-	-	ADVANCED WARNING SIGNS 45 MPH OR GREATER TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
0010	SIDEROADS	61	-	-	-	-	-	-	-	-	15	915	-	-	-	-	ADVANCED WARNING SIGNS 45 MPH OR GREATER TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
0010	UNDISTRIBUTED			100		50		50		10		75	-		-	-	
	SUBTOTALS			1,400		50		50		10		2,330	0		0	0	
PEDESTRIAN DETOUR																	
0010	STH 44 (STAGE 1)	10	7	70	4	40	-	-	-	-	13	130	210	2	20	-	SEE PEDESTRAIN DETOUR PLAN AND STANDARD DETAIL DRAWING 'PEDESTRIAN ACCOMODATION"
0010	STH 44 (STAGE 2)	13	18	234	7	91	-	-	-	-	19	247	100	6	78	210	SEE PEDESTRAIN DETOUR PLAN AND STANDARD DETAIL DRAWING 'PEDESTRIAN ACCOMODATION"
	SUBTOTALS			304		131		0		0		377	310		98	210	
	TOTAL 0010			1,874		181		738		1,250		3,407	310		98	210	

NOTE: * ADDITIONAL QUANTITIES LISTED ELSEWHERE

MOVING SIGNS

CATEGORY	STATION	LOCATION	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	638.2102 MOVING SIGNS TYPE II EACH	REMARKS
0010	52+35	STH 44, LT & RT	2	2	SPEED LIMIT SIGNS
0010	54+30	STH 44, RT	1	1	CTH E
		TOTAL 0010	3	3	

GEOTEXTILE

CATEGORY	STATION	TO	STATION	LOCATION	645.0140 GEOTEXTILE TYPE SAS SY	REMARKS
0010	63+77	-	63+87	STH 44	61	RAILROAD APPROACH
0010	64+06	-	64+17	STH 44	66	RAILROAD APPROACH
				TOTAL 0010	127	

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TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 15 DAYS	* 643.0900 SIGNS DAYS	* 643.0420 BARRICADES TYPE III DAYS	* 643.0705 WARNING LIGHTS TYPE A DAYS	643.1050 SIGNS PCMS EACH	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
1	STH 44/49, N. OF CTH KK, PLACE 1500' N. OF CTH KK INTERSECTION	M 3-3	24"X12"	1	15	15						
	"	M 1-6	24"X24"	1	15	15						44
	"	W 20-2A	48"X48"	1	15	15						
2	STH 44/49, N. OF CTH KK, PLACE 500' N. OF CTH KK INTERSECTION	M 4-8	24"X12"	1	15	15						
	"	M 3-3	24"X12"	1	15	15						
	"	M 1-6	24"X24"	1	15	15						44
	"	MO 5-1R	21"X21"	1	15	15						
3	STH 44/49, AT CTH KK, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH KK INTERSECTION	M 4-8	24"X12"	1	15	15						
	"	M 3-3	24"X12"	1	15	15						
	"	M 1-6	24"X24"	1	15	15						44
	"	MO 6-1	21"X21"	1	15	15						RIGHT
4	CTH KK, AT STH 44/49, MODIFY EXISTING J13-2 SIGN AS SHOWN	MO 6-1	21"X21"	1	15	15						RIGHT
5	STH 44/49, AT CTH KK, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH KK INTERSECTION	M 4-8	24"X12"	1	15	15						
	"	M 3-3	24"X12"	1	15	15						
	"	M 1-6	24"X24"	1	15	15						44
	"	MO 6-1	21"X21"	1	15	15						LEFT
6	STH 44/49, S. OF CTH KK, PLACE 500' S. OF CTH KK INTERSECTION	M 4-8	24"X12"	1	15	15						
	"	M 3-3	24"X12"	1	15	15						
	"	M 1-6	24"X24"	1	15	15						44
	"	MO 5-1L	21"X21"	1	15	15						
	"	M 1-6	24"X24"	1	15	15						44
	"	MO 5-1L	21"X21"	1	15	15						
7	STH 44/49, S. OF CTH KK, COVER EXISTING J4-2 SIGN AS SHOWN									1	1	COVER "SOUTH 44"
8	CTH KK, AT STH 44/49, MODIFY EXISTING J13-2 SIGN AS SHOWN	MO 6-1	21"X21"	1	15	15						LEFT
9	CTH KK, W. OF STH 44/49, MODIFY EXISTING J1-1 SIGN AS SHOWN	M 4-8A	24"X18"	1	15	15						
10	CTH KK, E. OF CTH E, PLACE 500' E. OF CTH E INTERSECTION	M 4-8	24"X12"	1	15	15						
	"	M 3-3	24"X12"	1	15	15						
	"	M 1-6	24"X24"	1	15	15						44
	"	MO 5-1L	21"X21"	1	15	15						
11	CTH KK, AT CTH E, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH E INTERSECTION	M 4-8	24"X12"	1	15	15						
	"	M 3-3	24"X12"	1	15	15						
	"	M 1-6	24"X24"	1	15	15						44
	"	MO 6-1	21"X21"	1	15	15						LEFT
12	CTH E, AT CTH KK, PLACE RIGHT OF EXISTING J13-2 SIGN AT CTH KK INTERSECTION	M 4-8	24"X12"	1	15	15						
	"	M 3-1	24"X12"	1	15	15						
	"	M 1-6	24"X24"	1	15	15						44
	"	MO 6-1	21"X21"	1	15	15						RIGHT
13	CTH E, S. OF CTH KK, PLACE 500' S. OF CTH KK INTERSECTION	M 4-8	24"X12"	1	15	15						
	"	M 3-1	24"X12"	1	15	15						
	"	M 1-6	24"X24"	1	15	15						44
	"	MO 5-1R	21"X21"	1	15	15						
14	CTH E, N. OF STH 44, MODIFY EXISTING J1-1 SIGN AS SHOWN	M 4-8A	24"X18"	1	15	15						
15	CTH E, N. OF STH 44, PLACE RIGHT OF EXISTING J4-1 SIGN	M 4-8	24"X12"	1	15	15						
	"	M 3-1	24"X12"	1	15	15						
	"	M 1-6	24"X24"	1	15	15						44
	PAGE SUBTOTALS			42		630	0	0	0		1	

PLAN SHEET PRODUCED

BY WisDOT - NE REGION

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TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 15 DAYS	643.0900 * SIGNS DAYS	643.0420 * BARRICADES TYPE III DAYS	643.0705 * WARNING LIGHTS TYPE A DAYS	643.1050 SIGNS PCMS EACH	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
16	CTH E, AT STH 44, MODIFY EXISTING J13-1 SIGN AS SHOWN	MO 6-1	21"X21"	1	15	15						RIGHT
17	CTH E, AT STH 44, MODIFY EXISTING J3-2 SIGN AS SHOWN	M 4-8	24"X12"	1	15	15						
	"	MO 6-1	21"X21"	1	15	15						LEFT
18	STH 44, AT CTH E, PLACE ON SHOULDER IN SE QUADRANT OF INTERSECTION	R 11-4	60"X30"	1	15	15	15	30				
19	STH 44, AT CTH E, PLACE RIGHT OF EXISTING R1-1 SIGN	M 4-8	24"X12"	1	15	15						
	"	M 3-1	24"X12"	1	15	15						
	"	M 1-6	24"X24"	1	15	15						44
	"	MO 6-1	21"X21"	1	15	15						LEFT
20	STH 44, W. OF CTH E, MODIFY EXISTING J13-1 SIGN W. OF CTH E INTERSECTION	M 4-8	24"X12"	1	15	15						
	"	MO 5-1L	21"X21"	1	15	15						
21	STH 44, W. OF CTH E, PLACE 1500' W. OF CTH E INTERSECTION	M 3-1	24"X12"	1	15	15						
	"	M 1-6	24"X24"	1	15	15						44
	"	W 20-2A	48"X48"	1	15	15						
22	STH 44, S. OF CTH E, COVER EXISTING J4-1 SIGN AS SHOWN									1	1	COVER ENTIRE SIGN
23	STH 44, S. OF CTH E, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1					7			PLACE IN ADVANCE OF FULL CLOSURE
24	STH 44, W. OF STH 49, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1					7			PLACE IN ADVANCE OF FULL CLOSURE
25	STH 44, AT STH 49, PLACE ON RIGHT SHOULDER	R 11-4	60"X30"	1	15	15	15	30				
26	STH 49, E. OF STH 44, MODIFY EXISTING J3-2 SIGN AS SHOWN	M 4-8	24"X12"	1	15	15						
	"	MO 6-1	21"X21"	1	15	15						AHEAD
27	STH 49, E. OF STH 44, MODIFY EXISTING J2-1 SIGN AS SHOWN	M 4-8	24"X12"	1	15	15						
	"	MO 6-1	21"X21"	1	15	15						AHEAD
28	STH 49, E. OF STH 44, PLACE 1500' E. OF STH 44 INTERSECTION	M 3-3	24"X12"	1	15	15						
	"	M 1-6	24"X24"	1	15	15						44
	"	W 20-2A	48"X48"	1	15	15						
29	STH 44/49, N. OF 44/49 SPLIT, PLACE RIGHT OF EXISTING J4-2 SIGN	M 4-8	24"X12"	1	15	15						
	"	M 3-3	24"X12"	1	15	15						
	"	M 1-6	24"X24"	1	15	15						44
30	STH 44/49, AT 44/49 SPLIT, COVER EXISTING J3-2 SIGN AS SHOWN									1	1	COVER "SOUTH 44 AHEAD"
31	STH 44/49, N. OF 44/49 SPLIT, COVER EXISTING D1-2 SIGN AS SHOWN									1	1	COVER "FAIRWATER"
	PAGE SUBTOTALS			26		360	30	60	14		3	
	DETOUR TOTALS			**68**		**990**	**30**	**60**	**14**		**4**	

NOTE: * ADDITIONAL QUANTITIES SHOWN ELSEWHERE

PLAN SHEET PRODUCED

BY WisDOT - NE REGION

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MARKING LINE

CATEGORY	STATION	TO	STATION	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH LF	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH LF	646.5320 MARKING RAILROAD CROSSINGS EPOXY EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.7405 MARKING CROSSWALK PAINT TRANSVERSE LINE 6-INCH LF	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH LF	REMARKS
0010	12+38	-	42+80	STH 44	761	-	-	-	-	1,522	YELLOW SKIP
0010	42+80	-	48+13	STH 44	666	-	-	-	-	1,332	YELLOW SINGLE + SKIP
0010	48+13	-	62+68	STH 44	2,910	-	-	-	-	5,820	DOUBLE YELLOW
0010	64+10	-	97+34	STH 44	6,645	-	-	-	-	13,290	DOUBLE YELLOW
0010	97+34	-	108+72	STH 44	1,423	-	-	-	-	2,846	YELLOW SINGLE + SKIP
0010	108+72	-	119+26	STH 44	264	-	-	-	-	528	YELLOW SKIP
0010	119+26	-	128+75	STH 44	1,186	-	-	-	-	2,372	YELLOW SINGLE + SKIP
0010	128+75	-	130+64	STH 44	47	-	-	-	-	94	YELLOW SKIP
0010	130+64	-	138+58	STH 44	993	-	-	-	-	1,986	YELLOW SINGLE + SKIP
0010	138+58	-	139+89	STH 44	262	-	-	-	-	524	DOUBLE YELLOW
0010	139+89	-	148+92	STH 44	1,129	-	-	-	-	2,258	YELLOW SINGLE + SKIP
0010	148+92	-	150+67	STH 44	350	-	-	-	-	700	DOUBLE YELLOW
0010	150+67	-	161+90	STH 44	1,404	-	-	-	-	2,808	YELLOW SINGLE + SKIP
0010	161+90	-	187+03	STH 44	628	-	-	-	-	1,256	YELLOW SKIP
0010	187+03	-	197+73	STH 44	1,338	-	-	-	-	2,676	YELLOW SINGLE + SKIP
0010	197+73	-	203+44	STH 44	1,142	-	-	-	-	2,284	DOUBLE YELLOW
0010	5+30	-	11+16	STH 44	1,172	-	-	-	-	2,344	DOUBLE YELLOW
0010	60+94	-	61+47	STH 44, RT	-	-	1	-	-	-	RR CROSSING
0010	62+77	-	62+93	STH 44	-	-	-	-	117	-	CROSSWALK
0010		63+59		STH 44, RT	-	-	-	31	-	-	STOP LINE
0010		64+36		STH 44, LT	-	-	-	27	-	-	STOP LINE
0010	65+98	-	66+56	STH 44, LT	-	-	1	-	-	-	RR CROSSING
0010	66+57	-	66+68	STH, 44	-	-	-	-	88	-	CROSSWALK
0010	75+06	-	75+47	CHURCH ST	-	-	-	-	79	-	CROSSWALK
0010	78+28	-	78+74	WASHINGTON ST	-	-	-	-	85	-	CROSSWALK
0010	78+80	-	78+89	STH 44	-	-	-	-	65	-	CROSSWALK
0010		93+50		STH 44, RT	-	-	-	20	-	-	STOP LINE
0010	203+38	-	203+44	STH 44, RT	-	-	-	27	-	-	STOP LINE
0010		5+43		STH 44 NORTH, LT	-	-	-	11	-	-	STOP LINE
0010	12+38	-	24+00	STH 44	-	2,324	-	-	-	-	WHITE EDGELINE
0010	24+00		62+57	STH 44	7,557	-	-	-	-	-	WHITE EDGELINE
0010	72+77	-	87+50	STH 44	2,721		-	-	-	-	WHITE EDGELINE
0010	87+50	-	144+37	STH 44		11,374					WHITE EDGELINE
0010	144+93	-	197+07	STH 44	-	10,399	-	-	-	-	WHITE EDGELINE
0010	197+80	-	203+14	STH 44	-	1,025	-	-	-	-	WHITE EDGELINE
0010	5+43	-	11+16	STH 44 NORTH	-	1,130	-	-	-	-	WHITE EDGELINE
				PEDESTRIAN DETOUR	-	-	-	-	-	140	TEMPORARY CROSS WALKS
				TOTAL 0010	32,598	26,252	2	116	434	44,780	

NOTE:
-TEMPORARY MARKING LINE PAINT APPLIED AS SHOWN ON "PAVEMENT MARKING DETAIL FOR TAPERED OVERLAPPING JOINTS IN HMA PAVEMENTS".

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CONSTRUCTION STAKING

CATEGORY	STATION	TO	STATION	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9910.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (6100-08-60) LS	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	REMARKS
0010	12+38	-	37+00	STH 44	-	-	-	-	2,462	-	-	-	
0010	37+00	-	54+50	STH 44	-	-	-	-	1,750	-	-	-	
0010	54+50	-	63+82.67	STH 44	-	-	-	-	933	-	-	-	
0010	64+10.45	-	67+50	STH 44	-	-	-	-	340	-	-	-	
0010	67+50	-	74+50	STH 44	-	-	-	-	700	-	-	-	
0010	74+50	-	78+00	STH 44	-	-	-	-	350	-	-	-	
0010	78+00	-	92+50	STH 44	-	-	-	-	1,450	-	-	-	
0010	92+50	-	144+00	STH 44	-	-	-	-	5,150	-	-	-	
0010	144+00	-	196+50	STH 44	-	-	-	-	5,250	-	-	-	
0010	196+50	-	203+62.65	STH 44	-	-	-	-	713	-	-	-	
0010	5+53.49	-	11+16	STH 44 (NORTH)	-	-	-	-	563	-	-	-	
0010	24+41	-	25+31	STH 44	-	-	-	2	-	-	-	125	CULVERT EXTENSION
0010	50+13	-	56+64	STH 44, RT	651	651	-	-	-	-	-	651	GUARDRAIL GRADING
0010	50+92	-	54+75	STH 44, LT	383	383	-	-	-	-	-	383	GUARDRAIL GRADING
0010	64+94	-	65+19	STH 44, RT	-	-	-	-	-	1	-	-	CURB RAMP
0010	65+11	-	65+30	STH 44, LT	-	-	-	-	-	1	-	-	CURB RAMP
0010	66+45	-	66+61	STH 44, RT	-	-	-	-	-	1	-	-	CURB RAMP & C.E.
0010	66+49	-	66+98	STH 44, LT	-	-	-	-	-	1	-	-	CURB RAMP
0010	74+90	-	75+05	STH 44, RT	-	-	-	-	-	1	-	-	CURB RAMP
0010	75+45	-	75+66	STH 44, RT	-	-	-	-	-	1	-	-	CURB RAMP
0010	78+08	-	78+31	STH 44, RT	-	-	-	-	-	1	-	-	CURB RAMP
0010	78+73	-	78+85	STH 44, RT	-	-	-	-	-	1	-	-	CURB RAMP
0010	78+79	-	78+94	STH 44, LT	-	-	-	-	-	1	-	-	CURB RAMP
0010	88+72	-	89+45	STH 44	73	73	-	1	-	-	-	73	CULVERT REPLACEMENT
0010	96+55	-	97+25	STH 44	70	70	-	1	-	-	-	70	CULVERT REPLACEMENT
0010	100+58	-	101+06	STH 44	48	48	-	1	-	-	-	48	CULVERT REPLACEMENT
0010	64+94	-	65+19	STH 44, RT	-	-	25	-	-	-	-	-	CURB AND GUTTER
0010	66+49	-	67+05	STH 44, RT	-	-	61	-	-	-	-	-	CURB AND GUTTER
0010	66+56	-	66+61	STH 44, LT	-	-	16	-	-	-	-	-	CURB AND GUTTER
0010	75+03	-	75+06	STH 44, RT	-	-	12	-	-	-	-	-	CURB AND GUTTER
0010	78+07	-	78+32	STH 44, RT	-	-	53	-	-	-	-	-	CURB AND GUTTER
0010	78+71	-	78+91	STH 44, RT	-	-	33	-	-	-	-	-	CURB AND GUTTER
0010	12+38	-	203+63	STH 44	-	-	-	-	-	-	1	-	ENTIRE PROJECT
				TOTAL 0010	1,225	1,225	200	5	19,659	9	1	1,350	

GRADING, SHAPING AND FINISHING CULVERT PIPES AND APRON ENDWALLS

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0060.01 GRADING, SHAPING AND FINSIHING CULVERT PIPES AND APRON ENDWALLS EACH	*** COMMON CY	*** BORROW CY	*** TOPSOIL SY	*** EROSION MAT URBAN CLASS I TYPE B SY	*** EROSION MAT CLASS II TYPE C SY	*** FERTILIZER TYPE B CWT	*** SEEDING MIXTURE NO. 20 LB	*** SEEDING TEMPORARY LB	*** SEED WATER MGAL
0010	25+00	-	26+00	STH 44, LT	1	9	100	1,980	220	44	0.14	6	6	5
0010	25+00	-	26+00	STH 44, RT	1	9	267	2,675	297	-	0.19	8	8	7
0010	88+72	-	89+45	STH 44, LT	1	75	-	456	51	-	0.03	1	1	1
0010	88+72	-	89+45	STH 44, RT	1	150	-	909	101	-	0.06	3	3	2
0010	96+55	-	97+25	STH 44, LT	1	45	-	350	39	-	0	1	1	1
0010	96+55	-	97+25	STH 44, RT	1	240	-	2,383	265	-	0	7	7	6
0010	100+58	-	101+06	STH 44, LT	1	22	-	294	33	-	0	1	1	1
0010	100+58	-	101+06	STH 44, RT	1	22	-	210	23	-	0	1	1	1
				TOTAL 0010	8	572	367	9,257	1,029	44	1	28	28	24

NOTES:
-COLUMNS LABELED WITH *** ARE FOR INFORMATIONAL PURPOSES ONLY.

SAWING

CATEGORY	STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
0010	23+27	-	27+20	STH 44, RT	393	-	CULVERT EXTENSION
0010	23+44	-	27+27	STH 44, LT	383	-	CULVERT EXTENSION
0010		54+75		STH 44, LT	10	-	
0010		63+77		STH 44	61	-	RAILROAD
0010		64+17		STH 44	69	-	RAILROAD
0010	64+94	-	65+19	STH 44, RT	26	50	CURB RAMP REPLACEMENT
0010	65+11	-	65+30	STH 44, LT	-	40	CURB RAMP REPLACEMENT
0010	66+45	-	66+61	STH 44, LT	10	33	CURB RAMP REPLACEMENT
0010	66+49	-	66+98	STH 44, RT	16	82	CURB RAMP REPLACEMENT
0010	74+90	-	75+05	STH 44, RT	17	24	CURB RAMP REPLACEMENT
0010	75+45	-	75+66	STH 44, RT	20	4	CURB RAMP REPLACEMENT
0010	78+08	-	78+31	STH 44, RT	60	10	CURB RAMP REPLACEMENT
0010	78+73	-	78+85	STH 44, RT	63	2	CURB RAMP REPLACEMENT
0010	78+79	-	78+94	STH 44, LT	13	8	CURB RAMP REPLACEMENT
0010	89+01	-	89+13	STH 44	8	36	36" CPRC
0010	96+89	-	96+96	STH 44	8	36	24" CPRC
0010	100+82	-	100+83	STH 44	8	36	29"X45" CPRCHE
0010		37+75		STH 44, RT	33	-	WEST STREET
0010		55+10		STH 44, LT	29	-	MARRY LANE
0010		63+18		STH 44, LT	33	-	MAIN STREET
0010		66+75		STH 44, LT	29	-	KENNEDY DRIVE
0010		75+25		STH 44, RT	40	-	CHURCH STREET
0010		78+50		STH 44, RT	38	-	WASHINGTON STREET
0010		93+40		STH 44, RT	21	-	CTH E
0010		144+65		STH 44, LT & RT	44	-	RADIO ROAD
0010		197+50		STH 44, RT	21	-	OAK GROVE ROAD
0010		11+16		STH 44 (NORTH)	22	-	EOP STH 44 NORTH
				TOTAL 0010	1,476	361	

ADJUSTING SANITARY MAHOLE COVERS

CATEGORY	STATION	LOCATION	SPV.0060.03 ADJUSTING SANITARY MANHOLE COVERS EACH
0020	52+56	STH 44, LT	1
0020	54+17	STH 44, LT	1
0020	54+95	STH 44, LT	1
0020	67+00	STH 44, LT	1
0020	72+29	STH 44, LT	1
0020	82+67	STH 44, LT	1
0020	84+06	STH 44, LT	1
0020	84+68	STH 44, LT	1
		TOTAL 0020	8

ADJUSTING WATER VALVE BOXES

CATEGORY	STATION	LOCATION	SPV.0060.04 ADJUSTING WATER VALVE BOXES EACH
0020	66+68	STH 44, LT	1
0020	66+93	STH 44, LT	1
0020	82+96	STH 44, LT	1
0020	82+98	STH 44, LT	1
		TOTAL 0020	4

CONVENTIONAL ABBREVIATIONS AND SYMBOLS

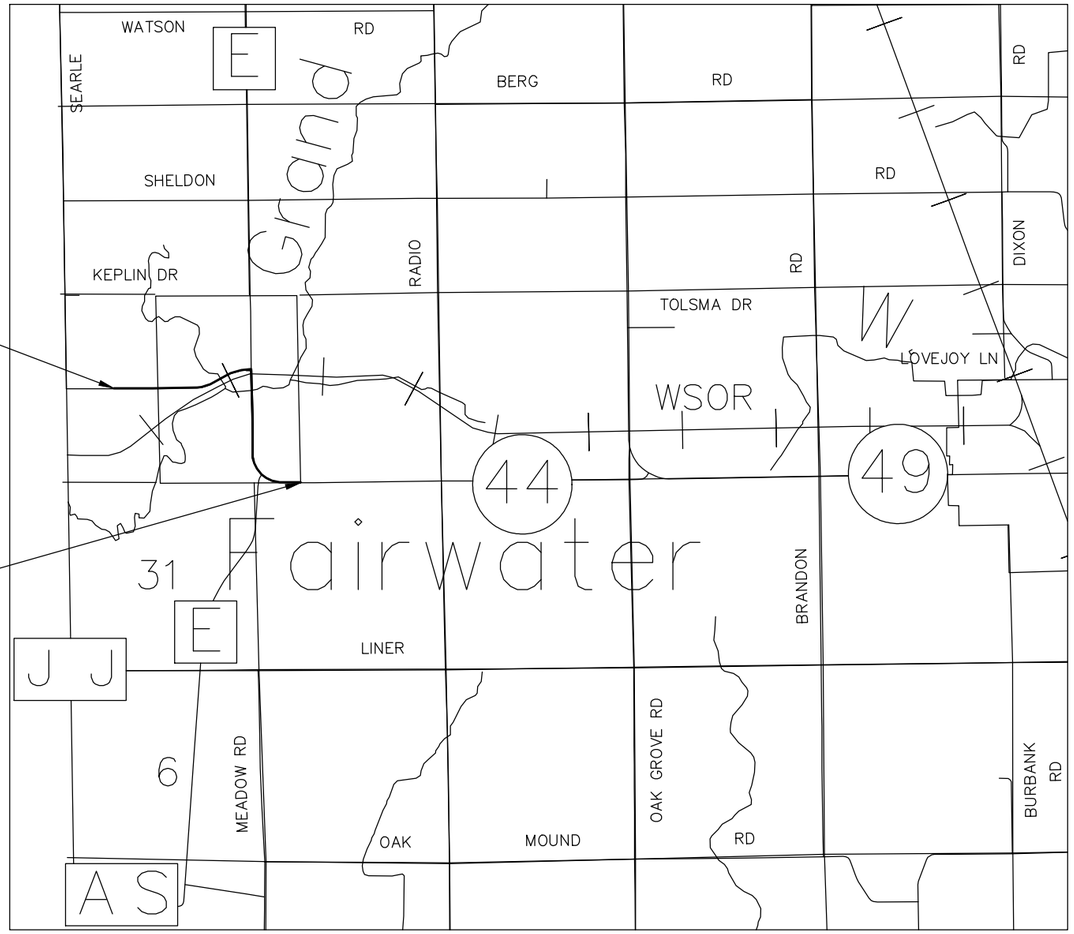
ACCESS POINT	AP	SECTION CORNER (MATERIAL AS NOTED)	
ACCESS RIGHTS	AR	SET R/W MONUMENT W/CAP (1-¼" OUTSIDE DIA.x18" IRON PIPE 1.13 LBS/FT)	
ACRES	AC		
CHORD BEARING	CH BRG		
CHORD DISTANCE	CH DIS		
DEED	(D)	FOUND TYPE 2 MON.	
DOCUMENT	DOC		
EAST BOUND	EB	FOUND 3/4" REBAR	
GAS VALVE	GV		
INLET	IL	SET P.K. NAIL	
LENGTH OF CURVE	L		
MANHOLE	MH	PROPOSED R/W	
MONUMENT	MON	BOUNDARY POINT	PRWOOD
NORTH BOUND	NB		
PAGE	PG	CORPORATE LIMITS	
PERMANENT	PERM	EXISTING R/W	
PERMANENT LIMITED EASEMENT	PLE	SECTION LINE	
PRIVATE DRIVEWAY	PD	QUARTER LINE	
PROPERTY LINE	PL	SIXTEENTH LINE	
RADIUS	RAD	PROPOSED OR NEW R/W LINE	
REFERENCE LINE	℄	PROPOSED EASEMENT LINE	
REMAINING	REM		
RIGHT OF WAY	R/W	CSM, SUBDIVISION, OR PLAT OF SURVEY LINE	
SECTION	SEC		
SECTION LINE	℄	PARCEL NUMBER	00
FOUND IRON PIPE	IP		
STATION	STA	UTILITY NUMBER	000
TEMPORARY LIMITED EASEMENT	TLE		
TIE POINT	DB1	SIGN NUMBER	0-0
VOLUME	VOL		
ADJOINING LANDS WITH SAME OWNER		PROPERTY LINE	PL
PARALLEL TO LINE	00'	LOT, TIE AND OTHER MINOR DASHED LINES	
BUILDING TO BE RAZED		ACCESS RESTRICTED (By Previous Project, Control)	
FEE ACQUISITION	VARIOUS HATCHING	ACCESS RESTRICTED (By Acquisition)	
BEGIN POINT	BP	NO ACCESS (By Statutory Authority)	
END POINT	EP	LIMITED EASEMENT (Temporary)	
		LIMITED EASEMENT (Permanent)	

CONVENTIONAL UTILITY SYMBOLS

		NON-COMPENSABLE	COMPENSABLE
WATER	W		
GAS	G		
TELEPHONE	T		
OVERHEAD TRANSMISSION LINES	OH		
ELECTRIC	E		
CABLE TELEVISION	TV		
FIBER OPTIC	FO		
SANITARY SEWER	SAN		
STORM SEWER	SS		
POWER POLE		⏚	⏚
TELEPHONE POLE		⌀	⌀
TELEPHONE PEDESTAL		⌅	⌅
ELECTRIC TOWER		⊠	

BEGIN RELOCATION ORDER
PROJECT 6100-08-30
STATION 22+22.25

END RELOCATION ORDER
PROJECT 6100-08-30
STATION 118+18.44



LAYOUT

0 1.0 MI.

SCALE

TOTAL NET LENGTH OF CENTERLINE = 1.00 MI.

GN

NOTES:

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

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

AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

COORDINATES AS SHOWN ARE NOT INTENDED TO BE USED FOR RETRACEMENT PURPOSES AND MUST BE VERIFIED WITH THE COUNTY SURVEY DEPARTMENT.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, FOND DU LAC COUNTY, NAD 83 (1997) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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 AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING RIGHT OF WAY WAS ACQUIRED FROM PROJECT(S): 2973, 6100-03-20, ASSESSOR'S PLAT OF THE VILLAGE OF FAIRWATER

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT(S)/DOC.#: N/A

RIGHT OF WAY REFERENCE LINE MAY NOT BE THE SAME AS THE CONSTRUCTION REFERENCE LINE.

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

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

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
6100-08-21		
FEDERAL PROJECT NUMBER	4.01	6

PLAT OF RIGHT OF WAY REQUIRED FOR
WCL TO STH 49
FAIRWATER - BRANDON

STH 44 FOND DU LAC COUNTY

4

REVISION DATE
5-06-2021
1-03-2022
3-30-2022
4-05-2022

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED:

DATE: 4/22/2021 Curt VanEsen

CURT VA...

WISDOT/CADDS SHEET 100

R/W REFERENCE LINE FOR SHEETS 4.02-4.06
COURSE TABLE

STATION	Y	X	DIRECTION	DISTANCE
TANGENT				
11+82.00	373165.160	701351.302	S 89°06'40" E	56.00'
TANGENT				
12+38.00	373164.291	701407.295	S 89°06'40" E	984.25'
TANGENT				
22+22.25	373149.024	702391.427	S 89°07'12" E	1117.40'
TANGENT				
33+39.65	373131.865	703508.691	S 89°46'47" E	285.66'
TANGENT				
36+25.31	373130.767	703794.351	S 89°57'37" E	995.17'
ARC				
46+20.48 PC	373130.077	704789.519		
CC	374300.077	704790.330		
49+29.03 PI	373129.863	705098.073		

TAN 308.5538'
DB S 89°57'37" E
DA N 60°29'32" E
LCHORD DISTANCE 596.706' BEARING N 75°15'58" E
EXTERNAL DISTANCE 40.00'
MIDDLE ORDINATE 38.680'
RADIUS 1170.00'
DEG 4° 53' 49.47"
DELTA 29° 32' 50.95"
LENGTH 603.37'

52+23.85 PT 373281.839 705366.604

STATION	Y	X	DIRECTION	DISTANCE
TANGENT				
52+23.85	373281.839	705366.604	N 60°29'32" E	305.84'
ARC				
55+29.69 PC	373432.479	705632.775		
CC	372183.614	706339.572		
58+76.65 PI	373603.369	705934.728		

TAN 346.9571'
DB N 60°29'32" E
DA N 87°40'36.12" E
LCHORD DISTANCE 674.480' BEARING N 74°05'04" E
EXTERNAL DISTANCE 41.35'
MIDDLE ORDINATE 40.190'
RADIUS 1435.00'
DEG 03°59'33.85"
DELTA 27°11'04"
LENGTH 680.85'

62+10.54 PT 373617.434 706281.400

STATION	Y	X	DIRECTION	DISTANCE
TANGENT				
62+10.54	373617.434	706281.400	N 87°40'36" E	107.31'
TANGENT				
63+17.84	373621.784	706388.618	S 00°25'50" W	432.89'
TANGENT				
67+50.74	373188.905	706385.364	S 00°12'16" W	185.44'
TANGENT				
69+36.18	373003.462	706384.702	S 00°14'12" E	284.60'
TANGENT				
72+20.78	372718.859	706385.878	S 00°28'03" E	355.88'
TANGENT				
75+76.66	372362.994	706388.782	S 00°12'07" W	210.30'
TANGENT				
77+86.96	372152.700	706388.041	S 00°28'21" W	346.19'
TANGENT				
81+33.15	371806.523	706385.186	S 00°21'15" W	556.21'
ARC				
86+89.36 PC	371250.319	706381.749		
CC	371245.258	707200.733		
95+08.72 PI	370430.977	706376.685		

TAN 819.3575'
DB S 00°21'15" W
DA S 89°40'15" E
LCHORD DISTANCE 1158.494' BEARING S 44°39'30" E
EXTERNAL DISTANCE 339.49'
MIDDLE ORDINATE 240.006'
RADIUS 819.00'
DEG 06°59'45"
DELTA 90°01'30"
LENGTH 1286.84'

99+76.20 PT 370426.271 707196.029

STATION	Y	X	DIRECTION	DISTANCE
TANGENT				
99+76.20	370426.271	707196.029	S 89°40'15" E	1842.24'
TANGENT				
118+18.44	370415.690	709038.239		

VILLAGE

SW 1/4 - SW 1/4

OF

FAIRWATER

GN

POINT-STATION--OFFSET---------COORDINATES
FEE FOR PARCEL 1

3	93+40.16	329.85'	Y=370430.420 X=706390.860
300	96+61.30	65.12'	Y=370427.608 X=706864.414
301	96+75.97	106.22'	Y=370383.431 X=706864.152
304	97+37.01	83.00'	Y=370382.953 X=706936.074
303	97+24.89	40.74'	Y=370427.180 X=706936.337
12	118+21.71	0.99'	Y=370430.420 X=706390.860

COURSE TABLE
TLE PARCEL 1

POINT - POINT	BEARING	DISTANCE
3 - 300	S89°39'35"E	473.56'
300 - 301	S89°39'35"E	71.92'
301 - 302	S00°20'25"W	44.23'
302 - 303	N89°37'05"W	71.92'
303 - 304	N00°20'25"E	44.18'

STH 44

96+00

97+00

98+00

99+00

FO

E

VARIES

SEC 3
IRON PIPE
FOUND
Y=370430.420
X=706390.860

SEC 12
CHRISNIK SURVEY
SPIKE FOUND
Y=370430.420
X=706390.860

S89° 39' 35"E
473.56'

2650.69' S/L
2177.13'

SW-SW
NW-NW

300

301

303

302

1

TLE FOR
SLOPING

TOWN OF METOMEN

TAX ID*T14-15-14-32-06-001-00

TRANSMISSION EASEMENT
WIS. POWER & LIGHT CO.
VOL. 231 PG. 368
DOC.*157115

ELECTRIC LINE EASEMENT
WIS.POWER & LIGHT CO.
VOL.567 PG. 30
DOC.*223769

PARTIAL EASEMENT ASSIGNMENT
LINE EASEMENT
AMERICAN TRANSMISSION COMPANY LLC. (ASSIGNOR)
WIS.POWER & LIGHT CO.(ASSIGNEE)
DOC*1098259

NW 1/4 - NW 1/4

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST REQUIRED	FEE R/W ACRE(S) OR (S.F.) REQUIRED NEW	EXISTING	TOTAL	T.L.E. AREA
1	ALLEN A. WILKENS & DENISE M. WILKENS	TLE	-	-	-	3179 sq. ft. 0.073 AC
-		-	-	-	-	-

REVISION DATE
5-06-2021 NC
1-03-2022 NC
3-30-2022
4-05-2022 NC

DATE: 4-22-2021

0 15 30
GRAPHIC SCALE, FEET

HWY: STH 44

STATE R/W PROJECT NUMBER: 6100-08-21

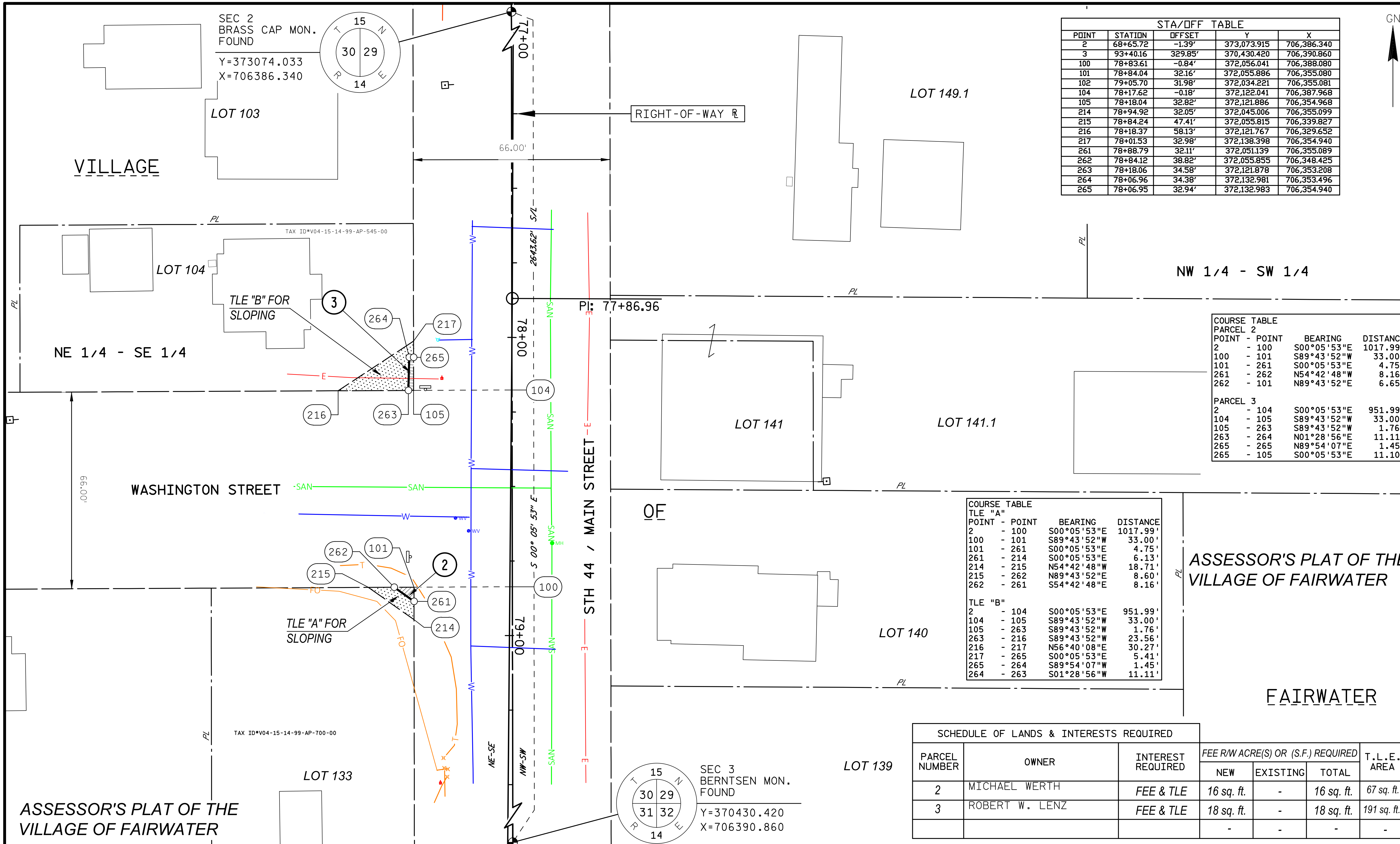
PLAT SHEET NO: 4.02

COUNTY: FOND DU LAC

CONSTRUCTION PROJECT NUMBER

PS&E SHEET NO: 57

E



STA/OFF TABLE				
POINT	STATION	OFFSET	Y	X
2	68+65.72	-1.39'	373,073.915	706,386.340
3	93+40.16	329.85'	370,430.420	706,390.860
100	78+83.61	-0.84'	372,056.041	706,388.080
101	78+84.04	32.16'	372,055.886	706,355.080
102	79+05.70	31.98'	372,034.221	706,355.081
104	78+17.62	-0.18'	372,122.041	706,387.968
105	78+18.04	32.82'	372,121.886	706,354.968
214	78+94.92	32.05'	372,045.006	706,355.099
215	78+84.24	47.41'	372,055.815	706,339.827
216	78+18.37	58.13'	372,121.767	706,329.652
217	78+01.53	32.98'	372,138.398	706,354.940
261	78+88.79	32.11'	372,051.139	706,355.089
262	78+84.12	38.82'	372,055.855	706,348.425
263	78+18.06	34.58'	372,121.878	706,353.208
264	78+06.96	34.38'	372,132.981	706,353.496
265	78+06.95	32.94'	372,132.983	706,354.940

COURSE TABLE

POINT - POINT	BEARING	DISTANCE
PARCEL 2		
2 - 100	S00°05'53"E	1017.99'
100 - 101	S89°43'52"W	33.00'
101 - 261	S00°05'53"E	4.75'
261 - 262	N54°42'48"W	8.16'
262 - 101	N89°43'52"E	6.65'
PARCEL 3		
2 - 104	S00°05'53"E	951.99'
104 - 105	S89°43'52"W	33.00'
105 - 263	S89°43'52"W	1.76'
263 - 264	N01°28'56"E	11.11'
265 - 265	N89°54'07"E	1.45'
265 - 105	S00°05'53"E	11.10'

COURSE TABLE

POINT - POINT	BEARING	DISTANCE
TLE "A"		
2 - 100	S00°05'53"E	1017.99'
100 - 101	S89°43'52"W	33.00'
101 - 261	S00°05'53"E	4.75'
261 - 214	S00°05'53"E	6.13'
214 - 215	N54°42'48"W	18.71'
215 - 262	N89°43'52"E	8.60'
262 - 261	S54°42'48"E	8.16'
TLE "B"		
2 - 104	S00°05'53"E	951.99'
104 - 105	S89°43'52"W	33.00'
105 - 263	S89°43'52"W	1.76'
263 - 216	S89°43'52"W	23.56'
216 - 217	N56°40'08"E	30.27'
217 - 265	S00°05'53"E	5.41'
265 - 264	S89°54'07"W	1.45'
264 - 263	S01°28'56"W	11.11'

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST REQUIRED	FEE R/W ACRE(S) OR (S.F.) REQUIRED			T.L.E. AREA
			NEW	EXISTING	TOTAL	
2	MICHAEL WERTH	FEE & TLE	16 sq. ft.	-	16 sq. ft.	67 sq. ft.
3	ROBERT W. LENZ	FEE & TLE	18 sq. ft.	-	18 sq. ft.	191 sq. ft.
			-	-	-	-

REVISION DATE
5-06-2021 NC
1-03-2022
3-30-2022 NC
4-05-2022 NC

DATE: 4-22-2021

0 15 30
GRAPHIC SCALE, FEET

HWY: STH 44
COUNTY: FOND DU LAC

STATE R/W PROJECT NUMBER: 6100-08-21
CONSTRUCTION PROJECT NUMBER

PLAT SHEET NO: 4.03
PS&E SHEET NO: 58

E

NE 1/4 - SE 1/4

LOT 97

LOT 98

VILLAGE

TLE "D" FOR SLOPING

TAX ID*V04-15-14-99-AP-515-00

CHURCH STREET

54.75'

TLE "C" FOR SLOPING

TAX ID*V04-15-14-99-AP-535-00

LOT 102

ASSESSOR'S PLAT OF THE VILLAGE OF FAIRWATER

LOT 103

74+00

75+00

76+00

66.00'

S/L

2643.62'

N00° 05' 53"W

STH 44 / MAIN STREET

NE-SE

NW-SW

PI: 75+76.66

SEC 2
BRASS CAP MON.
FOUND

Y=373074.033
X=706386.340

SEC 3
BERNTSEN MON.
FOUND

Y=370430.420
X=706390.860

LOT 144

ASSESSOR'S PLAT OF THE VILLAGE OF FAIRWATER

LOT 143

LOT 142

OF

FAIRWATER

NW 1/4 - SW 1/4

LOT 149.2

GN

COURSE TABLE
FEE PARCEL 5

POINT	- POINT	BEARING	DISTANCE
2	- 112	S00°05'53"E	633.24'
112	- 113	S89°43'52"W	33.00'
113	- 258	S89°43'52"W	36.76'
258	- 259	N42°26'41"E	12.32'
259	- 260	N90°00'00"E	28.43'
260	- 113	S00°05'53"E	8.88'
TLE "C"			
2	- 108	S00°05'53"E	687.99'
108	- 109	S89°43'52"W	33.00'
109	- 110	S00°05'52"E	18.55'
110	- 111	N29°02'51"W	21.16'
111	- 109	N89°43'52"E	10.24'
TLE "D"			
2	- 112	S00°05'53"E	633.24'
112	- 113	S89°43'52"W	33.00'
113	- 258	S89°43'52"W	36.76'
258	- 218	S89°43'52"W	7.20'
118	- 119	N45°06'00"E	21.86'
119	- 220	N90°00'00"E	28.46'
220	- 260	S00°05'53"E	6.30'
260	- 259	N90°00'00"W	28.43'
259	- 258	S42°26'41"W	12.32'

POINT	STATION	OFFSET	COORDINATES
2	68+65.72	-1.39'	Y=373073.915 X=706386.340
3	93+40.16	329.85'	Y=370430.420 X=706390.860
FEE PARCEL 5			
112	74+98.86	0.72'	Y=372440.790 X=706387.423
113	74+98.74	33.72'	Y=372440.636 X=706354.423
258	74+98.61	70.49'	Y=372440.463 X=706317.660
259	74+89.59	62.10'	Y=372449.555 X=706325.975
260	74+89.82	33.67'	Y=372449.555 X=706354.408
TLE "C"			
108	75+53.61	1.08'	Y=372386.041 X=706387.516
109	75+53.49	34.08'	Y=372385.886 X=706354.517
110	75+72.04	34.20'	Y=372367.337 X=706354.548
111	75+53.46	44.32'	Y=372385.838 X=706344.273
TLE "D"			
218	74+98.59	77.69'	Y=372440.429 X=706310.456
219	74+83.29	62.08'	Y=372455.859 X=706325.940
220	74+83.52	33.63'	Y=372455.859 X=706354.397

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST REQUIRED	FEE R/W ACRE(S) OR (S.F.) REQUIRED			T.L.E. AREA
			NEW	EXISTING	TOTAL	
4	EUGENE C. CLUPPERT	TLE	-	-	-	95 sq. ft.
5	ZION LUTHERAN CHURCH	FEE & TLE	293 sq. ft. 0.007 AC(s)	-	293 sq. ft. 0.007 AC(s)	261 sq. ft. 0.006 AC(s)
			-	-	-	-

REVISION DATE
5-06-2021 _____
1-03-2022 NC _____
3-30-2022 NC _____
4-05-2022 NC _____

DATE: 4-22-2021

0 15 30
GRAPHIC SCALE, FEET

HWY: STH 44

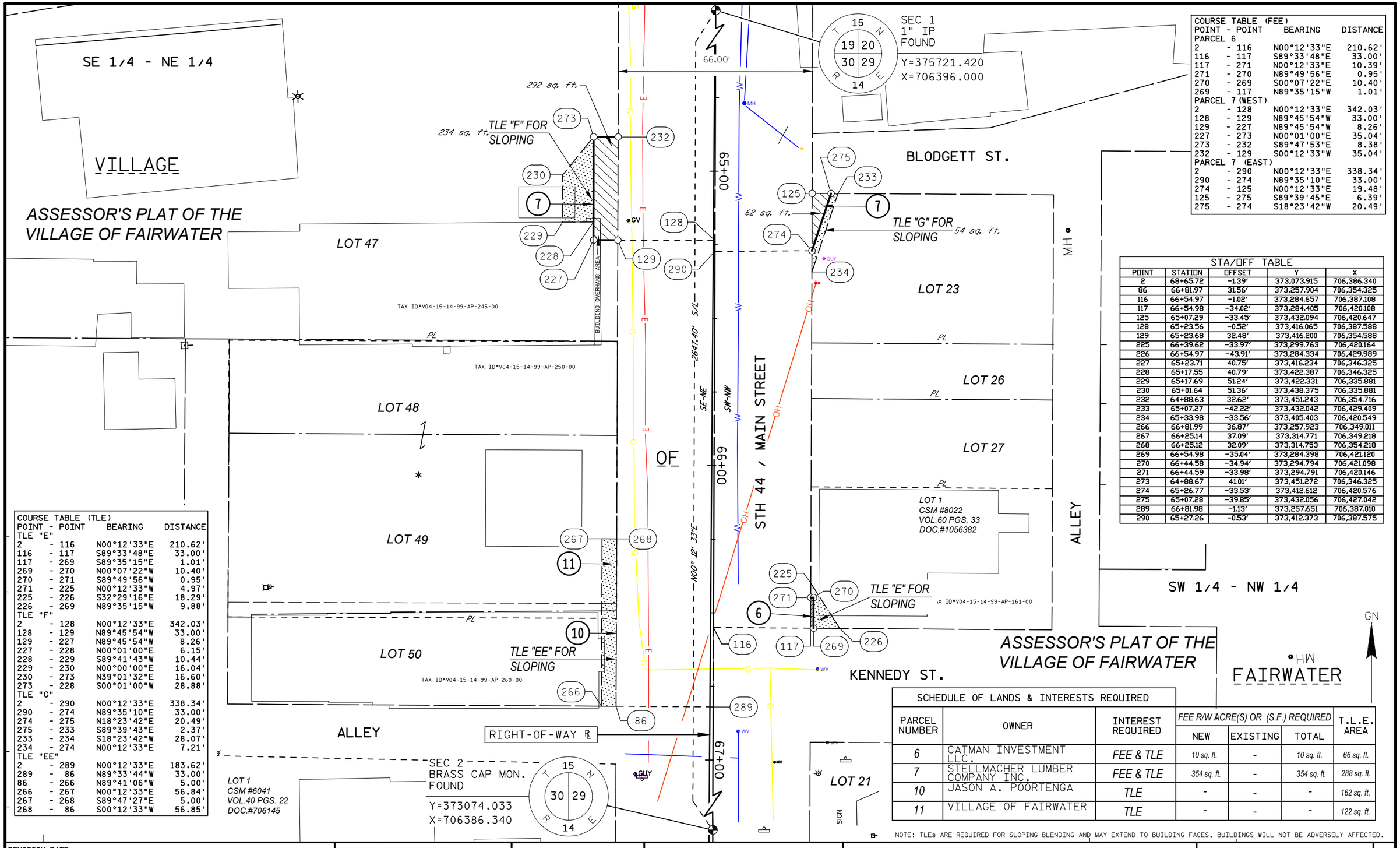
COUNTY: FOND DU LAC

STATE R/W PROJECT NUMBER: 6100-08-21

CONSTRUCTION PROJECT NUMBER _____

PLAT SHEET NO: 4.04

PS&E SHEET NO: 59 - E



COURSE TABLE (FEE)			
POINT - POINT		BEARING	DISTANCE
PARCEL 6			
2	- 116	N00°12'33"E	210.62'
116	- 117	S89°33'48"E	33.00'
117	- 271	N00°12'33"E	10.39'
271	- 270	N89°49'56"E	0.95'
270	- 269	S00°07'22"E	10.40'
269	- 117	N89°35'15"W	1.01'
PARCEL 7 (WEST)			
2	- 128	N00°12'33"E	342.03'
128	- 129	N89°45'54"W	33.00'
129	- 227	N89°45'54"W	8.26'
227	- 273	N00°01'00"E	35.04'
273	- 232	S89°47'53"E	8.38'
232	- 129	S00°12'33"W	35.04'
PARCEL 7 (EAST)			
2	- 290	N00°12'33"E	338.34'
290	- 274	N89°35'10"E	33.00'
274	- 125	N00°12'33"E	19.48'
125	- 275	S89°39'45"E	6.39'
275	- 274	S18°23'42"W	20.49'

STA/OFF TABLE				
POINT	STATION	OFFSET	Y	X
2	68+65.72	-1.39'	373,073.915	706,386.340
86	66+81.97	31.56'	373,257.904	706,354.325
116	66+54.97	-1.02'	373,284.657	706,387.108
117	66+54.98	-34.02'	373,284.405	706,420.108
125	65+07.29	-33.45'	373,432.094	706,420.647
128	65+23.56	-0.52'	373,416.065	706,387.588
129	65+23.68	32.48'	373,416.200	706,354.588
225	66+39.62	-33.97'	373,299.763	706,420.164
226	66+54.97	-43.91'	373,284.334	706,429.989
227	65+23.71	40.75'	373,416.234	706,346.325
228	65+17.55	40.79'	373,422.387	706,346.325
229	65+17.69	51.24'	373,422.331	706,335.881
230	65+01.64	51.36'	373,438.375	706,335.881
232	64+88.63	32.62'	373,451.243	706,354.716
233	65+07.27	-42.22'	373,432.042	706,429.409
234	65+33.98	-33.56'	373,405.403	706,420.549
266	66+81.99	36.87'	373,257.923	706,349.011
267	66+25.14	37.09'	373,314.771	706,349.218
268	66+25.12	32.09'	373,314.753	706,354.218
269	66+54.98	-35.04'	373,284.398	706,421.120
270	66+44.58	-34.94'	373,294.794	706,421.098
271	66+44.59	-33.98'	373,294.791	706,420.146
273	64+88.67	41.01'	373,451.272	706,346.325
274	65+26.77	-33.53'	373,412.612	706,420.576
275	65+07.28	-39.85'	373,432.056	706,427.042
289	66+81.98	-1.13'	373,257.651	706,387.010
290	65+27.26	-0.53'	373,412.373	706,387.575

COURSE TABLE (TLE)			
POINT - POINT		BEARING	DISTANCE
TLE "E"			
2	- 116	N00°12'33"E	210.62'
116	- 117	S89°33'48"E	33.00'
117	- 269	S89°35'15"E	1.01'
269	- 270	N00°07'22"W	10.40'
270	- 271	S89°49'56"W	0.95'
271	- 225	N00°12'33"W	4.97'
225	- 226	S32°29'16"E	18.29'
226	- 269	N89°35'15"W	9.88'
TLE "F"			
2	- 128	N00°12'33"E	342.03'
128	- 129	N89°45'54"W	33.00'
129	- 227	N89°45'54"W	8.26'
227	- 228	N00°01'00"E	6.15'
228	- 229	S89°41'43"W	10.44'
229	- 230	N00°00'00"E	16.04'
230	- 273	N39°01'32"E	16.60'
273	- 228	S00°01'00"W	28.88'
TLE "G"			
2	- 290	N00°12'33"E	338.34'
290	- 274	N89°35'10"E	33.00'
274	- 275	N18°23'42"E	20.49'
275	- 233	S89°39'43"E	2.37'
233	- 234	S18°23'42"W	28.07'
234	- 274	N00°12'33"E	7.21'
TLE "EE"			
2	- 289	N00°12'33"E	183.62'
289	- 86	N89°33'44"W	33.00'
86	- 266	N89°41'06"W	5.00'
266	- 267	N00°12'33"E	56.84'
267	- 268	S89°47'27"E	5.00'
268	- 86	S00°12'33"W	56.85'

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST REQUIRED	FEE R/W ACRE(S) OR (S.F.) REQUIRED			T.L.E. AREA
			NEW	EXISTING	TOTAL	
6	CATMAN INVESTMENT LLC.	FEE & TLE	10 sq. ft.	-	10 sq. ft.	66 sq. ft.
7	STELLMACHER LUMBER COMPANY INC.	FEE & TLE	354 sq. ft.	-	354 sq. ft.	288 sq. ft.
10	JASON A. POORTENGA	TLE	-	-	-	162 sq. ft.
11	VILLAGE OF FAIRWATER	TLE	-	-	-	122 sq. ft.

NOTE: TLEs ARE REQUIRED FOR SLOPING BLENDING AND MAY EXTEND TO BUILDING FACES. BUILDINGS WILL NOT BE ADVERSELY AFFECTED.

REVISION DATE
5-06-2021 NC
1-03-2022
3-30-2022 NC
4-05-2022

DATE 04-22-2021

0 15 30
GRAPHIC SCALE, FEET

HWY: STH 44

COUNTY: FOND DU LAC

STATE R/W PROJECT NUMBER: 6100-08-21

CONSTRUCTION PROJECT NUMBER

PLAT SHEET NO: 4.05

PS&E SHEET NO: 60

E

GN

TOWN

SE 1/4 - NW 1/4

BARN

COURSE TABLE (FEE)

POINT	- POINT	BEARING	DISTANCE
PARCEL 9			
8	- 287	S89°05'51"E	1517.87'
287	- 276	N01°00'28"E	33.00'
276	- 277	N00°00'00"E	23.21'
277	- 238	N65°26'30"E	5.50'
238	- 239	S89°07'12"E	18.58'
239	- 278	S51°14'57"E	15.53'
278	- 279	S00°07'25"E	16.05'
279	- 276	N89°05'51"W	35.73'

COURSE TABLE (TLE)

POINT	- POINT	BEARING	DISTANCE
TLE "K"			
8	- 287	S89°05'51"E	1517.87'
287	- 276	N01°00'28"E	33.00'
276	- 242	N89°05'51"W	24.00'
242	- 243	N00°52'48"E	11.95'
243	- 277	N65°26'30"E	26.18'
277	- 276	S00°00'00"E	23.21'
TLE "L"			
8	- 287	S89°05'51"E	1517.87'
287	- 276	N01°00'28"E	33.00'
276	- 279	S89°05'50"E	35.73'
279	- 278	N00°07'25"W	16.05'
278	- 244	S51°14'57"E	20.59'
244	- 245	S81°40'22"E	26.40'
245	- 279	N89°05'51"W	42.16'

STA/OFF TABLE

POINT	STATION	OFFSET	Y	X
5	35+80.44	3.51'	373,127.432	703,749.470
8	67+90.18	5,216.49'	373,168.080	701,168.770
238	25+22.00	-58.25'	373,202.666	702,692.031
239	25+40.58	-58.25'	373,202.381	702,710.612
242	24+93.39	-32.69'	373,177.548	702,663.035
243	24+93.39	-44.64'	373,189.500	702,663.219
244	25+69.10	-36.07'	373,179.768	702,738.787
245	25+95.28	-32.65'	373,175.943	702,764.914
250	25+31.28	58.48'	373,085.802	702,699.521
254	26+20.98	25.11'	373,117.796	702,789.725
255	26+20.98	40.47'	373,102.439	702,789.489
256	25+95.89	52.49'	373,090.802	702,764.221
276	25+17.39	-32.68'	373,177.170	702,687.031
277	25+17.03	-55.89'	373,200.382	702,687.031
278	25+52.84	-48.72'	373,192.659	702,722.726
279	25+53.12	-32.67'	373,176.607	702,722.760
280	25+18.69	25.07'	373,119.407	702,687.442
281	25+18.67	51.16'	373,093.322	702,687.030
282	25+54.71	58.12'	373,085.802	702,722.956
283	25+54.13	25.08'	373,118.848	702,722.884
284	24+95.00	25.06'	373,119.780	702,663.760
285	24+95.00	51.16'	373,093.685	702,663.359
286	25+54.62	53.12'	373,090.802	702,722.945
287	25+17.31	0.32'	373,144.175	702,686.451
288	25+18.73	0.32'	373,144.153	702,687.862

TAX ID#T14-15-14-30-08-001-00

SEC 8
PK NAIL
FOUND
Y=373168.080
X=701168.770

SEC 5
PK NAIL
FOUND
Y=373127.432
X=703749.470

TLE "K" FOR SLOPING
420 sq. ft.

TLE "L" FOR SLOPING
201 sq. ft.

TLE "I" FOR SLOPING
617 sq. ft.

TLE "J" FOR SLOPING
1687 sq. ft.

33.00'

24.75'

S89° 05' 51"E

2581.02' S/L

24+00 25+00 26+00 27+00

SE-NW

NE-SW

STH 44

OF

COURSE TABLE (FEE)

POINT	- POINT	BEARING	DISTANCE
PARCEL 8			
8	- 288	S89°05'51"E	1519.28'
288	- 280	S00°58'19"W	24.75'
280	- 283	S89°05'51"E	35.45'
283	- 282	S00°07'27"E	33.05'
282	- 250	N89°59'58"W	23.43'
250	- 281	N58°57'15"W	14.58'
281	- 280	N00°54'18"E	26.09'

COURSE TABLE (TLE)

POINT	- POINT	BEARING	DISTANCE
TLE "I"			
8	- 288	S89°05'51"E	1519.28'
288	- 280	S00°58'19"W	24.75'
280	- 281	S00°54'18"W	26.09'
281	- 285	N88°57'53"W	23.67'
285	- 284	N00°52'48"E	26.03'
284	- 280	S89°05'51"E	23.68'
TLE "J"			
8	- 288	S89°05'51"E	1519.28'
288	- 280	S00°58'19"W	24.75'
280	- 283	S89°05'51"E	35.45'
283	- 254	S89°05'51"E	66.85'
254	- 255	S00°52'48"W	15.36'
255	- 256	S65°16'22"W	27.82'
256	- 286	N90°00'00"W	41.28'
286	- 283	N00°07'27"W	28.05'

NE 1/4 - SW 1/4

TAX ID#T14-15-14-30-09-001-00

METOMEN

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST REQUIRED	FEE R/W ACRE(S) OR (S.F.) REQUIRED			T.L.E. AREA
			NEW	EXISTING	TOTAL	
8	COTTERILL FARMS, INC.	FEE & TLE	1144 sq. ft	-	1144 sq. ft	2304 sq. ft
9	ANITA A. KEPLIN	FEE & TLE	850 sq. ft	-	850 sq. ft	621 sq. ft

REVISION DATE
5-06-2021
1-03-2022
3-30-2022 NC
4-05-2022 NC

DATE: 4-22-2021

0 15 30
GRAPHIC SCALE, FEET

HWY: STH 44

COUNTY: FOND DU LAC

STATE R/W PROJECT NUMBER: 6100-08-21

CONSTRUCTION PROJECT NUMBER

PLAT SHEET NO: 4.06

PS&E SHEET NO: 61

E

VILLAGE

STH 44 / ELM STREET

61+00

62+00

63+00

PT: 62+10.54

PI: 63+17.84

SEC 1
1" IP
FOUND
Y=375721.420
X=706396.000

SW 1/4 - NW 1/4

ASSESSOR'S PLAT OF THE VILLAGE OF FAIRWATER

LOT 19

COURSE TABLE			
POINT	- POINT	BEARING	DISTANCE
2	- 204	N00°12'33"E	437.42'
204	- 206	N89°31'50"W	33.00'
206	- 207	S00°12'30"W	12.00'
(SEE CURVE INFO C1)			
207	- 208	S88°21'40"W	32.02'
208	- 209	N00°00'00"E	12.01'
(SEE CURVE INFO C2)			
209	- 206	N88°22'37"E	32.02'

POINT	STATION	OFFSET	COORDINATES
204	64+28.18	-0.15'	Y=373511.454 X=706387.936
205	64+28.18	0.00'	Y=373511.455 X=706387.788
206	64+28.15	32.85'	Y=373511.724 X=706354.937
207	64+40.16	32.81'	Y=373499.722 X=706354.893
208	64+41.31	64.80'	Y=373498.806 X=706322.890
209	64+29.30	64.85'	Y=373510.817 X=706322.933

CURVE TABLE

	CH. DISTANCE	CH. BEARING	RADIUS	ARC LENGTH	DELTA	PI COORDINATES
C1	32.02'	S88° 21'40"W	1380.39'	32.02'	01° 19' 44"	Y: 373499.449 X: 706338.886
C2	32.02'	N88° 22' 37"E	1392.39'	32.02'	01° 19' 03"	Y: 373511.455 X: 706338.930

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER	INTEREST REQUIRED	FEE R/W ACRE(S) OR (S.F.) REQUIRED			T.L.E. AREA
			NEW	EXISTING	TOTAL	
7	STELLMACHER LUMBER COMPANY INC.	FEE	384 sq. ft.	-	384 sq. ft.	-
-			-	-	-	-

SE 1/4 - NE 1/4

2647.40' S/L

N00° 12' 33"E

64+00

65+00

66.00'

STH 44 / MAIN STREET

OF

PL

LOT 22

LOT 24

LOT 23

LOT 47

BLODGETT ST.

ALLEY

FAIRWATER

ASSESSOR'S PLAT OF THE VILLAGE OF FAIRWATER

SEC 2
BRASS CAP MON.
FOUND
Y=373074.033
X=706386.340

GN

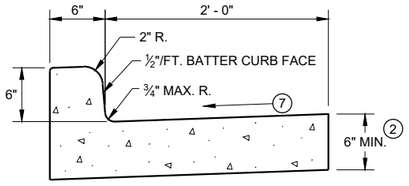
GRAPHIC SCALE, FEET 0 15 30

REVISION DATE	DATE: 4-22-2021		HWY: STH 44	STATE R/W PROJECT NUMBER: 6100-08-21	PLAT SHEET NO: 4.07	
5-06-2021 NC 1-03-2022 NC 3-30-2022 NC 4-05-2022 NC			COUNTY: FOND DU LAC	CONSTRUCTION PROJECT NUMBER	PS&E SHEET NO: 62	E

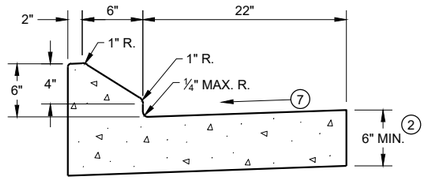
Standard Detail Drawing List

08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-06	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D19-03	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F08-02	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED CROSS DRAINS
08F10-01	CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH
13C15-06A	CONCRETE BASE
13C15-06B	CONCRETE BASE
13C19-03	HMA LONGITUDINAL JOINTS
14B29-01	SAFETY EDGE
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B43-04A	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B43-04B	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B43-04C	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-08	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-06A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-04A	PAVEMENT MARKING (INTERSECTIONS)
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-06A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-06B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-06C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

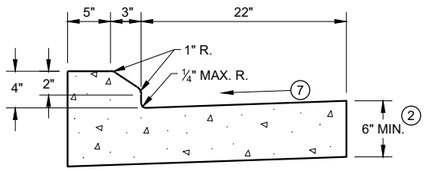
6



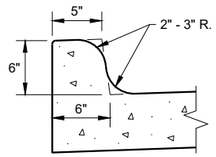
TYPES A (1) & D



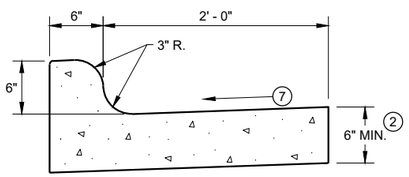
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

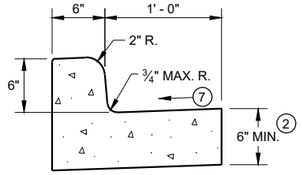


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



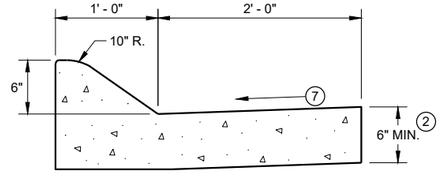
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

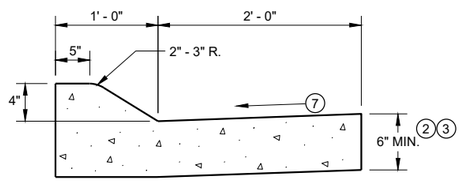


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

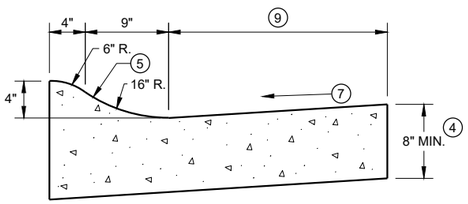


6" SLOPED CURB TYPES A (1) & D



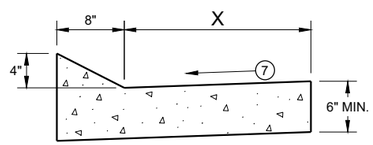
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

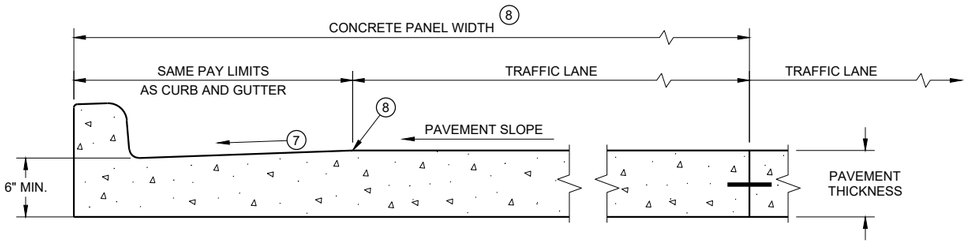


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

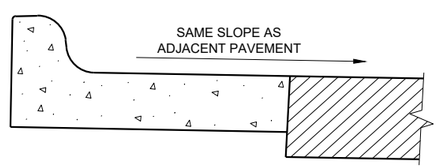
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

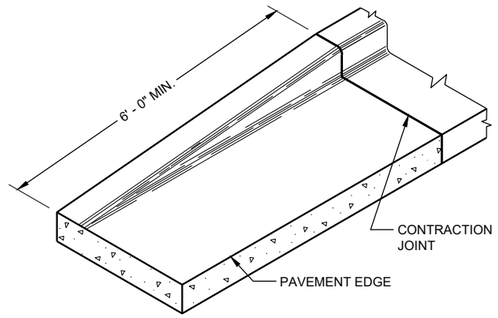
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

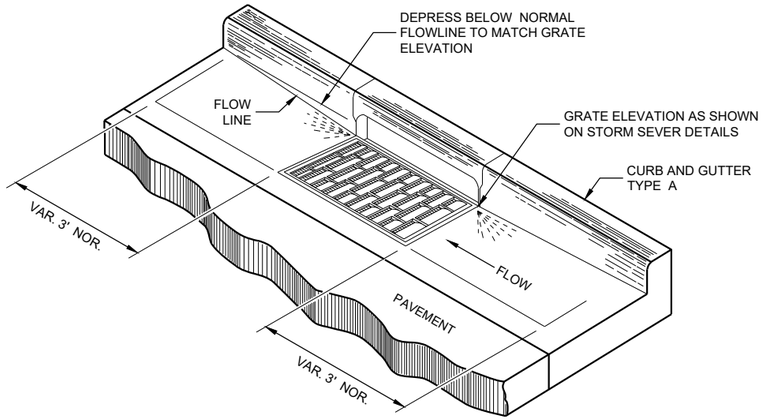
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D01 - 22a



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.

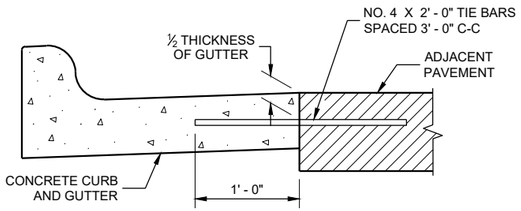
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

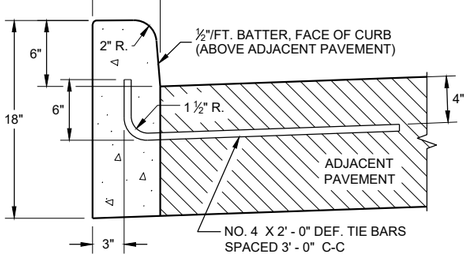
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(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.

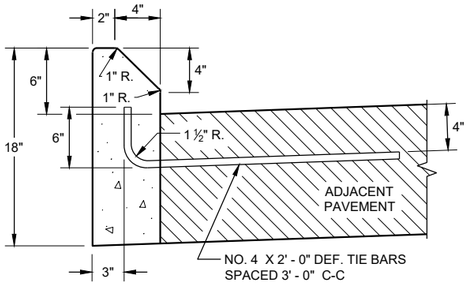
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

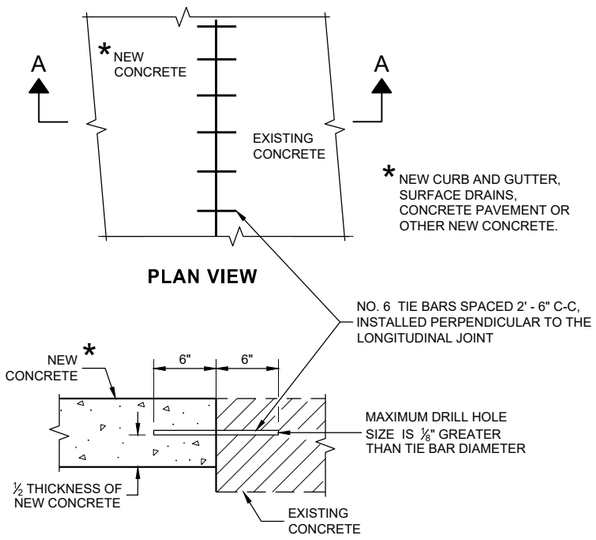


TYPES A (1) & D



TYPES G (1) & J

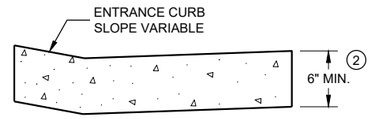
CONCRETE CURB



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 DEVE ENGINEER

FHWA

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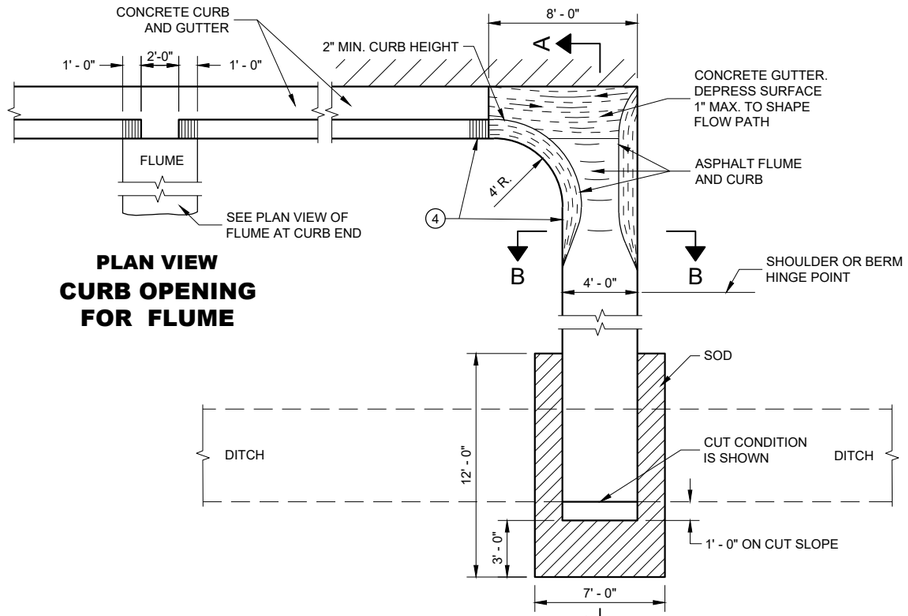
SDD08D01 - 22b
SDD08D01 - 22b

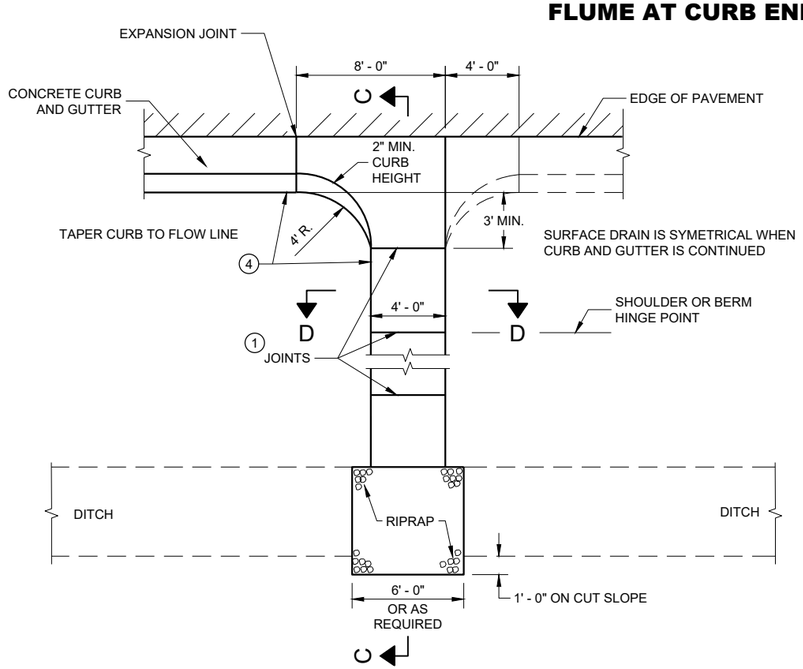
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



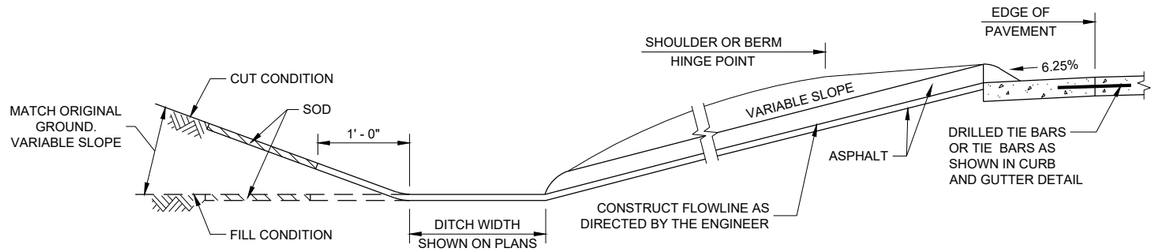
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

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

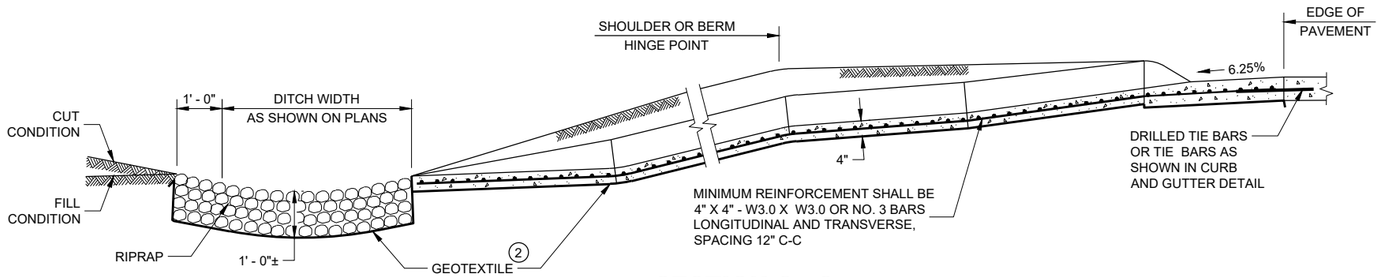
4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4. ANGLE OF FLUME IN RELATION TO BACK OF CURB TO BE CONSTRUCTED PER THE PLAN DETAILS OR AS DIRECTED BY THE ENGINEER. ANGLE OF FLUME MAY BE OTHER THAN 90 DEGREES AS SHOWN.

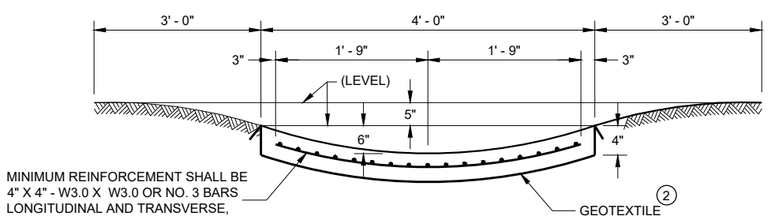


SECTION A - A

SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

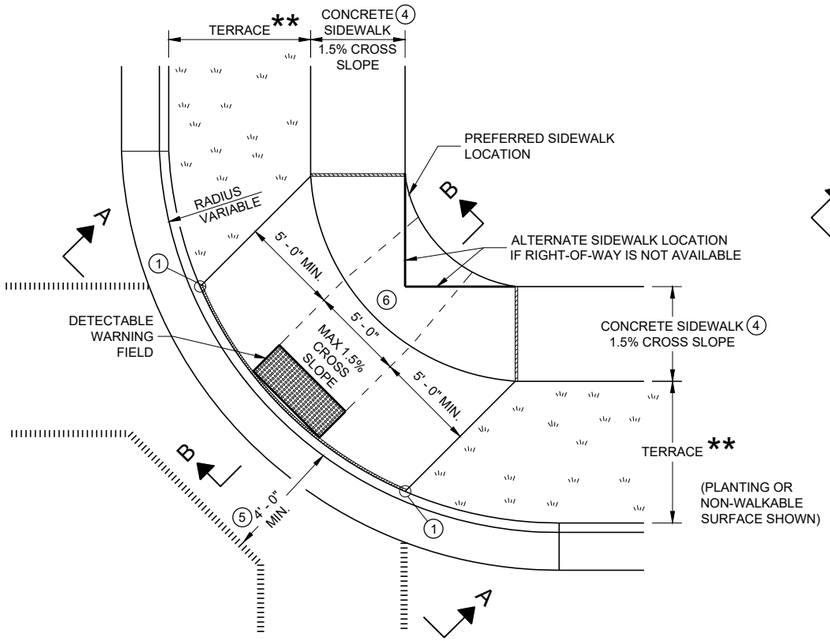
APPROVED
November 2021
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

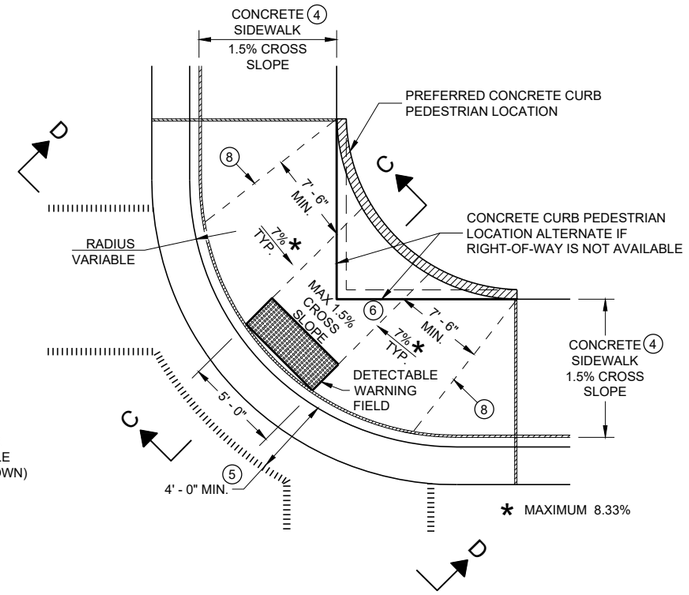
SDD 08D04 - 06



PLAN VIEW

CURB RAMP TYPE 1

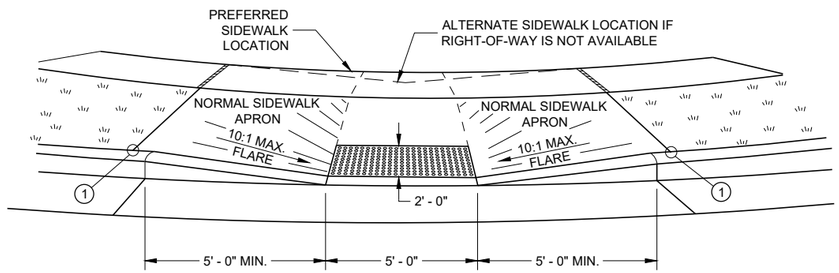
(CENTER OF CORNER RADIUS)



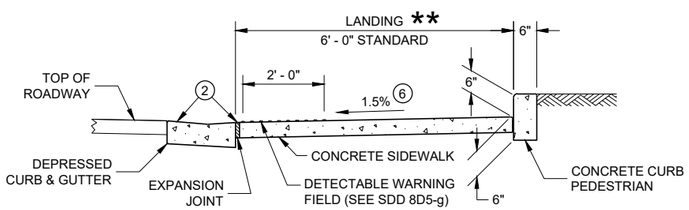
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

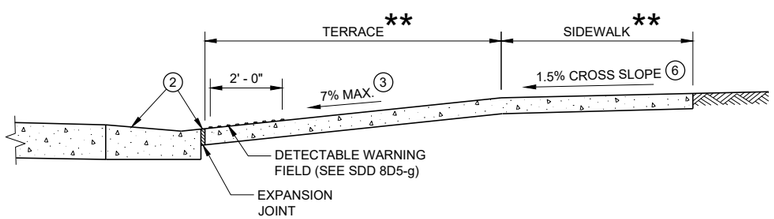


VIEW A - A FOR TYPE 1

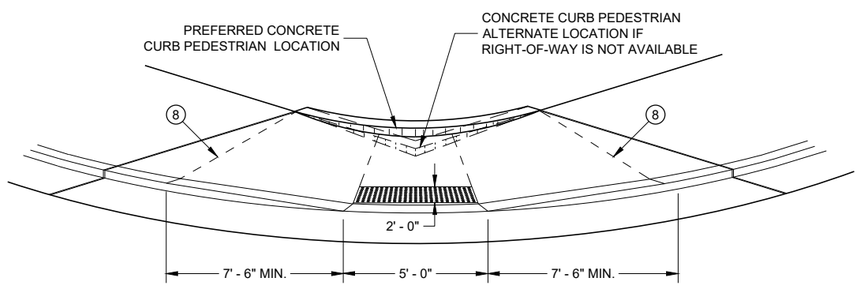


SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

DETECTABLE WARNING 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.

LEGEND

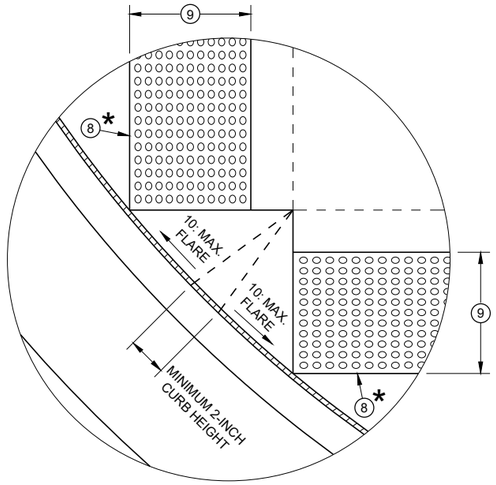
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

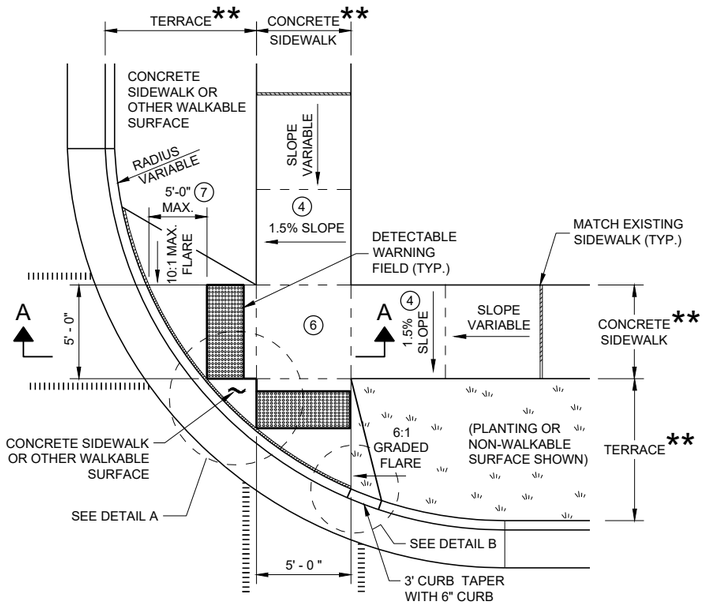
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20a



DETAIL A



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

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.

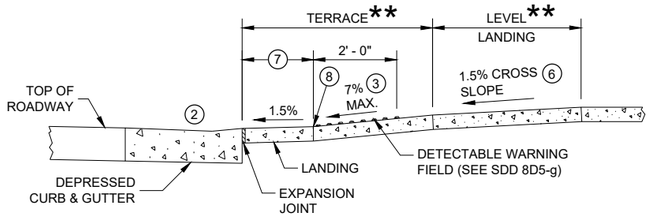
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

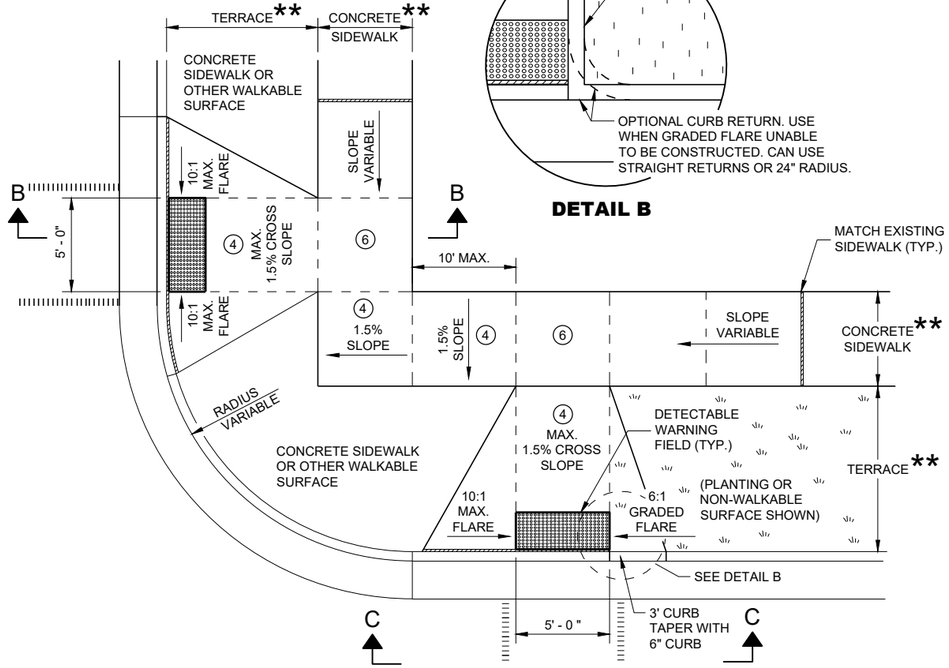
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

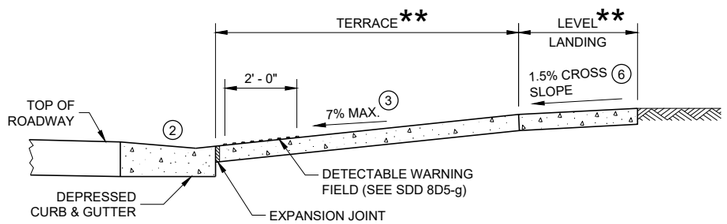
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS



DETAIL B

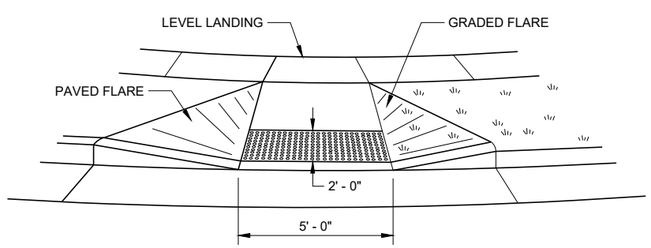
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



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

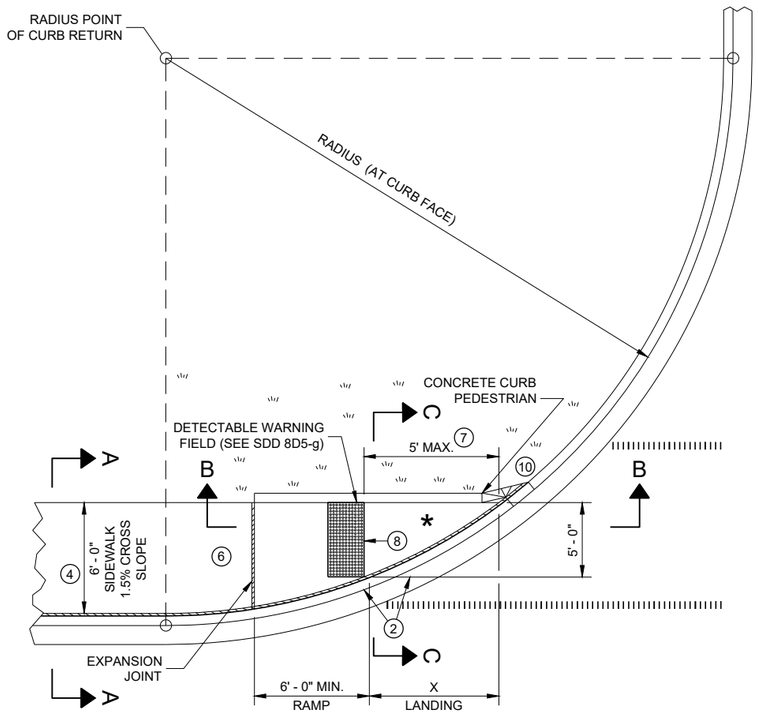
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

6

SDD 08D05 - 20b

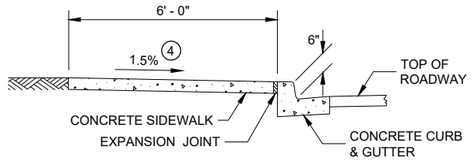


PLAN VIEW

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.

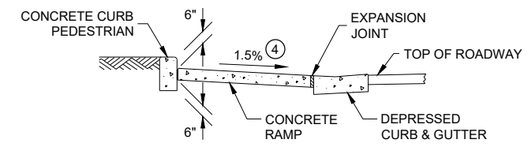
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

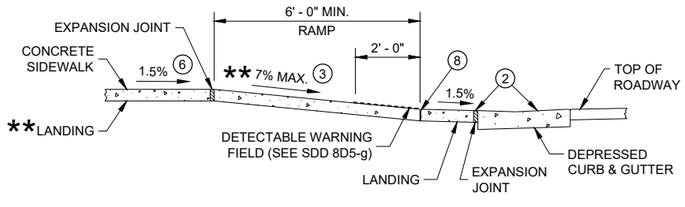
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

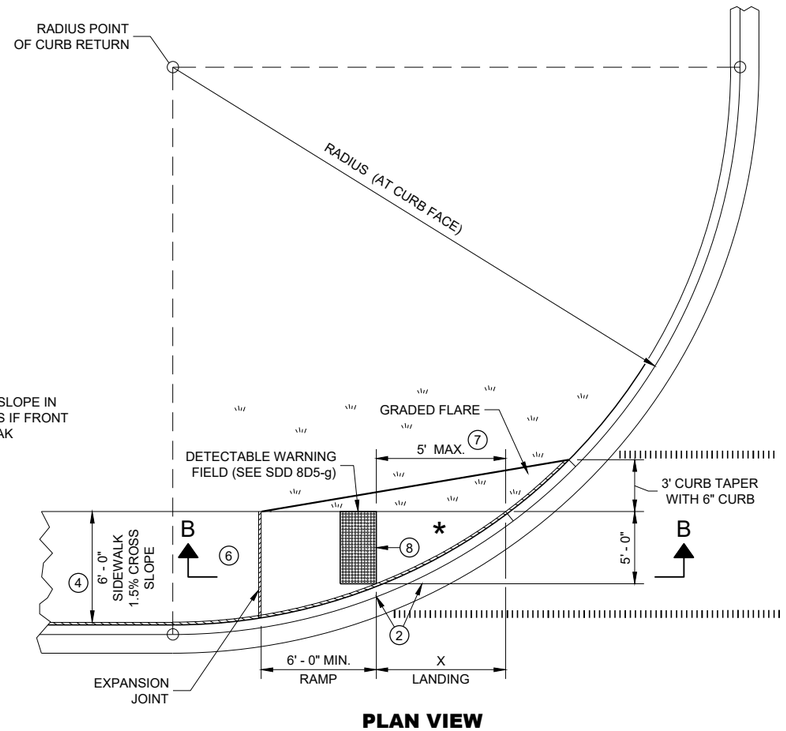


SECTION C - C FOR TYPE 4A



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

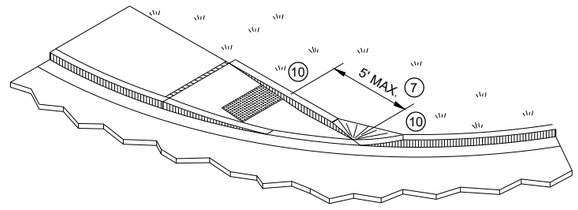
SECTION B - B FOR TYPE 4A AND TYPE 4A1



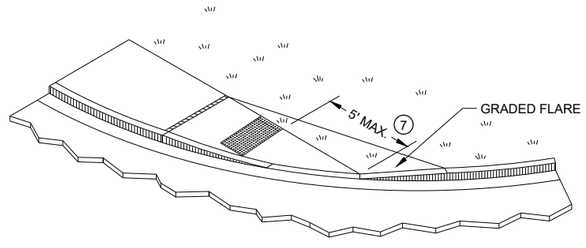
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



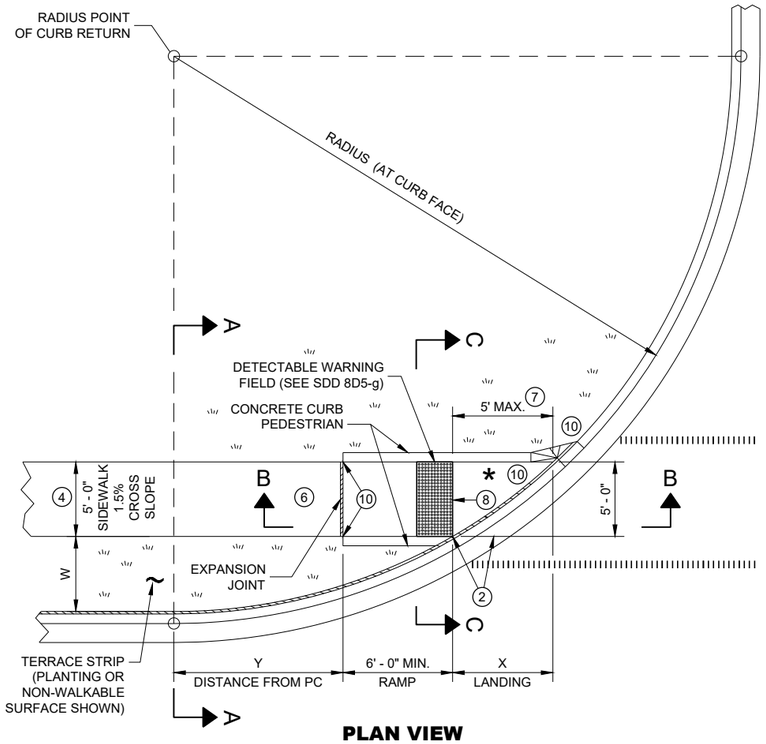
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20c



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

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.

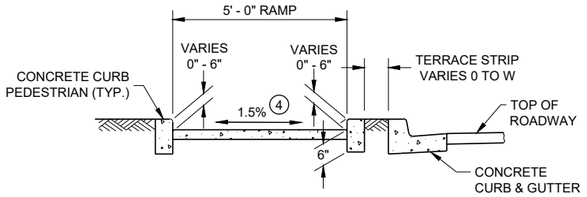
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

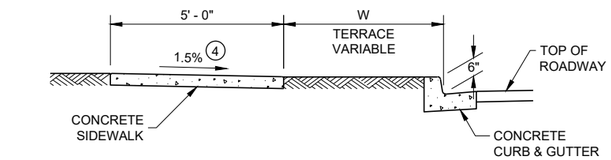
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

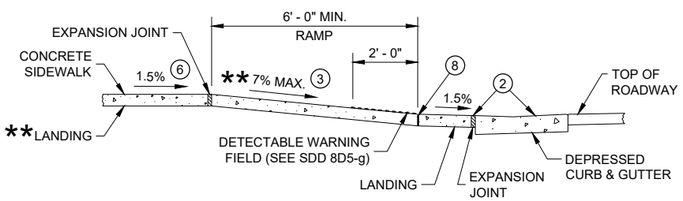
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



SECTION C - C FOR TYPE 4B



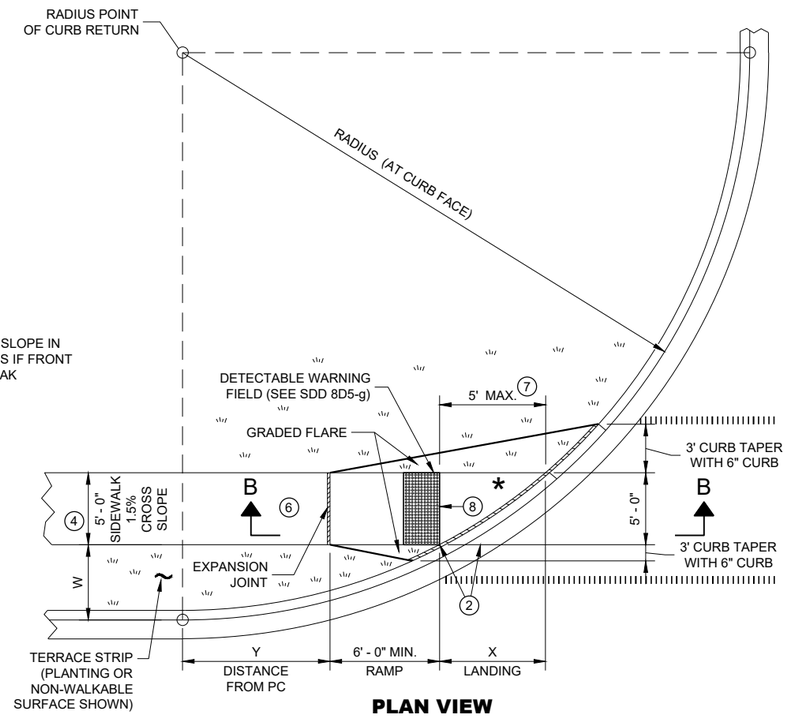
SECTION A - A FOR TYPE 4B



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

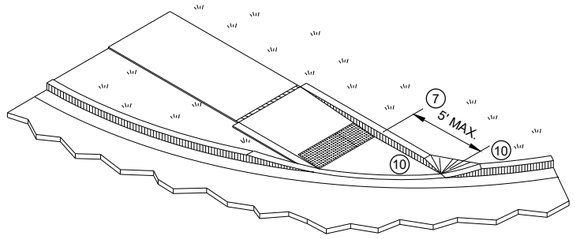
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

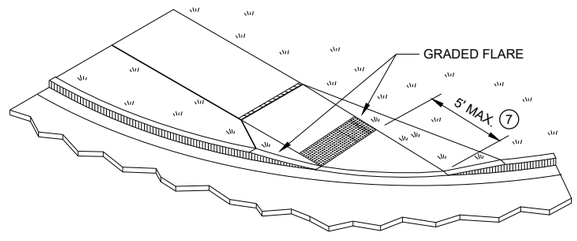


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



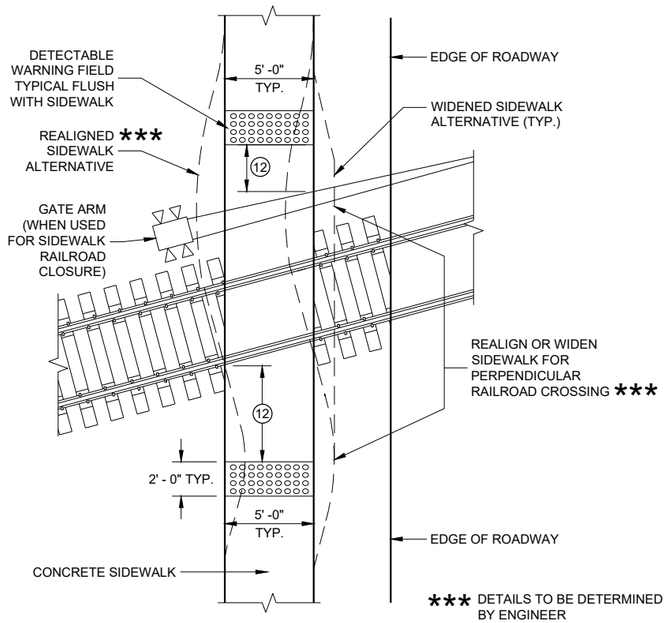
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

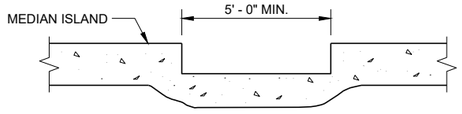
6

SDD 08D05 - 20d

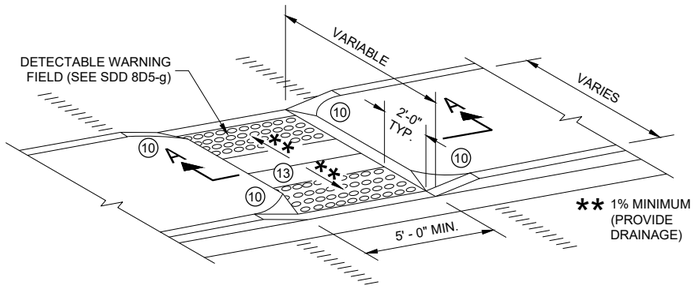


CURB RAMP TYPE 8

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 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.

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

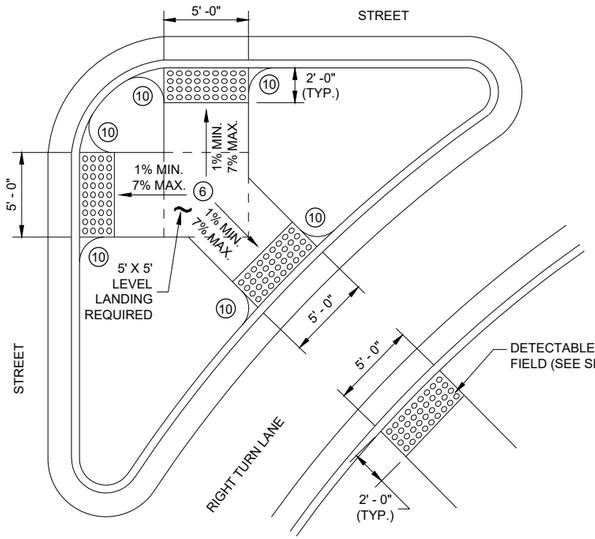
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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

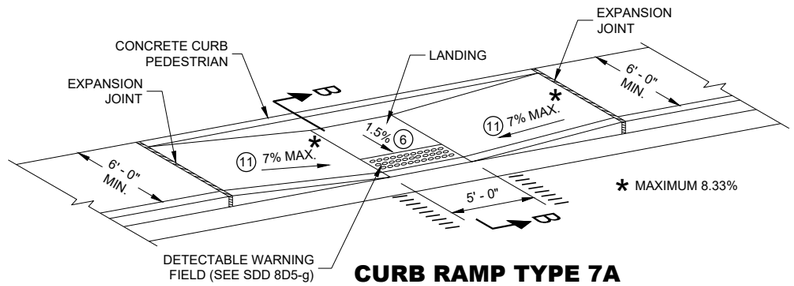
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

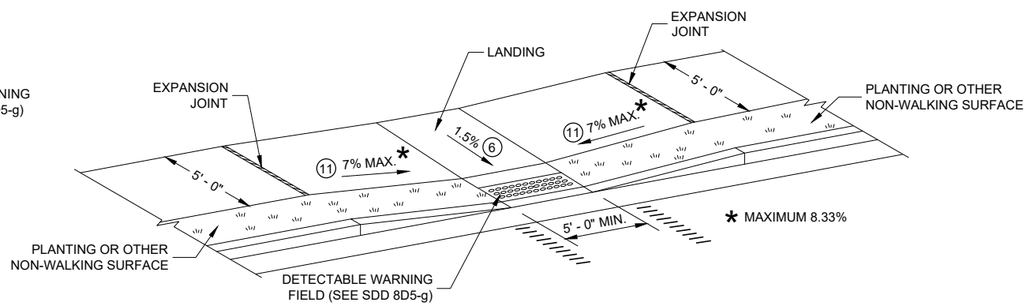
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

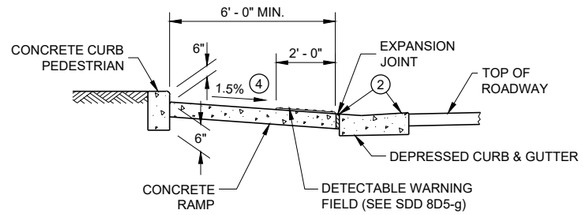
MID BLOCK CROSSING



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

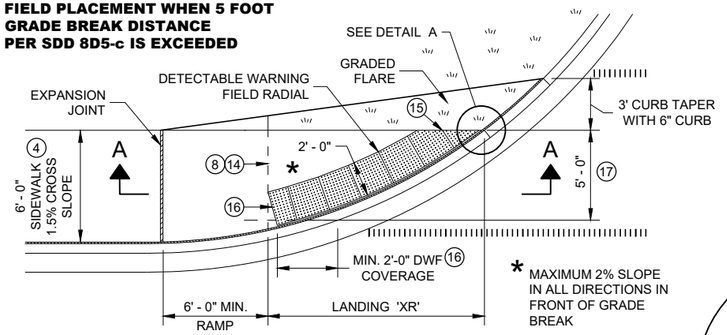
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20e

SDD 08D05 - 20e

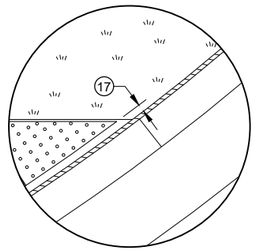
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



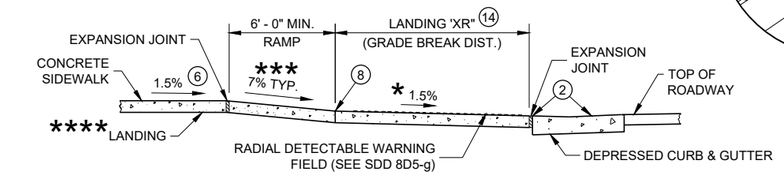
PLAN VIEW

CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL A

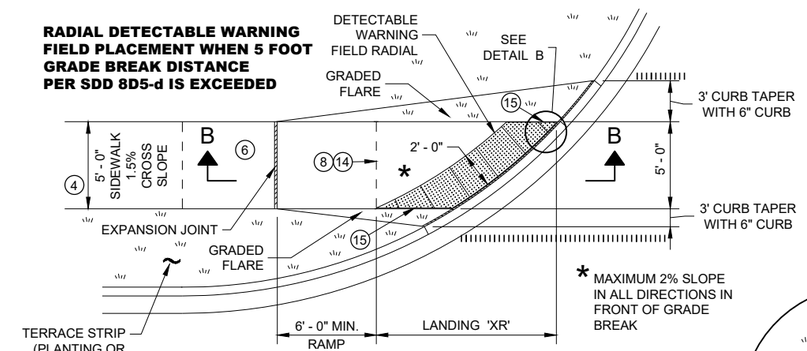


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1

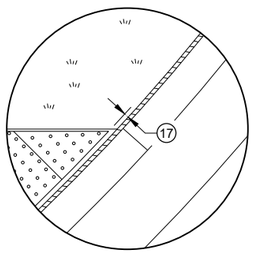
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



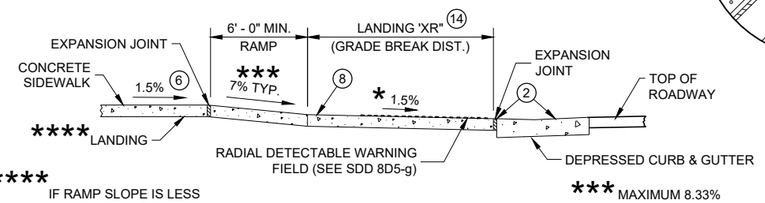
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B



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

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

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.

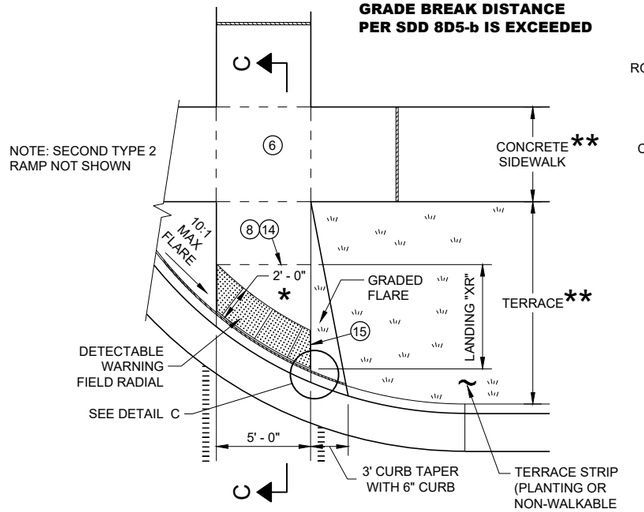
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(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-b IS EXCEEDED

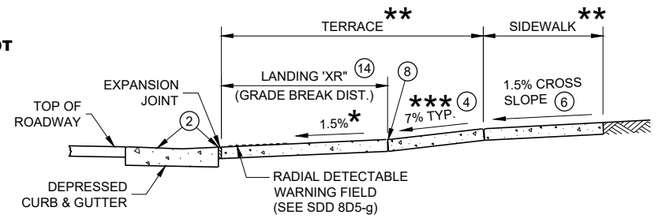


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

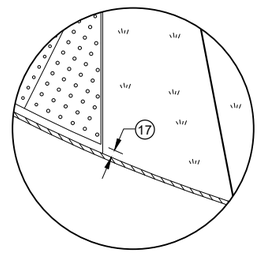


SECTION C - C FOR TYPE 2

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



DETAIL C

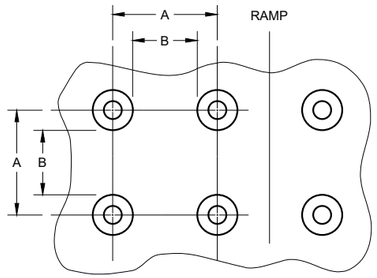
CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

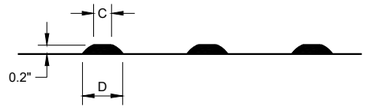
SDD 08D05 - 20f

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.

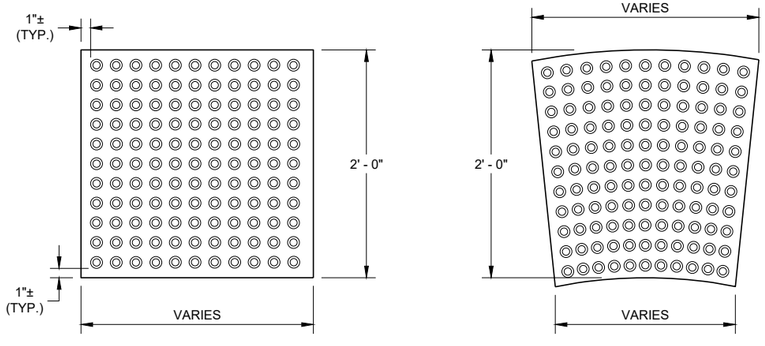


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

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

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

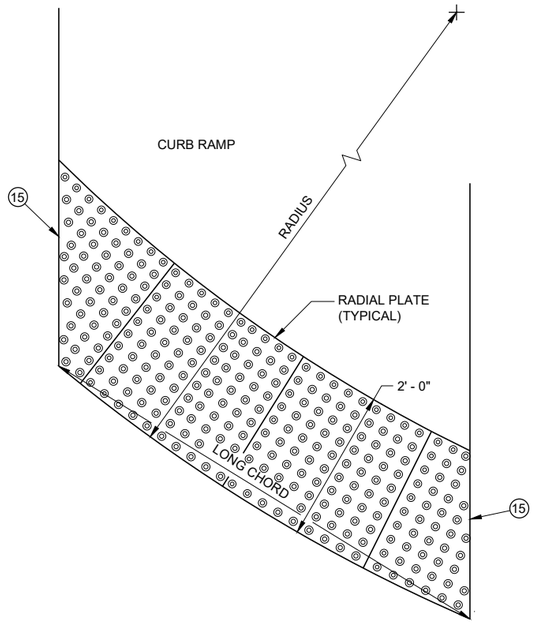
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

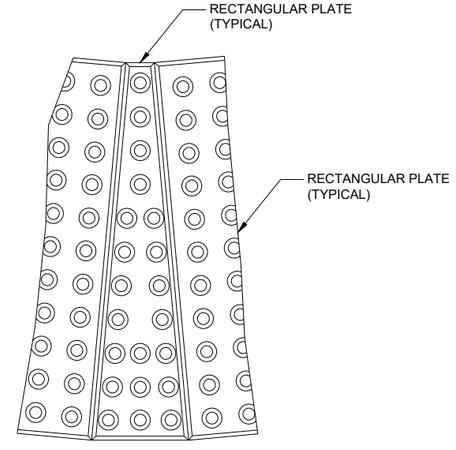
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

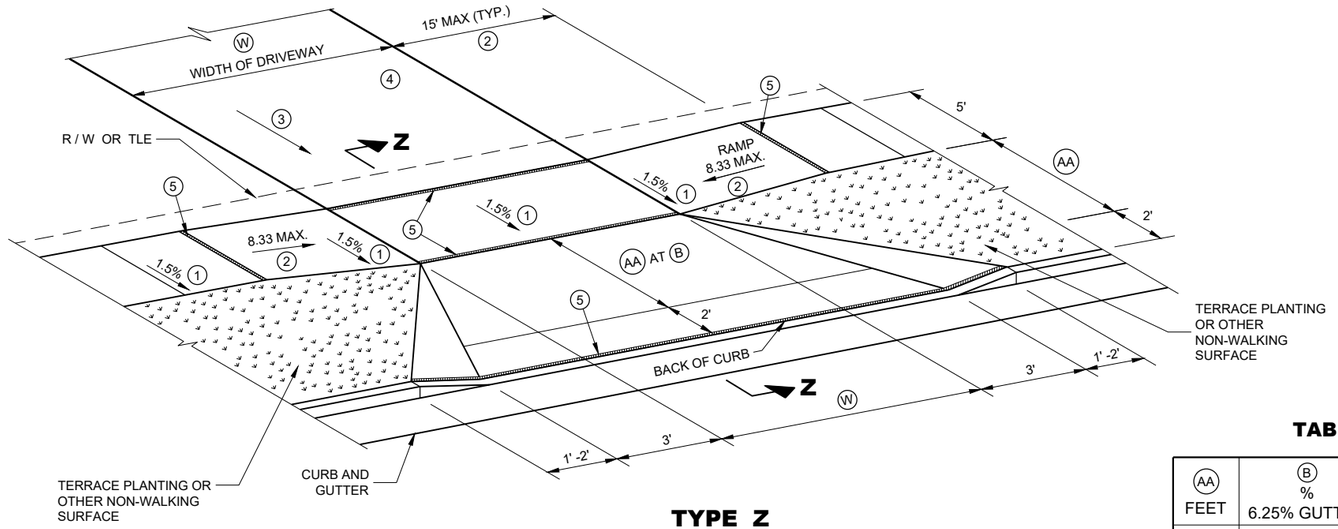
CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

6
SDD 08D05 - 20g



TYPE Z
SIDEWALK WITH WIDER TERRACE
TERRACE VARIES 7 TO 12 FEET

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.)

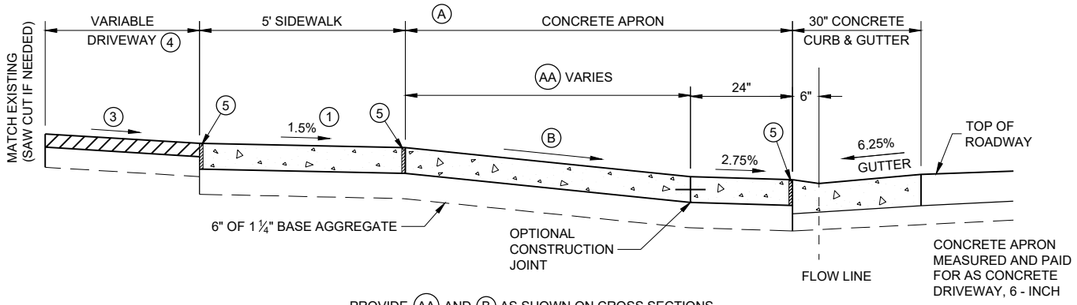
(5) ½" EXPANSION JOINT FILLER.

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%

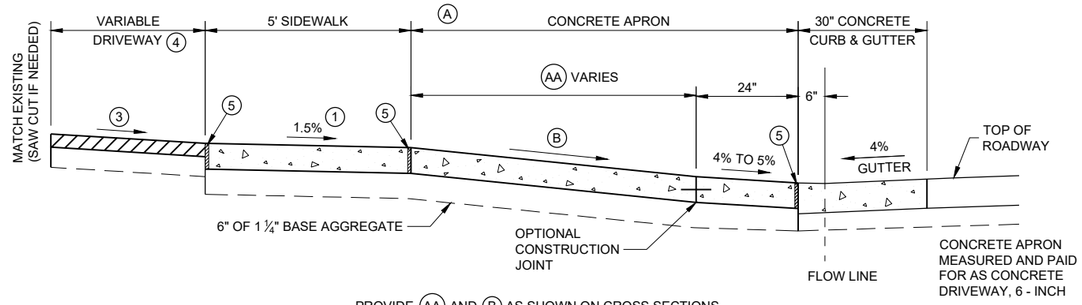
(W): 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)



PROVIDE (AA) AND (B) AS SHOWN ON CROSS SECTIONS.

6.25% GUTTER SLOPE



PROVIDE (AA) AND (B) AS SHOWN ON CROSS SECTIONS.

4% GUTTER SLOPE

NOTE: SIDEWALK MY 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 AND GUTTER

(URBAN AND SUBURBAN)

DRIVEWAY AND SIDEWALK RAMPS TYPE Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

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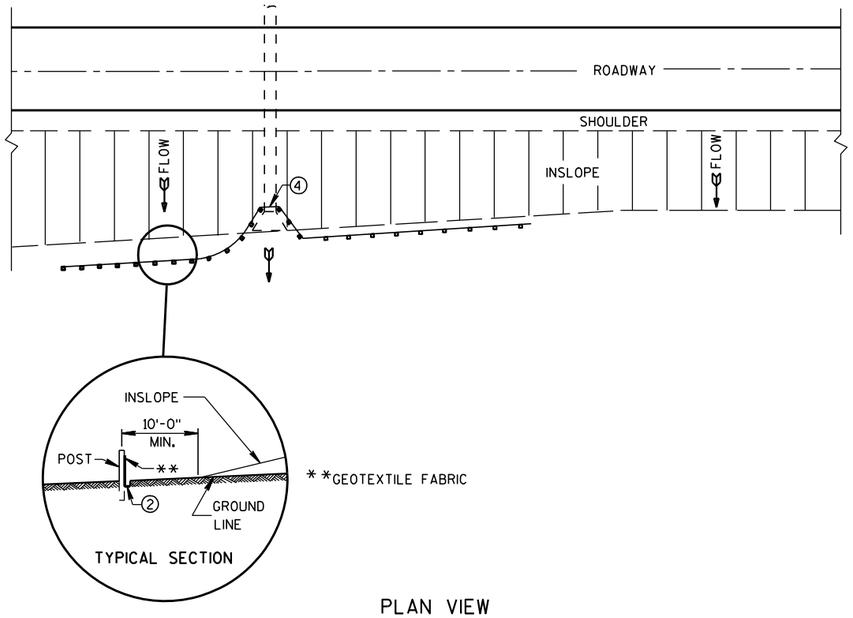
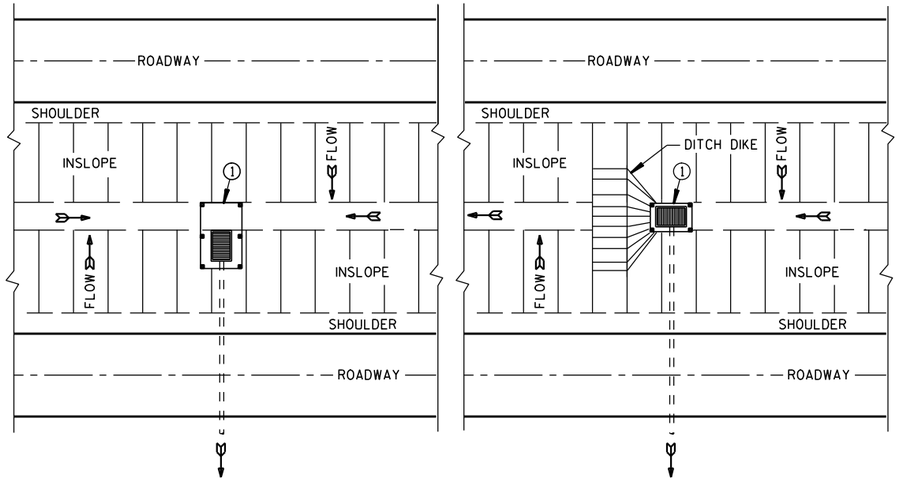
SDD 08D19 - 03



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



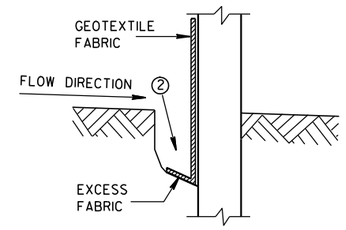
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

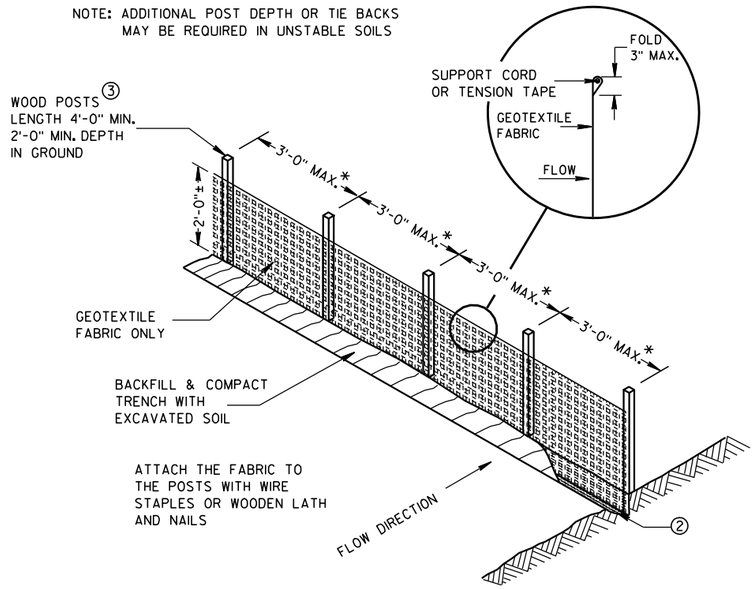
GENERAL NOTES

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 & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" 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.

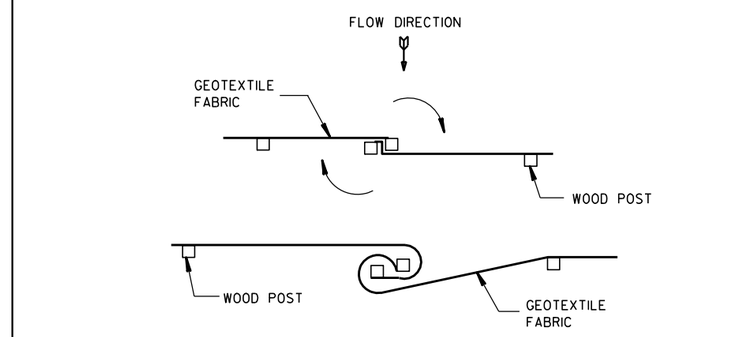


TRENCH DETAIL

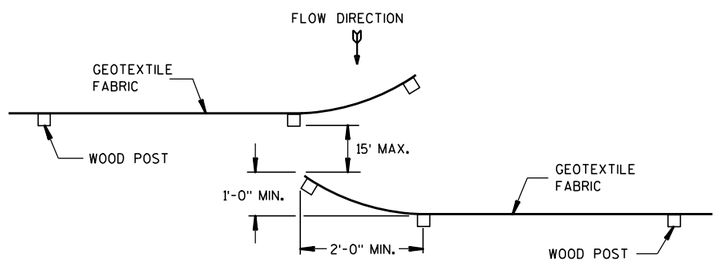


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

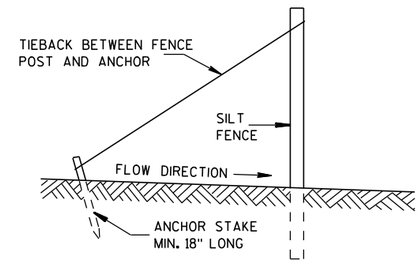


TWIST METHOD



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

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S.D.D. 8 E 9-6

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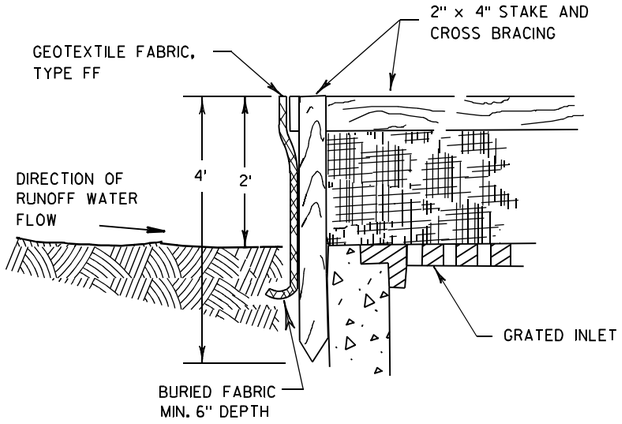
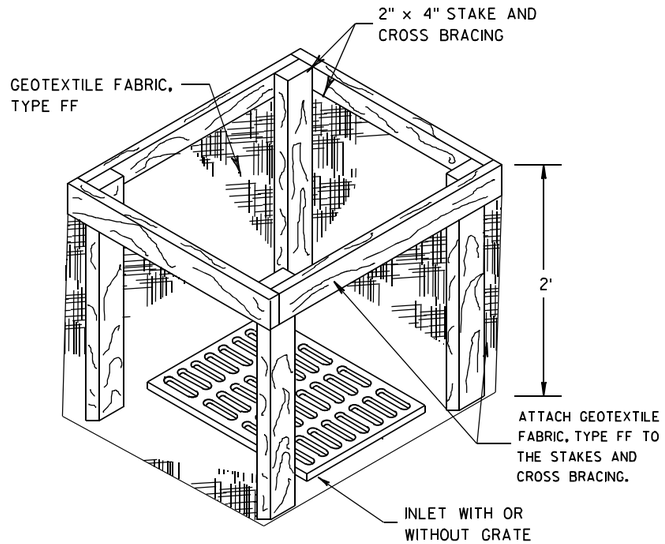
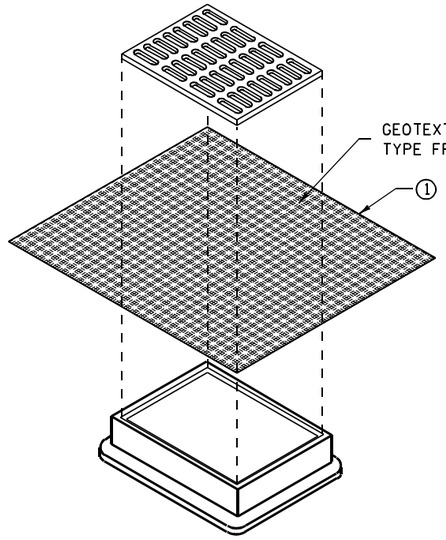
S.D.D. 8 E 9-6



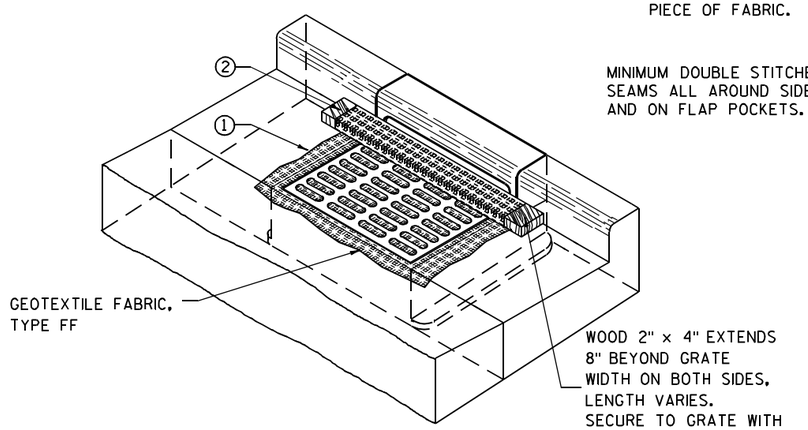


INLET PROTECTION, TYPE A

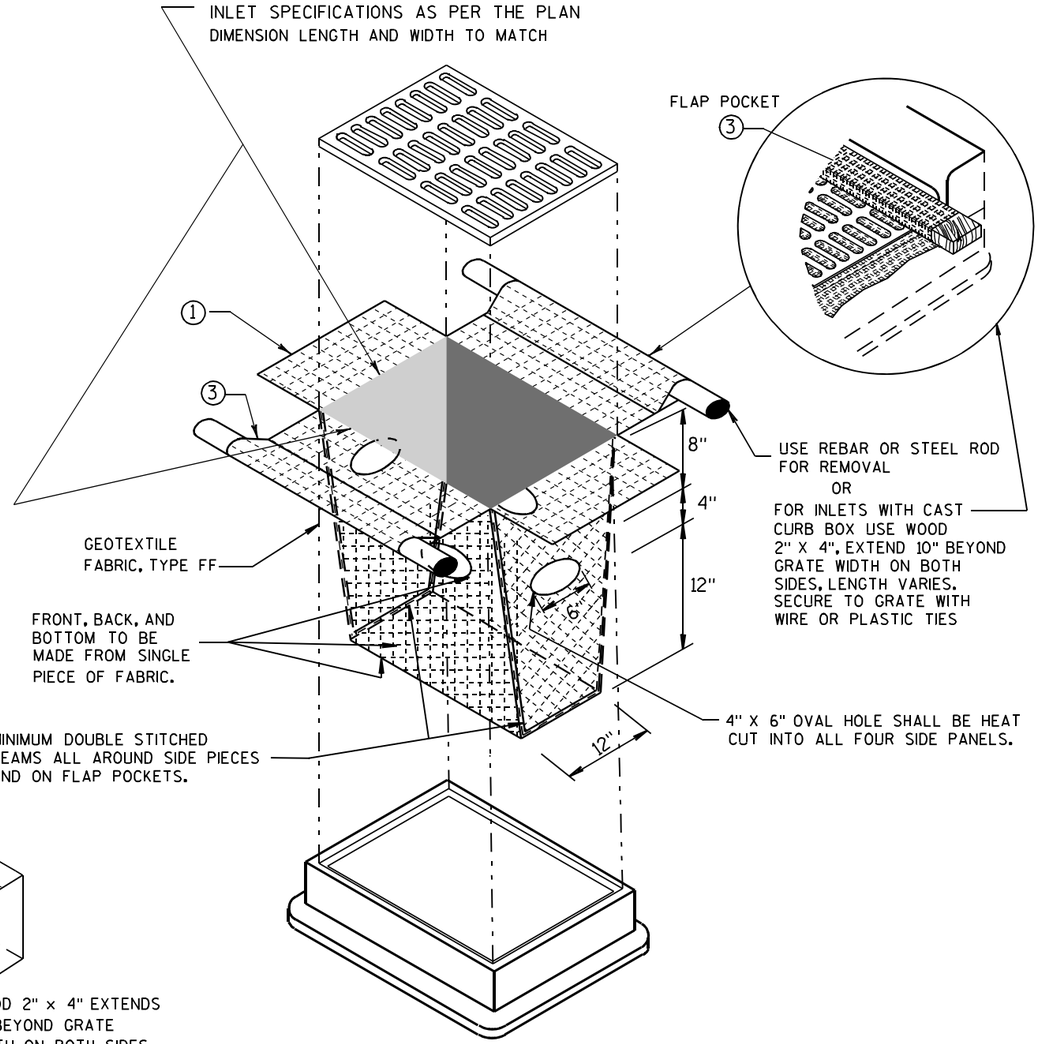


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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 TYPE WITH
OR WITHOUT A 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

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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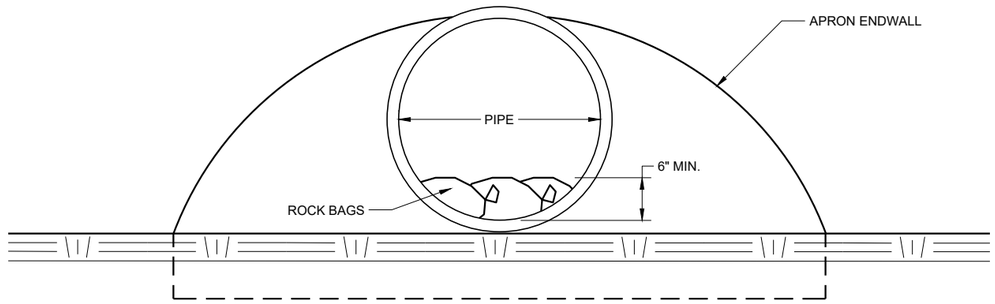
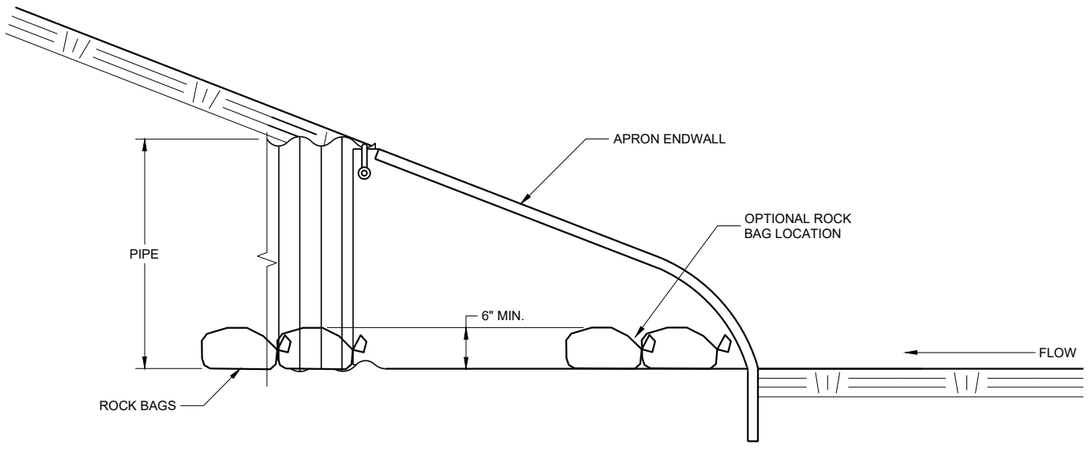
S.D.D. 8 E 10-2



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 ENGI
FHWA	

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SDD 08E15 - 01

METAL APRON ENDWALLS

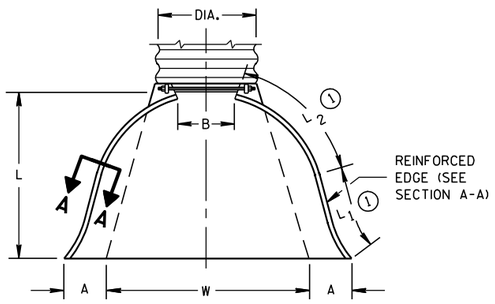
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	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

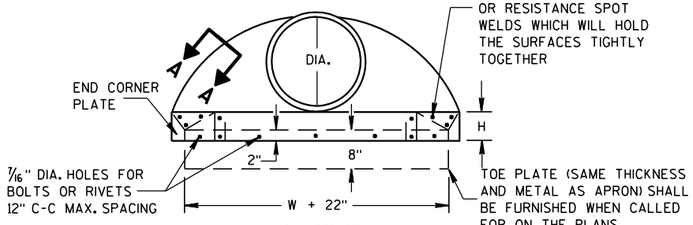
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	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

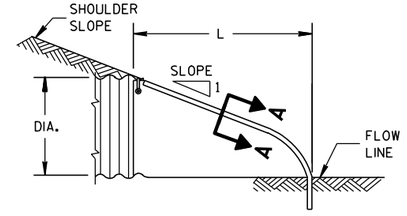
*MINIMUM
**MAXIMUM



PLAN VIEW

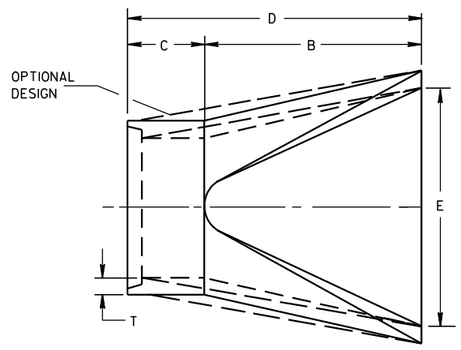


END VIEW

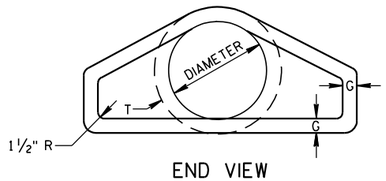


SIDE ELEVATION

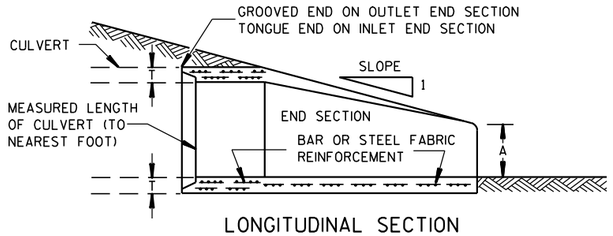
METAL ENDWALLS



PLAN

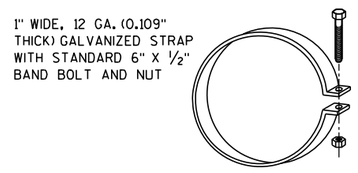


END VIEW



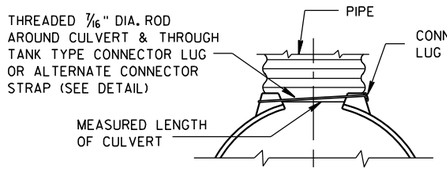
LONGITUDINAL SECTION

CONCRETE ENDWALLS

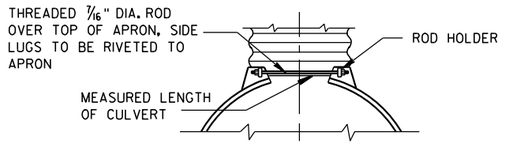


ALTERNATE FOR TYPE 1 CONNECTION

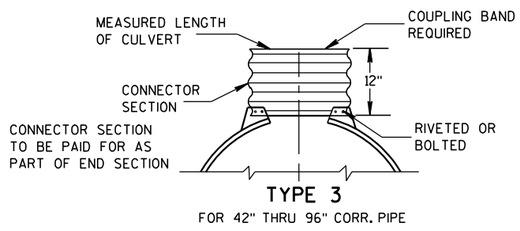
END SECTION CONNECTOR STRAP



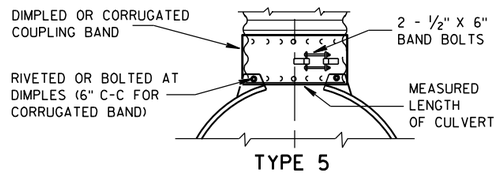
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

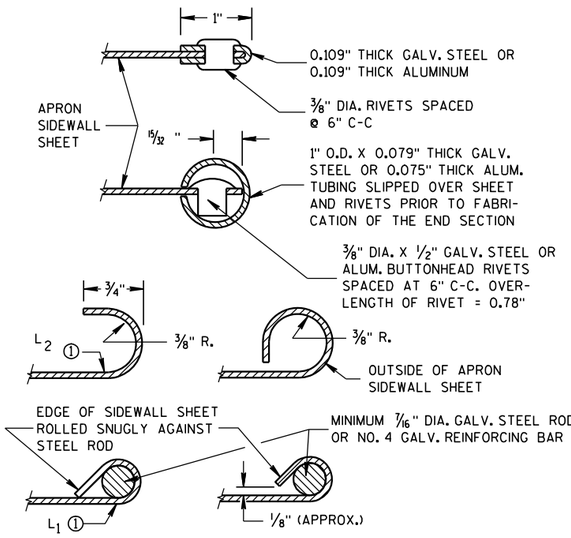
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

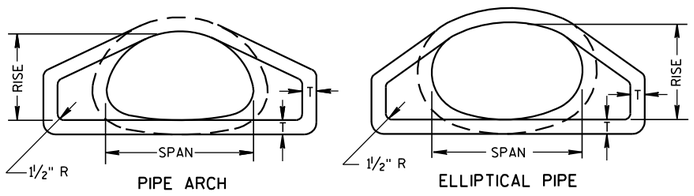
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

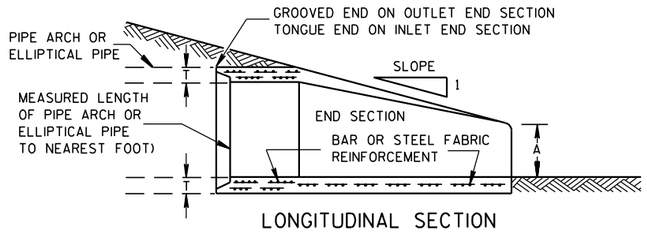
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

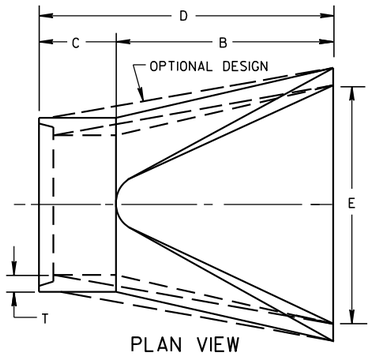
6
S.D.D. 8 F 1-11



END VIEW

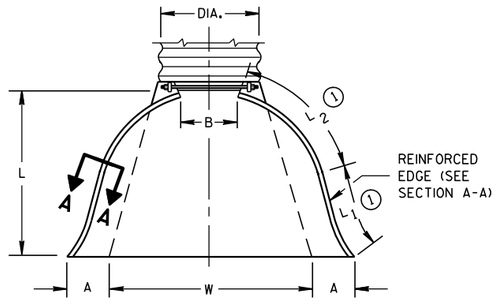


LONGITUDINAL SECTION

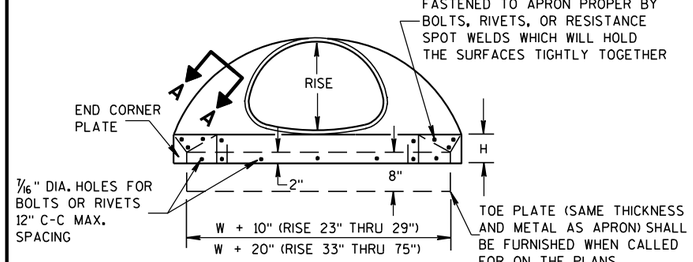


PLAN VIEW

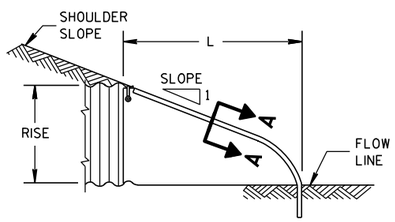
CONCRETE ENDWALLS



PLAN VIEW

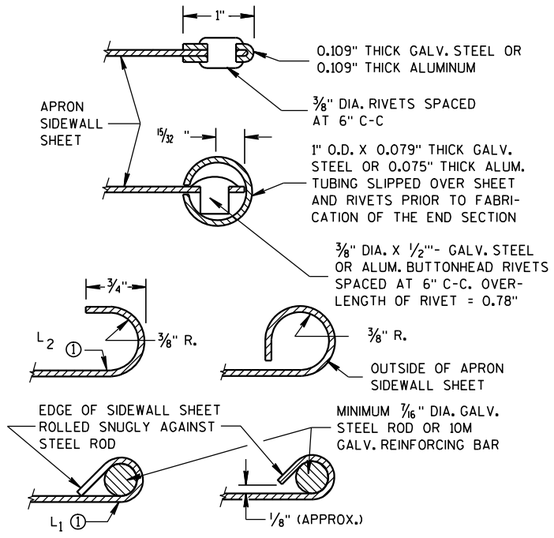


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	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
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	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
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

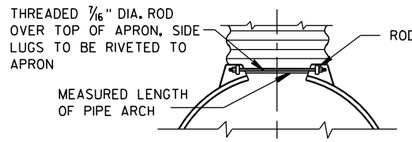
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

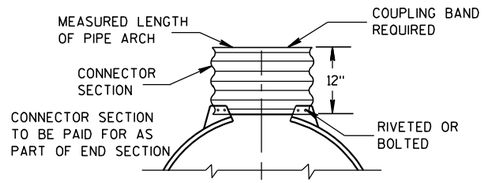
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



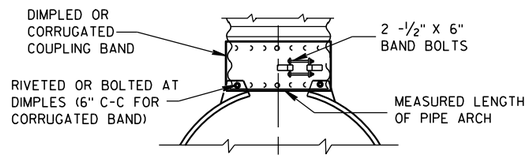
TYPE 2

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



TYPE 3

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



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

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

CONNECTION DETAILS

GENERAL NOTES

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

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

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

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

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

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

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

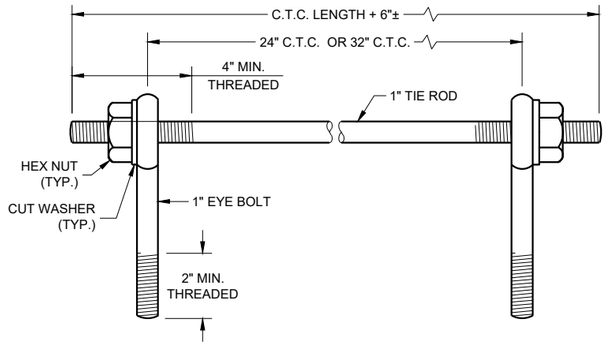
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

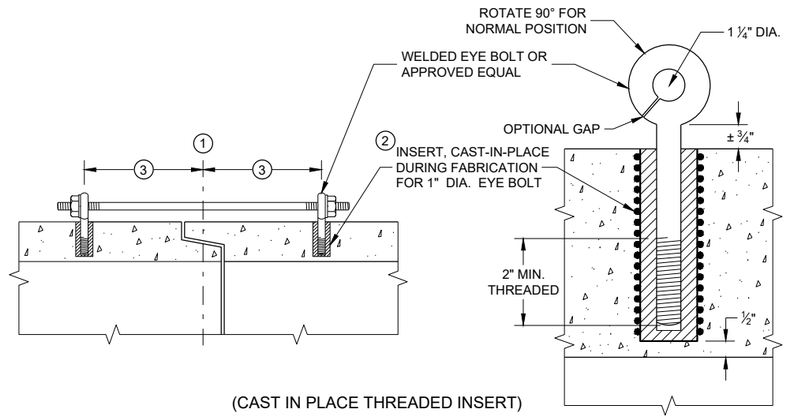
11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA



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.

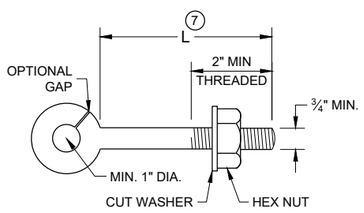
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

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

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

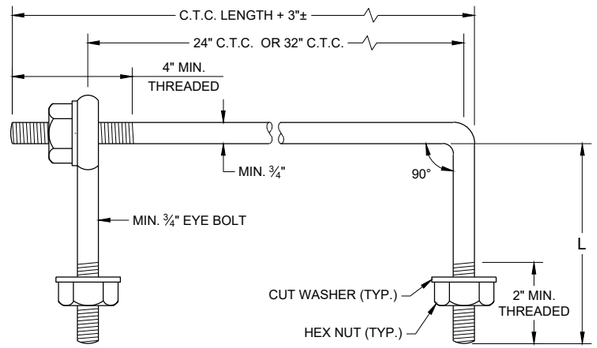
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

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

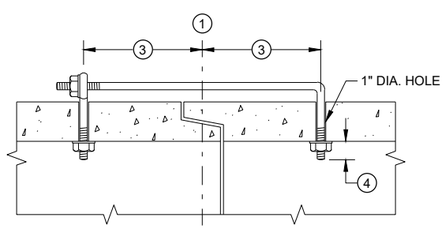


EYE BOLT (7)

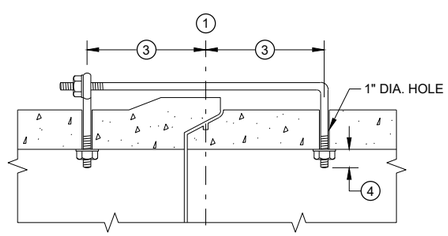
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

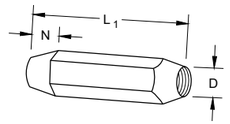
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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



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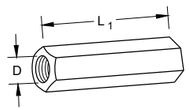
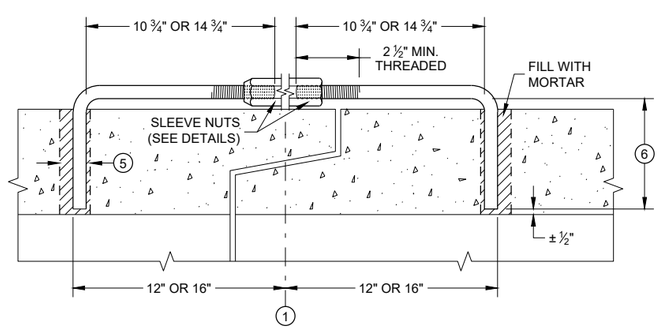


PLAIN

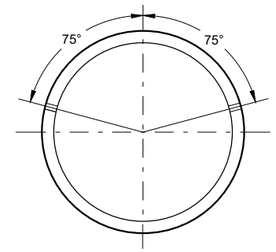
RIGHT AND LEFT THREADS

SLEEVE NUTS



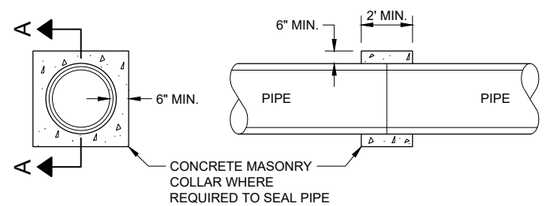
LONGITUDINAL SECTION

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

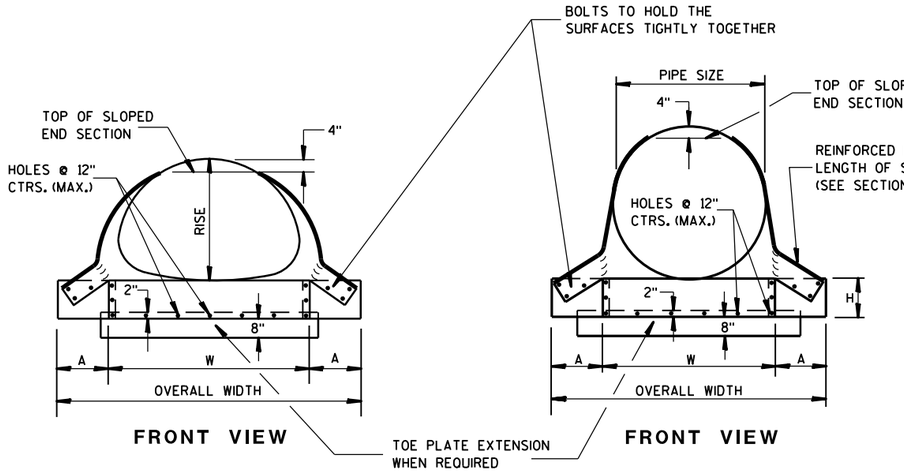
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

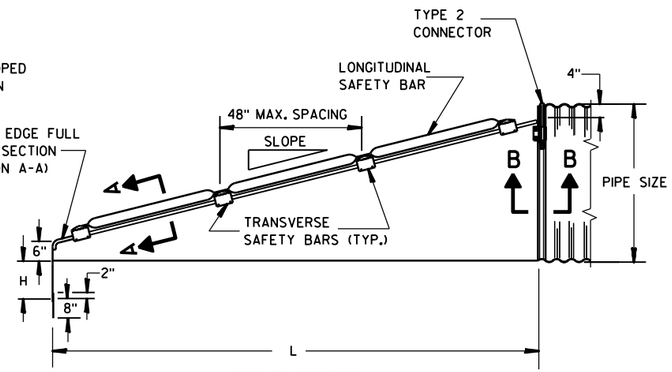
SDD 08F04 - 08

SDD 08F04 - 08



FRONT VIEW

FRONT VIEW



SIDE VIEW
(48" SIZE ILLUSTRATED)

GENERAL NOTES

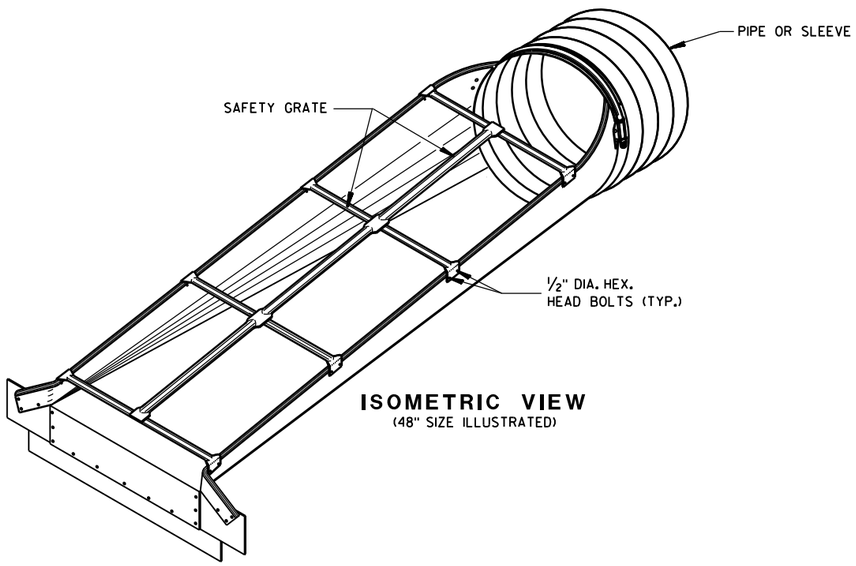
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

SAFETY GRATES SHALL BE FABRICATED FROM 3-INCH DIAMETER GALVANIZED PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL. THE LONGITUDINAL BAR SHALL BE WELDED TO THE TRANSVERSE BARS WHERE THE BARS CROSS. THE NUMBER OF TRANSVERSE BARS REQUIRED WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

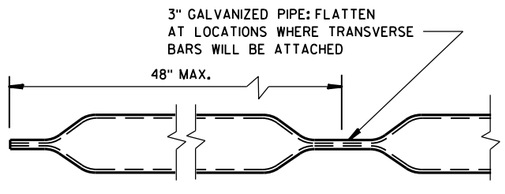
SLOPED STEEL ENDWALLS LOCATED AT THE ENDS OF CONCRETE CULVERT PIPE SHALL BE FURNISHED WITH STEEL ADAPTER SLEEVES.

STEEL APRON ENDWALLS FOR CULVERT PIPE CROSS DRAINS

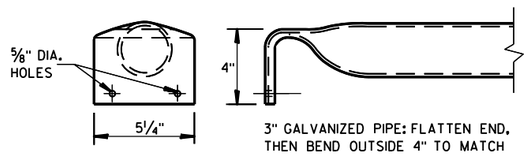
PIPE DIA. (IN.)	MIN. THICK.		DIMENSIONS (Inches)				L DIMENSIONS			
	IN.	GAGE	A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
36	.109	12	12	9	42	66	4:1	104	6:1	156
42	.109	12	16	12	48	80	4:1	128	6:1	192
48	.109	12	16	12	54	86	4:1	152	6:1	228
54	.109	12	16	12	60	92	4:1	176	6:1	264
60	.109	12	16	12	66	98	4:1	200	6:1	300



ISOMETRIC VIEW
(48" SIZE ILLUSTRATED)



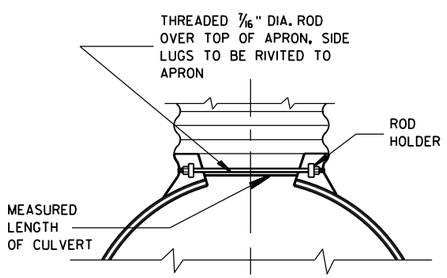
LONGITUDINAL SAFETY BAR



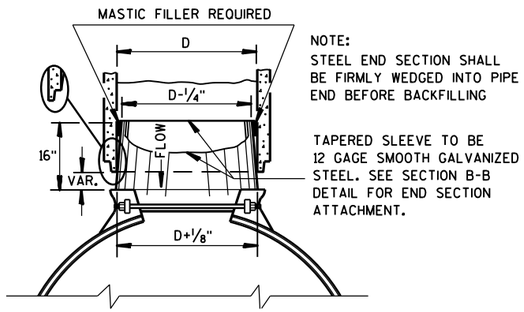
TRANSVERSE SAFETY BAR

STEEL APRON ENDWALLS FOR PIPE ARCH SLOPED CROSS DRAINS

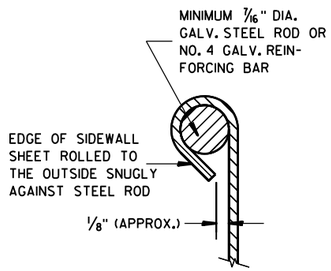
EQUIV. DIA. (IN.)	INCHES		MIN. THICK.		DIMENSIONS (Inches)				L DIMENSIONS			
	SPAN	RISE	IN.	GAGE	A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
30	35	24	.079	14	12	9	41	65	4:1	56	6:1	84
36	42	29	.109	12	12	9	48	72	4:1	76	6:1	114
42	49	33	.109	12	16	12	55	87	4:1	92	6:1	138
48	57	38	.109	12	16	12	63	95	4:1	112	6:1	168
54	64	43	.109	12	16	12	70	102	4:1	132	6:1	198
60	71	47	.109	12	16	12	77	109	4:1	148	6:1	222



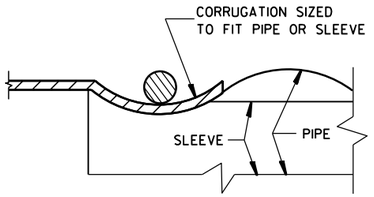
TYPE 2 CONNECTOR DETAIL



STEEL ADAPTER SLEEVE FOR CONCRETE PIPE



SECTION A-A



SECTION B-B

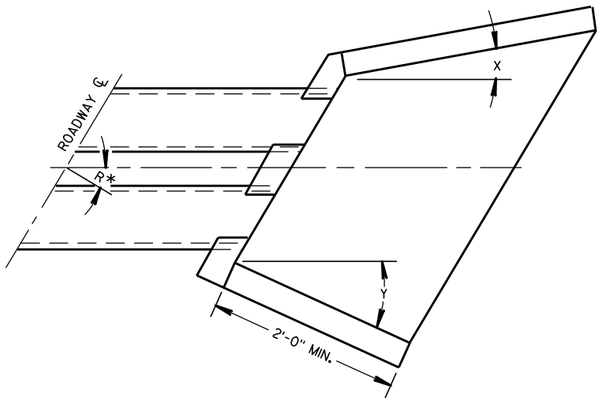
STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED CROSS DRAINS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 8 F 8-2



WINGWALL ANGLE DETAILS

INLET			OUTLET		
R*	X	Y	R*	X	Y
0 - 7°	30°	30°	0 - 15°	15°	15°
8 - 22°	25°	"	16 - 45°	10°	"
23 - 37°	20°	"	46 - 75°	5°	"
38 - 52°	15°	"	OVER 75°	0°	"
53 - 67°	10°	"			
68 - 82°	5°	"			
OVER 82°	0°	"			

*R = NUMBER OF DEGREES RIGHT OR LEFT HAND FORWARD

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.

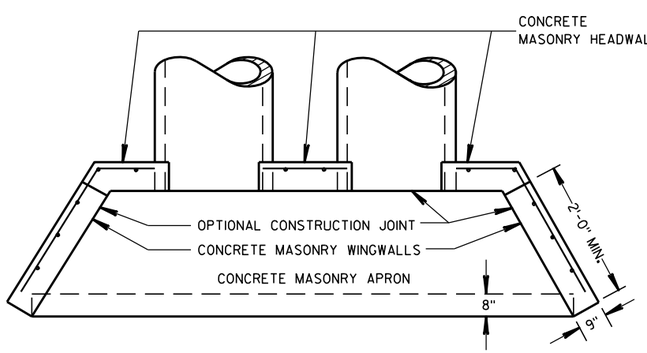
FILL SLOPES FLATTER THAN 2 ½:1 SHALL BE WARPED TO MEET THE TOP OF THE WINGWALLS.

ALL STEEL REINFORCEMENT AND WELDED STEEL WIRE FABRIC SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE NOTED.

(1) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS SPACED 12" C-C IN BOTH DIRECTIONS.

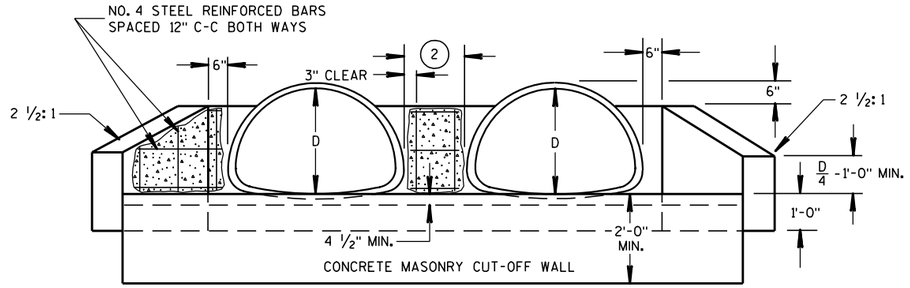
(2) THE SPACE BETWEEN PIPES SHALL BE AS FOLLOWS:

DIAMETER OR SPAN	SPACE
UP TO AND INCLUDING 48"	2'-0"
OVER 48" TO 72"	½ DIA. OR SPAN
OVER 72"	3'-0"



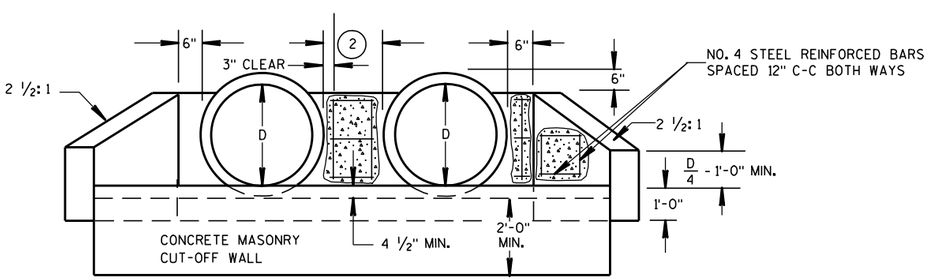
PLAN VIEW

CULVERT PIPE AND PIPE ARCH



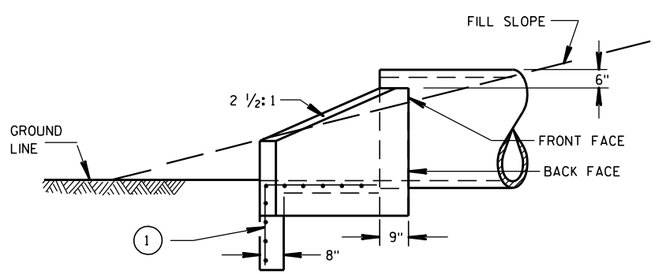
END ELEVATION

PIPE ARCH



END ELEVATION

CULVERT PIPE



SIDE ELEVATION

CULVERT PIPE AND PIPE ARCH

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9/14/98 DATE

/S/ Rory L. Rhinehart
CHIEF ROADWAY DEVELOPMENT ENGINEER

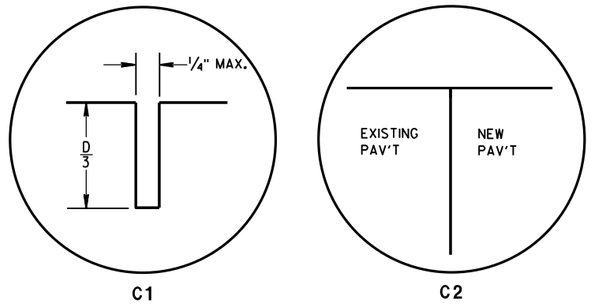
FHWA

6

S.D.D. 8 F 10-1

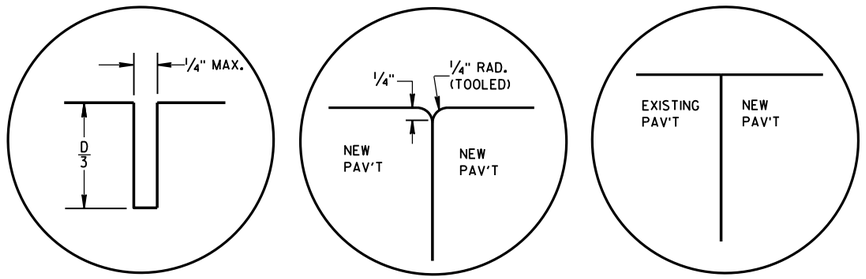
6

S.D.D. 8 F 10-1



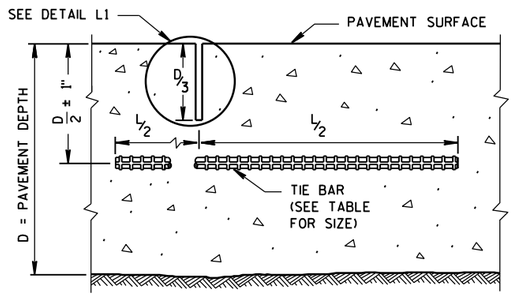
C1 C2

TRANSVERSE JOINTS



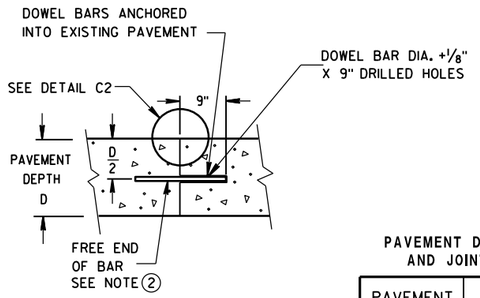
L1 L2 L3

LONGITUDINAL JOINTS



SECTION C-C

SAWED JOINT



SECTION D-D

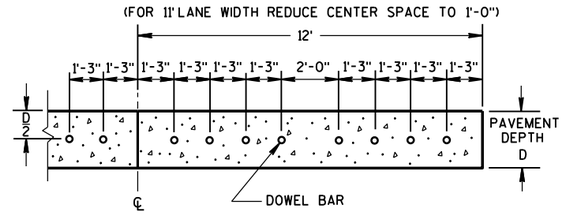
GENERAL NOTES

ANCHOR TIE BARS AND DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY.

PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM AN EXISTING TRANSVERSE JOINT OR THE EDGE OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

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



SECTION E-E

SPACING OF DOWEL BARS ANCHORED INTO EXISTING PAVEMENT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

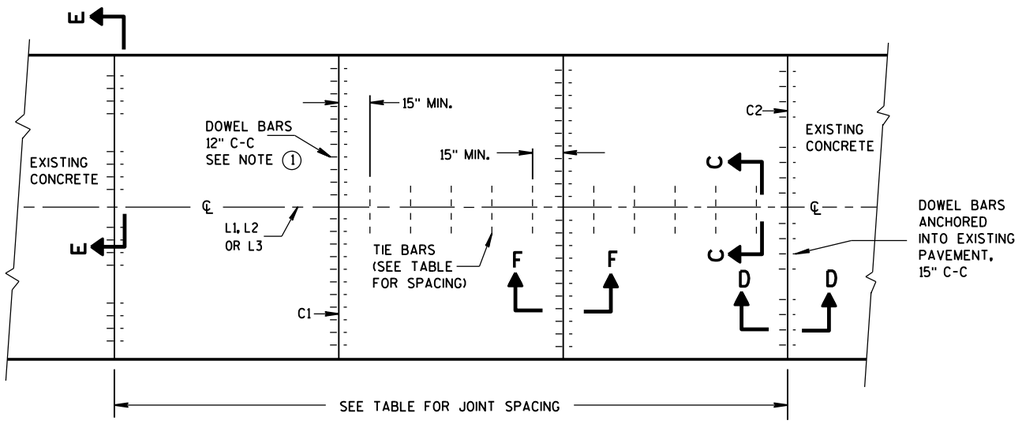
PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5½", 6, 6 ½"	NONE	12'
7, 7 ½"	1"	14'
8, 8 ½"	1 ¼"	15'
9, 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'

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" **

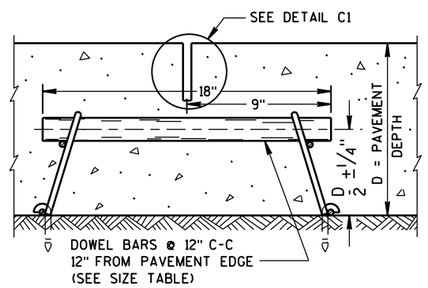
* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

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



PLAN VIEW

CONCRETE BASE CONTRACTION JOINT LOCATIONS



SECTION F-F

CONTRACTION JOINT

CONCRETE BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

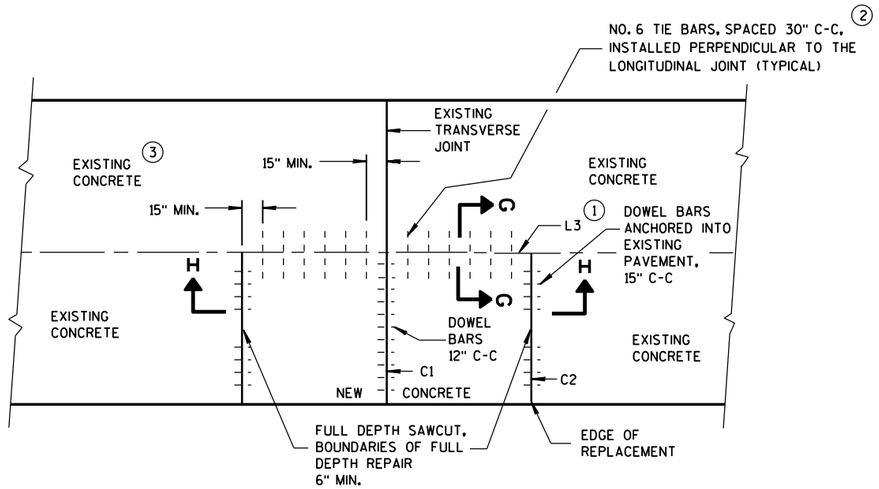
6
S.D.D. 13 C 15-6a

GENERAL NOTES

(1) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) AT THE LONGITUDINAL JOINT IN LIEU OF TIE BARS FOR SINGLE LANE CONCRETE BASE REPAIRS UP TO 15 FEET IN LENGTH.

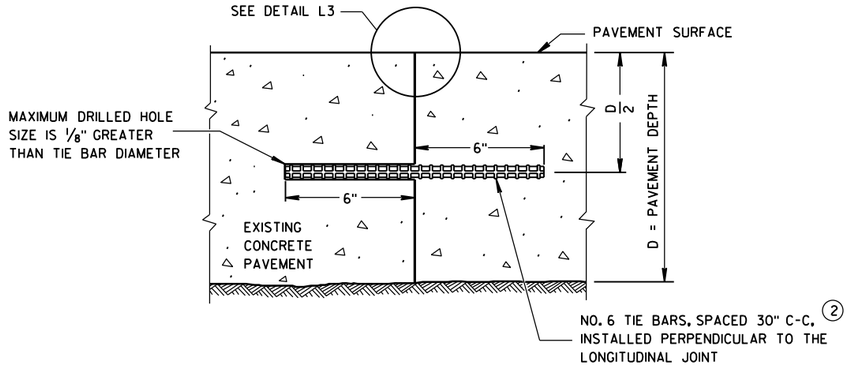
(2) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

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



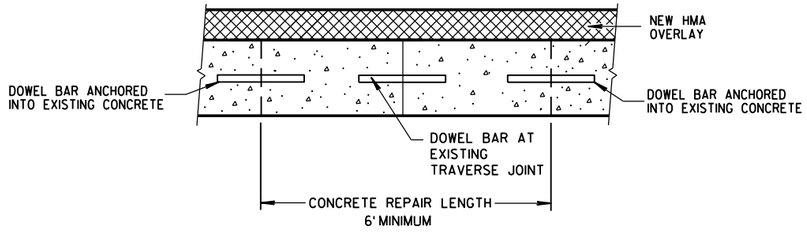
PLAN VIEW

SINGLE LANE CONCRETE BASE REPAIR



SECTION G-G

TIE BARS ANCHORED INTO EXISTING PAVEMENT



SECTION H-H

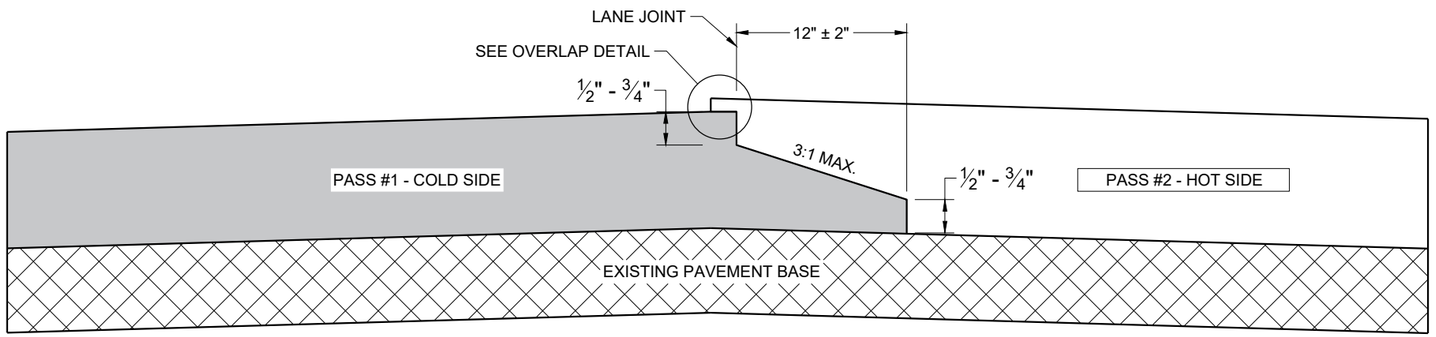
CONCRETE BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

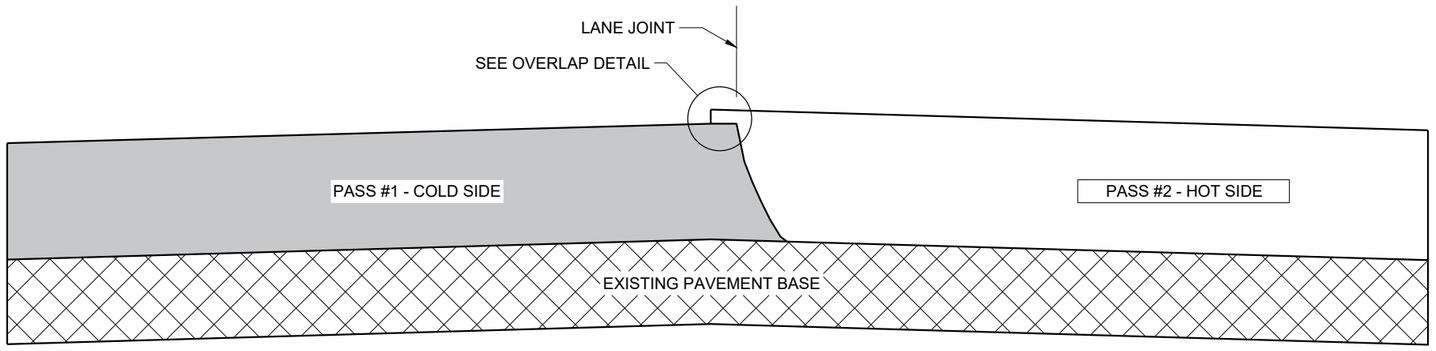
APPROVED
June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPEI
FHWA

6

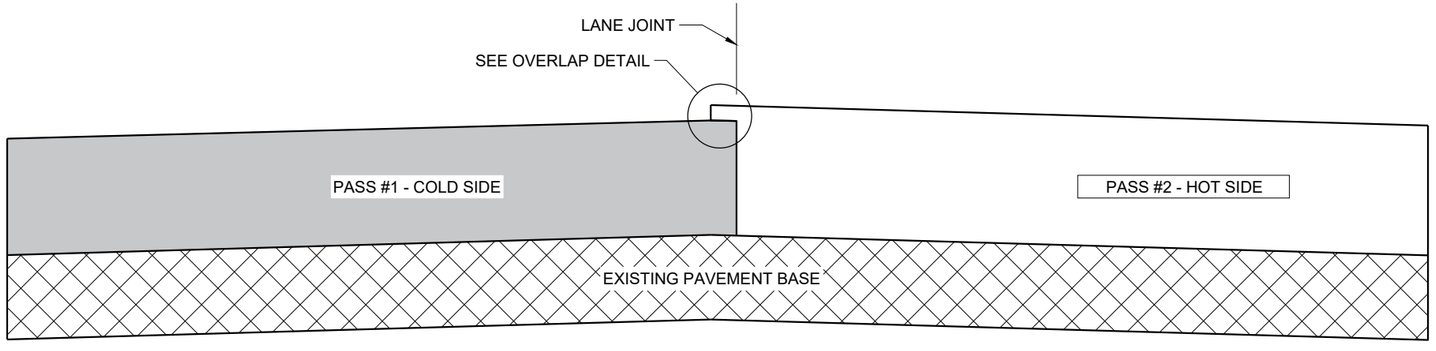
S.D.D. 13 C 15-6b



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

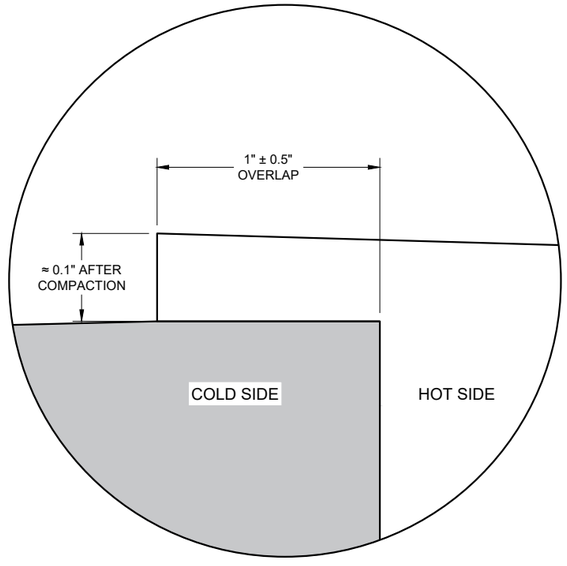
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



OVERLAP DETAIL (TYPICAL)

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SDD 13C19 - 03

SDD 13C19 - 03

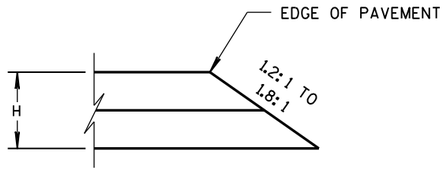
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

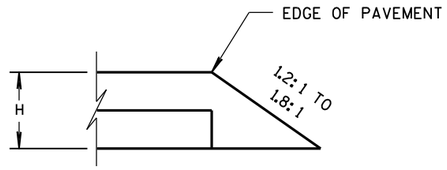
/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



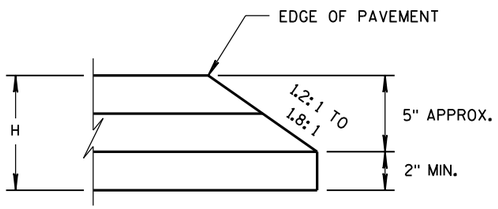
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



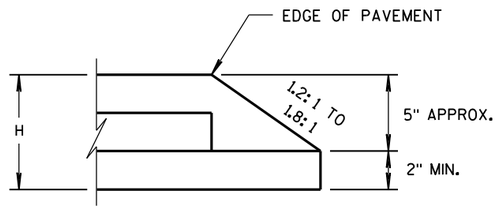
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

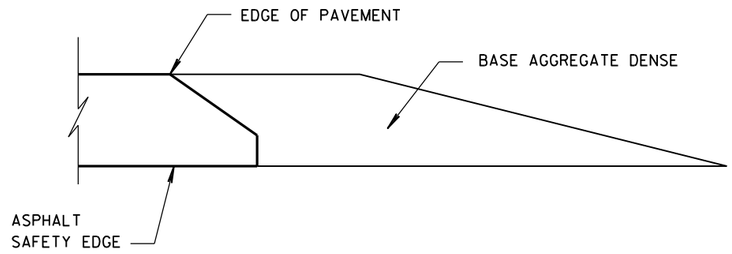
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

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S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

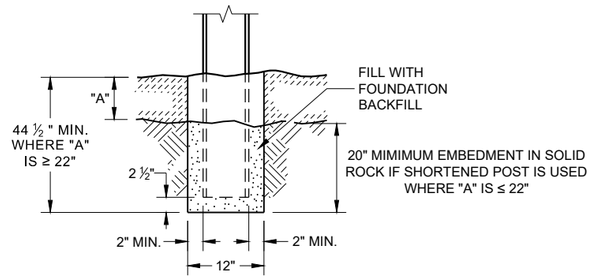
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

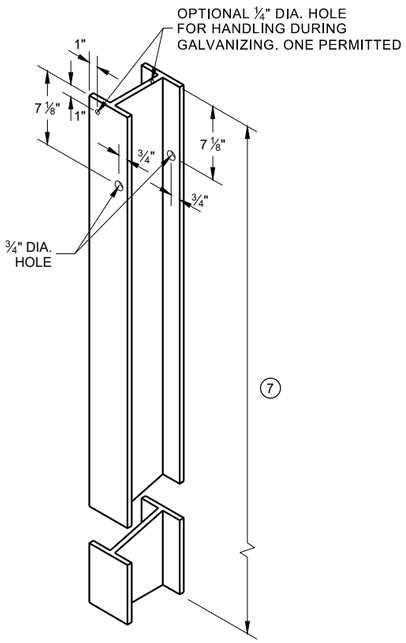
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

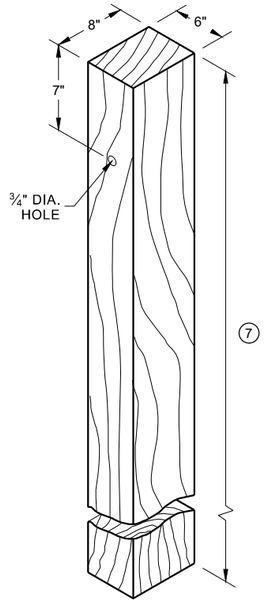
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



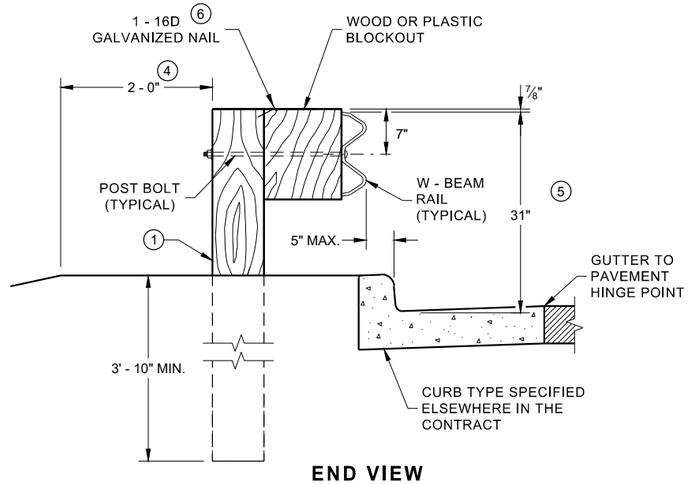
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



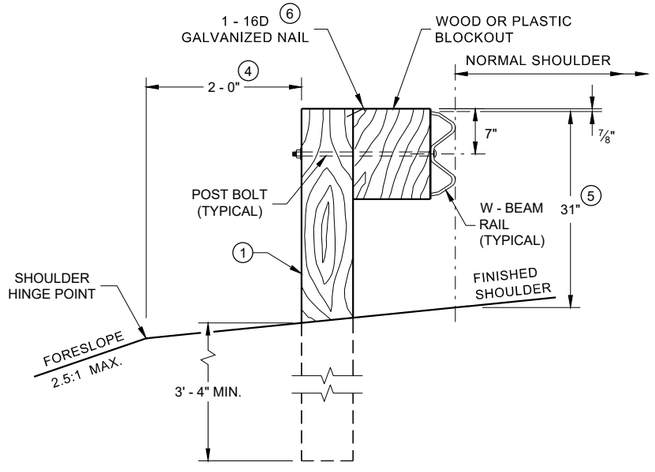
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



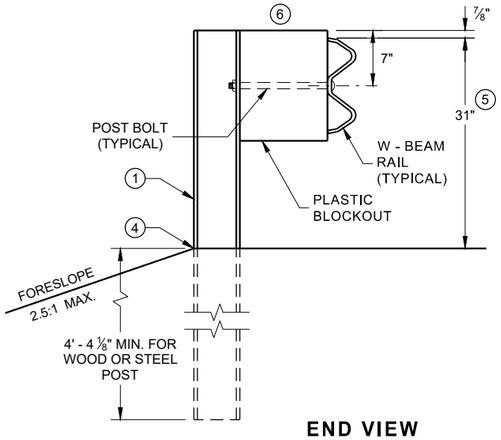
WOOD POST (6" X 8") NOMINAL (1)



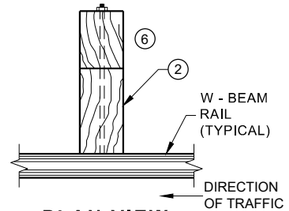
END VIEW
LOCATED ALONG A CURBED ROADWAY



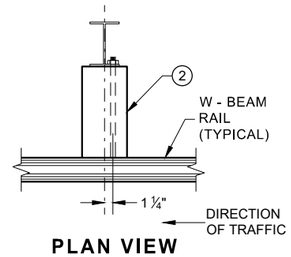
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



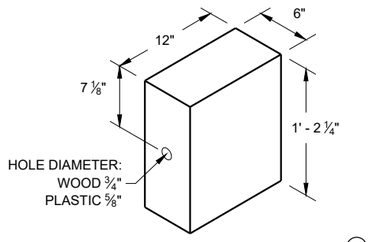
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 07a

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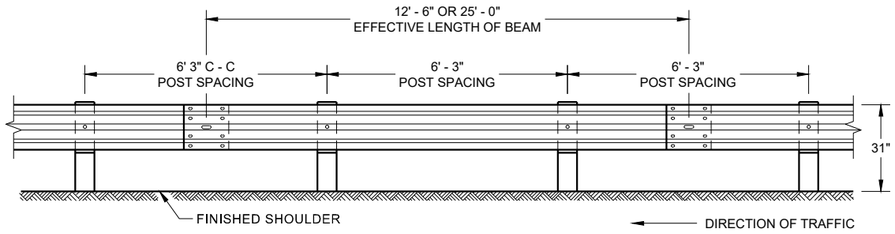
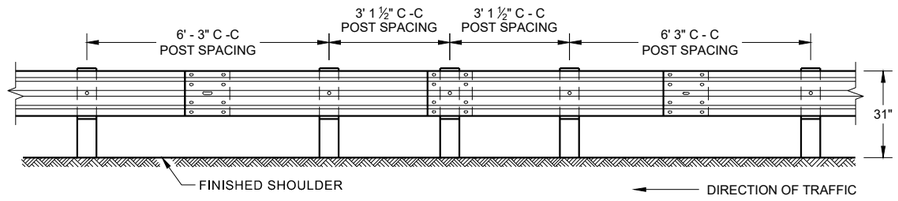
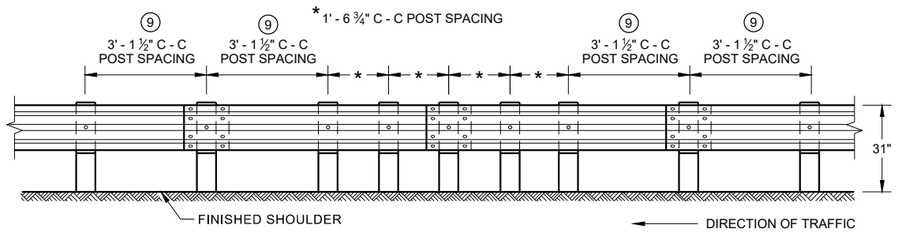
SDD 14B42 - 07a



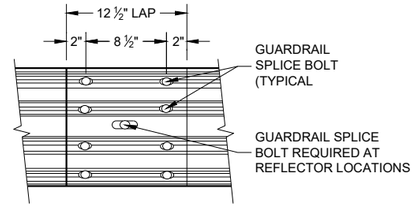
FRONT VIEW
POST SPACING STANDARD INSTALLATION



FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



FRONT VIEW
QUARTER POST SPACING (QS)



FRONT VIEW
MID-SPAN BEAM SPLICE

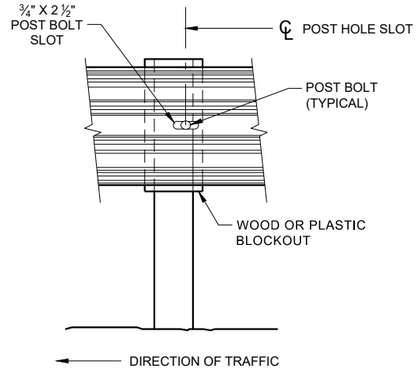
GENERAL NOTES

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

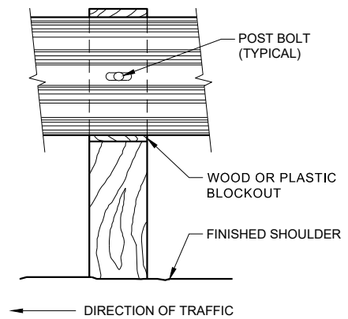
⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

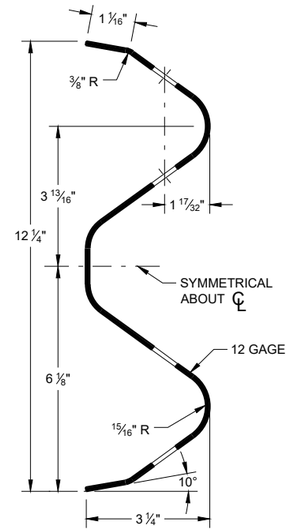
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



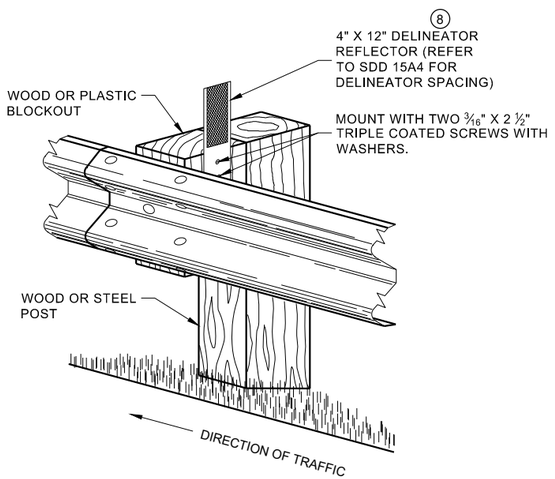
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



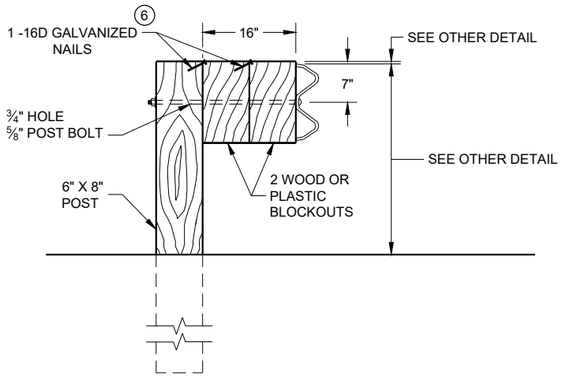
ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 07b

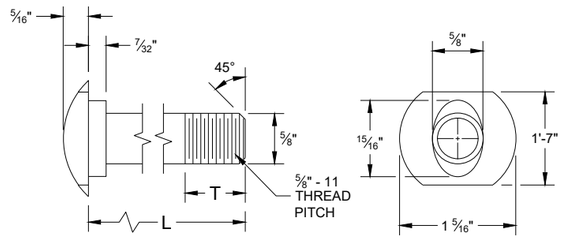


DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

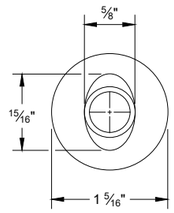
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3⁄16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

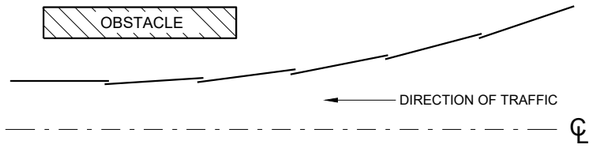


POST BOLT TABLE

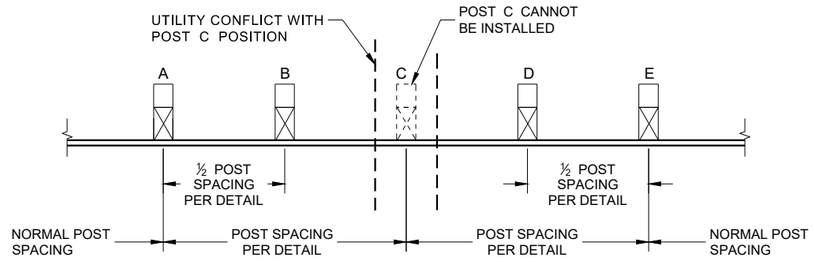
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



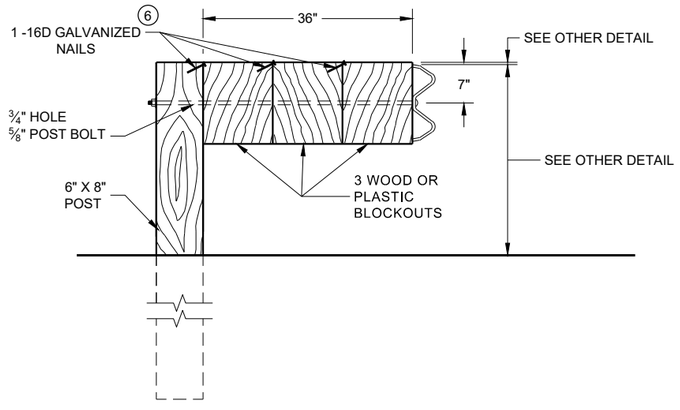
ALTERNATE BOLT HEAD



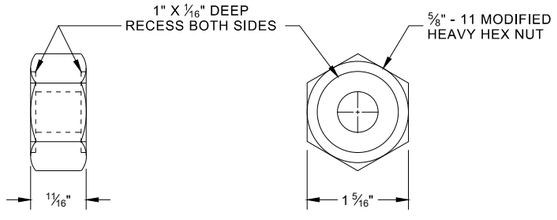
PLAN VIEW
BEAM LAPPING DETAIL



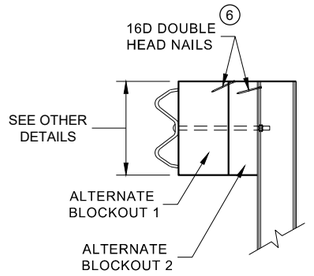
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



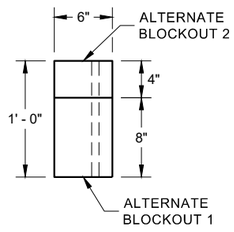
DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW



PLAN VIEW

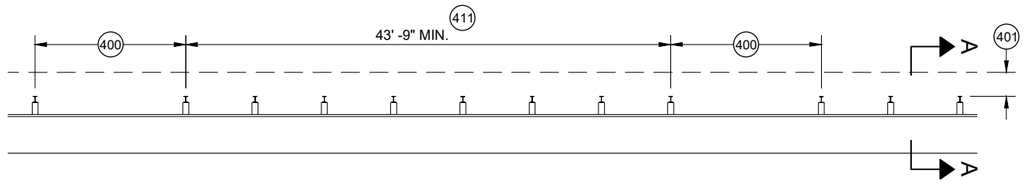
ALTERNATE WOOD BLOCKOUT DETAIL

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

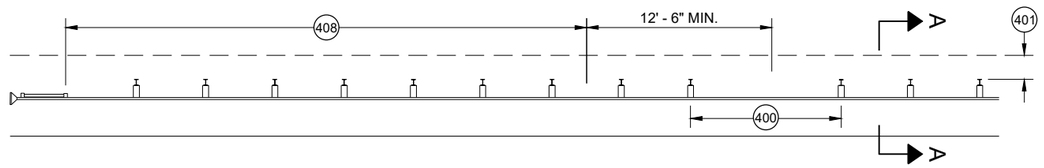
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

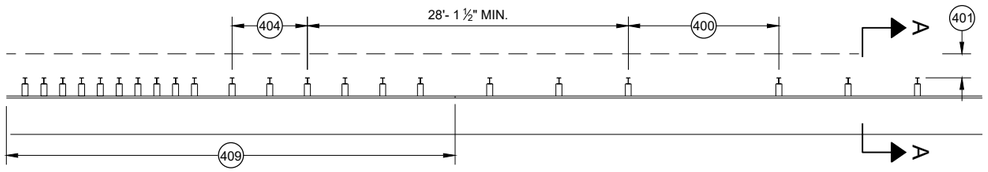
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL



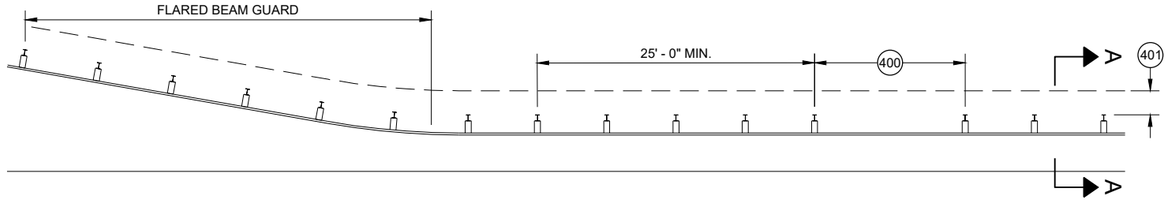
MISSING POST IN MGS GUARDRAIL



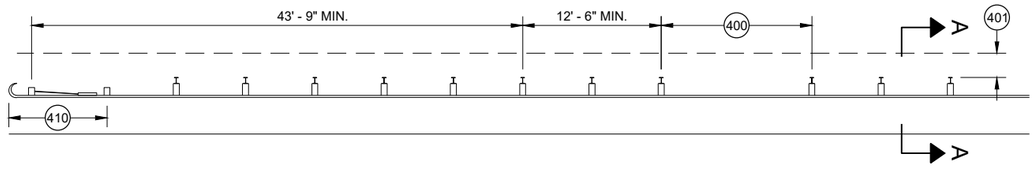
MISSING POST IN MGS GUARDRAIL NEAR EAT



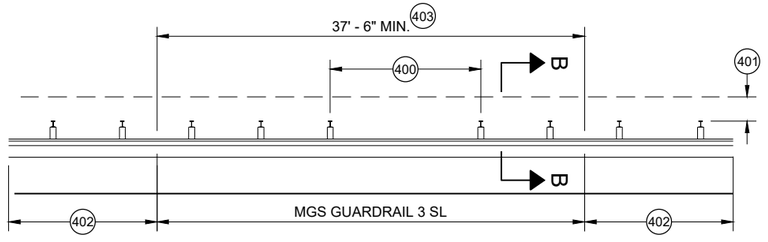
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

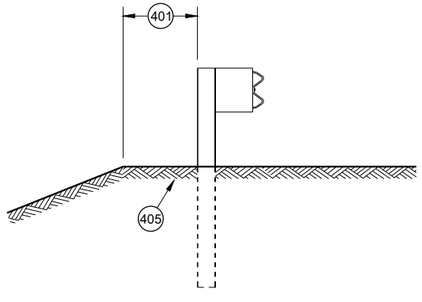


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

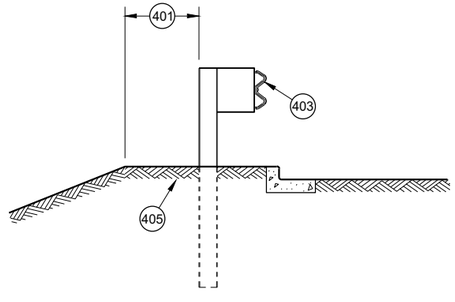


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(400) MAX SPAN 12' - 6"
(401) 2' MIN.
(402) MGS GUARDRAIL 3
(403) NESTING BEAM GUARD
(404) ASYMMETRIC TRANSITION
(405) SOIL WELL DRAINED AND COMPACTED
(406) SEE OTHER DRAWINGS IN THIS SDD
(407) SEE OTHER DRAWINGS FOR MIN. SPACING BETWEEN SPANS
(408) SEE SDD 14B44
(409) SEE SDD 14B45
(410) SEE SDD 14B47
(411) MINIMUM DISTANCE BETWEEN MISSING POST SPANS.



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

6

SDD 14B42 - 07d

6

SDD 14B42 - 07d

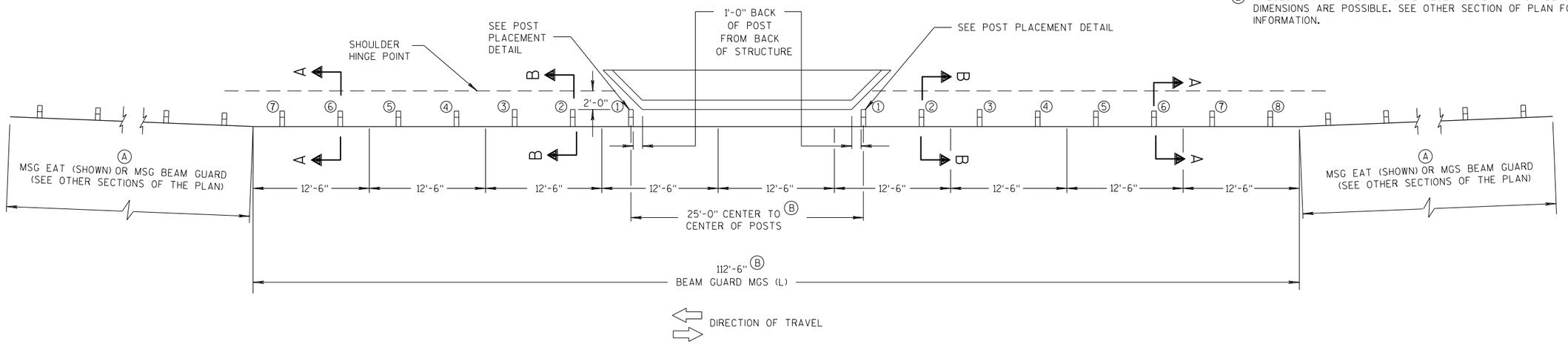
GENERAL NOTES

POSTS 1 THROUGH 3 ARE CRT POSTS.
ALL OTHER POSTS SHALL BE WOOD OR STEEL.

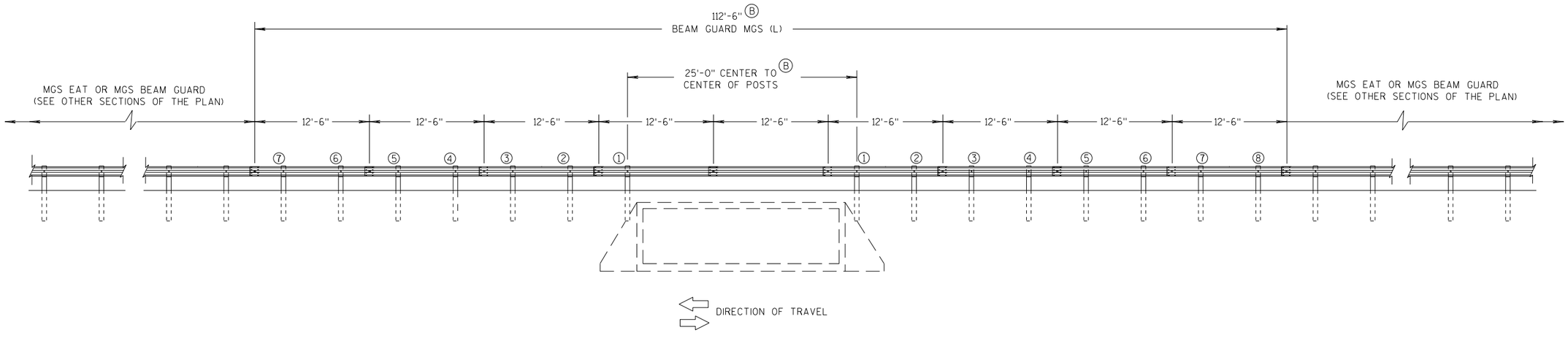
SEE SDD 14 B 42 FOR MORE DETAILS.

(A) FLARE FOR MGS EAT SHOWN. IF INSTALLING MGS NO FLARE NEEDED.

(B) VALUES SHOWN ON DRAWING REPRESENT THE MAXIMUM LENGTH. SHORTER DIMENSIONS ARE POSSIBLE. SEE OTHER SECTION OF PLAN FOR MORE INFORMATION.



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L) TWO-WAY TRAFFIC

MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 43-4a

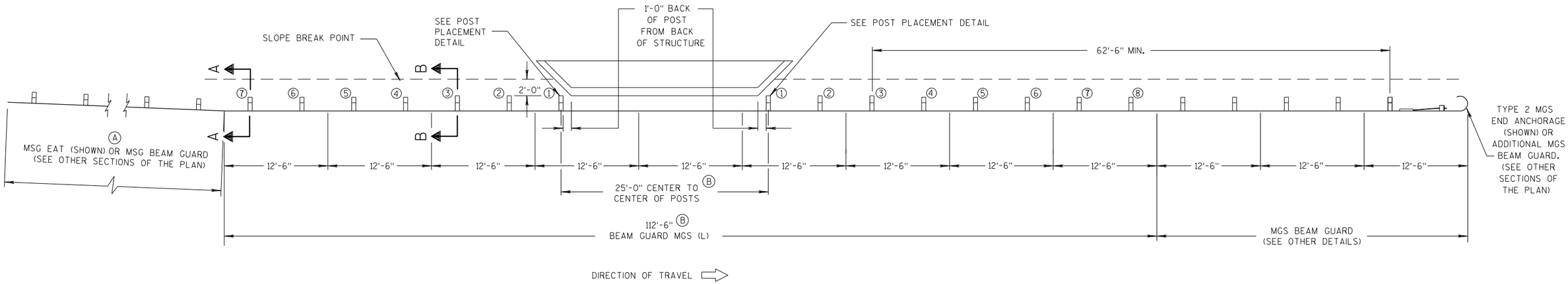
GENERAL NOTES

POSTS 1 THROUGH 3 ARE CRT POSTS.
ALL OTHER POSTS SHALL BE WOOD OR STEEL.

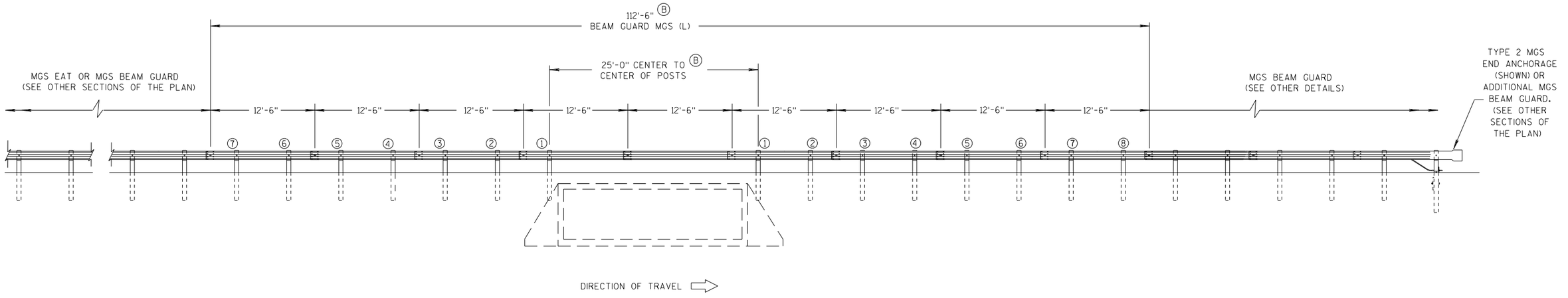
SEE SDD 14 B 42 FOR MORE DETAILS.

(A) FLARE FOR MGS EAT SHOWN. IF INSTALLING MGS NO FLARE NEEDED.

(B) VALUES SHOWN ON DRAWING REPRESENT THE MAXIMUM LENGTH. SHORTER DIMENSIONS ARE POSSIBLE. SEE OTHER SECTION OF PLAN FOR MORE INFORMATION.



PLAN VIEW



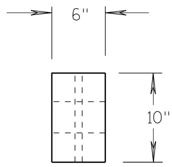
ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L) ONE-WAY TRAFFIC

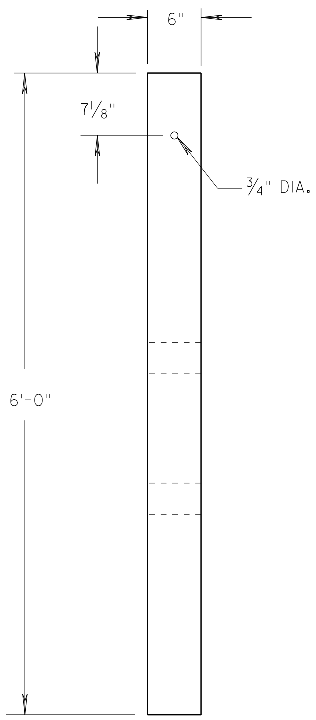
MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	92

6

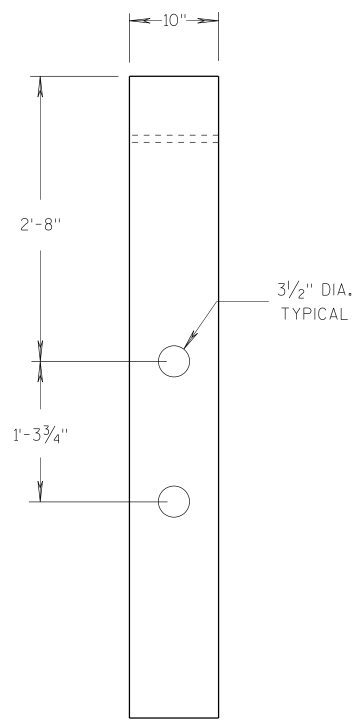
S.D.D. 14 B 43-4b



PLAN VIEW

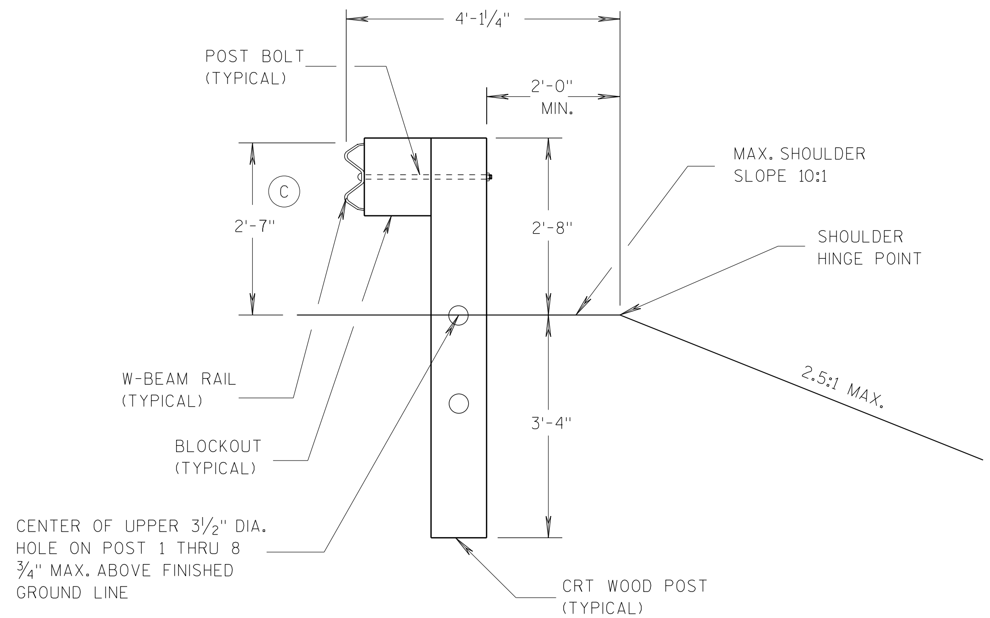


FRONT VIEW



SIDE VIEW

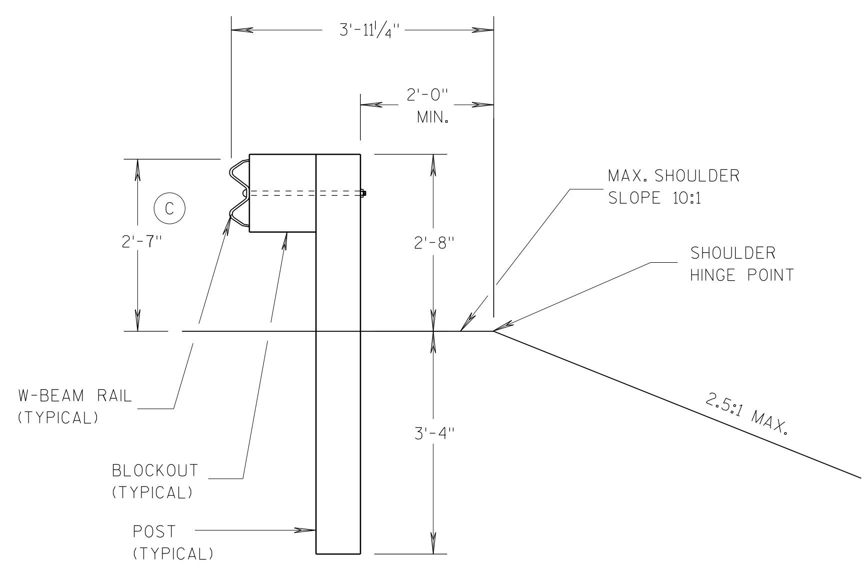
CRT WOOD POST



SECTION B-B

POSTS NO. 1-3

SEE OTHER DETAILS



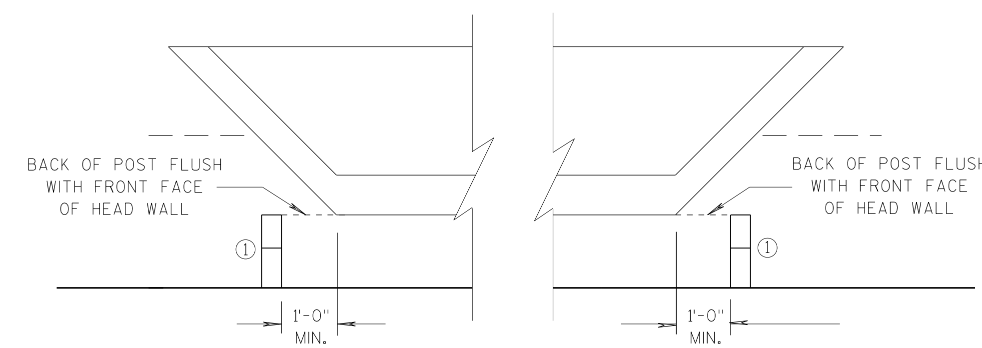
SECTION A-A

POSTS NO. 4-8

SEE OTHER DETAILS

GENERAL NOTES

(C) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



POST PLACEMENT DETAIL

6

6

MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

S.D.D. 14 B 43-4c

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

(D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

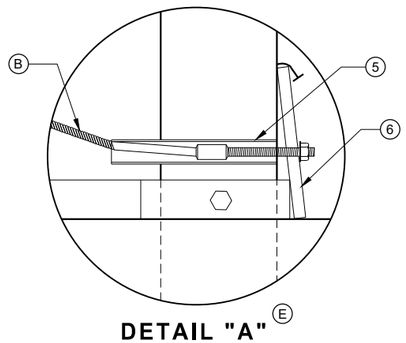
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

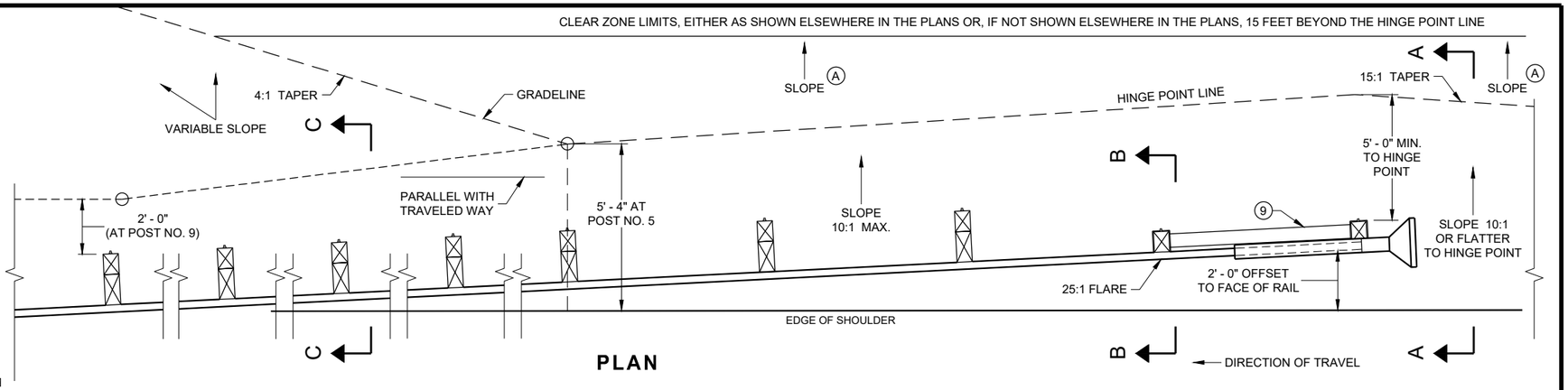
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

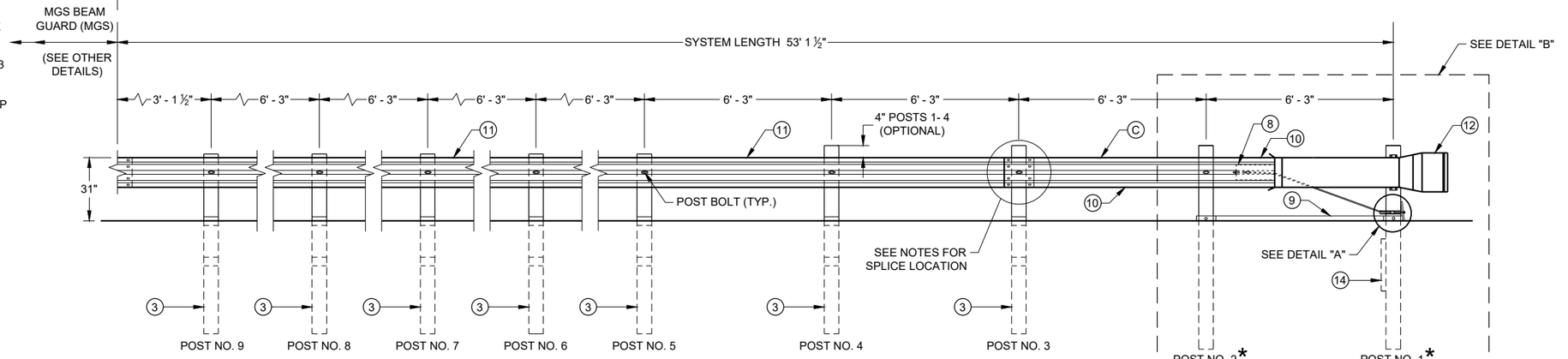
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



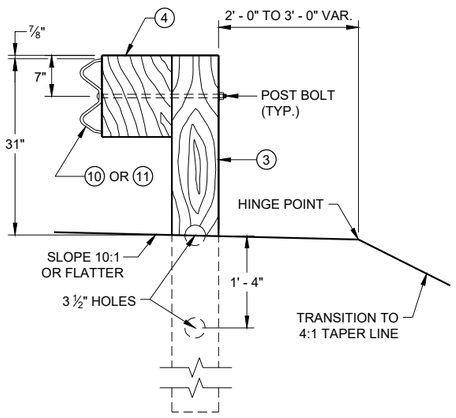
DETAIL "A" (E)



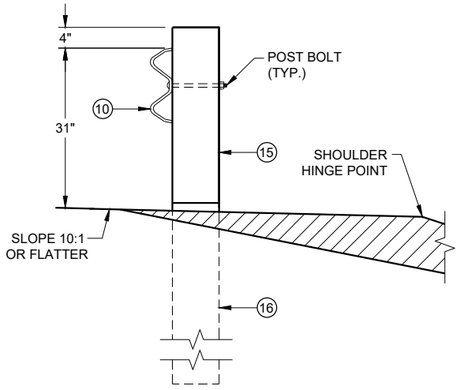
PLAN



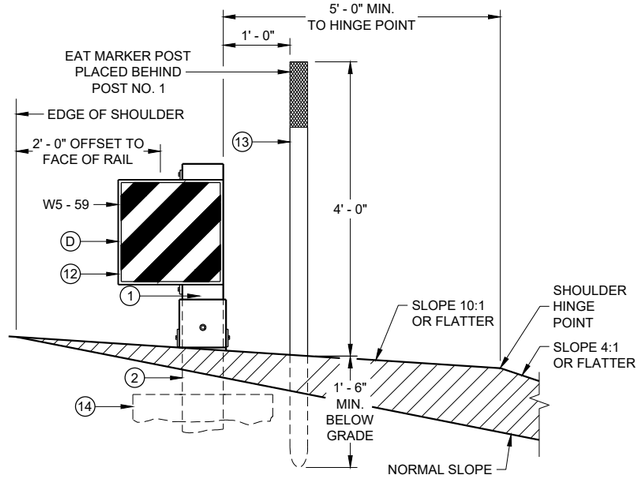
ELEVATION



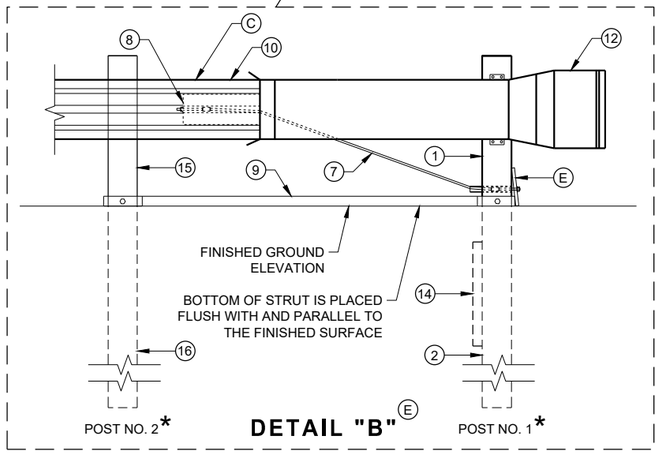
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



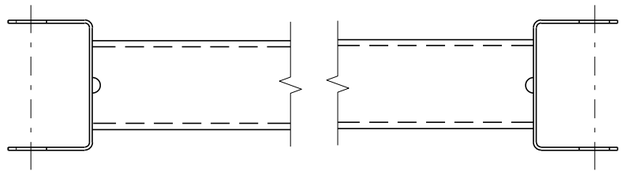
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

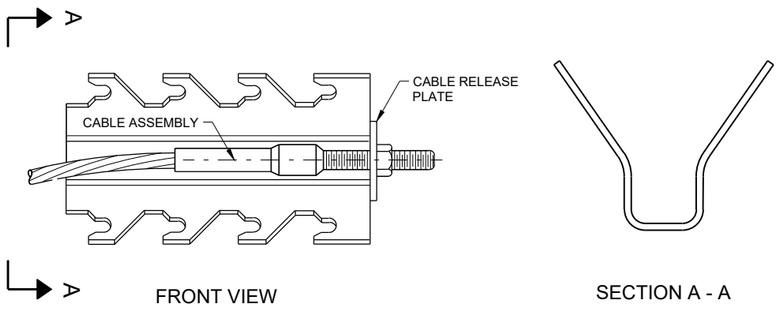
SDD 14B44 - 04a



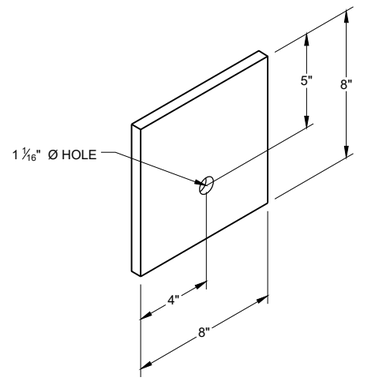
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
①	UPPER POST NO. 1 6" X 6" TUBE
②	LOWER POST NO. 1
③	WOOD CRT
④	WOOD BLOCKOUT
⑤	PIPE SLEEVE
⑥	BEARING PLATE
⑦	BCT CABLE ASSEMBLY
⑧	ANCHOR CABLE BOX
⑨	GROUND STRUT
⑩	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
⑪	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
⑫	IMPACT HEAD
⑬	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
⑭	SOIL PLATE
⑮	UPPER POST NO. 2
⑯	LOWER POST NO. 2



GENERIC ANCHOR CABLE BOX ⑧ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

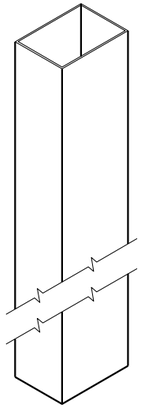
6

SDD 14B44 - 04b

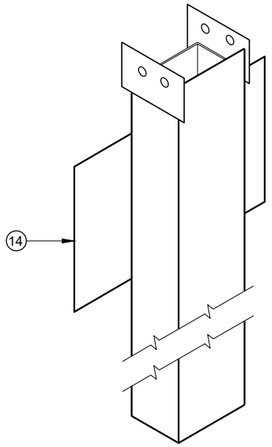
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

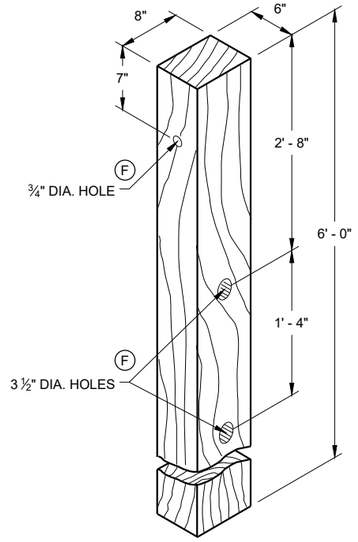
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



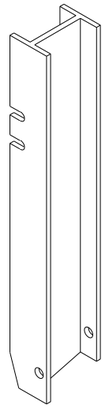
UPPER POST NO. 1 (1) (E)



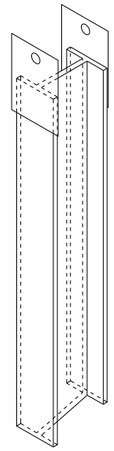
LOWER POST NO. 1 (2) (E)



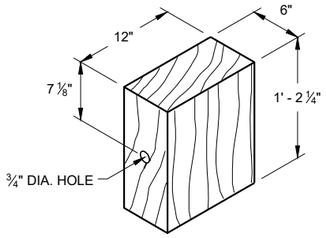
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



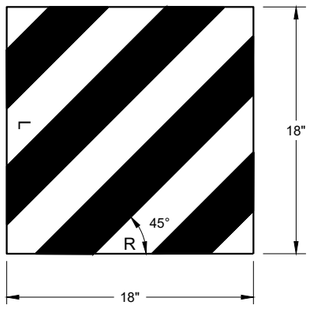
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

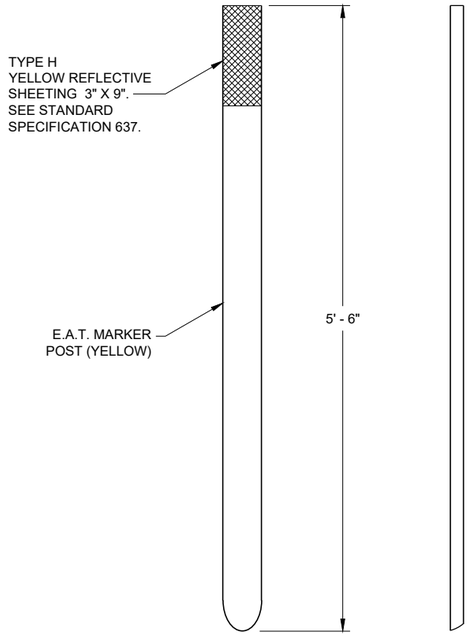


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



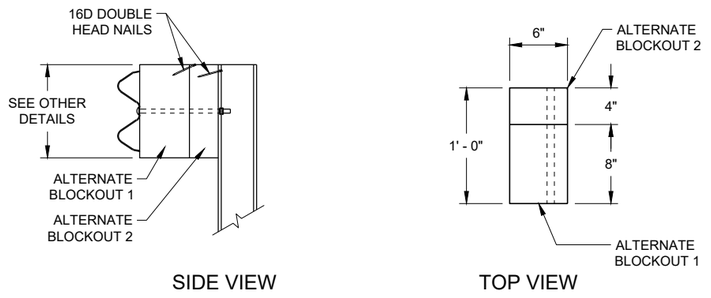
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

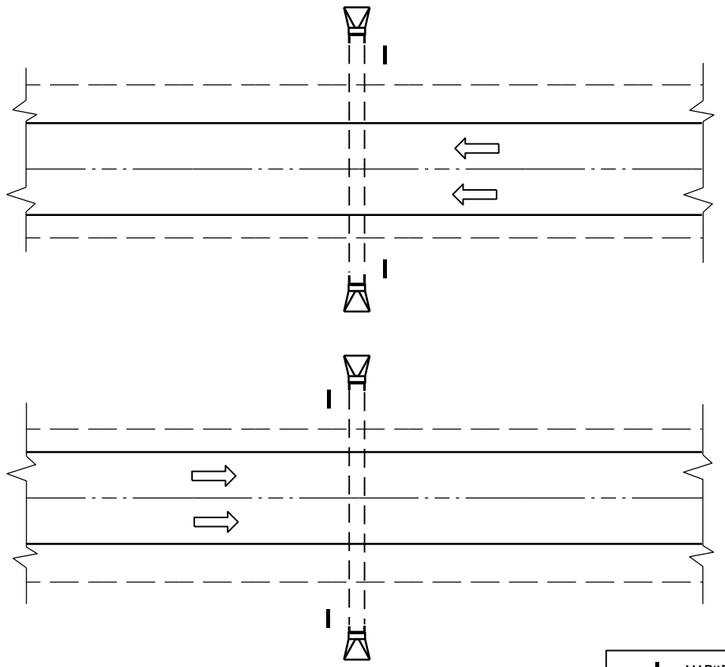
MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE UNIT SUPERVISOR
FHWA

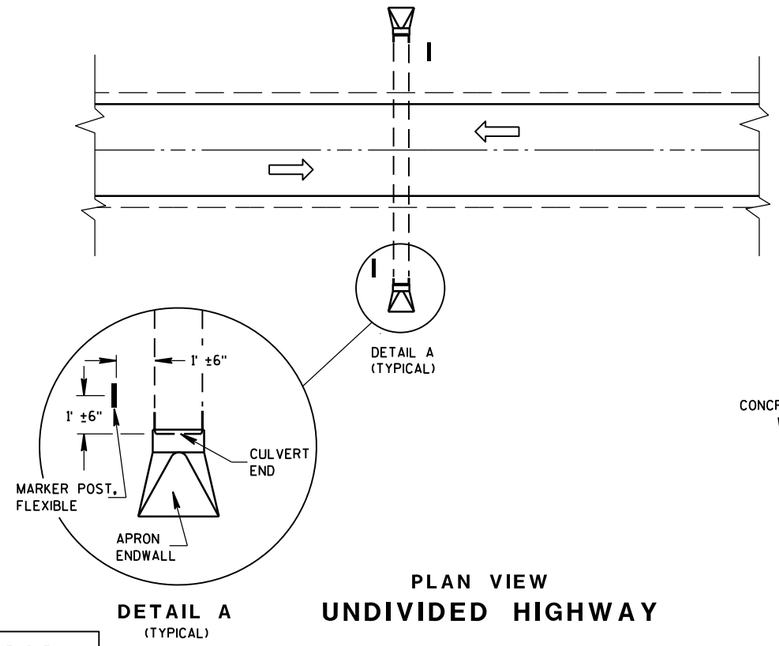
6

SDD 14B44 - 04c
SDD 14B44 - 04c



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

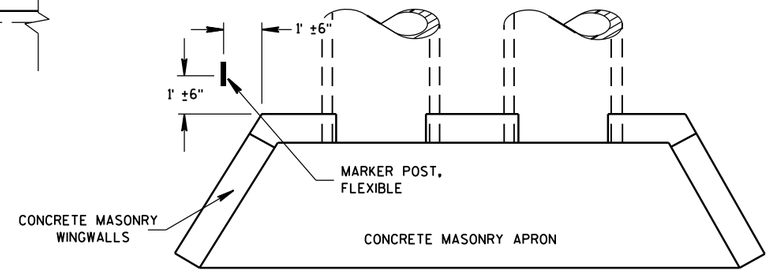
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

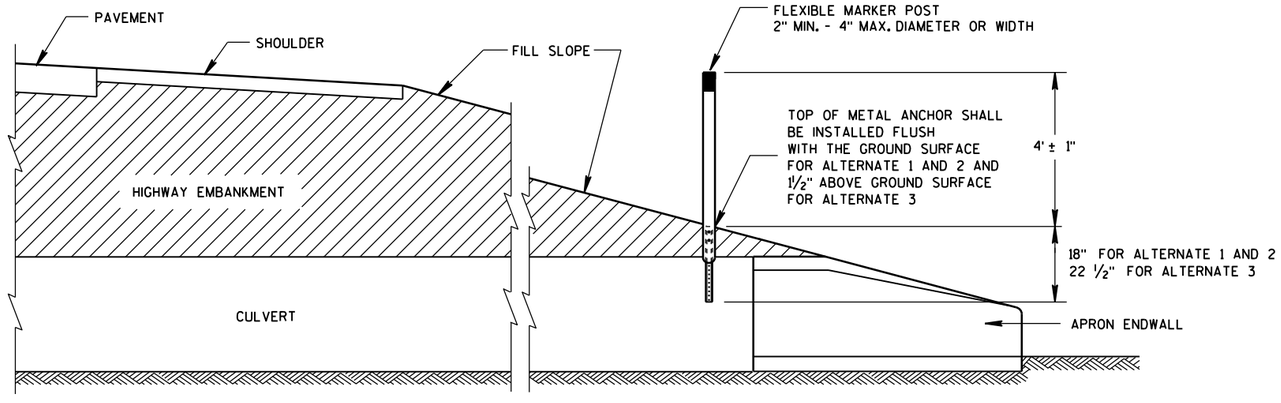
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST
FOR CULVERT END

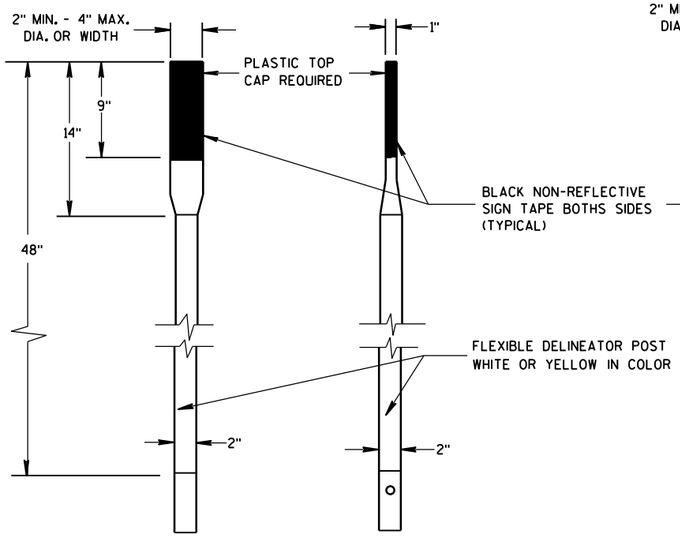
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

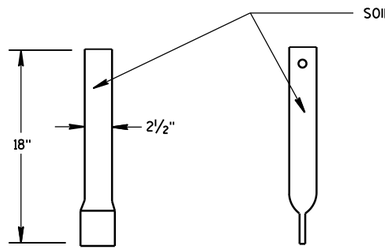
6

S.D.D. 15 A 3-2a

6

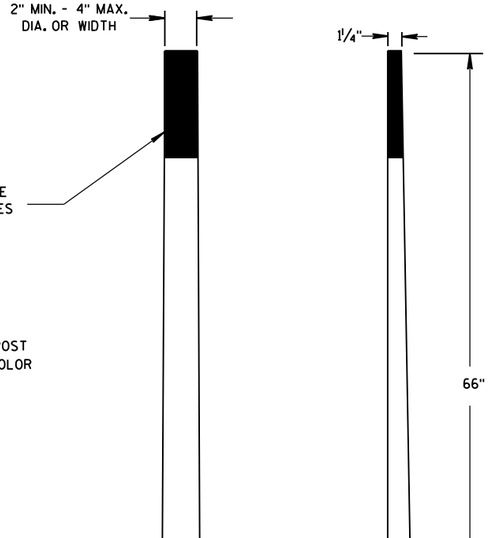
S.D.D. 15 A 3-2a





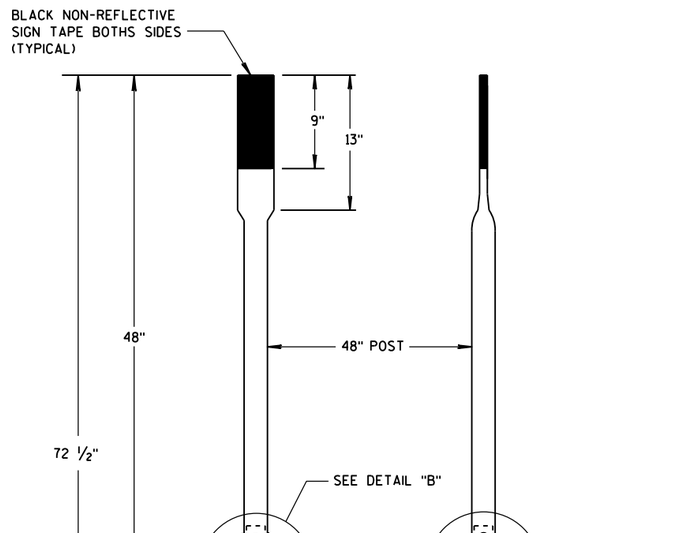
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

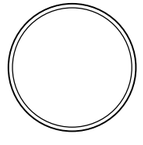
ALTERNATE 2



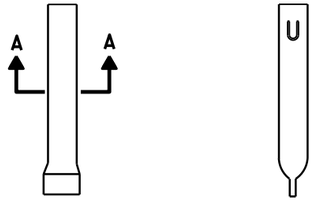
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS

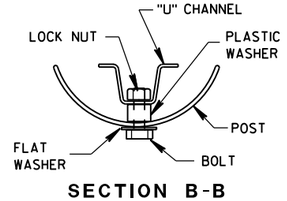


SECTION A-A

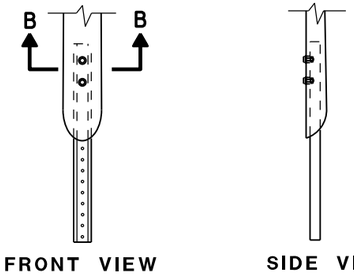


FRONT VIEW SIDE VIEW

ALTERNATE 1

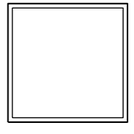


SECTION B-B

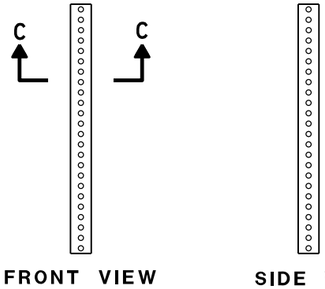


FRONT VIEW SIDE VIEW

ALTERNATE 2



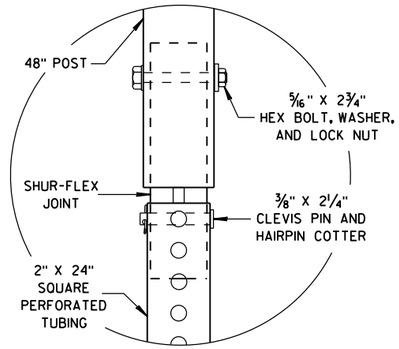
SECTION C-C



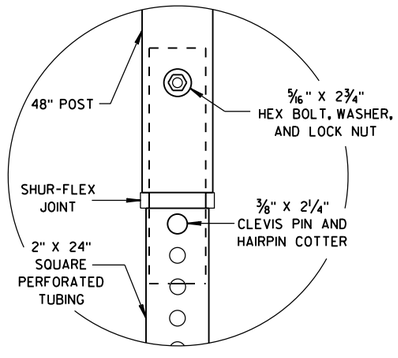
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

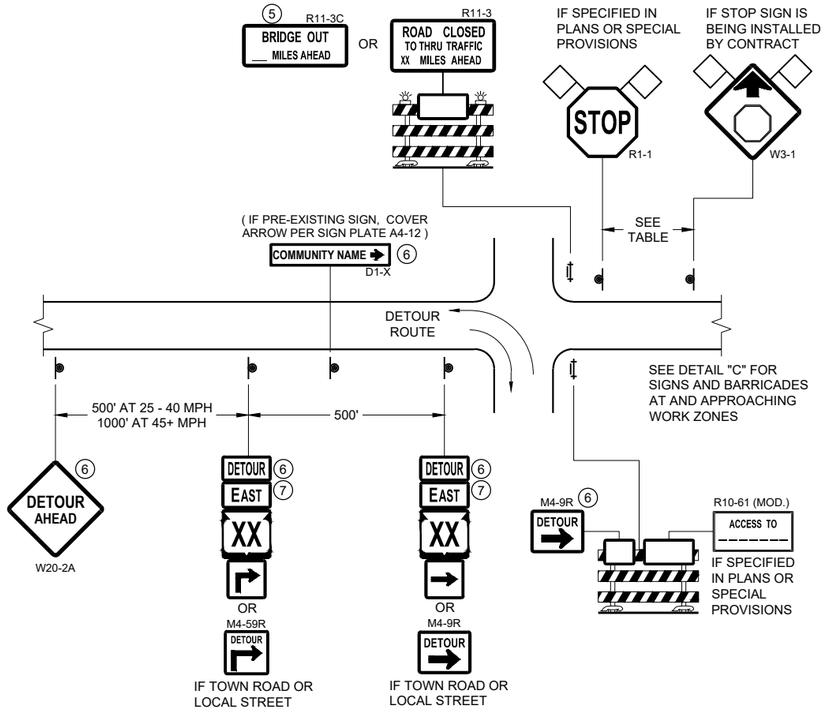
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 A 3-2b

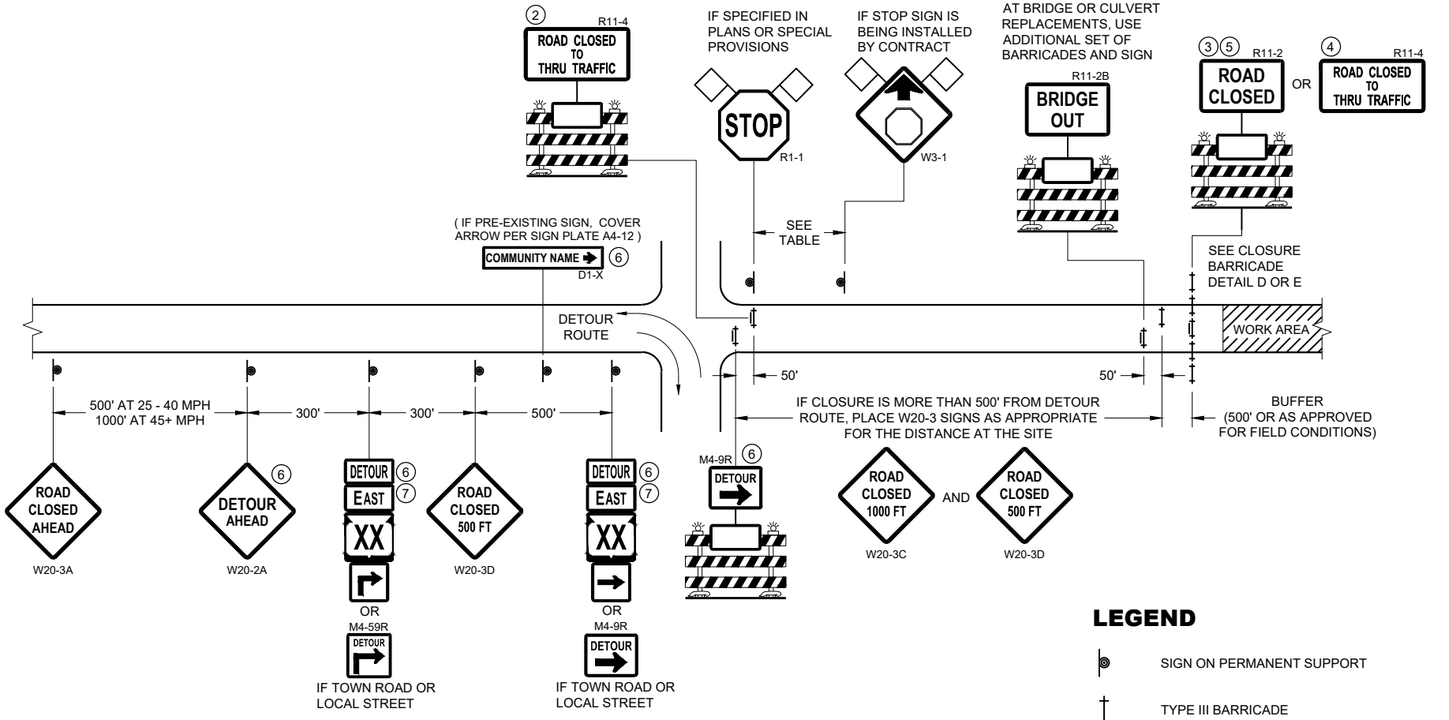
6

S.D.D. 15 A 3-2b



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



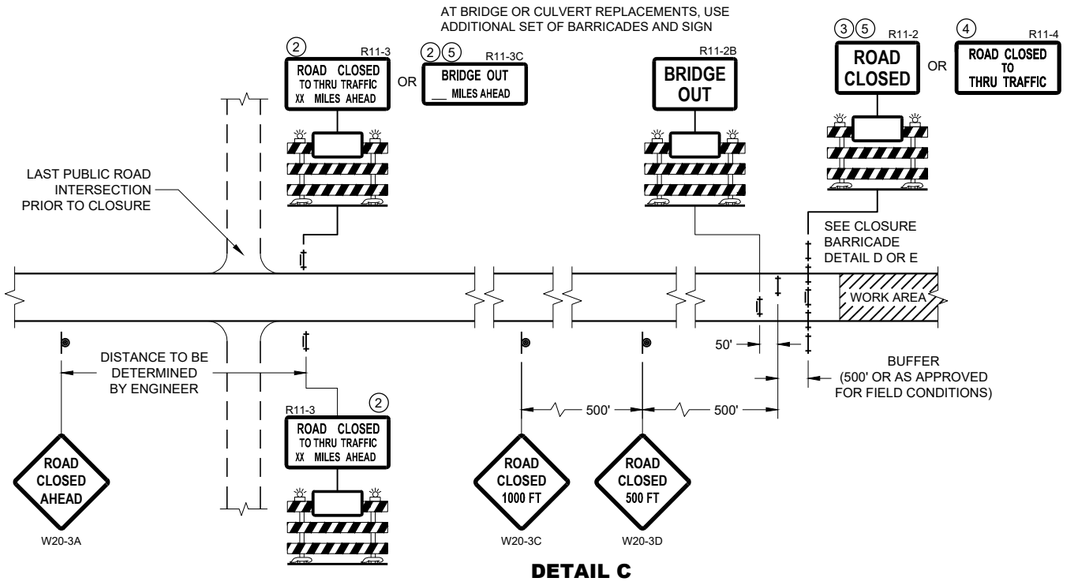
DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

LEGEND

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

DETOUR M4 - 8
EAST M3 - X
XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A
M05 - 1 OR M06 - 1



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

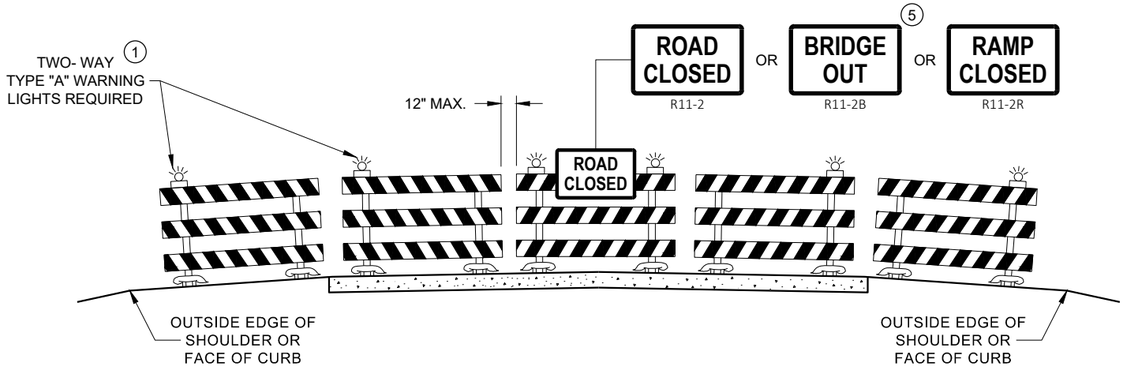
APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

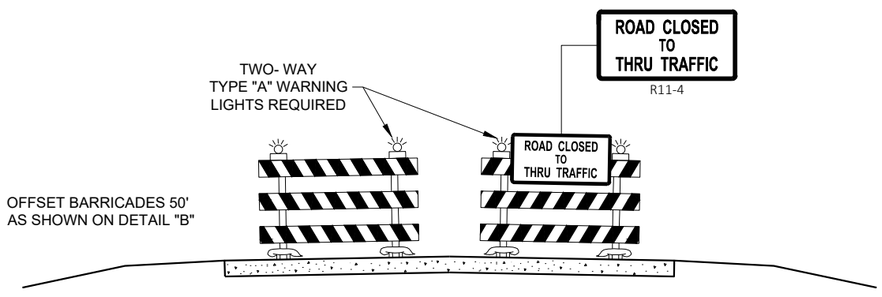
6

SDD 15C02 - 08a

SDD 15C02 - 08a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

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

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

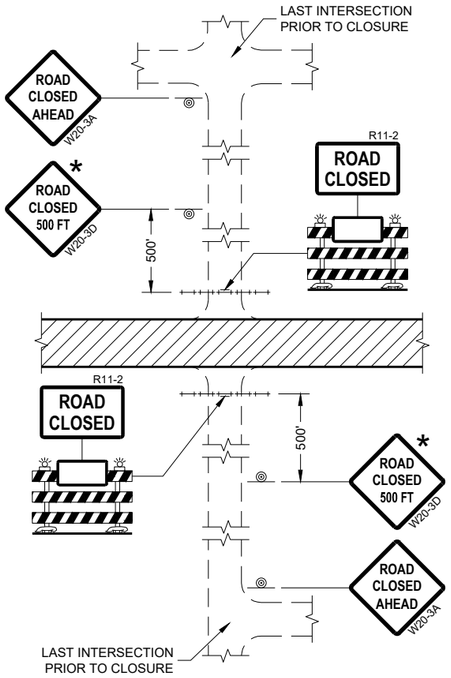
BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

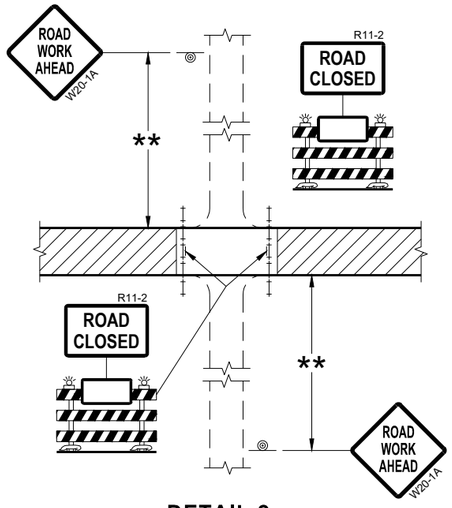
APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

6

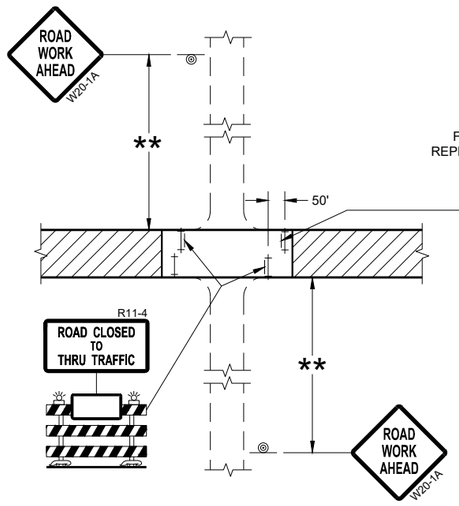
SDD 15C02 - 08b



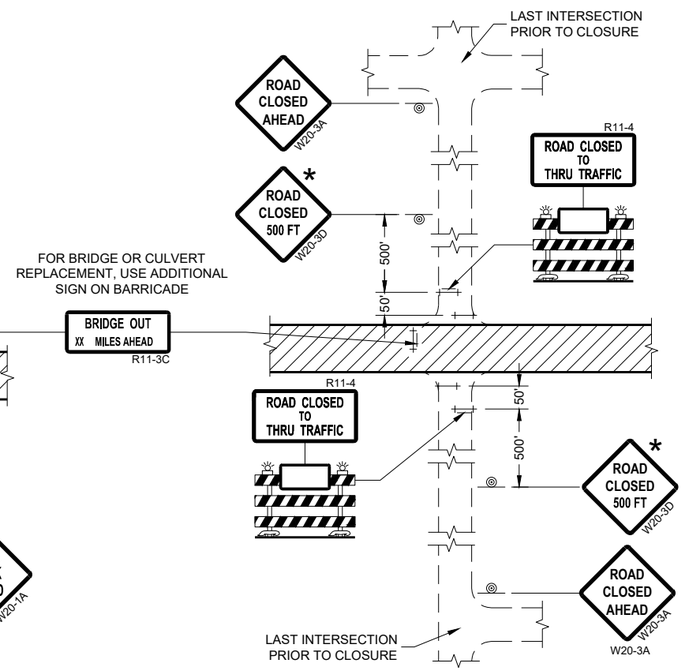
DETAIL 1
(NO ACCESS TO PROJECT)



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



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



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C03 - 05

6

SDD 15C03 - 05

GENERAL NOTES

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

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

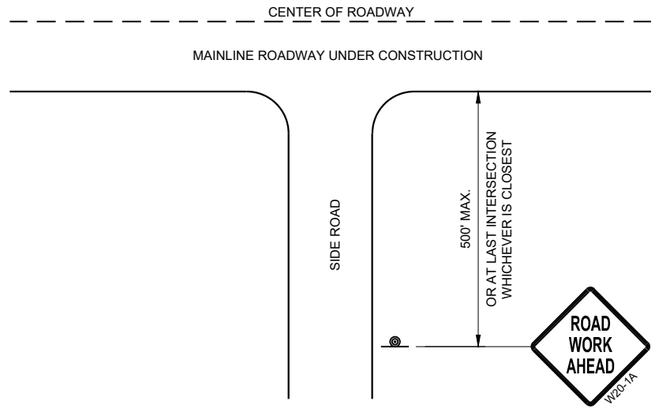
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

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



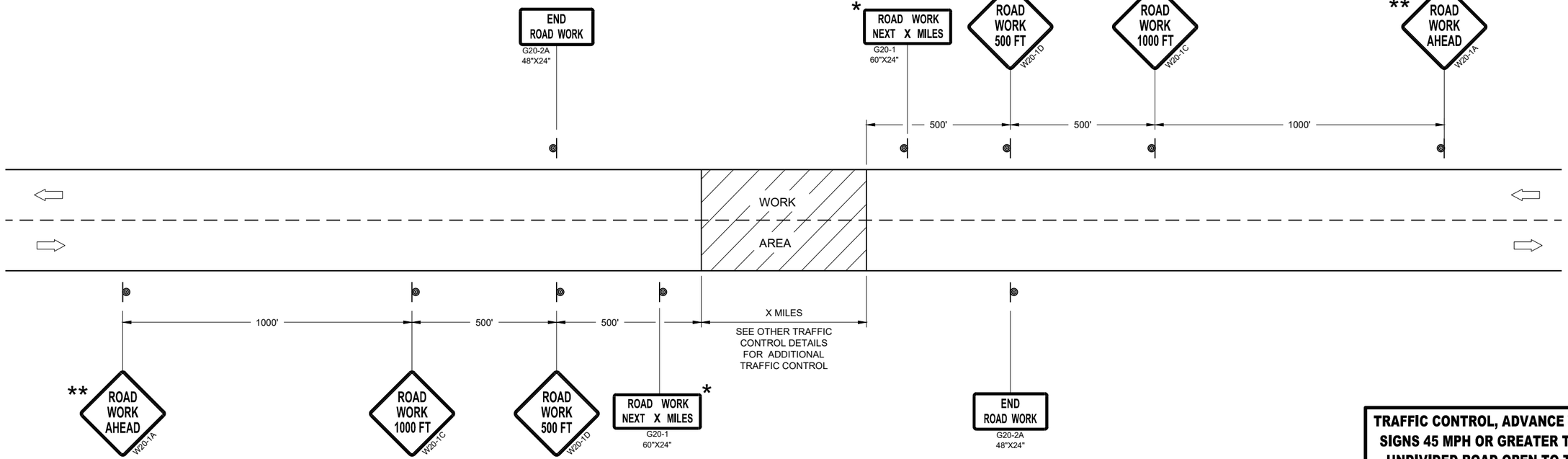
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C04 - 05

GENERAL NOTES

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

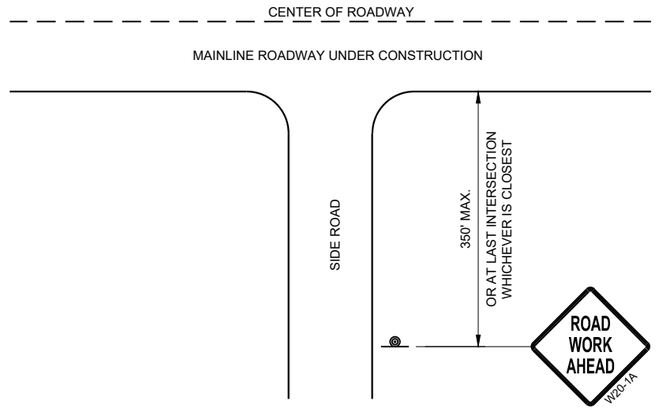
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

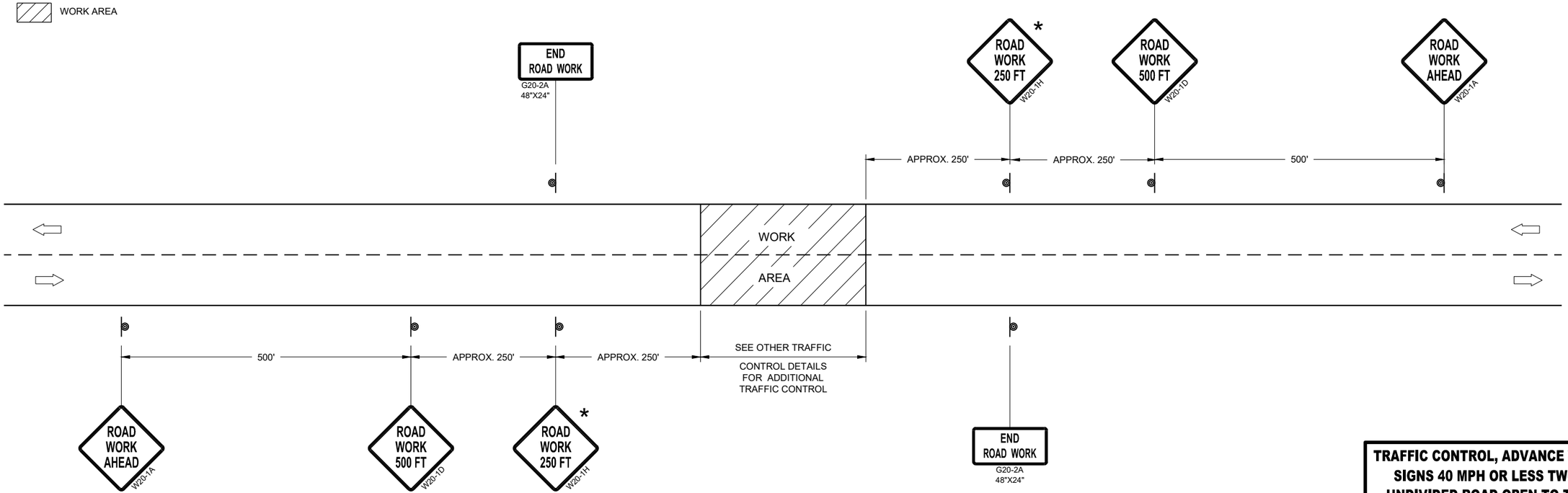
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

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



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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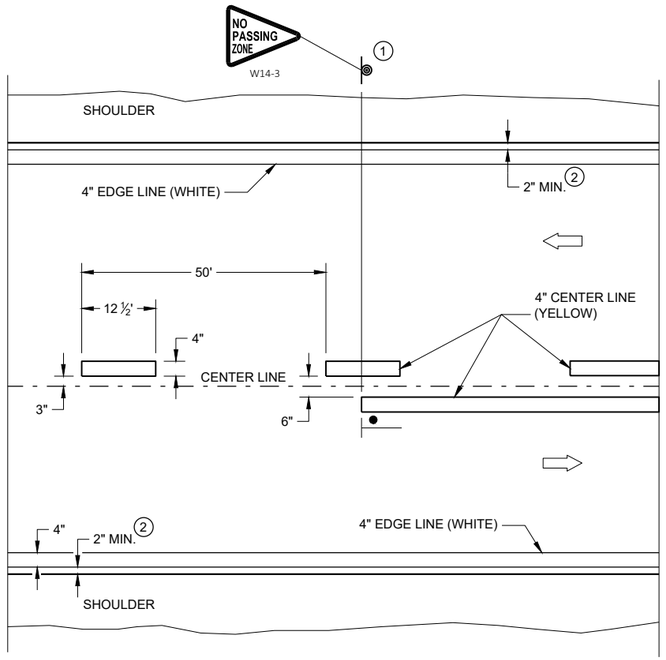
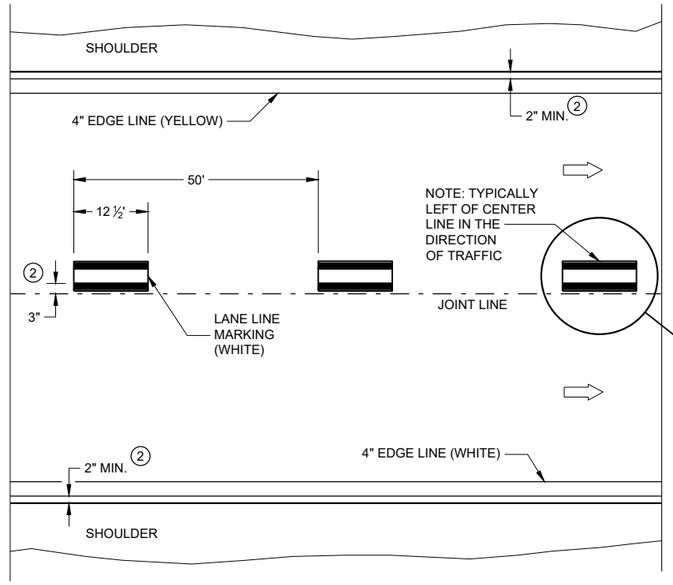
SDD 15C05 - 05

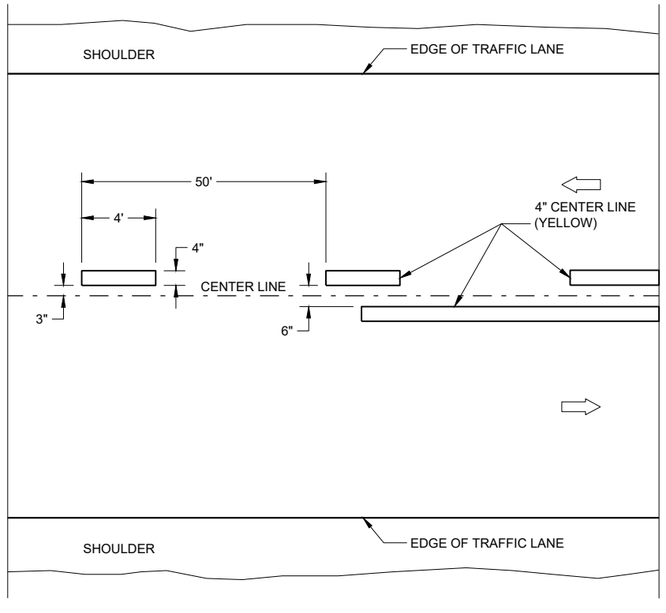


TWO WAY TRAFFIC

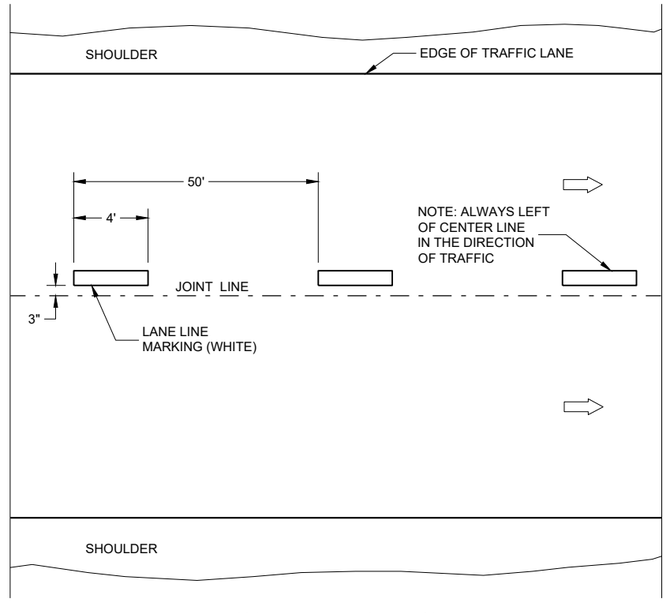


ONE WAY TRAFFIC

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.

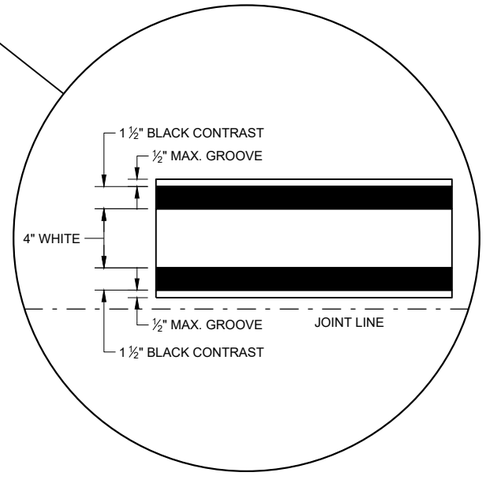
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

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 M ENGINEER

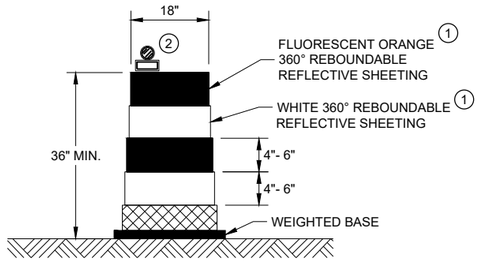
FHWA

SDD 15C08 - 20a

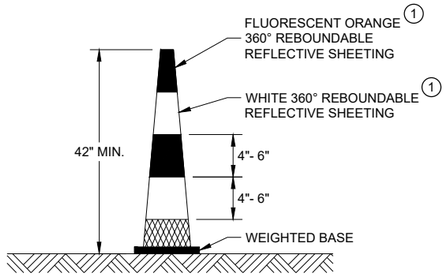
SDD 15C08 - 20a

GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.

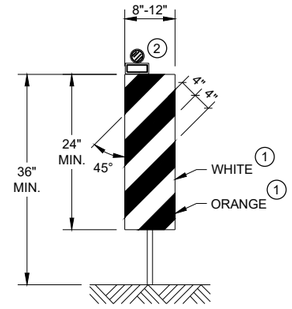


DRUM



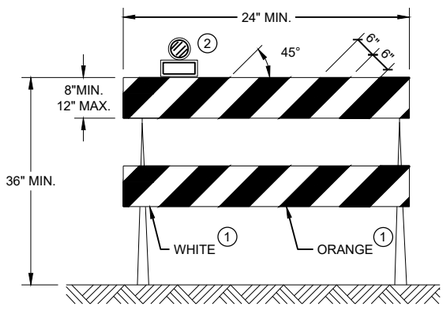
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



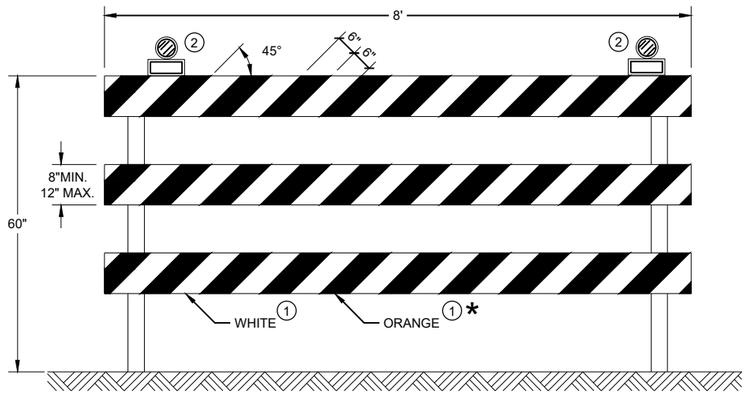
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
FHWA

6

SDD15C11 - 09b

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SDD15C11 - 09b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

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

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

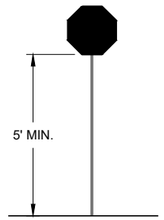
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



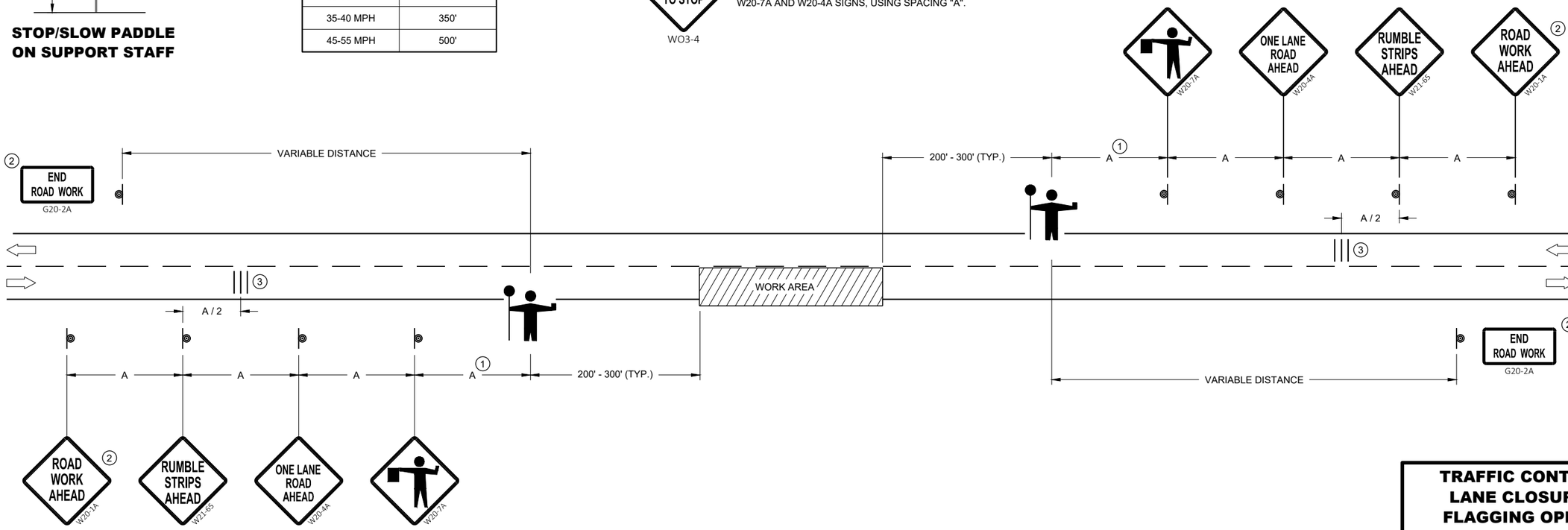
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C12 - 08

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

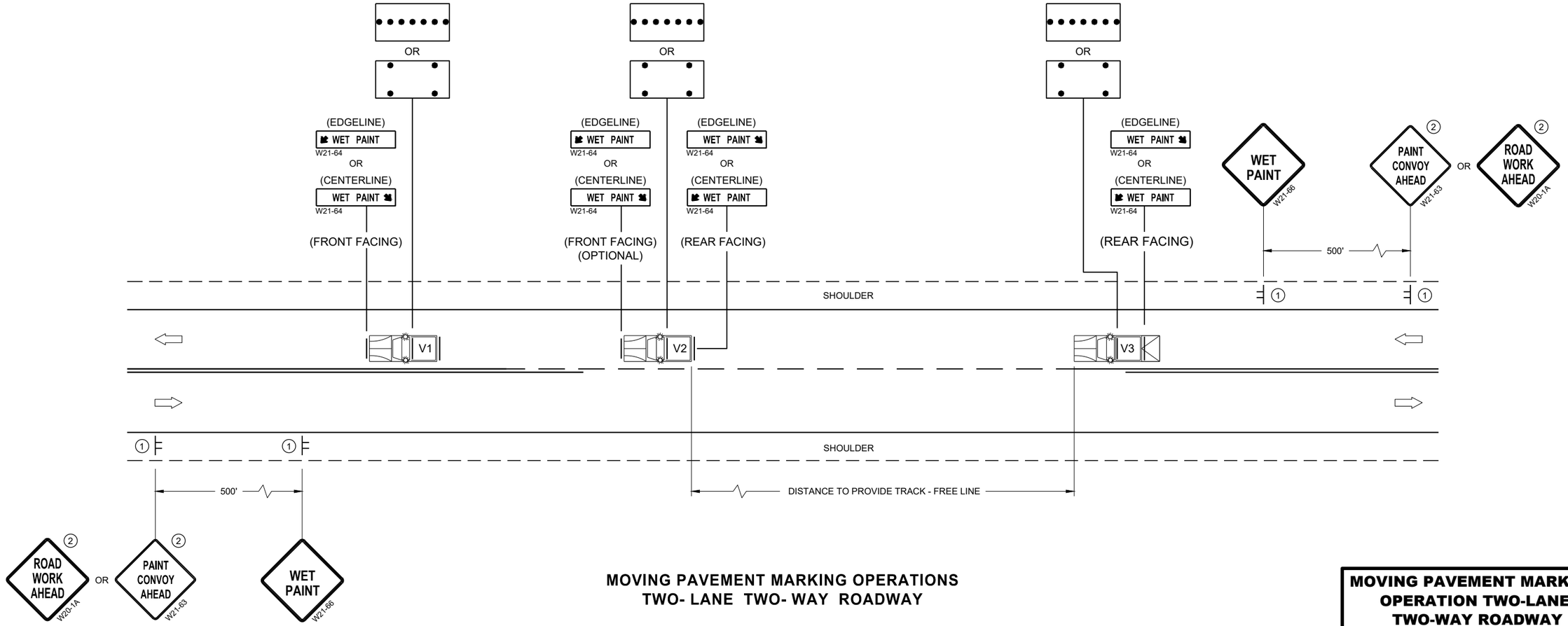
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C19 - 06a

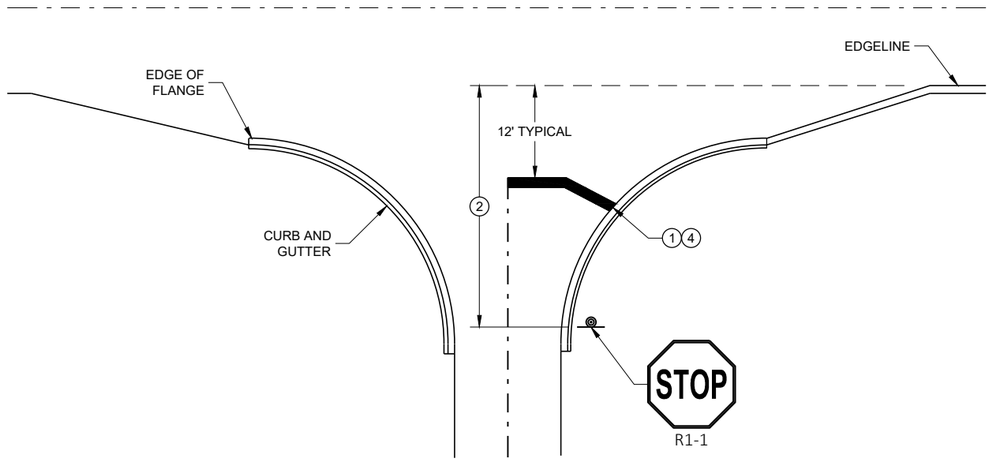
6

SDD 15C19 - 06a

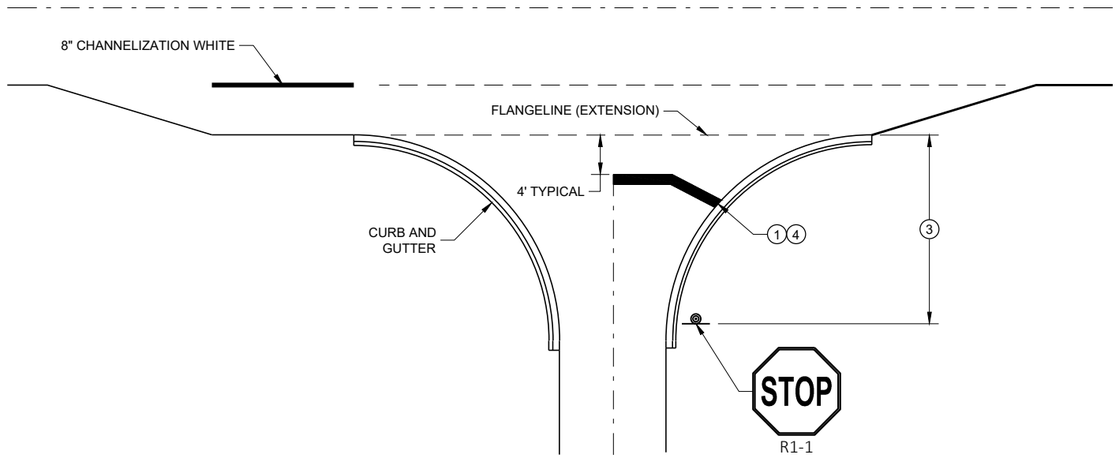
GENERAL NOTES

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

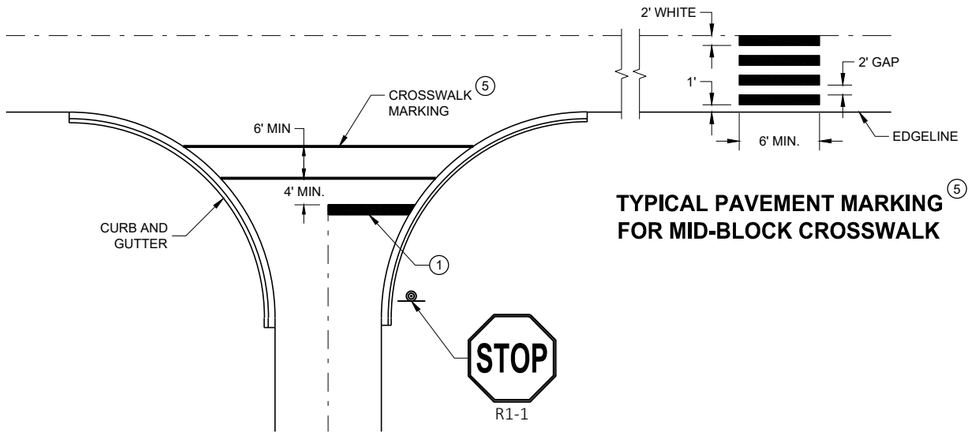
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

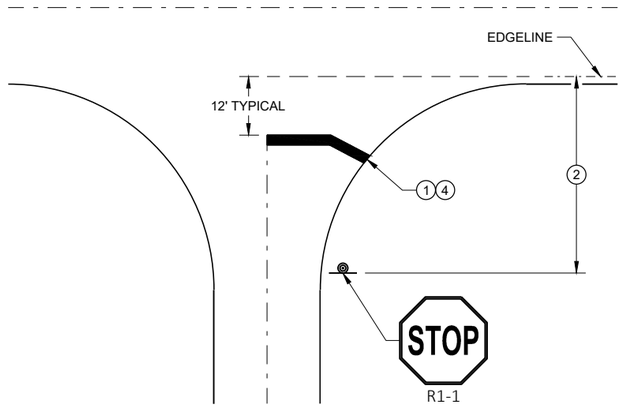


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

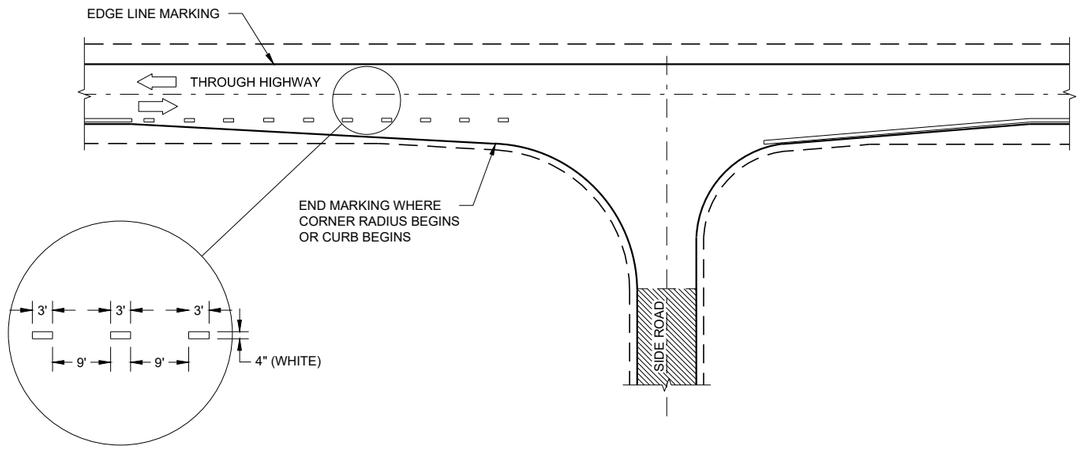
FHWA

6

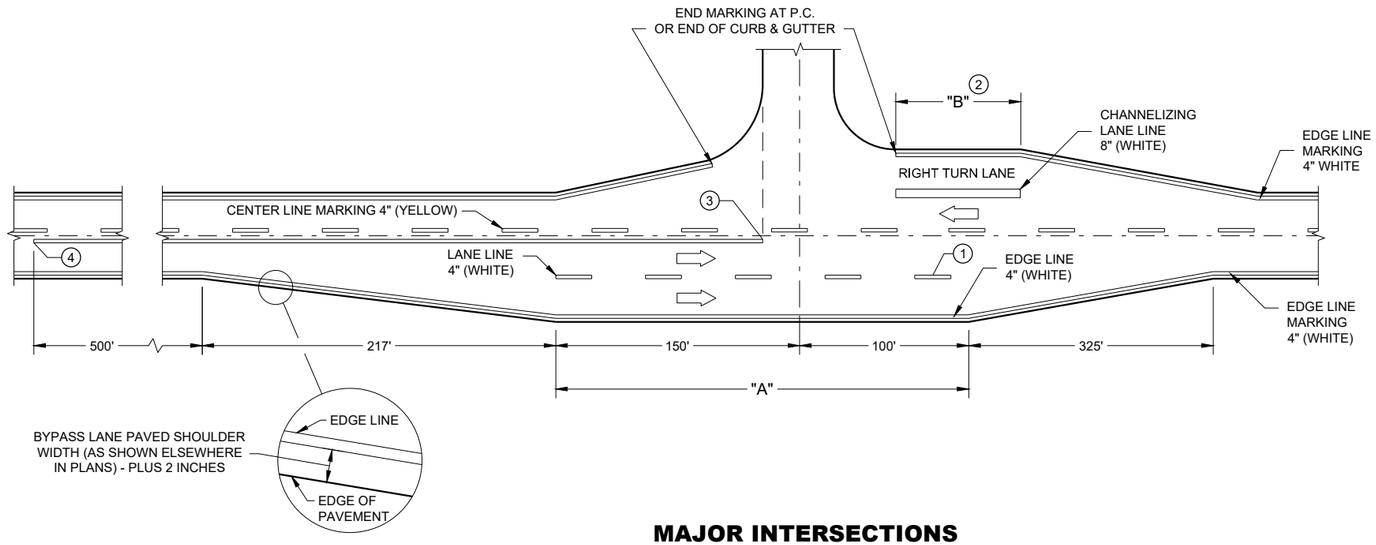
SDD 15C33 - 04

6

SDD 15C33 - 04



MINOR INTERSECTION



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

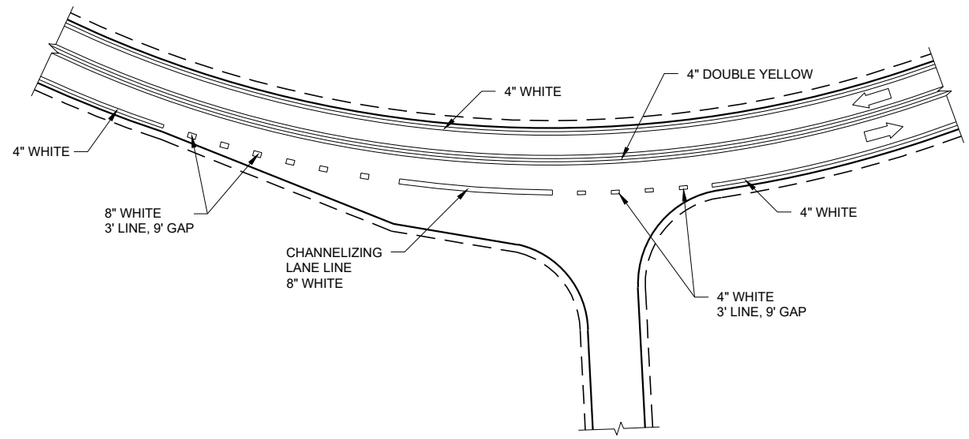
GENERAL NOTES

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

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

LEGEND

DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C35 - 04a

6

SDD 15C35 - 04a

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

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

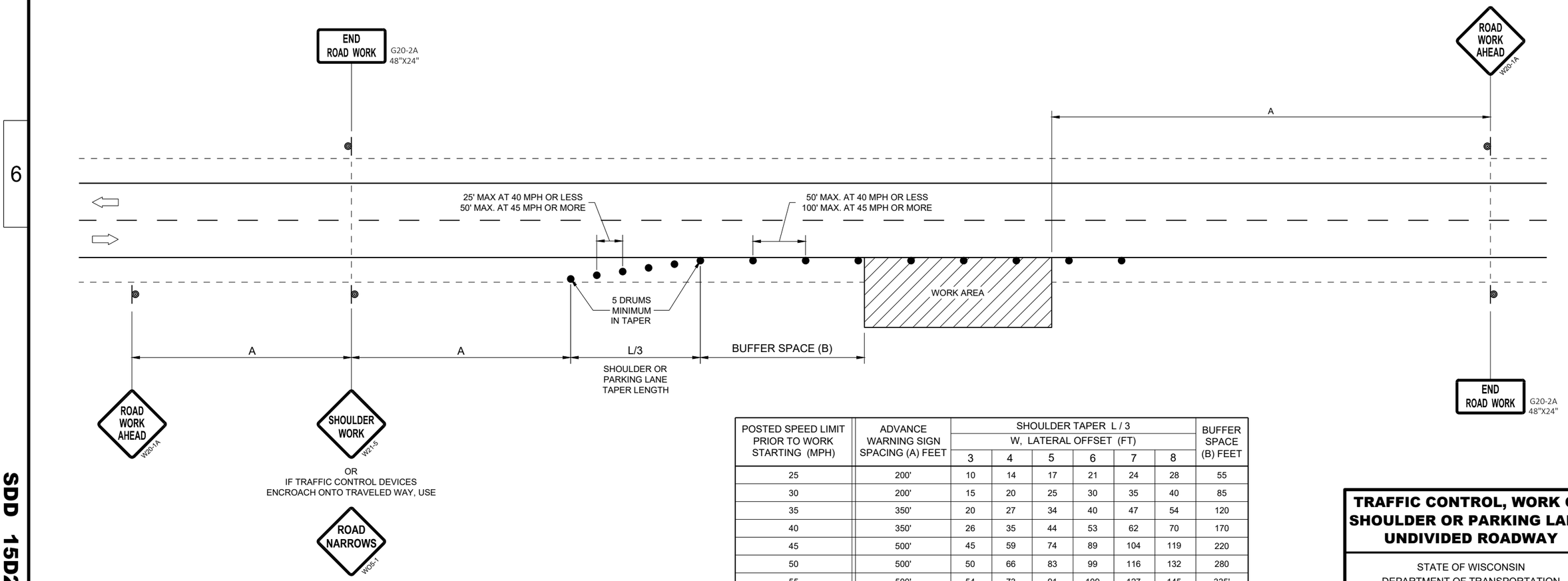
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

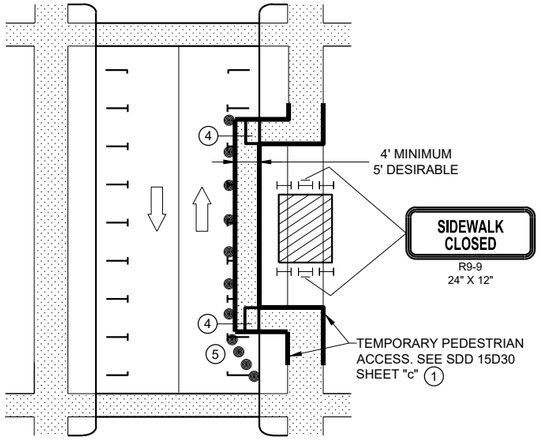
/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

SDD 15D28 - 04

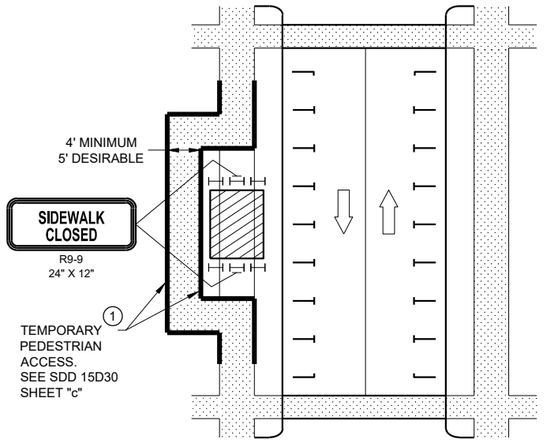
SDD 15D28 - 04

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

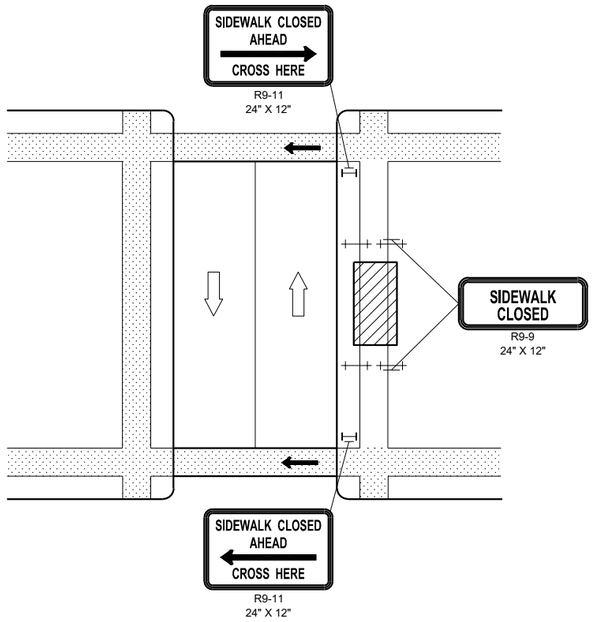


MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

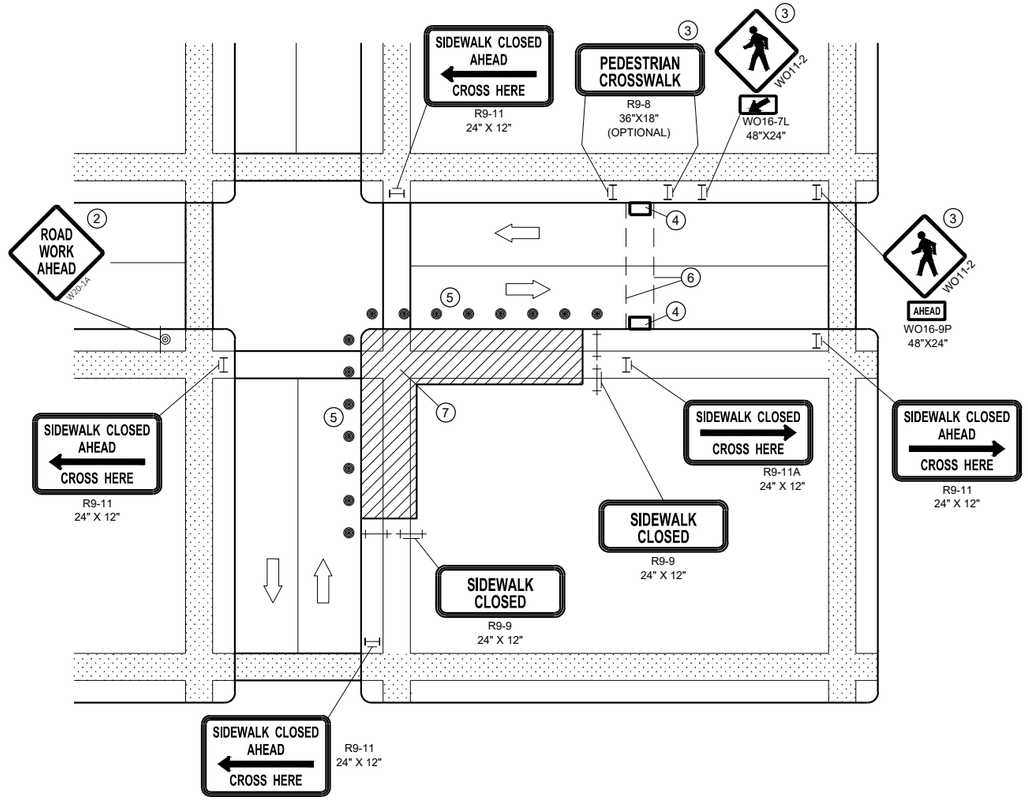
NOTE: LAYOUT SAME AS ABOVE.



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

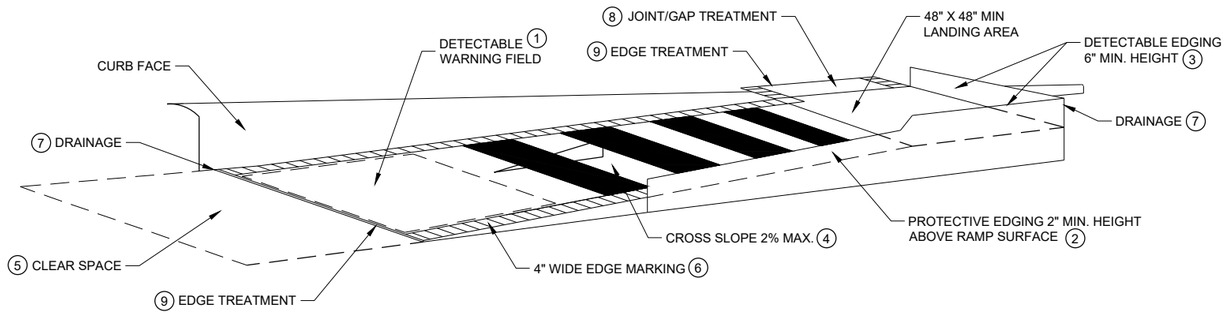
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN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

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

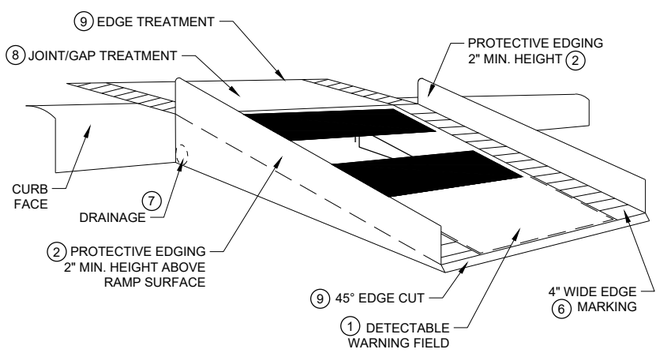
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

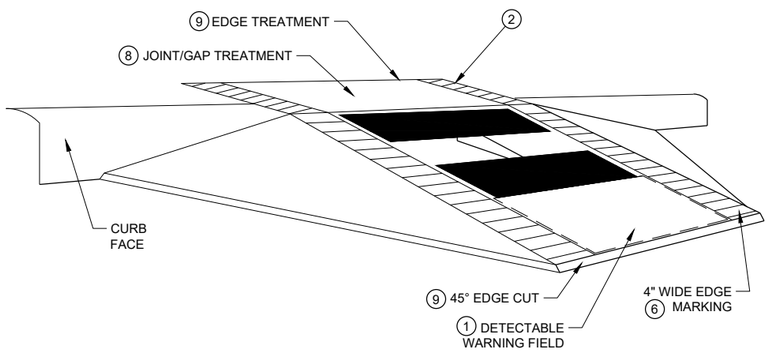
SDD 15D30 - 06a
SDD15D30 - 06a



TEMPORARY CURB RAMP PARALLEL TO CURB



WITH PROTECTIVE EDGE



WITH SIDE APRON

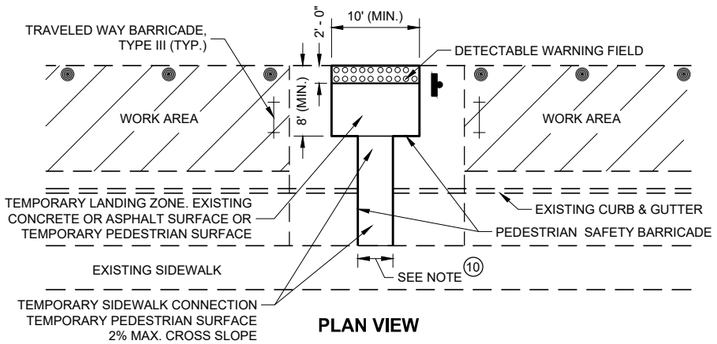
TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

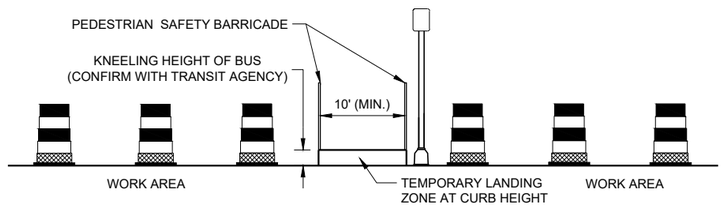
NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

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

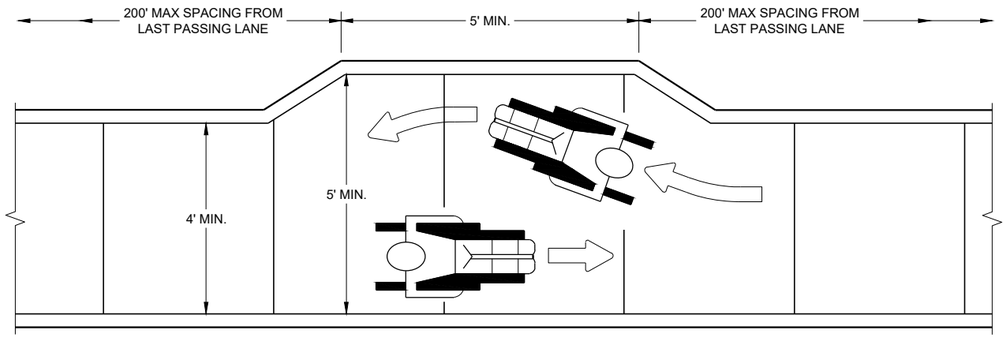
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- WORK AREA

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

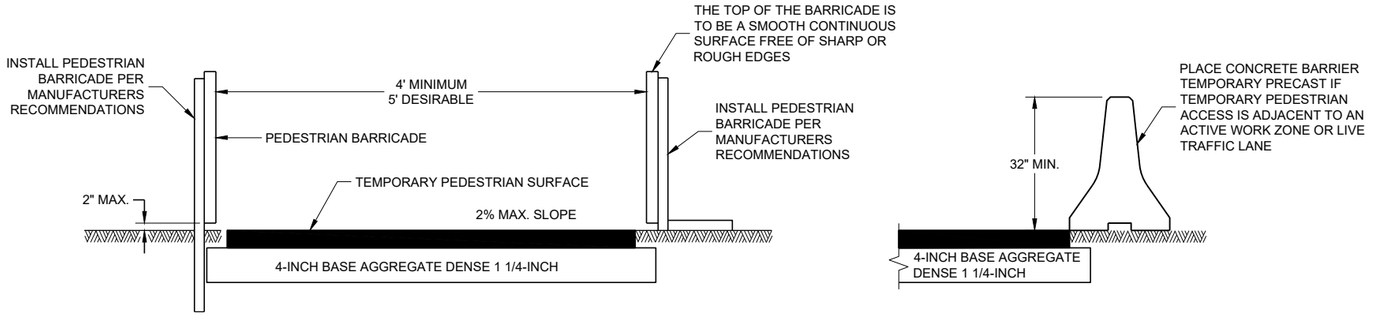
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

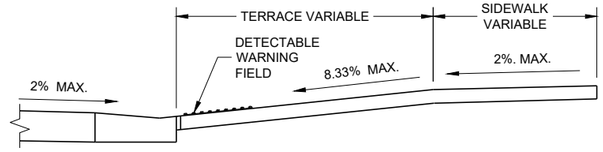
SDD 15D30 - 06b



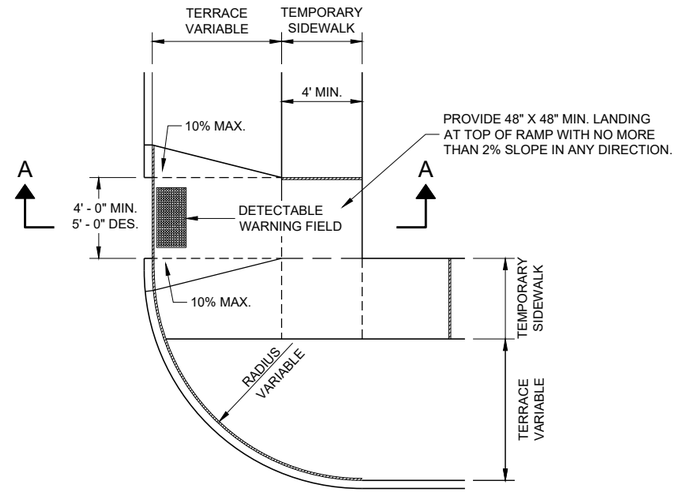
NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN ACCESS



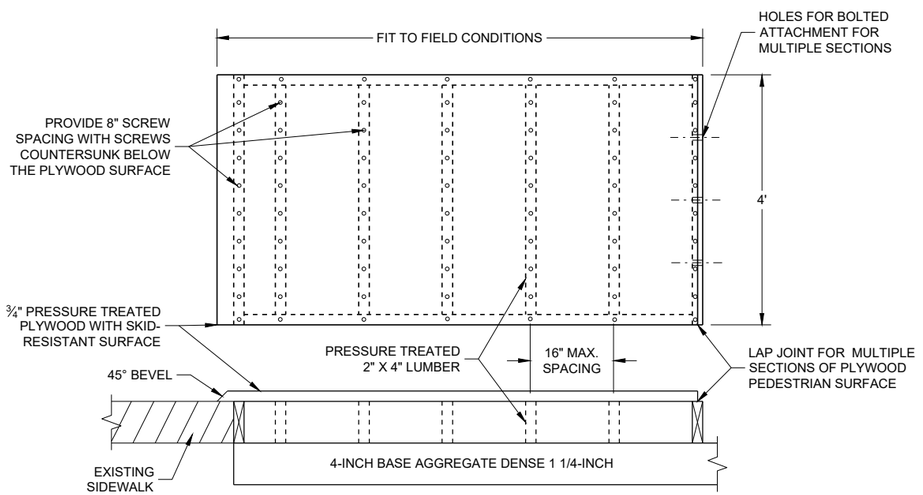
SECTION A - A



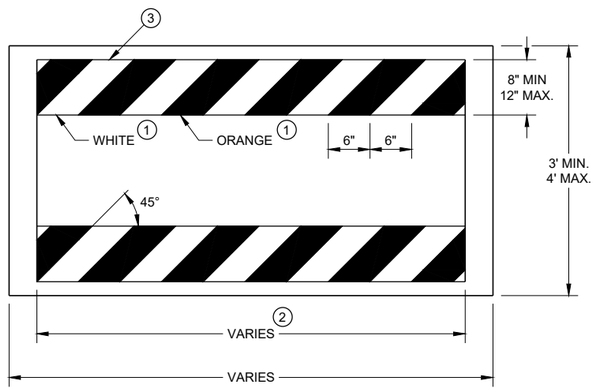
PLAN VIEW

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 ENGINEE

FHWA

SDD 15D30 - 06c

6

SDD 15D30 - 06c

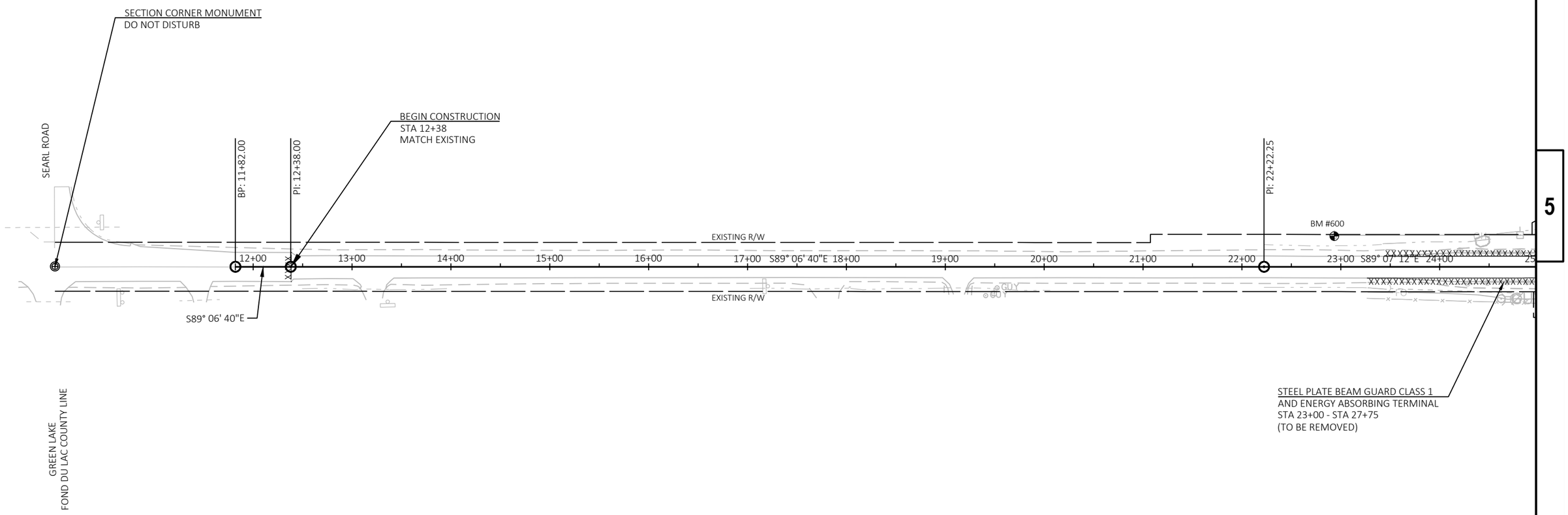
LEGEND

- .XXXX. SAW CUTS
- EROSION MAT URBAN CLASS I, TYPE B
- SILT FENCE
- CULVERT PIPE CHECK
- RIP RAP

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
600	22+93	SPIKE IN PPOL #15-14-30 12/26 - 31' LT	953.56

N



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PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	PLAN	SHEET 114	E

LEGEND

- XXXX SAW CUTS
- EROSION MAT URBAN CLASS I, TYPE B
- SILT FENCE
- CULVERT PIPE CHECK
- RIP RAP

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
600	22+93	SPIKE IN PPOL #15-14-30 12/26 - 31' LT	953.56
601	28+41	RR SPIKE IN PPOL #15-14-30 17/26 - 35' LT	953.13

N

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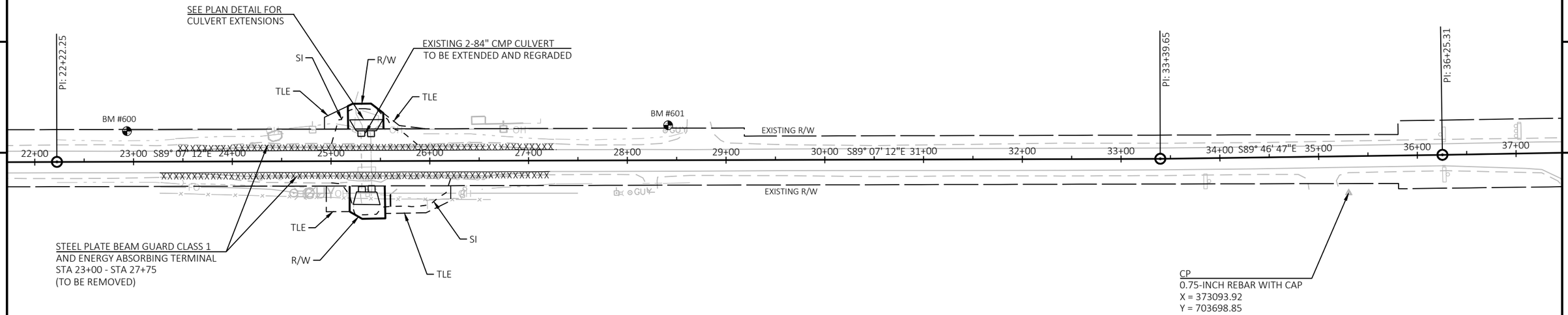

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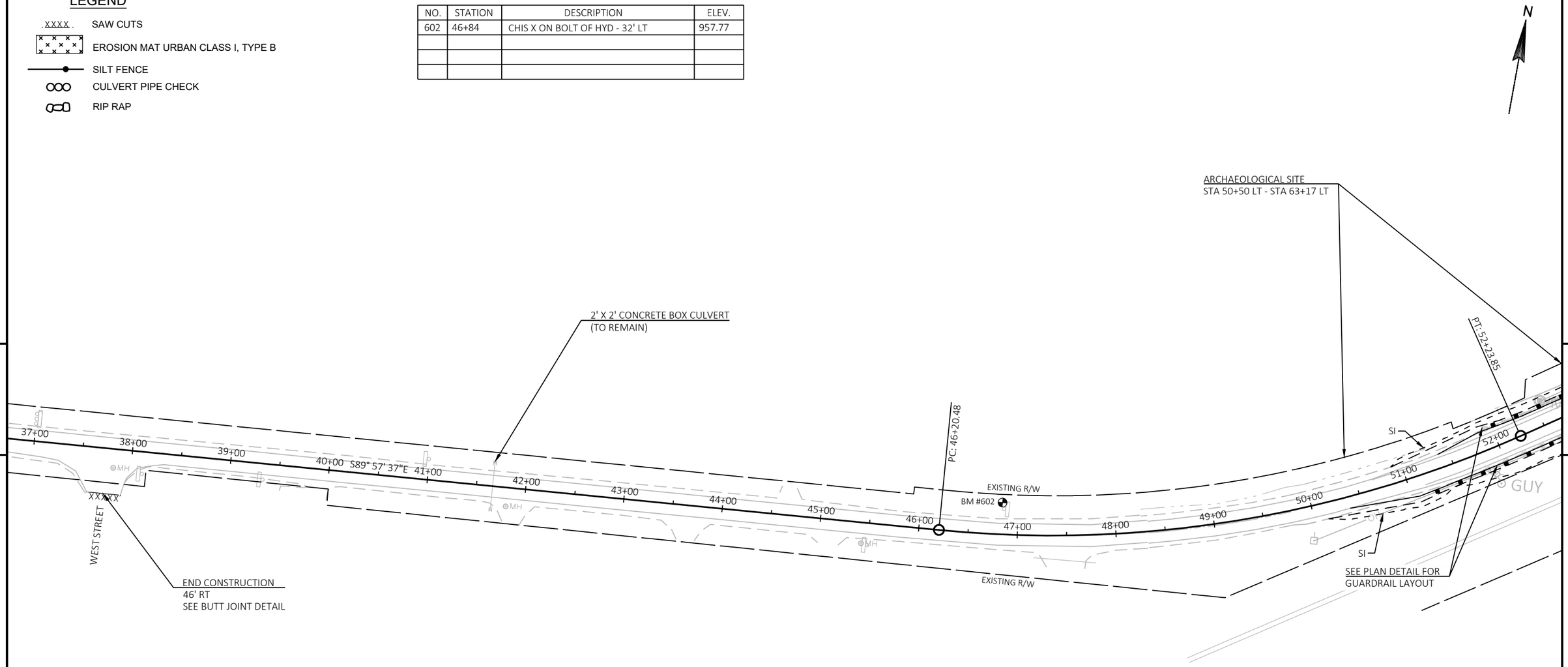
PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	PLAN	SHEET 115	E

LEGEND

- .XXXX. SAW CUTS
- EROSION MAT URBAN CLASS I, TYPE B
- SILT FENCE
- CULVERT PIPE CHECK
- RIP RAP

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
602	46+84	CHIS X ON BOLT OF HYD - 32' LT	957.77



CURVE 1

PI = STA 49+29.03
Y = 373129.86
X = 705098.07
DELTA = 29°32'51" LEFT
PC = STA 46+20.48
Y = 373130.08
X = 704789.52
PT = STA 52+23.85
Y = 343281.84
X = 705366.60
T = 308.55
L = 603.37
R = 1170.00
BK = N 89°57'37" W
AH = N 60°29'32" E
SE = 0.05%
RO (RUNOFF) = 39
SE TRANSITION (T) = 136

PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	PLAN	SHEET 116	E

CURVE 2

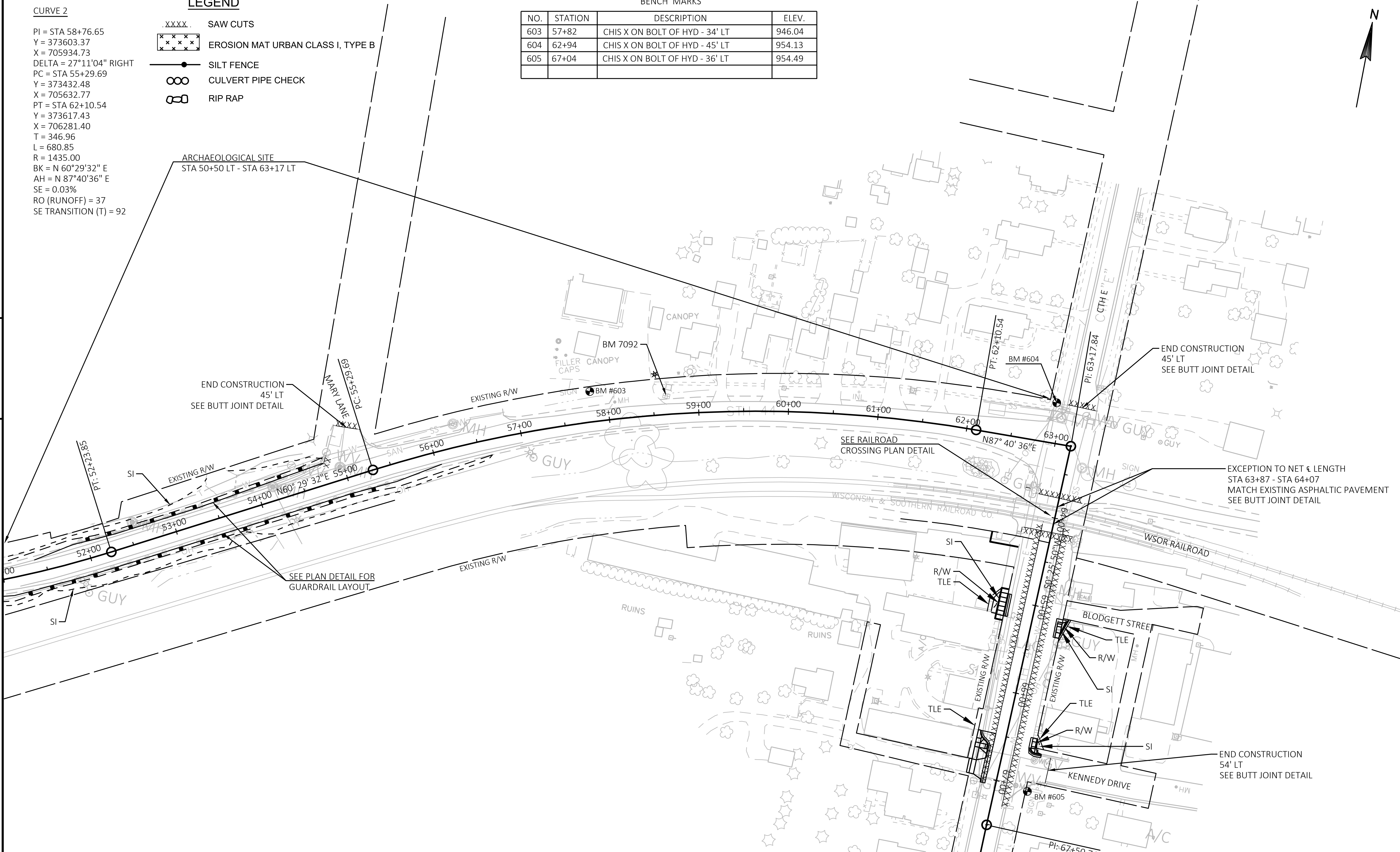
PI = STA 58+76.65
Y = 373603.37
X = 705934.73
DELTA = 27°11'04" RIGHT
PC = STA 55+29.69
Y = 373432.48
X = 705632.77
PT = STA 62+10.54
Y = 373617.43
X = 706281.40
T = 346.96
L = 680.85
R = 1435.00
BK = N 60°29'32" E
AH = N 87°40'36" E
SE = 0.03%
RO (RUNOFF) = 37
SE TRANSITION (T) = 92

LEGEND

- XXXX SAW CUTS
- EROSION MAT URBAN CLASS I, TYPE B
- SILT FENCE
- CULVERT PIPE CHECK
- RIP RAP

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
603	57+82	CHIS X ON BOLT OF HYD - 34' LT	946.04
604	62+94	CHIS X ON BOLT OF HYD - 45' LT	954.13
605	67+04	CHIS X ON BOLT OF HYD - 36' LT	954.49



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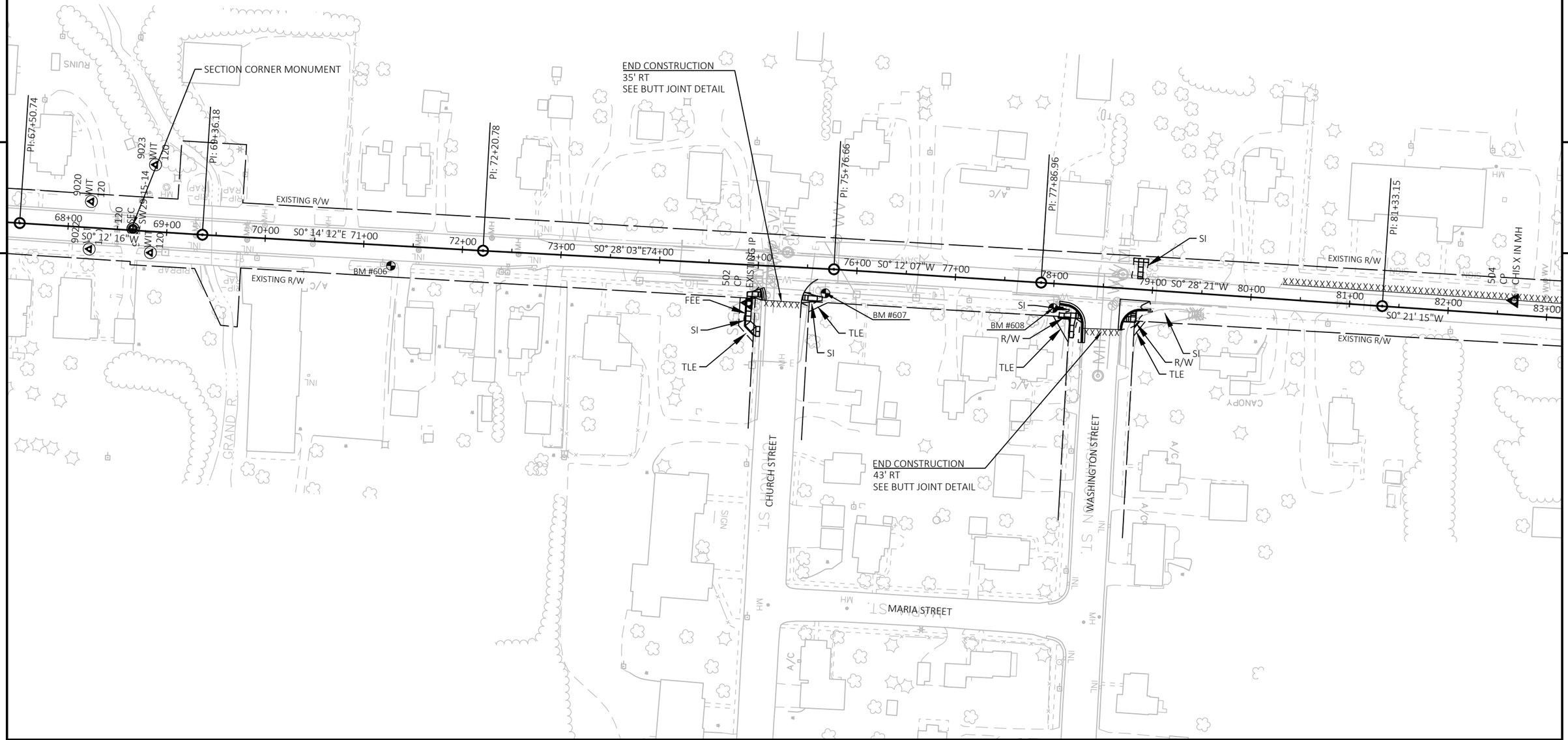
5

LEGEND

- XXXX SAW CUTS
- EROSION MAT URBAN CLASS I, TYPE B
- SILT FENCE
- CULVERT PIPE CHECK
- RIP RAP

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
606	71+29	CHISLED X ON BOLT OF HYD - 20' RT	953.36
607	75+69	CHISLED X ON BOLT OF HYD - 25' RT	976.55
608	78+01	CHISLED X ON BOLT OF HYD - 25' RT	972.52



PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	PLAN	SHEET 118 E

FILE NAME : I:\45\450531 STH 44 FOND DU LAC CO\C3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050205-pn
PLOT DATE : 7/19/2022 7:18 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

CURVE 3

PI = STA 95+08.72
Y = 370430.98
X = 706376.68
DELTA = 90°01'30" LEFT
PC = STA 86+89.36
Y = 371250.32
X = 706381.75
PT = STA 99+76.20
Y = 370426.27
X = 707196.03
T = 819.36
L = 1286.84
R = 819.00
BK = N 0°21'15" E
AH = N 89°40'15" E
SE = 0.07%
RO (RUNOFF) = 45
SE TRANSITION (T) = 203

LEGEND

XXXX SAW CUTS

EROSION MAT URBAN CLASS I, TYPE B

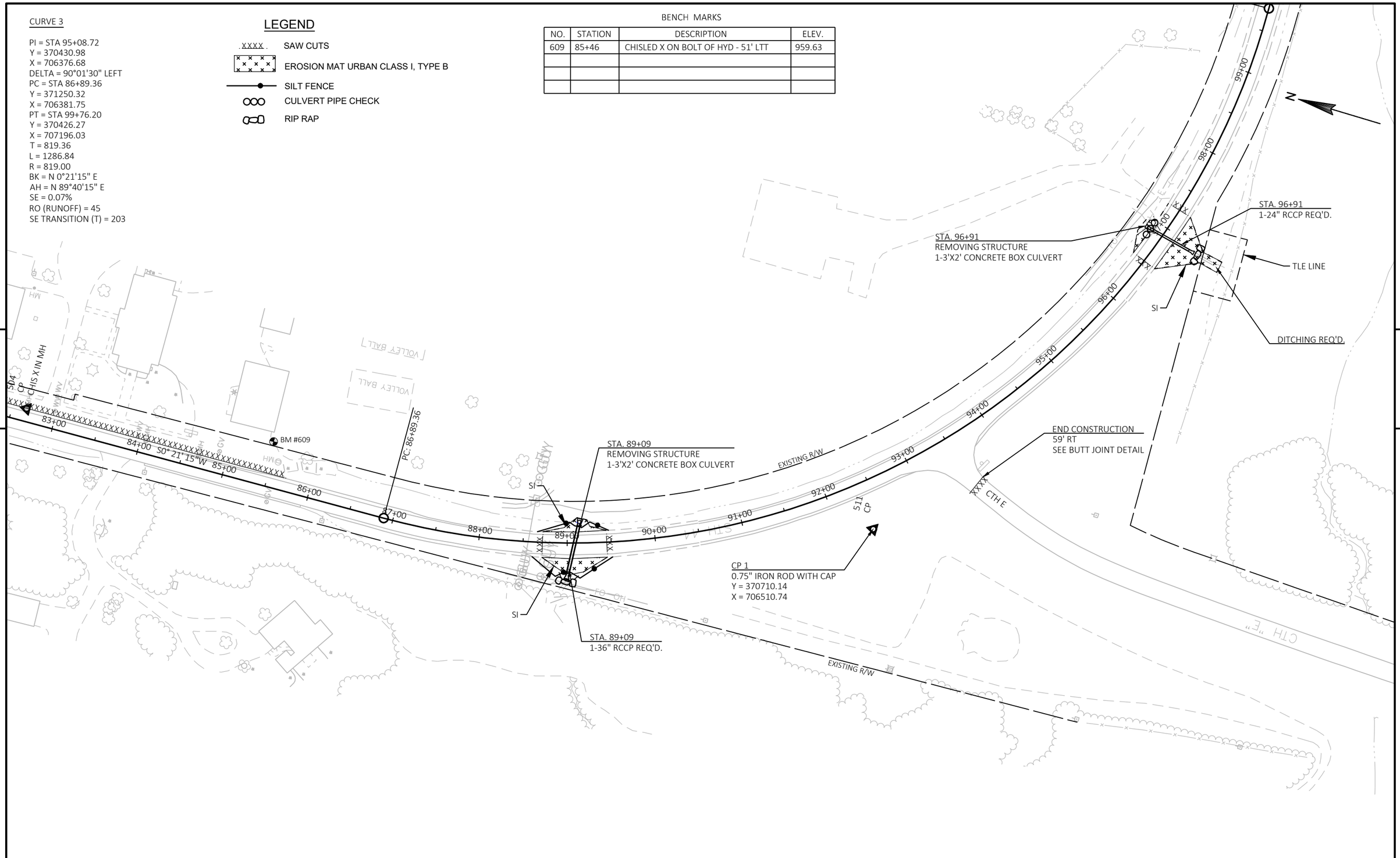
SILT FENCE

CULVERT PIPE CHECK

RIP RAP

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
609	85+46	CHISLED X ON BOLT OF HYD - 51' LTT	959.63



PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	PLAN	SHEET 119	E

FILE NAME : I:\45\450531 STH 44 FOND DU LAC CO\C3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050206-pn

PLOT DATE : 7/19/2022 7:18 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

LEGEND

- SAW CUTS
- EROSION MAT URBAN CLASS I, TYPE B
- SILT FENCE
- CULVERT PIPE CHECK
- RIP RAP

N

5

5

PT: 99+76.20

STA. 100+83
REMOVING STRUCTURE
1-4'X2.5' CONCRETE BOX CULVERT

STA. 100+83
1-45"X29" HERCCP REQ'D.

EXISTING R/W

99+00 100+00 101+00 102+00 103+00 104+00 105+00 S89° 40' 15"E 106+00 107+00 108+00 109+00 110+00 111+00 112+00 113+00 114+

EXISTING R/W

SEPTIC

SEPTIC

RUINS

RUINS

RUINS

PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	PLAN	SHEET 120	E

FILE NAME : I:\45\450531 STH 44 FOND DU LAC CO\C3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050207-pn

PLOT DATE : 7/19/2022 7:18 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

LEGEND

- XXXX — SAW CUTS
- EROSION MAT URBAN CLASS I, TYPE B
- SILT FENCE
- CULVERT PIPE CHECK
- RIP RAP

N

5

5

PI: 118+18.44

PI: 128+69.91

18" CMP CULVERT
(TO REMAIN)

9015
WIT
134

9018
WIT
134

9016
WIT
134

9017
WIT
134

EXISTING R/W

EXISTING R/W

114+00 115+00 116+00 S89° 40' 15"E 117+00 118+00 119+00 120+00 121+00 122+00 123+00 124+00 125+00 S89° 40' 32"E 126+00 127+00 128+00 129+00

SEC
SURVEY NAIL S29-15-14

SECTION CORNER MONUMENT

SEPTIC

SEPTIC

SEPTIC

SEPTIC

SEPTIC

PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	PLAN	SHEET 121	E

FILE NAME : I:\45\450531 STH 44 FOND DU LAC CO\C3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050208-pn

PLOT DATE : 7/19/2022 7:18 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

LEGEND

- XXXX — SAW CUTS
- EROSION MAT URBAN CLASS I, TYPE B
- SILT FENCE
- CULVERT PIPE CHECK
- RIP RAP

N

5

PI: 128+69.91

EXISTING R/W

129+00 130+00 131+00 132+00 133+00 134+00 135+00 S89° 15' 59"E 136+00 137+00 138+00 139+00 140+00 141+00 142+00 143+00

PI: 143+60.89

5

SEPTIC

3' X 3' CONCRETE BOX CULVERT
(TO REMAIN)

PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	PLAN	SHEET 122	E

FILE NAME : I:\45\450531 STH 44 FOND DU LAC CO\C3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050209-pn

PLOT DATE : 7/19/2022 7:18 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

LEGEND

- XXXX SAW CUTS
- EROSION MAT URBAN CLASS I, TYPE B
- SILT FENCE
- CULVERT PIPE CHECK
- RIP RAP

N

RADIO RD.

RADIO ROAD

BM 7391

PI: 143+60.89

END CONSTRUCTION
58' LT
SEE BUTT JOINT DETAIL

SECTION CORNER MONUMENT

XXX
9009
WIT
135

135
SET
SURVEY NAIL SW28-15-14
PIN W/ TOP GONE

9010
WIT
135

WIT
135

9012
WIT
135

XXX

END CONSTRUCTION
62' RT
SEE BUTT JOINT DETAIL

144+00 145+00 146+00 147+00 148+00 149+00 150+00 151+00 S89° 22' 34"E 152+00 153+00 154+00 155+00 156+00 157+00 158+00 159+00

5 5

PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: STH 44	PLAN	SHEET 123	E

LEGEND

- XXXX — SAW CUTS
- EROSION MAT URBAN CLASS I, TYPE B
- SILT FENCE
- CULVERT PIPE CHECK
- RIP RAP

N

3' X 3' CONCRETE BOX CULVERT
(TO REMAIN)

3' X 3' CONCRETE BOX CULVERT
(TO REMAIN)

PI: 170+90.60

159+00 160+00 161+00 162+00 163+00 164+00 S89° 22' 34"E 165+00 166+00 167+00 168+00 169+00 170+00 171+00 172+00 173+00 S89° 24' 33"E 174+00

STH 44

9008 WIT 136
9005 WIT 136
9006 WIT 136
136 SEC
SURVEY TAIL S28-15-14

SECTION CORNER MONUMENT

5 5

PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	STH 44	SHEET 124	E

FILE NAME : I:\45\450531 STH 44 FOND DU LAC CO\C3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050211-pn

PLOT DATE : 7/19/2022 7:18 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

LEGEND

- SAW CUTS
- EROSION MAT URBAN CLASS I, TYPE B
- SILT FENCE
- CULVERT PIPE CHECK
- RIP RAP

N

18" CMP CULVERT
(TO REMAIN)

PI: 180+04.92

174+00 175+00 176+00 177+00 S89° 24' 33"E 178+00 179+00 180+00 181+00 182+00 183+00 184+00 185+00 S89° 21' 37"E 186+00 187+00 188+00 189+00

STH 44

5 5

PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	PLAN	SHEET 125	E

FILE NAME : I:\45\450531 STH 44 FOND DU LAC CO\C3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050212-pn

PLOT DATE : 7/19/2022 7:18 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

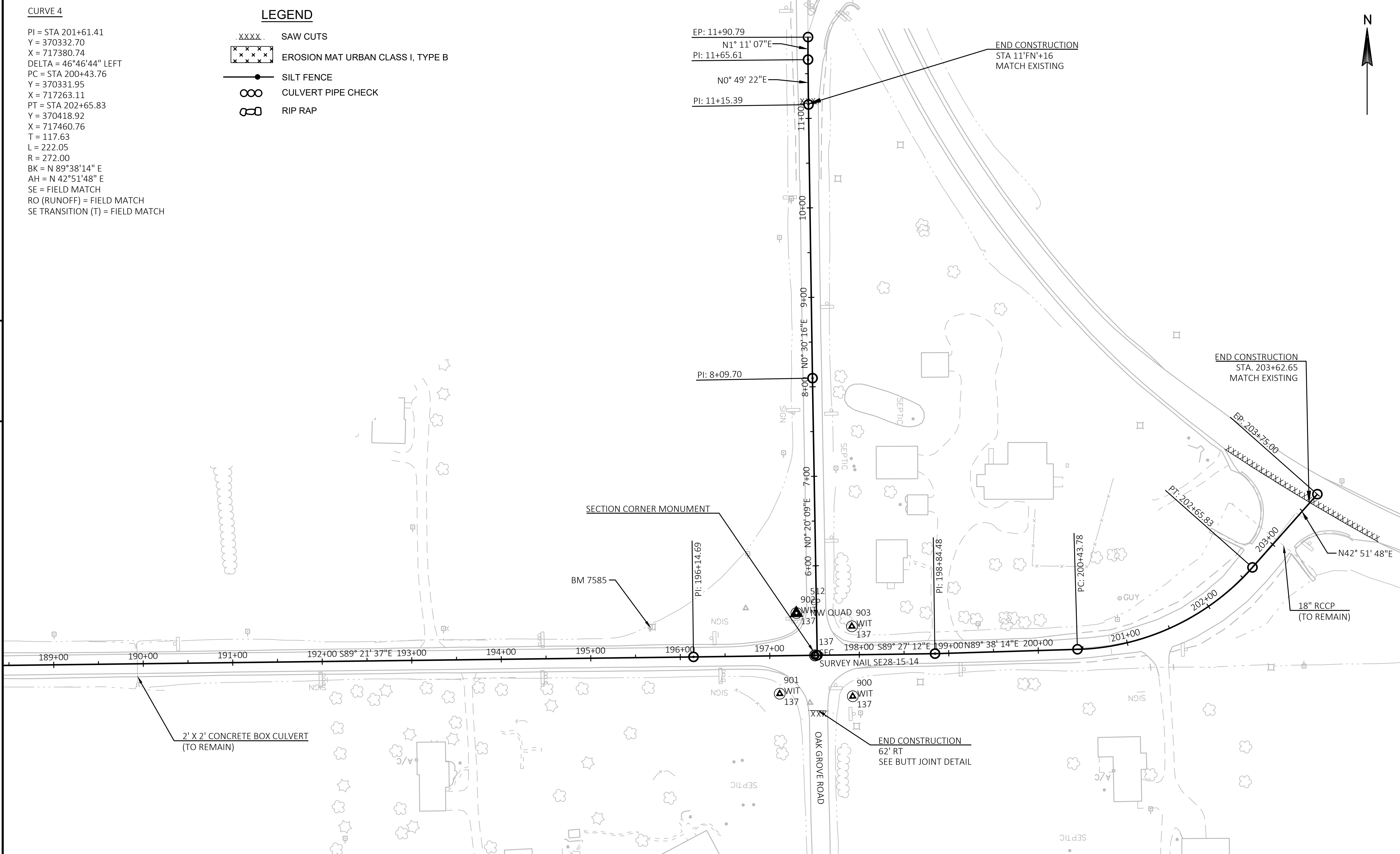
WISDOT/CADDS SHEET 44

CURVE 4

PI = STA 201+61.41
Y = 370332.70
X = 717380.74
DELTA = 46°46'44" LEFT
PC = STA 200+43.76
Y = 370331.95
X = 717263.11
PT = STA 202+65.83
Y = 370418.92
X = 717460.76
T = 117.63
L = 222.05
R = 272.00
BK = N 89°38'14" E
AH = N 42°51'48" E
SE = FIELD MATCH
RO (RUNOFF) = FIELD MATCH
SE TRANSITION (T) = FIELD MATCH

LEGEND

- XXXX — SAW CUTS
- EROSION MAT URBAN CLASS I, TYPE B
- SILT FENCE
- CULVERT PIPE CHECK
- RIP RAP

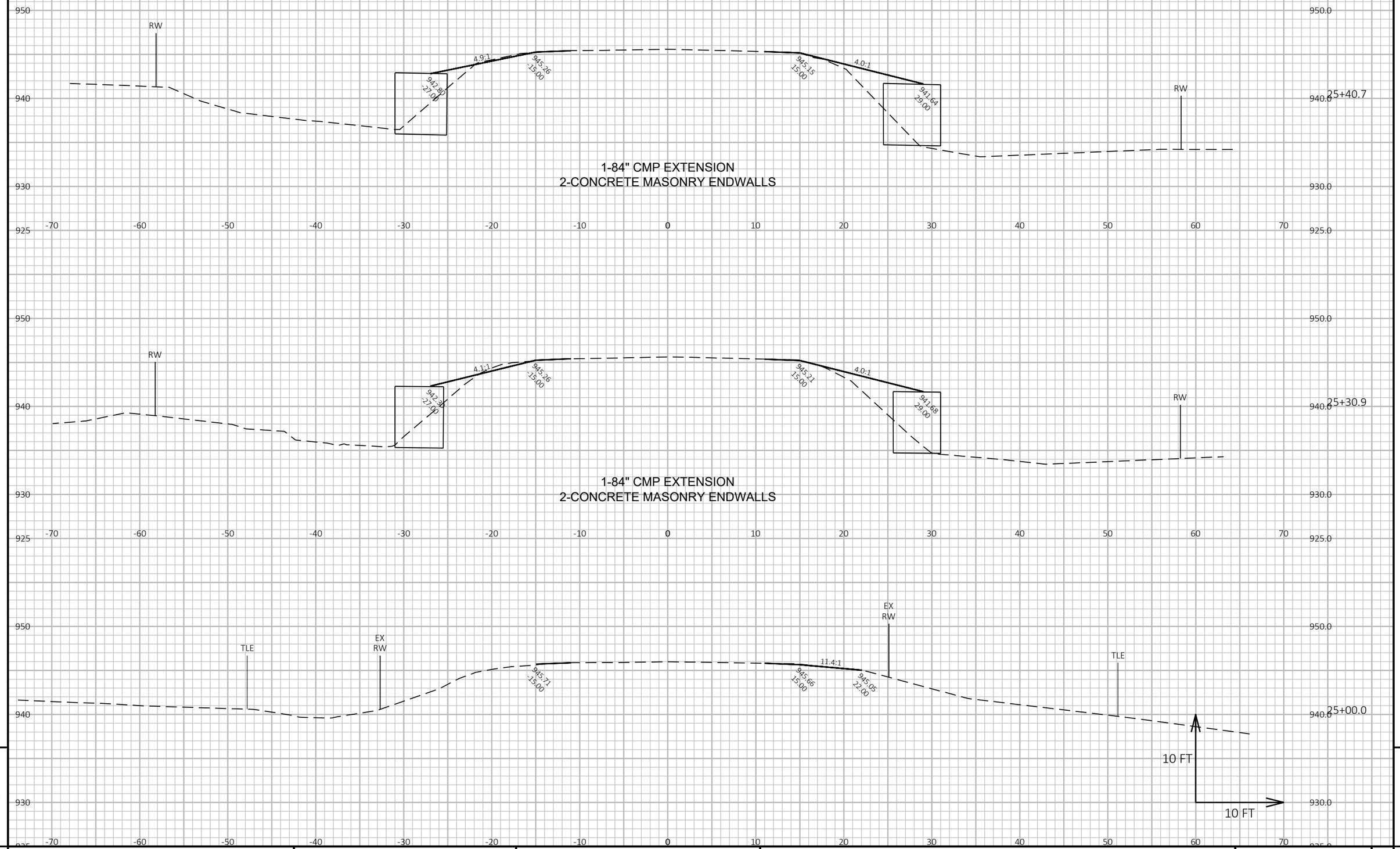


PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	PLAN	SHEET 126 E

FILE NAME : I:\45\450531 STH 44 FOND DU LAC CO\C3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050213-pn

PLOT DATE : 7/19/2022 7:18 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



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PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	CROSS SECTIONS: CULVERT EXTENSION	SHEET 127	E

FILE NAME : I:\45\450531 STH 44 FOND DU LAC CO\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs

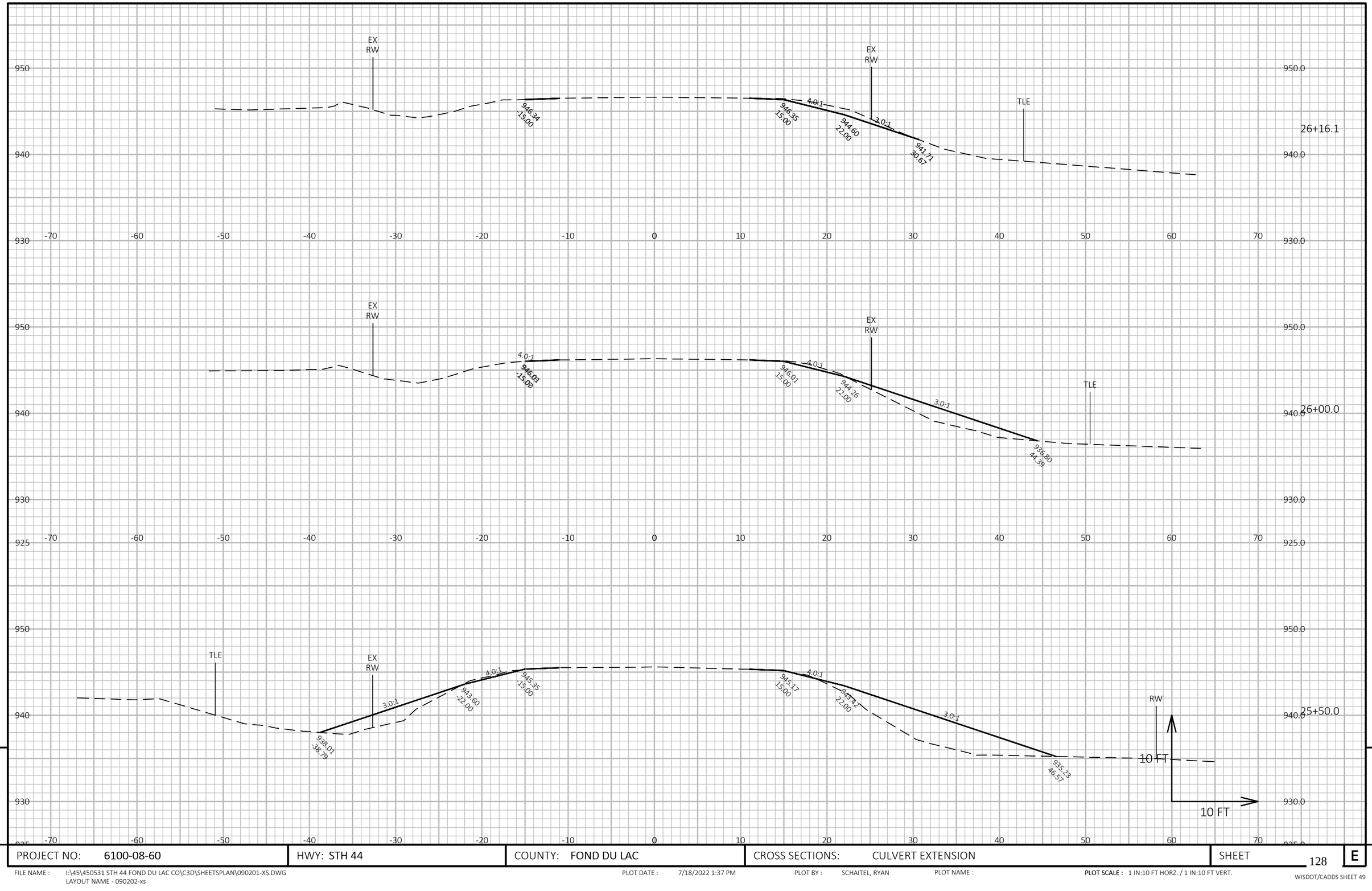
PLOT DATE : 7/18/2022 1:37 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

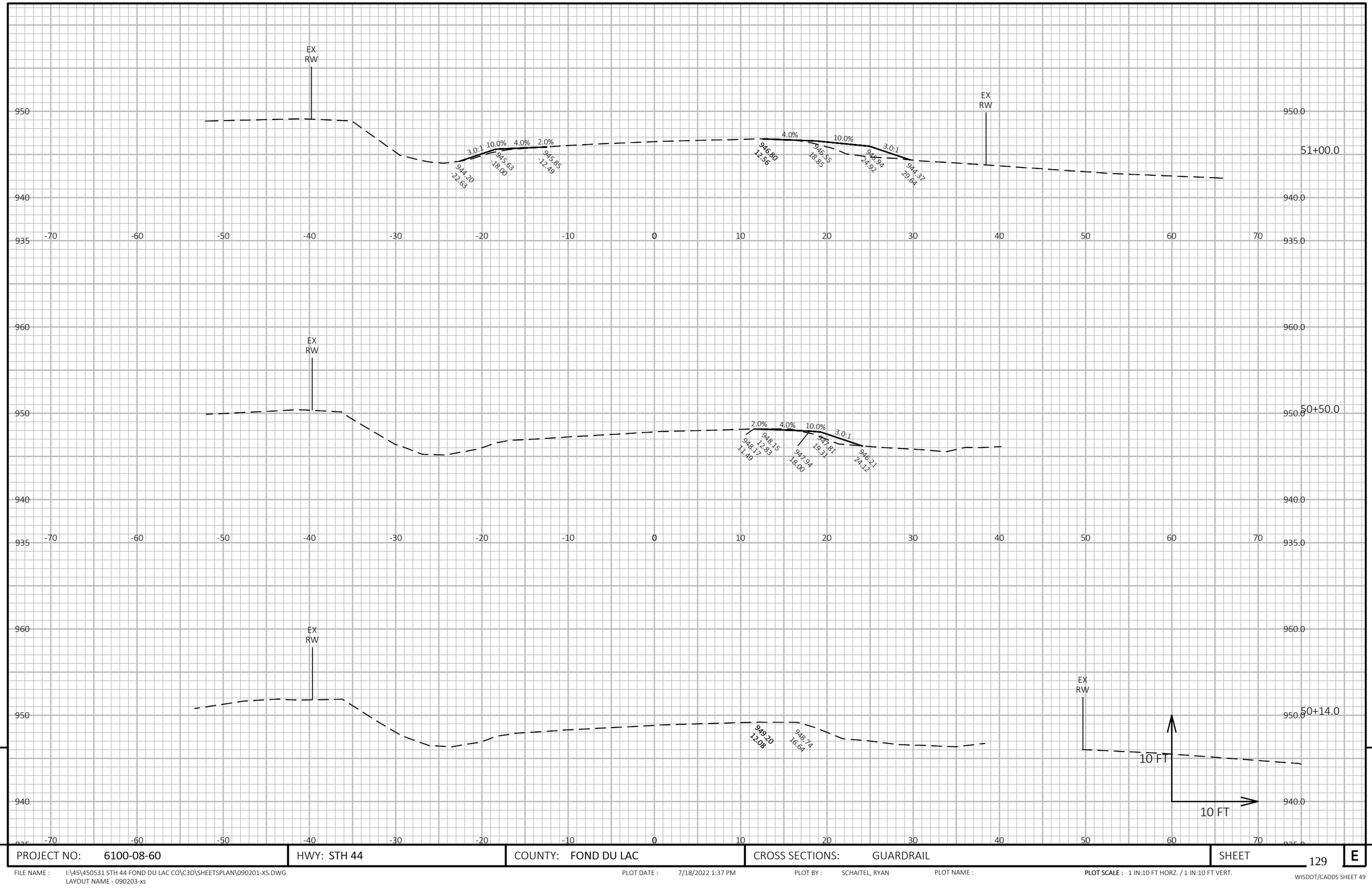


PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	CROSS SECTIONS: CULVERT EXTENSION	SHEET 128	E

FILE NAME : I:\45\450531 STH 44 FOND DU LAC CO\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090202-xs

PLOT DATE : 7/18/2022 1:37 PM PLOT BY : SCHAITEL, RYAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

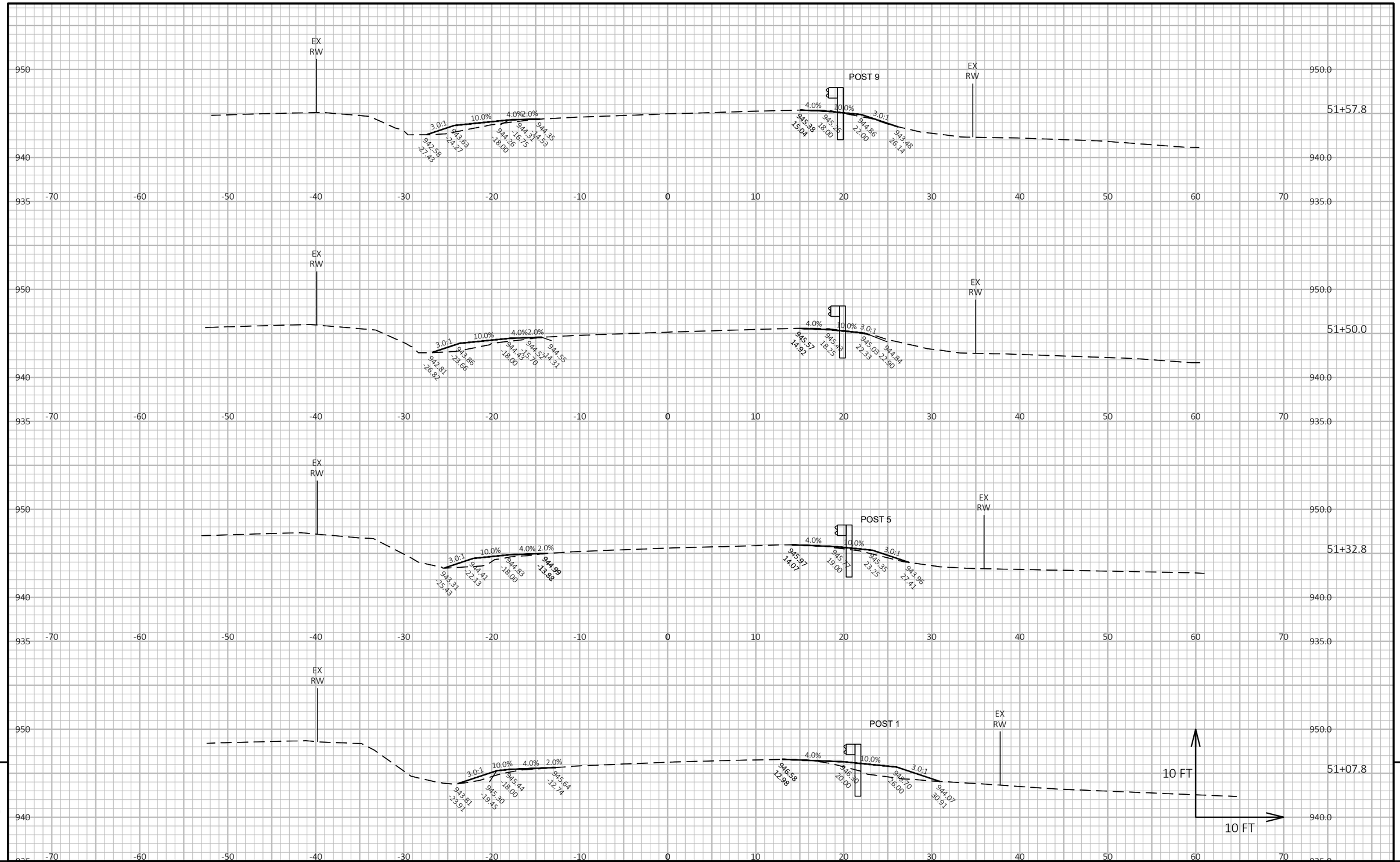


PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	CROSS SECTIONS: GUARDRAIL	SHEET 129	E

FILE NAME : I:\45\450531 STH 44 FOND DU LAC CO\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090203-xs

PLOT DATE : 7/18/2022 1:37 PM PLOT BY : SCHAITEL, RYAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



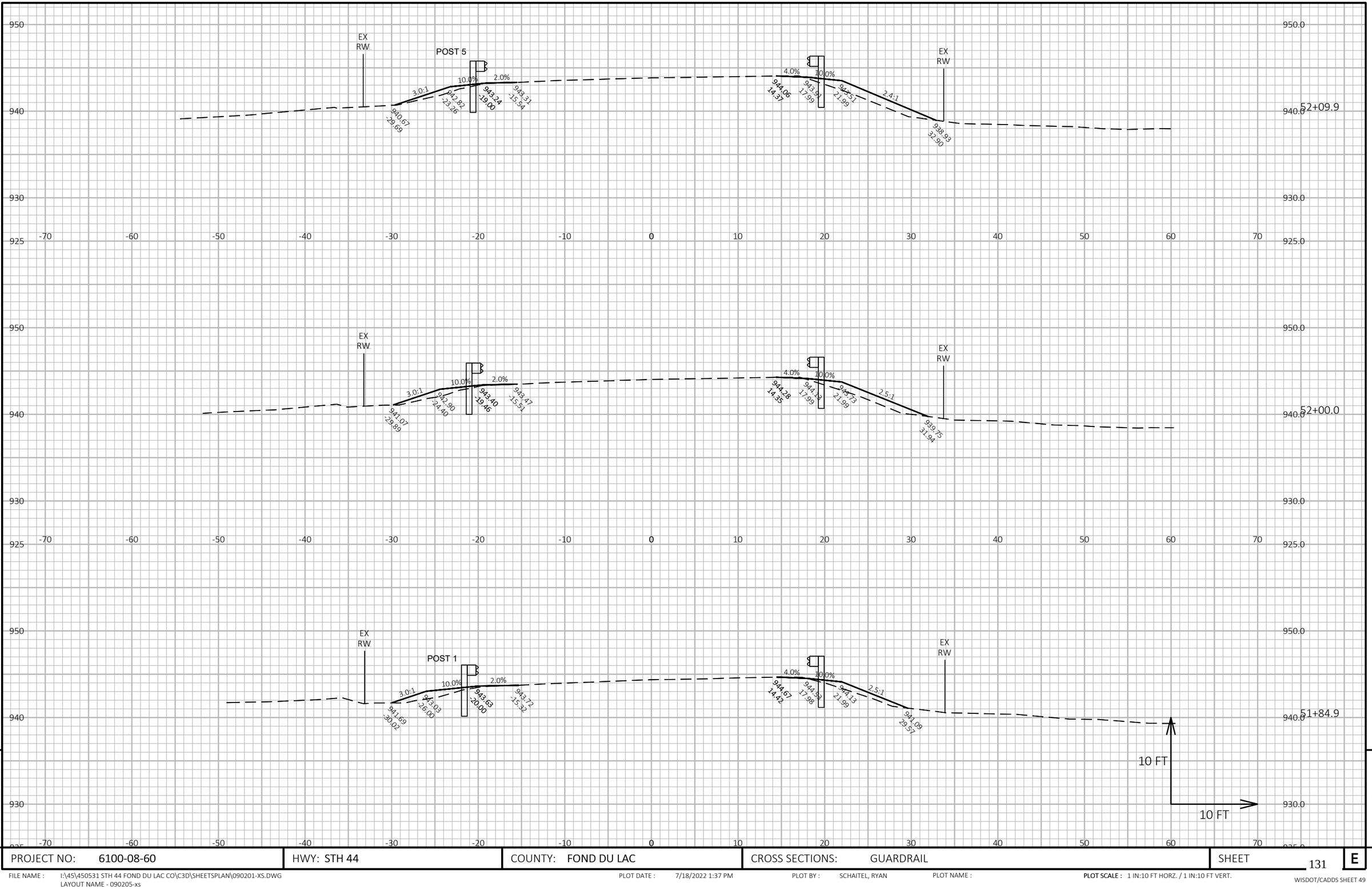
PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	CROSS SECTIONS: GUARDRAIL	SHEET 130 E

FILE NAME : I:\45\450531 STH 44 FOND DU LAC CO\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090204-xs

PLOT DATE : 7/18/2022 1:37 PM PLOT BY : SCHAITEL, RYAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9 9



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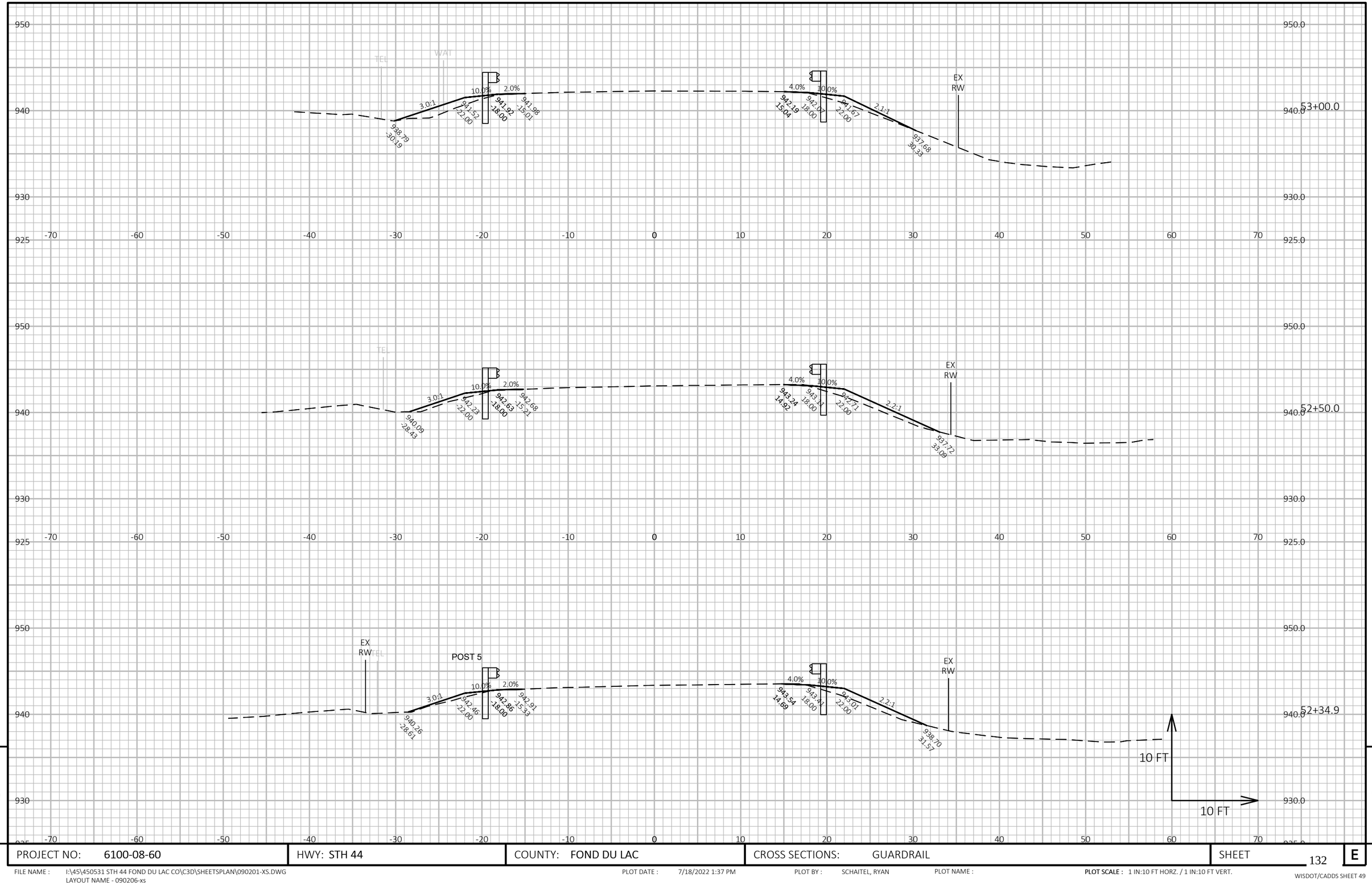
PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	CROSS SECTIONS: GUARDRAIL	SHEET 131	E

FILE NAME : I:\45\450531 STH 44 FOND DU LAC CO\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090205-xs

PLOT DATE : 7/18/2022 1:37 PM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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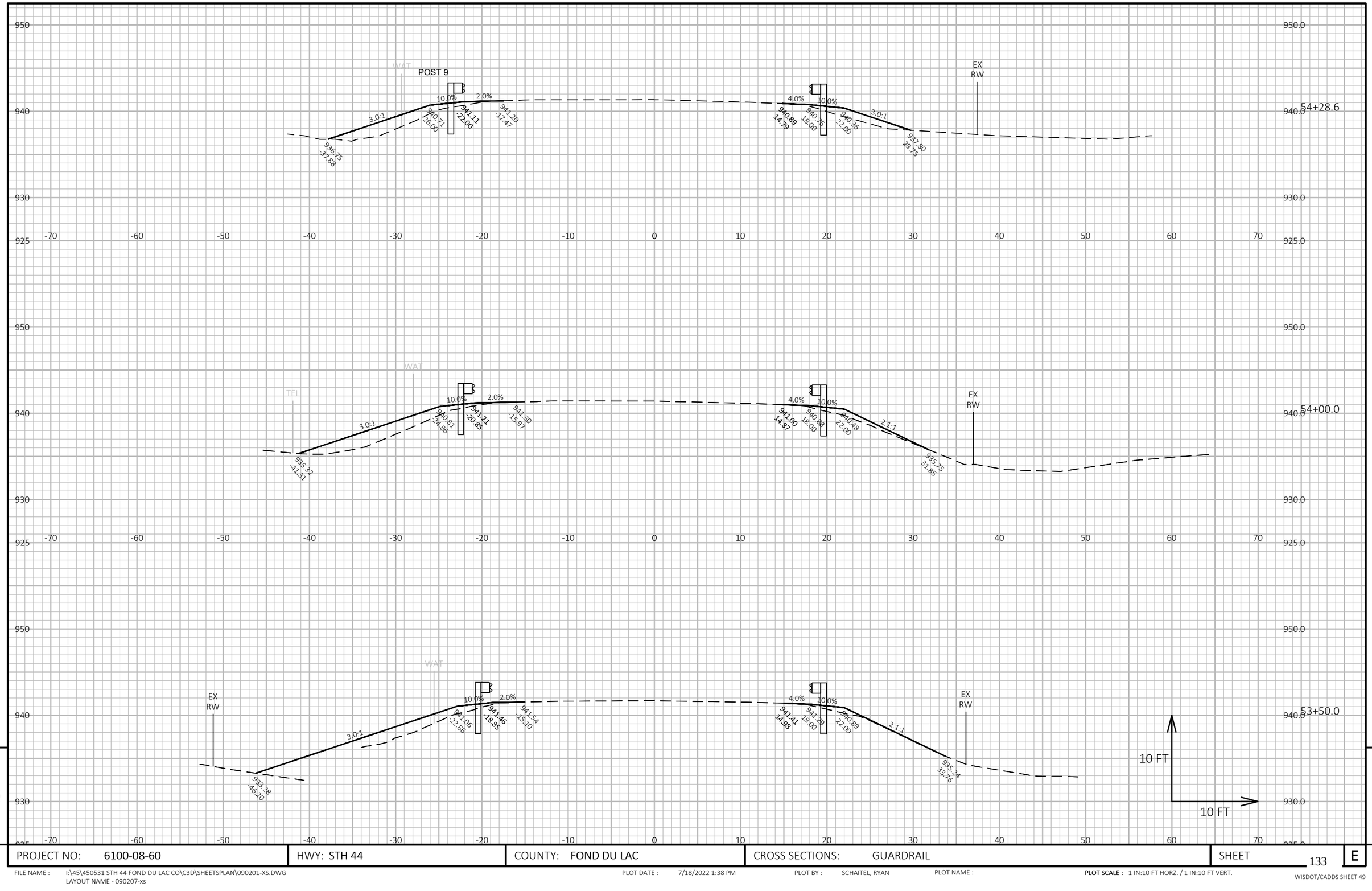
PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	CROSS SECTIONS: GUARDRAIL	SHEET 132	E

FILE NAME : I:\45\450531 STH 44 FOND DU LAC CO\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090206-xs

PLOT DATE : 7/18/2022 1:37 PM PLOT BY : SCHAITEL, RYAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	CROSS SECTIONS: GUARDRAIL	SHEET 133	E

FILE NAME : I:\45\450531 STH 44 FOND DU LAC CO\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090207-xs

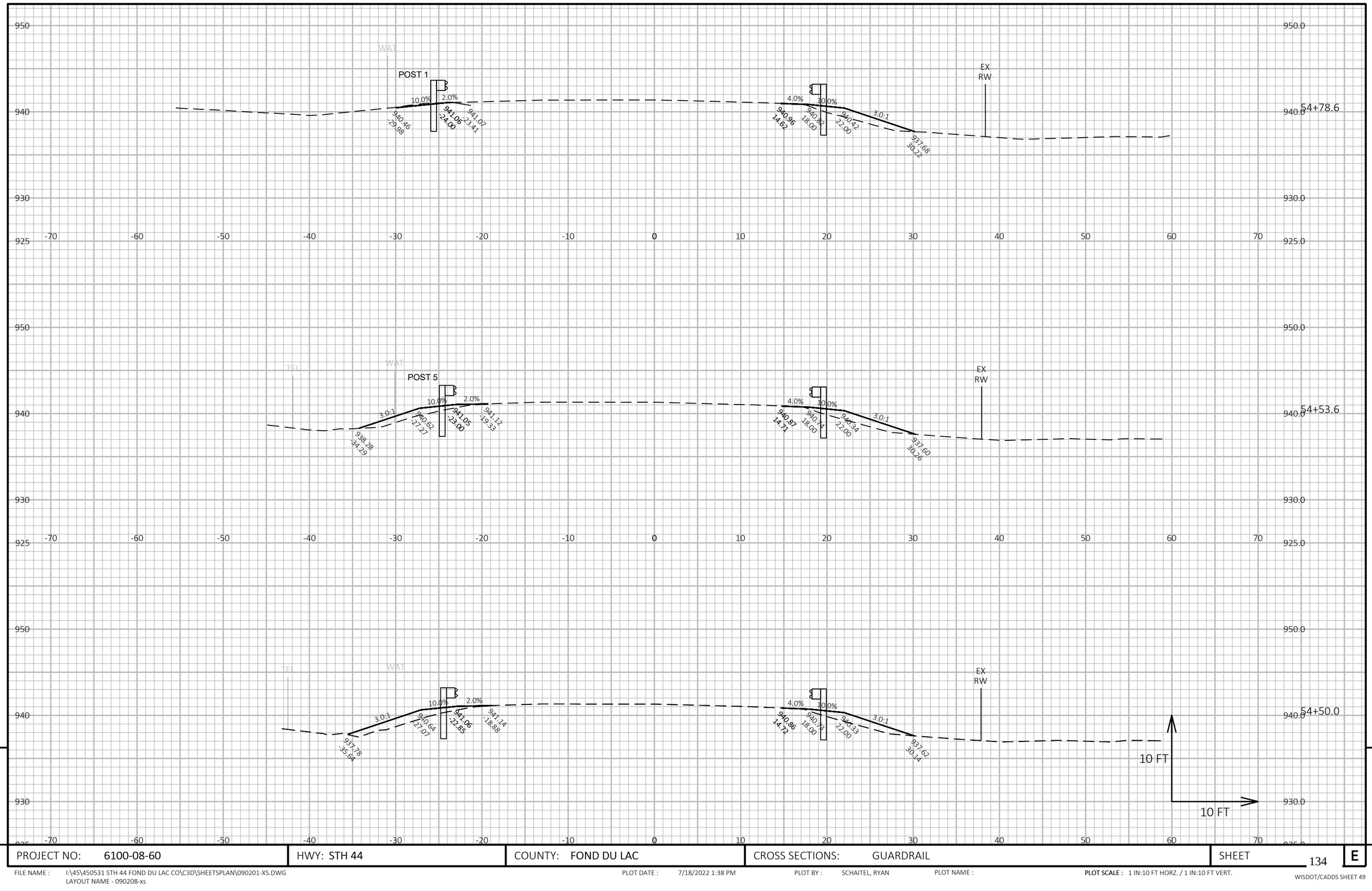
PLOT DATE : 7/18/2022 1:38 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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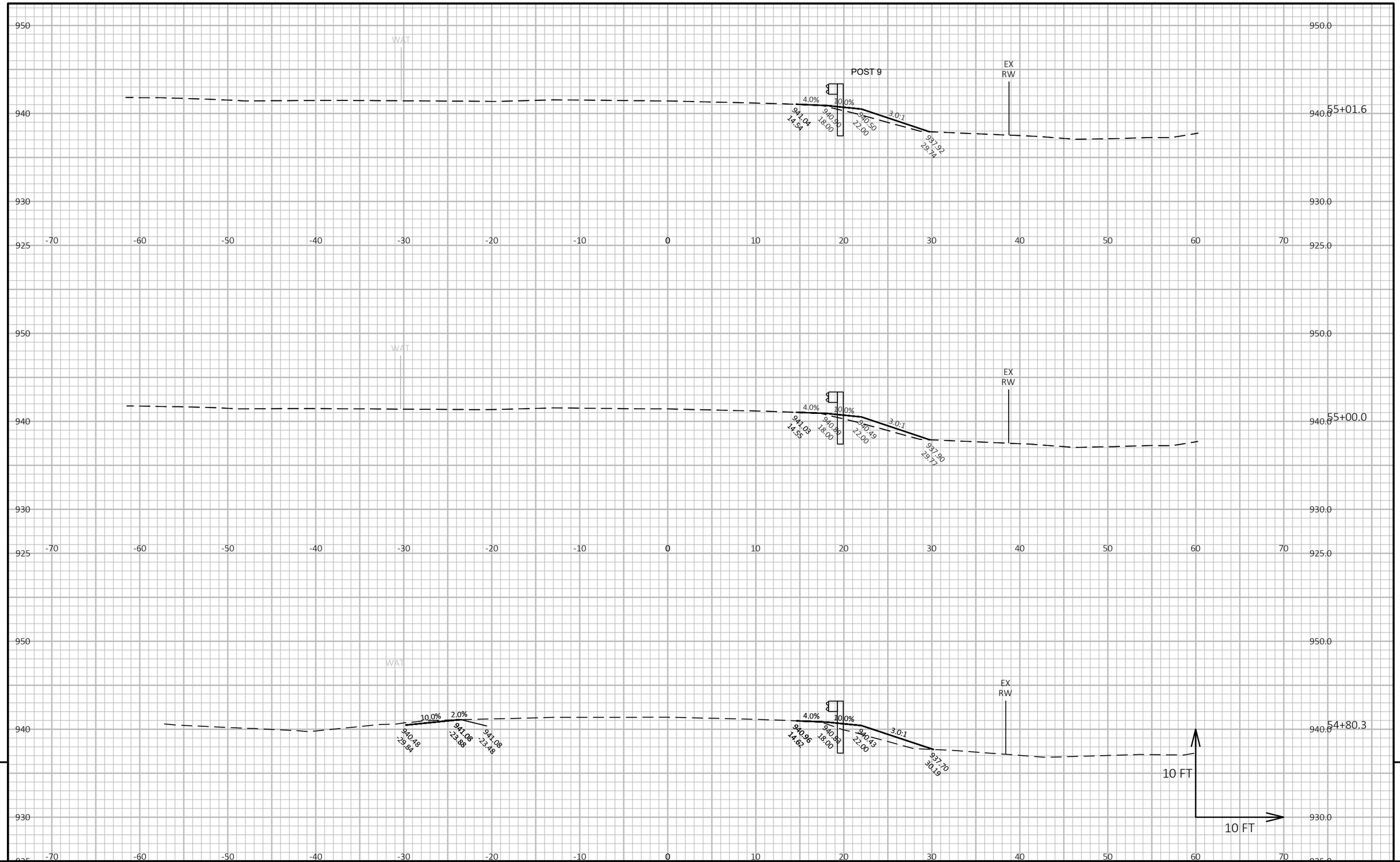
PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	CROSS SECTIONS: GUARDRAIL	SHEET 134	E

FILE NAME : I:\45\450531 STH 44 FOND DU LAC CO\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090208-xs

PLOT DATE : 7/18/2022 1:38 PM PLOT BY : SCHAITEL, RYAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	CROSS SECTIONS: GUARDRAIL	SHEET 135	E

FILE NAME : I:\45\450531 STH 44 FOND DU LAC CO\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090209-xs

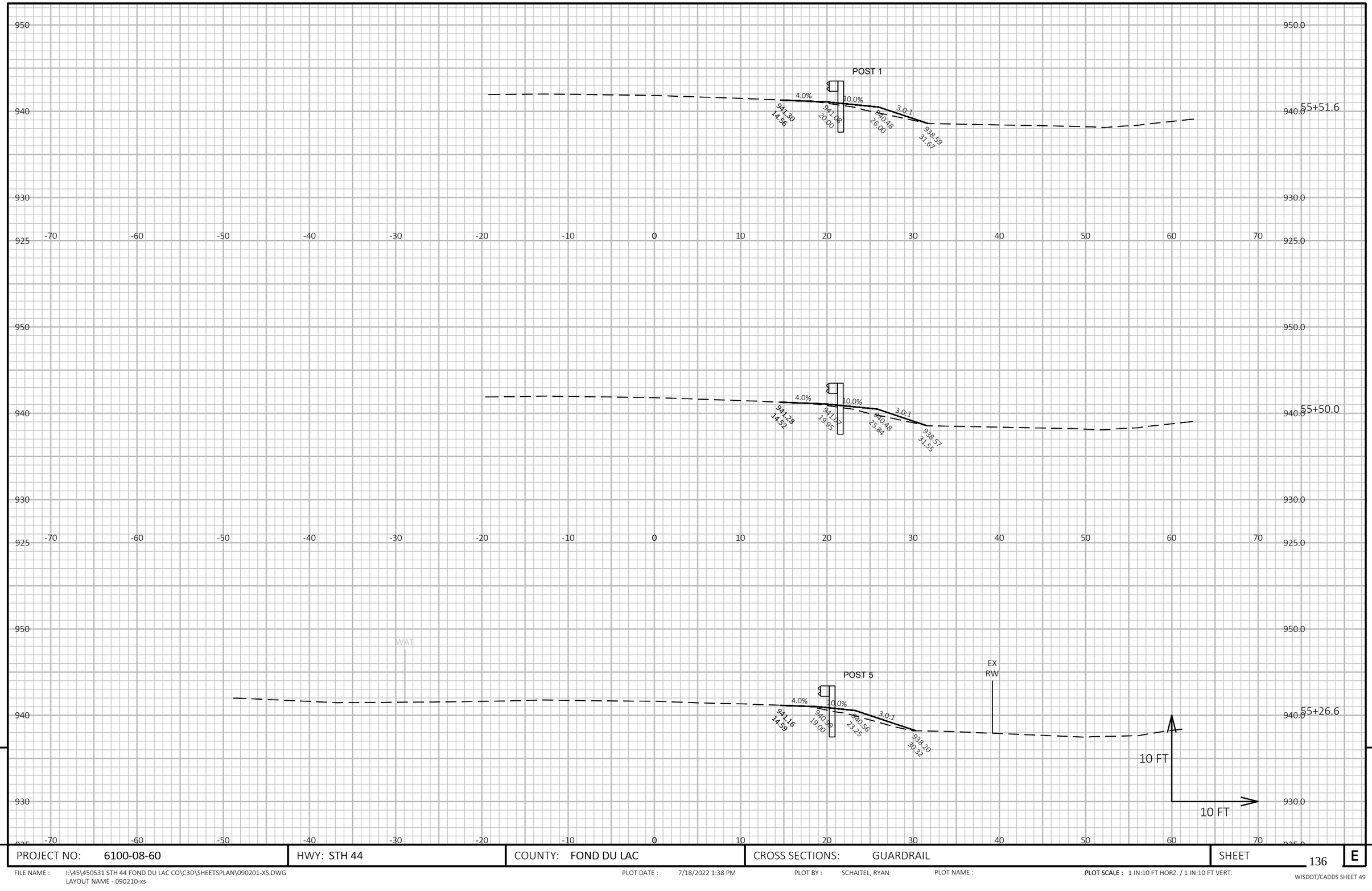
PLOT DATE : 7/18/2022 1:38 PM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



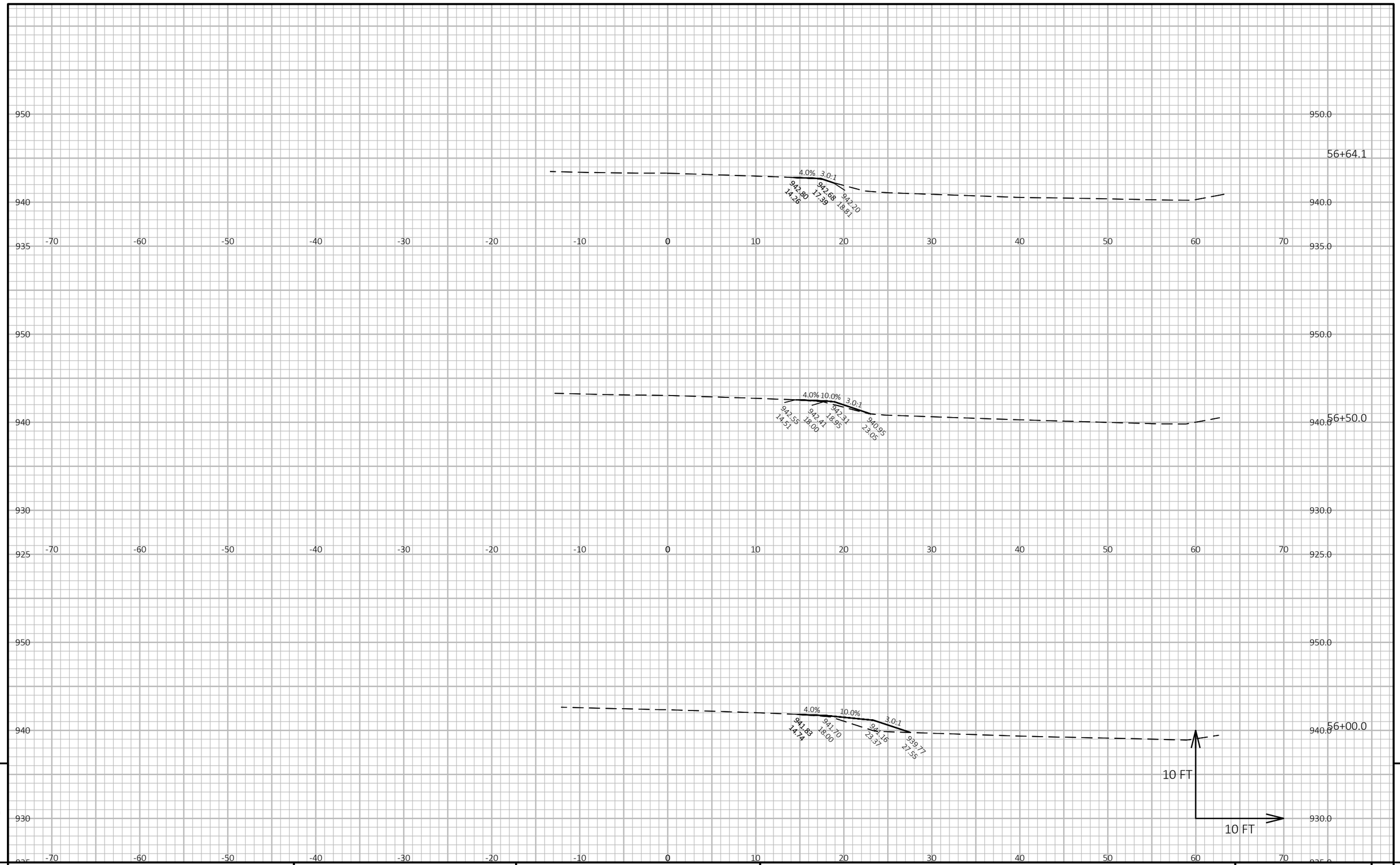
9

9

PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	CROSS SECTIONS: GUARDRAIL	SHEET 136	E

FILE NAME : I:\45\450531 STH 44 FOND DU LAC CO\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090210-xs

PLOT DATE : 7/18/2022 1:38 PM PLOT BY : SCHAITEL, RYAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



9

9

PROJECT NO: 6100-08-60	HWY: STH 44	COUNTY: FOND DU LAC	CROSS SECTIONS: GUARDRAIL	SHEET 137	E

FILE NAME : I:\45\450531 STH 44 FOND DU LAC CO\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090211-xs

PLOT DATE : 7/18/2022 1:38 PM PLOT BY : SCHAITEL, RYAN PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov