

ORDER OF SHEETS

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

TOTAL SHEETS = 170



DESIGN DESIGNATION

A.A.D.T.	2022	=	4475
A.A.D.T.	2042	=	5245
D.H.V.		=	450
D.D.		=	50/50
T.		=	12.5%
DESIGN SPEED		=	30 MPH
ESALS		=	1,500,000

CONVENTIONAL SYMBOLS

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

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

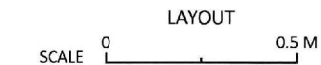
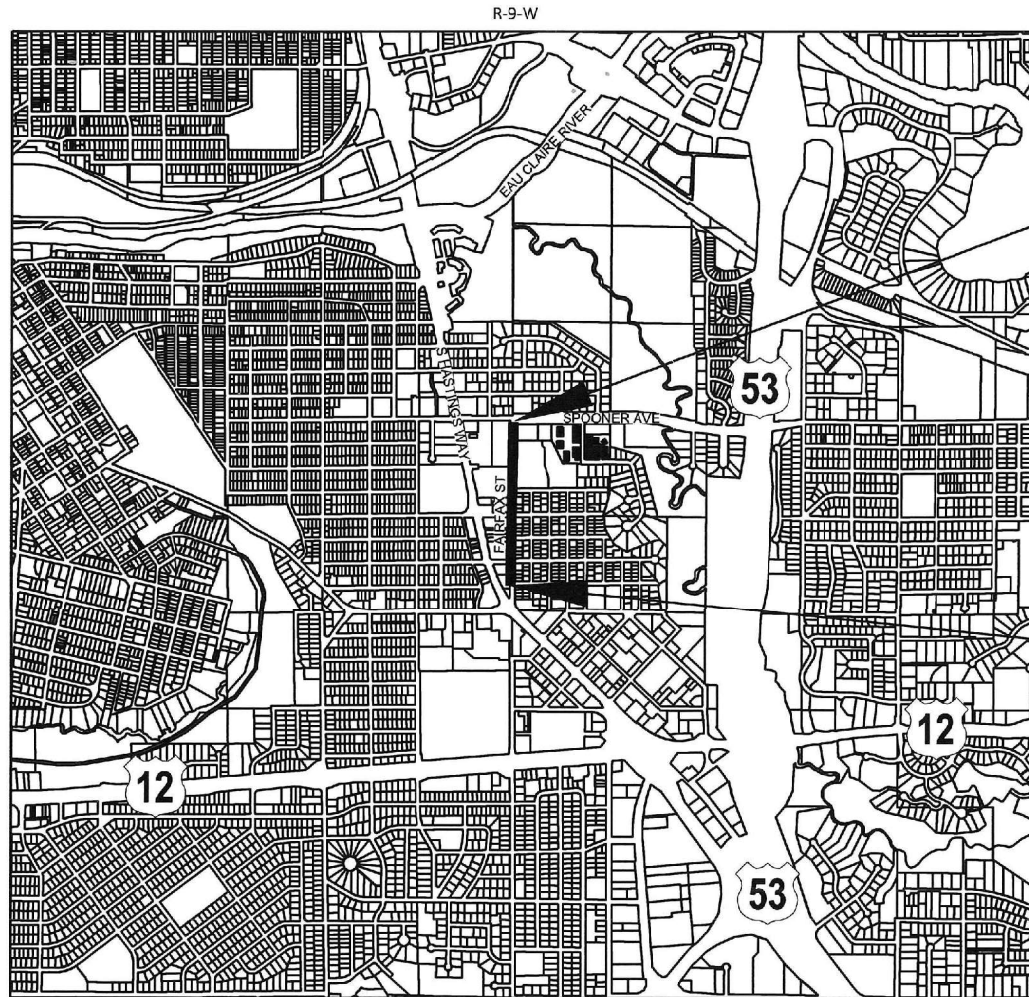
PLAN OF PROPOSED IMPROVEMENT

C EAU CLAIRE, FAIRFAX STREET

S HASTINGS WAY TO SPOONER AVENUE

LOCAL STREET
EAU CLAIRE COUNTY

STATE PROJECT NUMBER
7995-02-59



TOTAL NET LENGTH OF CENTERLINE = 0.434 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), MODIFIED EAU CLAIRE 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.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
7995-02-59	WISC 2024082	1

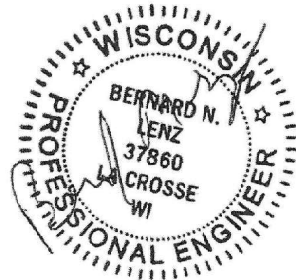
ACCEPTED FOR
CITY OF EAU CLAIRE
Date: 7-24-2023
CITY ENGINEER

ORIGINAL PLANS PREPARED BY
cbs²
ROSS T. JOHNSON
E77807
EAU CLAIRE, WI
PROFESSIONAL ENGINEER
DATE: 7-21-2023
(Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PREPARED BY
Surveyor: CBS SQUARED INC
Designer: CBS SQUARED INC
Project Manager: TYLER RONGSTAD, P.E.
Regional Examiner: TOU YANG, PE
Regional Supervisor: TYLER RONGSTAD, P.E.

APPROVED FOR THE DEPARTMENT
DATE: Tyler Rongstad
(Signature)

PLANS FOR THE CITY OF EAU CLAIRE AND CITY OF ALTOONA PREPARED BY



DATE: 7-7-2013 *Bernard N. Lenz*
(Professional Engineer Signature)

THE ABOVE NAMED PROFESSIONAL ENGINEER
SHALL BE RESPONSIBLE FOR THE DESIGN
ELEMENTS LISTED IN ACCORDANCE WITH
WISCONSIN ADMIN CODE CHAPTER A-E 2.02 (5)

ROADWAY PLANS

SOUTH HASTINGS WAY TO SPOONER AVENUE

- SANITARY SEWER AND WATER PLANS AND DETAILS
- REMOVAL PLAN ASSOCIATED WITH WATER AND SANITARY
- MISCELLANEOUS QUANTITIES ASSOCIATED WITH WATER AND SANITARY
- SPECIAL PROVISIONS ASSOCIATED WITH WATER AND SANITARY

GENERAL NOTES

THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE THEIR CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGER'S HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA.

WHEN THE QUANTITY OF BASE AGGREGATE IS MEASURED BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

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

THE EXACT LOCATION OF THE EROSION CONTROL DEVICES SHALL BE DETERMINED IN THE FIELD.

PIPE ELEVATIONS, LENGTHS AND LOCATIONS AS SHOWN ON THE PLANS, MAY BE ADJUSTED TO FIX EXISTING FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL CURB AND GUTTER RADII, PAVEMENT DIMENSIONS AND STATIONS ARE SHOWN TO THE EDGE OF THE PAVEMENT UNLESS NOTED OTHERWISE.

A SAWED JOINT WILL BE REQUIRED WHERE NEW PAVEMENT IS TO MEET AN EXISTING PAVED SURFACE.

ASPHALTIC SIDE STREET TIE-INS SHALL BE 4-INCHES OF SINGLE LAYER ASPHALTIC SURFACE OVER EXISTING PREPARED BASE.

CONTROL POINTS

WISDOT SURVEY MONUMENT
BRONZE GEODETIC SURVEY DISK SET IN A CONCRETE POST
LOCATED 0.65 MILES SOUTH OF STH 312 (NORTH CROSSING)
68 FT WEST OF THE CENTERLINE OF SOUTHBOUND HASTINGS WAY
LOCATED WITHIN THE HIGHWAY RIGHT OF WAY, NEAR WITNESS POST
Y = 286252.695, X = 345638.255, ELEV. = 897.918

EAU CLAIRE COUNTY SURVEY MONUMENT
STA 124+44, RT
4" ALUMINUM DISK SET IN THE SPOONER AVE PAVEMENT
LOCATED IN THE INTERSECTION OF FAIRFAX ST AND SPOONER AVE
Y = 277190.300, X = 347412.650, ELEV = 890.590

BENCHMARKS

POINT NO.	STATION/OFFSET	ELEV	DESCRIPTION
BM #1	STA 101+23, 31' RT	887.63	HYDRANT, TOP BOLT
BM #2	STA 110+90, 31' RT	887.72	HYDRANT, TOP BOLT
BM #3	STA 120+86, 31' RT	884.89	HYDRANT, TOP BOLT

RUNOFF COEFFICIENT TABLE

A	HYDROLOGIC SOIL GROUP											
	B			C			D			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	.16	.22	.12	.20	.27	.15	.24	.33	.19	.28	.38
	.22	.30	.38	.26	.34	.44	.30	.37	.50	.34	.41	.56
MEDIAN STRIP-TURF	.19	.20	.24	.19	.22	.26	.20	.23	.30	.20	.25	.30
	.24	.26	.30	.25	.28	.33	.26	.30	.37	.27	.32	.40
SIDE SLOPE: TURF			.25			.27			.28			.30
			.32			.34			.36			.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 = 5.12 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 4.20 ACRES

UTILITY CONTACTS

WISCONSIN DNR
LEAH NICOL
DNR LIAISON
1300 WEST CLAIREMONT AVE
EAU CLAIRE, WI 54701
(715) 934-9014

CITY OF ALTOONA
DIRECTOR OF PUBLIC WORKS/CITY ENGINEER
DAVID WALTER
1303 LYNN AVENUE
ALTOONA, WI 54720
(715) 839-6092
DAVIDW@CI.ALTOONA.WI.US

CITY OF EAU CLAIRE
DEPUTY CITY ENGINEER
LEAH NESS
203 S. FARWELL ST
EAU CLAIRE, WI 54703
(715) 839-4934
LEAH.NESS@EAUCLAIREWI.GOV

DESIGN CONSULTANT
ROSS JOHNSON, P.E.
CBS SQUARED, INC.
770 TECHNOLOGY WAY
CHIPPEWA FALLS, WI 54729
(715) 579-4175

WISDOT CONTACT
TYLER RONGSTAD, P.E.
PDS SUPERVISOR
718 W CLAIREMONT AVE
EAU CLAIRE, WI 54701
(715) 461-0372 (CELL)
TYLER.RONGSTAD@DOT.WI.GOV

ATT - COMMUNICATION
RICK PODOLAK
4TH FLOOR
304 S DEWEY STREET
EAU CLAIRE, WI 54701
(715) 839-5565 (OFFICE)
(715) 410-0656 (CELL)
RP4514@ATT.COM

CITY OF ALTOONA - WATER/SEWER
SCOTT KWICK
1303 LYNN AVENUE
ALTOONA, WI 54720
(715) 839-6092 (OFFICE)
(715) 271-6693 (CELL)

CITY OF EAU CLAIRE - SEWER
JAHN ABERHARDT
1040 FOREST STREET
EAU CLAIRE, WI 54702
(715) 839-4950 (OFFICE)
(715) 271-9464 (CELL)

CITY OF EAU CLAIRE - WATER
MIKE MANCI
1040 FOREST STREET
EAU CLAIRE, WI 54702
(715) 839-5189 (OFFICE)
(715) 492-1802 (CELL)

CHARTER - COMMUNICATION
RYAN LUCKEN
1201 MCCANN DRIVE
ALTOONA, WI 54720
(715) 833-7390 (OFFICE)
(715) 215-0842 (CELL)
RYAN.LUCKEN@CHARTER.COM

CINC GROUP - COMMUNICATION
DARREN BAUER
UWEC
SCHOFIELD HALL 134F
EAU CLAIRE, WI 54701
(715) 836-5286 (OFFICE)
BAUERDP@UWEC.EDU

TDS TELECOM - COMMUNICATION
EAU CLAIRE
BRANDON SUCHLA
(608) 370-1608 (CELL)
BRANDON.SUCHLA@TDSTELECOM.COM

TDS TELECOM - COMMUNICATION
ALTOONA
2627 TRUAX BLVD
EAU CLAIRE, WI 54703
TIM VAINI - (715) 900-2447
RUSS KENNY - (715) 391-9644

XCEL ENERGY - ELECTRICITY DISTRIBUTION
JOHN KELSER
1414 W HAMILTON AVENUE
P.O. BOX 8
EAU CLAIRE, WI 54702-0008
(715) 737-6020
JOHN.KELSER@XCELENERGY.COM

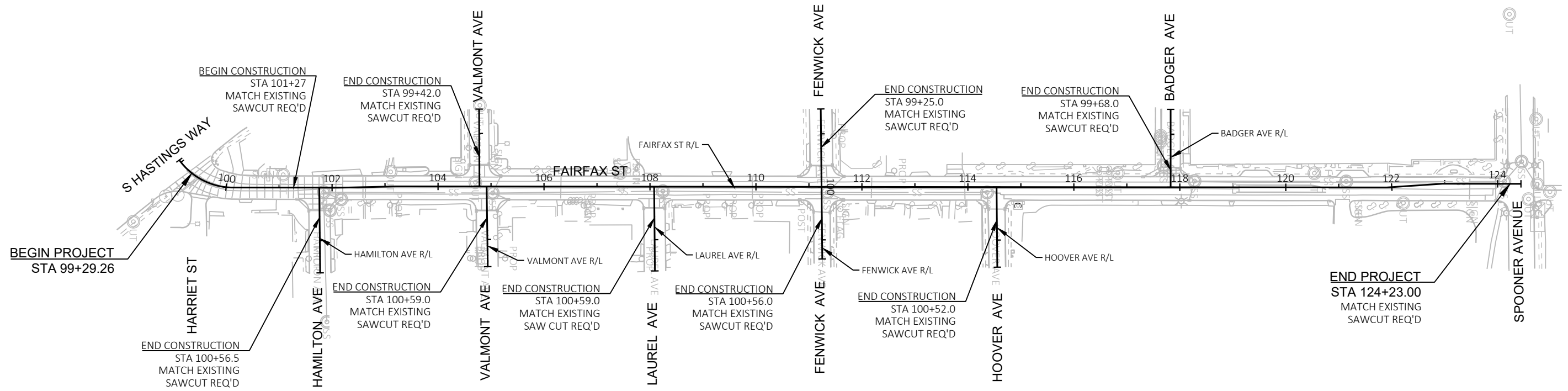
XCEL ENERGY - GAS/PETROLEUM
BENJAMIN CARLI
1400 WESTERN AVENUE
EAU CLAIRE, WI 54701
(715) 928-3459
BENJAMIN.J.CARLI@XCELENERGY.COM



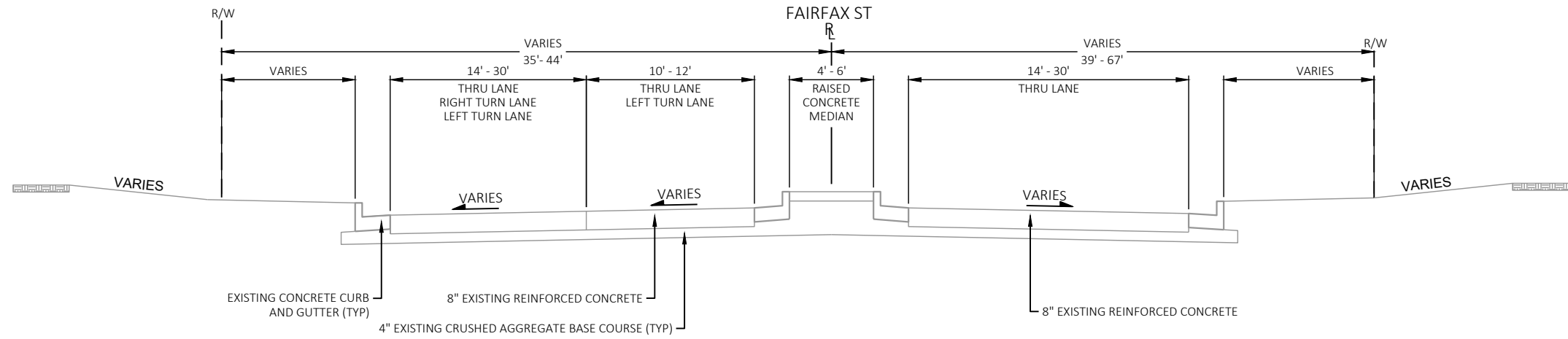


CITY OF EAU CLAIRE

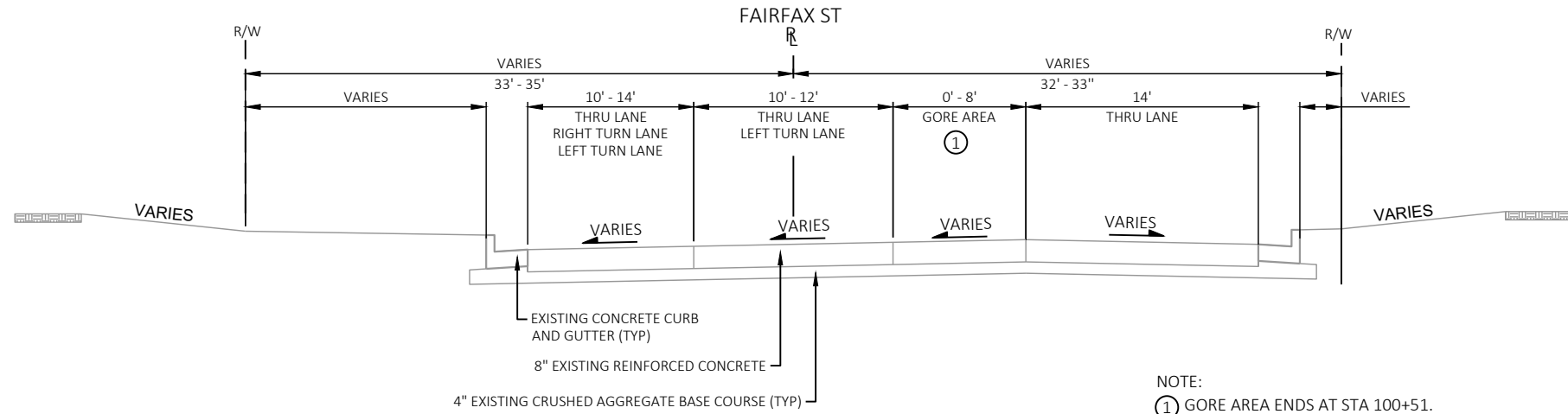
CITY OF ALTOONA



PROJECT NO: 7995-02-59	HWY: FAIRFAX STREET	COUNTY: EAU CLAIRE	PROJECT OVERVIEW	SHEET	E
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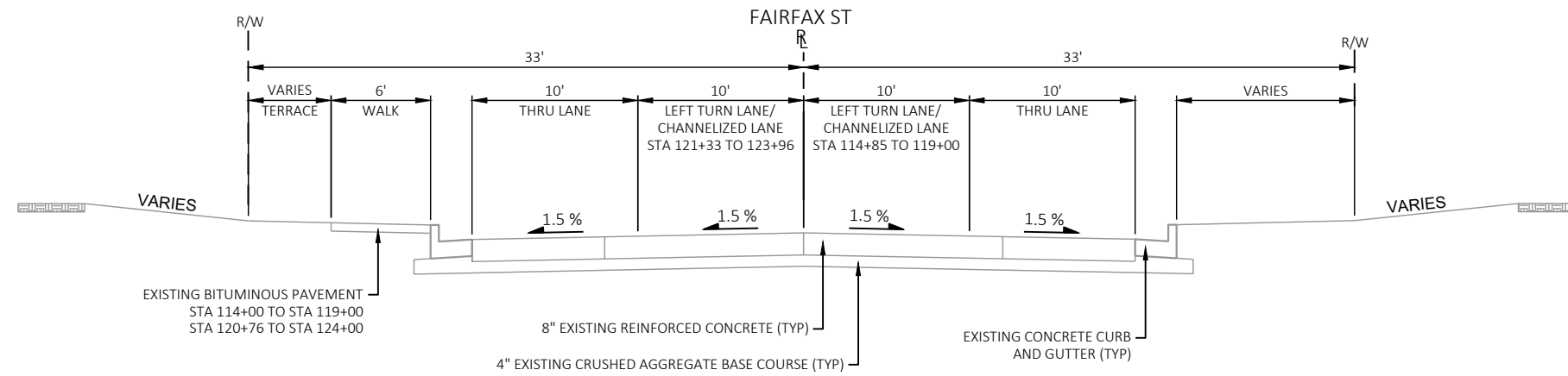


EXISTING TYPICAL SECTION
 FAIRFAX STREET
 STA 99+18 TO STA 100+00

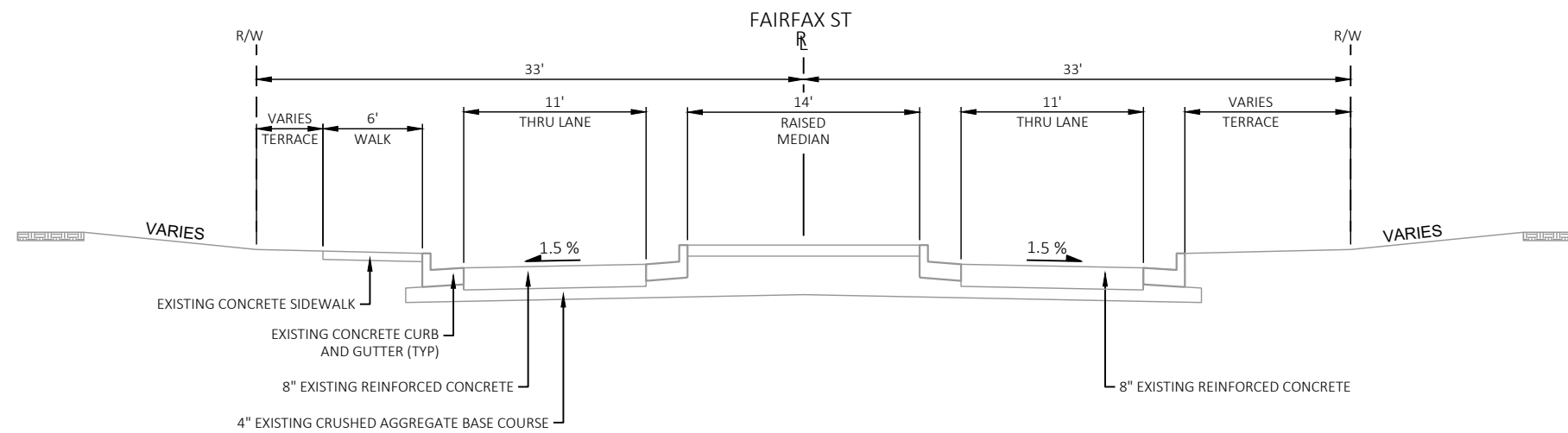


NOTE:
 ① GORE AREA ENDS AT STA 100+51.

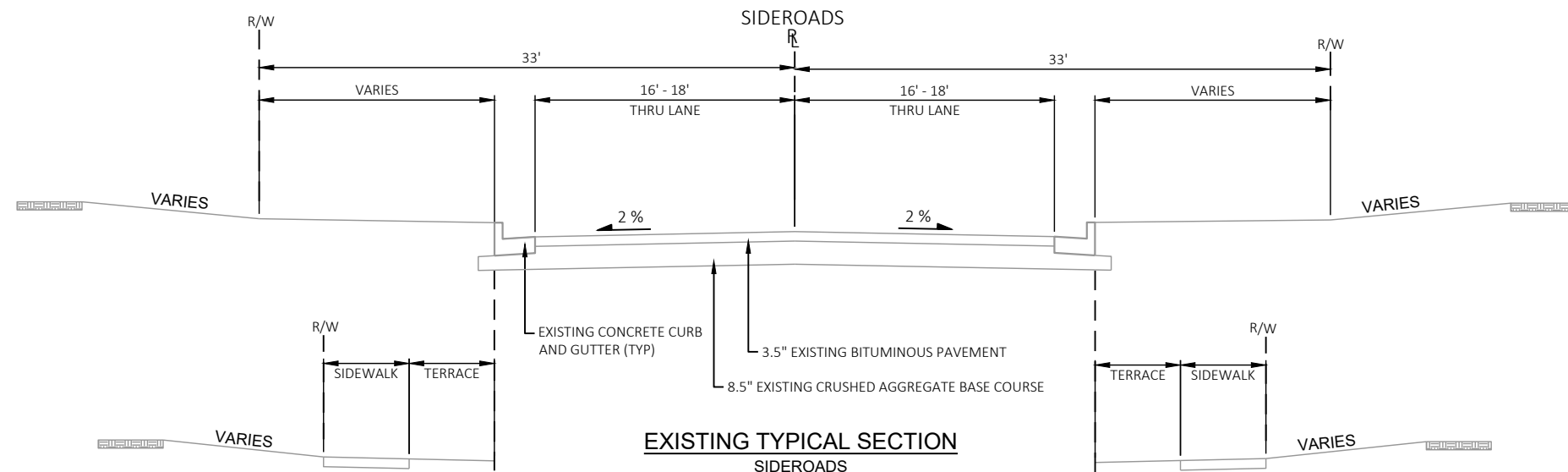
EXISTING TYPICAL SECTION
 FAIRFAX STREET
 STA 100+00 TO STA 102+20



EXISTING TYPICAL SECTION
 FAIRFAX STREET
 STA 102+20 TO STA 119+00
 STA 120+76 TO STA 124+23



EXISTING TYPICAL SECTION
 FAIRFAX STREET
 STA 119+00 TO STA 120+76



EXISTING TYPICAL SECTION

BADGER AVE
0' TERRACE/5' SIDEWALK
STA 99+70 TO STA 99+82

EXISTING TYPICAL SECTION

SIDEROADS
VALMONT AVE
STA 99+52 TO STA 99+82
STA 100+19 TO STA 100+51

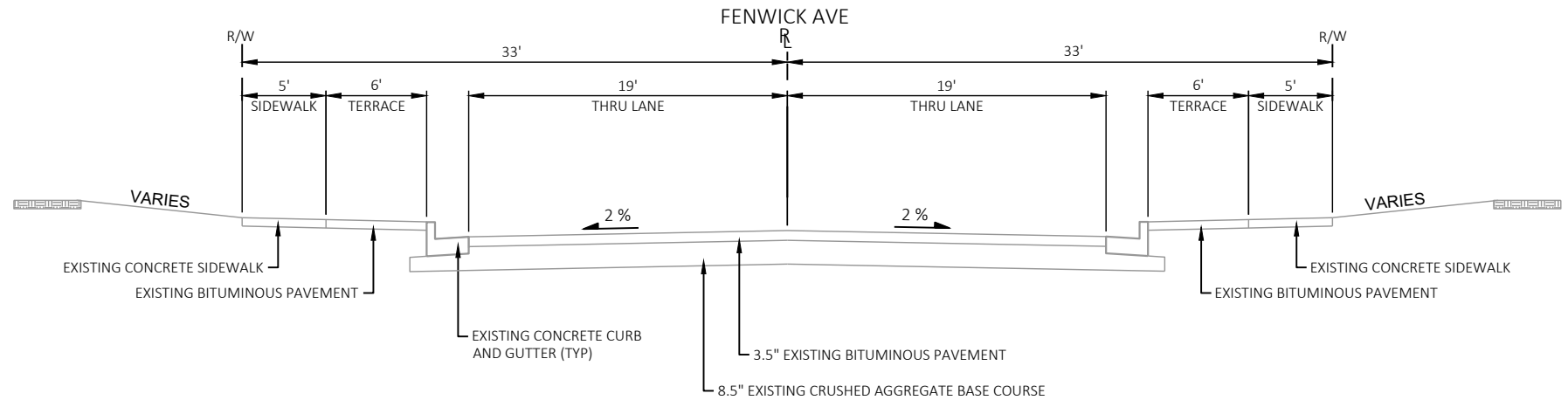
LAUREL AVE
STA 100+19 TO STA 100+51

BADGER AVE
STA 99+70 TO STA 99+82

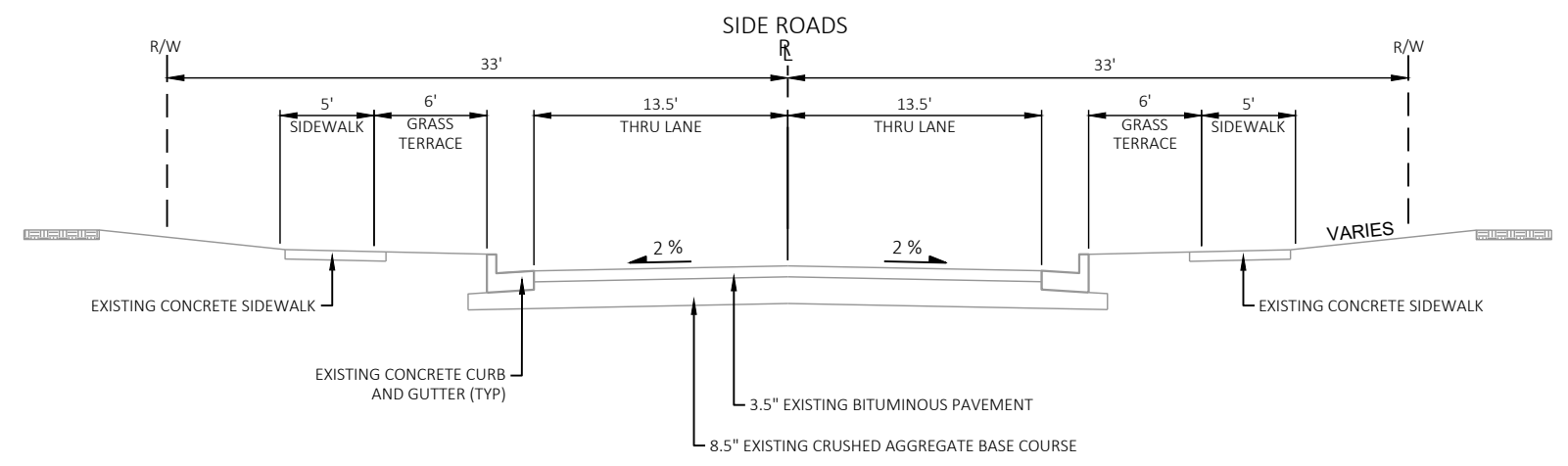
EXISTING TYPICAL SECTION

SIDEROADS
VALMONT AVE
3' TERRACE/6' SIDEWALK
STA 99+52 TO STA 99+82

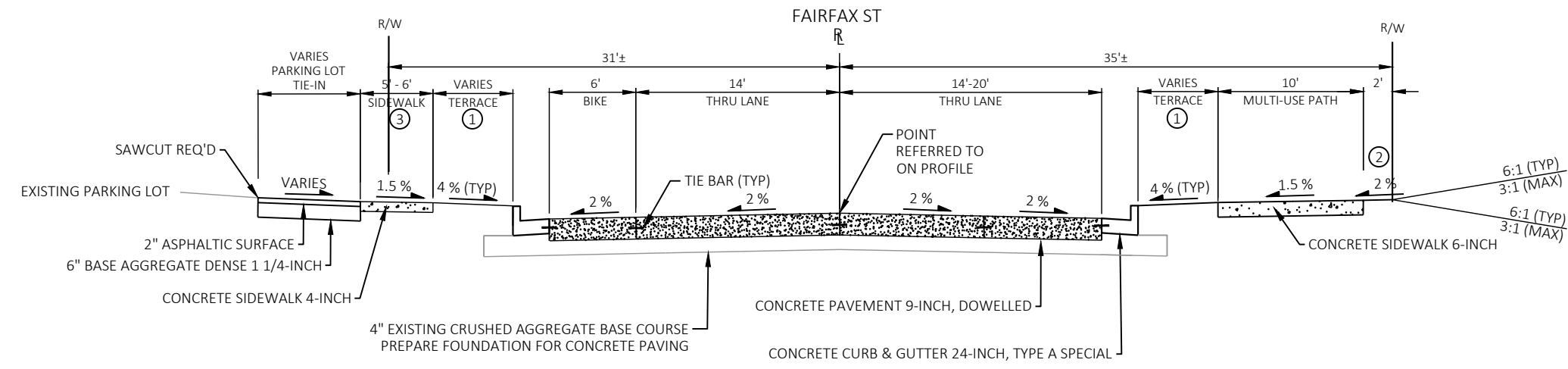
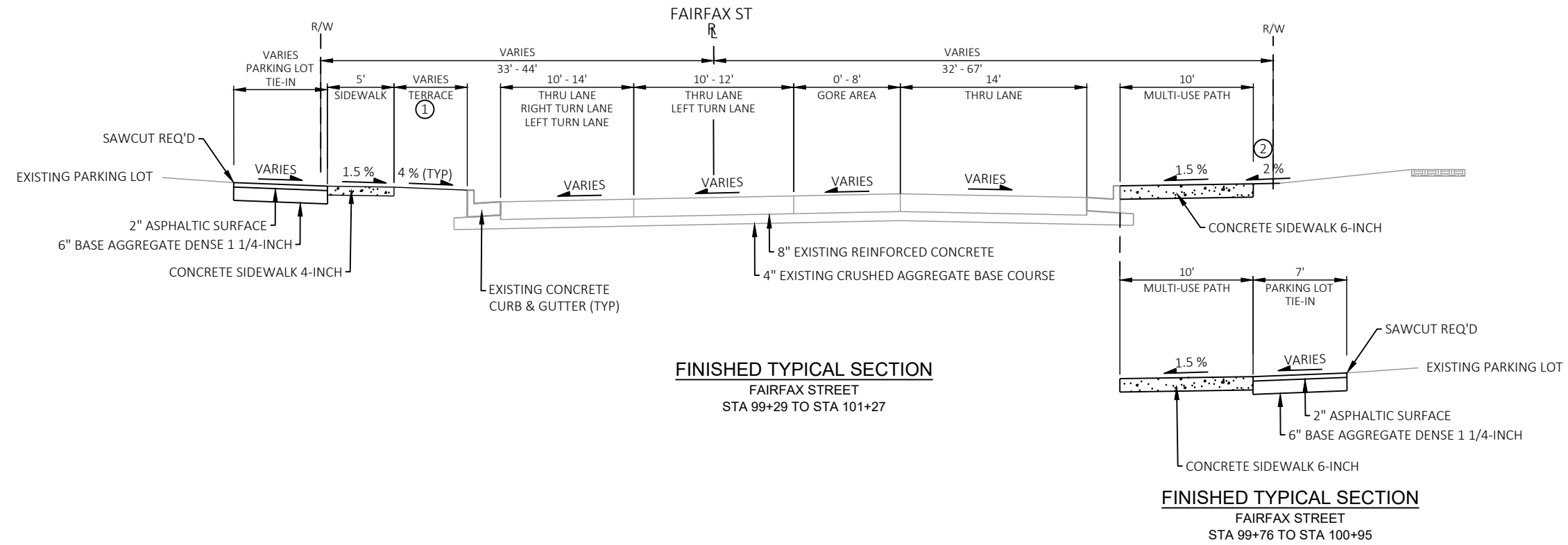
BADGER AVE
0' TERRACE/10' SIDEWALK
STA 99+70 TO STA 99+82



EXISTING TYPICAL SECTION
 FENWICK AVE
 STA 99+54 TO STA 99+82

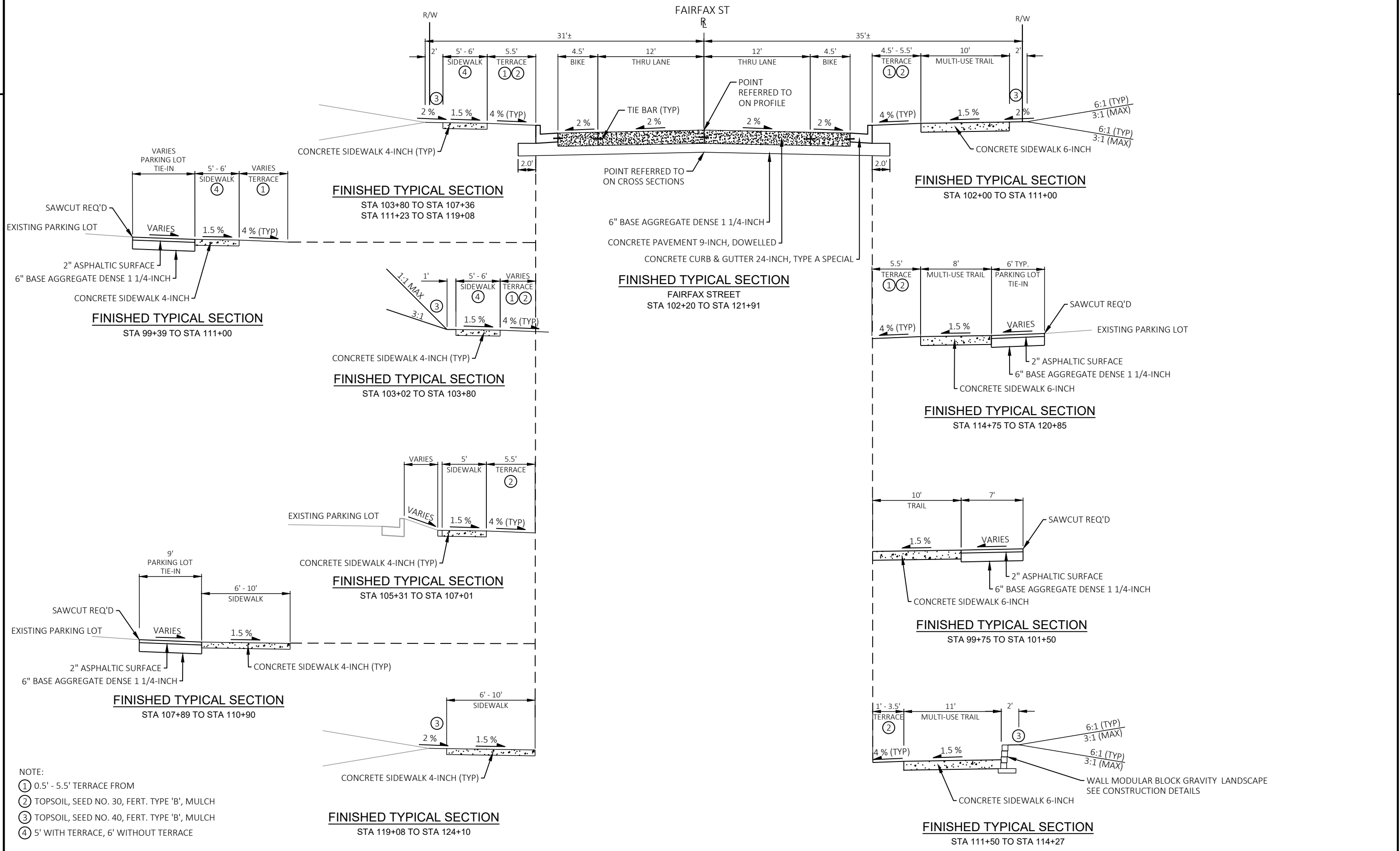


EXISTING TYPICAL SECTION
 FENWICK AVE
 STA 100+19 TO STA 100+52
 HOOVER AVE
 STA 100+00 TO STA 100+44

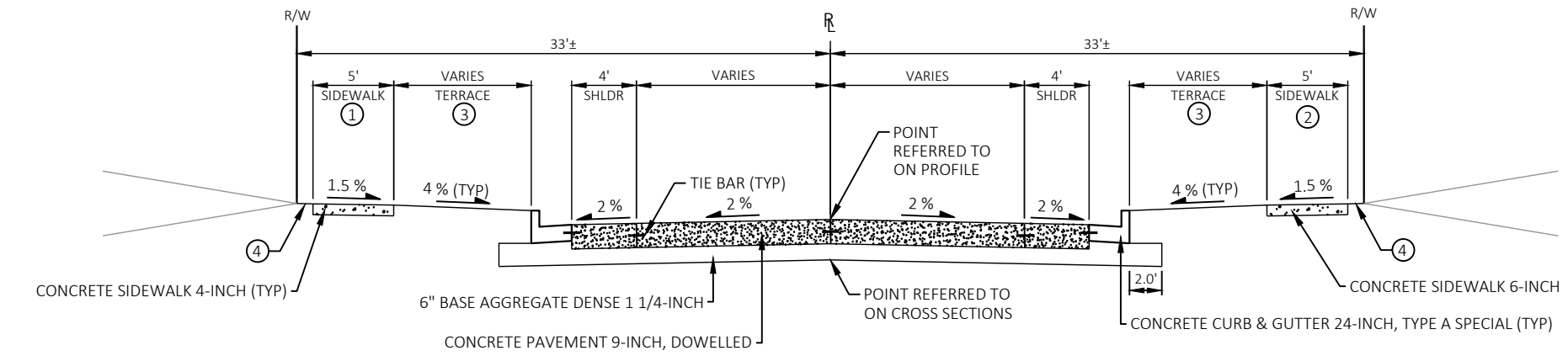
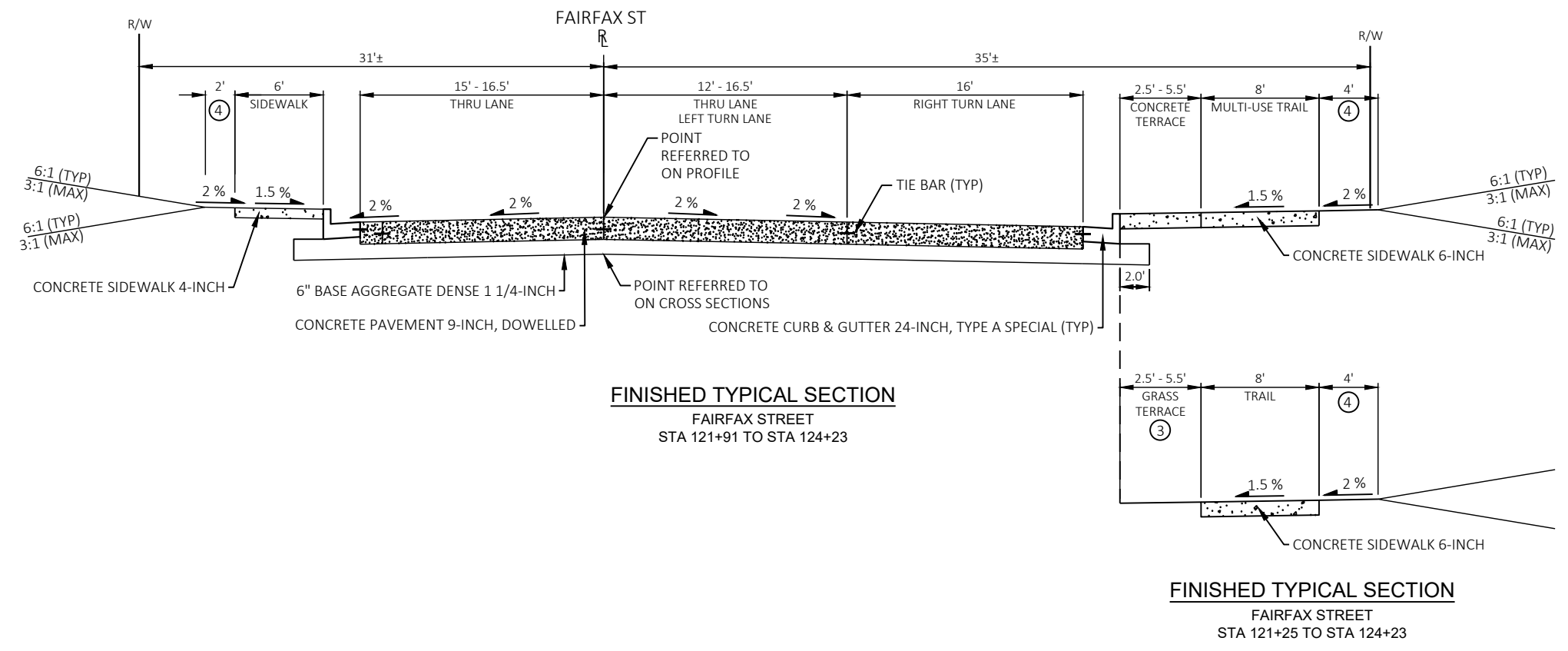


NOTE:

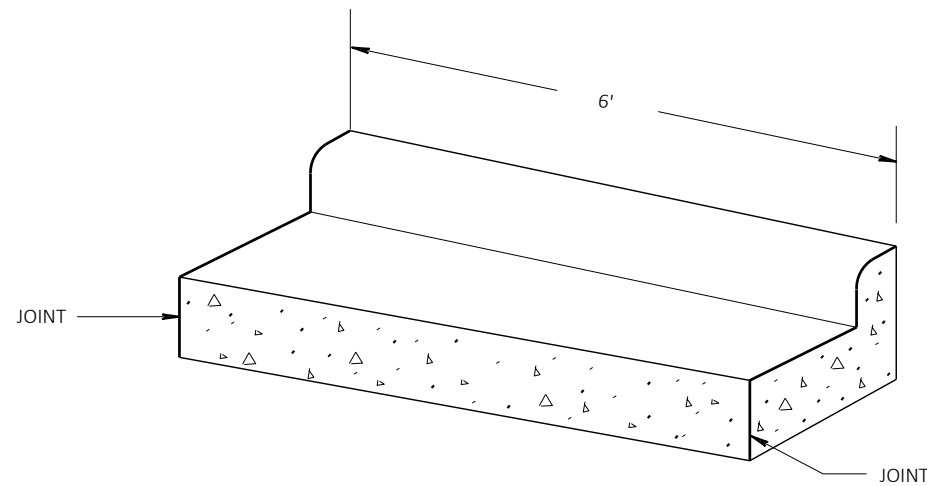
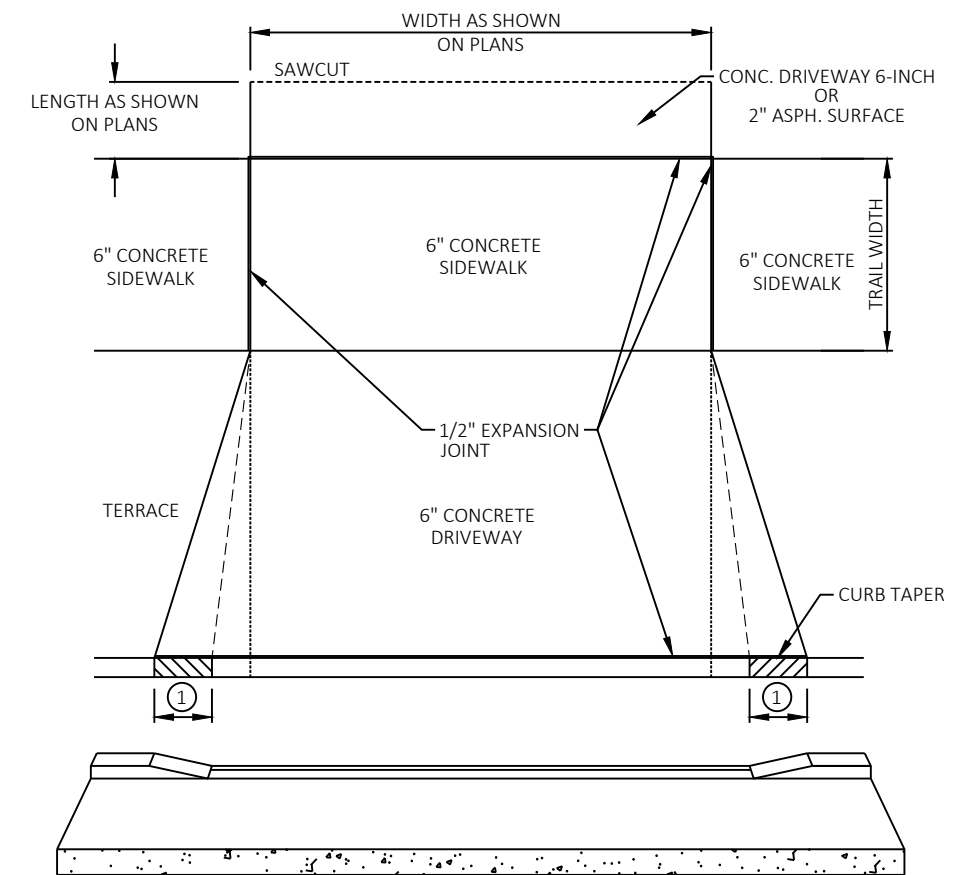
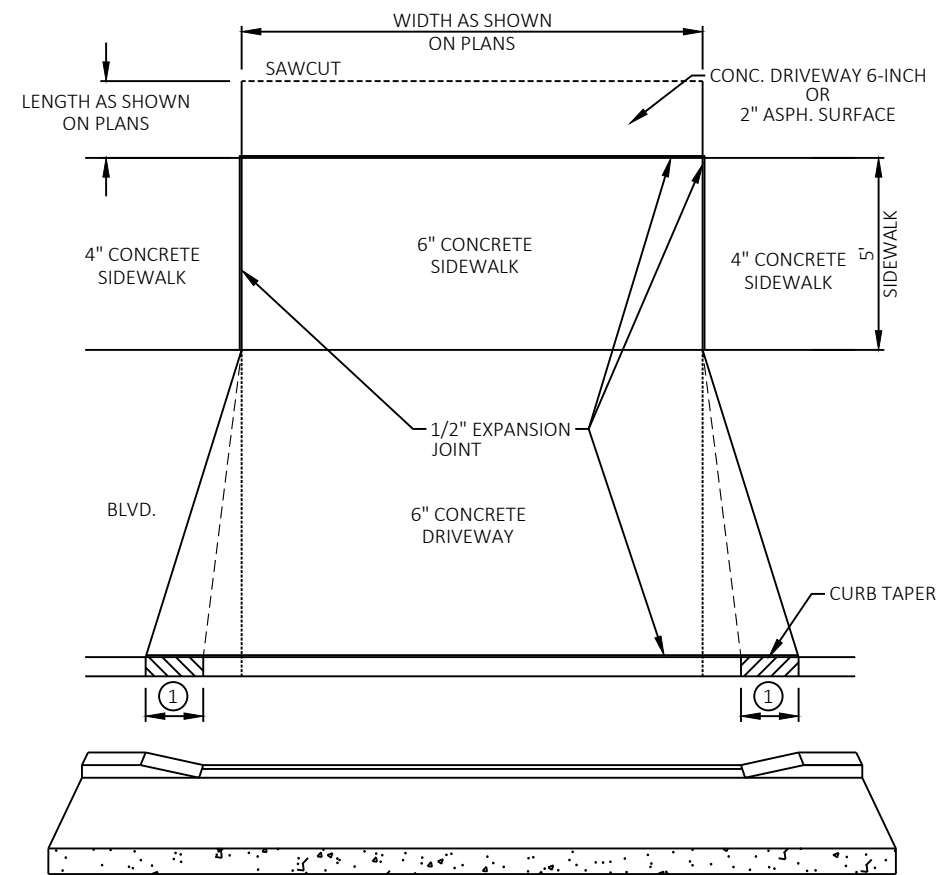
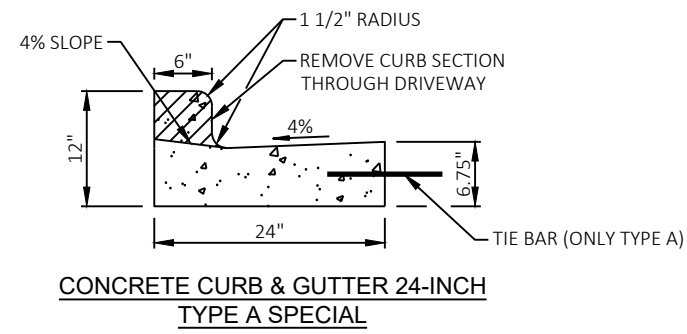
- ① TOPSOIL, SEED NO. 30, FERT. TYPE 'B', MULCH
- ② TOPSOIL, SEED NO. 40, FERT. TYPE 'B', MULCH
- ③ 5' WITH TERRACE, 6' WITHOUT TERRACE



- NOTE:
- ① 0.5' - 5.5' TERRACE FROM
 - ② TOPSOIL, SEED NO. 30, FERT. TYPE 'B', MULCH
 - ③ TOPSOIL, SEED NO. 40, FERT. TYPE 'B', MULCH
 - ④ 5' WITH TERRACE, 6' WITHOUT TERRACE



- NOTE:
- ① END SIDEWALK LAUREL AVE AT STA 100+36.
BEGIN SIDEWALK FENWICK AVE AT STA 99+49.
 - ② BEGIN SIDEWALK VALMONT AVE AT STA 99+46.
BEGIN SIDEWALK FENWICK AVE AT STA 99+56.
 - ③ TOPSOIL, SEED NO. 30, FERT. TYPE 'B', MULCH
 - ④ TOPSOIL, SEED NO. 40, FERT. TYPE 'B', MULCH



TRANSITION DETAIL

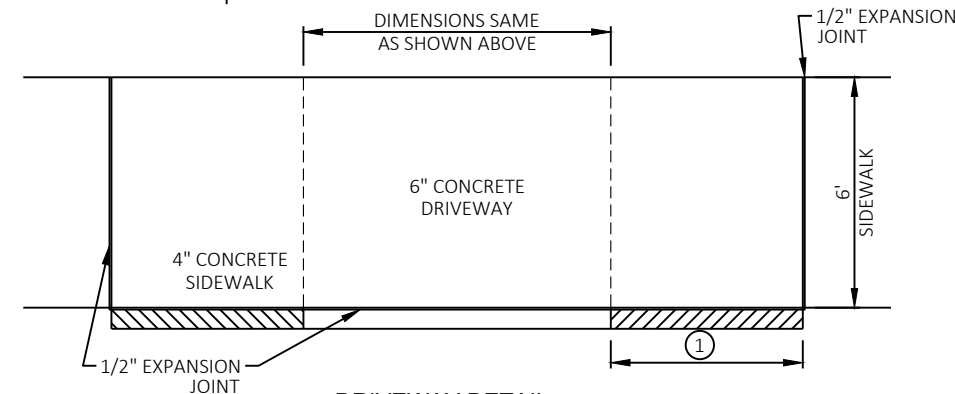
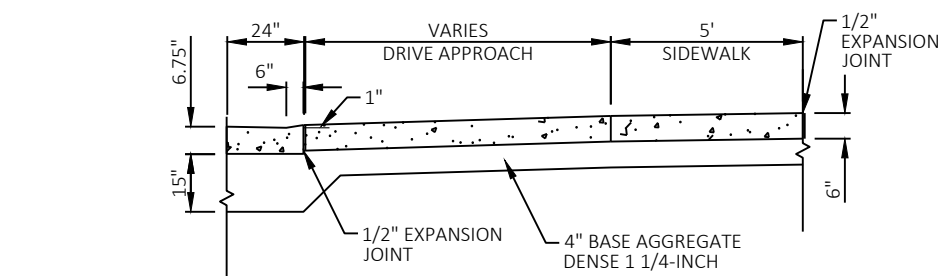
30" TYPE "D" CURB & GUTTER TO 24" TYPE "A" SPECIAL CURB & GUTTER
(TO BE MEASURED & PAID FOR AS CONCRETE CURB & GUTTER 24-INCH, TYPE A SPECIAL)

30" TYPE "A" CURB & GUTTER TO 18" TYPE "A" CURB & GUTTER
(TO BE MEASURED & PAID FOR AS CONCRETE CURB & GUTTER 30-INCH, TYPE A)

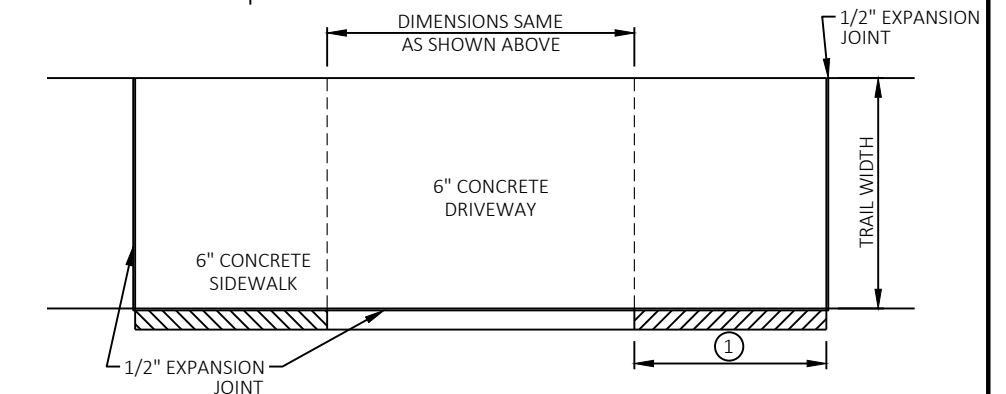
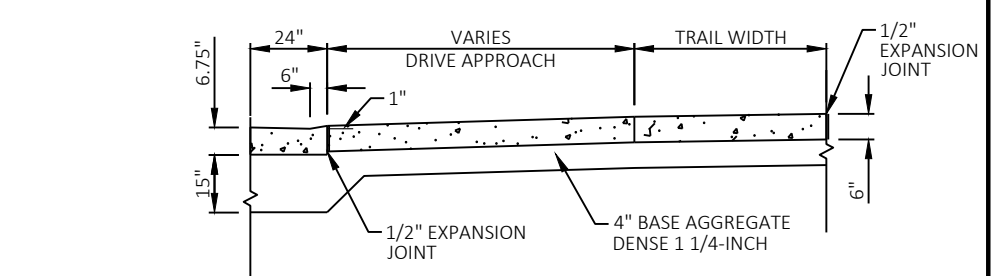
NOTES:

① CONFORM TO STANDARD DETAIL DRAWINGS

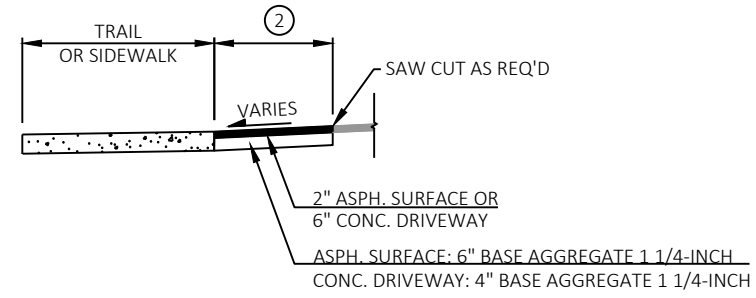
THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT TO EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.



**DRIVEWAY DETAIL
WEST (EAU CLAIRE) SIDE OF FAIRFAX STREET**

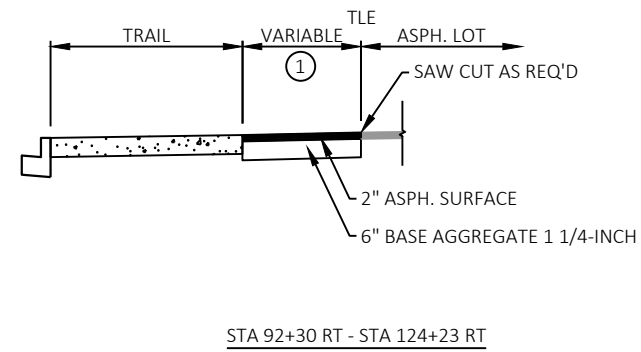
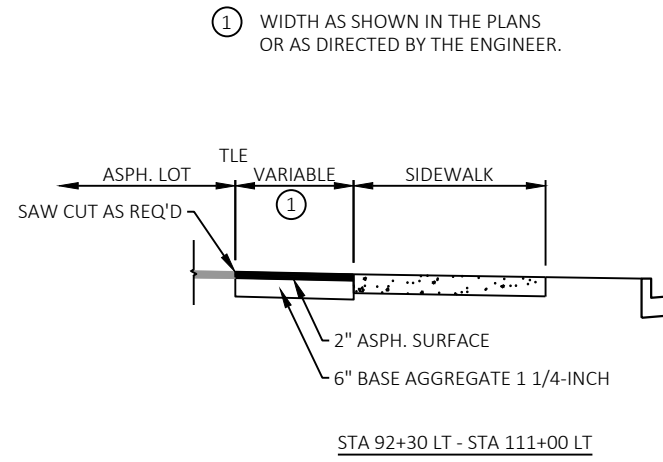


**DRIVEWAY DETAIL
EAST (ALTOONA) SIDE OF FAIRFAX STREET**



DRIVEWAY APPROACH

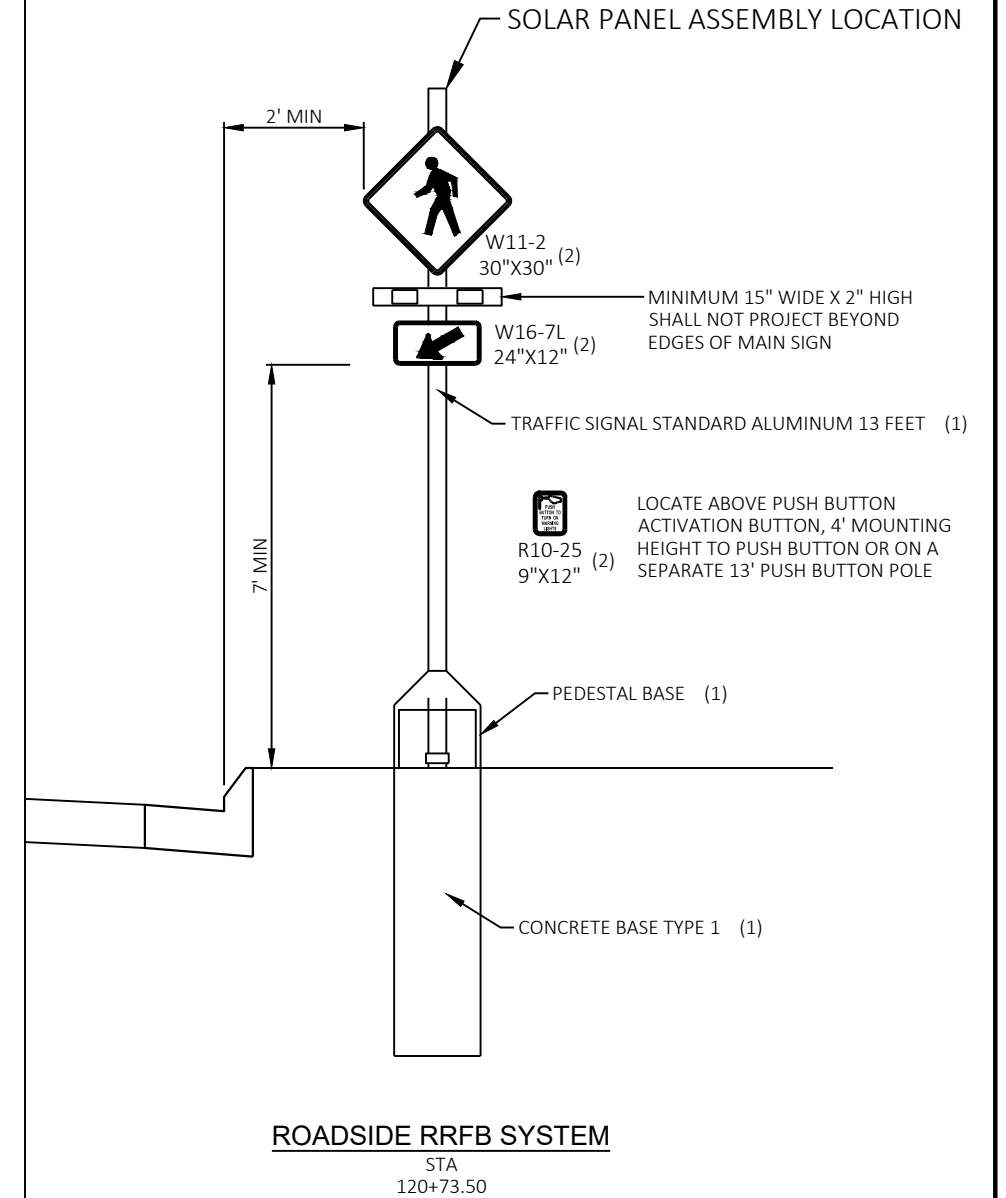
② LENGTH AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

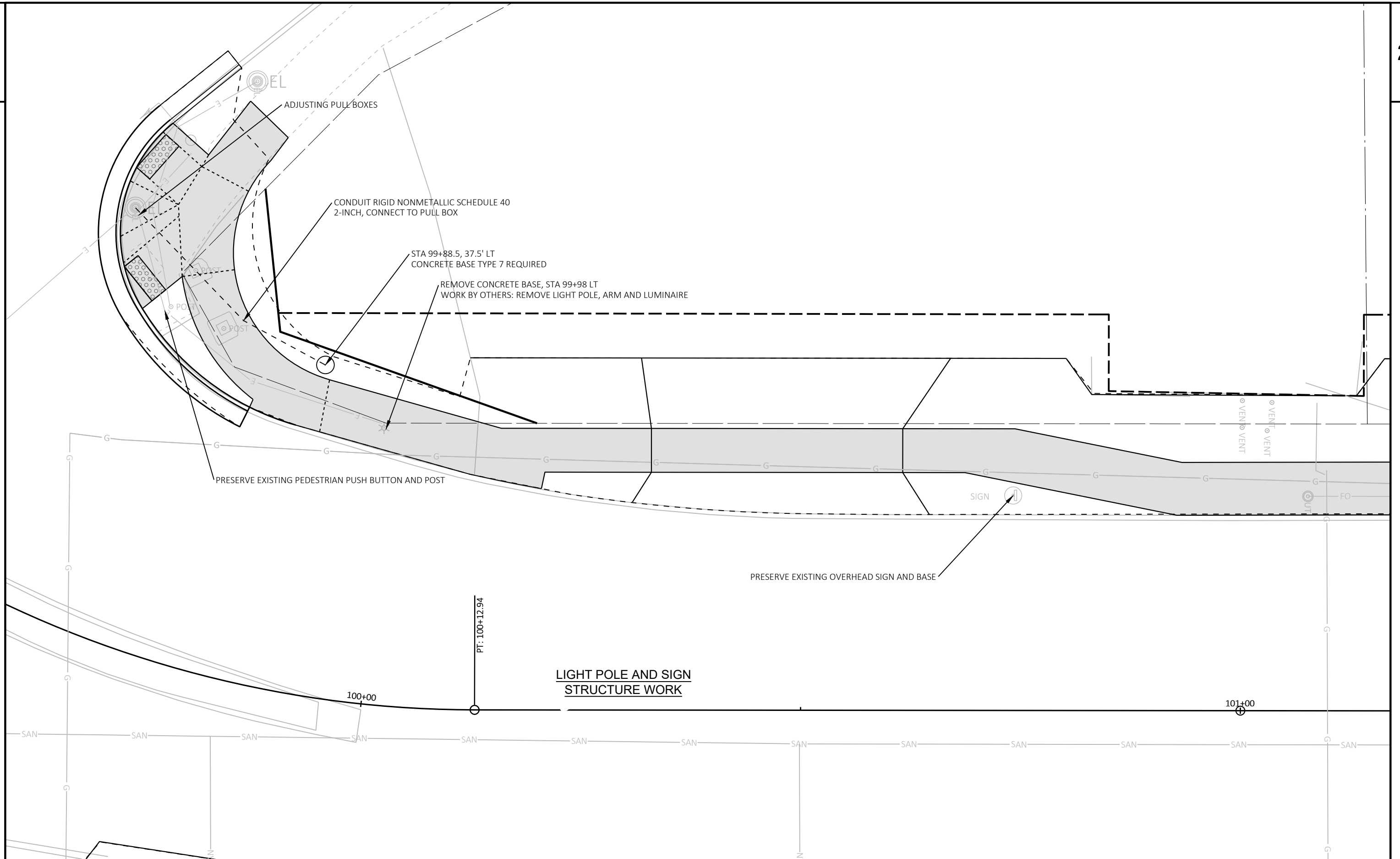


**ASPHALT PARKING LOT TYPICAL SECTIONS
FAIRFAX STREET
LOCATIONS AS SHOWN ON PLANS**

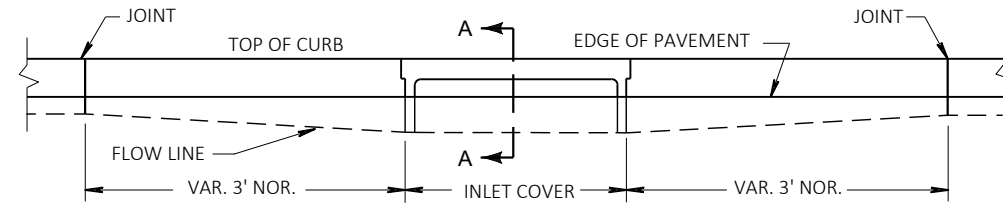
GENERAL NOTES

- ITEM TO MEET REQUIREMENTS OF SECTIONS 654 AND 657 OF THE THE CURRENT WISDOT STANDARD SPECIFICATIONS.
- RRFB SYSTEMS ON THE SIDE OF ROAD REQUIRE (1) W11-2 30"x30", (1) W16-7L SIGN EACH.

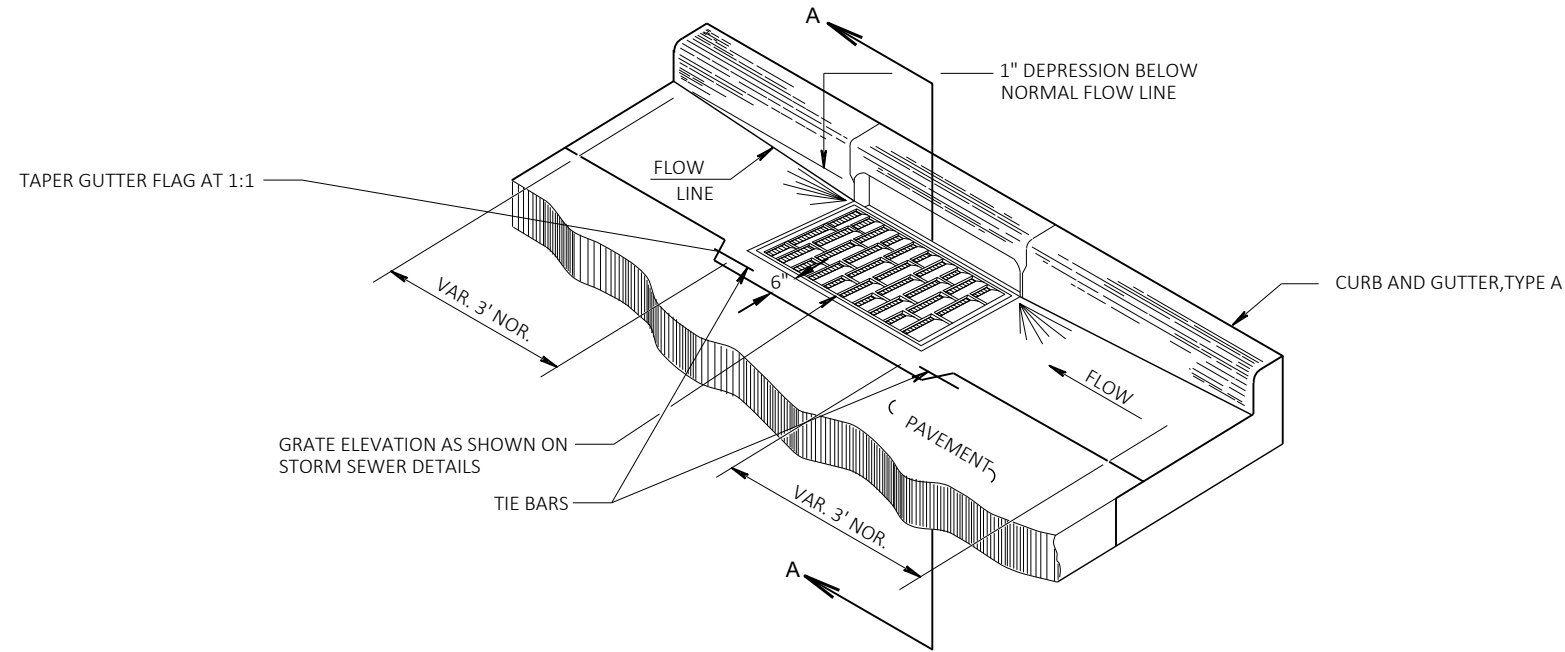




PROJECT NO: 7995-02-59	HWY: FAIRFAX STREET	COUNTY: EAU CLAIRE	CONSTRUCTION DETAILS	SHEET E
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ELEVATION



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

GENERAL NOTES

THE PLAN QUANTITY FOR THE BID ITEM "WALL MODULAR BLOCK GRAVITY LANDSCAPE" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF WALL TO FINISHED GRADE.

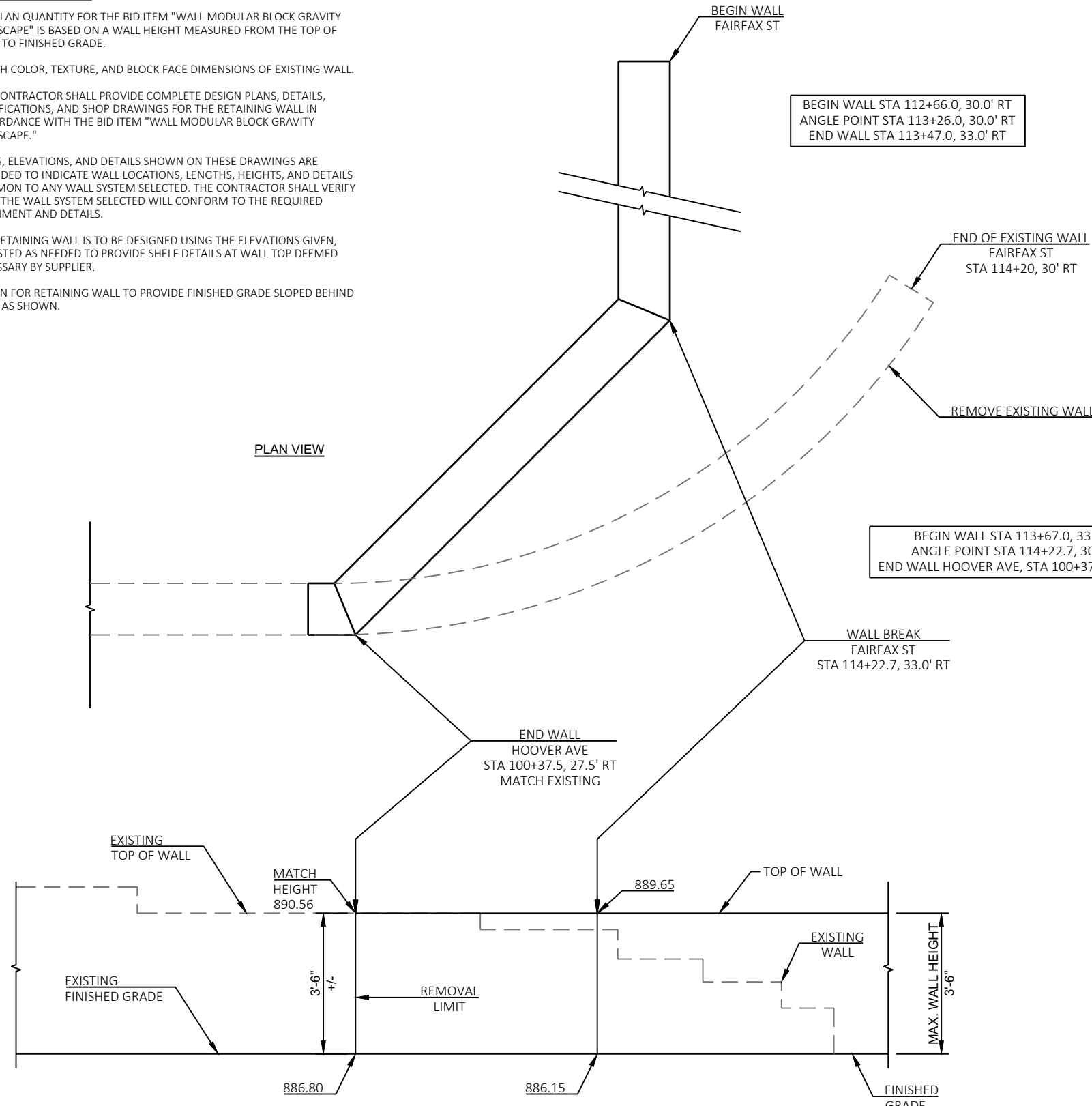
MATCH COLOR, TEXTURE, AND BLOCK FACE DIMENSIONS OF EXISTING WALL.

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE RETAINING WALL IN ACCORDANCE WITH THE BID ITEM "WALL MODULAR BLOCK GRAVITY LANDSCAPE."

PLANS, ELEVATIONS, AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO ANY WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENT AND DETAILS.

THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN, ADJUSTED AS NEEDED TO PROVIDE SHELF DETAILS AT WALL TOP DEEMED NECESSARY BY SUPPLIER.

DESIGN FOR RETAINING WALL TO PROVIDE FINISHED GRADE SLOPED BEHIND WALL AS SHOWN.

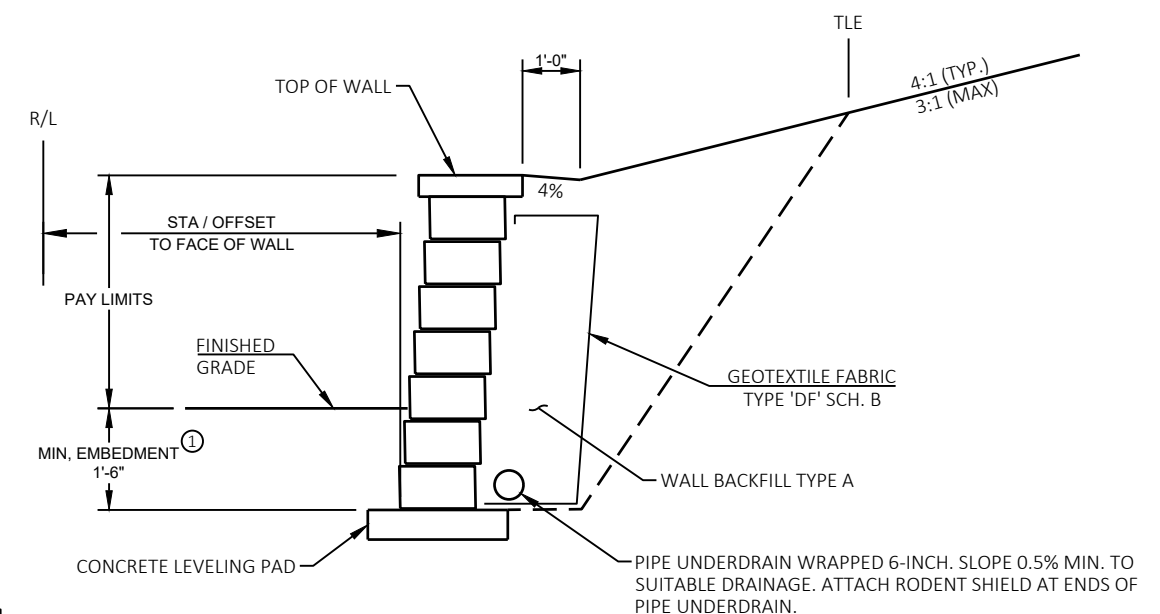


BEGIN WALL STA 112+66.0, 30.0' RT
 ANGLE POINT STA 113+26.0, 30.0' RT
 END WALL STA 113+47.0, 33.0' RT

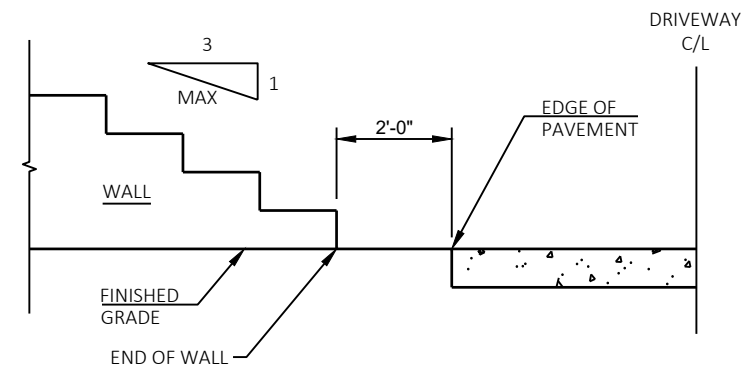
BEGIN WALL STA 113+67.0, 33.0' RT
 ANGLE POINT STA 114+22.7, 30.0' RT
 END WALL HOOVER AVE, STA 100+37.5, 27.5' RT

NOTE

① EXCESS EMBEDMENT REQ'D FOR STEPPING IS INCIDENTAL TO THE WORK.



TYPICAL WALL SECTION
 FAIRFAX ST
 STA 112+66 TO STA 113+47, RT
 STA 113+67 TO STA 114+27, RT



DRIVEWAY DETAIL
 STA 113+58, RT
 (TYPICAL BOTH SIDES)

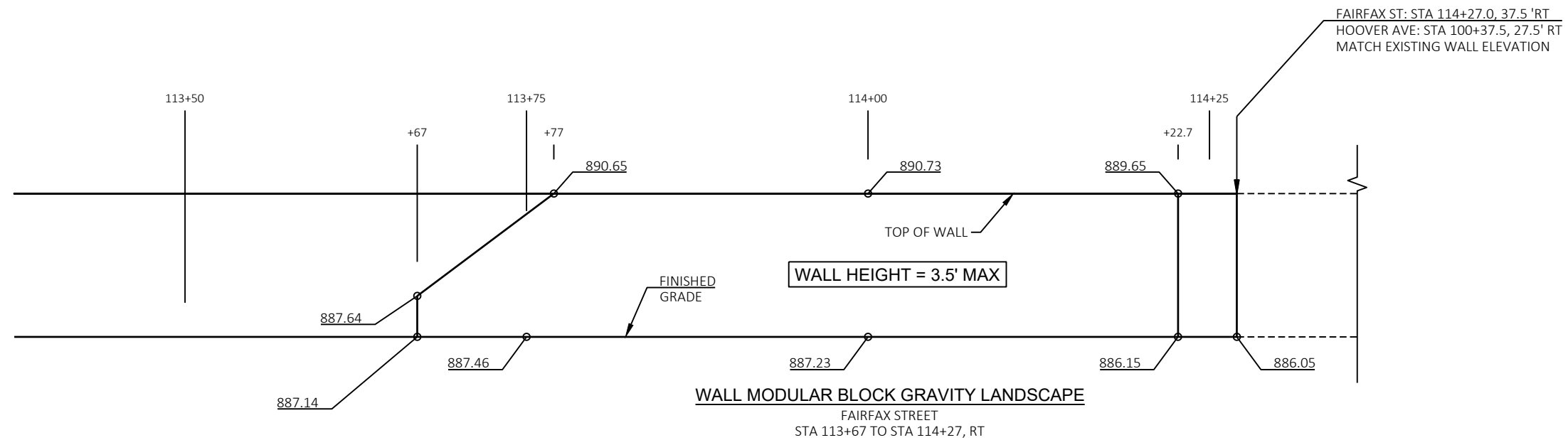
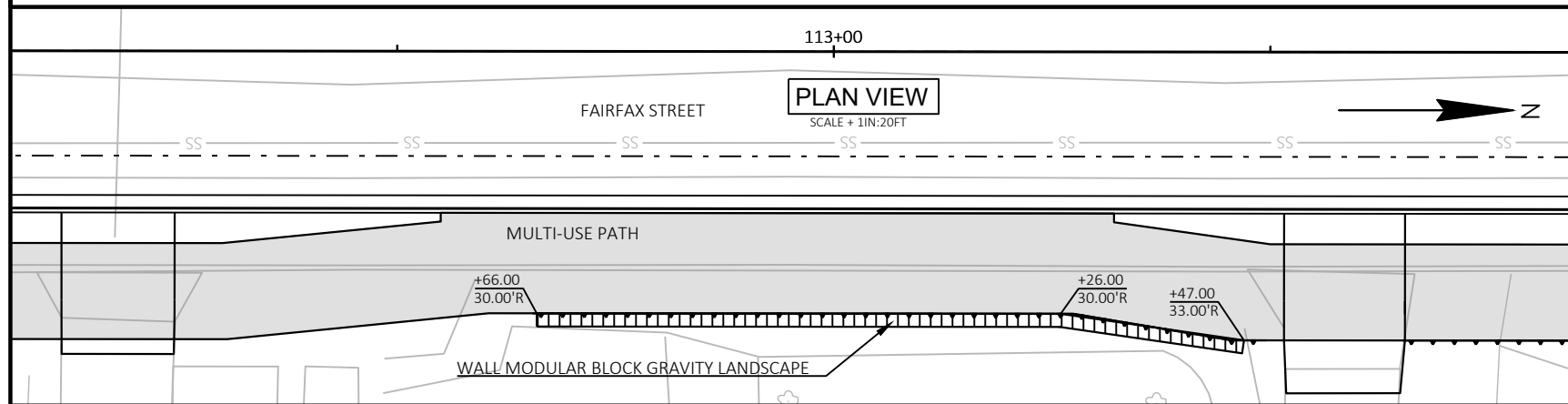
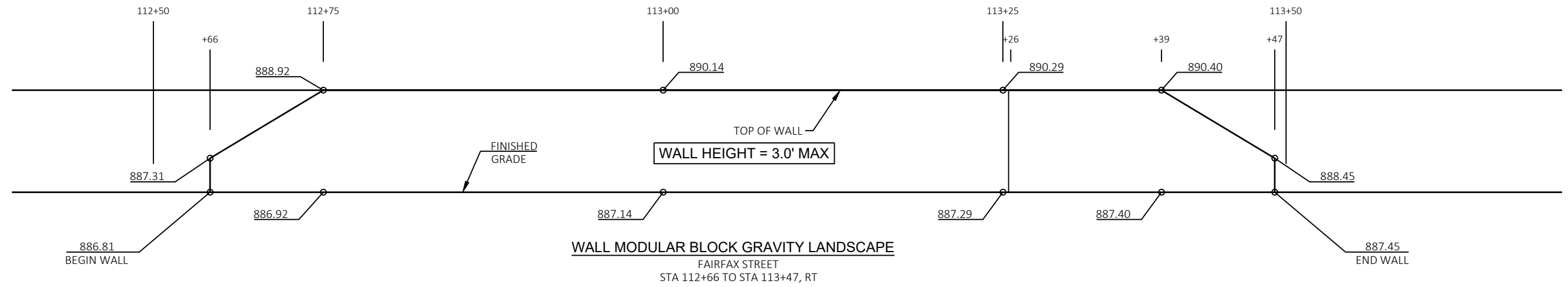
MATCH COLOR, TEXTURE, AND BLOCK FACE DIMENSIONS OF EXISTING WALL.

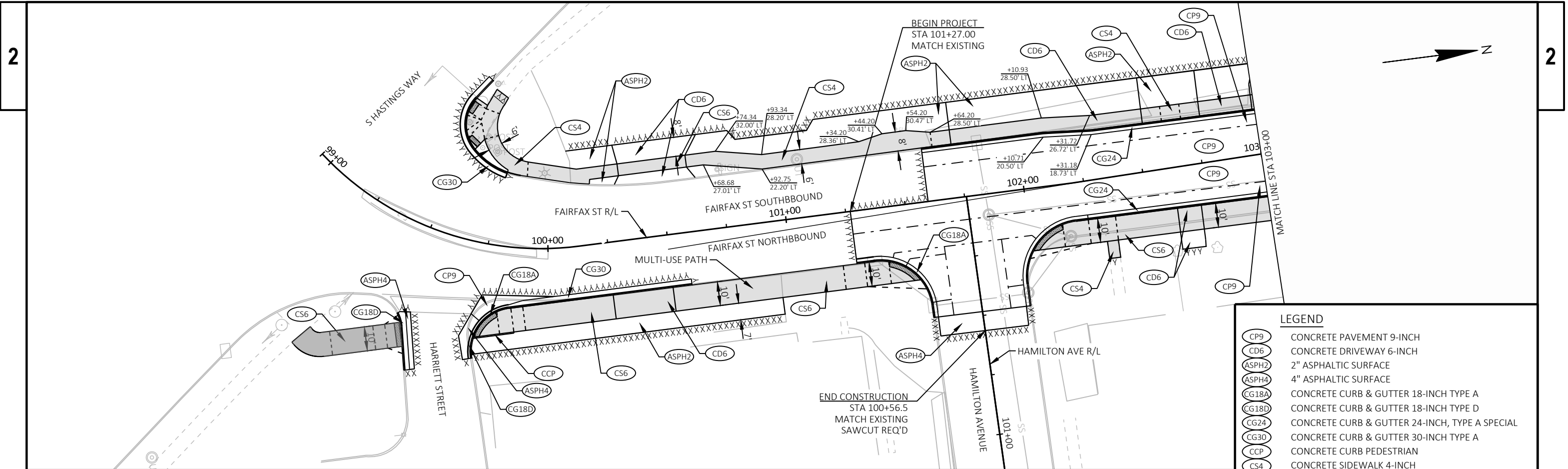
PROFILE VIEW

WALL MODULAR BLOCK GRAVITY LANDSCAPE

GEOTECHNICAL INFORMATION

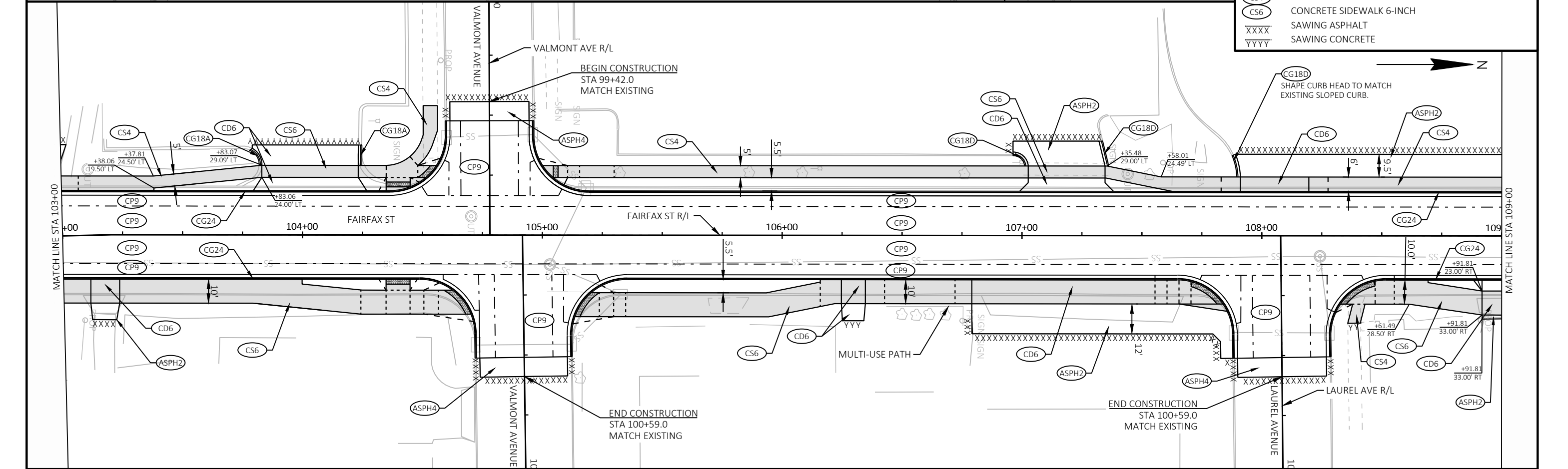
SOIL ANALYSIS NOT AVAILABLE.
 SOIL BORINGS OF ROADWAY WERE VISUALLY CLASSIFIED AS AASHTO A-2-4 SOILS.

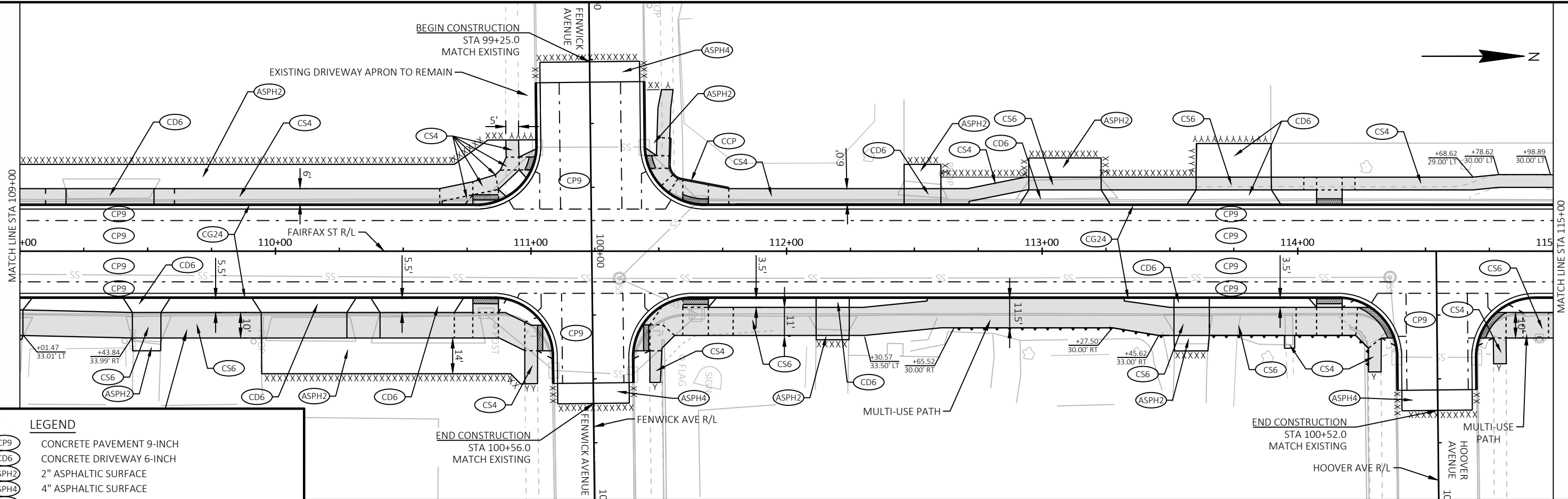




LEGEND

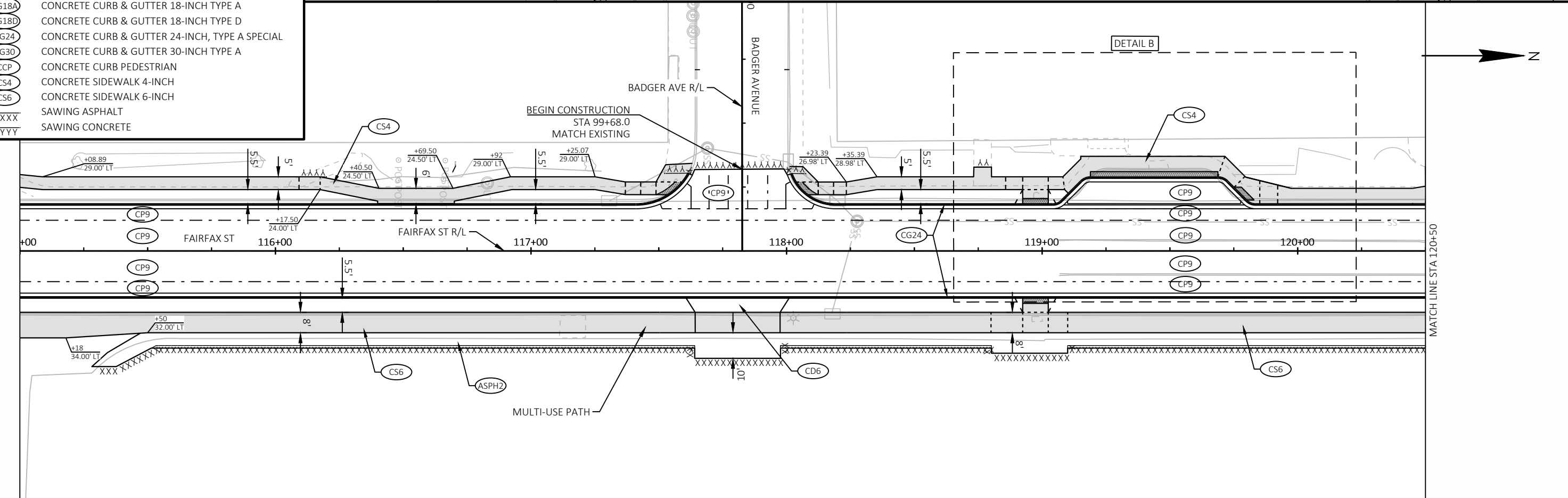
CP9	CONCRETE PAVEMENT 9-INCH
CD6	CONCRETE DRIVEWAY 6-INCH
ASPH2	2" ASPHALTIC SURFACE
ASPH4	4" ASPHALTIC SURFACE
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG24	CONCRETE CURB & GUTTER 24-INCH, TYPE A SPECIAL
CG30	CONCRETE CURB & GUTTER 30-INCH TYPE A
CCP	CONCRETE CURB PEDESTRIAN
CS4	CONCRETE SIDEWALK 4-INCH
CS6	CONCRETE SIDEWALK 6-INCH
XXXX	SAWING ASPHALT
YYYY	SAWING CONCRETE

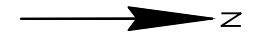




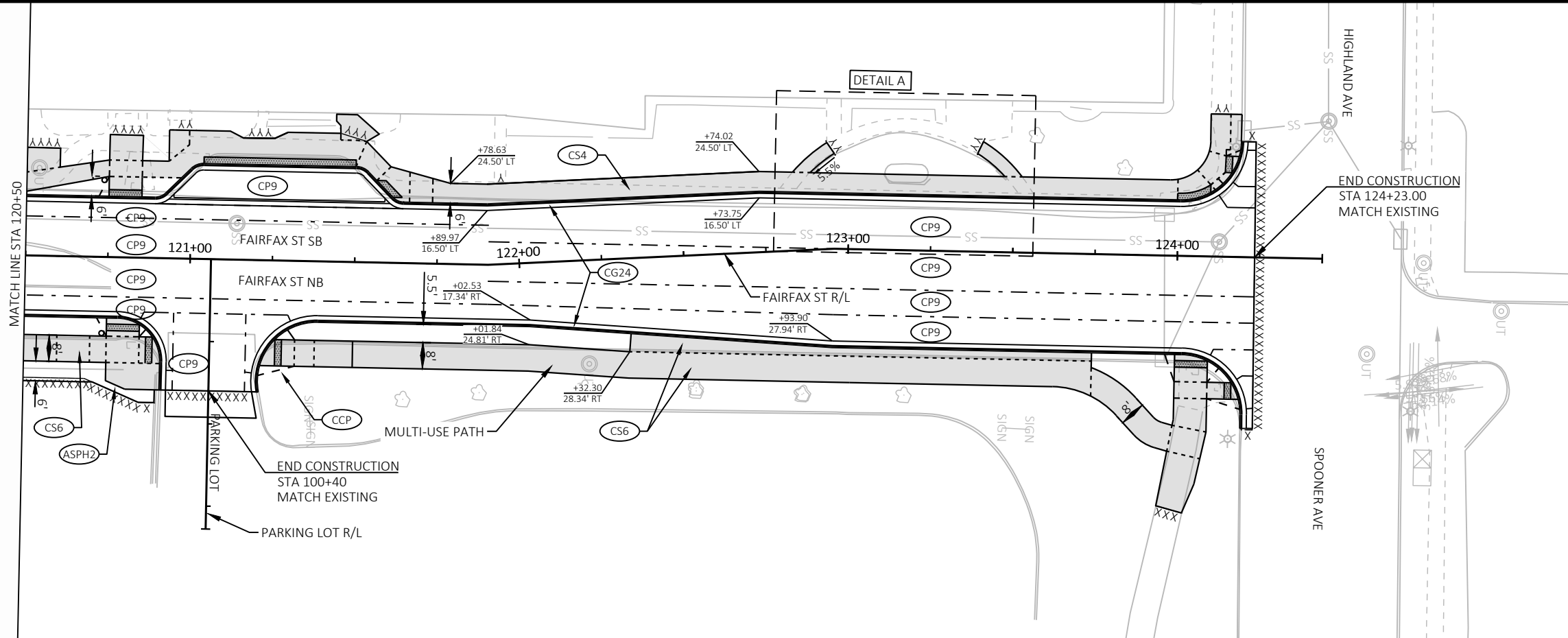
LEGEND

CP9	CONCRETE PAVEMENT 9-INCH
CD6	CONCRETE DRIVEWAY 6-INCH
ASPH2	2" ASPHALTIC SURFACE
ASPH4	4" ASPHALTIC SURFACE
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG24	CONCRETE CURB & GUTTER 24-INCH, TYPE A SPECIAL
CG30	CONCRETE CURB & GUTTER 30-INCH TYPE A
CCP	CONCRETE CURB PEDESTRIAN
CS4	CONCRETE SIDEWALK 4-INCH
CS6	CONCRETE SIDEWALK 6-INCH
XXXX	SAWING ASPHALT
YYYY	SAWING CONCRETE



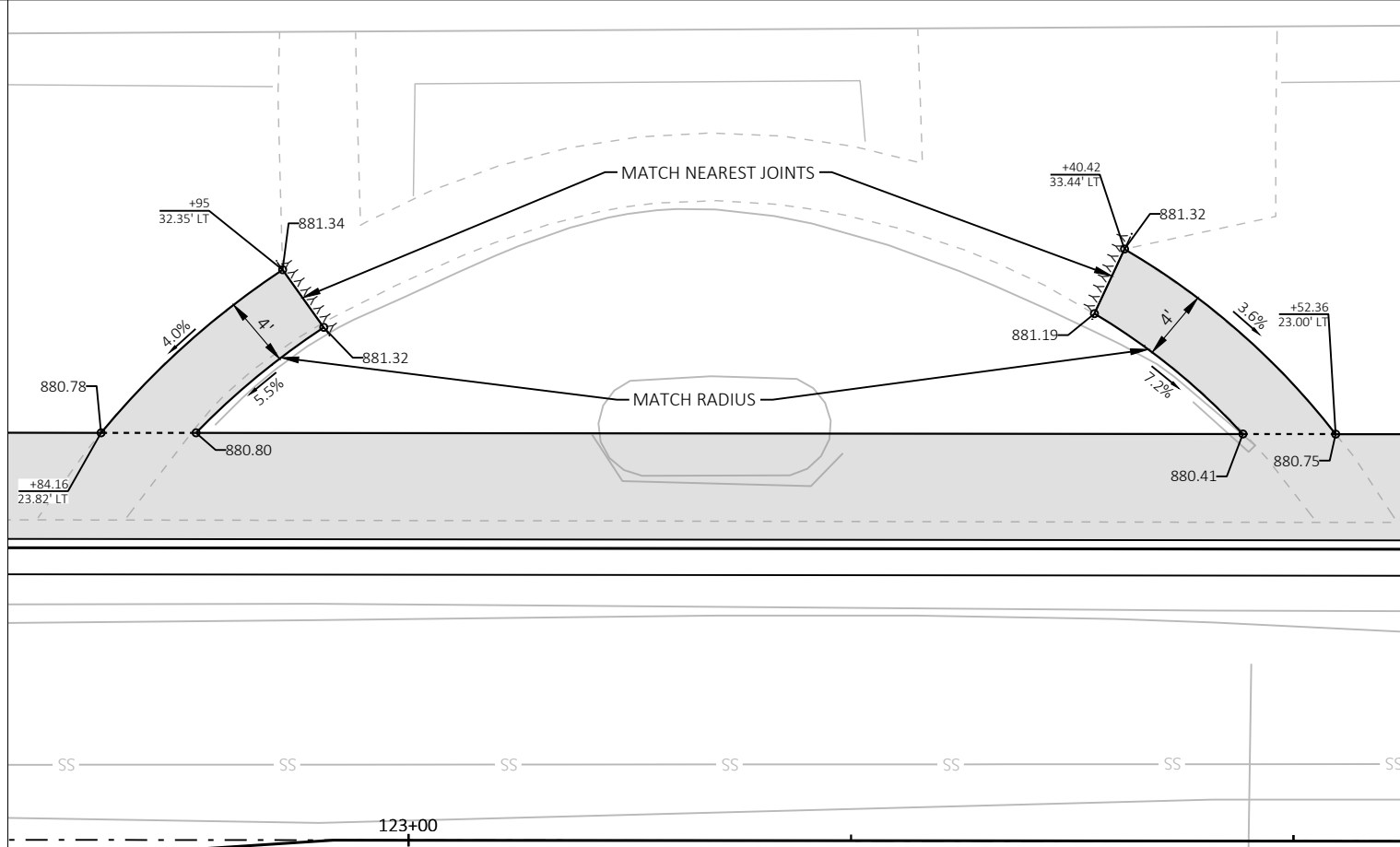


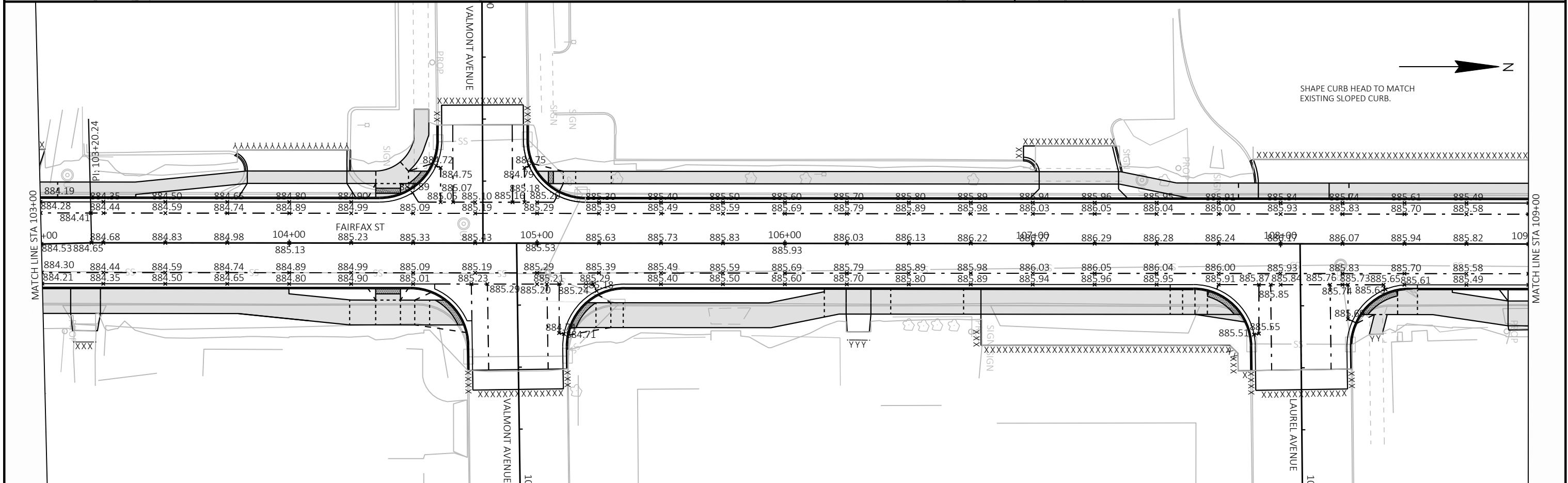
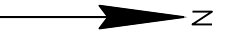
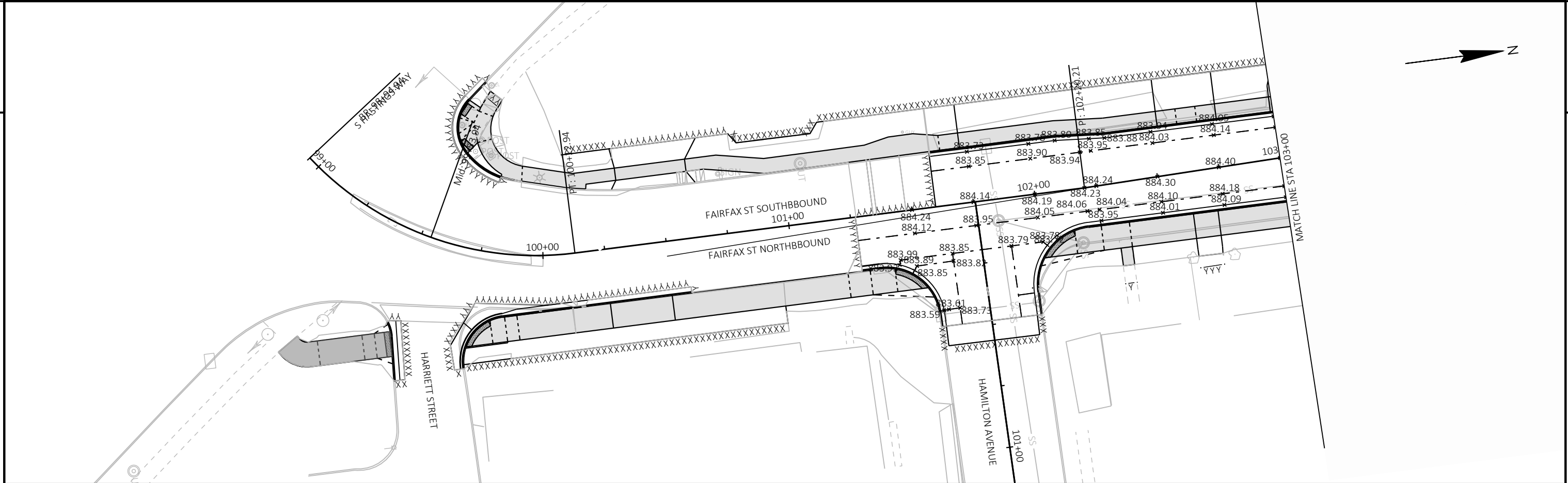
DETAIL A

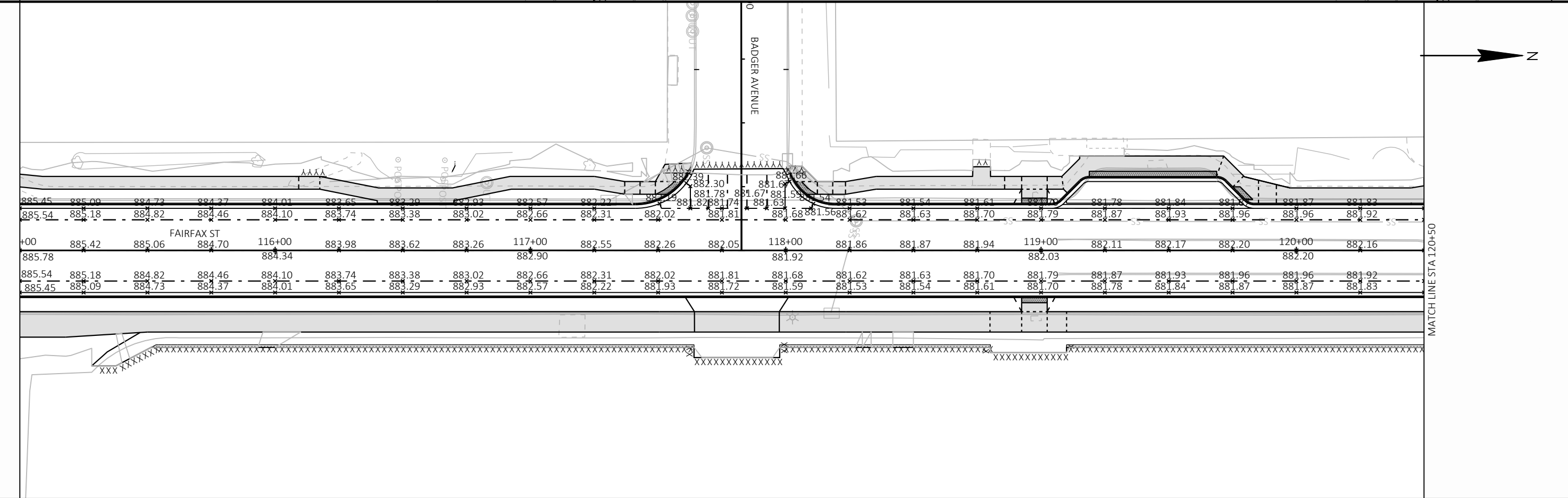
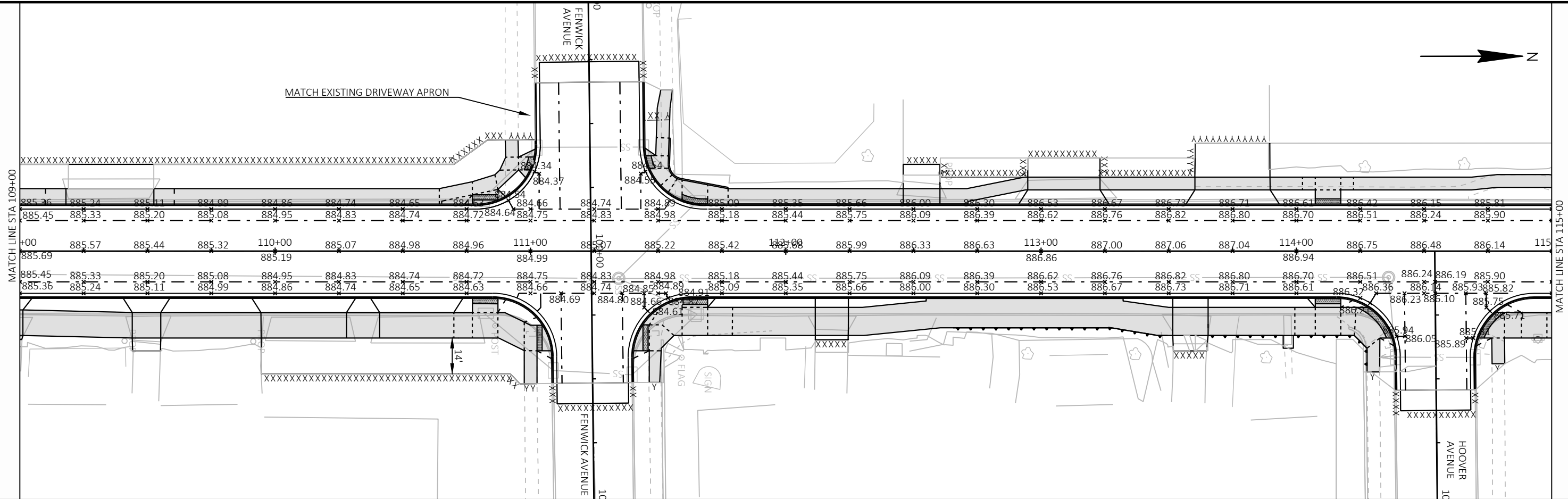


LEGEND

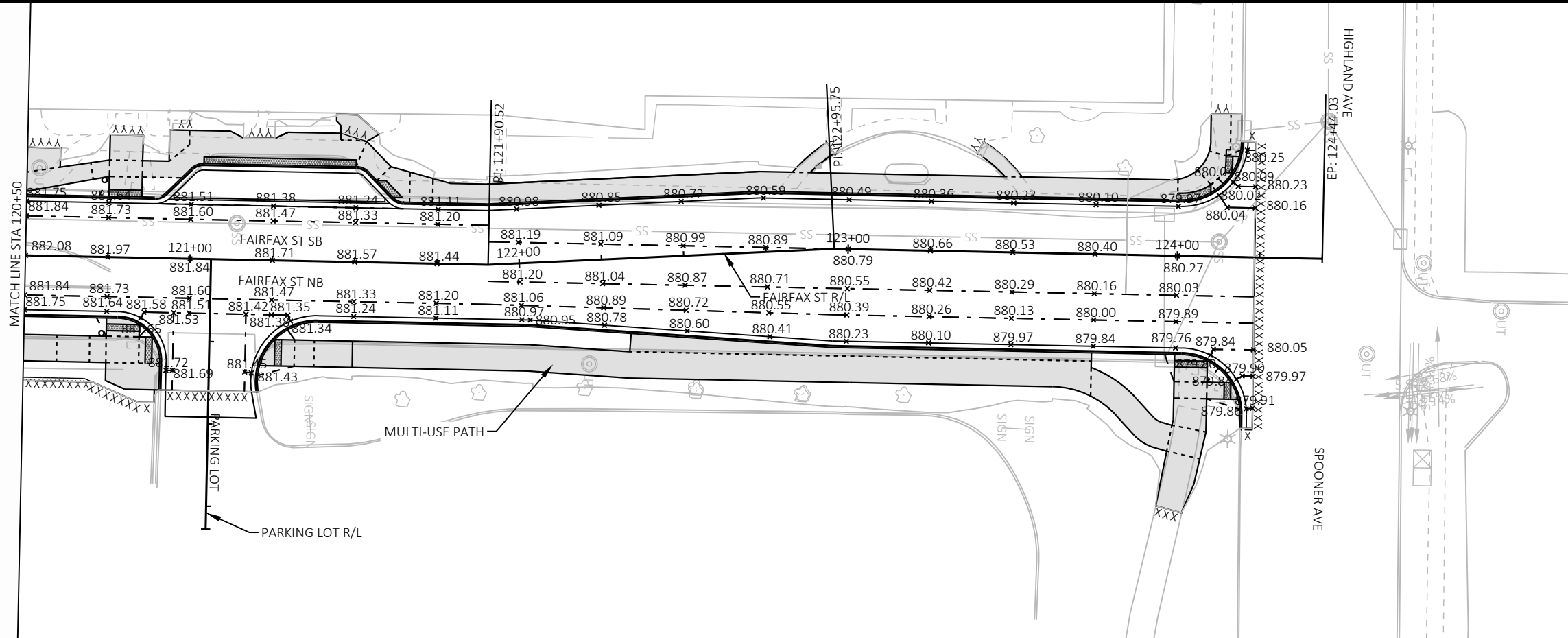
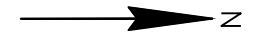
CP9	CONCRETE PAVEMENT 9-INCH
CD6	CONCRETE DRIVEWAY 6-INCH
ASPH2	2" ASPHALTIC SURFACE
ASPH4	4" ASPHALTIC SURFACE
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG24	CONCRETE CURB & GUTTER 24-INCH, TYPE A SPECIAL
CG30	CONCRETE CURB & GUTTER 30-INCH TYPE A
CCP	CONCRETE CURB PEDESTRIAN
CS4	CONCRETE SIDEWALK 4-INCH
CS6	CONCRETE SIDEWALK 6-INCH
XXXX	SAWING ASPHALT
YYYY	SAWING CONCRETE







PROJECT NO: 7995-02-59	HWY: FAIRFAX STREET	COUNTY: EAU CLAIRE	JOINT DETAILS	SHEET	E
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PROJECT NO: 7995-02-59	HWY: FAIRFAX STREET	COUNTY: EAU CLAIRE	JOINT DETAILS	SHEET	E
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HASTINGS					
POINT NO.	STATION	OFFSET	ELEVATION	NORTHING	EASTING
0001	99+77.90	28.35' L	885.63	274732.68	347377.89
0002	99+65.88	31.01' L	885.78	274724.86	347372.42
0003	99+54.71	35.27' L	885.93	274719.12	347365.17
0004	99+42.94	44.80' L	886.11	274716.84	347352.95
0005	99+42.09	58.13' L	886.19	274723.54	347341.42
0006	99+49.09	67.50' L	886.25	274731.35	347335.17
0007	99+46.46	57.28' L	886.62	274725.11	347343.37
0008	99+45.60	55.83' L	886.12	274723.96	347344.38
0009	99+44.74	50.83' L	886.07	274720.95	347348.40
0010	99+45.07	49.14' L	886.31	274720.25	347349.96
0011	99+48.56	43.13' L	886.50	274719.11	347356.25
0012	99+51.21	40.69' L	885.95	274719.47	347359.24
0013	99+57.40	37.00' L	885.84	274721.60	347364.46
0014	99+78.69	31.77' L	886.00	274734.19	347374.77
0015	99+61.21	42.21' L	885.93	274726.14	347360.81
0016	99+58.28	38.27' L	885.86	274722.70	347363.58
0017	99+56.15	48.27' L	886.04	274725.77	347353.96
0018	99+55.11	49.42' L	886.17	274725.71	347352.64
0019	99+55.92	54.48' L	886.14	274728.38	347348.32
0020	99+56.10	56.01' L	886.25	274729.14	347346.99
0021	99+59.35	63.58' L	886.62	274733.92	347340.88
0022	99+70.39	61.34' L	886.78	274738.19	347345.03
0023	99+66.50	54.06' L	886.16	274733.69	347351.12
0024	99+69.25	45.15' L	886.02	274732.09	347360.04
0025	99+89.61	35.94' L	885.93	274742.89	347372.54

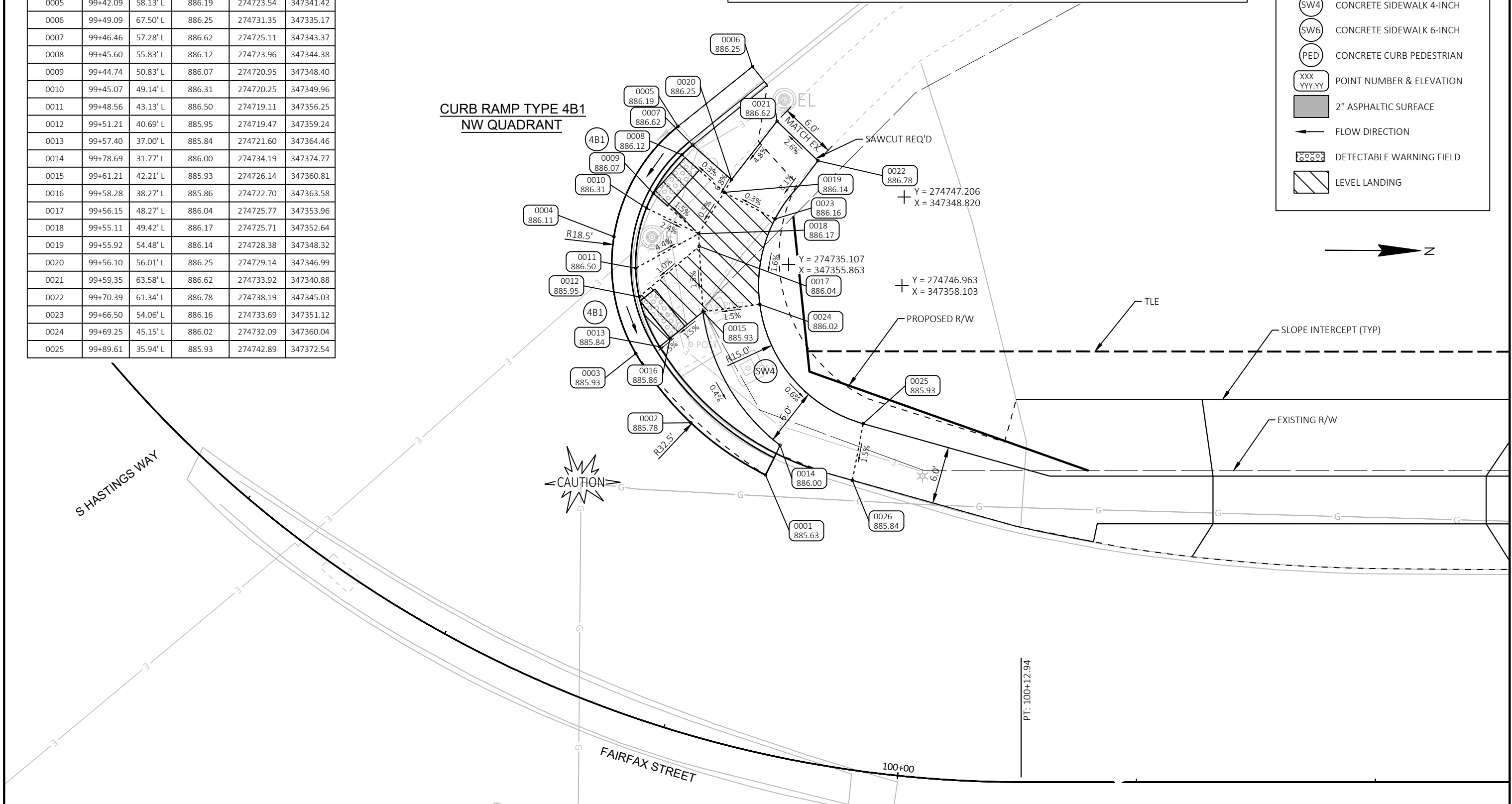
NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST FIELD CONDITIONS TO FIT FIELD CONDITION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE FAIRFAX STREET.

LEGEND

- (XXX) CURB RAMP TYPE
- (G) 6:1 MAXIMUM GRADED FLARE
- (C) 10:1 MAXIMUM CONCRETE FLARE
- (SW4) CONCRETE SIDEWALK 4-INCH
- (SW6) CONCRETE SIDEWALK 6-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XXX
YYY.YY) POINT NUMBER & ELEVATION
- (■) 2" ASPHALTIC SURFACE
- (→) FLOW DIRECTION
- (⊠) DETECTABLE WARNING FIELD
- (▨) LEVEL LANDING

**CURB RAMP TYPE 4B1
NW QUADRANT**



HARRIET					
POINT NO.	STATION	OFFSET	ELEVATION	NORTHING	EASTING
0100	99+59.22	58.71' R	886.51	274682.79	347451.96
0101	99+56.60	49.42' R	886.38	274683.37	347441.96
0102	99+53.74	40.35' R	886.25	274683.95	347432.11
0103	99+52.42	36.49' R	886.16	274684.19	347427.89
0104	99+50.70	37.25' R	886.17	274681.87	347427.51
0105	99+51.97	41.41' R	886.17	274681.36	347431.96
0106	99+55.00	50.52' R	886.30	274680.87	347441.96
0107	99+51.24	53.28' R	886.72	274674.87	347441.95
0108	99+48.19	55.71' R	886.80	274669.87	347441.95
0109	99+35.87	67.43' R	887.11	274648.07	347441.93
0110	99+31.73	70.02' R	887.15	274641.37	347440.21
0111	99+27.31	69.46' R	887.14	274636.31	347435.50
0112	99+26.48	69.05' R	887.14	274635.58	347434.37
0113	99+28.53	59.54' R	886.98	274643.99	347428.96
0114	99+29.39	59.97' R	886.98	274644.72	347430.09
0115	99+30.72	60.14' R	886.97	274646.17	347431.44
0116	99+31.95	59.37' R	886.96	274648.08	347431.93
0117	99+33.94	57.19' R	886.93	274651.73	347431.93
0118	99+44.59	47.09' R	886.67	274669.88	347431.95
0119	99+47.74	44.54' R	886.60	274674.88	347431.95
0120	99+51.65	41.64' R	886.18	274680.88	347431.96
0121	99+37.82	65.35' R	887.08	274651.72	347441.93

NOTES:

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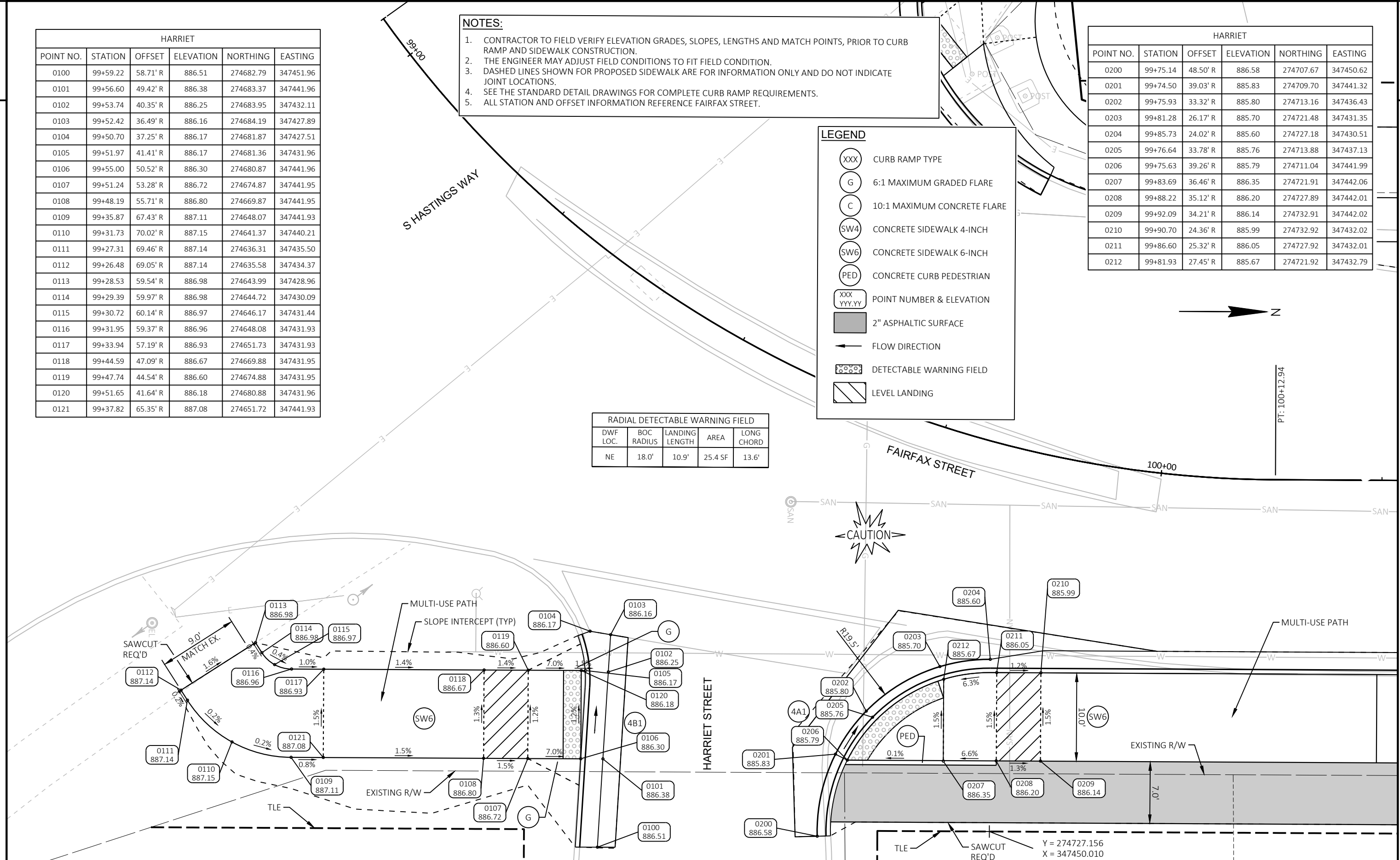
HARRIET					
POINT NO.	STATION	OFFSET	ELEVATION	NORTHING	EASTING
0200	99+75.14	48.50' R	886.58	274707.67	347450.62
0201	99+74.50	39.03' R	885.83	274709.70	347441.32
0202	99+75.93	33.32' R	885.80	274713.16	347436.43
0203	99+81.28	26.17' R	885.70	274721.48	347431.35
0204	99+85.73	24.02' R	885.60	274727.18	347430.51
0205	99+76.64	33.78' R	885.76	274713.88	347437.13
0206	99+75.63	39.26' R	885.79	274711.04	347441.99
0207	99+83.69	36.46' R	886.35	274721.91	347442.06
0208	99+88.22	35.12' R	886.20	274727.89	347442.01
0209	99+92.09	34.21' R	886.14	274732.91	347442.02
0210	99+90.70	24.36' R	885.99	274732.92	347432.02
0211	99+86.60	25.32' R	886.05	274727.92	347432.01
0212	99+81.93	27.45' R	885.67	274721.92	347432.79

LEGEND

- (XXX) CURB RAMP TYPE
- (G) 6:1 MAXIMUM GRADED FLARE
- (C) 10:1 MAXIMUM CONCRETE FLARE
- (SW4) CONCRETE SIDEWALK 4-INCH
- (SW6) CONCRETE SIDEWALK 6-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XXX
YYY.YY) POINT NUMBER & ELEVATION
- 2" ASPHALTIC SURFACE
- ← FLOW DIRECTION
- ⊙ DETECTABLE WARNING FIELD
- ▨ LEVEL LANDING

RADIAL DETECTABLE WARNING FIELD

DWF LOC.	BOC RADIUS	LANDING LENGTH	AREA	LONG CHORD
NE	18.0'	10.9'	25.4 SF	13.6'



HAMILTON					
POINT NO.	STATION	OFFSET	ELEVATION	NORTHING	EASTING
0300	101+57.90	48.22' R	883.58	274904.28	347458.41
0301	101+57.83	43.22' R	883.58	274904.23	347453.41
0302	101+54.83	32.00' R	883.72	274901.24	347442.19
0303	101+50.85	26.78' R	883.77	274897.26	347436.97
0304	101+34.34	20.00' R	884.04	274880.75	347430.17
0305	101+27.00	20.00' R	884.08	274873.42	347430.16
0306	101+21.21	22.00' R	884.54	274867.63	347432.16
0307	101+30.21	22.00' R	884.40	274876.63	347432.17
0308	101+40.21	22.82' R	883.82	274886.63	347433.00
0309	101+52.50	32.00' R	883.67	274898.91	347442.19
0310	101+40.21	32.00' R	883.85	274886.62	347442.18
0311	101+30.21	32.00' R	884.55	274876.62	347442.17
0312	101+21.21	32.00' R	884.69	274867.62	347442.16

HAMILTON					
POINT NO.	STATION	OFFSET	ELEVATION	NORTHING	EASTING
0400	101+94.82	48.49' R	883.40	274941.21	347458.73
0401	101+94.82	39.50' R	883.47	274941.22	347449.74
0402	101+98.46	26.00' R	883.64	274944.88	347436.24
0403	102+01.96	21.51' R	883.71	274948.37	347431.75
0404	102+19.82	14.00' R	883.95	274966.24	347424.26
0405	102+24.63	14.11' R	883.95	274971.40	347424.27
0406	102+36.00	16.40' R	884.41	274982.83	347426.28
0407	102+24.58	16.11' R	884.39	274971.40	347426.27
0408	102+14.14	16.71' R	883.82	274960.56	347426.97
0409	102+00.85	26.00' R	883.60	274947.26	347436.24
0410	102+14.15	26.00' R	883.80	274960.56	347436.26
0411	102+24.33	26.11' R	884.54	274971.39	347436.27
0412	102+31.15	26.28' R	884.56	274978.22	347436.28
0413	102+30.97	33.48' R	884.73	274978.21	347443.47
0414	102+35.57	33.63' R	884.70	274982.81	347443.51
0415	102+35.75	26.40' R	884.56	274982.81	347436.28

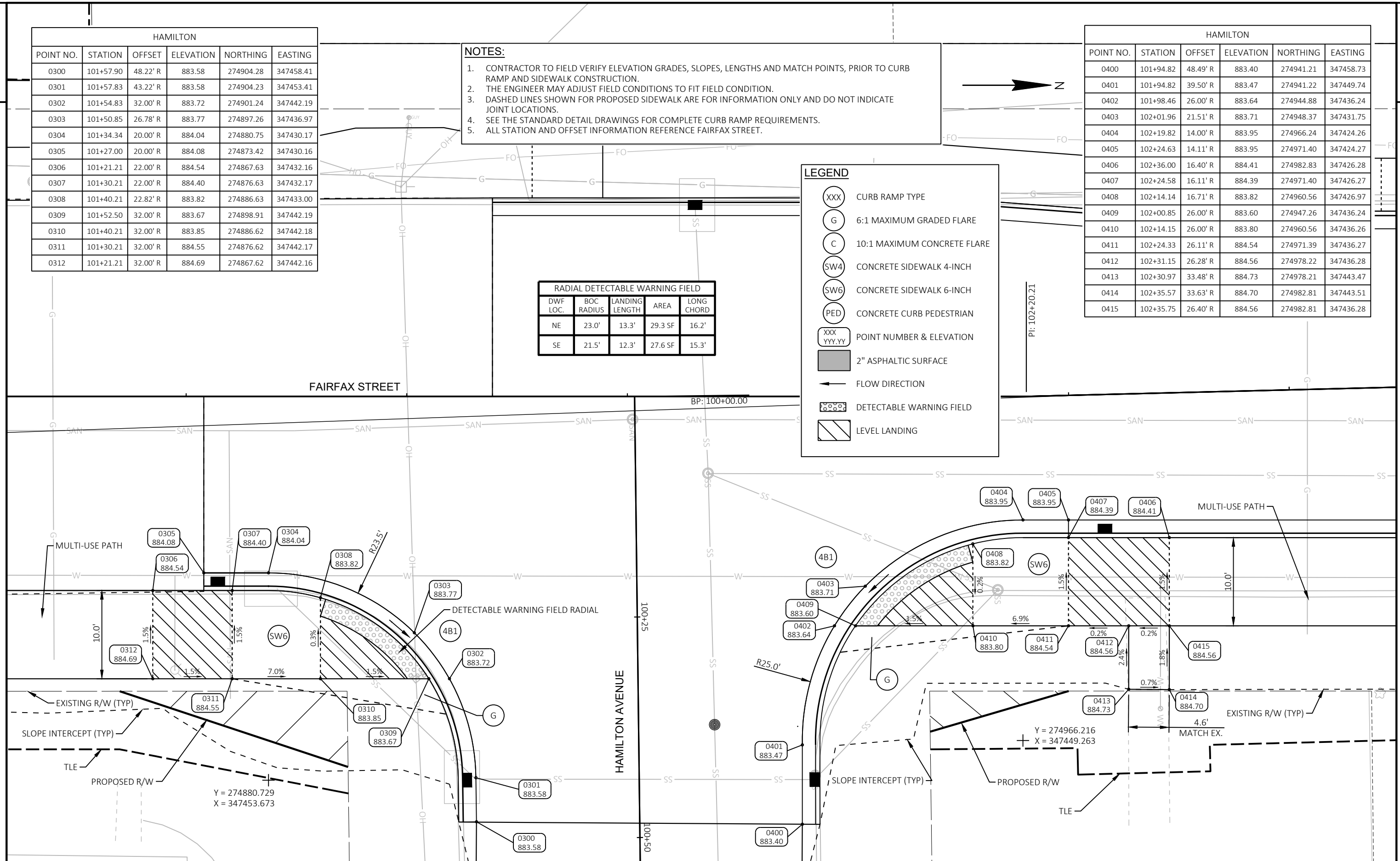
NOTES:

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RADIAL DETECTABLE WARNING FIELD				
DWF LOC.	BOC RADIUS	LANDING LENGTH	AREA	LONG CHORD
NE	23.0'	13.3'	29.3 SF	16.2'
SE	21.5'	12.3'	27.6 SF	15.3'

LEGEND

- XXX CURB RAMP TYPE
- G 6:1 MAXIMUM GRADED FLARE
- C 10:1 MAXIMUM CONCRETE FLARE
- SW4 CONCRETE SIDEWALK 4-INCH
- SW6 CONCRETE SIDEWALK 6-INCH
- PED CONCRETE CURB PEDESTRIAN
- XXX
YYY.YY POINT NUMBER & ELEVATION
- 2" ASPHALTIC SURFACE
- ← FLOW DIRECTION
- DETECTABLE WARNING FIELD
- LEVEL LANDING



VALMONT W					
POINT NO.	STATION	OFFSET	ELEVATION	NORTHING	EASTING
0500	104+34.91	16.50' L	884.94	275181.33	347391.49
0501	104+36.48	16.50' L	884.95	275182.91	347391.49
0502	104+44.90	17.96' L	884.94	275191.33	347390.04
0503	104+54.32	23.99' L	884.83	275200.76	347384.02
0504	104+58.13	29.00' L	884.76	275204.57	347379.01
0505	104+61.45	47.60' L	884.56	275207.91	347360.42
0506	104+55.79	29.00' L	884.72	275202.23	347379.01
0507	104+51.44	23.99' L	884.79	275197.88	347384.02
0508	104+48.09	24.00' L	884.84	275194.53	347384.00
0509	104+44.91	24.00' L	884.89	275191.34	347384.00
0510	104+44.91	20.10' L	884.87	275191.34	347387.90
0511	104+34.91	18.50' L	884.88	275181.34	347389.49
0512	104+34.91	20.10' L	884.91	275181.34	347387.89
0513	104+34.91	24.00' L	884.99	275181.34	347383.99
0514	104+30.56	24.00' L	885.15	275176.99	347383.98
0515	104+30.51	29.00' L	885.22	275176.95	347378.99
0516	104+34.91	29.00' L	885.07	275181.35	347378.99
0517	104+44.77	32.73' L	884.91	275191.22	347375.27
0518	104+50.30	41.68' L	885.34	275196.75	347366.32
0519	104+50.24	50.95' L	885.37	275196.71	347357.05
0520	104+50.27	53.96' L	885.38	275196.73	347354.05
0521	104+56.30	54.00' L	885.35	275202.76	347354.01
0522	104+56.30	50.95' L	885.33	275202.76	347357.06
0523	104+56.30	43.67' L	885.29	275202.75	347364.34
0524	104+54.31	38.04' L	885.26	275200.76	347369.97
0525	104+48.11	29.01' L	884.83	275194.55	347379.00
0526	104+51.41	29.00' L	884.78	275197.85	347379.01

VALMONT W					
POINT NO.	STATION	OFFSET	ELEVATION	NORTHING	EASTING
0600	105+19.48	16.50' L	885.28	275265.91	347391.58
0601	105+01.63	24.00' L	884.93	275248.07	347384.06
0602	104+97.83	29.00' L	884.81	275244.27	347379.06
0603	104+94.48	41.38' L	884.51	275240.94	347366.67
0604	104+94.45	47.76' L	884.54	275240.91	347360.29
0605	105+00.13	29.00' L	884.78	275246.57	347379.06
0606	105+04.56	24.00' L	884.91	275251.00	347384.06
0607	105+10.56	24.00' L	885.19	275256.99	347384.07
0608	105+15.56	24.00' L	885.26	275261.99	347384.08
0609	105+29.90	24.00' L	886.20	275276.34	347384.09
0610	105+29.90	29.00' L	886.28	275276.34	347379.09
0611	105+15.56	29.00' L	885.34	275262.00	347379.08
0612	105+10.56	29.00' L	885.26	275257.00	347379.07
0613	105+04.56	29.00' L	884.84	275251.00	347379.06

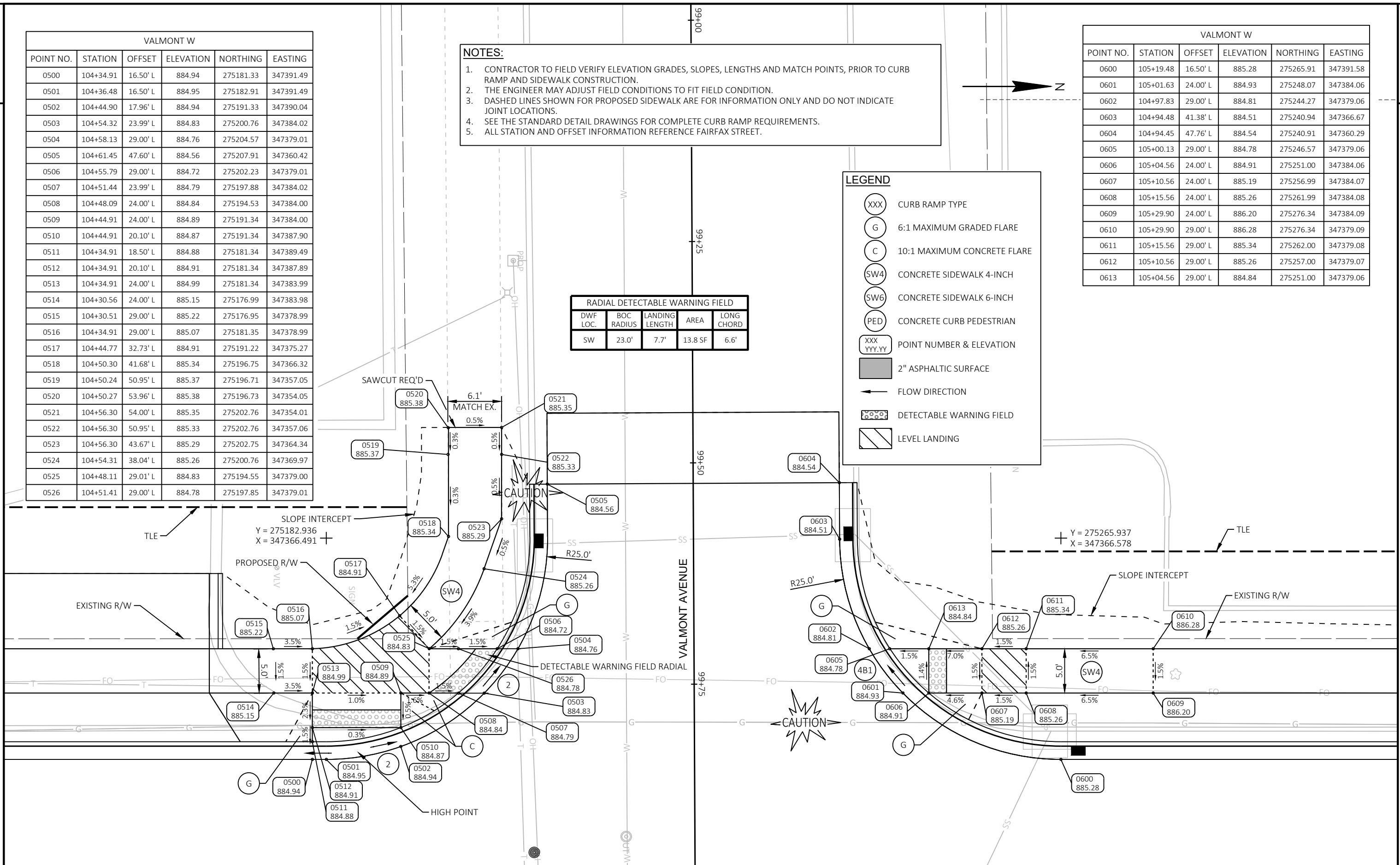
NOTES:

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RADIAL DETECTABLE WARNING FIELD				
DWF LOC.	BOC RADIUS	LANDING LENGTH	AREA	LONG CHORD
SW	23.0'	7.7'	13.8 SF	6.6'

LEGEND

- (XXX) CURB RAMP TYPE
- (G) 6:1 MAXIMUM GRADED FLARE
- (C) 10:1 MAXIMUM CONCRETE FLARE
- (SW4) CONCRETE SIDEWALK 4-INCH
- (SW6) CONCRETE SIDEWALK 6-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XXX
YYY.YY) POINT NUMBER & ELEVATION
- 2" ASPHALTIC SURFACE
- ← FLOW DIRECTION
- DETECTABLE WARNING FIELD
- LEVEL LANDING



VALMONT E					
POINT NO.	STATION	OFFSET	ELEVATION	NORTHING	EASTING
0700	104+74.04	51.26' R	884.68	275220.39	347459.29
0701	104+73.76	33.00' R	884.76	275220.13	347441.03
0702	104+73.73	31.33' R	884.80	275220.11	347439.36
0703	104+71.73	31.36' R	884.80	275218.11	347439.38
0704	104+66.42	23.69' R	884.91	275212.81	347431.71
0705	104+65.70	23.00' R	884.92	275212.09	347431.02
0706	104+58.68	18.50' R	884.99	275205.07	347426.51
0707	104+58.68	16.50' R	885.09	275205.07	347424.51
0708	104+44.91	16.50' R	884.98	275191.30	347424.50
0709	104+34.91	16.50' R	884.94	275181.30	347424.49
0710	104+34.91	18.50' R	884.97	275181.30	347426.49
0711	104+44.91	18.50' R	885.21	275191.30	347426.50
0712	104+44.91	23.00' R	885.08	275191.29	347431.00
0713	104+50.68	23.00' R	885.01	275197.06	347431.01
0714	104+56.68	23.00' R	884.93	275203.06	347431.01
0715	104+62.55	23.00' R	884.89	275208.94	347431.02
0716	104+70.26	33.00' R	884.72	275216.63	347441.03
0717	104+56.68	33.00' R	884.92	275203.05	347441.01
0718	104+50.68	33.00' R	885.16	275197.05	347441.01
0719	104+44.91	33.00' R	885.23	275191.28	347441.00
0720	104+34.91	33.00' R	885.38	275181.28	347440.99
0721	104+24.41	33.00' R	885.67	275170.78	347440.98
0722	104+24.41	23.00' R	885.50	275170.79	347430.98
0723	104+34.91	23.00' R	885.23	275181.29	347430.99

NOTES:

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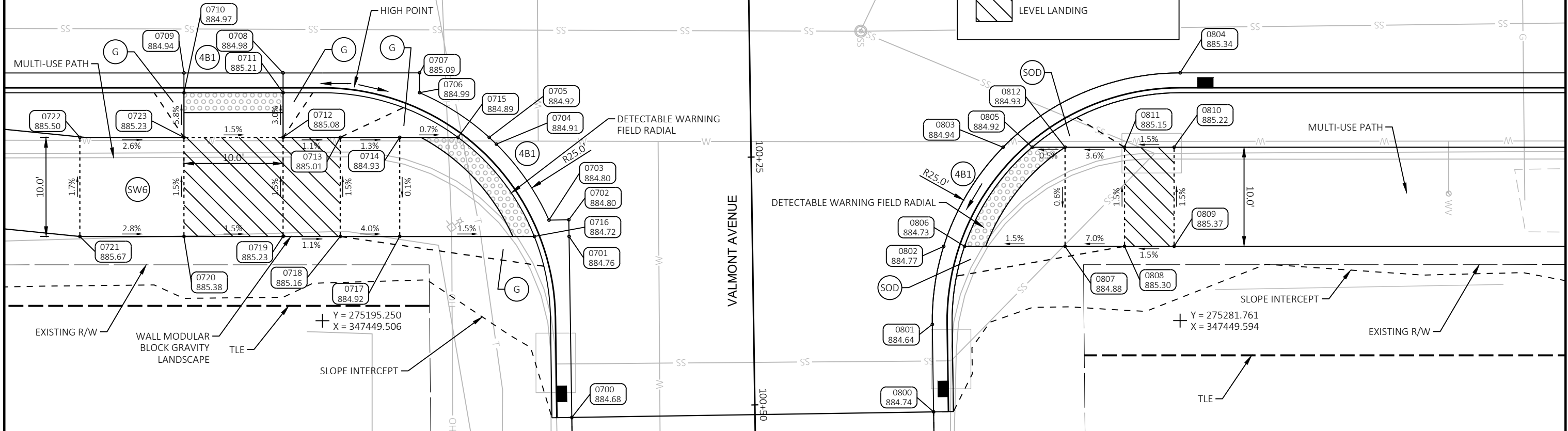


VALMONT E					
POINT NO.	STATION	OFFSET	ELEVATION	NORTHING	EASTING
0800	105+10.53	50.70' R	884.74	275256.89	347458.77
0801	105+10.40	41.88' R	884.64	275256.76	347449.95
0802	105+11.55	34.00' R	884.77	275257.92	347442.07
0803	105+17.54	24.00' R	884.94	275263.93	347432.08
0804	105+35.39	16.50' R	885.34	275281.79	347424.59
0805	105+20.47	24.00' R	884.92	275266.85	347432.08
0806	105+13.65	34.00' R	884.73	275260.03	347442.07
0807	105+23.79	34.00' R	884.88	275270.16	347442.08
0808	105+29.79	34.00' R	885.30	275276.16	347442.09
0809	105+34.79	34.00' R	885.37	275281.16	347442.09
0810	105+34.79	24.00' R	885.22	275281.17	347432.09

RADIAL DETECTABLE WARNING FIELD				
DWF LOC.	BOC RADIUS	LANDING LENGTH	AREA	LONG CHORD
SE	23.0'	11.4'	26.6 SF	12.6'
NE	23.0'	10.1'	25.2 SF	12.1'

LEGEND

- (XXX) CURB RAMP TYPE
- (G) 6:1 MAXIMUM GRADED FLARE
- (C) 10:1 MAXIMUM CONCRETE FLARE
- (SW4) CONCRETE SIDEWALK 4-INCH
- (SW6) CONCRETE SIDEWALK 6-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- XXX.YYY.YY POINT NUMBER & ELEVATION
- 2" ASPHALTIC SURFACE
- ← FLOW DIRECTION
- DETECTABLE WARNING FIELD
- LEVEL LANDING



LAUREL					
POINT NO.	STATION	OFFSET	ELEVATION	NORTHING	EASTING
0900	107+89.93	51.11' R	885.41	275536.28	347459.47
0901	107+89.79	41.16' R	885.52	275536.16	347449.52
0902	107+86.15	28.50' R	885.67	275532.53	347436.86
0904	107+64.79	16.50' R	885.93	275511.19	347424.83
0905	107+55.47	16.50' R	885.94	275501.86	347424.82
0906	107+55.47	18.50' R	886.01	275501.86	347426.82
0907	107+60.47	18.50' R	886.21	275506.86	347426.83
0908	107+65.47	18.51' R	886.20	275511.86	347426.84
0909	107+70.47	19.21' R	885.83	275516.86	347427.55
0910	107+83.77	28.50' R	885.62	275530.15	347436.85
0911	107+70.47	28.50' R	885.82	275516.85	347436.84
0912	107+65.47	28.50' R	886.24	275511.85	347436.83
0913	107+60.47	28.50' R	886.31	275506.85	347436.83
0914	107+55.47	28.50' R	886.16	275501.85	347436.82

NOTES:

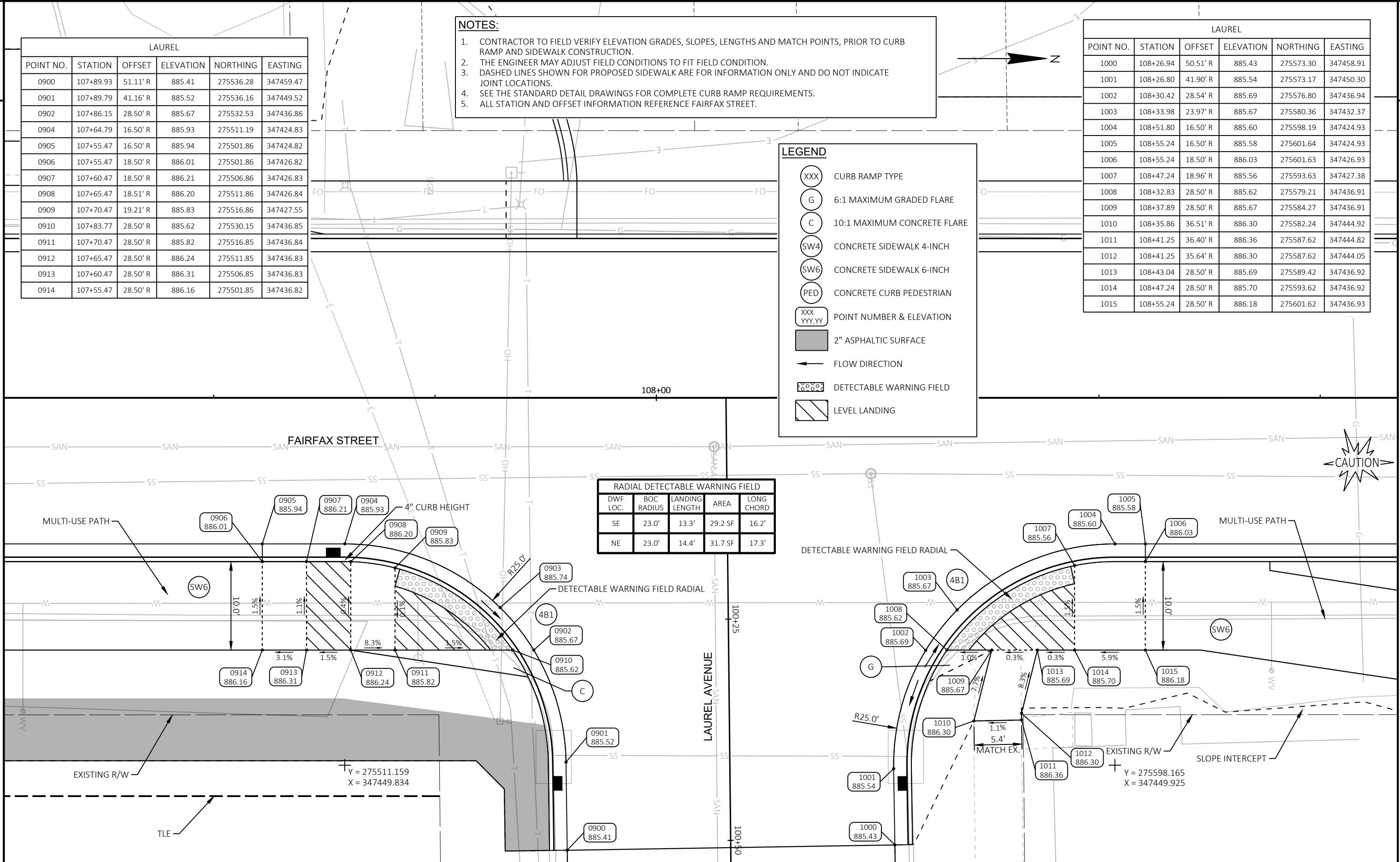
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LAUREL					
POINT NO.	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1000	108+26.94	50.51' R	885.43	275573.30	347458.91
1001	108+26.80	41.90' R	885.54	275573.17	347450.30
1002	108+30.42	28.54' R	885.69	275576.80	347436.94
1003	108+33.98	23.97' R	885.67	275580.36	347432.37
1004	108+51.80	16.50' R	885.60	275598.19	347424.93
1005	108+55.24	16.50' R	885.58	275601.64	347424.93
1006	108+55.24	18.50' R	886.03	275601.63	347426.93
1007	108+47.24	18.96' R	885.56	275593.63	347427.38
1008	108+32.83	28.50' R	885.62	275579.21	347436.91
1009	108+37.89	28.50' R	885.67	275584.27	347436.91
1010	108+35.86	36.51' R	886.30	275582.24	347444.92
1011	108+41.25	36.40' R	886.36	275587.62	347444.82
1012	108+41.25	35.64' R	886.30	275587.62	347444.05
1013	108+43.04	28.50' R	885.69	275589.42	347436.92
1014	108+47.24	28.50' R	885.70	275593.62	347436.92
1015	108+55.24	28.50' R	886.18	275601.62	347436.93

LEGEND

- (XXX) CURB RAMP TYPE
- (G) 6:1 MAXIMUM GRADED FLARE
- (C) 10:1 MAXIMUM CONCRETE FLARE
- (SW4) CONCRETE SIDEWALK 4-INCH
- (SW6) CONCRETE SIDEWALK 6-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XXX
YYY.YY) POINT NUMBER & ELEVATION
- 2" ASPHALTIC SURFACE
- FLOW DIRECTION
- ▨ DETECTABLE WARNING FIELD
- ▨ LEVEL LANDING

RADIAL DETECTABLE WARNING FIELD				
DWF LOC.	BOC RADIUS	LANDING LENGTH	AREA	LONG CHORD
SE	23.0'	13.3'	29.2 SF	16.2'
NE	23.0'	14.4'	31.7 SF	17.3'



FENWICK					
POINT NO.	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1100	110+64.30	16.50' L	884.63	275810.73	347392.15
1101	110+77.22	16.50' L	884.63	275823.65	347392.16
1102	110+78.86	16.50' L	884.63	275825.29	347392.16
1103	110+91.52	19.96' L	884.55	275837.96	347388.71
1104	110+96.61	23.92' L	884.48	275843.04	347384.76
1105	110+99.47	27.38' L	884.43	275845.90	347381.30
1106	111+01.88	31.83' L	884.37	275848.33	347376.86
1107	111+03.41	36.92' L	884.31	275849.86	347371.77
1108	111+03.83	41.78' L	884.28	275850.28	347366.90
1109	111+03.58	65.96' L	884.60	275850.06	347342.73
1110	111+01.37	36.92' L	884.26	275847.82	347371.77
1111	110+99.72	31.87' L	884.32	275846.16	347376.81
1112	110+87.26	20.10' L	884.53	275833.69	347388.57
1113	110+77.26	18.50' L	884.57	275823.69	347390.16
1114	110+65.24	19.60' L	885.09	275811.67	347389.05
1115	110+77.26	22.10' L	884.73	275823.69	347386.56
1116	110+87.26	22.14' L	884.68	275833.69	347386.53
1117	110+87.26	24.18' L	884.82	275833.69	347384.49
1118	110+95.36	31.82' L	884.63	275841.80	347376.86
1119	110+95.30	36.85' L	884.55	275841.75	347371.83
1120	110+95.15	43.53' L	884.90	275841.61	347365.14
1121	110+90.15	43.53' L	884.98	275836.61	347365.14
1122	110+90.30	36.79' L	884.63	275836.75	347371.88
1123	110+87.98	31.74' L	884.71	275834.42	347376.94
1124	110+86.06	29.93' L	884.89	275832.50	347378.74
1125	110+86.88	32.81' L	884.83	275833.33	347375.86
1127	110+64.26	24.50' L	885.13	275810.70	347384.15

FENWICK					
POINT NO.	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1200	111+77.41	16.50' L	885.11	275923.84	347392.27
1201	111+69.41	16.50' L	885.04	275915.84	347392.26
1202	111+67.84	16.50' L	885.02	275914.26	347392.26
1203	111+59.41	17.96' L	884.92	275905.84	347390.78
1204	111+50.26	23.72' L	884.60	275896.70	347385.01
1205	111+44.56	32.38' L	884.42	275891.01	347376.35
1206	111+43.18	37.39' L	884.37	275889.63	347371.34
1207	111+42.55	66.40' L	884.59	275889.03	347342.33
1208	111+44.80	44.40' L	884.79	275891.26	347364.33
1209	111+45.19	37.41' L	884.31	275891.64	347371.32
1210	111+46.71	32.40' L	884.37	275893.16	347376.33
1211	111+51.09	25.73' L	884.68	275897.53	347383.01
1212	111+53.99	23.13' L	884.81	275900.43	347385.61
1213	111+59.41	20.10' L	884.84	275905.84	347388.65
1214	111+69.41	18.50' L	884.98	275915.84	347390.26
1215	111+77.41	18.50' L	885.43	275923.84	347390.27
1216	111+77.41	24.50' L	885.52	275923.85	347384.27
1217	111+69.41	26.01' L	885.09	275915.85	347382.75
1218	111+59.41	27.90' L	884.96	275905.85	347380.85
1219	111+57.54	28.44' L	884.87	275903.98	347380.30
1220	111+55.50	29.88' L	884.71	275901.94	347378.86
1221	111+54.12	32.49' L	884.48	275900.57	347376.26
1222	111+54.06	37.29' L	884.44	275900.51	347371.45
1223	111+54.29	44.29' L	884.93	275900.75	347364.45
1224	111+54.68	55.96' L	885.23	275901.15	347352.78
1225	111+55.60	63.27' L	885.31	275902.07	347345.48

NOTES:

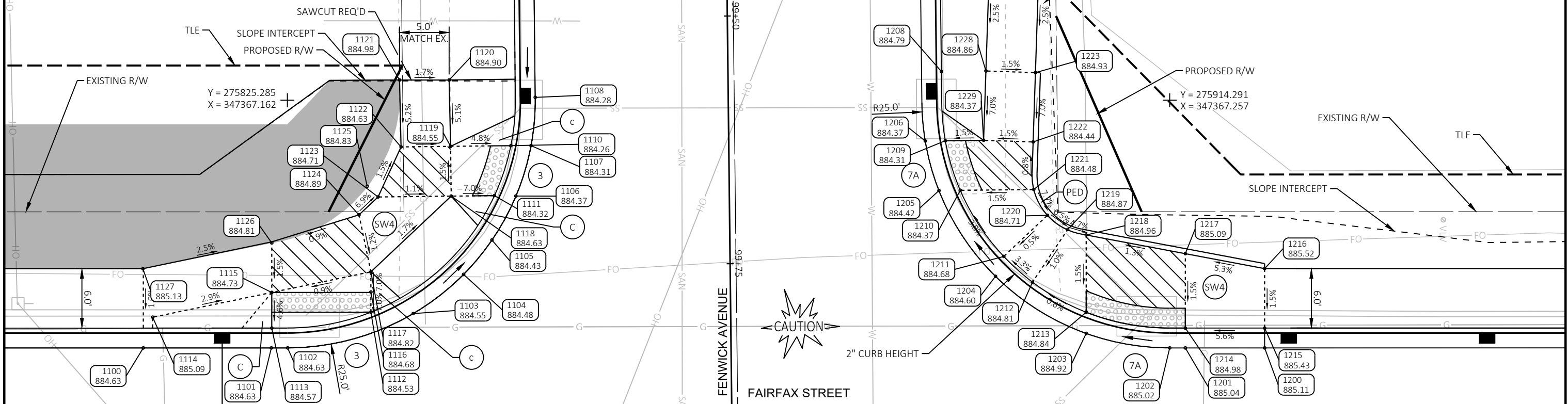
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LEGEND

- (XXX) CURB RAMP TYPE
- (G) 6:1 MAXIMUM GRADED FLARE
- (C) 10:1 MAXIMUM CONCRETE FLARE
- (SW4) CONCRETE SIDEWALK 4-INCH
- (SW6) CONCRETE SIDEWALK 6-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XXX YYY.YY) POINT NUMBER & ELEVATION
- [Hatched Box] 2" ASPHALTIC SURFACE
- [Arrow] FLOW DIRECTION
- [Dotted Box] DETECTABLE WARNING FIELD
- [Hatched Box] LEVEL LANDING

RADIAL DETECTABLE WARNING FIELD

DWF LOC.	BOC RADIUS	LANDING LENGTH	AREA	LONG CHORD
SW	23.0'	3.9'	10.7 SF	5.3'
NW(S)	23.0'	3.6'	10.5 SF	5.2'
NW(E)	23.0'	3.8'	20.5 SF	10.1'



FENWICK					
POINT NO.	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1300	111+10.39	51.78' R	884.21	275856.75	347460.47
1301	111+10.27	41.22' R	884.17	275856.64	347449.91
1302	111+10.15	39.00' R	884.17	275856.52	347447.70
1303	111+06.92	29.00' R	884.34	275853.30	347437.69
1304	111+02.85	23.72' R	884.45	275849.24	347432.41
1305	110+87.27	16.58' R	884.63	275833.66	347425.25
1306	110+85.27	16.50' R	884.63	275831.67	347425.17
1307	110+77.26	16.50' R	884.63	275823.65	347425.16
1308	110+77.25	18.50' R	884.65	275823.64	347427.16
1309	110+87.26	18.59' R	884.57	275833.65	347427.26
1310	110+87.26	24.00' R	884.95	275833.64	347432.67
1311	110+89.91	24.00' R	884.85	275836.29	347432.67
1312	110+97.58	27.77' R	884.52	275843.96	347436.46
1313	111+00.07	29.00' R	884.48	275846.45	347437.68
1314	111+02.58	29.00' R	884.44	275848.96	347437.69
1315	111+04.58	29.00' R	884.30	275850.96	347437.69
1316	111+08.14	39.00' R	884.11	275854.51	347447.69
1317	111+04.58	39.00' R	884.16	275850.95	347447.69
1318	111+02.58	39.00' R	884.30	275848.95	347447.69
1319	111+02.56	51.86' R	885.10	275848.92	347460.55
1320	110+97.58	51.92' R	885.22	275843.94	347460.60
1321	110+97.58	38.92' R	884.38	275843.95	347447.60
1322	110+87.58	34.00' R	885.10	275833.95	347442.67
1323	110+77.25	34.00' R	885.10	275823.63	347442.66
1324	110+70.00	34.00' R	885.02	275816.37	347442.65
1325	110+70.00	24.00' R	884.87	275816.38	347432.65
1326	110+77.26	24.00' R	884.95	275823.64	347432.66

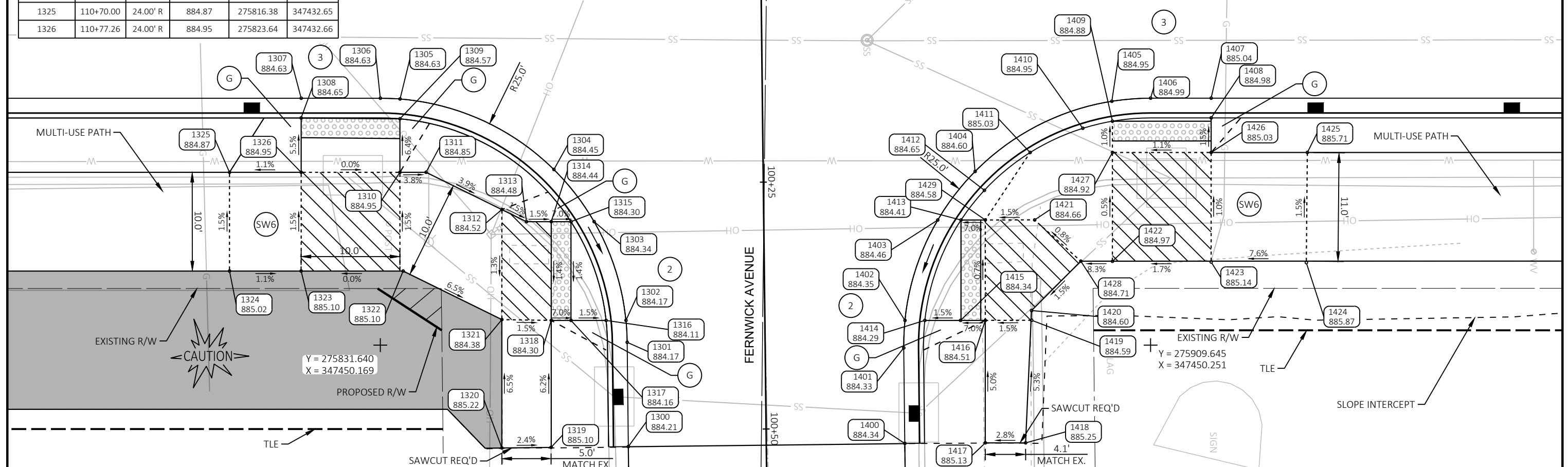
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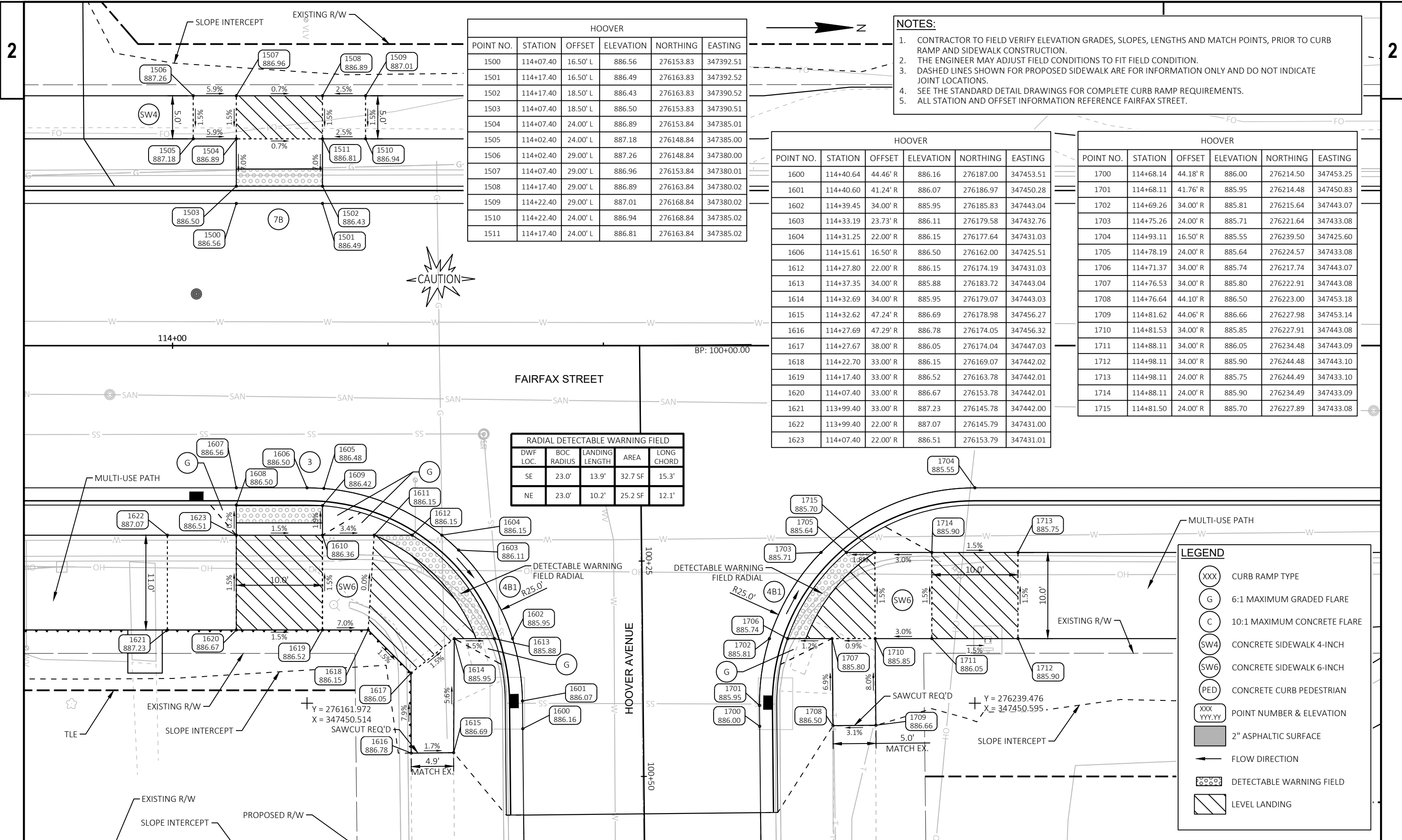
LEGEND

- (XXX) CURB RAMP TYPE
- (G) 6:1 MAXIMUM GRADED FLARE
- (C) 10:1 MAXIMUM CONCRETE FLARE
- (SW4) CONCRETE SIDEWALK 4-INCH
- (SW6) CONCRETE SIDEWALK 6-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XXX
YYY.YY) POINT NUMBER & ELEVATION
- (Grey Box) 2" ASPHALTIC SURFACE
- (Arrow) FLOW DIRECTION
- (Dotted Box) DETECTABLE WARNING FIELD
- (Hatched Box) LEVEL LANDING

FENWICK					
POINT NO.	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1400	111+38.39	51.48' R	884.34	275884.75	347460.19
1401	111+38.28	41.78' R	884.33	275884.65	347450.51
1402	111+38.40	39.00' R	884.35	275884.77	347447.72
1403	111+41.72	28.83' R	884.46	275888.10	347437.56
1404	111+45.50	23.92' R	884.60	275891.89	347432.65
1405	111+59.36	16.81' R	884.95	275905.75	347425.56
1406	111+63.28	16.50' R	884.99	275909.67	347425.25
1407	111+69.41	16.50' R	885.04	275915.80	347425.26
1408	111+69.41	18.50' R	884.98	275915.80	347427.26
1409	111+59.41	18.83' R	884.88	275905.80	347427.57
1410	111+56.41	19.55' R	884.95	275902.80	347428.29
1411	111+51.08	22.00' R	885.03	275897.47	347430.74
1412	111+46.45	25.83' R	884.65	275892.83	347434.56
1413	111+44.08	28.83' R	884.41	275890.46	347437.57
1414	111+40.42	39.00' R	884.29	275886.78	347447.73

FENWICK					
POINT NO.	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1415	111+44.03	39.00' R	884.34	275890.40	347447.73
1416	111+46.54	39.00' R	884.51	275892.90	347447.73
1417	111+46.54	51.40' R	885.13	275892.89	347460.14
1418	111+50.62	51.40' R	885.25	275896.98	347460.14
1419	111+51.23	38.99' R	884.59	275897.60	347447.72
1420	111+51.23	38.00' R	884.60	275897.59	347446.74
1421	111+51.54	28.82' R	884.66	275897.91	347437.56
1422	111+59.41	33.02' R	884.97	275905.79	347441.77
1423	111+69.41	33.09' R	885.14	275915.79	347441.85
1424	111+79.05	33.15' R	885.87	275925.42	347441.92
1425	111+79.15	22.00' R	885.71	275925.54	347430.77
1426	111+69.41	22.00' R	885.03	275915.80	347430.76
1427	111+59.41	22.00' R	884.92	275905.80	347430.75
1428	111+56.21	33.00' R	884.71	275902.58	347441.74
1429	111+46.54	28.82' R	884.58	275892.91	347437.56





HOOVER					
POINT NO.	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1500	114+07.40	16.50' L	886.56	276153.83	347392.51
1501	114+17.40	16.50' L	886.49	276163.83	347392.52
1502	114+17.40	18.50' L	886.43	276163.83	347390.52
1503	114+07.40	18.50' L	886.50	276153.83	347390.51
1504	114+07.40	24.00' L	886.89	276153.84	347385.01
1505	114+02.40	24.00' L	887.18	276148.84	347385.00
1506	114+02.40	29.00' L	887.26	276148.84	347380.00
1507	114+07.40	29.00' L	886.96	276153.84	347380.01
1508	114+17.40	29.00' L	886.89	276163.84	347380.02
1509	114+22.40	29.00' L	887.01	276168.84	347380.02
1510	114+22.40	24.00' L	886.94	276168.84	347385.02
1511	114+17.40	24.00' L	886.81	276163.84	347385.02

HOOVER					
POINT NO.	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1600	114+40.64	44.46' R	886.16	276187.00	347453.51
1601	114+40.60	41.24' R	886.07	276186.97	347450.28
1602	114+39.45	34.00' R	885.95	276185.83	347443.04
1603	114+33.19	23.73' R	886.11	276179.58	347432.76
1604	114+31.25	22.00' R	886.15	276177.64	347431.03
1606	114+15.61	16.50' R	886.50	276162.00	347425.51
1612	114+27.80	22.00' R	886.15	276174.19	347431.03
1613	114+37.35	34.00' R	885.88	276183.72	347443.04
1614	114+32.69	34.00' R	885.95	276179.07	347443.03
1615	114+32.62	47.24' R	886.69	276178.98	347456.27
1616	114+27.69	47.29' R	886.78	276174.05	347456.32
1617	114+27.67	38.00' R	886.05	276174.04	347447.03
1618	114+22.70	33.00' R	886.15	276169.07	347442.02
1619	114+17.40	33.00' R	886.52	276163.78	347442.01
1620	114+07.40	33.00' R	886.67	276153.78	347442.01
1621	113+99.40	33.00' R	887.23	276145.78	347442.00
1622	113+99.40	22.00' R	887.07	276145.79	347431.00
1623	114+07.40	22.00' R	886.51	276153.79	347431.01

HOOVER					
POINT NO.	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1700	114+68.14	44.18' R	886.00	276214.50	347453.25
1701	114+68.11	41.76' R	885.95	276214.48	347450.83
1702	114+69.26	34.00' R	885.81	276215.64	347443.07
1703	114+75.26	24.00' R	885.71	276221.64	347433.08
1704	114+93.11	16.50' R	885.55	276239.50	347425.60
1705	114+78.19	24.00' R	885.64	276224.57	347433.08
1706	114+71.37	34.00' R	885.74	276217.74	347443.07
1707	114+76.53	34.00' R	885.80	276222.91	347443.08
1708	114+76.64	44.10' R	886.50	276223.00	347453.18
1709	114+81.62	44.06' R	886.66	276227.98	347453.14
1710	114+81.53	34.00' R	885.85	276227.91	347443.08
1711	114+88.11	34.00' R	886.05	276234.48	347443.09
1712	114+98.11	34.00' R	885.90	276244.48	347443.10
1713	114+98.11	24.00' R	885.75	276244.49	347433.10
1714	114+88.11	24.00' R	885.90	276234.49	347433.09
1715	114+81.50	24.00' R	885.70	276227.89	347433.08

RADIAL DETECTABLE WARNING FIELD				
DWF LOC.	BOC RADIUS	LANDING LENGTH	AREA	LONG CHORD
SE	23.0'	13.9'	32.7 SF	15.3'
NE	23.0'	10.2'	25.2 SF	12.1'

- NOTES:**
1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
 2. THE ENGINEER MAY ADJUST FIELD CONDITIONS TO FIT FIELD CONDITION.
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 5. ALL STATION AND OFFSET INFORMATION REFERENCE FAIRFAX STREET.

LEGEND

- (XXX) CURB RAMP TYPE
- (G) 6:1 MAXIMUM GRADED FLARE
- (C) 10:1 MAXIMUM CONCRETE FLARE
- (SW4) CONCRETE SIDEWALK 4-INCH
- (SW6) CONCRETE SIDEWALK 6-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XXX
YYY.YY) POINT NUMBER & ELEVATION
- 2" ASPHALTIC SURFACE
- FLOW DIRECTION
- ▨ DETECTABLE WARNING FIELD
- ▧ LEVEL LANDING

BADGER					
POINT NO.	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1800	117+41.15	16.50' L	882.05	276487.58	347392.85
1801	117+53.92	20.03' L	882.25	276500.35	347389.34
1802	117+56.77	22.00' L	882.30	276503.20	347387.37
1803	117+61.48	26.99' L	882.40	276507.92	347382.39
1804	117+63.11	29.61' L	882.45	276509.55	347379.77
1805	117+61.26	30.39' L	882.83	276507.70	347378.99
1806	117+58.95	26.97' L	882.44	276505.39	347382.40
1807	117+53.32	22.00' L	882.32	276499.75	347387.37
1808	117+48.92	22.00' L	882.39	276495.35	347387.36
1809	117+42.92	22.01' L	882.48	276489.35	347387.34
1810	117+36.92	22.02' L	882.57	276483.35	347387.33
1811	117+36.93	27.01' L	882.64	276483.36	347382.34
1812	117+42.93	27.00' L	882.55	276489.36	347382.36
1813	117+48.93	26.99' L	882.46	276495.36	347382.37
1814	117+52.72	33.74' L	882.93	276499.16	347375.62
1815	117+63.14	34.25' L	882.89	276509.59	347375.13

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
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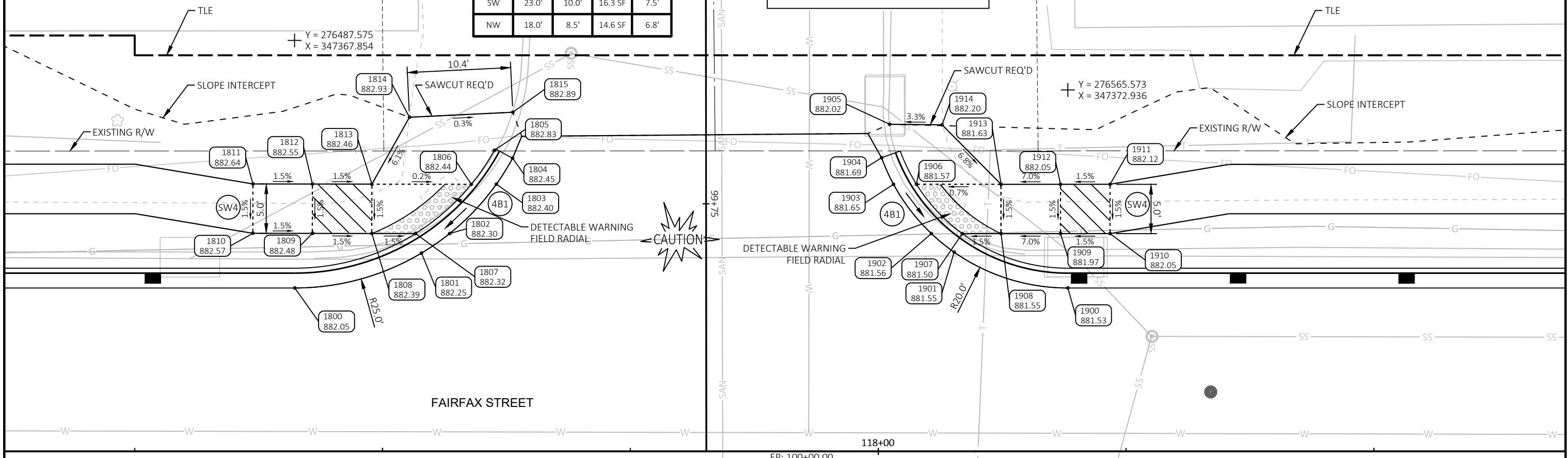
BADGER					
POINT NO.	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1900	118+19.13	16.50' L	881.53	276565.55	347392.94
1901	118+07.66	20.11' L	881.55	276554.09	347389.31
1902	118+05.36	21.99' L	881.56	276551.80	347387.43
1903	118+01.54	26.97' L	881.65	276547.98	347382.44
1904	118+00.34	29.65' L	881.69	276546.78	347379.77
1905	118+01.15	33.03' L	882.02	276547.59	347376.38
1906	118+03.85	26.97' L	881.57	276550.29	347382.45
1907	118+08.48	21.99' L	881.50	276554.91	347387.44
1908	118+12.39	21.99' L	881.55	276558.82	347387.44
1909	118+18.39	21.99' L	881.97	276564.82	347387.45
1910	118+23.39	21.99' L	882.05	276569.82	347387.45
1911	118+23.39	26.98' L	882.12	276569.82	347382.46
1912	118+18.39	26.97' L	882.05	276564.82	347382.46
1913	118+12.39	26.97' L	881.63	276558.82	347382.46
1914	118+06.45	32.98' L	882.20	276552.89	347376.45

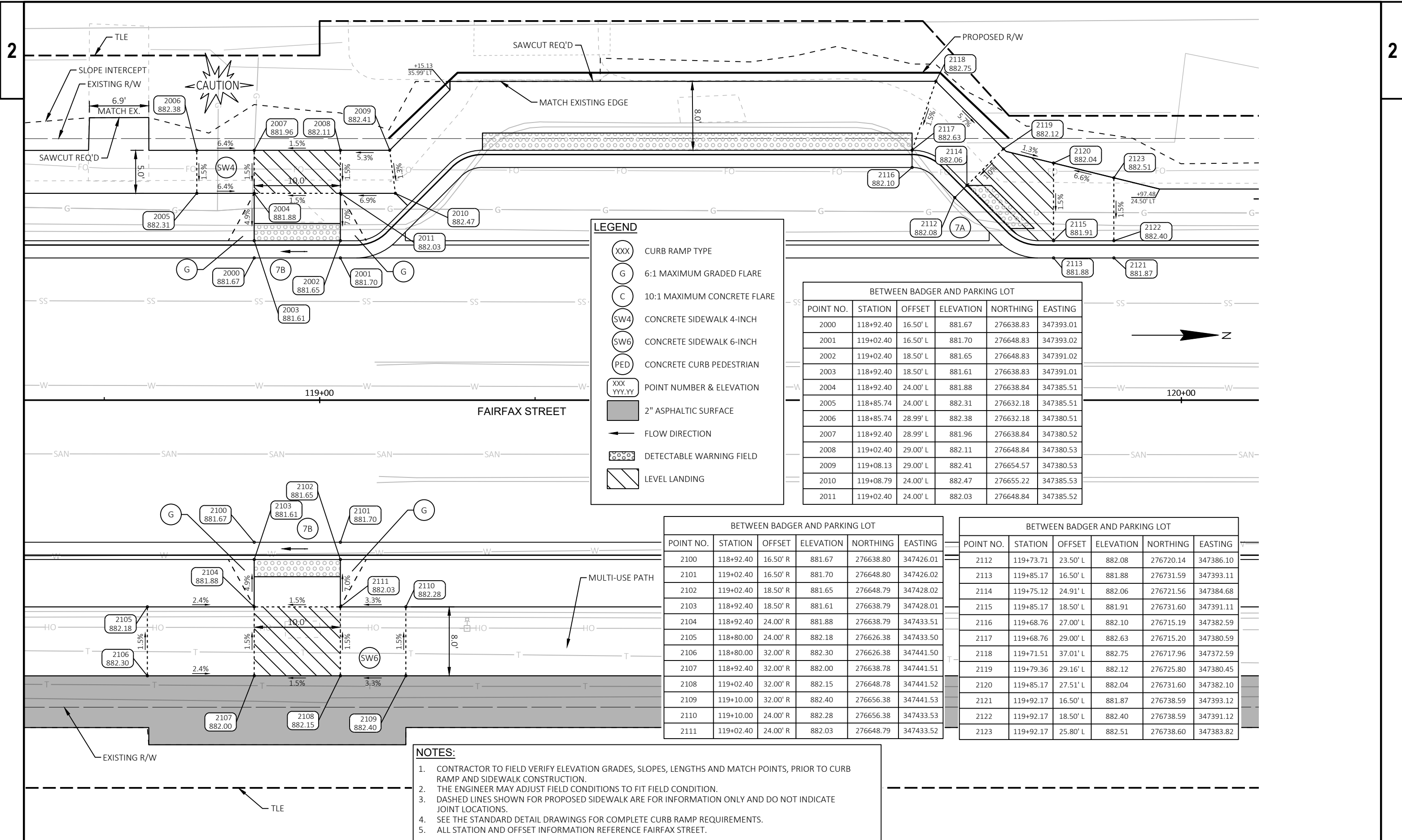
LEGEND

- (XXX) CURB RAMP TYPE
- (G) 6:1 MAXIMUM GRADED FLARE
- (C) 10:1 MAXIMUM CONCRETE FLARE
- (SW4) CONCRETE SIDEWALK 4-INCH
- (SW6) CONCRETE SIDEWALK 6-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XXX
YYY.YY) POINT NUMBER & ELEVATION
- 2" ASPHALTIC SURFACE
- FLOW DIRECTION
- ▨ DETECTABLE WARNING FIELD
- ▨ LEVEL LANDING

RADIAL DETECTABLE WARNING FIELD

DWF LOC.	BOC RADIUS	LANDING LENGTH	AREA	LONG CHORD
SW	23.0'	10.0'	16.3 SF	7.5'
NW	18.0'	8.5'	14.6 SF	6.8'





LEGEND

- (XXX) CURB RAMP TYPE
- (G) 6:1 MAXIMUM GRADED FLARE
- (C) 10:1 MAXIMUM CONCRETE FLARE
- (SW4) CONCRETE SIDEWALK 4-INCH
- (SW6) CONCRETE SIDEWALK 6-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XXX
YYY.YY) POINT NUMBER & ELEVATION
- [Hatched Box] 2" ASPHALTIC SURFACE
- [Arrow] FLOW DIRECTION
- [Dashed Box] DETECTABLE WARNING FIELD
- [Diagonal Lines] LEVEL LANDING

BETWEEN BADGER AND PARKING LOT

POINT NO.	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2000	118+92.40	16.50' L	881.67	276638.83	347393.01
2001	119+02.40	16.50' L	881.70	276648.83	347393.02
2002	119+02.40	18.50' L	881.65	276648.83	347391.02
2003	118+92.40	18.50' L	881.61	276638.83	347391.01
2004	118+92.40	24.00' L	881.88	276638.84	347385.51
2005	118+85.74	24.00' L	882.31	276632.18	347385.51
2006	118+85.74	28.99' L	882.38	276632.18	347380.51
2007	118+92.40	28.99' L	881.96	276638.84	347380.52
2008	119+02.40	29.00' L	882.11	276648.84	347380.53
2009	119+08.13	29.00' L	882.41	276654.57	347380.53
2010	119+08.79	24.00' L	882.47	276655.22	347385.53
2011	119+02.40	24.00' L	882.03	276648.84	347385.52

BETWEEN BADGER AND PARKING LOT

POINT NO.	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2100	118+92.40	16.50' R	881.67	276638.80	347426.01
2101	119+02.40	16.50' R	881.70	276648.80	347426.02
2102	119+02.40	18.50' R	881.65	276648.79	347428.02
2103	118+92.40	18.50' R	881.61	276638.79	347428.01
2104	118+92.40	24.00' R	881.88	276638.79	347433.51
2105	118+80.00	24.00' R	882.18	276626.38	347433.50
2106	118+80.00	32.00' R	882.30	276626.38	347441.50
2107	118+92.40	32.00' R	882.00	276638.78	347441.51
2108	119+02.40	32.00' R	882.15	276648.78	347441.52
2109	119+10.00	32.00' R	882.40	276656.38	347441.53
2110	119+10.00	24.00' R	882.28	276656.38	347433.53
2111	119+02.40	24.00' R	882.03	276648.79	347433.52

BETWEEN BADGER AND PARKING LOT

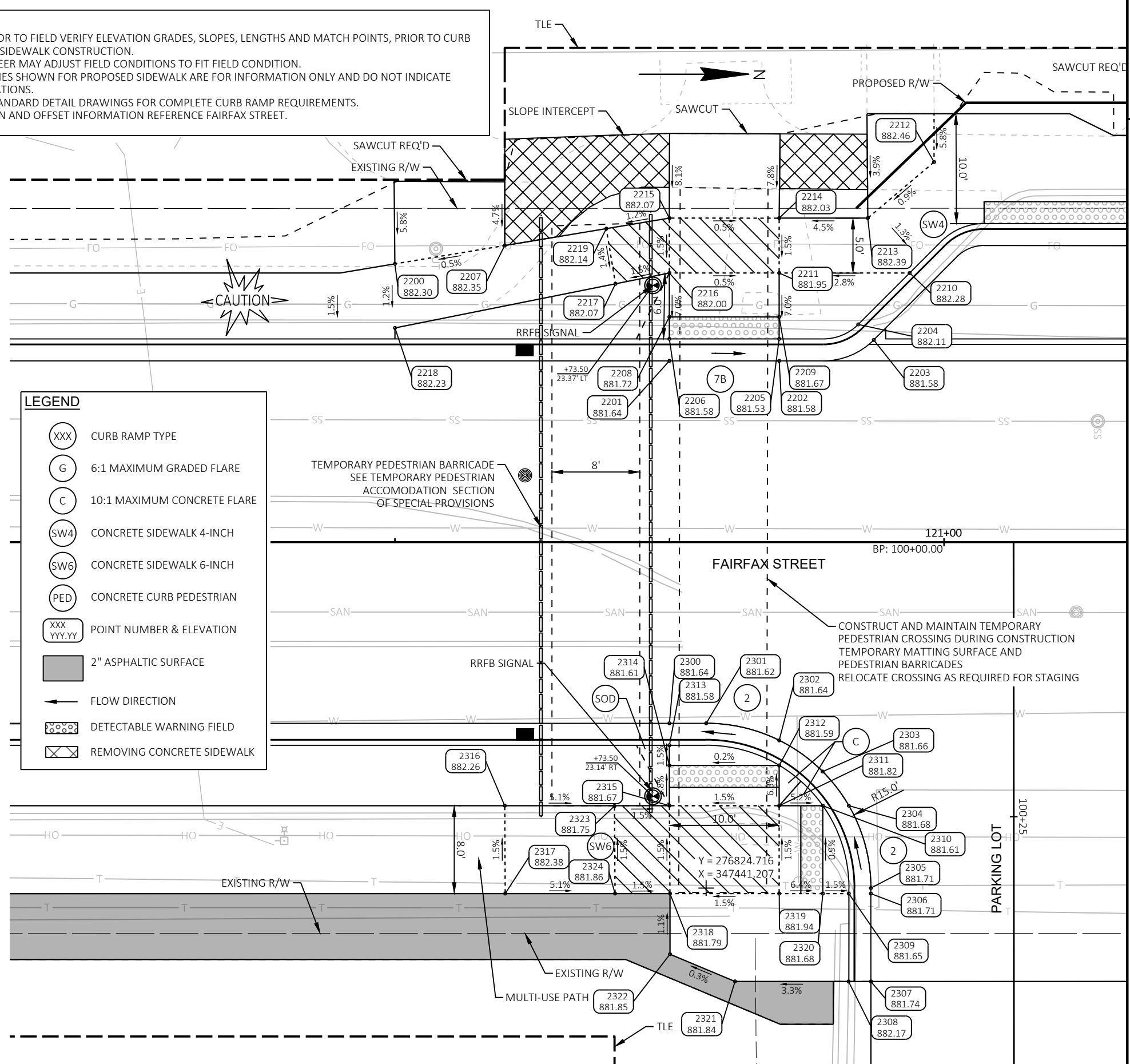
POINT NO.	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2112	119+73.71	23.50' L	882.08	276720.14	347386.10
2113	119+85.17	16.50' L	881.88	276731.59	347393.11
2114	119+75.12	24.91' L	882.06	276721.56	347384.68
2115	119+85.17	18.50' L	881.91	276731.60	347391.11
2116	119+68.76	27.00' L	882.10	276715.19	347382.59
2117	119+68.76	29.00' L	882.63	276715.20	347380.59
2118	119+71.51	37.01' L	882.75	276717.96	347372.59
2119	119+79.36	29.16' L	882.12	276725.80	347380.45
2120	119+85.17	27.51' L	882.04	276731.60	347382.10
2121	119+92.17	16.50' L	881.87	276738.59	347393.12
2122	119+92.17	18.50' L	882.40	276738.59	347391.12
2123	119+92.17	25.80' L	882.51	276738.60	347383.82

- NOTES:**
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PARKING LOT					
POINT NO.	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2200	120+49.99	25.33' L	882.30	276796.43	347384.34
2201	120+74.99	16.50' L	881.64	276821.42	347393.20
2202	120+84.99	16.50' L	881.58	276831.42	347393.22
2203	120+93.60	18.40' L	881.58	276840.03	347391.32
2204	120+92.19	19.82' L	882.11	276838.62	347389.90
2205	120+84.99	18.50' L	881.53	276831.42	347391.21
2206	120+74.99	18.50' L	881.58	276821.42	347391.20
2207	120+60.00	27.00' L	882.35	276806.44	347382.69
2208	120+74.99	20.50' L	881.72	276821.42	347389.20
2209	120+84.99	20.50' L	881.67	276831.42	347389.22
2210	120+96.87	24.50' L	882.28	276843.31	347385.23
2211	120+84.99	24.50' L	881.95	276831.43	347385.21
2212	120+99.10	34.60' L	882.46	276845.54	347375.13
2213	120+93.06	29.50' L	882.39	276839.50	347380.22
2214	120+84.99	29.50' L	882.03	276831.43	347380.21
2215	120+74.99	29.50' L	882.07	276821.43	347380.20
2216	120+74.99	24.50' L	882.00	276821.43	347385.20
2217	120+70.09	23.52' L	882.07	276816.52	347386.18
2218	120+50.00	19.50' L	882.23	276796.43	347390.18
2219	120+69.25	28.54' L	882.14	276815.69	347381.15

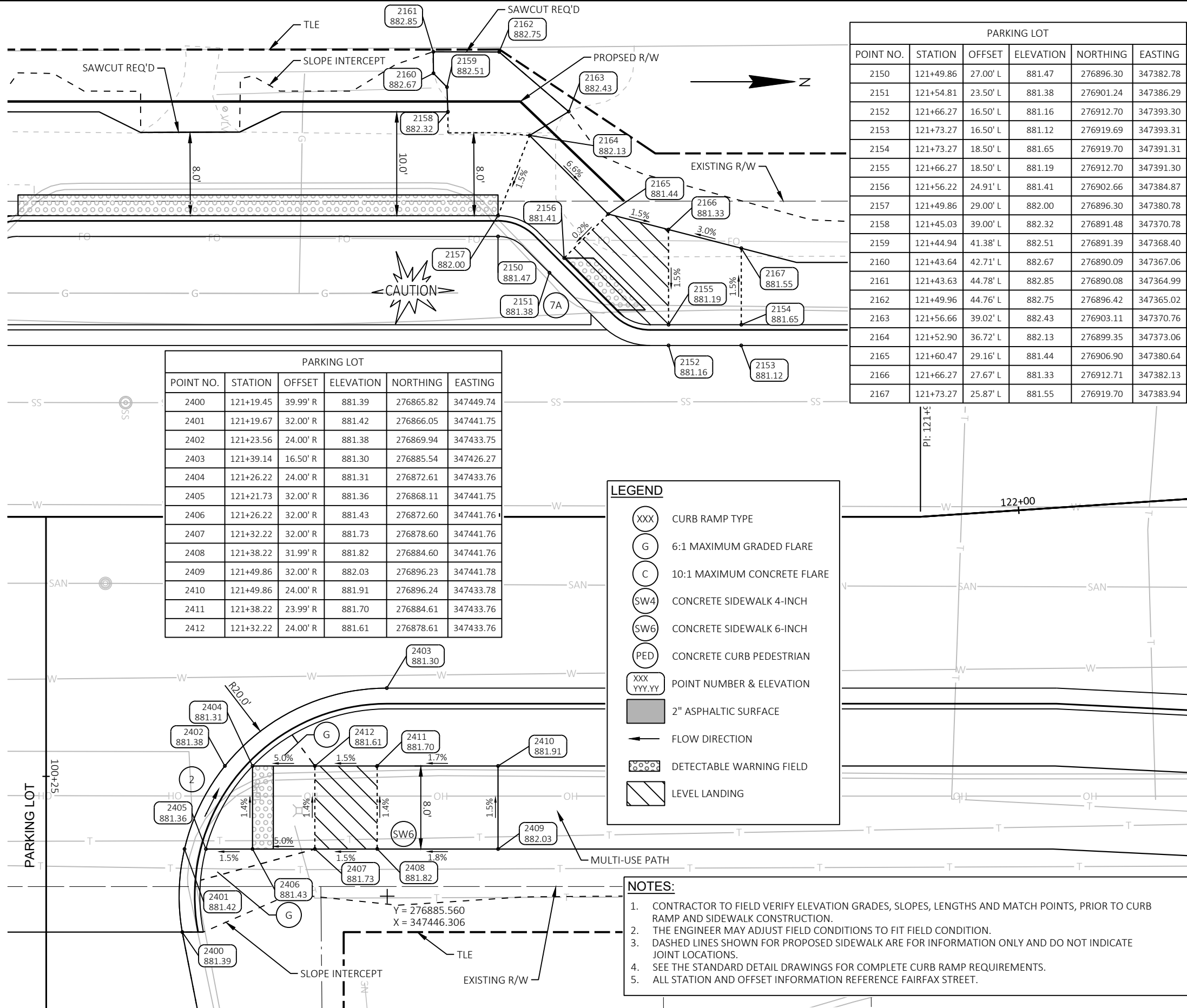
PARKING LOT					
POINT NO.	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2300	120+74.99	16.50' R	881.64	276821.38	347426.20
2301	120+78.34	16.50' R	881.62	276824.73	347426.21
2302	120+84.99	18.06' R	881.64	276831.38	347427.77
2303	120+88.95	20.89' R	881.66	276835.33	347430.61
2304	120+91.33	24.00' R	881.68	276837.71	347433.72
2305	120+93.34	31.50' R	881.71	276839.72	347441.22
2306	120+93.34	32.00' R	881.71	276839.72	347441.72
2307	120+93.34	40.00' R	881.74	276839.71	347449.72
2308	120+91.30	40.00' R	882.17	276837.67	347449.72
2309	120+91.33	32.00' R	881.65	276837.71	347441.72
2310	120+88.96	24.00' R	881.61	276835.34	347433.72
2311	120+84.99	24.00' R	881.82	276831.37	347433.71
2312	120+84.99	20.33' R	881.59	276831.38	347430.04
2313	120+74.99	18.50' R	881.58	276821.38	347428.20
2314	120+74.99	20.33' R	881.61	276821.38	347430.03
2315	120+74.99	24.00' R	881.67	276821.37	347433.70
2316	120+60.00	24.00' R	882.26	276806.38	347433.69
2317	120+60.04	32.00' R	882.38	276806.42	347441.69
2318	120+75.04	32.00' R	881.79	276821.42	347441.70
2319	120+84.99	32.00' R	881.94	276831.37	347441.71
2320	120+88.96	32.00' R	881.68	276835.33	347441.72
2321	120+80.96	40.00' R	881.84	276827.33	347449.71
2322	120+75.04	37.52' R	881.85	276821.41	347447.22
2323	120+69.99	24.03' R	881.75	276816.37	347433.73
2324	120+70.04	32.00' R	881.86	276816.42	347441.70

- NOTES:**
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LEGEND

- (XXX) CURB RAMP TYPE
- (G) 6:1 MAXIMUM GRADED FLARE
- (C) 10:1 MAXIMUM CONCRETE FLARE
- (SW4) CONCRETE SIDEWALK 4-INCH
- (SW6) CONCRETE SIDEWALK 6-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XXX
YYY.YY) POINT NUMBER & ELEVATION
- 2" ASPHALTIC SURFACE
- ← FLOW DIRECTION
- [Pattern] DETECTABLE WARNING FIELD
- [Cross-hatch] REMOVING CONCRETE SIDEWALK



PARKING LOT					
POINT NO.	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2400	121+19.45	39.99' R	881.39	276865.82	347449.74
2401	121+19.67	32.00' R	881.42	276866.05	347441.75
2402	121+23.56	24.00' R	881.38	276869.94	347433.75
2403	121+39.14	16.50' R	881.30	276885.54	347426.27
2404	121+26.22	24.00' R	881.31	276872.61	347433.76
2405	121+21.73	32.00' R	881.36	276868.11	347441.75
2406	121+26.22	32.00' R	881.43	276872.60	347441.76
2407	121+32.22	32.00' R	881.73	276878.60	347441.76
2408	121+38.22	31.99' R	881.82	276884.60	347441.76
2409	121+49.86	32.00' R	882.03	276896.23	347441.78
2410	121+49.86	24.00' R	881.91	276896.24	347433.78
2411	121+38.22	23.99' R	881.70	276884.61	347433.76
2412	121+32.22	24.00' R	881.61	276878.61	347433.76

PARKING LOT					
POINT NO.	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2150	121+49.86	27.00' L	881.47	276896.30	347382.78
2151	121+54.81	23.50' L	881.38	276901.24	347386.29
2152	121+66.27	16.50' L	881.16	276912.70	347393.30
2153	121+73.27	16.50' L	881.12	276919.69	347393.31
2154	121+73.27	18.50' L	881.65	276919.70	347391.31
2155	121+66.27	18.50' L	881.19	276912.70	347391.30
2156	121+56.22	24.91' L	881.41	276902.66	347384.87
2157	121+49.86	29.00' L	882.00	276896.30	347380.78
2158	121+45.03	39.00' L	882.32	276891.48	347370.78
2159	121+44.94	41.38' L	882.51	276891.39	347368.40
2160	121+43.64	42.71' L	882.67	276890.09	347367.06
2161	121+43.63	44.78' L	882.85	276890.08	347364.99
2162	121+49.96	44.76' L	882.75	276896.42	347365.02
2163	121+56.66	39.02' L	882.43	276903.11	347370.76
2164	121+52.90	36.72' L	882.13	276899.35	347373.06
2165	121+60.47	29.16' L	881.44	276906.90	347380.64
2166	121+66.27	27.67' L	881.33	276912.71	347382.13
2167	121+73.27	25.87' L	881.55	276919.70	347383.94

LEGEND

- (XXX) CURB RAMP TYPE
- (G) 6:1 MAXIMUM GRADED FLARE
- (C) 10:1 MAXIMUM CONCRETE FLARE
- (SW4) CONCRETE SIDEWALK 4-INCH
- (SW6) CONCRETE SIDEWALK 6-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XXX
YYY.YY) POINT NUMBER & ELEVATION
- [Hatched Box] 2" ASPHALTIC SURFACE
- [Arrow] FLOW DIRECTION
- [Dotted Box] DETECTABLE WARNING FIELD
- [Diagonal Lines] LEVEL LANDING

NOTES:

- CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
- THE ENGINEER MAY ADJUST FIELD CONDITIONS TO FIT FIELD CONDITION.
- DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE FAIRFAX STREET.

LEGEND

- (XXX) CURB RAMP TYPE
- (G) 6:1 MAXIMUM GRADED FLARE
- (C) 10:1 MAXIMUM CONCRETE FLARE
- (SW4) CONCRETE SIDEWALK 4-INCH
- (SW6) CONCRETE SIDEWALK 6-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XXX
YYY.YY) POINT NUMBER & ELEVATION
- 2" ASPHALTIC SURFACE
- ← FLOW DIRECTION
- ▨ DETECTABLE WARNING FIELD
- ▨ LEVEL LANDING

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST FIELD CONDITIONS TO FIT FIELD CONDITION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE FAIRFAX STREET.

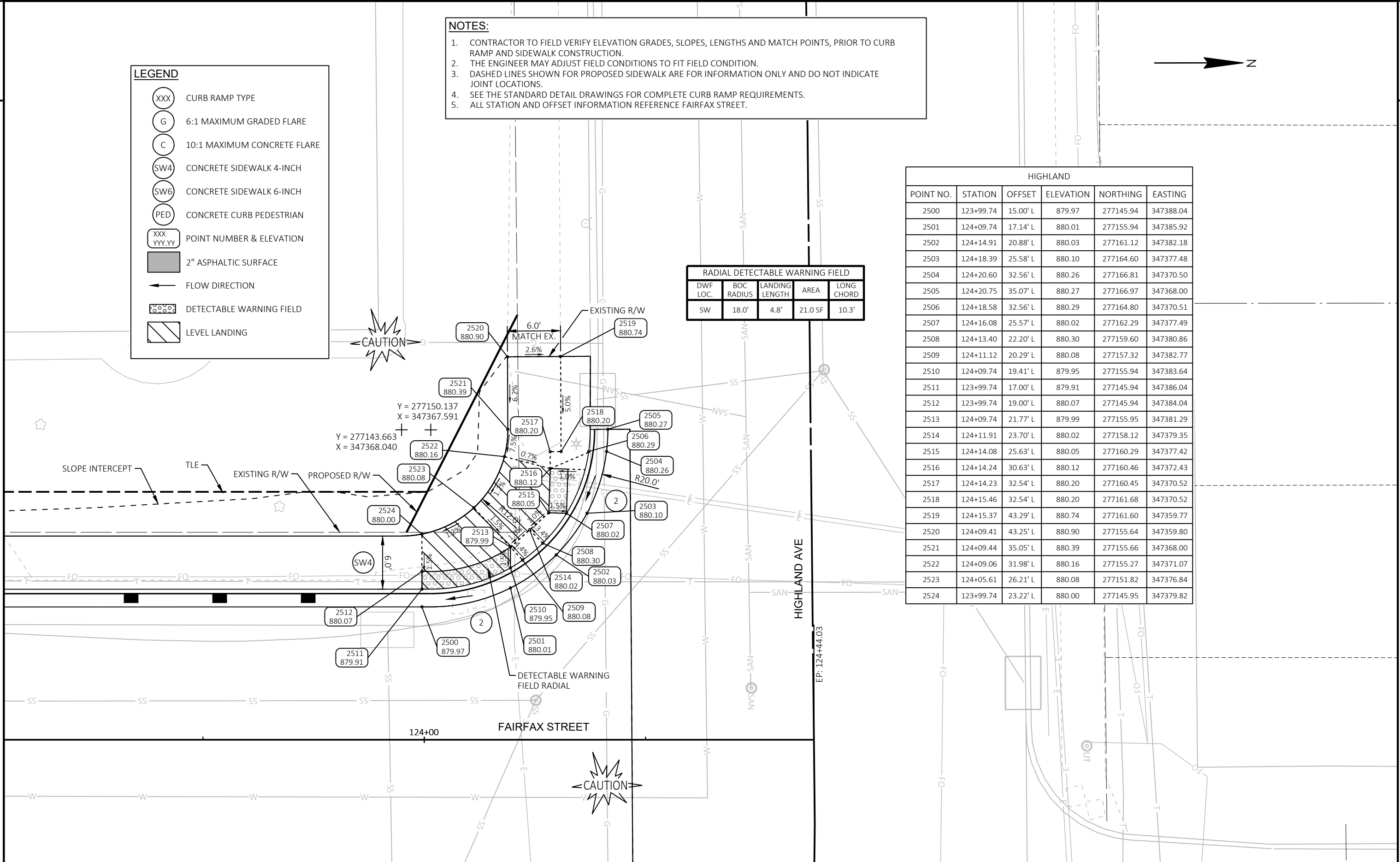


RADIAL DETECTABLE WARNING FIELD

DWF LOC.	BOC RADIUS	LANDING LENGTH	AREA	LONG CHORD
SW	18.0'	4.8'	21.0 SF	10.3'

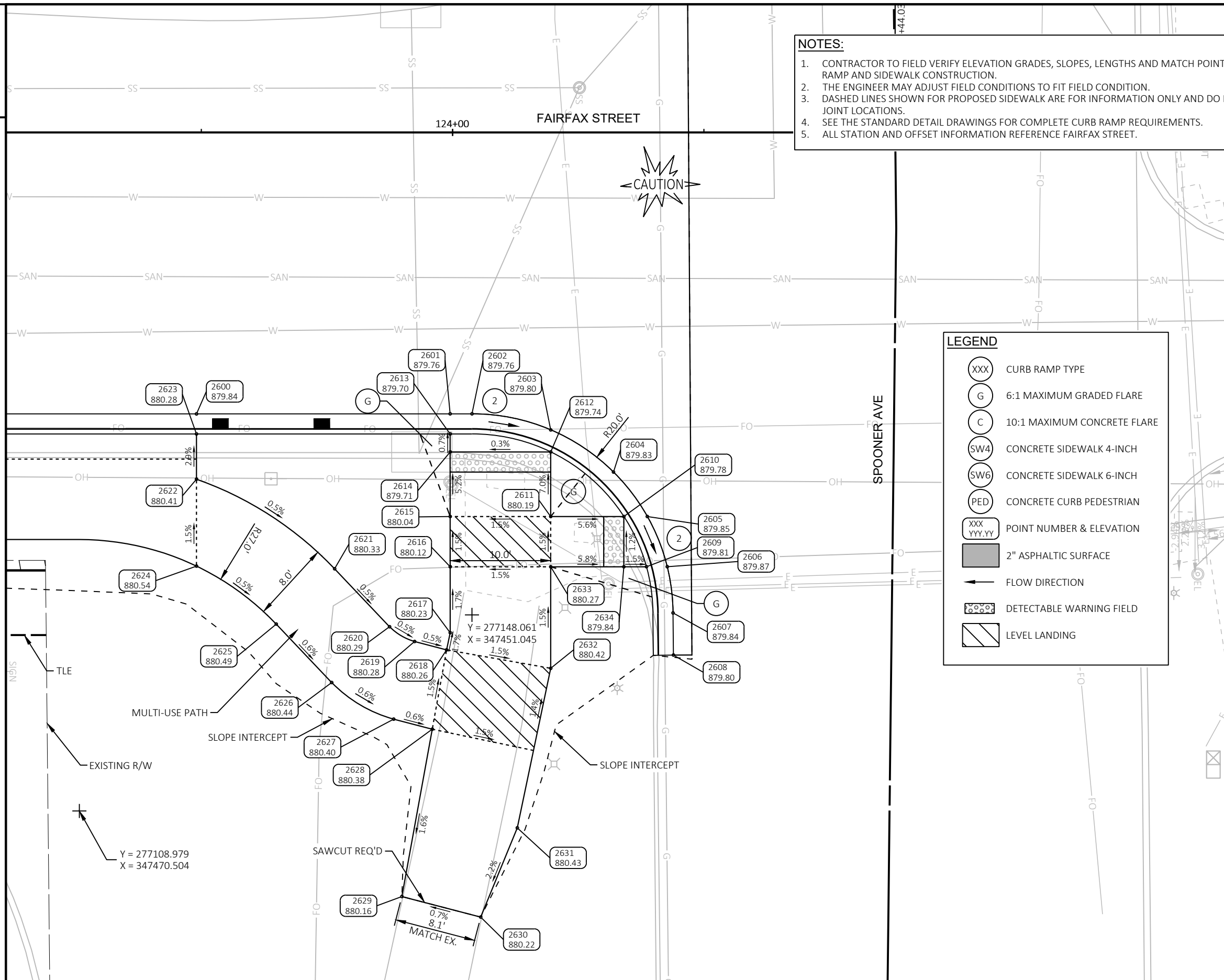
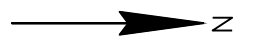
HIGHLAND

POINT NO.	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2500	123+99.74	15.00' L	879.97	277145.94	347388.04
2501	124+09.74	17.14' L	880.01	277155.94	347385.92
2502	124+14.91	20.88' L	880.03	277161.12	347382.18
2503	124+18.39	25.58' L	880.10	277164.60	347377.48
2504	124+20.60	32.56' L	880.26	277166.81	347370.50
2505	124+20.75	35.07' L	880.27	277166.97	347368.00
2506	124+18.58	32.56' L	880.29	277164.80	347370.51
2507	124+16.08	25.57' L	880.02	277162.29	347377.49
2508	124+13.40	22.20' L	880.30	277159.60	347380.86
2509	124+11.12	20.29' L	880.08	277157.32	347382.77
2510	124+09.74	19.41' L	879.95	277155.94	347383.64
2511	123+99.74	17.00' L	879.91	277145.94	347386.04
2512	123+99.74	19.00' L	880.07	277145.94	347384.04
2513	124+09.74	21.77' L	879.99	277155.95	347381.29
2514	124+11.91	23.70' L	880.02	277158.12	347379.35
2515	124+14.08	25.63' L	880.05	277160.29	347377.42
2516	124+14.24	30.63' L	880.12	277160.46	347372.43
2517	124+14.23	32.54' L	880.20	277160.45	347370.52
2518	124+15.46	32.54' L	880.20	277161.68	347370.52
2519	124+15.37	43.29' L	880.74	277161.60	347359.77
2520	124+09.41	43.25' L	880.90	277155.64	347359.80
2521	124+09.44	35.05' L	880.39	277155.66	347368.00
2522	124+09.06	31.98' L	880.16	277155.27	347371.07
2523	124+05.61	26.21' L	880.08	277151.82	347376.84
2524	123+99.74	23.22' L	880.00	277145.95	347379.82



NOTES:

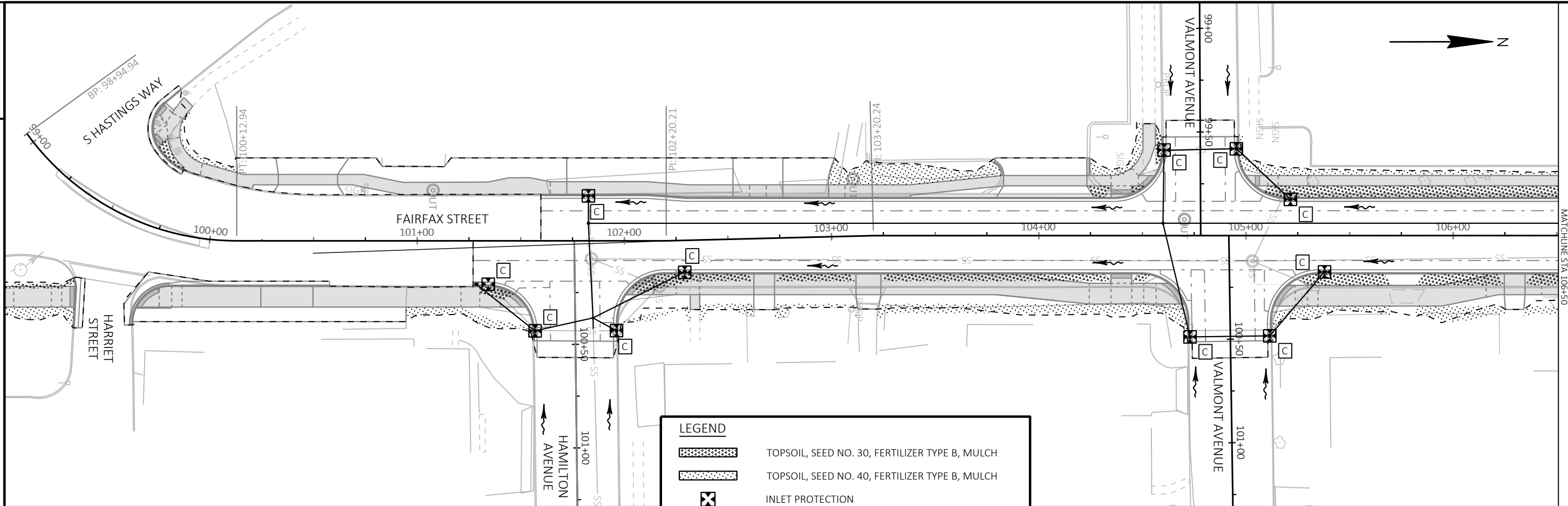
1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST FIELD CONDITIONS TO FIT FIELD CONDITION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE FAIRFAX STREET.









LEGEND

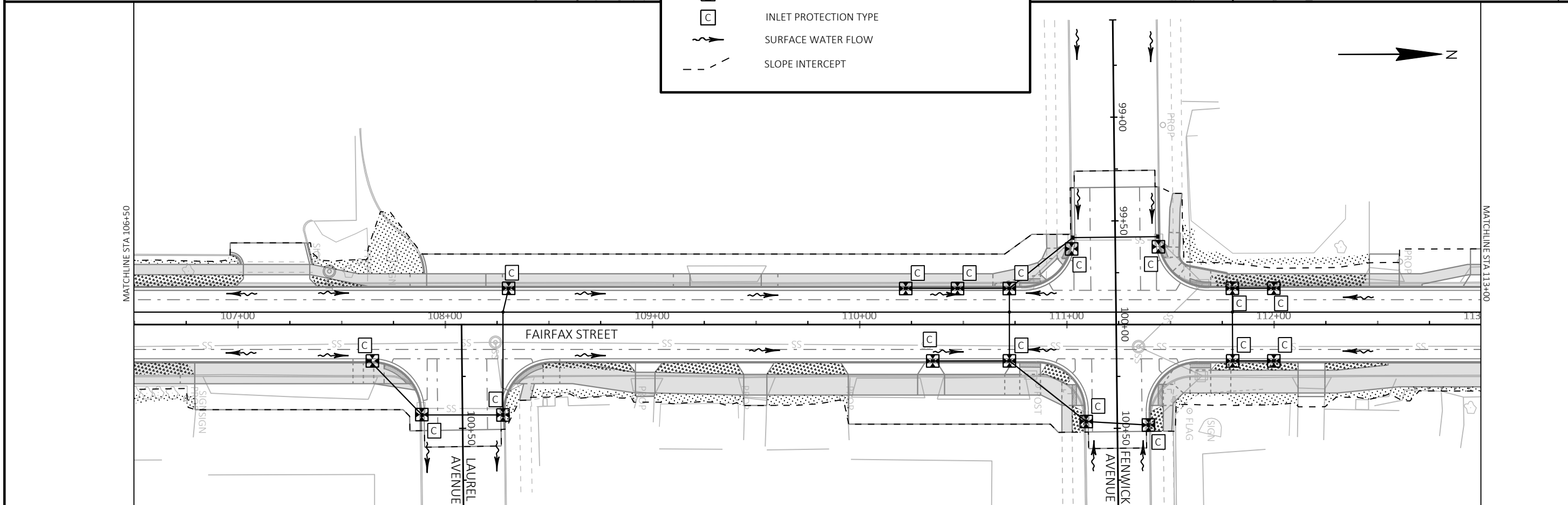
- (XXX) CURB RAMP TYPE
- (G) 6:1 MAXIMUM GRADED FLARE
- (C) 10:1 MAXIMUM CONCRETE FLARE
- (SW4) CONCRETE SIDEWALK 4-INCH
- (SW6) CONCRETE SIDEWALK 6-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XXX
YYY.YY) POINT NUMBER & ELEVATION
- (Grey Box) 2" ASPHALTIC SURFACE
- (Arrow) FLOW DIRECTION
- (Dotted Box) DETECTABLE WARNING FIELD
- (Hatched Box) LEVEL LANDING

SPOONER					
POINT NO.	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2600	123+74.52	28.01' R	879.84	277120.67	347431.02
2601	123+99.75	28.00' R	879.76	277145.91	347431.04
2602	124+01.93	28.00' R	879.76	277148.08	347431.04
2603	124+09.75	29.59' R	879.80	277155.91	347432.65
2604	124+16.00	33.79' R	879.83	277162.15	347436.85
2605	124+19.37	38.21' R	879.85	277165.51	347441.27
2606	124+21.35	43.21' R	879.87	277167.48	347446.27
2607	124+21.93	47.81' R	879.84	277168.06	347450.87
2608	124+21.96	52.00' R	879.80	277168.09	347455.06
2609	124+19.28	43.21' R	879.81	277165.42	347446.27
2610	124+17.03	38.21' R	879.78	277163.18	347441.27
2611	124+09.76	38.21' R	880.19	277155.90	347441.27
2612	124+09.75	31.79' R	879.74	277155.90	347434.84
2613	123+99.75	30.00' R	879.70	277145.91	347433.04
2614	123+99.75	31.79' R	879.71	277145.90	347434.84
2615	123+99.76	38.22' R	880.04	277145.90	347441.26
2616	123+99.76	43.22' R	880.12	277145.90	347446.26
2617	123+99.76	49.77' R	880.23	277145.89	347452.82
2618	123+99.40	51.48' R	880.26	277145.53	347454.52
2619	123+96.21	50.64' R	880.28	277142.35	347453.68
2620	123+93.73	49.18' R	880.29	277139.86	347452.21
2621	123+88.26	43.41' R	880.33	277134.39	347446.44
2622	123+74.52	34.50' R	880.41	277120.67	347437.51
2623	123+74.52	30.00' R	880.28	277120.67	347433.02
2624	123+74.52	43.14' R	880.54	277120.66	347446.16
2625	123+82.45	48.92' R	880.49	277128.59	347451.94
2626	123+87.97	54.73' R	880.44	277134.09	347457.76
2627	123+94.14	58.37' R	880.40	277140.26	347461.41
2628	123+97.97	59.37' R	880.38	277144.09	347462.41
2629	123+94.95	76.02' R	880.16	277141.06	347479.05
2630	124+02.79	78.06' R	880.22	277148.89	347481.11
2631	124+06.43	69.19' R	880.43	277152.54	347472.23
2632	124+09.76	53.31' R	880.42	277155.89	347456.36
2633	124+09.76	43.21' R	880.27	277155.90	347446.27
2634	124+17.04	43.21' R	879.84	277163.17	347446.27

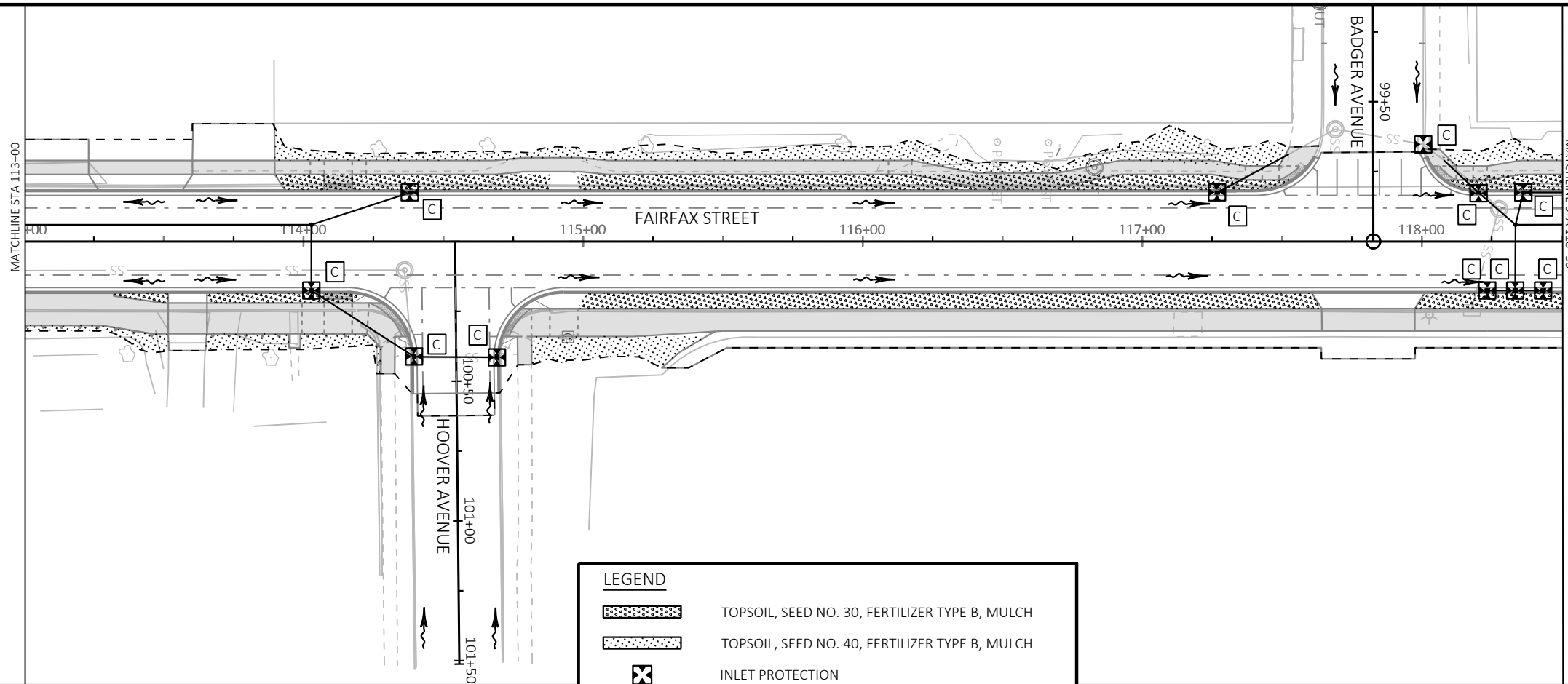


LEGEND







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-  TOPSOIL, SEED NO. 40, FERTILIZER TYPE B, MULCH
-  INLET PROTECTION
-  INLET PROTECTION TYPE
-  SURFACE WATER FLOW
-  SLOPE INTERCEPT

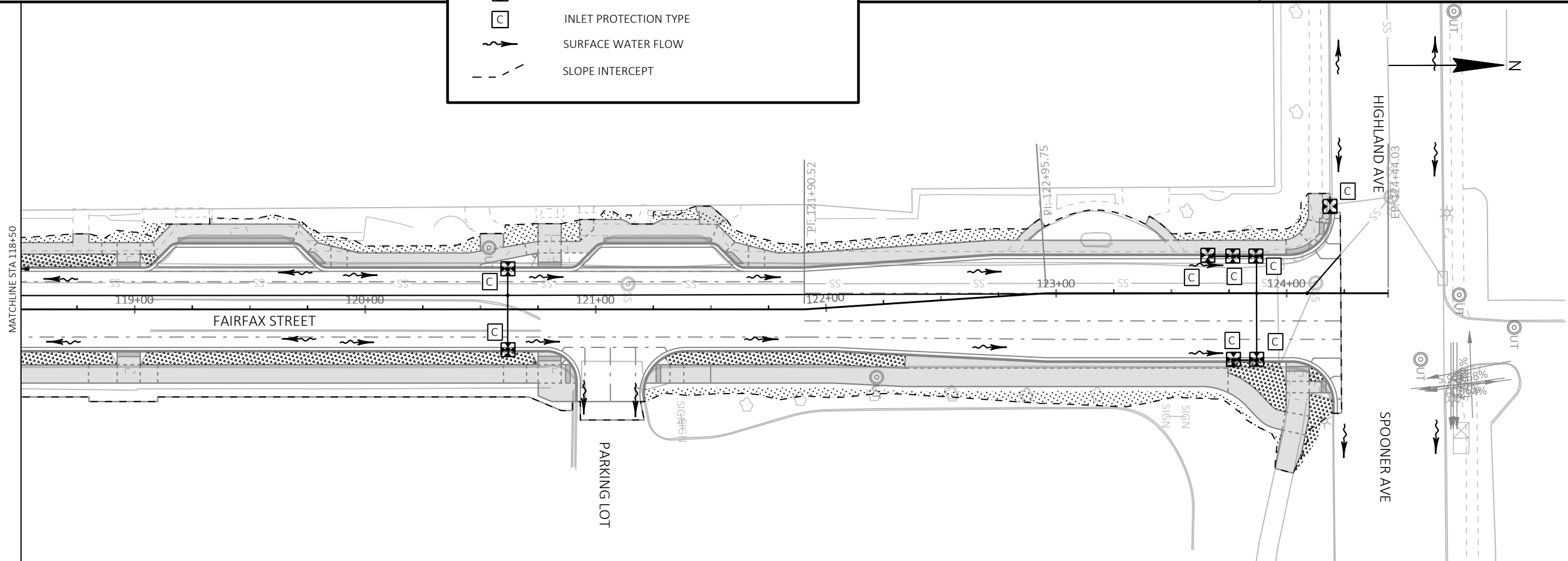


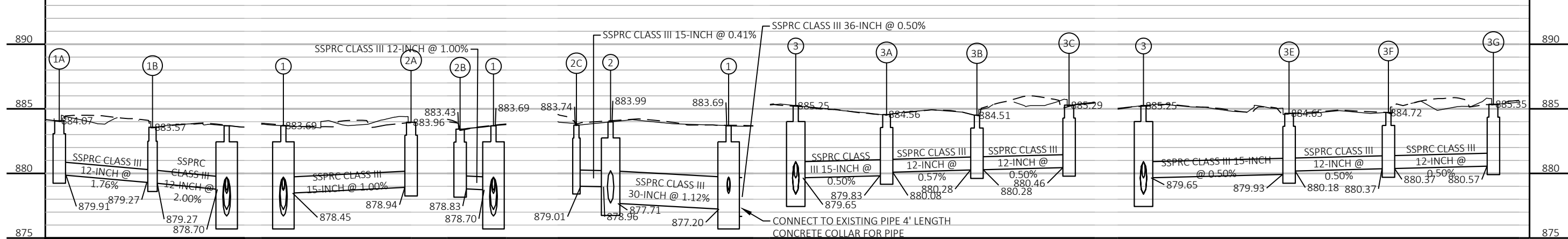
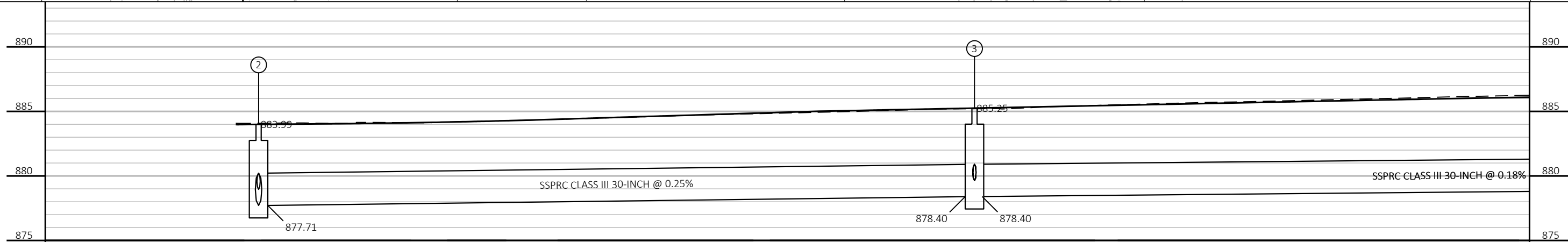
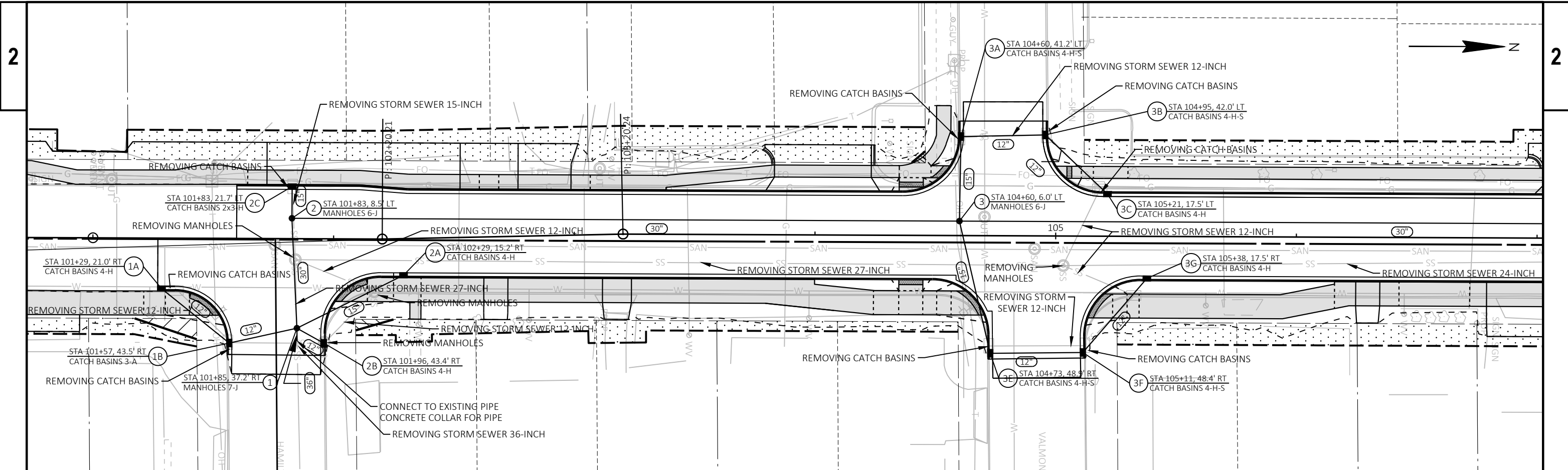
PROJECT NO: 7995-02-59	HWY: FAIRFAX STREET	COUNTY: EAU CLAIRE	EROSION CONTROL	SHEET	E
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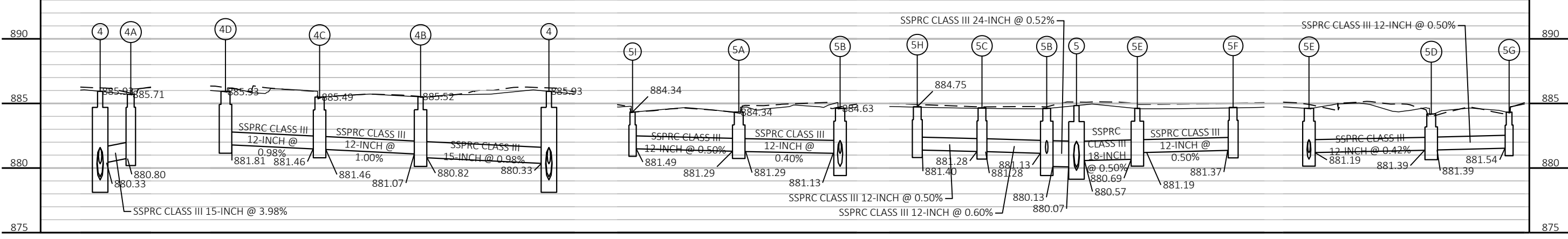
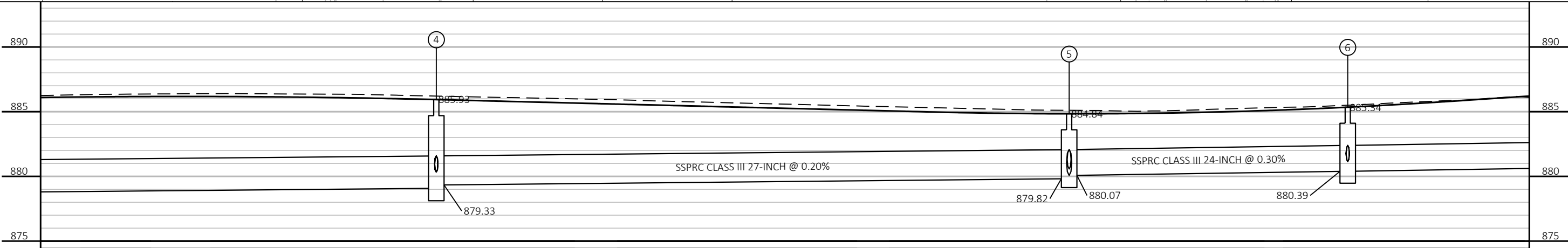
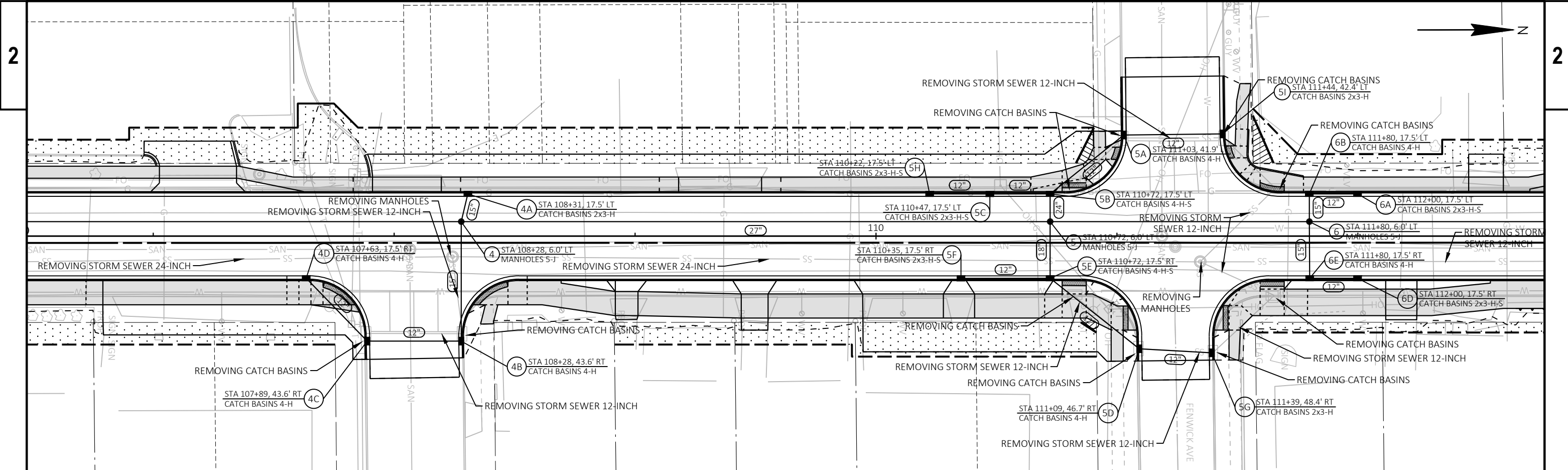


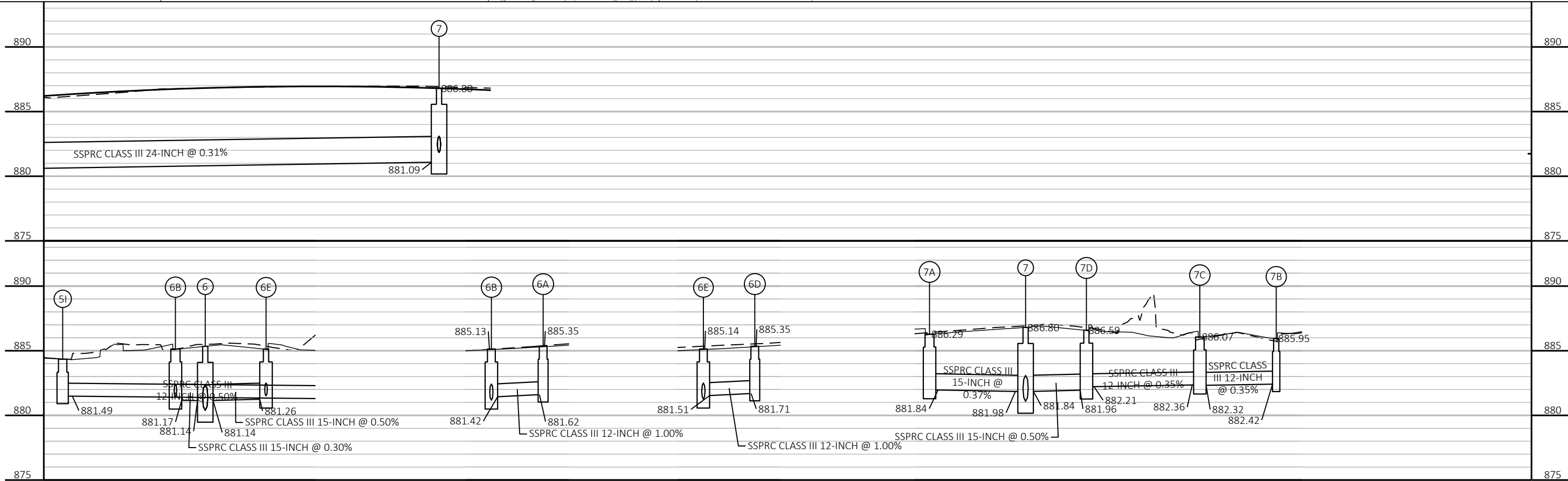
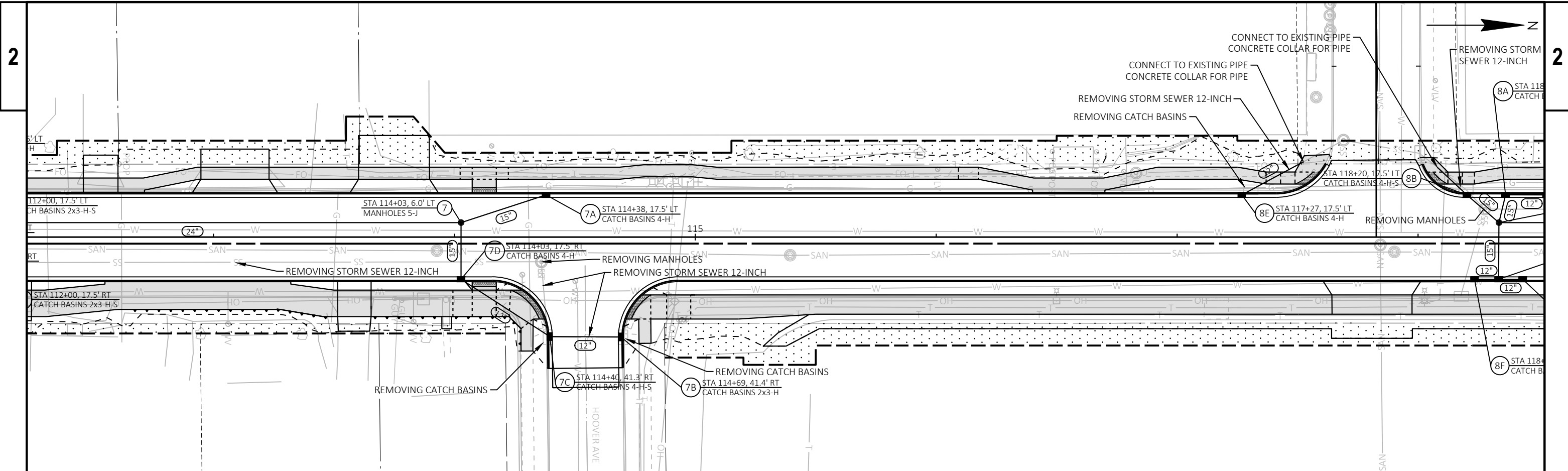
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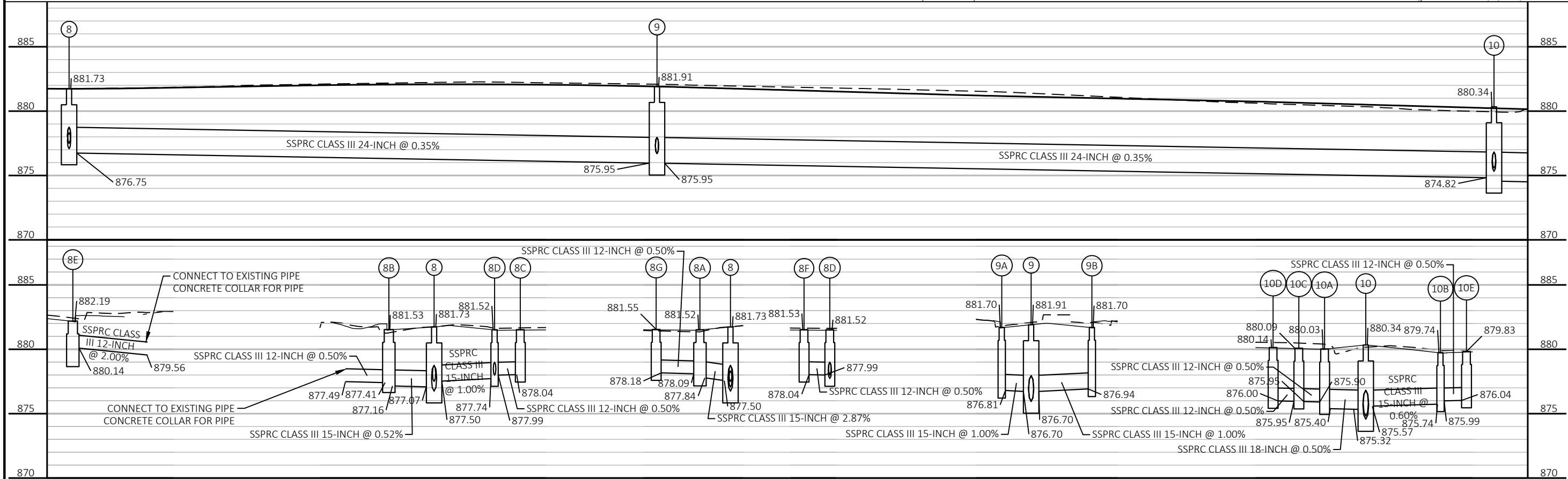
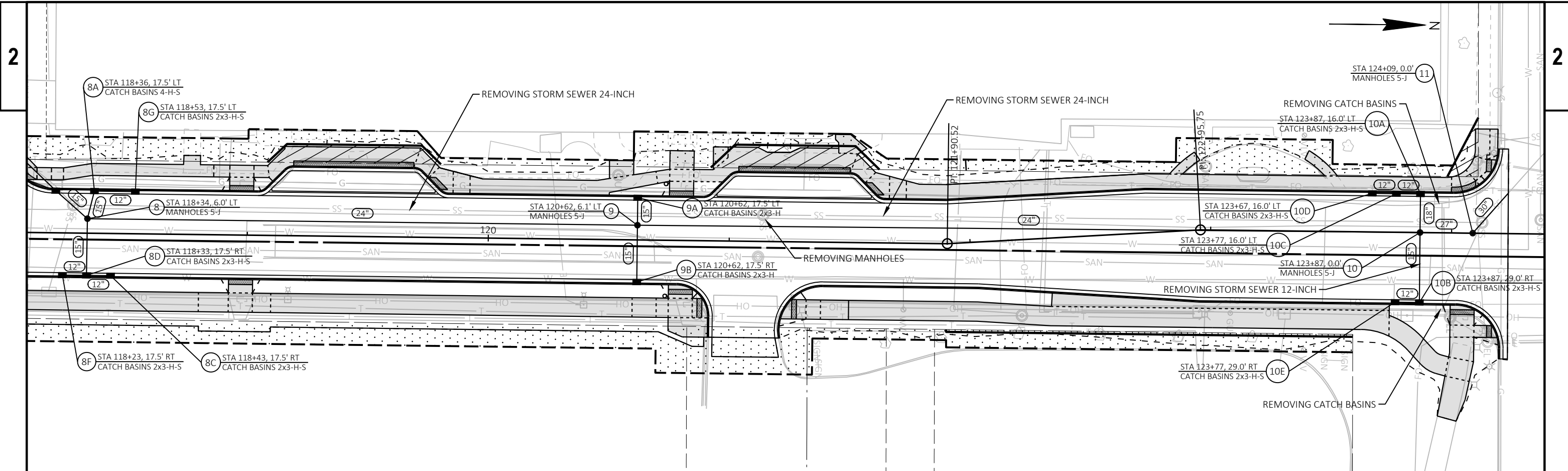
-  TOPSOIL, SEED NO. 30, FERTILIZER TYPE B, MULCH
-  TOPSOIL, SEED NO. 40, FERTILIZER TYPE B, MULCH
-  INLET PROTECTION
-  INLET PROTECTION TYPE
-  SURFACE WATER FLOW
-  SLOPE INTERCEPT



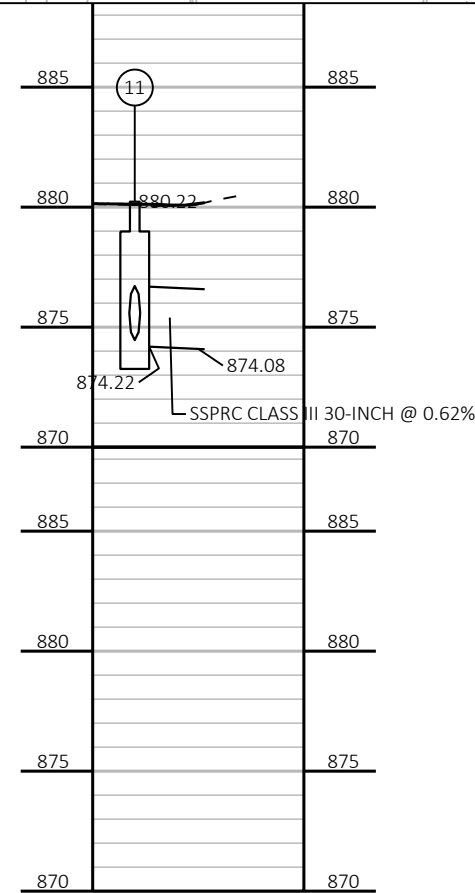
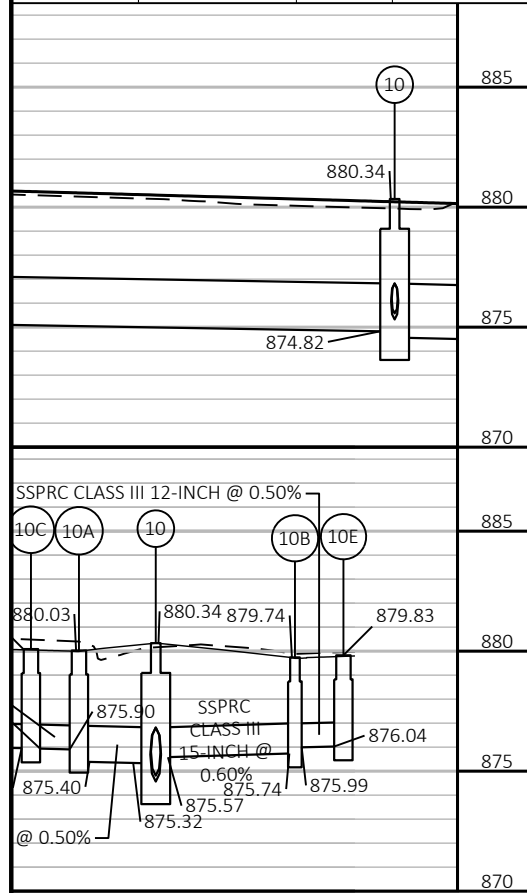
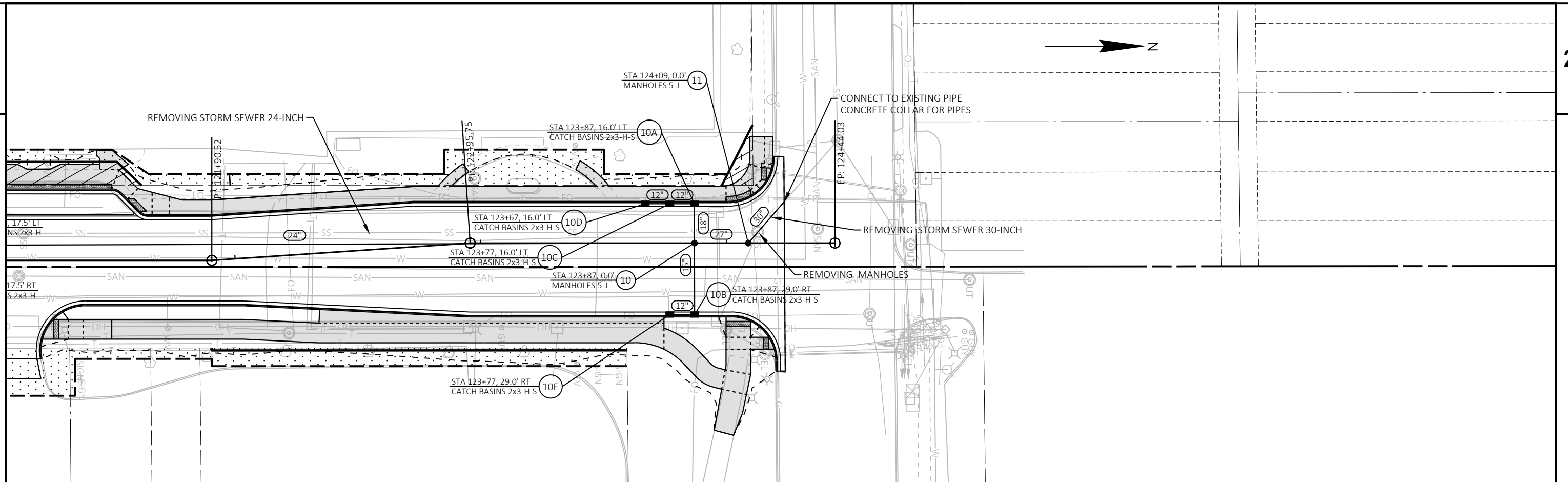


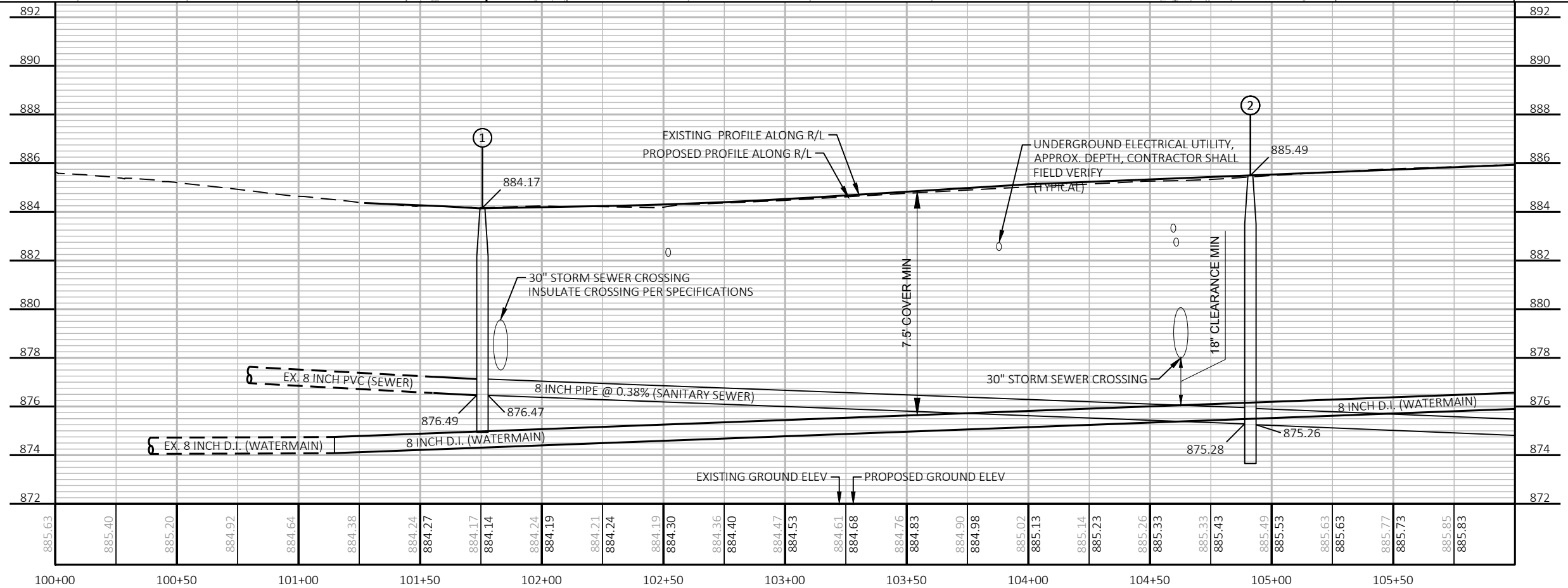
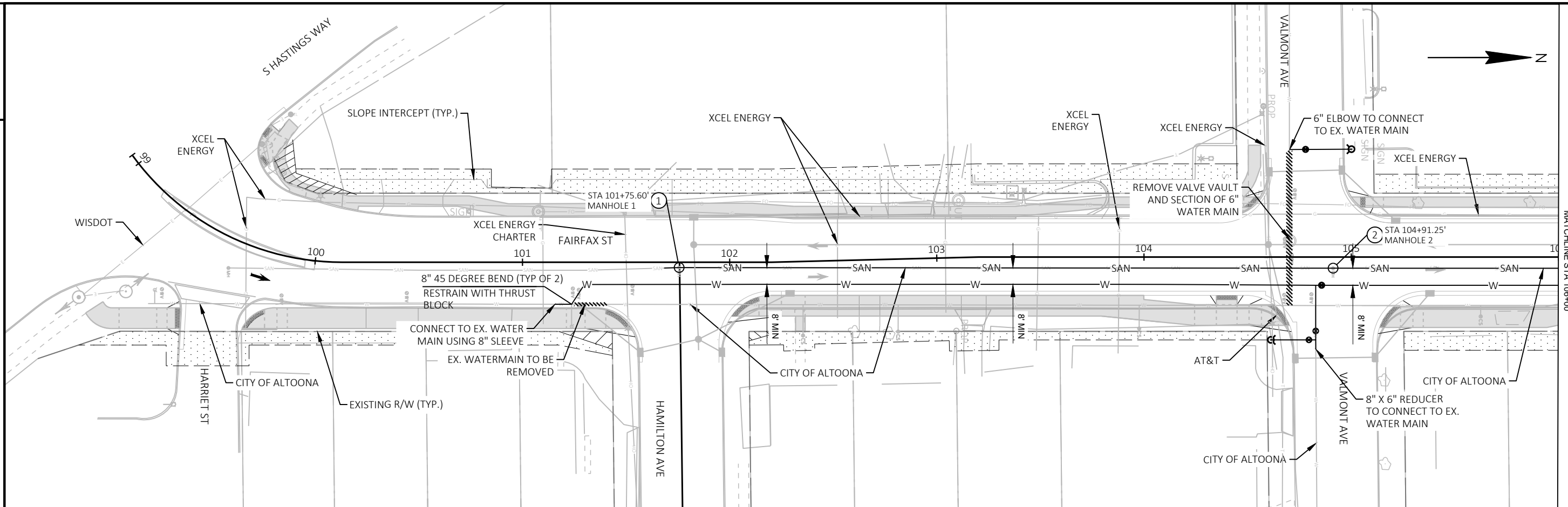






PROJECT NO: 7995-02-59	HWY: FAIRFAX STREET	COUNTY: EAU CLAIRE	STORM SEWER	SHEET	E
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PROJECT NO: 7995-02-59

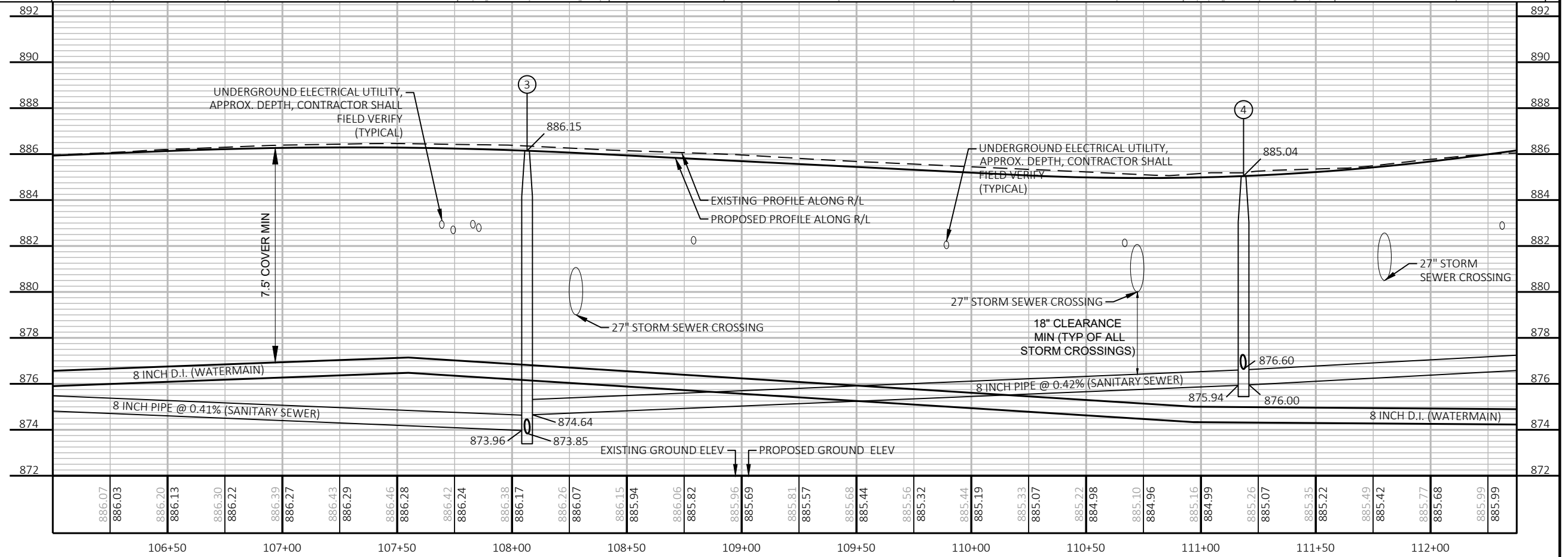
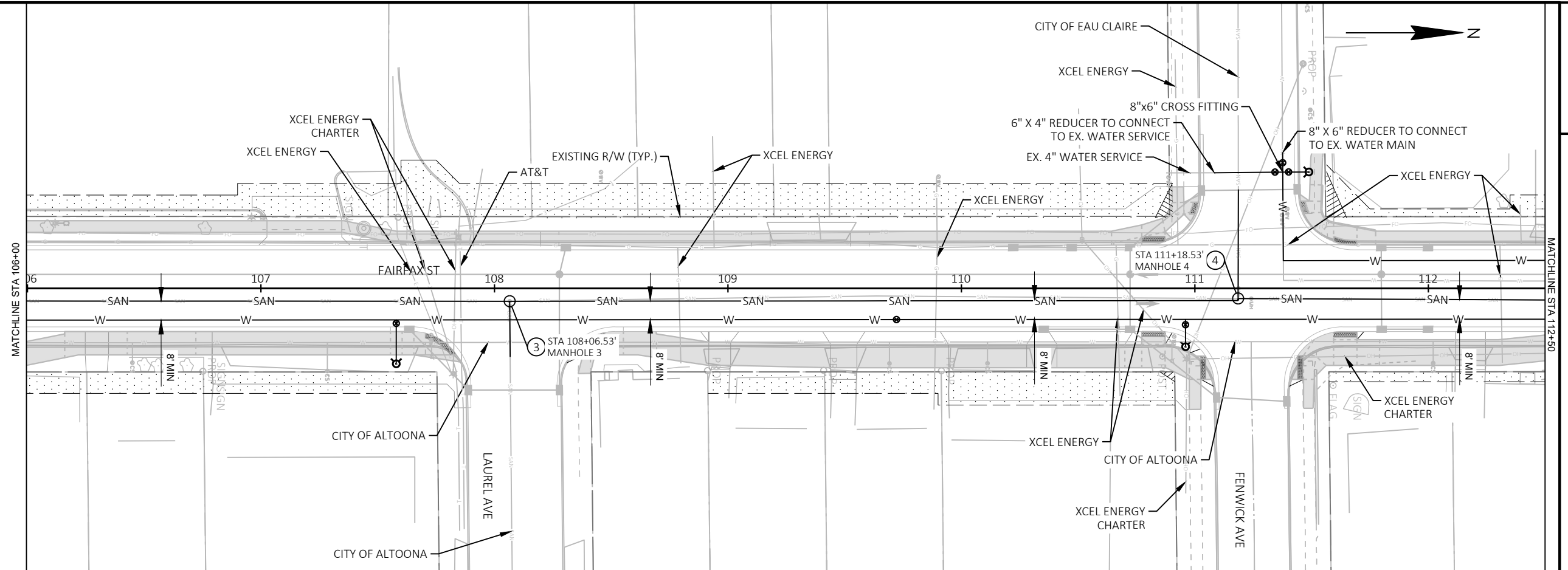
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COUNTY: EAU CLAIRE

UTILITY PLAN

SHEET

E



PROJECT NO: 7995-02-59

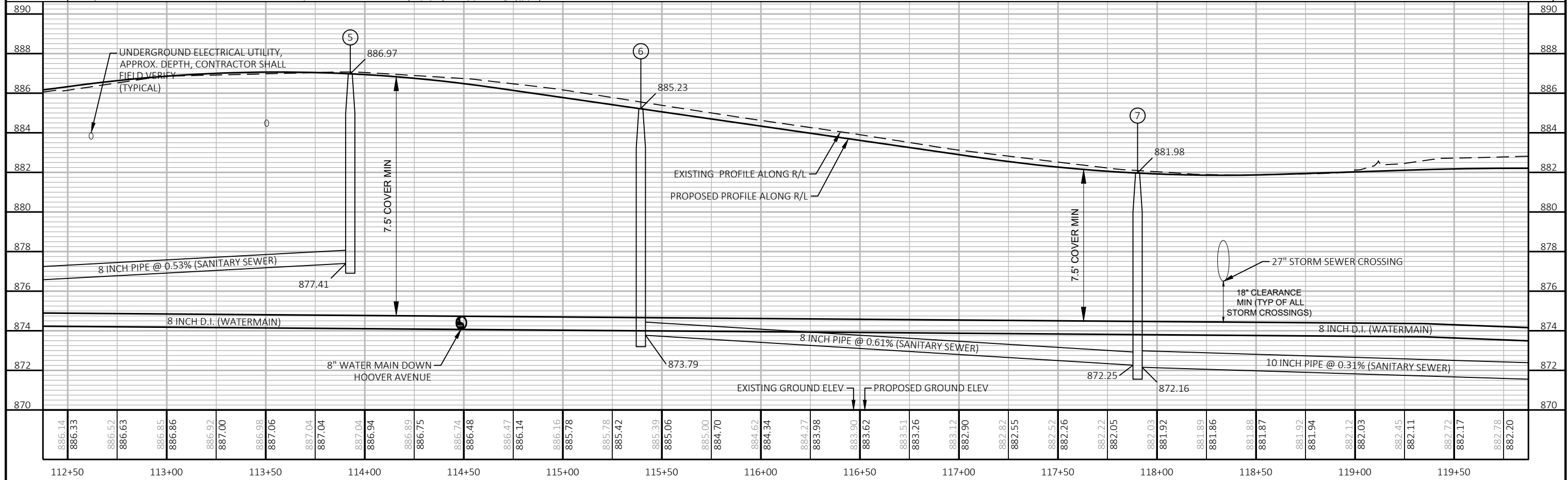
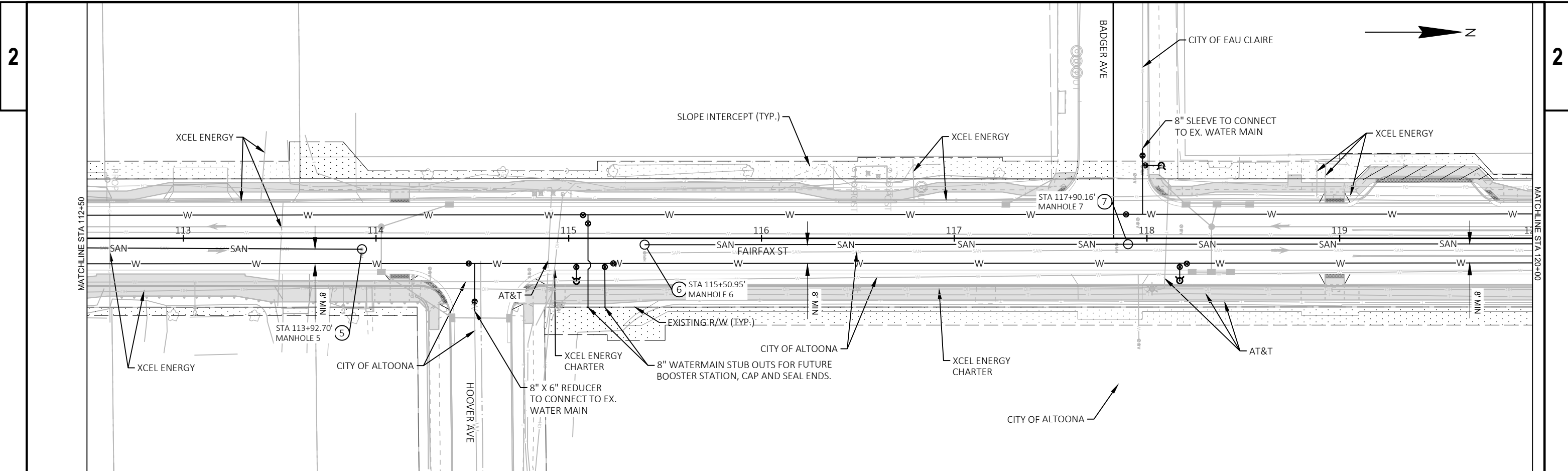
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COUNTY: EAU CLAIRE

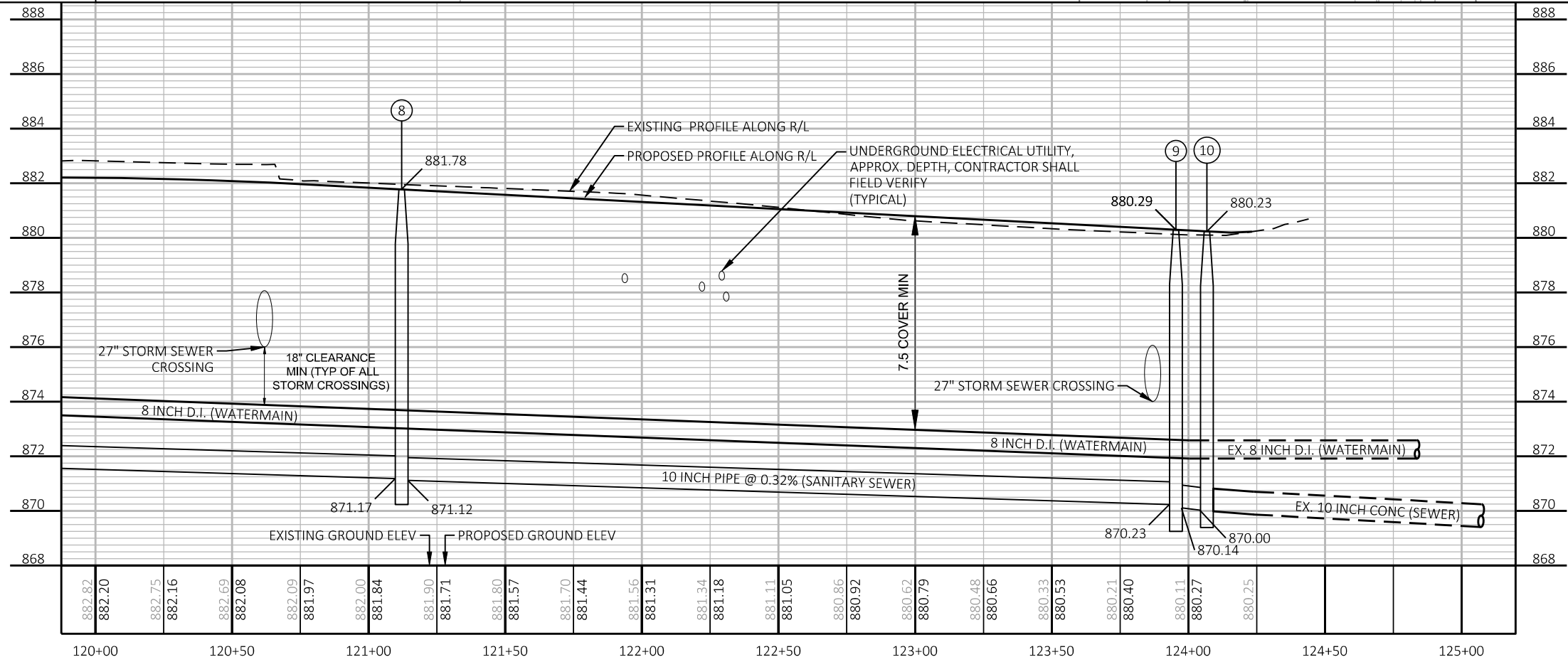
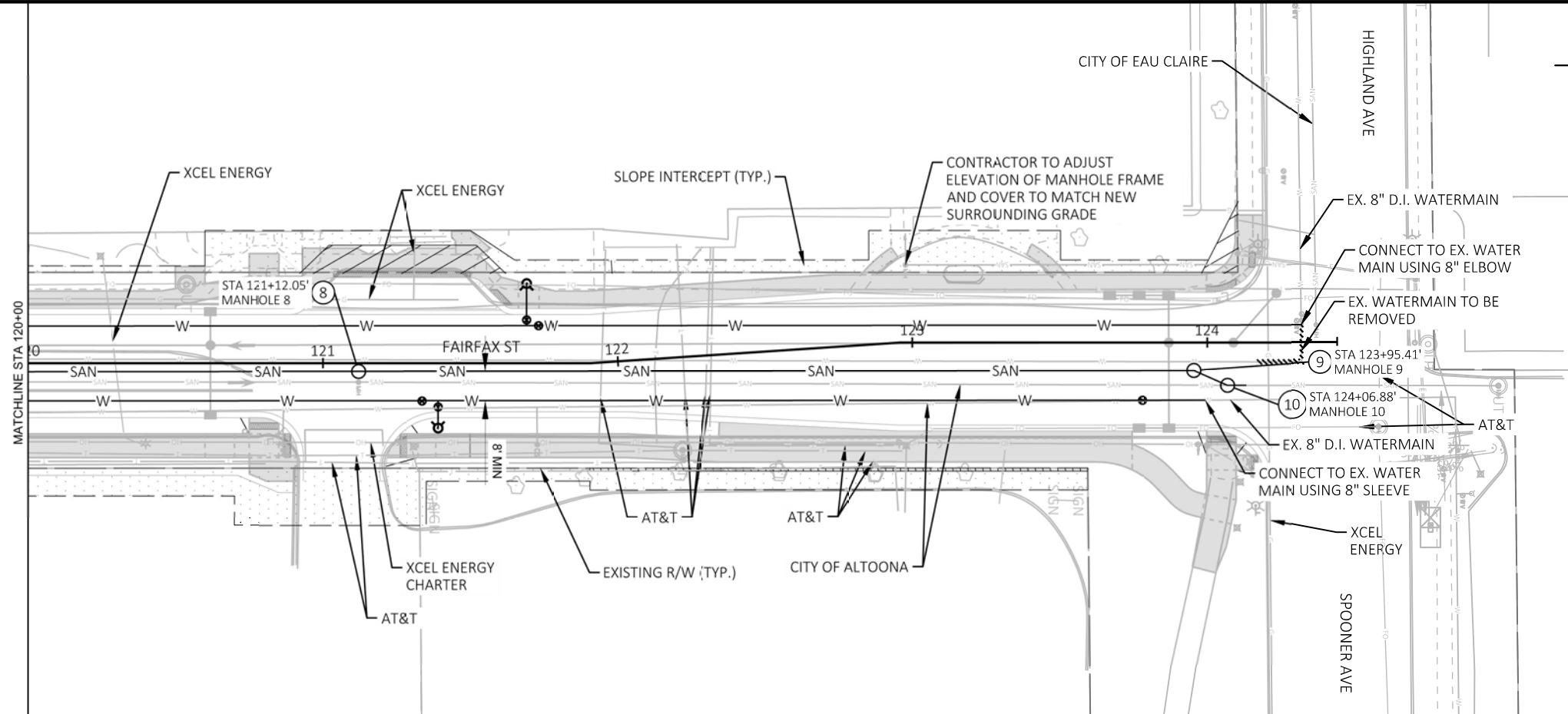
UTILITY PLAN

SHEET

E



PROJECT NO: 7995-02-59	HWY: FAIRFAX STREET	COUNTY: EAU CLAIRE	UTILITY PLAN	SHEET	E
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PROJECT NO: 7995-02-59

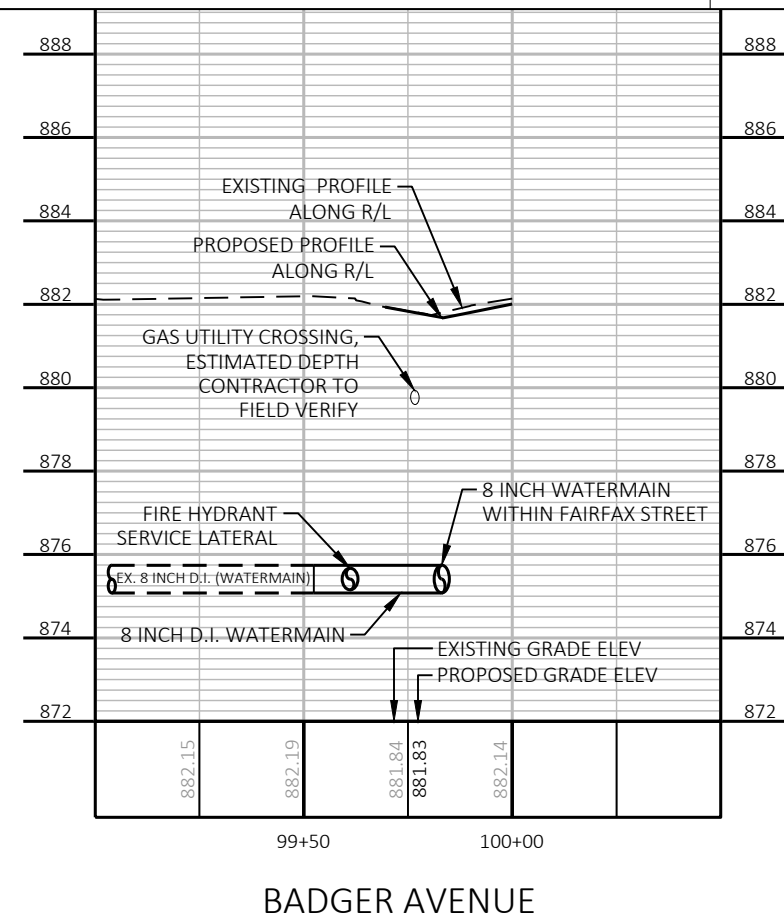
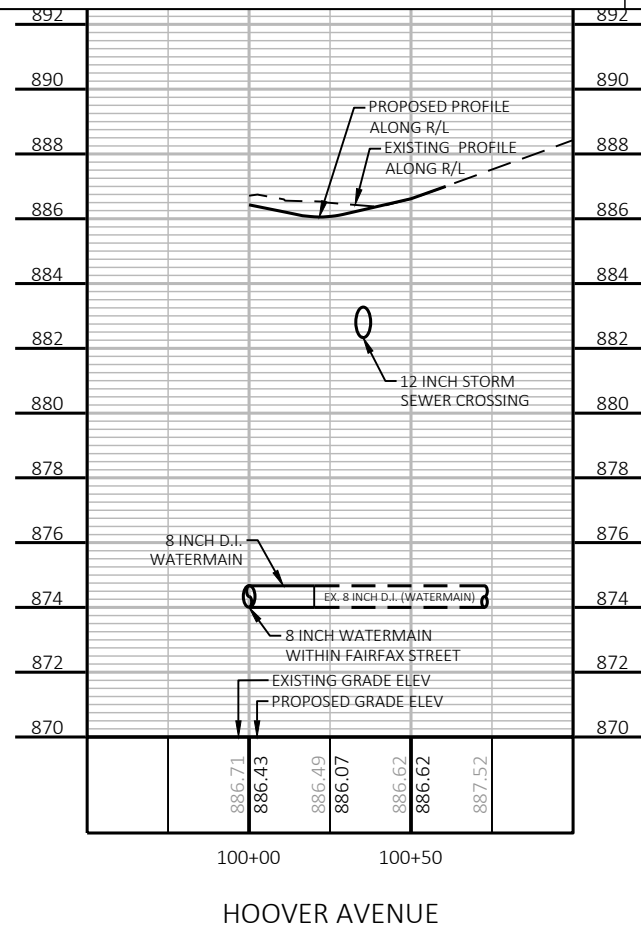
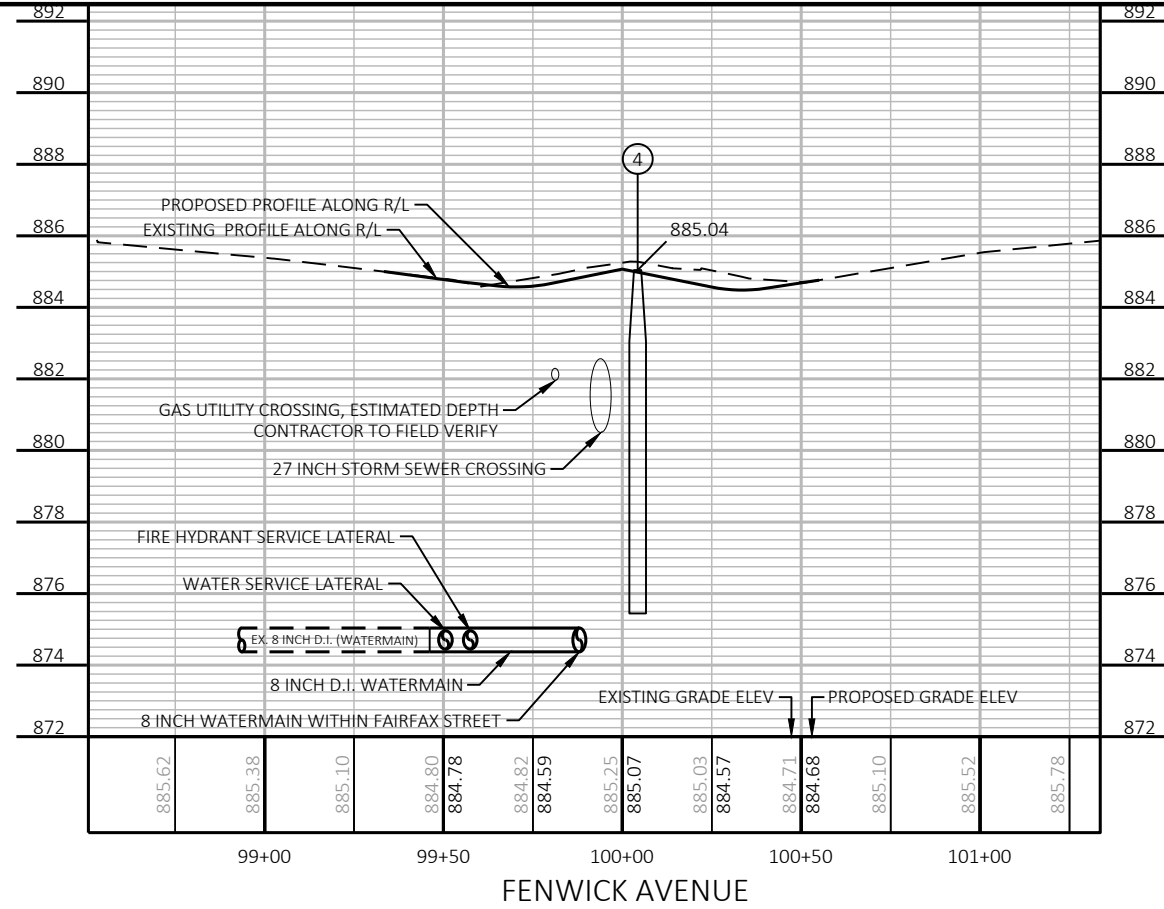
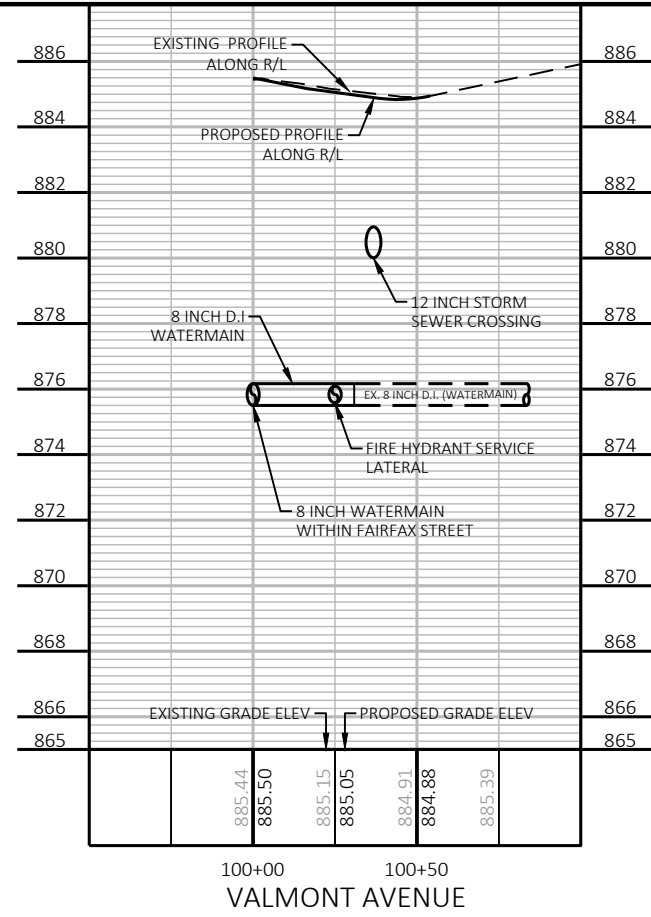
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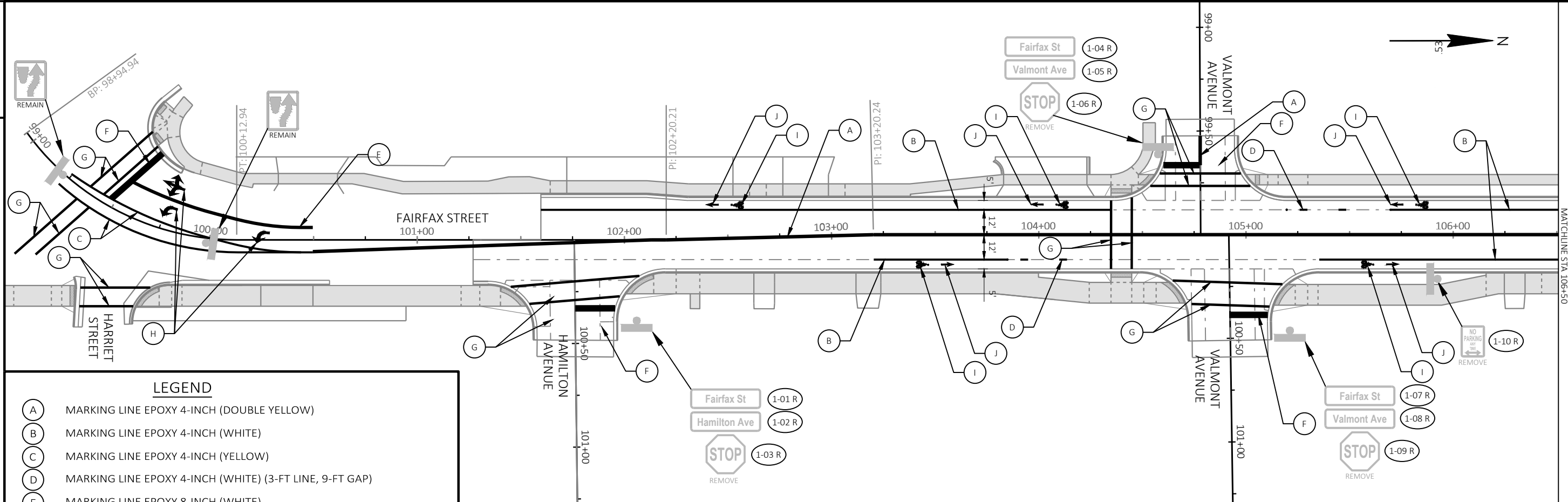
COUNTY: EAU CLAIRE

UTILITY PLAN

SHEET

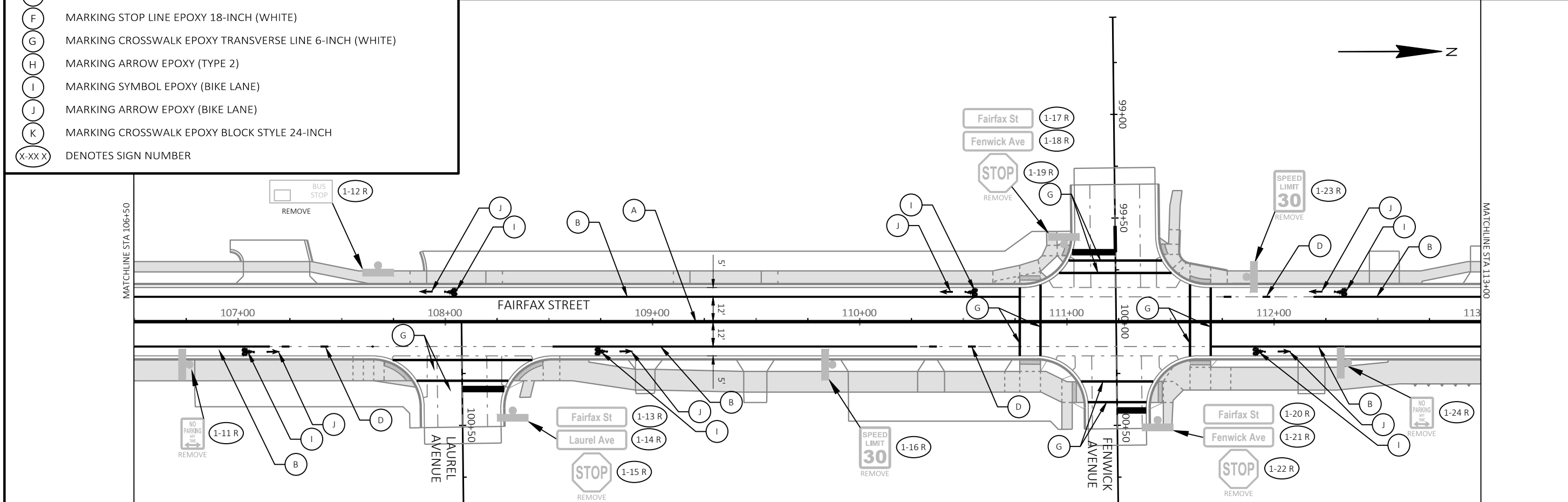
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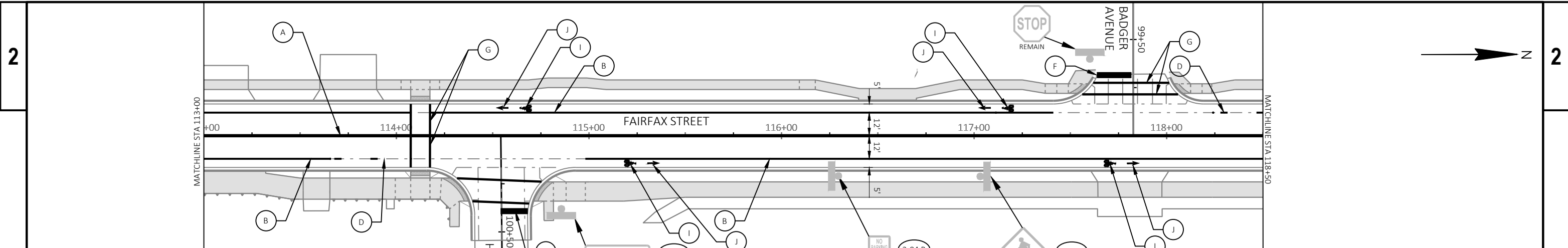




LEGEND

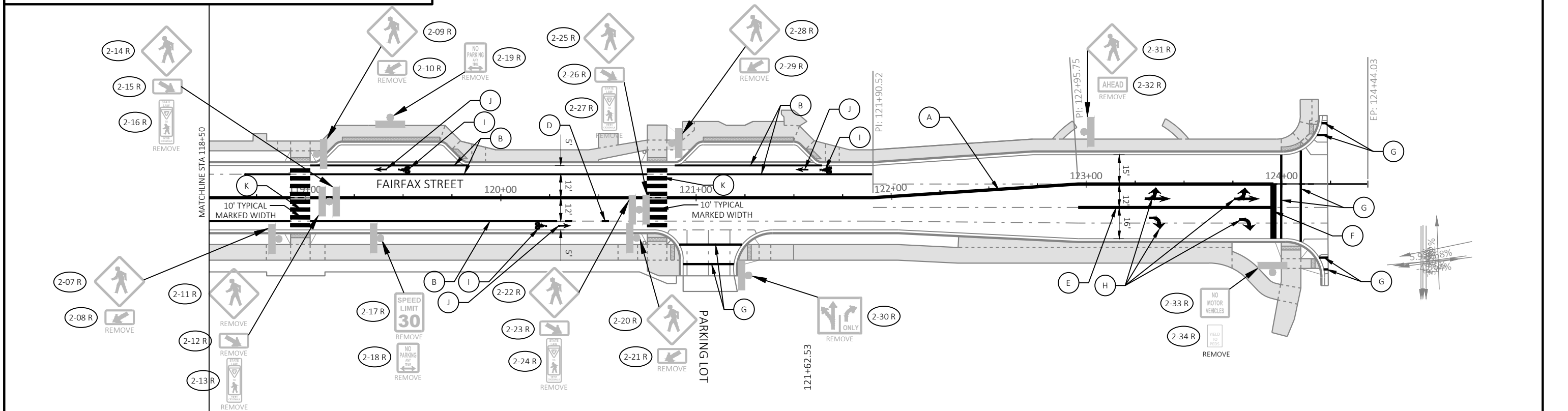
(A)	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
(B)	MARKING LINE EPOXY 4-INCH (WHITE)
(C)	MARKING LINE EPOXY 4-INCH (YELLOW)
(D)	MARKING LINE EPOXY 4-INCH (WHITE) (3-FT LINE, 9-FT GAP)
(E)	MARKING LINE EPOXY 8-INCH (WHITE)
(F)	MARKING STOP LINE EPOXY 18-INCH (WHITE)
(G)	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
(H)	MARKING ARROW EPOXY (TYPE 2)
(I)	MARKING SYMBOL EPOXY (BIKE LANE)
(J)	MARKING ARROW EPOXY (BIKE LANE)
(K)	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
(X-XXX)	DENOTES SIGN NUMBER





LEGEND

- (A) MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- (B) MARKING LINE EPOXY 4-INCH (WHITE)
- (C) MARKING LINE EPOXY 4-INCH (YELLOW)
- (D) MARKING LINE EPOXY 4-INCH (WHITE) (3-FT LINE, 9-FT GAP)
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (F) MARKING STOP LINE EPOXY 18-INCH (WHITE)
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- (I) MARKING SYMBOL EPOXY (BIKE LANE)
- (J) MARKING ARROW EPOXY (BIKE LANE)
- (K) MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
- (X-XX X) DENOTES SIGN NUMBER



PROJECT NO: 7995-02-59

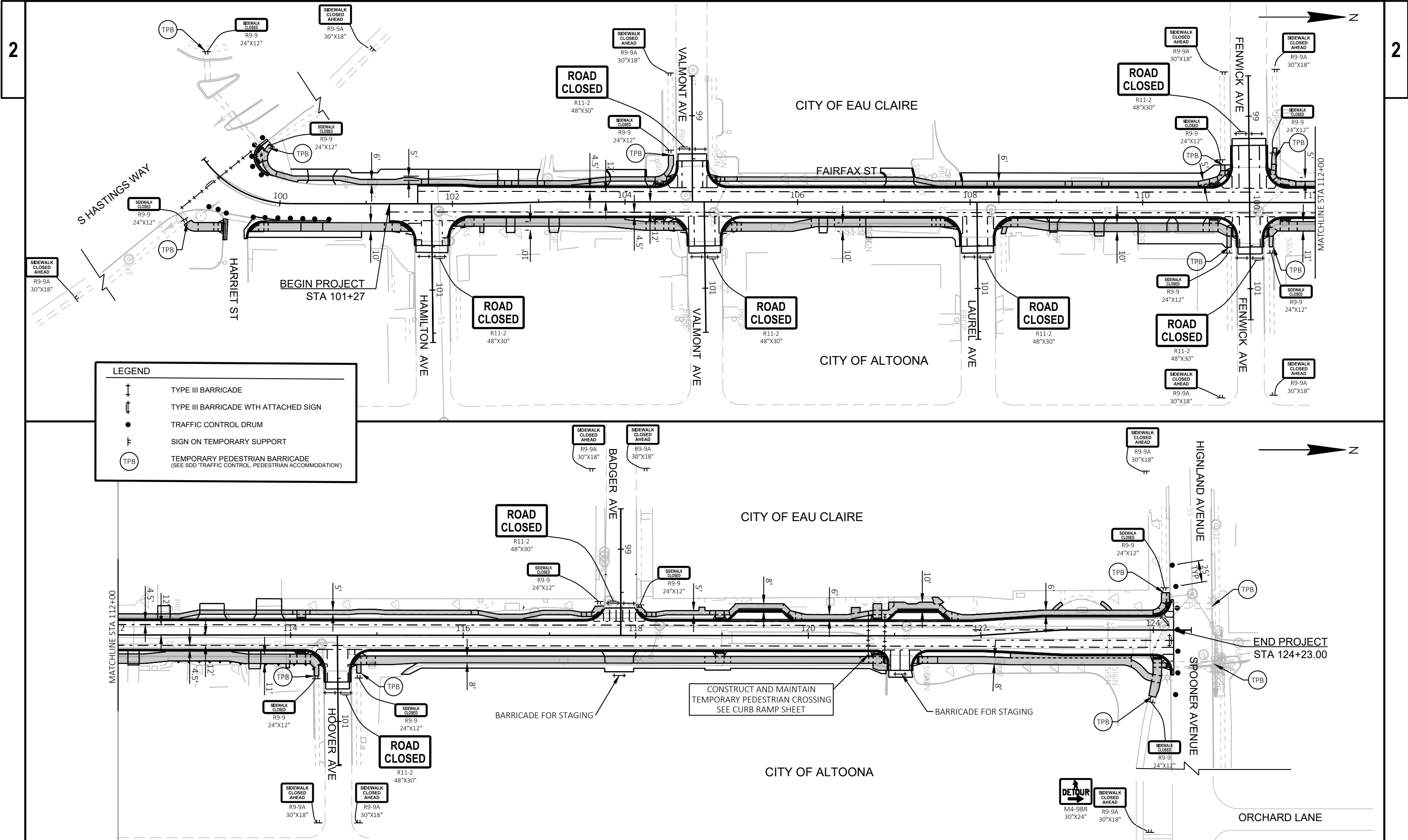
HWY: FAIRFAX STREET

COUNTY: EAU CLAIRE

SIGNING AND PAVEMENT MARKING

SHEET

E



LEGEND

	TYPE III BARRICADE
	TYPE III BARRICADE WITH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	SIGN ON TEMPORARY SUPPORT
	TEMPORARY PEDESTRIAN BARRICADE (SEE SDD 'TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION')

PROJECT NO: 7995-02-59	HWY: FAIRFAX STREET	COUNTY: EAU CLAIRE	TRAFFIC CONTROL	SHEET	E
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GENERAL NOTES

DRAWING IS NOT TO SCALE.

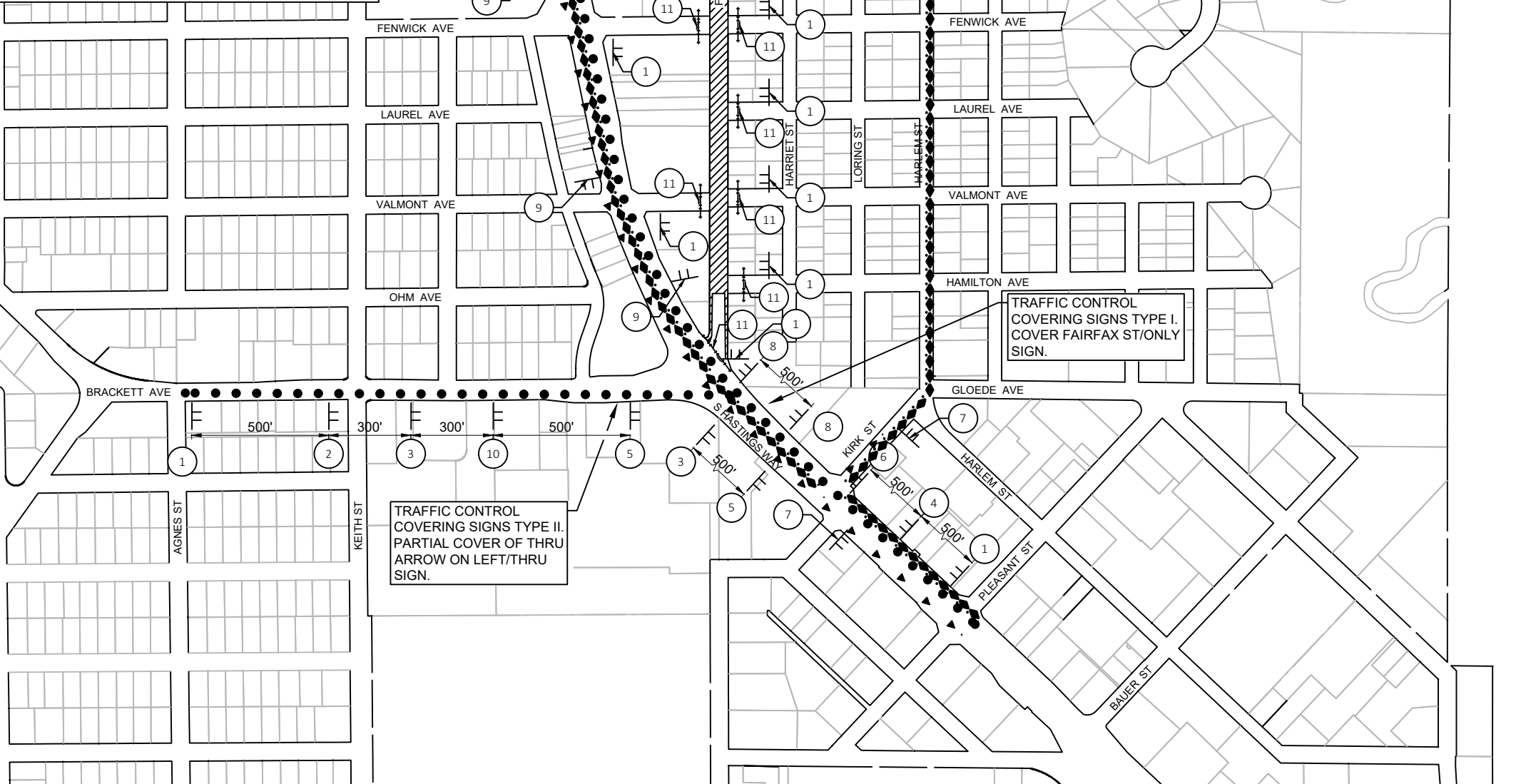
ALL TRAFFIC CONTROL SIGNS AND DEVICES AND THEIR LOCATION SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD), THE PLANS, STANDARD SPECIFICATIONS, CONTRACT AND APPLICABLE STANDARD DETAIL DRAWINGS.

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED IN STANDARD DETAIL DRAWINGS.

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

SIGNS IN CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE COVERED AS DIRECTED BY THE ENGINEER AND PAID UNDER ITEMS "TRAFFIC CONTROL COVERING SIGNS TYPE I AND TRAFFIC CONTROL COVERING SIGNS TYPE II".



LEGEND

- EB BRACKETT TO HASTINGS WAY TO SPOONER DETOUR ROUTE \ NB HASTINGS WAY TO SPOONER DETOUR ROUTE
- WB SPOONER TO HASTINGS WAY TO HARLEM DETOUR ROUTE
- NB AND SB HASTINGS WAY TO HARLEM DETOUR ROUTE
- WORK ZONE POST-LABOR DAY
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT

SIGN PLATE LEGEND

W20-2A	W20-2A	M4-59L 30"x30"	M4-59R 30"x30"	M4-9L 30"x24"
1	2	3	4	5
M4-9R 30"x24"	M4-8A 24"x18"	M4-8 24"x12" M6-1 21"x21"	M4-8 24"x12"	W20-5D
6	7	8	9	10
11				

Estimate Of Quantities

7995-02-59

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	1.000	1.000
0004	201.0110	Clearing	SY	63.000	63.000
0006	201.0120	Clearing	ID	206.000	206.000
0008	201.0205	Grubbing	STA	1.000	1.000
0010	201.0220	Grubbing	ID	206.000	206.000
0012	204.0100	Removing Concrete Pavement	SY	12,068.000	12,068.000
0014	204.0110	Removing Asphaltic Surface	SY	285.000	285.000
0016	204.0130	Removing Curb	LF	21.000	21.000
0018	204.0150	Removing Curb & Gutter	LF	581.000	581.000
0020	204.0155	Removing Concrete Sidewalk	SY	792.000	792.000
0022	204.0195	Removing Concrete Bases	EACH	1.000	1.000
0024	204.0210	Removing Manholes	EACH	8.000	8.000
0026	204.0215	Removing Catch Basins	EACH	26.000	26.000
0028	204.0245	Removing Storm Sewer (size) 01. 12"	LF	997.000	997.000
0030	204.0245	Removing Storm Sewer (size) 02. 15"	LF	261.000	261.000
0032	204.0245	Removing Storm Sewer (size) 03. 24"	LF	1,206.000	1,206.000
0034	204.0245	Removing Storm Sewer (size) 04. 27"	LF	319.000	319.000
0036	204.0245	Removing Storm Sewer (size) 05. 30"	LF	17.000	17.000
0038	204.0245	Removing Storm Sewer (size) 06. 36"	LF	34.000	34.000
0040	204.0280	Sealing Pipes	EACH	1.000	1.000
0042	204.9060.S	Removing (item description) 01. Removing Concrete Steps	EACH	1.000	1.000
0044	204.9165.S	Removing (item description) 02. Removing Retaining Wall	SF	182.000	182.000
0046	205.0100	Excavation Common	CY	5,230.000	5,230.000
0048	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 7995-02-59	EACH	1.000	1.000
0050	211.0201	Prepare Foundation for Concrete Pavement (project) 01. 7995-02-59	EACH	1.000	1.000
0052	213.0100	Finishing Roadway (project) 01. 7995-02-59	EACH	1.000	1.000
0054	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	5,100.000	5,100.000
0056	415.0090	Concrete Pavement 9-Inch	SY	10,120.000	10,120.000
0058	415.0210	Concrete Pavement Gaps	EACH	2.000	2.000
0060	415.4100	Concrete Pavement Joint Filling	SY	10,120.000	10,120.000
0062	416.0610	Drilled Tie Bars	EACH	49.000	49.000
0064	416.0620	Drilled Dowel Bars	EACH	12.000	12.000
0066	465.0105	Asphaltic Surface	TON	229.000	229.000
0068	520.8000	Concrete Collars for Pipe	EACH	4.000	4.000
0070	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	31.000	31.000
0072	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	93.000	93.000
0074	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	128.000	128.000
0076	601.0600	Concrete Curb Pedestrian	LF	55.000	55.000
0078	602.0405	Concrete Sidewalk 4-Inch	SF	13,484.000	13,484.000
0080	602.0415	Concrete Sidewalk 6-Inch	SF	21,839.000	21,839.000
0082	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	963.000	963.000
0084	602.0810	Concrete Driveway 6-Inch	SY	595.000	595.000
0086	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	796.000	796.000
0088	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	414.000	414.000
0090	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	40.000	40.000
0092	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	906.000	906.000
0094	608.0327	Storm Sewer Pipe Reinforced Concrete Class III 27-Inch	LF	266.000	266.000
0096	608.0330	Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	LF	990.000	990.000
0098	608.0336	Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	LF	5.000	5.000
0100	611.0420	Reconstructing Manholes	EACH	1.000	1.000

Estimate Of Quantities

7995-02-59

Line	Item	Item Description	Unit	Total	Qty
0102	611.0530	Manhole Covers Type J	EACH	11.000	11.000
0104	611.0600	Inlet Covers Type A	EACH	1.000	1.000
0106	611.0624	Inlet Covers Type H	EACH	22.000	22.000
0108	611.0639	Inlet Covers Type H-S	EACH	23.000	23.000
0110	611.1003	Catch Basins 3-FT Diameter	EACH	1.000	1.000
0112	611.1004	Catch Basins 4-FT Diameter	EACH	23.000	23.000
0114	611.1230	Catch Basins 2x3-FT	EACH	22.000	22.000
0116	611.2005	Manholes 5-FT Diameter	EACH	8.000	8.000
0118	611.2006	Manholes 6-FT Diameter	EACH	2.000	2.000
0120	611.2007	Manholes 7-FT Diameter	EACH	1.000	1.000
0122	611.8120.S	Cover Plates Temporary	EACH	1.000	1.000
0124	618.0100	Maintenance and Repair of Haul Roads (project) 01. 7995-02-59	EACH	1.000	1.000
0126	619.1000	Mobilization	EACH	1.000	1.000
0128	624.0100	Water	MGAL	54.000	54.000
0130	625.0100	Topsoil	SY	3,249.000	3,249.000
0132	627.0200	Mulching	SY	3,249.000	3,249.000
0134	628.1905	Mobilizations Erosion Control	EACH	6.000	6.000
0136	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000
0138	628.7015	Inlet Protection Type C	EACH	57.000	57.000
0140	629.0210	Fertilizer Type B	CWT	2.100	2.100
0142	630.0130	Seeding Mixture No. 30	LB	63.000	63.000
0144	630.0140	Seeding Mixture No. 40	LB	63.000	63.000
0146	630.0500	Seed Water	MGAL	75.000	75.000
0148	638.2602	Removing Signs Type II	EACH	57.000	57.000
0150	638.3000	Removing Small Sign Supports	EACH	26.000	26.000
0152	642.5201	Field Office Type C	EACH	1.000	1.000
0154	643.0420	Traffic Control Barricades Type III	DAY	5,832.000	5,832.000
0156	643.0705	Traffic Control Warning Lights Type A	DAY	6,237.000	6,237.000
0158	643.0900	Traffic Control Signs	DAY	11,948.000	11,948.000
0160	643.0910	Traffic Control Covering Signs Type I	EACH	1.000	1.000
0162	643.0920	Traffic Control Covering Signs Type II	EACH	2.000	2.000
0164	643.5000	Traffic Control	EACH	1.000	1.000
0166	644.1440	Temporary Pedestrian Surface Matting	SF	600.000	600.000
0168	644.1601	Temporary Pedestrian Curb Ramp	DAY	270.000	270.000
0170	644.1810	Temporary Pedestrian Barricade	LF	396.000	396.000
0172	646.1020	Marking Line Epoxy 4-Inch	LF	7,915.000	7,915.000
0174	646.3020	Marking Line Epoxy 8-Inch	LF	191.000	191.000
0176	646.5020	Marking Arrow Epoxy	EACH	25.000	25.000
0178	646.5220	Marking Symbol Epoxy	EACH	18.000	18.000
0180	646.6120	Marking Stop Line Epoxy 18-Inch	LF	201.000	201.000
0182	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,311.000	1,311.000
0184	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	66.000	66.000
0186	650.4000	Construction Staking Storm Sewer	EACH	51.000	51.000
0188	650.4500	Construction Staking Subgrade	LF	2,203.000	2,203.000
0190	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	4,940.000	4,940.000
0192	650.6501	Construction Staking Structure Layout (structure) 01. Wall Modular Block Gravity Landscape (STA 112+55)	EACH	1.000	1.000
0194	650.6501	Construction Staking Structure Layout (structure) 02. Wall Modular Block Gravity Landscape (STA 113+67)	EACH	1.000	1.000
0196	650.7000	Construction Staking Concrete Pavement	LF	2,203.000	2,203.000
0198	650.8501	Construction Staking Electrical Installations (project) 01. 7995-02-59	EACH	1.000	1.000

Estimate Of Quantities

7995-02-59

Line	Item	Item Description	Unit	Total	Qty
0200	650.9000	Construction Staking Curb Ramps	EACH	39.000	39.000
0202	650.9500	Construction Staking Sidewalk (project) 01. 7995-02-59	EACH	1.000	1.000
0204	650.9911	Construction Staking Supplemental Control (project) 01. 7995-02-59	EACH	1.000	1.000
0206	650.9920	Construction Staking Slope Stakes	LF	2,497.000	2,497.000
0208	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	30.000	30.000
0210	653.0900	Adjusting Pull Boxes	EACH	3.000	3.000
0212	654.0107	Concrete Bases Type 7	EACH	1.000	1.000
0214	690.0150	Sawing Asphalt	LF	2,448.000	2,448.000
0216	690.0250	Sawing Concrete	LF	756.000	756.000
0218	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	3,036.000	3,036.000
0220	740.0440	Incentive IRI Ride	DOL	858.000	858.000
0222	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	800.000	800.000
0224	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	600.000	600.000
0226	SPV.0060	Special 01. Rectangular Rapid Flashing Beacon (STA 120+79)	EACH	1.000	1.000
0228	SPV.0060	Special 02. Remove Sanitary Sewer Manholes	EACH	9.000	9.000
0230	SPV.0060	Special 03. Install Sanitary Sewer Manholes	EACH	10.000	10.000
0232	SPV.0060	Special 04. Connect to Existing Sanitary Sewer	EACH	2.000	2.000
0234	SPV.0060	Special 05. Remove Water Valves and Valve Boxes	EACH	12.000	12.000
0236	SPV.0060	Special 06. Remove Hydrants	EACH	8.000	8.000
0238	SPV.0060	Special 07. Install Water Valves and Valve Boxes, 1-Inch	EACH	15.000	15.000
0240	SPV.0060	Special 08. Install Water Valves and Valve Boxes, 6-Inch	EACH	10.000	10.000
0242	SPV.0060	Special 09. Install Water Valves and Valve Boxes, 8-Inch	EACH	16.000	16.000
0244	SPV.0060	Special 10. Install Hydrants	EACH	10.000	10.000
0246	SPV.0060	Special 11. Connect to Existing Watermain	EACH	9.000	9.000
0248	SPV.0060	Special 12. Install Water Service Tap and Corporation Stop	EACH	15.000	15.000
0250	SPV.0060	Special 13. Exploratory Excavation	EACH	5.000	5.000
0252	SPV.0060	Special 14. Adjust Valve in Concrete Pavement	EACH	27.000	27.000
0254	SPV.0060	Special 15. Temporary Water Service	EACH	1.000	1.000
0256	SPV.0090	Special 01. Concrete Curb & Gutter 24-Inch, Type A Special	LF	4,679.000	4,679.000
0258	SPV.0090	Special 02. Sanitary Sewer Service Laterals	LF	150.000	150.000
0260	SPV.0090	Special 03. Remove or Abandon Watermain	LF	3,000.000	3,000.000
0262	SPV.0090	Special 04. Watermain 8-Inch Ductile Iron	LF	3,790.000	3,790.000
0264	SPV.0090	Special 05. Install Hydrant Leads	LF	130.000	130.000
0266	SPV.0090	Special 06. Install Water Service Laterals	LF	300.000	300.000
0268	SPV.0090	Special 07. Sanitary Sewer 8-Inch PVC	LF	1,476.000	1,476.000
0270	SPV.0090	Special 08. Sanitary Sewer 10-Inch PVC	LF	618.000	618.000
0272	SPV.0090	Special 09. Watermain 6-Inch Ductile Iron	LF	30.000	30.000
0274	SPV.0165	Special 01. Wall Modular Block Gravity Landscape STA 112+55	SF	295.000	295.000
0276	SPV.0165	Special 02. Wall Modular Block Gravity Landscape STA 113+67	SF	205.000	205.000
0278	SPV.0165	Special 03. Insulation	SF	32.000	32.000

EARTHWORK SUMMARY

DIVISION	FROM/TO STATION	205.0100 COMMON EXCAVATION (1)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (13)	MASS ORDINATE +/- (14)	WASTE	COMMENT
		CUT (2)				FACTOR 1.40			
CATEGORY 0010									
FAIRFAX STREET	99+29 TO 124+23	4,369	0	4,369	10	14	4,355	4,355	
VALMONT AVE EAST	100+17 TO 100+51	105	4	101	0	0	101	101	
VALMONT AVE WEST	99+52 TO 99+84	101	3	98	0	0	98	98	
LAUREL AVE	100+17 TO 100+51	108	5	103	0	0	103	103	
FENWICK AVE EAST	100+17 TO 100+52	123	22	101	0	0	101	101	
FENWICK AVE WEST	99+34 TO 99+84	116	14	102	0	0	102	102	
HOOVER AVE	100+17 TO 100+54	118	5	113	0	0	113	113	
PARKING LOT ENTRANCE RT	100+17 TO 100+40	59	11	48	0	0	48	48	
CATEGORY 0020 (16)									
FAIRFAX STREET	99+75 TO 100+94 RT	28							
	100+15 TO 101+14 LT	13							
	101+14 TO 103+00 LT	18							
	108+28 TO 110+90 LT	43							
	110+35 RT	2							
	112+60 TO 113+60 LT	13							
	115+48 TO 120+78 RT	14							
CATEGORY 0010 SUBTOTAL		5,099	64	5,035	10	14	5,021		
CATEGORY 0020 SUBTOTAL		131	0	0	0	0	0		
GRAND TOTAL		5,230	64	5,035	10	14	5,021	5,021	
TOTAL COMMON EXC		5,230							

NOTES:

- (1) COMMON EXCAVATION IS THE SUM OF THE CUT. ITEM NUMBER 205.0100
- (2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
- (4) SALVAGED/UNUSABLE PAVEMENT MATERIAL
- (5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL
- (13) EXPANDED FILL FACTOR = 1.6X
EXPANDED FILL = (UNEXPANDED FILL) * FILL FACTOR
- (14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.
- (15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.
- (16) EXCAVATION COMMON FOR ASPHALT REMOVAL BETWEEN EXISTING CURB AND GUTTER AND RIGHT OF WAY TO BE PAID UNDER CATEGORY 0020

3

3

CLEARING & GRUBBING

CATEGORY	STATION	TO	STATION	LOCATION	201.0105 CLEARING STA	201.0110 CLEARING SY	201.0120 CLEARING ID	201.0205 GRUBBING STA	201.0220 GRUBBING ID
0010		102+61		FAIRFAX ST, 30' RT	-	67	-	-	-
0010		103+19		FAIRFAX ST, 32' LT	-	-	8	-	8
0010		103+27		FAIRFAX ST, 32' LT	-	-	8	-	8
0010		103+44		FAIRFAX ST, 32' LT	-	-	8	-	8
0010		103+54		FAIRFAX ST, 32' LT	-	-	8	-	8
0010	105+00	-	106+00	FAIRFAX ST, 31' RT	1	-	-	1	-
0010		105+32		FAIRFAX ST, 26' LT	-	-	24	-	24
0010		105+86		FAIRFAX ST, 26' LT	-	-	18	-	18
0010		106+50		FAIRFAX ST, 32' RT	-	-	12	-	12
0010		106+56		FAIRFAX ST, 32' RT	-	-	18	-	18
0010		106+62		FAIRFAX ST, 32' RT	-	-	18	-	18
0010		106+68		FAIRFAX ST, 32' RT	-	-	18	-	18
0010		106+76		FAIRFAX ST, 26' LT	-	-	18	-	18
0010		107+54		FAIRFAX ST, 26' LT	-	-	24	-	24
0010		109+25		FAIRFAX ST, 30' RT	-	30	-	-	-
0010		111+85		FAIRFAX ST, 27' LT	-	8	-	-	-
0010		113+78		FAIRFAX ST, 30' RT	-	25	-	-	-
0010		117+09		FAIRFAX ST, 32' LT	-	-	8	-	8
0010		117+23		FAIRFAX ST, 34' LT	-	-	8	-	8
0010		118+53		FAIRFAX ST, 31' LT	-	-	8	-	8
TOTAL 0010					1	63	206	1	206

REMOVALS

CATEGORY	STATION	TO	STATION	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0130 REMOVING CURB LF	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY	204.0195 REMOVING CONCRETE BASES EACH	204.0210 REMOVING MANHOLES EACH	204.0215 REMOVING CATCH BASINS EACH	204.0245.01 REMOVING STORM SEWER (SIZE) (01. 12") LF	204.0245.02 REMOVING STORM SEWER (SIZE) (02. 15") LF	204.0245.03 REMOVING STORM SEWER (SIZE) (03. 24") LF	204.0245.04 REMOVING STORM SEWER (SIZE) (04. 27") LF	204.0245.05 REMOVING STORM SEWER (SIZE) (05. 30") LF	204.0245.06 REMOVING STORM SEWER (SIZE) (06. 36") LF	204.0280 SEALING PIPES EACH	204.9060.S.01 REMOVING (ITEM DESCRIPTION) (01. REMOVING CONCRETE STEPS) EACH	204.9165.S.01 REMOVING (ITEM DESCRIPTION) (01. REMOVING RETAINING WALL) SF	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	
0010	99+26	-	102+20	FAIRFAX ST	566	-	21	90	23	1	1	3	61	65	-	36	-	34	-	-	-	475	288	
0010	102+20	-	111+25	FAIRFAX ST	5,074	-	-	113	60	-	2	3	174	67	622	283	-	-	-	-	-	723	93	
0010	111+25	-	117+80	FAIRFAX ST	3,383	-	-	84	258	-	2	6	469	78	-	-	-	-	-	-	-	411	53	
0010	100+49	-	100+56	FAIRFAX ST, LT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
0010	111+48			FAIRFAX ST, LT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	
0010	113+95			FAIRFAX ST, RT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	
0010	114+23			FAIRFAX ST, RT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	-	-	
0010	117+80	-	124+23	FAIRFAX ST	3,045	28	-	111	435	-	3	4	97	51	584	-	17	-	-	-	-	435	112	
0010	122+89	LT		FAIRFAX ST, LT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	
0010	122+90	LT-123+47	LT	FAIRFAX ST, LT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	82	-	-	
0010	123+48	LT		FAIRFAX ST, LT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	
0010				HARRIET ST	-	10	-	43	-	-	-	-	-	-	-	-	-	-	-	-	-	53	6	
0010	100+41	-	100+56	HAMILTON AVE	-	66	-	16	-	-	-	2	38	-	-	-	-	-	-	-	-	53	4	
0010	99+44	-	99+60	VALMONT AVE	-	30	-	16	10	-	-	2	36	-	-	-	-	-	-	-	-	49	10	
0010	100+45	-	100+59	VALMONT AVE	-	33	-	13	-	-	-	2	40	-	-	-	-	-	-	-	-	53	4	
0010	100+40	-	100+59	LAUREL AVE	-	33	-	22	-	-	-	2	40	-	-	-	-	-	-	-	-	53	4	
0010	99+26	-	99+61	FENWICK AVE	-	35	-	53	6	-	-	2	42	-	-	-	-	-	-	-	-	55	9	
0010	100+52	-	100+60	FENWICK AVE	-	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	44	4	
0010	100+44	-	100+62	HOOVER AVE	-	25	-	20	-	-	-	-	-	-	-	-	-	-	-	-	-	44	4	
0010	99+70			BADGER AVE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	
0010	99+70			BADGER AVE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	
0030	122+90	LT-123+47	LT	FAIRFAX ST, LT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	-	55	
TOTAL 0010					12,068	285	21	581	792	1	8	26	997	261	1,206	319	17	34	1	1	160	2,448	756	
TOTAL 0020					-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	-	-
PROJECT TOTAL					12068	285	21	581	792	1	8	26	997	261	1206	319	17	34	1	1	182	2448	756	

PROJECT NO: 7995-02-59

HWY: FAIRFAX STREET

COUNTY: EAU CLAIRE

MISCELLANEOUS QUANTITIES

SHEET:

E

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PREPARE FOUNDATION

CATEGORY	STATION	TO	STATION	LOCATION	211.0101.01	211.0201.01	REMARKS
					PREPARE FOUNDATION FOR ASPHALTIC PAVING (PROJECT) (01. 7995-02-59) EACH	PREPARE FOUNDATION FOR CONCRETE PAVEMENT (PROJECT) (01. 7995-02-59) EACH	
0010	101+27	-	102+20	FAIRFAX ST	-	-	PROJECT PAVEMENT REPLACEMENT ONLY
0010	100+49	-	100+57	HAMILTON AVE	-	-	SIDE ROAD TIE-IN
0010	99+42	-	99+50	VALMONT AVE	-	-	SIDE ROAD TIE-IN
0010	100+51	-	100+59	VALMONT AVE	-	-	SIDE ROAD TIE-IN
0010	100+51	-	100+59	LAUREL AVE	-	-	SIDE ROAD TIE-IN
0010	99+25	-	99+33	FENWICK AVE	-	-	SIDE ROAD TIE-IN
0010	100+49	-	100+56	FENWICK AVE	-	-	SIDE ROAD TIE-IN
0010	100+44	-	100+52	HOOVER AVE	-	-	SIDE ROAD TIE-IN
0010	99+62	-	99+70	BADGER AVE	-	-	SIDE ROAD TIE-IN
TOTAL 0010					1	1	

CONCRETE PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	415.0090	415.0210	415.4100	416.0610	416.0620
					CONCRETE PAVEMENT 9-INCH SY	CONCRETE PAVEMENT GAPS EACH	CONCRETE PAVEMENT JOINT FILLING SY	DRILLED TIE BARS EACH	DRILLED DOWEL BARS EACH
0010	99+26	-	102+20	FAIRFAX ST	486	-	486	49	12
0010	102+20	-	111+25	FAIRFAX ST	4,009	-	4,009	-	-
0010	111+25	-	117+80	FAIRFAX ST	2,762	-	2,762	-	-
0010	117+80	-	124+23	FAIRFAX ST	2,863	2	2,863	-	-
TOTAL 0010					10,120	2	10,120	49	12

BASE AGGREGATE

CATEGORY	STATION	TO	STATION	LOCATION	305.0120	624.0100
					BASE AGGREGATE DENSE 1 1/4-INCH TON	WATER MGAL
0010	99+26	-	102+20	FAIRFAX ST	330	4
0010	102+20	-	111+25	FAIRFAX ST	2,130	22
0010	111+25	-	117+80	FAIRFAX ST	1,320	14
0010	117+80	-	124+23	FAIRFAX ST	1,320	14
TOTAL 0010					5,100	54

CONCRETE DRIVEWAY

CATEGORY	STATION	LOCATION	DRIVEWAY WIDTH	602.0810	REMARKS	
				CONCRETE DRIVEWAY 6-INCH SY		
0010	100+37	FAIRFAX ST, RT	25'	28	CONCRETE APRON	
0010	100+47	FAIRFAX ST, LT	28'	43	CONCRETE APRON & TIE-IN	
0010	102+15	FAIRFAX ST, LT	80'	38	CONCRETE APRON	
0010	102+67	FAIRFAX ST, RT	10'	20	CONCRETE APRON & TIE-IN	
0010	102+88	FAIRFAX ST, LT	22'	15	CONCRETE APRON	
0010	103+18	FAIRFAX ST, RT	12'	14	CONCRETE APRON	
0010	104+04	FAIRFAX ST, LT	40'	67	CONCRETE APRON & TIE-IN	
0010	106+29	FAIRFAX ST, RT	10'	19	CONCRETE APRON & TIE-IN	
0010	107+19	FAIRFAX ST, LT	32'	21	CONCRETE APRON	
0010	107+22	FAIRFAX ST, RT	85'	85	CONCRETE APRON	
0010	108+06	FAIRFAX ST, LT	28'	28	CONCRETE APRON	
0010	108+96	FAIRFAX ST, RT	10'	7	CONCRETE APRON	
0010	109+36	FAIRFAX ST, LT	34'	30	CONCRETE APRON	
0010	109+50	FAIRFAX ST, RT	11'	9	CONCRETE APRON	
0010	110+11	FAIRFAX ST, RT	34'	23	CONCRETE APRON	
0010	110+56	FAIRFAX ST, RT	29'	20	CONCRETE APRON	
0010	112+18	FAIRFAX ST, RT	13'	5	CONCRETE APRON	
0010	112+53	FAIRFAX ST, LT	14'	11	CONCRETE APRON	
0010	113+09	FAIRFAX ST, LT	28'	20	CONCRETE APRON	
0010	113+58	FAIRFAX ST, RT	14'	6	CONCRETE APRON	
0010	113+76	FAIRFAX ST, LT	30'	63	CONCRETE APRON & TIE-IN	
0010	117+81	FAIRFAX ST, RT	33'	23	CONCRETE APRON	
TOTAL 0010					595	

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ASPHALTIC SURFACE

CATEGORY	STATION	TO	STATION	LOCATION	465.0105 ASPHALTIC SURFACE TON
0010	99+26	-	102+20	FAIRFAX ST	38
0010	102+20	-	111+25	FAIRFAX ST	90
0010	111+25	-	117+80	FAIRFAX ST	25
0010	117+80	-	124+23	FAIRFAX ST	24
0010	100+49	-	100+57	HAMILTON AVE	7
0010	99+42	-	99+50	VALMONT AVE	7
0010	100+51	-	100+59	VALMONT AVE	7
0010	100+51	-	100+59	LAUREL AVE	7
0010	99+25	-	99+33	FENWICK AVE	8
0010	100+49	-	100+56	FENWICK AVE	6
0010	100+44	-	100+52	HOOVER AVE	5
0010	120+93	-	121+19	LOT ENTRANCE	5
TOTAL 0010					229

CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	601.0405 CONCRETE CURB & GUTTER 18- INCH TYPE A LF	601.0407 CONCRETE CURB & GUTTER 18- INCH TYPE D LF	601.0409 CONCRETE CURB & GUTTER 30- INCH TYPE A LF	601.0600 CONCRETE CURB PEDESTRIAN LF	SPV.0090.01 SPECIAL (01. CONCRETE CURB & GUTTER 24- INCH, TYPE A SPECIAL) LF	REMARKS
0010	99+49	-	99+78	FAIRFAX ST, LT	-	-	51	-	-	-
0010			99+50	FAIRFAX ST, RT	-	40	-	-	-	WALGREENS ENTRANCE
0010	99+75	-	99+78	FAIRFAX ST, RT	-	19	-	-	-	WALGREENS ENTRANCE
0010	99+76	-	99+88	FAIRFAX ST, RT	-	-	-	17	-	-
0010	99+78	-	99+86	FAIRFAX ST, RT	14	-	-	-	-	WALGREENS ENTRANCE
0010	99+86	-	100+58	FAIRFAX ST, RT	-	-	77	-	-	-
0010	101+27	-	102+20	FAIRFAX ST, LT & RT	-	-	-	-	154	-
0010	102+20	-	111+25	FAIRFAX ST, LT & RT	-	-	-	-	1,848	-
0010			103+82	FAIRFAX ST, LT	8	-	-	-	-	AUTOZONE ENTRANCE
0010			104+24	FAIRFAX ST, LT	9	-	-	-	-	AUTOZONE ENTRANCE
0010			107+00	FAIRFAX ST, LT	-	8	-	-	-	MCDONALDS ENTRANCE
0010			107+35	FAIRFAX ST, LT	-	11	-	-	-	MCDONALDS ENTRANCE
0010			107+89	FAIRFAX ST, LT	-	15	-	-	-	DUNKIN DONUTS ENTRANCE
0010	111+54	-	111+77	FAIRFAX ST, LT	-	-	-	38	-	-
0010	111+25	-	117+80	FAIRFAX ST, LT & RT	-	-	-	-	1,346	-
0010	117+80	-	124+23	FAIRFAX ST, LT & RT	-	-	-	-	1,331	-
0010	121+21	-	121+32	FAIRFAX ST, RT	-	-	-	-	-	-
TOTAL 0010					31	93	128	55	4,679	

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CONCRETE SIDEWALK

CATEGORY	STATION	TO	STATION	LOCATION	602.0405 CONCRETE SIDEWALK 4- INCH SF	602.0415 CONCRETE SIDEWALK 6- INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF
0010	99+26	-	102+20	FAIRFAX ST	1,175	2,244	122
0010	102+20	-	111+25	FAIRFAX ST	4,130	7,266	248
0010	111+25	-	117+80	FAIRFAX ST	3,342	6,369	185
0010	117+80	-	124+23	FAIRFAX ST	4,837	5,960	408
TOTAL 0010					13,484	21,839	963

STORM SEWER PIPE

CATEGORY	FROM	-	TO	LOCATION	520.8000	608.0312	608.0315	608.0318	608.0324	608.0327	608.0330	608.0336	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT
					CONCRETE COLLARS FOR PIPE EACH	REINFORCED CONCRETE CLASS III 12-INCH LF	REINFORCED CONCRETE CLASS III 15-INCH LF	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	REINFORCED CONCRETE CLASS III 24-INCH LF	REINFORCED CONCRETE CLASS III 27-INCH LF	REINFORCED CONCRETE CLASS III 30-INCH LF	REINFORCED CONCRETE CLASS III 36-INCH LF			
0010	1A	-	1B	FAIRFAX ST	-	36	-	-	-	-	-	-	879.91	879.27	0.018
0010	1B	-	1	FAIRFAX ST	-	29	-	-	-	-	-	-	879.27	878.70	0.020
0010	2A	-	1	FAIRFAX ST	-	-	50	-	-	-	-	-	878.94	878.45	0.010
0010	2B	-	1	FAIRFAX ST	-	13	-	-	-	-	-	-	878.83	878.70	0.010
0010	2C	-	2	FAIRFAX ST	-	-	13	-	-	-	-	-	879.01	878.76	0.004
0010	2	-	1	FAIRFAX ST	-	-	-	-	-	-	46	-	877.71	877.20	0.011
0010	1	-	EXISTING PIPE	FAIRFAX ST	1	-	-	-	-	-	-	5		FIELD VERIFY	
0010	3	-	2	FAIRFAX ST	-	-	-	-	-	-	277	-	878.40	877.71	0.003
0010	3C	-	3B	FAIRFAX ST	-	36	-	-	-	-	-	-	880.46	880.28	0.005
0010	3B	-	3A	FAIRFAX ST	-	35	-	-	-	-	-	-	880.28	880.08	0.006
0010	3A	-	3	FAIRFAX ST	-	-	35	-	-	-	-	-	879.83	879.65	0.005
0010	3G	-	3F	FAIRFAX ST	-	41	-	-	-	-	-	-	880.57	880.37	0.005
0010	3F	-	3E	FAIRFAX ST	-	39	-	-	-	-	-	-	880.37	880.18	0.005
0010	3E	-	3	FAIRFAX ST	-	-	56	-	-	-	-	-	879.93	879.65	0.005
0010	4A	-	4	FAIRFAX ST	-	-	12	-	-	-	-	-	880.80	880.33	0.040
0010	4D	-	4C	FAIRFAX ST	-	37	-	-	-	-	-	-	881.81	881.46	0.010
0010	4C	-	4B	FAIRFAX ST	-	39	-	-	-	-	-	-	881.46	881.07	0.010
0010	4B	-	4	FAIRFAX ST	-	-	50	-	-	-	-	-	880.82	880.33	0.010
0010	5A	-	5B	FAIRFAX ST	-	36	-	-	-	-	-	-	881.29	881.13	0.004
0010	5C	-	5B	FAIRFAX ST	-	25	-	-	-	-	-	-	881.28	881.13	0.005
0010	5B	-	5	FAIRFAX ST	-	-	-	-	12	-	-	-	880.13	880.07	0.005
0010	5D	-	5E	FAIRFAX ST	-	47	-	-	-	-	-	-	881.39	881.19	0.004
0010	5H	-	5C	FAIRFAX ST	-	25	-	-	-	-	-	-	881.40	881.28	0.005
0010	5F	-	5E	FAIRFAX ST	-	37	-	-	-	-	-	-	881.37	881.19	0.005
0010	5E	-	5	FAIRFAX ST	-	-	-	24	-	-	-	-	880.69	880.57	0.005
0010	5G	-	5D	FAIRFAX ST	-	30	-	-	-	-	-	-	881.54	881.39	0.005
0010	5I	-	5A	FAIRFAX ST	-	41	-	-	-	-	-	-	881.50	881.29	0.005
0010	6A	-	6B	FAIRFAX ST	-	20	-	-	-	-	-	-	881.62	881.42	0.010
0010	6B	-	6	FAIRFAX ST	-	-	12	-	-	-	-	-	881.17	881.14	0.003
0010	6D	-	6E	FAIRFAX ST	-	20	-	-	-	-	-	-	881.71	881.51	0.010
0010	6E	-	6	FAIRFAX ST	-	-	24	-	-	-	-	-	881.26	881.14	0.005
0010	7	-	6	FAIRFAX ST	-	-	-	-	233	-	-	-	881.09	880.39	0.003
0010	6	-	5	FAIRFAX ST	-	-	-	-	108	-	-	-	880.39	880.07	0.003
0010	5	-	4	FAIRFAX ST	-	-	-	-	-	244	-	-	879.82	879.33	0.002
0010	4	-	3	FAIRFAX ST	-	-	-	-	-	-	368	-	879.08	878.40	0.002
0010	3	-	2	FAIRFAX ST	-	-	-	-	-	-	277	-	878.40	877.77	0.003
0010	7A	-	7	FAIRFAX ST	-	-	37	-	-	-	-	-	881.84	881.98	0.004
0010	7B	-	7C	FAIRFAX ST	-	30	-	-	-	-	-	-	882.42	882.32	0.004
0010	7C	-	7D	FAIRFAX ST	-	44	-	-	-	-	-	-	882.36	882.21	0.004
0010	7D	-	7	FAIRFAX ST	-	-	24	-	-	-	-	-	881.96	881.84	0.005
0010	8A	-	8	FAIRFAX ST	-	15	12	-	-	-	-	-	877.84	877.50	0.029
0010	8C	-	8D	FAIRFAX ST	-	10	-	-	-	-	-	-	878.04	877.99	0.005
0010	8D	-	8	FAIRFAX ST	-	-	24	-	-	-	-	-	877.74	877.50	0.010
0010	8G	-	8A	FAIRFAX ST	-	17	-	-	-	-	-	-	878.18	878.09	0.005
0010	EXISTING PIPE	-	8B	FAIRFAX ST	1	17	-	-	-	-	-	-	877.50	877.46	0.005
0010	8B	-	8	FAIRFAX ST	-	18	-	-	-	-	-	-	877.16	877.07	0.005
0010	8E	-	EXISTING PIPE	FAIRFAX ST	1	29	-	-	-	-	-	-	880.14	879.56	0.020
0010	8	-	9	FAIRFAX ST	-	-	-	-	228	-	-	-	876.75	875.95	0.004
0010	9	-	10	FAIRFAX ST	-	-	-	-	325	-	-	-	875.95	874.82	0.004
0010	10	-	11	FAIRFAX ST	-	-	-	-	-	22	-	-	874.57	874.46	0.005
0010	11	-	EXISTING PIPE	FAIRFAX ST	1	-	-	-	-	-	22	-	874.22	874.08	0.006
0010	9A	-	9	FAIRFAX ST	-	-	12	-	-	-	-	-	876.81	876.70	0.010
0010	9B	-	9	FAIRFAX ST	-	-	24	-	-	-	-	-	876.94	876.70	0.010
0010	10A	-	10	FAIRFAX ST	-	-	-	16	-	-	-	-	875.40	875.32	0.005
0010	10C	-	10A	FAIRFAX ST	-	10	-	-	-	-	-	-	875.95	875.90	0.005
0010	10D	-	10C	FAIRFAX ST	-	10	-	-	-	-	-	-	876.00	875.95	0.005
0010	10E	-	10B	FAIRFAX ST	-	10	-	-	-	-	-	-	876.04	875.99	0.005
0010	10B	-	10	FAIRFAX ST	-	-	29	-	-	-	-	-	875.74	875.57	0.006
				TOTAL 0010	4	796	414	40	906	266	990	5			

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STORM SEWER STRUCTURES

CATEGORY	STRUCTURE	STATION	OFFSET*	LOCATION	611.0530	611.0600	611.0624	611.0639	611.1003	611.1004	611.1230	611.2005	611.2006	611.2007	RIM** ELEVATION	INVERT ELEVATION	DEPTH*** (FT)
					MANHOLE COVERS TYPE J EACH	INLET COVERS TYPE A EACH	INLET COVERS TYPE H EACH	INLET COVERS TYPE H- S EACH	CATCH BASINS 3-FT DIAMETER EACH	CATCH BASINS 4-FT DIAMETER EACH	CATCH BASINS 2X3-FT EACH	MANHOLES 5-FT DIAMETER EACH	MANHOLES 6-FT DIAMETER EACH	MANHOLES 7-FT DIAMETER EACH			
0010	1	101+85	37.2' RT	FAIRFAX ST	1	-	-	-	-	-	-	-	-	1	883.77	876.37	6.16
0010	1A	101+29	21.0' RT	FAIRFAX ST	-	-	1	-	-	1	-	-	-	-	884.07	879.74	3.33
0010	1B	101+57	43.5' RT	FAIRFAX ST	-	1	-	-	1	-	-	-	-	-	883.57	879.10	3.39
0010	2	101+83	8.5' LT	FAIRFAX ST	1	-	-	-	-	-	-	-	1	-	883.99	877.42	5.33
0010	2A	102+29	15.2' RT	FAIRFAX ST	-	-	1	-	-	1	-	-	-	-	883.96	878.76	4.20
0010	2B	101+96	43.4' RT	FAIRFAX ST	-	-	1	-	-	1	-	-	-	-	883.43	878.66	3.77
0010	2C	101+83	21.7' LT	FAIRFAX ST	-	-	1	-	-	-	1	-	-	-	883.74	878.83	3.91
0010	3	104+60	6.0' LT	FAIRFAX ST	1	-	-	-	-	-	-	-	1	-	885.25	878.11	5.90
0010	3A	104+60	41.2' LT	FAIRFAX ST	-	-	-	1	-	1	-	-	-	-	884.56	879.66	3.90
0010	3B	104+95	42.0' LT	FAIRFAX ST	-	-	-	1	-	1	-	-	-	-	884.51	880.11	3.40
0010	3C	105+21	17.5' LT	FAIRFAX ST	-	-	1	-	-	1	-	-	-	-	885.29	880.29	4.00
0010	3E	104+73	48.9' RT	FAIRFAX ST	-	-	-	1	-	1	-	-	-	-	884.65	879.74	3.91
0010	3F	105+11	48.4' RT	FAIRFAX ST	-	-	-	1	-	1	-	-	-	-	884.72	880.20	3.52
0010	3G	105+38	17.5' RT	FAIRFAX ST	-	-	1	-	-	1	-	-	-	-	885.35	880.41	3.94
0010	4	108+28	6.0' LT	FAIRFAX ST	1	-	-	-	-	-	-	1	-	-	885.93	878.79	5.90
0010	4A	108+31	17.5' LT	FAIRFAX ST	-	-	1	-	-	-	1	-	-	-	885.71	880.61	4.10
0010	4B	108+28	43.6' RT	FAIRFAX ST	-	-	1	-	-	1	-	-	-	-	885.52	880.63	3.89
0010	4C	107+89	43.6' RT	FAIRFAX ST	-	-	1	-	-	1	-	-	-	-	885.46	881.29	3.17
0010	4D	107+63	17.5' RT	FAIRFAX ST	-	-	1	-	-	1	-	-	-	-	885.93	881.65	3.28
0010	5	110+72	6.0' LT	FAIRFAX ST	1	-	-	-	-	-	-	1	-	-	884.84	879.55	4.05
0010	5A	111+03	41.9' LT	FAIRFAX ST	-	-	1	-	-	1	-	-	-	-	884.28	881.11	2.17
0010	5B	110+72	17.5' LT	FAIRFAX ST	-	-	-	1	-	1	-	-	-	-	884.63	880.42	3.21
0010	5C	110+47	17.5' LT	FAIRFAX ST	-	-	-	1	-	-	1	-	-	-	884.66	881.11	2.55
0010	5D	111+09	46.7' RT	FAIRFAX ST	-	-	1	-	-	1	-	-	-	-	884.19	881.15	2.04
0010	5E	110+72	17.5' RT	FAIRFAX ST	-	-	-	1	-	1	-	-	-	-	884.63	880.48	3.15
0010	5F	110+35	17.5' RT	FAIRFAX ST	-	-	-	1	-	-	1	-	-	-	884.70	881.21	2.49
0010	5G	111+39	48.4' RT	FAIRFAX ST	-	-	1	-	-	-	1	-	-	-	884.33	881.37	1.96
0010	5H	110+22	17.5' LT	FAIRFAX ST	-	-	-	1	-	-	1	-	-	-	884.75	881.23	2.52
0010	6	111+80	6.0' LT	FAIRFAX ST	1	-	-	-	-	-	-	1	-	-	885.34	880.14	3.96
0010	6A	112+00	17.5' LT	FAIRFAX ST	-	-	-	1	-	-	1	-	-	-	885.35	881.45	2.90
0010	6B	111+80	17.5' LT	FAIRFAX ST	-	-	1	-	-	1	-	-	-	-	885.13	880.99	3.14
0010	5I	111+44	42.4' LT	FAIRFAX ST	-	-	1	-	-	-	1	-	-	-	884.34	881.46	1.88
0010	6D	112+00	17.5' RT	FAIRFAX ST	-	-	-	1	-	-	1	-	-	-	885.35	881.54	2.81
0010	6E	111+80	17.5' RT	FAIRFAX ST	-	-	1	-	-	1	-	-	-	-	885.14	881.07	3.07
0010	7	114+03	6.0' LT	FAIRFAX ST	1	-	-	-	-	-	-	1	-	-	886.80	880.84	4.72
0010	7A	114+38	17.5' LT	FAIRFAX ST	-	-	1	-	-	1	-	-	-	-	886.29	881.79	3.50
0010	7B	114+69	41.4' RT	FAIRFAX ST	-	-	1	-	-	-	1	-	-	-	885.95	882.26	2.69
0010	7C	114+40	41.3' RT	FAIRFAX ST	-	-	-	1	-	1	-	-	-	-	886.07	882.15	2.92
0010	7D	114+03	17.5' RT	FAIRFAX ST	-	-	1	-	-	1	-	-	-	-	886.59	881.77	3.82
0010	8	118+34	6.0' LT	FAIRFAX ST	1	-	-	-	-	-	-	1	-	-	881.73	876.75	3.74
0010	8A	118+36	17.5' LT	FAIRFAX ST	-	-	-	1	-	1	-	-	-	-	881.52	877.65	2.87
0010	8B	118+20	17.5' LT	FAIRFAX ST	-	-	-	1	-	-	1	-	-	-	881.53	876.97	3.56
0010	8C	118+43	17.5' RT	FAIRFAX ST	-	-	-	1	-	-	1	-	-	-	881.53	877.87	2.66
0010	8D	118+33	17.5' RT	FAIRFAX ST	-	-	-	1	-	-	1	-	-	-	881.52	877.55	2.97
0010	8E	117+27	17.5' LT	FAIRFAX ST	-	-	1	-	-	1	-	-	-	-	882.19	879.97	1.22
0010	8F	118+23	17.5' RT	FAIRFAX ST	-	-	-	1	-	-	1	-	-	-	881.53	877.87	2.66
0010	8G	118+53	17.5' LT	FAIRFAX ST	-	-	-	1	-	-	1	-	-	-	881.55	878.01	2.54
0010	9	120+62	6.1' LT	FAIRFAX ST	1	-	-	-	-	-	-	1	-	-	881.91	875.70	4.97
0010	9A	120+62	17.5' LT	FAIRFAX ST	-	-	1	-	-	-	1	-	-	-	881.70	876.63	4.07
0010	9B	120+62	17.5' RT	FAIRFAX ST	-	-	1	-	-	-	1	-	-	-	881.70	876.75	3.95
0010	10	123+87	0.0'	FAIRFAX ST	1	-	-	-	-	-	-	1	-	-	880.34	874.30	4.80
0010	10A	123+87	16.0' LT	FAIRFAX ST	-	-	-	1	-	-	1	-	-	-	880.03	875.19	3.84
0010	10B	123+87	29.0' RT	FAIRFAX ST	-	-	-	1	-	-	1	-	-	-	879.74	875.56	3.18
0010	10C	123+77	16.0' LT	FAIRFAX ST	-	-	-	1	-	-	1	-	-	-	880.09	875.78	3.31
0010	10D	123+67	16.0' LT	FAIRFAX ST	-	-	-	1	-	-	1	-	-	-	880.14	875.83	3.31
0010	10E	123+77	29.0' RT	FAIRFAX ST	-	-	-	1	-	-	1	-	-	-	879.82	875.87	2.95
0010	11	124+09	0.0'	FAIRFAX ST	1	-	-	-	-	-	-	1	-	-	880.22	873.92	5.06
TOTAL 0010					11	1	22	23	1	23	22	8	2	1			

*STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE
 **RIM ELEVATION IS AT THE INLET COVER FLANGE LOCATION
 ***DEPTH = RIM ELEVATION - INVERT ELEVATION - CASTING HEIGHT - ADJUSTING RINGS (6")

PAVEMENT MARKINGS

CATEGORY	STATION	TO	STATION	LOCATION	646.1020*	646.3020	646.5020	646.5220	646.6120	646.7420	646.7520	
					MARKING LINE EPOXY 4-INCH		MARKING LINE	MARKING	MARKING	MARKING STOP	MARKING	MARKING
					YELLOW	WHITE	EPOXY 8-INCH	ARROW EPOXY	SYMBOL EPOXY	LINE EPOXY 18-INCH	TRANSVERSE	EPOXY BLOCK
					LF	LF	EACH	EACH	LF	LF	LF	
0010	99+26	-	102+20	FAIRFAX ST	590	51	91	3	-	33	150	-
0010	102+20	-	111+25	FAIRFAX ST	1,810	1209	-	9	9	-	136	-
0010	111+25	-	117+80	FAIRFAX ST	1,288	994	-	6	6	-	135	-
0010	117+80	-	124+23	FAIRFAX ST	1,190	729	100	7	3	28	148	66
0010				HARRIET ST	-	-	-	-	-	-	48	-
0010				HAMILTON AVE	-	-	-	-	-	18	85	-
0010				VALMONT AVE	28	-	-	-	-	36	178	-
0010				LAUREL AVE	-	-	-	-	-	19	95	-
0010				FENWICK AVE	26	-	-	-	-	35	163	-
0010				HOOVER AVE	-	-	-	-	-	14	83	-
0010				BADGER AVE	-	-	-	-	-	18	90	-
				TOTAL 0010	7,915		191	25	18	201	1,311	66

*4-INCH MARKINGS REQUIRED

EROSION CONTROL AND RESTORATION ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	625.0100	627.0200	628.1905	628.1910	628.7015	629.0210	630.0130	630.0140	630.0500
					TOPSOIL	MULCHING	MOBILIZATIONS	MOBILIZATIONS	INLET	FERTILIZER TYPE	SEEDING	SEEDING	SEED WATER
					SY	SY	EROSION	EROSION	PROTECTION	B	MIXTURE NO. 30	MIXTURE NO. 40	MGAL
						EACH	EACH	TYPE C	CWT	LB	LB		
0010	99+26	-	102+20	FAIRFAX ST	116	116	-	-	4	0.1	3	3	3
0010	102+20	-	111+25	FAIRFAX ST	839	839	-	-	18	0.5	16	16	19
0010	111+25	-	117+80	FAIRFAX ST	891	891	-	-	11	0.6	17	17	21
0010	117+80	-	124+23	FAIRFAX ST	753	753	-	-	12	0.5	14	14	17
				PROJECT	-	-	6	4	-	-	-	-	-
				UNDISTRIBUTED (25%)	650	650	-	-	12	0.4	13	13	15
				TOTAL 0010	3,249	3,249	6	4	57	2.1	63	63	75

SIGNING

CATEGORY	STATION	LOCATION	SIGN #	SIGN CODE	DESCRIPTION	638.2602		638.3000		MOUNTED ON SAME POST AS SIGN #
						REMOVING SIGNS TYPE II EACH	REMOVING SMALL SIGN SUPPORTS EACH	REMOVING SMALL SIGN SUPPORTS EACH	REMOVING SMALL SIGN SUPPORTS EACH	
0010	100+33	HAMILTON AVE, RT	1-01 R	M1-94	FAIRFAX ST	1	-	-	-	1-03 R
0010	100+33	HAMILTON AVE, RT	1-02 R	M1-94	HAMILTON AVE	1	-	-	-	1-03 R
0010	100+33	HAMILTON AVE, RT	1-03 R	R1-1	STOP	1	1	1	1	-
0010	99+61	VALMONT AVE, RT	1-04 R	M1-94	FAIRFAX ST	1	-	-	-	1-06 R
0010	99+61	VALMONT AVE, RT	1-05 R	M1-94	VALMONT AVE	1	-	-	-	1-06 R
0010	99+61	VALMONT AVE, RT	1-06 R	R1-1	STOP	1	1	1	1	-
0010	100+47	VALMONT AVE, LT	1-07 R	M1-94	FAIRFAX ST	1	-	-	-	1-09 R
0010	100+47	VALMONT AVE, LT	1-08 R	M1-94	VALMONT AVE	1	-	-	-	1-09 R
0010	100+47	VALMONT AVE, LT	1-09 R	R1-1	STOP	1	1	1	1	-
0010	105+93	FAIRFAX ST, RT	1-10 R	R7-1D	NO PARKING ANY TIME	1	1	1	1	-
0010	106+76	FAIRFAX ST, RT	1-11 R	R7-1D	NO PARKING ANY TIME	1	1	1	1	-
0010	107+67	FAIRFAX ST, LT	1-12 R	-	BUS STOP	1	1	1	1	-
0010	100+43	LAUREL AVE, LT	1-13 R	M1-94	FAIRFAX ST	1	-	-	-	1-15 R
0010	100+43	LAUREL AVE, LT	1-14 R	M1-94	LAUREL AVE	1	-	-	-	1-15 R
0010	100+43	LAUREL AVE, LT	1-15 R	R1-1	STOP	1	1	1	1	-
0010	109+87	FAIRFAX ST, RT	1-16 R	R2-1	SPEED LIMIT 30	1	1	1	1	-
0010	99+62	FENWICK AVE, RT	1-17 R	M1-94	FAIRFAX ST	1	-	-	-	1-19 R
0010	99+62	FENWICK AVE, RT	1-18 R	M1-94	FENWICK AVE	1	-	-	-	1-19 R
0010	99+62	FENWICK AVE, RT	1-19 R	R1-1	STOP	1	1	1	1	-
0010	100+48	FENWICK AVE, LT	1-20 R	M1-94	FAIRFAX ST	1	-	-	-	1-22 R
0010	100+48	FENWICK AVE, LT	1-21 R	M1-94	FENWICK AVE	1	-	-	-	1-22 R
0010	100+48	FENWICK AVE, LT	1-22 R	R1-1	STOP	1	1	1	1	-
0010	111+87	FAIRFAX ST, LT	1-23 R	R2-1	SPEED LIMIT 30	1	1	1	1	-
0010	112+36	FAIRFAX ST, RT	1-24 R	R7-1D	NO PARKING ANY TIME	1	1	1	1	-
0010	100+38	HOOVER AVE, LT	2-01 R	M1-94	FAIRFAX ST	1	-	-	-	2-03 R
0010	100+38	HOOVER AVE, LT	2-02 R	M1-94	HOOVER AVE	1	-	-	-	2-03 R
0010	100+38	HOOVER AVE, LT	2-03 R	R1-1	STOP	1	1	1	1	-
0010	116+29	FAIRFAX ST, RT	2-04 R	R7-1D	NO PARKING ANY TIME	1	1	1	1	-
0010	117+04	FAIRFAX ST, RT	2-05 R	W11-2	PEDESTRIAN CROSSING	1	1	1	1	-
0010	117+04	FAIRFAX ST, RT	2-06 R	W16-9P	AHEAD	1	-	-	-	2-05 R
0010	118+86	FAIRFAX ST, RT	2-07 R	W11-2	PEDESTRIAN CROSSING	1	1	1	1	-
0010	118+86	FAIRFAX ST, RT	2-08 R	W16-7L	ARROW	1	-	-	-	2-07 R
0010	119+06	FAIRFAX ST, LT	2-09 R	W11-2	PEDESTRIAN CROSSING	1	1	1	1	-
0010	119+06	FAIRFAX ST, LT	2-10 R	W16-7L	ARROW	1	-	-	-	2-09 R
0010	119+12	FAIRFAX ST, RT	2-11 R	W11-2	PEDESTRIAN CROSSING	1	1	1	1	-
0010	119+12	FAIRFAX ST, RT	2-12 R	W16-7R	ARROW	1	-	-	-	2-11 R
0010	119+12	FAIRFAX ST, RT	2-13 R	R1-6	YIELD TO PEDESTRIANS	1	-	-	-	2-11 R
0010	119+12	FAIRFAX ST, RT	2-14 R	W11-2	PEDESTRIAN CROSSING	1	-	-	-	2-11 R
0010	119+12	FAIRFAX ST, RT	2-15 R	W16-7R	ARROW	1	-	-	-	2-11 R
0010	119+12	FAIRFAX ST, RT	2-16 R	R1-6	YIELD TO PEDESTRIANS	1	-	-	-	2-11 R
0010	119+38	FAIRFAX ST, RT	2-17 R	R2-1	SPEED LIMIT 30	1	1	1	1	-
0010	119+38	FAIRFAX ST, RT	2-18 R	R7-1D	NO PARKING ANY TIME	1	-	-	-	2-17 R
0010	119+43	FAIRFAX ST, LT	2-19 R	R7-1D	NO PARKING ANY TIME	1	1	1	1	-
0010	120+69	FAIRFAX ST, RT	2-20 R	W11-2	PEDESTRIAN CROSSING	1	1	1	1	-
0010	120+69	FAIRFAX ST, RT	2-21 R	W16-7L	ARROW	1	-	-	-	2-20 R
0010	120+71	FAIRFAX ST, RT	2-22 R	W11-2	PEDESTRIAN CROSSING	1	1	1	1	-
0010	120+71	FAIRFAX ST, RT	2-23 R	W16-7R	ARROW	1	-	-	-	2-22 R
0010	120+71	FAIRFAX ST, RT	2-24 R	R1-6	YIELD TO PEDESTRIANS	1	-	-	-	2-22 R
0010	120+71	FAIRFAX ST, RT	2-25 R	W11-2	PEDESTRIAN CROSSING	1	-	-	-	2-22 R
0010	120+71	FAIRFAX ST, RT	2-26 R	W16-7R	ARROW	1	-	-	-	2-22 R
0010	120+71	FAIRFAX ST, RT	2-27 R	R1-6	YIELD TO PEDESTRIANS	1	-	-	-	2-22 R
0010	120+88	FAIRFAX ST, LT	2-28 R	W11-2	PEDESTRIAN CROSSING	1	1	1	1	-
0010	120+88	FAIRFAX ST, LT	2-29 R	W16-7L	ARROW	1	-	-	-	2-28 R
0010	121+27	FAIRFAX ST, RT	2-30 R	R3-8	LEFT THRU/RIGHT ONLY	1	1	1	1	-
0010	122+96	FAIRFAX ST, LT	2-31 R	W11-2	PEDESTRIAN CROSSING	1	1	1	1	-
0010	122+96	FAIRFAX ST, LT	2-32 R	W16-9P	AHEAD	1	-	-	-	2-31 R
0010	123+95	FAIRFAX ST, RT	2-33 R	R5-3	NO MOTOR VEHICLES	1	1	1	1	-
0010	123+95	FAIRFAX ST, RT	2-34 R	-	YIELD TO PEDS	1	-	-	-	2-33 R
TOTAL 0010						57	26			

UTILITY ADJUSTMENTS

CATEGORY	STATION	OFFSET	LOCATION	611.0420		611.8120.S		REMARKS
				RECONSTRUCTING MANHOLES EACH	COVER PLATES TEMPORARY EACH	RECONSTRUCTING MANHOLES EACH	COVER PLATES TEMPORARY EACH	
0020	122+98	26.3' LT	FAIRFAX ST	1	1	1	1	SANITARY MANHOLE
TOTAL 0020				1	1	1	1	

PROJECT NO: 7995-02-59

HWY: FAIRFAX STREET

COUNTY: EAU CLAIRE

MISCELLANEOUS QUANTITIES

SHEET:

E

TRAFFIC CONTROL - DETOUR

CATEGORY	LOCATION	DURATION		643.0420 TRAFFIC CONTROL BARRICADES TYPE III		643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A		643.0900 TRAFFIC CONTROL SIGNS		643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I		643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II		REMARKS
		DAYS	EACH*	DAY	EACH*	DAY	EACH*	DAY	EACH	NUMBER OF CYCLES	NUMBER OF SIGNS	NUMBER OF CYCLES	NUMBER OF SIGNS	
0010	DETOUR	135	32	4,320	42	5,670	55	7,425	-	-	-	-	-	
0010	DETOUR - BRACKETT AVE	-	-	-	-	-	-	-	-	-	-	1	1	1
0010	DETOUR - S HASTINGS WAY	-	-	-	-	-	-	-	1	1	1	-	-	PARTIAL COVER OF THRU ARROW ON LEFT/THRU SIGN
0010	DETOUR - SPOONER AVE	-	-	-	-	-	-	-	-	-	-	1	1	COVER FAIRFAX ST/ONLY SIGN
0010	UNDISTRIBUTED (10%)	-	-	432	-	567	-	743	-	-	-	-	-	COVER LEFT ONLY SIGN
TOTAL 0010					4,752		6,237		8,168		1		2	

*FOR INFORMATION ONLY

TRAFFIC CONTROL - TEMPORARY PEDESTRIAN

CATEGORY	STATION	LOCATION	DURATION		* 643.0420 TRAFFIC CONTROL BARRICADES TYPE III		* 643.0900 TRAFFIC CONTROL SIGNS		SF	EACH**	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING	644.1601 TEMPORARY PEDESTRIAN CURB RAMP	644.1810 TEMPORARY PEDESTRIAN BARRICADE
			DAYS	EACH**	DAY	EACH**	DAY	DAY					
0010	99+38	S HASTINGS, LT	135	-	-	3	405	-	-	-	-	-	24
0010	99+38	S HASTINGS, RT	135	-	-	2	270	-	-	-	-	-	18
0010	104+50	VALMONT AVE, LT	135	-	-	2	270	-	-	-	-	-	18
0010	110+82	FENWICK AVE, LT	135	-	-	2	270	-	-	-	-	-	18
0010	110+82	FENWICK AVE, RT	135	-	-	2	270	-	-	-	-	-	18
0010	111+65	FENWICK AVE, LT	135	-	-	2	270	-	-	-	-	-	18
0010	111+65	FENWICK AVE, RT	135	-	-	2	270	-	-	-	-	-	18
0010	114+29	HOOVER AVE, RT	135	-	-	2	270	-	-	-	-	-	18
0010	114+93	HOOVER AVE, RT	135	-	-	2	270	-	-	-	-	-	18
0010	117+56	BADGER AVE, LT	135	-	-	2	270	-	-	-	-	-	18
0010	118+05	BADGER AVE, LET	135	-	-	2	270	-	-	-	-	-	18
0010	120+80	LOT, LT/RT	135	8	1080	-	-	600	2	270	-	-	150
0010	124+05	HIGHLAND, LT	135	-	-	2	270	-	-	-	-	-	18
0010	124+05	SPOONER, RT.	135	-	-	3	405	-	-	-	-	-	24
TOTAL 0010						1,080		3,780		600		270	396

* OTHER QUANTITY SHOWN ELSEWHERE.

**FOR INFORMATION ONLY

3

3

STAKING

CATEGORY	STATION	TO	STATION	LOCATION	650.4000 CONSTRUCTION STAKING SEWER EACH	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND LF	650.6501.01 CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) (01. WALL MODULAR BLOCK GRAVITY LANDSCAPE (STA 112+55)) EACH	650.6501.02 CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) (02. WALL MODULAR BLOCK GRAVITY LANDSCAPE (STA 113+67)) EACH	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	650.8501.01 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (PROJECT) (01. 7995-02-59) EACH	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500.01 CONSTRUCTION STAKING SIDEWALK (PROJECT) (01. 7995-02-59) EACH	650.9911.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (01. 7995-02-59) EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
0010	99+26	-	102+20	FAIRFAX ST	6	-	372	-	-	-	-	7	-	-	294
0010	102+20	-	111+25	FAIRFAX ST	20	905	1,899	-	-	905	-	12	-	-	905
0010	111+25	-	117+80	FAIRFAX ST	13	655	1,346	-	-	655	-	9	-	-	655
0010	112+55	-	113+49	FAIRFAX ST, RT	-	-	-	1	-	-	-	-	-	-	-
0010	113+67	-	114+27	FAIRFAX ST, RT	-	-	-	-	1	-	-	-	-	-	-
0010	117+80	-	124+23	FAIRFAX ST	12	643	1,331	-	-	643	-	11	-	-	643
0010				PROJECT	-	-	-	-	-	-	1	-	1	1	-
				TOTAL 0010	51	2,203	4,948	1	1	2,203	1	39	1	1	2,497

CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH

CATEGORY	STATION	TO	STATION	LOCATION	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2- INCH LF
0010	99+48 LT	-	99+89 LT	FAIRFAX ST	30
				TOTAL 0010	30

ADJUSTING PULL BOXES

CATEGORY	STATION	OFFSET	LOCATION	653.0900 ADJUSTING PULL BOXES EACH
0010	124+00	34.8' RT	FAIRFAX ST	1
0010	124+10	30.3' LT	FAIRFAX ST	1
0010	124+16	44.9' RT	FAIRFAX ST	1
			TOTAL 0010	3

CONCRETE BASES

CATEGORY	STATION	LOCATION	654.0107 CONCRETE BASES TYPE 7 EACH	REMARKS
0010	99+88.5, 37.5' LT	FAIRFAX ST	1	NEW BASE FOR LIGHT POLE
		TOTAL 0010	1	

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RECTANGULAR RAPID FLASHING BEACON

SPV.0060.01

SPECIAL (01.
RECTANGULAR
RAPID FLASHING
BEACON (STA
120+73.5))

CATEGORY	STATION	LOCATION	EACH	REMARKS
0010	120+79	FAIRFAX ST	1	STA 120+73.50, 23.37' LT & STA 123+73.50, 23.14' RT
		TOTAL 0010	1	

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ADJUSTING VALVE BOXES

SPV.0060.14
ADJUST VALVE
IN
CONCRETE PAVEMENT

CATEGORY	LOCATION	EACH
0020	104+86, 13.6' RT	1
0020	104+80, 40.0' RT	1
0020	104+83, 35.7' RT	1
0020	104+78, 52.0' LT	1
0020	107+54, 15.0' RT	1
0020	109+72, 13.4' RT	1
0020	110+96, 15.6' RT	1
0020	111+38, 53.8' LT	1
0020	111+34, 49.8' LT	1
0020	111+40, 49.8' LT	1
0020	114+48, 13.1' RT	1
0020	114+51, 32.8' RT	1
0020	115+04, 14.9' RT	1
0020	115+07, 12.0' LT	1
0020	115+10, 7.7' LT	1
0020	115+19, 14.9' RT	1
0020	115+23, 13.1' RT	1
0020	117+89, 12.4' LT	1
0020	117+99, 37.8' LT	1
0020	117+98, 42.8' LT	1
0020	118+22, 16.8' RT	1
0020	118+26, 13.2' RT	1
0020	121+34, 12.8' RT	1
0020	121+39, 14.8' RT	1
0020	121+69, 14.7' LT	1
0020	121+73, 12.7' LT	1
0020	123+78, 19.6' RT	1
	TOTAL 0020	27

RETAINING WALLS

SPV.0165.01

SPV.0165.02

SPECIAL (01.
WALL MODULAR
BLOCK GRAVITY
LANDSCAPE STA
112+55)
SPECIAL (02.
WALL MODULAR
BLOCK GRAVITY
LANDSCAPE STA
113+67)

CATEGORY	STATION	TO	STATION	LOCATION	SF	SF
0010	112+55	-	113+49	FAIRFAX ST-RT	295	-
0010	113+67	-	114+27	FAIRFAX ST-RT	-	205
			TOTAL 0010		295	205

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CITY OF ALTOONA/CITY OF EAU CLAIRE UTIL-WATER

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0060.05 SPECIAL (05. REMOVE WATER VALVES AND VALVE BOXES) EACH	SPV.0060.06 SPECIAL (06. REMOVE HYDRANTS) EACH	SPV.0060.07 SPECIAL (07. INSTALL WATER VALVES AND VALVE BOXES, 1- INCH) EACH	SPV.0060.08 SPECIAL (08. INSTALL WATER VALVES AND VALVE BOXES, 6-INCH) EACH	SPV.0060.09 SPECIAL (09. INSTALL WATER VALVES AND VALVE BOXES, 8-INCH) EACH	SPV.0060.10 SPECIAL (10. INSTALL HYDRANTS) EACH	SPV.0060.11 SPECIAL (11. CONNECT TO EXISTING WATERMAIN) EACH	SPV.0060.12 SPECIAL (12. INSTALL WATER SERVICE TAP AND CORPORATION STOP) EACH	SPV.0090.03 SPECIAL (03. REMOVE OR ABANDON WATERMAIN) LF	SPV.0090.04 SPECIAL (04. WATERMAIN 8- INCH DUCTILE IRON) LF	SPV.0090.05 SPECIAL (05. INSTALL HYDRANT LEADS) LF	SPV.0090.06 SPECIAL (06. INSTALL WATER SERVICE LATERALS) LF	SPV.0090.09 SPECIAL (09. WATER MAIN 6- INCH DUCTILE IRON) LF	REMARKS
0020	101+16	-	124+32	FAIRFAX ST	12	-	-	-	16	-	-	-	3000	3790	-	-	-	WATER MAIN REPLACEMENTS
0020	101+16	-	124+32	FAIRFAX ST	-	-	15	-	-	-	-	15	-	-	-	300	30	WATER MAIN SERVICE REPLACEMENTS
0020	101+16	-	124+32	FAIRFAX ST	-	8	-	10	-	10	-	-	-	-	130	-	-	HYDRANT REPLACEMENTS
0020	101+16	-	124+00	FAIRFAX ST	-	-	-	-	-	-	4	-	-	-	-	-	-	NB FAIRFAX STREET
0020	104+69	-	124+32	FAIRFAX ST	-	-	-	-	-	-	5	-	-	-	-	-	-	SB FAIRFAX STREET
TOTAL 0020					12	8	15	10	16	10	9	15	3,000	3,790	130	300	30	

CITY OF ALTOONA/CITY OF EAU CLAIRE UTIL-SANITARY

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0060.02 SPECIAL (02. REMOVE SANITARY SEWER MANHOLES) EACH	SPV.0060.03 SPECIAL (03. INSTALL SANITARY SEWER MANHOLES) EACH	SPV.0060.04 SPECIAL (04. CONNECT TO EXISTING SANITARY SEWER) EACH	SPV.0060.13 SPECIAL (13. EXPLORATORY EXCAVATION) EACH	SPV.0090.02 SPECIAL (02. SANITARY SEWER SERVICE LATERALS) LF	SPV.0090.07 SPECIAL (07. SANITARY SEWER 8-INCH PVC) LF	SPV.0090.08 SPECIAL (08. SANITARY SEWER 10-INCH PVC) LF	SPV.0165.03 SPECIAL (03. INSULATION) SF	REMARKS
0020	101+68	-	113+93	FAIRFAX ST	6	-	1	3	100	1296	-	32	FROM MH 1 TO MH 5
0020			101+76	FAIRFAX ST	-	1	-	-	-	-	-	-	MH1
0020			104+91	FAIRFAX ST	-	1	-	-	-	-	-	-	MH2
0020			108+07	FAIRFAX ST	-	1	-	-	-	-	-	-	MH3
0020			111+19	FAIRFAX ST	-	1	-	-	-	-	-	-	MH4
0020			113+93	FAIRFAX ST	-	1	-	-	-	-	-	-	MH5
0020	115+51	-	124+13	FAIRFAX ST	3	-	-	2	50	257	618	-	FROM MH6 TO MH10
0020			115+51	FAIRFAX ST	-	1	-	-	-	-	-	-	MH6
0020			117+90	FAIRFAX ST	-	1	-	-	-	-	-	-	MH7
0020			121+12	FAIRFAX ST	-	1	-	-	-	-	-	-	MH8
0020			123+95	FAIRFAX ST	-	1	-	-	-	-	-	-	MH9
0020			124+07	FAIRFAX ST	-	1	1	-	-	-	-	-	MH10
TOTAL 0020					9	10	2	5	150	1,553	618	32	

CITY OF EAU CLAIRE TRANSPORTATION PROJECT PLAT TITLE SHEET 7995-02-58 C EAU CLAIRE, FAIRFAX STREET S HASTINGS WAY TO SPOONER AVENUE FAIRFAX STREET EAU CLAIRE COUNTY



CONVENTIONAL SYMBOLS

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

CONVENTIONAL ABBREVIATIONS

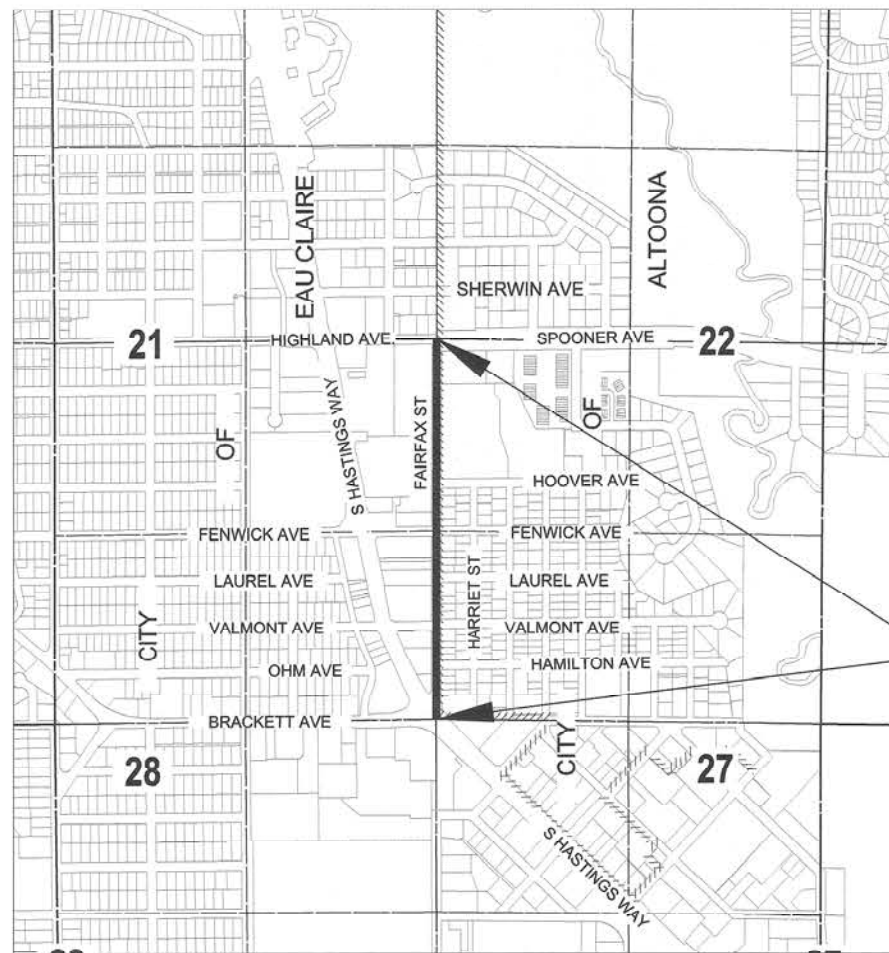
ACCESS RIGHTS	AR	POINT OF CURVATURE	PC
ACRES	AC	POINT OF COMPOUND CURVE	PCC
AHEAD	AH	POINT OF INTERSECTION	PI
ALUMINUM	ALUM	PROPERTY LINE	PL
AND OTHERS	ET AL	RECORDED AS (100')	(100')
BACK	BK	REEL / IMAGE	R/I
BLOCK	BLK	REFERENCE LINE	R/L
BUILDING	B	REMAINING	REM
CENTERLINE	C/L	RESTRICTIVE DEVELOPMENT	RDE
CERTIFIED SURVEY MAP	CSM	EASEMENT	
CONCRETE	CONC	RIGHT	RT
COUNTY	CO	RIGHT OF WAY	R/W
COUNTY TRUNK HIGHWAY	CTH	SECTION	SEC
DISTANCE	DIST	SEPTIC VENT	SEPV
CORNER	COR	SQUARE FEET	SF
DOCUMENT NUMBER	DOC	STATE TRUNK HIGHWAY	STH
EASEMENT	EASE	STATION	STA
EXISTING	EX	TELEPHONE PEDESTAL	TP
FRACTIONAL	FRAC	TEMPORARY LIMITED EASEMENT	TLE
GAS VALVE	GV		
GRID NORTH	GN	TRANSPORTATION PROJECT PLAT	TPP
HIGHWAY EASEMENT	HE		
IDENTIFICATION	ID	UNITED STATES HIGHWAY	USH
LAND CONTRACT	LC	VOLUME	V
LEFT	LT	WARRANTY DEED	WD

CURVE DATA

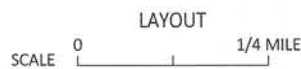
LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ / DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL UTILITY SYMBOLS

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



PROJECT LOCATION



THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 7995-02-58.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), EAU CLAIRE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES. NGS POINT UTILIZED WAS DK5293.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

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

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

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

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF EAU CLAIRE.

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.

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

PROJECT NUMBER 7995-02-58-4.01
SHEET 2 OF 2

TRANSPORTATION PROJECT PLAT NO: 7995-02-58-4.01

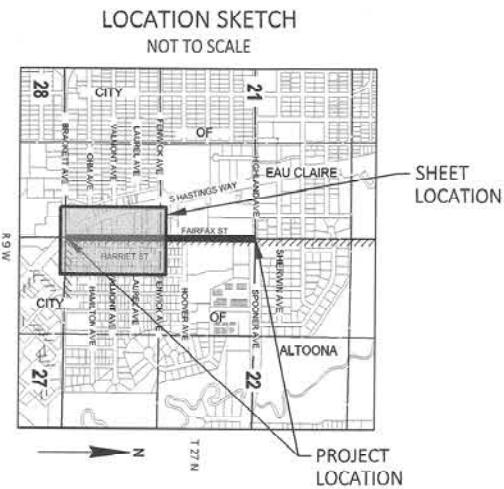
THAT PART OF LOTS 7-10, BLOCK 10, SECOND REPLAT OF THE ROYAL PARKS FIRST ADDITION, AND PART OF LOT 1, CSM 2959, V 16, P 347, DOC 1097086, AND PART OF LOTS 1 & 5, BLOCK 8, AND PART OF LOTS 1 & 7, BLOCK 1, ROYAL PARK FIRST ADDITION, LOCATED IN PART OF THE SE 1/4 OF THE SE 1/4, ALL IN SECTION 21, TOWNSHIP 27 NORTH, RANGE 9 WEST, CITY OF EAU CLAIRE, EAU CLAIRE COUNTY, WISCONSIN.

RELOCATION ORDER C EAU CLAIRE, FAIRFAX STREET, S HASTINGS WAY TO SPOONER AVENUE, EAU CLAIRE COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF EAU CLAIRE HEREBY ORDERS THAT:

- THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
- THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF EAU CLAIRE, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.



FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2. POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (NAD83), EAU CLAIRE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES. NGS POINT UTILIZED WAS DK5293.

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

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF EAU CLAIRE.

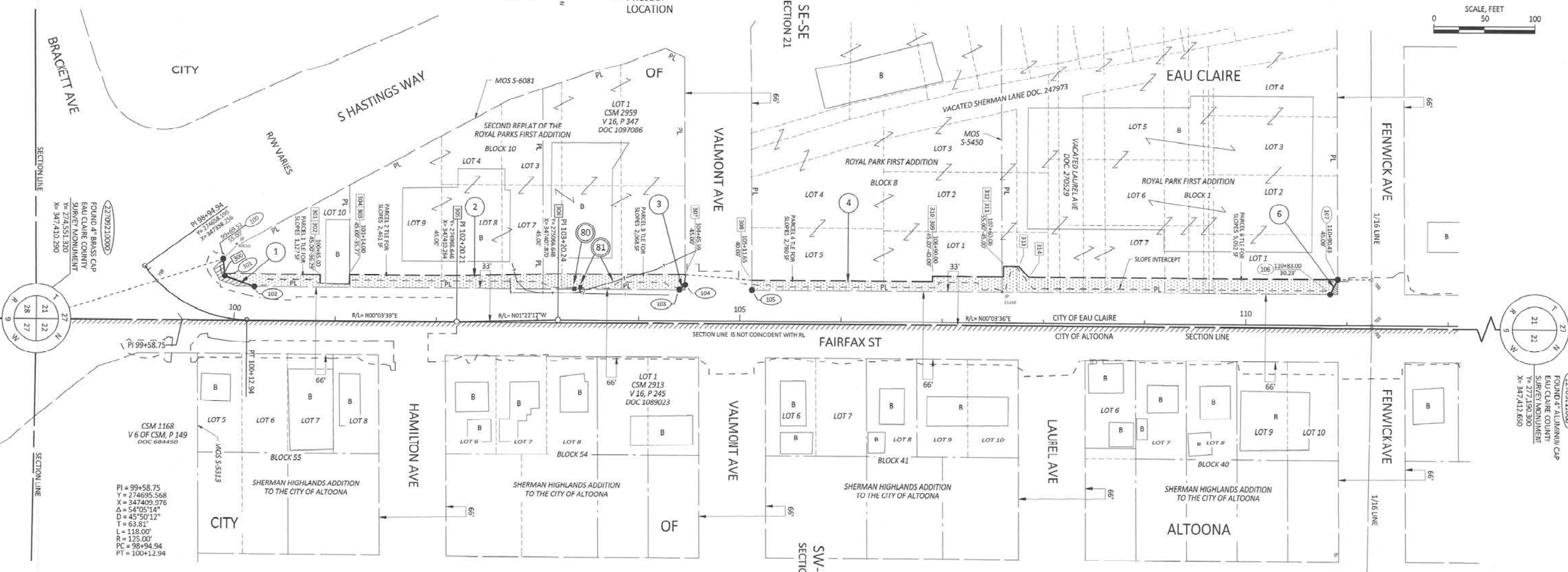
ROAD NAME	BASIS OF EXISTING R/W	YEAR
S. HASTINGS WAY, FAIRFAX STREET, VALMONT AVENUE, FENWICK AVENUE	ROYAL PARK FIRST ADDITION PLAT	1940
S. HASTINGS WAY, FAIRFAX STREET, VALMONT AVENUE	RIGHT OF WAY PROJECT 1191-09-21	1994
FAIRFAX STREET, VALMONT AVENUE	CSM 2959, LOT 1, V 16, P 347, DOC 1097086	2014
FAIRFAX STREET, VALMONT AVENUE, SOUTH HASTINGS WAY	MOS S-6081	2021

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W SQUARE FEET REQUIRED			TLE SQUARE FEET
			NEW	EXISTING	TOTAL	
1	C.A.M.P., INC	FEE/TLE	265	-	265	1127
2	JOHN BRIGGS REAL ESTATE, LLC	TLE	-	-	-	2461
3	ALUZONE DEVELOPMENT LLC	FEE/TLE	14	-	14	2068
4	PHILLIPS PROPERTIES, INC	TLE	-	-	-	2780
5	-	-	-	-	-	-
6	FIDELITY PROPERTY GROUP 3, LLC	FEE/TLE	56	-	56	5052

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
80	XCEL ENERGY (ELECTRIC)	RELEASE OF RIGHTS
81	AT&T (TELECOMMUNICATIONS)	RELEASE OF RIGHTS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7995-02-58-01-4.01
SHEET 1 OF 2



FOUND & BRASS CAP
EAU CLAIRE COUNTY
SURVEY MONUMENT
V= 274,551.320
X= 347,410.290

FOUND & ALUMINUM CAP
EAU CLAIRE COUNTY
SURVEY MONUMENT
V= 277,150.300
X= 347,412.650

PI = 99+58.75
Y = 274695.568
X = 347409.976
Δ = 54°05'14"
D = 45°50'12"
T = 63.81'
L = 118.00'
R = 125.00'
PC = 98+94.94
PT = 100+12.94

POINT	STATION	OFFSET
800	99+78.84	42.00' LT
101	99+80.00	40.00' LT
102	100+20.00	32.57' LT
103	104+40.00	30.14' LT
104	104+45.70	35.00' LT
105	105+11.76	30.15' LT
913	107+75.00	55.00' LT
914	107+85.00	45.00' LT

FROM	TO	BEARING	DISTANCE
22709210000	100	N 17° 52' 47" W	193.64'
100	101	N 84° 07' 26" E	16.33'
101	102	N 19° 36' 14" E	30.99'
102	103	N 00° 03' 04" E	419.97'
103	104	N 40° 24' 51" W	7.49'
104	307	S 89° 26' 09" W	10.00'
307	308	N 04° 23' 18" E	66.25'
308	105	N 89° 26' 09" E	9.85'
105	106	N 00° 03' 04" E	571.24'
106	107	N 63° 13' 27" W	16.53'
107	700	N 00° 03' 36" E	33.44'
700	701	N 89° 25' 07" E	45.00'
701	703	N 89° 25' 07" E	2.76'
702	22709210000	S 00° 03' 04" W	1319.49'

FROM	TO	DIRECTION	DISTANCE
22709210000	708	N 17° 52' 47" W	124.47'
708	100	N 17° 52' 47" W	69.17'

FROM	TO	DIRECTION	DISTANCE
22709210000	702	N 00° 03' 04" E	1319.49'
702	22709212000	N 00° 03' 04" E	1319.49'
22709212000	22709210000	S 00° 03' 04" W	2638.98'

POINT	Y	X	DESCRIPTION
21160	275505.170	347377.873	3/4" IRON PIPE
40010	274748.627	347336.148	3/4" REBAR W/ YELLOW CAP



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

SIGNATURE: *Neil C. Bowe* DATE: 11/2/2022
 PRINT NAME: NEIL C. BOWE
 REGISTRATION NUMBER: S-2827
 THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF EAU CLAIRE.
 SIGNATURE: *Leah Ness* DATE: 11/02/2022
 PRINT NAME: LEAH NESS

**TRANSPORTATION PROJECT PLAT NO: 7995-02-58-4.02
AMENDMENT NO: 1 AMENDS PARCEL 11 OF TRANSPORTATION
PROJECT PLAT 7995-02-58-4.02 RECORDED AS DOCUMENT NO:
1238475.**

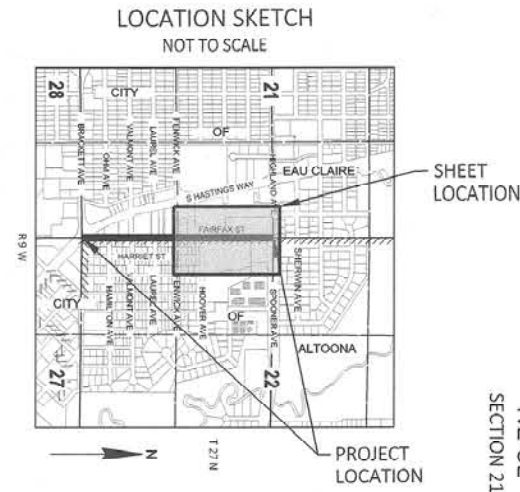
THAT PART OF LOT 1, CSM 2772, V 15 OF CSM, P 276, DOC 1047673, AND PART OF LOT 1, CSM 105, V 1 OF CSM, P 124, DOC 476687, LOCATED IN THE NE 1/4 OF THE SE 1/4, ALL IN SECTION 21, TOWNSHIP 27 NORTH, RANGE 9 WEST, CITY OF EAU CLAIRE, EAU CLAIRE COUNTY, WISCONSIN.

RELOCATION ORDER C EAU CLAIRE, FAIRFAX STREET, S HASTINGS WAY TO SPOONER AVENUE, EAU CLAIRE COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF EAU CLAIRE HEREBY ORDERS THAT:

- THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
- THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF EAU CLAIRE, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.



FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN EAU CLAIRE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1238475.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), EAU CLAIRE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES. NGS POINT UTILIZED WAS DKS293.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF EAU CLAIRE.

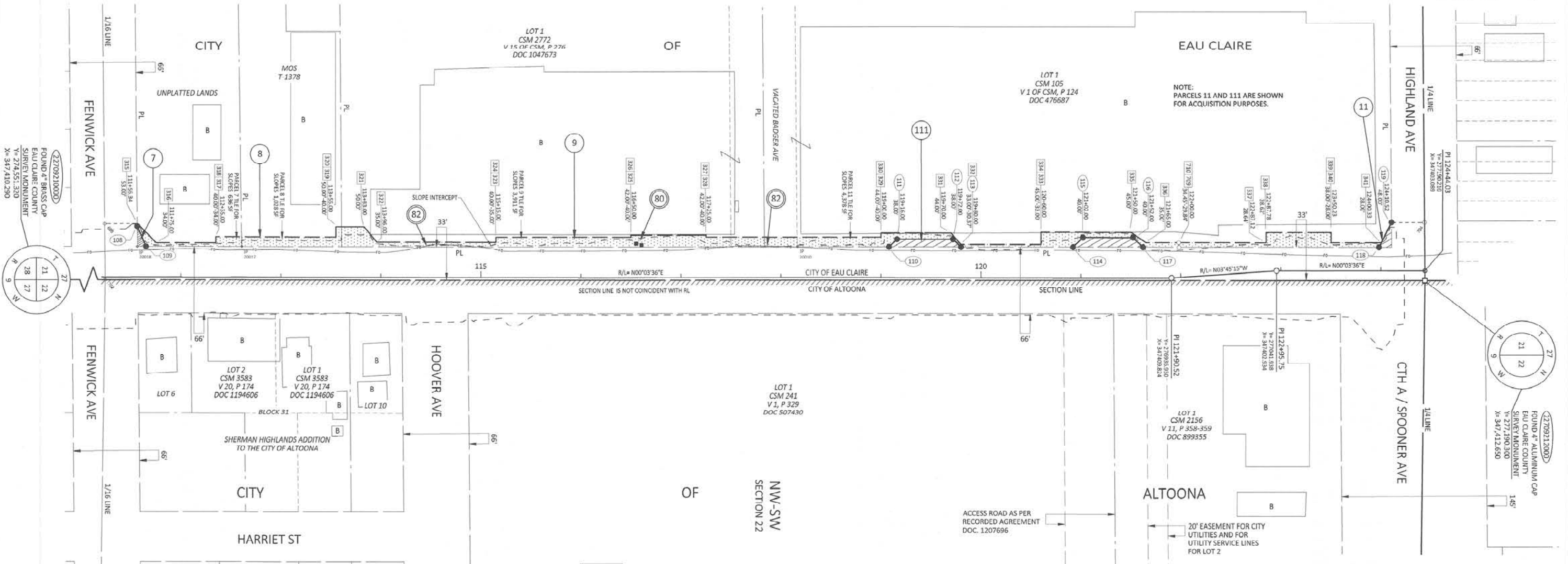
ROAD NAME	BASIS OF EXISTING R/W	YEAR
FAIRFAX STREET, HIGHLAND AVENUE	LOT 1, CSM, V 1, P 124, DOC 476687	1980
FAIRFAX STREET, FENWICK AVENUE	MOS FILE #T-1378	2011
FAIRFAX STREET	CSM 2772, LOT 1, V 15, P 276, DOC 1047673	2011

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W SQUARE FEET REQUIRED			TLE SQUARE FEET
			NEW	EXISTING	TOTAL	
7	ROC INVESTMENTS, LLC AND A LIFE ESTATE INTEREST OF GERALD H. JOHNSON	FEE/TLE	83	-	83	636
8	1316 FAIRFAX LLC	TLE	-	-	-	1028
9	RSS MSBAM2015-C20-WI 4750, LLC	TLE	-	-	-	3911
10	-	-	-	-	-	-
11	EASTRIDGE CENTER, LLC	FEE/TLE	157	-	157	1572
111	EASTRIDGE CENTER, LLC	FEE/TLE	1066	-	1066	2915

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7995-02-58.01-4.02
AMENDMENT NO: 1

COURSE TABLE - SEGMENTS			
FROM	TO	DIRECTION	DISTANCE
117	709	N 00° 03' 04" E	36.00'
709	118	N 00° 03' 04" E	199.77'
709	710	S 86° 14' 45" W	4.61'



POINT	STATION	OFFSET
108	111+56.37	50.00' LT
109	111+65.00	30.25' LT
110	119+08.00	30.36' LT
114	120+92.00	30.39' LT
117	121+62.00	30.40' LT
118	123+98.00	23.43' LT

FROM	TO	BEARING	DISTANCE
22709212000	702	S 00° 03' 04" W	1919.49'
702	699	S 89° 25' 07" W	55.40'
699	315	N 00° 34' 53" W	32.56'
315	108	N 89° 23' 45" E	3.00'
108	109	N 66° 28' 11" E	21.56'
109	110	N 00° 03' 04" E	743.00'
110	111	N 43° 37' 46" W	11.06'
111	112	N 00° 03' 36" E	56.00'
112	113	N 43° 42' 30" E	11.06'
113	114	N 00° 03' 04" E	112.00'
114	115	N 43° 48' 49" W	13.87'
115	116	N 00° 03' 35" E	50.00'
116	117	N 43° 54' 07" E	13.85'
117	118	N 00° 03' 04" E	235.77'
118	119	N 62° 55' 52" W	27.58'
119	704	N 00° 03' 35" E	33.00'
704	22709212000	N 89° 27' 38" E	57.56'

COURSE TABLE - SECTION LINE			
FROM	TO	DIRECTION	DISTANCE
22709212000	702	S 00° 03' 04" W	1319.49'
702	22709212000	S 00° 03' 04" W	1319.49'
22709212000	22709212000	N 00° 03' 04" E	2638.98'

RECOVERED MONUMENTS			
POINT	Y	X	DESCRIPTION
20010	278562.829	347378.838	1" IRON PIPE
20017	276007.159	347378.514	1" IRON PIPE
20018	275902.664	347378.430	MAG NAIL

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
80	XCEL ENERGY (ELECTRIC)	RELEASE OF RIGHTS
82	TUS TELECOM (TELECOMMUNICATIONS)	RELEASE OF RIGHTS

UTILITY EASEMENT TABLE			
UTILITY NUMBER	PARCEL	RECORDING INFORMATION	NAME
81	11	VOL 1204, PG. 585, DOC. 781871	AT&T (TELECOMMUNICATIONS)



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

SIGNATURE: *Neil C. Bowe* DATE: 6/26/2023

PRINT NAME: NEIL C. BOWE
REGISTRATION NUMBER: S-2827

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF EAU CLAIRE.

SIGNATURE: *Leah Ness* DATE: 06/27/2023
PRINT NAME: LEAH NESS

TRANSPORTATION PROJECT PLAT NO: 7995-02-58-4.03

THAT PART OF CSM 1168, V 6 OF CSM, P 149, DOC 684450, AND PART OF LOT 1, CSM 2913, V 16, P 245, DOC 1089023, AND PART OF LOTS 5 THRU 8, BLOCK 55, PART OF LOTS 6 THRU 8, BLOCK 54, PART OF LOTS 6 THRU 10, BLOCK 41, PART OF LOTS 7 THRU 10, BLOCK 40, OF THE SHERMAN HIGHLANDS ADDITION TO THE CITY OF ALTOONA, LOCATED IN PART OF THE SW 1/4 OF THE SW 1/4, ALL IN SECTION 22, TOWNSHIP 27 NORTH, RANGE 9 WEST, CITY OF ALTOONA, EAU CLAIRE COUNTY, WISCONSIN.

RELOCATION ORDER C FAU CLAIRE, FAIRFAX STREET, S HASTINGS WAY TO SPOONER AVENUE, EAU CLAIRE COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF ALTOONA HEREBY ORDERS THAT:

- THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
- THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF ALTOONA, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

LOCATION SKETCH NOT TO SCALE



SHEET LOCATION

SECTION 21 SE-SE SECTION 22 SW-SW

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN EAU CLAIRE COUNTY AS SHEET 2 OF 2 OF 7995-02-58-4.01.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), EAU CLAIRE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES. NGS POINT UTILIZED WAS 045298.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

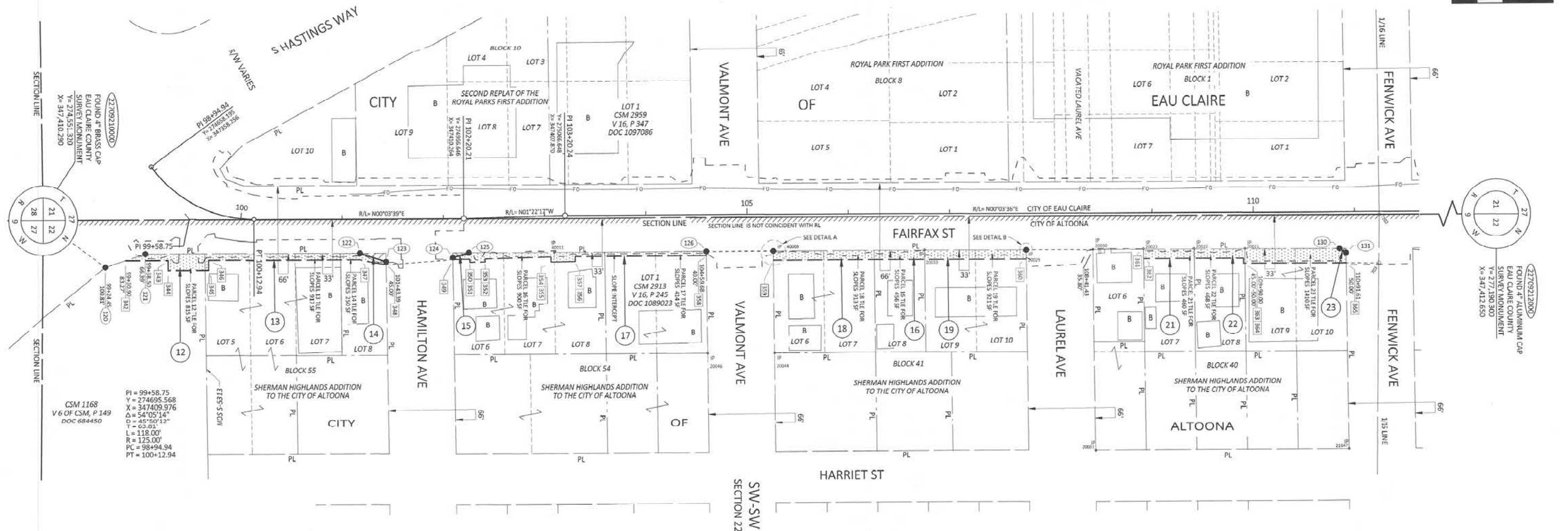
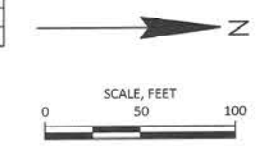
FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF ALTOONA.

ROAD NAME	BASIS OF EXISTING R/W	YEAR
FAIRFAX STREET, HAMILTON AVENUE, VALMONT AVENUE, LAUREL AVENUE, FENWICK AVENUE	SHERMAN HIGHLANDS ADDITION TO THE CITY OF ALTOONA	1920
SOUTH HASTINGS WAY, FAIRFAX STREET	RIGHT OF WAY PROJECT 1191-09-21	1994
SOUTH HASTINGS WAY, FAIRFAX STREET	CSM, V 6 OF CSM, P 149, DOC 684450	1995
FAIRFAX STREET, VALMONT STREET	CSM 2913, LOT 1, V 16, P 245, DOC 1089023	2013
FAIRFAX STREET, HARRIET STREET	MOS S-5313	2015

SCHEDULE OF LANDS & INTERESTS REQUIRED

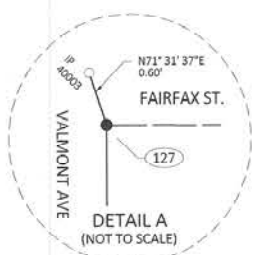
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W SQUARE FEET REQUIRED			TLE SQUARE FEET
			NEW	EXISTING	TOTAL	
12	GREAT NORTHERN INVESTMENTS OF EAU CLAIRE, INC.	TLE	-	-	-	815
13	GREGORY S. HOLSTEIN	TLE	-	-	-	917
14	ELMER A STEINMETZ REVOCABLE LIVING TRUST	FEE/TLE	111	-	111	250
15	LUKE M. DEUTSCHLANDER	FEE/TLE	36	-	36	900
16	LUKE M. DEUTSCHLANDER	TLE	-	-	-	456
17	CASH FOR CUB LLC	TLE	-	-	-	414
18	DENNIS W. OGUREK	TLE	-	-	-	913
19	T2B PROPERTIES LLC	TLE	-	-	-	921
21	SUSAN M. MICHELS	TLE	-	-	-	460
22	JAMES AND ANGELA SCOTT	TLE	-	-	-	468
23	DOTY STREET INVESTMENTS, LLC	FEE/TLE	14	-	14	1410

RESERVED FOR REGISTER OF DEEDS PROJECT NUMBER 7995-02-58-4.03



CSM 1168
V 6 OF CSM, P 149
DOC 684450

PI = 99+58.75
Y = 274695.568
X = 347409.976
Δ = 54°05'14"
D = 45°50'12"
T = 63.81'
L = 118.00'
R = 125.00'
PC = 98+94.94
PT = 100+12.94



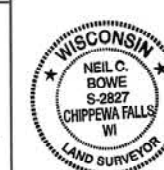
POINT	STATION	OFFSET	POINT	STATION	OFFSET
343	99+53.56	60.55' RT	354	103+05.00	40.00' RT
344	99+56.50	69.49' RT	355	103+05.00	45.00' RT
345	99+81.57	55.66' RT	356	103+30.00	45.00' RT
346	99+79.75	45.99' RT	357	103+30.00	40.00' RT
347	101+17.48	40.00' RT	126	104+59.64	35.86' RT
122	101+17.48	33.41' RT	127	105+25.64	35.85' RT
123	101+43.35	42.00' RT	359	105+25.73	45.00' RT
348	102+09.33	40.00' RT	128	107+75.43	35.81' RT
124	102+09.31	38.00' RT	360	107+75.53	45.00' RT
125	102+24.16	39.51' RT	361	108+91.37	35.79' RT
350	103+25.00	40.00' RT	362	108+91.47	45.00' RT
351	102+25.00	43.00' RT	129	108+41.43	35.80' RT
352	102+40.00	43.00' RT	130	110+85.00	35.77' RT
353	102+40.00	40.00' RT	131	110+91.50	40.00' RT

FROM	TO	BEARING	DISTANCE
22709210000	702	N 00° 03' 04" E	1319.49'
702	703	S 89° 17' 53" E	47.60'
703	965	S 00° 42' 02" W	32.26'
965	131	S 89° 24' 22" W	10.00'
131	130	S 33° 08' 31" W	7.76'
130	129	S 00° 03' 04" W	243.57'
129	360	S 07° 53' 04" E	66.55'
360	128	S 89° 27' 26" W	9.19'
128	127	S 00° 03' 04" W	249.29'
127	359	N 89° 30' 57" E	9.15'
359	358	S 04° 23' 20" W	66.24'
358	126	S 89° 30' 57" W	4.14'
126	125	S 00° 03' 04" W	234.61'
125	124	S 16° 17' 12" E	16.35'
124	349	N 89° 19' 26" E	2.00'
349	348	S 04° 16' 23" E	66.15'
348	123	S 89° 19' 26" W	3.00'
123	122	S 18° 24' 58" W	27.26'
122	121	S 00° 03' 06" W	211.89'
121	120	S 18° 17' 55" E	41.60'
120	22709210000	S 37° 01' 58" W	76.63'

FROM	TO	DIRECTION	DISTANCE
22709212000	702	S 00° 03' 04" W	1319.49'
702	22709210000	S 00° 03' 04" W	1319.49'
22709210000	22709212000	N 00° 03' 04" E	2638.98'

POINT	Y	X	DESCRIPTION
20021	275737.802	347443.907	MAG NAIL
20022	275687.386	347443.695	MAG NAIL
20023	275637.604	347443.734	3/4" IRON PIPE
20029	275521.619	347443.597	2" IRON PIPE
20030	275589.862	347443.822	1 1/2" IRON PIPE
20031	275589.974	347644.114	1 1/2" IRON PIPE
20038	275421.493	347443.804	1" IRON PIPE
20044	275272.860	347543.721	1" IRON PIPE
20046	275206.902	347543.559	3/4" IRON PIPE
21647	275839.903	347644.072	1" IRON PIPE
40003	275271.827	347443.368	2 1/4" IRON PIPE
40011	275055.599	347443.323	1 1/2" IRON PIPE

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



SIGNATURE: *Neil C. Bowe* DATE: 11/2/2022
 PRINT NAME: NEIL C. BOWE
 REGISTRATION NUMBER: S-2827
 THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF ALTOONA.
 SIGNATURE: *Brendan Pratt* DATE: 11/3/2022
 PRINT NAME: BRENDAN PRATT, MAYOR

TRANSPORTATION PROJECT PLAT NO: 7995-02-58-4.04

THAT PART OF LOTS 6 & 10, BLOCK 31, SHERMAN HIGHLANDS ADDITION TO THE CITY OF ALTOONA, LOTS 1 & 2, CSM 3583, V 20, P 174, DOC 1194606, LOT 1, CSM 241, V 1, P 329, DOC 507430, LOT 1, CSM 2156, V 11, P 358-359, DOC 899355, LOCATED IN PART OF THE NW 1/4 OF THE SW 1/4, ALL IN SECTION 22, TOWNSHIP 27 NORTH, RANGE 9 WEST, CITY OF ALTOONA, EAU CLAIRE COUNTY, WISCONSIN.

RELOCATION ORDER C EAU CLAIRE, FAIRFAX STREET, S HASTINGS WAY TO SPOONER AVENUE, EAU CLAIRE COUNTY

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

- TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF ALTOONA HEREBY ORDERS THAT:
- THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
 - THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF ALTOONA, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

LOCATION SKETCH
NOT TO SCALE



SHEET LOCATION

PROJECT LOCATION

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN EAU CLAIRE COUNTY AS SHEET 2 OF 2 OF 7995-02-58-4.01.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), EAU CLAIRE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES. NGS POINT UTILIZED WAS DK5293.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF ALTOONA.

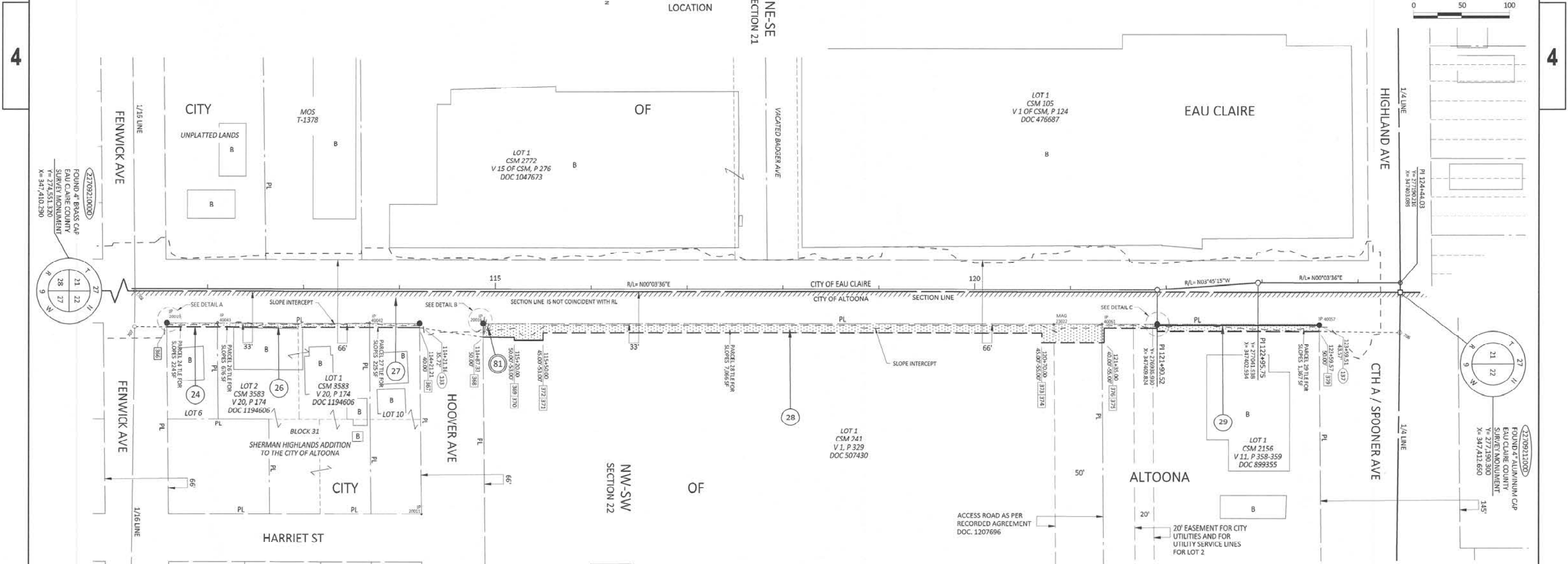
ROAD NAME	BASIS OF EXISTING R/W	YEAR
FAIRFAX STREET, FENWICK AVENUE, HOOVER AVENUE	SHERMAN HIGHLANDS ADDITION TO THE CITY OF ALTOONA	1920
FAIRFAX STREET, HOOVER AVENUE	CSM 241, LOT 1, V 1, P 329, DOC 507430	1983
SPOONER AVENUE, FAIRFAX STREET	CSM 2156, LOTS 1 & 2, V 11, P 358, DOC 899355	2004
FAIRFAX STREET, FENWICK AVENUE, HOOVER AVENUE	CSM 3583, LOTS 1 & 2, V 20, P 174, DOC 1194606	2020

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W SQUARE FEET REQUIRED			TLE SQUARE FEET
			NEW	EXISTING	TOTAL	
24	KURT R. SEEMAN RECOVERABLE TRUST	TLE	-	-	-	224
26	HOLZINGER HOMES LLC	TLE	-	-	-	676
27	DEAN R. HESS	TLE	-	-	-	225
28	GOLDRIDGE COMPANIES, LLC	TLE	-	-	-	7066
29	CITIZENS COMMUNITY CREDIT UNION	FEE/TLE	169	-	169	1367

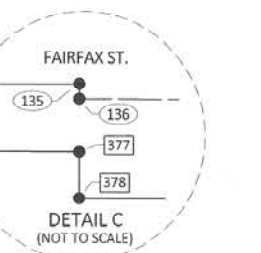
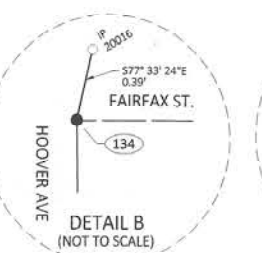
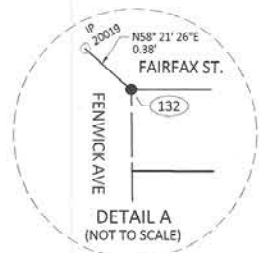
UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
81	AT&T (TELECOMMUNICATIONS)	RELEASE OF RIGHTS

RESERVED FOR REGISTER OF DEEDS PROJECT NUMBER 7995-02-58-4.04



FOUND AT 89855 CAP EAU CLAIRE COUNTY SURVEY MONUMENT
Y=274,551.520
X=347,410.290

FOUND AT ALUMINUM CAP EAU CLAIRE COUNTY SURVEY MONUMENT
Y=277,150.300
X=347,412.650



POINT	STATION	OFFSET
132	111+57.46	35.70' RT
134	114+87.17	35.71' RT
135	121+90.52	35.60' RT
136	121+90.52	36.60' RT
366	111+57.50	40.00' RT
377	121+90.52	40.00' RT
378	121+90.52	43.00' RT

POINT	Y	X	DESCRIPTION
20011	276169.561	347644.343	1 1/2" IRON PIPE
20016	276233.624	347444.409	1 1/2" IRON PIPE
20019	275903.628	347444.175	1" IRON PIPE
23022	276828.854	347445.640	MAG NAIL
40042	276115.043	347444.384	1 1/4" IRON PIPE
40043	275956.719	347444.180	1 1/4" IRON PIPE
40057	277105.341	347445.150	1" IRON PIPE
40061	276879.172	347445.370	1" IRON PIPE

FROM	TO	DIRECTION	DISTANCE
22709212000	702	S 00° 03' 04" W	1319.49'
702	22709212000	S 00° 03' 04" W	1319.49'
22709210000	702	N 00° 03' 04" E	2638.58'

FROM	TO	BEARING	DISTANCE
22709212000	706	S 89° 17' 08" E	41.40'
706	379	S 00° 42' 53" W	84.09'
379	137	S 89° 28' 50" W	6.43'
137	136	S 00° 03' 04" W	168.75'
136	135	N 89° 56' 24" W	1.00'
135	134	S 00° 03' 04" W	703.35'
134	368	N 89° 25' 06" E	14.30'
368	367	S 08° 39' 38" W	66.87'
367	133	S 89° 25' 06" W	4.28'
133	132	S 00° 03' 04" W	263.71'
132	366	N 89° 24' 22" E	4.25'
366	707	S 00° 42' 11" W	33.52'
707	702	N 89° 17' 53" W	36.87'
702	22709212000	N 00° 03' 04" E	1319.49'

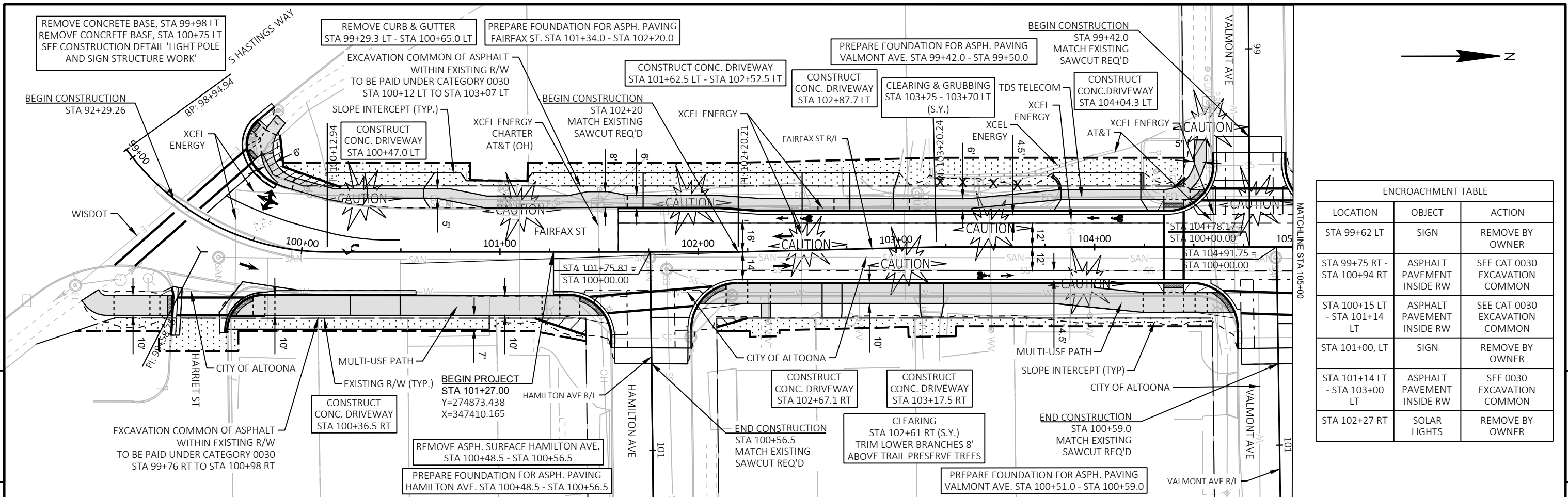
I, NEIL C. BOWE, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES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



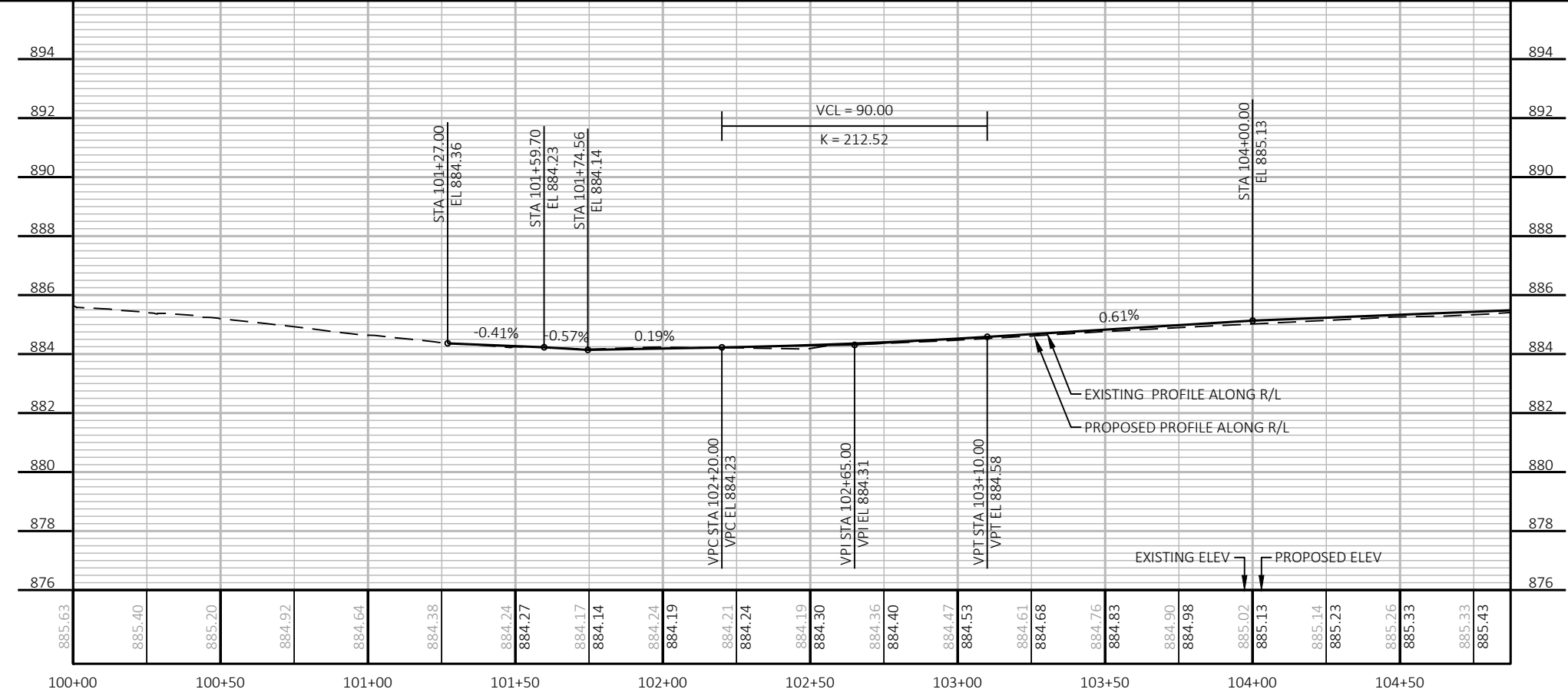
SIGNATURE: *Neil C. Bowe* DATE: 11/2/2022
 PRINT NAME: NEIL C. BOWE
 REGISTRATION NUMBER: S-2827

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF ALTOONA.

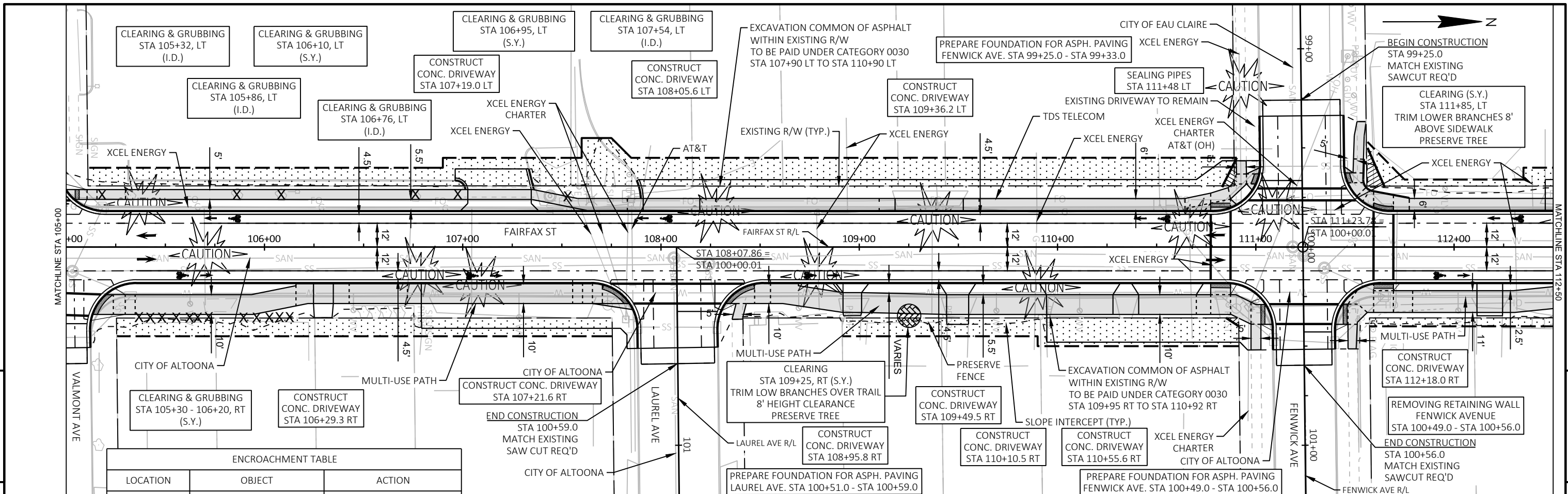
SIGNATURE: *Brendan Pratt* DATE: 11/3/2022
 PRINT NAME: BRENDAN PRATT, MAYOR



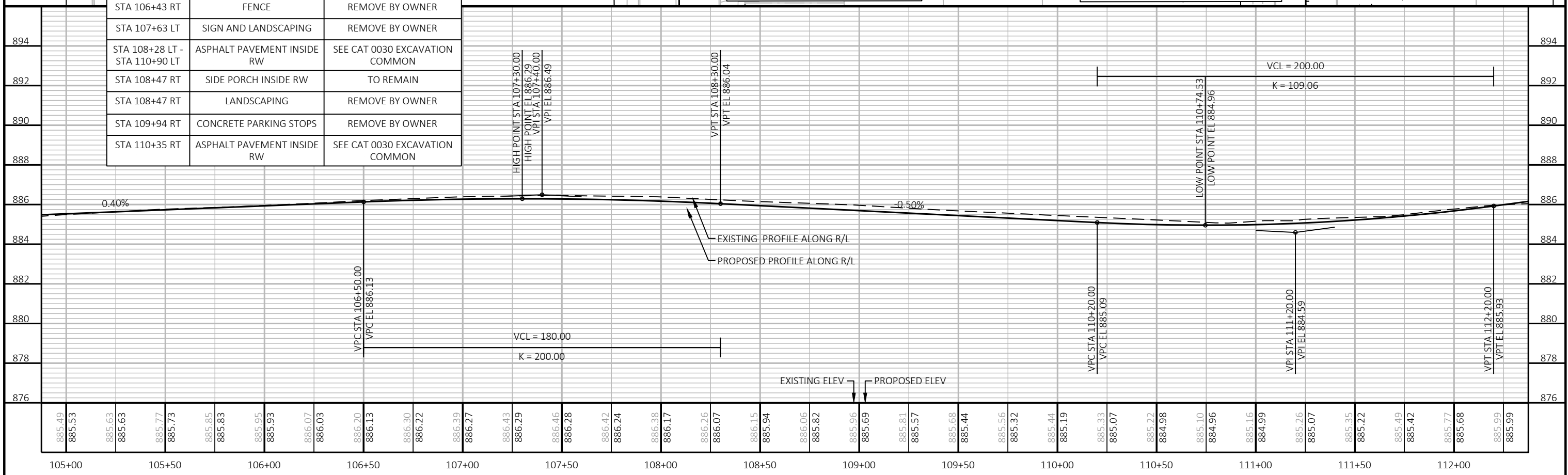
ENCROACHMENT TABLE		
LOCATION	OBJECT	ACTION
STA 99+62 LT	SIGN	REMOVE BY OWNER
STA 99+75 RT - STA 100+94 RT	ASPHALT PAVEMENT INSIDE RW	SEE CAT 0030 EXCAVATION COMMON
STA 100+15 LT - STA 101+14 LT	ASPHALT PAVEMENT INSIDE RW	SEE CAT 0030 EXCAVATION COMMON
STA 101+00, LT	SIGN	REMOVE BY OWNER
STA 101+14 LT - STA 103+00 LT	ASPHALT PAVEMENT INSIDE RW	SEE 0030 EXCAVATION COMMON
STA 102+27 RT	SOLAR LIGHTS	REMOVE BY OWNER

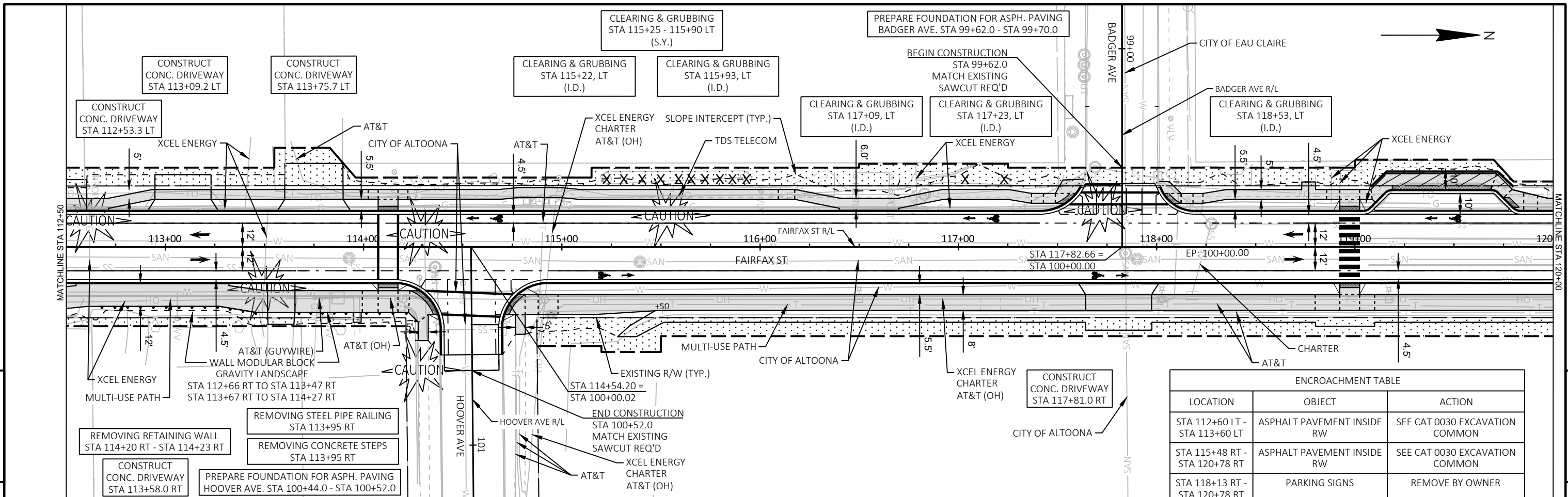


PROJECT NO: 7995-02-59 HWY: FAIRFAX STREET COUNTY: EAU CLAIRE PLAN AND PROFILE: PLAN AND PROFILE SHEET: E

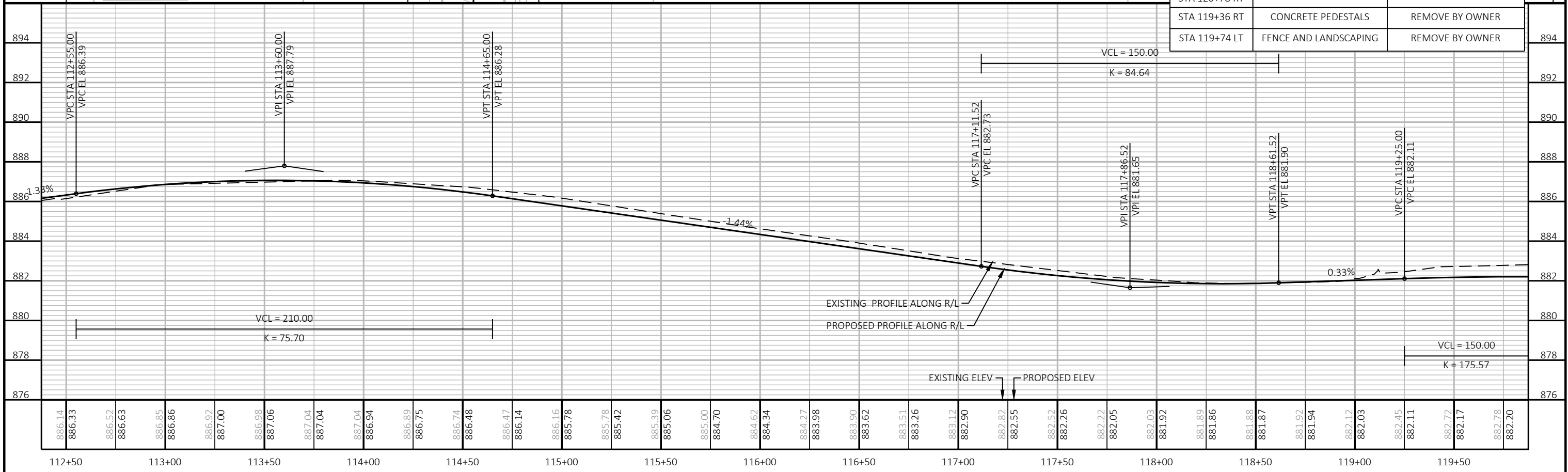


ENCROACHMENT TABLE		
LOCATION	OBJECT	ACTION
STA 106+43 RT	FENCE	REMOVE BY OWNER
STA 107+63 LT	SIGN AND LANDSCAPING	REMOVE BY OWNER
STA 108+28 LT - STA 110+90 LT	ASPHALT PAVEMENT INSIDE RW	SEE CAT 0030 EXCAVATION COMMON
STA 108+47 RT	SIDE PORCH INSIDE RW	TO REMAIN
STA 108+47 RT	LANDSCAPING	REMOVE BY OWNER
STA 109+94 RT	CONCRETE PARKING STOPS	REMOVE BY OWNER
STA 110+35 RT	ASPHALT PAVEMENT INSIDE RW	SEE CAT 0030 EXCAVATION COMMON



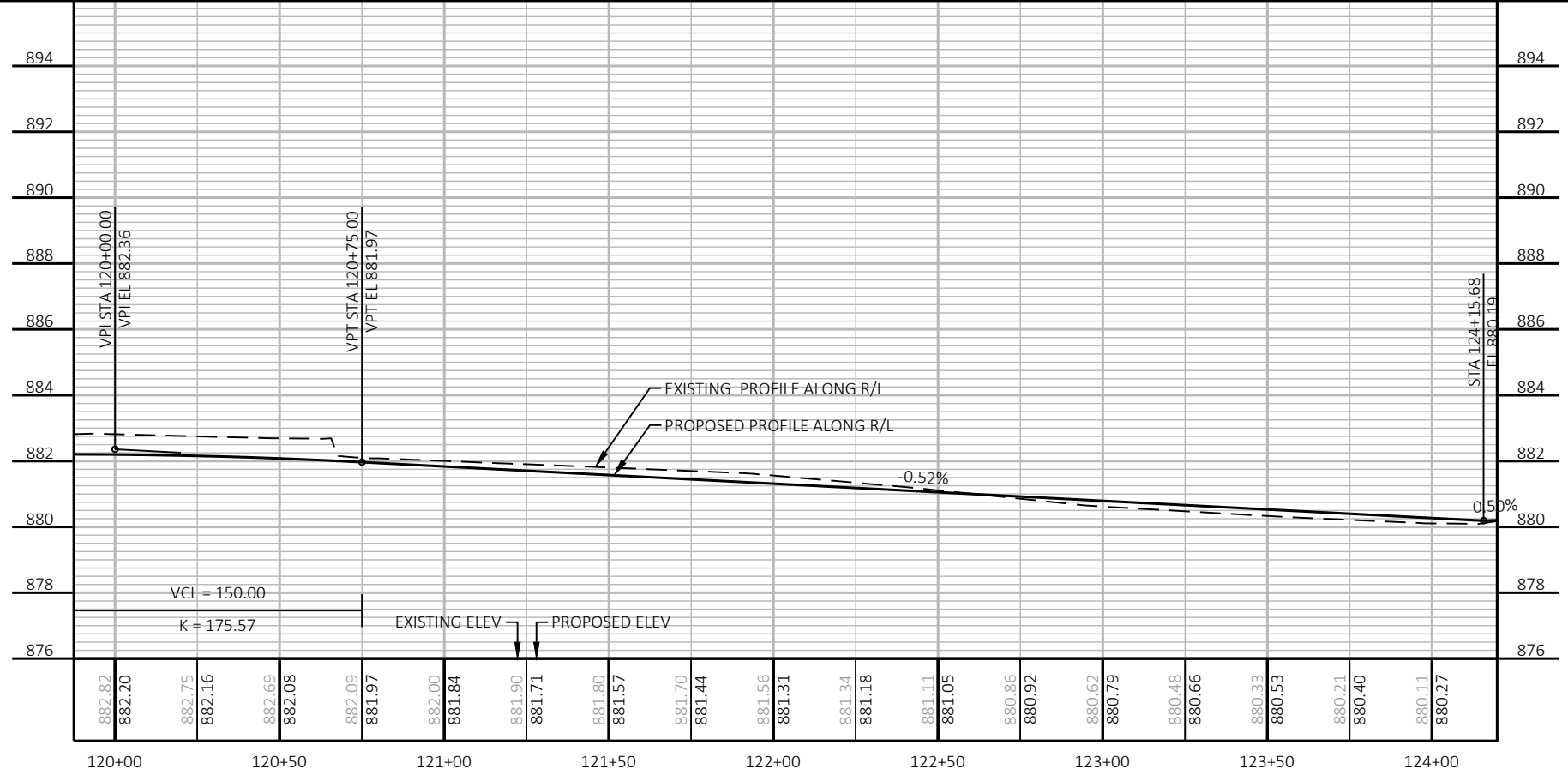
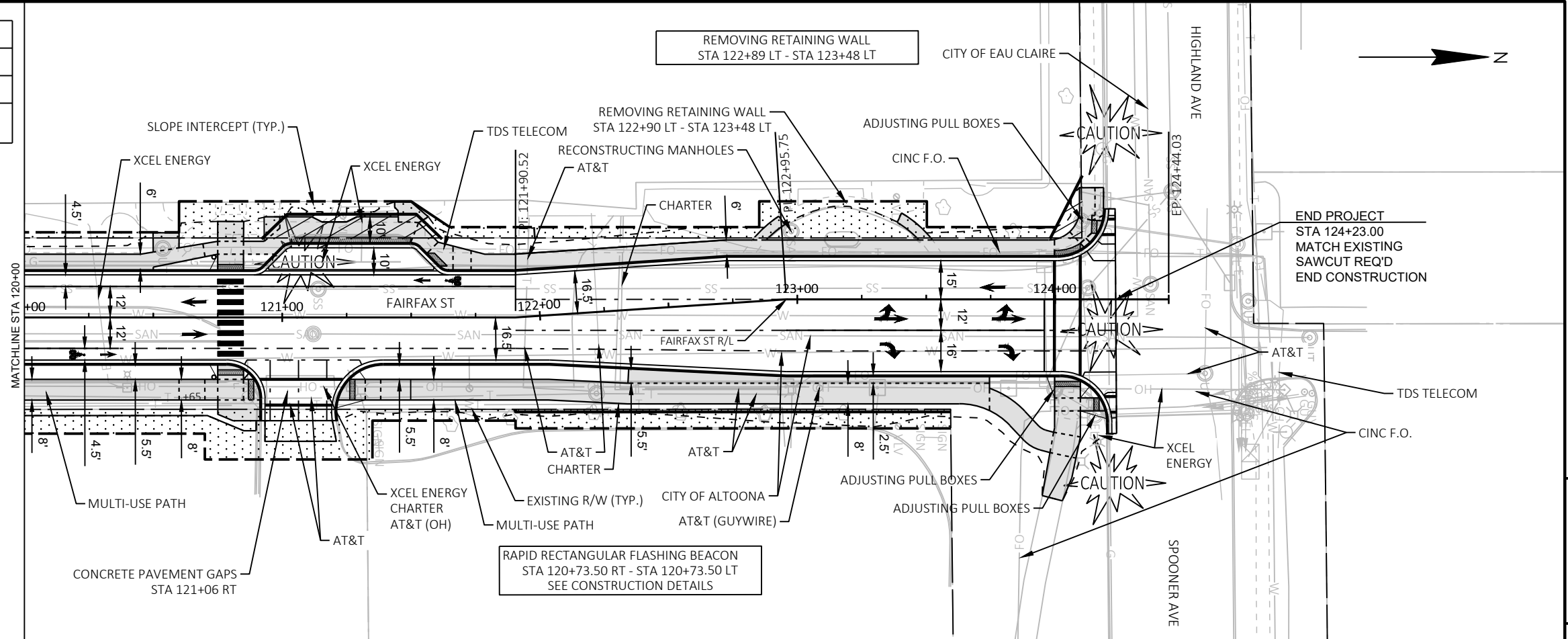


ENCROACHMENT TABLE		
LOCATION	OBJECT	ACTION
STA 112+60 LT - STA 113+60 LT	ASPHALT PAVEMENT INSIDE RW	SEE CAT 0030 EXCAVATION COMMON
STA 115+48 RT - STA 120+78 RT	ASPHALT PAVEMENT INSIDE RW	SEE CAT 0030 EXCAVATION COMMON
STA 118+13 RT - STA 120+78 RT	PARKING SIGNS	REMOVE BY OWNER
STA 119+36 RT	CONCRETE PEDESTALS	REMOVE BY OWNER
STA 119+74 LT	FENCE AND LANDSCAPING	REMOVE BY OWNER



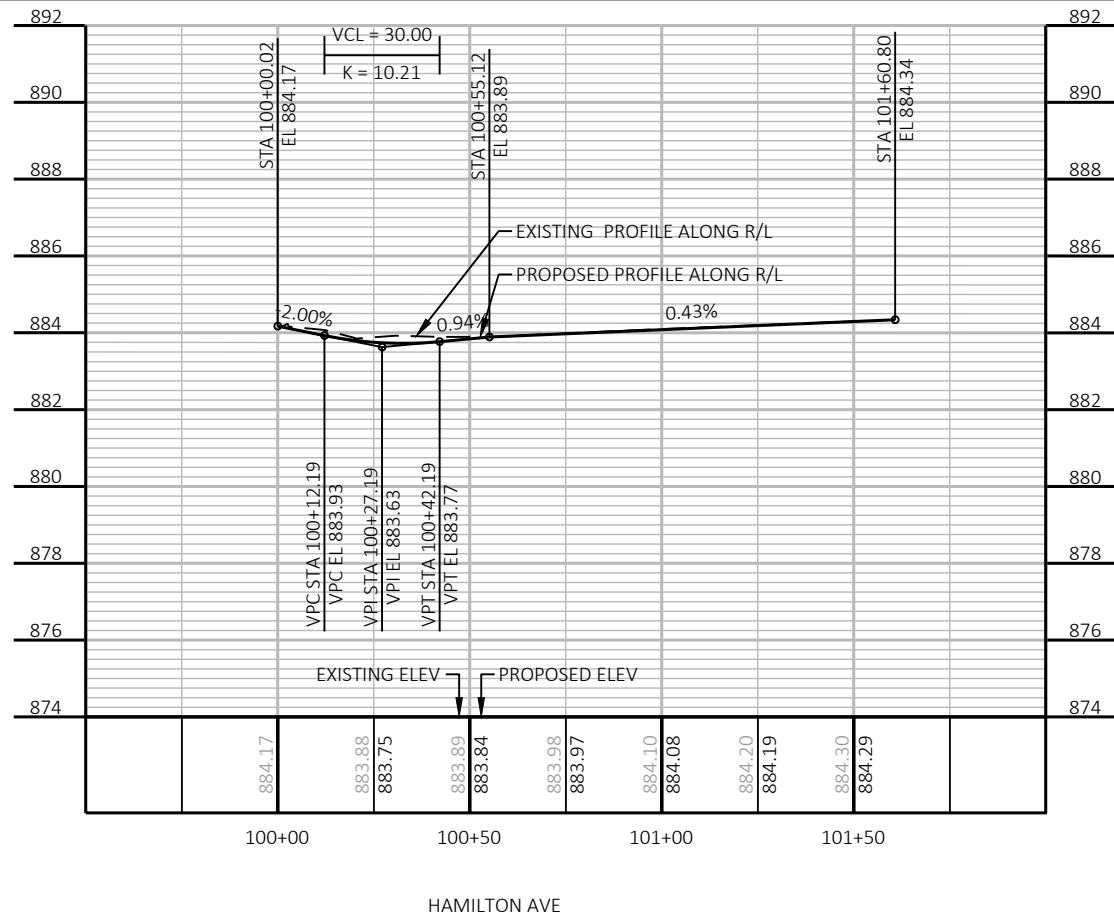
PROJECT NO: 7995-02-59 HWY: FAIRFAX STREET COUNTY: EAU CLAIRE PLAN AND PROFILE: PLAN AND PROFILE SHEET: E

ENCROACHMENT TABLE		
LOCATION	OBJECT	ACTION
STA 121+55 LT	FENCE	REMOVE BY OWNER
STA 122+89 LT - STA 123+48 LT	RETAINING WALL INSIDE RW	SEE CAT 0030

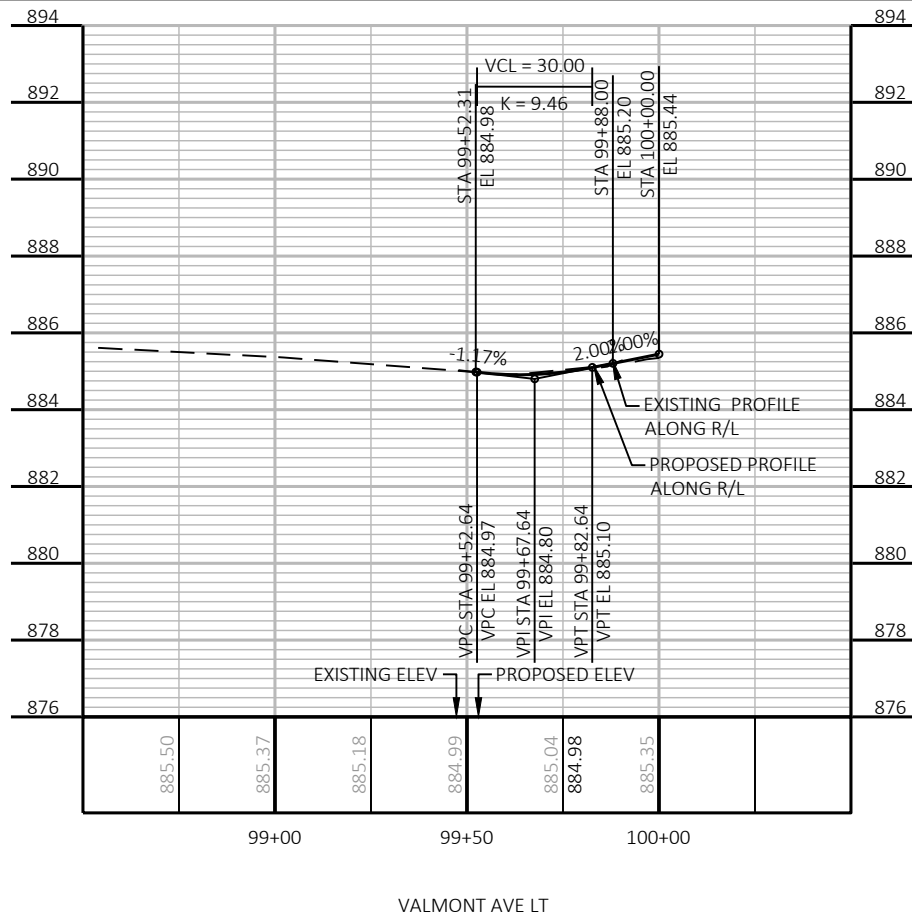


PROJECT NO: 7995-02-59 HWY: FAIRFAX STREET COUNTY: EAU CLAIRE PLAN AND PROFILE: PLAN AND PROFILE SHEET: E

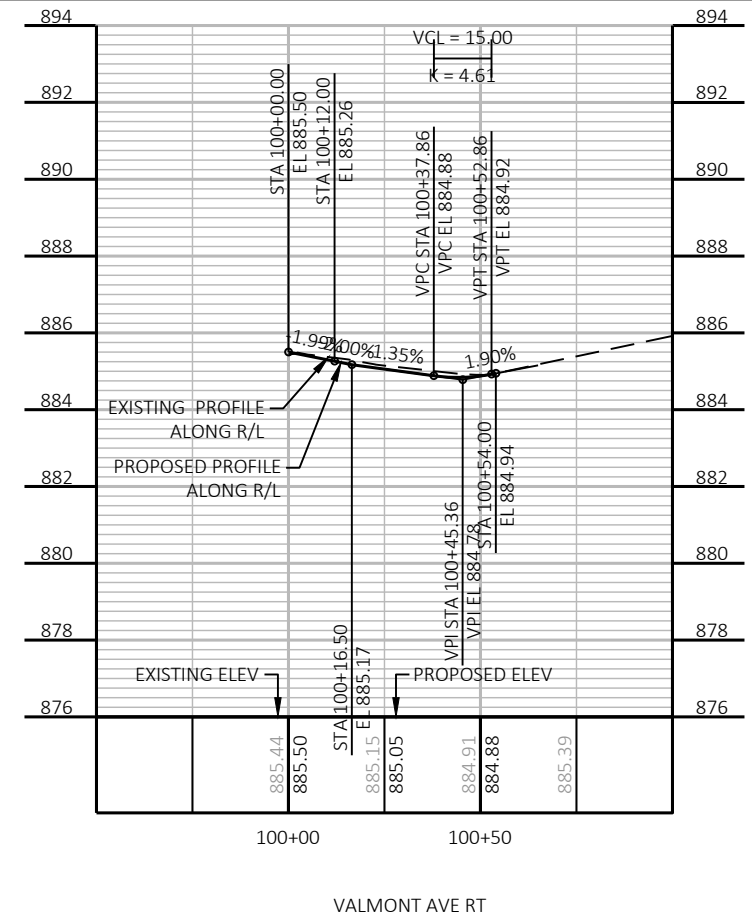
5



HAMILTON AVE

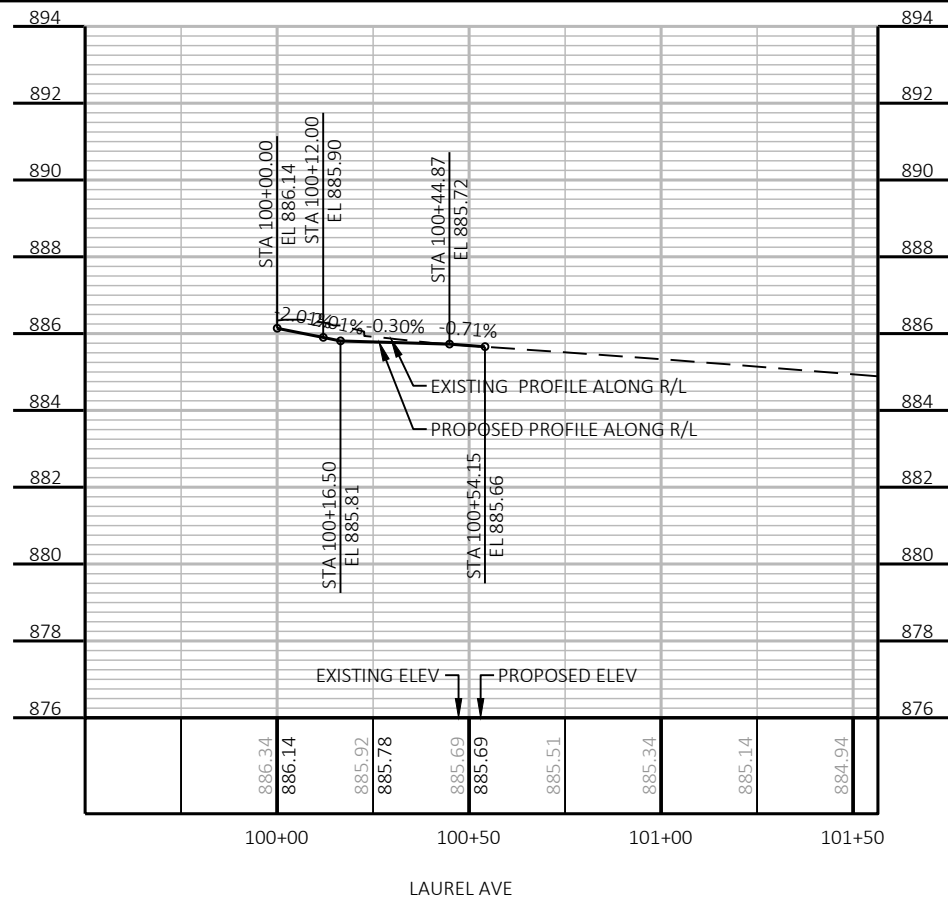


VALMONT AVE LT

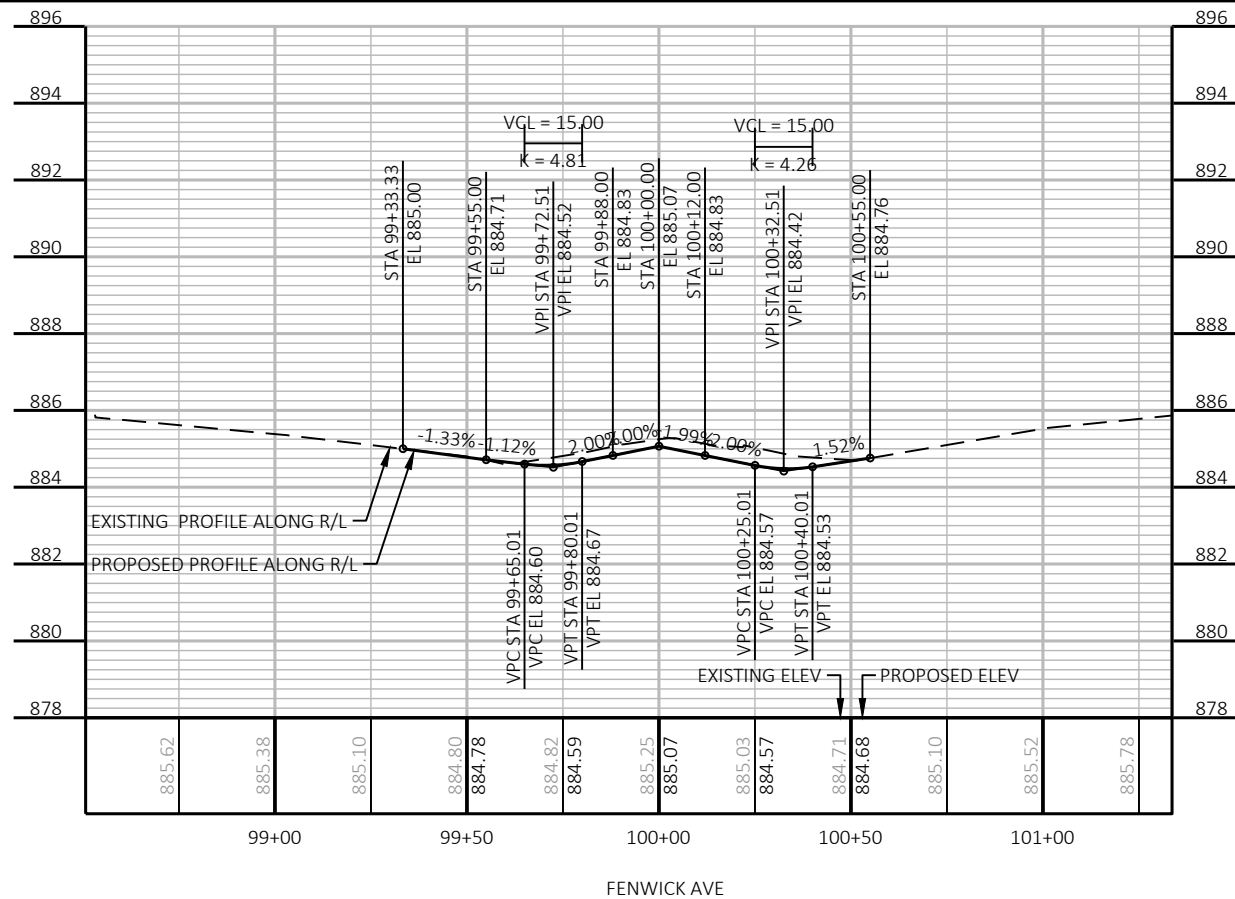


VALMONT AVE RT

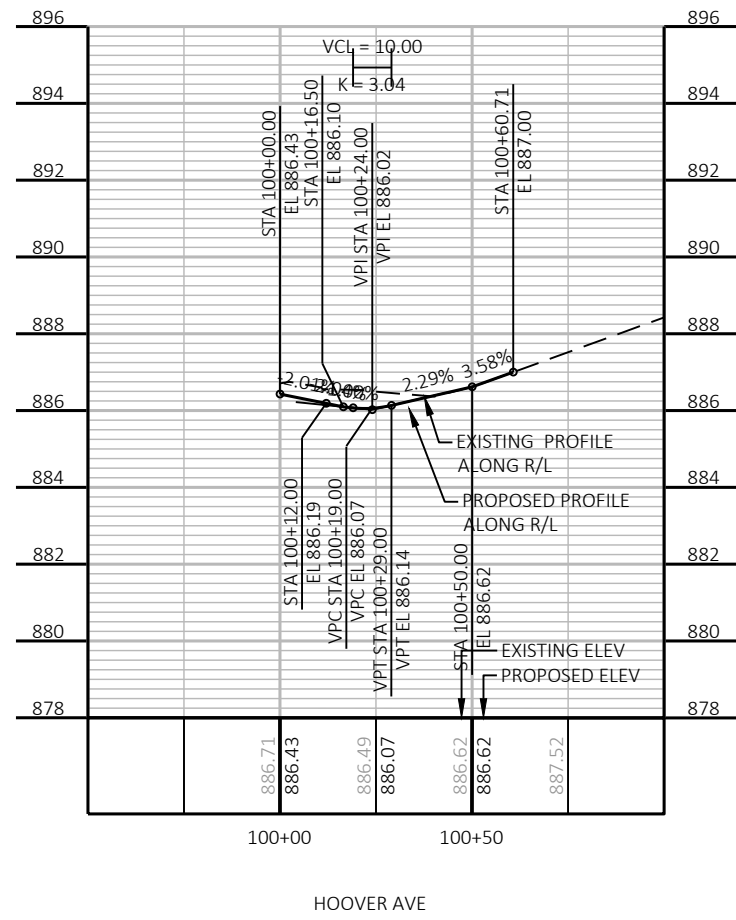
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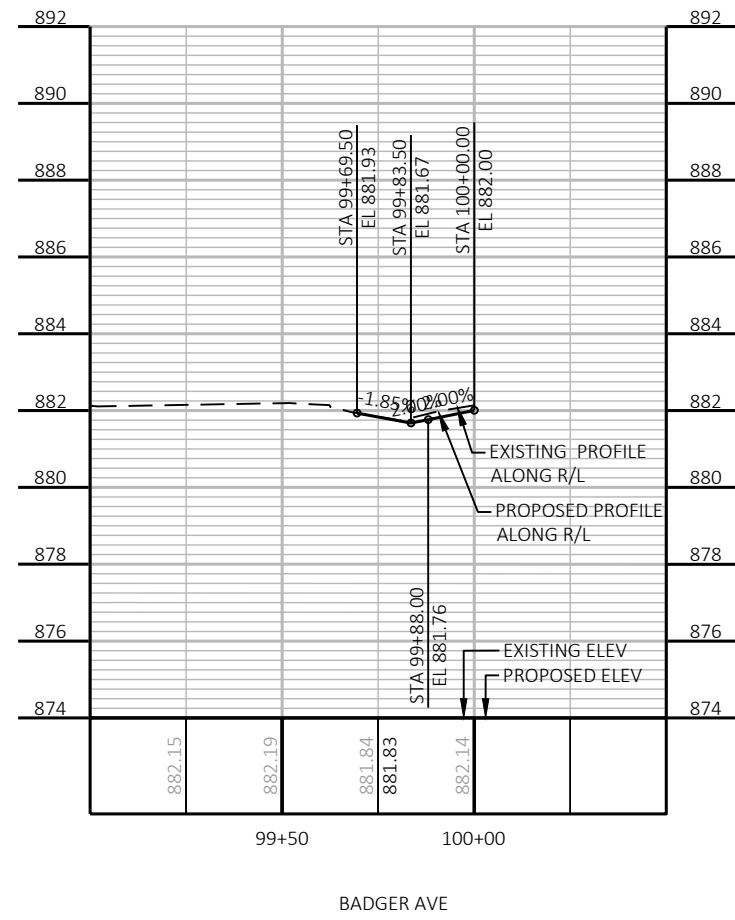
LAUREL AVE



FENWICK AVE



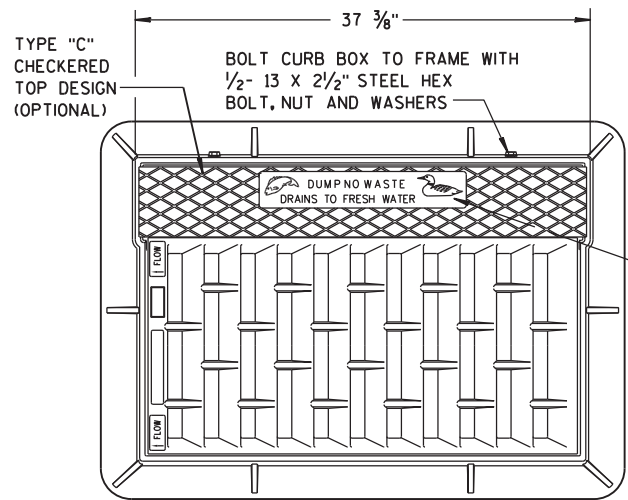
HOOVER AVE



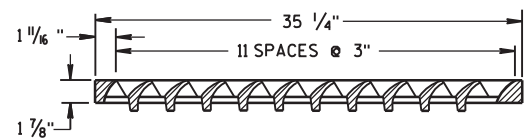
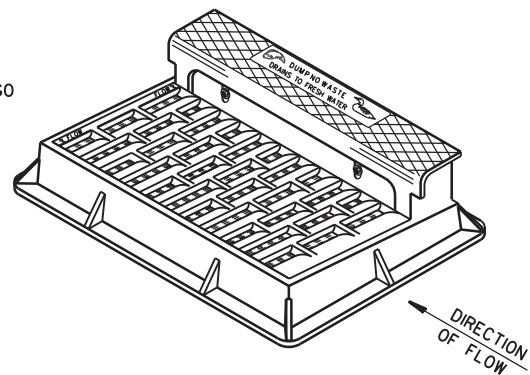
BADGER AVE

Standard Detail Drawing List

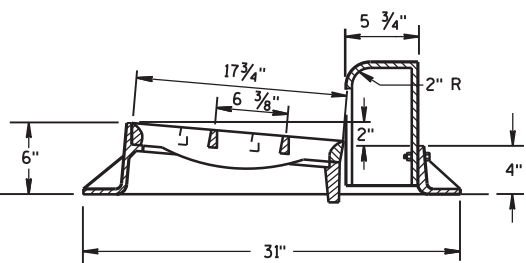
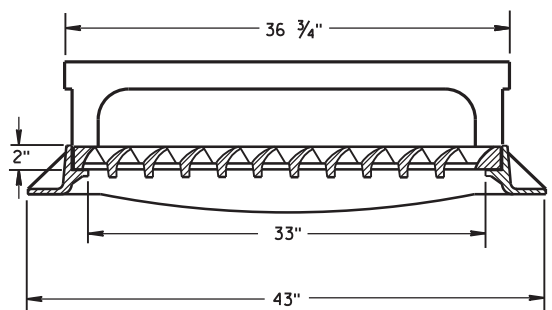
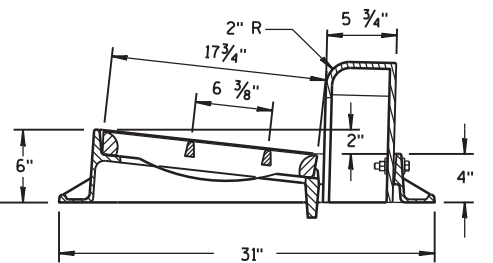
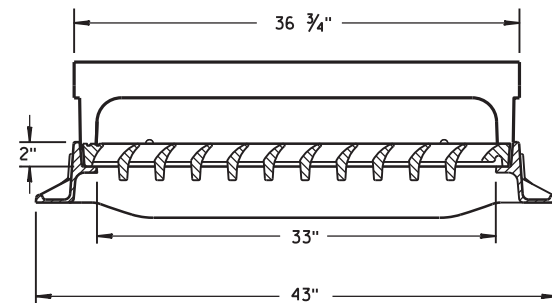
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08A08-02	CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER
08A09-02	CATCH BASINS 2X3-FT AND 2.5X3-FT
08B09-03	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
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
08D18-03	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08D19-03	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09B02-10	CONDUIT
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C08-06	CONCRETE BASE, TYPE 7
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C13-11	URBAN DOWELED CONCRETE PAVEMENT
13C18-08A	CONCRETE PAVEMENT JOINTING
13C18-08B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-08C	CONCRETE PAVEMENT JOINT TYPES
13C18-08D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
13C18-08F	CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER
13C19-03	HMA LONGITUDINAL JOINTS
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-15E	PAVEMENT MARKING FOR BIKE LANES
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D30-09A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



**NOTE:
GRATE IS REVERSIBLE.**

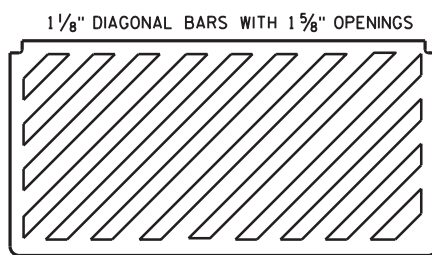


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

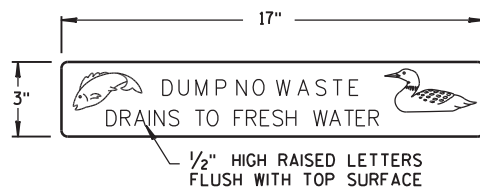


TYPE "H"

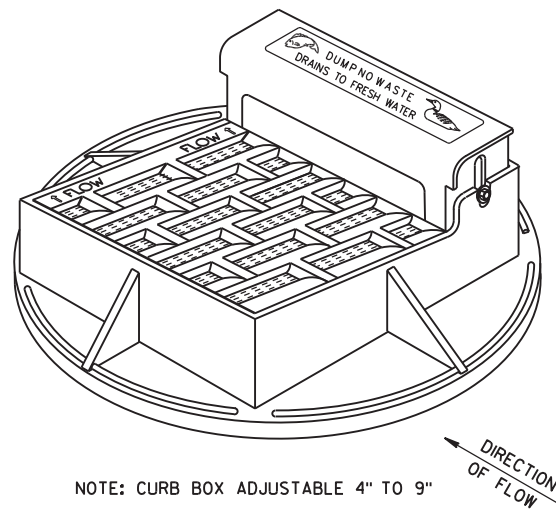
NOTE: EITHER CASTING IS ACCEPTABLE



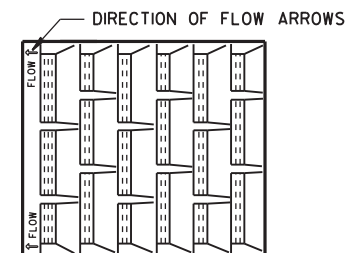
**SPECIAL GRATE FOR
TYPE "H" COVER**
(MEASURES 35 1/4" X 17 3/4" X 2")
(NOTED AS TYPE H-S ON DRAINAGE TABLE)



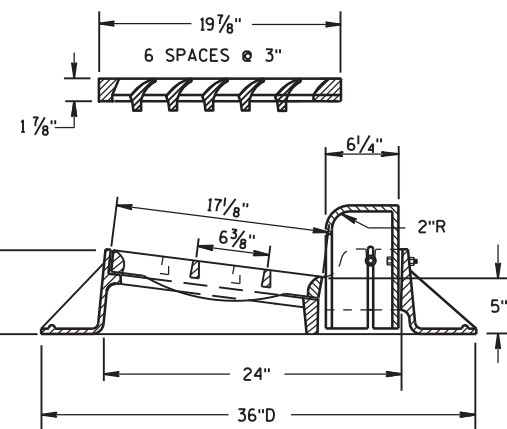
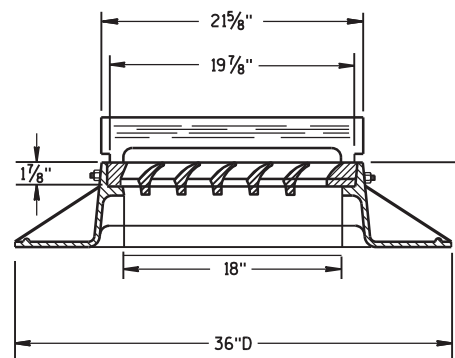
LOGO DETAIL



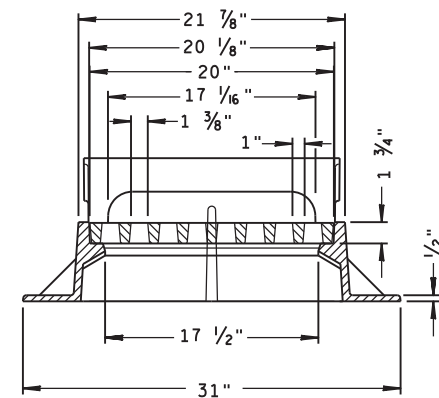
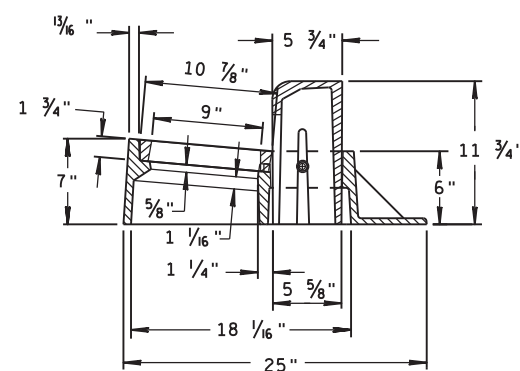
**NOTE:
GRATE IS REVERSIBLE.**



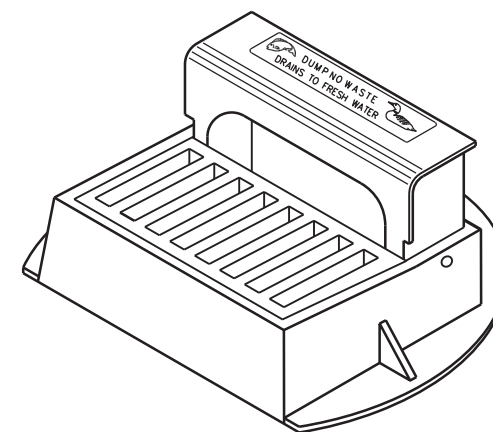
**SPECIAL GRATE FOR
TYPE "A" COVER**
(MEASURES 19 3/4" X 17" X 1 1/8")
(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "A"



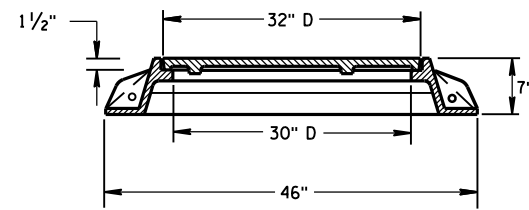
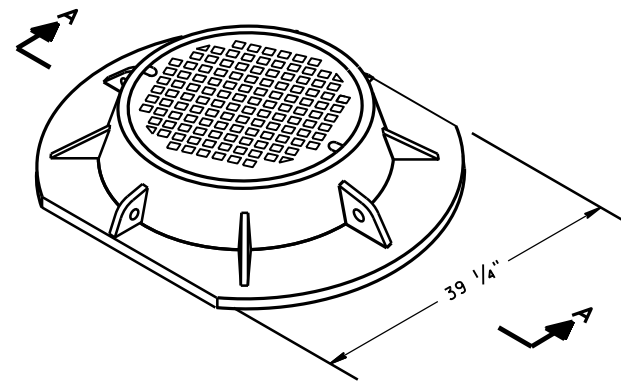
TYPE "Z"



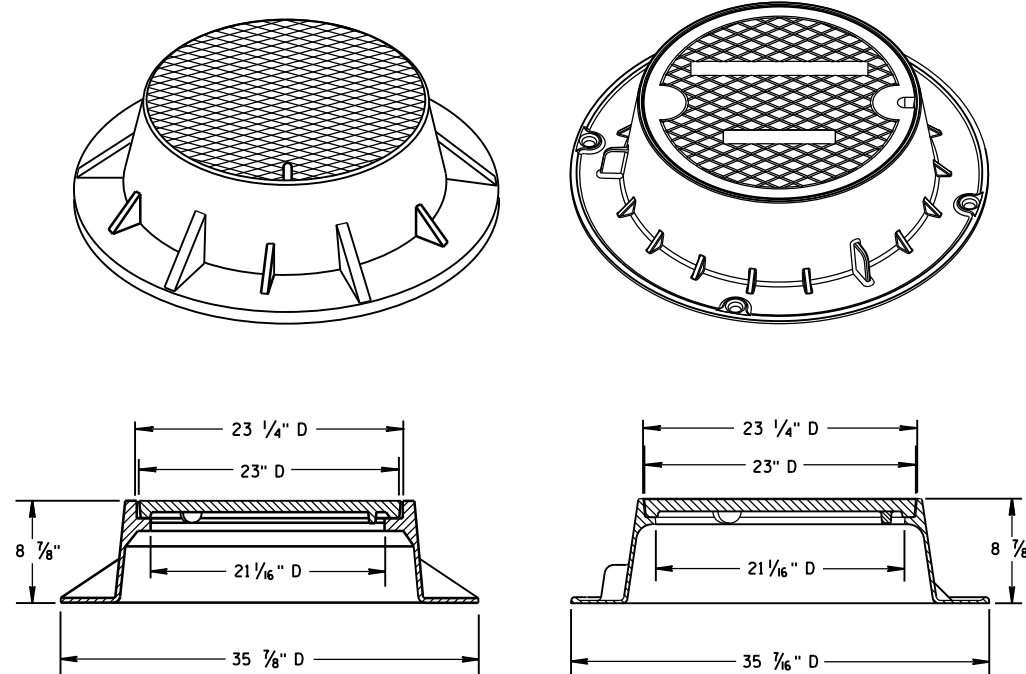
**INLET COVERS
TYPE A, H, A-S, H-S & Z**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
DATE: 11-27-13
DATE: /S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER
FHWA

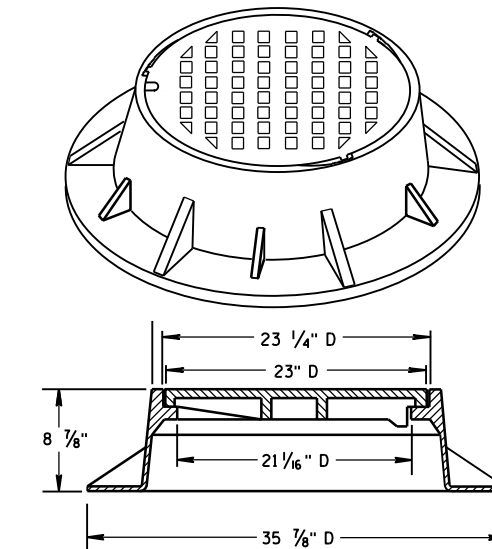
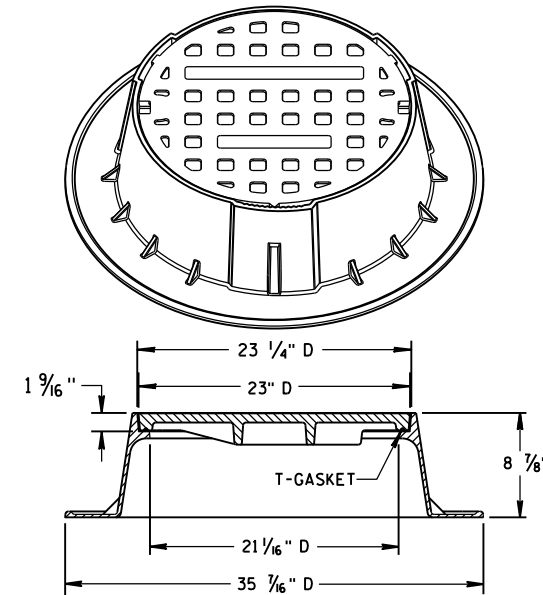


SECTION A-A
TYPE "K"



TYPE "J"

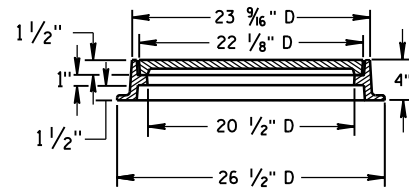
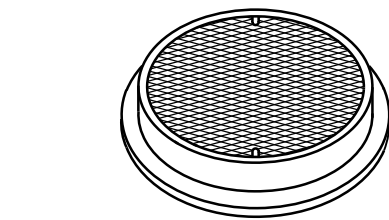
NOTE: EITHER CASTING IS ACCEPTABLE



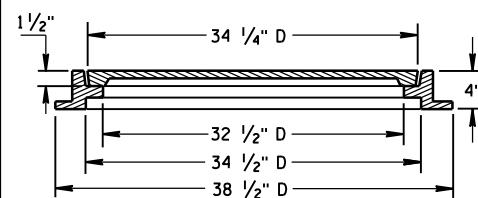
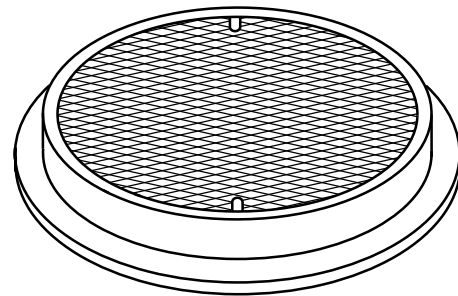
TYPE "J" SPECIAL

TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

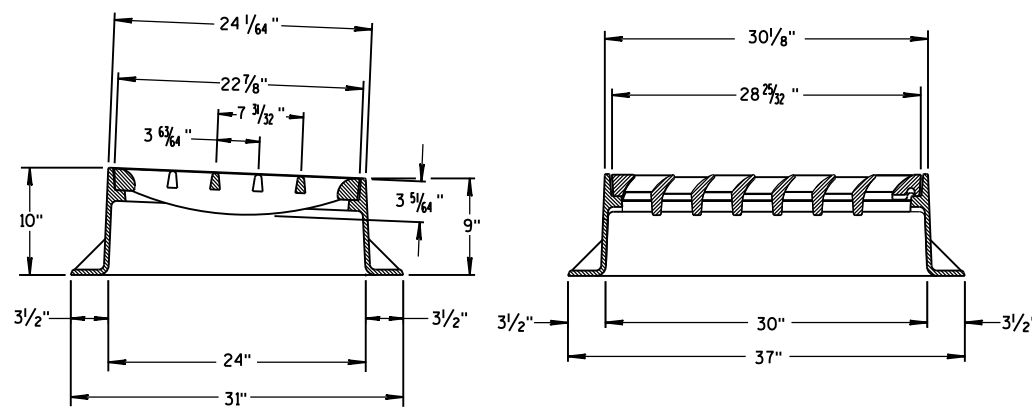
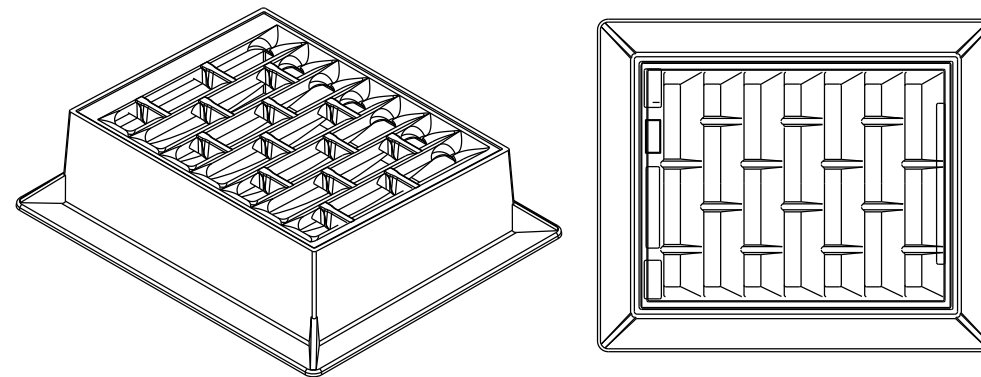
NOTE: EITHER CASTING IS ACCEPTABLE



TYPE "L"



TYPE "M"



INLET COVER TYPE "BW"

GENERAL NOTES

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

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

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

6

6

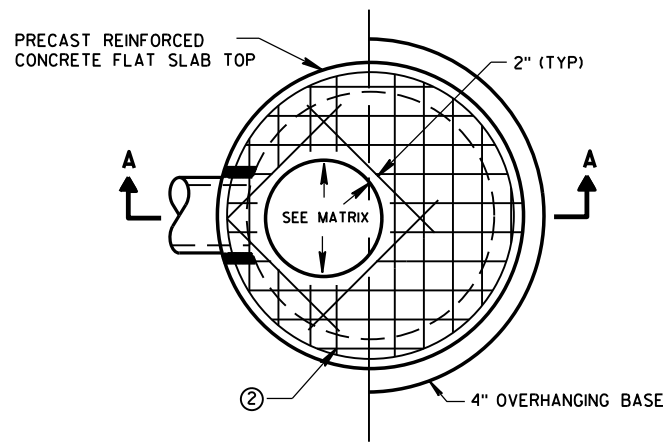
S.D.D. 8 A 5-19d

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

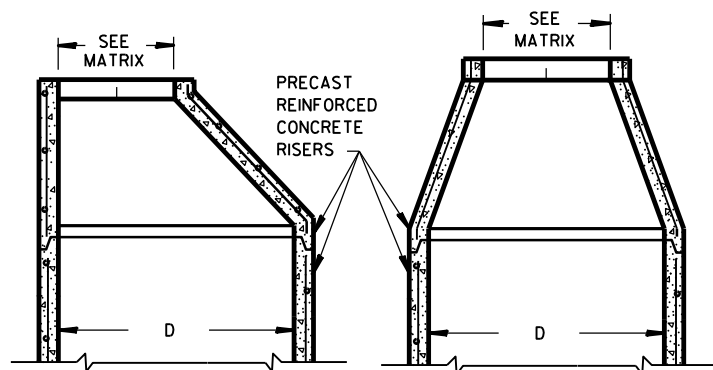
INLET COVER TYPE BW
MANHOLE COVERS, TYPE K,
J, J-S, L & M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013 DATE /S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER
FHWA

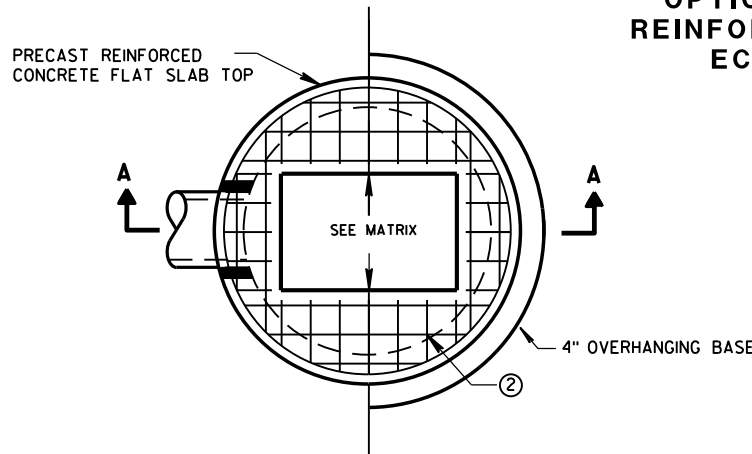


PLAN VIEW CIRCULAR OPENING

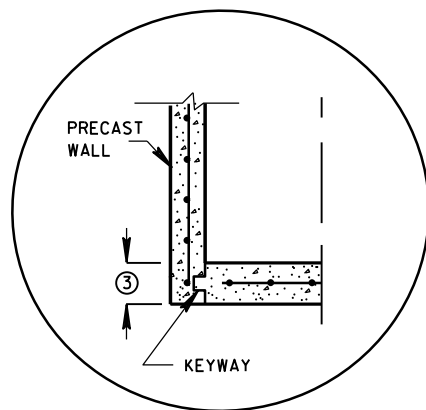


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

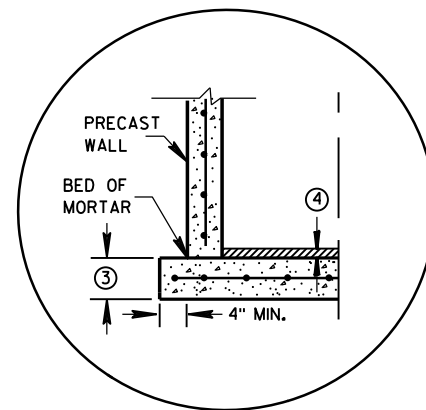
OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP



PLAN VIEW RECTANGULAR OPENING

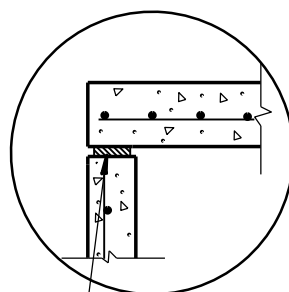


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

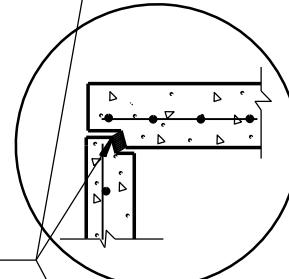


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

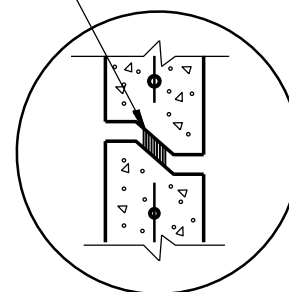
DETAIL "A"



TOP WITH PLAIN END JOINT

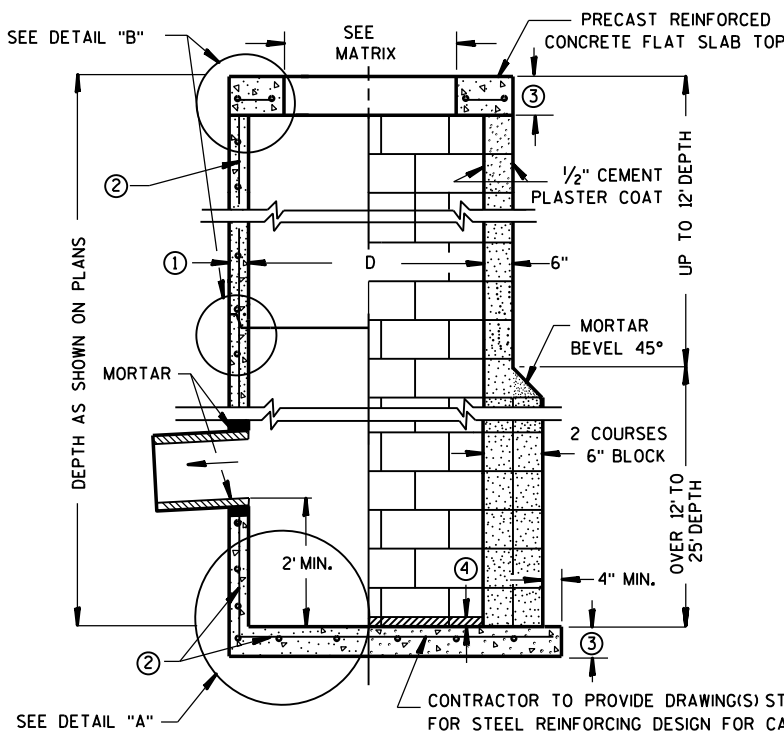


TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

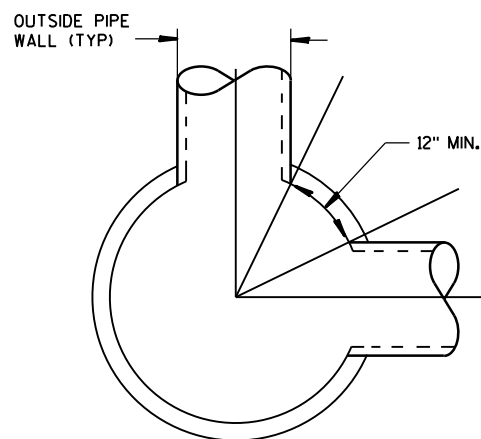


SECTION A-A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

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



DETAIL "C"

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- ① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT AND 7 INCHES FOR 6-FT DIAMETER PRECAST CATCH BASINS.
- ② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.
- ③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".
- ④ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2" SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER OPENING MATRIX

CATCH BASIN SIZE	INLET COVER TYPE OPENING SIZE (FT)	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
3-FT	2X2	X	X					X		X		
	2 DIA.				X							X
4-FT-6-FT	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2 DIA.				X							X
	2X3						X					
	2.5X3											

PIPE MATRIX

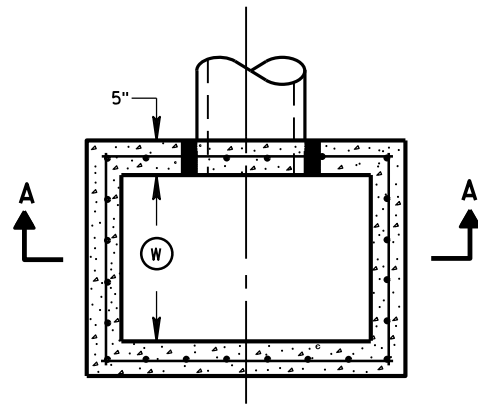
CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	30

CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER

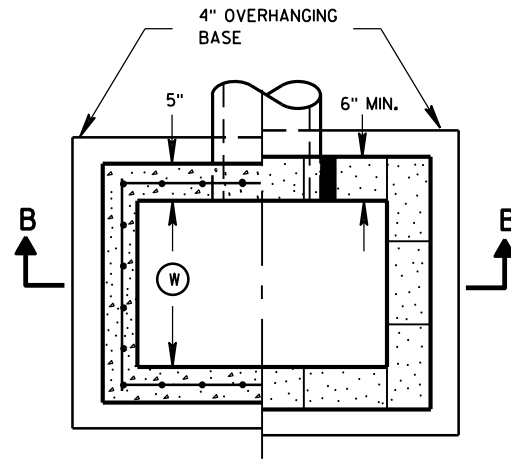
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED
 Sep 1, 2016 /S/ Rodney Taylor
 DATE ROADWAY STANDARDS DEVELOPMENT
 FHWA UNIT SUPERVISOR

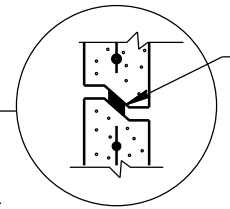
CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER



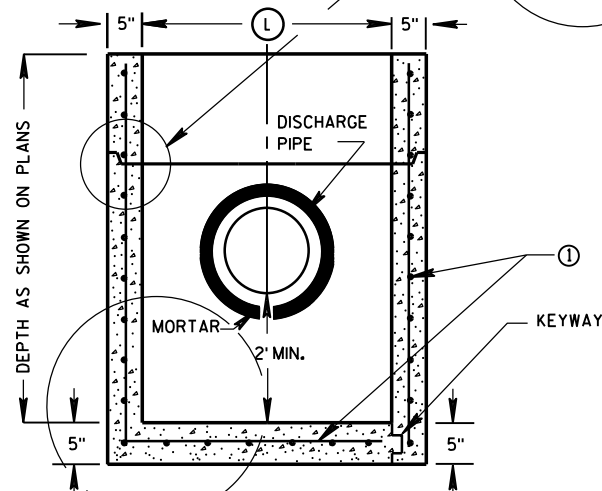
PLAN VIEW



PLAN VIEW

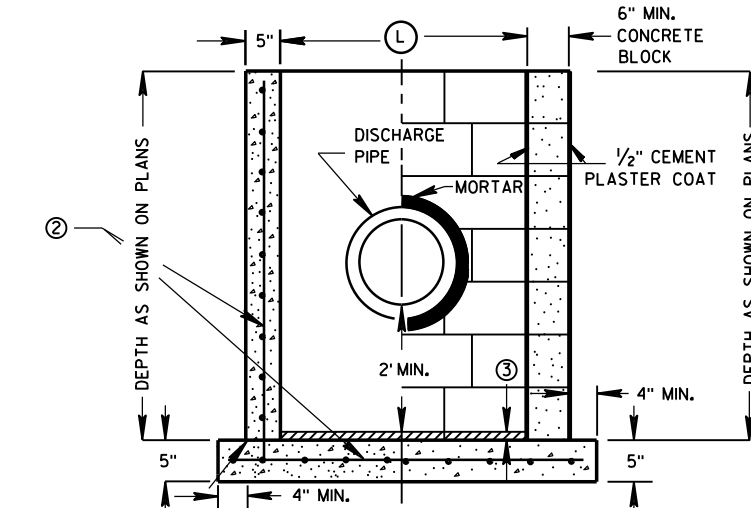


RISER JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



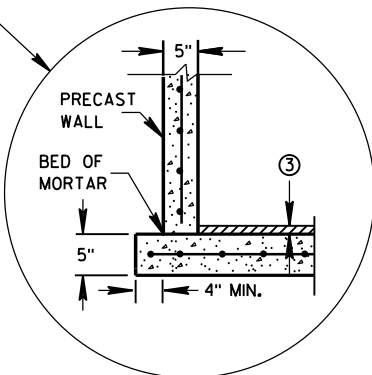
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

SECTION A-A



CAST-IN-PLACE REINFORCED CONCRETE CONCRETE BLOCK ON CAST-IN-PLACE WITH PRECAST REINFORCED CONCRETE BASE ①

SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

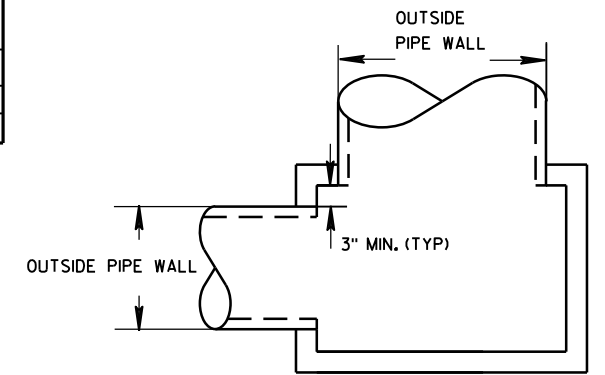
- ① FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.
- ② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.
- ③ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2" SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER MATRIX

CATCH BASIN SIZE	INLET COVER TYPE		F	ALL H'S
	WIDTH (W) (FT)	LENGTH (L) (FT)		
2X3-FT	2	3		X
2.5X3-FT	2.5	3	X	

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	WIDTH (IN)	LENGTH (IN)
2X3-FT	12	24
2.5X3-FT	18	24



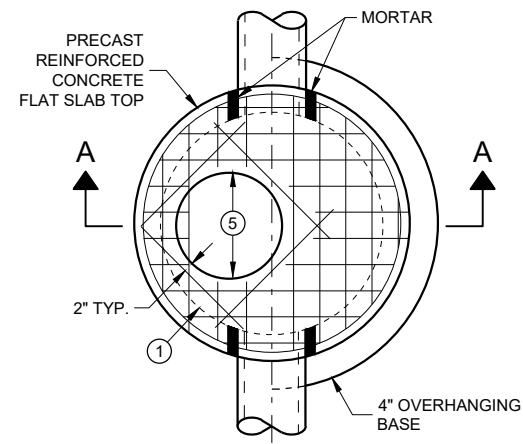
DETAIL "A"

CATCH BASINS 2X3-FT AND 2.5X3-FT

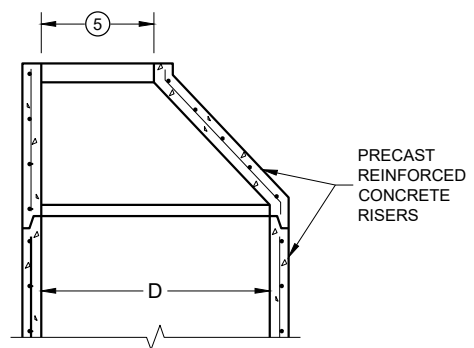
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED
 Sep 2016 /S/ Rodney Taylor
 DATE ROADWAY STANDARDS DEVELOPMENT
 FHWA UNIT SUPERVISOR

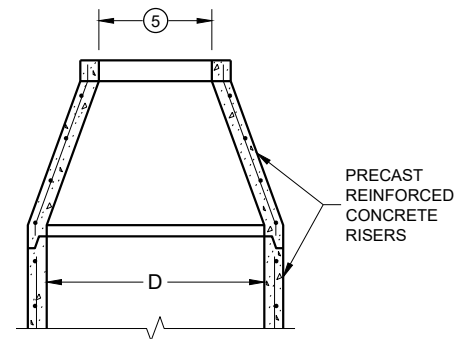
CATCH BASINS 2X3-FT AND 2.5X3-FT



PLAN VIEW CIRCULAR OPENING



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

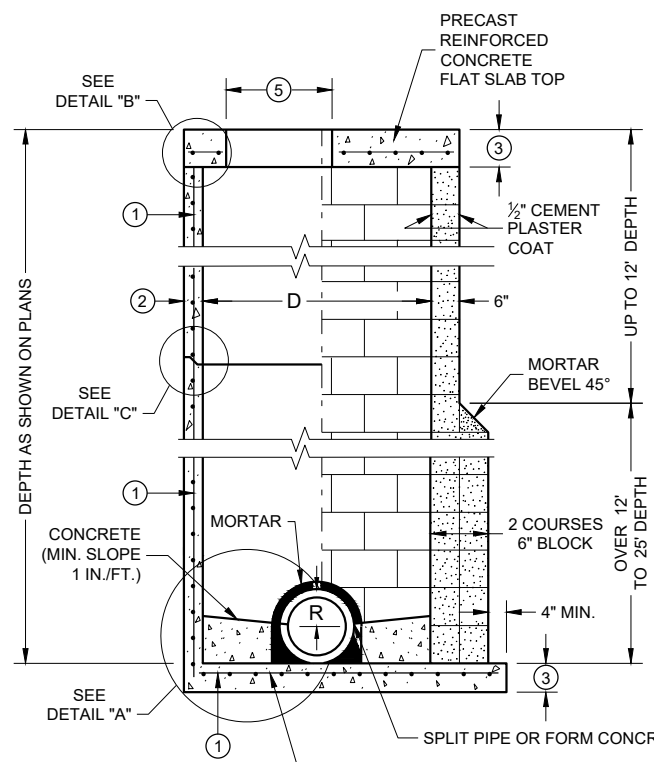
MANHOLE COVER OPENING MATRIX

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

PIPE MATRIX

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

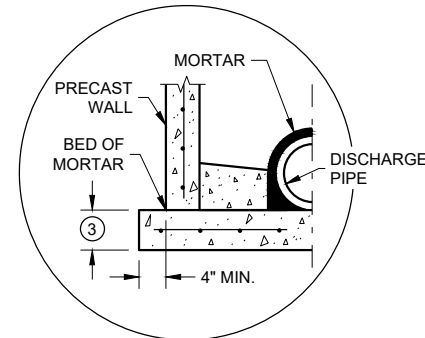
*A 36" PIPE AND A 42" PIPE CAN BE PLACED WITHIN 90 DEGREES. SEE MINIMUM HORIZONTAL PIPE SEPARATION DETAIL.



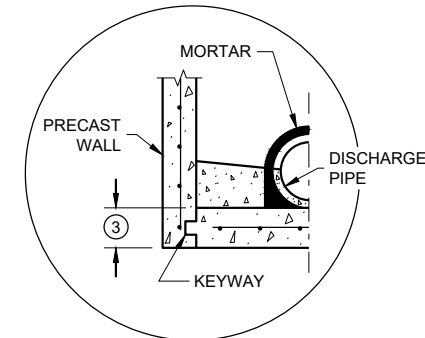
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

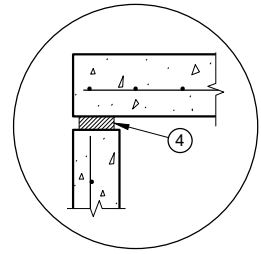


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

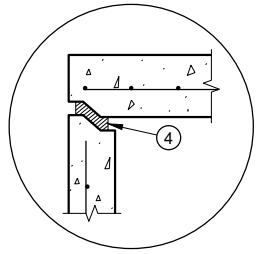


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

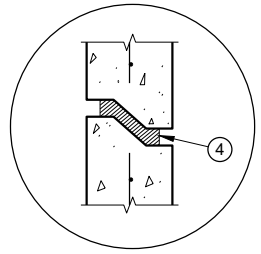
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

DETAIL "C"

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

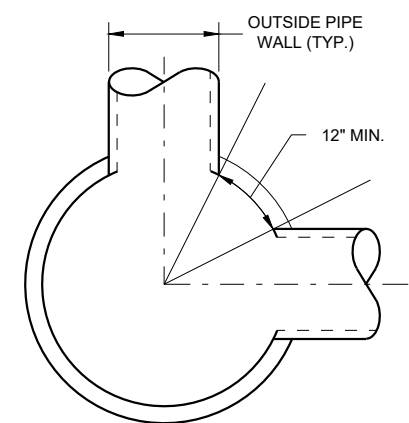
PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

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

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

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

- ① FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.
- ② SEE PIPE MATRIX TABLE FOR MINIMUM WALL THICKNESS FOR PRECAST MANHOLES
- ③ SEE PIPE MATRIX TABLE FOR MINIMUM THICKNESS OF PRECAST FLAT SLAB TOPS AND BASES.
- ④ JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP.).
- ⑤ SEE MANHOLE COVER OPENING MATRIX.



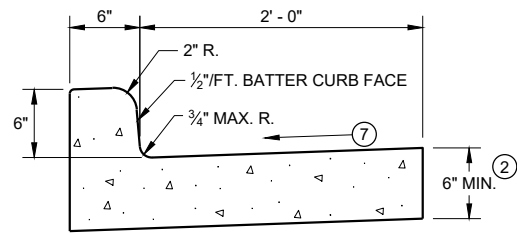
MINIMUM HORIZONTAL PIPE SEPARATION

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

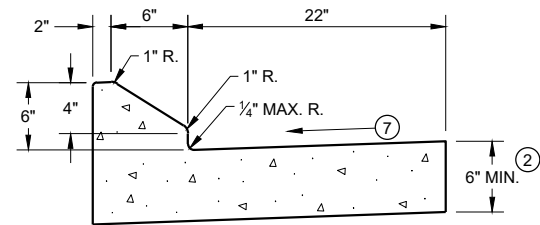
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED November 2021 DATE /S/ Rodney Taylor ROADWAY STANDARDS DEVELOPMENT ENGINEER

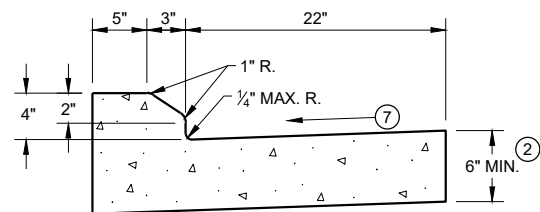
FHWA



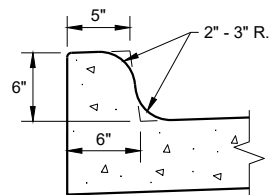
TYPES A^① & D



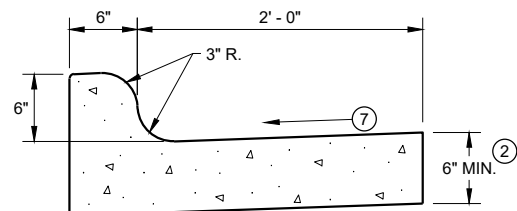
6" SLOPED CURB TYPES G^① & J



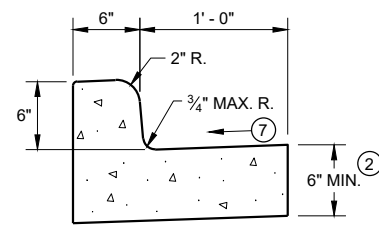
4" SLOPED CURB TYPES G^① & J



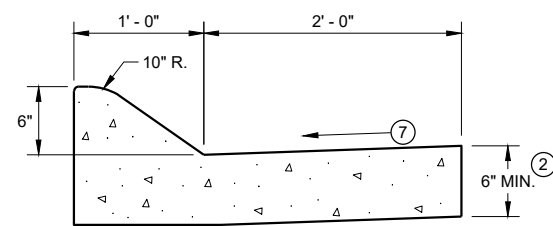
TYPES K^① & L
(OPTIONAL CURB SHAPE)



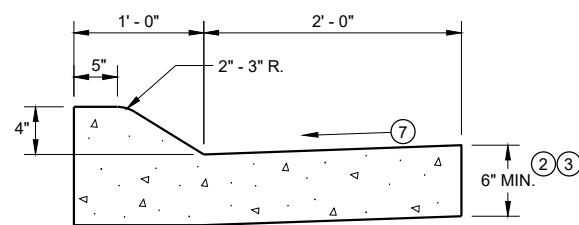
TYPES K^① & L
CONCRETE CURB AND GUTTER 30"



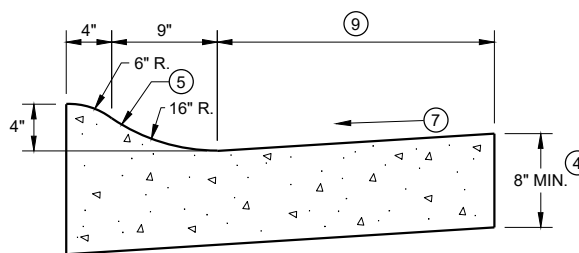
TYPES A^① & D
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A^① & D

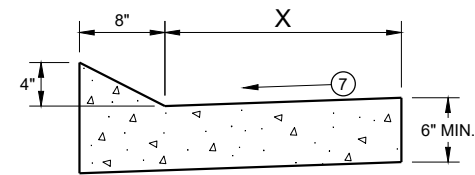


4" SLOPED CURB TYPES A^① & D
CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R^① & T

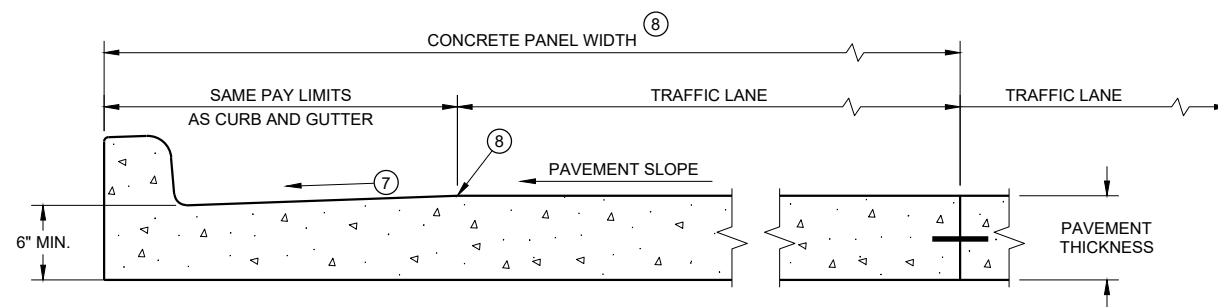
TBT & TBTT	X
30"	22"
36"	28"



TYPES TBT & TBTT^①
CONCRETE CURB AND GUTTER

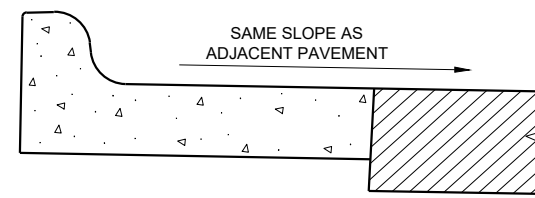
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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

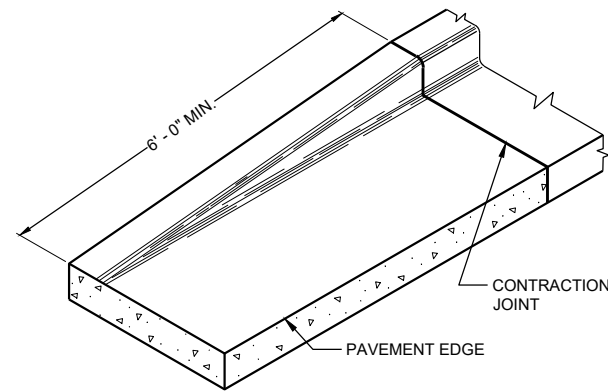
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

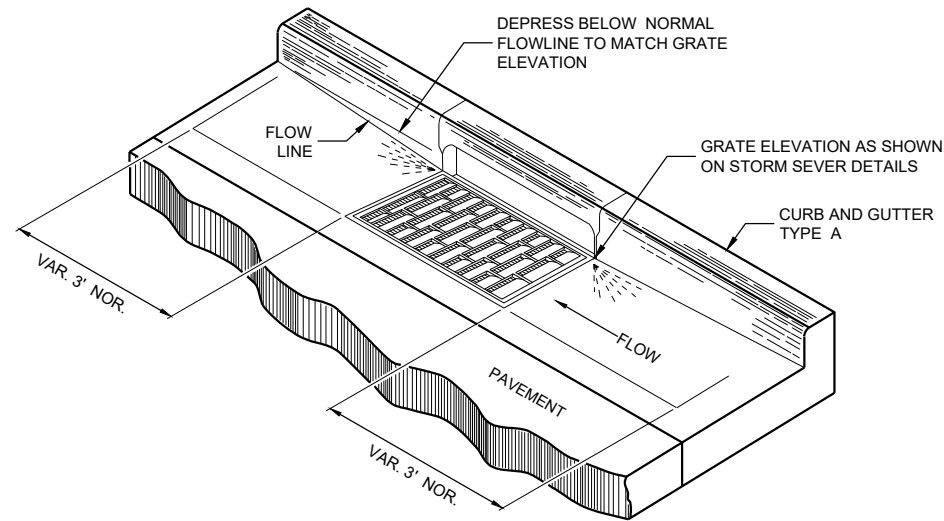
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

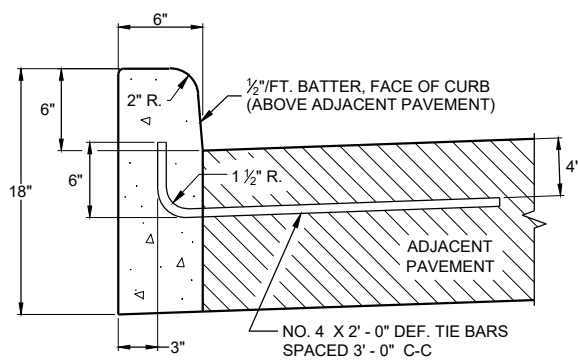
GENERAL NOTES

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

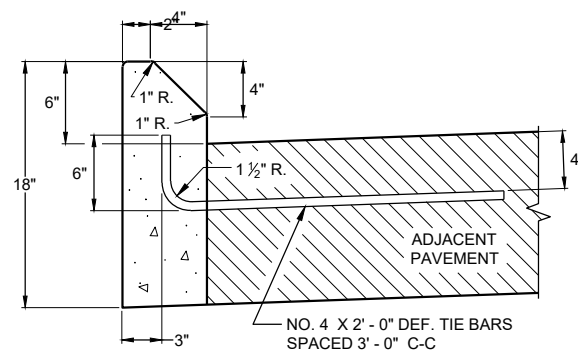
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

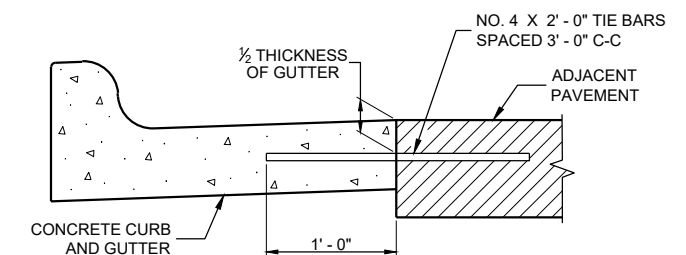
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ⑩ REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.
- ⑪ PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.



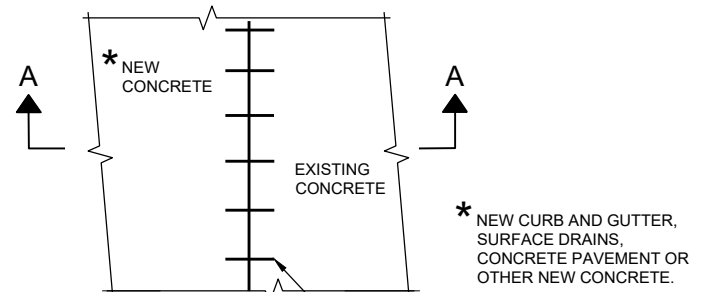
TYPES A^① & D



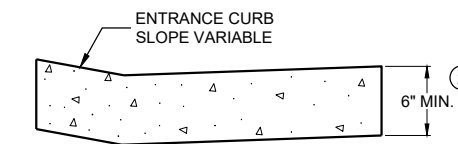
**TYPES G^① & J
CONCRETE CURB**



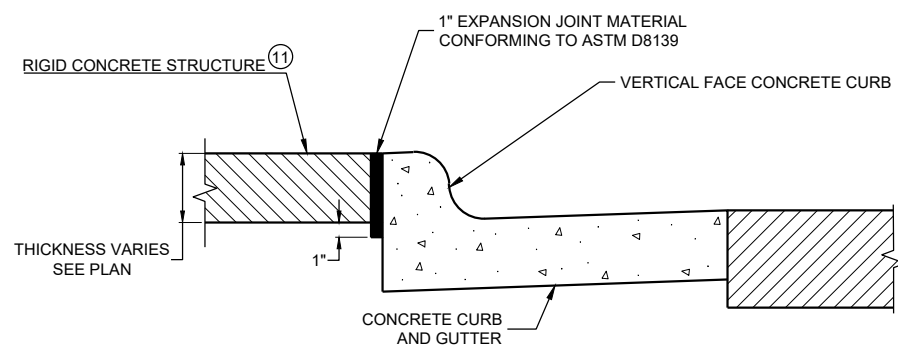
TYPICAL TIE BAR LOCATION^①



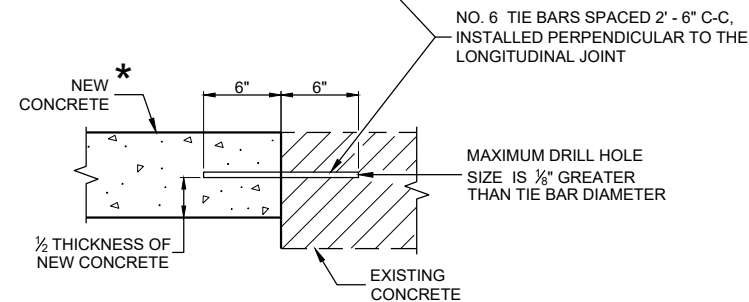
PLAN VIEW



**DRIVEWAY ENTRANCE CURB^⑩
(WHEN DIRECTED BY THE ENGINEER)**



EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE^⑪



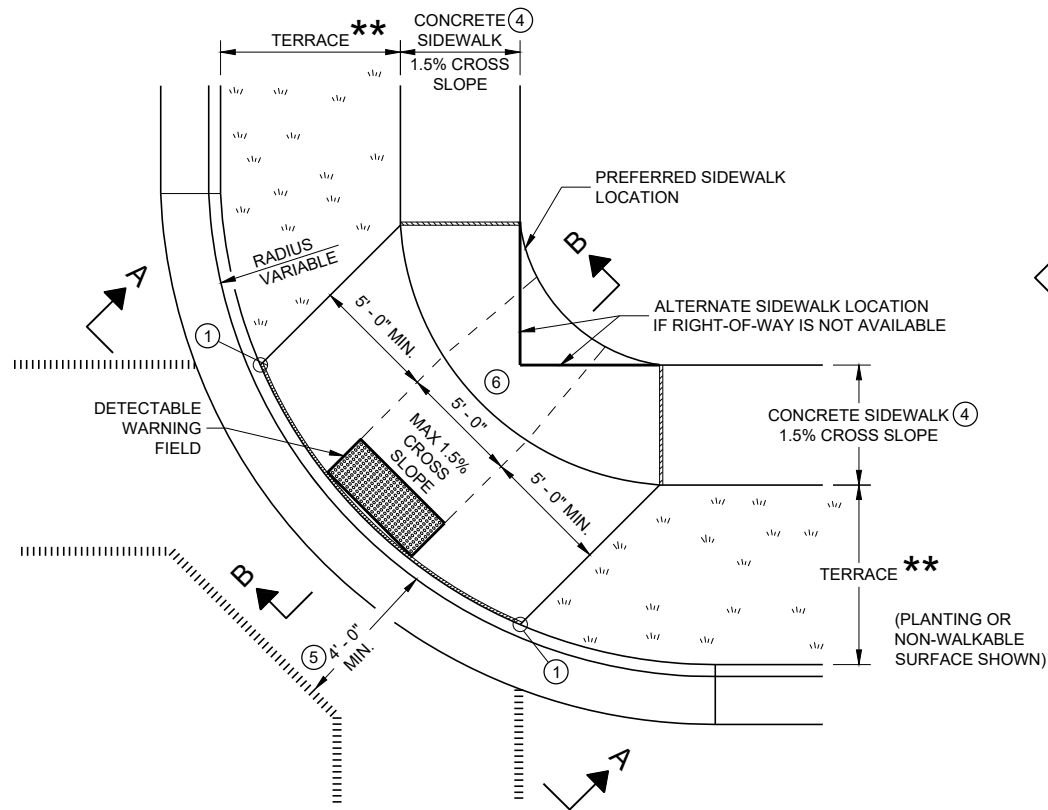
**SECTION A - A
TIE BARS DRILLED INTO EXISTING PAVEMENT**

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

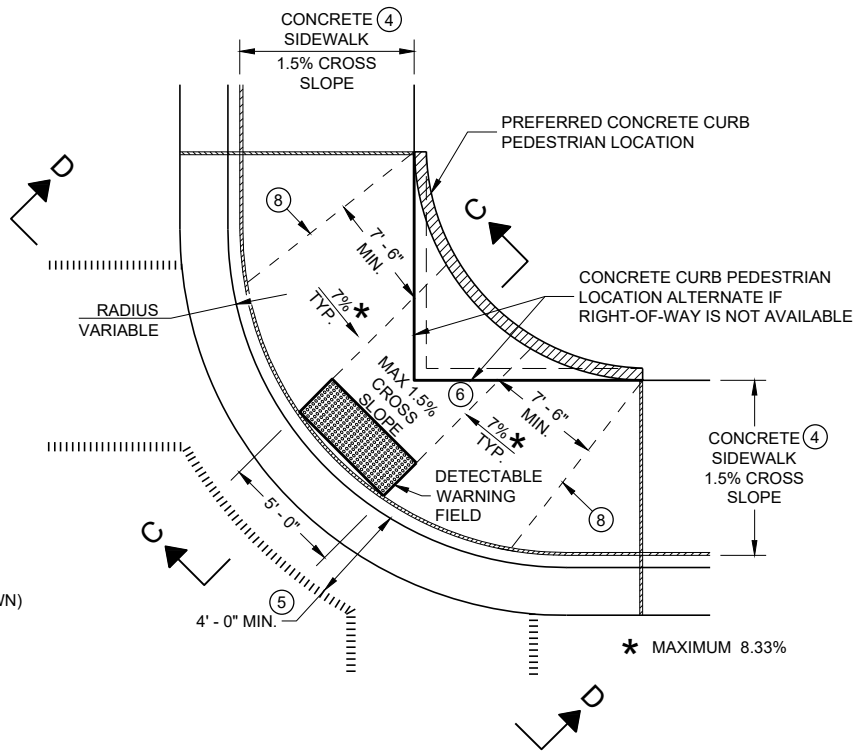
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT ENGINEER

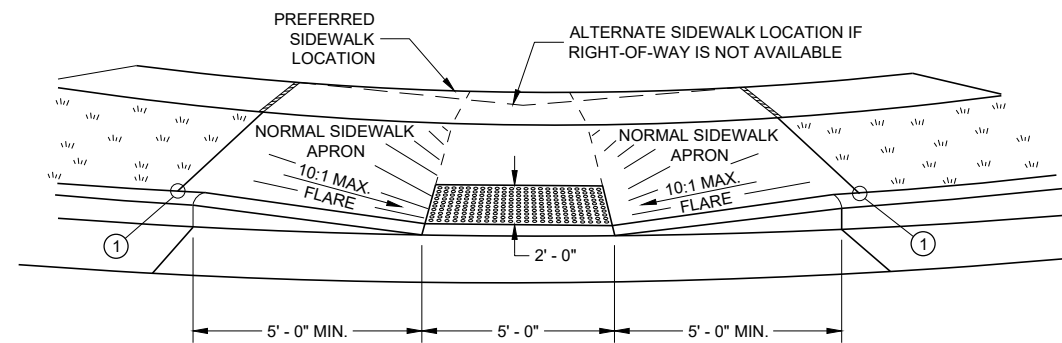
FHWA



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

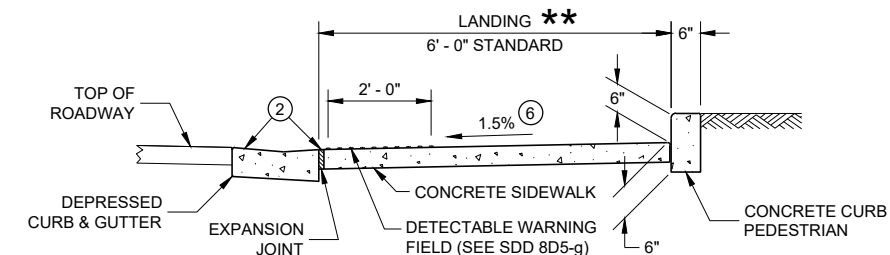


**PLAN VIEW
CURB RAMP TYPE 1 - A
(NO TERRACE)**



VIEW A - A FOR TYPE 1

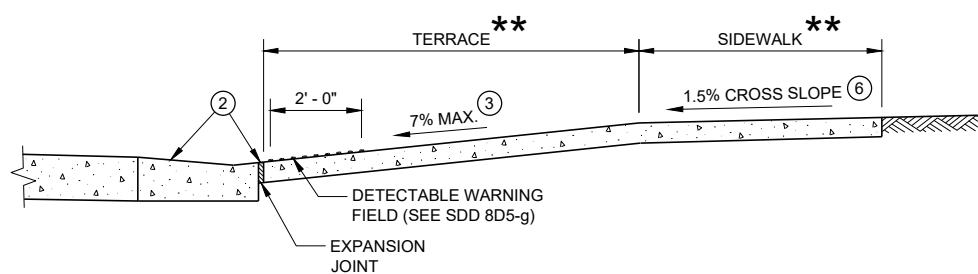
** WIDTH SHOWN ELSEWHERE
IN THE PLANS



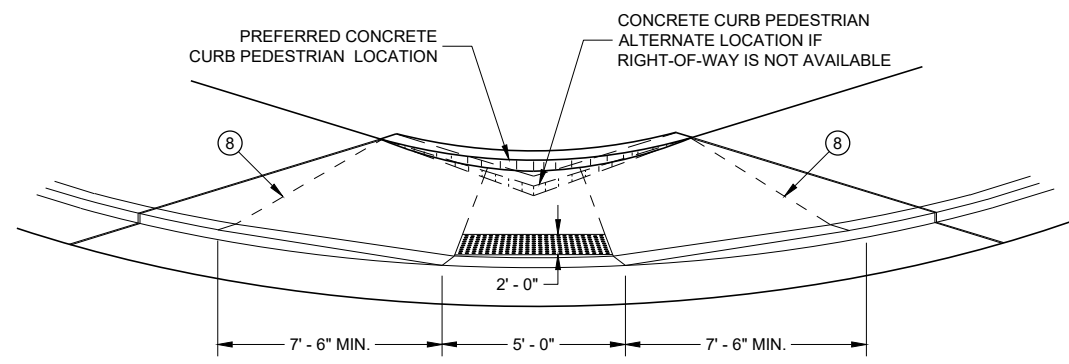
SECTION C - C FOR TYPE 1 - A

LEGEND

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



SECTION B - B FOR TYPE 1



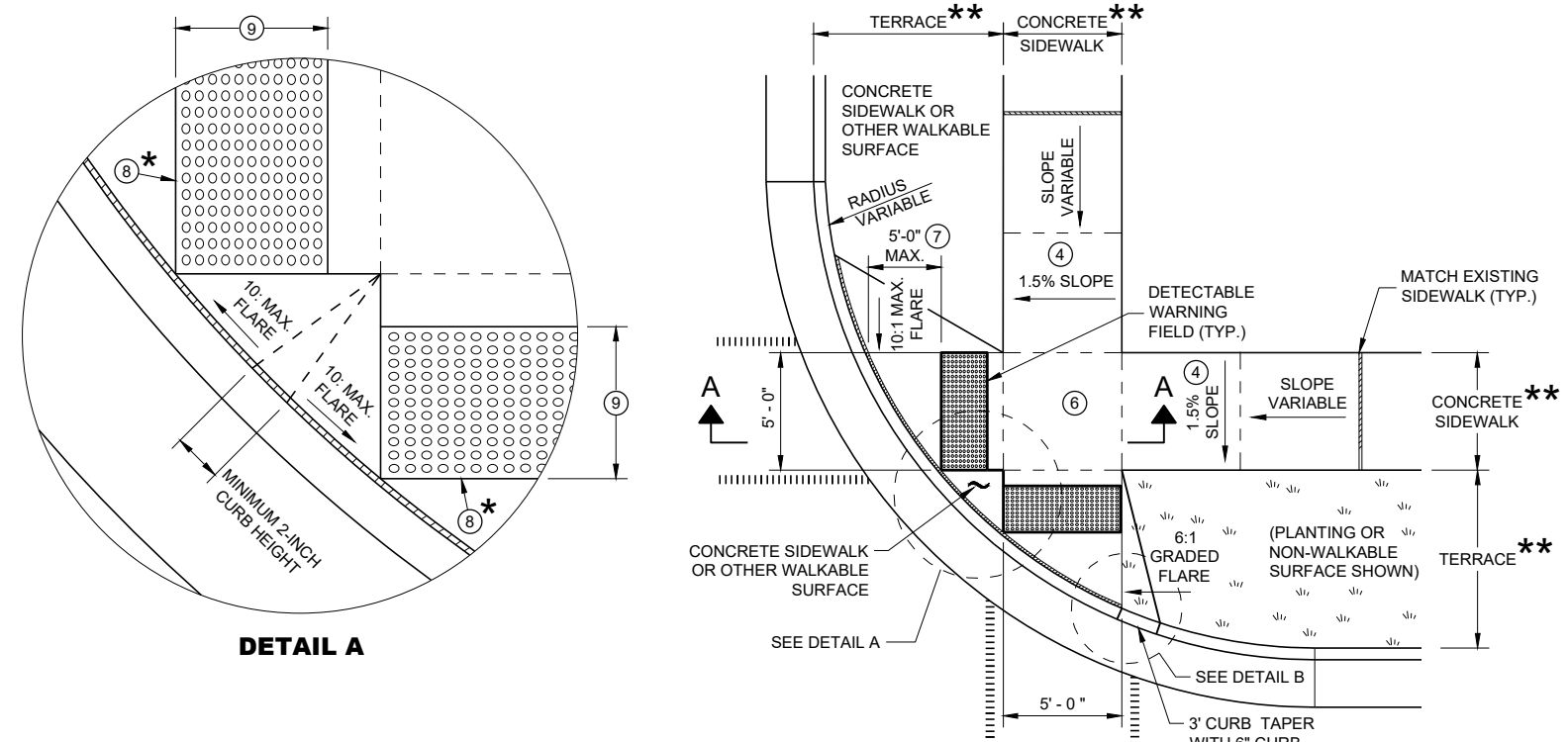
VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

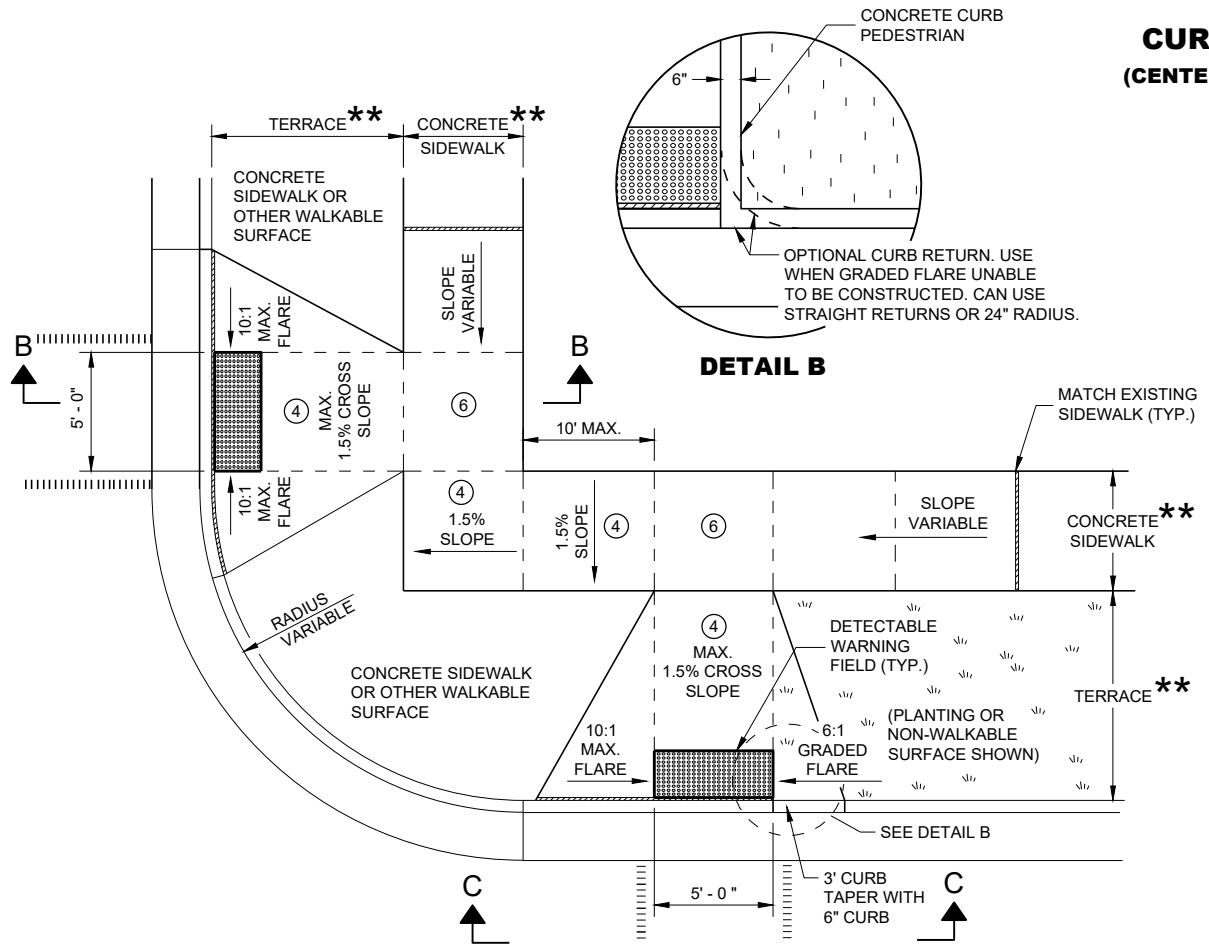
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- WHEN 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 FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.
- SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD"
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.
- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
 - ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
 - ③ MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
 - ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
 - ⑤ PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.
 - ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
 - ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

**CURB RAMPS
TYPE 1 AND 1-A**

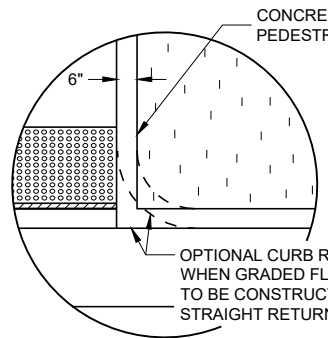
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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



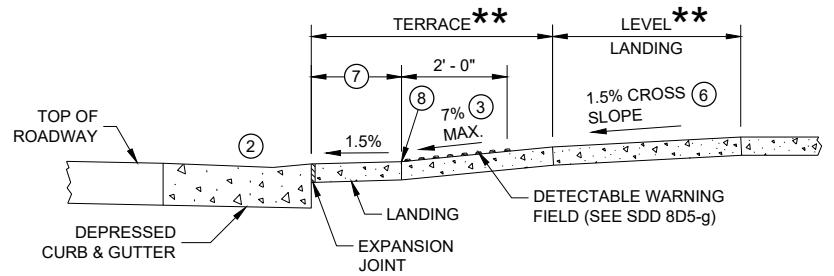
PLAN VIEW CURB RAMP TYPE 3 (OUTSIDE OF CROSSWALK AREA)



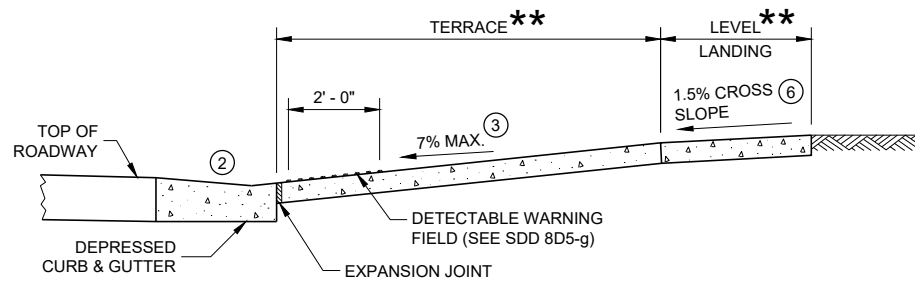
DETAIL B

GENERAL NOTES

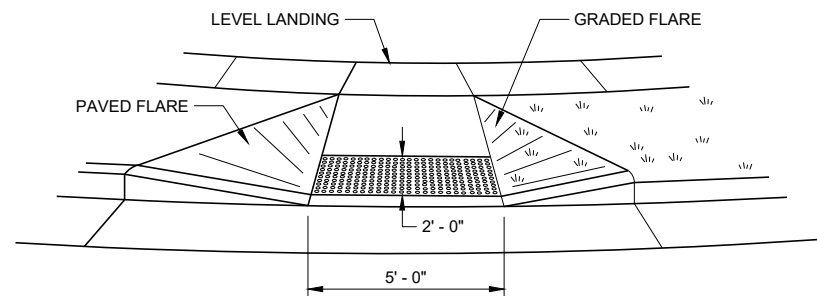
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE 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 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±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



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

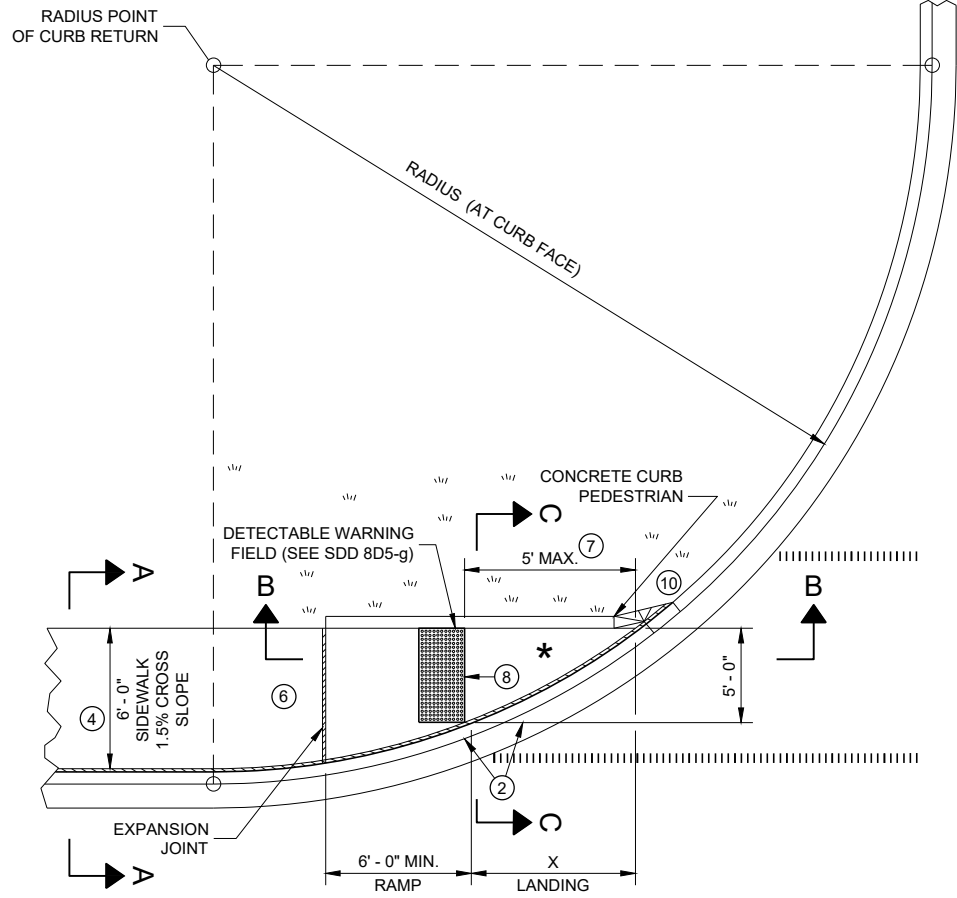
- * MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS

LEGEND

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

**CURB RAMPS
TYPE 2 AND 3**

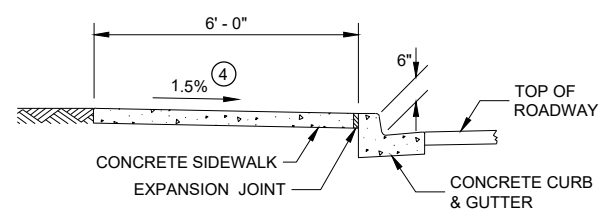
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW CURB RAMP TYPE 4A

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"
15 FEET	6' - 5 1/2"

INTERMEDIATE RADII CAN BE INTERPOLATED



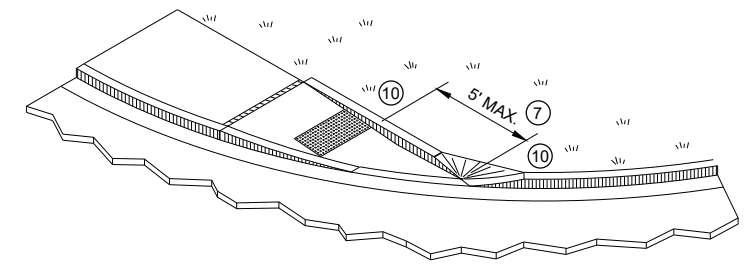
SECTION A - A FOR TYPE 4A

GENERAL NOTES

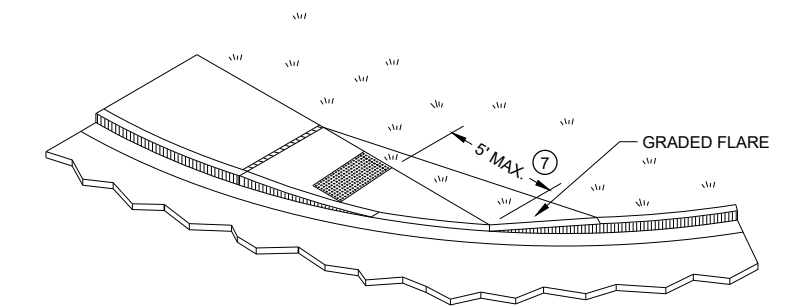
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE 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 1/4" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE 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

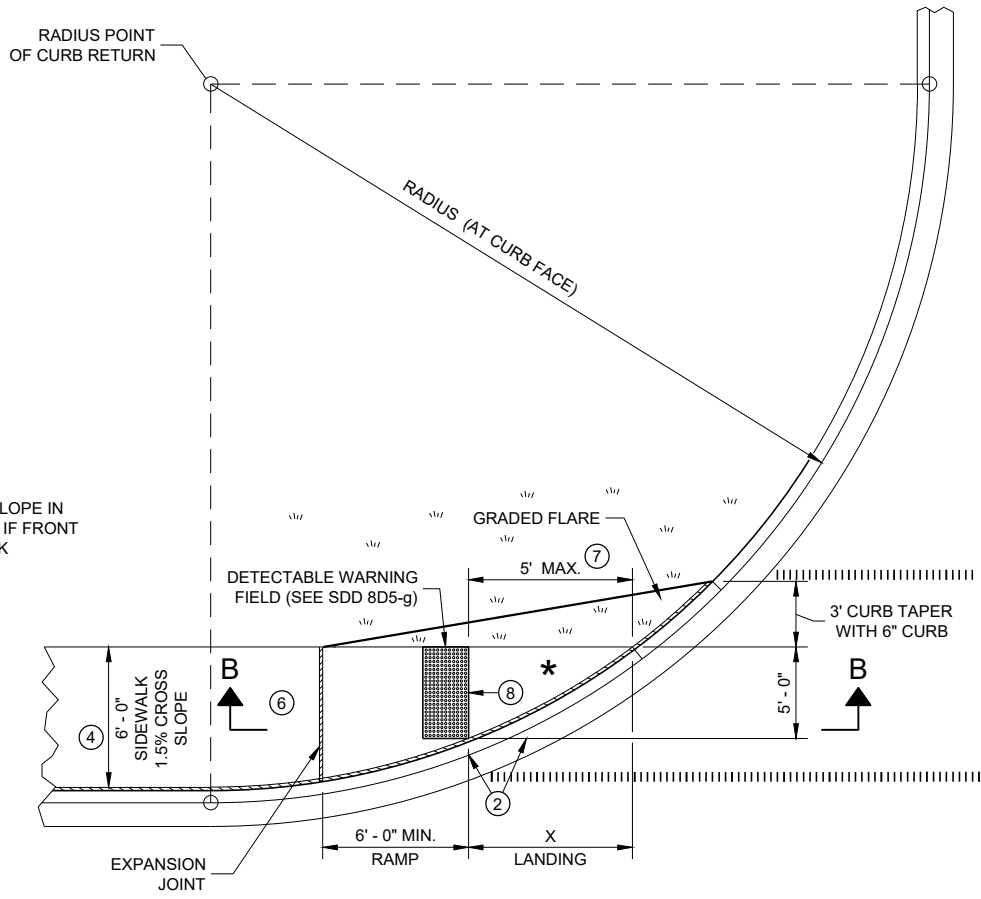
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)



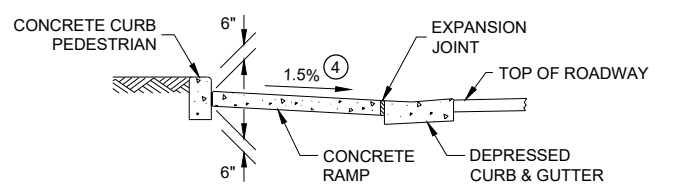
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

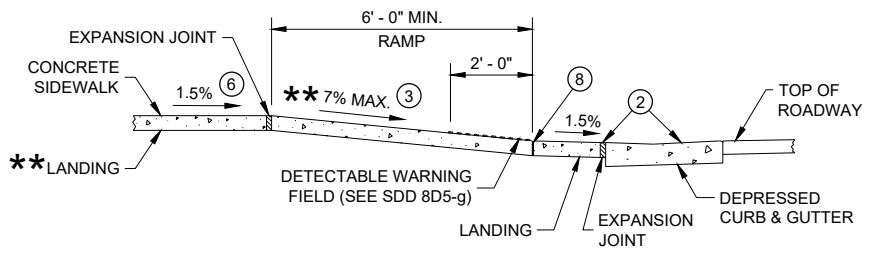


PLAN VIEW CURB RAMP TYPE 4A1



SECTION C - C FOR TYPE 4A

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

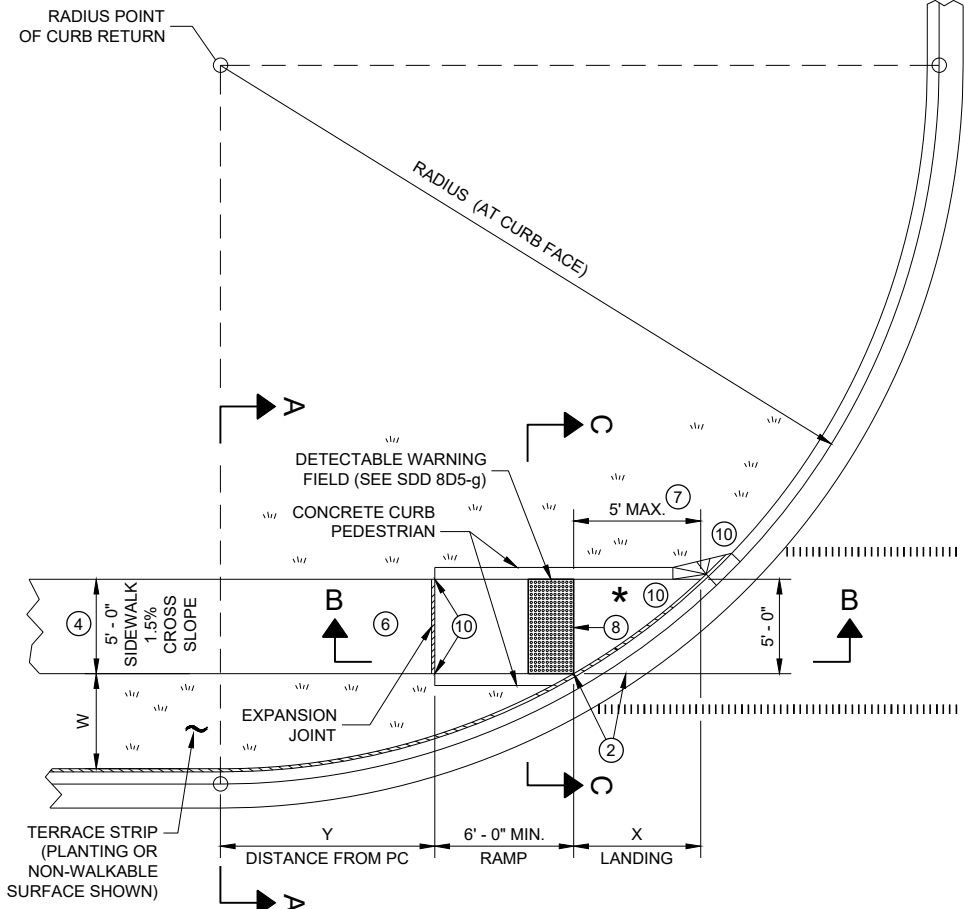


SECTION B - B FOR TYPE 4A AND TYPE 4A1

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

**CURB RAMPS
TYPE 4A AND 4A1**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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

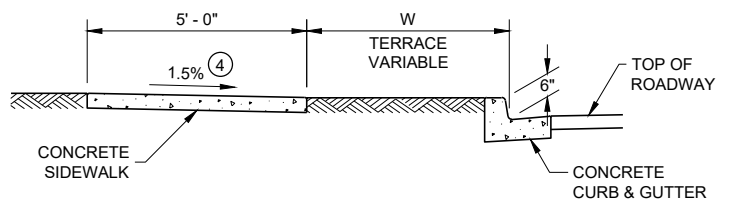
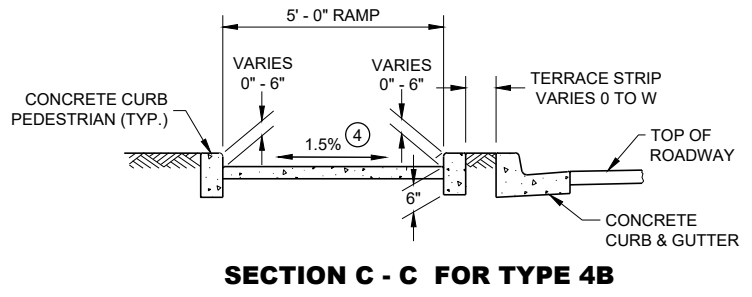
INTERMEDIATE RADII CAN BE INTERPOLATED
 DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
 DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH

LEGEND

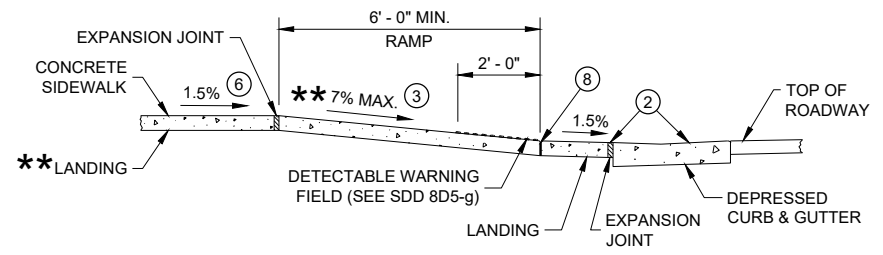
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

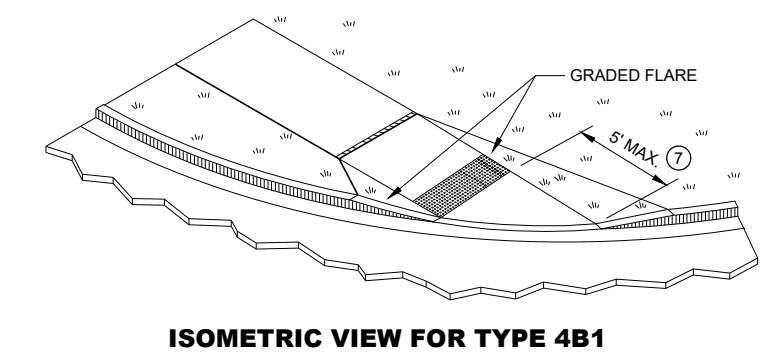
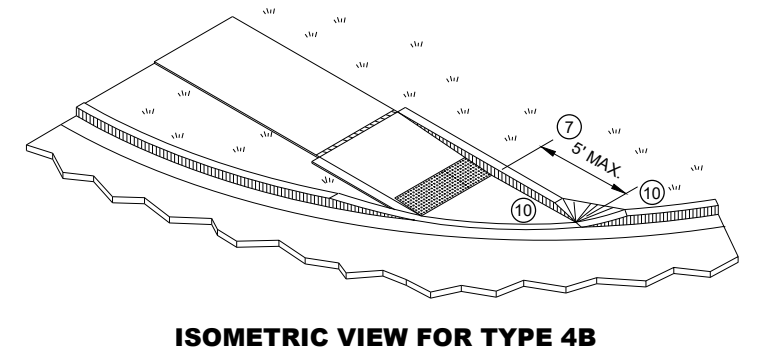
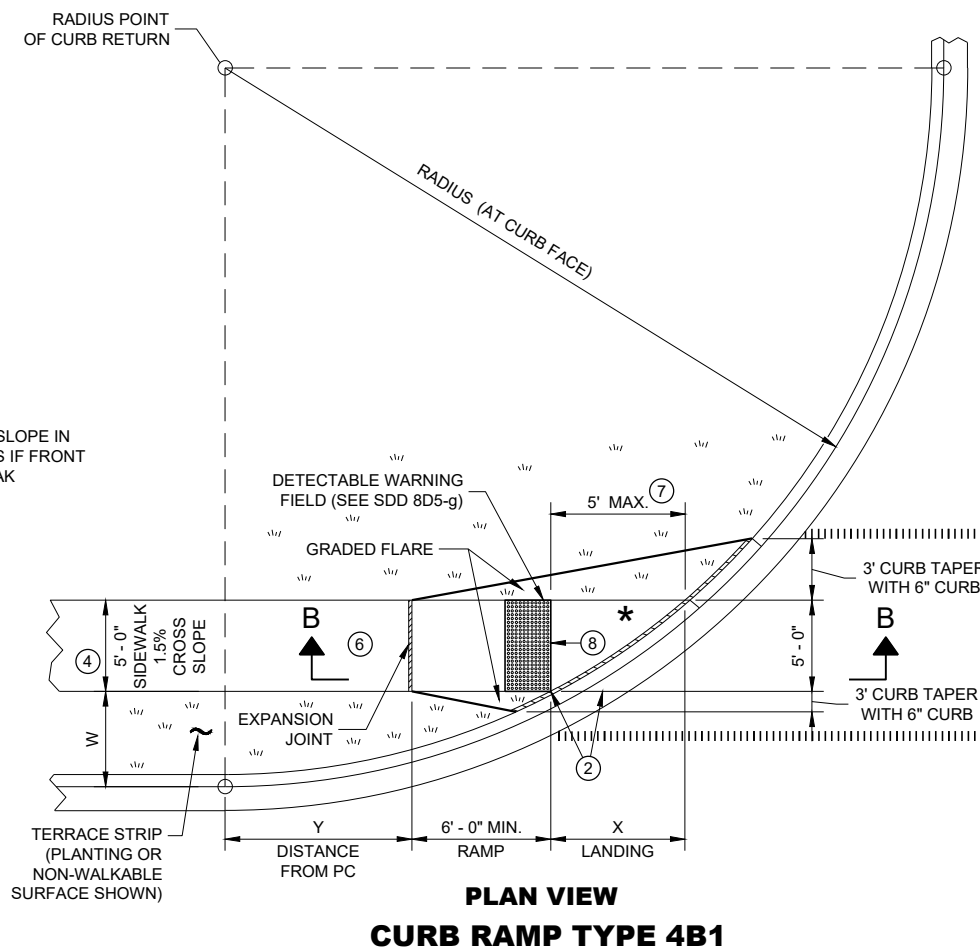
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/2 - 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.



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



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

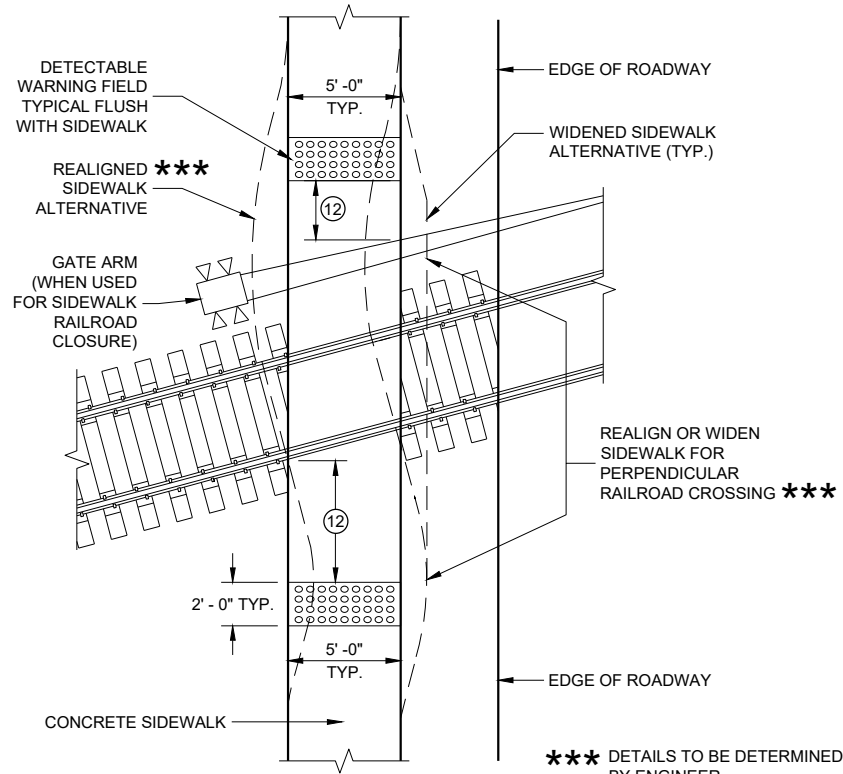


**CURB RAMPS
TYPE 4B AND 4B1**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20d

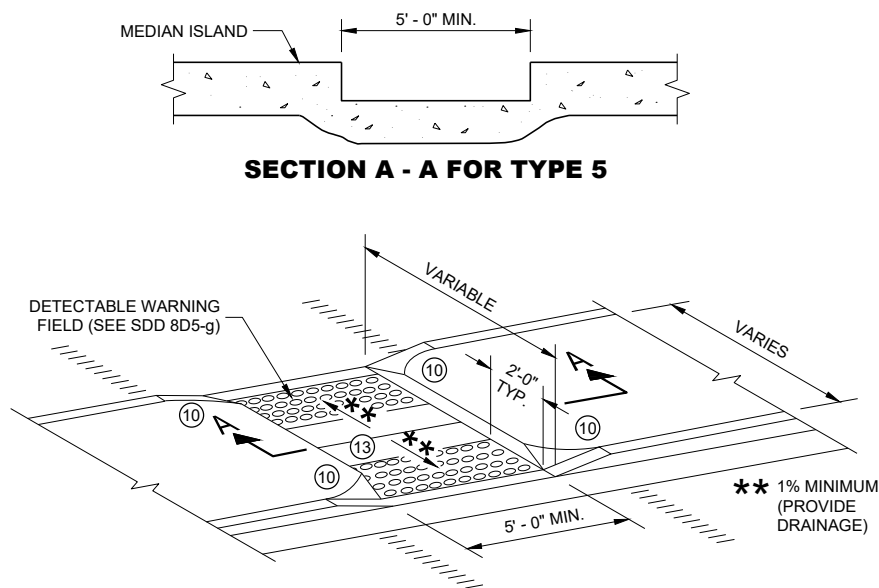
SDD 08D05 - 20d



CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING

*** DETAILS TO BE DETERMINED BY ENGINEER



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.

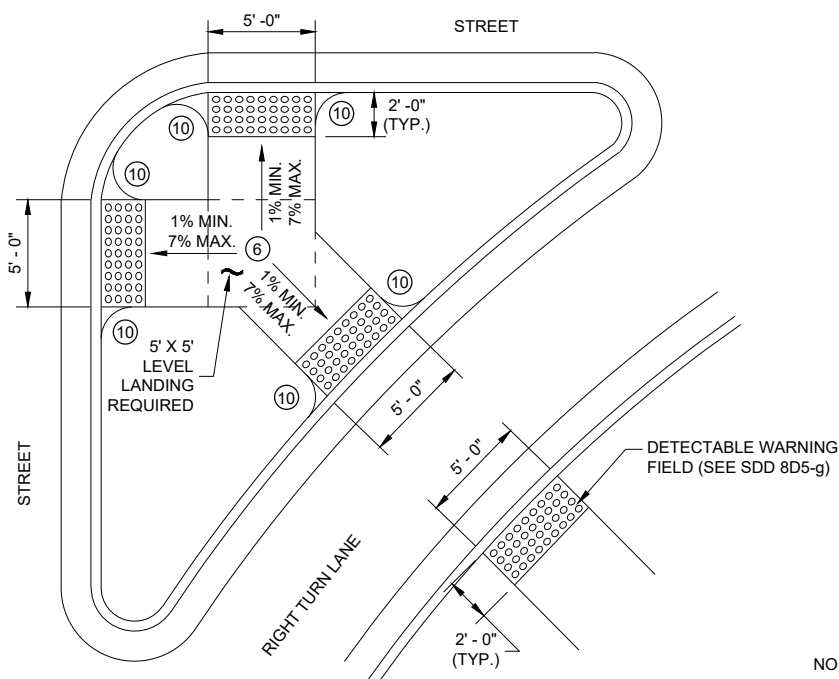
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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 1/4" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE 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 STREET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

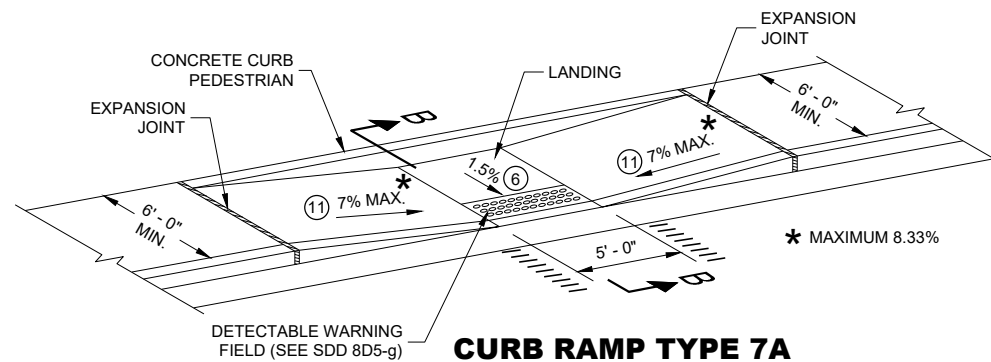
- ===== 1/2" EXPANSION JOINT SIDEWALK
- - - - - CONTRACTION JOINT FIELD LOCATED
- ||||||| PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

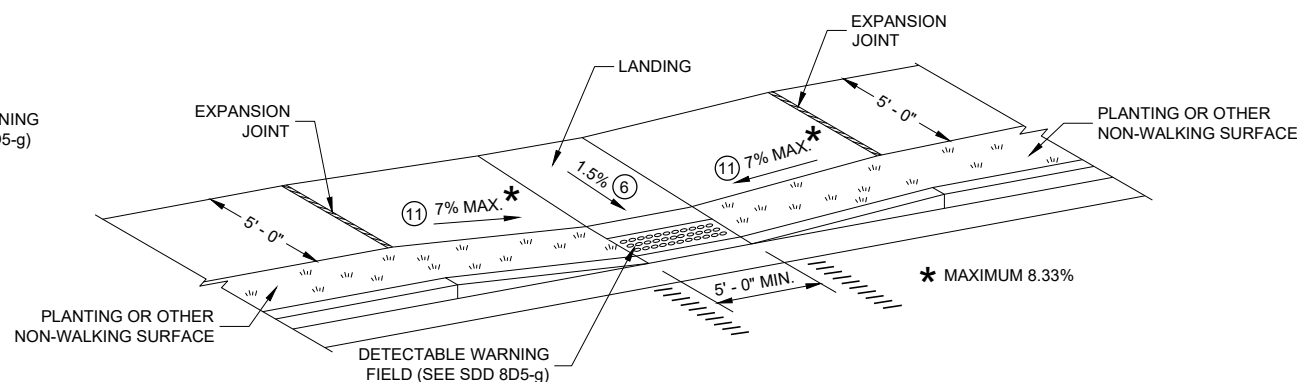
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

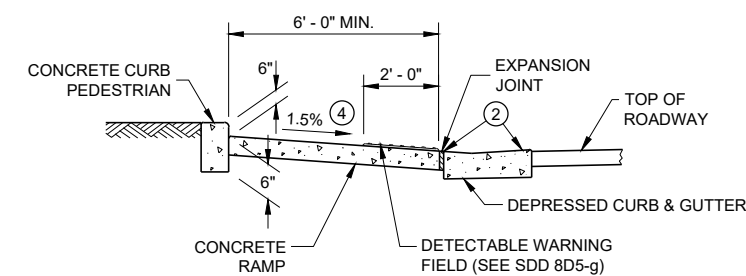
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

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

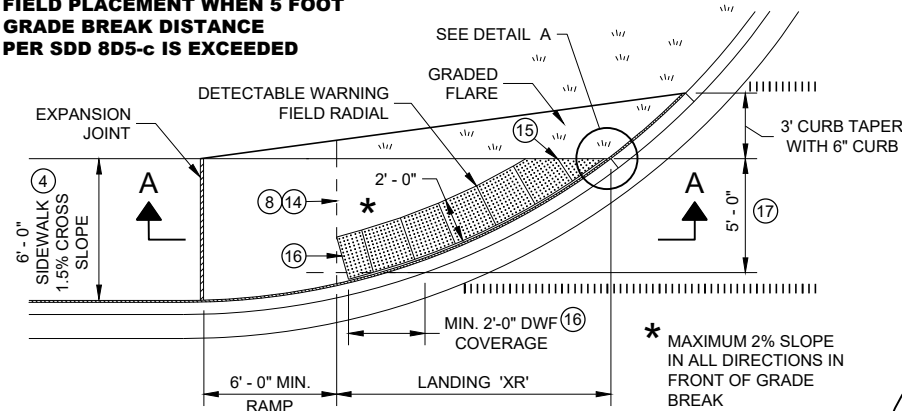


SECTION B - B FOR TYPE 7A

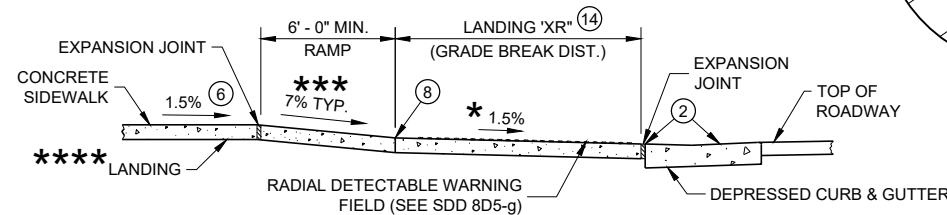
**CURB RAMPS
TYPE 5, 6, 7A, 7B & 8**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



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

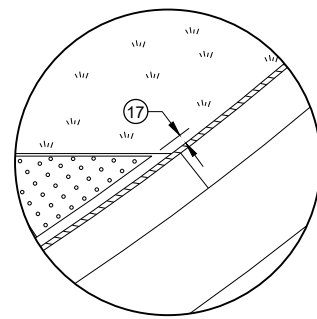


SECTION A - A FOR TYPE 4A1

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

*** MAXIMUM 8.33%

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

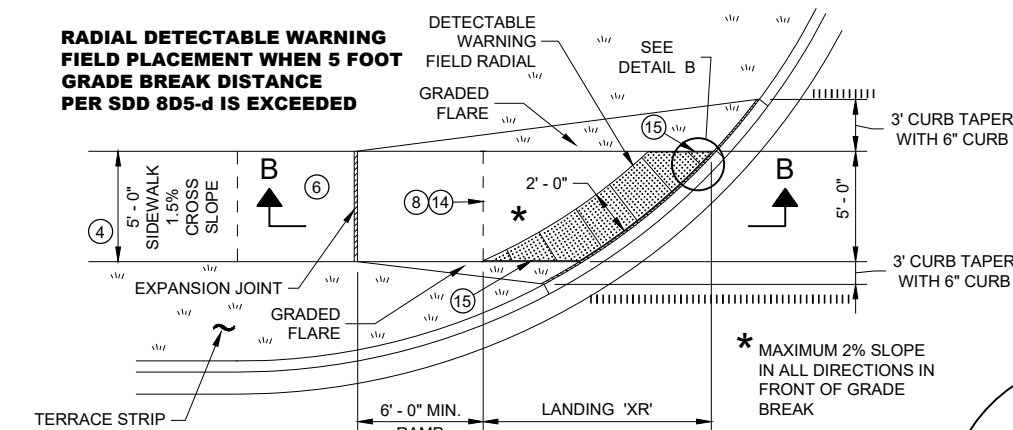


DETAIL A

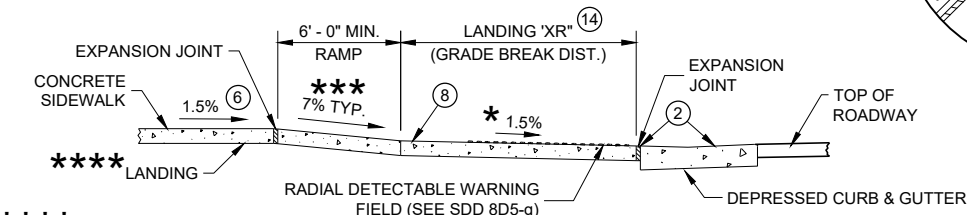
GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B 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 AND 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 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
 - 3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE 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 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.
 - 16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.
 - 17) A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

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



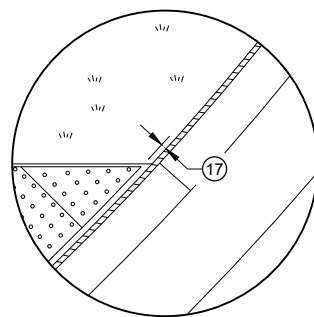
PLAN VIEW CURB RAMP TYPE 4B1 (GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION B - B FOR TYPE 4B1

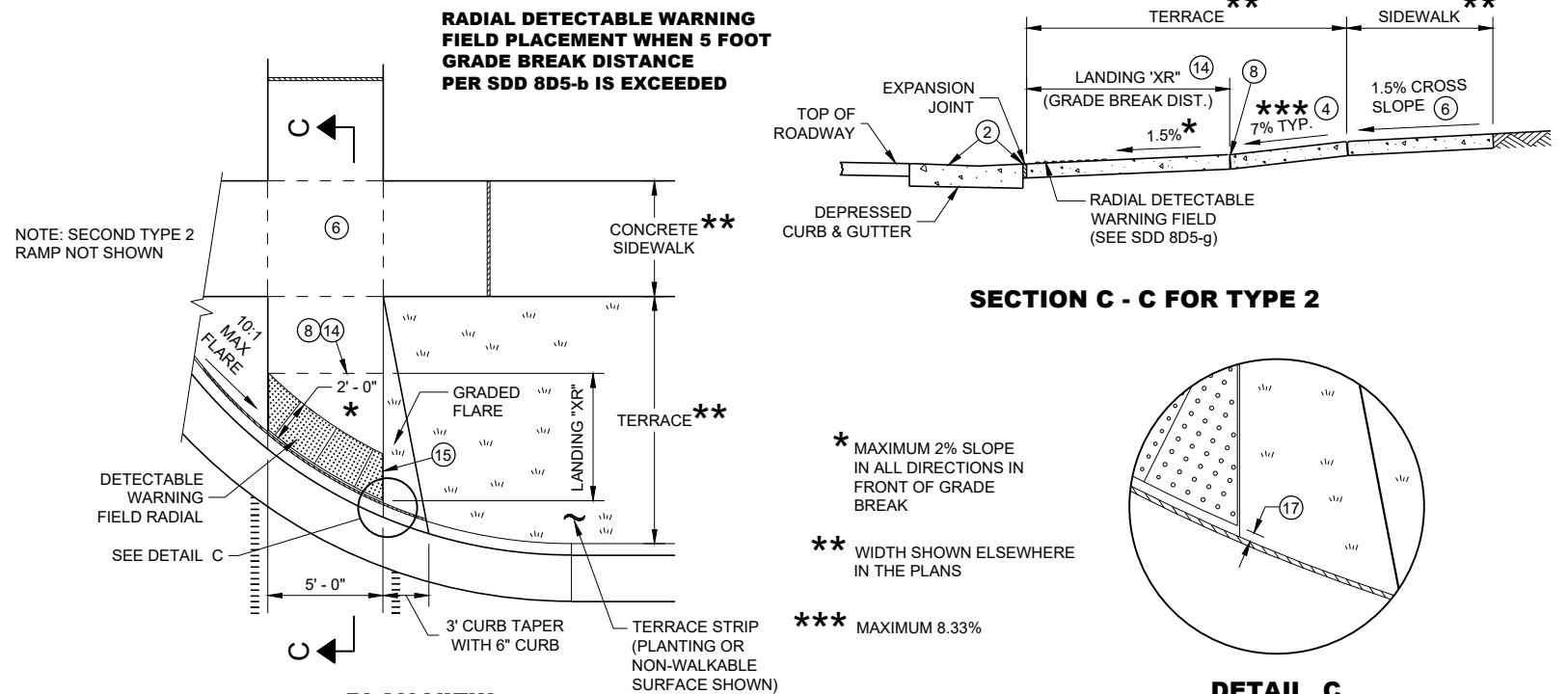
**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%



DETAIL B

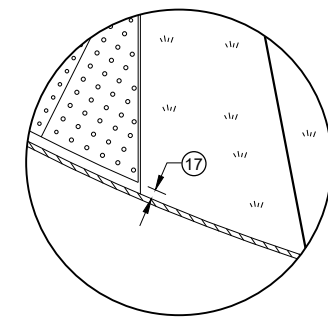
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-b IS EXCEEDED



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

NOTE: SECOND TYPE 2 RAMP NOT SHOWN

- * MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS
- *** MAXIMUM 8.33%



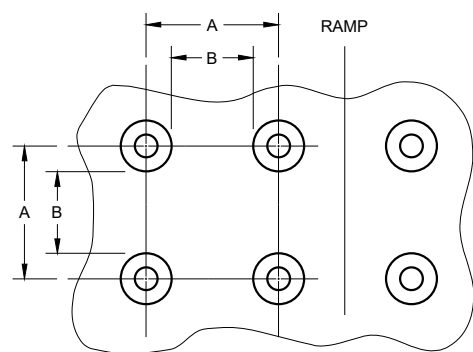
DETAIL C

CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

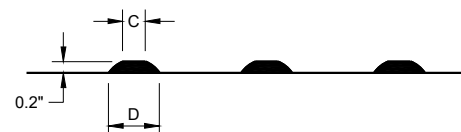
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

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

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

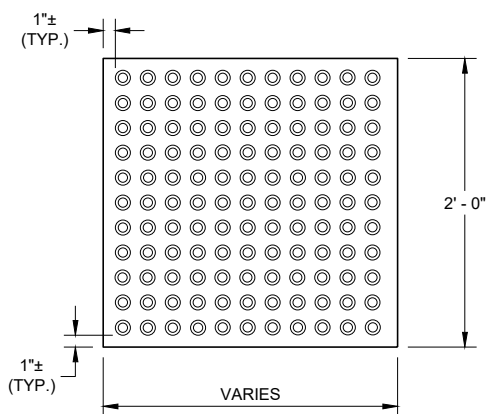


PLAN VIEW

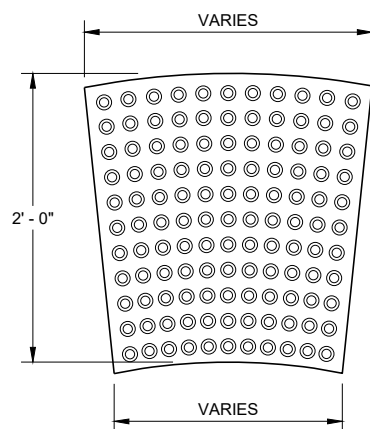


ELEVATION VIEW

**TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL**

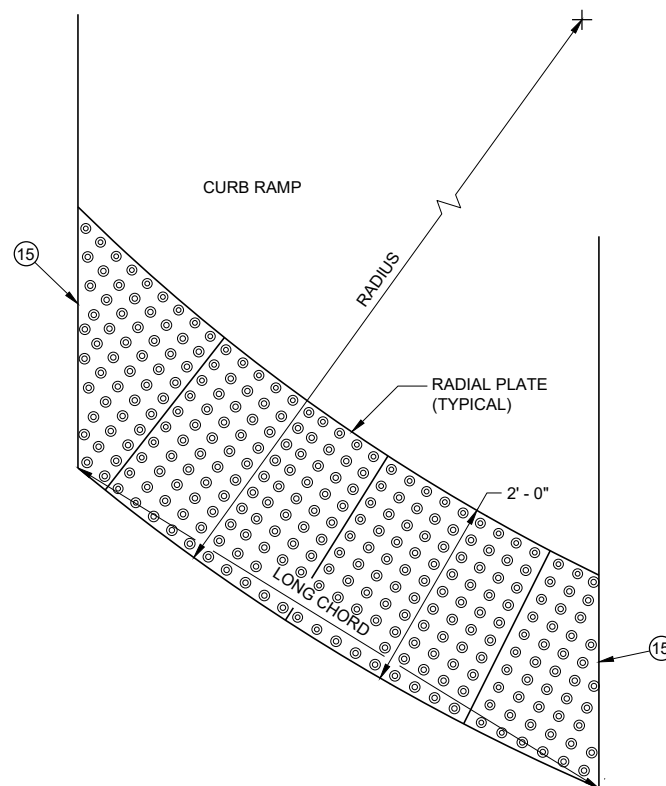


**RECTANGULAR
PLATES**

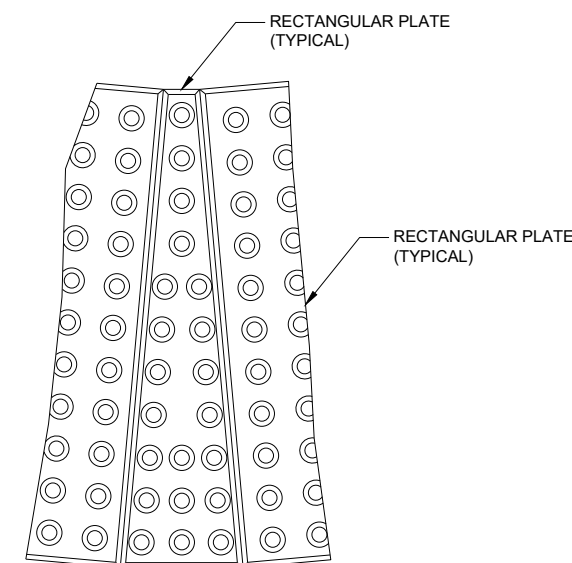


**RADIAL
PLATES**

**PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)**



**PLAN VIEW
RADIAL DETECTABLE
WARNING FIELD ATTRIBUTES**



**PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL**

GENERAL NOTES

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

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

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

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

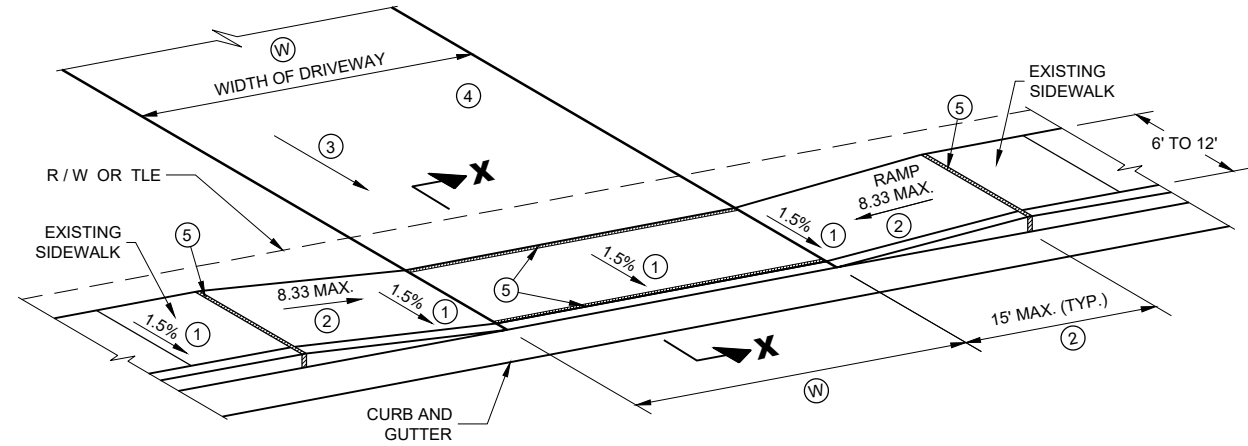
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

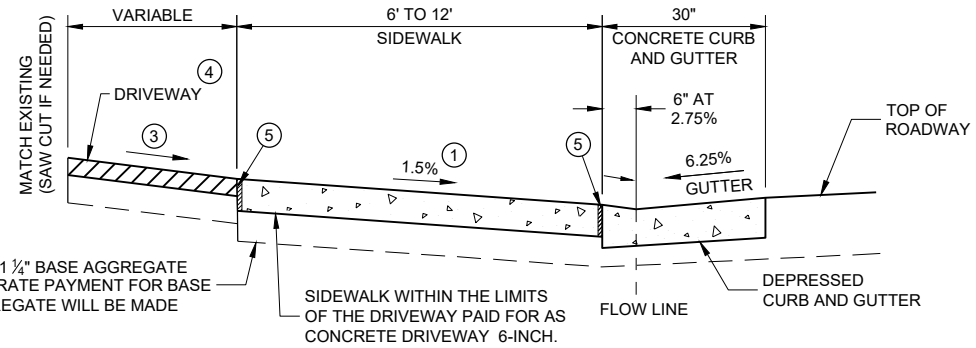
DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

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

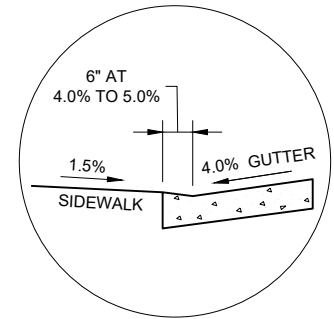
CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Rodney Taylor ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA	



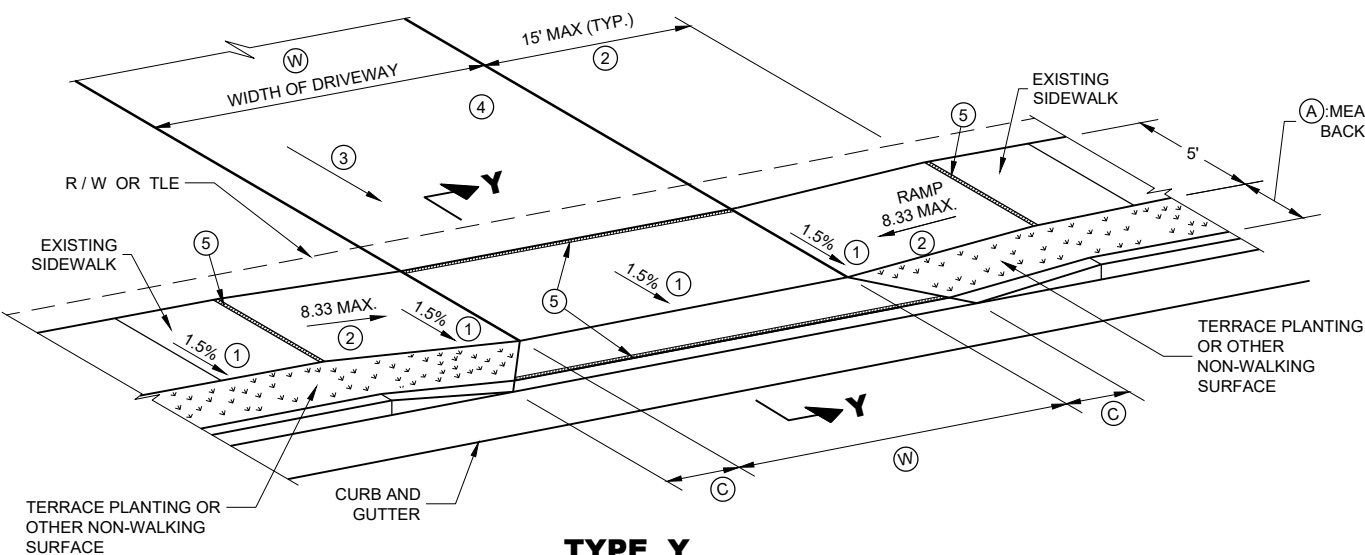
TYPE X
SIDWALK ABUTS CURB AND GUTTER
TERRACE VARIES 0 TO 3 FEET



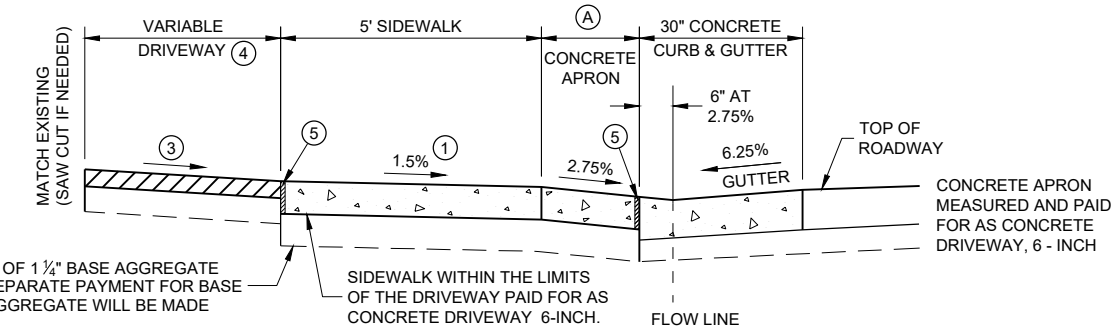
SECTION X - X



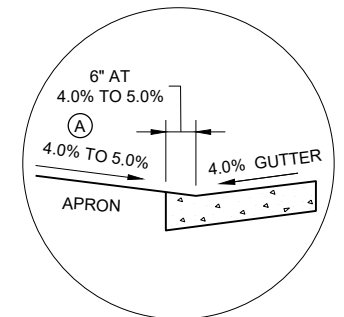
SECTION X - X
4% GUTTER SLOPE



TYPE Y
SIDWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET



SECTION Y - Y
DRIVEWAY DETAIL WITH CONCRETE
CURB AND GUTTER
(URBAN AND SUBURBAN)



SECTION Y - Y
4% GUTTER SLOPE

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

TABLE Y

(A) FEET	(C) FEET
3.5'	2.0'
4.5'	3.0'
5.5'	3.5'

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 SIDWALK CROSS SLOPE. THE SIDWALK CROSS SLOPE SHALL NOT EXCEED 2%.
- ② THE SIDWALK 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 SIDWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY. SLOPE SIDWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

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

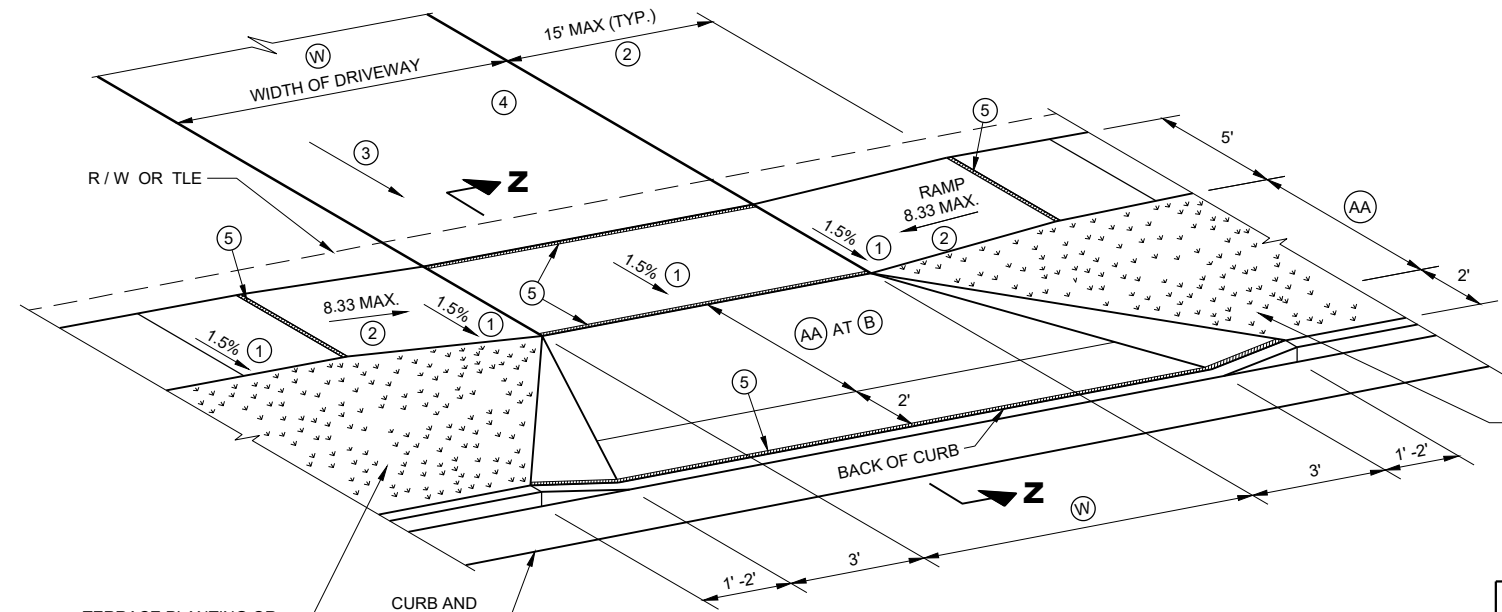
- ④ **DRIVEWAY TYPES**
 • 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
 • 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
 • 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)

- ⑤ ½" EXPANSION JOINT FILLER

DRIVEWAY AND
SIDWALK RAMPS
TYPES X AND Y

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION

APPROVED
 February 2022 /S/ Rodney Taylor
 DATE ROADWAY STANDARDS DEVELOPMENT
 ENGINEER



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.

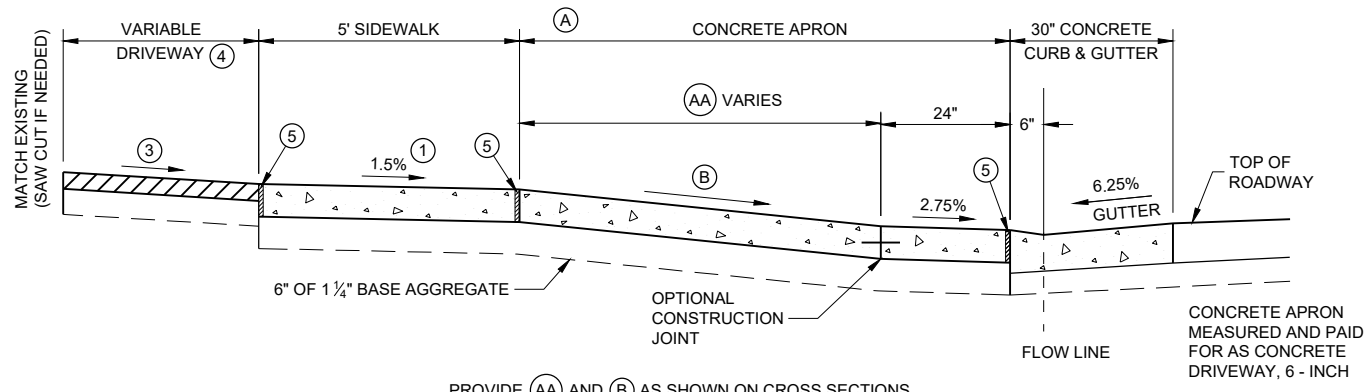
OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

- 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.

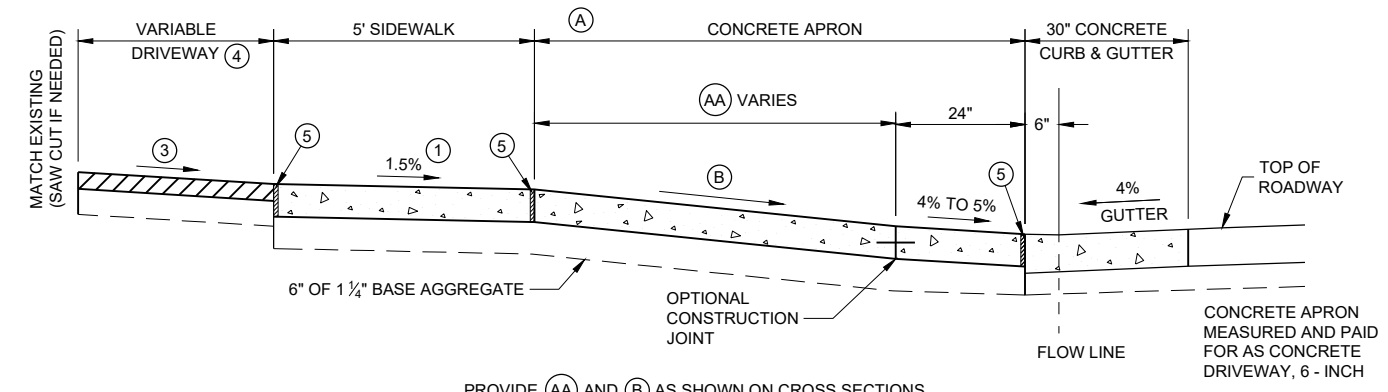
TABLE Z

(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)



6.25% GUTTER SLOPE



4% GUTTER SLOPE

NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS FOR (B) VALUES NOT SHOWN IN TABLE Z.
 SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY 6-INCH.
 SEPARATE PAYMENT FOR BASE AGGREGATE WILL BE MADE.

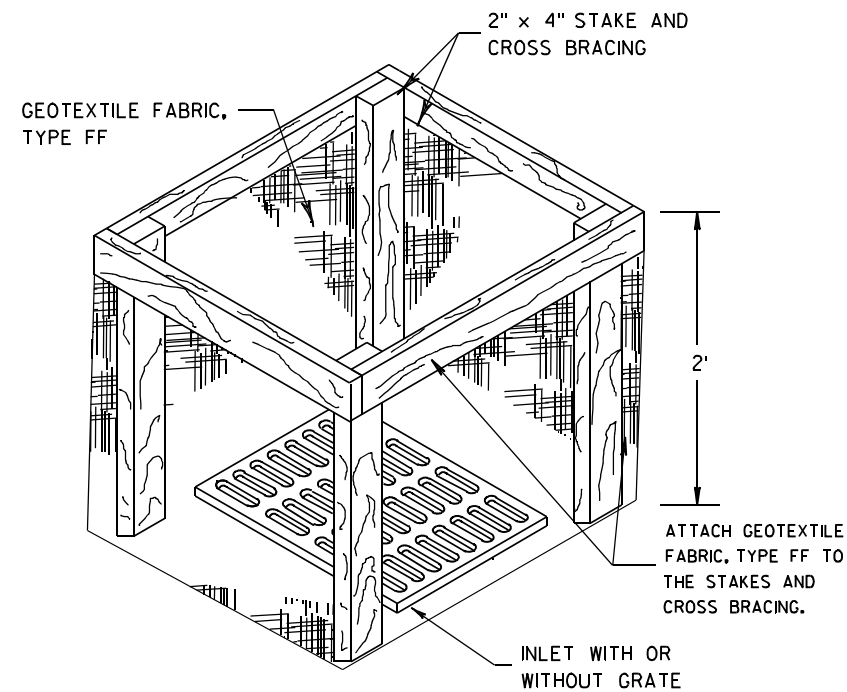
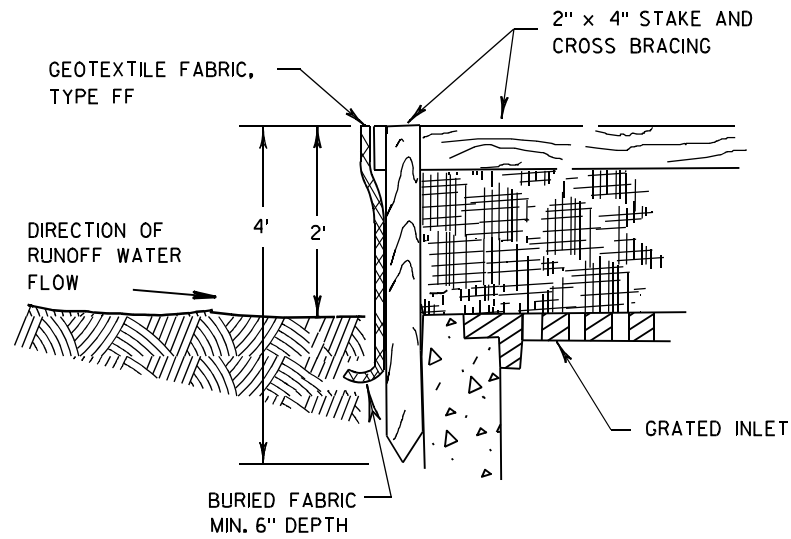
SECTION Z - Z
DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER
(URBAN AND SUBURBAN)

DRIVEWAY AND SIDEWALK RAMPS TYPE Z

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION

APPROVED
 February 2022 DATE /S/ Rodney Taylor
 ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA



INLET PROTECTION, TYPE A

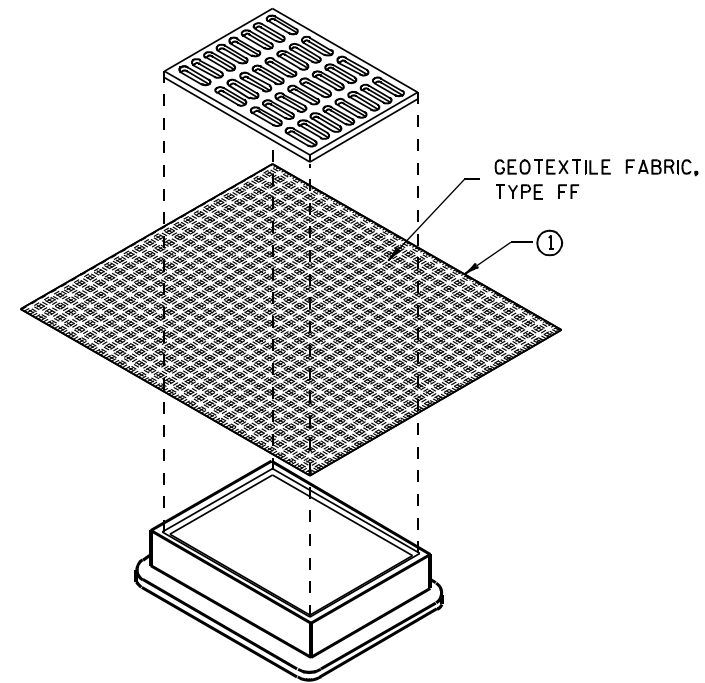
GENERAL NOTES

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

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

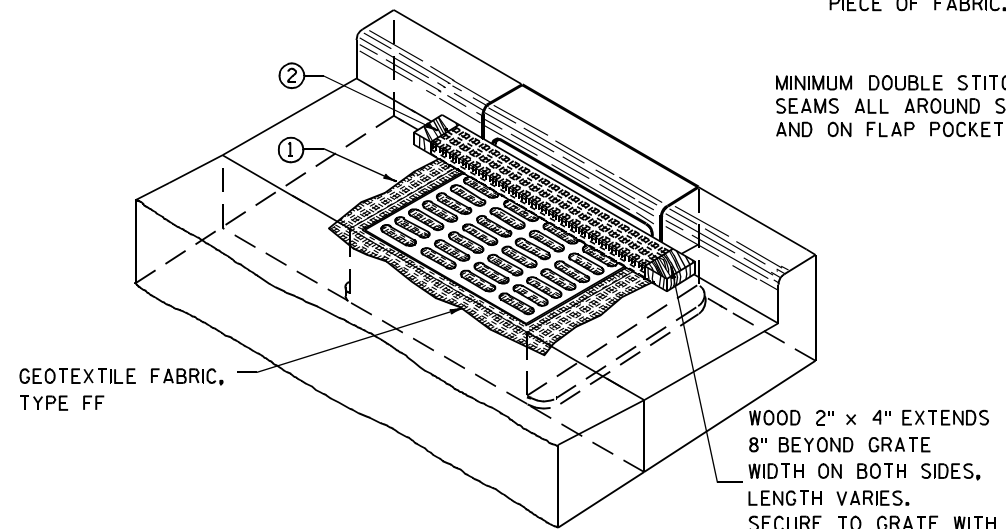
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

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



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

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

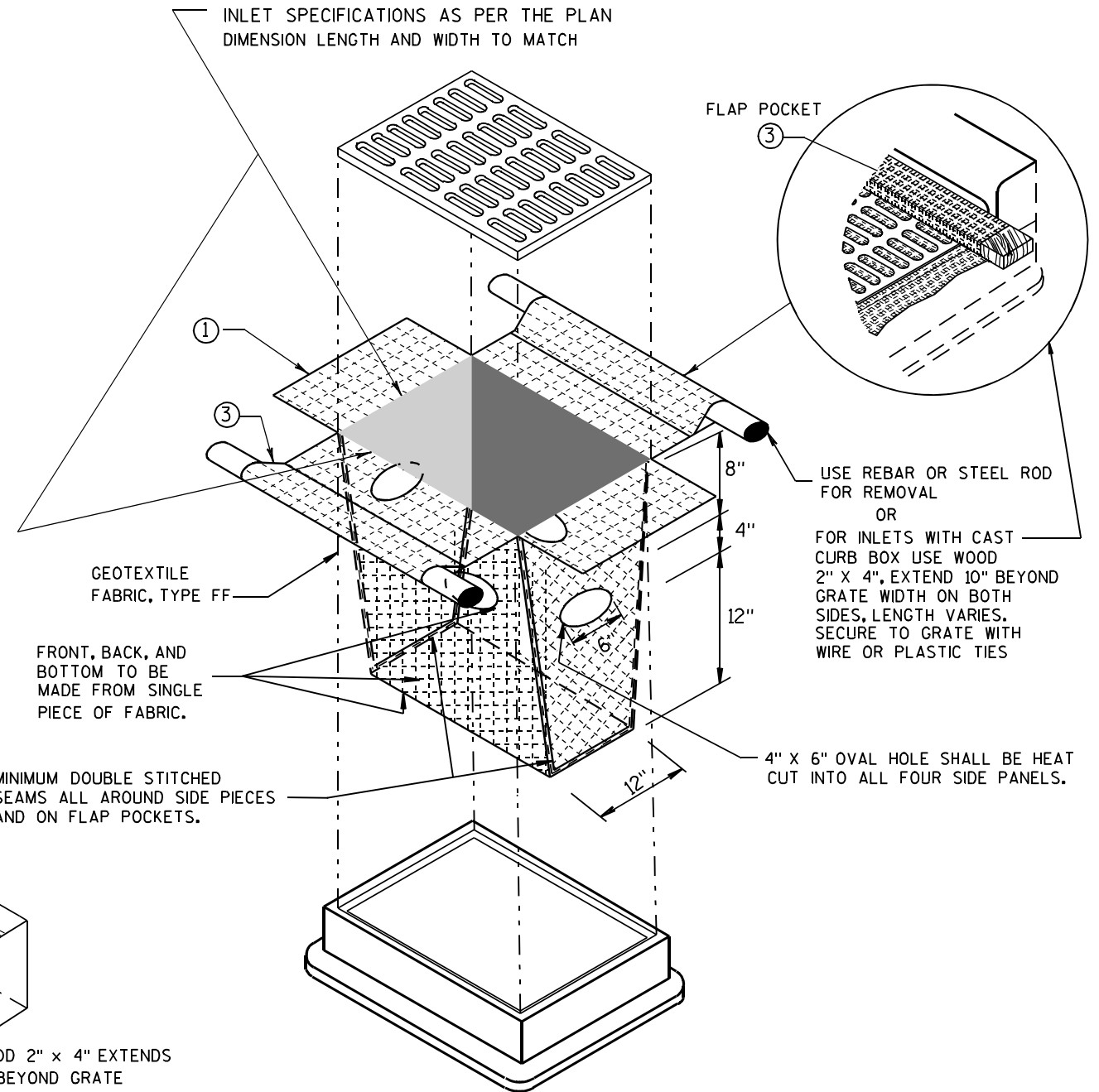
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

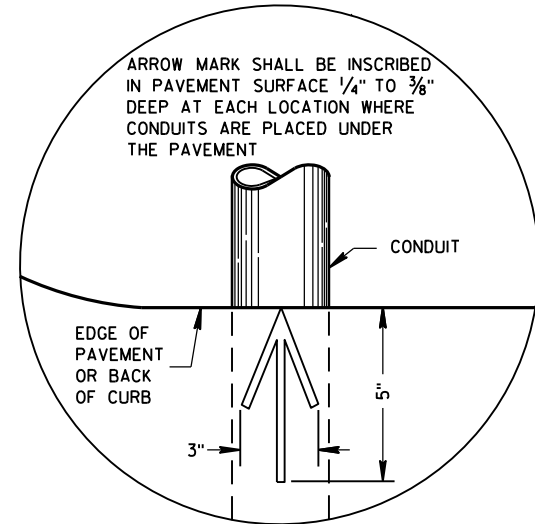
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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



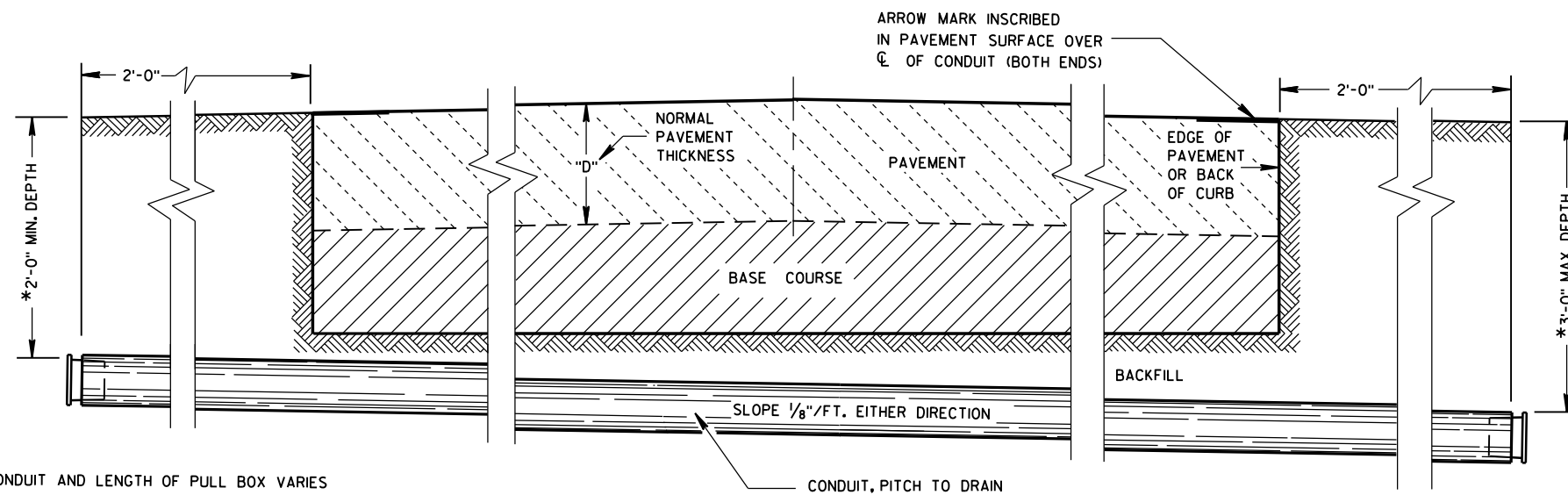
INLET PROTECTION, TYPE D

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

INLET PROTECTION TYPE A, B, C, AND D	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 10/16/02 DATE	/s/ Beth Connestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA	



**PLAN VIEW
ARROW MARK**



**SIDE ELEVATION
DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS**

*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSON TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

6

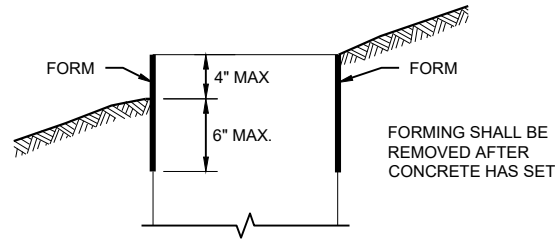
6

S.D.D. 9 B 2-10

S.D.D. 9 B 2-10

CONDUIT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED March, 2017 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL ENGINEER
FHWA	

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER ALL BASE TYPES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

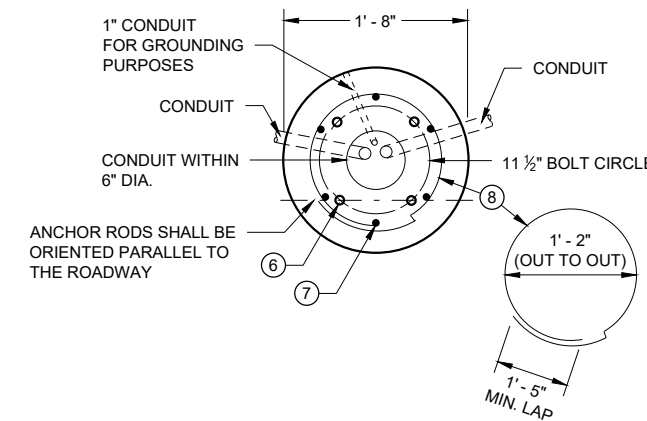
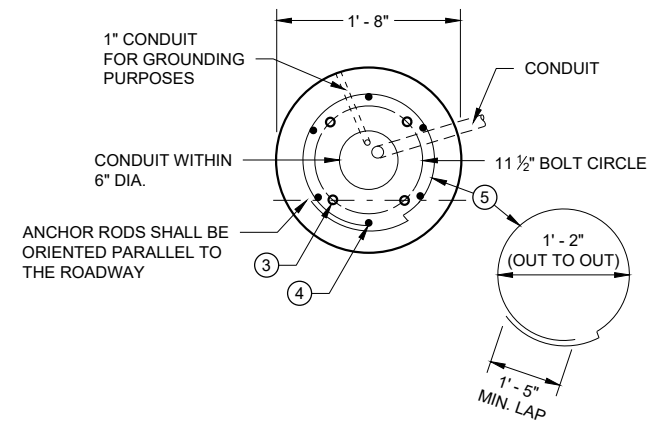
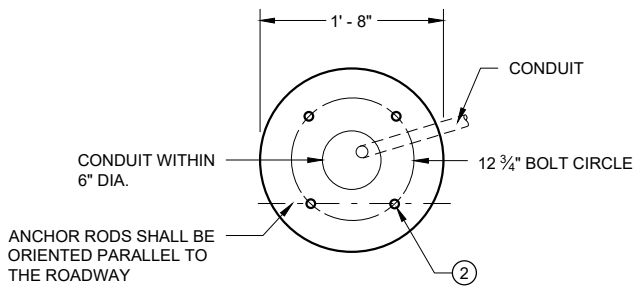
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

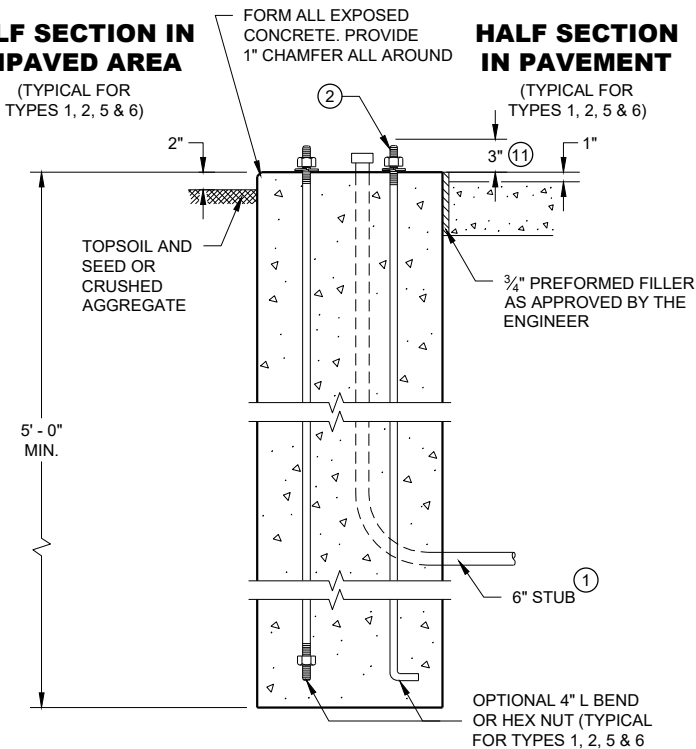
WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

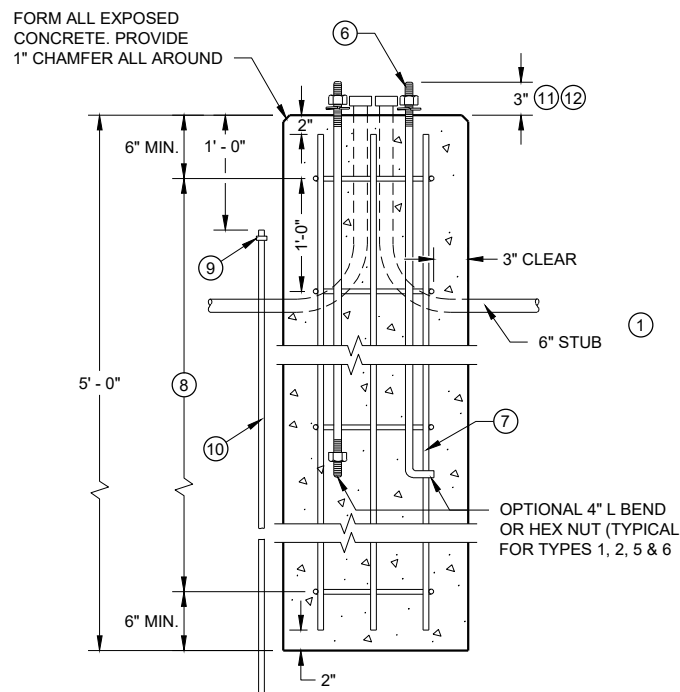
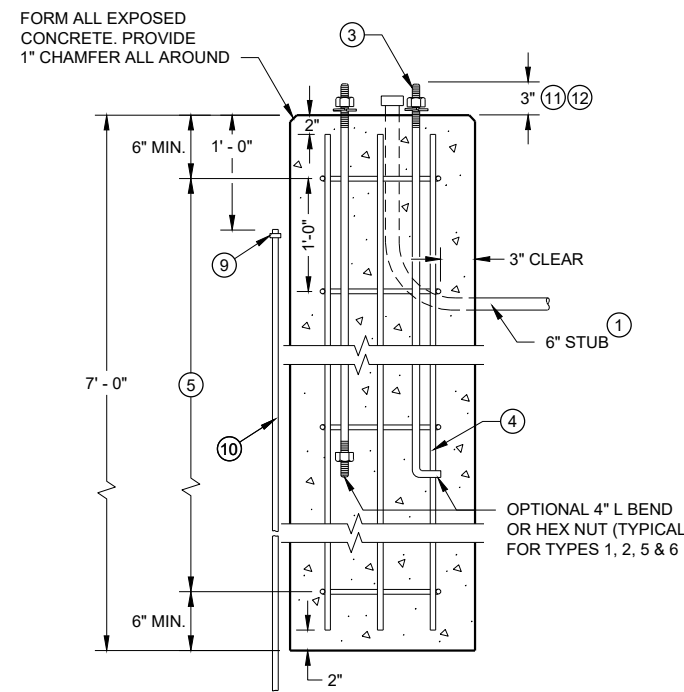
- ① THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.
- ② (4) 1" DIA. X 3' - 6" ANCHOR RODS.
- ③ (4) 1" DIA. X 5' - 0" ANCHOR RODS.
- ④ (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.
- ⑤ (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.
- ⑥ (4) 1" DIA. X 3' - 6" ANCHOR RODS.
- ⑦ (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.
- ⑧ (5) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.
- ⑨ EXOTHERMIC CONNECTION TO EQUIPMENT GROUNDING CONDUCTOR
- ⑩ 5/8" DIA. X 8' - 0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED
- ⑪ ANY ANCHOR ROD PROJECTION SHORTER THAN 2 3/4" OR LONGER THAN 3 1/4" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.
- ⑫ FOR NON - BREAKAWAY INSTALLATIONS, 4 1/2" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.



HALF SECTION IN UNPAVED AREA



HALF SECTION IN PAVEMENT



CONCRETE BASES

**CONCRETE BASES
TYPES 1, 2, 5, & 6**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019 /S/ Ahmet Demirelek
DATE STATE ELECTRICAL ENGINEER

FHWA

GENERAL NOTES

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

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER.

IF BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BASE IN LAYERS OF ONE FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2 OF THE STANDARD SPECIFICATIONS.

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

ANCHOR RODS SHALL BE 1" X 60".

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 TIMES THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1" INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

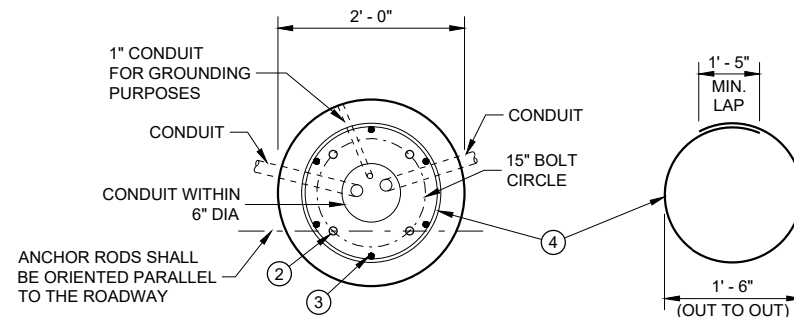
FOR USE WITH TYPE 7 AND TYPE 17 POLES.

① THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

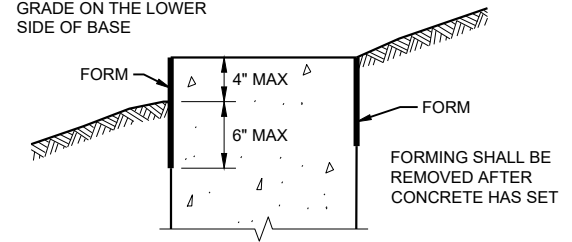
② (4) 1" DIA. X 5'-0" ANCHOR RODS.

③ (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

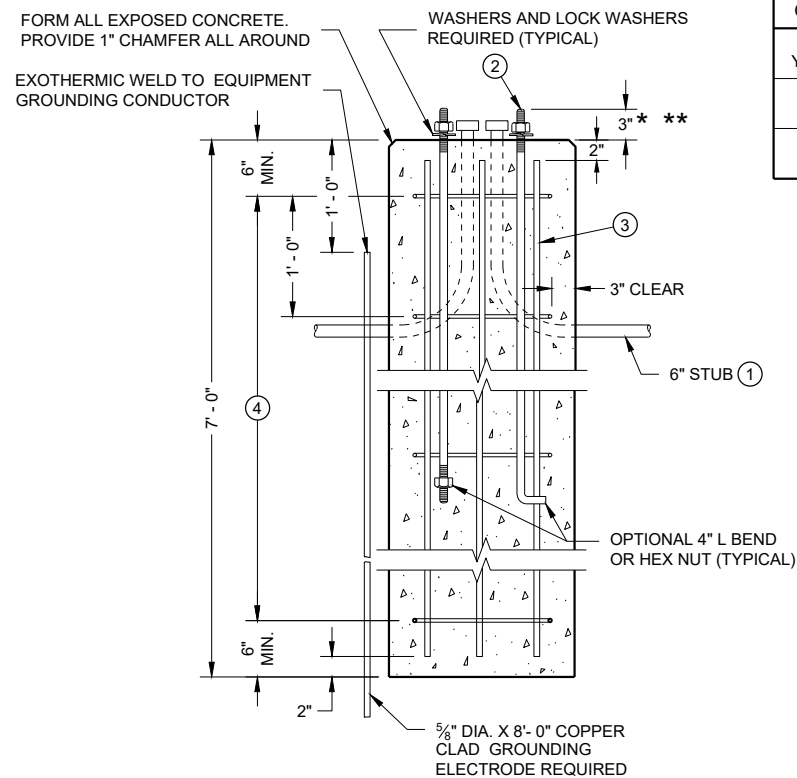
④ (7) NO. 4 X 6'-2" BAR STEEL REINFORCEMENT @ 1'-0" C-C.



FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

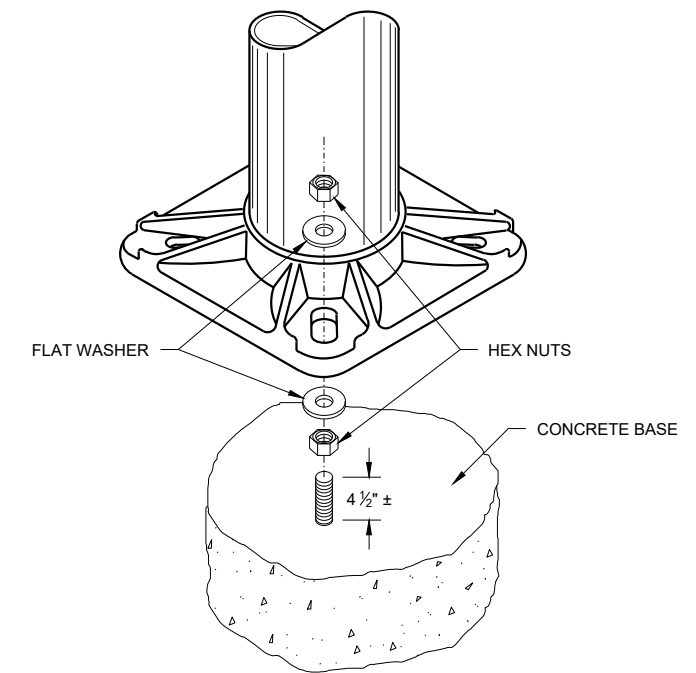


QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	0.8
LBS. OF HOOP BAR STEEL	29
LBS. OF VERTICAL BAR STEEL	60

CONCRETE BASE, TYPE 7

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2 3/4" OR LONGER THAN 3 1/4" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NON-BREAKAWAY INSTALLATIONS, 4 1/2"± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.



NON-BREAKAWAY INSTALLATION (LEVELING NUT)

CONCRETE BASE TYPE 17

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

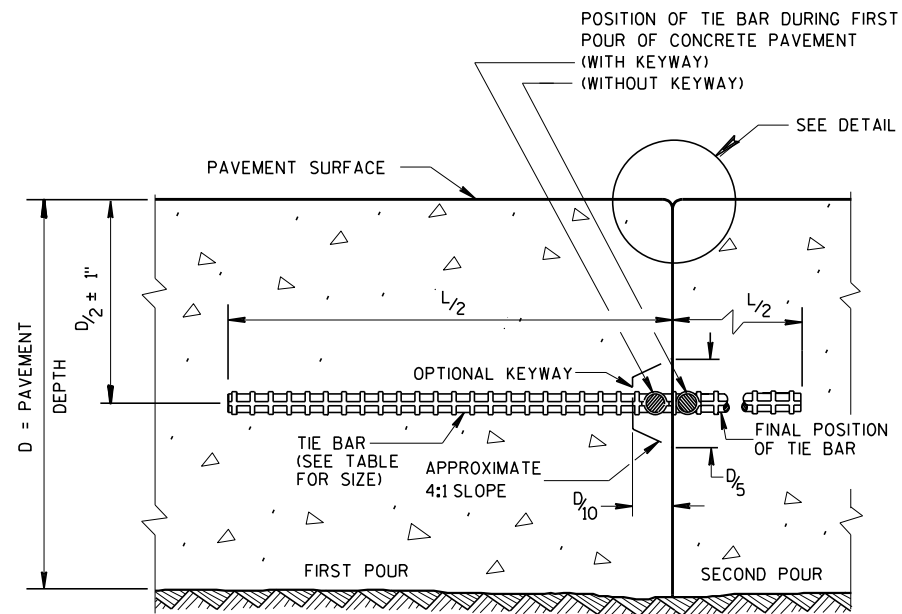
May 2022

DATE

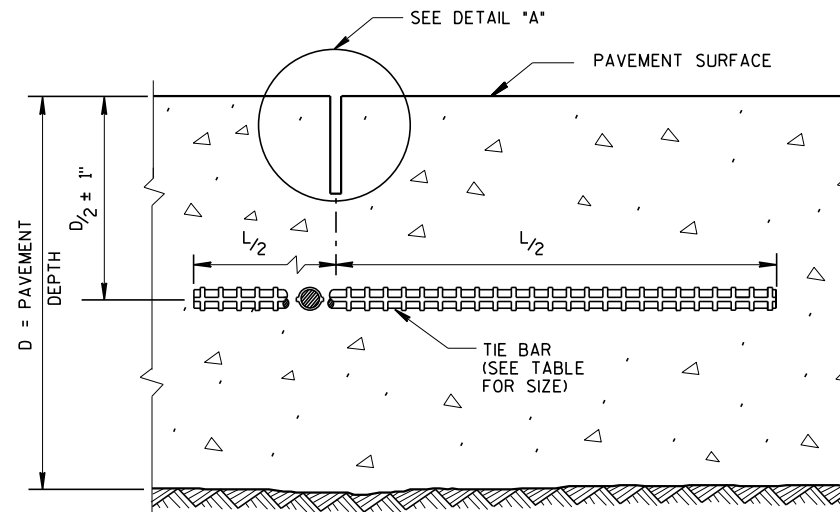
/S/ Alex Crabtree

WIND LOADED STRUCTURES PROGRAM LEADER

FHWA



CONSTRUCTION JOINT



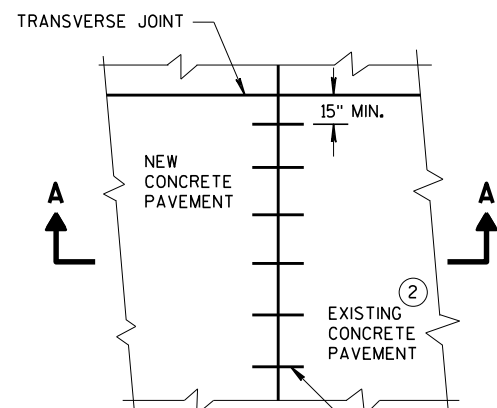
SAWED JOINT

GENERAL NOTES

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

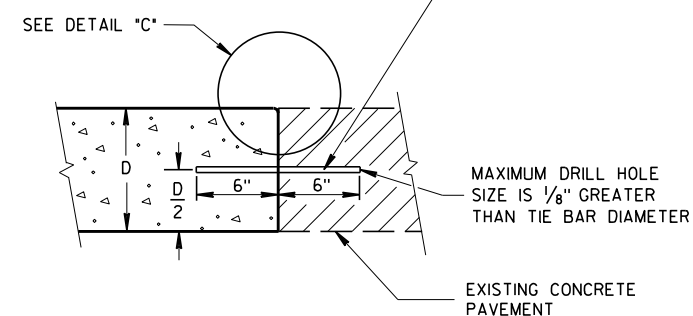
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

- ① ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.
- ② PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

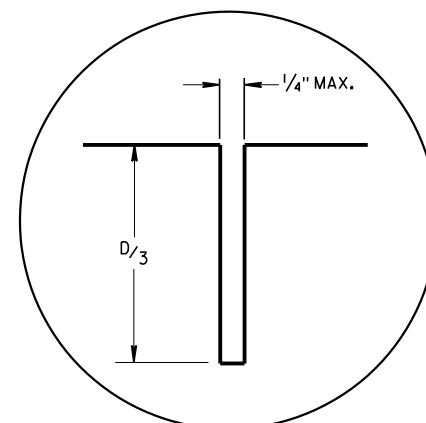


PLAN VIEW

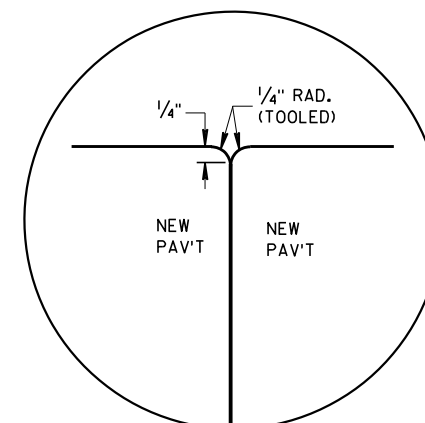
NO. 6 TIE BARS SPACED 30" C-C, INSTALLED PERPENDICULAR TO THE LONGITUDINAL JOINT. ①



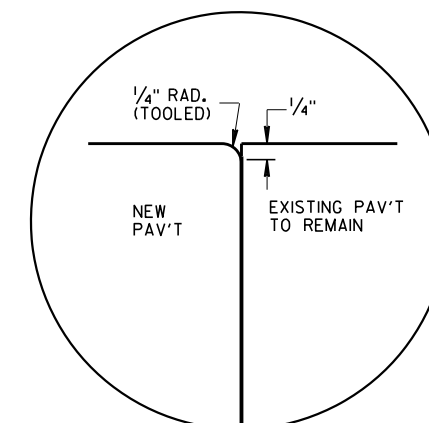
**SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT
TIE BARS ANCHORED
INTO EXISTING PAVEMENT**



DETAIL "A"



DETAIL "B"



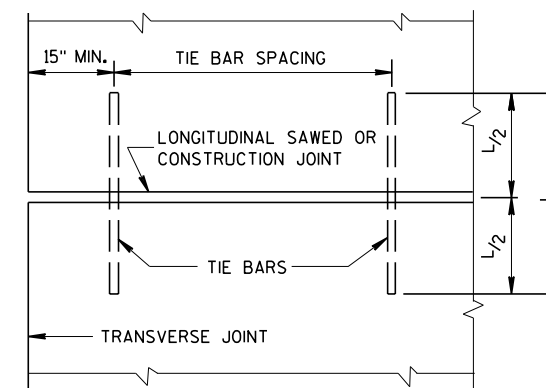
DETAIL "C"

TIE BAR TABLE

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

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

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

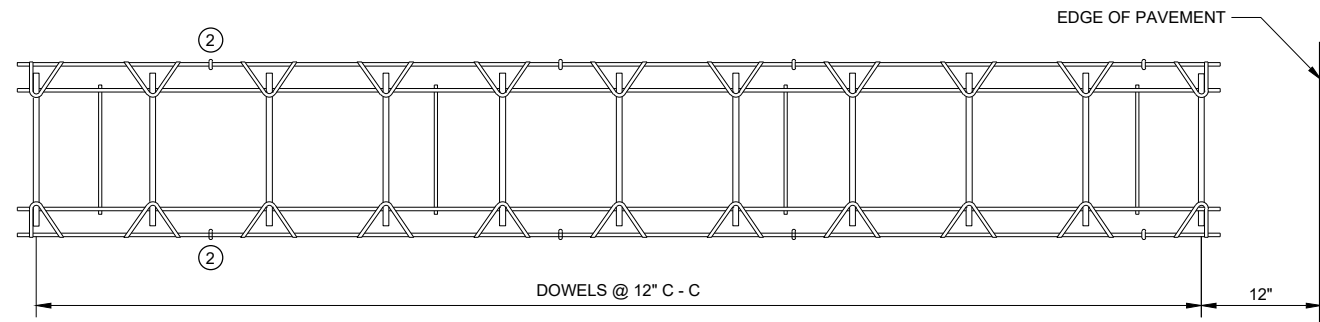


**PLAN VIEW
SHOWING LOCATION OF TIE BARS**

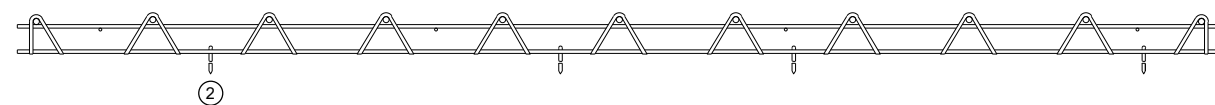
**CONCRETE PAVEMENT
LONGITUDINAL JOINTS AND TIES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

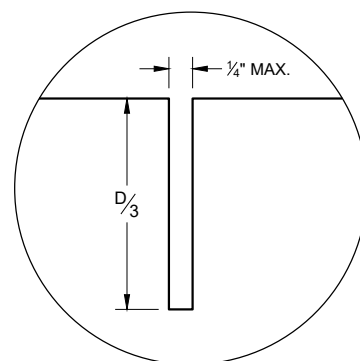


PLAN VIEW



SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



JOINT DETAIL

GENERAL NOTES

CONTRACTION JOINTS

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

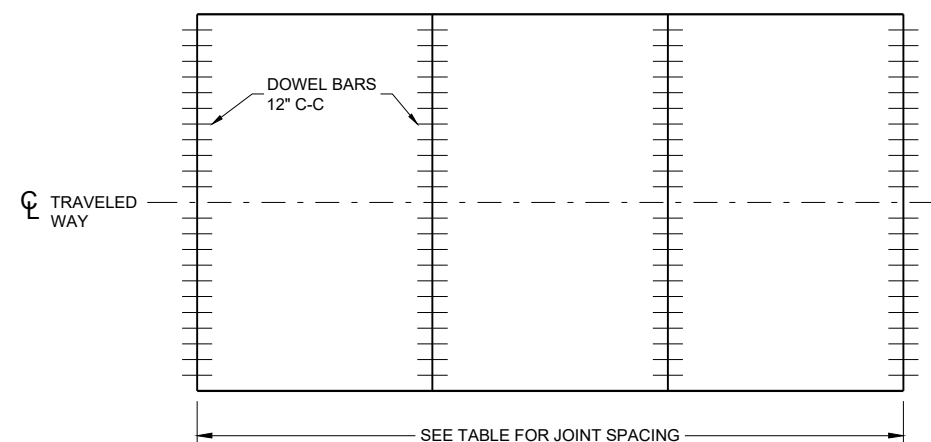
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

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

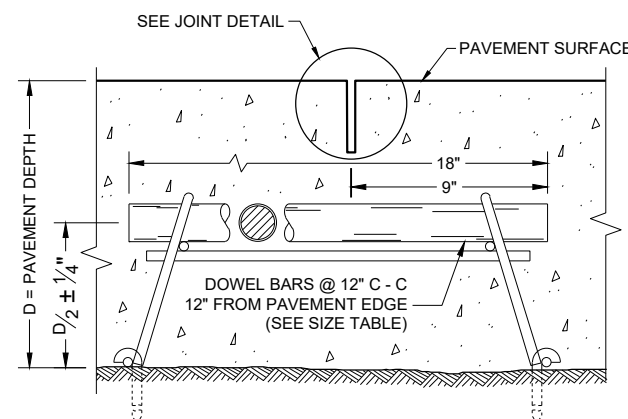
CONSTRUCTION JOINTS

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

- ① OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTION CONTRACTION JOINTS.
- ② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.
- ③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A 1/4" RADIUS AT FORMED JOINTS.
- ④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.
- ⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C - C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO THE "DRILLED DOWEL BAR CONSTRUCTION JOINT" DETAIL.
- ⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.
- ⑦ ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS 1/8" GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



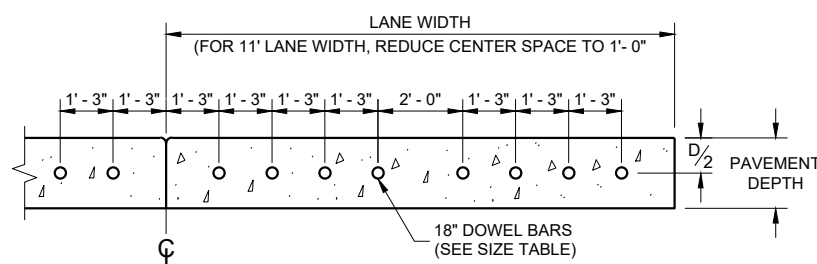
CONTRACTION JOINT LOCATIONS



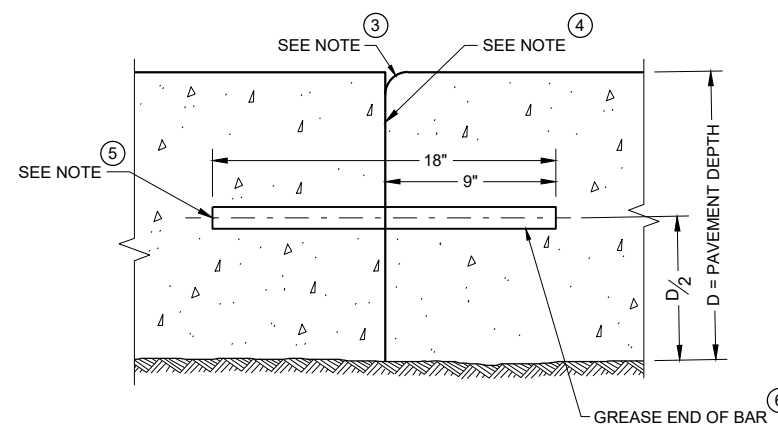
DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
6", 6 1/2"	NONE	12'
7", 7 1/2"	1"	14'
8" & ABOVE	1 1/4"	15'



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦



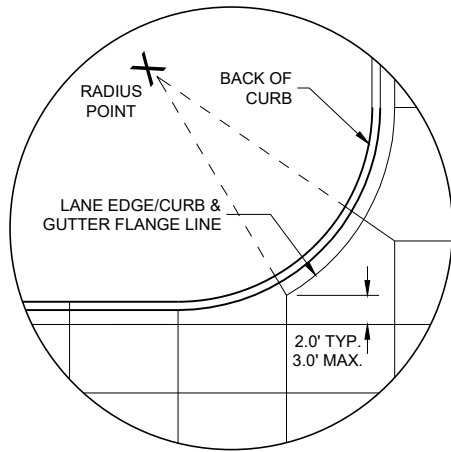
TRANSVERSE CONSTRUCTION JOINT

URBAN DOWELED CONCRETE PAVEMENT

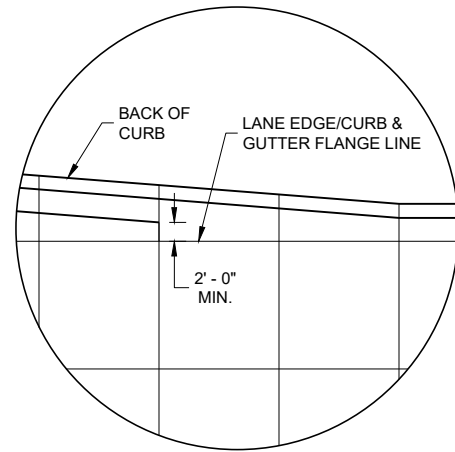
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022 /S/ Peter Kemp P.E.
DATE PAVEMENT SUPERVISOR

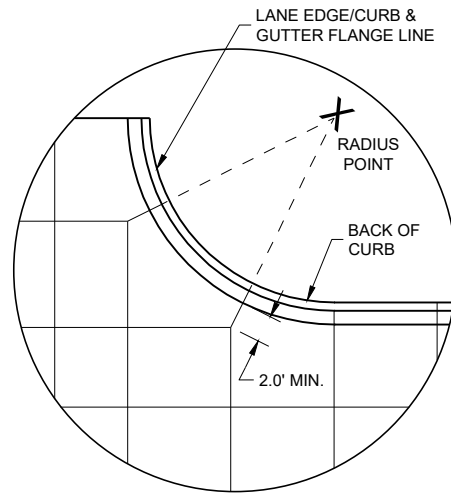
FHWA



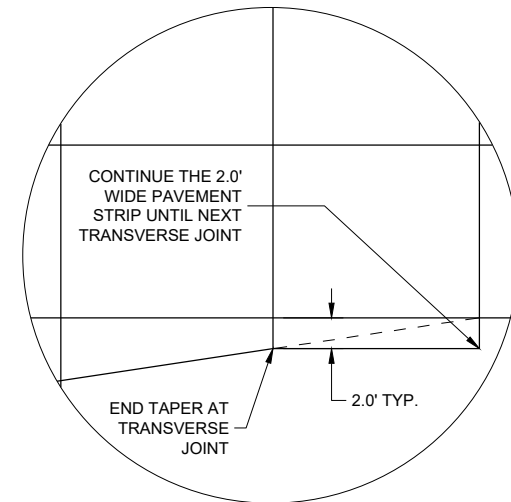
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

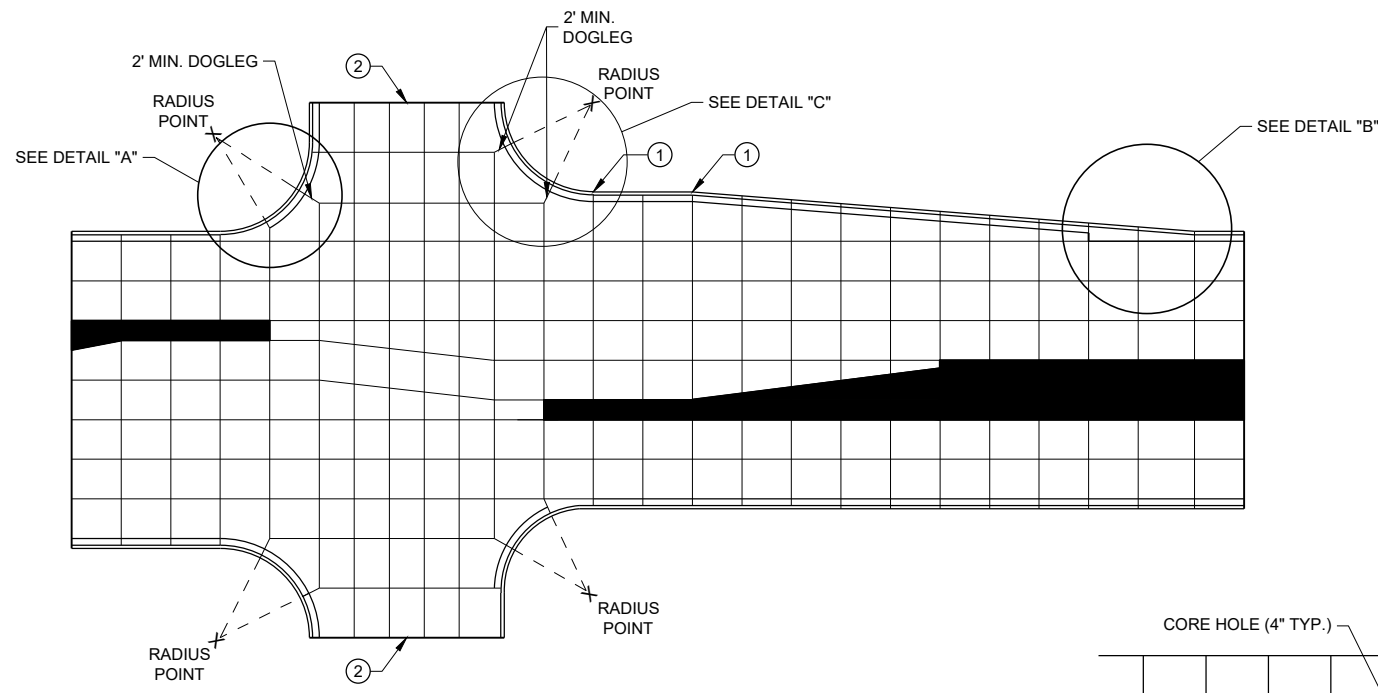
GENERAL NOTES

- THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.
- ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.
- CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.
- ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.
- AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.
- SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.
- AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.
- CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

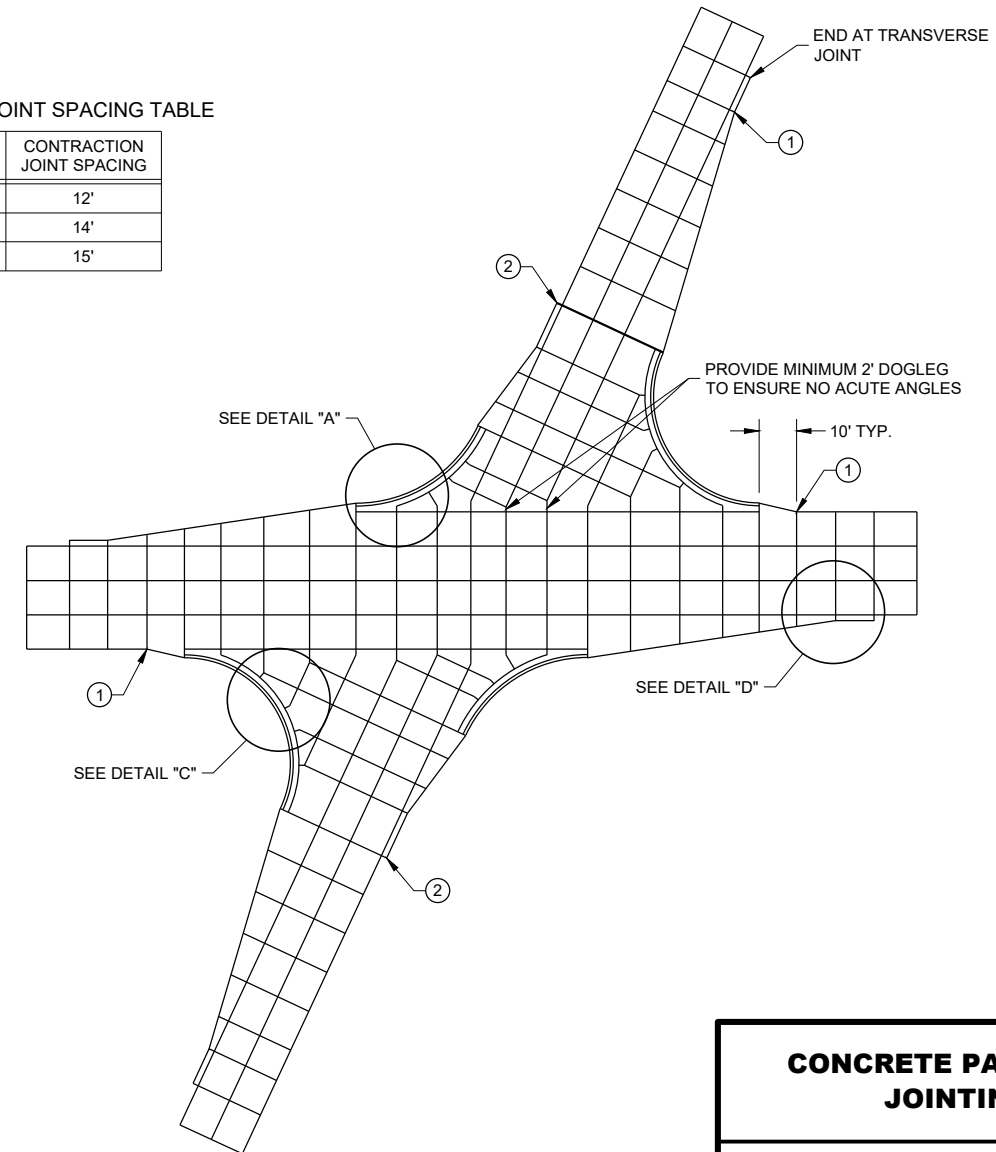
- ① PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
- ② CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
- ③ THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM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

PAVEMENT DEPTH AND JOINT SPACING TABLE

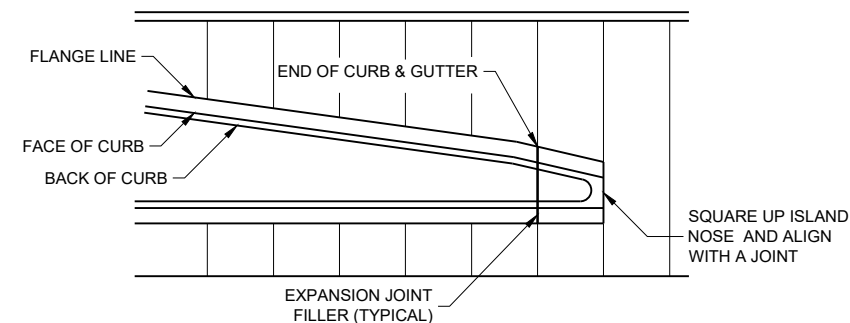
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 1/2"	12'
7", 7 1/2"	14'
8" & ABOVE	15'



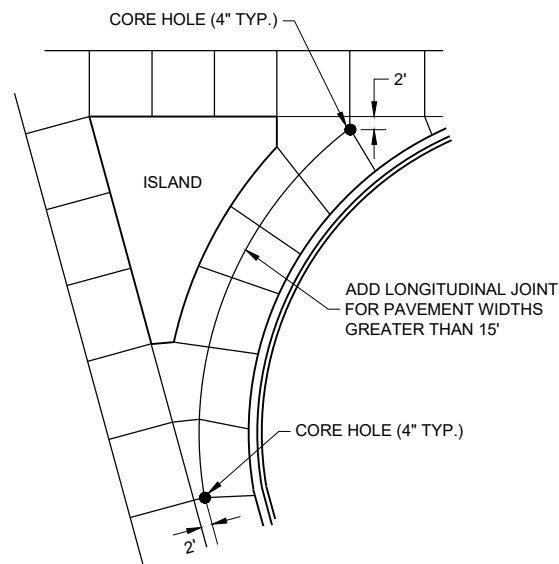
STANDARD INTERSECTION



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

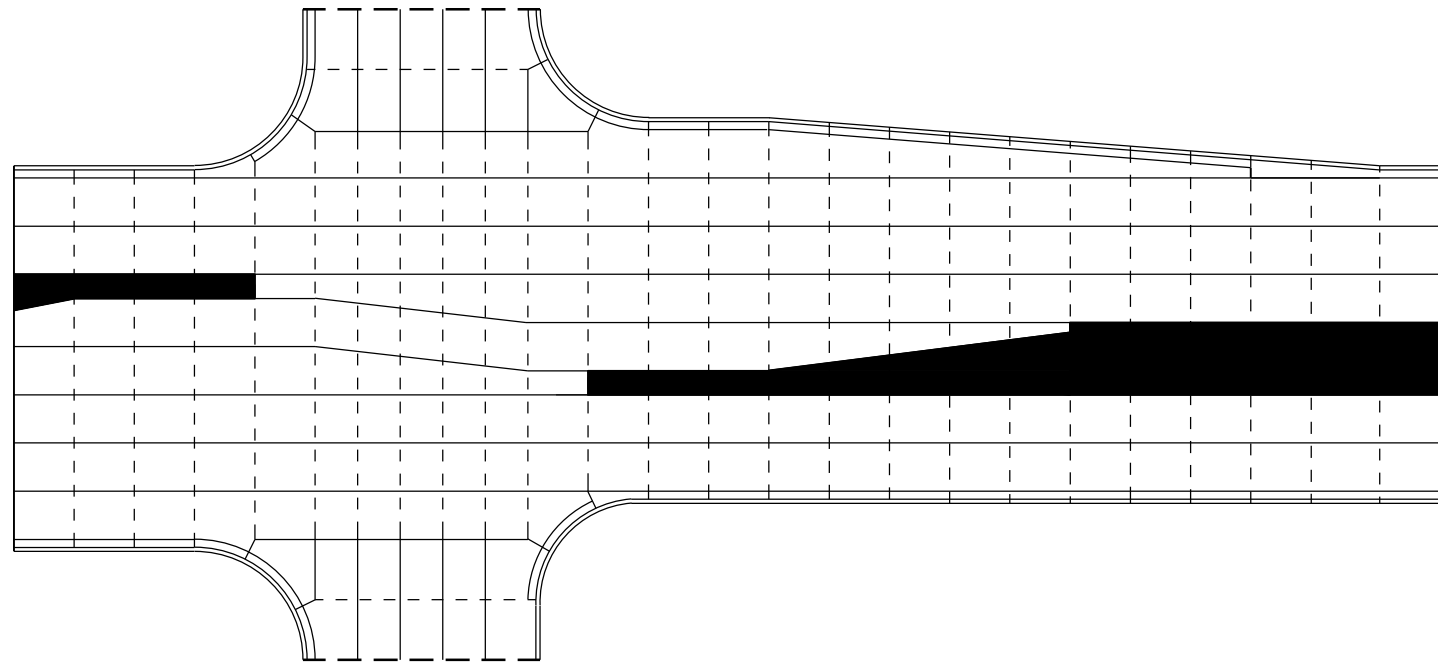
LEGEND

- POTENTIAL DOWELED EXPANSION JOINT
- - - DOWELED JOINT
- TIED JOINT

GENERAL NOTES

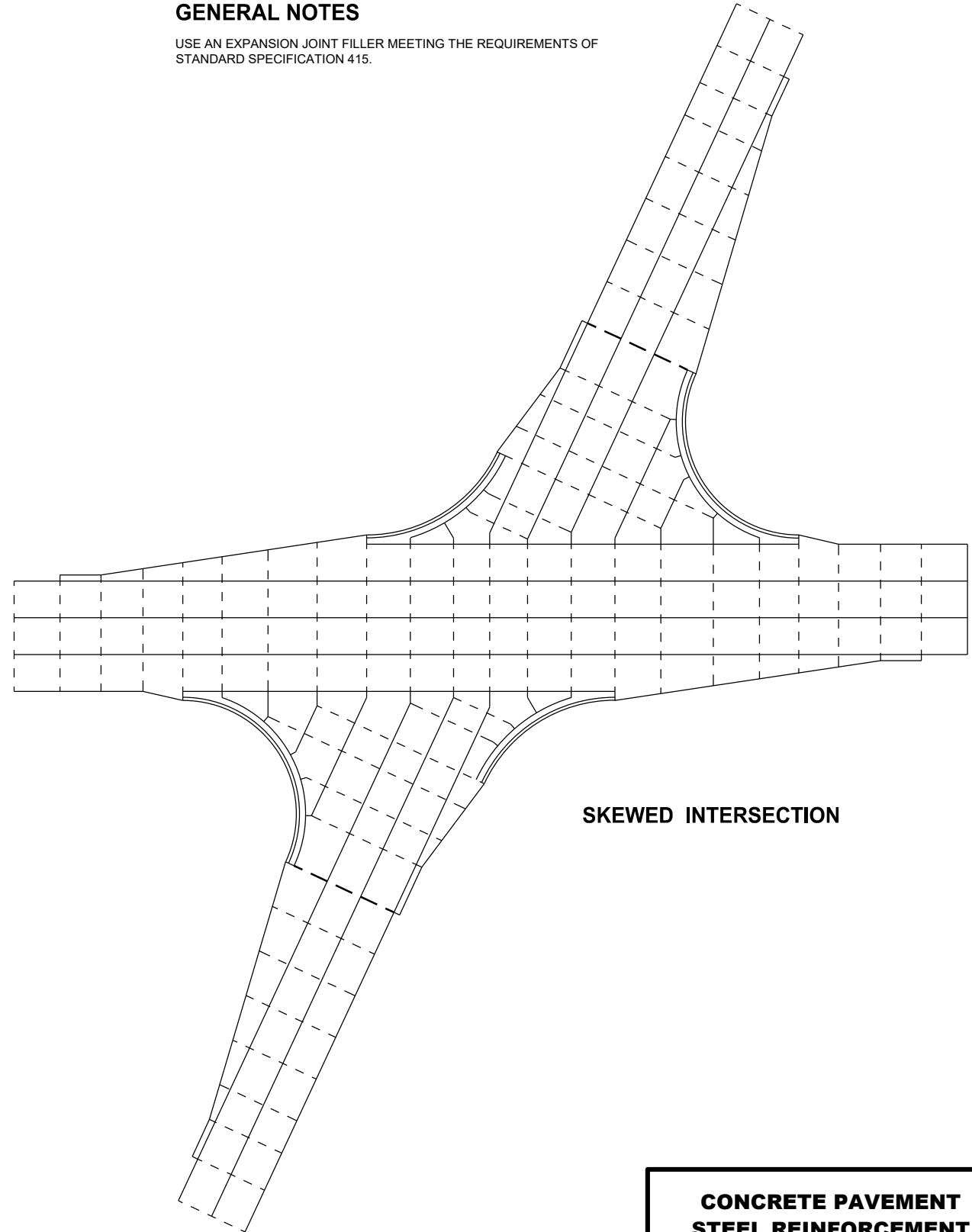
USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.

6



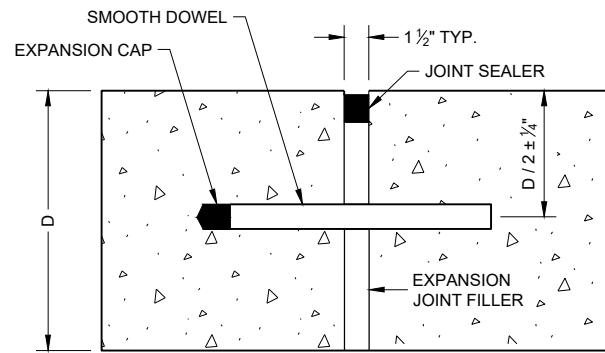
STANDARD INTERSECTION

6

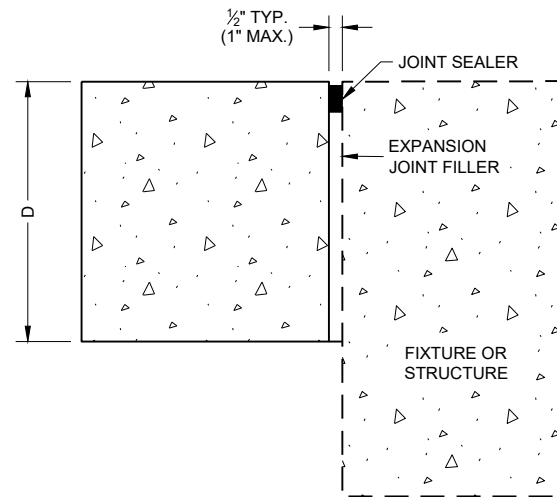


SKewed INTERSECTION

CONCRETE PAVEMENT STEEL REINFORCEMENT
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION



DOWELED TRANSVERSE ①



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

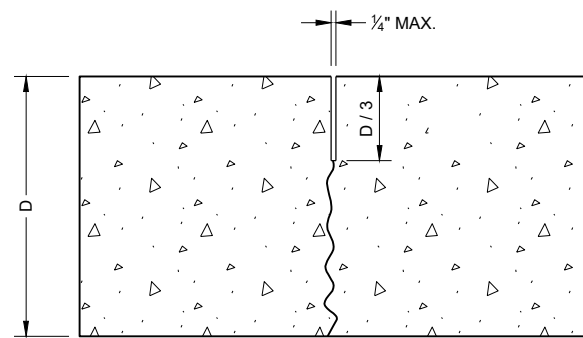
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4*	30"	24" **

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

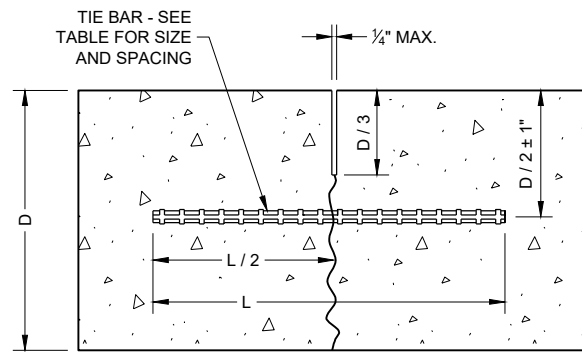
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

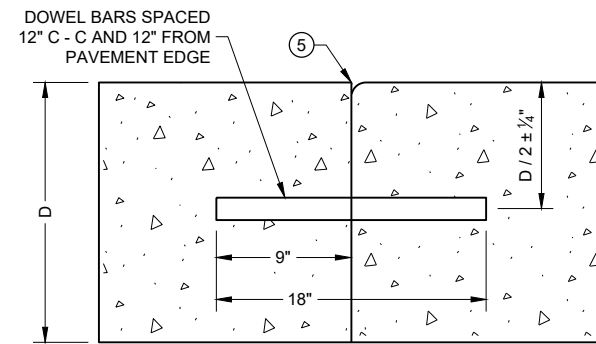
- ① USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
- ② SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
- ③ LOCATE CONSTRUCTION JOINTS A MINIMUM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



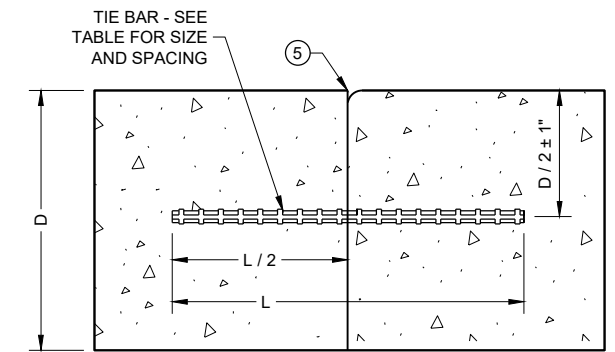
UNDOWELED TRANSVERSE



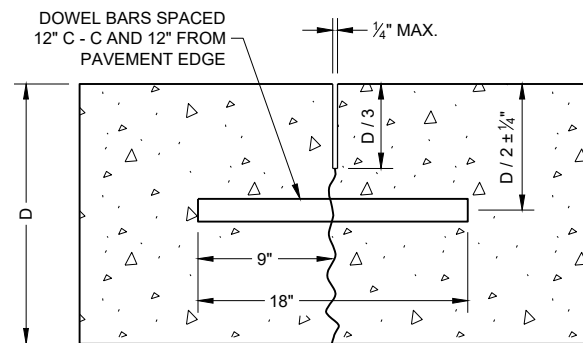
TIED LONGITUDINAL



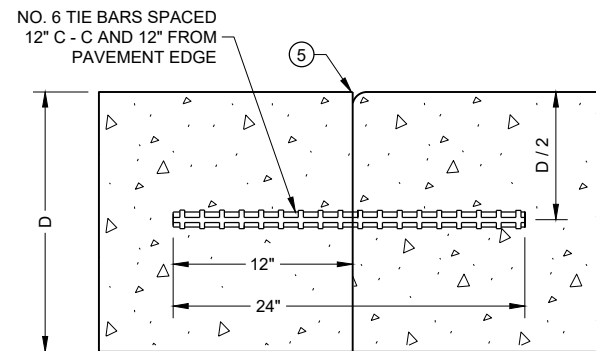
DOWELED TRANSVERSE ③



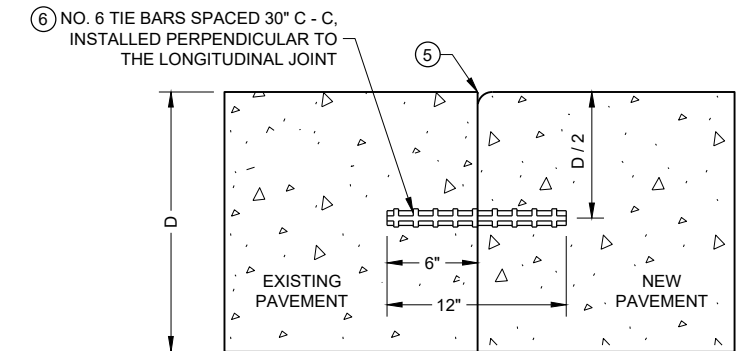
TIED LONGITUDINAL



DOWELED TRANSVERSE



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



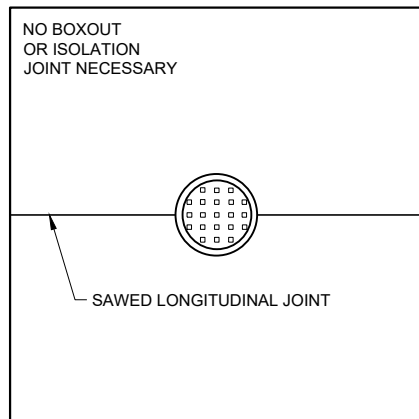
TIED LONGITUDINAL TO EXISTING

CONTRACTION JOINTS ②

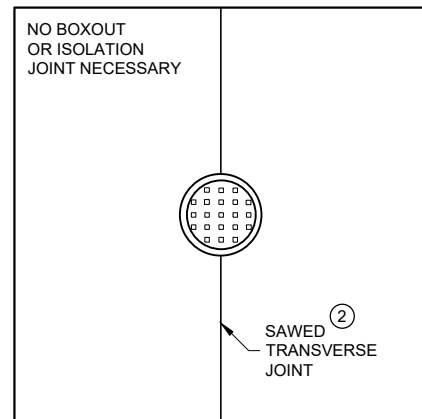
CONSTRUCTION JOINTS ④

**CONCRETE PAVEMENT
JOINT TYPES**

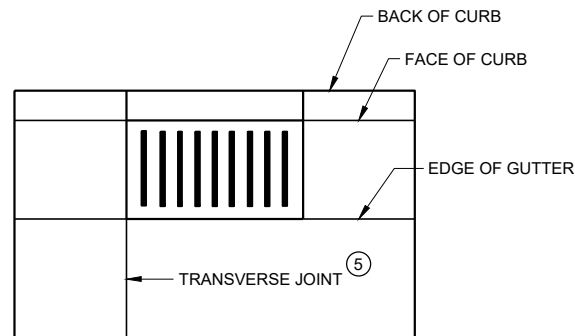
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



MANHOLE WITH LONGITUDINAL JOINT



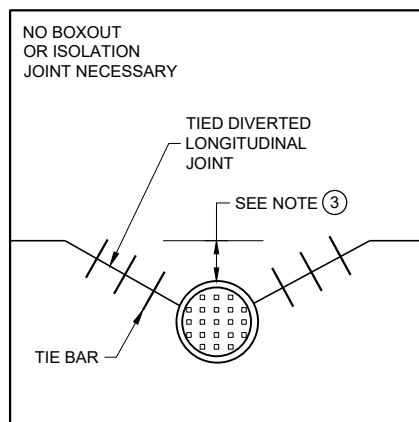
MANHOLE WITH TRANSVERSE JOINT



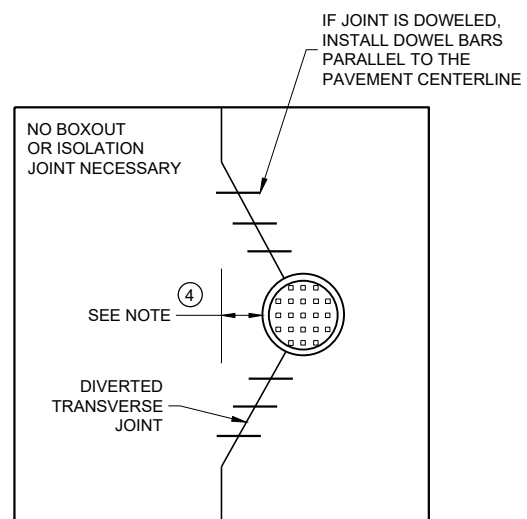
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

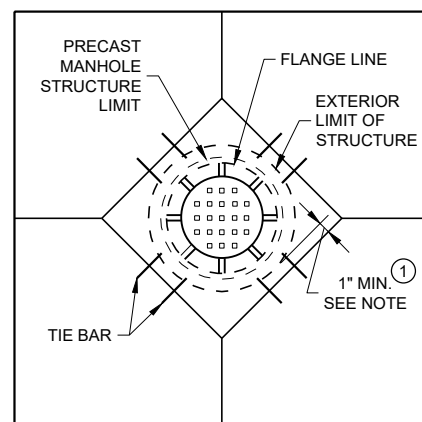
- ① USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
- ② ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
- ③ IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE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



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

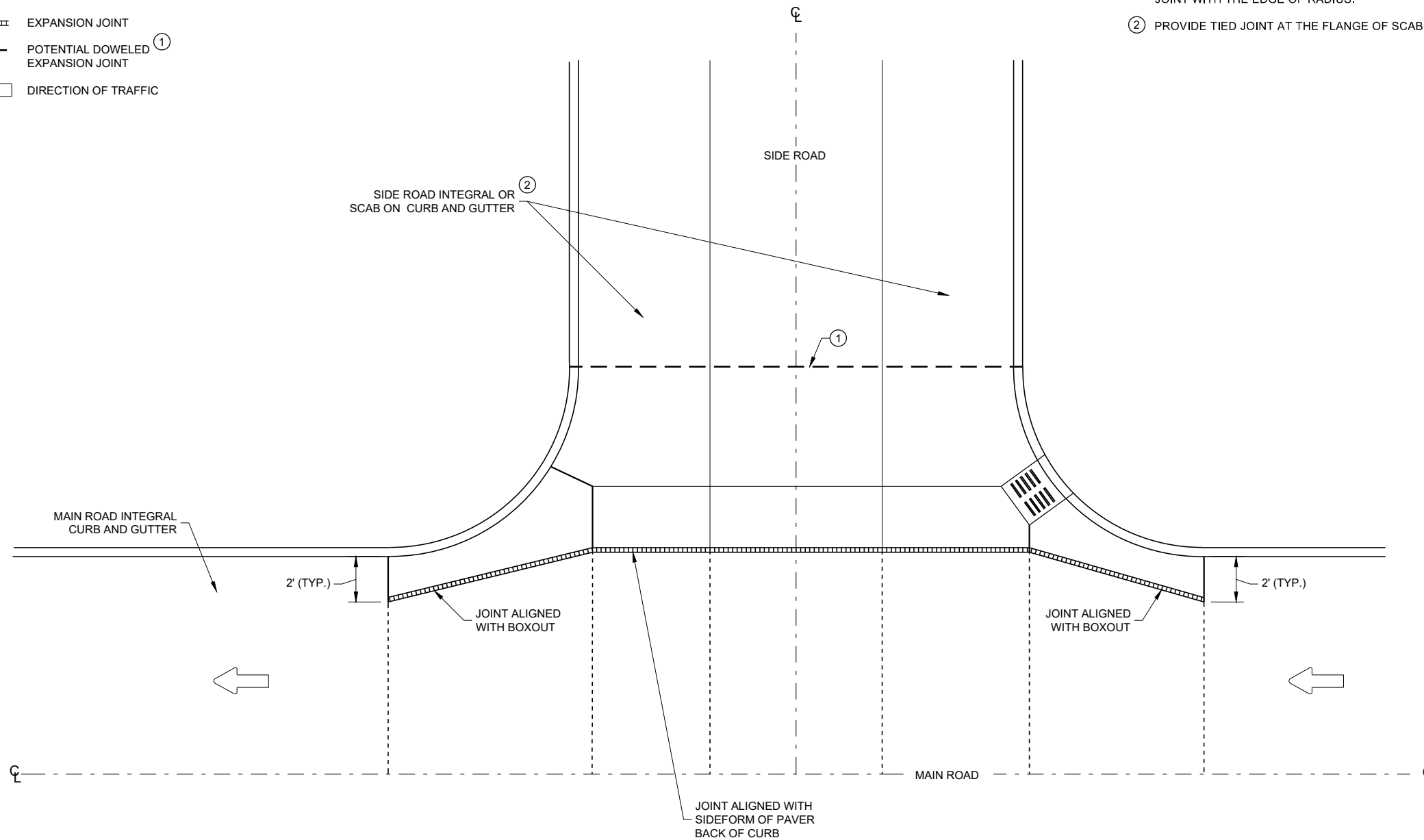
APPROVED	
May 2023	/S/ Peter Kemp P.E.
DATE	PAVEMENT SUPERVISOR

LEGEND

- DOWELED JOINT
- TIED JOINT
- ▨▨▨▨ EXPANSION JOINT
- — — — POTENTIAL DOWELED ^① EXPANSION JOINT
- ← DIRECTION OF TRAFFIC

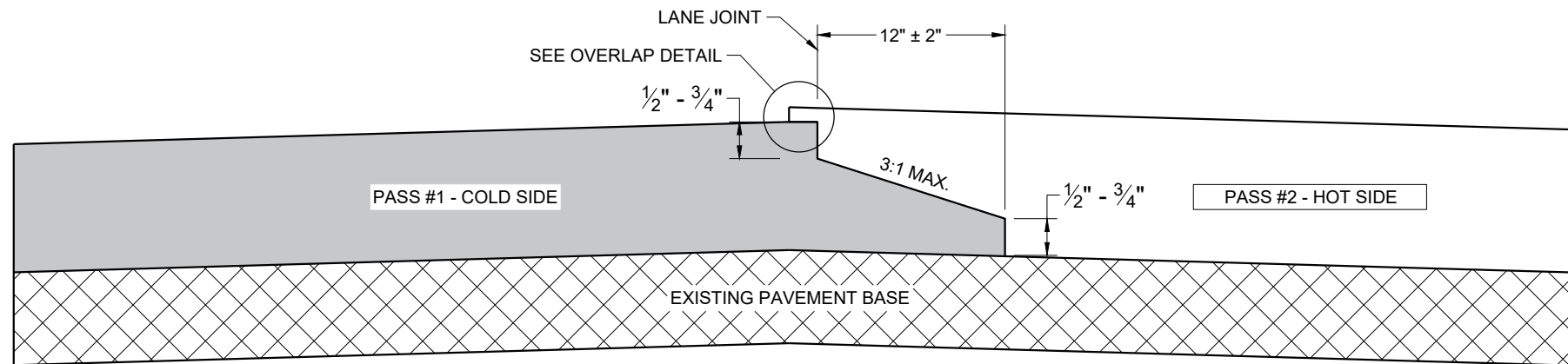
GENERAL NOTES

- ① CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH THE EDGE OF RADIUS.
- ② PROVIDE TIED JOINT AT THE FLANGE OF SCAB ON CURB IF SCAB ON CURB AND GUTTER IS USE.

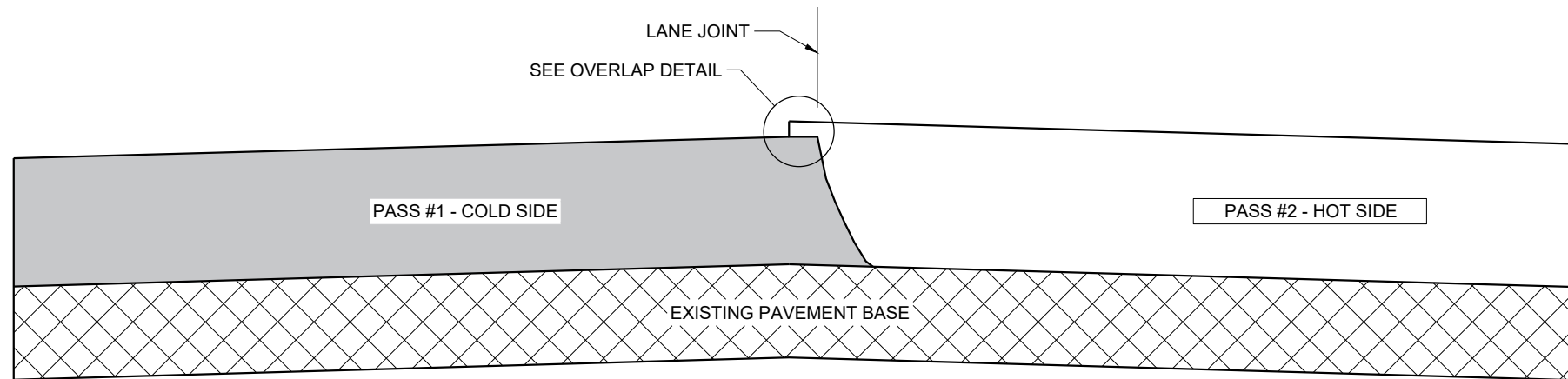


INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

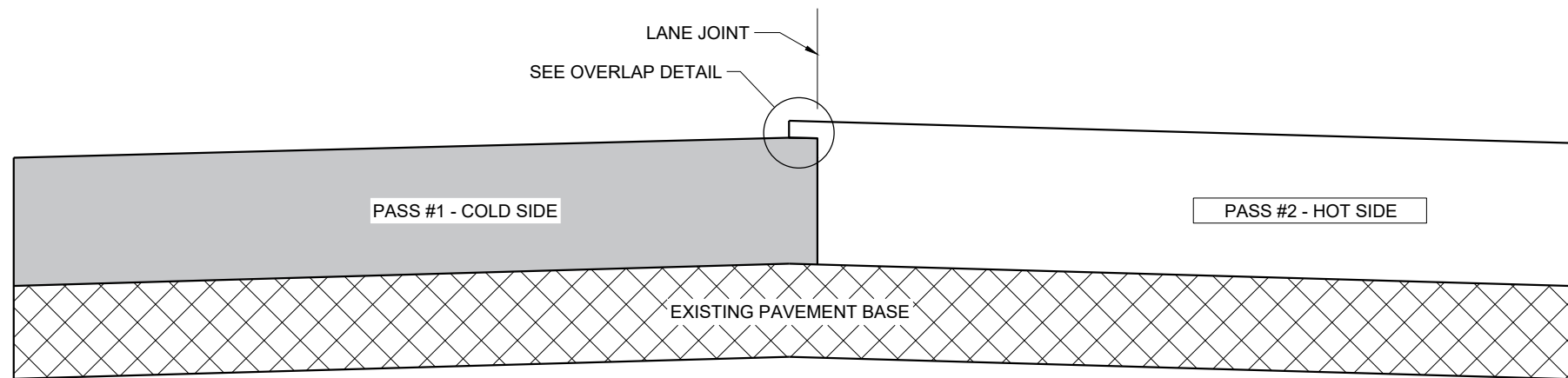
CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Peter Kemp P.E. PAVEMENT SUPERVISOR
FHWA	



**TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT**



**TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT**



**TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)**

GENERAL NOTES

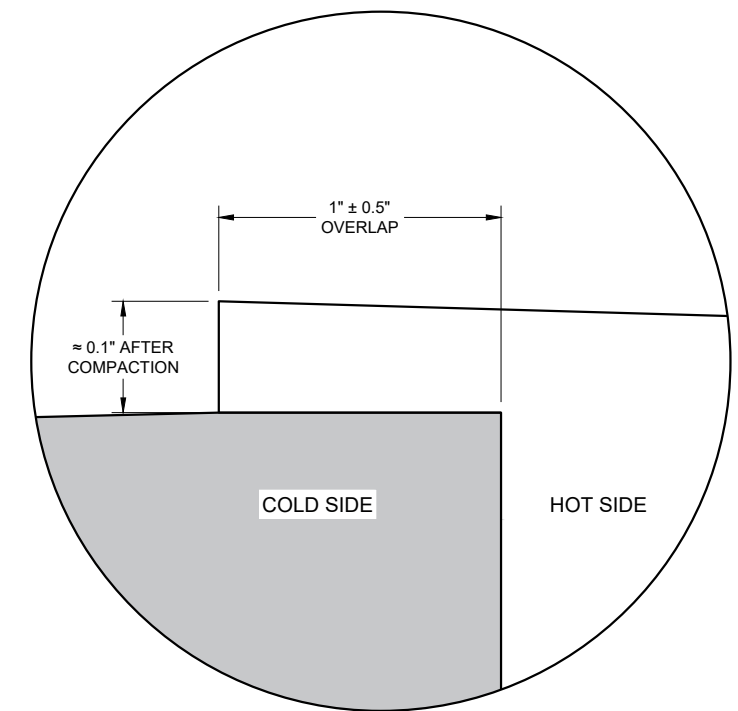
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY $1" \pm 0.5"$ 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)

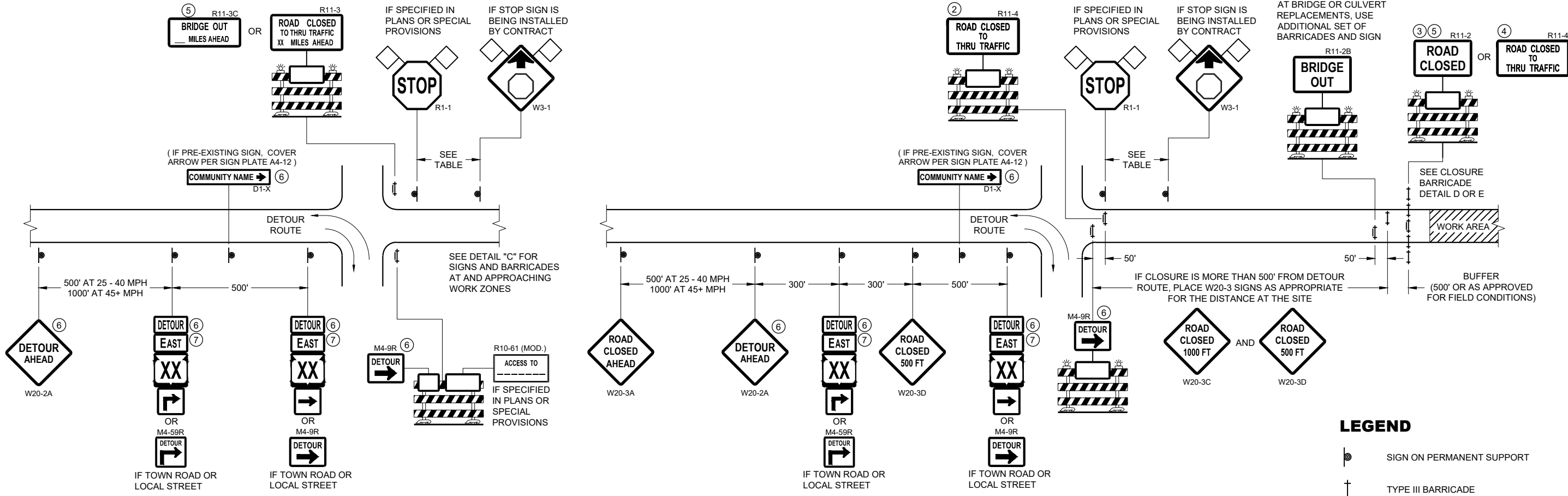
6

6

SDD 13C19 - 03

SDD 13C19 - 03

HMA LONGITUDINAL JOINTS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2020 DATE	/S/ Steven Hefel HMA PAVEMENT ENGINEER
FHWA	



**DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR**

WORK ZONE GREATER THAN OR EQUAL TO 1/2 MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)

**DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR**

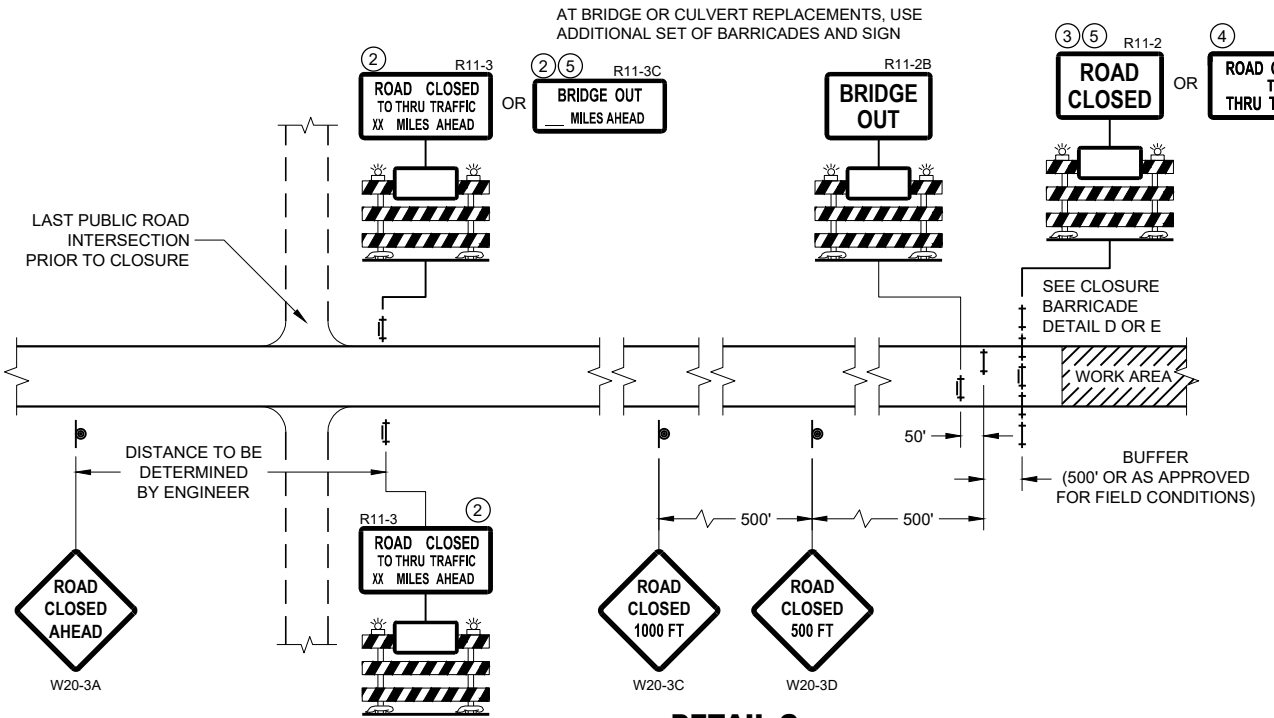
WORK ZONE LESS THAN 1/2 MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)

LEGEND

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

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

- M4 - 8
- M3 - X
- M1 - 4
- M1 - 6
- M1 - 5A
- M05 - 1
- M06 - 1



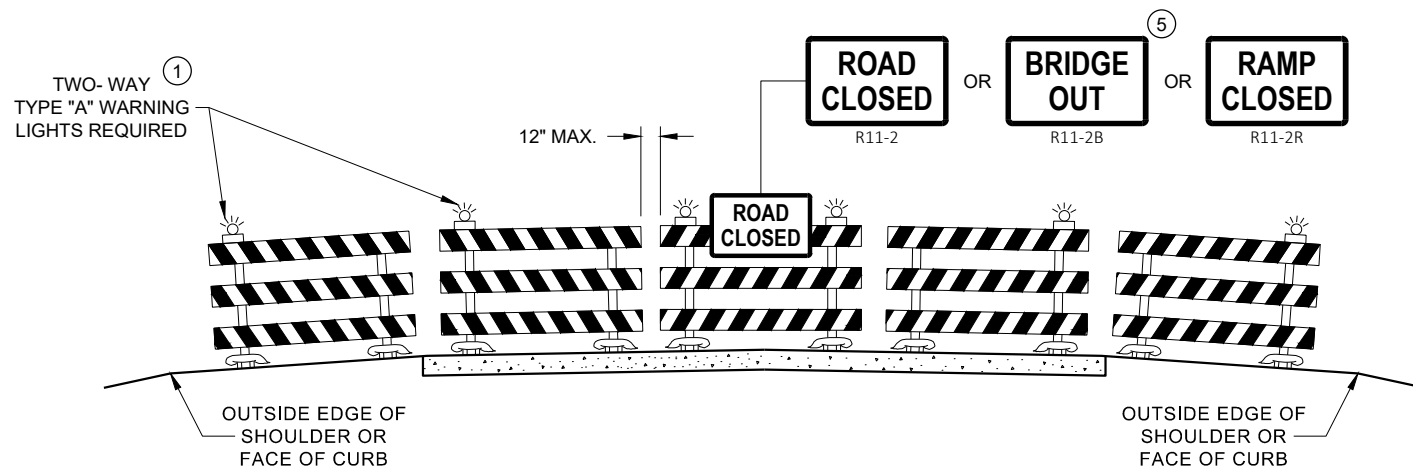
**DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR**

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

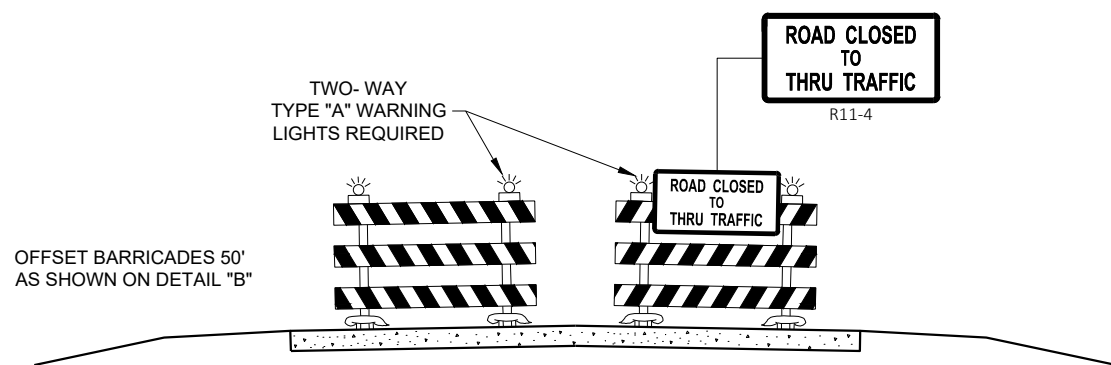
**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER



**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"

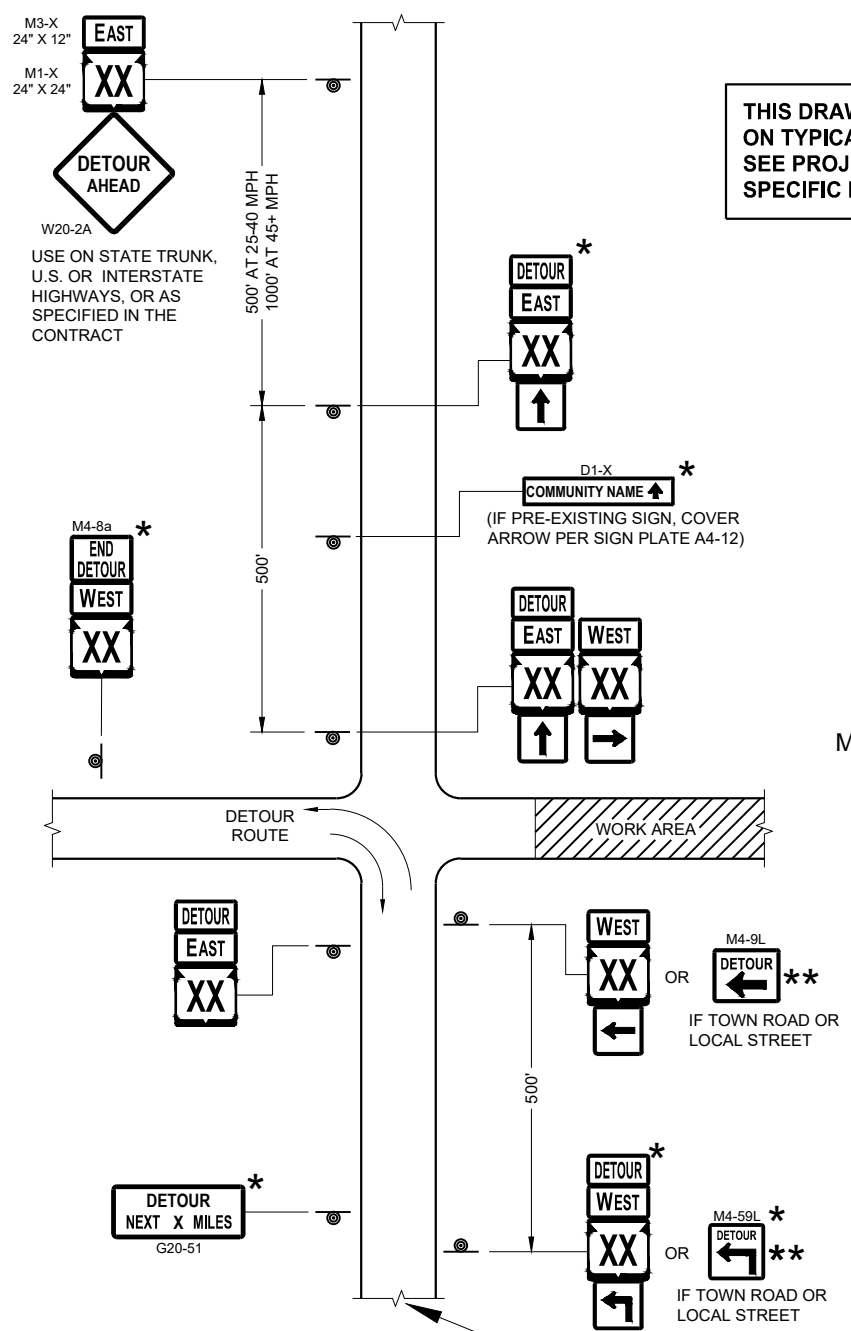
- ① TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING).
- ② THESE SIGNS 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
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA



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

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- M4 - 8
- M3 - X
- M1 - 4
- M1 - 6
- M1 - 5A
- M05 - 1
- M06 - 1
- M06 - 1

GENERAL NOTES

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

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

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

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

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

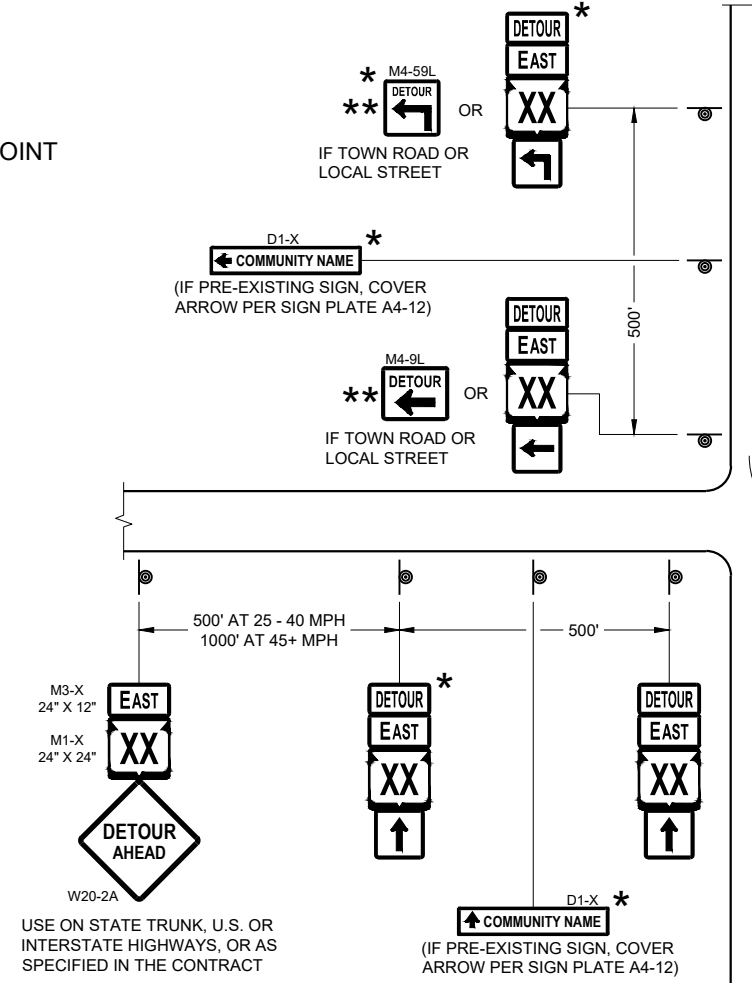
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

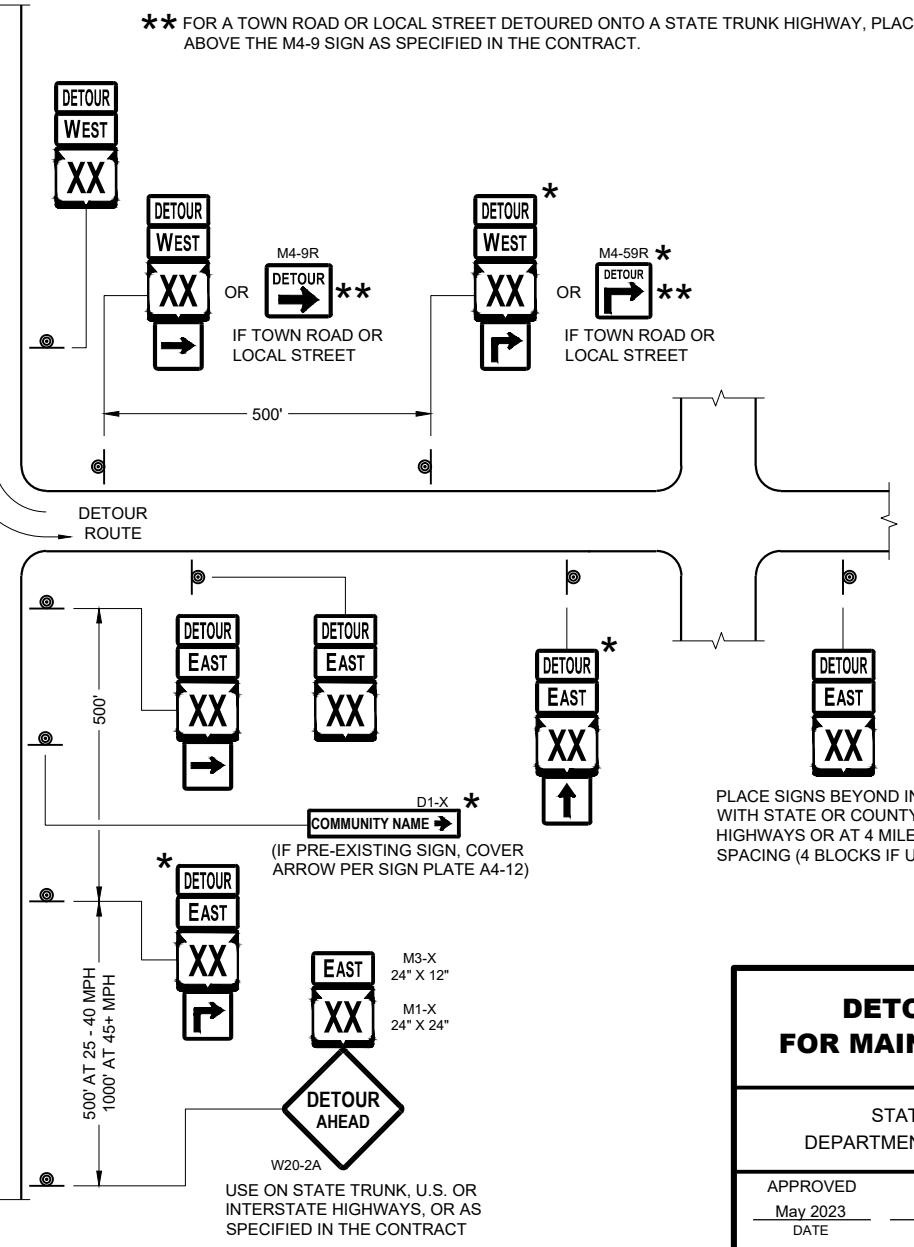
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING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

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

MATCH POINT



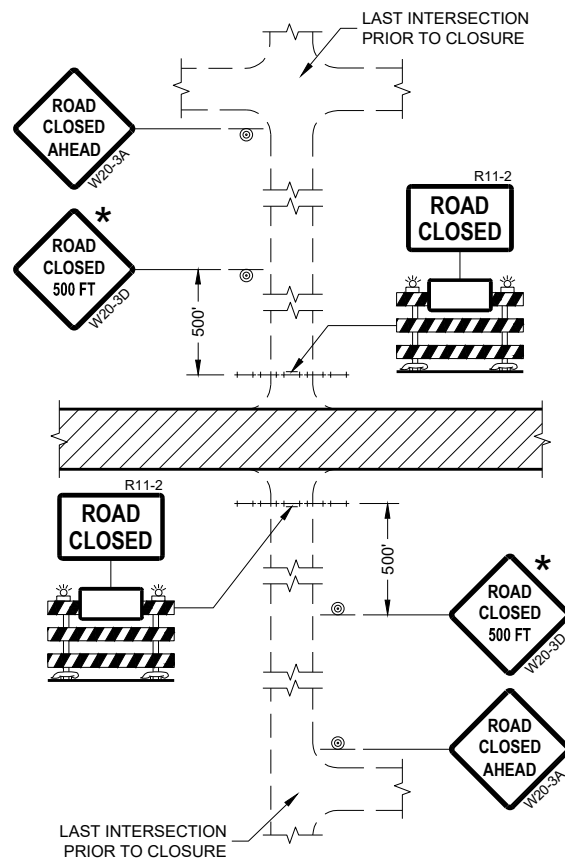
**DETAIL F
DETOUR SIGNING**



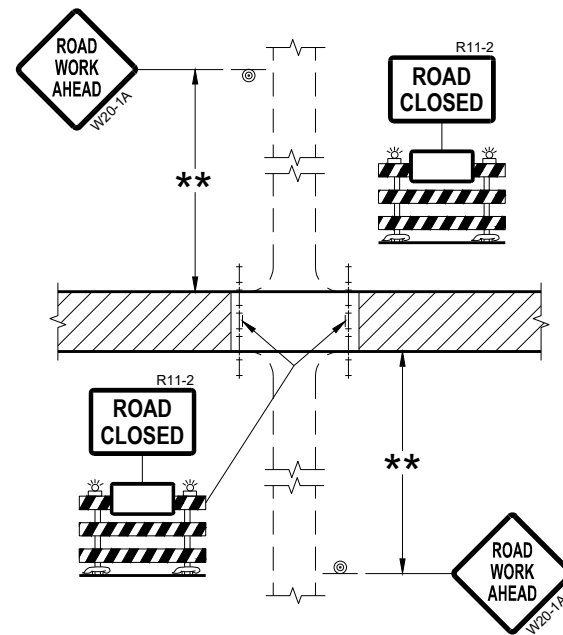
PLACE SIGNS BEYOND INTERSECTIONS WITH STATE OR COUNTY TRUNK HIGHWAYS OR AT 4 MILE MAXIMUM SPACING (4 BLOCKS IF URBAN AREA)

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

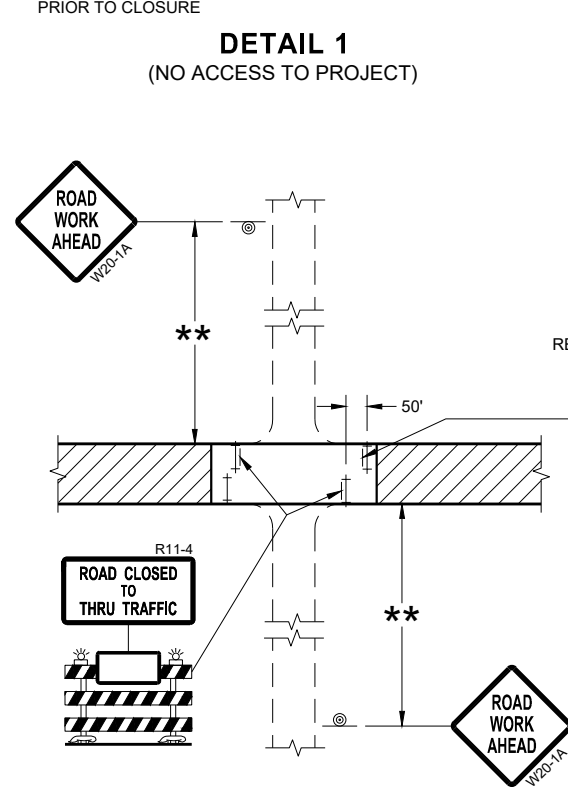
DETOUR SIGNING FOR MAINLINE CLOSURES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
<small>FHWA</small>	



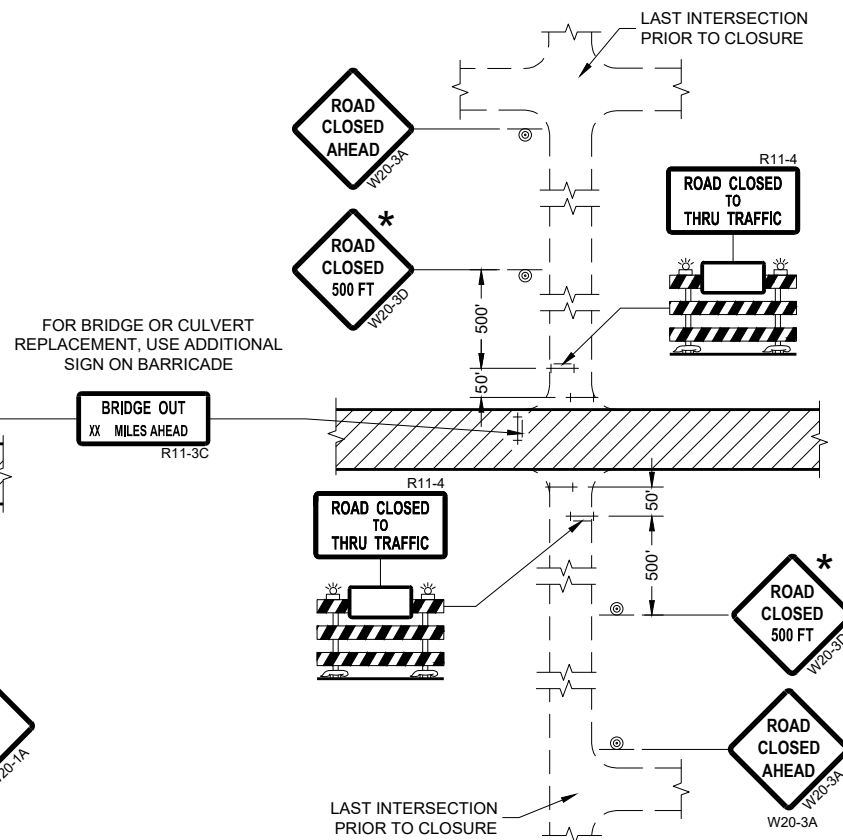
DETAIL 1
(NO ACCESS TO PROJECT)



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

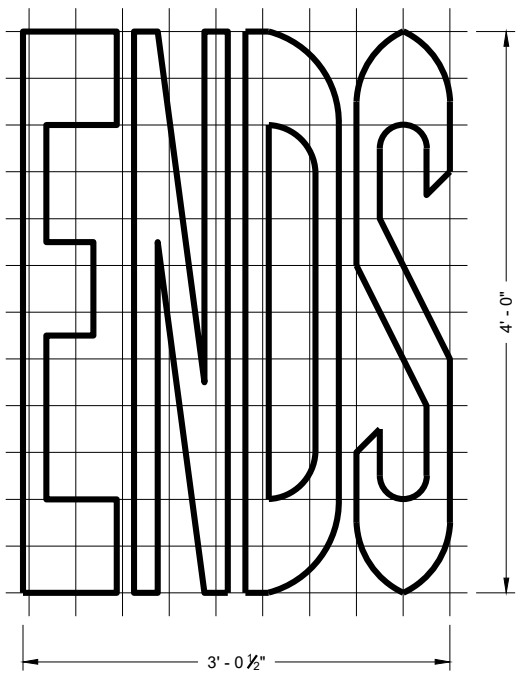
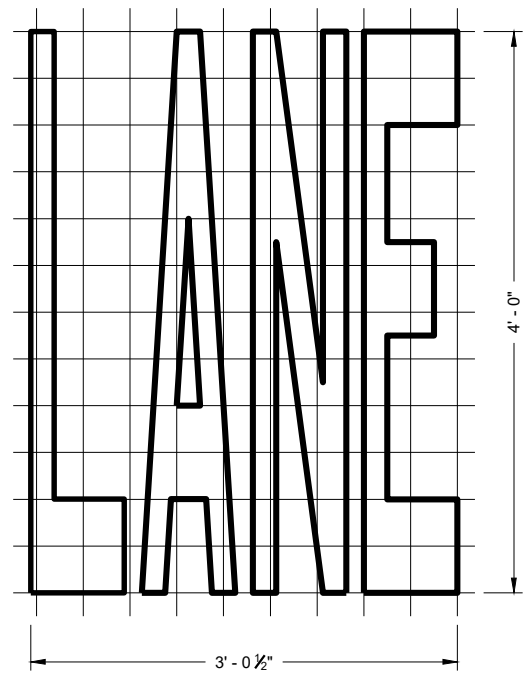
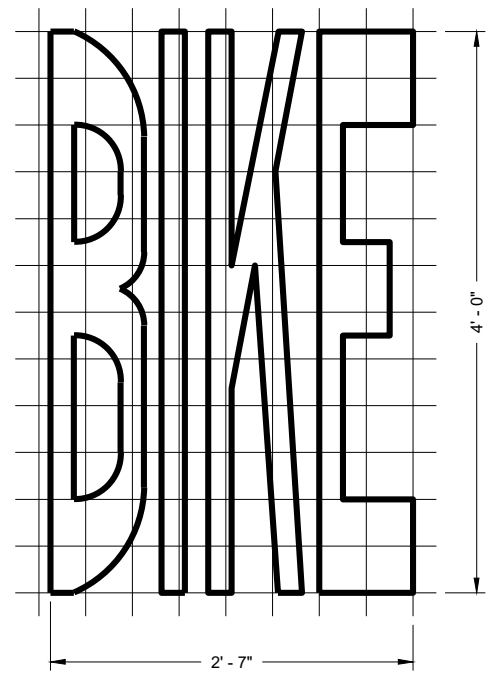
**BARRICADES AND SIGNS
FOR
SIDEROAD CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER



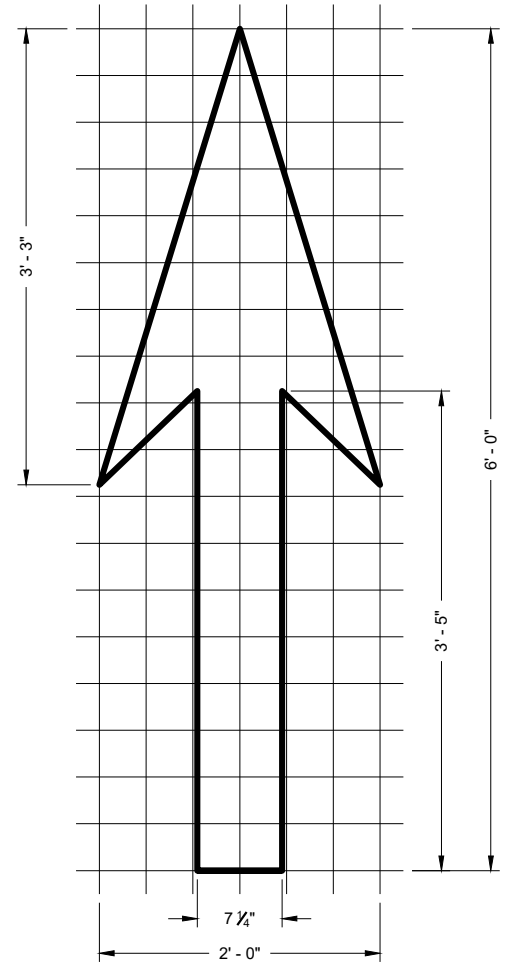
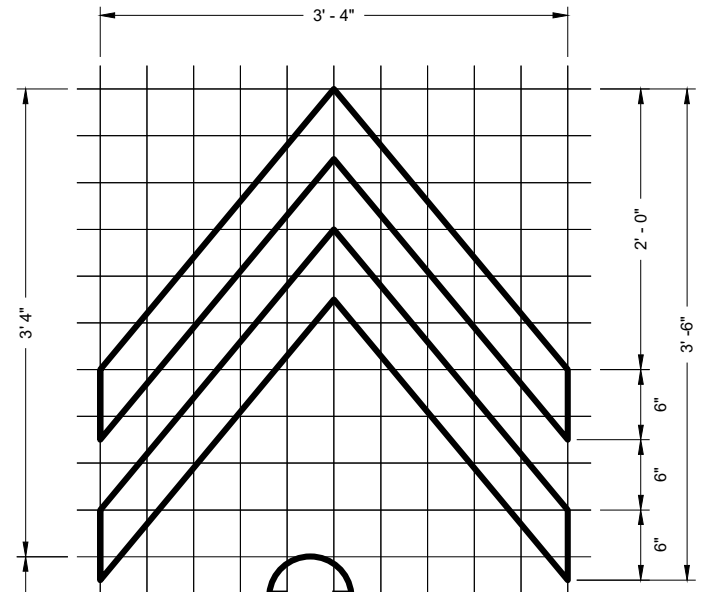
SDD 15C7-e Pavement Marking For Bike Lanes



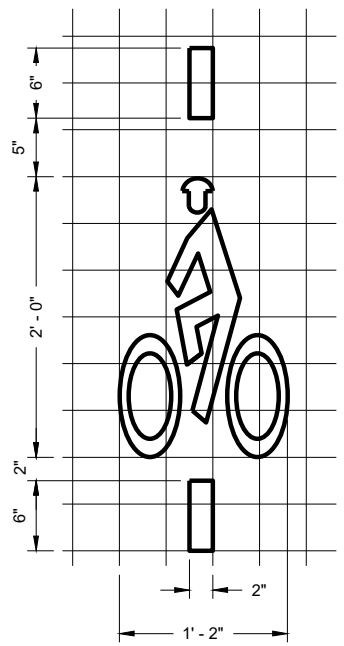
BIKE LANE WORDS

GENERAL NOTES

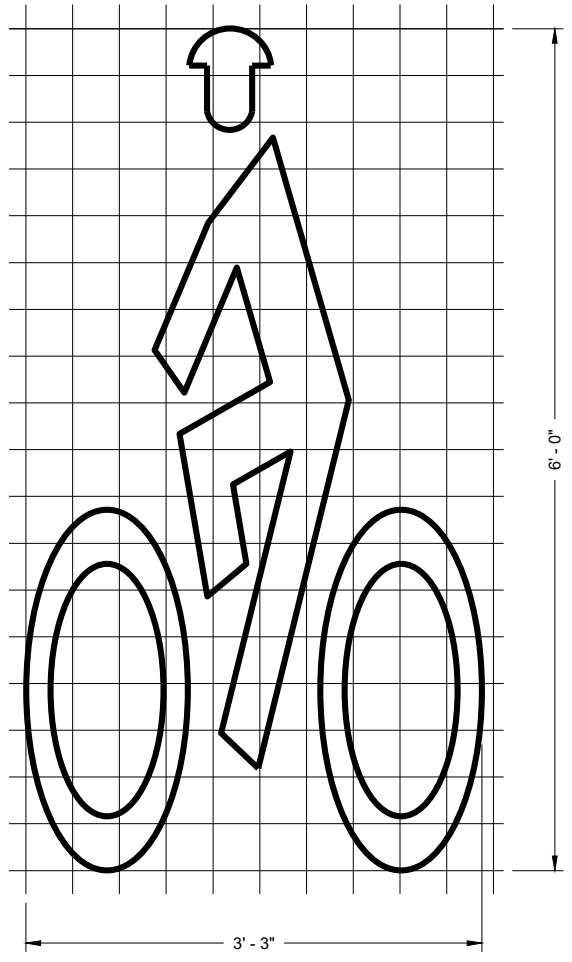
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



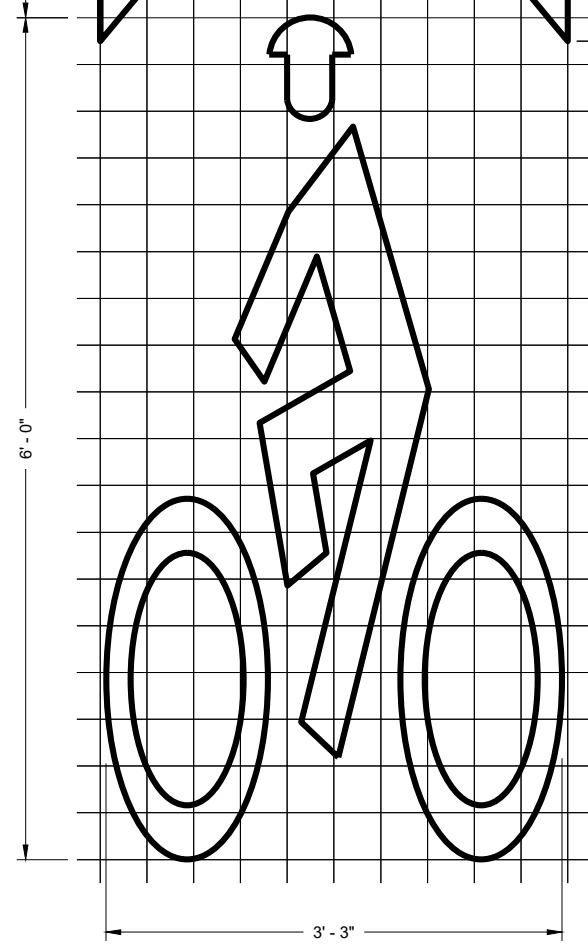
BIKE LANE ARROW



BICYCLE DETECTOR PAVEMENT MARKING



BIKE LANE SYMBOL



BIKE LANE SYMBOL FOR SHARED LANE

6

6

SDD 15C07 - 15e

SDD 15C07 - 15e




PAVEMENT MARKING FOR BIKE LANES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2019 DATE	/s/ Matthew Rauch STATE SIGNING AND MARKING ENGINEER
FHWA	

GENERAL NOTES

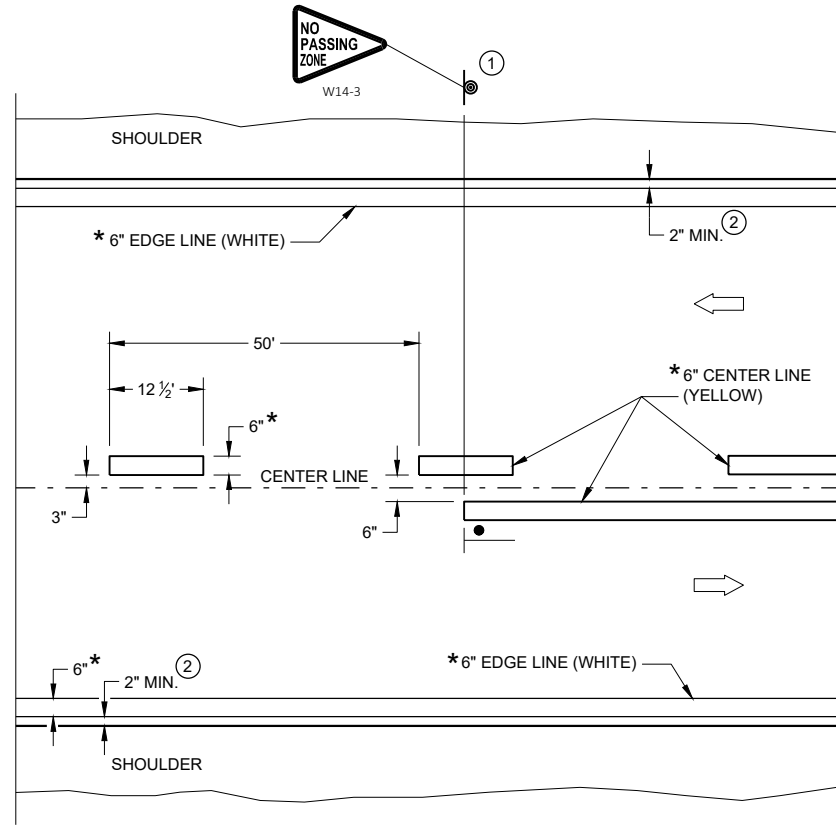
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

- 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.

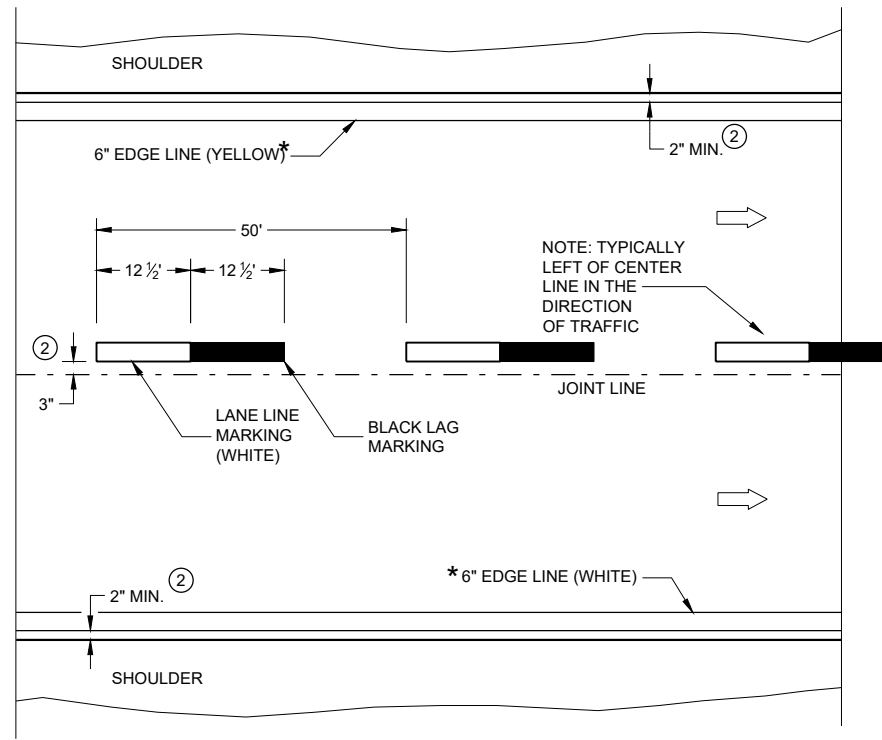
LEGEND

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

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

6

6

SDD 15C08-23a

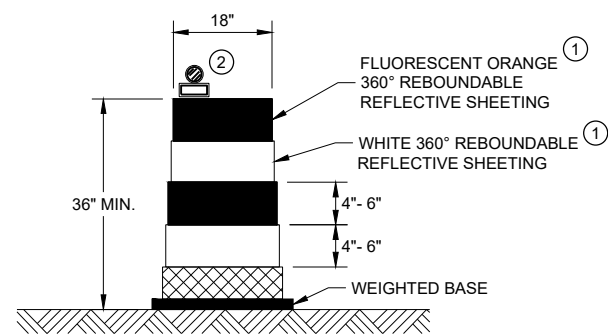
SDD 15C08-23a

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

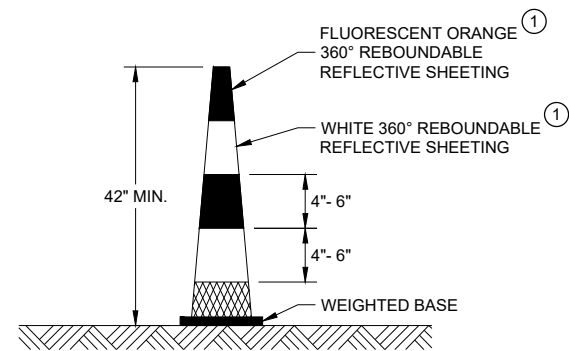
APPROVED
May 2023 /S/ Jeannie Silver
DATE STATEWIDE SIGNING AND MARKING ENGINEER

FHWA



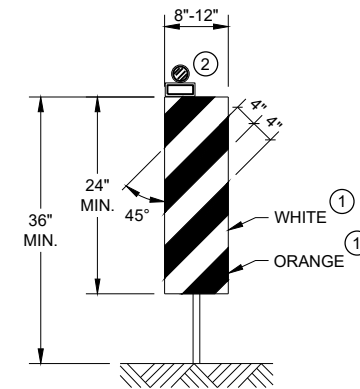
DRUM

BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS
BALLAST WIDTHS
RANGE FROM 14"-20"

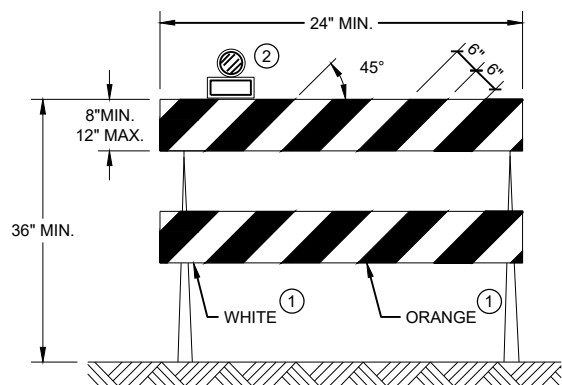


VERTICAL PANEL

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

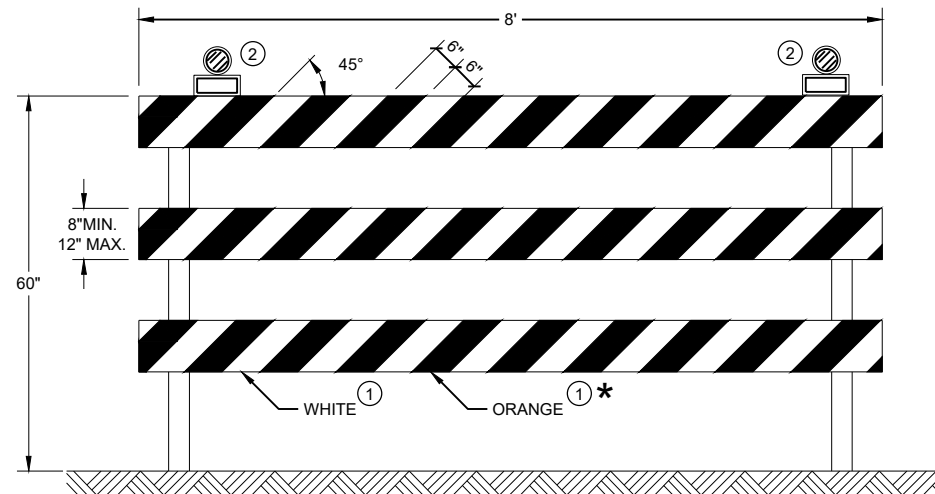
GENERAL NOTES

- 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.



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**

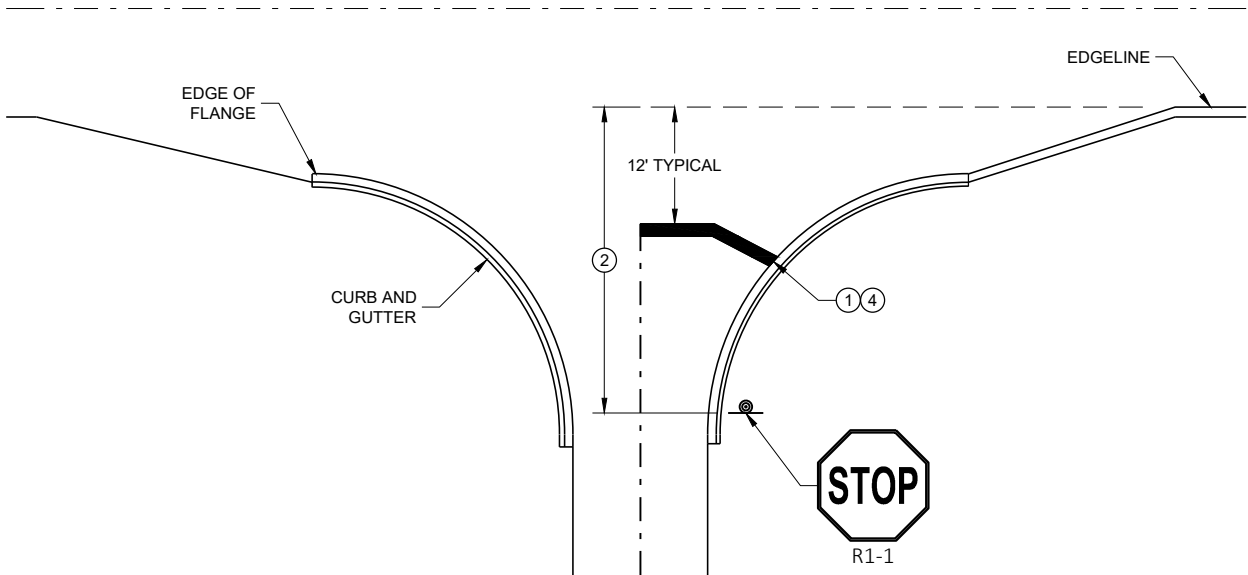
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
 November 2022 /S/ Andrew Heidtke
 DATE WORK ZONE ENGINEER
 FHWA

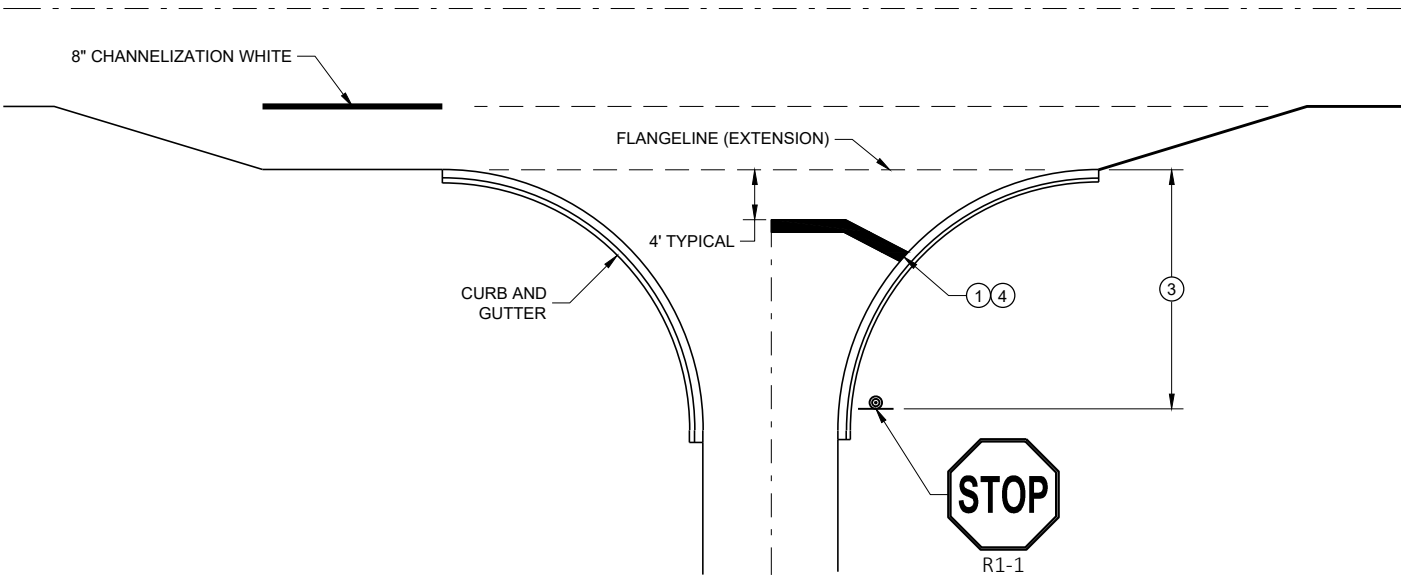
GENERAL NOTES

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

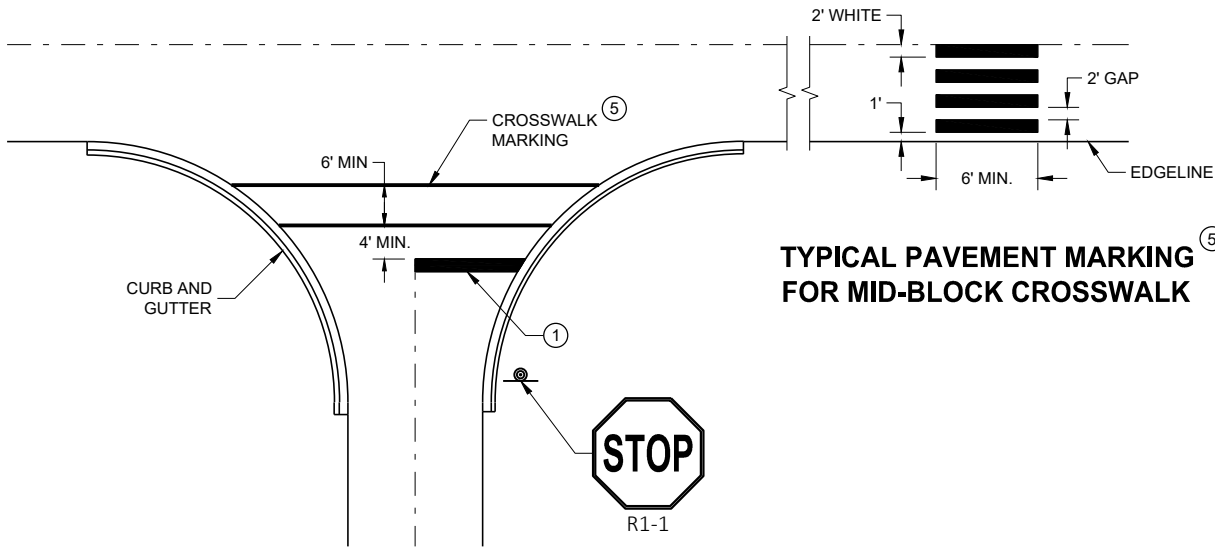
- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
- ③ NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE 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.



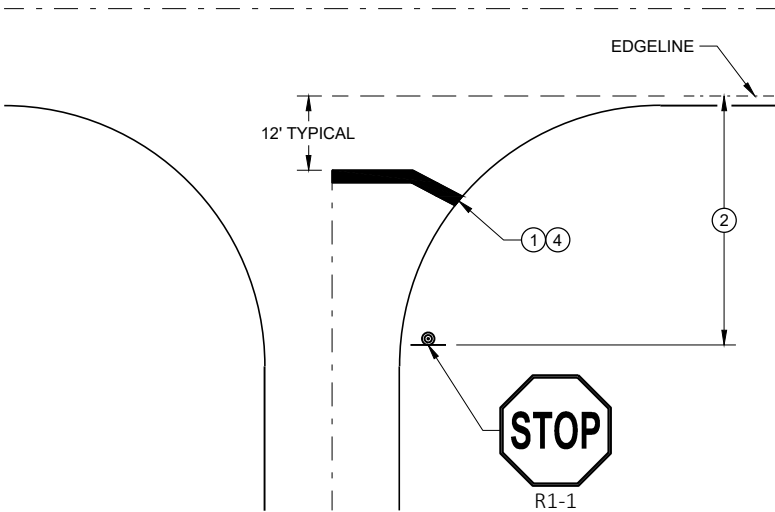
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



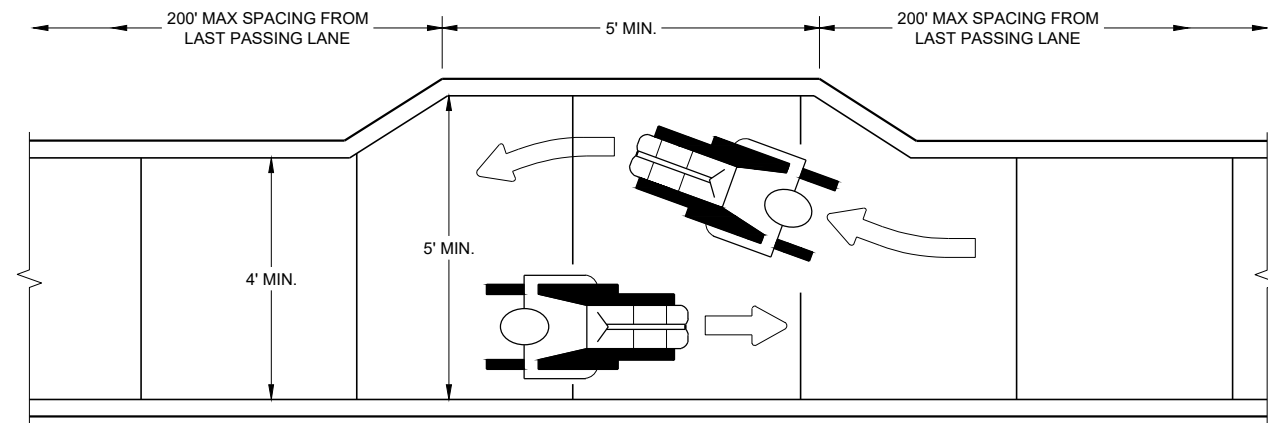
TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

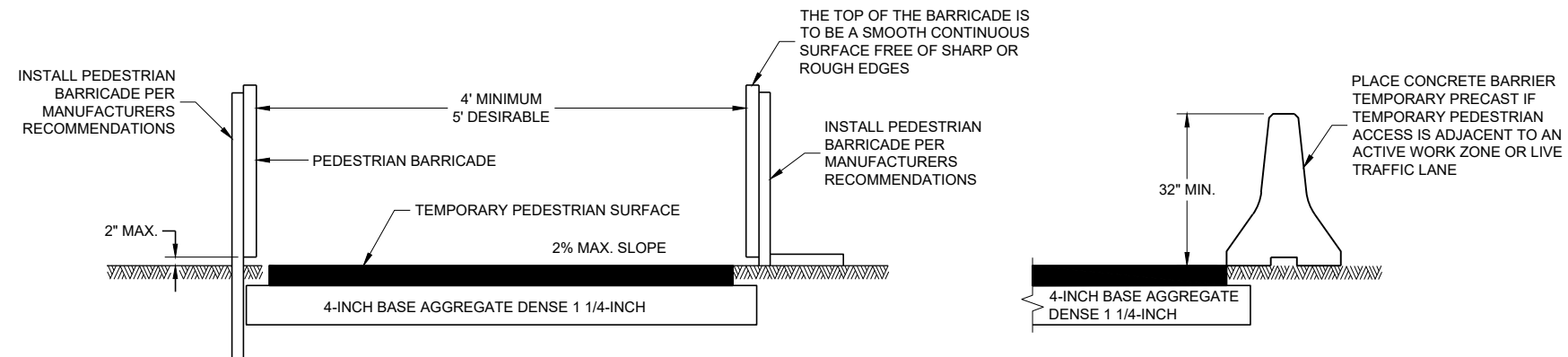
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 /S/ Matthew Rauch
DATE STATE SIGNING AND MARKING ENGINEER

FHWA



NARROW SIDEWALK PASSING DETAIL



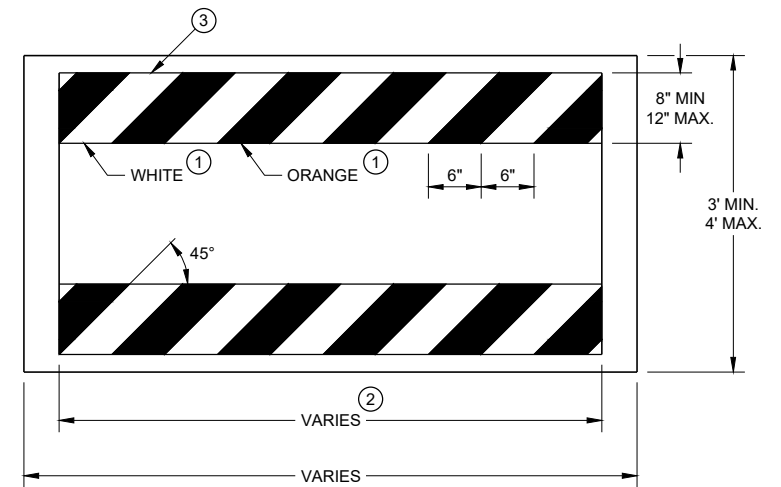
TEMPORARY PEDESTRIAN ACCESS

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.



TEMPORARY PEDESTRIAN BARRICADE*

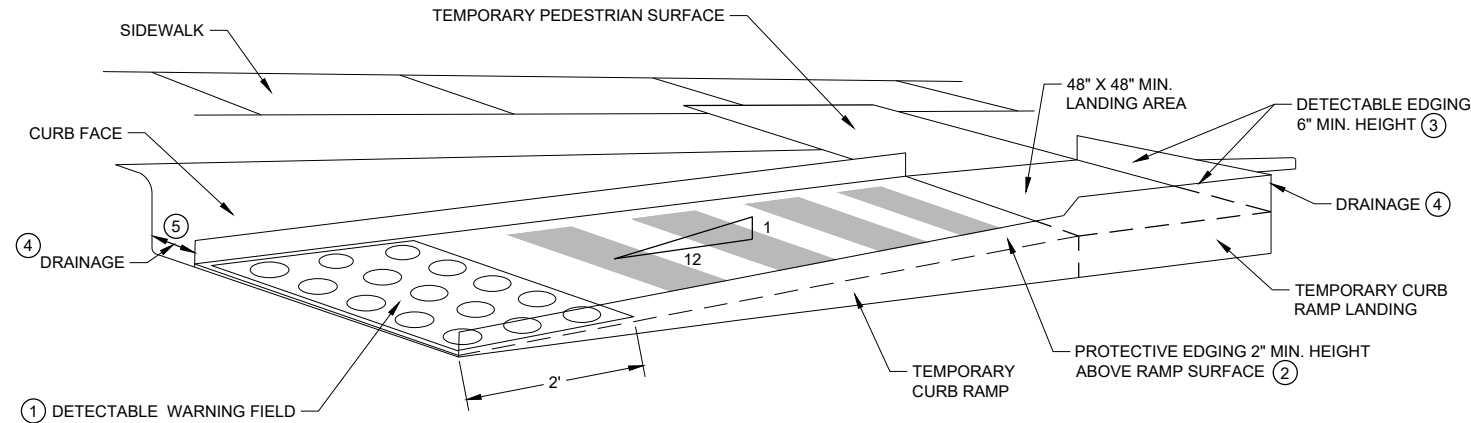
**TRAFFIC CONTROL,
PEDESTRIAN
ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

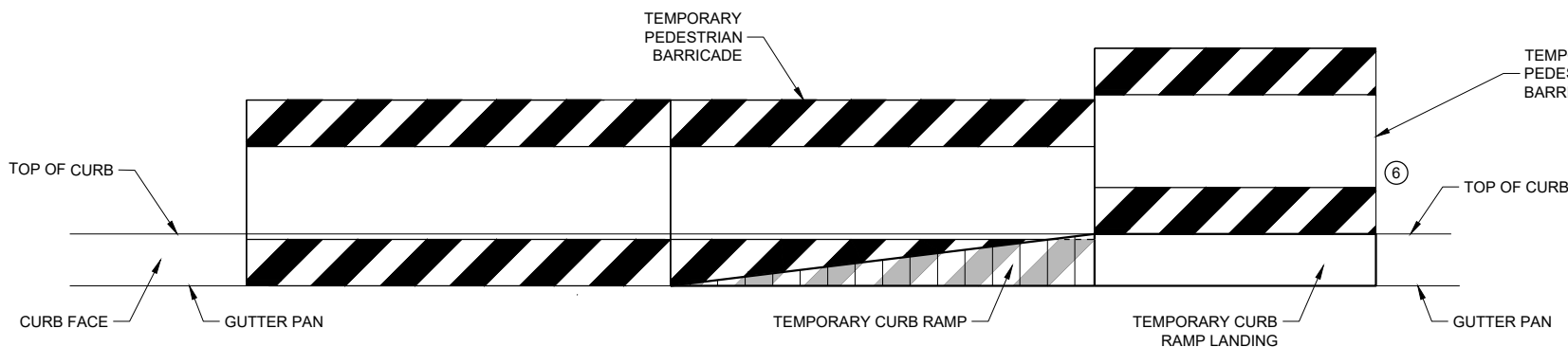
GENERAL NOTES

CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.
 CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.
 CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
 LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.
 CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES MAY BE VERTICAL UP TO 1/4" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

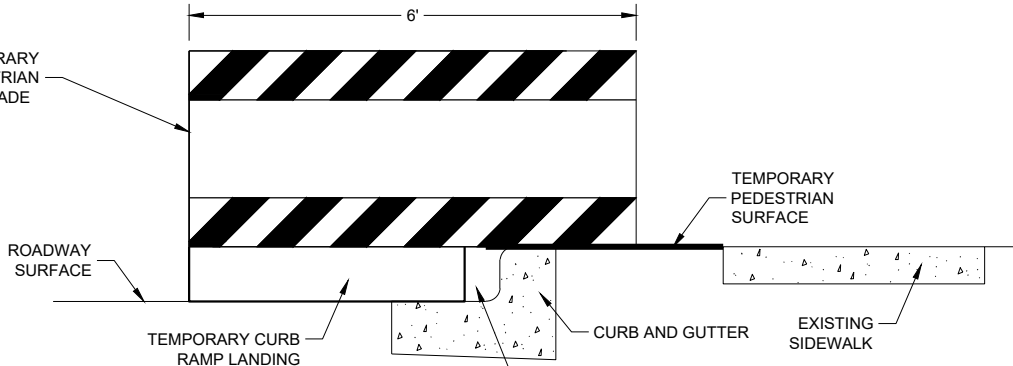
- ① INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). 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 DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- ⑤ ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.
- ⑥ IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



PERSPECTIVE VIEW



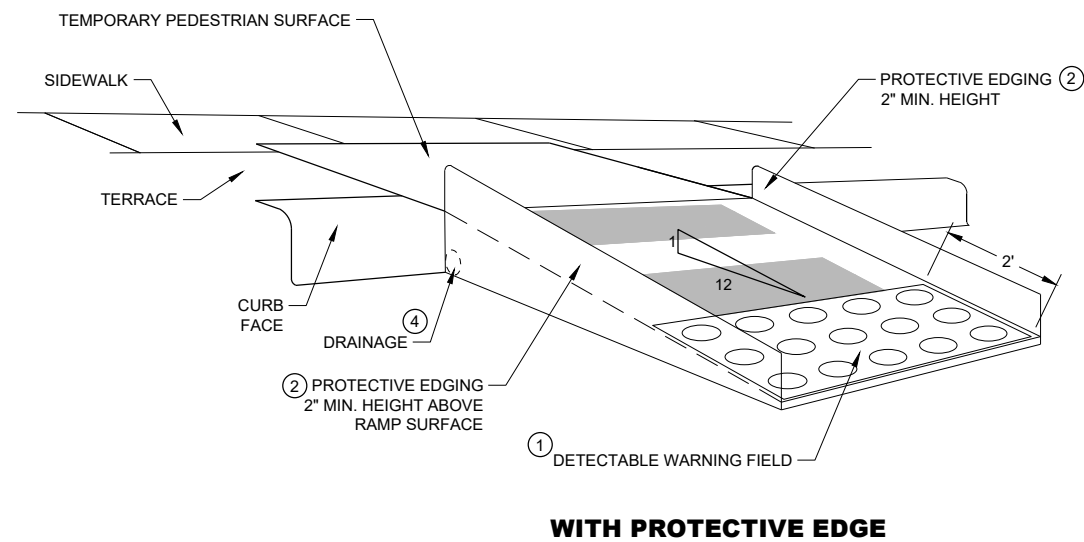
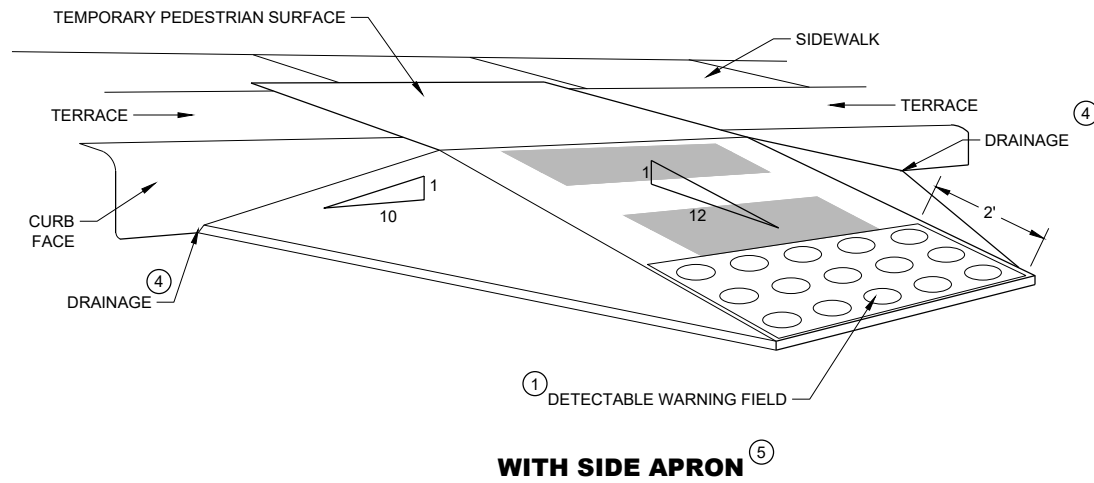
FRONT VIEW



SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

<p>TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION</p>
<p>STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION</p>



TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.







CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES MAY BE VERTICAL UP TO 1/4" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

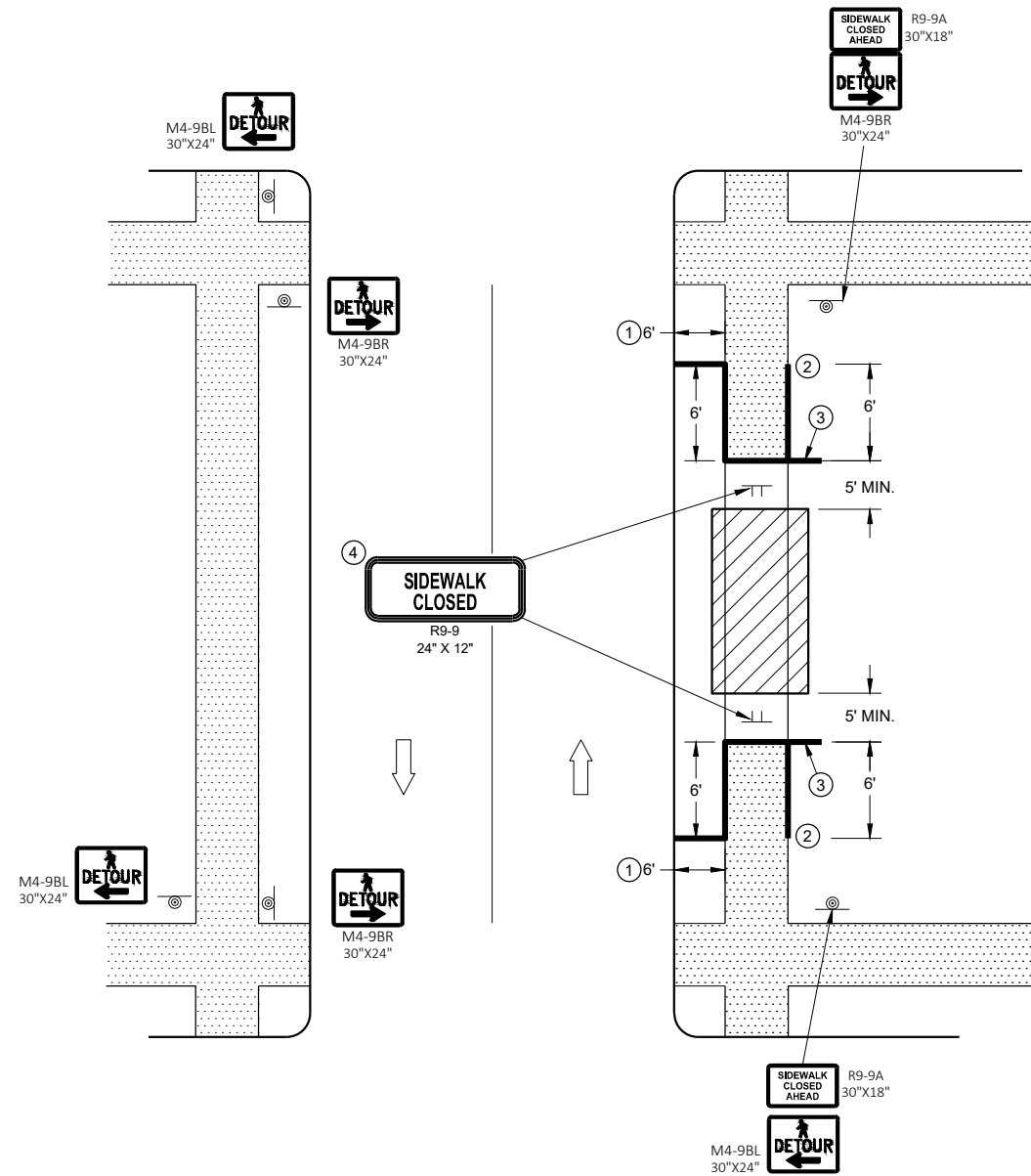
- ① INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE 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 DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- ⑤ CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  SIGN ON TEMPORARY SUPPORT
-  UNDER PEDESTRIAN TRAFFIC
-  WORK AREA
-  TEMPORARY PEDESTRIAN BARRICADE
-  DIRECTION OF TRAFFIC

GENERAL NOTES

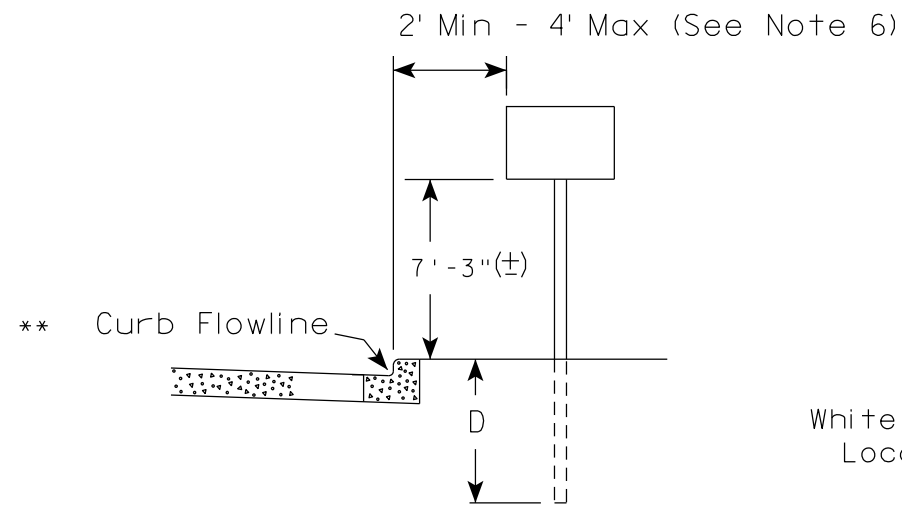
- SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.
- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.
- ① IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
 - ② PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
 - ③ IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
 - ④ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



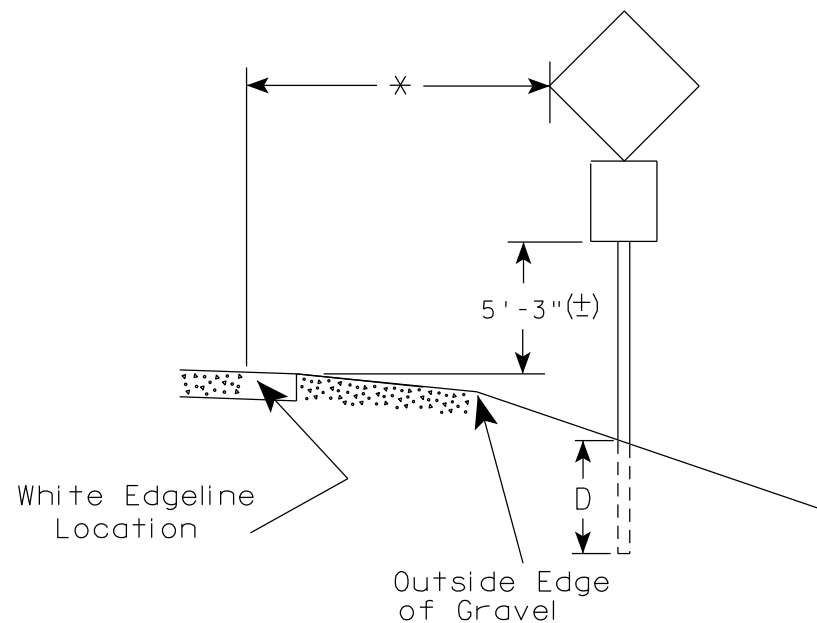
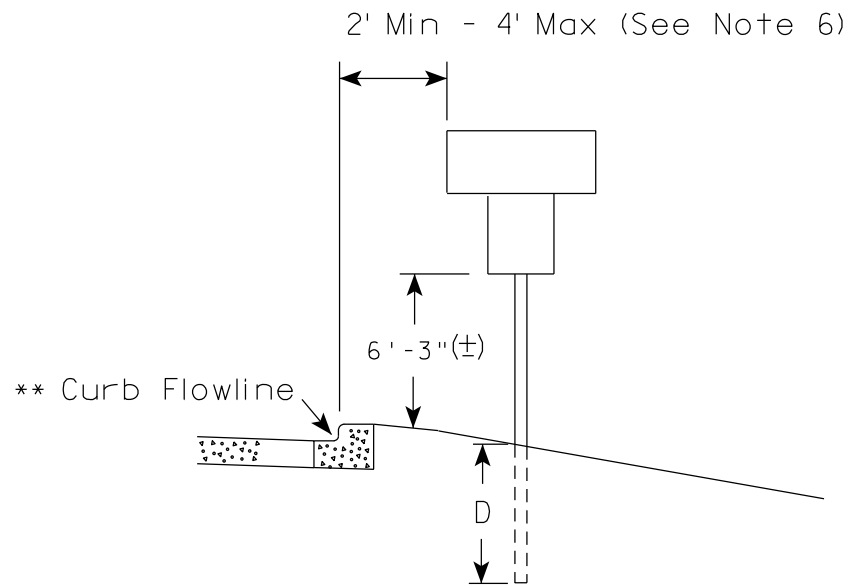
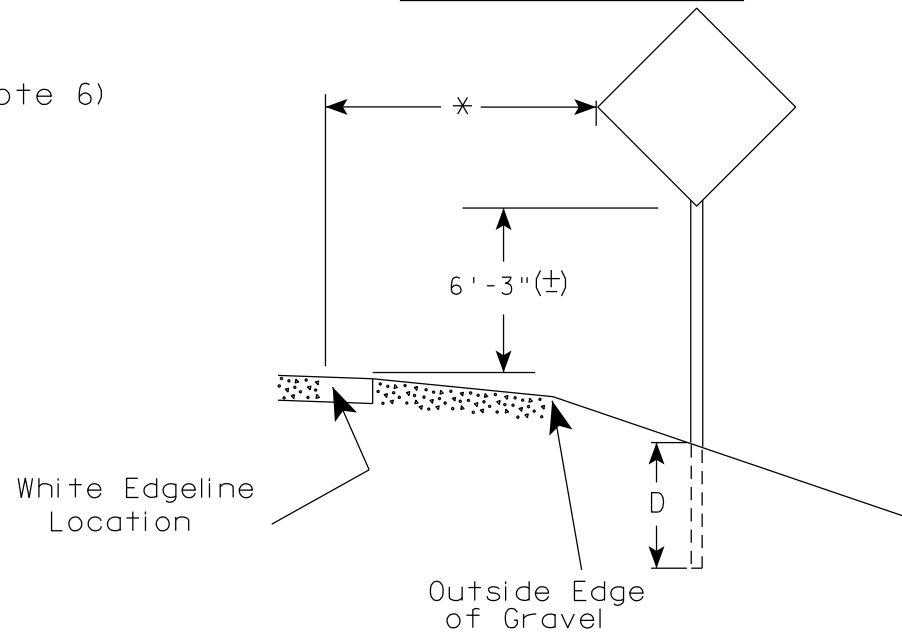
SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

URBAN AREA



RURAL AREA (See Note 2)



GENERAL NOTES

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

POST EMBEDMENT DEPTH

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

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

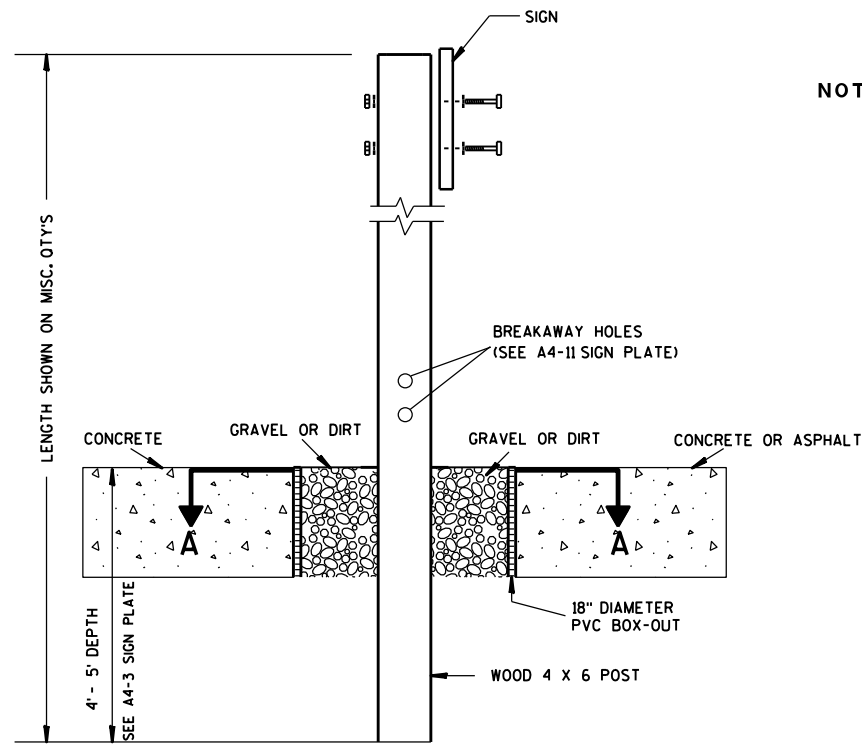
* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

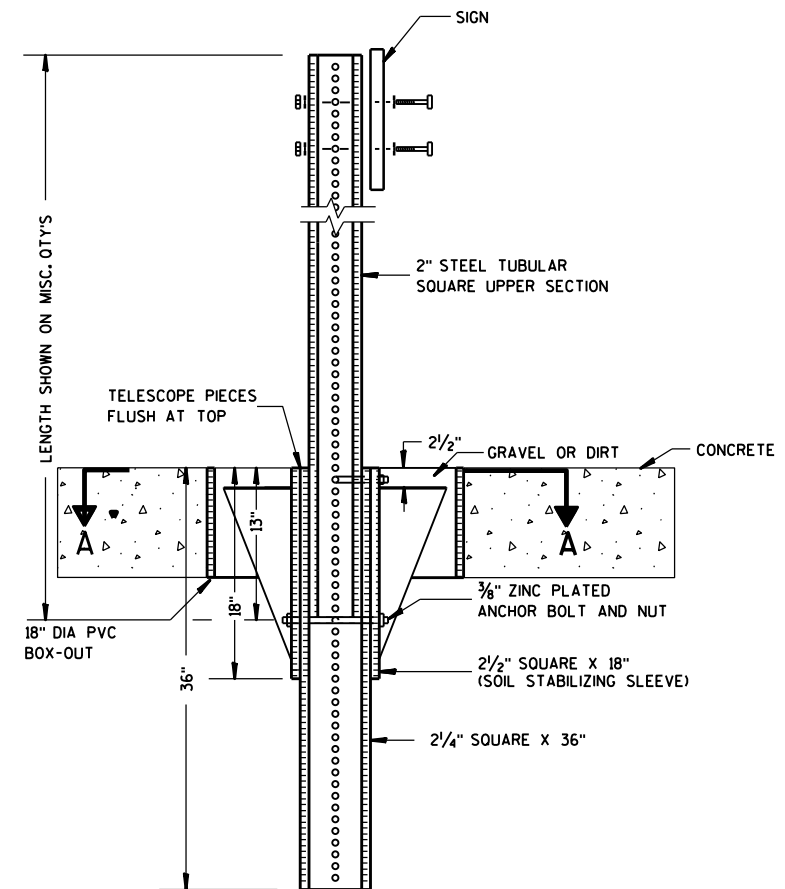
DATE 5/13/2020 PLATE NO. A4-3.22



ELEVATION VIEW

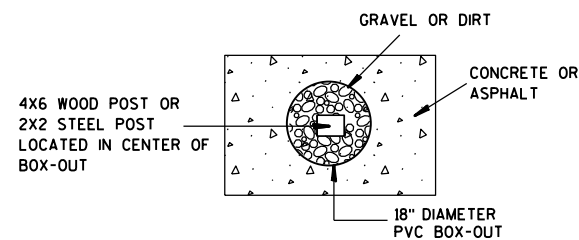
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ ASPHALT INSTALLATIONS

**SIGN POST
BOX-OUTS
A4-3B**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R Rauch*
for State Traffic Engineer

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

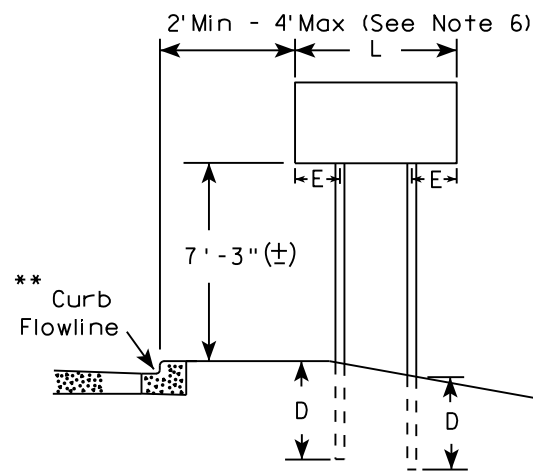
7

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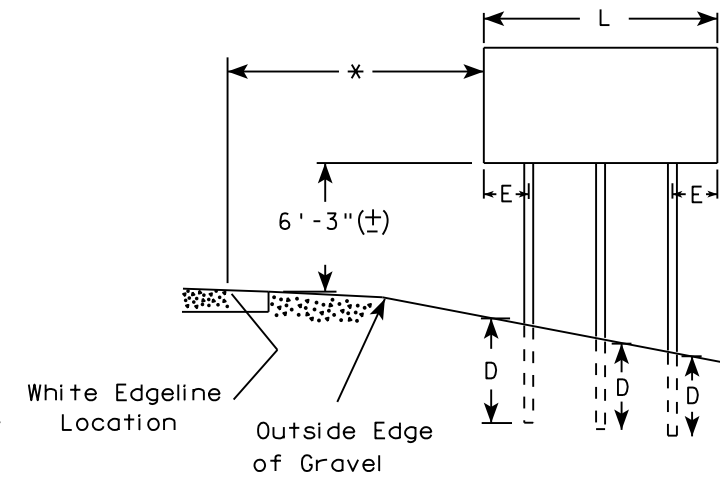
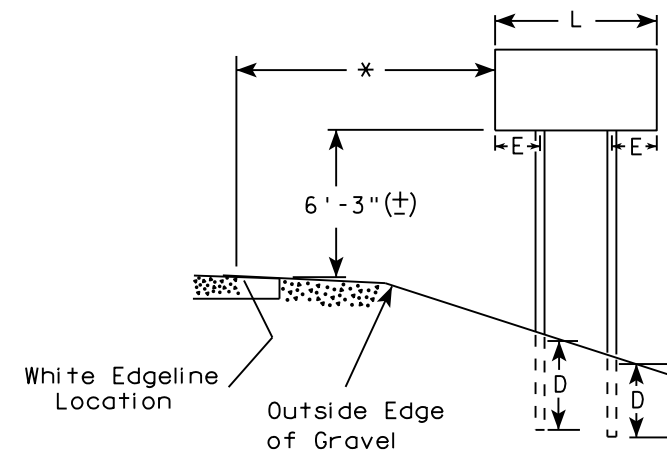
GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

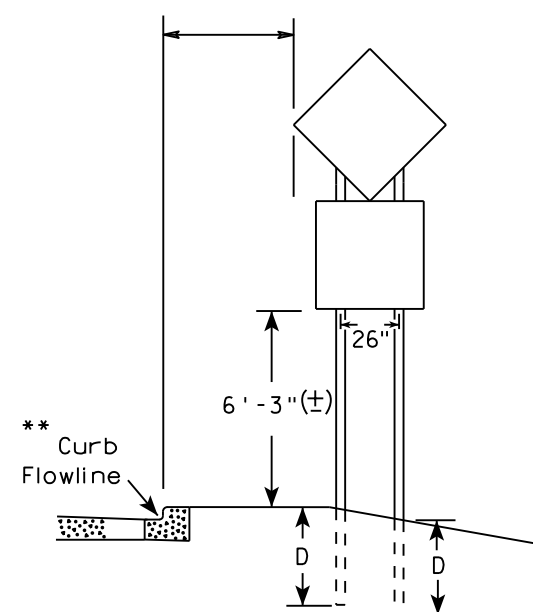
URBAN AREA



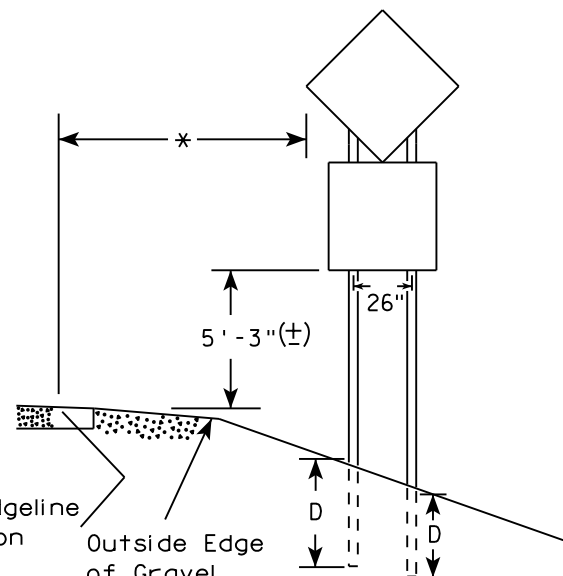
RURAL AREA (See Note 3)



2' Min - 4' Max (See Note 6)



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

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

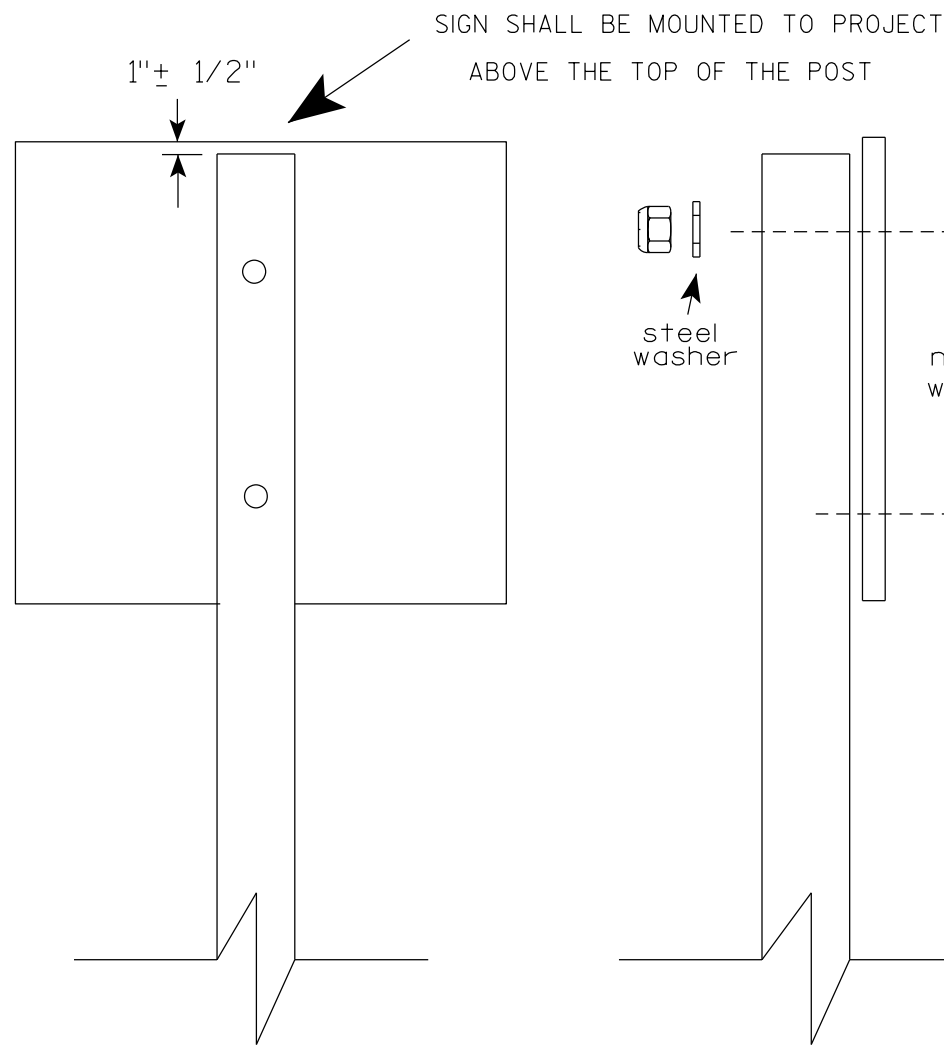
SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION
 APPROVED *Matthew R. Rauch*
 For State Traffic Engineer
 DATE 8/21/17 PLATE NO. A4-4.15



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

- Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
- Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

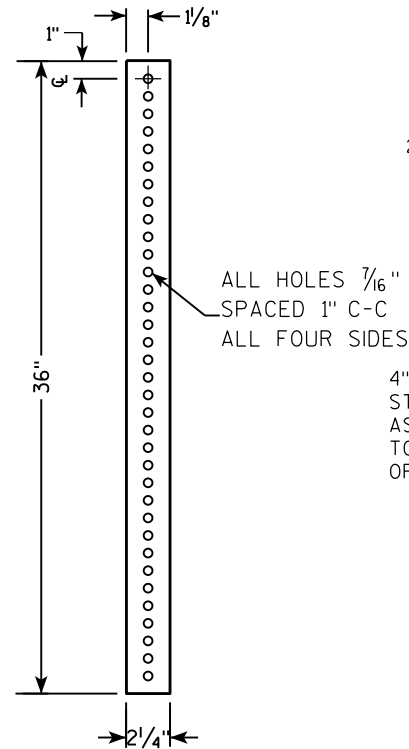
- STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
- MACHINE BOLTS - $\frac{5}{16}$ " X 1-3/4" Length w/ lock nuts
- WOOD POSTS (4" x 6")
- LAG SCREWS - $\frac{3}{8}$ " X 3" (NO STRINGERS ON BACK OF SIGN)
 $\frac{3}{8}$ " X 4" (STRINGERS ON BACK OF SIGN)
- SQUARE STEEL POSTS (2" x 2")
- MACHINE BOLTS - $\frac{3}{8}$ " X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
 $\frac{3}{8}$ " X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
- RIVETS - $\frac{9}{32}$ " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
 O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH
- WASHERS (ALL POSTS) -
- 1-1/4" O.D. X $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ " STEEL
- 1-1/4" O.D. X $\frac{3}{8}$ " I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

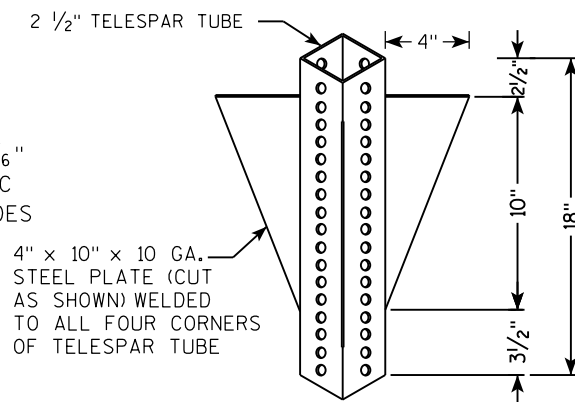
ATTACHMENT OF SIGNS TO POSTS	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R Rauch</i> For State Traffic Engineer
DATE 4/1/2020	PLATE NO. A4-8.9

**TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM**

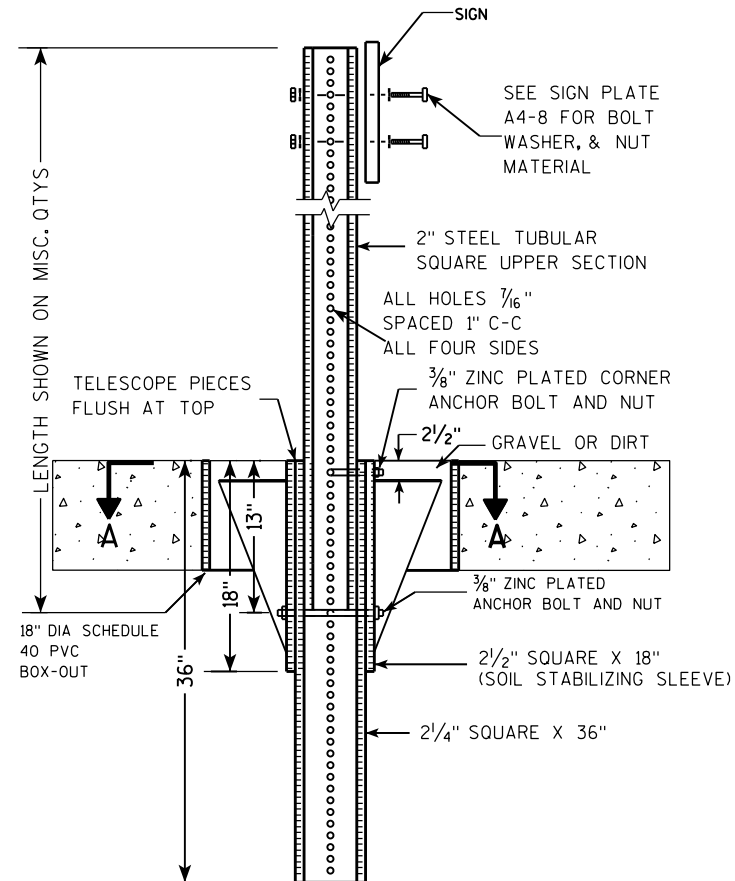
2 1/4" SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



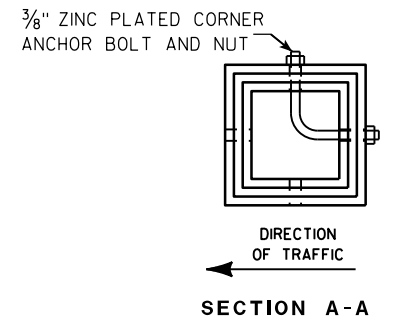
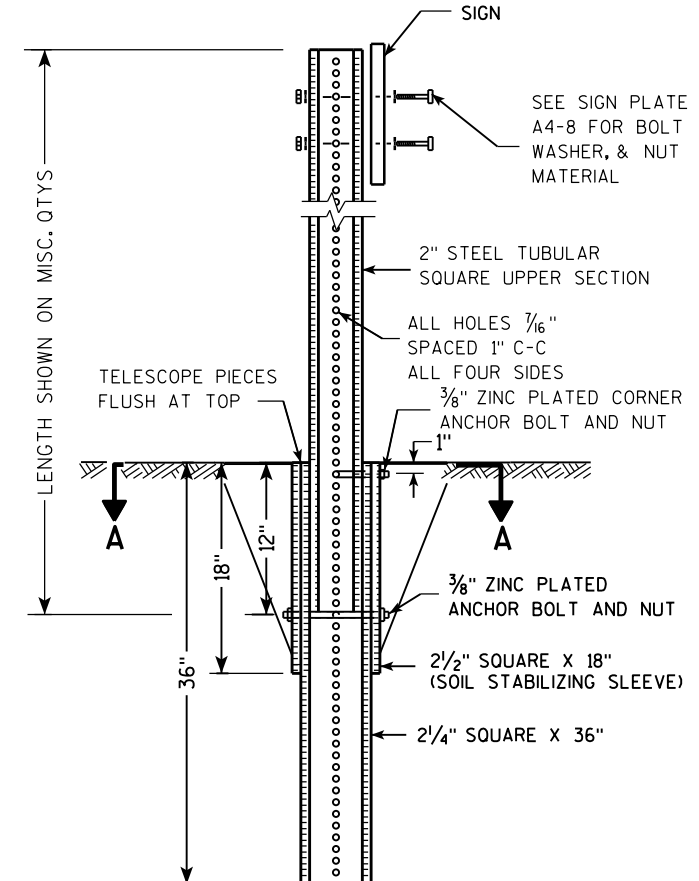
2 1/2" SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH



**DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)**



**DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)**



Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

**TUBULAR STEEL
SIGN POST
A4-9**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/05/15 PLATE NO. A4-9.9

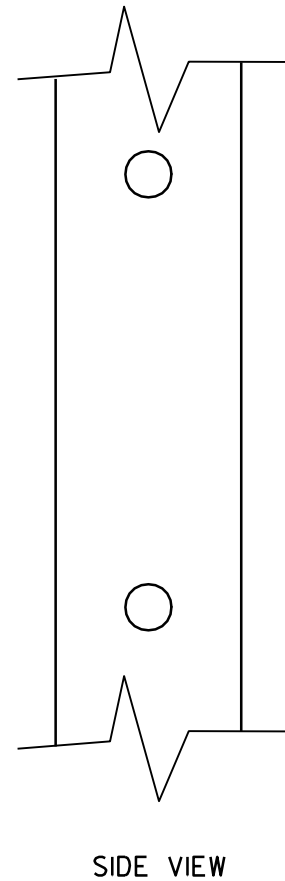
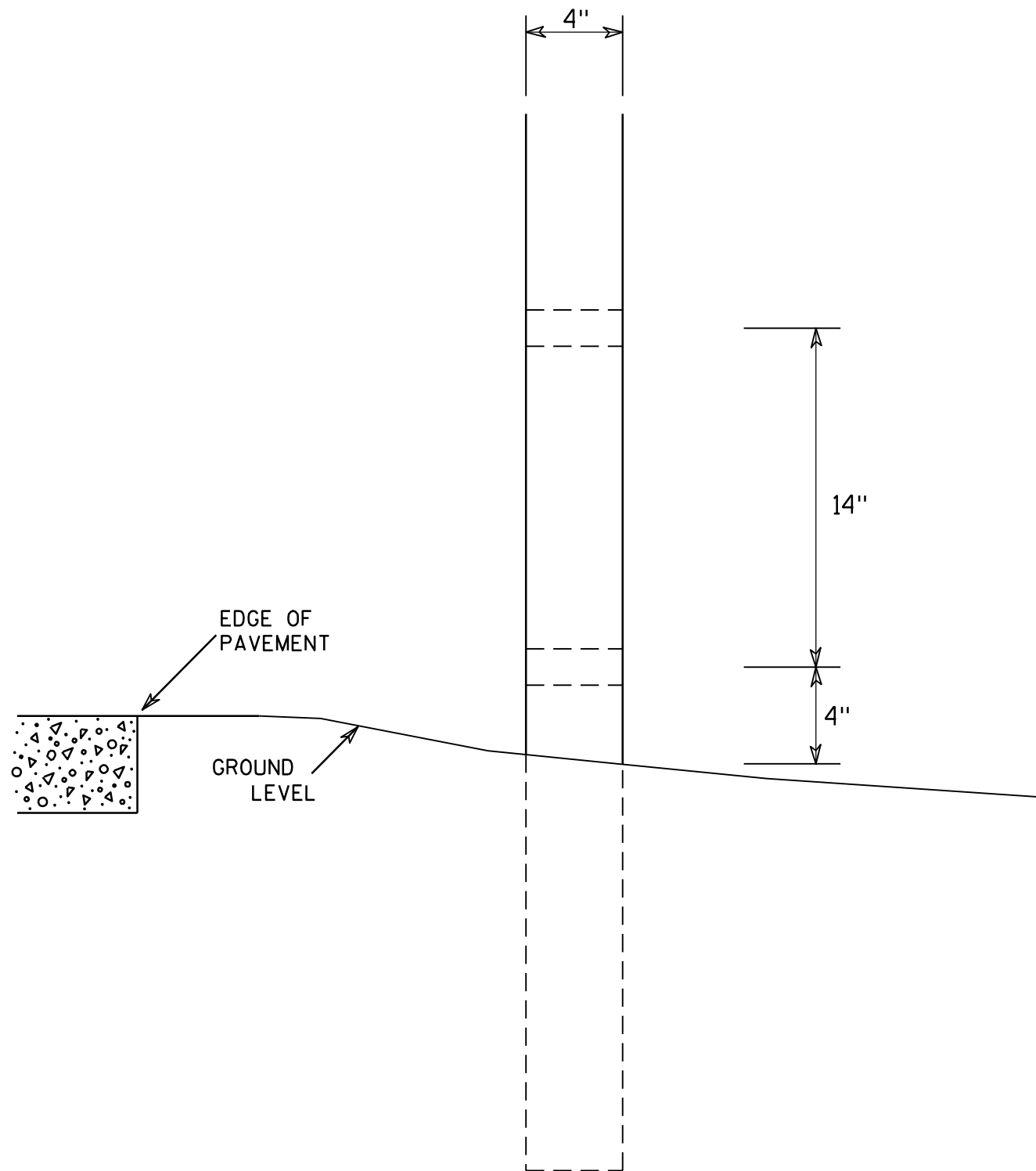
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

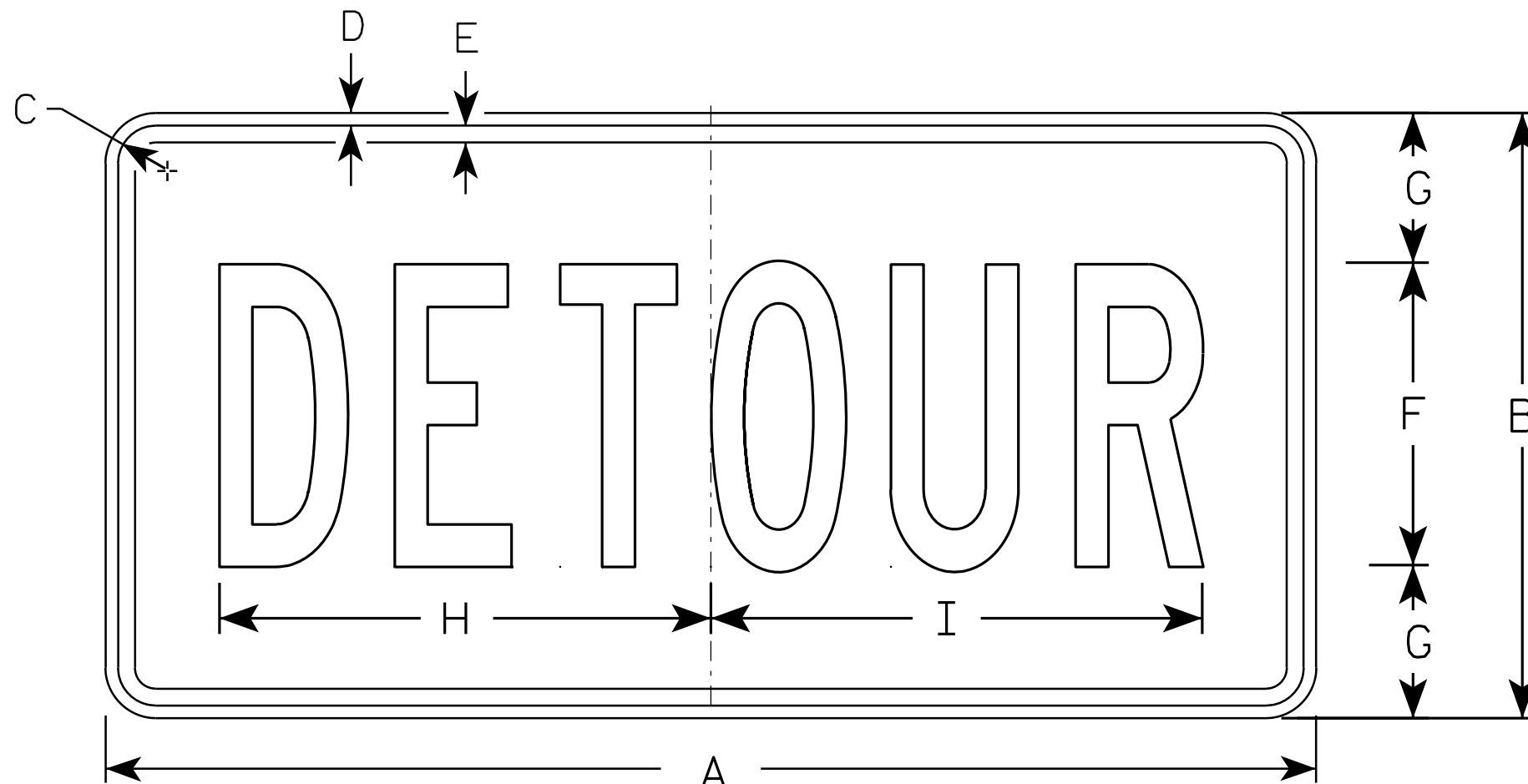
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4 X 6 WOOD POST MODIFICATIONS	
<i>WISCONSIN DEPT OF TRANSPORTATION</i>	
APPROVED	<i>Chester J Spang</i> for State Traffic Engineer
DATE <u>3/27/97</u>	PLATE NO. <u>A4-11.2</u>

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Orange
Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



M4-8

7

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SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/8	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4																											
5																											

STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

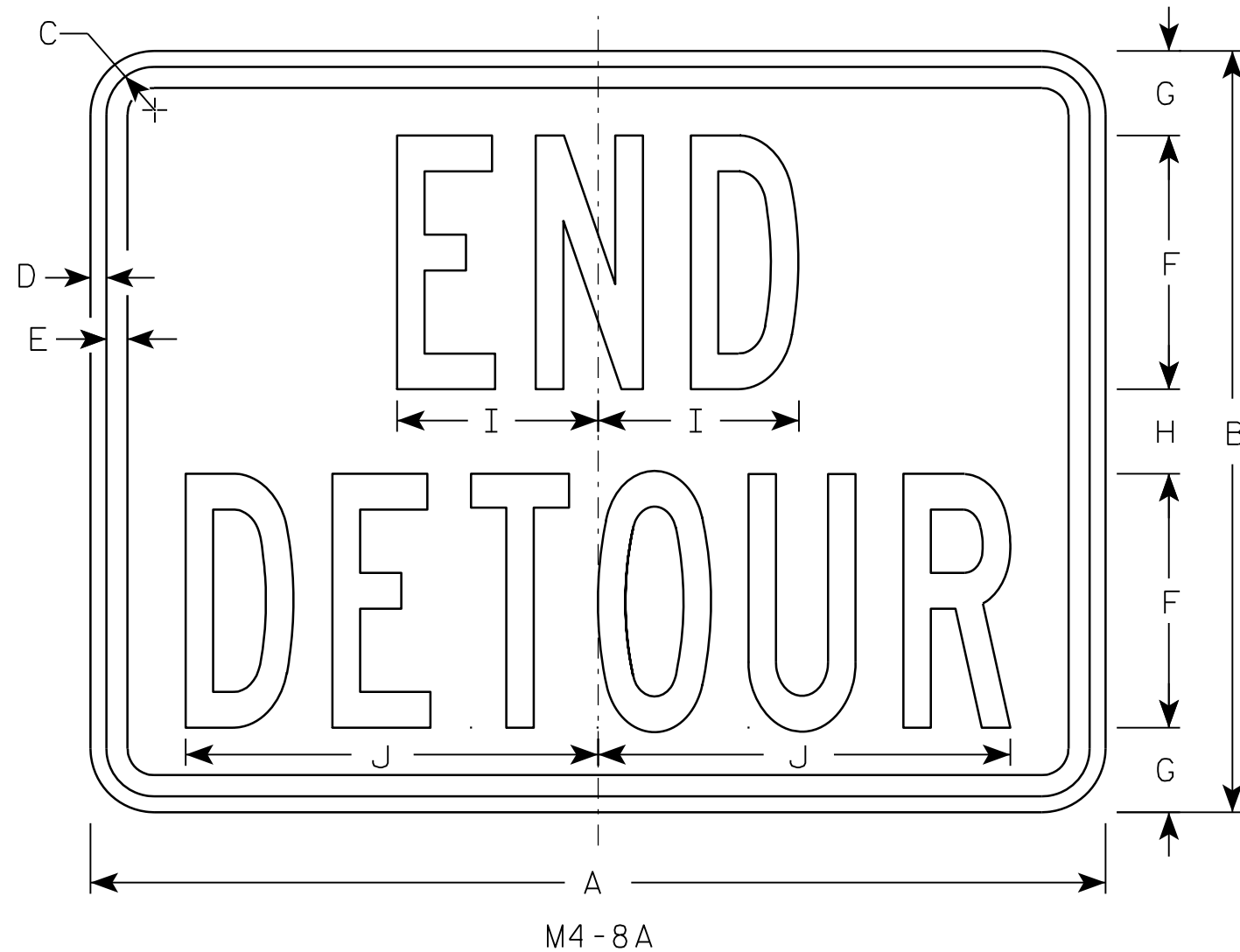
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: **E**

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Orange
Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

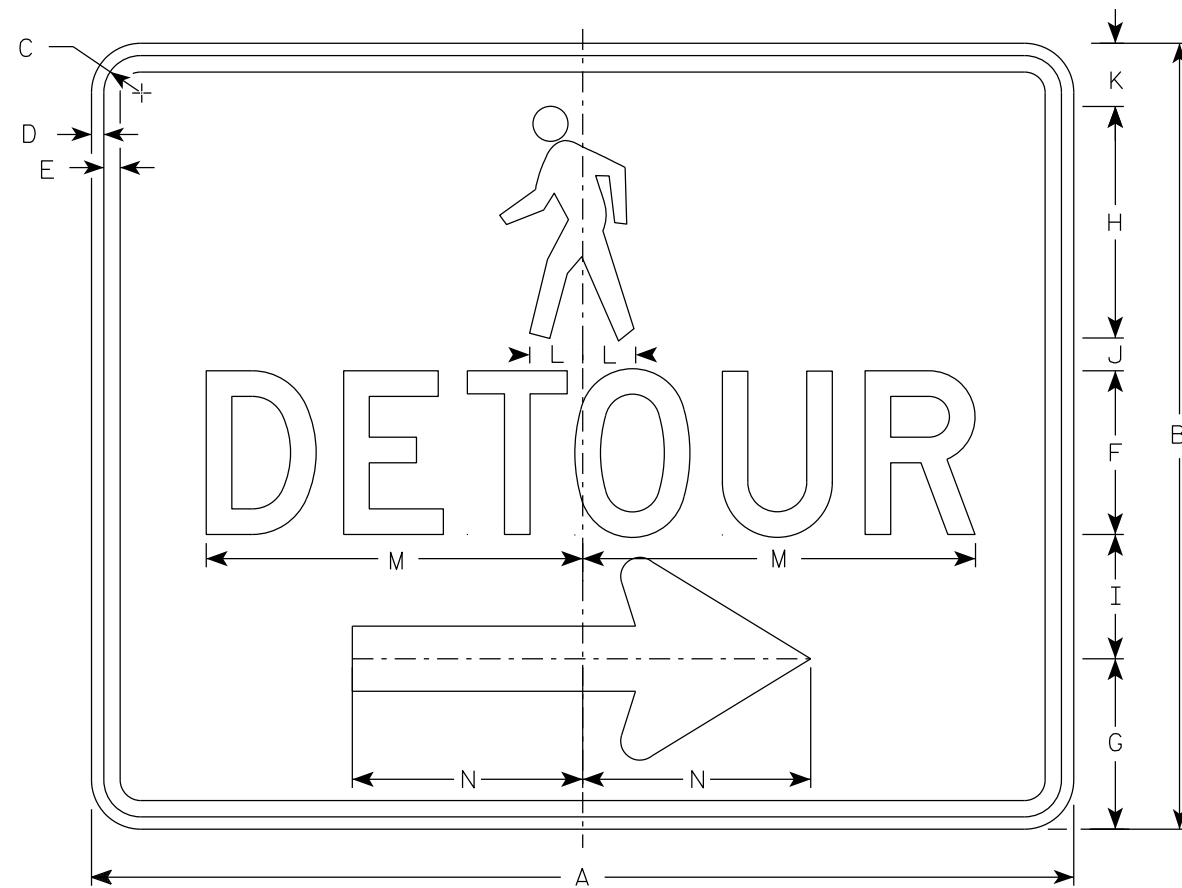
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

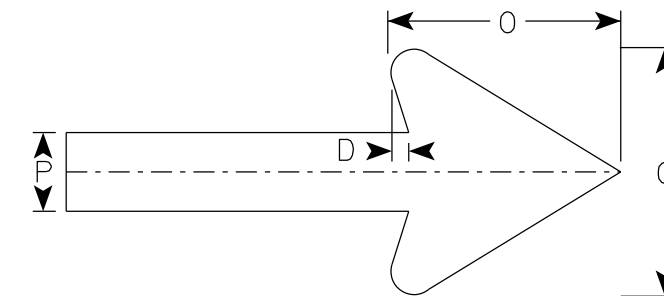
PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: **E**

NOTES

1. Sign is Type II-Type F Reflective
2. Color:
Background - Orange
Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9BL is the same as M4-9BR except the arrow is reversed.



M4 - 9BR



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.00
3																											
4																											
5																											

STANDARD SIGN
M4-9B L&R

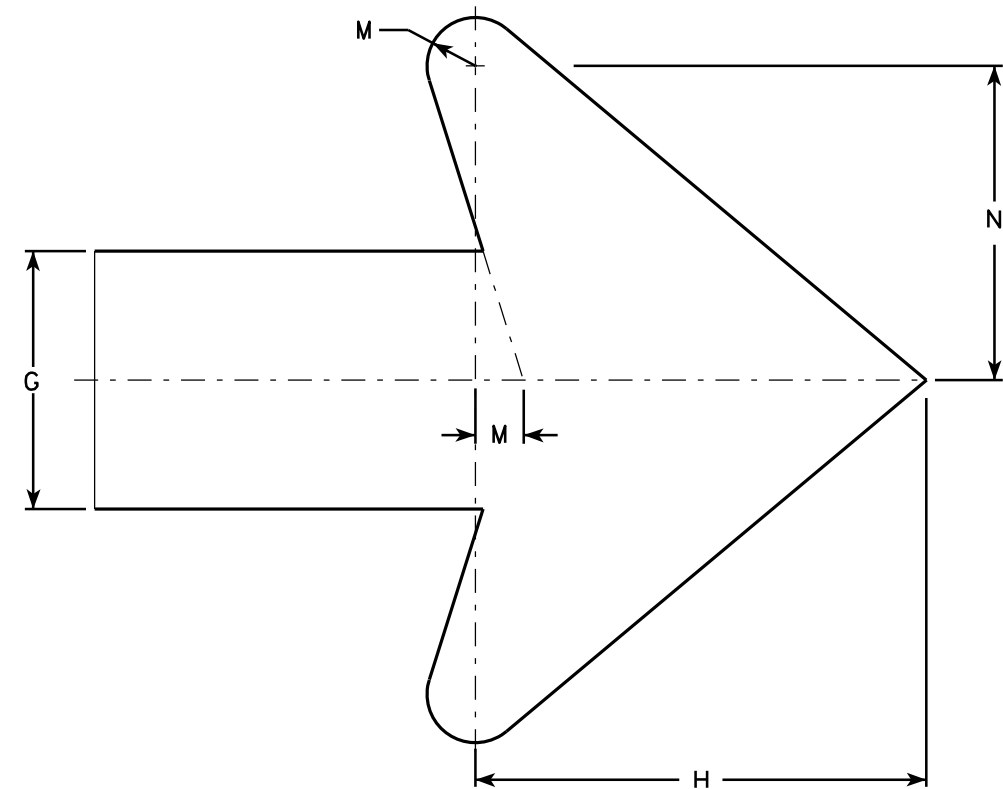
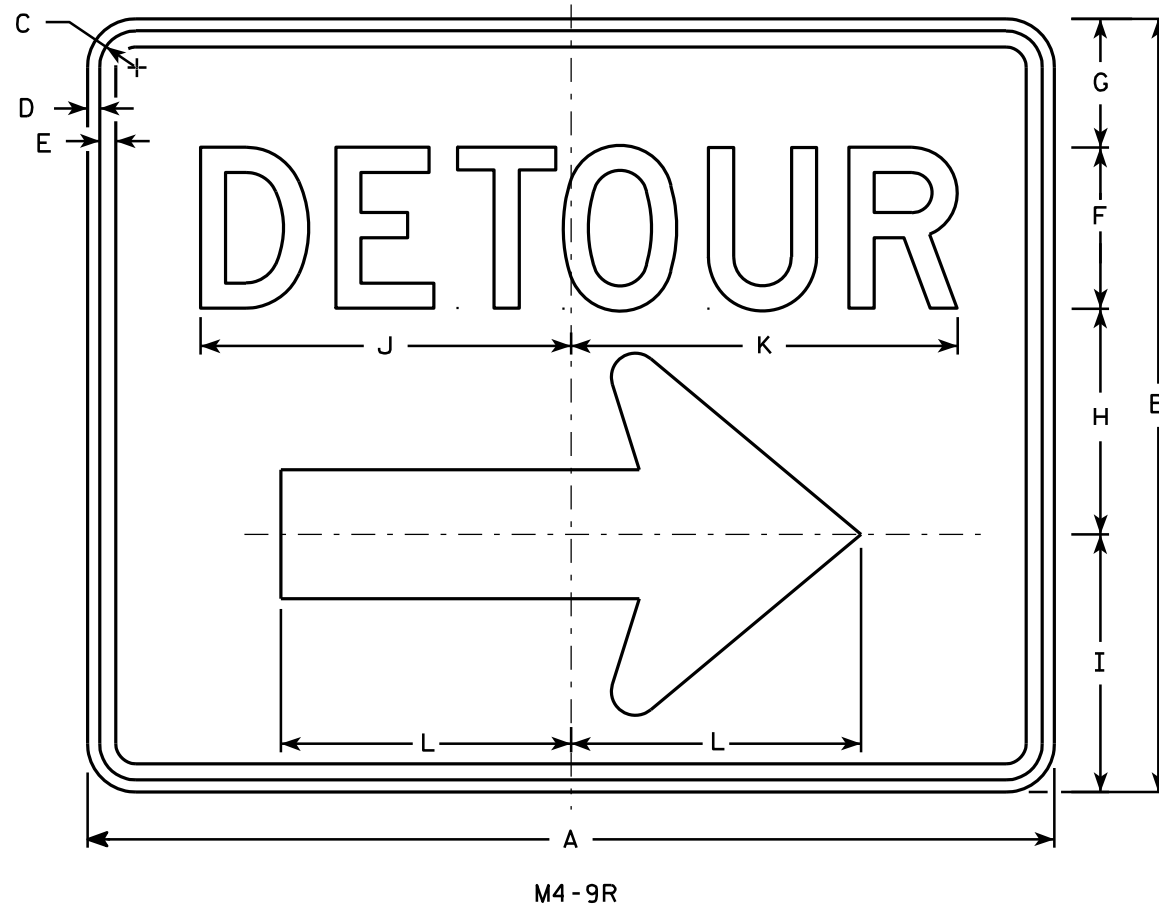
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R Rauch*
For State Traffic Engineer

DATE 7/1/19 PLATE NO. M4-9B.2

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Orange
Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9L is the same as M4-9R except the arrow is reversed.



Arrow Detail

7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

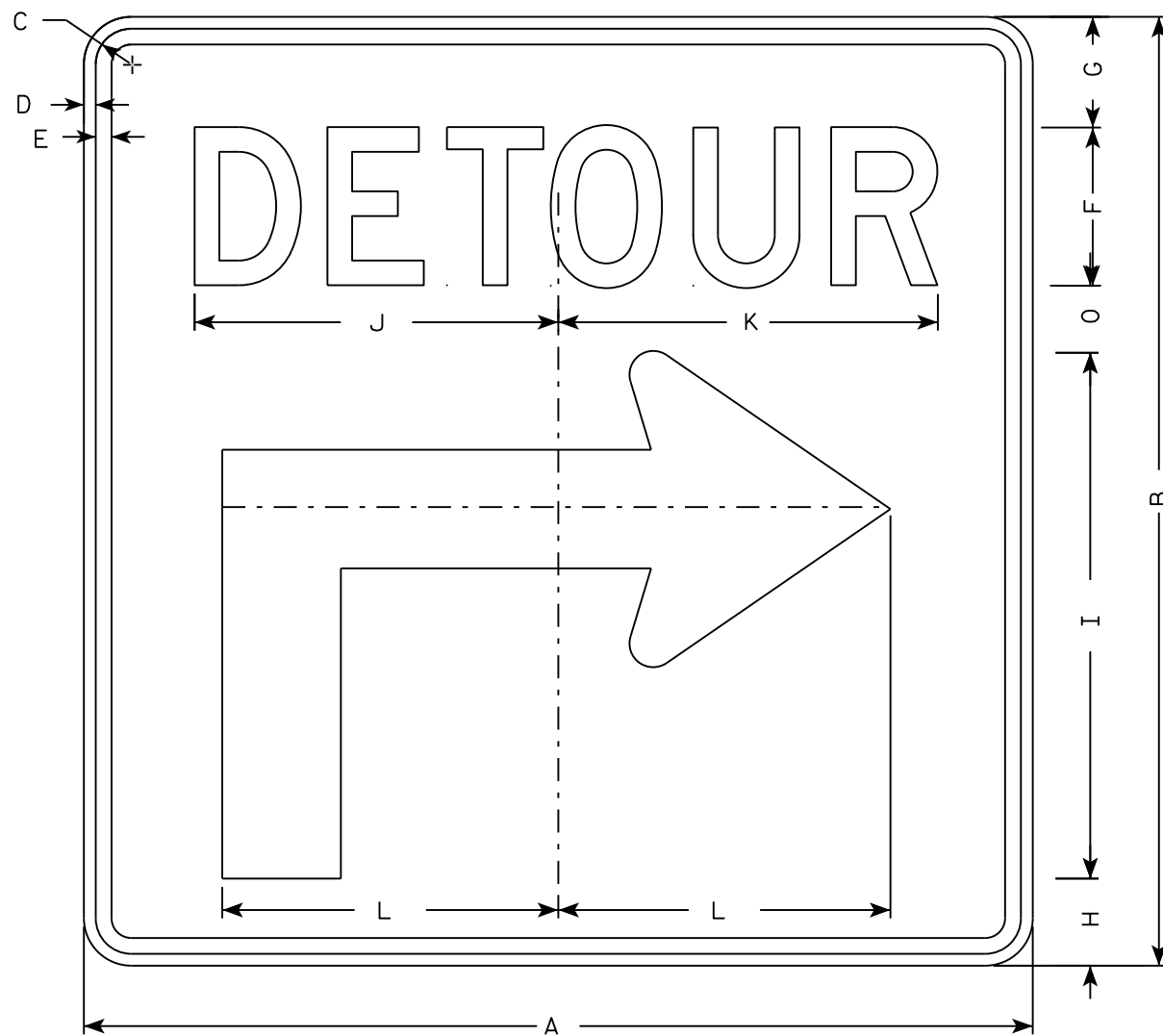
STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-9R.4

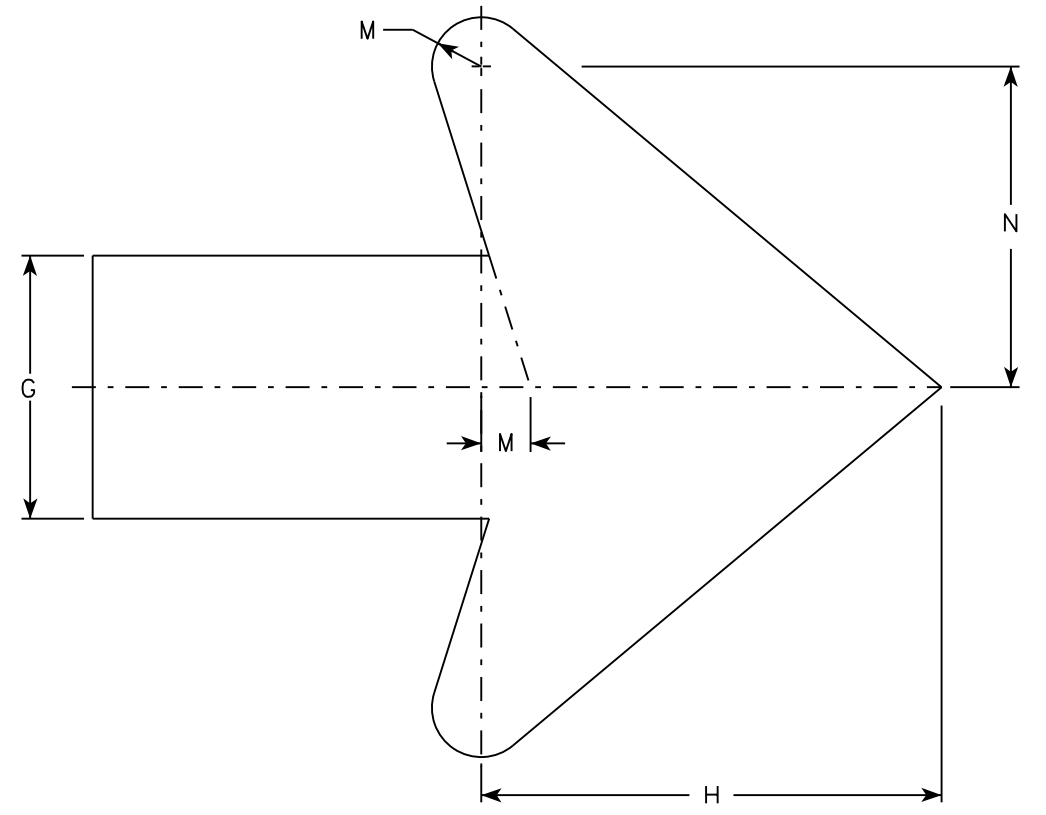
PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: **E**



M4-59R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
Background - Orange
Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown when base material is metal.
5. M4-59L is the same as M4-59R except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	30	1 1/8	3/8	1/2	5	3 1/2	2 3/4	16 5/8	11 1/2	12	10 1/2	3/4	4 7/8	2 1/8												6.25
3	30	30	1 1/8	3/8	1/2	5	3 1/2	2 3/4	16 5/8	11 1/2	12	10 1/2	3/4	4 7/8	2 1/8												6.25
4	48	48	1 3/8	1/2	5/8	8	5 5/8	4 3/8	26 5/8	20 5/8	20 1/2	17	1 1/8	6 7/8	3 3/8												16.0
5	48	48	1 3/8	1/2	5/8	8	5 5/8	4 3/8	26 5/8	20 5/8	20 1/2	17	1 1/8	6 7/8	3 3/8												16.0

STANDARD SIGN
M4-59 L&R

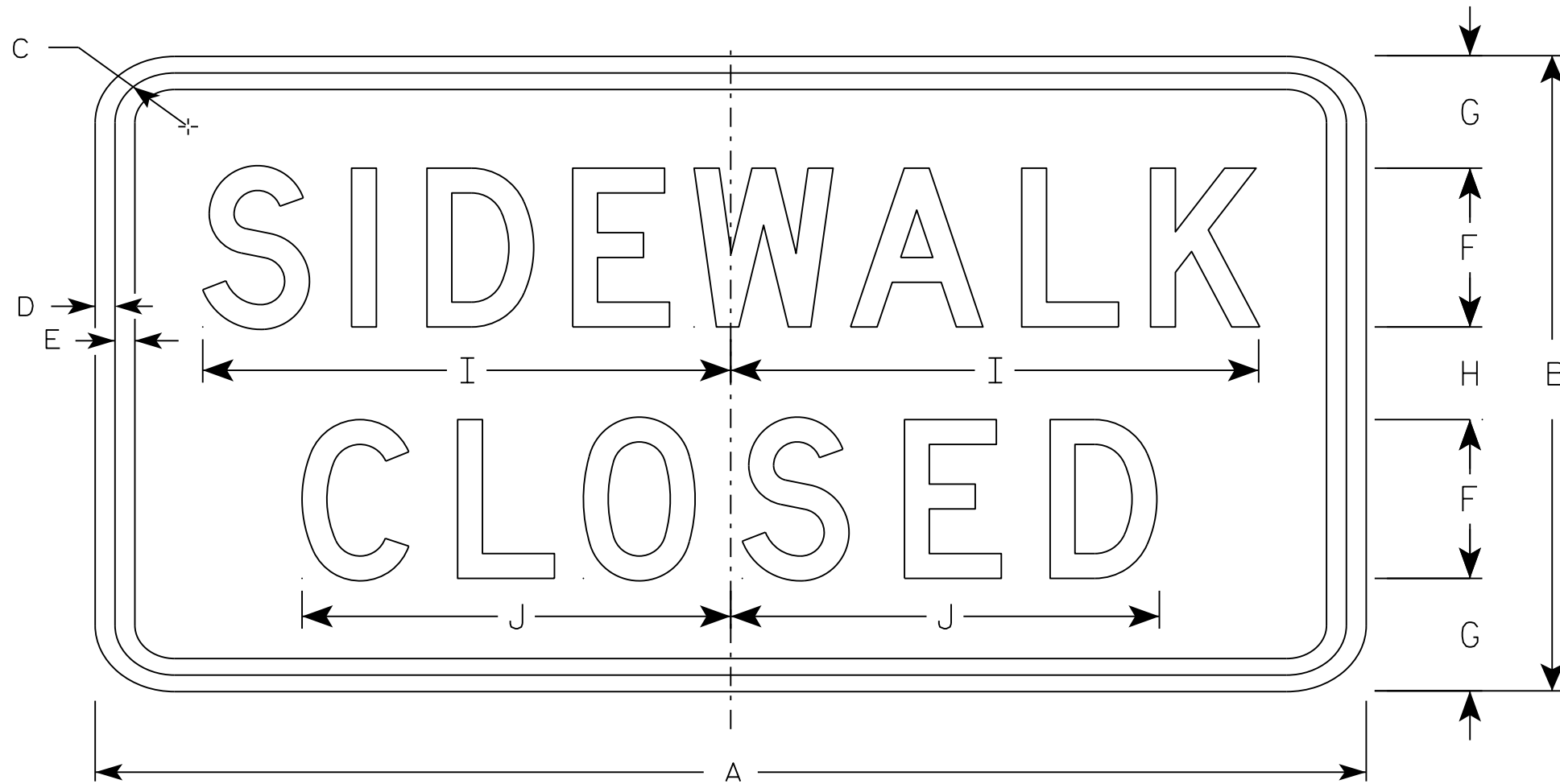
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 11/10/15 PLATE NO. M4-59.1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.



R9-9

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 3/4	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

STANDARD SIGN
R9-9

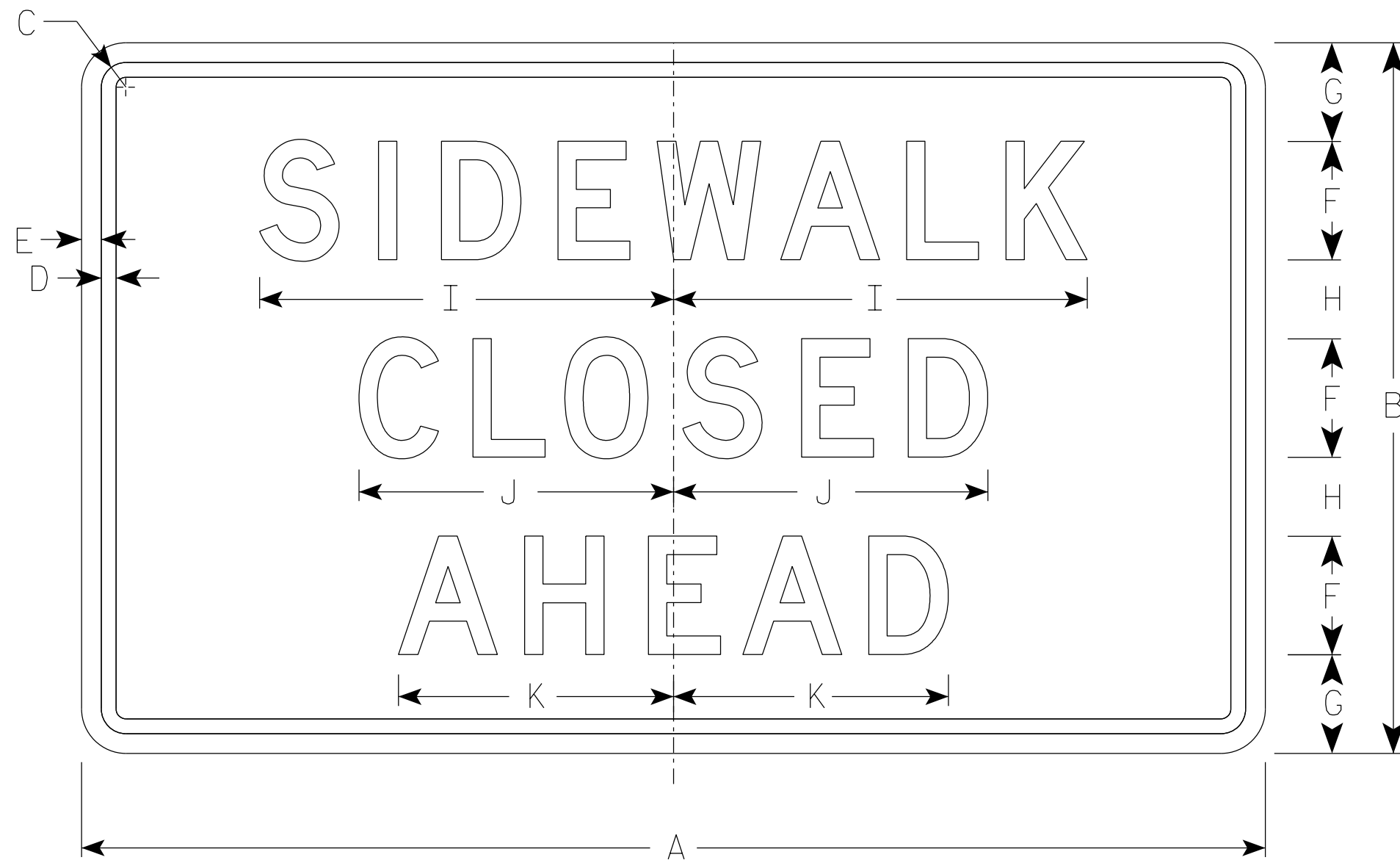
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 8/11/16 PLATE NO. R9-9.6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R9-9A

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/8	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
2M	30	18	1 1/8	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
3																											
4																											
5																											

STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

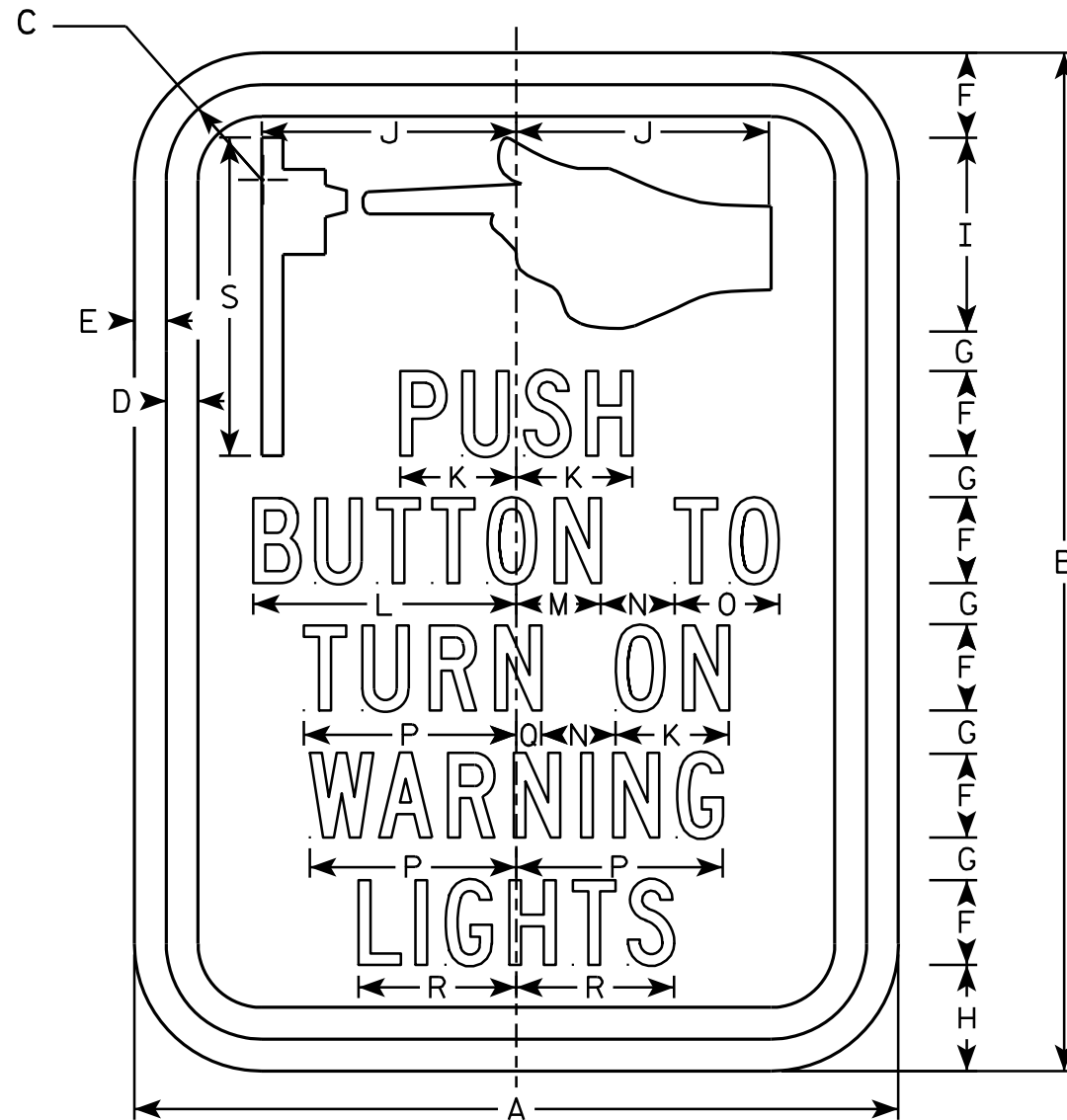
APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 8/31/2020 PLATE NO. R9-9A.1

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: **E**

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Size (1) comes as a decal only.



R10-25

7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	6	9	1 1/8	3/8	3/8	3/4	3/8	1	1 3/4	2	7/8	2 1/8	5/8	5/8	7/8	1 5/8	1/4	1 1/4	2 7/8								.38
2S	9	12	1 1/8	3/8	3/8	1	1/2	1 1/4	2 1/4	3	1 3/8	3 1/8	1	7/8	1 1/4	2 1/2	1/4	1 7/8	3 3/4								.75
2M	9	12	1 1/8	3/8	3/8	1	1/2	1 1/4	2 1/4	3	1 3/8	3 1/8	1	7/8	1 1/4	2 1/2	1/4	1 7/8	3 3/4								.75
3																											
4																											
5																											

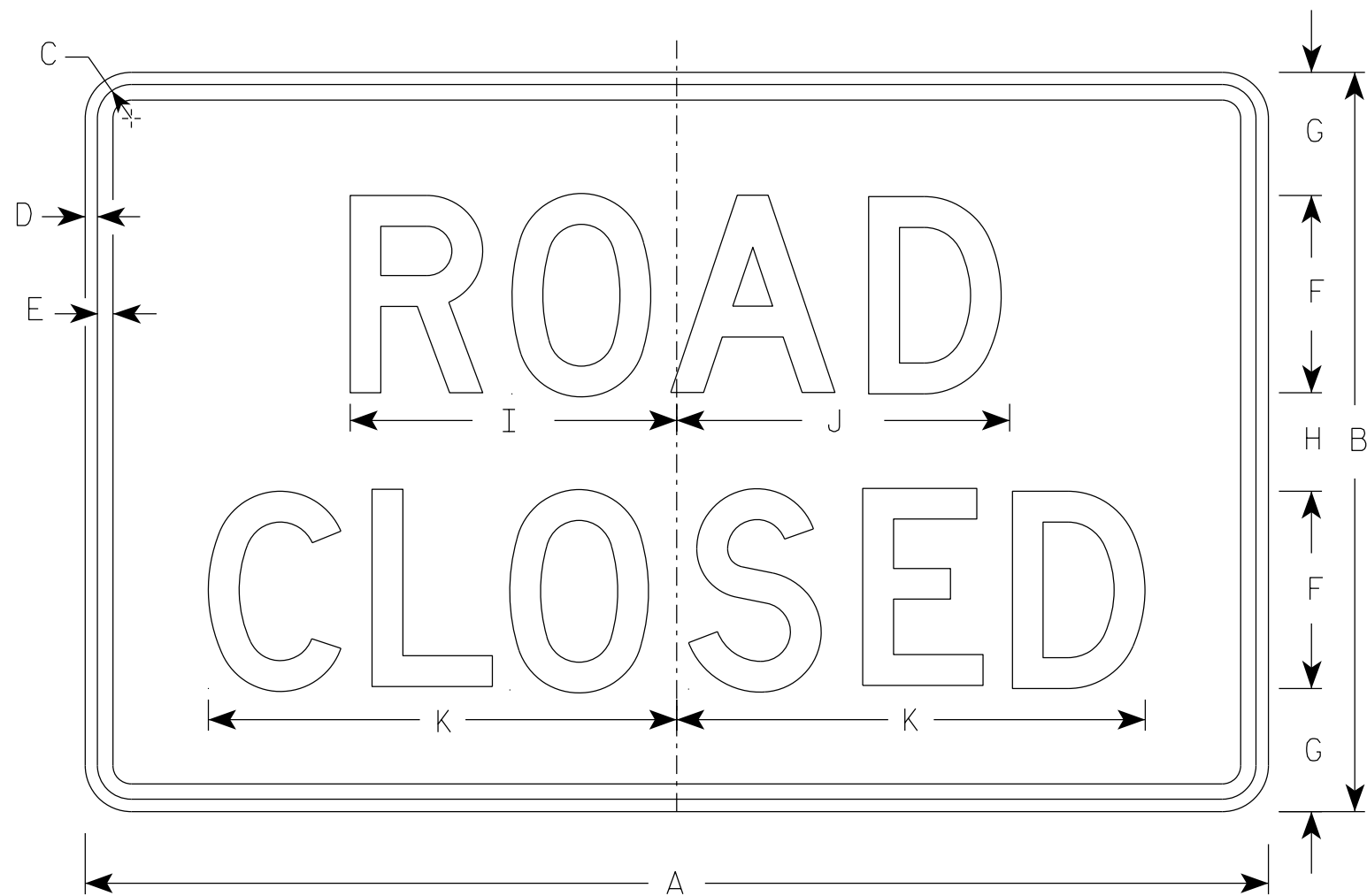
STANDARD SIGN
R10-25

WISCONSIN DEPT OF TRANSPORTATION

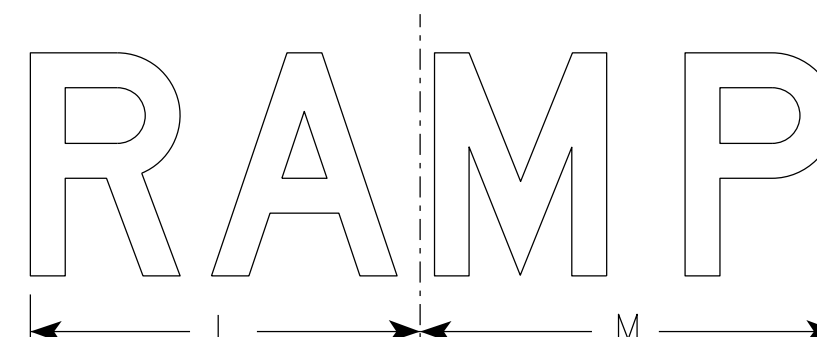
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 11/8/10 PLATE NO. R10-25.1

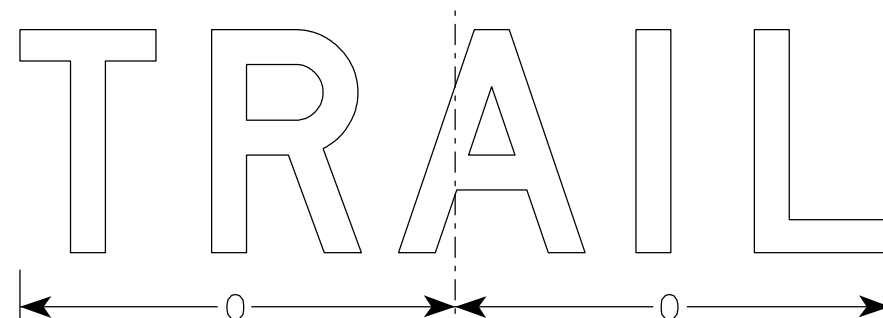
PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: _____ E



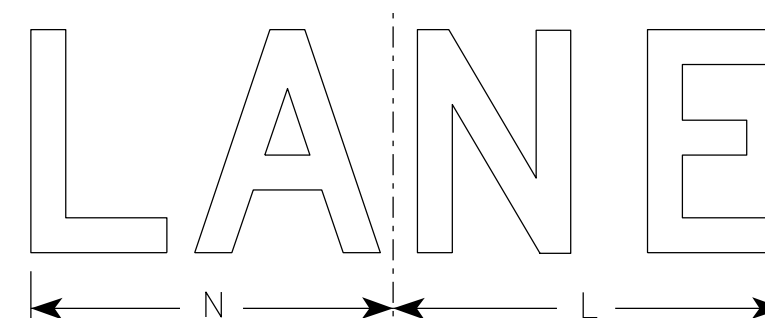
R11-2



R11-2R



R11-2T



R11-2L

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.

7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

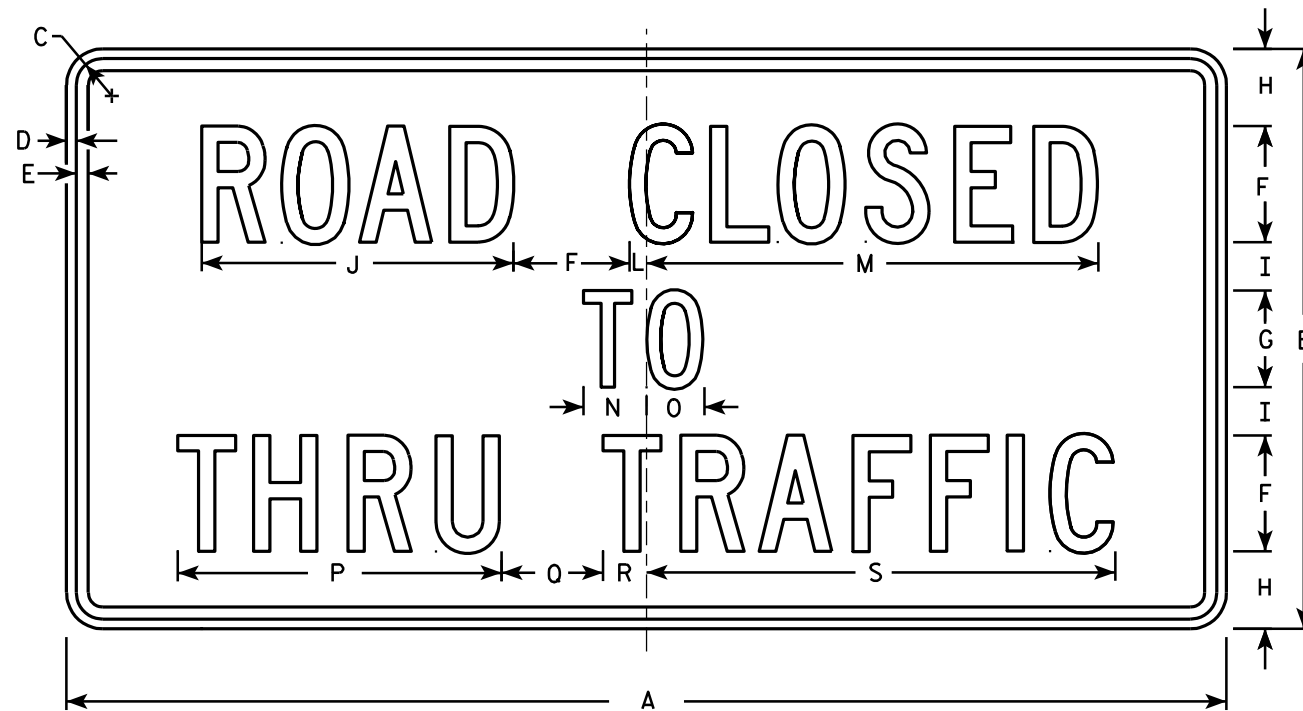
APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 3/29/2021 PLATE NO. R11-2.11

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: **E**

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R11-4

7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

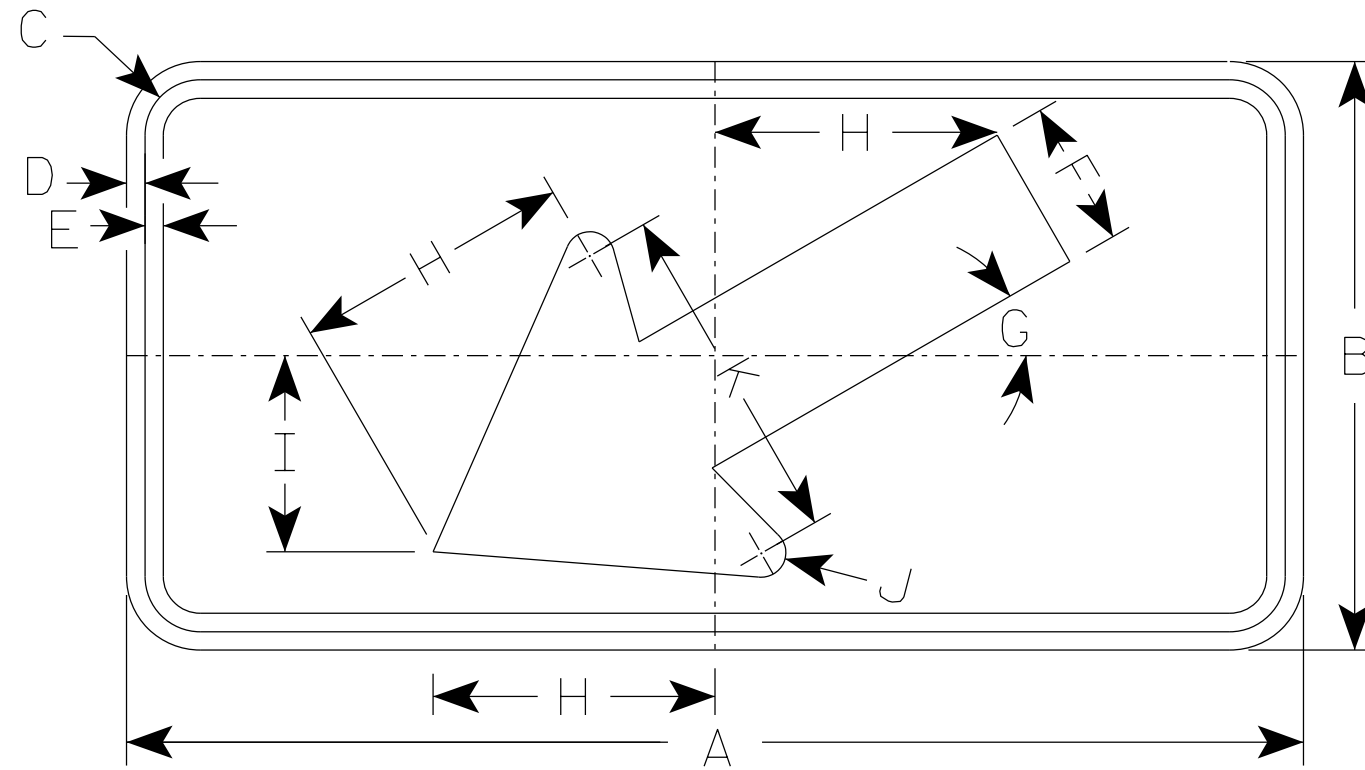
APPROVED *Matthew R. Raush*
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: _____ E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
Background - Yellow-Green
Message - Black
3. S16-7R are the same as S16-7L except the arrow is reversed along the vertical centerline.



S16-7L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	12	1 1/8	3/8	3/8	3	30°	5 3/4	4	1/2	7																2.0
2S	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
2M	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
3	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
4	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5																											

STANDARD SIGN
S16-7

WISCONSIN DEPT OF TRANSPORTATION

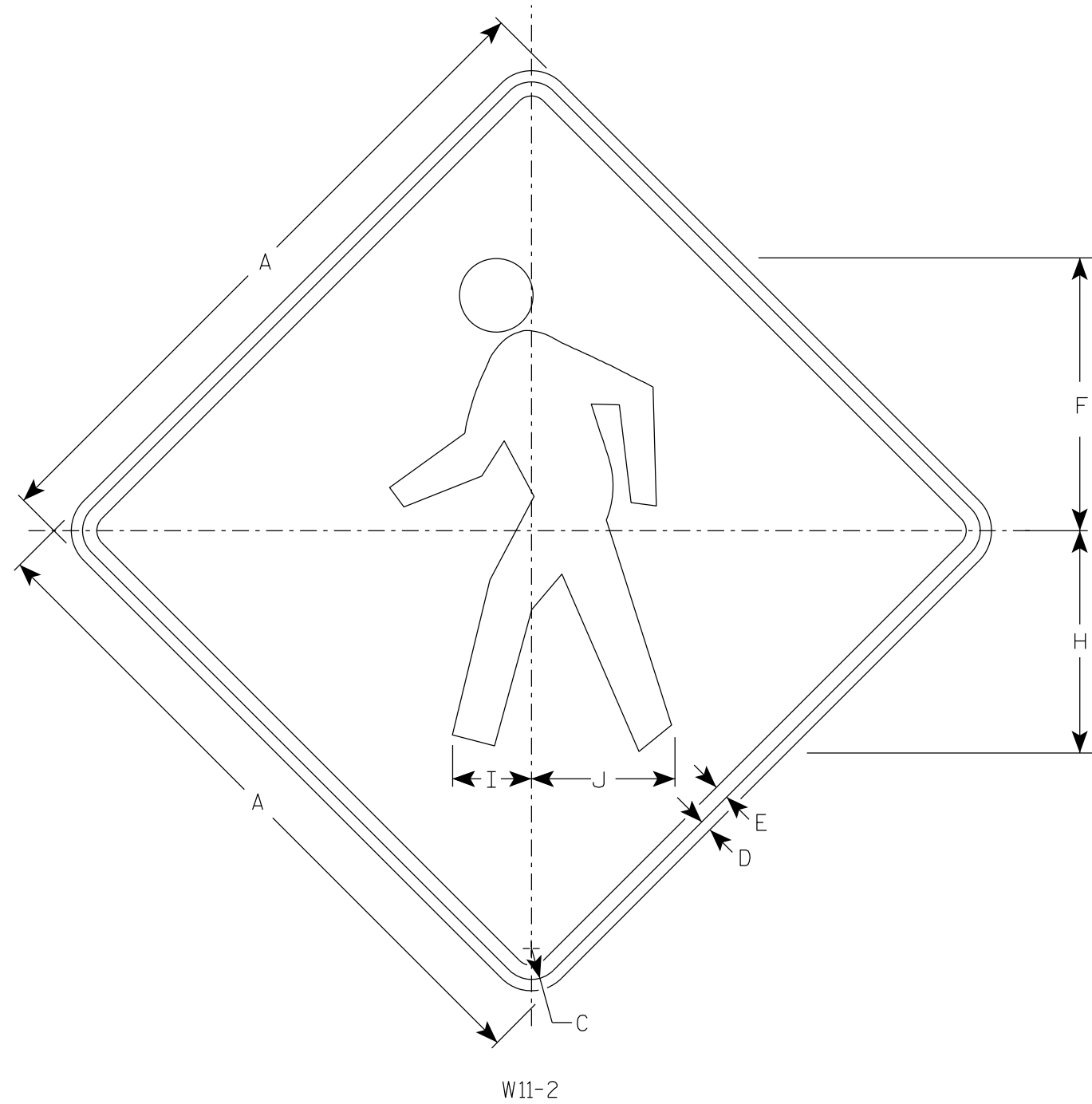
APPROVED *Matthew R Rauch*
For State Traffic Engineer

DATE 3/16/2021 PLATE NO. S16-7.2

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: _____ **E**

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
 Background - Yellow
 Message - Black



W11-2

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 3/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

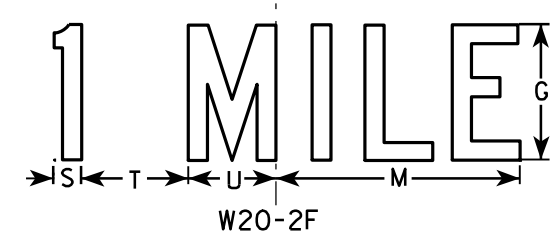
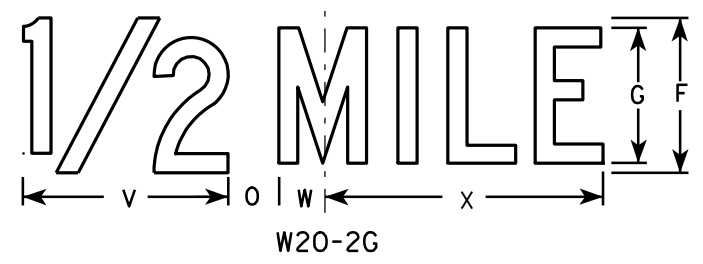
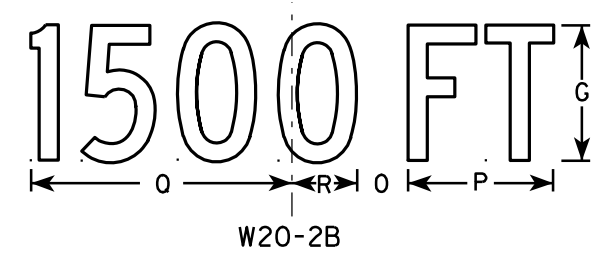
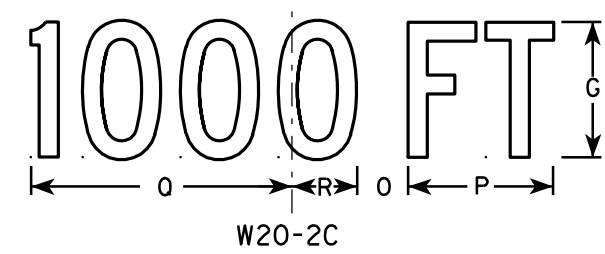
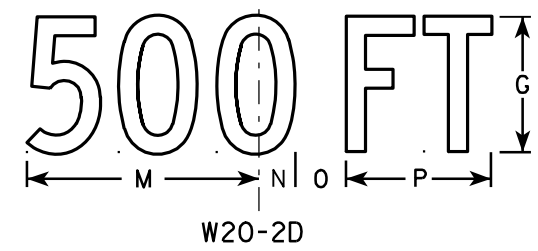
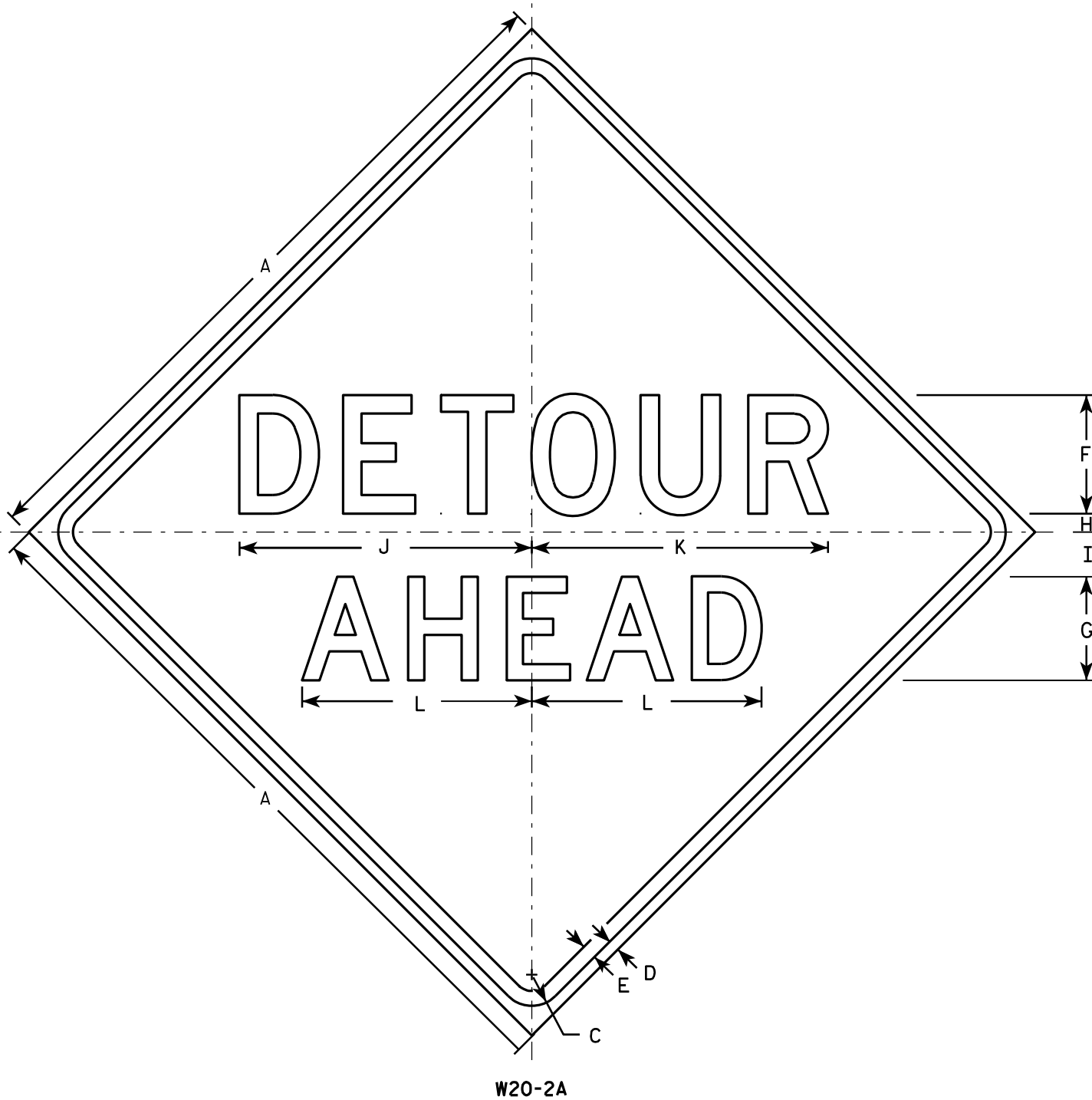
APPROVED *Matthew R Rauch*
for State Traffic Engineer

DATE 4/8/2020 PLATE NO. W11-2.8

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: _____ **E**

7

7



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Orange
Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
Line 2 is Series D for AHEAD and Series C for all other distances.

7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

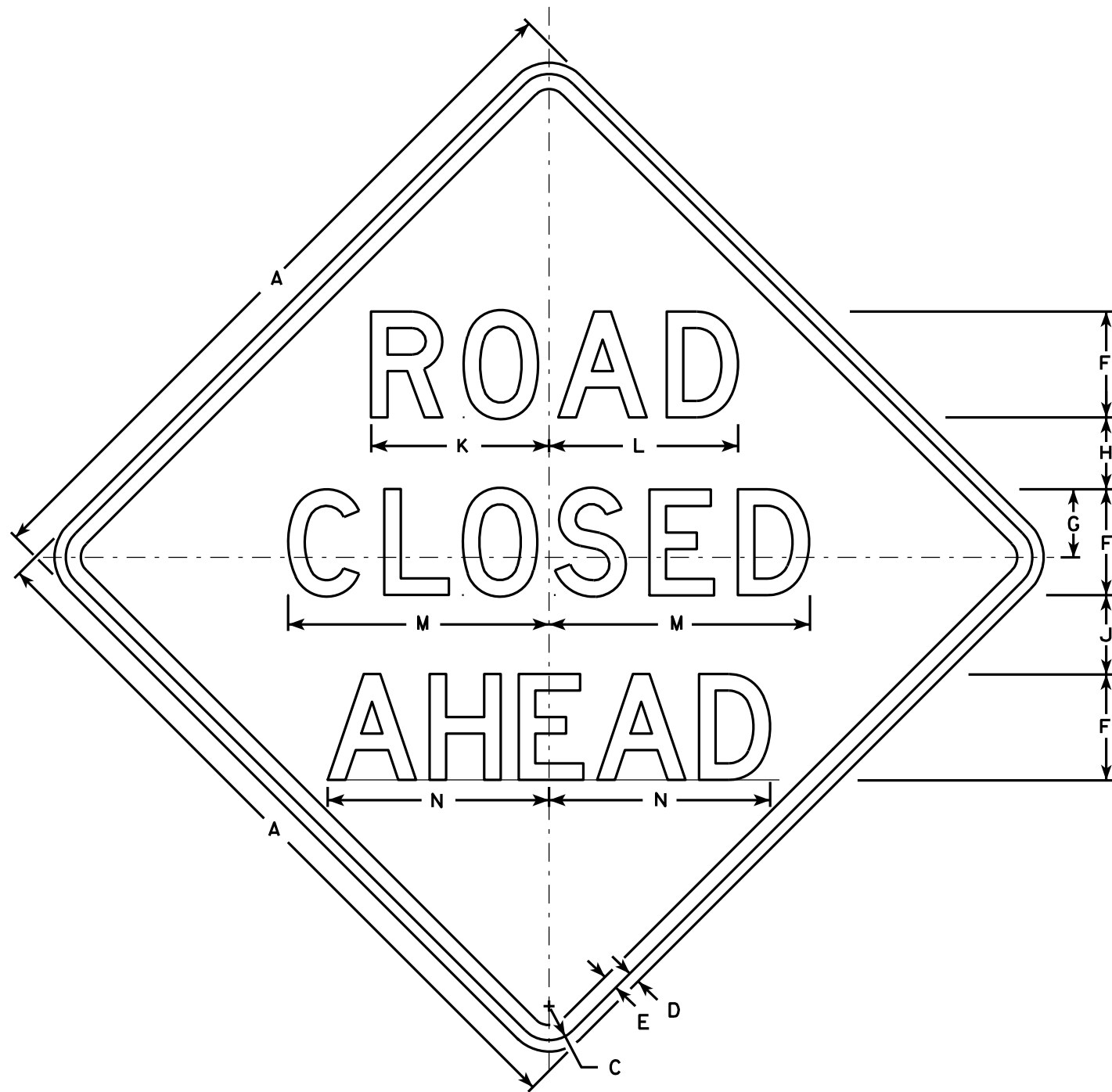
STANDARD SIGN
W20-2A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

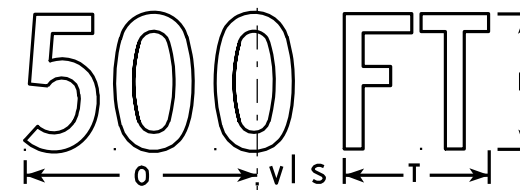
APPROVED *Matthew R. Raub*
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

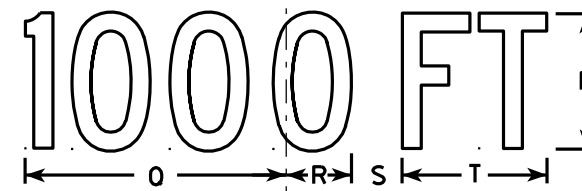
PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: _____ E



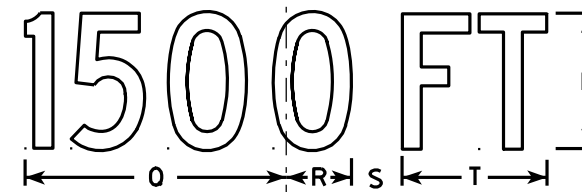
W20-3A



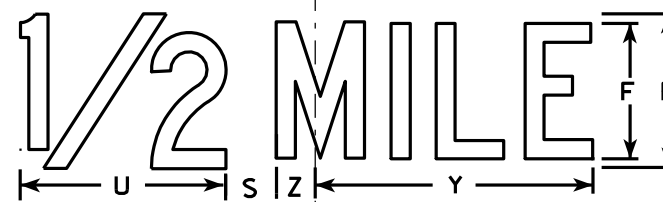
W20-3D



W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Orange
Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
Line 3 is Series D for AHEAD and Series C for all other distances.

7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-3.7

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: _____ E

FAIRFAX STREET

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
NOTE 1	NOTE 2	NOTE 3	NOTE 1	NOTE 8							
99+90.00	9990.00	0.00	17.90	0.00	0.00	0	0	0	0	0	0
100+24.53	10024.53	34.53	20.26	0.00	0.00	24	0	0	24	0	24
100+36.78	10036.78	12.25	23.47	0.00	0.00	10	0	0	34	0	34
100+50.00	10050.00	13.22	25.50	0.00	0.00	12	0	0	46	0	46
100+68.68	10068.68	18.68	19.79	0.00	0.00	16	0	0	62	0	62
101+00.00	10100.00	31.32	16.01	0.00	0.00	21	0	0	83	0	83
101+27.00	10127.00	27.00	0.00	0.00	0.00	8	0	0	91	0	91
102+21.57	10221.57	94.57	46.71	0.00	0.42	82	0	1	173	1	172
102+36.31	10236.31	14.74	40.98	0.00	0.08	24	0	0	197	1	196
102+50.00	10250.00	13.69	39.73	0.00	0.00	20	0	0	217	1	216
102+67.49	10267.49	17.49	47.75	0.00	0.00	28	0	0	245	1	244
102+86.48	10286.48	18.99	41.86	0.00	0.11	32	0	0	277	1	276
103+00.00	10300.00	13.52	37.38	0.00	0.29	20	0	0	297	1	296
103+17.80	10317.80	17.80	42.83	0.00	0.00	26	0	0	323	1	322
103+25.60	10325.60	7.80	42.81	0.00	0.00	12	0	0	335	1	334
103+50.00	10350.00	24.40	43.04	0.00	0.00	39	0	0	374	1	373
104+00.00	10400.00	50.00	38.81	0.00	0.00	76	0	0	450	1	449
104+03.89	10403.89	3.89	41.84	0.00	0.00	6	0	0	456	1	455
104+36.48	10436.48	32.59	52.91	0.00	0.00	57	0	0	513	1	512
104+40.05	10440.05	3.57	20.84	0.00	0.00	5	0	0	518	1	517
105+33.17	10533.17	93.12	22.79	0.00	0.00	75	0	0	593	1	592
105+35.39	10535.39	2.22	48.29	0.00	0.00	3	0	0	596	1	595
105+76.17	10576.17	40.78	49.41	0.00	0.00	74	0	0	670	1	669
106+00.00	10600.00	23.83	43.52	0.00	4.36	41	0	2	711	4	707
106+29.70	10629.70	29.70	48.73	0.00	0.00	51	0	2	762	7	755
106+50.00	10650.00	20.30	47.18	0.00	0.58	36	0	0	798	7	791
107+00.00	10700.00	50.00	52.23	0.00	0.01	92	0	1	890	8	882
107+18.01	10718.01	18.01	60.52	0.00	0.00	38	0	0	928	8	920
107+24.84	10724.84	6.83	61.34	0.00	0.00	15	0	0	943	8	935
107+50.00	10750.00	25.16	58.18	0.00	0.00	56	0	0	999	8	991
107+64.79	10764.79	14.79	44.16	0.00	0.30	28	0	0	1,027	8	1,019
107+74.99	10774.99	10.20	38.26	0.00	0.57	16	0	0	1,043	8	1,035
108+44.54	10844.54	69.55	40.72	0.00	0.00	102	0	1	1,145	10	1,135
108+51.80	10851.80	7.26	53.06	0.00	0.00	13	0	0	1,158	10	1,148
108+96.95	10896.95	45.15	58.13	0.00	0.00	93	0	0	1,251	10	1,241
109+00.00	10900.00	3.05	58.62	0.00	0.00	7	0	0	1,258	10	1,248
109+34.79	10934.79	34.79	45.80	0.00	1.45	67	0	1	1,325	11	1,314
109+50.00	10950.00	15.21	47.54	0.00	0.00	26	0	0	1,351	11	1,340
110+00.00	11000.00	50.00	70.44	0.00	0.00	109	0	0	1,460	11	1,449
110+13.88	11013.88	13.88	70.10	0.00	0.00	36	0	0	1,496	11	1,485
110+50.00	11050.00	36.12	68.11	0.00	0.00	92	0	0	1,588	11	1,577
110+78.83	11078.83	28.83	62.15	0.00	0.00	70	0	0	1,658	11	1,647
110+78.83	11078.83	0.00	70.12	0.00	0.00	0	0	0	1,658	11	1,647
110+83.08	11083.08	4.25	26.53	0.00	0.00	8	0	0	1,666	11	1,655
111+64.15	11164.15	81.07	25.39	0.00	0.00	78	0	0	1,744	11	1,733

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDINATE	[(CUT - SALVAGED PAVT) - ((FILL) * FILL FACTOR)]

9

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FAIRFAX STREET CONTINUED

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
111+67.84	11167.84	3.69	63.59	0.00	0.00	6	0	0	1,750	11	1,739
112+00.00	11200.00	32.16	55.67	0.00	0.30	71	0	0	1,821	11	1,810
112+11.53	11211.53	11.53	47.85	0.00	0.30	22	0	0	1,843	11	1,832
112+17.93	11217.93	6.40	50.20	0.00	0.30	12	0	0	1,855	11	1,844
112+50.00	11250.00	32.07	37.17	0.00	0.00	52	0	0	1,907	11	1,896
112+53.16	11253.16	3.16	35.95	0.00	0.00	4	0	0	1,911	11	1,900
112+65.52	11265.52	12.36	42.50	0.00	0.07	18	0	0	1,929	11	1,918
113+00.00	11300.00	34.48	43.33	0.00	0.30	55	0	0	1,984	11	1,973
113+08.91	11308.91	8.91	41.82	0.00	0.31	14	0	0	1,998	11	1,987
113+50.00	11350.00	41.09	46.05	0.00	0.00	67	0	0	2,065	11	2,054
113+51.57	11351.57	1.57	47.62	0.00	0.00	3	0	0	2,068	11	2,057
113+58.19	11358.19	6.62	51.46	0.00	0.00	12	0	0	2,080	11	2,069
113+65.31	11365.31	7.12	51.14	0.00	0.06	14	0	0	2,094	11	2,083
113+74.80	11374.80	9.49	66.54	0.00	0.00	21	0	0	2,115	11	2,104
114+00.00	11400.00	25.20	59.26	0.00	0.74	59	0	0	2,174	11	2,163
114+15.61	11415.61	15.61	55.52	0.00	0.08	33	0	0	2,207	11	2,196
114+22.56	11422.56	6.95	38.01	0.00	0.02	12	0	0	2,219	11	2,208
114+88.82	11488.82	66.26	51.32	0.00	0.00	110	0	0	2,329	11	2,318
114+93.11	11493.11	4.29	81.33	0.00	0.00	11	0	0	2,340	11	2,329
115+00.00	11500.00	6.89	77.72	0.00	0.00	20	0	0	2,360	11	2,349
115+50.00	11550.00	50.00	67.27	0.00	0.00	134	0	0	2,494	11	2,483
116+00.00	11600.00	50.00	66.34	0.00	0.00	124	0	0	2,618	11	2,607
116+50.00	11650.00	50.00	56.75	0.00	0.00	114	0	0	2,732	11	2,721
117+00.00	11700.00	50.00	63.21	0.00	0.00	111	0	0	2,843	11	2,832
117+41.12	11741.12	41.12	64.48	0.00	0.00	97	0	0	2,940	11	2,929
118+19.14	11819.14	78.02	45.12	0.00	0.00	158	0	0	3,098	11	3,087
118+50.00	11850.00	30.86	45.67	0.00	0.02	52	0	0	3,150	11	3,139
119+00.00	11900.00	50.00	50.78	0.00	0.00	89	0	0	3,239	11	3,228
119+50.00	11950.00	50.00	63.11	0.00	0.00	105	0	0	3,344	11	3,333
120+00.00	12000.00	50.00	54.80	0.00	0.00	109	0	0	3,453	11	3,442
120+50.00	12050.00	50.00	55.94	0.00	0.00	103	0	0	3,556	11	3,545
120+78.34	12078.34	28.34	58.31	0.00	0.00	60	0	0	3,616	11	3,605
120+81.74	12081.74	3.40	35.01	0.00	0.00	6	0	0	3,622	11	3,611
121+36.67	12136.67	54.93	46.72	0.00	0.00	83	0	0	3,705	11	3,694
121+39.14	12139.14	2.47	60.13	0.00	0.28	5	0	0	3,710	11	3,699
121+50.00	12150.00	10.86	63.66	0.00	0.12	25	0	0	3,735	11	3,724
121+64.47	12164.47	14.47	52.41	0.00	0.05	31	0	0	3,766	11	3,755
122+00.00	12200.00	35.53	55.91	0.00	0.72	71	0	1	3,837	13	3,824
122+50.00	12250.00	50.00	67.01	0.00	0.00	114	0	1	3,951	14	3,937
122+85.83	12285.83	35.83	70.92	0.00	0.00	92	0	0	4,043	14	4,029
123+00.00	12300.00	14.17	79.48	0.00	0.00	39	0	0	4,082	14	4,068
123+10.88	12310.88	10.88	89.66	0.00	0.00	34	0	0	4,116	14	4,102
123+23.73	12323.73	12.85	88.23	0.00	0.00	42	0	0	4,158	14	4,144
123+50.00	12350.00	26.27	59.04	0.00	0.00	72	0	0	4,230	14	4,216
123+74.52	12374.52	24.52	59.25	0.00	0.00	54	0	0	4,284	14	4,270
124+00.00	12400.00	25.48	29.02	0.00	0.00	42	0	0	4,326	14	4,312
124+23.28	12423.28	23.28	70.71	0.00	0.00	43	0	0	4,369	14	4,355

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDINATE	[(CUT - SALVAGED PAVT) - ((FILL) * FILL FACTOR)]

9

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VALMONT EAST

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
100+16.598	10016.60	0.00	92.03	0.00	0.00	0	0	0	0	0	0
100+24.342	10024.34	7.74	97.37	0.00	0.00	27	0	0	27	0	27
100+34.419	10034.42	10.08	97.09	0.00	0.00	36	0	0	63	0	63
100+42.155	10042.15	7.74	64.33	10.00	0.00	23	1	0	86	0	85
100+50.98	10050.98	8.82	52.70	10.00	0.00	19	3	0	105	0	101

VALMONT WEST

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
99+52.872	9952.87	0.00	47.11	10.00	0.00	0	0	0	0	0	0
99+58.702	9958.70	5.83	77.55	10.00	0.00	13	2	0	13	0	11
99+66.028	9966.03	7.33	87.23	0.00	0.00	22	1	0	35	0	32
99+76.337	9976.34	10.31	116.39	0.00	0.00	39	0	0	74	0	71
99+83.702	9983.70	7.37	81.32	0.00	0.00	27	0	0	101	0	98

LAUREL

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
100+16.963	10016.96	0.00	101.15	0.00	0.00	0	0	0	0	0	0
100+24.24	10024.24	7.28	96.66	0.00	0.00	27	0	0	27	0	27
100+31.246	10031.25	7.01	80.91	0.00	0.00	23	0	0	50	0	50
100+42.101	10042.10	10.85	91.50	10.00	0.00	35	2	0	85	0	83
100+50.666	10050.67	8.57	51.61	10.00	0.00	23	3	0	108	0	103

FENWICK EAST

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
100+16.946	10016.95	0.00	140.21	37.00	0.00	0	0	0	0	0	0
100+24.167	10024.17	7.22	122.54	26.00	0.00	35	8	0	35	0	27
100+34.145	10034.15	9.98	116.67	10.00	0.00	44	7	0	79	0	64
100+41.945	10041.95	7.80	64.32	10.00	0.00	26	3	0	105	0	87
100+51.623	10051.62	9.68	35.90	10.00	0.00	18	4	0	123	0	101

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDINATE	[(CUT - SALVAGED PAVT) - ((FILL) * FILL FACTOR)]

FENWICK WEST

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
99+33.814	9933.81	0.00	23.81	10.00	0.00	0	0	0	0	0	0
99+59.002	9959.00	25.19	52.66	10.00	0.00	36	9	0	36	0	27
99+69.061	9969.06	10.06	101.00	10.00	0.00	29	4	0	65	0	52
99+76.579	9976.58	7.52	96.65	0.00	0.00	28	1	0	93	0	79
99+84	9984.00	7.42	73.93	0.00	0.00	23	0	0	116	0	102

HOOVER

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
100+16.89	10016.89	0.00	136.02	13.50	0.00	0	0	0	0	0	0
100+24.125	10024.12	7.24	116.30	10.00	0.00	34	3	0	34	0	31
100+34.171	10034.17	10.05	100.34	0.00	0.99	40	2	0	74	0	69
100+41.896	10041.90	7.73	53.27	0.00	0.01	22	0	0	96	0	91
100+54.335	10054.33	12.44	40.72	0.00	0.00	22	0	0	118	0	113

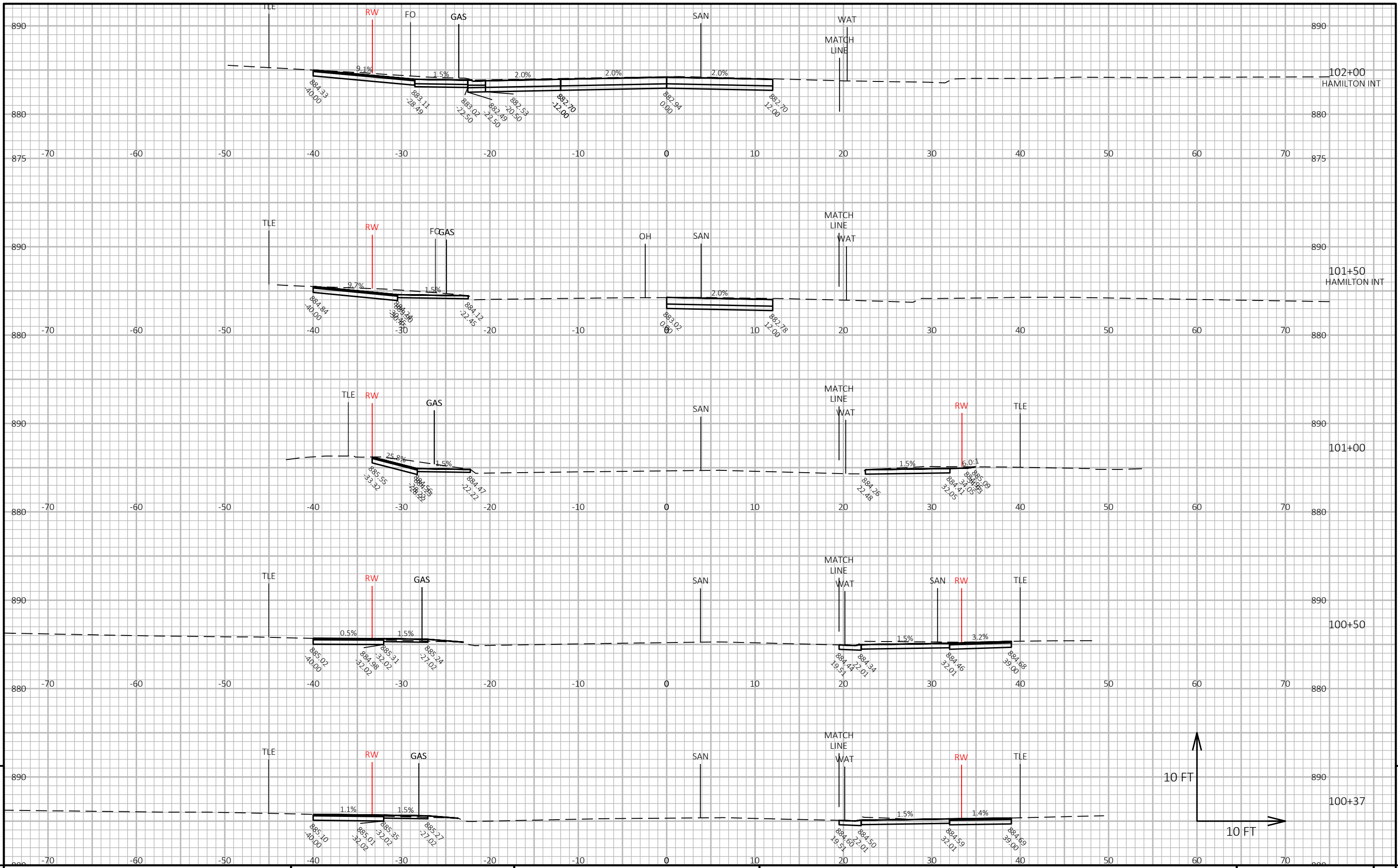
PARKING LOT ENTRANCE RT

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
100+16.519	10016.52	0.00	98.79	36.00	0.00	0	0	0	0	0	0
100+23.675	10023.68	7.16	82.25	20.00	0.00	24	7	0	24	0	17
100+34.008	10034.01	10.33	60.25	0.00	0.00	27	4	0	51	0	40
100+40.006	10040.01	6.00	7.90	0.00	0.00	8	0	0	59	0	48

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDINATE	[(CUT - SALVAGED PAVT) - ((FILL) * FILL FACTOR)]

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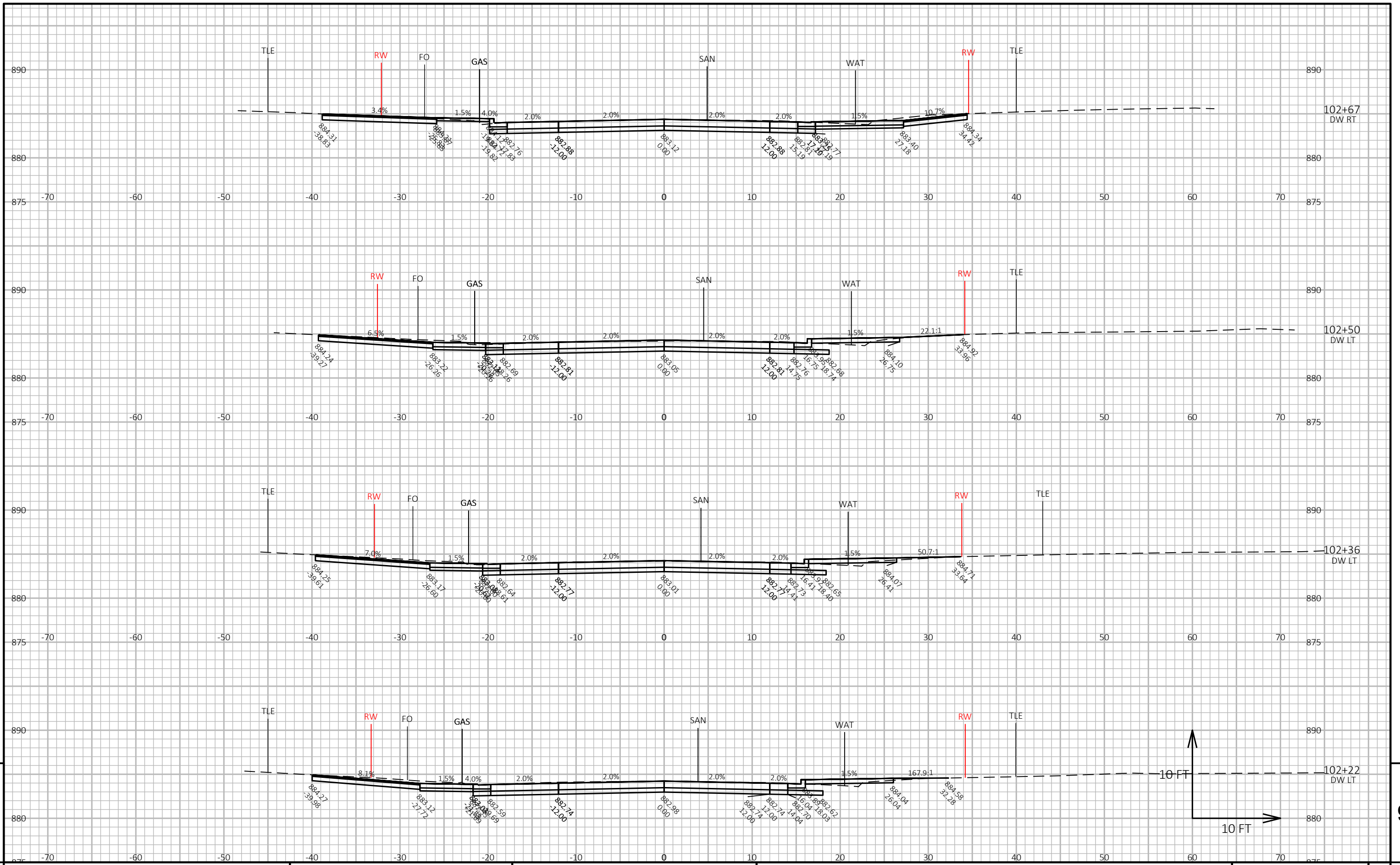
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PROJECT NO: 7995-02-59 HWY: FAIRFAX STREET COUNTY: EAU CLAIRE CROSS SECTIONS: FAIRFAX STREET SHEET E

FILE NAME : P:\EAUCL\19005 FAIRFAX STREET STP URBAN\CAD\C3D\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/28/2023 11:08 AM PLOT BY : GEOFF RASMUSSEN2 PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. WISDOT/CADD SHEET 49

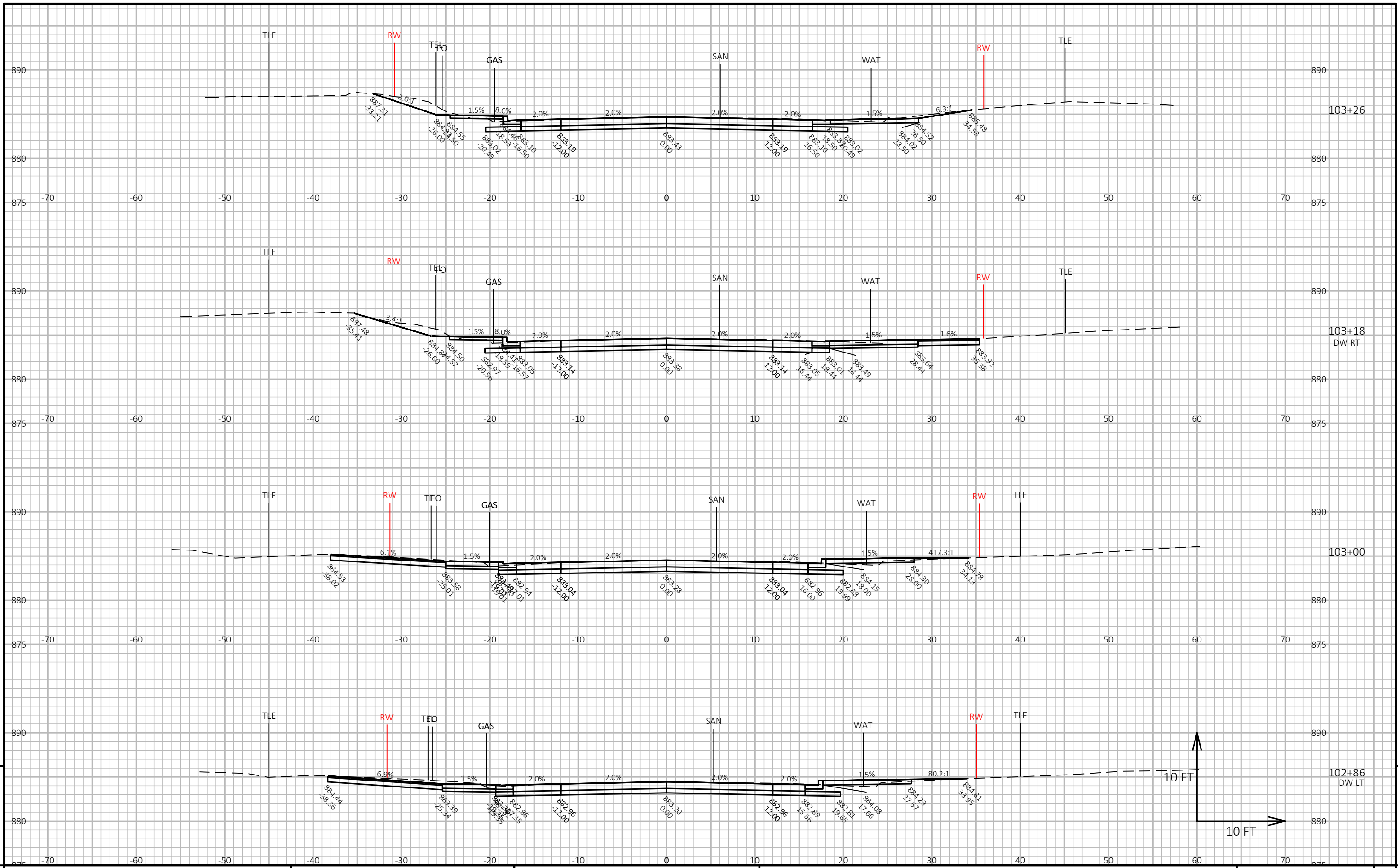
LAYOUT NAME - 01



PROJECT NO: 7995-02-59 HWY: FAIRFAX STREET COUNTY: EAU CLAIRE CROSS SECTIONS: FAIRFAX STREET SHEET 9

FILE NAME: P:\EAUCL\19005 FAIRFAX STREET STP URBAN\CAD\C3D\SHEETS\PLAN\090201-XS.DWG PLOT DATE: 9/28/2023 11:08 AM PLOT BY: GEOFF RASMUSSEN2 PLOT NAME: SHEET 9

LAYOUT NAME - 02 PLOT SCALE: 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. WISDOT/CADD SHEET 49



PROJECT NO: 7995-02-59

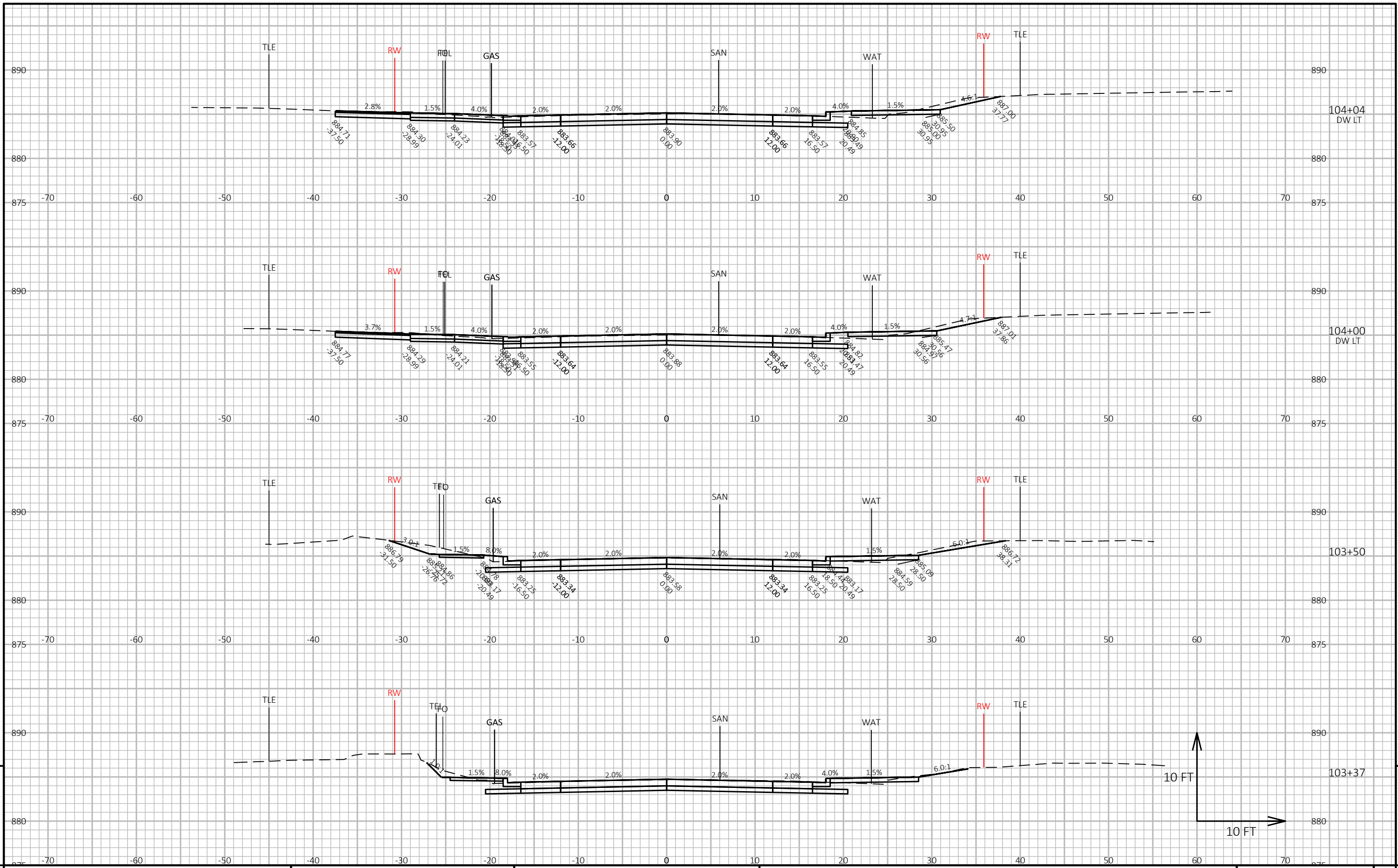
HWY: FAIRFAX STREET

COUNTY: EAU CLAIRE

CROSS SECTIONS: FAIRFAX STREET

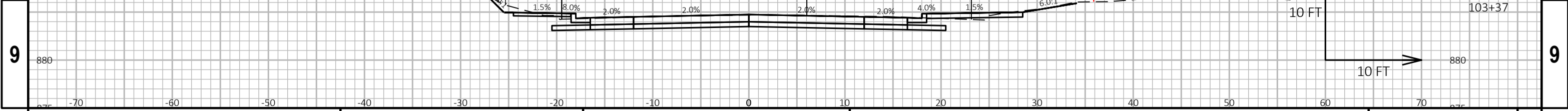
SHEET

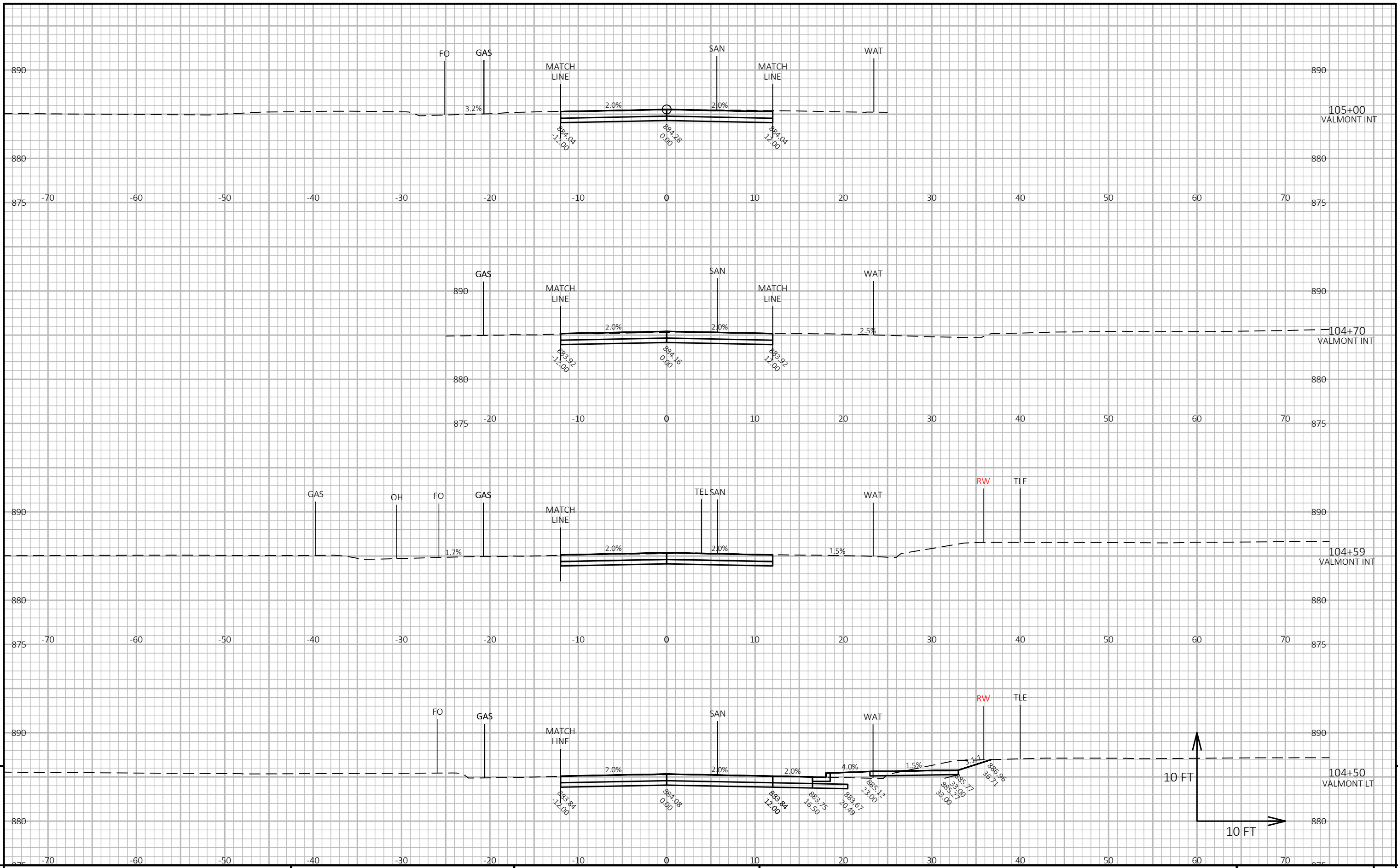
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PROJECT NO: 7995-02-59 HWY: FAIRFAX STREET COUNTY: EAU CLAIRE CROSS SECTIONS: FAIRFAX STREET SHEET E

FILE NAME : P:\EAUCL\19005 FAIRFAX STREET STP URBAN\CAD\C3D\SHEETS\PLAN\090201-XS.DWG PLOT DATE : 9/28/2023 11:08 AM PLOT BY : GEOFF RASMUSSEN2 PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. WISDOT/CADD SHEET 49





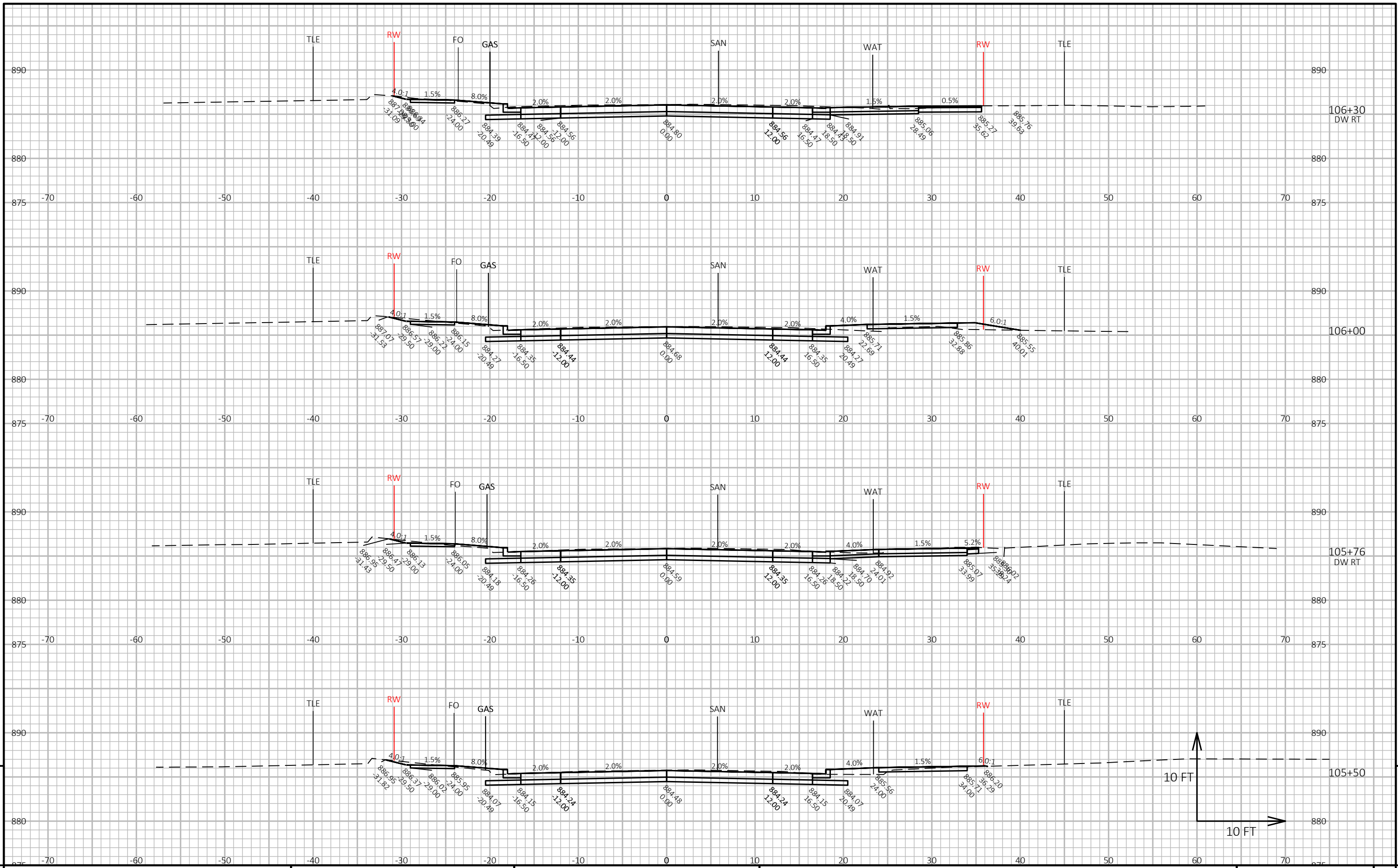
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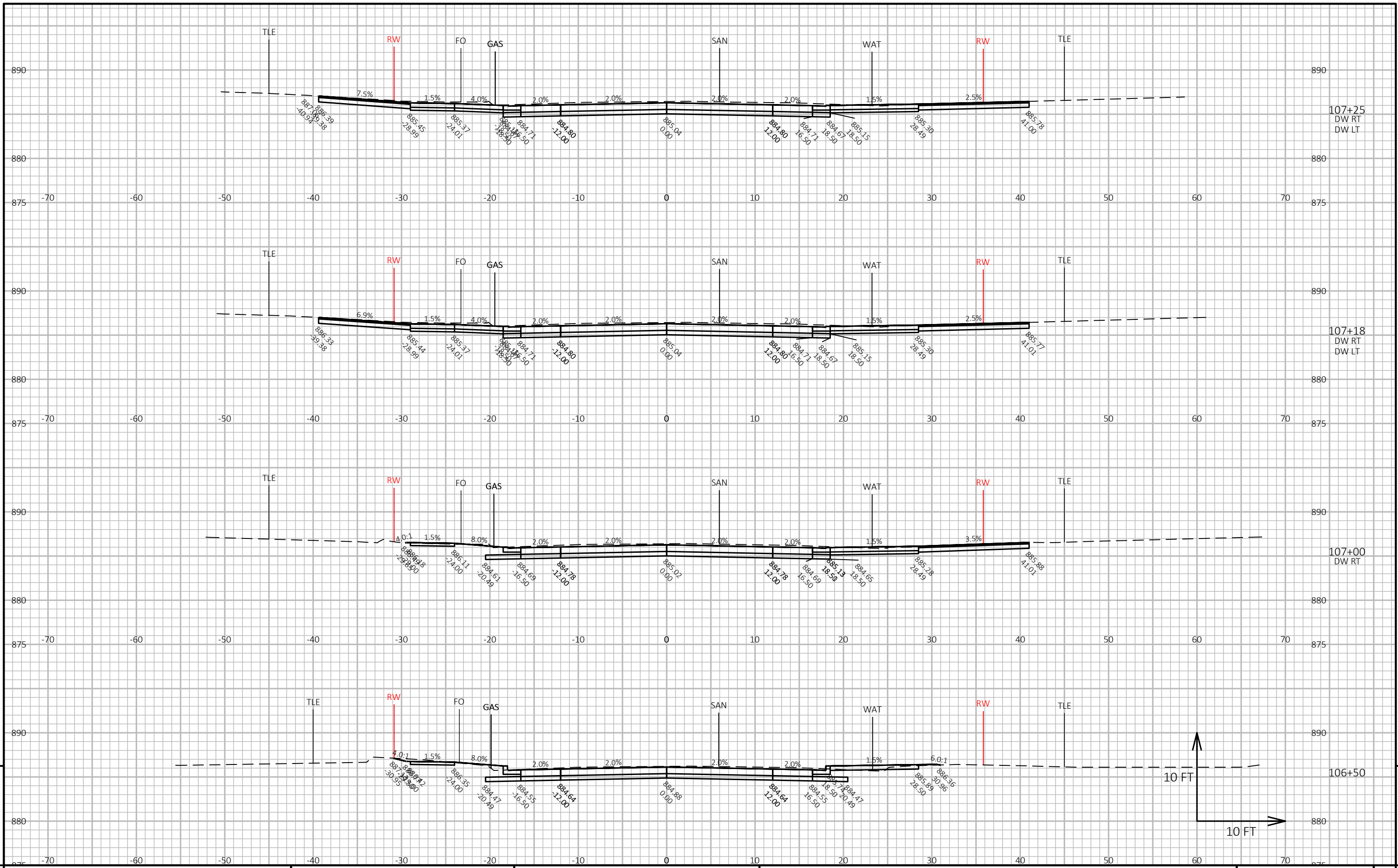
PROJECT NO: 7995-02-59 HWY: FAIRFAX STREET COUNTY: EAU CLAIRE CROSS SECTIONS: FAIRFAX STREET SHEET E

FILE NAME: P:\EAUCL\19005 FAIRFAX STREET STP URBAN\CAD\C3D\SHEETSPLAN\090201-XS.DWG PLOT DATE: 9/28/2023 11:09 AM PLOT BY: GEOFF RASMUSSEN2 PLOT NAME: PLOT SCALE: 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. WISDOT/CADD SHEET 49

LAYOUT NAME - 05



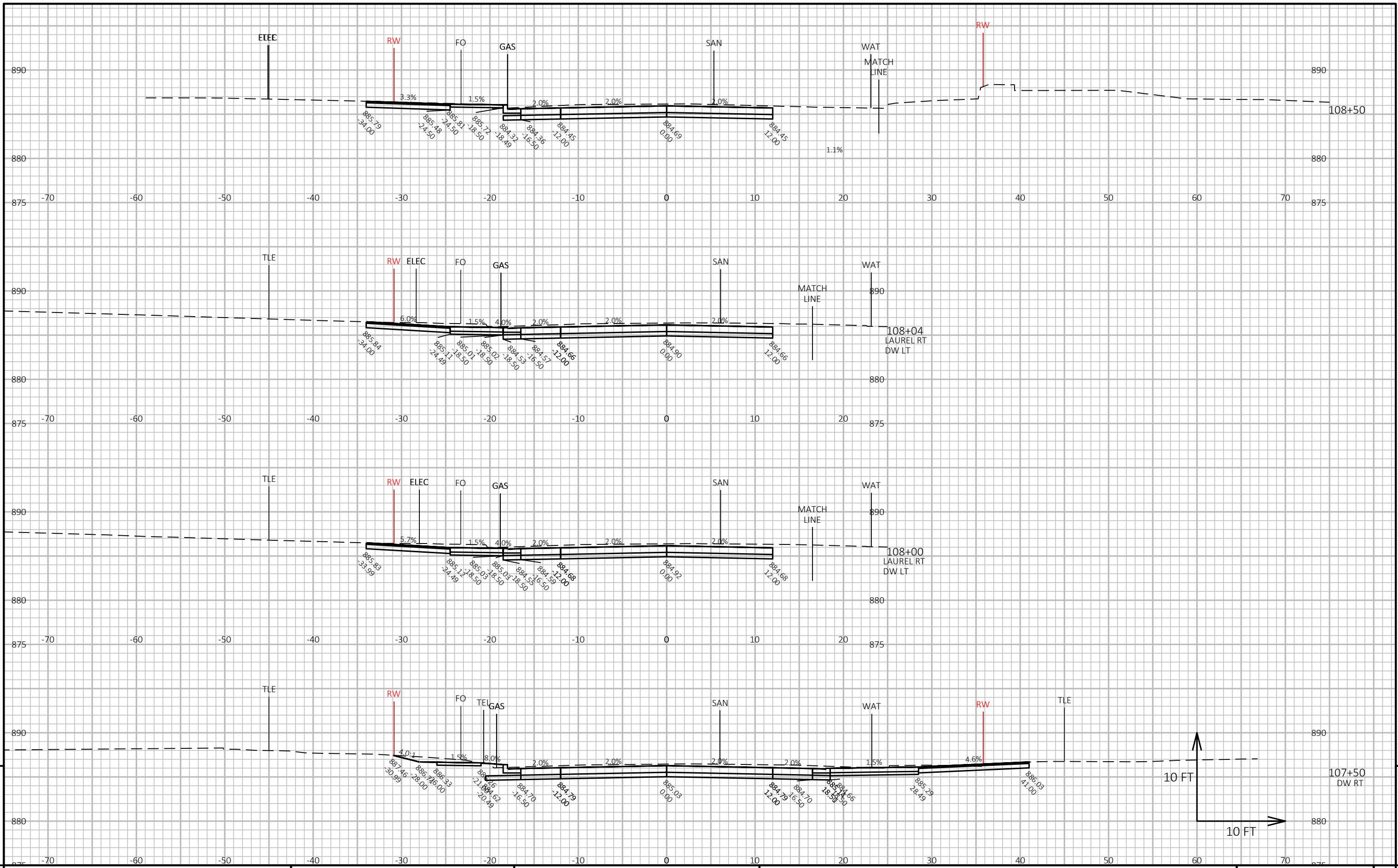
PROJECT NO: 7995-02-59 HWY: FAIRFAX STREET COUNTY: EAU CLAIRE CROSS SECTIONS: FAIRFAX STREET SHEET 9



PROJECT NO: 7995-02-59 HWY: FAIRFAX STREET COUNTY: EAU CLAIRE CROSS SECTIONS: FAIRFAX STREET SHEET E

FILE NAME : P:\EAUCL\19005 FAIRFAX STREET STP URBAN\CAD\C3D\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/28/2023 11:09 AM PLOT BY : GEOFF RASMUSSEN2 PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. WISDOT/CADD SHEET 49

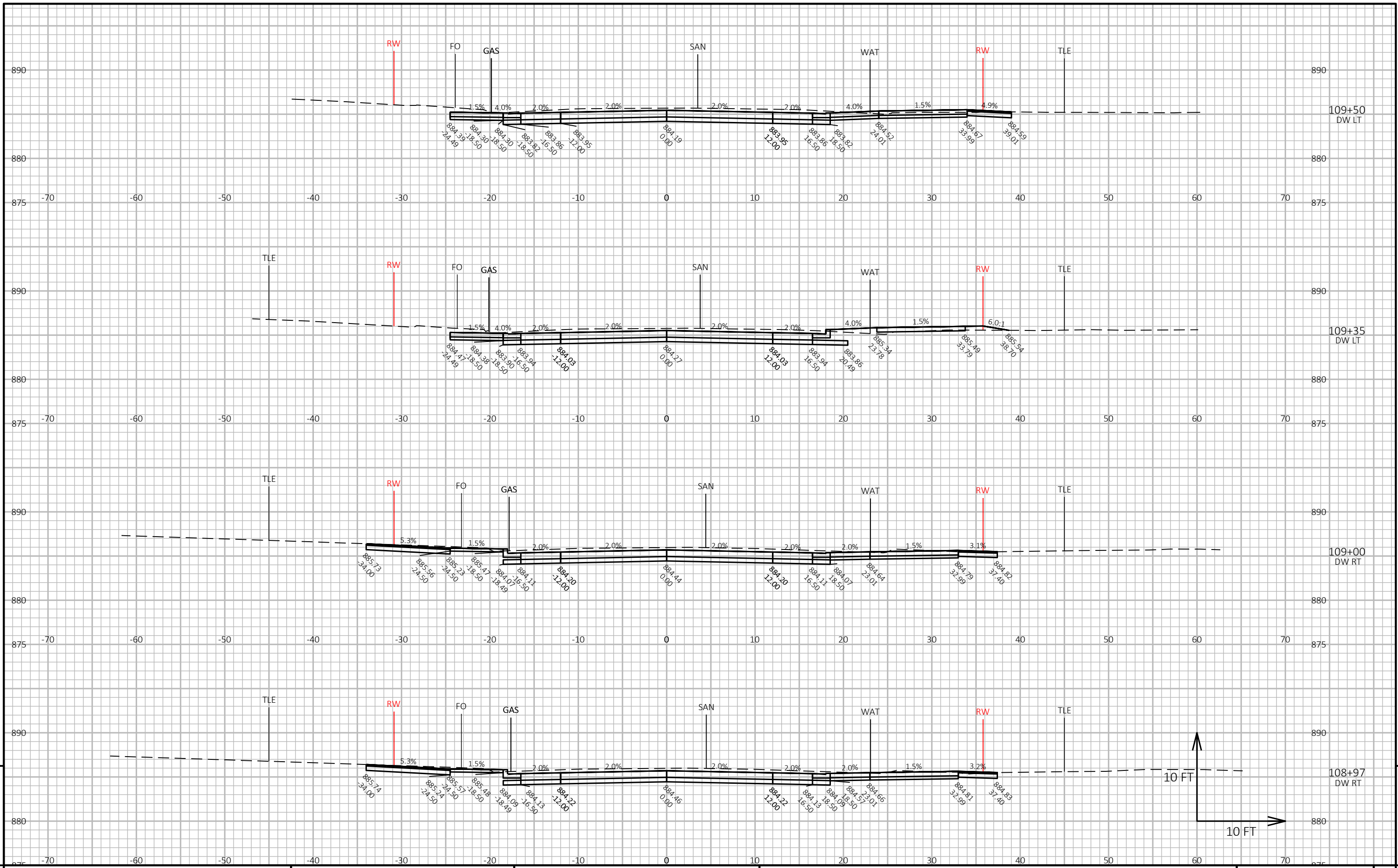
LAYOUT NAME - 07



PROJECT NO: 7995-02-59 HWY: FAIRFAX STREET COUNTY: EAU CLAIRE CROSS SECTIONS: FAIRFAX STREET SHEET E

FILE NAME: P:\EAUCL\19005 FAIRFAX STREET STP URBAN\CAD\C3D\SHEETS\PLAN\090201-XS.DWG PLOT DATE: 9/28/2023 11:09 AM PLOT BY: GEOFF RASMUSSEN2 PLOT NAME: PLOT SCALE: 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. WISDOT/CADD SHEET 49

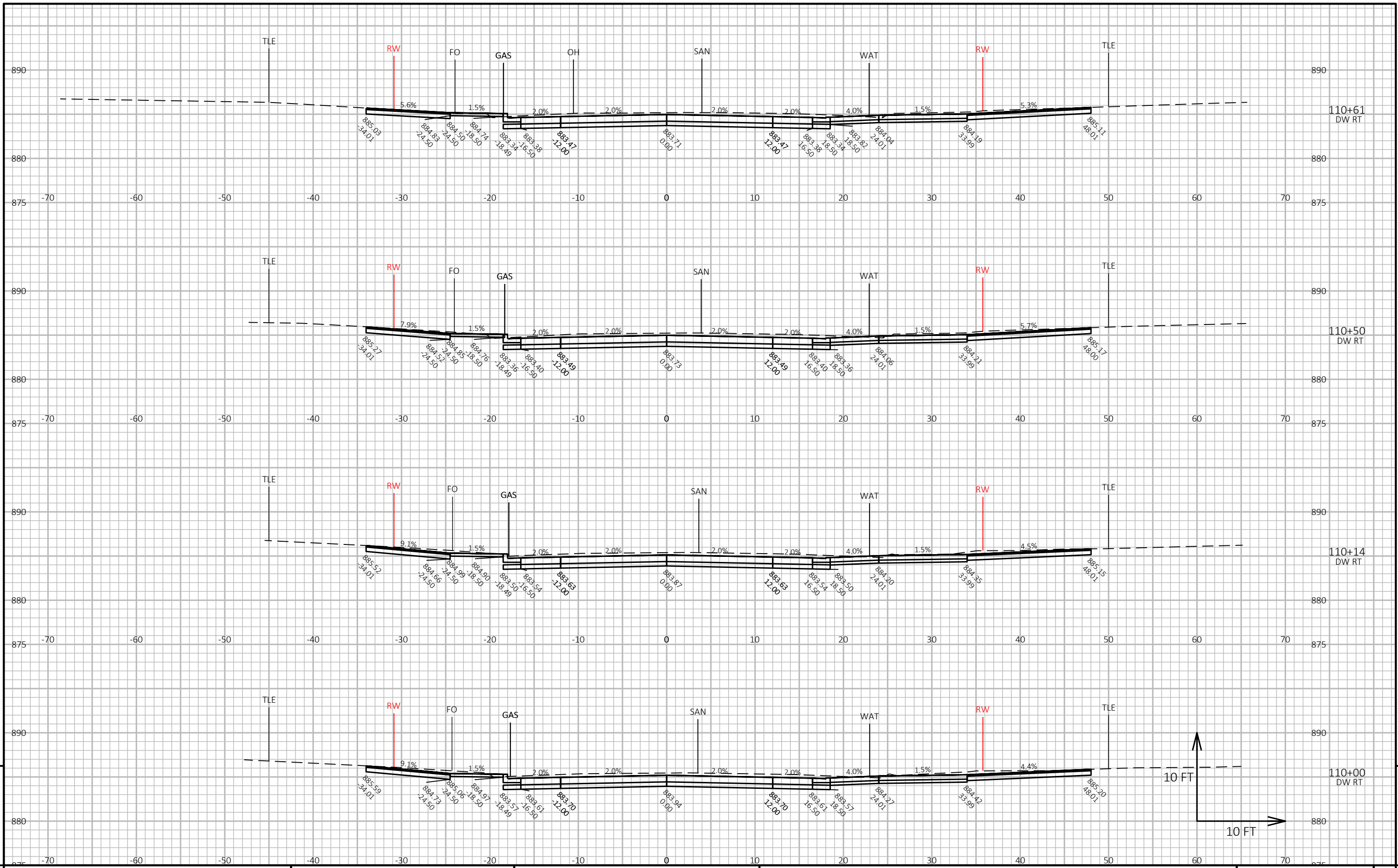
LAYOUT NAME - 08



PROJECT NO: 7995-02-59 HWY: FAIRFAX STREET COUNTY: EAU CLAIRE CROSS SECTIONS: FAIRFAX STREET SHEET 9

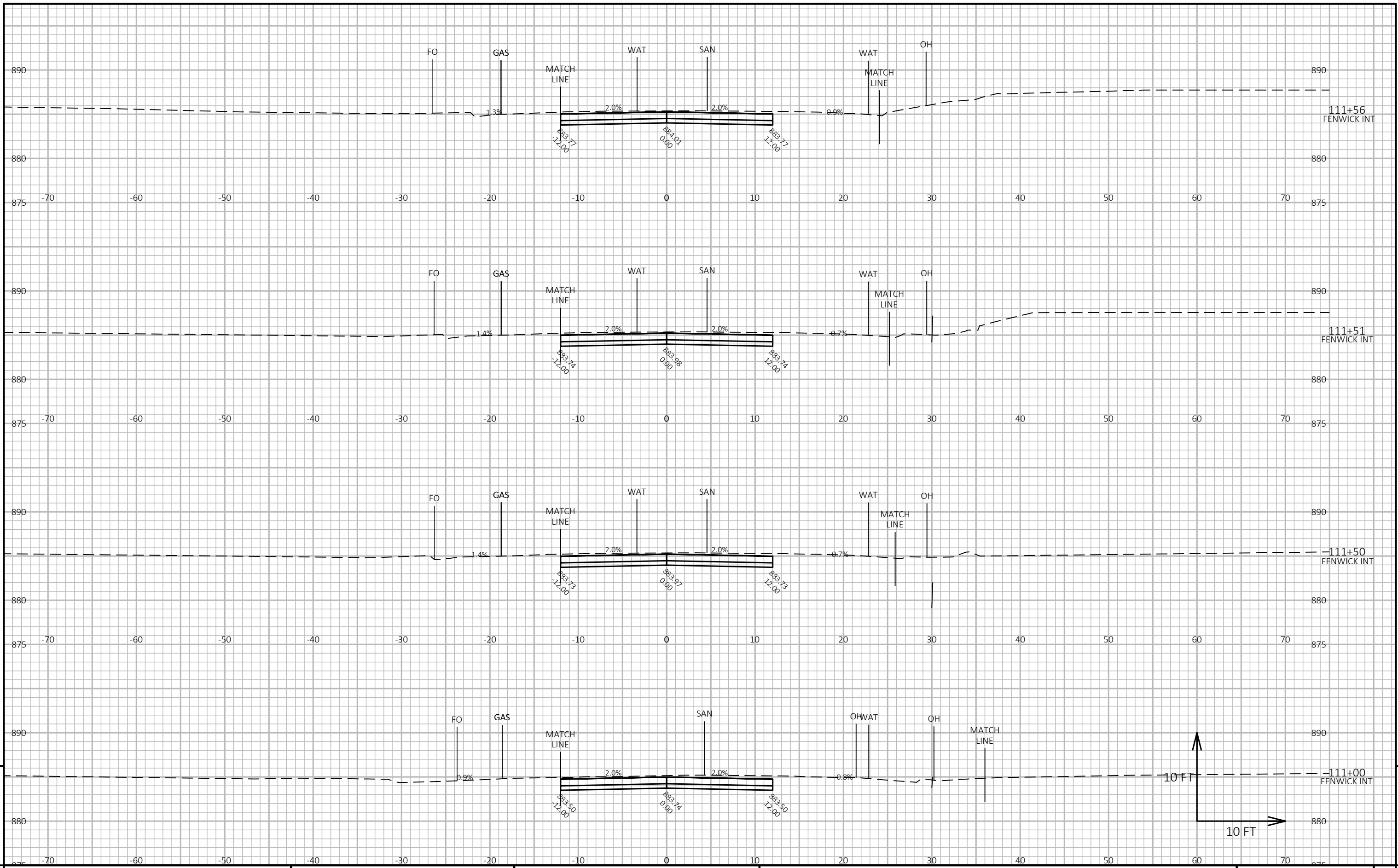
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LAYOUT NAME: -09 PLOT SCALE: 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. WISDOT/CADD SHEET 49

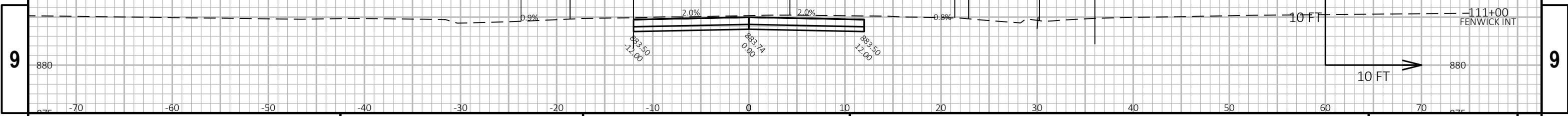


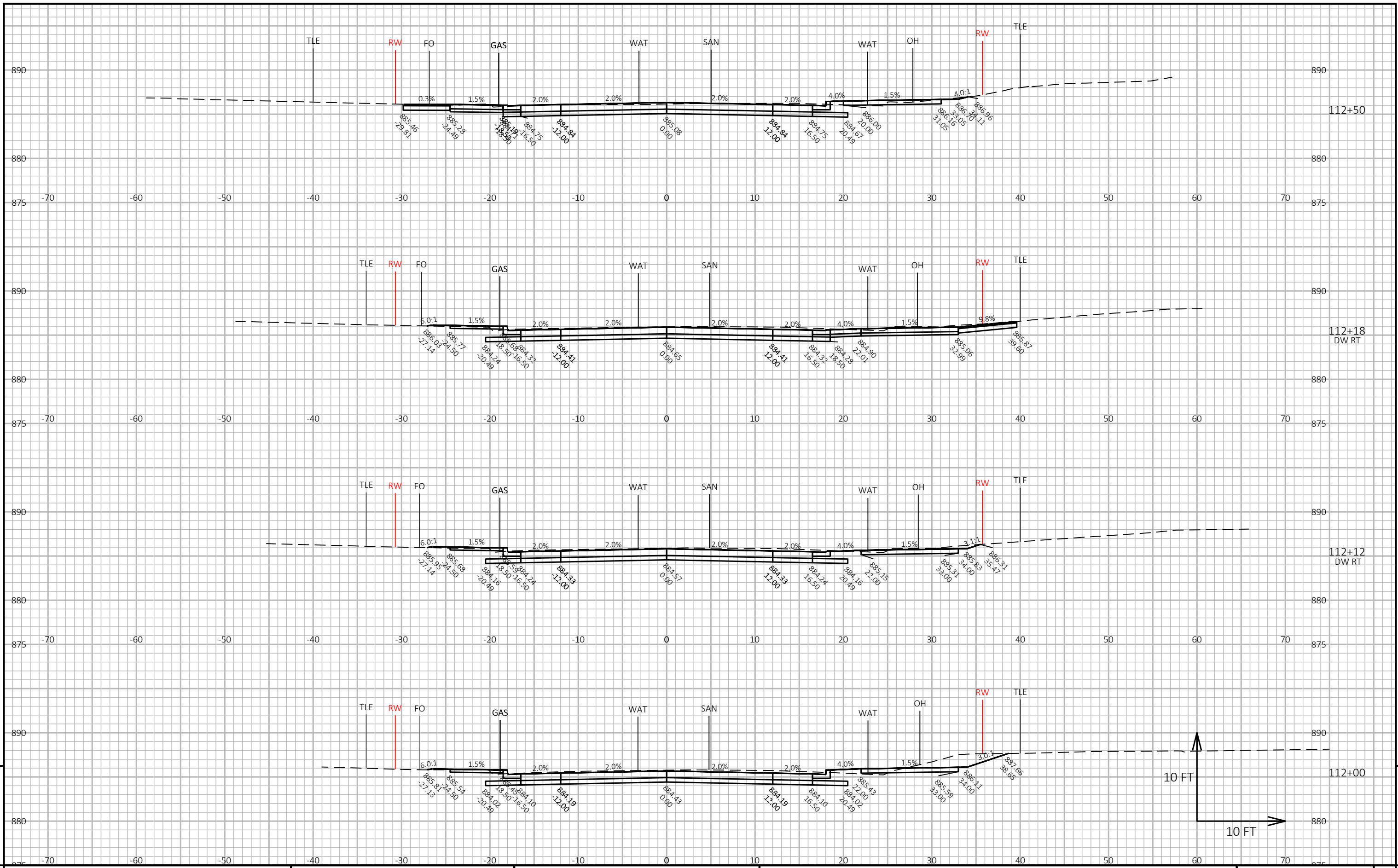
PROJECT NO: 7995-02-59 HWY: FAIRFAX STREET COUNTY: EAU CLAIRE CROSS SECTIONS: FAIRFAX STREET SHEET 9

FILE NAME: P:\EAUCL\19005 FAIRFAX STREET STP URBAN\CAD\C3D\SHEETS\PLAN\090201-XS.DWG PLOT DATE: 9/28/2023 11:09 AM PLOT BY: GEOFF RASMUSSEN2 PLOT NAME: LAYOUT NAME - 10 PLOT SCALE: 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. WISDOT/CADD SHEET 49

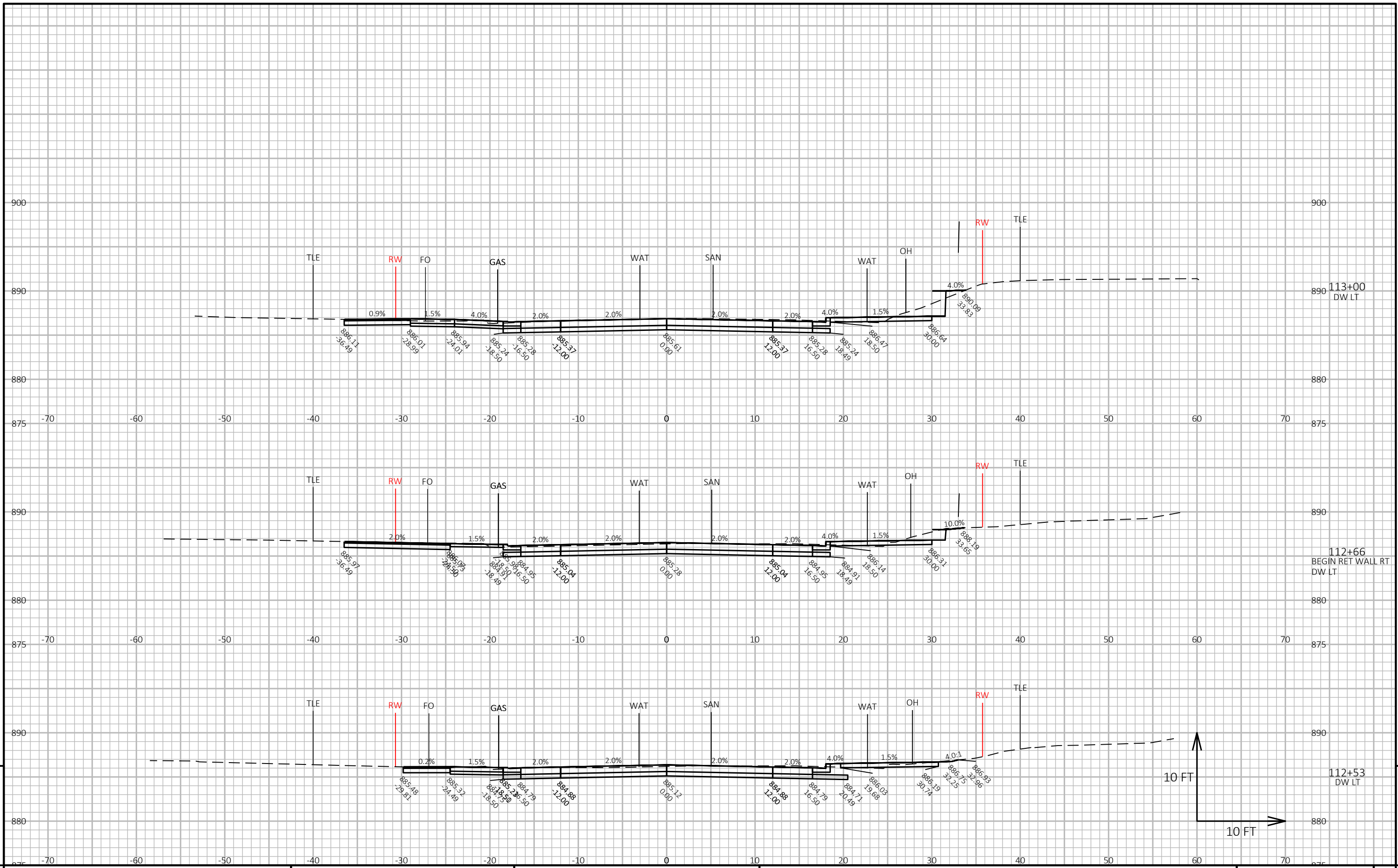


PROJECT NO: 7995-02-59 HWY: FAIRFAX STREET COUNTY: EAU CLAIRE CROSS SECTIONS: FAIRFAX STREET SHEET E

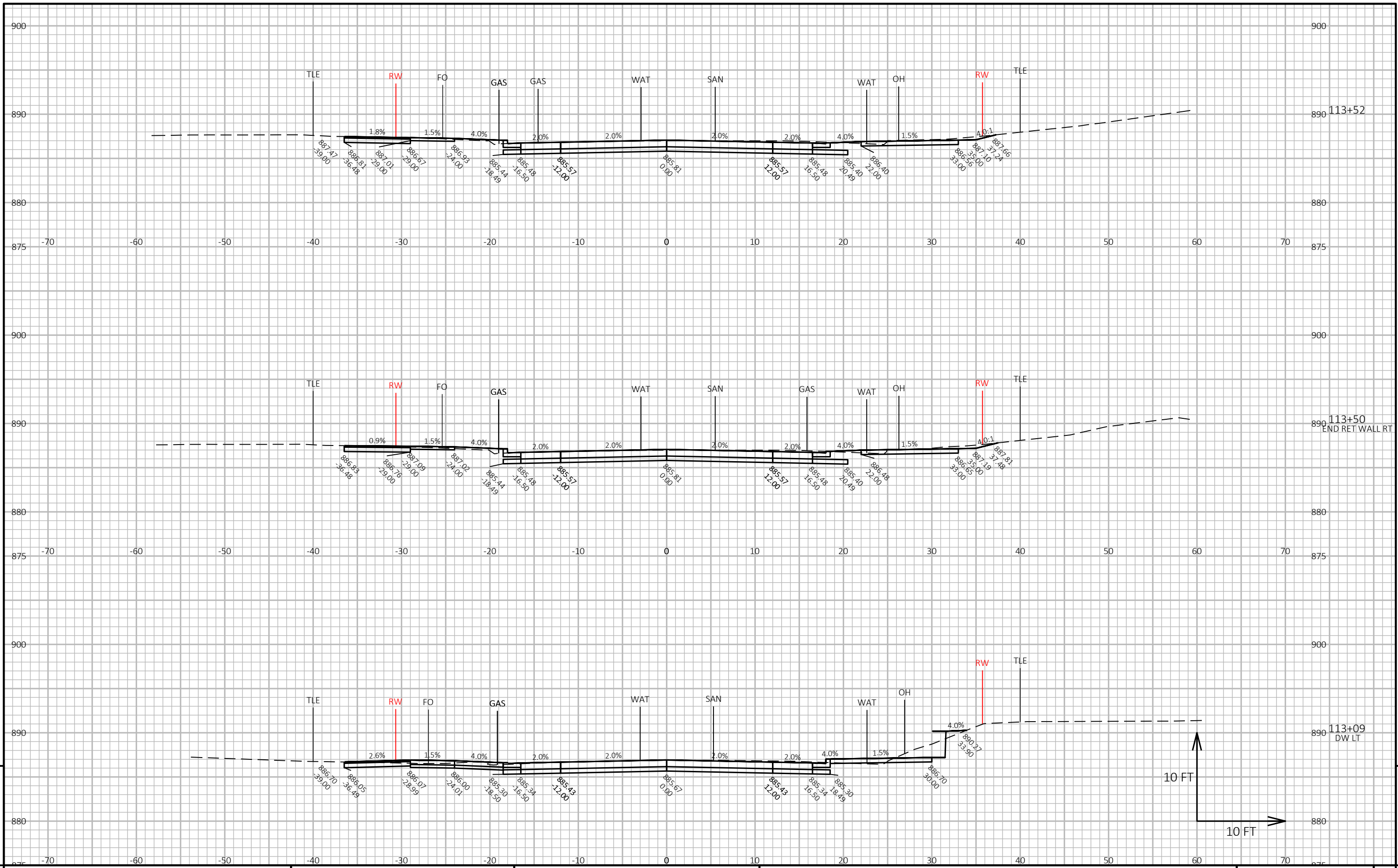




PROJECT NO: 7995-02-59 HWY: FAIRFAX STREET COUNTY: EAU CLAIRE CROSS SECTIONS: FAIRFAX STREET SHEET 9



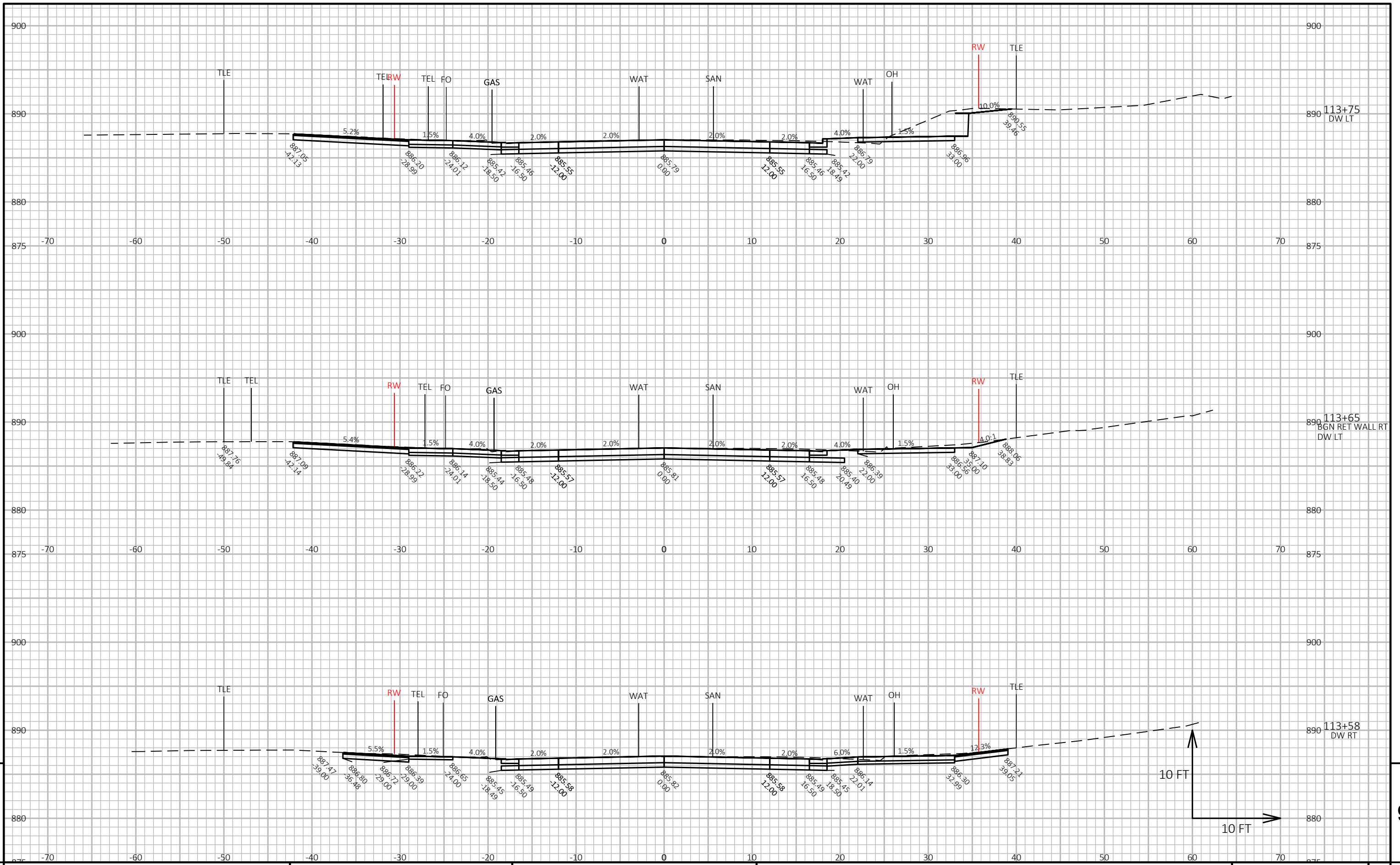
PROJECT NO: 7995-02-59 HWY: FAIRFAX STREET COUNTY: EAU CLAIRE CROSS SECTIONS: FAIRFAX STREET SHEET E



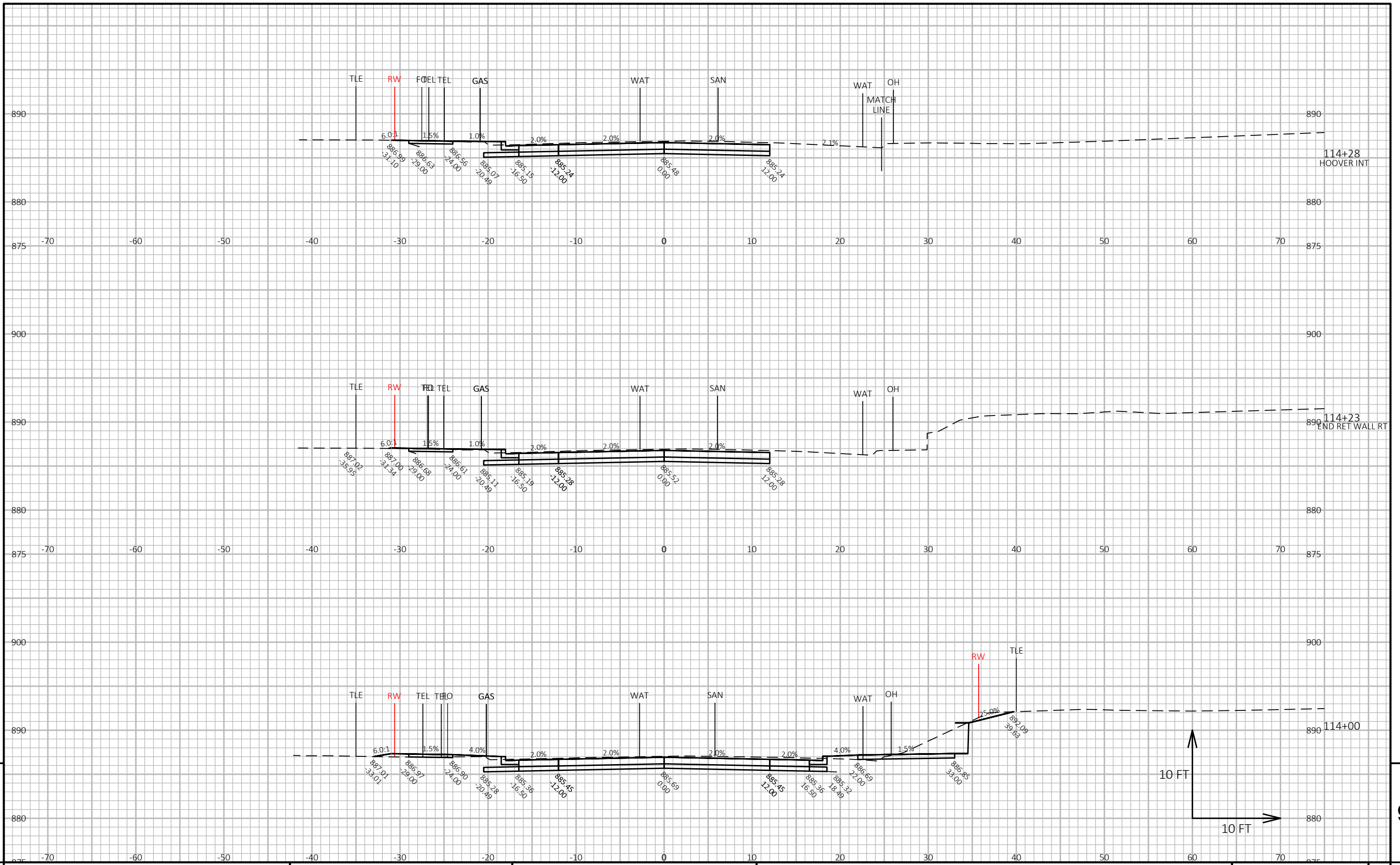
PROJECT NO: 7995-02-59 HWY: FAIRFAX STREET COUNTY: EAU CLAIRE CROSS SECTIONS: FAIRFAX STREET SHEET 9

FILE NAME: P:\EAUCL\19005 FAIRFAX STREET STP URBAN\CAD\C3D\SHEETSPLAN\090201-XS.DWG PLOT DATE: 9/28/2023 11:09 AM PLOT BY: GEOFF RASMUSSEN2 PLOT NAME: PLOT SCALE: 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. WISDOT/CADD SHEET 49

LAYOUT NAME - 14



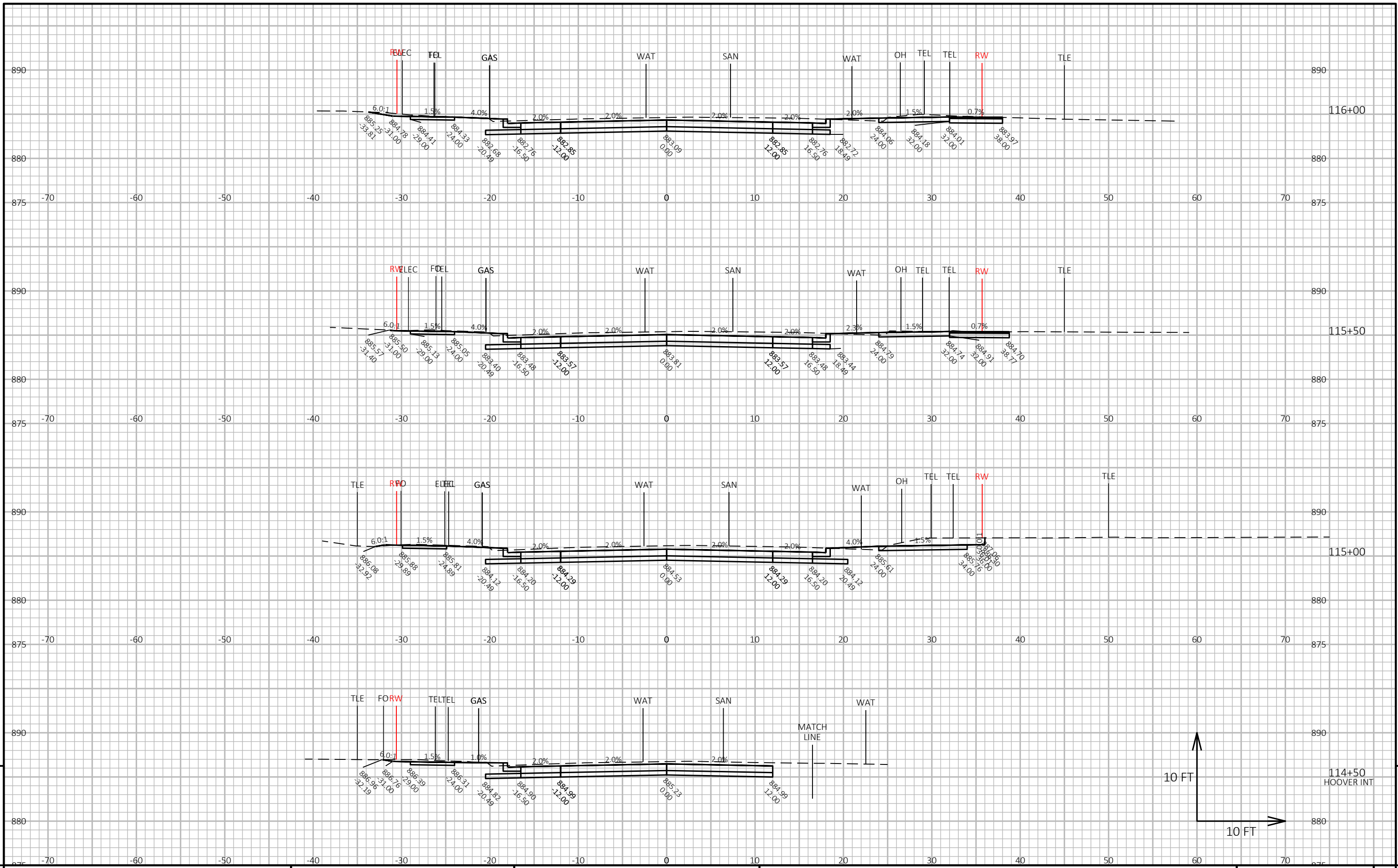
PROJECT NO: 7995-02-59 HWY: FAIRFAX STREET COUNTY: EAU CLAIRE CROSS SECTIONS: FAIRFAX STREET SHEET E



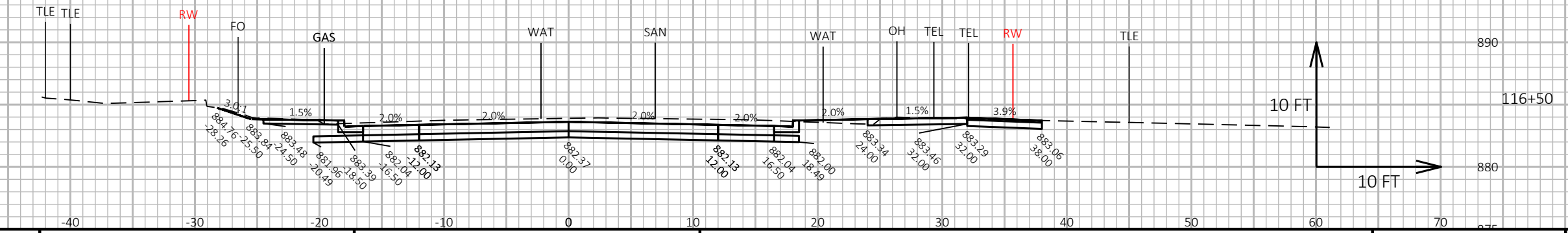
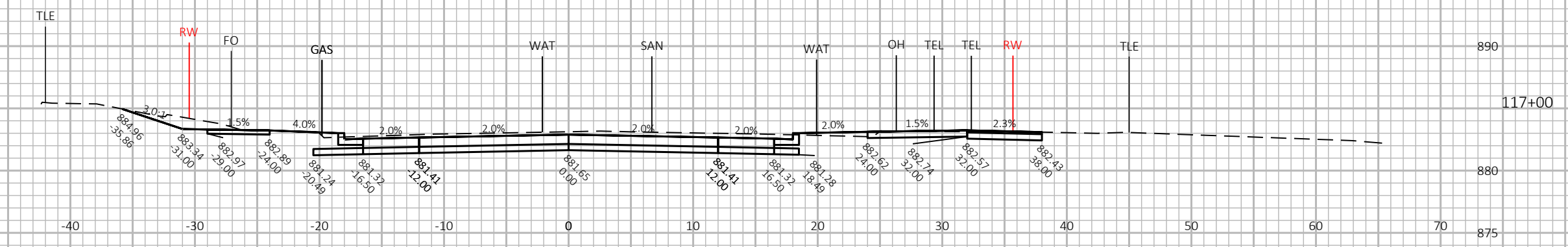
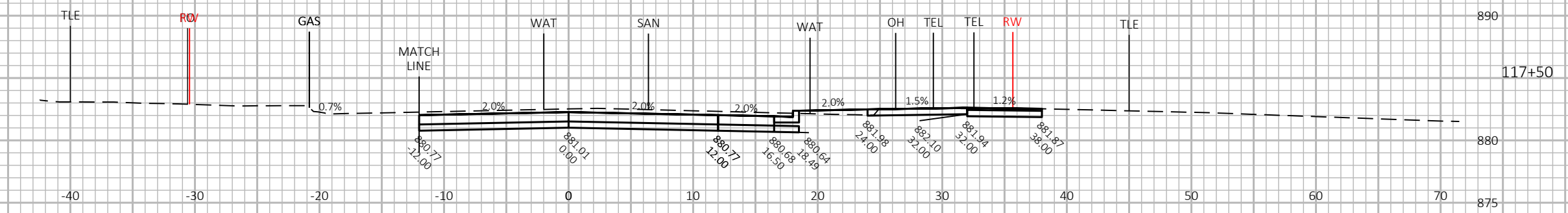
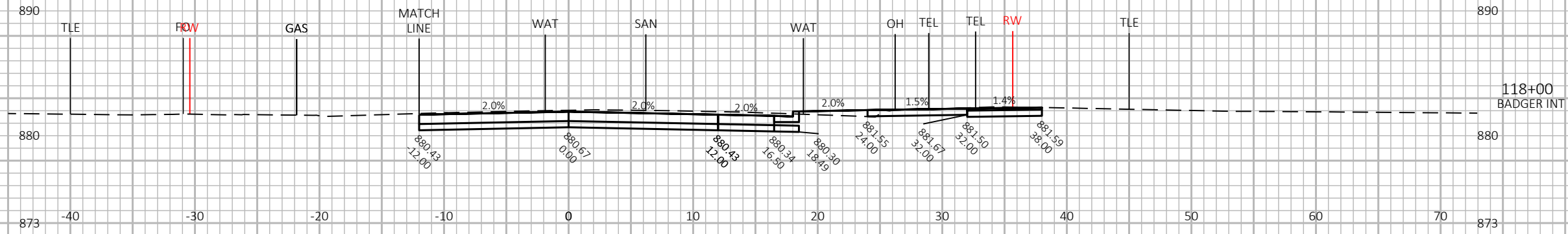
PROJECT NO: 7995-02-59 HWY: FAIRFAX STREET COUNTY: EAU CLAIRE CROSS SECTIONS: FAIRFAX STREET SHEET E

FILE NAME: P:\EAUCL\19005 FAIRFAX STREET STP URBAN\CAD\C3D\SHEETS\PLAN\090201-XS.DWG PLOT DATE: 9/28/2023 11:09 AM PLOT BY: GEOFF RASMUSSEN2 PLOT NAME: PLOT SCALE: 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. WISDOT/CADD SHEET 49

LAYOUT NAME - 16



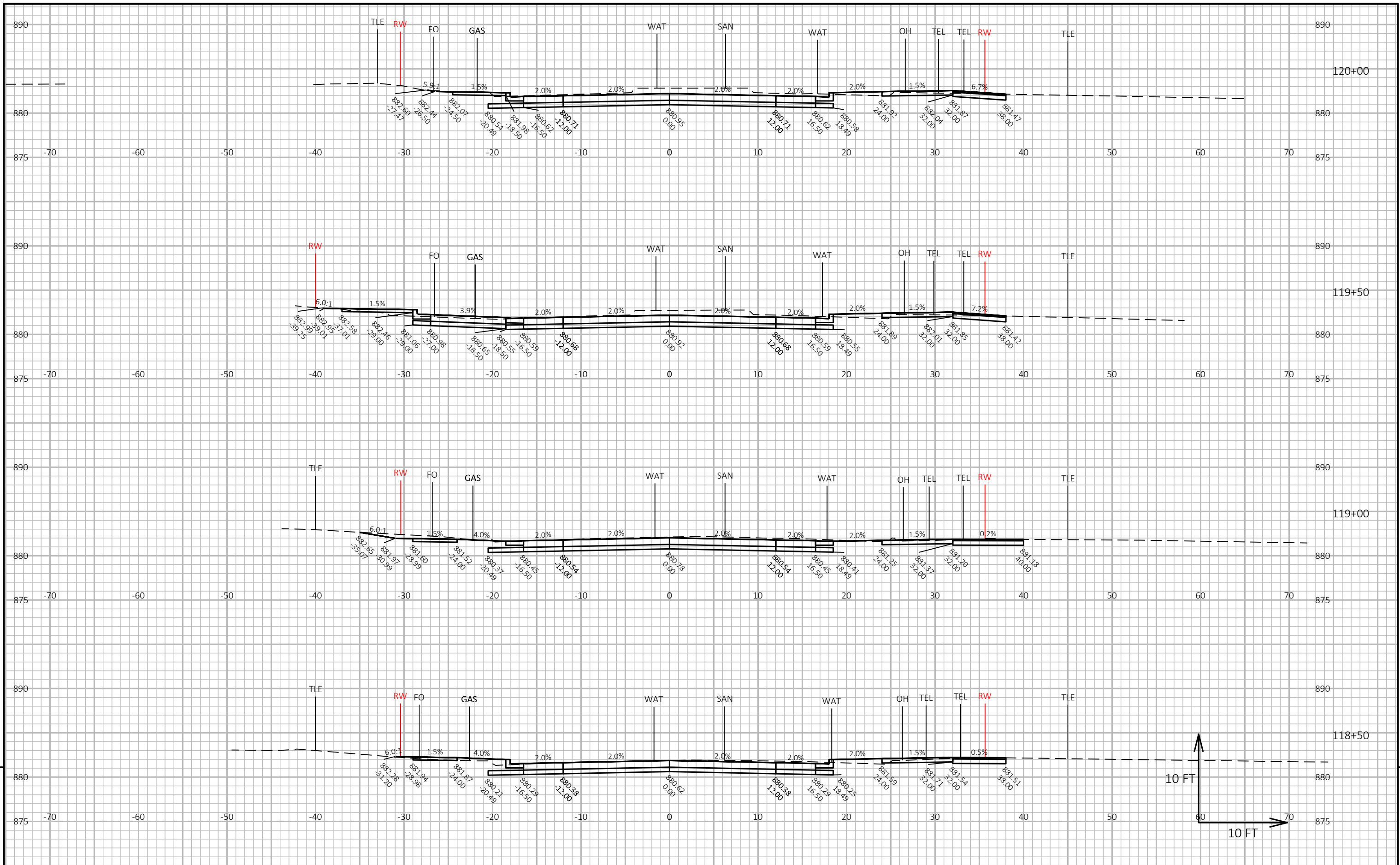
PROJECT NO: 7995-02-59 HWY: FAIRFAX STREET COUNTY: EAU CLAIRE CROSS SECTIONS: FAIRFAX STREET SHEET E



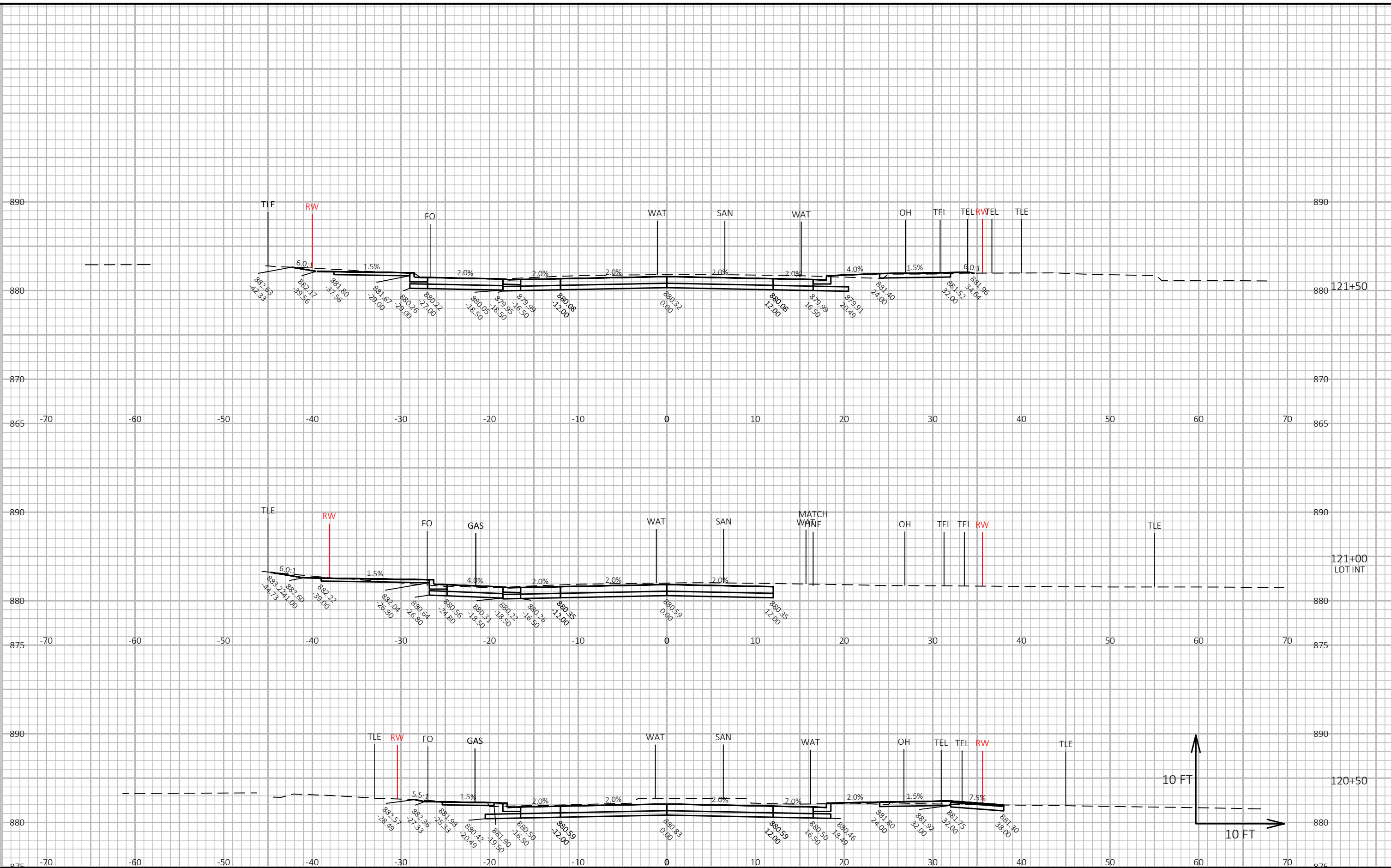
PROJECT NO: 7995-02-59 HWY: FAIRFAX STREET COUNTY: EAU CLAIRE CROSS SECTIONS: FAIRFAX STREET SHEET 9

FILE NAME: P:\EAUCL\19005 FAIRFAX STREET STP URBAN\CAD\C3D\SHEETSPLAN\090201-XS.DWG PLOT DATE: 9/28/2023 11:10 AM PLOT BY: GEOFF RASMUSSEN2 PLOT NAME: PLOT SCALE: 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. WISDOT/CADD SHEET 49

LAYOUT NAME - 18



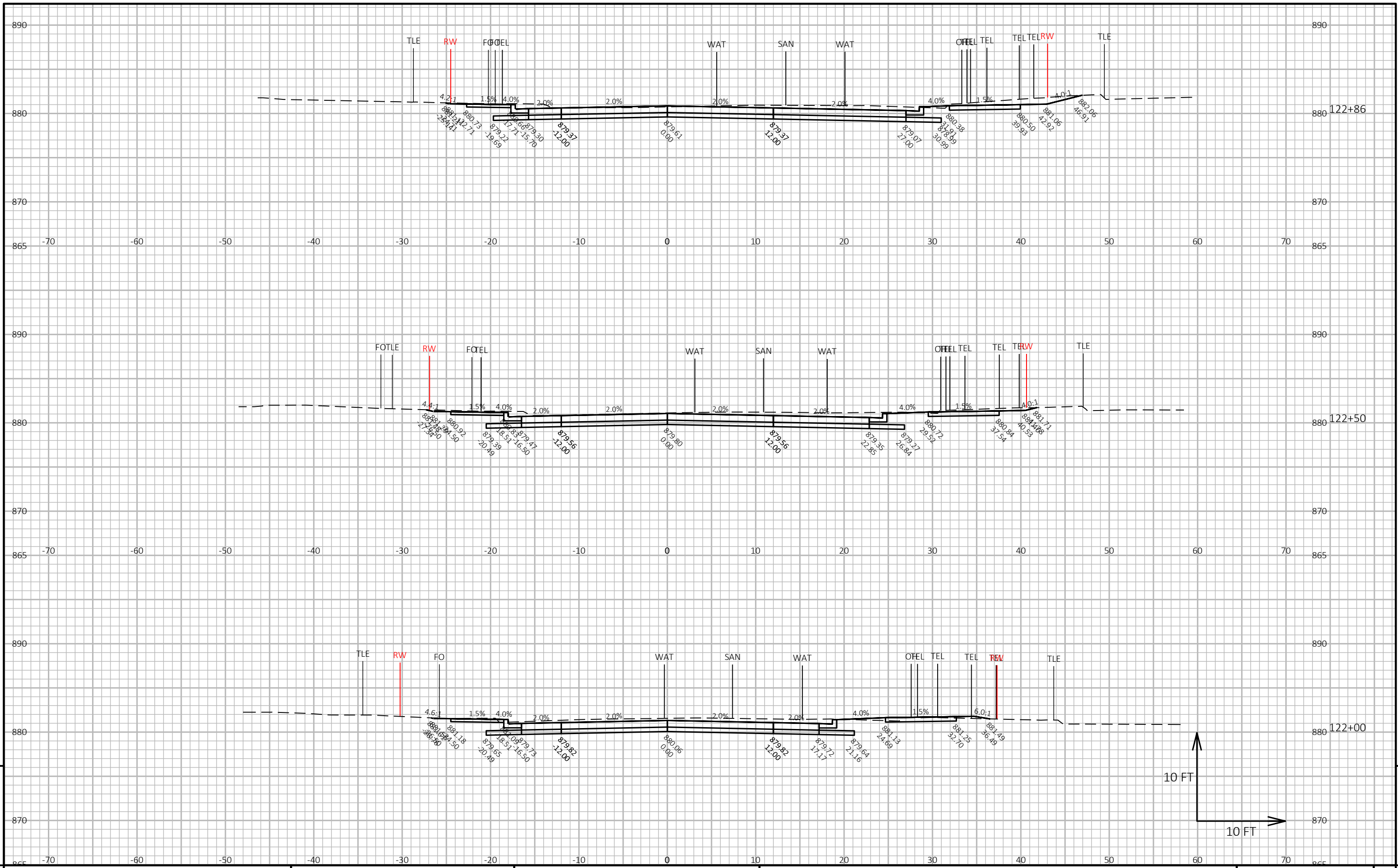
PROJECT NO: 7995-02-59 HWY: FAIRFAX STREET COUNTY: EAU CLAIRE CROSS SECTIONS: FAIRFAX STREET SHEET E



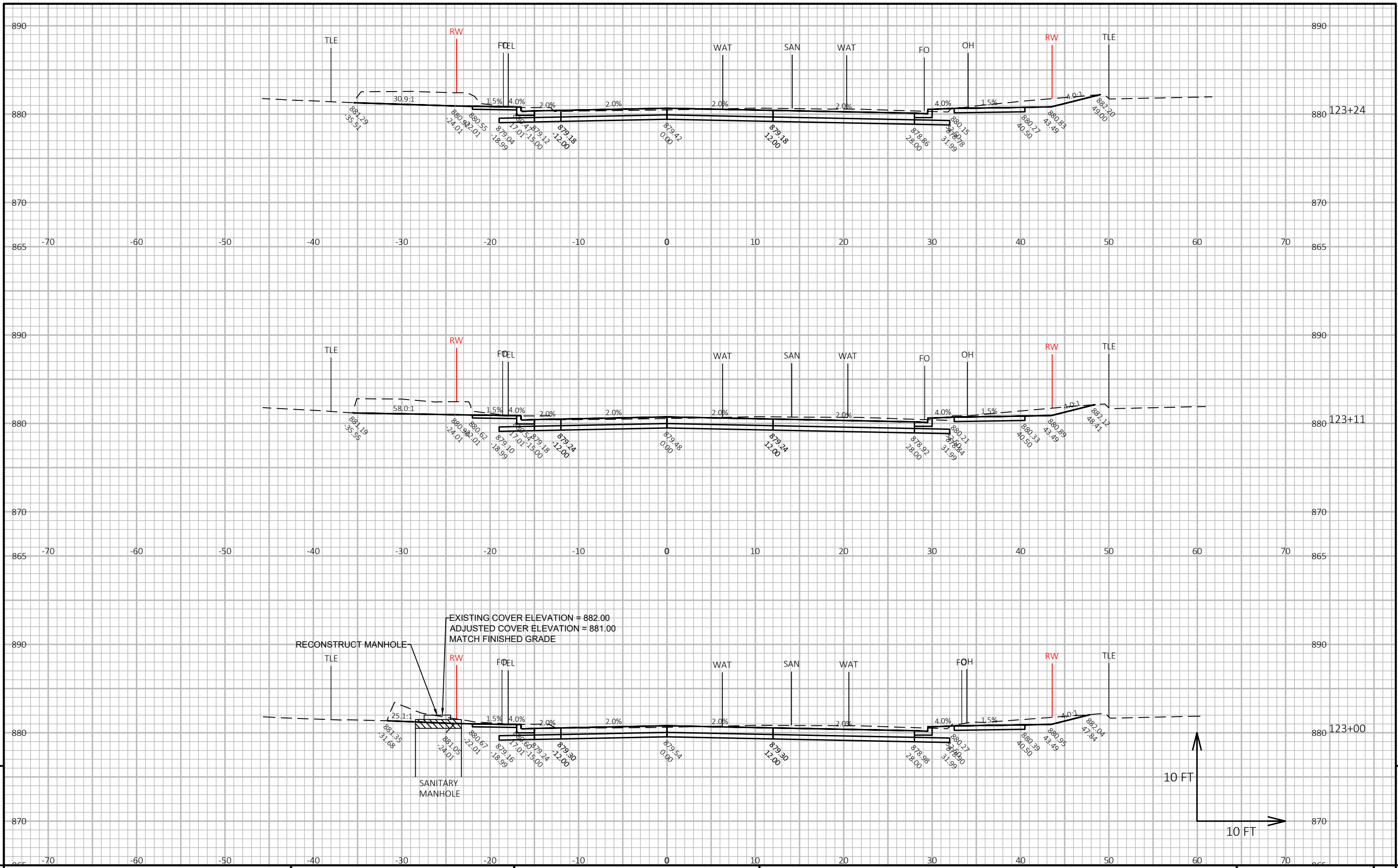
PROJECT NO: 7995-02-59 HWY: FAIRFAX STREET COUNTY: EAU CLAIRE CROSS SECTIONS: FAIRFAX STREET SHEET 9

FILE NAME: P:\EAUCL\19005 FAIRFAX STREET STP URBAN\CAD\C3D\SHEETSPLAN\090201-XS.DWG PLOT DATE: 9/28/2023 11:10 AM PLOT BY: GEOFF RASMUSSEN2 PLOT NAME: PLOT SCALE: 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. WISDOT/CADD SHEET 49

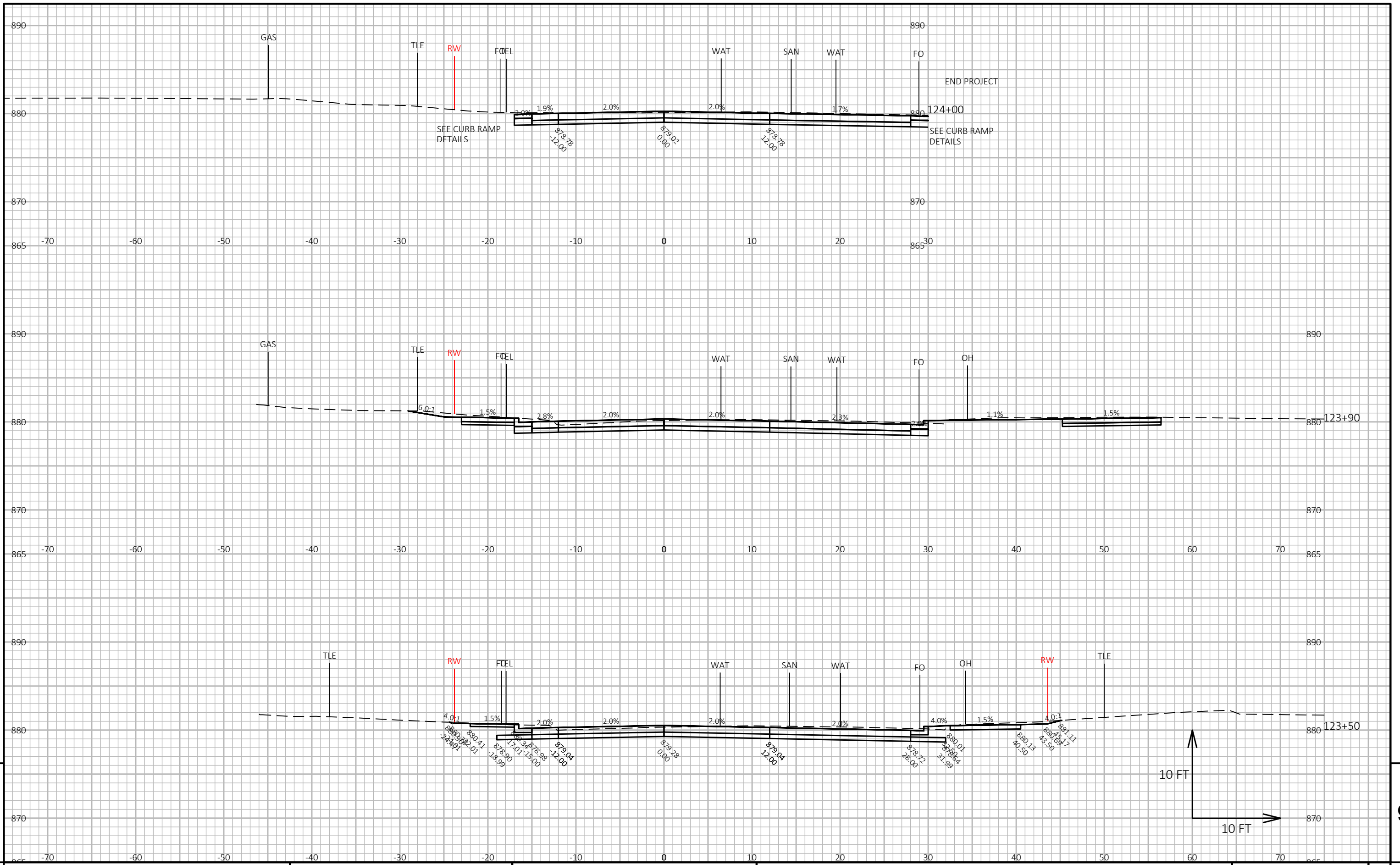
LAYOUT NAME - 20



PROJECT NO: 7995-02-59 HWY: FAIRFAX STREET COUNTY: EAU CLAIRE CROSS SECTIONS: FAIRFAX STREET SHEET E



PROJECT NO: 7995-02-59 HWY: FAIRFAX STREET COUNTY: EAU CLAIRE CROSS SECTIONS: FAIRFAX STREET SHEET E



PROJECT NO: 7995-02-59	HWY: FAIRFAX STREET	COUNTY: EAU CLAIRE	CROSS SECTIONS: FAIRFAX STREET	SHEET	E
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Notes



Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

<http://www.dot.wisconsin.gov>