

GENERAL NOTES

DISTURBED AREAS WITHIN THE RIGHT OF WAY SHALL BE RESTORED AS DIRECTED BY THE ENGINEER.

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

THERE MAY BE OTHER UTILITY FACILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN ON THE PLANS. COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THAT AREA.

ALL EXISTING SIGNS SHALL REMAIN IN PLACE UNTIL CONSTRUCTION OPERATIONS REQUIRE THEIR REMOVAL OR UNLESS THE ENGINEER APPROVES THEIR REMOVAL.

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

EROSION CONTROL BMP'S ARE AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S APPROVED ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR UNTIL THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER REQUIRED.

THE LOCATION OF PROPOSED SIGNS AS SHOWN ON THE PLANS ARE APPROXIMATE. THE EXACT NUMBER OF SIGNS AND SIGN LOCATIONS ARE TO BE APPROVED BY THE ENGINEER IN THE FIELD.

MISCELLANEOUS REMOVAL ITEMS SHALL BE REMOVED TO AN EXISTING JOINT. SAWCUT WHERE SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.

A SAWED JOINT SHALL BE REQUIRED WHEN NEW PAVEMENT IS TO MEET AN EXISTING PAVED SURFACE.

RADIUS DIMENSIONS FOR THE CURB AND GUTTER ARE TO THE FLANGE LINE UNLESS OTHERWISE NOTED.

ELEVATIONS SHOWN ON THE PLANS ARE ALONG THE EDGE OF LANE AND EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

STORM SEWER PIPE ELEVATIONS, LENGTH, AND LOCATIONS AS SHOWN ON THE PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.

UTILITY CONTACTS

* AT&T WISCONSIN - COMMUNICATION LINE
MIKE VANBOVEN
AT&T WISCONSIN
411 7TH STREET
RACINE, WI 53403
(262) 676-3958
MV3658@ATT.COM

* CITY OF RACINE DPW - SANITARY SEWER
ARA MOLITOR
CITY OF RACINE DPW
730 WASHINGTON AVE.
RACINE, WI 53403
(262) 636-9487
ARA.MOLITOR@CITYOFRACINE.ORG

* RACINE WATER WORKS COMMISSION - WATER
JEROME CANNON
RACINE WATER WORKS COMMISSION
100 HUBBARD STREET
RACINE, WI 53402
(262) 497-4615
JEROME.CANNON@CITYOFRACINE.ORG

* RACINE WASTEWATER UTILITY - SANITARY SEWER
AMANDA KAMINSKI
RACINE WASTEWATER UTILITY
2310 CENTER STREET
RACINE, WI 53403
(262) 636-9528 (OFFICE)
(262) 497-5252 (CELL)
AMANDA.KAMINSKI@CITYOFRACINE.ORG

* SPECTRUM - COMMUNICATION LINE
JAY CHAPMAN
SPECTRUM
1320 N DR MLK JR DR.
MILWAUKEE, WI 53212
(414) 639-5296
CTHR_WI_CONST@CHARTER.COM

* WE ENERGIES - ELECTRICITY
JASON CHAPIN
WE ENERGIES
7815 NORTHWESTERN AVENUE
RACINE, WI 53406
(262) 884-6706 (OFFICE)
(262) 587-0655 (CELL)
JASON.CHAPIN@WE-ENERGIES.COM

* WE ENERGIES - GAS/PETROLEUM
CHRIS DEGRAVE
WE ENERGIES
7815 NORTHWESTERN AVENUE
RACINE, WI 53406
(262) 886-7018 (OFFICE)
(262) 939-9814 (CELL)
CHRIS.DEGRAVE@WE-ENERGIES.COM

OTHER CONTACTS

* CITY OF RACINE - STREET LIGHTING
ARA MOLITOR
CITY OF RACINE DPW
730 WASHINGTON AVE.
RACINE, WI 53403
(262) 636-9487
ARA.MOLITOR@CITYOFRACINE.ORG

SECTION 2 ORDER OF SHEETS

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- PLAN DETAILS
- CURB RAMP DETAILS
- PAVING GRADES
- EROSION CONTROL
- STORM SEWER
- LIGHTING
- PAVEMENT MARKING AND SIGNING
- TRAFFIC CONTROL
- DETOUR PLAN
- ALIGNMENT DETAILS
- SURVEY CONTROL



Dial 811 or (800)242-8511

www.DiggersHotline.com

* DENOTES DIGGERS HOTLINE MEMBERS

SEWRPC CONTACT

ROB MERRY
SOUTHEASTERN WISCONSIN REGIONAL
PLANNING COMMISSION
W239 N1812 ROCKWOOD DRIVE
P.O. BOX 1607
WAUKESHA, WI 53187-1607
(262) 953-4289
RMERRY@SEWRPC.ORG

DNR LIAISON

BENTON STELZEL
DNR SERVICE CENTER
141 NW BARSTOW STREET ROOM 180
WAUKESHA, WI 53188
(262) 623-0194
BENTON.STELZEL@WISCONSIN.GOV

CITY OF RACINE CONTACT

ARA MOLITOR P.E.
CITY OF RACINE DPW
730 WASHINGTON AVE.
RACINE, WI 53403
(262) 636-9487
ARA.MOLITOR@CITYOFRACINE.ORG

RYDE TRANSIT CONTACT

TREVOR JUNG
TRANSPORTATION AND PARKING SYSTEMS MANAGER
CITY OF RACINE
730 WASHINGTON AVE., ROOM 304
RACINE, WI 53403
(262) 636-9123
TREVOR.JUNG@CITYOFRACINE.ORG

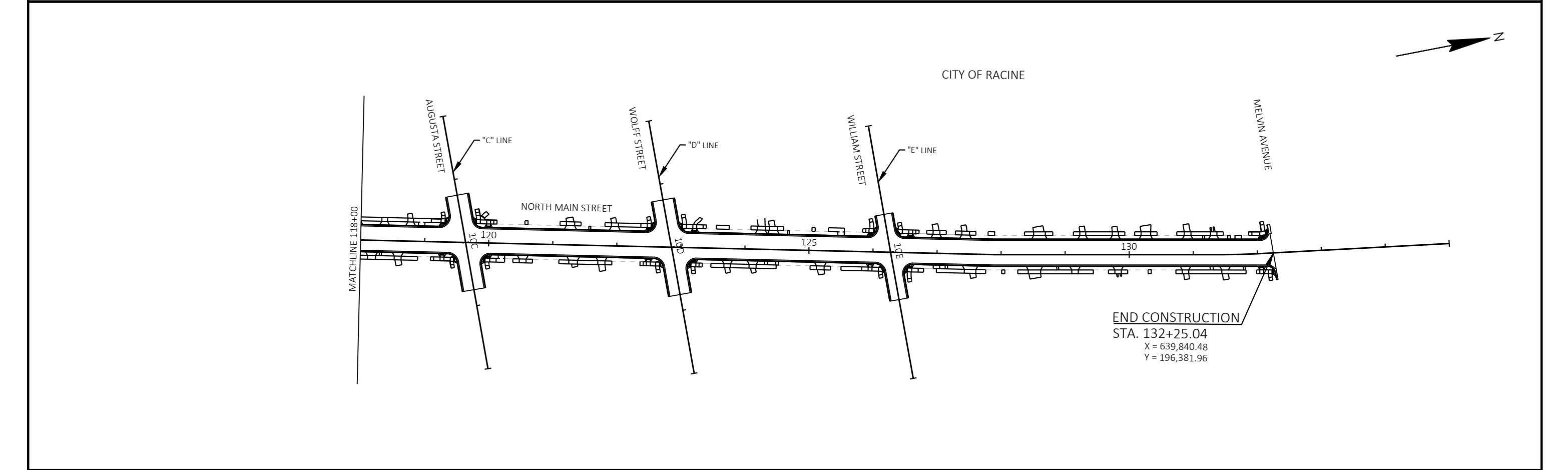
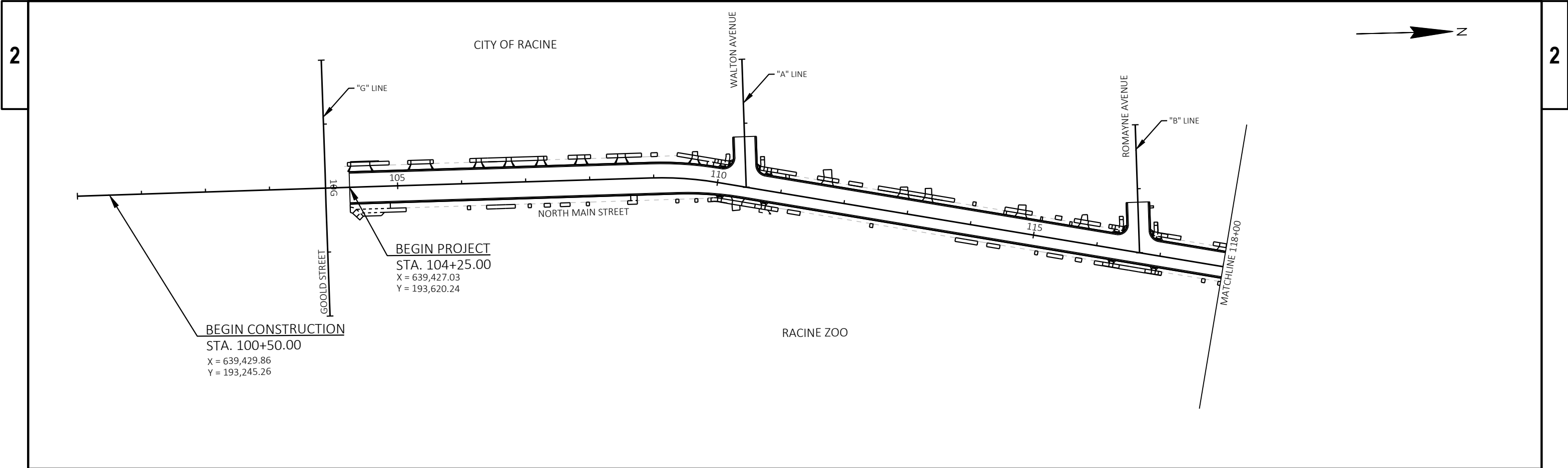
WILLIE MCDONALD
GENERAL MANAGER
THE RYDE
1900 KENTUCKY STREET
RACINE, WI 53405
(262) 619-2443
WILLIE.MCDONALD@CITYOFRACINE.ORG

WISDOT REGION CONTACT

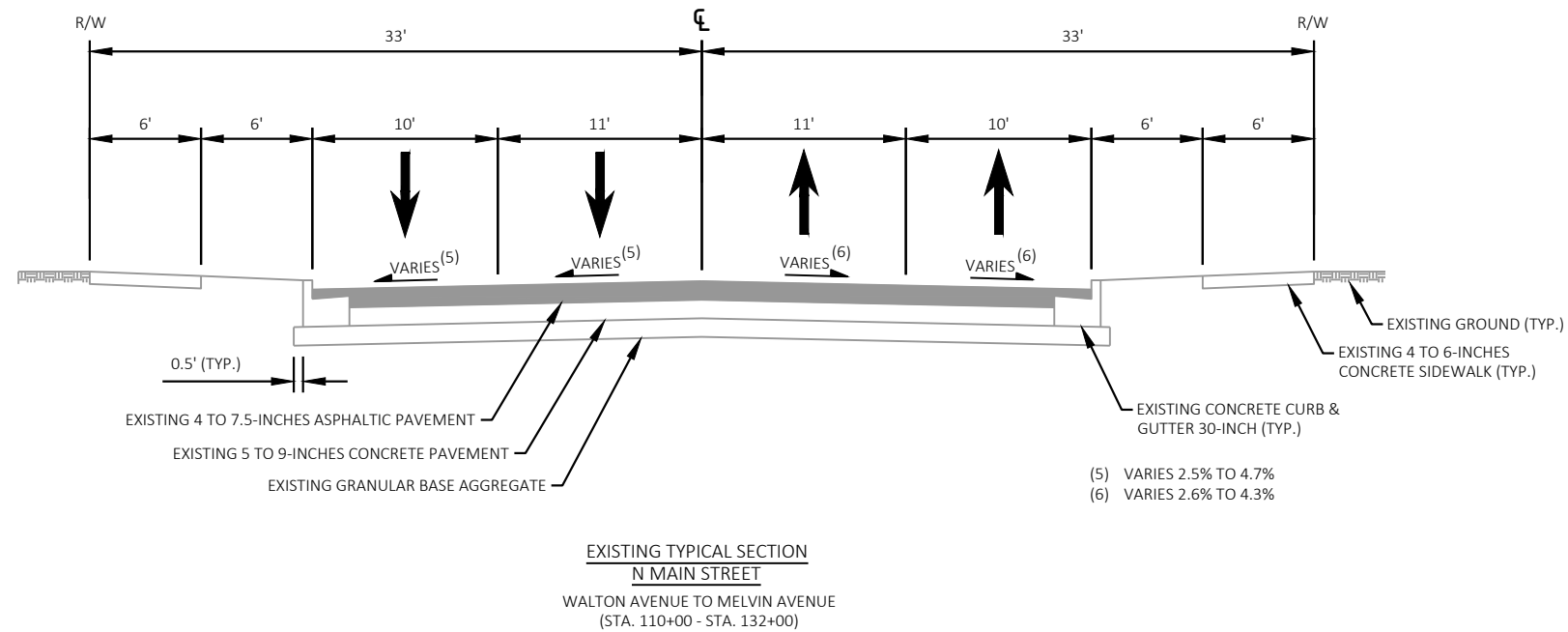
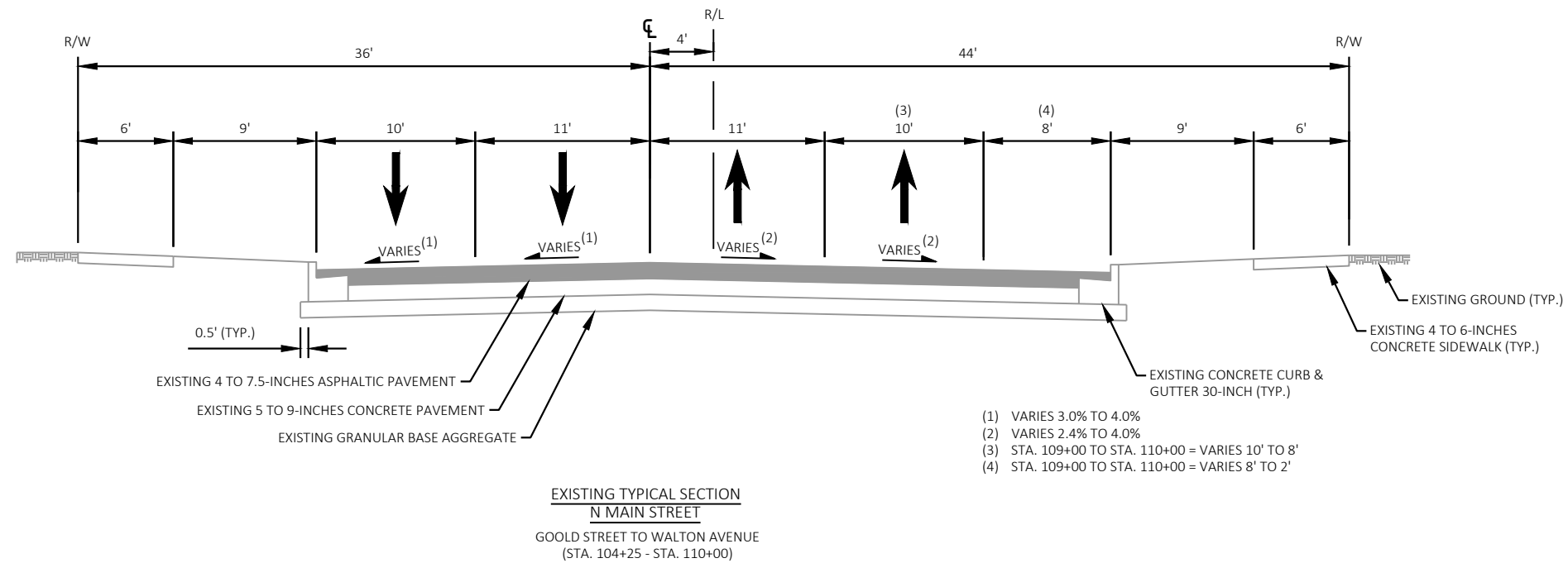
MICHAEL BAIRD P.E.
WISDOT SOUTHEAST REGION
WAUKESHA OFFICE
141 NW BARSTOW STREET
PO BOX 798
WAUKESHA, WI 53187
(262) 623-5918
MICHAEL.BAIRD@DOT.WI.GOV

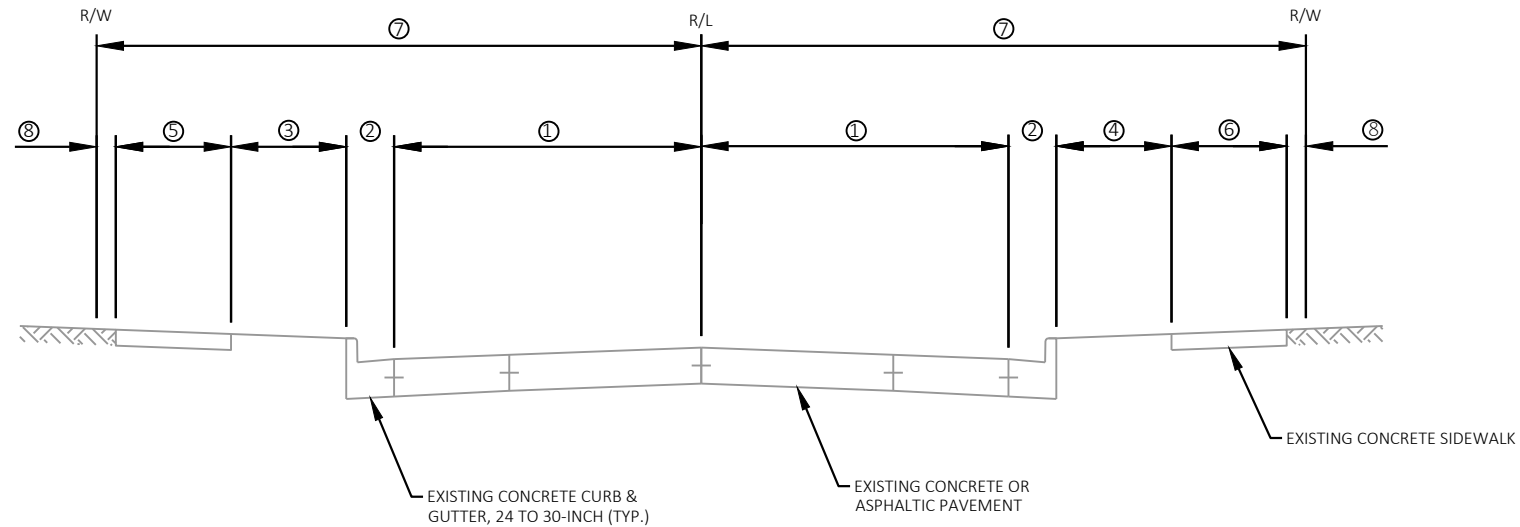
DESIGN CONSULTANT

BHUPENDRA BISTA, P.E.
STRAND ASSOCIATES, INC.
126 N. JEFFERSON STREET, SUITE 350
MILWAUKEE, WI 53202
(414) 271-0771
BHUPENDRA.BISTA@STRAND.COM



PROJECT NO: 2703-09-71	HWY: LOCAL STREET	COUNTY: RACINE	PROJECT OVERVIEW	SHEET 3	E
------------------------	-------------------	----------------	------------------	---------	---





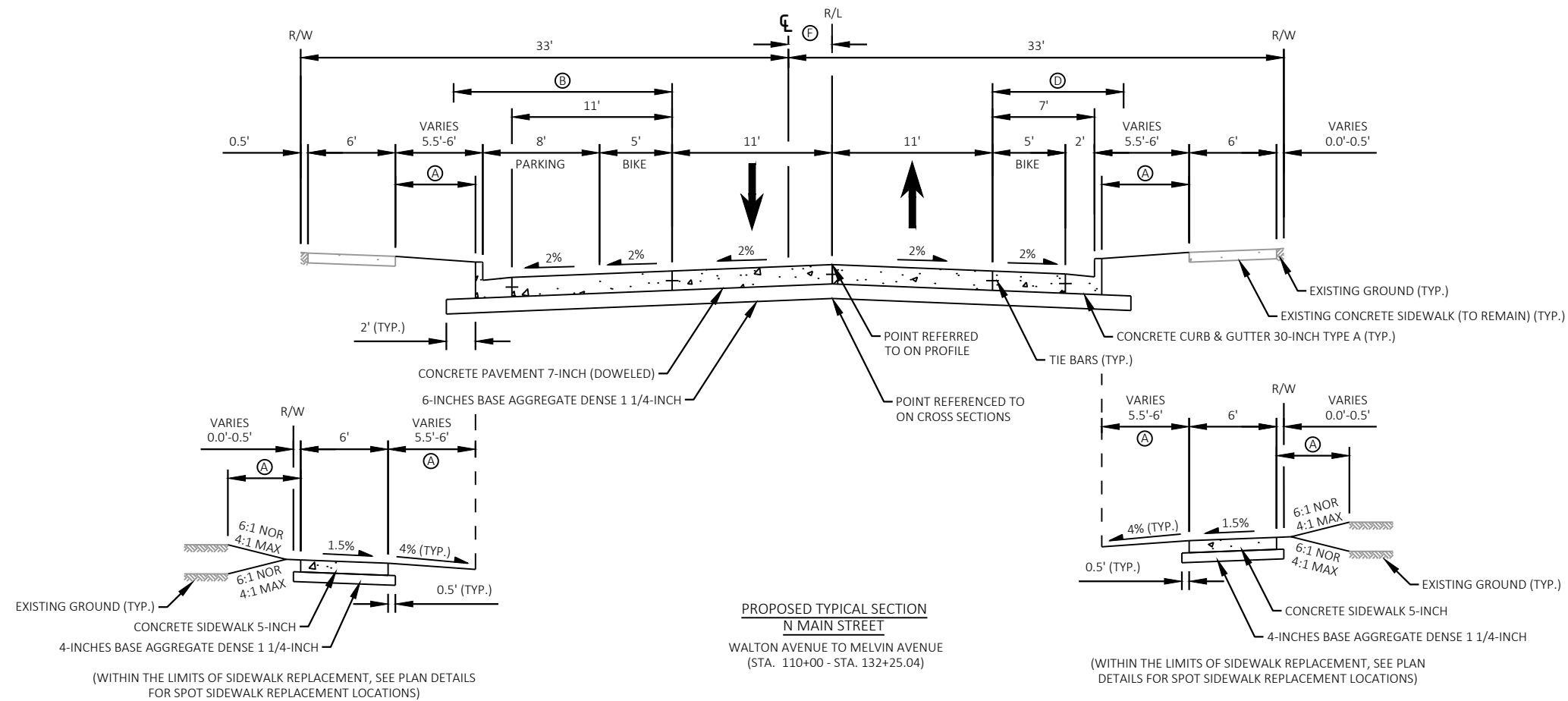
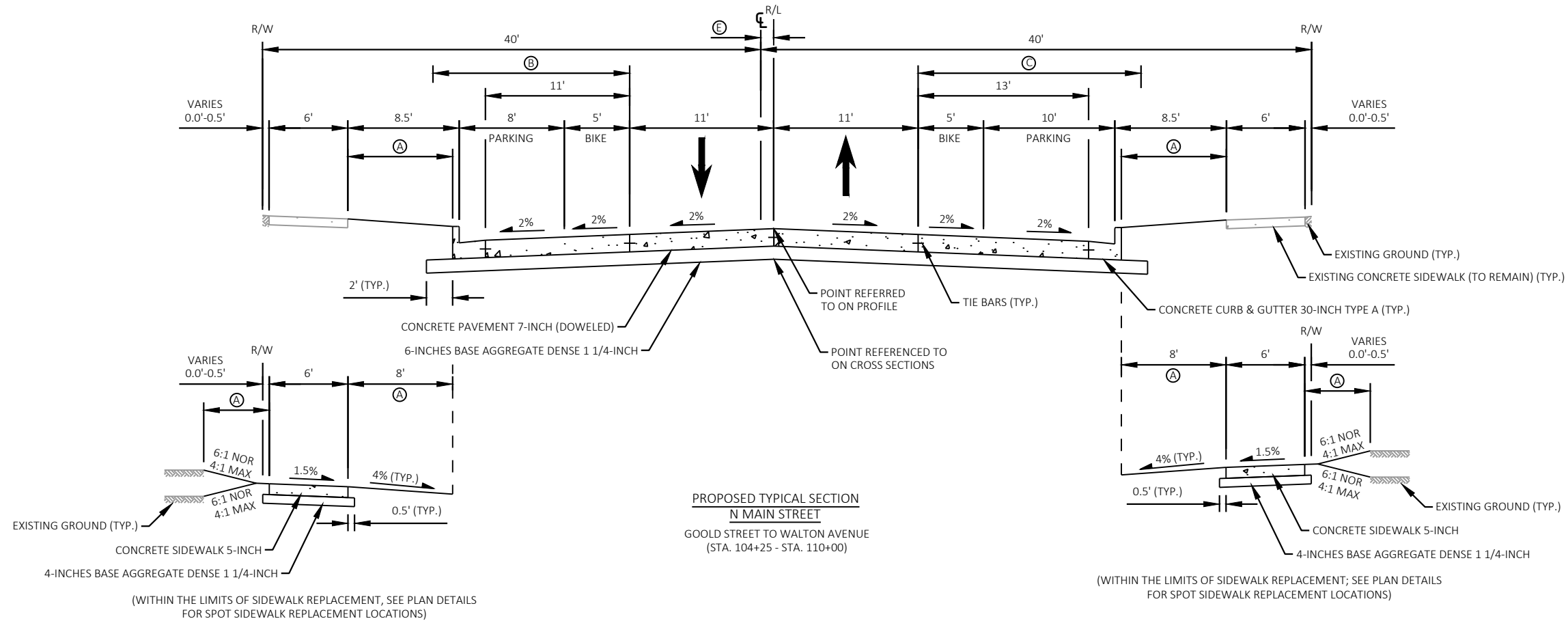
EXISTING TYPICAL SECTION

WALTON AVE.	9+25 A TO 9+52 A
ROMAYNE AVE.	9+25 B TO 9+54 B
AUGUSTA ST. (WEST)	9+25 C TO 9+52 C
AUGUSTA ST. (EAST)	10+39 C TO 10+75 C
WOLFF ST. (WEST)	9+25 D TO 9+54 D
WOLFF ST. (EAST)	10+39 D TO 10+75 D
WILLIAM ST. (WEST)	9+25 E TO 9+55 E
WILLIAM ST. (EAST)	10+38 E TO 10+75 E

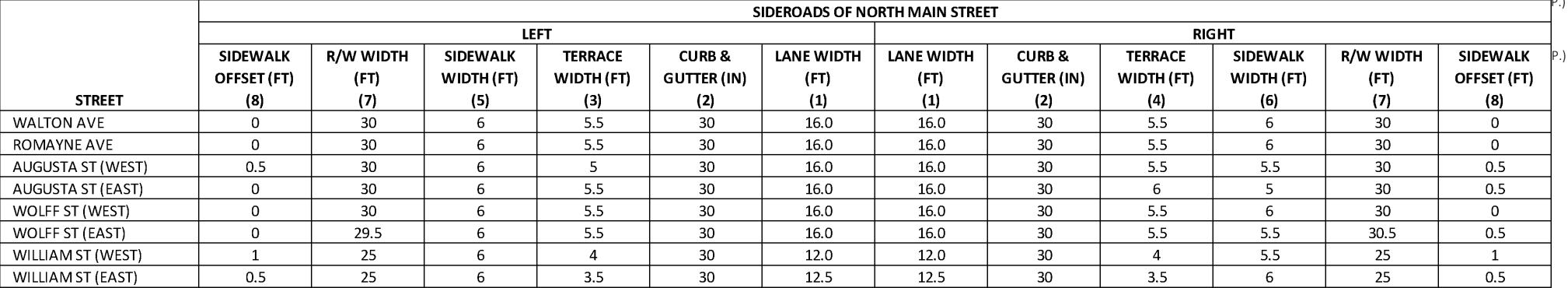
SIDEROADS OF NORTH MAIN STREET												
STREET	LEFT						RIGHT					
	SIDEWALK OFFSET (FT) (8)	R/W WIDTH (FT) (7)	SIDEWALK WIDTH (FT) (5)	TERRACE WIDTH (FT) (3)	CURB & GUTTER (IN) (2)	LANE WIDTH (FT) (1)	LANE WIDTH (FT) (1)	CURB & GUTTER (IN) (2)	TERRACE WIDTH (FT) (4)	SIDEWALK WIDTH (FT) (6)	R/W WIDTH (FT) (7)	SIDEWALK OFFSET (FT) (8)
WALTON AVE	0	30	6	5.5	30	16.0	16.0	30	5.5	6	30	0
ROMAYNE AVE	0	30	6	5.5	6	18.0	17.5	6	5.5	6	30	0
AUGUSTA ST (WEST)	0.5	30	6	5	6	18.0	17.5	6	5.5	5.5	30	0.5
AUGUSTA ST (EAST)	0	30	6	5.5	24	16.5	16.5	24	6	5	30	0.5
WOLFF ST (WEST)	0	30	6	5.5	6	18.0	17.5	6	5.5	6	30	0
WOLFF ST (EAST)	0	29.5	6	5.5	24	16.5	16.5	24	5.5	5.5	30.5	0.5
WILLIAM ST (WEST)	1	25	6	4	30	12.0	12.0	30	4	5.5	25	1
WILLIAM ST (EAST)	0.5	25	6	3.5	6	14.5	14.5	6	3.5	6	25	0.5

NOTES:

1. 6-INCH CURB & GUTTER DIMENSION INDICATES ASPHALTIC OVERLAY



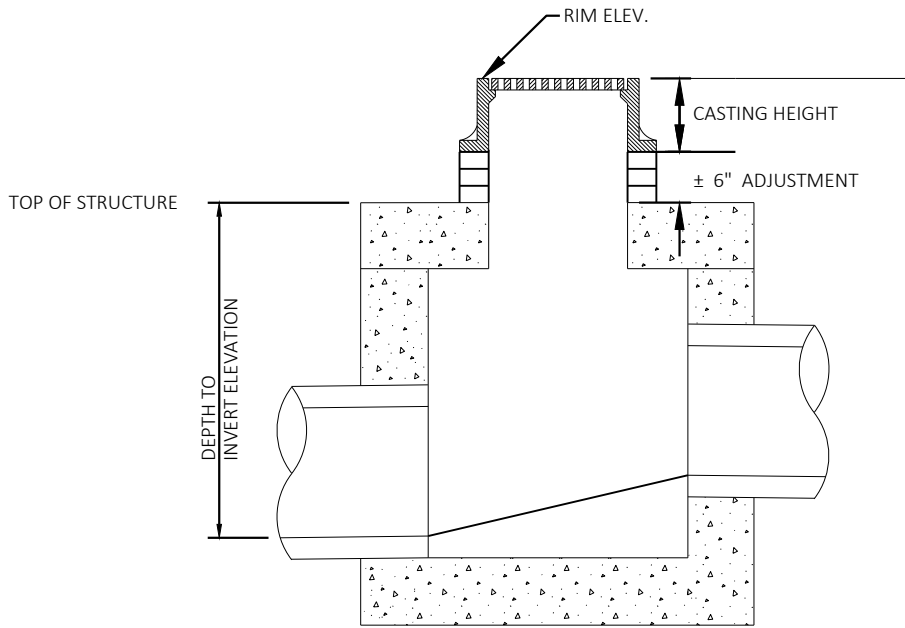
- (A) TOPSOIL, SOD LAWN, AND FERTILIZER TYPE B.
- (B) 15' LATERAL CLEARANCE
- (C) 17' LATERAL CLEARANCE
- (D) 9' LATERAL CLEARANCE
- (E) VARIES -1.4' TO 2.9'
- (F) VARIES 2.9' TO 3.2'



- NOTES:
1. PAVEMENT GREATER THAN 15 FEET IN WIDTH SHALL HAVE A LONGITUDINAL JOINT INSTALLED 12 FEET FROM THE CENTERLINE.

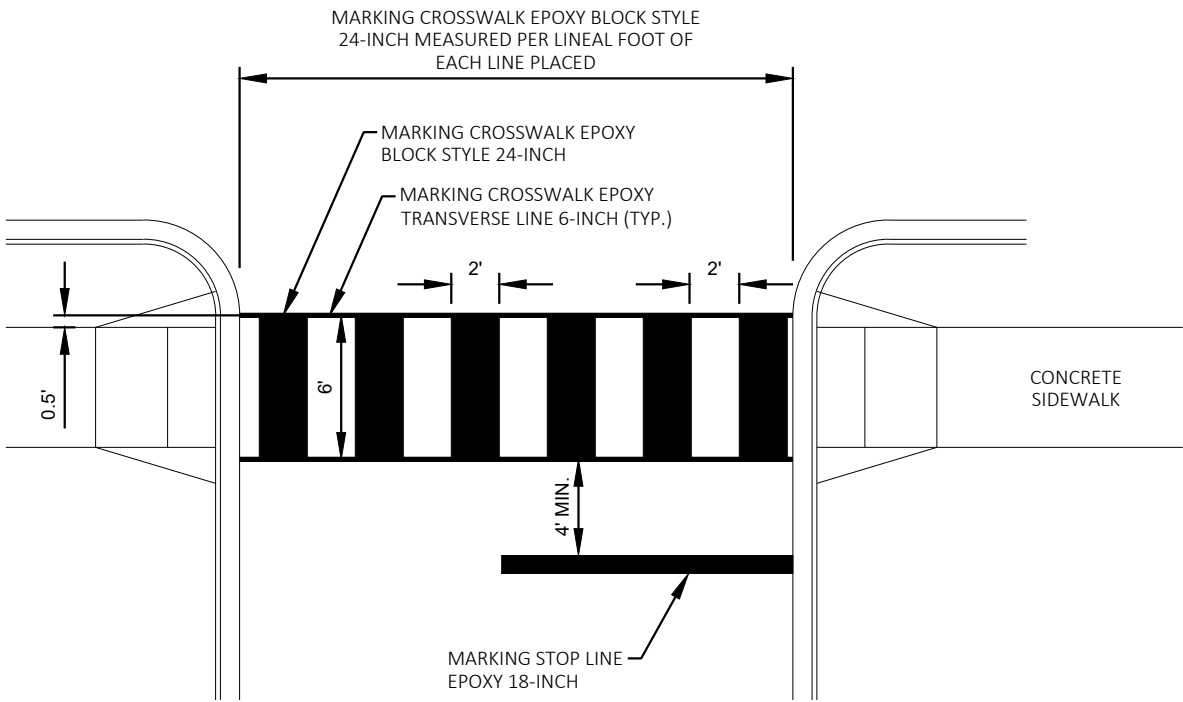
2

NOT TO SCALE



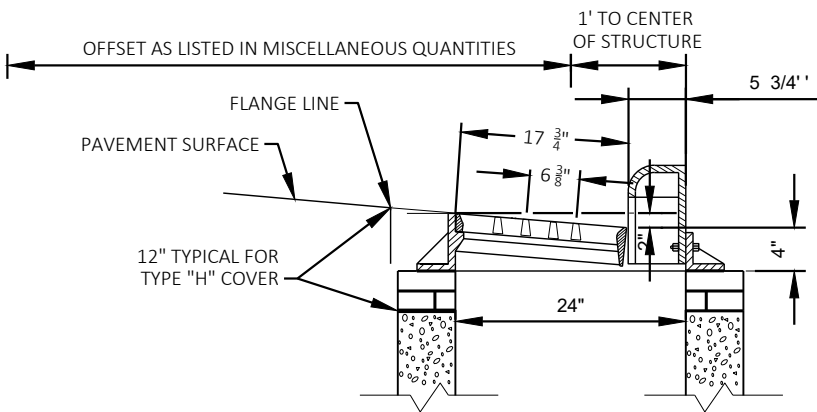
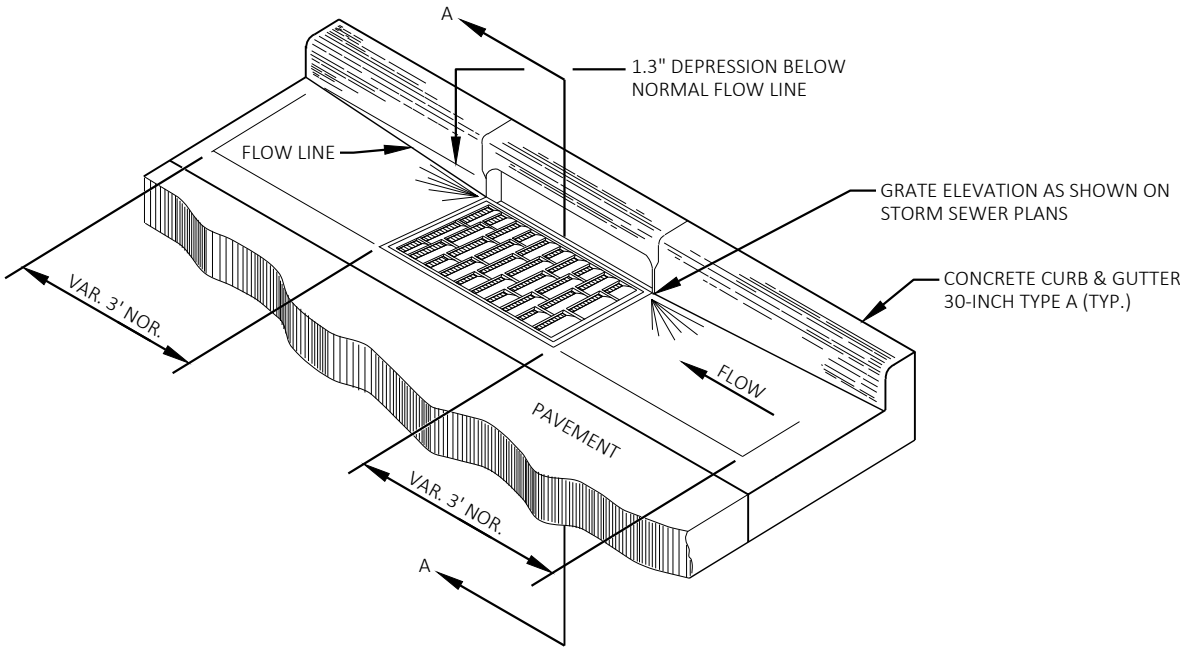
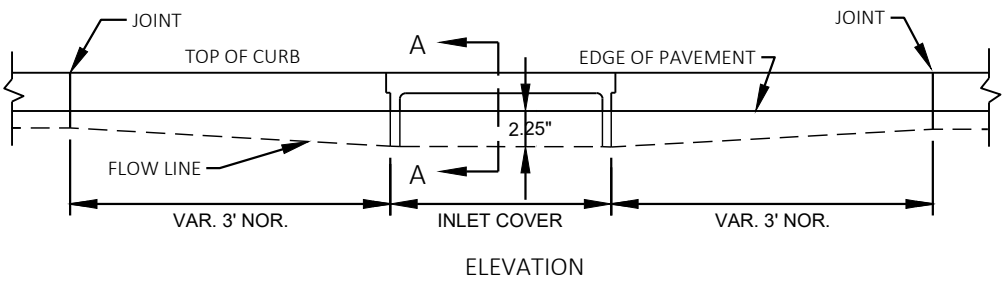
NOTE:
RIM ELEVATION IS AT FLOW LINE FOR INLETS

DETAIL FOR COMPUTING STRUCTURE ELEVATIONS



STOP LINE AND BLOCK STYLE CROSSWALK DETAIL

2



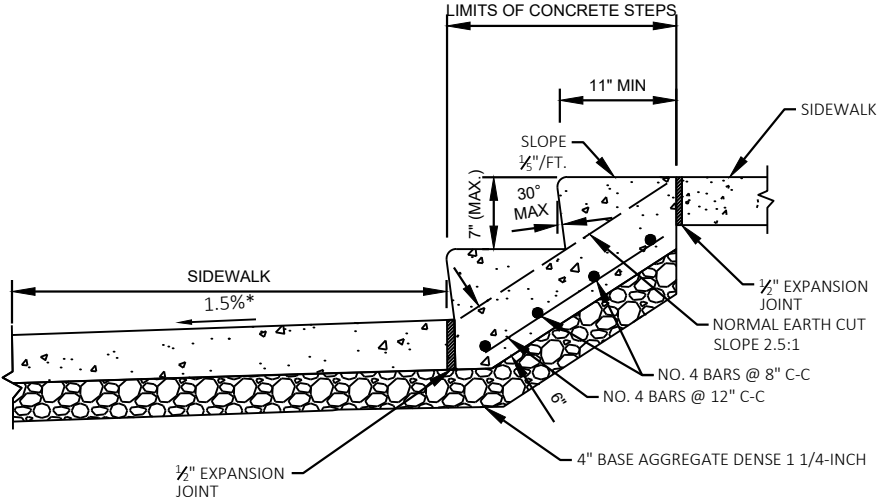
DETAIL OF CURB & GUTTER 30 - INCH AT INLETS
(INLETS 2 X 3 - H SHOWN)

NOT TO SCALE

RUNOFF COEFFICIENT TABLE

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08	.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 = 4.66 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 4.66 ACRES

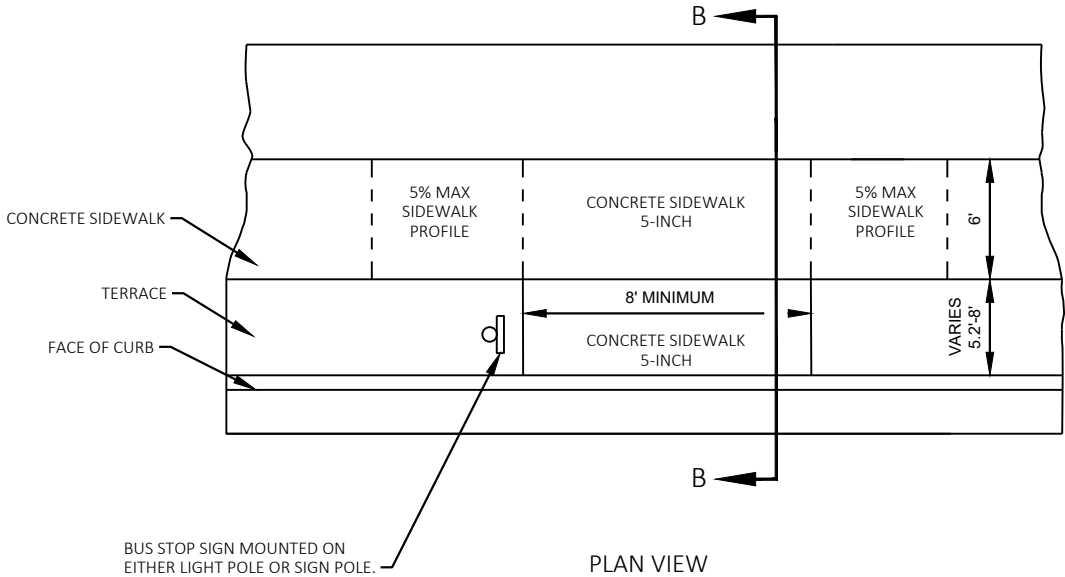


CONCRETE STEPS DETAIL

STA. 199+91 LT

NOTE:
MINIMUM STAIR WIDTH SHALL BE 48" UNLESS OTHERWISE NOTED ON THE PLAN DETAIL SHEETS.
STAIRS SHALL BE CONSTRUCTED IN ACCORDANCE WITH WISCONSIN BUILDING CODE.

MINIMUM RISE AND TREAD FOR EACH STEP SHALL BE 7" AND 11" RESPECTIVELY.



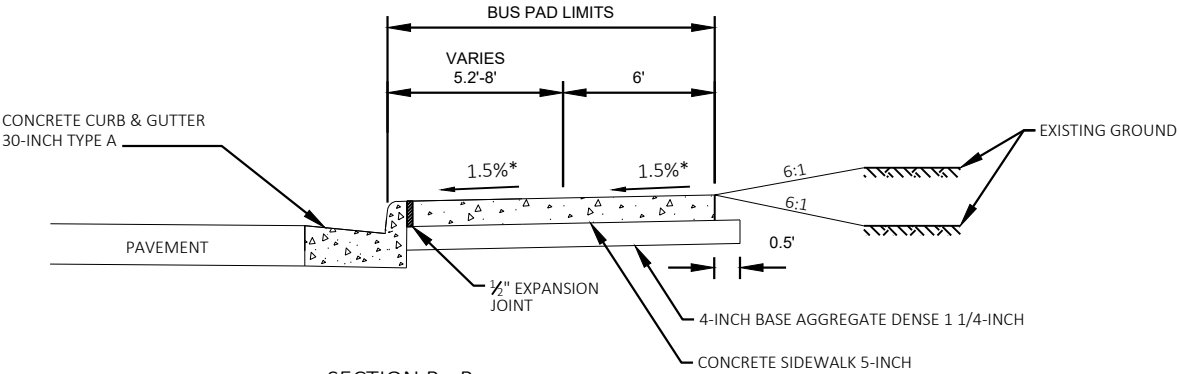
PLAN VIEW

BUS PAD DETAIL

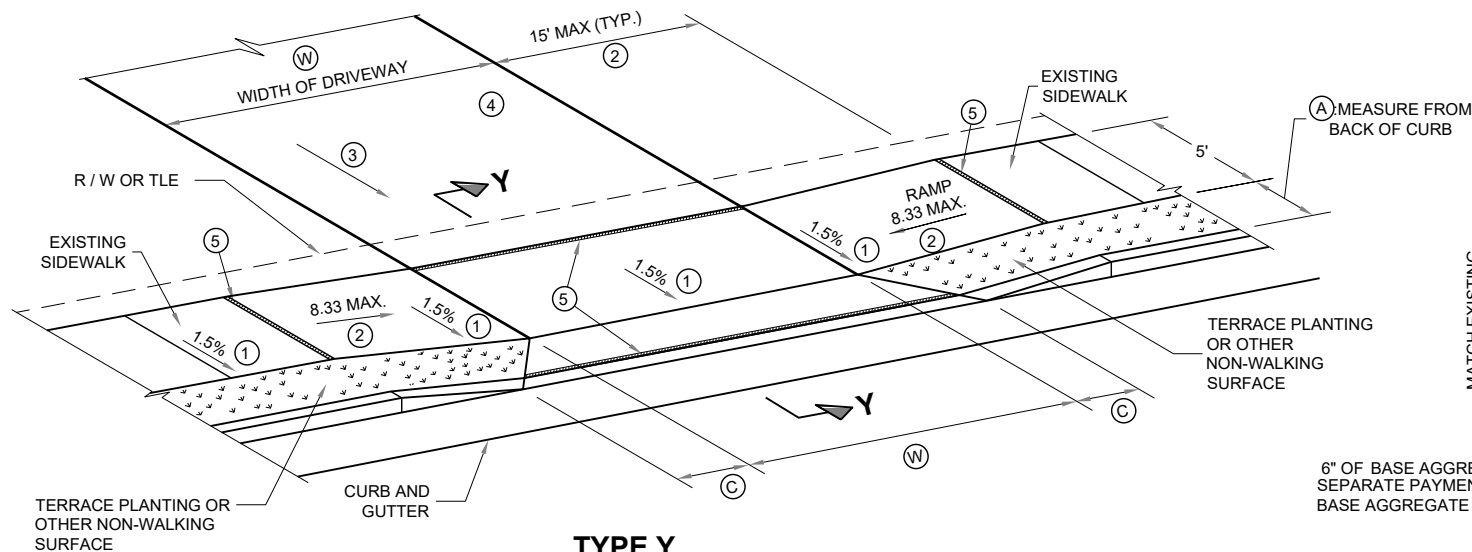
- STA. 108+68 RT
- STA. 109+86 LT
- STA. 119+05 LT
- STA. 120+17 RT
- STA. 125+50 LT
- STA. 126+90 RT
- STA. 131+71 LT

BUS PAD NOTES:

- ① BUS PAD SHALL HAVE A MINIMUM LENGTH OF 8 FEET ALONG CURB EDGE AND A MINIMUM WIDTH OF 5.2 FEET (IN THE DIRECTION PERPENDICULAR TO THE ROADWAY)
* ±0.5%



SECTION B - B



TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 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.

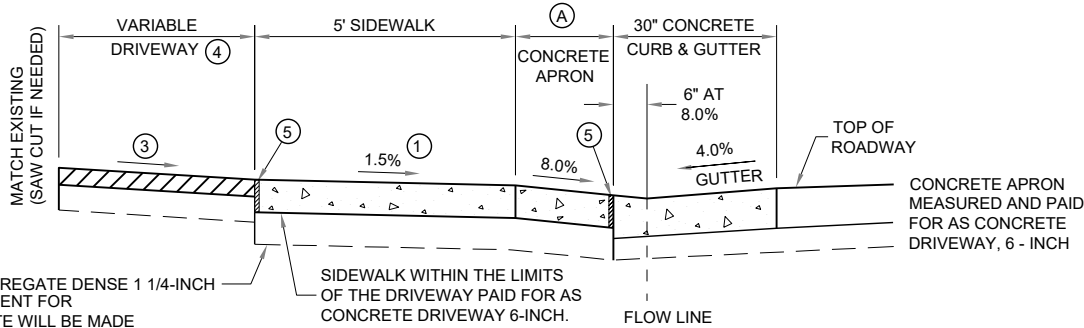
OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

- 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. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

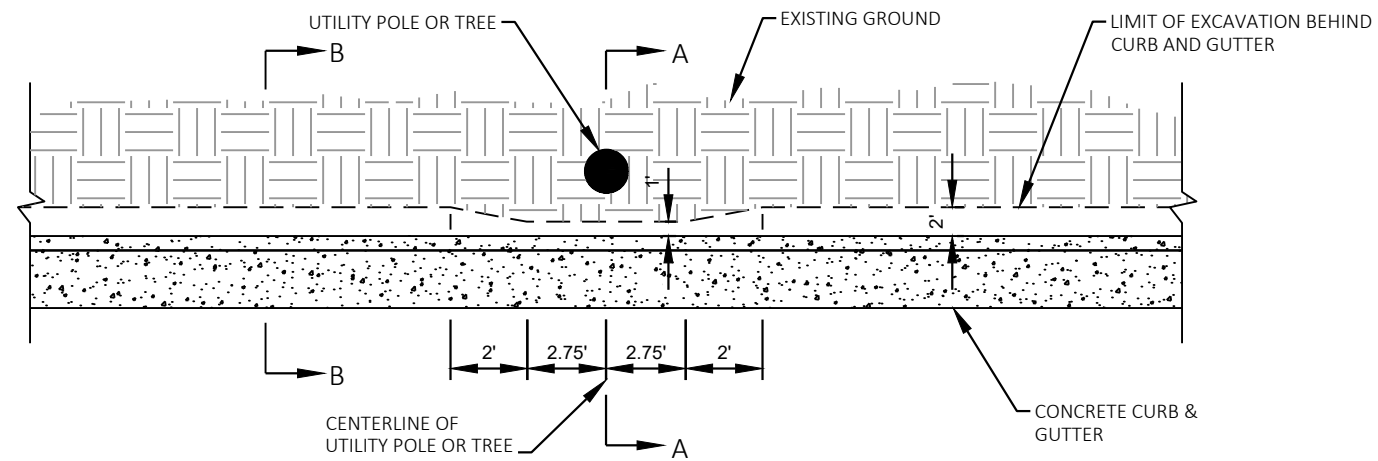
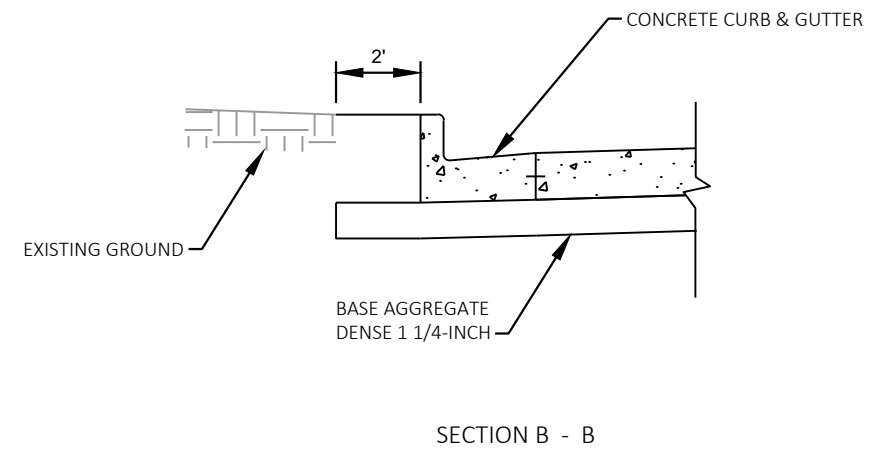
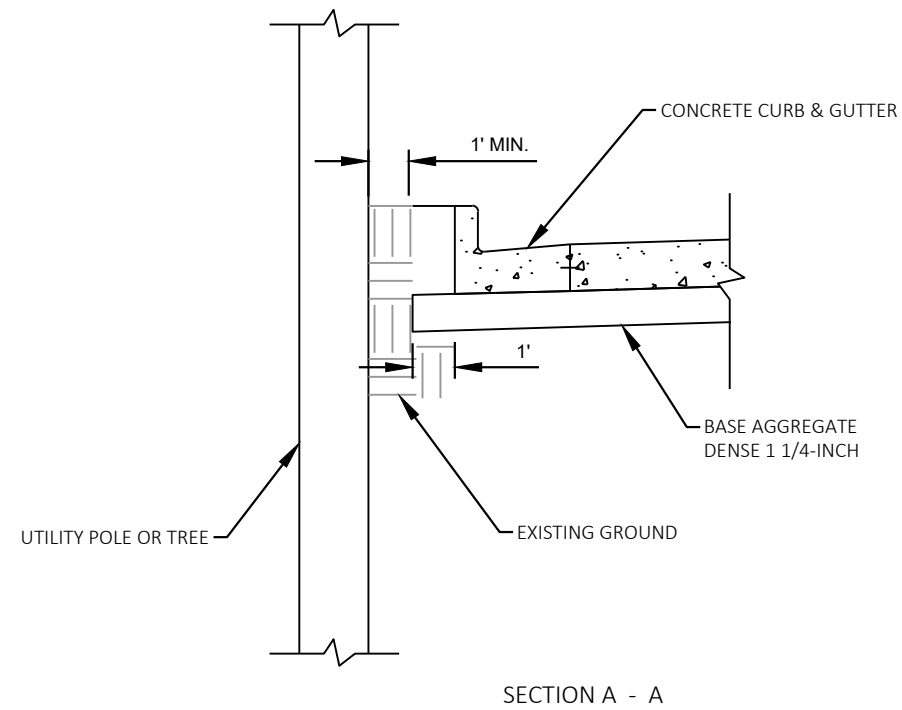
- ③ DRIVEWAY SLOPES: DESIRABLE MAXIMUM
10.5% UP AWAY FROM SIDEWALK (SAG)
8.5% DOWN AWAY FROM SIDEWALK (CREST)
ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG
- ④ DRIVEWAY TYPES
· 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
· 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
· 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)
- ⑤ 1/2" EXPANSION JOINT FILLER

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

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



NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS
SECTION Y - Y
DRIVEWAY DETAIL WITH CONCRETE
CURB AND GUTTER
(URBAN AND SUBURBAN)





BEGIN CONSTRUCTION
STA. 100+50.00

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	NORTHING	EASTING
A101	104+25.00	24.00' RT	193,620.43	639,451.03
A102	104+25.00	22.00' LT	193,620.08	639,405.03
A103	104+22.79	38.85' LT	193,617.74	639,388.20
A104	104+27.79	40.00' LT	193,622.73	639,387.01
A105	104+71.58	40.02' LT	193,666.58	639,386.68
A106	104+87.86	38.91' LT	193,682.87	639,387.69
A107	105+16.87	38.96' LT	193,711.88	639,387.47
A108	105+56.87	39.00' LT	193,751.88	639,387.18
A109	106+13.78	39.00' LT	193,808.78	639,386.84
A110	104+25.00	39.45' RT	193,620.54	639,466.48
A111	104+87.75	34.50' RT	193,683.20	639,461.10
A112	105+12.17	40.75' RT	193,707.66	639,467.20

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	NORTHING	EASTING
A113	106+07.76	40.69' RT	193,803.25	639,466.56
A114	106+12.78	40.68' RT	193,808.27	639,466.52
A115	106+37.77	40.65' RT	193,833.26	639,466.34
A116	104+28.69	40.99' RT	193,624.25	639,468.00
A117	104+39.36	51.43' RT	193,634.99	639,478.36
A118	104+45.00	45.75' RT	193,640.59	639,472.63
A119	104+73.34	45.75' RT	193,668.87	639,472.44
A120	104+77.68	41.29' RT	193,673.17	639,467.95
A121	104+57.63	40.00' LT	193,652.63	639,386.79
A122	105+21.87	38.96' LT	193,716.88	639,387.43
A123	105+51.87	39.00' LT	193,746.88	639,387.21

BEGIN PROJECT
STA. 104+25.00

GOOLD STREET

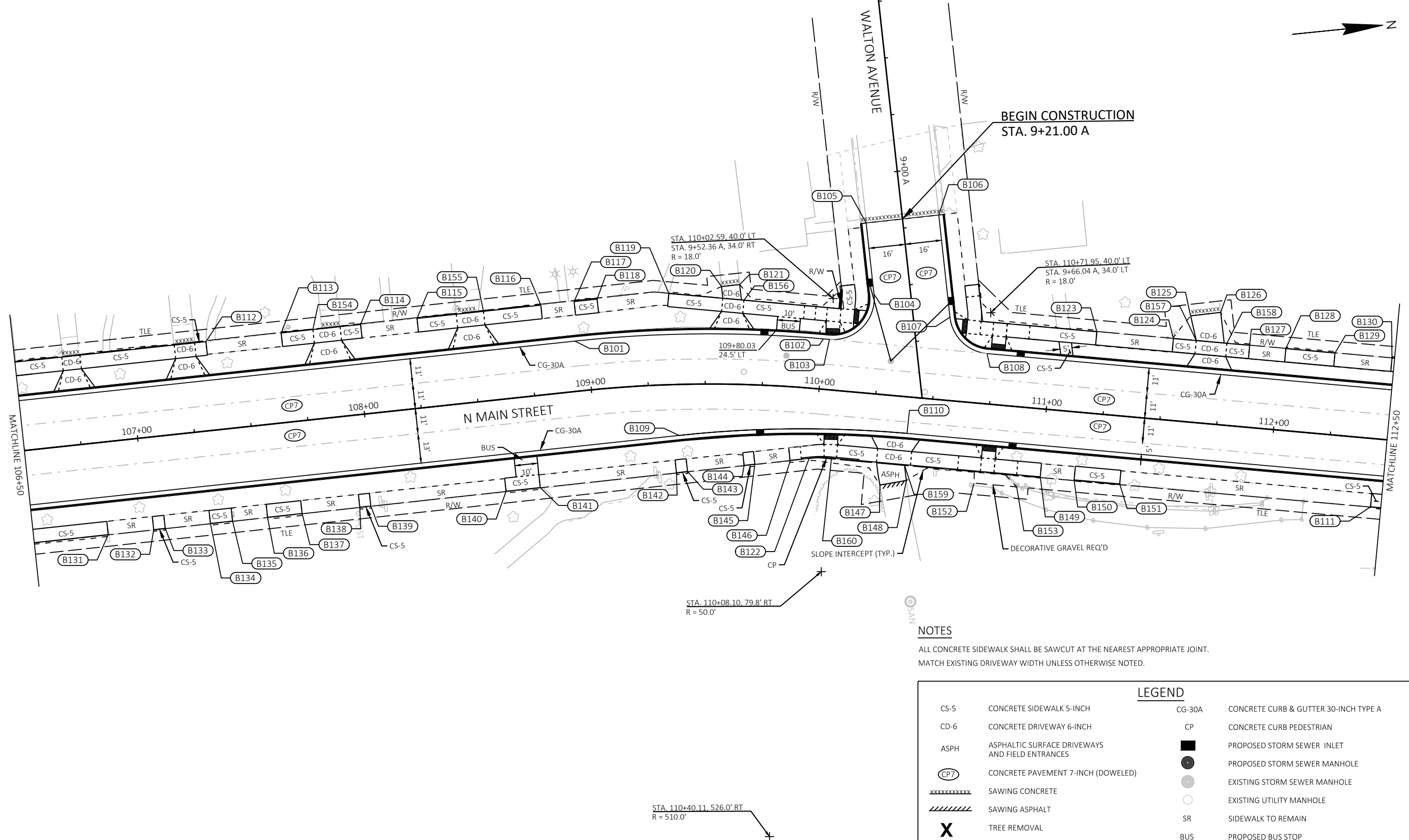
MATCHLINE 106+50

NOTES

ALL CONCRETE SIDEWALK SHALL BE SAWCUT AT THE NEAREST APPROPRIATE JOINT.
MATCH EXISTING DRIVEWAY WIDTH UNLESS OTHERWISE NOTED.

LEGEND

CS-5	CONCRETE SIDEWALK 5-INCH	CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CD-6	CONCRETE DRIVEWAY 6-INCH	CP	CONCRETE CURB PEDESTRIAN
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES		PROPOSED STORM SEWER INLET
	CONCRETE PAVEMENT 7-INCH (DOWELED)		PROPOSED STORM SEWER MANHOLE
	SAWING CONCRETE		EXISTING STORM SEWER MANHOLE
	SAWING ASPHALT		EXISTING UTILITY MANHOLE
	TREE REMOVAL	SR	SIDEWALK TO REMAIN
		BUS	PROPOSED BUS STOP



PROJECT NO: 2703-09-71

HWY: LOCAL STREET

COUNTY: RACINE

PLAN DETAILS

SHEET

13

E

FILE NAME: S:\MIL\1000-1099\1092\009\DRAWINGS\CAD\CIVIL 3D\27030901\SHEETS\PLAN\021201-PD.DWG
LAYOUT NAME - 021202_pd

PLOT DATE: 3/25/2024 4:18 PM

PLOT BY: SADOWSKI, ZACH

PLOT NAME:

PLOT SCALE: 1 IN=40 FT

WISDOT/CADDs SHEET 42



STATION & OFFSET TABLE				
POINT	STATION	OFFSET	NORTHING	EASTING
B101	108+95.06	22.00' LT	194,090.16	639,402.12
B102	109+99.88	22.00' LT	194,198.66	639,412.13
B103	110+02.59	22.00' LT	194,201.33	639,412.65
B104	110+20.24	43.55' LT	194,222.73	639,394.82
B105	110+14.05	74.29' LT	194,222.47	639,363.46
B106	110+45.42	80.60' LT	194,254.47	639,363.20
B107	110+54.31	36.45' LT	194,254.84	639,408.23
B108	110+71.95	22.00' LT	194,269.44	639,425.76
B109	109+37.92	22.35' RT	194,131.46	639,447.87
B110	110+40.11	16.00' RT	194,230.99	639,457.05
B111	112+45.38	29.92' RT	194,429.92	639,509.52
B112	107+34.25	39.00' LT	193,929.26	639,386.10
B113	107+67.45	39.25' LT	193,962.45	639,385.65
B114	108+02.47	39.25' LT	193,997.47	639,385.43
B115	108+27.35	39.25' LT	194,022.35	639,385.28
B116	108+81.93	39.25' LT	194,076.93	639,384.95
B117	108+96.52	39.25' LT	194,091.62	639,384.86
B118	109+05.95	39.37' LT	194,101.74	639,384.80
B119	109+35.31	39.96' LT	194,133.28	639,385.53
B120	109+56.79	42.78' LT	194,156.59	639,384.78
B121	109+64.14	43.74' LT	194,164.58	639,384.75
B122	109+98.25	30.71' RT	194,187.20	639,463.60
B123	111+19.02	35.84' LT	194,318.27	639,421.07
B124	111+52.73	35.85' LT	194,351.37	639,427.43
B125	111+59.34	46.44' LT	194,359.87	639,418.28
B126	111+72.33	49.13' LT	194,373.14	639,418.09
B127	111+86.27	35.86' LT	194,384.32	639,433.76
B128	112+02.21	35.87' LT	194,399.97	639,436.77
B129	112+23.82	35.88' LT	194,421.19	639,440.84
B130	112+48.92	35.89' LT	194,445.84	639,445.58
B131	106+82.65	40.57' RT	193,878.14	639,465.98

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	NORTHING	EASTING
B132	107+02.70	40.54' RT	193,898.19	639,465.83
B133	107+07.79	40.53' RT	193,903.27	639,465.79
B134	107+27.70	40.50' RT	193,923.19	639,465.63
B135	107+37.49	40.48' RT	193,932.98	639,465.56
B136	107+52.89	40.45' RT	193,948.38	639,465.44
B137	107+68.14	40.43' RT	193,963.63	639,465.32
B138	107+93.58	40.39' RT	193,989.06	639,465.12
B139	107+98.44	40.38' RT	193,993.92	639,465.09
B140	108+58.07	40.28' RT	194,053.56	639,464.62
B141	108+73.16	40.26' RT	194,068.64	639,464.51
B142	109+36.24	38.69' RT	194,128.70	639,464.04
B143	109+41.48	38.28' RT	194,133.58	639,464.01
B144	109+68.10	35.45' RT	194,158.52	639,463.81
B145	109+73.12	34.78' RT	194,163.26	639,463.78
B146	109+89.55	32.66' RT	194,178.79	639,464.07
B147	110+30.31	39.63' RT	194,216.89	639,478.40
B148	110+41.68	36.57' RT	194,228.64	639,477.55
B149	110+99.99	29.75' RT	194,287.19	639,481.88
B150	111+14.91	29.75' RT	194,301.84	639,484.70
B151	111+34.96	29.75' RT	194,321.53	639,488.49
B152	110+71.34	35.08' RT	194,258.04	639,481.70
B153	110+90.12	35.07' RT	194,276.49	639,485.24
B154	107+81.43	39.25' LT	193,976.43	639,385.56
B155	108+56.67	39.26' LT	194,051.66	639,385.10
B156	109+66.03	36.92' LT	194,165.75	639,391.77
B157	111+62.77	35.85' LT	194,361.24	639,429.32
B158	111+76.27	35.85' LT	194,374.50	639,431.88
B159	110+40.20	29.75' RT	194,228.47	639,470.57
B160	110+08.10	29.75' RT	194,196.95	639,464.50

CS-5

CONCRETE SIDEWALK 5-INCH

CD-6

CONCRETE DRIVEWAY 6-INCH

ASPH

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

CP7

CONCRETE PAVEMENT 7-INCH (DOWELED)

xxxxxxx

SAWING CONCRETE

///////

SAWING ASPHALT

X

TREE REMOVAL

CG-30A

CONCRETE CURB & GUTTER 30-INCH TYPE A

CP

CONCRETE CURB PEDESTRIAN

PROPOSED STORM SEWER INLET

PROPOSED STORM SEWER MANHOLE

EXISTING STORM SEWER MANHOLE

EXISTING UTILITY MANHOLE

SR

SIDEWALK TO REMAIN

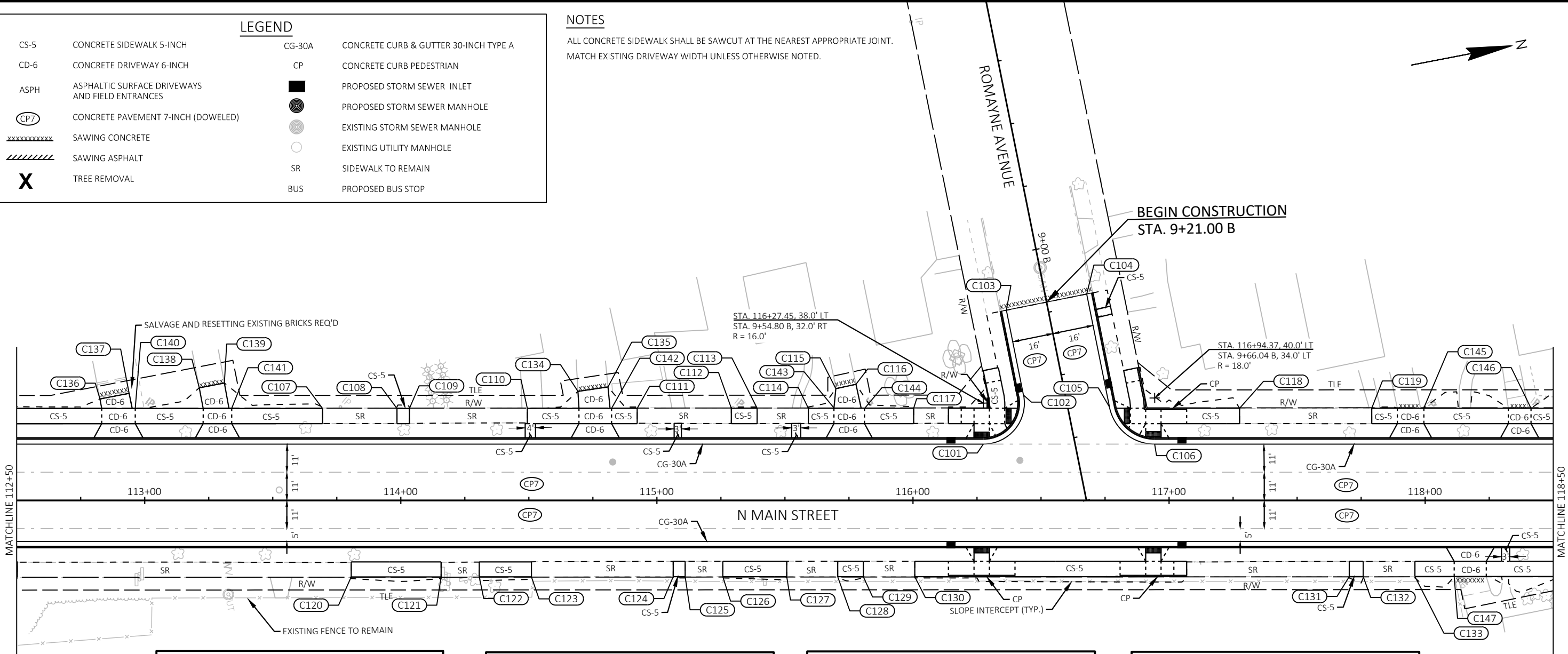
BUS

PROPOSED BUS STOP

NOTES

ALL CONCRETE SIDEWALK SHALL BE SAWCUT AT THE NEAREST APPROPRIATE JOINT.

MATCH EXISTING DRIVEWAY WIDTH UNLESS OTHERWISE NOTED.

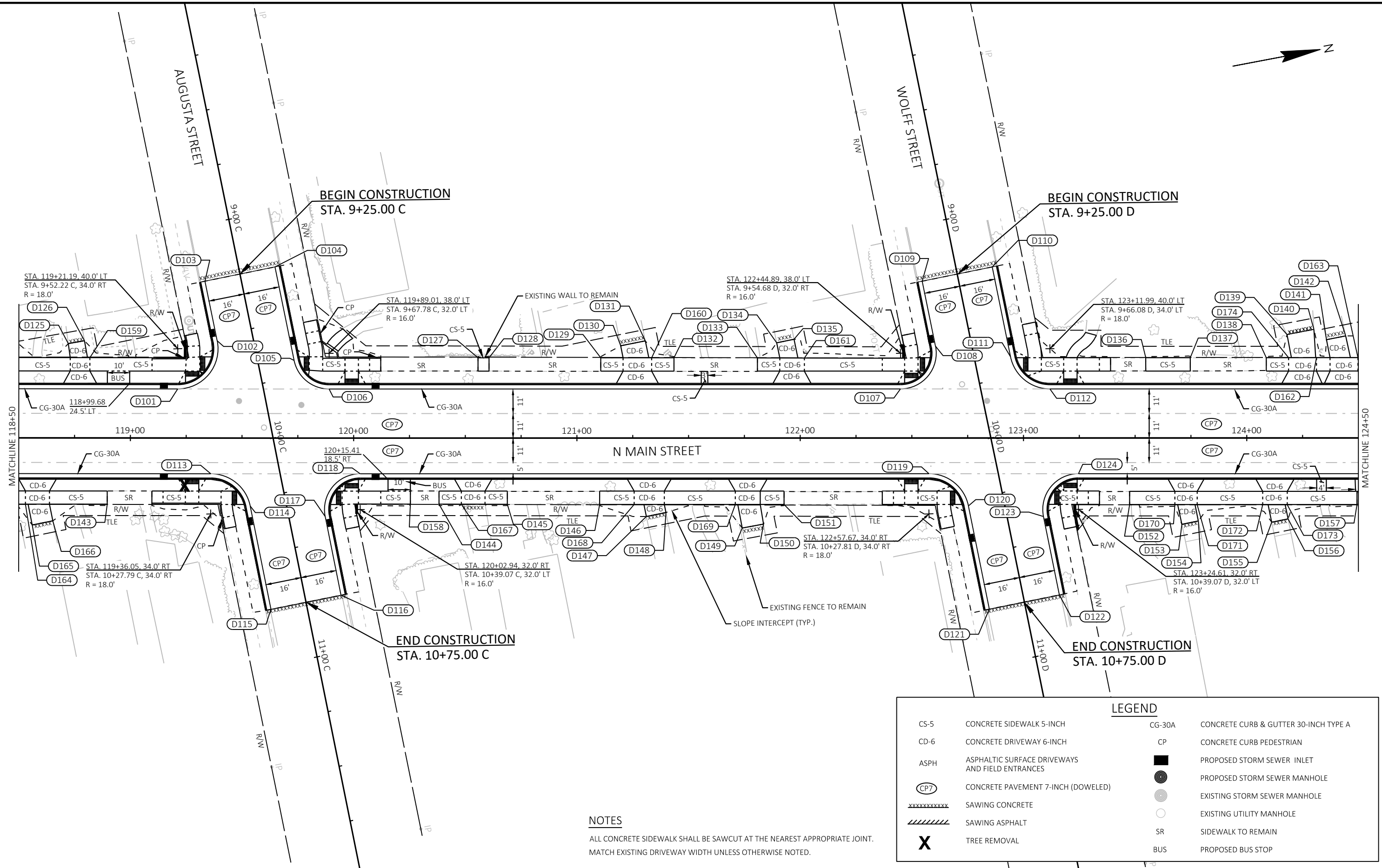


STATION & OFFSET TABLE				
POINT	STATION	OFFSET	NORTHING	EASTING
C101	116+27.45	22.00' LT	194,814.92	639,530.77
C102	116+43.14	41.16' LT	194,833.94	639,514.93
C103	116+36.47	74.29' LT	194,833.66	639,481.13
C104	116+67.84	80.60' LT	194,865.66	639,480.86
C105	116+76.72	36.45' LT	194,866.04	639,525.90
C106	116+94.37	22.00' LT	194,880.63	639,543.42
C107	113+69.46	35.93' LT	194,564.21	639,468.32
C108	113+98.52	35.94' LT	194,592.75	639,473.80
C109	114+03.38	35.94' LT	194,597.53	639,474.72
C110	114+49.41	35.96' LT	194,642.73	639,483.40
C111	114+92.30	35.98' LT	194,684.84	639,491.50
C112	115+29.05	35.99' LT	194,720.94	639,498.43

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	NORTHING	EASTING
C113	115+39.13	36.00' LT	194,730.84	639,500.33
C114	115+59.14	36.00' LT	194,750.49	639,504.11
C115	115+69.88	43.66' LT	194,762.48	639,498.61
C116	115+77.72	45.38' LT	194,770.50	639,498.42
C117	116+00.26	36.00' LT	194,790.87	639,511.88
C118	117+27.53	36.00' LT	194,915.85	639,535.94
C119	117+79.12	36.00' LT	194,966.51	639,545.69
C120	113+80.65	29.87' RT	194,562.77	639,535.05
C121	114+15.73	29.85' RT	194,597.21	639,541.66
C122	114+30.64	29.85' RT	194,611.86	639,544.48
C123	114+50.99	29.84' RT	194,631.85	639,548.32
C124	115+06.36	29.75' RT	194,686.23	639,558.70

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	NORTHING	EASTING
C125	115+11.02	29.75' RT	194,690.81	639,559.58
C126	115+25.74	29.75' RT	194,705.26	639,562.36
C127	115+50.70	29.75' RT	194,729.77	639,567.08
C128	115+70.58	29.75' RT	194,749.29	639,570.84
C129	115+80.60	29.75' RT	194,759.13	639,572.73
C130	116+00.69	29.75' RT	194,778.86	639,576.53
C131	117+70.37	29.72' RT	194,945.48	639,608.57
C132	117+75.79	29.72' RT	194,950.81	639,609.60
C133	117+95.97	29.71' RT	194,970.63	639,613.41
C134	114+69.18	42.58' LT	194,663.39	639,480.64
C135	114+80.91	44.33' LT	194,675.24	639,481.14
C136	112+82.53	39.62' LT	194,479.55	639,448.26

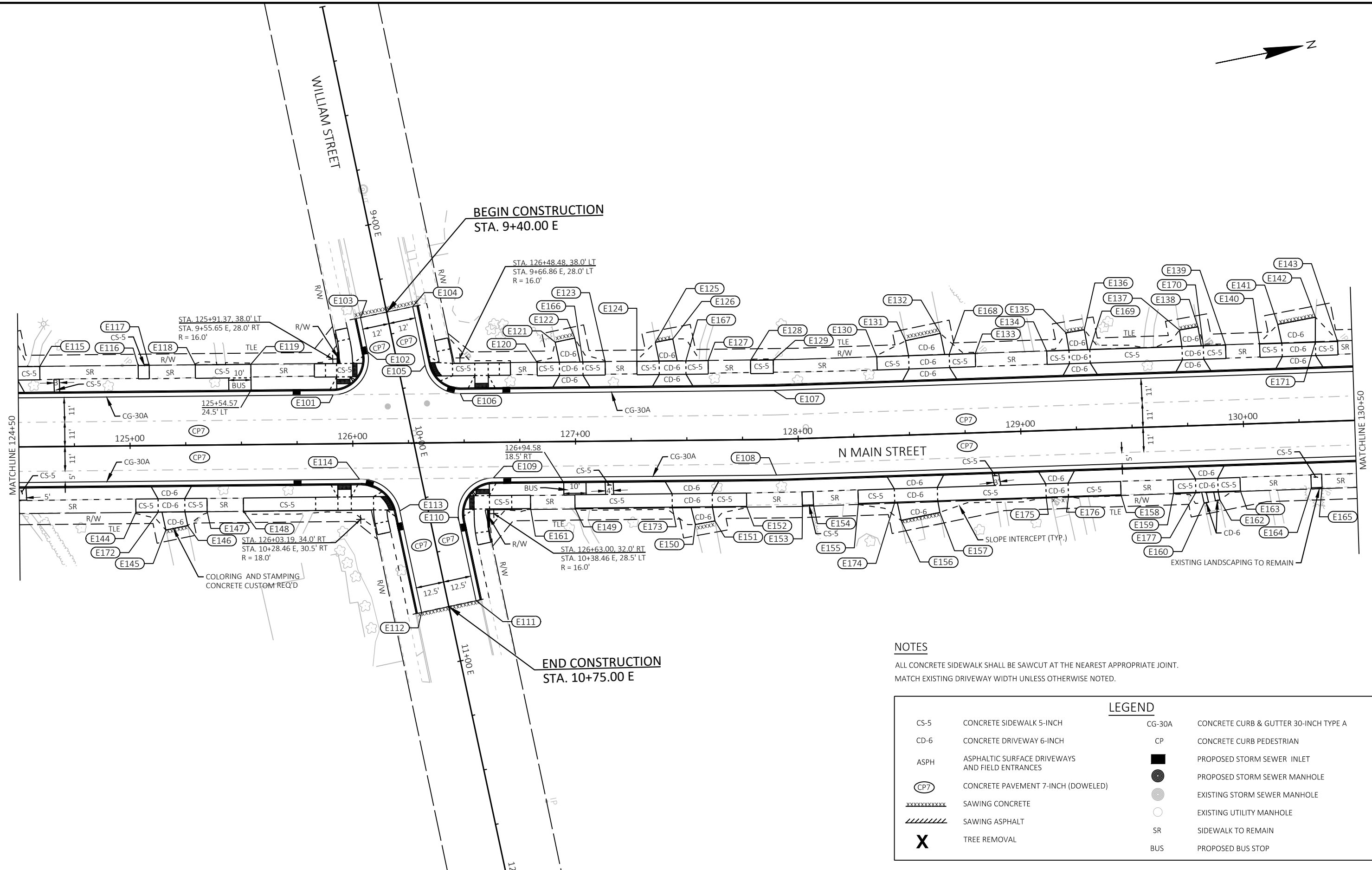
STATION & OFFSET TABLE				
POINT	STATION	OFFSET	NORTHING	EASTING
C137	112+93.92	41.82' LT	194,491.15	639,448.26
C138	113+21.30	43.98' LT	194,518.44	639,451.31
C139	113+31.10	45.85' LT	194,528.43	639,451.32
C140	112+96.32	36.00' LT	194,492.40	639,454.42
C141	113+33.97	36.00' LT	194,529.38	639,461.54
C142	114+82.29	35.97' LT	194,675.02	639,489.61
C143	115+69.15	36.11' LT	194,760.34	639,505.90
C144	115+81.07	35.91' LT	194,772.01	639,508.34
C145	117+99.42	36.00' LT	194,986.44	639,549.53
C146	118+41.32	36.00' LT	195,027.58	639,557.45
C147	118+11.31	29.70' RT	194,985.69	639,616.30



STATION & OFFSET TABLE				
POINT	STATION	OFFSET	NORTHING	EASTING
D101	119+21.19	22.00' LT	195,103.37	639,586.30
D102	119+38.83	43.62' LT	195,124.77	639,568.41
D103	119+33.35	70.29' LT	195,124.44	639,541.18
D104	119+64.78	76.72' LT	195,156.43	639,540.79
D105	119+73.34	34.80' LT	195,156.96	639,583.57
D106	119+89.01	22.00' LT	195,169.95	639,599.09
D107	122+44.89	22.00' LT	195,421.26	639,647.20
D108	122+60.57	41.19' LT	195,440.27	639,631.29
D109	122+54.64	70.28' LT	195,439.92	639,601.61
D110	122+86.00	76.66' LT	195,471.91	639,601.24
D111	122+94.20	36.41' LT	195,472.40	639,642.32
D112	123+11.84	22.00' LT	195,487.01	639,659.78
D113	119+36.05	16.00' RT	195,110.77	639,626.42
D114	119+53.69	30.43' RT	195,125.37	639,643.93
D115	119+62.98	76.70' RT	195,125.82	639,691.13
D116	119+94.35	70.38' RT	195,157.82	639,690.83
D117	119+87.26	35.16' RT	195,157.47	639,654.90
D118	120+02.94	16.00' RT	195,176.48	639,639.03
D119	122+57.67	16.00' RT	195,426.67	639,686.92
D120	122+75.31	30.42' RT	195,441.28	639,704.40
D121	122+84.69	76.67' RT	195,441.80	639,751.59
D122	123+16.05	70.31' RT	195,473.80	639,751.24
D123	123+08.93	35.18' RT	195,473.41	639,715.40
D124	123+24.61	16.00' RT	195,492.41	639,699.51
D125	118+72.18	42.25' LT	195,059.06	639,557.15
D126	118+79.41	43.56' LT	195,066.42	639,557.24
D127	120+55.72	35.99' LT	195,238.09	639,597.89
D128	120+60.65	35.99' LT	195,242.94	639,598.81
D129	121+10.67	35.99' LT	195,292.06	639,608.22
D130	121+19.59	41.35' LT	195,301.83	639,604.64
D131	121+30.64	43.49' LT	195,313.09	639,604.61
D132	121+43.48	35.98' LT	195,324.28	639,614.40
D133	121+80.85	35.90' LT	195,360.97	639,621.50
D134	121+89.48	42.67' LT	195,370.72	639,616.48
D135	121+97.24	44.28' LT	195,378.65	639,616.36
D136	123+54.74	36.00' LT	195,531.79	639,654.10
D137	123+74.68	36.00' LT	195,551.37	639,657.85

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	NORTHING	EASTING
D138	124+08.72	35.98' LT	195,584.79	639,664.26
D139	124+18.01	46.35' LT	195,595.87	639,655.83
D140	124+30.05	48.65' LT	195,608.12	639,655.83
D141	124+35.70	44.04' LT	195,612.81	639,661.43
D142	124+44.28	45.75' LT	195,621.56	639,661.36
D143	118+89.66	29.67' RT	195,062.63	639,631.08
D144	120+38.25	29.61' RT	195,208.60	639,659.04
D145	120+68.85	29.67' RT	195,238.64	639,664.85
D146	121+10.15	29.75' RT	195,279.19	639,672.69
D147	121+31.10	35.13' RT	195,298.76	639,681.92
D148	121+39.88	33.36' RT	195,307.71	639,681.82
D149	121+74.02	40.33' RT	195,339.93	639,695.09
D150	121+83.57	38.55' RT	195,349.65	639,695.14
D151	121+92.77	29.75' RT	195,360.34	639,688.22
D152	123+47.51	29.82' RT	195,512.31	639,717.38
D153	123+70.92	38.69' RT	195,533.63	639,730.50
D154	123+78.29	37.17' RT	195,541.16	639,730.39
D155	124+11.14	37.73' RT	195,573.32	639,737.12
D156	124+18.48	36.25' RT	195,580.80	639,737.05
D157	124+49.35	29.82' RT	195,612.33	639,736.54
D158	120+25.41	29.58' RT	195,195.99	639,656.60
D159	118+81.86	36.00' LT	195,067.39	639,565.12
D160	121+33.48	35.96' LT	195,314.46	639,612.54
D161	122+01.86	35.86' LT	195,381.60	639,625.49
D162	124+31.22	36.00' LT	195,606.90	639,668.48
D163	124+49.80	36.00' LT	195,625.15	639,671.97
D164	118+53.05	29.75' RT	195,026.67	639,624.24
D165	118+56.09	38.99' RT	195,027.91	639,633.88
D166	118+65.33	37.14' RT	195,037.33	639,633.81
D167	120+48.25	29.63' RT	195,218.42	639,660.94
D168	121+25.65	29.75' RT	195,294.41	639,675.61
D169	121+70.92	29.75' RT	195,338.88	639,684.12
D170	123+67.80	29.90' RT	195,532.22	639,721.28
D171	123+77.80	29.90' RT	195,542.04	639,723.16
D172	124+07.11	29.90' RT	195,570.83	639,728.67
D173	124+18.11	29.90' RT	195,581.63	639,730.74
D174	124+18.11	29.90' RT	195,594.62	639,666.13





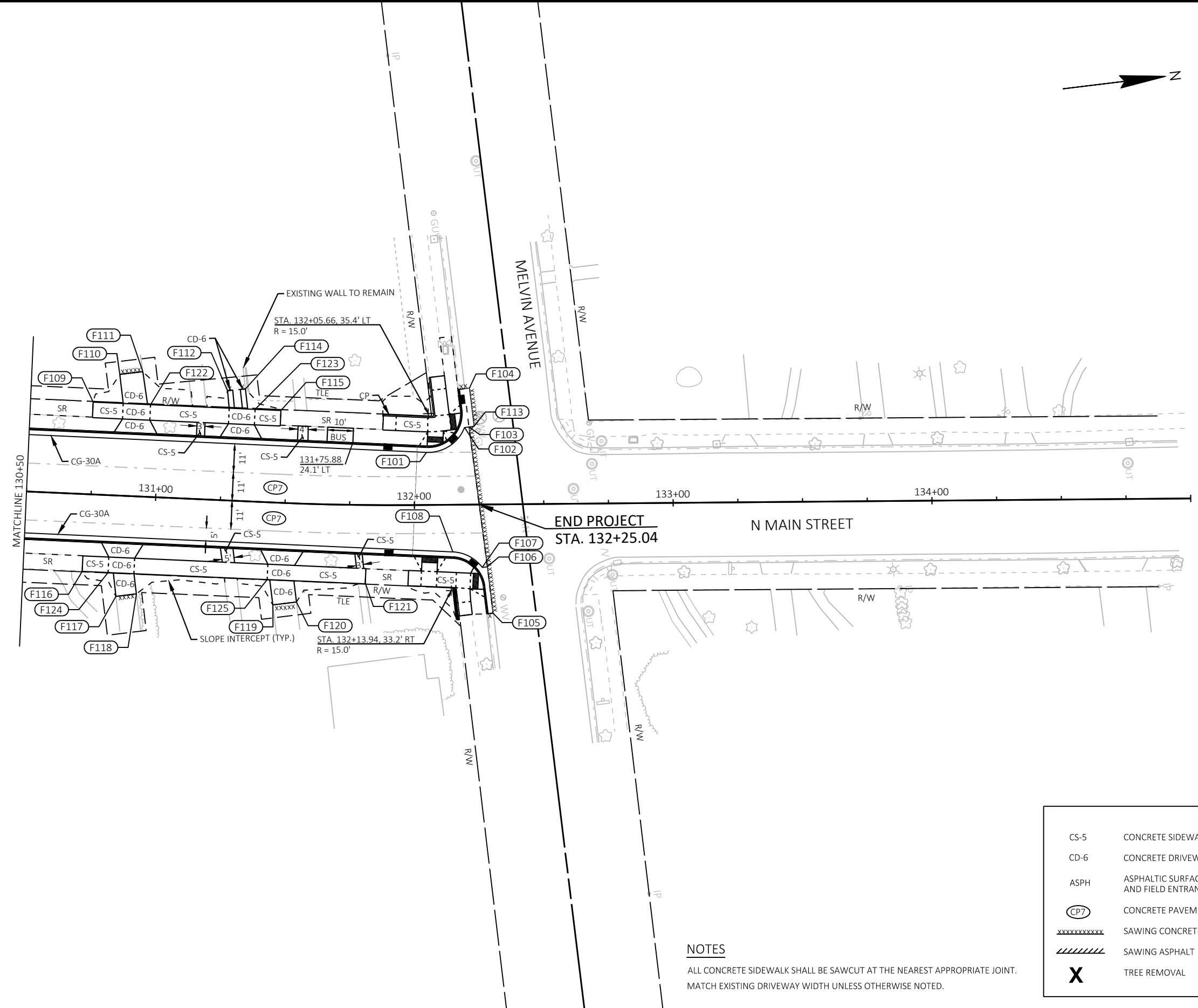
STATION & OFFSET TABLE				
POINT	STATION	OFFSET	NORTHING	EASTING
E101	125+91.37	22.00' LT	195,761.56	639,712.34
E102	126+07.06	41.14' LT	195,780.57	639,696.49
E103	126+03.99	56.49' LT	195,780.44	639,680.84
E104	126+27.52	61.20' LT	195,804.43	639,680.64
E105	126+32.79	34.86' LT	195,804.66	639,707.49
E106	126+48.48	22.00' LT	195,817.65	639,723.08
E107	127+89.26	22.00' LT	195,955.92	639,749.54
E108	127+89.76	16.00' RT	195,949.63	639,787.02
E109	126+63.00	16.00' RT	195,824.77	639,763.13
E110	126+47.32	35.20' RT	195,805.76	639,779.04
E111	126+54.63	71.00' RT	195,806.21	639,815.58
E112	126+30.14	76.00' RT	195,781.21	639,815.88
E113	126+20.83	30.40' RT	195,780.64	639,769.34
E114	126+02.85	15.98' RT	195,765.70	639,751.80
E115	124+59.80	36.00' LT	195,634.97	639,673.85
E116	125+03.97	36.00' LT	195,678.35	639,682.16
E117	125+08.95	36.00' LT	195,683.24	639,683.09
E118	125+29.62	36.00' LT	195,703.55	639,686.98
E119	125+54.57	36.00' LT	195,728.05	639,691.67
E120	126+83.11	35.58' LT	195,854.22	639,716.25
E121	126+91.33	44.64' LT	195,863.99	639,708.90
E122	127+00.10	46.38' LT	195,872.93	639,708.84
E123	127+13.67	35.65' LT	195,884.25	639,721.93
E124	127+27.90	35.65' LT	195,898.22	639,724.60
E125	127+36.26	44.13' LT	195,908.03	639,717.84
E126	127+44.14	45.54' LT	195,916.03	639,717.94
E127	127+59.90	35.65' LT	195,929.65	639,730.62
E128	127+78.93	35.65' LT	195,948.34	639,734.19
E129	127+89.97	35.65' LT	195,958.38	639,736.12
E130	128+36.47	35.54' LT	196,004.22	639,743.92
E131	128+49.60	42.38' LT	196,018.30	639,739.34
E132	128+65.36	45.15' LT	196,034.30	639,739.21
E133	128+80.68	35.59' LT	196,047.84	639,751.17
E134	129+12.82	35.63' LT	196,079.54	639,756.45
E135	129+21.74	43.51' LT	196,089.64	639,750.15
E136	129+29.99	44.64' LT	196,097.96	639,750.40
E137	129+72.68	43.10' LT	196,139.81	639,758.98
E138	129+81.00	44.31' LT	196,148.21	639,759.16
E139	129+93.14	35.65' LT	196,158.76	639,769.71

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	NORTHING	EASTING
E140	130+08.44	35.65' LT	196,173.84	639,772.24
E141	130+16.88	44.16' LT	196,183.57	639,765.24
E142	130+33.88	46.88' LT	196,200.79	639,765.38
E143	130+43.47	35.65' LT	196,208.39	639,778.04
E144	125+02.32	29.83' RT	195,664.36	639,746.50
E145	125+15.71	37.94' RT	195,675.98	639,756.98
E146	125+25.52	36.03' RT	195,685.97	639,756.95
E147	125+34.32	29.83' RT	195,695.79	639,752.52
E148	125+50.60	29.83' RT	195,711.78	639,755.58
E149	126+99.49	29.90' RT	195,858.00	639,783.64
E150	127+53.43	37.81' RT	195,909.49	639,801.55
E151	127+62.25	36.28' RT	195,918.43	639,801.71
E152	127+76.55	29.90' RT	195,933.68	639,798.13
E153	128+00.90	29.90' RT	195,958.32	639,802.57
E154	128+05.87	29.90' RT	195,963.23	639,803.39
E155	128+26.06	29.90' RT	195,983.13	639,806.73
E156	128+44.98	38.12' RT	196,000.43	639,817.97
E157	128+62.50	35.12' RT	196,018.21	639,817.91
E158	129+44.06	29.90' RT	196,099.51	639,826.24
E159	129+67.67	29.90' RT	196,122.80	639,830.15
E160	129+81.20	34.84' RT	196,135.32	639,837.26
E161	126+79.54	29.90' RT	195,838.41	639,779.89
E162	129+88.31	33.64' RT	196,142.53	639,837.25
E163	129+97.67	29.90' RT	196,152.38	639,835.11
E164	130+29.53	29.61' RT	196,183.85	639,840.09
E165	130+34.37	29.57' RT	196,188.64	639,840.85
E166	127+03.67	35.61' LT	195,874.42	639,720.09
E167	127+49.90	35.65' LT	195,919.83	639,728.74
E168	128+68.99	35.58' LT	196,036.30	639,749.25
E169	129+32.17	35.65' LT	196,098.63	639,759.63
E170	129+83.14	35.65' LT	196,148.89	639,768.06
E171	130+33.47	35.65' LT	196,198.53	639,776.38
E172	125+12.32	29.90' RT	195,674.16	639,748.45
E173	127+43.15	29.90' RT	195,900.87	639,791.85
E174	128+42.38	29.90' RT	195,999.23	639,809.43
E175	129+10.44	29.90' RT	196,066.35	639,820.68
E176	129+20.44	29.90' RT	196,076.21	639,822.34
E177	129+77.67	29.90' RT	196,132.66	639,831.80



2

2



STATION & OFFSET TABLE				
POINT	STATION	OFFSET	NORTHING	EASTING
F101	132+04.86	20.33' LT	196,364.20	639,818.00
F102	132+19.68	29.80' LT	196,379.99	639,810.27
F103	132+21.36	30.00' LT	196,381.68	639,810.25
F104	132+21.66	45.02' LT	196,383.68	639,795.37
F105	132+30.03	41.99' RT	196,382.19	639,882.76
F106	132+28.00	24.10' RT	196,382.18	639,864.76
F107	132+26.01	24.33' RT	196,380.19	639,864.76
F108	132+14.74	18.25' RT	196,369.67	639,857.45
F109	130+74.19	35.65' LT	196,238.69	639,783.12
F110	130+84.01	46.81' LT	196,250.22	639,773.73
F111	130+92.84	48.26' LT	196,259.17	639,773.77
F112	131+25.86	42.40' LT	196,290.76	639,785.00
F113	132+23.34	30.22' LT	196,383.69	639,810.26
F114	131+32.76	43.37' LT	196,297.73	639,785.19
F115	131+46.86	35.65' LT	196,310.33	639,795.13
F116	130+72.90	29.90' RT	196,226.58	639,847.55
F117	130+86.35	38.95' RT	196,238.35	639,858.70
F118	130+94.21	37.64' RT	196,246.31	639,858.70
F119	131+47.03	39.54' RT	196,298.11	639,869.32
F120	131+55.79	38.06' RT	196,307.33	639,869.32
F121	131+81.42	30.43' RT	196,334.67	639,865.57
F122	130+96.40	35.65' LT	196,260.60	639,786.79
F123	131+36.84	35.65' LT	196,300.47	639,793.47
F124	130+82.91	29.90' RT	196,236.44	639,849.20
F125	131+44.44	29.87' RT	196,297.14	639,859.35

LEGEND

- | | | | |
|---|--|---|---------------------------------------|
| CS-5 | CONCRETE SIDEWALK 5-INCH | CG-30A | CONCRETE CURB & GUTTER 30-INCH TYPE A |
| CD-6 | CONCRETE DRIVEWAY 6-INCH | CP | CONCRETE CURB PEDESTRIAN |
| ASPH | ASPHALTIC SURFACE DRIVEWAYS
AND FIELD ENTRANCES |  | PROPOSED STORM SEWER INLET |
|  | CONCRETE PAVEMENT 7-INCH (DOWELED) |  | PROPOSED STORM SEWER MANHOLE |
|  | SAWING CONCRETE |  | EXISTING STORM SEWER MANHOLE |
|  | SAWING ASPHALT |  | EXISTING UTILITY MANHOLE |
|  | TREE REMOVAL | SR | SIDEWALK TO REMAIN |
| | | BUS | PROPOSED BUS STOP |

NOTES

ALL CONCRETE SIDEWALK SHALL BE SAWCUT AT THE NEAREST APPROPRIATE JOINT.
MATCH EXISTING DRIVEWAY WIDTH UNLESS OTHERWISE NOTED.

PROJECT NO: 2703-09-71

HWY: LOCAL STREET

COUNTY: RACINE

PLAN DETAILS

SHEET

20

FILE NAME : S:\MIL\1000--1099\1092\009\DRAWINGS\CAD\CIVIL 3D\27030901\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021209_pd

PLOT DATE : 3/25/2024 4:19 PM

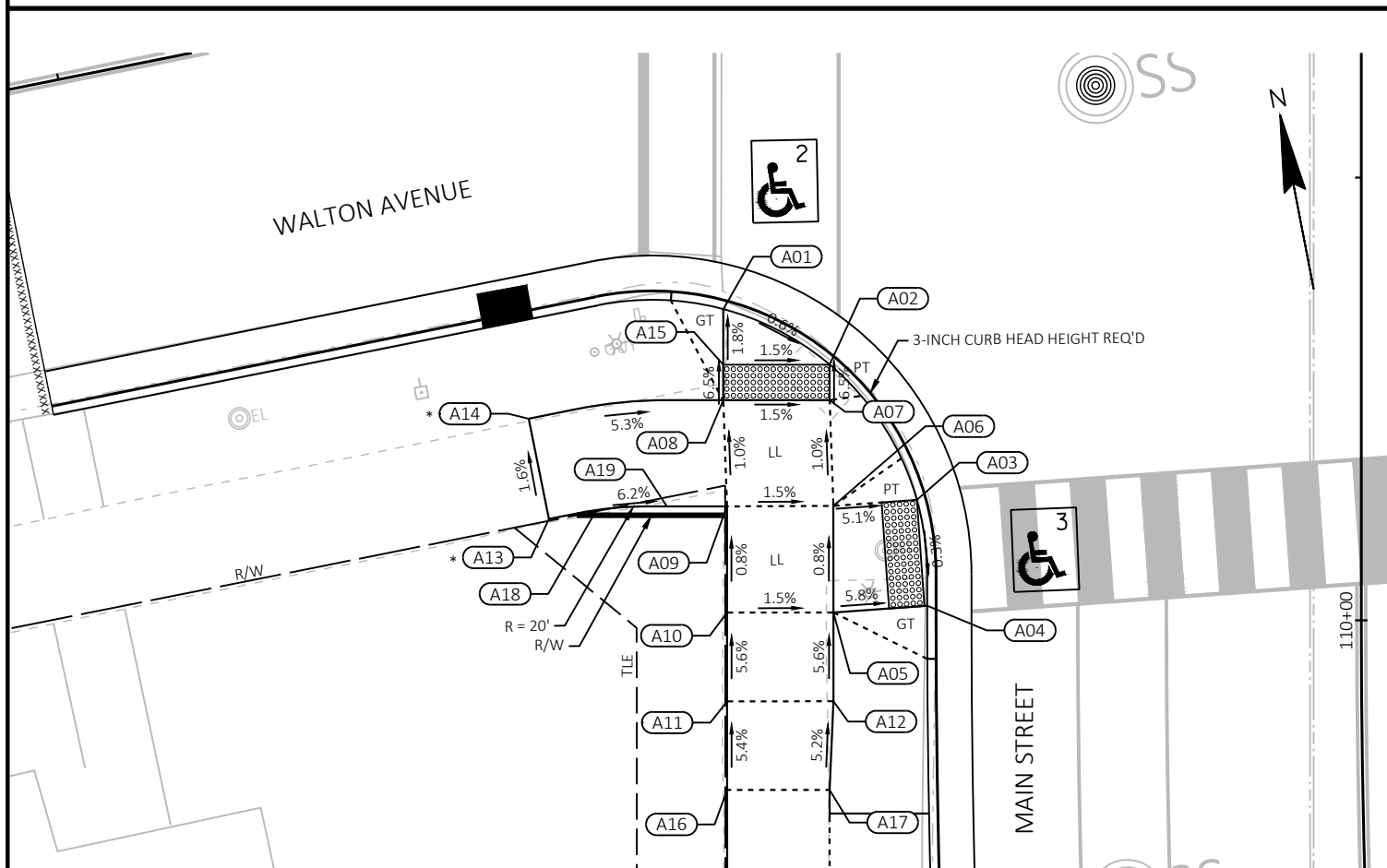
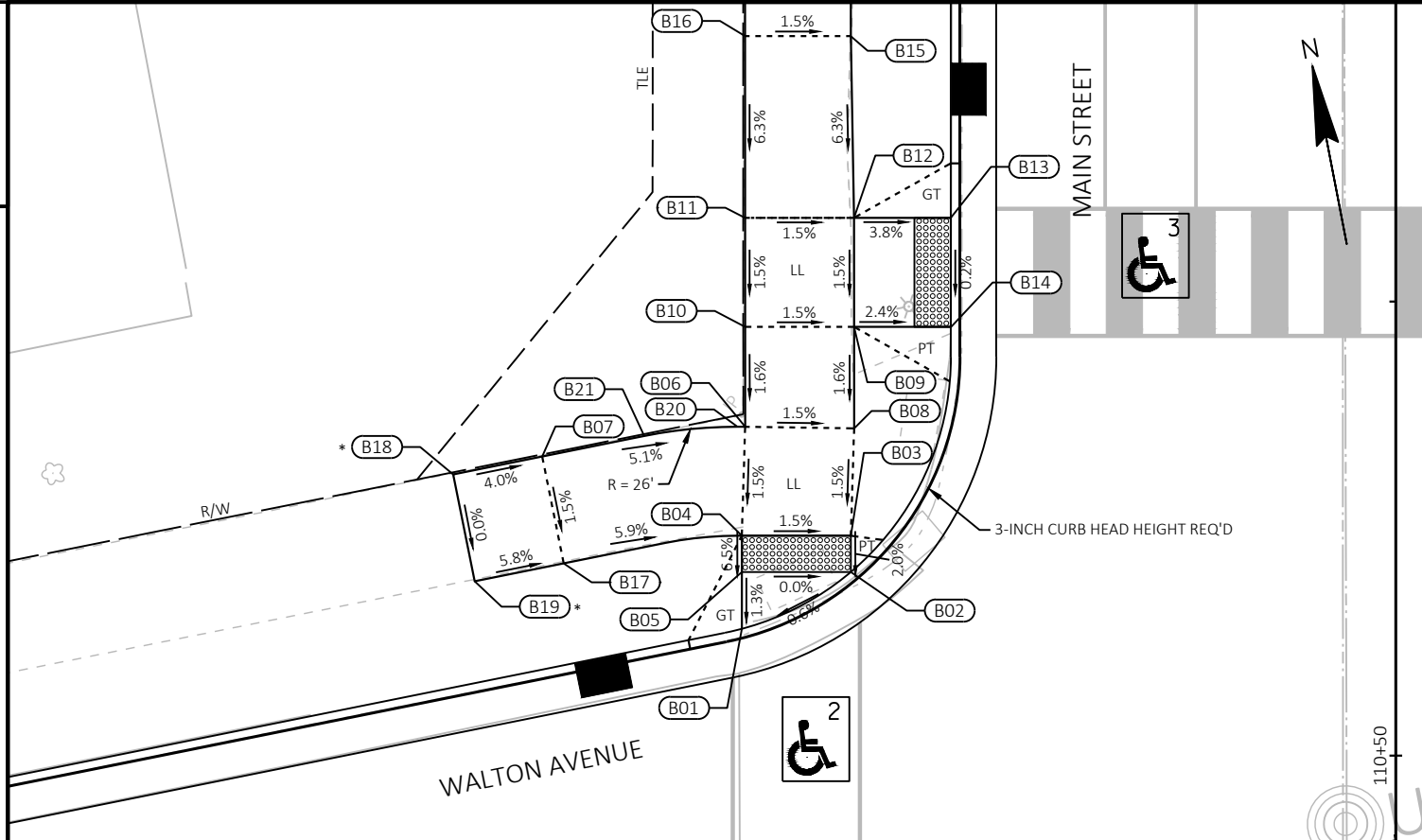
PLOT BY : SADOWSKI, ZACH

PLOT NAME :

PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
B01	110+56.98	36.00' LT	194,257.38	639,409.18	620.59
B02	110+60.11	30.00' LT	194,259.32	639,415.66	620.63
B03	110+62.11	30.00' LT	194,261.28	639,416.04	620.67
B04	110+62.11	36.00' LT	194,262.42	639,410.15	620.76
B05	110+60.11	36.00' LT	194,260.45	639,409.77	620.63
B06	110+68.11	35.82' LT	194,268.27	639,411.46	620.85
B07	110+66.47	46.99' LT	194,268.77	639,400.19	621.43
B08	110+68.02	29.82' LT	194,267.05	639,417.34	620.76
B09	110+73.61	29.82' LT	194,272.54	639,418.39	620.85
B10	110+73.61	35.82' LT	194,273.68	639,412.50	620.94
B11	110+79.61	35.82' LT	194,279.57	639,413.63	621.03
B12	110+79.61	29.82' LT	194,278.43	639,419.53	620.94
B13	110+79.61	24.50' LT	194,277.43	639,424.75	620.73
B14	110+73.58	24.50' LT	194,271.51	639,423.61	620.72
B15	110+89.61	30.01' LT	194,288.29	639,421.23	621.57
B16	110+89.61	35.82' LT	194,289.39	639,415.52	621.66
B17	110+60.58	45.80' LT	194,262.77	639,400.23	621.34
B18	110+65.48	51.89' LT	194,268.73	639,395.19	621.63
B19	110+59.60	50.71' LT	194,262.73	639,395.24	621.63
B20	110+68.11	36.24' LT	194,268.35	639,411.05	--- --- ---
B21	110+67.60	41.37' LT	194,268.82	639,405.92	--- --- ---



CURB RAMP TYPE X

NOTE: CONSTRUCT CURB RAMP FLARE IN ACCORDANCE WITH THE STANDARD
DETAIL DRAWING "CURB RAMPS" UNLESS OTHERWISE NOTED.

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
A01	110+17.56	36.00' LT	194,218.68	639,401.73	620.62
A02	110+14.43	30.00' LT	194,214.47	639,407.03	620.58
A03	110+06.80	25.08' LT	194,206.04	639,410.41	620.52
A04	110+00.83	24.50' LT	194,200.07	639,409.86	620.50
A05	110+00.45	29.79' LT	194,200.70	639,404.59	620.82
A06	110+06.46	29.79' LT	194,206.60	639,405.73	620.77
A07	110+12.43	30.00' LT	194,212.50	639,406.65	620.71
A08	110+12.43	36.00' LT	194,213.64	639,400.76	620.80
A09	110+06.44	35.79' LT	194,207.71	639,399.83	620.86
A10	110+00.43	35.79' LT	194,201.82	639,398.70	620.91
A11	109+95.71	35.81' LT	194,196.90	639,397.75	621.19
A12	109+95.67	29.81' LT	194,195.77	639,403.64	621.10
A13	110+05.72	45.85' LT	194,208.91	639,389.82	621.47
A14	110+11.38	46.99' LT	194,214.69	639,389.77	621.38
A15	110+14.43	36.00' LT	194,215.60	639,401.14	620.67
A16	109+91.03	35.87' LT	194,191.99	639,396.81	621.46
A17	109+90.94	30.08' LT	194,190.90	639,402.49	621.36
A18	110+06.23	43.16' LT	194,208.90	639,392.56	--- --- ---
A19	110+06.43	39.19' LT	194,208.35	639,396.50	--- --- ---

LL = LEVEL LANDING

GT = GRASS TERRACE - 6:1 GRADED FLARE;
CURB HEAD TRANSITION REQ'D.

PT = CONCRETE TERRACE - 10:1 GRADED FLARE;
CURB HEAD TRANSITION REQ'D.

* = MATCH EXISTING

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
D01	110+73.61	18.50' RT	194,263.41	639,465.84	620.83
D02	110+79.61	18.50' RT	194,269.30	639,466.98	620.85
D03	110+73.61	23.75' RT	194,262.41	639,471.00	621.09
D04	110+79.61	23.75' RT	194,268.31	639,472.13	621.18
D05	110+73.61	29.75' RT	194,261.28	639,476.89	621.18
D06	110+79.61	29.75' RT	194,267.17	639,478.02	621.27
D07	110+63.61	23.75' RT	194,252.59	639,469.11	621.61
D08	110+63.61	29.75' RT	194,251.46	639,475.00	621.70
D09	110+89.61	23.75' RT	194,278.13	639,474.02	621.55
D10	110+89.61	29.75' RT	194,276.99	639,479.91	621.64



CURB RAMP TYPE X

LL = LEVEL LANDING

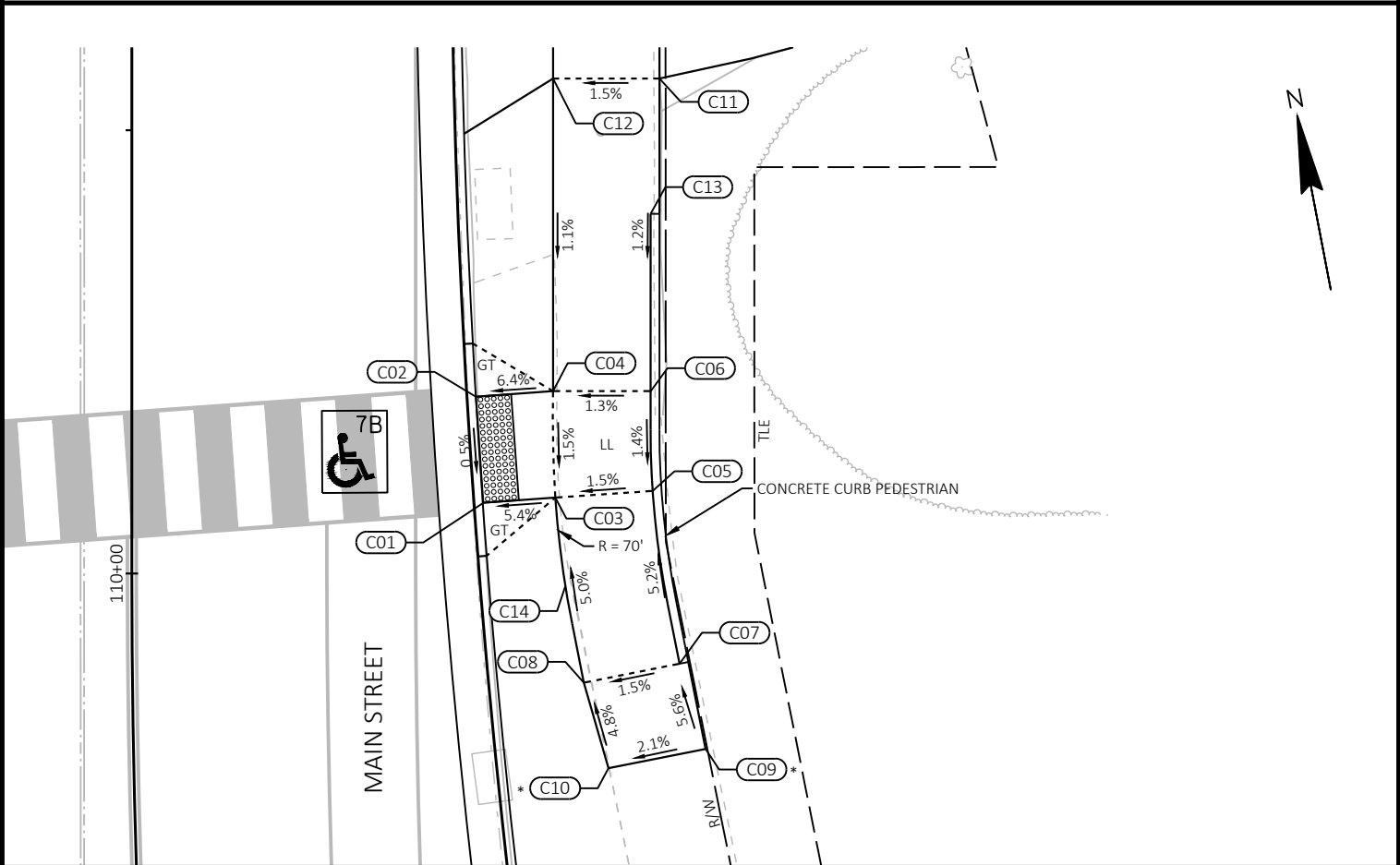
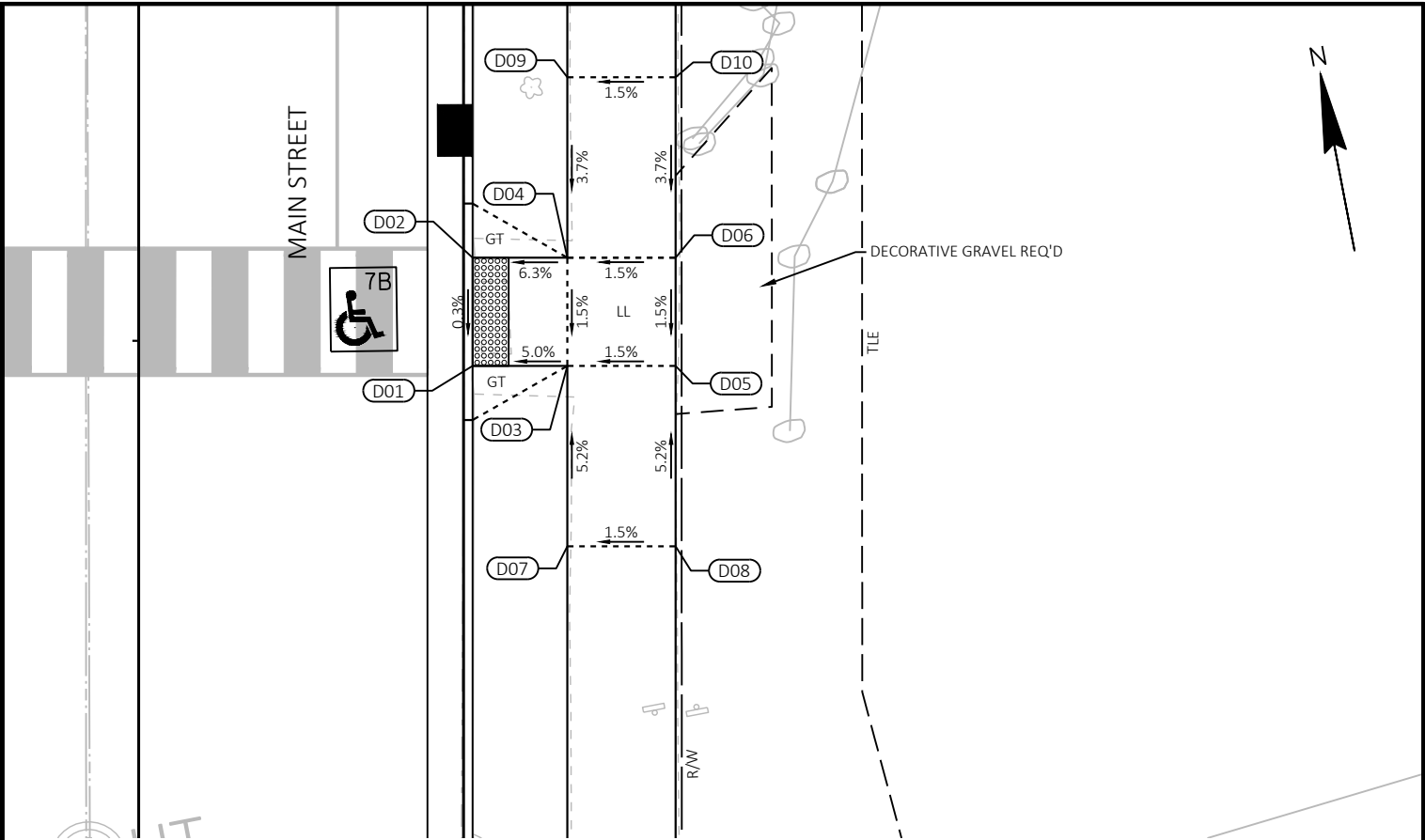
GT = GRASS TERRACE - 6:1 GRADED FLARE;
CURB HEAD TRANSITION REQ'D.

PT = CONCRETE TERRACE - 10:1 GRADED FLARE;
CURB HEAD TRANSITION REQ'D.

* = MATCH EXISTING

NOTE: CONSTRUCT CURB RAMP FLARE IN ACCORDANCE WITH THE
STANDARD DETAIL DRAWING "CURB RAMPS" UNLESS OTHERWISE NOTED.

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
C01	110+03.99	19.83' RT	194,194.79	639,453.98	620.60
C02	110+09.97	19.40' RT	194,200.75	639,454.69	620.63
C03	110+04.28	23.88' RT	194,194.31	639,458.02	620.82
C04	110+10.28	23.75' RT	194,200.23	639,459.03	620.91
C05	110+04.65	29.37' RT	194,193.64	639,463.48	620.90
C06	110+10.27	29.25' RT	194,199.18	639,464.42	620.98
C07	109+94.60	30.86' RT	194,183.79	639,463.12	621.43
C08	109+93.54	25.45' RT	194,183.76	639,457.62	621.35
C09	109+89.47	32.25' RT	194,178.79	639,463.66	621.71
C10	109+88.44	26.76' RT	194,178.76	639,458.08	621.59
C11	110+27.92	29.75' RT	194,216.41	639,468.25	621.20
C12	110+27.92	23.75' RT	194,217.55	639,462.36	621.11
C13	110+20.28	29.25' RT	194,209.01	639,466.32	--- ---
C14	109+99.26	24.45' RT	194,189.30	639,457.63	--- ---



[illegible]

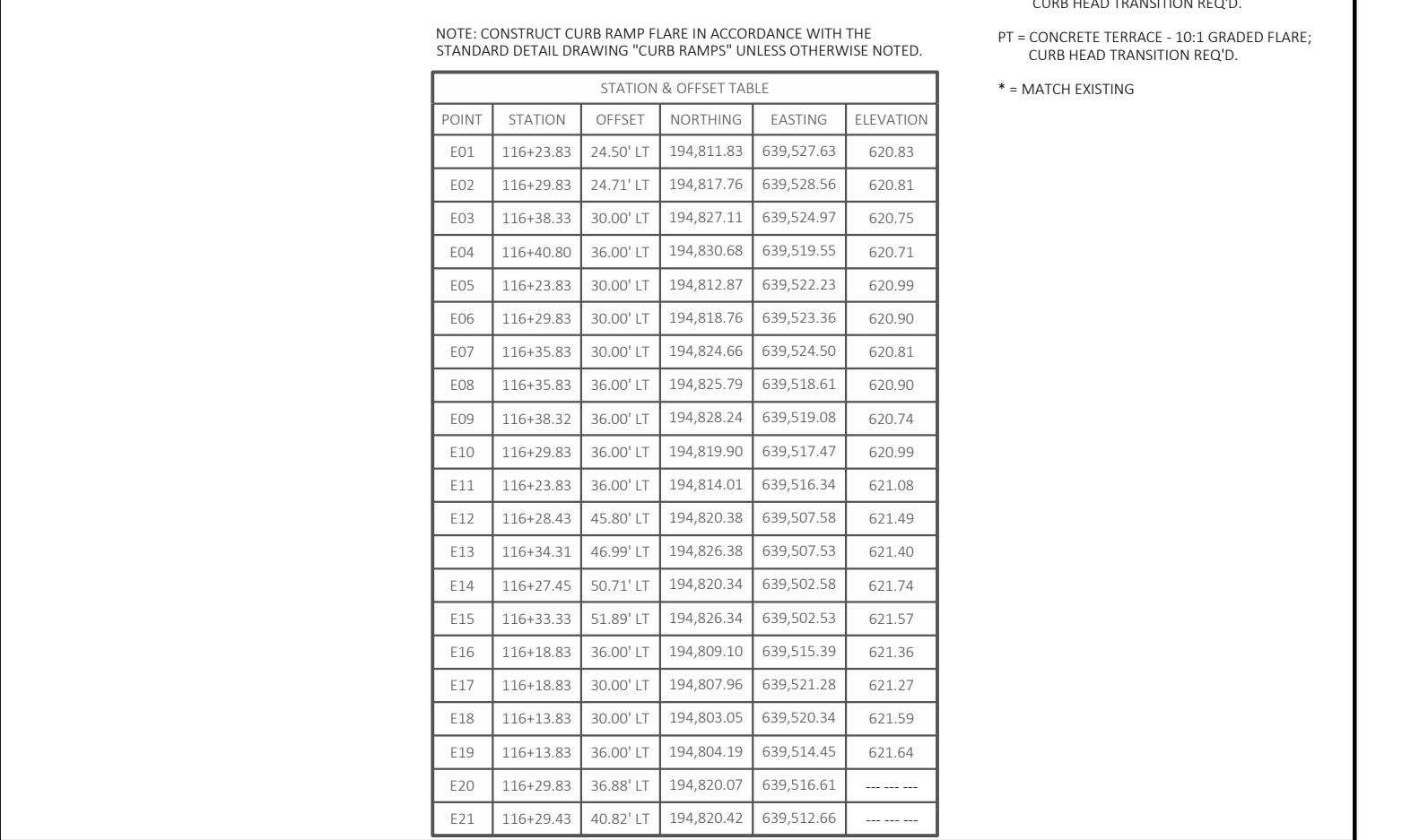
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
F01	116+79.40	36.00' LT	194,868.57	639,526.84	620.82
F02	116+82.53	30.00' LT	194,870.52	639,533.33	620.74
F03	116+90.85	24.91' LT	194,877.73	639,539.90	620.64
F04	116+96.85	24.50' LT	194,883.54	639,541.44	620.59
F05	116+82.53	36.00' LT	194,871.65	639,527.44	620.83
F06	116+84.77	36.00' LT	194,873.85	639,527.86	620.86
F07	116+84.77	30.00' LT	194,872.72	639,533.75	620.77
F08	116+90.27	36.03' LT	194,879.26	639,528.87	620.93
F09	116+90.85	35.50' LT	194,879.73	639,529.50	620.93
F10	116+90.85	30.00' LT	194,878.69	639,534.90	620.85
F11	116+96.85	30.00' LT	194,884.58	639,536.03	620.94
F12	116+96.85	35.50' LT	194,885.62	639,530.63	621.02
F13	117+06.85	30.00' LT	194,894.40	639,537.93	621.33
F14	117+06.85	35.50' LT	194,895.44	639,532.52	621.41
F15	116+83.27	45.82' LT	194,874.24	639,517.94	621.38
F16	116+88.57	46.90' LT	194,879.64	639,517.87	621.46
F17	116+82.27	50.71' LT	194,874.18	639,512.94	621.63
F18	116+87.58	51.80' LT	194,879.60	639,512.87	621.63
F19	116+90.27	35.50' LT	194,879.16	639,529.39	--- --- ---
F20	116+89.77	40.91' LT	194,879.69	639,523.98	--- --- ---



CURB RAMP TYPE X

LL = LEVEL LANDING

GT = GRASS TERRACE - 6:1 GRADED FLARE;
CURB LEADING TO RAMP



	CURB RAMP TYPE X	LL = LEVEL LANDING GT = GRASS TERRACE - 6:1 GRADED FLARE; CURB HEAD TRANSITION REQ'D. PT = CONCRETE TERRACE - 10:1 GRADED FLARE; CURB HEAD TRANSITION REQ'D.
---	------------------	---

LL = LEVEL LANDING

GT = GRASS TERRACE - 6:1 GRADED FLARE;
CURB HEAD TRANSITION REQ'D.

PT = CONCRETE TERRACE - 10:1 GRADED FLARE;
CURB HEAD TRANSITION REQ'D.

* = MATCH EXISTING

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
H01	116+90.85	18.50' RT	194,869.52	639,582.53	620.73
H02	116+96.85	18.50' RT	194,875.41	639,583.66	620.71
H03	116+90.85	23.75' RT	194,868.53	639,587.68	621.07
H04	116+96.85	23.75' RT	194,874.42	639,588.82	620.98
H05	116+90.85	29.25' RT	194,867.49	639,593.08	621.15
H06	116+96.85	29.25' RT	194,873.38	639,594.22	621.06
H07	116+80.85	23.75' RT	194,858.71	639,585.79	621.64
H08	116+80.85	29.25' RT	194,857.67	639,591.19	621.72
H09	117+01.85	23.75' RT	194,879.33	639,589.76	621.30
H10	117+01.85	29.25' RT	194,878.29	639,595.16	621.38
H11	117+06.85	23.75' RT	194,884.24	639,590.71	MATCH EX.
H12	117+06.85	29.25' RT	194,883.20	639,596.11	MATCH EX.



CURB RAMP TYPE X

LL = LEVEL LANDING

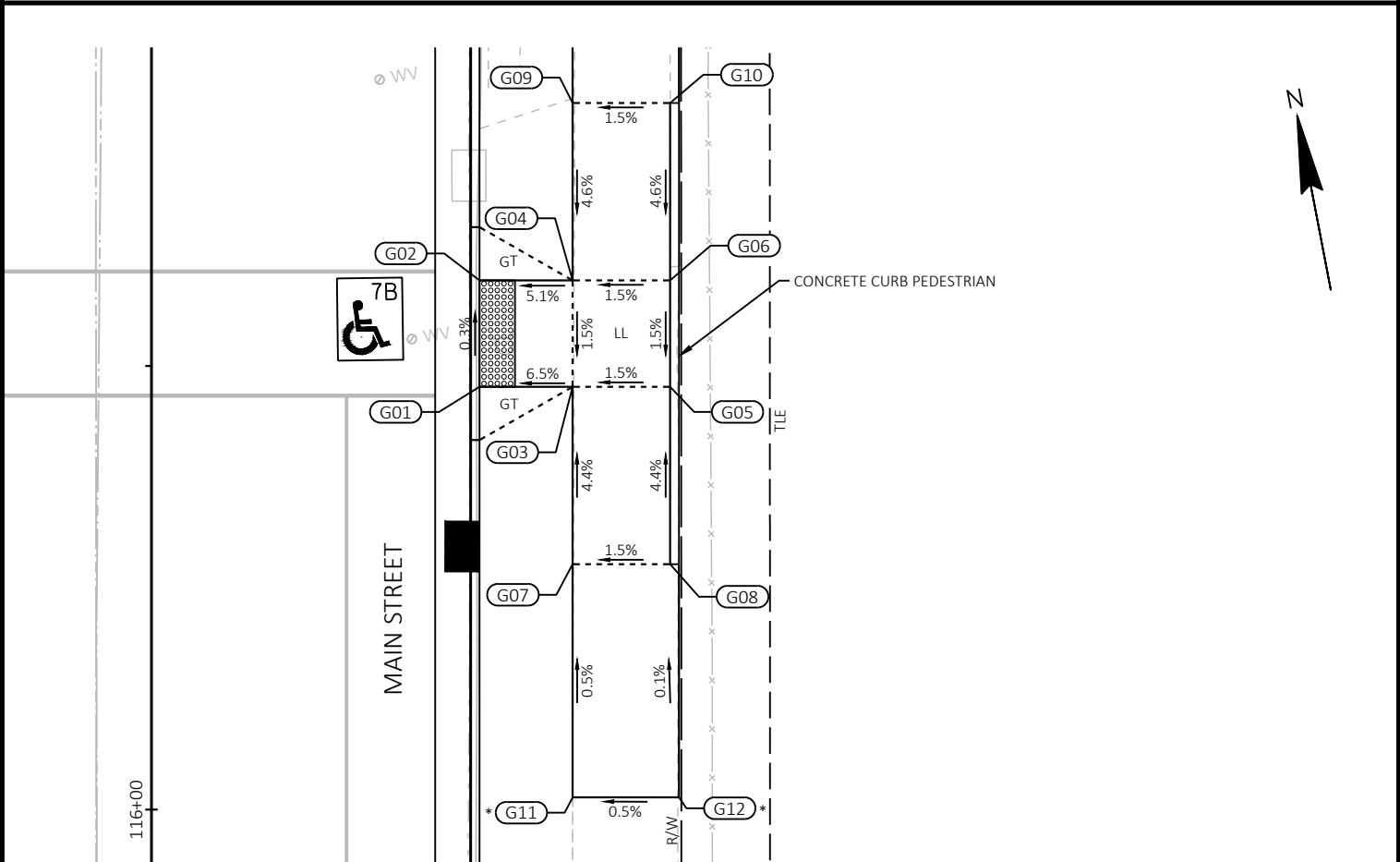
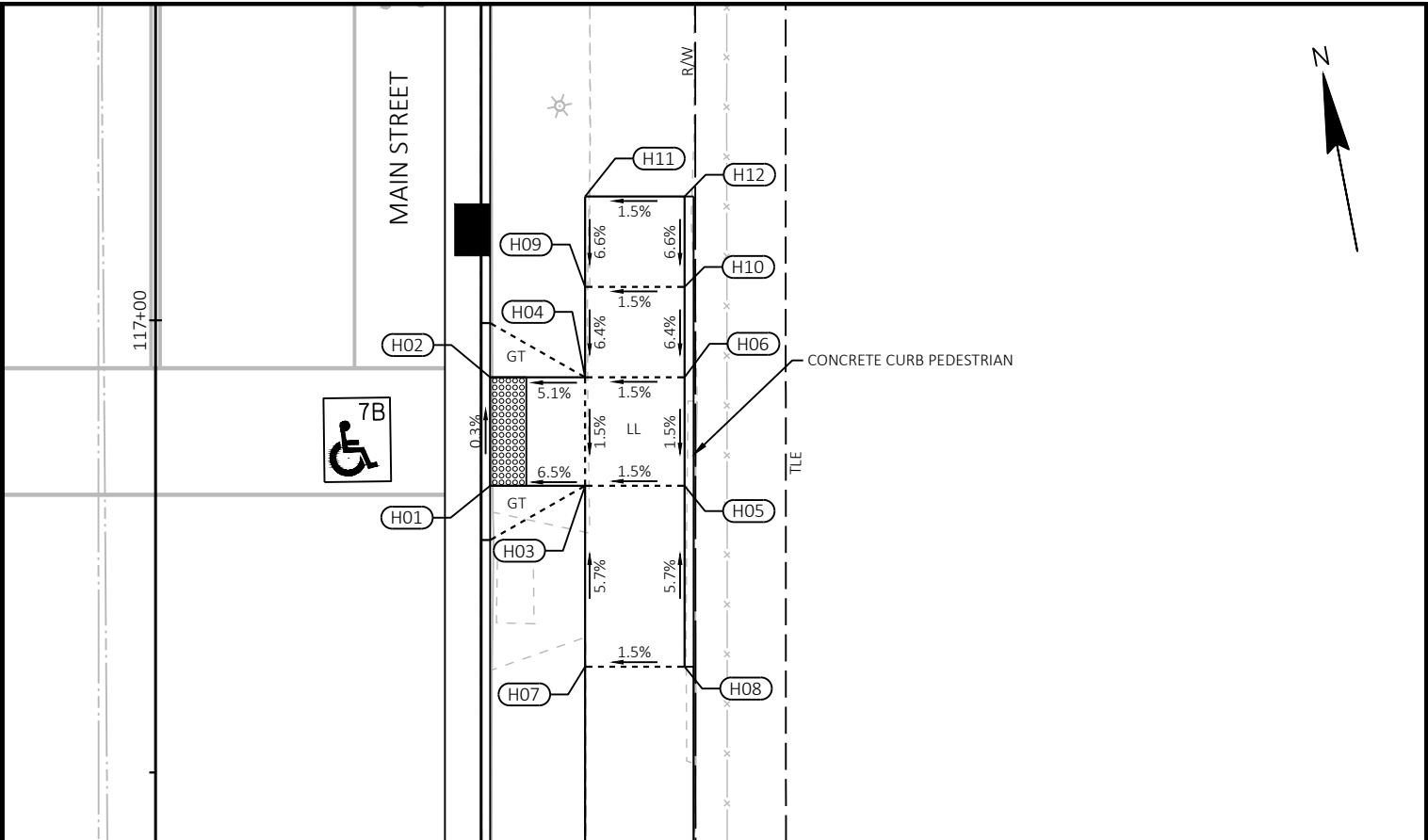
GT = GRASS TERRACE - 6:1 GRADED FLARE;
CURB HEAD TRANSITION REQ'D.

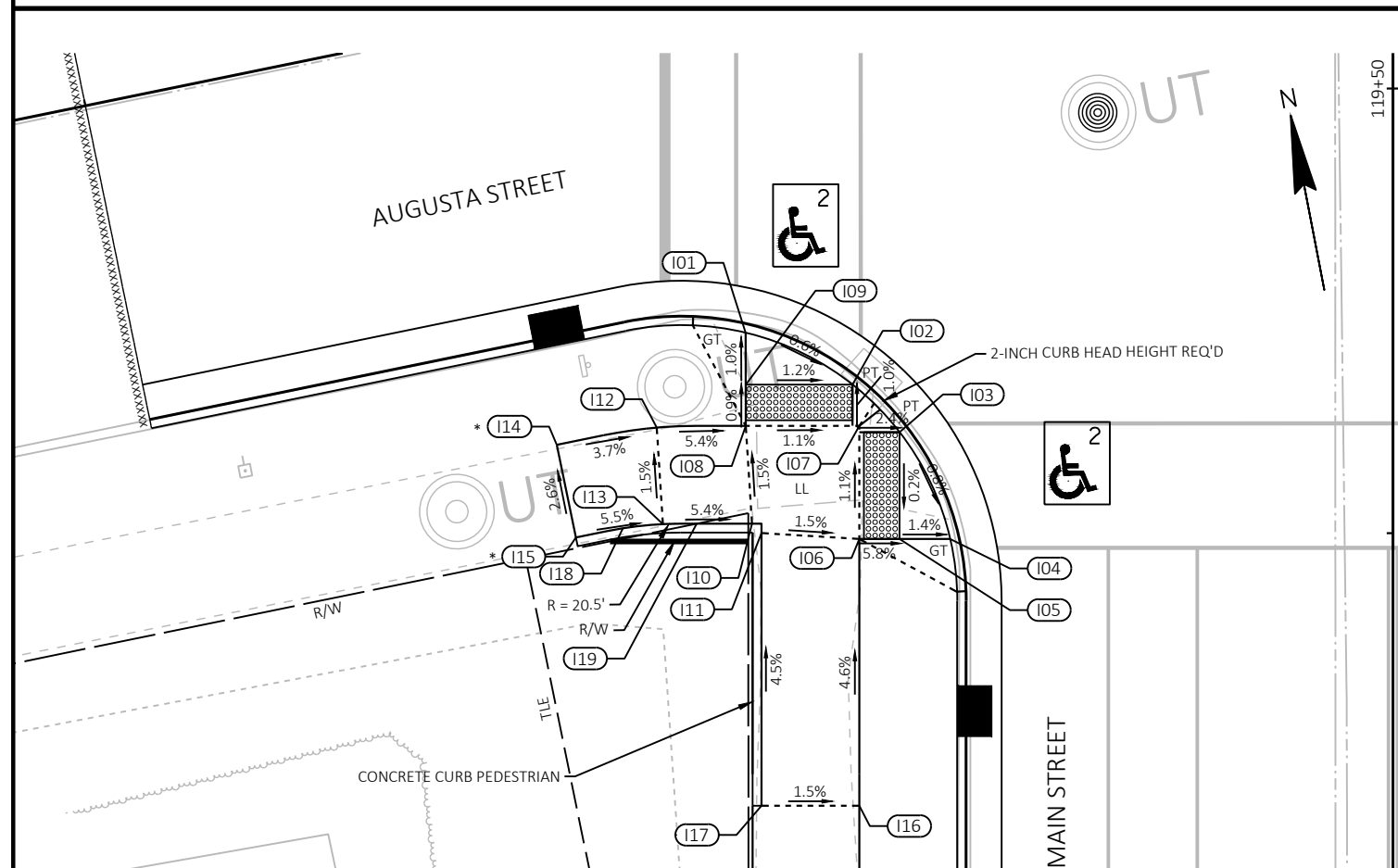
PT = CONCRETE TERRACE - 10:1 GRADED FLARE;
CURB HEAD TRANSITION REQ'D.

* = MATCH EXISTING

NOTE: CONSTRUCT CURB RAMP FLARE IN ACCORDANCE WITH THE
STANDARD DETAIL DRAWING "CURB RAMPS" UNLESS OTHERWISE NOTED.

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
G01	116+23.83	18.50' RT	194,803.70	639,569.86	620.95
G02	116+29.83	18.50' RT	194,809.60	639,570.99	620.93
G03	116+23.83	23.75' RT	194,802.71	639,575.01	621.29
G04	116+29.83	23.75' RT	194,808.60	639,576.15	621.20
G05	116+23.83	29.25' RT	194,801.67	639,580.41	621.37
G06	116+29.83	29.25' RT	194,807.56	639,581.55	621.28
G07	116+13.83	23.75' RT	194,792.89	639,573.12	621.73
G08	116+13.83	29.25' RT	194,791.85	639,578.52	621.81
G09	116+39.83	23.75' RT	194,818.42	639,578.04	621.66
G10	116+39.83	29.25' RT	194,817.38	639,583.44	621.74
G11	116+00.69	23.76' RT	194,779.99	639,570.64	621.79
G12	116+00.69	29.75' RT	194,778.86	639,576.53	621.82



[illegible]

E WITH THE



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
I01	119+36.27	36.39' LT	195,120.89	639,575.02	620.39

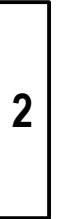
2

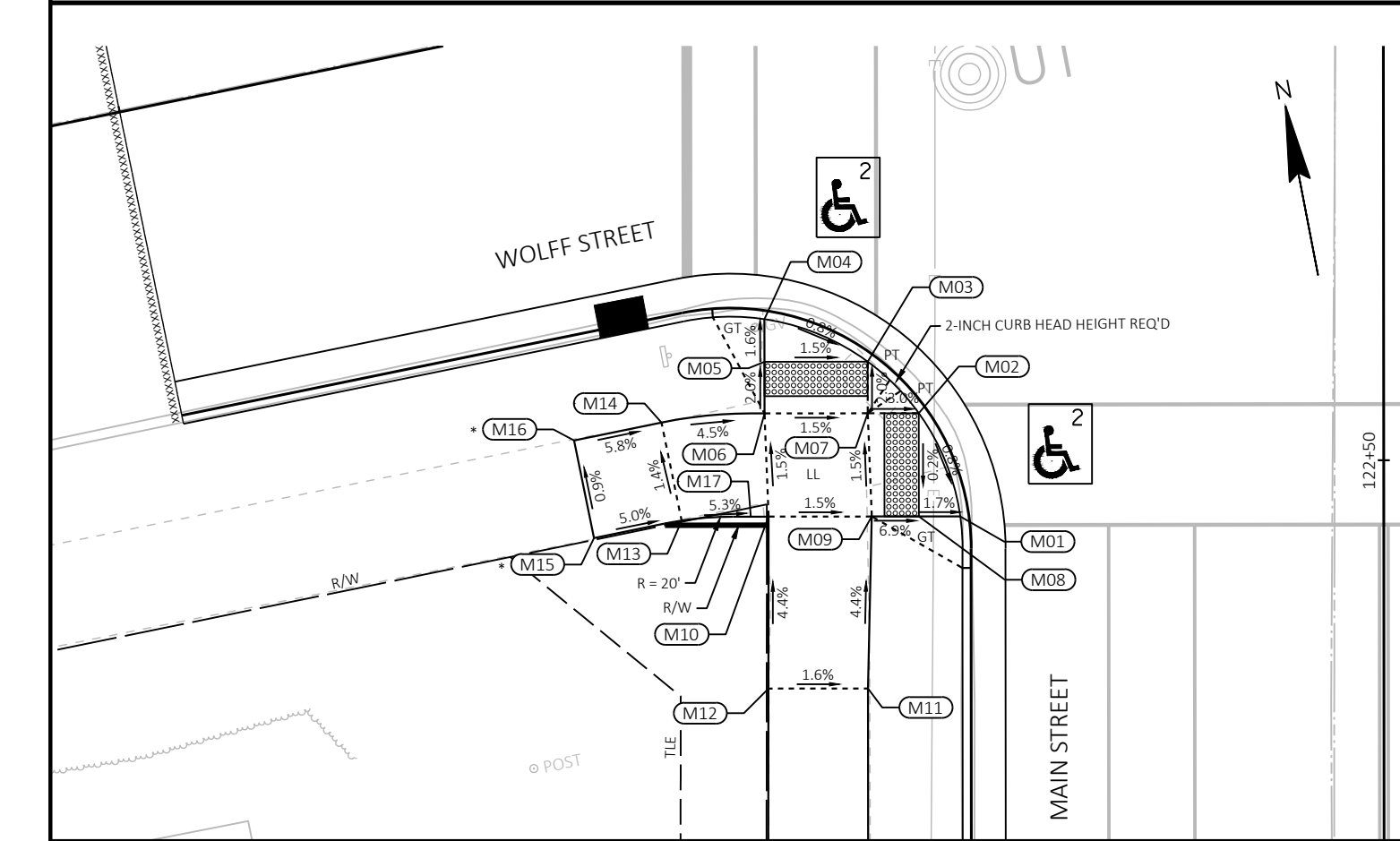
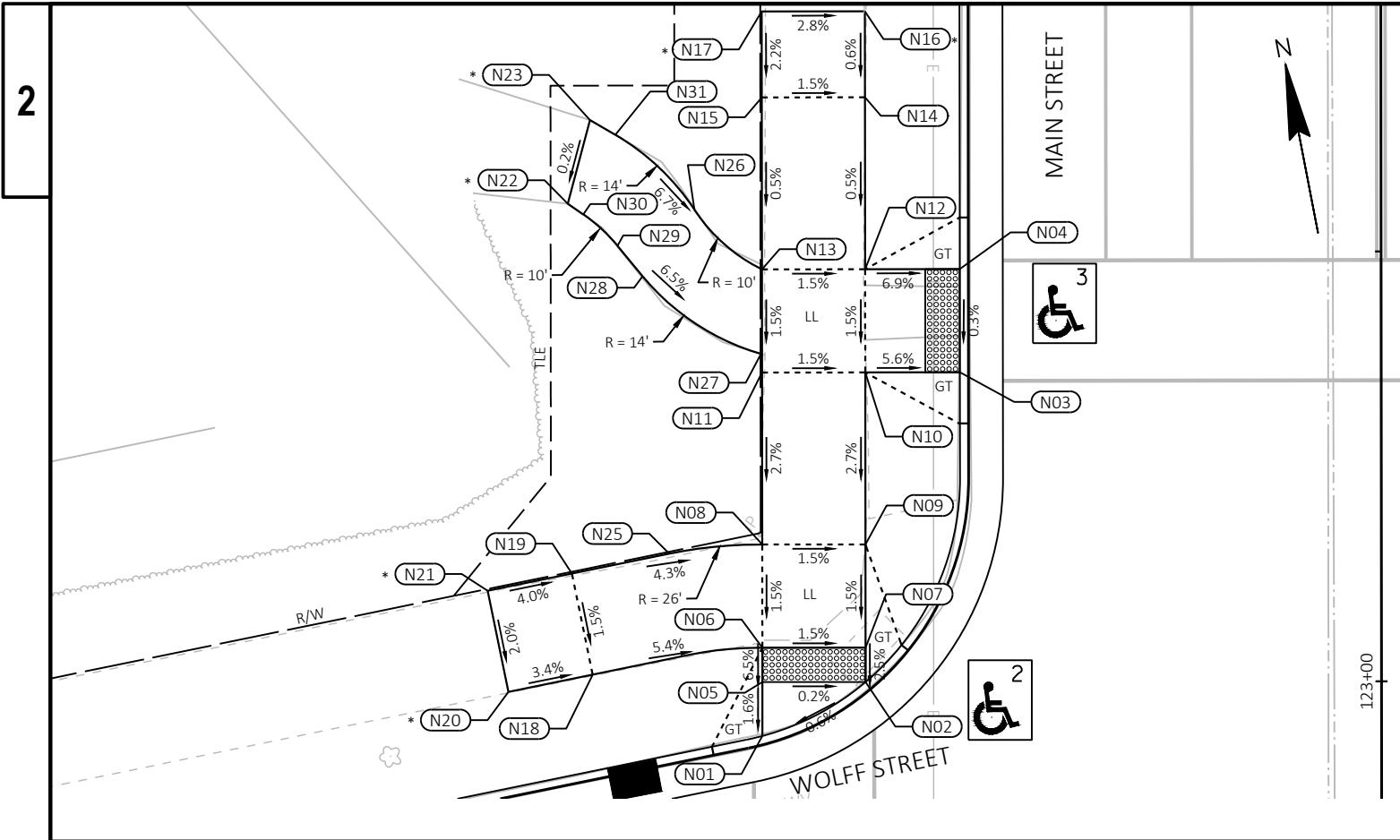


NOTE: CONSTRUCT CURB RAMP FLARE IN ACCORDANCE WITH THE STANDARD
DETAIL DRAWING "CURB RAMPS" UNLESS OTHERWISE NOTED.



* = MATCH EXISTING





STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
N01	122+96.86	36.00' LT	195,474.94	639,643.22	621.30
N02	122+99.99	30.00' LT	195,476.88	639,649.70	621.34
N03	123+17.99	24.50' LT	195,493.53	639,658.49	621.44
N04	123+23.99	24.50' LT	195,499.42	639,659.61	621.46
N05	122+99.99	36.00' LT	195,478.01	639,643.81	621.35
N06	123+01.99	36.00' LT	195,479.97	639,644.18	621.48
N07	123+01.99	30.00' LT	195,478.85	639,650.08	621.39
N08	123+07.99	36.00' LT	195,485.87	639,645.31	621.57
N09	123+07.99	30.00' LT	195,484.74	639,651.20	621.48
N10	123+17.99	30.00' LT	195,494.56	639,653.08	621.75
N11	123+17.99	36.00' LT	195,495.69	639,647.19	621.84
N12	123+23.99	30.00' LT	195,500.46	639,654.21	621.84
N13	123+23.99	36.00' LT	195,501.58	639,648.32	621.93
N14	123+33.99	30.00' LT	195,510.28	639,656.09	621.89
N15	123+33.99	36.00' LT	195,511.40	639,650.20	621.98
N16	123+38.99	30.00' LT	195,515.19	639,657.03	621.92

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
N17	123+38.99	36.00' LT	195,516.31	639,651.14	622.09
N18	123+00.44	45.87' LT	195,480.30	639,634.20	621.96
N19	123+06.32	47.07' LT	195,486.30	639,634.13	622.05
N20	122+99.44	50.77' LT	195,480.24	639,629.20	622.13
N21	123+05.32	51.96' LT	195,486.24	639,629.13	622.25
N22	123+27.82	47.28' LT	195,507.47	639,637.96	622.79
N23	123+32.69	45.99' LT	195,512.00	639,640.15	622.80
N25	123+07.47	41.40' LT	195,486.37	639,639.90	---
N26	123+27.45	39.92' LT	195,505.72	639,645.12	---
N27	123+19.04	36.08' LT	195,496.74	639,647.31	---
N28	123+23.60	42.94' LT	195,502.50	639,641.43	---
N29	123+25.36	44.40' LT	195,504.51	639,640.33	---
N30	123+27.20	46.39' LT	195,506.68	639,638.72	---
N31	123+31.82	44.52' LT	195,510.88	639,641.43	---



CURB RAMP TYPE X

LL = LEVEL LANDING

GT = GRASS TERRACE - 6:1 GRADED FLARE;
CURB HEAD TRANSITION REQ'D.

PT = CONCRETE TERRACE - 10:1 GRADED FLARE;
CURB HEAD TRANSITION REQ'D.

* = MATCH EXISTING

NOTE: CONSTRUCT CURB RAMP FLARE IN ACCORDANCE WITH THE
STANDARD DETAIL DRAWING "CURB RAMPS" UNLESS OTHERWISE NOTED.

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
M01	122+46.76	24.63' LT	195,423.59	639,644.97	621.24
M02	122+52.76	27.03' LT	195,429.94	639,643.73	621.29
M03	122+55.76	30.00' LT	195,433.44	639,641.38	621.32
M04	122+58.24	36.00' LT	195,437.00	639,635.96	621.37
M05	122+55.76	36.00' LT	195,434.57	639,635.49	621.41
M06	122+52.76	36.00' LT	195,431.62	639,634.93	621.47
M07	122+52.76	30.00' LT	195,430.50	639,640.82	621.38
M08	122+46.76	27.03' LT	195,424.05	639,642.61	621.28
M09	122+46.76	29.77' LT	195,424.56	639,639.92	621.47
M10	122+46.77	35.77' LT	195,425.70	639,634.03	621.56
M11	122+36.76	30.00' LT	195,414.78	639,637.81	621.91
M12	122+36.76	35.79' LT	195,415.87	639,632.13	622.00
M13	122+46.54	40.82' LT	195,426.42	639,629.02	621.83
M14	122+52.24	41.99' LT	195,432.24	639,628.95	621.74
M15	122+45.53	45.92' LT	195,426.38	639,623.82	622.09
M16	122+51.20	47.08' LT	195,432.18	639,623.75	622.04
M17	122+46.76	36.80' LT	195,425.88	639,633.01	---

PROJECT NO: 2703-09-71

HWY: LOCAL STREET

COUNTY: RACINE

CURB RAMPS - WOLFF STREET NW AND SW QUADRANTS

SHEET

27

E

FILE NAME : S:\MIL\1000-1099\1092\009\DRAWINGS\CAD\CIVIL 3D\27030901\021301-CR.DWG
LAYOUT NAME - 021307_cr

PLOT DATE : 4/17/2024 4:46 PM

PLOT BY : SADOWSKI, ZACH

PLOT NAME :

PLOT SCALE : 1 IN:10 FT

WISDOT/CADDs SHEET 42

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
P01	123+11.30	29.75' RT	195,476.76	639,710.51	621.33
P02	123+13.92	23.75' RT	195,480.46	639,705.11	621.42
P03	123+18.01	20.22' RT	195,485.14	639,702.42	621.49
P04	123+24.01	18.51' RT	195,491.35	639,701.86	621.57
P05	123+24.01	20.22' RT	195,491.03	639,703.54	621.59
P06	123+13.86	29.75' RT	195,479.27	639,710.99	621.37
P07	123+16.43	29.75' RT	195,481.79	639,711.47	621.53
P08	123+16.42	23.75' RT	195,482.91	639,705.58	621.49
P09	123+18.01	23.75' RT	195,484.48	639,705.88	621.52
P10	123+24.01	23.75' RT	195,490.37	639,707.01	621.62
P11	123+24.02	29.75' RT	195,489.25	639,712.90	621.66
P12	123+22.43	29.75' RT	195,487.69	639,712.60	621.62
P13	123+17.24	35.90' RT	195,481.43	639,717.66	621.81
P14	123+23.12	34.70' RT	195,487.43	639,717.60	621.90
P15	123+18.23	40.80' RT	195,481.49	639,722.66	622.11
P16	123+24.11	39.60' RT	195,487.49	639,722.60	622.18
P17	123+29.01	23.75' RT	195,495.28	639,707.95	621.73
P18	123+29.01	29.75' RT	195,494.15	639,713.84	621.82
P19	123+34.01	23.75' RT	195,500.19	639,708.89	621.94
P20	123+34.01	29.75' RT	195,499.06	639,714.78	621.99
P21	123+22.82	33.25' RT	195,487.42	639,716.11	--- --- ---



CURB RAMP TYPE X

NOTE: CONSTRUCT CURB RAMP FLARE IN ACCORDANCE WITH THE STANDARD DETAIL DRAWING "CURB RAMPS" UNLESS OTHERWISE NOTED.

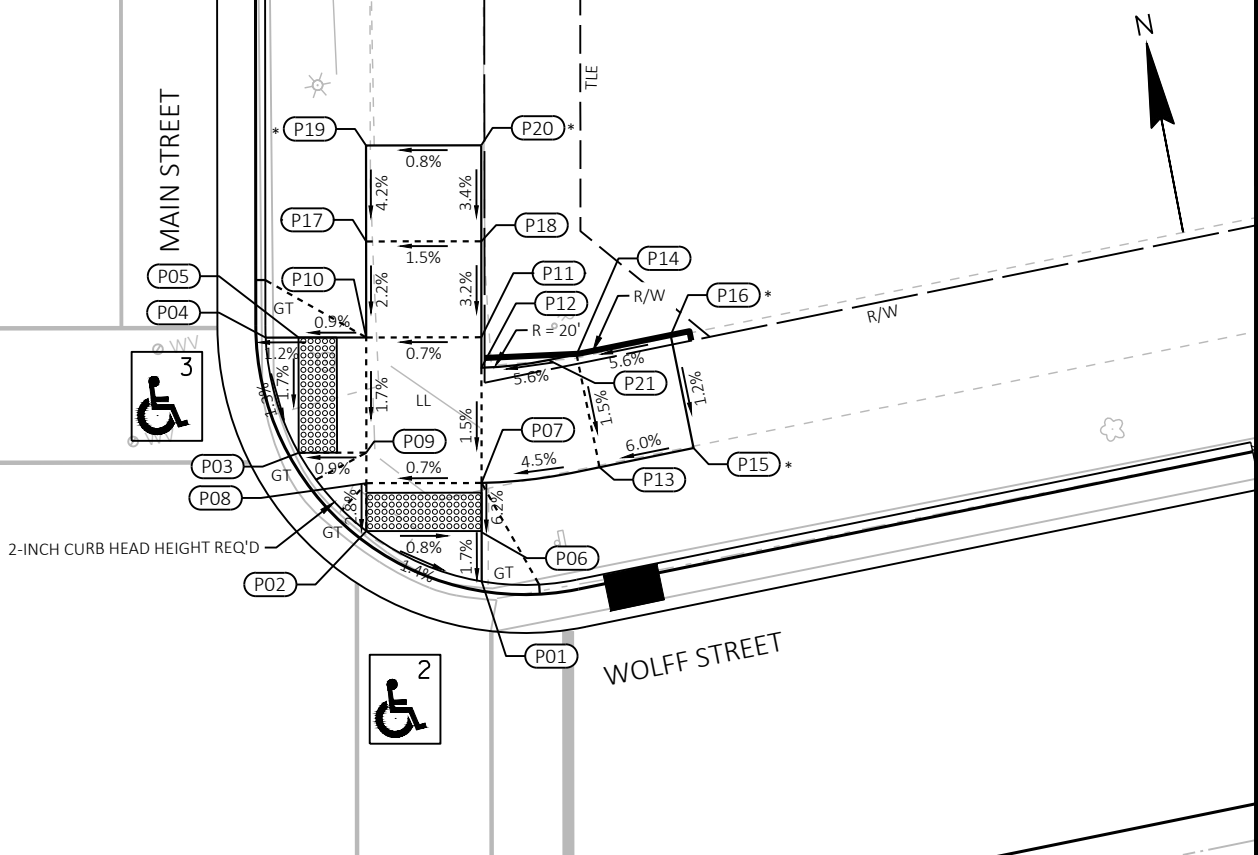
LL = LEVEL LANDING

GT = GRASS TERRACE - 6:1 GRADED FLARE;
CURB HEAD TRANSITION REQ'D.

PT = CONCRETE TERRACE - 10:1 GRADED FLARE;
CURB HEAD TRANSITION REQ'D.

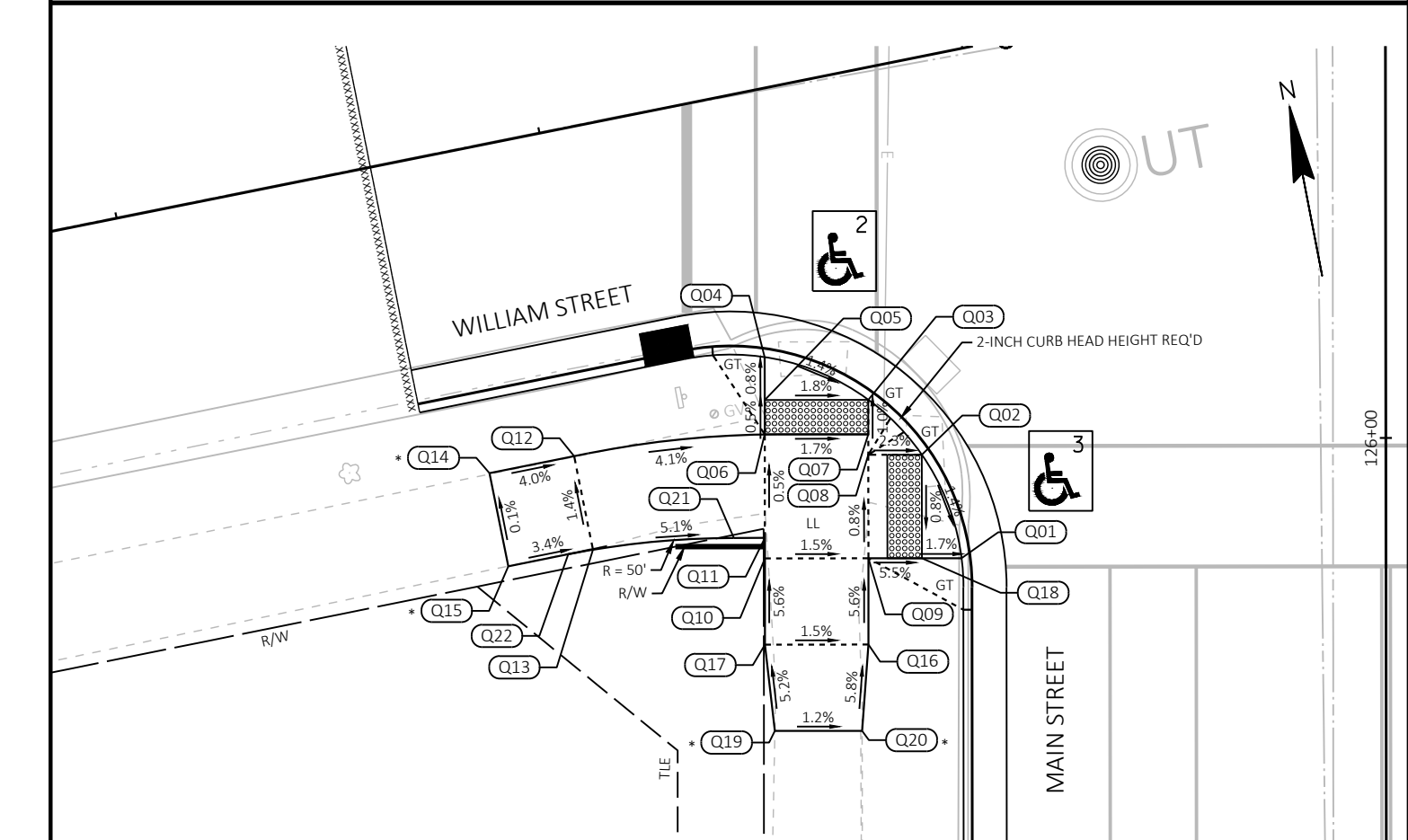
* = MATCH EXISTING

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
O01	122+46.76	18.50' RT	195,415.49	639,687.33	621.34
O02	122+52.76	18.50' RT	195,421.38	639,688.46	621.36
O03	122+69.30	23.75' RT	195,436.63	639,696.72	621.29
O04	122+72.58	29.75' RT	195,438.72	639,703.23	621.24
O05	122+69.30	29.75' RT	195,435.51	639,702.61	621.29
O06	122+61.30	23.75' RT	195,428.78	639,695.22	621.42
O07	122+61.31	29.75' RT	195,427.66	639,701.11	621.51
O08	122+52.76	23.75' RT	195,420.39	639,693.61	621.59
O09	122+52.76	29.75' RT	195,419.26	639,699.50	621.68
O10	122+67.30	29.75' RT	195,433.54	639,702.24	621.42
O11	122+67.30	23.75' RT	195,434.67	639,696.34	621.33
O12	122+46.76	23.75' RT	195,414.50	639,692.48	621.68
O13	122+46.76	29.75' RT	195,413.37	639,698.38	621.77
O14	122+41.76	23.75' RT	195,409.59	639,691.54	621.82
O15	122+41.76	29.75' RT	195,408.46	639,697.44	621.91
O16	122+36.76	23.75' RT	195,404.68	639,690.60	621.97
O17	122+36.76	29.75' RT	195,403.55	639,696.50	621.96
O18	122+62.14	35.89' RT	195,427.32	639,707.30	621.75
O19	122+68.02	34.70' RT	195,433.31	639,707.23	621.66
O20	122+69.01	39.60' RT	195,433.37	639,712.23	621.90
O21	122+63.13	40.79' RT	195,427.37	639,712.30	622.04
O22	122+61.82	34.33' RT	195,427.30	639,705.70	--- --- ---



123+00



[illegible]

NOTE: CONSTRUCT CURB RAMP FLARE IN ACCORDANCE WITH THE
STANDARD DETAIL DRAWING "CURB RAMPS" UNLESS OTHERWISE NOTED.

2

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
T01	126+49.66	29.90' RT	195,809.06	639,774.27	620.55
T02	126+52.20	23.90' RT	195,812.68	639,768.86	620.59
T03	126+55.10	21.05' RT	195,816.06	639,766.60	620.61
T04	126+61.10	18.63' RT	195,822.41	639,765.36	620.65
T05	126+61.10	21.05' RT	195,821.96	639,767.73	620.69
T06	126+52.20	29.90' RT	195,811.55	639,774.75	620.59
T07	126+54.20	29.90' RT	195,813.51	639,775.13	620.72
T08	126+54.20	23.90' RT	195,814.64	639,769.23	620.63
T09	126+55.10	23.90' RT	195,815.53	639,769.40	620.64
T10	126+61.10	23.90' RT	195,821.42	639,770.53	620.73
T11	126+61.10	29.90' RT	195,820.29	639,776.42	620.82
T12	126+60.20	29.90' RT	195,819.40	639,776.25	620.81
T13	126+54.70	40.68' RT	195,811.97	639,785.81	620.95
T14	126+60.64	39.88' RT	195,817.96	639,786.14	621.04
T15	126+55.65	46.00' RT	195,811.91	639,791.21	621.08
T16	126+61.53	44.80' RT	195,817.91	639,791.14	621.15
T17	126+71.10	23.90' RT	195,831.24	639,772.41	621.28
T18	126+71.10	29.90' RT	195,830.11	639,778.30	621.37
T19	126+60.20	33.23' RT	195,818.78	639,779.52	--- ---
T20	126+61.21	43.23' RT	195,817.89	639,789.53	--- ---
T21	126+79.54	23.90' RT	195,839.53	639,774.00	621.23
T22	126+79.54	29.90' RT	195,838.41	639,779.89	621.45

NOTE: CONSTRUCT CURB RAMP FLARE IN ACCORDANCE WITH THE STANDARD DETAIL DRAWING "CURB RAMPS" UNLESS OTHERWISE NOTED.

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
S01	125+93.05	18.50' RT	195,755.60	639,752.43	620.45
S02	125+99.05	18.50' RT	195,761.49	639,753.56	620.47
S03	126+14.95	23.90' RT	195,776.09	639,761.85	620.40
S04	126+18.14	29.90' RT	195,778.10	639,768.35	620.36
S05	125+93.05	23.83' RT	195,754.60	639,757.67	620.80
S06	125+99.05	23.83' RT	195,760.49	639,758.80	620.71
S07	125+93.05	29.83' RT	195,753.47	639,763.56	620.89
S08	125+99.05	29.83' RT	195,759.36	639,764.69	620.80
S09	126+15.05	29.90' RT	195,775.07	639,767.77	620.41
S10	126+09.06	23.83' RT	195,770.31	639,760.68	620.46
S11	126+09.06	29.83' RT	195,769.19	639,766.57	620.49
S12	125+83.05	23.90' RT	195,744.76	639,755.86	621.31
S13	125+83.05	29.83' RT	195,743.65	639,761.68	621.40
S14	126+15.62	34.87' RT	195,774.68	639,772.75	620.73
S15	126+09.74	36.07' RT	195,768.68	639,772.82	620.83
S16	126+16.62	39.77' RT	195,774.74	639,777.75	621.06
S17	126+10.74	40.97' RT	195,768.74	639,777.82	621.17
S18	126+09.58	35.29' RT	195,768.67	639,772.03	--- ---



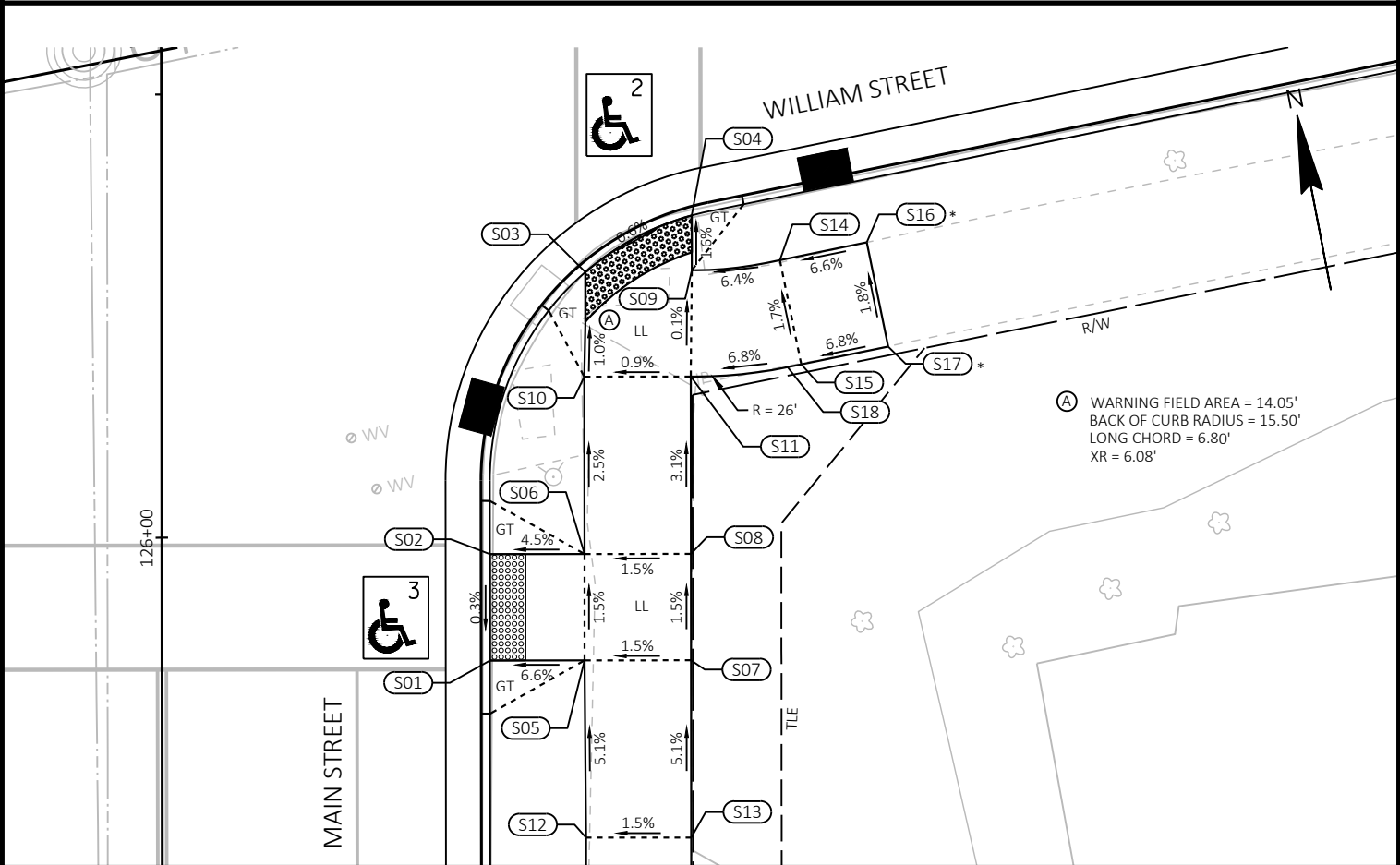
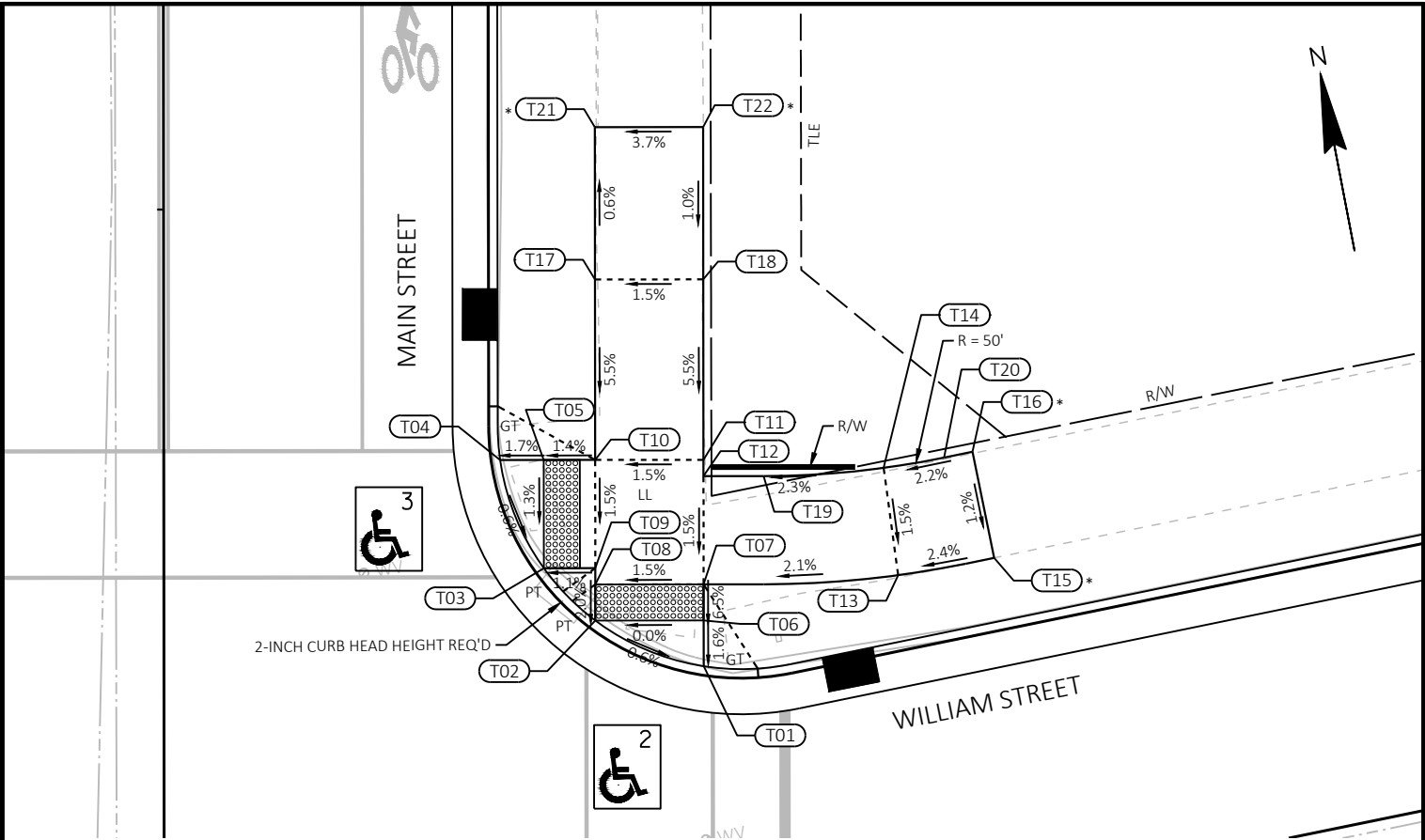
CURB RAMP TYPE X

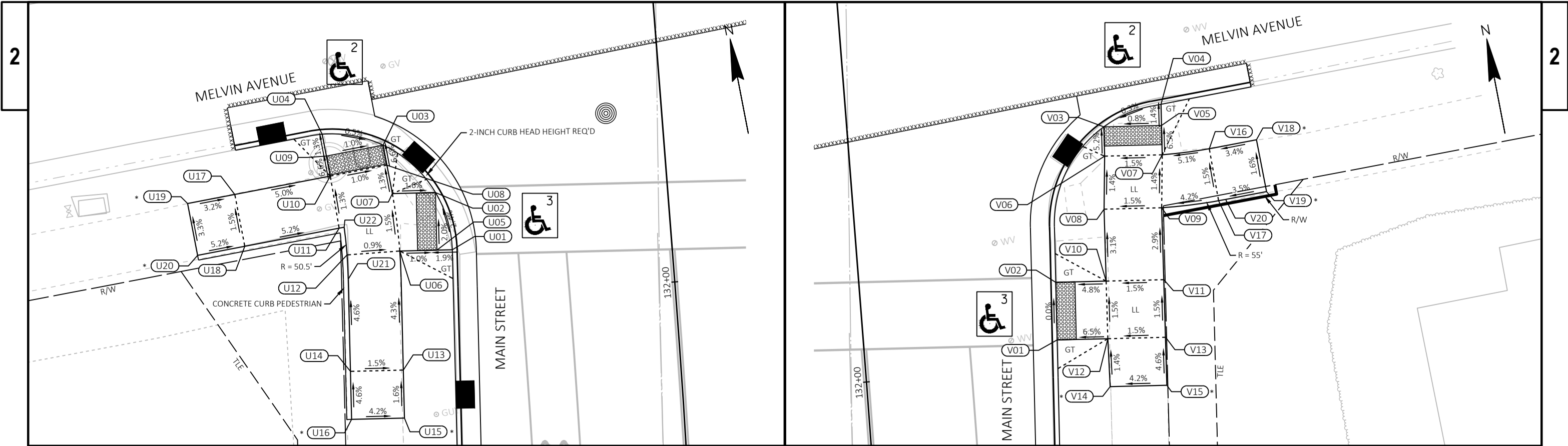
LL = LEVEL LANDING

GT = GRASS TERRACE - 6:1 GRADED FLARE;
CURB HEAD TRANSITION REQ'D.

PT = CONCRETE TERRACE - 10:1 GRADED FLARE;
CURB HEAD TRANSITION REQ'D.

* = MATCH EXISTING





STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
U01	132+05.13	22.82' LT	196,364.75	639,815.56	620.60
U02	132+11.20	24.11' LT	196,370.93	639,814.96	620.45
U03	132+16.54	29.17' LT	196,376.81	639,810.54	620.34
U04	132+18.16	35.39' LT	196,379.11	639,804.54	620.37
U05	132+05.21	24.43' LT	196,365.02	639,813.97	620.57
U06	132+05.42	28.28' LT	196,365.65	639,810.17	620.61
U07	132+11.44	28.59' LT	196,371.68	639,810.54	620.52
U08	132+14.43	28.93' LT	196,374.69	639,810.54	620.48
U09	132+15.86	35.13' LT	196,376.81	639,804.54	620.40
U10	132+13.76	34.89' LT	196,374.68	639,804.54	620.54
U11	132+08.28	34.39' LT	196,369.18	639,804.42	620.61
U12	132+05.43	33.78' LT	196,366.29	639,804.70	620.66
U13	131+92.83	28.85' LT	196,353.41	639,808.18	621.14
U14	131+93.10	34.34' LT	196,354.32	639,802.76	621.22
U15	131+87.69	29.07' LT	196,348.47	639,807.35	621.22
U16	131+87.92	34.56' LT	196,349.38	639,801.93	621.45
U17	132+12.61	44.94' LT	196,374.68	639,794.42	621.05
U18	132+07.15	44.32' LT	196,369.18	639,794.42	621.13
U19	132+12.05	49.91' LT	196,374.68	639,789.42	621.21
U20	132+06.58	49.29' LT	196,369.18	639,789.42	621.39
U21	132+02.91	33.85' LT	196,363.79	639,804.34	----
U22	132+08.34	33.86' LT	196,369.18	639,804.95	----

CURB RAMP TYPE X

LL = LEVEL LANDING

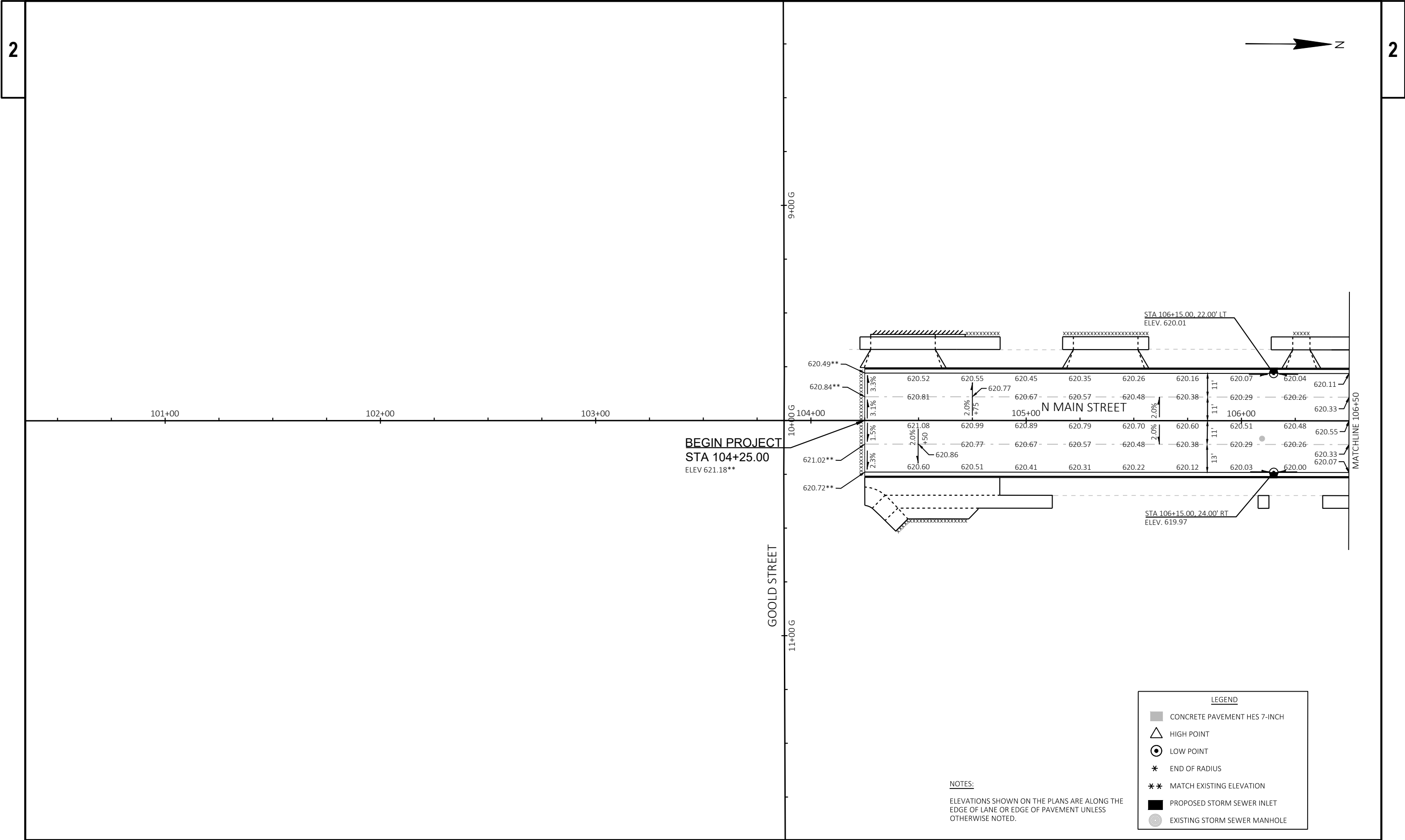
GT = GRASS TERRACE - 6:1 GRADED FLARE;
CURB HEAD TRANSITION REQ'D.

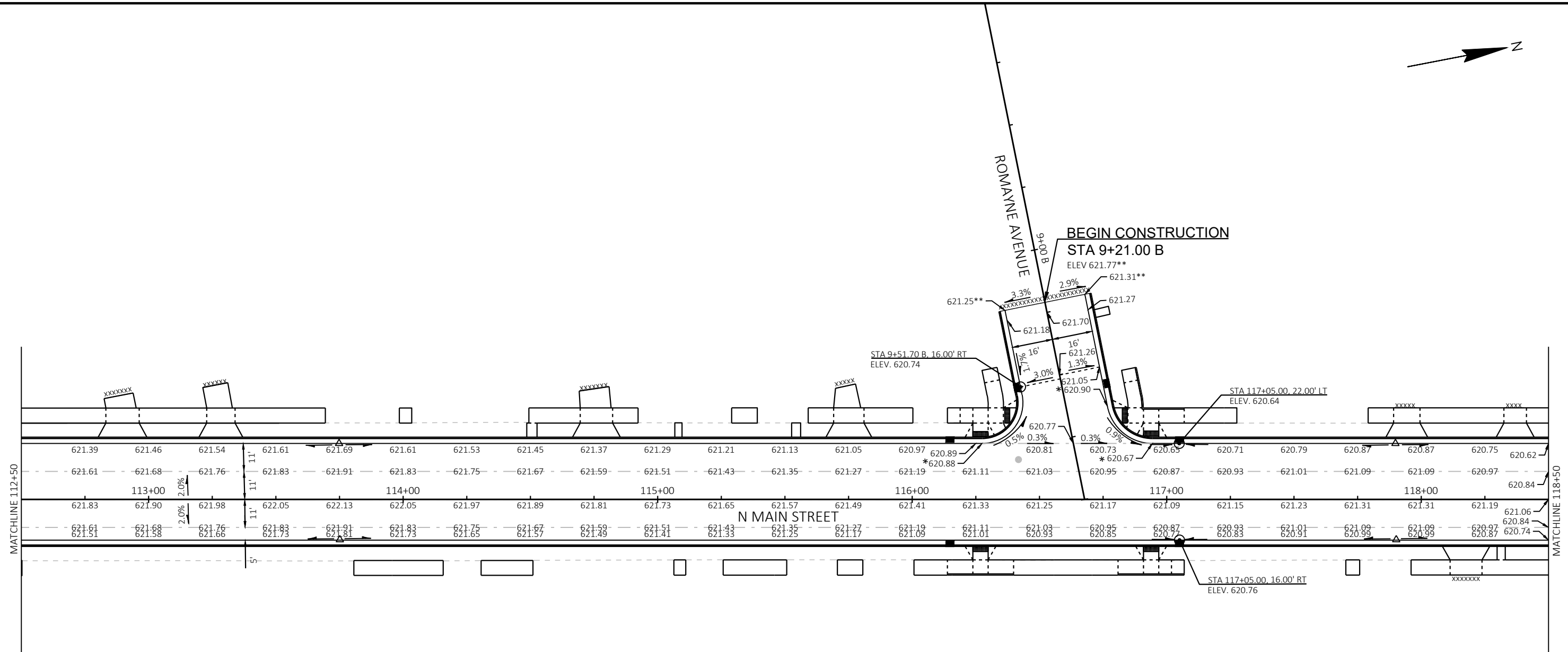
PT = CONCRETE TERRACE - 10:1 GRADED FLARE;
CURB HEAD TRANSITION REQ'D.

* = MATCH EXISTING

NOTE: CONSTRUCT CURB RAMP FLARE IN ACCORDANCE WITH THE
STANDARD DETAIL DRAWING "CURB RAMPS" UNLESS OTHERWISE
NOTED.

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
V01	132+02.84	20.12' RT	196,357.64	639,857.97	620.65
V02	132+08.84	20.44' RT	196,363.56	639,858.96	620.65
V03	132+24.59	26.68' RT	196,378.51	639,866.94	620.44
V04	132+26.47	32.79' RT	196,379.69	639,873.22	620.46
V05	132+24.28	32.68' RT	196,377.52	639,872.86	620.49
V06	132+21.54	26.52' RT	196,375.50	639,866.44	620.60
V07	132+21.22	32.51' RT	196,374.50	639,872.35	620.69
V08	132+16.04	26.04' RT	196,370.09	639,865.33	620.68
V09	132+15.72	32.03' RT	196,369.09	639,871.25	620.77
V10	132+08.56	25.68' RT	196,362.69	639,864.13	620.91
V11	132+08.24	31.67' RT	196,361.70	639,870.05	621.00
V12	132+02.56	25.39' RT	196,356.77	639,863.17	621.00
V13	132+02.24	31.40' RT	196,355.77	639,869.11	621.09
V14	131+97.61	25.25' RT	196,351.82	639,862.46	621.07
V15	131+97.32	31.15' RT	196,350.84	639,868.29	621.32
V16	132+21.47	37.44' RT	196,374.19	639,877.28	620.94
V17	132+16.00	37.99' RT	196,368.69	639,877.21	621.02
V18	132+22.03	42.41' RT	196,374.19	639,882.28	621.11
V19	132+16.57	43.03' RT	196,368.69	639,882.28	621.20
V20	132+16.08	38.73' RT	196,368.69	639,877.95	----





PROJECT NO: 2703-09-71

HWY: LOCAL STREET

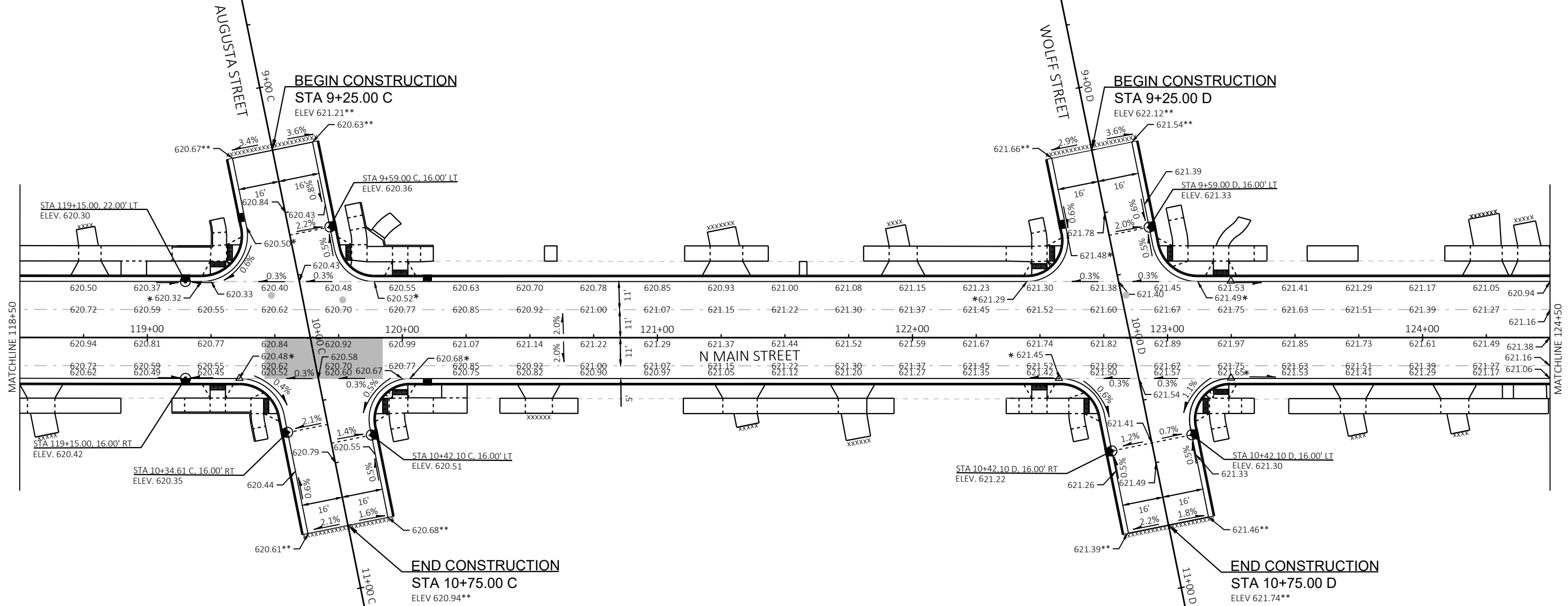
COUNTY: RACINE

PAVING GRADES

SHEET

34

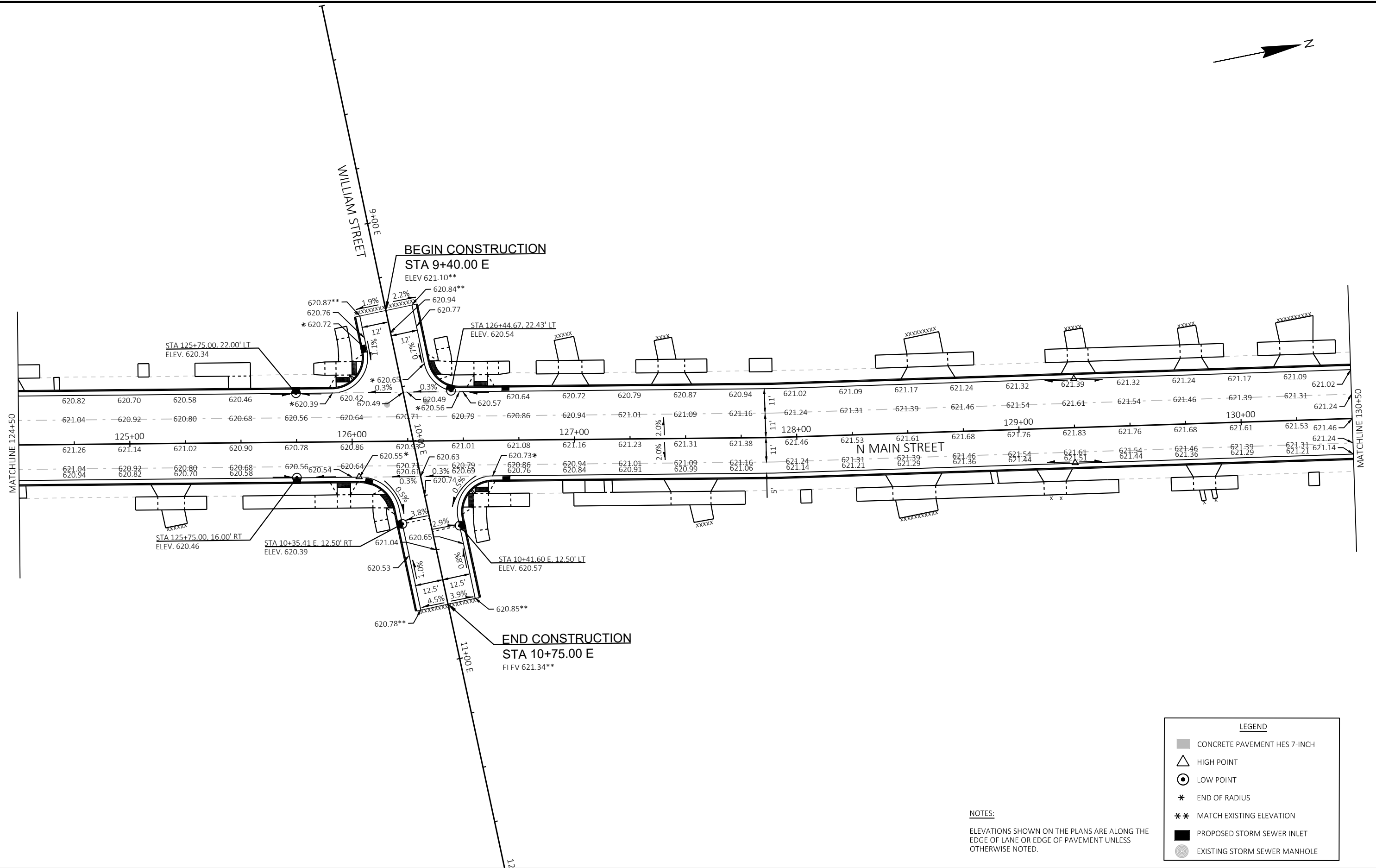
E



LEGEND

- CONCRETE PAVEMENT HES 7-INCH
- HIGH POINT
- LOW POINT
- END OF RADIUS
- MATCH EXISTING ELEVATION
- PROPOSED STORM SEWER INLET
- EXISTING STORM SEWER MANHOLE

NOTES:
ELEVATIONS SHOWN ON THE PLANS ARE ALONG THE
EDGE OF LANE OR EDGE OF PAVEMENT UNLESS
OTHERWISE NOTED.



PROJECT NO: 2703-09-71

HWY: LOCAL STREET

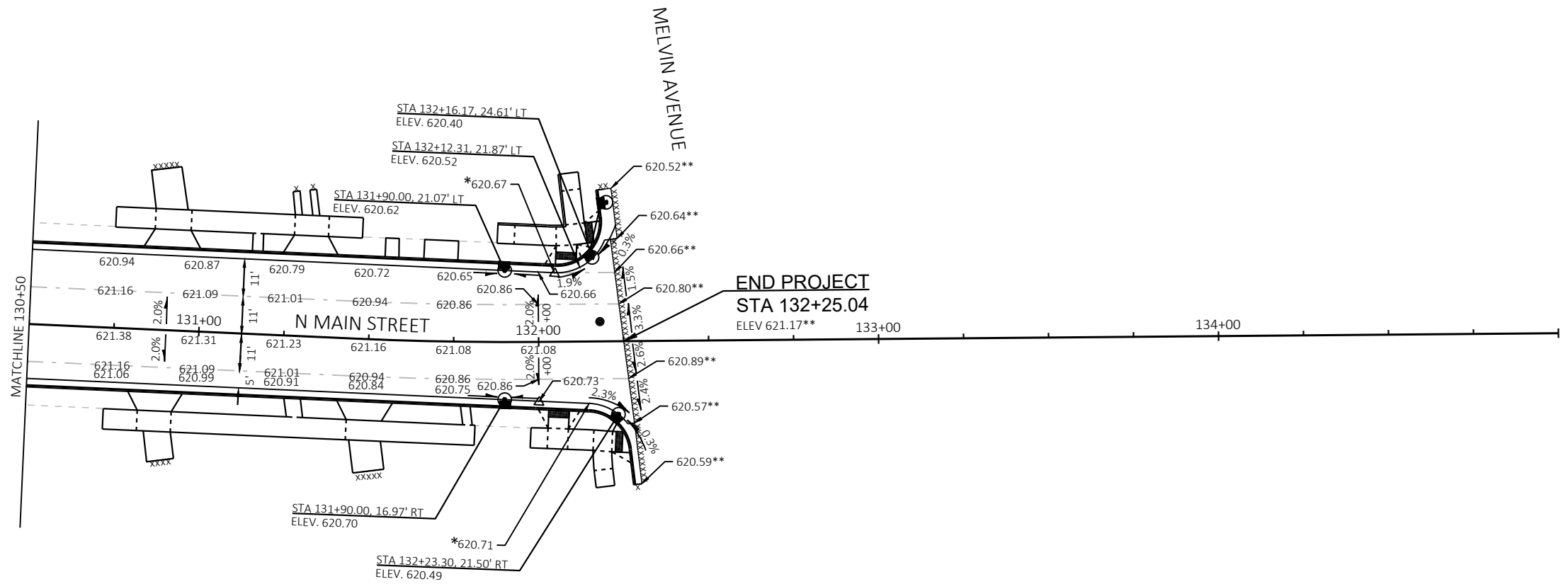
COUNTY: RACINE

PAVING GRADES

SHEET

36

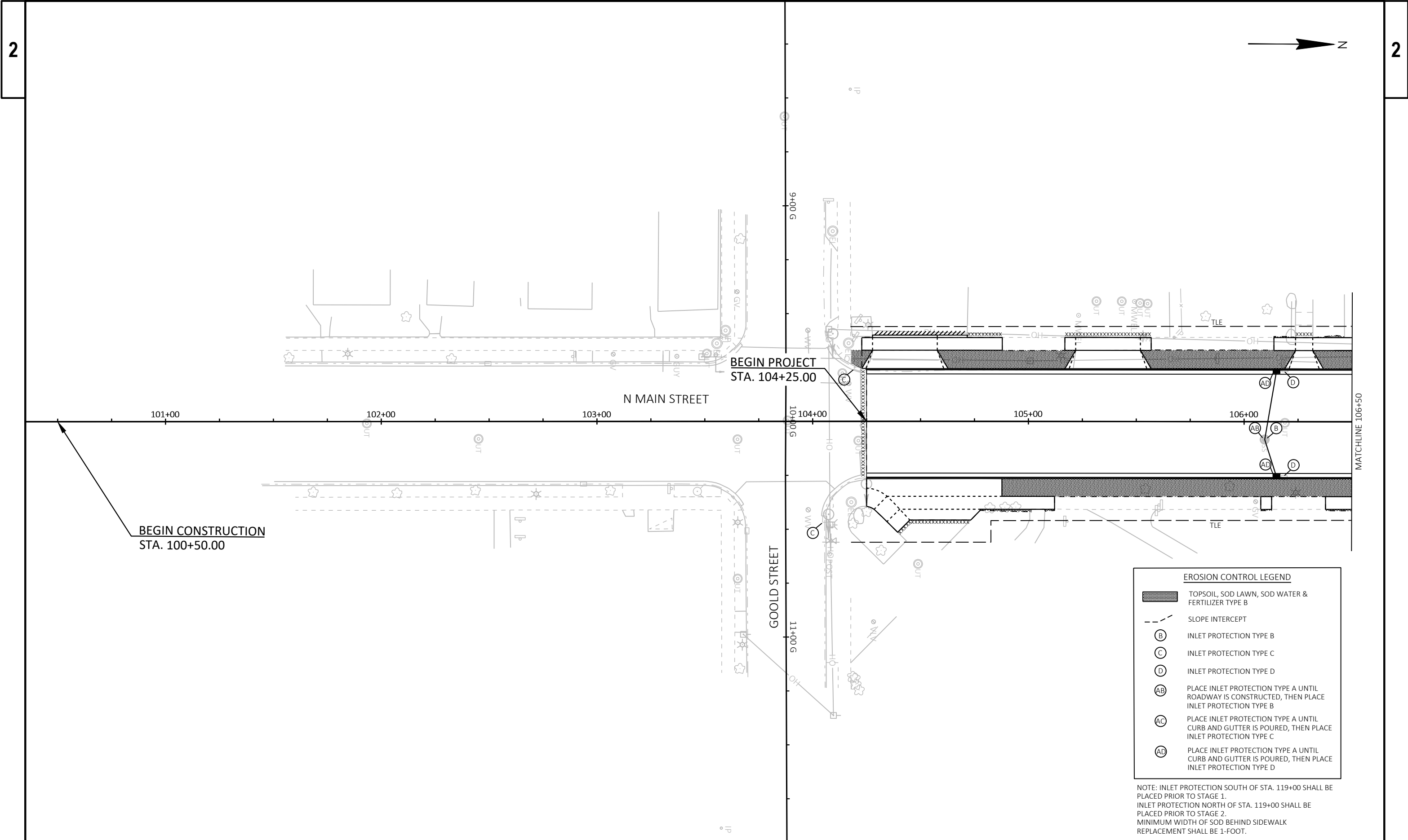
E



LEGEND

- CONCRETE PAVEMENT HES 7-INCH
- HIGH POINT
- LOW POINT
- END OF RADIUS
- MATCH EXISTING ELEVATION
- PROPOSED STORM SEWER INLET
- EXISTING STORM SEWER MANHOLE

NOTES:
ELEVATIONS SHOWN ON THE PLANS ARE ALONG THE
EDGE OF LANE OR EDGE OF PAVEMENT UNLESS
OTHERWISE NOTED.



EROSION CONTROL LEGEND

TOPSOIL, SOD LAWN, SOD WATER & FERTILIZER TYPE B

SLOPE INTERCEPT

B

INLET PROTECTION TYPE B

C

INLET PROTECTION TYPE C

D

INLET PROTECTION TYPE D

AB

PLACE INLET PROTECTION TYPE A UNTIL ROADWAY IS CONSTRUCTED, THEN PLACE INLET PROTECTION TYPE B

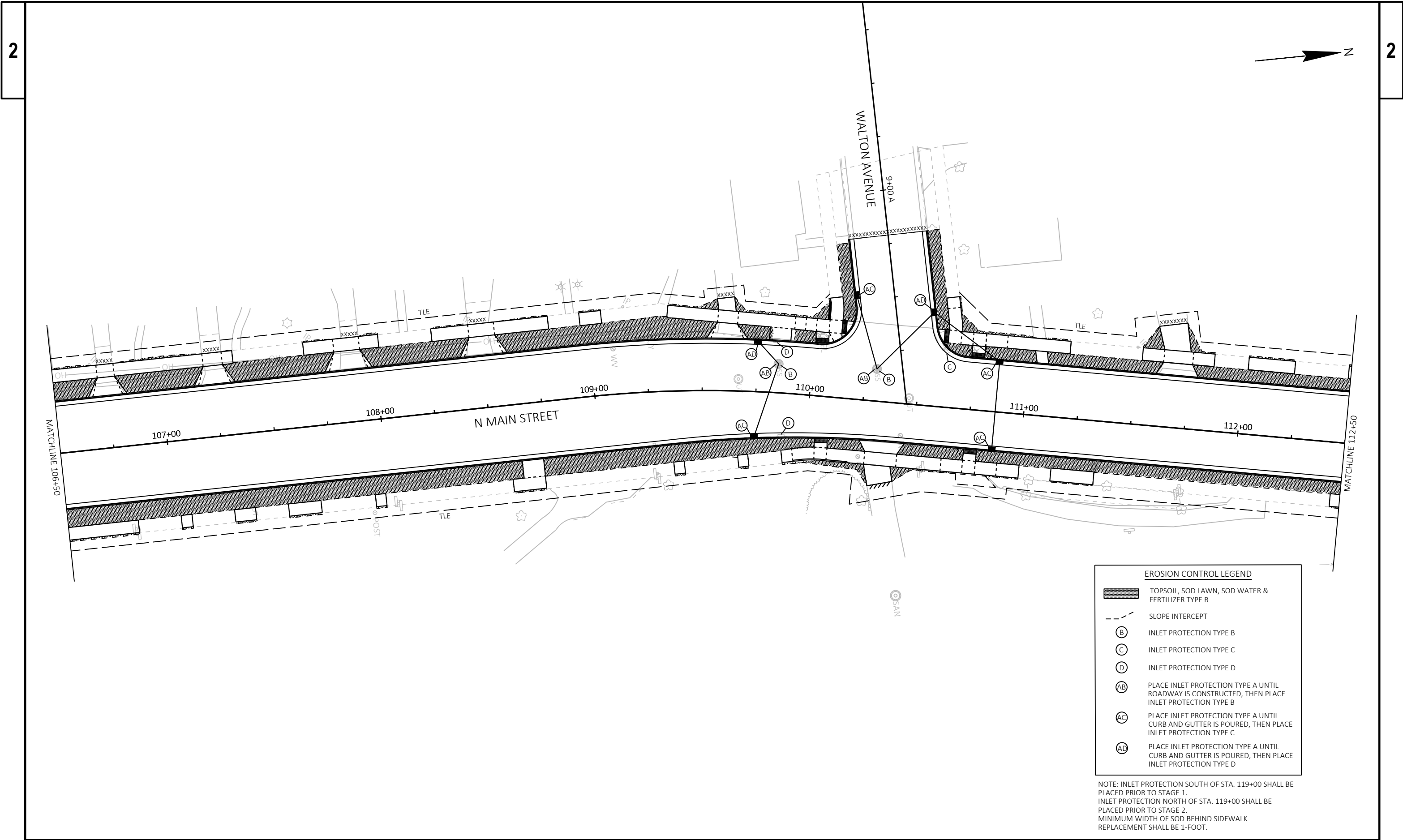
AC

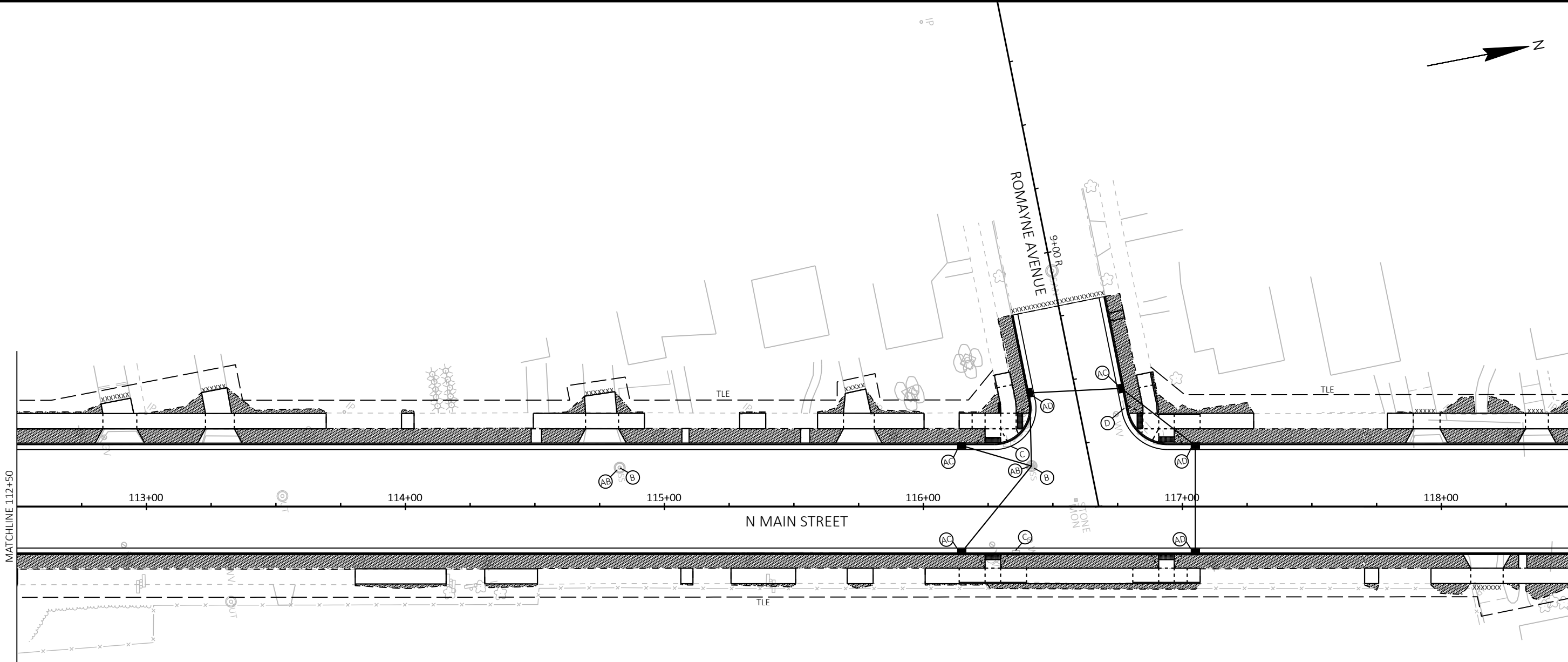
PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED, THEN PLACE INLET PROTECTION TYPE C

AD

PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED, THEN PLACE INLET PROTECTION TYPE D

NOTE: INLET PROTECTION SOUTH OF STA. 119+00 SHALL BE PLACED PRIOR TO STAGE 1.
INLET PROTECTION NORTH OF STA. 119+00 SHALL BE PLACED PRIOR TO STAGE 2.
MINIMUM WIDTH OF SOD BEHIND SIDEWALK REPLACEMENT SHALL BE 1-FOOT.

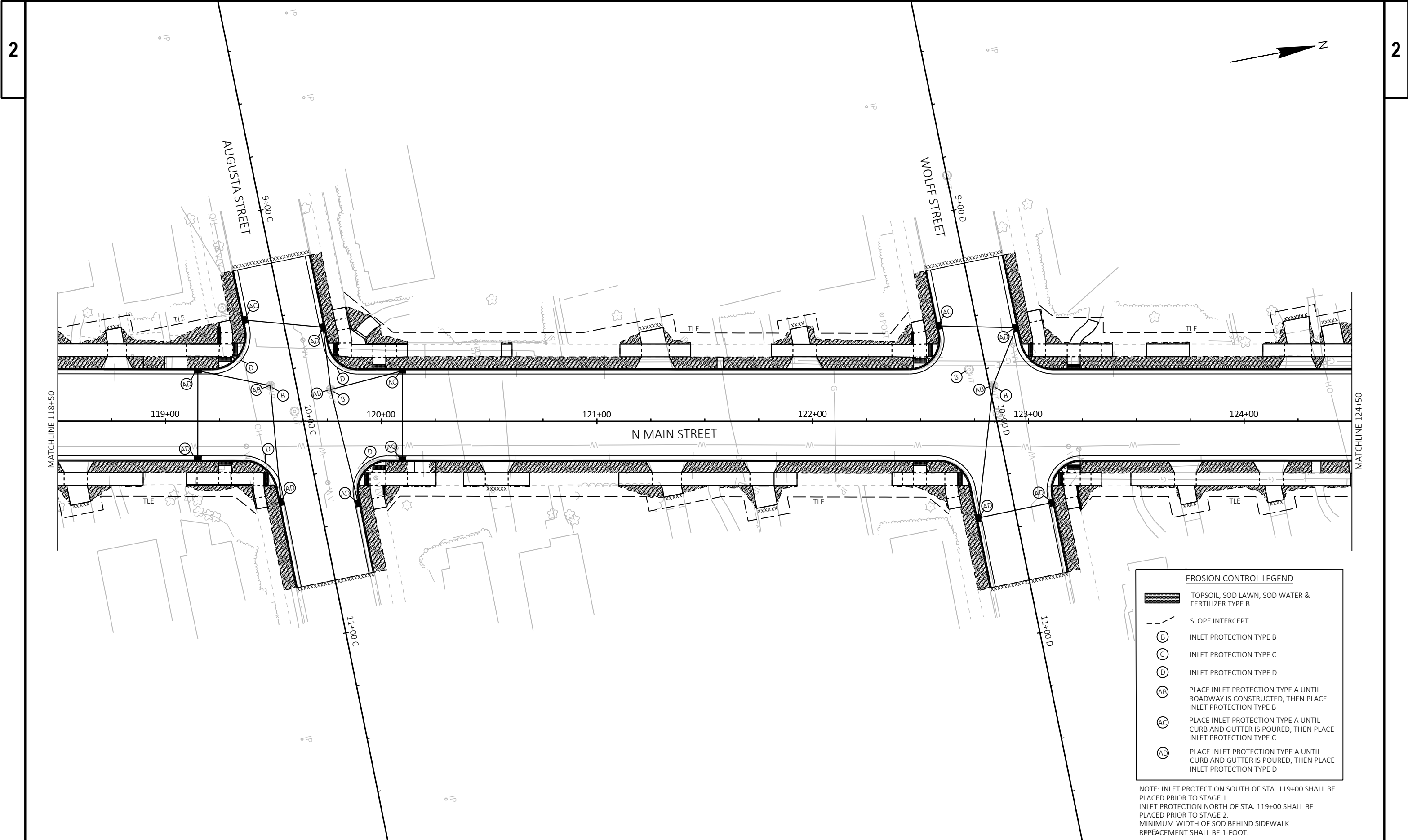




EROSION CONTROL LEGEND

- TOPSOIL, SOD LAWN, SOD WATER & FERTILIZER TYPE B
- SLOPE INTERCEPT
- INLET PROTECTION TYPE B
- INLET PROTECTION TYPE C
- INLET PROTECTION TYPE D
- PLACE INLET PROTECTION TYPE A UNTIL ROADWAY IS CONSTRUCTED, THEN PLACE INLET PROTECTION TYPE B
- PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED, THEN PLACE INLET PROTECTION TYPE C
- PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED, THEN PLACE INLET PROTECTION TYPE D

NOTE: INLET PROTECTION SOUTH OF STA. 119+00 SHALL BE PLACED PRIOR TO STAGE 1.
INLET PROTECTION NORTH OF STA. 119+00 SHALL BE PLACED PRIOR TO STAGE 2.
MINIMUM WIDTH OF SOD BEHIND SIDEWALK REPLACEMENT SHALL BE 1-FOOT.



EROSION CONTROL LEGEND

TOPSOIL, SOD LAWN, SOD WATER & FERTILIZER TYPE B

SLOPE INTERCEPT

B

INLET PROTECTION TYPE B

C

INLET PROTECTION TYPE C

D

INLET PROTECTION TYPE D

AB

PLACE INLET PROTECTION TYPE A UNTIL ROADWAY IS CONSTRUCTED, THEN PLACE INLET PROTECTION TYPE B

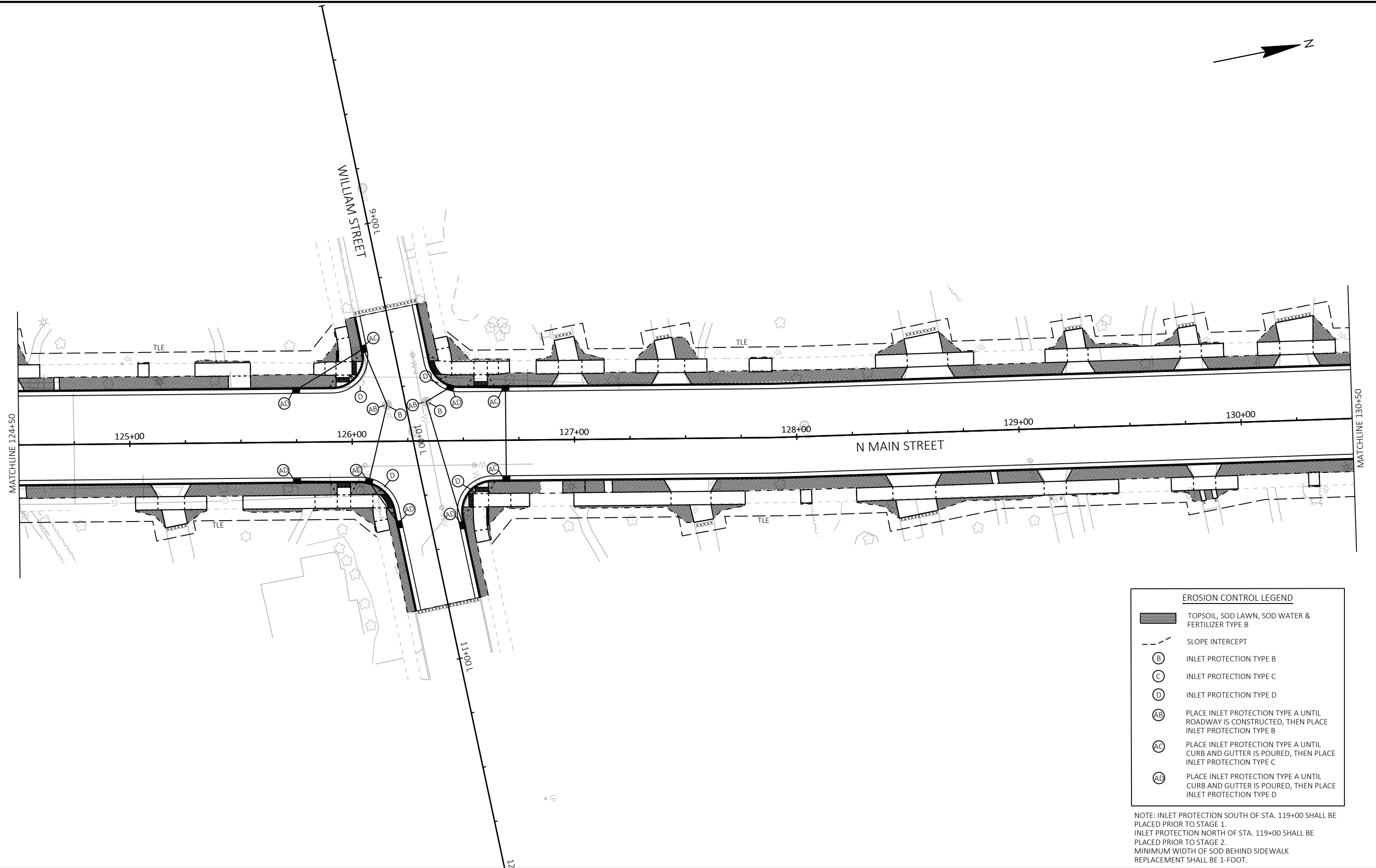
AC

PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED, THEN PLACE INLET PROTECTION TYPE C

AD

PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED, THEN PLACE INLET PROTECTION TYPE D

NOTE: INLET PROTECTION SOUTH OF STA. 119+00 SHALL BE PLACED PRIOR TO STAGE 1.
INLET PROTECTION NORTH OF STA. 119+00 SHALL BE PLACED PRIOR TO STAGE 2.
MINIMUM WIDTH OF SOD BEHIND SIDEWALK REPLACEMENT SHALL BE 1-FOOT.



EROSION CONTROL LEGEND

- TOPSOIL, SOD LAWN, SOD WATER & FERTILIZER TYPE B
- SLOPE INTERCEPT
- INLET PROTECTION TYPE B
- INLET PROTECTION TYPE C
- INLET PROTECTION TYPE D
- PLACE INLET PROTECTION TYPE A UNTIL ROADWAY IS CONSTRUCTED, THEN PLACE INLET PROTECTION TYPE B
- PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED, THEN PLACE INLET PROTECTION TYPE C
- PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED, THEN PLACE INLET PROTECTION TYPE D

NOTE: INLET PROTECTION SOUTH OF STA. 119+00 SHALL BE PLACED PRIOR TO STAGE 1.
INLET PROTECTION NORTH OF STA. 119+00 SHALL BE PLACED PRIOR TO STAGE 2.
MINIMUM WIDTH OF SOD BEHIND SIDEWALK REPLACEMENT SHALL BE 1-FOOT.

PROJECT NO: 2703-09-71

HWY: LOCAL STREET

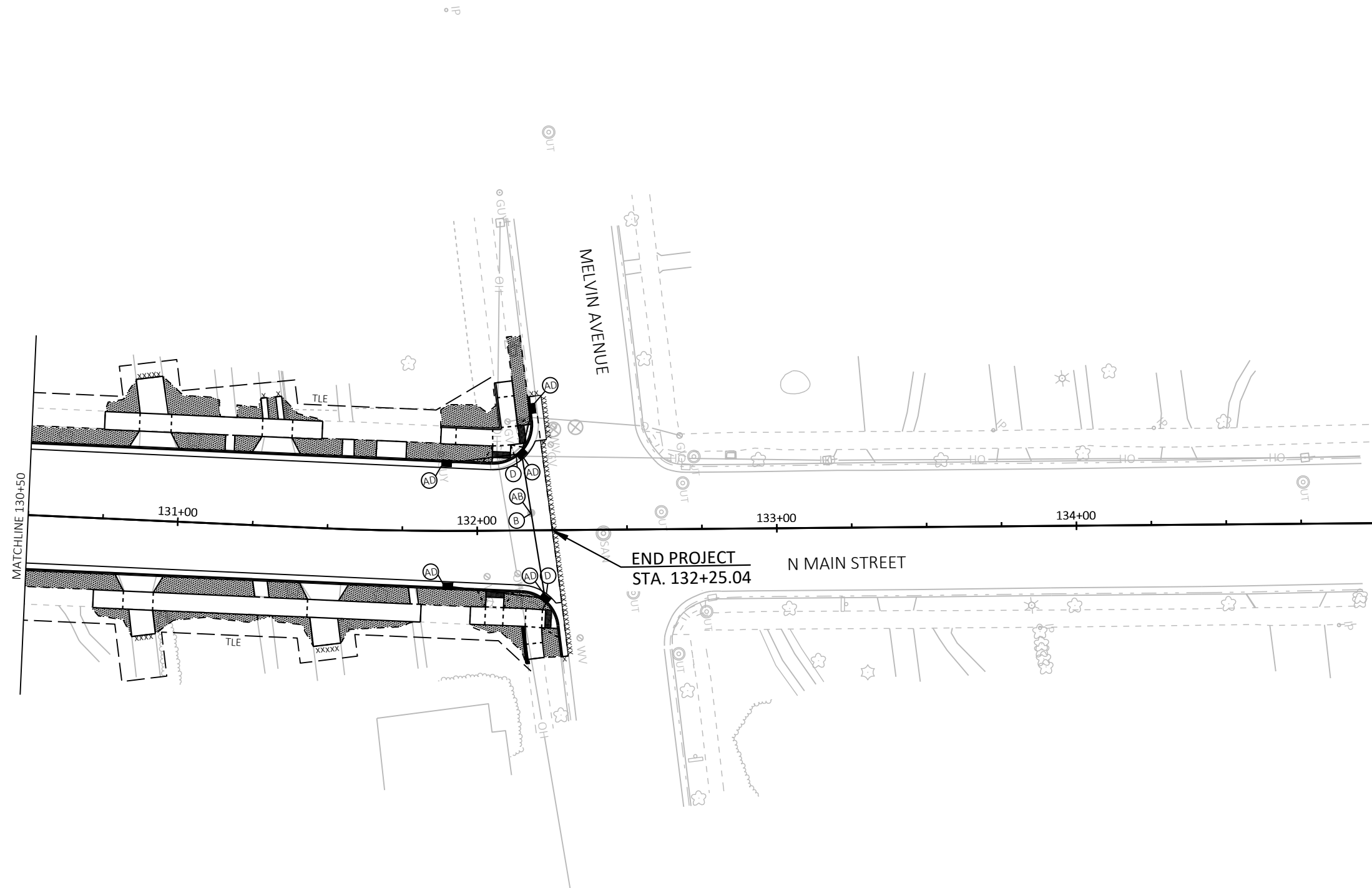
COUNTY: RACINE

EROSION CONTROL

SHEET

42

E



EROSION CONTROL LEGEND

-  TOPSOIL, SOD LAWN, SOD WATER & FERTILIZER TYPE B
-  SLOPE INTERCEPT
-  INLET PROTECTION TYPE B
-  INLET PROTECTION TYPE C
-  INLET PROTECTION TYPE D
-  PLACE INLET PROTECTION TYPE A UNTIL ROADWAY IS CONSTRUCTED, THEN PLACE INLET PROTECTION TYPE B
-  PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED, THEN PLACE INLET PROTECTION TYPE C
-  PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED, THEN PLACE INLET PROTECTION TYPE D

NOTE: INLET PROTECTION SOUTH OF STA. 119+00 SHALL BE PLACED PRIOR TO STAGE 1.
INLET PROTECTION NORTH OF STA. 119+00 SHALL BE PLACED PRIOR TO STAGE 2.
MINIMUM WIDTH OF SOD BEHIND SIDEWALK REPLACEMENT SHALL BE 1-FOOT.

PROJECT NO: 2703-09-71

HWY: LOCAL STREET

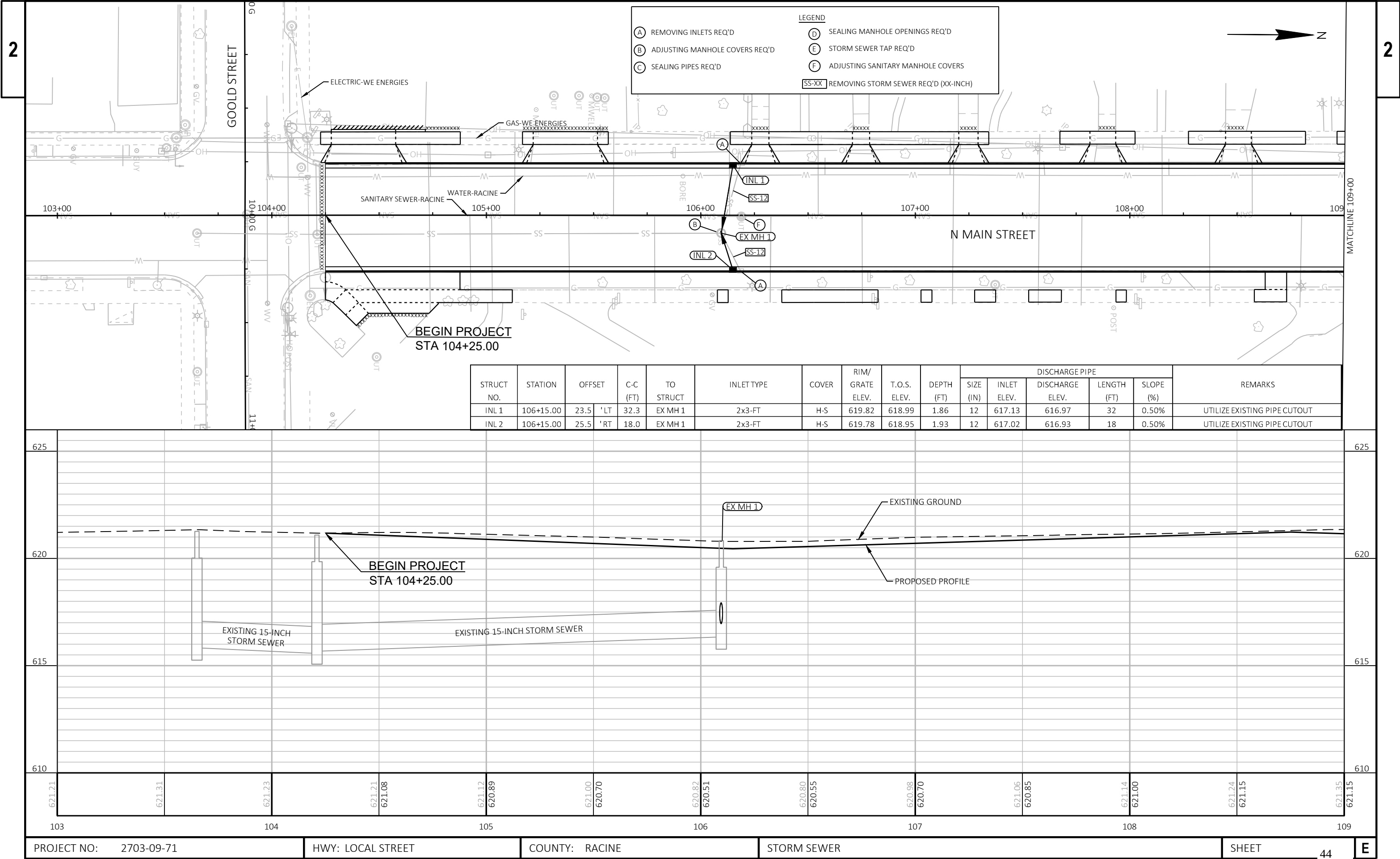
COUNTY: RACINE

EROSION CONTROL

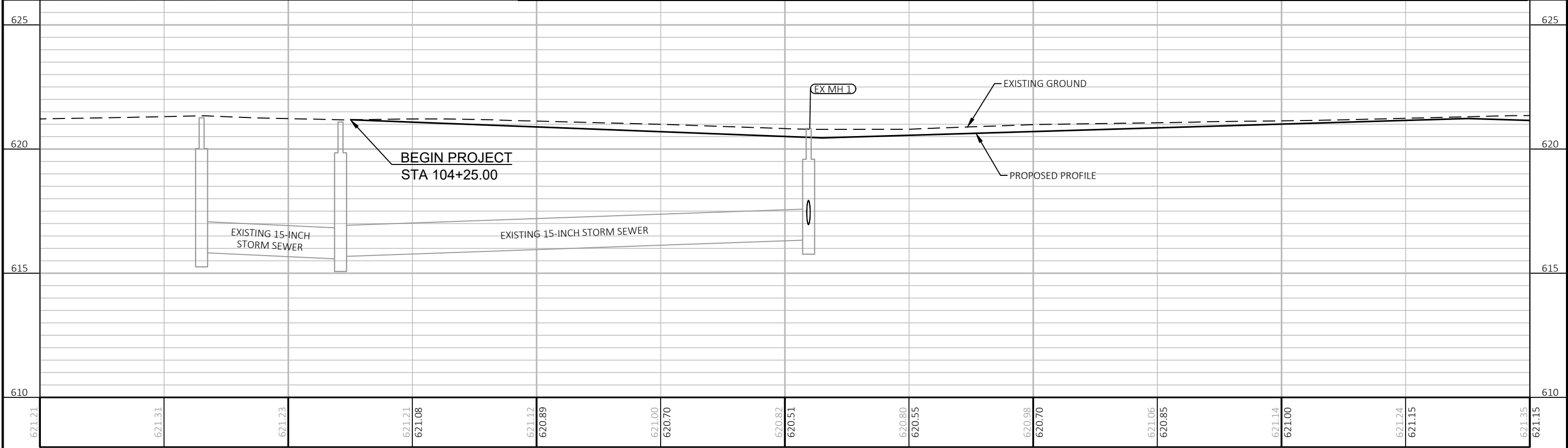
SHEET

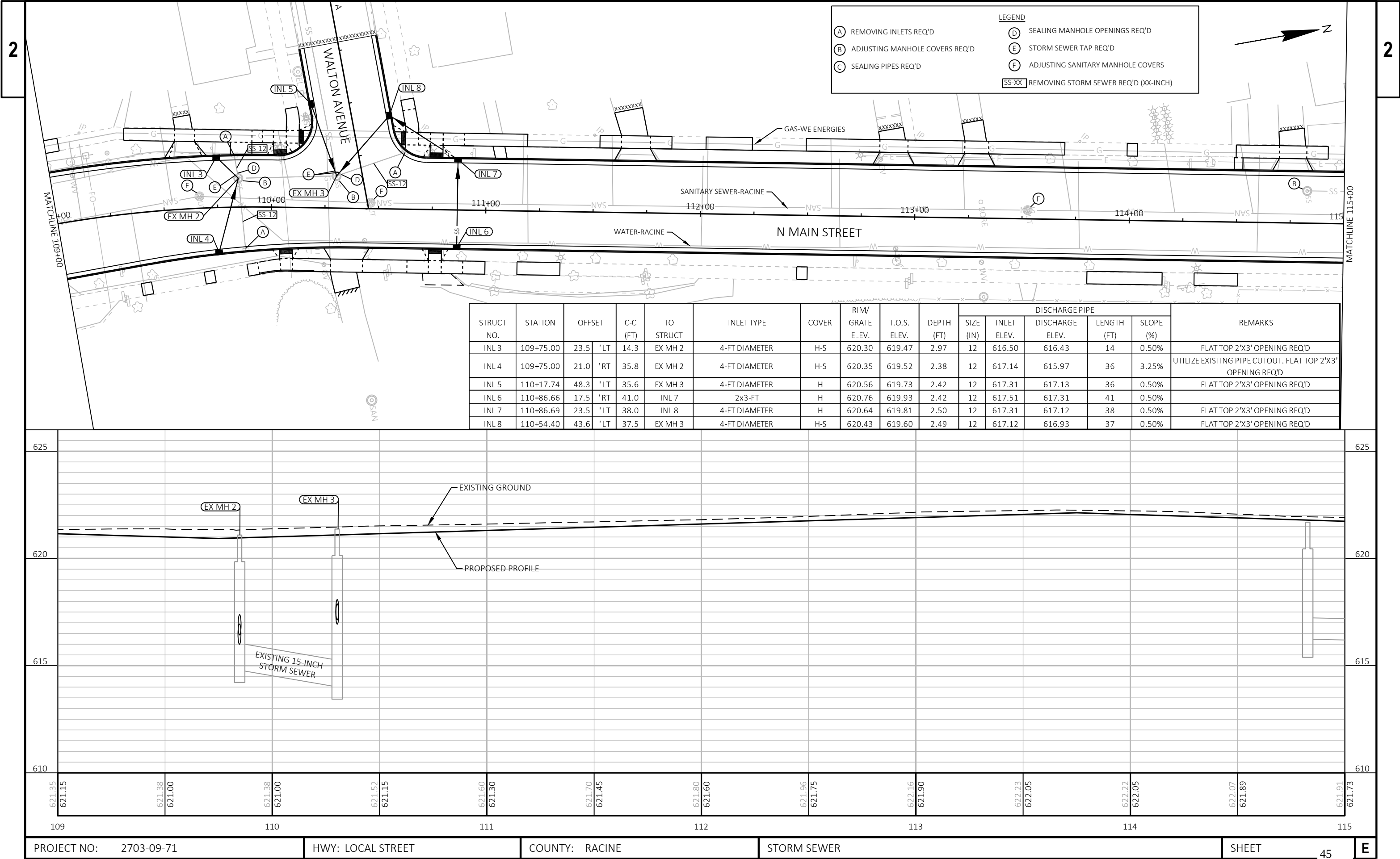
43

E

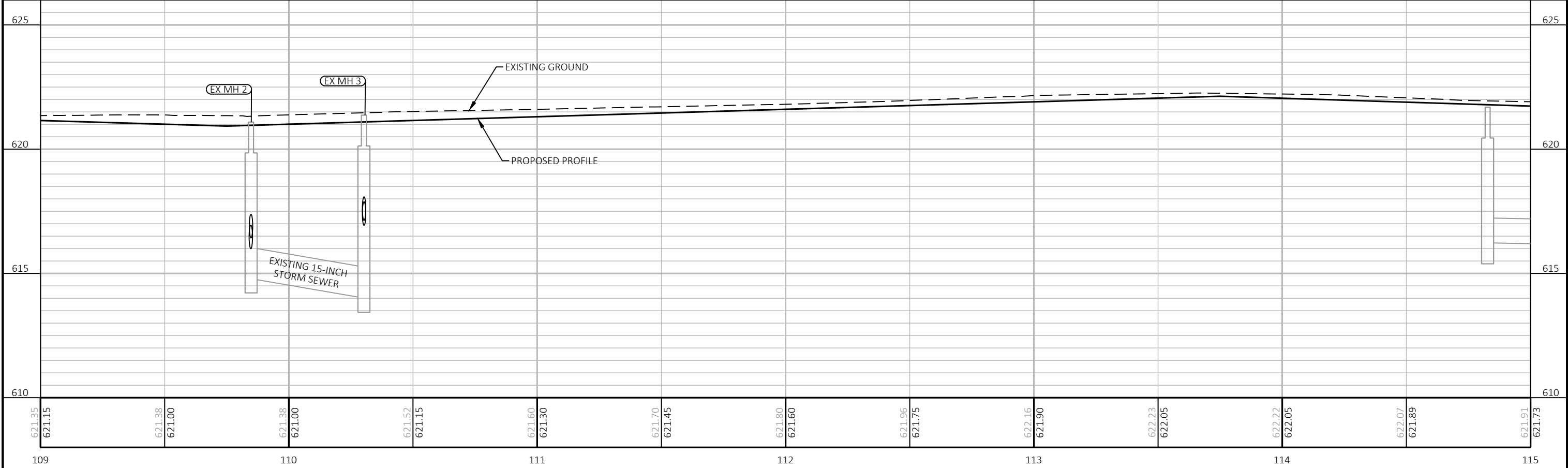


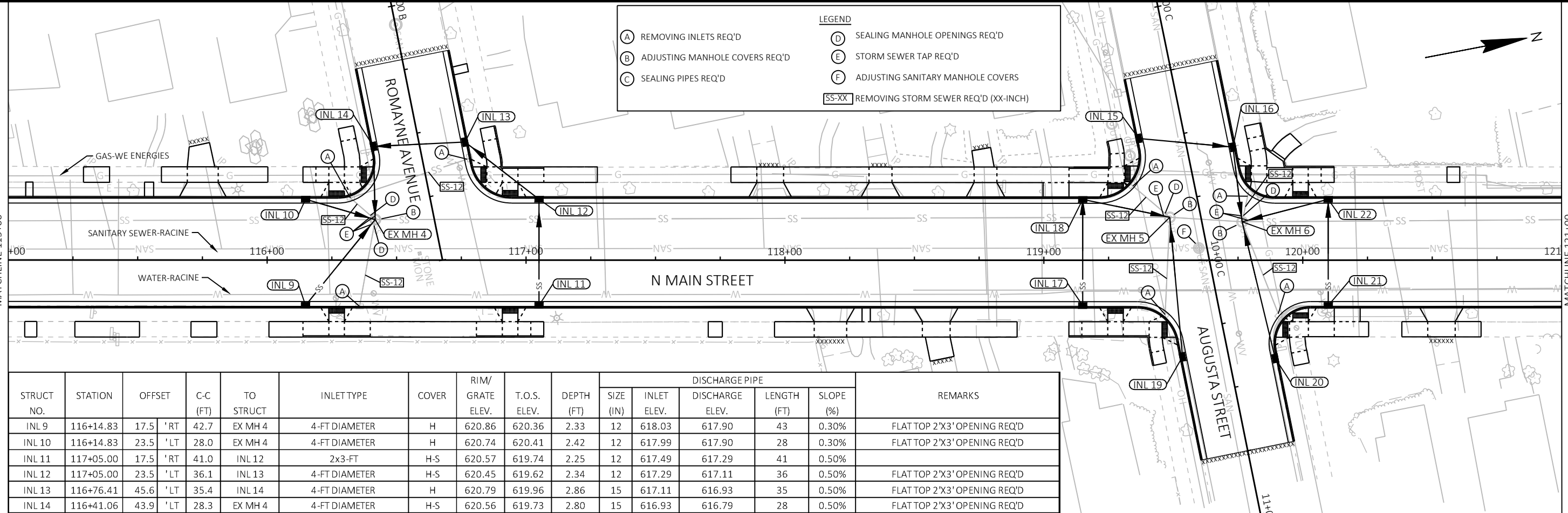
STRUCT NO.	STATION	OFFSET		C-C (FT)	TO STRUCT	INLET TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE					REMARKS
											SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	
INL 1	106+15.00	23.5	'LT	32.3	EX MH 1	2x3-FT	H-S	619.82	618.99	1.86	12	617.13	616.97	32	0.50%	UTILIZE EXISTING PIPE CUTOUT
INL 2	106+15.00	25.5	'RT	18.0	EX MH 1	2x3-FT	H-S	619.78	618.95	1.93	12	617.02	616.93	18	0.50%	UTILIZE EXISTING PIPE CUTOUT





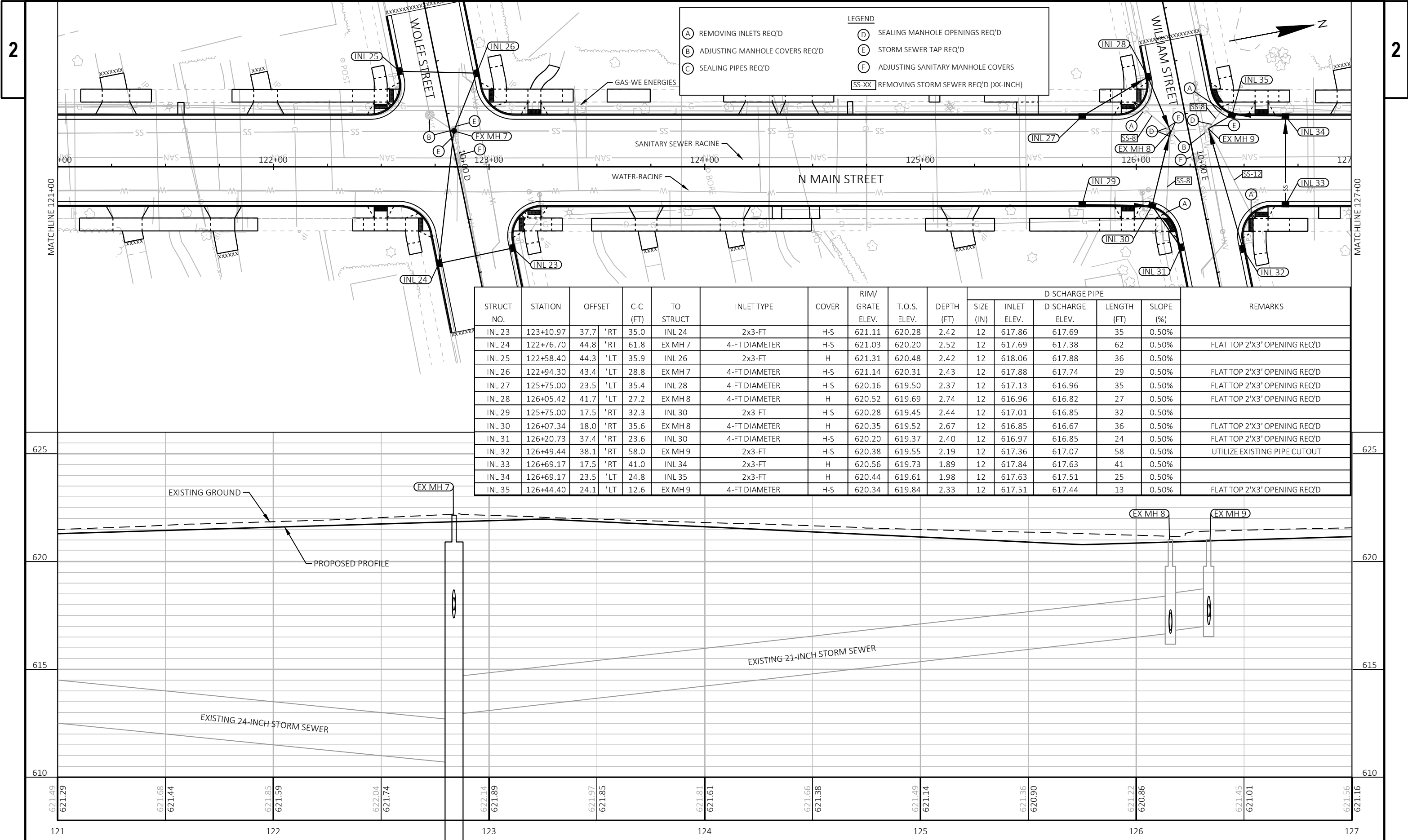
STRUCT NO.	STATION	OFFSET		C-C (FT)	TO STRUCT	INLET TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE					REMARKS
											SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	
INL 3	109+75.00	23.5	'LT	14.3	EX MH 2	4-FT DIAMETER	H-S	620.30	619.47	2.97	12	616.50	616.43	14	0.50%	FLAT TOP 2'X3' OPENING REQ'D
INL 4	109+75.00	21.0	'RT	35.8	EX MH 2	4-FT DIAMETER	H-S	620.35	619.52	2.38	12	617.14	615.97	36	3.25%	UTILIZE EXISTING PIPE CUTOUT. FLAT TOP 2'X3' OPENING REQ'D
INL 5	110+17.74	48.3	'LT	35.6	EX MH 3	4-FT DIAMETER	H	620.56	619.73	2.42	12	617.31	617.13	36	0.50%	
INL 6	110+86.66	17.5	'RT	41.0	INL 7	2x3-FT	H	620.76	619.93	2.42	12	617.51	617.31	41	0.50%	
INL 7	110+86.69	23.5	'LT	38.0	INL 8	4-FT DIAMETER	H	620.64	619.81	2.50	12	617.31	617.12	38	0.50%	FLAT TOP 2'X3' OPENING REQ'D
INL 8	110+54.40	43.6	'LT	37.5	EX MH 3	4-FT DIAMETER	H-S	620.43	619.60	2.49	12	617.12	616.93	37	0.50%	FLAT TOP 2'X3' OPENING REQ'D



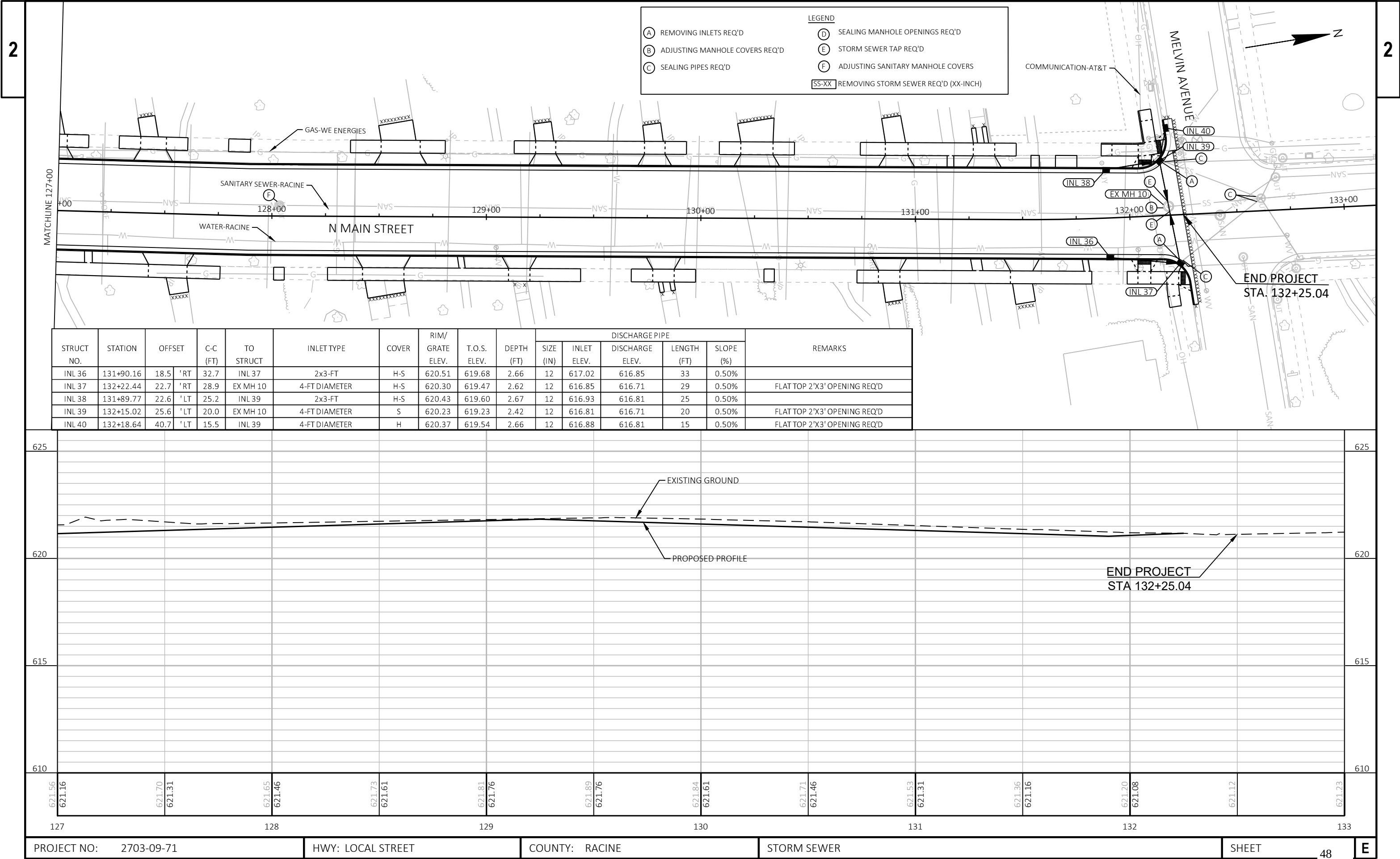


Profile view of the proposed sewer line. The diagram shows the existing ground (dashed line), the proposed profile (solid line), and existing storm sewers (12-inch, 15-inch, and 24-inch). Manholes EX MH 4, EX MH 5, and EX MH 6 are indicated. Elevation data is provided along the bottom axis.

Station	Elevation (ft)
621.73	621.73
621.79	621.79
621.57	621.57
621.65	621.65
621.41	621.41
621.56	621.56
621.25	621.25
621.51	621.51
621.09	621.09
621.51	621.51
621.23	621.23
621.51	621.51
621.31	621.31
621.29	621.29
621.06	621.06
621.14	621.14
620.81	620.81
621.09	621.09
620.84	620.84
621.18	621.18
620.99	620.99
621.31	621.31
621.14	621.14
621.49	621.49
621.29	621.29



STRUCT NO.	STATION	OFFSET		C-C (FT)	TO STRUCT	INLET TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE					REMARKS
											SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	
INL 23	123+10.97	37.7	'RT	35.0	INL 24	2x3-FT	H-S	621.11	620.28	2.42	12	617.86	617.69	35	0.50%	
INL 24	122+76.70	44.8	'RT	61.8	EX MH 7	4-FT DIAMETER	H-S	621.03	620.20	2.52	12	617.69	617.38	62	0.50%	FLAT TOP 2'X3' OPENING REQ'D
INL 25	122+58.40	44.3	'LT	35.9	INL 26	2x3-FT	H	621.31	620.48	2.42	12	618.06	617.88	36	0.50%	
INL 26	122+94.30	43.4	'LT	28.8	EX MH 7	4-FT DIAMETER	H-S	621.14	620.31	2.43	12	617.88	617.74	29	0.50%	FLAT TOP 2'X3' OPENING REQ'D
INL 27	125+75.00	23.5	'LT	35.4	INL 28	4-FT DIAMETER	H-S	620.16	619.50	2.37	12	617.13	616.96	35	0.50%	FLAT TOP 2'X3' OPENING REQ'D
INL 28	126+05.42	41.7	'LT	27.2	EX MH 8	4-FT DIAMETER	H	620.52	619.69	2.74	12	616.96	616.82	27	0.50%	FLAT TOP 2'X3' OPENING REQ'D
INL 29	125+75.00	17.5	'RT	32.3	INL 30	2x3-FT	H-S	620.28	619.45	2.44	12	617.01	616.85	32	0.50%	
INL 30	126+07.34	18.0	'RT	35.6	EX MH 8	4-FT DIAMETER	H	620.35	619.52	2.67	12	616.85	616.67	36	0.50%	FLAT TOP 2'X3' OPENING REQ'D
INL 31	126+20.73	37.4	'RT	23.6	INL 30	4-FT DIAMETER	H-S	620.20	619.37	2.40	12	616.97	616.85	24	0.50%	FLAT TOP 2'X3' OPENING REQ'D
INL 32	126+49.44	38.1	'RT	58.0	EX MH 9	2x3-FT	H-S	620.38	619.55	2.19	12	617.36	617.07	58	0.50%	UTILIZE EXISTING PIPE CUTOUT
INL 33	126+69.17	17.5	'RT	41.0	INL 34	2x3-FT	H	620.56	619.73	1.89	12	617.84	617.63	41	0.50%	
INL 34	126+69.17	23.5	'LT	24.8	INL 35	2x3-FT	H	620.44	619.61	1.98	12	617.63	617.51	25	0.50%	
INL 35	126+44.40	24.1	'LT	12.6	EX MH 9	4-FT DIAMETER	H-S	620.34	619.84	2.33	12	617.51	617.44	13	0.50%	FLAT TOP 2'X3' OPENING REQ'D



LEGEND

(A)

REMOVING INLETS REQ'D

(B)

ADJUSTING MANHOLE COVERS REQ'D

(C)

SEALING PIPES REQ'D

(D)

SEALING MANHOLE OPENINGS REQ'D

(E)

STORM SEWER TAP REQ'D

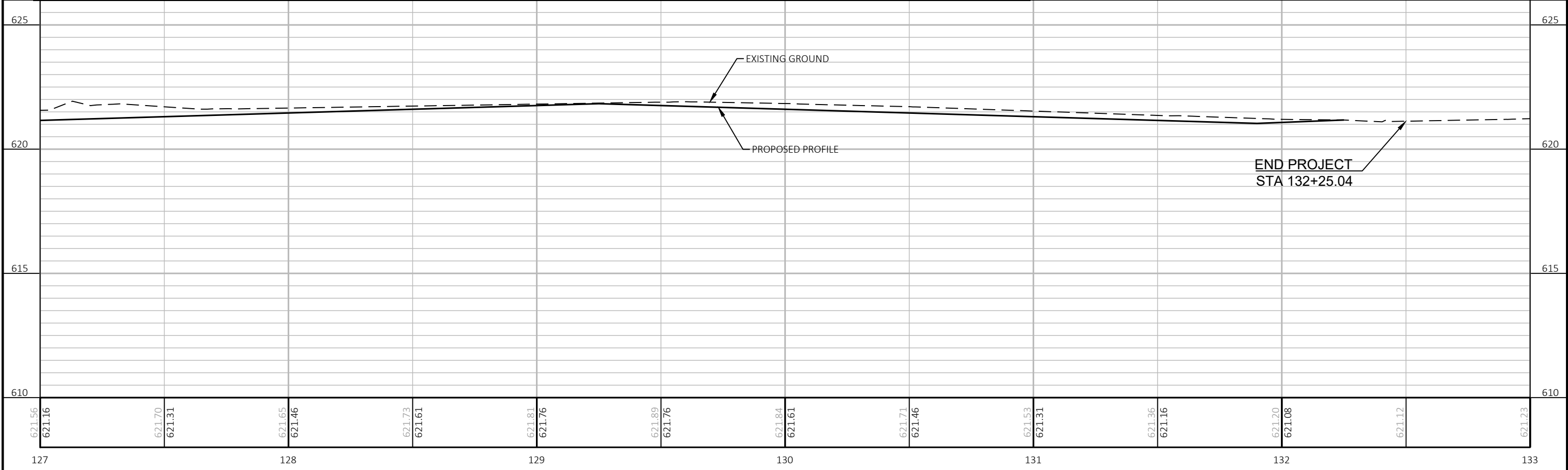
(F)

ADJUSTING SANITARY MANHOLE COVERS

SS-XX

REMOVING STORM SEWER REQ'D (XX-INCH)

STRUCT NO.	STATION	OFFSET		C-C (FT)	TO STRUCT	INLET TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE					REMARKS
											SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	
INL 36	131+90.16	18.5	'RT	32.7	INL 37	2x3-FT	H-S	620.51	619.68	2.66	12	617.02	616.85	33	0.50%	FLAT TOP 2'X3' OPENING REQ'D
INL 37	132+22.44	22.7	'RT	28.9	EX MH 10	4-FT DIAMETER	H-S	620.30	619.47	2.62	12	616.85	616.71	29	0.50%	
INL 38	131+89.77	22.6	'LT	25.2	INL 39	2x3-FT	H-S	620.43	619.60	2.67	12	616.93	616.81	25	0.50%	
INL 39	132+15.02	25.6	'LT	20.0	EX MH 10	4-FT DIAMETER	S	620.23	619.23	2.42	12	616.81	616.71	20	0.50%	FLAT TOP 2'X3' OPENING REQ'D
INL 40	132+18.64	40.7	'LT	15.5	INL 39	4-FT DIAMETER	H	620.37	619.54	2.66	12	616.88	616.81	15	0.50%	FLAT TOP 2'X3' OPENING REQ'D





101+00

102+00

103+00

104+00

105+00

106+00

MATCHLINE 106+50

N MAIN STREET

GOOLD STREET

STA. 105+67.00, 26.75' LT
LP-0101, LC-01
III-57-6-5-6,8-10

GENERAL NOTES

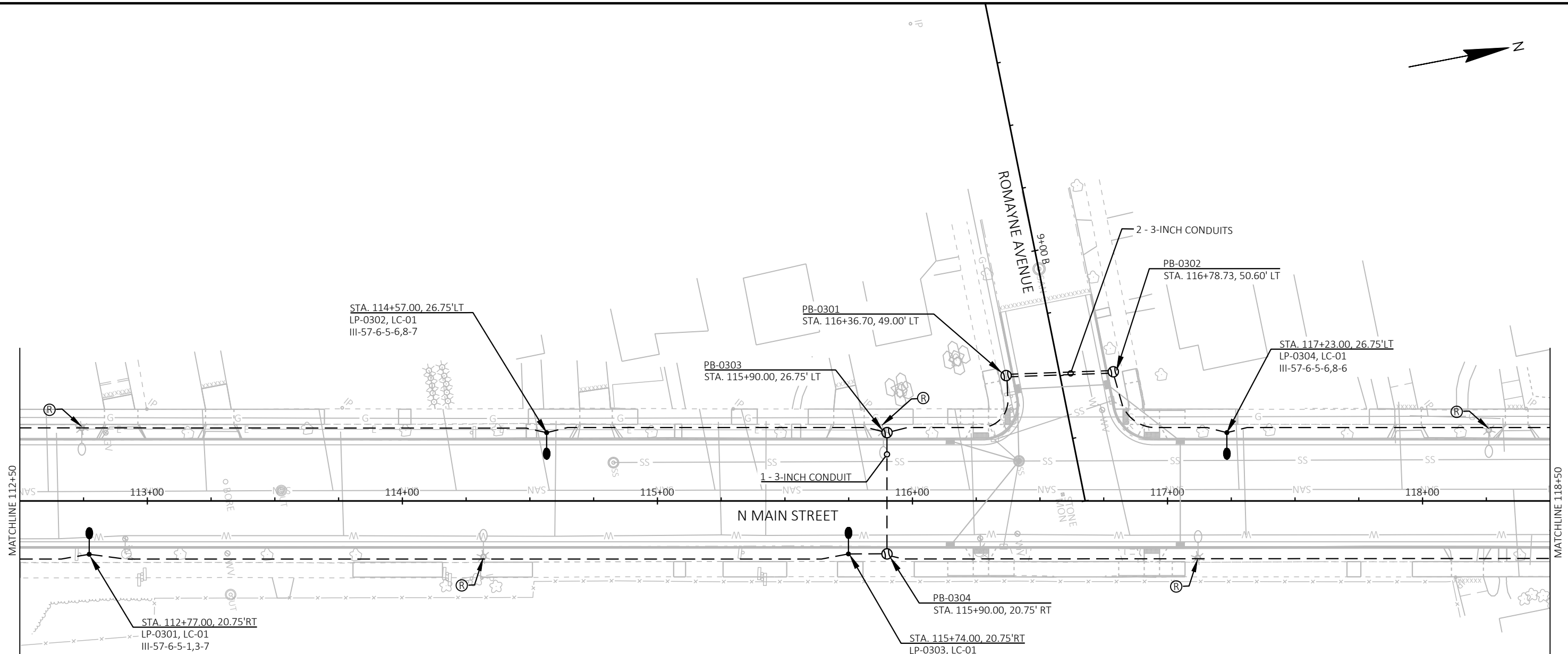
- LIGHTING:
1. ALL LUMINARIES SHALL BE WIRED AT 240 VOLT AND BE LED.
 2. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND LOCATED PARALLEL TO CURB AND/OR ROADWAY WHEN POSSIBLE.
 3. ALL LIGHTING SHALL HAVE A 2-FOOT SETBACK FROM THE FACE OF THE POLE TO THE FACE OF CURB, UNLESS OTHERWISE SHOWN.

LEGEND

---	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED	STA. XX+XX.XX, XX.XX' LT	STATION AND SET BACK DISTANCE FROM REFERENCE LINE
●	STANDARD POLE, LUMINAIRE AND SINGLE MAST ARM	LP-XX	CONTROL CABINET DESIGNATION
⊗	PULL BOXES STEEL 24x42-INCH	LC-2	LIGHT POLE NUMBER
○	EXISTING LIGHT POLE	III-LED 8-5-1-3-1	LIGHT UNIT NUMBER IN CIRCUIT
Ⓡ	REMOVING STREET LIGHT POLE REQ'D		CIRCUIT NUMBERS
			BASE TYPE
			MAST ARM BRACKET LENGTH IN FEET
			LAMP WATTAGE
			DISTRIBUTION TYPE



11

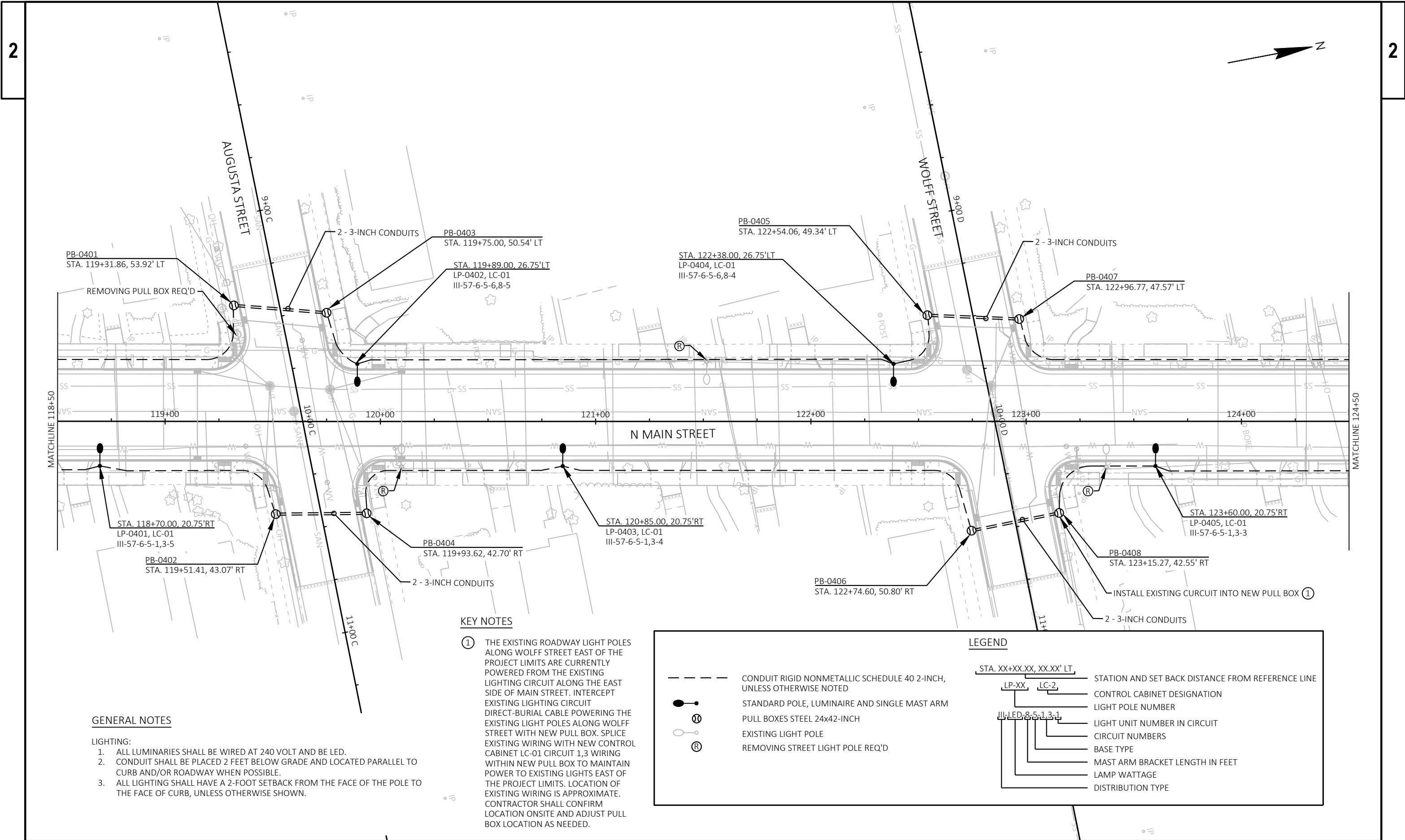


GENERAL NOTES

- LIGHTING:
1. ALL LUMINAIRES SHALL BE WIRED AT 240 VOLT AND BE LED.
 2. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND LOCATED PARALLEL TO CURB AND/OR ROADWAY WHEN POSSIBLE.
 3. ALL LIGHTING SHALL HAVE A 2-FOOT SETBACK FROM THE FACE OF THE POLE TO THE FACE OF CURB, UNLESS OTHERWISE SHOWN.

LEGEND

---	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED	STA. XX+XX.XX, XX.XX' LT	STATION AND SET BACK DISTANCE FROM REFERENCE LINE
●	STANDARD POLE, LUMINAIRE AND SINGLE MAST ARM	LP-XX	CONTROL CABINET DESIGNATION
⊗	PULL BOXES STEEL 24x42-INCH	LC-2	LIGHT POLE NUMBER
○	EXISTING LIGHT POLE	III-LED-8-5-1-3-1	LIGHT UNIT NUMBER IN CIRCUIT
Ⓡ	REMOVING STREET LIGHT POLE REQ'D		CIRCUIT NUMBERS
			BASE TYPE
			MAST ARM BRACKET LENGTH IN FEET
			LAMP WATTAGE
			DISTRIBUTION TYPE



GENERAL NOTES

- LIGHTING:
- 1. ALL LUMINARIES SHALL BE WIRED AT 240 VOLT AND BE LED.
 - 2. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND LOCATED PARALLEL TO CURB AND/OR ROADWAY WHEN POSSIBLE.
 - 3. ALL LIGHTING SHALL HAVE A 2-FOOT SETBACK FROM THE FACE OF THE POLE TO THE FACE OF CURB, UNLESS OTHERWISE SHOWN.

KEY NOTES

- ① THE EXISTING ROADWAY LIGHT POLES ALONG WOLFF STREET EAST OF THE PROJECT LIMITS ARE CURRENTLY POWERED FROM THE EXISTING LIGHTING CIRCUIT ALONG THE EAST SIDE OF MAIN STREET. INTERCEPT EXISTING LIGHTING CIRCUIT DIRECT-BURIAL CABLE POWERING THE EXISTING LIGHT POLES ALONG WOLFF STREET WITH NEW PULL BOX. SPLICE EXISTING WIRING WITH NEW CONTROL CABINET LC-01 CIRCUIT 1,3 WIRING WITHIN NEW PULL BOX TO MAINTAIN POWER TO EXISTING LIGHTS EAST OF THE PROJECT LIMITS. LOCATION OF EXISTING WIRING IS APPROXIMATE. CONTRACTOR SHALL CONFIRM LOCATION ONSITE AND ADJUST PULL BOX LOCATION AS NEEDED.

--- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED

● STANDARD POLE, LUMINAIRE AND SINGLE MAST ARM

⊗ PULL BOXES STEEL 24x42-INCH

○ EXISTING LIGHT POLE

Ⓡ REMOVING STREET LIGHT POLE REQ'D

LEGEND

STA. XX+XX.XX, XX.XX' LT

LP-XX LC-2

III-LED-8-5-1,3-1

STATION AND SET BACK DISTANCE FROM REFERENCE LINE

CONTROL CABINET DESIGNATION

LIGHT POLE NUMBER

LIGHT UNIT NUMBER IN CIRCUIT

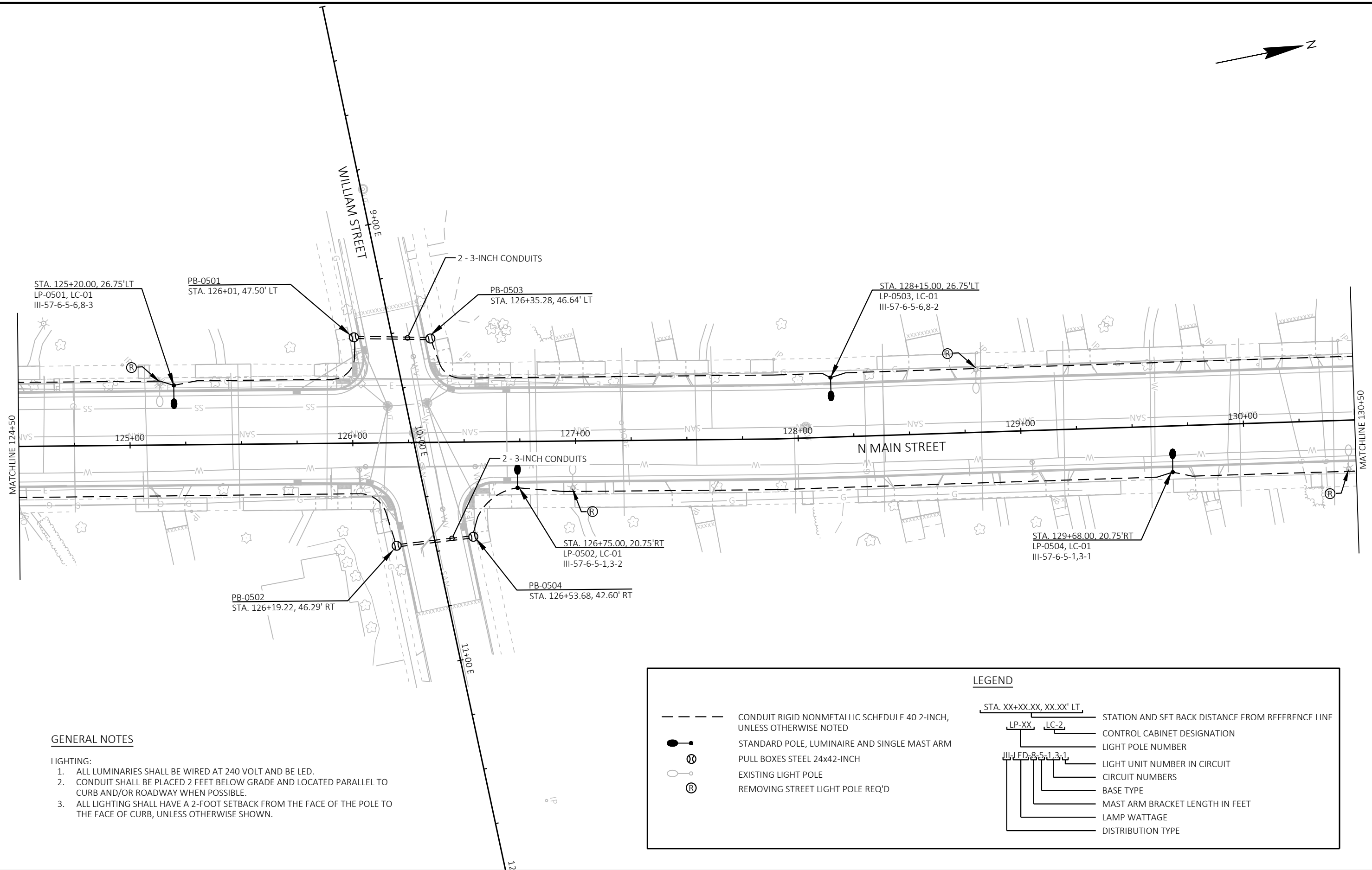
CIRCUIT NUMBERS

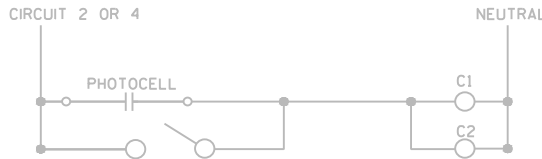
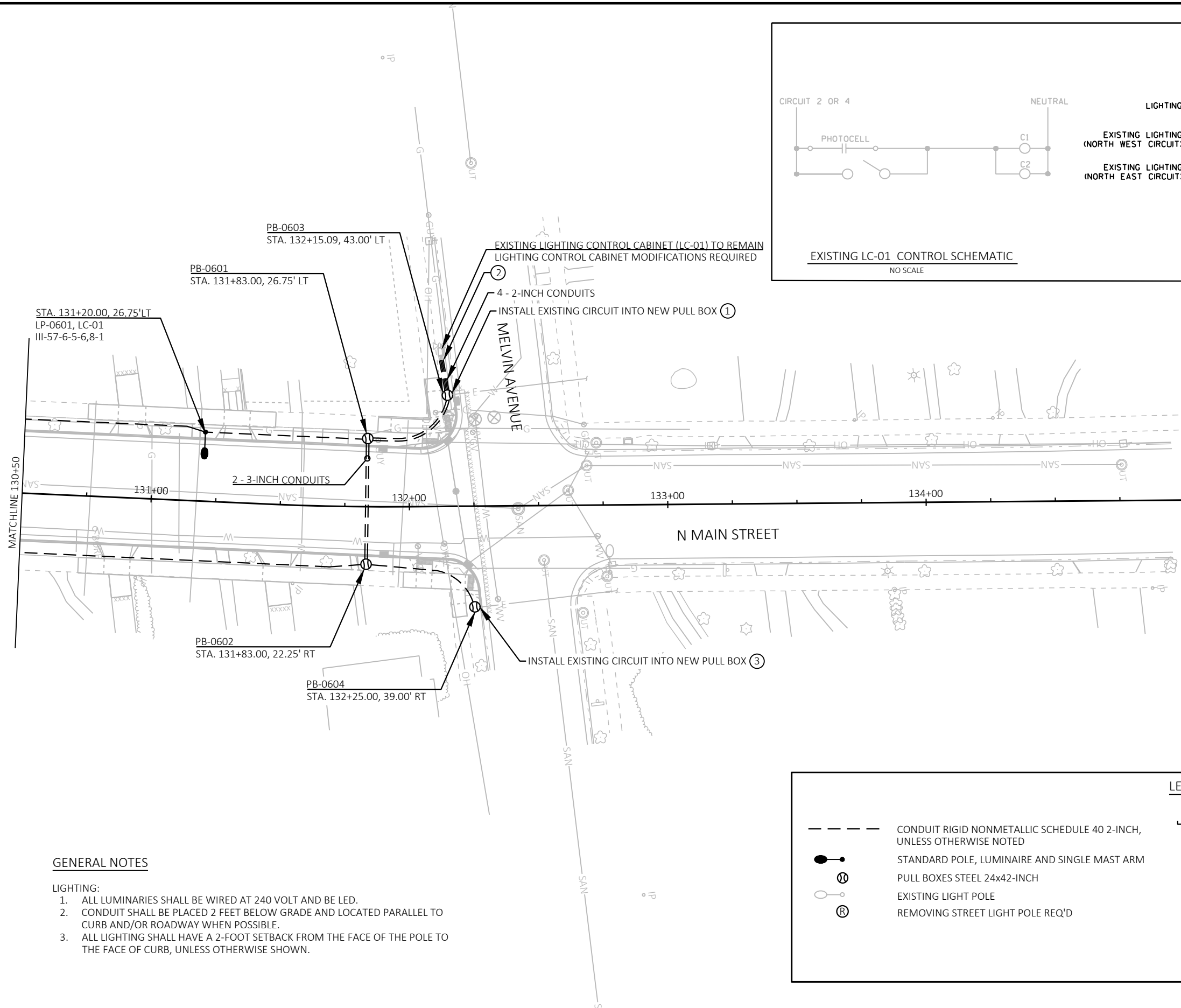
BASE TYPE

MAST ARM BRACKET LENGTH IN FEET

LAMP WATTAGE

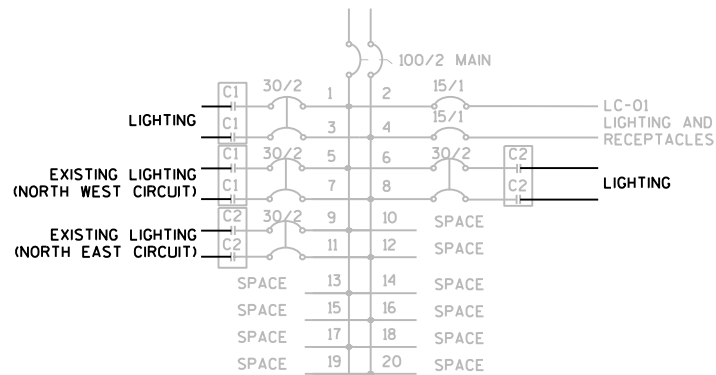
DISTRIBUTION TYPE





EXISTING LC-01 CONTROL SCHEMATIC

NO SCALE



EXISTING LC-01 PANELBOARD

NO SCALE

KEY NOTES

- THE EXISTING ROADWAY LIGHT POLES ALONG THE WEST SIDE OF MAIN STREET NORTH OF MELVIN AVENUE ARE CURRENTLY POWERED FROM CONTROL CABINET LC-01 USING DIRECT BURIAL CABLE. INTERCEPT EXISTING LIGHTING CIRCUIT DIRECT-BURIAL CABLE NEAR THE MELVIN AVENUE ROADWAY CROSSING WITH NEW PULL BOX. SPLICE EXISTING WIRING WITH NEW LC-01 CIRCUIT 5,7 WIRING WITHIN NEW PULL BOX TO MAINTAIN POWER TO EXISTING LIGHTS NORTH OF THE PROJECT LIMITS. LOCATION OF EXISTING WIRING IS APPROXIMATE. CONTRACTOR SHALL CONFIRM LOCATION ONSITE AND ADJUST PULL BOX LOCATION AS NEEDED.
- CONNECT NEW CONDUITS TO EXISTING CONDUIT ELBOWS BELOW GRADE AT EXISTING LIGHTING CABINET.
- THE EXISTING ROADWAY LIGHT POLES ALONG THE EAST SIDE OF MAIN STREET NORTH OF MELVIN AVENUE ARE CURRENTLY POWERED FROM CONTROL CABINET LC-01 USING DIRECT BURIAL CABLE. INTERCEPT EXISTING LIGHTING CIRCUIT DIRECT-BURIAL CABLE NEAR THE MELVIN AVENUE ROADWAY CROSSING WITH NEW PULL BOX. SPLICE EXISTING WIRING WITH NEW LC-01 CIRCUIT 9,11 WIRING WITHIN NEW PULL BOX TO MAINTAIN POWER TO EXISTING LIGHTS NORTH OF THE PROJECT LIMITS. LOCATION OF EXISTING WIRING IS APPROXIMATE. CONTRACTOR SHALL CONFIRM LOCATION ONSITE AND ADJUST PULL BOX LOCATION AS NEEDED.

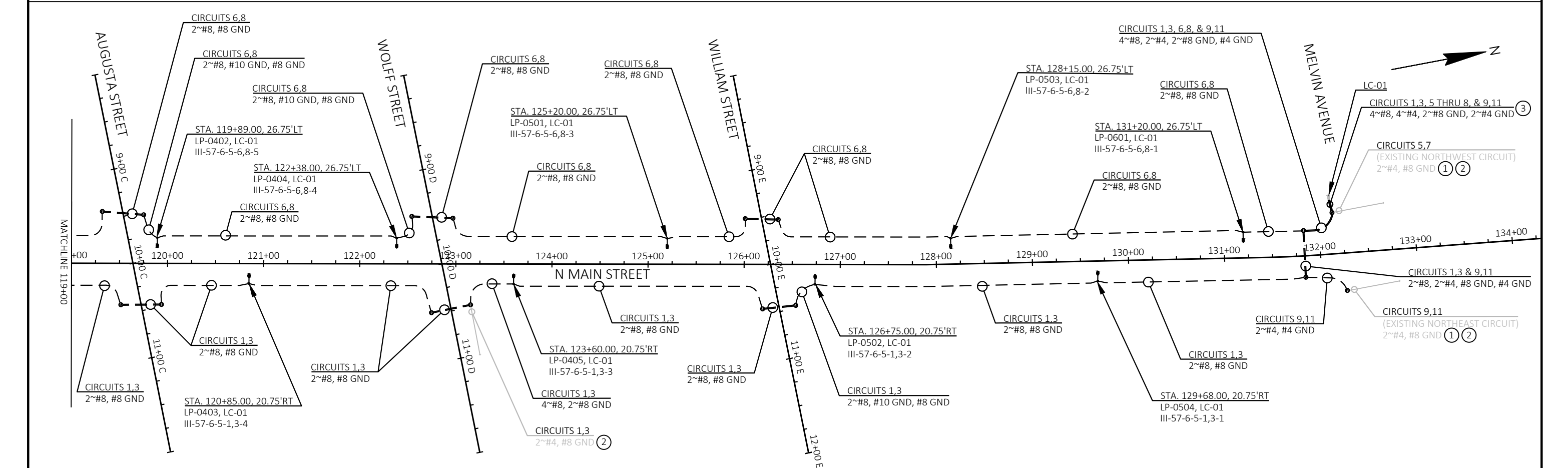
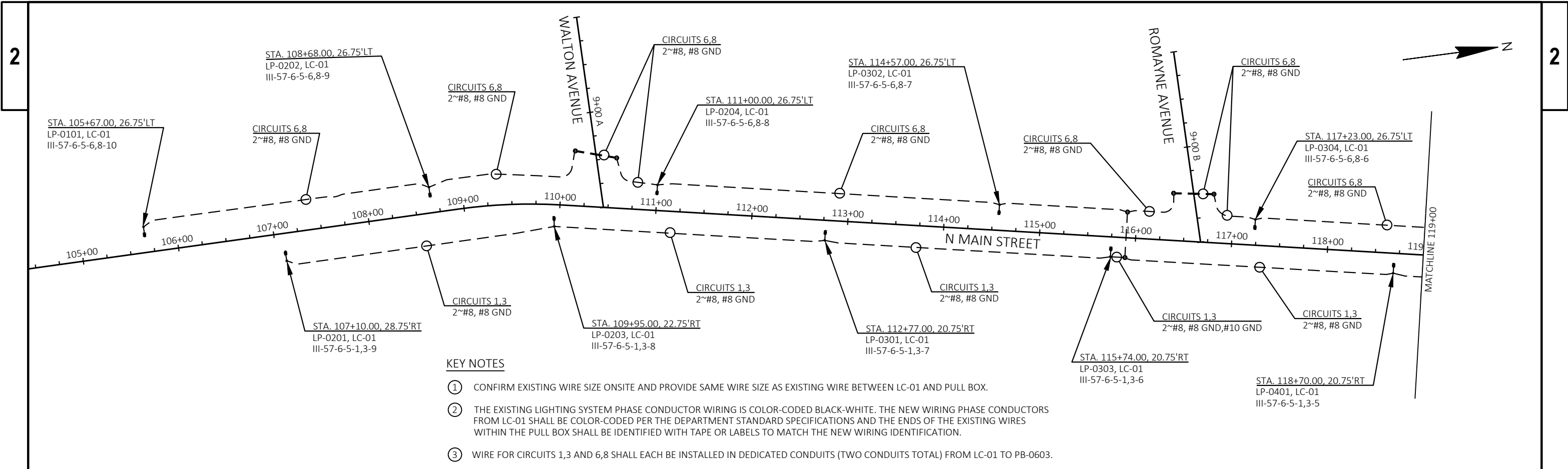
GENERAL NOTES

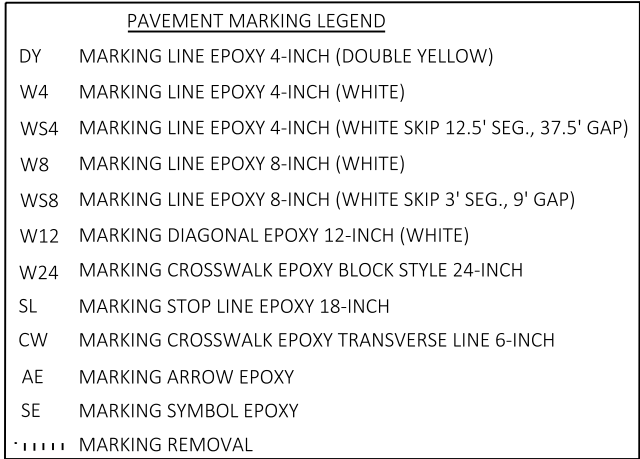
- LIGHTING:
- ALL LUMINARIES SHALL BE WIRED AT 240 VOLT AND BE LED.
 - CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND LOCATED PARALLEL TO CURB AND/OR ROADWAY WHEN POSSIBLE.
 - ALL LIGHTING SHALL HAVE A 2-FOOT SETBACK FROM THE FACE OF THE POLE TO THE FACE OF CURB, UNLESS OTHERWISE SHOWN.

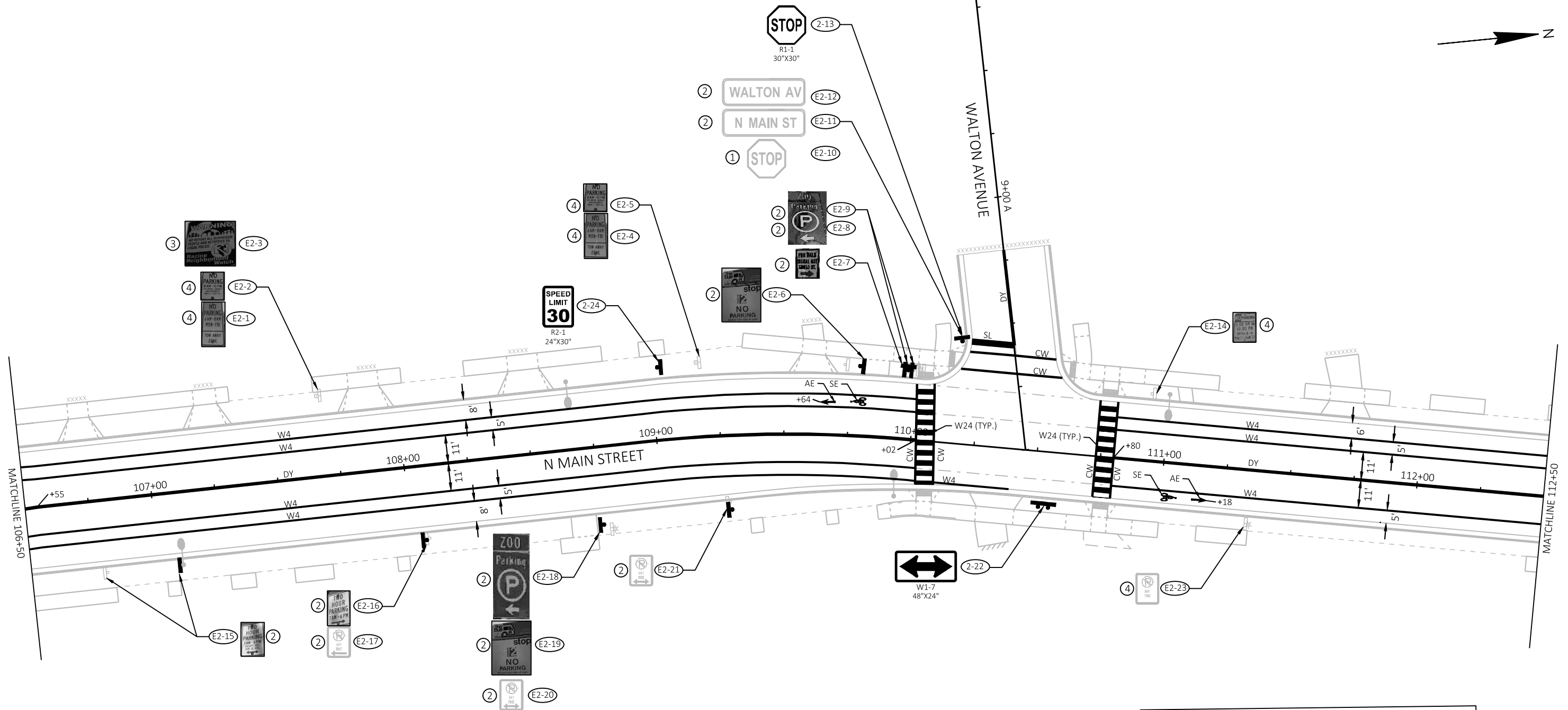
LEGEND

- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED
- STANDARD POLE, LUMINAIRE AND SINGLE MAST ARM
- ⊗ PULL BOXES STEEL 24x42-INCH
- EXISTING LIGHT POLE
- Ⓡ REMOVING STREET LIGHT POLE REQ'D

- STA. XX+XX.XX, XX.XX' LT
- LP-XX, LC-2
- III-LED-8-5-1-3-1
- STATION AND SET BACK DISTANCE FROM REFERENCE LINE
- CONTROL CABINET DESIGNATION
- LIGHT POLE NUMBER
- LIGHT UNIT NUMBER IN CIRCUIT
- CIRCUIT NUMBERS
- BASE TYPE
- MAST ARM BRACKET LENGTH IN FEET
- LAMP WATTAGE
- DISTRIBUTION TYPE





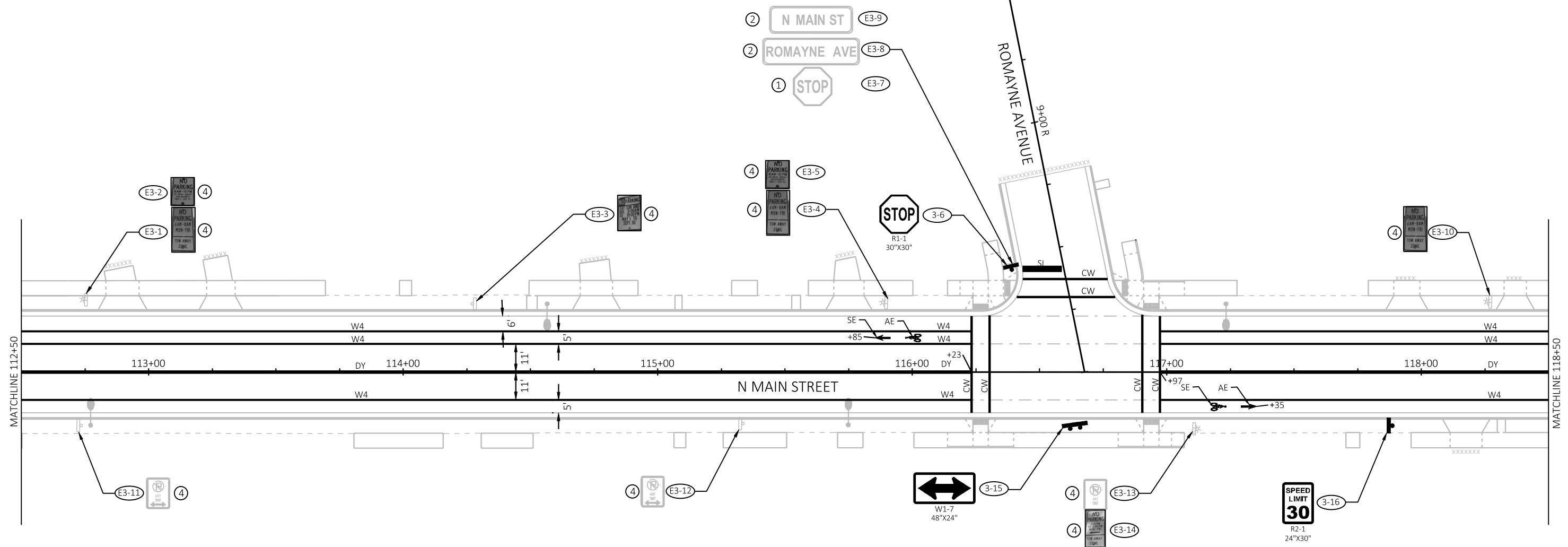


SIGNING LEGEND

- PROPOSED SIGN MOUNTED ON POSTS TUBULAR STEEL 2X2-INCH X 16 FT
- PROPOSED SIGN MOUNTED ON POSTS TUBULAR STEEL 2 2X2-INCH X 16 FT
- PROPOSED SIGN MOUNTED ON PROPOSED LIGHT POLE
- ① EXISTING SIGN TO BE REMOVED
- ② EXISTING SIGN TO BE MOVED BY OTHERS
- ③ EXISTING SIGN TO REMAIN
- ④ EXISTING SIGN TO REMOVED BY OTHERS
- EXISTING SIGN MOUNTED ON EXISTING POST
- EXISTING SIGN MOUNTED ON LIGHT/UTILITY POLE

PAVEMENT MARKING LEGEND

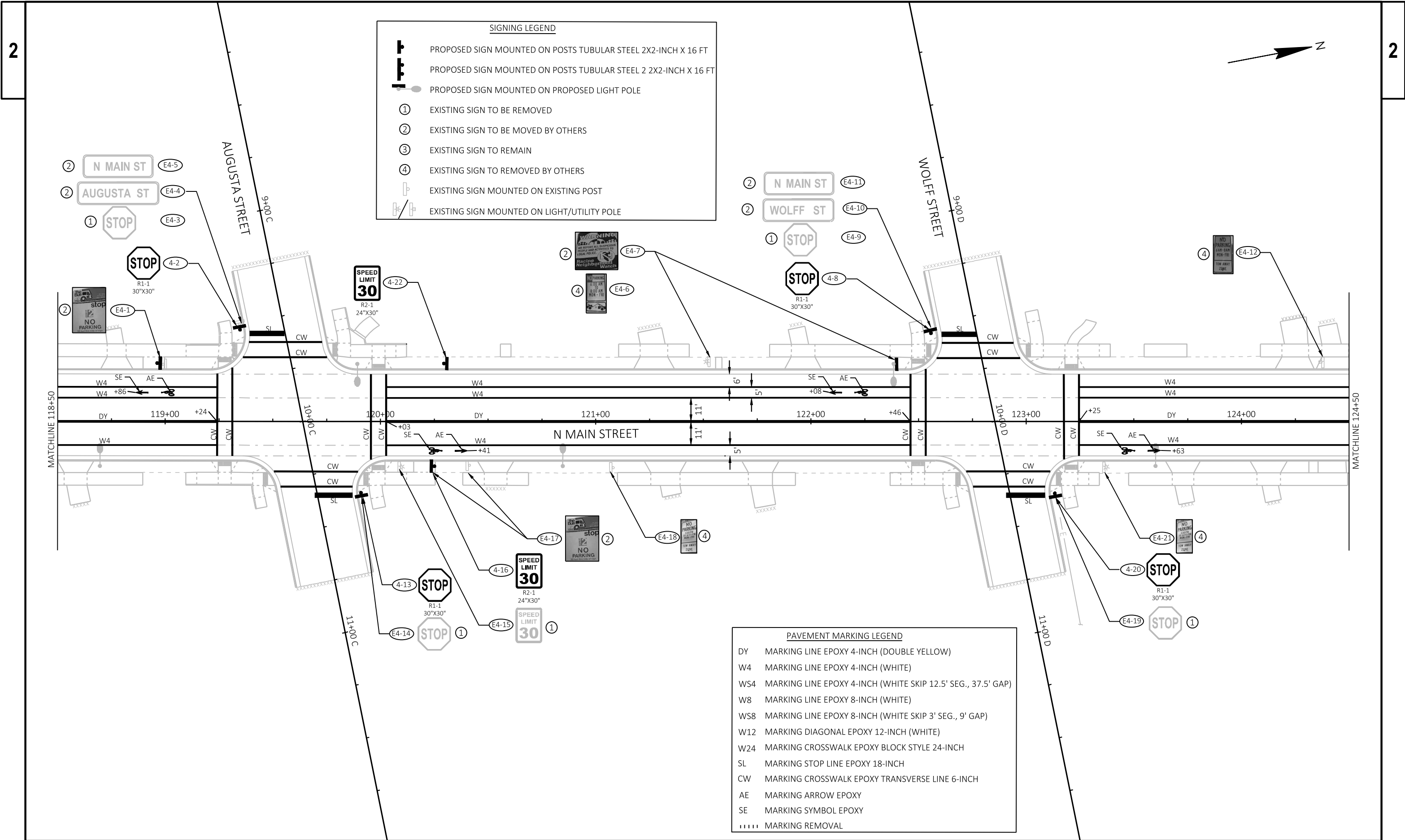
- DY MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- W4 MARKING LINE EPOXY 4-INCH (WHITE)
- WS4 MARKING LINE EPOXY 4-INCH (WHITE SKIP 12.5' SEG., 37.5' GAP)
- W8 MARKING LINE EPOXY 8-INCH (WHITE)
- WS8 MARKING LINE EPOXY 8-INCH (WHITE SKIP 3' SEG., 9' GAP)
- W12 MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- W24 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
- SL MARKING STOP LINE EPOXY 18-INCH
- CW MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
- AE MARKING ARROW EPOXY
- SE MARKING SYMBOL EPOXY
- ||||| MARKING REMOVAL

**SIGNING LEGEND**

- PROPOSED SIGN MOUNTED ON POSTS TUBULAR STEEL 2X2-INCH X 16 FT
- PROPOSED SIGN MOUNTED ON POSTS TUBULAR STEEL 2 2X2-INCH X 16 FT
- PROPOSED SIGN MOUNTED ON PROPOSED LIGHT POLE
- ① EXISTING SIGN TO BE REMOVED
- ② EXISTING SIGN TO BE MOVED BY OTHERS
- ③ EXISTING SIGN TO REMAIN
- ④ EXISTING SIGN TO REMOVED BY OTHERS
- EXISTING SIGN MOUNTED ON EXISTING POST
- EXISTING SIGN MOUNTED ON LIGHT/UTILITY POLE

PAVEMENT MARKING LEGEND

- DY MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- W4 MARKING LINE EPOXY 4-INCH (WHITE)
- WS4 MARKING LINE EPOXY 4-INCH (WHITE SKIP 12.5' SEG., 37.5' GAP)
- W8 MARKING LINE EPOXY 8-INCH (WHITE)
- WS8 MARKING LINE EPOXY 8-INCH (WHITE SKIP 3' SEG., 9' GAP)
- W12 MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- W24 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
- SL MARKING STOP LINE EPOXY 18-INCH
- CW MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
- AE MARKING ARROW EPOXY
- SE MARKING SYMBOL EPOXY
- MARKING REMOVAL

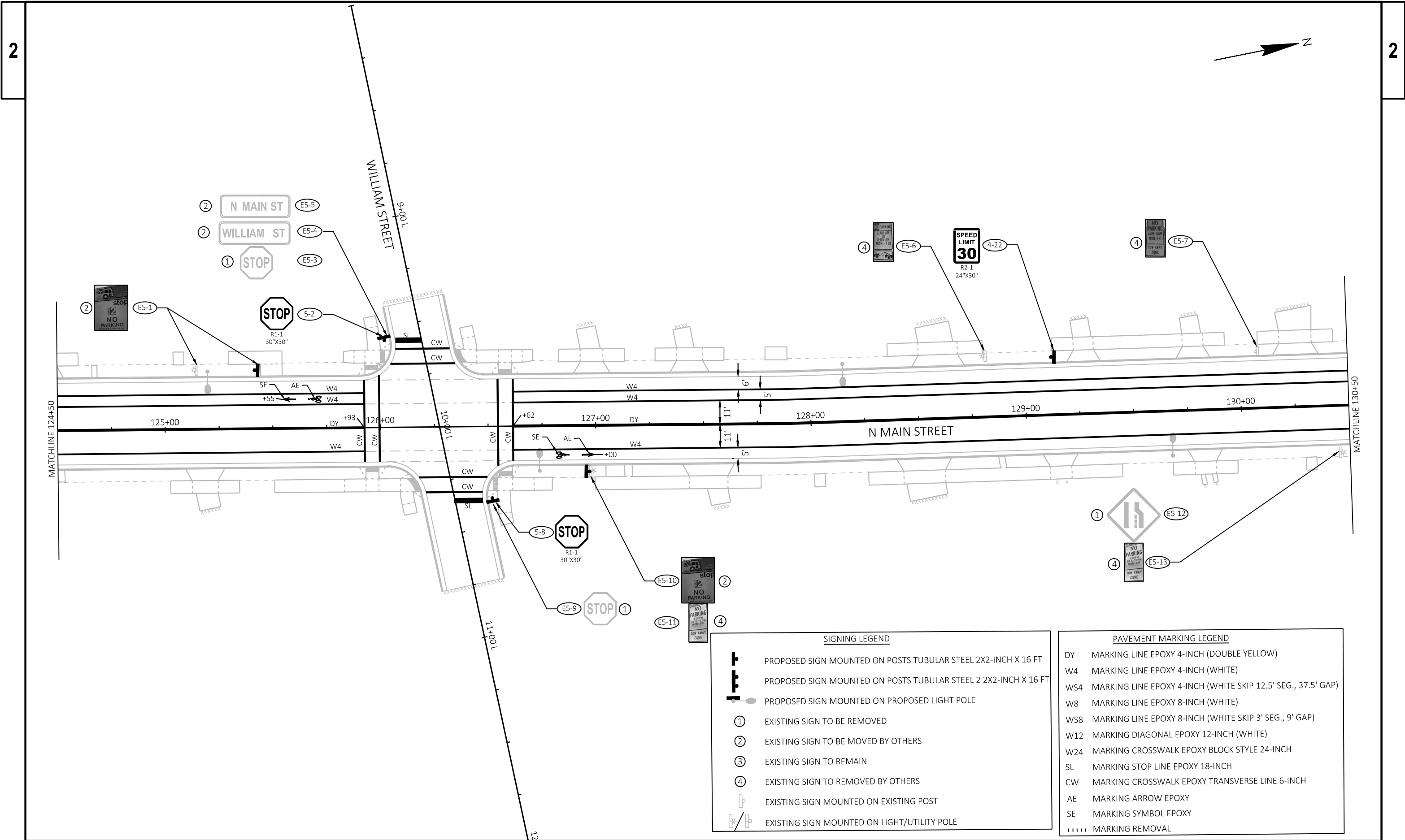


SIGNING LEGEND

- PROPOSED SIGN MOUNTED ON POSTS TUBULAR STEEL 2X2-INCH X 16 FT
- PROPOSED SIGN MOUNTED ON POSTS TUBULAR STEEL 2 2X2-INCH X 16 FT
- PROPOSED SIGN MOUNTED ON PROPOSED LIGHT POLE
- EXISTING SIGN TO BE REMOVED
- EXISTING SIGN TO BE MOVED BY OTHERS
- EXISTING SIGN TO REMAIN
- EXISTING SIGN TO REMOVED BY OTHERS
- EXISTING SIGN MOUNTED ON EXISTING POST
- EXISTING SIGN MOUNTED ON LIGHT/UTILITY POLE

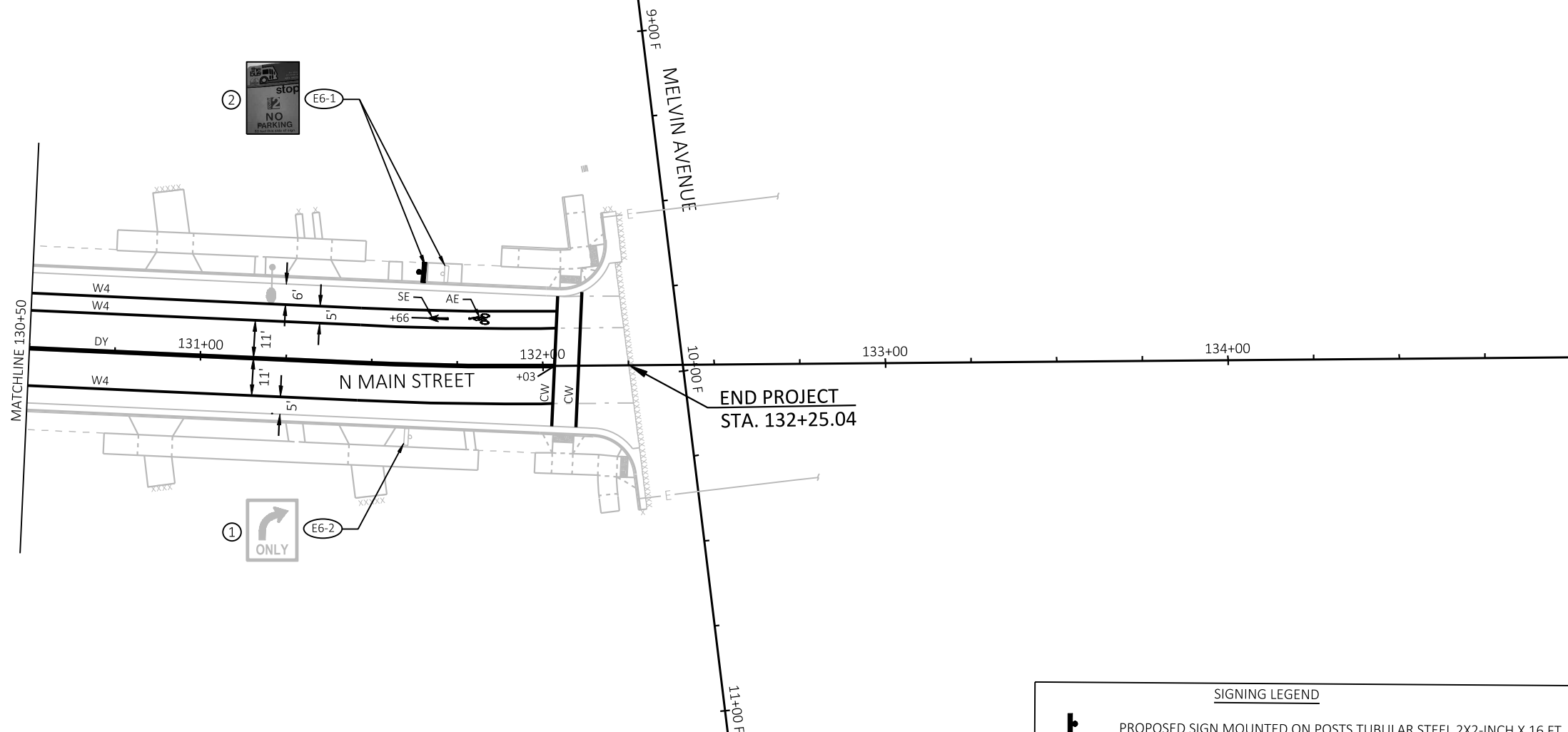
PAVEMENT MARKING LEGEND

- DY MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- W4 MARKING LINE EPOXY 4-INCH (WHITE)
- WS4 MARKING LINE EPOXY 4-INCH (WHITE SKIP 12.5' SEG., 37.5' GAP)
- W8 MARKING LINE EPOXY 8-INCH (WHITE)
- WS8 MARKING LINE EPOXY 8-INCH (WHITE SKIP 3' SEG., 9' GAP)
- W12 MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- W24 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
- SL MARKING STOP LINE EPOXY 18-INCH
- CW MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
- AE MARKING ARROW EPOXY
- SE MARKING SYMBOL EPOXY
- MARKING REMOVAL



SIGNING LEGEND	
	PROPOSED SIGN MOUNTED ON POSTS TUBULAR STEEL 2X2-INCH X 16 FT
	PROPOSED SIGN MOUNTED ON POSTS TUBULAR STEEL 2 2X2-INCH X 16 FT
	PROPOSED SIGN MOUNTED ON PROPOSED LIGHT POLE
①	EXISTING SIGN TO BE REMOVED
②	EXISTING SIGN TO BE MOVED BY OTHERS
③	EXISTING SIGN TO REMAIN
④	EXISTING SIGN TO REMOVED BY OTHERS
	EXISTING SIGN MOUNTED ON EXISTING POST
	EXISTING SIGN MOUNTED ON LIGHT/UTILITY POLE

PAVEMENT MARKING LEGEND	
DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
W4	MARKING LINE EPOXY 4-INCH (WHITE)
WS4	MARKING LINE EPOXY 4-INCH (WHITE SKIP 12.5' SEG., 37.5' GAP)
W8	MARKING LINE EPOXY 8-INCH (WHITE)
WS8	MARKING LINE EPOXY 8-INCH (WHITE SKIP 3' SEG., 9' GAP)
W12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
W24	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
SL	MARKING STOP LINE EPOXY 18-INCH
CW	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
AE	MARKING ARROW EPOXY
SE	MARKING SYMBOL EPOXY
----	MARKING REMOVAL



SIGNING LEGEND

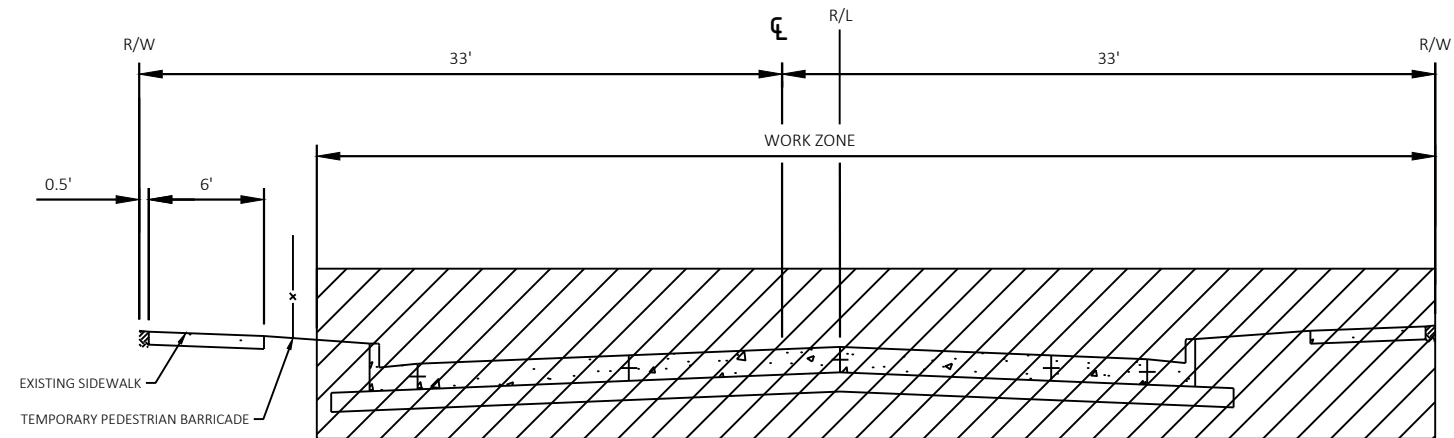
-  PROPOSED SIGN MOUNTED ON POSTS TUBULAR STEEL 2X2-INCH X 16 FT
-  PROPOSED SIGN MOUNTED ON POSTS TUBULAR STEEL 2 2X2-INCH X 16 FT
-  PROPOSED SIGN MOUNTED ON PROPOSED LIGHT POLE
- ① EXISTING SIGN TO BE REMOVED
- ② EXISTING SIGN TO BE MOVED BY OTHERS
- ③ EXISTING SIGN TO REMAIN
- ④ EXISTING SIGN TO REMOVED BY OTHERS
-  EXISTING SIGN MOUNTED ON EXISTING POST
-  EXISTING SIGN MOUNTED ON LIGHT/UTILITY POLE

PAVEMENT MARKING LEGEND

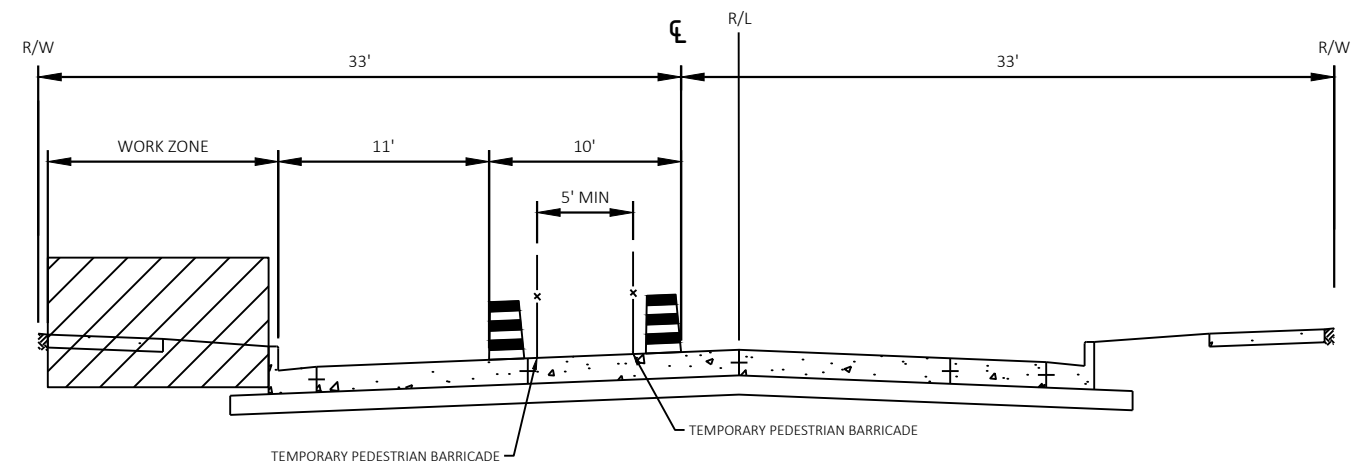
- DY MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- W4 MARKING LINE EPOXY 4-INCH (WHITE)
- WS4 MARKING LINE EPOXY 4-INCH (WHITE SKIP 12.5' SEG., 37.5' GAP)
- W8 MARKING LINE EPOXY 8-INCH (WHITE)
- WS8 MARKING LINE EPOXY 8-INCH (WHITE SKIP 3' SEG., 9' GAP)
- W12 MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- W24 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
- SL MARKING STOP LINE EPOXY 18-INCH
- CW MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
- AE MARKING ARROW EPOXY
- SE MARKING SYMBOL EPOXY
- MARKING REMOVAL

TRAFFIC CONTROL NOTES

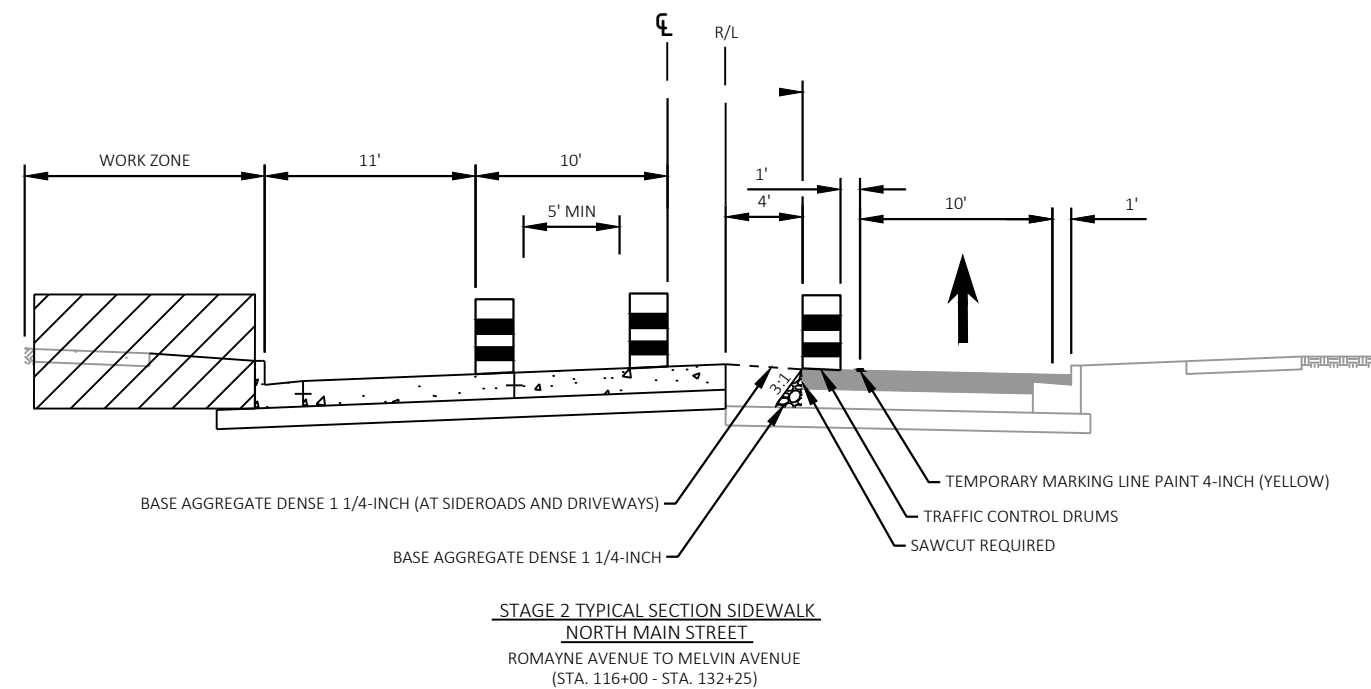
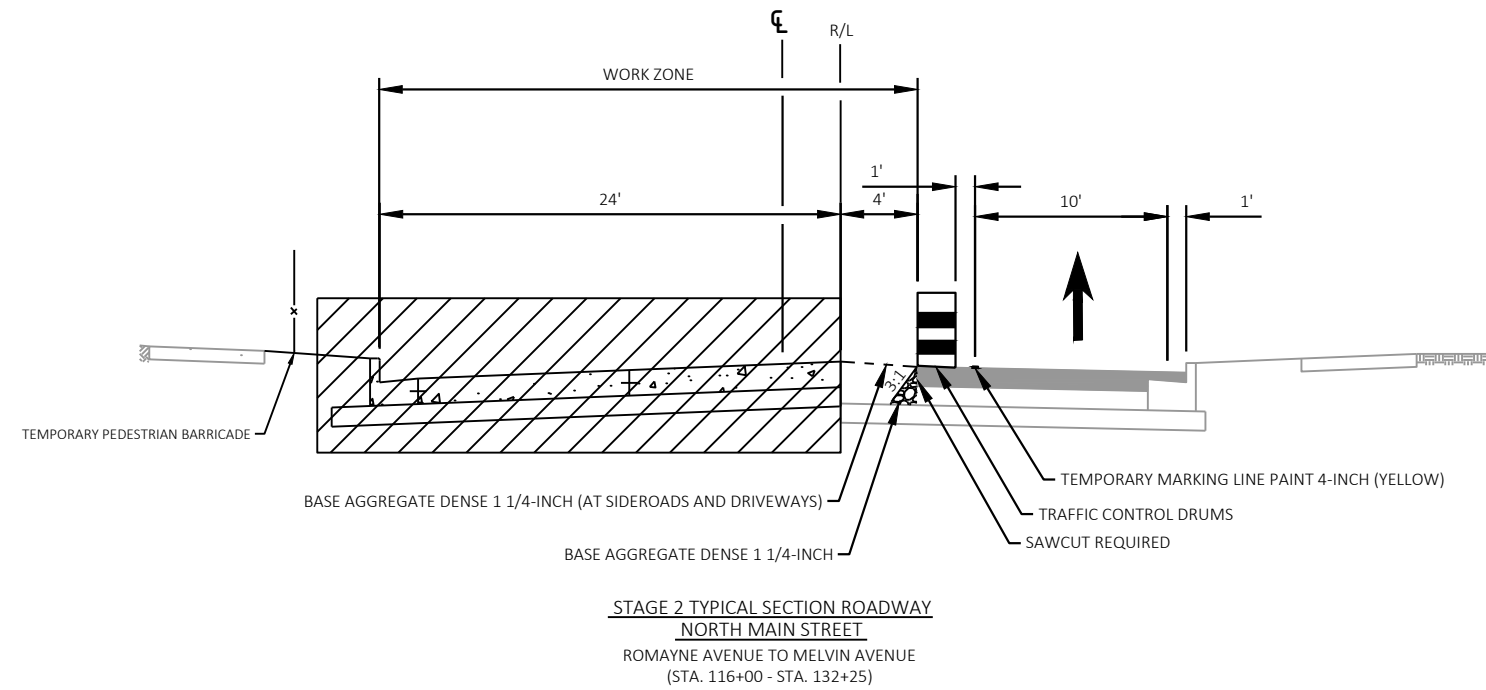
1. MAINTAIN ACCESS FOR EMERGENCY VEHICLES AND LOCAL TRAFFIC ON MAIN STREET AT ALL TIMES.
2. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL NECESSARY BARRICADES, SIGNS, DIRECTIONAL ARROWS, LIGHTS, TEMPORARY MARKINGS, FLAGMAN, AND SAFETY DEVICES AS CALLED FOR ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
3. DRAWINGS SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON CONTRACTOR'S METHOD OR SEQUENCES OF OPERATION.
4. ANY "STOP" SIGNS THAT ARE REMOVED FOR A CONSTRUCTION OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED.
5. BOTH STEADY BURN LIGHTS AND FLASHING LIGHTS SHALL BE ONE WAY WITH THE LIGHT SOURCE SHOWING TOWARDS ADJACENT APPROACHING TRAFFIC.

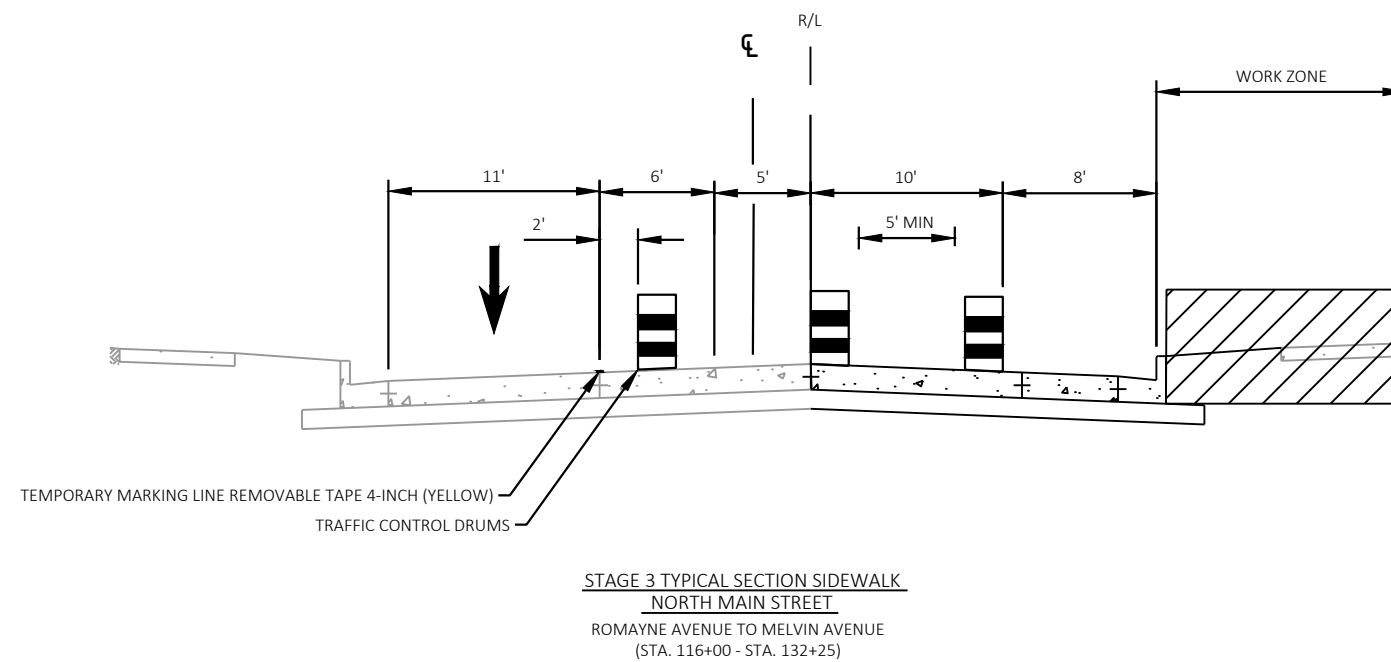
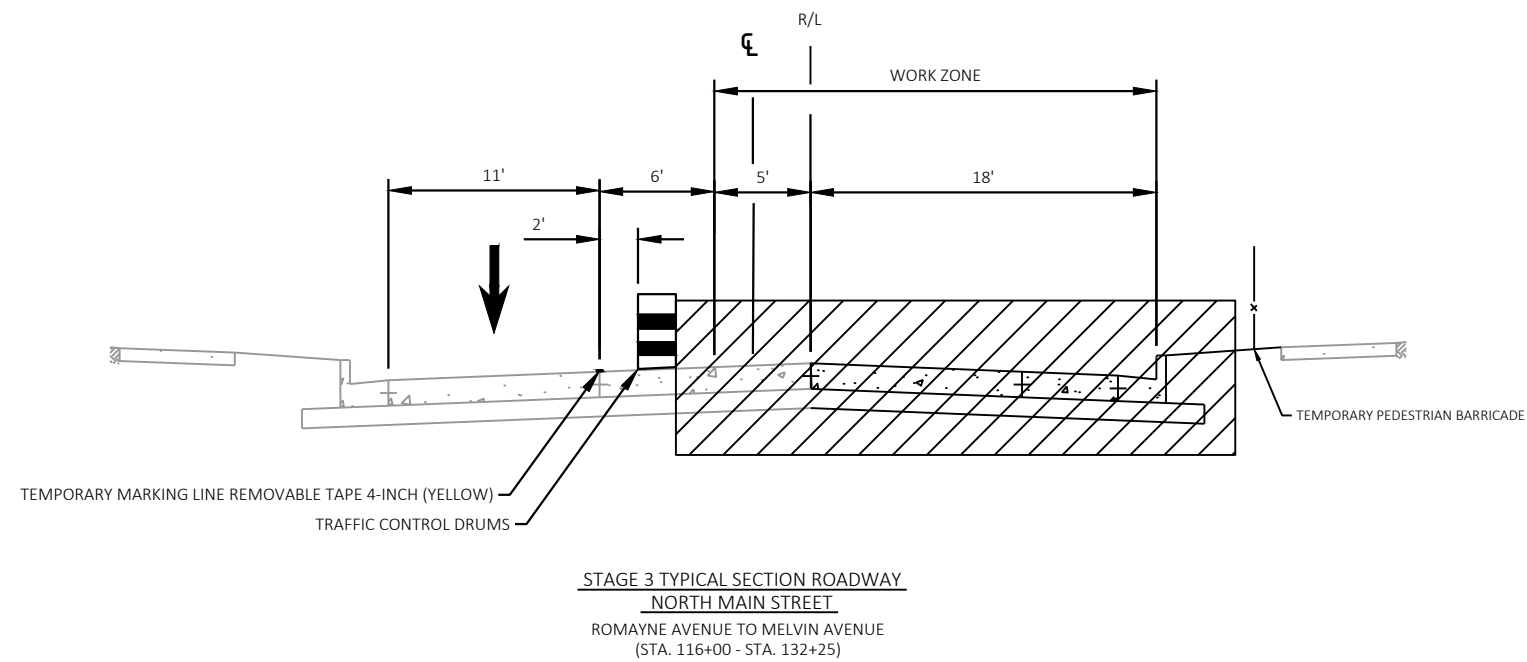


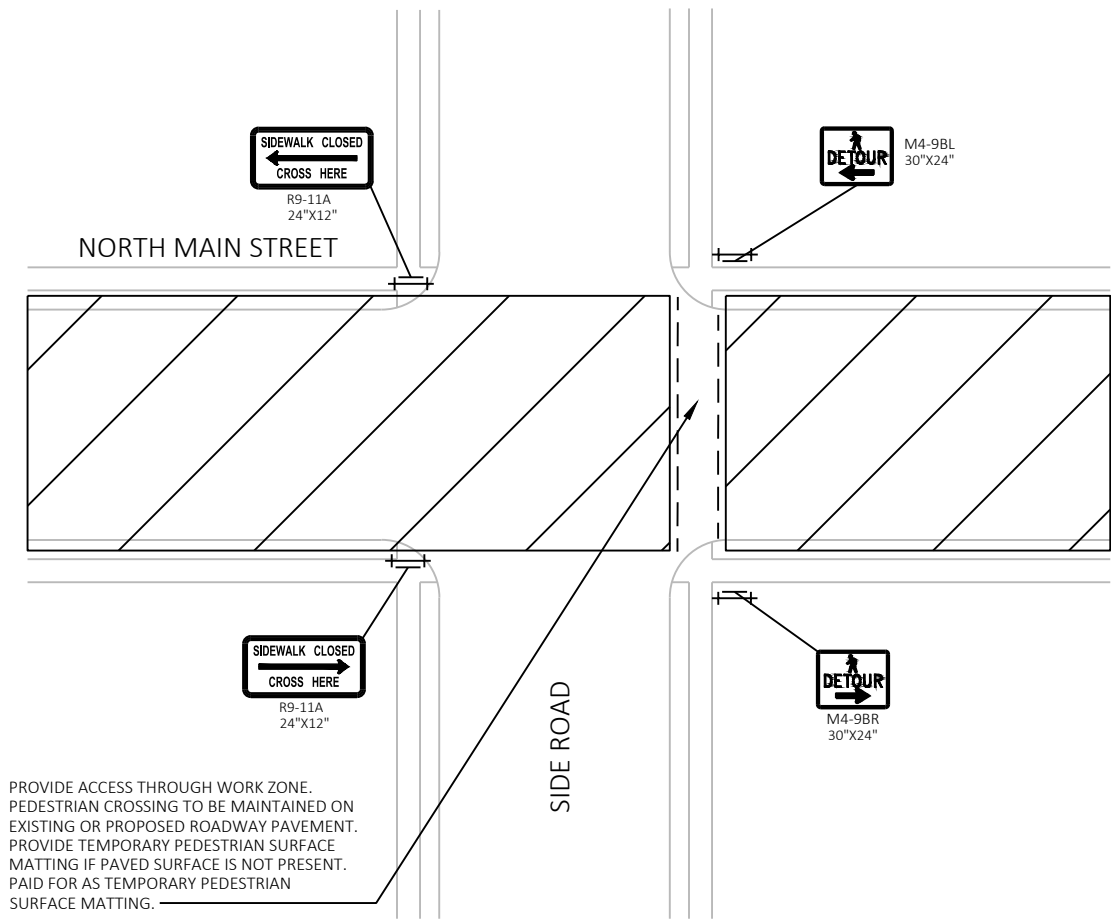
STAGING TYPICAL SECTION ROADWAY
NORTH MAIN STREET
(MAINTAIN PEDESTRIAN ACCESS ON EXISTING SIDEWALK)



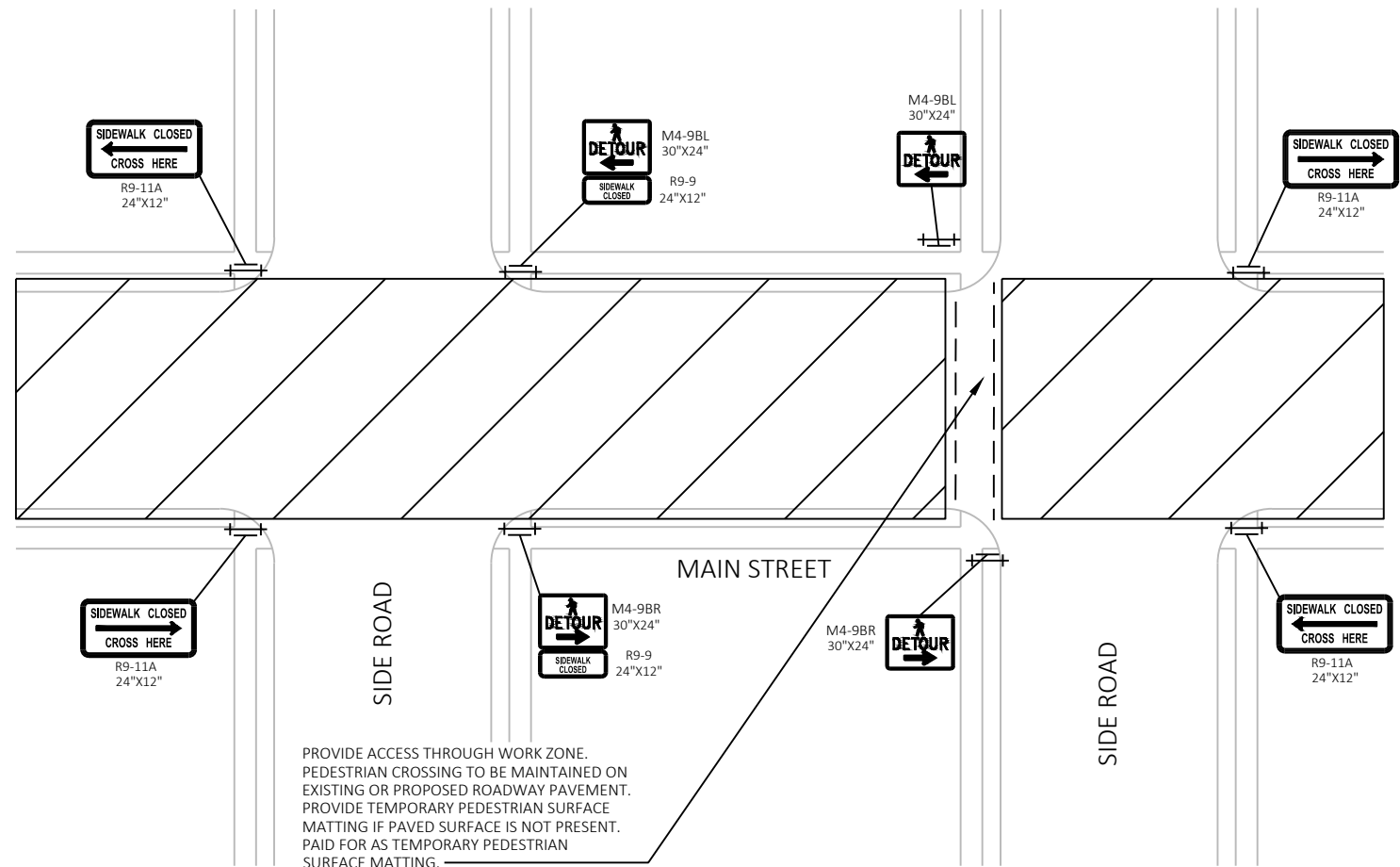
STAGING TYPICAL SECTION - SIDEWALK CLOSURE
NORTH MAIN STREET
(MAINTAIN PEDESTRIAN ACCESS IN DRIVING LANE)







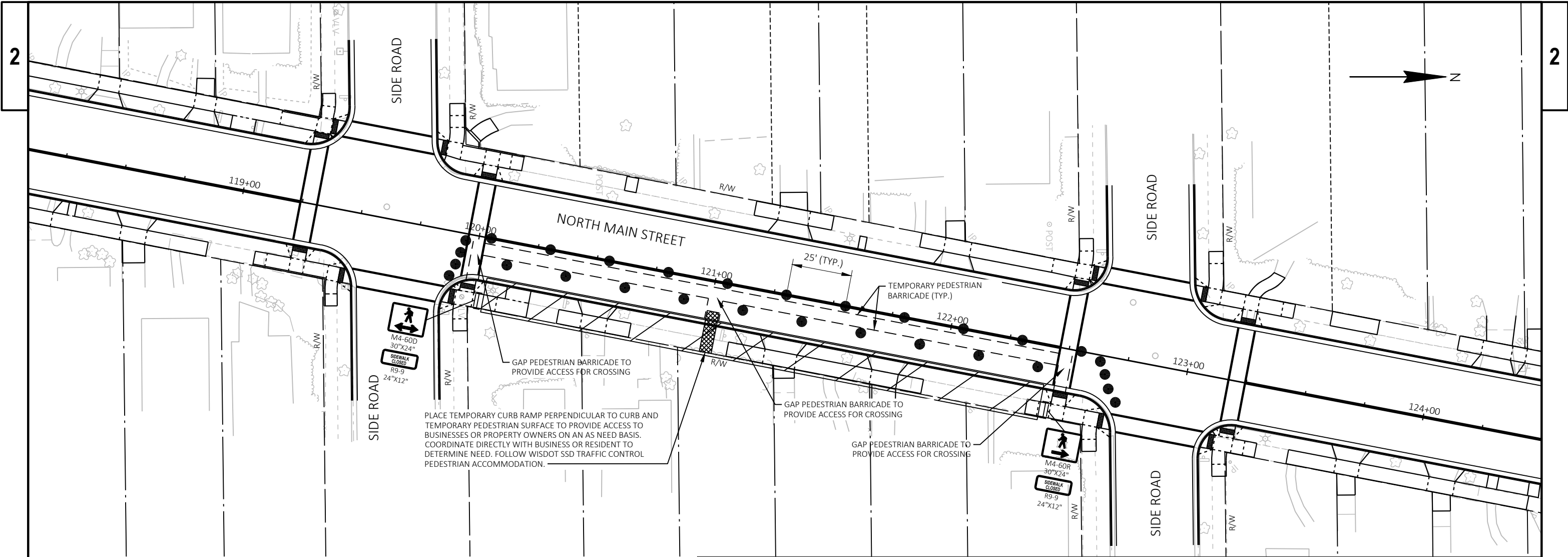
PARTIAL SIDEWALK CROSSING CLOSURE DETOUR
TYPICAL SIDEWALK CLOSURE WHEN ONLY
CLOSING ONE SIDE OF THE INTERSECTION



FULL SIDEWALK CROSSING CLOSURE DETOUR
TYPICAL SIDEWALK CLOSURE WHEN COMPLETELY
CLOSING ONE SIDE OF THE ROADS

PEDESTRIAN ACCOMMODATION NOTES

1. MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES BY ONLY CLOSING ONE SIDE OF THE INTERSECTION AT A TIME OR BY DETOURING PEDESTRIANS TO NEXT SIDE STREET. DO NOT CLOSE CROSSING AT TWO ADJACENT SIDE ROADS AT THE SAME TIME.
2. SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL INFORMATION.

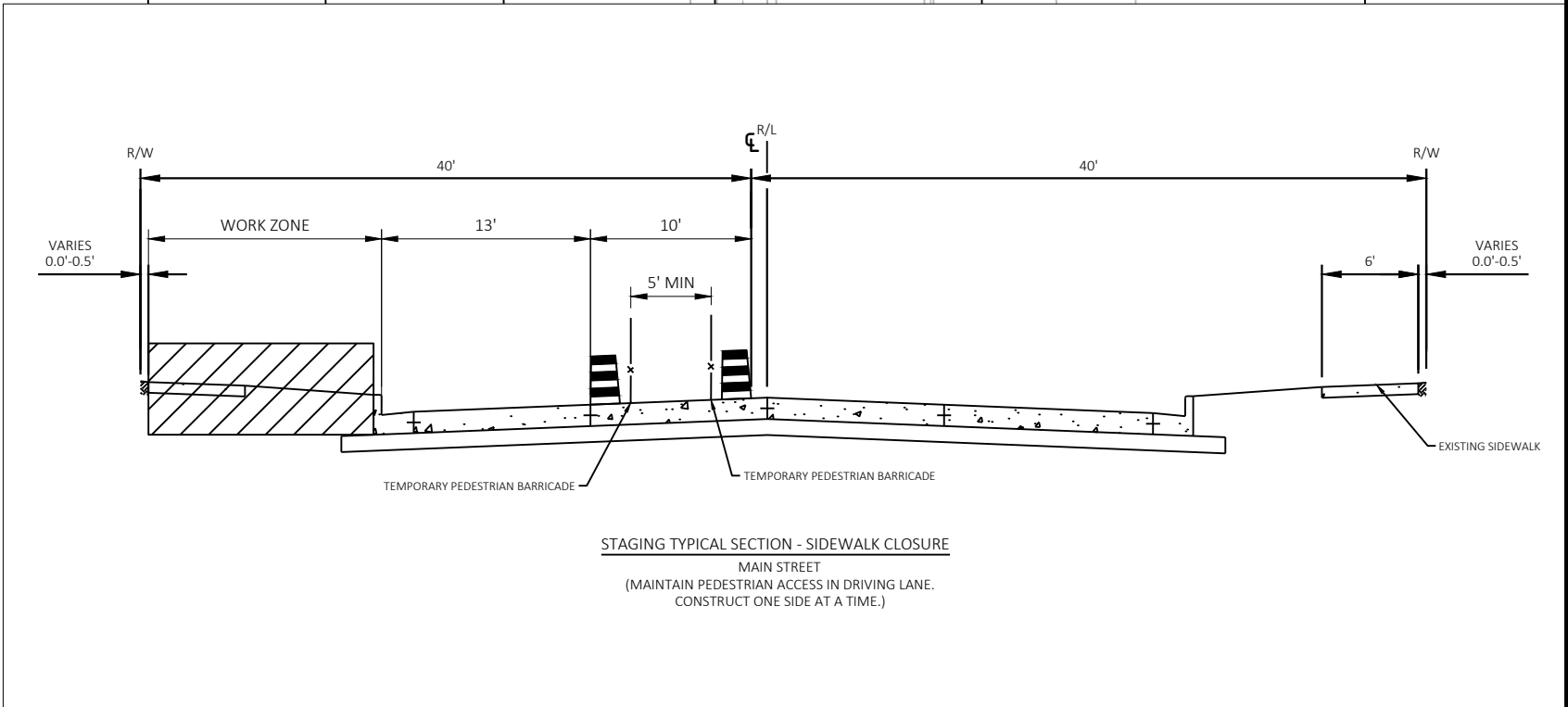


LEGEND

-  TEMPORARY PEDESTRIAN SURFACE MATTING
-  WORK ZONE
-  TEMPORARY PEDESTRIAN BARRICADE
-  TRAFFIC CONTROL DRUMS
-  TYPE III BARRICADE WITH ATTACHED SIGN.

PEDESTRIAN ACCOMMODATION NOTES

- SIDEWALK CONSTRUCTION - COORDINATE WITH PROPERTY OWNERS ON SCHEDULE: MAINTAIN SIDEWALK ACCESS ALONG NORTH MAIN STREET WHILE ROADWAY IS BEING CONSTRUCTED. ONCE ROADWAY IS COMPLETED, RECONSTRUCT THE SIDEWALKS BY DETOURING PEDESTRIANS TO THE FINISHED DRIVING LANE. PROVIDE TEMPORARY CURB RAMP AND TEMPORARY PEDESTRIAN SURFACE PAST THE WORK ZONE.
- SIDEWALK TO BE CONSTRUCTED WHILE ROAD REMAINS CLOSED TO TRAFFIC. CONSTRUCT SIDEWALK ONE BLOCK AND ONE SIDE OF THE STREET AT A TIME.
- MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES BY ONLY CLOSING ONE SIDE OF THE INTERSECTION AT A TIME R BY DETOUR PEDESTRIANS TO NEXT SIDE STREET. DO NOT CLOSE TWO ADJACENT SIDE ROAD PEDESTRIAN CROSSING AT THE SAME TIME.
- SEE WISDOT SSD "TRAFFIC CONTROL PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DETAILS.



PROJECT NO: 2703-09-71

HWY: LOCAL STREET

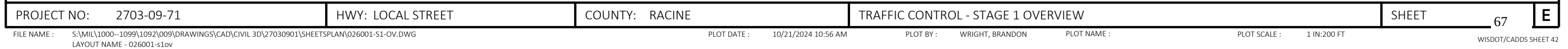
COUNTY: RACINE

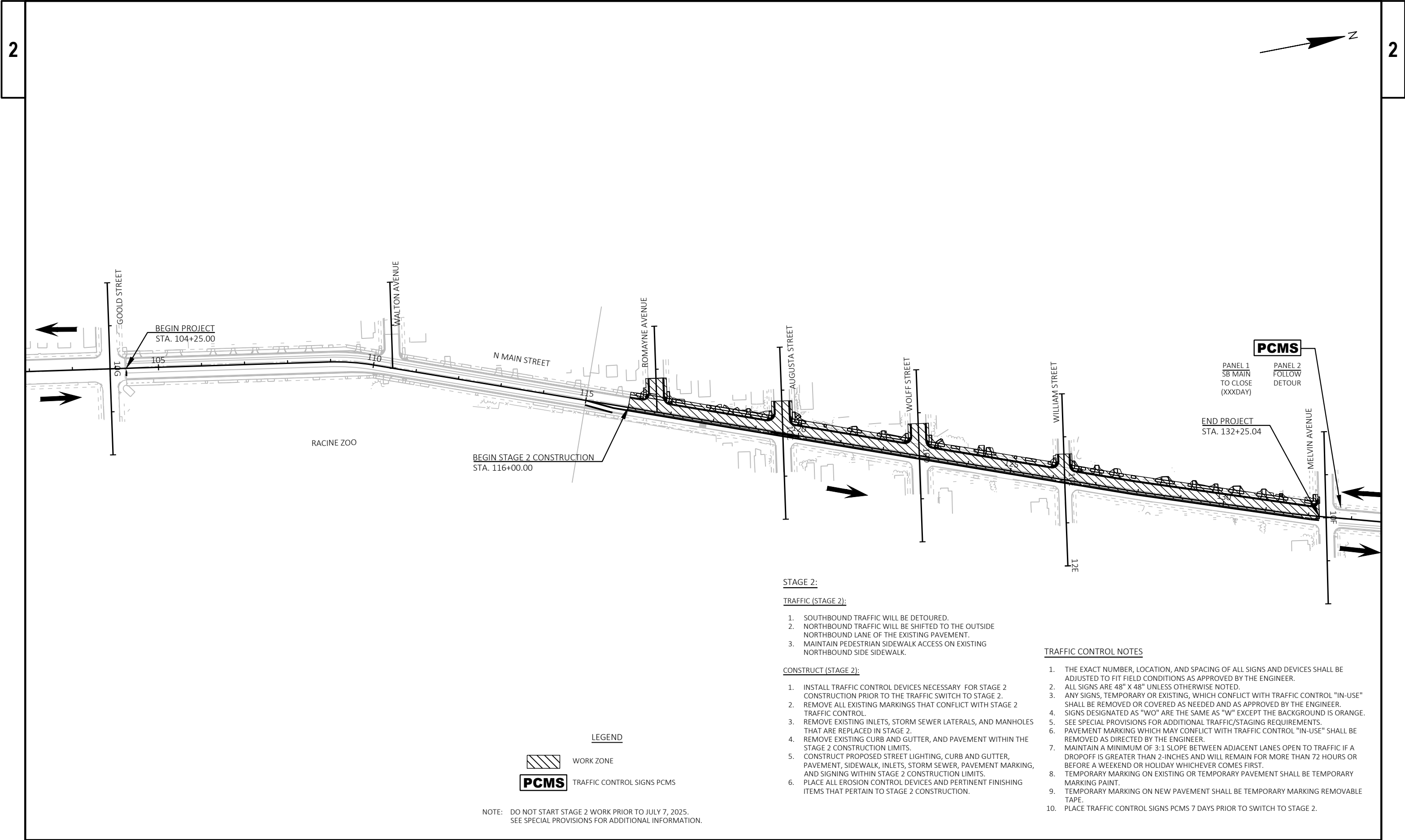
TRAFFIC CONTROL: SIDEWALK CLOSURE CONSTRUCTION DETAIL

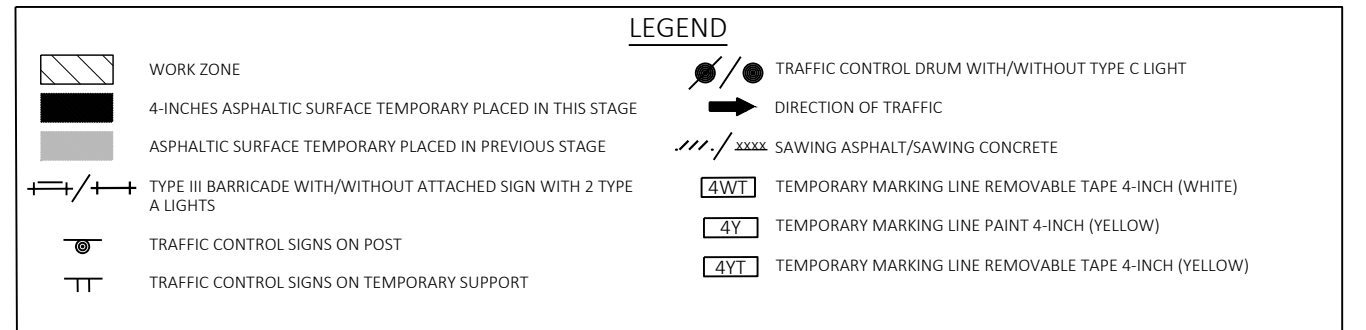
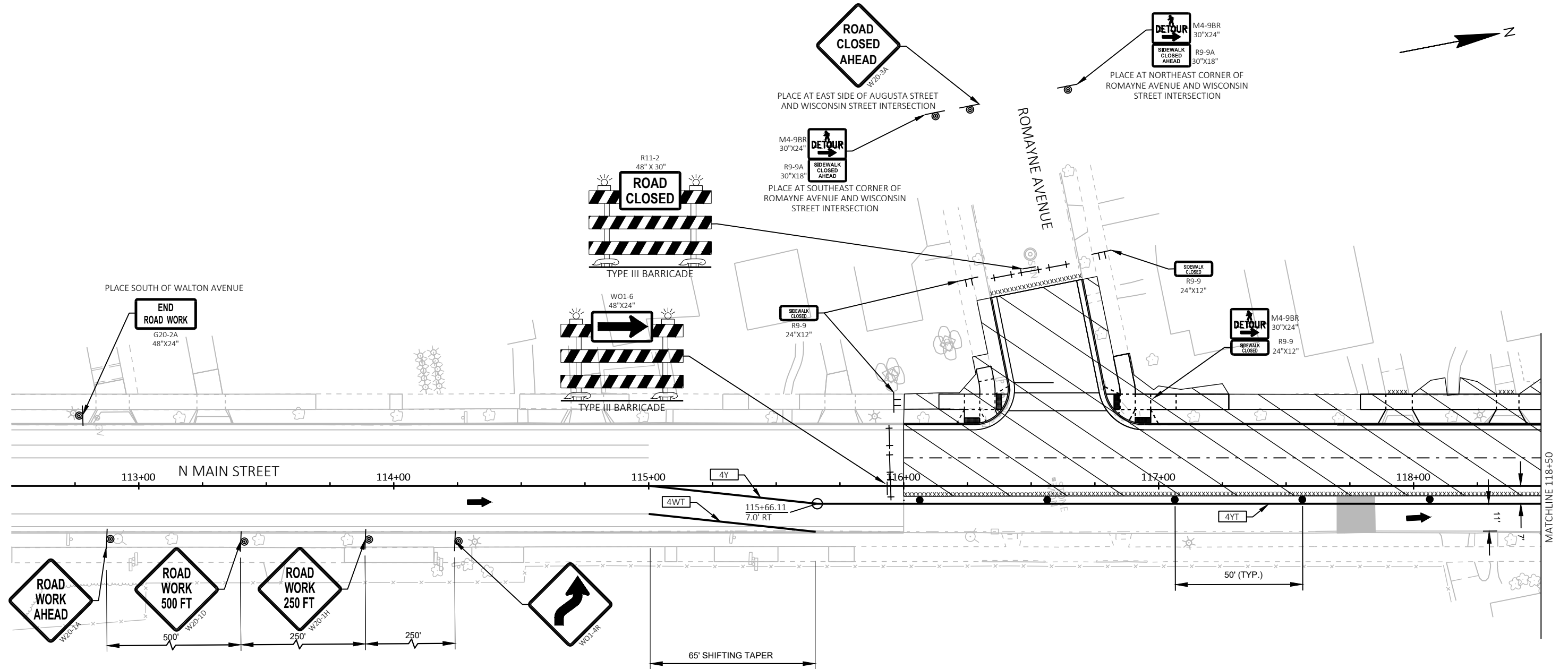
SHEET

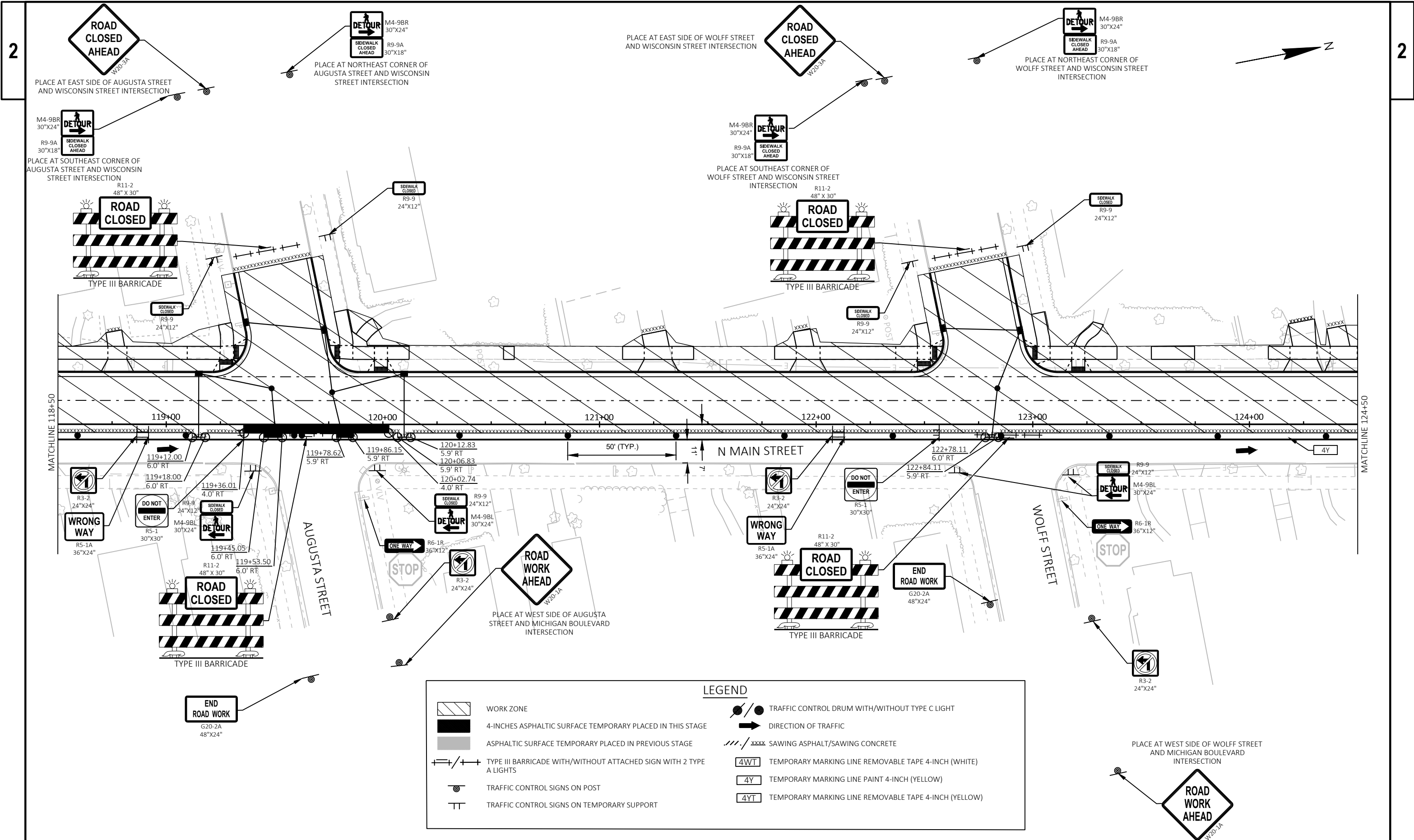
66

E









WORK ZONE

4-INCHES ASPHALTIC SURFACE TEMPORARY PLACED IN THIS STAGE

ASPHALTIC SURFACE TEMPORARY PLACED IN PREVIOUS STAGE

TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN WITH 2 TYPE A LIGHTS

TRAFFIC CONTROL SIGNS ON POST

TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT

●/●

TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT

➔

DIRECTION OF TRAFFIC

///. / xxxx

SAWING ASPHALT/SAWING CONCRETE

4WT

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)

4Y

TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)

4YT

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)

PROJECT NO: 2703-09-71

HWY: LOCAL STREET

COUNTY: RACINE

TRAFFIC CONTROL - STAGE 2

SHEET 70

E

FILE NAME : S:\MIL\1000-1099\1092\009\DRAWINGS\CAD\CIVIL 3D\27030901\SHEETSPLAN\026001-S2.DWG
LAYOUT NAME - 026002_s2

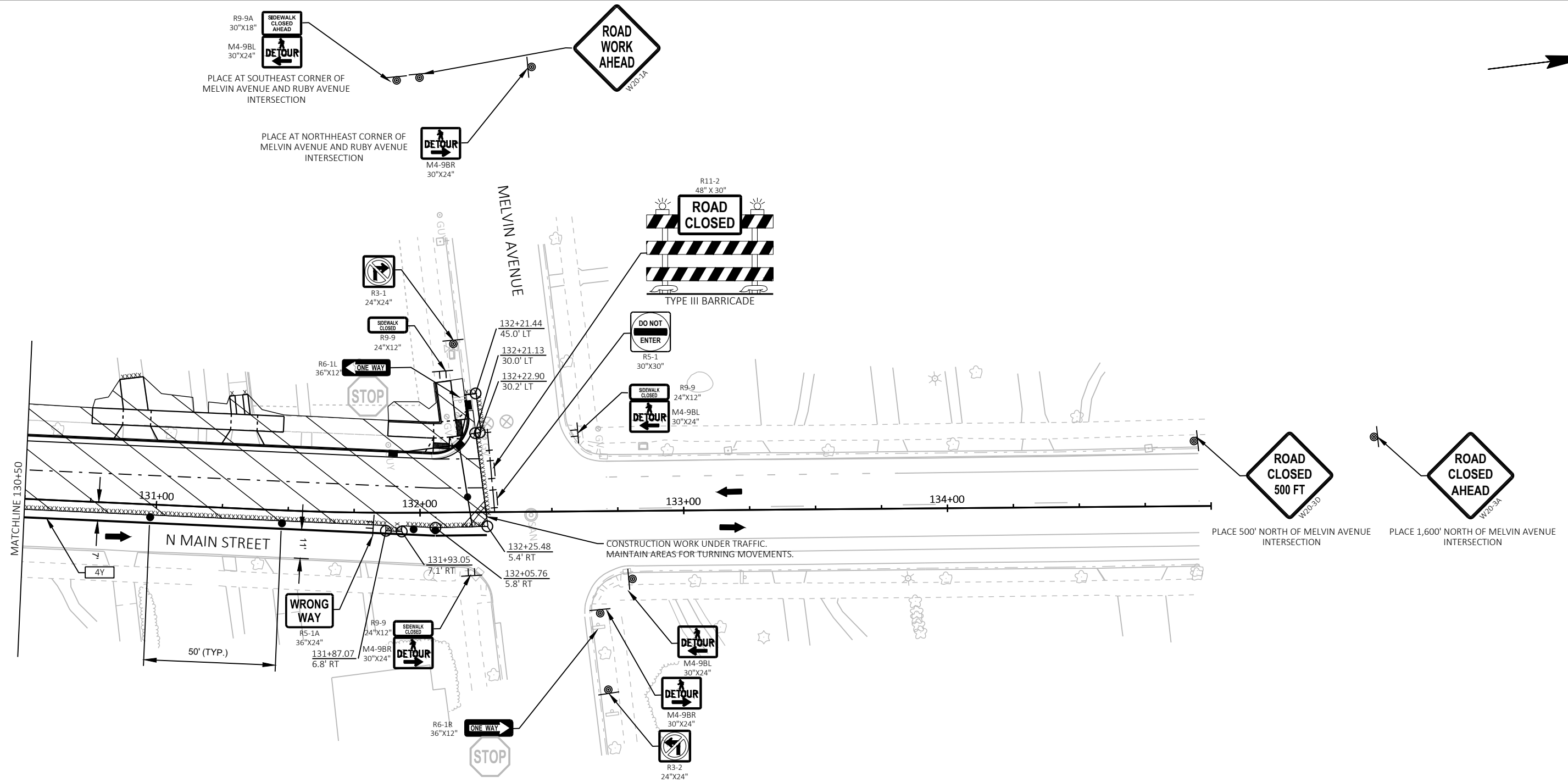
PLOT DATE : 4/26/2024 8:25 AM

PLOT BY : SADOWSKI, ZACH

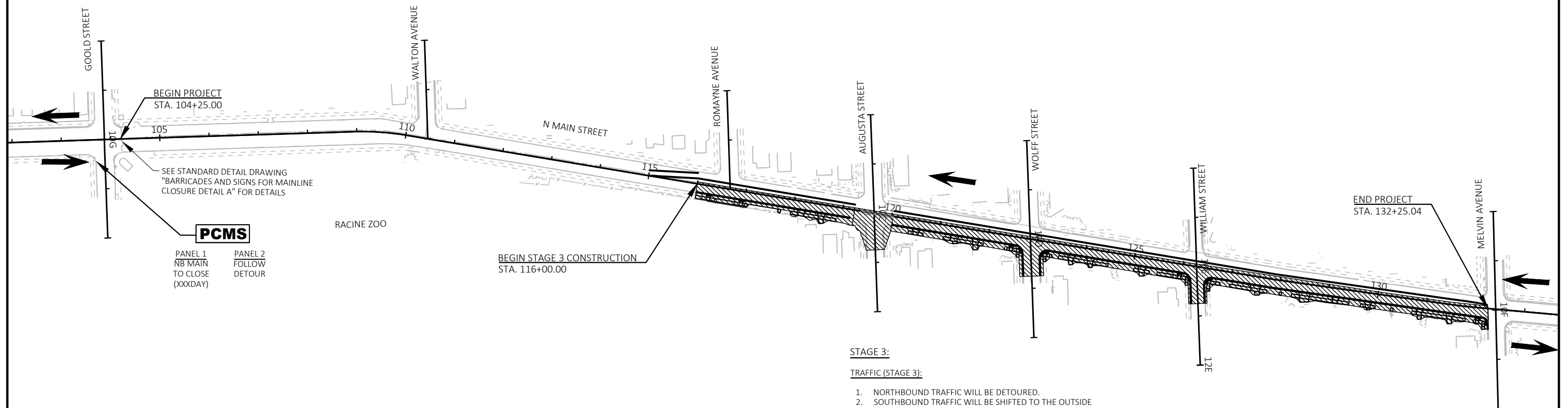
PLOT NAME :

PLOT SCALE : 1 IN=40 FT

WISDOT/CADDs SHEET 42



LEGEND	
	WORK ZONE
	4-INCHES ASPHALTIC SURFACE TEMPORARY PLACED IN THIS STAGE
	ASPHALTIC SURFACE TEMPORARY PLACED IN PREVIOUS STAGE
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN WITH 2 TYPE A LIGHTS
	TRAFFIC CONTROL SIGNS ON POST
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT
	TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT
	DIRECTION OF TRAFFIC
	SAWING ASPHALT/SAWING CONCRETE
	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)

**STAGE 3:****TRAFFIC (STAGE 3):**

1. NORTHBOUND TRAFFIC WILL BE DETOURED.
2. SOUTHBOUND TRAFFIC WILL BE SHIFTED TO THE OUTSIDE SOUTHBOUND PARKING LANE OF THE NEWLY CONSTRUCTED PAVEMENT.
3. MAINTAIN PEDESTRIAN SIDEWALK ACCESS ON SOUTHBOUND SIDE SIDEWALK.

BI-DIRECTIONAL TRAFFIC AND PEDESTRIAN ACCESS ON AUGUSTA STREET MUST BE MAINTAINED UNTIL WOLFF STREET AND WILLIAM STREET ARE CONSTRUCTED.

CONSTRUCT (STAGE 3):

1. INSTALL TRAFFIC CONTROL DEVICES NECESSARY FOR STAGE 3 CONSTRUCTION PRIOR TO THE TRAFFIC SWITCH TO STAGE 3.
2. REMOVE ALL EXISTING MARKINGS THAT CONFLICT WITH STAGE 3 TRAFFIC CONTROL.
3. REMOVE EXISTING INLETS, STORM SEWER LATERALS, AND MANHOLES THAT ARE REPLACED IN STAGE 3.
4. REMOVE EXISTING CURB AND GUTTER, AND PAVEMENT WITHIN THE STAGE 3 CONSTRUCTION LIMITS.
5. CONSTRUCT PROPOSED STREET LIGHTING, CURB AND GUTTER, PAVEMENT, SIDEWALK, INLETS, AND STORM SEWER, PAVEMENT MARKING, AND SIGNING WITHIN STAGE 3 CONSTRUCTION LIMITS.
6. PLACE ALL EROSION CONTROL DEVICES AND PERTINENT FINISHING ITEMS THAT PERTAIN TO STAGE 3 CONSTRUCTION.

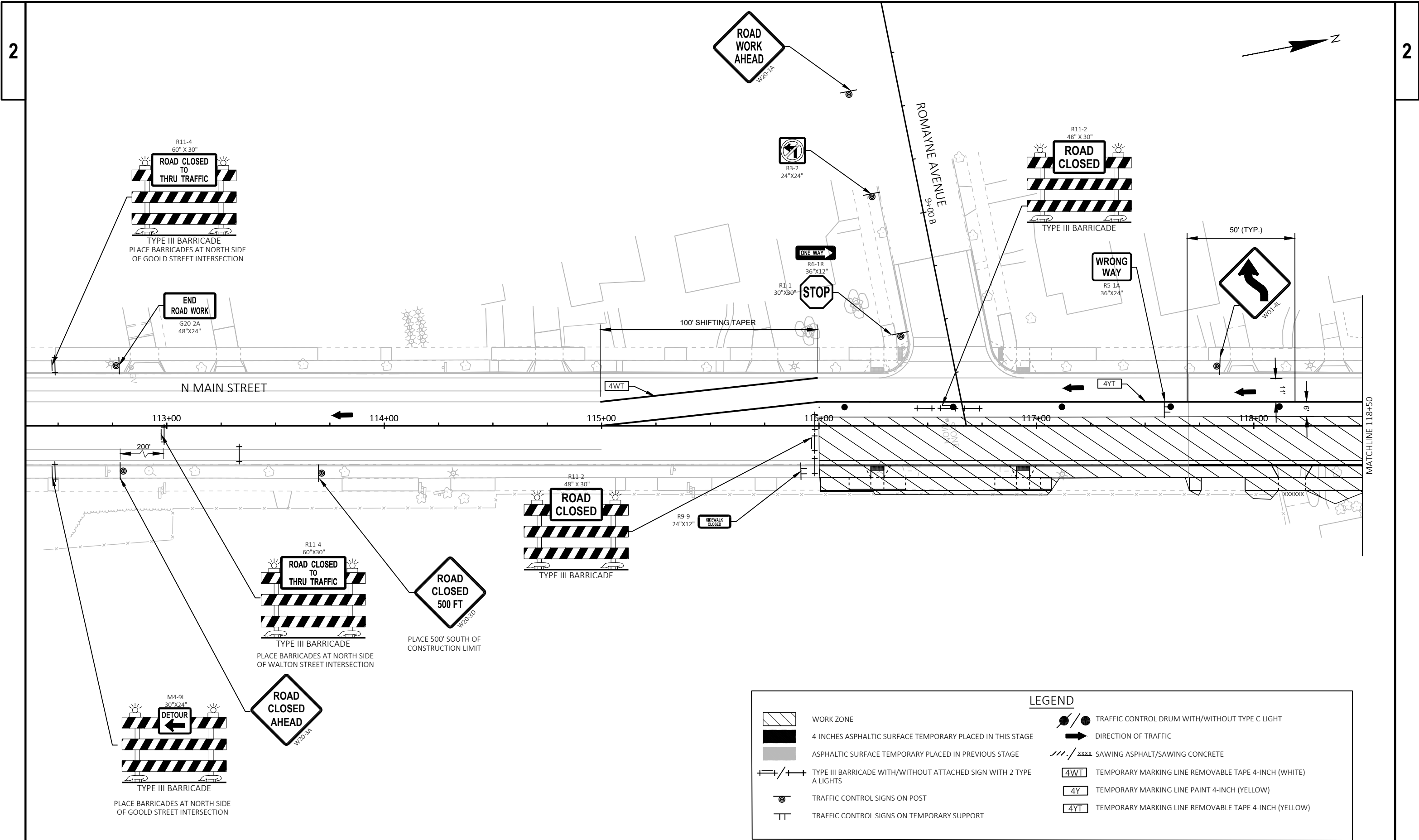
TRAFFIC CONTROL NOTES

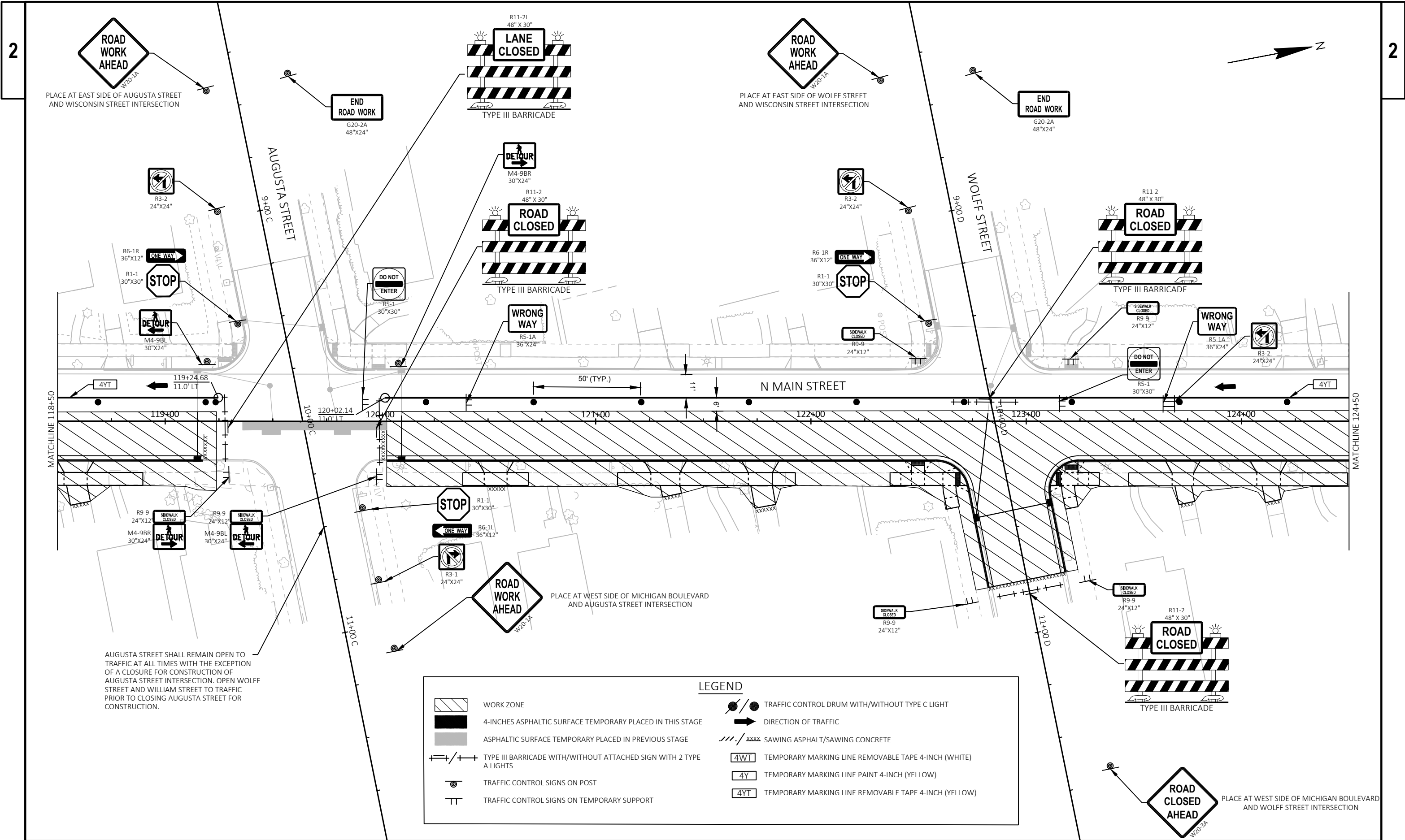
1. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
2. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
3. ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
4. SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
5. SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
6. PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
7. MAINTAIN A MINIMUM OF 3:1 SLOPE BETWEEN ADJACENT LANES OPEN TO TRAFFIC IF A DROPOFF IS GREATER THAN 2-INCHES AND WILL REMAIN FOR MORE THAN 72 HOURS OR BEFORE A WEEKEND OR HOLIDAY WHICHEVER COMES FIRST.
8. TEMPORARY MARKING ON EXISTING OR TEMPORARY PAVEMENT SHALL BE TEMPORARY MARKING PAINT.
9. TEMPORARY MARKING ON NEW PAVEMENT SHALL BE TEMPORARY MARKING REMOVABLE TAPE.
10. PLACE TRAFFIC CONTROL SIGNS PCMS 7 DAYS PRIOR TO SWITCH TO STAGE 3.

LEGEND

WORK ZONE

TRAFFIC CONTROL SIGNS PCMS





PROJECT NO: 2703-09-71

HWY: LOCAL STREET

COUNTY: RACINE

TRAFFIC CONTROL - STAGE 3

SHEET

75

E

FILE NAME : S:\MIL\1000-1099\1092\009\DRAWINGS\CAD\CIVIL 3D\27030901\SHEETSPLAN\026002-S3.DWG
LAYOUT NAME - 026002_s3

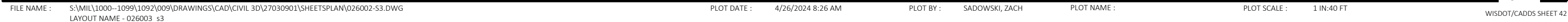
PLOT DATE : 4/26/2024 8:26 AM

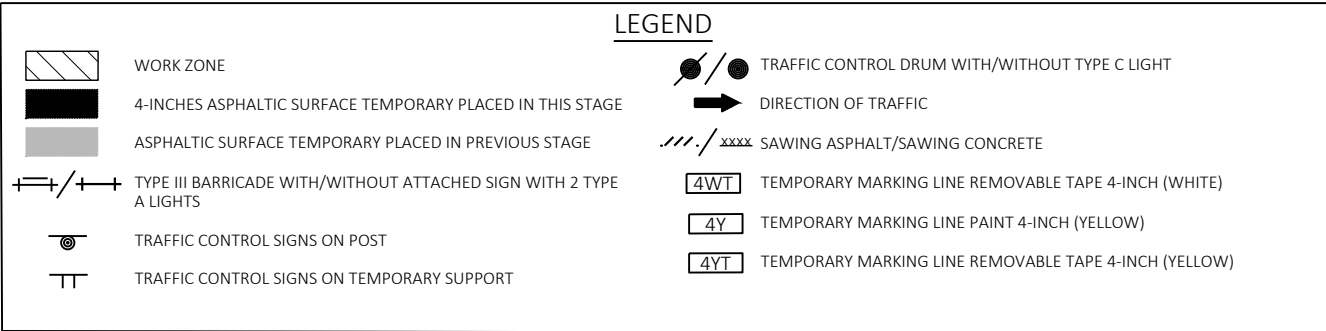
PLOT BY : SADOWSKI, ZACH

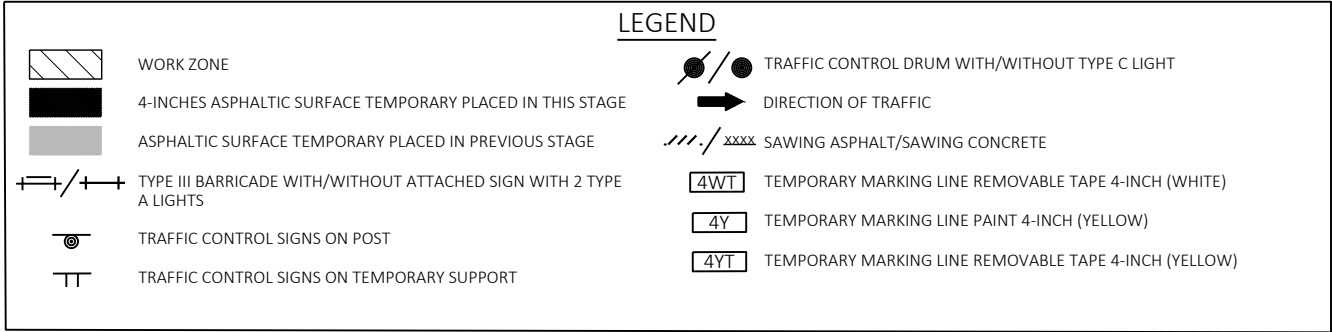
PLOT NAME :

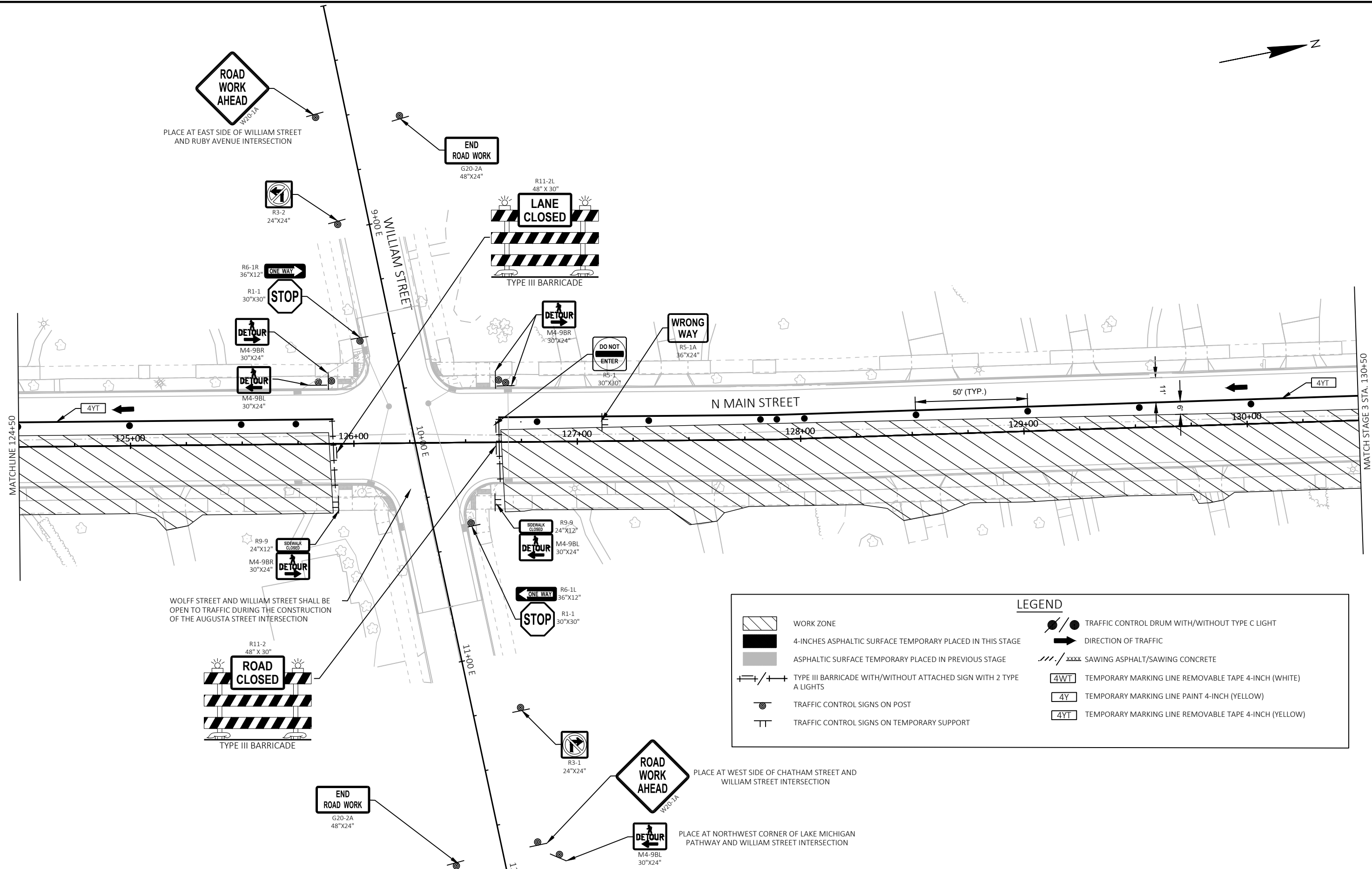
PLOT SCALE : 1 IN=40 FT

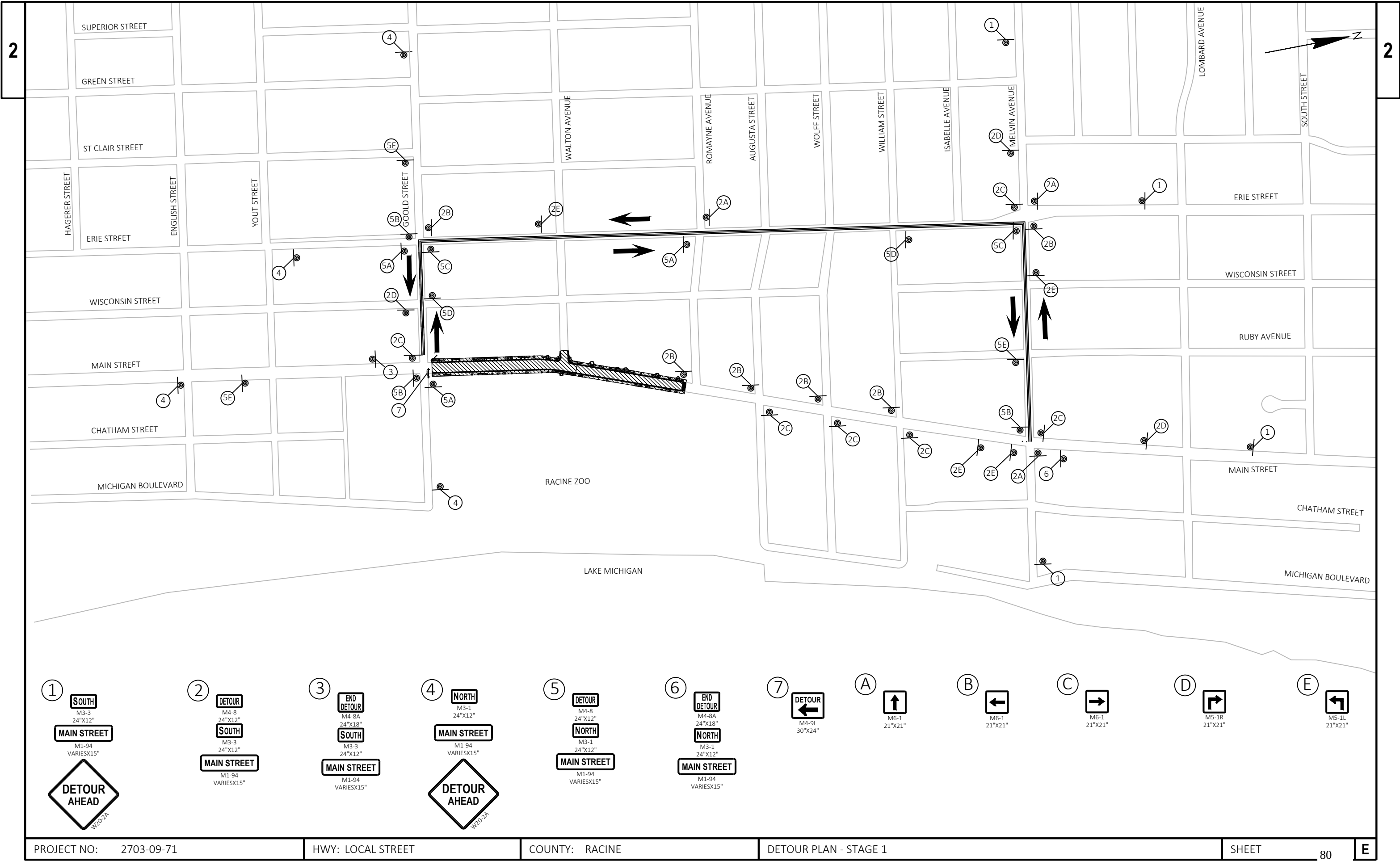
WISDOT/CADDs SHEET 42

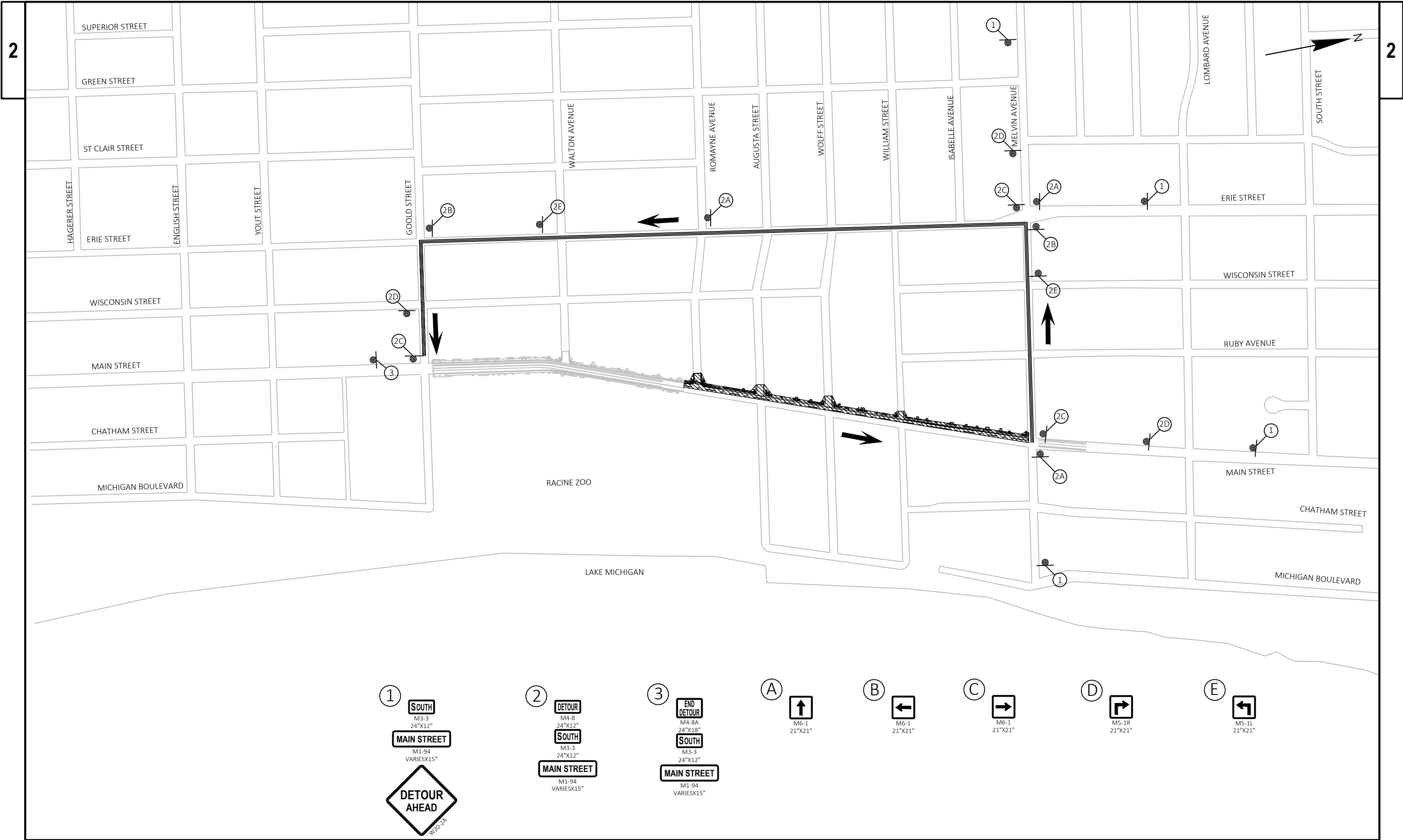


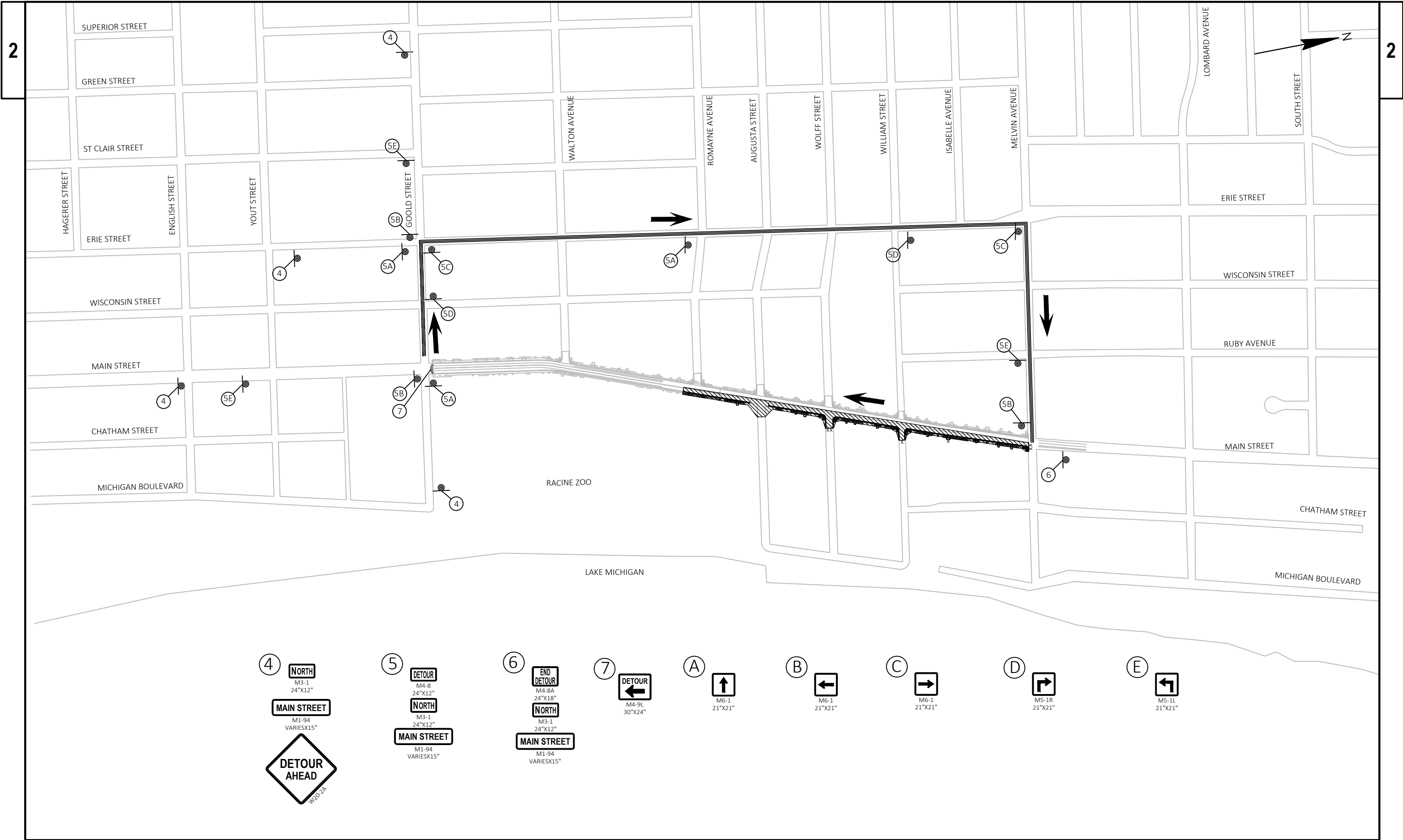


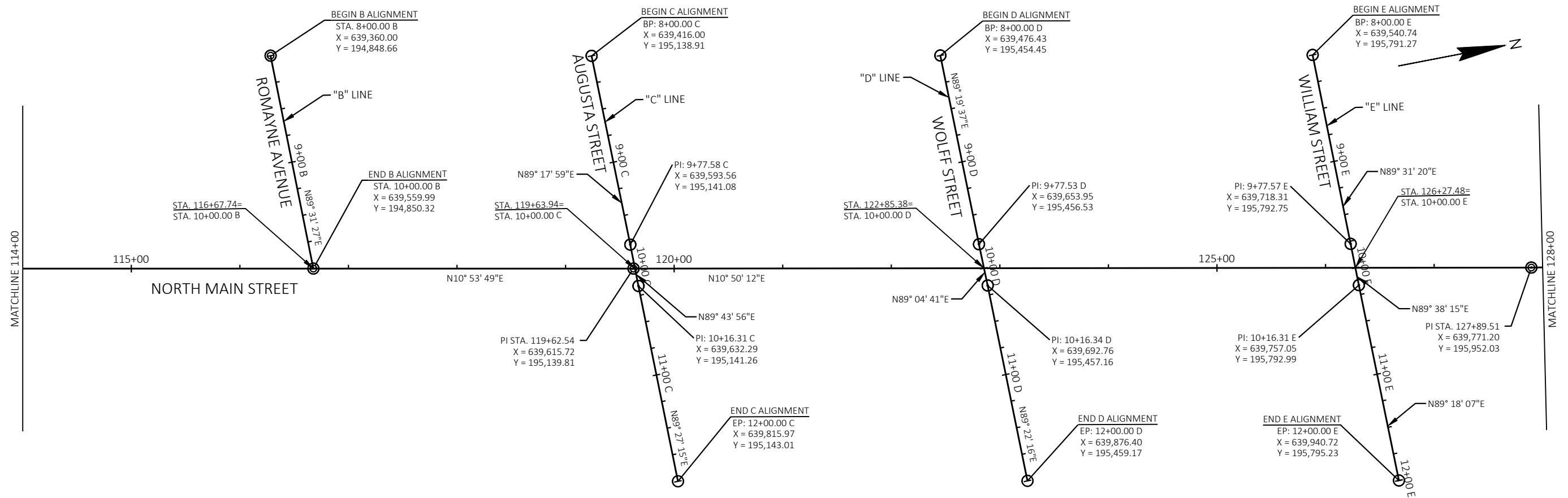
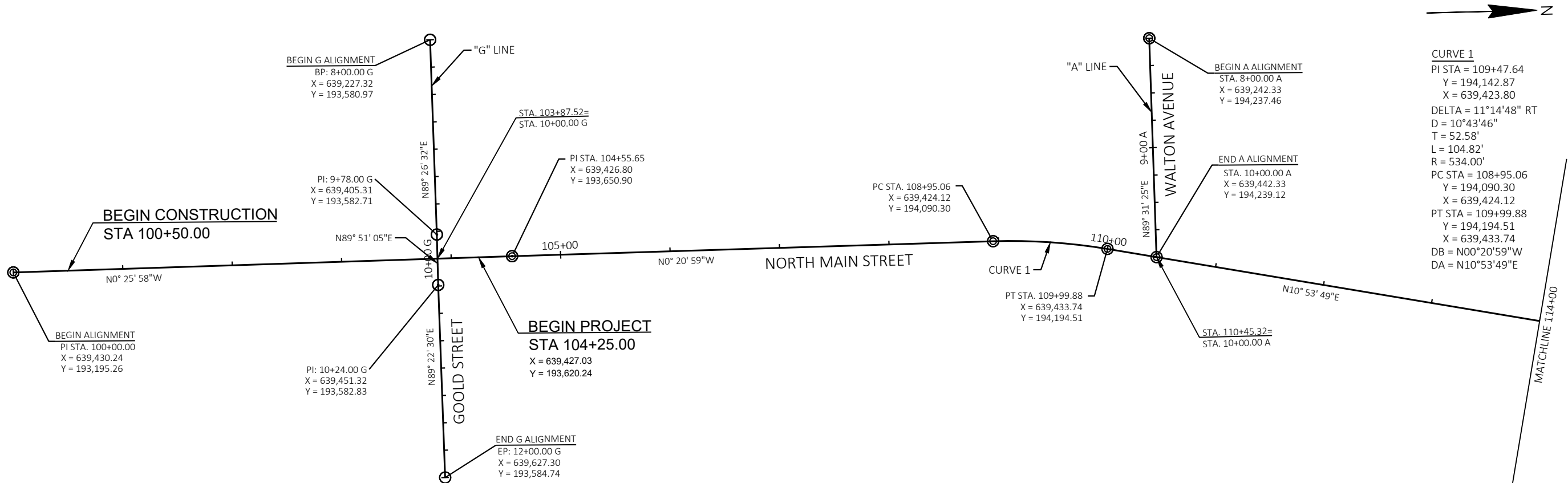












2

CP 35
 1/2" REBAR
 STA. 103+67.10, 43.99' RT
 N: 193562.68
 E: 639471.45
 EL: 621.19

BM 1

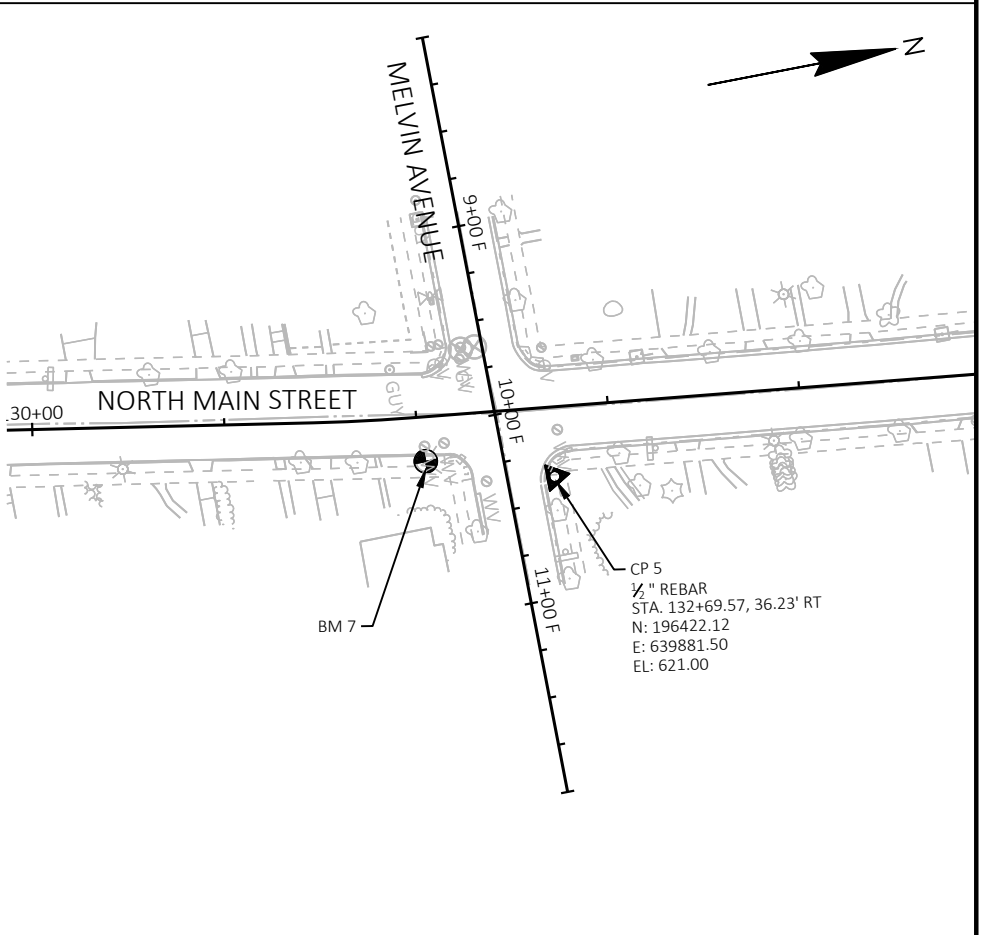
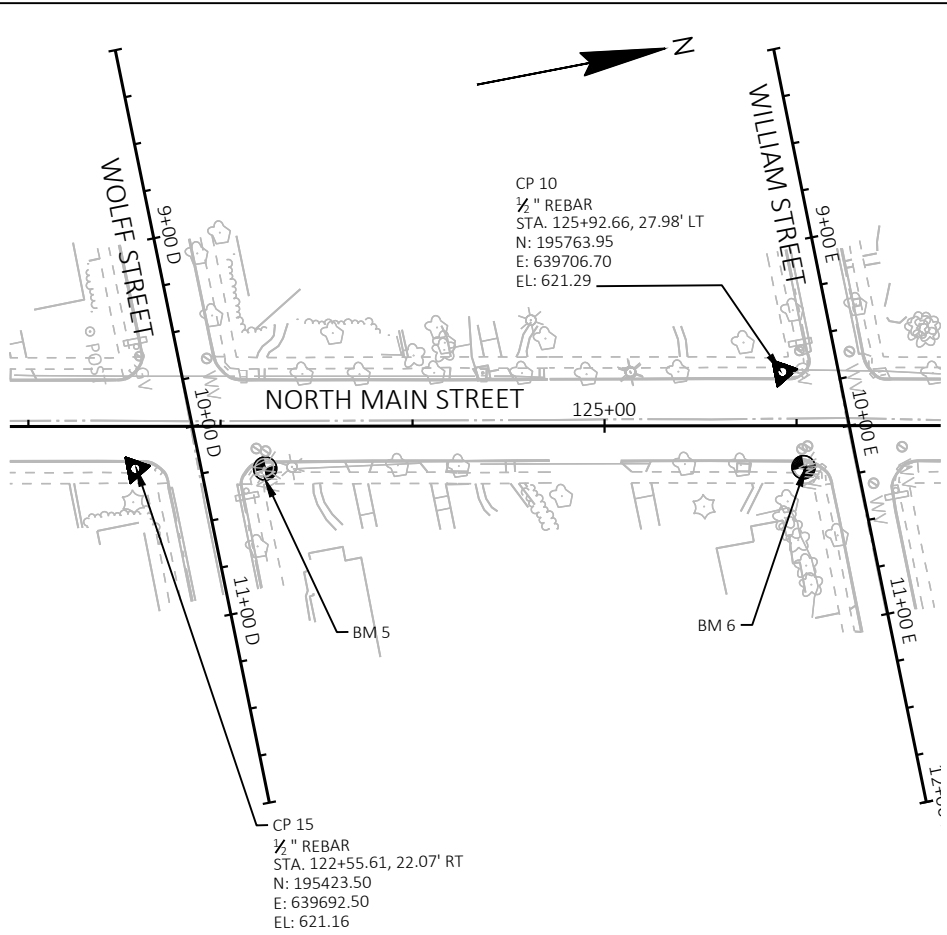
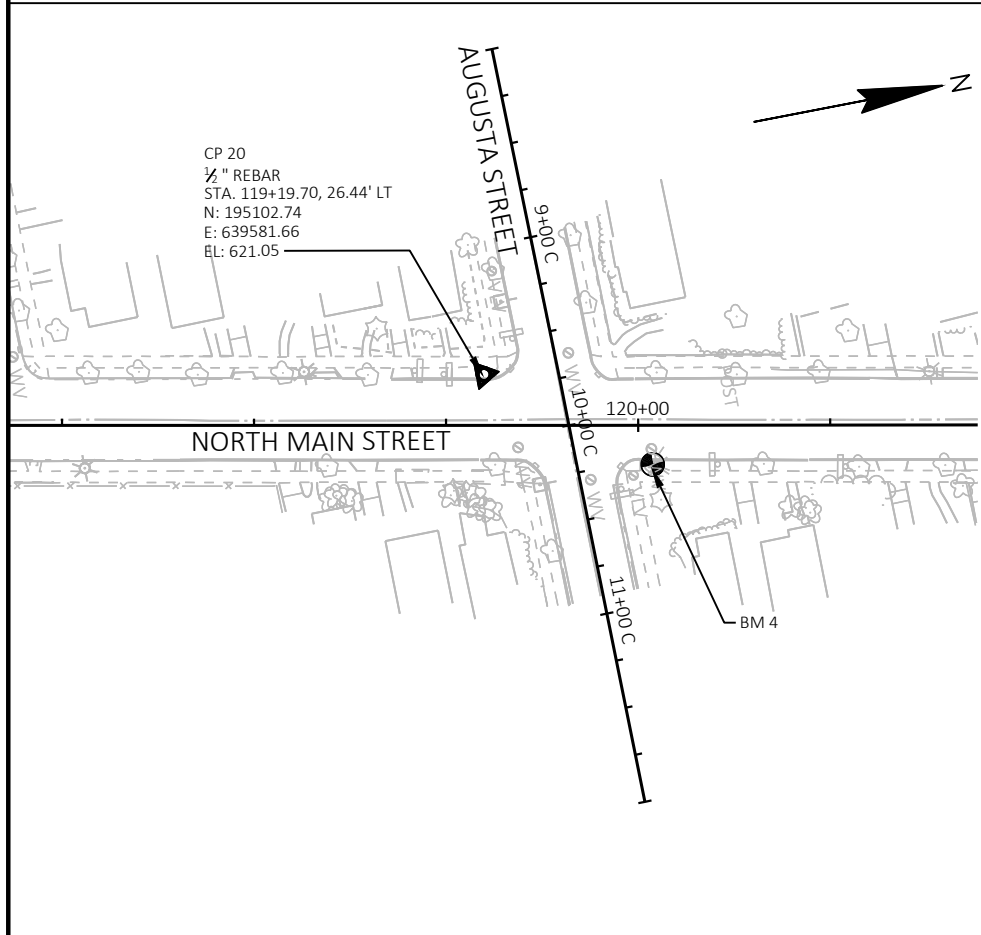
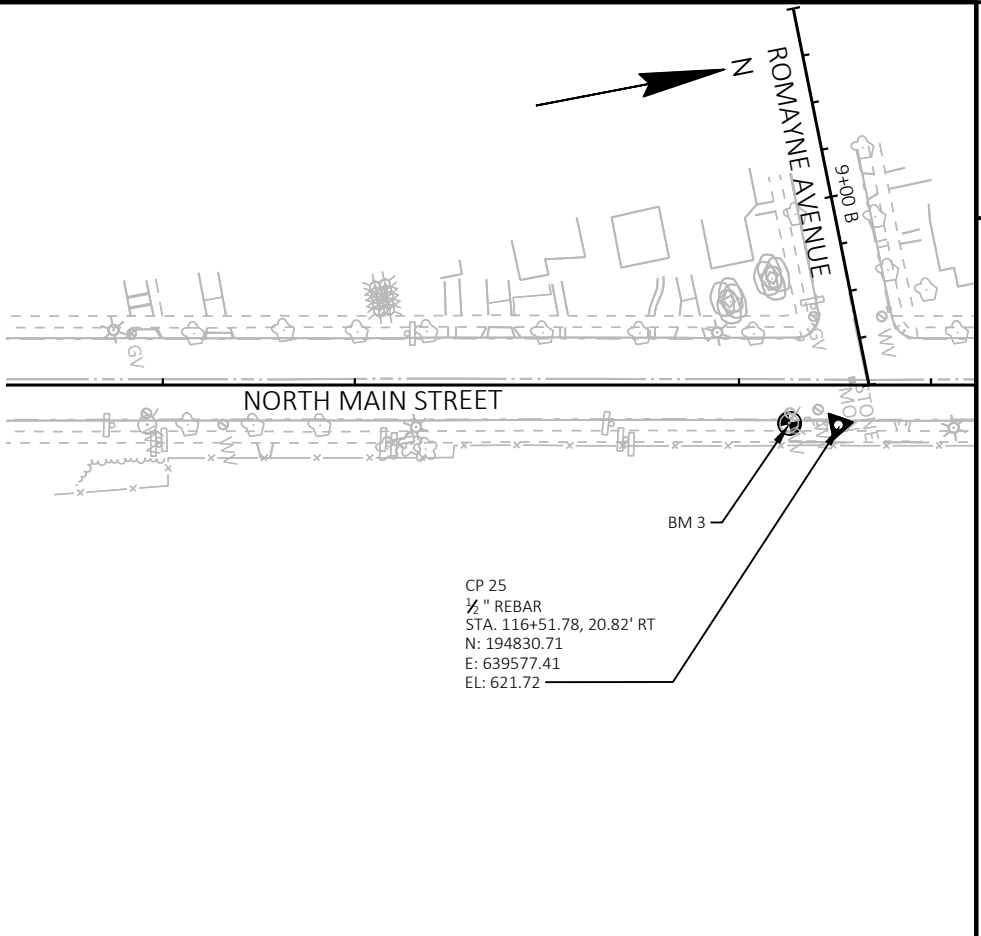
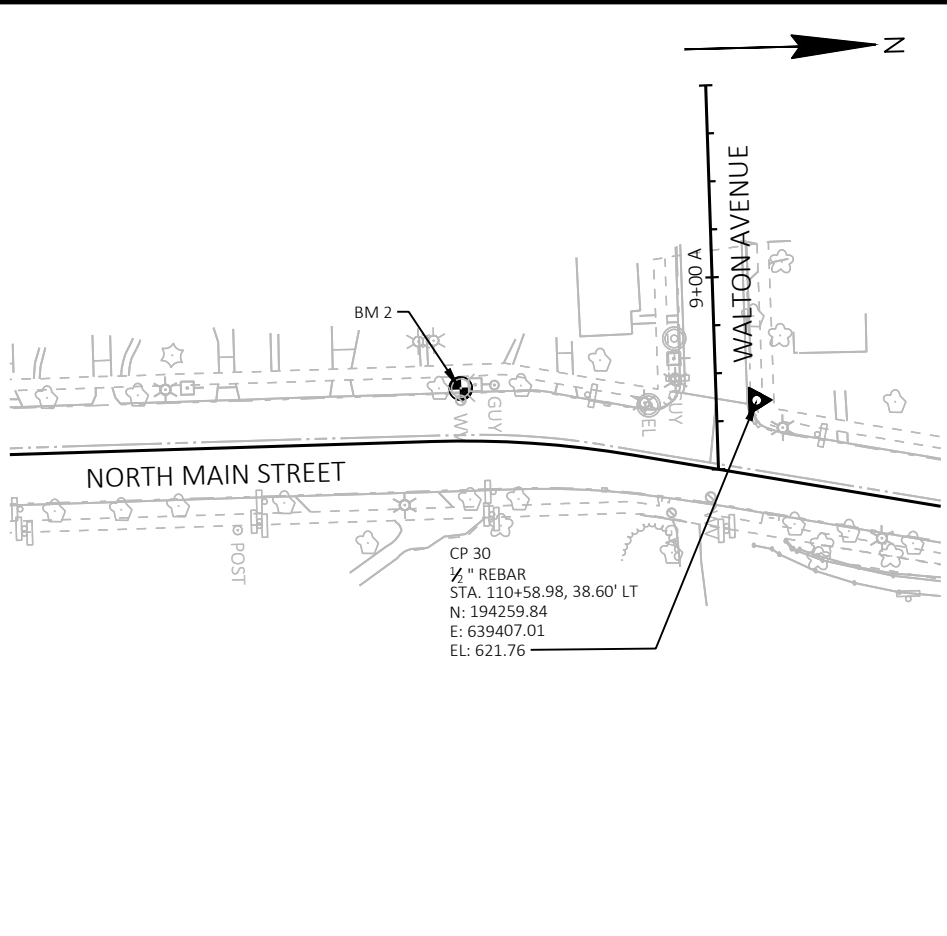
10+00 G

NORTH MAIN STREET

GOOLD STREET

North arrow pointing towards the top right, labeled 'N'.

The plan view shows the bridge structure crossing North Main Street. The bridge is labeled 'GOOLD STREET' and '10+00 G'. The approach is shown on the left side of the bridge. A callout points to a specific location on the approach, labeled 'CP 35' and '1/2" REBAR', with stationing 'STA. 103+67.10, 43.99' RT' and coordinates 'N: 193562.68', 'E: 639471.45', and 'EL: 621.19'. A benchmark 'BM 1' is also indicated. The plan view includes details of the bridge deck, approach, and surrounding infrastructure like sidewalks and trees.



SURVEY CONTROL

35

WISDOT/CADDS SHEET 42

Estimate Of Quantities

2703-09-71

Line	Item	Item Description	Unit	Total	Qty
0002	201.0120	Clearing	ID	26.000	26.000
0004	201.0220	Grubbing	ID	26.000	26.000
0006	204.0100	Removing Concrete Pavement	SY	16,580.000	16,580.000
0008	204.0155	Removing Concrete Sidewalk	SY	2,140.000	2,140.000
0010	204.0195	Removing Concrete Bases	EACH	24.000	24.000
0012	204.0220	Removing Inlets	EACH	18.000	18.000
0014	204.0245	Removing Storm Sewer (size) 01. 8-Inch	LF	64.000	64.000
0016	204.0245	Removing Storm Sewer (size) 02. 12-Inch	LF	380.000	380.000
0018	204.0280	Sealing Pipes	EACH	4.000	4.000
0020	204.9060.S	Removing (item description) 01. Street Light Poles	EACH	18.000	18.000
0022	205.0100	Excavation Common	CY	10,818.000	10,818.000
0024	213.0100	Finishing Roadway (project) 01. 2703-09-71	EACH	1.000	1.000
0026	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	6,930.000	6,930.000
0028	311.0110	Breaker Run	TON	4,171.000	4,171.000
0030	415.0070	Concrete Pavement 7-Inch	SY	13,800.000	13,800.000
0032	415.0210	Concrete Pavement Gaps	EACH	2.000	2.000
0034	415.4100	Concrete Pavement Joint Filling	SY	15,250.000	15,250.000
0036	416.0610	Drilled Tie Bars	EACH	142.000	142.000
0038	416.0620	Drilled Dowel Bars	EACH	100.000	100.000
0040	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	3.000	3.000
0042	465.0125	Asphaltic Surface Temporary	TON	23.000	23.000
0044	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	6,070.000	6,070.000
0046	601.0600	Concrete Curb Pedestrian	LF	245.000	245.000
0048	602.0410	Concrete Sidewalk 5-Inch	SF	19,250.000	19,250.000
0050	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	456.000	456.000
0052	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	28.000	28.000
0054	602.0810	Concrete Driveway 6-Inch	SY	1,064.000	1,064.000
0056	602.0860	Concrete Driveway HES 6-Inch	SY	20.000	20.000
0058	602.1500	Concrete Steps	SF	19.000	19.000
0060	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	1,299.000	1,299.000
0062	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	63.000	63.000
0064	611.0624	Inlet Covers Type H	EACH	15.000	15.000
0066	611.0639	Inlet Covers Type H-S	EACH	24.000	24.000
0068	611.0651	Inlet Covers Type S	EACH	1.000	1.000
0070	611.3004	Inlets 4-FT Diameter	EACH	23.000	23.000
0072	611.3230	Inlets 2x3-FT	EACH	17.000	17.000
0074	611.8110	Adjusting Manhole Covers	EACH	11.000	11.000
0076	619.1000	Mobilization	EACH	1.000	1.000
0078	623.0200	Dust Control Surface Treatment	SY	20,400.000	20,400.000
0080	625.0100	Topsoil	SY	4,710.000	4,710.000
0082	628.1905	Mobilizations Erosion Control	EACH	9.000	9.000
0084	628.1910	Mobilizations Emergency Erosion Control	EACH	5.000	5.000
0086	628.7005	Inlet Protection Type A	EACH	51.000	51.000
0088	628.7010	Inlet Protection Type B	EACH	23.000	23.000
0090	628.7015	Inlet Protection Type C	EACH	18.000	18.000
0092	628.7020	Inlet Protection Type D	EACH	40.000	40.000
0094	628.7560	Tracking Pads	EACH	6.000	6.000
0096	629.0210	Fertilizer Type B	CWT	2.900	2.900
0098	631.0300	Sod Water	MGAL	184.000	184.000

Estimate Of Quantities

2703-09-71

Line	Item	Item Description	Unit	Total	Qty
0100	631.1000	Sod Lawn	SY	5,181.000	5,181.000
0102	634.0816	Posts Tubular Steel 2x2-Inch X 16-FT	EACH	22.000	22.000
0104	637.2210	Signs Type II Reflective H	SF	123.940	123.940
0106	638.2602	Removing Signs Type II	EACH	12.000	12.000
0108	638.3000	Removing Small Sign Supports	EACH	9.000	9.000
0110	642.5001	Field Office Type B	EACH	1.000	1.000
0112	643.0300	Traffic Control Drums	DAY	14,138.000	14,138.000
0114	643.0420	Traffic Control Barricades Type III	DAY	3,936.000	3,936.000
0116	643.0705	Traffic Control Warning Lights Type A	DAY	9,672.000	9,672.000
0118	643.0715	Traffic Control Warning Lights Type C	DAY	2,720.000	2,720.000
0120	643.0900	Traffic Control Signs	DAY	29,597.000	29,597.000
0122	643.1050	Traffic Control Signs PCMS	DAY	28.000	28.000
0124	643.3105	Temporary Marking Line Paint 4-Inch	LF	1,441.000	1,441.000
0126	643.3150	Temporary Marking Line Removable Tape 4-Inch	LF	1,721.000	1,721.000
0128	643.5000	Traffic Control	EACH	1.000	1.000
0130	644.1440	Temporary Pedestrian Surface Matting	SF	175.000	175.000
0132	644.1601	Temporary Pedestrian Curb Ramp	DAY	376.000	376.000
0134	644.1605	Temporary Pedestrian Detectable Warning Field	SF	84.000	84.000
0136	644.1810	Temporary Pedestrian Barricade	LF	650.000	650.000
0138	645.0135	Geotextile Type SR	SY	4,230.000	4,230.000
0140	646.1020	Marking Line Epoxy 4-Inch	LF	13,109.000	13,109.000
0142	646.3020	Marking Line Epoxy 8-Inch	LF	412.000	412.000
0144	646.5020	Marking Arrow Epoxy	EACH	18.000	18.000
0146	646.5120	Marking Word Epoxy	EACH	1.000	1.000
0148	646.5220	Marking Symbol Epoxy	EACH	12.000	12.000
0150	646.6120	Marking Stop Line Epoxy 18-Inch	LF	189.000	189.000
0152	646.7120	Marking Diagonal Epoxy 12-Inch	LF	22.000	22.000
0154	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,405.000	1,405.000
0156	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	140.000	140.000
0158	646.9000	Marking Removal Line 4-Inch	LF	660.000	660.000
0160	650.4000	Construction Staking Storm Sewer	EACH	40.000	40.000
0162	650.4500	Construction Staking Subgrade	LF	2,800.000	2,800.000
0164	650.7000	Construction Staking Concrete Pavement	LF	2,800.000	2,800.000
0166	650.8501	Construction Staking Electrical Installations (project) 01. 2703-09-71	EACH	1.000	1.000
0168	650.9000	Construction Staking Curb Ramps	EACH	40.000	40.000
0170	650.9500	Construction Staking Sidewalk (project) 01. 2703-09-71	EACH	1.000	1.000
0172	650.9911	Construction Staking Supplemental Control (project) 01. 2703-09-71	EACH	1.000	1.000
0174	650.9920	Construction Staking Slope Stakes	LF	2,800.000	2,800.000
0176	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	5,207.000	5,207.000
0178	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	794.000	794.000
0180	653.0140	Pull Boxes Steel 24x42-Inch	EACH	22.000	22.000
0182	653.0905	Removing Pull Boxes	EACH	3.000	3.000
0184	654.0105	Concrete Bases Type 5	EACH	19.000	19.000
0186	655.0610	Electrical Wire Lighting 12 AWG	LF	2,442.000	2,442.000
0188	655.0615	Electrical Wire Lighting 10 AWG	LF	651.000	651.000
0190	655.0620	Electrical Wire Lighting 8 AWG	LF	18,222.000	18,222.000
0192	655.0630	Electrical Wire Lighting 4 AWG	LF	837.000	837.000
0194	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	19.000	19.000
0196	657.0322	Poles Type 5-Aluminum	EACH	19.000	19.000

Estimate Of Quantities

2703-09-71

Line	Item	Item Description	Unit	Total	Qty
0198	657.0610	Luminaire Arms Single Member 4 1/2-Inch Clamp 6-FT	EACH	19.000	19.000
0200	690.0150	Sawing Asphalt	LF	57.000	57.000
0202	690.0250	Sawing Concrete	LF	3,358.000	3,358.000
0204	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	4,140.000	4,140.000
0206	740.0440	Incentive IRI Ride	DOL	4,242.000	4,242.000
0208	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	550.000	550.000
0210	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	1,800.000	1,800.000
0212	SPV.0035	Special 01. Decorative Gravel	CY	2.000	2.000
0214	SPV.0035	Special 02. Coloring and Stamping Concrete Custom	CY	2.000	2.000
0216	SPV.0060	Special 01. Sealing Manhole Openings	EACH	9.000	9.000
0218	SPV.0060	Special 02. Storm Sewer Tap	EACH	16.000	16.000
0220	SPV.0060	Special 03. Luminaires Utility LED 57 Watts	EACH	19.000	19.000
0222	SPV.0060	Special 04. Lighting Control Cabinet Modifications	EACH	1.000	1.000
0224	SPV.0060	Special 05. Maintenance of Lighting	EACH	1.000	1.000
0226	SPV.0060	Special 06. Adjusting Sanitary Sewer Manhole Covers	EACH	8.000	8.000
0228	SPV.0060	Special 07. Utility Line Opening	EACH	3.000	3.000
0230	SPV.0060	Special 08. Install Existing Circuit into New Pull Box	EACH	3.000	3.000
0232	SPV.0090	Special 01. Temporary Pedestrian Barricade Move and Install	LF	900.000	900.000
0234	SPV.0165	Special 01. Salvage and Resetting Existing Bricks	SF	80.000	80.000
0236	SPV.0180	Special 01. Concrete Pavement HES 7-Inch	SY	75.000	75.000

CLEARING AND GRUBBING ITEMS				
CATEGORY	STATION	LOCATION	201.0120 CLEARING ID	201.0220 GRUBBING ID

0010	119+25	RT	26	26
------	--------	----	----	----

REMOVING CONCRETE BASES

CATEGORY	STATION	LOCATION	204.0195 EACH
0010	104+25 - 110+45	LT & RT	8
	110+45 - 116+00	LT & RT	6
	116+00 - 126+28	LT & RT	6
	126+28 - 132+25	LT & RT	4
TOTAL			24

BASE AGGREGATE DENSE

					305.0120 1 1/4-INCH
CATEGORY	STAGE	STATION - STATION			TON
0010	1	104+25	-	110+45	1,550
		110+45	-	116+00	1,200
	STAGE 1 SUB-TOTAL				2,750
	2	116+00	-	126+28	1,500
		126+28	-	132+25	780
	STAGE 2 SUB-TOTAL				2,280
	3	116+00	-	126+28	1,250
		126+28	-	132+25	650
	STAGE 3 SUB-TOTAL				1,900
	TOTAL				6,930

REMOVING STREET LIGHT POLES

CATEGORY	STATION	LOCATION	204.9060.S.01 EACH
0010	104+25 - 110+45	LT & RT	5
	110+45 - 116+00	LT & RT	4
	116+00 - 126+28	LT & RT	6
	126+28 - 132+25	LT & RT	3
TOTAL			18

REMOVING CONCRETE PAVEMENT

				204.0100		
CATEGORY	STATION - STATION			STAGE 1 SY	STAGE 2 SY	STAGE 3 SY
0010	104+25	-	110+45	3,580	---	---
	110+45	-	116+00	2,770	---	---
	116+00	-	126+28	---	3,520	2,680
	126+28	-	132+25	---	1,690	1,340
	CONCRETE DRIVEWAYS			360	340	300
SUB-TOTALS				6,710	5,550	4,320
TOTAL				16,580		

REMOVING CONCRETE SIDEWALK

CATEGORY	STATION - STATION	STAGE 1 SY	204.0155 STAGE 2 SY	STAGE 3 SY
0010	104+25 - 110+45	460	---	---
	110+45 - 116+00	320	---	---
	116+00 - 126+28	---	430	450
	126+68 - 132+25	---	220	260
SUB-TOTALS		780	650	710
TOTAL		2,140		

EARTHWORK SUMMARY

CATEGORY	STAGE	STATION			LOCATION	205.0100 EXCAVATION COMMON (1)		SALVAGED/ UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	EXPANDED EBS BACKFILL (11)	(16) 311.0110 BREAKER RUN FACTOR* 1.75	UNEXPANDED FILL	EXPANDED FILL (13)	MASS ORDINATE ± (14)
						CUT (2)	EBS (3)** EXCAVATION			FACTOR 1.10			FACTOR 1.25	
		FROM	TO	CY		CY	CY	CY	CY	TON	CY	CY	CY	
0010	1	104+25	-	117+40	STAGE 1	3,344	836	2,798	546	920	1,609	4	5	541
	2	117+40	-	132+25	STAGE 2	2,580	645	1,754	826	710	1,242	--	--	826
	3	117+40	-	132+25	STAGE 3	1,910	480	1,434	476	528	924	1	1	475
					SIDEROADS	818	205	468	351	226	396	--	--	351
SUB-TOTALS						8,652	2,166	6,454	2,199	2,383	4,171	5	6	2,192
TOTALS						10,818		4,171						

NOTES

- (1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
- (2) SALVAGED/UNSUAABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
- (3) EBS EXCAVATION TO BE BACKFILLED WITH BREAKER RUN. SOILS REMOVED AS EBS MUST BE WASTED OFFSITE AND NOT REUSED AS FILL.
- (4) SALVAGED/UNUSABLE PAVEMENT MATERIAL
- (5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUAABLE PAVEMENT MATERIAL
- (11) EXPANDED EBS BACKFILL - THIS IS TO BE FILLED WITH BREAKER RUN. EBS BACKFILL FACTOR = 1.10.
- (13) EXPANDED FILL FACTOR = 1.25; EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR
- (14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE STAGE. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE STAGE. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE STAGE.
- (16) UNDISTRIBUTED QUANTITY OF BREAKER RUN TO FILL EBS. CY TO TON CONVERSION FACTOR = 1.80 TON/CY
- * CY TO TON CONVERSION FACTOR = 1.75 TON/CY
- ** UNDISTRIBUTED EBS EXCAVATION = 25% OF CUT

FINISHING ROADWAY

CATEGORY	PROJECT	213.0100 2703-09-71 EACH
0010	2703-09-71	1

CONCRETE PAVEMENT GAPS

CATEGORY	STATION	LOCATION	415.0210	
			STAGE 1 EACH	STAGE 3 EACH
0010	110+36	RT	1	--
	119+79	RT	--	1
SUB-TOTALS			1	1
TOTAL			2	

CONCRETE PAVEMENT								
CATEGORY	STAGE	STATION - STATION		LOCATION	415.0070	SPV.0180.01	415.4100	
					7-INCH SY	HES 7-INCH SY	JOINT FILLING SY	
0010	1	104+25	-	110+45	LT/RT	3,180	27	3,490
		110+45	-	116+00	LT/RT	2,450	--	2,710
		STAGE 1 SUB-TOTALS				5,630	25	6,200
	2	116+00	-	126+28	LT/RT	3,180	--	3,450
		126+28	-	132+25	LT/RT	1,520	--	1,660
		STAGE 1 SUB-TOTALS				4,700	---	5,110
	3	116+00	-	126+28	LT/RT	2,310	52	2,630
		126+28	-	132+25	LT/RT	1,160	--	1,310
		STAGE 1 SUB-TOTALS				3,470	52	3,940
	TOTALS				13,800	75	15,250	

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

CATEGORY	STATION	LOCATION	465.0120	REMARKS
			STAGE 1 TON	
0010	104+43	LT	1	PARKING LOT DRIVEWAY
	110+35	RT	2	
TOTAL			3	

SIDEWALK ITEMS

CATEGORY	STAGE	STATION	- STATION	602.0410	602.0505	602.0605	602.1500	650.9000	
				CONCRETE SIDEWALK 5-INCH SF	CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF		CONSTRUCTION STAKING CURB RAMPS EACH	
0010	1	104+25	- 110+45	4,240	36	---	---	3	
		110+45	- 116+00	2,860	36	---	---	3	
	STAGE 1 SUB-TOTALS				7,100	72	---	---	6
	2	116+00	- 126+28	3,930	168	---	19	14	
		126+28	- 132+25	1,960	36	14	---	4	
	STAGE 2 SUB-TOTALS				5,890	204	14	19	18
	3	116+00	- 126+28	3,960	132	14	---	12	
		126+28	- 132+25	2,300	48	---	---	4	
	STAGE 3 SUB-TOTALS				6,260	180	14	---	16
	TOTALS				19,250	456	28	19	40

CONCRETE CURB & GUTTER ITEMS

				601.0409	601.0600
				30-INCH	CONCRETE
				TYPE A	CURB
CATEGORY	STAGE	STATION - STATION		LF	PEDESTRIAN
				LF	LF
0010	1	104+25	- 110+45	1,262	25
		110+45	- 116+00	1,146	---
	STAGE 1 SUB-TOTALS			2,408	25
	2	116+00	126+28	1,191	92
		126+28	- 132+25	631	34
	STAGE 2 SUB-TOTALS			1,822	126
	3	116+00	126+28	1,197	94
		126+28	- 132+25	643	---
	STAGE 3 SUB-TOTALS			1,840	94
	TOTALS			6,070	245

ASPHALTIC SURFACE TEMPORARY

CATEGORY	STATION	LOCATION	465.0125	
			STAGE 1 TON	STAGE 2 TON
0010	110+45 - 116+00	LT & RT	16	---
	116+00 - 126+28	LT & RT	---	7
SUB-TOTALS			16	7
TOTAL			23	

CONCRETE DRIVEWAY HES 6-INCH

CATEGORY	STATION	LOCATION	602.0860
			STAGE 1 SY
0010	110+35	RT	20

PAVEMENT BARS

CATEGORY	STATION - STATION	LOCATION	416.0610	416.0620
			DRILLED TIE BARS EACH	DRILLED DOWEL BARS EACH
0010	104+25 - 132+25	LT & RT	142	100

CONCRETE DRIVEWAY

CATEGORY	STATION	LOCATION	602.0810			SPV.0035.02
			STAGE 1 SY	STAGE 2 SY	STAGE 3 SY	COLORING AND STAMPING CONCRETE CUSTOM CY
0010	104+43	LT	53	---	---	---
	105+38	LT	53	---	---	---
	106+28	LT	18	---	---	---
	106+75	LT	18	---	---	---
	107+25	LT	20	---	---	---
	107+89	LT	25	---	---	---
	108+50	LT	25	---	---	---
	109+61	LT	22	---	---	---
	111+68	LT	36	---	---	---
	112+88	LT	25	---	---	---
	113+27	LT	26	---	---	---
	114+75	LT	28	---	---	---
	115+74	LT	26	---	---	---
	117+93	LT	---	15	---	---
	118+20	RT	---	---	17	---
	118+36	LT	---	13	---	---
	118+60	RT	---	---	24	---
	118+76	LT	---	19	---	---
	120+55	RT	---	---	15	---
	121+26	LT	---	26	---	---
	121+36	RT	---	---	23	---
	121+78	RT	---	---	26	---
	121+94	LT	---	23	---	---
	123+74	RT	---	0	21	---
	124+14	RT	---	---	22	---
	124+25	LT	---	32	---	---
	124+41	LT	---	27	---	---
	125+20	RT	---	---	25	2
	126+97	LT	---	25	---	---
	127+41	LT	---	25	---	---
	127+57	RT	---	---	32	---
	128+53	RT	---	---	40	---
	128+57	LT	---	39	---	---
	129+17	RT	---	0	14	---
	129+26	LT	---	21	---	---
	129+77	LT	---	21	---	---
	129+85	RT	---	---	16	---
	130+26	LT	---	38	---	---
	130+90	RT	---	0	22	---
	130+90	LT	---	27	---	---
	131+30	LT	---	17	---	---
	131+50	RT	---	---	24	---
SUB-TOTALS			375	368	321	2
TOTALS			1,064			2

3

STORM SEWER SUMMARY				
CATEGORY	FROM STRUCTURE	TO STRUCTURE	608.0412	608.0415
			STORM SEWER PIPE REINFORCED CONCRETE CLASS IV	
			12-INCH LF	15-INCH LF
0010	INL 1	EX MH 1	32	---
	INL 2	EX MH 1	18	---
	INL 3	EX MH 2	14	---
	INL 4	EX MH 2	36	---
	INL 5	EX MH 3	36	---
	INL 6	INL 7	41	---
	INL 7	INL 8	38	---
	INL 8	EX MH 3	37	---
	INL 9	EX MH 4	43	---
	INL 10	EX MH 4	28	---
	INL 11	INL 12	41	---
	INL 12	INL 13	36	---
	INL 13	INL 14	---	35
	INL 14	EX MH 4	---	28
	INL 15	INL 16	37	---
	INL 16	EX MH 6	29	---
	INL 17	INL 18	41	---
	INL 18	EX MH 5	34	---
	INL 19	EX MH 5	54	---
	INL 20	EX MH 6	54	---
	INL 21	INL 22	41	---
	INL 22	EX MH 6	34	---
	INL 23	INL 24	35	---
	INL 24	EX MH 7	62	---
	INL 25	INL 26	36	---
	INL 26	EX MH 7	29	---
	INL 27	INL 28	35	---
	INL 28	EX MH 8	27	---
	INL 29	INL 30	32	---
	INL 30	EX MH 8	36	---
	INL 31	INL 30	24	---
	INL 32	EX MH 9	58	---
	INL 33	INL 34	41	---
	INL 34	INL 35	25	---
	INL 35	EX MH 9	13	---
	INL 36	INL 37	33	---
	INL 37	EX MH 10	29	---
	INL 38	INL 39	25	---
	INL 39	EX MH 10	20	---
	INL 40	INL 39	15	---
TOTALS			1,299	63

ADJUST SANITARY SEWER MANHOLE COVERS			
CATEGORY	STATION	LOCATION	SPV.0060.06
			EACH
0020	106+19	RT	1
	109+66	LT	1
	110+46	LT	1
	113+53	LT	1
	119+60	LT	1
	122+85	LT	1
	126+27	LT	1
	128+03	LT	1
	TOTAL		8

STORM SEWER ITEMS										
CATEGORY	STRUCT. ID#	STATION	OFFSET	611.3004	611.3230	611.0651	611.0624	611.0639	650.4000	
				INLETS	INLETS	INLET	INLET	INLET	CONSTRUCTION	
				4-FT DIAMETER	2X3-FT	COVERS	COVERS	COVERS	STAKING	
				EACH	EACH	TYPE S	TYPE H	TYPE H-S	STORM SEWER	
						EACH	EACH	EACH	EACH	
0010	INL 1	106+15.00	23.50	' LT	---	1	---	---	1	1
	INL 2	106+15.00	25.50	' RT	---	1	---	---	1	1
	INL 3	109+75.00	23.50	' LT	1	---	---	---	1	1
	INL 4	109+75.00	21.01	' RT	1	---	---	---	1	1
	INL 5	110+17.74	48.33	' LT	1	---	---	1	---	1
	INL 6	110+86.66	17.50	' RT	---	1	---	1	---	1
	INL 7	110+86.69	23.50	' LT	1	---	---	1	---	1
	INL 8	110+54.40	43.60	' LT	1	---	---	---	1	1
	INL 9	116+14.83	17.50	' RT	1	---	---	1	---	1
	INL 10	116+14.83	23.50	' LT	1	---	---	1	---	1
	INL 11	117+05.00	17.50	' RT	---	1	---	---	1	1
	INL 12	117+05.00	23.50	' LT	1	---	---	---	1	1
	INL 13	116+76.41	45.60	' LT	1	---	---	1	---	1
	INL 14	116+41.06	43.88	' LT	1	---	---	---	1	1
	INL 15	119+36.59	47.04	' LT	---	1	---	1	---	1
	INL 16	119+73.05	43.71	' LT	1	---	---	---	1	1
	INL 17	119+15.00	17.50	' RT	---	1	---	---	1	1
	INL 18	119+15.00	23.50	' LT	1	---	---	---	1	1
	INL 19	119+53.56	37.33	' RT	---	1	---	---	1	1
	INL 20	119+89.34	37.92	' RT	---	1	---	---	1	1
	INL 21	120+09.83	17.50	' RT	---	1	---	1	---	1
	INL 22	120+09.83	23.50	' LT	1	---	---	1	---	1
	INL 23	123+10.97	37.68	' RT	---	1	---	---	1	1
	INL 24	122+76.70	44.81	' RT	1	---	---	---	1	1
	INL 25	122+58.40	44.32	' LT	---	1	---	1	---	1
	INL 26	122+94.30	43.43	' LT	1	---	---	---	1	1
	INL 27	125+75.00	23.50	' LT	1	---	---	---	1	1
	INL 28	126+05.42	41.68	' LT	1	---	---	1	---	1
	INL 29	125+75.00	17.50	' RT	---	1	---	---	1	1
	INL 30	126+07.34	18.03	' RT	1	---	---	1	---	1
	INL 31	126+20.73	37.43	' RT	1	---	---	---	1	1
	INL 32	126+49.44	38.06	' RT	---	1	---	---	1	1
	INL 33	126+69.17	17.50	' RT	---	1	---	1	---	1
	INL 34	126+69.17	23.50	' LT	---	1	---	1	---	1
	INL 35	126+44.40	24.09	' LT	1	---	---	---	1	1
	INL 36	131+90.16	18.48	' RT	---	1	---	---	1	1
	INL 37	132+22.44	22.74	' RT	1	---	---	---	1	1
	INL 38	131+89.77	22.58	' LT	---	1	---	---	1	1
	INL 39	132+15.02	25.59	' LT	1	---	1	---	---	1
	INL 40	132+18.64	40.65	' LT	1	---	---	1	---	1
TOTALS				23	17	1	15	24	40	

MOBILIZATION		
CATEGORY	PROJECT	619.1000 EACH
0010	2703-09-71	1

DUST CONTROL SURFACE TREATMENT

CATEGORY	PROJECT	623.0200 SY
0010	2703-09-71	20,400

MOBILIZATIONS EROSION CONTROL

CATEGORY	STATION - STATION	628.1905 EACH
0010	UNDISTRIBUTED	9

MOBILIZATIONS EMERGENCY EROSION CONTROL

CATEGORY	STATION - STATION	628.1910 EACH
0010	UNDISTRIBUTED	5

TRACKING PADS

CATEGORY	STAGE	628.7560 EACH
0010	STAGE 1	2
	STAGE 2	2
	STAGE 3	2
	TOTAL	6

FIELD OFFICE TYPE B

CATEGORY	PROJECT	642.5001 EACH
0010	2703-09-71	1

TOPSOIL

				625.0100 TOPSOIL SY
CATEGORY	STAGE	STATION	LOCATION	
0010	1	104+25 - 110+45	LT/RT	920
		110+45 - 116+00	LT/RT	680
	STAGE 1 SUB-TOTAL			1,600
	2	116+00 - 126+80	LT	690
		126+80 - 132+25	LT	380
	STAGE 2 SUB-TOTAL			1,070
	3	116+00 - 126+80	RT	680
		126+80 - 132+25	RT	360
	STAGE 3 SUB-TOTAL			1,040
	UNDISTRIBUTED		LT/RT	1,000
TOTAL			4,710	

TRAFFIC CONTROL

CATEGORY	PROJECT	643.5000 EACH
0010	2703-09-71	1

GEOTEXTILE TYPE SR

CATEGORY	PROJECT	645.0135 SY
0010	2703-09-71	4,230

INLET PROTECTION

CATEGORY	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH
		TYPE A EACH	TYPE B EACH	TYPE C EACH	TYPE D EACH
0010	104+25 - 110+45	8	6	2	7
	110+45 - 116+00	4	2	3	1
	116+00 - 126+28	27	11	11	21
	126+28 - 132+25	12	4	2	11
TOTALS		51	23	18	40

FINISHING ITEMS

CATEGORY	STATION - STATION	LOCATION	629.0210 FERTILIZER TYPE B CWT	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY
0010	104+25 - 132+25	LT/RT	2.3	167	4,710
	UNDISTRIBUTED	LT/RT	0.6	17	471
TOTALS			2.9	184	5,181

TRAFFIC CONTROL AND DETOUR ITEMS

CATEGORY	STAGE	CALENDAR DAYS	643.0300* TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705* TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0900* TRAFFIC CONTROL SIGNS DAY	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY
0010	STAGE 1	51	---	612	1,224	9,588	14
	STAGE 2	56	1,792	1,344	2,688	8,904	7
	STAGE 3	61	2,196	1,830	3,660	9,333	7
	UNDISTRIBUTED	---	200	150	300	1,000	---
TOTALS		168	4,188	3,936	7,872	28,825	28

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

TRAFFIC CONTROL PEDESTRIAN ACCOMMODATION ITEMS

CATEGORY	STAGE	CALENDAR DAYS	643.0300* TRAFFIC CONTROL DRUMS DAY	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	SPV.0090.01 TEMPORARY PEDESTRIAN BARRICADE MOVE AND INSTALL	643.0705* TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	643.0900* TRAFFIC CONTROL SIGNS DAY
0010	STAGE 1	51	2,958	50	102	24	200	240	510	765	204
	STAGE 2	56	3,248	50	112	24	200	300	560	840	224
	STAGE 3	61	3,538	50	122	24	200	300	610	915	244
	UNDISTRIBUTED	---	206	25	40	12	50	60	120	200	100
TOTALS		168	9,950	175	376	84	650	900	1,800	2,720	772

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

PERMANENT SIGNING SUMMARY													
CATEGORY	SIGN NO.	LOCATION	SIGN CODE	SIGN MESSAGE	SIGN SIZE			637.2210	634.0816	638.2602	638.3000	REMARKS	
					W [IN.]	X [IN.]	H [IN.]	SIGNS TYPE II	POSTS TUBULAR	REMOVING	REMOVING		
								REFLECTIVE H	2 X 2-INCH X	SIGNS	SMALL SIGN		
								16-FT	TYPE II	SUPPORTS			
0010	1-1	LT	R3-17BP	ENDS	30	X	12	2.50	1	---	---	---	
	1-2	LT	R3-17	BIKE LANE	30	X	24	5.00	---	---	---	---	
	E1-3	LT	---	NO PARKING	---	X	---	---	---	---	---	MOUNTED ON EXISTING UTILITY POLE	
	E1-4	LT	---	NORTH BEACH	---	X	---	---	---	---	---	MOUNTED ON EXISTING UTILITY POLE	
	E1-5	LT	---	NO PARKING	---	X	---	---	---	---	---	---	
	E1-6	LT	---	NO PARKING	---	X	---	---	---	---	---	---	
	E1-7	LT	---	NO PARKING	---	X	---	---	---	---	---	---	
	1-8	RT	R3-7R	RIGHT LANE MUST TURN RIGHT	30	X	30	6.25	1.00	---	---	---	---
	1-9	RT	R3-8W	LT ONLY, THRU ONLY, RT ONLY	54	X	30	11.25	---	---	---	---	MOUNT ON EXISTING LIGHT POLE
	1-10	RT	R3-17	BIKE LANE	30	X	24	5.00	1	---	---	---	---
	1-11	RT	R3-17AP	AHEAD	30	X	12	2.50	---	---	---	---	---
	1-12	RT	R5-2	NO TRUCKS	24	X	24	4.00	1	---	---	---	---
	E1-13	RT	---	NO TRUCKS	---	X	---	---	---	1.00	---	---	MOUNTED ON EXISTING LIGHT POLE
	1-14	RT	R2-1	SPEED LIMIT 30	24	X	30	5.00	1	---	---	---	---
	E2-1	LT	---	NO PARKING	---	X	---	---	---	---	---	---	MOUNTED ON EXISTING UTILITY POLE
	E2-2	LT	---	NO PARKING	---	X	---	---	---	---	---	---	MOUNTED ON EXISTING UTILITY POLE
	E2-3	LT	---	RACINE NEIGHBORHOOD WATCH	---	X	---	---	---	---	---	---	MOUNTED ON EXISTING UTILITY POLE
	E2-4	LT	---	NO PARKING	---	X	---	---	---	---	---	---	MOUNTED ON EXISTING UTILITY POLE
	E2-5	LT	---	NO PARKING	---	X	---	---	---	---	---	---	MOUNTED ON EXISTING UTILITY POLE
	E2-6	LT	---	BUS STOP ROUTE 2	---	X	---	---	---	---	---	---	---
	E2-7	LT	---	FOR WALK SIGNAL USE GOOLD ST.	---	X	---	---	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE
	E2-8	LT	---	ZOO PARKING	---	X	---	---	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE
	E2-9	LT	---	ZOO PARKING	---	X	---	---	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE
	E2-10	LT	---	STOP	---	X	---	---	---	1	1	---	---
	E2-11	LT	---	N MAIN ST	---	X	---	---	---	---	---	---	---
	E2-12	LT	---	WALTON AV	---	X	---	---	---	---	---	---	---
	2-13	LT	R1-1	STOP	30	X	30	5.18	1	---	---	---	---
	E2-14	LT	---	NO PARKING	---	X	---	---	---	---	---	---	---
	E2-15	RT	---	NO PARKING	---	X	---	---	---	---	---	---	MOUNT ON PROPOSED LIGHT POLE
	E2-16	RT	---	NO PARKING	---	X	---	---	---	---	---	---	---
	E2-17	RT	---	NO PARKING	---	X	---	---	---	---	---	---	---
	E2-18	RT	---	ZOO PARKING	---	X	---	---	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE
	E2-19	RT	---	BUS STOP ROUTE 2	---	X	---	---	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE
	E2-20	RT	---	NO PARKING	---	X	---	---	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE
	E2-21	RT	---	NO PARKING	---	X	---	---	---	---	---	---	---
	2-22	RT	W1-7	DOUBLE ARROW	48	X	24	8.00	2	---	---	---	---
	E2-23	RT	---	NO PARKING	---	X	---	---	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE
	2-24	LT	R2-1	SPEED LIMIT 30	24	X	30	5.00	1.00	---	---	---	---
	E3-1	LT	---	NO PARKING	---	X	---	---	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE
	E3-2	LT	---	NO PARKING	---	X	---	---	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE
	E3-3	LT	---	NO PARKING	---	X	---	---	---	---	---	---	---
	E3-4	LT	---	NO PARKING	---	X	---	---	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE
	E3-5	LT	---	NO PARKING	---	X	---	---	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE
	3-6	LT	R1-1	STOP	30	X	30	5.18	1	---	---	---	---
	E3-7	LT	---	STOP	---	X	---	---	---	1	1	---	---
	E3-8	LT	---	N MAIN ST	---	X	---	---	---	---	---	---	---
	E3-9	LT	---	ROMAYNE AVE	---	X	---	---	---	---	---	---	---
	E3-10	LT	---	NO PARKING	---	X	---	---	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE
	E3-11	RT	---	NO PARKING	---	X	---	---	---	---	---	---	---
	E3-12	RT	---	NO PARKING	---	X	---	---	---	---	---	---	---
	E3-13	RT	---	NO PARKING	---	X	---	---	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE
	E3-14	RT	---	NO PARKING	---	X	---	---	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE
	3-15	RT	W1-7	DOUBLE ARROW	48	X	24	8.00	2.00	---	---	---	---
	3-16	RT	R2-1	SPEED LIMIT 30	24	X	30	5.00	1	---	---	---	---
	E4-1	LT	---	BUS STOP ROUTE 2	---	X	---	---	---	---	---	---	---

CONTINUED ON NEXT SHEET

PERMANENT SIGNING SUMMARY												
SIGN NO.	LOCATION	SIGN CODE	SIGN MESSAGE	SIGN SIZE			637.2210	634.0816	638.2602	638.3000	REMARKS	
				W [IN.]	X [IN.]	H [IN.]	SIGNS TYPE II	POSTS TUBULAR	SIGNS	REMOVING		
							REFLECTIVE H SF	2 X 2-INCH X 16-FT EACH	TYPE II EACH	SMALL SIGN SUPPORTS EACH		
4-2	LT	R1-1	STOP	30	X	30	5.18	1	---	---	---	
E4-3	LT	---	STOP	---	X	---	---	---	1	1	---	
E4-4	LT	---	AUGUSTA ST	---	X	---	---	---	---	---	---	
E4-5	LT	---	N MAIN ST	---	X	---	---	---	---	---	---	
E4-6	LT	---	NO PARKING	---	X	---	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE	
E4-7	LT	---	RACINE NEIGHBORHOOD WATCH	---	X	---	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE	
4-8	LT	R1-1	STOP	30	X	30	5.18	1	---	---	---	
E4-9	LT	---	STOP	---	X	---	---	---	1.00	1.00	---	
E4-10	LT	---	WOLFF ST	---	X	---	---	---	---	---	---	
E4-11	LT	---	N MAIN ST	---	X	---	---	---	---	---	---	
E4-12	LT	---	NO PARKING	---	X	---	---	---	---	---	MOUNTED ON EXISTING UTILITY POLE	
4-13	RT	R1-1	STOP	30	X	30	5.18	1	---	---	---	
E4-14	RT	---	STOP	---	X	---	---	---	1.00	1.00	---	
E4-15	RT	---	SPEED LIMIT 30	---	X	---	---	---	1	---	MOUNTED ON EXISTING LIGHT POLE	
4-16	RT	R2-1	SPEED LIMIT 30	24	X	30	5.00	1	---	---	---	
E4-17	RT	---	BUS STOP ROUTE 2	---	X	---	---	---	---	---	---	
E4-18	RT	---	NO PARKING	---	X	---	---	---	---	---	---	
E4-19	RT	---	NO PARKING	---	X	---	---	---	1.00	1.00	---	
4-20	RT	R1-1	STOP	30	X	30	5.18	1	---	---	---	
E4-21	RT	---	NO PARKING	---	X	---	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE	
4-22	LT	R2-1	SPEED LIMIT 30	24	X	30	5.00	1	---	---	---	
E5-1	LT	---	BUS STOP ROUTE 2	---	X	---	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE	
5-2	LT	R1-1	STOP	30	X	30	5.18	1.00	---	---	---	
E5-3	LT	---	STOP	---	X	---	---	---	1	1	---	
E5-4	LT	---	WILLIAM ST	---	X	---	---	---	---	---	---	
E5-5	LT	---	N MAIN ST	---	X	---	---	---	---	---	---	
E5-6	LT	---	NO PARKING	---	X	---	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE	
E5-7	LT	---	NO PARKING	---	X	---	---	---	---	---	---	
5-8	RT	R1-1	STOP	30	X	30	5.18	1	---	---	---	
E5-9	RT	---	STOP	---	X	---	---	---	1	1	---	
E5-10	RT	---	BUS STOP ROUTE 2	---	X	---	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE	
E5-11	RT	---	NO PARKING	---	X	---	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE	
E5-12	RT	---	MERGE	---	X	---	---	---	1.00	---	---	
E5-13	RT	---	NO PARKING	---	X	---	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE	
5-14	LT	R2-1	SPEED LIMIT 30	24	X	30	5.00	1	---	---	---	
E6-1	LT	---	BUS STOP ROUTE 2	---	X	---	---	---	---	---	---	
E6-2	LT	---	RIGHT TURN ONLY	---	X	---	---	---	1	1	---	
TOTALS							123.94	22	12	9		

TEMPORARY PAVEMENT MARKING ITEMS			
CATEGORY	STATION	643.3105	643.3150
		TEMPORARY MARKING LINE PAINT 4-INCH LF	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH LF
	STAGE 1	---	---
	STAGE 2	1,441	156
	STAGE 3	---	1,565
	TOTALS	1,441	1,721

MARKING REMOVAL LINE 4-INCH						
CATEGORY	STAGE	STATION	-	STATION	LOCATION	646.9000 LF
0010	1	100+50	-	132+25	LT/RT	660

PERMANENT PAVEMENT MARKING ITEMS																	
CATEGORY	STATION	-	STATION	646.1020 MARKING LINE EPOXY 4-INCH			646.3020 MARKING LINE EPOXY 8-INCH		646.5020 MARKING ARROW EPOXY EACH	646.5120 MARKING WORD EPOXY EACH	646.5220 MARKING SYMBOL EPOXY EACH	646.6120	646.7120	646.7420	646.7520		
				SOLID	SOLID	DASHED WHITE	SOLID	DASHED WHITE				MARKING	MARKING	MARKING	MARKING	MARKING	MARKING
				YELLOW	WHITE	12.5' SEG., 37.5' GAP	WHITE	3 FT SEG., 9 FT GAP				STOP LINE	DIAGONAL EPOXY	CROSSWALK	CROSSWALK	CROSSWALK	CROSSWALK
			LF	LF	LF	LF	LF					EPOXY	12-INCH	EPOXY TRANSVERSE	EPOXY BLOCK		
												18-INCH	WHITE	LINE 6-INCH	STYLE 24-INCH		
												LF	LF	LF	LF		
0010	100+50	-	110+45	1671	2263	64	300	112	8	1	2	80	22	119	70		
	110+45	-	117+70	1224	1848	---	---	---	3	---	3	16	---	335	70		
	117+70	-	126+28	1332	1998	---	---	---	5	---	5	80	---	739	---		
	126+28	-	132+25	1,084	1,625	---	---	---	2	---	2	13	---	212	---		
SUB-TOTALS				5,311	7,734	64	300	112	18	1	12	189	22	1,405	140		
TOTALS					13,109			412	18	1	12	189	22	1,405	140		

STREET LIGHTING CONDUIT SUMMARY				
CATEGORY	LOCATION		652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
	FROM	TO	LF	LF
0010	LP-0101	LP-0202	303	--
	LP-0202	PB-0201	173	--
	PB-0201	PB-0202	--	88
	PB-0202	LP-0204	59	--
	LP-0204	LP-0302	357	--
	LP-0302	PB-0303	134	--
	PB-0303	PB-0301	64	--
	PB-0301	PB-0302	--	84
	PB-0302	LP-0304	58	--
	PB-0303	PB-0304	--	48
	LP-0304	PB-0401	228	--
	PB-0401	PB-0403	--	86
	PB-0403	LP-0402	29	--
	LP-0402	LP-0404	250	--
	LP-0404	PB-0405	33	--
	PB-0405	PB-0407	--	86
	PB-0407	LP-0501	234	--
	LP-0501	PB-0501	96	--
	PB-0501	PB-0503	--	68
	PB-0503	LP-0503	191	--
	LP-0503	LP-0601	305	--
	LP-0601	PB-0601	63	--
	PB-0601	PB-0603	78	--
	PB-0603	LC-01	56	--
	PB-0601	PB-0602	--	96
	LP-0201	LP-0203	282	--
	LP-0203	LP-0301	282	--
	LP-0301	LP-0303	298	--
	LP-0303	PB-0304	16	--
	PB-0304	LP-0401	280	--
	LP-0401	PB-0402	94	--
	PB-0402	PB-0404	--	84
	PB-0404	LP-0403	107	--
	LP-0403	PB-0406	209	--
	PB-0406	PB-0408	--	84
	PB-0408	LP-0405	60	--
	LP-0405	PB-0502	274	--
	PB-0502	PB-0504	--	70
	PB-0504	LP-0502	33	--
	LP-0502	LP-0504	295	--
	LP-0504	PB-0602	217	--
	PB-0602	PB-0604	49	--
TOTALS			5,207	794

REMOVING PULL BOXES			
CATEGORY	STATION	LOCATION	653.0905 REMOVING PULL BOXES EACH
0010	110+04	LT	1
	110+11	LT	1
	119+33	LT	1
TOTAL			3

LIGHTING PULL BOXES		
CATEGORY	PULL BOX NUMBER	653.0140 PULL BOXES STEEL 24X42-INCH EACH
0010	PB-0201	1
	PB-0202	1
	PB-0301	1
	PB-0302	1
	PB-0303	1
	PB-0304	1
	PB-0401	1
	PB-0402	1
	PB-0403	1
	PB-0404	1
	PB-0405	1
	PB-0406	1
	PB-0407	1
	PB-0408	1
	PB-0501	1
	PB-0502	1
	PB-0503	1
	PB-0504	1
	PB-0601	1
	PB-0602	1
	PB-0603	1
	PB-0604	1
TOTAL		22

STREET LIGHTING WIRE SUMMARY				
CATEGORY	FROM	TO	655.0620* ELECTRICAL WIRE LIGHTING 8 AWG LF	655.0630* ELECTRICAL WIRE LIGHTING 4 AWG LF
0010	LC-01	LP-0504	772	--
	LP-0504	LP-0502	602	--
	LP-0502	LP-0405	756	--
	LP-0405	LP-0403	694	--
	LP-0403	LP-0401	558	--
	LP-0401	LP-0303	634	--
	LP-0303	LP-0301	608	--
	LP-0301	LP-0203	576	--
	LP-0203	LP-0201	576	--
	LP-0405	PB-0408	156	--
	LC-01	LP-0601	338	--
	LP-0601	LP-0503	622	--
	LP-0503	LP-0501	714	--
	LP-0501	LP-0404	692	--
	LP-0404	LP-0402	512	--
	LP-0402	LP-0304	672	--
	LP-0304	LP-0302	698	--
	LP-0302	LP-0204	726	--
	LP-0204	LP-0202	624	--
	LP-0202	LP-0101	618	--
	LC-01	PB-0603	--	98
	LC-01	PB-0604	--	460
TOTAL			12,148	558

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

EQUIPMENT GROUNDING AND GROUNDED CONDUCTORS						
CATEGORY	LOCATION		655.0615 ELECTRICAL WIRE LIGHTING 10 AWG LF	655.0620* ELECTRICAL WIRE LIGHTING 8 AWG LF	655.0630* ELECTRICAL WIRE LIGHTING 4 AWG LF	REMARKS
	FROM	TO				
0010	LP-0101	LP-0202	--	309	--	INSTALL TAPS TO CONNECT PB-0201 AND PB-0202 TO SYSTEM GROUND
	LP-0202	LP-0204	48	312	--	
	LP-0204	LP-0302	--	363	--	INSTALL TAPS TO CONNECT PB-0301, PB-0302, AND PB-0303 TO SYSTEM GROUND
	LP-0302	LP-0304	72	349	--	
	LP-0304	LP-0402	24	336	--	INSTALL TAP TO CONNECT PB-0401 TO SYSTEM GROUND
	LP-0402	LP-0404	--	256	--	INSTALL TAP TO CONNECT PB-0407 TO SYSTEM GROUND
	LP-0404	LP-0501	24	346	--	
	LP-0501	LP-0503	48	357	--	INSTALL TAPS TO CONNECT PB-0501 AND PB-0503 TO SYSTEM GROUND
	LP-0503	LP-0601	--	311	--	
	LP-0601	LC-01	24	169	--	INSTALL TAP TO CONNECT PB-0601 TO SYSTEM GROUND
	LP-0201	LP-0203	--	288	--	INSTALL TAPS TO CONNECT PB-0402 AND PB-0404 TO SYSTEM GROUND
	LP-0203	LP-0301	--	288	--	
	LP-0301	LP-0303	--	304	--	INSTALL TAPS TO CONNECT PB-0406 AND PB-0408 TO SYSTEM GROUND
	LP-0303	LP-0401	--	317	--	
	LP-0401	LP-0403	48	279	--	INSTALL TAPS TO CONNECT PB-0406 AND PB-0408 TO SYSTEM GROUND
	LP-0403	LP-0405	48	347	--	
	LP-0405	PB-0408	--	78	--	INSTALL TAP TO CONNECT PB-0502 TO SYSTEM GROUND
	LP-0405	LP-0502	24	378	--	
	LP-0502	LP-0504	--	301	--	INSTALL TAP TO CONNECT PB-0602 TO SYSTEM GROUND
	LP-0504	LC-01	24	386	--	
	LP-0303	PB-0304	43	--	--	INSTALL TAP TO CONNECT PB-0603 TO SYSTEM GROUND
	LP-0402	PB-0403	56	--	--	
	LP-0404	PB-0405	60	--	--	INSTALL TAP TO CONNECT PB-0604 TO SYSTEM GROUND
	LP-0502	PB-0504	60	--	--	
	LC-01	PB-0603	24	--	49	INSTALL TAP TO CONNECT PB-0604 TO SYSTEM GROUND
	LC-01	PB-0604	24	--	230	
TOTALS			651	6,074	279	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

LIGHTING CONTROL CABINET MODIFICATIONS		
CATEGORY	NO.	SPV.0060.04 EACH
0010	LC-01	1

MAINTENANCE OF LIGHTING		
CATEGORY	PROJECT	SPV.0060.05 EACH
0010	2703-09-71	1

CONSTRUCTION STAKING				
CATEGORY	PROJECT	650.8501 ELECTRICAL INSTALLATIONS EACH	650.9500 SIDEWALK EACH	650.9911 SUPPLEMENTAL CONTROL EACH
0010	2703-09-71	1	1	1

CONSTRUCTION STAKING SUMMARY				
CATEGORY	STATION - STATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
0010	104+25 - 132+25	2,800	2,800	2,800

SAWING EXISTING PAVEMENT				
CATEGORY	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
0010	104+25 - 110+45	LT/RT	57	441
	110+45 - 117+70	LT/RT	---	372
	117+70 - 126+80	LT/RT	---	1,478
	126+80 - 132+25	LT/RT	---	1,067
TOTALS			57	3,358

STREET LIGHTING SUMMARY												
CATEGORY	LP. NO.	STATION	LOCATION	654.0105 CONCRETE BASES TYPE 5 EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0322 POLES TYPE 5- ALUMINUM EACH	657.0610 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-FT EACH	SPV.0060.03 LUMINAIRES UTILITY LED 57 WATTS EACH	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG (GROUND) LF	REMARKS	
0010	LP-0101	105+67.00	26.75' LT	1	1	1	1	1	86	43	STAGE 1	
	LP-0201	107+10.00	28.75' RT	1	1	1	1	1	86	43	STAGE 1	
	LP-0202	108+68.00	26.75' LT	1	1	1	1	1	86	43	STAGE 1	
	LP-0203	109+95.00	22.75' RT	1	1	1	1	1	86	43	STAGE 1	
	LP-0204	111+00.00	26.75' LT	1	1	1	1	1	86	43	STAGE 1	
	LP-0301	112+77.00	20.75' RT	1	1	1	1	1	86	43	STAGE 1	
	LP-0302	114+57.00	26.75' LT	1	1	1	1	1	86	43	STAGE 1	
	LP-0303	115+74.00	20.75' RT	1	1	1	1	1	86	43	STAGE 1	
	LP-0304	117+23.00	26.75' LT	1	1	1	1	1	86	43	STAGE 2	
	LP-0401	118+70.00	20.75' RT	1	1	1	1	1	86	43	STAGE 3	
	LP-0402	119+89.00	26.75' LT	1	1	1	1	1	86	43	STAGE 2	
	LP-0403	120+85.00	20.75' RT	1	1	1	1	1	86	43	STAGE 3	
	LP-0404	122+38.00	26.75' LT	1	1	1	1	1	86	43	STAGE 2	
	LP-0405	123+60.00	20.75' RT	1	1	1	1	1	86	43	STAGE 3	
	LP-0501	125+20.00	26.75' LT	1	1	1	1	1	86	43	STAGE 2	
	LP-0502	126+75.00	20.75' RT	1	1	1	1	1	86	43	STAGE 3	
	LP-0503	128+15.00	26.75' LT	1	1	1	1	1	86	43	STAGE 2	
	LP-0504	129+68.00	20.75' RT	1	1	1	1	1	86	43	STAGE 3	
	LP-0601	131+20.00	26.75' LT	1	1	1	1	1	86	43	STAGE 2	
SUB-TOTALS				19	19	19	19	19	1,634	808		
TOTALS				19	19	19	19	19		2,442		

DECORATIVE GRAVEL			
CATEGORY	STATION	LOCATION	SPV.0035.01 CY
0010	110+77	RT	2

UTILITY LINE OPENING		
CATEGORY	PROJECT	SPV.0060.07 EACH
0010	UNDISTRIBUTED	3

INSTALL EXISTING CIRCUIT INTO NEW PULL BOX		
CATEGORY	LOCATION	SPV.0060.08 EACH
0010	PB-0408	1
	PB-0603	1
	PB-0604	1
	TOTAL	3

SALVAGE AND RESETTNG EXISTING BRICKS			
CATEGORY	STATION	LOCATION	SPV.0165.01 SF
0010	112+96	LT	30
	UNDISTRUBTED		50
TOTAL			80

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION PROJECT PLAT TITLE SHEET

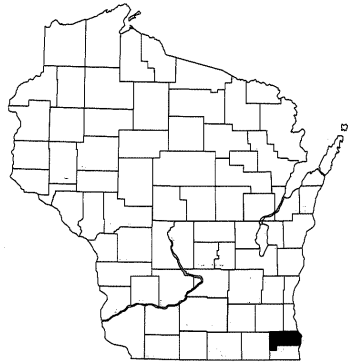
2703-09-01

NORTH MAIN STREET

GOOLD STREET TO MELVIN AVENUE

LOCAL STREET

RACINE 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 (3/4-INCH CAPPED REBAR UNLESS NOTED)	IP
NEW REFERENCE LINE	---	SIXTEENTH CORNER MONUMENT		OFF-PREMISE SIGN	
NEW R/W LINE	---	SIGN		COMPENSABLE	
EXISTING R/W OR HE LINE	---	NON-COMPENSABLE			
PROPERTY LINE	---				
LOT, TIE & OTHER MINOR LINES	---				
SLOPE INTERCEPT	---				
CORPORATE LIMITS	---				
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)	---				
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)	---				
TEMPORARY LIMITED EASEMENT AREA	---				
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)	---				
TRANSMISSION STRUCTURES	---				
BUILDING	---				
TO BE REMOVED	---				
BRIDGE	---				
CULVERT	---				

CONVENTIONAL ABBREVIATIONS

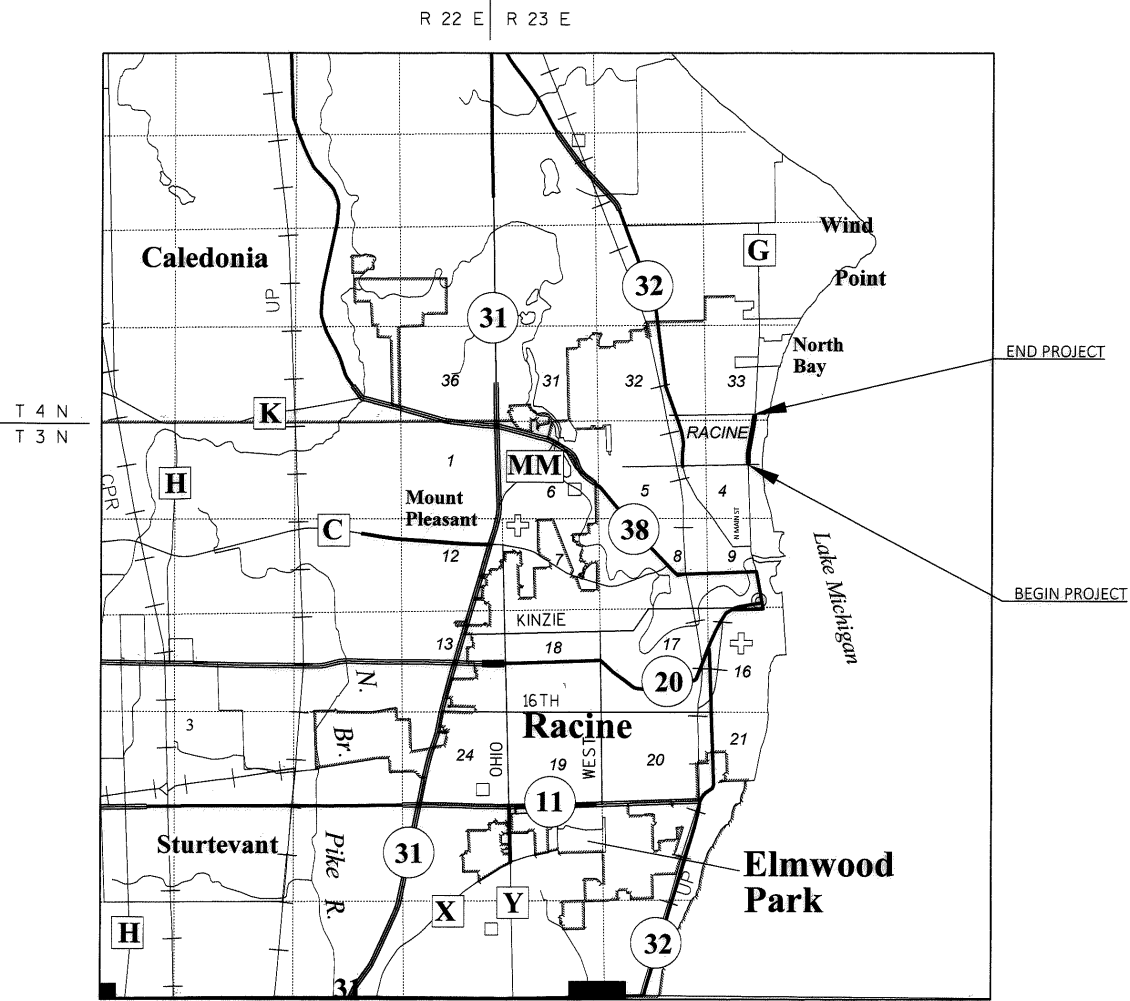
ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTRICTIVE DEVELOPMENT	RDE
CENTERLINE	C/L	EASEMENT	
CERTIFIED SURVEY MAP	CSM	RIGHT	RT
CONCRETE	CONC	RIGHT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

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

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



THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 2703-09-01.

NOTES:

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

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.

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

AN EASEMENT FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

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 PLANNING UNIT OF THE CITY OF RACINE.

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 2703-09-01-4.01
SHEET 2 OF 2

TRANSPORTATION PROJECT PLAT NO: 2703-09-01 - 4.01

THAT PART OF LOTS 16-27, BLOCK 2 OF FOX SUBDIVISION AND OTHER LANDS LOCATED IN GOVERNMENT LOT 2 ALL IN SECTION 4, T 3 N, R 23 E, CITY OF RACINE, RACINE COUNTY, WISCONSIN.

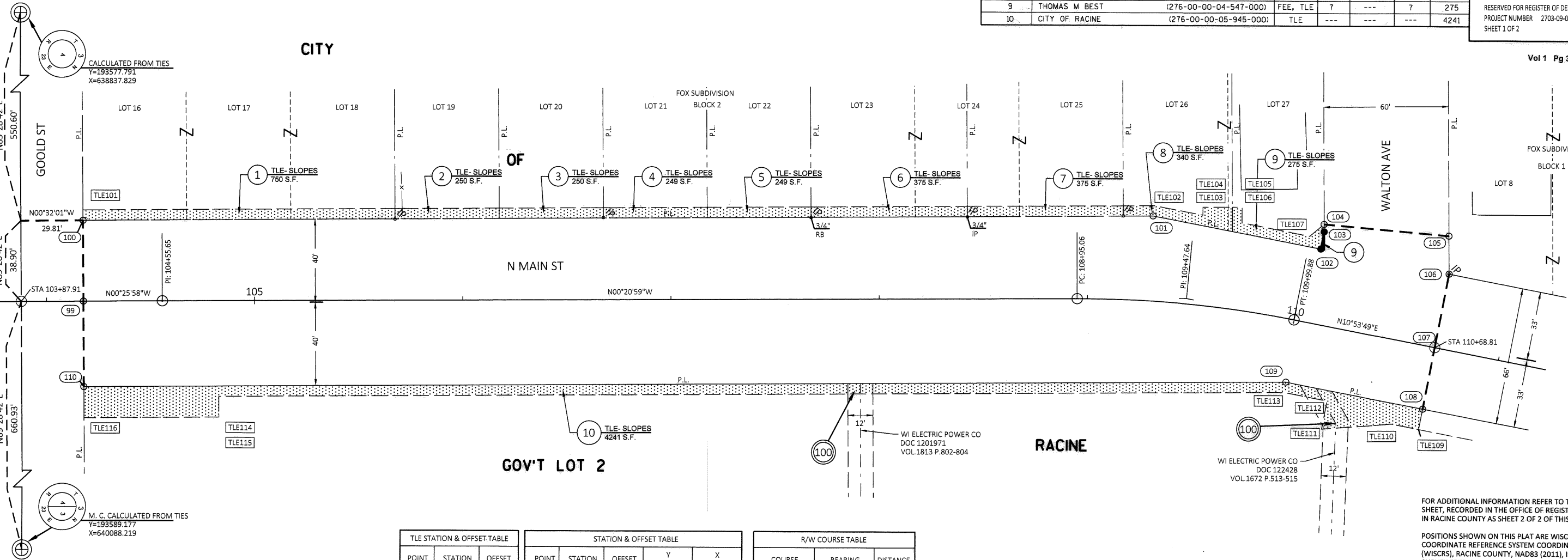
RELOCATION ORDER NORTH MAIN ST RACINE - (GOOLD STREET TO MELVIN AVENUE) RACINE COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF RACINE

HEREBY ORDERS THAT:

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



UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	UTILITY OWNER(S)	INTERESTS REQUIRED
100	WE ENERGIES	RELEASE OF RIGHTS

WE ENERGIES
V.259, P.444 DOC. 358321
(BLANKET EASEMENT)
GOV'T LOT 2
"THE MILWAUKEE ELECTRIC RAILWAY AND LIGHT CO"
PARCELS 1-9

WE ENERGIES
V.372, P.438 DOC. 451510
(BLANKET EASEMENT)
GOV'T LOT 2
"WISCONSIN ELECTRIC POWER CO"
PARCEL 5

WE ENERGIES
V.1813, P.802-804 DOC. 1201971
"WISCONSIN ELECTRIC POWER CO"
PARCEL 10

WE ENERGIES
V.1672, P.513-515 DOC. 122428
"WISCONSIN ELECTRIC POWER CO"
PARCEL 10

PI STA = 104+55.65
Y = 193650.899
X = 639426.800
DELTA = 00°04'59" RT

PI STA = 109+47.64
Y = 194142.875
X = 639423.797
DELTA = 11°14'48 RT
D = 10°43'46"
T = 52.58'
L = 104.82'
R = 534.00'

PC STA = 108+95.06
Y = 194090.297
X = 639424.118
PT STA = 109+99.88
Y = 194194.505
X = 639433.737
DB = N00°20'59"W
DA = N10°53'49"E

TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
TLE101	104+17.65	-43.95'
TLE102	109+29.25	-45.93'
TLE103	109+51.14	-43.27'
TLE104	109+50.76	-47.09'
TLE105	109+67.89	-49.34'
TLE106	109+68.86	-41.85'
TLE107	109+99.60	-40.89'
TLE109	110+68.82	40.08'
TLE110	104+17.80	41.05'
TLE111	110+22.92	48.86'
TLE112	110+22.92	35.10'
TLE113	110+02.28	35.11'
TLE114	104+82.68	46.00'
TLE115	104+82.70	56.00'
TLE116	104+17.81	46.05'

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	
99	104+17.73	0.00'	193612.976	639427.087	
100	104+17.66	-38.95'	193612.614	639388.137	
101	109+29.09	-40.91'	194126.668	639384.156	
102	110+05.93	-35.89'	194207.235	639399.635	
103	110+05.93	-44.29'	194208.822	639391.394	
104	110+05.23	-47.79'	194208.796	639387.818	
105	110+65.20	-53.87'	194268.836	639393.186	
106	110+68.79	-35.92'	194268.968	639411.495	
107	110+68.81	0.00'	194262.191	639446.767	
108	110+68.82	30.08'	194256.515	639476.310	
109	110+01.79	30.11'	194190.688	639463.663	
110	104+17.80	41.05'	193613.359	639468.132	

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
100-101	N00° 26' 37"W	514.07'
101-102	N10° 52' 31"E	82.04'
102-103	N79° 06' 11"W	8.39'
103-104	S89° 35' 19"W	3.58'
104-105	N05° 06' 31"E	60.28'
105-106	N89° 35' 19"E	18.31'
106-107	S79° 07' 29"E	35.92'
107-108	S79° 07' 29"E	30.08'
108-109	S10° 52' 31"W	67.03'
109-110	S00° 26' 37"E	577.35'
110-99	S89° 27' 59"W	41.05'
99-100	S89° 27' 59"W	38.95'

HWY	BASIS OF EXIST. R/W
N MAIN STREET	FOX SUBDIVISION
GOOLD STREET	LAKE VIEW BEING ASHLEY'S ADDITION TO RACINE FOX SUBDIVISION

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY OF RACINE

PARCEL NUMBER	OWNERS (TAX PARCEL ID NO.)	INTERESTS REQUIRED	R/W S.F. REQUIRED			TLE S.F.
			NEW	EXISTING	TOTAL	
1	2100 N MAIN STREET, LLC (276-00-00-04-537-000)	TLE	---	---	---	750
2	MANGAT PROPERTIES, INC (276-00-00-04-539-000)	TLE	---	---	---	250
3	MANGAT PROPERTIES, INC (276-00-00-04-540-000)	TLE	---	---	---	250
4	STEPHANIE K CUCCIA (276-00-00-04-541-000)	TLE	---	---	---	249
5	JAMES M & JAMES W, JR MUIR (276-00-00-04-542-000)	TLE	---	---	---	249
6	JODI M JENSEN (276-00-00-04-547-003)	TLE	---	---	---	375
7	RADOJKA SAMUROVIC (276-00-00-04-545-000)	TLE	---	---	---	375
8	MANUAL III & JESSICA SAUCEDA (276-00-00-04-546-000)	TLE	---	---	---	340
9	THOMAS M BEST (276-00-00-04-547-000)	FEE, TLE	7	---	7	275
10	CITY OF RACINE (276-00-00-05-945-000)	TLE	---	---	---	4241

Document # 2639838
RACINE COUNTY REGISTER OF DEEDS
September 26, 2022 1:44 PM
Karin J. Pope
KARIE POPE
RACINE COUNTY
REGISTER OF DEEDS
Fee Amount: \$25.00
Pages: 2

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 2703-09-01-4.01
SHEET 1 OF 2

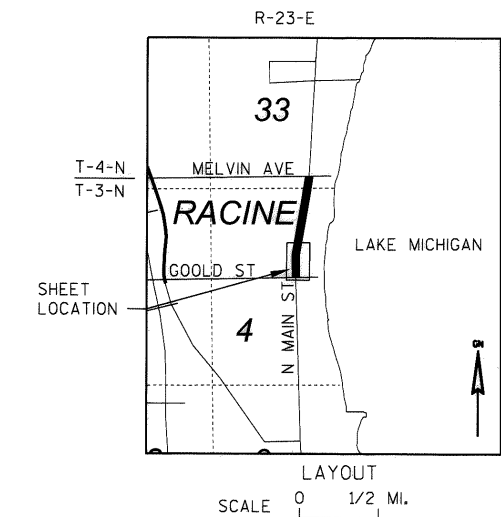
Vol 1 Pg 340

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS IN RACINE COUNTY AS SHEET 2 OF 2 OF THIS DOCUMENT.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), RACINE 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.

FOUND IRON PINS ARE 1" IRON PIPES UNLESS OTHERWISE NOTED.

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.



STRAND ASSOCIATES, INC. ®
910 WEST WINGRA DRIVE, MADISON, WI 53715
(608) 251-4843

I, ERIC E. LINDAAS, 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 CITY OF RACINE, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: *Eric E. Lindaas* DATE: 9/9/22
PRINT NAME: ERIC E. LINDAAS
REGISTRATION NUMBER: S-2919

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR FOR THE CITY OF RACINE

SIGNATURE: *Paul Vornholt* DATE: 9-23-22
PRINT NAME: Paul Vornholt

TRANSPORTATION PROJECT PLAT NO: 2703-09-01 - 4.02

THAT PART OF LOTS 8-13, BLOCK 1 OF FOX SUBDIVISION AND LOTS 1-3, 12, 13, BLOCK 2, HAUMERSEN SUBDIVISION AND PART OF LOT 2 BLOCK 1 OF HAUMERSEN SUBDIVISION AND OTHER LANDS LOCATED IN GOVERNMENT LOT 2, ALL IN SECTION 4, T 3 N, R 23 E, CITY OF RACINE, RACINE COUNTY, WISCONSIN.
RELOCATION ORDER NORTH MAIN ST RACINE - (GOULD STREET TO MELVIN AVENUE) RACINE COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF RACINE

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

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE. PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY OF RACINE

PARCEL NUMBER	OWNERS (TAX PARCEL ID NO.)	INTERESTS REQUIRED	R/W NEW	S.F. REQUIRED EXISTING	TOTAL	TLE S.F.
10	CITY OF RACINE (276-00-00-05-945-000)	TLE	---	---	---	3402
11	THOMAS M & BARBARA S BEST (276-00-00-04-191-000)	TLE	---	---	---	489
12	BOBBY J & SHERRA L VINSON (276-00-00-04-193-000)	TLE	---	---	---	691
13	ANGELA MARCUM & GEOFFREY BREWSTER (276-00-00-04-194-000)	TLE	---	---	---	508
14	BRIAN F & LINDA DUCZMAN O'CONNELL (276-00-00-04-196-000)	TLE	---	---	---	773
15	DANNY R & GERIANNE M DUMONT (276-00-00-04-385-000)	TLE	---	---	---	604
16	DANNY R & GERIANNE M DUMONT (276-00-00-04-375-000)	TLE	---	---	---	330
17	JUSTIN A & KIMBERLY S PUTZER (276-00-00-04-374-000)	TLE	---	---	---	344
18	RONALD L & ELIZABETH A BAST (276-00-00-04-373-000)	FEE, TLE	2	---	2	360
19	THOMAS W. MARTIN & PEGGY J ROBBINS (276-00-00-03-967-000)	TLE	---	---	---	182

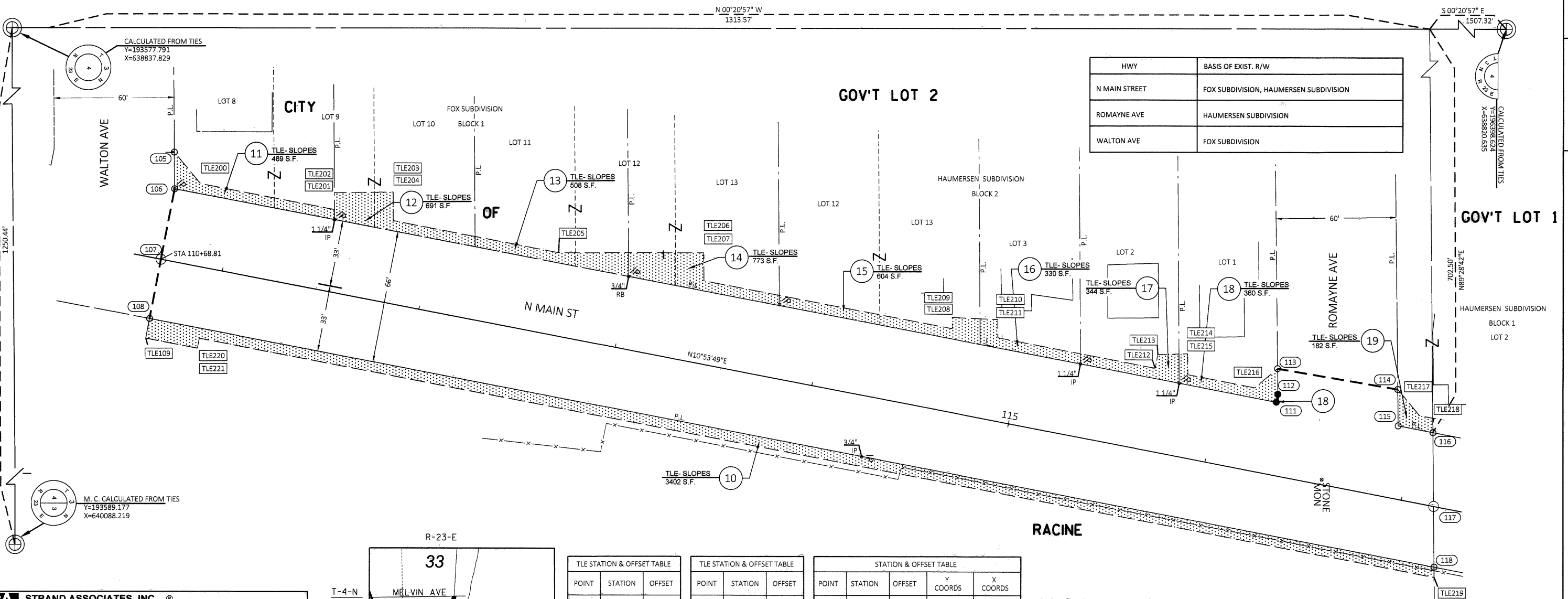
Document # 2641619
RACINE COUNTY REGISTER OF DEEDS
October 20, 2022 2:57 PM

Karie Pope
KARIE POPE
RACINE COUNTY
REGISTER OF DEEDS
Fee Amount: \$25.00

Pages: 1

Vol 1 Pg 342

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 2703-09-01-4.02



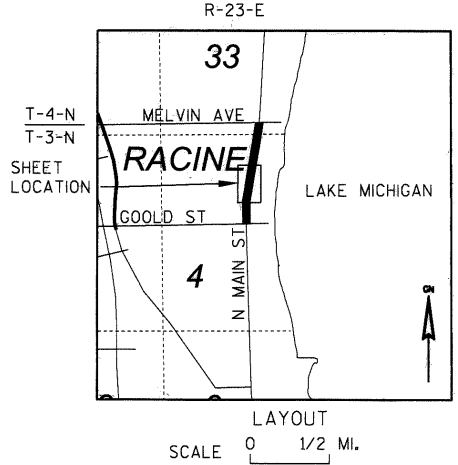
STRAND ASSOCIATES, INC. ®
910 WEST WINGRA DRIVE, MADISON, WI 53715
(608) 251-4843

I, ERIC E. LINDAAS, 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 CITY OF RACINE, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: *Eric E. Lindaas* DATE: 09/28/22
PRINT NAME: ERIC E. LINDAAS
REGISTRATION NUMBER: S-2919

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR FOR THE CITY OF RACINE

SIGNATURE: *Pavel Vornholt* DATE: 10-20-2022
PRINT NAME: Pavel Vornholt



POINT	STATION	OFFSET
TLE109	110+68.82	40.08'
TLE200	110+81.02	-40.91'
TLE201	111+49.20	-40.85'
TLE202	111+47.55	-49.13'
TLE203	111+76.31	-55.05'
TLE204	111+79.14	-40.96'
TLE205	112+63.20	-40.99'
TLE206	113+34.42	-54.72'
TLE207	113+37.18	-41.02'
TLE208	114+63.45	-41.07'
TLE209	114+62.33	-46.62'
TLE210	114+84.87	-49.97'

POINT	STATION	OFFSET
TLE211	114+86.66	-41.07'
TLE212	115+66.74	-41.11'
TLE213	115+66.74	-48.10'
TLE214	115+81.33	-51.28'
TLE215	115+83.38	-41.11'
TLE216	116+17.42	-41.12'
TLE217	117+00.92	-43.16'
TLE218	117+07.66	-43.16'
TLE219	117+23.40	34.84'
TLE220	110+95.12	35.07'
TLE221	110+95.12	40.07'

POINT	STATION	OFFSET	Y COORDS	X COORDS
105	110+65.20	-53.87'	194268.836	639393.186
106	110+68.79	-35.92'	194268.968	639411.495
107	110+68.81	0.00'	194262.191	639446.767
108	110+68.82	30.08'	194256.515	639476.310
111	116+29.33	-36.13'	194819.432	639517.252
112	116+29.32	-40.20'	194820.200	639513.257
113	116+26.78	-52.60'	194820.051	639500.596
114	116+87.77	-53.88'	194880.176	639510.867
115	116+91.40	-36.15'	194880.388	639528.963
116	117+09.06	-36.16'	194897.733	639532.295
117	117+16.36	0.00'	194898.069	639569.182
118	117+22.39	29.84'	194898.347	639599.620

COURSE	BEARING	DISTANCE
107-106	N79° 07' 29"W	35.92'
106-111	N10° 52' 31"E	560.53'
111-112	N79° 07' 29"W	4.07'
112-113	S89° 19' 37"W	12.66'
113-114	N09° 41' 39"E	61.00'
114-115	N89° 19' 37"E	18.10'
115-116	N10° 52' 31"E	17.66'
116-117	N89° 28' 42"E	36.89'
117-118	N89° 28' 42"E	30.44'
118-108	S10° 52' 31"W	653.57'
108-107	N79° 07' 29"W	30.08'

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS IN RACINE COUNTY AS SHEET 2 OF 2 OF DOCUMENT 2639838.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), RACINE 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.

FOUND IRON PINS ARE 1" IRON PIPES UNLESS OTHERWISE NOTED.

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.

TRANSPORTATION PROJECT PLAT NO: 2703-09-01 - 4.03

THAT PART OF LOTS 1 AND 2, BLOCK 1 HAUMERSEN SUBDIVISION AND LOTS 12-14, BLOCK 1, LOTS 1-3, BLOCK 2, LOTS 1-6, BLOCK 5, LOTS 16-21, BLOCK 6, LOTS 13-15 BLOCK 7, LOTS 1-3 BLOCK 8 ALL LOCATED IN NORTH PARK ADDITION NO. 2 AND LOT 21, BLOCK 31 AND LOT 4 BLOCK 32 LOCATED IN WOLFF'S THIRD ADDITION AND OTHER LANDS LOCATED IN GOVERNMENT LOT 1, ALL IN SECTION 4, T 3 N, R 23 E, CITY OF RACINE, RACINE COUNTY, WISCONSIN.

RELOCATION ORDER NORTH MAIN ST RACINE - (GOULD STREET TO MELVIN AVENUE) RACINE COUNTY

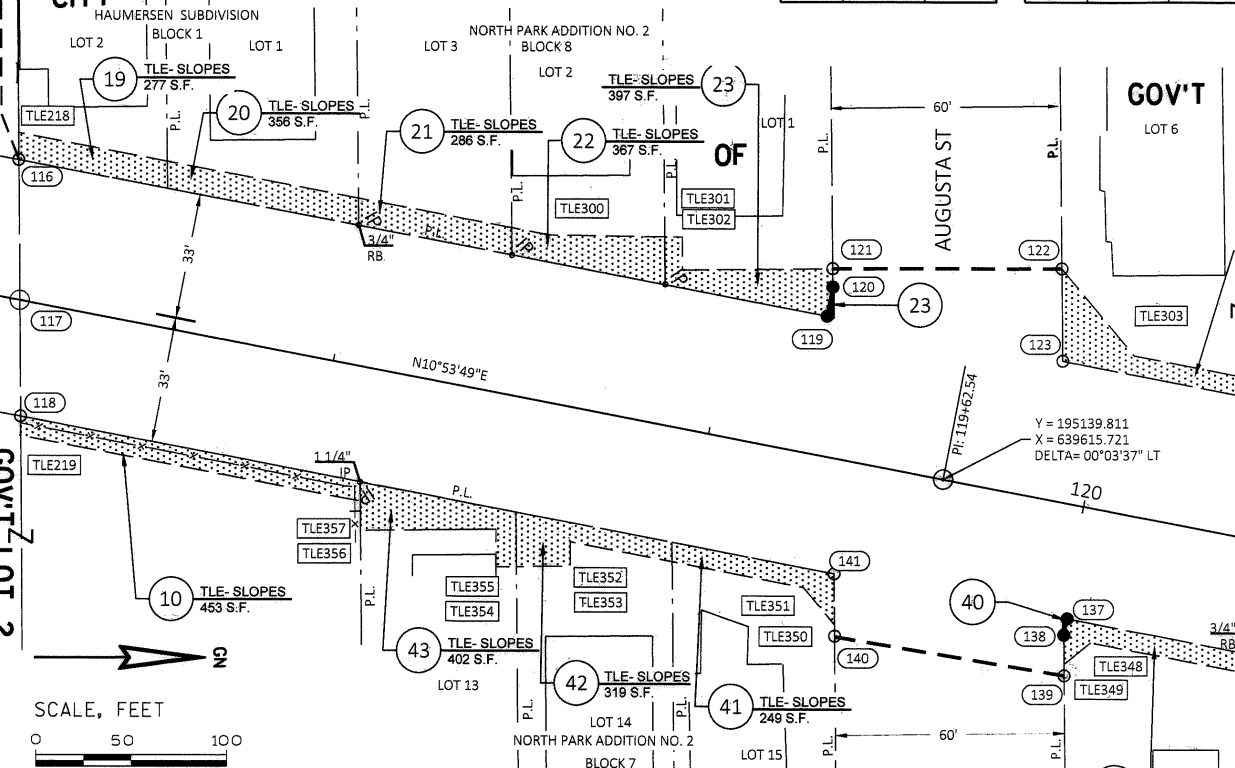
TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF RACINE DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF RACINE

HEREBY ORDERS THAT:

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

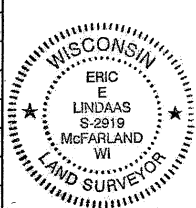
TLE STATION & OFFSET TABLE			TLE STATION & OFFSET TABLE			TLE STATION & OFFSET TABLE			TLE STATION & OFFSET TABLE			TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET	POINT	STATION	OFFSET	POINT	STATION	OFFSET	POINT	STATION	OFFSET	POINT	STATION	OFFSET
TLE218	117+07.65	-43.16'	TLE308	121+83.60	-46.57'	TLE318	124+33.64	-48.72'	TLE336	123+84.17	41.08'	TLE347	121+22.86	34.88'
TLE219	117+23.40	34.84'	TLE309	122+01.22	-50.19'	TLE319	124+51.33	-52.25'	TLE337	123+66.90	44.58'	TLE348	120+08.55	34.65'
TLE300	118+49.37	-43.21'	TLE310	122+03.06	-40.96'	TLE320	124+53.56	-41.08'	TLE338	123+64.97	34.92'	TLE349	120+02.87	41.56'
TLE301	118+83.35	-49.35'	TLE311	122+36.32	-40.89'	TLE321	124+66.92	-41.08'	TLE339	123+29.53	34.91'	TLE350	119+41.89	42.76'
TLE302	118+84.98	-41.23'	TLE312	123+11.95	-48.29'	TLE330	124+67.63	34.92'	TLE340	122+53.64	35.15'	TLE351	119+32.08	34.76'
TLE303	120+05.50	-41.36'	TLE313	123+34.69	-48.28'	TLE331	124+23.31	-34.92'	TLE341	121+88.25	35.01'	TLE352	118+69.96	34.78'
TLE304	120+93.41	-41.18'	TLE314	123+34.69	-41.09'	TLE332	124+29.93	51.06'	TLE342	121+89.75	42.48'	TLE353	118+71.22	41.04'
TLE305	121+35.10	-49.56'	TLE315	124+13.87	-41.08'	TLE333	124+07.19	43.63'	TLE343	121+70.08	46.15'	TLE354	118+52.19	44.94'
TLE306	121+36.83	-41.09'	TLE316	124+12.03	-50.30'	TLE334	124+05.45	34.92'	TLE344	121+67.85	34.97'	TLE355	118+50.23	35.24'
TLE307	121+84.71	-40.99'	TLE317	124+32.53	-54.22'	TLE335	123+82.94	34.92'	TLE345	121+57.22	34.95'	TLE356	118+15.46	42.30'
						TLE336	123+82.94	34.92'	TLE346	121+24.21	41.63'	TLE357	118+13.92	34.80'



STATION & OFFSET TABLE					STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS	POINT	STATION	OFFSET	Y COORDS	X COORDS
116	117+09.06	-36.16'	194897.733	639532.295	129	124+66.92	-36.08'	195641.978	639675.116
117	117+16.36	0.00'	194898.069	639569.182	130	124+67.31	0.00'	195635.577	639710.622
118	117+22.39	29.84'	194898.347	639599.620	131	124+67.63	29.92'	195630.267	639740.072
119	119+24.54	-36.24'	195109.341	639572.950	132	123+22.93	29.91'	195488.147	639712.858
120	119+24.54	-44.02'	195110.811	639565.313	133	123+22.93	36.26'	195486.956	639719.090
121	119+23.57	-48.75'	195110.754	639560.479	134	123+24.02	41.64'	195487.017	639724.583
122	119+82.54	-60.15'	195170.758	639560.403	135	122+63.05	42.85'	195426.900	639714.305
123	119+87.38	-36.39'	195171.043	639584.645	136	122+60.47	30.16'	195426.756	639701.355
124	122+46.26	-35.87'	195425.216	639633.833	137	120+01.33	29.63'	195172.333	639652.119
125	122+46.26	-41.80'	195426.331	639628.008	138	120+01.33	33.97'	195171.518	639656.378
126	122+44.43	-50.80'	195426.222	639618.824	139	120+03.47	44.50'	195171.644	639667.120
127	123+05.02	-53.95'	195486.325	639627.126	140	119+42.53	45.69'	195111.519	639656.806
128	123+08.66	-36.09'	195486.542	639645.351	141	119+39.26	-29.75'	195111.328	639640.538

STRAND ASSOCIATES, INC. ®
910 WEST WINGRA DRIVE, MADISON, WI 53715
(608) 251-4843

I, ERIC E. LINDAAS, 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 CITY OF RACINE, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.



SIGNATURE: *Eric E. Lindaas* DATE: 09/28/22

PRINT NAME: ERIC E. LINDAAS
REGISTRATION NUMBER: S-2919

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF RACINE

SIGNATURE: *Paul Vornholt* DATE: 10-20-2022
PRINT NAME: Paul Vornholt

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS IN RACINE COUNTY AS SHEET 2 OF 2 OF DOCUMENT 2639838.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), RACINE 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.

FOUND IRON PINS ARE 1" IRON PINS UNLESS OTHERWISE NOTED.

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.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY OF RACINE

PARCEL NO.	OWNERS (TAX PARCEL ID NO.)	INTERESTS REQUIRED	R/W	S.F. REQUIRED	TLE S.F.
10	CITY OF RACINE (276-00-00-05-945-000)	TLE	---	---	453
19	THOMAS W MARTIN & PEGGY J ROBBINS (276-00-00-03-967-000)	TLE	---	---	277
20	DIANE M. PICCIURRO (276-00-00-03-966-000)	TLE	---	---	356
21	DONALD W & OLGA E KILPATRICK (276-00-00-05-109-000)	TLE	---	---	286
22	JONATHAN M & RUTH L. TYLOCK (276-00-00-05-108-000)	TLE	---	---	367
23	HAROLD AND RUTH BAKER REV. TR. (276-00-00-05-116-000)	FEE, TLE	6	---	397
24	STEPHEN J SMILEY REVOCABLE TRUST DEBRA A KARP REVOCABLE TRUST (276-00-00-05-011-000)	TLE	---	---	625
25	ELSIE E LEUKER (276-00-00-05-009-000)	TLE	---	---	491
26	VIRGINIA C & GERALD W KASINSK (276-00-00-05-007-000)	TLE	---	---	399
27	DANIEL J DROTT REVOCABLE TRUST NANCY H DROTT REVOCABLE TRUST (276-00-00-05-006-000)	FEE, TLE	4	---	331
28	CARL L & MARY M SENTERBERG (276-00-00-04-264-000)	TLE	---	---	648
29	TOM CECCHINI (276-00-00-04-253-000)	TLE	---	---	444
30	FIK INVESTMENT, INC (276-00-00-05-697-000)	TLE	---	---	329
31	WILLIAM & ELAINE K LEWIS (276-00-00-05-700-000)	TLE	---	---	86
32	KIRSTEN L BUELLAND (276-00-00-04-024-000)	TLE	---	---	284
33	ARLENE THOMPSON TRUST (276-00-00-04-023-000)	TLE	---	---	340
34	DAVID V AND MARY C DESOTELL (276-00-00-04-022-000)	FEE, TLE	4	---	303
35	JUDITH & WILLIAM J GOEBEL JR (276-00-00-05-056-000)	TLE	---	---	272
36	KYLE S FISCHER (276-00-00-05-055-000)	TLE	---	---	348
37	THOMAS P RUTKOWSKI & NATALIE S CHULEW (276-00-00-05-054-000)	TLE	---	---	316
38	NATALIE S CHULEW & THOMAS P RUTKOWSKI (276-00-00-05-053-000)	TLE	---	---	254
39	CAREY B & SUSAN M LANCOUR (276-00-00-05-052-000)	TLE	---	---	204
40	KATHERINE S & CLAUDIO L LINS (276-00-00-05-051-000)	FEE, TLE	2	---	265
41	SHANN T & CHRISTOPHER J URAN (276-00-00-05-106-000)	TLE	---	---	249
42	FATIMA F JALLOW (276-00-00-05-105-000)	TLE	---	---	319
43	CHRISTIANE G MINAKIAN (276-00-00-05-104-000)	TLE	---	---	402

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
116-119	N10° 52' 31" E	215.48'
119-120	N79° 06' 11" W	7.78'
120-121	S89° 19' 30" W	4.83'
121-122	N00° 04' 23" W	60.00'
122-123	N89° 19' 30" E	24.24'
123-124	N10° 57' 09" E	258.89'
124-125	N79° 09' 48" W	5.93'
125-126	S89° 19' 08" W	9.18'
126-127	N07° 51' 51" E	60.67'
127-128	N89° 19' 08" E	18.23'
128-129	N10° 50' 25" E	158.26'
129-130	S79° 46' 46" E	36.08'
130-131	S79° 46' 46" E	29.93'
131-132	S10° 50' 25" W	144.70'
132-133	S79° 10' 55" E	6.35'
133-134	N89° 21' 57" E	5.49'
134-135	S09° 42' 06" W	60.99'
135-136	S89° 21' 57" W	12.95'
136-137	S10° 57' 09" W	259.14'
137-138	S79° 09' 48" E	4.34'
138-139	N89° 19' 43" E	10.74'
139-140	S09° 44' 03" W	61.00'
140-141	S89° 19' 43" W	16.27'
141-118	S10° 52' 31" W	216.88'
118-117	S89° 28' 42" W	30.44'
117-116	S89° 28' 42" W	36.89'

Document # 2641620
RACINE COUNTY REGISTER OF DEEDS
October 20, 2022 3:00 PM
Karin J. Pope
KARIE POPE
RACINE COUNTY
REGISTER OF DEEDS
Fee Amount: \$25.00
Pages: 1

Vol 1 Pg 343

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 2703-09-01-4.03

TRANSPORTATION PROJECT PLAT NO: 2703-09-01 - 4.04

THAT PART OF LOTS 18-21, BLOCK 31, LOTS 1-4 BLOCK 32 ALL LOCATED IN WOLFF'S THIRD ADDITION AND LOT 1 AND LOT 4, BLOCK 1, KNOB SUBDIVISION AND LOT 1 AND 4, BLOCK 1, STAPLEMAN SUBDIVISION, AND LOTS 1-9, BLOCK 10, LOTS 11-20 BLOCK 11 ALL LOCATED IN PLAT OF RESUBDIVISION OF BLOCKS 8-13 LAKESHORE PARK ADDITION AND OTHER LANDS LOCATED IN GOVERNMENT LOT 1, ALL IN SECTION 4, T 3 N, R 23 E, CITY OF RACINE, RACINE COUNTY, WISCONSIN.

RELOCATION ORDER NORTH MAIN ST RACINE - (GOULD STREET TO MELVIN AVENUE) RACINE COUNTY

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

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

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

POINT	STATION	OFFSET
TLE321	124+66.92	-41.08'
TLE330	124+67.63	34.92'
TLE400	125+81.93	-41.07'
TLE401	126+53.44	-40.65'
TLE402	126+86.99	-40.69'
TLE403	126+85.40	-48.56'
TLE404	127+04.13	-52.28'
TLE405	127+06.47	-40.71'
TLE406	127+31.77	-40.74'
TLE407	127+30.27	-48.14'
TLE408	127+52.01	-52.02'
TLE409	127+54.29	-40.76'
TLE410	127+88.31	-40.80'

POINT	STATION	OFFSET
TLE411	128+44.82	-40.65'
TLE412	128+43.85	-46.44'
TLE413	128+69.48	-50.96'
TLE414	128+71.20	-40.68'
TLE415	129+16.90	-40.74'
TLE416	129+15.72	-47.73'
TLE417	129+34.11	-50.26'
TLE418	129+35.71	-40.76'
TLE419	129+67.62	-40.80'
TLE420	129+66.54	-47.25'
TLE421	129+85.12	-49.97'
TLE422	129+86.65	-40.83'
TLE423	130+12.36	-40.86'

POINT	STATION	OFFSET
TLE424	130+11.11	-48.30'
TLE425	130+40.74	-53.03'
TLE426	130+42.76	-40.90'
TLE427	130+79.88	-40.94'
TLE428	130+78.20	-50.93'
TLE429	130+97.24	-54.04'
TLE430	130+98.98	-43.69'
TLE431	131+36.89	-48.99'
TLE432	131+38.22	-41.02'
TLE433	131+86.08	-40.32'
TLE439	132+06.75	36.74'
TLE440	131+60.22	35.05'
TLE441	131+61.27	42.24'

POINT	STATION	OFFSET
TLE442	131+42.95	45.30'
TLE443	131+41.55	36.98'
TLE444	130+96.22	37.03'
TLE445	130+98.62	51.60'
TLE446	130+83.73	54.10'
TLE447	130+80.54	35.05'
TLE448	130+09.39	35.14'
TLE449	129+75.22	40.93'
TLE450	129+74.27	35.19'
TLE451	128+91.46	35.29'
TLE452	128+40.76	43.91'
TLE453	128+39.32	35.36'
TLE454	127+67.26	35.23'

POINT	STATION	OFFSET
TLE455	127+68.23	40.32'
TLE456	127+48.12	43.81'
TLE457	127+46.48	35.25'
TLE458	126+71.62	35.33'
TLE459	126+00.77	34.93'
TLE460	125+28.31	34.93'
TLE461	125+29.40	40.37'
TLE462	125+11.71	43.81'
TLE463	125+09.93	34.93'

POINT	STATION	OFFSET	Y COORDS	X COORDS
129	124+66.92	-36.08	195641.978	639675.116
130	124+67.31	0.00	195635.577	639710.622
131	124+67.63	29.92	195630.267	639740.072
142	125+93.74	-36.07	195766.536	639698.967
143	125+93.74	-41.19	195767.498	639693.940
144	125+91.44	-52.68	195767.393	639682.222
145	126+43.16	-49.06	195817.514	639695.497
146	126+45.85	-35.64	195817.637	639709.183
147	127+90.14	-35.79	195958.568	639736.001
148	127+99.40	-35.59	195967.672	639737.733
149	132+06.94	-34.34	196367.846	639804.312
150	132+05.05	-51.13	196367.863	639787.415
151	132+35.86	-52.90	196398.684	639789.139
152	132+41.87	0.00	196398.687	639842.376
153	132+47.02	45.32	196398.690	639887.988
154	132+17.54	46.93	196369.219	639886.265
155	132+15.91	32.21	196369.259	639871.455
156	127+98.72	30.41	195956.085	639802.713
157	126+60.70	30.34	195819.813	639777.015
158	126+60.70	38.30	195818.316	639784.602
159	126+62.37	46.63	195818.394	639793.093
160	126+10.65	43.02	195768.271	639779.825
161	126+08.02	29.93	195768.151	639766.476

SCHEDULE OF LANDS & INTERESTS REQUIRED

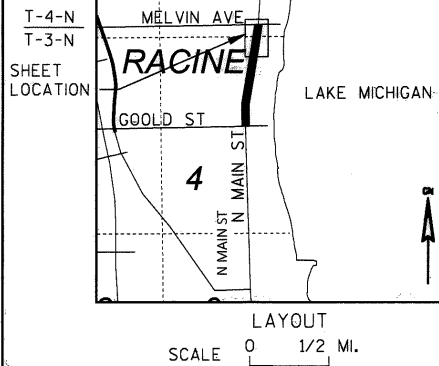
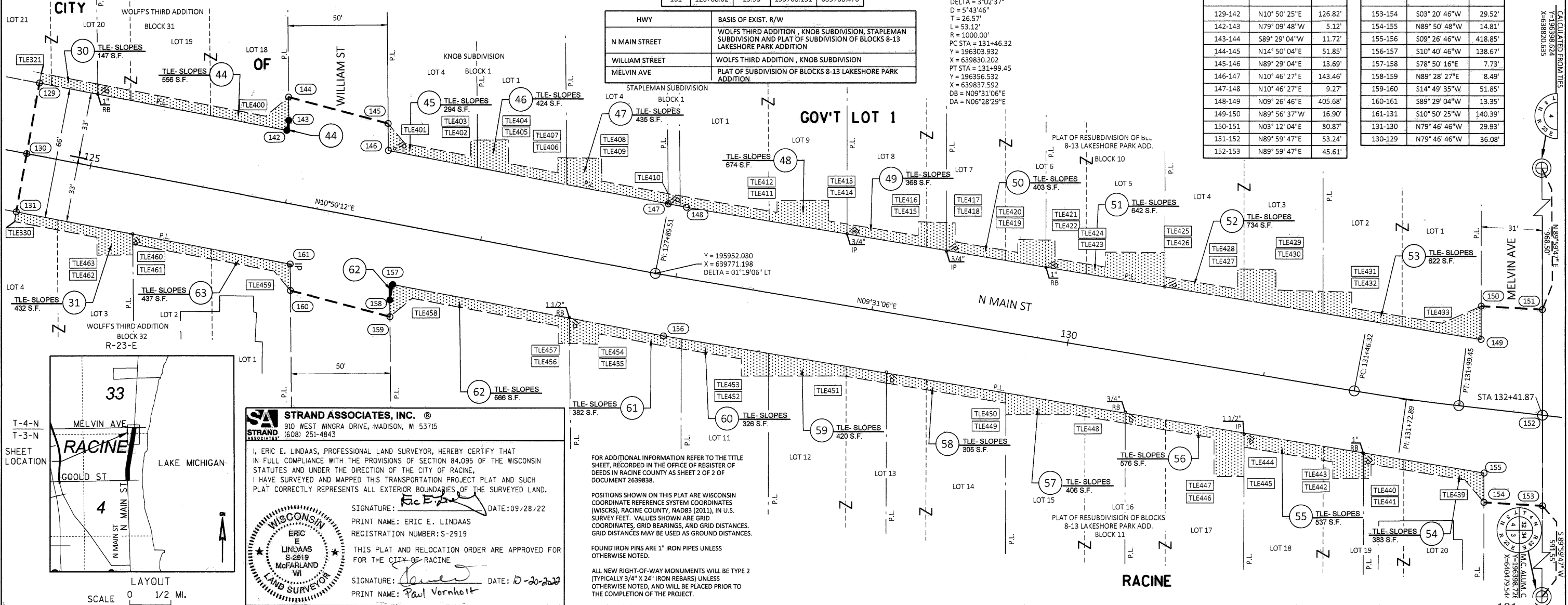
OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY OF RACINE

PARCEL NUMBER	OWNERS (TAX PARCEL ID NO.)	INTERESTS REQUIRED	R/W NEW	S.F. EXISTING	S.F. REQUIRED TOTAL	TLE S.F.
30	FIK INVESTMENT, INC. (276-00-00-05-697-000)	TLE	---	---	---	147
31	WILLIAM & ELAINE K LEWIS (276-00-00-05-700-000)	TLE	---	---	---	432
44	ASHLEY E & JEFFREY D STURDEVANT (276-00-00-05-695-000)	FEE, TLE	3	---	3	556
45	JANNA COCA (276-00-00-04-087-000)	TLE	---	---	---	294
46	JESSICA LAYDEN & NICHOLAS BROOKS (276-00-00-04-084-000)	TLE	---	---	---	424
47	SARAH E & MARK D JAGELSKI (276-00-00-04-076-000)	TLE	---	---	---	435
48	DENNIS R AND FRANCES A BOHLMAN REVOCABLE TRUST (276-00-00-04-073-000)	TLE	---	---	---	674
49	EDWARD J & SHELLY L HEWITT (276-00-00-05-185-000)	TLE	---	---	---	368
50	JAMES CARL & KATHRYN L MATTESON (276-00-00-05-184-000)	TLE	---	---	---	403
51	DANIEL J DROTT REVOCABLE TRUST NANCY H DROTT REVOCABLE TRUST (276-00-00-05-183-000)	TLE	---	---	---	642
52	MARY E SWEENEY (276-00-00-05-179-000)	TLE	---	---	---	734
53	CHRISTIANE G MINAKIAN (276-00-00-05-178-000)	TLE	---	---	---	622
54	RYAN ISLER (276-00-00-05-213-000)	TLE	---	---	---	383
55	GAVIGAN TRUST (276-00-00-05-212-000)	TLE	---	---	---	537
56	MICHAEL A PAYAN (276-00-00-05-211-000)	TLE	---	---	---	576
57	JENNIFER A JOHNSON (276-00-00-05-209-000)	TLE	---	---	---	406
58	JAMES P KLOSKE (276-00-00-05-208-000)	TLE	---	---	---	305
59	DAVID C ALLEN (276-00-00-05-206-000)	TLE	---	---	---	420
60	LARRY & LINDA CHAMBLISS (276-00-00-05-205-000)	TLE	---	---	---	326
61	RITA M & JEFFREY L COLLEN (276-00-00-05-952-000)	TLE	---	---	---	382
62	JASON P. COLLUM & MICHAEL J. ISAACSON (276-00-00-05-948-000)	FEE, TLE	6	---	6	566
63	JULIA L & GARY C MILLER II (276-00-00-05-711-003)	TLE	---	---	---	437

PI STA = 131+72.89
Y = 196330.134
X = 639834.596
DELTA = 3°02'37"
D = 5'43'46"
T = 26.57'
L = 53.12'
R = 1000.00'
PC STA = 131+46.32
Y = 196303.932
X = 639830.202
PT STA = 131+99.45
Y = 196356.532
X = 639837.592
DB = N09°31'06"E
DA = N06°28'29"E

COURSE	BEARING	DISTANCE
129-142	N10° 50' 25"E	126.82'
142-143	N79° 09' 48"W	5.12'
143-144	S89° 29' 04"W	11.72'
144-145	N14° 50' 04"E	51.85'
145-146	N89° 29' 04"E	13.69'
146-147	N10° 46' 27"E	143.46'
147-148	N10° 46' 27"E	9.27'
148-149	N09° 26' 46"E	405.68'
149-150	N89° 56' 37"W	16.90'
150-151	N03° 12' 04"E	30.87'
151-152	N89° 59' 47"E	53.24'
152-153	N89° 59' 47"E	45.61'

COURSE	BEARING	DISTANCE
153-154	S03° 20' 46"W	29.52'
154-155	N89° 50' 48"W	14.81'
155-156	S09° 26' 46"W	418.85'
156-157	S10° 40' 46"W	138.67'
157-158	S78° 50' 16"E	7.73'
158-159	N89° 28' 27"E	8.49'
159-160	S14° 49' 35"W	51.85'
160-161	S89° 29' 04"W	13.35'
161-131	S10° 50' 25"W	140.39'
131-130	N79° 46' 46"W	29.93'
130-129	N79° 46' 46"W	36.08'



STRAND ASSOCIATES, INC. ®
910 WEST WINGRA DRIVE, MADISON, WI 53715
(608) 251-4843

I, ERIC E. LINDAAS, 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 CITY OF RACINE, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: *Eric E. Lindaas* DATE: 09/28/22
PRINT NAME: ERIC E. LINDAAS
REGISTRATION NUMBER: S-2919

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR FOR THE CITY OF RACINE

SIGNATURE: *Paul Vornholt* DATE: 10-20-2022
PRINT NAME: Paul Vornholt

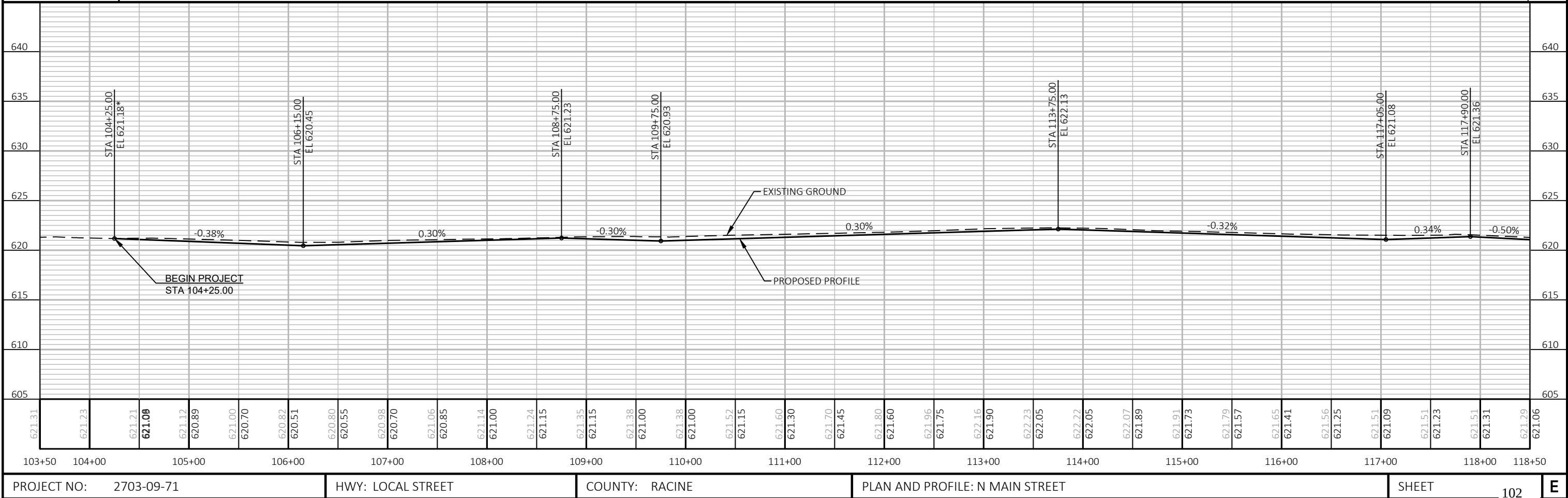
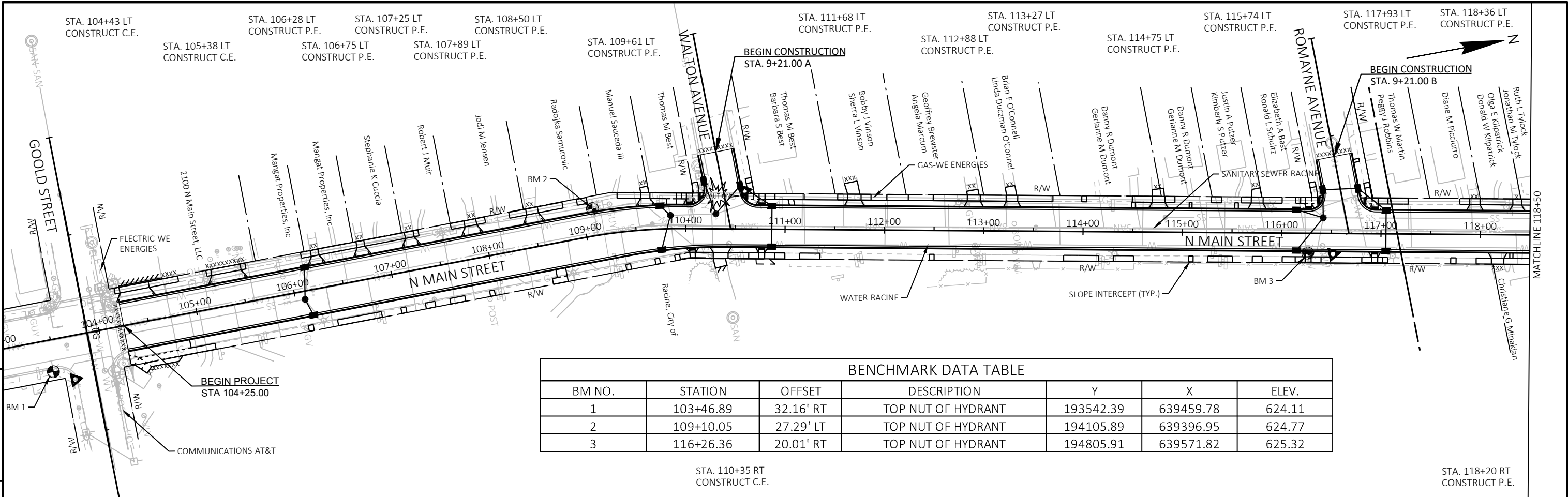
WISCONSIN LAND SURVEYOR
ERIC E. LINDAAS
S-2919
McFARLAND WI

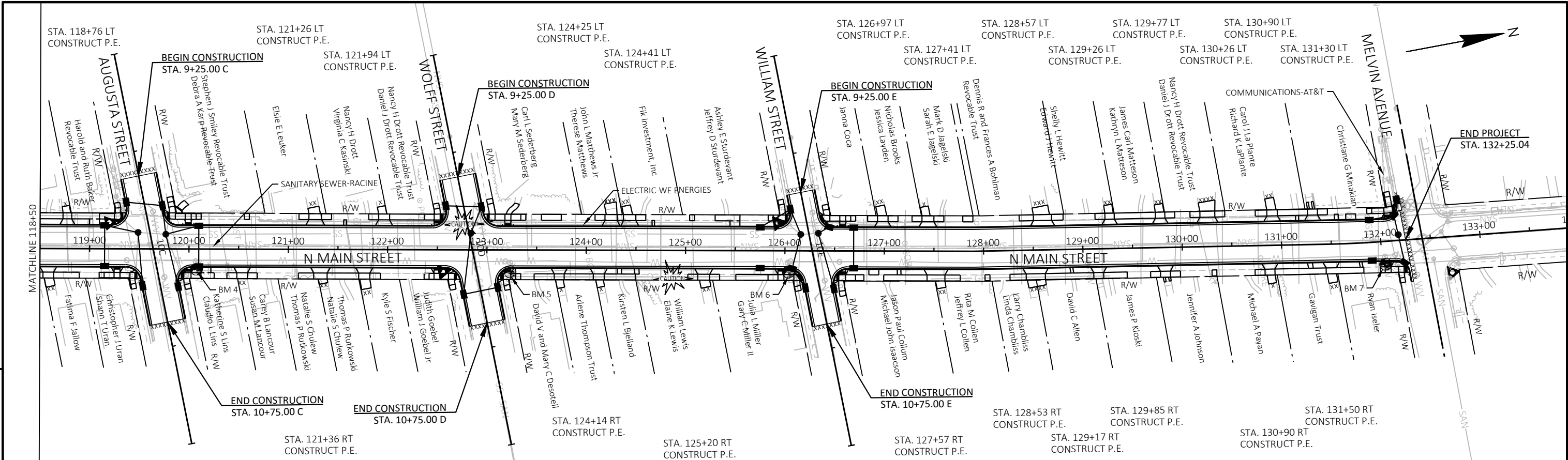
FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS IN RACINE COUNTY AS SHEET 2 OF 2 OF DOCUMENT 2639898.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), RACINE 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.

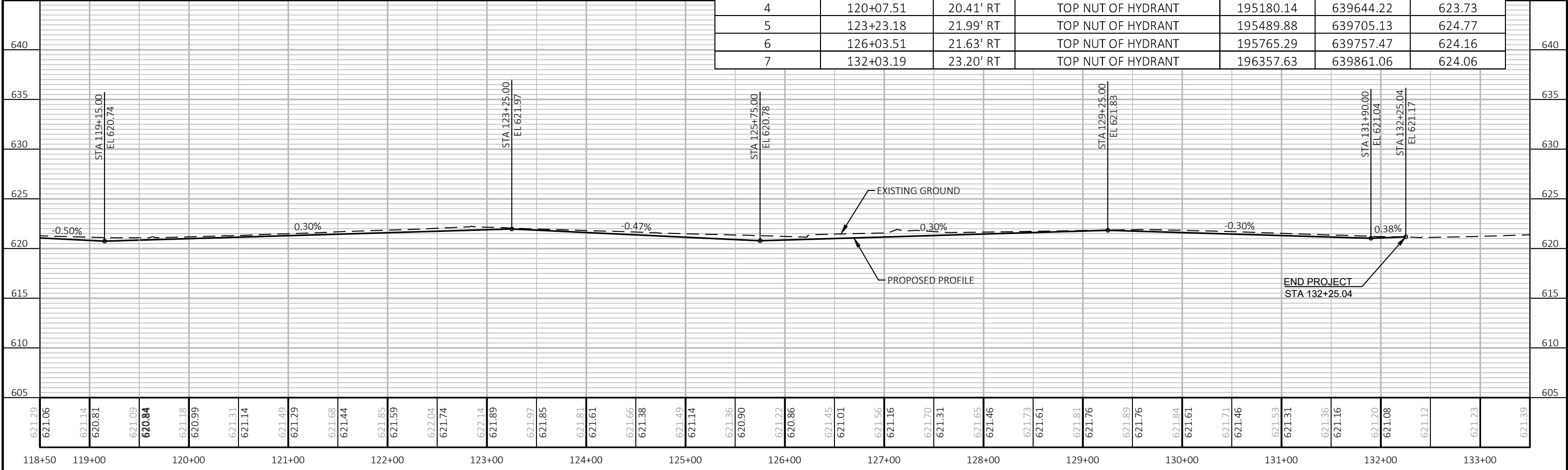
FOUND IRON PINS ARE 1" IRON PIPES UNLESS OTHERWISE NOTED.

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.



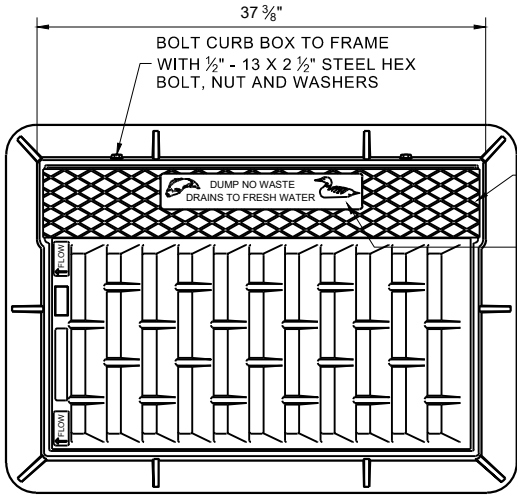


BENCHMARK DATA TABLE						
BM NO.	STATION	OFFSET	DESCRIPTION	Y	X	ELEV.
4	120+07.51	20.41' RT	TOP NUT OF HYDRANT	195180.14	639644.22	623.73
5	123+23.18	21.99' RT	TOP NUT OF HYDRANT	195489.88	639705.13	624.77
6	126+03.51	21.63' RT	TOP NUT OF HYDRANT	195765.29	639757.47	624.16
7	132+03.19	23.20' RT	TOP NUT OF HYDRANT	196357.63	639861.06	624.06



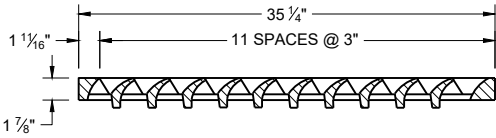
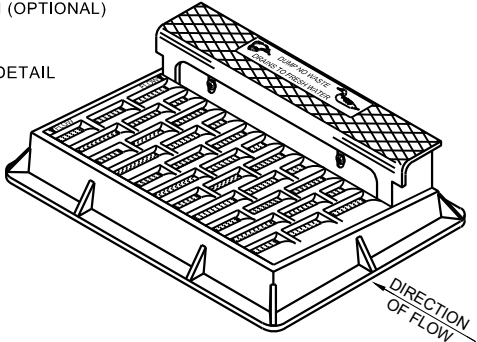
Standard Detail Drawing List

08A05-21A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-21C	INLET COVERS TYPE F, HM, HM-S, S, T, HM-GJ & HM-GJ-S
08C06-03	INLETS 3-FT AND 4-FT DIAMETER
08C07-03	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT & 2X3.5-FT
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-21A	CURB RAMPS TYPES 1 AND 1-A
08D05-21B	CURB RAMPS TYPES 2 AND 3
08D05-21C	CURB RAMPS TYPES 4A AND 4A1
08D05-21D	CURB RAMPS TYPE 4B AND 4B1
08D05-21E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-21F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-21G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
09B02-10	CONDUIT
09B04-12	PULL BOX
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09E01-15A	POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2
09E01-15D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
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
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
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15A	PAVEMENT MARKING SYMBOLS
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C07-15E	PAVEMENT MARKING FOR BIKE LANES
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-23C	PAVEMENT MARKING (TURN LANES)
15C08-23D	PAVEMENT MARKING (TURN LANES)
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C29-08A	BICYCLE LANE MARKING
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D30-09A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D46-01	TRAFFIC CONTROL, ONE - WAY SIGNING

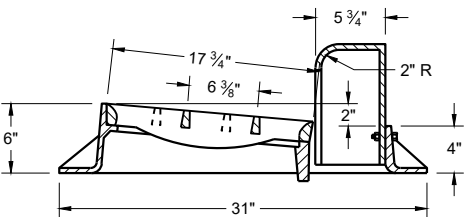
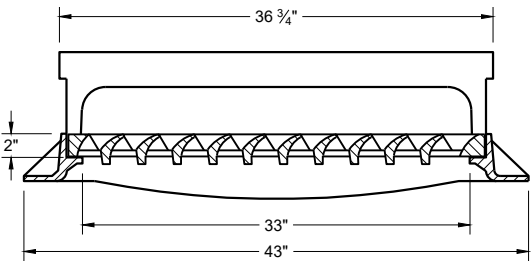
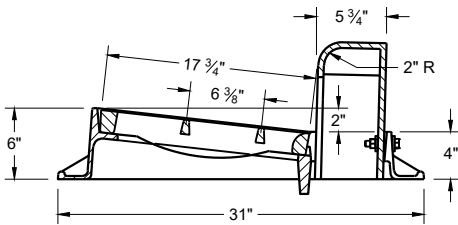
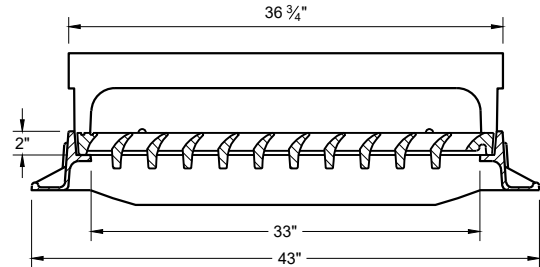


NOTE: EITHER CASTING IS ACCEPTABLE

TYPE "C" CHECKERED TOP DESIGN (OPTIONAL)
SEE LOGO DETAIL

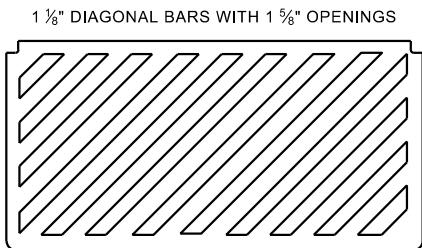


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

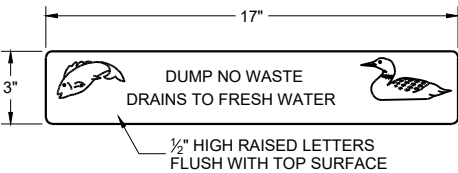


TYPE "H"

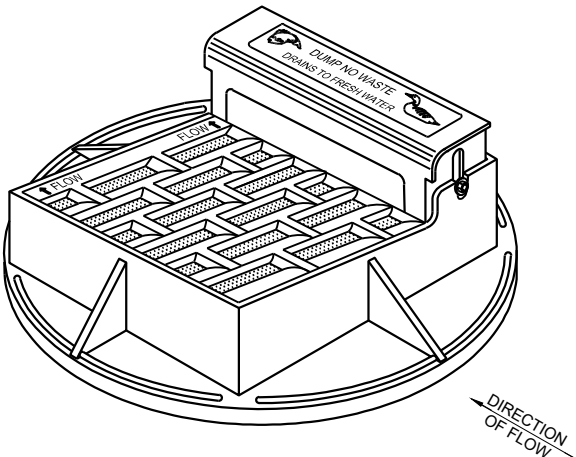
NOTE: EITHER CASTING IS ACCEPTABLE



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

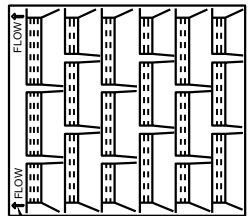


LOGO DETAIL

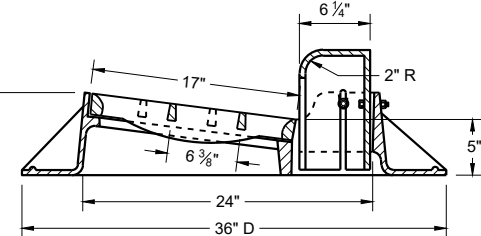
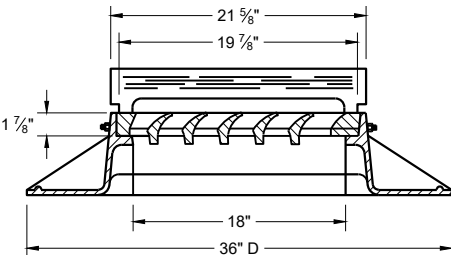
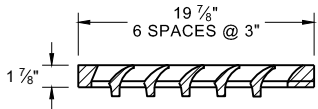


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

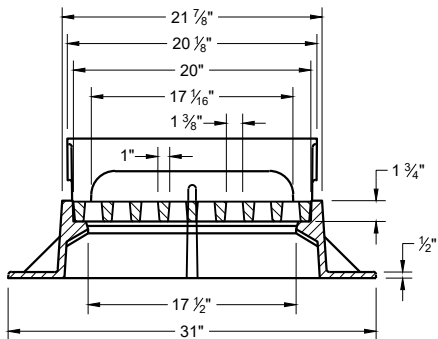
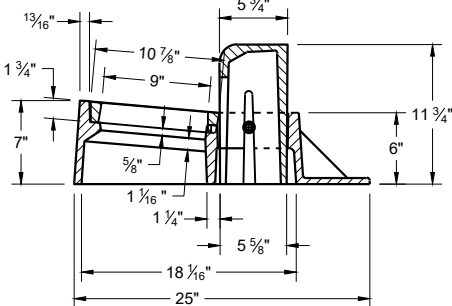
NOTE: EITHER CASTING IS ACCEPTABLE



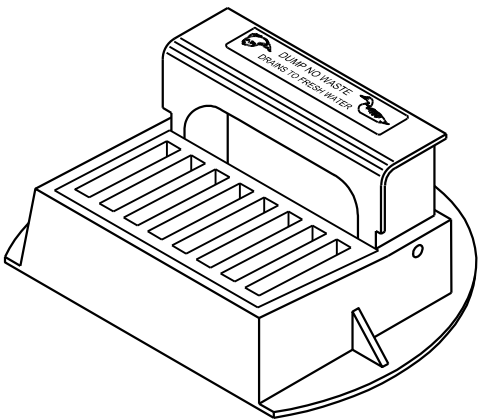
DIRECTION OF FLOW ARROWS



TYPE "A"



TYPE "Z"



**INLET COVERS
TYPES A, H, A-S, H-S AND Z**

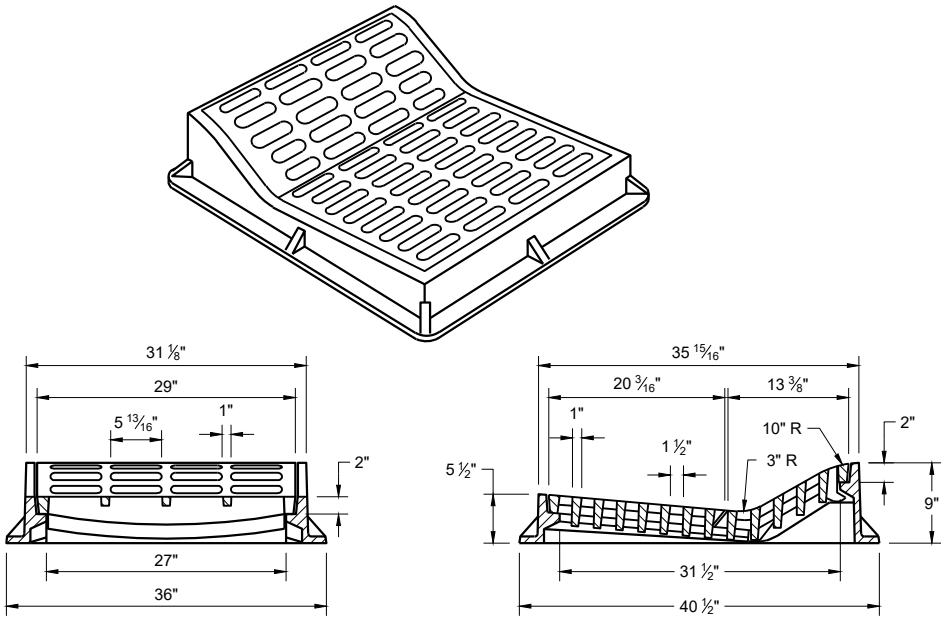
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR

GENERAL NOTES

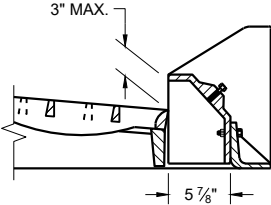
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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



TYPE "F"

USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"

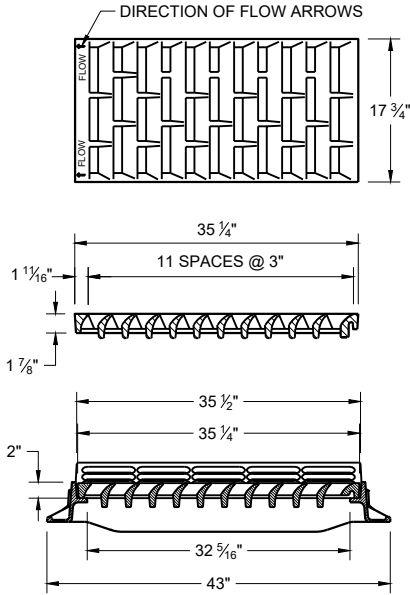


ALTERNATIVE CURB BOX
FOR TYPE "HM" COVER

USE WITH TYPES "G" AND "J" CONCRETE CURB AND GUTTER, 30 INCH
NOTED AS TYP "HM-GJ" ON DRAINAGE TABLE

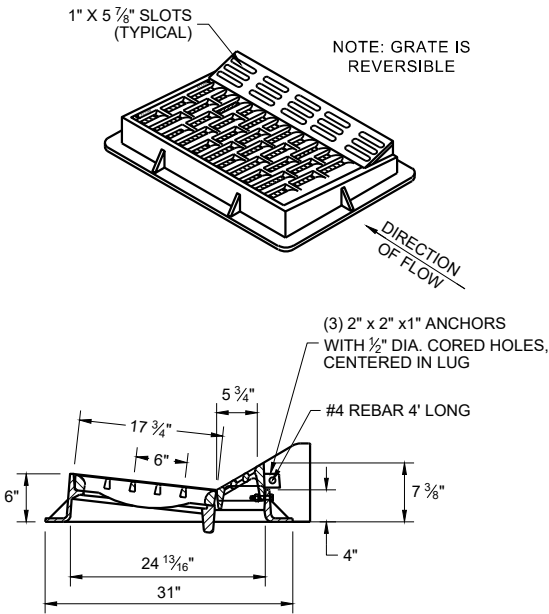
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.



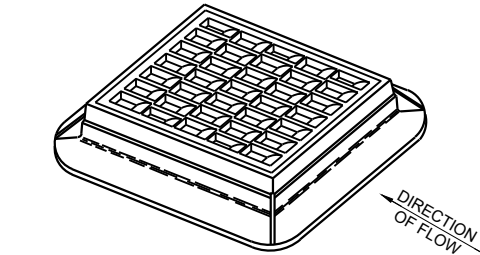
TYPE "HM"

USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"

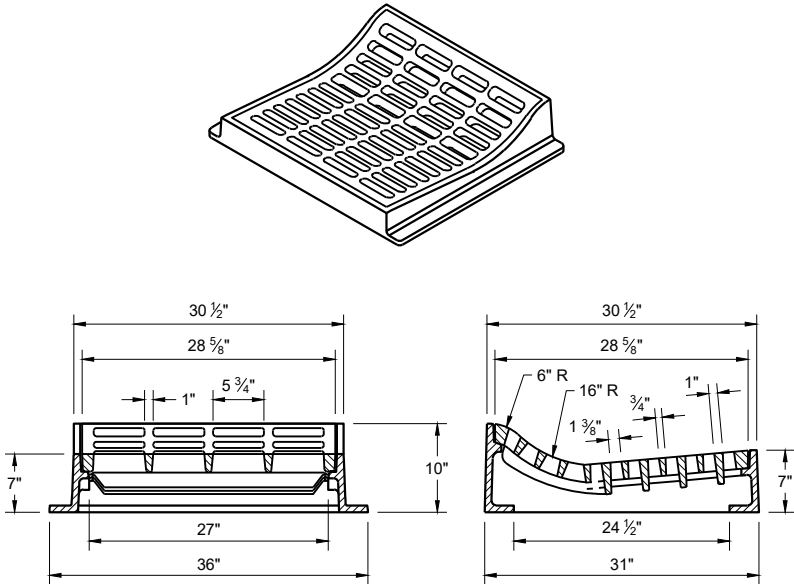


NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.



TYPE "S"



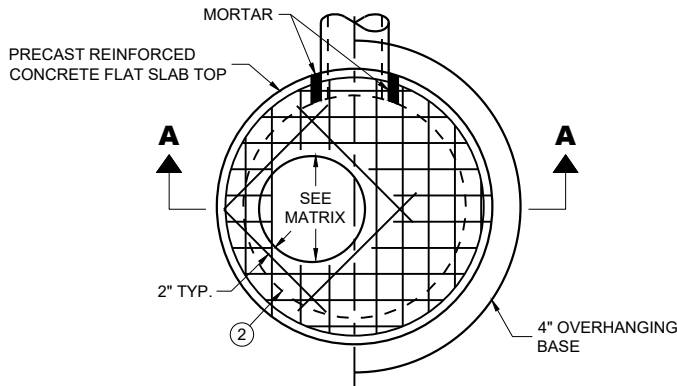
TYPE "T"

USE WITH TYPES "R" AND "T" CONCRETE CURB AND GUTTER, 36"

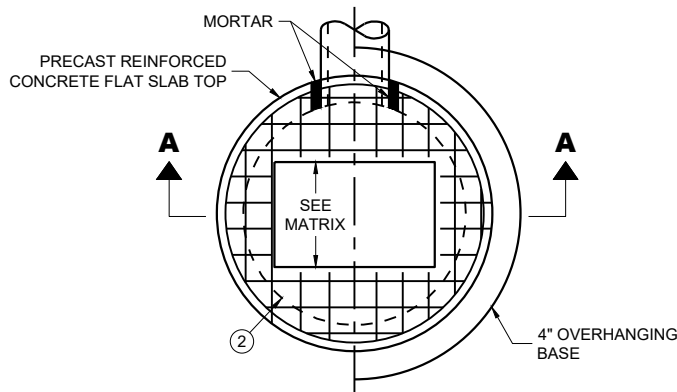
INLET COVERS
TYPES F, HM, HM-S, S, T,
HM-GJ AND HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

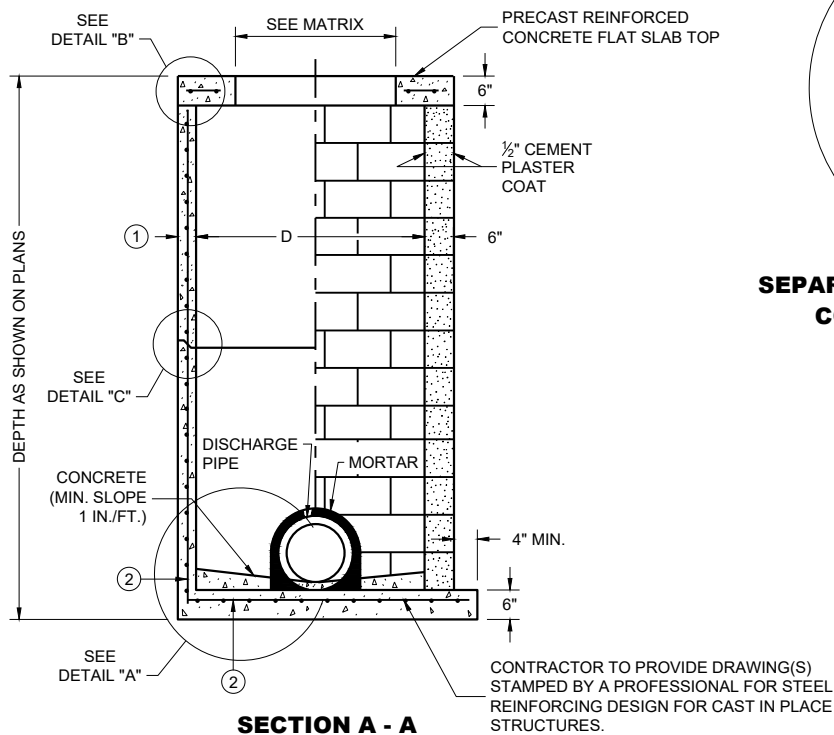
APPROVED
December 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



PLAN VIEW CIRCULAR OPENING



PLAN VIEW RECTANGULAR OPENING



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE

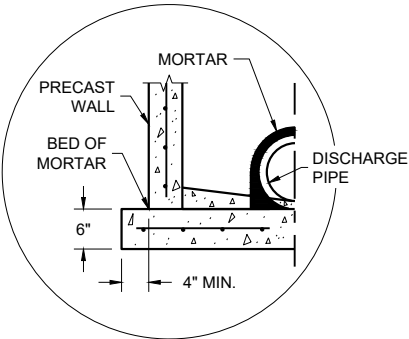
CIRCULAR INLETS WITH FLAT TOP

CATCH BASIN COVER OPENING MATRIX

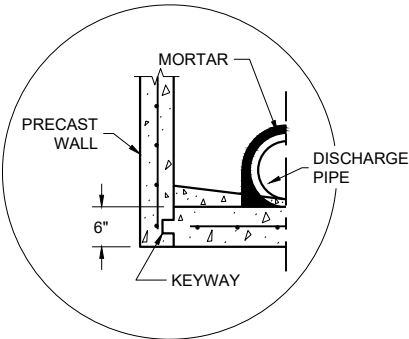
INLET SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
	OPENING SIZE (FT.)											
3-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
4-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
	2 X 2.5			X				X	X	X	X	
	2 X 3						X					
	2.5 X 3					X						

PIPE MATRIX

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

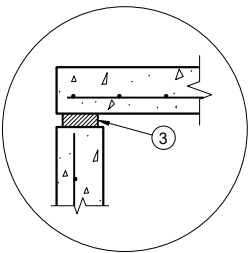


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

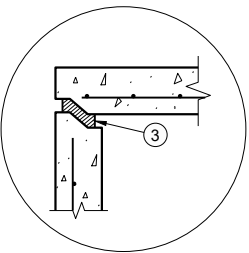


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

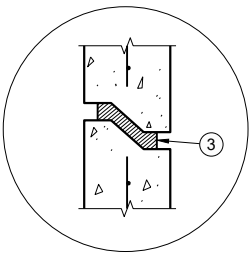
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

DETAIL "C"

INLETS 3-FT AND 4-FT DIAMETER

GENERAL NOTES

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

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

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

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

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

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

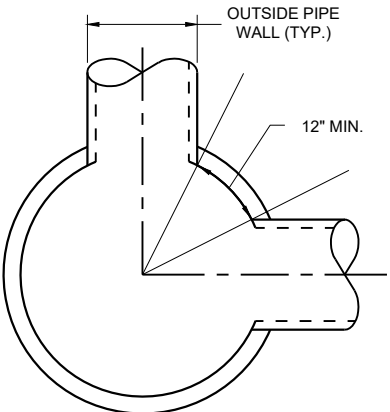
ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

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

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

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

- ① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT DIAMETER AND 5 INCHES FOR 4-FT DIAMETER PRECAST INLETS.
- ② FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.
- ③ JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.

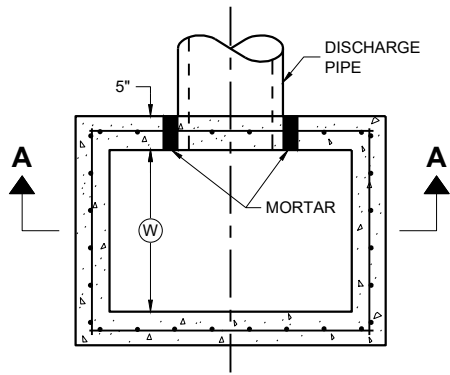


MINIMUM HORIZONTAL PIPE SEPARATION
DETAIL "D"

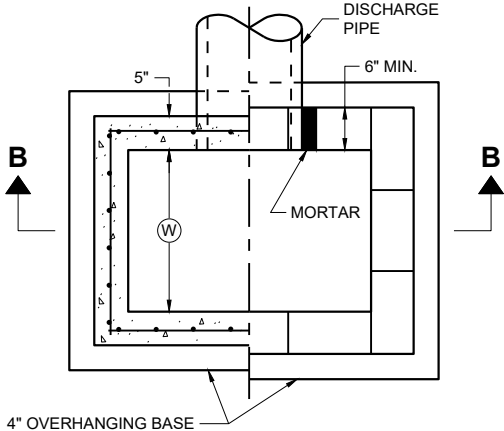
INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

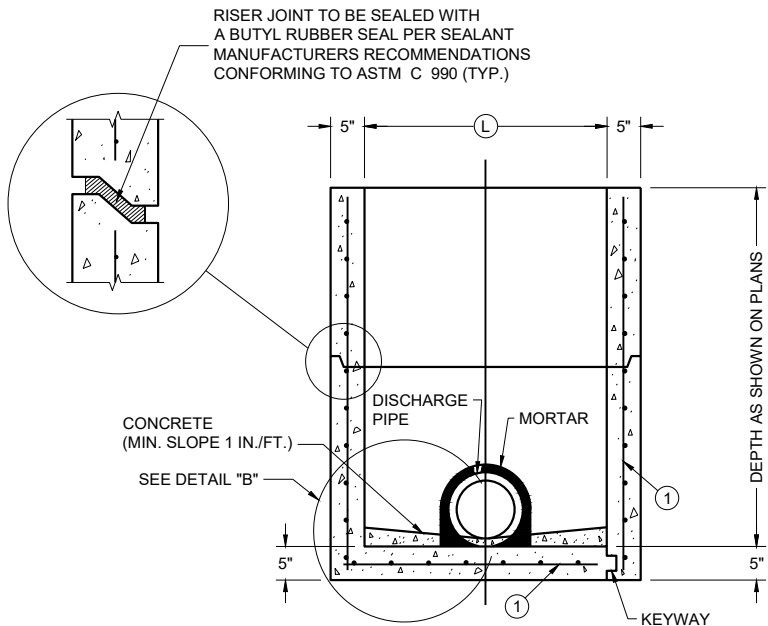
APPROVED
December 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



PLAN VIEW



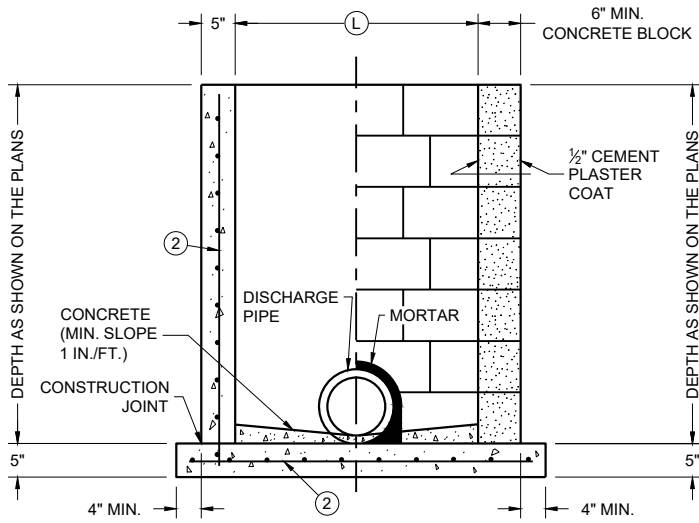
PLAN VIEW



PRECAST REINFORCED
CONCRETE WITH
MONOLITHIC BASE

PRECAST REINFORCED
CONCRETE WITH
INTEGRAL BASE

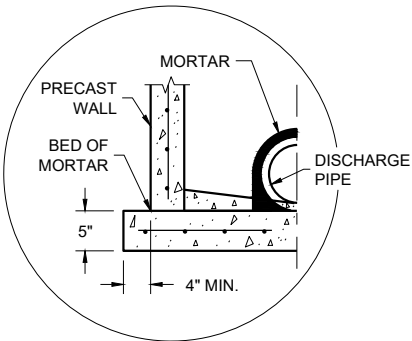
SECTION A - A



CAST IN PLACE
REINFORCED
CONCRETE

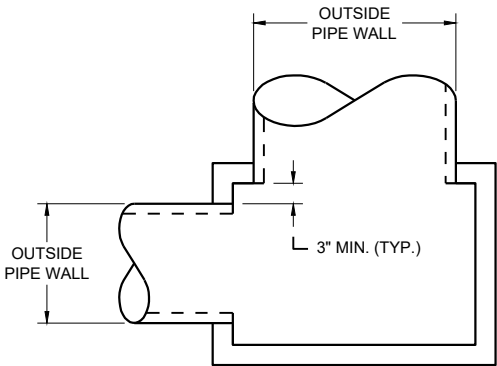
CONCRETE BLOCK WITH
CAST IN PLACE OR
PRECAST REINFORCED
CONCRETE BASE ①

SECTION B - B



SEPARATE PRECAST REINFORCED
CONCRETE BASE OPTION

DETAIL "B"



DETAIL "A"

INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2X3.5-FT

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

- ① FOR PRECAST INLETS AND REINFORCED CONCRETE BASES 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.

CATCH BASIN COVER MATRIX

INLET SIZE	WIDTH (W) (FT.)	LENGTH (L) (FT.)	INLET COVER TYPE									
			ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM	V V-B
2 X 2-FT	2	2	X	X				X				
2 X 2.5-FT	2	2.5			X			X	X	X	X	
2 X 3-FT	2	3					X					
2.5 X 3-FT	2.5	3				X						
2 X 3.5-FT	2	3.5										X

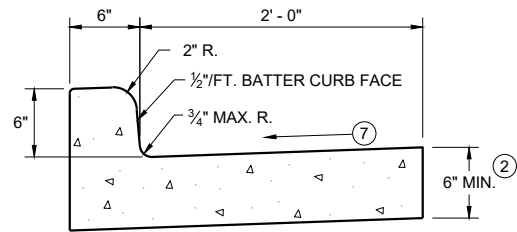
PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	WIDTH (IN)	LENGTH (IN)
2 X 2-FT	12	12
2 X 2.5-FT	12	18
2 X 3-FT	12	24
2.5 X 3-FT	18	24
2 X 3.5-FT	12	30

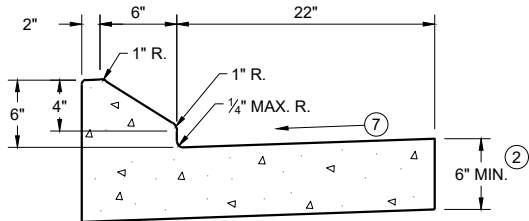
INLETS 2 X 2-FT, 2 X 2.5-FT,
2 X 3-FT, 2.5 X 3-FT
AND 2 X 3.5-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

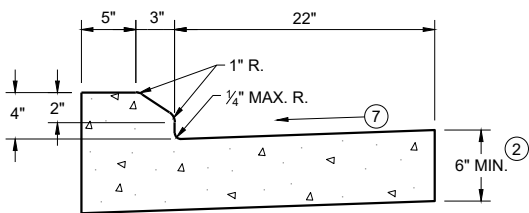
APPROVED
December 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



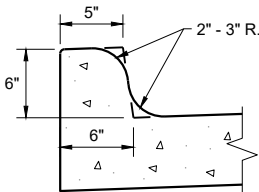
TYPES A^① & D



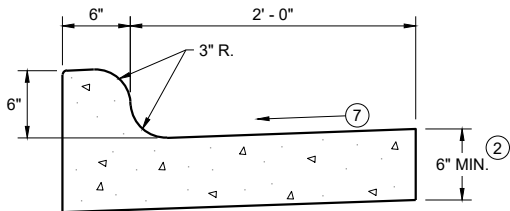
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

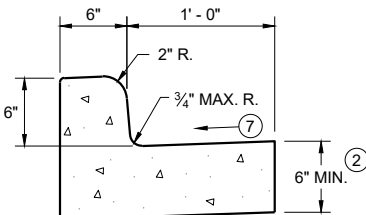


TYPES K^① & L
(OPTIONAL CURB SHAPE)



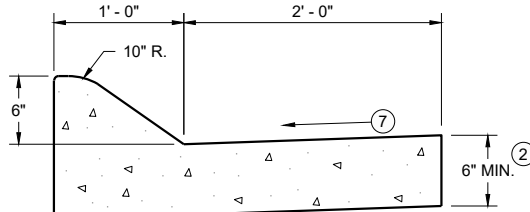
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

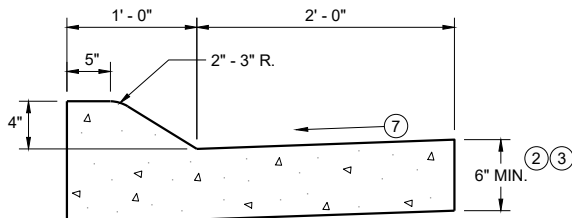


TYPES A^① & D

CONCRETE CURB AND GUTTER 18"

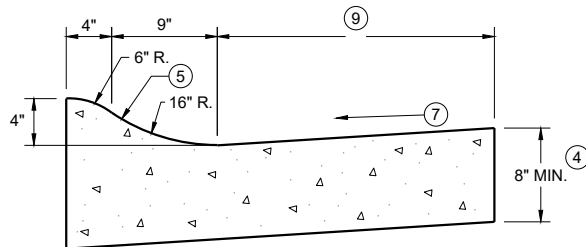


6" SLOPED CURB TYPES A^① & D



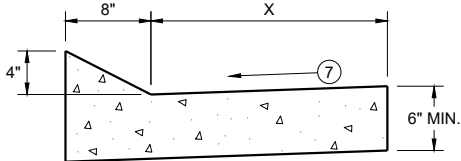
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R^① & T

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

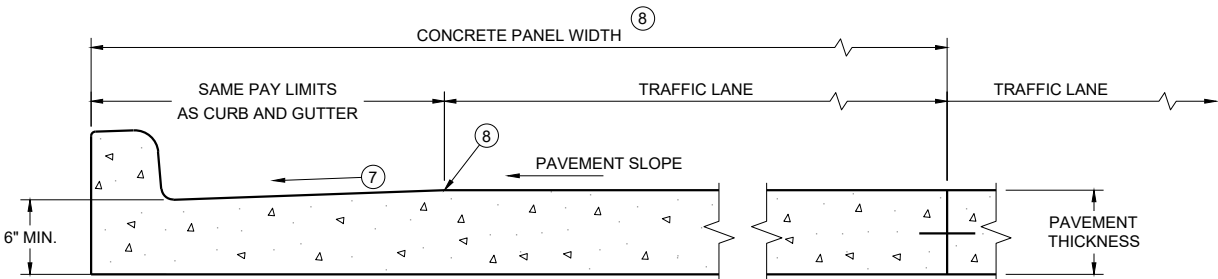


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

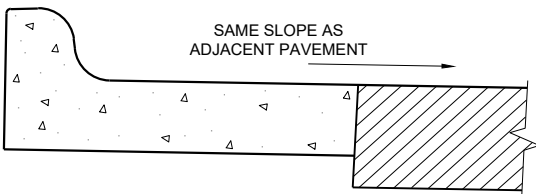
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

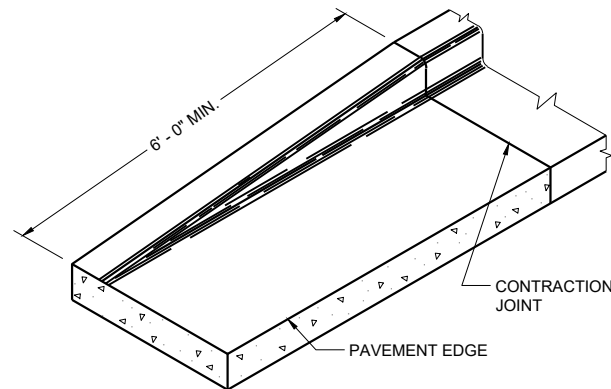
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

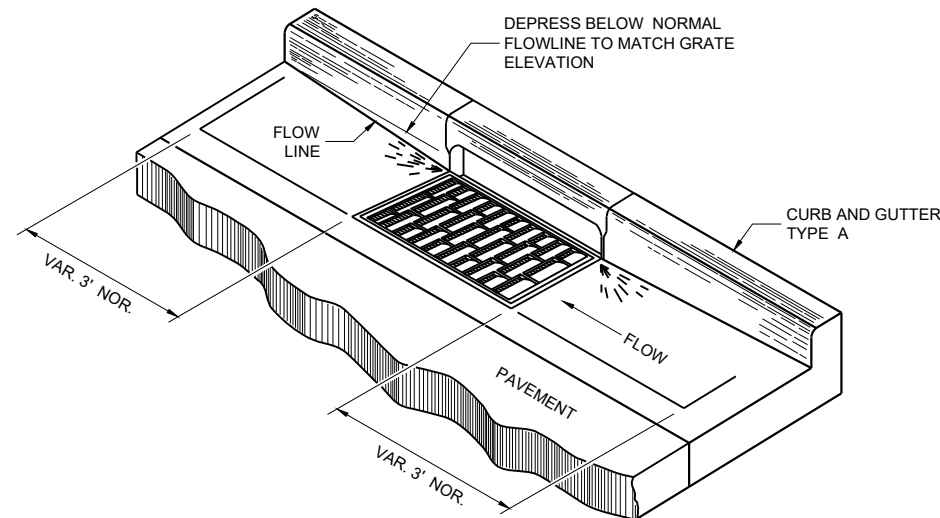
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.
- ④ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ⑤ UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.
- ⑥ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.
- ⑦ USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.
- ⑧ INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.
- ⑨ CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

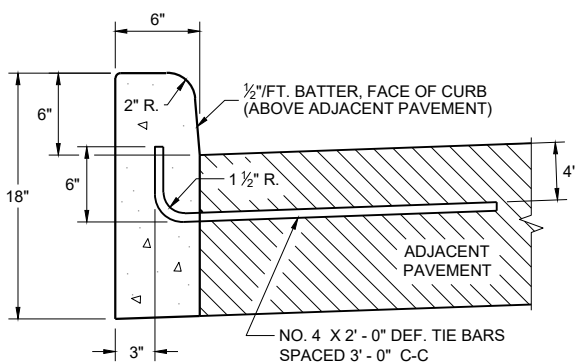


END SECTION CURB AND GUTTER

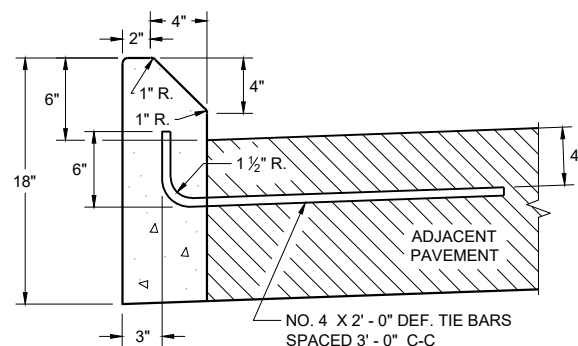


DETAIL OF CURB AND GUTTER AT INLETS

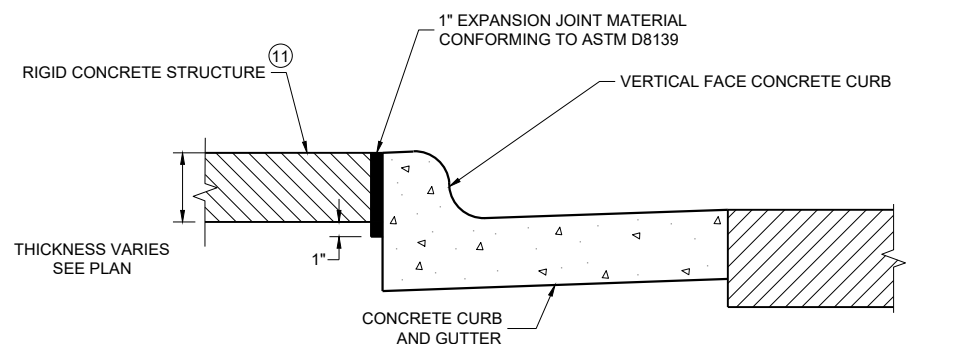
(TYPICAL H INLET COVER SHOWN)



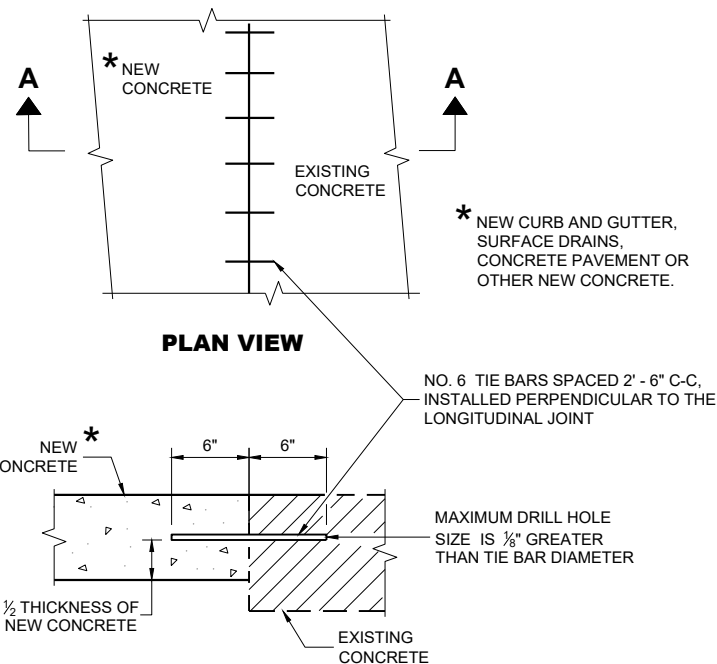
TYPES A^① & D



**TYPES G^① & J
CONCRETE CURB**



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



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

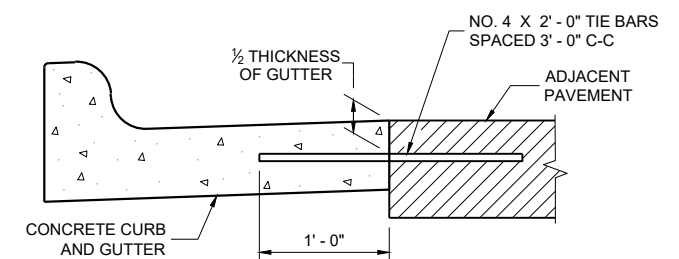
GENERAL NOTES

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

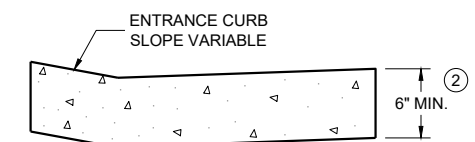
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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.



TYPICAL TIE BAR LOCATION^①

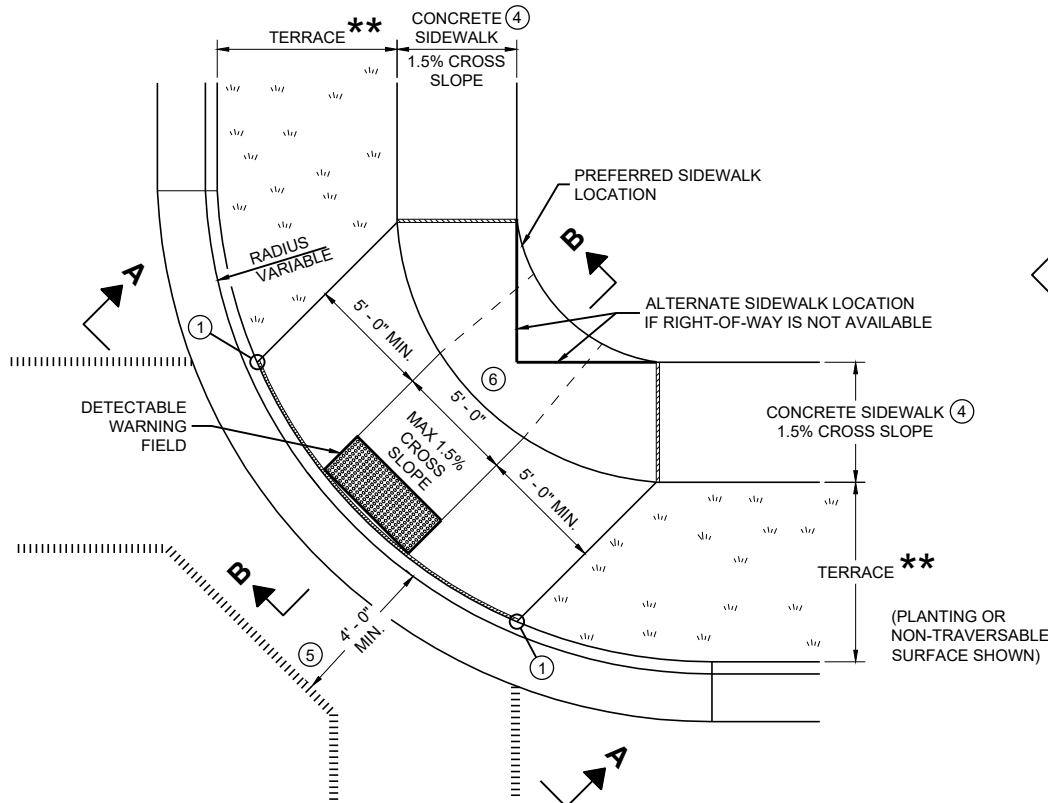


**DRIVEWAY ENTRANCE CURB^⑩
(WHEN DIRECTED BY THE ENGINEER)**

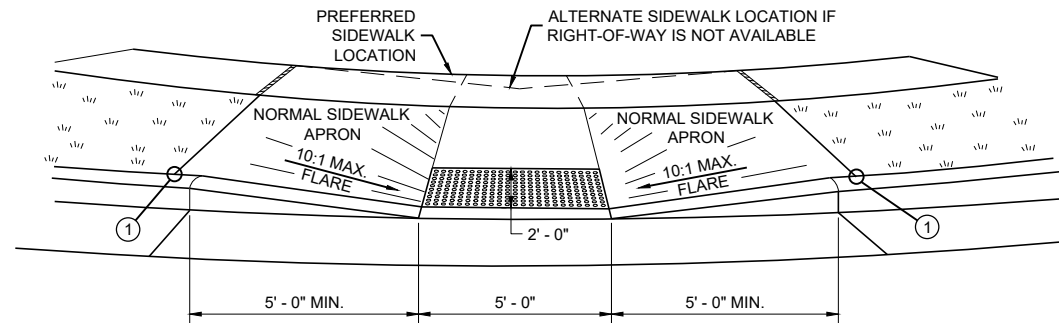
**CONCRETE CURB, TIES
AND CURB AND GUTTER
APPLICATIONS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR
FHWA

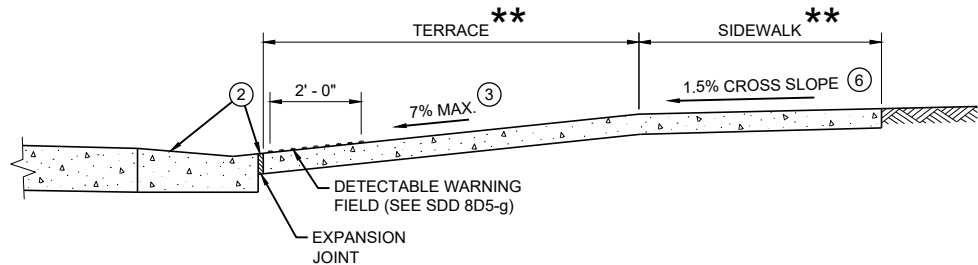


PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)

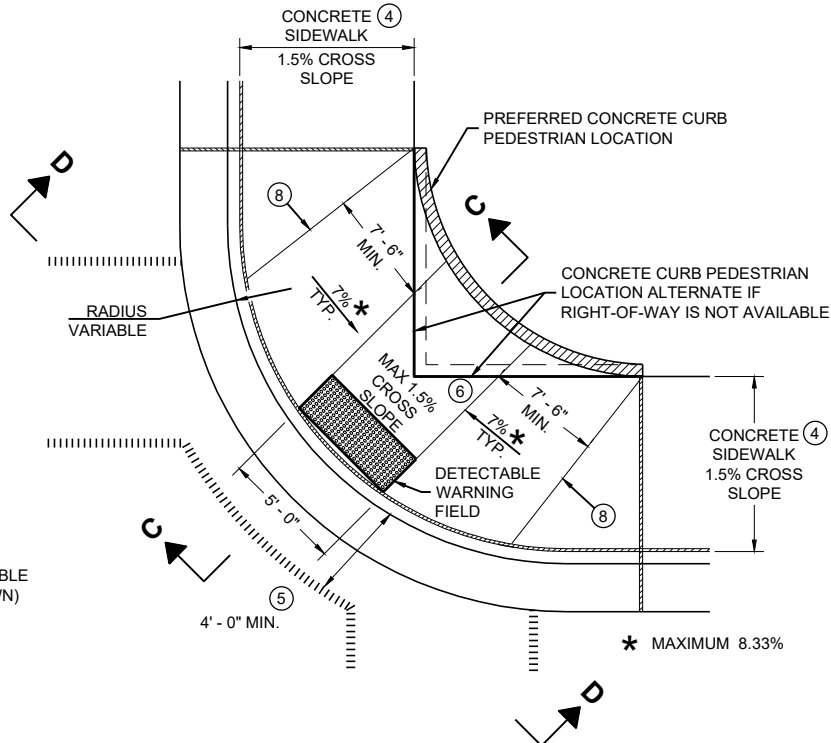


VIEW A - A FOR TYPE 1

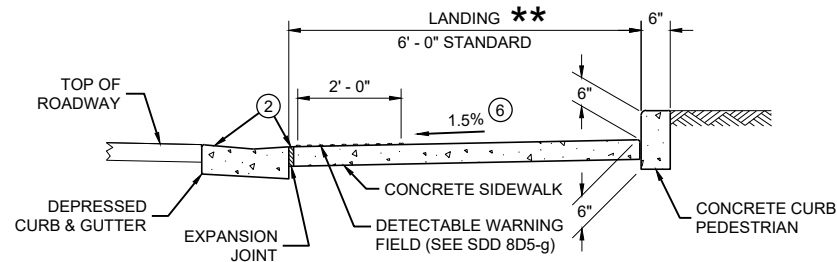
** WIDTH SHOWN ELSEWHERE
IN THE PLANS



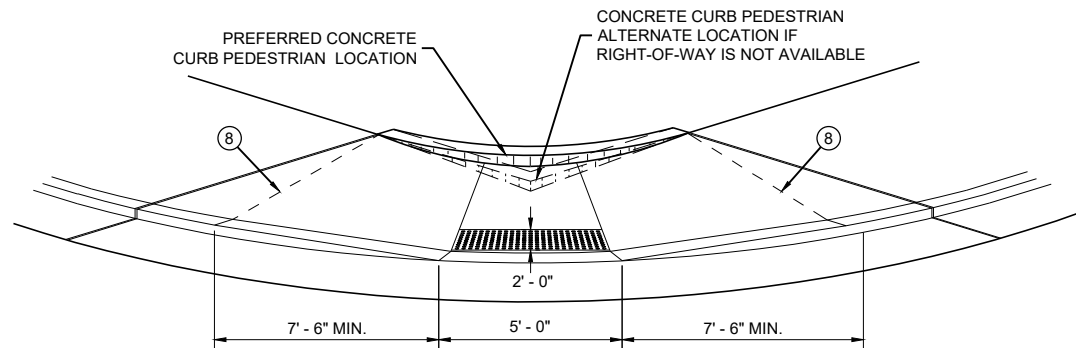
SECTION B - B FOR TYPE 1



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



SECTION C - C FOR TYPE 1 - A



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.
- 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.
 - 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.
 - MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
 - ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
 - PROVIDE A LEVEL LANDING 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. 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE
 - PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
 - PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

LEGEND

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

CURB RAMPS
TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

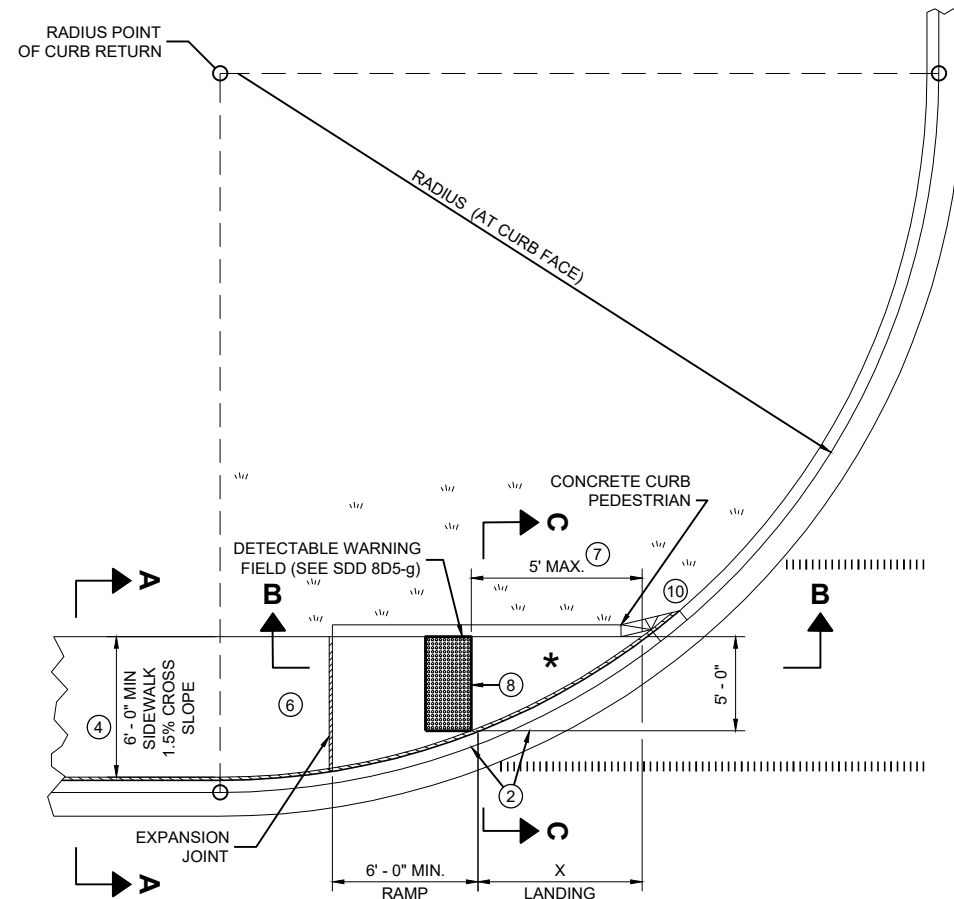


- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN $\frac{1}{4}$ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL 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 $\pm 0.5\%$ CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD 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.

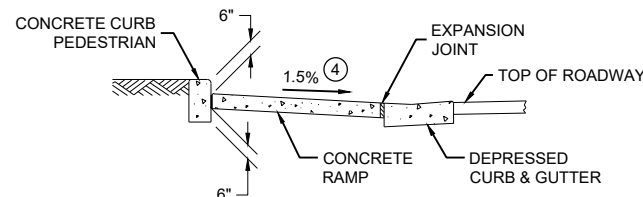
++ CONSTRUCT 6" WEDGE TO
AVOID CONCRETE BREAKAGE

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

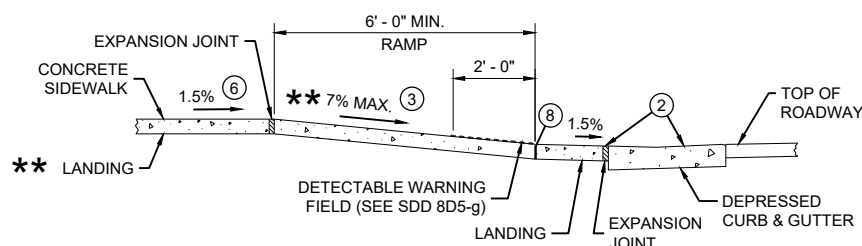
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



**PLAN VIEW
CURB RAMP TYPE 4A**



SECTION C - C FOR TYPE 4A



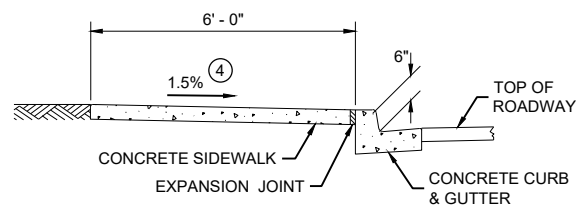
**SECTION B - B FOR
TYPE 4A AND TYPE 4A1**

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

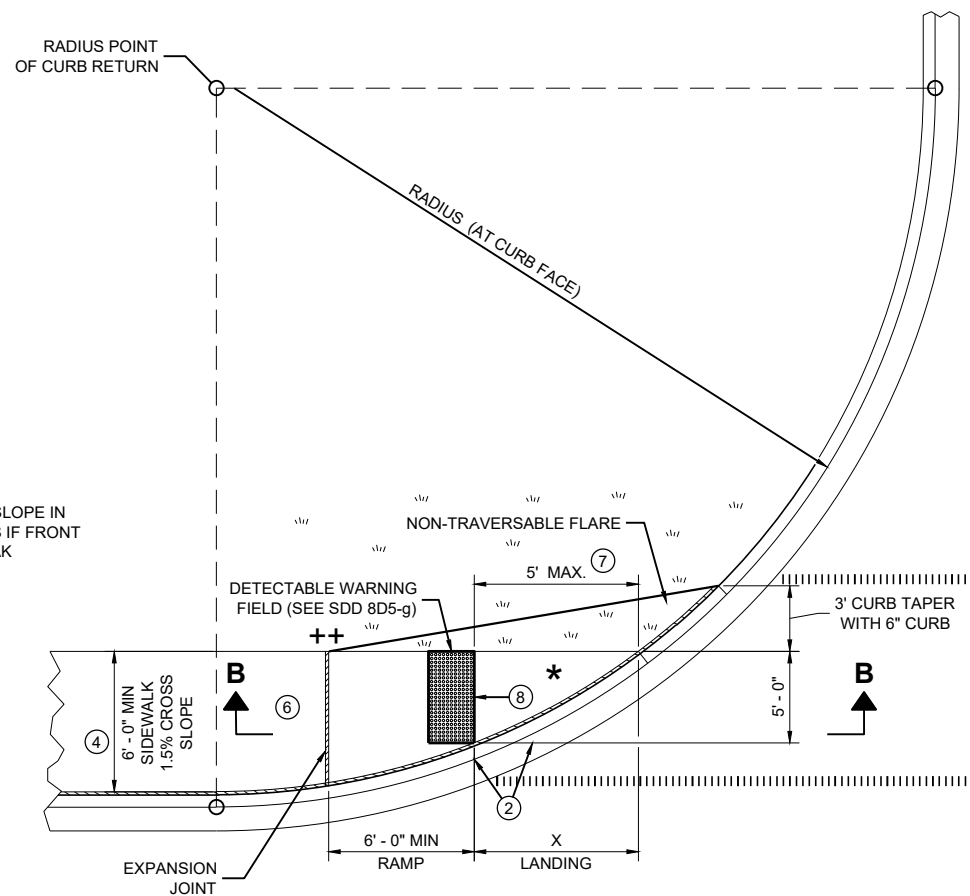
***** MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A



**PLAN VIEW
CURB RAMP TYPE 4A1**

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

GENERAL NOTES

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

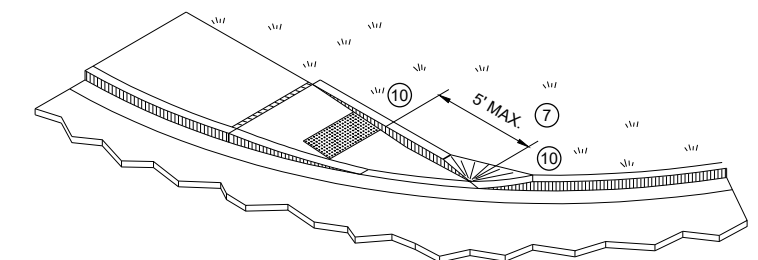
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

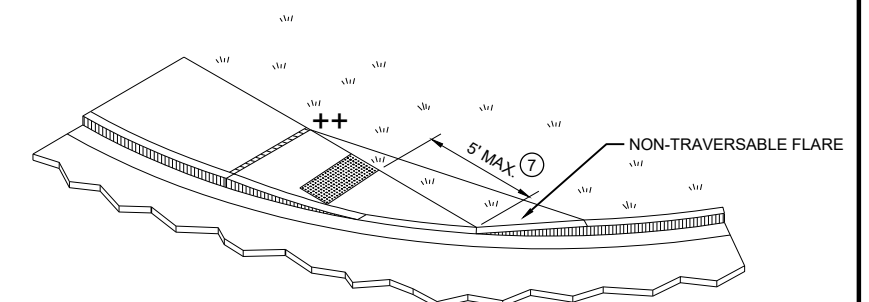
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH 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)



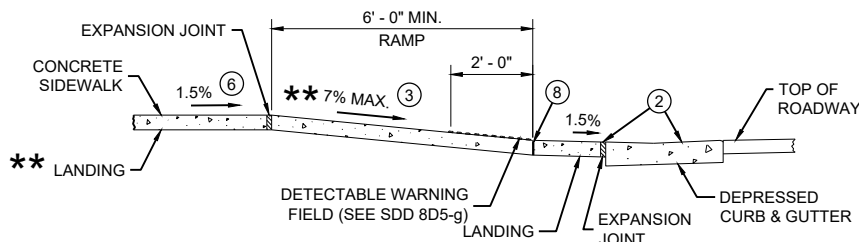
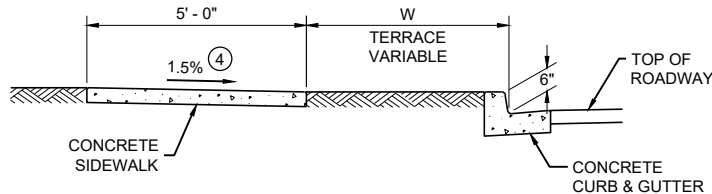
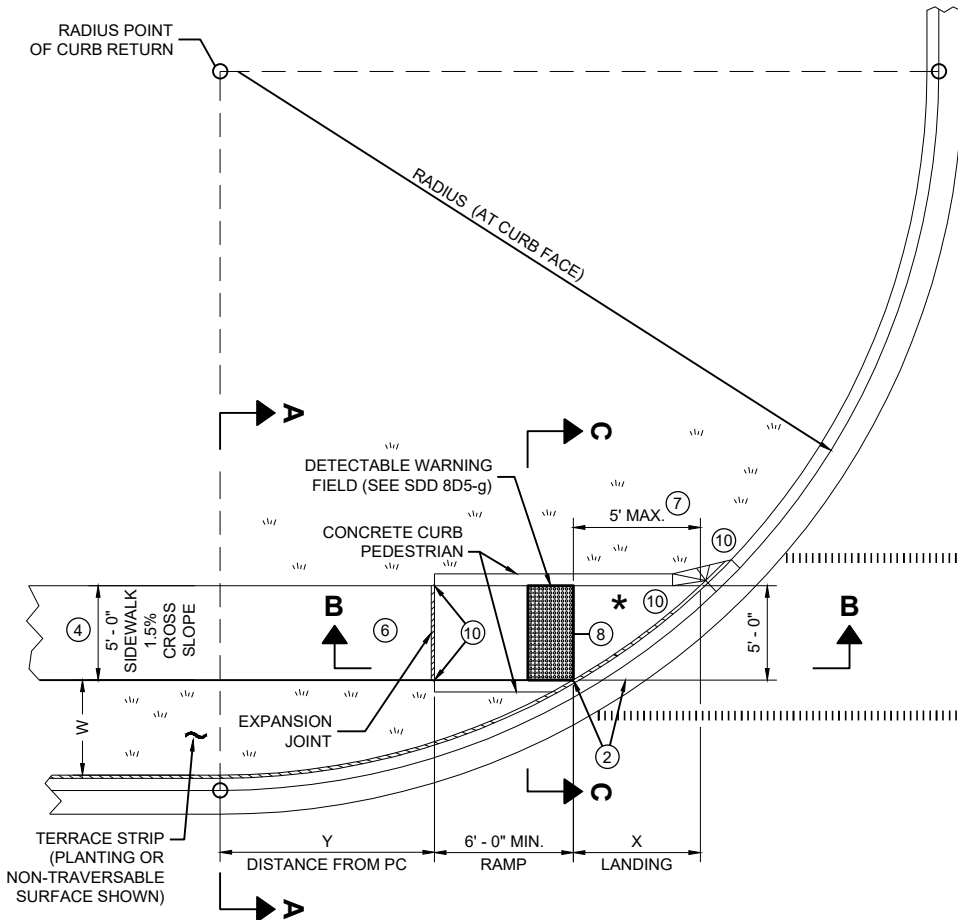
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

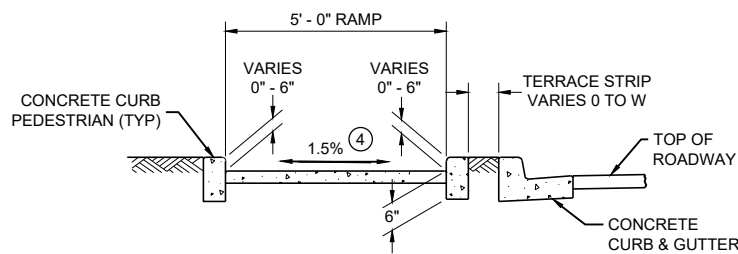


** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

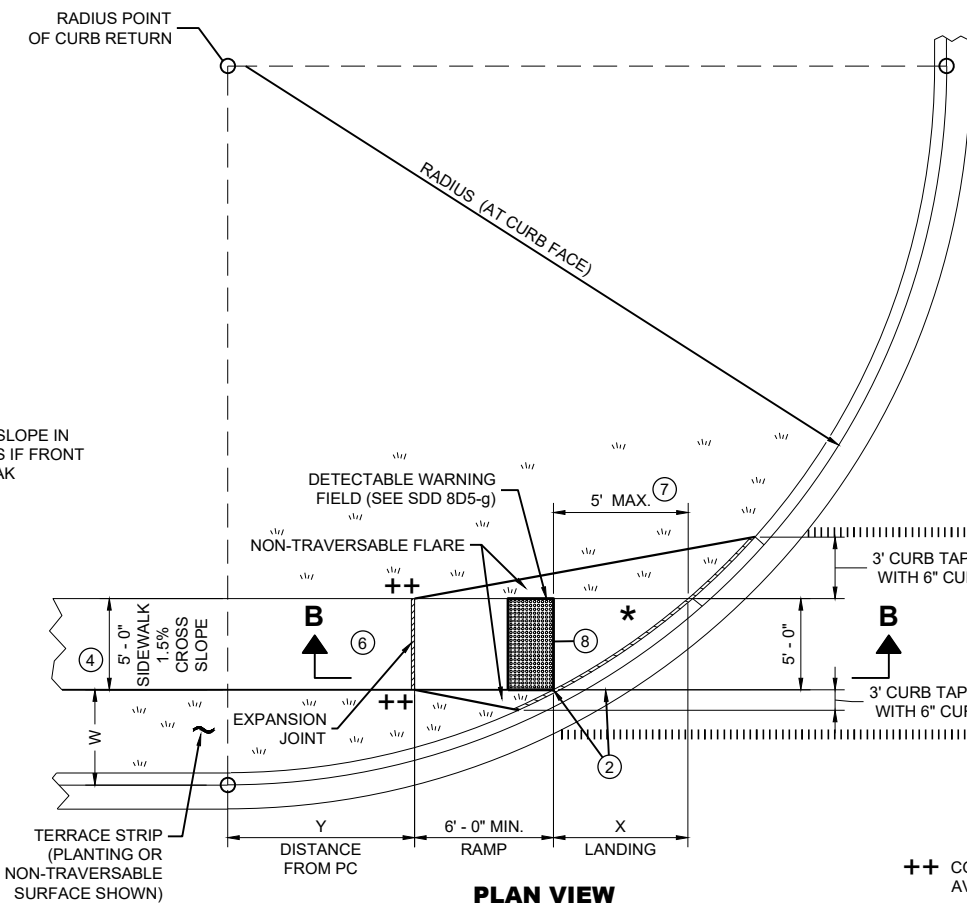
**SECTION B - B FOR
TYPE 4B AND TYPE 4B1**

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			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									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															4' - 10 3/4"	19' - 8 1/4"

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



SECTION C - C FOR TYPE 4B



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

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

**PLAN VIEW
CURB RAMP TYPE 4B1**

LEGEND

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

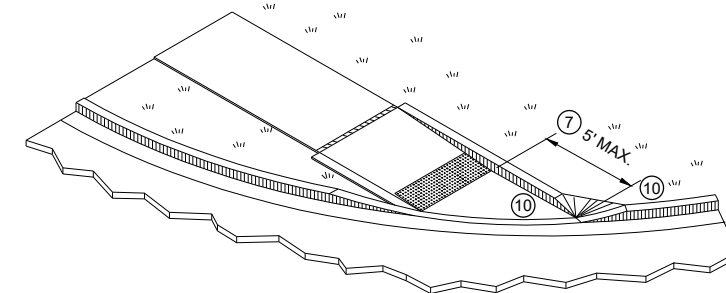
GENERAL NOTES

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

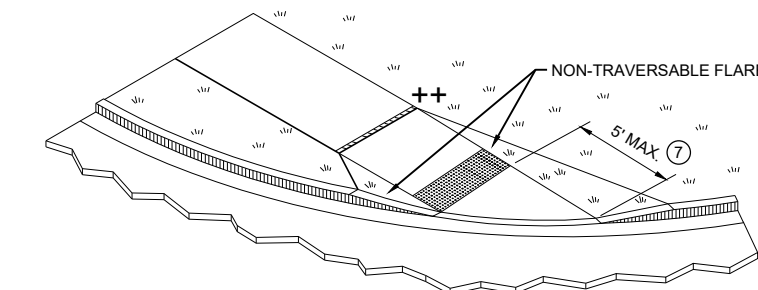
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

- 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.
- AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



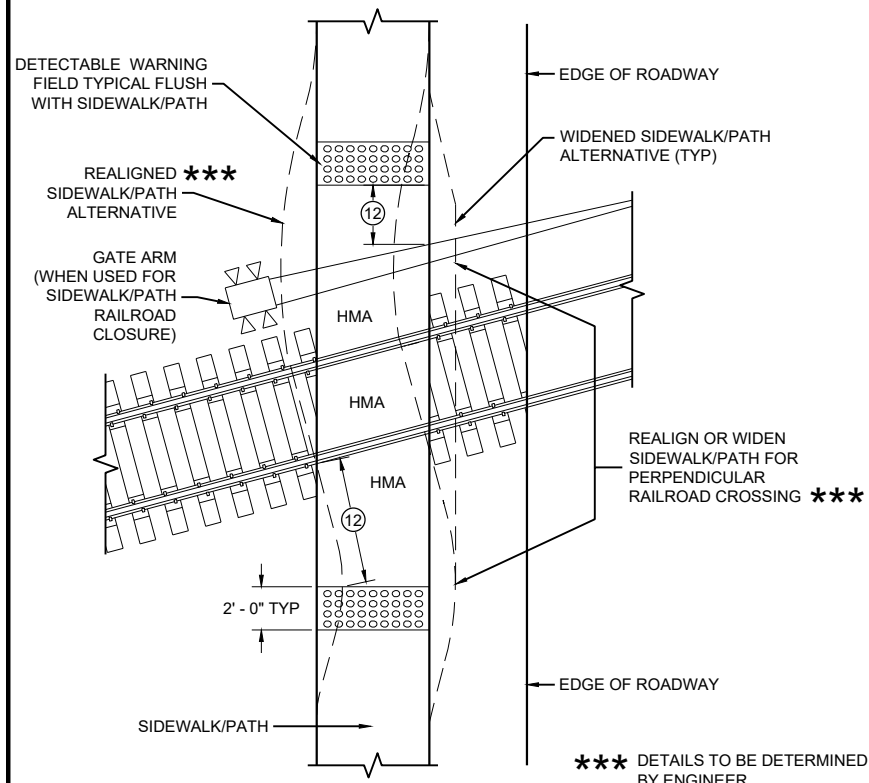
ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

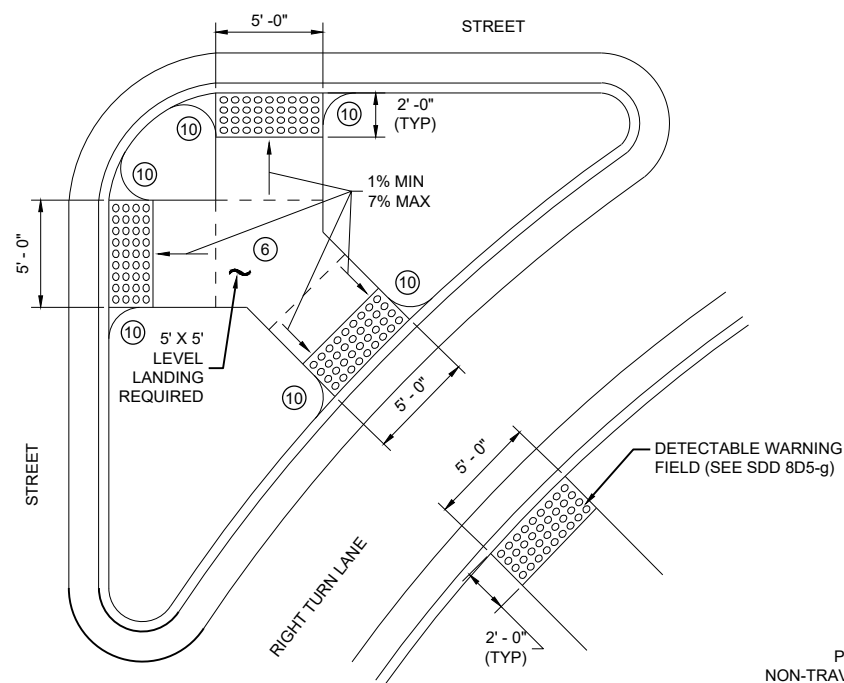
**CURB RAMPS
TYPE 4B AND 4B1**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CURB RAMP TYPE 8

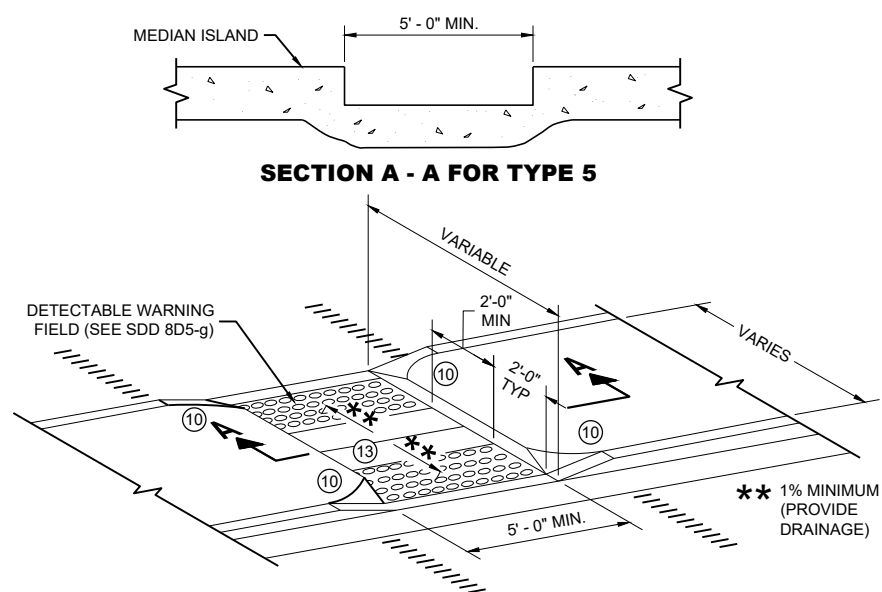
DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



CURB RAMP TYPE 6

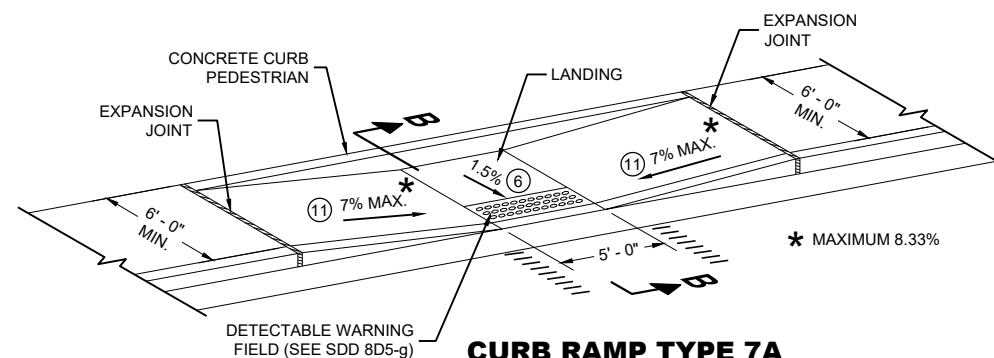
DETECTABLE WARNING AT ISLANDS

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

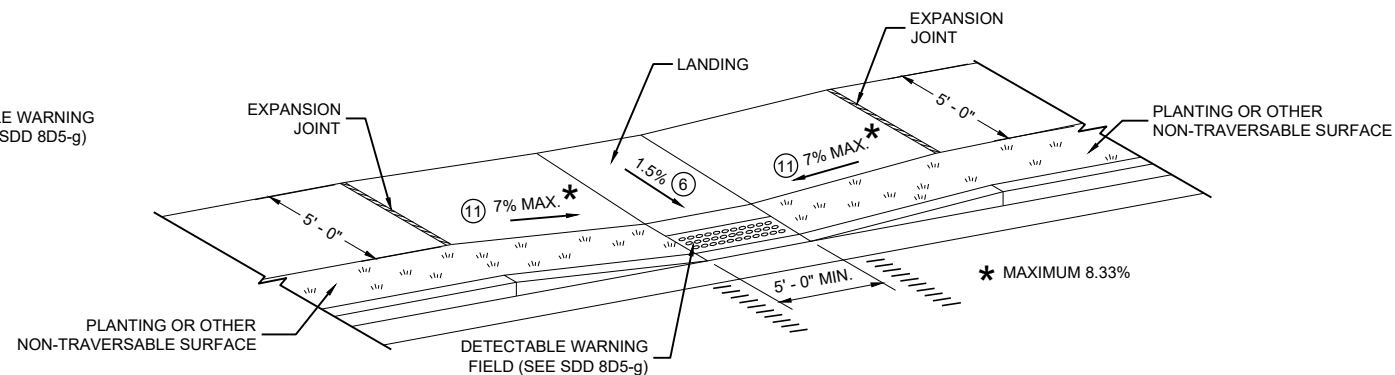


CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING



CURB RAMP TYPE 7A FOR INTERSECTIONS AND MID BLOCK CROSSINGS



CURB RAMP TYPE 7B FOR INTERSECTIONS AND MID BLOCK CROSSINGS

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.

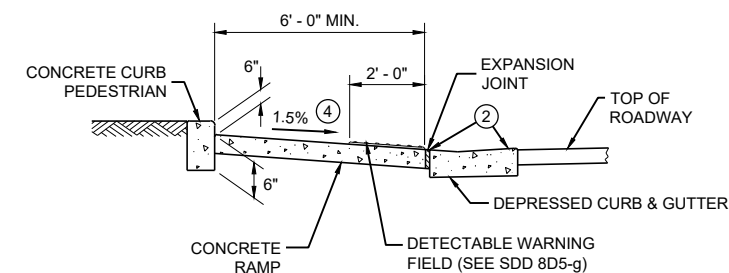
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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 1/8 - 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 $\pm 0.5\%$ CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD 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 $\pm 0.1'$ FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL 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)

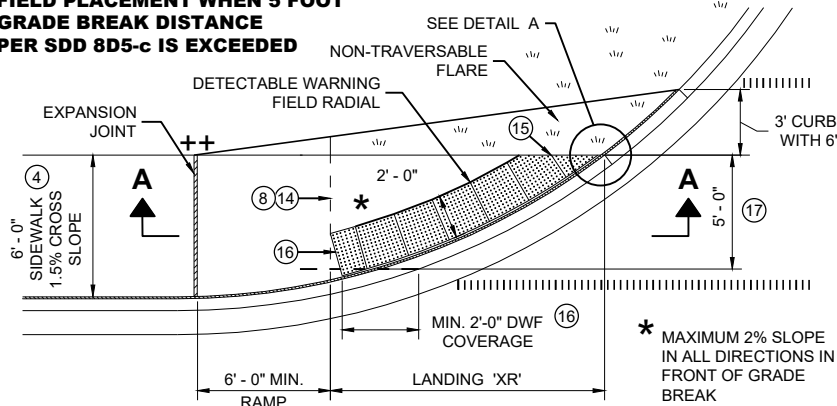


SECTION B - B FOR TYPE 7A

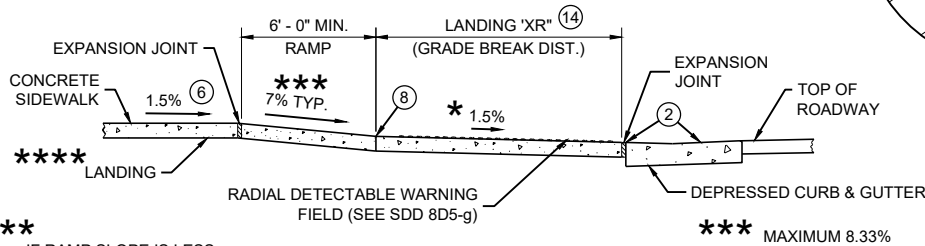
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

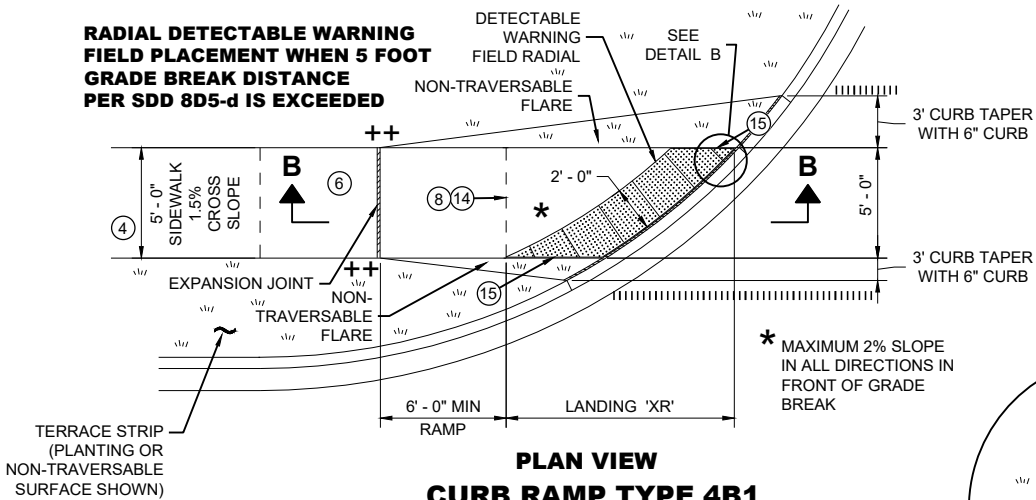


**PLAN VIEW
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**

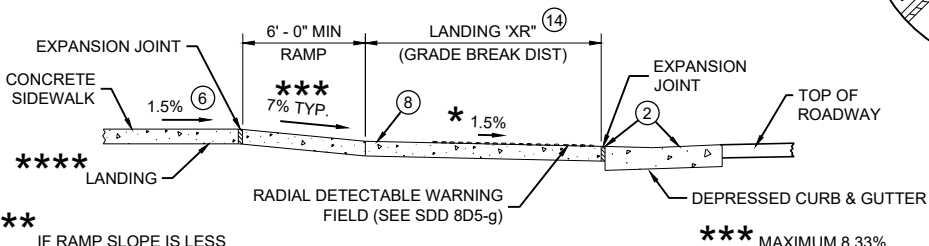


SECTION A - A FOR TYPE 4A1

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



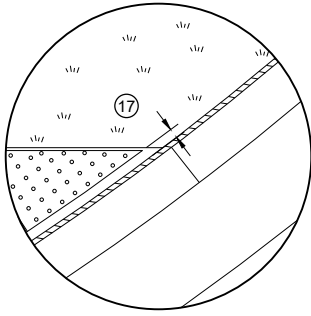
**PLAN VIEW
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**



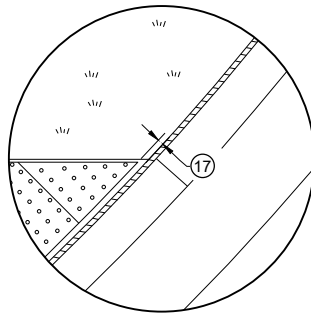
SECTION B - B FOR TYPE 4B1

LEGEND

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



DETAIL A



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.

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

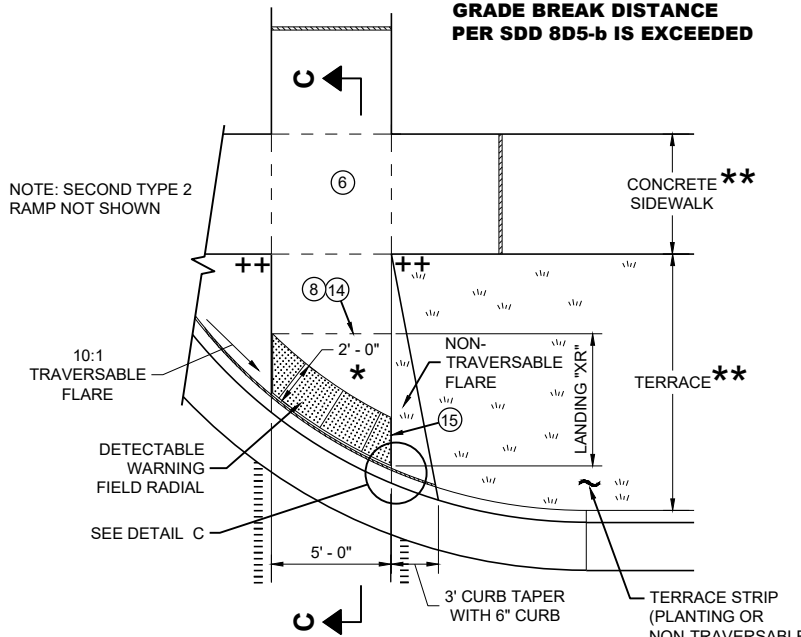
REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

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

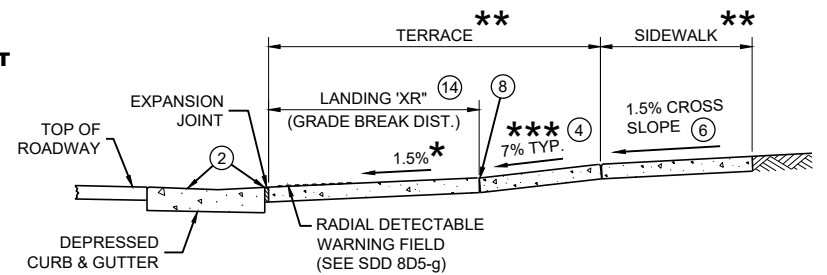
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

- 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 1/2" 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 WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

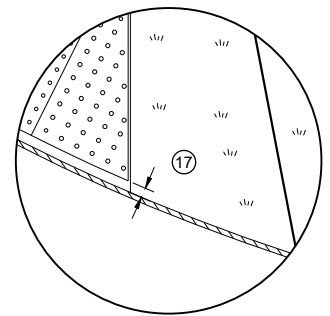
**RADIAL DETECTABLE WARNING
FIELD PLACEMENT WHEN 5 FOOT
GRADE BREAK DISTANCE
PER SDD 8D5-b IS EXCEEDED**



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



SECTION C - C FOR TYPE 2



DETAIL C

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

** WIDTH SHOWN ELSEWHERE
IN THE PLANS

*** MAXIMUM 8.33%

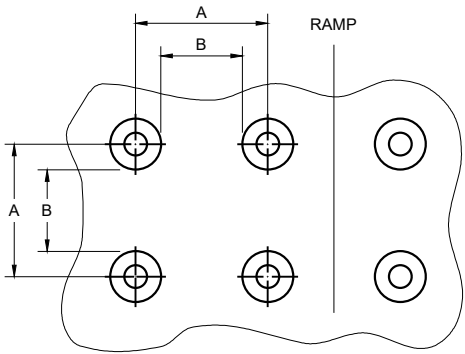
++ CONSTRUCT 6" WEDGE TO
AVOID CONCRETE BREAKAGE

**CURB RAMPS
RADIAL DETECTABLE WARNING**

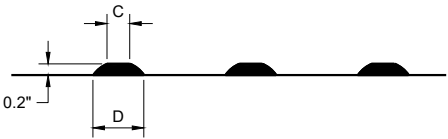
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

	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.

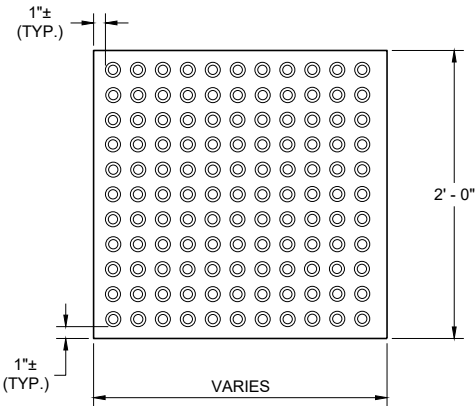


PLAN VIEW

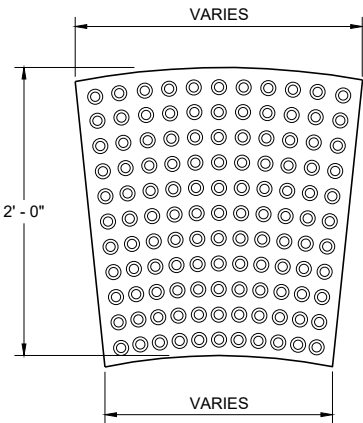


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

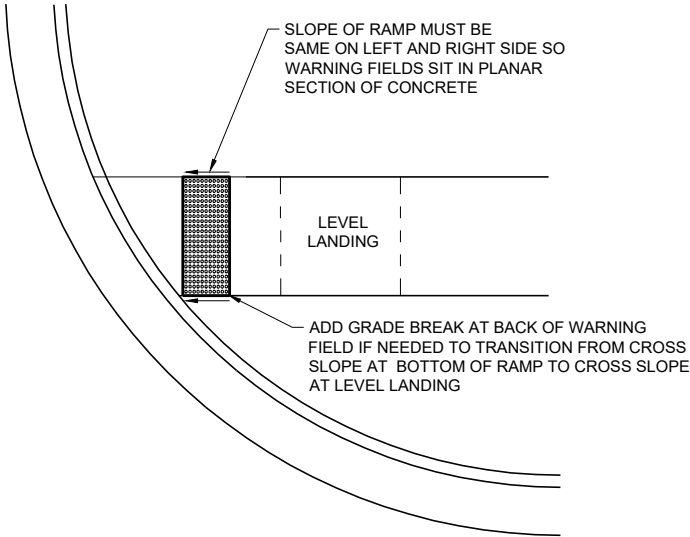


RECTANGULAR
PLATES

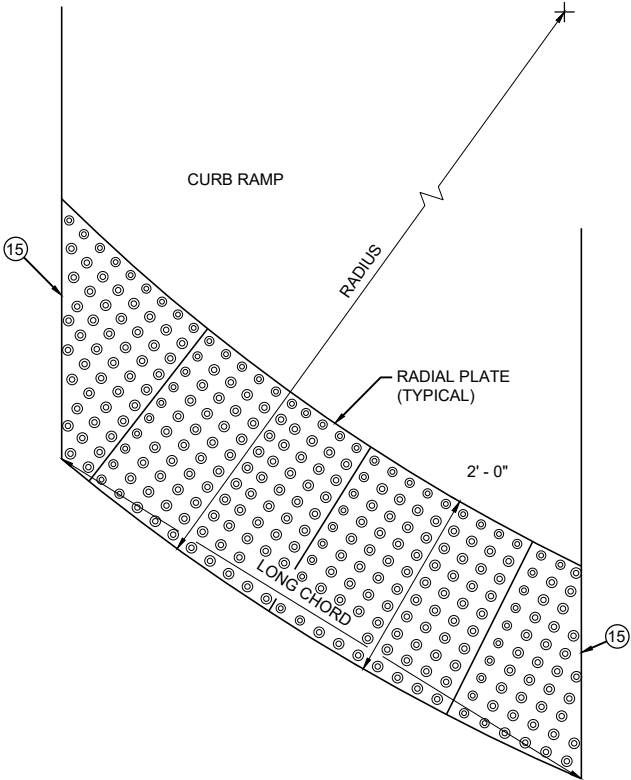


RADIAL
PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



DETECTABLE WARNING FIELD
PLANAR INSTALLATION



PLAN VIEW
RADIAL DETECTABLE
WARNING FIELD ATTRIBUTES

GENERAL NOTES

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

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

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

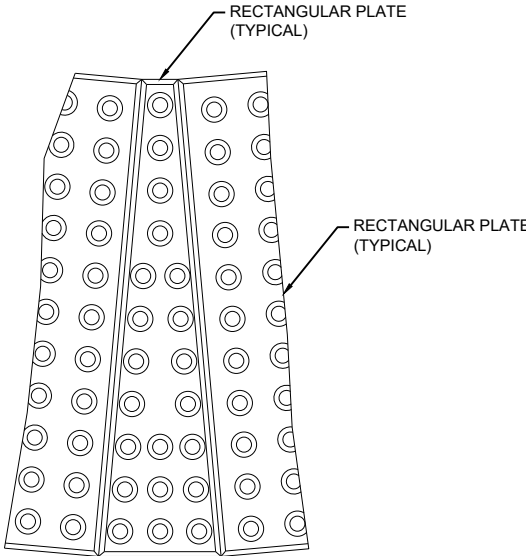
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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

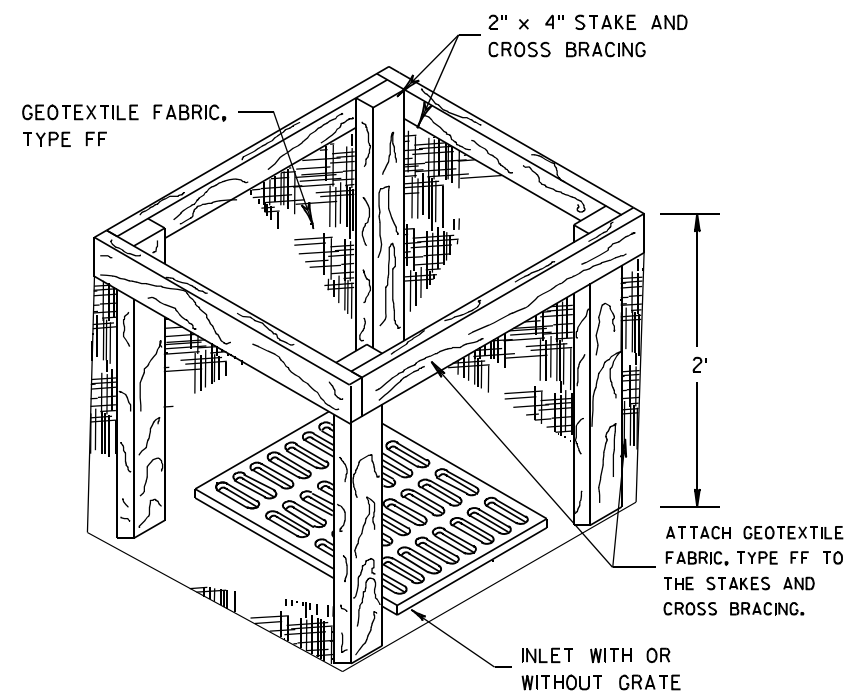
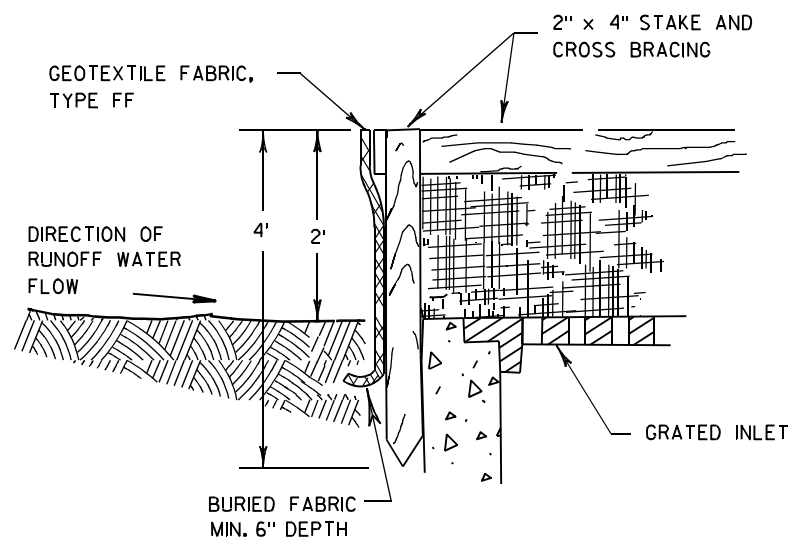


PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



INLET PROTECTION, TYPE A

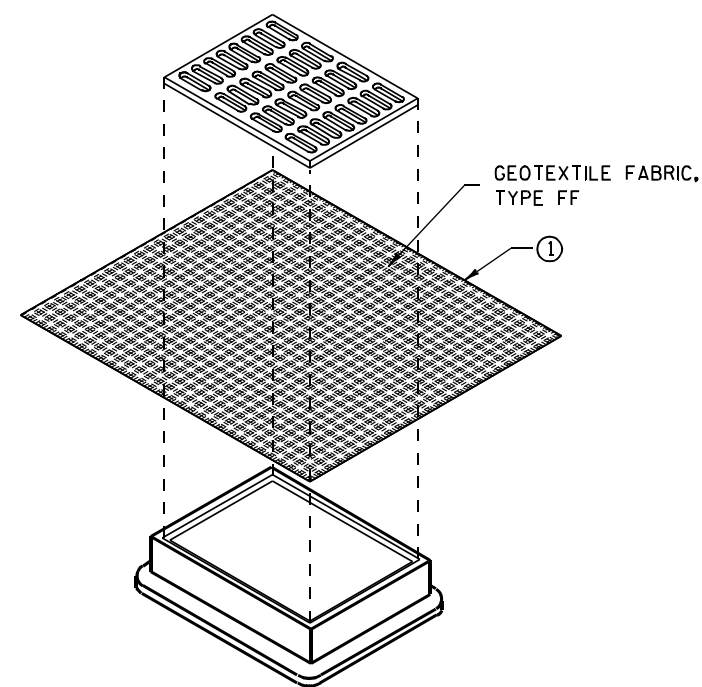
GENERAL NOTES

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

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

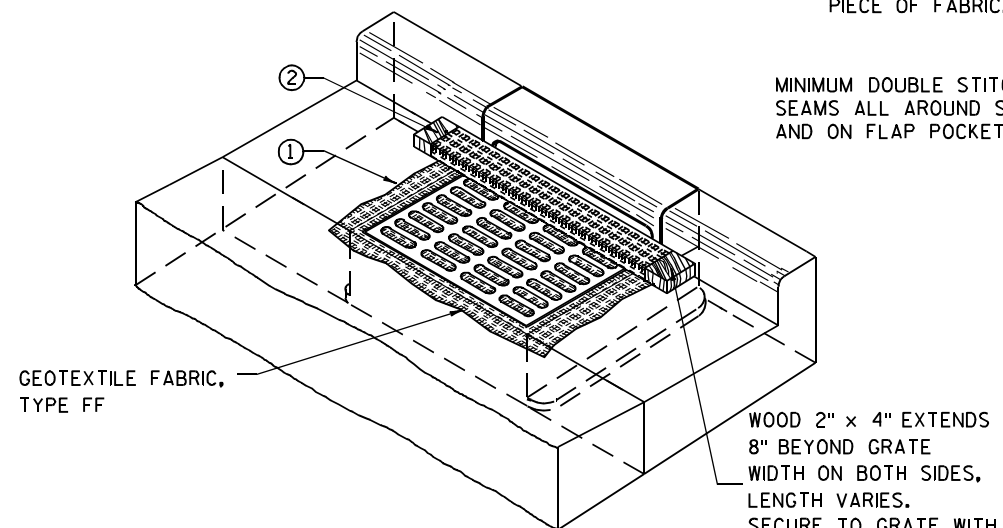
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

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



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

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

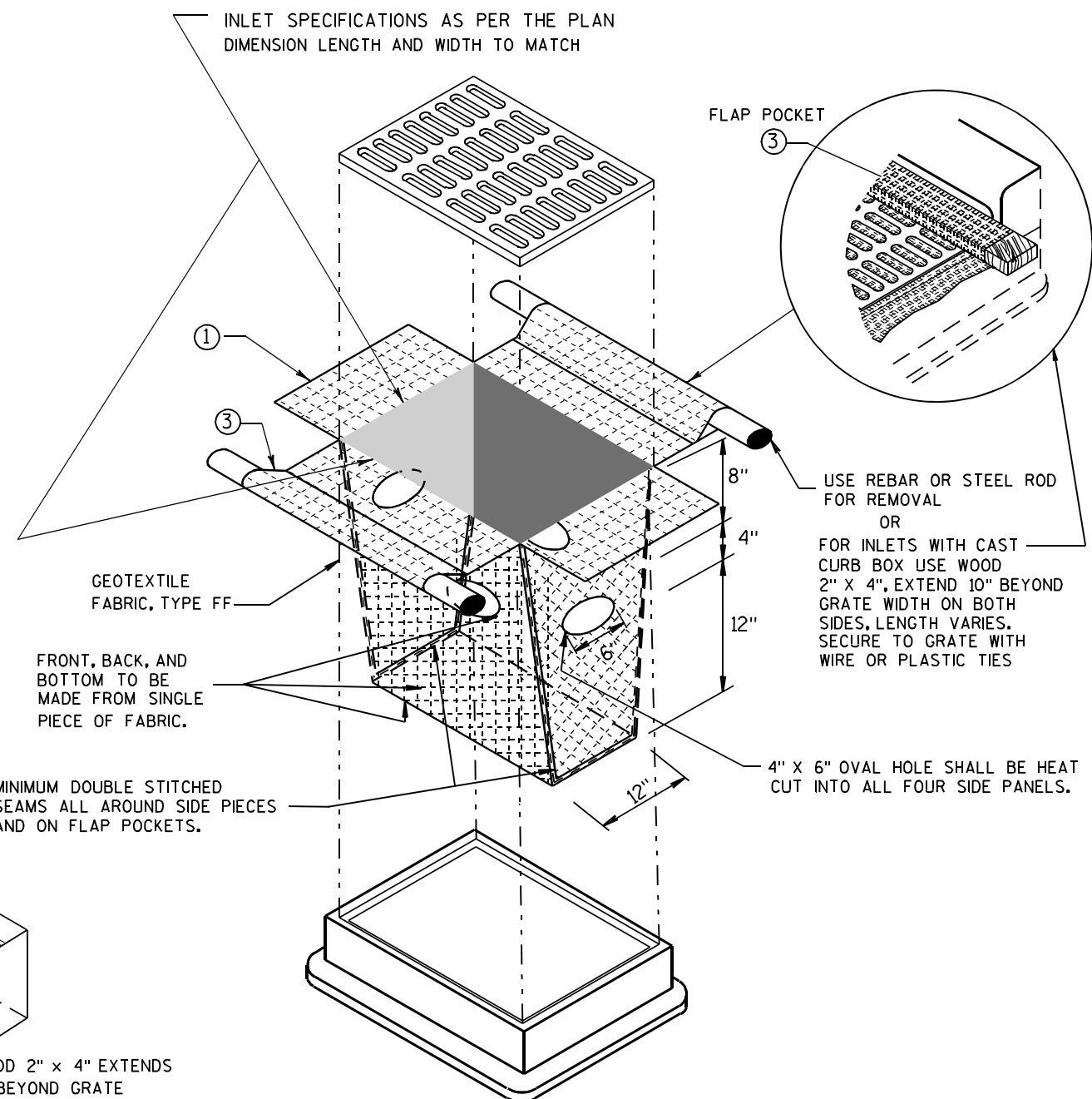
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

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



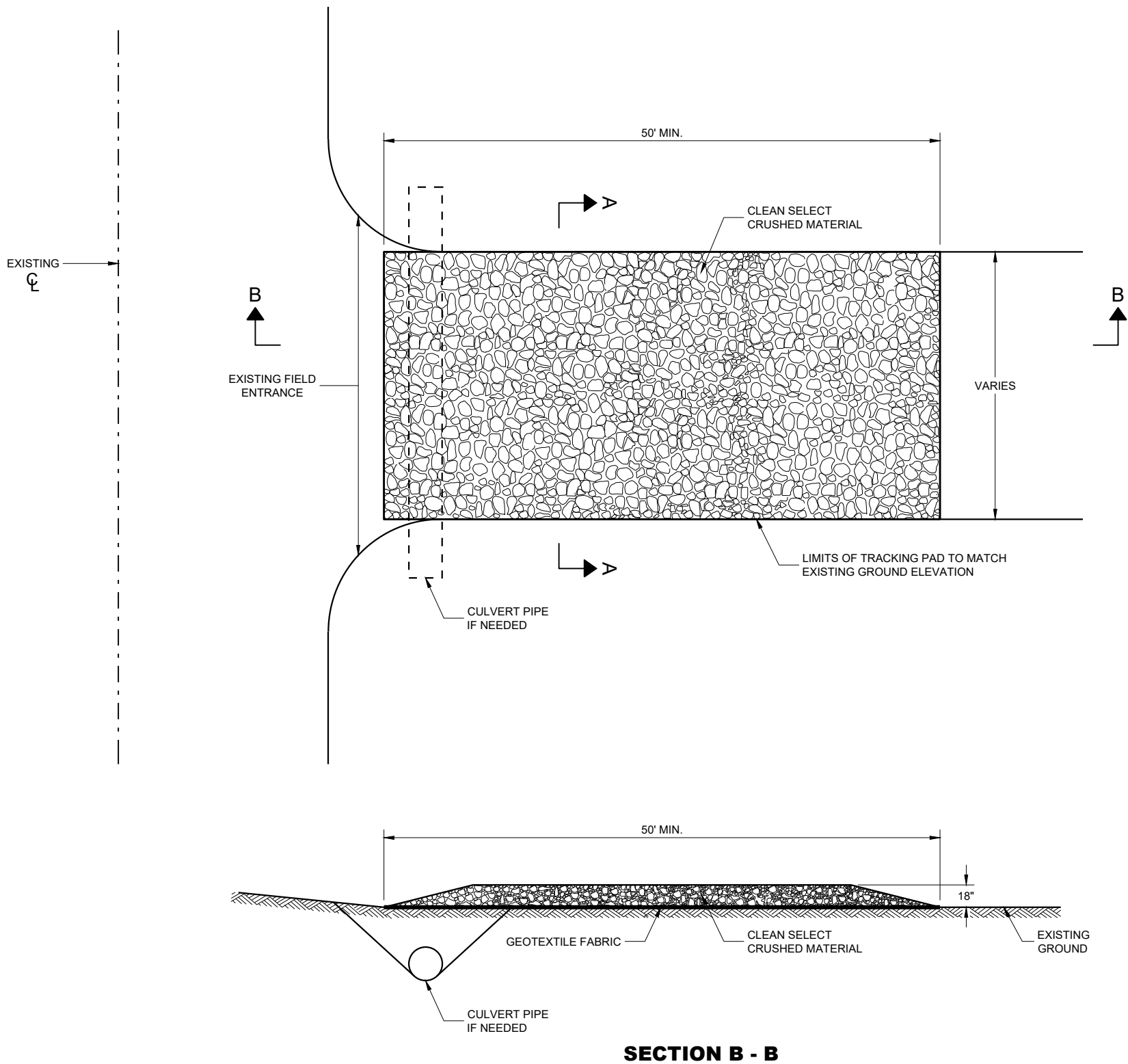
INLET PROTECTION, TYPE D

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02 /S/ Beth Connolly
DATE 118
FHWA CHIEF ROADWAY DEVELOPMENT ENGINEER



GENERAL NOTES

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

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

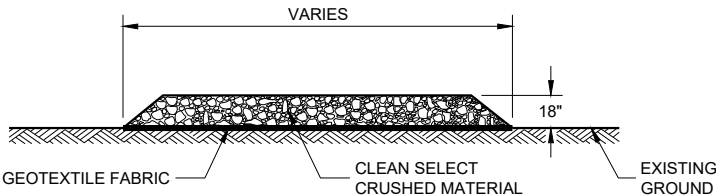
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

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

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

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



SECTION A - A

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

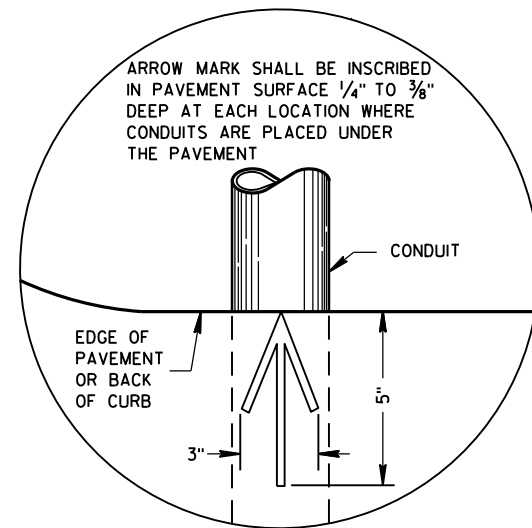
3/24/2011

DATE

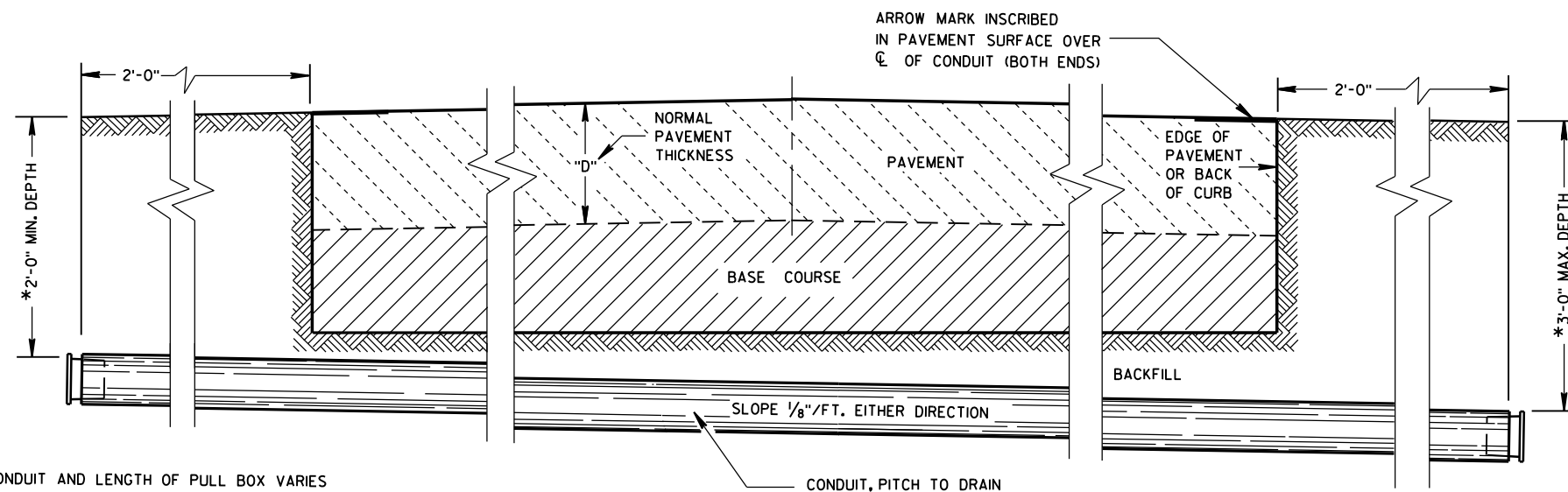
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVE
ENGINEER

119



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 EMERSION 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.).

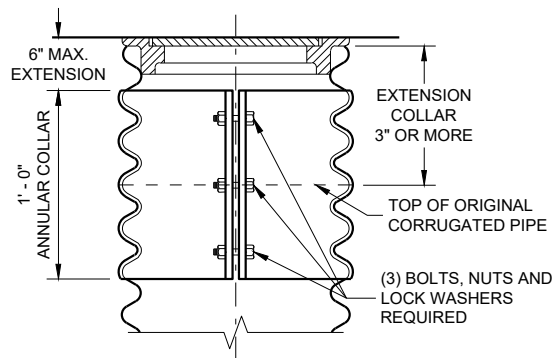
TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

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.

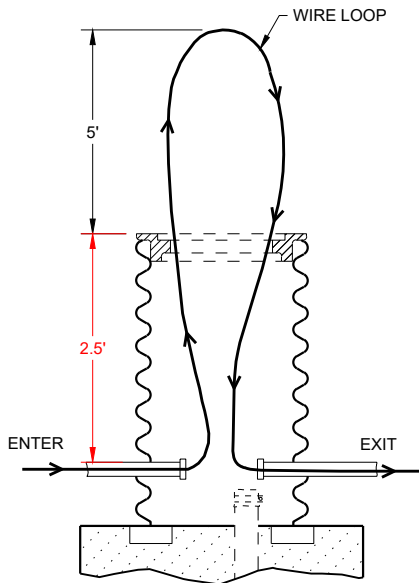
CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

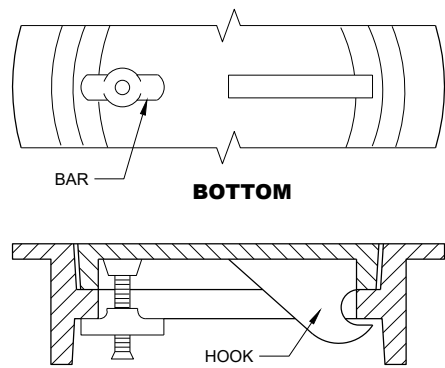
APPROVED
March, 2017 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL 120
FHWA



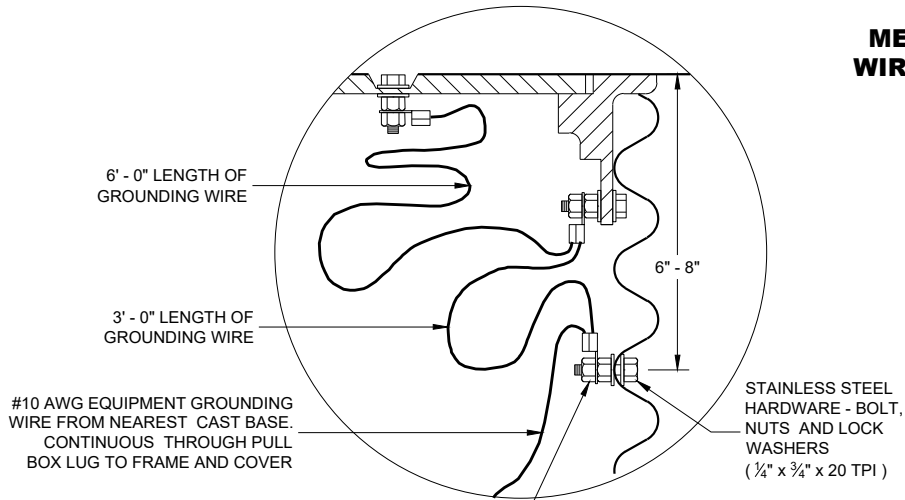
CORRUGATED PIPE EXTENDER



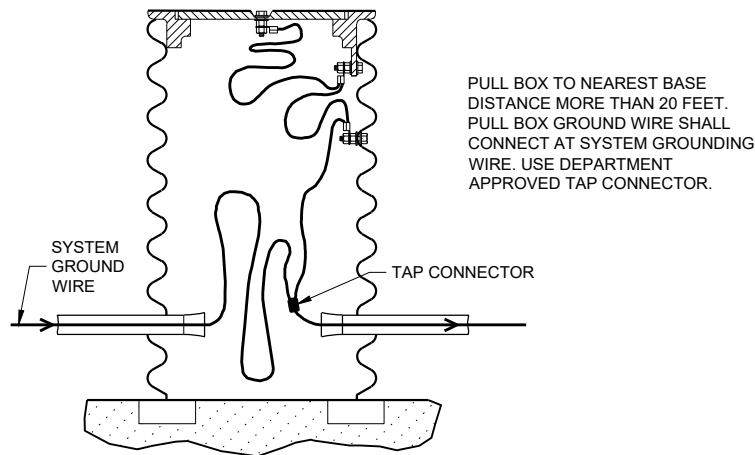
MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



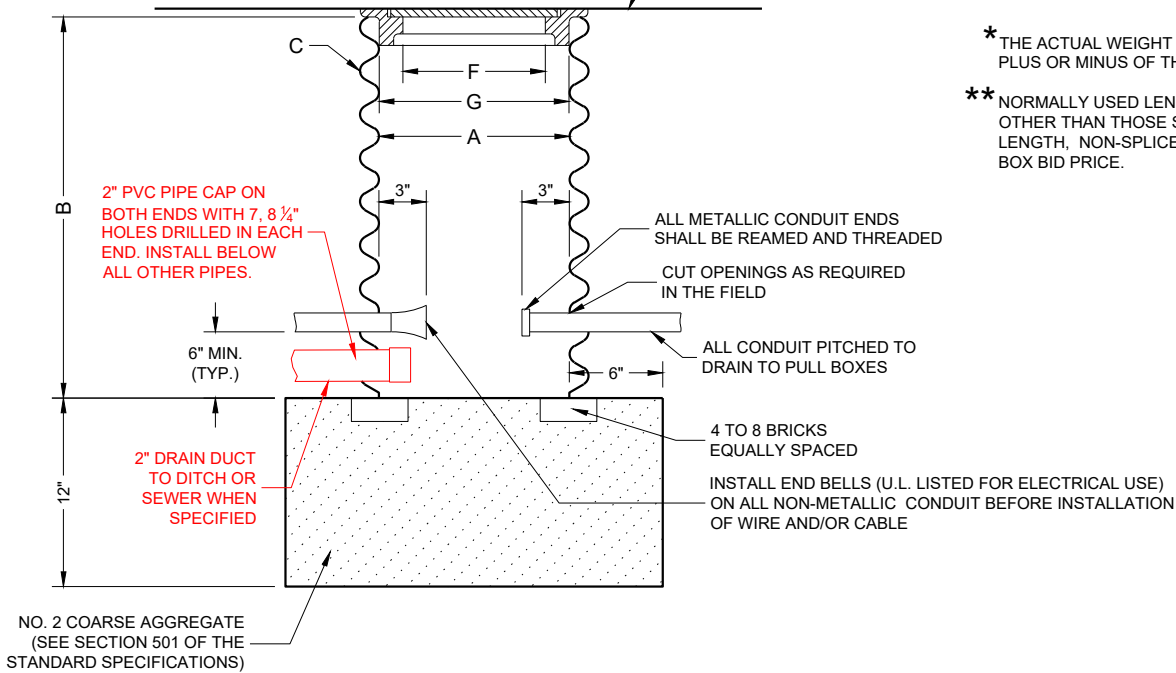
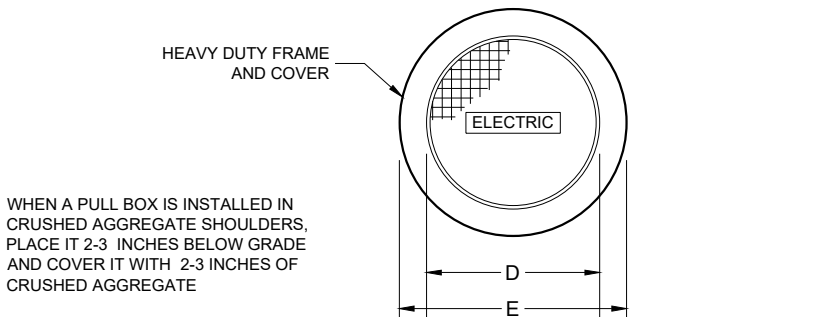
ALTERNATE COVER (LOCKING)
TIGHTENING BAR TYPE



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH**	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 ¼	10 ¼	10 ¼	16 ¼	16 ¼	16 ¼	22 ¼	22 ¼	22 ¼
FRAME	E	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½	26 ½	26 ½	26 ½
FRAME	F	8 ½	8 ½	8 ½	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½
FRAME	G	11 ½	11 ½	11 ½	17 ½	17 ½	17 ½	23 ½	23 ½	23 ½
WEIGHT IN POUNDS*										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.

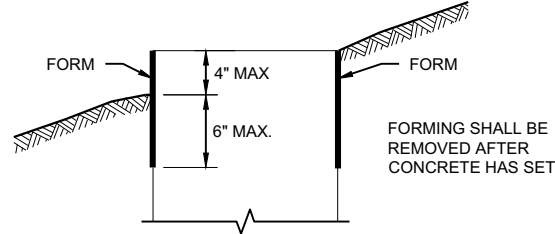
PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL ENGI 121

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

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.

GENERAL NOTES

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.

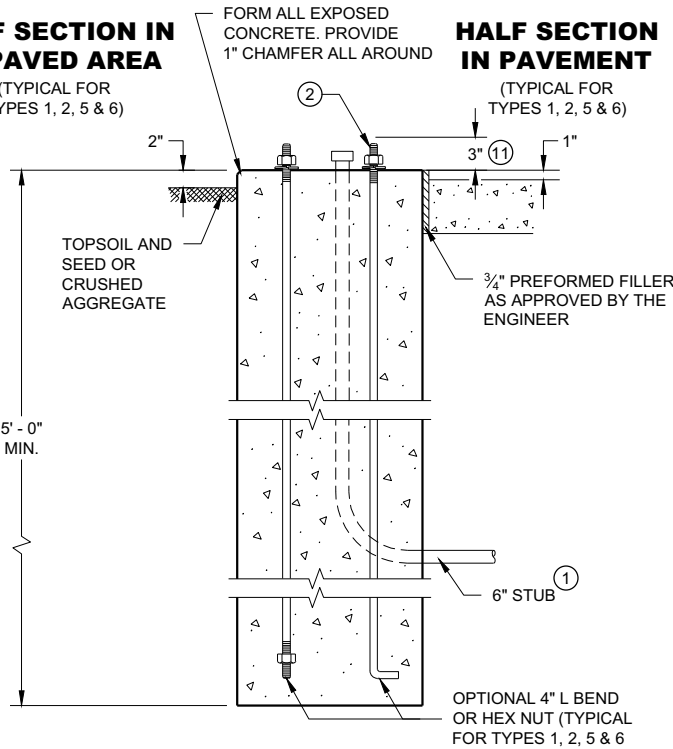
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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).

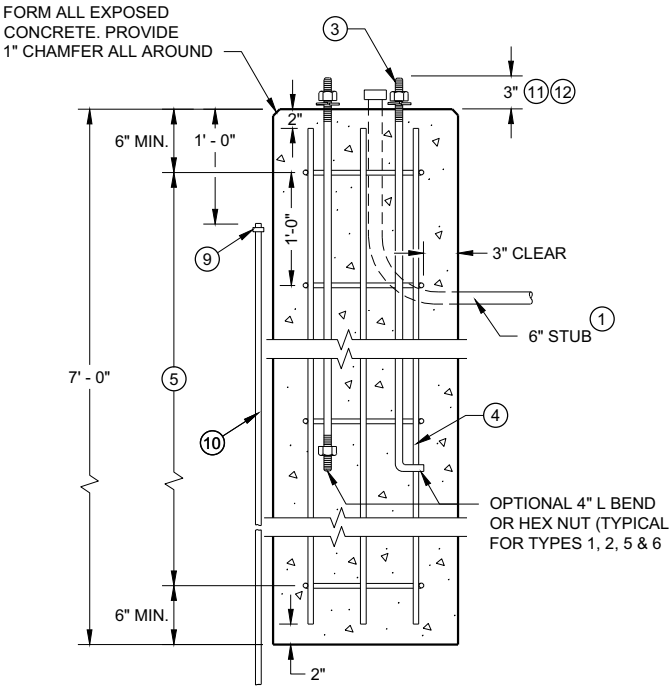
- 1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN 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 1/2" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTOR'S 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



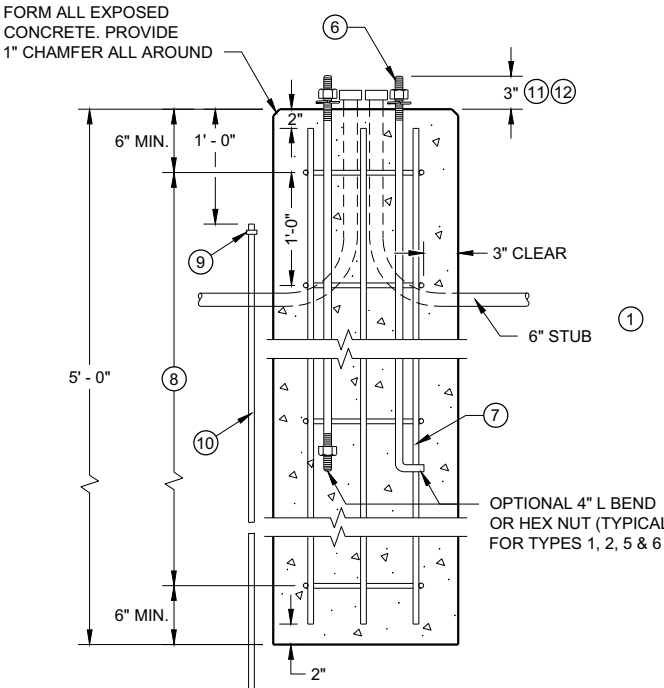
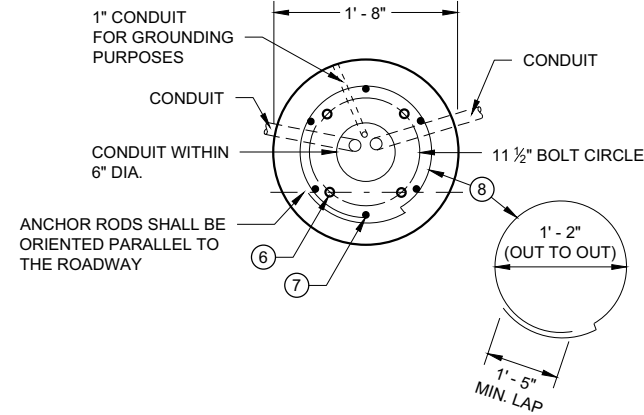
TYPE 1

HALF SECTION IN PAVEMENT



TYPE 2

CONCRETE BASES



TYPE 5 & 6

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

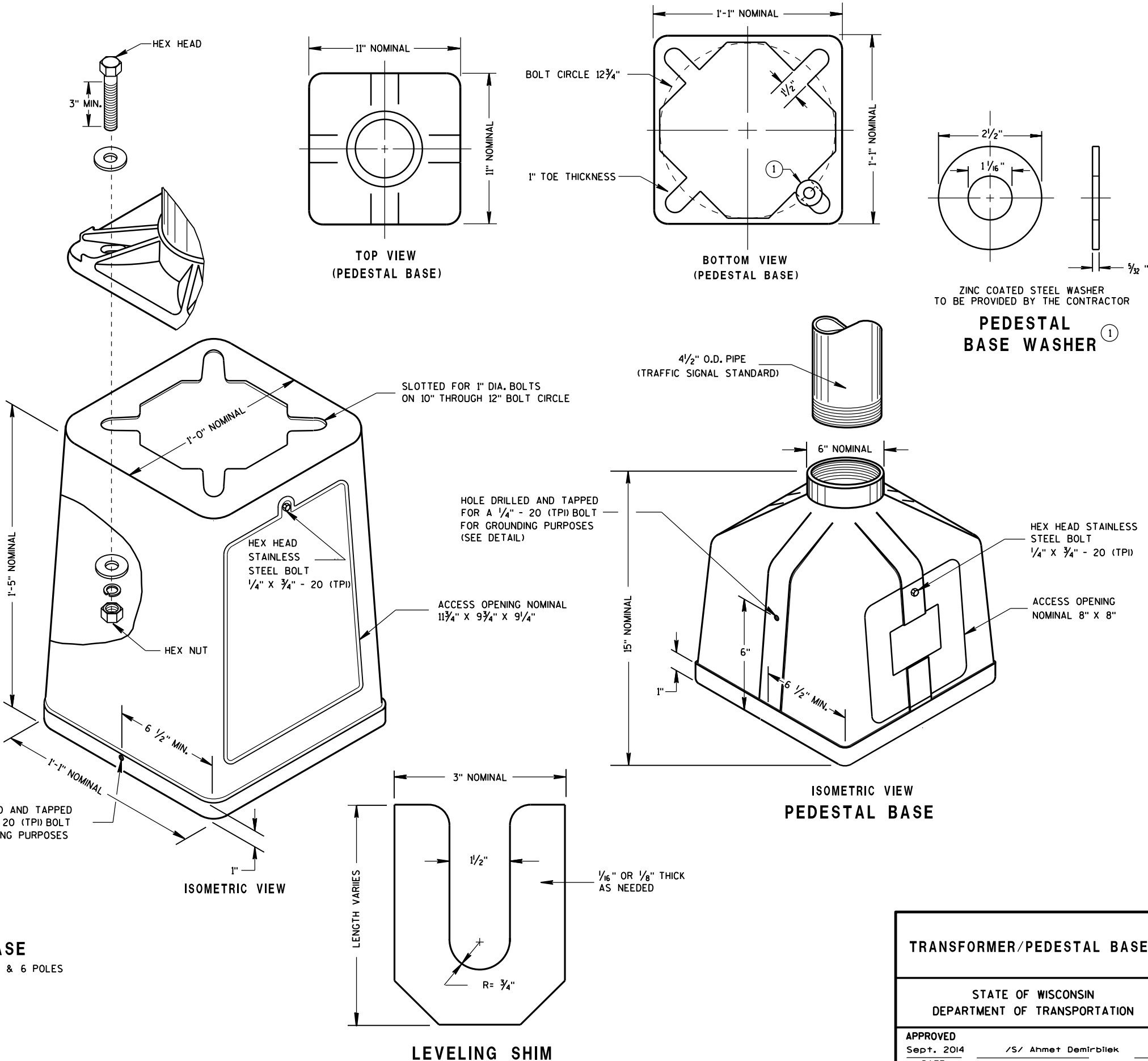
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.



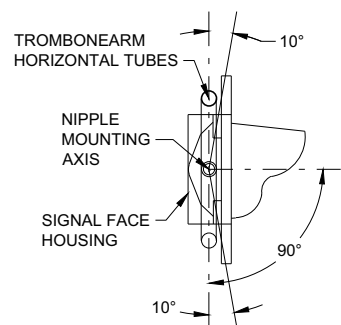
TYPICAL MECHANICAL CONNECTOR LUG TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

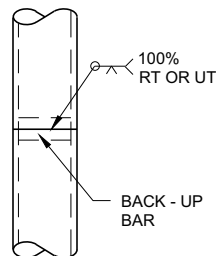
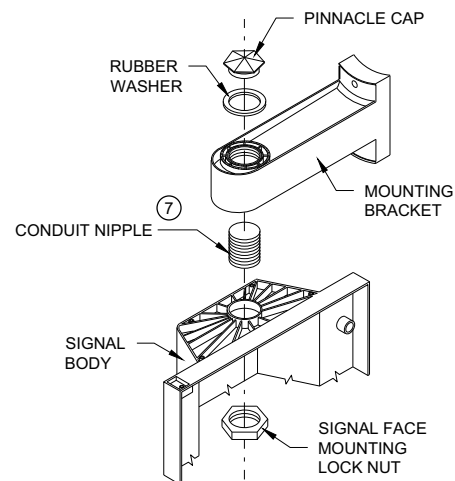
APPROVED Sept. 2014 DATE /S/ Ahmet Demirbilek STATE ELECTRICAL 123 FHWA

**SECTION A-A**

(10 DEGREES TILT REQUIREMENT OF
FACE(S) IN THE TROMBONE MOUNTING)

FOR MANUFACTURERS USE ONLY

WELD TO BE 100% R.T. OR U.T. TESTED AS PER
THE REQUIREMENTS OF AWS D 1.5-88. RECORDS
OF COMPLIANCE OF SUCH TESTING SHALL BE
FURNISHED TO THE OFFICE OF DESIGN / BRIDGE
FOR VERIFICATION AND APPROVAL.

**POLE SPLICE DETAIL****SIGNAL FACE MOUNTING DETAIL
(BANDED)****GENERAL NOTES**

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

POLES SHALL BE EITHER ALUMINUM OR GALVANIZED STEEL AS CALLED FOR IN THE CONTRACT.

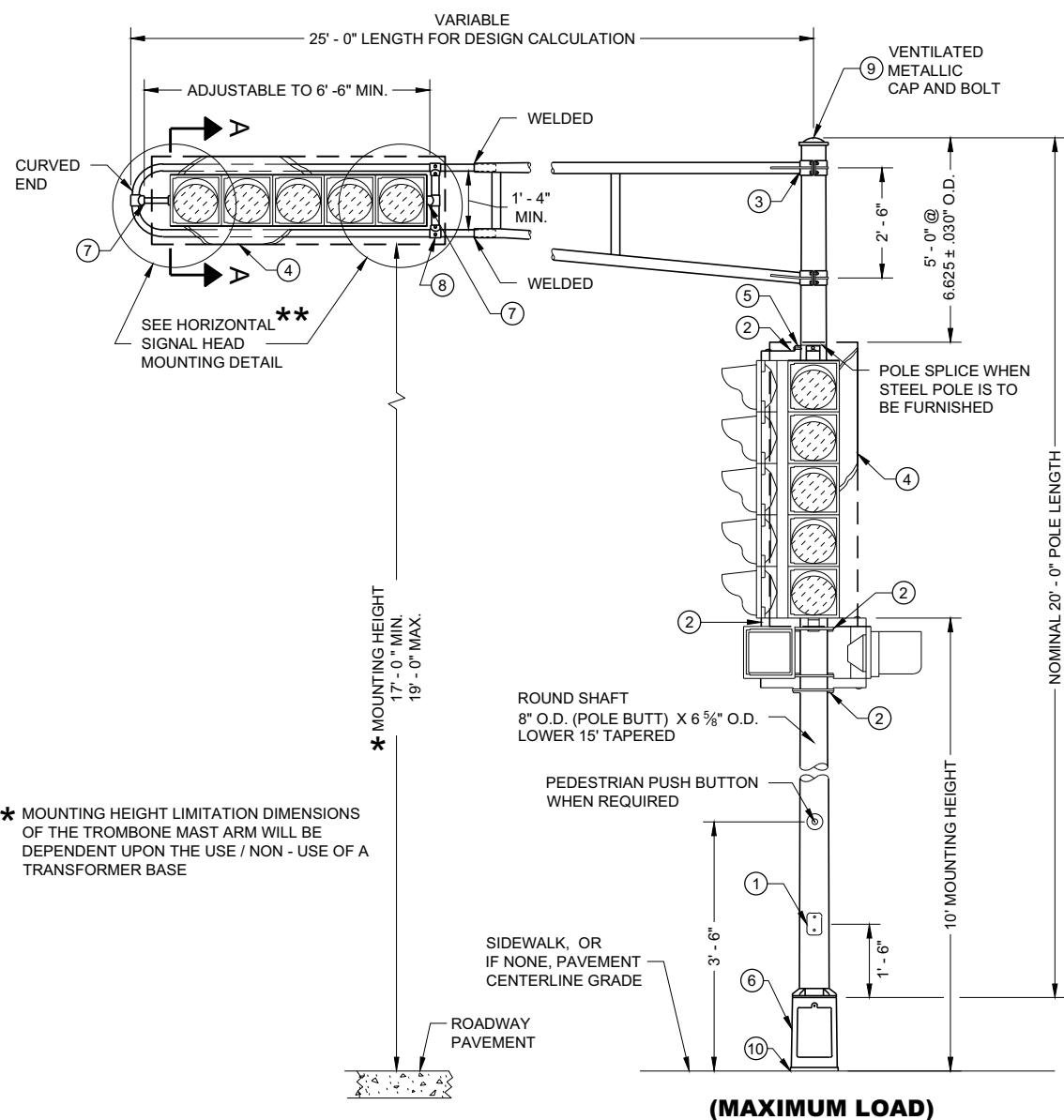
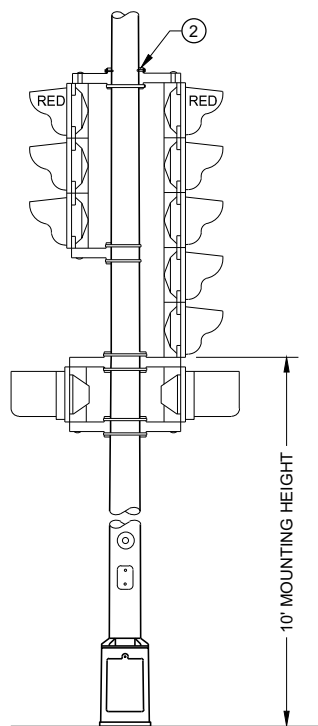
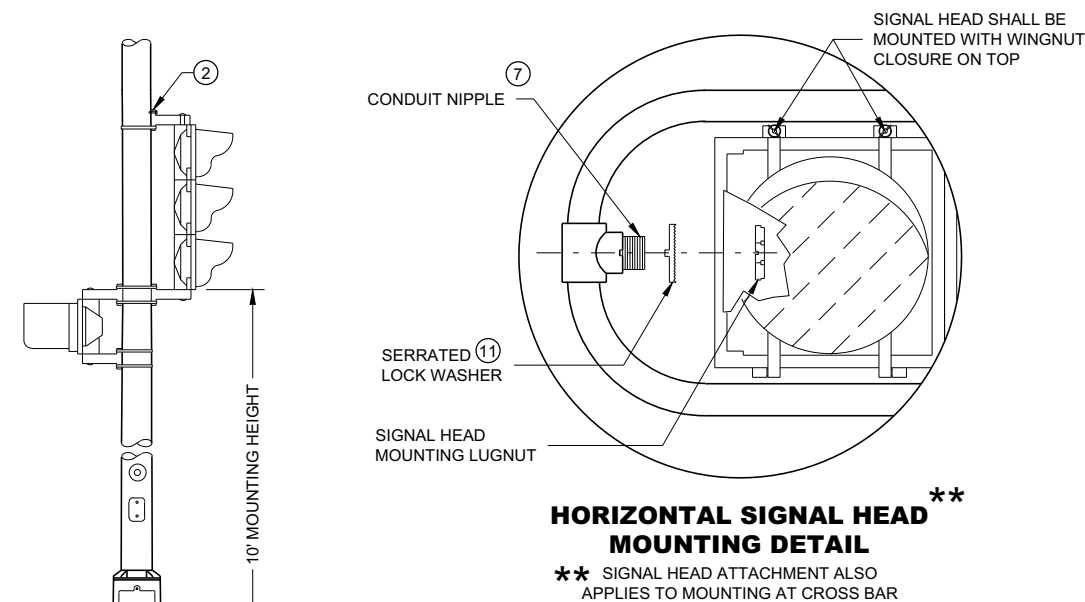
SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE / ROPE SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE
MANUFACTURING PROCESS.

TYPE 2 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE
POLE IS NOT ACCEPTABLE.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

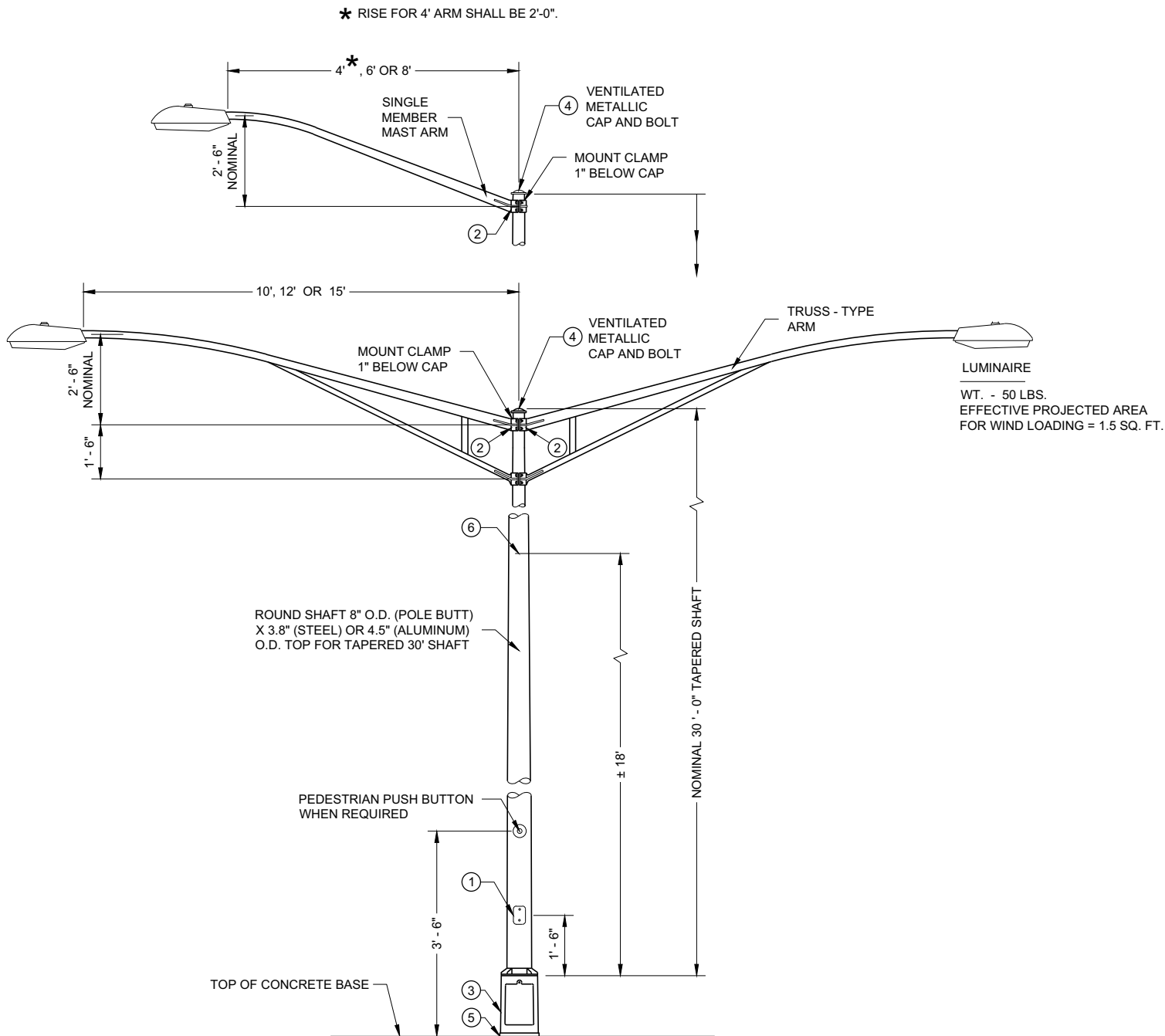
- ① 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) 1/4" X 3/4" - 20 TPI, STAINLESS STEEL, HEX HEAD BOLTS.
- ② SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.
- ③ GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 3/8" HOLE IN POLE SHAFT FOR WIRING.
- ④ SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.
- ⑤ POLE MOUNTED SIGNAL FACES SHALL REQUIRE ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACES.
- ⑥ CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.
- ⑦ USE 1 1/2" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 1/2" OPENING IN SIGNAL FACES AND BRACKET ENDS.
- ⑧ VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (1/4" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.
- ⑨ FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/4" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.
- ⑩ SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.
- ⑪ USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

**TYPICAL MOUNTING OF BACK TO BACK
3 AND 5 SECTION SIGNAL FACES****TYPE 2 POLE MOUNTING CONFIGURATION****TYPICAL MOUNTING OF 3 SECTION
SIGNAL FACE****HORIZONTAL SIGNAL HEAD
MOUNTING DETAIL**

** SIGNAL HEAD ATTACHMENT ALSO
APPLIES TO MOUNTING AT CROSS BAR

**POLE MOUNTINGS FOR
TRAFFIC SIGNALS
TYPE 2**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 124



**TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY**

GENERAL NOTES

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

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVEING INSIDE THE POLE IS NOT ACCEPTABLE.

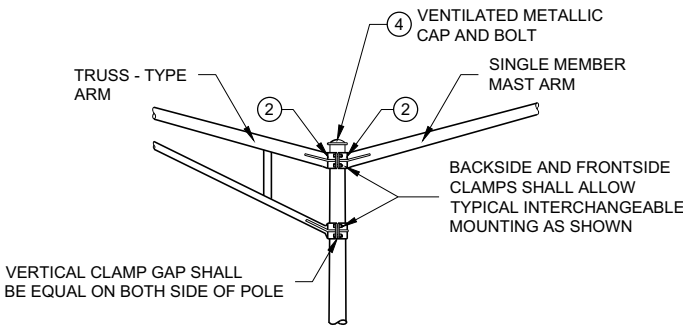
TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.1888".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (0.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 3/8 INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

- ① 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) 3/4" X 3/4" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.
- ② GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 3/8" HOLE IN POLE SHAFT FOR WIRING.
- ③ CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.
- ④ FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 3/4" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.
- ⑤ SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.
- ⑥ INTERNAL DUMBBELL - TYPE VIBRATION DAMPER.



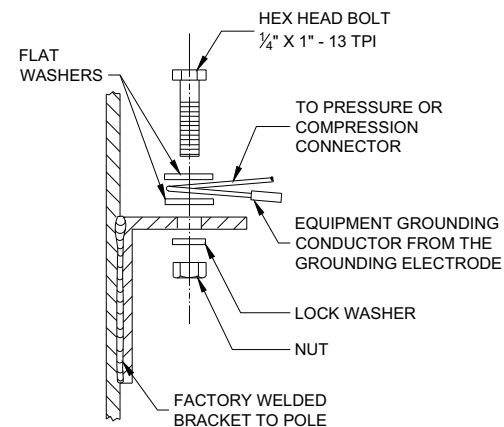
INTERCHANGEABLE MOUNTING DETAIL

**POLE MOUNTINGS FOR
LIGHTING UNITS, TYPE 5
(30 FEET)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 125



- SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



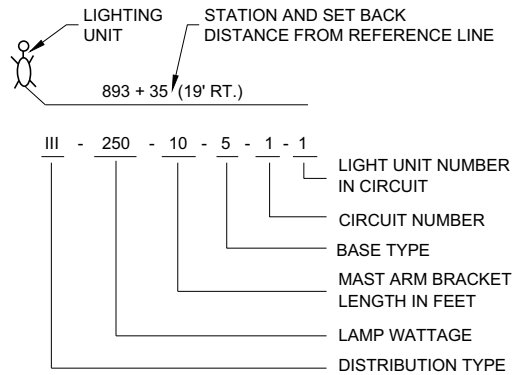
APPROVED
November 2018 _____ /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL ENGI 126

GENERAL NOTES

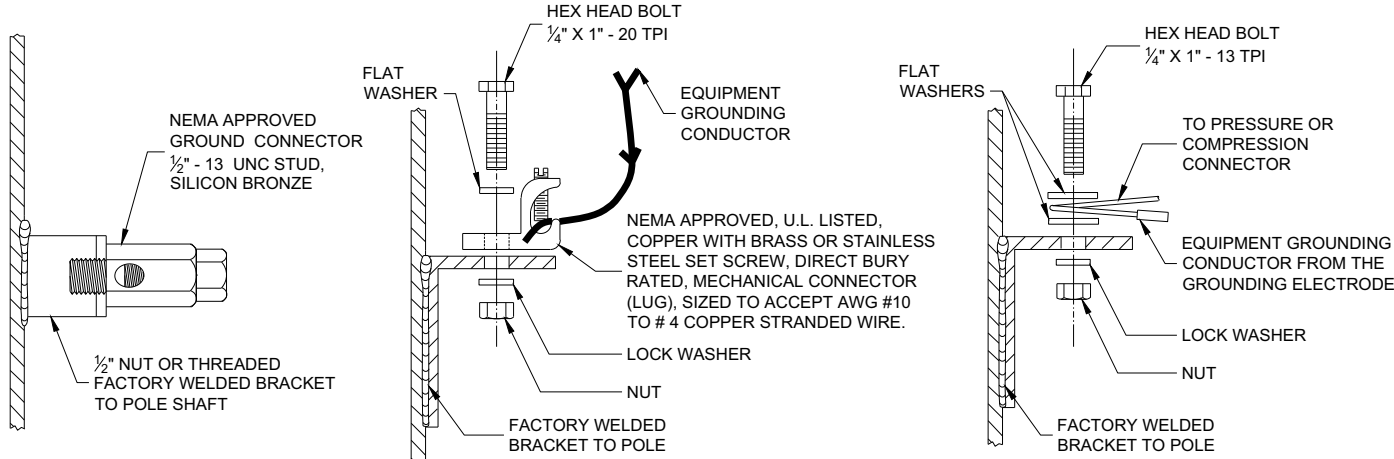
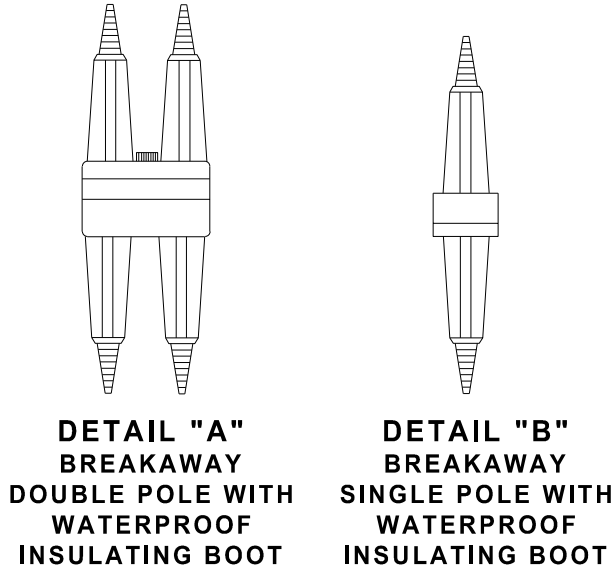
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

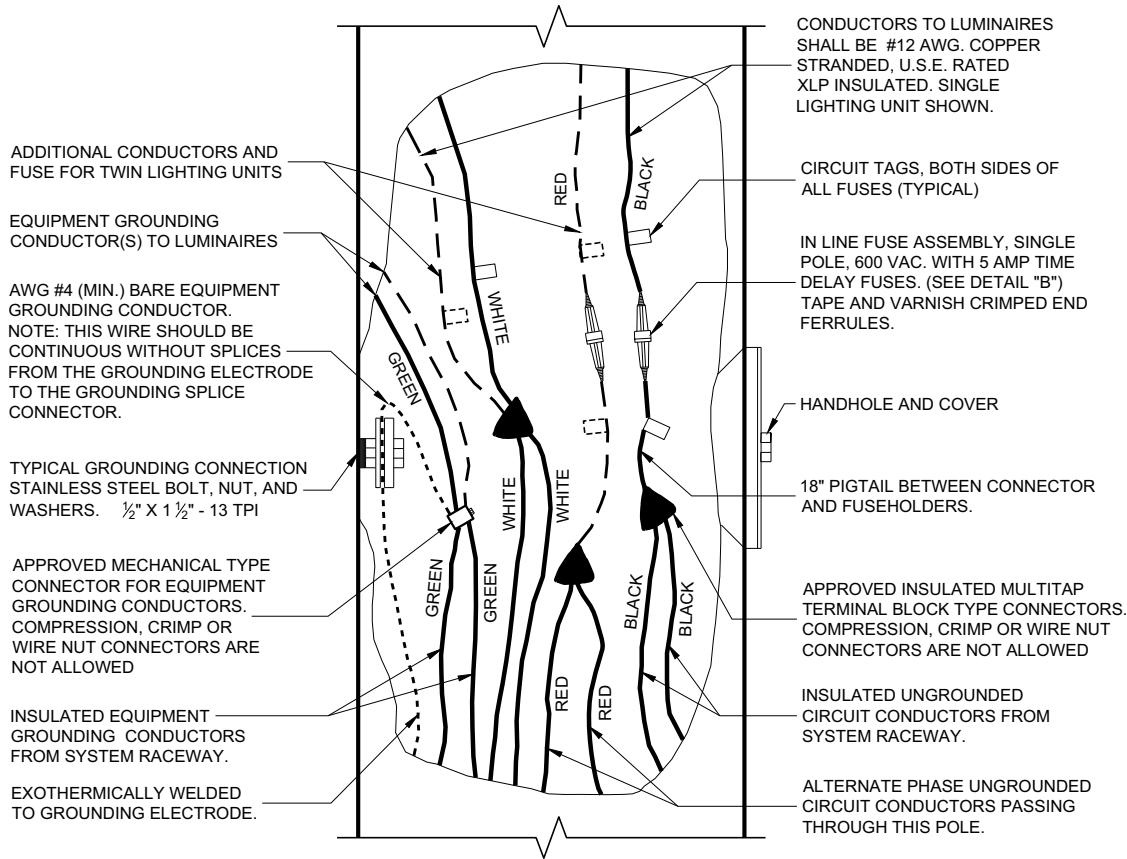


LIGHTING UNIT CODE
(TYPICAL)



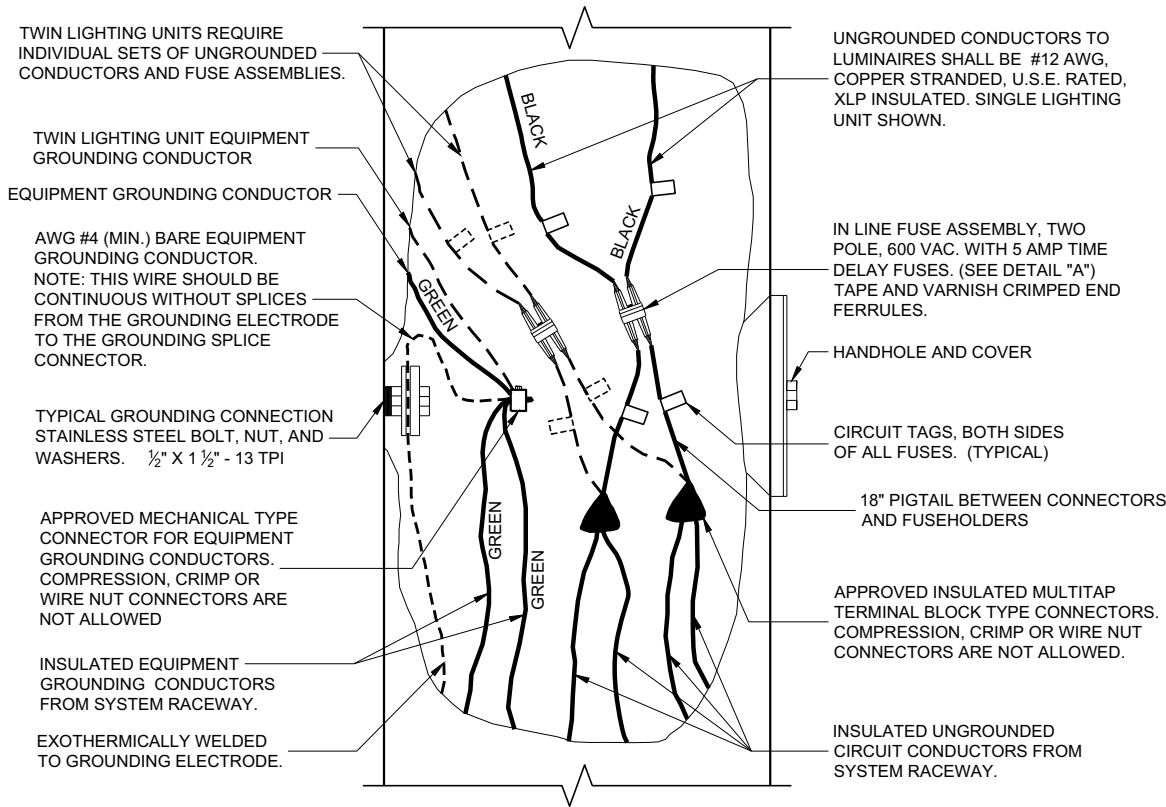
TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

6



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTORS)
WITH GROUNDING CONDUCTOR AND
EQUIPMENT GROUNDING CONDUCTOR

6



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS)
WITH EQUIPMENT GROUNDING CONDUCTOR

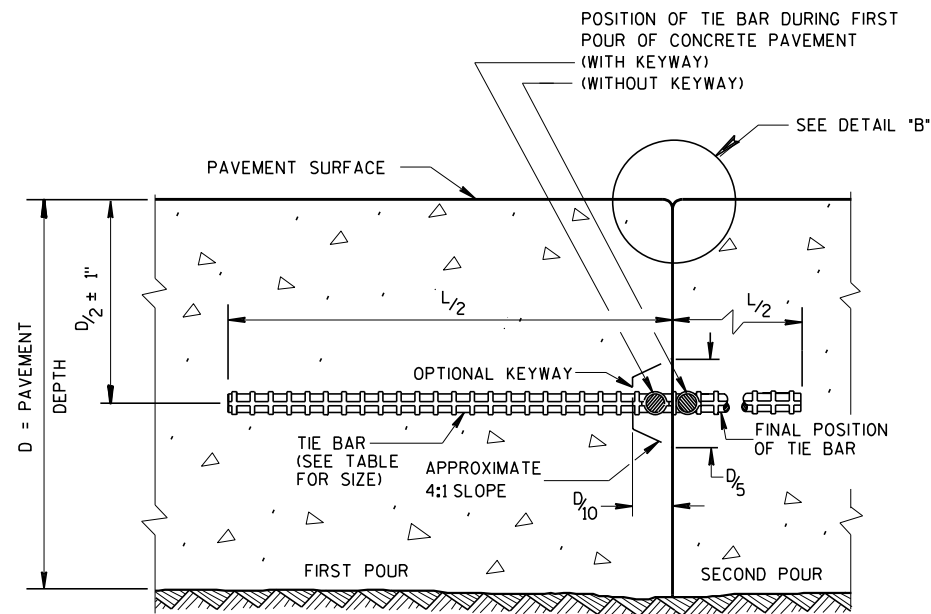
NON - FREEWAY LIGHTING UNIT
POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

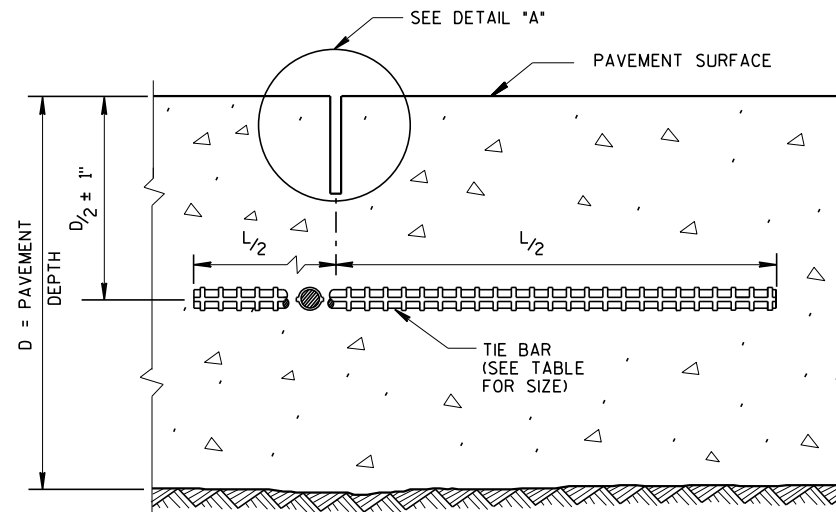
APPROVED
November 2018 /S/ Ahmet Demirelek
DATE STATE ELECTRICAL ENGI 127
FHWA

SDD 09E03 - 06

SDD 09E03 - 06



CONSTRUCTION JOINT



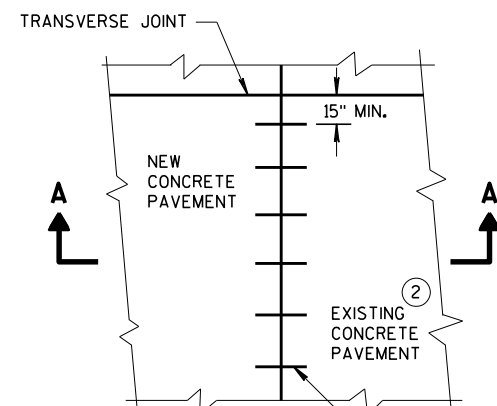
SAWED JOINT

GENERAL NOTES

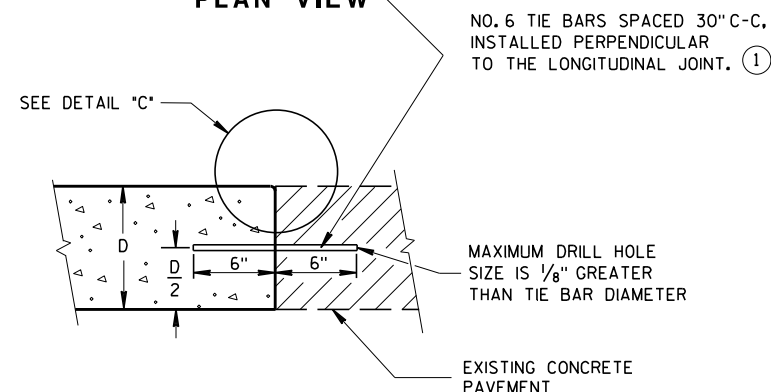
CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

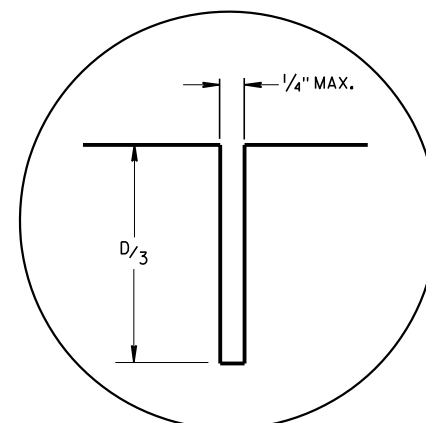
- ① ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.
- ② PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



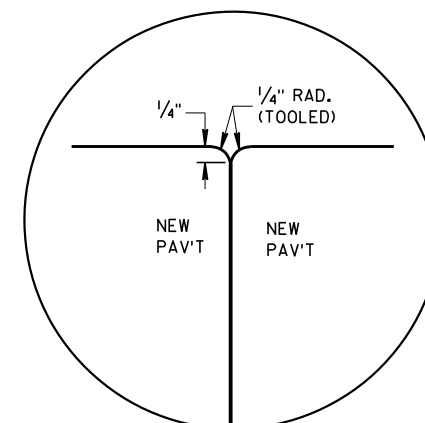
PLAN VIEW



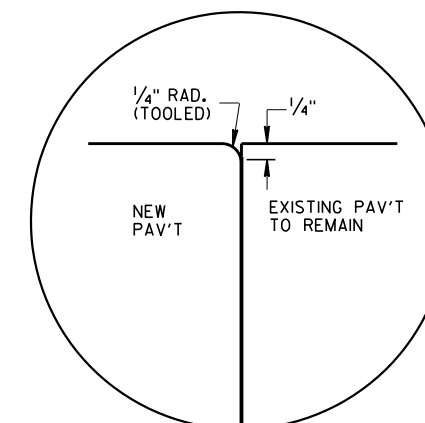
SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT
TIE BARS ANCHORED
INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



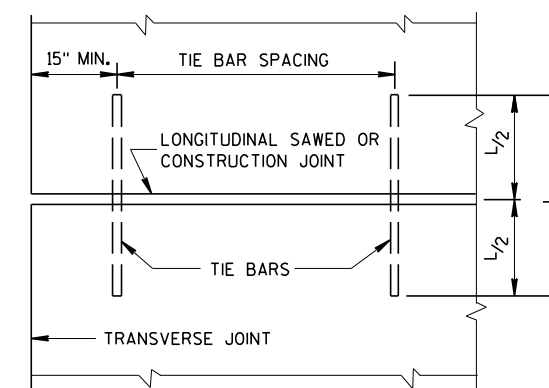
DETAIL "C"

TIE BAR TABLE

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

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

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

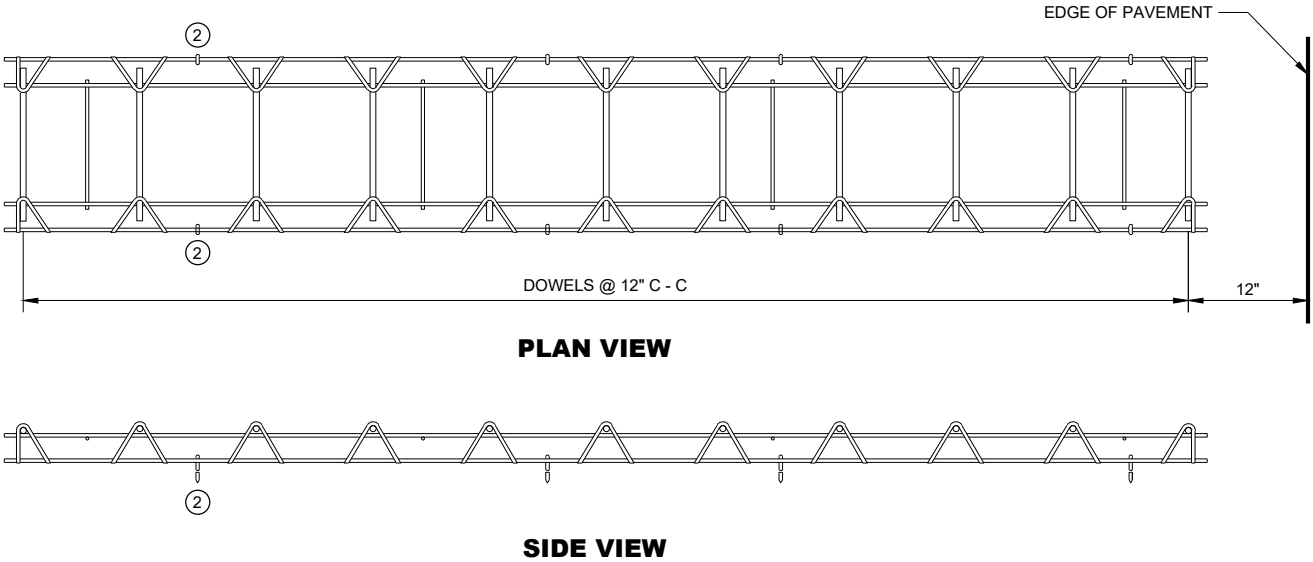


PLAN VIEW
SHOWING LOCATION OF TIE BARS

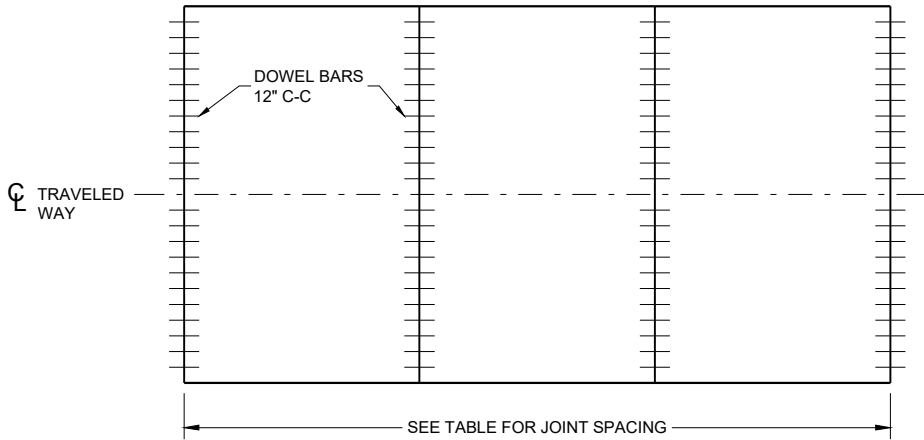
CONCRETE PAVEMENT
LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

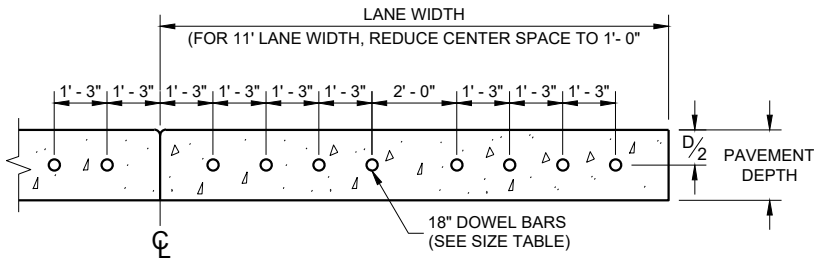
APPROVED
March 2018 /S/ Peter Kern
DATE PAVEMENT SUPE 128
FHWA



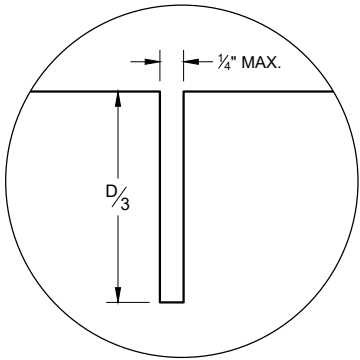
CONTRACTION JOINT DOWEL ASSEMBLY ①



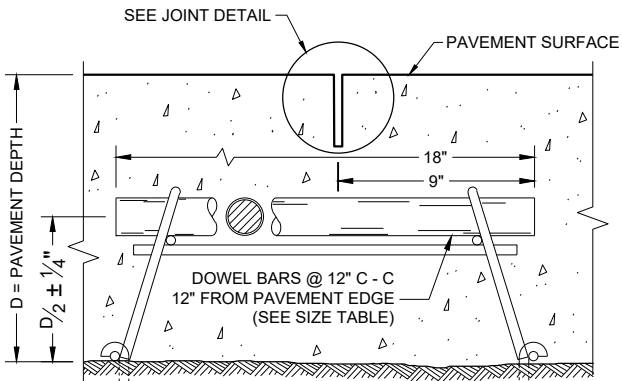
CONTRACTION JOINT LOCATIONS



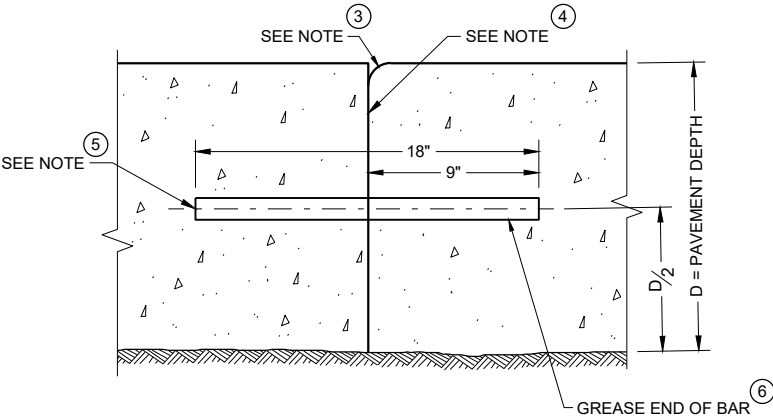
DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦



JOINT DETAIL



DOWELED CONTRACTION JOINT



TRANSVERSE CONSTRUCTION JOINT

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.

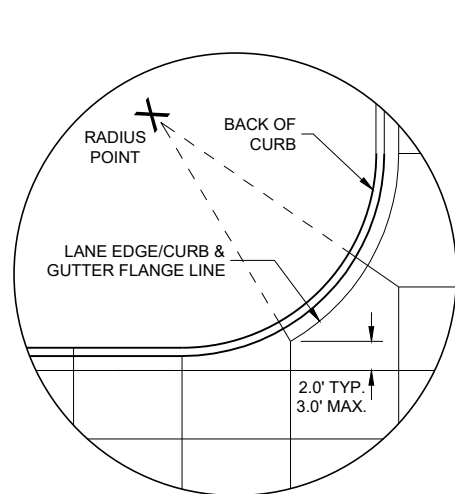
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

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'

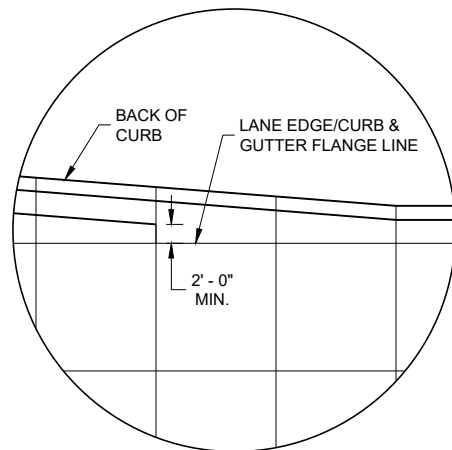
URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

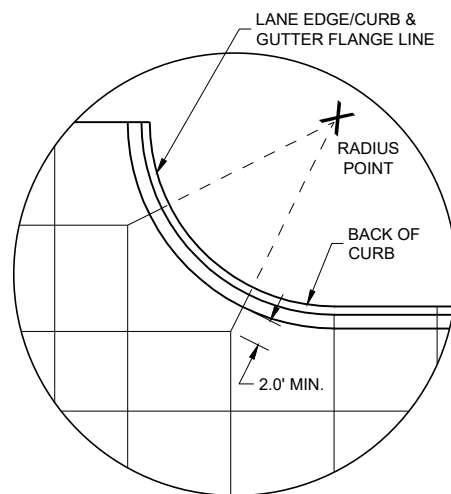
APPROVED
November 2022 /S/ Peter Kemp P.E.
DATE PAVEMENT SUPERVISOR 129
FHWA



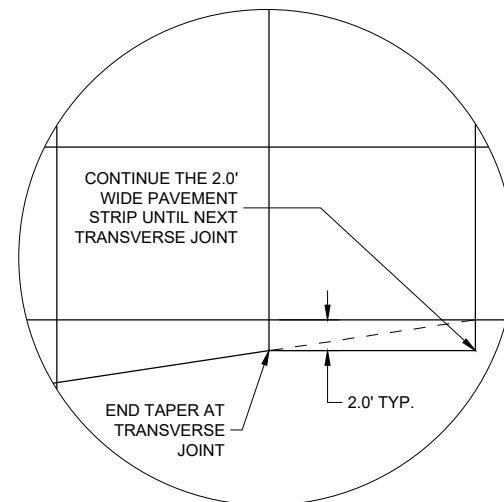
DETAIL "A"



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.

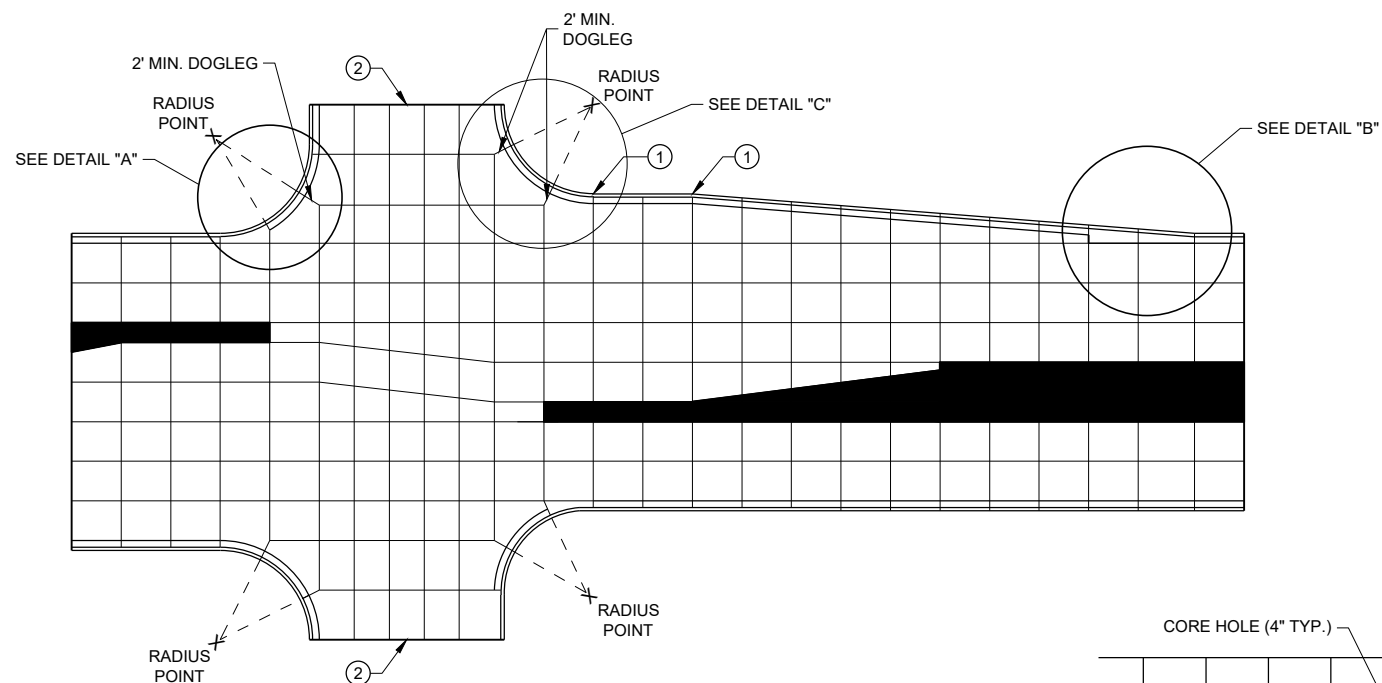
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

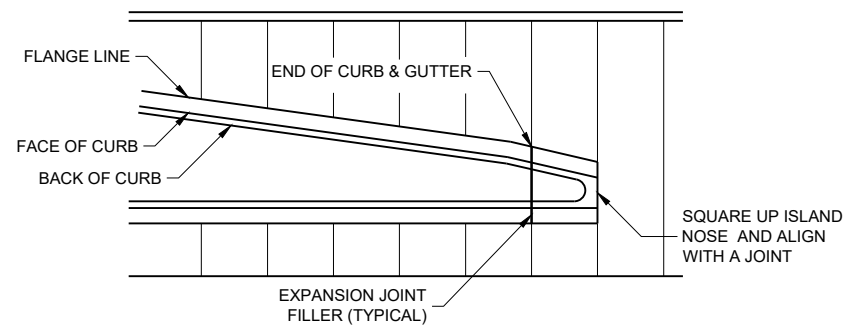
- ① PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
- ② CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
- ③ THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM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

PAVEMENT DEPTH AND JOINT SPACING TABLE

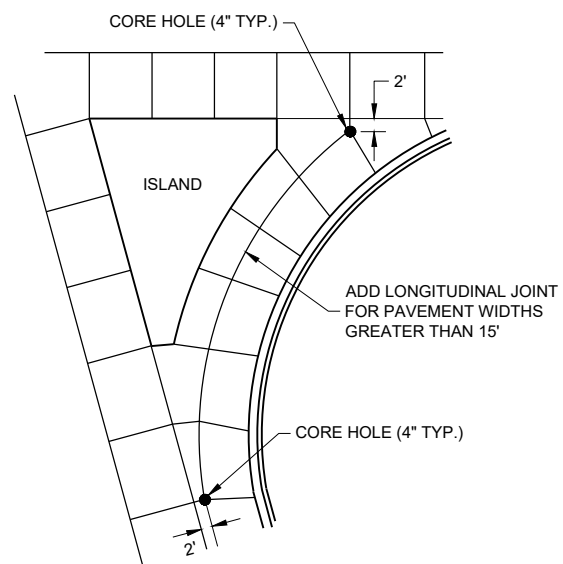
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



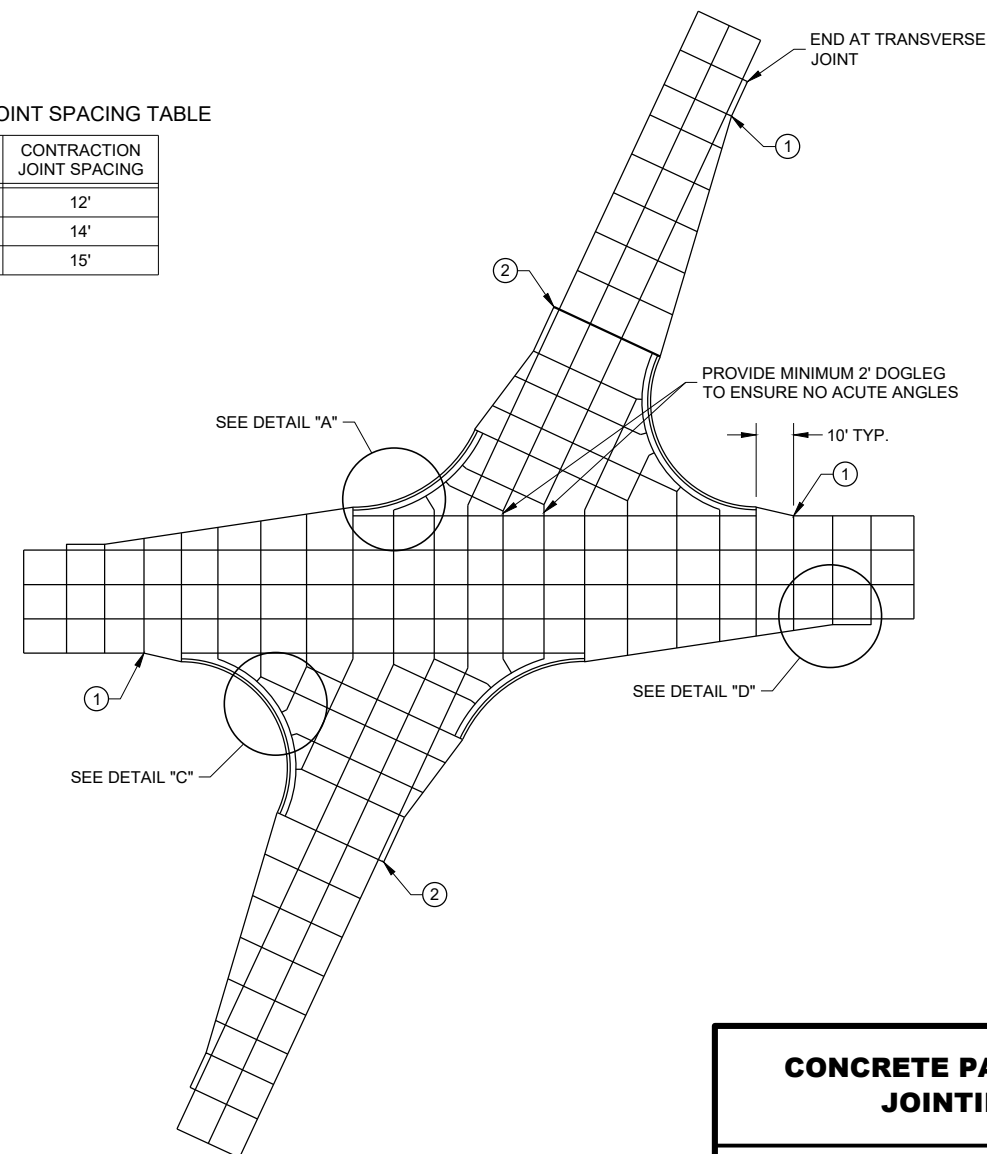
STANDARD INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN



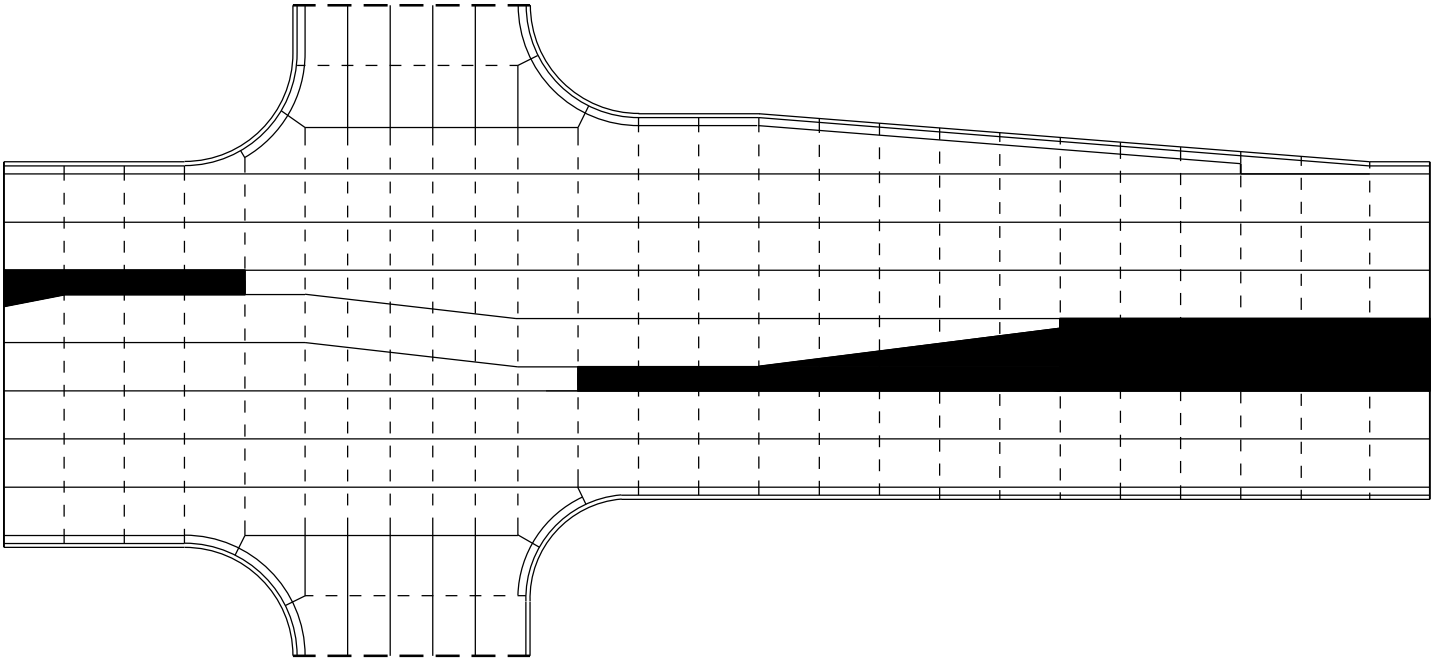
SKEWED INTERSECTION

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

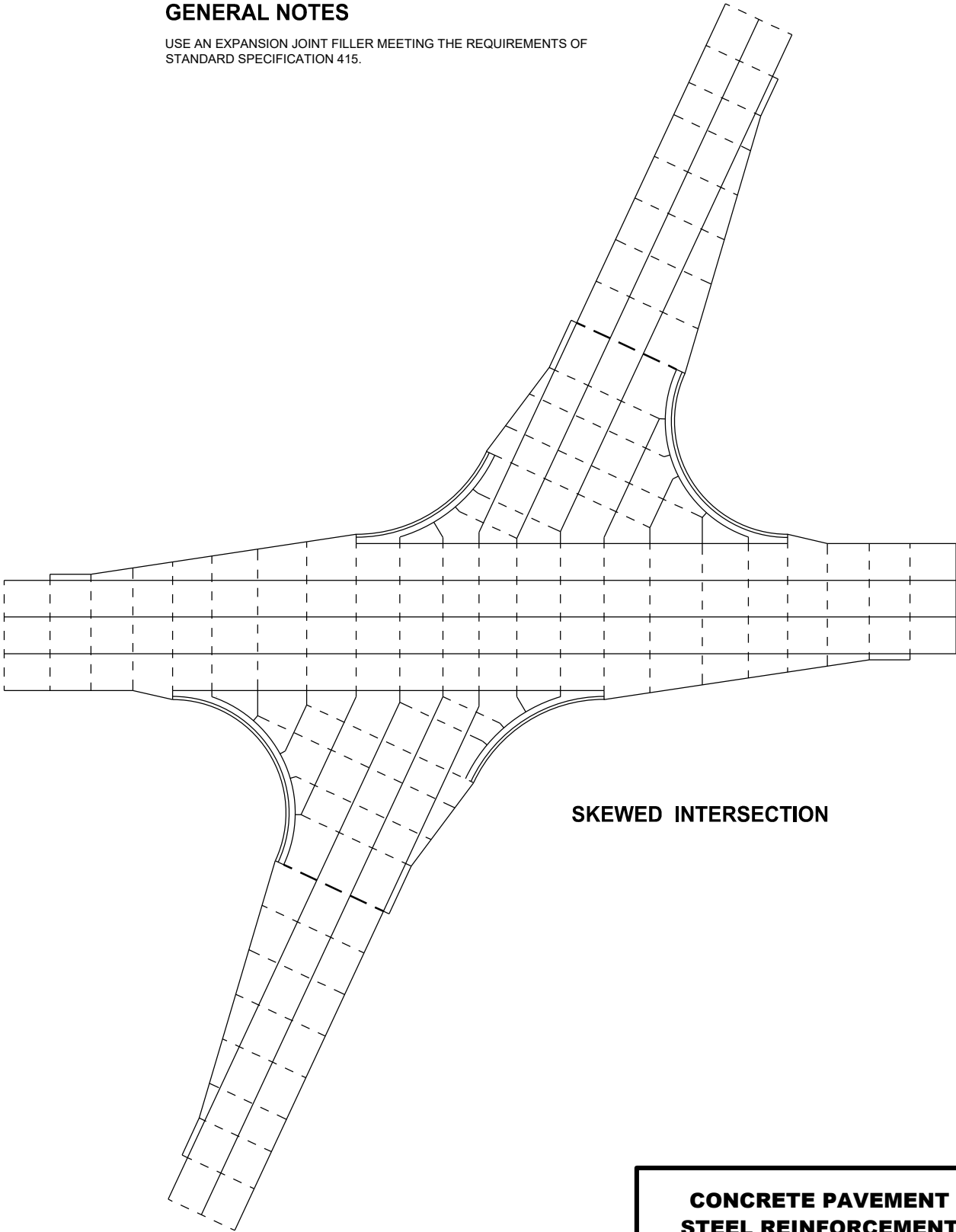
- POTENTIAL DOWELED EXPANSION JOINT
- DOWELED JOINT
- TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

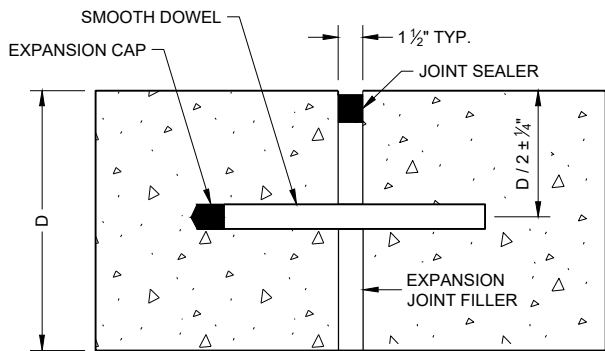
USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



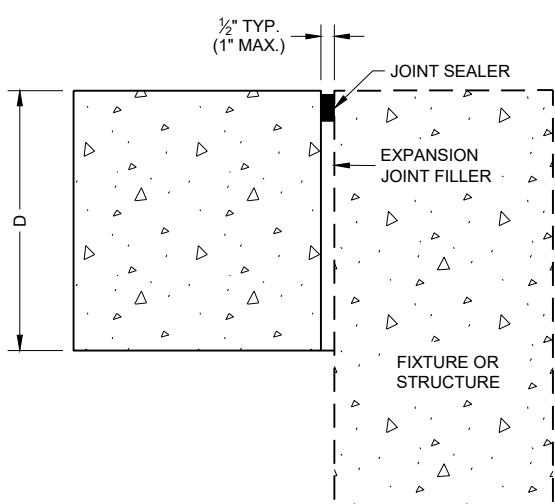
SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 131

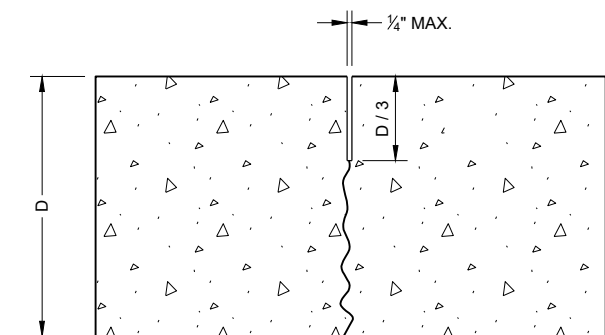


DOWELED TRANSVERSE ①

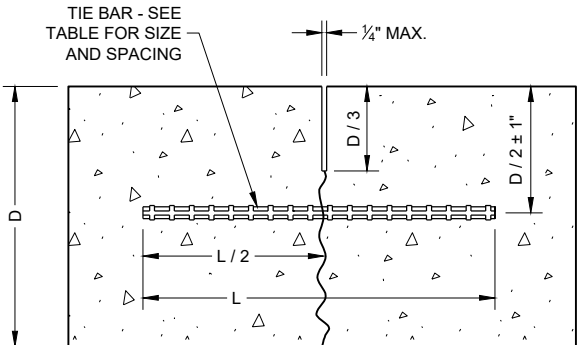


UNTIED - LONGITUDINAL

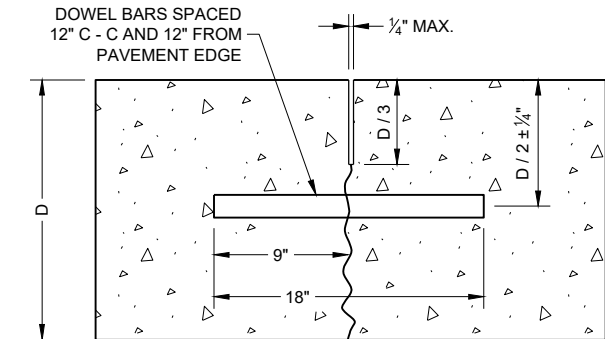
EXPANSION JOINTS



UNDOWELED TRANSVERSE



TIED LONGITUDINAL



DOWELED TRANSVERSE

CONTRACTION JOINTS ②

TIE BAR TABLE

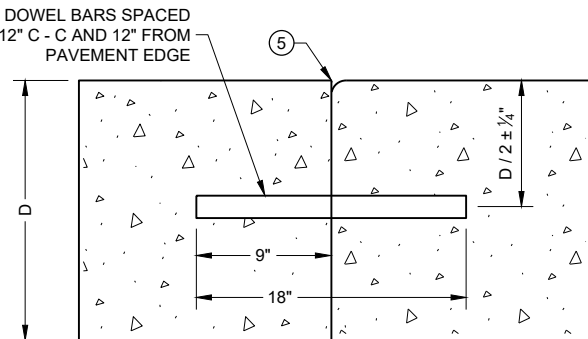
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

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

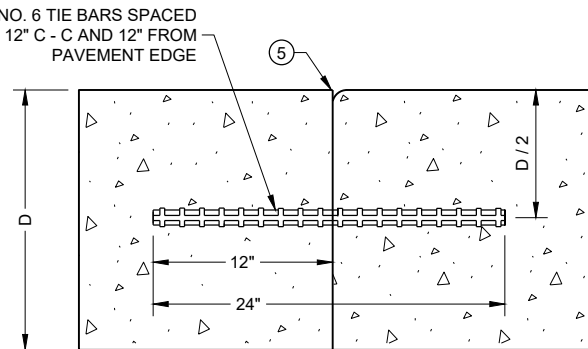
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

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.

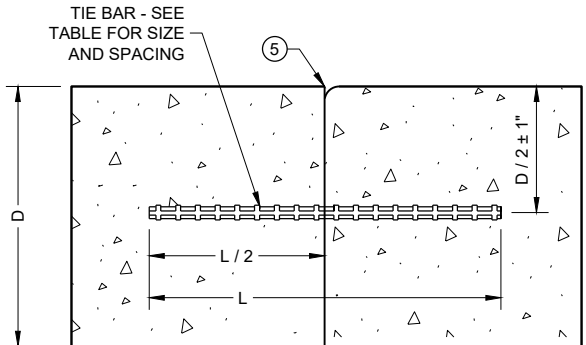


DOWELED TRANSVERSE ③

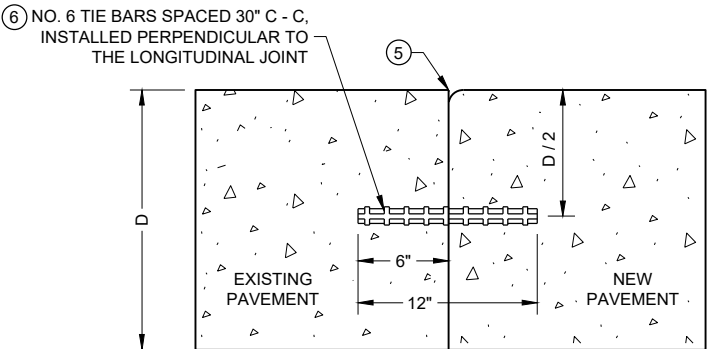


TIED TRANSVERSE ③
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)

CONSTRUCTION JOINTS ④



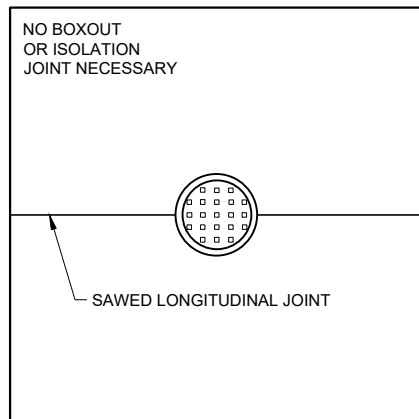
TIED LONGITUDINAL



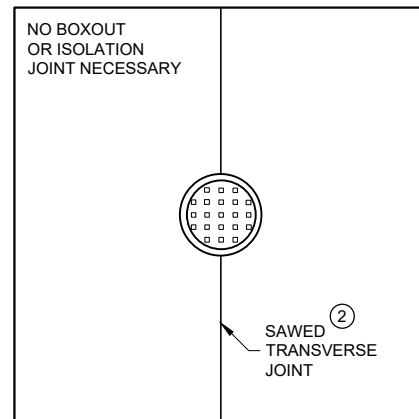
TIED LONGITUDINAL TO EXISTING

**CONCRETE PAVEMENT
JOINT TYPES**

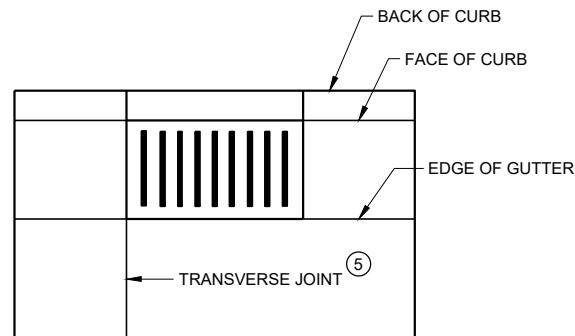
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 132



MANHOLE WITH
LONGITUDINAL JOINT



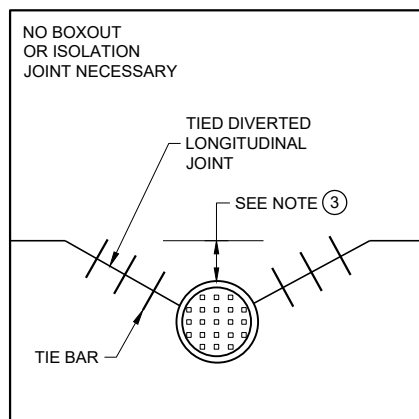
MANHOLE WITH
TRANSVERSE JOINT



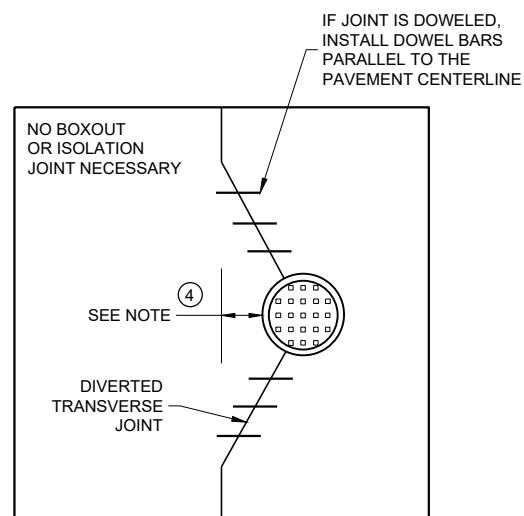
INLET WITH
TRANSVERSE JOINT

GENERAL NOTES

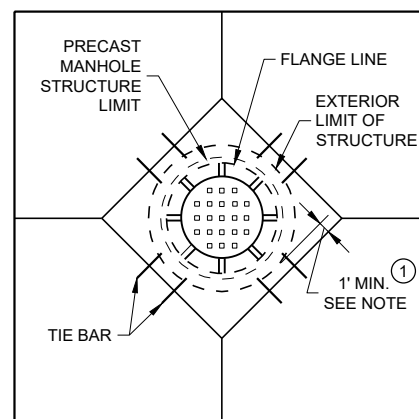
- ① USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
- ② ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
- ③ IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE 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



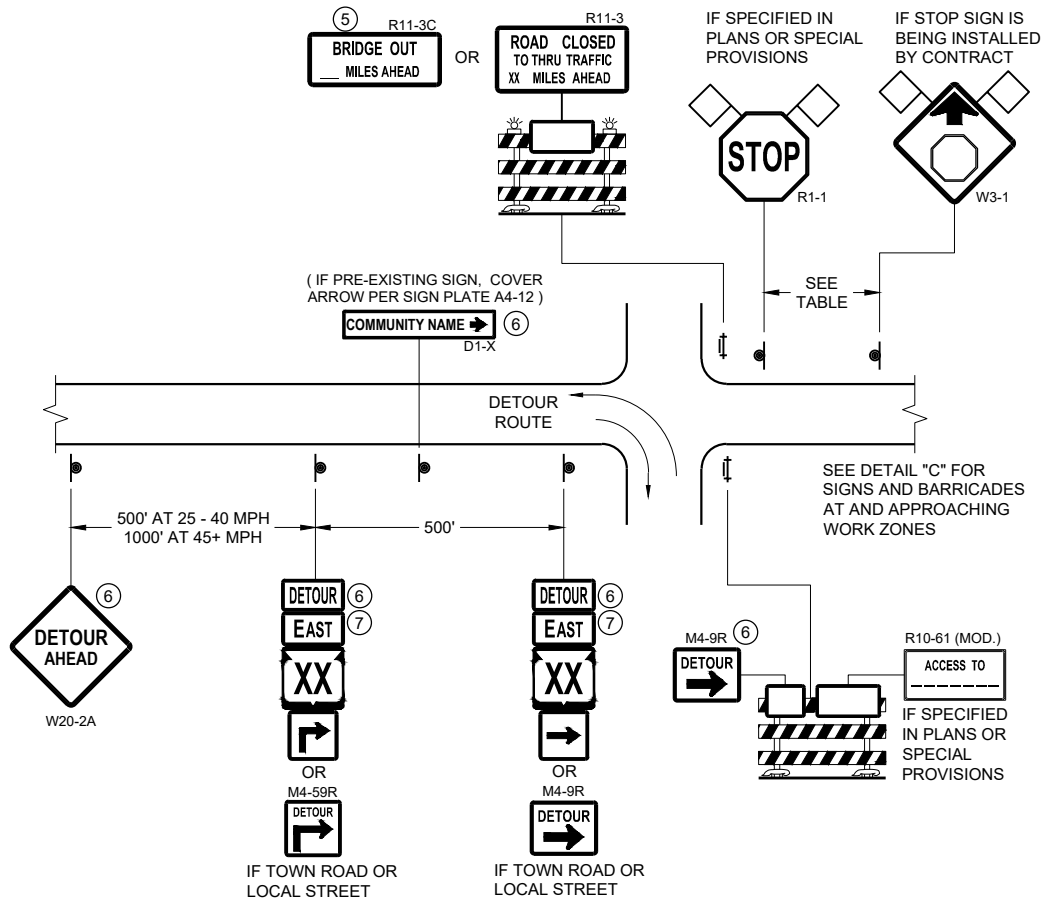
DIAGONAL MANHOLE BOXOUT
FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

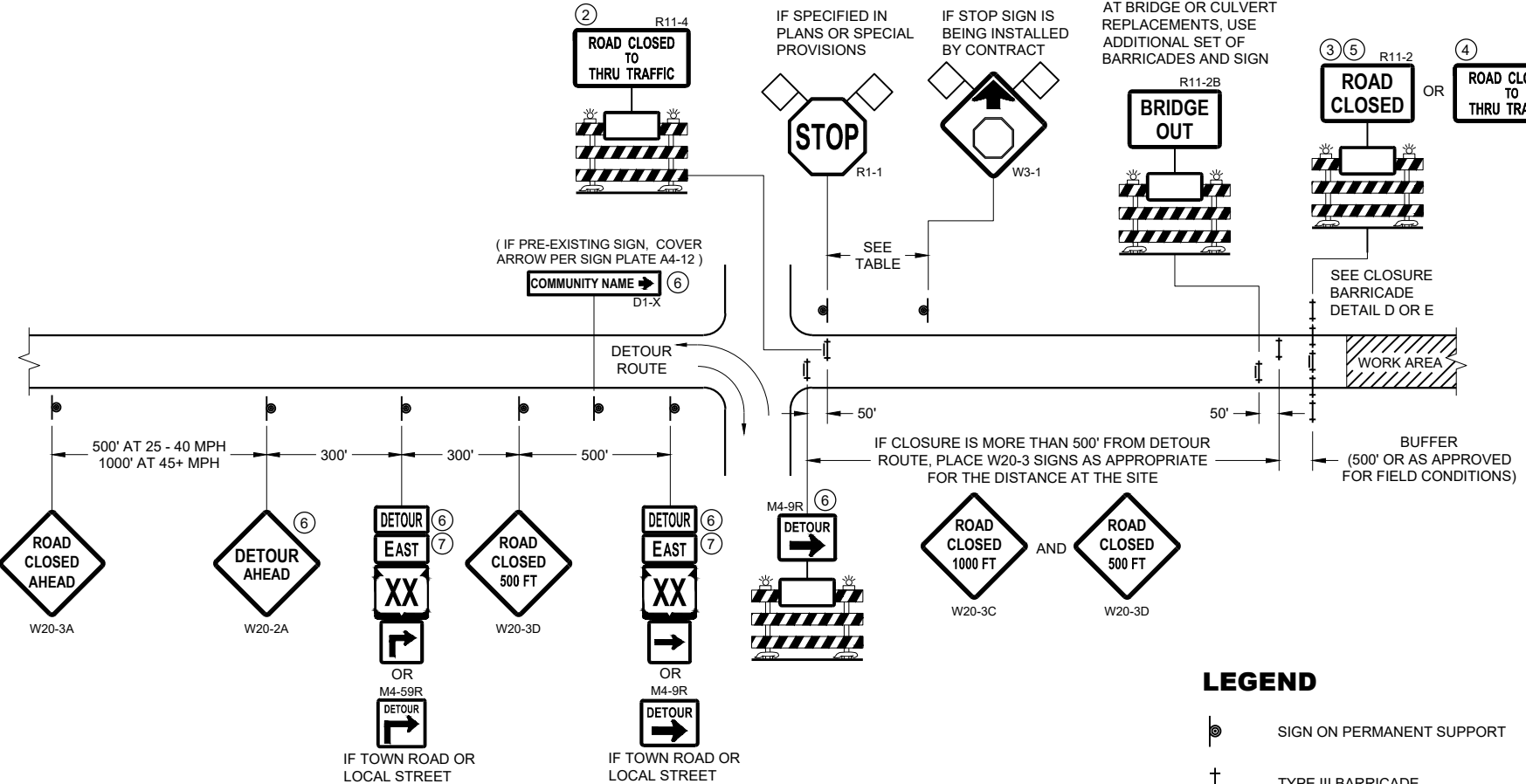
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Peter Kemp P.E.
DATE PAVEMENT SUPERVISOR 133

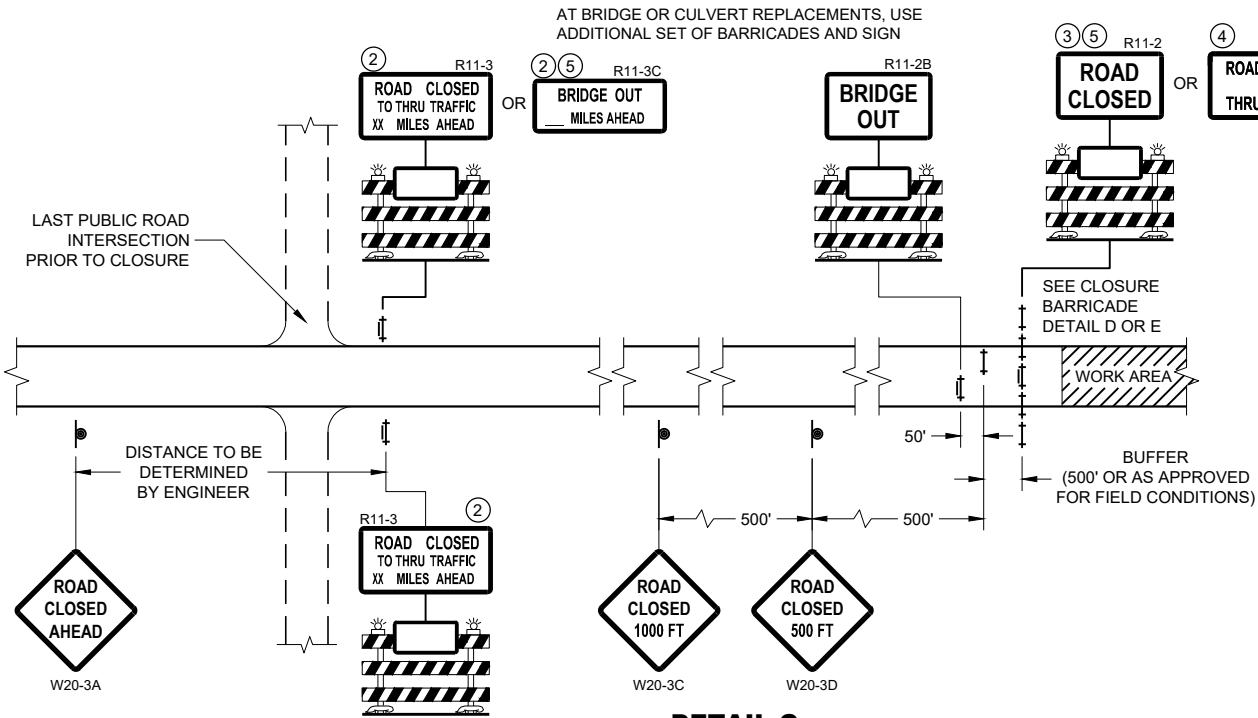
FHWA



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE LESS THAN ½ MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

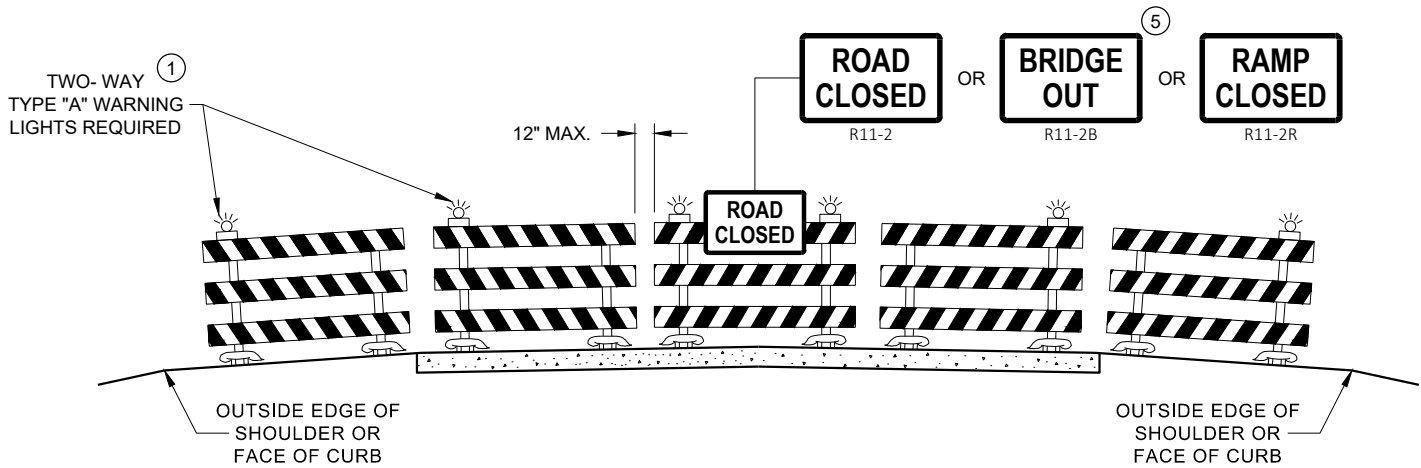
LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)
- DETOUR M4 - 8
- EAST M3 - X
- XX M1 - 4 OR XX M1 - 6 OR COUNTY M1 - 5A
- M05 - 1 OR M06 - 1

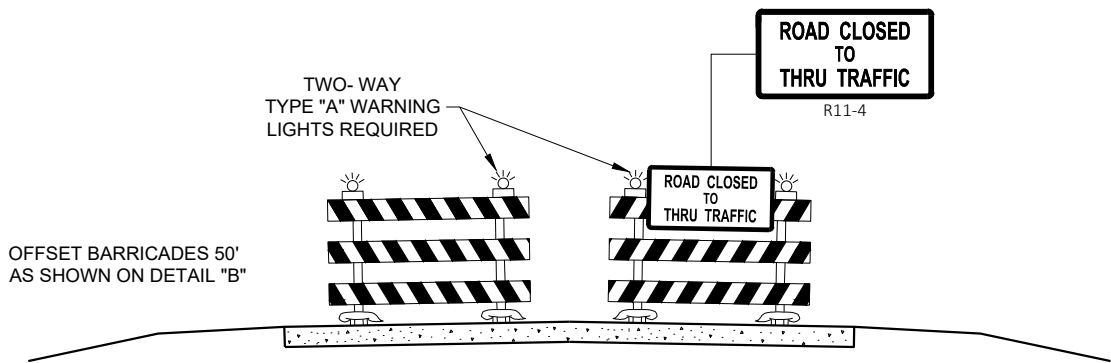
**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 134
FHWA



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"

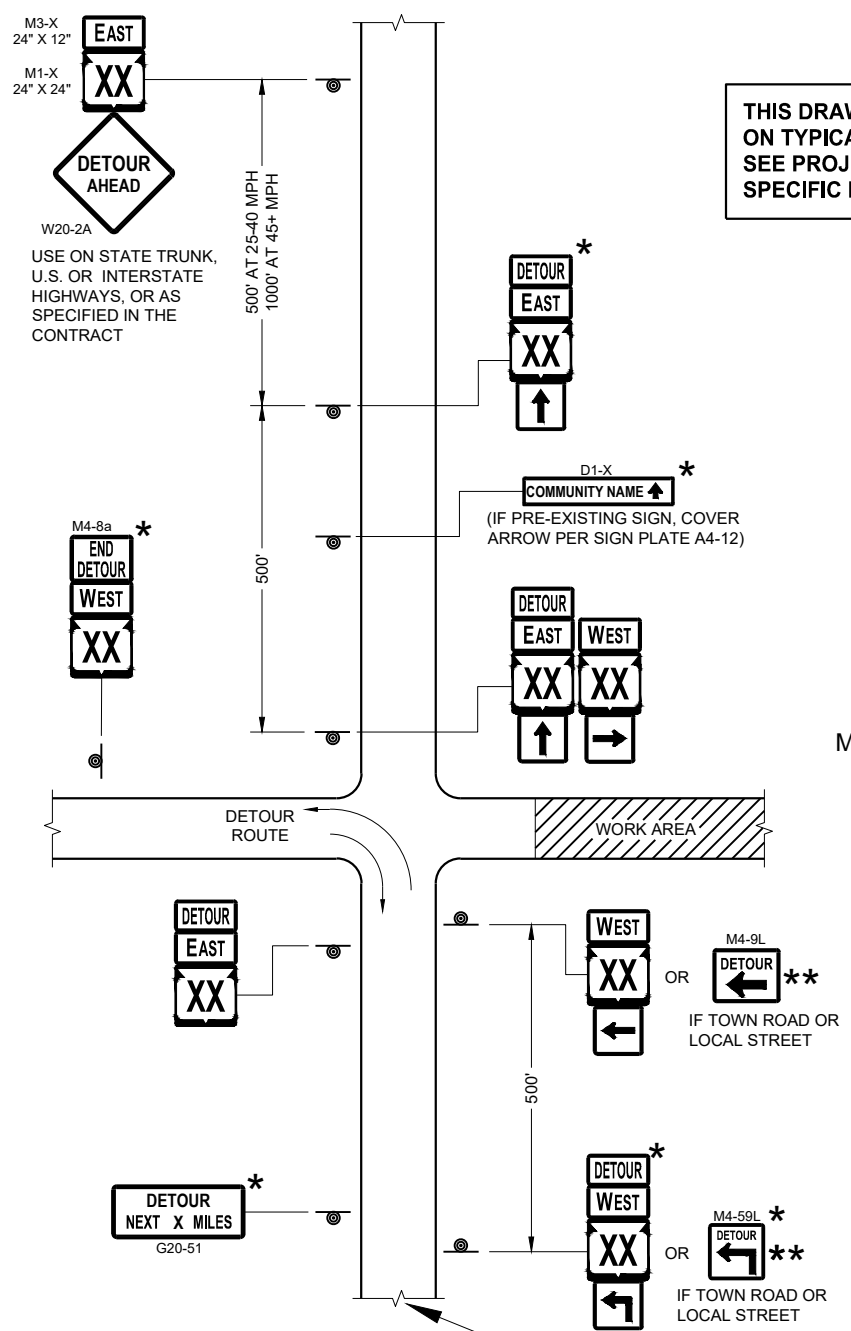
- 1 TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING).
- 2 THESE SIGNS 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 135

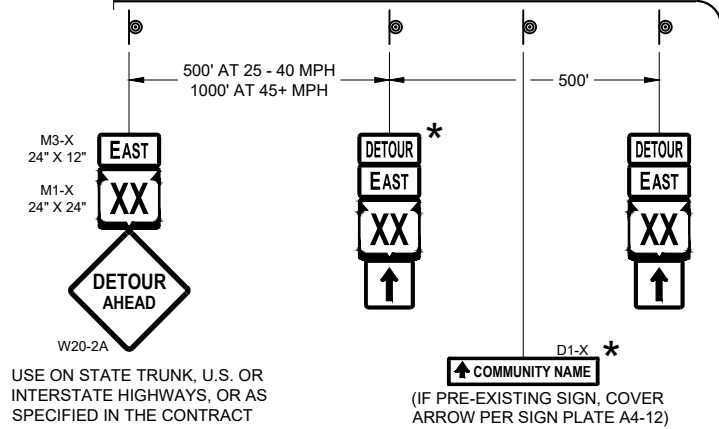
FHWA



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

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

MATCH POINT



DETAIL F
DETOUR SIGNING

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR EAST (M4 - 8)
- DETOUR WEST (M4 - 8)
- DETOUR EAST (M1 - 4)
- DETOUR WEST (M1 - 6)
- DETOUR EAST (M1 - 5A)
- DETOUR WEST (M1 - 5A)
- DETOUR EAST (M05 - 1)
- DETOUR WEST (M06 - 1)
- DETOUR EAST (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.

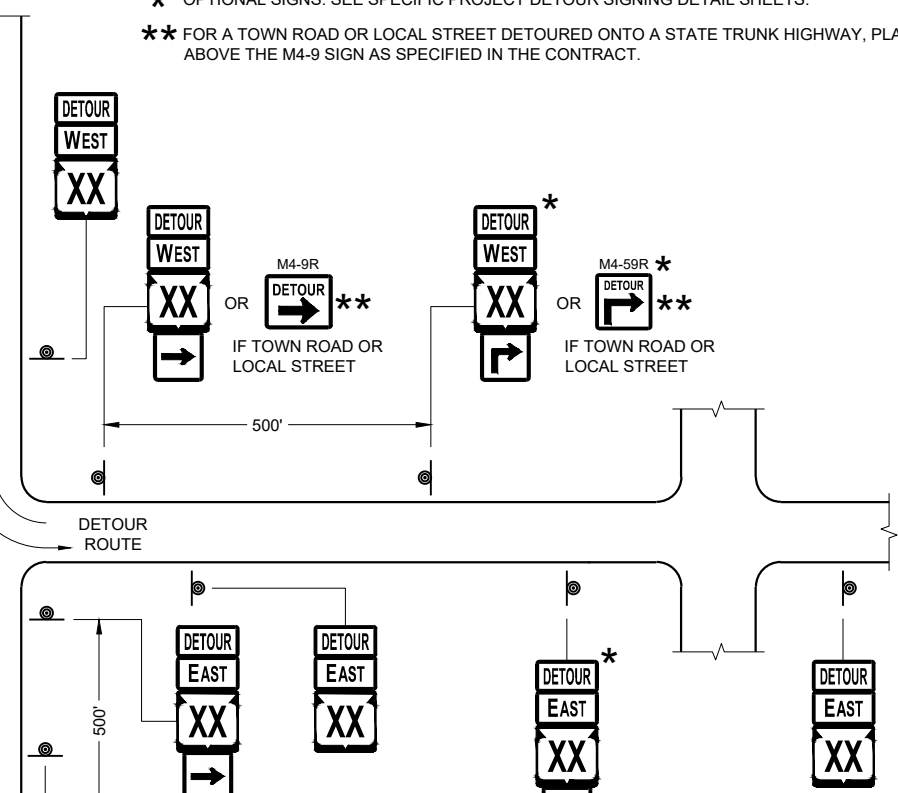
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

"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.



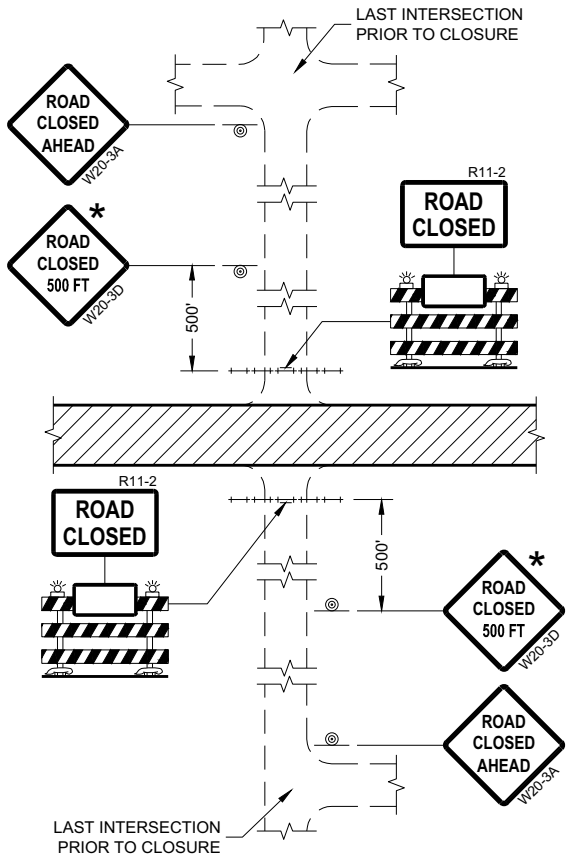
PLACE SIGNS BEYOND INTERSECTIONS
WITH STATE OR COUNTY TRUNK
HIGHWAYS OR AT 4 MILE MAXIMUM
SPACING (4 BLOCKS IF URBAN AREA)

**DETOUR SIGNING
FOR MAINLINE CLOSURES**

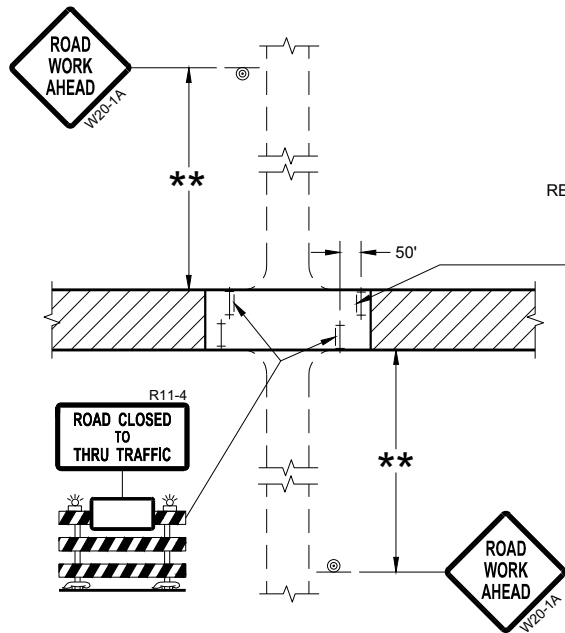
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 136

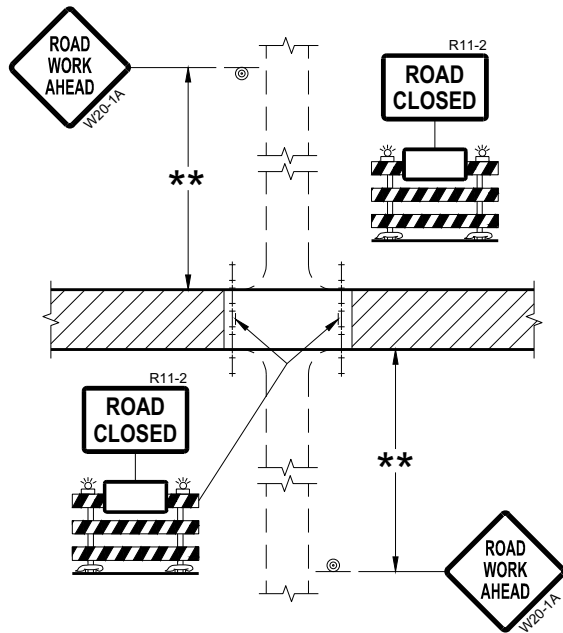
FHWA



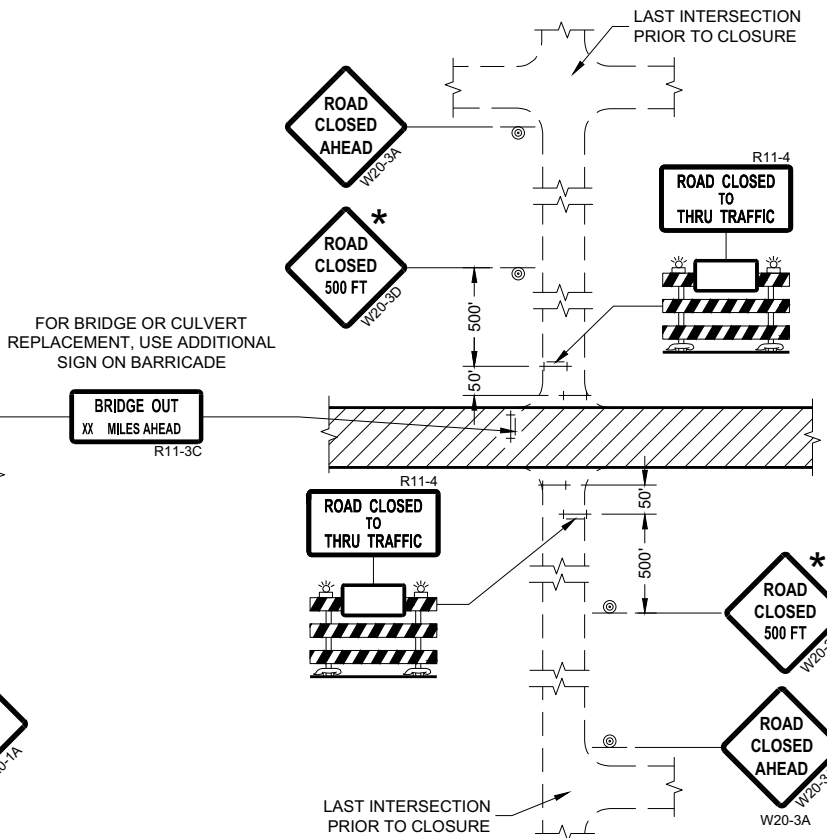
DETAIL 1
(NO ACCESS TO PROJECT)



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



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO 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 137

FHWA

GENERAL NOTES

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

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

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

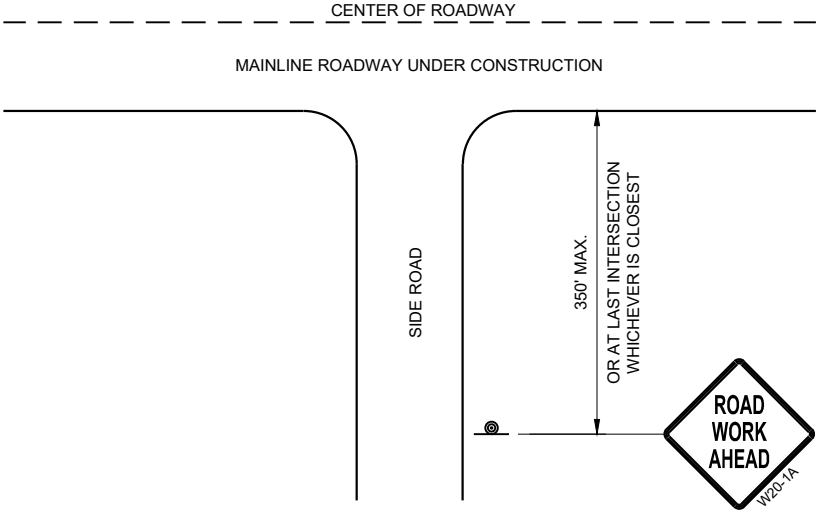
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

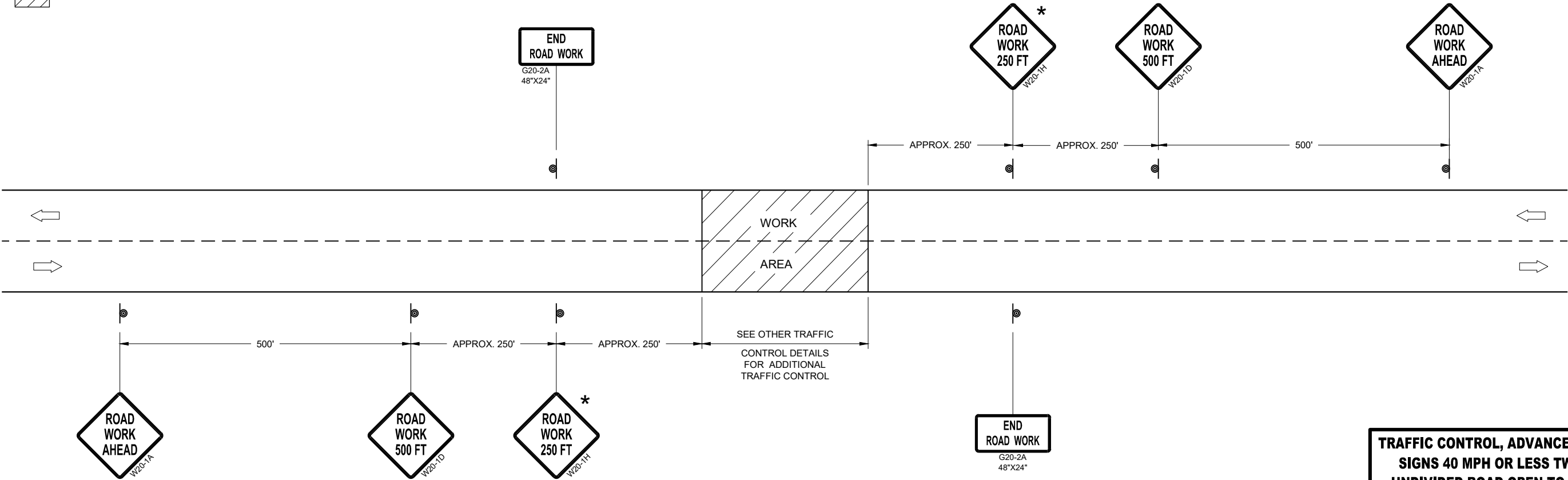
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL

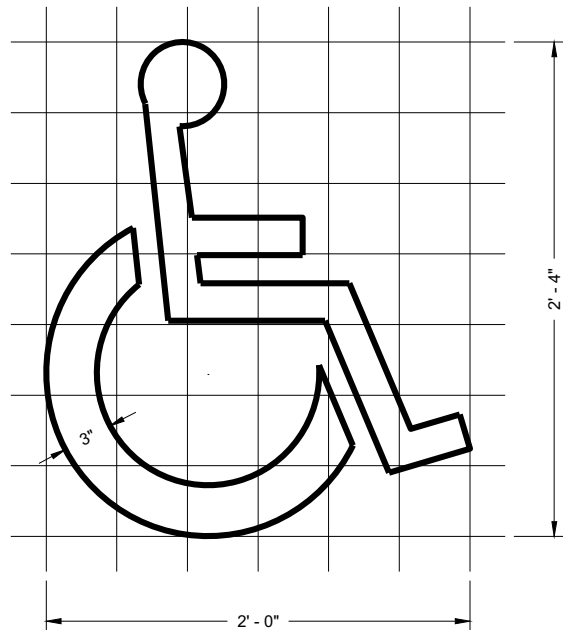


TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

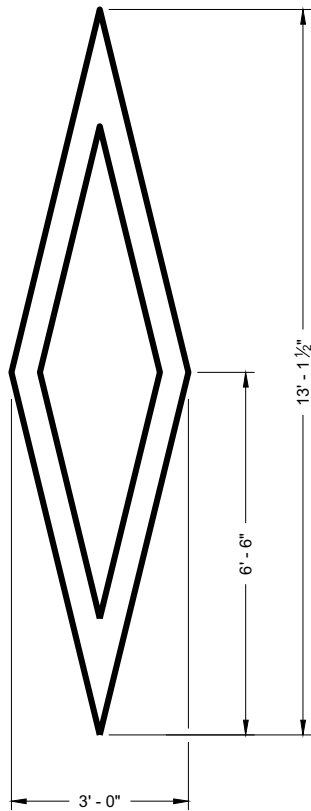
TRAFFIC CONTROL, ADVANCE WARNING
SIGNS 40 MPH OR LESS TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 138
FHWA



HANDICAP SYMBOL



PREFERENTIAL
LANE SYMBOL

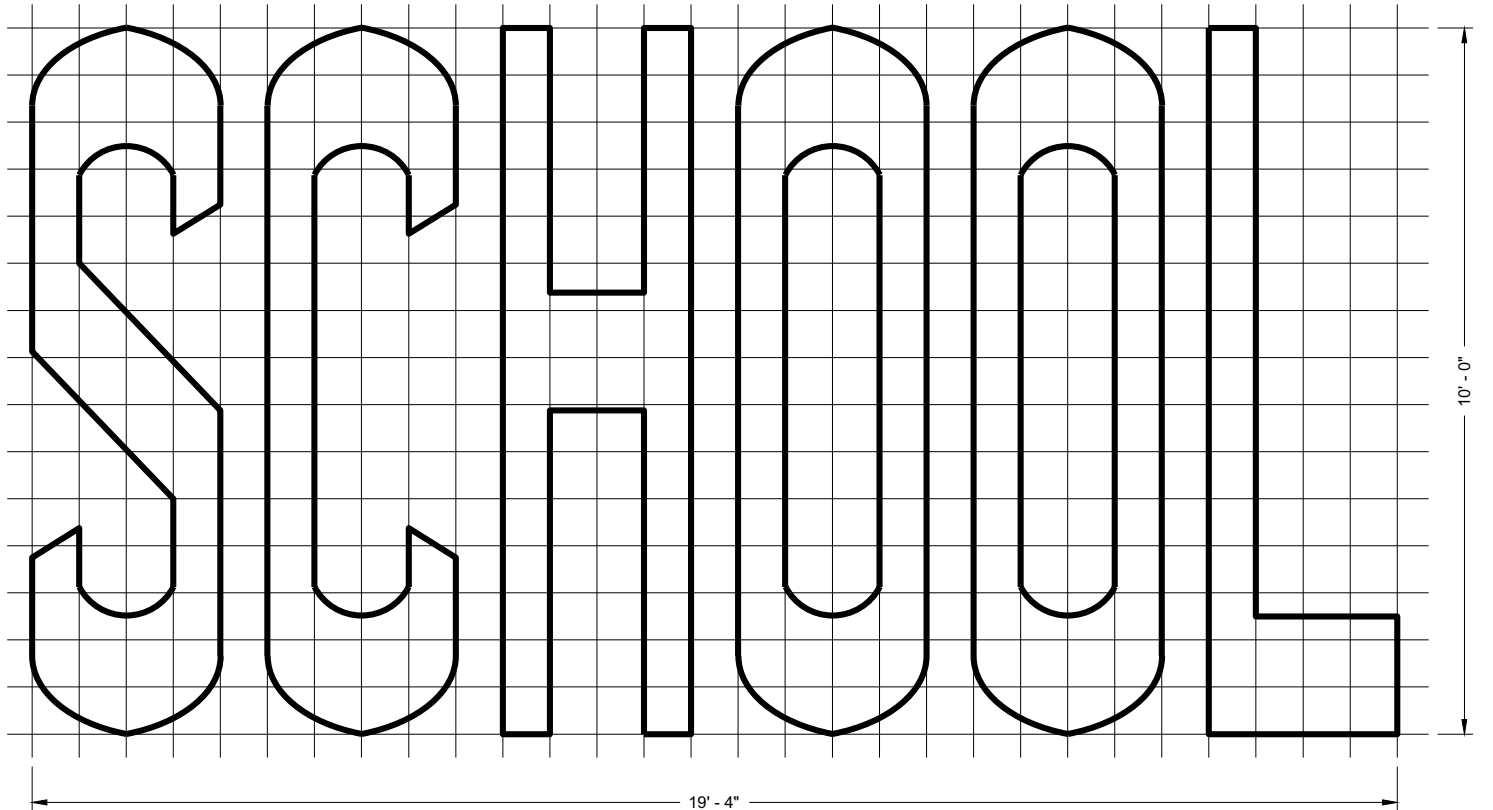
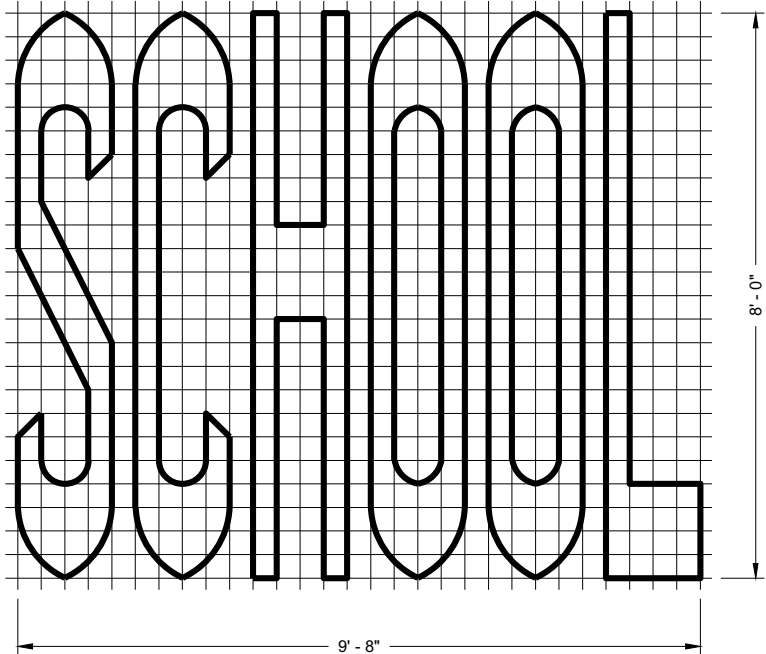
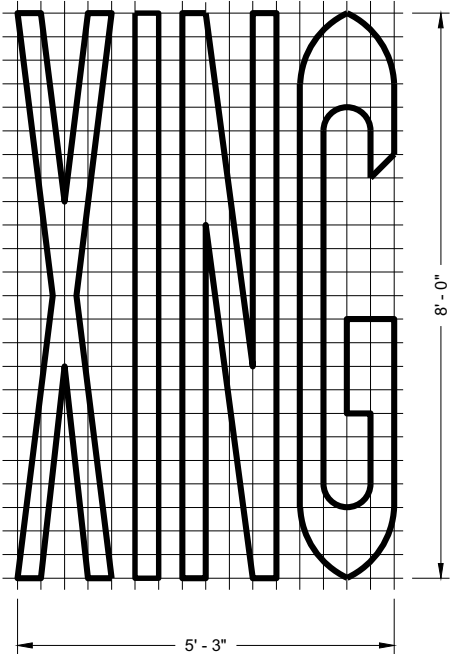
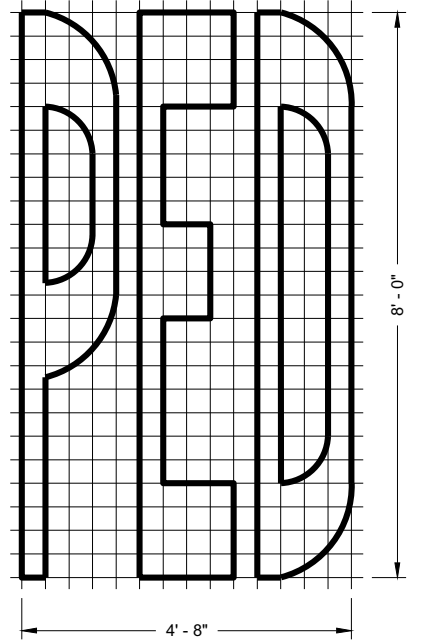
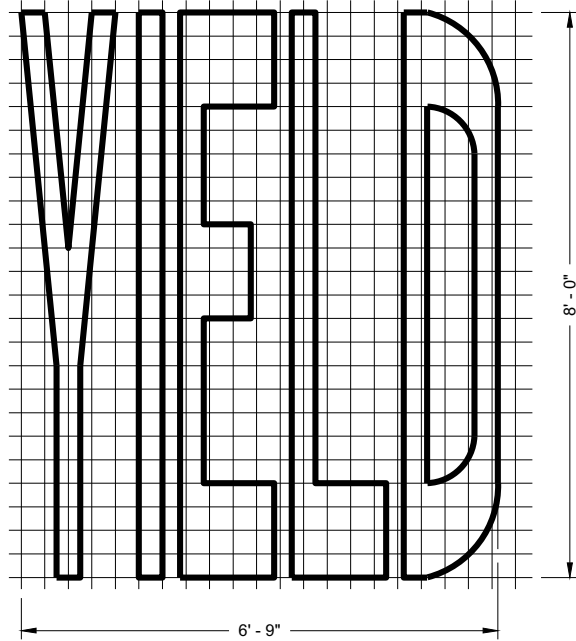
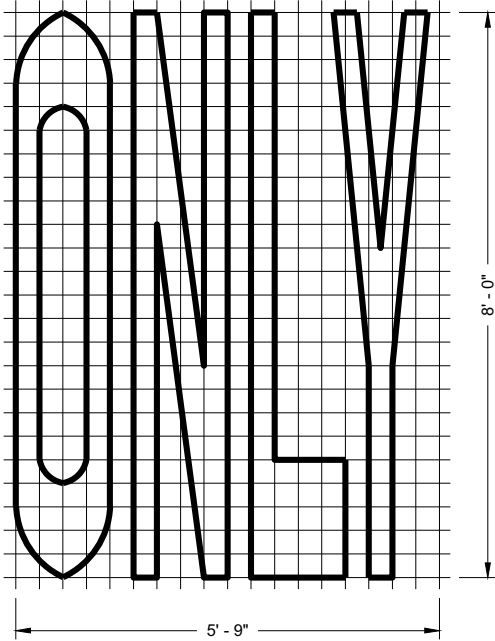
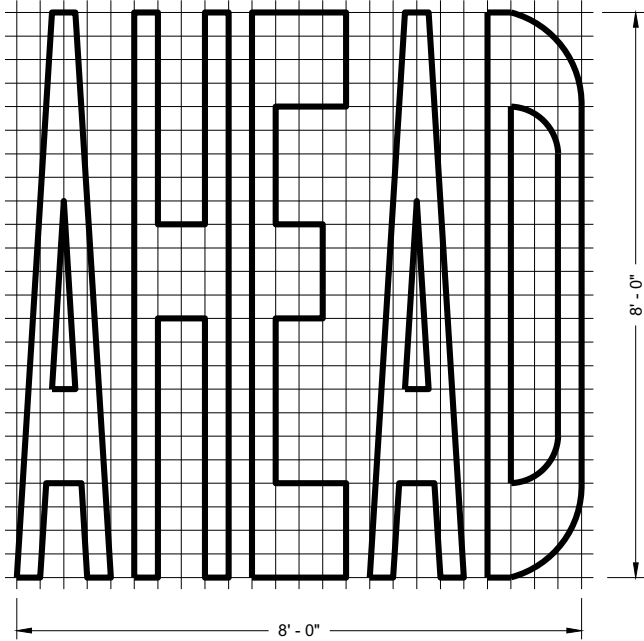
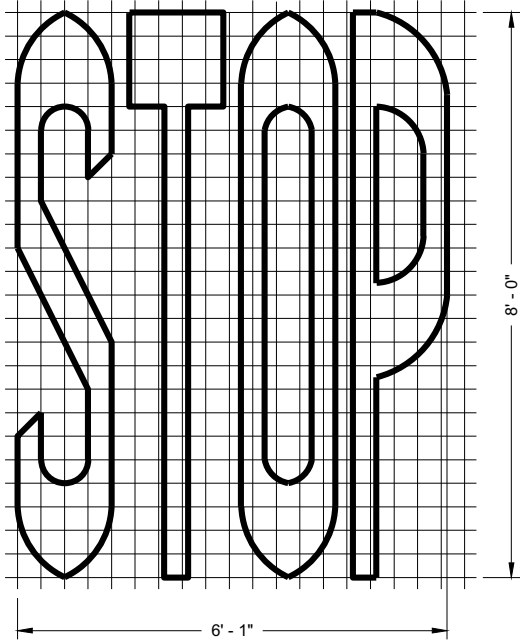
GENERAL NOTES

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

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 /S/ Matthew Rauch
DATE STATE SIGNING AND MAP ENGINEER 139
FHWA



SINGLE LANE

TWO - LANE

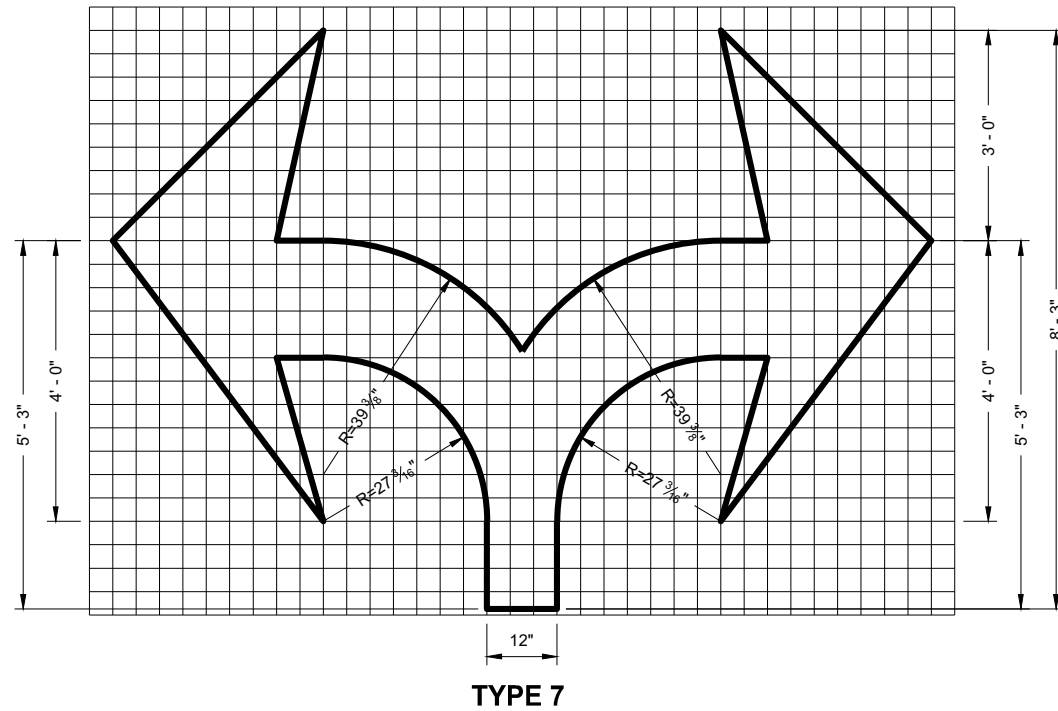
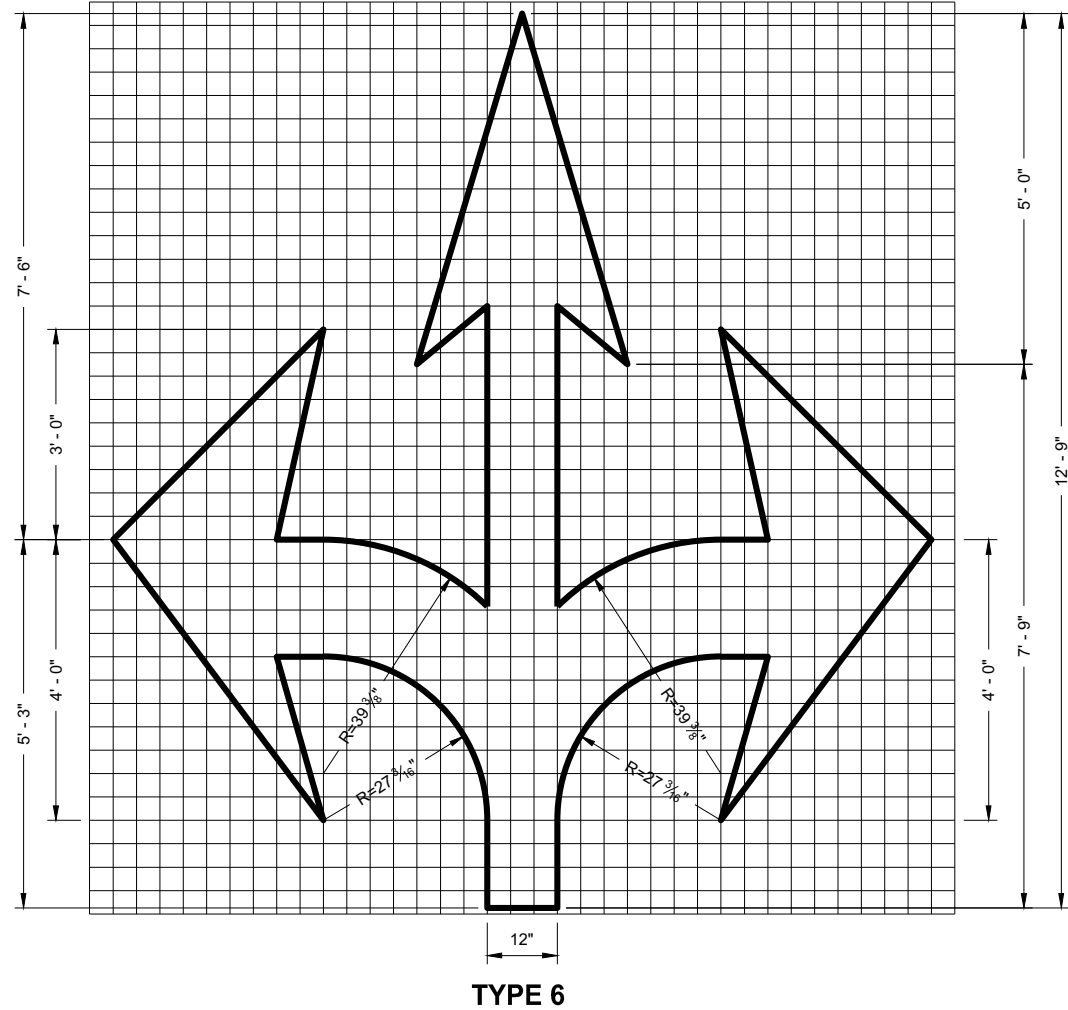
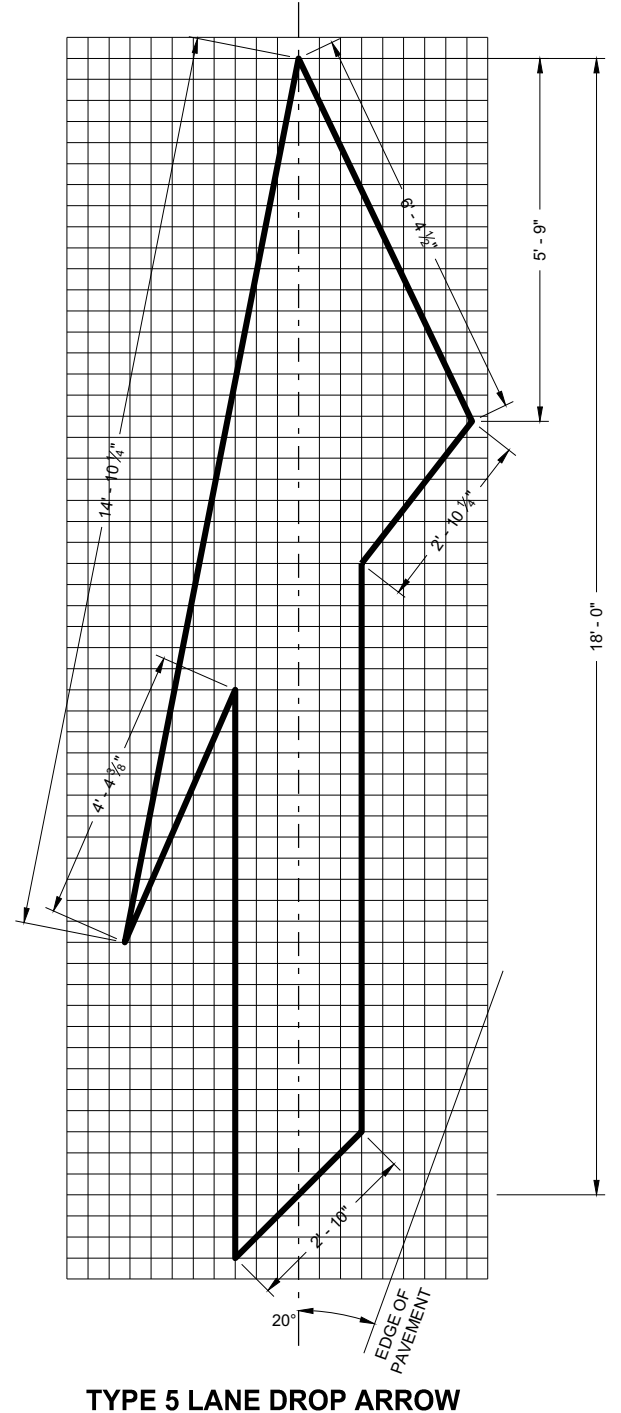
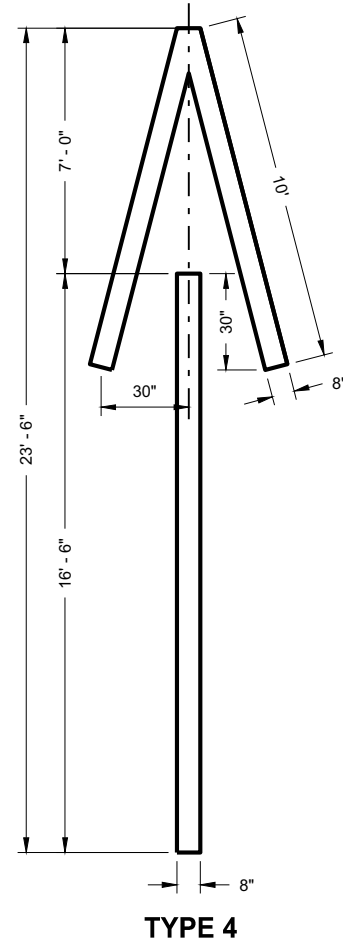
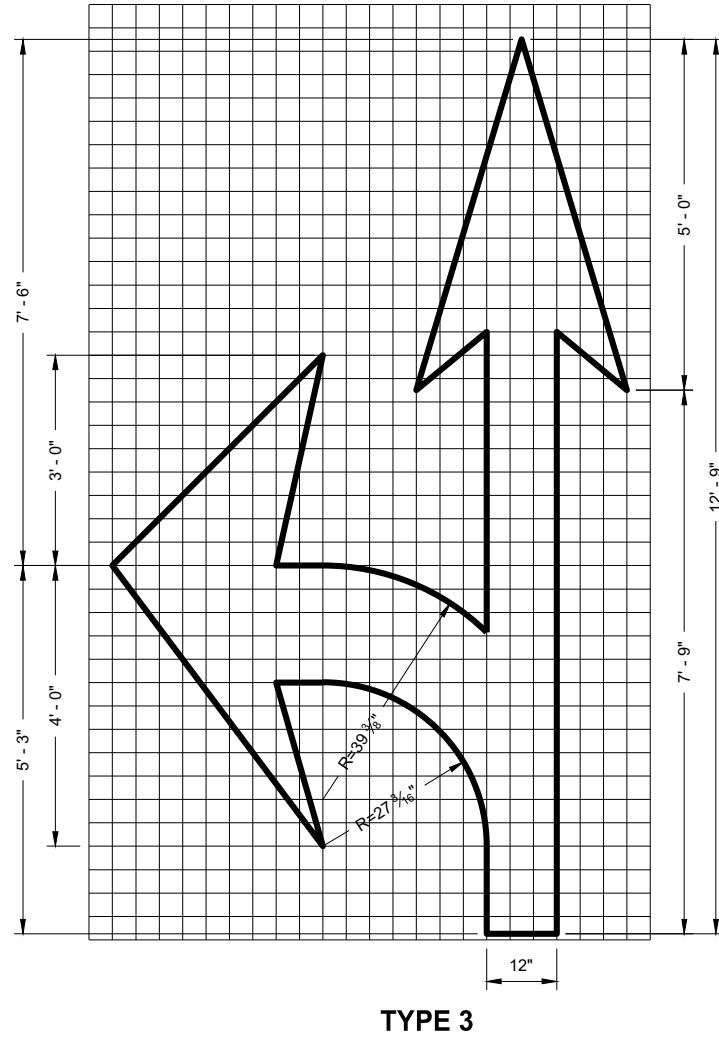
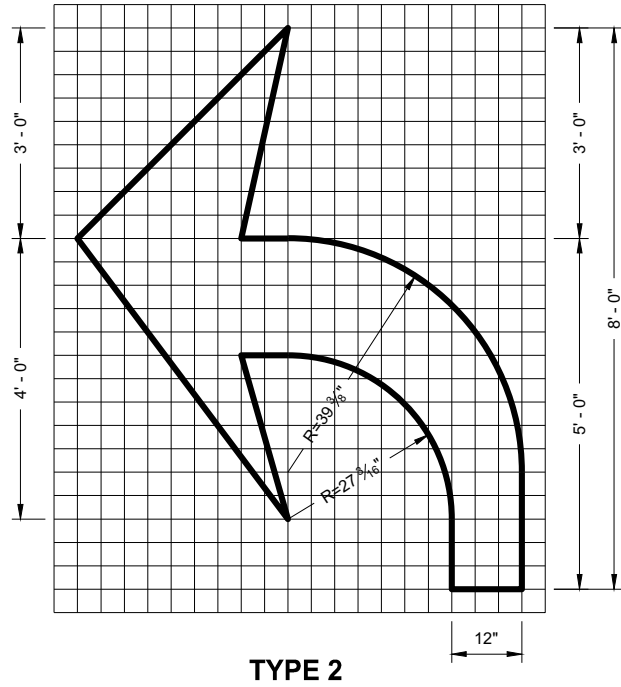
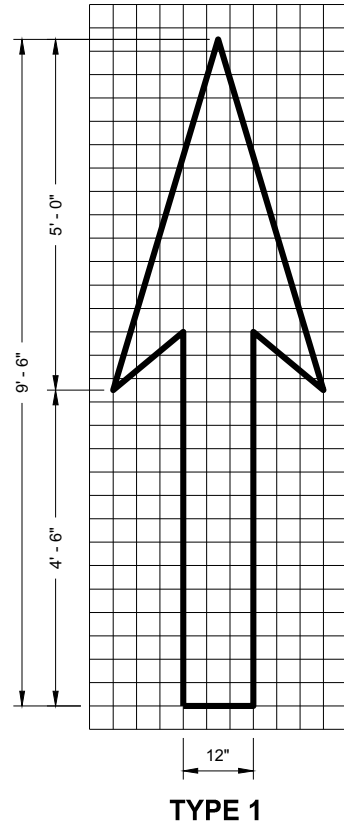
GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 /S/ Matthew Rauch
DATE STATE SIGNING AND MAP ENGINEER 140
FHWA



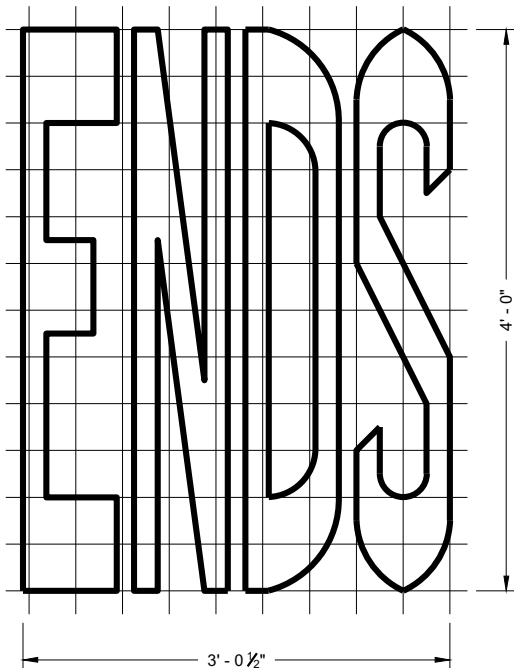
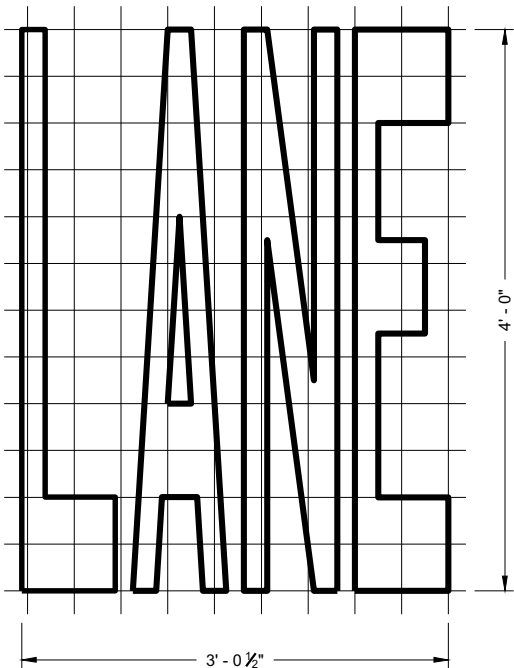
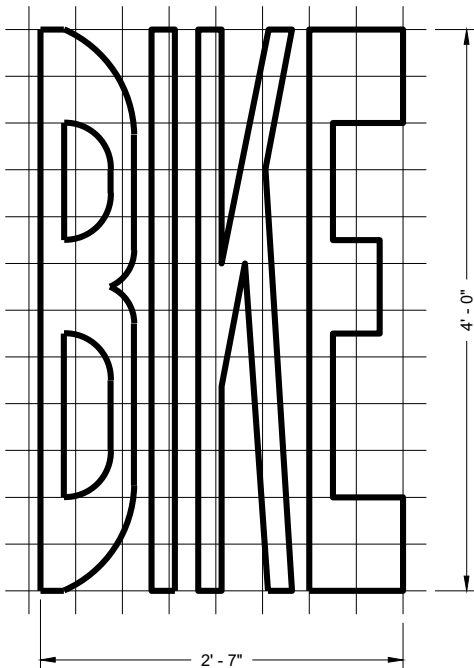
GENERAL NOTES

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

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

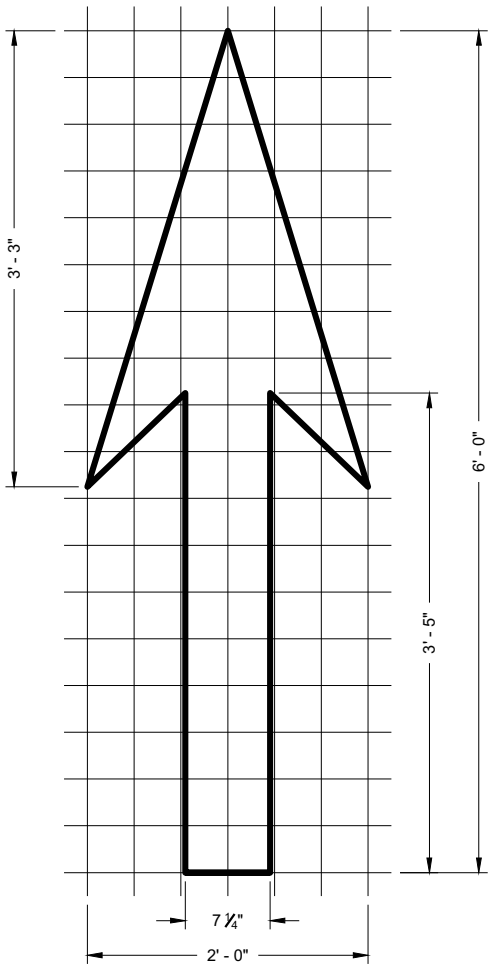
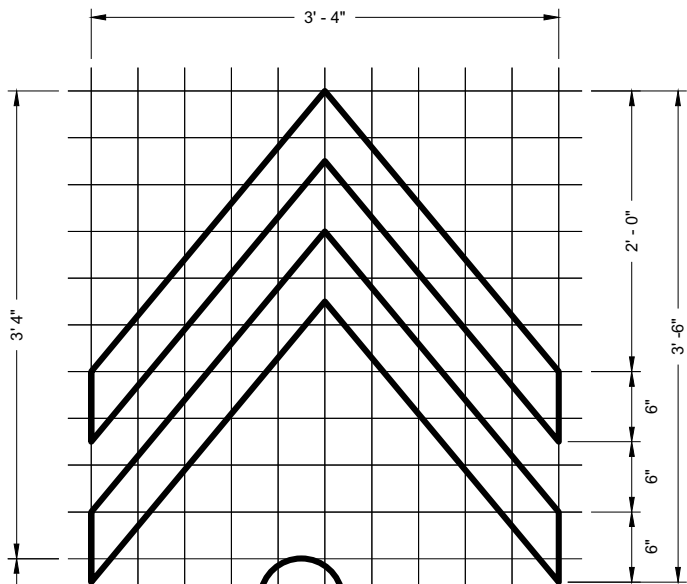
APPROVED
November 2019 /S/ Matthew Rauch
DATE STATE SIGNING AND MAP ENGINEER 141
FHWA



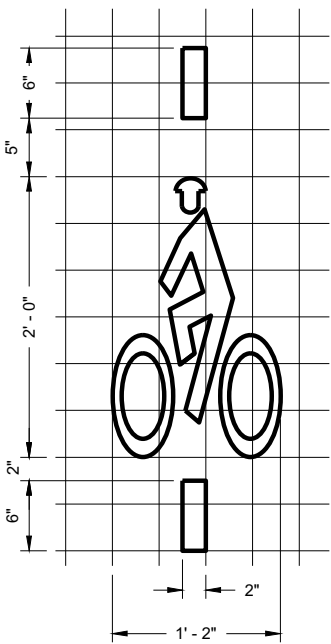
BIKE LANE WORDS

GENERAL NOTES

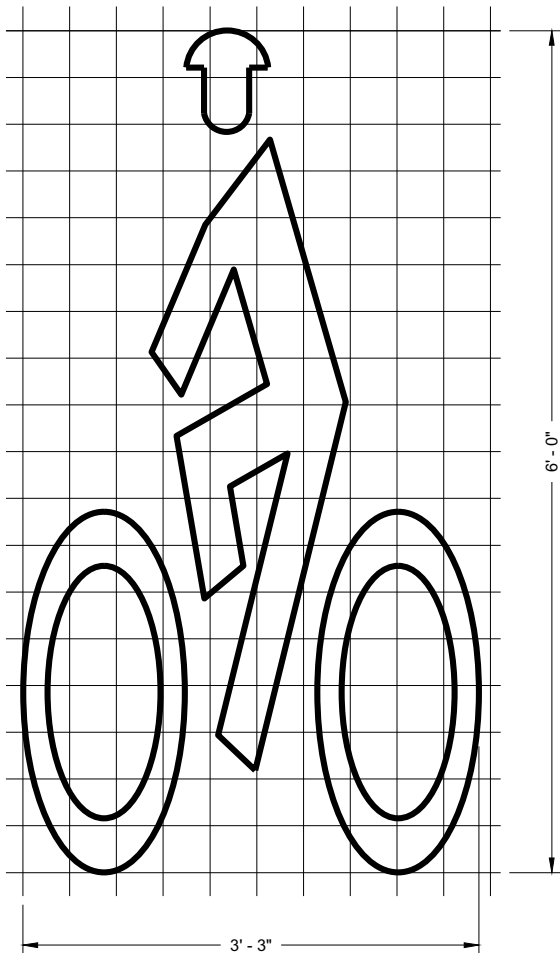
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



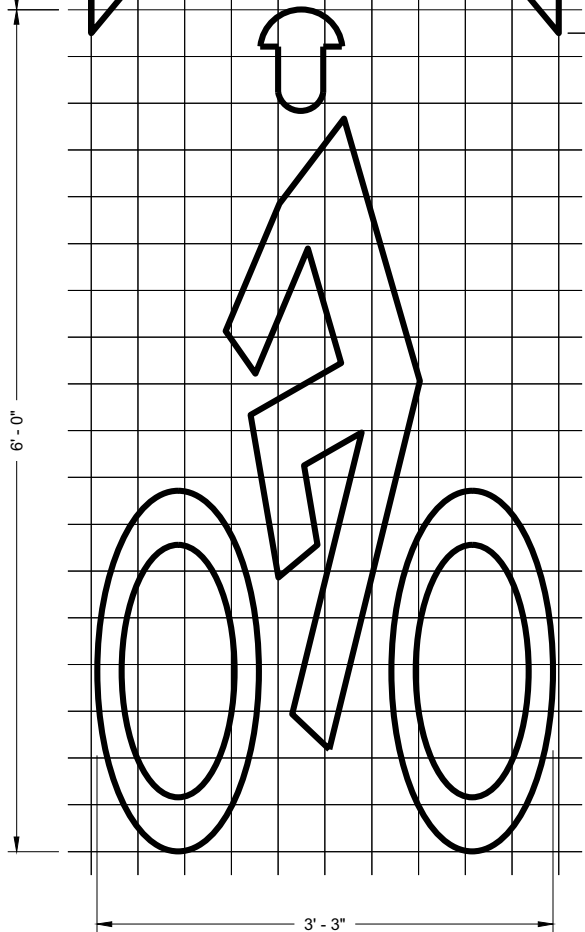
BIKE LANE ARROW



BICYCLE DETECTOR PAVEMENT MARKING



BIKE LANE SYMBOL

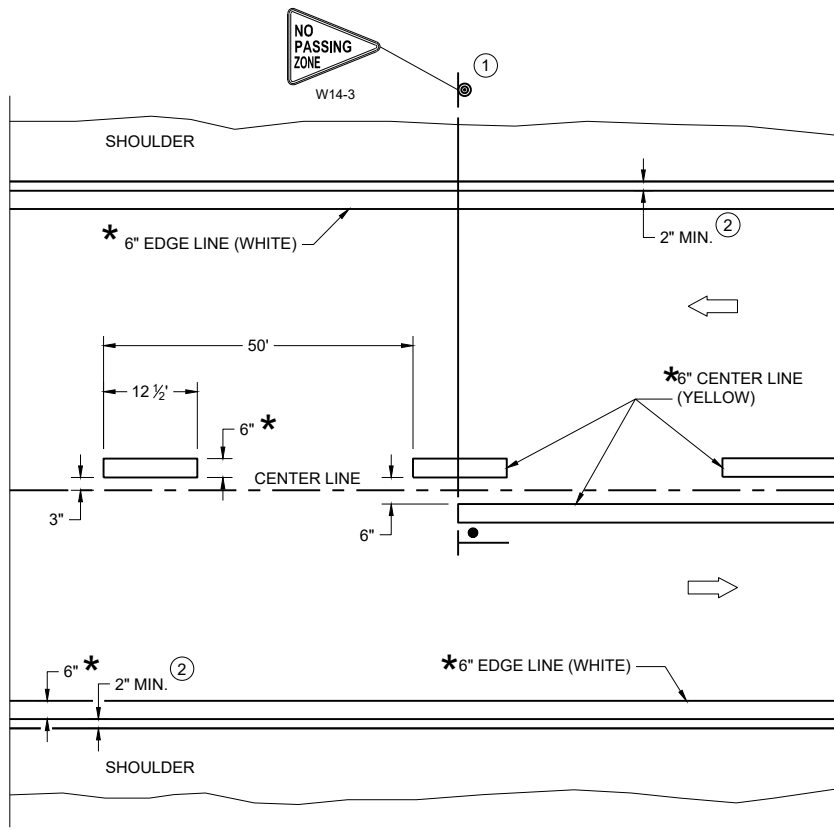


BIKE LANE SYMBOL FOR SHARED LANE

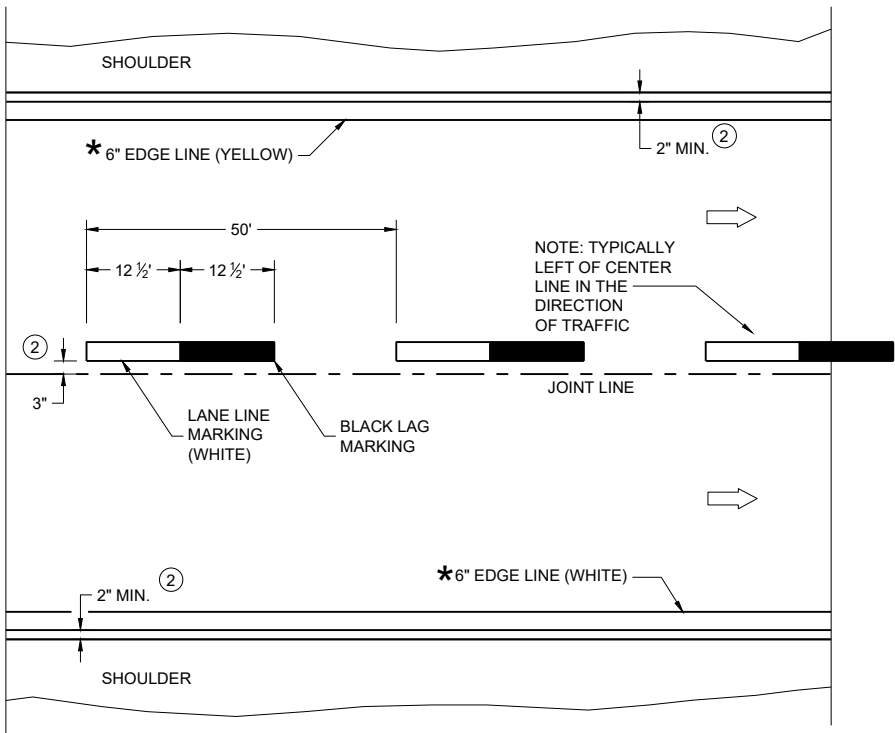
PAVEMENT MARKING FOR BIKE LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 /S/ Matthew Rauch
DATE STATE SIGNING AND MAP ENGINEER 142
FHWA



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

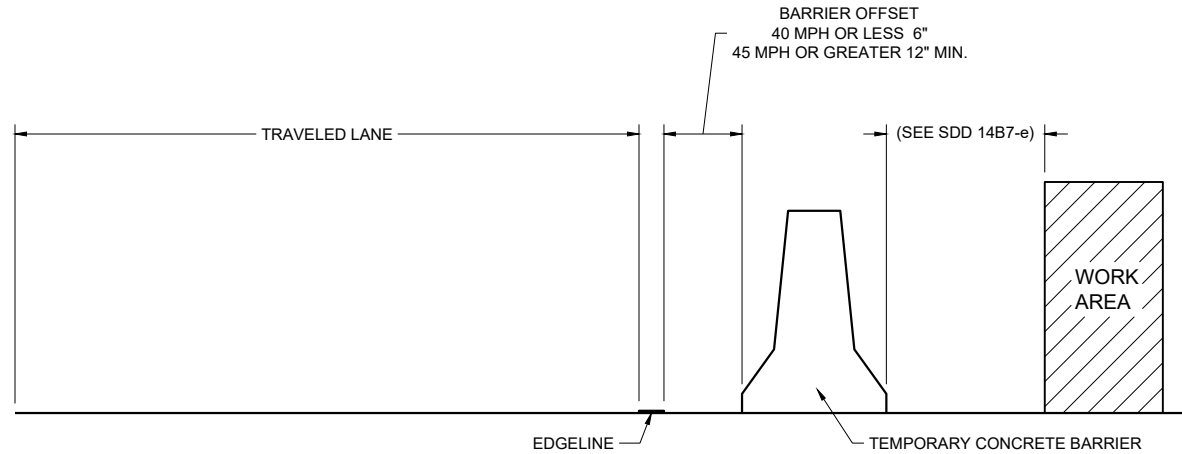
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

- 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

PERMANENT LONGITUDINAL PAVEMENT MARKINGS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer



TEMPORARY BARRIER OFFSET FROM EDGE LINE

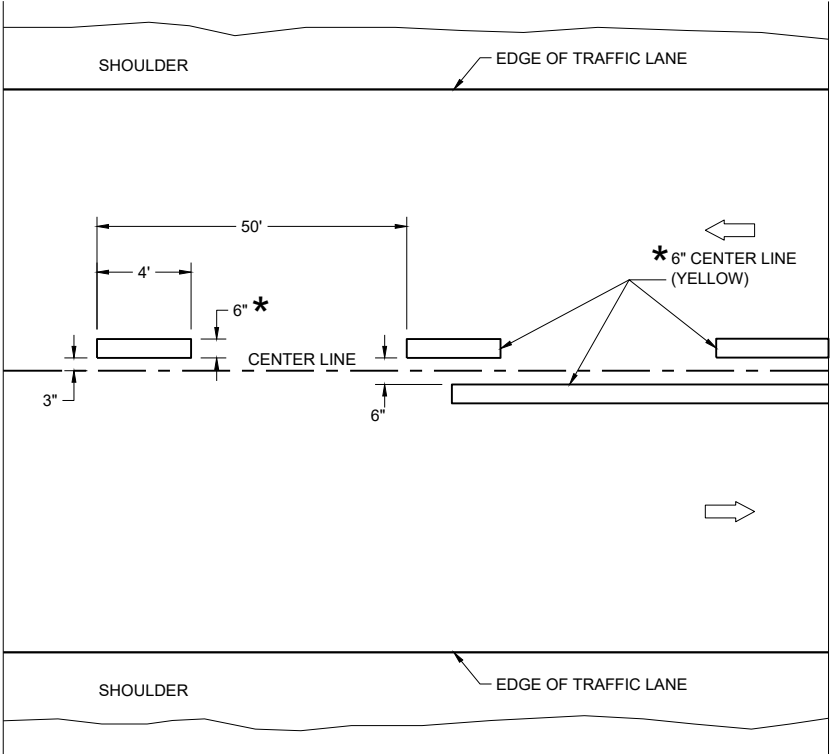
GENERAL NOTES

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

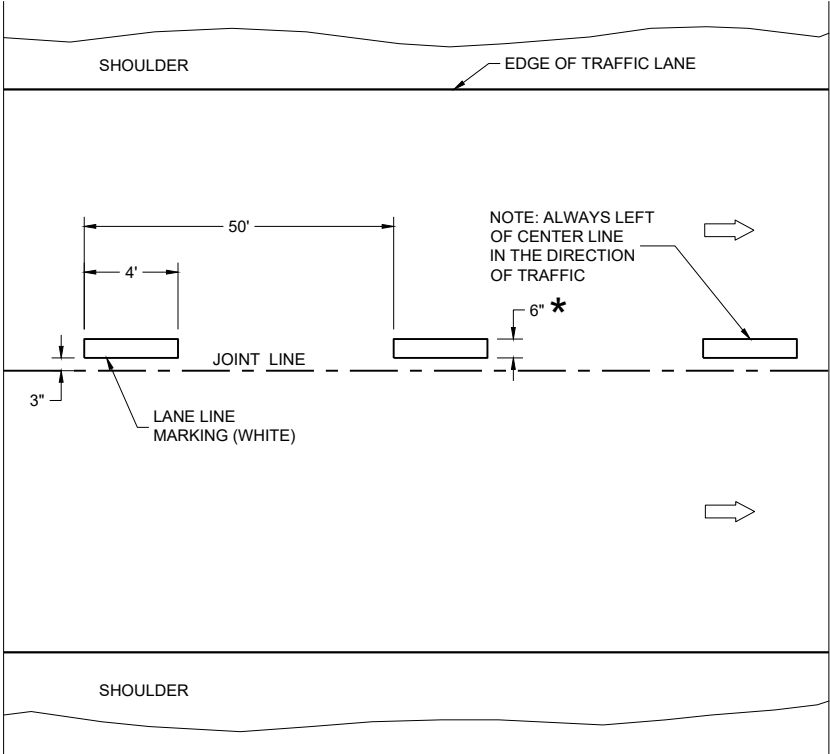
LEGEND

DIRECTION OF TRAFFIC

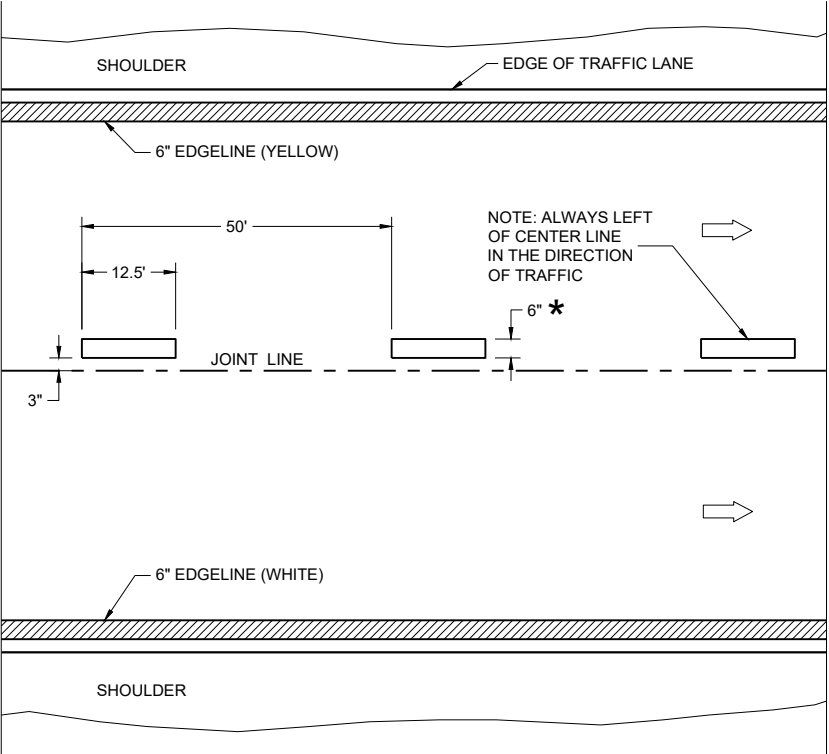
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



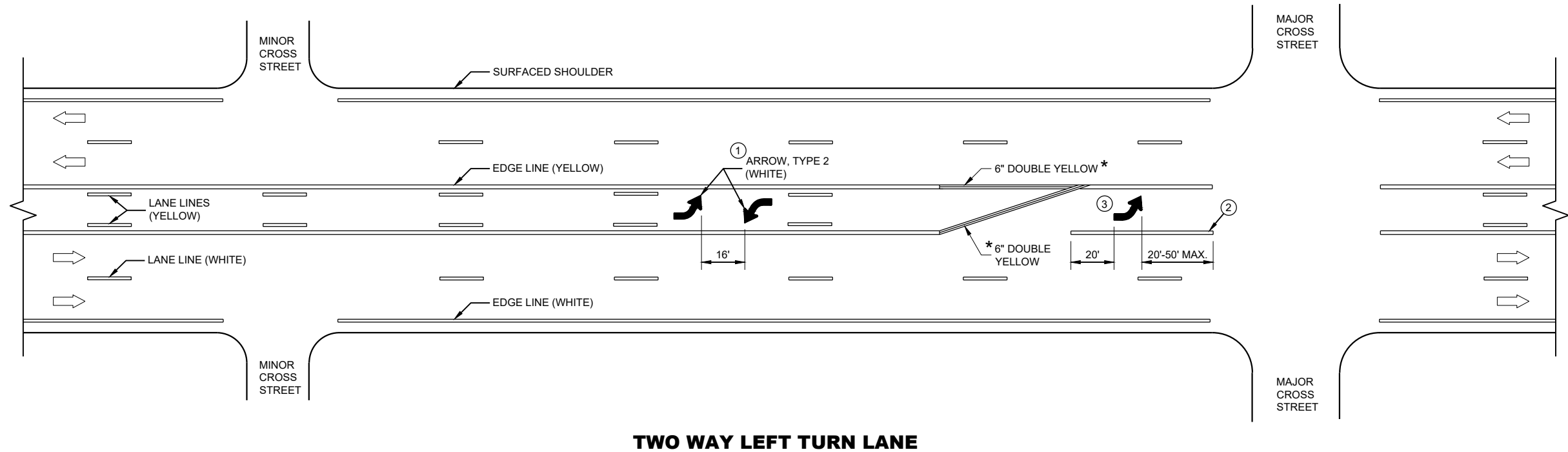
ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA	

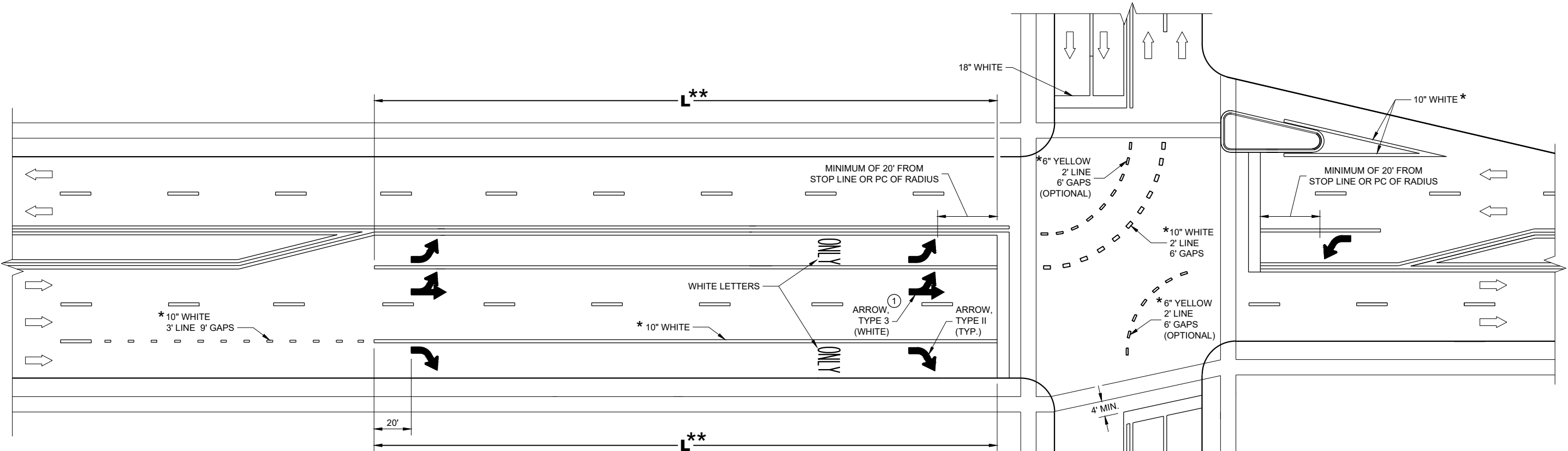


GENERAL NOTES

- ① A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
- ② 10" WHITE
- ③ TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

➡ DIRECTION OF TRAFFIC

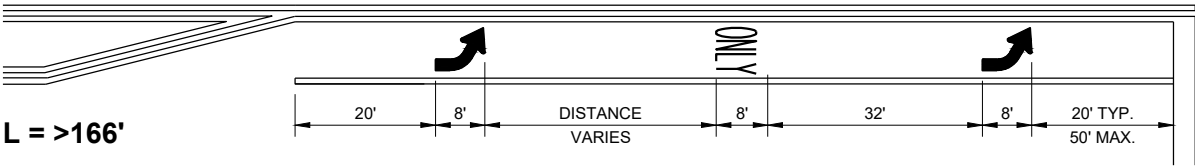
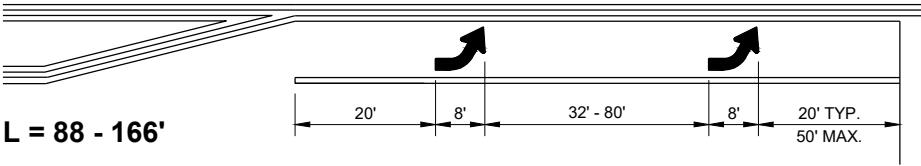
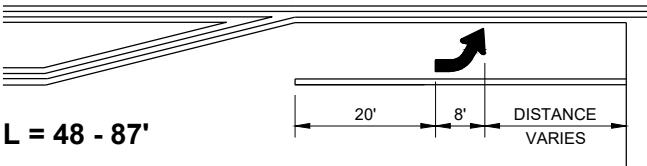
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

LENGTH OF TURN BAY (L) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



GENERAL NOTES

① QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

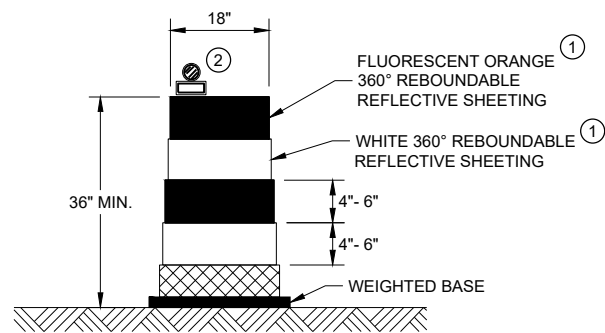
➡ DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

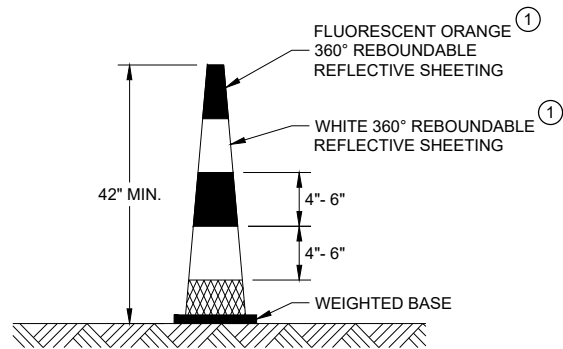
PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION 146



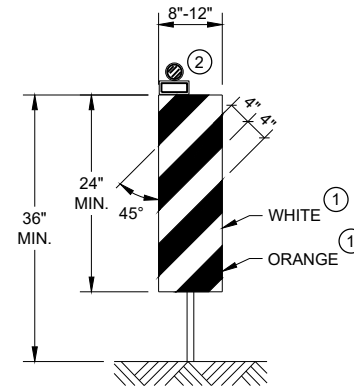
DRUM

BALLAST WIDTHS
RANGE FROM 24"-36"



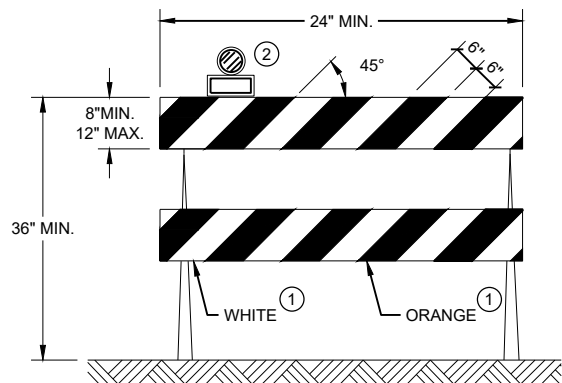
42" CONE

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



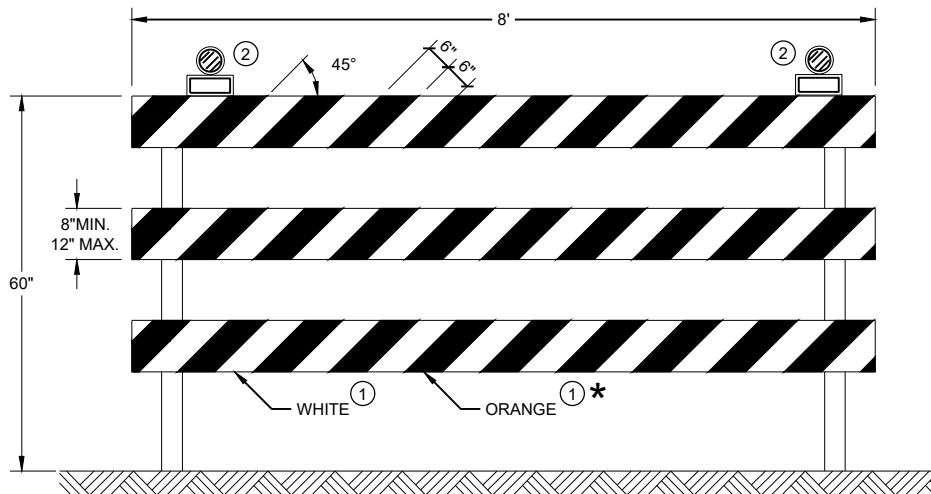
VERTICAL PANEL

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



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.

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.

**CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 147
FHWA



GENERAL NOTES

- ① DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
- ② MINIMUM OF ONE PER BLOCK. MAXIMUM OF 250 FEET.
- ③ DOTTED LINES (3' LINE, 9' GAP) SHOULD BE USED 50 FEET TO 200 FEET IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
- ④ BIKE SYMBOLS OR WORDS MAY BE USED.
- ⑤ BIKE ACCOMMODATION IS TYPICAL 5 FEET WIDE AND MINIMUM OF 4 FEET FROM A LONGITUDINAL JOINT. USE 5 FEET AT ≥ 45 MPH.
- ⑥ OMIT THESE MARKINGS FOR WIDER TURN LANE APPLICATIONS (MINIMUM OF 15 FOOT WIDE TURN LANE).
- ⑦ REFER TO CONTRACT PLANS FOR LANE WIDTH.

DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

NOT LESS
THAN 50'

* 6" EDGELINE (WHITE) -

A horizontal dimension line with four segments. The segments are labeled from left to right: 4', 5'-4", 4', and 6'. Each segment is marked with a tick mark at its boundary.

*6" WHITE —

5

* 10" WHITE —

4 LANE DIVIDED WITHOUT ISLAND

4 LANE DIVIDED WITH ISLAND

— STOP BAR
IF APPLICABLE

— CROSSWALK
IF APPLICABLE

BIKE LANE MARKING

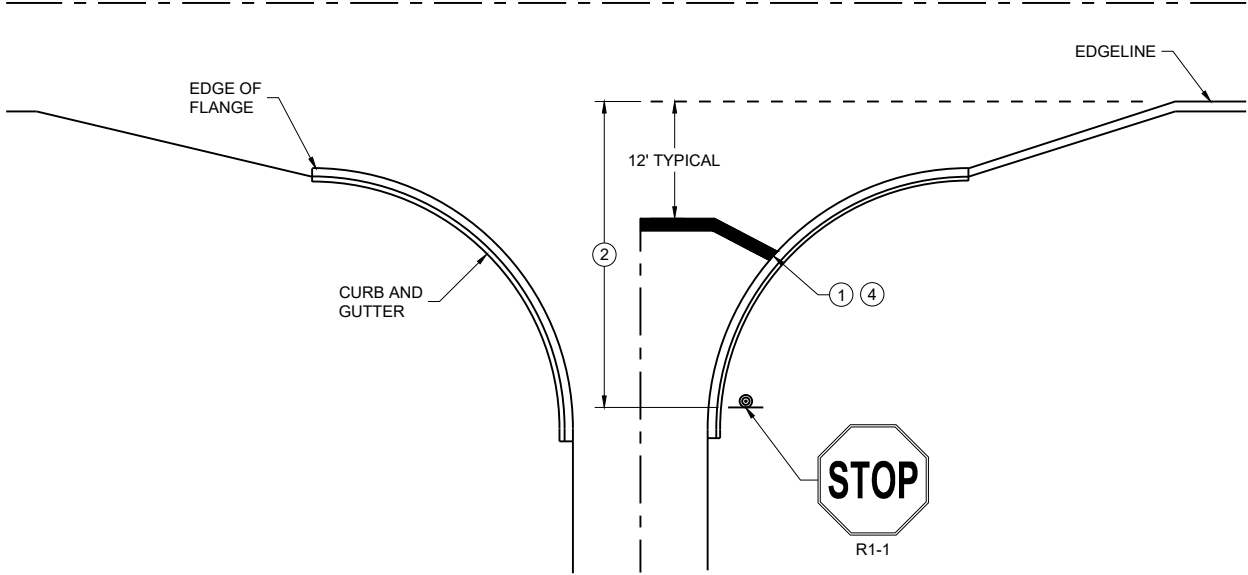
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

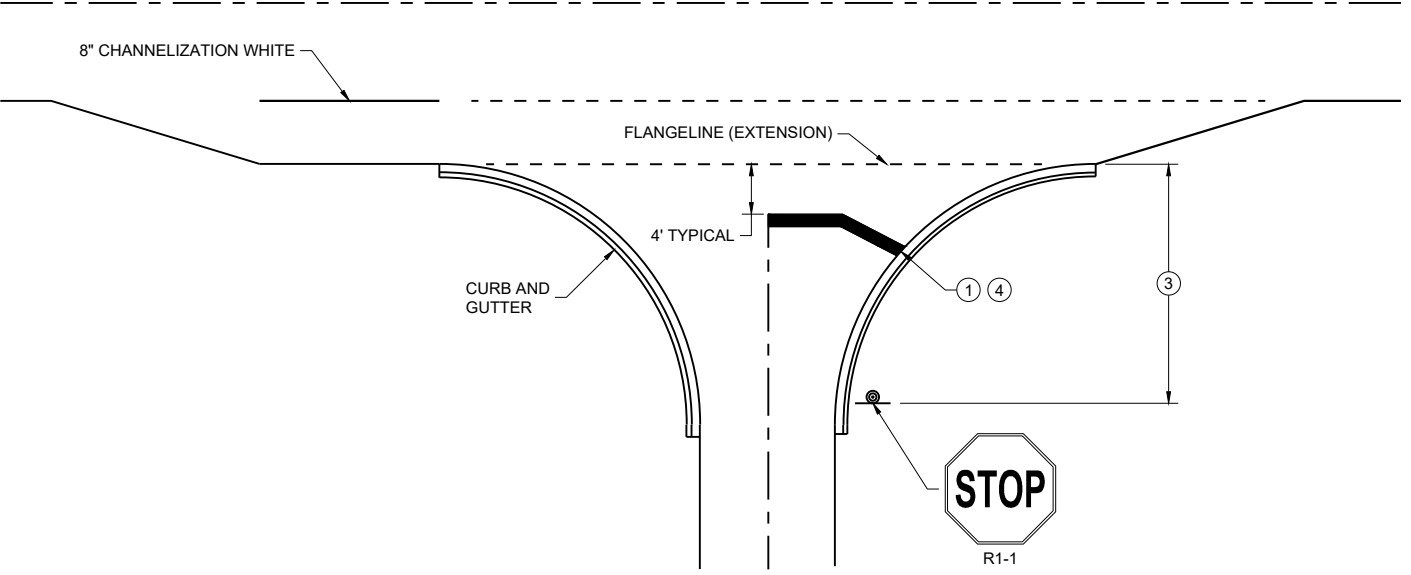
May 202

/S/ Matthew Rauch
TE SIGNING AND MAF 148
ENGINEER

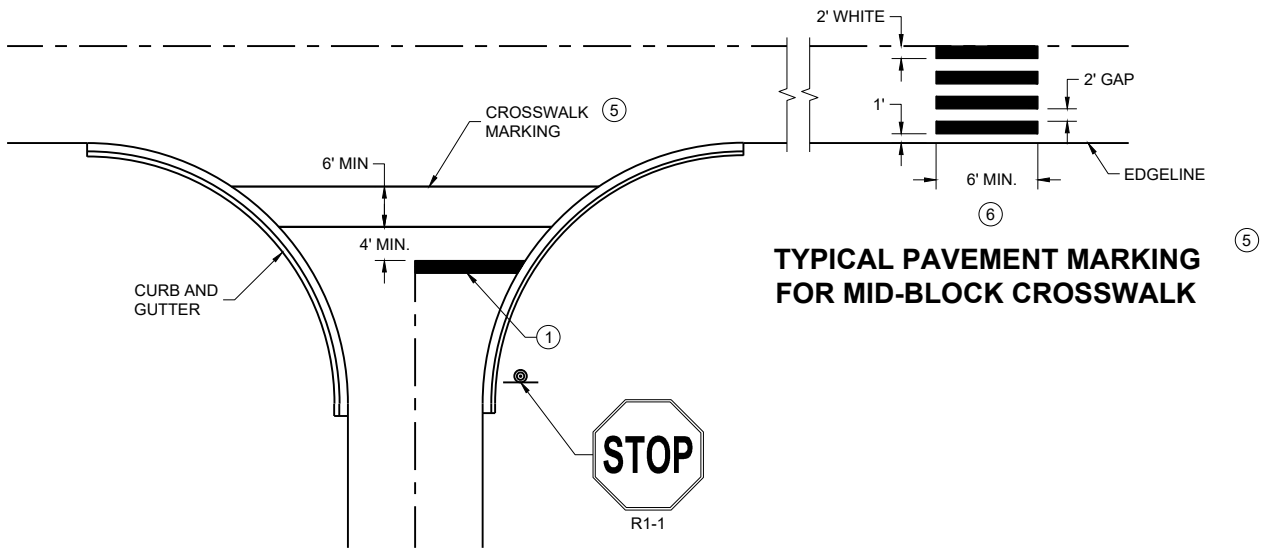
FHWA



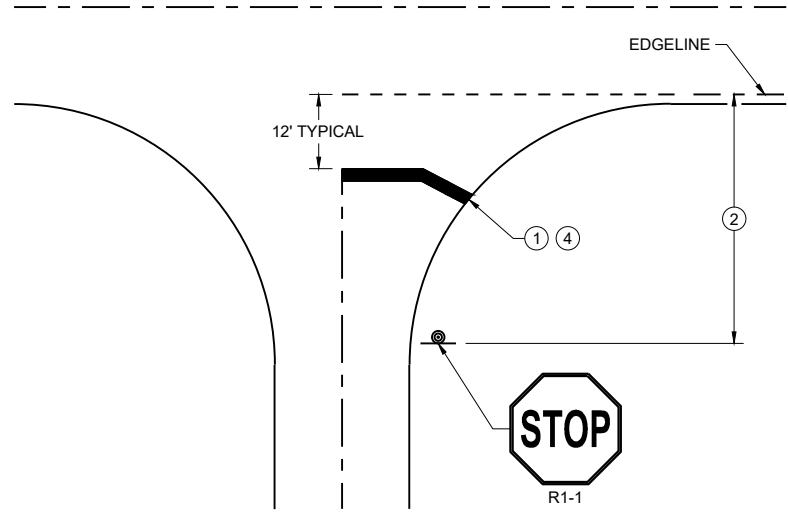
TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER



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



TYPICAL STOP LINE PAVEMENT MARKING FOR
SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING
WITHOUT CURB AND GUTTER

GENERAL NOTES

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

- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
- ③ NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE EXTENSION.
- ④ MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
- ⑤ LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES.
- ⑥ POSTED SPEED LIMITS OF 40 MPH OR GREATER USE A MINIMUM WIDTH OF 8' FOR MIDBLOCK CROSSWALKS

STOP LINE AND CROSSWALK
PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024 /S/ Matthew Rauch
DATE STATE SIGNING AND MARKING
ENGINEER

FHWA



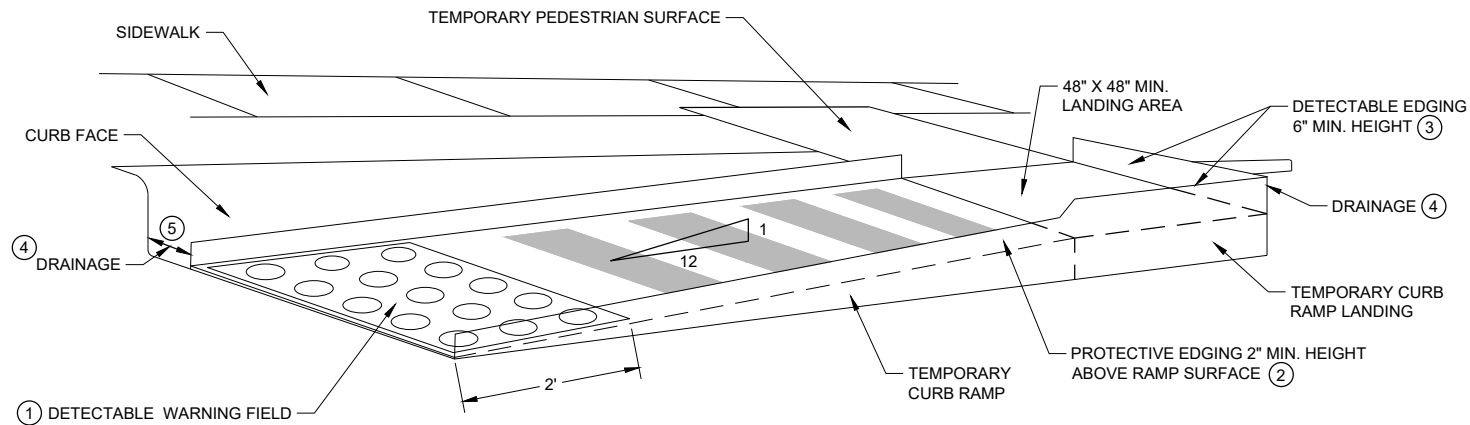
GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

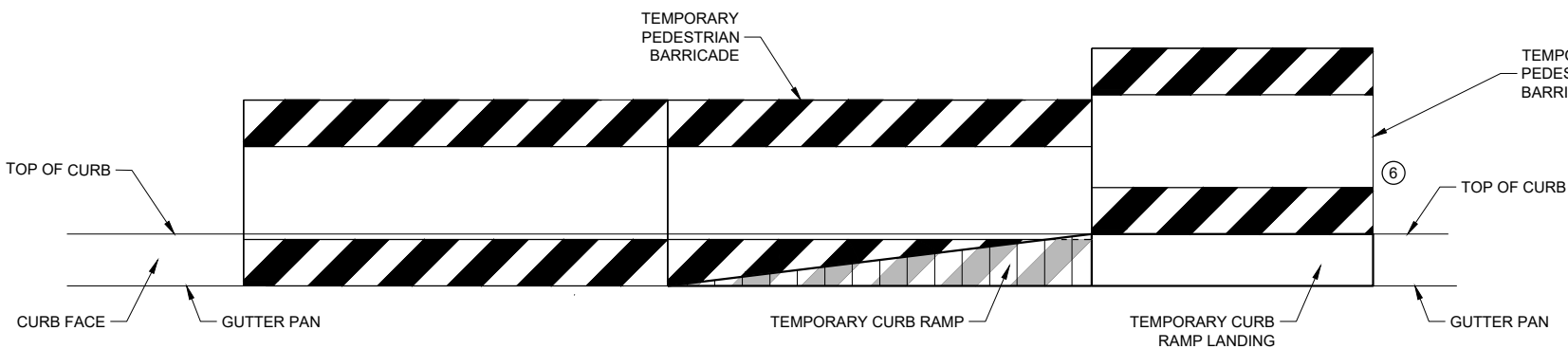
- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
- ③ PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

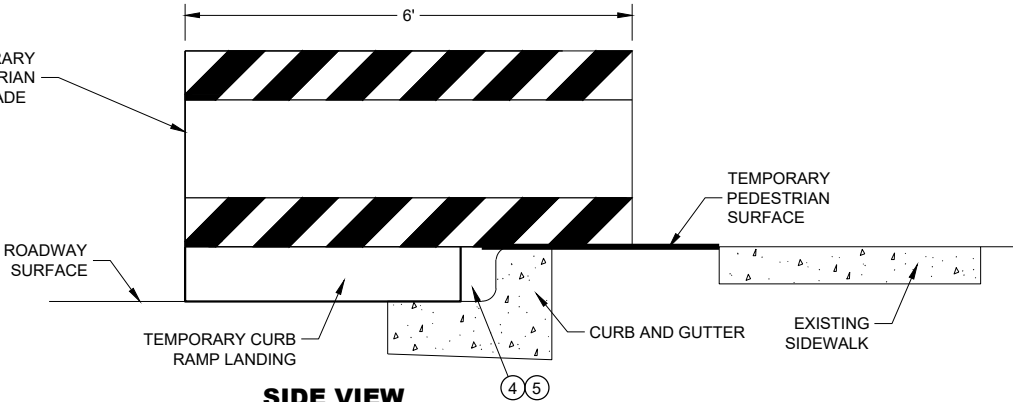




PERSPECTIVE VIEW



FRONT VIEW

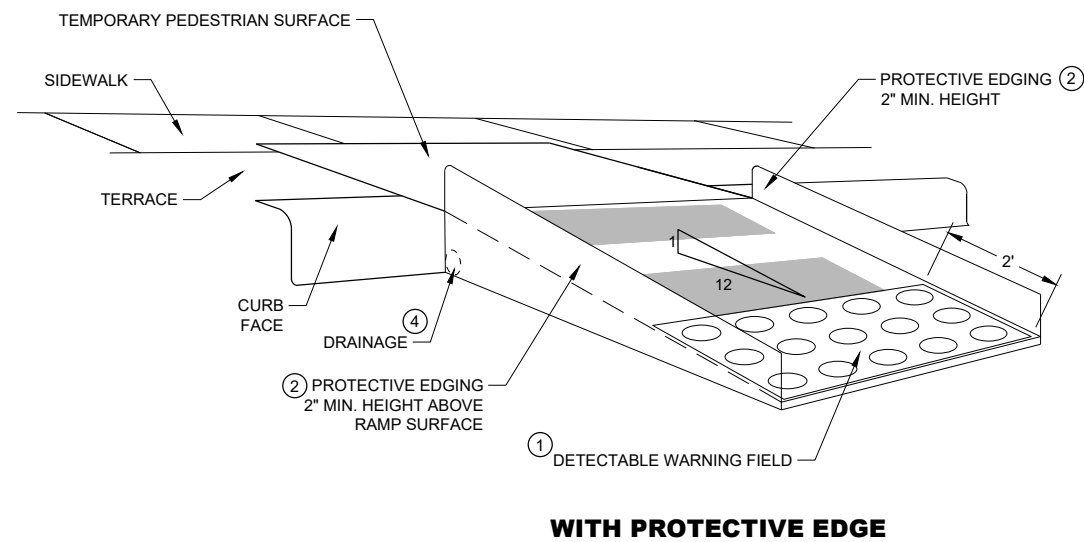
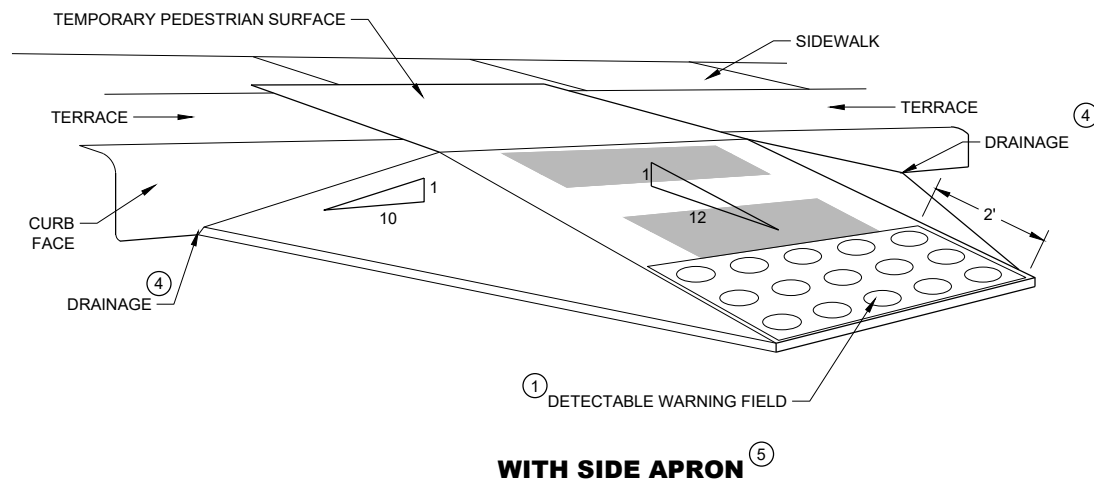


SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

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.



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.

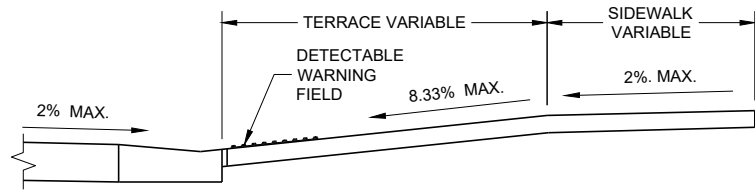
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

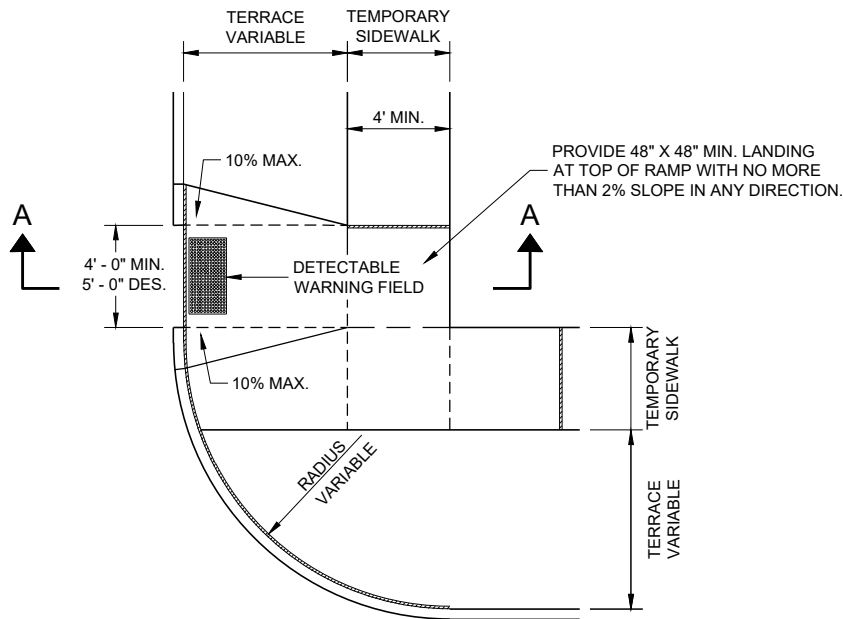
- ① INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE 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.

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 152



SECTION A - A



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

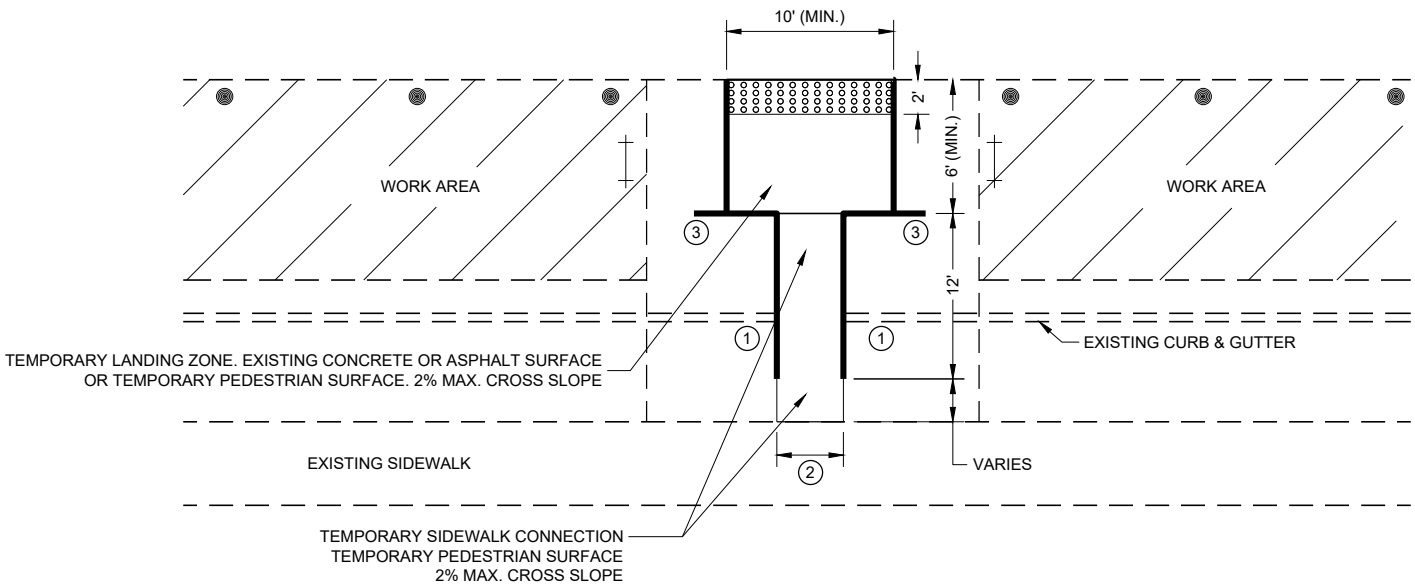
GENERAL NOTES

- BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST
- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
 - ② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
 - ③ PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.
- ★ USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

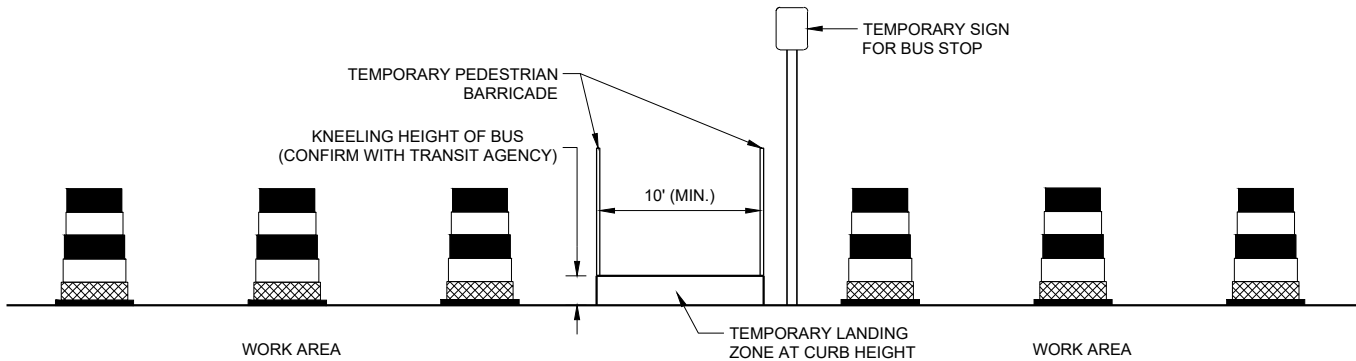
TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 153
FHWA



PLAN VIEW



PROFILE VIEW
TEMPORARY BUS STOP PAD

GENERAL NOTES

- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.
- 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 RAMP OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
- DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
- LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.
- CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".
- CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

- ① DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- ② 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.
- ③ PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

- TRAFFIC CONTROL DRUM
- ⊥ TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- ⊞ TEMPORARY DETECTABLE WARNING FIELD
- ▨ WORK AREA

LEGEND

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

GENERAL NOTES

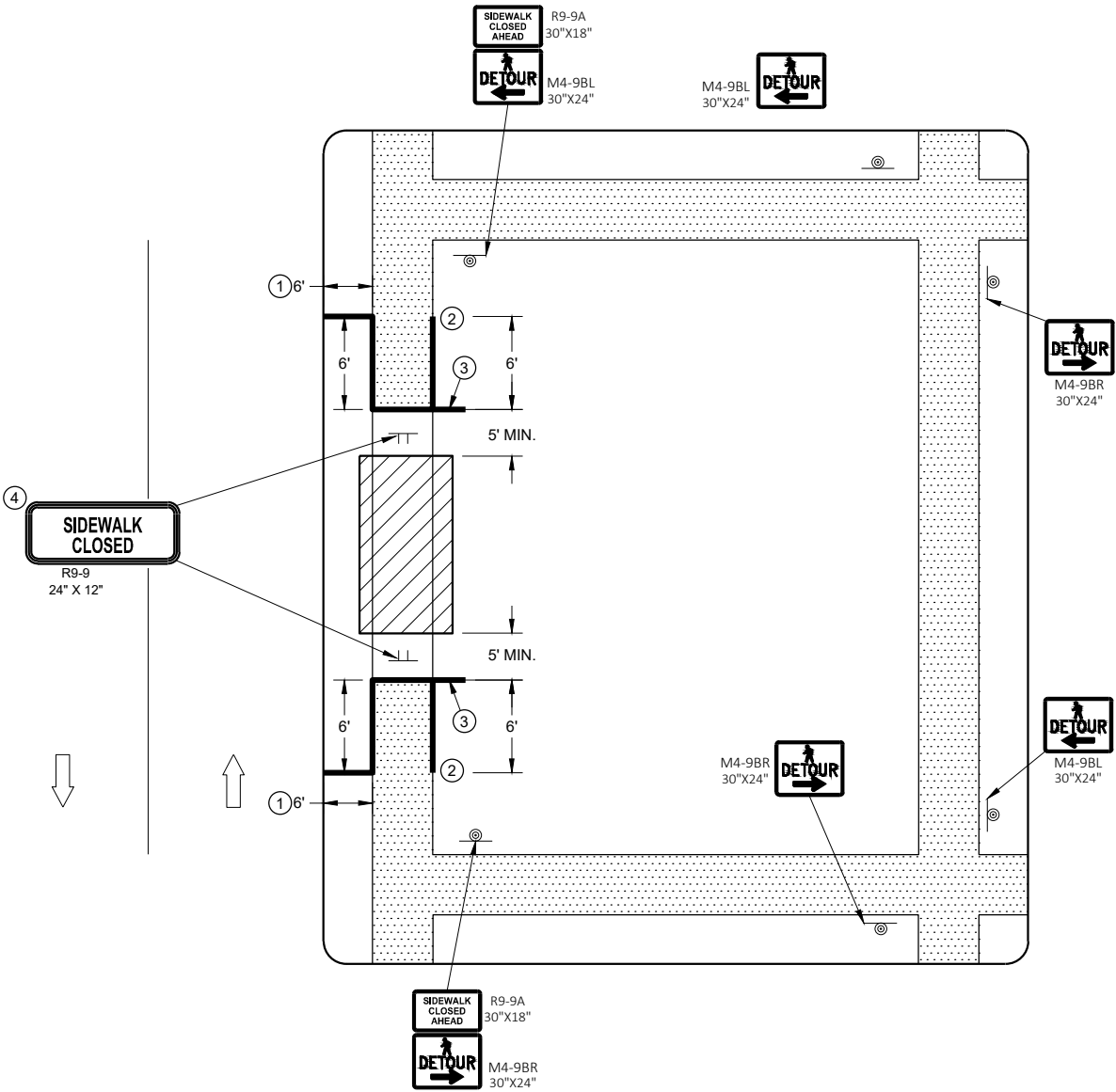
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

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 CONFLICTS 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 ONLY ON ONE SIDE

LEGEND

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

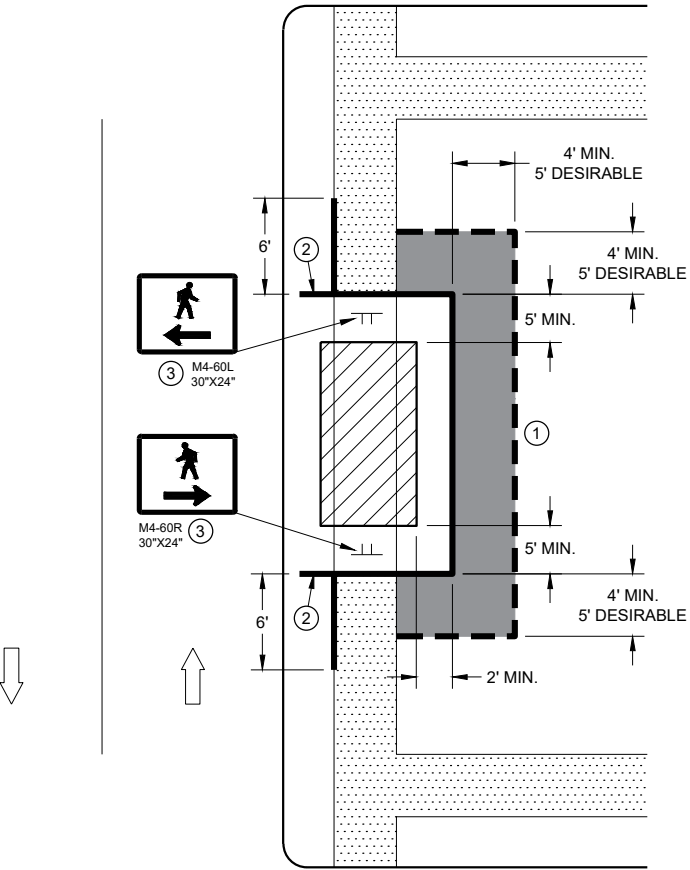
GENERAL NOTES

- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- 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.
- ①

USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ②

IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
- ③

MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



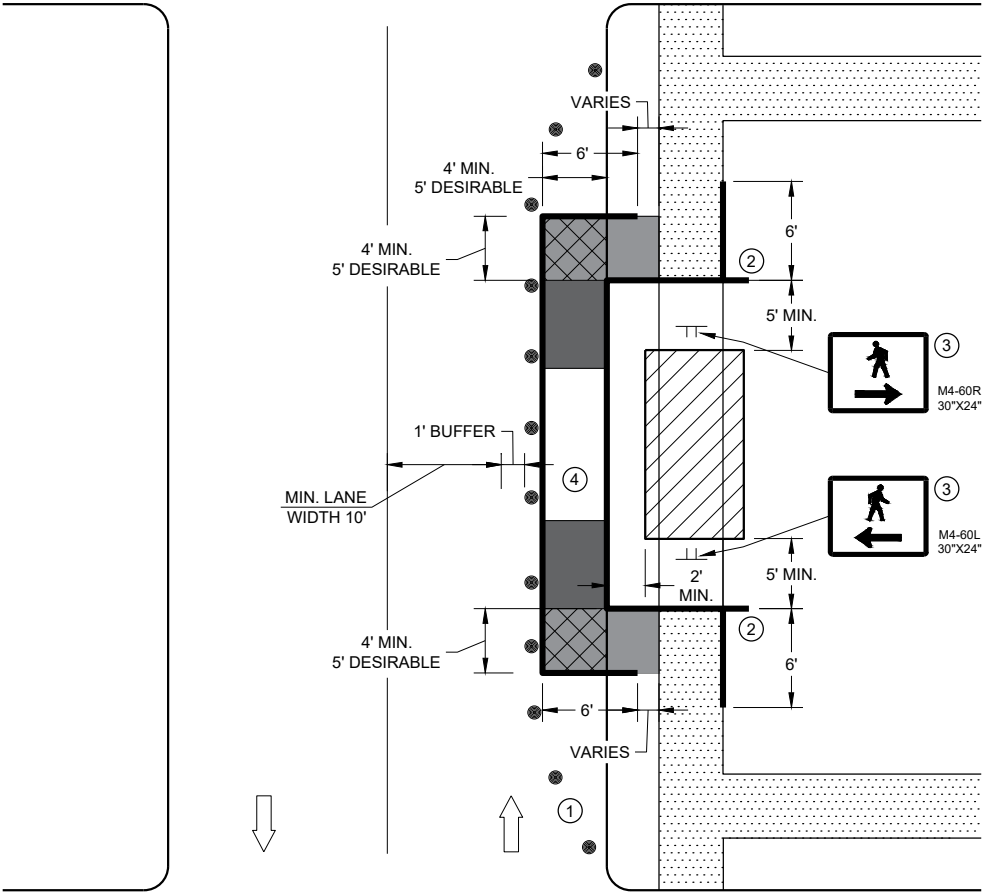
SIDEWALK DIVERSION
SINGLE SIDE

LEGEND

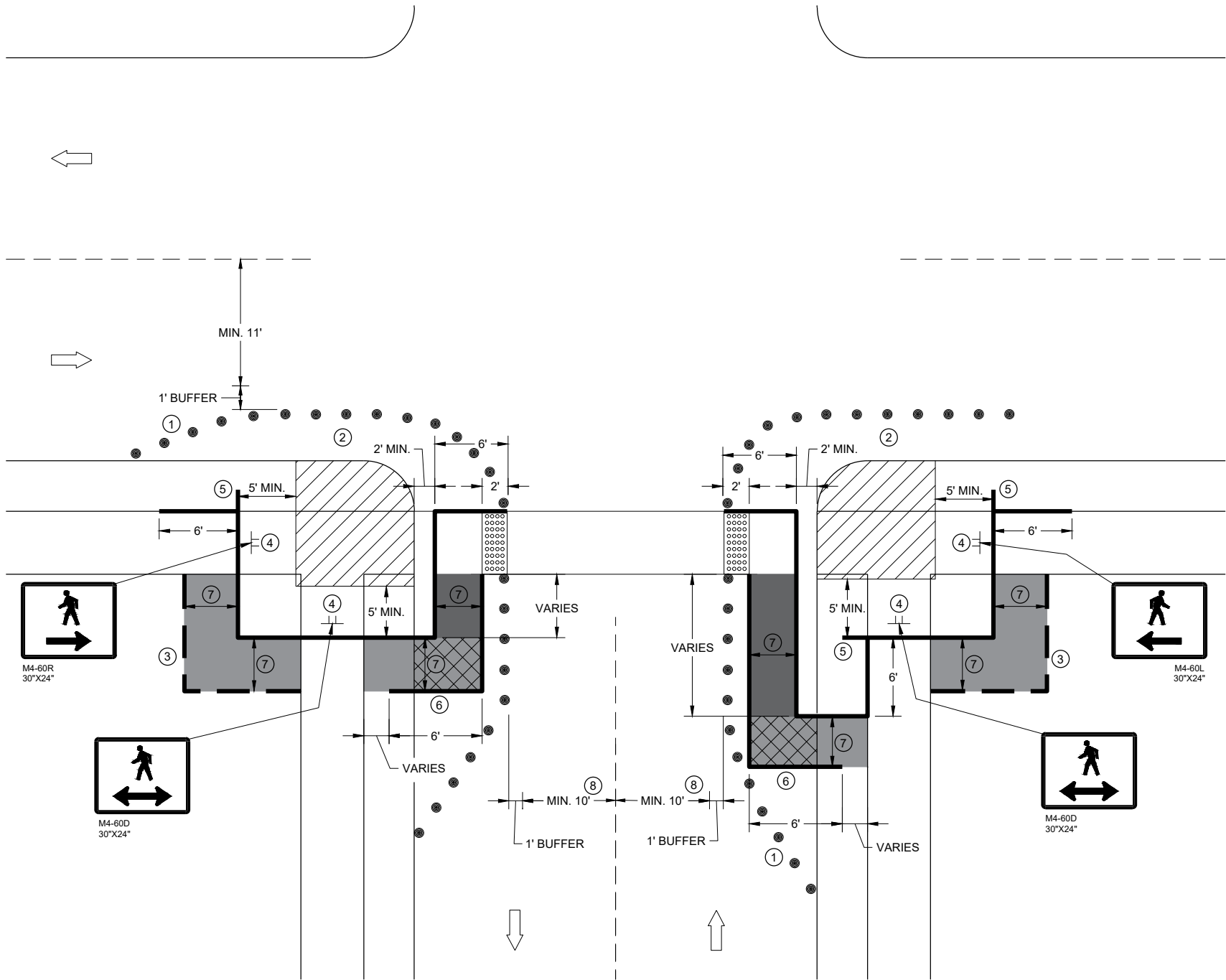
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- 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.
- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
 - ② PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
 - ③ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
 - ④ USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.



SIDEWALK DIVERSION, SINGLE SIDE



**CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE**

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

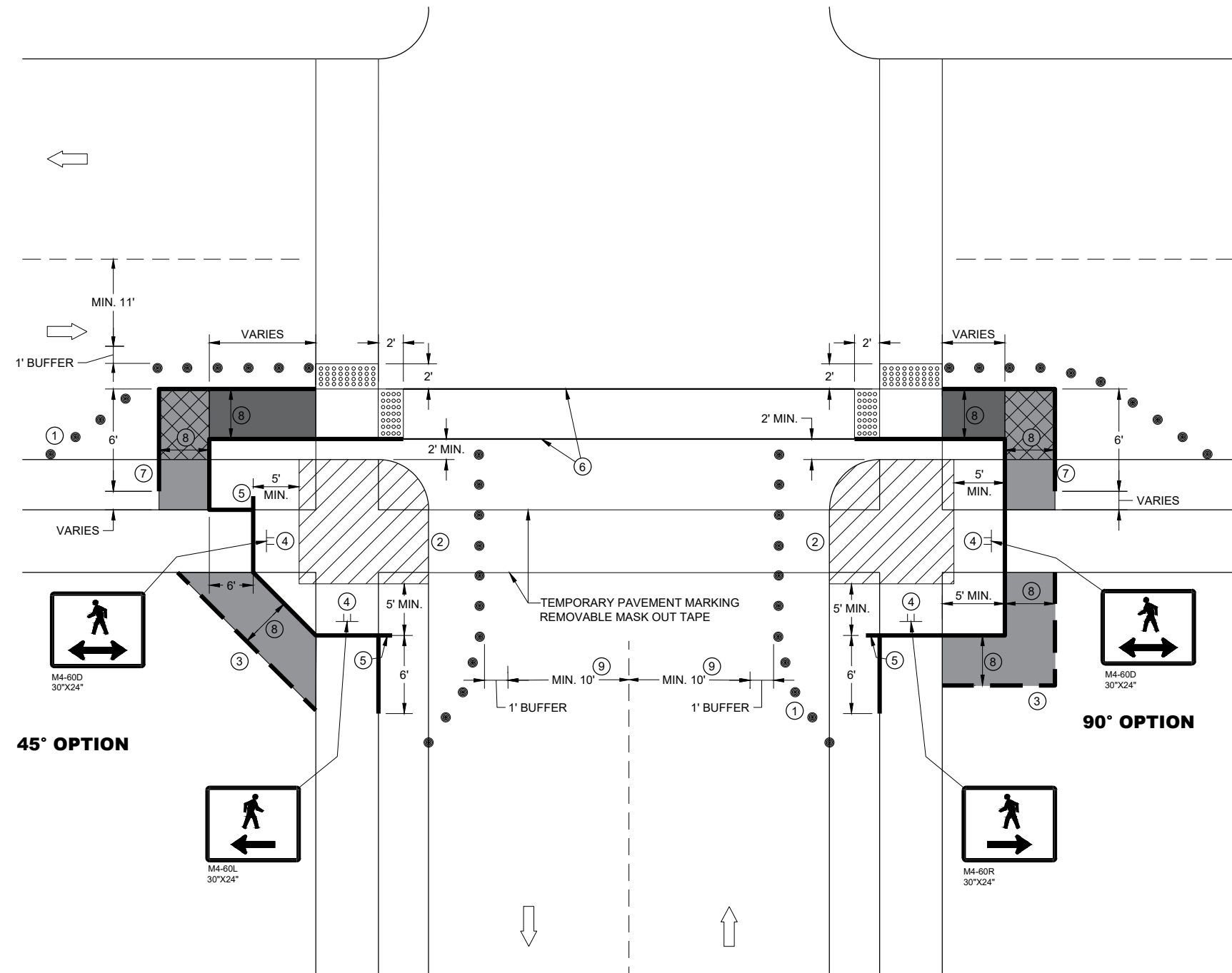
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
- ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
- ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
- ⑤ PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
- ⑥ IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
- ⑦ 4 FEET MINIMUM, 5 FEET DESIRABLE
- ⑧ IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC



GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

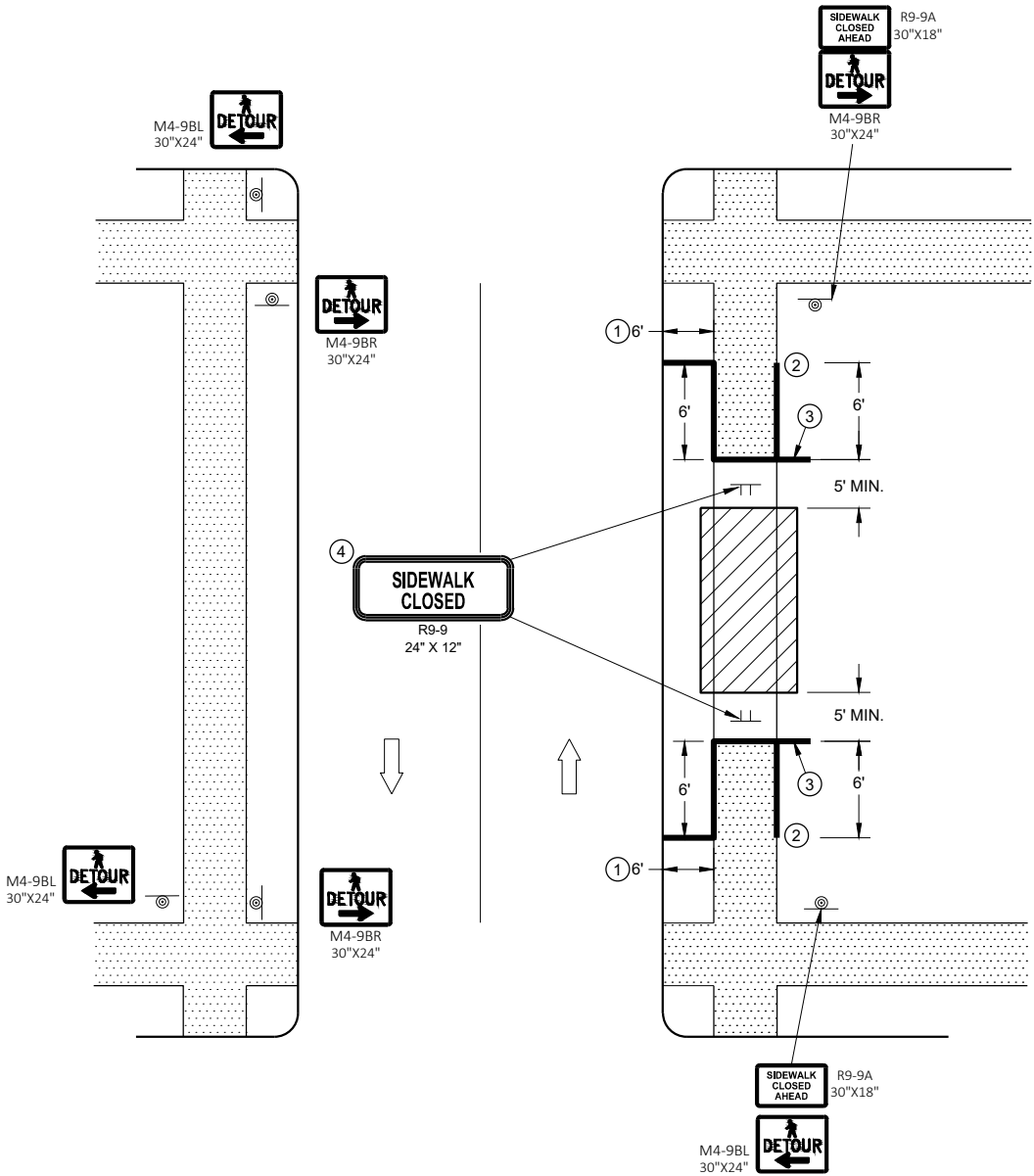
- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
- ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
- ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
- ⑤ PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
- ⑥ WHITE 6" TEMPORARY PAVEMENT MARKING
- ⑦ IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
- ⑧ 4 FEET MINIMUM, 5 FEET DESIRABLE
- ⑨ IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- | | |
|---|---|
|  | SIGN ON TEMPORARY SUPPORT |
|  | TRAFFIC CONTROL DRUM |
|  | WORK AREA |
|  | TEMPORARY CURB RAMP |
|  | TEMPORARY PEDESTRIAN SURFACE "A" |
|  | TEMPORARY PEDESTRIAN SURFACE "B" |
|  | TEMPORARY DETECTABLE WARNING FIELD |
|  | TEMPORARY PEDESTRIAN BARRICADE |
|  | OPTIONAL TEMPORARY PEDESTRIAN BARRICADE |
|  | DIRECTION OF TRAFFIC |

LEGEND

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



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

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.

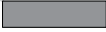
- ① IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
- ② PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
- ③ IF TEMPORARY PEDESTRIAN 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.

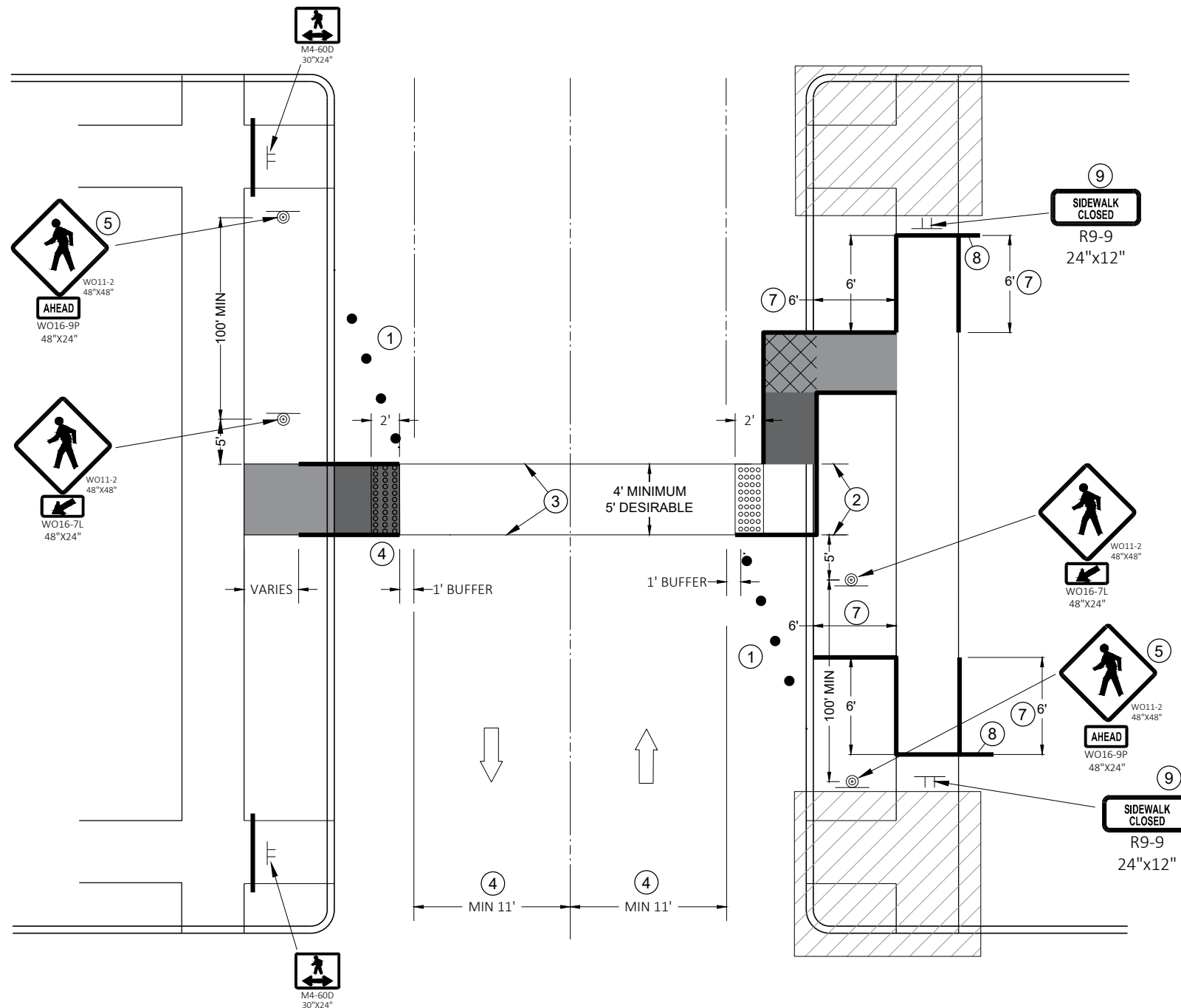
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

- ## LEGEND

- | | |
|---|------------------------------------|
|  | TRAFFIC CONTROL DRUM |
|  | SIGN ON TEMPORARY SUPPORT |
|  | TEMPORARY CURB RAMP |
|  | TEMPORARY DETECTABLE WARNING FIELD |
|  | TEMPORARY PEDESTRIAN SURFACE "A" |
|  | TEMPORARY PEDESTRIAN SURFACE "B" |
|  | WORK AREA |
|  | TEMPORARY PEDESTRIAN BARRICADE |
|  | DIRECTION OF TRAFFIC |



TEMPORARY PEDESTRIAN CROSSING

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 161

LEGEND

- EXISTING SIGN ON PERMANENT SUPPORT
- NEW SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK ZONE

GENERAL NOTES

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 AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

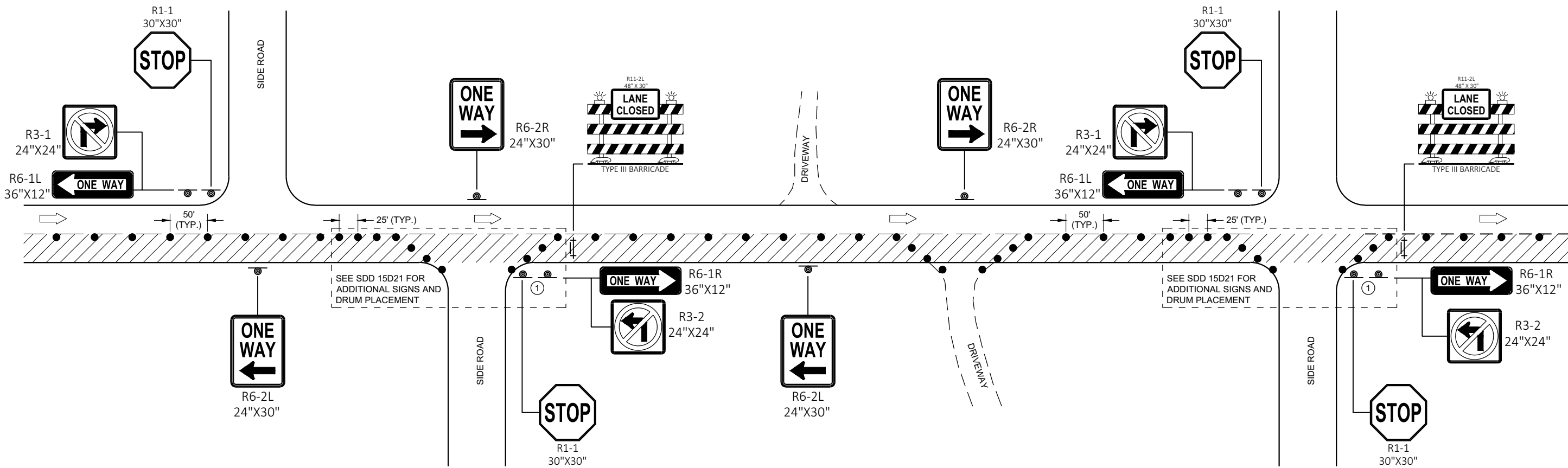
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

BARRICADES IN A CLOSED LANE 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.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

① IF WORK OPERATIONS ALLOWS, MOVE R1-1, R6-1R, AND R3-2 CLOSER TO INTERSECTION.

6



6

SDD 15D46 - 01

TRAFFIC CONTROL
ONE - WAY SIGNING

TRAFFIC CONTROL
ONE-WAY SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

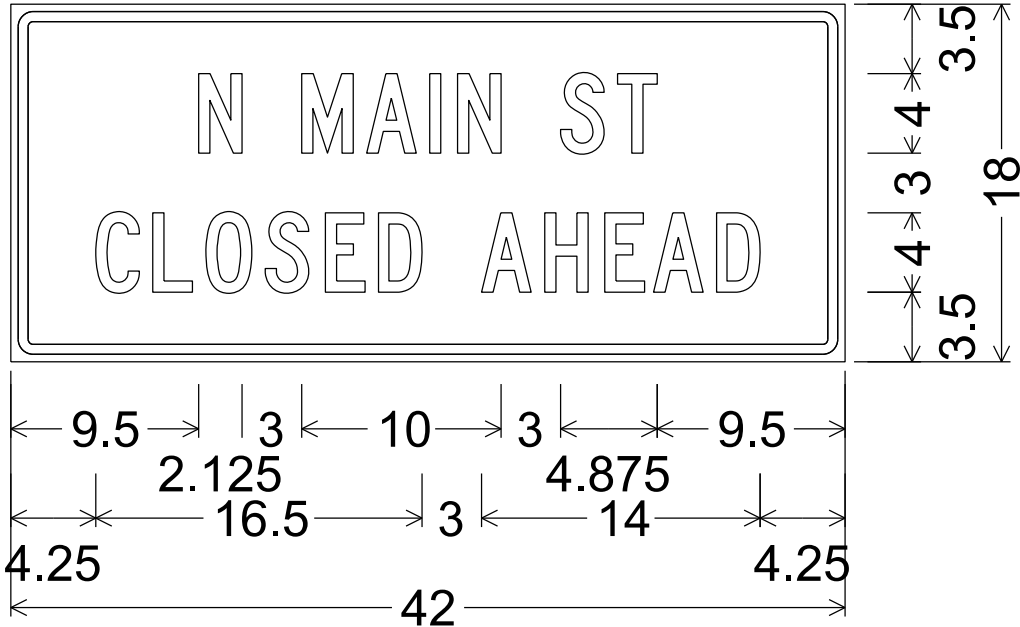
APPROVED
May 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 162

FHWA

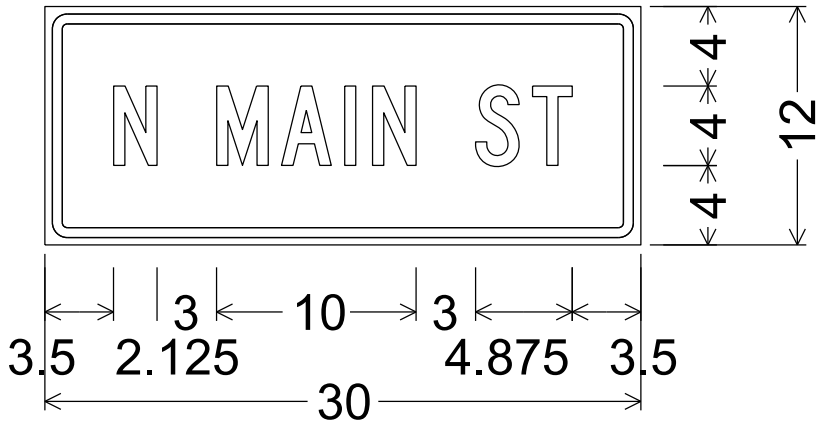
SDD 15D46 - 01

NOTES

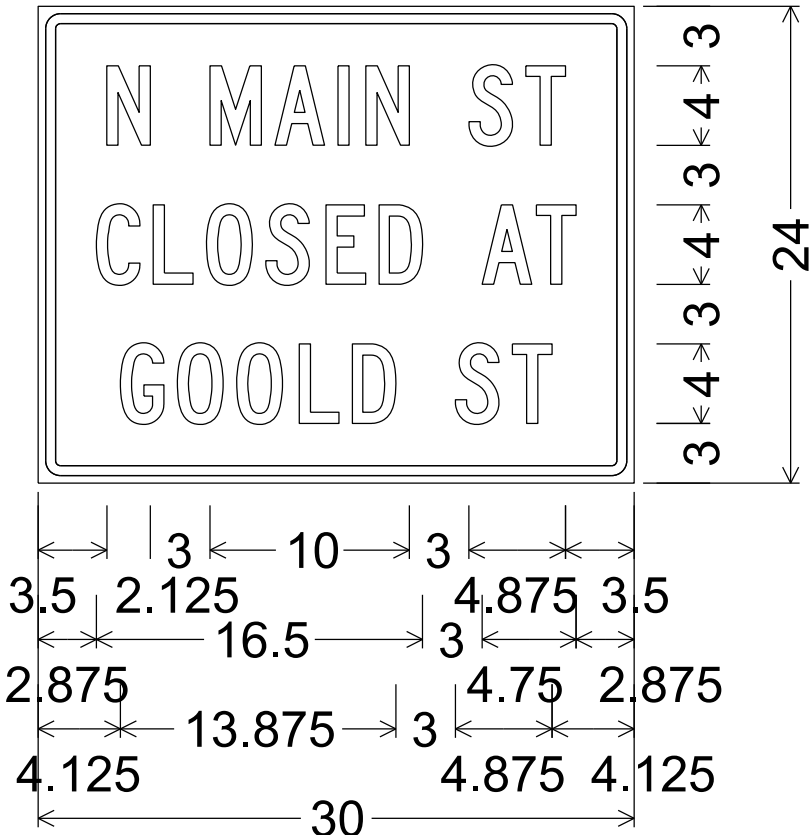
- 1. Fixed Message Signs Type II - Type H Reflective
- 2. Color:
Background - Orange
Message - Black
- 3. Message Series - C



1.125" Radius, 0.500" Border, 0.375" Indent

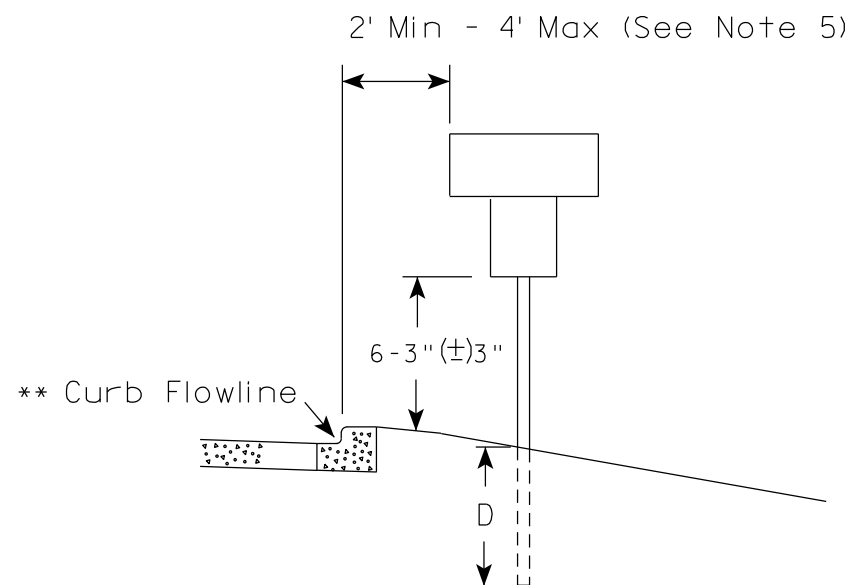
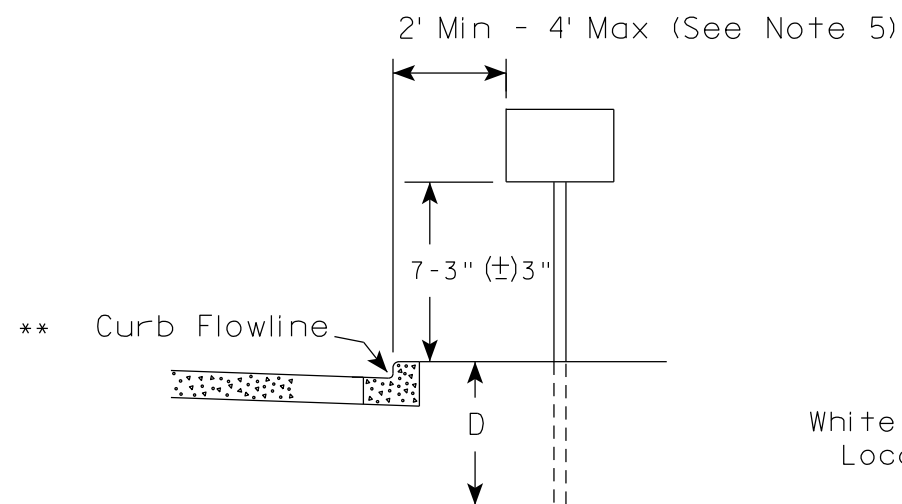


1.125" Radius, 0.500" Border, 0.375" Indent



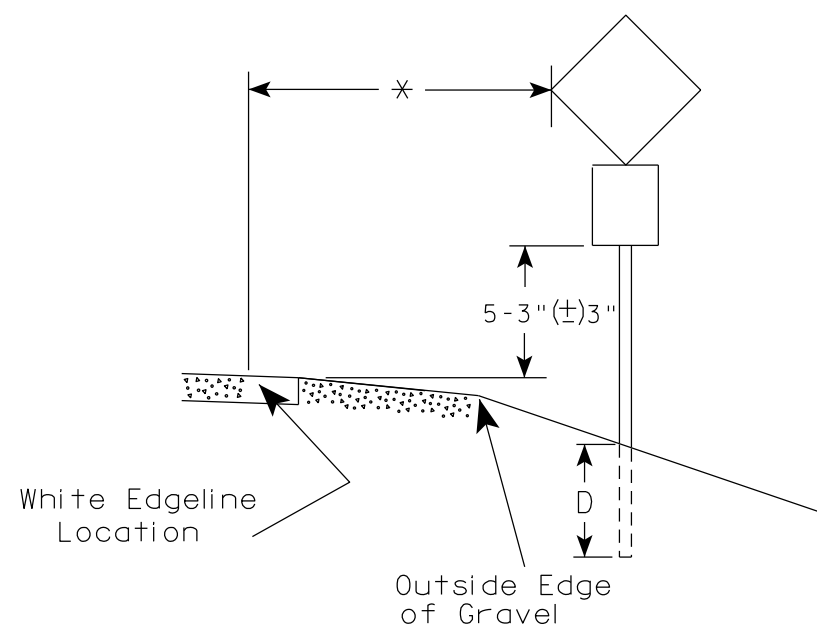
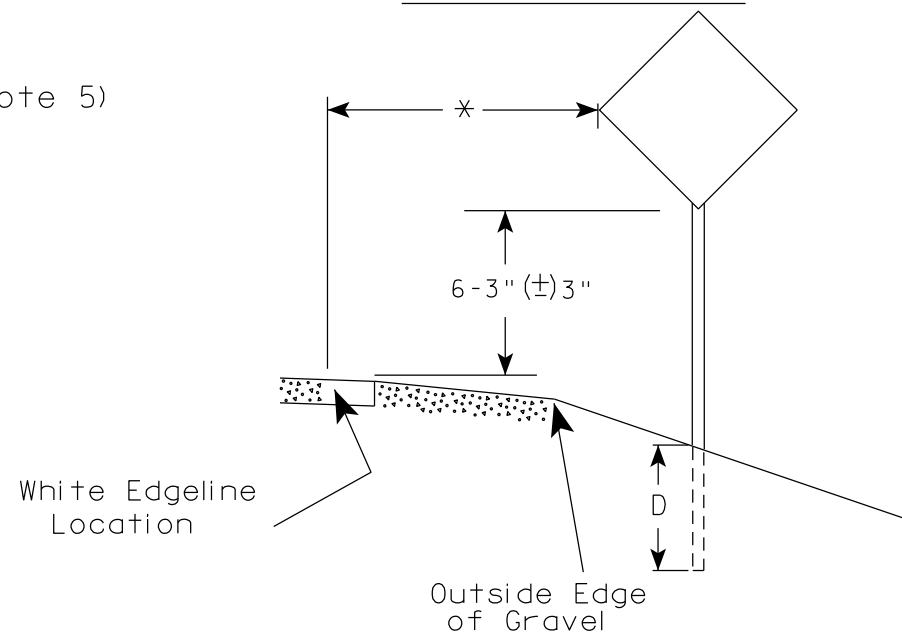
1.125" Radius, 0.500" Border, 0.375" Indent

URBAN AREA



* * 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.

RURAL AREA (See Note 2)



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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

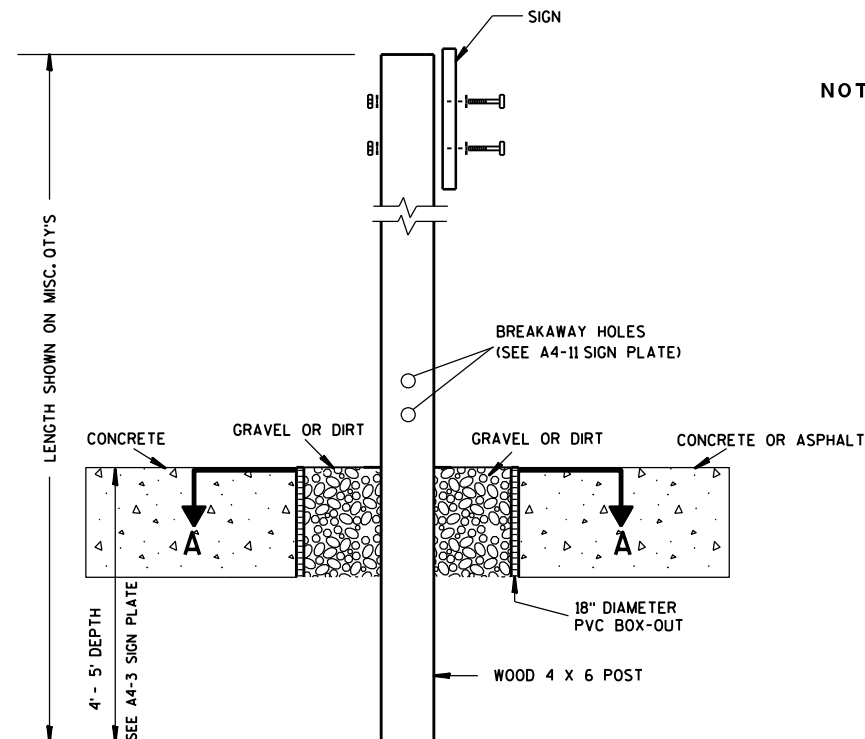
1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron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

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

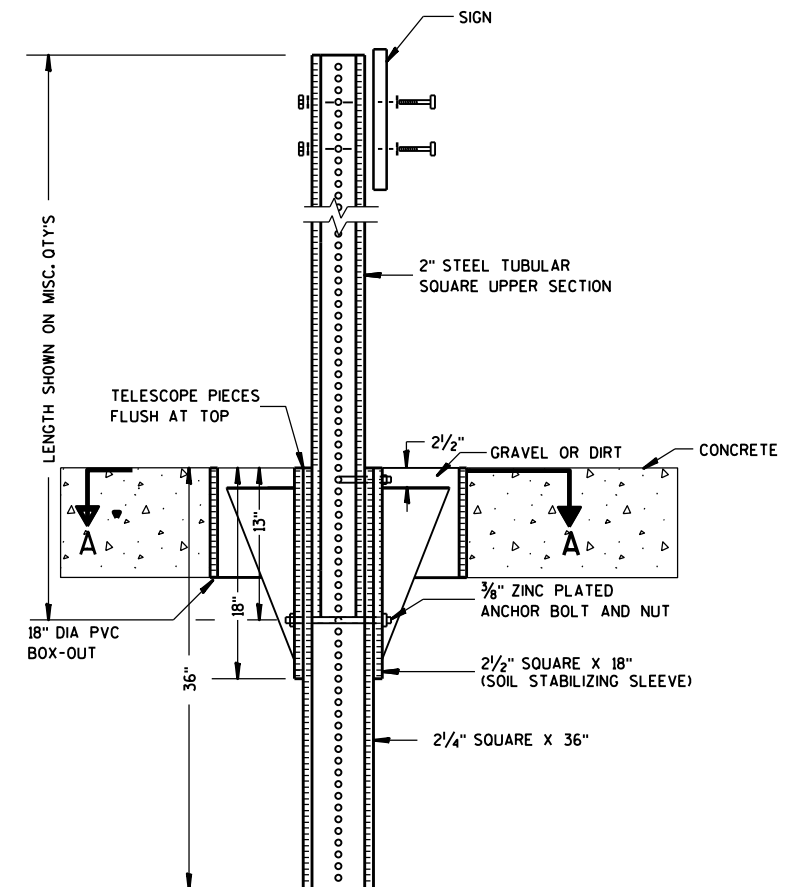
DATE 12/6/23 PLATE NO. A4-3.23



ELEVATION VIEW

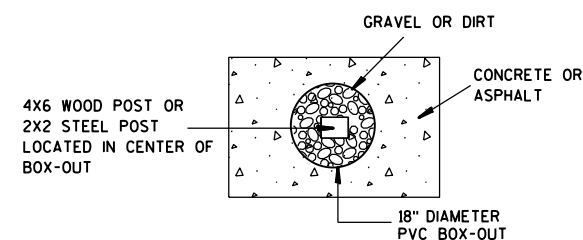
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- 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 PLAT 165 A4-3B.1

PROJECT NO:

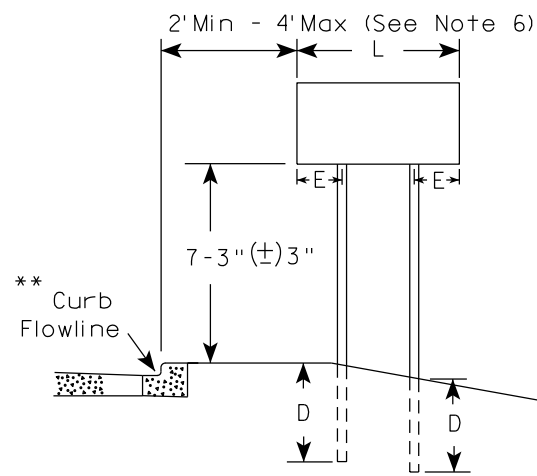
HWY:

COUNTY:

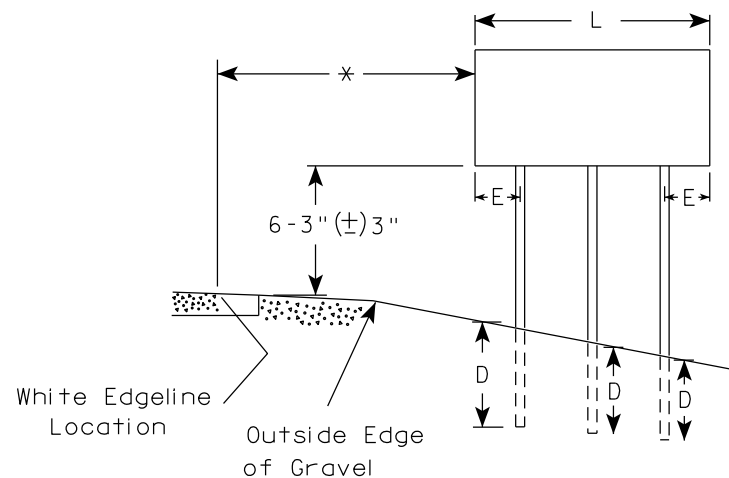
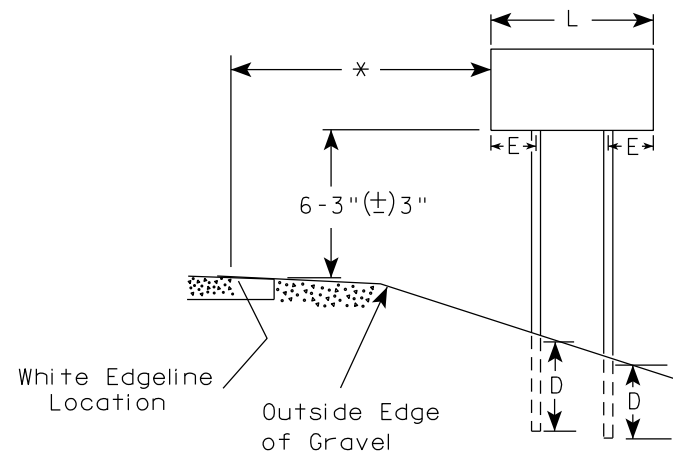
SHEET NO:

E

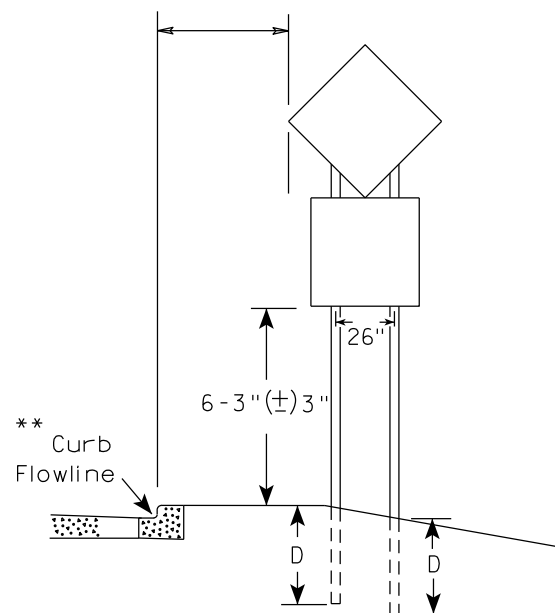
URBAN AREA



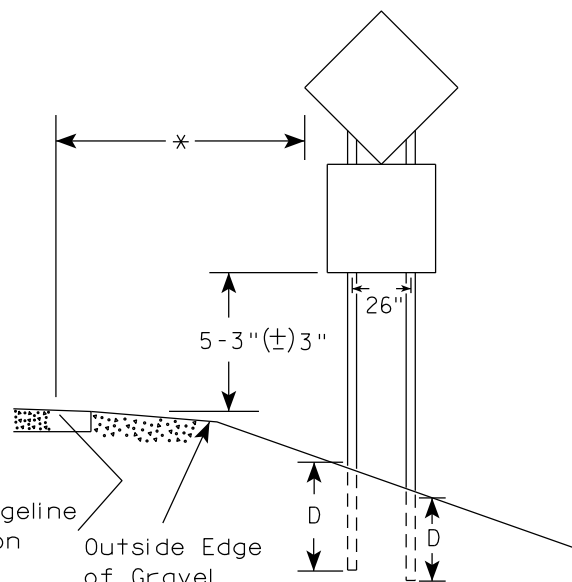
RURAL AREA (See Note 3)



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



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

POST EMBEDMENT DEPTH

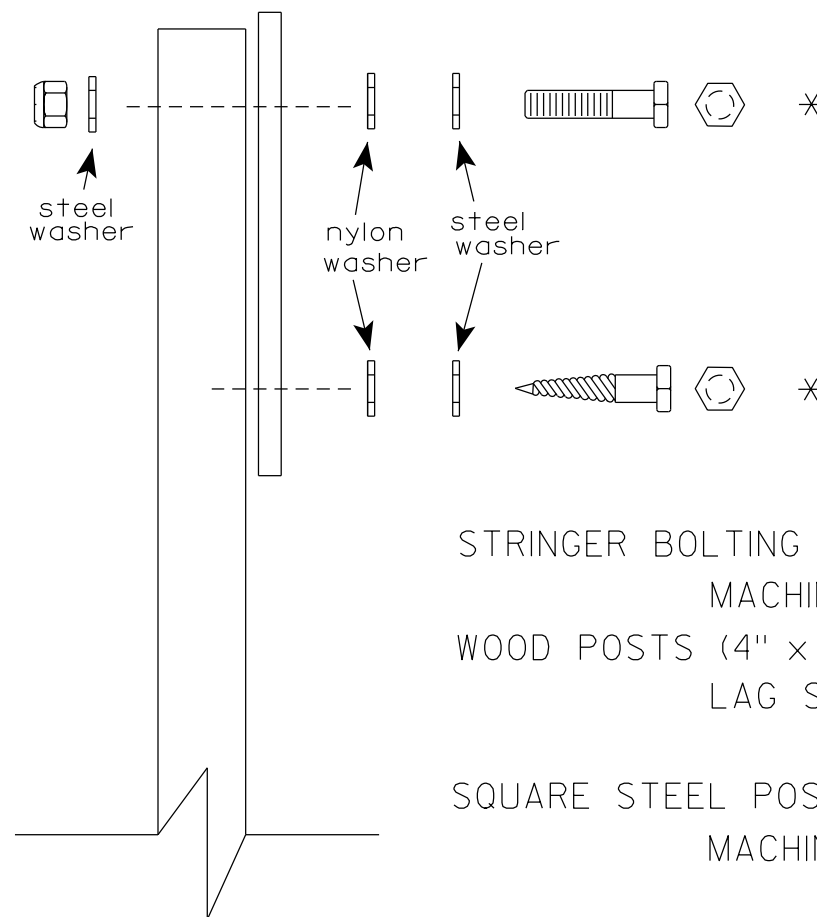
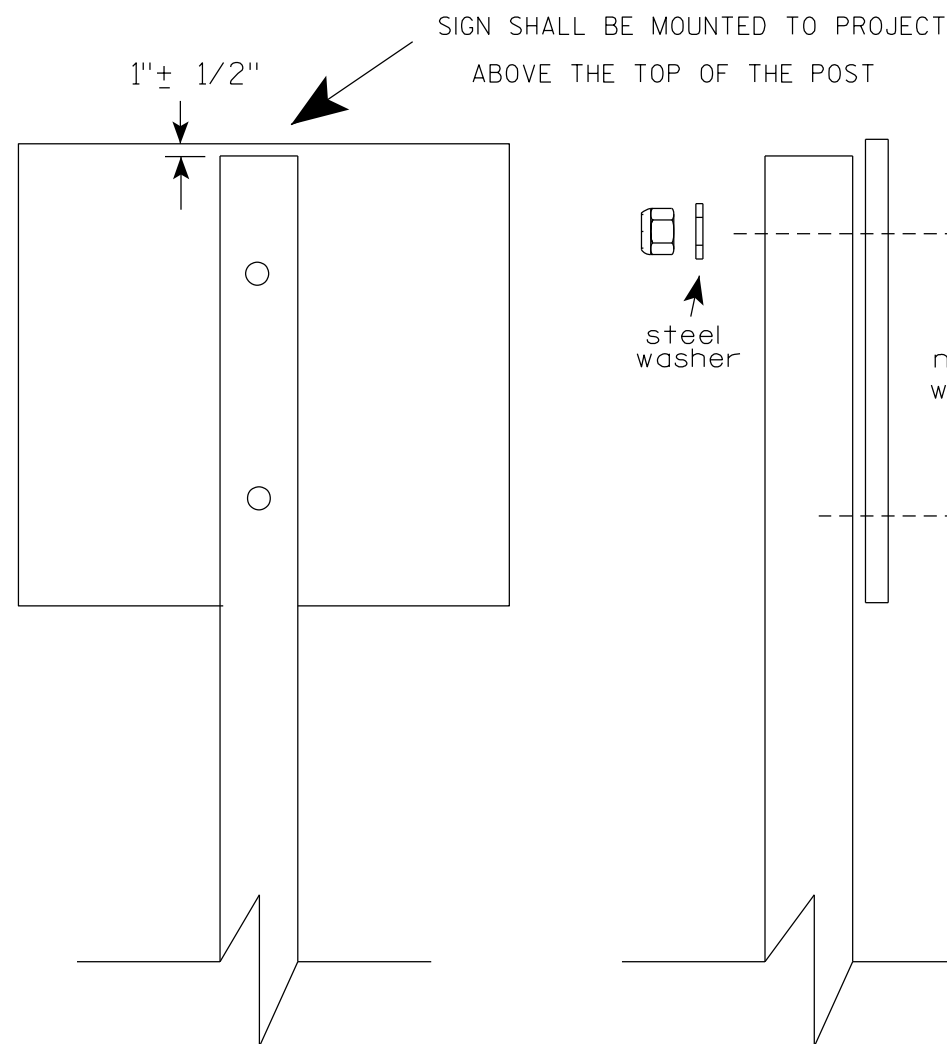
Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16



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

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

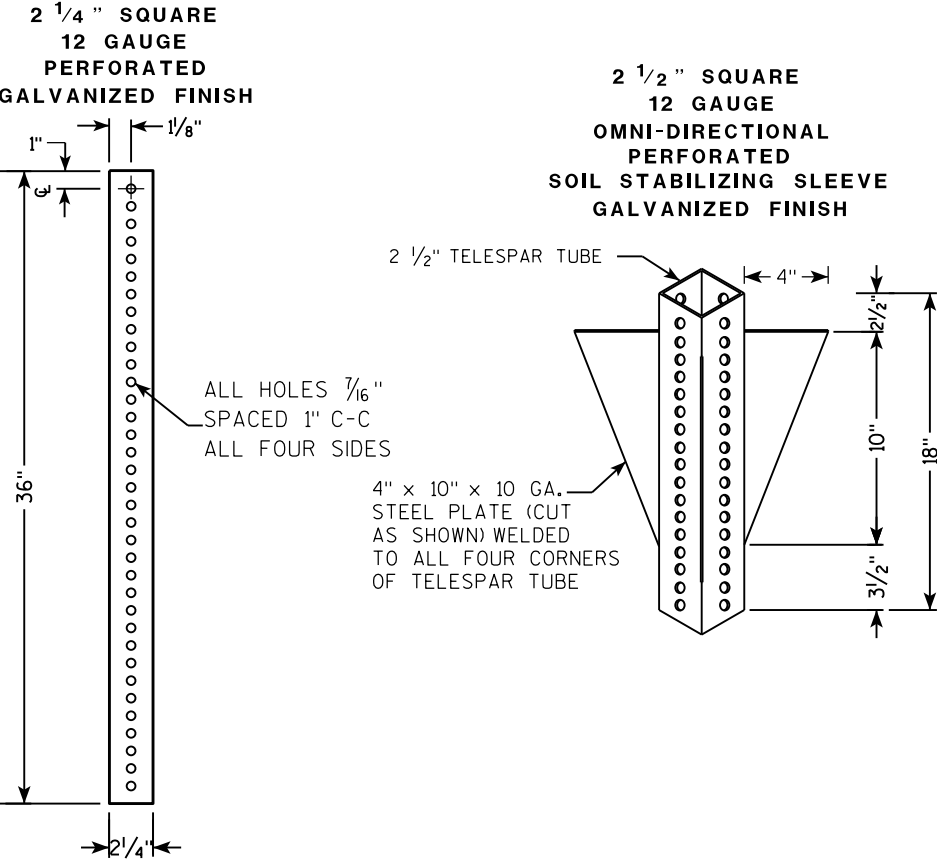
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

- STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
- MACHINE BOLTS - $\frac{5}{16}$ " 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

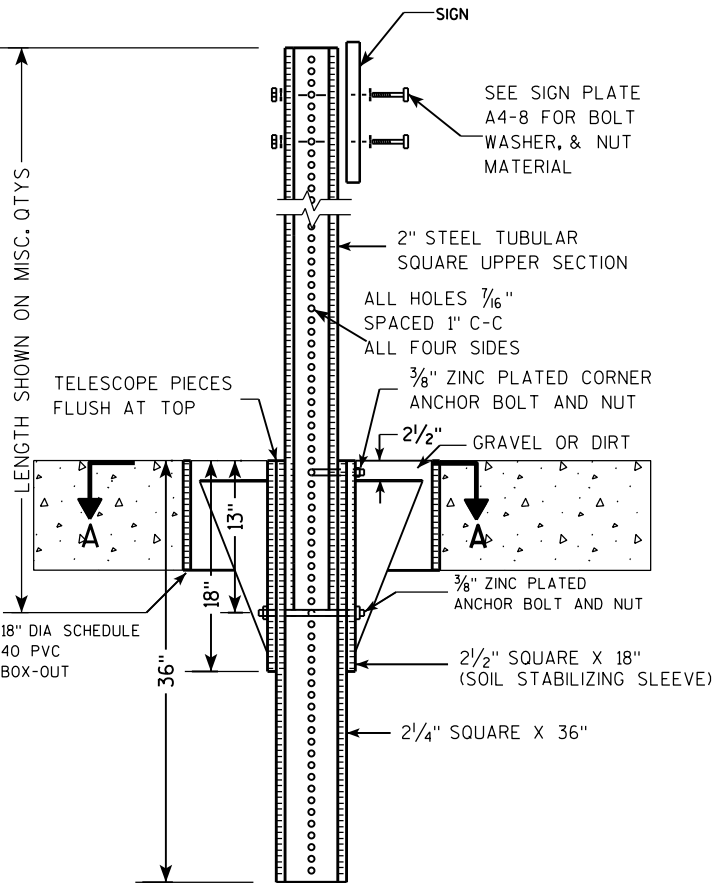
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

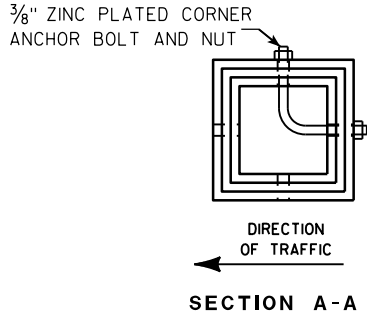
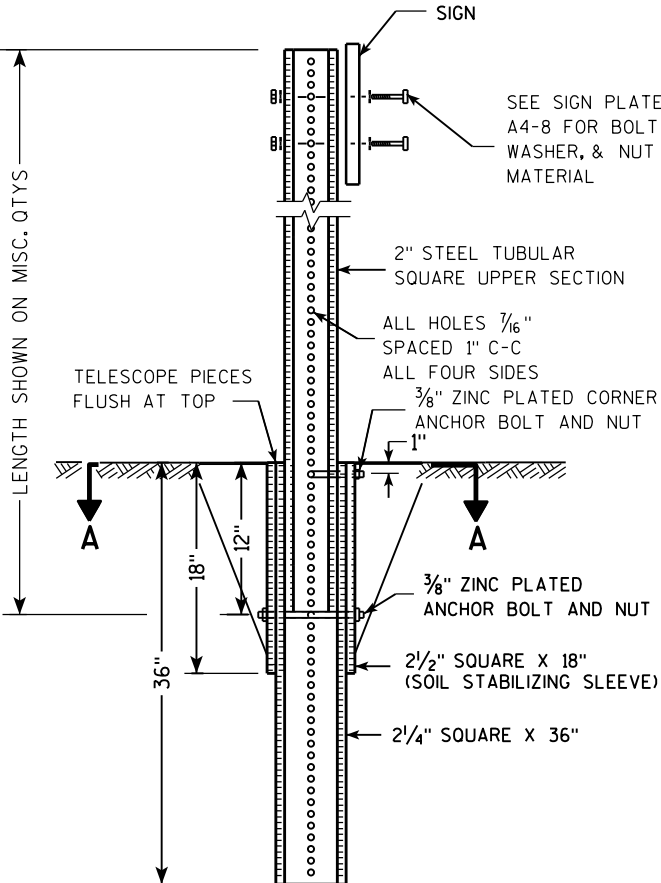
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM



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).

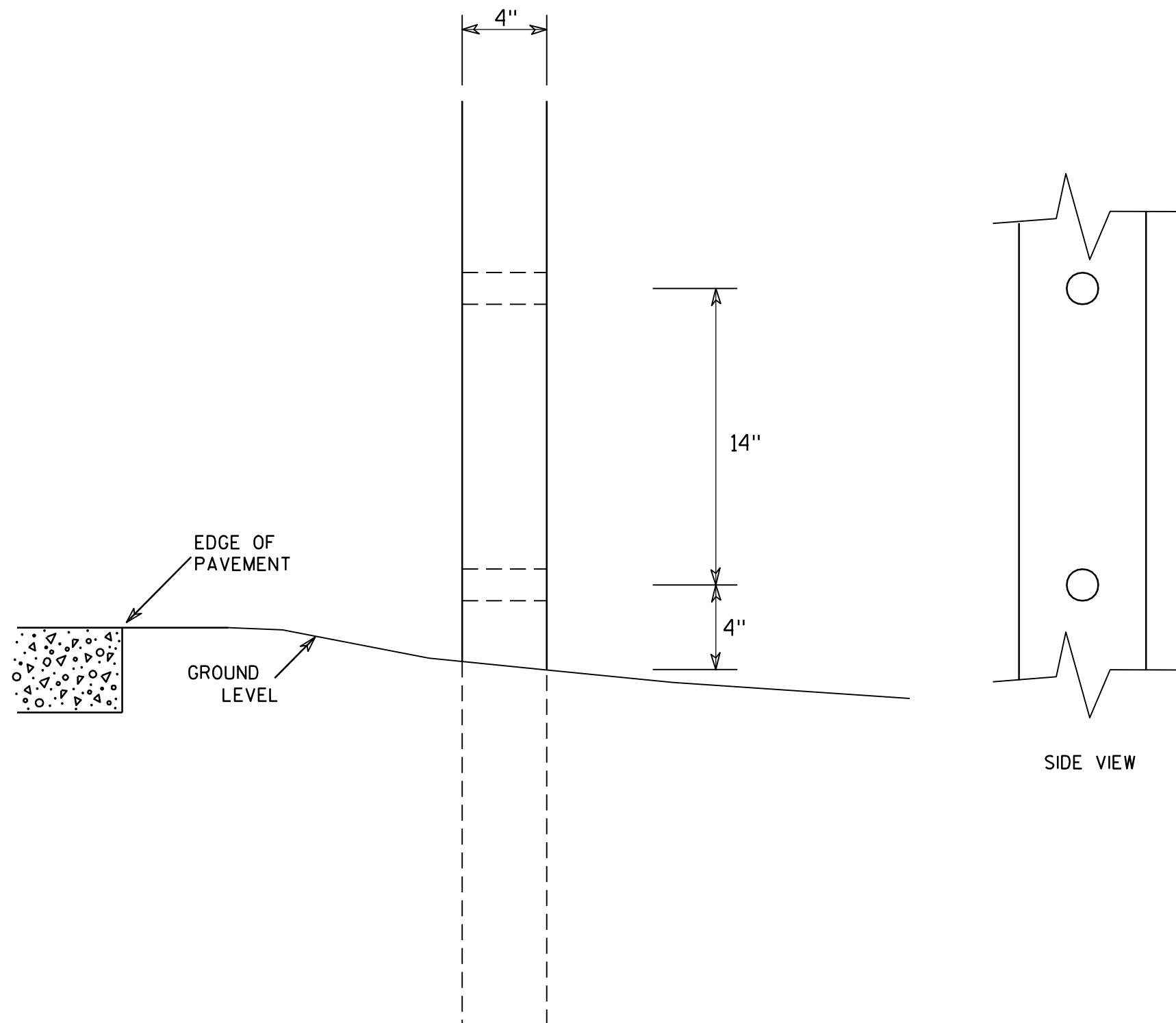
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/05/15 PLAT 168 14-9.9

7



GENERAL NOTES

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

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

PROJECT NO:

HWY:

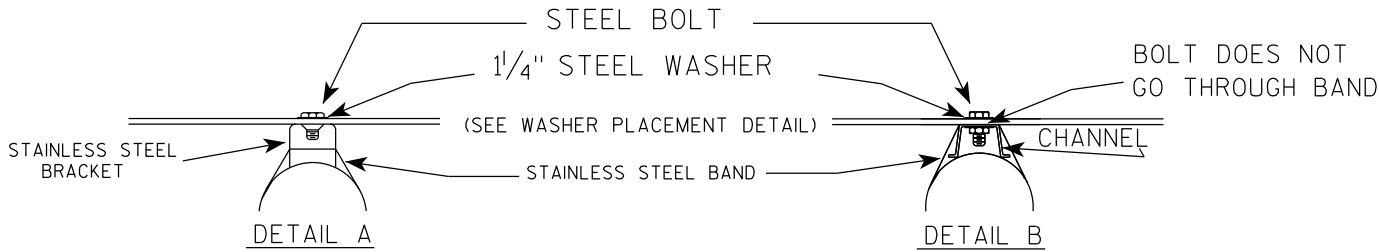
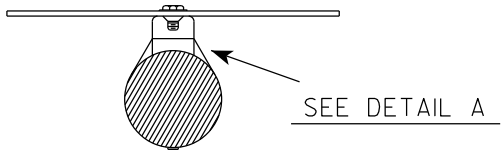
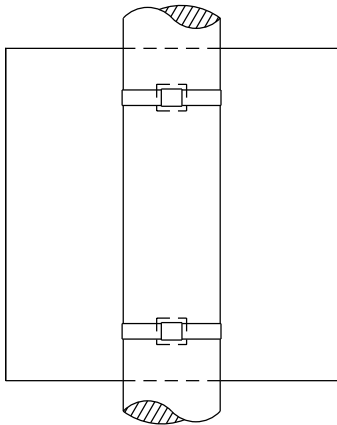
COUNTY:

SHEET NO: 169

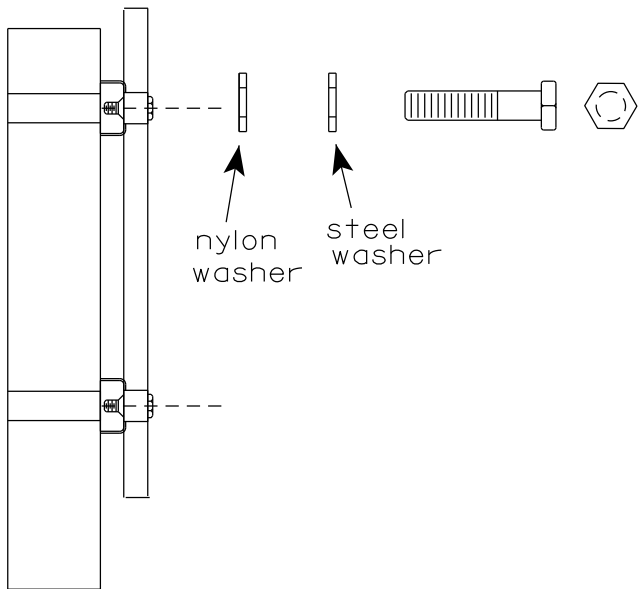
E

BANDING

SINGLE SIGN



WASHER PLACEMENT

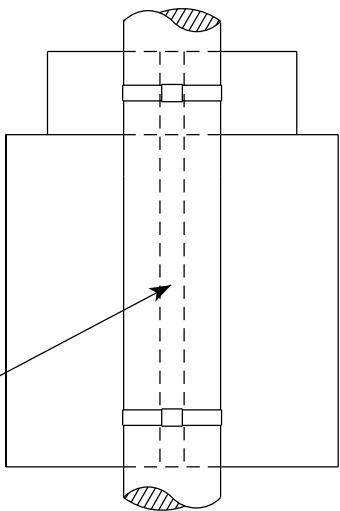


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 3/4" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
 - a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
 - b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



SEE DETAIL B

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer
DATE 6/10/19 PLATE NO. A5-9.4

VIEW FROM
BACK

7

PROJECT NO:

SHEET NO: 171

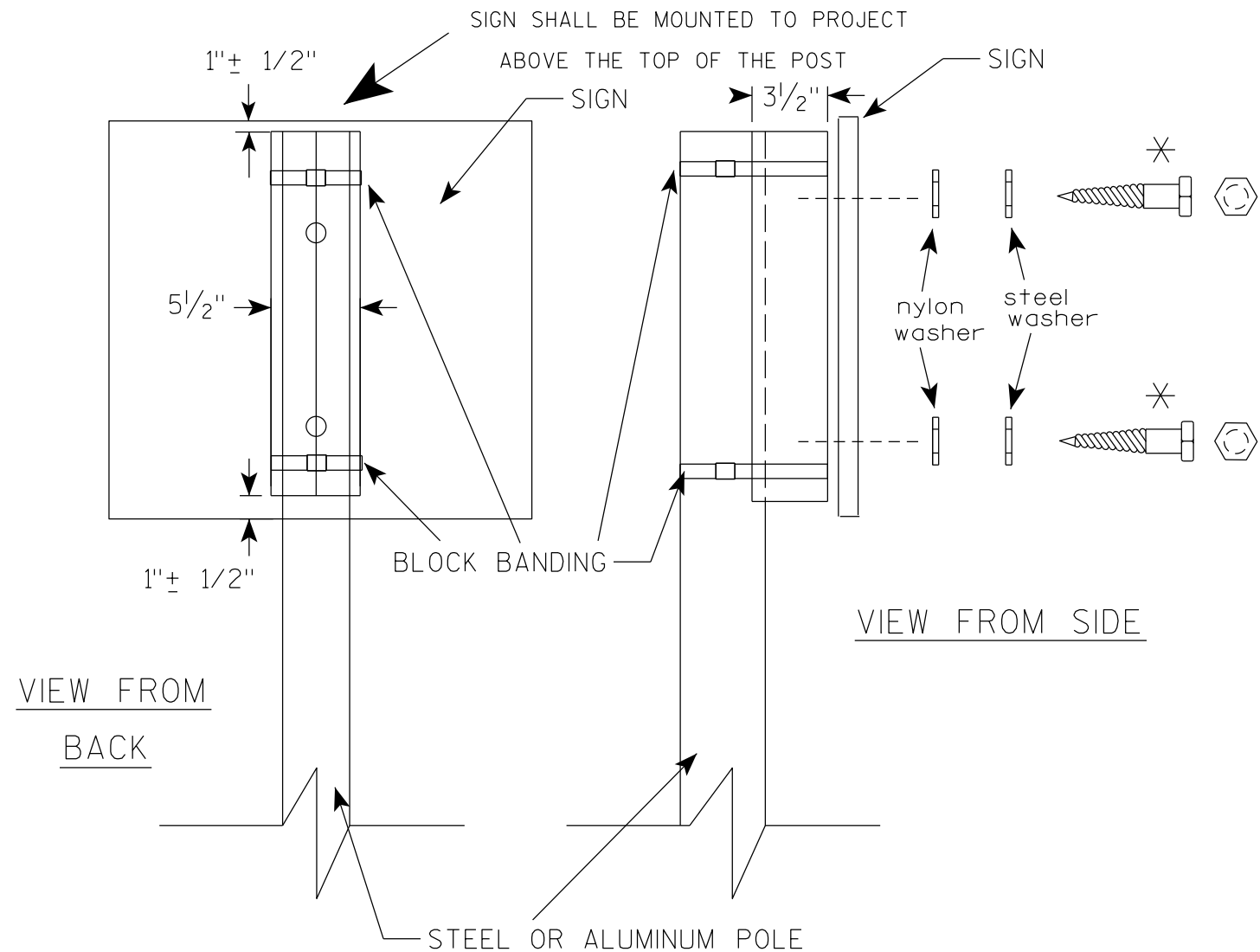
E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A510.dgn

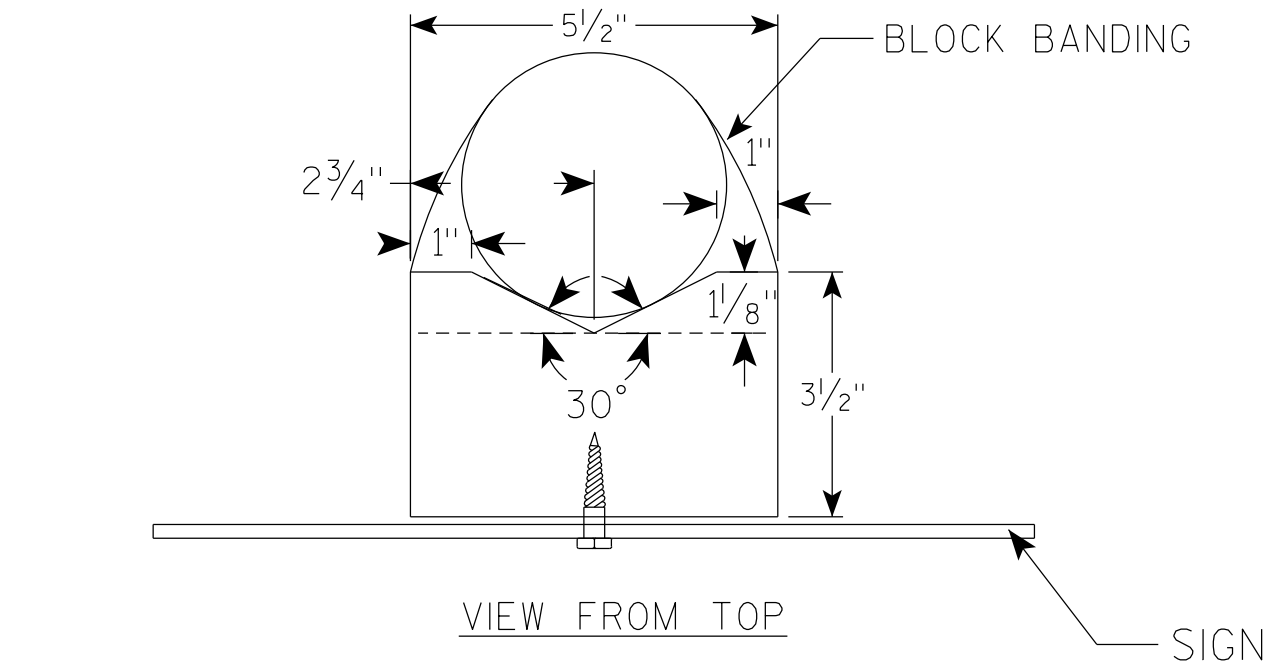
PLOT DATE : 19-APRIL 2022 11:55

PLOT BY : dotc4c

WISDOT/CADDs SHEET 42



VIEW FROM SIDE



VIEW FROM TOP

GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WISDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, $\frac{3}{4}$ " WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORMALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
 - a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
 - b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE $\frac{1}{4}$ " O.D. X $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ "
8. NYLON WASHERS SHALL BE $\frac{1}{4}$ " O.D. X $\frac{3}{8}$ " I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✱ LAG BOLTS SHALL BE $\frac{3}{8}$ " X $2\frac{1}{2}$ "

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

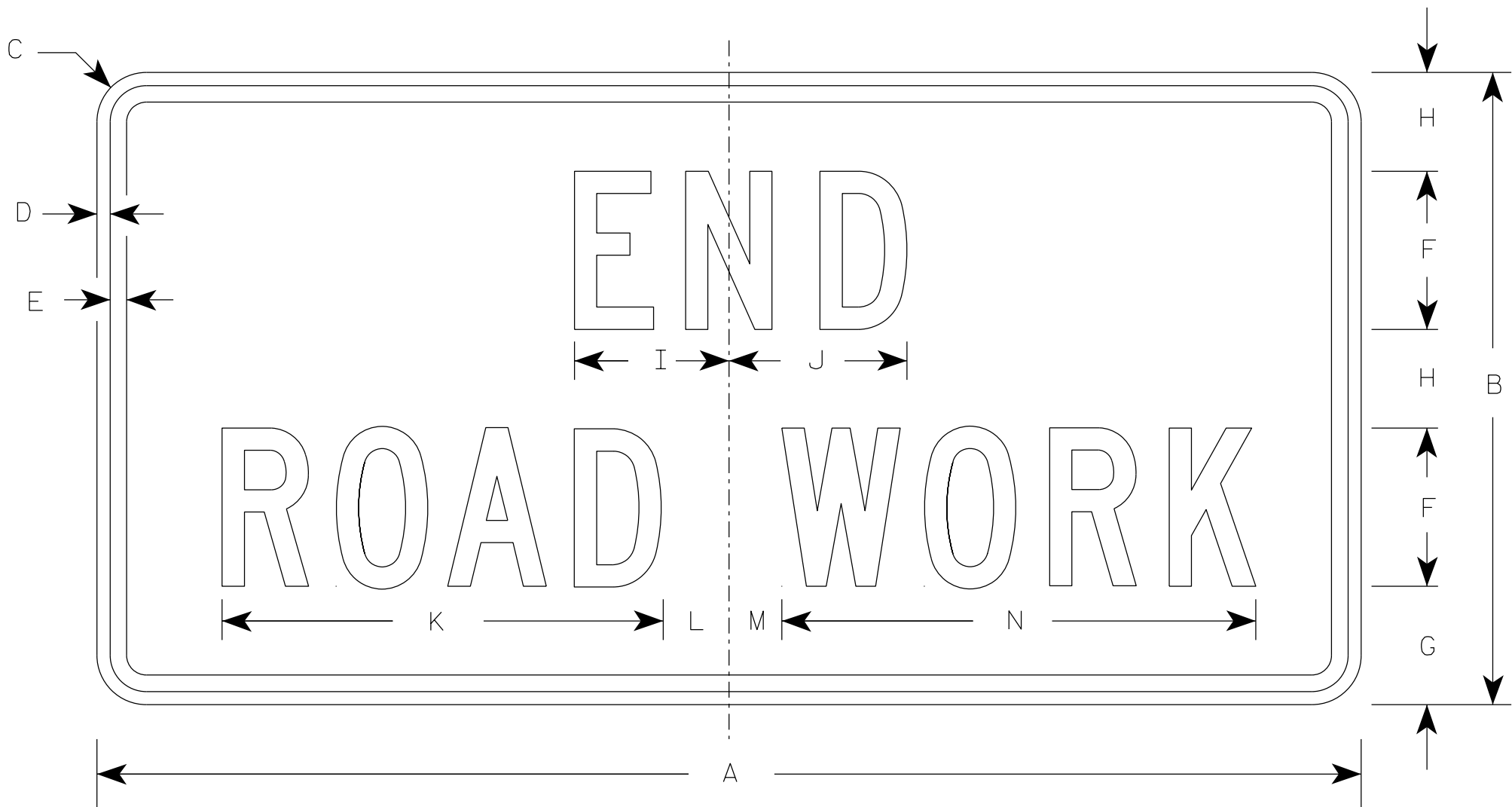
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Orange
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.



G20-2A

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	18	1 1/2	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5
2	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
2M	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
3	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
4	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
5	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0

STANDARD SIGN

G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-2A.10

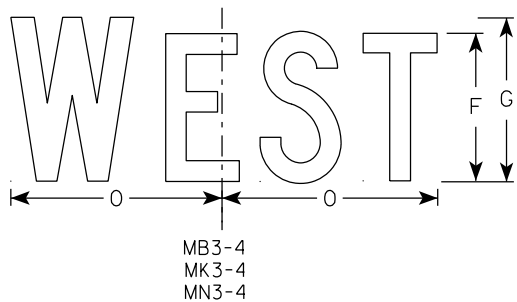
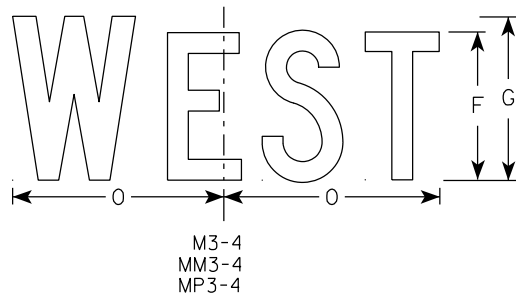
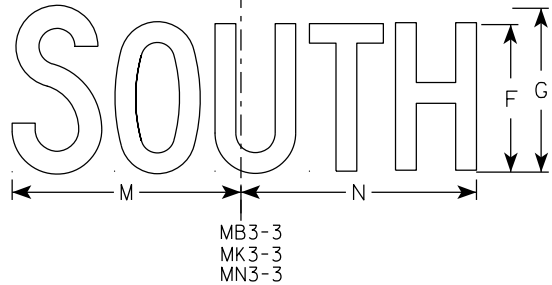
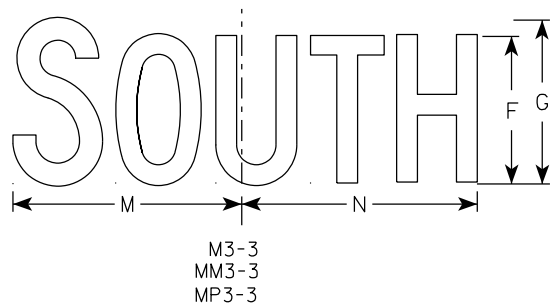
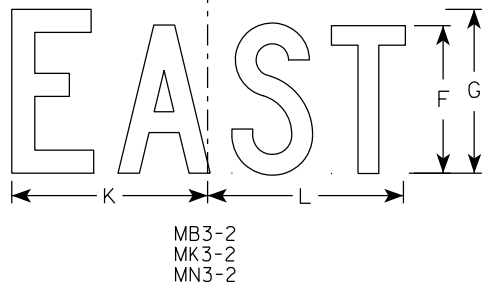
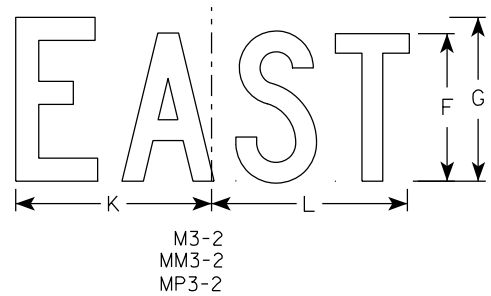
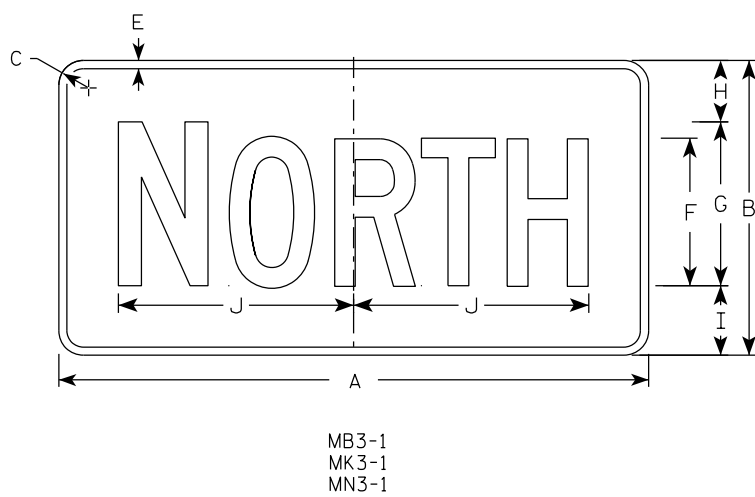
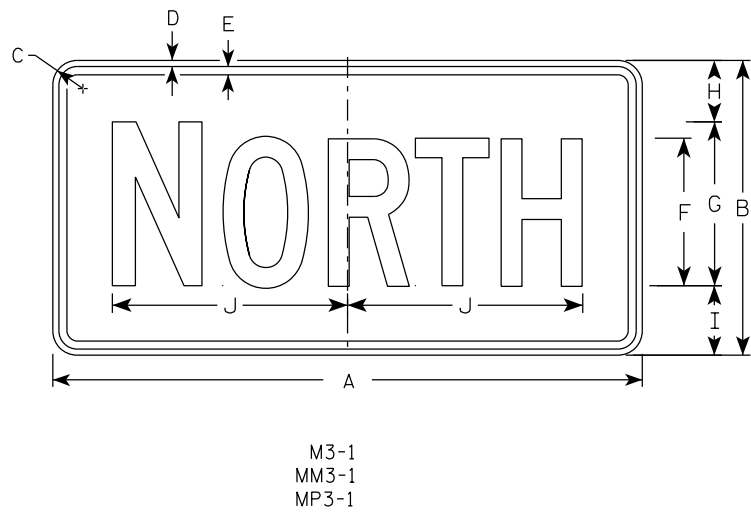
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 172

E



NOTES

1. All Signs Type II - Type H Reflective
2. Color:
Background - See note 5
Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
Message - Black
MB3-1 thru MB3-4 Background - Blue
Message - White
MK3-1 thru MK3-4 Background - Green
Message - White
MM3-1 thru MM3-4 Background - White
Message - Green
MN3-1 thru MN3-4 Background - Brown
Message - White
MP3-1 thru MP3-4 Background - White
Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
2M	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
3	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
4	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
5	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5

PROJECT NO:	HWY:	COUNTY:	SHEET NO: 173	E
-------------	------	---------	---------------	---

STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

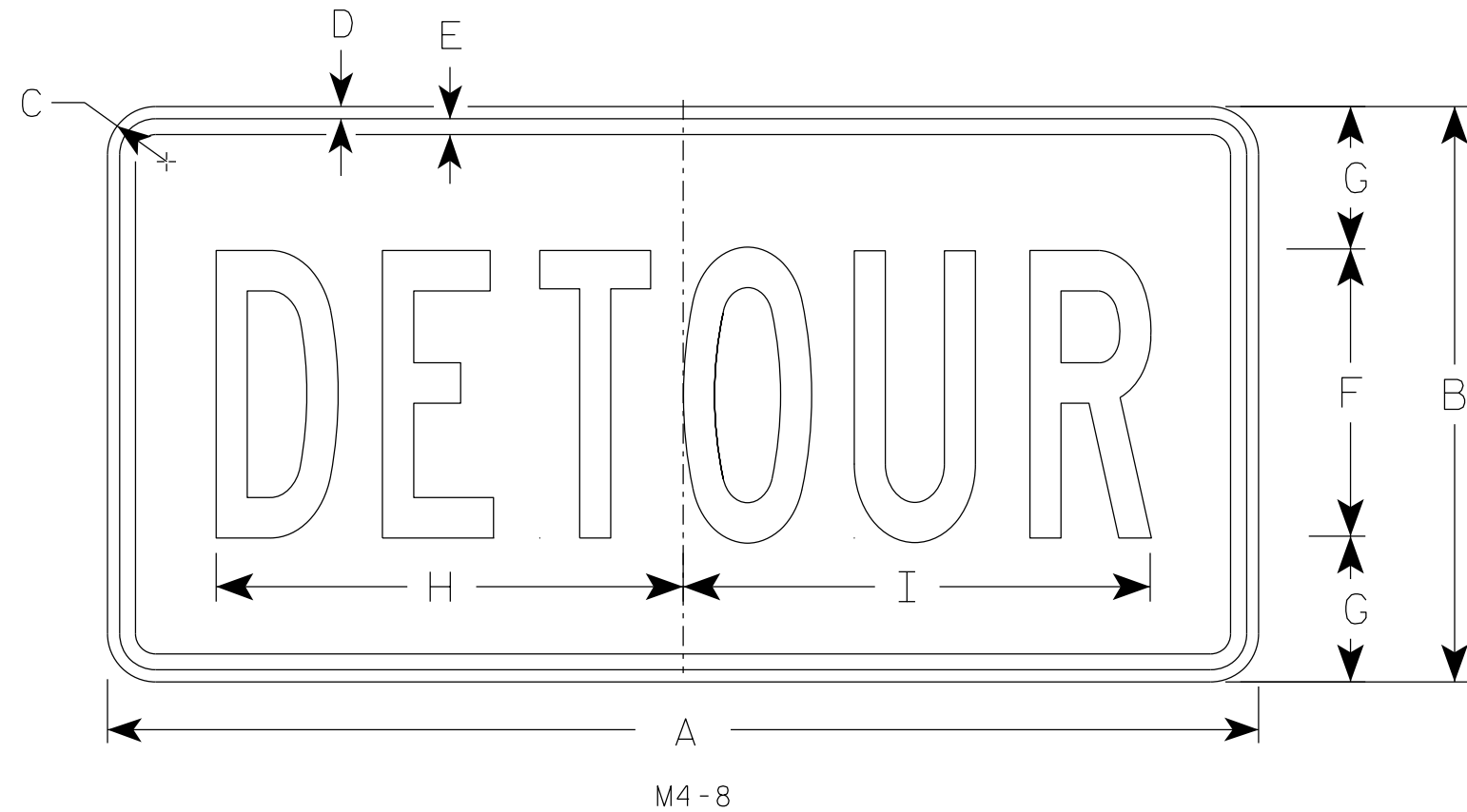
DATE 2/8/2023 PLATE NO. M3-1.15

7

7

NOTES

- 1. Sign is Type II - Type F Reflective
- 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.



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 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
2M	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
5	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5

STANDARD SIGN

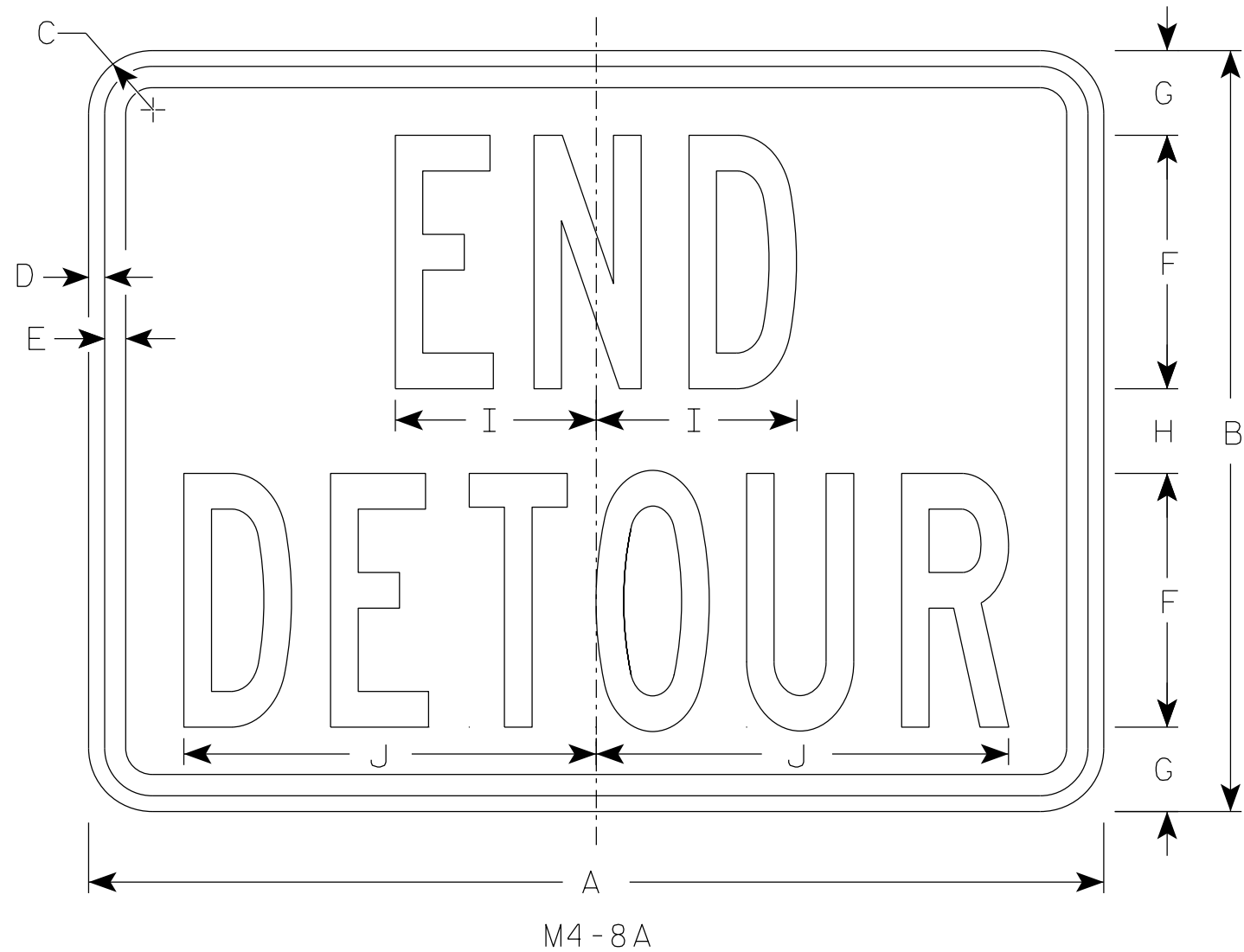
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8.4

7



NOTES

- 1. Sign is Type II - Type F Reflective
- 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

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 1/2	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
2M	24	18	1 1/2	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/2	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4	30	24	1 1/2	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
5	30	24	1 1/2	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0

STANDARD SIGN

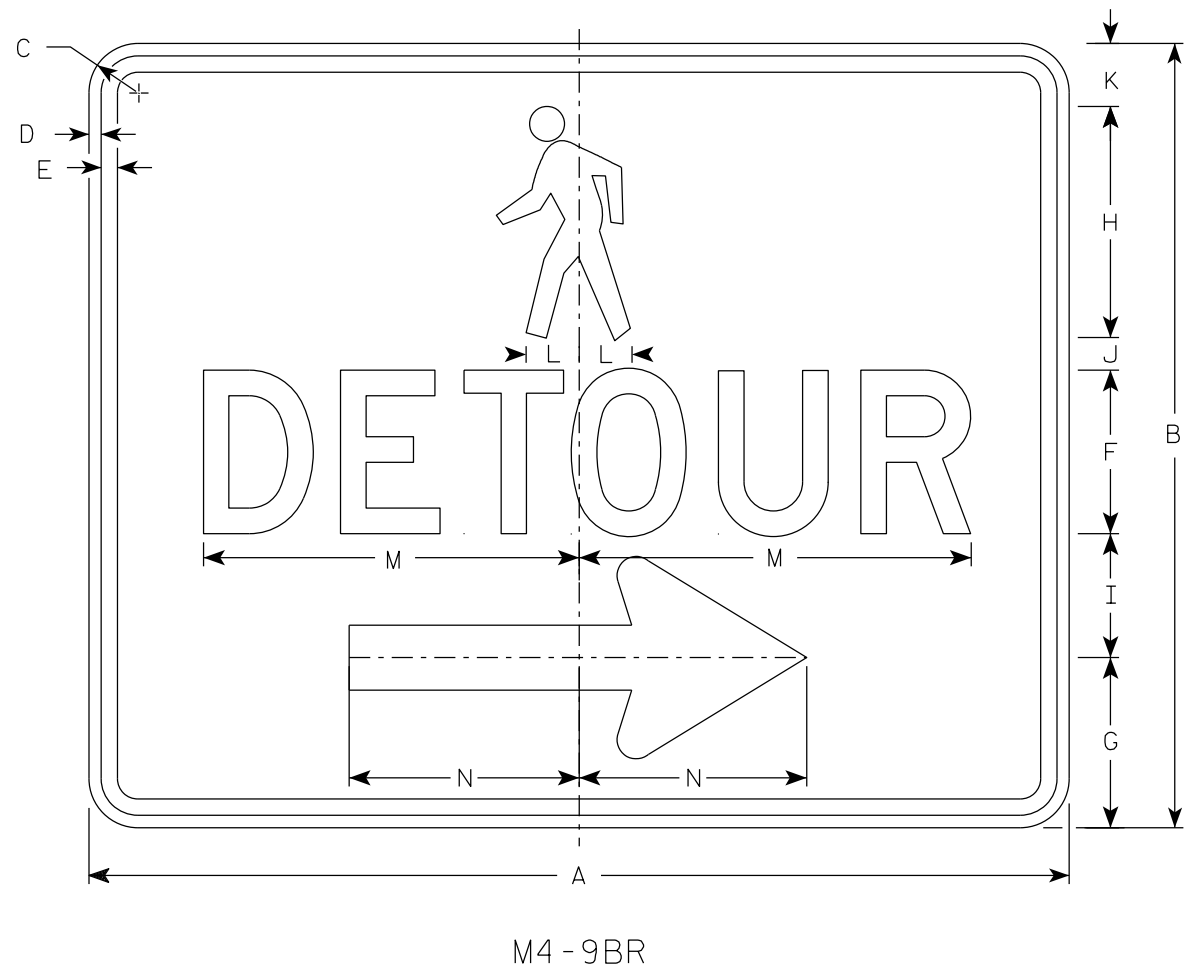
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

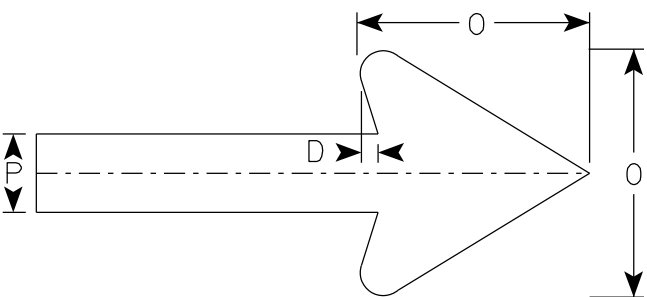
DATE 2/9/2023 PLATE NO. M4-8A.4

7



M4-9BR

- 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.



Arrow Detail

7

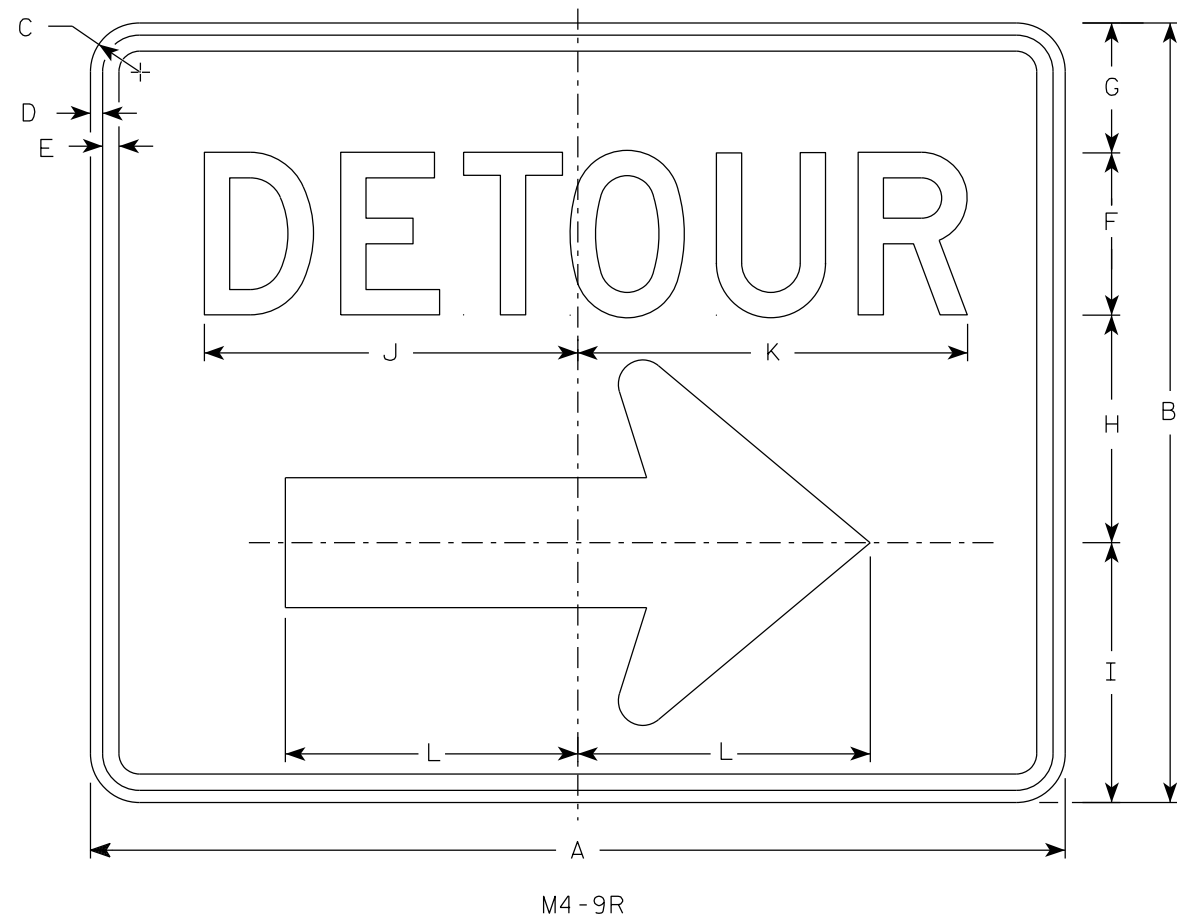
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
2M	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
3																											
4																											
5																											

STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

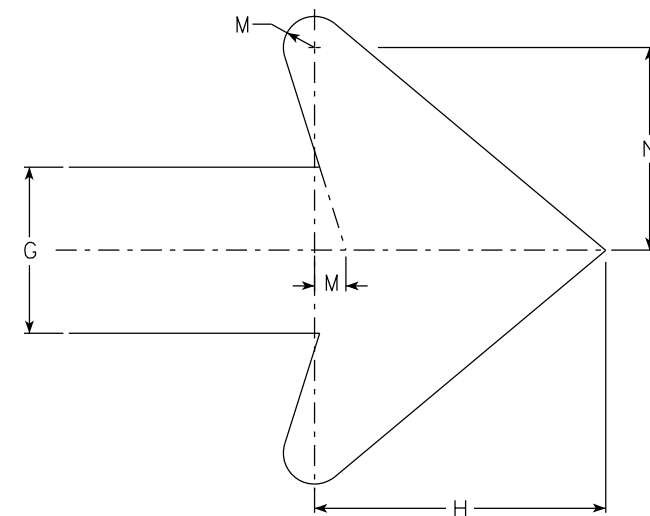
APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4



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.
4. M4-9L is the same as M4-9R 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	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
2M	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 7/8	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 7/8	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

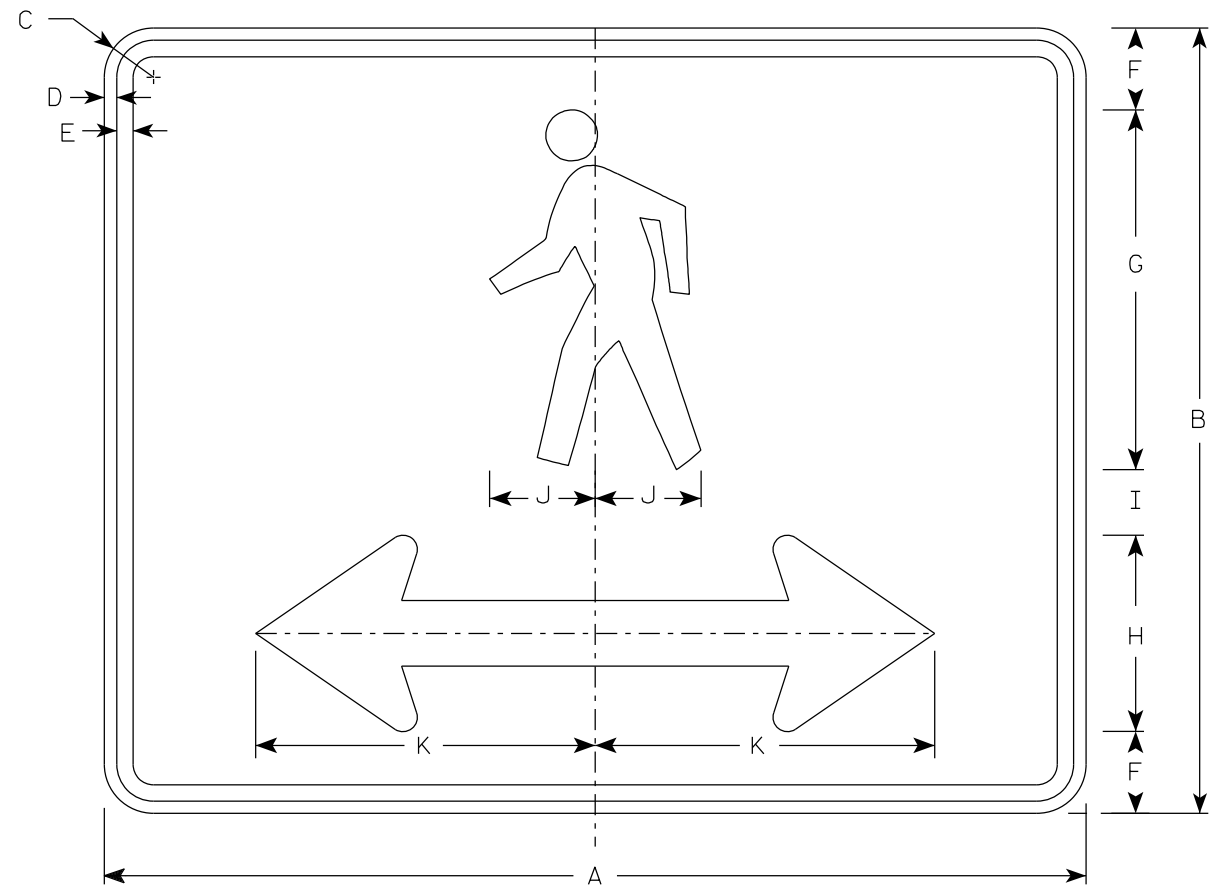
STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9R.6

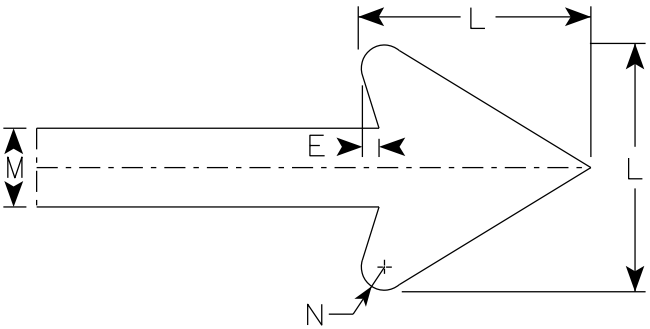
7



M4-60D

NOTES

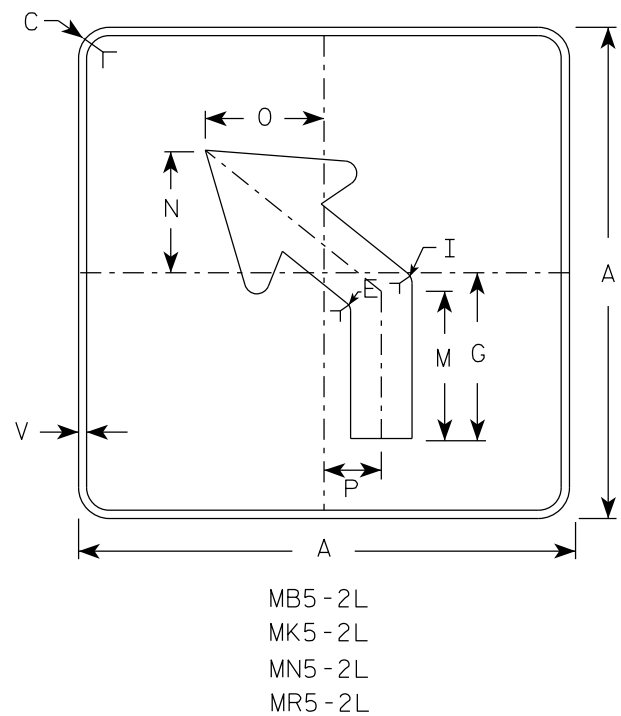
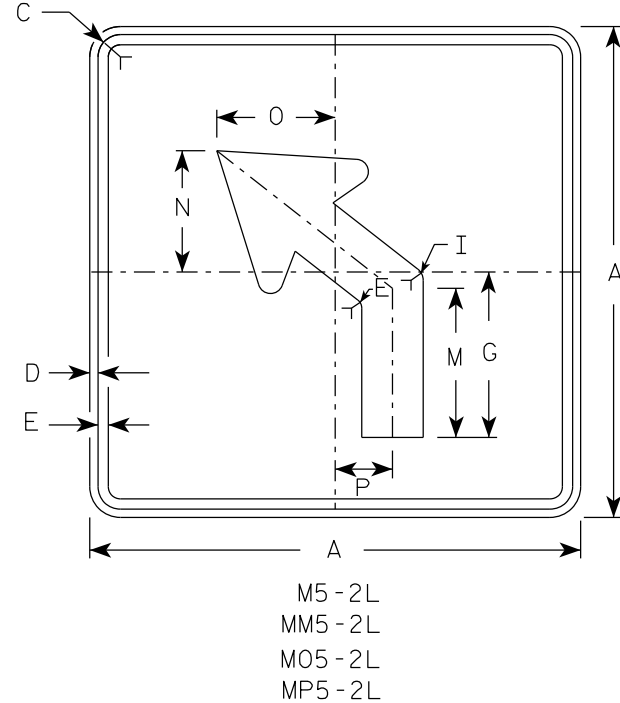
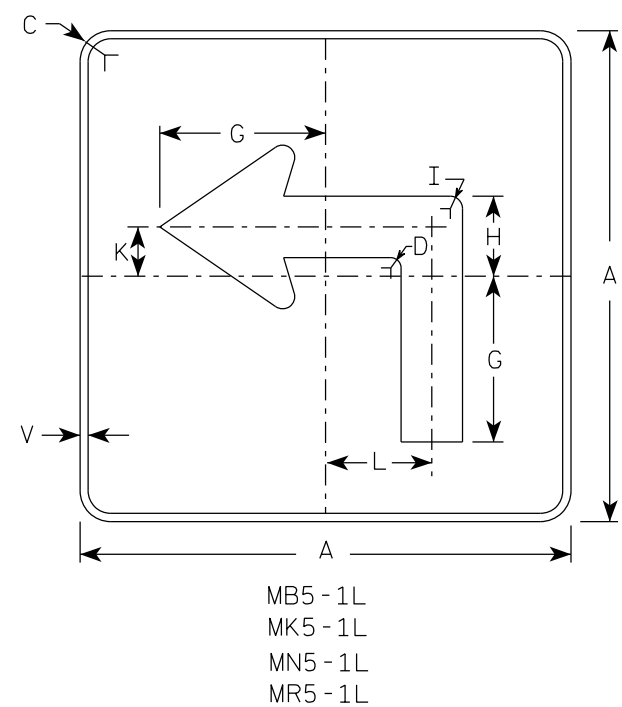
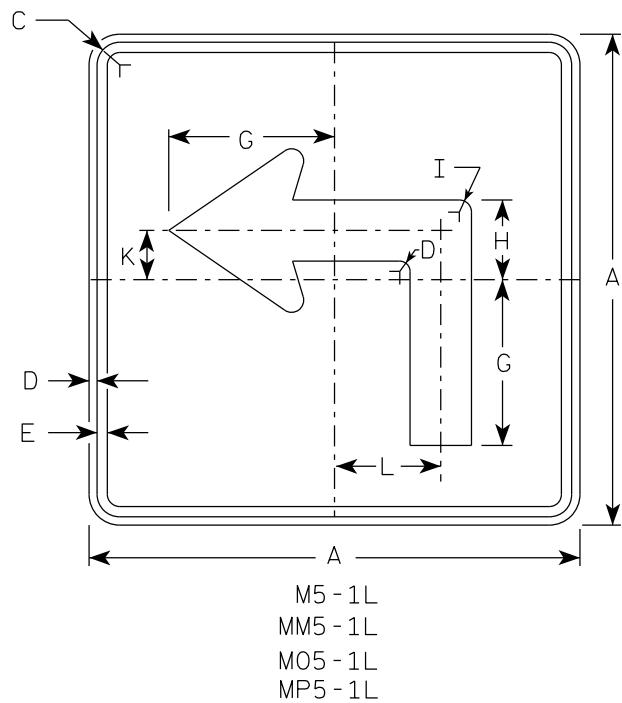
1. Sign is Type II- Type F Reflective
2. Color:
Background - Orange
Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

7

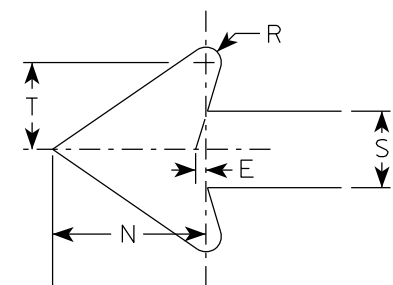
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
2M	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
3																											
4																							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



NOTES

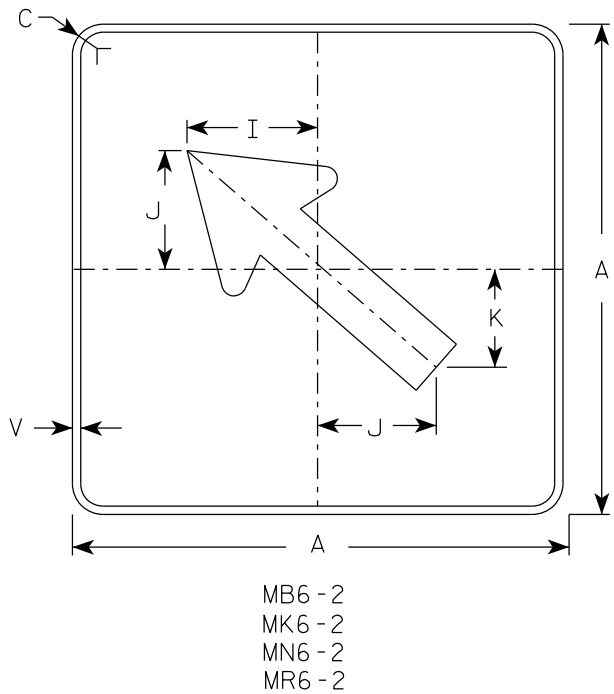
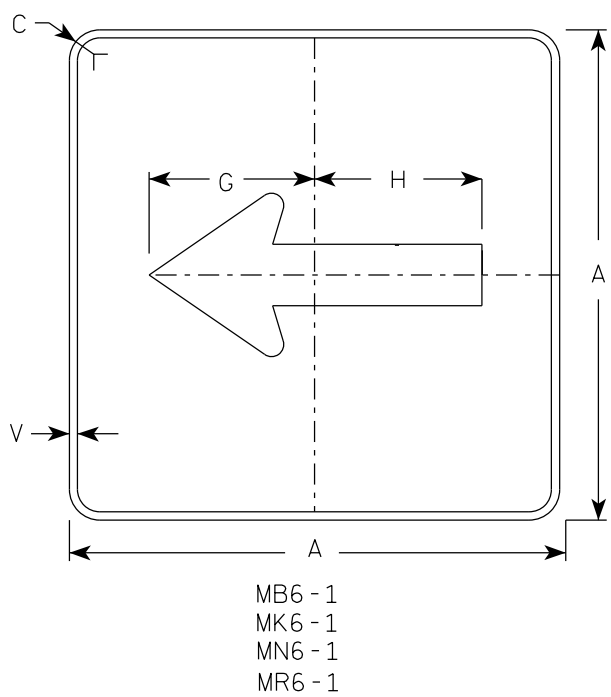
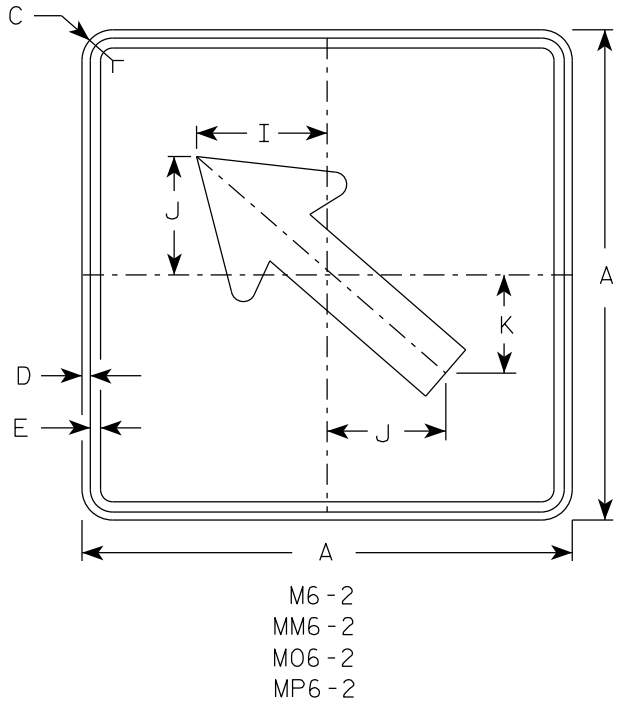
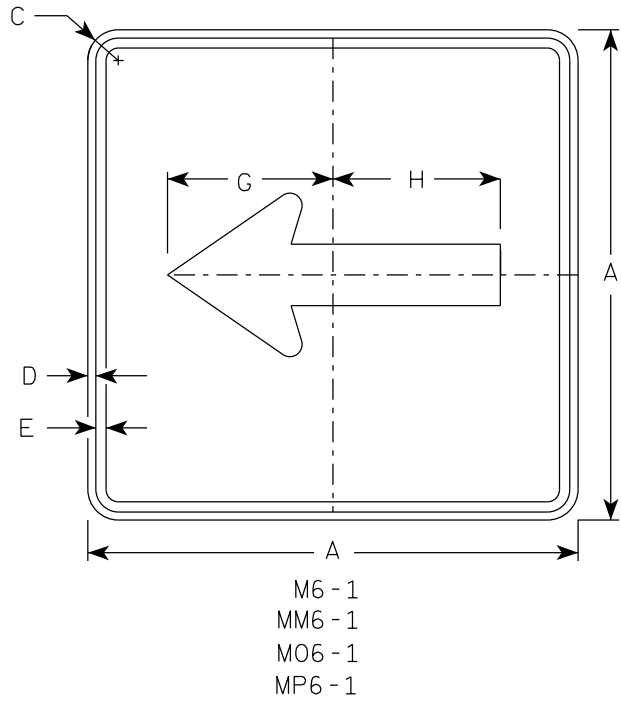
- Signs are Type II - Type H reflective except as shown
- Color:
Background - See note 4
Message - See note 4
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- | | | |
|-----------|-------|---|
| M5-1 and | M5-2 | Background - White |
| | | Message - Black |
| MB5-1 and | MB5-2 | Background - Blue |
| | | Message - White |
| MK5-1 and | MK5-2 | Background - Green |
| | | Message - White |
| MM5-1 and | MM5-2 | Background - White |
| | | Message - Green |
| MN5-1 and | MN5-2 | Background - Brown |
| | | Message - White |
| M05-1 and | M05-2 | Background - Orange - Type F Reflective |
| | | Message - Black |
| MP5-1 and | MP5-2 | Background - White |
| | | Message - Blue |
| MR5-1 and | MR5-2 | Background - Brown |
| | | Message - Yellow |
- M5-1R same as M5-1L except arrow points right.
- M5-2R same as M5-2L except arrow tilts right.

ARROW DETAIL

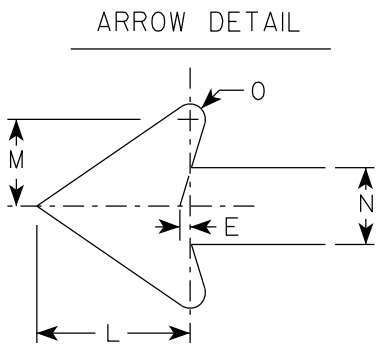


SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
2M	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
3	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25
4	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25
5	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25

PROJECT NO:	HWY:	COUNTY:	SHEET NO: 179	E
-------------	------	---------	---------------	---



- NOTES**
- Signs are Type II - Type H Reflective except as Shown
 - Color:
Background - See note 4
Message - See note 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.
 - M6-1 and M6-2 Background - White
Message - Black
MB6-1 and MB6-2 Background - Blue
Message - White
MK6-1 and MK6-2 Background - Green
Message - White
MM6-1 and MM6-2 Background - White
Message - Green
MN6-1 and MN6-2 Background - Brown
Message - White
M06-1 and M06-2 Background - Orange - Type F Reflective
Message - Black
MP6-1 and MP6-2 Background - White
Message - Blue
MR6-1 and MR6-2 Background - Brown
Message - Yellow



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2							1/2					3.06
2M	21		1 1/2	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2							1/2					3.06
3	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
4	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
5	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 180

E

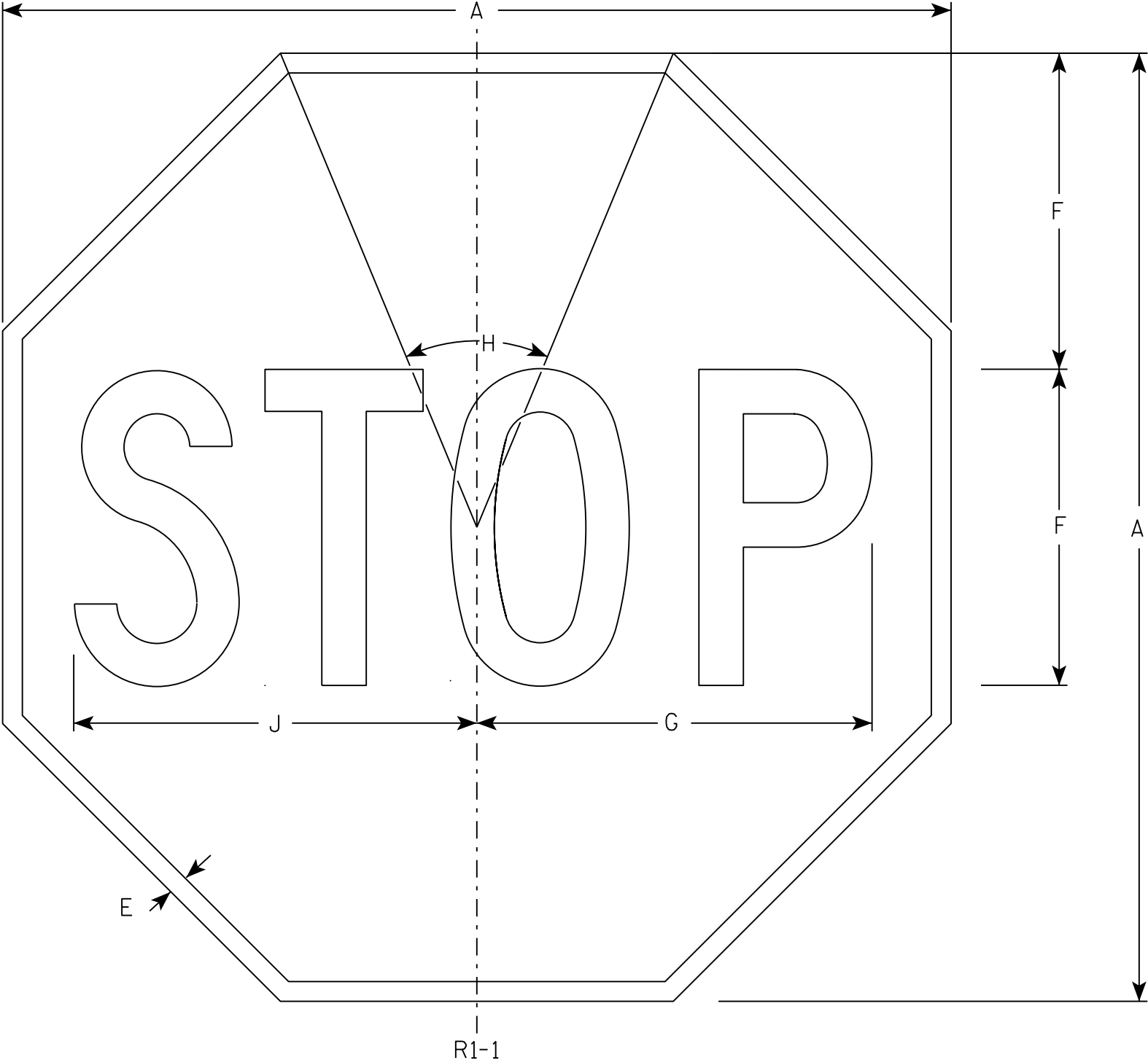
STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-1.16

7



NOTES

- 1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
Background - Red
Message - White
- 3. Message Series - C

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	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

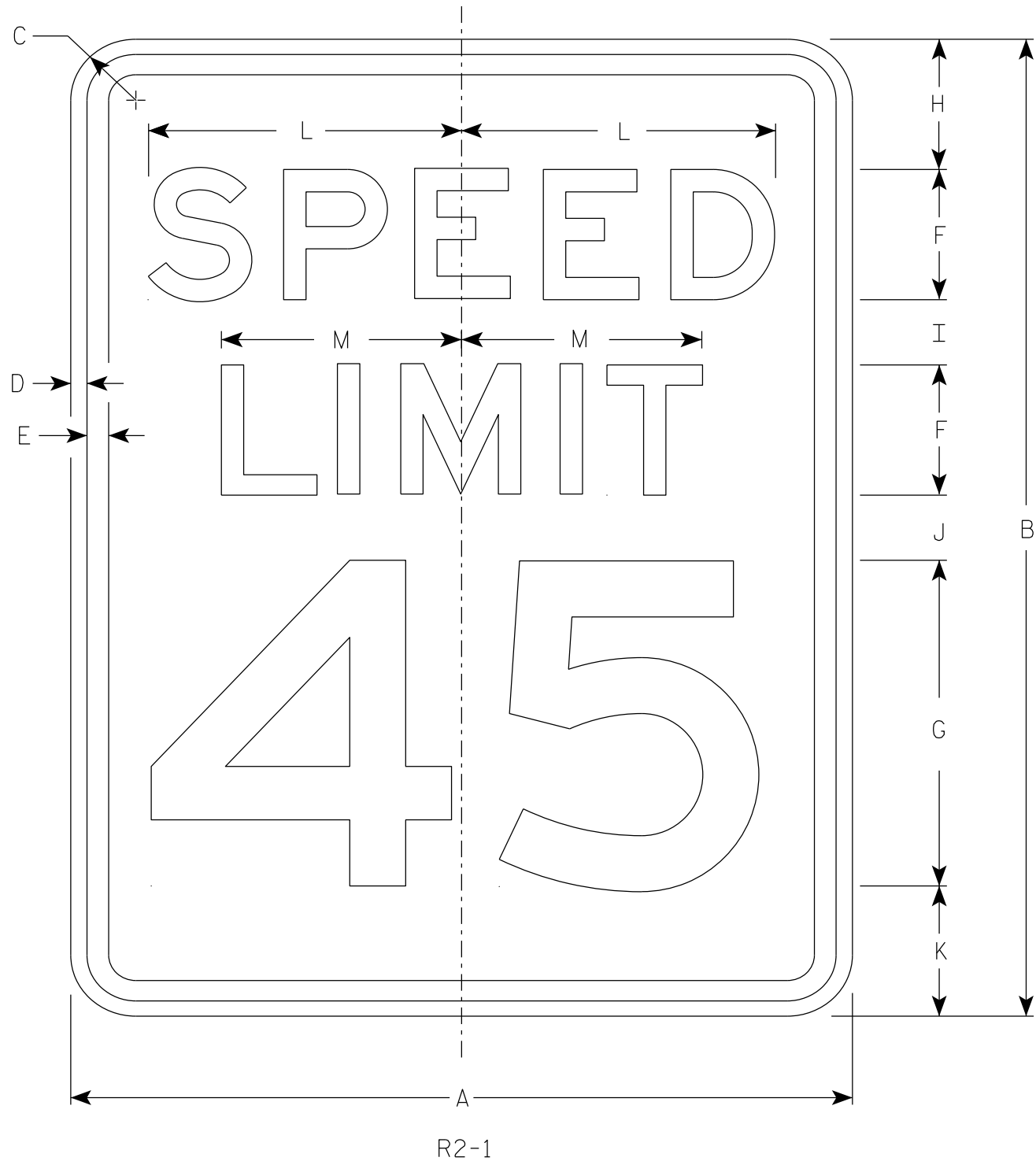
STANDARD SIGN
R1 - 1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

7



NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
 - Background - White
 - Message - Black
- 3. Message Series - E
- 4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

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	18	24	1 1/2	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/2	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 7/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	3	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

STANDARD SIGN

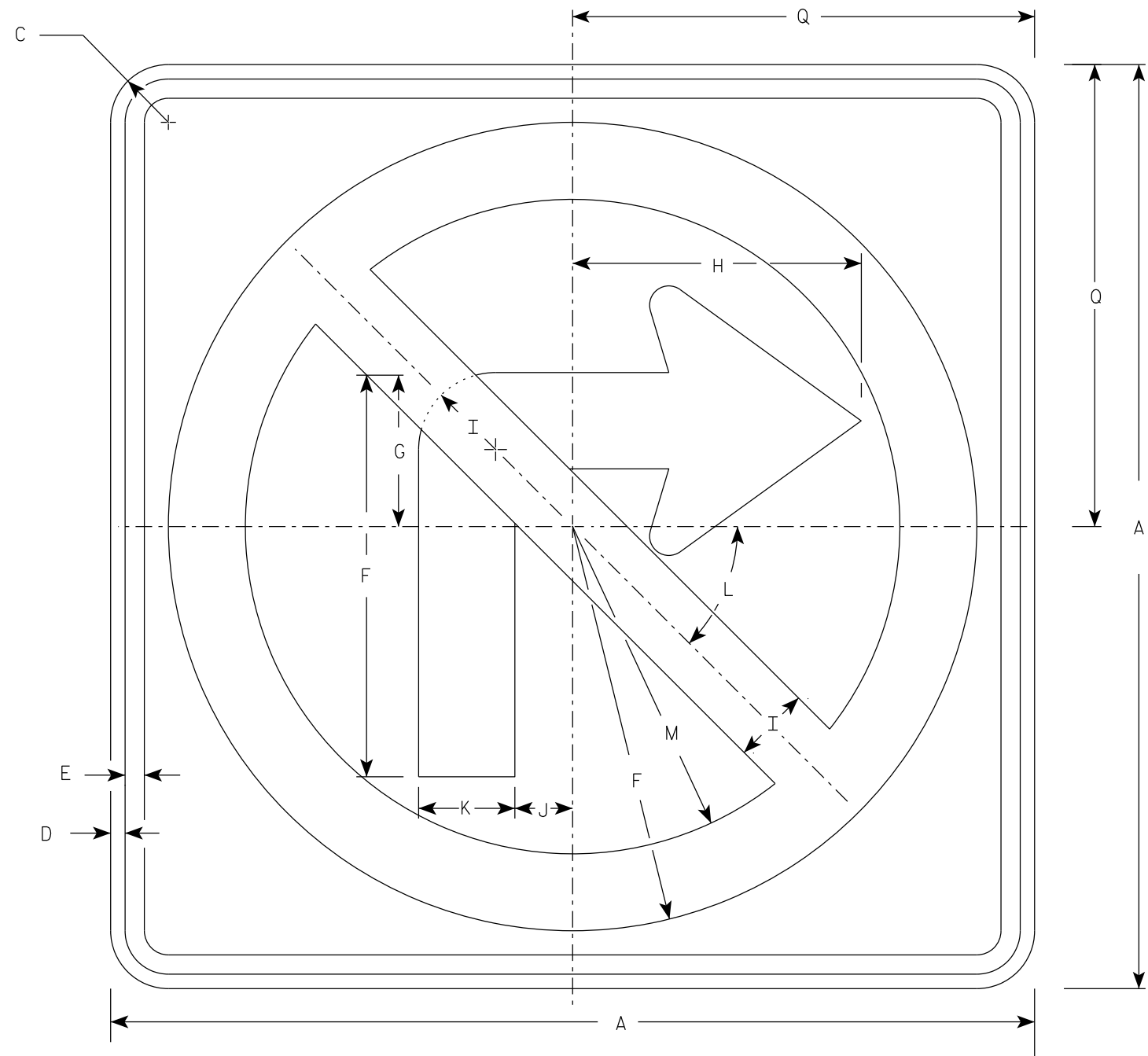
R2 - 1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-1.14

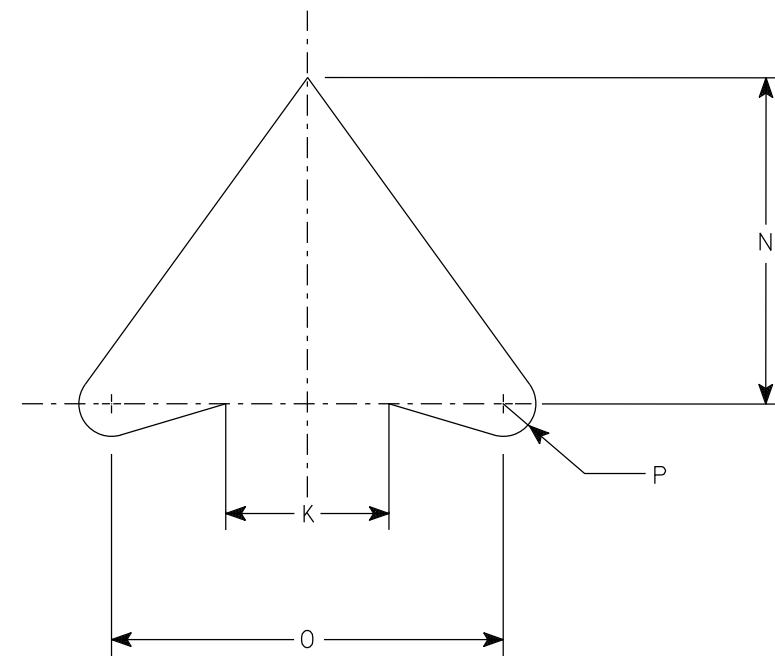
7



R3-1

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - See note 3
- 3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



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	24		1 1/2	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/2	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

PROJECT NO:

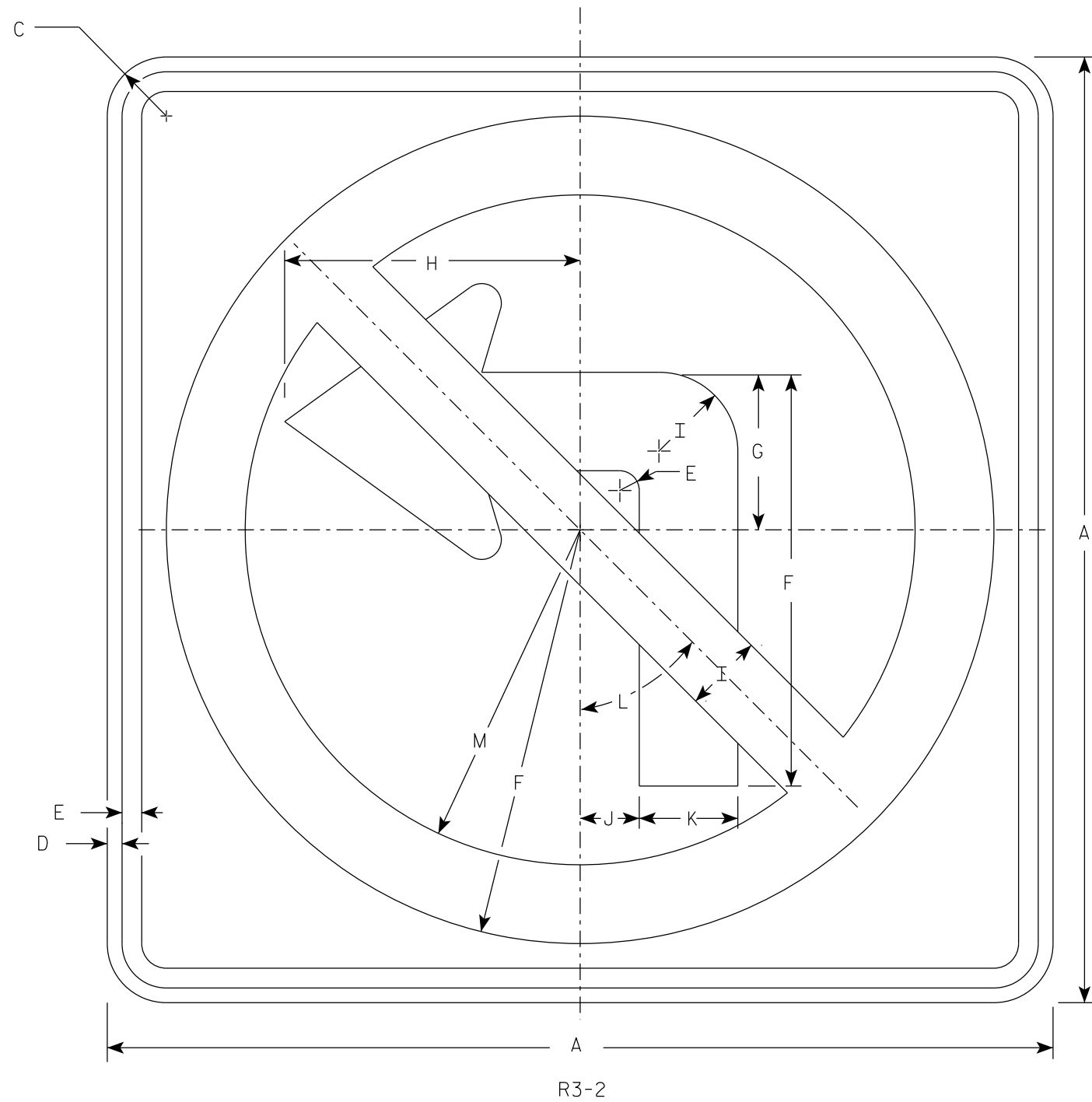
HWY:

COUNTY:

SHEET NO: 183

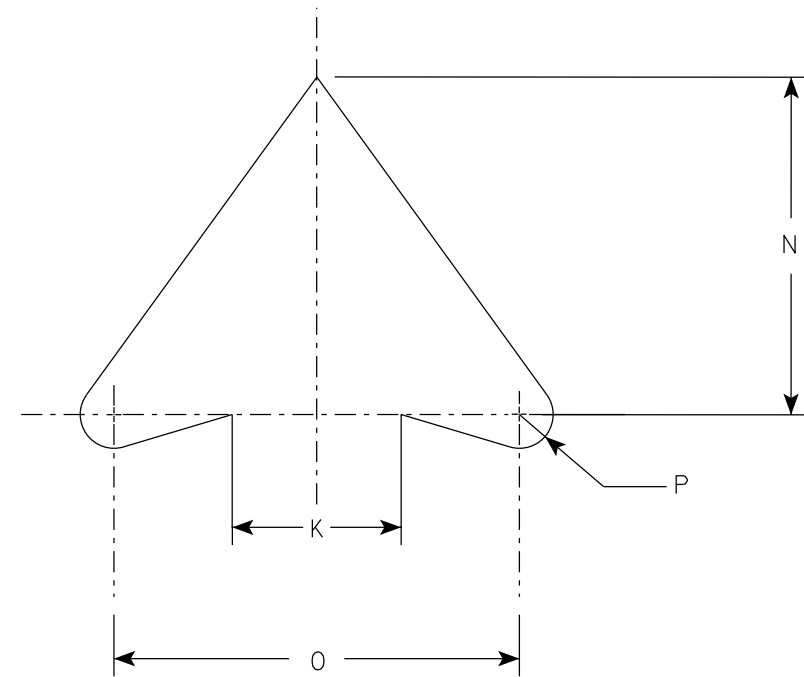
E

7



NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - See note 3
- 3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

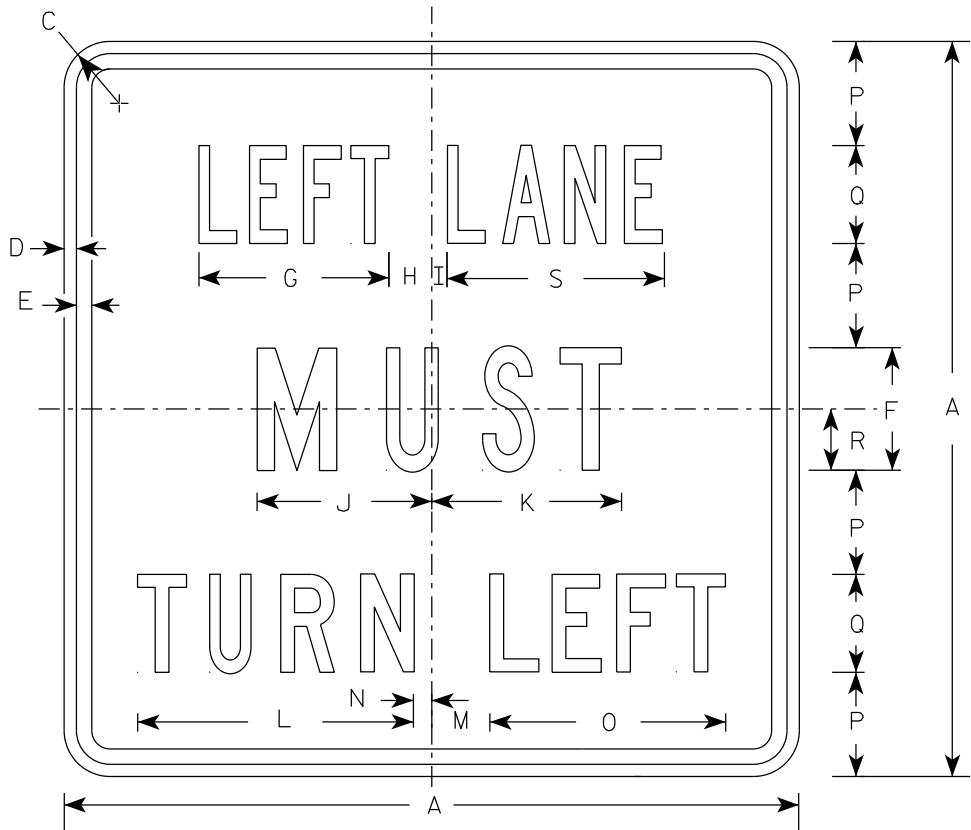
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/2	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

7

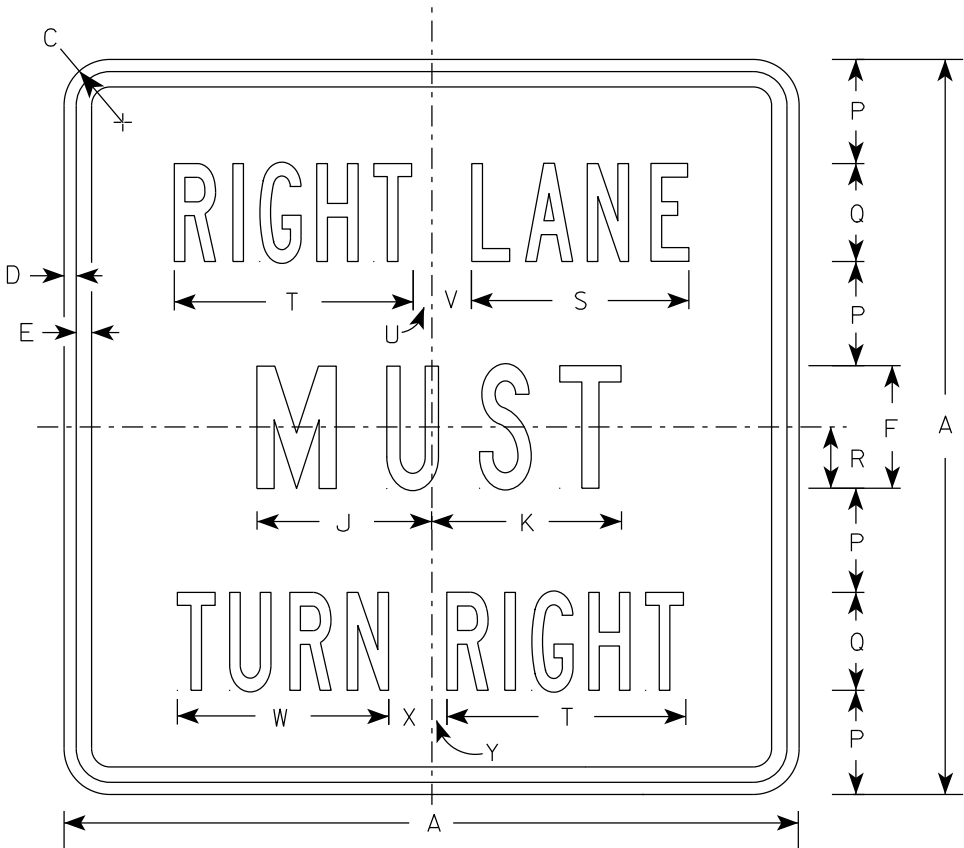
7

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - Line 1 is Series B.
Line 2 is Series C.
Line 3 on plate R3-7R is Series B and Series C on plate R3-7L.



R3-7L



R3-7R

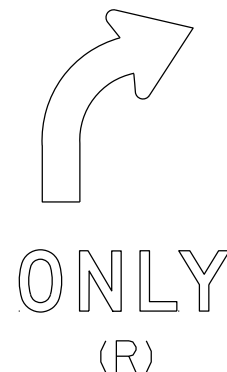
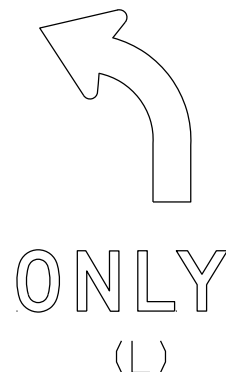
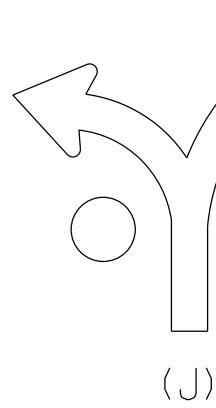
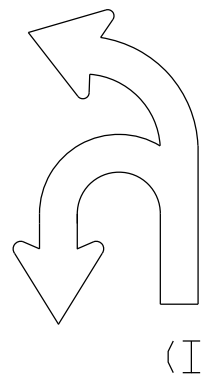
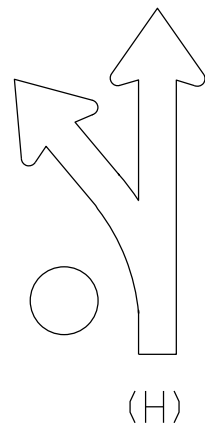
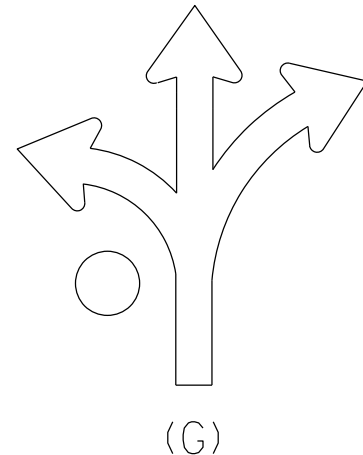
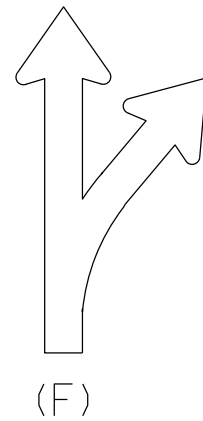
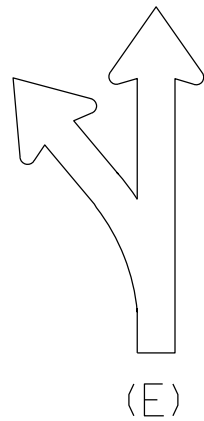
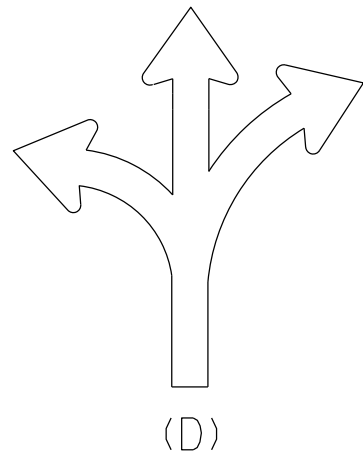
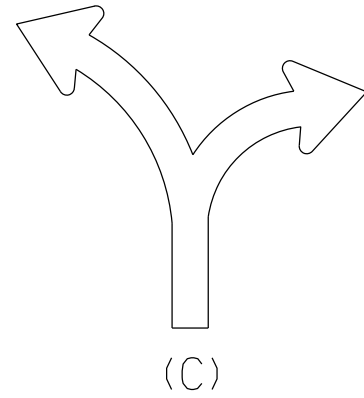
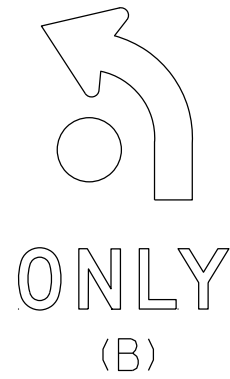
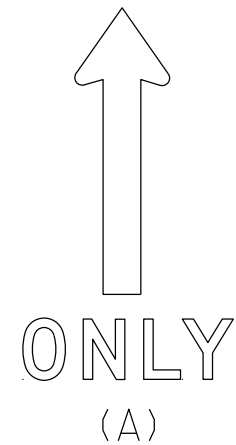
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 7⁄8	1⁄2	5⁄8	5	7 3⁄4	1 3⁄4	5⁄8	7 1⁄8	7 3⁄4	11 1⁄4	2 3⁄8	3⁄4	9 5⁄8	4 1⁄4	4	2 1⁄2	8 7⁄8	9 3⁄4	3⁄4	1 5⁄8	8 5⁄8	1 5⁄8	5⁄8		6.25
2S	30		1 7⁄8	1⁄2	5⁄8	5	7 3⁄4	1 3⁄4	5⁄8	7 1⁄8	7 3⁄4	11 1⁄4	2 3⁄8	3⁄4	9 5⁄8	4 1⁄4	4	2 1⁄2	8 7⁄8	9 3⁄4	3⁄4	1 5⁄8	8 5⁄8	1 5⁄8	5⁄8		6.25
2M	30		1 7⁄8	1⁄2	5⁄8	5	7 3⁄4	1 3⁄4	5⁄8	7 1⁄8	7 3⁄4	11 1⁄4	2 3⁄8	3⁄4	9 5⁄8	4 1⁄4	4	2 1⁄2	8 7⁄8	9 3⁄4	3⁄4	1 5⁄8	8 5⁄8	1 5⁄8	5⁄8		6.25
3	36		2 1⁄4	5⁄8	3⁄4	6	9 5⁄8	2	1 1⁄8	8 3⁄4	9	13 1⁄2	3 7⁄8	1 1⁄2	12 1⁄2	5	5	3	10 5⁄8	12	7⁄8	2 1⁄4	10 5⁄8	2 1⁄8	1		9.00
4	48		2 1⁄4	3⁄4	1	8	13 1⁄2	2 3⁄8	1 1⁄2	11 1⁄2	11 7⁄8	17 3⁄4	3 5⁄8	2 1⁄2	16 3⁄8	6 1⁄2	7	4	14 3⁄8	16 7⁄8	5⁄8	3 1⁄4	15 1⁄8	2 3⁄4	1 1⁄8		16.00
5																											

STANDARD SIGN
R3-7L & R3-7R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/13/23 PLATE NO. R3-7.4



NOTES

1. Sigs are Type II - Type H Reflective
2. Color:
Background - White
Message - Black
3. Message Series - D
4. Use appropriate Letter for Sign Code
Each letter added makes sign wider. Example R3-8EAR
5. Square footage of sign varies by letters

1 Letter = 3.75 sq ft for Size 2

6.0 sq ft for Size 3

10.0 sq ft for Size 4 or 5

2 Letters = 7.5 sq ft for Size 2

12.0 sq ft for Size 3

20.0 sq ft for Size 4 or 5

3 Letters = 11.25 sq ft for Size 2

18.0 sq ft for Size 3

30.0 sq ft for Size 4 or 5

4 Letters = 15.0 sq ft for Size 2

24.0 sq ft for Size 3

40.0 sq ft for Size 4 or 5

5 Letters = 18.75 sq ft for Size 2

30.0 sq ft for Size 3

50.0 sq ft for Size 4 or 5

6 Letters = 22.5 sq ft for Size 2

36.0 sq ft for Size 3

60.0 sq ft for Size 4 or 5

6. When letters C,D,G,J are used on the Left or Right end of the sign the Sq.Ft. changes.

Add the amounts when these letters are used:

1.25 sq ft for Size 2

1.5 sq ft for Size 3

2.0 sq ft for Size 4 or 5

STANDARD SIGN
R3-8 Series

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

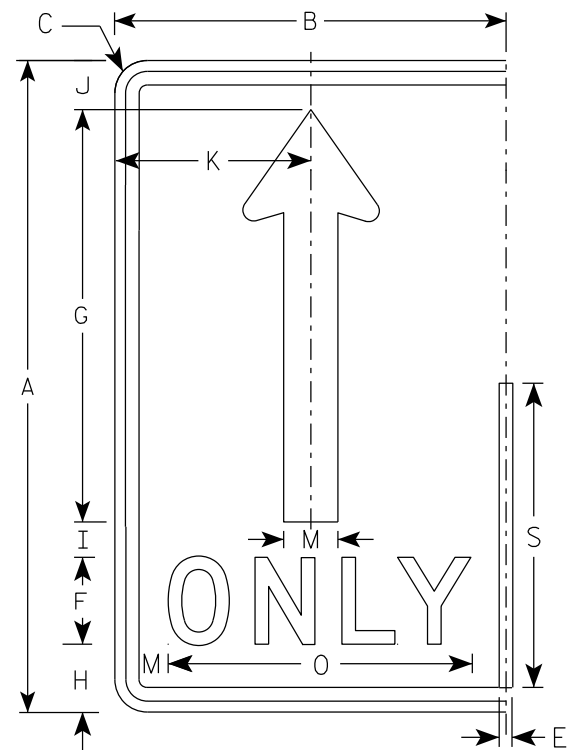
PROJECT NO:

SHEET NO: 186

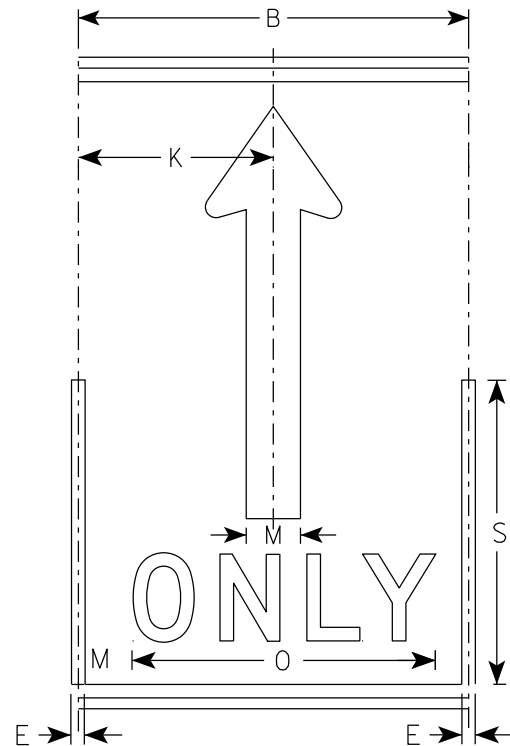
E

NOTES

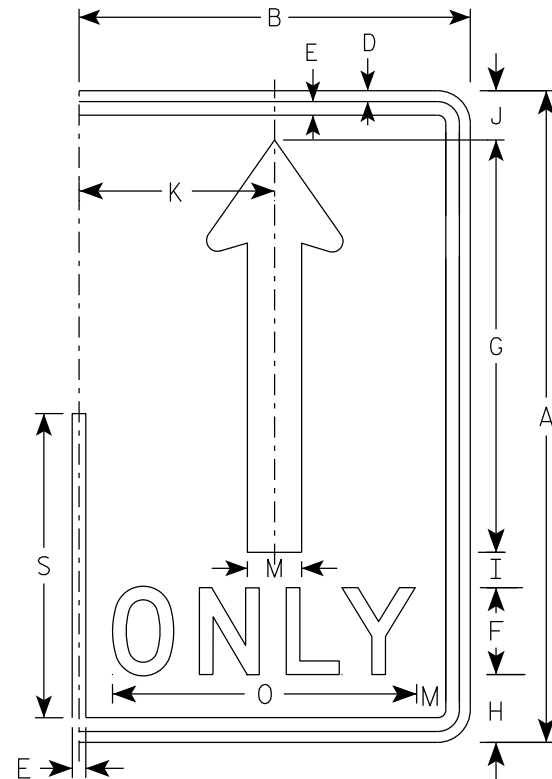
- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - D



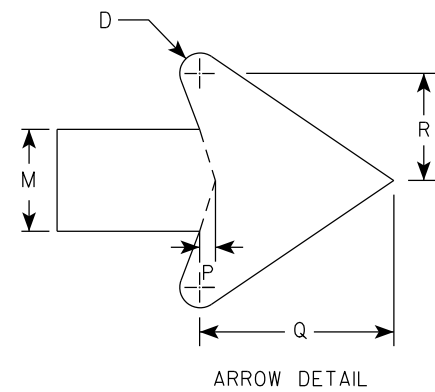
(A)



(A)



(A)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8	5	22 3/4	3 3/4	1 3/4	2 3/4	12		3		17 5/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (A) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

7

7

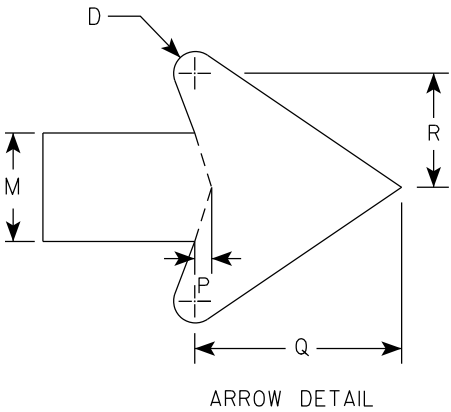
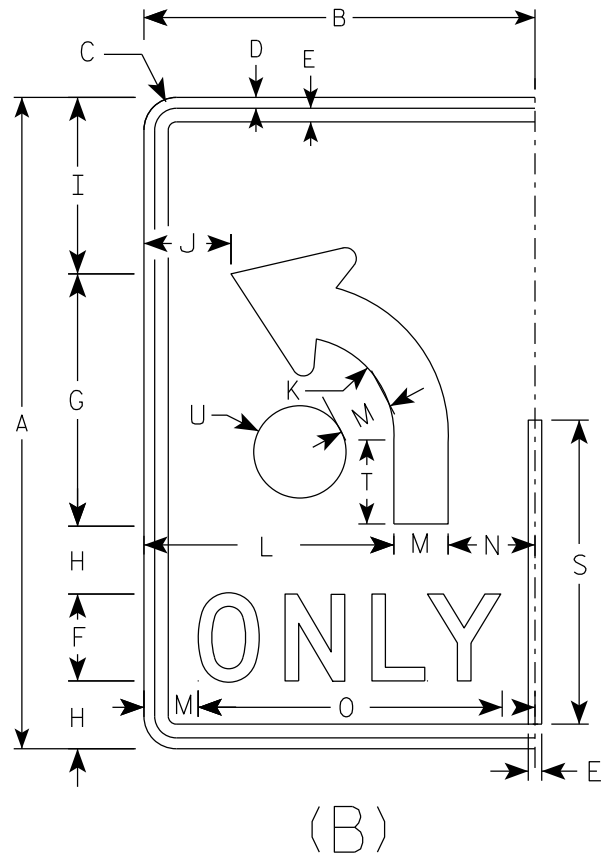
NOTES

1. Sign is Type II - Type H Reflective
2. Color:

Background - White

Message - Black

Message Series - D



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 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8	2 1/2						6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0

STANDARD SIGN

R3-8 (B) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*

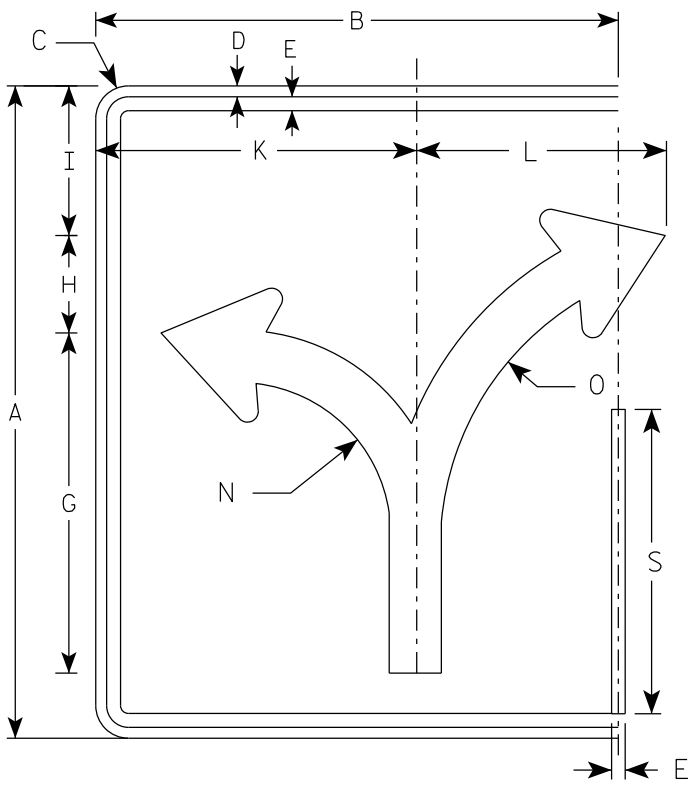
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

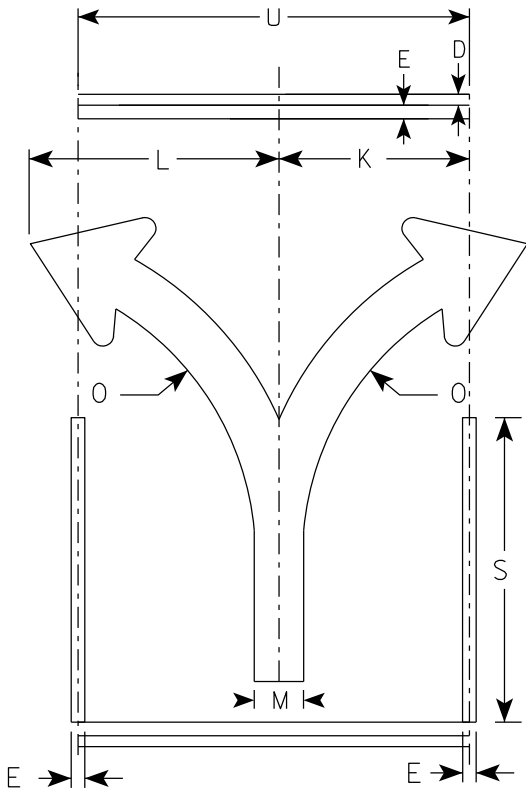
7

NOTES

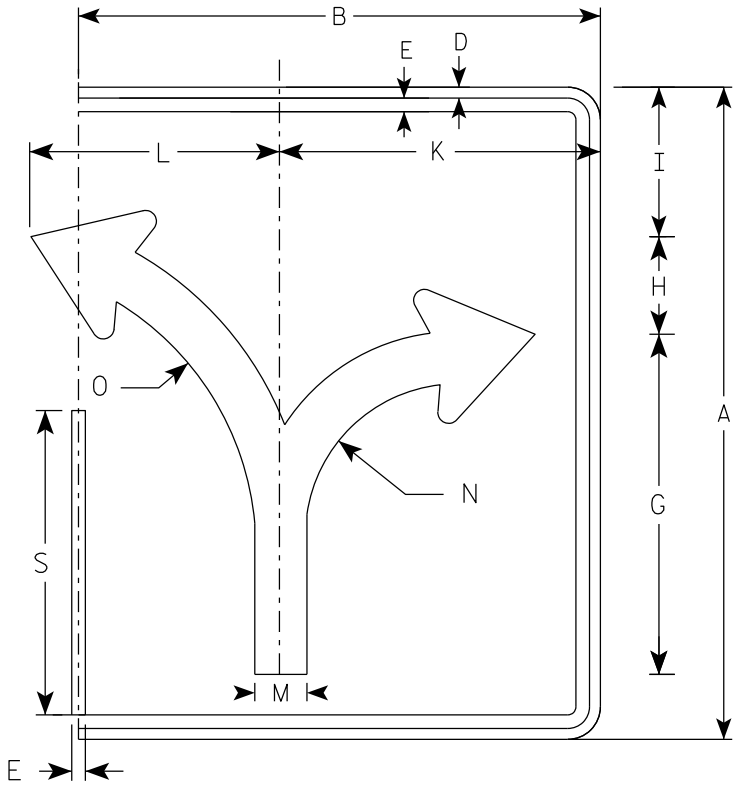
- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - None



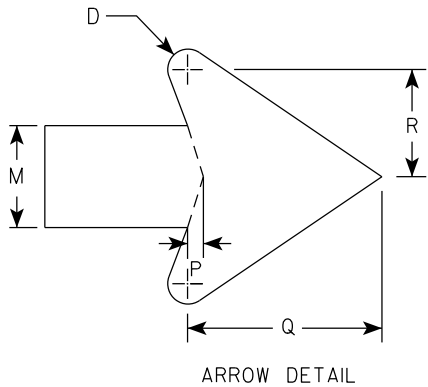
(C)



(C)



(C)



7

																											ENDS	MIDDLE
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.	Area sq. ft.
1																												
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 189

E

STANDARD SIGN
R3-8 (C) Arrow

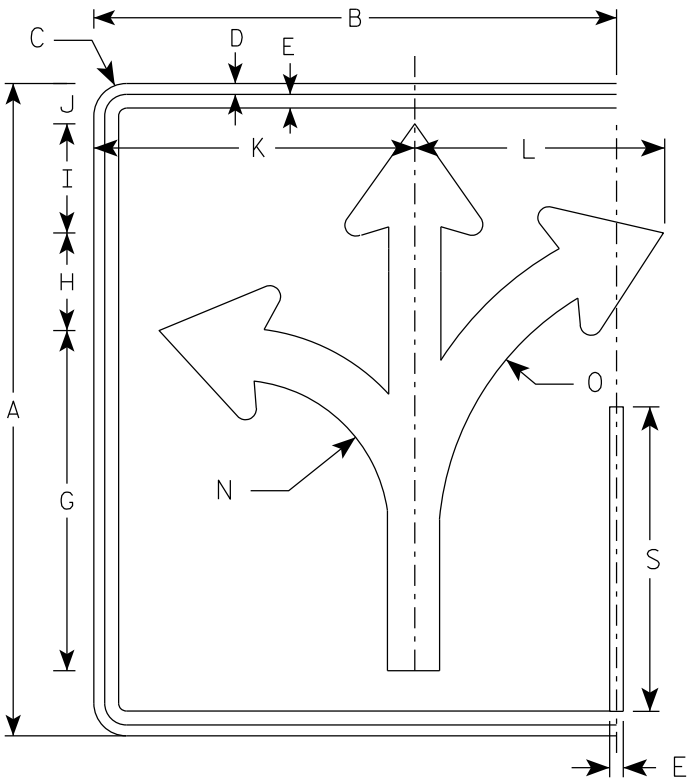
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

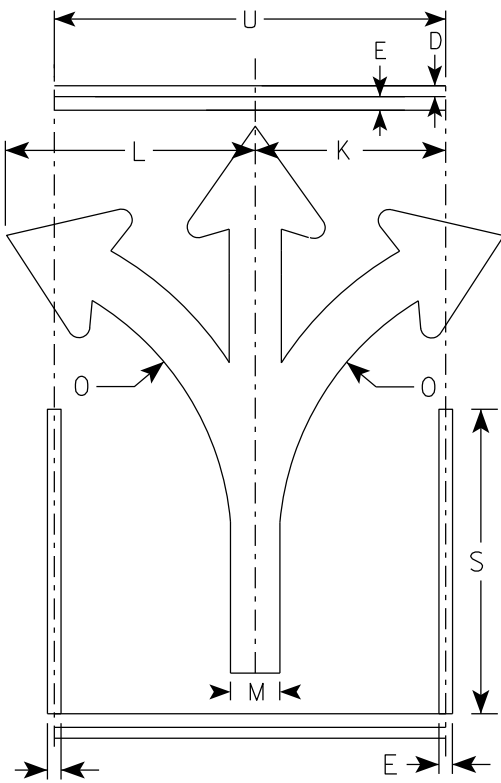
DATE 2/14/23 PLATE NO. R3-8.2

NOTES

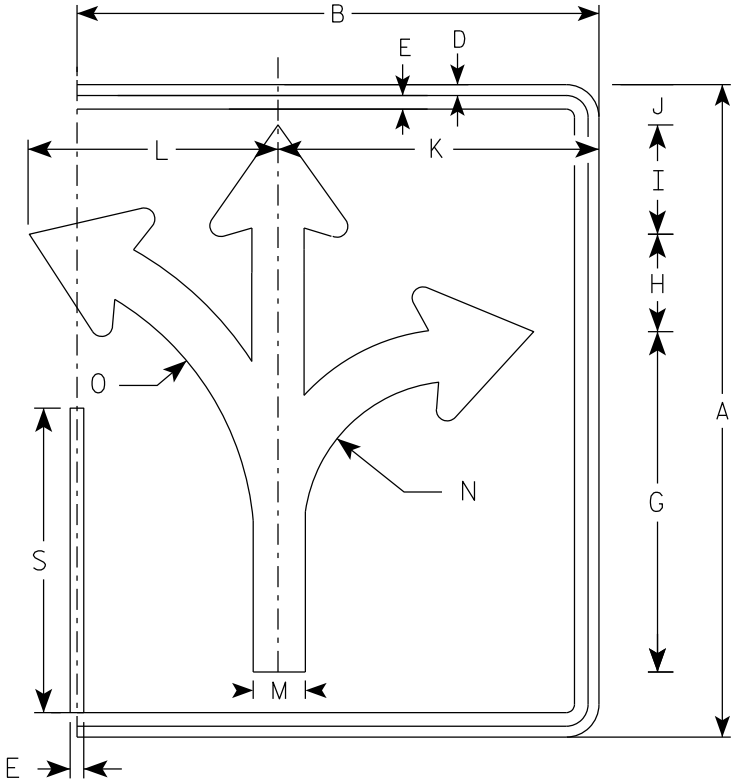
- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - None



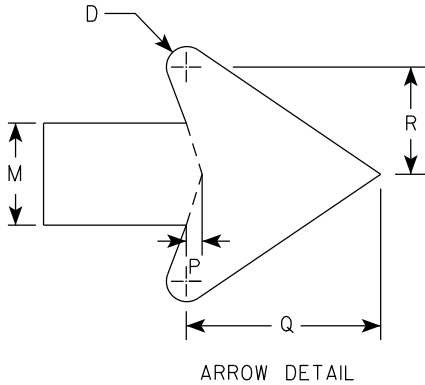
(D)



(D)



(D)



																												ENDS	MIDDLE
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.	Area sq. ft.	
1																													
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75	
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75	
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	6	2 1/4	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0	
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0	
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0	

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 190

E

STANDARD SIGN
R3-8 (D) Arrow

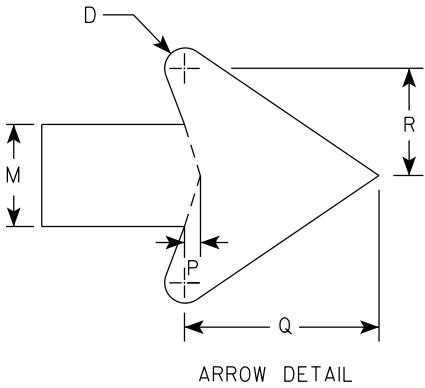
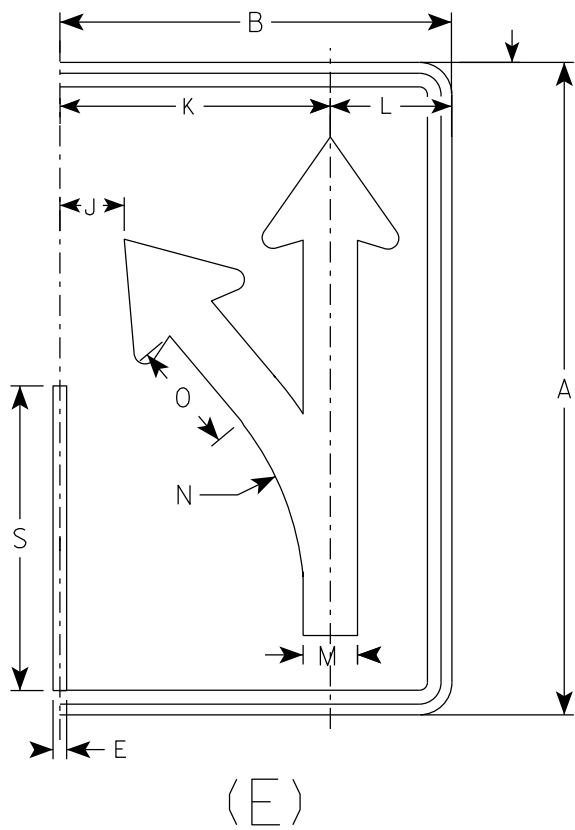
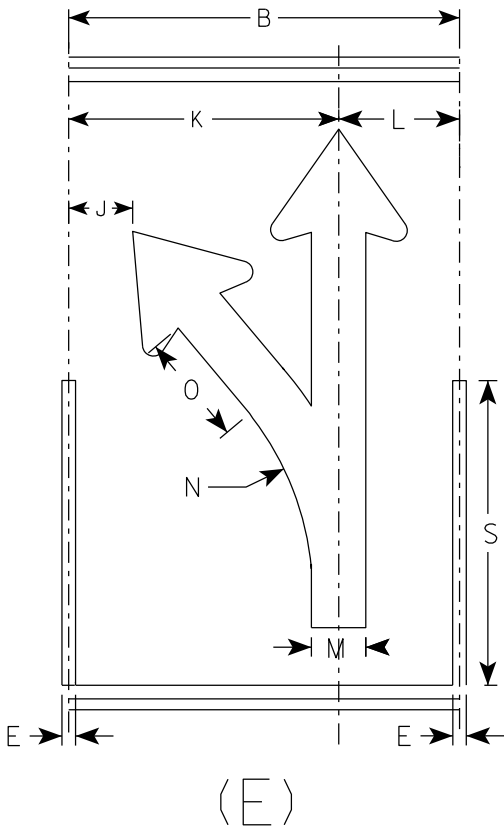
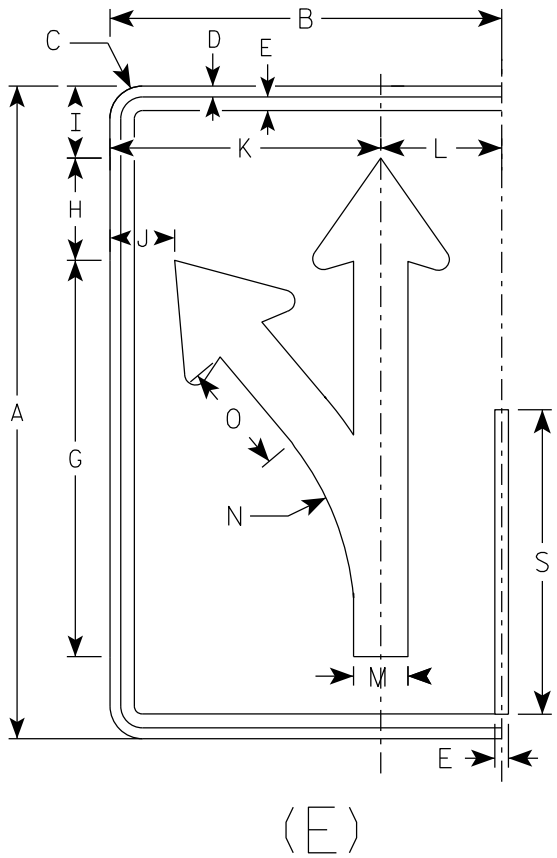
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - None



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 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 191

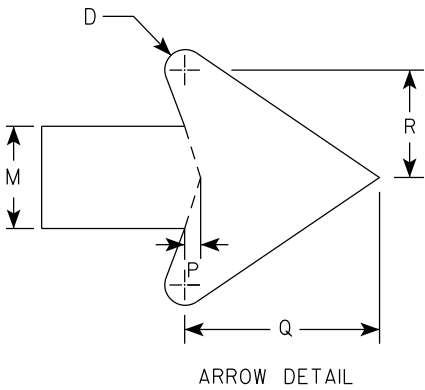
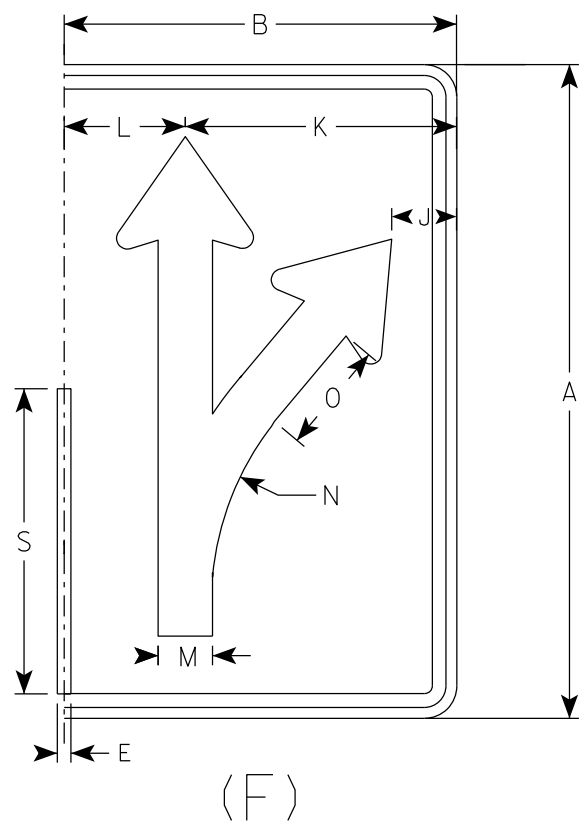
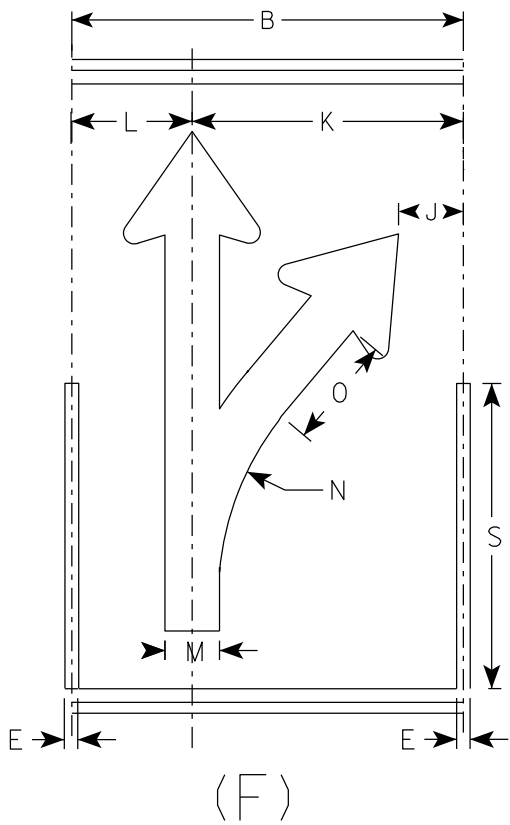
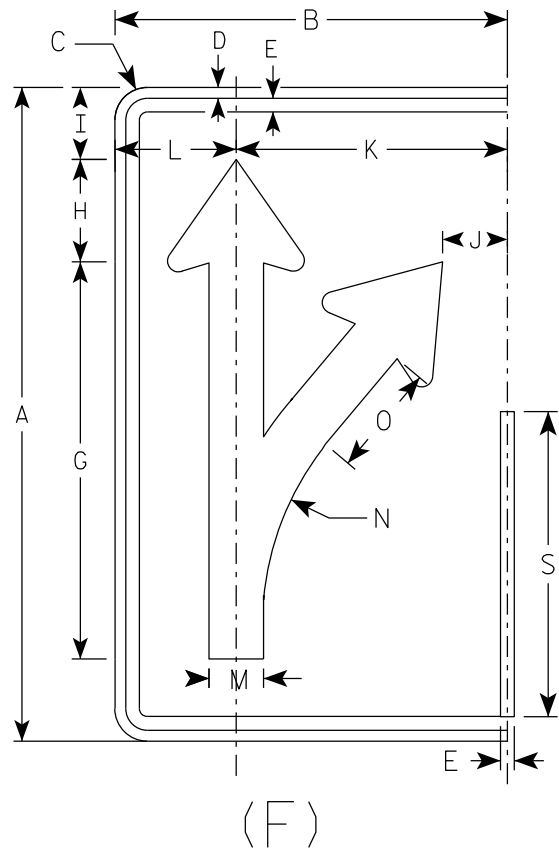
E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:

Background - White

Message - Black
3. Message Series - None



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 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 192

E

STANDARD SIGN
R3-8 (F) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

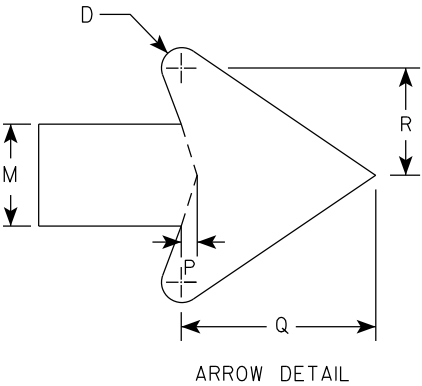
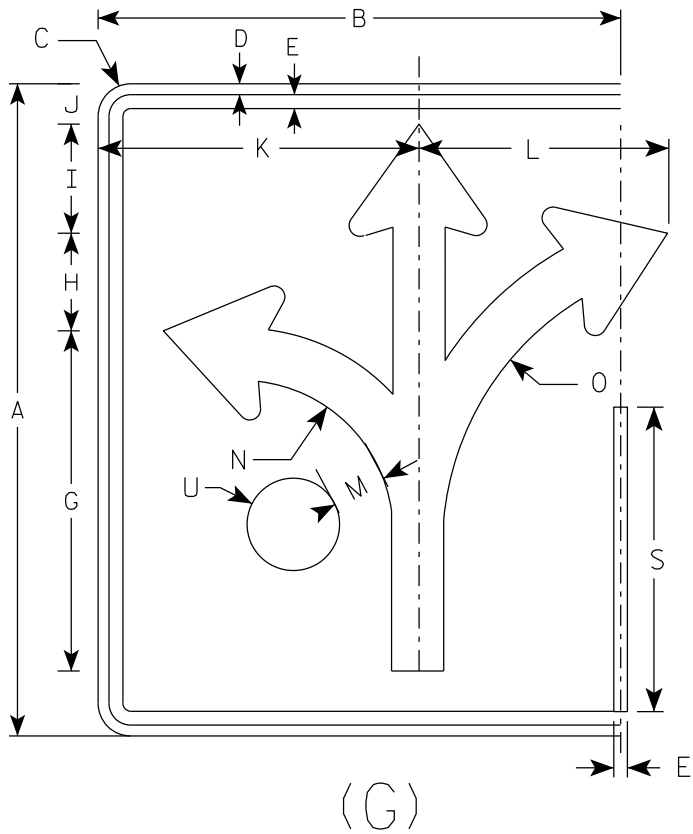
DATE 2/14/23 PLATE NO. R3-8.2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:

Background - White

Message - Black
3. Message Series - None



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	6	3 1/8	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 193

E

STANDARD SIGN

R3-8 (G) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

7

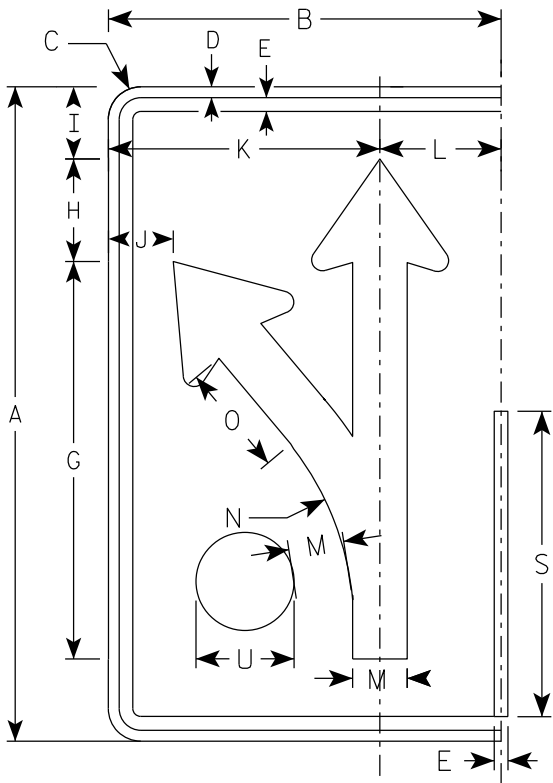
7

NOTES

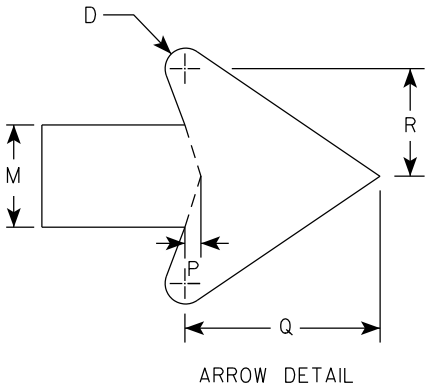
1. Sign is Type II - Type H Reflective
2. Color:

Background - White

Message - Black
3. Message Series - None



(H)



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 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4		2 1/2						6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0

STANDARD SIGN

R3-8 (H) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

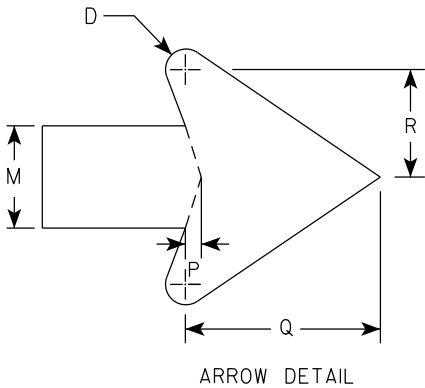
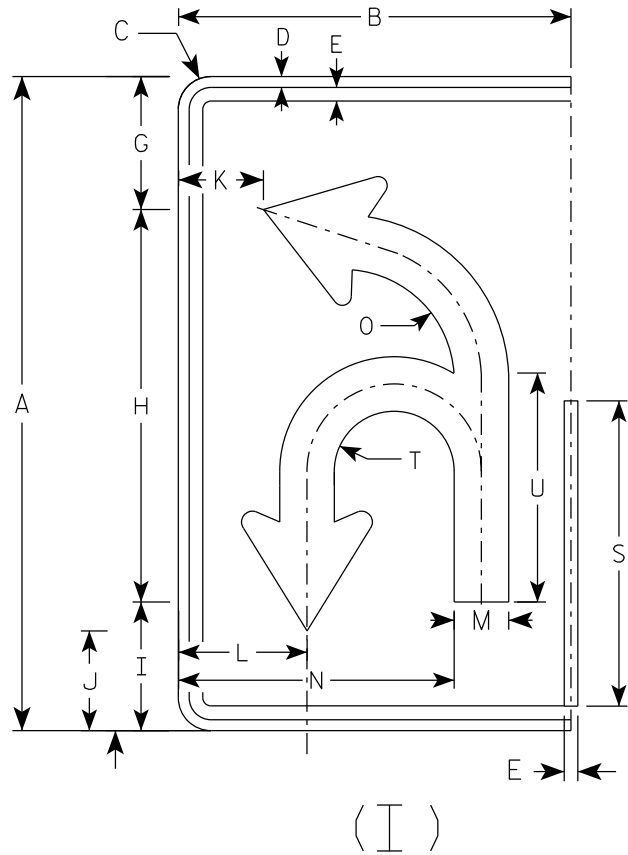
DATE 2/14/23 PLATE NO. R3-8.2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:

Background - White

Message - Black
3. Message Series - None



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 1/2	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
2M	30	18	1 1/2	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	21 5/8	7 1/8	5 1/2	5 7/8	8 1/4	3	16 3/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4	3 1/4	12 5/8						6.0
4	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0
5	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 195

E

STANDARD SIGN

R3-8 (I) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

7

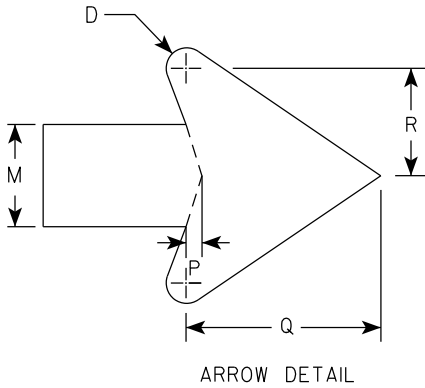
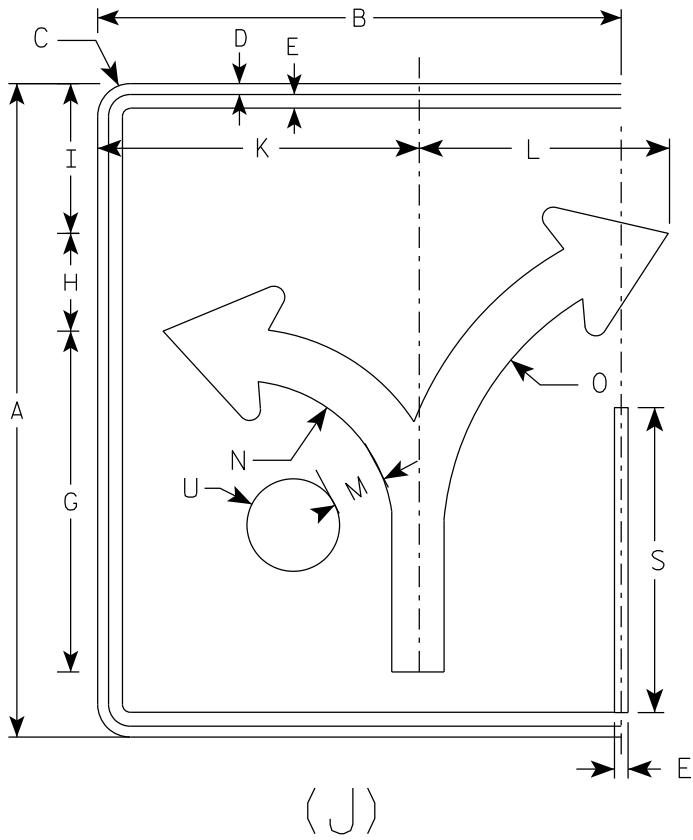
7

NOTES

1. Sign is Type II - Type H Reflective
2. Color:

Background - White

Message - Black
3. Message Series - None



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 196

E

STANDARD SIGN

R3-8 (J) Arrow

WISCONSIN DEPT OF TRANSPORTATION

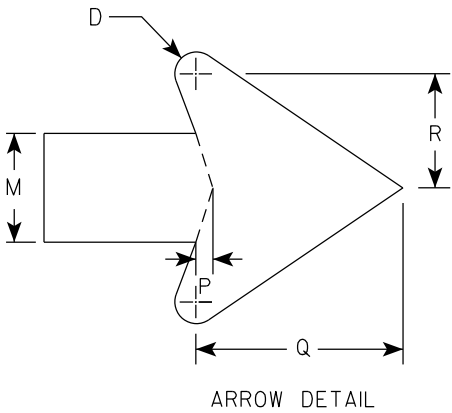
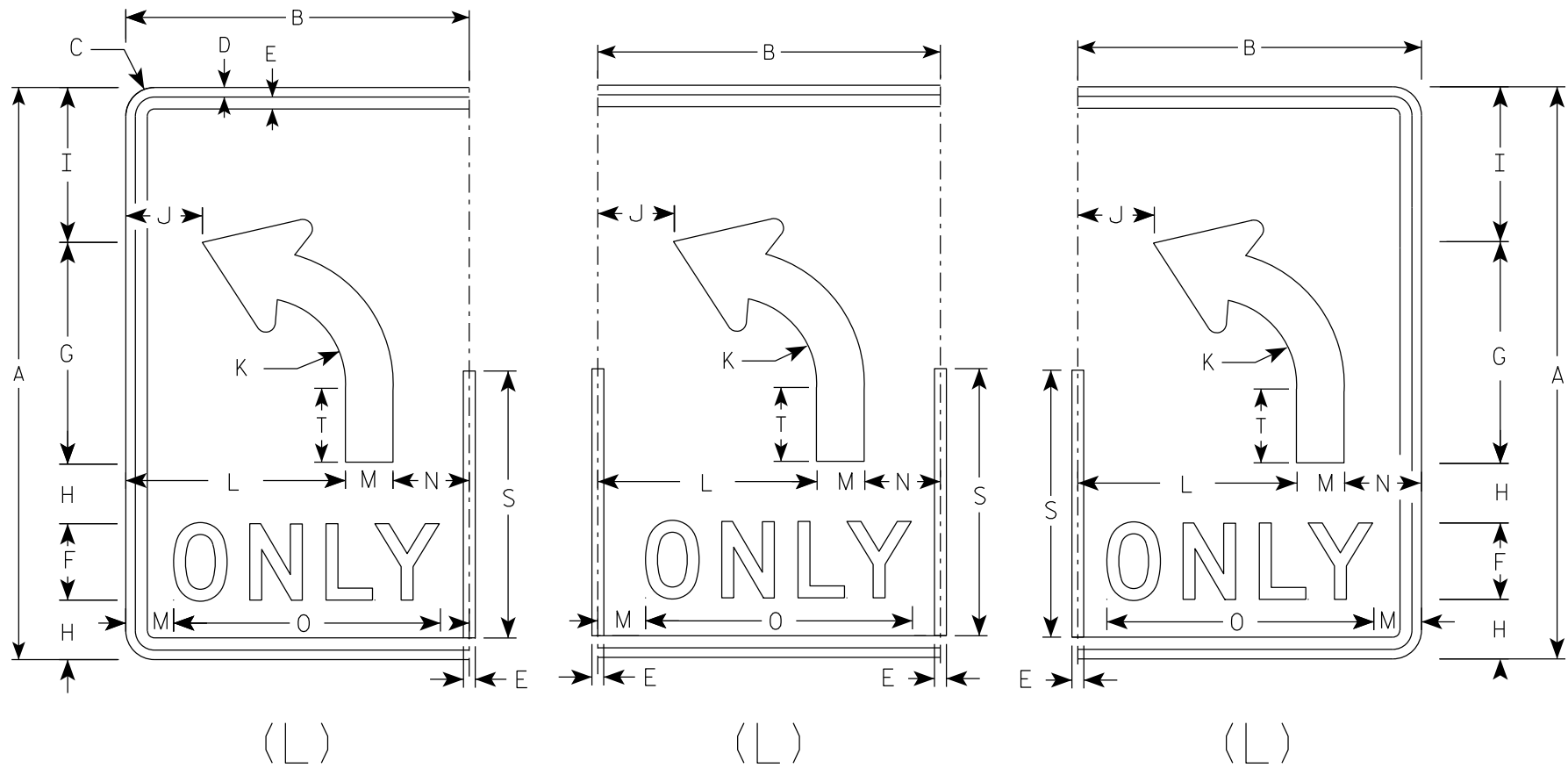
APPROVED *Matthew R. Rauch*

for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - D



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 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (L) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*

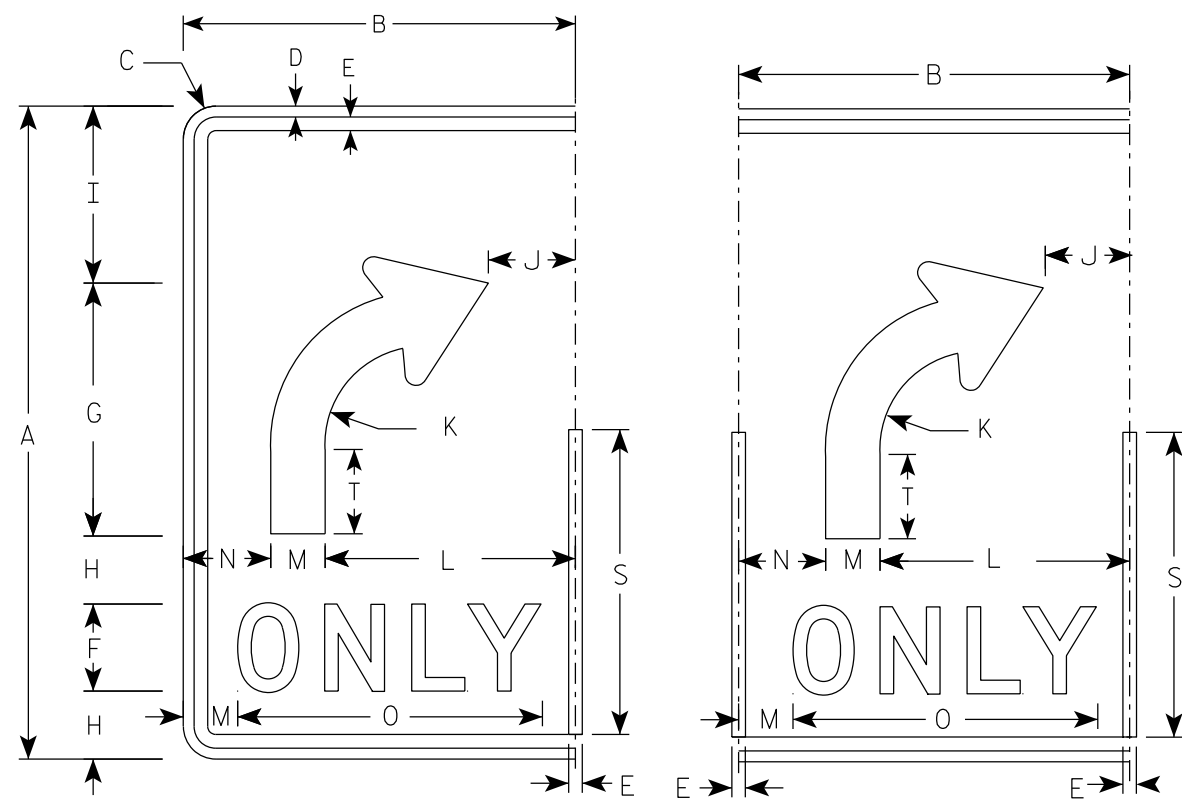
for State Traffic Engineer

DATE 2/14/23

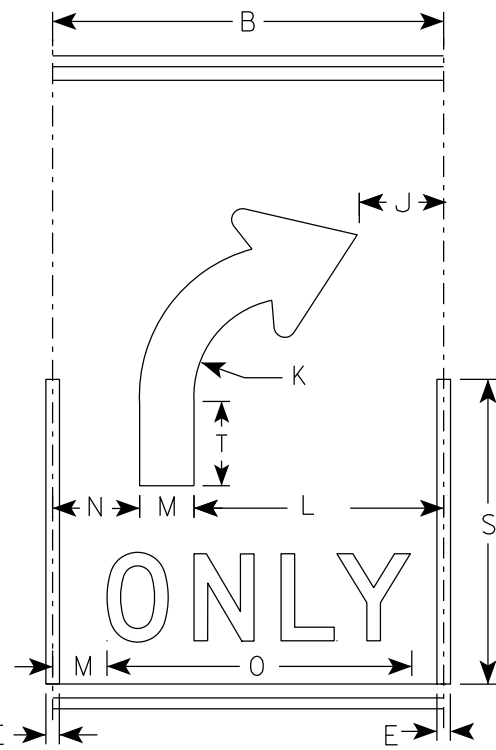
PLATE NO. R3-8.2

NOTES

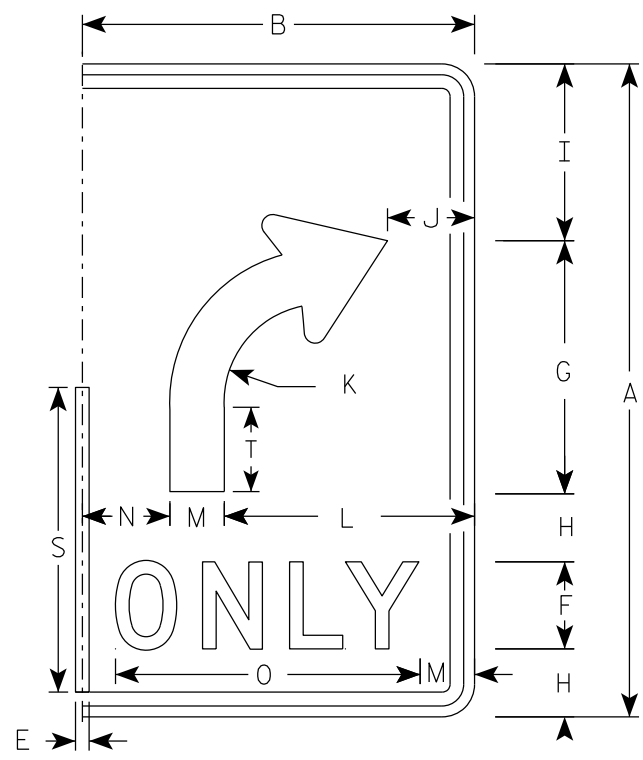
- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - D



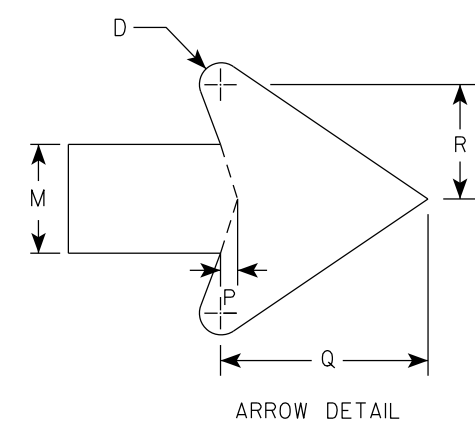
(R)



(R)



(R)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (R) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*

for State Traffic Engineer

DATE 2/14/23

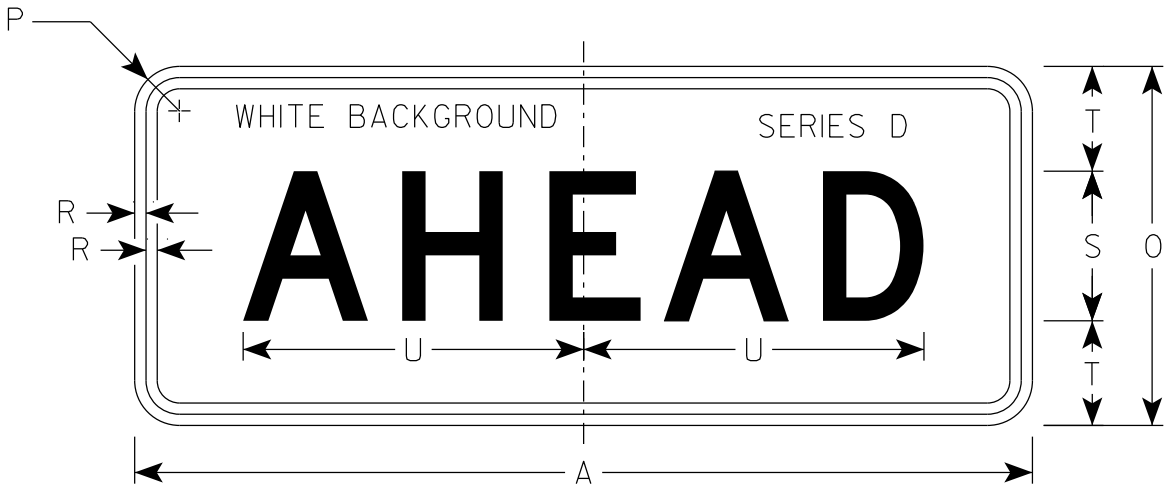
PLATE NO. R3-8.2



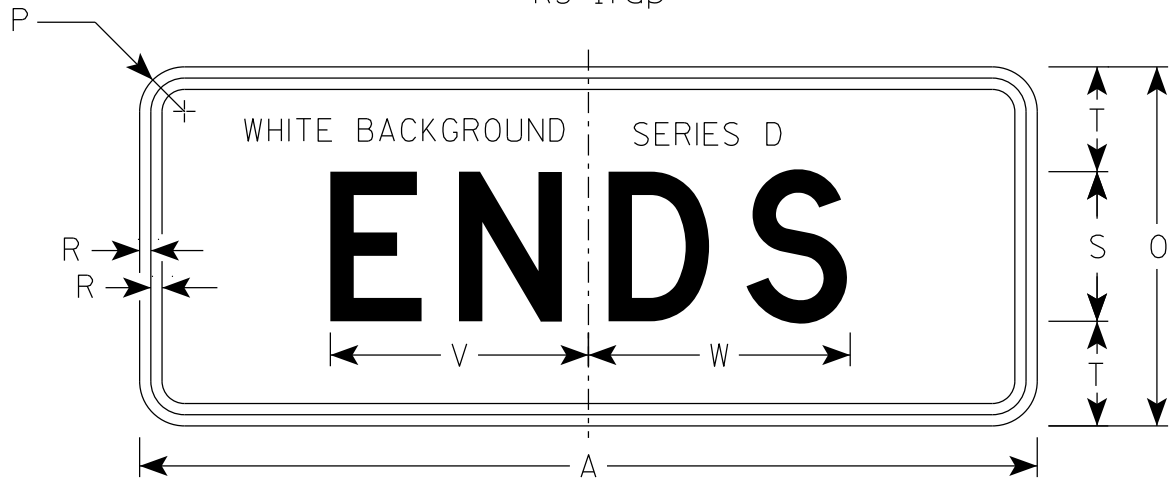
R3-17

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - AS SHOWN
Message - BLACK
- 3. Message Series - C or as noted



R3-17ap



R3-17bp

																												R3-17	R3-17ap	R3-17bp
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.	Area sq. ft.	Area sq. ft.	
1																														
2S	30	24	1 1/2	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/2	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5	
2M	30	24	1 1/2	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/2	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5	
3																														
4																														
5																														

STANDARD SIGN

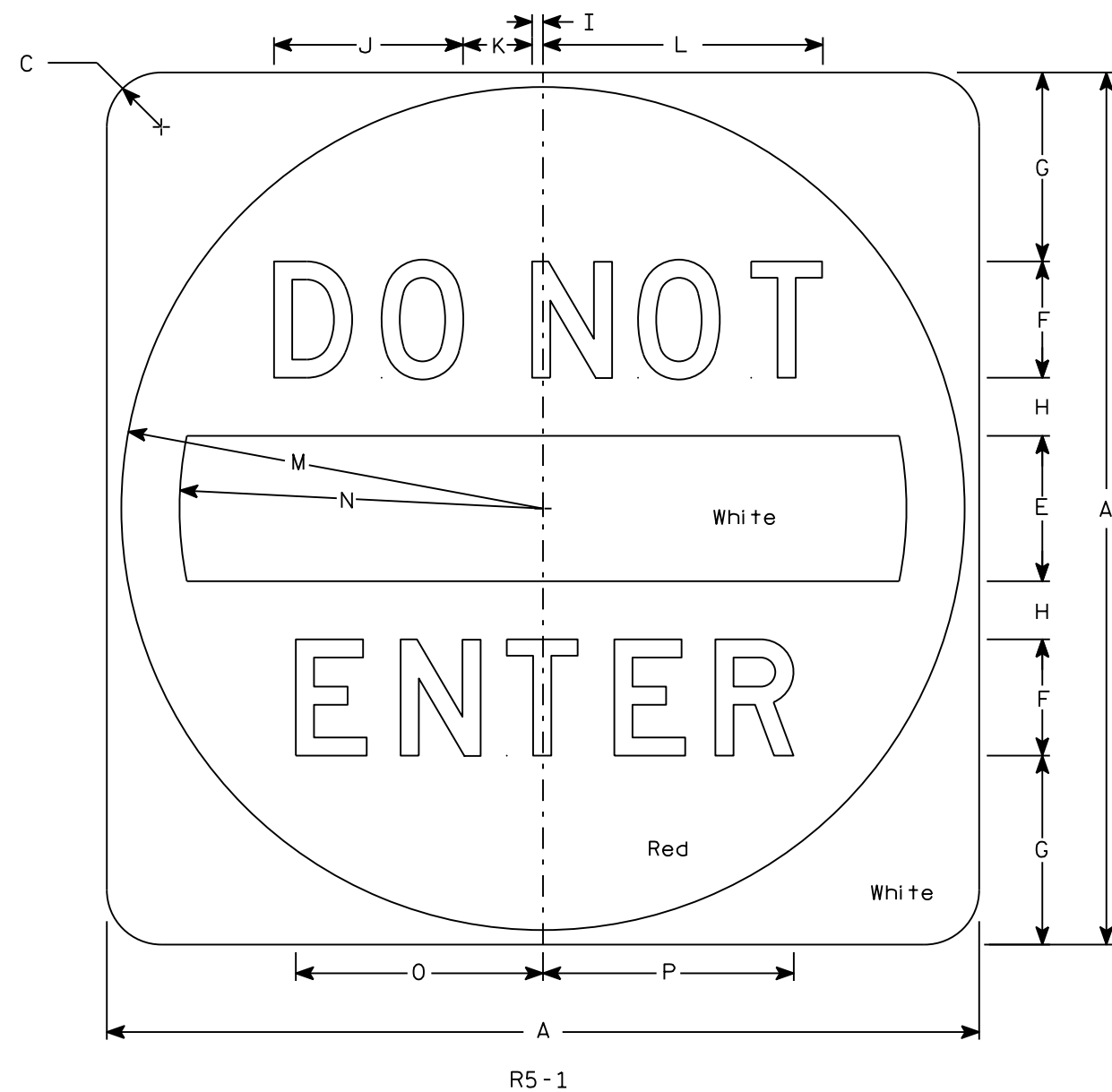
R3-17 & R3-17a&bp

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-17.3

7



NOTES

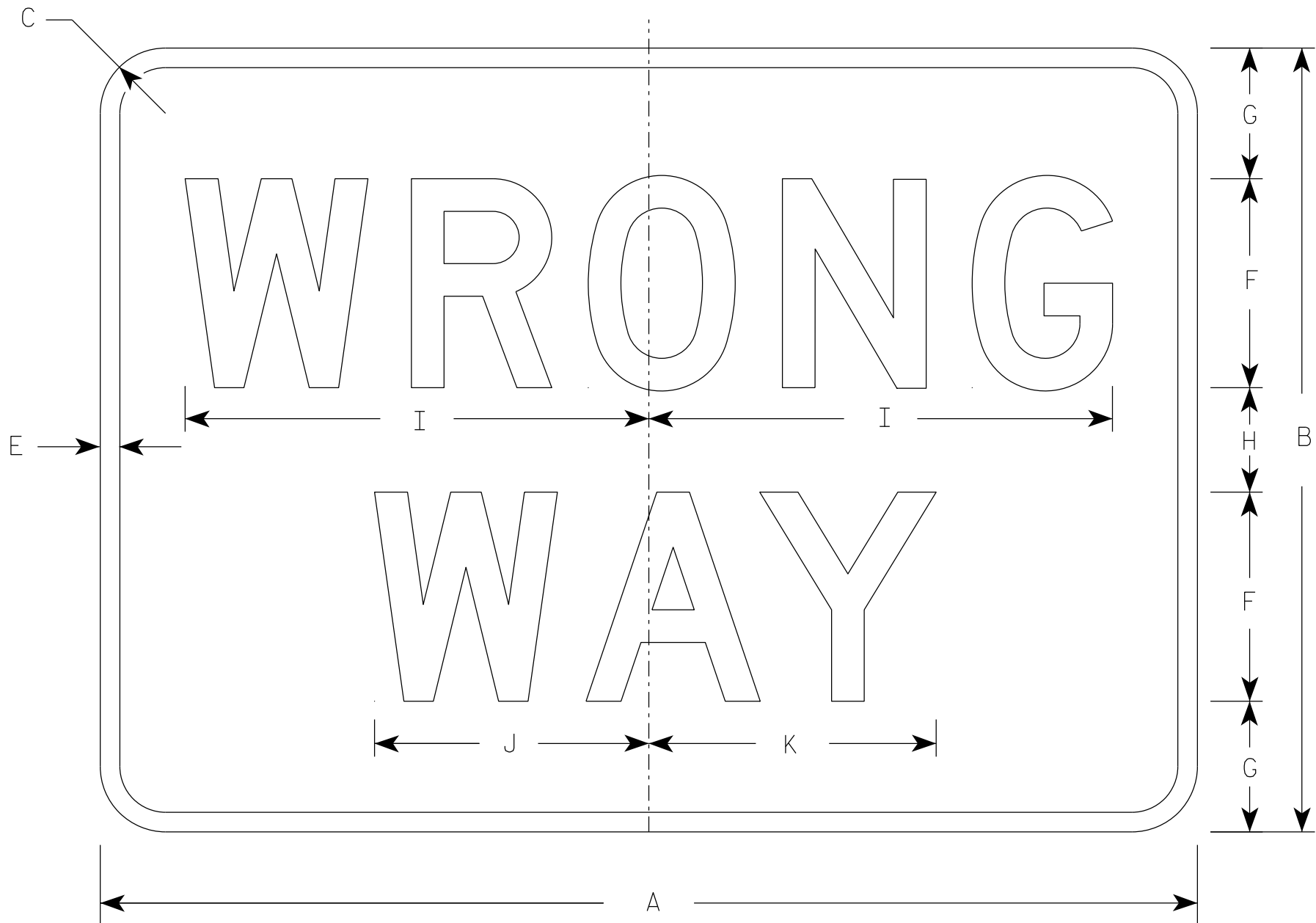
1. Sign is Type II - Type H Reflective
2. Color:
Background - See detail
Message - White
3. Message Series - D

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	30		1 7⁄8		5	4	6 1⁄2	2	3⁄8	6 1⁄2	2 3⁄8	9 5⁄8	14 1⁄2	12 1⁄2	8 1⁄2	8 5⁄8											6.25
2M	36		2 1⁄4		6	5	7 1⁄2	2 1⁄2	1⁄2	8 1⁄8	3	12 1⁄8	17 1⁄2	15	10 5⁄8	10 3⁄4											9.0
3	36		2 1⁄4		6	5	7 1⁄2	2 1⁄2	1⁄2	8 1⁄8	3	12 1⁄8	17 1⁄2	15	10 5⁄8	10 3⁄4											9.0
4	36		2 1⁄4		6	5	7 1⁄2	2 1⁄2	1⁄2	8 1⁄8	3	12 1⁄8	17 1⁄2	15	10 5⁄8	10 3⁄4											9.0
5	48		3		8	6	11	3	5⁄8	9 3⁄4	3 5⁄8	14 1⁄2	23 1⁄2	20	12 3⁄4	12 7⁄8											16.0

STANDARD SIGN R5-1	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 3/15/18	PLATE NO. R5-1.16

7



R5-1A

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
 - Background - Red
 - Message - White
- 3. Message Series - D

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	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	1 1/2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75

PROJECT NO:

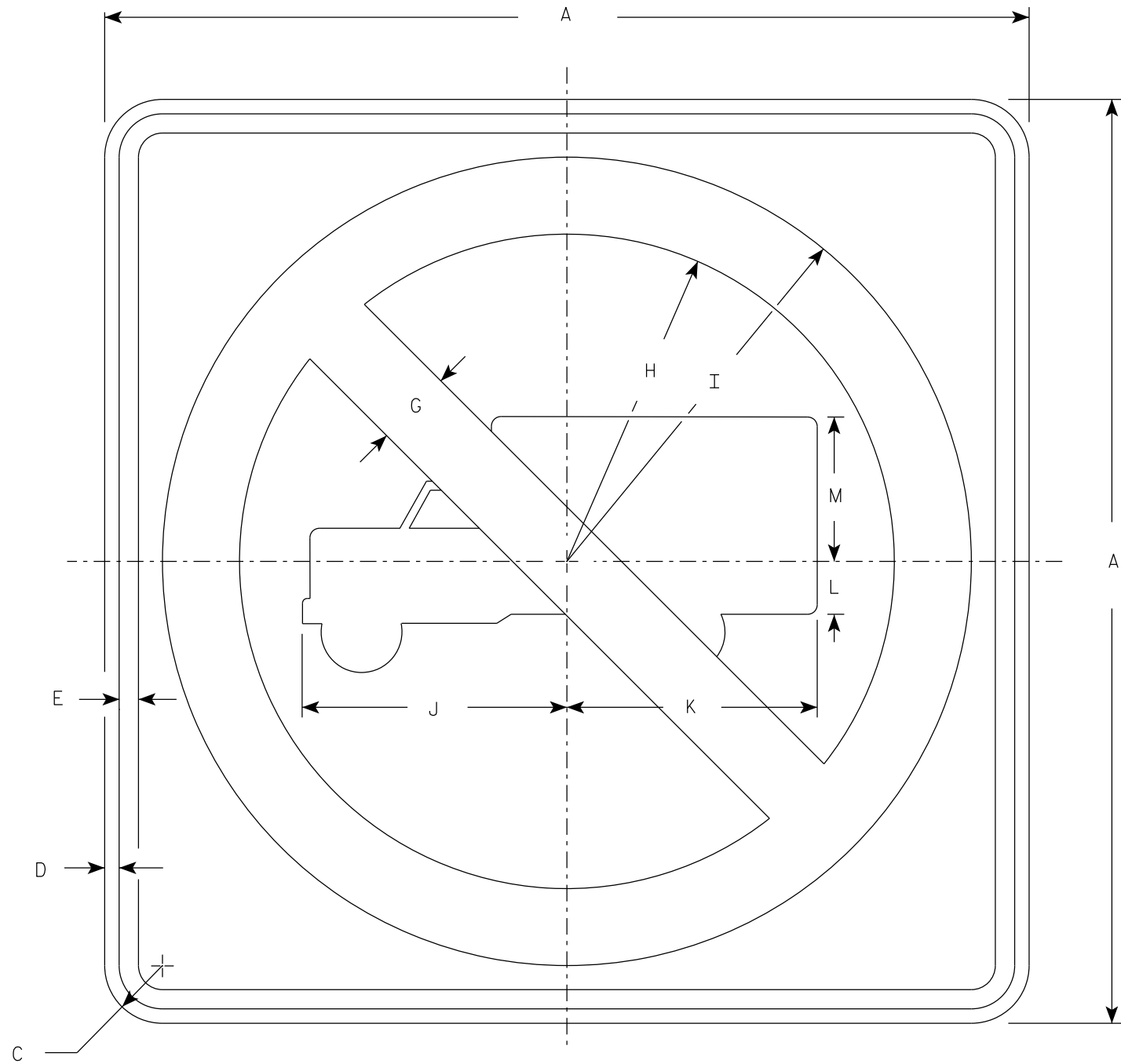
HWY:

COUNTY:

SHEET NO: 201

E

7



R5-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - See Note 3
3. Circle & Diagonal - Red
Truck Symbol & Border - Black

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		1 1/2	3/8	1/2		2	8 1/2	10 1/2	6 7/8	6 1/2	1 3/8	3 3/4														4.0
2M	24		1 1/2	3/8	1/2		2	8 1/2	10 1/2	6 7/8	6 1/2	1 3/8	3 3/4														4.0
3	30		1 7/8	1/2	5/8		2 1/2	10 5/8	13 1/8	8 1/2	8 1/8	1 5/8	4 3/4														6.25
4	36		2 1/4	5/8	3/4		3	12 3/4	15 3/4	10 1/4	9 3/4	2	5 3/4														9.0
5	48		2 1/4	3/4	1		4	17	21	13 5/8	13	2 5/8	7 5/8														16.0

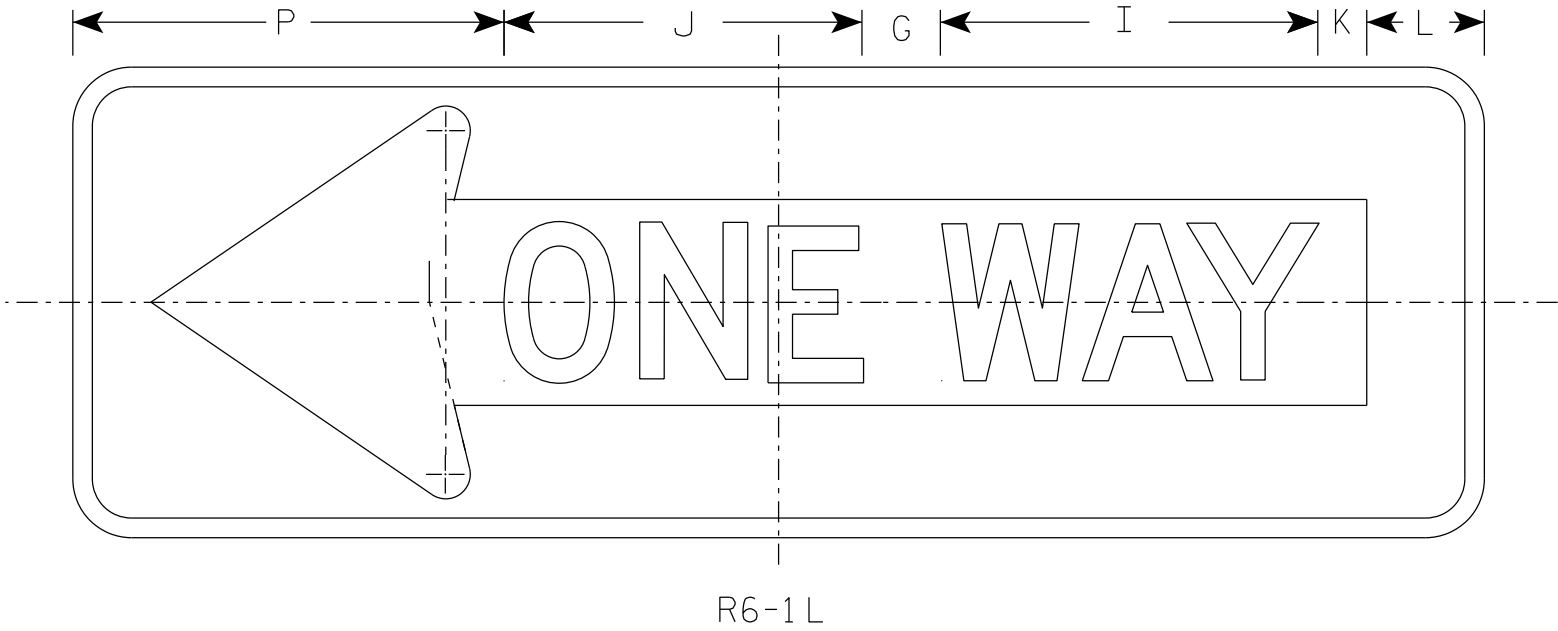
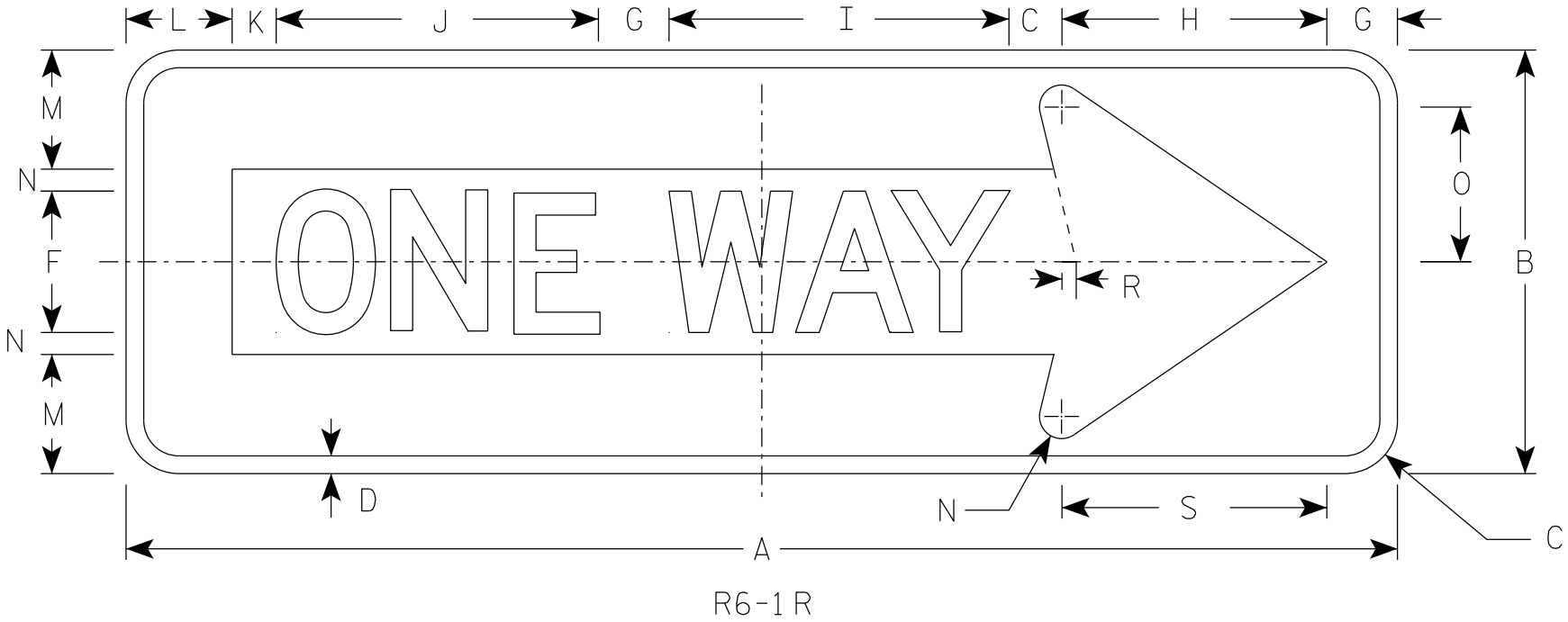
PROJECT NO:		HWY:		COUNTY:		SHEET NO: 202		E
-------------	--	------	--	---------	--	---------------	--	---

NOTES

1. Sign is Type II - Type H Reflective
2. Color:

Background - Black

Message - Black Legend & White Arrow & Border
3. Message Series - D



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	12	1 1/2	1/2		4	2	7 1/2	9 5/8	9 1/8	1 1/4	3	3 3/8	5/8	4 3/8	11		3/8	7 1/2								3.0
2M	54	18	1 1/2	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
3	54	18	1 1/2	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
4	54	18	1 1/2	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
5																											

STANDARD SIGN

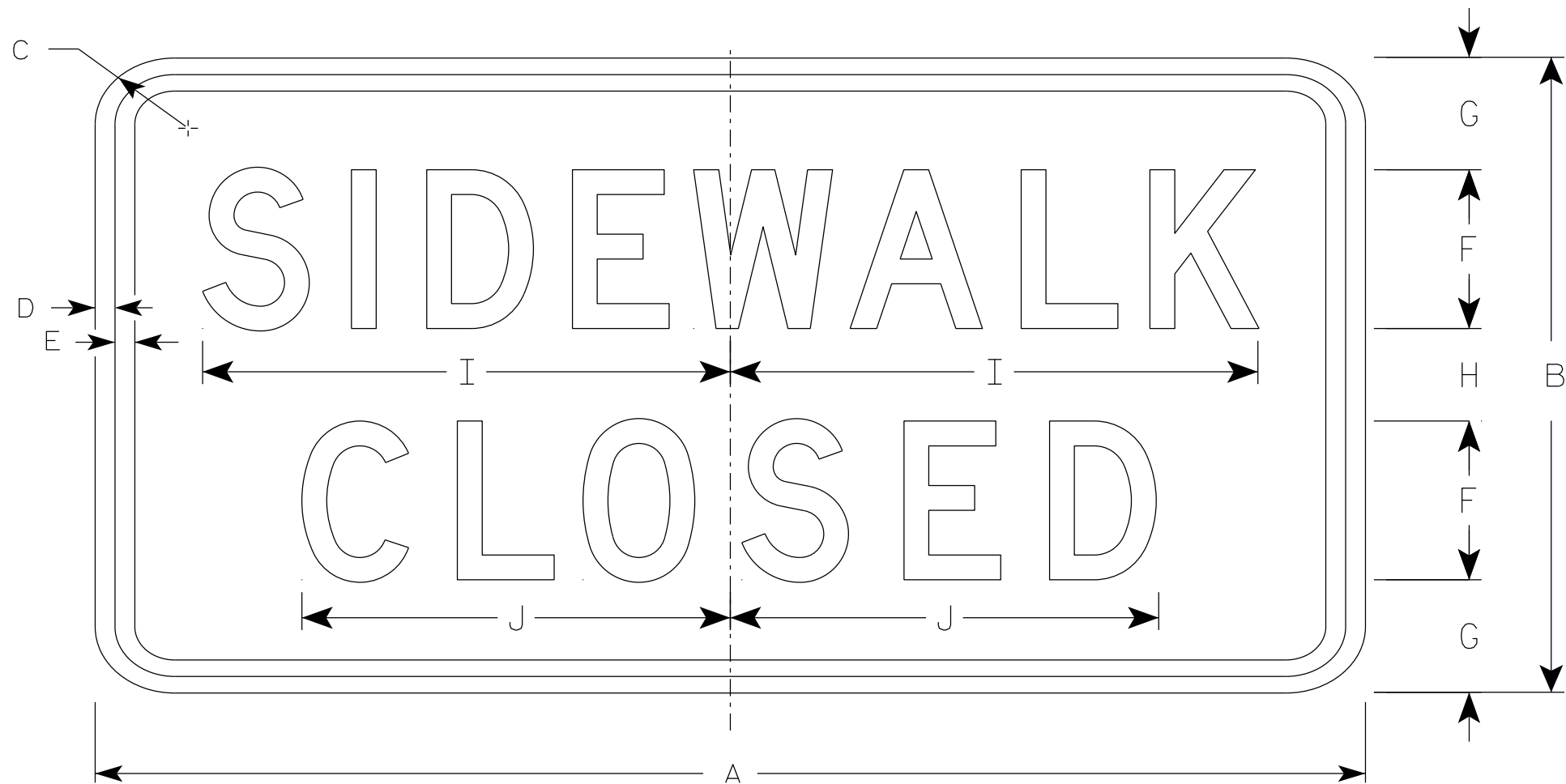
R6-1 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 8/30/23 PLATE NO. R6-1.4

7



R9-9

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
 - Background - White
 - Message - Black
- 3. Message Series - C
- 4. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

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 1/2	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 1/2	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 1/2	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 204

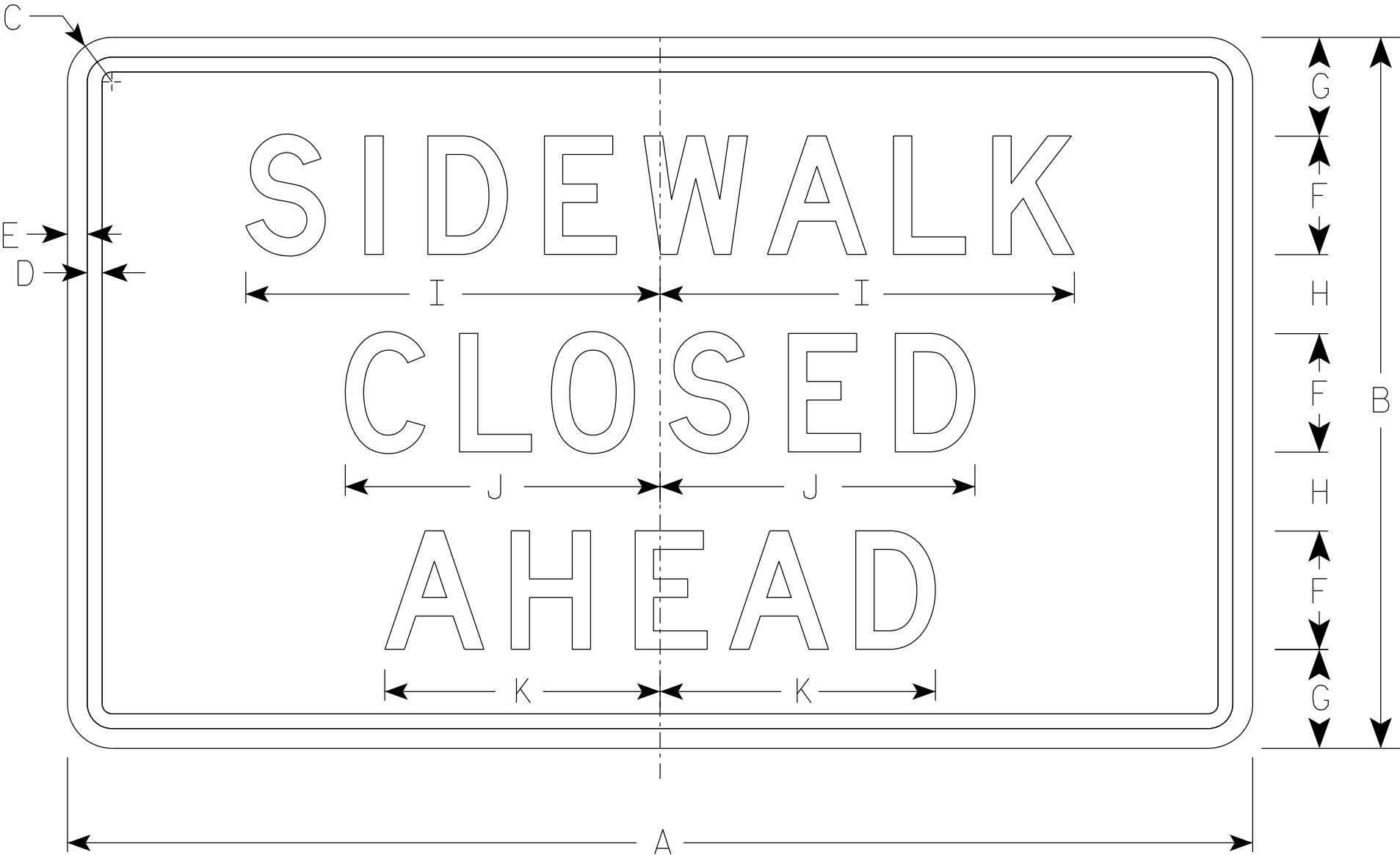
E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:

Background - White

Message - Black
3. Message Series - D



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 1/2	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
2M	30	18	1 1/2	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
3																											
4																											
5																											

PROJECT NO:

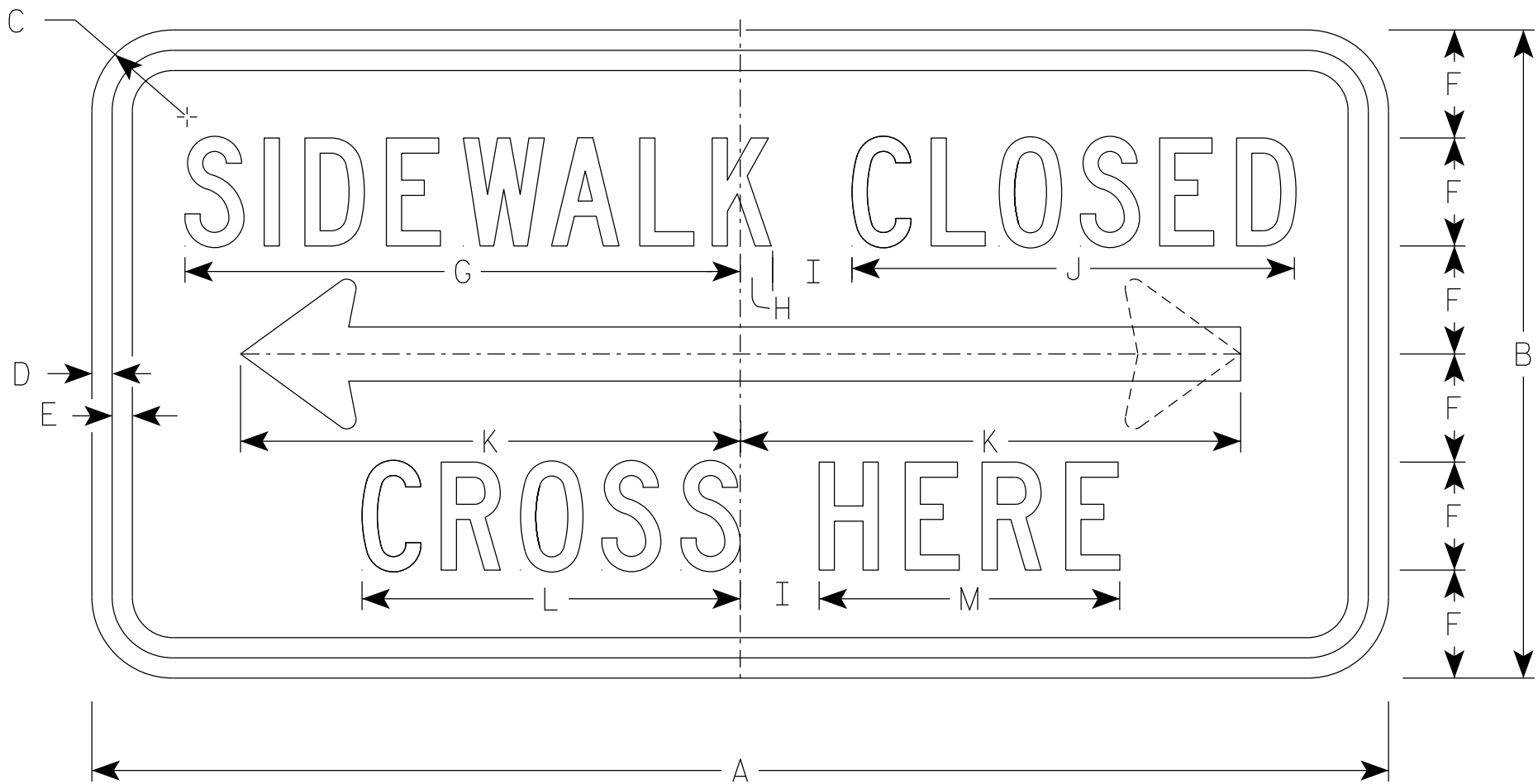
HWY:

COUNTY:

SHEET NO: 205

E

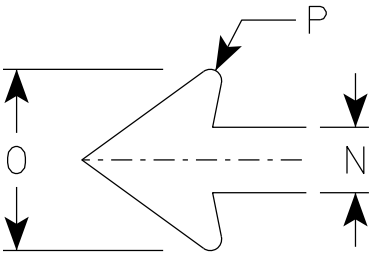
7



R9-11A

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - C
- 4. Use Size 2 for Sidewalks. Use Size 3 for paths and Trails.
- 5. R9-11AD (double arrow)
R9-11AL (left arrow)
R9-11AR (right arrow)



ARROW DETAIL

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 1/2	3/8	3/8	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
2M	24	12	1 1/2	3/8	3/8	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
3	30	15	1 1/2	3/8	1/2	2 1/2	12 3/4	1/2	2	10 1/4	12 3/8	8 5/8	6 3/4	1 1/4	3 5/8	1/4											3.125
4																											
5																											

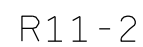
PROJECT NO:

HWY:

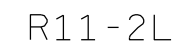
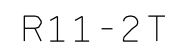
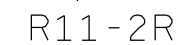
COUNTY:

SHEET NO: 206

E



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.

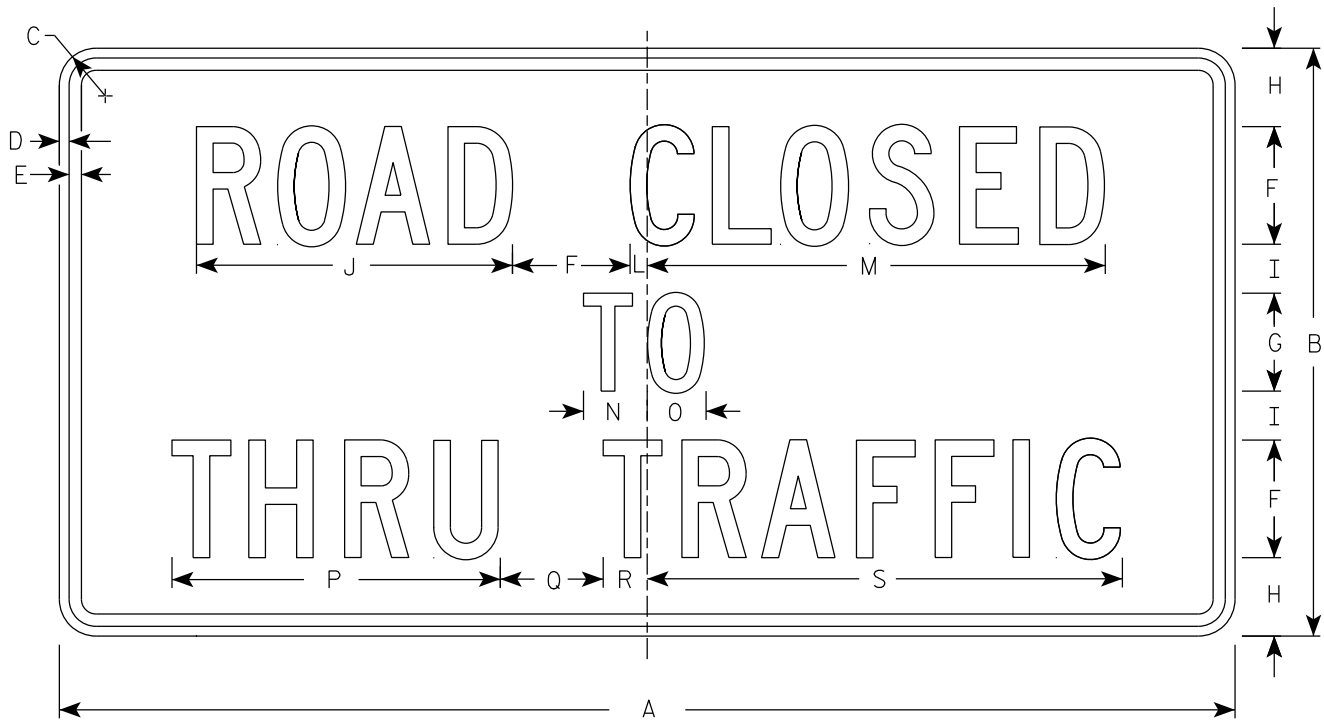


STANDARD SIGN	
R11-2	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<u>Matthew R. Rauch</u> for State Traffic Engineer
DATE <u>2/5/24</u>	PLATE NO. <u>R11-2.12</u>

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.dgn	PLOT DATE : 5-FEB 2024 2:10	PLOT BY : mscj9h	PLOT NAME :	PLOT SCALE : \$\$.plot\$scale\$.20'	WISDOT/CADD\$ SHEET 42
--	-----------------------------	------------------	-------------	-------------------------------------	------------------------

NOTES

- 1. Sign is Type II - Type H Reflective
- 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

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 7⁄8	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 7⁄8	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																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 208

E

STANDARD SIGN

R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

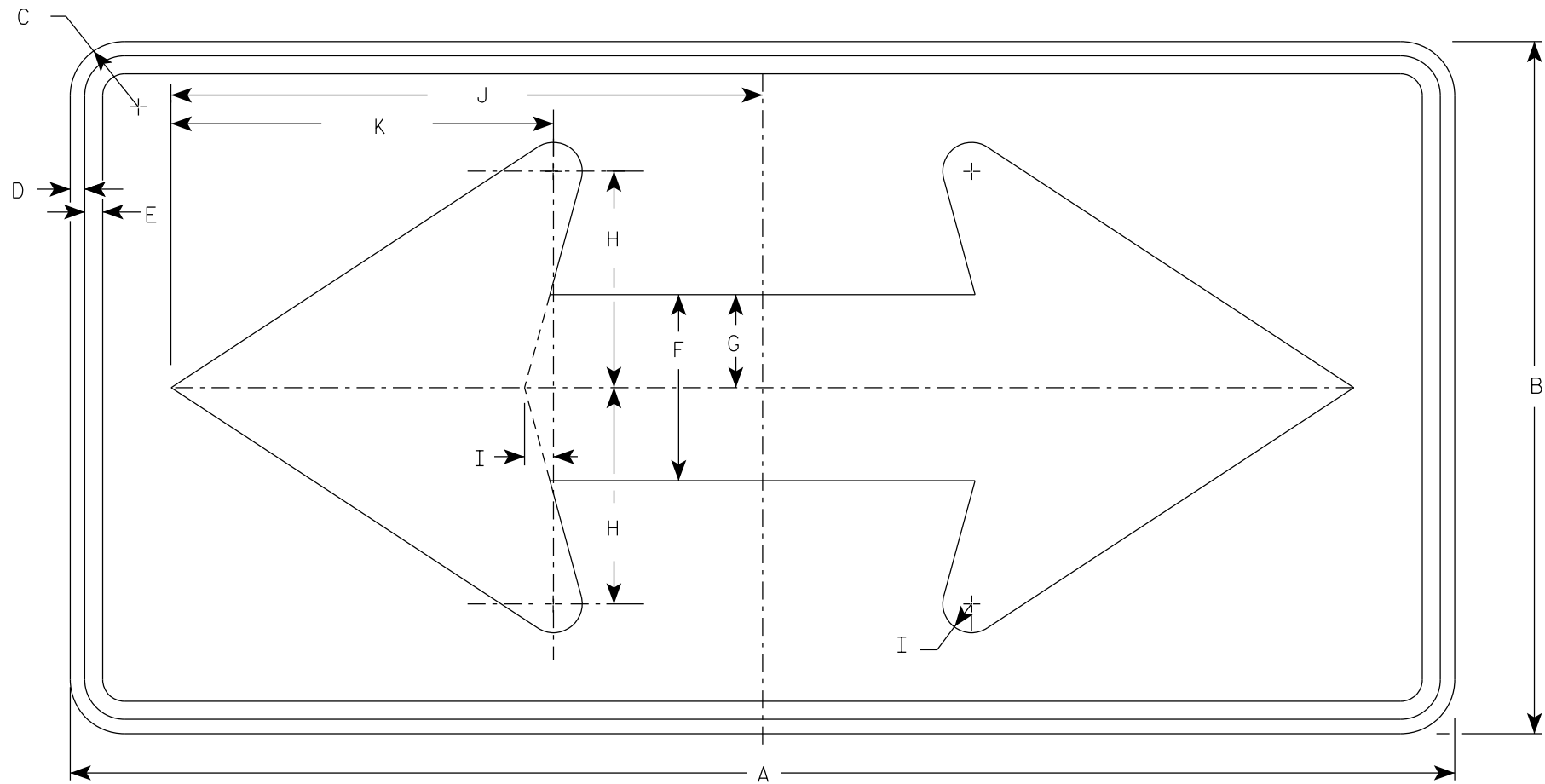
APPROVED

Matthew R. Rauch
for State Traffic Engineer

DATE 2/5/24

PLATE NO. R11-4.4

7



W1-7

NOTES

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

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	18	1 1/2	3/8	1/2	5	2 1/2	5 3/4	3/4	15 5/8	10 1/8																4.5
2S	48	24	1 7/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 7/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 7/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 7/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	96	48	3	3/4	1	13	6 1/2	15	2	41	26 1/2																32.0

STANDARD SIGN
W1-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/10/2023 PLATE NO. W1-7.8

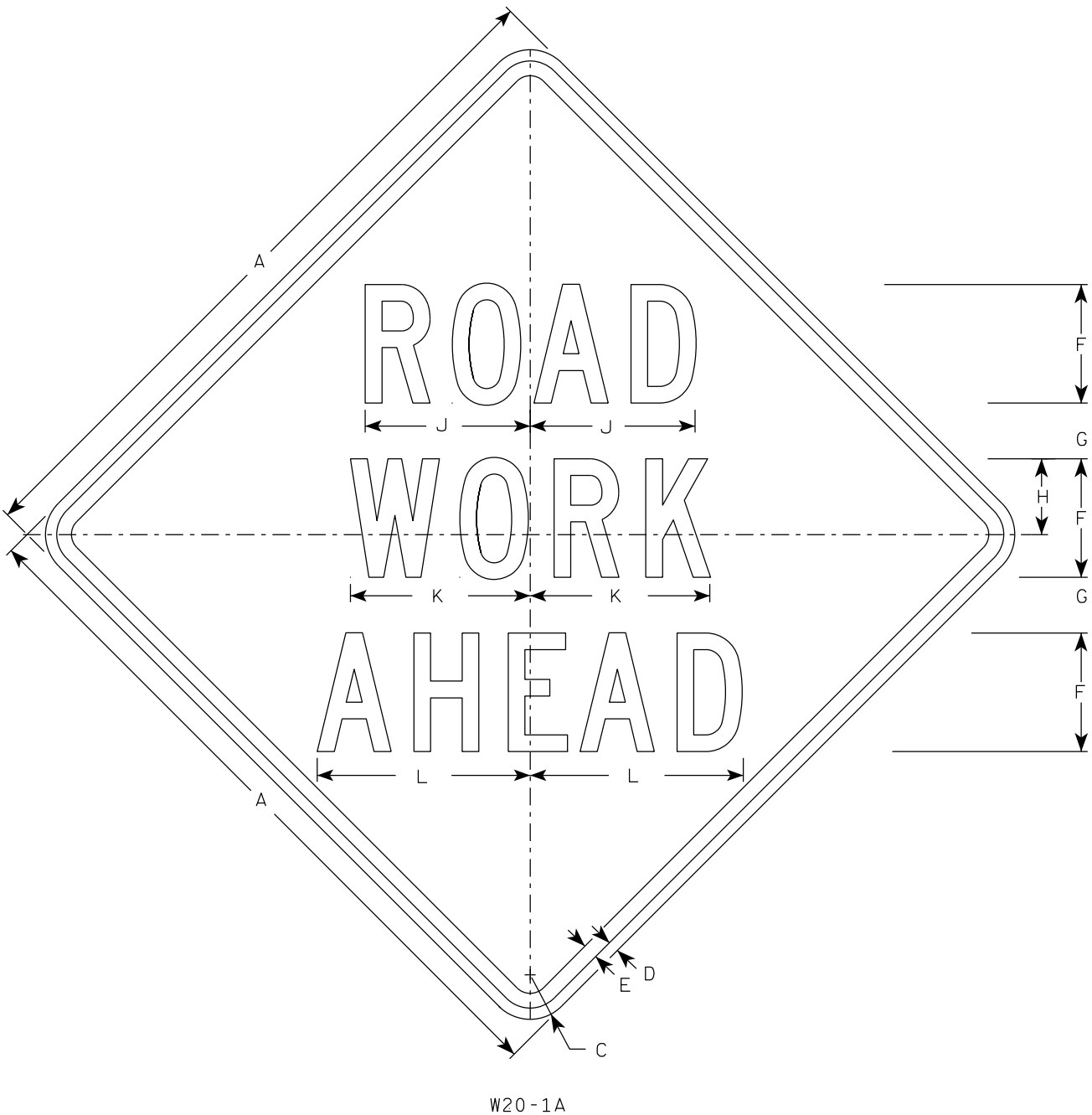
PROJECT NO:

HWY:

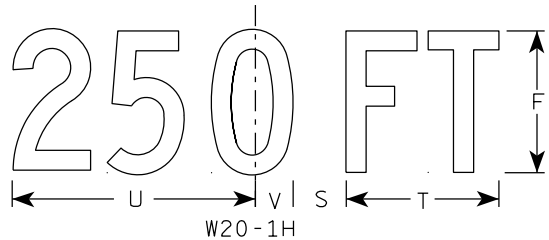
COUNTY:

SHEET NO: 209

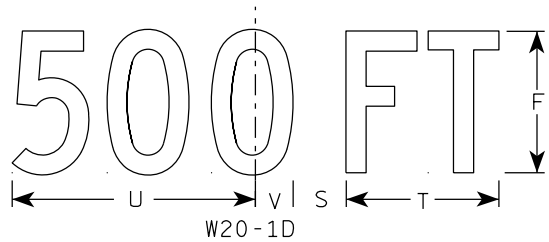
E



W20-1A



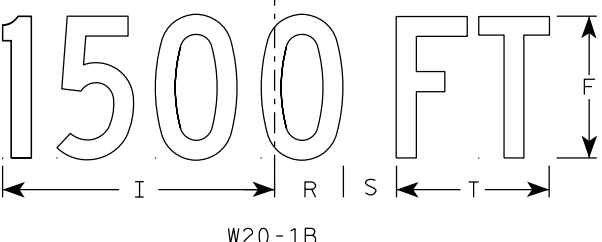
W20-1H



W20-1D

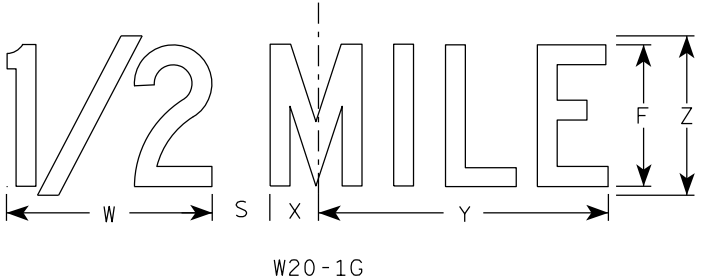


W20-1C

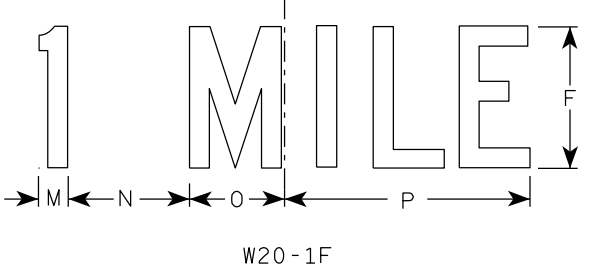


W20-1B

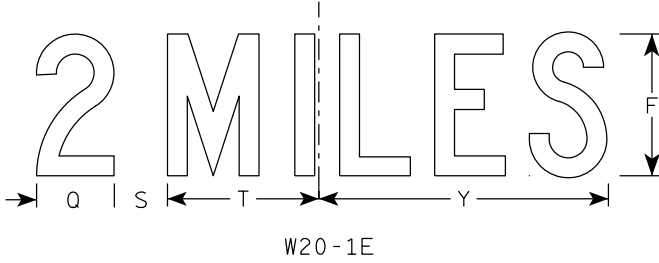
- NOTES
1. Sign is Type II - Type F Reflective
 2. Color:
Background - Orange
Message - Black
 3. Message Series - C
 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

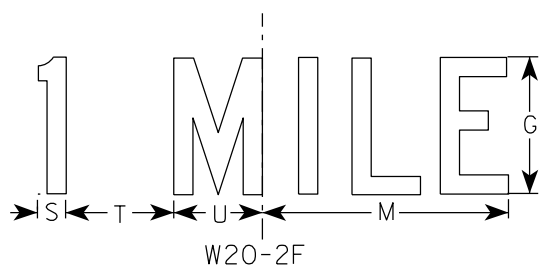
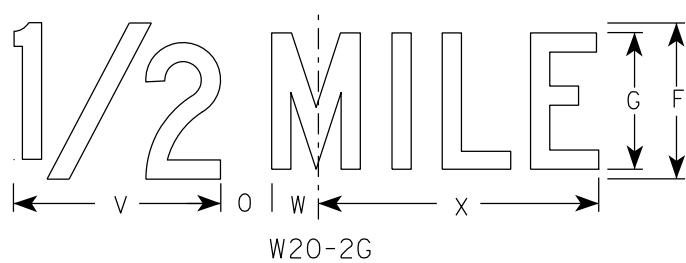
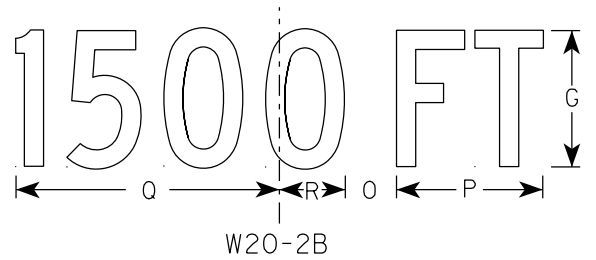
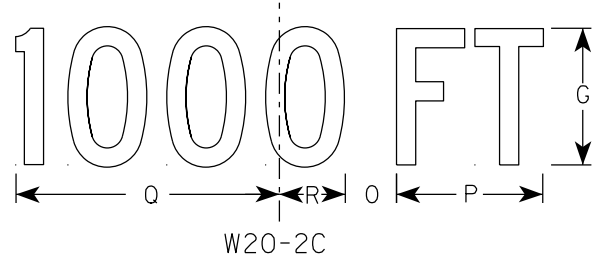
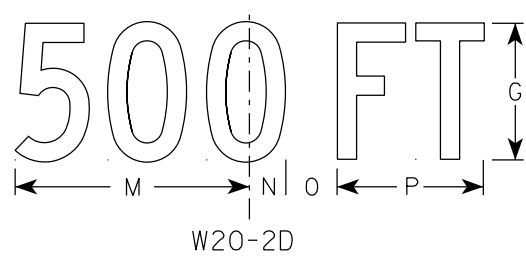
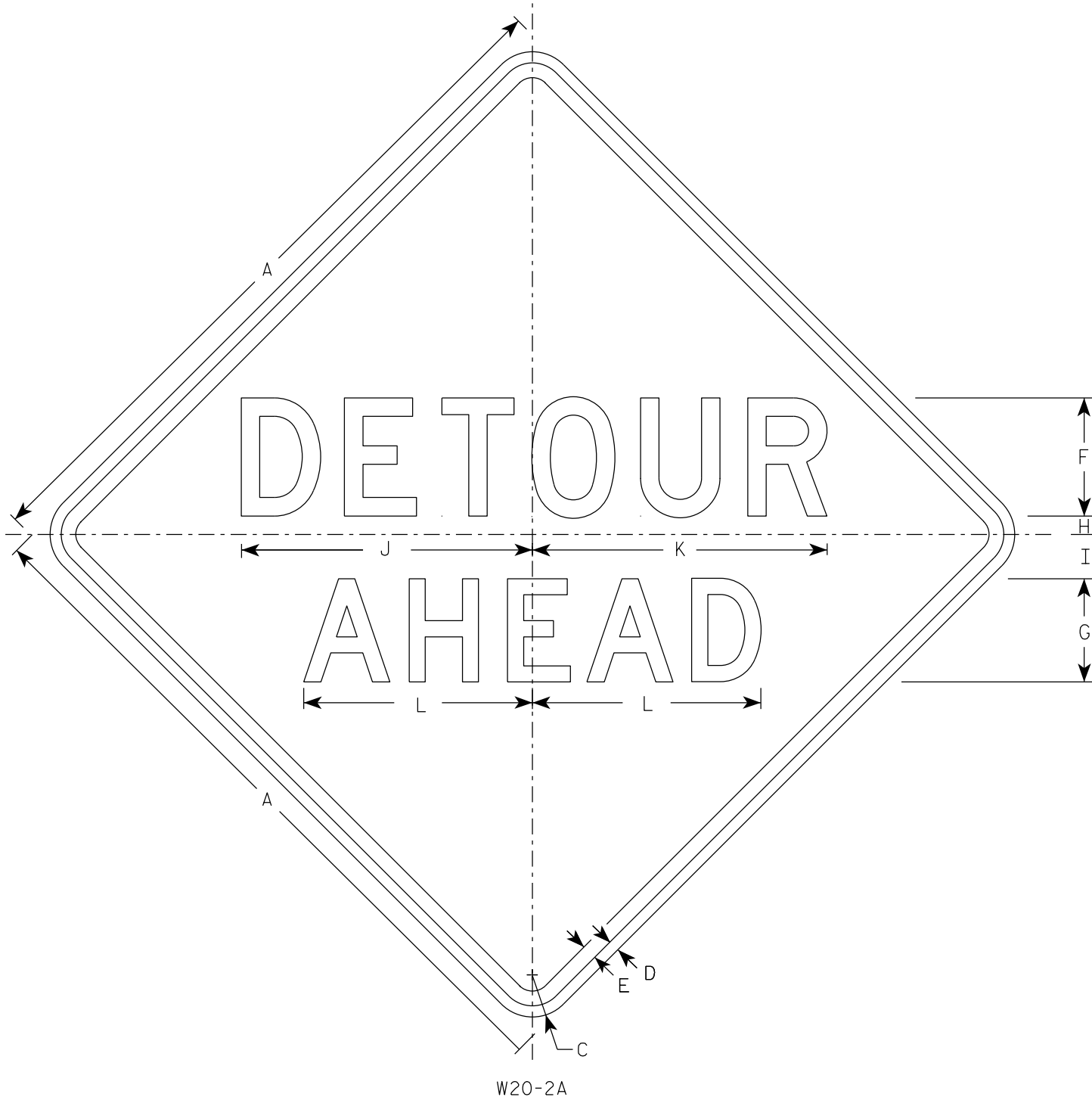
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	v	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-1.12



NOTES

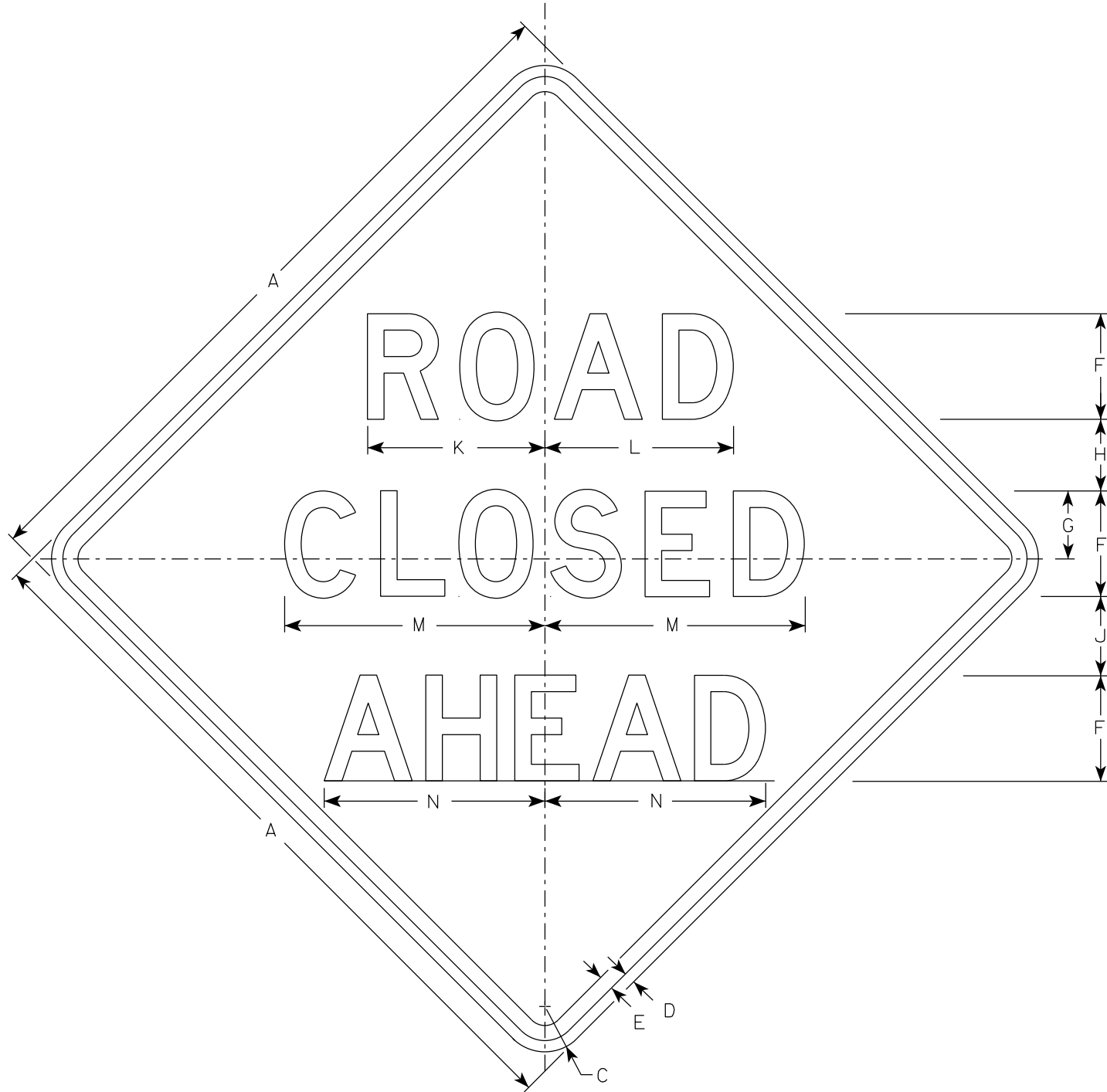
- Sign is Type II - Type F Reflective
- Color:
Background - Orange
Message - Black
- Message Series - See note 5
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- Line 1 is Series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

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		2 1/4	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		3	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		3	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		3	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		3	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		3	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

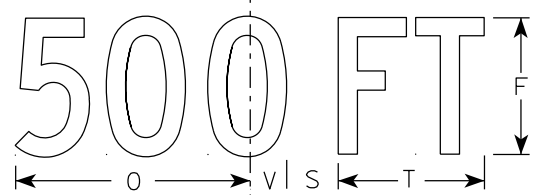
STANDARD SIGN W20-2A,B,C,D,F & G	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 1/10/2024	PLATE NO. W20-2.7

PROJECT NO:	HWY:	COUNTY:	SHEET NO: 211	E
-------------	------	---------	---------------	---

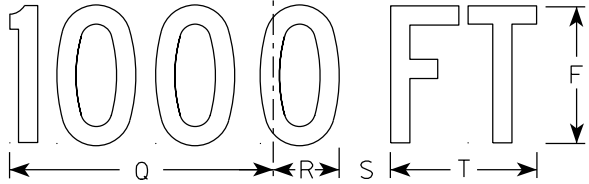
7



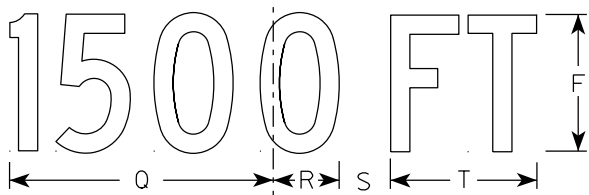
W20-3A



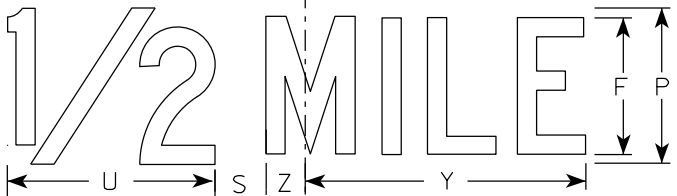
W20-3D



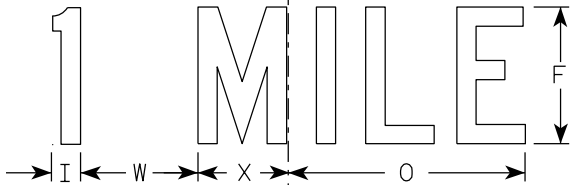
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective
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.

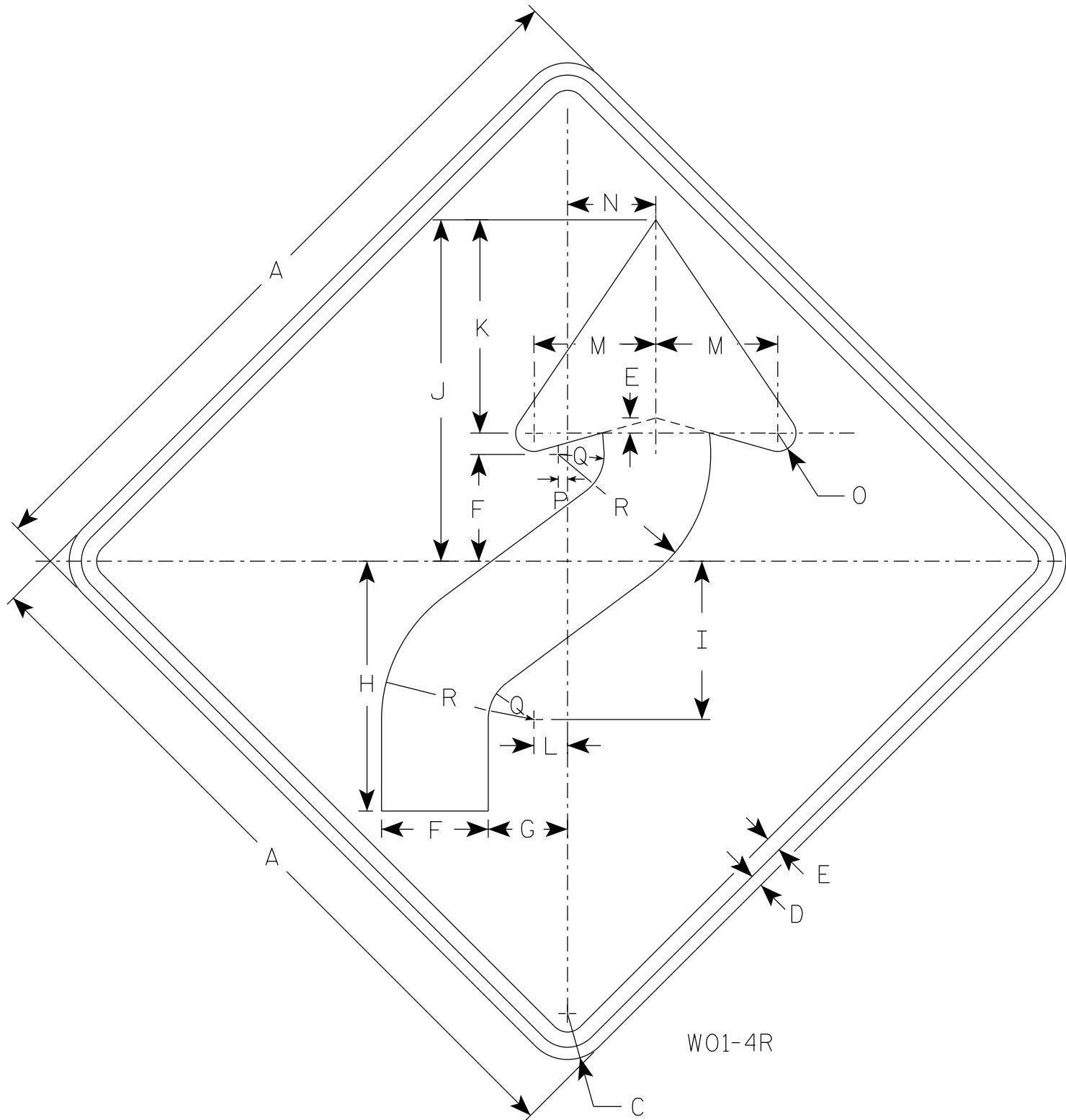
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	v	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		3	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		3	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		3	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		3	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 1/10/2024 PLATE NO. W20-3.8



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
Background - Orange
Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

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		2 1/4	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

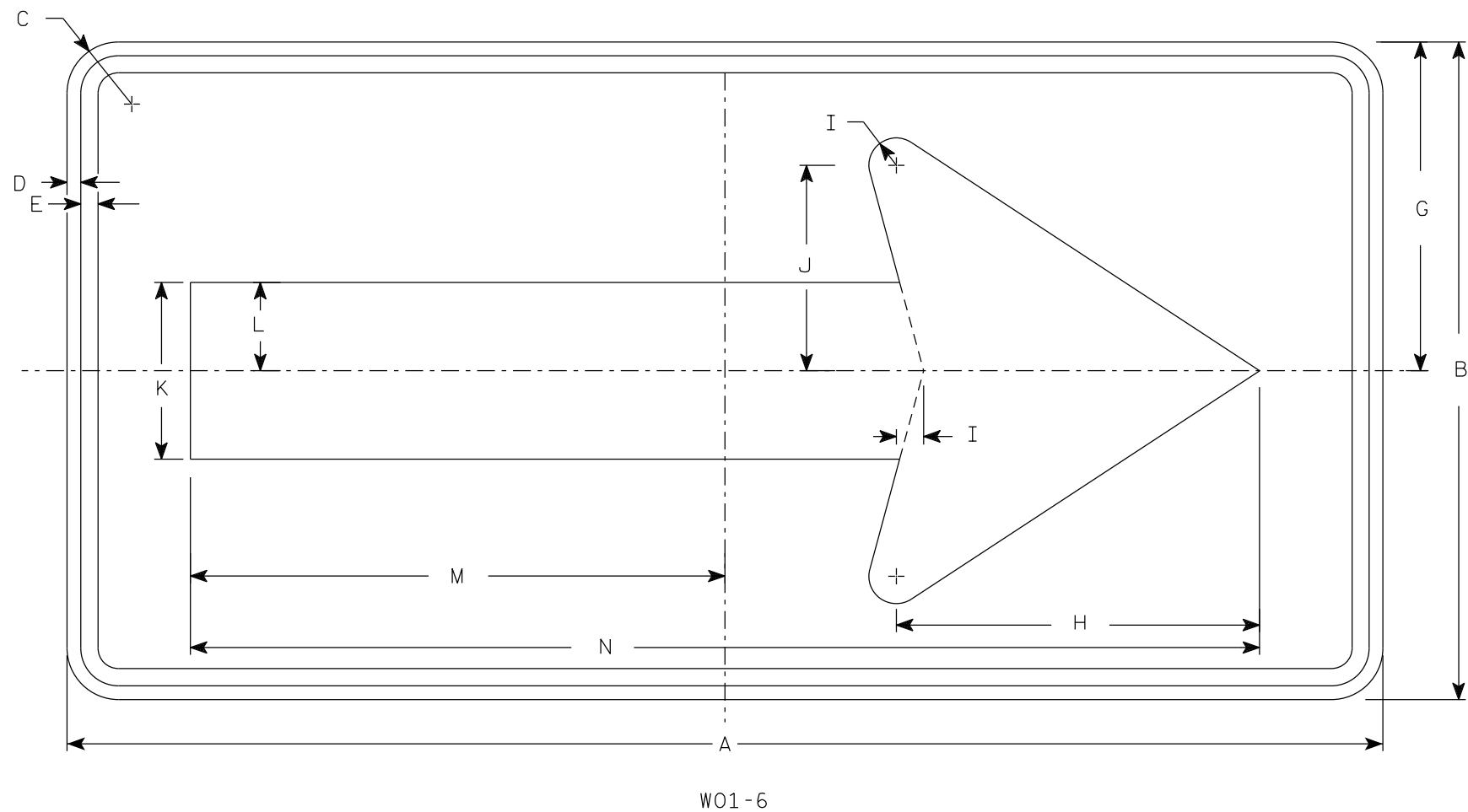
STANDARD SIGN
W01-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. W01-4.2

7



NOTES

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

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	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN

W01-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch

for State Traffic Engineer

DATE 1/24/2024

PLATE NO. W01-6.2

MAIN STREET

CATEGORY	STAGE	REFERENCE LINE STATION	DISTANCE (FT)	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
				CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.10	MASS ORDINATE	
								NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 8	
0010	1	104+25 BA, AH		78	64	0	20	0	0	0	0	0	0	0	0	0
		104+43	18	84	64	0	21	53	42	0	13	53	0	14	11	
		104+50	7	85	64	0	21	23	17	0	6	76	0	21	17	
		105+00	50	79	64	0	20	151	119	0	38	227	0	63	49	
		105+38	38	89	64	0	22	116	89	0	29	343	0	95	76	
		105+50	13	89	64	0	22	41	30	0	10	384	0	106	87	
		106+00	50	79	64	0	20	155	119	0	39	539	0	149	123	
		106+28	28	90	64	0	23	87	66	0	22	626	0	173	144	
		106+50	22	85	64	0	21	72	53	0	18	698	0	193	163	
		106+75	25	94	64	0	24	82	59	0	20	780	0	215	186	
		107+00	25	80	64	0	20	81	60	0	20	861	0	237	207	
		107+25	25	86	64	0	22	76	59	0	19	937	0	257	224	
		107+50	25	72	64	0	18	74	60	0	19	1,011	0	278	238	
		107+89	39	83	64	0	21	114	94	0	28	1,125	0	309	258	
		108+00	11	74	64	0	19	31	25	0	8	1,156	0	318	264	
		108+50	50	78	64	0	19	140	119	0	35	1,296	0	356	285	
		109+00	50	76	64	1	19	142	119	1	35	1,438	1	395	307	
		109+50	50	84	64	0	21	148	119	1	37	1,586	3	436	335	
		109+61	11	98	64	0	24	35	25	0	9	1,621	3	446	345	
		110+00	39	81	64	0	20	131	94	0	33	1,752	3	482	382	
		110+35	35	86	64	0	22	109	84	0	27	1,861	3	512	407	
		110+50	15	68	64	0	17	43	36	0	11	1,904	3	524	414	
		111+00	50	71	64	0	18	129	119	0	32	2,033	3	559	424	
		111+50	50	64	64	0	16	125	119	0	31	2,158	3	593	430	
		111+68	18	88	64	0	22	50	42	0	12	2,208	3	606	438	
		112+00	32	62	64	0	16	90	77	0	23	2,298	3	631	451	
		112+50	50	67	64	0	17	119	119	0	30	2,417	3	664	451	
		112+88	38	79	64	0	20	103	91	0	26	2,520	3	693	463	
		113+00	12	67	64	0	17	32	28	0	8	2,552	3	702	467	
		113+27	27	85	64	0	21	76	64	0	19	2,628	3	723	479	
		113+50	23	66	64	0	16	64	55	0	16	2,692	3	740	488	
		114+00	50	69	64	0	17	125	119	1	31	2,817	4	774	492	
		114+50	50	70	64	0	18	129	119	1	32	2,946	5	810	501	
		114+75	25	79	64	0	20	70	60	0	17	3,016	5	828	511	
		115+00	25	61	64	0	15	64	59	0	16	3,080	5	846	516	
		115+50	50	67	64	0	17	119	119	0	30	3,199	5	879	516	
		115+74	24	90	64	0	22	70	58	0	18	3,269	5	899	528	
		116+00	26	66	64	0	17	75	62	0	19	3,344	5	920	541	
COLUMN TOTALS								3,344	2,798	4	836	3,344	5	920	541	

- NOTES:
- 1. CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
 - 2. THIS DOES NOT SHOW UP IN CROSS SECTIONS
 - 3. DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
 - 5. WILL BE BACKFILLED WITH BREAKER RUN
 - 8. EBS TO BE BACKFILLED WITH BREAKER RUN: [CUT - SALVAGED PAVT - EXPANDED FILL]

MAIN STREET

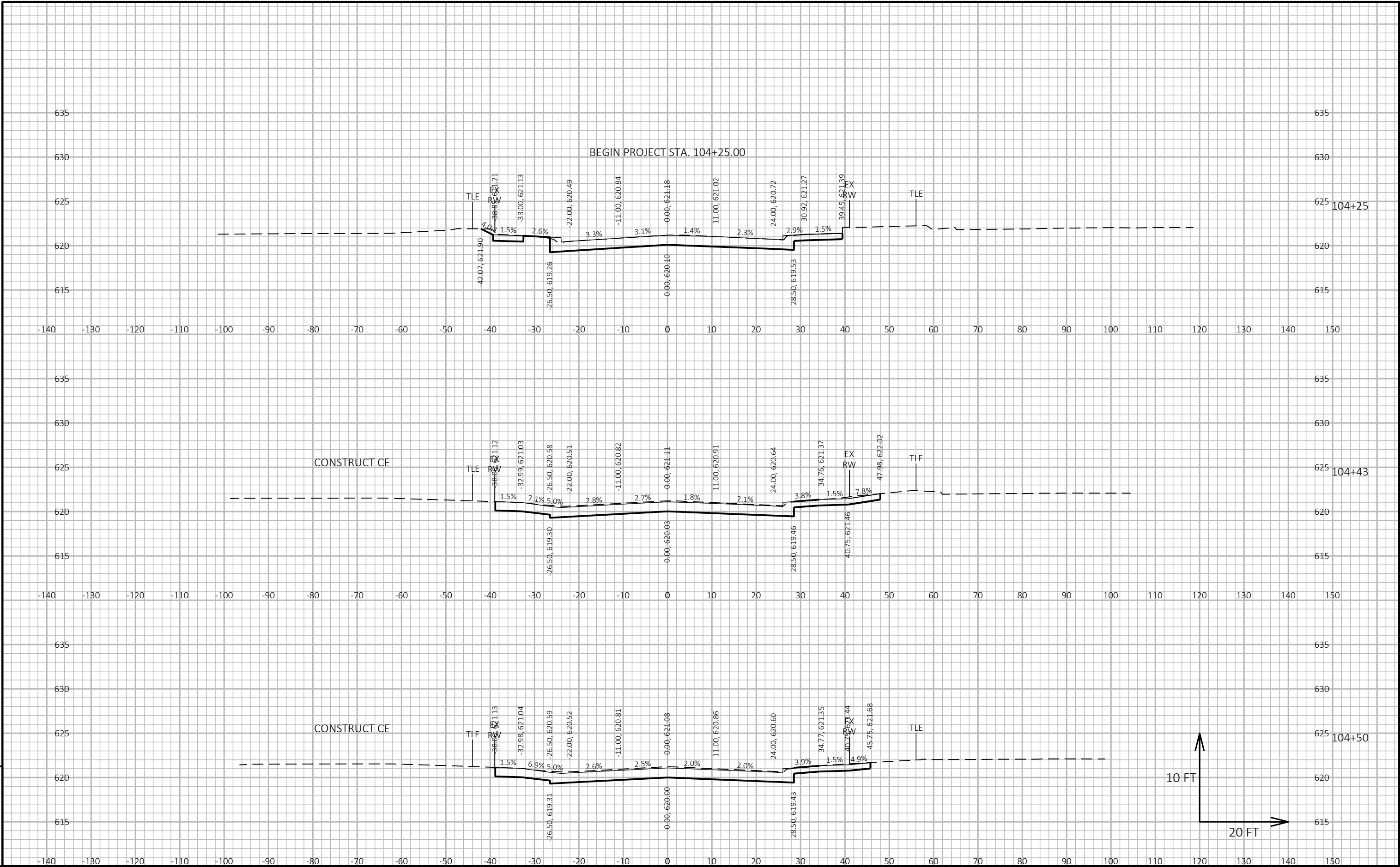
CATEGORY	STAGE	REFERENCE LINE STATION	DISTANCE (FT)	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
				CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.10	MASS ORDINATE	
								NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 8	
0010	2	116+00		33	29	0	8	0	0	0	0	0	0	0	0	0
		116+50	50	32	29	0	8	60	54	0	15	60	0	17	6	
		117+00	50	42	29	0	10	68	54	0	17	128	0	35	20	
		117+50	50	38	29	0	10	74	54	0	18	202	0	55	40	
		117+93	43	41	29	0	10	62	46	0	16	264	0	73	56	
		118+00	7	41	29	0	10	11	8	0	3	275	0	76	59	
		118+20	20	40	29	0	10	29	21	0	7	304	0	84	67	
		118+36	16	43	29	0	11	24	17	0	6	328	0	90	74	
		118+50	14	42	29	0	10	23	16	0	6	351	0	97	81	
		118+60	10	40	29	0	10	15	11	0	4	366	0	101	85	
		118+76	16	57	29	0	14	29	17	0	7	395	0	109	97	
		119+00	24	43	29	0	11	44	26	0	11	439	0	121	115	
		119+50	50	32	29	0	8	69	54	0	17	508	0	140	130	
		120+00	50	41	29	0	10	68	54	0	17	576	0	158	144	
		120+50	50	36	29	0	9	71	54	0	18	647	0	178	161	
		120+55	5	36	29	0	9	7	5	0	2	654	0	180	163	
		121+00	45	37	29	0	9	61	49	0	15	715	0	197	175	
		121+26	26	55	29	0	14	44	28	0	11	759	0	209	191	
		121+36	10	42	29	0	11	18	11	0	4	777	0	213	198	
		121+50	14	38	29	0	9	21	16	0	5	798	0	219	203	
		121+78	28	39	29	0	10	39	30	0	10	837	0	230	212	
		121+94	16	59	29	0	15	29	18	0	7	866	0	238	223	
		122+00	6	60	29	0	15	13	6	0	3	879	0	241	230	
		122+50	50	33	29	0	8	86	54	0	22	965	0	265	262	
		123+00	50	31	29	0	8	59	54	0	15	1,024	0	282	267	
		123+50	50	35	29	0	9	61	54	0	15	1,085	0	298	274	
		123+74	24	40	29	0	10	33	26	0	8	1,118	0	307	281	
		124+00	26	38	29	0	9	38	28	0	9	1,156	0	317	291	
		124+14	14	42	29	0	10	21	15	0	5	1,177	0	322	297	
		124+25	11	62	29	0	15	20	11	0	5	1,197	0	328	306	
		124+41	16	60	29	0	15	36	17	0	9	1,233	0	338	325	
		124+50	9	62	29	0	16	20	10	0	5	1,253	0	343	335	
		125+00	50	40	29	0	10	94	54	0	24	1,347	0	370	375	
		125+20	20	41	29	0	10	30	22	0	7	1,377	0	377	383	
		125+50	30	47	29	0	12	48	32	0	12	1,425	0	391	399	
		126+00	50	34	29	0	8	75	54	0	19	1,500	0	411	420	
		126+50	50	44	29	0	11	72	54	0	18	1,572	0	431	438	
		126+97	47	61	29	0	15	91	50	0	23	1,663	0	457	479	
		127+00	3	62	29	0	15	7	4	0	2	1,670	0	459	482	
		127+41	41	62	29	0	16	94	44	0	24	1,764	0	485	532	
		127+50	9	63	29	0	16	21	10	0	5	1,785	0	491	543	
		127+57	7	47	29	0	12	15	8	0	4	1,800	0	495	550	
		128+00	43	40	29	0	10	68	46	0	17	1,868	0	514	572	
		128+50	50	54	29	0	14	87	54	0	22	1,955	0	538	605	
		128+53	3	55	29	0	14	7	4	0	2	1,962	0	540	608	
		128+57	4	55	29	0	14	8	4	0	2	1,970	0	542	612	
		129+00	43	34	29	0	8	70	46	0	17	2,040	0	561	636	
		129+17	17	38	29	0	9	22	18	0	6	2,062	0	568	640	
		129+26	10	53	29	0	13	16	11	0	4	2,078	0	572	645	
		129+50	24	40	29	0	10	41	25	0	10	2,119	0	583	661	
		129+77	27	56	29	0	14	49	29	0	12	2,168	0	596	681	
		129+85	8	42	29	0	10	14	8	0	3	2,182	0	600	687	
		130+00	15	37	29	0	9	22	16	0	6	2,204	0	606	693	
		130+26	26	58	29	0	15	45	28	0	11	2,249	0	618	710	
		130+50	24	38	29	0	9	43	26	0	11	2,292	0	630	727	
		130+90	40	62	29	0	15	73	43	0	18	2,365	0	650	757	
		131+00	10	44	29	0	11	20	11	0	5	2,385	0	656	766	
		131+30	30	57	29	0	14	56	32	0	14	2,441	0	671	790	
		131+50	20	36	29	0	9	35	22	0	9	2,476	0	681	803	
		132+00	50	37	29	0	9	68	54	0	17	2,544	0	700	817	
		132+25	25	41	29	0	10	36	27	0	9	2,580	0	710	826	
				COLUMN TOTALS				2,580	1,754	0	645	2,580	0	710	826	

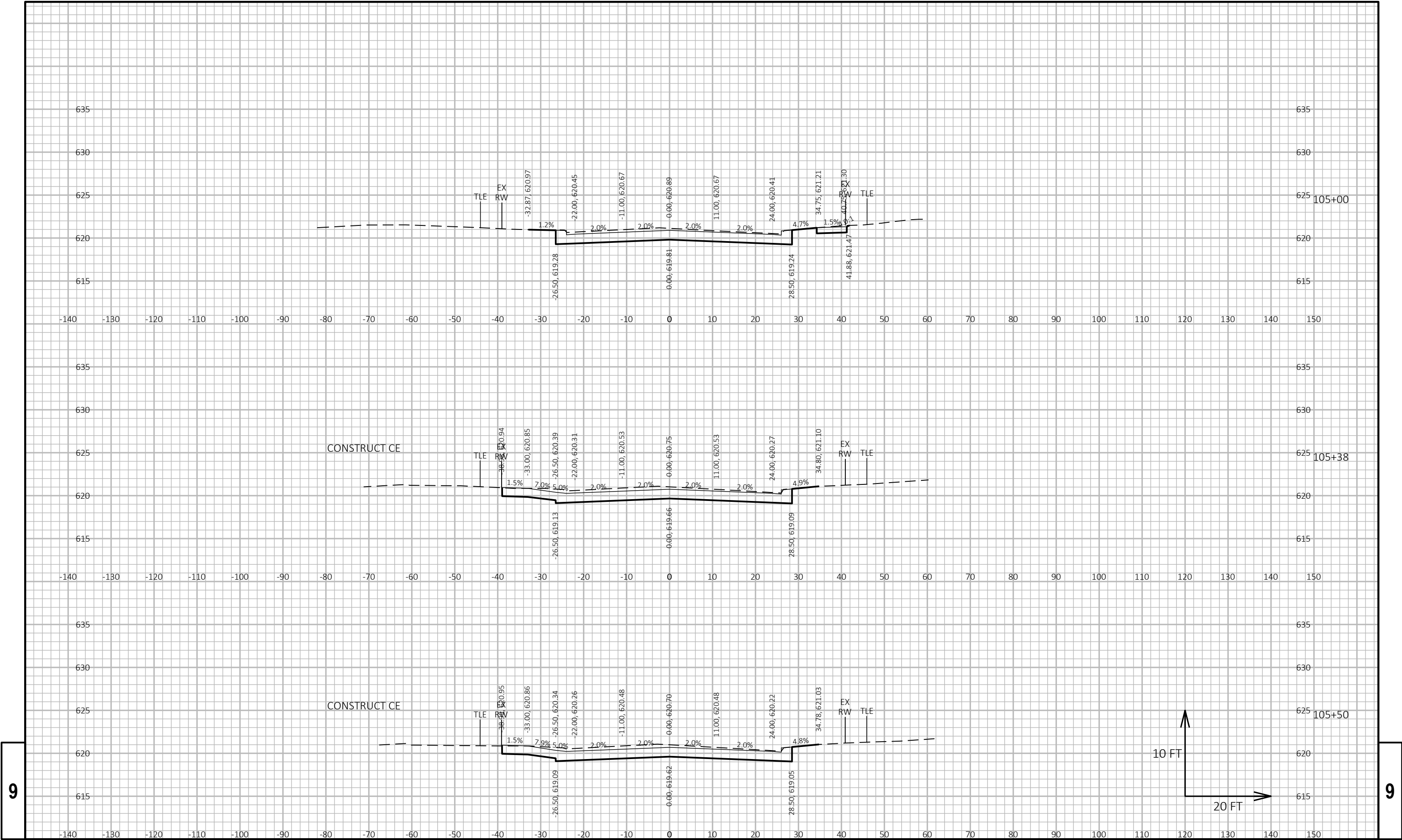
NOTES:
1. CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2. THIS DOES NOT SHOW UP IN CROSS SECTIONS
3. DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
5. WILL BE BACKFILLED WITH BREAKER RUN
8. EBS TO BE BACKFILLED WITH BREAKER RUN: [CUT - SALVAGED PAVT - EXPANDED FILL]

MAIN STREET

CATEGORY	STAGE	REFERENCE LINE STATION	DISTANCE (FT)	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
				CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.10	MASS ORDINATE	
								NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 8	
0010	3	116+00		33	24	0	8	0	0	0	0	0	0	0	0	0
		116+50	50	32	24	0	8	60	44	0	15	60	0	17	16	
		117+00	50	42	24	0	10	68	44	0	17	128	0	35	40	
		117+50	50	26	24	0	7	63	44	0	16	191	0	53	59	
		117+93	43	23	24	0	6	39	38	0	10	230	0	64	60	
		118+00	7	29	24	0	7	7	6	0	2	237	0	66	61	
		118+20	20	34	24	0	8	23	17	0	6	260	0	73	67	
		118+36	16	32	24	0	8	19	14	0	5	279	0	78	72	
		118+50	14	30	24	0	7	17	13	0	4	296	0	83	76	
		118+60	10	43	24	0	11	14	9	0	3	310	0	86	81	
		118+76	16	31	24	0	8	22	14	0	6	332	0	92	89	
		119+00	24	28	24	0	7	26	21	0	6	358	0	99	94	
		119+50	50	19	24	0	5	43	44	0	11	401	0	111	93	
		120+00	50	18	24	0	4	34	44	0	9	435	0	121	83	
		120+50	50	35	24	0	9	49	44	0	12	484	0	134	88	
		120+55	5	35	24	0	9	6	4	0	2	490	0	136	90	
		121+00	45	27	24	0	7	52	40	0	13	542	0	151	102	
		121+26	26	42	24	0	11	33	23	0	8	575	0	160	112	
		121+36	10	41	24	0	10	15	9	0	4	590	0	164	118	
		121+50	14	31	24	0	8	19	13	0	5	609	0	169	124	
		121+78	28	47	24	0	12	40	25	0	10	649	0	180	139	
		121+94	16	25	24	0	6	22	14	0	5	671	0	186	147	
		122+00	6	25	24	0	6	6	5	0	1	677	0	187	148	
		122+50	50	32	24	0	8	53	44	1	13	730	1	201	156	
		123+00	50	21	24	0	5	49	44	0	12	779	1	215	161	
		123+50	50	26	24	0	7	44	44	0	11	823	1	227	161	
		123+74	24	42	24	0	11	30	21	0	8	853	1	235	170	
		124+00	26	29	24	0	7	34	23	0	9	887	1	245	181	
		124+14	14	46	24	0	11	20	13	0	5	907	1	251	188	
		124+25	11	34	24	0	8	16	9	0	4	923	1	255	195	
		124+41	16	31	24	0	8	19	14	0	5	942	1	261	200	
		124+50	9	27	24	0	7	10	8	0	2	952	1	263	202	
		125+00	50	27	24	0	7	50	44	0	12	1,002	1	276	208	
		125+20	20	49	24	0	12	28	18	0	7	1,030	1	284	218	
		125+50	30	31	24	0	8	44	26	0	11	1,074	1	296	236	
		126+00	50	34	24	0	9	61	44	0	15	1,135	1	312	253	
		126+50	50	29	24	0	7	59	44	0	15	1,194	1	329	268	
		126+97	47	30	24	0	7	51	41	0	13	1,245	1	343	278	
		127+00	3	35	24	0	9	4	3	0	1	1,249	1	344	279	
		127+41	41	34	24	0	9	52	36	0	13	1,301	1	359	295	
		127+50	9	47	24	0	12	14	8	0	3	1,315	1	362	301	
		127+57	7	46	24	0	11	13	6	0	3	1,328	1	365	308	
		128+00	43	27	24	0	7	57	38	0	14	1,385	1	381	327	
		128+50	50	42	24	0	11	64	44	0	16	1,449	1	398	347	
		128+53	3	41	24	0	10	5	3	0	1	1,454	1	399	349	
		128+57	4	40	24	0	10	6	4	0	2	1,460	1	402	351	
		129+00	43	28	24	0	7	54	38	0	14	1,514	1	417	367	
		129+17	17	31	24	0	8	18	15	0	5	1,532	1	422	370	
		129+26	10	27	24	0	7	11	9	0	3	1,543	1	426	372	
		129+50	24	25	24	0	6	23	21	0	6	1,566	1	432	374	
		129+77	27	41	24	0	10	33	24	0	8	1,599	1	441	383	
		129+85	8	41	24	0	10	11	7	0	3	1,610	1	444	387	
		130+00	15	27	24	0	7	19	13	0	5	1,629	1	450	393	
		130+26	26	27	24	0	7	25	23	0	6	1,654	1	457	395	
		130+50	24	27	24	0	7	24	22	0	6	1,678	1	463	397	
		130+90	40	46	24	0	11	53	35	0	13	1,731	1	477	415	
		131+00	10	32	24	0	8	15	9	0	4	1,746	1	482	421	
		131+30	30	32	24	0	8	35	26	0	9	1,781	1	492	430	
		131+50	20	49	24	0	12	30	18	0	8	1,811	1	501	442	
		132+00	50	31	24	0	8	74	44	0	19	1,885	1	521	472	
		132+25	25	22	24	0	6	25	22	0	6	1,910	1	528	475	
				COLUMN TOTALS				1,910	1,434	1	480	1,910	1	528	475	

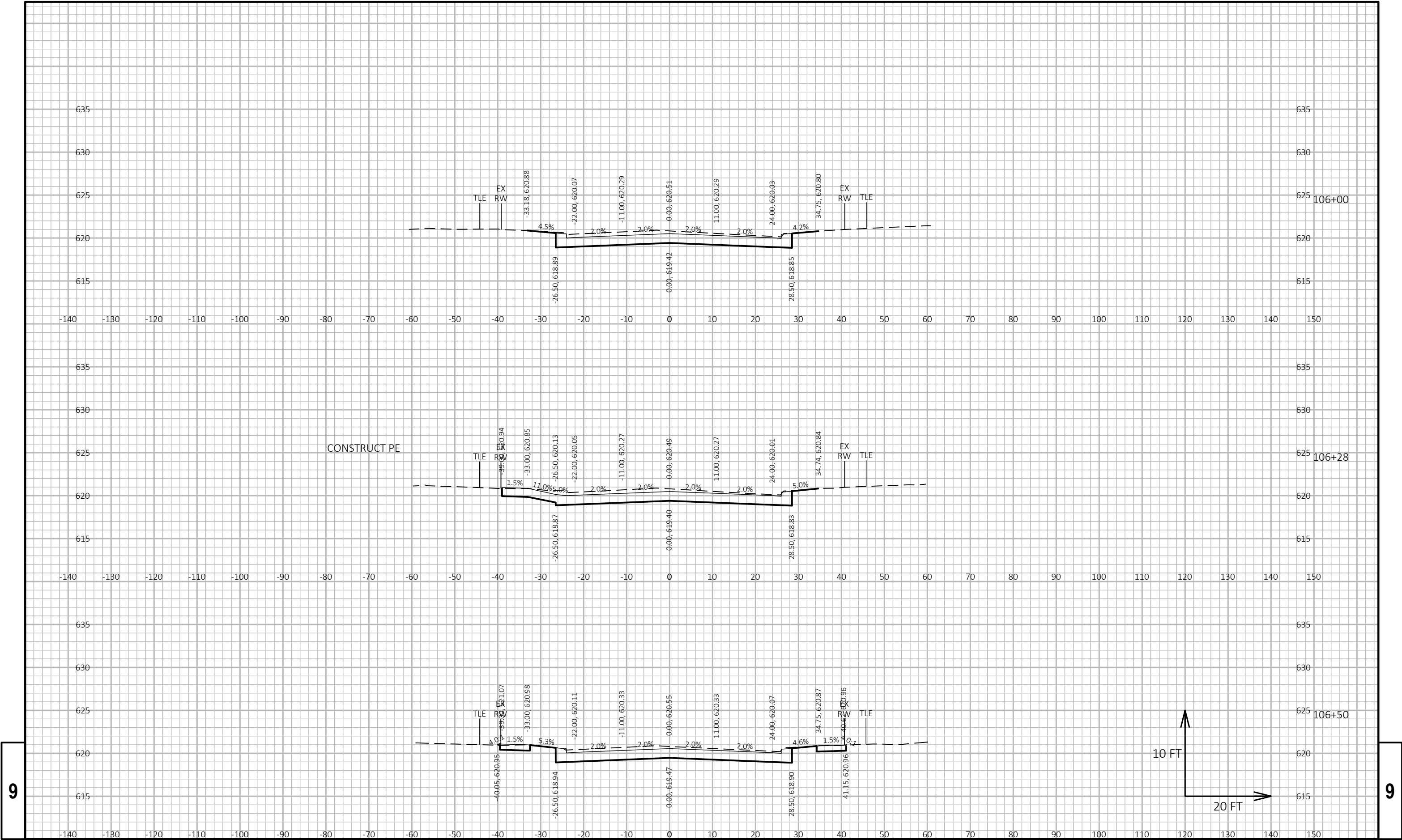
NOTES:
1. CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2. THIS DOES NOT SHOW UP IN CROSS SECTIONS
3. DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
5. WILL BE BACKFILLED WITH BREAKER RUN
8. EBS TO BE BACKFILLED WITH BREAKER RUN: [CUT - SALVAGED PAVT - EXPANDED FILL]





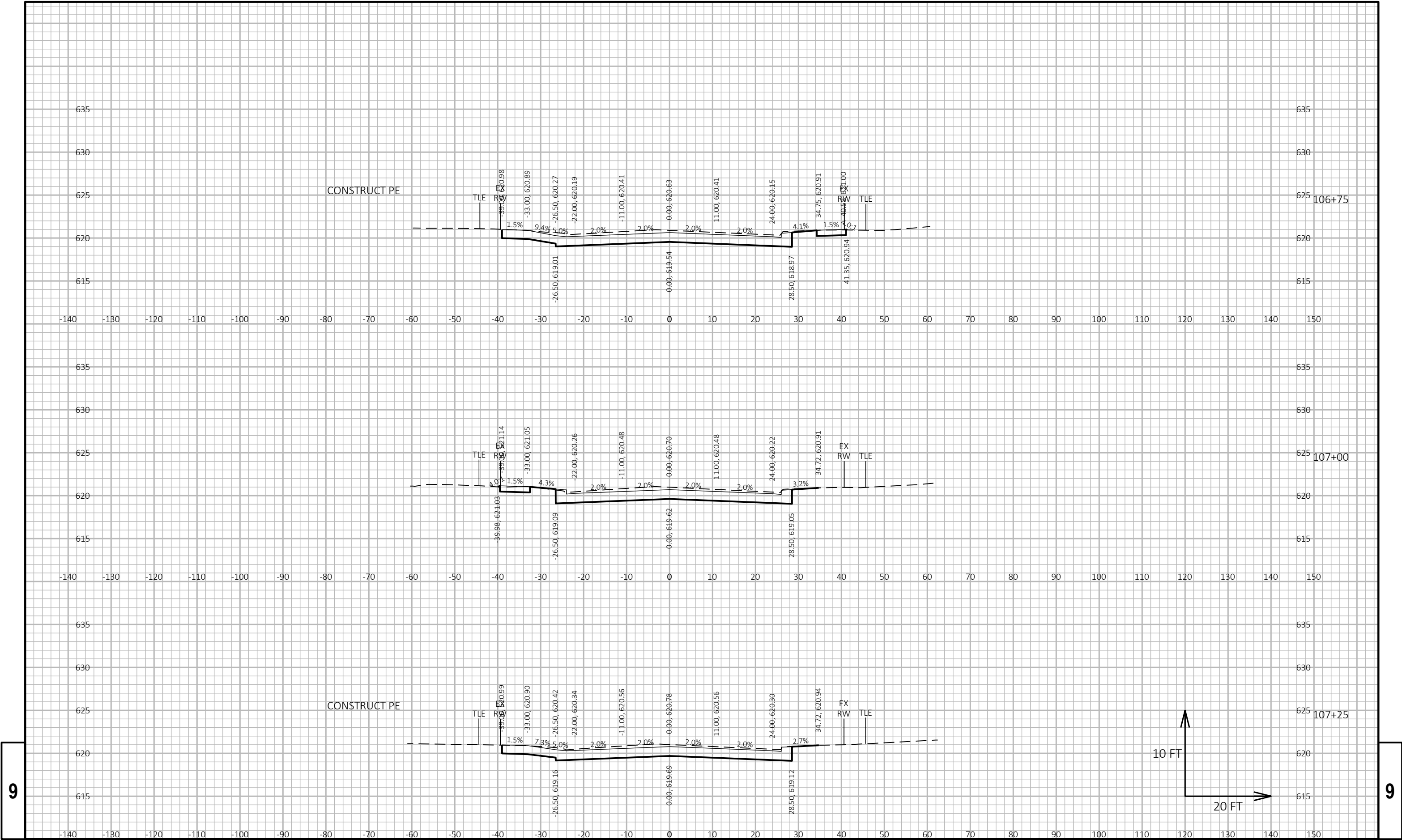
9

9



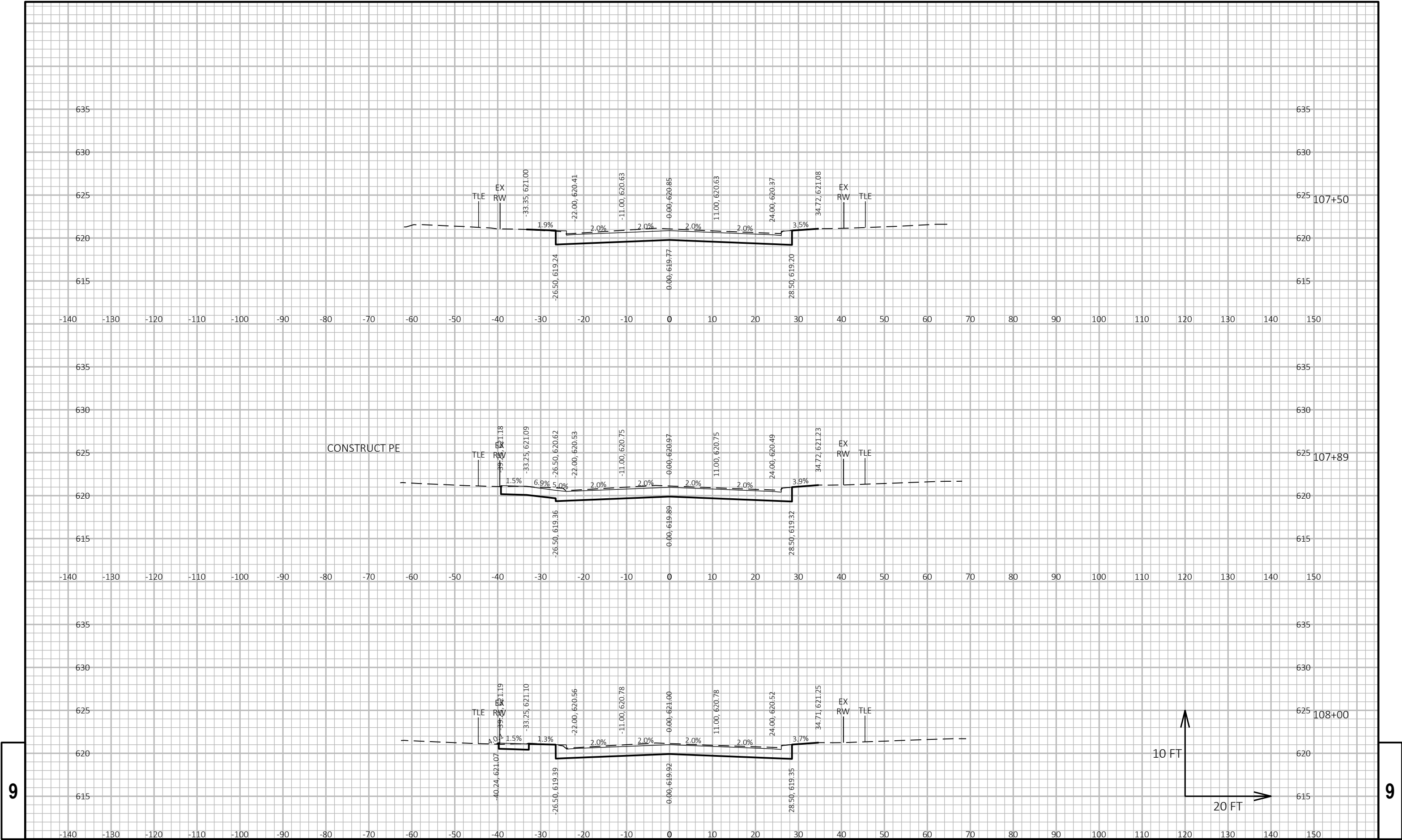
9

9



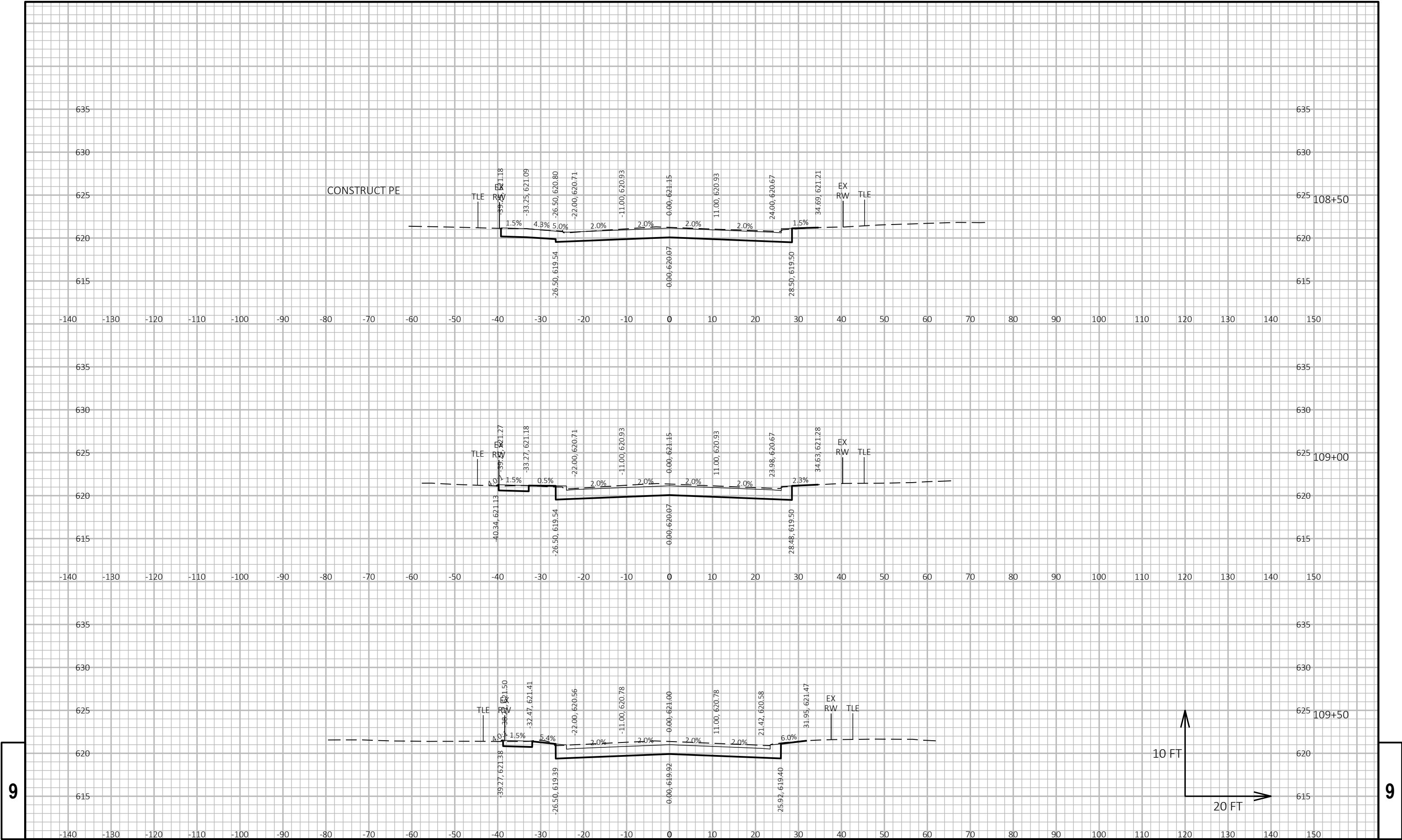
9

9



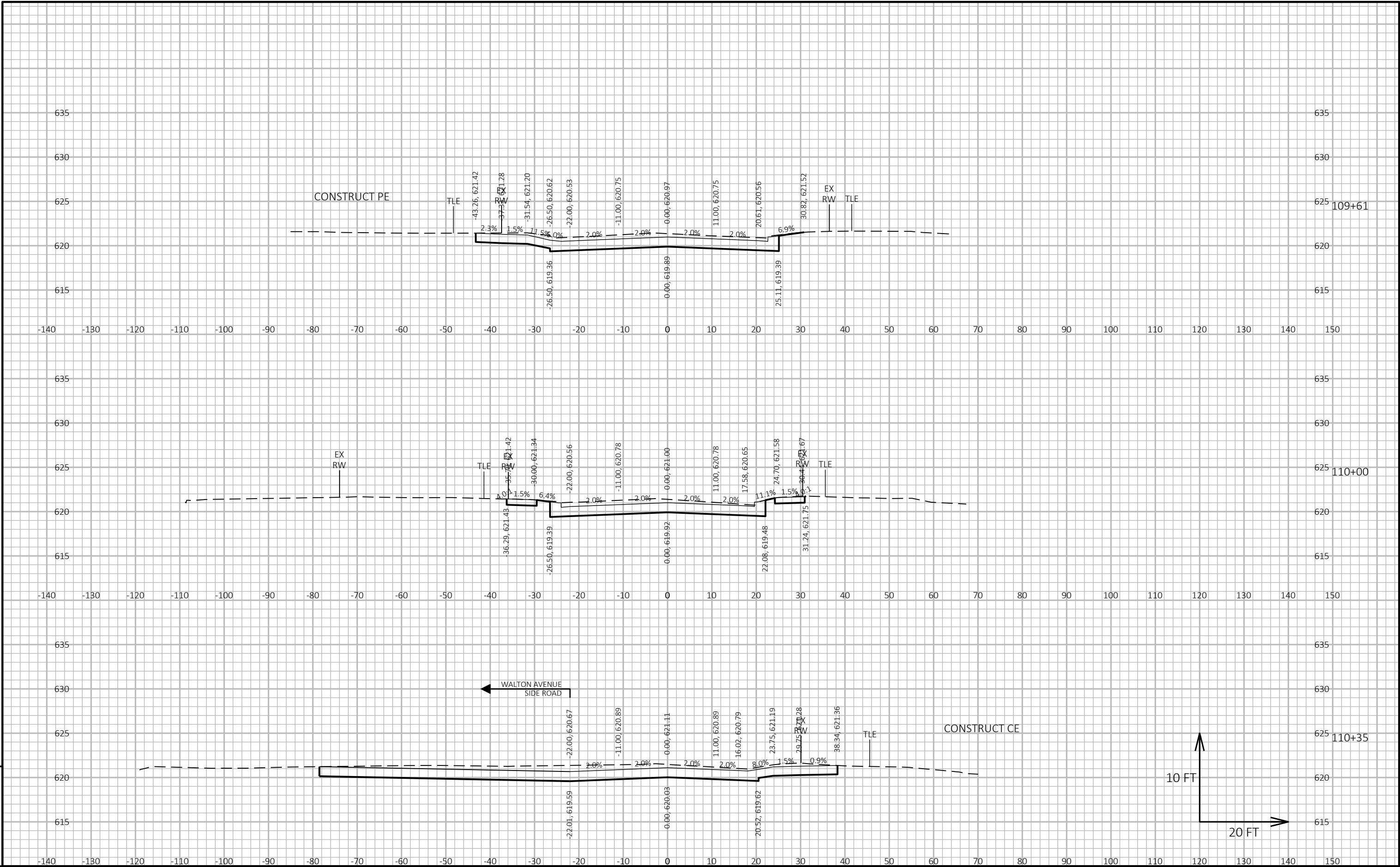
9

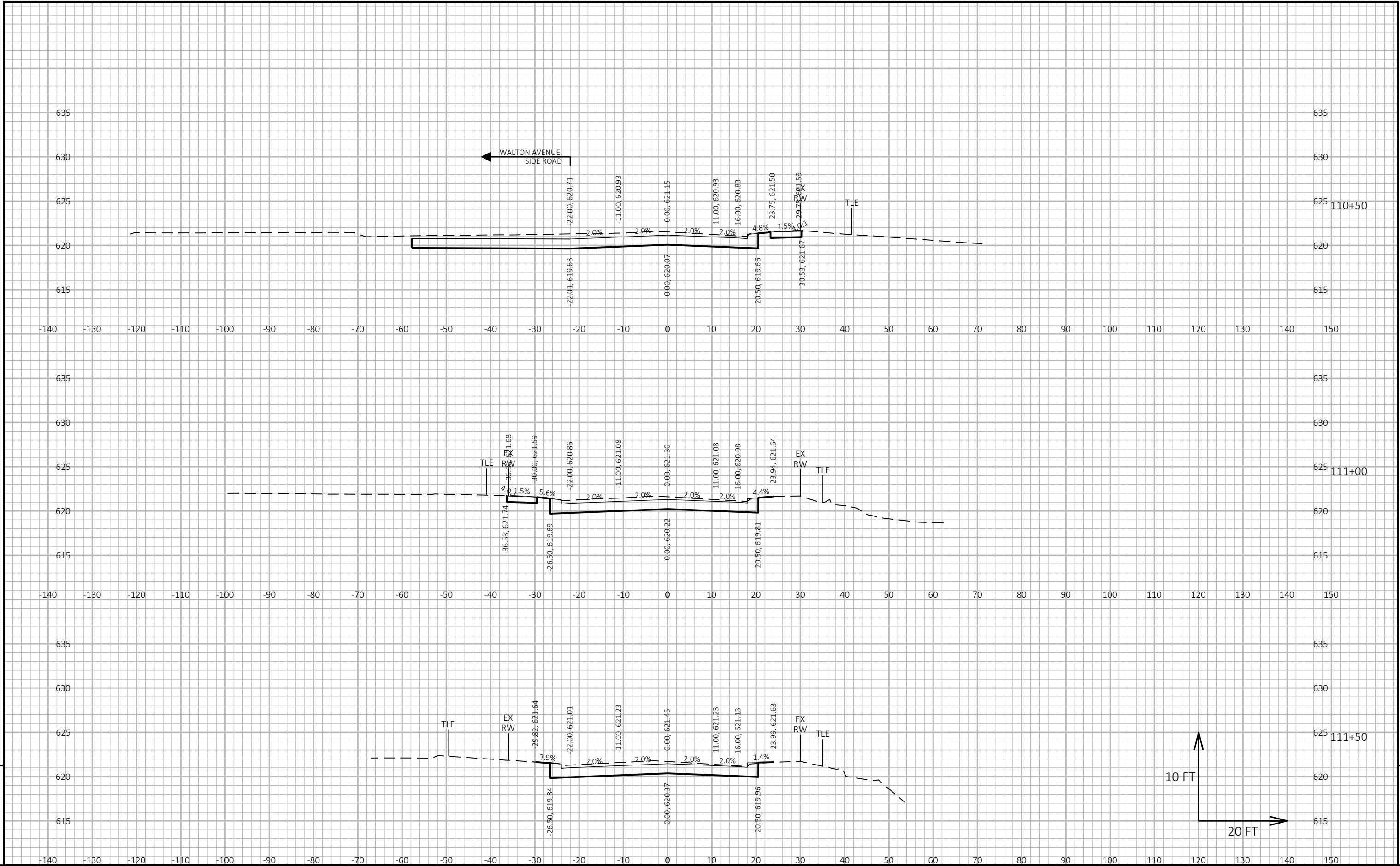
9

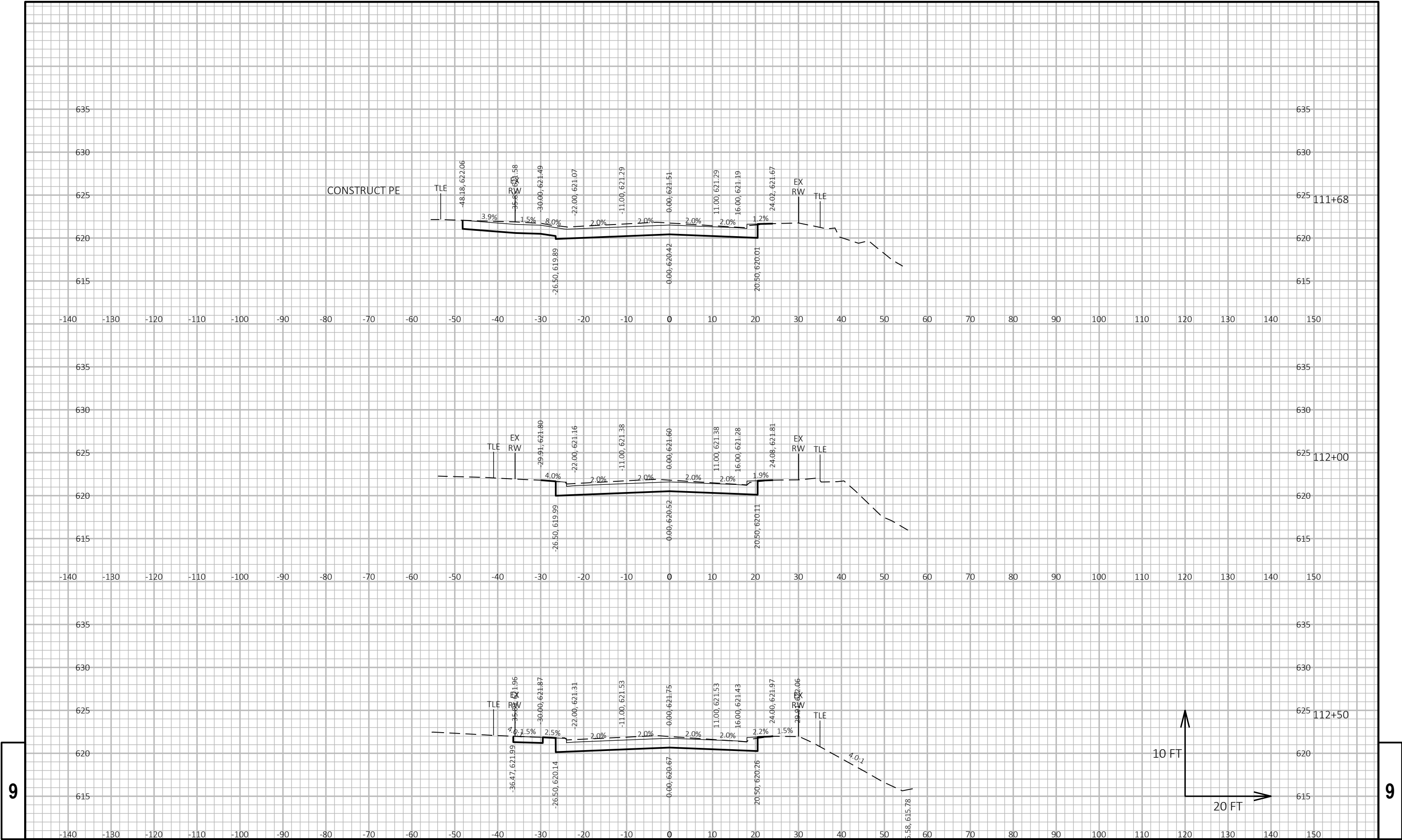


9

9

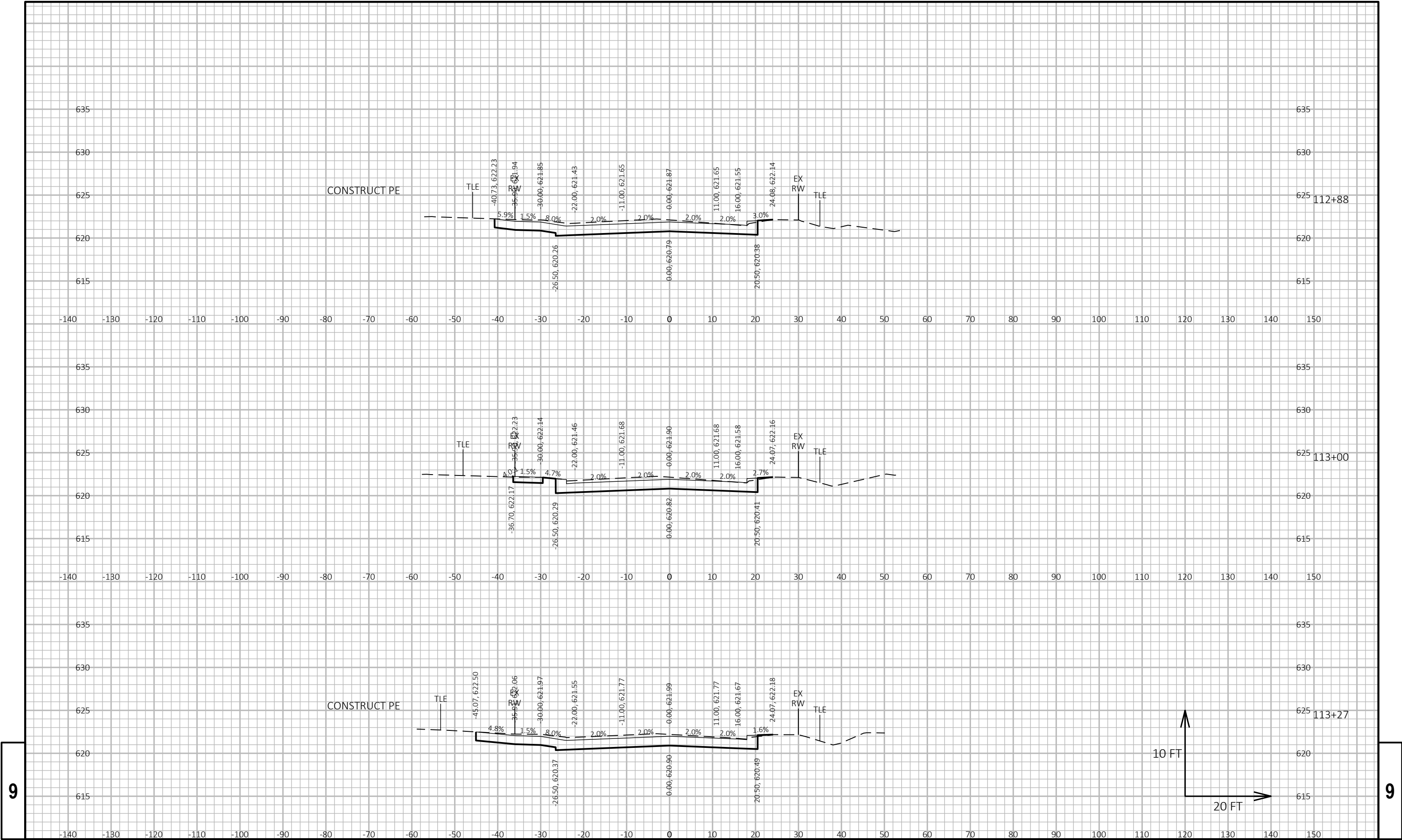






9

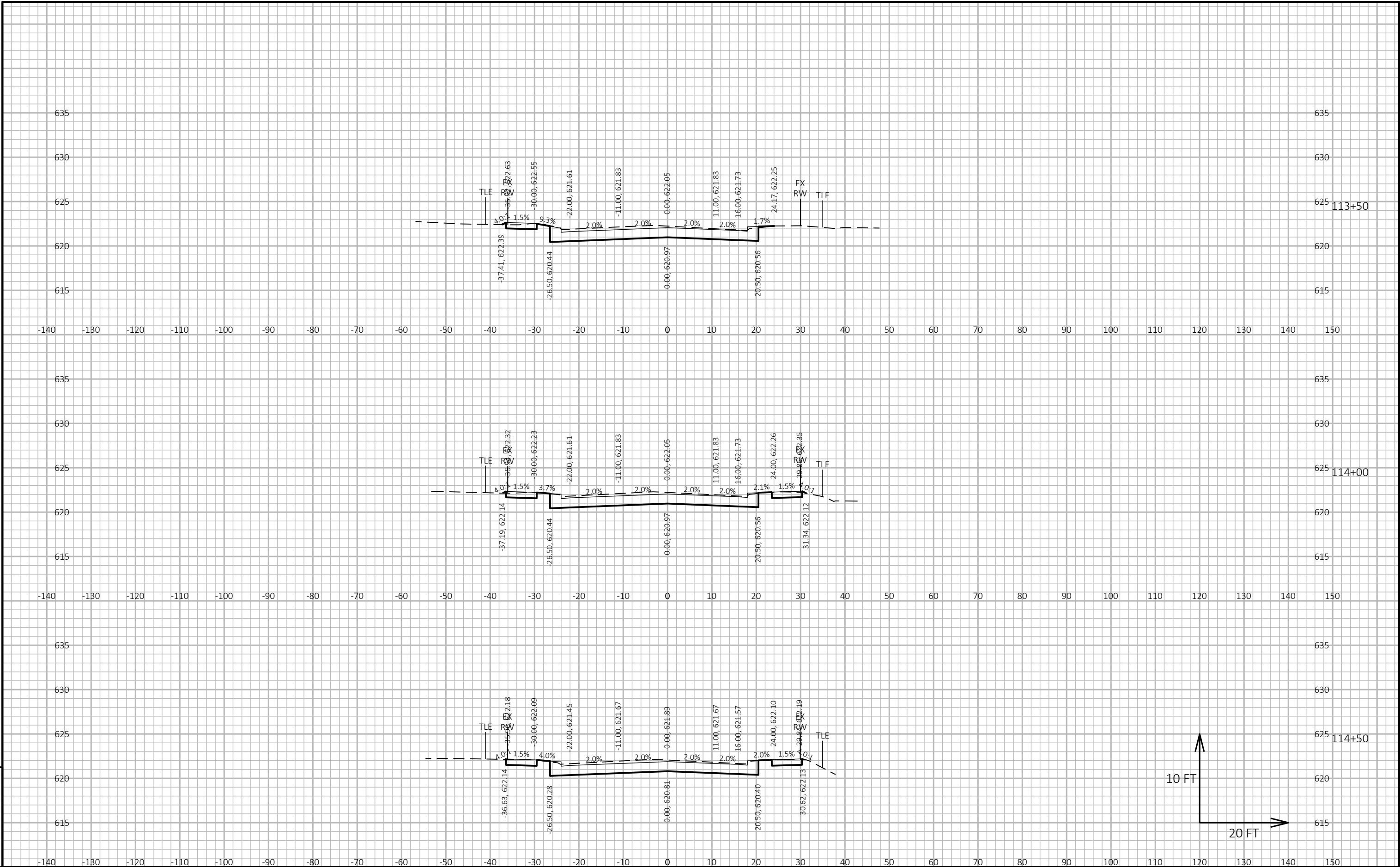
9



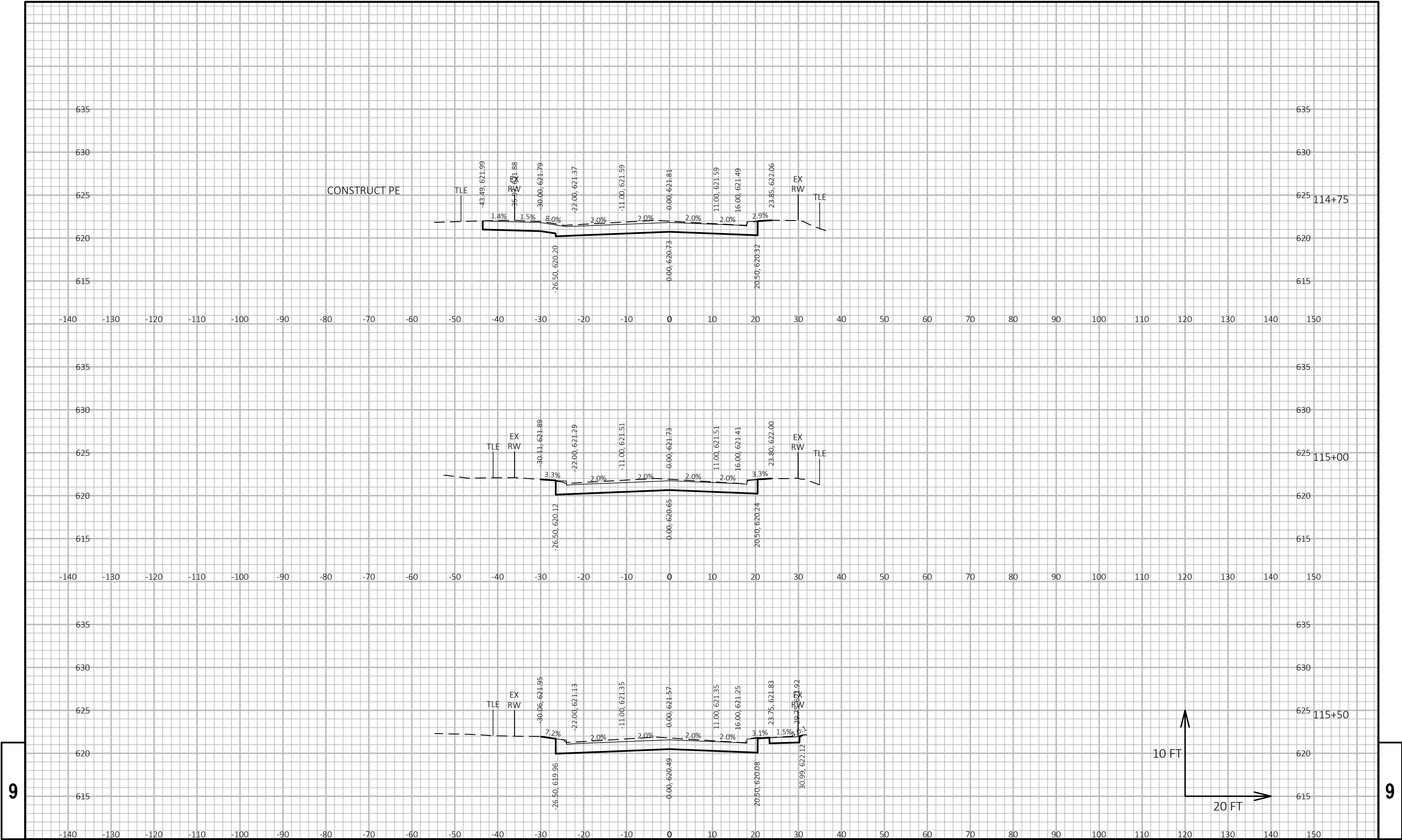
9

9

9

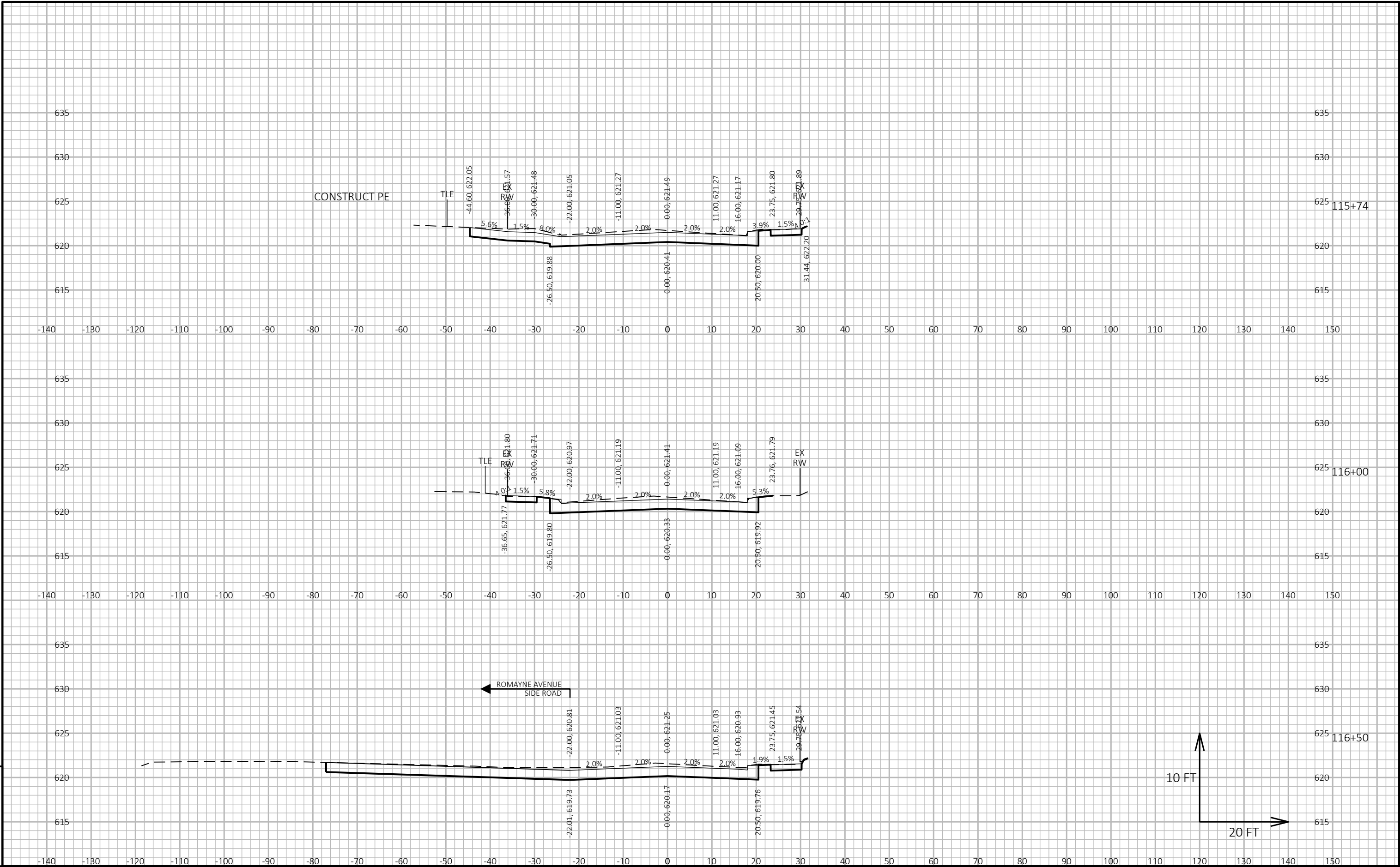


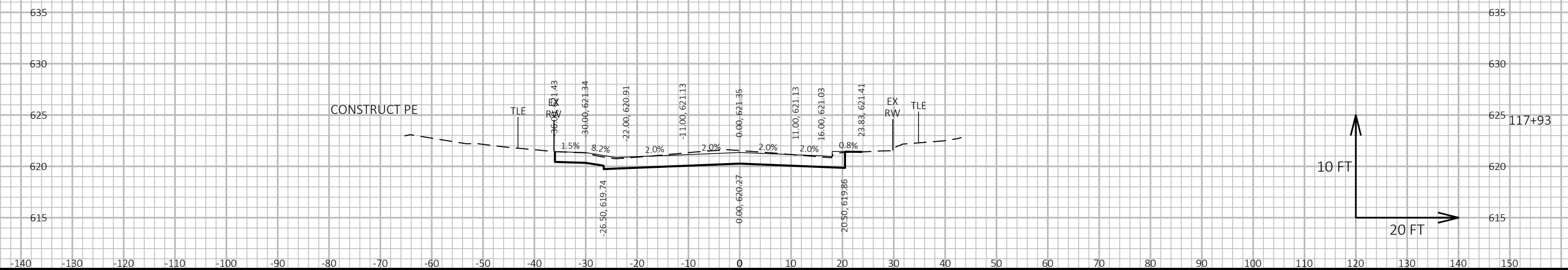
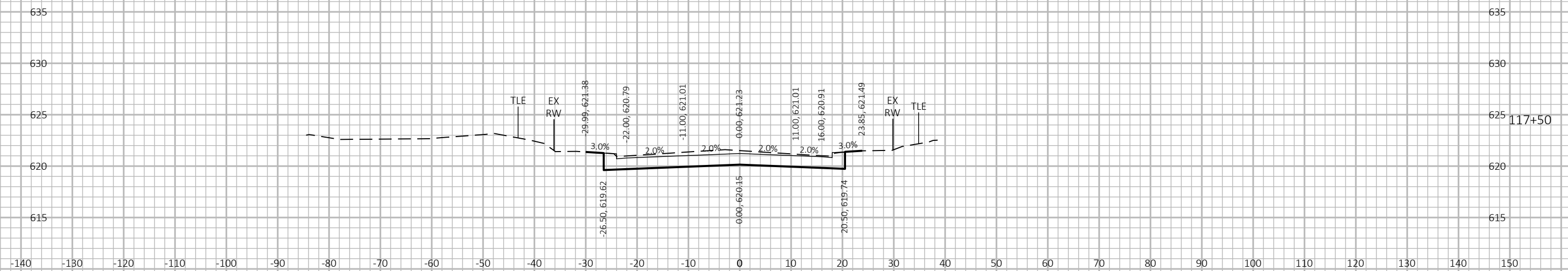
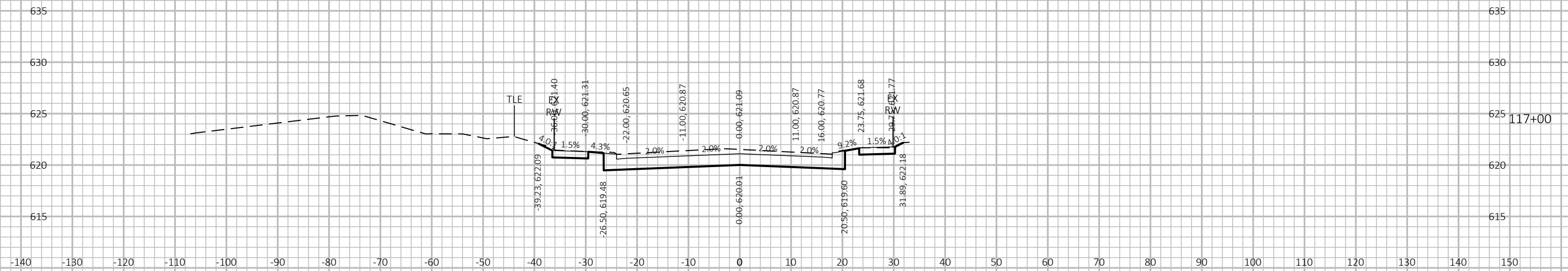
9



9

9





PROJECT NO: 2703-09-71

HWY: LOCAL STREET

COUNTY: RACINE

CROSS SECTIONS: MAIN STREET

SHEET
231

I

FILE NAME : S:\MIL\1000--1099\1092\009\DRAWINGS\CAD\CIVIL 3D\27030901\SHEETSP\090201-XS.DWG
LAYOUT NAME - 090214-xs

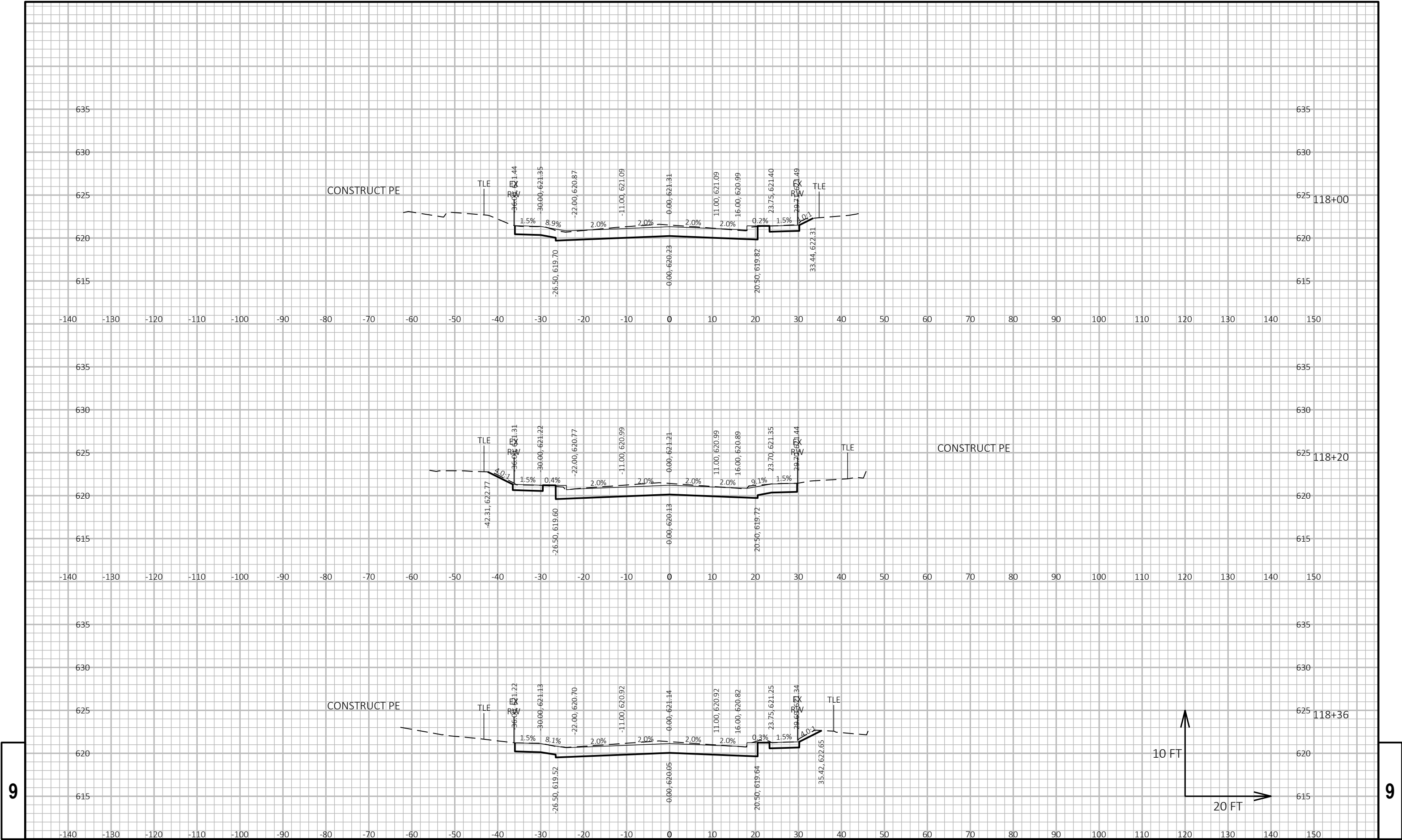
PLOT DATE : 1/26/2024 4:29 PM

PLOT BY : MARIANI, JOHN

PLOT NAME :

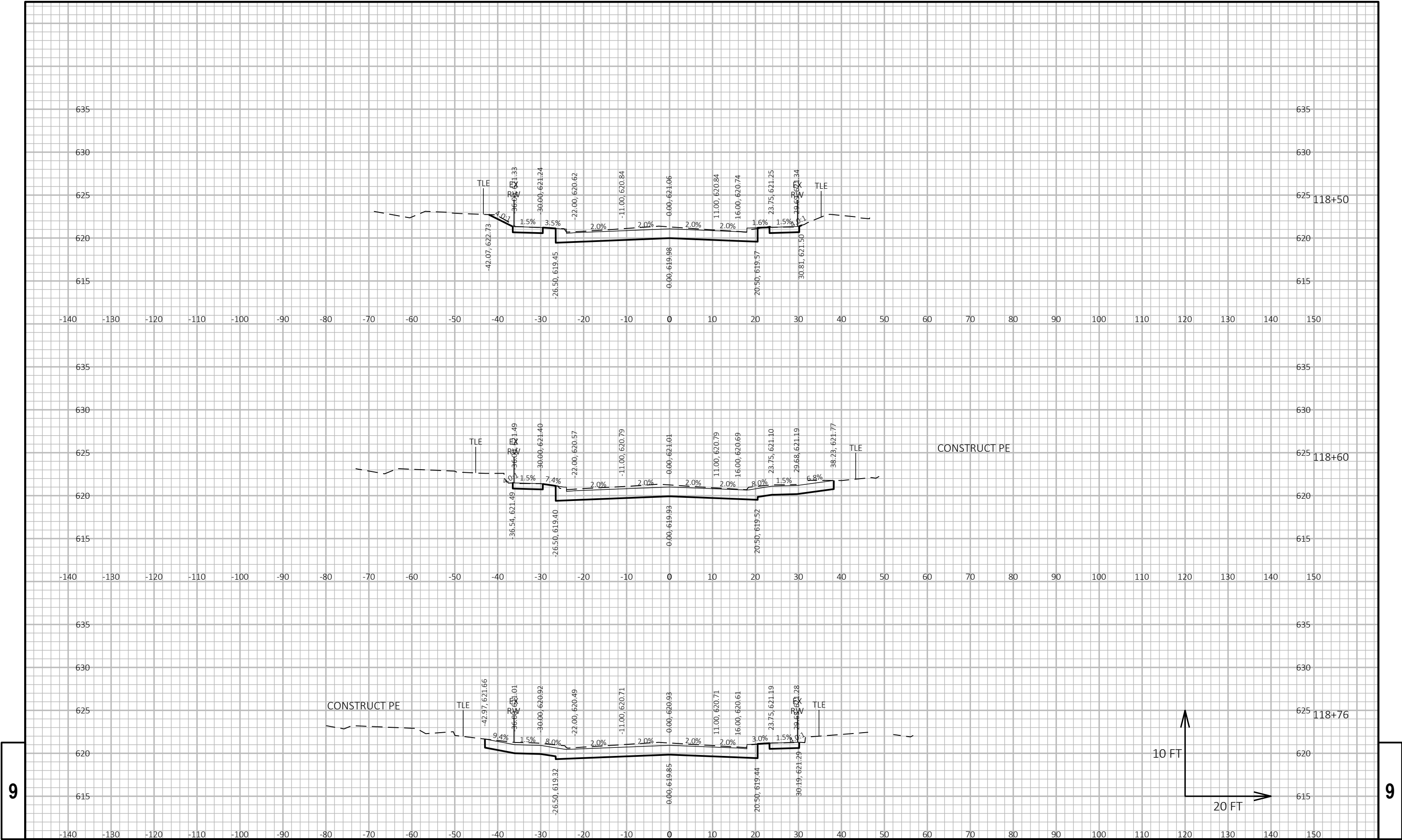
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



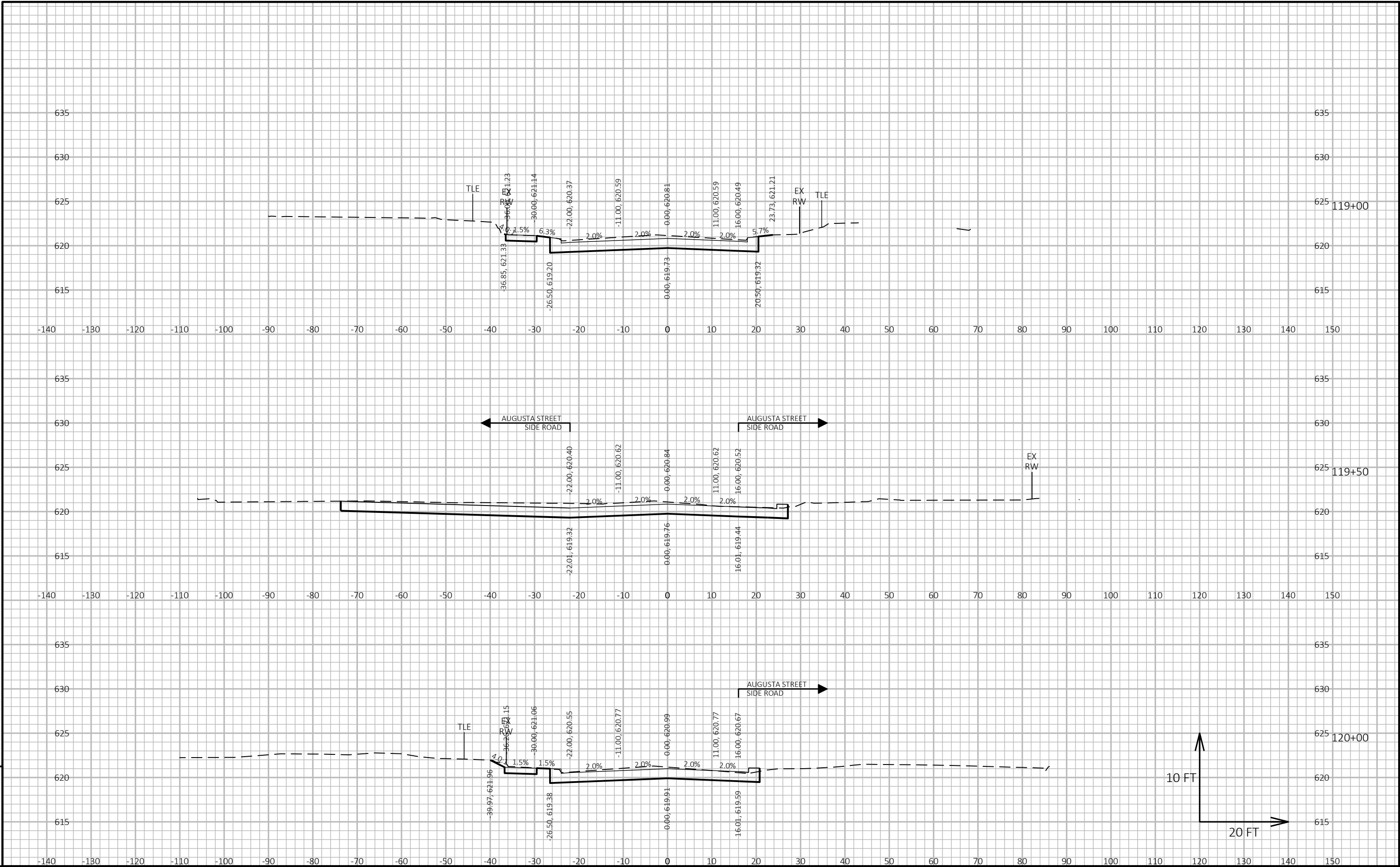
9

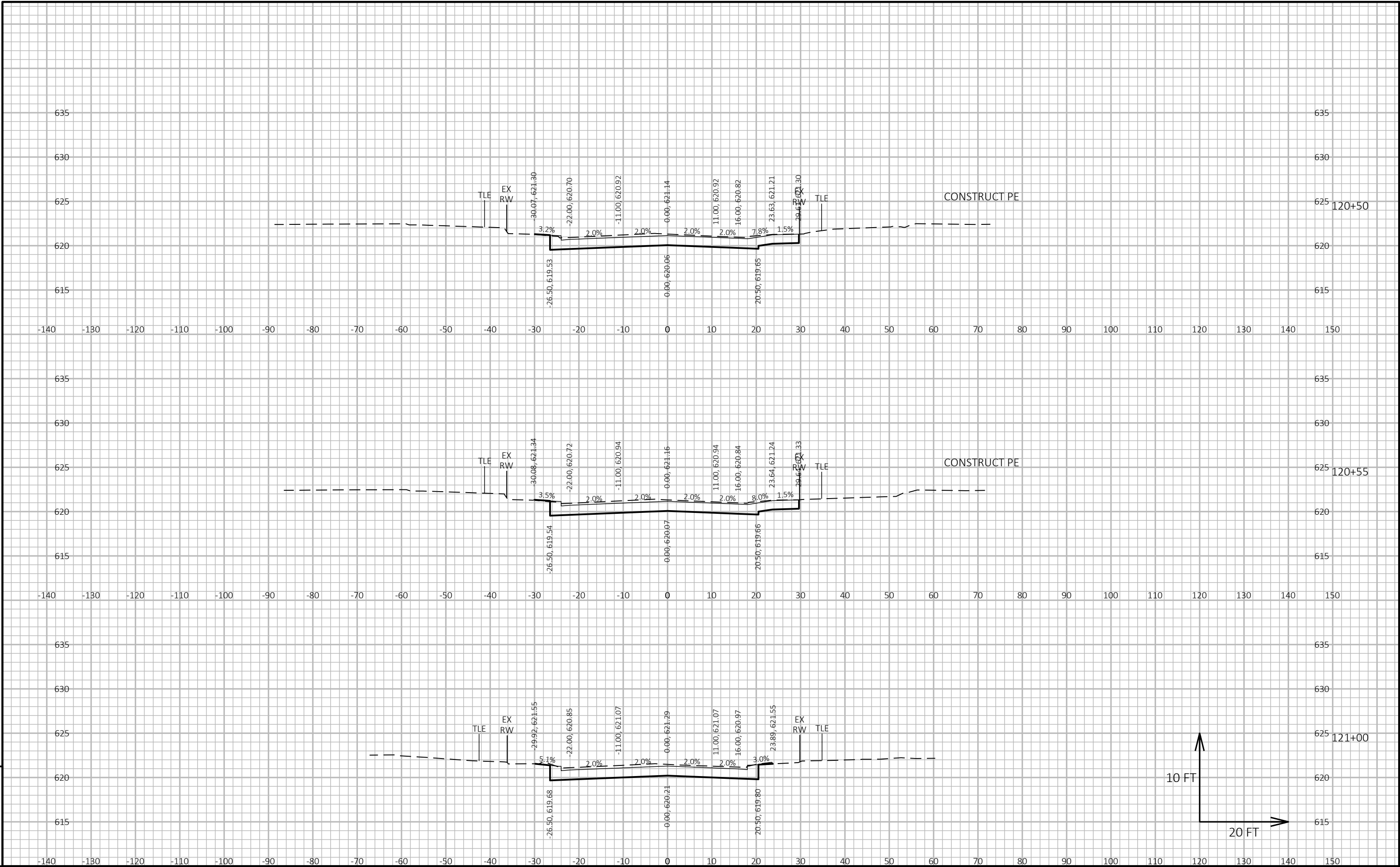
9

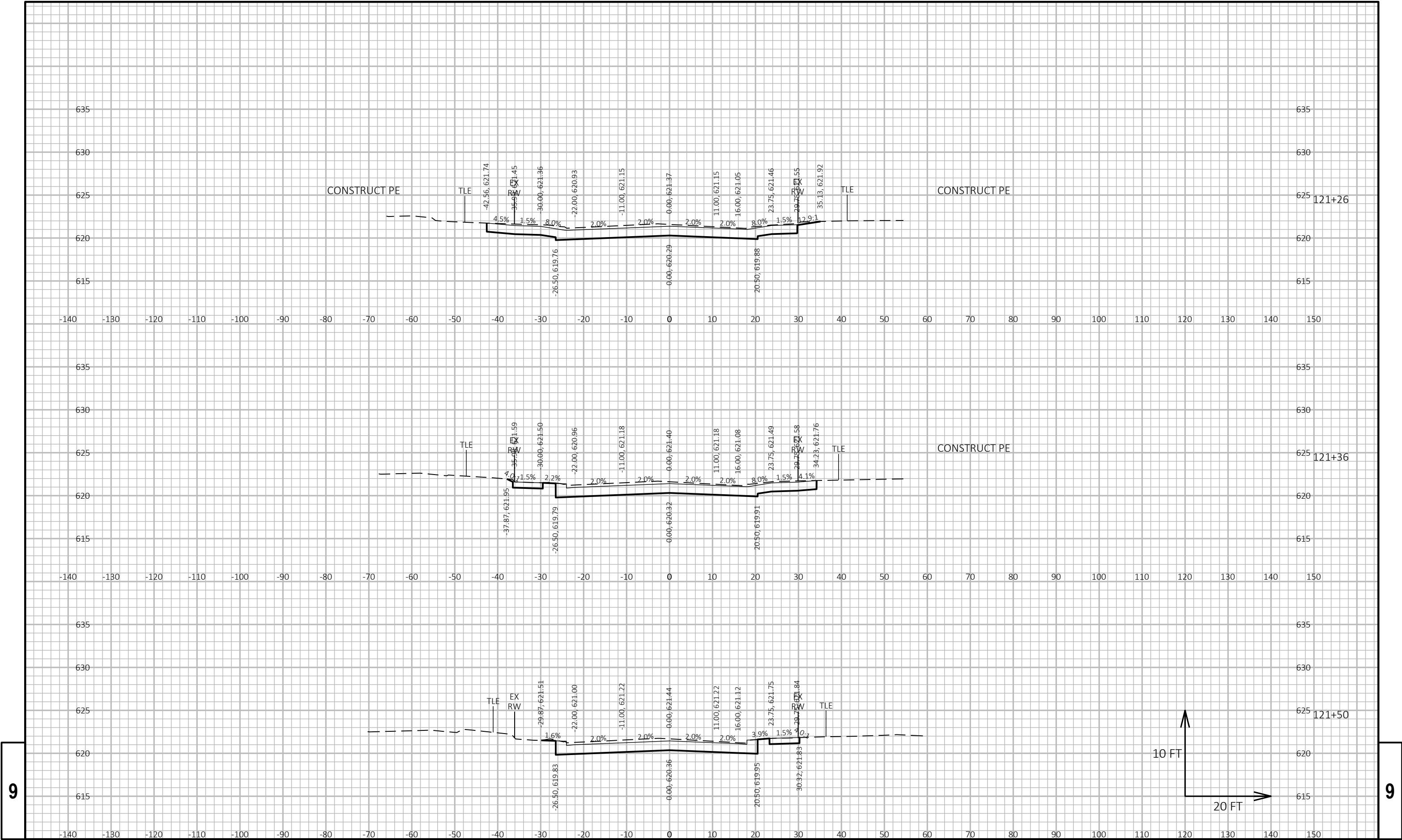


9

9

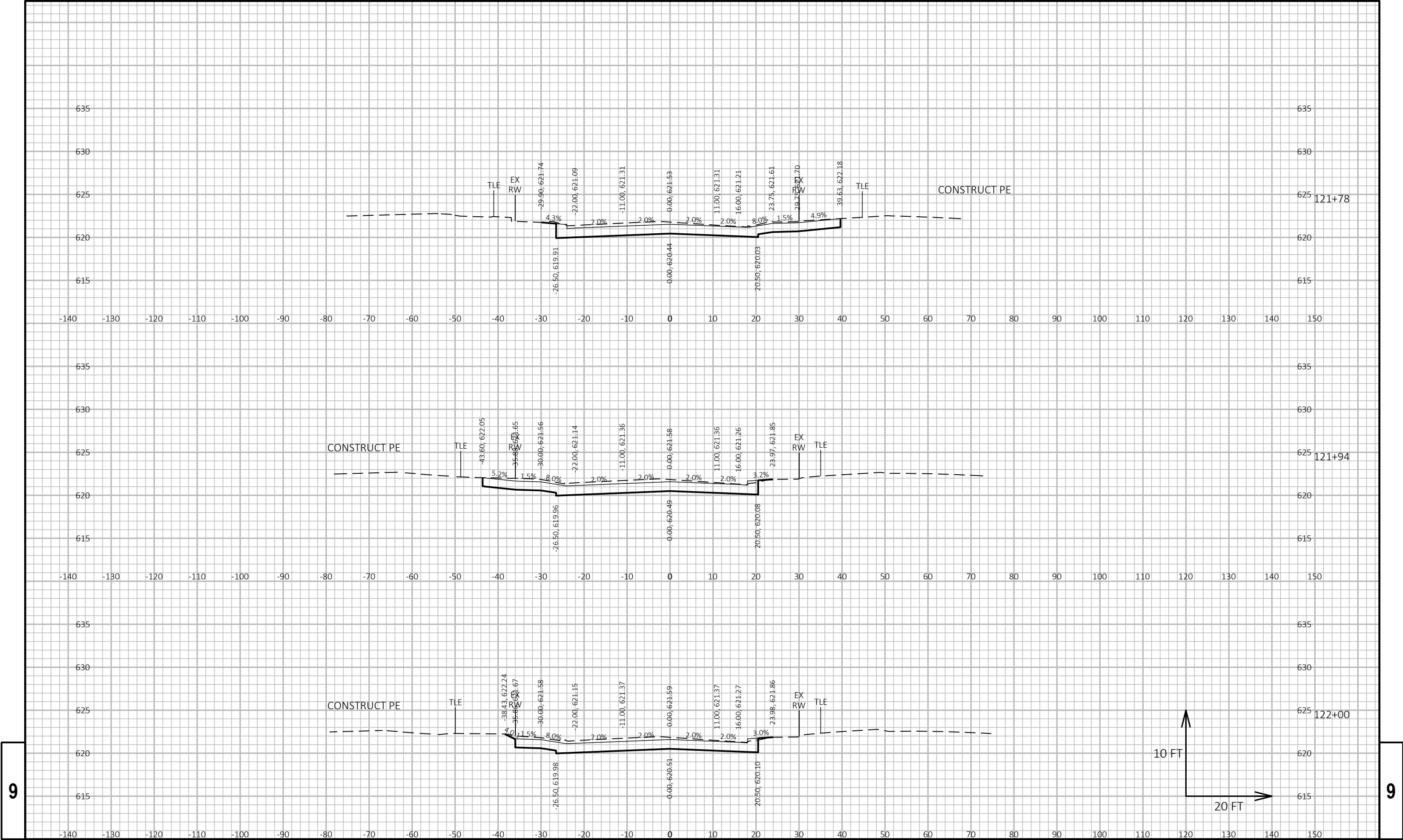






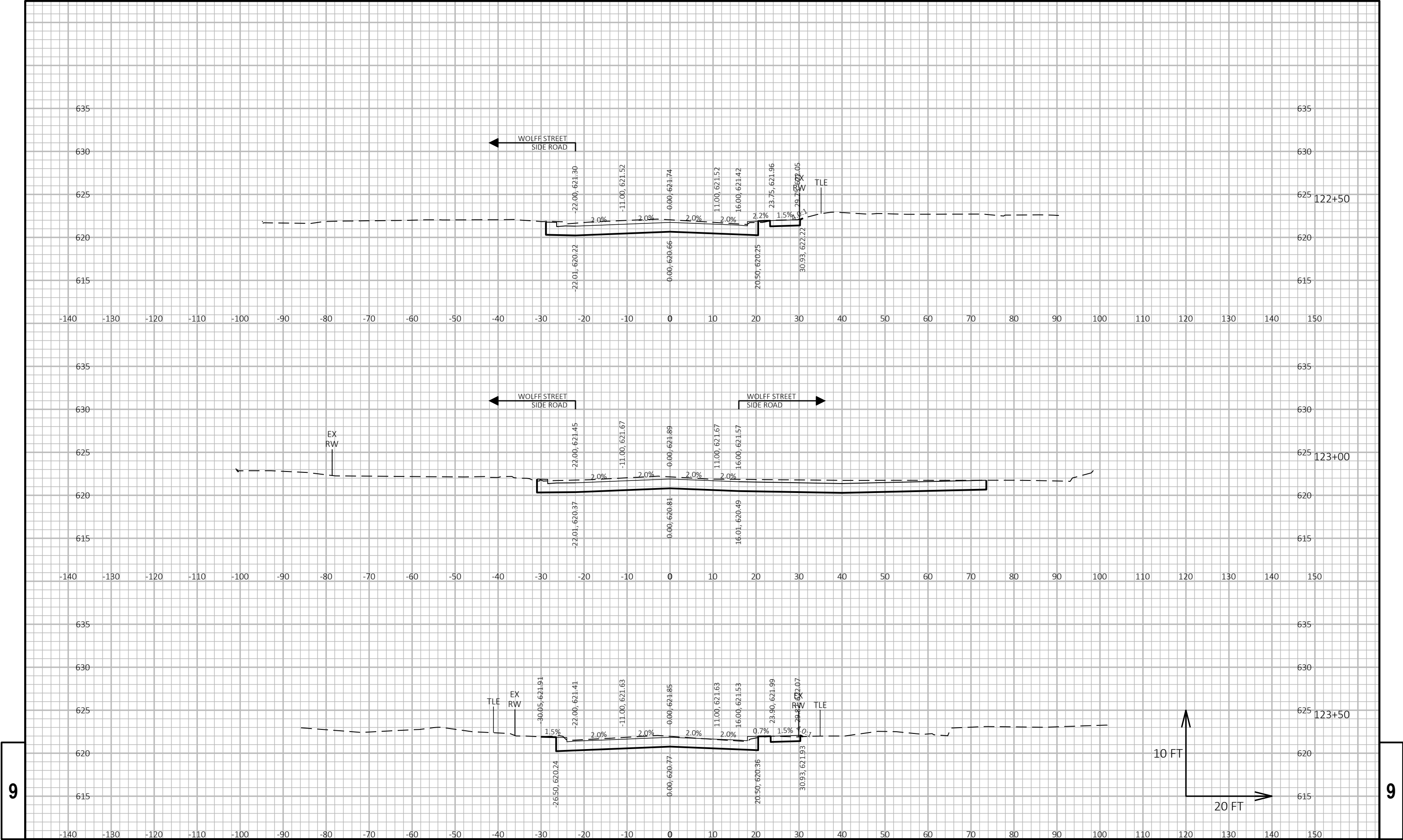
9

9



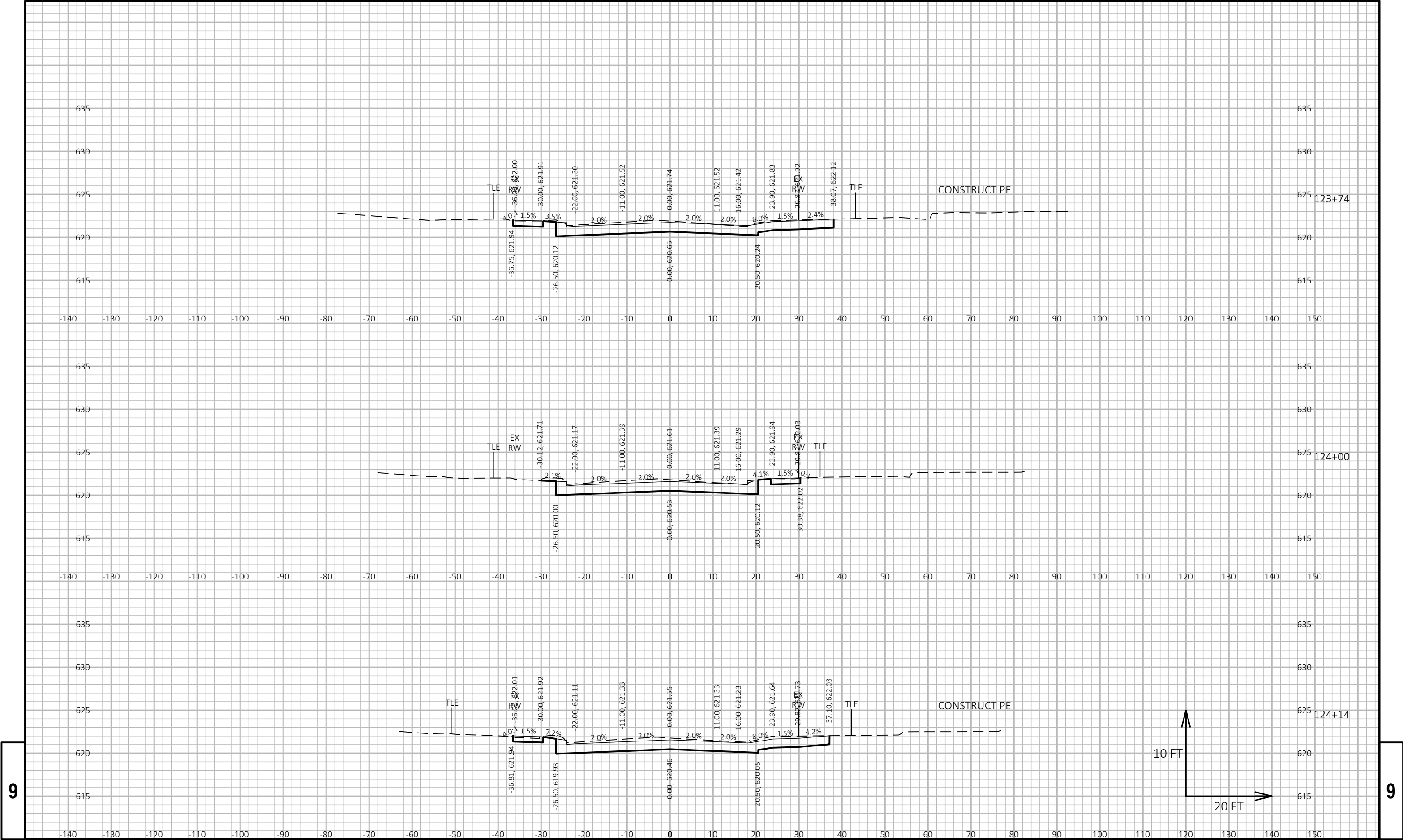
9

9



9

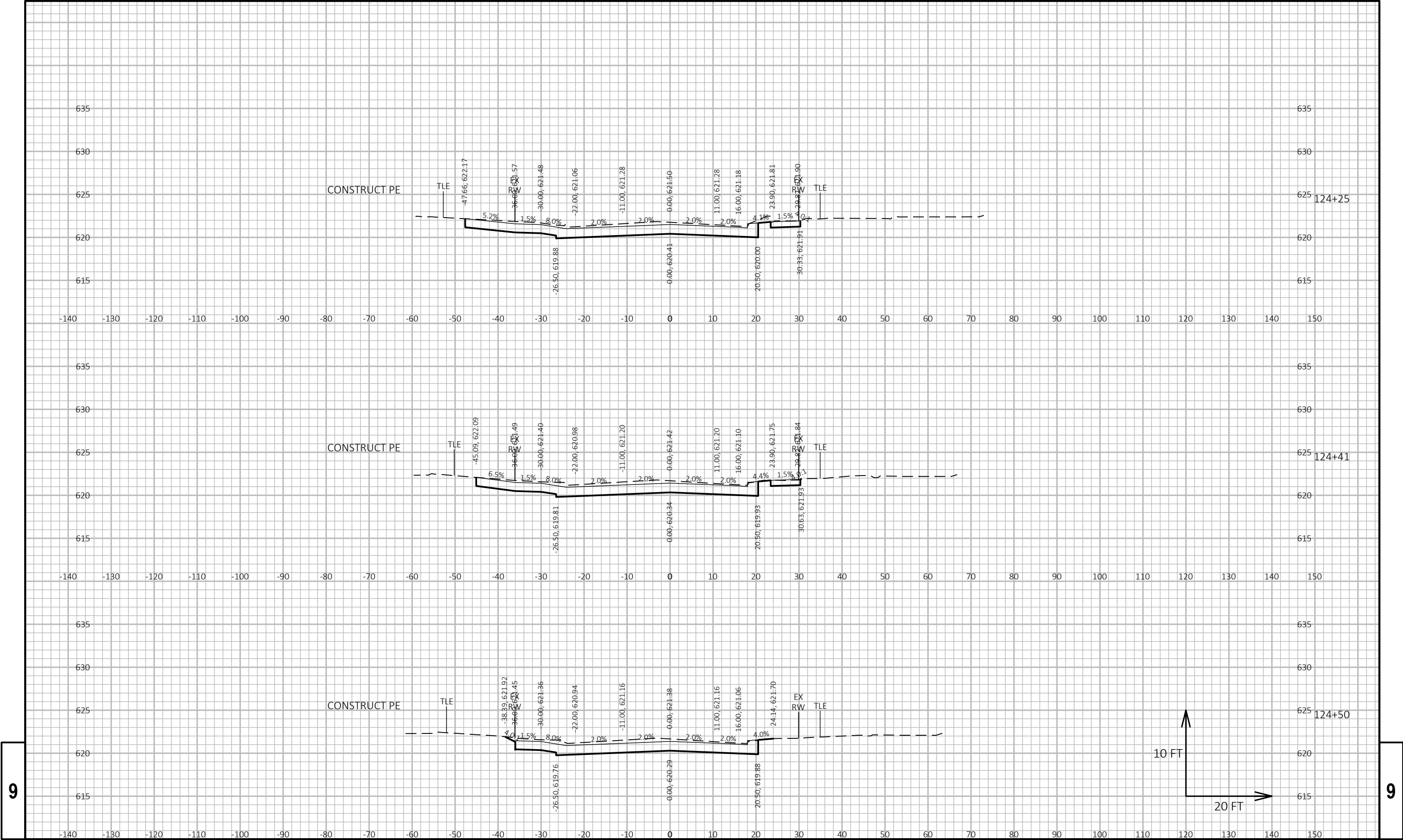
9



9

9

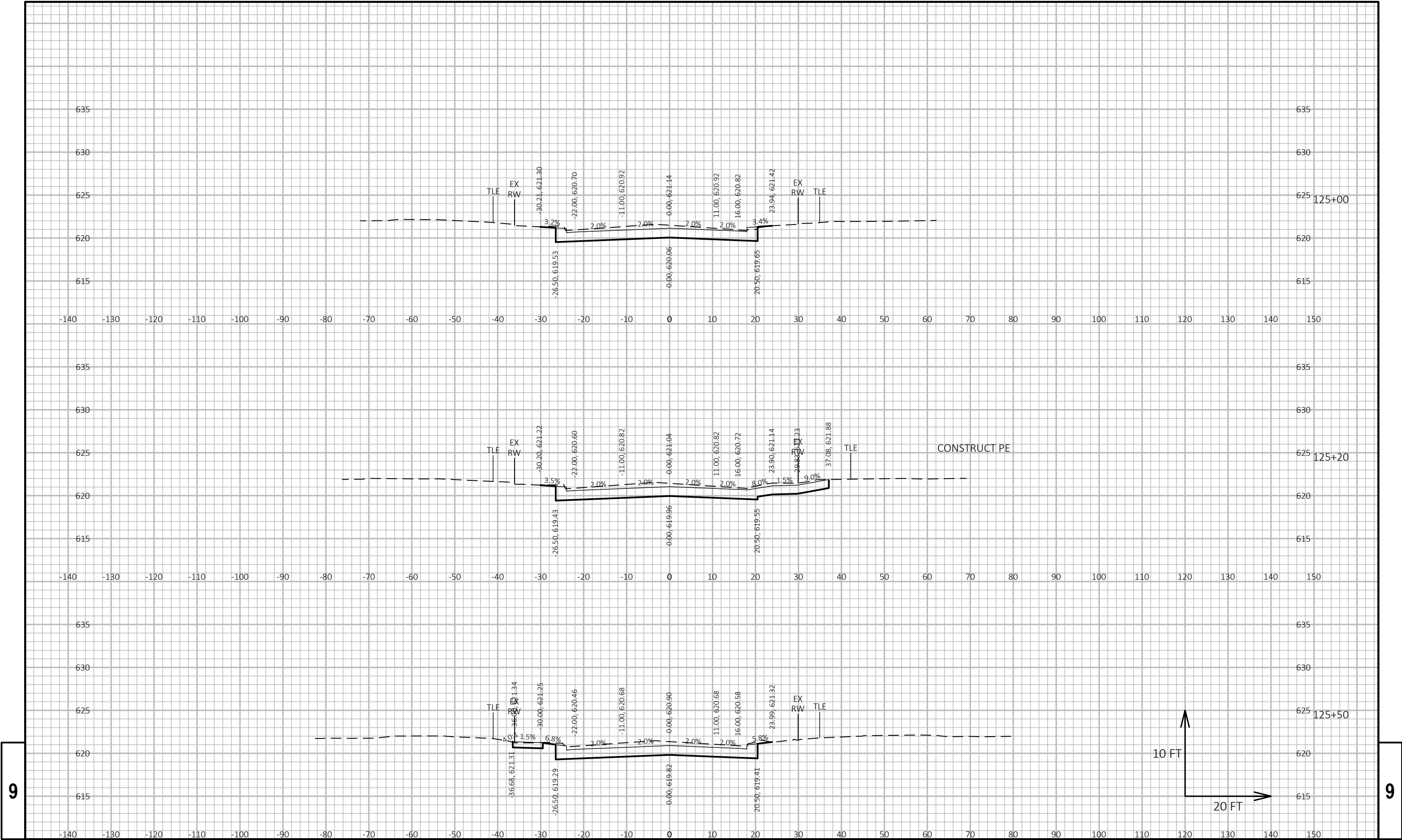
PROJECT NO: 2703-09-71	HWY: LOCAL STREET	COUNTY: RACINE	CROSS SECTIONS: MAIN STREET	SHEET 239	E
------------------------	-------------------	----------------	-----------------------------	-----------	---



9

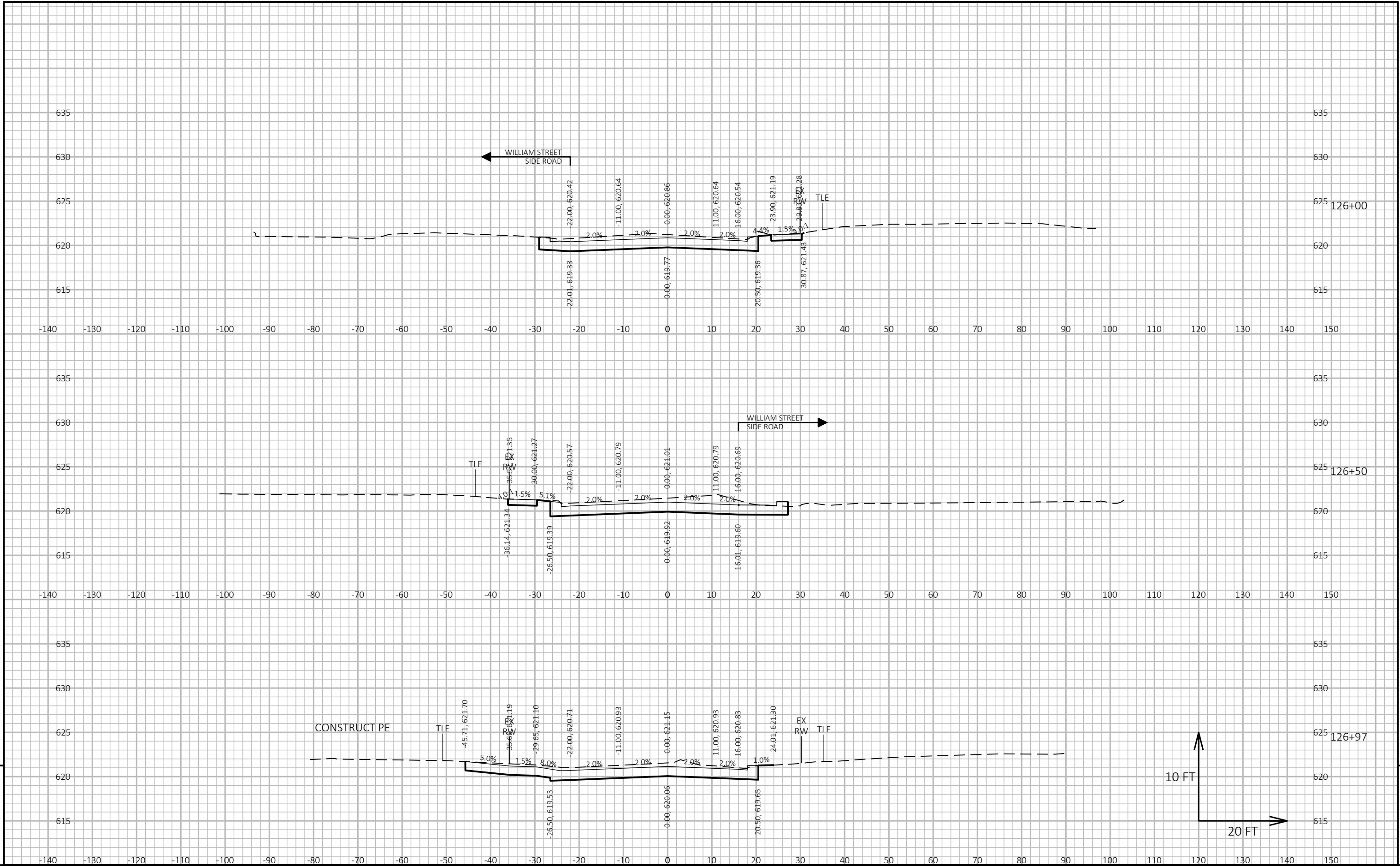
9

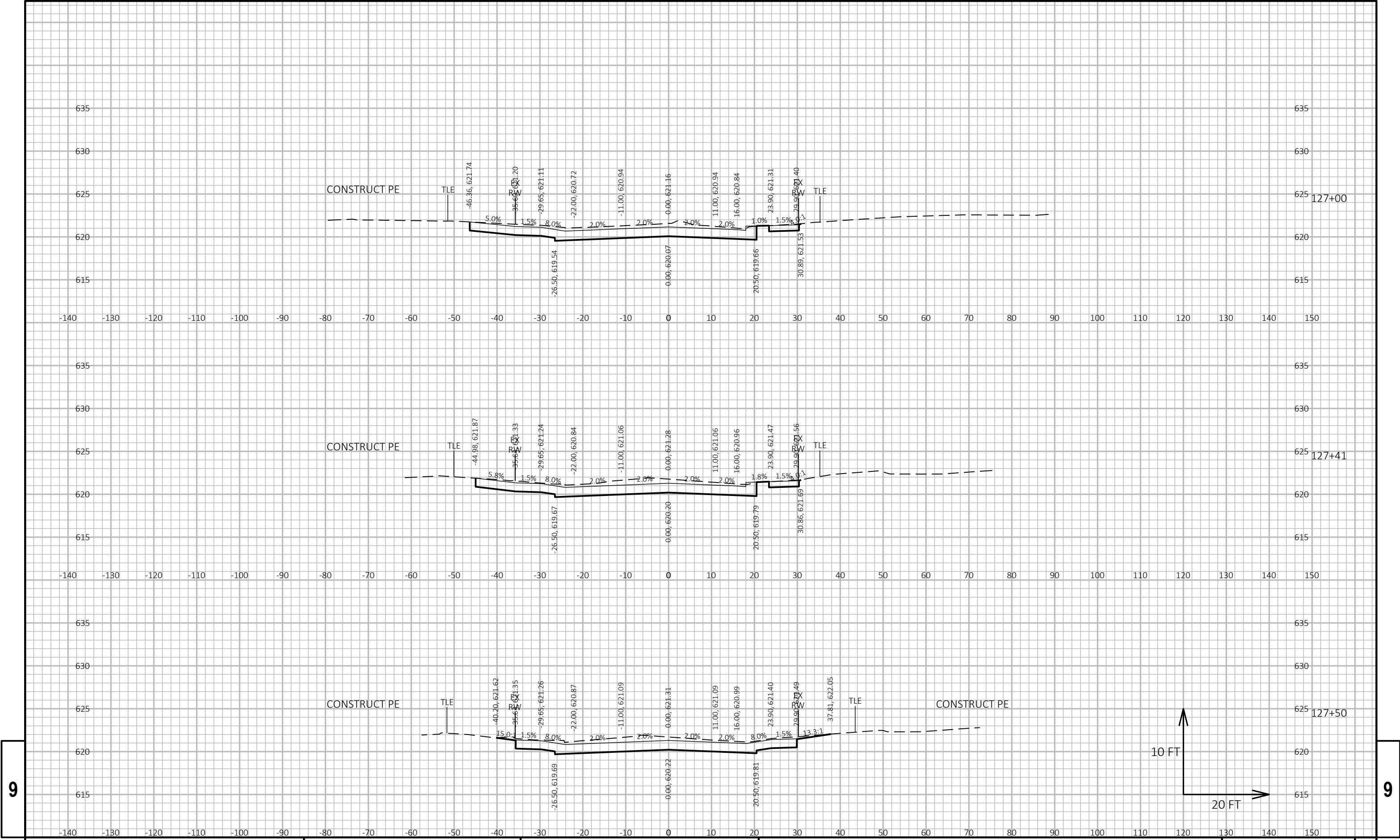
PROJECT NO: 2703-09-71	HWY: LOCAL STREET	COUNTY: RACINE	CROSS SECTIONS: MAIN STREET	SHEET 240	E
------------------------	-------------------	----------------	-----------------------------	-----------	---



9

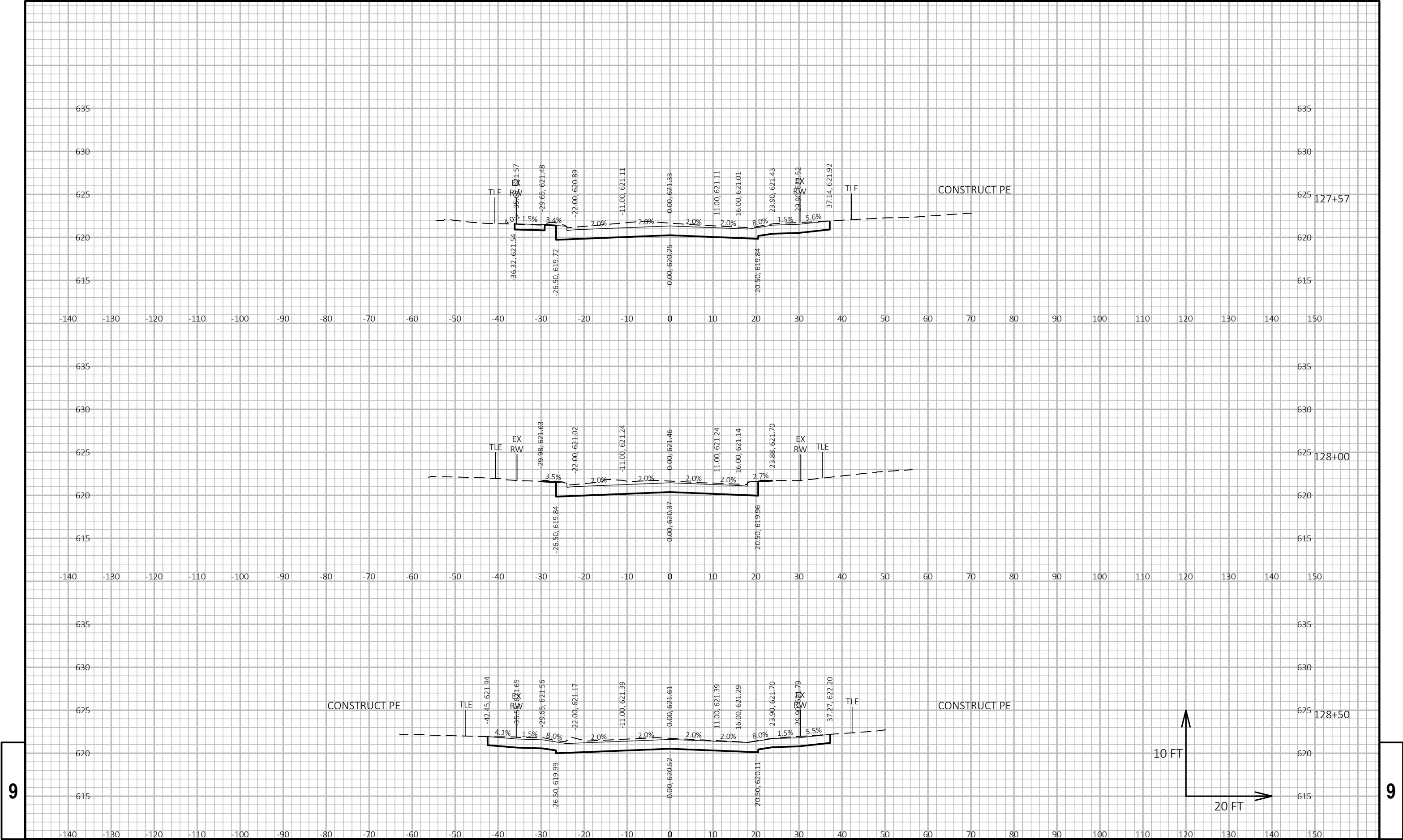
9





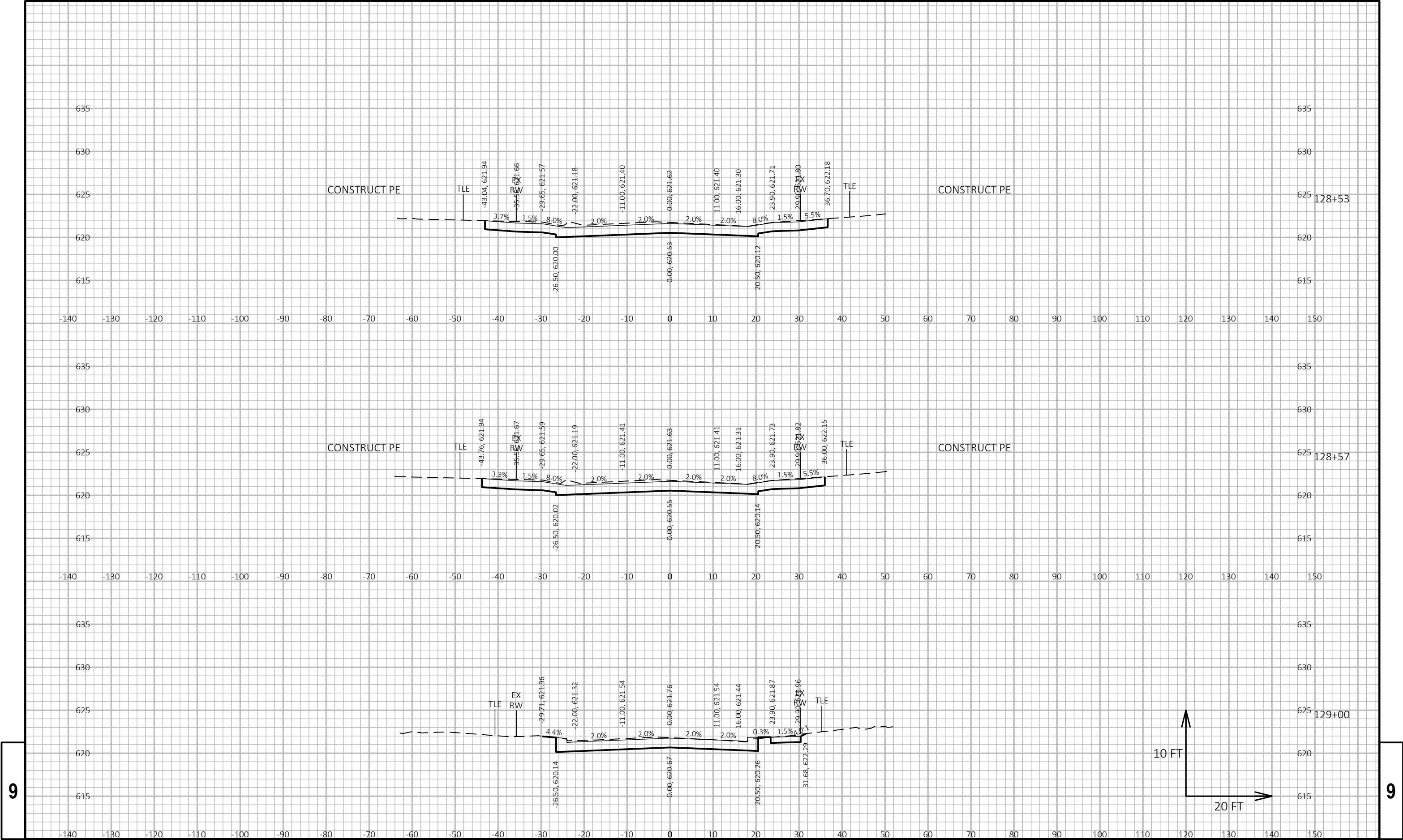
9

9



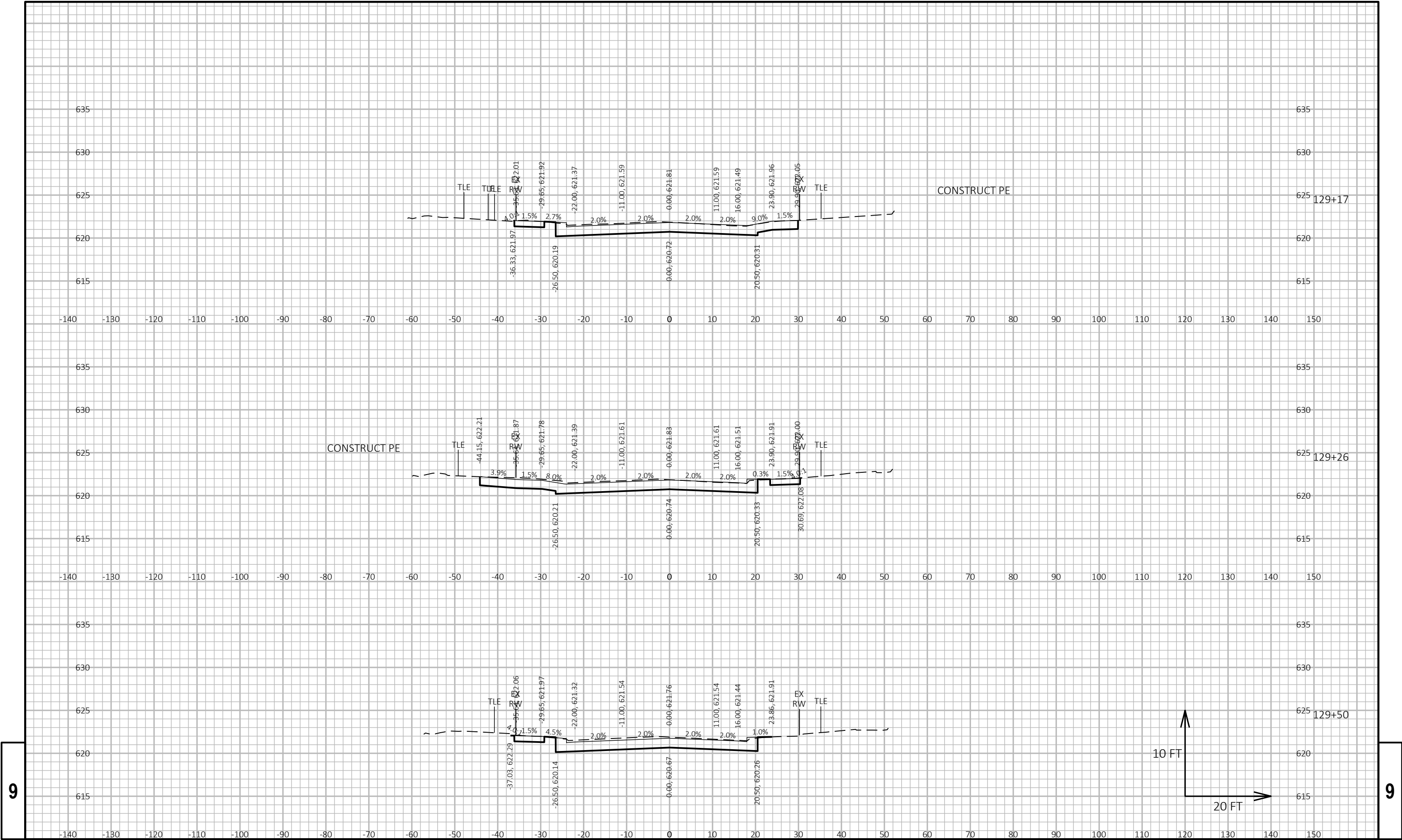
9

9



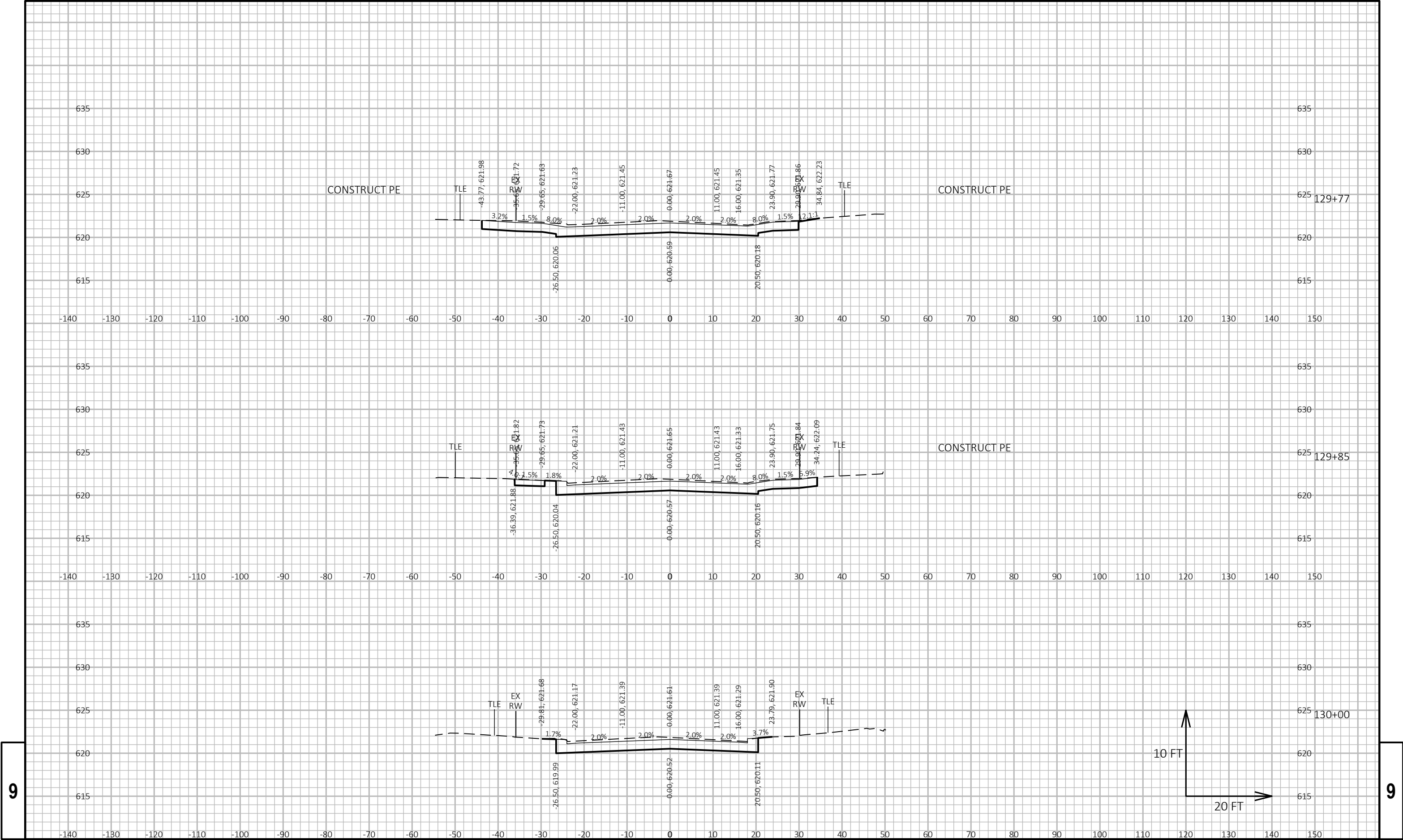
9

9



9

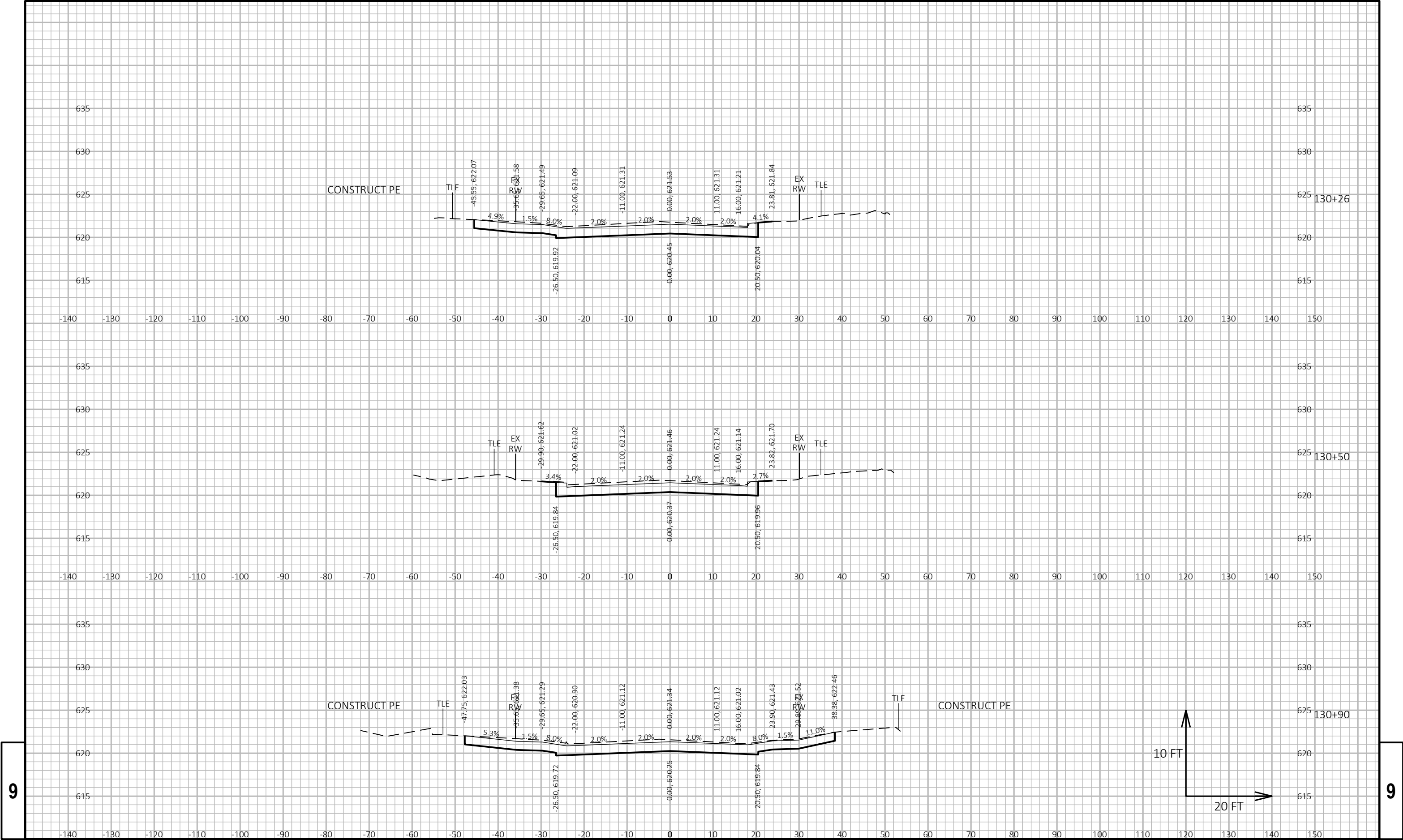
9



9

9

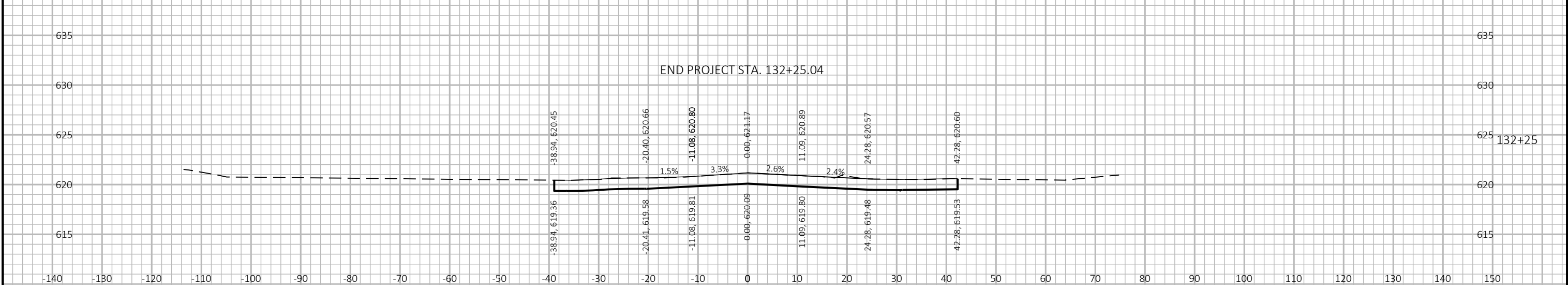
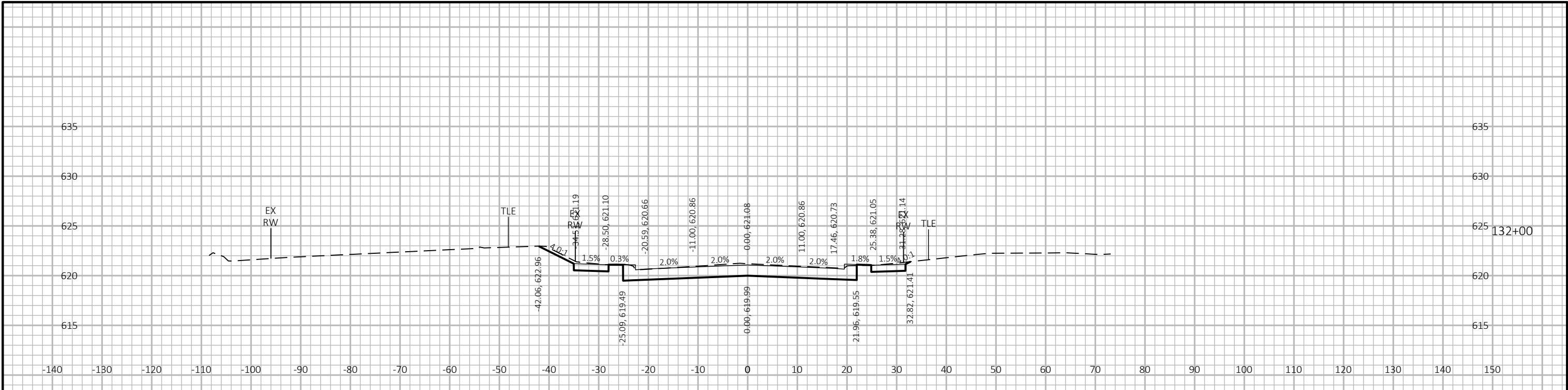
PROJECT NO: 2703-09-71	HWY: LOCAL STREET	COUNTY: RACINE	CROSS SECTIONS: MAIN STREET	SHEET 247	E
------------------------	-------------------	----------------	-----------------------------	-----------	---



9

9

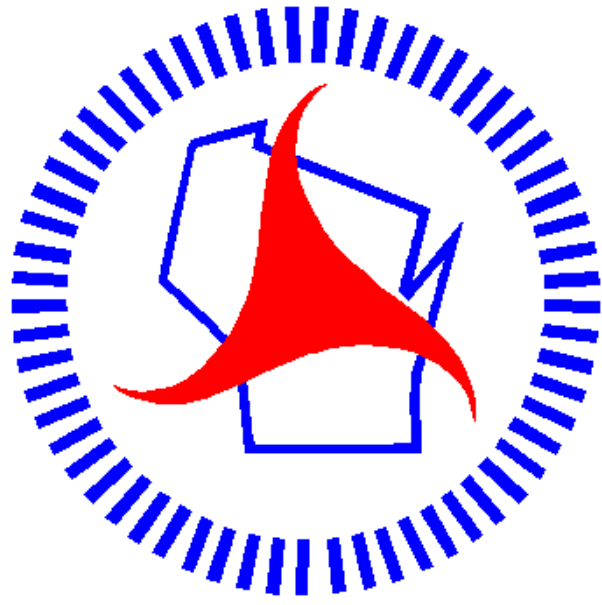
PROJECT NO: 2703-09-71	HWY: LOCAL STREET	COUNTY: RACINE	CROSS SECTIONS: MAIN STREET	SHEET 248	E
------------------------	-------------------	----------------	-----------------------------	-----------	---



9

9

Notes



Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

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