

WIS
PROJECT ID: 6360-05-75
WITH: N/A
COUNTY: MARATHON

DECEMBER 2025
ORDER OF SHEETS

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

TOTAL SHEETS = 180



DESIGN DESIGNATION 6360-05-05
A.A.D.T. = 5,480 (2026)
A.A.D.T. = 5760 (2046)
D.H.V. = 588
D.D. = 60/40
T. = 13.4%
DESIGN SPEED = 25 MPH/35 MPH
ESALS = 1,680,000

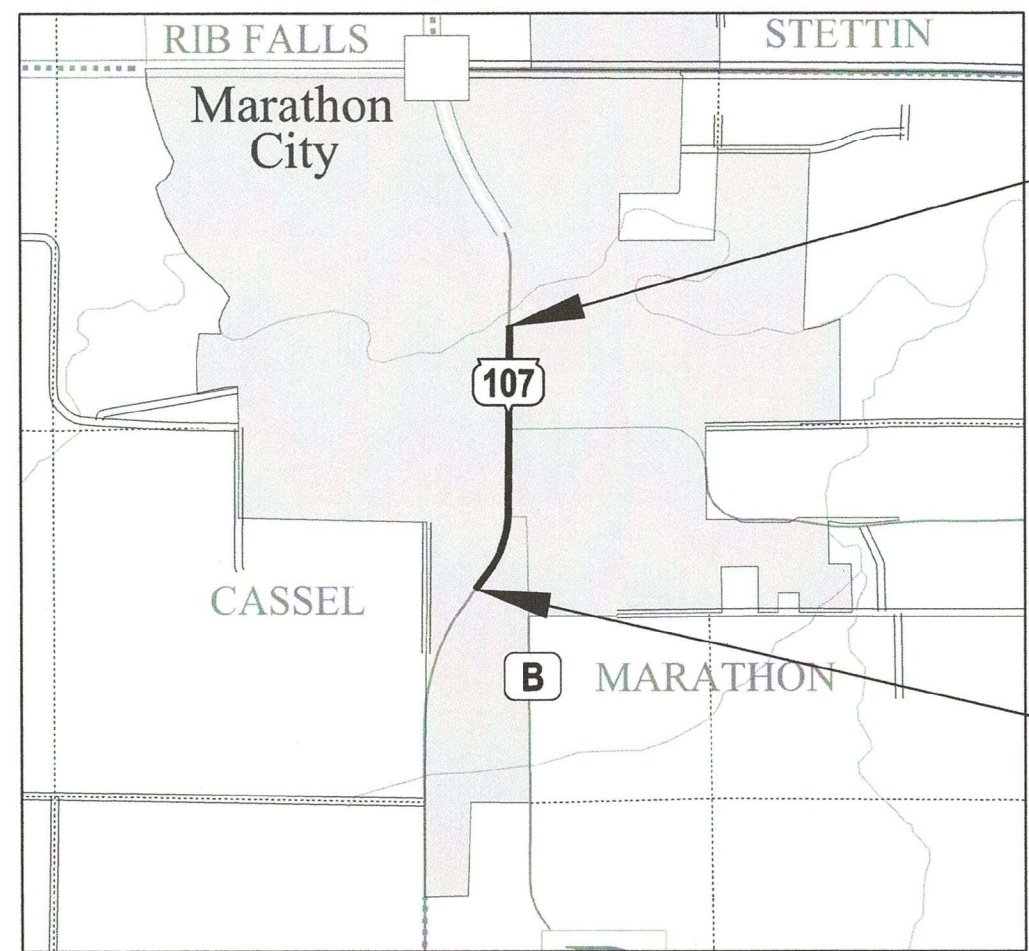
CONVENTIONAL SYMBOLS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PLAN OF PROPOSED IMPROVEMENT
V MARATHON CITY, MAIN STREET
CTH B TO NORTH STREET
STH 107
MARATHON COUNTY

STATE PROJECT NUMBER
6360-05-75

T-29-N
T-28-N



END PROJECT
STA 51+28.75

BEGIN PROJECT
STA 12+99.00
Y=1819123.699
X=226336.088

LAYOUT
SCALE 0 0.5 MI
TOTAL NET LENGTH OF CENTERLINE = 0.725 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN
COORDINATE REFERENCE SYSTEM (WISCRS), MARATHON COUNTY,
NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID
COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES
ARE THE SAME AS GROUND DISTANCES.
ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED
ELEVATIONS ARE BASED ON GEOID 18

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6360-05-75	WISC 2026108	1

ORIGINAL PLANS PREPARED BY
RJS ENGINEERING

DATE: 7/9/2025 *Brian Smits*
(Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	RJS ENGINEERING
Designer	RJS ENGINEERING
Project Manager	ELLE MILLER, P.E.
Regional Examiner	FRED SCHUNKE, P.E.
Regional Supervisor	NICHOLE LYSNE, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 7/9/25 *Elle Miller*
(Signature)

E

GENERAL NOTES

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

MATCH EXISTING SUPERELEVATIONS ALONG HORIZONTAL CURVES. STAKING SUPERELEVATION TRANSITIONS IN THE FIELD SHALL BE INCIDENTAL TO THE PROJECT IF NEEDED.

THE LOCATION OF THE CONSTRUCTION MATCH POINTS ON THE SIDE ROADS SHALL BE AT THE FURTHEST OUT RADIUS RETURN POINT AS SHOWN IN THE PLANS OR AS DETERMINED BY THE ENGINEER.

ALL SUPERELEVATION VALUES LISTED IN THE CURVE TABLES ON THE PLAN SHEETS WERE DETERMINED FROM AVAILABLE AS-BUILTS. ADJUST AS NEEDED TO FIT EXISTING FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

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

UNLESS NOTED OTHERWISE IN THE PLAN SHEETS, THE TYPE OF EROSION MAT INSTALLED ON ALL DISTURBED GRASS AREAS SHALL BE EROSION MAT URBAN CLASS I TYPE A.

MATCH EXISTING GUTTER SLOPE IN LOCATIONS WHERE NEW CURB & GUTTER TIES INTO EXISTING.

EXISTING STREET LIGHTING SHOWN ON PLANS IS OWNED AND OPERATED BY THE MUNICIPALITY.

INSTALL TWO DRILLED TIE BARS AT LOCATIONS WHERE PROPOSED CONCRETE CURB AND GUTTER TIES INTO EXISTING CURB AND GUTTER.

UTILITY CONTACTS

FRONTIER COMMUNICATIONS OF WI LLC
COMMUNICATION LINE
CHRIS POLLACK
521 N 4TH ST
WAUSAU, WI 54403
PHONE: (715) 847-1240
EMAIL: christopher.pollack@ftr.com

SPECTRUM
COMMUNICATION LINE
SCOTT GOHDES
853 MCINTOSH ST
WAUSAU, WI 54403
PHONE: (715) 803-2989
EMAIL: scott.gohdes@charter.com

VILLAGE OF MARATHON CITY WATER & SEWER DEPT.
WATER
STEVEN CHEREK
311 WALNUT ST
MARATHON CITY, WI 54448
PHONE: (715) 680-1776 (CELL)
EMAIL: scherek@marathoncity.org

VILLAGE OF MARATHON CITY WATER & SEWER DEPT.
SANITARY SEWER
STEVEN CHEREK
311 WALNUT ST
MARATHON CITY, WI 54448
PHONE: (715) 680-1776 (CELL)
EMAIL: scherek@marathoncity.org

WISCONSIN PUBLIC SERVICE CORPORATION
ELECTRICITY
JESSE PATTON
P.O. BOX 1166
WAUSAU, WI 54402
PHONE: (715) 848-7405
EMAIL: Jesse.Patten@wisconsinpublicservice.com

WISCONSIN PUBLIC SERVICE CORPORATION
GAS/PETROLEUM
TYLER DAHLSTROM
1700 SHERMAN ST
WAUSAU, WI 54401
PHONE: (715) 848-7387
EMAIL: tyler.dahlstrom@wisconsinpublicservices.com



Dial 811 or (800)242-8511

www.DiggersHotline.com

RUNOFF COEFFICIENT TABLE

LAND USE:	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
	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 STRIPTURF:	.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 SLOPETURF:			.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 = 4.4 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.27 ACRES

ORDER OF SECTION 2 DETAIL SHEETS

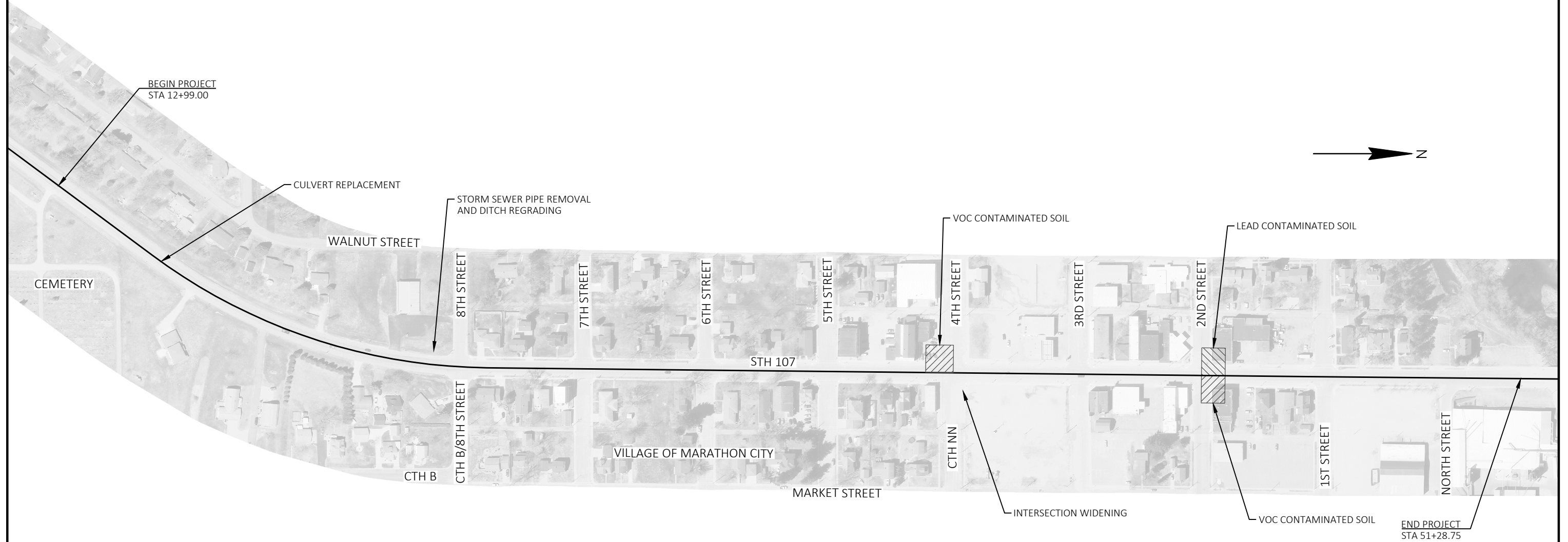
- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- CURB RAMP DETAILS
- INTERSECTION DETAILS
- GRADING PLAN
- CROSS SECTIONS MATCHLINES & SCANLINES
- PERMANENT SIGNING & PAVEMENT MARKING
- LIGHTING DETAILS
- LIGHTING PLAN
- TRAFFIC CONTROL OVERVIEW
- TRAFFIC CONTROL STAGING

WISCONSIN DNR LIAISON

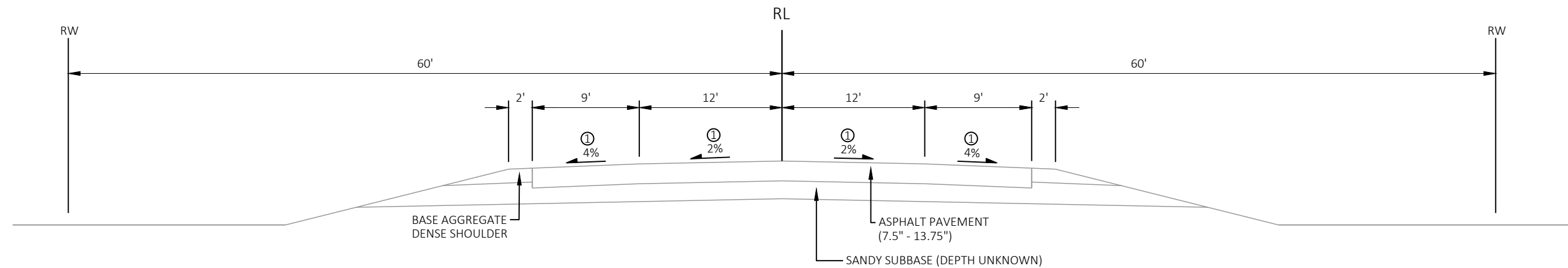
DNR NORTHEAST REGIONAL HEADQUARTERS
JAY SCHEIFELBEIN
2984 SHAWANO AVE
GREEN BAY, WI, 54313
PHONE: (920) 360-3784
EMAIL: jeremiah.schiefelbein@wisconsin.gov

WISDOT DESIGN PROJECT MANAGER

ELLE MILLER, P.E
NORTH CENTRAL REGION
1681 SECOND AVENUE SOUTH
WISCONSIN RAPIDS, WI 54495
PHONE:(715) 315-9237
EMAIL: elizabeth.miller@dot.wi.gov

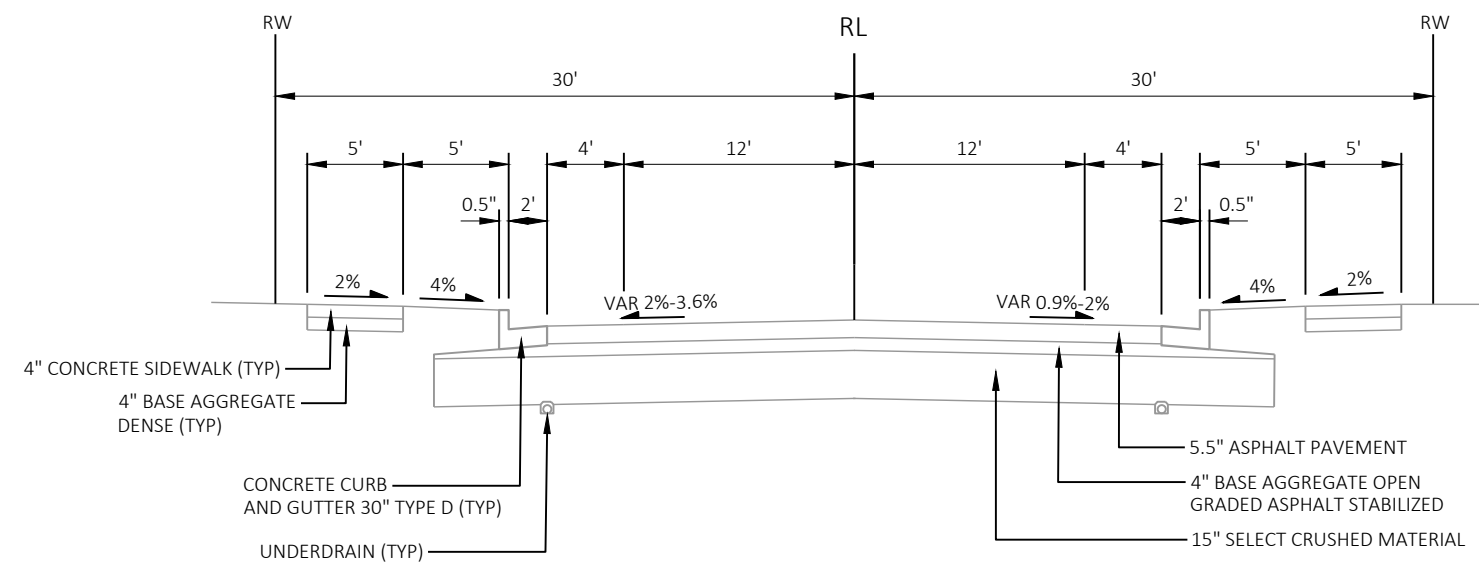


PROJECT NO: 6360-05-75	HWY: STH 107	COUNTY: MARATHON	PROJECT OVERVIEW	SHEET 3	E
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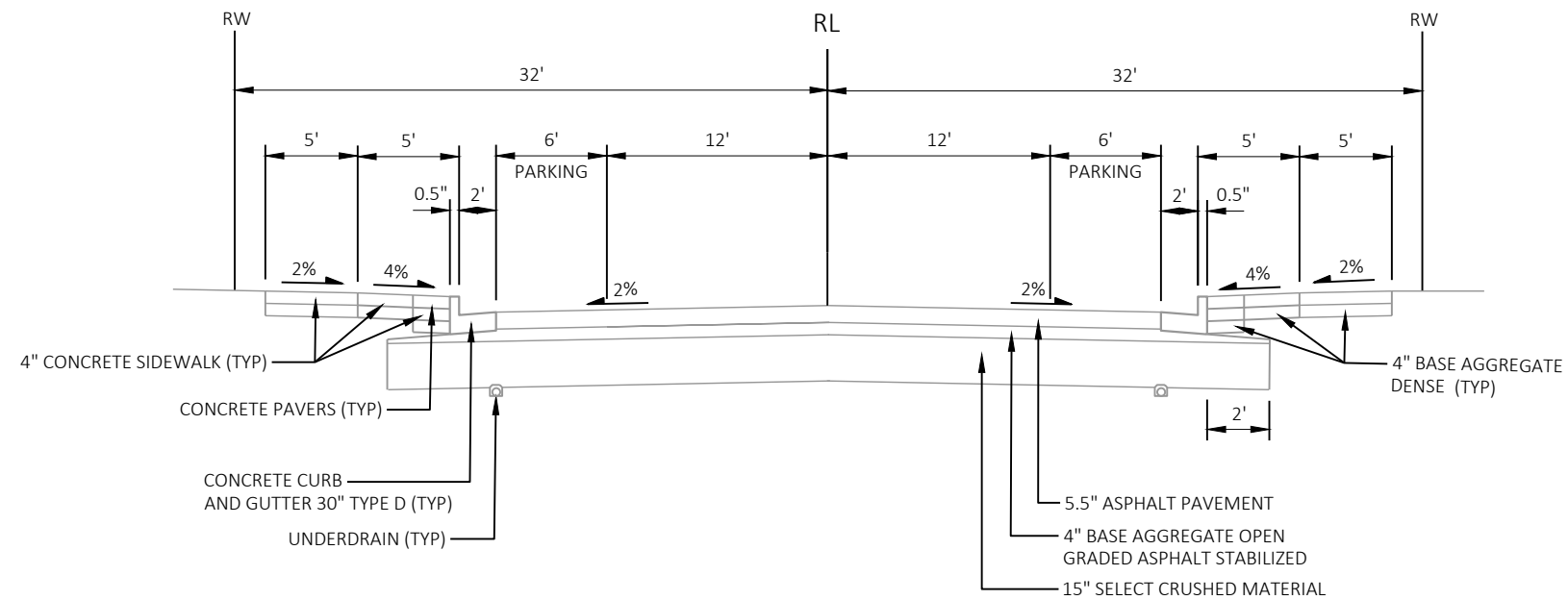
**EXISTING TYPICAL SECTION**

STH 107
STA 12+99 TO STA 23+95

NOTES:
① CROSS SLOPES VARY THROUGH SUPERELEVATED CURVE.

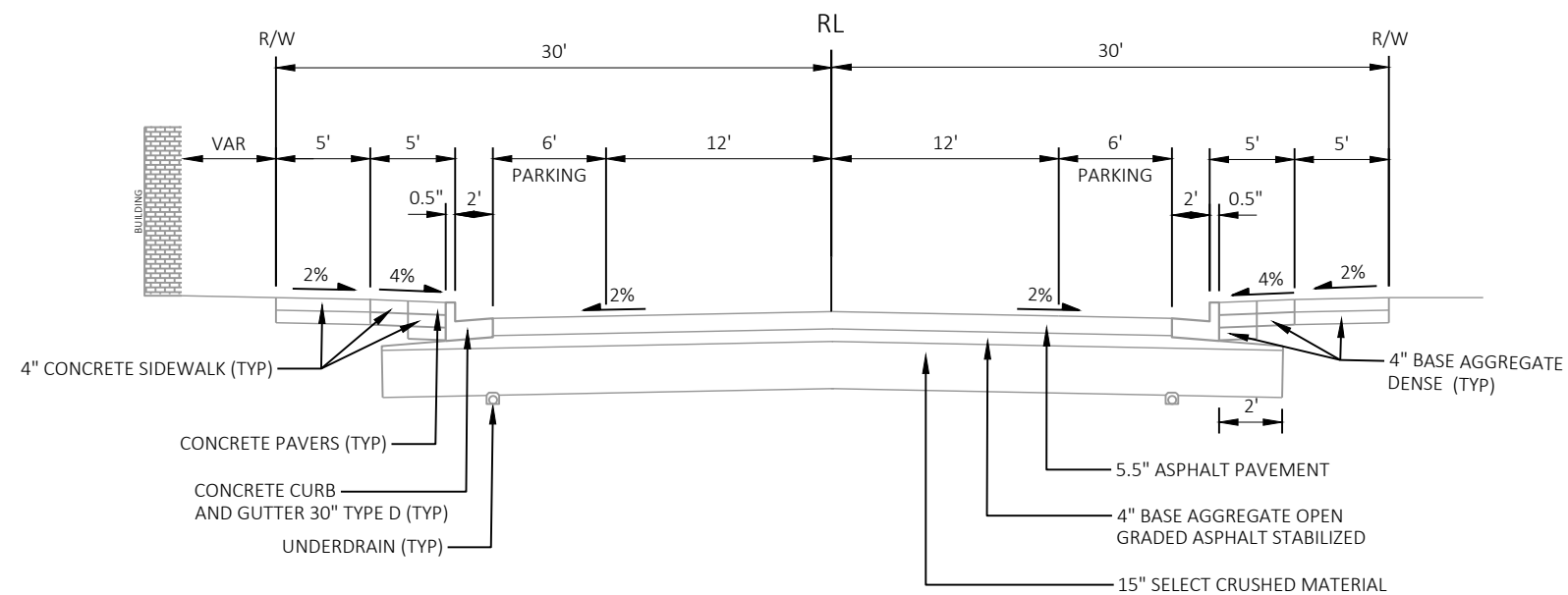
**EXISTING TYPICAL SECTION**

STH 107
STA 23+95 TO STA 30+62



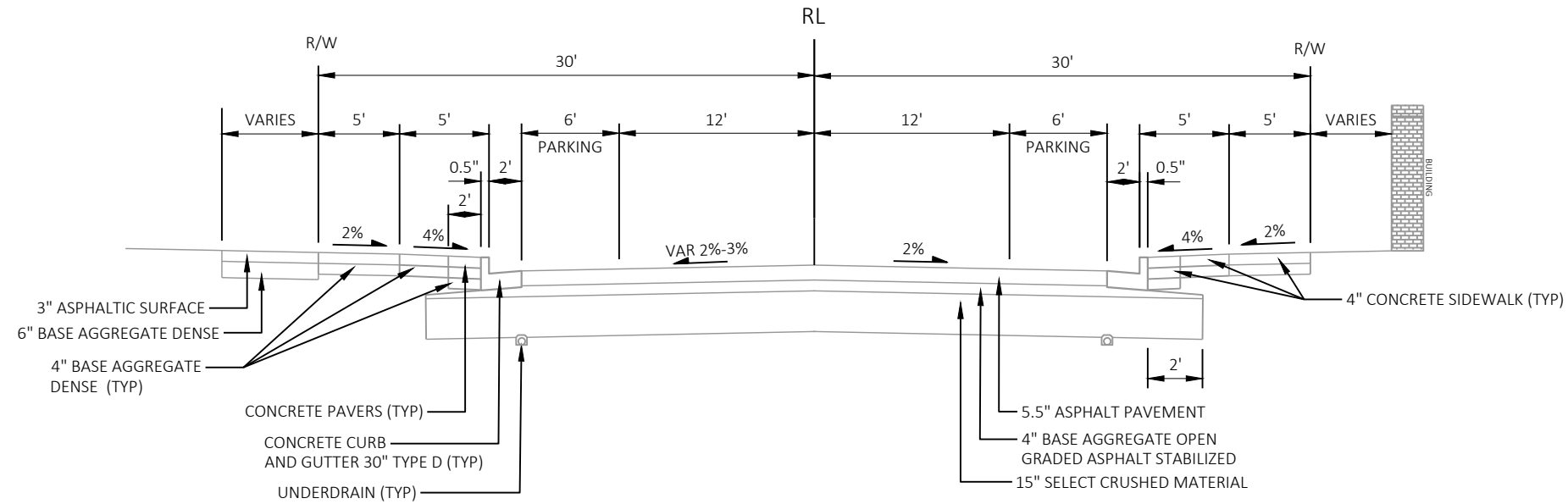
EXISTING TYPICAL SECTION

STH 107
STA 30+62 TO STA 33+72

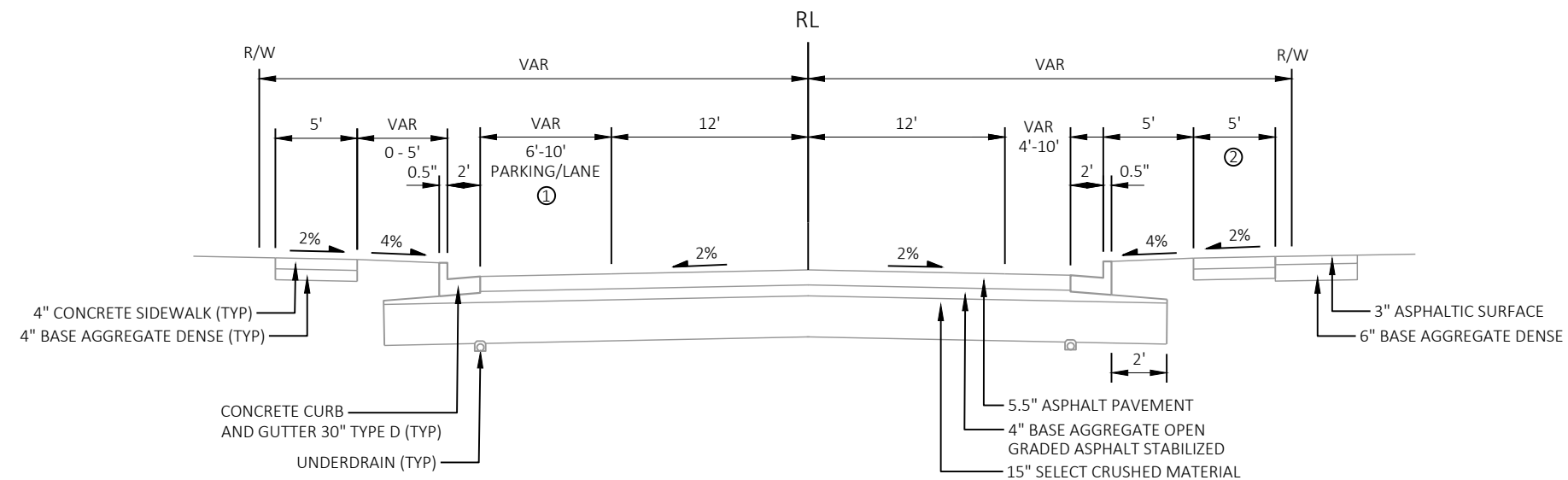


EXISTING TYPICAL SECTION

STH 107
STA 33+72 TO STA 36+91

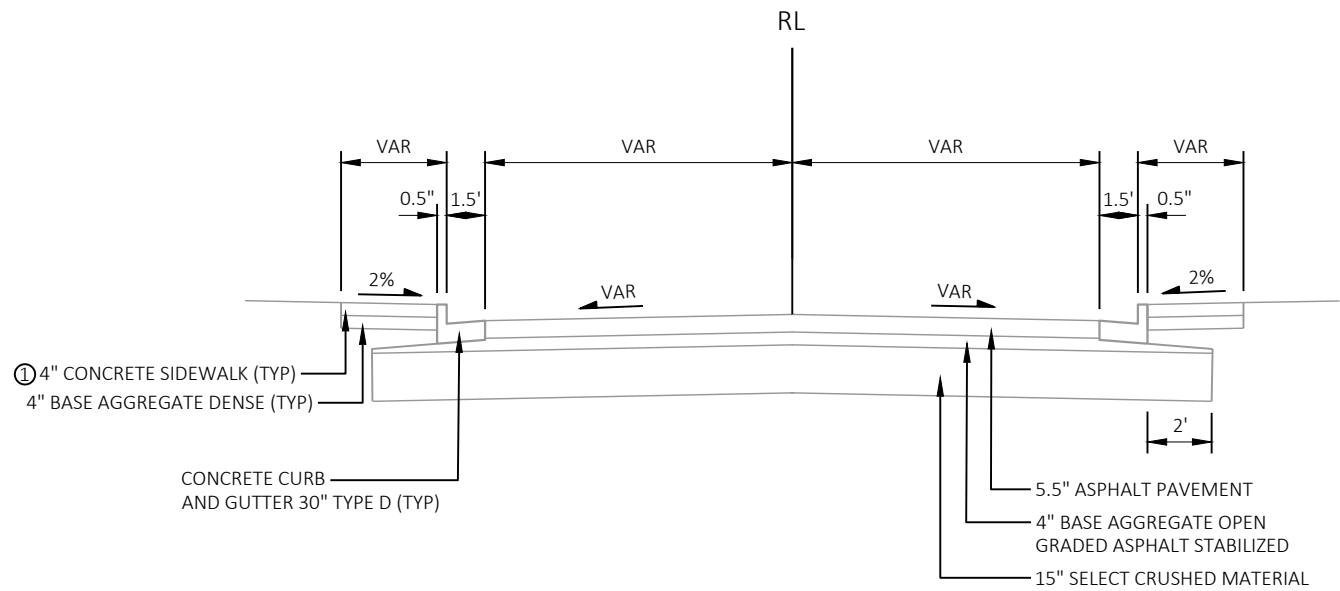
**EXISTING TYPICAL SECTION**

STH 107
STA 36+91 TO STA 46+35

**EXISTING TYPICAL SECTION**

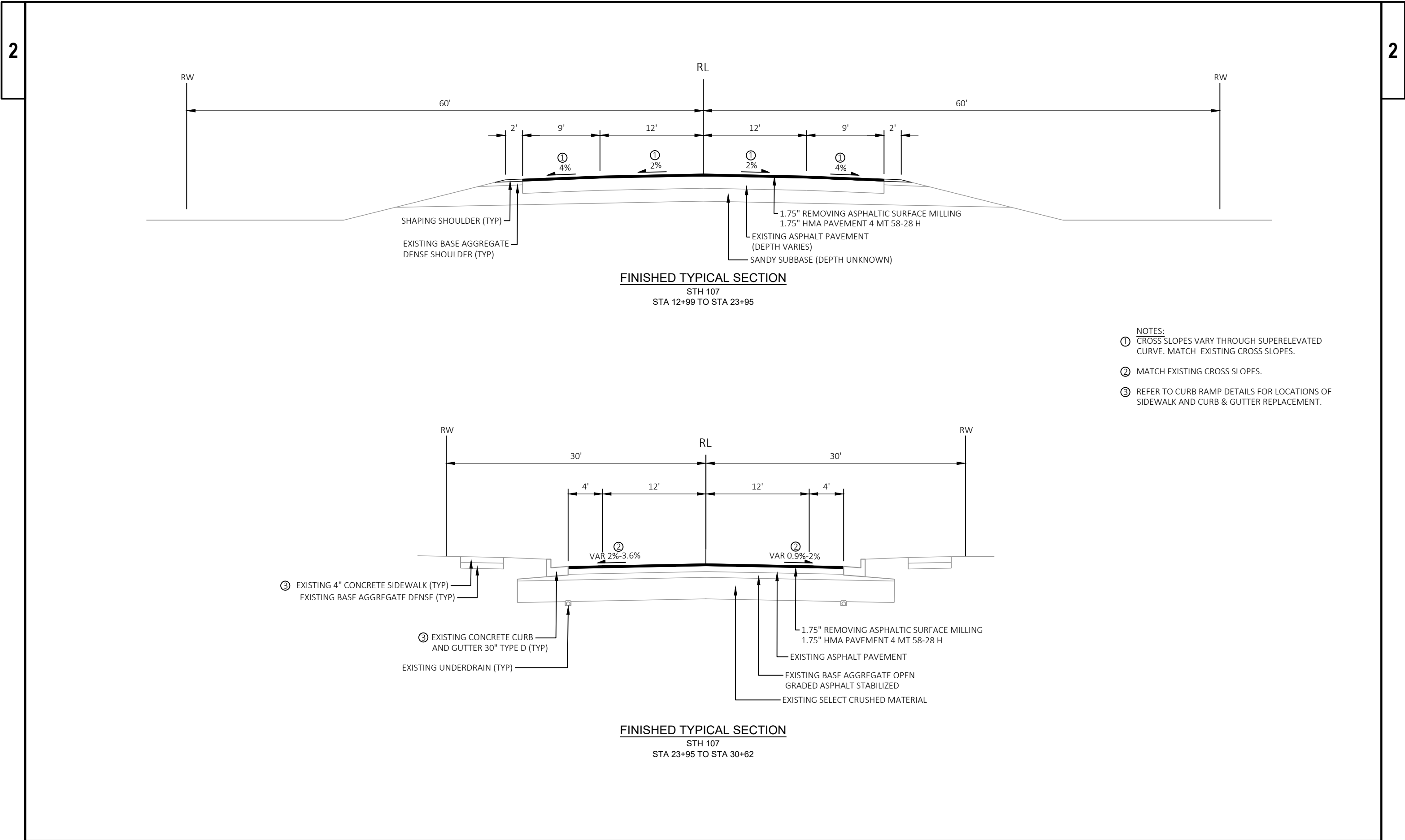
STH 107
STA 46+35 TO STA 51+28.75

- NOTES:
① PARKING ENDS AT STA 48+75
② SIDEWALK ENDS AT STA 50+01.91 RT



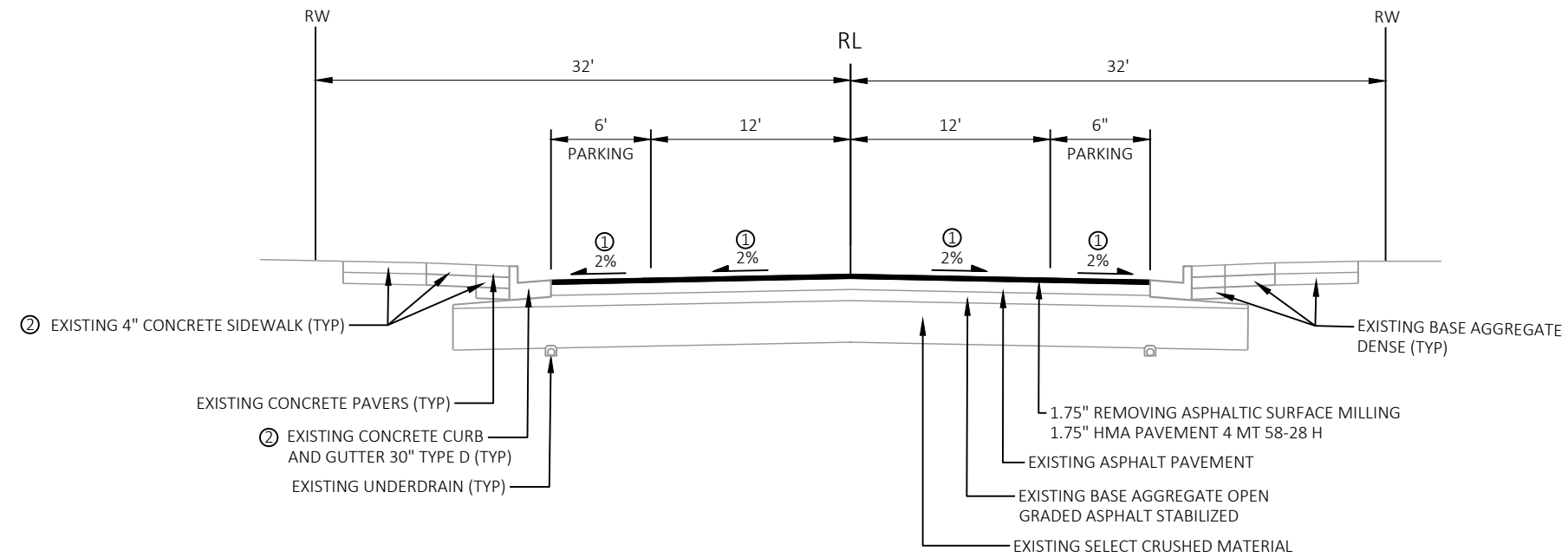
EXISTING TYPICAL SECTION
SIDE STREETS

NOTES:
① NO SIDEWALK ON SOUTH SIDE OF
3RD STREET AND BOTH SIDES OF
NORTH STREET



2

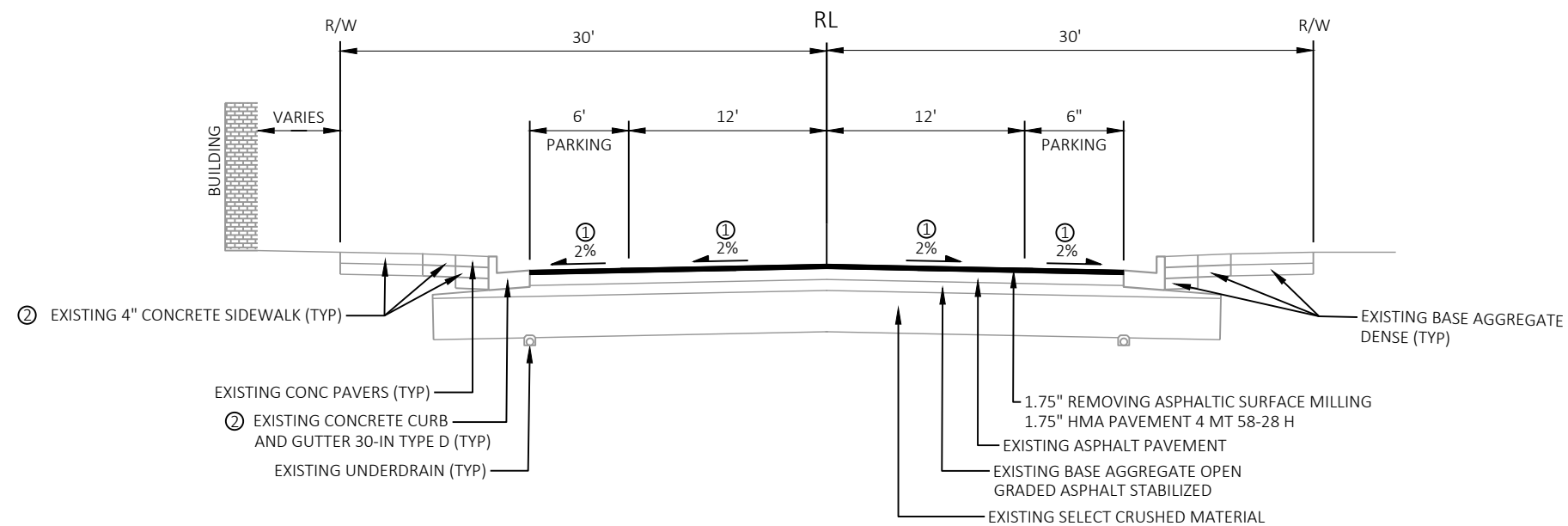
2 |



FINISHED TYPICAL SECTION

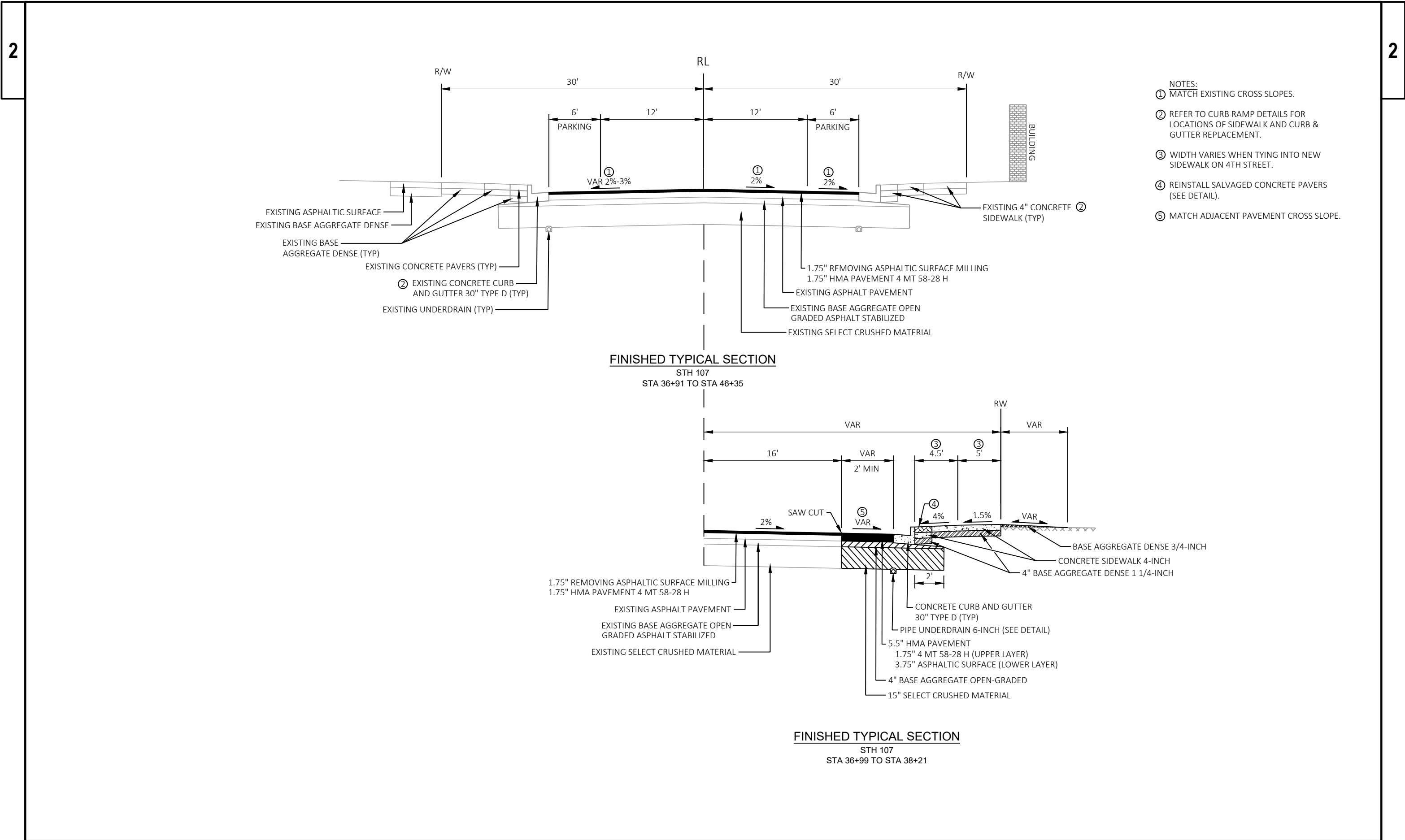
STH 107
STA 30+62 TO STA 33+72

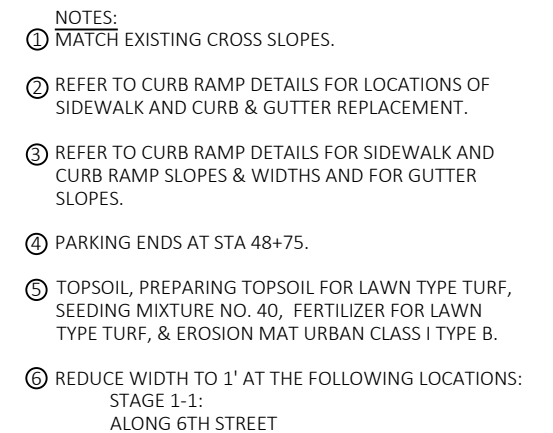
- NOTES:
- ① MATCH EXISTING CROSS SLOPES.
 - ② REFER TO CURB RAMP DETAILS FOR LOCATIONS OF SIDEWALK AND CURB & GUTTER REPLACEMENT.



FINISHED TYPICAL SECTION

STH 107
STA 33+72 TO STA 36+91





VAR

3'

2.5'

2'

SAW CUT

CONCRETE SIDEWALK 4-INCH

4" BASE AGGREGATE DENSE 1 1/4-INCH

CONCRETE CURB AND GUTTER 30" TYPE D (TYP)

EXISTING 15" SELECT CRUSHED MATERIAL

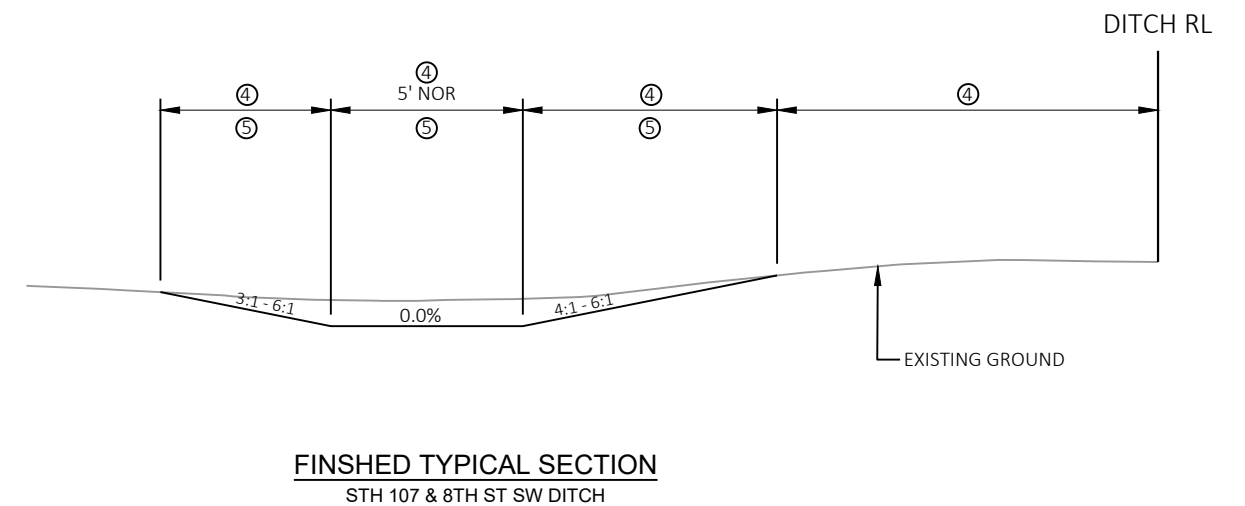
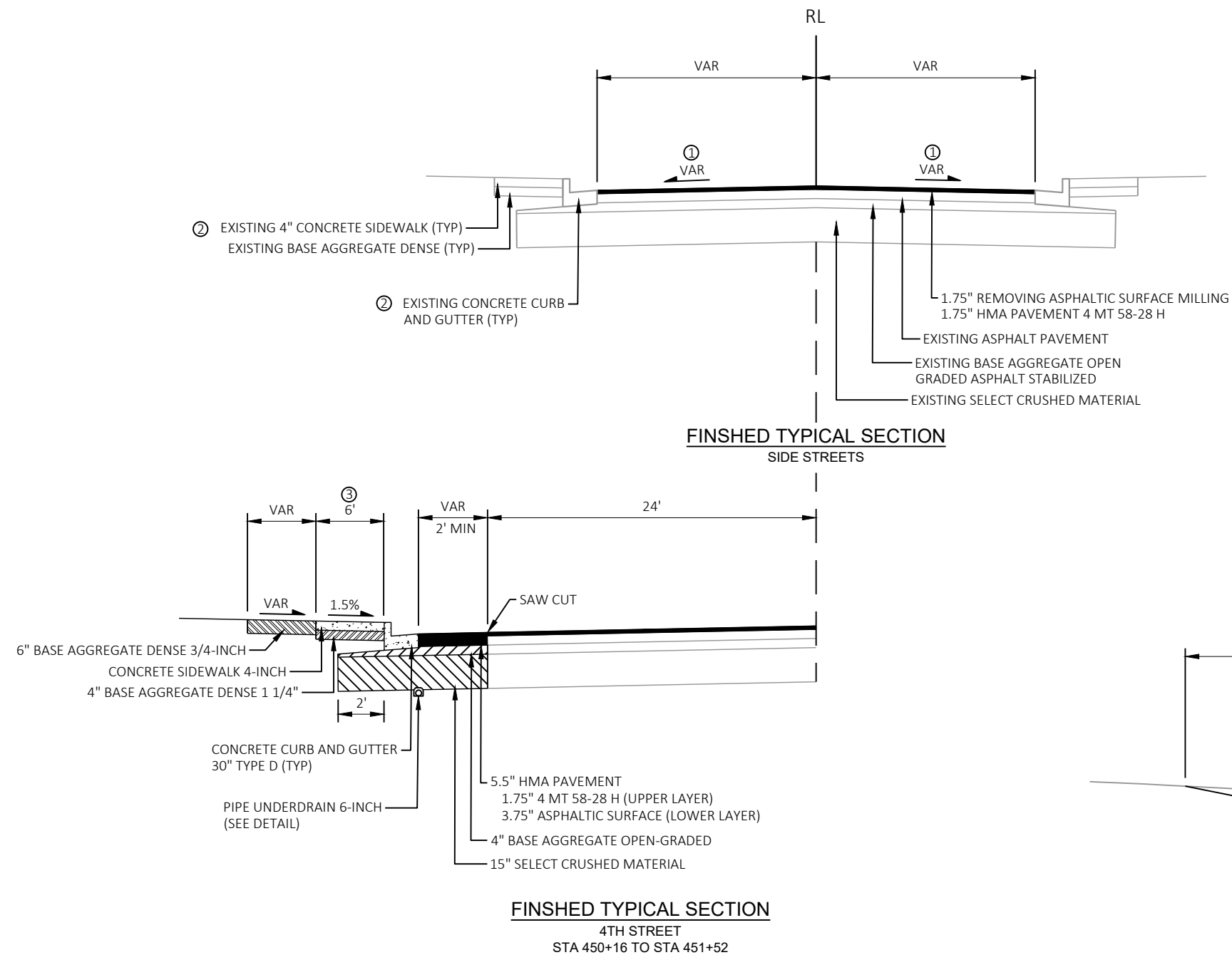
5.5" HMA PAVEMENT
1.75" 4 MT 58-28 H (UPPER LAYER)
3.75" ASPHALTIC SURFACE (LOWER LAYER)

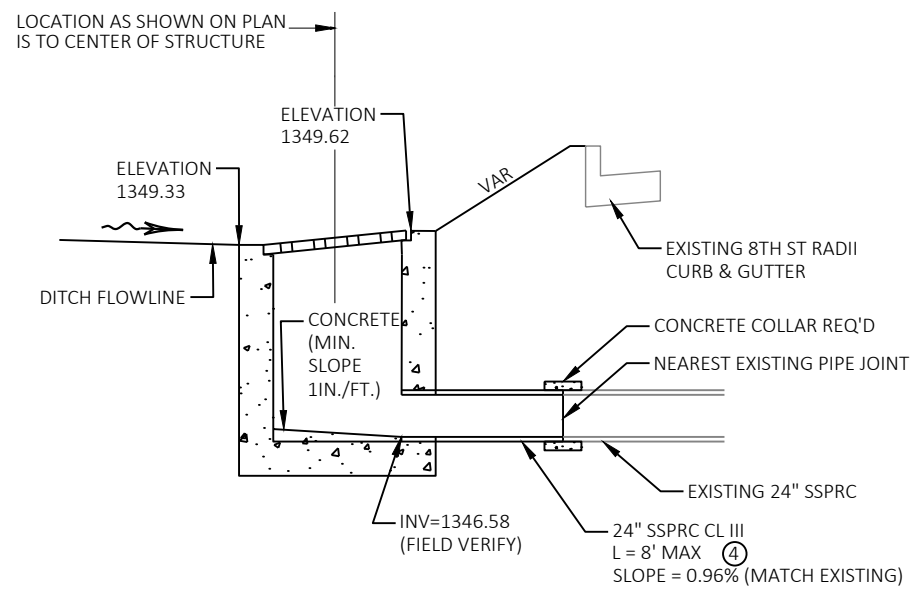
4" BASE AGGREGATE OPEN-GRADED

FINISHED TYPICAL SECTION

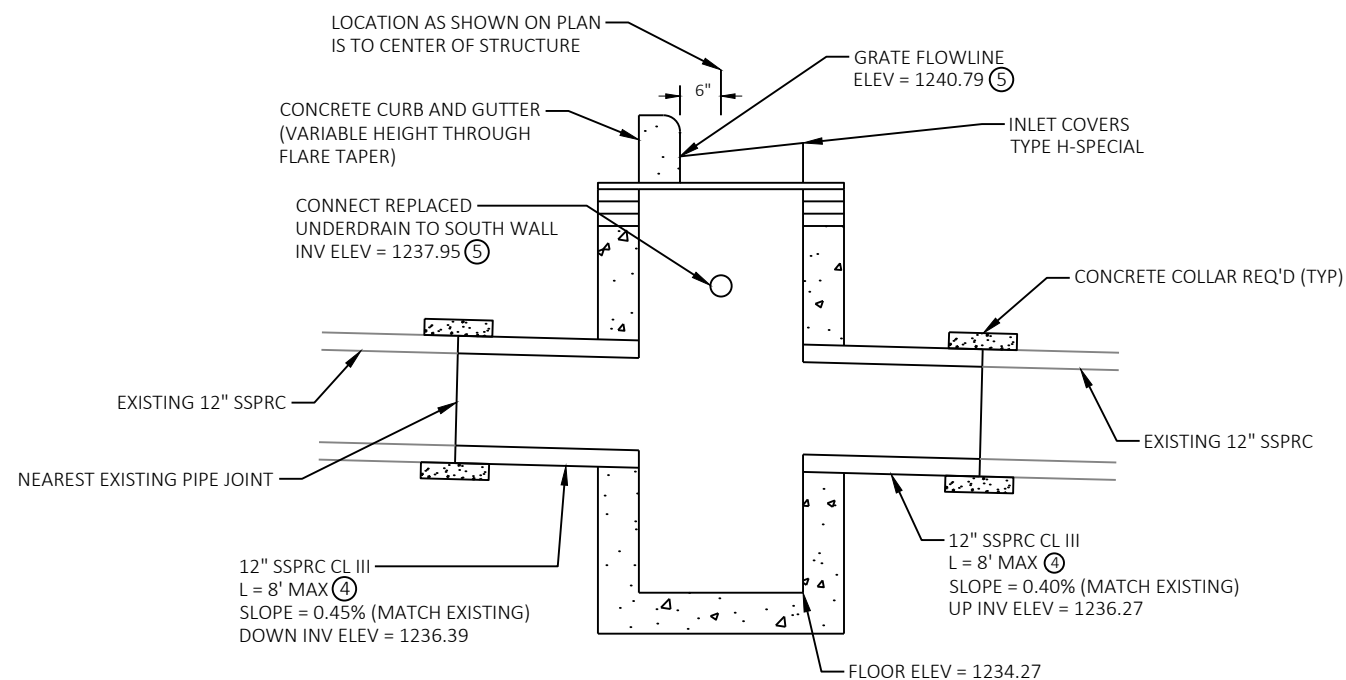
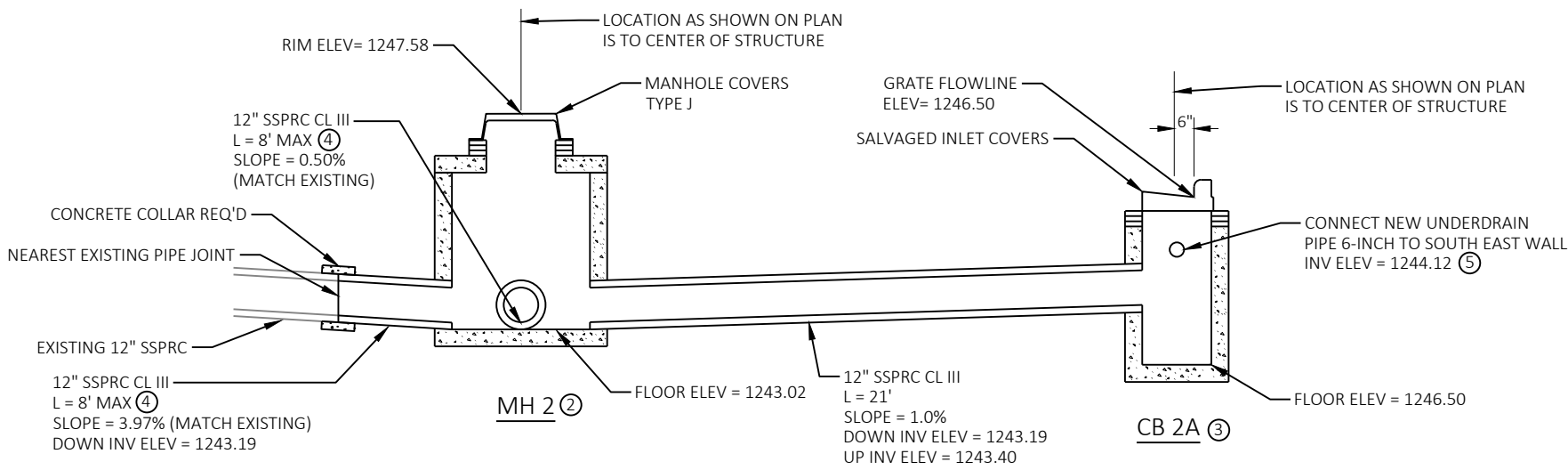
CURB RAMP REPLACEMENT

- NOTES:
- ① MATCH EXISTING CROSS SLOPES.
 - ② REFER TO CURB RAMP DETAILS FOR LOCATIONS OF SIDEWALK AND CURB & GUTTER REPLACEMENT.
 - ③ WIDTH VARIES WHEN TYING INTO NEW SIDEWALK ON STH 107.
 - ④ REFER TO THE STH 107 & 8TH ST SW GRADING PLAN AND DITCH CROSS SECTIONS FOR WIDTHS AND/OR SLOPES.
 - ⑤ TOPSOIL, PREPARING TOPSOIL FOR LAWN TYPE TURF, SEEDING MIXTURE NO. 40, SEEDING TEMPORARY, FERTILIZER FOR LAWN TYPE TURF, & EROSION MAT CLASS II TYPE C.

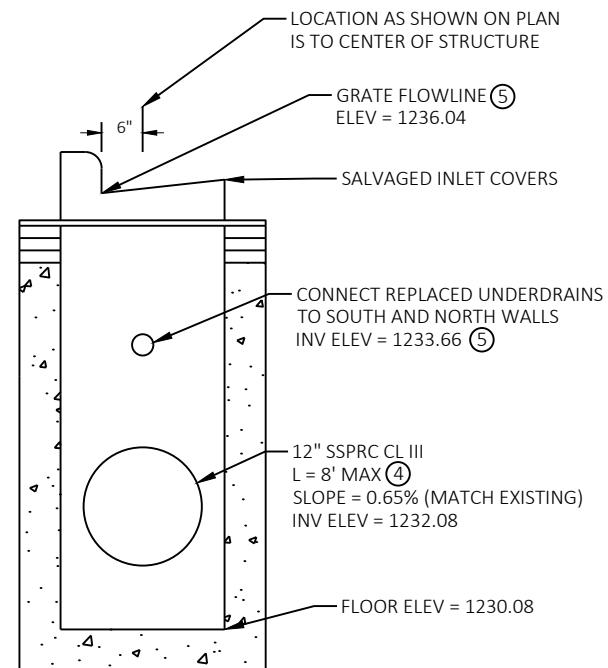




INL 1 ①



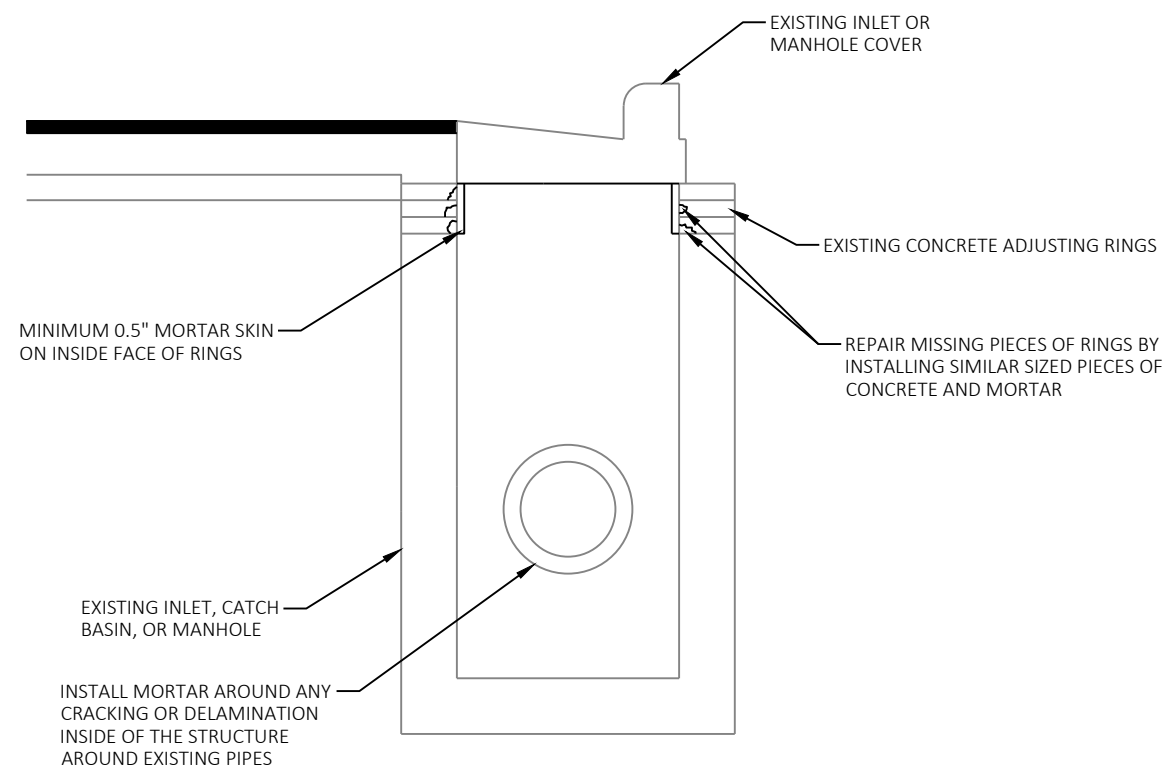
CB 3A ③



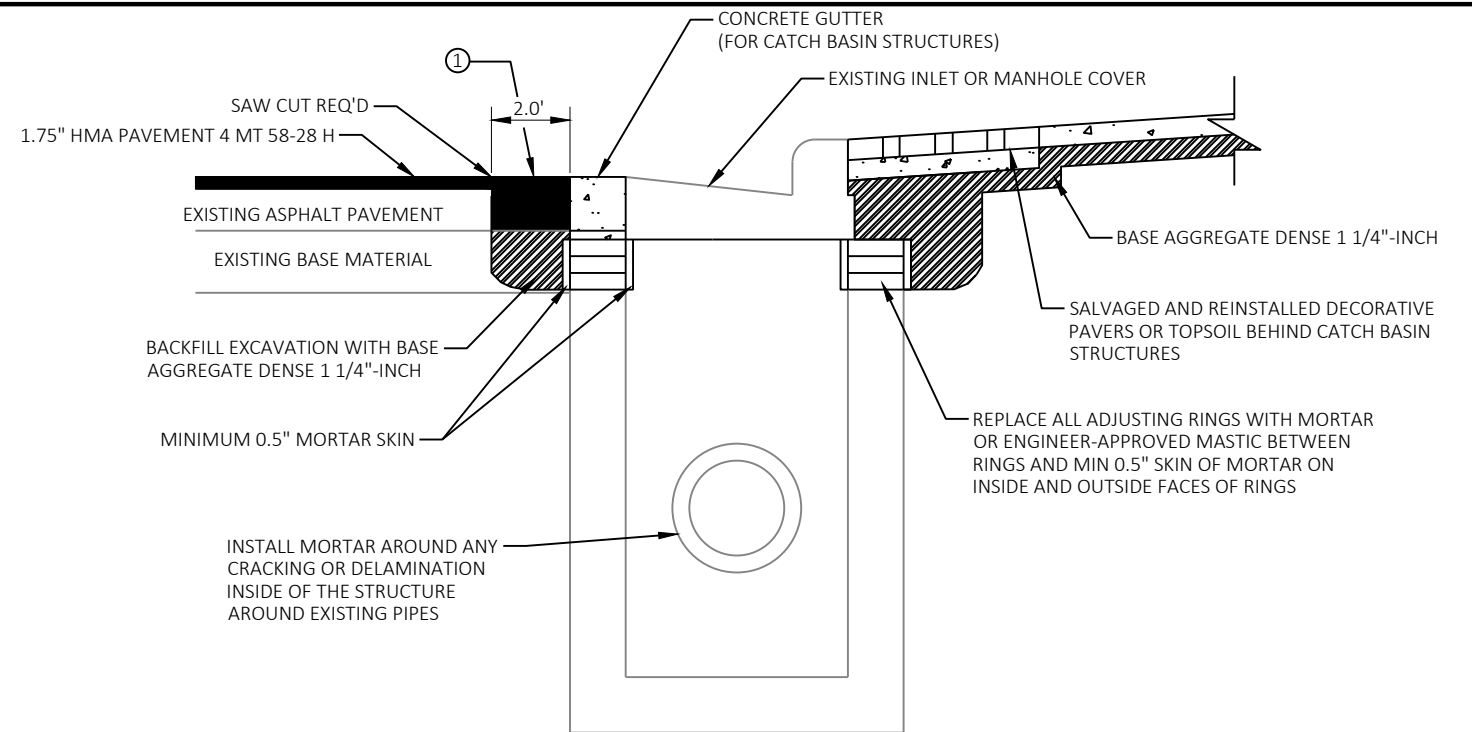
CB 4A ③

NOTES

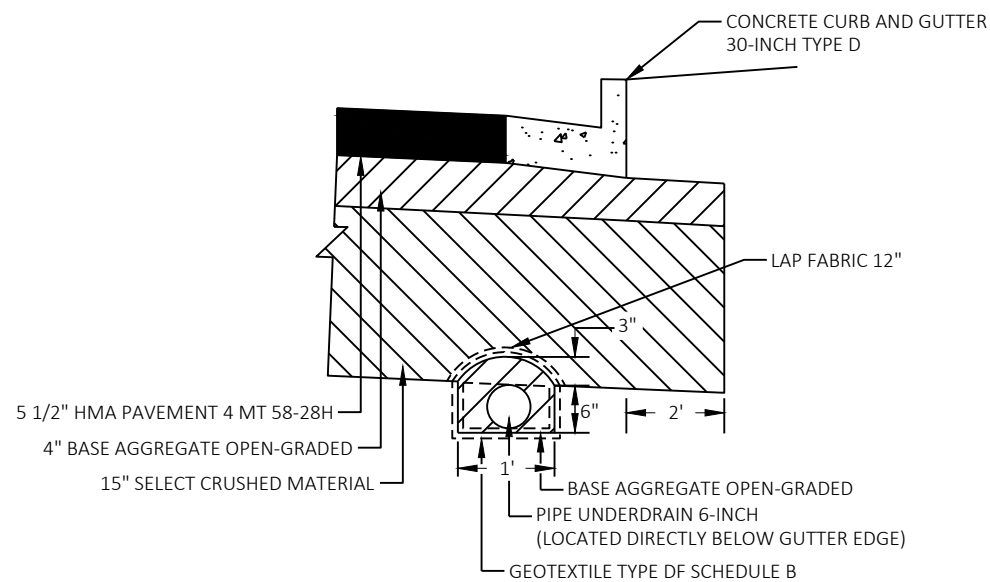
- ① DETAILS NOT SHOWN SHALL CONFORM TO STANDARD DETAIL DRAWING FOR INLET MEDIAN 1 GRATE.
- ② DETAILS NOT SHOWN SHALL CONFORM TO STANDARD DETAIL DRAWING FOR MANHOLES 4-FT DIAMETER.
- ③ DETAILS NOT SHOWN SHALL CONFORM TO STANDARD DETAIL DRAWING FOR CATCH BASINS 2X3-FT.
- ④ LENGTH AS NEEDED TO TIE INTO NEAREST EXISTING PIPE JOINT.
- ⑤ ADJUST AS NECESSARY TO FIT FIELD CONDITIONS AND WHEN DIRECTED BY ENGINEER.



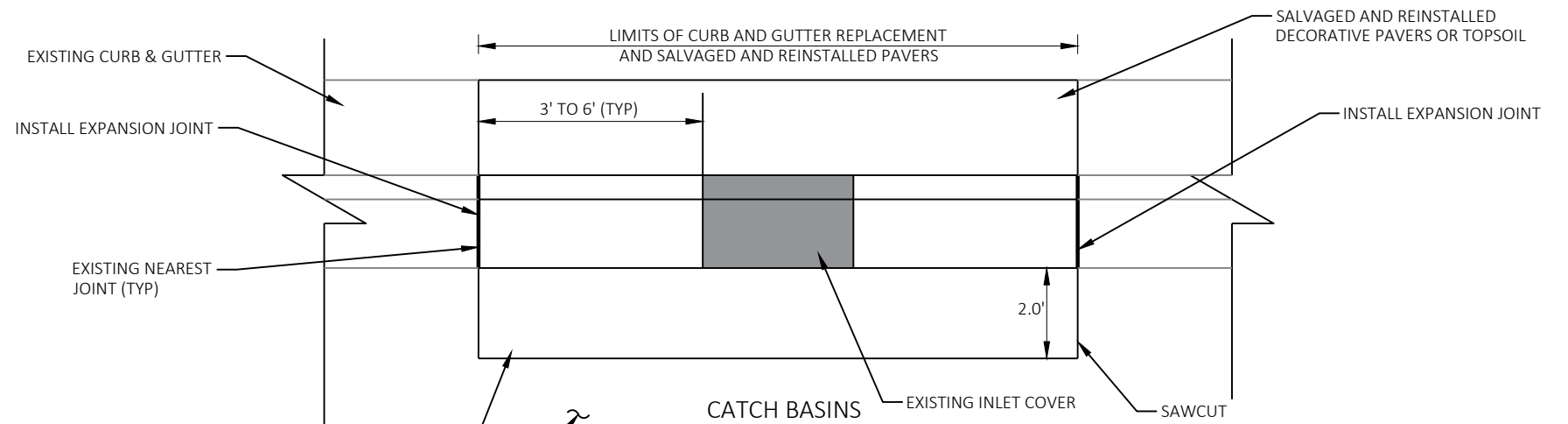
STORM SEWER STRUCTURE REPAIR



RECONSTRUCTING CATCH BASINS AND MANHOLES



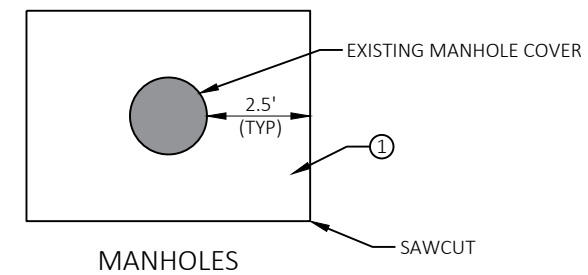
PIPE UNDERDRAIN

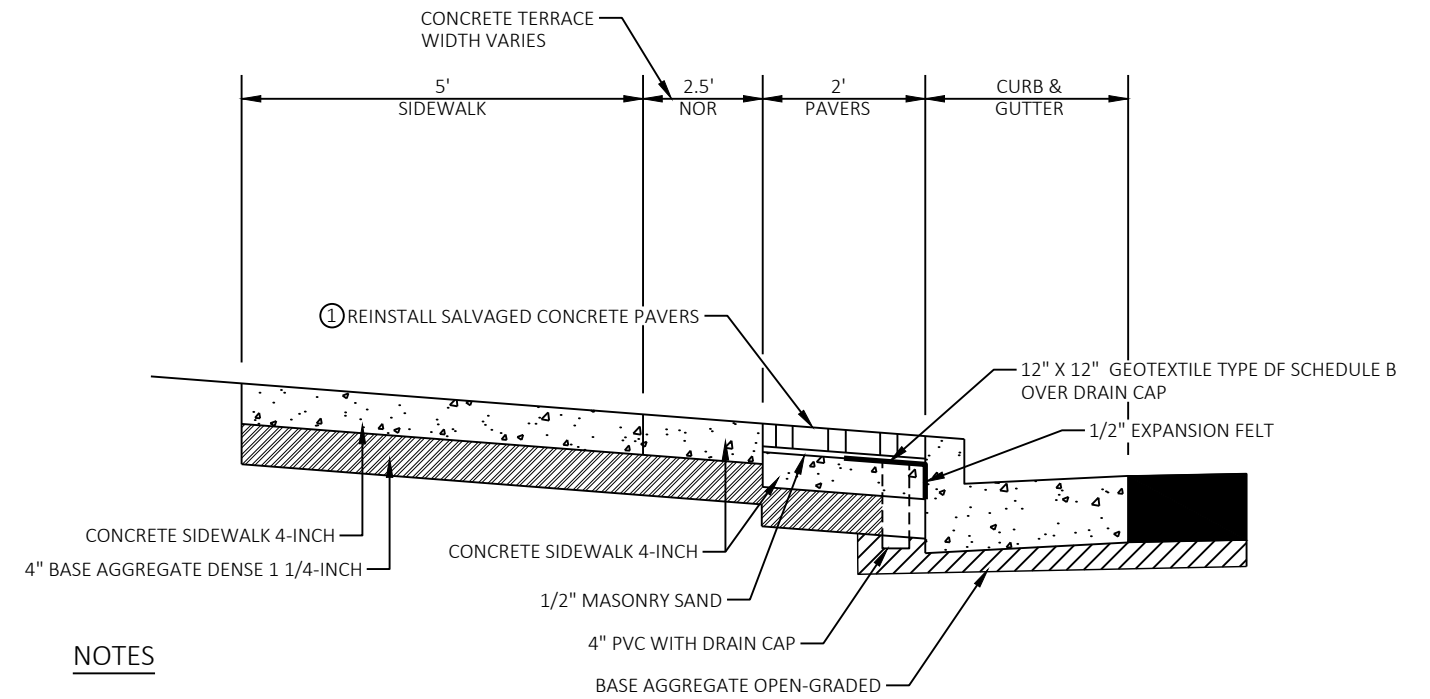
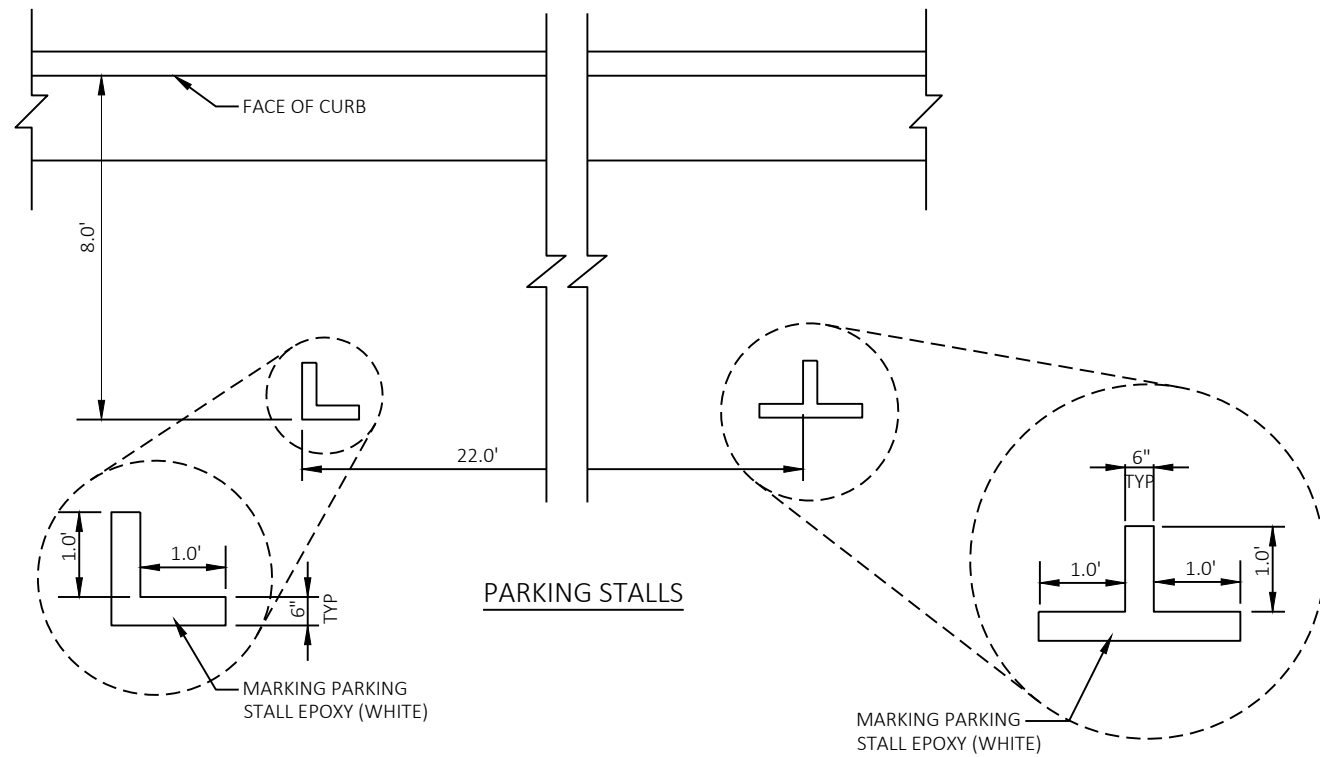


NOTES

- ① 5.5" HMA PAVEMENT
1.75" 4 MT 58-28 H (UPPER LAYER)*
3.75" ASPHALTIC SURFACE (LOWER LAYER)

* 1.75" ASPHALTIC SURFACE AFTER REPAIR IS COMPLETED AS A TEMPORARY SURFACE PRIOR TO MILLING AND FINAL OVERLAY

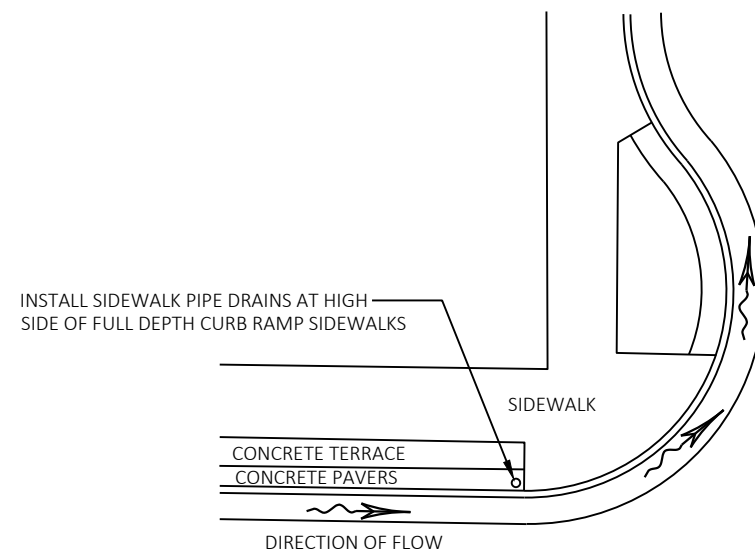




NOTES

- ① USE "HERRINGBONE" PATTERN WHEN REINSTALLING PAVERS TO MATCH EXISTING.

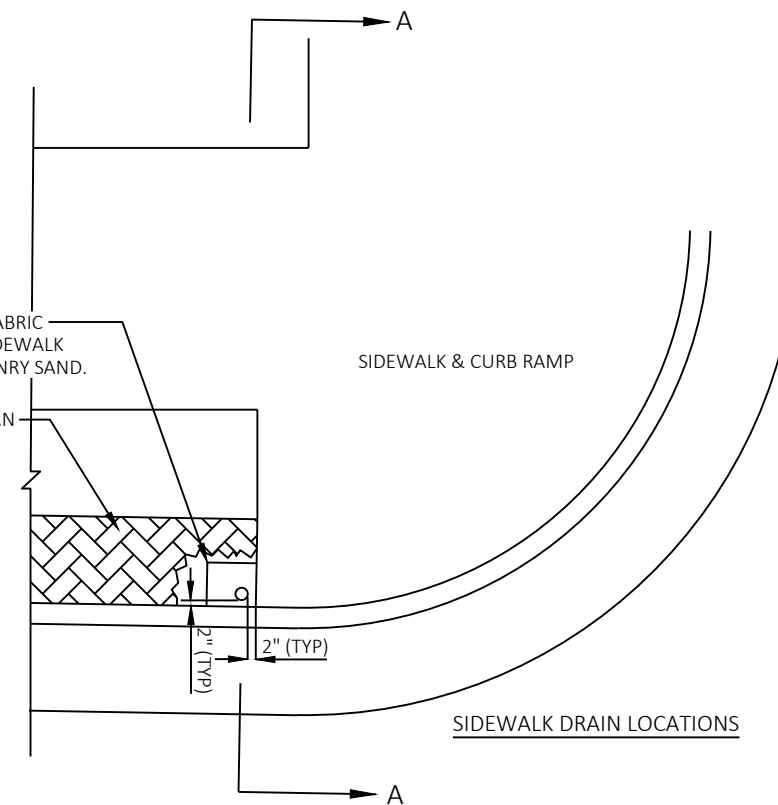
SECTION A-A



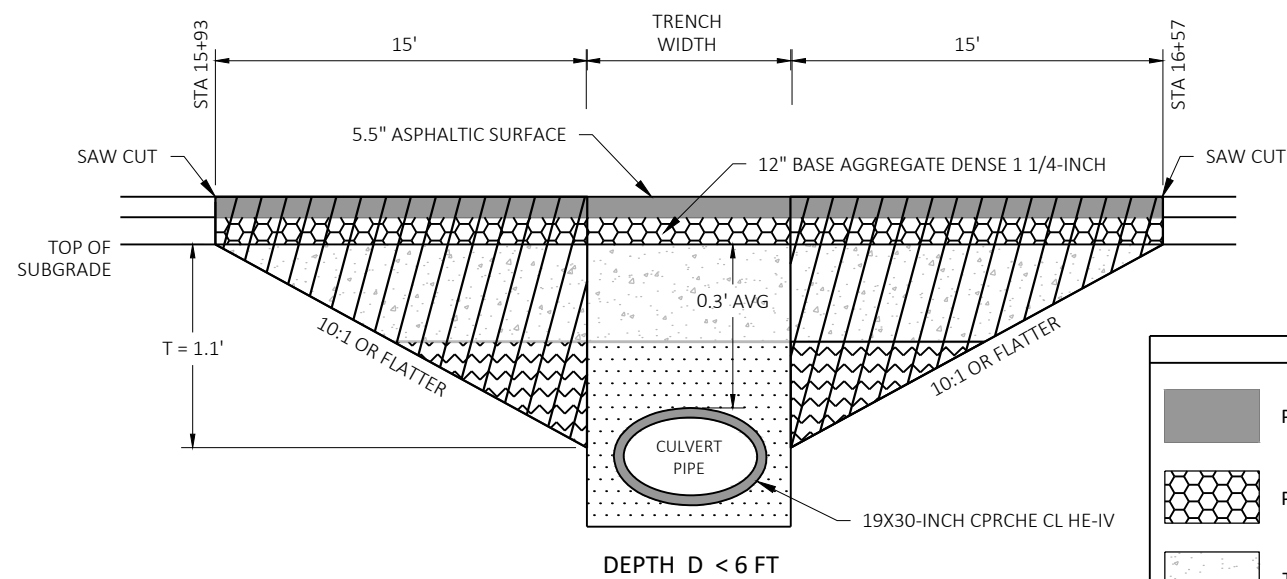
SIDEWALK DRAIN LOCATIONS

PLACE 12" X 12" GEOTEXTILE FABRIC TYPE DF SCHEDULE B, OVER SIDEWALK DRAIN CAP AND BELOW MASONRY SAND.

USE "HERRINGBONE" PAVER PATTERN TO MATCH EXISTING



SALVAGE AND REINSTALL PAVERS



DEPTH D < 6 FT

TRANSITION CUT DEPTH (T) = THE LESSER OF DEPTH TO CENTER OF PIPE OR 5 FT.
DO NOT EXTEND TRANSITION CUT BELOW HORIZONTAL CENTER OF PIPE.

NOTES

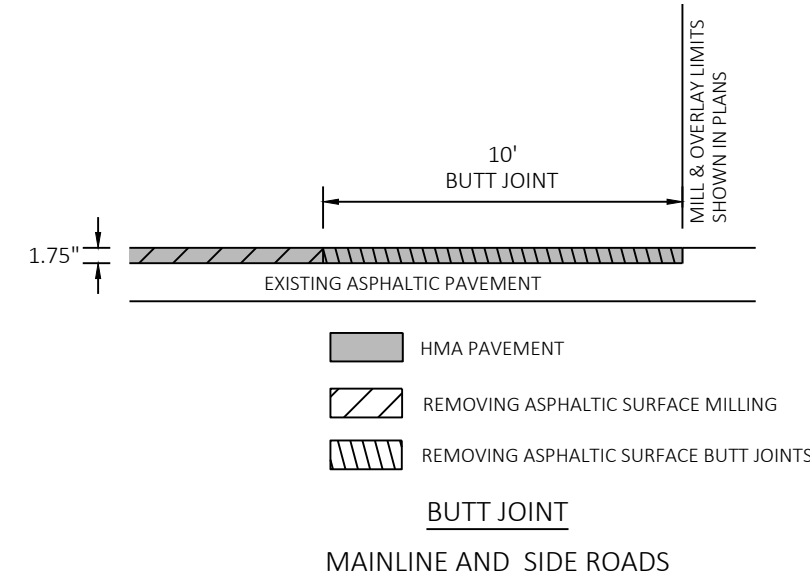
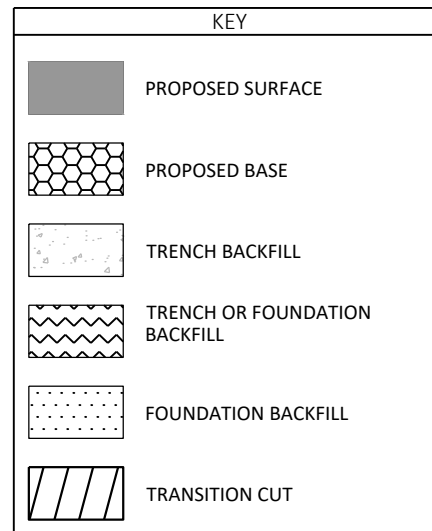
TRANSITION CUT IS PAID AS EXCAVATION COMMON.

TRANSITION CUT WIDTH IS FROM SUBGRADE SHOULDER POINT TO SUBGRADE SHOULDER POINT.

BACKFILL THE TRANSITION CUT AREAS WITH FOUNDATION AND TRENCH BACKFILL AS SPECIFIED IN STANDARD SPEC 520.

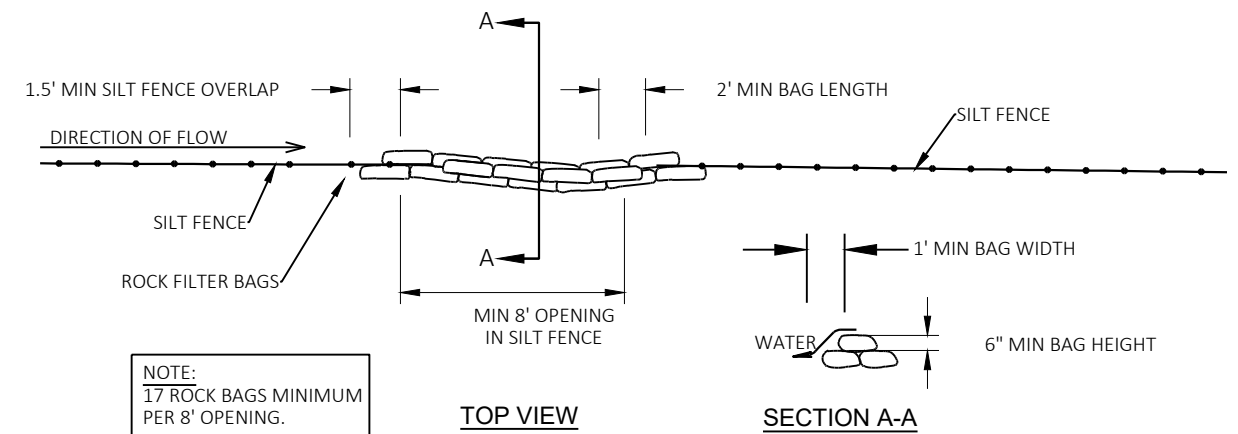
COMPLETE CULVERT PIPE INSTALLATION BEFORE MILLING AND OVERLAY OPERATIONS.

CULVERT PIPE EXCAVATION AND BACKFILL
STA 15+93 TO STA 16+57



- 1.75" EXISTING ASPHALTIC PAVEMENT
- 10' BUTT JOINT
- MILL & OVERLAY LIMITS SHOWN IN PLANS
- HMA PAVEMENT
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE BUTT JOINTS

BUTT JOINT
MAINLINE AND SIDE ROADS



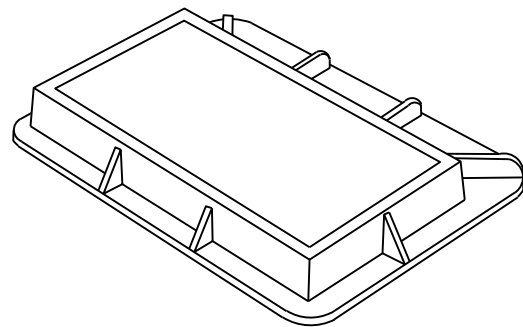
NOTE:
17 ROCK BAGS MINIMUM
PER 8' OPENING.

TOP VIEW

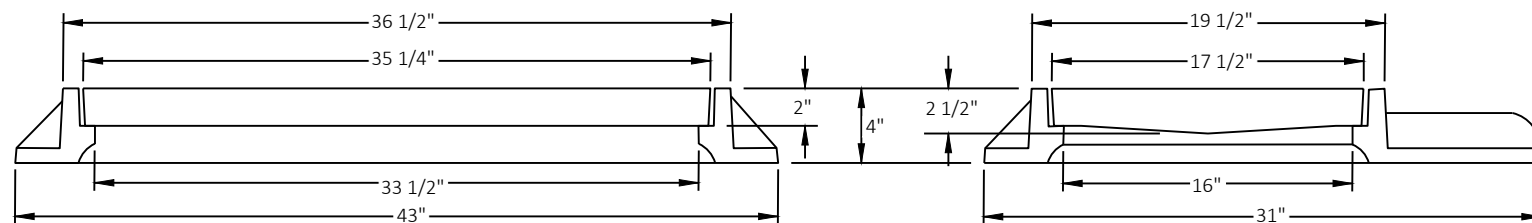
SECTION A-A

ROCK BAGS USED FOR SILT FENCE RELIEF

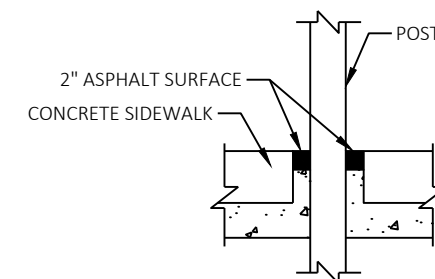
GRATE SHALL BE THE STANDARD
TYPE H GRATE SHOWN IN SDD "INLET
COVERS TYPES A, H, A-S, H-S AND Z"



OPENING = 2.1 FT²
WEIR PERIMETER = 8.8 LF



INLET COVERS TYPE H-SPECIAL



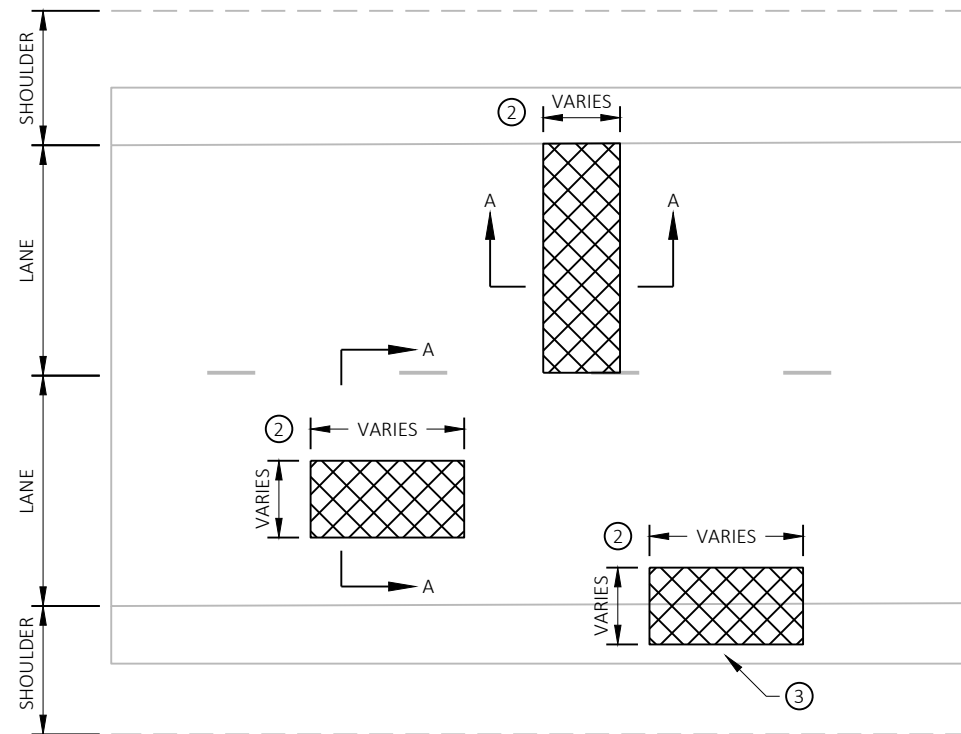
BOX-OUT FOR SIGNS

NOTES
REFER TO SIGN PLATE "SIGN POST BOX-OUTS A4-3B" FOR
ADDITIONAL DIMENSIONS AND INFORMATION NOT INCLUDED
IN THIS DETAIL. FILL VOID AREA IN BOX-OUT WITH 2 INCHES
OF ASPHALTIC SURFACE AFTER SIGN INSTALLATION. THE
ASPHALTIC SURFACE IS INCIDENTAL TO THE POST.

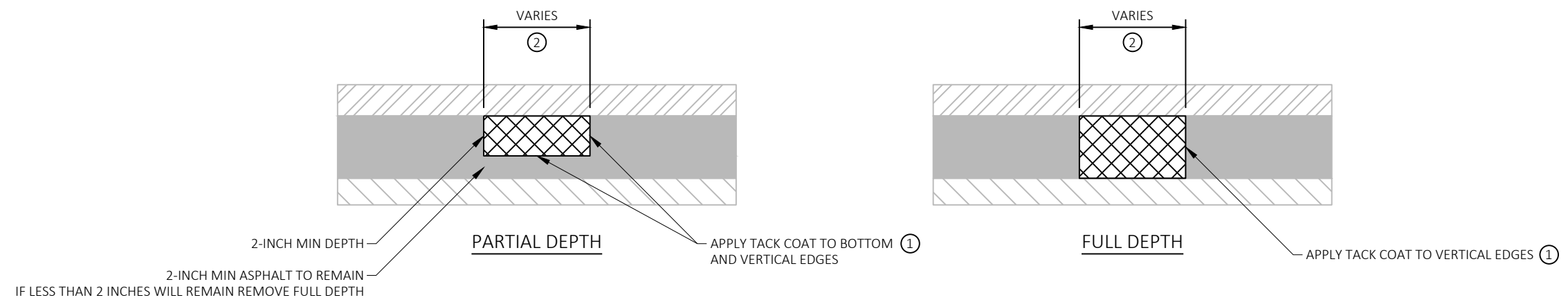
NOTES:

PERFORM REMOVING ASPHALTIC SURFACE MILLING PRIOR TO REMOVING DISTRESSED ASPHALTIC SURFACE MILLING

- ① MILLED VERTICAL EDGES ARE ACCEPTABLE, SAW CUTS ARE NOT REQUIRED.
- ② THE SMALLEST DIMENSION OF REMOVING DISTRESSED ASPHALTIC SURFACE MILLING IS 4 FEET IN ANY DIRECTION.
- ③ WHEN THE DISTANCE FROM THE EDGE OF PAVEMENT TO EDGE OF REMOVING DISTRESSED ASPHALTIC SURFACE MILLING IS LESS THAN 1-FOOT, EXTEND THE REMOVING DISTRESSED ASPHALTIC SURFACE MILLING TO THE EDGE OF PAVEMENT.



PLAN VIEW



SECTION A-A

-  REMOVING ASPHALTIC SURFACE MILLING
-  REMOVING DISTRESSED ASPHALTIC SURFACE MILLING
-  EXISTING ASPHALT
-  EXISTING BASE COURSE

REMOVING DISTRESSED ASPHALTIC SURFACE MILLING
LOCATIONS AND LIMITS DETERMINED BY THE ENGINEER IN THE FIELD

LEGEND

DWF

CURB RAMP TYPE

*

MEF (MAXIMUM EXTENT FEASIBLE)

LL

LEVEL LANDING

NT

T

RP

RS

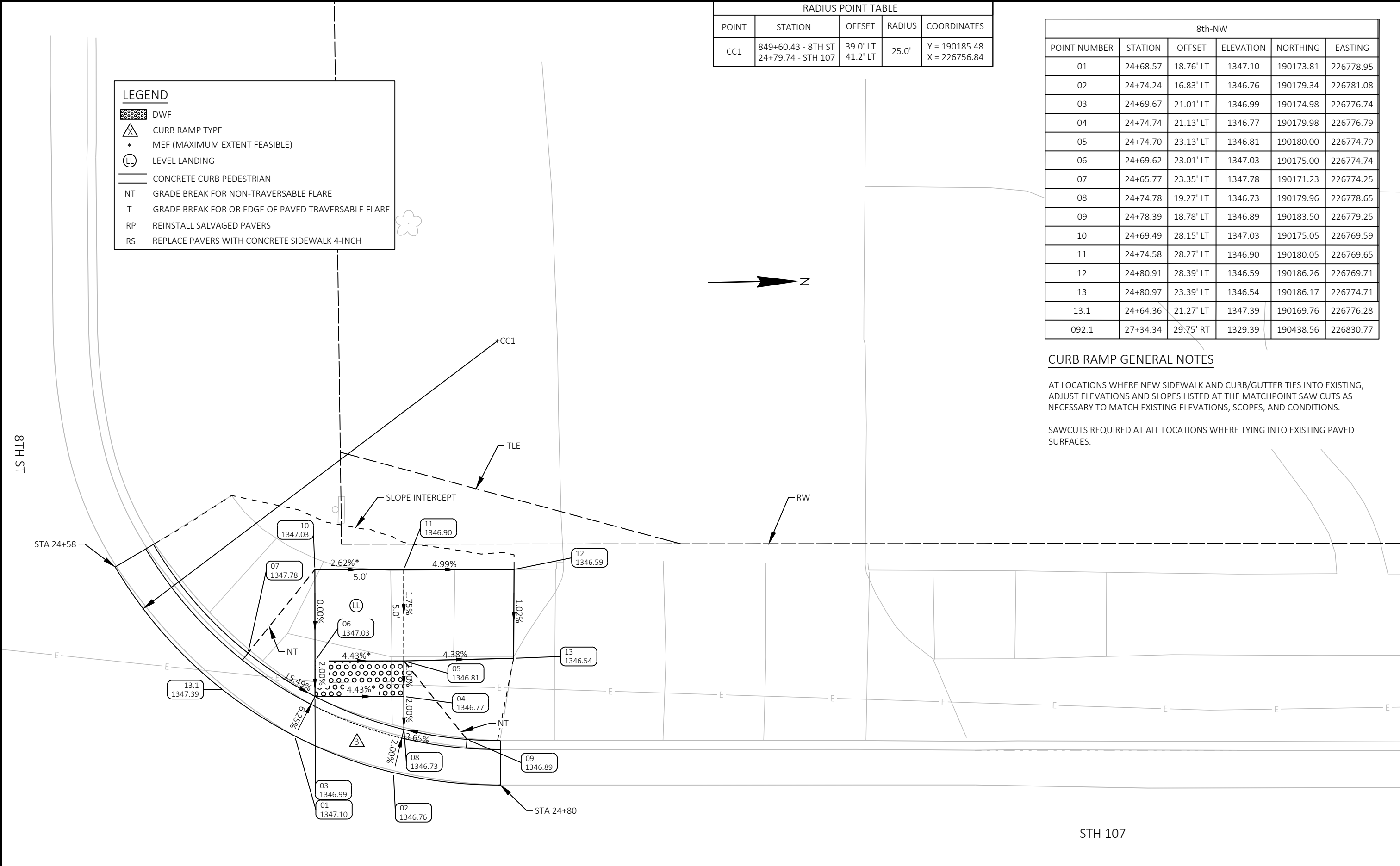
RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	849+60.43 - 8TH ST 24+79.74 - STH 107	39.0' LT 41.2' LT	25.0'	Y = 190185.48 X = 226756.84

8th-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
01	24+68.57	18.76' LT	1347.10	190173.81	226778.95
02	24+74.24	16.83' LT	1346.76	190179.34	226781.08
03	24+69.67	21.01' LT	1346.99	190174.98	226776.74
04	24+74.74	21.13' LT	1346.77	190179.98	226776.79
05	24+74.70	23.13' LT	1346.81	190180.00	226774.79
06	24+69.62	23.01' LT	1347.03	190175.00	226774.74
07	24+65.77	23.35' LT	1347.78	190171.23	226774.25
08	24+74.78	19.27' LT	1346.73	190179.96	226778.65
09	24+78.39	18.78' LT	1346.89	190183.50	226779.25
10	24+69.49	28.15' LT	1347.03	190175.05	226769.59
11	24+74.58	28.27' LT	1346.90	190180.05	226769.65
12	24+80.91	28.39' LT	1346.59	190186.26	226769.71
13	24+80.97	23.39' LT	1346.54	190186.17	226774.71
13.1	24+64.36	21.27' LT	1347.39	190169.76	226776.28
092.1	27+34.34	29.75' RT	1329.39	190438.56	226830.77

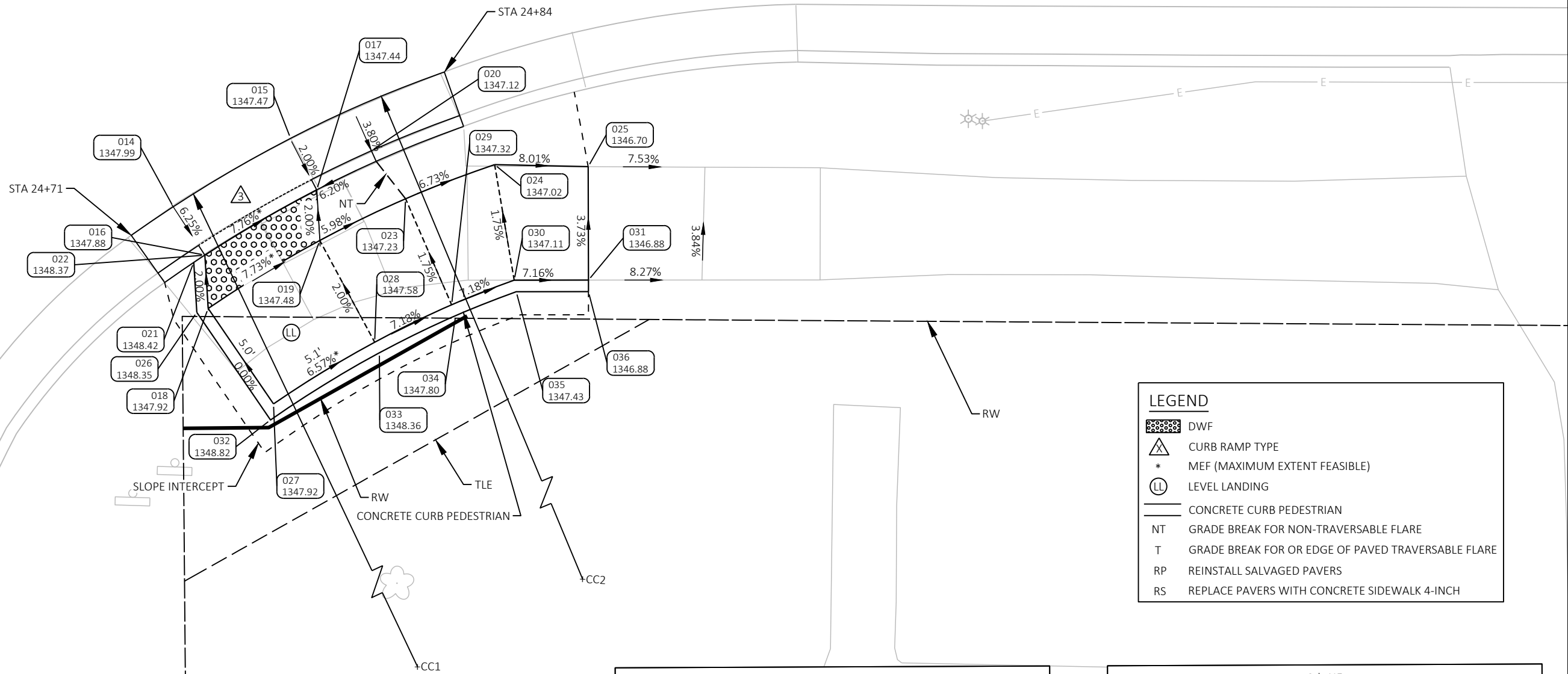
CURB RAMP GENERAL NOTES

AT LOCATIONS WHERE NEW SIDEWALK AND CURB/GUTTER TIES INTO EXISTING, ADJUST ELEVATIONS AND SLOPES LISTED AT THE MATCHPOINT SAW CUTS AS NECESSARY TO MATCH EXISTING ELEVATIONS, SCOPES, AND CONDITIONS.

SAWCUTS REQUIRED AT ALL LOCATIONS WHERE TYING INTO EXISTING PAVED SURFACES.



STH 107 



LEGEND

- DWF
- CURB RAMP TYPE
- MEF (MAXIMUM EXTENT FEASIBLE)
- LEVEL LANDING
- CONCRETE CURB PEDESTRIAN
- NT GRADE BREAK FOR NON-TRAVERSABLE FLARE
- T GRADE BREAK FOR OR EDGE OF PAVED TRAVERSABLE FLARE
- RP REINSTALL SALVAGED PAVERS
- RS REPLACE PAVERS WITH CONCRETE SIDEWALK 4-INCH

8TH ST

RADIUS POINT TABLE

POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	850+75.96 - 8TH ST 25+04.22 - STH 107	61.3' LT 73.5' RT	58.0'	Y = 190207.89 X = 226872.09
CC2	850+70.52 - 8TH ST 25+01.51 - STH 107	58.6' LT 68.2' RT	51.9'	Y = 190205.11 X = 226866.67

RADIAL WARNING FIELD PANEL LAYOUT TABLE

QUADRANT	LOCATION	BACK OF CURB RADIUS (LF)	LANDING LENGTH 'XR' (LF)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (LF)
STH 107/8TH ST. NE QUAD	CROSSING STH 107	55.5	5.1	11.25	5.6

8th-NE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
014	24+72.69	25.61' RT	1347.99	190176.38	226823.44
015	24+77.59	22.51' RT	1347.47	190181.47	226820.50
016	24+74.09	27.67' RT	1347.88	190177.74	226825.54
017	24+78.76	24.71' RT	1347.44	190182.59	226822.74
018	24+74.29	29.97' RT	1347.92	190177.87	226827.85
019	24+78.95	26.90' RT	1347.48	190182.71	226824.93
020	24+81.05	22.96' RT	1347.12	190184.96	226821.05
021	24+73.63	28.00' RT	1348.42	190177.26	226825.85
022	24+74.08	27.67' RT	1348.37	190177.73	226825.54
023	24+82.55	25.01' RT	1347.23	190186.43	226823.14
024	24+86.30	23.45' RT	1347.02	190190.29	226821.67
025	24+90.29	23.46' RT	1346.70	190194.33	226821.78
026	24+73.82	30.15' RT	1348.35	190177.38	226828.01

8th-NE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
027	24+77.17	34.02' RT	1347.92	190180.68	226831.99
028	24+81.38	31.24' RT	1347.58	190185.07	226829.34
029	24+84.60	29.55' RT	1347.32	190188.40	226827.73
030	24+87.23	28.43' RT	1347.11	190191.11	226826.68
031	24+90.38	28.37' RT	1346.88	190194.32	226826.69
032	24+77.06	34.72' RT	1348.82	190180.55	226832.68
033	24+81.59	31.69' RT	1348.36	190185.27	226829.80
034	24+84.78	30.01' RT	1347.80	190188.57	226828.20
035	24+87.33	28.93' RT	1347.43	190191.20	226827.18
036	24+90.39	28.87' RT	1346.88	190194.32	226827.19

PROJECT NO: 6360-05-75

HWY: STH 107

COUNTY: MARATHON

CURB RAMP DETAILS

SHEET

7th-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
037	27+13.63	16.19' LT	1330.59	190418.34	226784.62
038	27+21.49	17.65' LT	1329.86	190426.22	226783.24
039	27+27.15	20.85' LT	1329.47	190431.91	226780.10
040	27+31.12	24.86' LT	1329.03	190435.92	226776.13
041	27+25.62	22.82' LT	1329.36	190430.39	226778.12
042	27+29.13	26.38' LT	1329.00	190433.95	226774.60
043	27+24.19	24.23' LT	1329.40	190428.99	226776.70
044	27+27.71	27.78' LT	1329.04	190432.54	226773.18
045	27+12.74	18.69' LT	1331.03	190417.48	226782.11
046	27+16.56	18.91' LT	1330.41	190421.29	226781.93
047	27+24.06	21.72' LT	1329.56	190428.83	226779.20
048	27+32.37	32.94' LT	1328.81	190437.26	226768.07
049	27+33.12	38.01' LT	1328.65	190438.06	226763.00
050	27+33.05	44.25' LT	1328.27	190438.05	226756.77
051	27+08.56	23.31' LT	1331.12	190413.34	226777.45

LEGEND

DWF

CURB RAMP TYPE

*

MEF (MAXIMUM EXTENT FEASIBLE)

LL

LEVEL LANDING

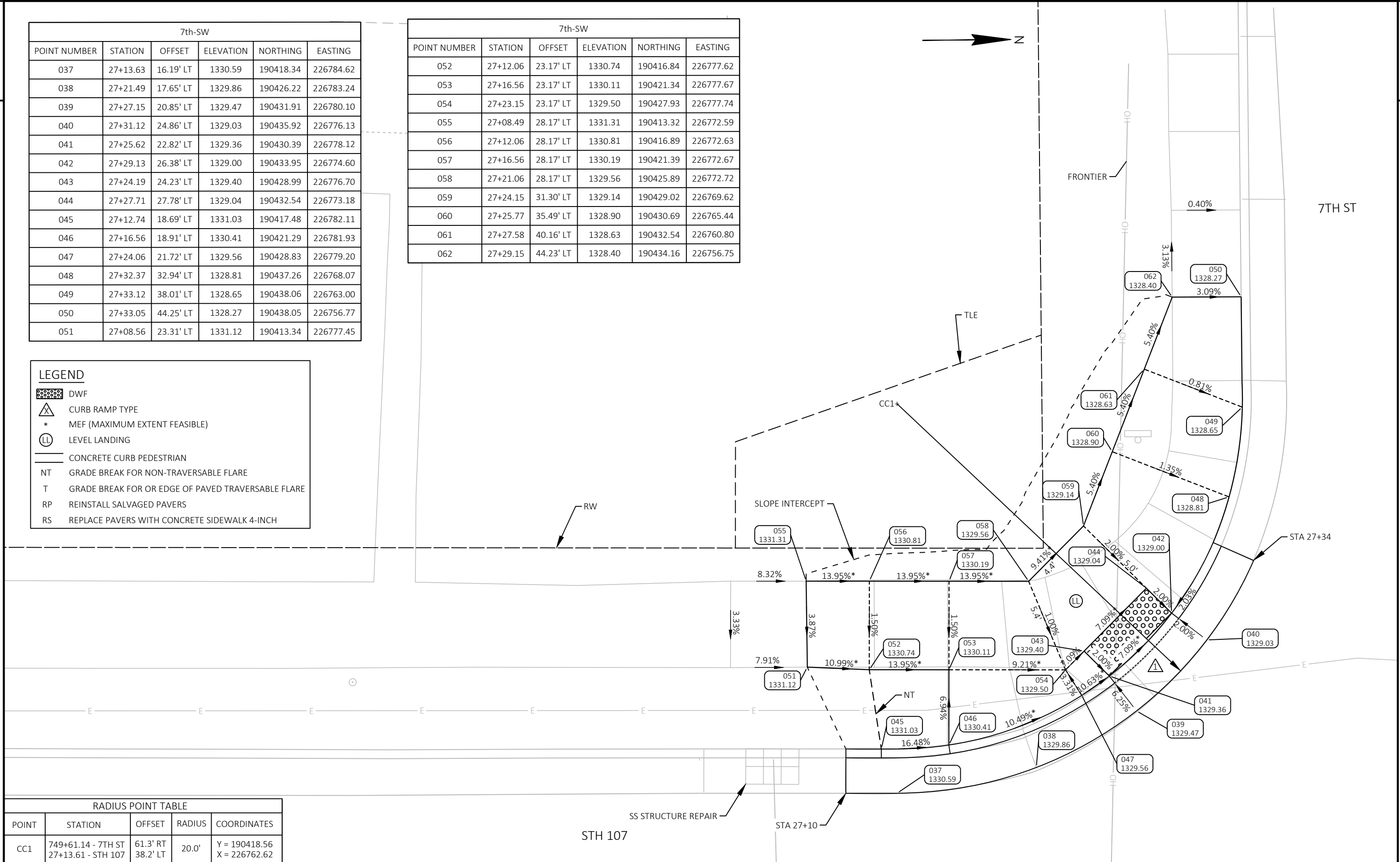
NT

T

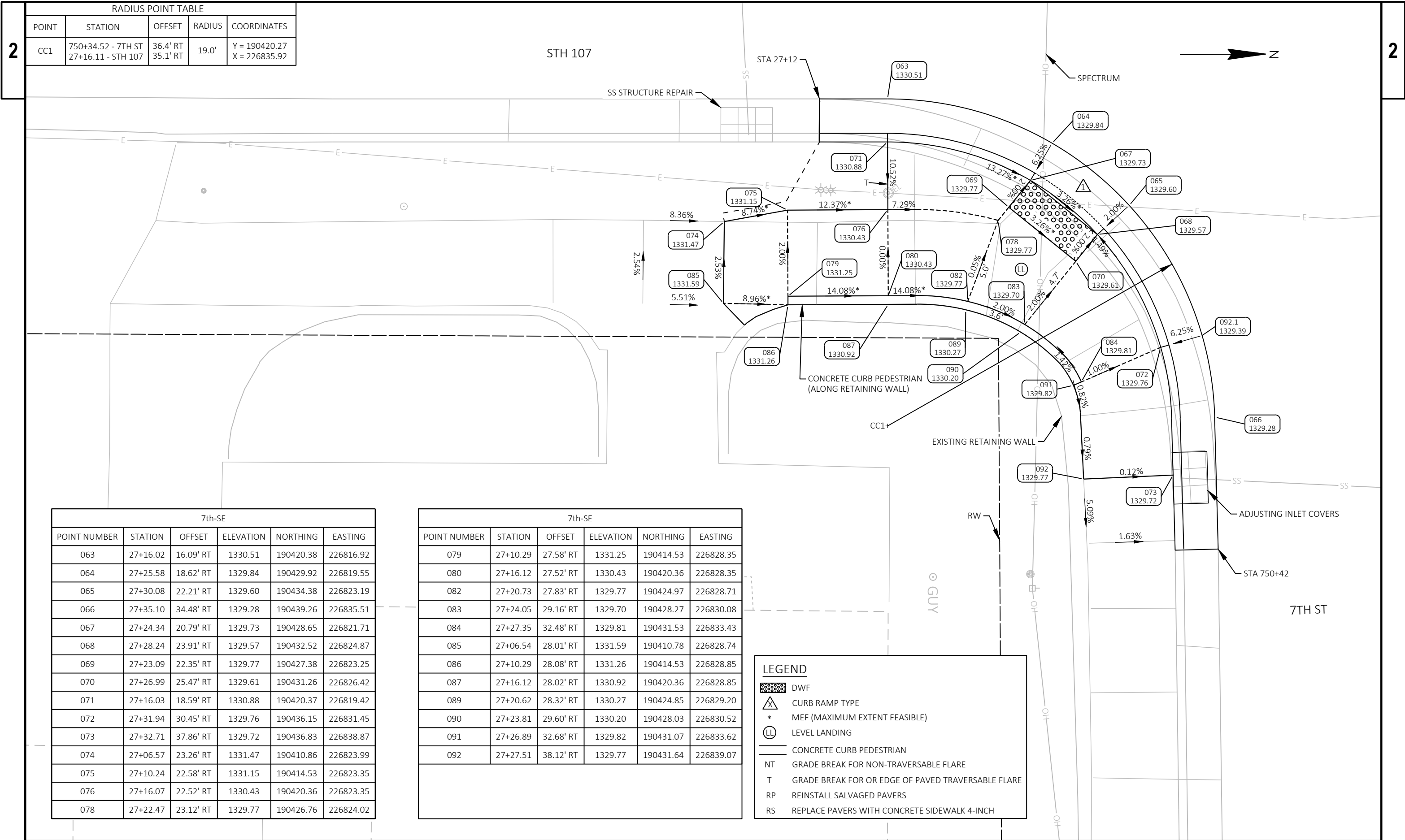
RP

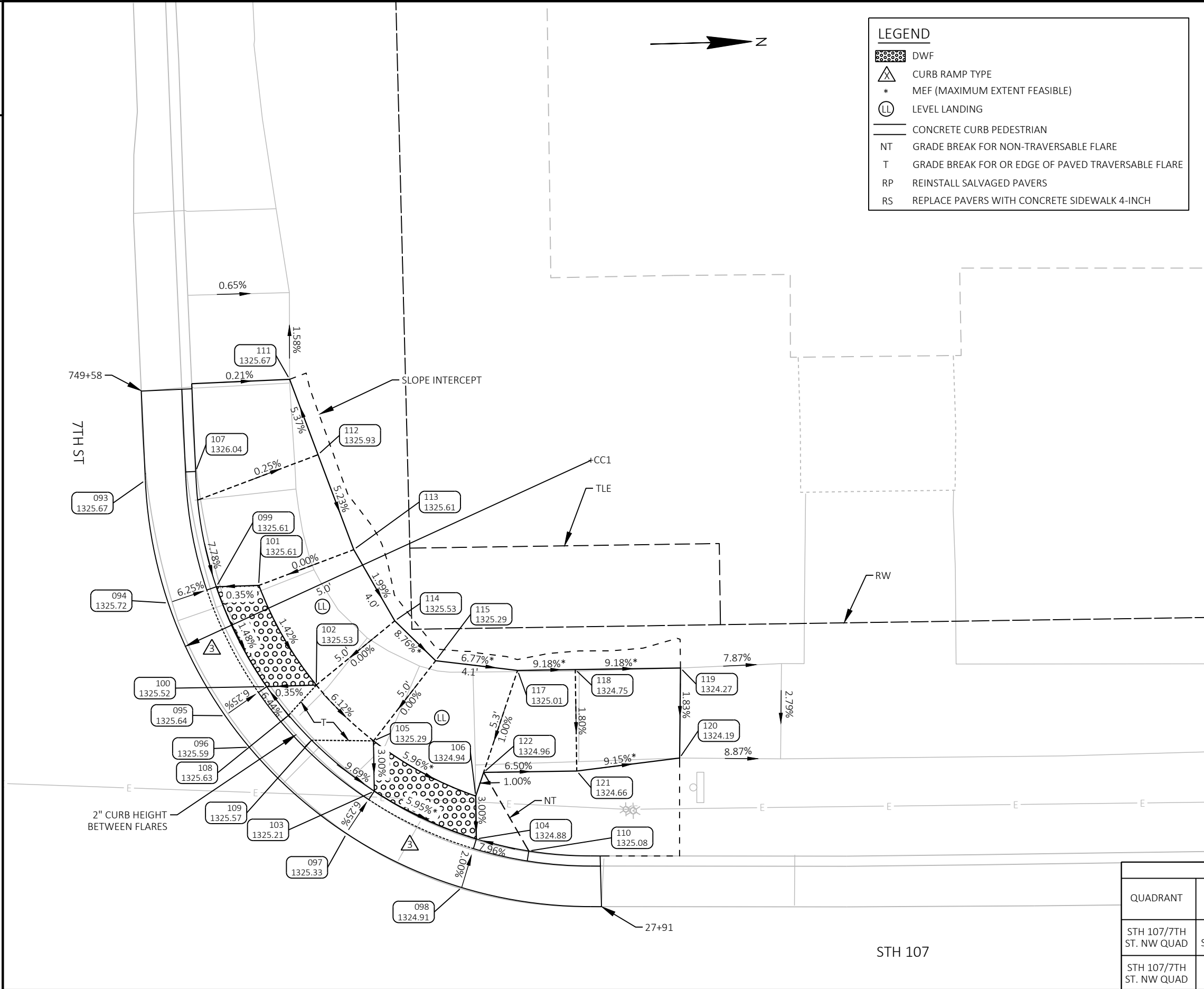
RS

7th-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
052	27+12.06	23.17' LT	1330.74	190416.84	226777.62
053	27+16.56	23.17' LT	1330.11	190421.34	226777.67
054	27+23.15	23.17' LT	1329.50	190427.93	226777.74
055	27+08.49	28.17' LT	1331.31	190413.32	226772.59
056	27+12.06	28.17' LT	1330.81	190416.89	226772.63
057	27+16.56	28.17' LT	1330.19	190421.39	226772.67
058	27+21.06	28.17' LT	1329.56	190425.89	226772.72
059	27+24.15	31.30' LT	1329.14	190429.02	226769.62
060	27+25.77	35.49' LT	1328.90	190430.69	226765.44
061	27+27.58	40.16' LT	1328.63	190432.54	226760.80
062	27+29.15	44.23' LT	1328.40	190434.16	226756.75



RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	749+61.14 - 7TH ST 27+13.61 - STH 107	61.3' RT 38.2' LT	20.0'	Y = 190418.56 X = 226762.62

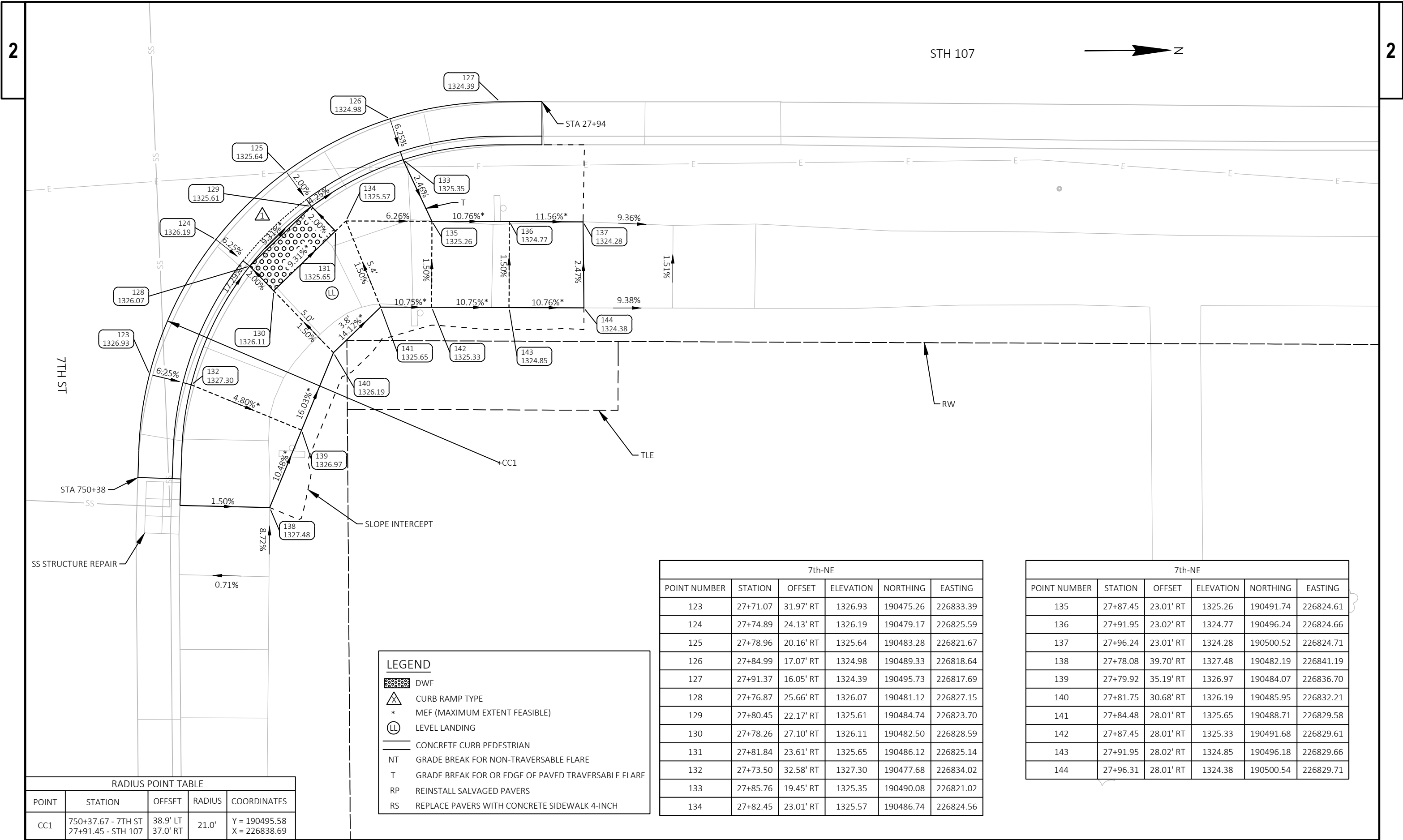




7th-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
093	27+68.85	37.57' LT	1325.67	190473.79	226763.83
094	27+69.90	31.51' LT	1325.72	190474.77	226769.91
095	27+72.62	25.91' LT	1325.64	190477.43	226775.53
096	27+73.78	24.34' LT	1325.59	190478.57	226777.11
097	27+78.51	20.01' LT	1325.33	190483.26	226781.49
098	27+84.15	17.27' LT	1324.91	190488.87	226784.29
099	27+72.28	32.27' LT	1325.61	190477.15	226769.17
100	27+74.69	27.31' LT	1325.52	190479.51	226774.15
101	27+74.37	32.31' LT	1325.61	190479.24	226769.15
102	27+77.13	27.35' LT	1325.53	190481.96	226774.13
103	27+79.91	22.08' LT	1325.21	190484.68	226779.44
104	27+84.91	19.65' LT	1324.88	190489.66	226781.92
105	27+79.91	24.56' LT	1325.29	190484.71	226776.96
106	27+84.91	21.77' LT	1324.94	190489.68	226779.81
107	27+71.34	37.97' LT	1326.04	190476.28	226763.46
108	27+75.75	25.89' LT	1325.63	190480.56	226775.59
109	27+76.86	24.64' LT	1325.57	190481.66	226776.85
110	27+87.49	19.02' LT	1325.08	190492.23	226782.58
111	27+76.04	42.44' LT	1325.67	190481.03	226759.04
112	27+77.39	38.70' LT	1325.93	190482.33	226762.79
113	27+79.08	34.00' LT	1325.61	190483.98	226767.51
114	27+81.05	30.46' LT	1325.53	190485.91	226771.07
115	27+83.04	28.47' LT	1325.29	190487.87	226773.08
117	27+87.07	27.93' LT	1325.01	190491.90	226773.67
118	27+89.91	27.93' LT	1324.75	190494.74	226773.70
119	27+95.10	27.93' LT	1324.27	190499.94	226773.75
120	27+95.00	23.49' LT	1324.19	190499.78	226778.19
121	27+89.91	22.93' LT	1324.66	190494.69	226778.70
122	27+85.32	22.93' LT	1324.96	190490.10	226778.65

RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	749+62.44 - 7TH ST 27+90.84 - STH 107	38.7' LT 38.2' LT	22.0'	Y = 190495.78 X = 226763.41

RADIAL WARNING FIELD PANEL LAYOUT TABLE					
QUADRANT	LOCATION	BACK OF CURB RADIUS (LF)	LANDING LENGTH 'XR' (LF)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (LF)
STH 107/7TH ST. NW QUAD	CROSSING SIDE STREET	19.5	4.8	11.2	5.5
STH 107/7TH ST. NW QUAD	CROSSING STH 107	19.5	5	11.3	5.6



RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	750+37.67 - 7TH ST 27+91.45 - STH 107	38.9' LT 37.0' RT	21.0'	Y = 190495.58 X = 226838.69

LEGEND

DWF

CURB RAMP TYPE

*

MEF (MAXIMUM EXTENT FEASIBLE)

LL

LEVEL LANDING

NT

T

RP

RS

7th-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
123	27+71.07	31.97' RT	1326.93	190475.26	226833.39
124	27+74.89	24.13' RT	1326.19	190479.17	226825.59
125	27+78.96	20.16' RT	1325.64	190483.28	226821.67
126	27+84.99	17.07' RT	1324.98	190489.33	226818.64
127	27+91.37	16.05' RT	1324.39	190495.73	226817.69
128	27+76.87	25.66' RT	1326.07	190481.12	226827.15
129	27+80.45	22.17' RT	1325.61	190484.74	226823.70
130	27+78.26	27.10' RT	1326.11	190482.50	226828.59
131	27+81.84	23.61' RT	1325.65	190486.12	226825.14
132	27+73.50	32.58' RT	1327.30	190477.68	226834.02
133	27+85.76	19.45' RT	1325.35	190490.08	226821.02
134	27+82.45	23.01' RT	1325.57	190486.74	226824.56

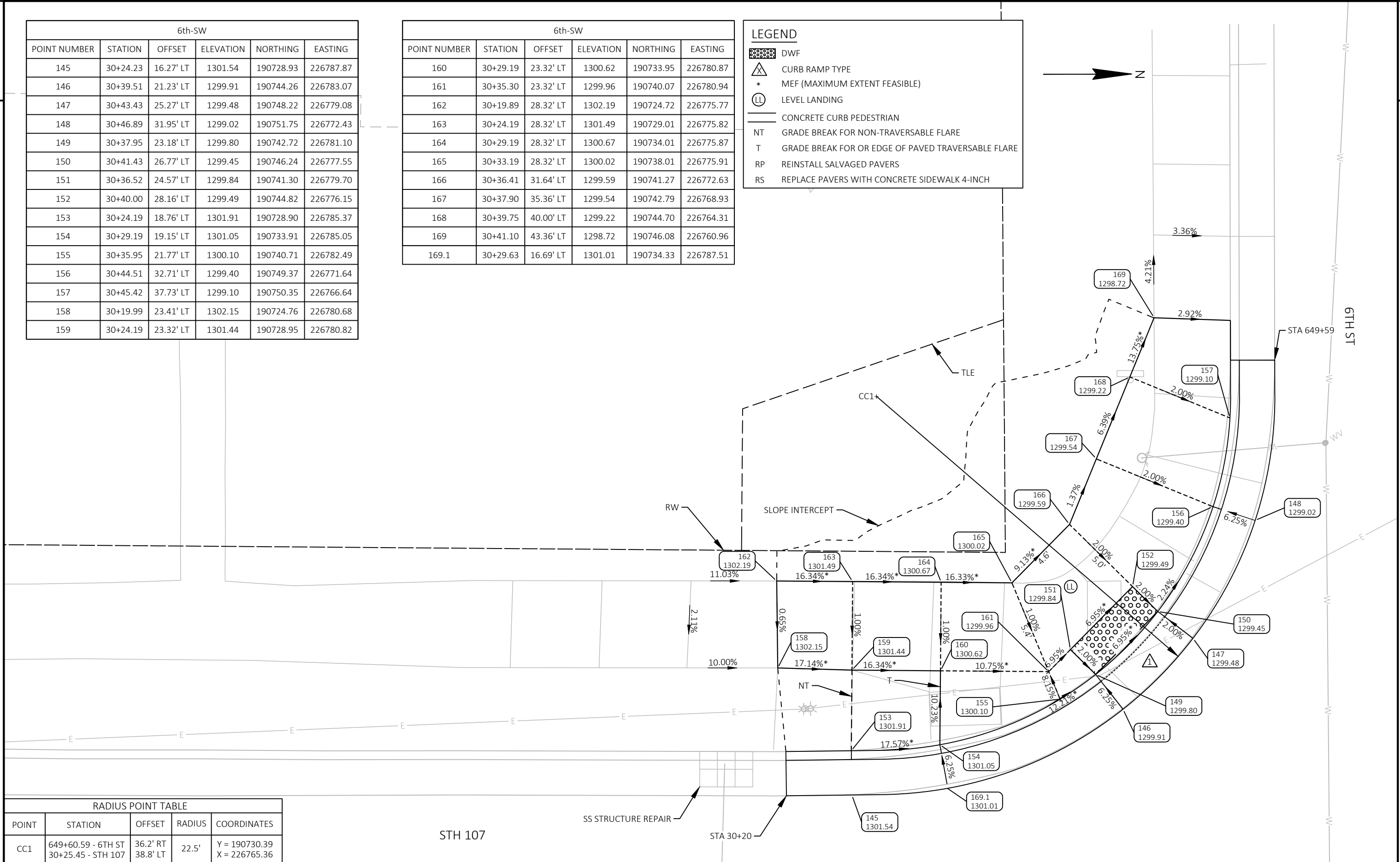
7th-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
135	27+87.45	23.01' RT	1325.26	190491.74	226824.61
136	27+91.95	23.02' RT	1324.77	190496.24	226824.66
137	27+96.24	23.01' RT	1324.28	190500.52	226824.71
138	27+78.08	39.70' RT	1327.48	190482.19	226841.19
139	27+79.92	35.19' RT	1326.97	190484.07	226836.70
140	27+81.75	30.68' RT	1326.19	190485.95	226832.21
141	27+84.48	28.01' RT	1325.65	190488.71	226829.58
142	27+87.45	28.01' RT	1325.33	190491.68	226829.61
143	27+91.95	28.02' RT	1324.85	190496.18	226829.66
144	27+96.31	28.01' RT	1324.38	190500.54	226829.71

2

6th-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
145	30+24.23	16.27' LT	1301.54	190728.93	226787.87
146	30+39.51	21.23' LT	1299.91	190744.26	226783.07
147	30+43.43	25.27' LT	1299.48	190748.22	226779.08
148	30+46.89	31.95' LT	1299.02	190751.75	226772.43
149	30+37.95	23.18' LT	1299.80	190742.72	226781.10
150	30+41.43	26.77' LT	1299.45	190746.24	226777.55
151	30+36.52	24.57' LT	1299.84	190741.30	226779.70
152	30+40.00	28.16' LT	1299.49	190744.82	226776.15
153	30+24.19	18.76' LT	1301.91	190728.90	226785.37
154	30+29.19	19.15' LT	1301.05	190733.91	226785.05
155	30+35.95	21.77' LT	1300.10	190740.71	226782.49
156	30+44.51	32.71' LT	1299.40	190749.37	226771.64
157	30+45.42	37.73' LT	1299.10	190750.35	226766.64
158	30+19.99	23.41' LT	1302.15	190724.76	226780.68
159	30+24.19	23.32' LT	1301.44	190728.95	226780.82

6th-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
160	30+29.19	23.32' LT	1300.62	190733.95	226780.87
161	30+35.30	23.32' LT	1299.96	190740.07	226780.94
162	30+19.89	28.32' LT	1302.19	190724.72	226775.77
163	30+24.19	28.32' LT	1301.49	190729.01	226775.82
164	30+29.19	28.32' LT	1300.67	190734.01	226775.87
165	30+33.19	28.32' LT	1300.02	190738.01	226775.91
166	30+36.41	31.64' LT	1299.59	190741.27	226772.63
167	30+37.90	35.36' LT	1299.54	190742.79	226768.93
168	30+39.75	40.00' LT	1299.22	190744.70	226764.31
169	30+41.10	43.36' LT	1298.72	190746.08	226760.96
169.1	30+29.63	16.69' LT	1301.01	190734.33	226787.51

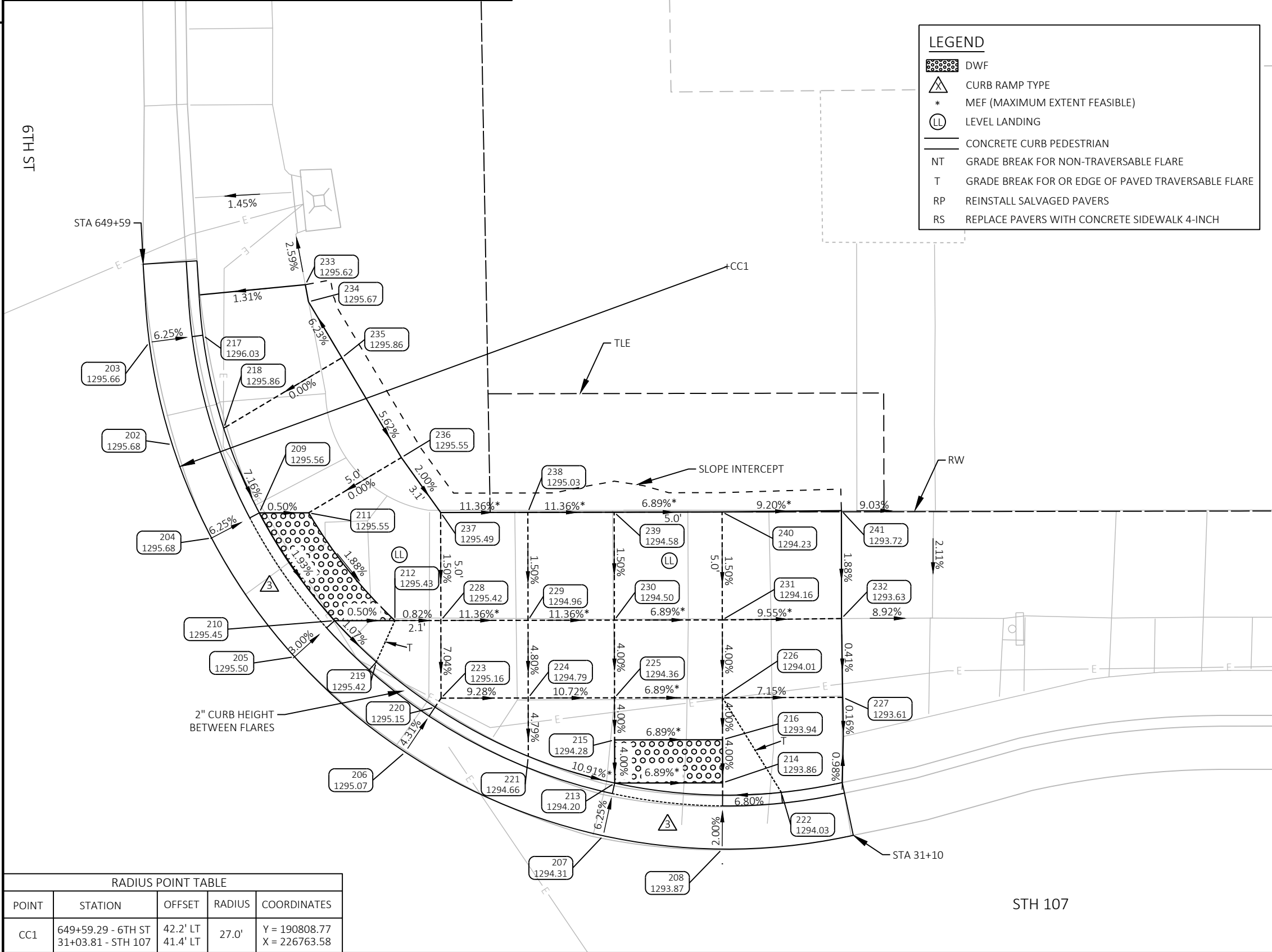
LEGEND	
	DWF
	CURB RAMP TYPE
*	MEF (MAXIMUM EXTENT FEASIBLE)
	LEVEL LANDING
	CONCRETE CURB PEDESTRIAN
NT	GRADE BREAK FOR NON-TRAVERSABLE FLARE
T	GRADE BREAK FOR OR EDGE OF PAVED TRAVERSABLE FLARE
RP	REINSTALL SALVAGED PAVERS
RS	REPLACE PAVERS WITH CONCRETE SIDEWALK 4-INCH



RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	649+60.59 - 6TH ST 30+25.45 - STH 107	36.2' RT 38.8' LT	22.5'	Y = 190730.39 X = 226765.36

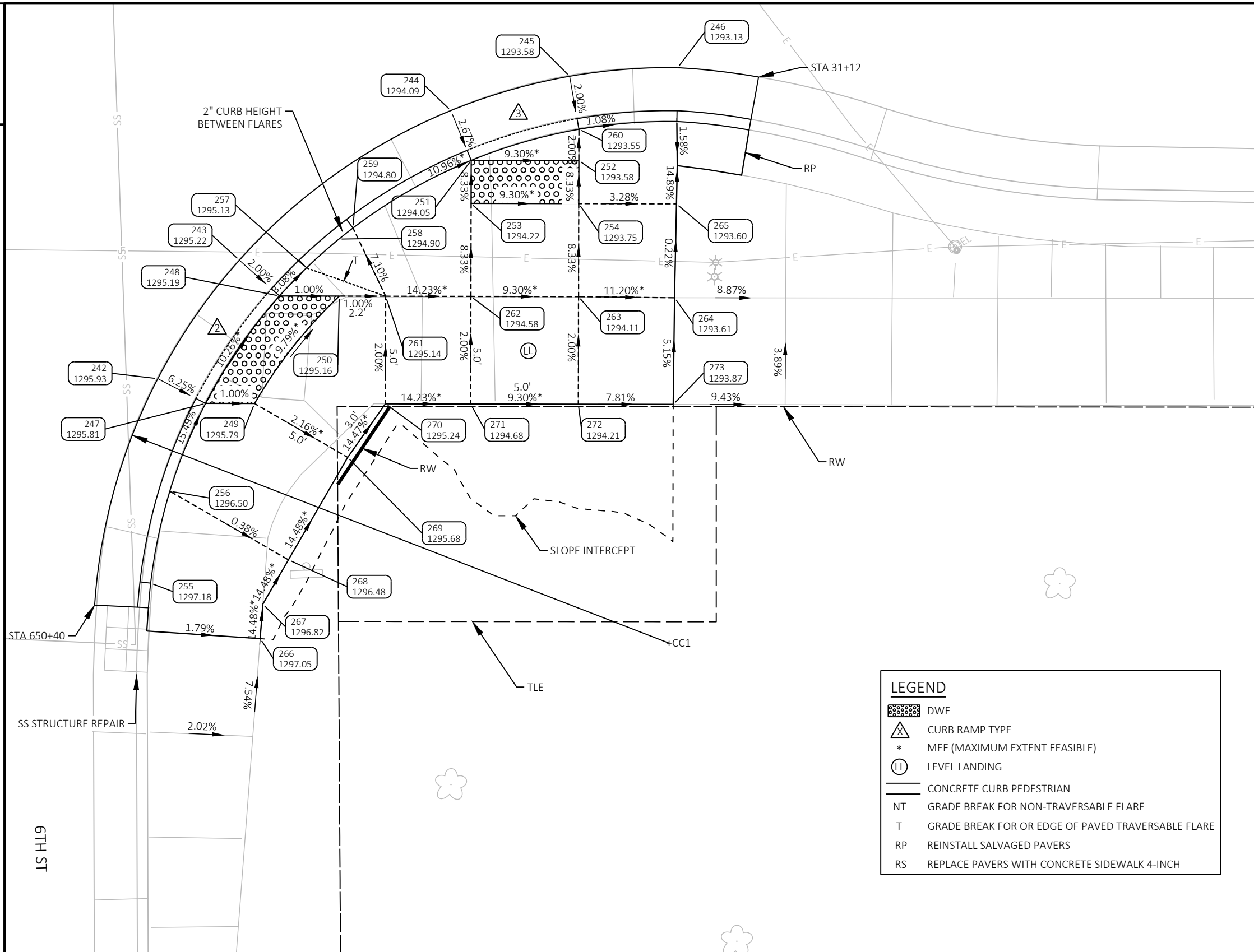


RADIAL WARNING FIELD PANEL LAYOUT TABLE					
QUADRANT	LOCATION	BACK OF CURB RADIUS (LF)	LANDING LENGTH 'XR' (LF)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (LF)
STH 107/6TH ST. NW QUAD	CROSSING SIDE STREET	24.5	6.2	12.5	6.1



6th-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
202	30+78.09	33.20' LT	1295.68	190782.96	226771.51
203	30+77.03	37.95' LT	1295.66	190781.95	226766.76
204	30+79.90	28.87' LT	1295.68	190784.72	226775.86
205	30+83.73	23.36' LT	1295.50	190788.50	226781.41
206	30+88.85	18.94' LT	1295.07	190793.57	226785.89
207	30+98.02	15.04' LT	1294.31	190802.69	226789.89
208	31+03.53	14.42' LT	1293.87	190808.19	226790.57
209	30+82.11	30.04' LT	1295.56	190786.95	226774.72
210	30+85.59	25.04' LT	1295.45	190790.37	226779.76
211	30+84.40	30.04' LT	1295.55	190789.24	226774.75
212	30+88.38	25.04' LT	1295.43	190793.17	226779.79
213	30+98.55	17.49' LT	1294.20	190803.25	226787.45
214	31+03.55	17.49' LT	1293.86	190808.25	226787.50
215	30+98.55	19.49' LT	1294.28	190803.28	226785.45
216	31+03.55	19.49' LT	1293.94	190808.28	226785.50
217	30+79.51	38.27' LT	1296.03	190784.44	226766.46
218	30+80.47	33.96' LT	1295.86	190785.35	226770.78
219	30+87.52	23.12' LT	1295.42	190792.28	226781.70
220	30+90.24	21.02' LT	1295.15	190794.98	226783.83
221	30+94.55	18.73' LT	1294.66	190799.27	226786.16
222	31+06.27	17.04' LT	1294.03	190810.97	226787.98
223	30+90.52	21.44' LT	1295.16	190795.26	226783.41
224	30+94.55	21.44' LT	1294.79	190799.30	226783.46
225	30+98.55	21.44' LT	1294.36	190803.30	226783.50
226	31+03.55	21.44' LT	1294.01	190808.30	226783.55
227	31+09.13	21.44' LT	1293.61	190813.87	226783.61
228	30+90.51	25.04' LT	1295.42	190795.30	226779.81
229	30+94.55	25.04' LT	1294.96	190799.34	226779.86
230	30+98.55	25.04' LT	1294.50	190803.34	226779.90
231	31+03.55	25.04' LT	1294.16	190808.33	226779.95
232	31+09.08	25.09' LT	1293.63	190813.86	226779.96
233	30+84.26	40.60' LT	1295.62	190789.21	226764.18
234	30+84.41	39.81' LT	1295.67	190789.35	226764.97
235	30+85.95	37.22' LT	1295.86	190790.87	226767.58
236	30+88.70	32.59' LT	1295.55	190793.56	226772.24
237	30+90.51	30.04' LT	1295.49	190795.35	226774.81
238	30+94.55	30.04' LT	1295.03	190799.39	226774.86
239	30+98.55	30.04' LT	1294.58	190803.39	226774.90
240	31+03.55	30.04' LT	1294.23	190808.39	226774.95
241	31+09.08	30.09' LT	1293.72	190813.92	226774.96

RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	649+59.29 - 6TH ST 31+03.81 - STH 107	42.2' LT 41.4' LT	27.0'	Y = 190808.77 X = 226763.58



STH 107



6th-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
242	30+84.20	28.69' RT	1295.93	190788.41	226833.47
243	30+87.99	23.18' RT	1295.22	190792.25	226828.00
244	30+97.80	16.22' RT	1294.09	190802.14	226821.15
245	31+03.32	14.62' RT	1293.58	190807.68	226819.60
246	31+08.34	14.21' RT	1293.13	190812.70	226819.25
247	30+86.43	29.84' RT	1295.81	190790.62	226834.64
248	30+89.86	24.84' RT	1295.19	190794.10	226829.68
249	30+88.70	29.84' RT	1295.79	190792.90	226834.67
250	30+92.63	24.85' RT	1295.16	190796.88	226829.72
251	30+98.75	18.53' RT	1294.05	190803.07	226823.47
252	31+03.75	18.54' RT	1293.58	190808.07	226823.53
253	30+98.75	20.53' RT	1294.22	190803.05	226825.47
254	31+03.75	20.54' RT	1293.75	190808.05	226825.53
255	30+83.88	38.20' RT	1297.18	190787.99	226842.97
256	30+84.77	33.92' RT	1296.50	190788.92	226838.71
257	30+91.11	23.54' RT	1295.13	190795.37	226828.39
258	30+92.62	22.20' RT	1294.90	190796.89	226827.07
259	30+93.27	21.68' RT	1294.80	190797.55	226826.56
260	31+03.76	17.08' RT	1293.55	190808.09	226822.07
261	30+94.79	24.85' RT	1295.14	190799.03	226829.74
262	30+98.75	24.85' RT	1294.58	190802.99	226829.79
263	31+03.75	24.86' RT	1294.11	190807.99	226829.85
264	31+08.21	24.91' RT	1293.61	190812.45	226829.95
265	31+08.29	20.54' RT	1293.60	190812.58	226825.58
266	30+88.98	40.77' RT	1297.05	190793.05	226845.60
267	30+89.10	39.17' RT	1296.82	190793.19	226844.00
268	30+90.28	37.11' RT	1296.48	190794.40	226841.95
269	30+93.03	32.34' RT	1295.68	190797.20	226837.21
270	30+94.78	29.85' RT	1295.24	190798.97	226834.74
271	30+98.74	29.85' RT	1294.68	190802.93	226834.79
272	31+03.74	29.86' RT	1294.21	190807.93	226834.85
273	31+08.15	29.86' RT	1293.87	190812.34	226834.90

LEGEND

DWF

CURB RAMP TYPE

MEF (MAXIMUM EXTENT FEASIBLE)

LEVEL LANDING

CONCRETE CURB PEDESTRIAN

GRADE BREAK FOR NON-TRAVERSABLE FLARE

GRADE BREAK FOR OR EDGE OF PAVED TRAVERSABLE FLARE

REINSTALL SALVAGED PAVERS

REPLACE PAVERS WITH CONCRETE SIDEWALK 4-INCH

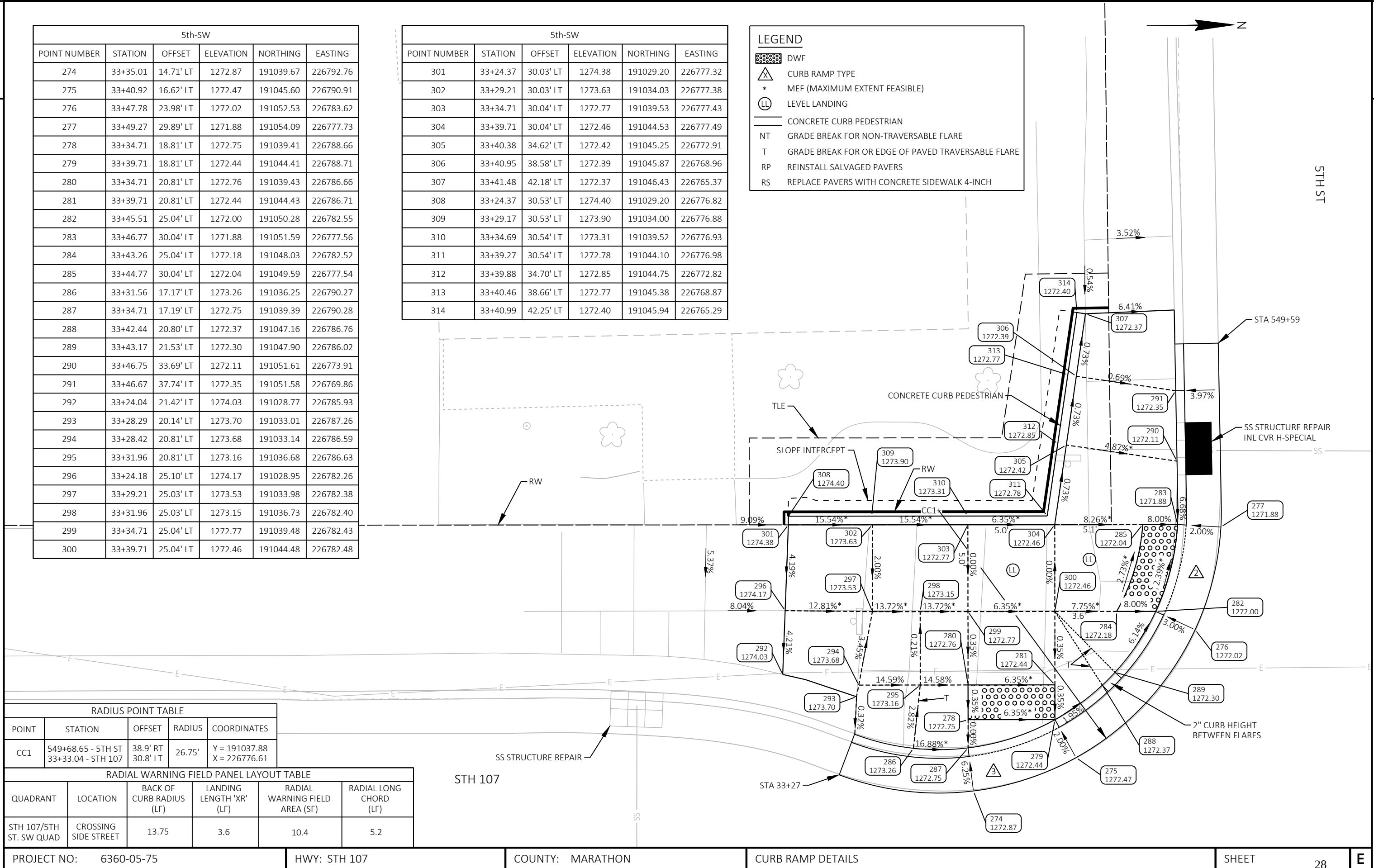
RADIAL WARNING FIELD PANEL LAYOUT TABLE					
QUADRANT	LOCATION	BACK OF CURB RADIUS (LF)	LANDING LENGTH 'XR' (LF)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (LF)
STH 107/6TH ST. NE QUAD	CROSSING SIDE STREET	24.25	6.3	12.4	6.1

RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	650+41.73 - 6TH ST 31+07.97 - STH 107	45.0' LT 41.0' RT	26.75'	Y = 190812.05 X = 226845.99

5th-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
301	33+24.37	30.03' LT	1274.38	191029.20	226777.32
302	33+29.21	30.03' LT	1273.63	191034.03	226777.38
303	33+34.71	30.04' LT	1272.77	191039.53	226777.43
304	33+39.71	30.04' LT	1272.46	191044.53	226777.49
305	33+40.38	34.62' LT	1272.42	191045.25	226772.91
306	33+40.95	38.58' LT	1272.39	191045.87	226768.96
307	33+41.48	42.18' LT	1272.37	191046.43	226765.37
308	33+24.37	30.53' LT	1274.40	191029.20	226776.82
309	33+29.17	30.53' LT	1273.90	191034.00	226776.88
310	33+34.69	30.54' LT	1273.31	191039.52	226776.93
311	33+39.27	30.54' LT	1272.78	191044.10	226776.98
312	33+39.88	34.70' LT	1272.85	191044.75	226772.82
313	33+40.46	38.66' LT	1272.77	191045.38	226768.87
314	33+40.99	42.25' LT	1272.40	191045.94	226765.29

RADIAL WARNING FIELD PANEL LAYOUT TABLE					
QUADRANT	LOCATION	BACK OF CURB RADIUS (LF)	LANDING LENGTH 'XR' (LF)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (LF)
STH 107/STH ST. SW QUAD	CROSSING SIDE STREET	13.75	3.6	10.4	5.2

FILE NAME :	C:\USERS\BSMIT\ONEDRIVE - RJS-ENGINEERING.COM\PROJECTS\6360-05-05_STH 107\DESIGN\C3D\63600505\SHEETS\023101-CR.DWG	PLOT DATE :	6/2/2025 2:57 PM	PLOT BY :	BRIAN SMITS	PLOT NAME :		PLOT SCALE :	1 IN=5 FT	WISDOT/CADD SHEET 42
LAYOUT NAME :	11									



5th-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
315	33+36.31	14.44' RT	1272.70	191040.66	226821.93
316	33+41.96	16.44' RT	1272.30	191046.28	226823.98
317	33+49.99	23.52' RT	1271.87	191054.23	226831.15
318	33+52.78	29.16' RT	1271.75	191056.96	226836.82
319	33+35.81	18.66' RT	1272.58	191040.11	226826.14
320	33+40.81	18.66' RT	1272.27	191045.11	226826.19
321	33+35.81	20.66' RT	1272.68	191040.09	226828.14
322	33+40.81	20.66' RT	1272.37	191045.09	226828.19
323	33+47.93	24.93' RT	1271.87	191052.16	226832.54
324	33+50.40	29.93' RT	1271.75	191054.58	226837.57
325	33+45.43	24.93' RT	1272.09	191049.66	226832.51
326	33+48.28	29.93' RT	1271.94	191052.46	226837.54
327	33+31.81	16.50' RT	1273.15	191036.13	226823.93
328	33+35.81	16.89' RT	1272.58	191040.13	226824.37
329	33+43.08	20.04' RT	1272.27	191047.37	226827.59
330	33+46.28	22.85' RT	1272.06	191050.53	226830.44
331	33+50.94	31.94' RT	1271.90	191055.09	226839.58
332	33+51.31	36.60' RT	1272.07	191055.41	226844.24
333	33+27.90	20.66' RT	1273.63	191032.18	226828.05
334	33+31.81	20.66' RT	1273.21	191036.09	226828.09
335	33+27.90	24.84' RT	1273.86	191032.13	226832.23
336	33+31.81	24.93' RT	1273.42	191036.04	226832.37
337	33+35.81	24.93' RT	1272.90	191040.04	226832.41
338	33+40.81	24.93' RT	1272.55	191045.04	226832.46
339	33+27.90	29.93' RT	1274.04	191032.08	226837.33
340	33+31.81	29.93' RT	1273.52	191035.99	226837.37
341	33+35.81	29.93' RT	1273.00	191039.99	226837.41
342	33+40.81	29.93' RT	1272.65	191044.99	226837.46
343	33+42.95	29.93' RT	1272.45	191047.13	226837.49
344	33+44.55	34.27' RT	1272.40	191048.68	226841.84
345	33+46.11	38.49' RT	1272.35	191050.19	226846.08
346	33+47.22	41.51' RT	1272.31	191051.28	226849.11
347	33+47.25	42.34' RT	1272.30	191051.30	226849.94

LEGEND

DWF

CURB RAMP TYPE

*

MEF (MAXIMUM EXTENT FEASIBLE)

LL

LEVEL LANDING

NT

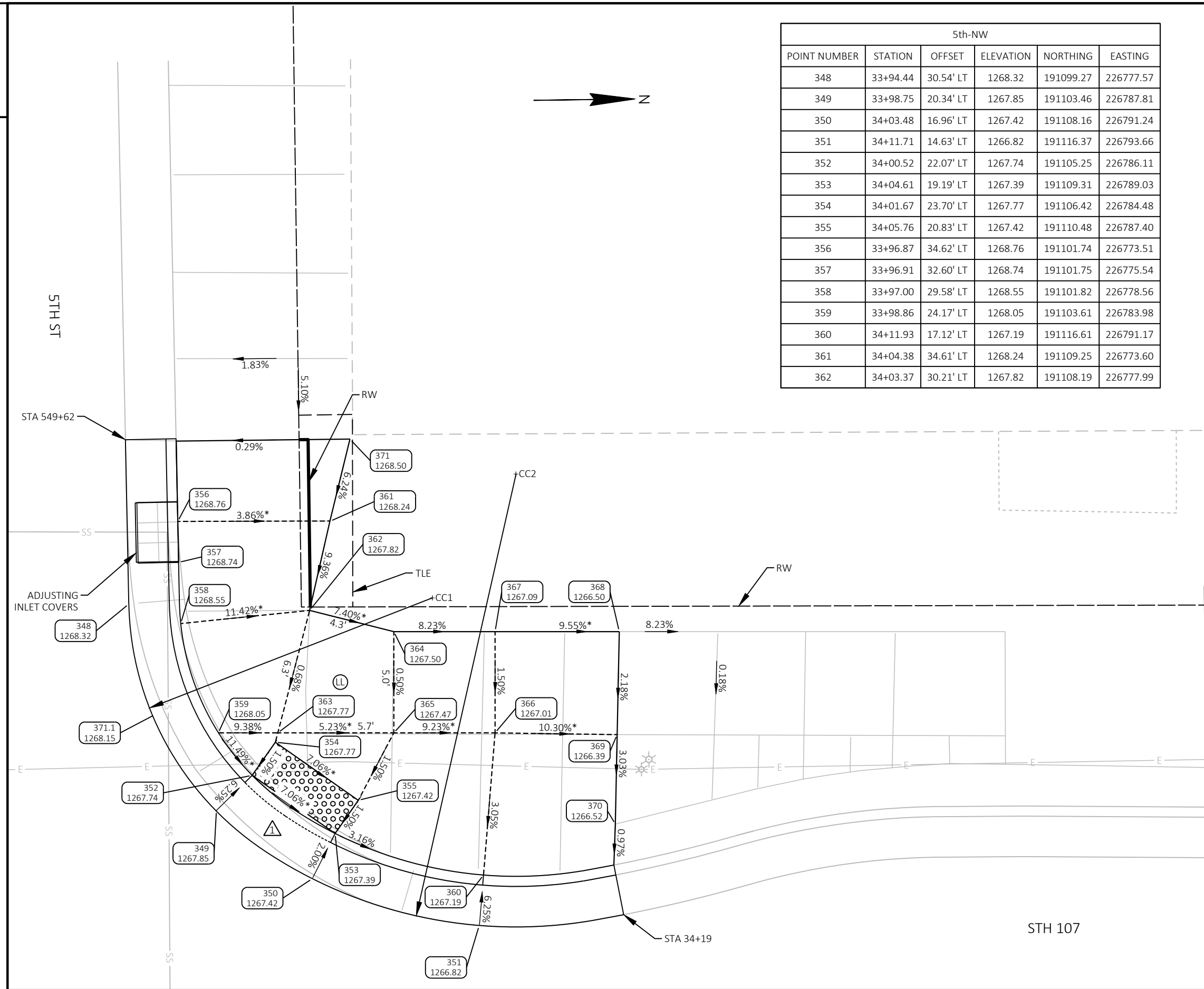
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RP

RS

RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	550+35.46 - 5TH ST 33+31.86 - STH 107	41.0' RT 36.0' RT	22.0'	Y = 191035.98 X = 226843.42

RADIAL WARNING FIELD PANEL LAYOUT TABLE					
QUADRANT	LOCATION	BACK OF CURB RADIUS (LF)	LANDING LENGTH 'XR' (LF)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (LF)
STH 107/5TH ST. SE QUAD	CROSSING SIDE STREET	19.5	4.9	11.4	5.6



5th-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
348	33+94.44	30.54' LT	1268.32	191099.27	226777.57
349	33+98.75	20.34' LT	1267.85	191103.46	226787.81
350	34+03.48	16.96' LT	1267.42	191108.16	226791.24
351	34+11.71	14.63' LT	1266.82	191116.37	226793.66
352	34+00.52	22.07' LT	1267.74	191105.25	226786.11
353	34+04.61	19.19' LT	1267.39	191109.31	226789.03
354	34+01.67	23.70' LT	1267.77	191106.42	226784.48
355	34+05.76	20.83' LT	1267.42	191110.48	226787.40
356	33+96.87	34.62' LT	1268.76	191101.74	226773.51
357	33+96.91	32.60' LT	1268.74	191101.75	226775.54
358	33+97.00	29.58' LT	1268.55	191101.82	226778.56
359	33+98.86	24.17' LT	1268.05	191103.61	226783.98
360	34+11.93	17.12' LT	1267.19	191116.61	226791.17
361	34+04.38	34.61' LT	1268.24	191109.25	226773.60
362	34+03.37	30.21' LT	1267.82	191108.19	226777.99

5th-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
363	34+01.79	24.17' LT	1267.77	191106.54	226784.02
364	34+07.53	29.16' LT	1267.50	191112.33	226779.09
365	34+07.52	24.16' LT	1267.47	191112.27	226784.09
366	34+12.52	24.15' LT	1267.01	191117.27	226784.16
367	34+12.53	29.15' LT	1267.09	191117.33	226779.16
368	34+18.66	29.13' LT	1266.50	191123.47	226779.23
369	34+18.55	24.05' LT	1266.39	191123.30	226784.32
370	34+18.45	19.63' LT	1266.52	191123.15	226788.74
371	34+05.38	38.67' LT	1268.50	191110.29	226769.56
371.1	33+95.62	25.02' LT	1268.15	191100.38	226783.10

LEGEND

DWF

CURB RAMP TYPE

*

MEF (MAXIMUM EXTENT FEASIBLE)LEVEL LANDINGCONCRETE CURB PEDESTRIAN

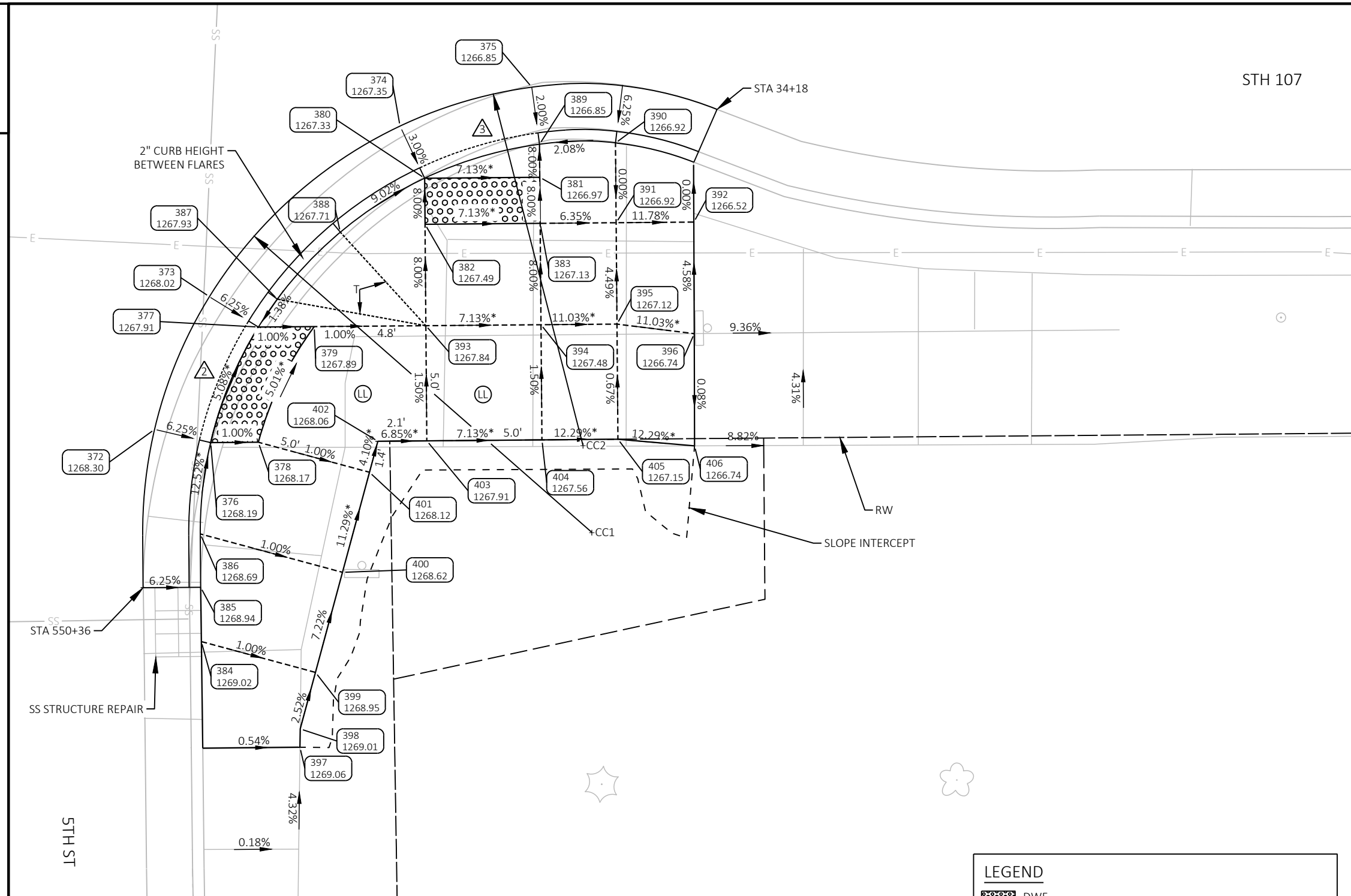
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RP

RS

RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	549+69.67 - 5TH ST 34+09.44 - STH 107	37.5' LT 30.8' LT	15.0'	Y = 191114.27 X = 226777.45
CC2	549+63.61 - 5TH ST 34+13.58 - STH 107	41.7' LT 36.9' LT	23.4'	Y = 191118.47 X = 226771.38



5th-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
372	33+93.36	29.03' RT	1268.30	191097.54	226837.12
373	33+95.78	23.29' RT	1268.02	191100.03	226831.41
374	34+04.12	15.95' RT	1267.35	191108.44	226824.16
375	34+09.85	14.30' RT	1266.85	191114.19	226822.57
376	33+95.78	29.62' RT	1268.19	191099.96	226837.74
377	33+97.90	24.62' RT	1267.91	191102.13	226832.77
378	33+97.85	29.62' RT	1268.17	191102.03	226837.76
379	34+00.32	24.62' RT	1267.89	191104.55	226832.79
380	34+05.17	18.22' RT	1267.33	191109.47	226826.44
381	34+10.17	18.22' RT	1266.97	191114.47	226826.49
382	34+05.17	20.22' RT	1267.49	191109.45	226828.44
383	34+10.17	20.22' RT	1267.13	191114.45	226828.49
384	33+95.31	38.26' RT	1269.02	191099.40	226846.37
385	33+95.30	35.90' RT	1268.94	191099.41	226844.01
386	33+95.30	33.58' RT	1268.69	191099.44	226841.70
387	33+98.73	23.41' RT	1267.93	191102.97	226831.57
388	34+01.49	20.53' RT	1267.71	191105.76	226828.71
389	34+10.17	16.78' RT	1266.85	191114.48	226825.06
390	34+13.47	16.75' RT	1266.92	191117.78	226825.06
391	34+13.47	20.22' RT	1266.92	191117.75	226828.53
392	34+16.84	20.21' RT	1266.52	191121.12	226828.56
393	34+05.17	24.62' RT	1267.84	191109.40	226832.84
394	34+10.17	24.62' RT	1267.48	191114.40	226832.89
395	34+13.47	24.62' RT	1267.12	191117.70	226832.93
396	34+16.82	25.06' RT	1266.74	191121.05	226833.40
397	33+99.56	42.88' RT	1269.06	191103.59	226851.04
398	33+99.57	42.08' RT	1269.01	191103.62	226850.24
399	34+00.25	39.63' RT	1268.95	191104.32	226847.80
400	34+01.46	35.30' RT	1268.62	191105.58	226843.48
401	34+02.67	30.96' RT	1268.12	191106.83	226839.16
402	34+03.04	29.62' RT	1268.06	191107.22	226837.82
403	34+05.17	29.62' RT	1267.91	191109.35	226837.84
404	34+10.17	29.62' RT	1267.56	191114.35	226837.89
405	34+13.47	29.62' RT	1267.15	191117.65	226837.93
406	34+16.80	29.93' RT	1266.74	191120.97	226838.28

RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	550+34.17 - 5TH ST	39.5' LT	19.5'	Y = 191116.44
	34+12.30 - STH 107	33.7' RT		X = 226841.95
CC2	550+30.39 - 5TH ST	39.2' LT	14.0'	Y = 191116.13
	34+11.95 - STH 107	29.9' RT		X = 226838.16

RADIAL WARNING FIELD PANEL LAYOUT TABLE					
QUADRANT	LOCATION	BACK OF CURB RADIUS (LF)	LANDING LENGTH 'XR' (LF)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (LF)
STH 107/5TH ST. NE QUAD	CROSSING SIDE STREET	17	4.6	11.1	5.4

LEGEND

DWF

CURB RAMP TYPE

MEF (MAXIMUM EXTENT FEASIBLE)

LEVEL LANDING

CONCRETE CURB PEDESTRIAN

GRADE BREAK FOR NON-TRAVERSABLE FLARE

GRADE BREAK FOR OR EDGE OF PAVED TRAVERSABLE FLARE

REINSTALL SALVAGED PAVERS

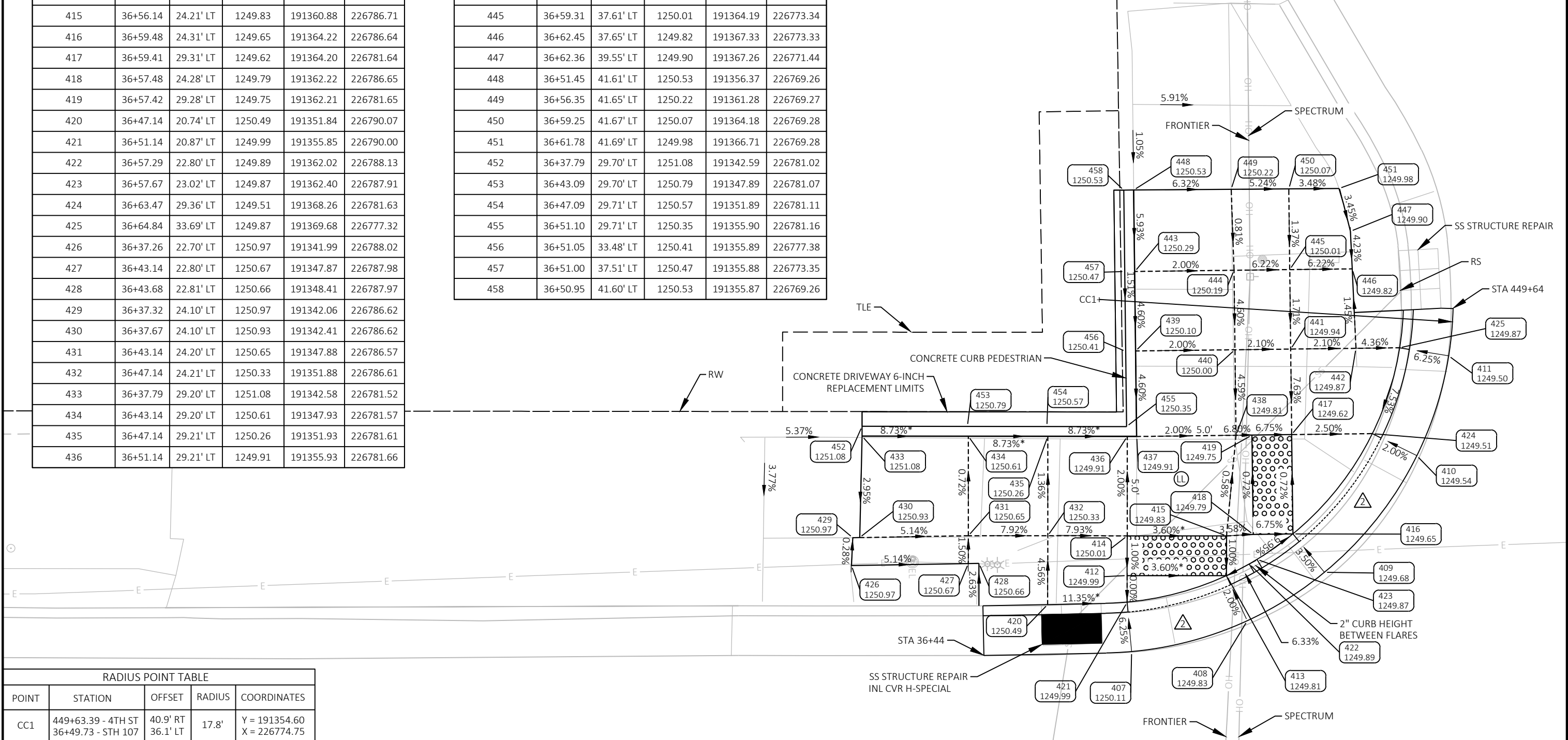
REPLACE PAVERS WITH CONCRETE SIDEWALK 4-INCH

4th-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
407	36+51.37	18.38' LT	1250.11	191356.05	226792.49
408	36+57.19	19.94' LT	1249.83	191361.88	226790.99
409	36+61.07	22.38' LT	1249.68	191365.80	226788.58
410	36+65.71	28.26' LT	1249.54	191370.50	226782.76
411	36+67.31	33.29' LT	1249.50	191372.14	226777.75
412	36+51.14	22.21' LT	1249.99	191355.86	226788.66
413	36+56.14	22.21' LT	1249.81	191360.86	226788.71
414	36+51.14	24.21' LT	1250.01	191355.88	226786.66
415	36+56.14	24.21' LT	1249.83	191360.88	226786.71
416	36+59.48	24.31' LT	1249.65	191364.22	226786.64
417	36+59.41	29.31' LT	1249.62	191364.20	226781.64
418	36+57.48	24.28' LT	1249.79	191362.22	226786.65
419	36+57.42	29.28' LT	1249.75	191362.21	226781.65
420	36+47.14	20.74' LT	1250.49	191351.84	226790.07
421	36+51.14	20.87' LT	1249.99	191355.85	226790.00
422	36+57.29	22.80' LT	1249.89	191362.02	226788.13
423	36+57.67	23.02' LT	1249.87	191362.40	226787.91
424	36+63.47	29.36' LT	1249.51	191368.26	226781.63
425	36+64.84	33.69' LT	1249.87	191369.68	226777.32
426	36+37.26	22.70' LT	1250.97	191341.99	226788.02
427	36+43.14	22.80' LT	1250.67	191347.87	226787.98
428	36+43.68	22.81' LT	1250.66	191348.41	226787.97
429	36+37.32	24.10' LT	1250.97	191342.06	226786.62
430	36+37.67	24.10' LT	1250.93	191342.41	226786.62
431	36+43.14	24.20' LT	1250.65	191347.88	226786.57
432	36+47.14	24.21' LT	1250.33	191351.88	226786.61
433	36+37.79	29.20' LT	1251.08	191342.58	226781.52
434	36+43.14	29.20' LT	1250.61	191347.93	226781.57
435	36+47.14	29.21' LT	1250.26	191351.93	226781.61
436	36+51.14	29.21' LT	1249.91	191355.93	226781.66

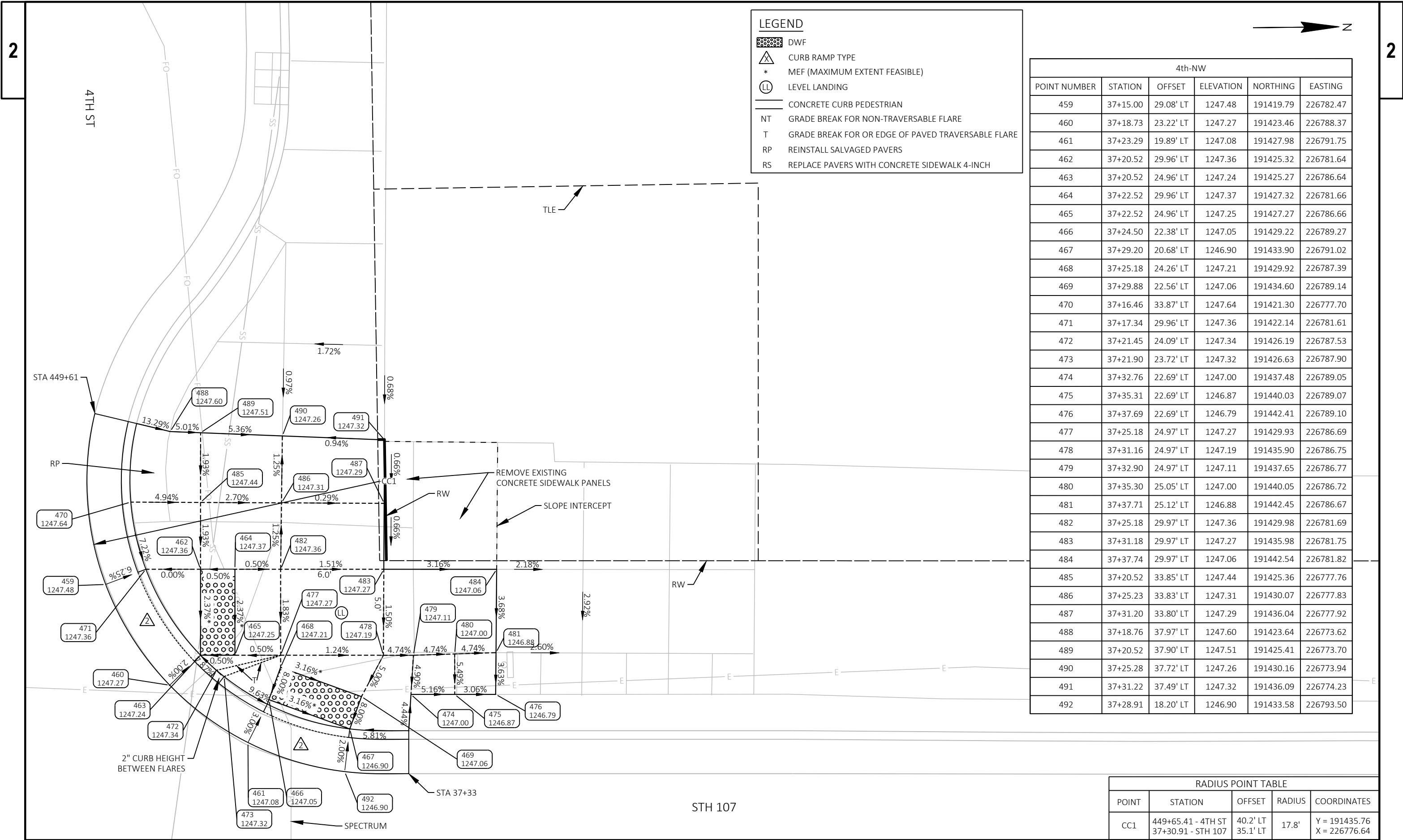
4th-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
437	36+51.61	29.21' LT	1249.91	191356.41	226781.66
438	36+56.61	29.27' LT	1249.81	191361.41	226781.65
439	36+51.55	33.51' LT	1250.10	191356.39	226777.36
440	36+56.55	33.58' LT	1250.00	191361.39	226777.34
441	36+59.36	33.61' LT	1249.94	191364.20	226777.34
442	36+62.65	33.66' LT	1249.87	191367.49	226777.33
443	36+51.50	37.51' LT	1250.29	191356.38	226773.36
444	36+56.50	37.58' LT	1250.19	191361.38	226773.34
445	36+59.31	37.61' LT	1250.01	191364.19	226773.34
446	36+62.45	37.65' LT	1249.82	191367.33	226773.33
447	36+62.36	39.55' LT	1249.90	191367.26	226771.44
448	36+51.45	41.61' LT	1250.53	191356.37	226769.26
449	36+56.35	41.65' LT	1250.22	191361.28	226769.27
450	36+59.25	41.67' LT	1250.07	191364.18	226769.28
451	36+61.78	41.69' LT	1249.98	191366.71	226769.28
452	36+37.79	29.70' LT	1251.08	191342.59	226781.02
453	36+43.09	29.70' LT	1250.79	191347.89	226781.07
454	36+47.09	29.71' LT	1250.57	191351.89	226781.11
455	36+51.10	29.71' LT	1250.35	191355.90	226781.16
456	36+51.05	33.48' LT	1250.41	191355.89	226777.38
457	36+51.00	37.51' LT	1250.47	191355.88	226773.35
458	36+50.95	41.60' LT	1250.53	191355.87	226769.26

LEGEND

- DWF
- CURB RAMP TYPE
- MEF (MAXIMUM EXTENT FEASIBLE)
- LEVEL LANDING
- CONCRETE CURB PEDESTRIAN
- NT GRADE BREAK FOR NON-TRAVERSABLE FLARE
- T GRADE BREAK FOR OR EDGE OF PAVED TRAVERSABLE FLARE
- RP REINSTALL SALVAGED PAVERS
- RS REPLACE PAVERS WITH CONCRETE SIDEWALK 4-INCH

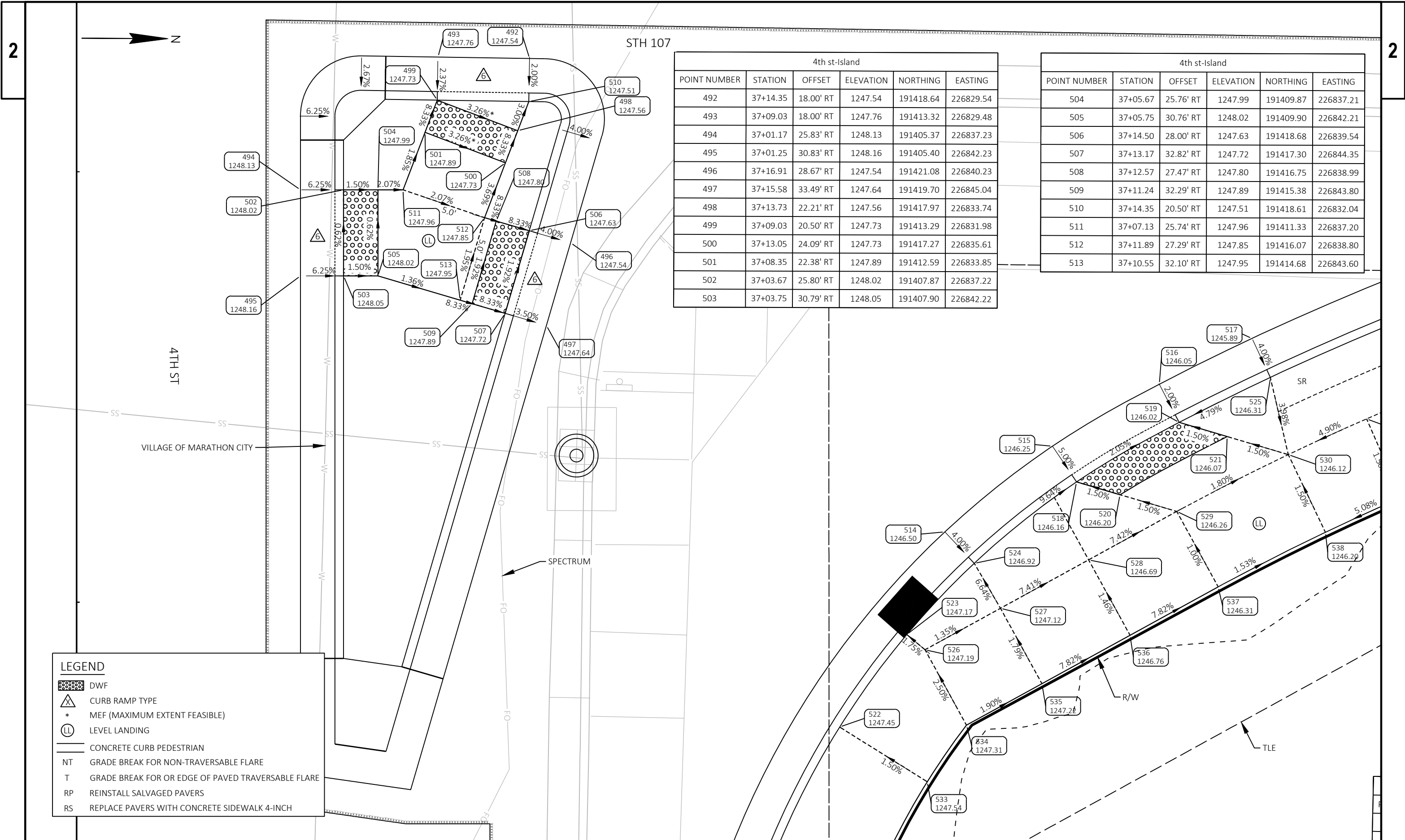


RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	449+63.39 - 4TH ST 36+49.73 - STH 107	40.9' RT 36.1' LT	17.8'	Y = 191354.60 X = 226774.75



4th-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
459	37+15.00	29.08' LT	1247.48	191419.79	226782.47
460	37+18.73	23.22' LT	1247.27	191423.46	226788.37
461	37+23.29	19.89' LT	1247.08	191427.98	226791.75
462	37+20.52	29.96' LT	1247.36	191425.32	226781.64
463	37+20.52	24.96' LT	1247.24	191425.27	226786.64
464	37+22.52	29.96' LT	1247.37	191427.32	226781.66
465	37+22.52	24.96' LT	1247.25	191427.27	226786.66
466	37+24.50	22.38' LT	1247.05	191429.22	226789.27
467	37+29.20	20.68' LT	1246.90	191433.90	226791.02
468	37+25.18	24.26' LT	1247.21	191429.92	226787.39
469	37+29.88	22.56' LT	1247.06	191434.60	226789.14
470	37+16.46	33.87' LT	1247.64	191421.30	226777.70
471	37+17.34	29.96' LT	1247.36	191422.14	226781.61
472	37+21.45	24.09' LT	1247.34	191426.19	226787.53
473	37+21.90	23.72' LT	1247.32	191426.63	226787.90
474	37+32.76	22.69' LT	1247.00	191437.48	226789.05
475	37+35.31	22.69' LT	1246.87	191440.03	226789.07
476	37+37.69	22.69' LT	1246.79	191442.41	226789.10
477	37+25.18	24.97' LT	1247.27	191429.93	226786.69
478	37+31.16	24.97' LT	1247.19	191435.90	226786.75
479	37+32.90	24.97' LT	1247.11	191437.65	226786.77
480	37+35.30	25.05' LT	1247.00	191440.05	226786.72
481	37+37.71	25.12' LT	1246.88	191442.45	226786.67
482	37+25.18	29.97' LT	1247.36	191429.98	226781.69
483	37+31.18	29.97' LT	1247.27	191435.98	226781.75
484	37+37.74	29.97' LT	1247.06	191442.54	226781.82
485	37+20.52	33.85' LT	1247.44	191425.36	226777.76
486	37+25.23	33.83' LT	1247.31	191430.07	226777.83
487	37+31.20	33.80' LT	1247.29	191436.04	226777.92
488	37+18.76	37.97' LT	1247.60	191423.64	226773.62
489	37+20.52	37.90' LT	1247.51	191425.41	226773.70
490	37+25.28	37.72' LT	1247.26	191430.16	226773.94
491	37+31.22	37.49' LT	1247.32	191436.09	226774.23
492	37+28.91	18.20' LT	1246.90	191433.58	226793.50

RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	449+65.41 - 4TH ST 37+30.91 - STH 107	40.2' LT 35.1' LT	17.8'	Y = 191435.76 X = 226776.64



4th st-Island					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
492	37+14.35	18.00' RT	1247.54	191418.64	226829.54
493	37+09.03	18.00' RT	1247.76	191413.32	226829.48
494	37+01.17	25.83' RT	1248.13	191405.37	226837.23
495	37+01.25	30.83' RT	1248.16	191405.40	226842.23
496	37+16.91	28.67' RT	1247.54	191421.08	226840.23
497	37+15.58	33.49' RT	1247.64	191419.70	226845.04
498	37+13.73	22.21' RT	1247.56	191417.97	226833.74
499	37+09.03	20.50' RT	1247.73	191413.29	226831.98
500	37+13.05	24.09' RT	1247.73	191417.27	226835.61
501	37+08.35	22.38' RT	1247.89	191412.59	226833.85
502	37+03.67	25.80' RT	1248.02	191407.87	226837.22
503	37+03.75	30.79' RT	1248.05	191407.90	226842.22

4th st-Island					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
504	37+05.67	25.76' RT	1247.99	191409.87	226837.21
505	37+05.75	30.76' RT	1248.02	191409.90	226842.21
506	37+14.50	28.00' RT	1247.63	191418.68	226839.54
507	37+13.17	32.82' RT	1247.72	191417.30	226844.35
508	37+12.57	27.47' RT	1247.80	191416.75	226838.99
509	37+11.24	32.29' RT	1247.89	191415.38	226843.80
510	37+14.35	20.50' RT	1247.51	191418.61	226832.04
511	37+07.13	25.74' RT	1247.96	191411.33	226837.20
512	37+11.89	27.29' RT	1247.85	191416.07	226838.80
513	37+10.55	32.10' RT	1247.95	191414.68	226843.60

LEGEND

DWF

CURB RAMP TYPE

MEF (MAXIMUM EXTENT FEASIBLE)

LEVEL LANDING

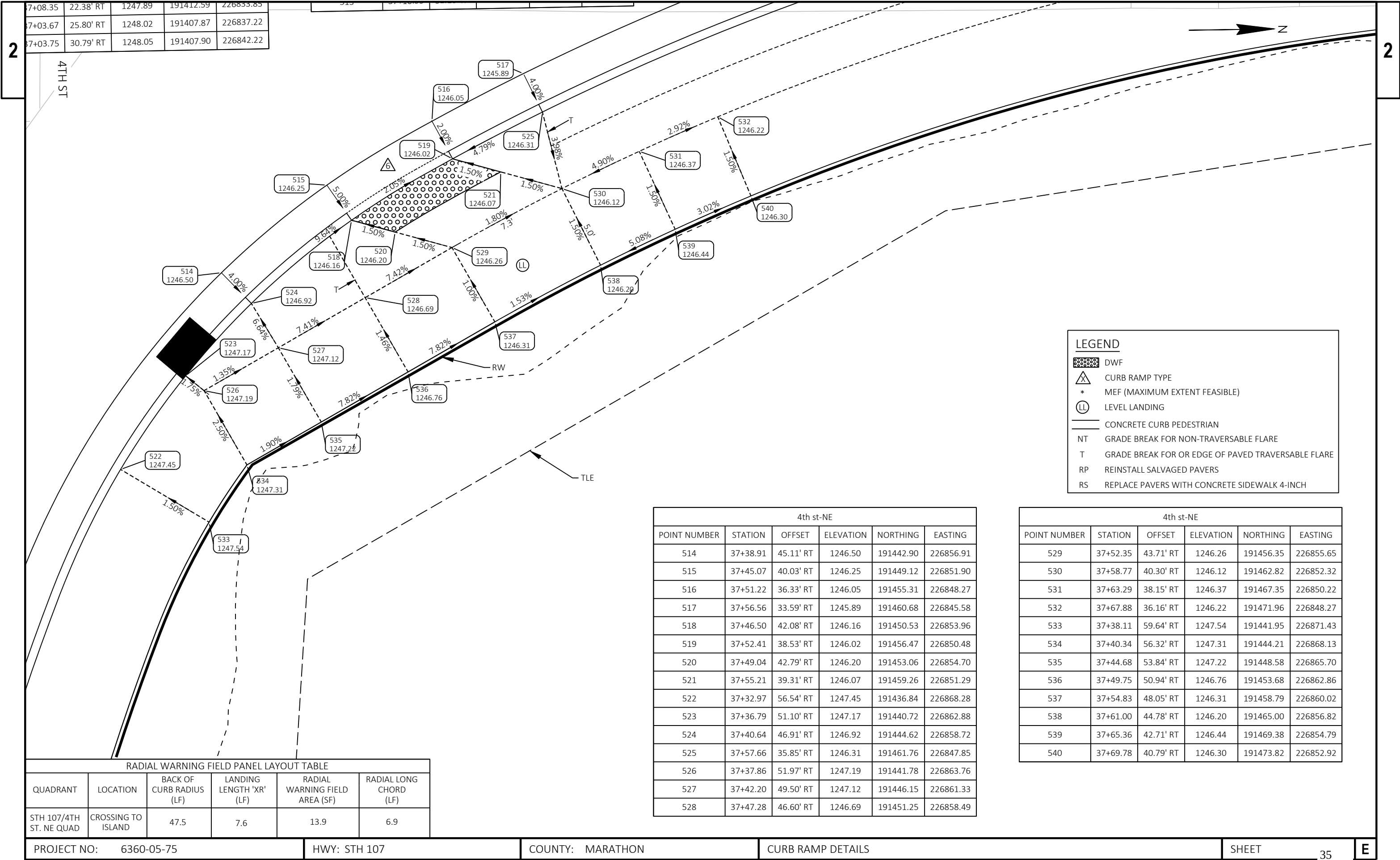
CONCRETE CURB PEDESTRIAN

NT GRADE BREAK FOR NON-TRAVERSABLE FLARE

T GRADE BREAK FOR OR EDGE OF PAVED TRAVERSABLE FLARE

RP REINSTALL SALVAGED PAVERS

RS REPLACE PAVERS WITH CONCRETE SIDEWALK 4-INCH

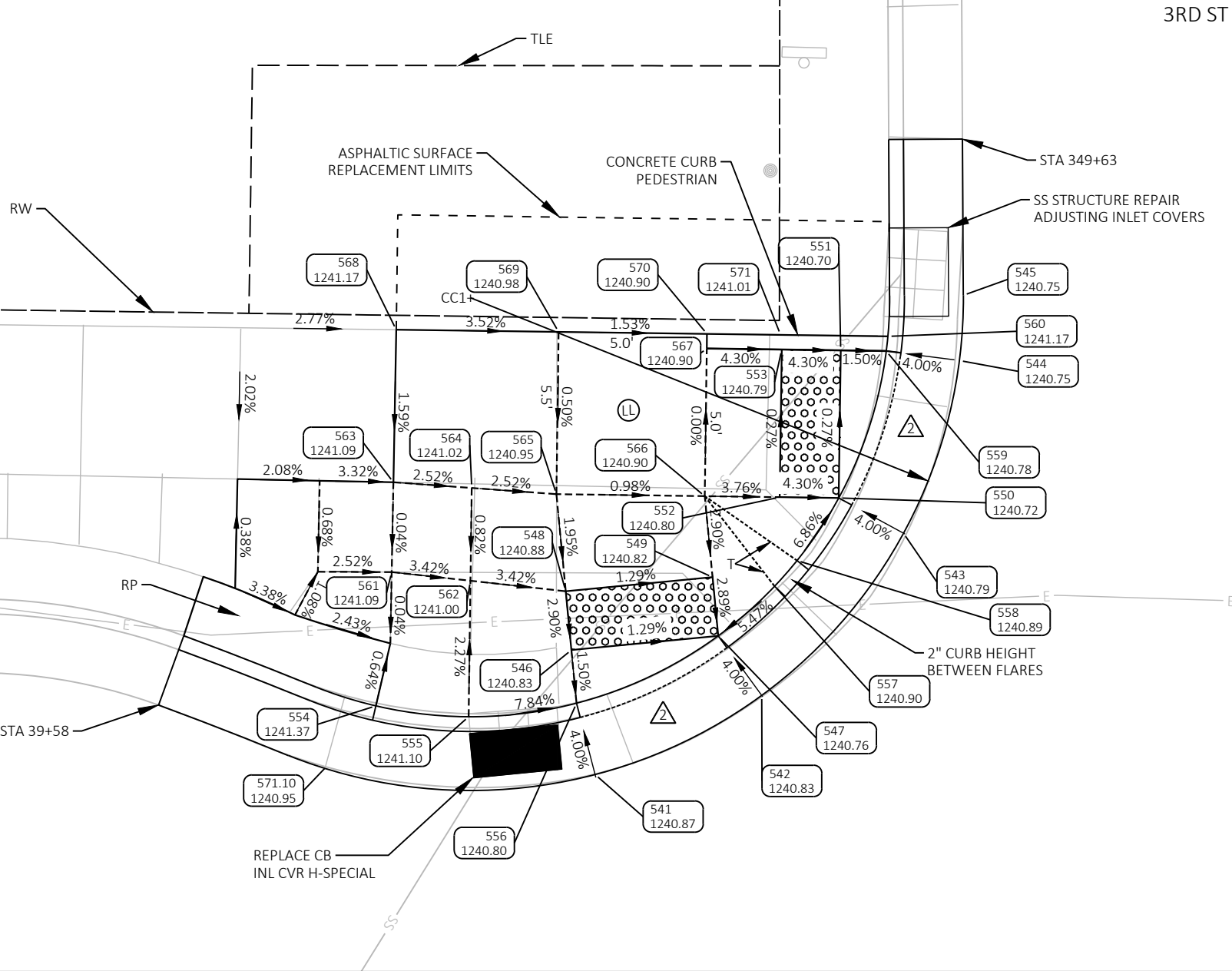


3rd St-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
541	39+73.14	15.06' LT	1240.87	191677.76	226799.26
542	39+78.75	17.82' LT	1240.83	191683.41	226796.56
543	39+83.48	23.38' LT	1240.79	191688.19	226791.04
544	39+85.29	29.26' LT	1240.75	191690.07	226785.18
545	39+85.40	31.47' LT	1240.75	191690.20	226782.97
546	39+72.28	19.27' LT	1240.83	191676.95	226795.04
547	39+77.25	19.82' LT	1240.76	191681.92	226794.54
548	39+72.06	21.26' LT	1240.88	191676.75	226793.05
549	39+77.03	21.80' LT	1240.82	191681.72	226792.55
550	39+81.27	24.55' LT	1240.72	191685.99	226789.86
551	39+81.27	29.55' LT	1240.70	191686.05	226784.86
552	39+79.27	24.55' LT	1240.80	191683.99	226789.84
553	39+79.27	29.55' LT	1240.79	191684.05	226784.84
554	39+65.67	17.28' LT	1241.37	191670.32	226796.95
555	39+68.82	16.96' LT	1241.10	191673.47	226797.31
556	39+72.47	17.47' LT	1240.80	191677.13	226796.84
557	39+79.13	21.52' LT	1240.90	191683.83	226792.85
558	39+79.88	22.41' LT	1240.89	191684.59	226791.98
559	39+82.81	29.55' LT	1240.78	191687.59	226784.87
560	39+82.86	30.05' LT	1241.17	191687.64	226784.37
561	39+66.15	21.82' LT	1241.09	191670.85	226792.42
562	39+68.82	21.57' LT	1241.00	191673.52	226792.70
563	39+66.16	24.87' LT	1241.09	191670.89	226789.37
564	39+68.82	24.71' LT	1241.02	191673.55	226789.56
565	39+71.70	24.54' LT	1240.95	191676.42	226789.76

3rd St-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
566	39+76.73	24.55' LT	1240.90	191681.45	226789.81
567	39+76.72	29.55' LT	1240.90	191681.50	226784.81
568	39+66.19	30.04' LT	1241.17	191670.97	226784.20
569	39+71.69	30.04' LT	1240.98	191676.48	226784.26
570	39+76.72	30.05' LT	1240.90	191681.51	226784.31
571	39+79.22	30.05' LT	1241.01	191684.00	226784.33
571.10	39+63.98	15.14' LT	1240.95	191668.60	226799.07

LEGEND

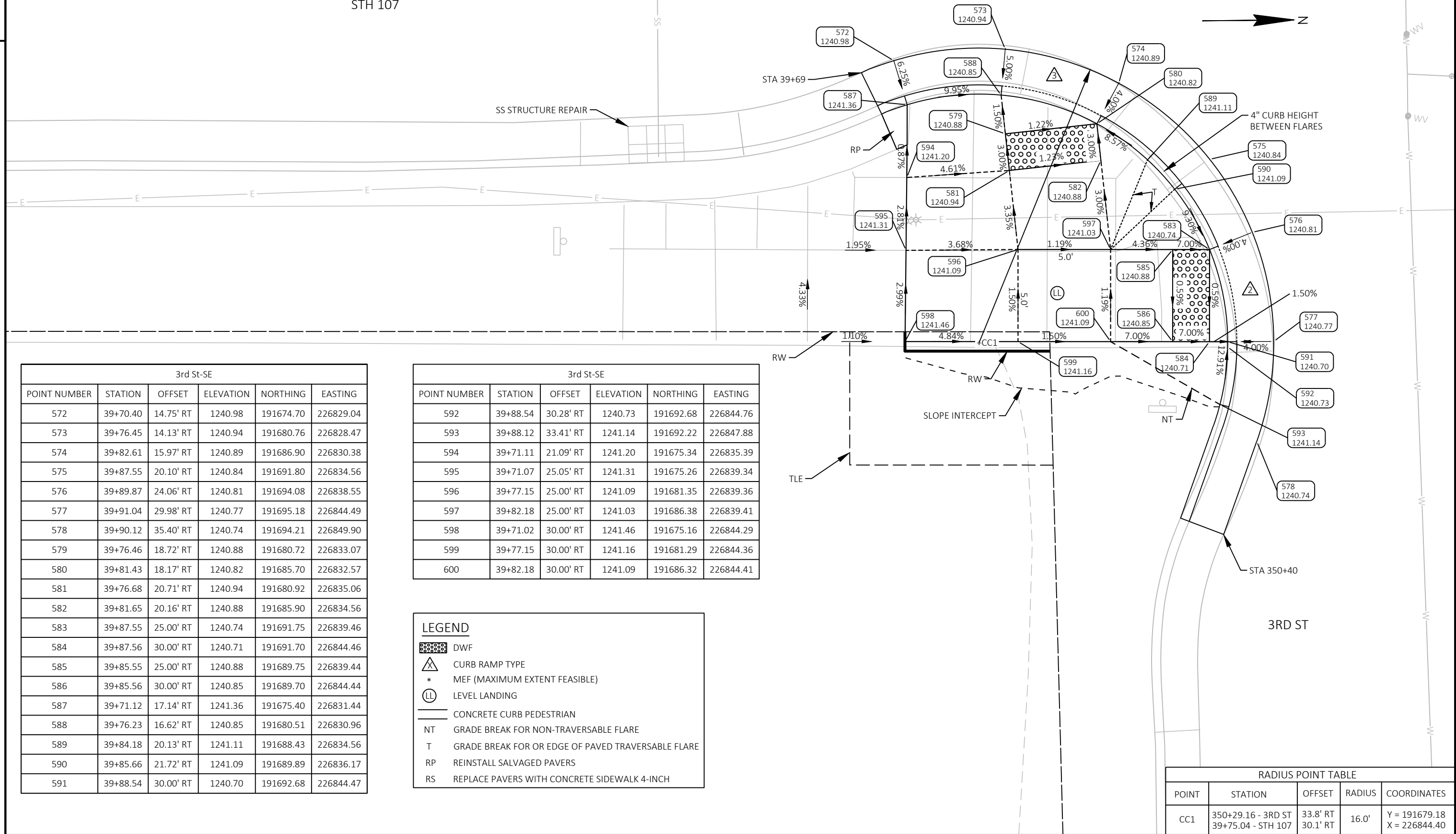
- DWF
- CURB RAMP TYPE
- MEF (MAXIMUM EXTENT FEASIBLE)
- LEVEL LANDING
- CONCRETE CURB PEDESTRIAN
- NT GRADE BREAK FOR NON-TRAVERSABLE FLARE
- T GRADE BREAK FOR OR EDGE OF PAVED TRAVERSABLE FLARE
- RP REINSTALL SALVAGED PAVERS
- RS REPLACE PAVERS WITH CONCRETE SIDEWALK 4-INCH



STH 107

RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	349+68.33 - 3RD ST 39+68.70 - STH 107	40.4' RT 31.2' LT	16.7'	Y = 191673.50 X = 226783.11

STH 107



3rd St-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
572	39+70.40	14.75' RT	1240.98	191674.70	226829.04
573	39+76.45	14.13' RT	1240.94	191680.76	226828.47
574	39+82.61	15.97' RT	1240.89	191686.90	226830.38
575	39+87.55	20.10' RT	1240.84	191691.80	226834.56
576	39+89.87	24.06' RT	1240.81	191694.08	226838.55
577	39+91.04	29.98' RT	1240.77	191695.18	226844.49
578	39+90.12	35.40' RT	1240.74	191694.21	226849.90
579	39+76.46	18.72' RT	1240.88	191680.72	226833.07
580	39+81.43	18.17' RT	1240.82	191685.70	226832.57
581	39+76.68	20.71' RT	1240.94	191680.92	226835.06
582	39+81.65	20.16' RT	1240.88	191685.90	226834.56
583	39+87.55	25.00' RT	1240.74	191691.75	226839.46
584	39+87.56	30.00' RT	1240.71	191691.70	226844.46
585	39+85.55	25.00' RT	1240.88	191689.75	226839.44
586	39+85.56	30.00' RT	1240.85	191689.70	226844.44
587	39+71.12	17.14' RT	1241.36	191675.40	226831.44
588	39+76.23	16.62' RT	1240.85	191680.51	226830.96
589	39+84.18	20.13' RT	1241.11	191688.43	226834.56
590	39+85.66	21.72' RT	1241.09	191689.89	226836.17
591	39+88.54	30.00' RT	1240.70	191692.68	226844.47

3rd St-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
592	39+88.54	30.28' RT	1240.73	191692.68	226844.76
593	39+88.12	33.41' RT	1241.14	191692.22	226847.88
594	39+71.11	21.09' RT	1241.20	191675.34	226835.39
595	39+71.07	25.05' RT	1241.31	191675.26	226839.34
596	39+77.15	25.00' RT	1241.09	191681.35	226839.36
597	39+82.18	25.00' RT	1241.03	191686.38	226839.41
598	39+71.02	30.00' RT	1241.46	191675.16	226844.29
599	39+77.15	30.00' RT	1241.16	191681.29	226844.36
600	39+82.18	30.00' RT	1241.09	191686.32	226844.41

LEGEND

DWF

CURB RAMP TYPE

*

MEF (MAXIMUM EXTENT FEASIBLE)

LL

LEVEL LANDING

CONCRETE CURB PEDESTRIAN

NT

GRADE BREAK FOR NON-TRAVERSABLE FLARE

T

GRADE BREAK FOR OR EDGE OF PAVED TRAVERSABLE FLARE

RP

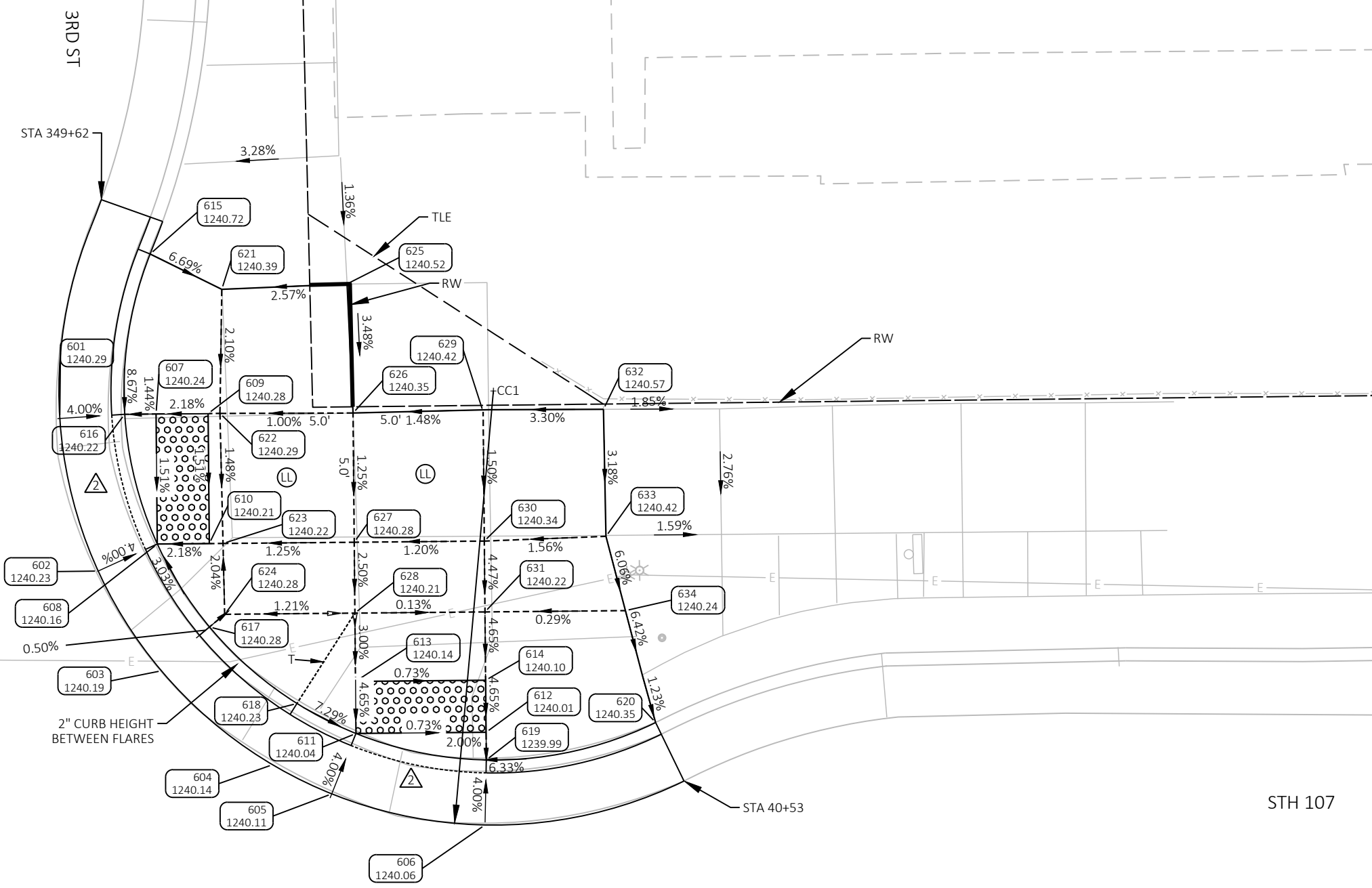
REINSTALL SALVAGED PAVERS

RS

REPLACE PAVERS WITH CONCRETE SIDEWALK 4-INCH

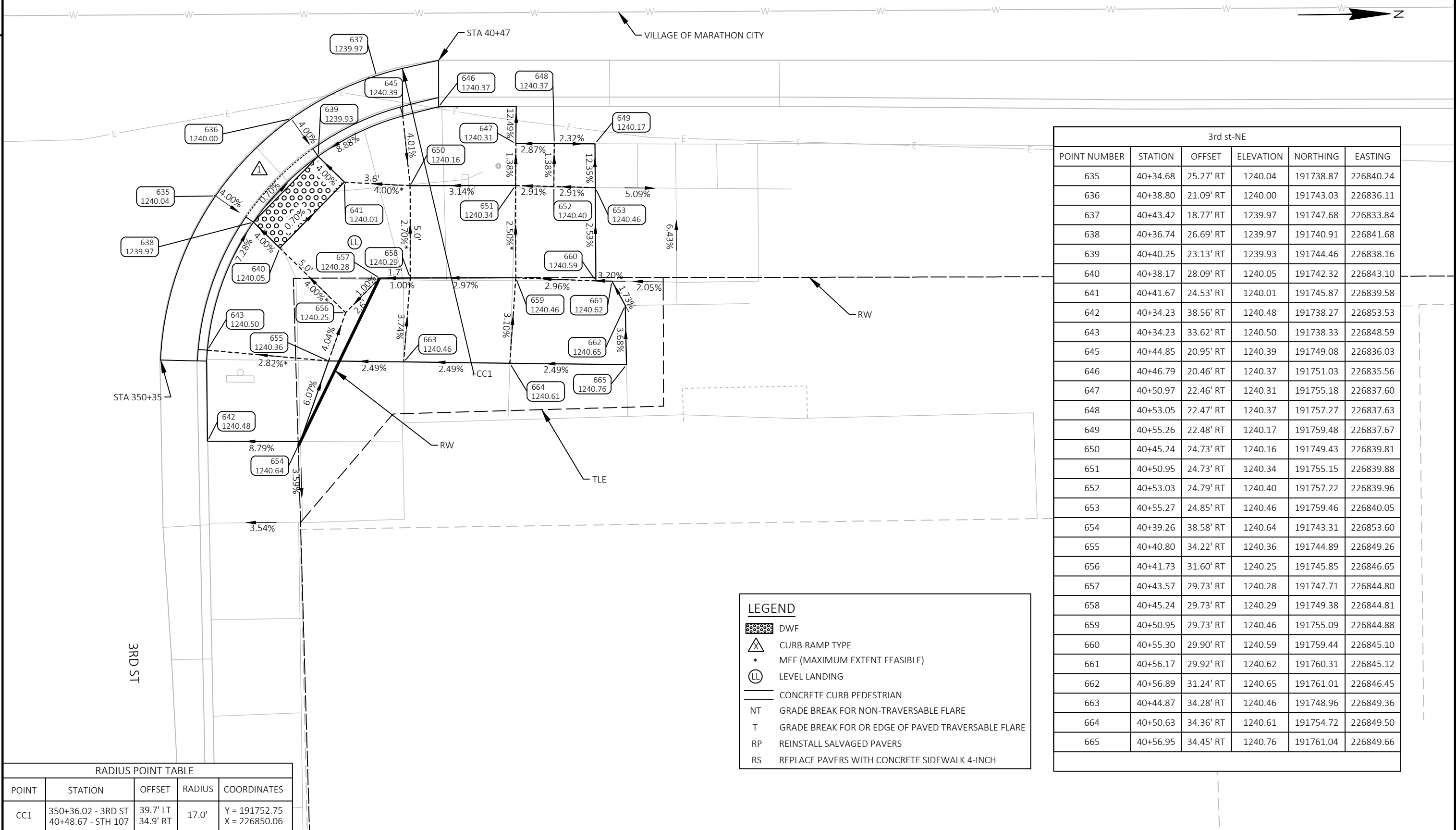
RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	350+29.16 - 3RD ST 39+75.04 - STH 107	33.8' RT 30.1' RT	16.0'	Y = 191679.18 X = 226844.40

2



3rd St-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
601	40+29.46	29.94' LT	1240.29	191734.24	226784.98
602	40+30.87	24.06' LT	1240.23	191735.59	226790.87
603	40+33.28	20.20' LT	1240.19	191737.95	226794.76
604	40+37.50	16.55' LT	1240.14	191742.14	226798.46
605	40+39.75	15.40' LT	1240.11	191744.38	226799.63
606	40+45.63	14.14' LT	1240.06	191750.24	226800.95
607	40+33.16	30.08' LT	1240.24	191737.94	226784.88
608	40+33.15	25.08' LT	1240.16	191737.88	226789.88
609	40+35.16	30.07' LT	1240.28	191739.94	226784.91
610	40+35.15	25.07' LT	1240.21	191739.88	226789.91
611	40+40.71	17.71' LT	1240.04	191745.36	226797.33
612	40+45.71	17.70' LT	1240.01	191750.36	226797.39
613	40+40.71	19.71' LT	1240.14	191745.38	226795.33
614	40+45.71	19.70' LT	1240.10	191750.38	226795.39
615	40+33.00	36.23' LT	1240.72	191737.85	226778.73
616	40+31.95	30.08' LT	1240.22	191736.74	226784.87
617	40+35.12	21.87' LT	1240.28	191739.82	226793.11
618	40+38.45	18.89' LT	1240.23	191743.12	226796.13
619	40+45.71	16.64' LT	1239.99	191750.34	226798.45
620	40+52.23	18.01' LT	1240.35	191756.88	226797.15
621	40+35.74	34.84' LT	1240.39	191740.57	226780.15
622	40+35.62	30.07' LT	1240.29	191740.40	226784.91
623	40+35.68	25.07' LT	1240.22	191740.41	226789.91
624	40+35.71	22.35' LT	1240.28	191740.41	226792.64
625	40+40.55	34.99' LT	1240.52	191745.39	226780.04
626	40+40.73	30.03' LT	1240.35	191745.51	226785.01
627	40+40.72	25.06' LT	1240.28	191745.45	226789.98
628	40+40.72	22.34' LT	1240.21	191745.42	226792.70
629	40+45.73	30.02' LT	1240.42	191750.51	226785.07
630	40+45.72	25.05' LT	1240.34	191750.45	226790.04
631	40+45.72	22.33' LT	1240.22	191750.42	226792.76
632	40+50.36	30.07' LT	1240.57	191755.14	226785.07
633	40+50.40	25.18' LT	1240.42	191755.13	226789.96
634	40+51.12	22.32' LT	1240.24	191755.81	226792.83

RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	349+69.63 - 3RD ST 40+46.13 - STH 107	37.1' LT 30.8' LT	16.7'	Y = 191750.92 X = 226784.26



RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	350+36.02 - 3RD ST 40+48.67 - STH 107	39.7' LT 34.9' RT	17.0'	Y = 191752.75 X = 226850.06

LEGEND

DWF

CURB RAMP TYPE

MEF (MAXIMUM EXTENT FEASIBLE)

LEVEL LANDING

CONCRETE CURB PEDESTRIAN

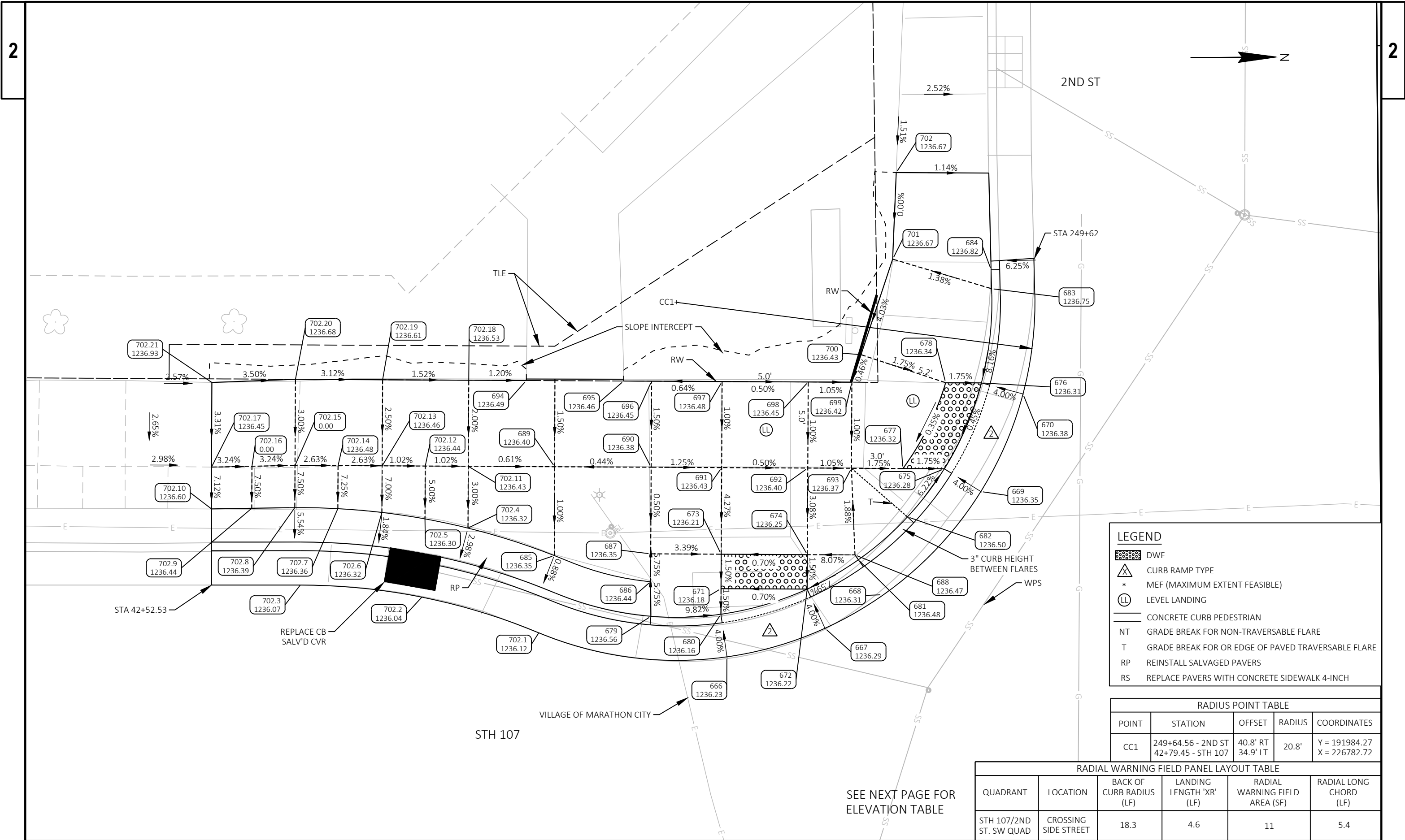
GRADE BREAK FOR NON-TRAVERSABLE FLARE

GRADE BREAK FOR OR EDGE OF PAVED TRAVERSABLE FLARE

REINSTALL SALVAGED PAVERS

REPLACE PAVERS WITH CONCRETE SIDEWALK 4-INCH

3rd st-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
635	40+34.68	25.27' RT	1240.04	191738.87	226840.24
636	40+38.80	21.09' RT	1240.00	191743.03	226836.11
637	40+43.42	18.77' RT	1239.97	191747.68	226833.84
638	40+36.74	26.69' RT	1239.97	191740.91	226841.68
639	40+40.25	23.13' RT	1239.93	191744.46	226838.16
640	40+38.17	28.09' RT	1240.05	191742.32	226843.10
641	40+41.67	24.53' RT	1240.01	191745.87	226839.58
642	40+34.23	38.56' RT	1240.48	191738.27	226853.53
643	40+34.23	33.62' RT	1240.50	191738.33	226848.59
645	40+44.85	20.95' RT	1240.39	191749.08	226836.03
646	40+46.79	20.46' RT	1240.37	191751.03	226835.56
647	40+50.97	22.46' RT	1240.31	191755.18	226837.60
648	40+53.05	22.47' RT	1240.37	191757.27	226837.63
649	40+55.26	22.48' RT	1240.17	191759.48	226837.67
650	40+45.24	24.73' RT	1240.16	191749.43	226839.81
651	40+50.95	24.73' RT	1240.34	191755.15	226839.88
652	40+53.03	24.79' RT	1240.40	191757.22	226839.96
653	40+55.27	24.85' RT	1240.46	191759.46	226840.05
654	40+39.26	38.58' RT	1240.64	191743.31	226853.60
655	40+40.80	34.22' RT	1240.36	191744.89	226849.26
656	40+41.73	31.60' RT	1240.25	191745.85	226846.65
657	40+43.57	29.73' RT	1240.28	191747.71	226844.80
658	40+45.24	29.73' RT	1240.29	191749.38	226844.81
659	40+50.95	29.73' RT	1240.46	191755.09	226844.88
660	40+55.30	29.90' RT	1240.59	191759.44	226845.10
661	40+56.17	29.92' RT	1240.62	191760.31	226845.12
662	40+56.89	31.24' RT	1240.65	191761.01	226846.45
663	40+44.87	34.28' RT	1240.46	191748.96	226849.36
664	40+50.63	34.36' RT	1240.61	191754.72	226849.50
665	40+56.95	34.45' RT	1240.76	191761.04	226849.66



LEGEND

- DWF
- CURB RAMP TYPE
- MEF (MAXIMUM EXTENT FEASIBLE)
- LEVEL LANDING
- CONCRETE CURB PEDESTRIAN
- NT GRADE BREAK FOR NON-TRAVERSABLE FLARE
- T GRADE BREAK FOR OR EDGE OF PAVED TRAVERSABLE FLARE
- RP REINSTALL SALVAGED PAVERS
- RS REPLACE PAVERS WITH CONCRETE SIDEWALK 4-INCH

RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	249+64.56 - 2ND ST 42+79.45 - STH 107	40.8' RT 34.9' LT	20.8'	Y = 191984.27 X = 226782.72

RADIAL WARNING FIELD PANEL LAYOUT TABLE					
QUADRANT	LOCATION	BACK OF CURB RADIUS (LF)	LANDING LENGTH 'XR' (LF)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (LF)
STH 107/2ND ST. SW QUAD	CROSSING SIDE STREET	18.3	4.6	11	5.4

2nd St-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
666	42+82.48	14.30' LT	1236.23	191987.08	226803.33
667	42+88.16	15.99' LT	1236.29	191992.78	226801.70
668	42+91.49	17.95' LT	1236.31	191996.12	226799.78
669	42+97.17	23.98' LT	1236.35	192001.87	226793.81
670	42+99.58	29.67' LT	1236.38	192004.35	226788.15
671	42+82.11	18.26' LT	1236.18	191986.75	226799.37
672	42+87.11	18.26' LT	1236.22	191991.75	226799.42
673	42+82.11	20.26' LT	1236.21	191986.78	226797.37
674	42+87.11	20.26' LT	1236.25	191991.77	226797.42
675	42+95.04	25.29' LT	1236.28	191999.75	226792.48
676	42+97.16	30.29' LT	1236.31	192001.93	226787.50
677	42+92.63	25.29' LT	1236.32	191997.35	226792.45
678	42+95.09	30.29' LT	1236.34	191999.86	226787.48
679	42+78.05	16.63' LT	1236.56	191982.67	226800.95
680	42+82.11	16.77' LT	1236.16	191986.74	226800.86
681	42+90.08	19.98' LT	1236.48	191994.74	226797.73
682	42+92.91	22.49' LT	1236.50	191997.60	226795.26
683	42+97.73	35.77' LT	1236.75	192002.56	226782.03
684	42+97.70	36.87' LT	1236.82	192002.54	226780.93
685	42+72.42	20.13' LT	1236.35	191977.08	226797.39
686	42+78.02	18.64' LT	1236.44	191982.66	226798.95
687	42+78.02	20.26' LT	1236.35	191982.68	226797.33
688	42+89.88	20.26' LT	1236.47	191994.54	226797.45
689	42+72.41	25.29' LT	1236.40	191977.13	226792.24
690	42+78.02	25.29' LT	1236.38	191982.73	226792.30
691	42+82.11	25.29' LT	1236.43	191986.83	226792.34
692	42+87.11	25.29' LT	1236.40	191991.83	226792.39
693	42+89.65	25.29' LT	1236.37	191994.36	226792.42
694	42+70.74	30.29' LT	1236.49	191975.52	226787.22

2nd St-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
695	42+76.40	30.29' LT	1236.46	191981.17	226787.28
696	42+78.02	30.29' LT	1236.45	191982.79	226787.30
697	42+82.11	30.29' LT	1236.48	191986.88	226787.34
698	42+87.11	30.29' LT	1236.45	191991.88	226787.39
699	42+89.65	30.29' LT	1236.42	191994.42	226787.42
700	42+90.17	31.89' LT	1236.43	191994.96	226785.82
701	42+91.98	37.45' LT	1236.67	191996.82	226780.28
702	42+92.16	42.48' LT	1236.67	191997.06	226775.26
702.1	42+71.55	15.64' LT	1236.12	191976.16	226801.88
702.2	42+64.74	17.67' LT	1236.04	191969.38	226799.77
702.3	42+57.68	18.33' LT	1236.07	191962.32	226799.03
702.4	42+67.40	21.70' LT	1236.32	191972.08	226795.77
702.5	42+64.90	22.22' LT	1236.30	191969.58	226795.22
702.6	42+62.40	22.58' LT	1236.32	191967.09	226794.84
702.7	42+59.84	22.79' LT	1236.36	191964.53	226794.60
702.8	42+57.34	22.83' LT	1236.39	191962.03	226794.53
702.9	42+54.84	22.78' LT	1236.44	191959.53	226794.55
702.10	42+52.50	22.73' LT	1236.60	191957.19	226794.58
702.11	42+67.40	25.29' LT	1236.43	191972.12	226792.18
702.12	42+64.90	25.29' LT	1236.44	191969.62	226792.16
702.13	42+62.40	25.29' LT	1236.46	191967.12	226792.13
702.14	42+59.84	25.29' LT	1236.48	191964.55	226792.10
702.15	42+57.34	25.29' LT	0.00	191962.05	226792.08
702.16	42+54.84	25.22' LT	0.00	191959.55	226792.11
702.17	42+52.49	25.16' LT	1236.45	191957.20	226792.15
702.18	42+67.40	30.29' LT	1236.53	191972.17	226787.18
702.19	42+62.40	30.29' LT	1236.61	191967.17	226787.13
702.20	42+57.34	30.29' LT	1236.68	191962.11	226787.08
702.21	42+52.48	30.08' LT	1236.93	191957.25	226787.23

LEGEND

DWF

CURB RAMP TYPE

*

MEF (MAXIMUM EXTENT FEASIBLE)

LL

LEVEL LANDINGCONCRETE CURB PEDESTRIAN

NT

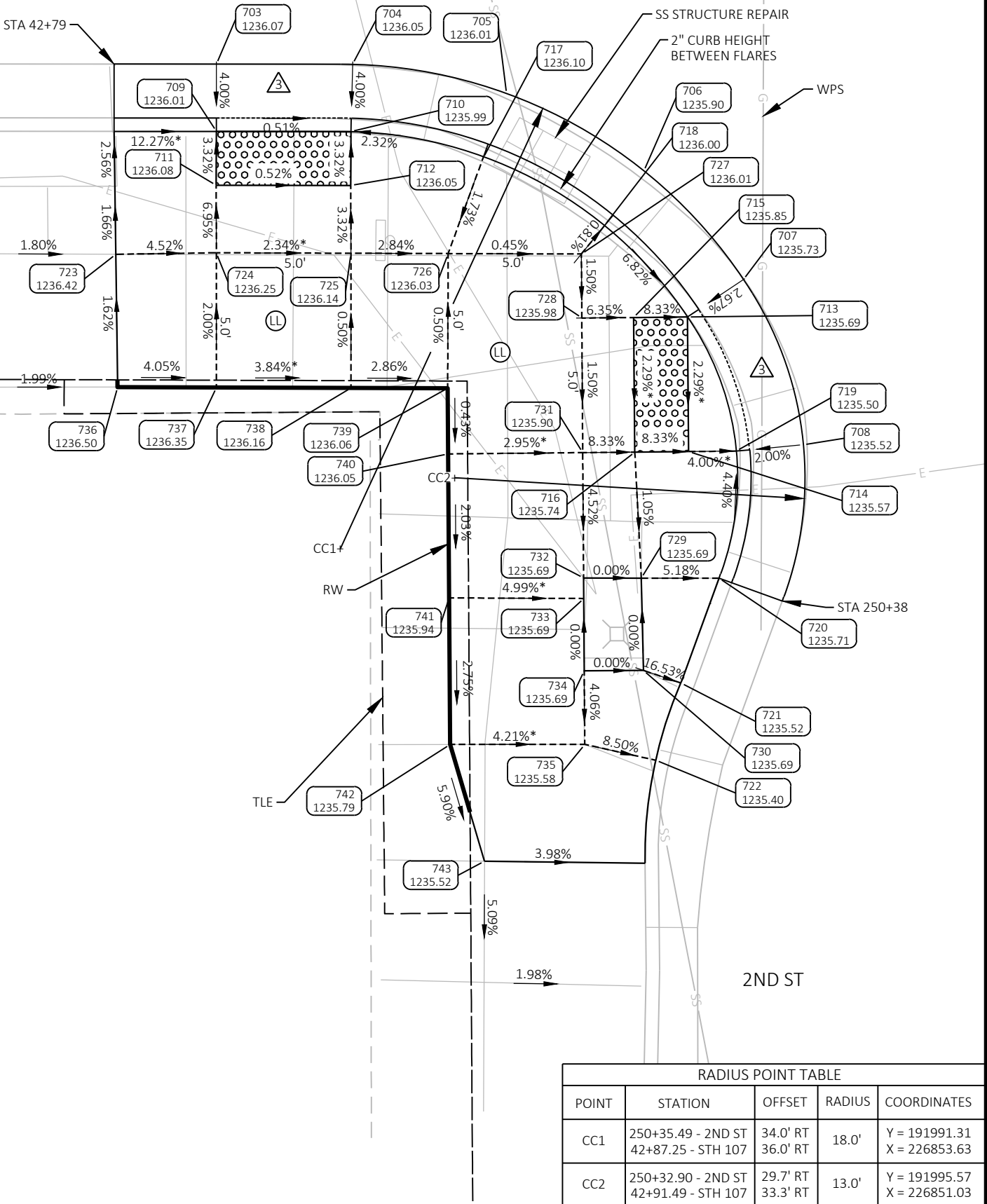
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RP

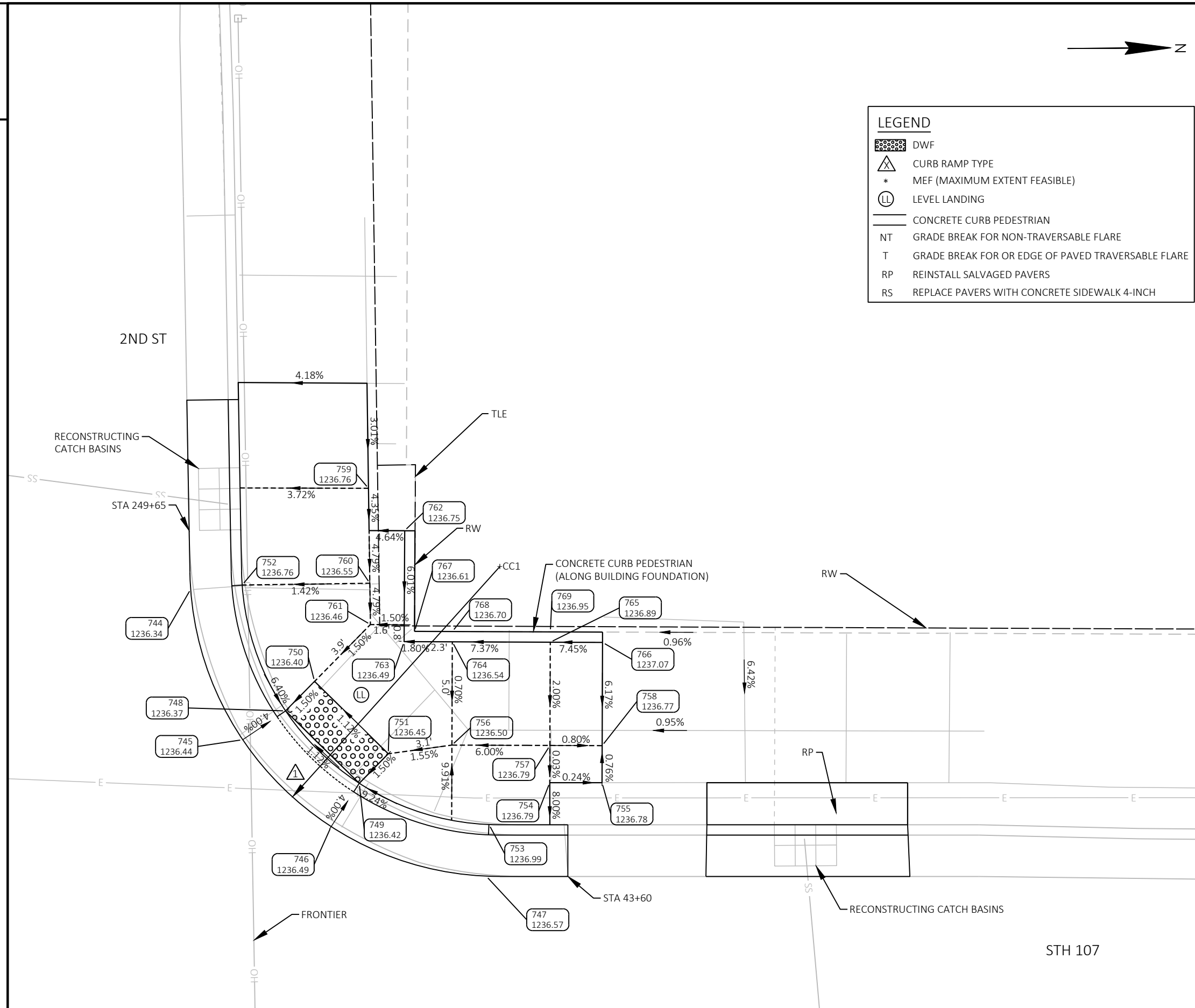
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2nd St-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
703	42+82.58	17.97' RT	1236.07	191986.83	226835.60
704	42+87.64	17.96' RT	1236.05	191991.89	226835.64
705	42+93.37	19.05' RT	1236.01	191997.61	226836.79
706	42+98.46	21.89' RT	1235.90	192002.67	226839.70
707	43+02.18	25.91' RT	1235.73	192006.35	226843.75
708	43+04.42	32.03' RT	1235.52	192008.52	226849.90
709	42+82.58	20.47' RT	1236.01	191986.81	226838.10
710	42+87.58	20.46' RT	1235.99	191991.81	226838.14
711	42+82.59	22.47' RT	1236.08	191986.79	226840.10
712	42+87.59	22.46' RT	1236.05	191991.79	226840.14
713	43+00.11	27.30' RT	1235.69	192004.26	226845.12
714	43+00.17	32.30' RT	1235.57	192004.27	226850.12
715	42+98.11	27.33' RT	1235.85	192002.26	226845.12
716	42+98.17	32.33' RT	1235.74	192002.27	226850.12
717	42+92.49	21.44' RT	1236.10	191996.70	226839.18
718	42+97.02	23.92' RT	1236.00	192001.21	226841.71
719	43+01.94	32.28' RT	1235.50	192006.03	226850.12
720	43+01.32	37.00' RT	1235.71	192005.36	226854.83
721	42+99.91	40.90' RT	1235.52	192003.92	226858.72
722	42+98.99	43.77' RT	1235.40	192002.96	226861.58
723	42+78.86	25.05' RT	1236.42	191983.04	226842.64
724	42+82.60	24.98' RT	1236.25	191986.78	226842.61
725	42+87.60	24.98' RT	1236.14	191991.78	226842.66
726	42+91.21	24.97' RT	1236.03	191995.39	226842.70
727	42+96.16	24.97' RT	1236.01	192000.34	226842.75

2nd St-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
728	42+96.19	27.35' RT	1235.98	192000.34	226845.13
729	42+98.43	37.01' RT	1235.69	192002.48	226854.81
730	42+98.52	40.44' RT	1235.69	192002.53	226858.24
731	42+96.24	32.35' RT	1235.90	192000.33	226850.13
732	42+96.29	37.01' RT	1235.69	192000.33	226854.79
733	42+96.29	37.77' RT	1235.69	192000.33	226855.55
734	42+96.32	40.46' RT	1235.69	192000.33	226858.24
735	42+96.35	43.19' RT	1235.58	192000.33	226860.97
736	42+78.95	29.98' RT	1236.50	191983.07	226847.57
737	42+82.62	29.98' RT	1236.35	191986.75	226847.61
738	42+87.62	29.98' RT	1236.16	191991.75	226847.66
739	42+91.21	29.97' RT	1236.06	191995.34	226847.70
740	42+91.24	32.42' RT	1236.05	191995.33	226850.14
741	42+91.29	37.77' RT	1235.94	191995.33	226855.49
742	42+91.35	43.21' RT	1235.79	191995.33	226860.94
743	42+92.64	47.54' RT	1235.52	191996.58	226865.28

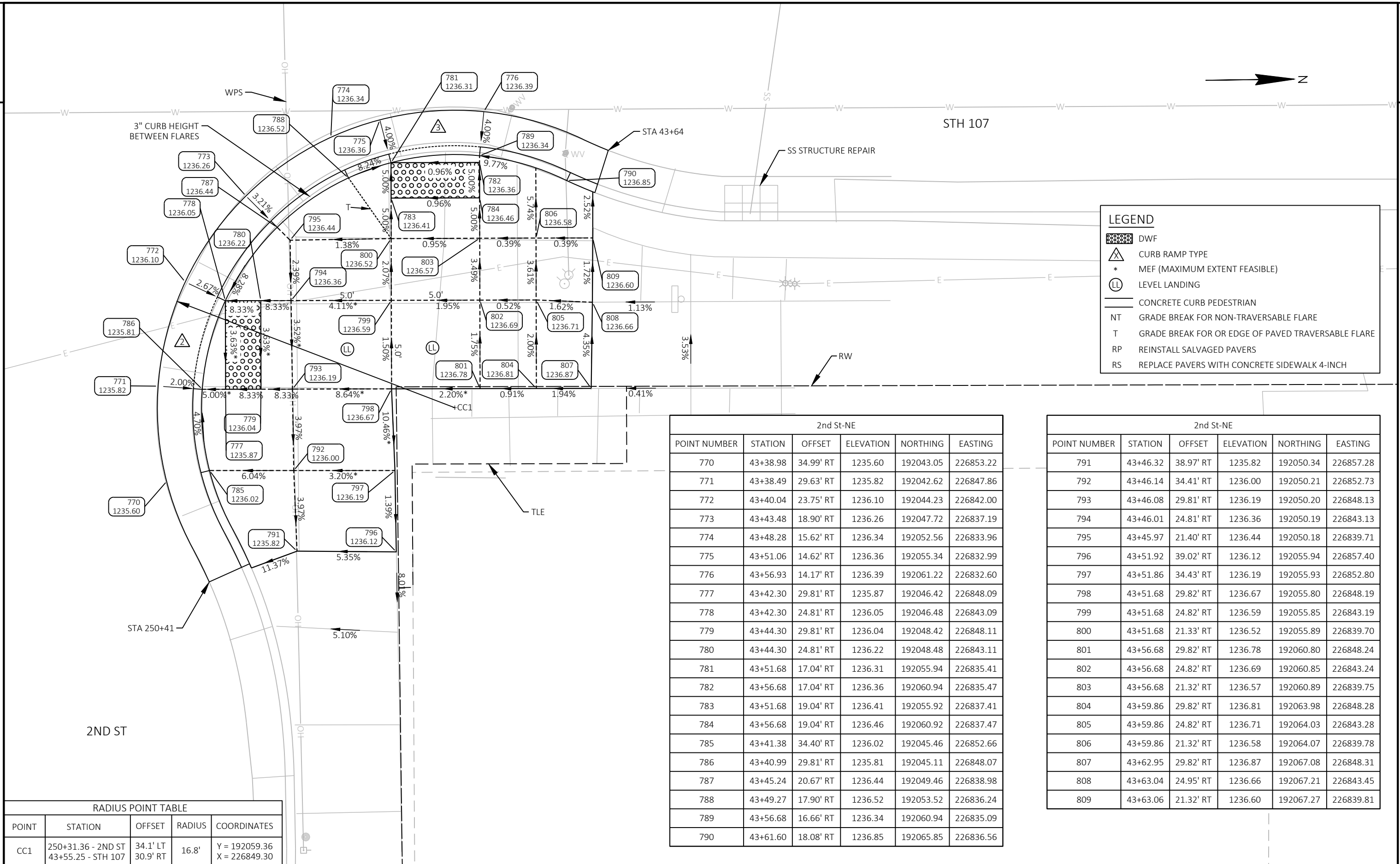


RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	250+35.49 - 2ND ST	34.0' RT	18.0'	Y = 191991.31
	42+87.25 - STH 107	36.0' RT		X = 226853.63
CC2	250+32.90 - 2ND ST	29.7' RT	13.0'	Y = 191995.57
	42+91.49 - STH 107	33.3' RT		X = 226851.03



2nd St-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
744	43+42.02	32.04' LT	1236.34	192046.81	226786.24
745	43+44.56	24.75' LT	1236.44	192049.27	226793.55
746	43+48.86	20.57' LT	1236.49	192053.52	226797.78
747	43+56.37	18.20' LT	1236.57	192061.01	226800.22
748	43+46.63	26.16' LT	1236.37	192051.35	226792.16
749	43+50.21	22.67' LT	1236.42	192054.90	226795.69
750	43+48.03	27.59' LT	1236.40	192052.76	226790.74
751	43+51.61	24.10' LT	1236.45	192056.31	226794.27
752	43+44.50	32.24' LT	1236.76	192049.29	226786.06
753	43+56.49	20.69' LT	1236.99	192061.16	226797.73
754	43+59.43	22.74' LT	1236.79	192064.12	226795.72
755	43+61.96	22.75' LT	1236.78	192066.64	226795.74
756	43+54.69	24.53' LT	1236.50	192059.39	226793.87
757	43+59.43	24.54' LT	1236.79	192064.13	226793.92
758	43+61.96	24.54' LT	1236.77	192066.66	226793.95
759	43+50.60	36.95' LT	1236.76	192055.44	226781.41
760	43+50.68	32.35' LT	1236.55	192055.47	226786.01
761	43+50.72	30.35' LT	1236.46	192055.49	226788.01
762	43+52.36	34.90' LT	1236.75	192057.17	226783.48
763	43+52.36	29.53' LT	1236.49	192057.11	226788.85
764	43+54.69	29.53' LT	1236.54	192059.44	226788.87
765	43+59.43	29.54' LT	1236.89	192064.19	226788.92
766	43+61.96	29.54' LT	1237.07	192066.71	226788.95
767	43+52.86	30.03' LT	1236.61	192057.62	226788.35
768	43+54.69	30.03' LT	1236.70	192059.45	226788.37
769	43+59.43	30.04' LT	1236.95	192064.19	226788.42

RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	249+67.32 - 2ND ST 43+56.97 - STH 107	36.7' LT 33.2' LT	15.0'	Y = 192061.77 X = 226785.25



RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	250+31.36 - 2ND ST 43+55.25 - STH 107	34.1' LT 30.9' RT	16.8'	Y = 192059.36 X = 226849.30

2nd St-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
770	43+38.98	34.99' RT	1235.60	192043.05	226853.22
771	43+38.49	29.63' RT	1235.82	192042.62	226847.86
772	43+40.04	23.75' RT	1236.10	192044.23	226842.00
773	43+43.48	18.90' RT	1236.26	192047.72	226837.19
774	43+48.28	15.62' RT	1236.34	192052.56	226833.96
775	43+51.06	14.62' RT	1236.36	192055.34	226832.99
776	43+56.93	14.17' RT	1236.39	192061.22	226832.60
777	43+42.30	29.81' RT	1235.87	192046.42	226848.09
778	43+42.30	24.81' RT	1236.05	192046.48	226843.09
779	43+44.30	29.81' RT	1236.04	192048.42	226848.11
780	43+44.30	24.81' RT	1236.22	192048.48	226843.11
781	43+51.68	17.04' RT	1236.31	192055.94	226835.41
782	43+56.68	17.04' RT	1236.36	192060.94	226835.47
783	43+51.68	19.04' RT	1236.41	192055.92	226837.41
784	43+56.68	19.04' RT	1236.46	192060.92	226837.47
785	43+41.38	34.40' RT	1236.02	192045.46	226852.66
786	43+40.99	29.81' RT	1235.81	192045.11	226848.07
787	43+45.24	20.67' RT	1236.44	192049.46	226838.98
788	43+49.27	17.90' RT	1236.52	192053.52	226836.24
789	43+56.68	16.66' RT	1236.34	192060.94	226835.09
790	43+61.60	18.08' RT	1236.85	192065.85	226836.56

2nd St-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
791	43+46.32	38.97' RT	1235.82	192050.34	226857.28
792	43+46.14	34.41' RT	1236.00	192050.21	226852.73
793	43+46.08	29.81' RT	1236.19	192050.20	226848.13
794	43+46.01	24.81' RT	1236.36	192050.19	226843.13
795	43+45.97	21.40' RT	1236.44	192050.18	226839.71
796	43+51.92	39.02' RT	1236.12	192055.94	226857.40
797	43+51.86	34.43' RT	1236.19	192055.93	226852.80
798	43+51.68	29.82' RT	1236.67	192055.80	226848.19
799	43+51.68	24.82' RT	1236.59	192055.85	226843.19
800	43+51.68	21.33' RT	1236.52	192055.89	226839.70
801	43+56.68	29.82' RT	1236.78	192060.80	226848.24
802	43+56.68	24.82' RT	1236.69	192060.85	226843.24
803	43+56.68	21.32' RT	1236.57	192060.89	226839.75
804	43+59.86	29.82' RT	1236.81	192063.98	226848.28
805	43+59.86	24.82' RT	1236.71	192064.03	226843.28
806	43+59.86	21.32' RT	1236.58	192064.07	226839.78
807	43+62.95	29.82' RT	1236.87	192067.08	226848.31
808	43+63.04	24.95' RT	1236.66	192067.21	226843.45
809	43+63.06	21.32' RT	1236.60	192067.27	226839.81

2

1st St- SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
810	45+95.48	15.45' LT	1238.38	192300.07	226805.54
811	46+01.15	18.55' LT	1238.42	192305.77	226802.50
812	46+03.90	21.04' LT	1238.45	192308.52	226800.04
813	46+05.83	23.41' LT	1238.52	192310.48	226797.69
814	46+08.63	29.05' LT	1238.78	192313.33	226792.07
815	45+94.63	20.55' LT	1238.37	192299.28	226800.43
816	45+99.63	20.54' LT	1238.35	192304.28	226800.50
817	45+94.64	22.55' LT	1238.50	192299.31	226798.43
818	45+99.64	22.54' LT	1238.49	192304.31	226798.50
819	46+03.77	24.84' LT	1238.49	192308.44	226796.24
820	46+06.25	29.83' LT	1238.66	192310.96	226791.28
821	46+01.24	24.84' LT	1238.54	192305.94	226796.21
822	46+04.14	29.83' LT	1238.70	192308.85	226791.25
823	45+94.62	17.80' LT	1238.31	192299.24	226803.18
824	46+01.62	22.28' LT	1238.55	192306.29	226798.77
825	46+02.09	22.77' LT	1238.56	192306.76	226798.29
826	46+07.14	34.59' LT	1239.38	192311.89	226786.52
827	46+07.02	41.36' LT	1239.92	192311.84	226779.75
828	45+85.64	18.94' LT	1238.45	192290.27	226801.94
829	45+90.78	18.86' LT	1238.53	192295.41	226802.08
830	45+90.79	20.56' LT	1238.56	192295.43	226800.37
831	45+85.67	24.83' LT	1238.55	192290.36	226796.05
832	45+90.80	24.88' LT	1238.62	192295.49	226796.06
833	45+94.64	24.87' LT	1238.66	192299.34	226796.11
834	45+99.64	24.85' LT	1238.57	192304.34	226796.18
835	45+85.69	29.89' LT	1238.63	192290.44	226790.99
836	45+90.82	29.88' LT	1238.70	192295.56	226791.06
837	45+94.65	29.87' LT	1238.73	192299.40	226791.12
838	45+98.78	29.85' LT	1238.72	192303.53	226791.17
840	46+01.28	36.72' LT	1239.22	192306.11	226784.34
841	46+01.99	38.64' LT	1239.36	192306.83	226782.42
842	46+01.94	41.31' LT	1239.54	192306.81	226779.75

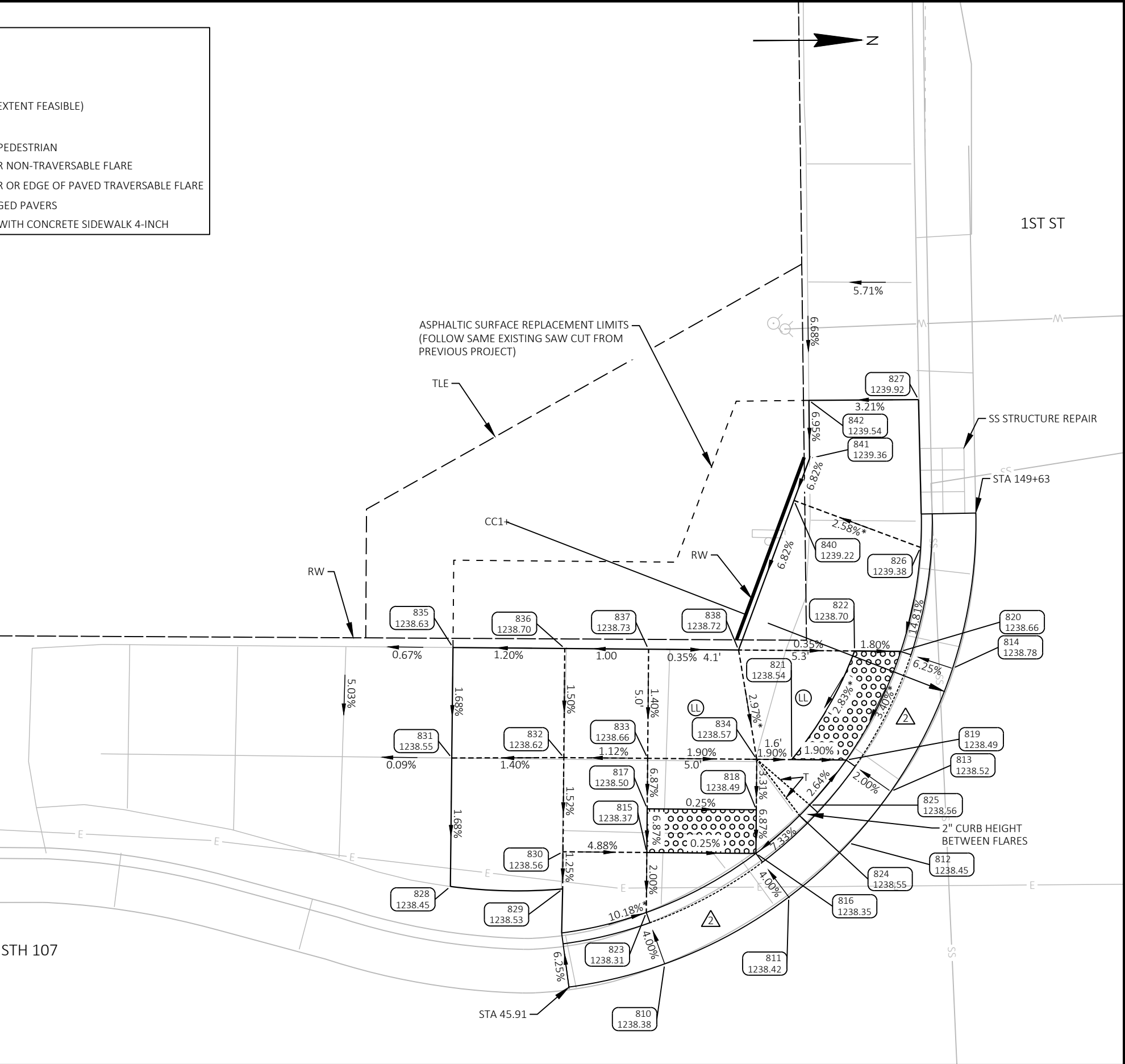
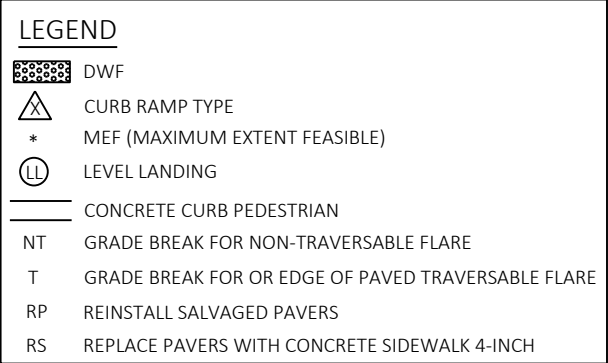
RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	149+63.45 - 1ST ST 45+88.13 - STH 107	44.9' RT 35.7' LT	21.5'	Y = 192292.94 X = 226785.25

RADIAL WARNING FIELD PANEL LAYOUT TABLE					
QUADRANT	LOCATION	BACK OF CURB RADIUS (LF)	LANDING LENGTH 'XR' (LF)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (LF)
STH 107/1ST ST. SW QUAD	CROSSING SIDE STREET	19	5	11.4	5.6

PROJECT NO: 6360-05-75	HWY: STH 107	COUNTY: MARATHON	CURB RAMP DETAILS	SHEET 45	E
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FILE NAME :	C:\USERS\BSMIT\ONEDRIVE - RJS-ENGINEERING.COM\PROJECTS\6360-05-05_STH 107\DESIGN\C3D\63600505\SHEETS\023101-CR.DWG	PLOT DATE :	6/2/2025 3:00 PM	PLOT BY :	BRIAN SMITS	PLOT NAME :		PLOT SCALE :	1 IN=5 FT	WISDOT/CADD SHEET 42
LAYOUT NAME -	27									

2



1st st-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
843	45+95.10	13.52' RT	1238.33	192299.38	226834.50
844	46+00.74	14.48' RT	1238.31	192305.01	226835.52
845	46+06.31	17.10' RT	1238.24	192310.57	226838.20
846	46+12.69	23.53' RT	1238.10	192316.90	226844.69
847	46+15.29	29.18' RT	1237.97	192319.44	226850.37
848	46+16.23	35.67' RT	1237.77	192320.32	226856.86
849	45+95.00	16.86' RT	1238.27	192299.25	226837.85
850	46+00.00	16.87' RT	1238.24	192304.25	226837.90
851	45+95.00	18.86' RT	1238.30	192299.23	226839.85
852	46+00.00	18.87' RT	1238.27	192304.23	226839.90
853	46+10.59	24.89' RT	1238.03	192314.78	226846.03
854	46+12.91	29.89' RT	1237.94	192317.05	226851.05
855	46+08.15	24.89' RT	1238.08	192312.34	226846.00
856	46+10.81	29.89' RT	1237.98	192314.95	226851.03
857	45+95.00	16.02' RT	1238.26	192299.26	226837.00
858	46+02.49	17.82' RT	1238.44	192306.72	226838.88
859	46+04.93	19.19' RT	1238.41	192309.18	226840.28
860	46+08.40	22.10' RT	1238.35	192312.62	226843.22
861	46+13.71	34.56' RT	1238.25	192317.81	226855.73
862	46+13.74	41.44' RT	1238.07	192317.77	226862.61
863	46+13.74	44.24' RT	1237.68	192317.75	226865.41
864	45+89.83	20.38' RT	1238.45	192294.04	226841.30
865	45+95.00	20.38' RT	1238.32	192299.21	226841.36
866	46+00.00	20.38' RT	1238.29	192304.21	226841.41
867	46+04.15	20.38' RT	1238.35	192308.39	226841.46
868	45+89.82	24.90' RT	1238.55	192293.98	226845.83
869	45+95.00	24.88' RT	1238.40	192299.16	226845.86
870	46+00.00	24.88' RT	1238.33	192304.16	226845.91
871	46+04.15	24.88' RT	1238.15	192308.34	226845.96
872	45+89.81	29.90' RT	1238.52	192293.92	226850.82
873	45+95.00	29.89' RT	1238.45	192299.11	226850.87
874	46+00.00	29.89' RT	1238.38	192304.11	226850.93
875	46+05.53	29.88' RT	1238.07	192309.67	226850.97
876	46+07.79	36.57' RT	1238.28	192311.87	226857.68
877	46+09.43	41.44' RT	1238.09	192313.47	226862.57
878	46+09.77	44.36' RT	1237.81	192313.78	226865.49

LEGEND

DWF

CURB RAMP TYPE

*

MEF (MAXIMUM EXTENT FEASIBLE)

LL

LEVEL LANDING

CONCRETE CURB PEDESTRIAN

NT

GRADE BREAK FOR NON-TRAVERSABLE FLARE

T

GRADE BREAK FOR OR EDGE OF PAVED TRAVERSABLE FLARE

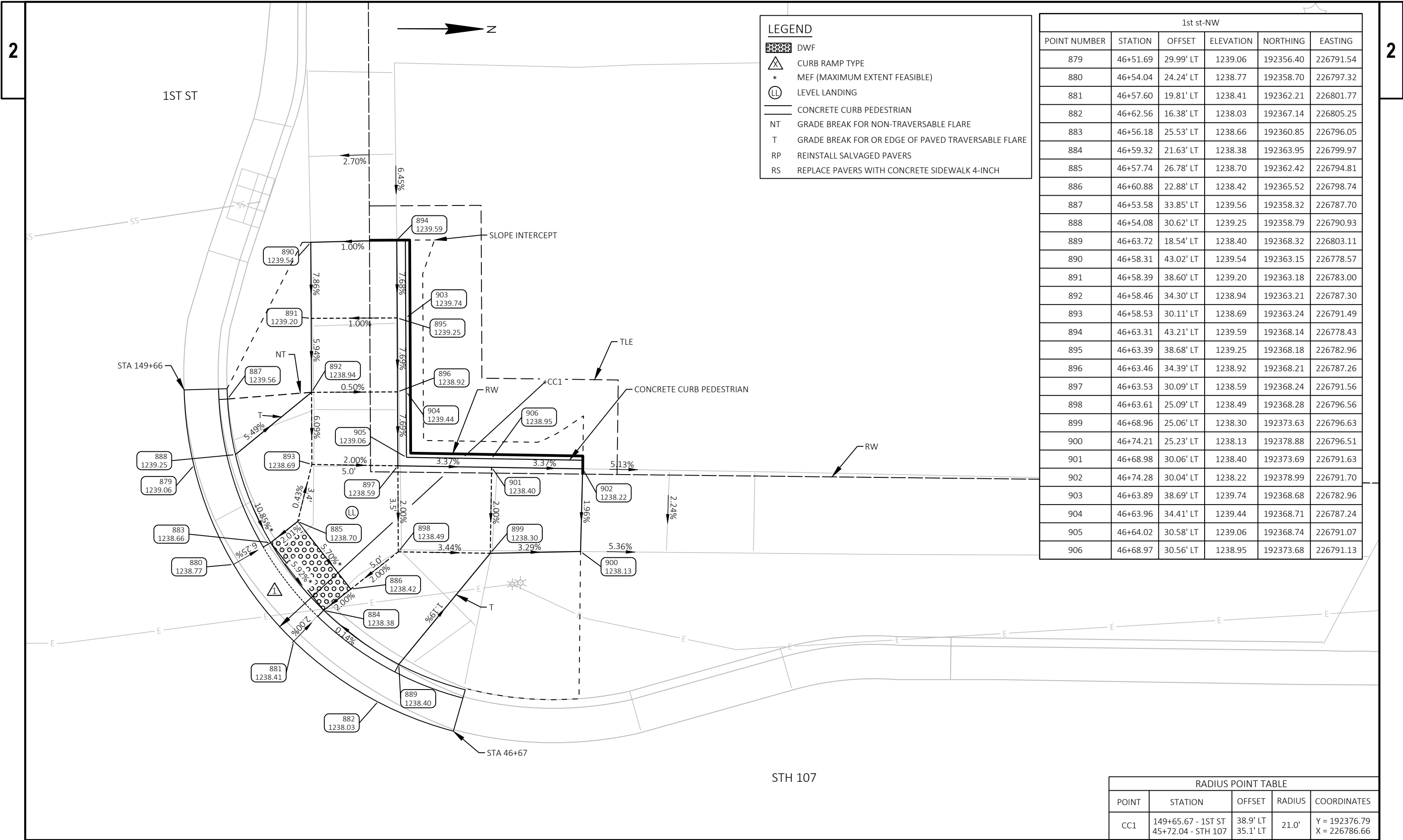
RP

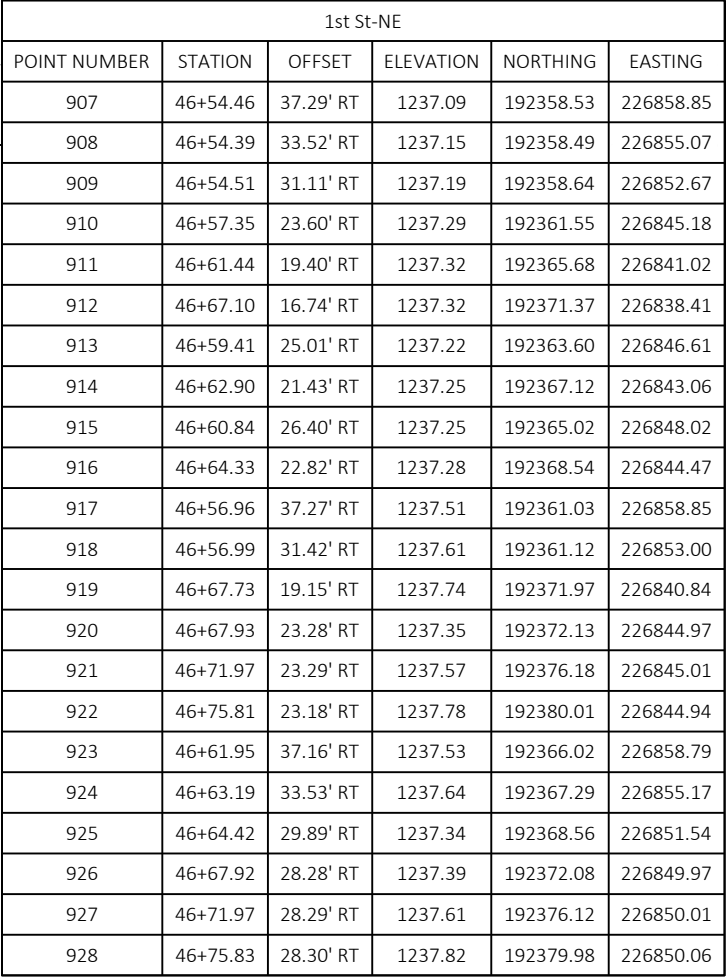
REINSTALL SALVAGED PAVERS

RS

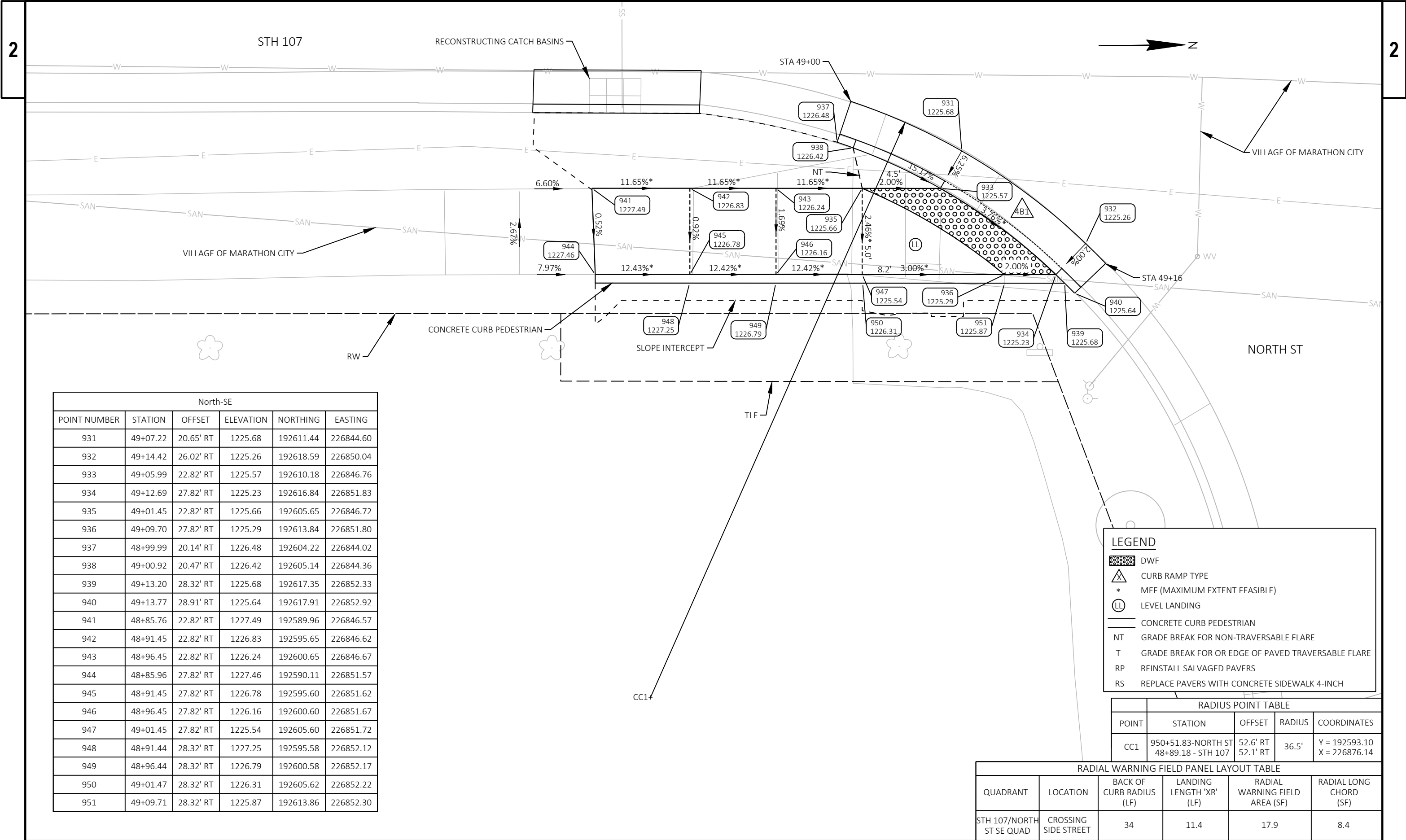
REPLACE PAVERS WITH CONCRETE SIDEWALK 4-INCH

RADIAL WARNING FIELD PANEL LAYOUT TABLE						RADIUS POINT TABLE				
QUADRANT	LOCATION	BACK OF CURB RADIUS (LF)	LANDING LENGTH 'XR' (LF)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (LF)	POINT	STATION	OFFSET	RADIUS	COORDINATES
STH 107/1ST ST. SE QUAD	CROSSING SIDE STREET	19.5	4.7	11.2	5.5	CC1	150+35.05 - 1ST ST 45+94.27 - STH 107	41.1' RT 35.7' RT	22.0'	Y = 192298.32 X = 226856.48





PROJECT NO: 6360-05-75	HWY: STH 107	COUNTY: MARATHON	CURB RAMP DETAILS	SHEET 48	E
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North-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
931	49+07.22	20.65' RT	1225.68	192611.44	226844.60
932	49+14.42	26.02' RT	1225.26	192618.59	226850.04
933	49+05.99	22.82' RT	1225.57	192610.18	226846.76
934	49+12.69	27.82' RT	1225.23	192616.84	226851.83
935	49+01.45	22.82' RT	1225.66	192605.65	226846.72
936	49+09.70	27.82' RT	1225.29	192613.84	226851.80
937	48+99.99	20.14' RT	1226.48	192604.22	226844.02
938	49+00.92	20.47' RT	1226.42	192605.14	226844.36
939	49+13.20	28.32' RT	1225.68	192617.35	226852.33
940	49+13.77	28.91' RT	1225.64	192617.91	226852.92
941	48+85.76	22.82' RT	1227.49	192589.96	226846.57
942	48+91.45	22.82' RT	1226.83	192595.65	226846.62
943	48+96.45	22.82' RT	1226.24	192600.65	226846.67
944	48+85.96	27.82' RT	1227.46	192590.11	226851.57
945	48+91.45	27.82' RT	1226.78	192595.60	226851.62
946	48+96.45	27.82' RT	1226.16	192600.60	226851.67
947	49+01.45	27.82' RT	1225.54	192605.60	226851.72
948	48+91.44	28.32' RT	1227.25	192595.58	226852.12
949	48+96.44	28.32' RT	1226.79	192600.58	226852.17
950	49+01.47	28.32' RT	1226.31	192605.62	226852.22
951	49+09.71	28.32' RT	1225.87	192613.86	226852.30

LEGEND

DWF

CURB RAMP TYPE

*

MEF (MAXIMUM EXTENT FEASIBLE)

LL

LEVEL LANDING

NT

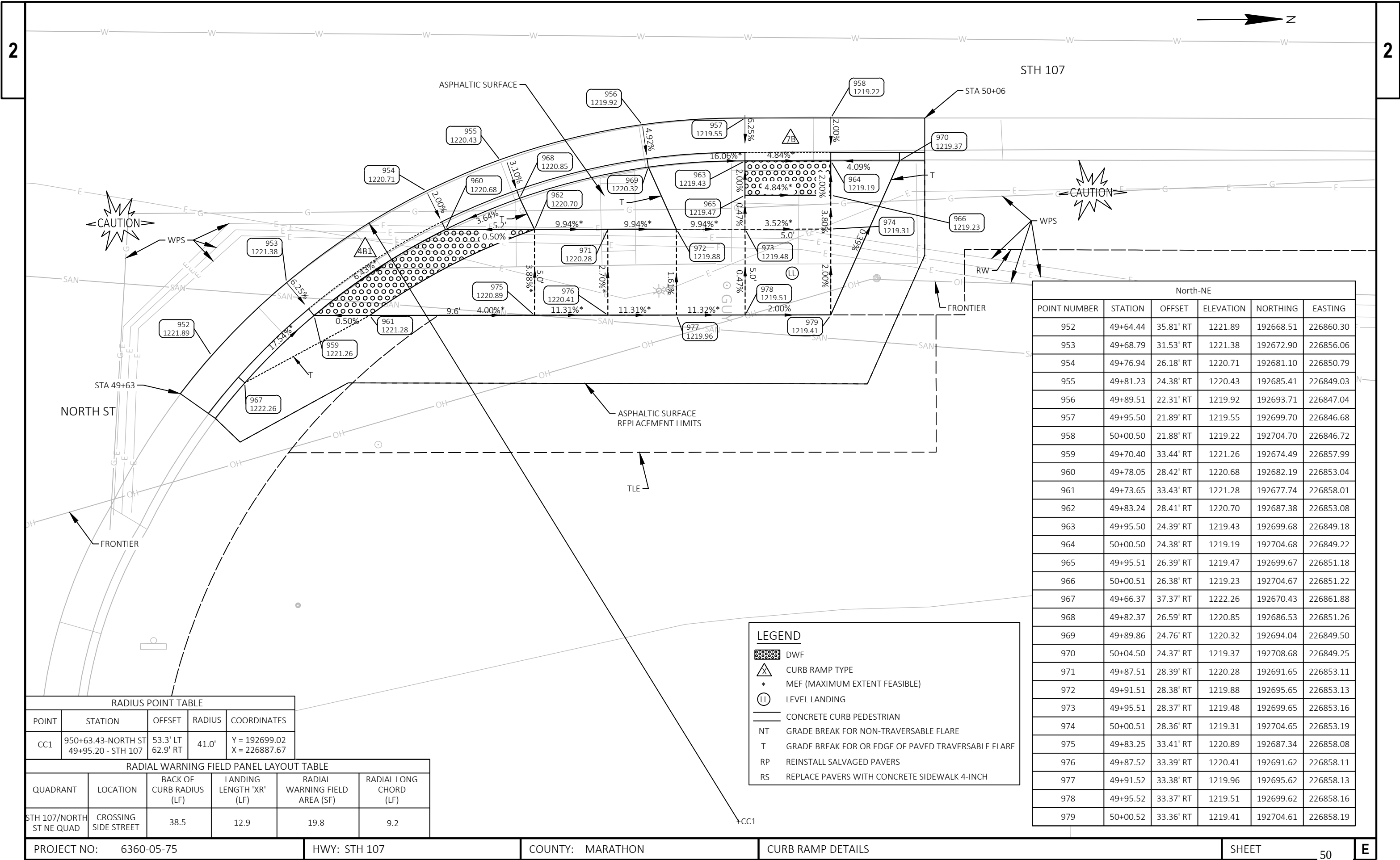
T

RP

RS

RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	950+51.83-NORTH ST 48+89.18 - STH 107	52.6' RT 52.1' RT	36.5'	Y = 192593.10 X = 226876.14

RADIAL WARNING FIELD PANEL LAYOUT TABLE					
QUADRANT	LOCATION	BACK OF CURB RADIUS (LF)	LANDING LENGTH 'XR' (LF)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (SF)
STH 107/NORTH ST SE QUAD	CROSSING SIDE STREET	34	11.4	17.9	8.4



RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	950+63.43-NORTH ST 49+95.20 - STH 107	53.3' LT 62.9' RT	41.0'	Y = 192699.02 X = 226887.67

RADIAL WARNING FIELD PANEL LAYOUT TABLE					
QUADRANT	LOCATION	BACK OF CURB RADIUS (LF)	LANDING LENGTH 'XR' (LF)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (LF)
STH 107/NORTH ST NE QUAD	CROSSING SIDE STREET	38.5	12.9	19.8	9.2

LEGEND

DWF

CURB RAMP TYPE

MEF (MAXIMUM EXTENT FEASIBLE)

LEVEL LANDING

CONCRETE CURB PEDESTRIAN

GRADE BREAK FOR NON-TRAVERSABLE FLARE

GRADE BREAK FOR OR EDGE OF PAVED TRAVERSABLE FLARE

REINSTALL SALVAGED PAVERS

REPLACE PAVERS WITH CONCRETE SIDEWALK 4-INCH

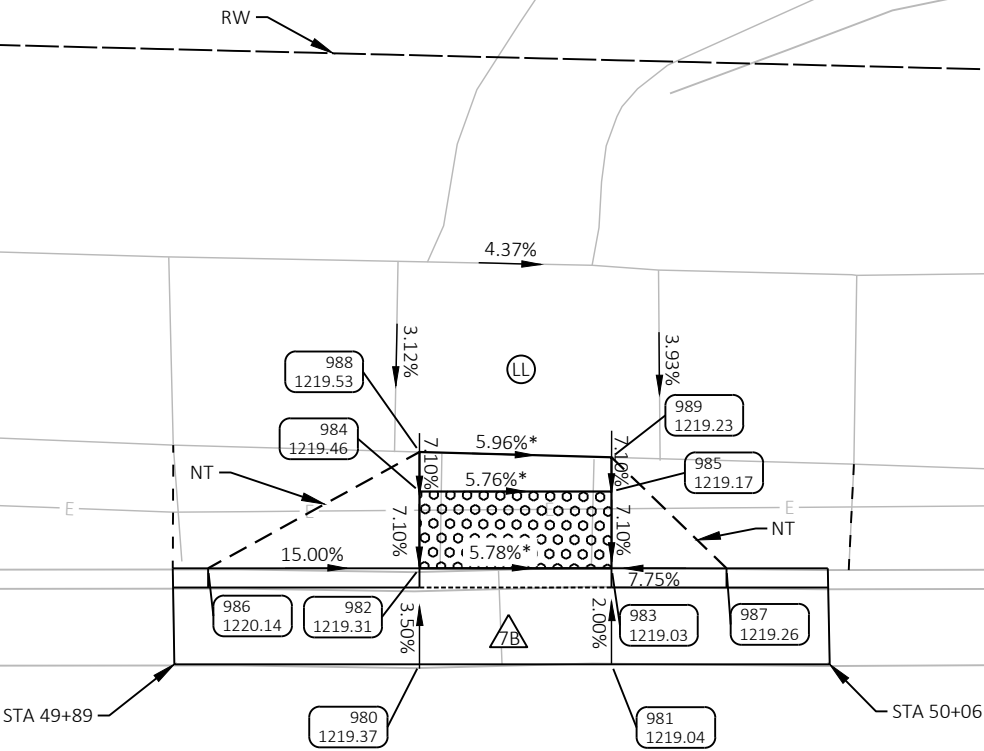
North-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
952	49+64.44	35.81' RT	1221.89	192668.51	226860.30
953	49+68.79	31.53' RT	1221.38	192672.90	226856.06
954	49+76.94	26.18' RT	1220.71	192681.10	226850.79
955	49+81.23	24.38' RT	1220.43	192685.41	226849.03
956	49+89.51	22.31' RT	1219.92	192693.71	226847.04
957	49+95.50	21.89' RT	1219.55	192699.70	226846.68
958	50+00.50	21.88' RT	1219.22	192704.70	226846.72
959	49+70.40	33.44' RT	1221.26	192674.49	226857.99
960	49+78.05	28.42' RT	1220.68	192682.19	226853.04
961	49+73.65	33.43' RT	1221.28	192677.74	226858.01
962	49+83.24	28.41' RT	1220.70	192687.38	226853.08
963	49+95.50	24.39' RT	1219.43	192699.68	226849.18
964	50+00.50	24.38' RT	1219.19	192704.68	226849.22
965	49+95.51	26.39' RT	1219.47	192699.67	226851.18
966	50+00.51	26.38' RT	1219.23	192704.67	226851.22
967	49+66.37	37.37' RT	1222.26	192670.43	226861.88
968	49+82.37	26.59' RT	1220.85	192686.53	226851.26
969	49+89.86	24.76' RT	1220.32	192694.04	226849.50
970	50+04.50	24.37' RT	1219.37	192708.68	226849.25
971	49+87.51	28.39' RT	1220.28	192691.65	226853.11
972	49+91.51	28.38' RT	1219.88	192695.65	226853.13
973	49+95.51	28.37' RT	1219.48	192699.65	226853.16
974	50+00.51	28.36' RT	1219.31	192704.65	226853.19
975	49+83.25	33.41' RT	1220.89	192687.34	226858.08
976	49+87.52	33.39' RT	1220.41	192691.62	226858.11
977	49+91.52	33.38' RT	1219.96	192695.62	226858.13
978	49+95.52	33.37' RT	1219.51	192699.62	226858.16
979	50+00.52	33.36' RT	1219.41	192704.61	226858.19

2

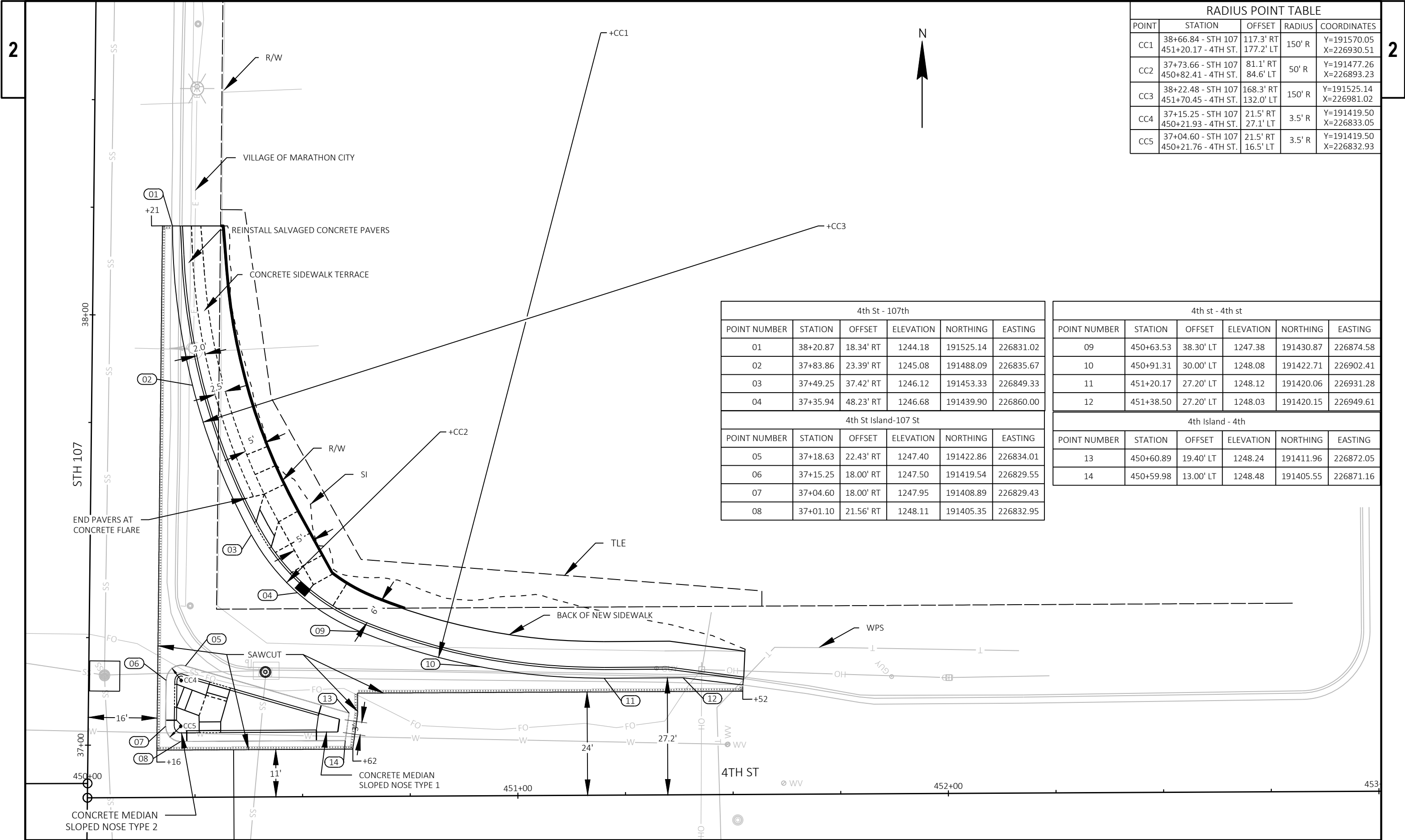
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North-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
980	49+95.56	19.39' LT	1219.37	192700.16	226805.40
981	50+00.56	19.51' LT	1219.04	192705.16	226805.33
982	49+95.50	21.89' LT	1219.31	192700.12	226802.90
983	50+00.50	22.01' LT	1219.03	192705.12	226802.83
984	49+95.46	23.89' LT	1219.46	192700.09	226800.90
985	50+00.46	24.01' LT	1219.17	192705.09	226800.83
986	49+90.00	21.76' LT	1220.14	192694.62	226802.98
987	50+03.50	22.08' LT	1219.26	192708.12	226802.78
988	49+95.43	24.92' LT	1219.53	192700.08	226799.87
989	50+00.43	24.90' LT	1219.23	192705.08	226799.94

<u>LEGEND</u>	
	DWF
	CURB RAMP TYPE
*	MEF (MAXIMUM EXTENT FEASIBLE)
	LEVEL LANDING
	CONCRETE CURB PEDESTRIAN
NT	GRADE BREAK FOR NON-TRAVERSABLE FLARE
T	GRADE BREAK FOR OR EDGE OF PAVED TRAVERSABLE FLARE
RP	REINSTALL SALVAGED PAVERS
RS	REPLACE PAVERS WITH CONCRETE SIDEWALK 4-INCH



STH 107



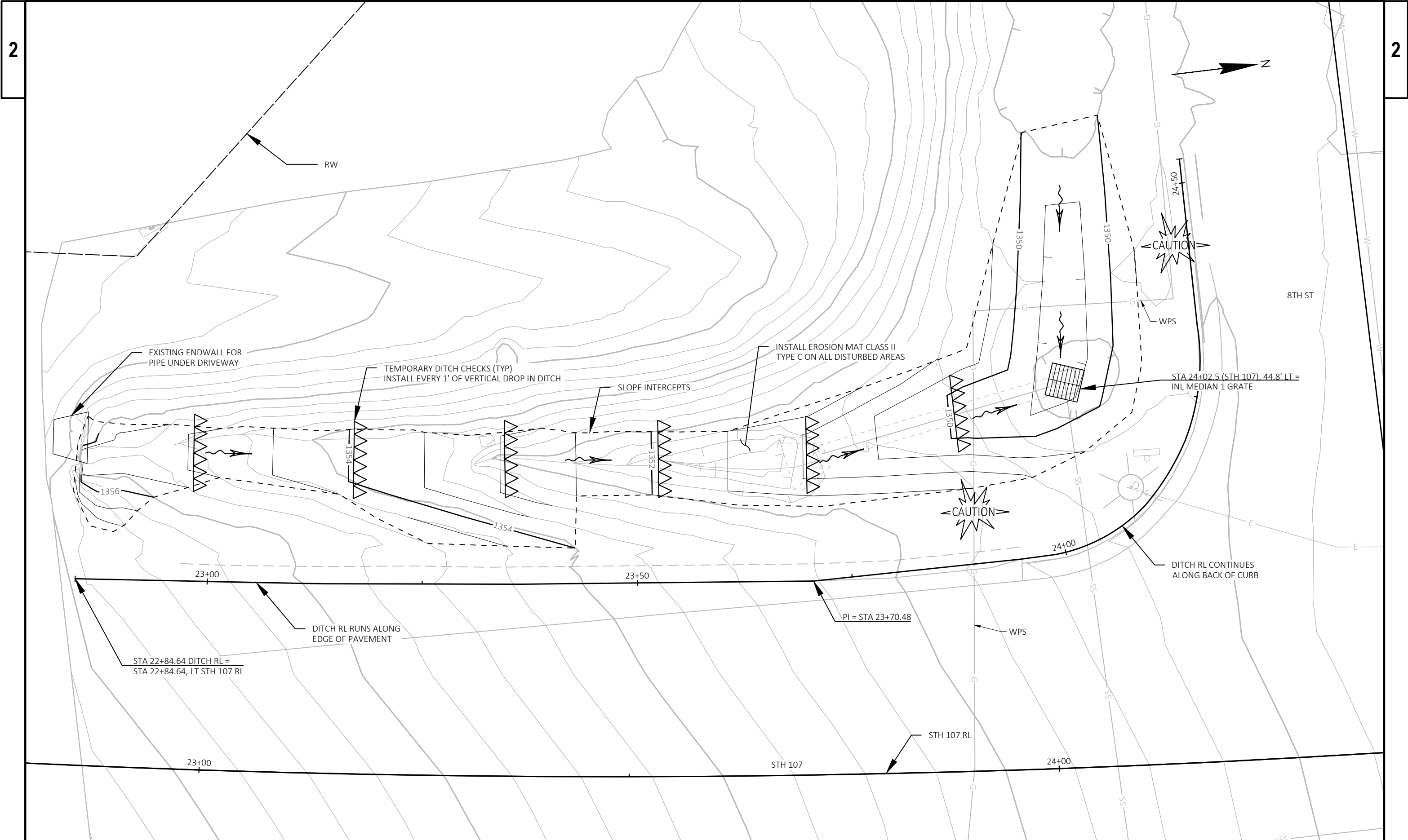
RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	38+66.84 - STH 107 451+20.17 - 4TH ST.	117.3' RT 177.2' LT	150' R	Y=191570.05 X=226930.51
CC2	37+73.66 - STH 107 450+82.41 - 4TH ST.	81.1' RT 84.6' LT	50' R	Y=191477.26 X=226893.23
CC3	38+22.48 - STH 107 451+70.45 - 4TH ST.	168.3' RT 132.0' LT	150' R	Y=191525.14 X=226981.02
CC4	37+15.25 - STH 107 450+21.93 - 4TH ST.	21.5' RT 27.1' LT	3.5' R	Y=191419.50 X=226833.05
CC5	37+04.60 - STH 107 450+21.76 - 4TH ST.	21.5' RT 16.5' LT	3.5' R	Y=191419.50 X=226832.93

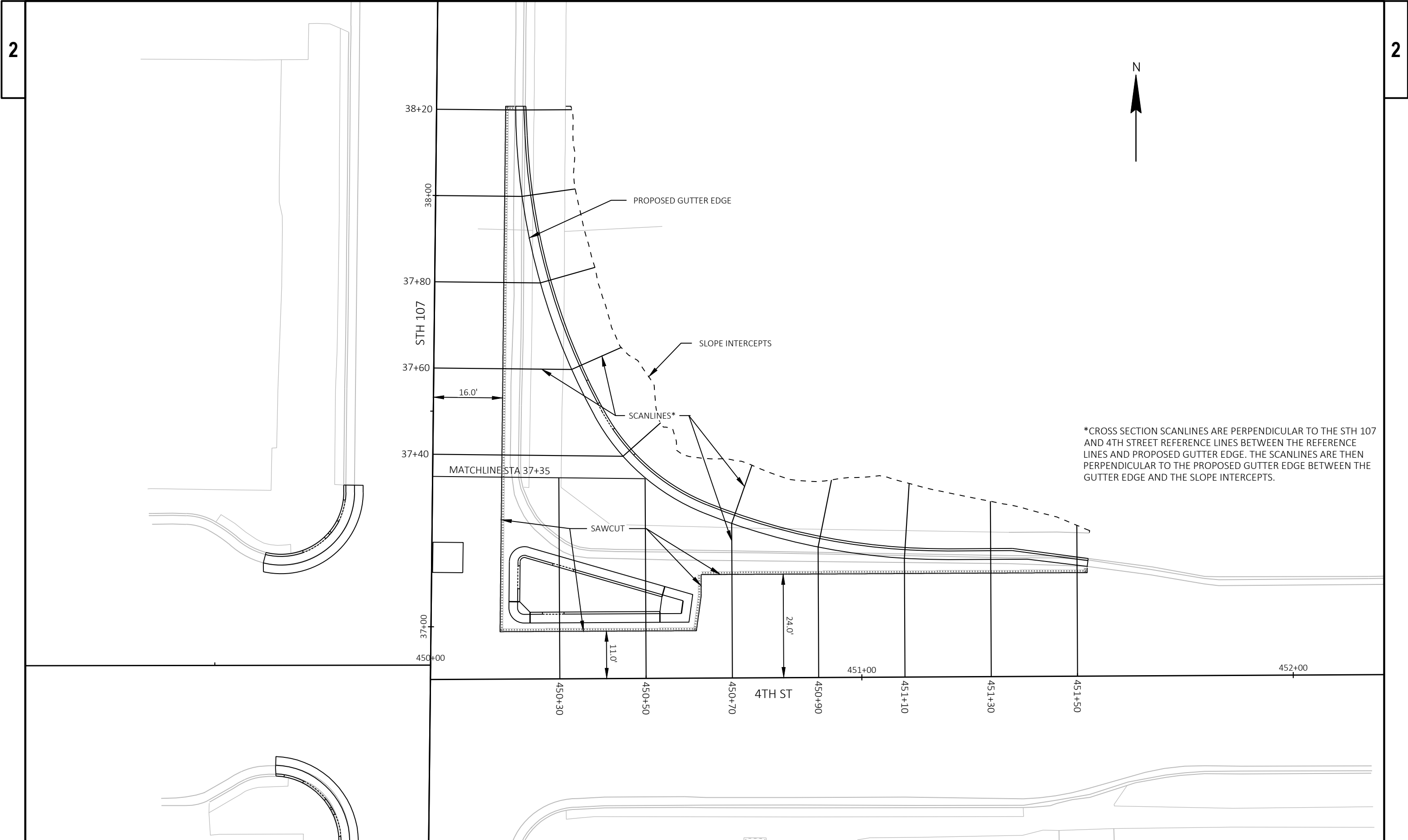
4th St - 107th					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
01	38+20.87	18.34' RT	1244.18	191525.14	226831.02
02	37+83.86	23.39' RT	1245.08	191488.09	226835.67
03	37+49.25	37.42' RT	1246.12	191453.33	226849.33
04	37+35.94	48.23' RT	1246.68	191439.90	226860.00

4th st - 4th st					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
09	450+63.53	38.30' LT	1247.38	191430.87	226874.58
10	450+91.31	30.00' LT	1248.08	191422.71	226902.41
11	451+20.17	27.20' LT	1248.12	191420.06	226931.28
12	451+38.50	27.20' LT	1248.03	191420.15	226949.61

4th St Island-107 St					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
05	37+18.63	22.43' RT	1247.40	191422.86	226834.01
06	37+15.25	18.00' RT	1247.50	191419.54	226829.55
07	37+04.60	18.00' RT	1247.95	191408.89	226829.43
08	37+01.10	21.56' RT	1248.11	191405.35	226832.95

4th Island - 4th					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
13	450+60.89	19.40' LT	1248.24	191411.96	226872.05
14	450+59.98	13.00' LT	1248.48	191405.55	226871.16





SIGNING LEGEND

-  POSTS WOOD
-  POSTS TUBULAR STEEL
-  SIGN GROUP NUMBER
-  MOVING SIGNS TYPE II
-  SIGNS TYPE II

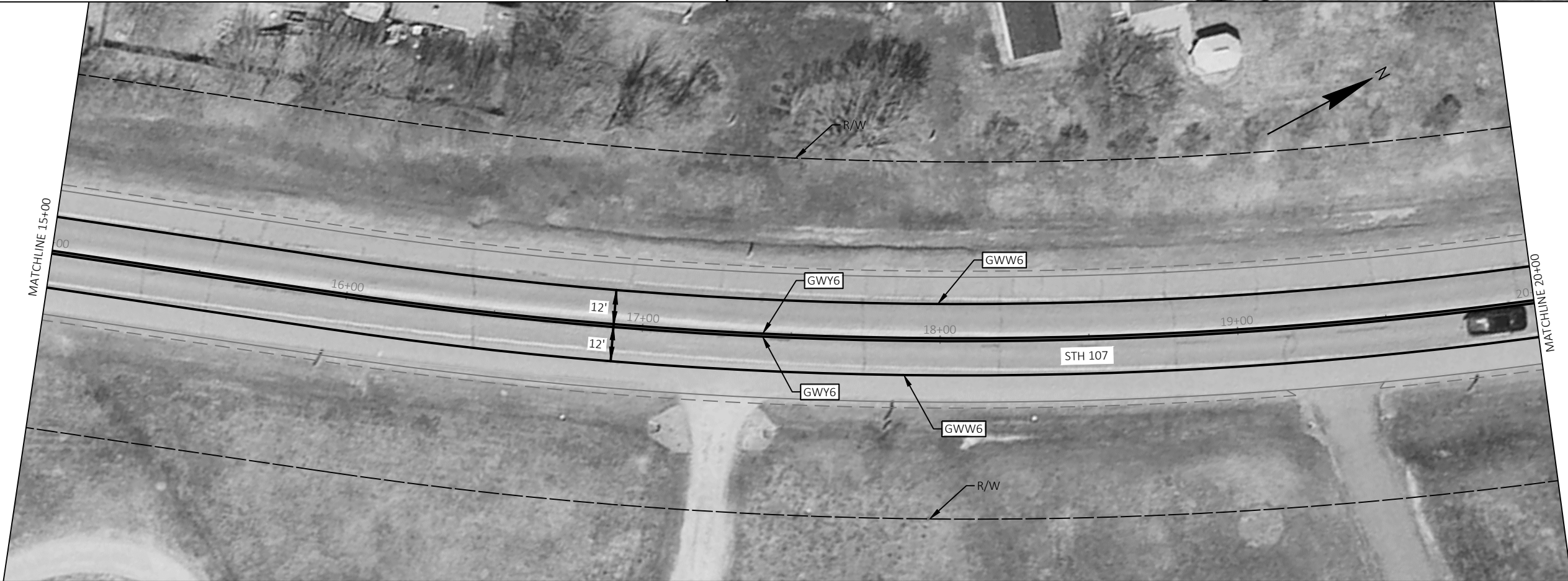
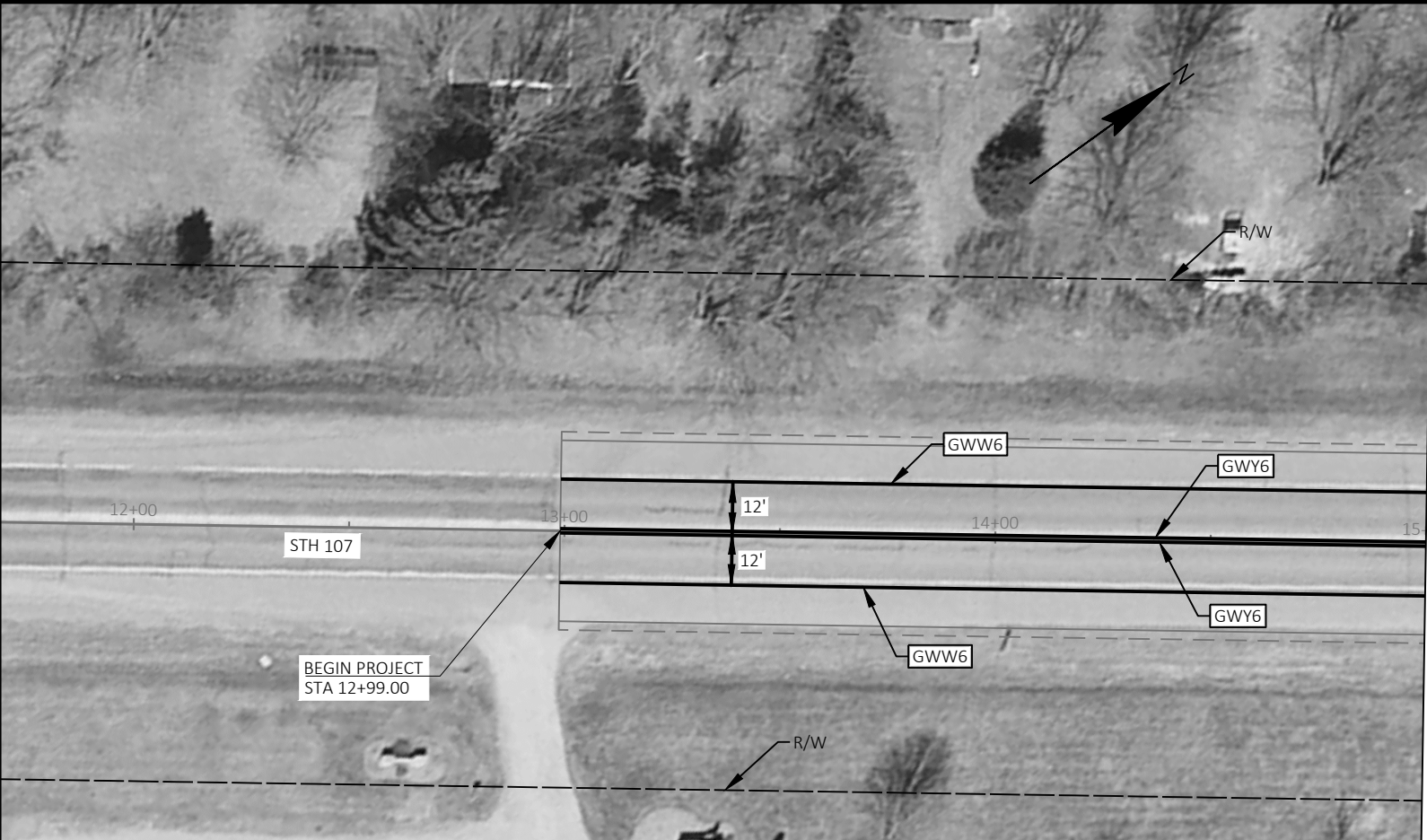
PAVEMENT MARKING LEGEND

- CETW6 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- CPBW MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
- DEW6 MARKING DIAGONAL EPOXY 6-INCH (WHITE)
- GW6 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- GWY6 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
- PS MARKING PARKING STALL EPOXY
- SLW18 MARKING STOP LINE EPOXY 18-INCH (WHITE)
- W6 MARKING LINE EPOXY 6-INCH (WHITE)
- W8 MARKING LINE EPOXY 8-INCH (WHITE)

SIGNING GENERAL NOTES

STREET NAME SIGNS THAT CONFLICT WITH SIDEWALK AND CURB RAMP REPLACEMENT WILL BE REMOVED BY VILLAGE OF MARATHON CITY FORCES PRIOR TO CONSTRUCTION AND REINSTALLED WHEN CONSTRUCTION IS COMPLETED.

LOCATIONS OF PROPOSED SIGNS SHOWN ON PLANS ARE APPROXIMATE. ALL SIGNS SHALL CONFORM TO MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), THE WISCONSIN SUPPLEMENT TO MUTCD, AND STANDARD DETAIL DRAWING.

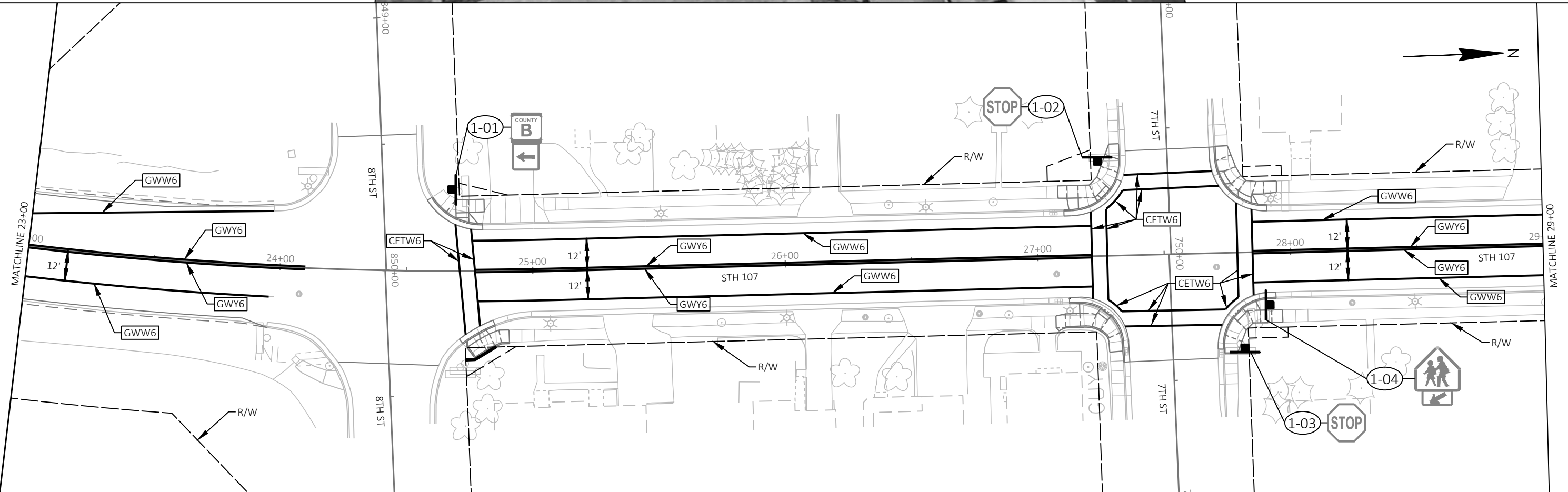
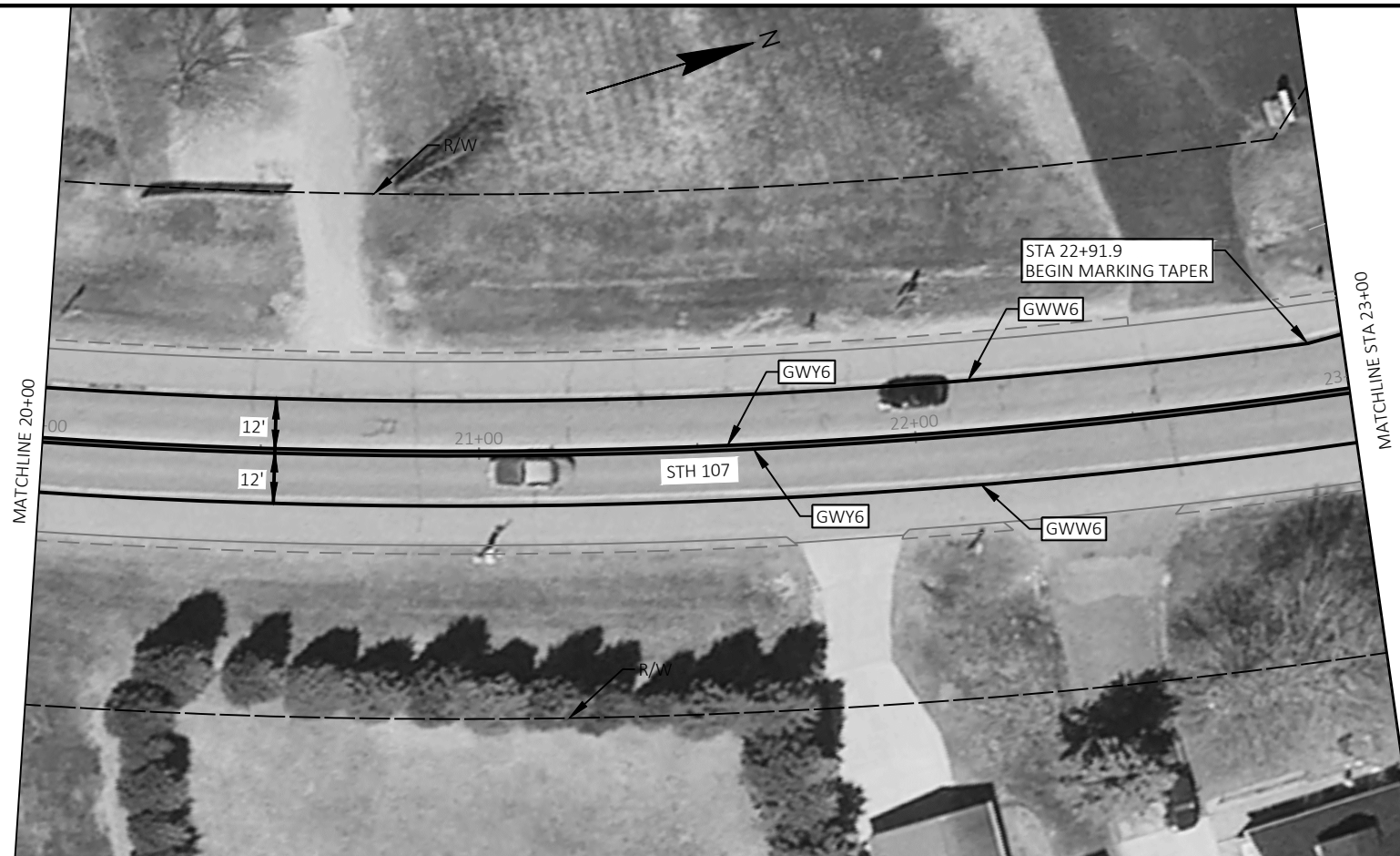


SIGNING LEGEND

- POSTS WOOD
- POSTS TUBULAR STEEL
- (X-XX) SIGN GROUP NUMBER
- XXX MOVING SIGNS TYPE II
- XXX SIGNS TYPE II

PAVEMENT MARKING LEGEND

- CETW6 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- CPBW MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
- DEW6 MARKING DIAGONAL EPOXY 6-INCH (WHITE)
- GWW6 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- GWY6 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
- PS MARKING PARKING STALL EPOXY
- SLW18 MARKING STOP LINE EPOXY 18-INCH (WHITE)
- W6 MARKING LINE EPOXY 6-INCH (WHITE)
- W8 MARKING LINE EPOXY 8-INCH (WHITE)



PROJECT NO: 6360-05-75

HWY: STH 107

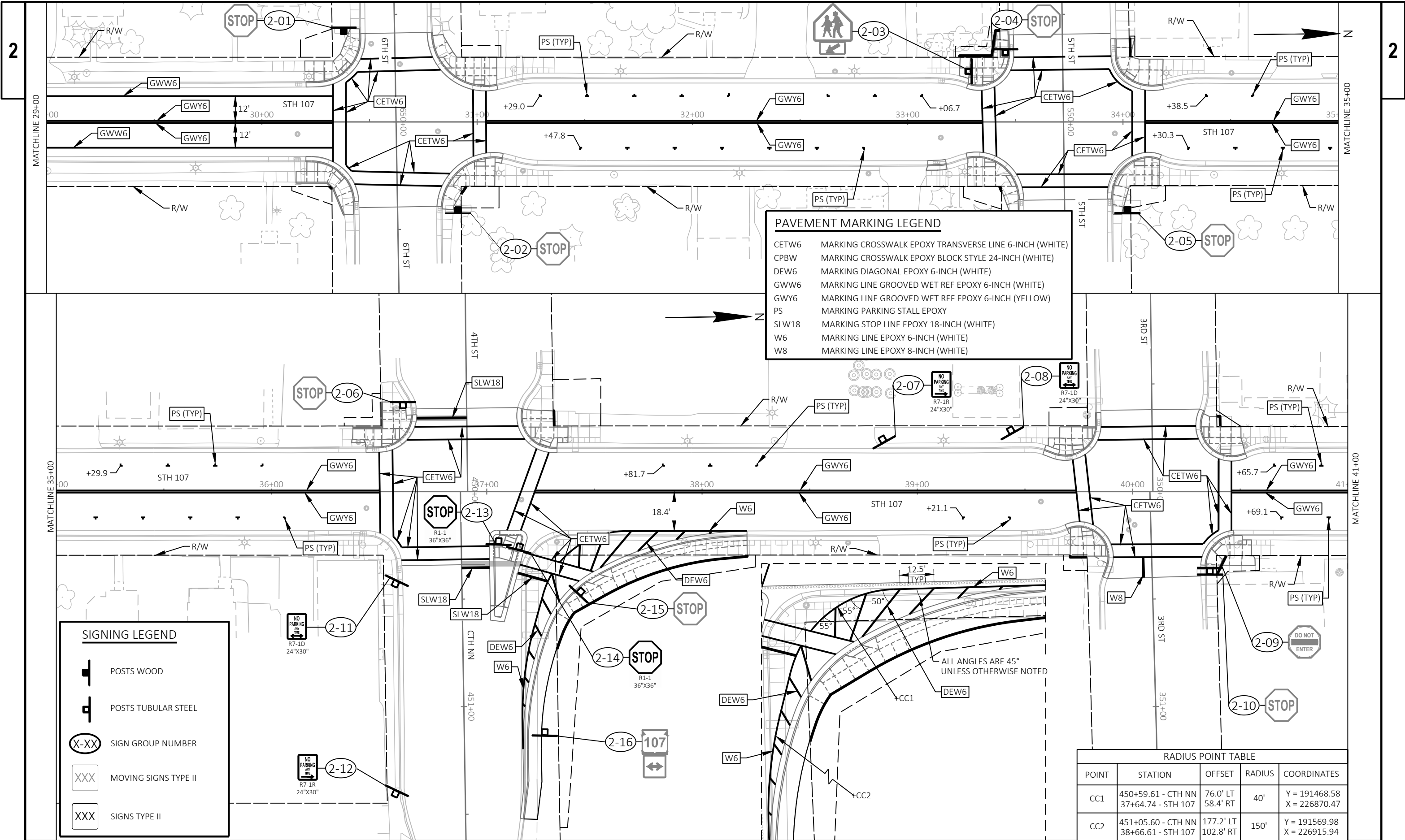
COUNTY: MARATHON

PERMANENT SIGNING & PAVEMENT MARKING

SHEET

56

E



SIGNING LEGEND

- POSTS WOOD
- POSTS TUBULAR STEEL
- X-XX SIGN GROUP NUMBER
- XXX MOVING SIGNS TYPE II
- XXX SIGNS TYPE II

PAVEMENT MARKING LEGEND

- CETW6 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- CPBW MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
- DEW6 MARKING DIAGONAL EPOXY 6-INCH (WHITE)
- GWW6 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- GWY6 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
- PS MARKING PARKING STALL EPOXY
- SLW18 MARKING STOP LINE EPOXY 18-INCH (WHITE)
- W6 MARKING LINE EPOXY 6-INCH (WHITE)
- W8 MARKING LINE EPOXY 8-INCH (WHITE)

RADIUS POINT TABLE

POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	450+59.61 - CTH NN	76.0' LT	40'	Y = 191468.58 X = 226870.47
	37+64.74 - STH 107	58.4' RT		
CC2	451+05.60 - CTH NN	177.2' LT	150'	Y = 191569.98 X = 226915.94
	38+66.61 - STH 107	102.8' RT		

PROJECT NO: 6360-05-75

HWY: STH 107

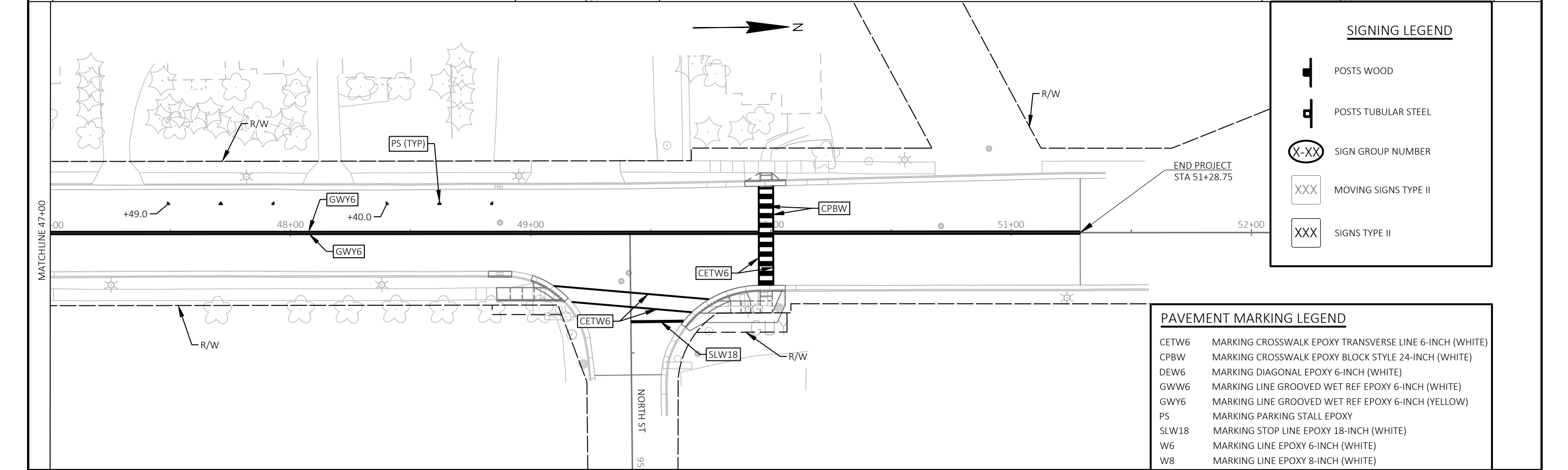
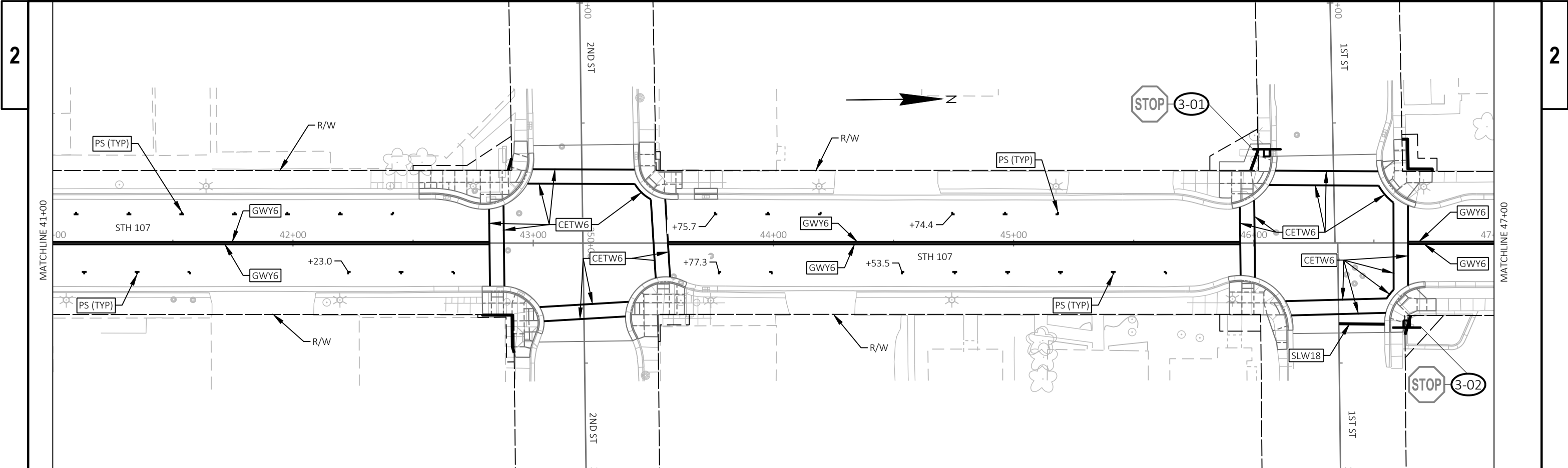
COUNTY: MARATHON

PERMANENT SIGNING & PAVEMENT MARKING

SHEET

57

E

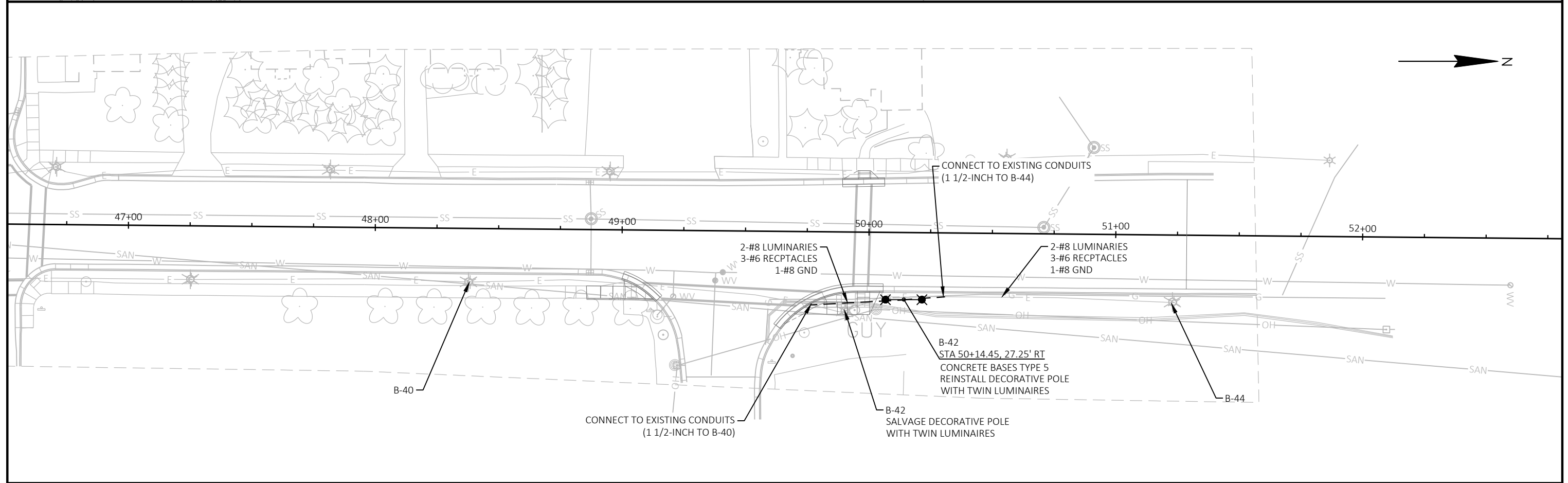
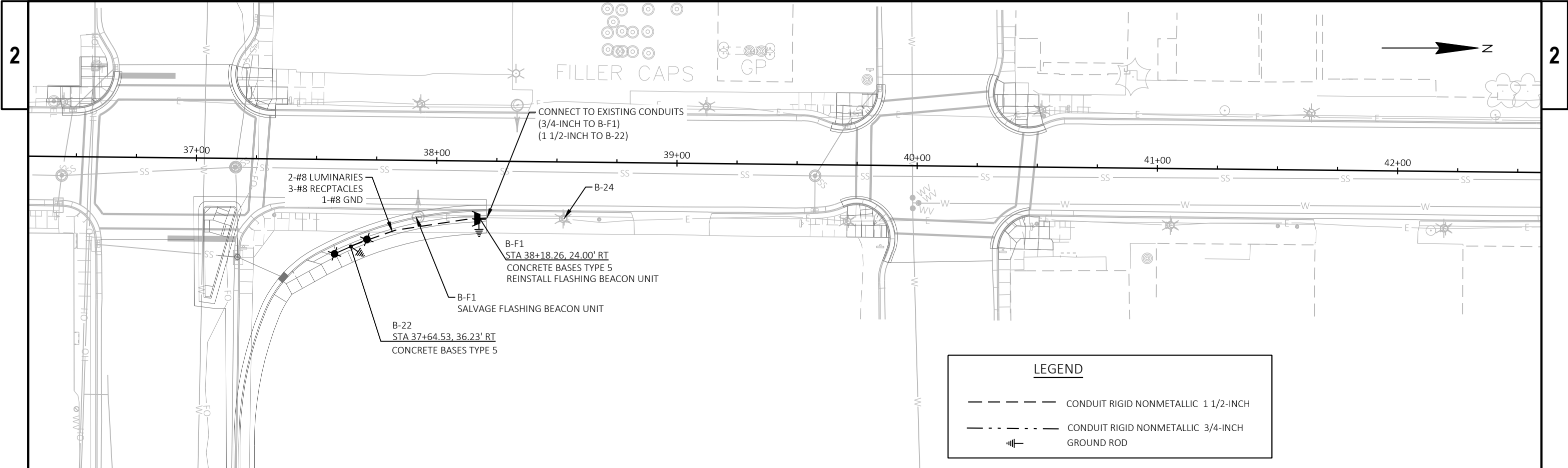


SIGNING LEGEND

- POSTS WOOD
- POSTS TUBULAR STEEL
- SIGN GROUP NUMBER
- MOVING SIGNS TYPE II
- SIGNS TYPE II

PAVEMENT MARKING LEGEND

- CETW6 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- CPBW MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
- DEW6 MARKING DIAGONAL EPOXY 6-INCH (WHITE)
- GWW6 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- GWY6 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
- PS MARKING PARKING STALL EPOXY
- SLW18 MARKING STOP LINE EPOXY 18-INCH (WHITE)
- W6 MARKING LINE EPOXY 6-INCH (WHITE)
- W8 MARKING LINE EPOXY 8-INCH (WHITE)



TRAFFIC CONTROL GENERAL NOTES:

DRAWING IS NOT TO SCALE

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

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

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

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

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

WHEN INSTALLING TEMPORARY MARKING LINE PAINT (DOUBLE YELLOW) FOR STAGE 1 AS SHOWN IN THE PLANS, REMOVE ALL EXISTING CENTERLINE MARKINGS THAT CONFLICT WITH THE TEMPORARY PAINT MARKINGS.

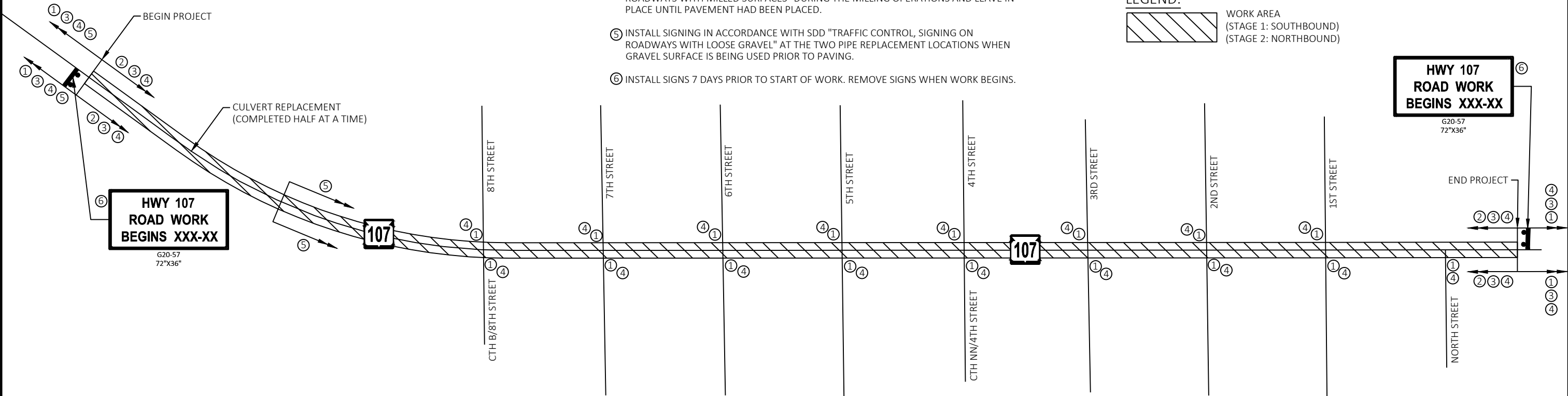
WHEN INSTALLING TEMPORARY MARKING LINE REMOVABLE TAPE (DOUBLE YELLOW) FOR STAGE 2 AS SHOWN IN THE PLANS, REMOVE ALL EXISTING CENTERLINE MARKINGS AND ALL TEMPORARY MARKING LINE PAINT INSTALLED IN STAGE 1 THAT CONFLICT WITH THE TEMPORARY TAPE MARKINGS. EXTEND THE TEMPORARY REMOVABLE TAPE DOWN THE EXISTING CENTERLINE AS NEEDED TO REPLACE ANY EXISTING CENTERLINE MARKINGS REMOVED IN STAGE 1.

- 1 INSTALL ADVANCED WARNING SIGNS ON STH 107 PRIOR TO THE WORK AREA AND ON ALL SIDE ROADS WITHIN THE PROJECT LIMITS IN ACCORDANCE WITH SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS, UNDIVIDED ROAD OPEN TO TRAFFIC".
- 2 UTILIZE FLAGGING OPERATIONS IN ACCORDANCE WITH SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" AND CONFORMING TO THE STANDARD SPECIFICATIONS WHEN CLOSING A LANE FOR CONSTRUCTION OPERATIONS.
- 3 INSTALL "UNEVEN LANES" TRAFFIC CONTROL SIGNS (W8-11) IN ACCORDANCE WITH SDD "TRAFFIC CONTROL, FOR DROP-OFF SIGNING" DURING MILLING OPERATIONS.
- 4 INSTALL SIGNING IN ACCORDANCE WITH SDD "TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES" DURING THE MILLING OPERATIONS AND LEAVE IN PLACE UNTIL PAVEMENT HAD BEEN PLACED.
- 5 INSTALL SIGNING IN ACCORDANCE WITH SDD "TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH LOOSE GRAVEL" AT THE TWO PIPE REPLACEMENT LOCATIONS WHEN GRAVEL SURFACE IS BEING USED PRIOR TO PAVING.
- 6 INSTALL SIGNS 7 DAYS PRIOR TO START OF WORK. REMOVE SIGNS WHEN WORK BEGINS.



LEGEND:

WORK AREA
(STAGE 1: SOUTHBOUND)
(STAGE 2: NORTHBOUND)



2

LEGEND

- | | |
|---|---|
|  | OPEN TO PEDESTRIAN TRAFFIC |
|  | WORK AREA |
|  | SIGN ON TEMPORARY SUPPORT |
|  | SIGN ON PERMANENT SUPPORT |
|  | REMOVE EXISTING CROSSWALK |
|  | TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH |
|  | TRAFFIC CONTROL DRUMS |
|  | TEMPORARY PEDESTRIAN BARRICADE |
|  | TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT SIGN |
|  | TRAFFIC CONTROL COVERING SIGNS TYPE II |
|  | TEMPORARY CURB RAMP PERPENDICULAR TO CURB |
|  | TEMPORARY CURB RAMP PARALLEL TO CURB |
|  | TEMPORARY PEDESTRIAN SURFACE MATTING |
|  | TEMPORARY PEDESTRIAN SURFACE PLATE |

CURB RAMP STAGING GENERAL NOTES

DETAILS NOT SHOWN SHALL CONFORM TO STANDARD DETAIL
DRAWINGS TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION.

TEMPORARY PEDESTRIAN SURFACES AND DETECTABLE WARNING FIELDS ARE 4' WIDE. TEMPORARY CROSSWALKS ARE 5' WIDE.

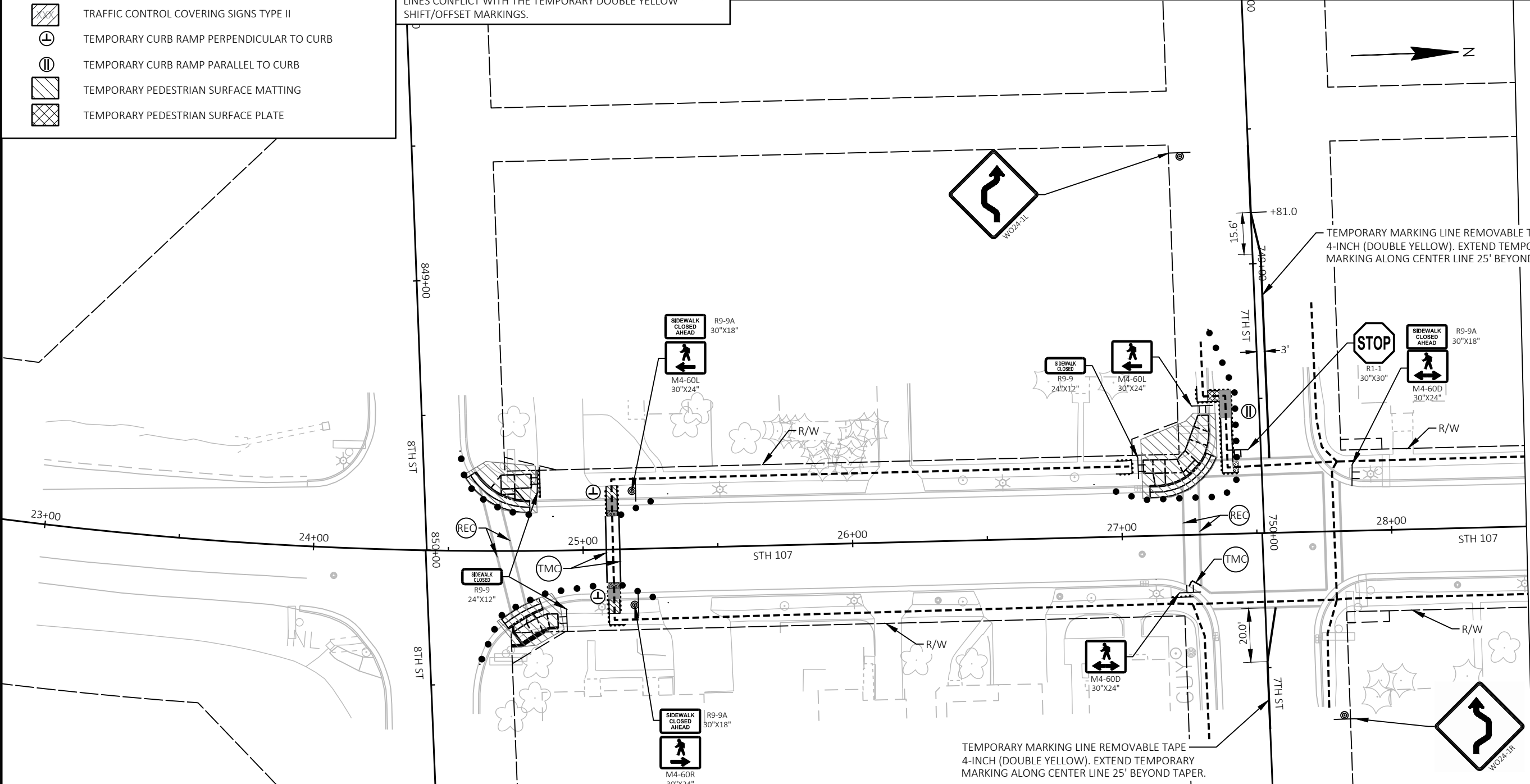
USE TEMPORARY PEDESTRIAN SURFACE MATTING ACROSS GRASS TERRACES BETWEEN SIDEWALK AND TEMPORARY PEDESTRIAN RAMPS.

USE TEMPORARY PEDESTRIAN SURFACE PLATES WHEN SPANNING
GAP BETWEEN CURB AND PARALLEL TEMPORARY PEDESTRIAN
RAMP WHEN RAMP IS OFFSET FROM CURB.

SPACE DRUMS 10' OR AS DIRECTED BY THE ENGINEER AROUND THE CURB RAMP WORK AREAS.

REMOVE EXISTING CENTERLINE MARKINGS WHERE THE EXISTING LINES CONFLICT WITH THE TEMPORARY DOUBLE YELLOW SHIFT/OFFSET MARKINGS.

2



PROJECT NO: 6360-05-75

HWY: STH 107

COUNTY: MARATHON

TRAFFIC CONTROL - STAGE 1-1 CURB RAMP STAGING

SHEET

61

E

OPEN TO PEDESTRIAN TRAFFIC

 WORK AREA

SIGN ON TEMPORARY SUPPORT

 SIGN ON PERMANENT SUPPORT

(REC) REMOVE EXISTING CROSSWALK

(TMC) TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH

● TRAFFIC CONTROL DRUMS

 TEMPORARY PEDESTRIAN BARRICADE

TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT SIGN



TRAFFIC CONTROL COVERING SIGNS TYPE II

 TEMPORARY CURB RAMP PERPENDICULAR TO CURB

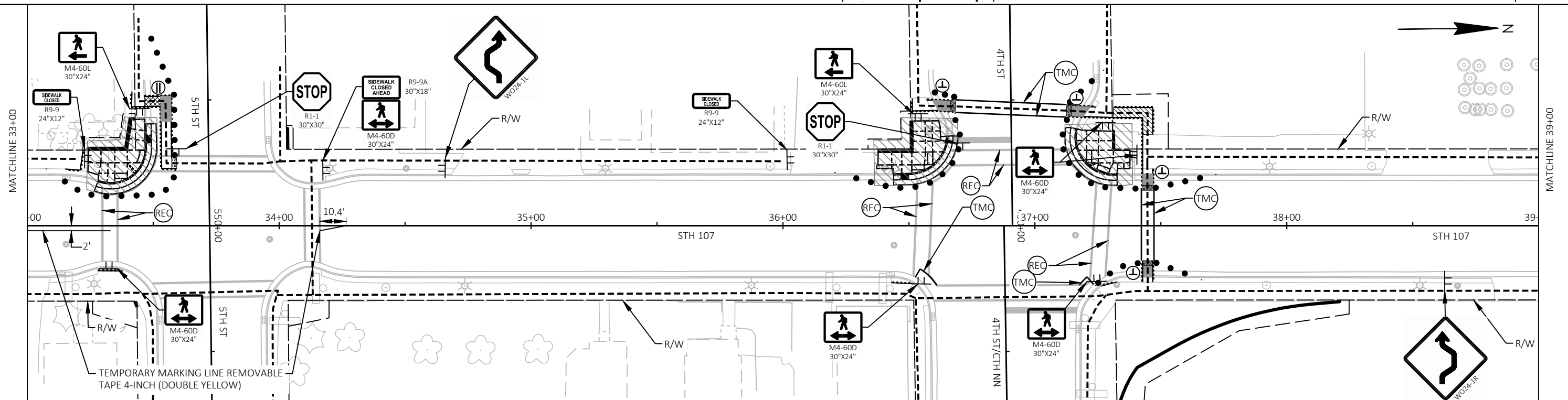
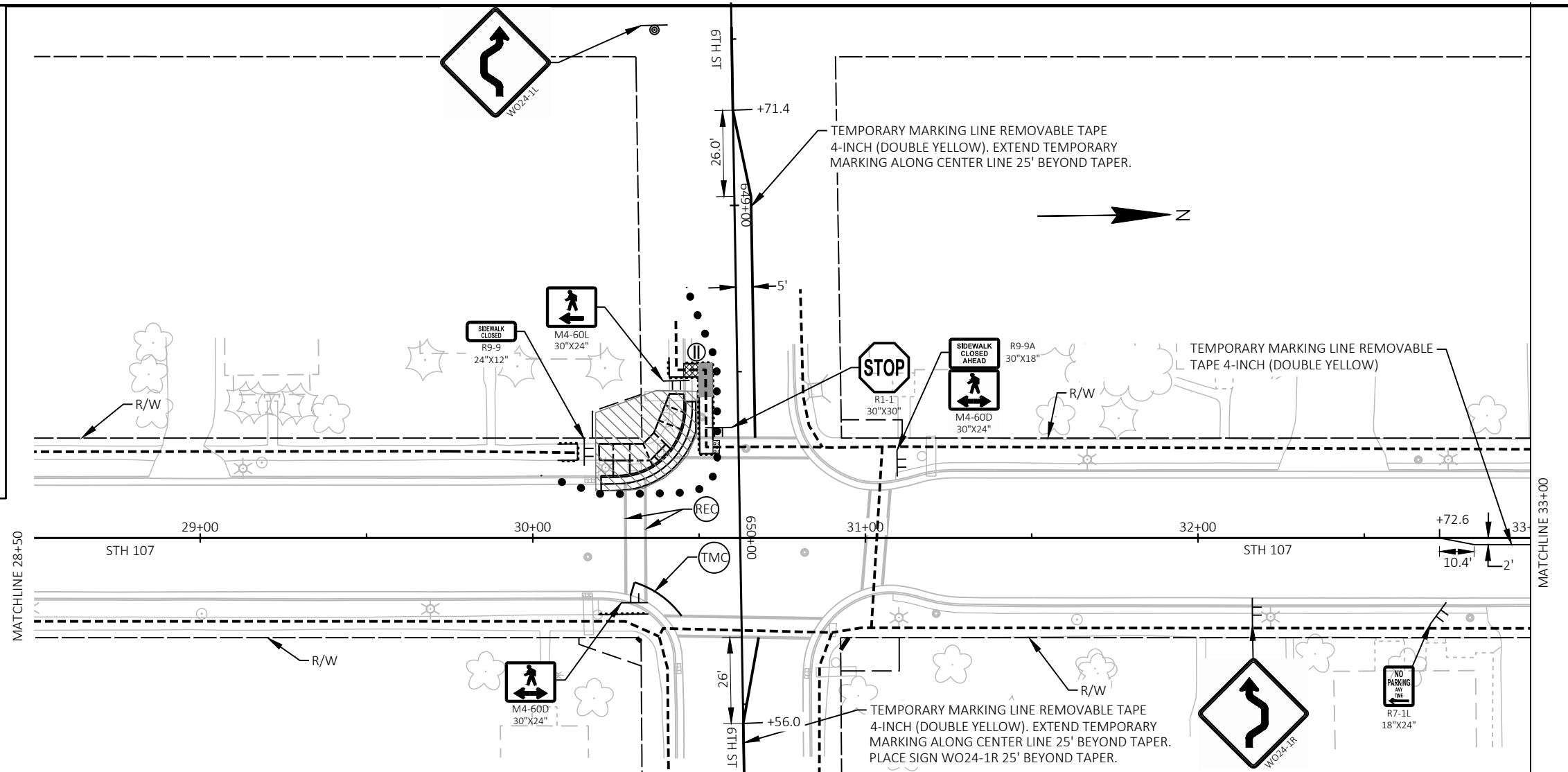
Ⓜ TEMPORARY CURB RAMP PARALLEL TO CURB



TEMPORARY PEDESTRIAN SURFACE MATTING



TEMPORARY PEDESTRIAN SURFACE PLATE



PROJECT NO:	6360-05-75
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HWY: STH 107

COUNTY: MARATHON

TRAFFIC CONTROL - STAGE 1-1 CURB RAMP STAGING

SHEET 62

FILE NAME : C:\USERS\BSMIT\ONEDRIVE - RJS-ENGINEERING.COM\PROJECTS\6360-05-05_STH 107\DESIGN\C3D\63600505\SHEETS\025100-TCSTAGE1-1.DWG
LAYOUT NAME - 02

PLOT DATE : 6/2/2025 3:06 PM

PLOT BY : BRIAN SMITS

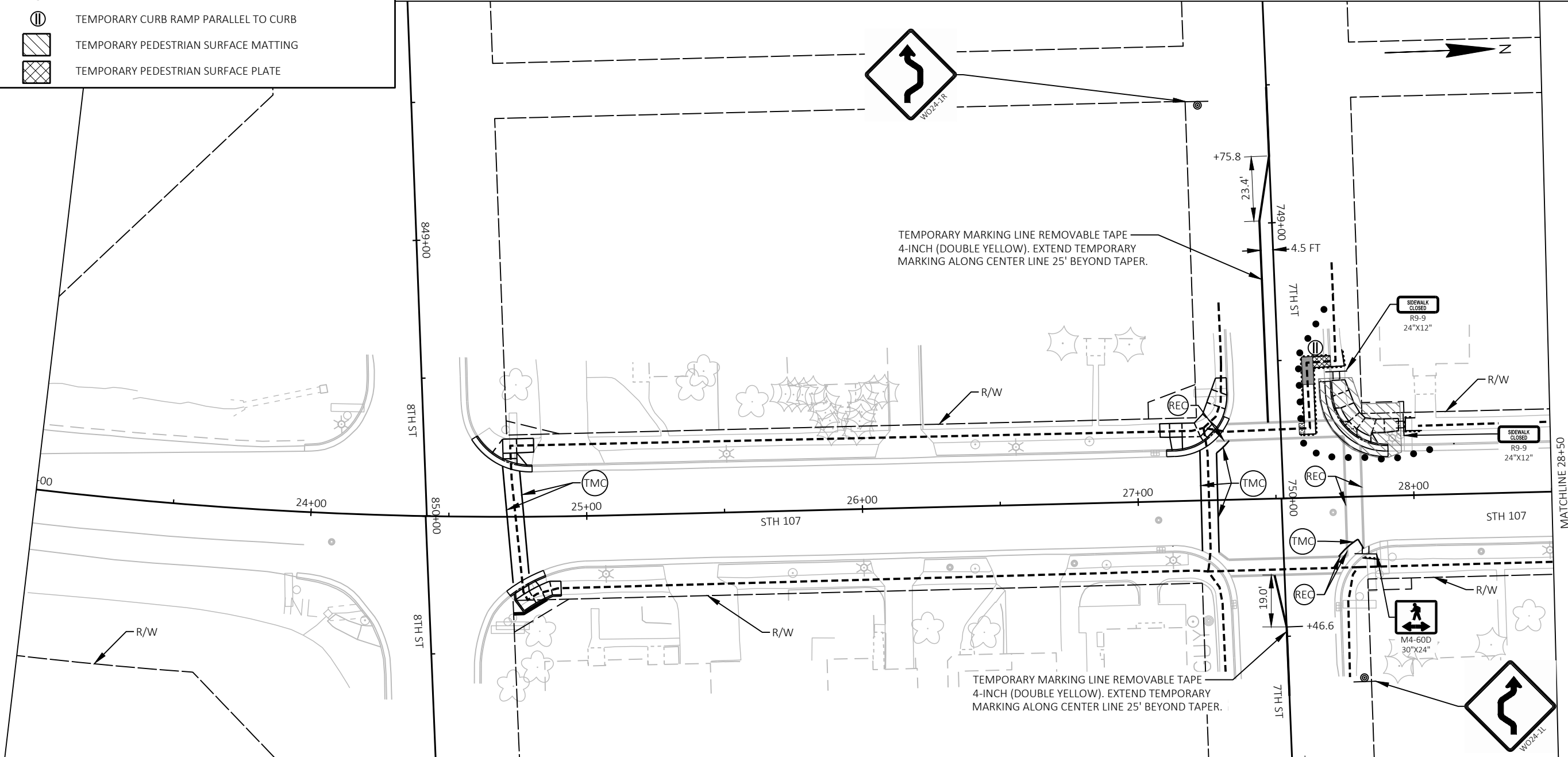
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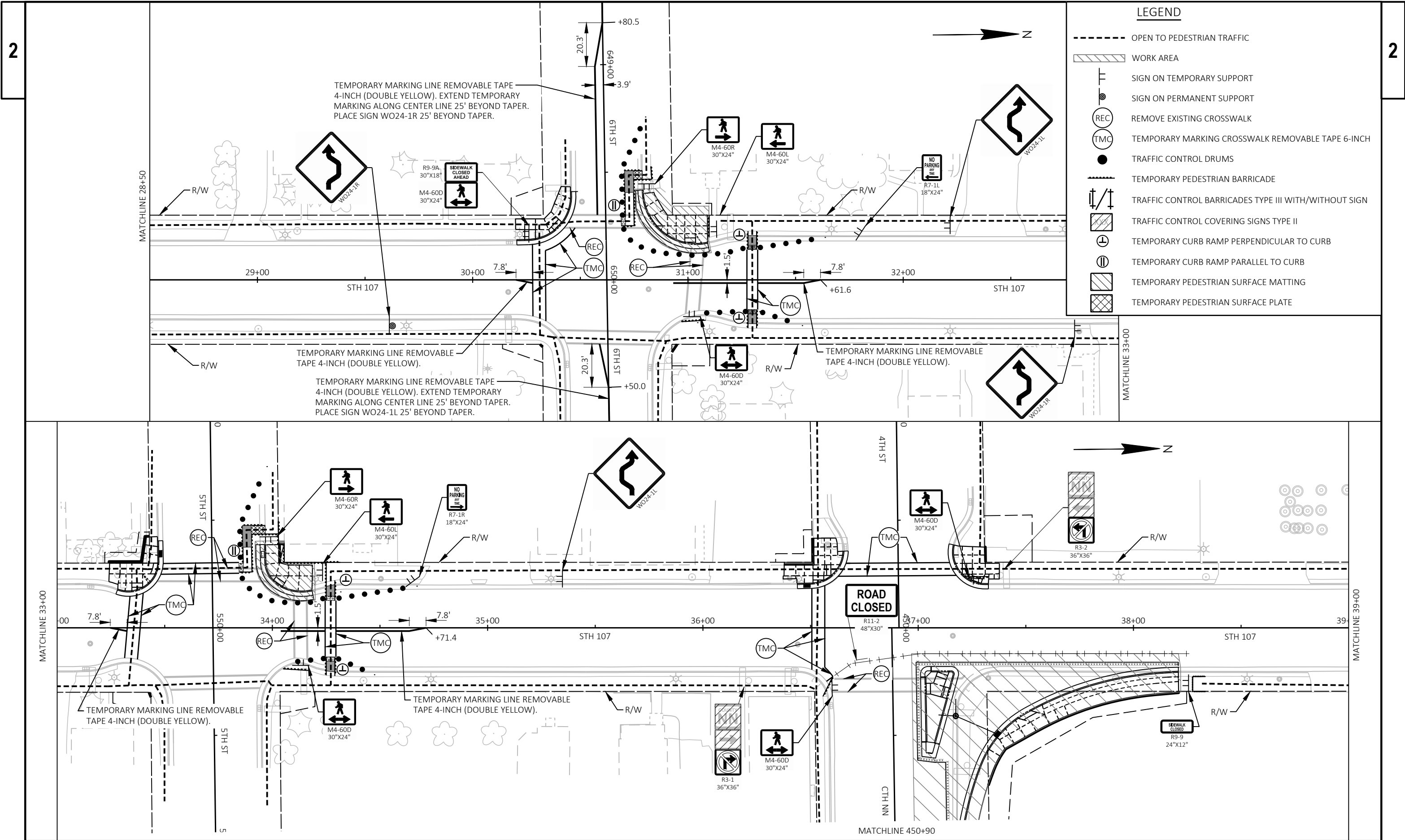
PLOT SCALE : #####

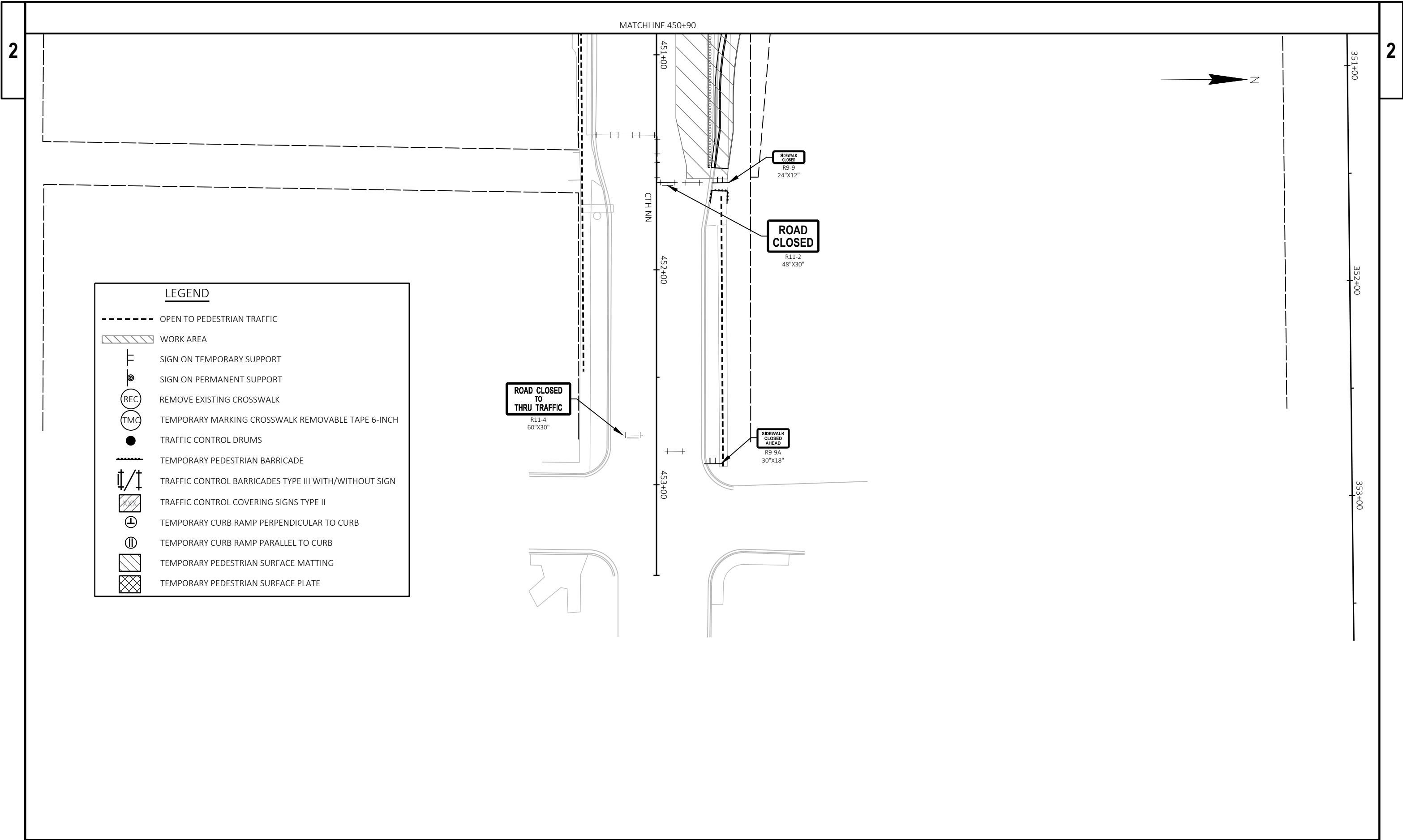
WISDOT/CADDS SHEET 44

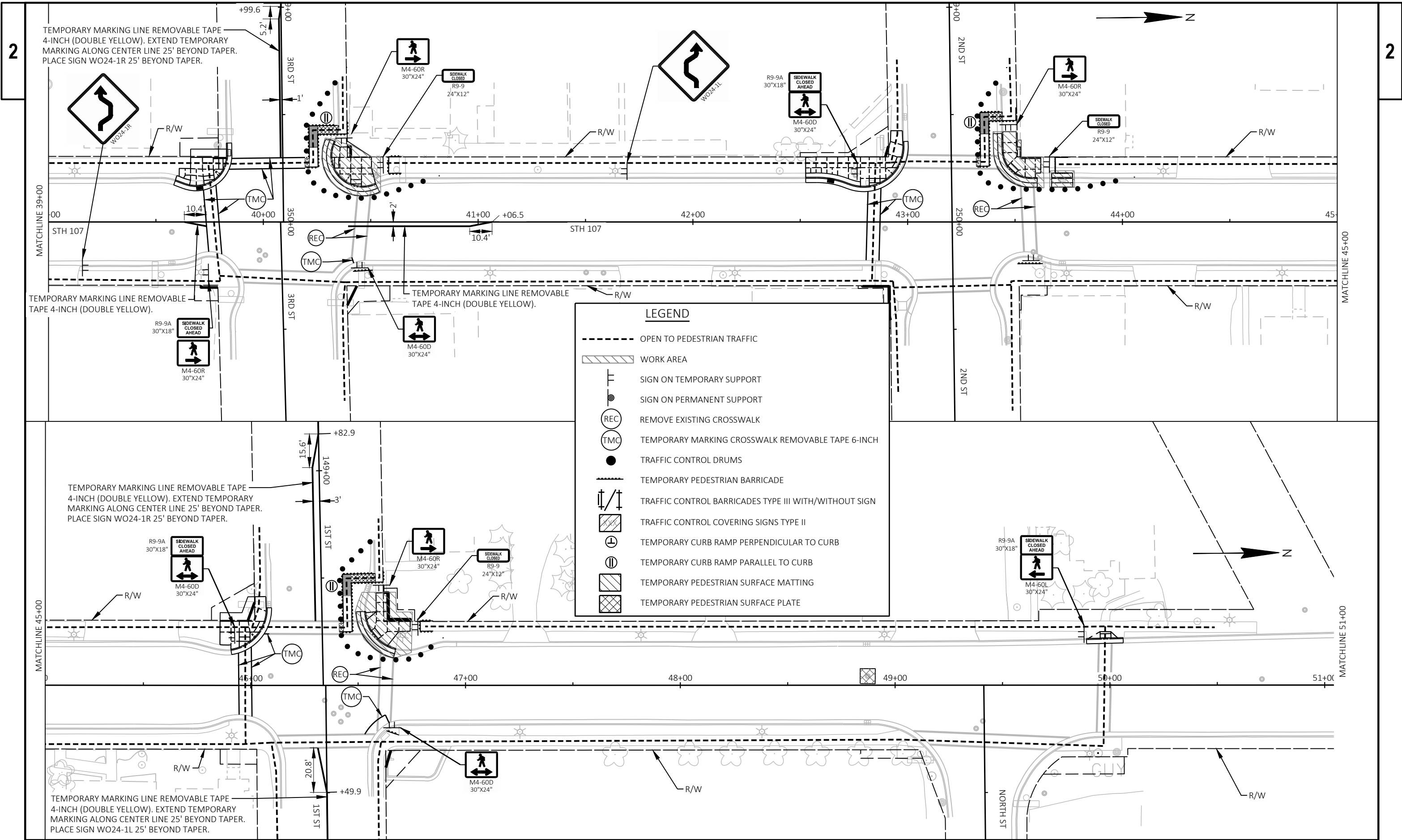
LEGEND

- OPEN TO PEDESTRIAN TRAFFIC
- WORK AREA
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- REC REMOVE EXISTING CROSSWALK
- TMC TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- TRAFFIC CONTROL DRUMS
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT SIGN
- TRAFFIC CONTROL COVERING SIGNS TYPE II
- ⊥ TEMPORARY CURB RAMP PERPENDICULAR TO CURB
- || TEMPORARY CURB RAMP PARALLEL TO CURB
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN SURFACE PLATE



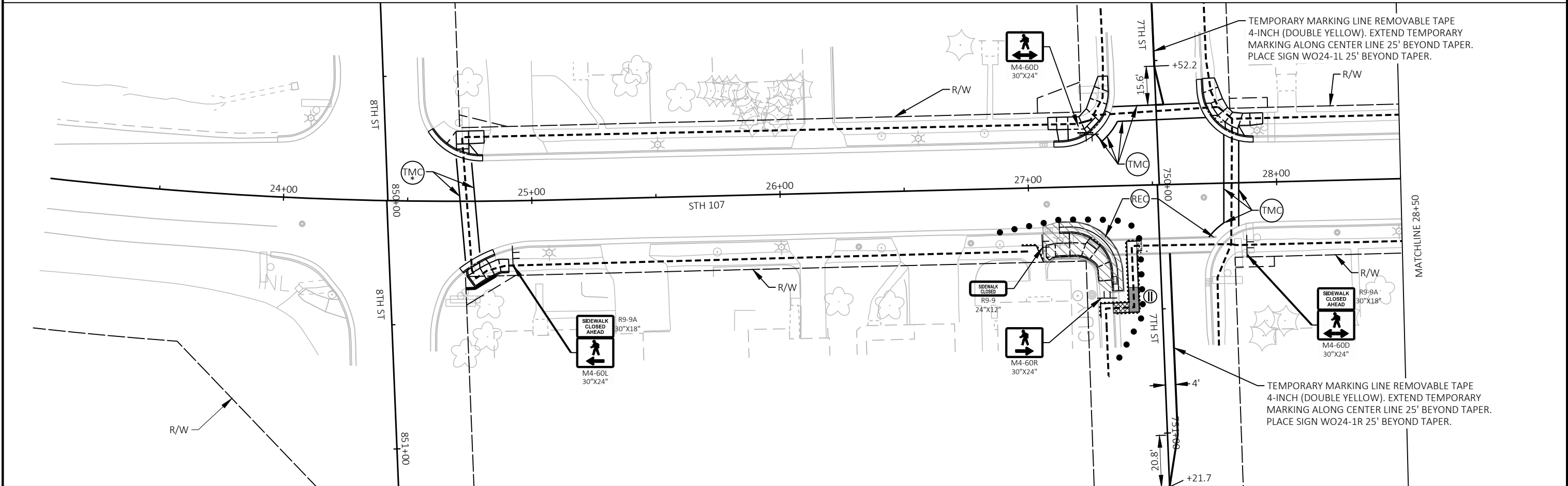


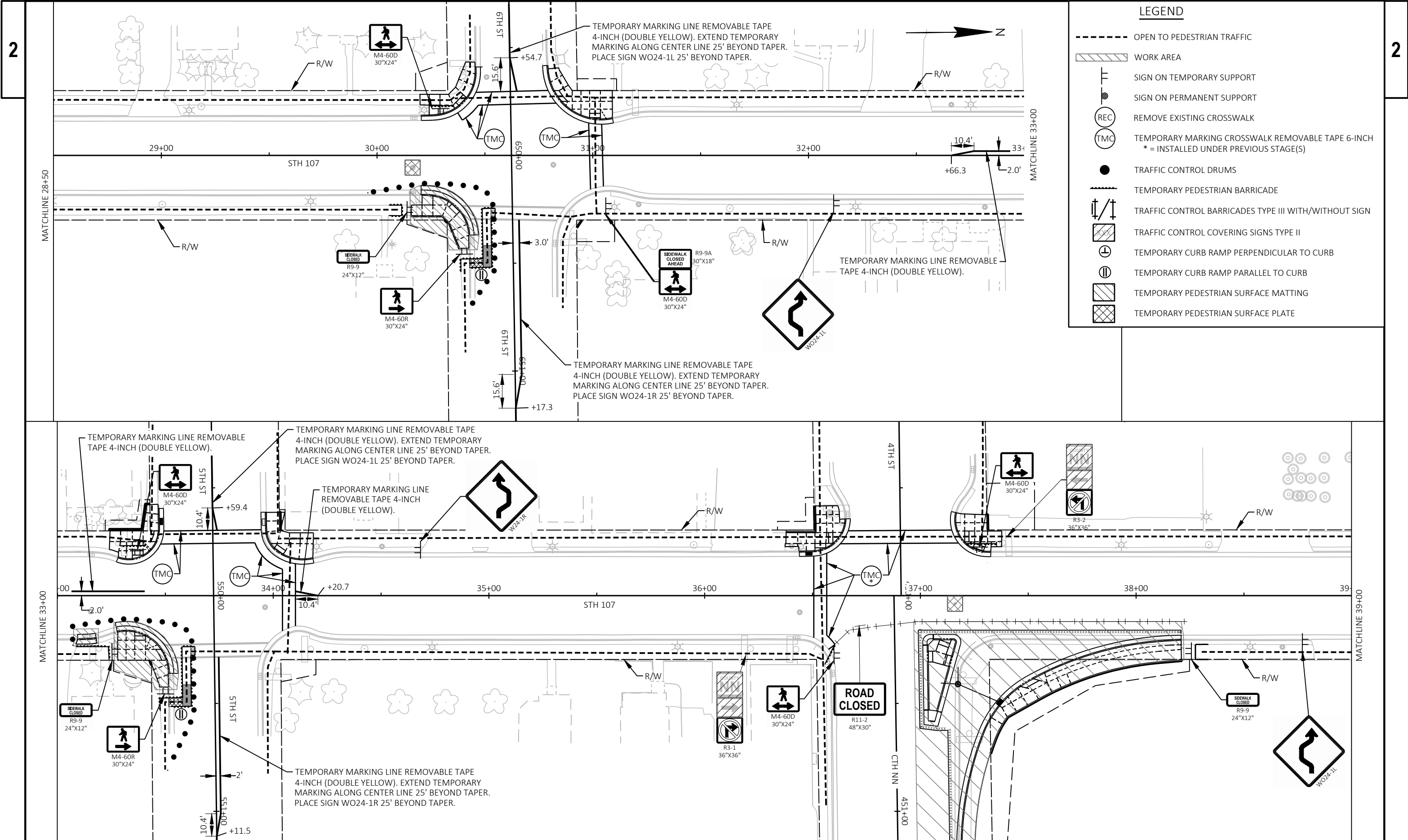




LEGEND

- OPEN TO PEDESTRIAN TRAFFIC
- WORK AREA
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- REC REMOVE EXISTING CROSSWALK
- TMC TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
* = INSTALLED UNDER PREVIOUS STAGE(S)
- TRAFFIC CONTROL DRUMS
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT SIGN
- TRAFFIC CONTROL COVERING SIGNS TYPE II
- ⊕ TEMPORARY CURB RAMP PERPENDICULAR TO CURB
- ⦶ TEMPORARY CURB RAMP PARALLEL TO CURB
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN SURFACE PLATE





LEGEND

OPEN TO PEDESTRIAN TRAFFIC

WORK AREA

SIGN ON TEMPORARY SUPPORT

SIGN ON PERMANENT SUPPORT

REMOVE EXISTING CROSSWALK

TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
* = INSTALLED UNDER PREVIOUS STAGE(S)

TRAFFIC CONTROL DRUMS

TEMPORARY PEDESTRIAN BARRICADE

TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT SIGN

TRAFFIC CONTROL COVERING SIGNS TYPE II

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

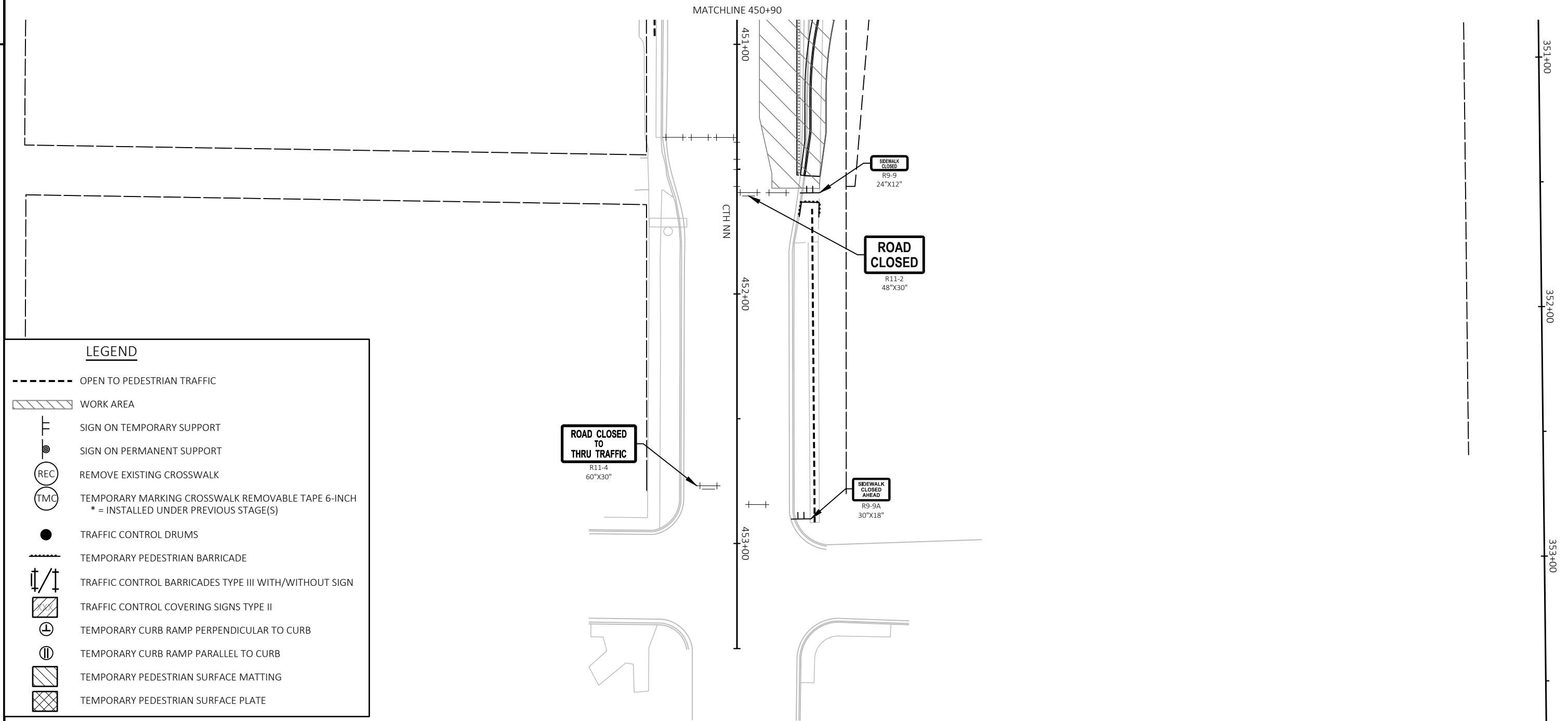
TEMPORARY CURB RAMP PARALLEL TO CURB

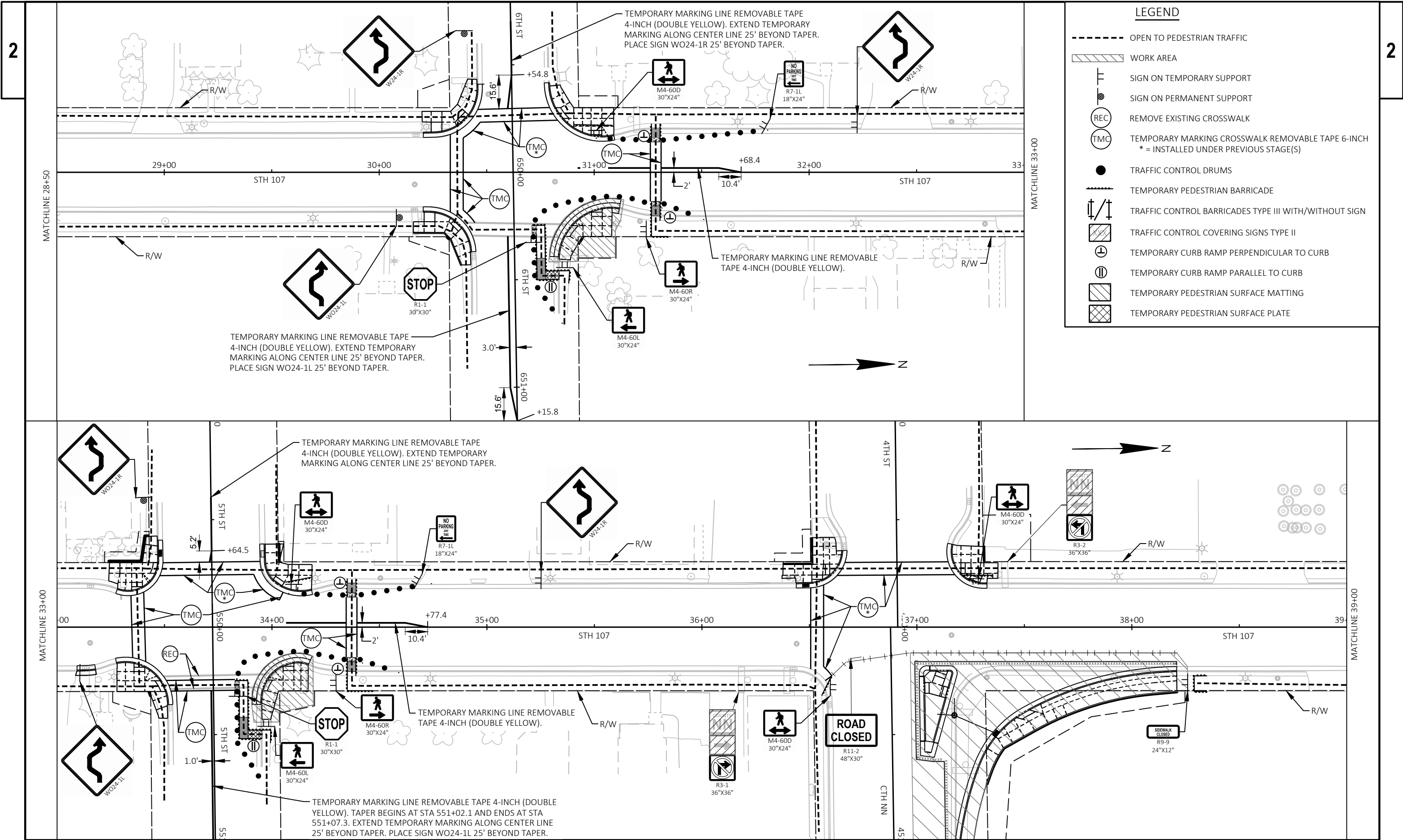
TEMPORARY PEDESTRIAN SURFACE MATTING

TEMPORARY PEDESTRIAN SURFACE PLATE

2

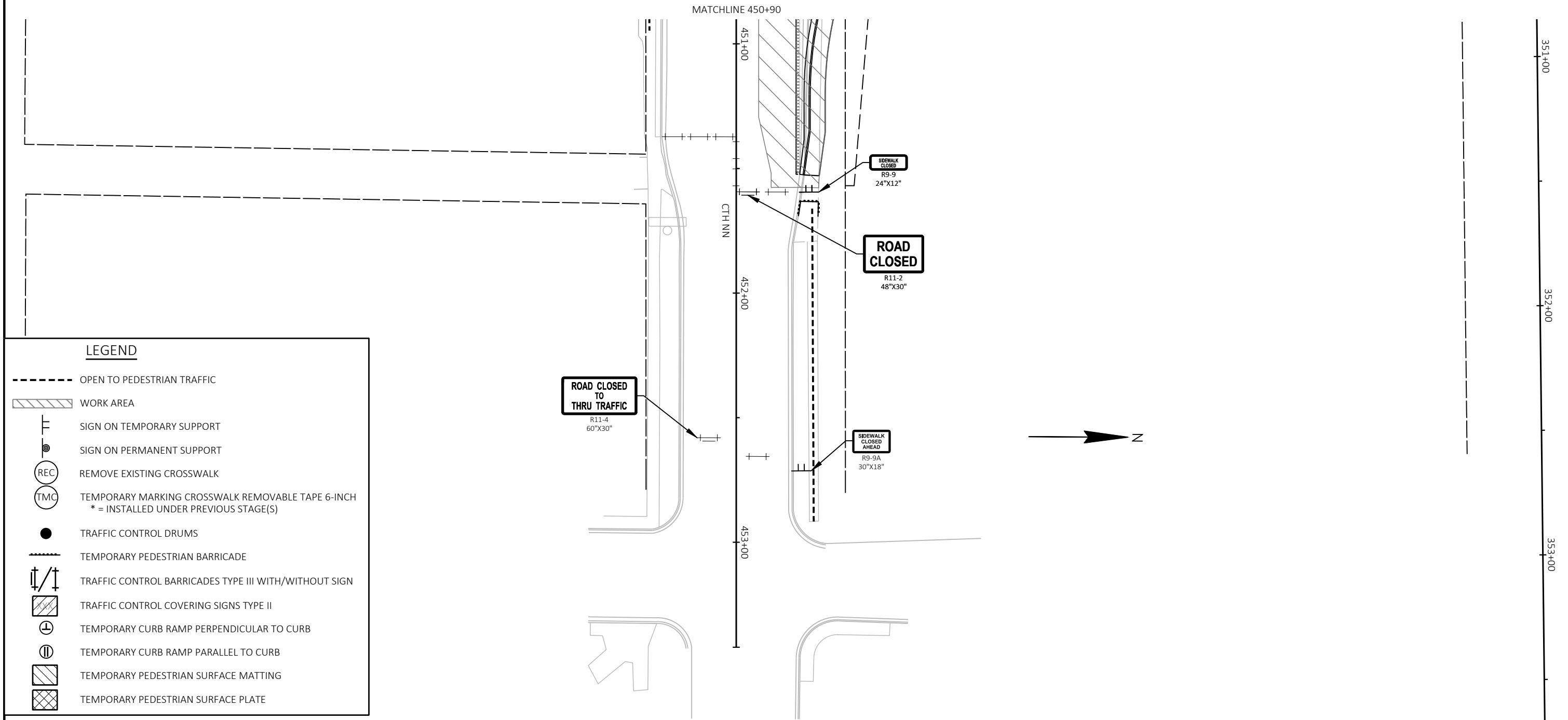
2 |





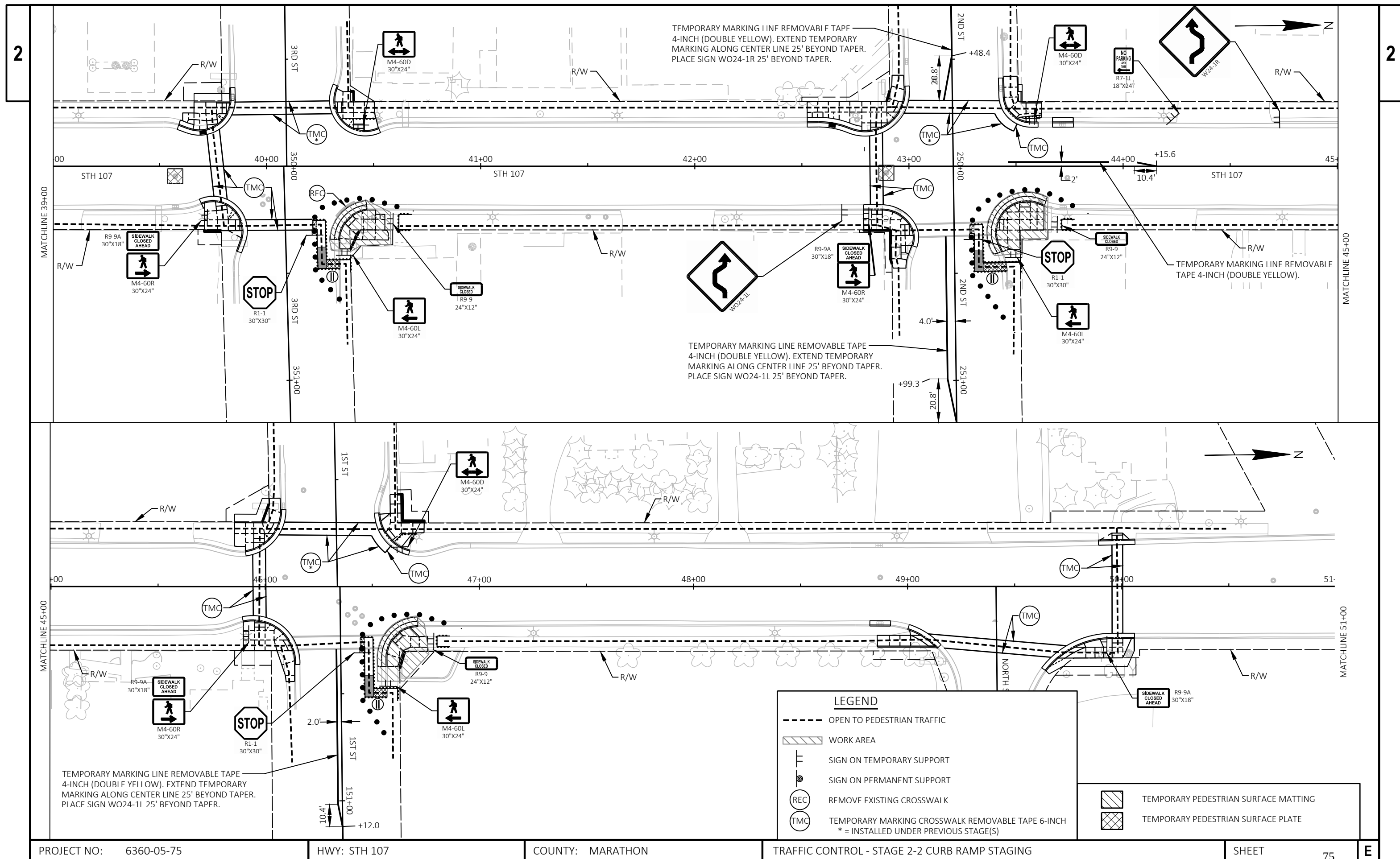
2

2 |



PROJECT NO: 6360-05-75	HWY: STH 107	COUNTY: MARATHON	TRAFFIC CONTROL - STAGE 2-2 CURB RAMP STAGING	SHEET 74	E
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FILE NAME : C:\USERS\BSMIT\ONEDRIVE - RJS-ENGINEERING.COM\PROJECTS\6360-05-05_STH 107\DESIGN\C3D\63600505\SHEETS\025100-TCSTAGE2-2.DWG
LAYOUT NAME - 03
PLOT DATE : 6/2/2025 3:11 PM
PLOT BY : BRIAN SMITS
PLOT NAME :
PLOT SCALE : #####
WSDOT/CADD SHEET



Estimate Of Quantities

6360-05-75

Line	Item	Item Description	Unit	Total	Qty
0002	203.0100	Removing Small Pipe Culverts	EACH	1.000	1.000
0004	204.0110	Removing Asphaltic Surface	SY	39.000	39.000
0006	204.0115	Removing Asphaltic Surface Butt Joints	SY	835.000	835.000
0008	204.0120	Removing Asphaltic Surface Milling	SY	17,062.000	17,062.000
0010	204.0150	Removing Curb & Gutter	LF	1,270.000	1,270.000
0012	204.0155	Removing Concrete Sidewalk	SY	996.000	996.000
0014	204.0185	Removing Masonry	CY	1.200	1.200
0016	204.0195	Removing Concrete Bases	EACH	3.000	3.000
0018	204.0215	Removing Catch Basins	EACH	3.000	3.000
0020	204.0220	Removing Inlets	EACH	1.000	1.000
0022	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	16.000	16.000
0024	204.0245	Removing Storm Sewer (size) 02. 24-Inch	LF	38.000	38.000
0026	205.0100	Excavation Common	CY	760.000	760.000
0028	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 6360-05-75	EACH	1.000	1.000
0030	213.0100	Finishing Roadway (project) 01. 6360-05-75	EACH	1.000	1.000
0032	305.0110	Base Aggregate Dense 3/4-Inch	TON	167.000	167.000
0034	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	495.000	495.000
0036	305.0500	Shaping Shoulders	STA	22.000	22.000
0038	310.0110	Base Aggregate Open-Graded	TON	247.000	247.000
0040	312.0110	Select Crushed Material	TON	414.000	414.000
0042	416.0610	Drilled Tie Bars	EACH	128.000	128.000
0044	455.0605	Tack Coat	GAL	1,310.000	1,310.000
0046	460.2000	Incentive Density HMA Pavement	DOL	1,140.000	1,140.000
0048	460.6424	HMA Pavement 4 MT 58-28 H	TON	1,774.000	1,774.000
0050	465.0105	Asphaltic Surface	TON	267.000	267.000
0052	465.0110	Asphaltic Surface Patching	TON	189.000	189.000
0054	520.8000	Concrete Collars for Pipe	EACH	6.000	6.000
0056	522.2419	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 19x30-Inch	LF	56.000	56.000
0058	522.2619	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch	EACH	2.000	2.000
0060	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	1,327.000	1,327.000
0062	601.0600	Concrete Curb Pedestrian	LF	201.000	201.000
0064	602.0405	Concrete Sidewalk 4-Inch	SF	9,349.000	9,349.000
0066	602.0510	Curb Ramp Detectable Warning Field White	SF	380.000	380.000
0068	602.0610	Curb Ramp Detectable Warning Field Radial White	SF	182.000	182.000
0070	602.0810	Concrete Driveway 6-Inch	SY	2.000	2.000
0072	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	61.000	61.000
0074	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	8.000	8.000
0076	611.0410	Reconstructing Catch Basins	EACH	4.000	4.000
0078	611.0420	Reconstructing Manholes	EACH	5.000	5.000
0080	611.0530	Manhole Covers Type J	EACH	1.000	1.000
0082	611.0642	Inlet Covers Type MS	EACH	1.000	1.000
0084	611.1230	Catch Basins 2x3-FT	EACH	3.000	3.000
0086	611.2004	Manholes 4-FT Diameter	EACH	1.000	1.000
0088	611.3901	Inlets Median 1 Grate	EACH	1.000	1.000
0090	611.8115	Adjusting Inlet Covers	EACH	3.000	3.000
0092	611.9710	Salvaged Inlet Covers	EACH	2.000	2.000
0094	612.0106	Pipe Underdrain 6-Inch	LF	246.000	246.000
0096	618.0100	Maintenance and Repair of Haul Roads (project) 01. 6360-05-75	EACH	1.000	1.000
0098	619.1000	Mobilization	EACH	1.000	1.000

Estimate Of Quantities

6360-05-75

Line	Item	Item Description	Unit	Total	Qty
0100	620.0300	Concrete Median Sloped Nose	SF	70.000	70.000
0102	624.0100	Water	MGAL	34.000	34.000
0104	625.0100	Topsoil	SY	485.000	485.000
0106	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0108	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0110	628.2006	Erosion Mat Urban Class I Type A	SY	245.000	245.000
0112	628.2027	Erosion Mat Class II Type C	SY	242.000	242.000
0114	628.7005	Inlet Protection Type A	EACH	4.000	4.000
0116	628.7010	Inlet Protection Type B	EACH	1.000	1.000
0118	628.7015	Inlet Protection Type C	EACH	27.000	27.000
0120	628.7504	Temporary Ditch Checks	LF	132.000	132.000
0122	628.7555	Culvert Pipe Checks	EACH	6.000	6.000
0124	628.7570	Rock Bags	EACH	4.000	4.000
0126	630.0140	Seeding Mixture No. 40	LB	24.000	24.000
0128	630.0200	Seeding Temporary	LB	15.000	15.000
0130	630.0500	Seed Water	MGAL	13.000	13.000
0132	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	6.000	6.000
0134	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	1.000	1.000
0136	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	14.000	14.000
0138	634.0816	Posts Tubular Steel 2x2-Inch X 16-FT	EACH	1.000	1.000
0140	637.2210	Signs Type II Reflective H	SF	34.920	34.920
0142	638.2102	Moving Signs Type II	EACH	16.000	16.000
0144	638.3000	Removing Small Sign Supports	EACH	16.000	16.000
0146	642.5001	Field Office Type B	EACH	1.000	1.000
0148	643.0300	Traffic Control Drums	DAY	16,701.000	16,701.000
0150	643.0420	Traffic Control Barricades Type III	DAY	2,112.000	2,112.000
0152	643.0705	Traffic Control Warning Lights Type A	DAY	2,368.000	2,368.000
0154	643.0900	Traffic Control Signs	DAY	7,818.000	7,818.000
0156	643.0920	Traffic Control Covering Signs Type II	EACH	4.000	4.000
0158	643.1000	Traffic Control Signs Fixed Message	SF	36.000	36.000
0160	643.3165	Temporary Marking Line Paint 6-Inch	LF	1,152.000	1,152.000
0162	643.3170	Temporary Marking Line Epoxy 6-Inch	LF	13,580.000	13,580.000
0164	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	5,692.000	5,692.000
0166	643.3350	Temporary Marking Crosswalk Removable Tape 6-inch	LF	3,301.000	3,301.000
0168	643.5000	Traffic Control	EACH	1.000	1.000
0170	644.1430	Temporary Pedestrian Surface Plate	SF	646.000	646.000
0172	644.1440	Temporary Pedestrian Surface Matting	SF	143.000	143.000
0174	644.1601	Temporary Pedestrian Curb Ramp	DAY	1,027.000	1,027.000
0176	644.1605	Temporary Pedestrian Detectable Warning Field	SF	376.000	376.000
0178	644.1810	Temporary Pedestrian Barricade	LF	2,966.000	2,966.000
0180	645.0112	Geotextile Type DF Schedule B	SY	110.000	110.000
0182	646.2020	Marking Line Epoxy 6-Inch	LF	175.000	175.000
0184	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	9,940.000	9,940.000
0186	646.3020	Marking Line Epoxy 8-Inch	LF	10.000	10.000
0188	646.6120	Marking Stop Line Epoxy 18-Inch	LF	92.000	92.000
0190	646.7020	Marking Diagonal Epoxy 6-Inch	LF	110.000	110.000
0192	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	2,546.000	2,546.000
0194	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	66.000	66.000
0196	646.8320	Marking Parking Stall Epoxy	LF	207.000	207.000

Estimate Of Quantities

6360-05-75

Line	Item	Item Description	Unit	Total	Qty
0198	646.9002	Marking Removal Line 6-Inch	LF	2,811.000	2,811.000
0200	650.4000	Construction Staking Storm Sewer	EACH	5.000	5.000
0202	650.4500	Construction Staking Subgrade	LF	222.000	222.000
0204	650.5000	Construction Staking Base	LF	222.000	222.000
0206	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,327.000	1,327.000
0208	650.6000	Construction Staking Pipe Culverts	EACH	1.000	1.000
0210	650.8000	Construction Staking Resurfacing Reference	LF	1,097.000	1,097.000
0212	650.8501	Construction Staking Electrical Installations (project) 01. 6360-05-75	EACH	1.000	1.000
0214	650.9000	Construction Staking Curb Ramps	EACH	52.000	52.000
0216	650.9500	Construction Staking Sidewalk (project) 01. 6360-05-75	EACH	1.000	1.000
0218	650.9911	Construction Staking Supplemental Control (project) 01. 6360-05-75	EACH	1.000	1.000
0220	650.9920	Construction Staking Slope Stakes	LF	372.000	372.000
0222	652.0205	Conduit Rigid Nonmetallic Schedule 40 3/4-Inch	LF	5.000	5.000
0224	652.0220	Conduit Rigid Nonmetallic Schedule 40 1 1/2-Inch	LF	110.000	110.000
0226	653.0900	Adjusting Pull Boxes	EACH	3.000	3.000
0228	654.0105	Concrete Bases Type 5	EACH	3.000	3.000
0230	655.0610	Electrical Wire Lighting 12 AWG	LF	480.000	480.000
0232	655.0620	Electrical Wire Lighting 8 AWG	LF	1,600.000	1,600.000
0234	655.0625	Electrical Wire Lighting 6 AWG	LF	1,030.000	1,030.000
0236	690.0150	Sawing Asphalt	LF	2,031.000	2,031.000
0238	690.0250	Sawing Concrete	LF	837.000	837.000
0240	740.0440	Incentive IRI Ride	DOL	2,900.000	2,900.000
0242	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	1,200.000	1,200.000
0244	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	600.000	600.000
0246	SPV.0030	Special 01. Fertilizer for Lawn Type Turf	CWT	0.500	0.500
0248	SPV.0060	Special 01. Research and Locate Existing Land Parcel Monuments	EACH	64.000	64.000
0250	SPV.0060	Special 02. Verify and Replace Existing Land Parcel Monuments	EACH	64.000	64.000
0252	SPV.0060	Special 03. Storm Sewer Structure Repair	EACH	27.000	27.000
0254	SPV.0060	Special 05. Inlet Covers Type H-Special	EACH	3.000	3.000
0256	SPV.0060	Special 06. Salvage and Reinstall Decorative Pole with Twin Luminaires	EACH	1.000	1.000
0258	SPV.0060	Special 07. Salvage and Reinstall Flashing Beacon Unit	EACH	1.000	1.000
0260	SPV.0165	Special 01. Salvage Concrete Pavers	SF	324.000	324.000
0262	SPV.0165	Special 02. Reinstall Salvaged Concrete Pavers	SF	258.000	258.000
0264	SPV.0180	Special 01. Preparing Topsoil for Lawn Type Turf	SY	485.000	485.000
0266	SPV.0180	Special 02. Removing Distressed Asphaltic Surface Milling	SY	896.000	896.000
0268	SPV.0195	Special 01. Excavation, Hauling, and Disposal of Lead Contaminated Soil	TON	17.000	17.000
0270	SPV.0195	Special 02. Excavation, Hauling, and Disposal of VOC Contaminated Soil	TON	34.000	34.000

3

DIVISION	FROM/TO STATION	LOCATION	205.0100 EXCAVATION COMMON (1)		SALVAGED / UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL FACTOR 1.30	WASTE (6)
			CUT (2)	EBS (3)					
STH 107 & 8TH STREET DITCH GRADING									
	12+85 to 24+70	DITCH	26	0	0	26	5	7	20
STH 107 & 8TH STREET DITCH GRADING SUBTOTAL			26	0	0	26	5	7	20
CURB RAMP REPLACEMENTS									
STAGE 1	23+96 to 51+29	LT SIDE	191	0	114	76	0	0	76
STAGE 2	23+96 to 51+29	RT SIDE	169	0	101	68	0	0	68
CURB RAMP REPLACEMENTS SUBTOTAL			360	0	216	144	0	0	144
STH 107 & 4TH STREET WIDENING									
	37+35 to 38+21	STH 107	152	0	55	97	0	0	97
	450+16 to 451+52	4TH STREET	221	0		221	0	0	221
STH 107 & 4TH STREET WIDENING SUBTOTAL			374	0	55	319	0	0	
TOTALS			760	0	55	345	5	7	338
ITEM TOTALS			760						

NOTES:
(1) EXCAVATION COMMON IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(3) EBS EXCAVATION TO BE BACKFILLED WITH CUT (ASPHALT PAVEMENT, CURB & GUTTER, SIDEWALK)
(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL
(5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL
(6) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

REMOVING/SALVAGING C&G, SIDEWALK, AND CONCRETE PAVER ITEMS								
					204.0150	204.0155	SPV.0165.01	
					REMOVING CURB &	REMOVING CONCRETE	SPECIAL (01. SALVAGE	
					GUTTER	SIDEWALK	CONCRETE PAVERS)	
STAGE /								
CATEGORY	STATION	TO	STATION	LOCATION	LF	SY	SF	REMARKS
STAGE 1-1								
0010	23+96	-	30+15	LT	65	47	0	8TH NW & NE, 7TH SW
0010	30+15	-	36+35	LT	47	60	0	6TH SW, 5TH SW
0010	36+35	-	42+50	LT	95	86	45	4TH SW & NW, 3RD SW
0010	42+50	-	48+80	LT	88	89	53	2ND SW, 1ST SW
0010	48+80	-	51+29	LT	18	2	0	NORTH LT SIDE
STAGE 1-1 TOTAL					313	284	98	
STAGE 1-2								
0010	23+96	-	30+15	LT	36	20	0	7TH NW
0010	30+15	-	36+35	LT	79	67	0	6TH NW, 5TH NW
0010	36+35	-	42+50	LT	37	29	0	3RD NW
0010	42+50	-	48+80	LT	66	48	20	2ND NW, 1ST NW
STAGE 1-2 TOTAL					218	164	20	
STAGE 2-1								
0010	23+96	-	30+15	RT	32	21	0	7TH SE
0010	30+15	-	36+35	RT	78	60	20	6TH SE, 5TH SE
0010	36+35	-	42+50	RT	38	22	3	3RD SE
0010	42+50	-	48+80	RT	72	73	0	2ND SE, 1ST SE
0010	48+80	-	51+29	RT	73	26	0	NORTH SE & NE
STAGE 2-1 TOTAL					293	202	23	
STAGE 2-2								
0010	23+96	-	30+15	RT	33	19	0	7TH NE
0010	30+15	-	36+35	RT	76	61	7	6TH NE, 5TH NE
0010	36+35	-	42+50	RT	22	31	0	3RD NE
0010	42+50	-	48+80	RT	88	57	0	2ND NE, 1ST NE
STAGE 2-2 TOTAL					219	168	7	
TOTAL 0010					1,043	818	148	
STAGES 1-2 THRU 2-2								
0020								
	36+35	-	42+50	RT	227	178	176	4TH NE
TOTAL 0020					227	178	176	
PROJECT TOTAL					1270	996	324	

3

REMOVING SMALL PIPE CULVERTS

CATEGORY	STATION	LOCATION	203.0100 EACH	REMARKS
0010	16+25	LT	1	24" CMP & ENDWALLS
TOTAL 0010			1	

SHAPING SHOULDERS

CATEGORY	STATION	TO	STATION	LOCATION	305.0500 STA
0010	12+99	-	23+96	LT & RT SIDES	22
TOTAL 0010					22

REMOVING ASPHALT PAVEMENT ITEMS

STAGE / CATEGORY	STATION	TO	STATION	LOCATION	204.0110	204.0115	204.0120	SPV.0180.02 SPECIAL (02. REMOVING DISTRESSED ASPHALTIC SURFACE MILLING)	REMARKS
					REMOVING ASPHALTIC SURFACE		BUTT JOINTS	MILLING	
					SY	SY	SY	SY	
STAGE 1									
0010	12+99	-	23+96	SB LANE		24	2,555		
0010	23+96	-	30+15	SB LANE		73	1,329		INCLUDES SIDE STREETS
0010	30+15	-	36+35	SB LANE		84	1,349		INCLUDES SIDE STREETS
0010	36+35	-	42+50	SB LANE		102	1,347		INCLUDES SIDE STREETS
0010	39+71			LT	8				PARKING LOT
0010	42+50	-	48+80	SB LANE		94	1,358		INCLUDES SIDE STREETS
0010	45+88			LT	10				PARKING LOT
0010	48+80	-	51+29	SB LANE		25	549		INCLUDES SIDE STREETS
0010				UNDISTRIBUTED				445	
STAGE 1 TOTAL					18	402	8,487	445	
STAGE 2									
0010	12+99	-	23+96	NB LANE		24	2,576		
0010	23+96	-	30+15	NB LANE		92	1,291		
0010	30+15	-	36+35	NB LANE		87	1,324		
0010	36+35	-	42+50	NB LANE		91	1,326		
0010	42+50	-	48+80	NB LANE		82	1,326		
0010	48+80	-	51+29	NB LANE		57	732		
0010	49+77			RT	21				PARKING LOT
0010				UNDISTRIBUTED				451	
STAGE 2 TOTAL					21	433	8,575	451	
TOTAL 0010					39	835	17,062	896	

3

REMOVING STORM SEWER ITEMS										
					204.0185	204.0215	204.0220	204.0245.01	204.0245.02	REMARKS
CATEGORY	STATION	TO	STATION	LOCATION	REMOVING MASONRY CY	REMOVING CATCH BASINS EACH	REMOVING INLETS EACH	REMOVING STORM SEWER (SIZE) (01. 12-INCH) LF	REMOVING STORM SEWER (SIZE) (02. 24-INCH) LF	
0010	23+72	-	24+02	LT	1.2		1		38	INC 1 PIPE SECTION FROM INLET TO EX PIPE
0010	39+70			LT		1				
0010	42+64			LT		1				
TOTAL 0010					1.2	2	1	0	38	
0020	450+41			LT		1		16		2 PIPE SECTIONS CONNECTED TO CB
TOTAL 0020					0	1	0	16	0	
PROJECT TOTAL					1.2	3	1	16	38	

						BASE MATERIAL ITEMS					
						305.0110	305.0120	310.0110	312.0110	624.0100	
						BASE AGGREGATE	BASE AGGREGATE	BASE AGGREGATE	SELECT CRUSHED		
						DENSE 3/4-INCH	DENSE 1 1/4-INCH	OPEN-GRADED	MATERIAL		
STAGE /	CATEGORY	STATION	TO	STATION	LOCATION	TON	TON	TON	TON	MGAL	REMARKS
STAGE 1-1											
	0010	15+93	-	16+57	SB & NB LANES	111	256			6	PIPE REPLACEMENT
	0010	23+96	-	30+15	LT		10	9		1	
	0010	30+15	-	36+35	LT		14	10		1	
	0010	36+35	-	42+50	LT	10	20	20	40	2	
	0010	42+50	-	48+80	LT	9	21	15	25	2	
	0010	48+80	-	51+29	LT	2	1	3		1	
STAGE 1-1 TOTAL						132	322	57	65	13	
STAGE 1-2											
	0010	23+96	-	30+15	LT		6	5		1	
	0010	30+15	-	36+35	LT		16	11		1	
	0010	36+35	-	42+50	LT		7	5		1	
	0010	42+50	-	48+80	LT		11	8		1	
	0010	48+80	-	51+29	LT		0	0		0	
STAGE 1-2 TOTAL						0	40	29	0	4	
STAGE 2-1											
	0010	23+96	-	30+15	LT		6	5		1	
	0010	30+15	-	36+35	LT	3	15	10		1	
	0010	36+35	-	42+50	LT	4	5	5		1	
	0010	42+50	-	48+80	LT	2	17	10		1	
	0010	48+80	-	51+29	LT	1	8	10		1	
STAGE 2-1 TOTAL						10	51	40	0	5	
STAGE 2-2											
	0010	23+96	-	30+15	LT		5	5		1	
	0010	30+15	-	36+35	LT		15	10		1	
	0010	36+35	-	42+50	LT		7	3		1	
	0010	42+50	-	48+80	LT		13	10		1	
	0010	48+80	-	51+29	LT		0	0		0	
STAGE 2-2 TOTAL						0	40	28	0	4	
TOTAL 0010						142	453	154	65	26	
STAGES 1-2 THRU 2-2											
	0020	36+35	-	42+50	RT	25	42	93	349	8	4TH ST WIDENING
TOTAL 0020						25	42	93	349	8	
PROJECT TOTAL						167	495	247	414	34	

3

					ASPHALT PAVEMENT ITEMS				REMARKS
					455.0605	460.6424	465.0105	465.0110	
					TACK COAT	HMA PAVEMENT 4 MT	ASPHALTIC SURFACE	ASPHALTIC SURFACE	
STAGE /	STATION	TO	STATION	LOCATION	GAL	58-28 H	TON	TON	PATCHING
CATEGORY									
STAGE 1									
0010	12+99	-	23+96	SB LANE	194	251	92		INCLUDES SIDE ST, SS PATCHES, PARKING LOTS
0010	23+96	-	30+15	SB LANE	100	138	7		INCLUDES SIDE ST, SS PATCHES, PARKING LOTS
0010	30+15	-	36+35	SB LANE	103	141	12		INCLUDES SIDE ST, SS PATCHES, PARKING LOTS
0010	36+35	-	42+50	SB LANE	105	142	20		INCLUDES SIDE ST, SS PATCHES, PARKING LOTS
0010	42+50	-	48+80	SB LANE	105	143	19		INCLUDES SIDE ST, SS PATCHES, PARKING LOTS
0010	48+80	-	51+29	SB LANE	39	54	4		INCLUDES SIDE ST, SS PATCHES, PARKING LOTS
0010				UNDISTRIBUTED				94	
				STAGE 1 TOTAL	646	869	154	94	
STAGE 2									
0010	12+99	-	23+96	NB LANE	181	253	0		INCLUDES SIDE ST, SS PATCHES, PARKING LOTS
0010	23+96	-	30+15	NB LANE	98	136	6		INCLUDES SIDE ST, SS PATCHES, PARKING LOTS
0010	30+15	-	36+35	NB LANE	101	139	14		INCLUDES SIDE ST, SS PATCHES, PARKING LOTS
0010	36+35	-	42+50	NB LANE	99	136	9		INCLUDES SIDE ST, SS PATCHES, PARKING LOTS
0010	42+50	-	48+80	NB LANE	101	138	14		INCLUDES SIDE ST, SS PATCHES, PARKING LOTS
0010	48+80	-	51+29	NB LANE	55	75	10		INCLUDES SIDE ST, SS PATCHES, PARKING LOTS
0010				UNDISTRIBUTED				95	
				TOTAL 0010	1,281	1,746	207	189	
0020	36+35	-	42+50	RT	29	28	60		4TH ST WIDENING
				TOTAL 0020	29	28	60	0	
				STAGE 2 TOTAL	664	905	113	0	
				PROJECT TOTAL	1310	1774	267	189	

					CULVERT ITEMS		
					522.2419	522.2619	650.6000
					CULVERT PIPE REINFORCED	APRON ENDWALLS FOR	CONSTRUCTION
					CONCRETE HORIZONTAL	CULVERT PIPE REINFORCED	STAKING PIPE
					ELLIPTICAL CLASS HE-IV	CONCRETE HORIZONTAL	CULVERTS
					19X30-INCH	ELLIPTICAL 19X30-INCH	
CATEGORY	STATION	TO	STATION	LOCATION	LF	EACH	EACH
0010	16+25	-		LT & RT	56	2	1
				TOTAL 0010	56	2	1

				CONCRETE PAVEMENT, C&G, SIDEWALK, AND CURB RAMP ITEMS													
				416.0610	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D	601.0600	602.0405	602.0510	602.0610	602.0810	620.0300	650.5500	650.9000	650.9500.01	SPV.0165.02		
				DRILLED TIE BARS EACH	LF	CONCRETE CURB PEDESTRIAN LF	CONCRETE SIDEWALK 4-INCH SF	CURB RAMP DETECTABLE WARNING FIELD WHITE SF	CURB RAMP DETECTABLE WARNING FIELD RADIAL WHITE SF	CONCRETE DRIVEWAY 6-INCH SY	CONCRETE MEDIAN SLOPED NOSE SF	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	CONSTRUCTION STAKING CURB RAMPS EACH	CONSTRUCTION STAKING SIDEWALK (PROJECT) (01. 6360-05-75) EACH	SPECIAL (02. REINSTALL SALVAGED CONCRETE PAVERS) SF		
CATEGORY	STATION	TO	STATION	LOCATION												REMARKS	
STAGE 1-1																	
0010	23+96	-	30+15	LT	12	65	23	398	20	12		65	3			8TH NW & NE, 7TH SW	
0010	30+15	-	36+35	LT	8	77	28	562	20	11		77	3			6TH SW, 5TH SW	
0010	36+35	-	42+50	LT	12	95	33	793	60	0	2	95	6		15	4TH SW & NW, 3RD SW	
0010	42+50	-	48+80	LT	8	89		821	20	23		89	4		53	2ND SW, 1ST SW	
0010	48+80	-	51+29	LT	4	17		15	10	0		17	1			NORTH LT SIDE	
	-			STAGE 1-1 TOTAL	44	343	84	2,589	130	46	2	0	343	17		68	
STAGE 1-2																	
0010	23+96	-	30+15	LT	4	35		205		23		35	2			7TH NW	
0010	30+15	-	36+35	LT	8	79		628	20	13		79	3			6TH NW, 5TH NW	
0010	36+35	-	42+50	LT	4	37		255	20			37	2			3RD NW	
0010	42+50	-	48+80	LT	8	60	39	439	20			60	2		20	2ND NW, 1ST NW	
	-			STAGE 1-2 TOTAL	24	211	39	1,527	60	36	0	0	211	9		20	
STAGE 2-1																	
0010	23+96	-	30+15	RT	4	38	19	209	10			38	1			7TH SE	
0010	30+15	-	36+35	RT	8	77	32	588	20	12		77	3		20	6TH SE, 5TH SE	
0010	36+35	-	42+50	RT	4	38		197	20			38	2		3	3RD SE	
0010	42+50	-	48+80	RT	8	72		671	30	12		72	4			2ND SE, 1ST SE	
0010	48+80	-	51+29	RT	8	73	27	314	10	38		73	3			NORTH SE & NE	
	-			STAGE 2-1 TOTAL	32	298	78	1,979	90	62	0	0	298	13		23	
STAGE 2-2																	
0010	23+96	-	30+15	RT	4	33		195	10			33	1			7TH NE	
0010	30+15	-	36+35	RT	8	76		581	20	24		76	4		7	6TH NE, 5TH NE	
0010	36+35	-	42+50	RT	4	21		271	10			21	1			3RD NE	
0010	42+50	-	48+80	RT	8	73		508	30			73	3			2ND NE, 1ST NE	
	-			STAGE 2-2 TOTAL	24	203	0	1,555	70	24	0	0	203	9		7	
				TOTAL 0010	124	1,055	201	7,650	350	168	2	0	1,055	48	1	118	
STAGES 1-2 THRU 2-2																	
0020	36+35	-	42+50	RT	4	272	0	1,699	30	14		70	272	4		140	4TH NE INC ISLAND
				TOTAL 0020	4	272	0	1,699	30	14	0	70	272	4	0	140	
				PROJECT TOTAL	128	1327	201	9349	380	182	2	70	1327	52	1	258	

			STORM SEWER ITEMS															REMARKS
			520.8000	608.0312	608.0324	611.0410	611.0420	611.0530	611.0642	611.1230	611.2004	611.3901	611.8115	611.9710	650.4000	SPV.0060.03	SPV.0060.05	
CATEGORY	STATION	LOCATION	CONCRETE COLLARS FOR PIPE EACH	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	24-INCH LF	RECONSTRUCTING CATCH BASINS EACH	MANHOLES EACH	MANHOLE COVERS TYPE J EACH	INLET COVERS TYPE MS EACH	CATCH BASINS 2X3-FT EACH	MANHOLES 4-FT DIAMETER EACH	INLETS MEDIAN 1 GRATE EACH	ADJUSTING INLET COVERS EACH	SALVAGED INLET COVERS EACH	CONSTRUCTION STAKING STORM SEWER EACH	SPECIAL (03. STORM SEWER STRUCTURE REPAIR) EACH	SPECIAL (05. INLET COVERS TYPE H-SPECIAL) EACH	
0010	24+02	LT	1		8				1			1			1			INL 1A TO EX PIPE
0010	750+38	RT											1					
0010	30+17	RT					1											MH
0010	33+13	RT				1												CB
0010	549+65	RT															1	
0010	549+66	LT											1					
0010	36+48	LT															1	
0010	37+16	RT					1											MH
0010	39+58	RT					1											MH
0010	39+70	LT	2	16						1					1		1	CB3A TO EX PIPES
0010	349+67	RT											1					
0010	42+64	LT	1	8						1				1	1			CB4A TO EX PIPE
0010	42+89	RT					1											MH
0010	43+72	LT				1												
0010	249+65	LT				1												CB
0010	48+87	LT & RT				1	1											CB & MH
TOTAL 0010			4	24	8	4	5	0	1	2	0	1	3	1	3	0	3	
0020	450+41	LT	2	16				1			1				1			MH2 TO EX PIPES
0020	450+50	LT		21						1				1	1			CB2A TO MH2
TOTAL 0020			2	37	0	0	0	1	0	1	1	0	0	1	2	0	0	
0030	27+07	LT & RT														3		2 CBS & 1 MH
0030	750+40	LT														1		CB
0030	30+17	LT & RT														2		2 CBS
0030	30+82	RT														1		MH
0030	650+41	LT														1		CB
0030	33+15	LT & RT														2		CB & MH
0030	549+65	RT														1		CB
0030	550+38	LT														1		CB
0030	33+96	RT														1		MH
0030	36+43	RT														1		CB
0030	36+44	RT														1		MH
0030	36+48	LT														1		CB
0030	449+62	RT														1		CB
0030	450+36	RT														1		CB
0030	39+58	RT														1		CB
0030	349+66	RT														1		CB
0030	42+94	RT														1		CB
0030	43+72	RT														1		CB
0030	43+74	RT														1		MH
0030	46+09	LT														1		MH
0030	149+62	RT														1		CB
0030	48+87	LT														1		CB
0030	50+71	LT														1		CB
TOTAL 0030			0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	
PROJECT TOTAL			6	61	8	4	5	1	1	3	1	1	3	2	5	27	3	

PIPE UNDERDRAIN ITEMS													
STAGE /						612.0106		645.0112					
CATEGORY		STATION	TO	STATION	LOCATION	PIPE UNDERDRAIN		GEOTEXTILE TYPE DF					
						6-INCH		SCHEDULE B					
						LF		SY		REMARKS			
STAGE 1-1													
0010		36+35	-	42+50	LT	24		11		3RD SW			
0010		42+50	-	48+80	LT	22		10		2ND SW			
STAGE 1-1 TOTAL						46		21					
TOTAL 0010						46		21					
STAGES 1-2 THRU 2-2													
0020		36+35	-	42+50	RT	200		89		4TH NE			
TOTAL 0020						200		89					
PROJECT TOTAL						246		110					

RESTORATION ITEMS																			
STAGE /						625.0100		630.0140		630.0200		630.0500		SPV.0030.01		SPV.0180.01			
CATEGORY		STATION	TO	STATION	LOCATION	TOPSOIL		SEEDING MIXTURE		SEEDING		SEED WATER		SPECIAL (01.		SPECIAL (01. PREPARING			
						SY		NO. 40		TEMPORARY		MGAL		FERTILIZER FOR LAWN		TOPSOIL FOR LAWN TYPE			
								LB		LB				TYPE TURF)		TURF)		REMARKS	
STAGE 1																			
0010		12+99	-	51+29	LT	314		15		9		8		0.2		314			
0010					UNDISTRIBUTED	79		4		3		2		0.1		79			
STAGE 1 TOTAL						393		19		12		10		0.3		393			
STAGE 2																			
0010		12+99	-	51+29	RT	73		4		2		2		0.1		73			
0010					UNDISTRIBUTED	19		1		1		1		0.1		19			
STAGE 2 TOTAL						92		5		3		3		0.2		92			
TOTAL 0010						485		24		15		13		0.5		485			

EROSION CONTROL ITEMS																									
STAGE /						628.1905		628.1910		628.2006		628.2027		628.7005		628.7010		628.7015		628.7504		628.7555		628.7570	
CATEGORY		STATION	TO	STATION	LOCATION	MOBILIZATIONS		MOBILIZATIONS		EROSION MAT URBAN		EROSION MAT CLASS II TYPE C		INLET PROTECTION		INLET PROTECTION		INLET PROTECTION		TEMPORARY DITCH		CULVERT PIPE		ROCK BAGS	
						EROSION CONTROL		EROSION CONTROL		CLASS I TYPE A		CLASS II TYPE C		TYPE A		TYPE B		TYPE C		CHECKS		CHECKS		EACH	
						EACH		EACH		SY		SY		EACH		EACH		EACH		LF		EACH		EACH	
STAGE 1																									
0010		12+99	-	51+29	LT	4		3		122		193		3		1		13		105		5			
0010					UNDISTRIBUTED					31		49								27		1		4	
STAGE 1 TOTAL						4		3		153		242		3		1		13		132		6		4	
STAGE 2																									
0010		12+99	-	51+29	RT					73				1				14							
0010					UNDISTRIBUTED					19															
STAGE 2 TOTAL						0		0		92		0		1		0		14		0		0		0	
TOTAL 0010						4		3		245		242		4		1		27		132		6		4	

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PERMANENT SIGNING ITEMS											
CATEGORY	SIGN GROUP NUMBER	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H (INCHES)	634.0614	634.0616	634.0814	634.0816	637.2210	638.2102	638.3000
					POSTS WOOD 4X6-INCH X 14-FT EACH	POSTS WOOD 4X6-INCH X 16-FT EACH	POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	POSTS TUBULAR STEEL 2X2-INCH X 16-FT EACH	SIGNS TYPE II REFLECTIVE H SF	MOVING SIGNS TYPE II EACH	REMOVING SMALL SIGN SUPPORTS EACH
0010	1-01	MOVE	CTH B, ARROW	-		1				1	1
0010	1-02	MOVE	STOP	-	1					1	1
0010	1-03	MOVE	STOP	-	1					1	1
0010	1-04	MOVE	CROSSWALK, ARROW	-	1					1	1
0010	2-01	MOVE	STOP	-	1					1	1
0010	2-02	MOVE	STOP	-	1					1	1
0010	2-03	MOVE	CROSSWALK, ARROW	-			1			1	1
0010	2-04	MOVE	STOP	-			1			1	1
0010	2-05	MOVE	STOP	-	1					1	1
0010	2-06	MOVE	STOP	-			1			1	1
0010	2-07	R7-1R	NO PARKING	24X30			1		5.00		
0010	2-08	R7-1D	NO PARKING	24X30			1		5.00		
0010	2-09	MOVE	DO NOT ENTER	-			1			1	1
0010	2-10	MOVE	STOP	-			1			1	1
0010	3-01	MOVE	STOP	-			1			1	1
0010	3-01	MOVE	STOP	-			1			1	1
TOTAL 0010					6	1	9	0	10.0	14	14
0020	2-11	R7-1D	NO PARKING	24X30			1		5.00		
0020	2-12	R7-1R	NO PARKING	24X30			1		5.00		
0020	2-13	R1-1	STOP	36X36			1		7.46		
0020	2-14	R1-1	STOP	36X36			1		7.46		
0020	2-15	MOVE	STOP				1			1	1
0020	2-16	MOVE	STH 107, ARROW					1		1	1
TOTAL 0020					0	0	5	1	24.92	2	2
PROJECT TOTAL					6	1	14	1	34.92	16	16

TRAFFIC CONTROL ITEMS																
						643.0300		643.0420		643.0705		643.0900		643.0920	643.1000	
CATEGORY /						DRUMS		BARRICADES TYPE III		WARNING LIGHTS TYPE A		SIGNS		COVERING	SIGNS FIXED	
STAGE	STATION	TO	STATION	LOCATION	TOTAL	UNITS	DAY	UNITS	DAY	UNITS	DAY	UNITS	DAY	SIGNS TYPE II	MESSAGE	REMARKS
					DAYS									EACH	SF	
0010																
STAGE 1-1	12+99	-	51+29	LT & RT	23	245	5,635					83	1,909		36	
STAGE 1-2	12+99	-	51+29	LT & RT	22	153	3,366	33	726	37	814	75	1,650	4		
STAGE 1	16+25			LT & RT	4							8	32			DURING PIPE REPLACEMENT GRAVEL CONDITIONS PRIOR TO PAVING DURING MILLING & PAVING
STAGE 1	16+25			LT & RT	4							4	16			
STAGE 1	12+99	-	51+29	LT	2							29	58			
STAGE 2-1	12+99	-	51+29	LT & RT	19	214	4,066	33	627	37	703	83	1,577			
STAGE 2-2	12+99	-	51+29	LT & RT	23	158	3,634	33	759	37	851	83	1,909			
STAGE 2	12+99	-	51+29	RT	2							29	667			DURING MILLING & PAVING
TOTAL 0010						16,701		2,112		2,368		7,818		4	36	

TRAFFIC CONTROL ITEMS (CONTINUED)																	
						643.3165	643.318 TEMPORARY MARKING		643.3350	644.1430	644.1440	644.1601 TEMPORARY PEDESTRIAN		644.1605	644.1810	646.9002	
						LINE PAINT 6-INCH	LINE REMOVABLE TAPE 6-INCH	CROSSWALK REMOVABLE TAPE 6-INCH	SURFACE PLATE	SURFACE MATTING	CURB RAMP		DETECTABLE WARNING FIELD	BARRICADE	MARKING LINE REMOVAL 6-INCH		
CATEGORY /	STAGE	STATION	TO	STATION	LOCATION	TOTAL DAYS	LF	LF	LF	SF	SF	UNITS	DAY	SF	LF	LF	
0010																	
	STAGE 1-1	12+99	-	51+29	LT & RT	23	708	972	344	146	133	16	368	128	905	1,497	
	STAGE 1-2	12+99	-	51+29	LT & RT	22	444	1,116	966	180		10	220	80	628	911	
	STAGE 1	16+25			LT & RT	4											
	STAGE 1	16+25			LT & RT	4											
	STAGE 1	12+99	-	51+29	LT	2											
	STAGE 2-1	12+99	-	51+29	LT & RT	19		2,044	1,136	145	10	11	209	88	728	303	
	STAGE 2-2	12+99	-	51+29	LT & RT	23		1,560	855	175		10	230	80	705	100	
	STAGE 2	12+99	-	51+29	RT	2											
TOTAL 0010							1,152	5,692	3,301	646	143		1,027	376	2,966	2,811	

PAVEMENT MARKING ITEMS														
CATEGORY	STATION	TO	STATION	LOCATION	643.3170	646.2020	646.2040		646.3020	646.6120	646.7020	646.7420	646.7520	646.8320
					TEMPORARY	MARKING LINE	MARKING LINE	GROOVED WET REF	MARKING LINE	MARKING STOP LINE	MARKING DIAGONAL	MARKING CROSSWALK	CROSSWALK EPOXY	MARKING PARKING
					MARKING LINE EPOXY	EPOXY 6-INCH	6-INCH	6-INCH	8-INCH	EPOXY 18-INCH	EPOXY 6-INCH	EPOXY TRANSVERSE LINE	BLOCK STYLE 24-INCH	STALL EPOXY
					6-INCH	(WHITE)	(YELLOW)	(WHITE)	(WHITE)			6-INCH		
LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF
0010	12+99	-	51+29	LT & RT	13,580	175	6,790	3,150	10	92	110	2,546	66	207
TOTAL 0010					13,580	175			10	92	110	2,546	66	207

MISCELLANEOUS CONSTRUCTION STAKING ITEMS										
CATEGORY	STATION	TO	STATION	LOCATION	650.4500	650.5000	650.8000	650.9911.01	650.9920	REMARKS
					CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	
					STAKING SUBGRADE	STAKING BASE	STAKING	SUPPLEMENTAL	STAKING SLOPE	
					LF	LF	RESURFACING	CONTROL (PROJECT)	STAKES	
					LF	LF	REFERENCE	(01. 6360-05-75)	LF	
								EACH		
0010	12+99	-	23+96						150	8TH ST DITCH
0010	12+99	-	51+29					1		
TOTAL 0010					0	0	1,097	1	150	
0020	37+35	-	38+21	RT	86	86			86	4TH ST WIDENING
0020	450+16	-	451+52	LT	136	136			136	4TH ST WIDENING
TOTAL 0020					222	222	0	0	222	
PROJECT TOTAL					222	222	1097	1	372	

ELECTRICAL BASE AND POLE ITEMS								
CATEGORY	REMOVE / SALVAGE	INSTALLATION	DESCRIPTION	204.0195	650.8501.01	654.0105	SPV.0060.06	SPV.0060.07
				REMOVING CONCRETE	CONSTRUCTION	CONCRETE BASES	SPECIAL (06. SALVAGE	SPECIAL (07. SALVAGE
	LOCATION	LOCATION		BASES	STAKING ELECTRICAL	TYPE 5	AND REINSTALL	AND REINSTALL
				EACH	INSTALLATIONS	EACH	DECORATIVE POLE	FLASHING BEACON
					(PROJECT) (01. 6360-05-75)		WITH TWIN	UNIT)
							LUMINAIRES)	
LF	LF	LF	LF	LF	LF	LF	LF	LF
0010	49+90, 32' RT	50+14.45, 27.25' RT	B-42	1	1	1	1	0
TOTAL 0010				1	1	1	1	
0020	37+92, 24' RT	38+18.25, 24.00' RT	B-F1	1		1		1
0020	37+33, RT	37+64.53, 36.23' RT	B-22	1		1		
TOTAL 0020				2	0	2	0	1
PROJECT TOTAL				3	1	3	1	1

ADJUSTING PULL BOXES			
CATEGORY	STATION	LOCATION	653.0900
			EACH
0010	27+16	RT	1
0010	40+50	RT	1
0010	42+76	LT	1
TOTAL 0010			3

EELCTRICAL CONDUIT AND WIRE ITEMS								
CATEGORY	FROM	TO	DESCRIPTION	652.0205	652.0220	655.0610	655.0620	655.0625
				CONDUIT RIGID NONMETALLIC SCHEDULE 40		ELECTRICAL WIRE LIGHTING		
				3/4-INCH	1 1/2-INCH	12 AWG	8 AWG	6 AWG
				LF	LF	LF	LF	LF
0010	B-40	B-42			40		585	585
0010	B-42	B-44			15		375	375
0010			B-42 LUMINAIRES			240		
0010			B-42 RECEPTACLES					70
TOTAL 0010				0	55	240	960	1,030
0020	B-22	B-24			55		570	
0020			B-22 LUMINAIRES			240		
0020			B-22 RECEPTACLES				70	
0020	SPLICE	B-F1		5				
TOTAL 0020				5	55	240	640	0
PROJECT TOTAL				5	110	480	1600	1030

SAWCUT ITEMS							
					690.0150 SAWING ASPHALT	690.0250 SAWING CONCRETE	
STAGE / CATEGORY	STATION	TO	STATION	LOCATION	LF	LF	REMARKS
STAGE 1-1							
010	12+99		23+96	LT & RT	84		PIPE REPLACEMENT
010	23+96	-	30+15	LT	88	34	8TH NW & NE, 7TH SW
010	30+15	-	36+35	LT	98	41	6TH SW, 5TH SW
010	36+35	-	42+50	LT	172	130	4TH SW & NW, 3RD SW
010	42+50	-	48+80	LT	145	53	2ND SW, 1ST SW
010	48+80	-	51+29	LT	21	23	NORTH LT
STAGE 1-1 TOTAL					608	281	
STAGE 1-2							
010	23+96	-	30+15	LT	46	15	7TH NW
010	30+15	-	36+35	LT	104	72	6TH NW, 5TH NW
010	36+35	-	42+50	LT	50	40	3RD NW
010	42+50	-	48+80	LT	91	81	2ND NW, 1ST NW
010	48+87			LT	28		SS REPAIR
STAGE 1-2 TOTAL					319	208	
STAGE 2-1							
010	23+96	-	30+15	RT	48	17	7TH SE
010	30+15	-	36+35	RT	130	56	6TH SE, 5TH SE, SS REPAIRS
010	36+35	-	42+50	RT	85	19	SS REPAIR, 3RD SE
010	42+50	-	48+80	RT	95	79	2ND SE, 1ST SE
010	48+80	-	51+29	RT	146	15	NORTH SE & NE
STAGE 2-1 TOTAL					504	186	
STAGE 2-2							
010	23+96	-	30+15	RT	44	15	7TH NE
010	30+15	-	36+35	RT	99	48	6TH NE, 5TH NE
010	36+35	-	42+50	RT	59	34	SS REPAIR, 3RD NE
010	42+50	-	48+80	RT	124	65	SS REPAIR, 2ND NE, 1ST NE
STAGE 2-2 TOTAL					326	162	
TOTAL 0010					1,757	837	
STAGES 1-2 THRU 2-2							
020	36+35	-	42+50	RT	274	0	4TH NE INC ISLAND
TOTAL 0020					274	0	
PROJECT TOTAL					2031	837	

CONTAMINATED SOIL ITEMS						
CATEGORY	STATION	TO	STATION	LOCATION	SPV.0195.01 SPECIAL (01. EXCAVATION, HAULING, AND DISPOSAL OF LEAD CONTAMINATED SOIL)	SPV.0195.02 SPECIAL (02. EXCAVATION, HAULING, AND DISPOSAL OF VOC CONTAMINATED SOIL)
					TON	TON
0010	36+20		36+90	LT		17
0010	43+20	-	43+80	RT		17
0010	43+20	-	43+80	LT	17	
TOTAL 0010					17	34

MONUMENTATION ITEMS						
CATEGORY	STATION	TO	STATION	LOCATION	SPV.0060.01 SPECIAL (01. RESEARCH AND LOCATE EXISTING LAND PARCEL MONUMENTS)	SPV.0060.02 SPECIAL (02. VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS)
					EACH	EACH
0010	12+99	-	51+29	LT & RT	64	64
TOTAL 0010					64	64

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
6360-05-25
VILLAGE OF MARATHON CITY, MAIN STREET
CTH B TO NORTH STREET



CONVENTIONAL SYMBOLS

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

CONVENTIONAL ABBREVIATIONS

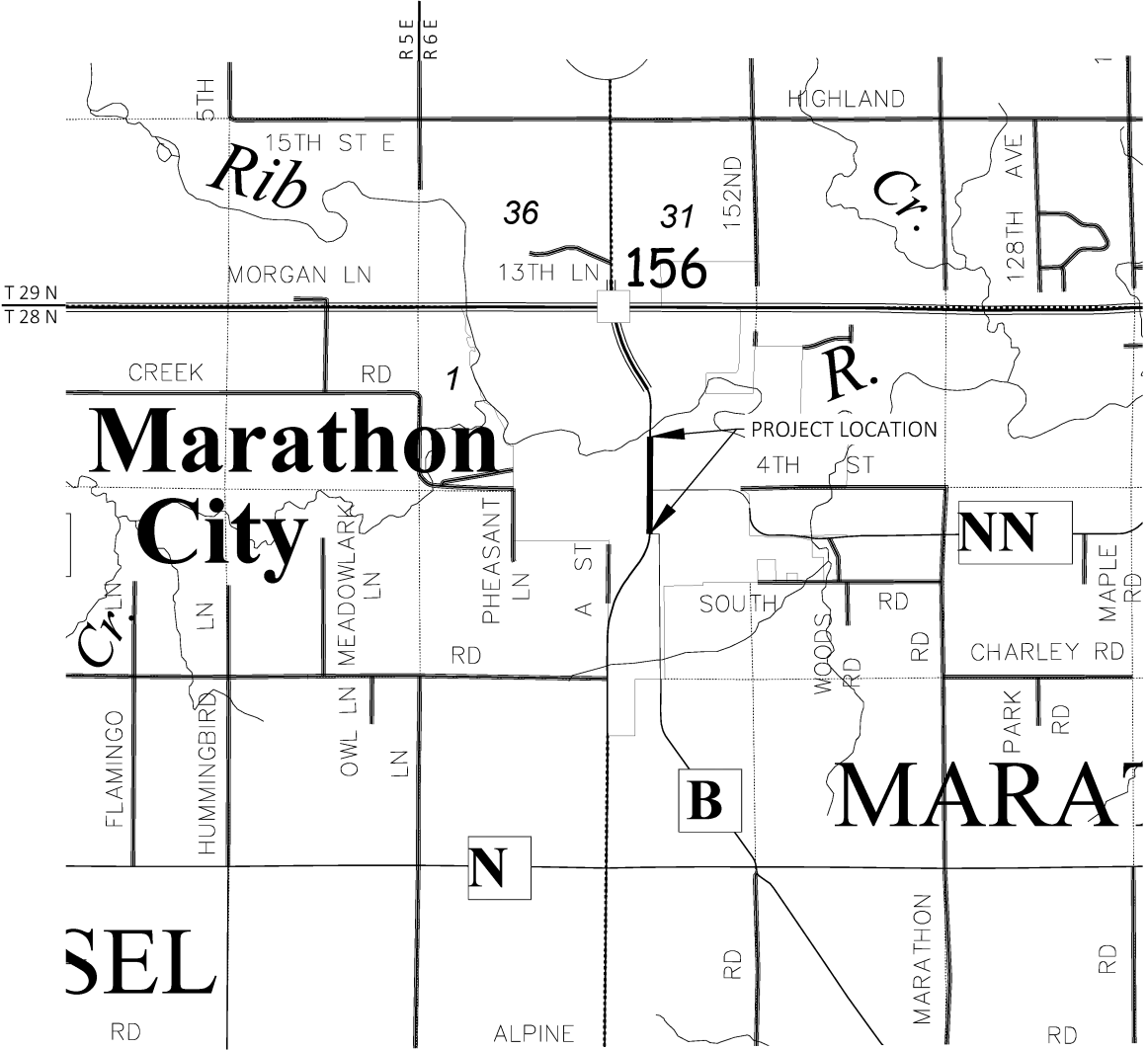
ACCESS RIGHTS	AR	POINT OF COMPOUND CURVE	PCC
ACRES	AC	POINT OF INTERSECTION	PI
AHEAD	AH	PROPERTY LINE	PL
ALUMINUM	ALUM	RECORDED AS (100')	(100')
AND OTHERS	ET AL	REEL / IMAGE	R/I
BACK	BK	REFERENCE LINE	R/L
BLOCK	BLK	REMAINING	REM
CENTERLINE	C/L	RESTRICTIVE DEVELOPMENT	RDE
CERTIFIED SURVEY MAP	CSM	EASEMENT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

CURVE DATA ABBREVIATIONS

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

CONVENTIONAL UTILITY SYMBOLS

WATER	---
GAS	---
TELEPHONE	---
OVERHEAD TRANSMISSION LINES	---
ELECTRIC	---
CABLE TELEVISION	---
FIBER OPTIC	---
SANITARY SEWER	---
STORM SEWER	---
ELECTRIC TOWER	



THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 6360-05-25

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), MARATHON 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, CENTERLINE OF EXISTING PAVEMENTS AND/OR EXISTING OCCUPATIONAL LINES.

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

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

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

PROPERTY LINES SHOWN ON THIS PLAT FOR PROPERTIES BEING IMPACTED ARE DRAWN FROM DATA DERIVED FROM FILED/RECORDED MAPS AND DOCUMENTS OF PUBLIC RECORD. 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 WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WISCONSIN RAPIDS

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 6360-05-25-4.01
SHEET 2-OF-3

TRANSPORTATION PROJECT PLAT NO: 6360-05-25-4.01 - EXTENSION SHEET

RELOCATION ORDER STH 107, VILLAGE OF MARATHON CITY, MAIN STREET, CTH B TO NORTH STREET, MARATHON COUNTY

4

TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
T150	30+32.60	38.45' RT
T151	30+13.87	31.97' RT
T152	30+13.87	29.97' RT
T153	27+98.31	29.97' RT
T154	27+98.31	33.97' RT
T155	27+82.57	33.97' RT
T156	24+92.99	30.03' RT
T157	24+73.63	41.79' RT
T158	24+70.79	34.79' LT
T159	24+90.46	29.95' LT
T160	27+04.49	30.03' LT
T161	27+04.49	36.03' LT
T162	27+21.75	42.08' LT
T163	27+81.84	34.03' LT
T164	27+97.10	34.03' LT
T165	27+97.11	30.03' LT
T166	30+17.89	30.03' LT
T167	30+17.89	38.03' LT
T168	30+32.59	43.18' LT

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
100-101	S89°07'56"E	29.97'
101-102	S89°47'58"E	1.24'
102-103	S44°55'19"W	1.78'
103-104	S00°36'51"W	248.74'
104-105	S00°36'51"W	60.00'
105-106	S00°36'51"W	237.86'
106-107	S29°09'44"E	9.64'
107-108	S00°15'49"E	3.70'
108-109	S89°44'11"W	4.84'
109-110	S89°49'43"W	30.37'
110-111	S89°49'43"W	29.64'
111-112	N00°36'51"E	250.19'
112-113	N00°36'51"E	60.00'
113-114	N00°36'51"E	250.91'
114-100	S89°07'56"E	30.04'

R/W STATION & OFFSET TABLE		
POINT	STATION	OFFSET
100	30+32.67	0.00'
101	30+32.59	29.96' RT
102	30+32.54	31.21' RT
103	30+31.27	29.96' RT
104	27+82.53	29.97' RT
105	27+22.53	29.97' RT
106	24+85.09	30.12' RT
107	24+76.99	35.05' RT
108	24+73.38	35.19' RT
109	24+73.20	30.34' RT
110	24+72.10	0.00'
111	24+70.98	29.62' LT
112	27+21.88	30.03' LT
113	27+81.89	30.03' LT
114	30+32.80	30.04' LT

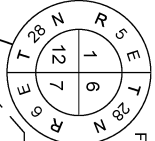
4

NOTES:
FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 3

FOUND RAILROAD SPIKE
Y = 191385.230
X = 225668.385

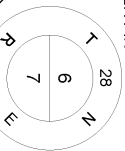
SEE 6360-05-25 - SHEET 4.03

FOUND SURVEY MARKER PIN
Y = 191394.258
X = 227063.061



S89°37'45\"/>

S89°37'45\"/>



FOURTH ST.

SECTION LINE

VILLAGE

TRANSPORTATION PROJECT PLAT NO: 6360-05-25-4.02

THAT PART OF LOT 6 OF BLOCK 41 AND THAT PART OF LOT 1 AND LOT 5 OF BLOCK 42 AND THAT PART OF LOT 1 AND LOT 5 OF BLOCK 49 AND THAT PART OF LOT 6 AND LOT 10 OF BLOCK 50, ALL IN THE ORIGINAL PLAT OF MARATHON CITY LOCATED IN THE NORTH 1/2 OF THE FRACTIONAL NORTHWEST 1/4 OF SECTION 7, TOWNSHIP 28 NORTH, RANGE 6 EAST, VILLAGE OF MARATHON CITY, MARATHON COUNTY, WISCONSIN.

RELOCATION ORDER STH 107, VILLAGE OF MARATHON CITY, MAIN STREET, CTH B TO NORTH STREET, MARATHON COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION 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 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

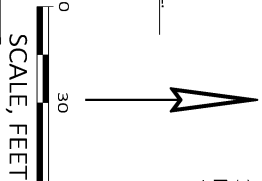
1. THAT PORTION OF THE ABOVE HIGHWAY AS SHOWN ON THIS PLAT IS Laid OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN HEREIN ABOVE.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

FOUND MONUMENT TABLE			
POINT	Y	X	DESCRIPTION
5006	190871.750	226775.287	3/4" REBAR
5048	191047.740	226837.510	CHISELED "X"
5081	190737.640	226774.140	3/4" REBAR
5492	190796.730	226834.775	CHISELED "X"

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6360-05-25-4.02
SHEET 1 OF 1

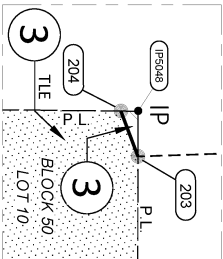
STATE OF WISCONSIN - MARATHON COUNTY
RECORDED
03-23-2025
JENNIFER LEWNER, REGISTER OF DEEDS
DOC# 1912560
Page: 1

*This document has been electronically re-
and returned to WADOT - MC Region - Rhineland / W Rapid P

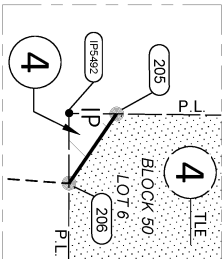


SCALE, FEET

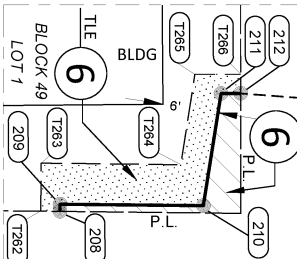
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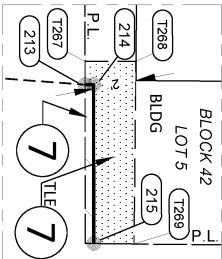
DETAIL 'b' NOT TO SCALE



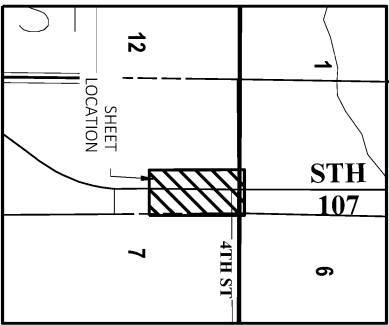
DETAIL 'c' NOT TO SCALE



DETAIL 'd' NOT TO SCALE



DETAIL 'e' NOT TO SCALE



LOCATION SKETCH NOT TO SCALE

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM, COORDINATES (NAD83), MARATHON 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 1, TYPICALLY "X" 24" IRON REBAR(S), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
MAIN STREET/STH 107, PREVIOUS PROJECT 6360-05-22, ORIGINAL PLAT OF MARATHON CITY, PLAT OF SURVEY 07 (6), PLAT OF SURVEY 07 (8).

FOURTH STREET, FIFTH STREET, SIXTH STREET, PREVIOUS PROJECT 6360-05-22, ORIGINAL PLAT OF MARATHON CITY.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WISCONSIN RAPIDS.

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1907586.

PARCEL NO.	OWNER(S)	INTERESTS REQUIRED		
		FEE	EXISTING	TOTAL
3	JK REAL ESTATE HOLDINGS, LLC	FEE & TILE	1	137
4	DAVID LEMANSKI AND JOEL LEMANSKI	FEE & TILE	5	171
6	RIB MOUNTAIN PARTNERS, LLC	FEE & TILE	49	107
7	1212 NORTH NINTH AVENUE, LLC	FEE & TILE	4	21
47	JODI S. RADTKE	TILE	-----	101
48	RTLMC LLC	TILE	-----	113
49	KELLY HAHN AND MATTHEW HAHN	TILE	-----	140

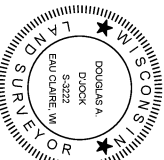
SCHEDULE OF LANDS AND INTERESTS REQUIRED

SEE 6360-05-25 - SHEET 4.01

MARATHON CITY

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.
PURPOSE FOR ALL TILES ARE FOR GRADING, UNLESS NOTED.
BUILDINGS WILL NOT BE AFFECTED BY TILES

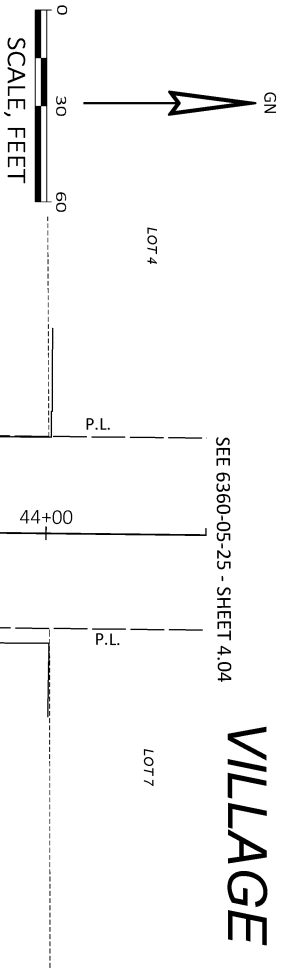
AYRES



SIGNATURE: *Douglas A. Diodock* DATE: 2/12/2025
PRINT NAME: DOUGLAS A. DIODOCK
REGISTRATION NUMBER: 53222
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION - NORTH-CENTRAL REGION
SIGNATURE: *Craig D. Smith* DATE: 2/12/2025
PRINT NAME: CRAIG D. SMITH

SEE 6360-05-25 - SHEET 4.04

VILLAGE



FOUND MONUMENT TABLE			
POINT	Y	X	DESCRIPTION
5011	191436.718	226955.485	1.25" IP
5012	191536.159	226782.445	MAG NAIL

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6360-05-25-4.03
SHEET 1 OF 2

STATE OF WISCONSIN - MARATHON COUNTY
RECORDED
02-12-2025 at 11:16 PM
JENNIFER L. SCHUMACHER, CLERK
DOC# **1912561**
Page: 2
*This document has been electronically re-
corded to WISDOT - MC Region - Rhineland

TRANSPORTATION PROJECT PLAT NO: 6360-05-25-4.03

THAT PART OF LOT 6 AND LOT 10 OF BLOCK 23, LOT 5 OF BLOCK 24 AND LOT 1 AND LOT 5 OF BLOCK 31 ALL IN THE ORIGINAL PLAT OF MARATHON CITY, ALSO THAT PART OF LOT 2 OF CSM 5852 AND THAT PART OF LOT 1 OF CSM 18843, ALL IN THE SOUTH 1/2 OF THE FRACTIONAL SOUTHWEST 1/4 OF SECTION 6, TOWNSHIP 28 NORTH, RANGE 6 EAST, VILLAGE OF MARATHON CITY, MARATHON COUNTY, WISCONSIN.

RELOCATION ORDER STH 107 VILLAGE OF MARATHON CITY, MAIN STREET, CTH B TO NORTH STREET, MARATHON COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE OR MAINTAIN A PORTION OF THE HIGHWAY AND TO RELOCATE OR RECONSTRUCT, IMPROVE OR MAINTAIN A PORTION OF THE HIGHWAY AND TO RELOCATE OR RECONSTRUCT, IMPROVE OR MAINTAIN A PORTION OF THE HIGHWAY AND TO ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

- TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.05, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION 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.
 2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

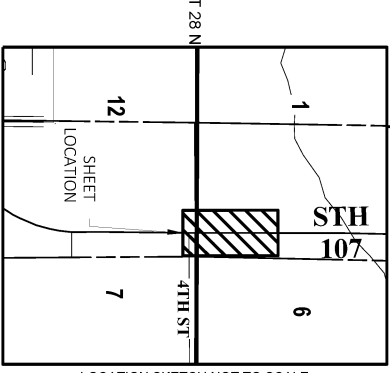
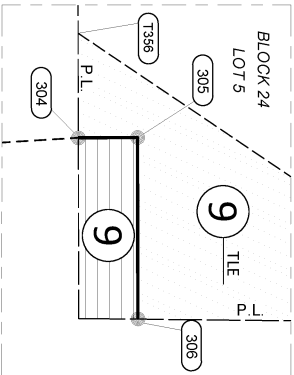
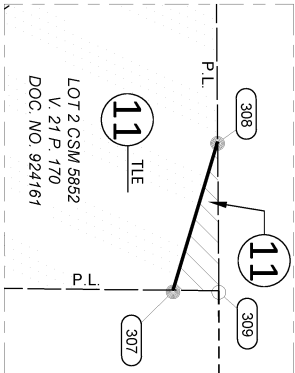
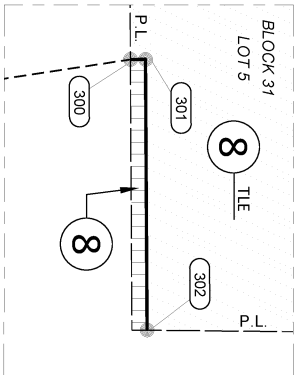
SCHEDULE OF LANDS AND INTERESTS REQUIRED

PARCEL NO.	OWNER(S)	INTERESTS REQUIRED	R/W (SQ. FT.)		
			FEE	EXISTING	TOTAL
8	4TH & MAIN, LLC	FEE & TILE	3	-----	3
9	JAMES L. SCHUMACHER LIVING TRUST	FEE & TILE	7	-----	7
11	MARATHON CITY 2020 LTD	FEE & TILE	4	-----	4
12	LUDWIG INVESTMENTS LLC	FEE & TILE	14	-----	14
13	LEON J. OLBARANTZ	FEE & TILE	21	-----	21
14	VILLAGE OF MARATHON CITY	FEE & TILE	1078	-----	1078
51	SCF RC FUNDING IV LLC	TILE	-----	-----	153

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

PURPOSE FOR ALL TILES ARE FOR GRADING, UNLESS NOTED.

BUILDINGS WILL NOT BE AFFECTED BY TILES



NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), MARATHON 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 REBAR), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:

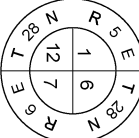
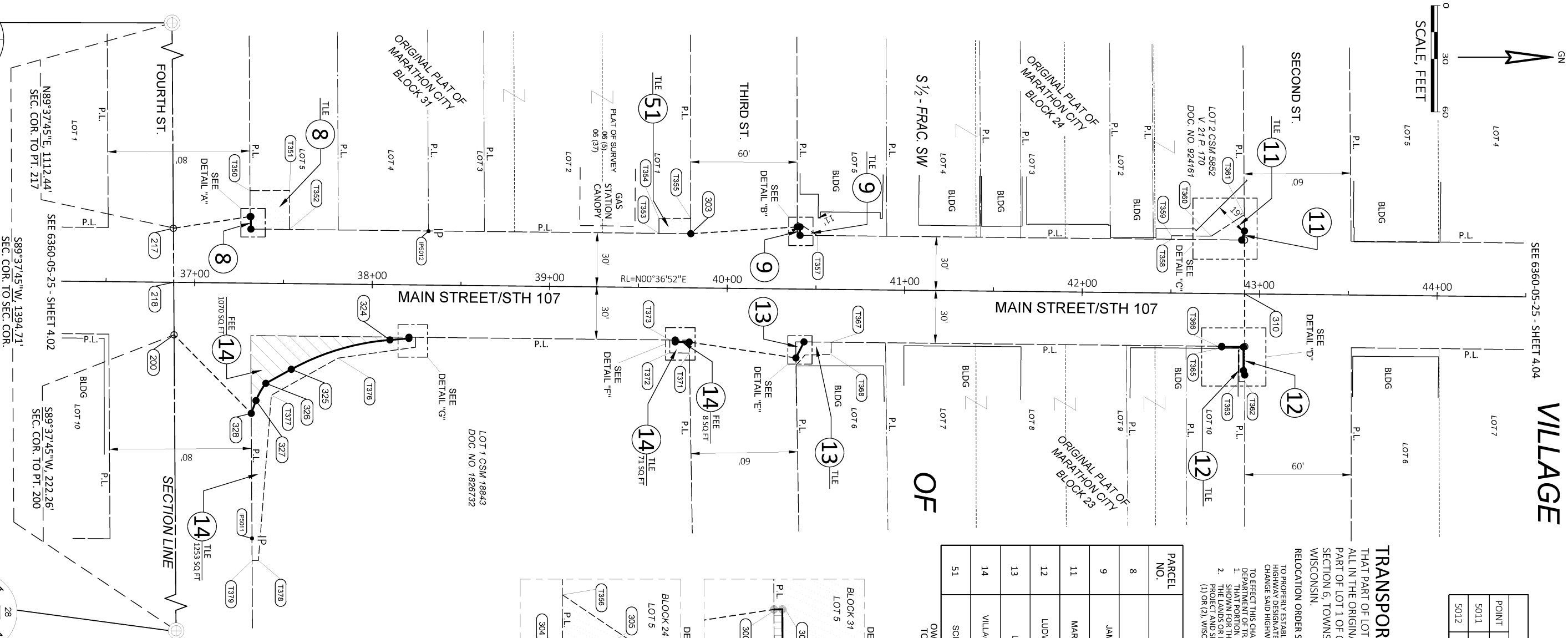
MAIN STREET/STH 107: ORIGINAL PLAT OF MARATHON CITY, PREVIOUS PROJECT 6360-05-22, CSM 18843, CSM 5852, PLAT OF SURVEY 06 (26), PLAT OF SURVEY 06, PLAT OF SURVEY 06 (5), PLAT OF SURVEY 06 (37)

FOURTH STREET, THIRD STREET, SECOND STREET: PREVIOUS PROJECT 6360-05-22, ORIGINAL PLAT OF MARATHON CITY.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WISCONSIN RAPIDS.

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER. FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1907586.

FOR TABLES AND ENLARGEMENTS REFER TO EXTENSION SHEET, RECORDED AS SHEET 2 OF 2.



FOUND RAILROAD SPIKE
Y = 191385.230
X = 225668.385

S89°37'45"W, 1394.71'
SEC. COR. TO SEC. COR.

N89°37'45"E, 1112.44'
SEC. COR. TO PT. 217

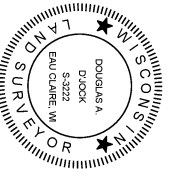
S89°37'45"W, 222.26'
SEC. COR. TO PT. 200

MARATHON CITY

FOUND SURVEY MARKER PIN

Y = 191394.258
X = 227063.061

AYRES



SIGNATURE: *Douglas A. D'Jock* DATE: 2/12/2025
PRINT NAME: DOUGLAS A. D'JOCK
REGISTRATION NUMBER: 53222
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION - NORTH-CENTRAL REGION
SIGNATURE: *Graig D. Swits* DATE: 2/12/2025
PRINT NAME: GRAIG D. SWITS

TRANSPORTATION PROJECT PLAT NO: 6360-05-25-4.03 - EXTENSION SHEET

RELOCATION ORDER STH 107, VILLAGE OF MARATHON CITY, MAIN STREET, CTH B TO NORTH STREET, MARATHON COUNTY

4

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
200-218	S89°37'45"W	29.55'
218-217	S89°37'45"W	30.46'
217-300	N08°39'32"W	43.77'
300-301	N00°19'17"W	0.39'
301-302	N89°40'43"E	7.05'
302-303	N00°35'57"E	247.84'
303-304	N03°37'26"W	60.11'
304-305	N00°06'28"W	1.54'
305-306	N89°53'00"E	4.73'
306-307	N00°36'35"E	248.88'
307-308	N73°16'45"W	5.28'
308-309	N89°32'42"E	5.07'
309-310	N89°52'35"E	30.29'
310-311	N89°52'35"E	29.71'
311-312	S89°58'40"E	16.01'
312-313	S73°59'18"W	2.62'
313-314	N89°58'40"W	13.24'
314-315	S00°36'35"W	12.27'
315-316	N89°23'25"W	0.27'
316-317	S00°36'35"W	235.37'

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
317-318	S63°25'50"E	10.11'
318-319	S08°27'30"W	60.82'
319-320	S00°35'57"W	7.88'
320-321	N89°24'03"W	1.05'
321-322	S00°35'57"W	150.02'
322-323	S89°24'03"E	0.66'
323-324	S04°27'46"E	10.75'
324-325	SEE CURVE TABLE	
325-326	S28°45'10"E	16.37'
326-327	SEE CURVE TABLE	
327-328	SEE CURVE TABLE	
328-200	S45°28'32"W	62.04'

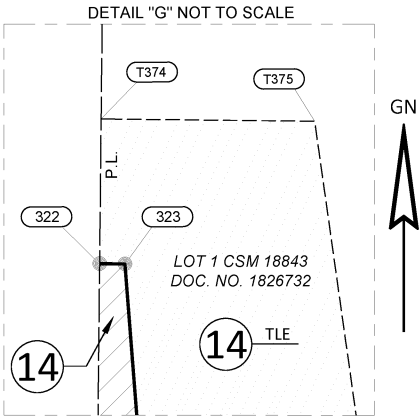
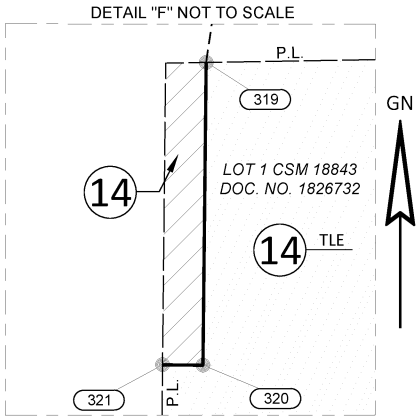
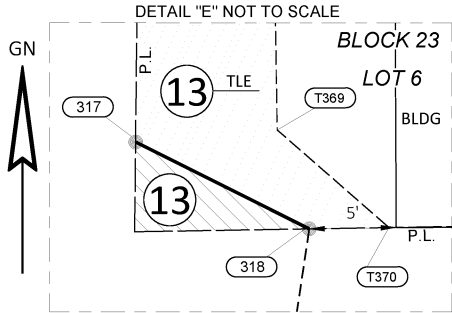
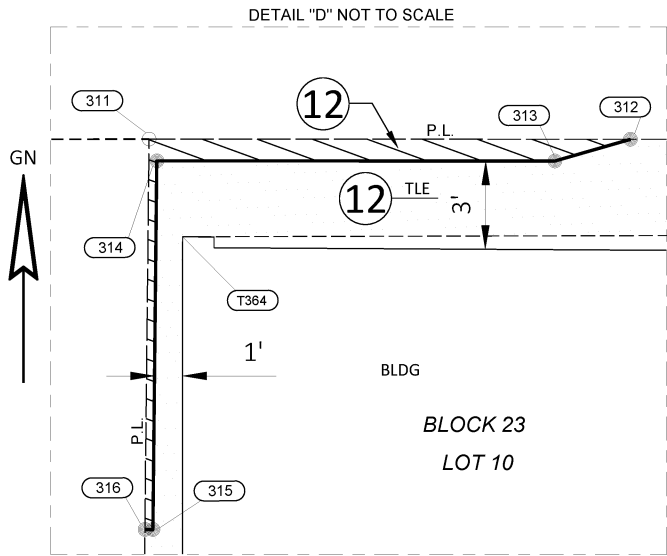
R/W STATION & OFFSET TABLE		
POINT	STATION	OFFSET
200	36+88.66	29.54' RT
217	36+87.62	30.46' LT
218	36+88.15	0.00'
300	37+30.82	37.51' LT
301	37+31.21	37.51' LT
302	37+31.33	30.47' LT
303	39+79.17	30.53' LT
304	40+39.12	34.98' LT
305	40+40.66	35.00' LT
306	40+40.72	30.27' LT
307	42+89.70	30.64' LT
308	42+91.06	35.36' LT
309	42+91.16	30.29' LT
310	42+91.55	0.00'
311	42+91.93	29.71' RT
312	42+92.10	45.72' RT
313	42+91.35	43.21' RT
314	42+91.21	29.97' RT
315	42+78.94	29.98' RT
316	42+78.94	29.71' RT

R/W STATION & OFFSET TABLE		
POINT	STATION	OFFSET
317	40+43.57	29.73' RT
318	40+39.15	38.82' RT
319	39+78.90	30.52' RT
320	39+71.01	30.52' RT
321	39+71.01	29.47' RT
322	38+20.99	29.51' RT
323	38+20.99	30.17' RT
324	38+10.28	31.12' RT
325	37+54.92	48.28' RT
326	37+40.65	56.31' RT
327	37+35.22	66.09' RT
328	37+32.63	73.31' RT

TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
T350	37+30.58	52.07' LT
T351	37+52.95	52.44' LT
T352	37+52.95	30.47' LT
T353	39+61.19	30.53' LT
T354	39+61.19	38.94' LT
T355	39+79.06	39.16' LT
T356	40+39.09	37.70' LT
T357	40+50.36	30.27' LT
T358	42+50.00	30.29' LT
T359	42+50.00	32.29' LT
T360	42+69.36	30.29' LT
T361	42+90.89	44.52' LT
T362	42+92.14	49.48' RT
T363	42+88.94	49.51' RT
T364	42+88.70	30.86' RT
T365	42+76.97	30.98' RT
T366	42+76.97	29.71' RT
T367	40+58.95	29.73' RT
T368	40+58.95	36.70' RT
T369	40+44.28	37.09' RT

TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
T370	40+39.26	42.97' RT
T371	39+79.07	36.70' RT
T372	39+68.02	36.71' RT
T373	39+68.01	29.47' RT
T374	38+24.76	29.51' RT
T375	38+24.76	35.07' RT
T376	37+81.12	41.71' RT
T377	37+43.84	62.98' RT
T378	37+37.53	156.13' RT
T379	37+33.99	156.19' RT

R/W CURVE TABLE				
CURVE #	LENGTH	RADIUS	CHORD BEARING	CHORD LENGTH
324-325	58.40'	137.75'	S16°36'28"E	57.96'
326-327	11.22'	41.25'	S60°19'00"E	11.19'
327-328	7.67'	141.25'	S69°39'53"E	7.67'



NOTES:
FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET,
RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1907586.

4

TRANSPORTATION PROJECT PLAT NO: 6360-05-25-4.04 AMENDMENT NO: 1

AMENDS UTILITY NUMBER 51 AND UTILITY NUMBER 52 OF TRANSPORTATION PROJECT PLAT NO. 6360-05-25-4.04 RECORDED AS DOCUMENT NUMBER 1912562

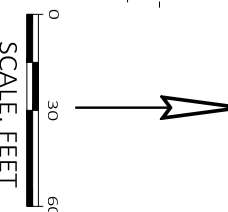
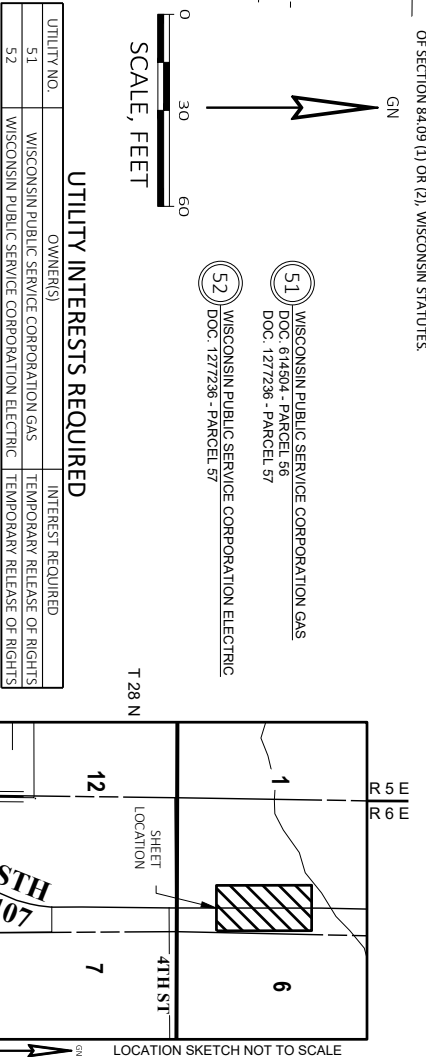
THAT PART OF LOT 6 AND LOT 10 OF BLOCK 5 AND THAT PART OF LOT 5 OF BLOCK 6 AND THAT PART OF LOT 1 AND LOT 5 OF BLOCK 13 AND THAT PART OF LOT 6 AND LOT 10 OF BLOCK 14, ALL IN THE ORIGINAL PLAT OF MARATHON CITY, IN AND INCLUDING PART OF THE SOUTH 1/2 OF THE FRACTIONAL SOUTHWEST 1/4 OF SECTION 6, TOWNSHIP 28 NORTH, RANGE 6 EAST, VILLAGE OF MARATHON CITY, MARATHON COUNTY, WISCONSIN, RELOCATION ORDER STH 107, VILLAGE OF MARATHON CITY, MAIN STREET, CTH B TO NORTH STREET, MARATHON COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A ROAD OR HIGHWAY, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELAY, OR CHANGE (SAND 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 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE FOLLOWING INTERESTS ARE IDENTIFIED AND ESTABLISHED TO THE LINES AND WIDTHS

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAYED 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 DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.



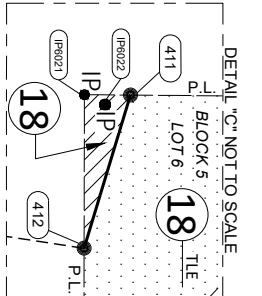
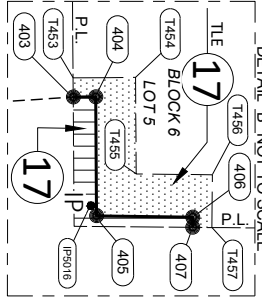
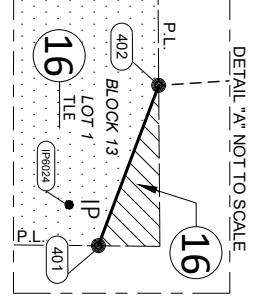
UTILITY INTERESTS REQUIRED		
UTILITY NO.	OWNER(S)	INTEREST REQUIRED
51	WISCONSIN PUBLIC SERVICE CORPORATION GAS	TEMPORARY RELEASE OF RIGHTS
52	WISCONSIN PUBLIC SERVICE CORPORATION ELECTRIC	TEMPORARY RELEASE OF RIGHTS

SCHEDULE OF LANDS AND INTERESTS REQUIRED				
PARCEL NO.	OWNER(S)	INTERESTS REQUIRED	R/W (SQ. FT)	
			FEE	TILE
16	RIVER COUNTRY CO-OP	FEE & TILE	14	219
17	K&N BUILDING, LLC	FEE & TILE	43	102
18	VISTA INVESTMENTS, LLC	FEE & TILE	10	133
52	KEITH A. PAUL AND ANNE E. PAUL	TILE	---	119
53	RIVER COUNTRY CO-OP	TILE	---	14
54	EDUCO COMMERCIAL PROPERTIES, LLC	TILE	---	62
56	MENZNER LUMBER AND SUPPLY COMPANY	TILE	---	271
57	VISTA INVESTMENTS, LLC	TILE	---	111

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.
PURPOSE FOR ALL TILES ARE FOR GRADING, UNLESS NOTED.
BUILDINGS ARE NOT AFFECTED BY TILES.

FOUND MONUMENT TABLE			
POINT	Y	X	DESCRIPTION
408	192616.640	226794.090	MAG NAIL
410	192615.422	226853.938	REBAR W/ DOT CAP
5016	192368.494	226789.712	3/4" REBAR
5053	192157.440	226848.860	3/4" SOLID BAR
5058	192516.500	226792.620	CHEELED "X"
5068	192416.640	226792.100	3/4" REBAR
5076	192627.112	226866.086	REBAR W/ DOT CAP
5077	192665.160	226866.464	MAG NAIL
5078	192681.753	226857.992	MAG NAIL

FOUND MONUMENT TABLE			
POINT	Y	X	DESCRIPTION
5079	192712.425	226858.245	MAG NAIL
5080	192712.426	226854.446	MAG NAIL
6020	192204.919	226849.763	CHEELED "X"
6021	192367.001	226851.982	3/4" REBAR
6022	192367.992	226852.471	3/4" REBAR
6024	192301.921	226788.583	SMP NAIL
6028	192789.557	226793.306	3/4" REBAR
6071	192304.900	226850.160	3/4" SOLID BAR
6074	192464.460	226852.690	REBAR WITH CAP
6084	192578.560	226793.090	1" IP



NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), MARATHON 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 REBAR), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: MAIN STREET/STH 107, PREVIOUS PROJECT 6360-05-22, ORIGINAL PLAT OF MARATHON CITY, CSM V. 6, P. 243, CSM 8906, PLAT OF SURVEY 06 (17), PLAT OF SURVEY 06 (19).

SECOND STREET, FIRST STREET, PREVIOUS PROJECT 6360-05-22, ORIGINAL PLAT OF MARATHON CITY, PLAT OF SURVEY 06 (17), PLAT OF SURVEY 06 (19).

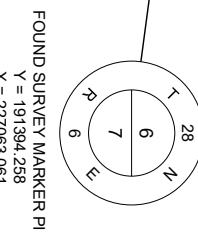
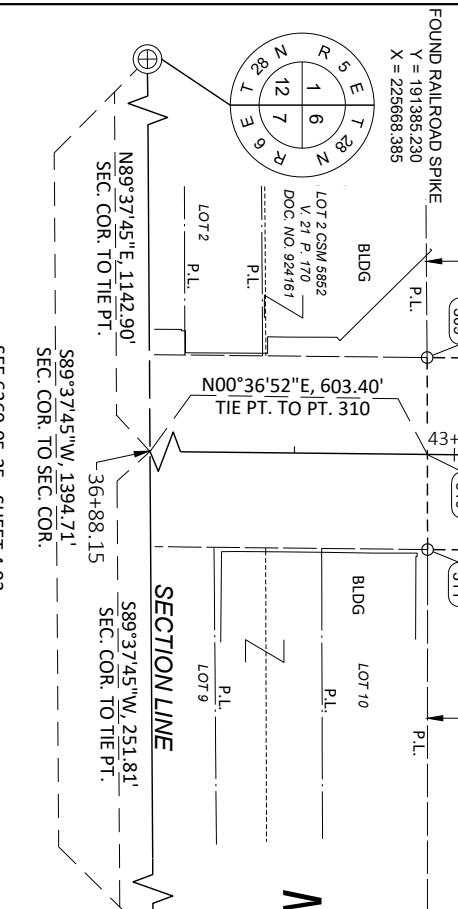
FOR CURRENT ACCESS/DRIVE WAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WISCONSIN RAPIDS.

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1907586

FOR TABLES REFER TO EXTENSION SHEET, RECORDED AS SHEET 2 OF 2.

MARATHON CITY



1. DOUGLAS A. DIOCK, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.09 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED THE BOUNDARIES OF THE CHARGED LAND.

Brent L. Stella
5/28/25
DATE: 5/28/2025

PRINT NAME: DOUGLAS A. DIOCK
REGISTRATION NUMBER: 5-3222
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION - NORTH-CENTRAL REGION.

SIGNATURE: _____ DATE: _____
PRINT NAME: BRENT STELLA

FOUND SURVEY MARKER PIN
Y = 191394.258
X = 227063.061

TRANSPORTATION PROJECT PLAT NO: 6360-05-25-4.04 AMENDMENT NO: 1 EXTENSION SHEET

RELOCATION ORDER STH 107, VILLAGE OF MARATHON CITY, MAIN STREET, CTH B TO NORTH STREET, MARATHON COUNTY

4

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
310-309	S89°52'35"W	30.29'
309-400	N00°36'35"E	60.01'
400-401	N00°36'35"E	247.52'
401-402	N69°21'18"W	8.92'
402-403	N03°44'03"W	60.10'
403-404	N00°25'04"W	2.34'
404-405	N89°34'56"E	12.39'
405-406	N00°47'47"E	10.01'
406-407	S89°29'55"E	1.06'
407-408	N00°29'41"E	237.66'
408-409	S88°52'29"E	29.94'
409-410	S88°52'29"E	30.07'
410-411	S00°29'41"W	246.14'
411-412	S73°09'01"E	8.33'
412-413	S08°40'52"W	60.68'
413-414	S00°36'35"W	250.90'
414-311	S00°36'35"W	60.00'
311-310	S89°52'35"W	29.71'

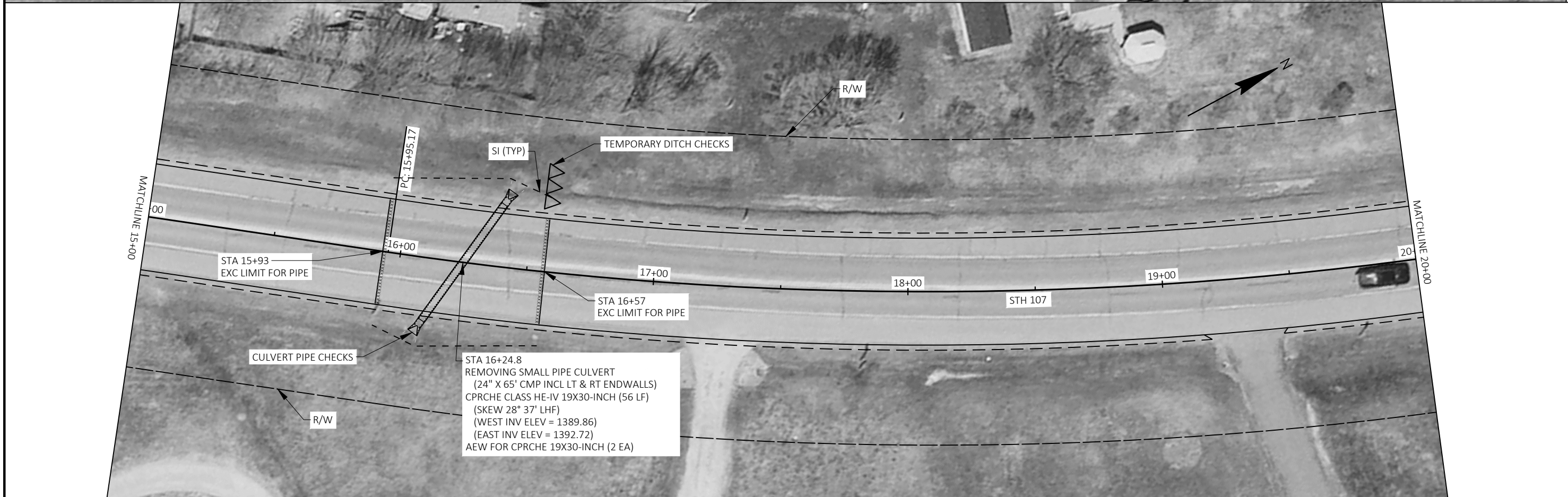
R/W STATION & OFFSET TABLE		
POINT	STATION	OFFSET
309	42+91.16	30.29' LT
310	42+91.55	0.00'
311	42+91.93	29.71' RT
400	43+51.17	30.30' LT
401	45+98.69	30.32' LT
402	46+01.74	38.70' LT
403	46+61.72	43.18' LT
404	46+64.06	43.22' LT
405	46+64.27	30.83' LT
406	46+74.28	30.79' LT
407	46+74.28	29.73' LT
408	49+11.95	29.93' LT
409	49+11.64	0.00'
410	49+11.34	30.07' RT
411	46+65.20	30.27' RT
412	46+62.86	38.27' RT
413	46+02.83	29.68' RT
414	43+51.94	29.70' RT
IP5078	49+77.66	33.37' RT

TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
T450	45+81.70	30.31' LT
T451	45+81.69	36.21' LT
T452	46+01.58	47.55' LT
T453	46+61.69	45.18' LT
T454	46+68.19	45.29' LT
T455	46+68.36	35.24' LT
T456	46+76.29	35.23' LT
T457	46+76.28	29.73' LT
T458	50+06.65	33.34' RT
T459	50+06.67	41.34' RT
T460	49+68.93	41.45' RT
T461	49+12.83	34.04' RT
T462	48+83.96	34.01' RT
T463	48+83.96	30.09' RT
T464	46+78.96	30.26' RT
T465	46+62.93	47.88' RT
T466	46+02.83	36.68' RT
T467	45+85.81	36.68' RT
T468	45+85.81	29.68' RT
T469	43+64.95	29.70' RT
T470	43+64.95	34.06' RT
T471	43+52.83	34.06' RT
T472	43+52.86	41.03' RT
T473	43+52.05	41.04' RT
T474	43+51.02	38.07' LT
T475	43+52.87	38.10' LT
T476	43+52.86	30.30' LT

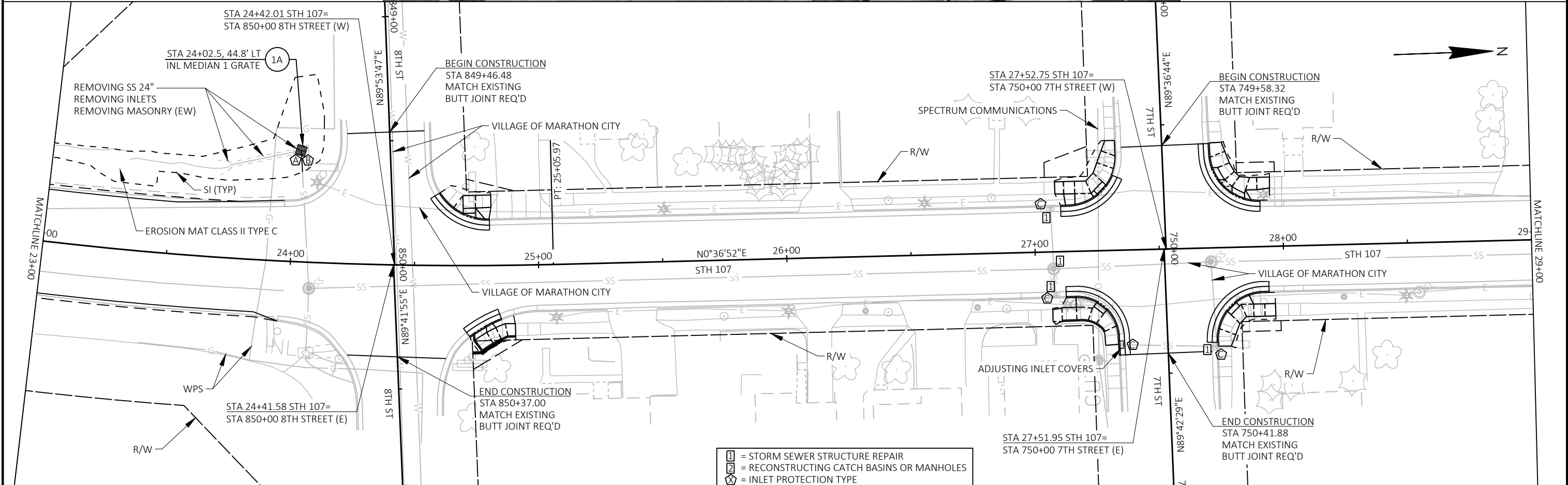
CURVE TABLE				
CURVE #	LENGTH	RADIUS	CHORD BEARING	CHORD LENGTH
IP5078-T460	11.92'	35.97'	S41°59'42"E	11.87'

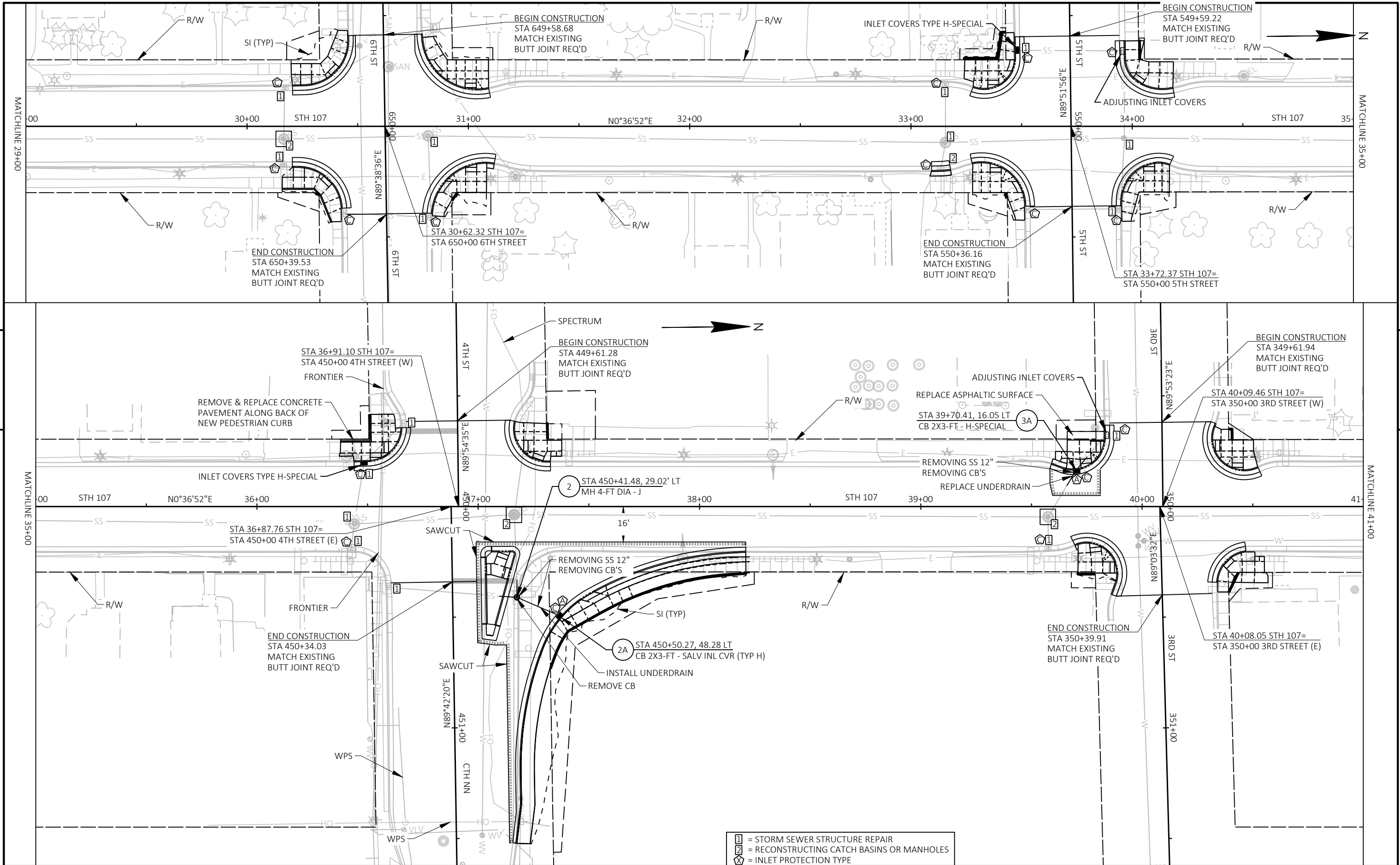
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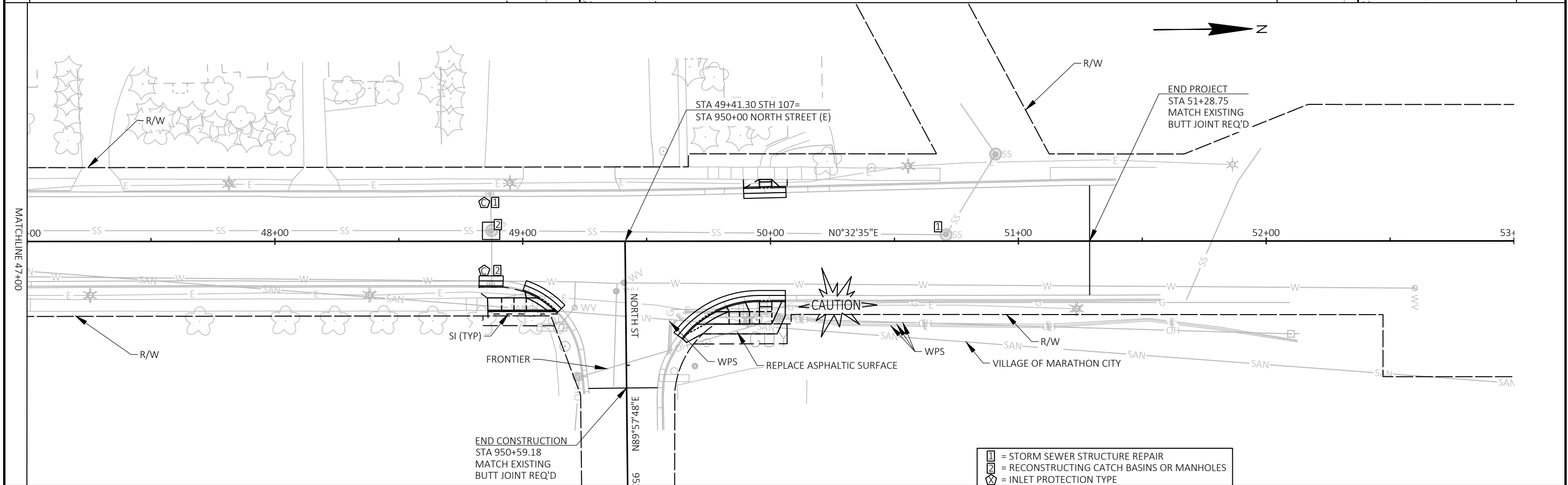
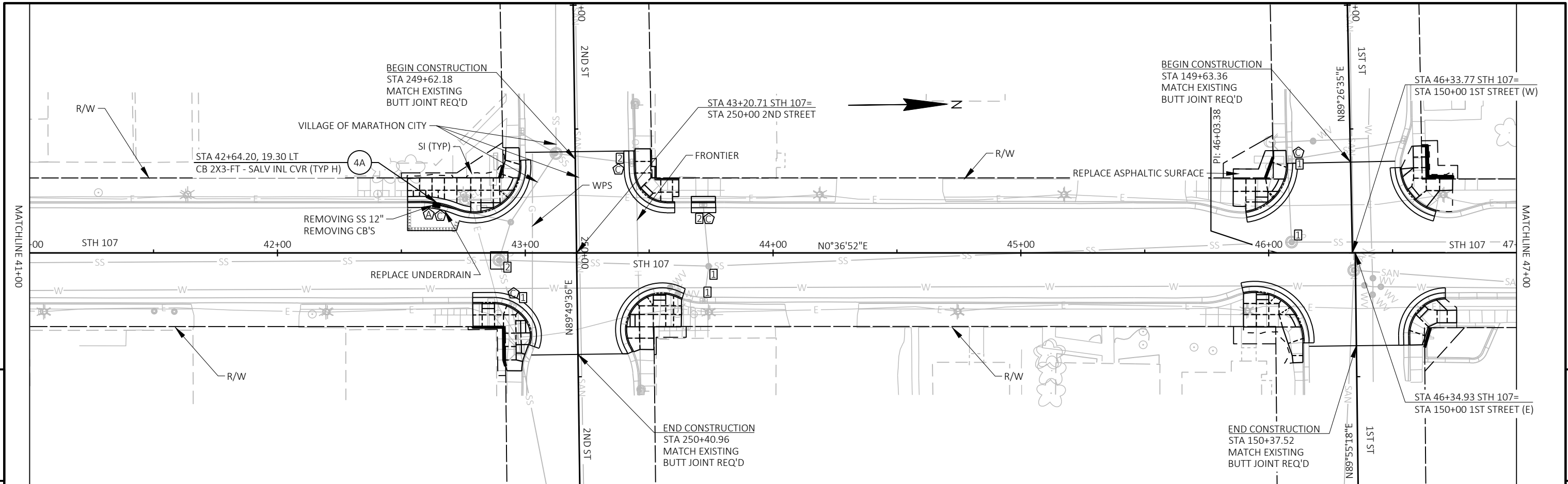
NOTES:
FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET,
RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1907586.



PROJECT NO: 6360-05-75	HWY: STH 107	COUNTY: MARATHON	PLAN SHEETS	SHEET 97	E
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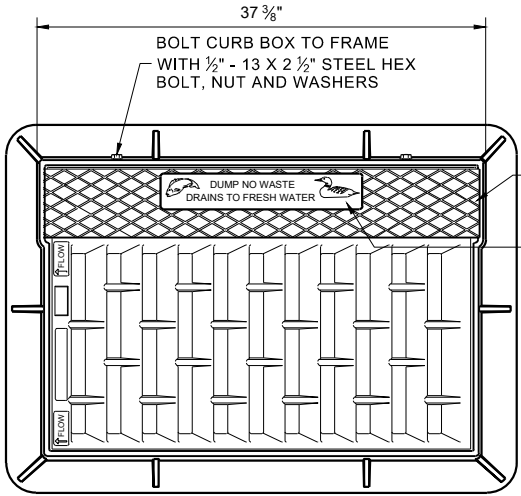






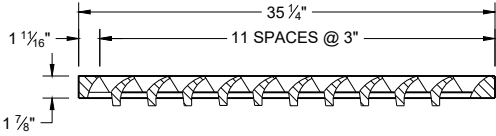
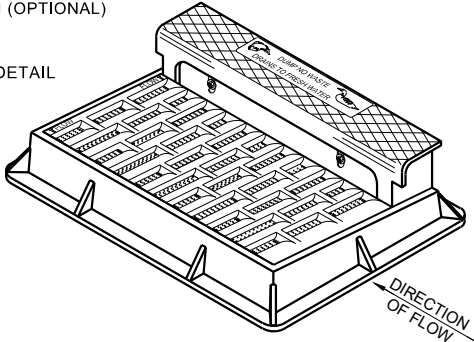
Standard Detail Drawing List

08A05-22A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-22B	INLET COVERS TYPE B, B-A, C, MS, MS-A, DW & WM
08A08-03	CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER
08A09-03	CATCH BASINS 2X3-FT AND 2.5X3-FT
08B09-04	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08C08-03	INLETS MEDIAN 1 AND 2 GRATE
08D01-24A	CONCRETE CURB & GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-22A	CURB RAMPS TYPES 1 AND 1-A
08D05-22B	CURB RAMPS TYPES 2 AND 3
08D05-22C	CURB RAMPS TYPES 4A AND 4A1
08D05-22D	CURB RAMPS TYPE 4B AND 4B1
08D05-22E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-22F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-22G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	CONDUIT
09B04-13	PULL BOX
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
11B02-02	CONCRETE MEDIAN NOSE
13C19-03	HMA LONGITUDINAL JOINTS
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15C18-09B	PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C36-01	PARKING STALL MARKING
15D30-11A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-03	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D45-03	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH LOOSE GRAVEL

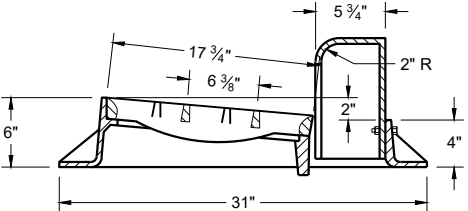
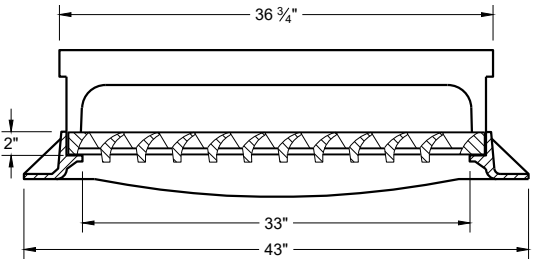
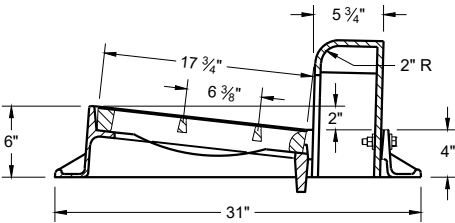
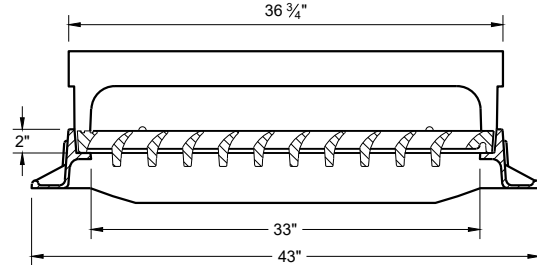


NOTE: EITHER CASTING IS ACCEPTABLE

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

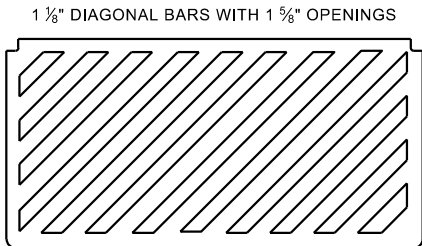


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

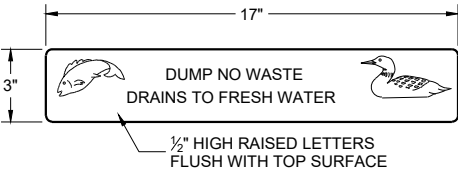


TYPE "H"

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)



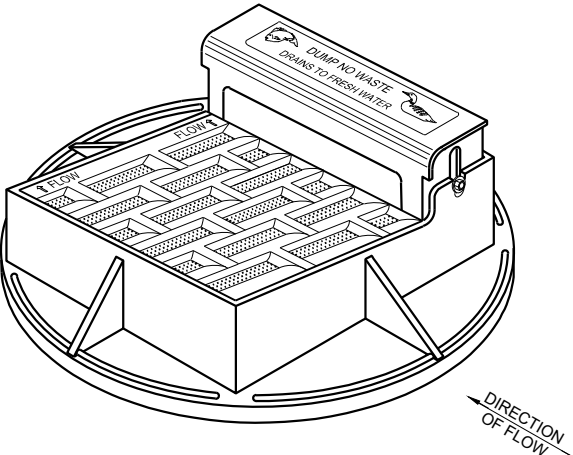
LOGO DETAIL

GENERAL NOTES

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

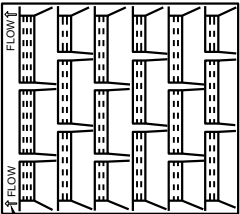
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

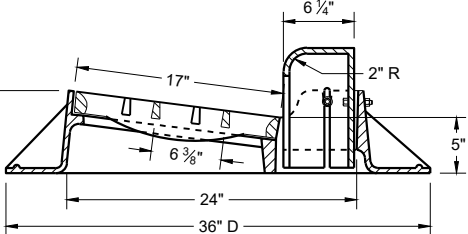
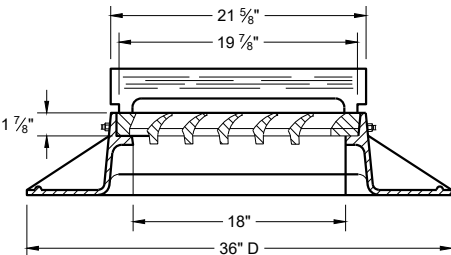
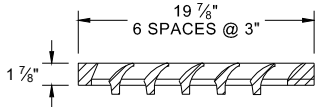


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

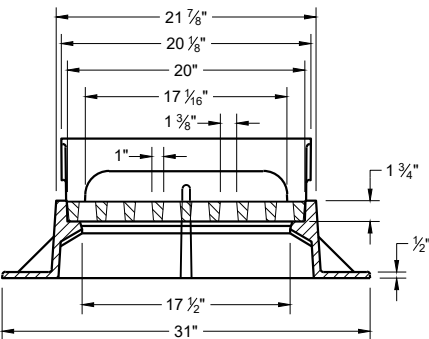
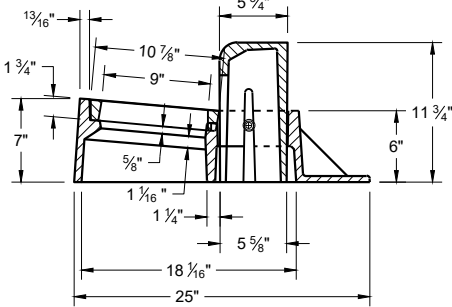
NOTE: EITHER CASTING IS ACCEPTABLE



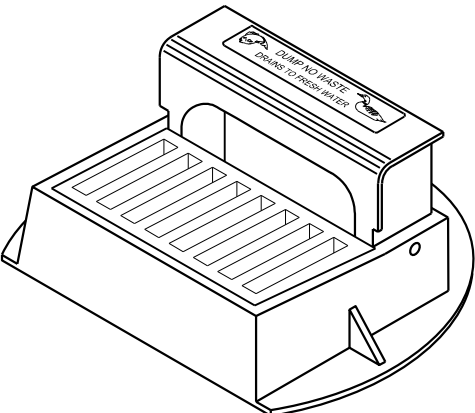
DIRECTION OF FLOW ARROWS



TYPE "A"



TYPE "Z"

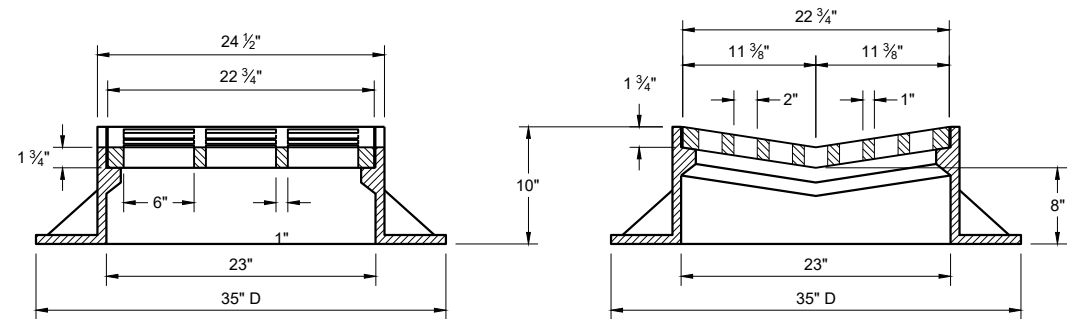


**INLET COVERS
TYPES A, H, A-S, H-S AND Z**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

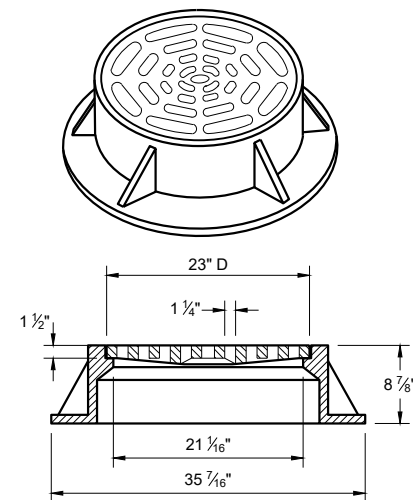
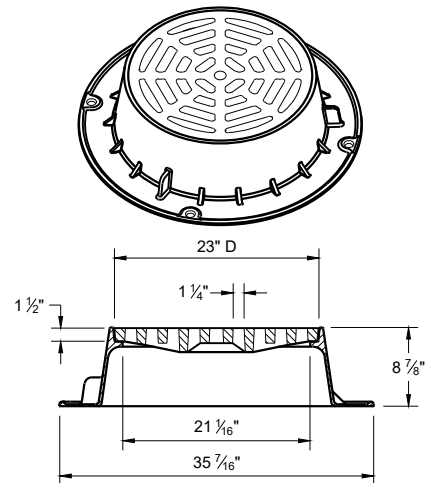
FHWA



TYPE "B"

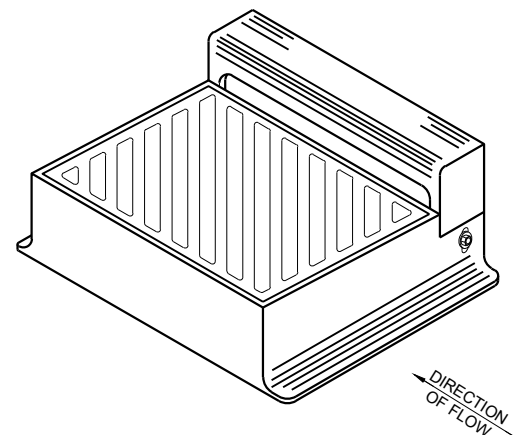
**ALTERNATIVE GRATE FOR
TYPE "B" COVER**

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

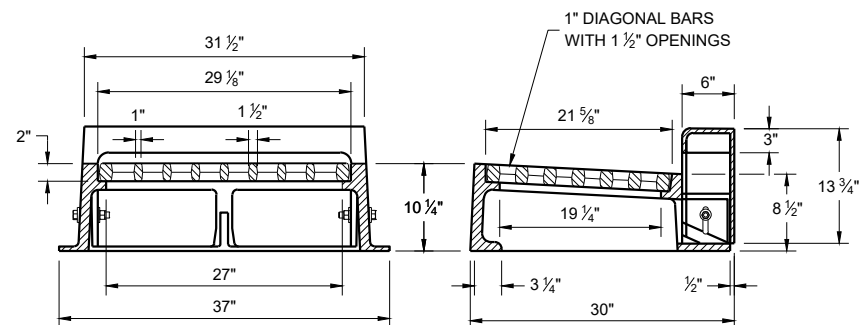


TYPE "C"

NOTE: EITHER CASTING IS ACCEPTABLE



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



TYPE "WM"

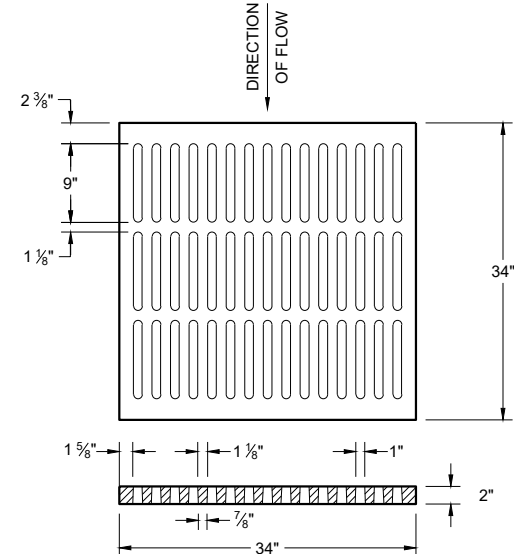
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

GENERAL NOTES

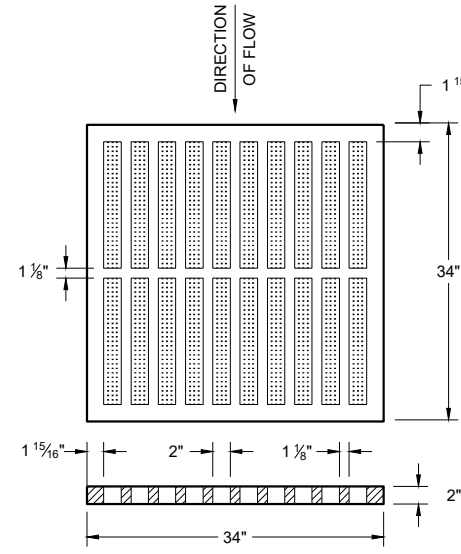
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

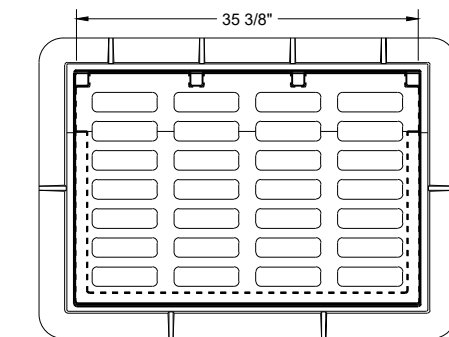
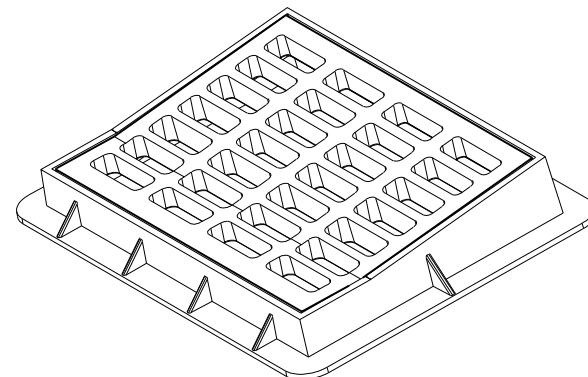
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



ALTERNATIVE TYPE "MS"
USE WHERE PEDESTRIAN OF BICYCLE
TRAFFIC IS PERMITTED
**NOTED AS TYPE MS-A ON THE
DRAINAGE TABLE**

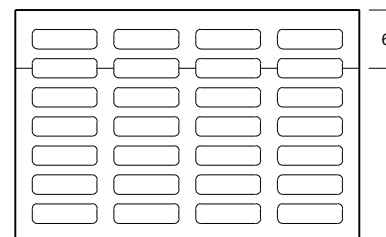


TYPE "MS"
USE ON FREEWAYS AND EXPRESSWAYS
**NOTED AS TYPE MS ON THE
DRAINAGE TABLE**



TYPE "DW"

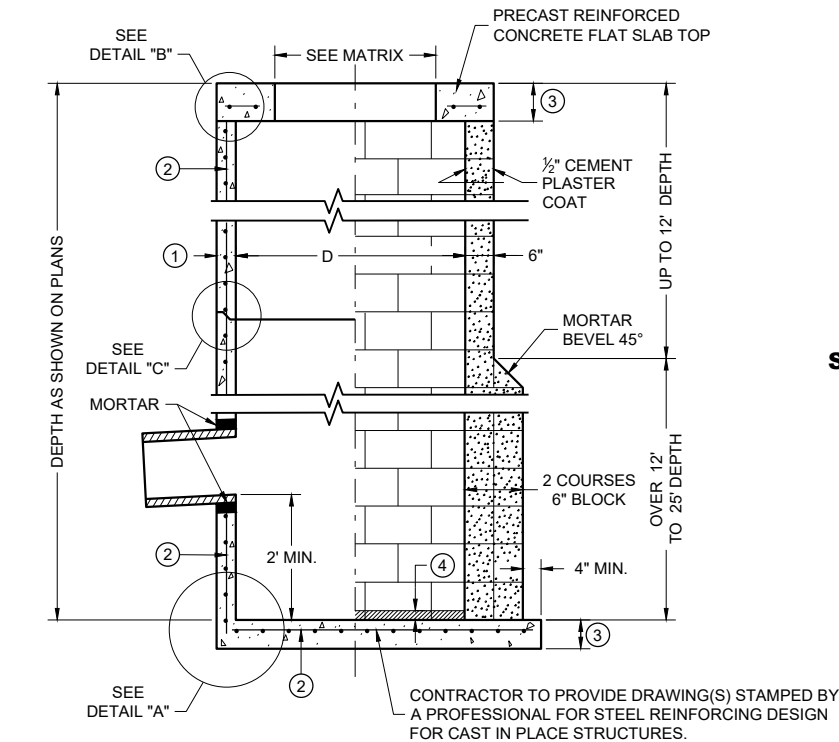
NOTES: FOR USE IN A SUMP CONDITION. THIS OPTION IS
ONLY TO BE USED IF NO OTHER INLETS ARE APPLICABLE.



**INLET COVERS
TYPES B, B-A, C,
MS, MS-A ,DW AND WM**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

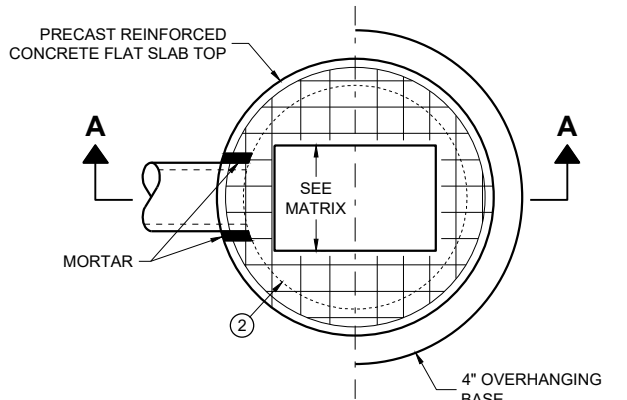
APPROVED
February 2025
DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR
FHWA



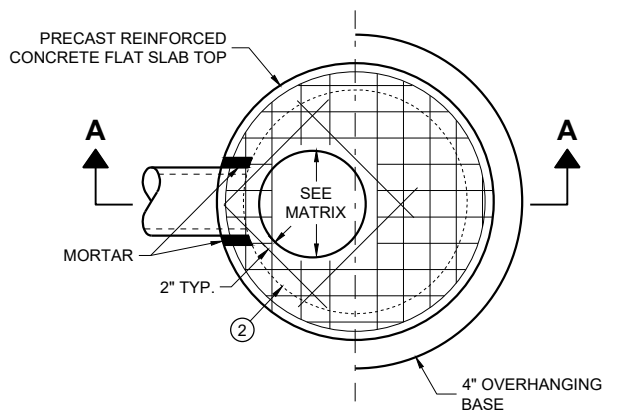
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

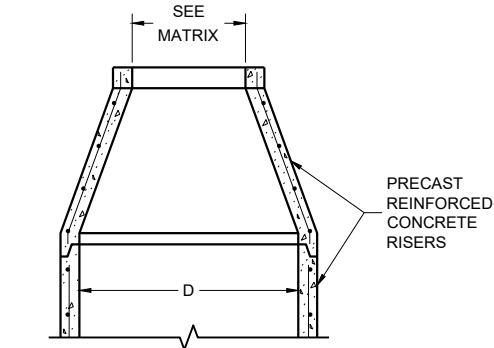
SECTION A - A



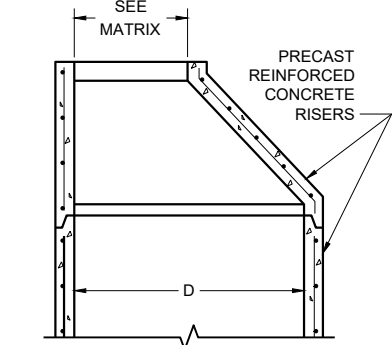
PLAN VIEW RECTANGULAR OPENING



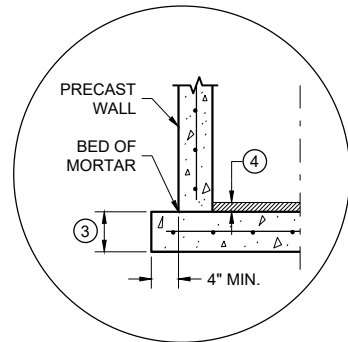
PLAN VIEW CIRCULAR OPENING



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

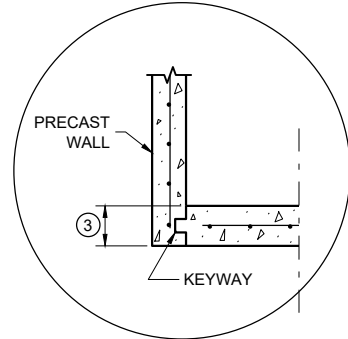


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

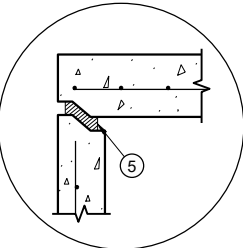


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"

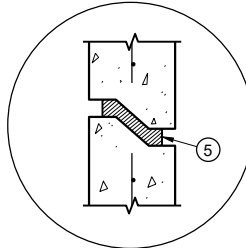


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



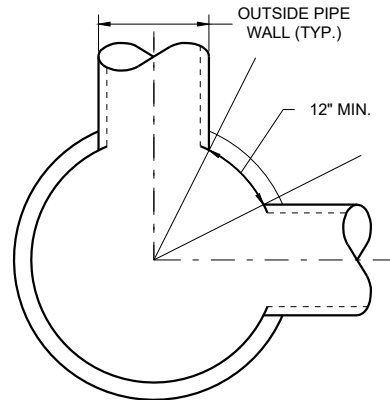
TOP WITH TONGUE AND GROOVE JOINT

DETAIL "B"



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "C"



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

COVER MATRIX

CATCH BASIN SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V V-B	VV-B	WM	Z
	OPENING SIZE (FT.)												
3-FT	2 X 2	X	X					X		X			
	2 DIA.				X								X
4-FT TO 6-FT	2 X 2	X	X					X		X			
	2 X 2.5			X				X	X	X		X	
	2 DIA.				X								X
	2 X 3					X							
	2.5 X 3					X							
	2 X 3.5*										X*		

* REQUIRES 5-FT DIAMETER OR LARGER STRUCTURE

PIPE MATRIX

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

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

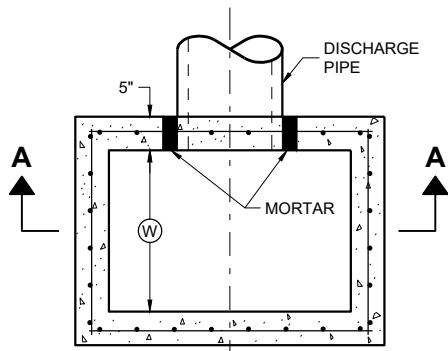
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

- ① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT AND 7 INCHES FOR 6-FT DIAMETER PRECAST CATCH BASINS.
- ② FOR PRECAST CATCH BASINS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.
- ③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".
- ④ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.
- ⑤ JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFROMING TO ASTM C443.

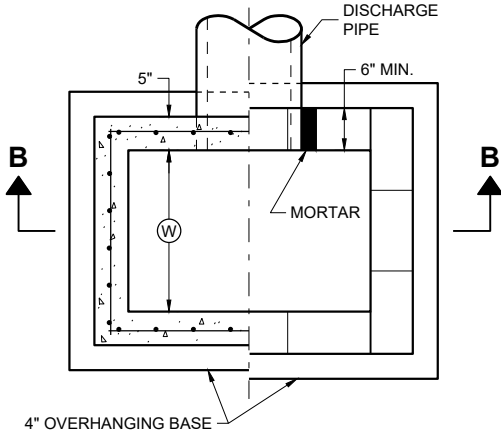
**CATCH BASINS, 3-FT.
4-FT., 5 FT., AND
6-FT. DIAMETER**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

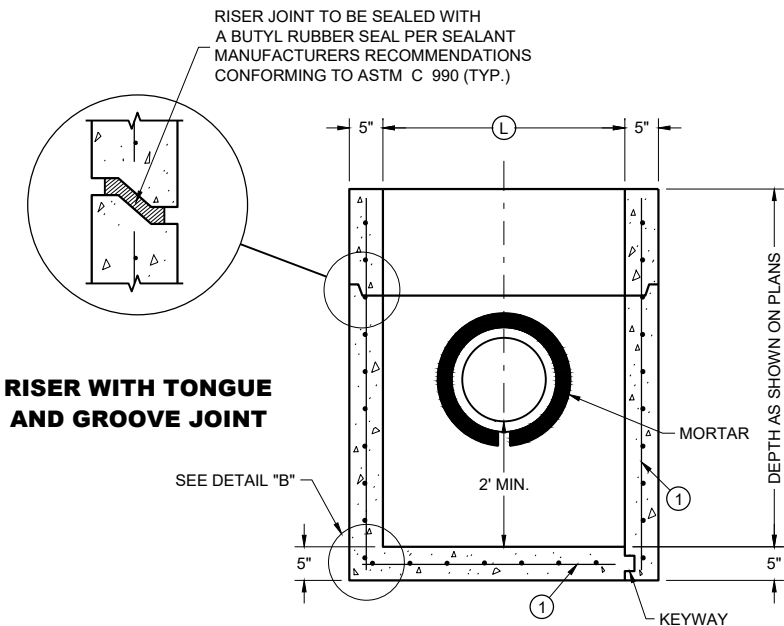
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PLAN VIEW



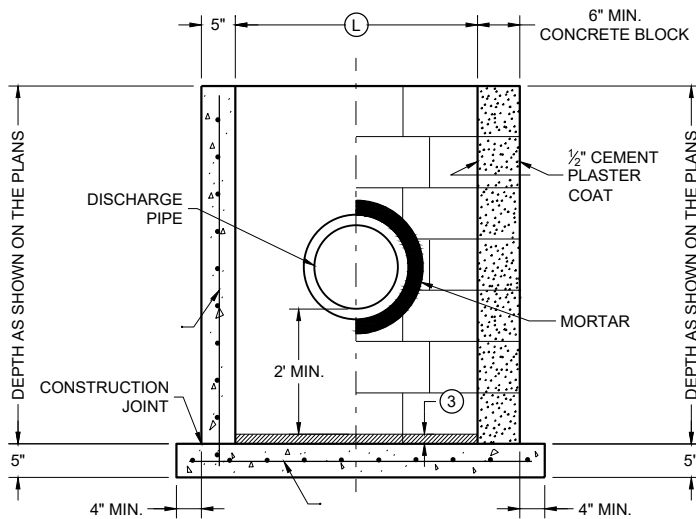
PLAN VIEW



PRECAST REINFORCED
CONCRETE WITH
MONOLITHIC BASE

PRECAST REINFORCED
CONCRETE WITH
INTEGRAL BASE

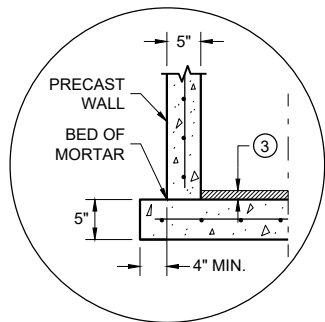
SECTION A - A



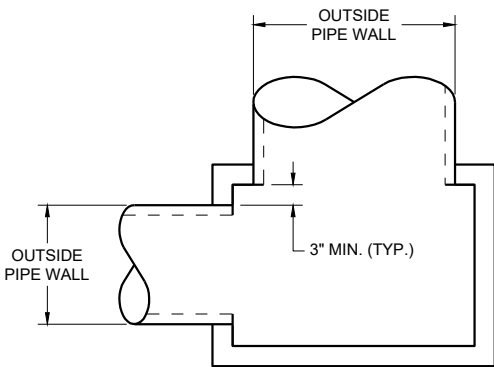
CAST IN PLACE
REINFORCED
CONCRETE

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

SECTION B - B



SEPARATE PRECAST REINFORCED
CONCRETE BASE OPTION
DETAIL "B"



DETAIL "A"

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

- ① FOR PRECAST CATCH BASINS 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.
- ③ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER MATRIX

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

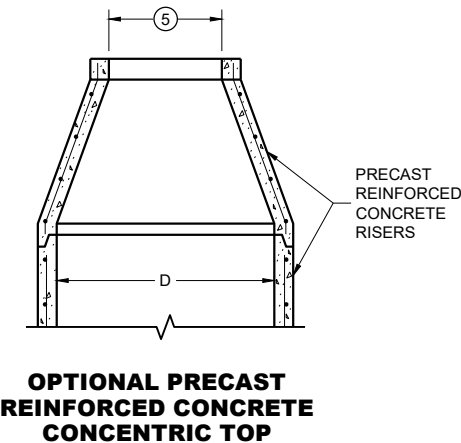
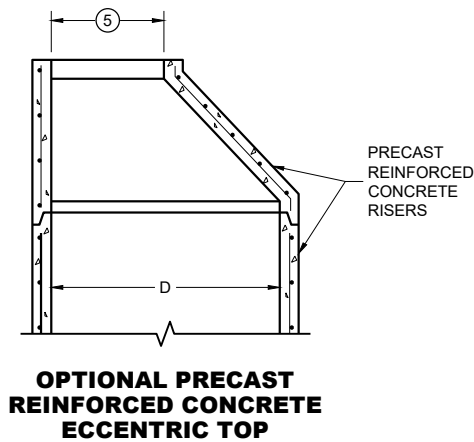
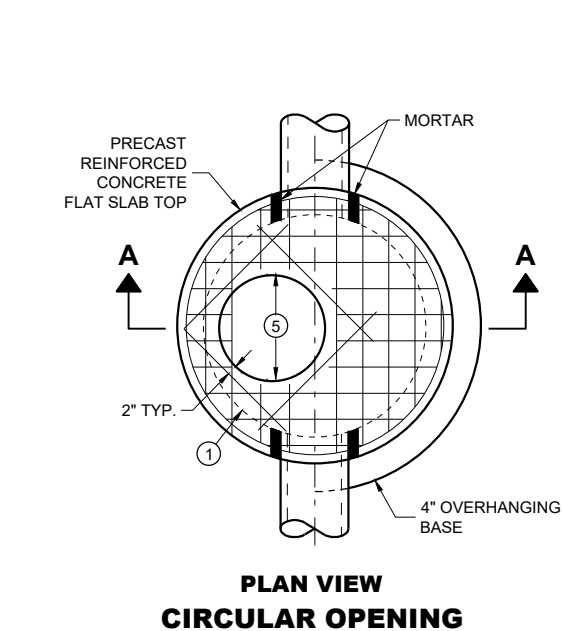
PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER (IN)	
	WIDTH (W) (IN)	LENGTH (L) (IN)
2 X 3-FT	12	24
2.5 X 3-FT	18	24

CATCH BASINS
2 X 3-FT AND 2.5 X 3-FT

STATE OF WISCONSIN
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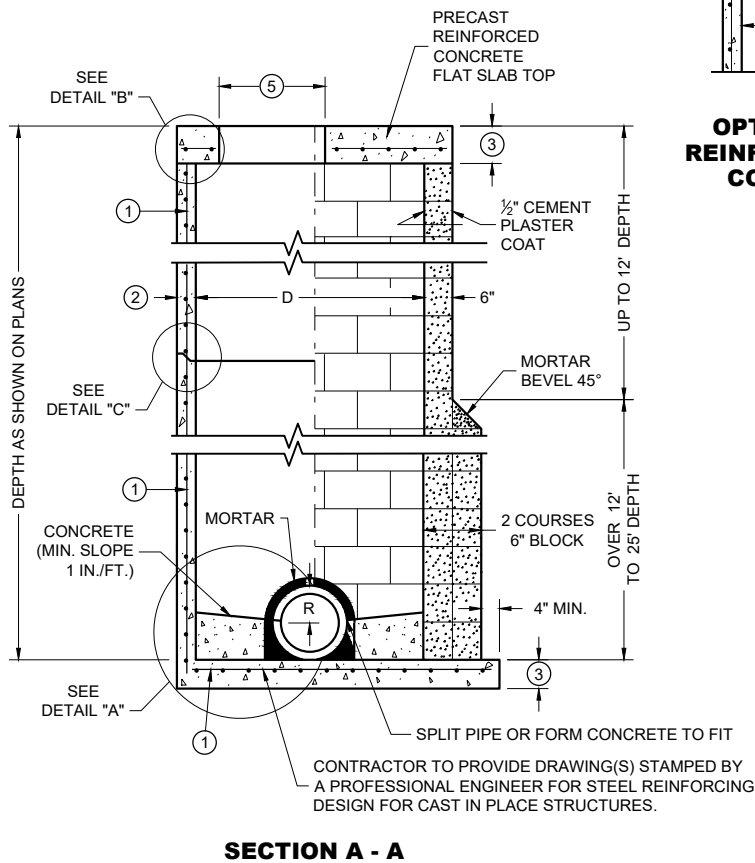
MANHOLE COVER OPENING MATRIX

MANHOLE COVER OPENING SIZE (FT.)	MANHOLE COVER TYPE	C	ALL JS	K	L	M
2 DIA.	5	X	X		X	
3 DIA.				X		X

PIPE MATRIX

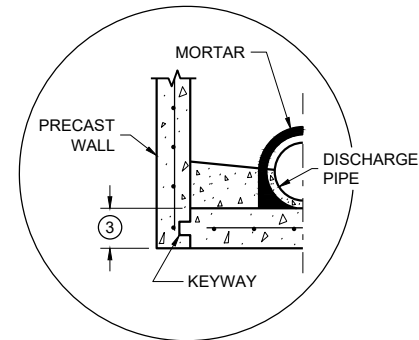
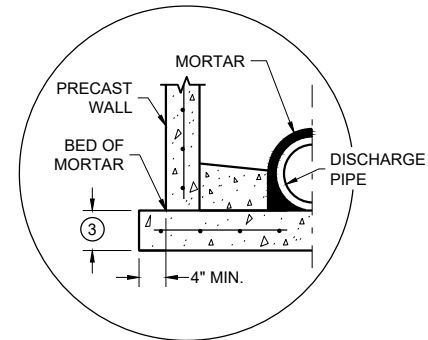
MANHOLE SIZE (DIA.)	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES		MINIMUM WALL THICKNESS (IN)	MINIMUM PRECAST FLAT SLAB TOP AND BASE THICKNESS
	180° SEPARATION (IN)	90° SEPARATION (IN)		
3-FT	15	12	4	6
4-FT	24	18	4	6
5-FT	36	24	5	8
6-FT	42	36	6	8
7-FT	48	36/42 *	7	8
8-FT	60	42	8	8
9-FT	66	54	9	10
10-FT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

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

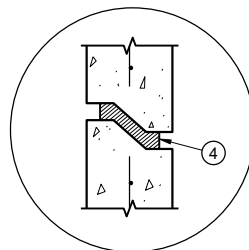
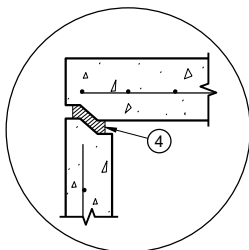
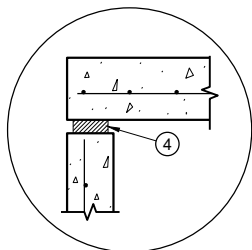


PRECAST REINFORCED
CONCRETE WITH
MONOLITHIC BASE

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

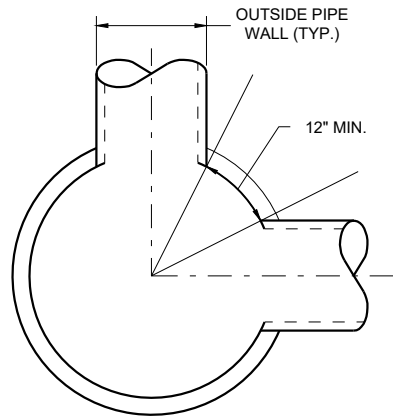


DETAIL "A"



DETAIL "B"

DETAIL "C"



DETAIL "D"

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.

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

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

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

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

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

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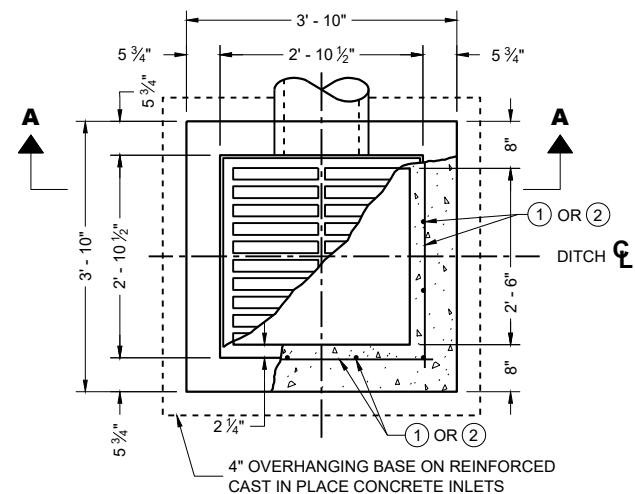
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

- ① FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.
- ② SEE PIPE MATRIX TABLE FOR MINIMUM WALL THICKNESS FOR PRECAST MANHOLES
- ③ SEE PIPE MATRIX TABLE FOR MINIMUM THICKNESS OF PRECAST FLAT SLAB TOPS AND BASES.
- ④ JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.
- ⑤ SEE MANHOLE COVER OPENING MATRIX.

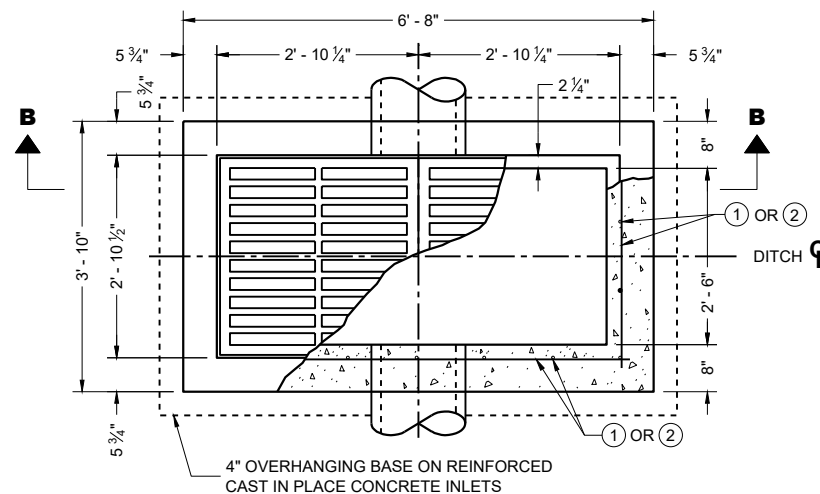
**MANHOLES, 3-FT, 4-FT
5-FT, 6-FT, 7-FT, 8-FT, 9-FT
AND 10-FT DIAMETER**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

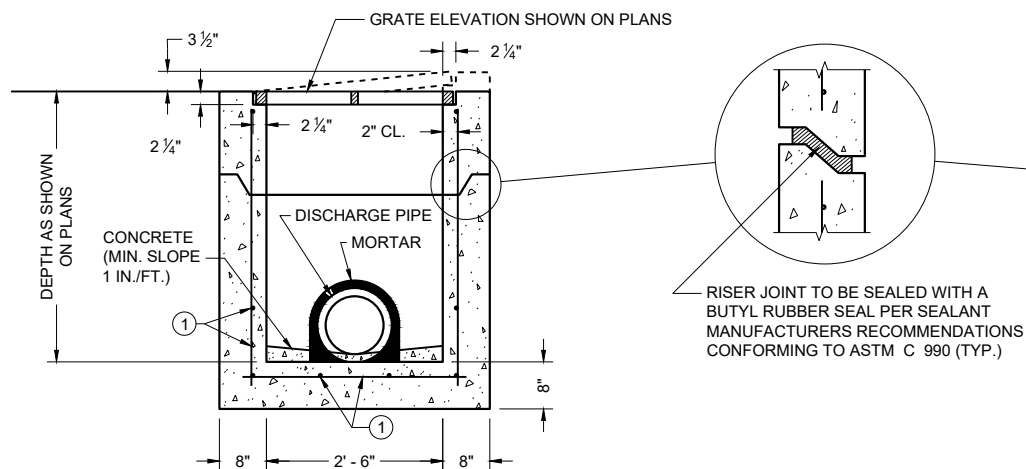
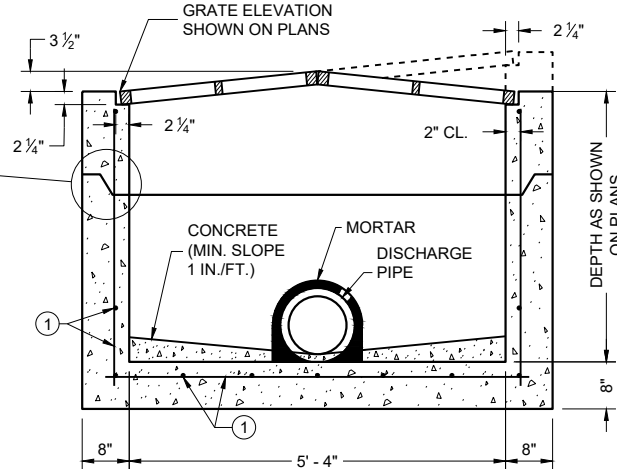
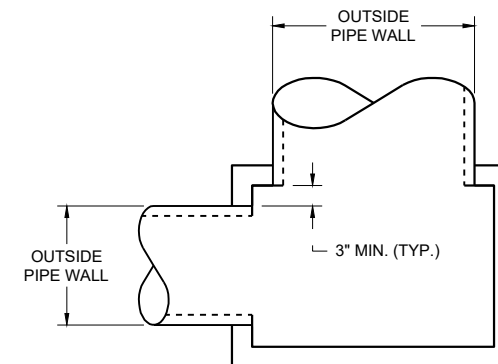
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December 2023 /S/ Rodney Taylor
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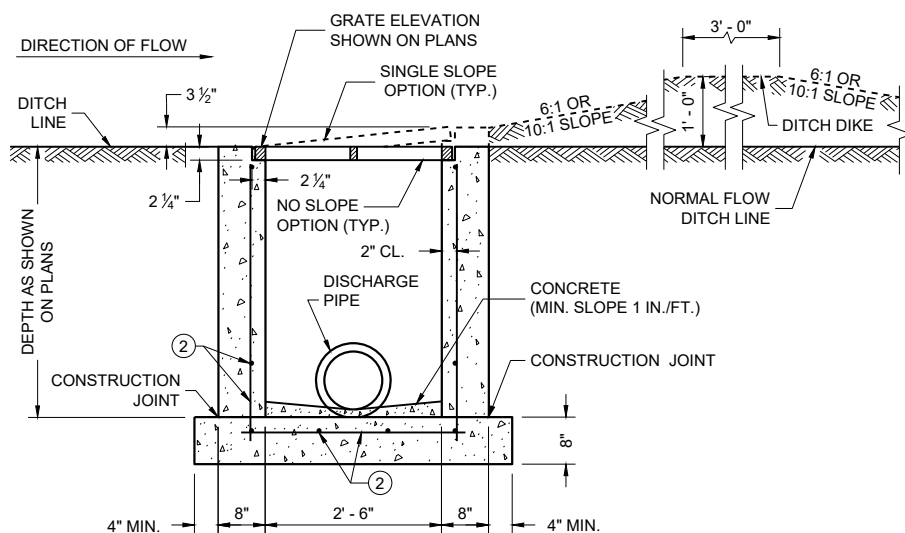
PLAN VIEW



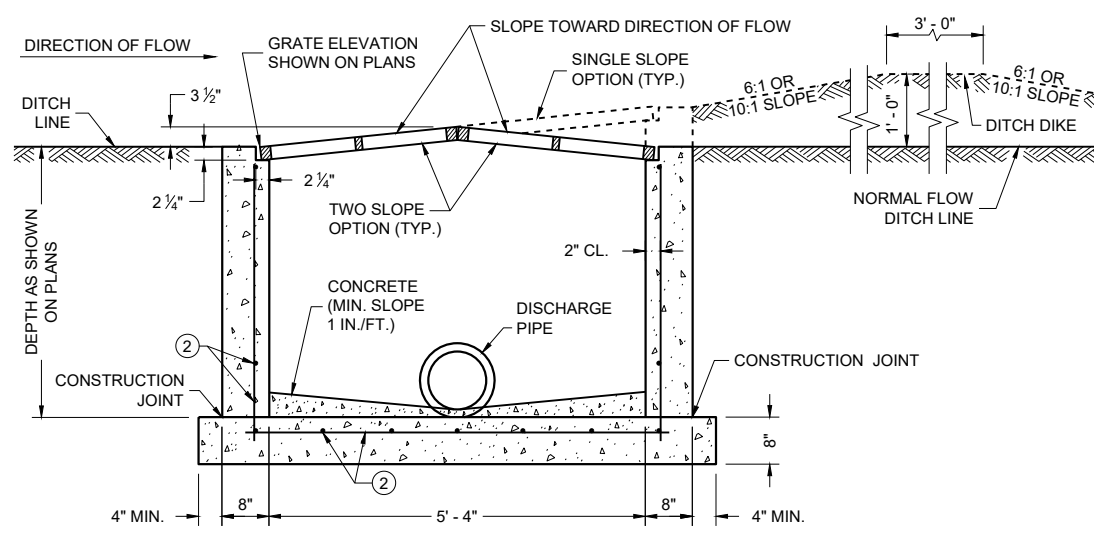
PLAN VIEW

PRECAST REINFORCED CONCRETE
SECTION A - APRECAST REINFORCED CONCRETE
SECTION B - B

DETAIL "A"

REINFORCED CAST IN PLACE CONCRETE
SECTION A - A

INLETS MEDIAN 1 GRATE

REINFORCED CAST IN PLACE CONCRETE
SECTION B - B

INLETS MEDIAN 2 GRATE

GENERAL NOTES

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

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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

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

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.

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.

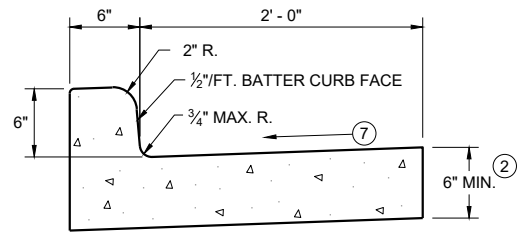
PIPE MATRIX

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

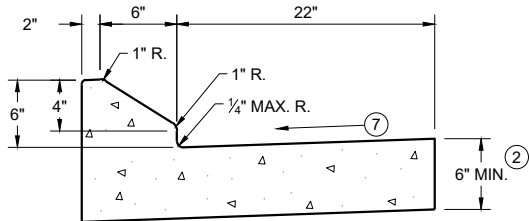
INLETS
MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

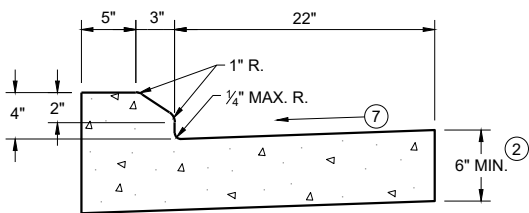
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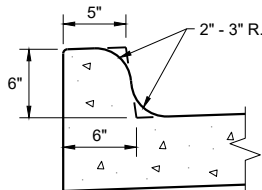
TYPES A^① & D



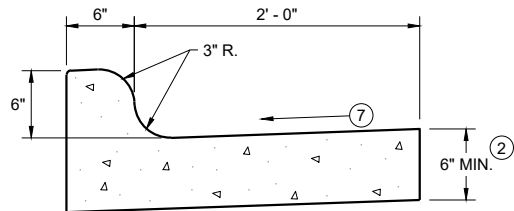
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

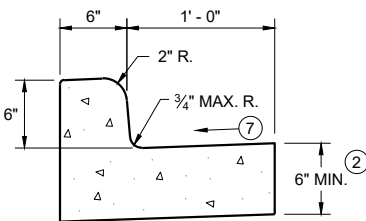


TYPES K^① & L
(OPTIONAL CURB SHAPE)



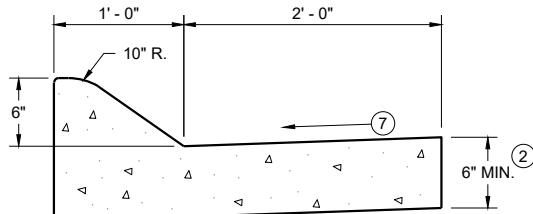
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

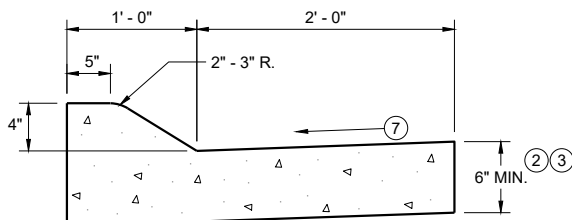


TYPES A^① & D

CONCRETE CURB AND GUTTER 18"

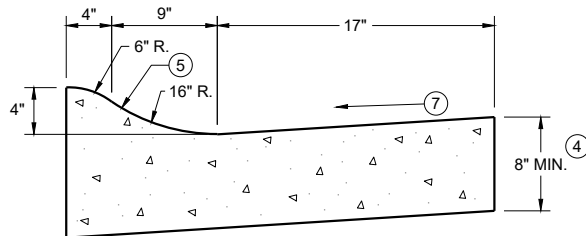


6" SLOPED CURB TYPES A^① & D



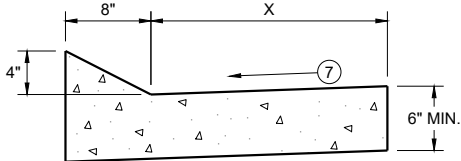
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R^① & T
CONCRETE CURB AND GUTTER 30"

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

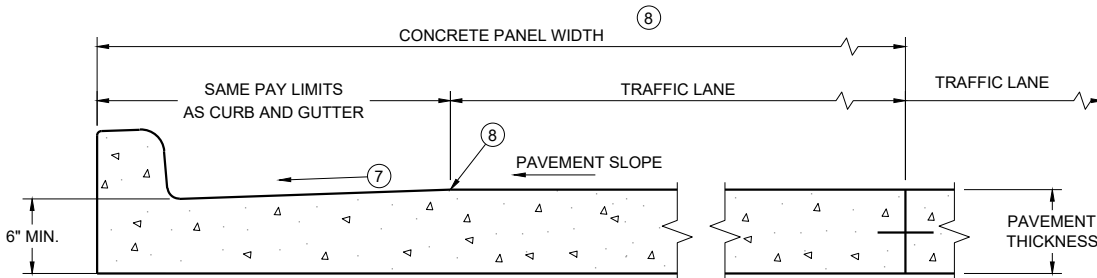


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

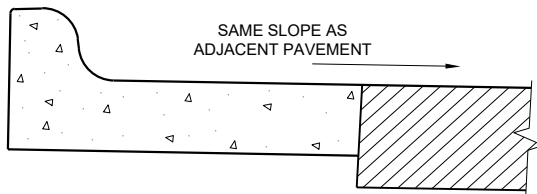
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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

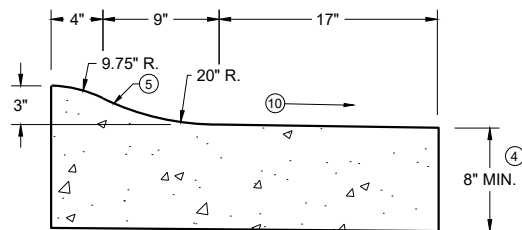


PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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



3" SLOPED CURB TYPES R^① & T

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

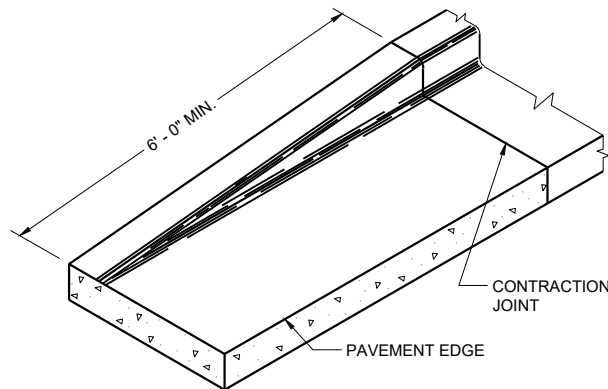
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

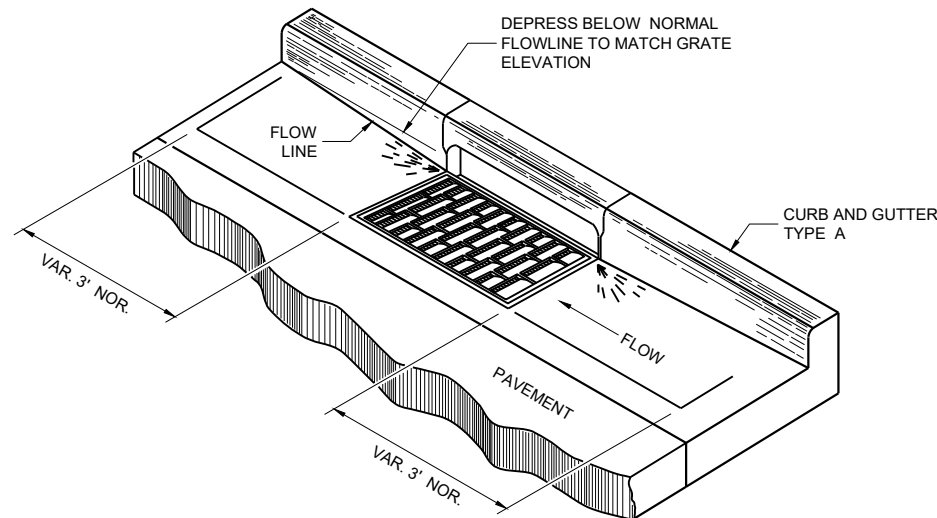
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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 SLOPE TO BE REVERSE SLOPE MATCHING THE SLOPE OF THE PAVEMENT AND THE CIRCULATORY ROADWAY

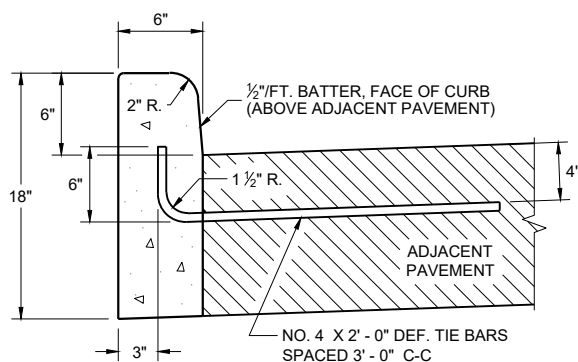


END SECTION CURB AND GUTTER

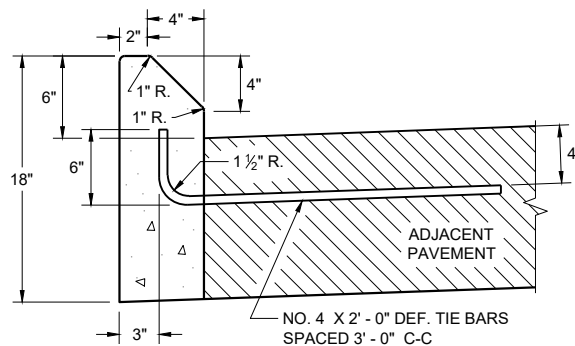


DETAIL OF CURB AND GUTTER AT INLETS

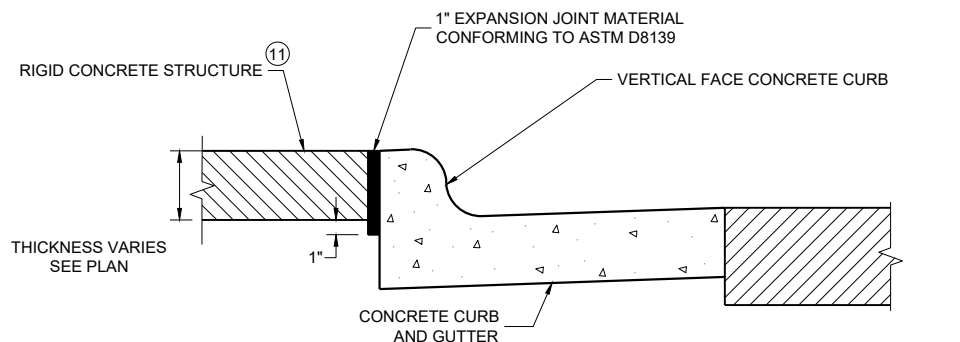
(TYPICAL H INLET COVER SHOWN)



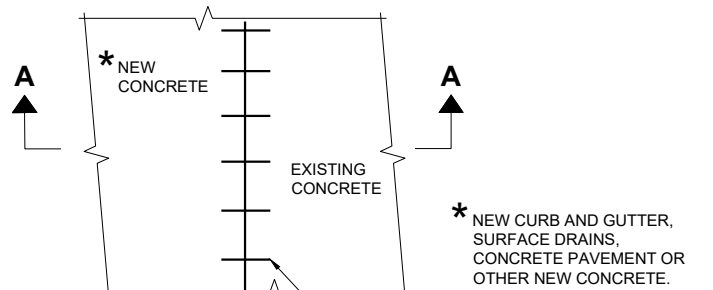
TYPES A^① & D



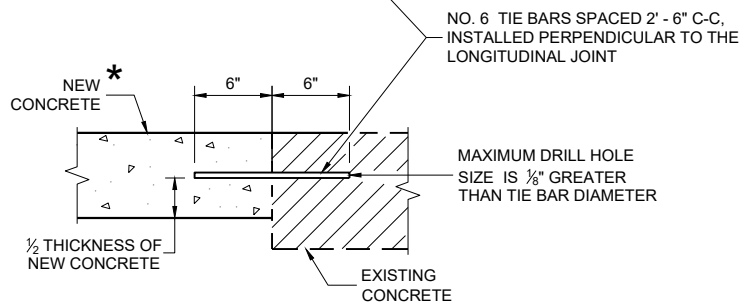
TYPES G^① & J
CONCRETE CURB



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



PLAN VIEW



SECTION A - A
TIE BARS DRILLED INTO EXISTING PAVEMENT

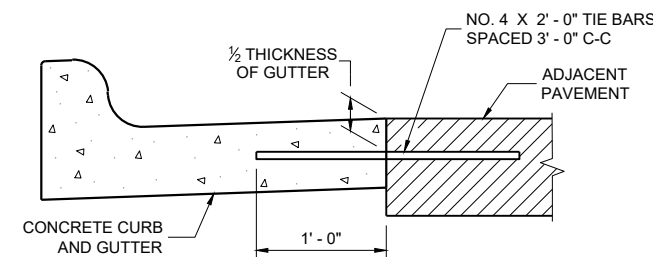
GENERAL NOTES

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

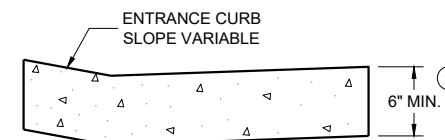
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

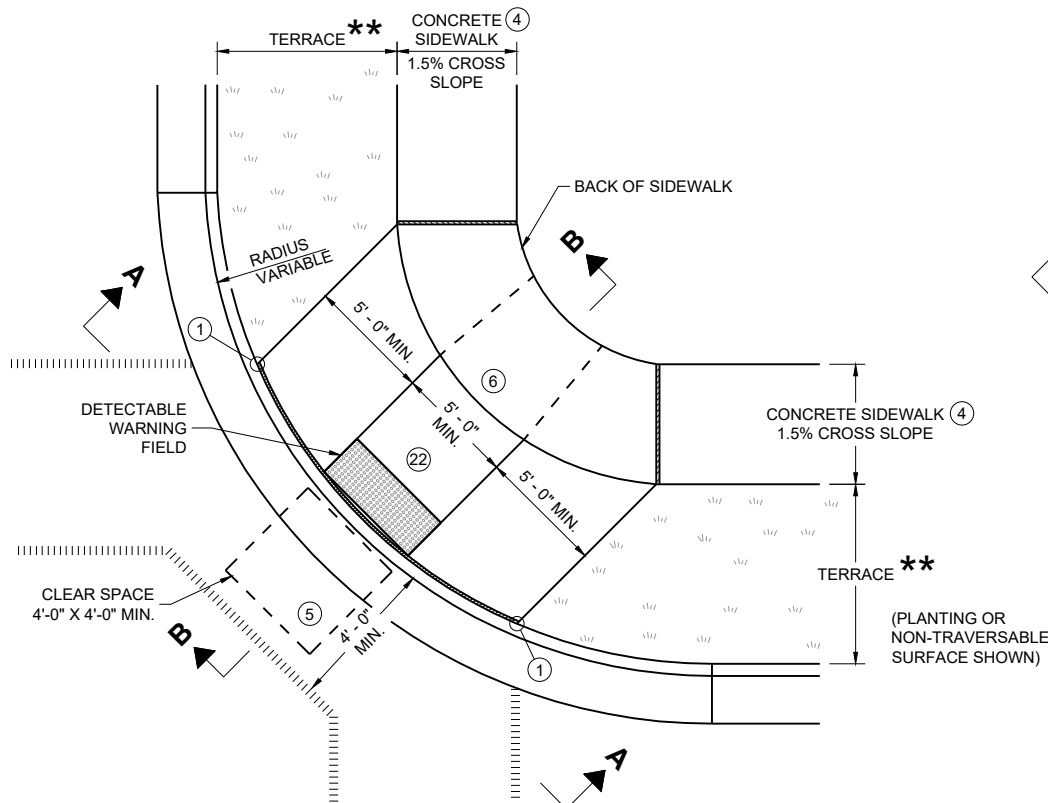


DRIVEWAY ENTRANCE CURB^⑩
(WHEN DIRECTED BY THE ENGINEER)

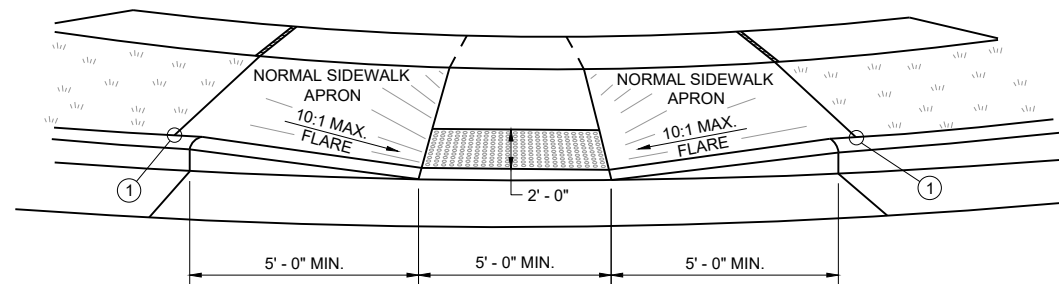
CONCRETE CURB, TIES
AND CURB AND GUTTER
APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

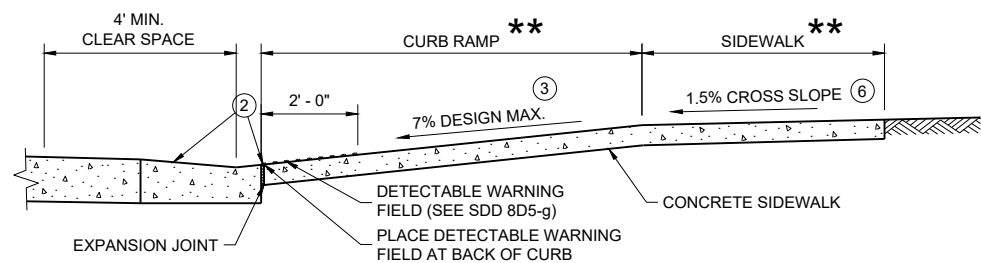
APPROVED
February 2025
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR
FHWA



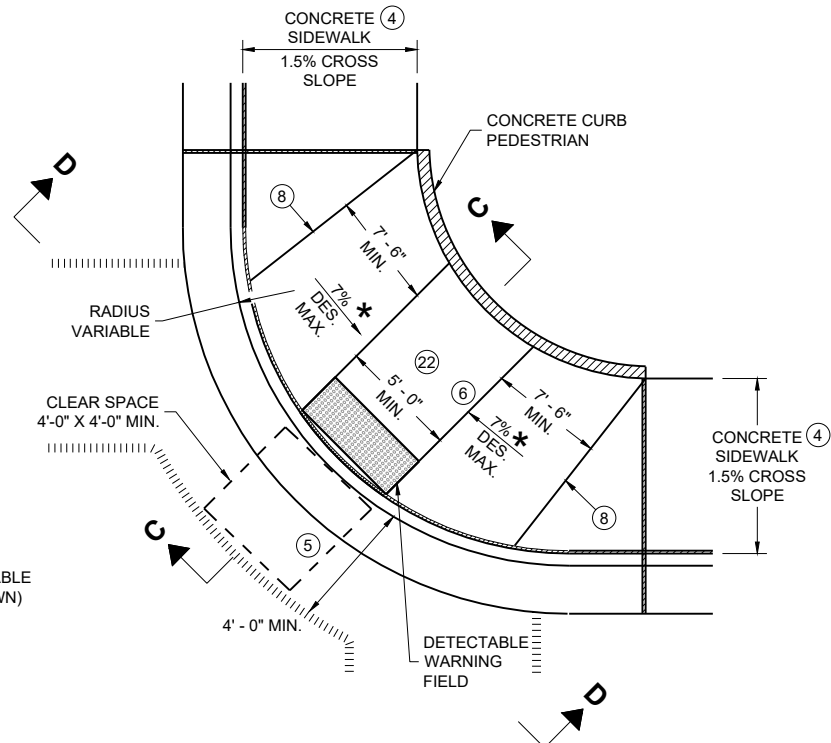
PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)



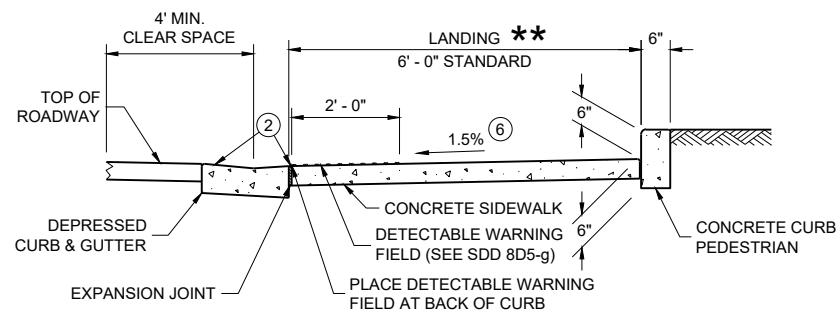
VIEW A - A FOR TYPE 1



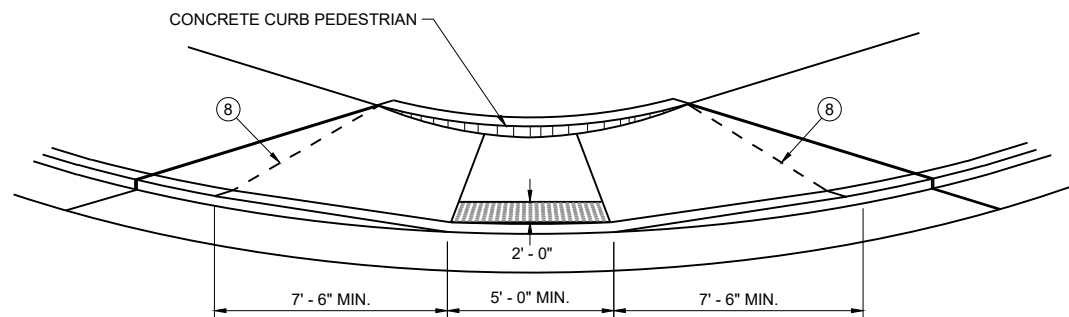
SECTION B - B FOR TYPE 1



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 CURB 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 CURB RAMP.

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

- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- ② GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑤ PROVIDE A CLEAR SPACE IN THE STREET AND GUTTER AREA. WHEN THE GUTTER CROSS SLOPE EXCEEDS 2.1%, CONSTRUCT THE CLEAR SPACE IN THE STREET AREA AND THE 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE. FOR RECONSTRUCTION AND MODERNIZATION PROJECTS THE CLEAR SPACE SLOPE PARALLEL TO THE CURBLINE SHOULD BE 2.1% MAX FOR CROSSINGS THAT ARE STOP AND YIELD CONTROLLED, AND 5% MAX FOR THOSE THAT ARE SIGNAL CONTROLLED. FOR PERPETUATION AND REHABILITATION PROJECTS THE SLOPE OF THE CLEAR SPACE PARALLEL TO THE CURBLINE WILL MATCH THE ROADWAY LONGITUDINAL SLOPE. THE SLOPE OF THE CLEAR SPACE PERPENDICULAR TO THE CURBLINE WILL MATCH THE ROADWAY CROSS SLOPE BUT SHOULD NOT EXCEED 5% UNLESS THE ROADWAY IS SUPERELEVATED (WHEN SUPERELEVATED THE ROADWAY CROSS SLOPE SHOULD MATCH THE SUPERELEVATION).
- ⑥ PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑰ A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- ⑳ THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

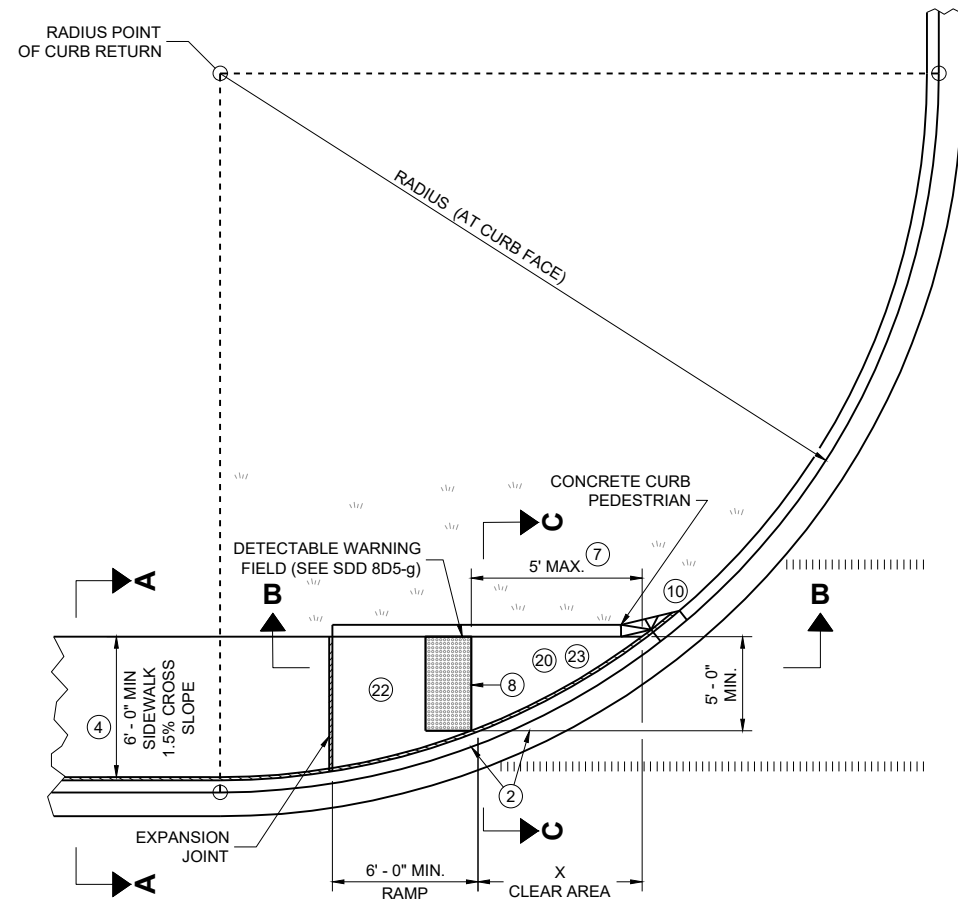
LEGEND

- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- MAXIMUM 8.3%
- WIDTH SHOWN ELSEWHERE IN THE PLANS

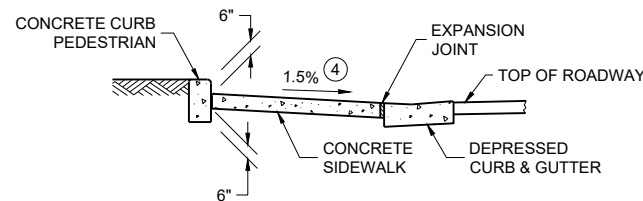
CURB RAMPS
TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

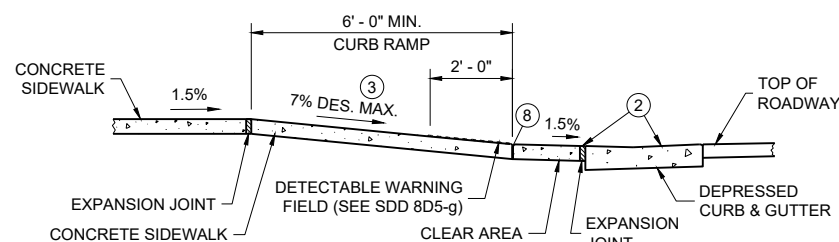




PLAN VIEW
CURB RAMP TYPE 4A



SECTION C - C FOR TYPE 4A



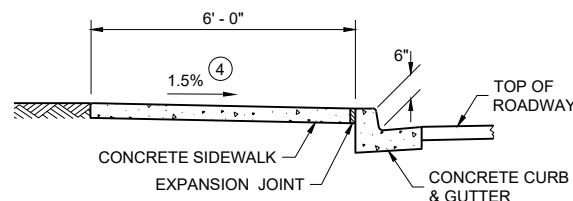
SECTION B - B FOR
TYPE 4A AND TYPE 4A1

LEGEND

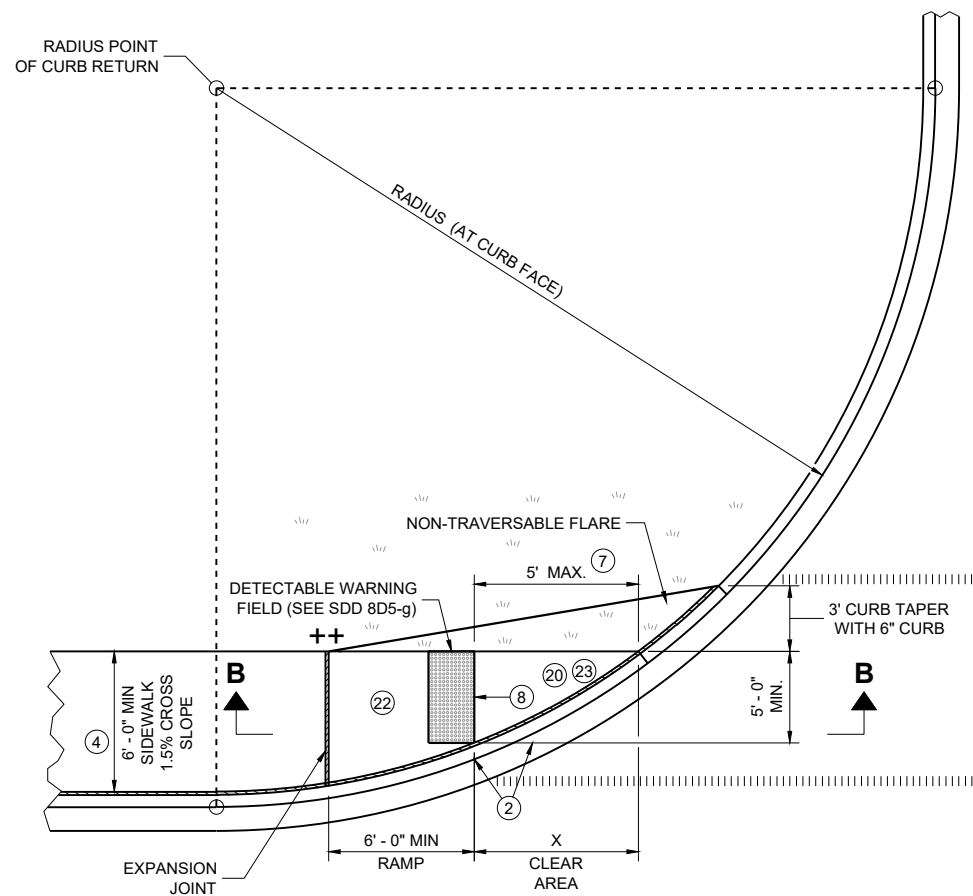
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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

INTERMEDIATE RADII CAN BE INTERPOLATED



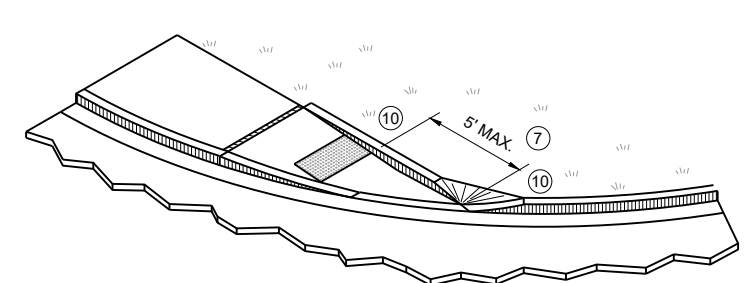
SECTION A - A FOR TYPE 4A



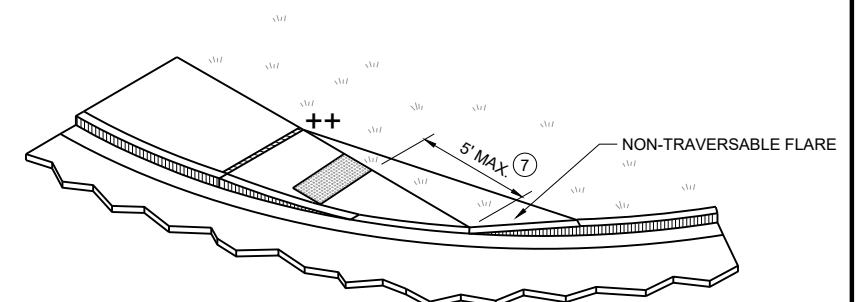
PLAN VIEW
CURB RAMP TYPE 4A1

GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB 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 COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- 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.
- A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.
- THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.
- THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



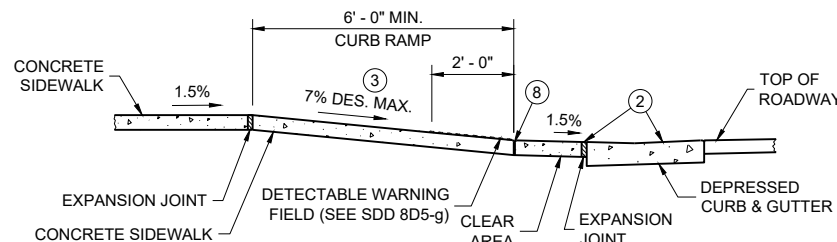
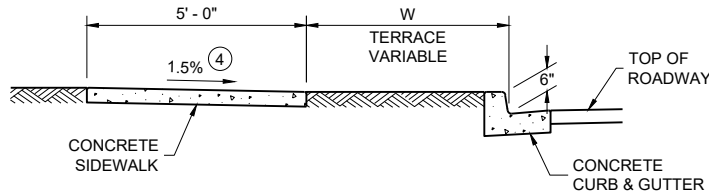
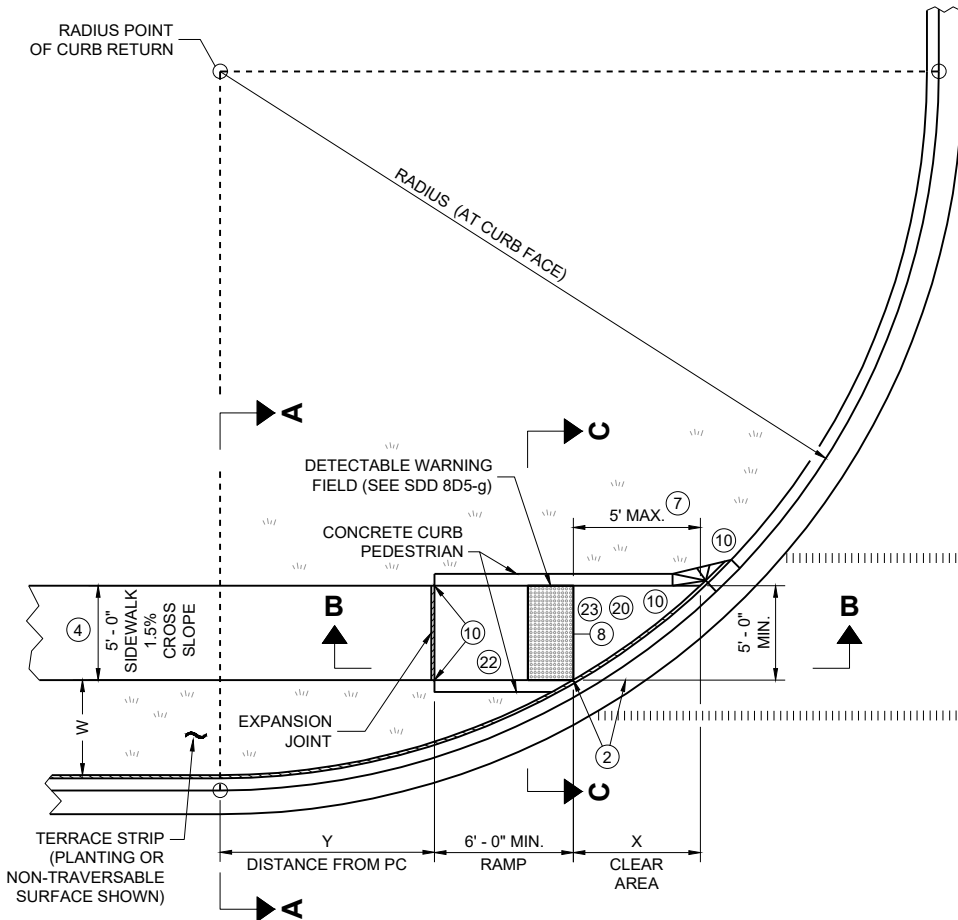
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

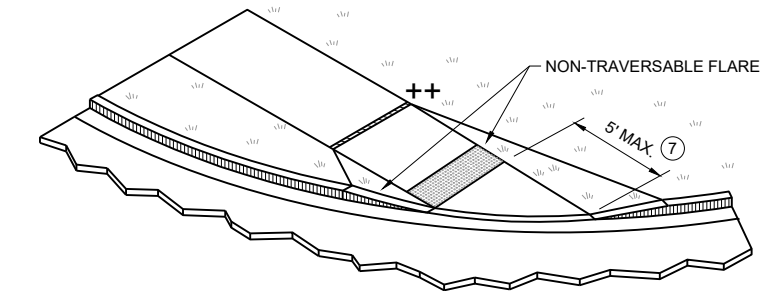
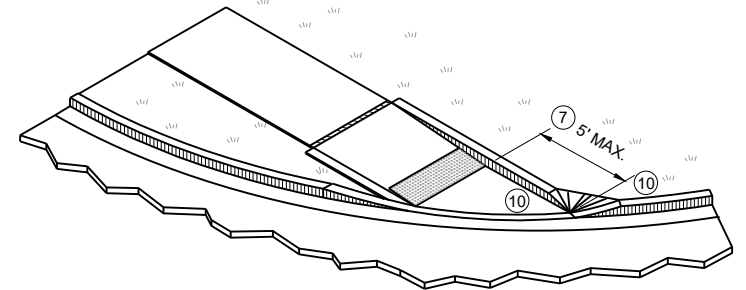
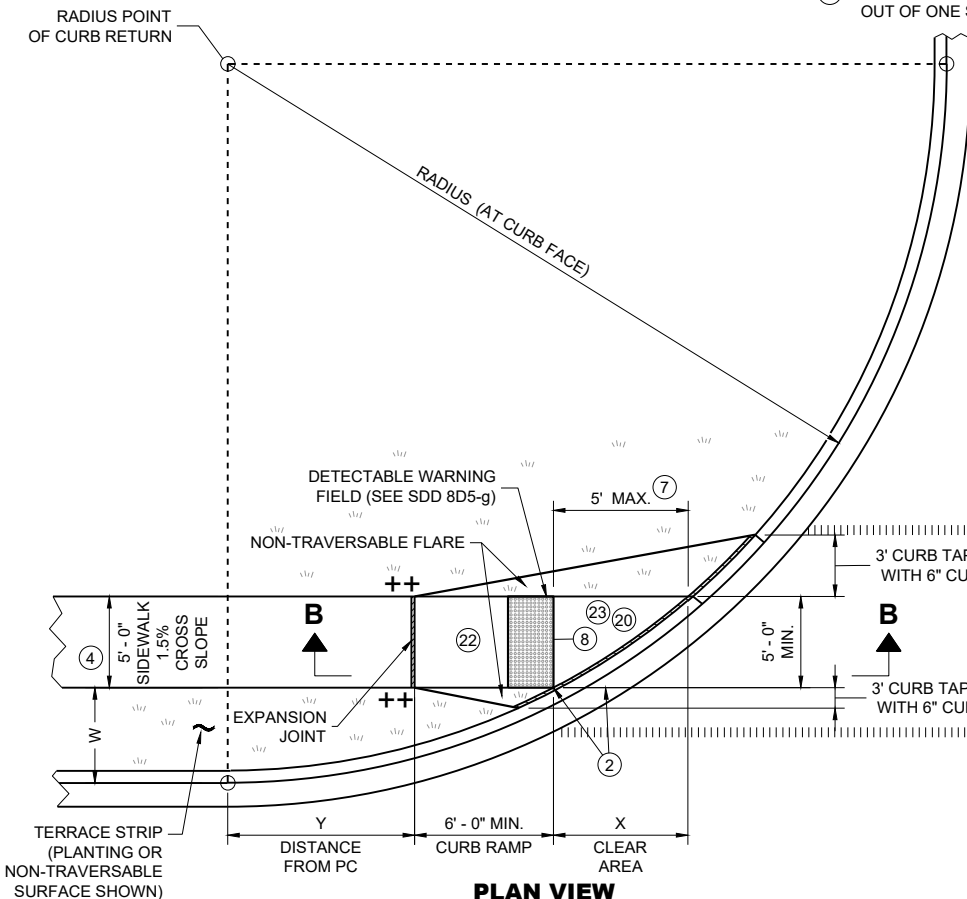
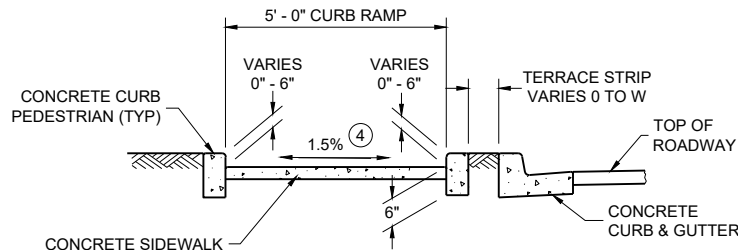
CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 1/4"	0' - 5"	2' - 1"	1' - 4 1/2"	1' - 5"	2' - 1"	0' - 10"	2' - 7 1/2"	0' - 3 1/4"	3' - 0 1/4"						
15 FEET	4' - 6 3/4"	2' - 1 3/4"	3' - 9"	3' - 5 3/4"	3' - 1 1/4"	4' - 6"	2' - 6 3/4"	5' - 4 1/2"	2' - 1"	6' - 1"	1' - 8"	6' - 8 1/2"	1' - 3 1/4"	7' - 2 1/2"	0' - 10 3/4"	7' - 7 1/4"
20 FEET			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



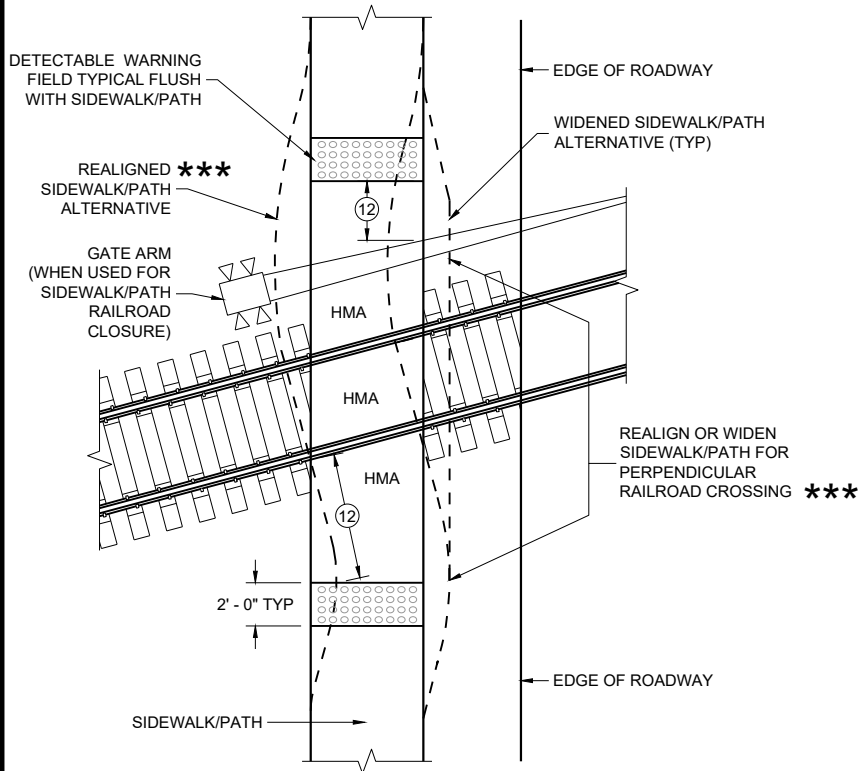
- LEGEND**
- 1/2" EXPANSION JOINT SIDEWALK
 - CONTRACTION JOINT SIDEWALK
 - PAVEMENT MARKING CROSSWALK (WHITE)
 - * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK
 - ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

GENERAL NOTES

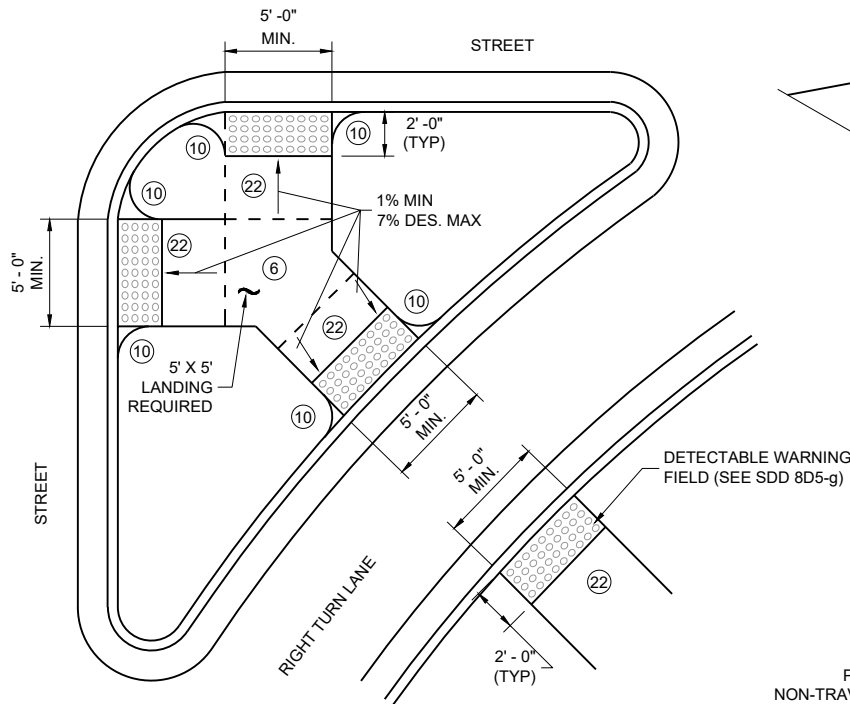
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- 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.
- A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.
- THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.
- THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

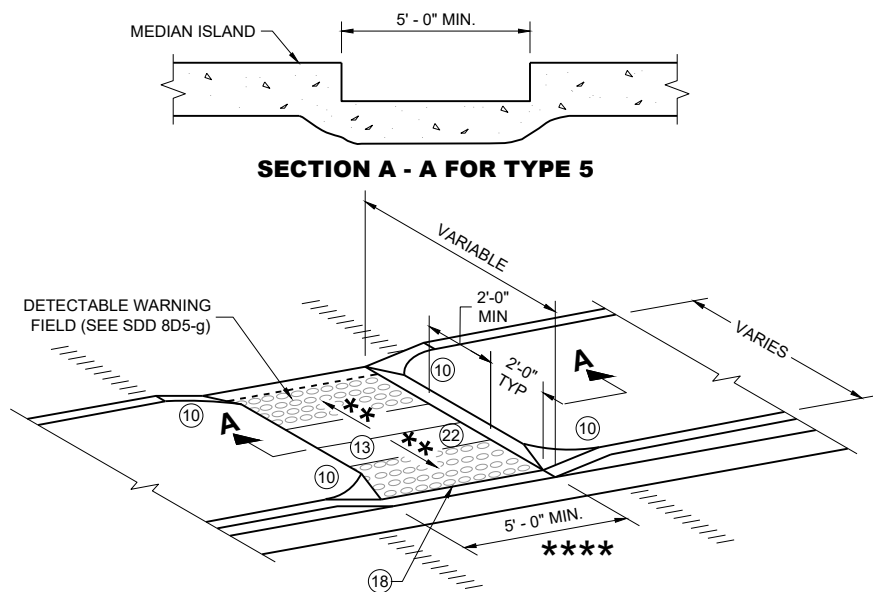


CURB RAMP TYPE 8
DETECTABLE WARNINGS
FOR SIDEWALKS OR SHARED USE PATHS
AT RAILROAD CROSSINGS

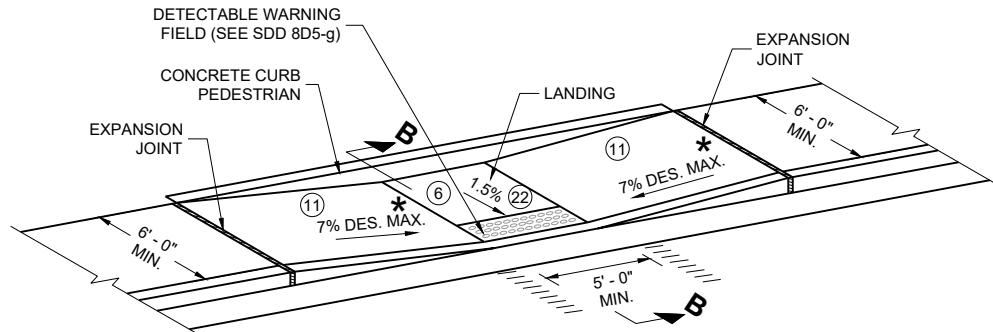


CURB RAMP TYPE 6
DETECTABLE WARNING AT ISLANDS

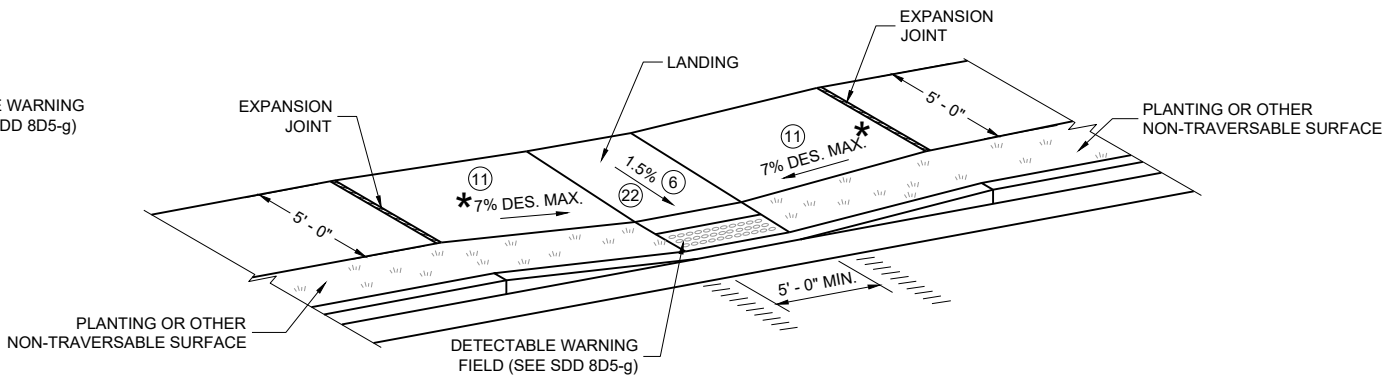
REFER TO GENERAL NOTES ② AND ③
FOR ALL ISLAND CURB RAMPS



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 CURB 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.

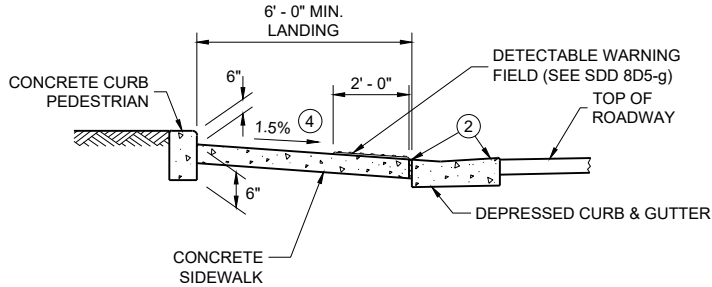
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

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

- ② GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.
- ⑩ INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
- ⑪ SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.
- ⑫ THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/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 STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.
- ⑰ A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- ⑱ WHEN THE DISTANCE BETWEEN THE BACK OF CURBS IS LESS THAN 6 FEET BUT THE FACE OF CURB TO FACE OF CURB DISTANCE IS 6 FEET OR GREATER THEN THE DETECTABLE WARNING FIELDS MAY BE MOVED SO THAT THE EDGE OF THE WARNING FIELD IS PLACED AT THE GUTTER FLOWLINE. MAINTAIN A MINIMUM OF TWO FEET BETWEEN DETECTABLE WARNING FIELD PANELS.
- ⑳ THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

LEGEND

- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- MAXIMUM 8.3%
- 1% MINIMUM (PROVIDE DRAINAGE)
- DETAILS TO BE DETERMINED BY ENGINEER
- FOR SHARED USE PATHS, WIDTH MUST BE AS WIDE AS THE CROSSWALK

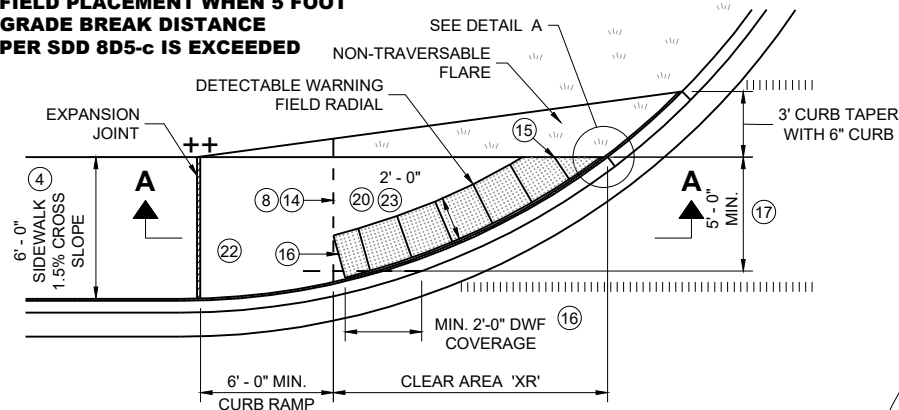


SECTION B - B FOR TYPE 7A

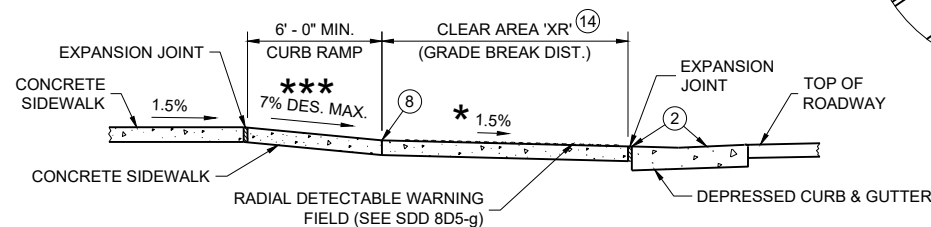
CURB RAMPS
TYPE 5, 6, 7A, 7B & 8

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)**



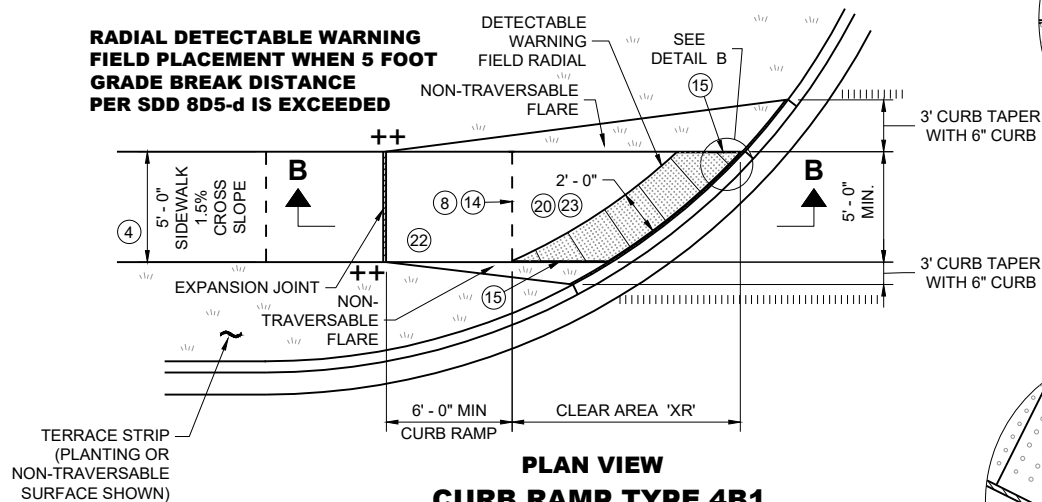
SECTION A - A FOR TYPE 4A1

DETAIL A

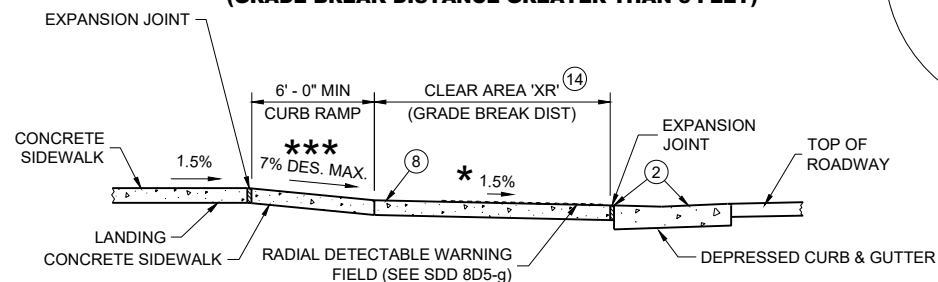
DETAIL B

DETAIL C

**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

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB 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.

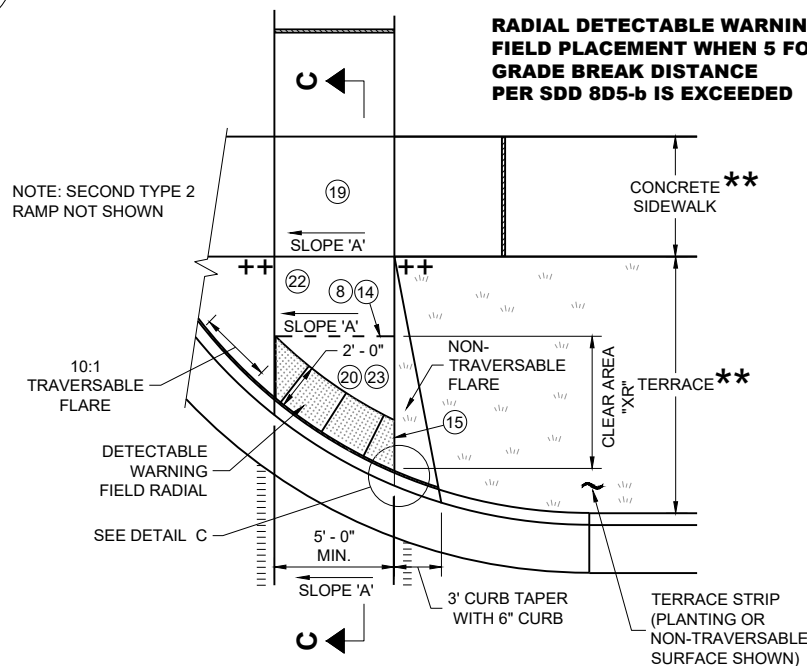
REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

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

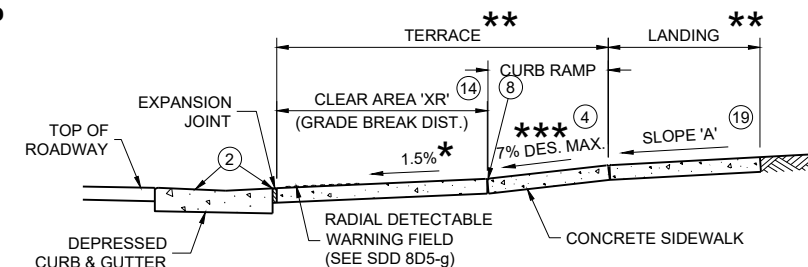
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

- ② GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
- ④ $\pm 0.5\%$ CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.
- 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 $\frac{1}{8}$ " DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.
- ⑯ USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.
- ⑰ A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- ⑲ WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.
- ⑳ MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.
- ㉒ THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.
- ㉓ THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.

**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)**



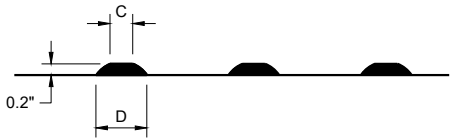
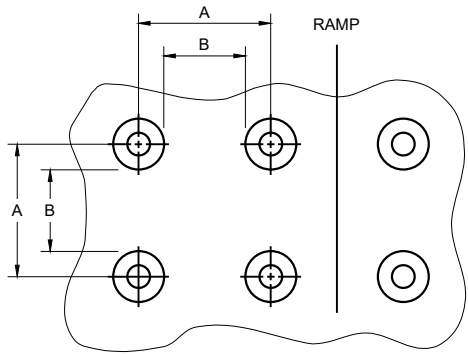
SECTION C - C FOR TYPE 2

**CURB RAMPS
RADIAL DETECTABLE WARNING**

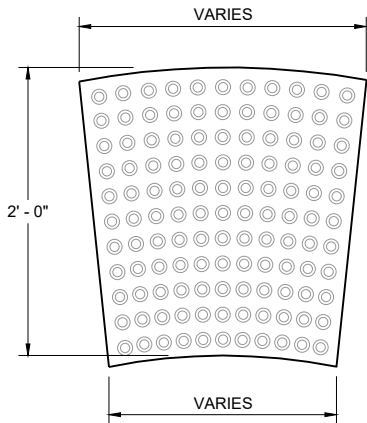
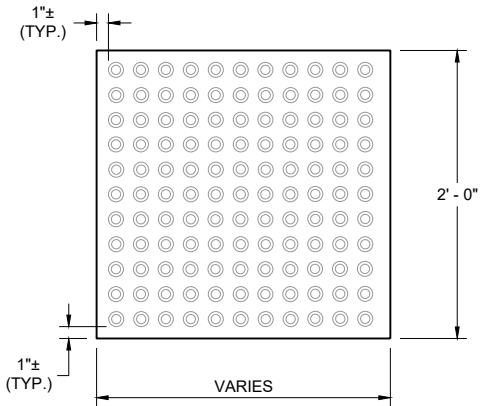
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

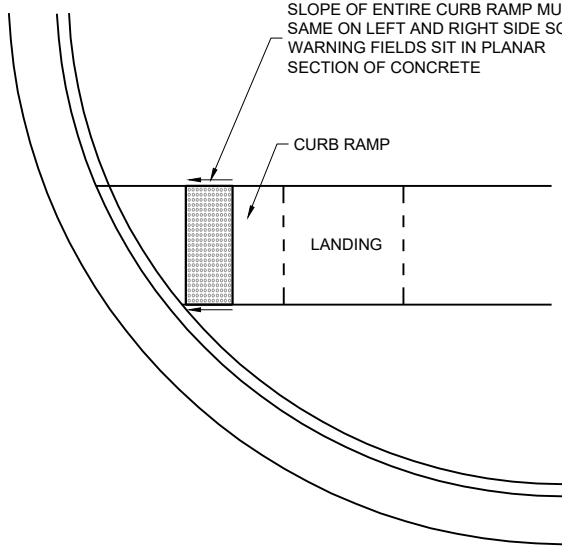
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



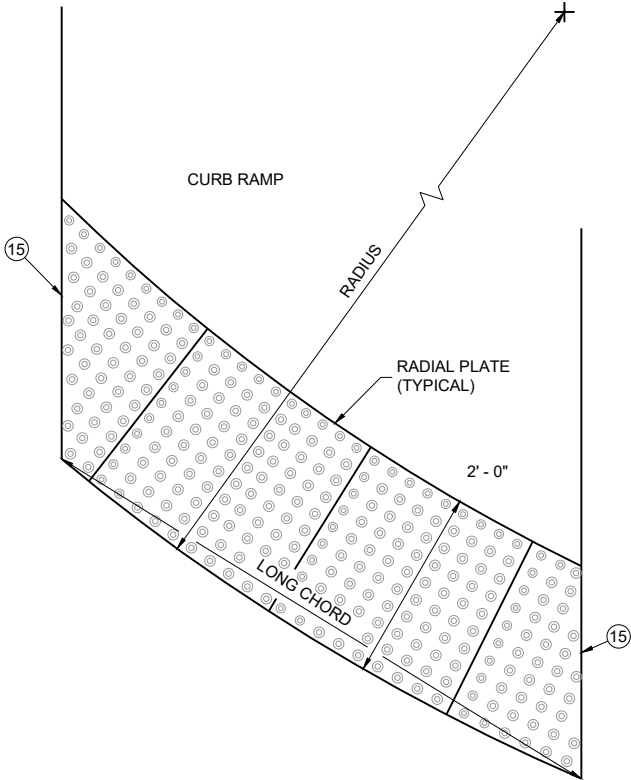
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



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.

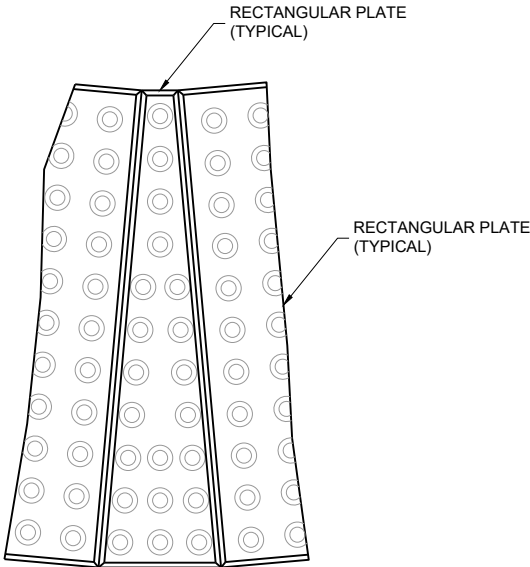
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.



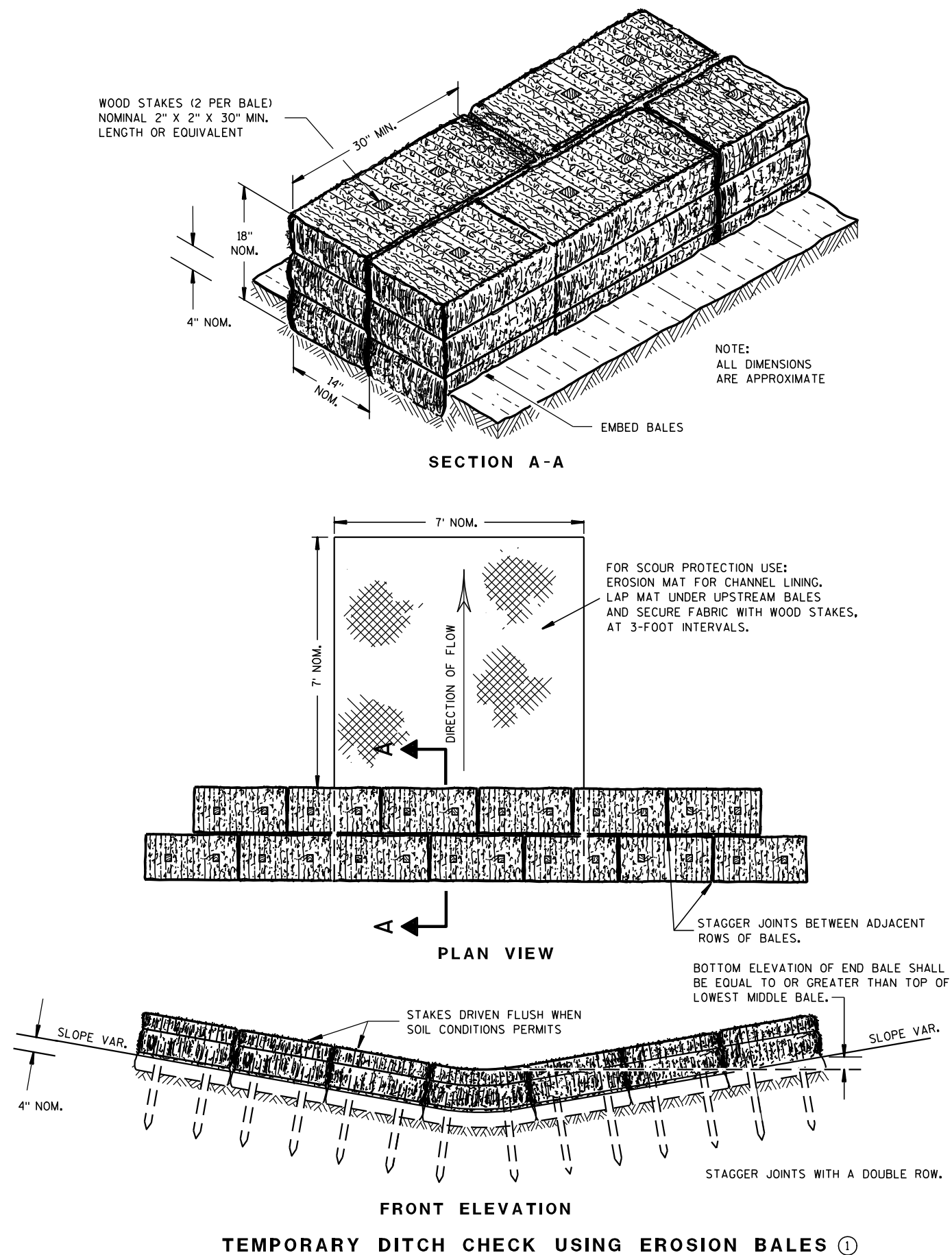
PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 /S/ Rodney Taylor
DATE <position>

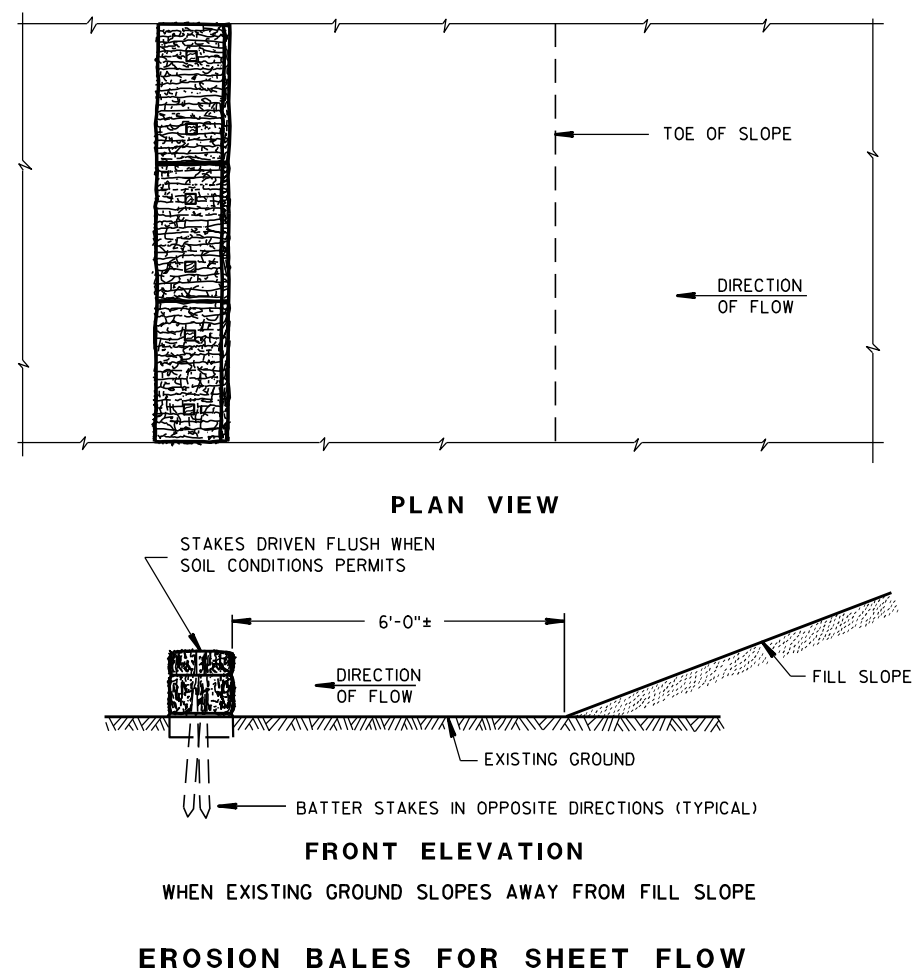
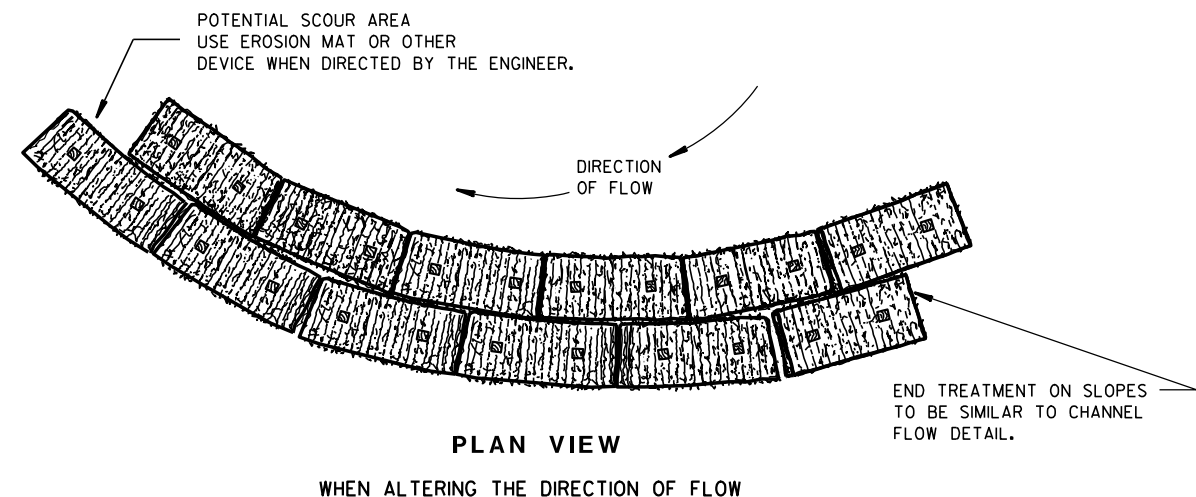
FHWA



GENERAL NOTES

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

- ① TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

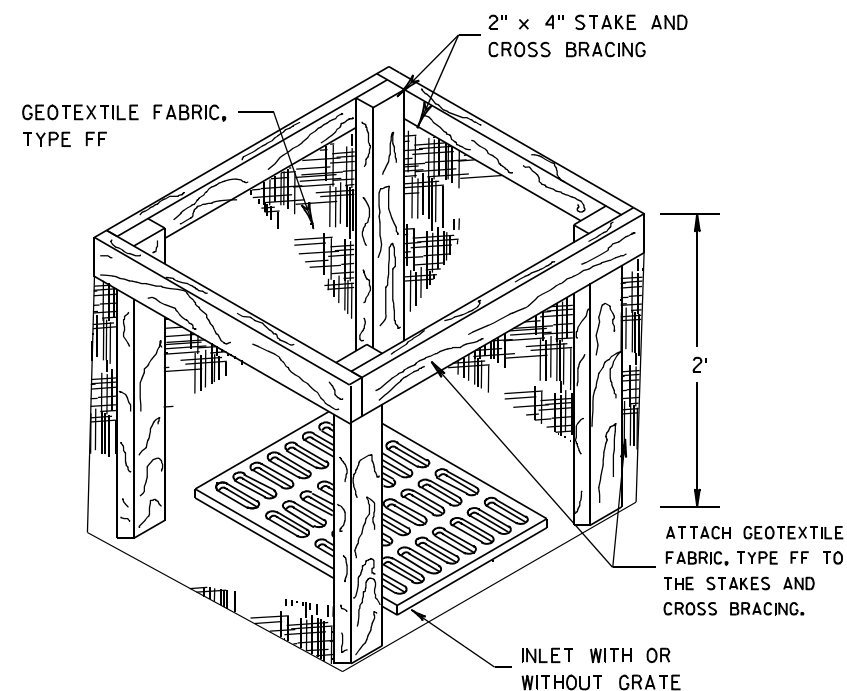
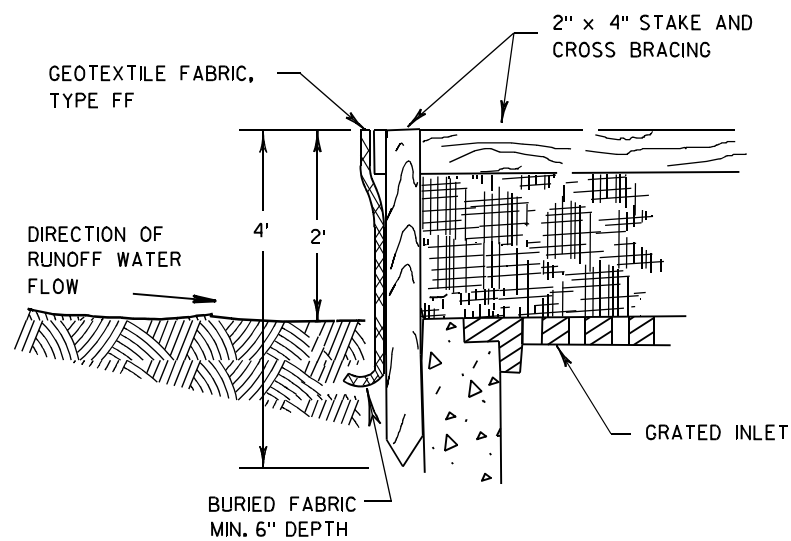
TYPICAL INSTALLATIONS OF
EROSION BALES / TEMPORARY
DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02
DATE/S/ Beth Connolly
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA



INLET PROTECTION, TYPE A

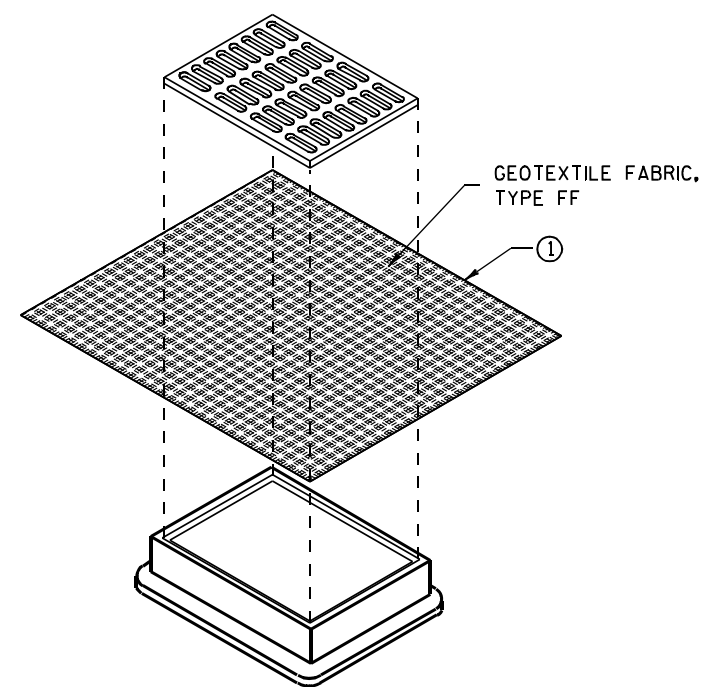
GENERAL NOTES

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

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

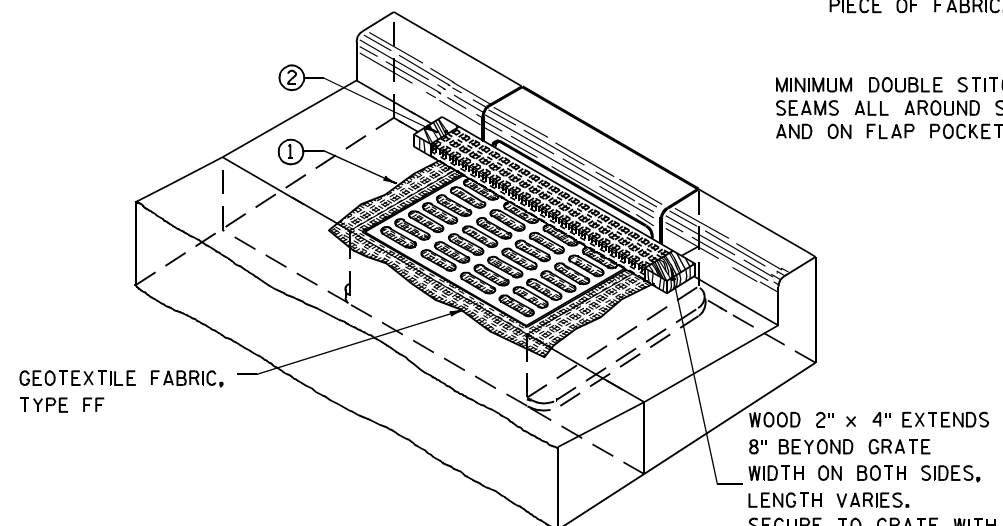
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

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



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

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

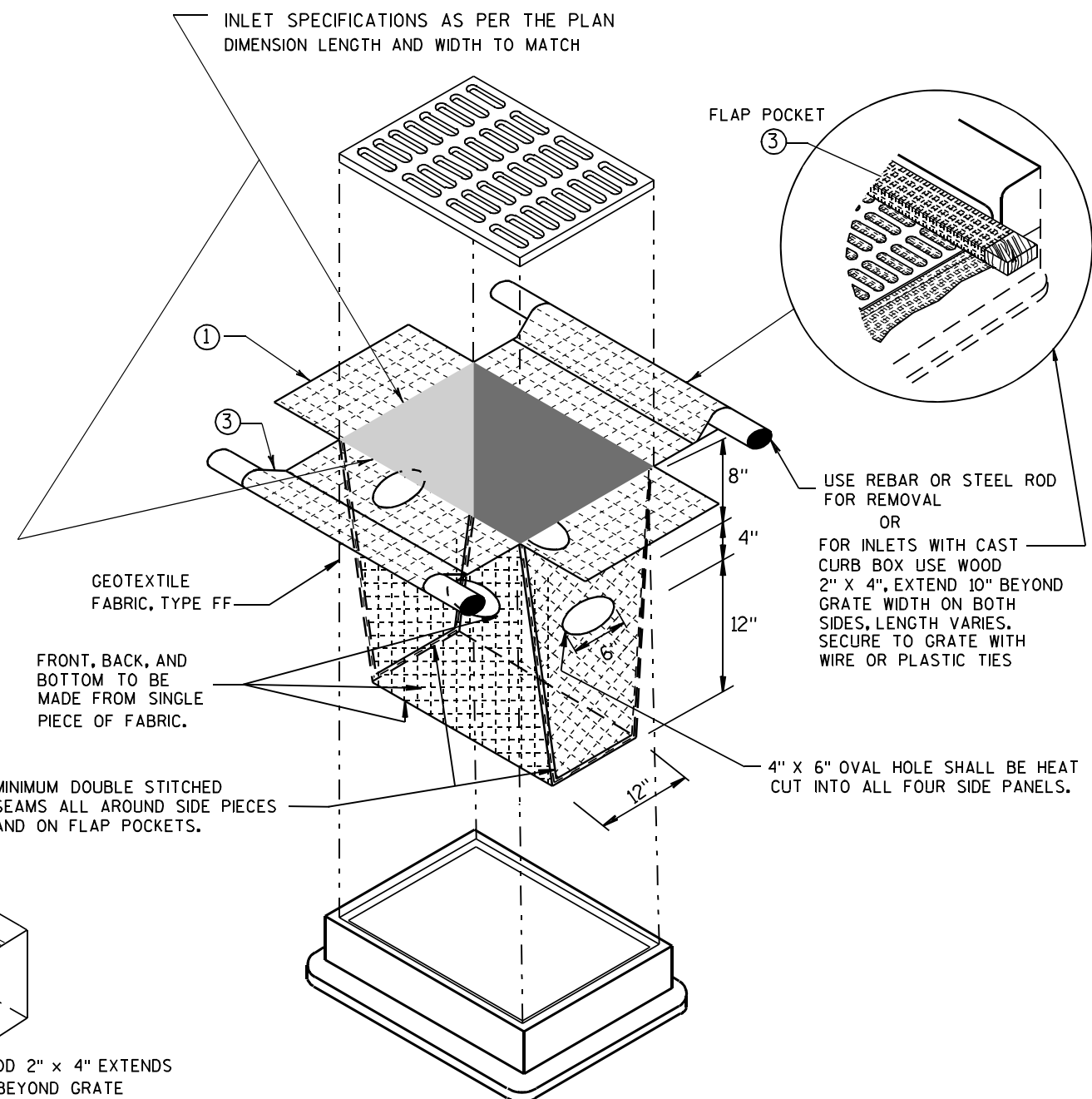
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

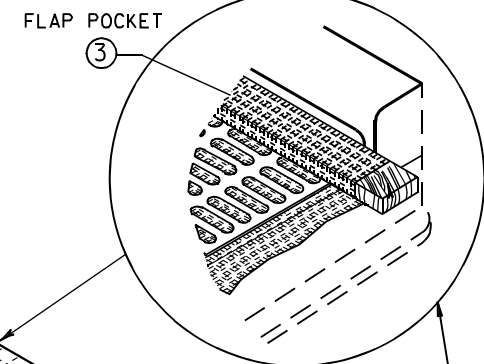
TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

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



INLET PROTECTION, TYPE D

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



USE REBAR OR STEEL ROD FOR REMOVAL OR
FOR INLETS WITH CAST CURB BOX USE WOOD 2" X 4", EXTEND 10" BEYOND GRATE WIDTH ON BOTH SIDES, LENGTH VARIES. SECURE TO GRATE WITH WIRE OR PLASTIC TIES

4" X 6" OVAL HOLE SHALL BE HEAT CUT INTO ALL FOUR SIDE PANELS.

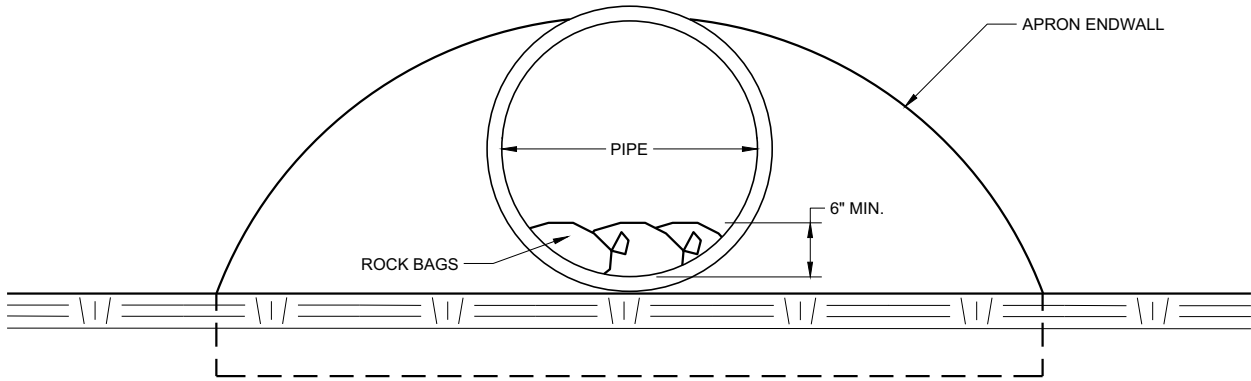
MINIMUM DOUBLE STITCHED SEAMS ALL AROUND SIDE PIECES AND ON FLAP POCKETS.

WOOD 2" X 4" EXTENDS 8" BEYOND GRATE WIDTH ON BOTH SIDES, LENGTH VARIES. SECURE TO GRATE WITH WIRE OR PLASTIC TIES

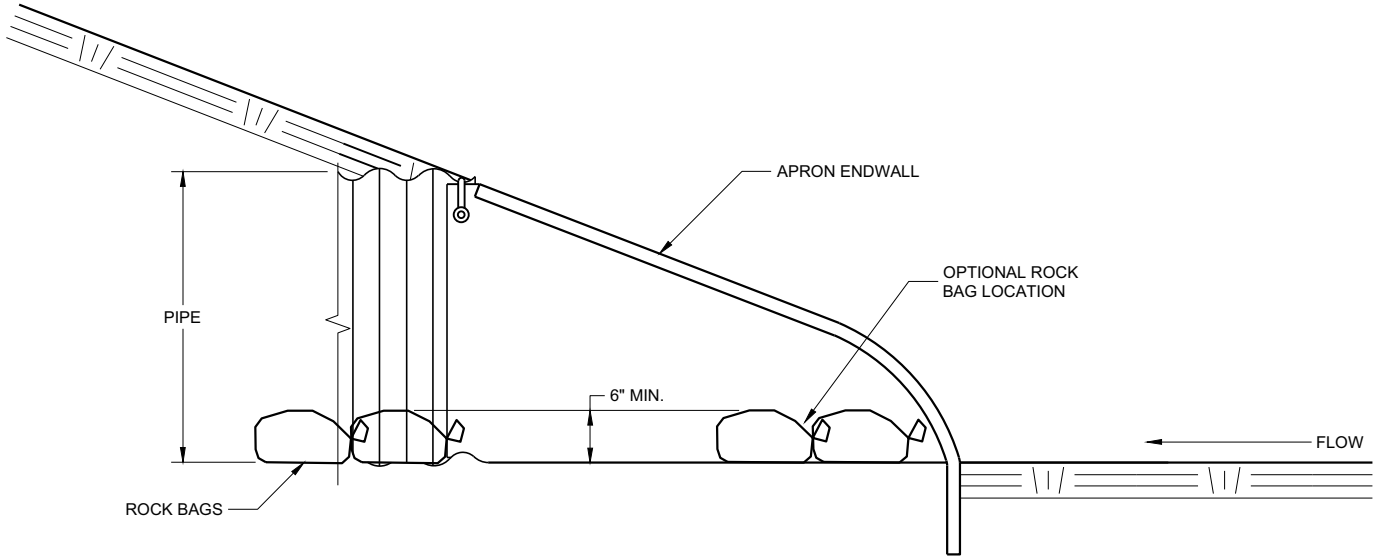
**INLET PROTECTION
TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



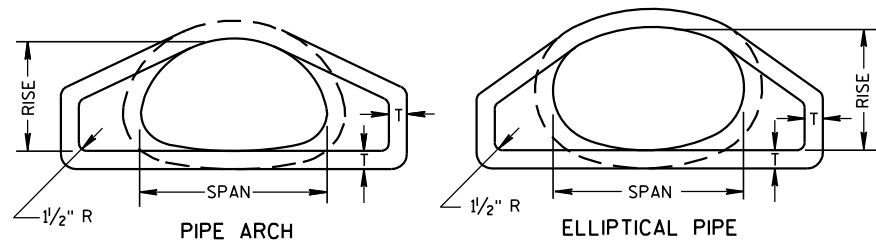
END VIEW



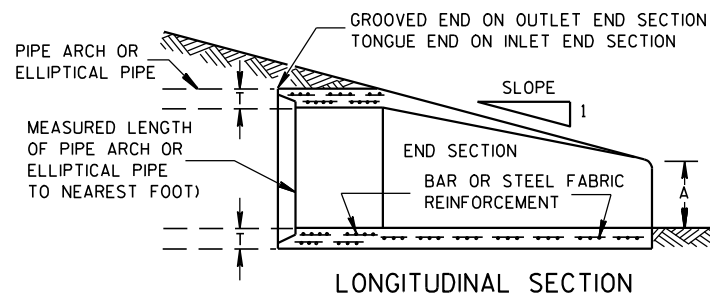
SIDE VIEW

CULVERT PIPE CHECK
(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK		
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION		
APPROVED May 2019 DATE	/S/ Daniel Schave	
FHWA	EROSION CONTROL ENGI	119

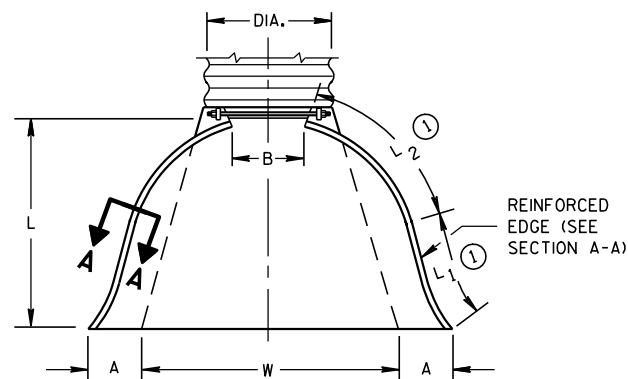


END VIEW



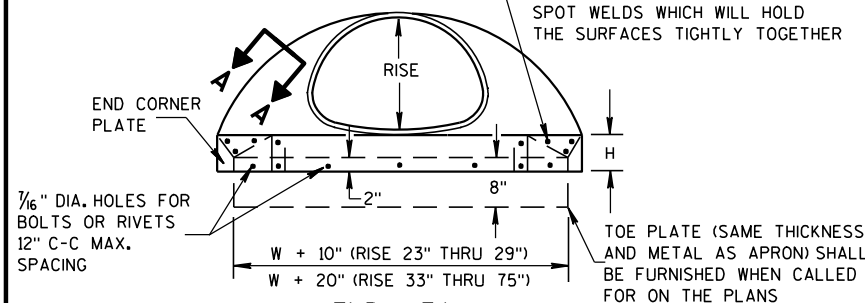
LONGITUDINAL SECTION

CONCRETE ENDWALLS

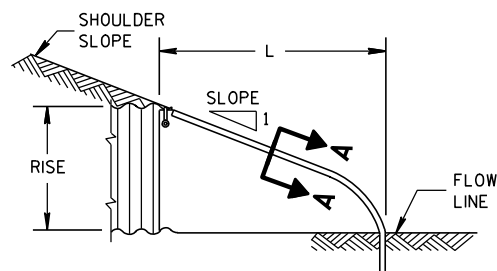
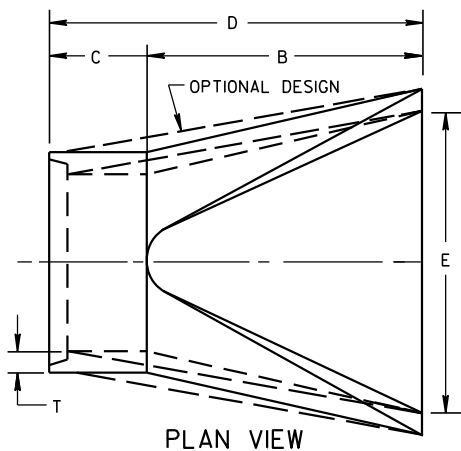


PLAN VIEW

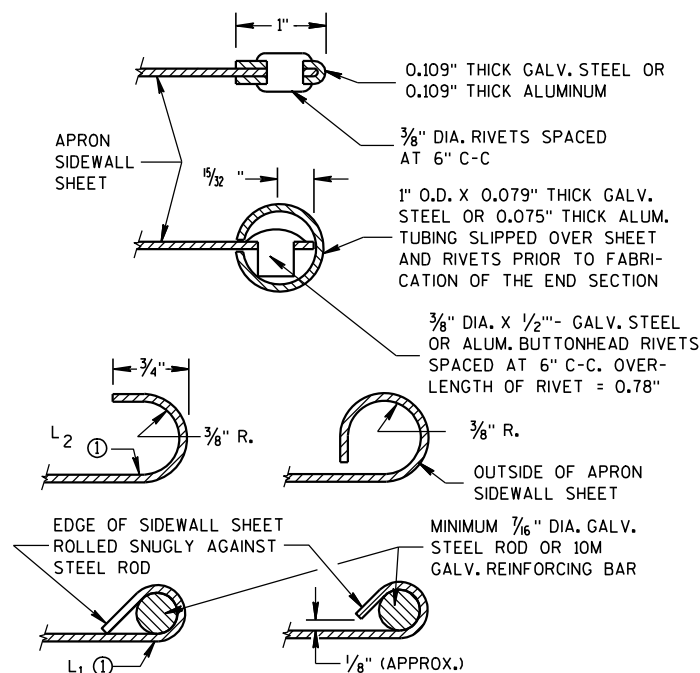
END CORNER PLATES MAY BE FASTENED TO APRON PROPER BY BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER



END VIEW

SIDE ELEVATION
METAL ENDWALLS

PLAN VIEW



SECTION A-A

2- 2 ² / ₃ " x 1 ¹ / ₂ " CORRUGATIONS													
EQUIV. DIA. (Inches)	(Inches)		MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE	BODY
	SPAN	RISE	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 ¹ / ₂ ")	L ₁ ①	L ₂ ①	W (±2")		
15	17	13	.064	.060	7	9	6	19	14	16	30	2 ¹ / ₂ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19 ³ / ₈	36	2 ¹ / ₂ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21 ³ / ₄	42	2 ¹ / ₂ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27 ¹ / ₂	48	2 ¹ / ₂ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37 ⁵ / ₈	60	2 ¹ / ₂ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45 ³ / ₈	75	2 ¹ / ₂ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54 ³ / ₄	85	2 ¹ / ₂ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2 ¹ / ₂ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72 ³ / ₄	102	2 ¹ / ₄ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82 ¹ / ₄	114	2 ¹ / ₄ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

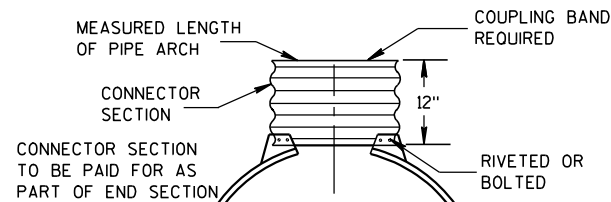
3" X 1" CORRUGATIONS													
EQUIV. DIA. (Inches)	(Inches)		MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE	BODY
	SPAN	RISE	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L ₁ ⓪	L ₂ ⓪	W (±2")		
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL
SEE GENERAL NOTES

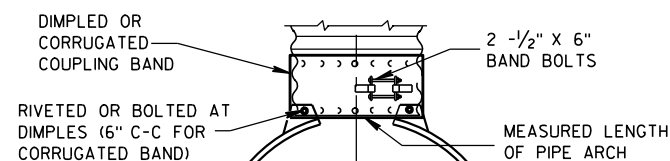
TYPE 2

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



TYPE 3

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



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

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

CONNECTION DETAILS

REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches)								APPROX. SLOPE
	** SPAN	** RISE	T	A	B	C	D	E	
24	29	18	3	8 1/2	39	33	72	48	3 to 1
30	36	22	3 1/2	9 1/2	50	46	96	60	3 to 1
36	44	27	4	11 1/8	60	36	96	72	3 to 1
42	51	31	4 1/2	15 1/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5 1/2	25 1/2	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28 1/2	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

EQUIV. DIA. (Inches)	DIMENSIONS (Inches)								APPROX. SLOPE
	** SPAN	** RISE	T	A	B	C	D	E	
24	30	19	3 1/4	8 1/2	39	33	72	48	3 to 1
30	38	24	3 3/4	9 1/2	54	18	72	60	3 to 1
36	45	29	4 1/2	11 1/8	60	24	84	72	2 1/2 to 1
42	53	34	5	15 1/4	60	36	96	78	2 1/2 to 1
48	60	38	5 1/2	21	60	36	96	84	2 1/2 to 1
54	68	43	6	25 1/2	60	36	96	90	2 1/2 to 1
60	76	48	6 1/2	30	60	36	96	96	2 1/2 to 1

**NOMINAL SIZE

GENERAL NOTES

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

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

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

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

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

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

APRON ENDWALLS FOR
PIPE ARCH AND
ELLIPTICAL PIPESTATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94

DATE

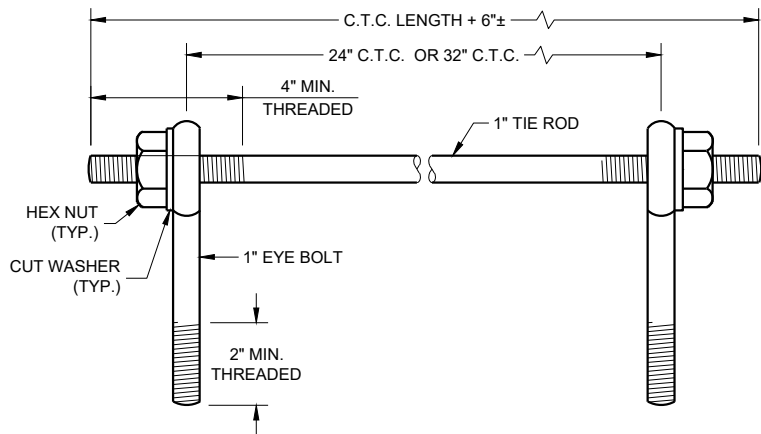
FHWA

/S/ Rory L. Rhinehart

CHIEF ROADWAY DEVELOPER

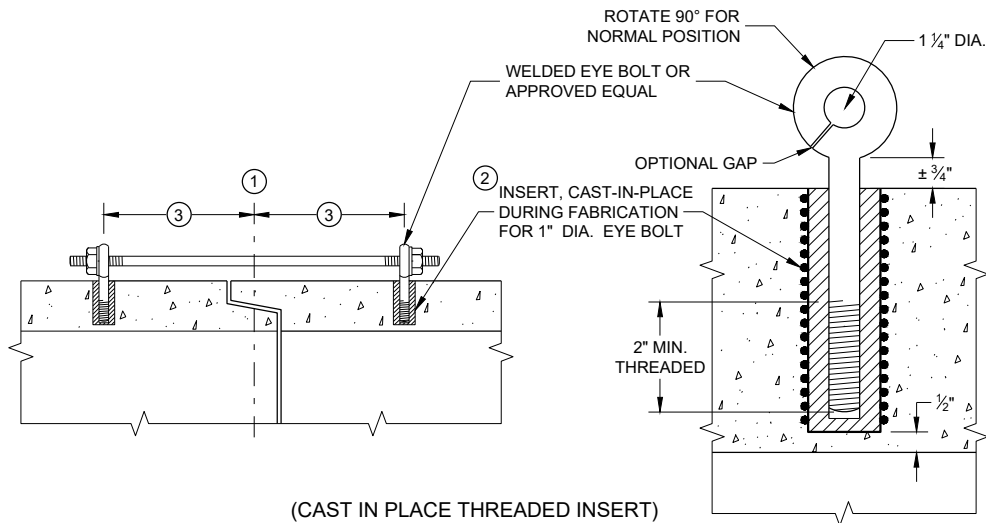
120

ENGINEER



EYE BOLTS AND TIE ROD

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



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

GENERAL NOTES

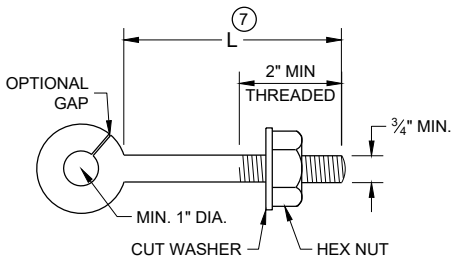
DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

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

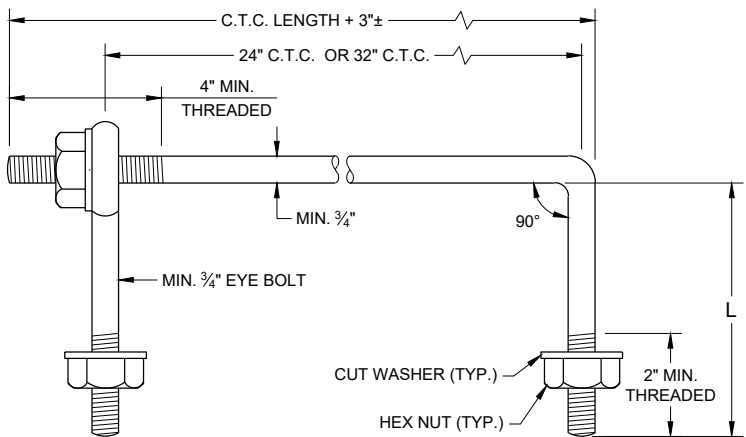
JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

- 1 CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.
- 2 THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.
- 3 HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.
- 4 BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.
- 5 OPENING TO BE ROD DIAMETER PLUS 1 INCH.
- 6 LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.
- 7 EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

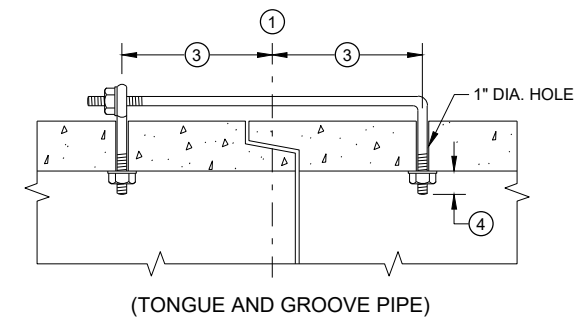


EYE BOLT 7

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



EYE BOLT AND TIE ROD

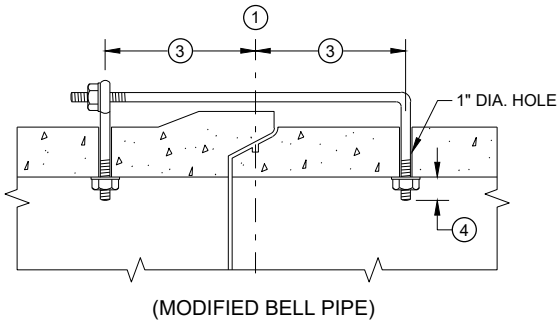


(TONGUE AND GROOVE PIPE)

LONGITUDINAL SECTION

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

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

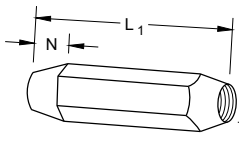


(MODIFIED BELL PIPE)

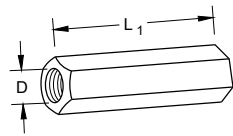
ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L ₁	N
12 - 60	5/8	5/8	5	1/2
66 - 84	3/4	3/4	5	1/2
90 - 144	1	1	7	1 1/16

DIMENSIONS SHOWN ARE IN INCHES

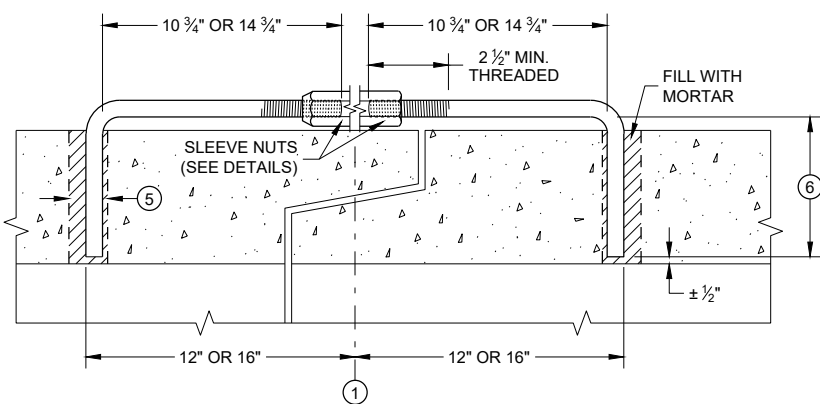


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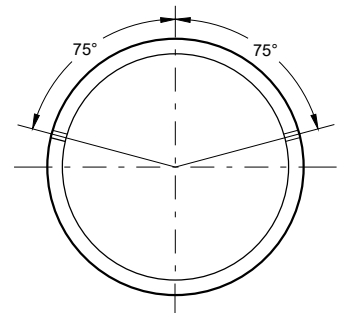
PLAIN

RIGHT AND LEFT THREADS
SLEEVE NUTS



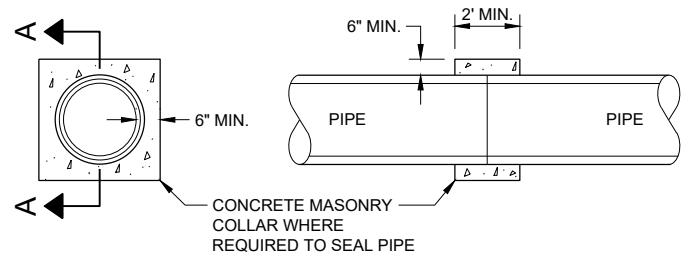
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



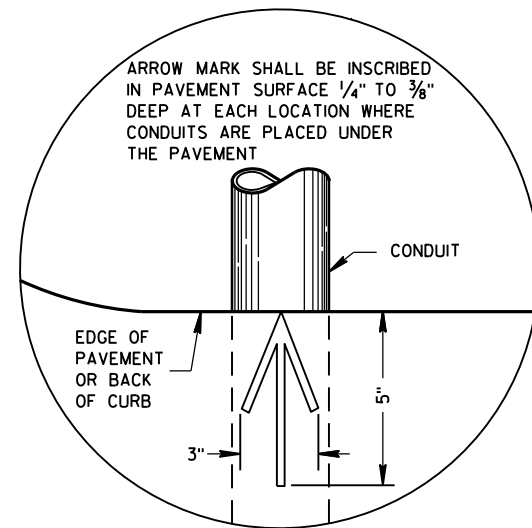
SECTION A - A

CONCRETE COLLAR DETAIL

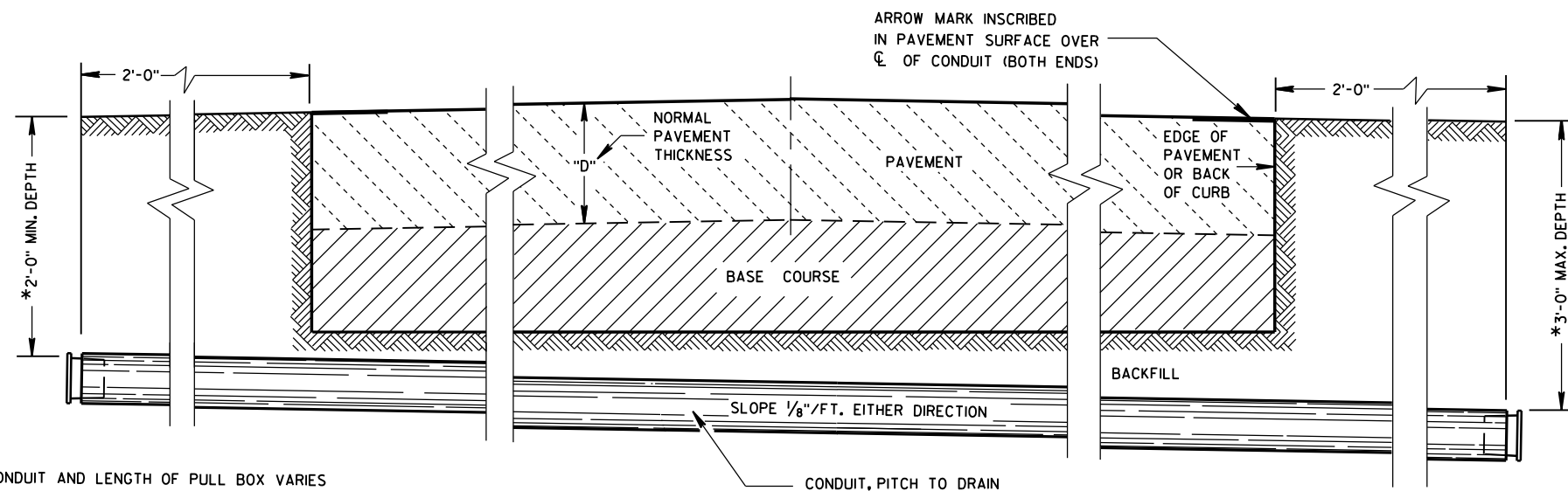
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER 121
FHWA



PLAN VIEW
ARROW MARK



SIDE ELEVATION
DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

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

GENERAL NOTES

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

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

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

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

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

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

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

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

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

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

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

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR 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.).

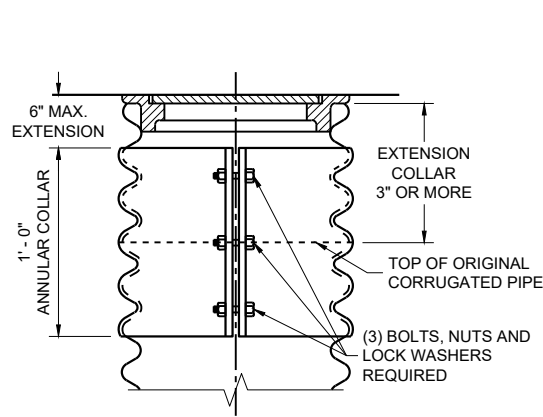
TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

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.

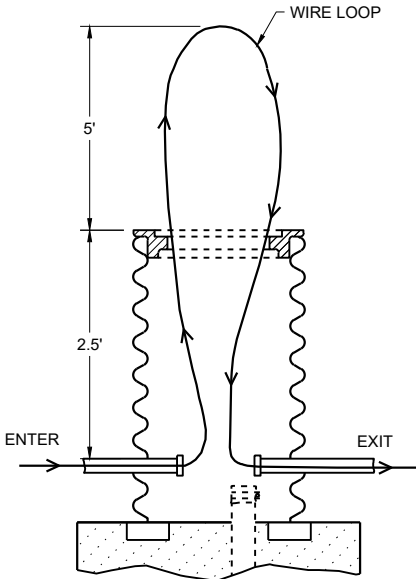
CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

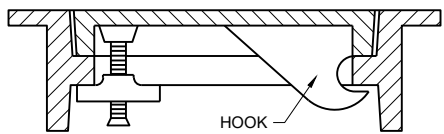
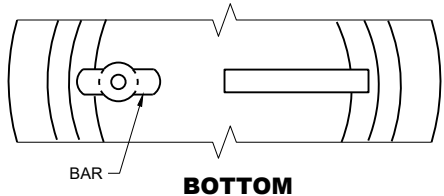
APPROVED
March, 2017 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL 122
FHWA



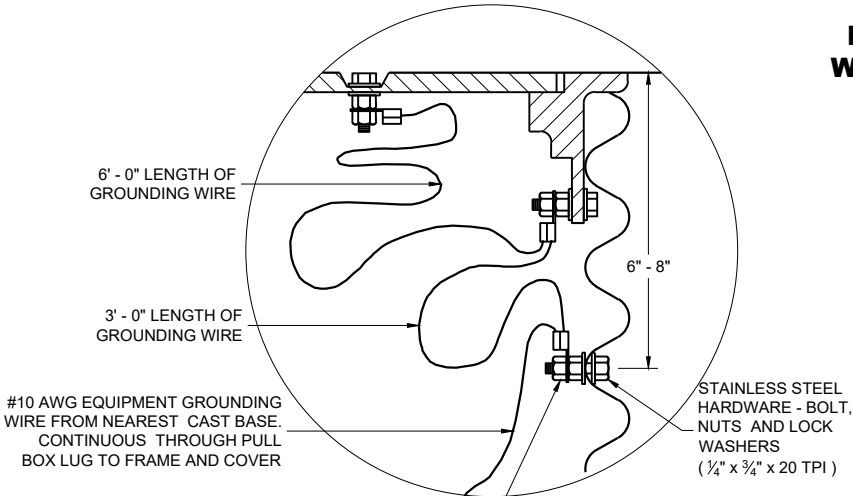
CORRUGATED PIPE EXTENDER



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

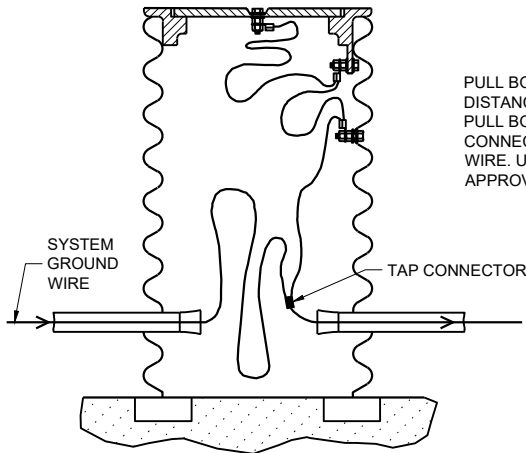


ALTERNATE COVER (LOCKING)
TIGHTENING BAR TYPE



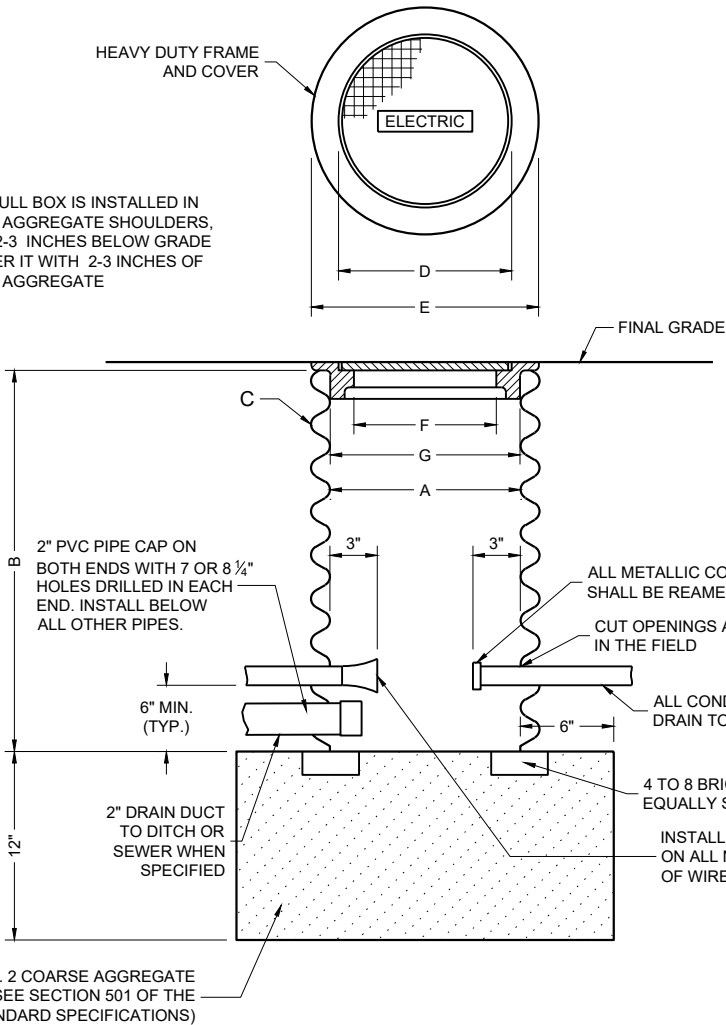
NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE



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 1/4".

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)	12	12	12	18	18	18	24	24
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 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
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.

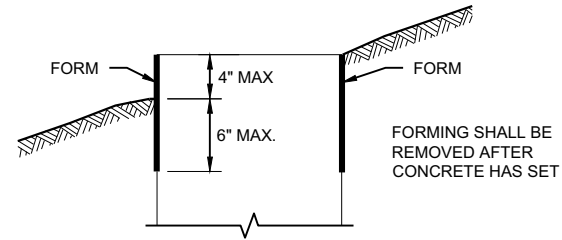
PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL ENGINEER

FHWA

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



FORMING DETAIL

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

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.

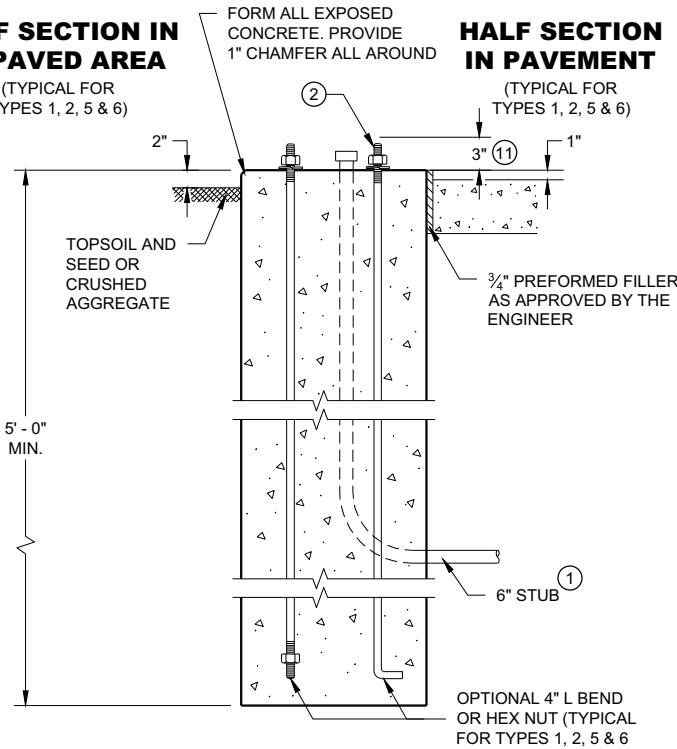
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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).

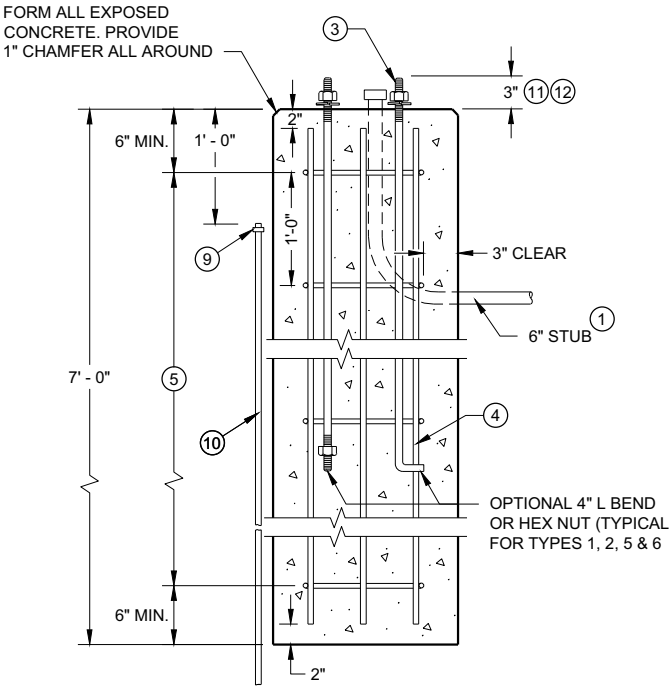
- 1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN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



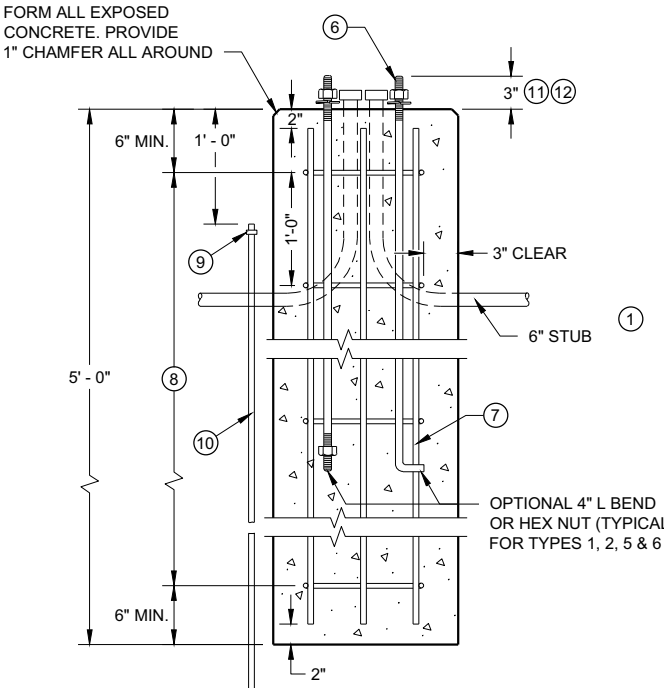
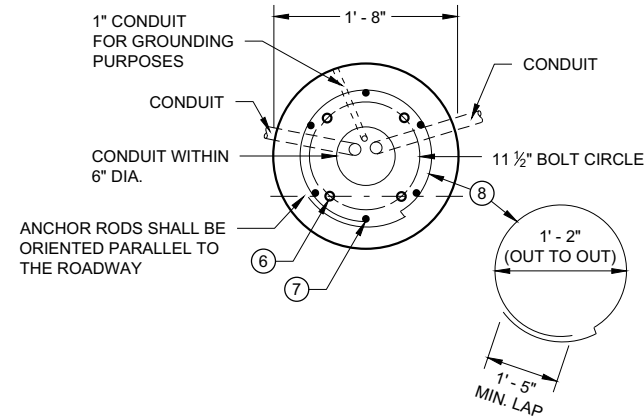
TYPE 1

HALF SECTION IN PAVEMENT

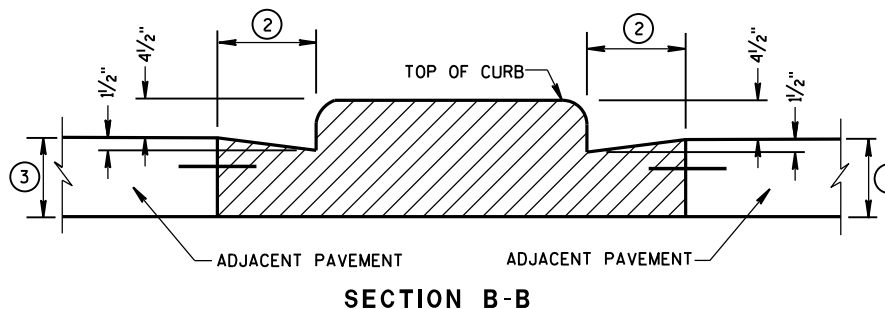
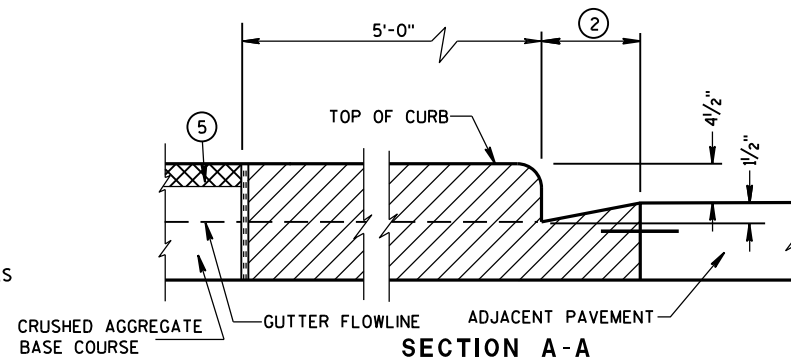
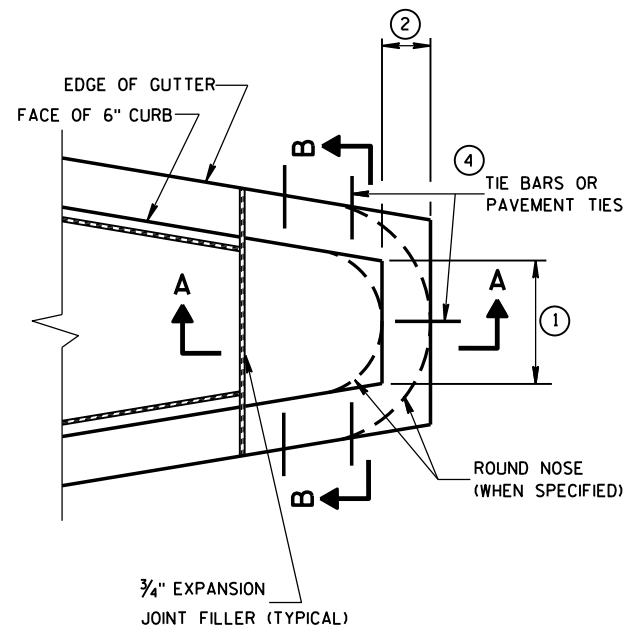
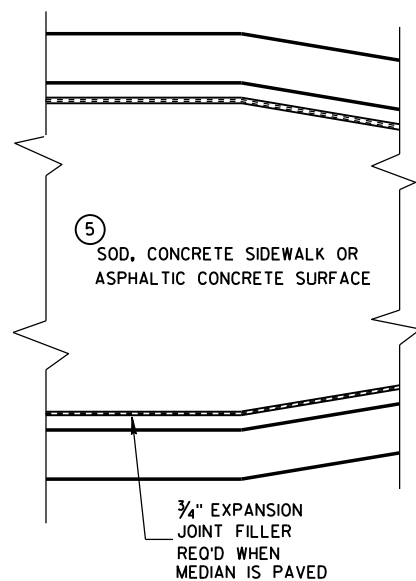


TYPE 2

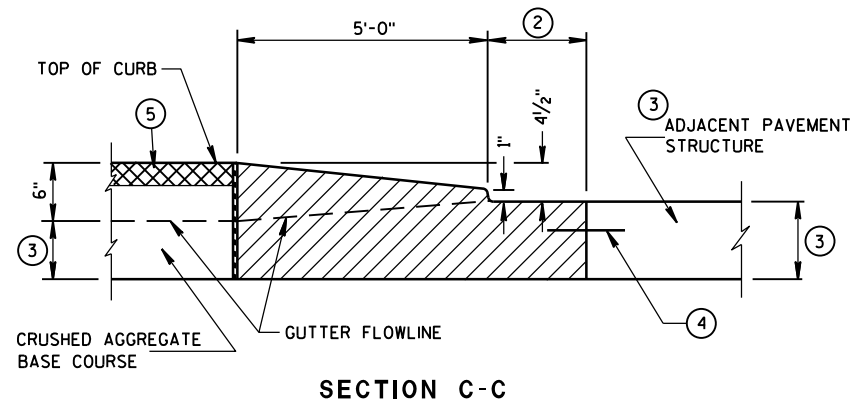
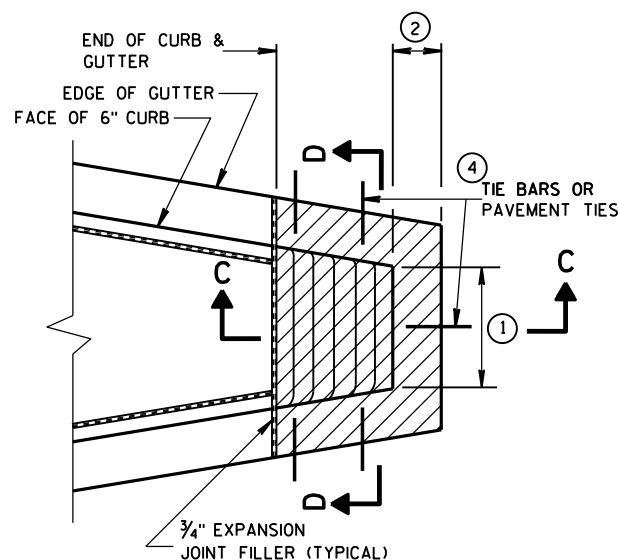
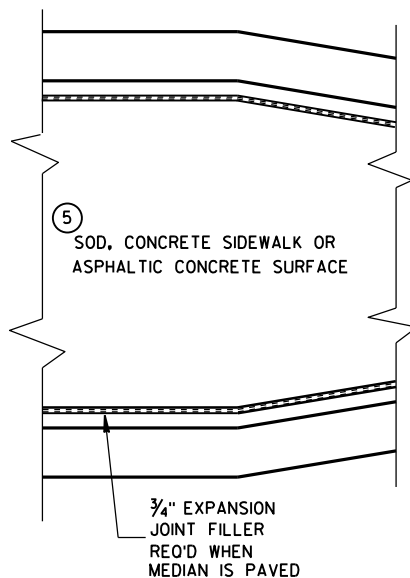
CONCRETE BASES



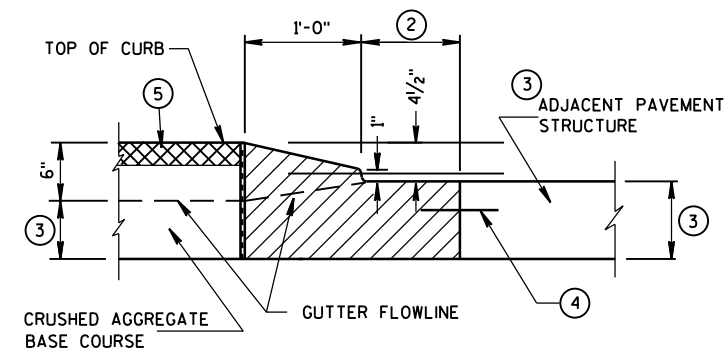
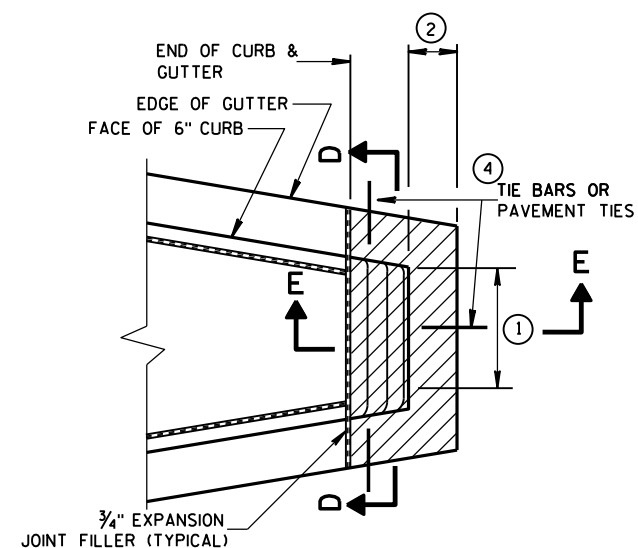
TYPE 5 & 6



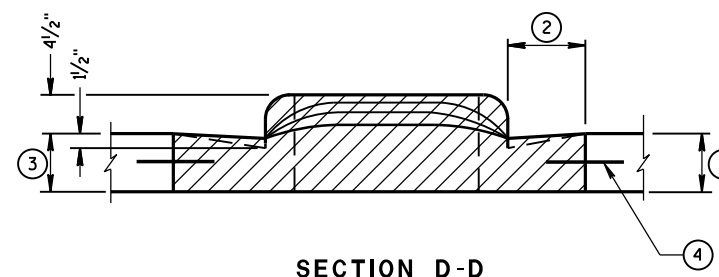
CONCRETE MEDIAN BLUNT NOSE DETAIL



CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN SLOPED NOSE TYPE 2



GENERAL NOTES

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

- ① SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).
- ② WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.
- ③ DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:
 - (1) NEW OR EXISTING CONCRETE PAVEMENT.
 - (2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.
 - (3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

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

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

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

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

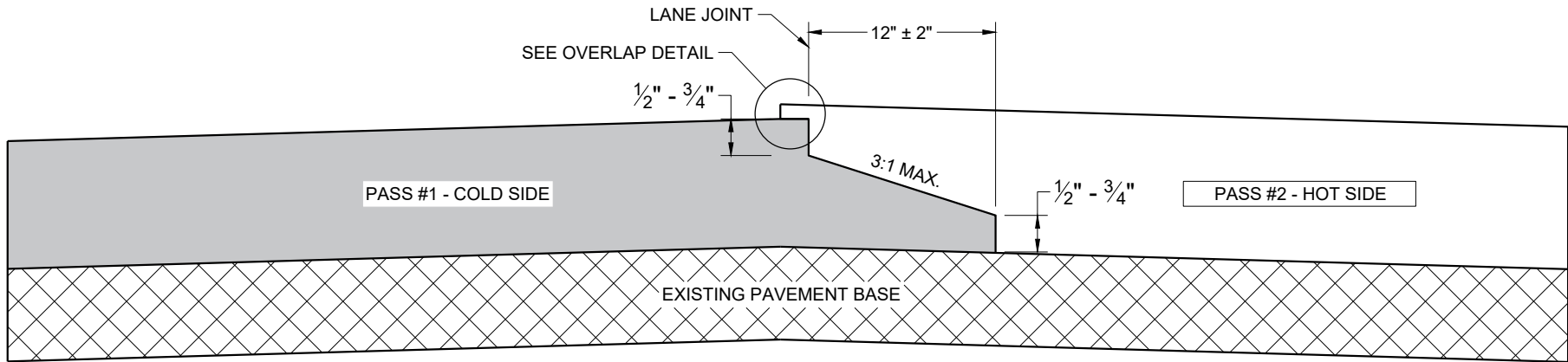
6/8/2006

DATE

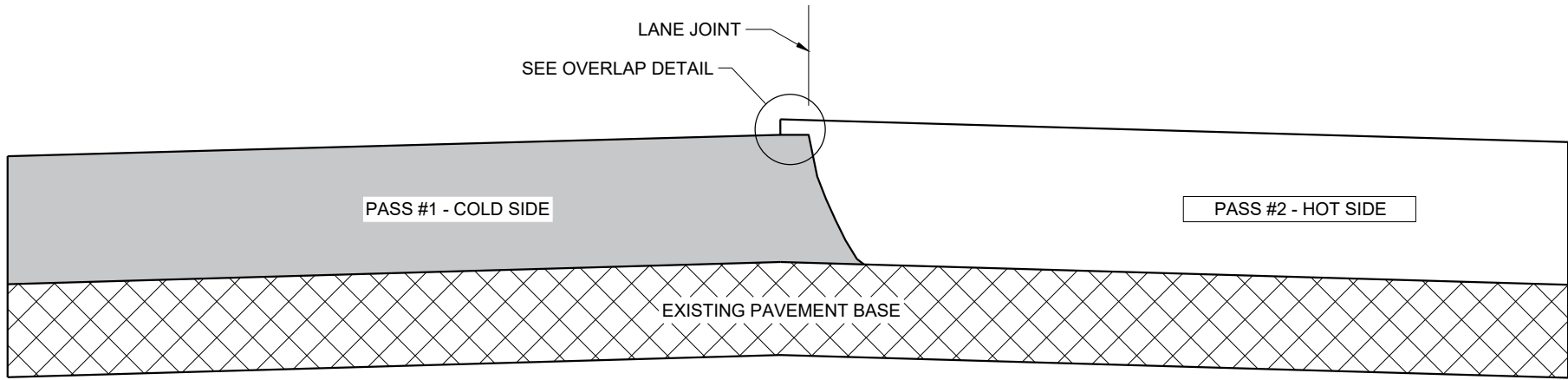
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS & 125
ENGINEER

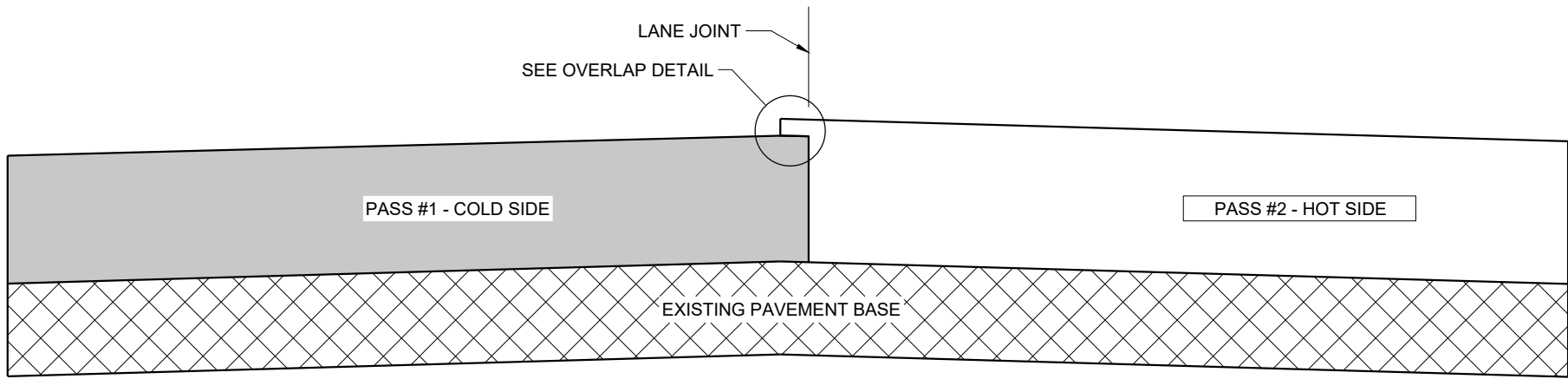
4T



**TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT**



**TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT**



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

GENERAL NOTES

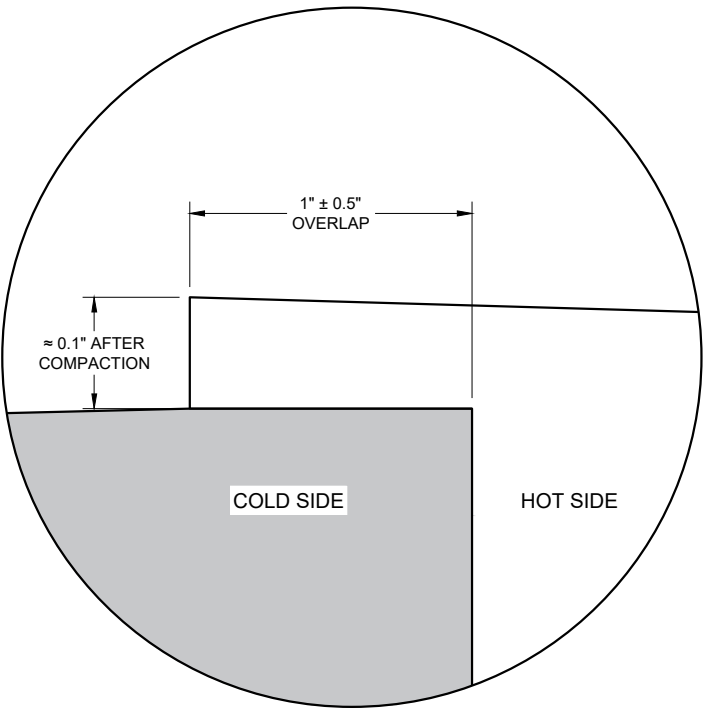
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



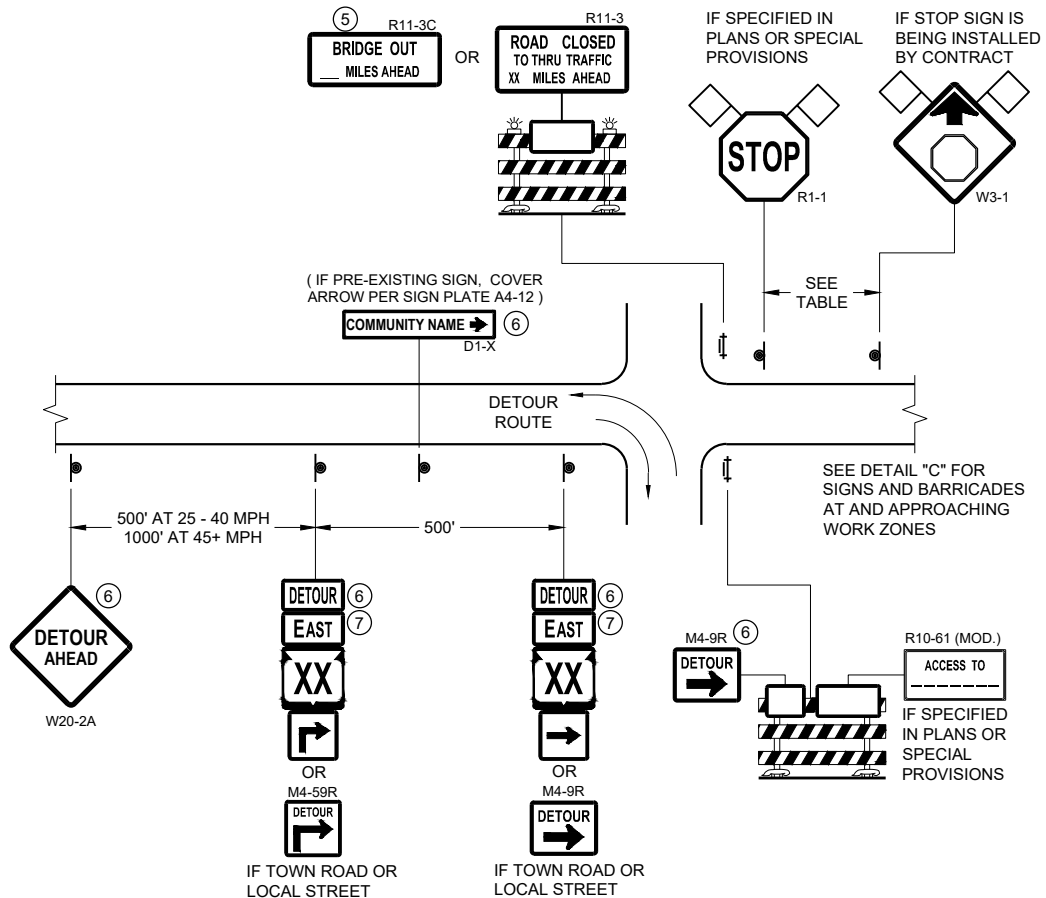
OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

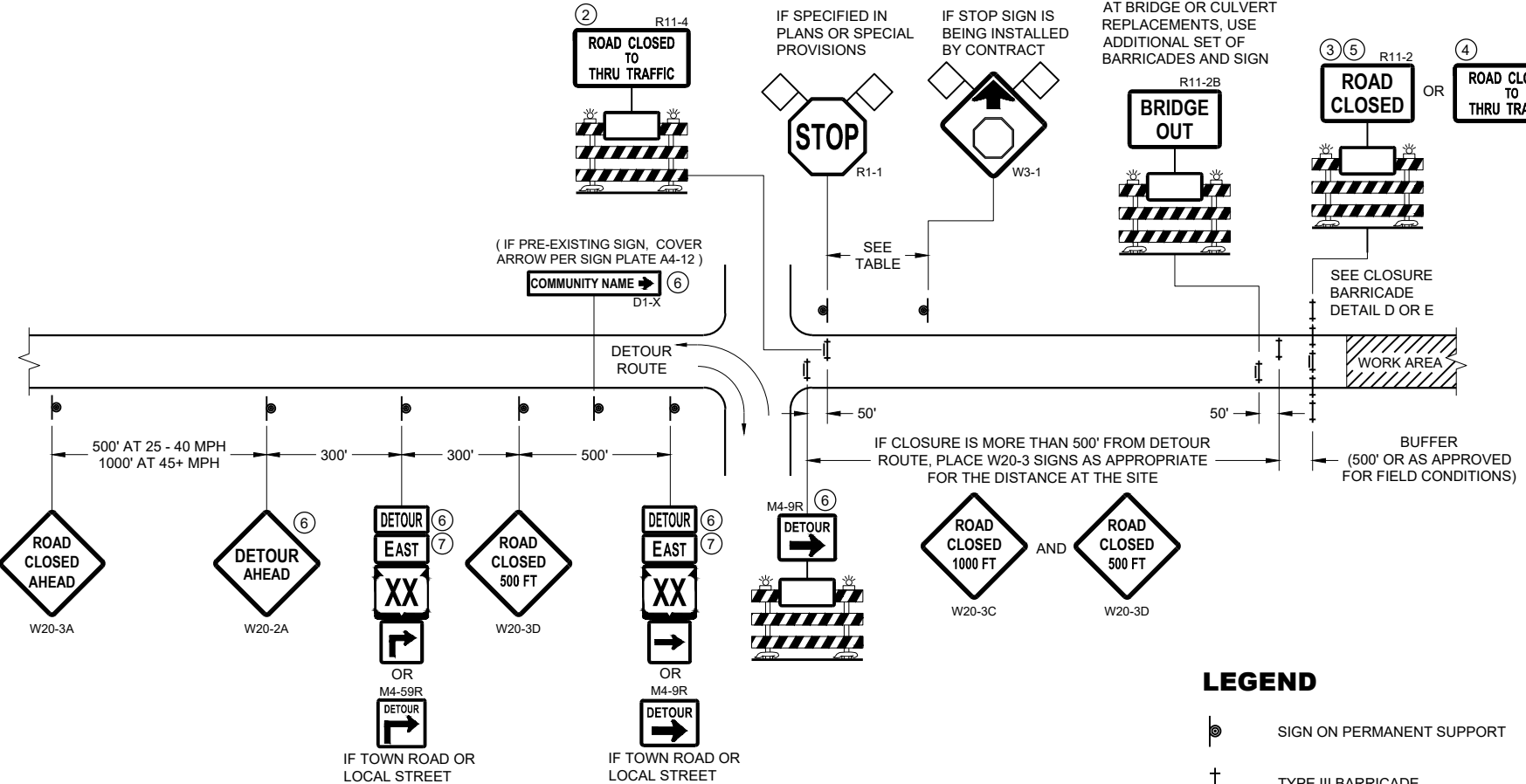
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGIN 126

FHWA



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



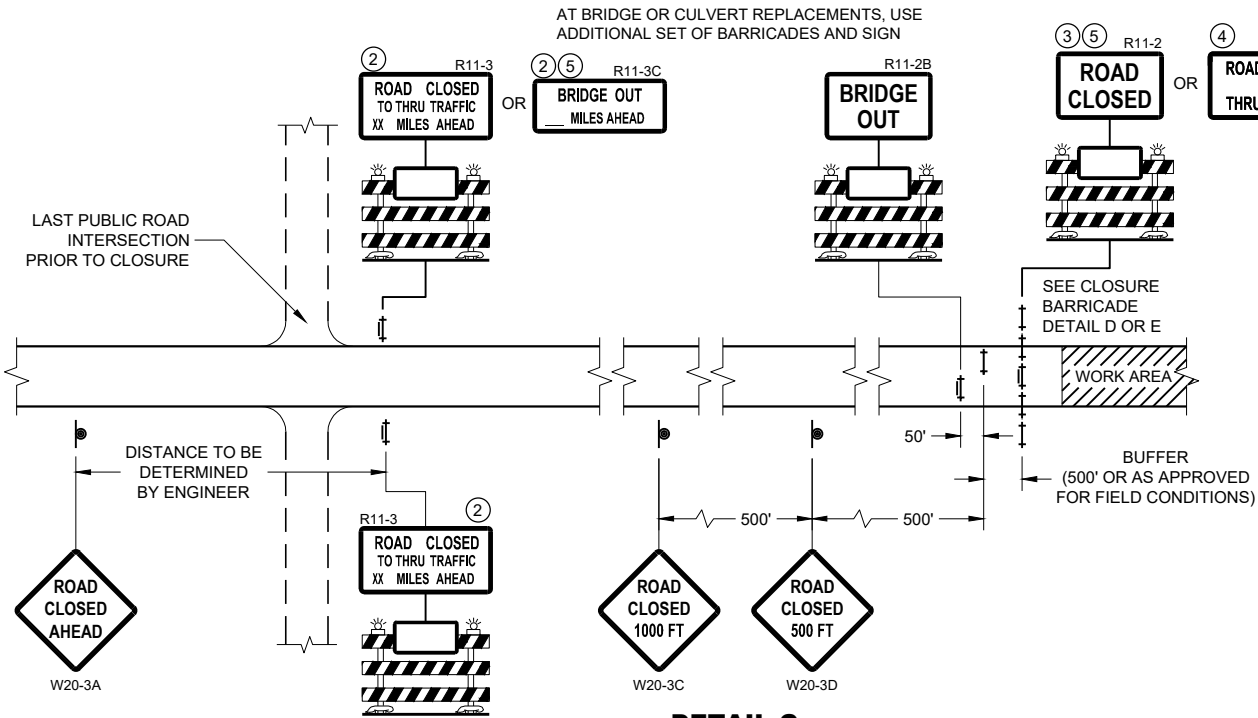
DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE LESS THAN ½ MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)

- 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
- OR M05 - 1 OR M06 - 1

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

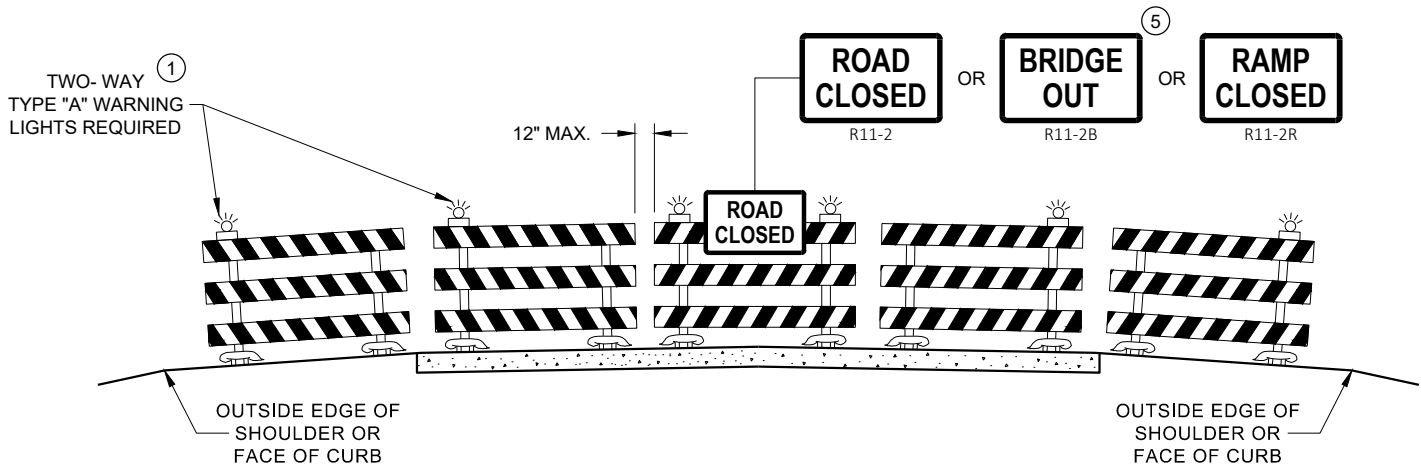


DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

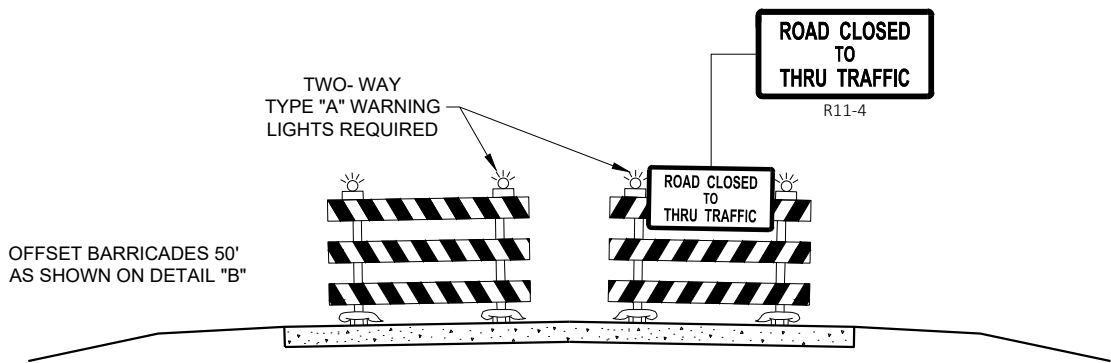
**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 127
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 128

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.

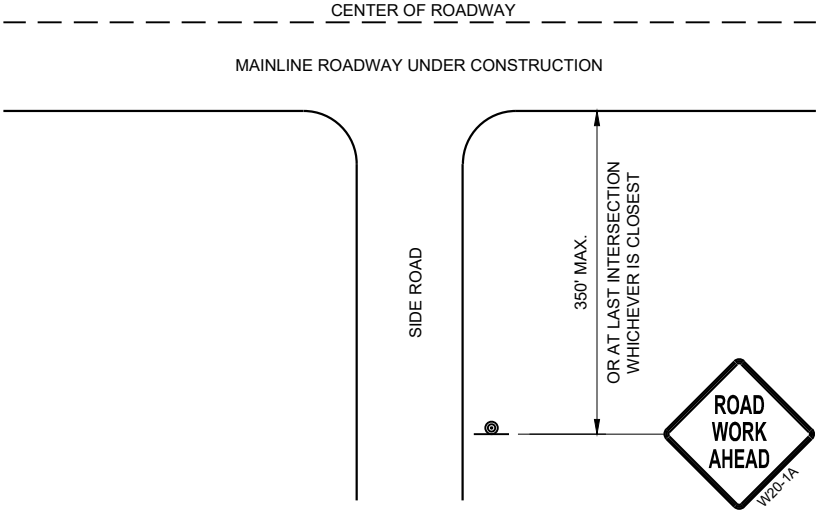
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

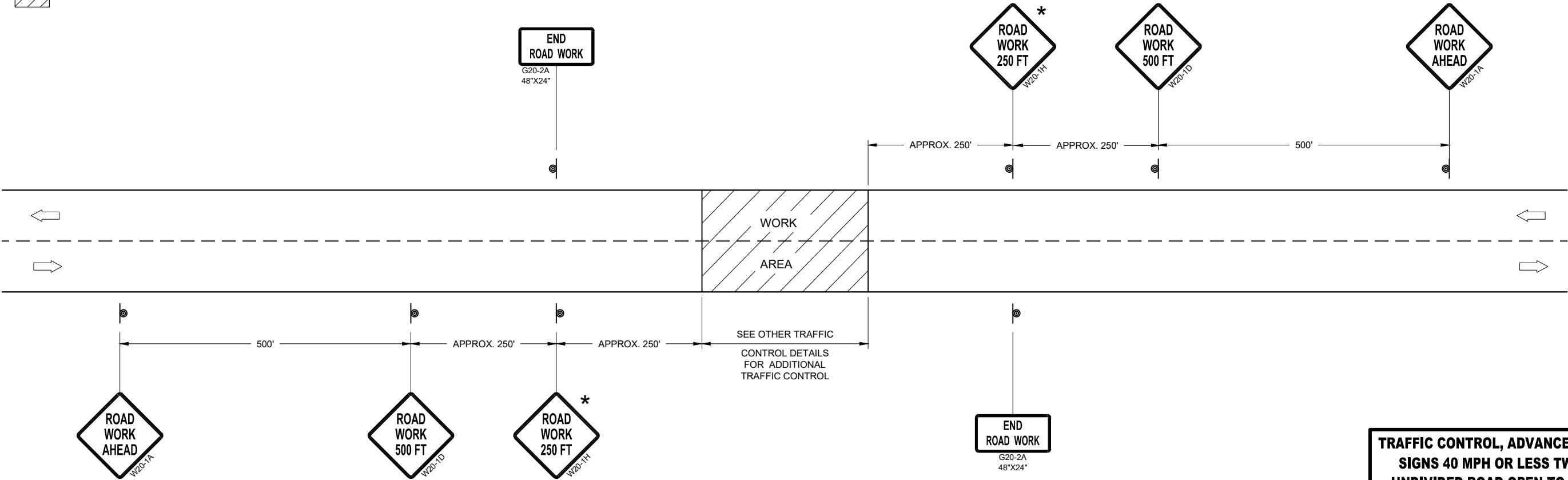
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL

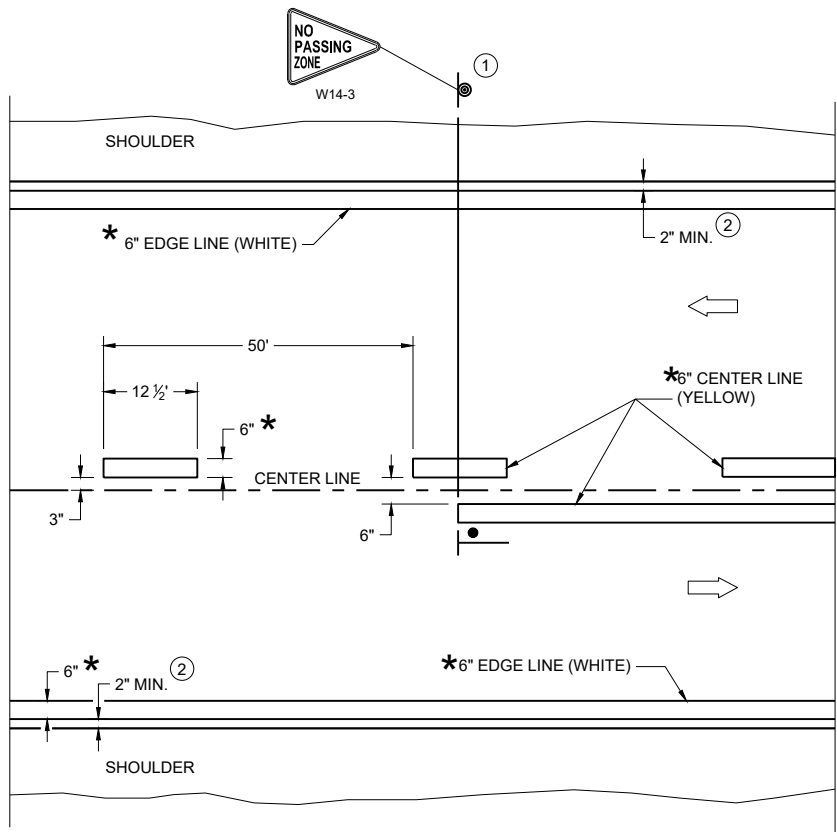


TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

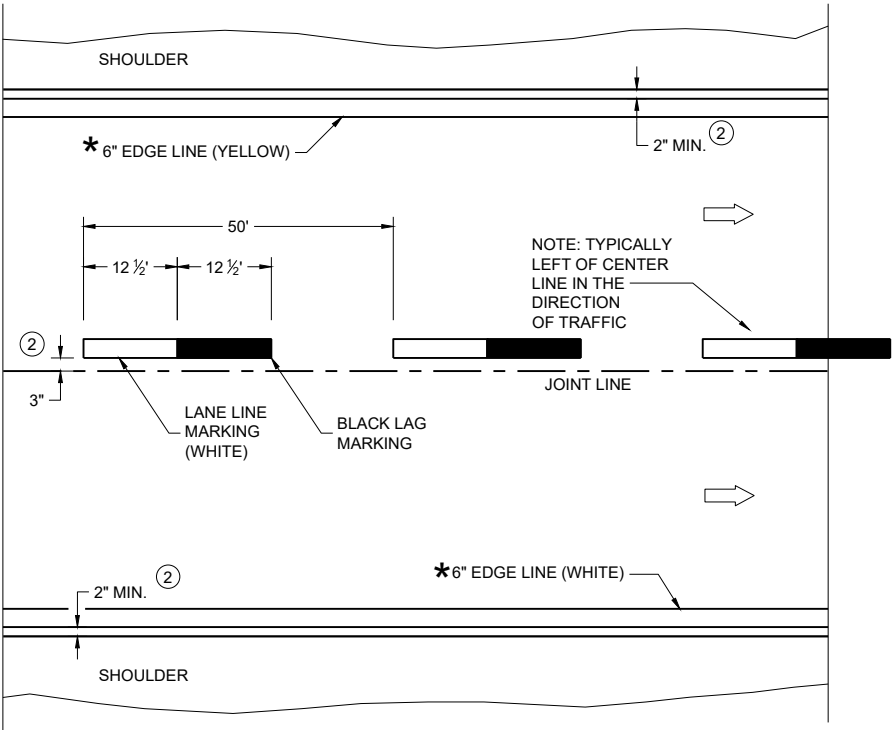
TRAFFIC CONTROL, ADVANCE WARNING
SIGNS 40 MPH OR LESS TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 129
FHWA



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

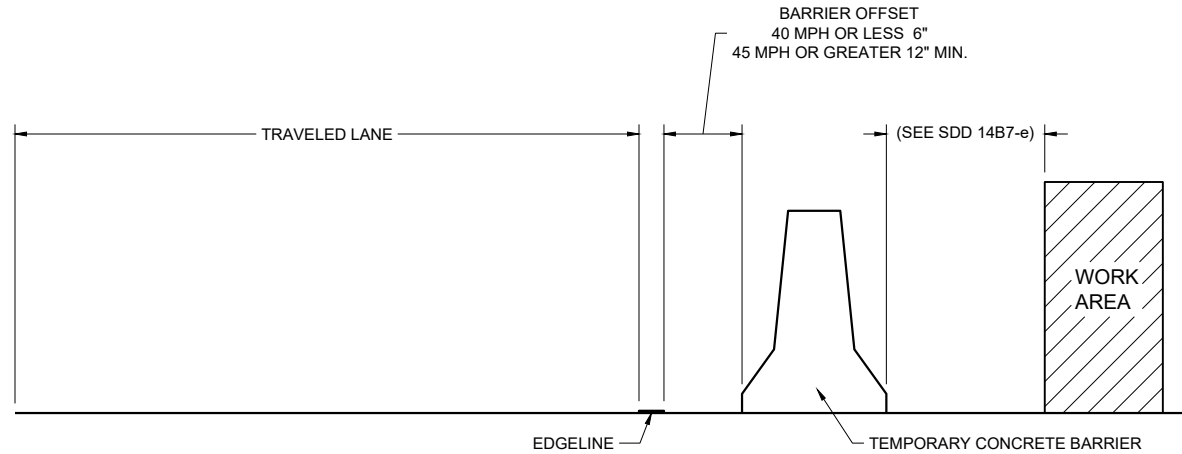
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

- 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 December 2024 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA	130



TEMPORARY BARRIER OFFSET FROM EDGE LINE

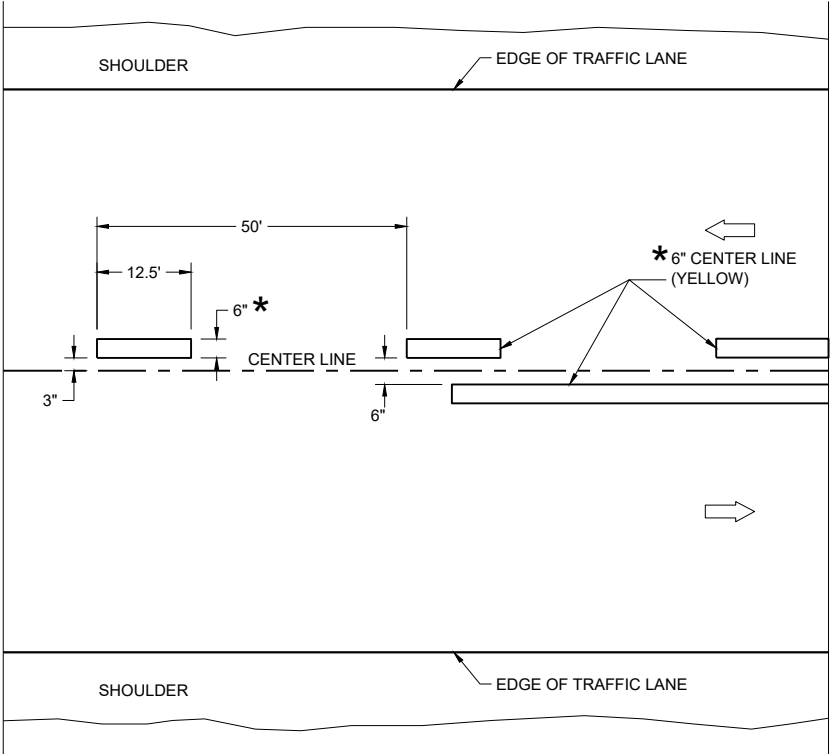
GENERAL NOTES

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

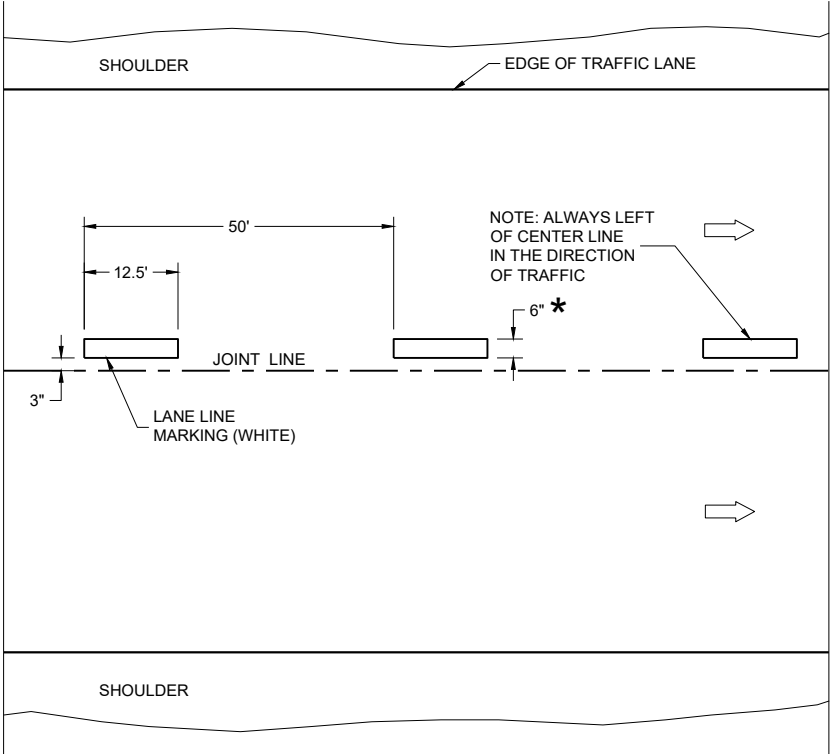
LEGEND

DIRECTION OF TRAFFIC

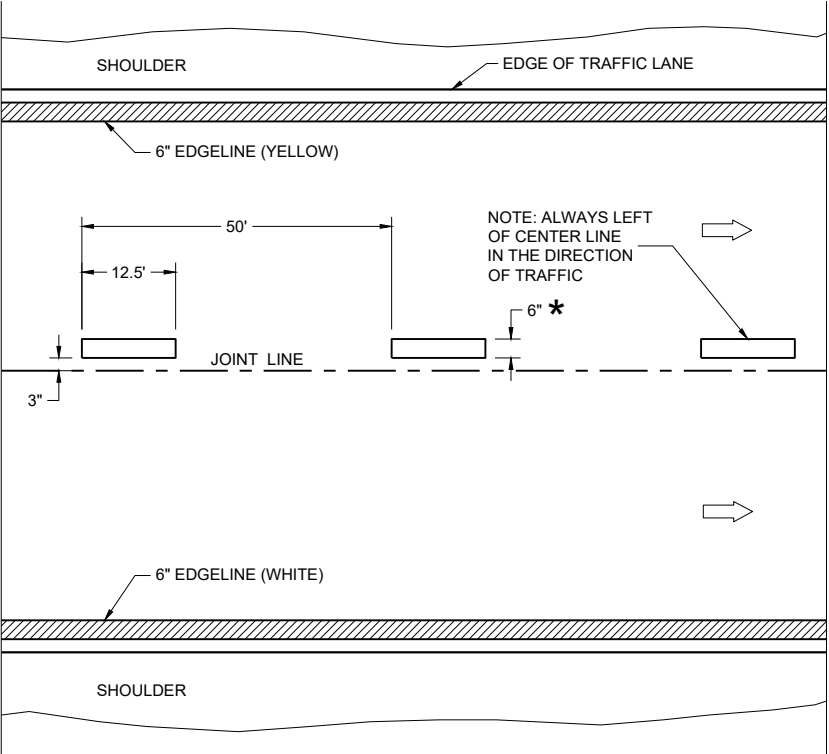
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



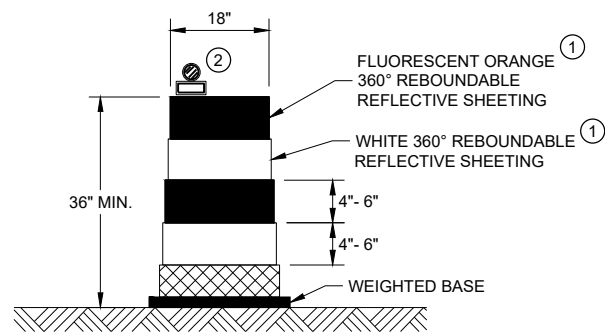
ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

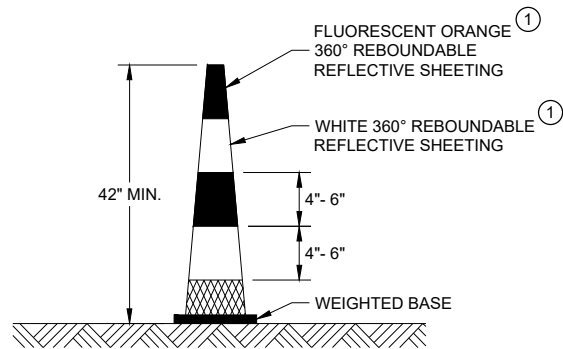
TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED December 2024 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA	



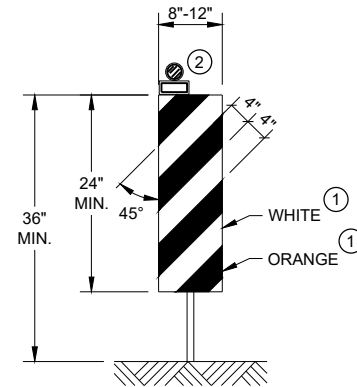
DRUM

BALLAST WIDTHS
RANGE FROM 24"-36"



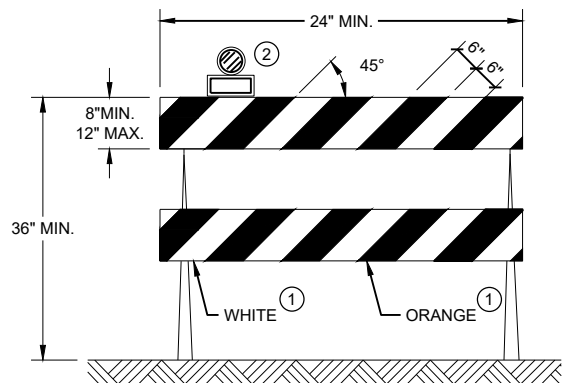
42" CONE

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



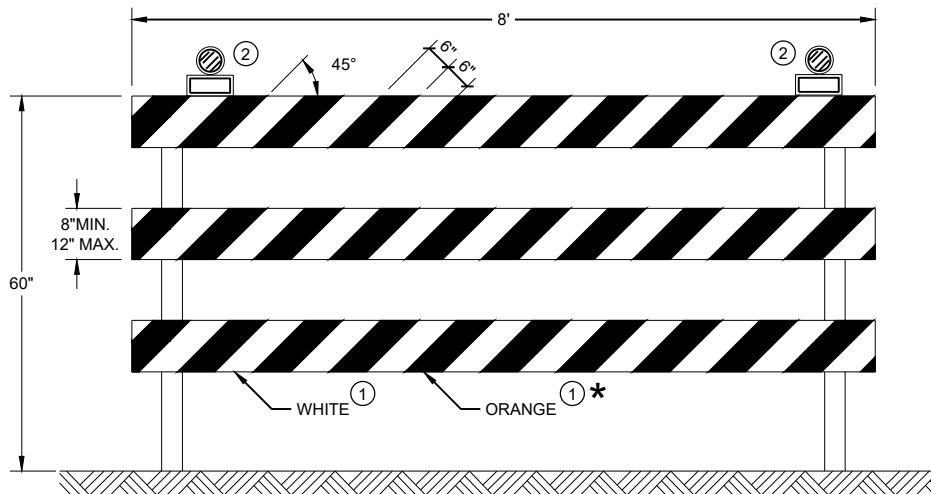
VERTICAL PANEL

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



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 132
FHWA

LEGEND

-  SIGN ON PORTABLE OR PERMANENT SUPPORT
-  TEMPORARY PORTABLE RUMBLE STRIP ARRAY
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

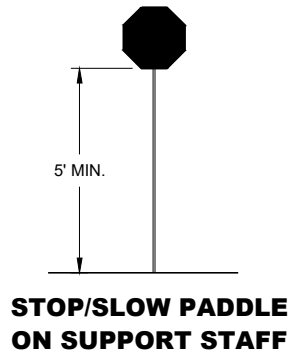
FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

- ① FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.
- ② SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

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

TEMPORARY PORTABLE RUMBLE STRIPS

- UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.
- ③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER
- ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.
- INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.
- PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.
- DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

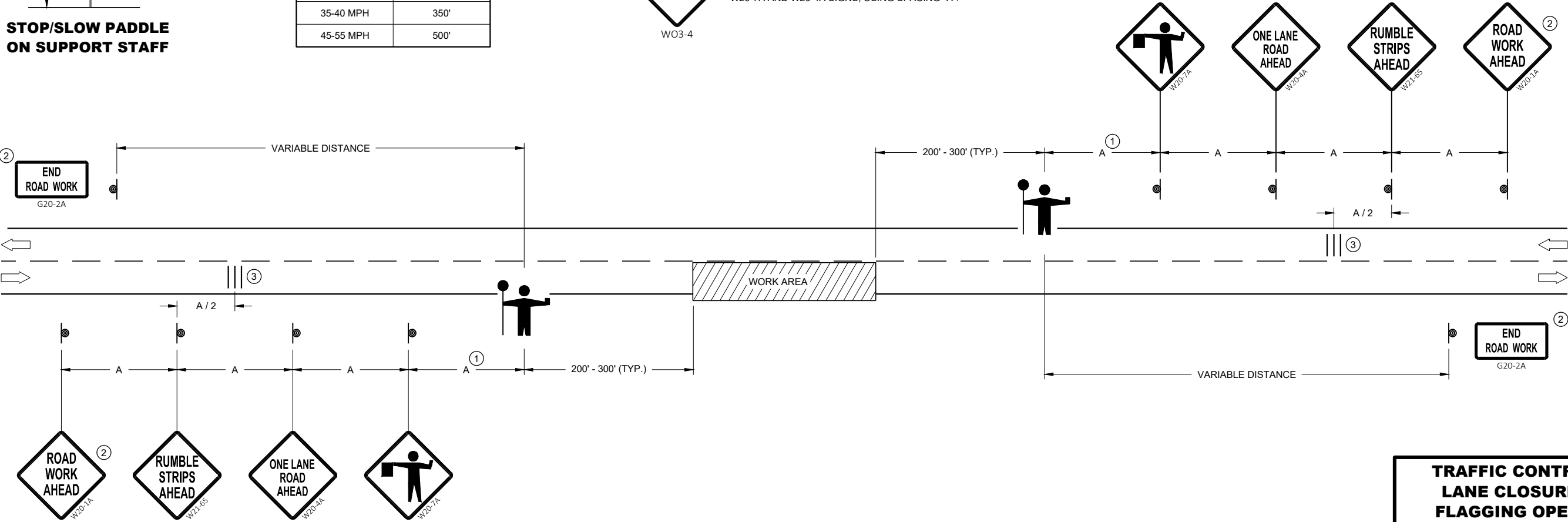


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



USE OF W03-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



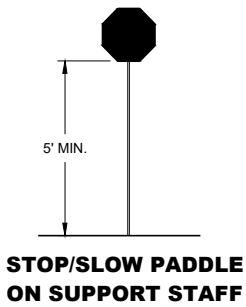
**TRAFFIC CONTROL FOR
LANE CLOSURE WITH
FLAGGING OPERATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 133

FHWA

- **GENERAL NOTES**
SIGN ON PERMANENT SUPPORT
- 
TRAFFIC CONTROL CONE 42-INCH
- 
TRAFFIC CONTROL DRUM
- 
TEMPORARY PORTABLE RUMBLE STRIP ARRAY
- 
DIRECTION OF TRAFFIC
- 
WORK AREA
- 
AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)



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

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

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

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

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

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

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

- FLAGGING**
IF THE AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) STOPS WORKING, FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.
- ① SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

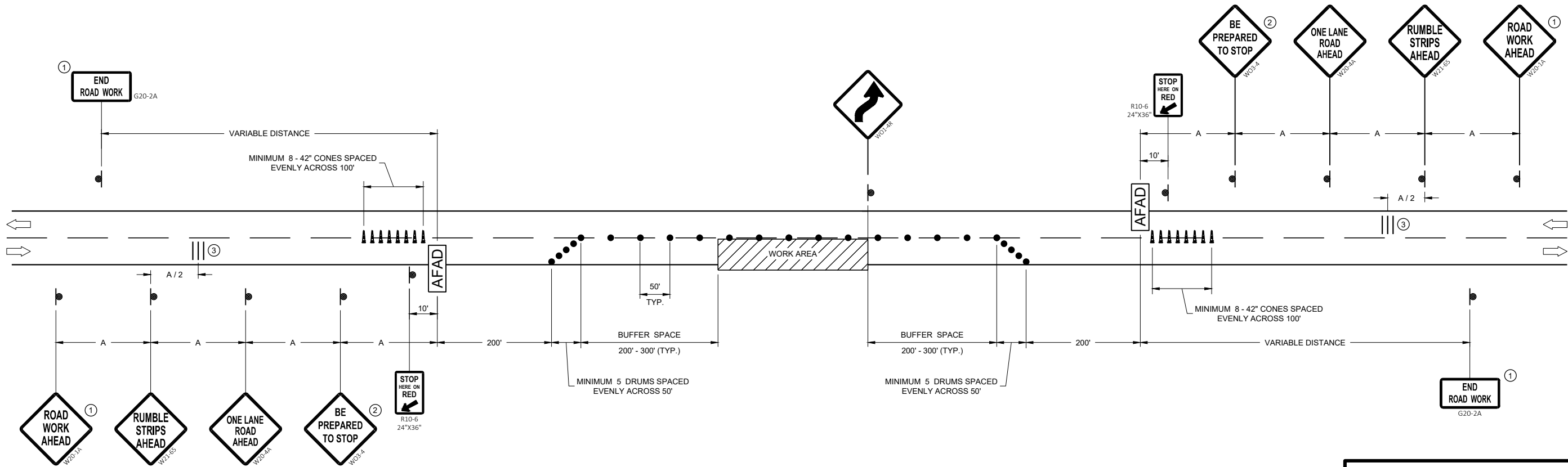
② IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE WO3-4 SIGNS WITH W20-7A SIGNS.
- TEMPORARY PORTABLE RUMBLE STRIPS**
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

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

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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

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

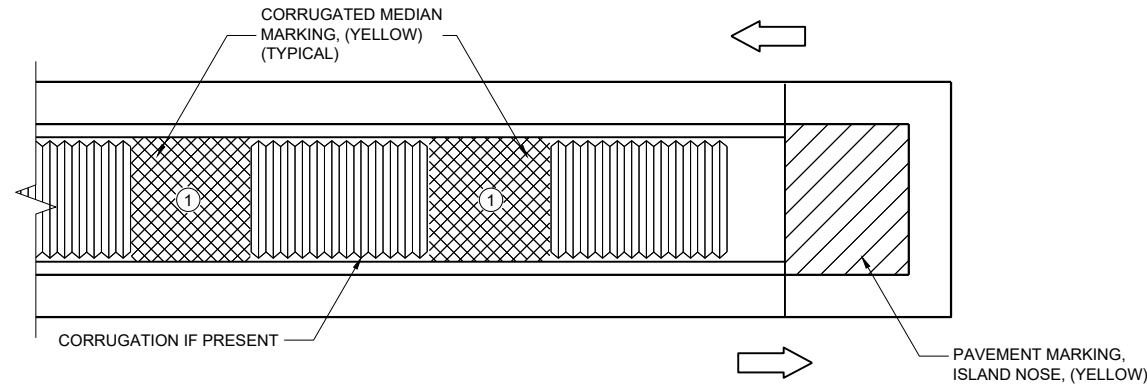


**TRAFFIC CONTROL, LANE
CLOSURE WITH AUTOMATED
FLAGGER ASSISTANCE DEVICE**

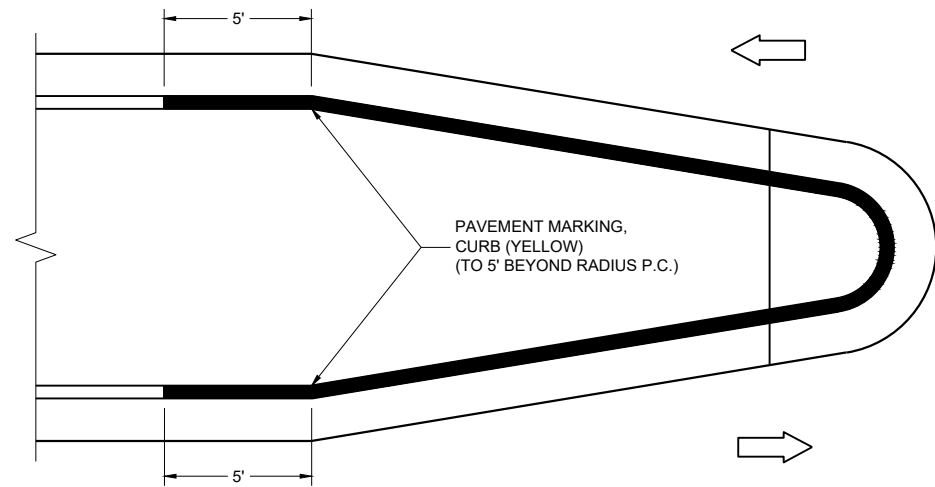
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 134

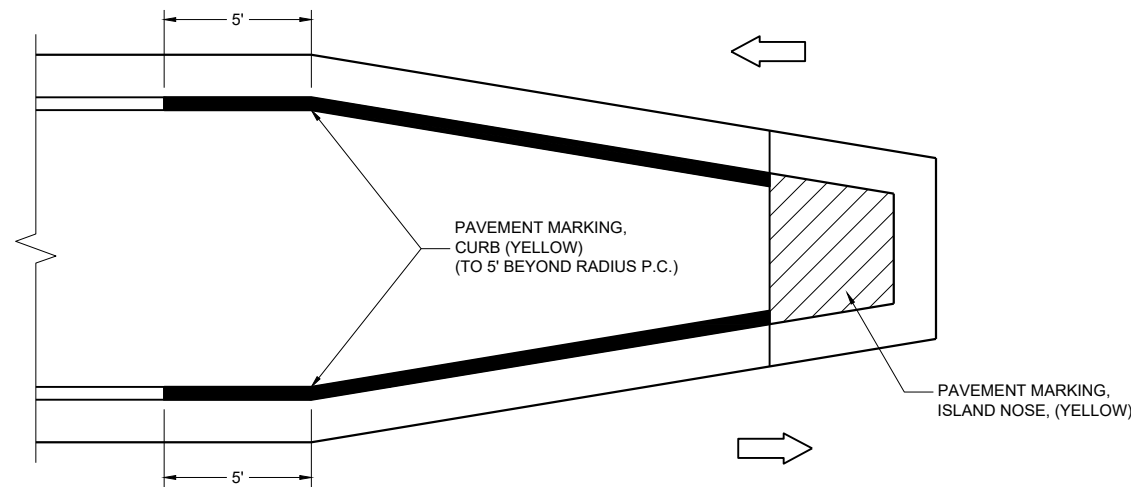
FHWA



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

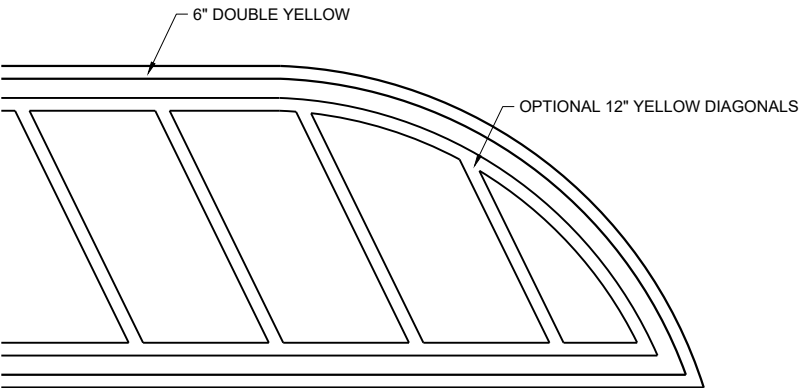
**TYPICAL PLACEMENT OF
PAVEMENT MARKING ON MEDIAN ISLANDS**

GENERAL NOTES

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

① APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL



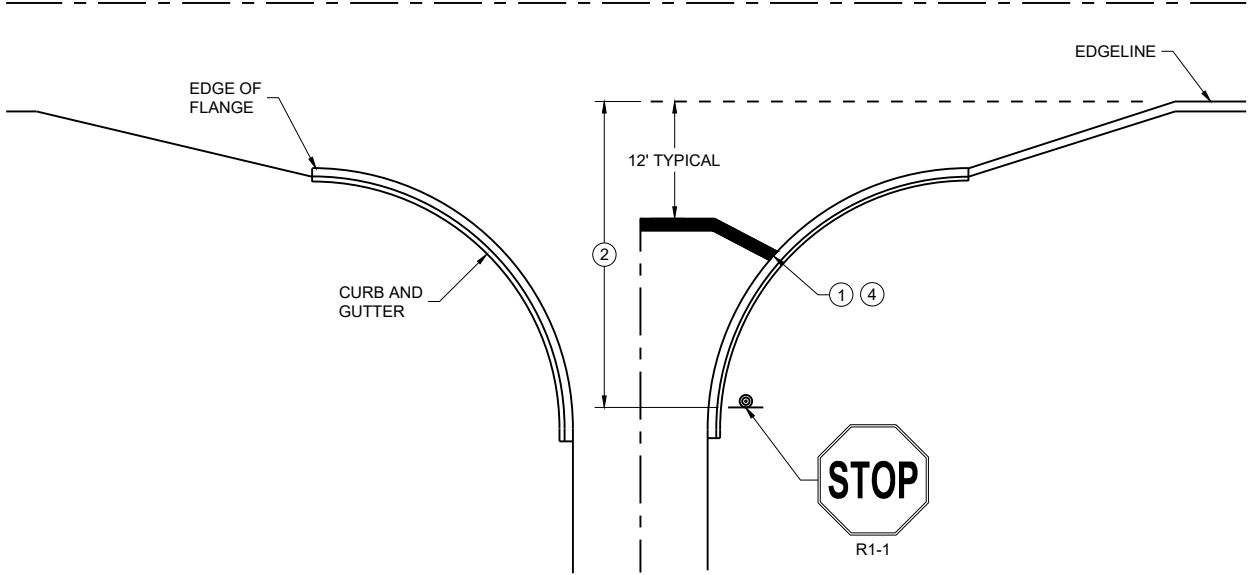
FLUSH MEDIAN ISLAND NOSE

**PAVEMENT MARKINGS,
MEDIAN ISLAND NOSE**

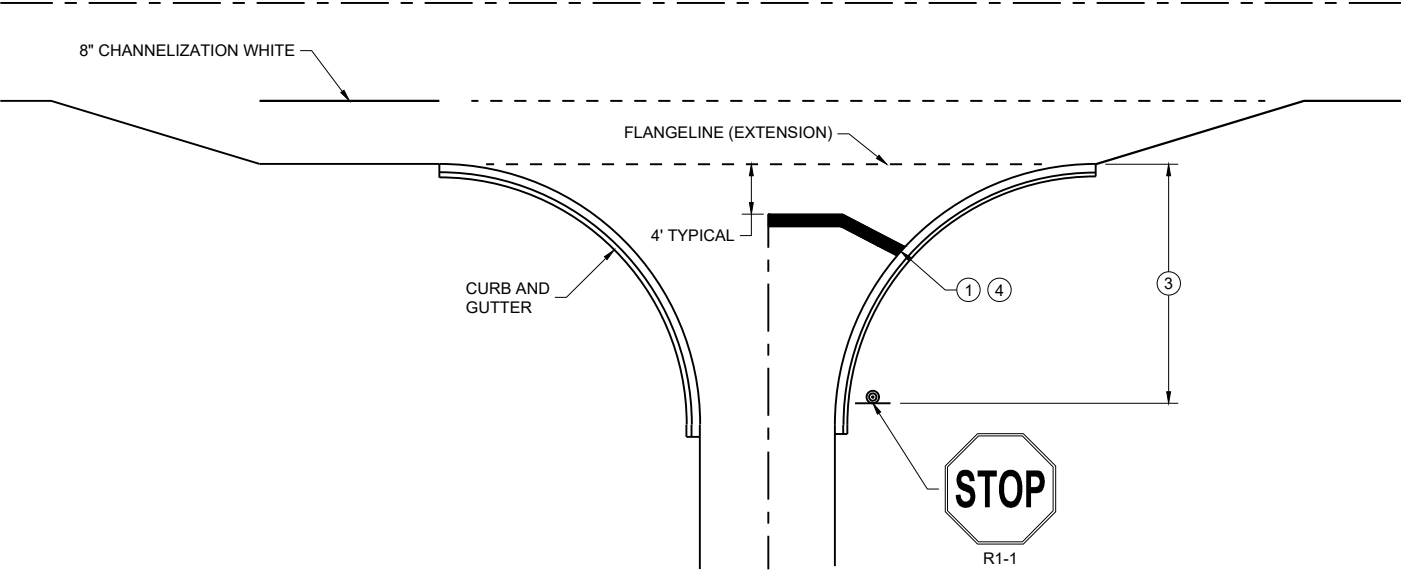
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024 /S/ Jeannie Silver
DATE Statewide Pavement Marking Engineer

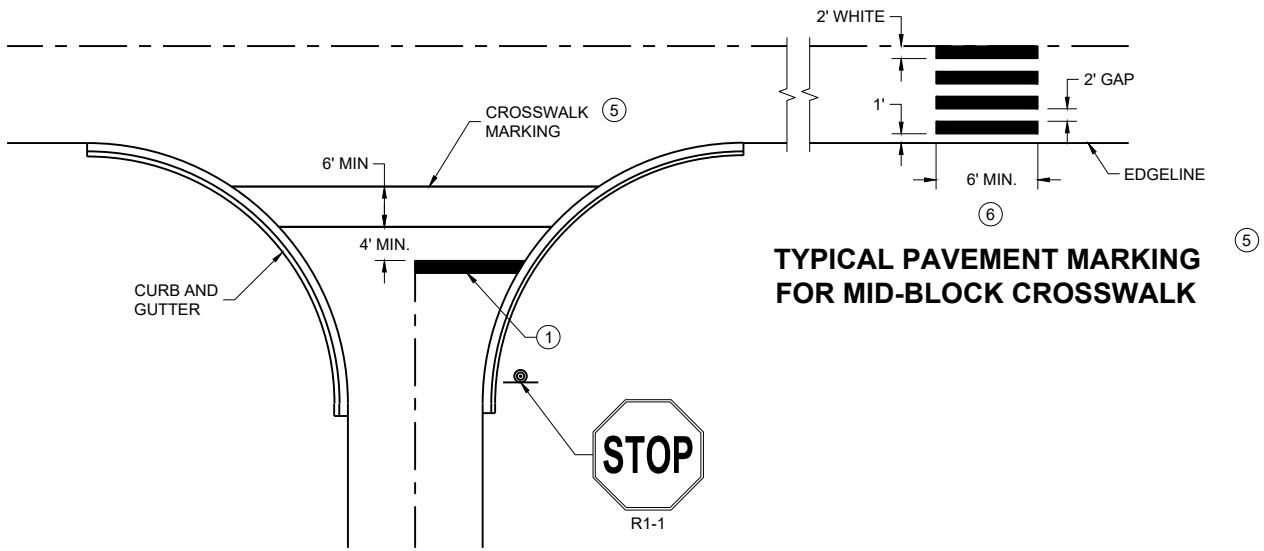
FHWA 135



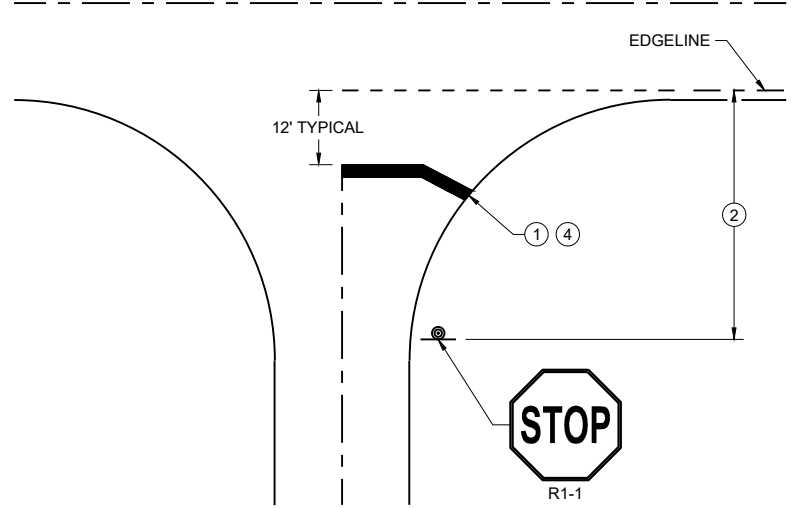
TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER



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

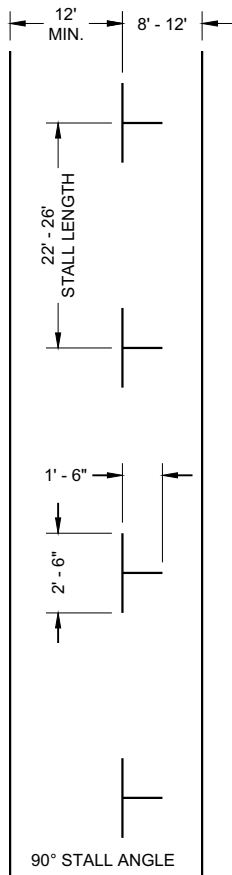
STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

- 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

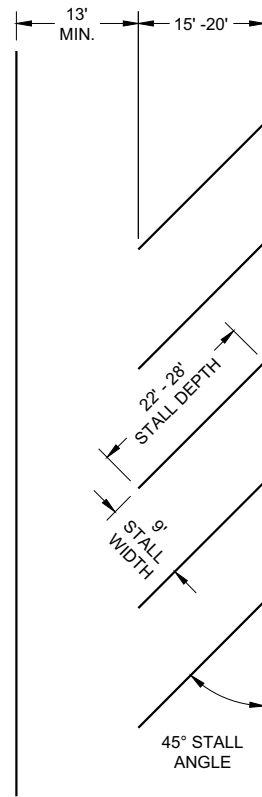
STOP LINE AND CROSSWALK
PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

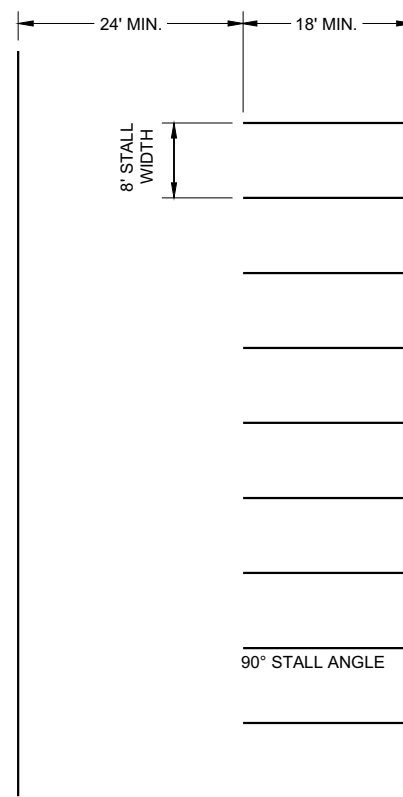
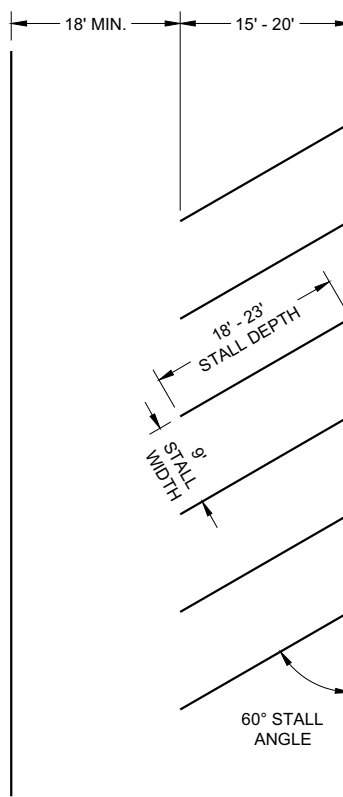


PARALLEL PARKING



ANGLED PARKING

(ANGLED PARKING IS NOT ALLOWED ON STATE HIGHWAYS UNLESS A DESIGN JUSTIFICATION HAS BEEN COMPLETED.)



PARKING LOTS

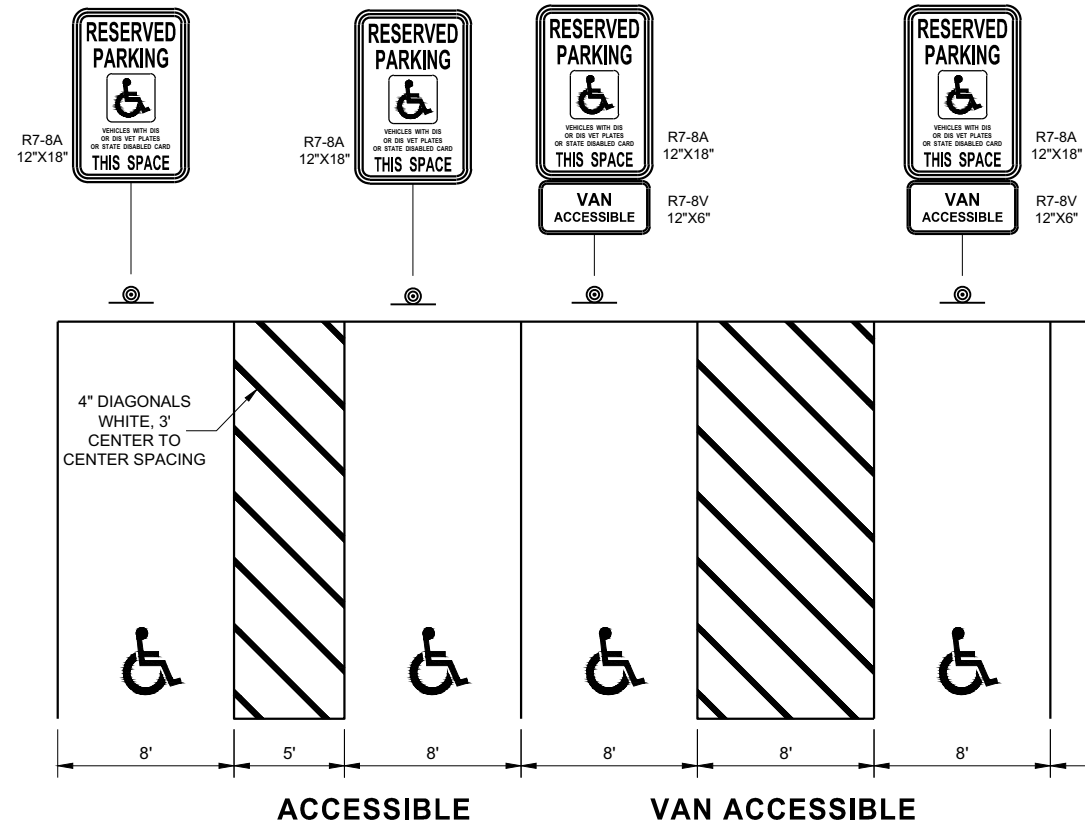
GENERAL NOTES

ALL LINES 4" WHITE (UNLESS OTHERWISE NOTED)

LAST PARKING STALL IS A MINIMUM OF 15' FROM THE CROSSWALK.

LEGEND

⊙ SIGN ON PERMANENT SUPPORT



PARKING STALL MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2019 /S/ Matthew Rauch
DATE STATE SIGNING AND MAP ENGINEER 137
FHWA



JOINT ALLOWANCES



GENERAL NOTES

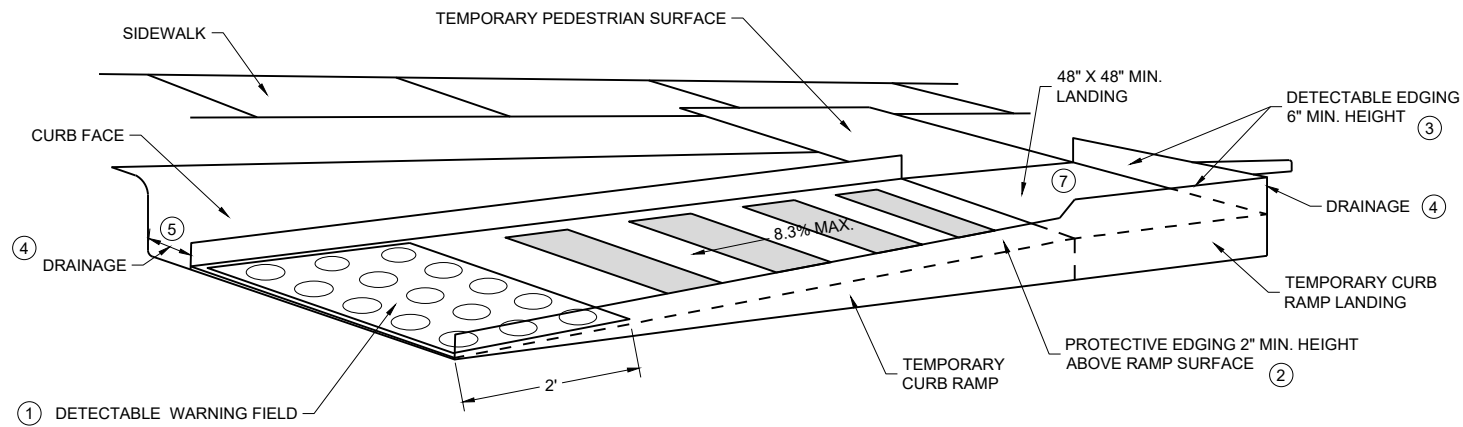
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

- 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.

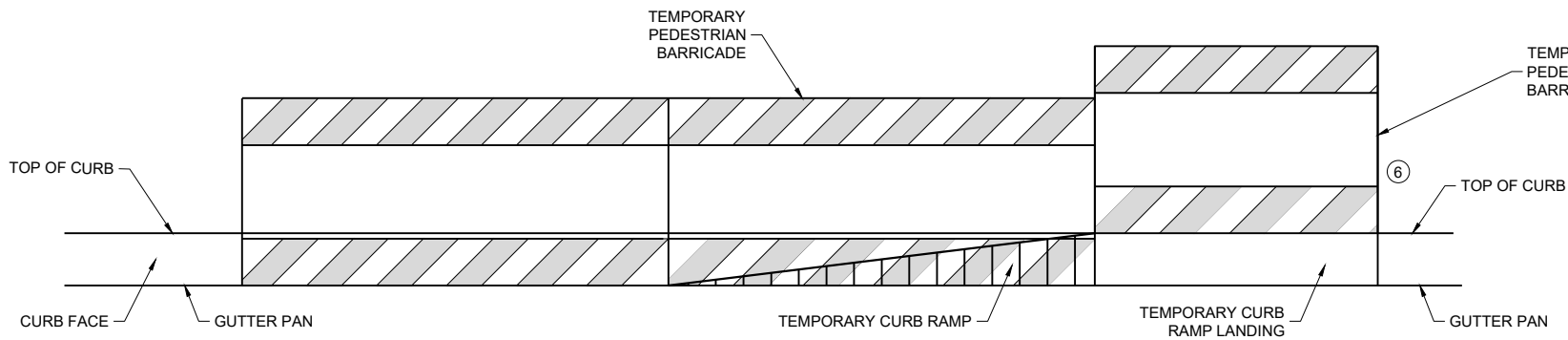
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

- ④ WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

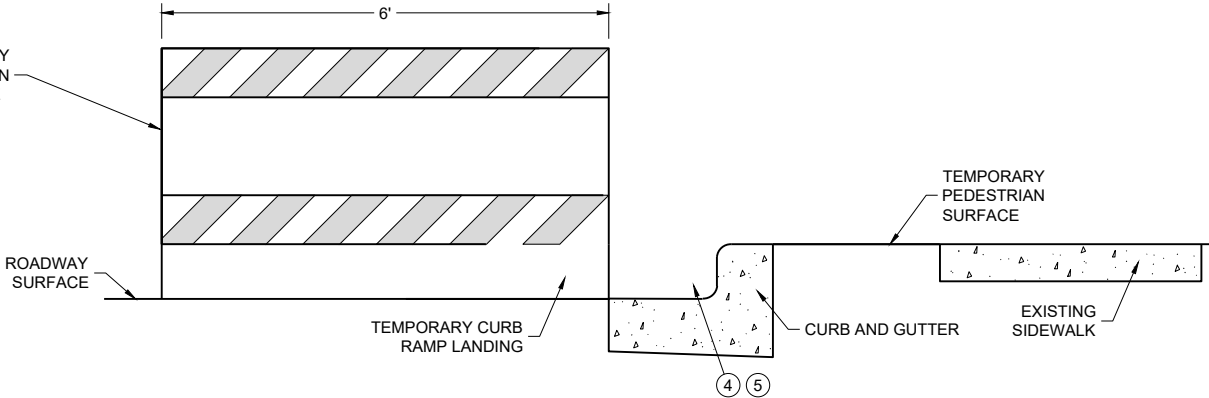




PERSPECTIVE VIEW



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 1:48 (2.1%) MAX. CROSS-SLOPE.

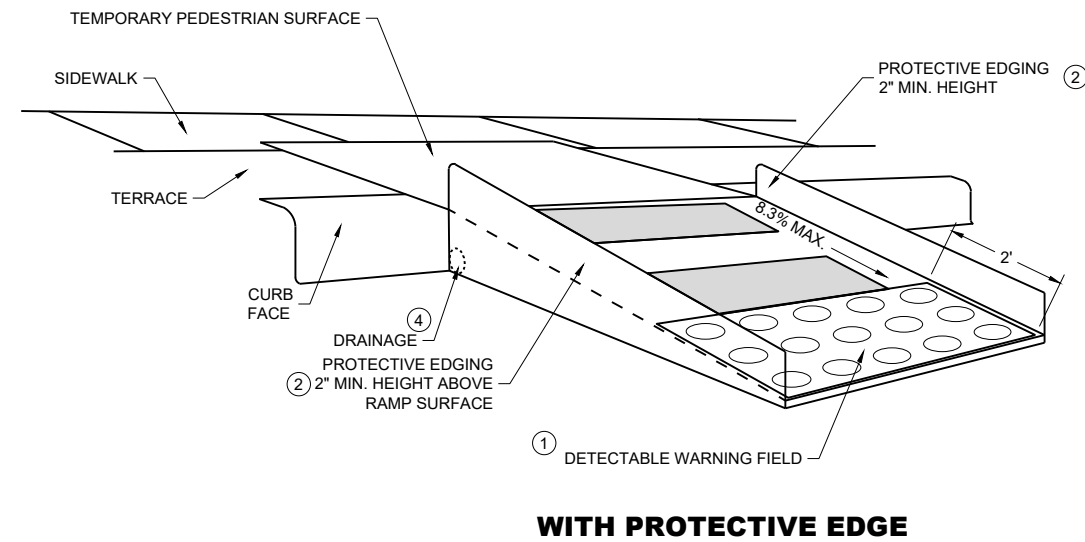
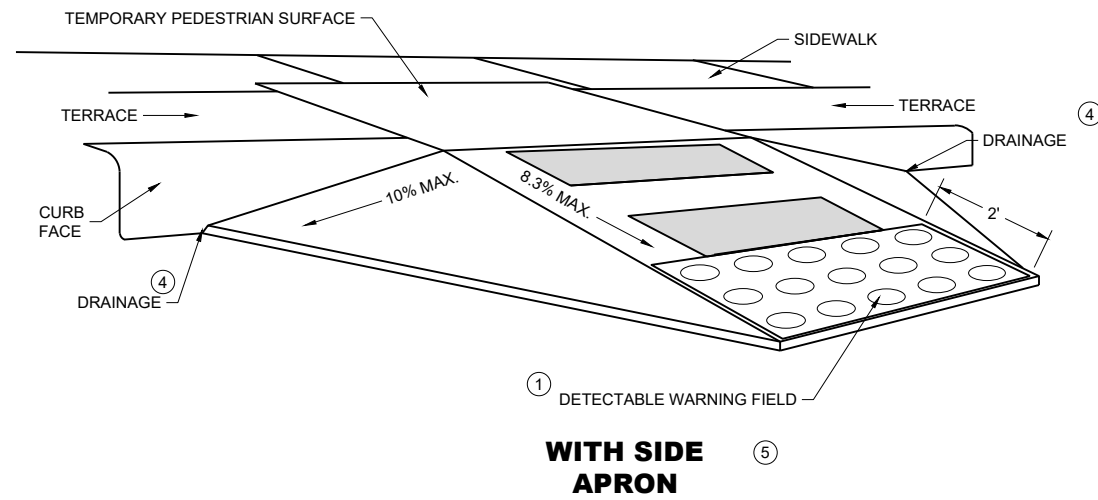
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

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.
- 7. LANDING TO BE SLOPED A MAXIMUM OF 2.1% IN ALL DIRECTIONS OF PEDESTRIAN TRAVEL.

TRAFFIC CONTROL,
PEDESTRIAN
ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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 1:48 (2.1%) MAX. CROSS-SLOPE.

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

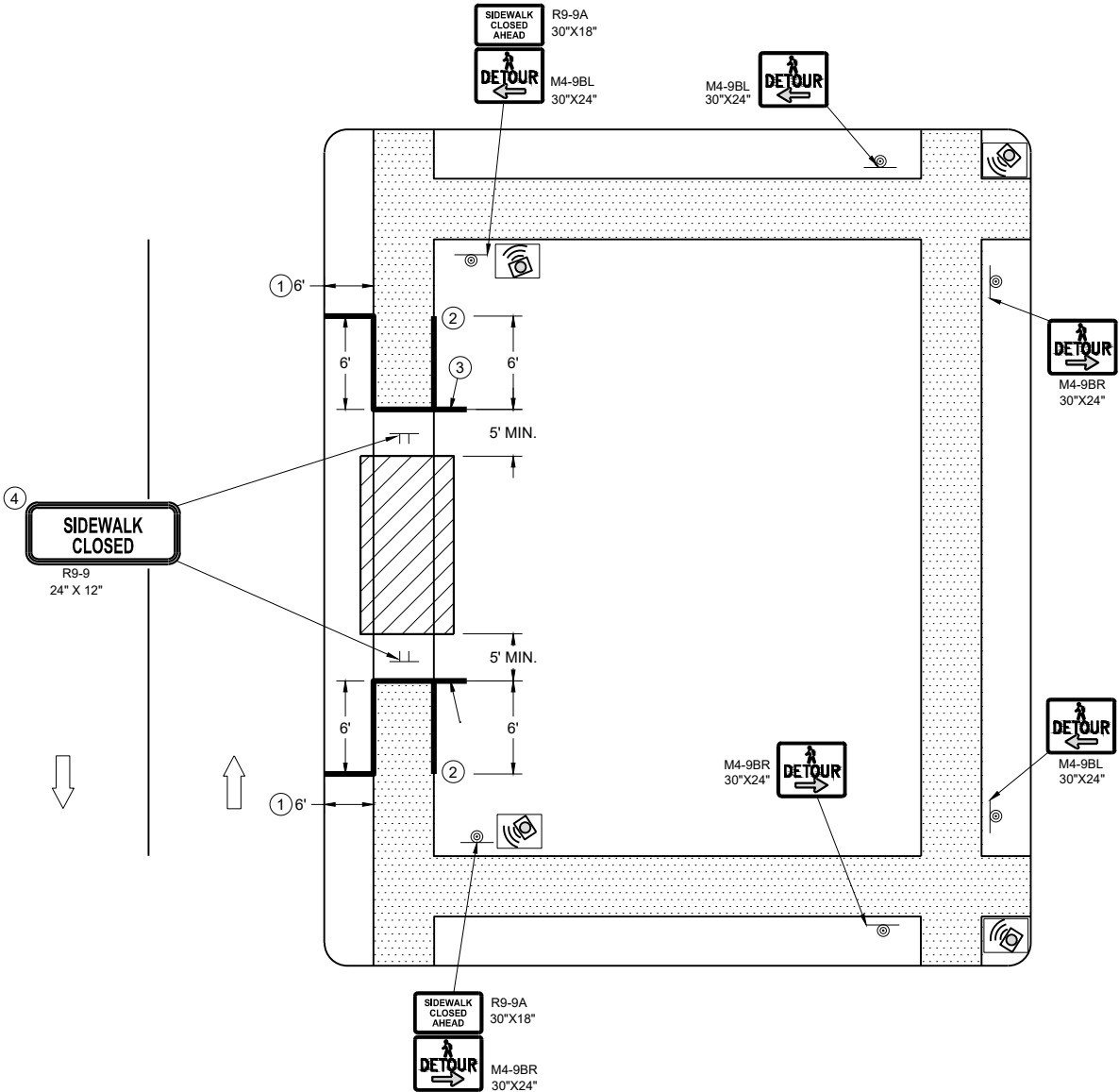
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

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.

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

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.

LEGEND

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

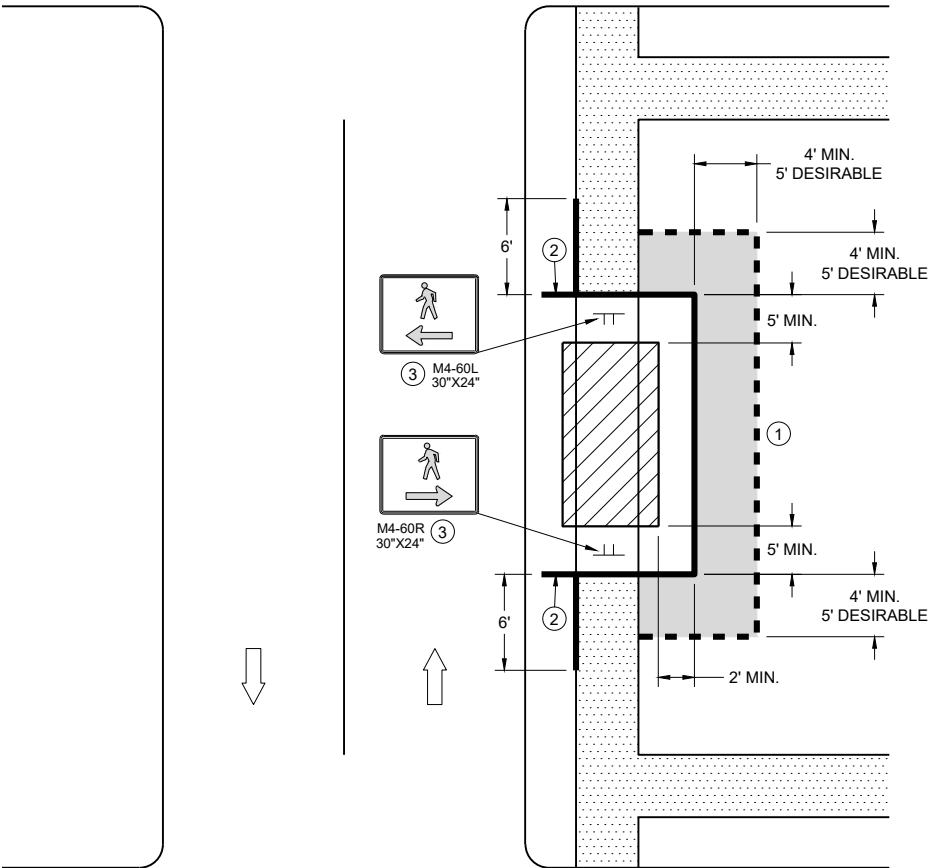
GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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.



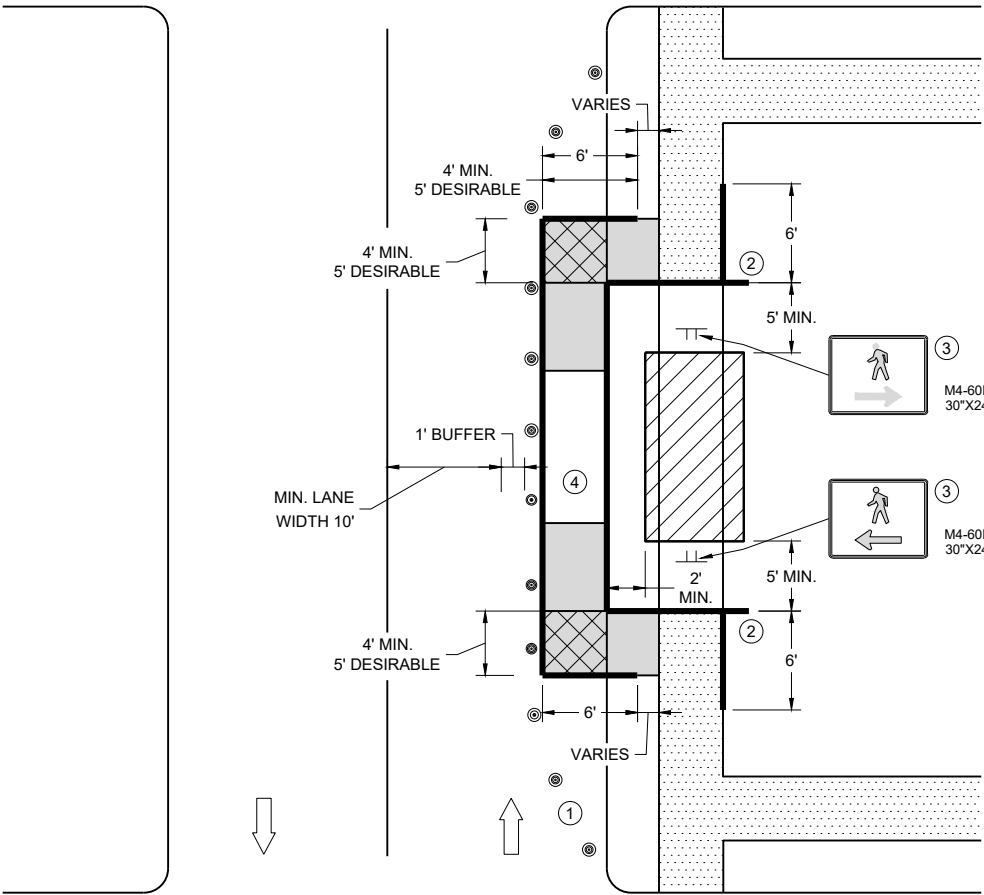
SIDEWALK BYPASS
SINGLE SIDE

LEGEND

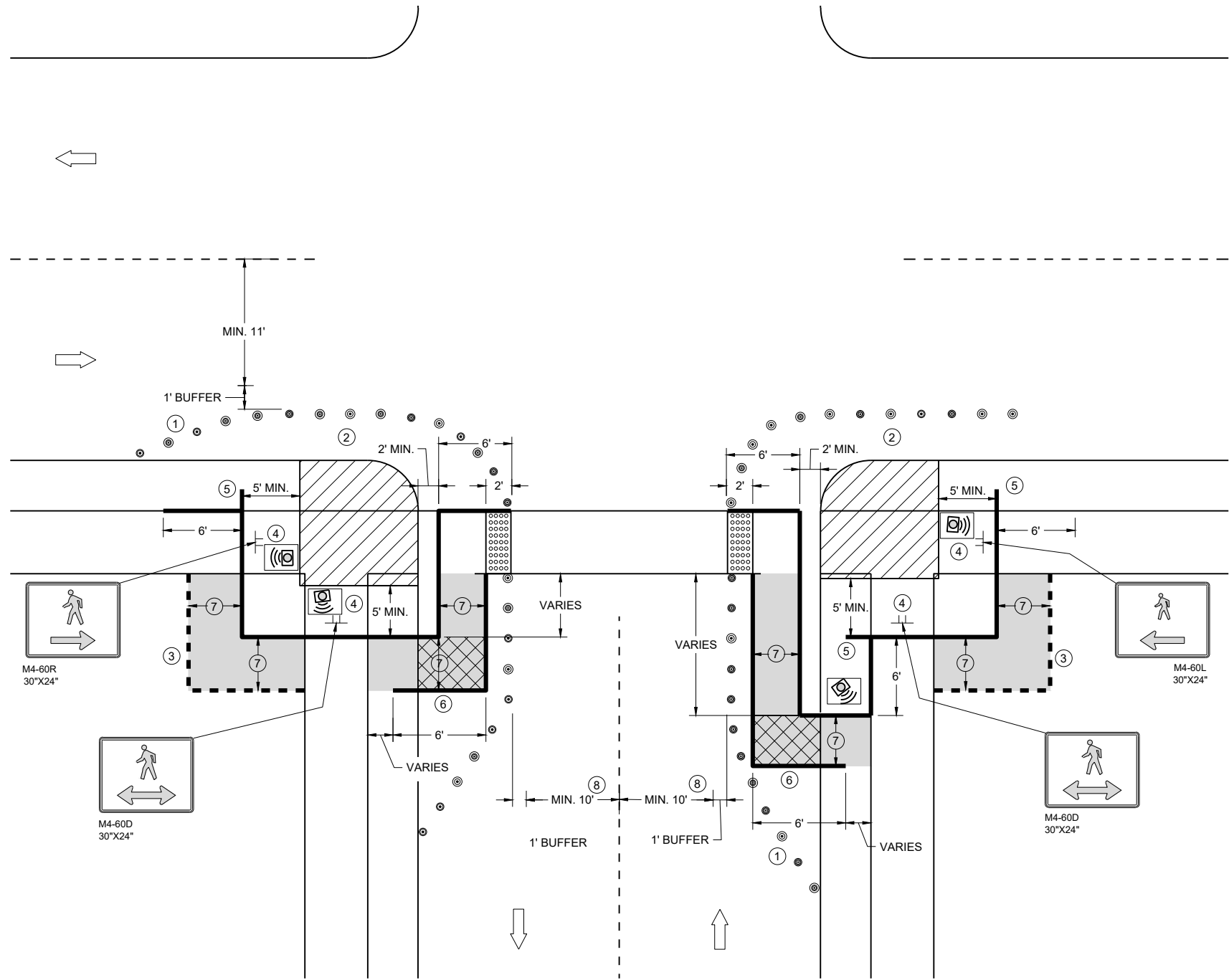
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
 - PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
 - MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
 - USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURFACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.



SIDEWALK BYPASS, SINGLE SIDE



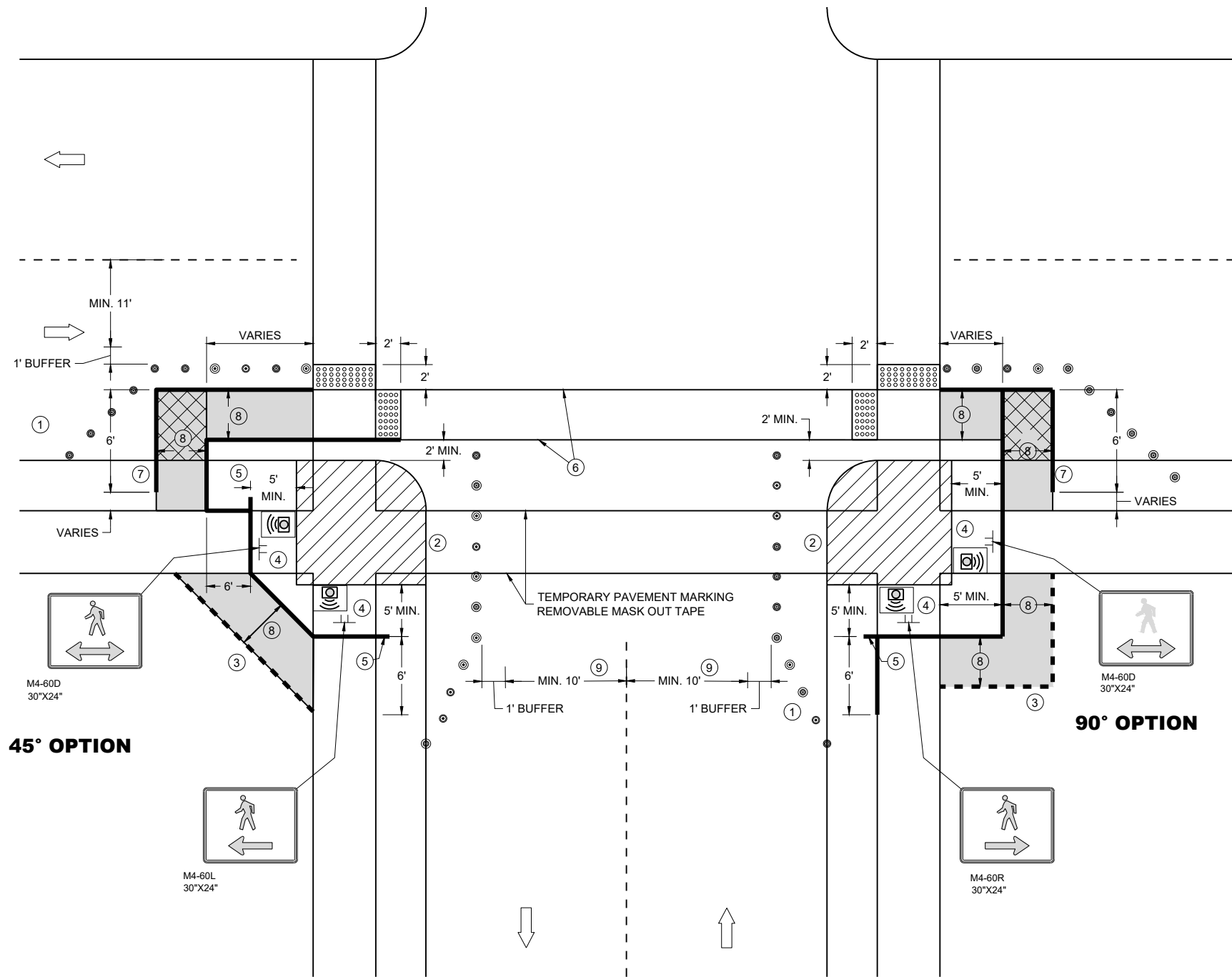
**CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE**

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.
- 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.
- WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.
- 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
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



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.

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.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

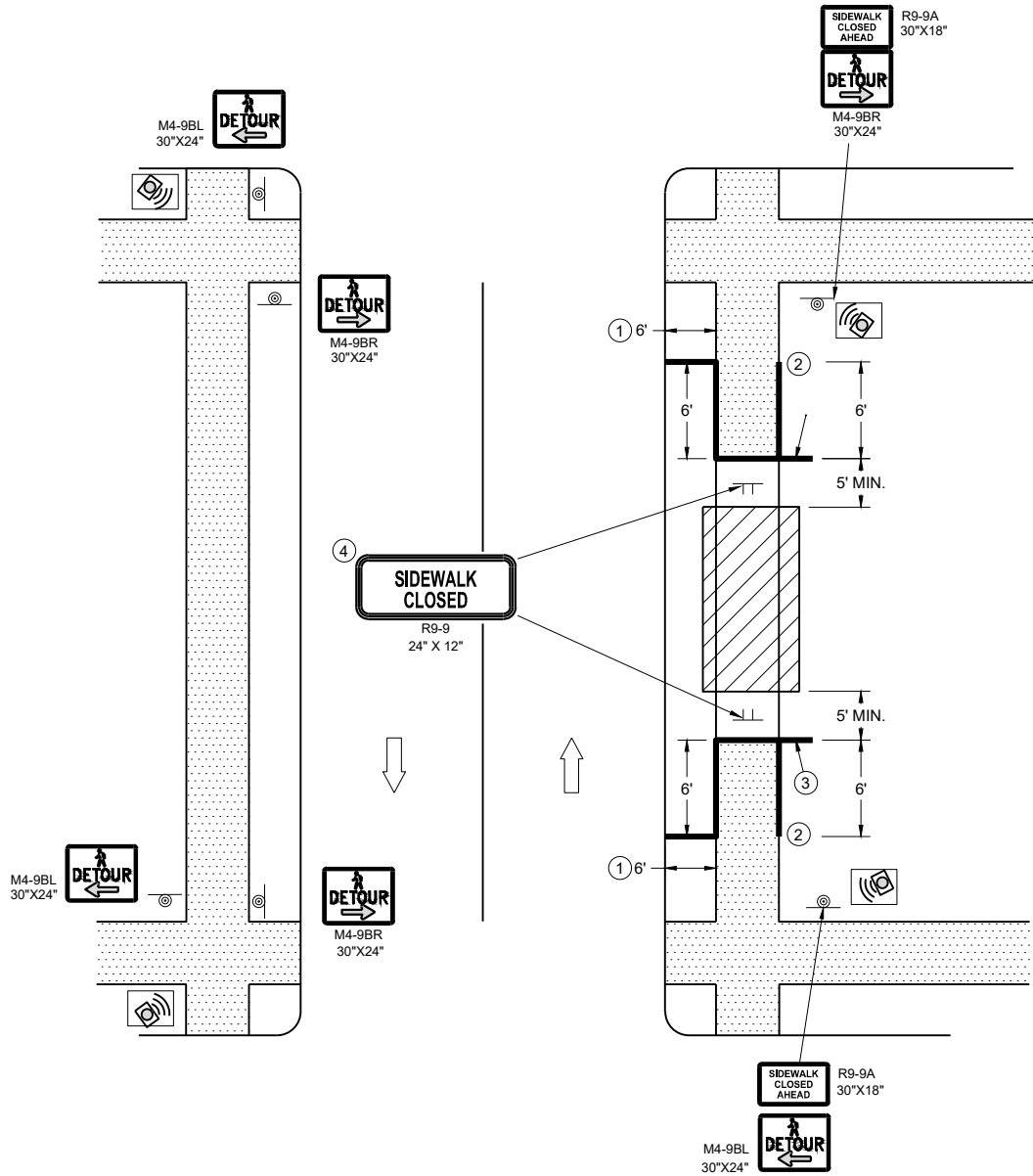
- 1 SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
- 2 PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
- 3 USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- 4 MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE 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
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

LEGEND

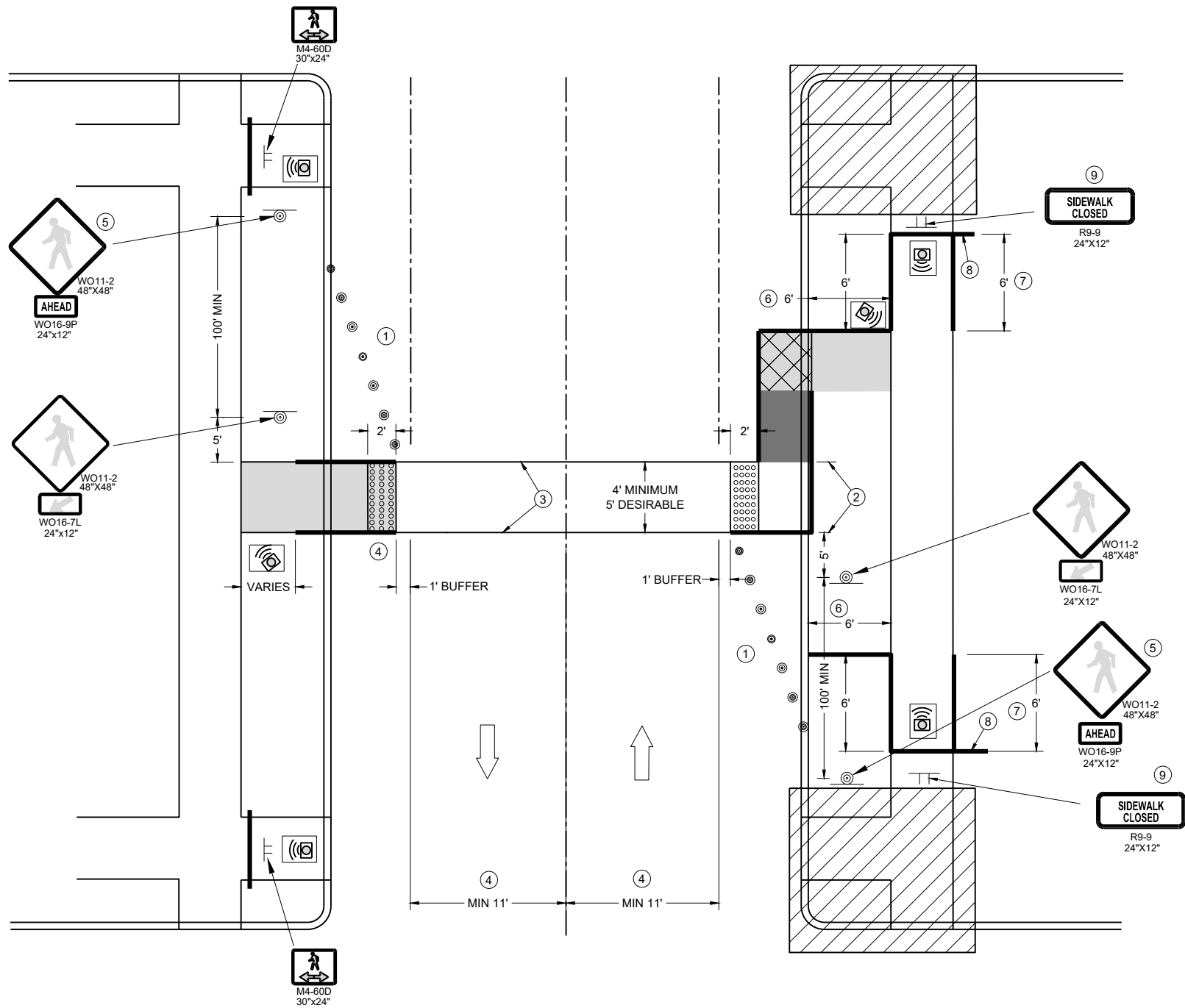
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

GENERAL NOTES

- 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.
- IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
 - 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.
 - IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
 - MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

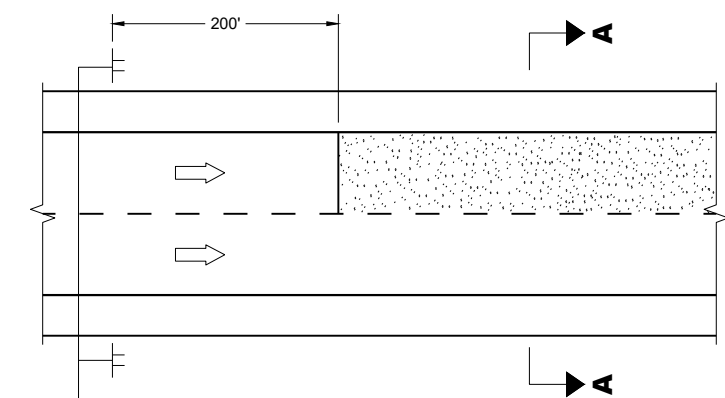
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT
PEDESTRIAN FACILITIES CLOSURES.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE
MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

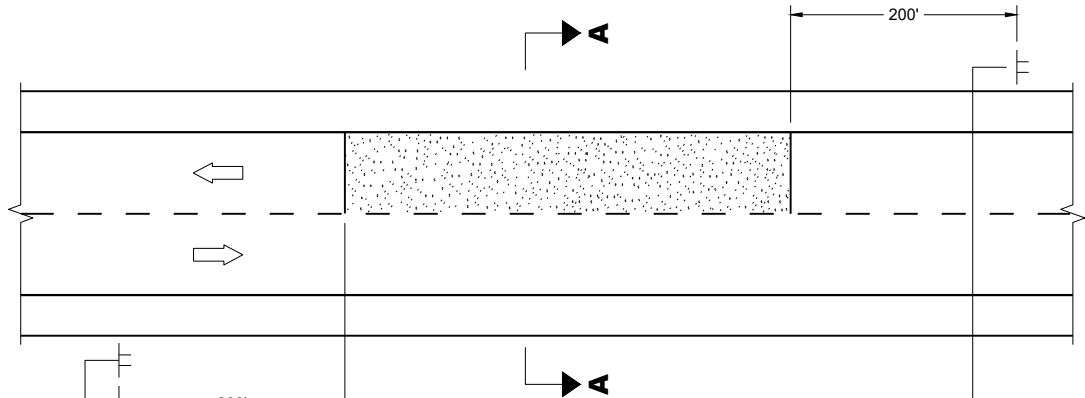
- 1 SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
- 2 4 FEET MINIMUM, 5 FEET DESIRABLE.
- 3 WHITE 6" TEMPORARY PAVEMENT MARKING.
- 4 IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMP MAY NEED TO BE UTILIZED.
- 5 IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.
- 6 IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
- 7 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.
- 8 IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
- 9 MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

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 AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



MULTI-LANE

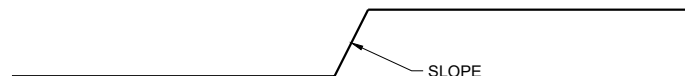


TWO-WAY TWO LANE

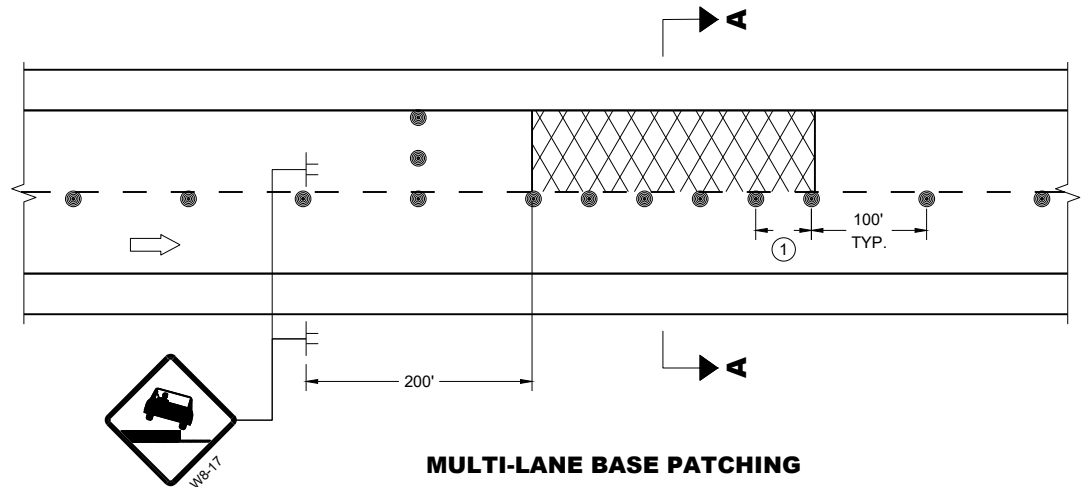


SECTION A - A

OR



SECTION A - A



MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

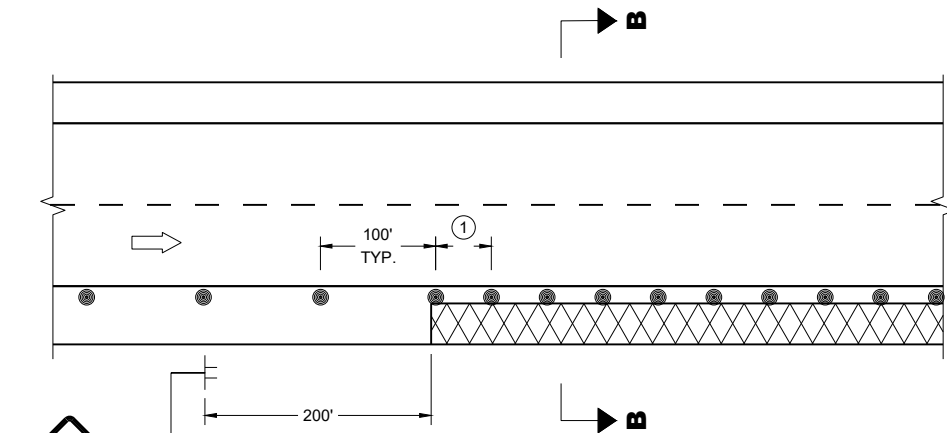
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

★ IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

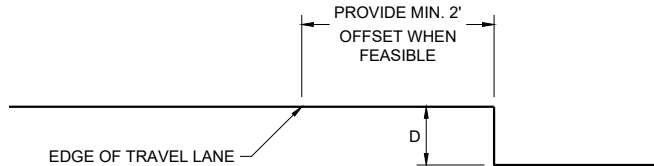
① USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN ③
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A
PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT	

TRAFFIC CONTROL,
DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

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.

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

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

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

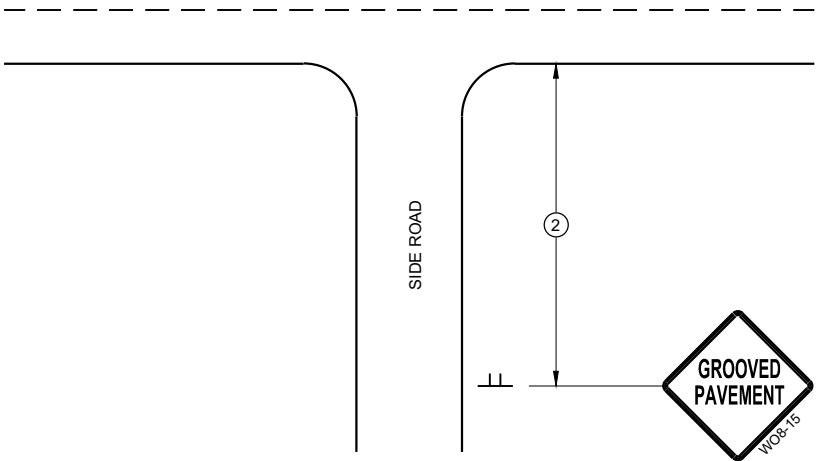
ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

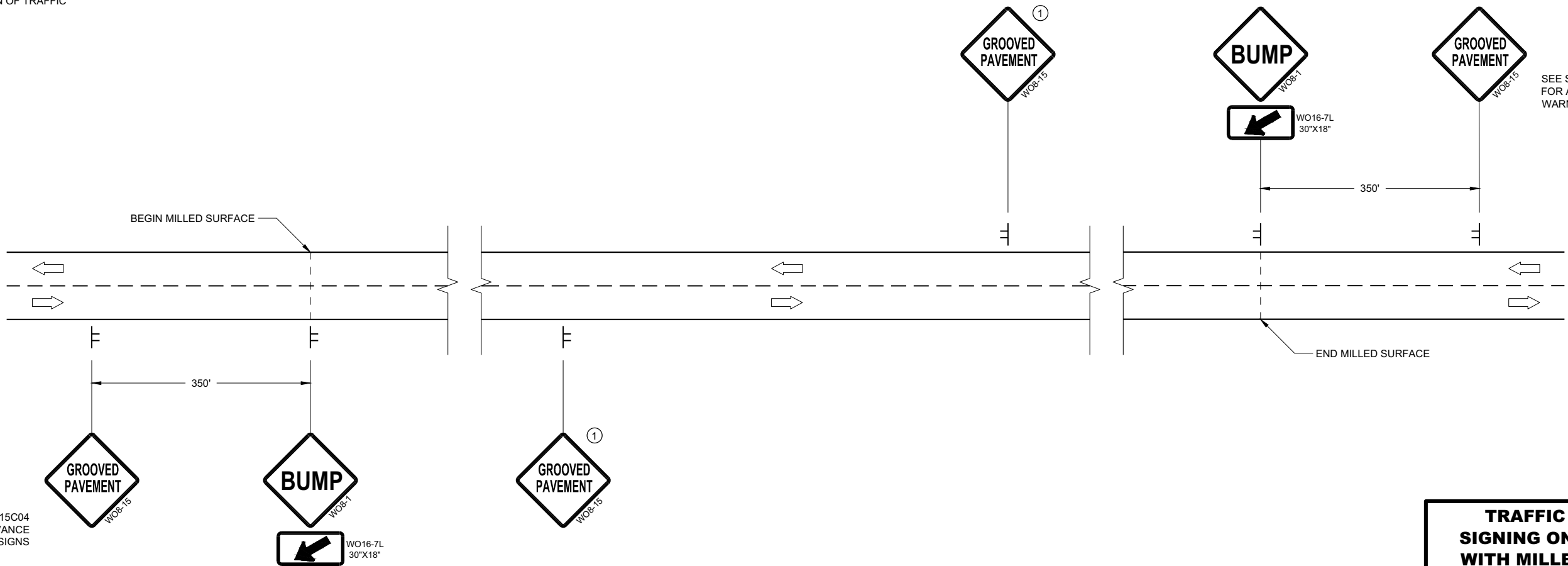
- 1 PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- 2 PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

LEGEND

-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH
SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL,
SIGNING ON ROADWAYS
WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 149

FHWA

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

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.

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

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

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

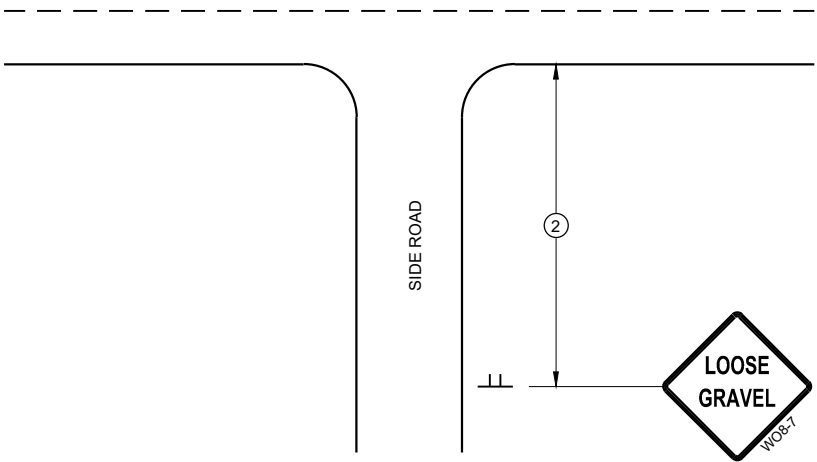
ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

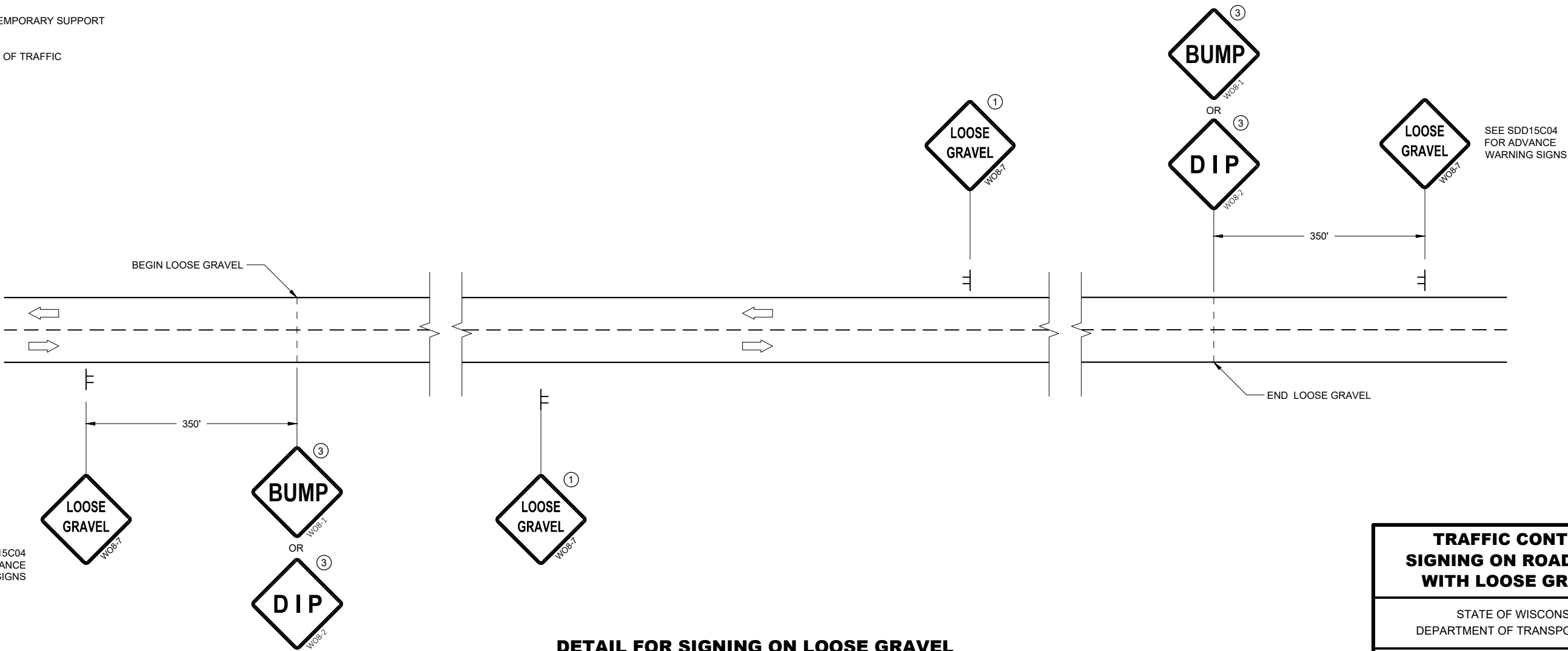
- 1 PLACE SIGNS 350' IN ADVANCE OF CHIP SEALED OR LOOSE GRAVEL SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- 2 PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.
- 3 ADD WO8-1 OR WO8-2 SIGN WHEN THE CONDITION IS PRESENT.

LEGEND

-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH
SIGN DETAIL



DETAIL FOR SIGNING ON LOOSE GRAVEL
OR CHIP SEALED SURFACES

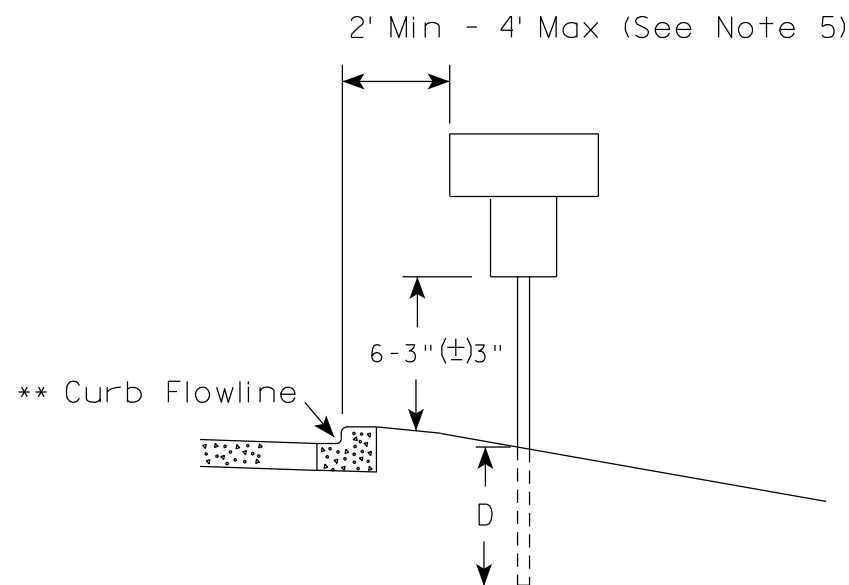
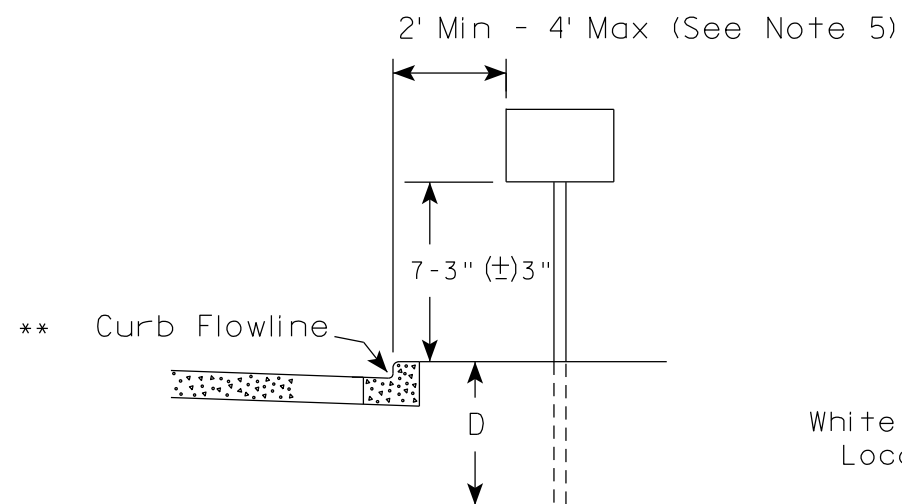
TRAFFIC CONTROL
SIGNING ON ROADWAYS
WITH LOOSE GRAVEL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 150

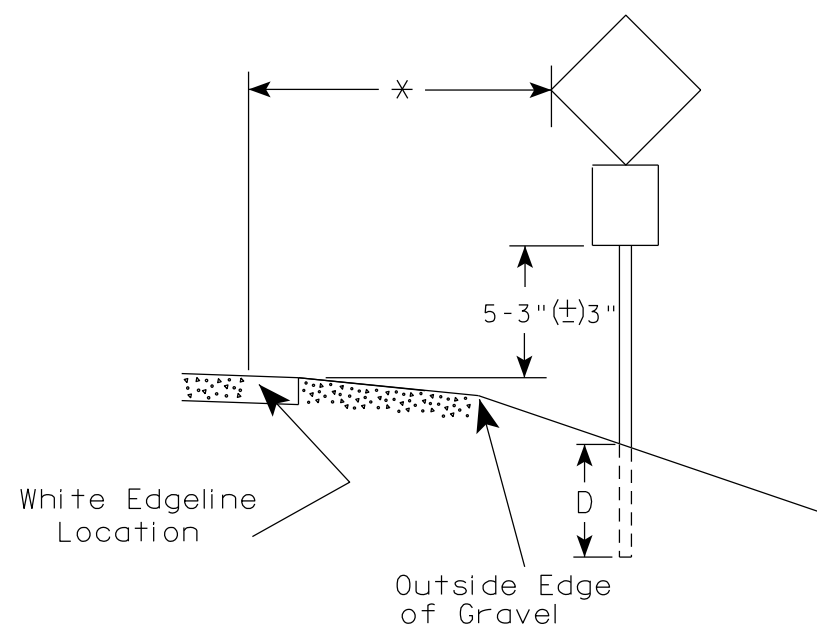
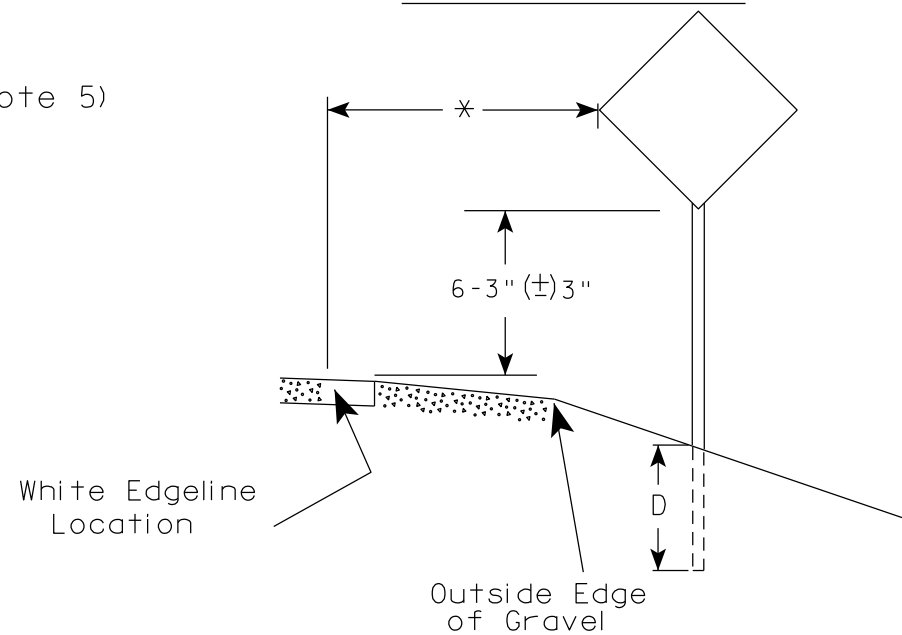
FHWA

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.

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.

POST EMBEDMENT DEPTH

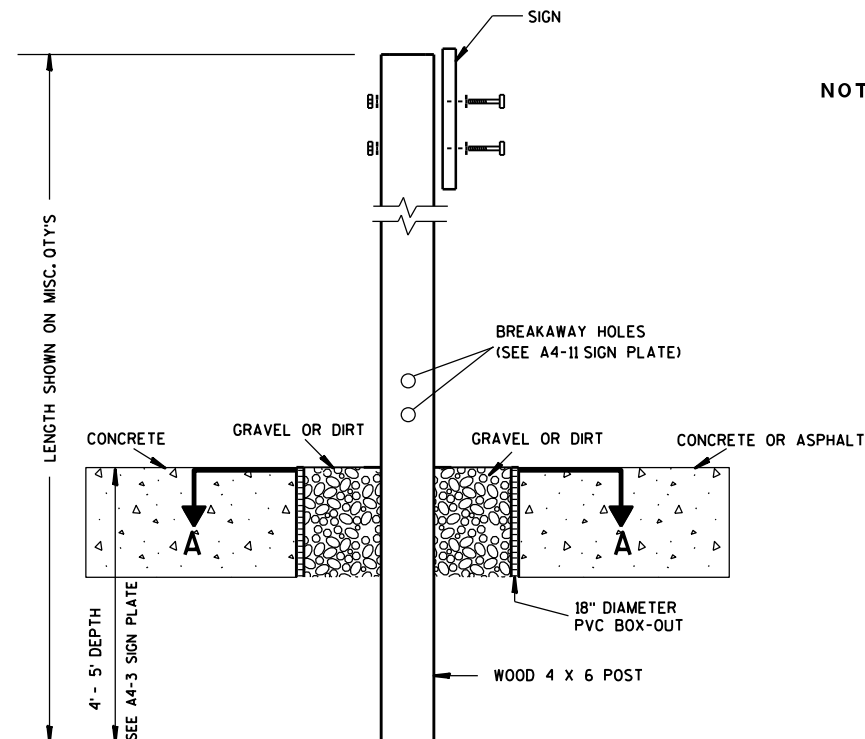
Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

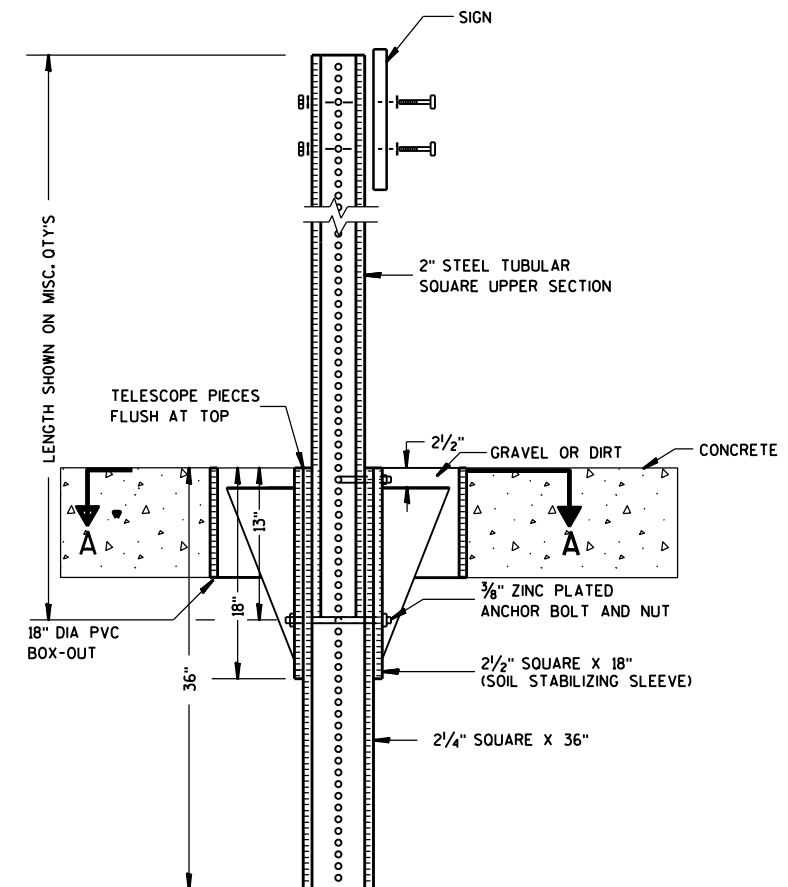
DATE 12/6/23 PLATE NO. A4-3.23



ELEVATION VIEW

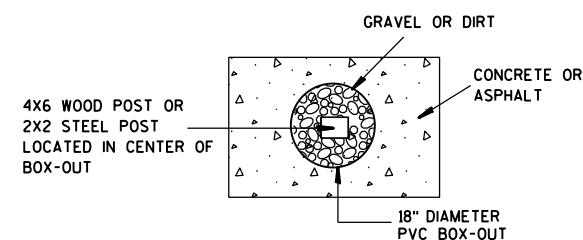
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- 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 152 A4-3B.1

PROJECT NO:

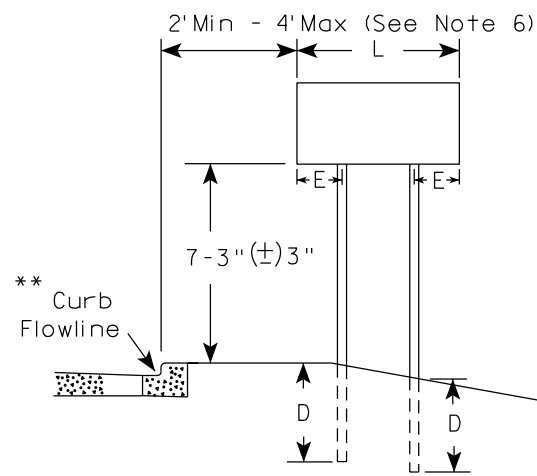
HWY:

COUNTY:

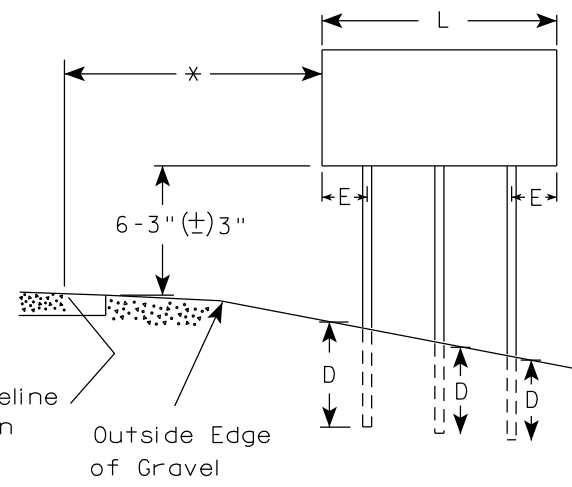
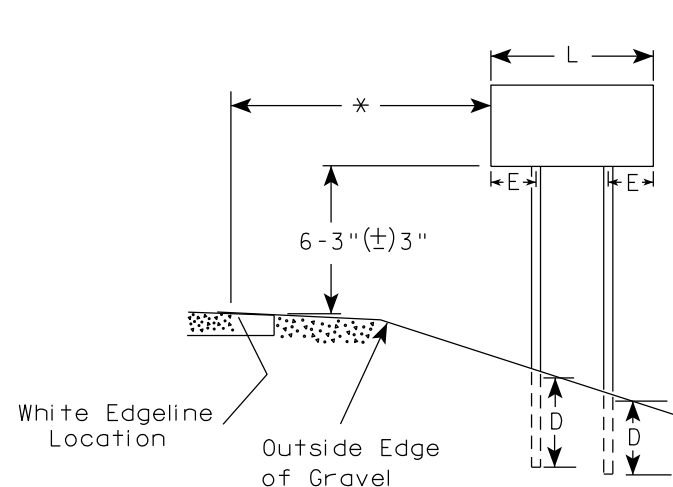
SHEET NO:

E

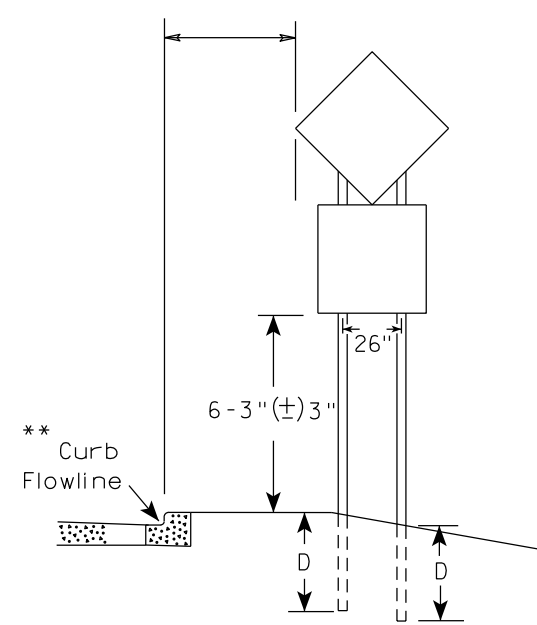
URBAN AREA



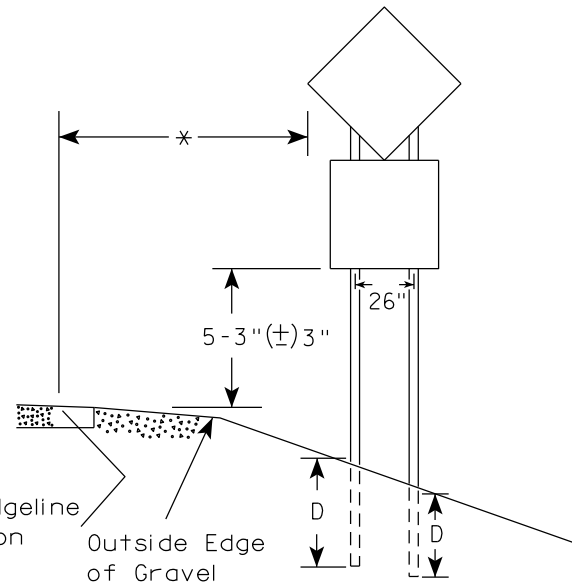
RURAL AREA (See Note 3)



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



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

GENERAL NOTES

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

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

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

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

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

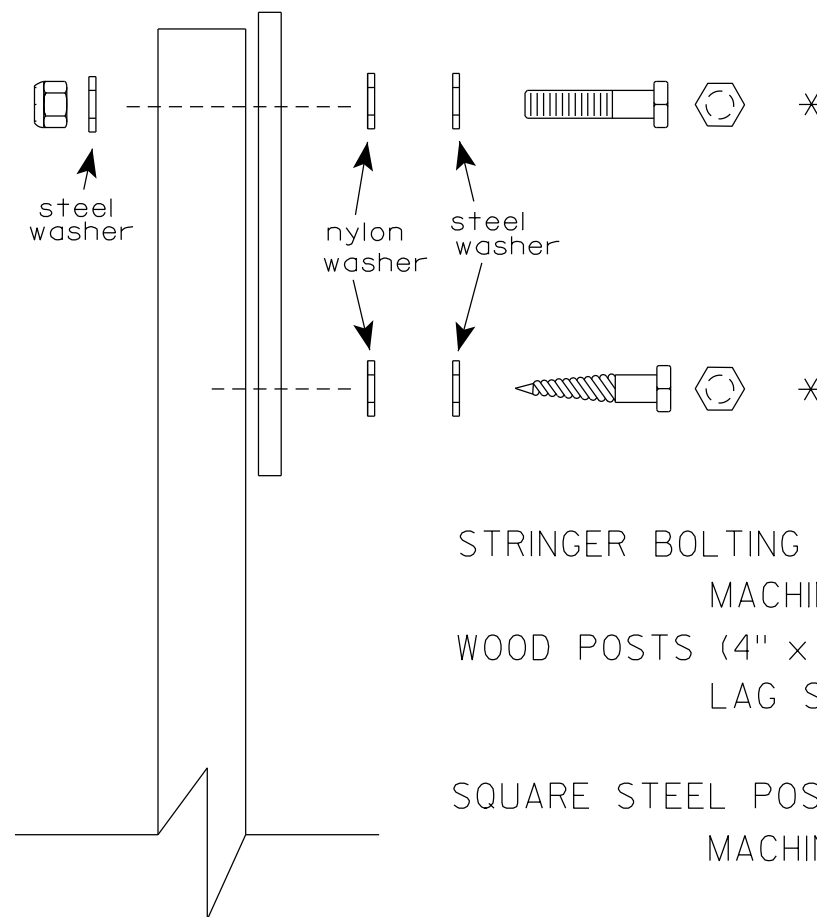
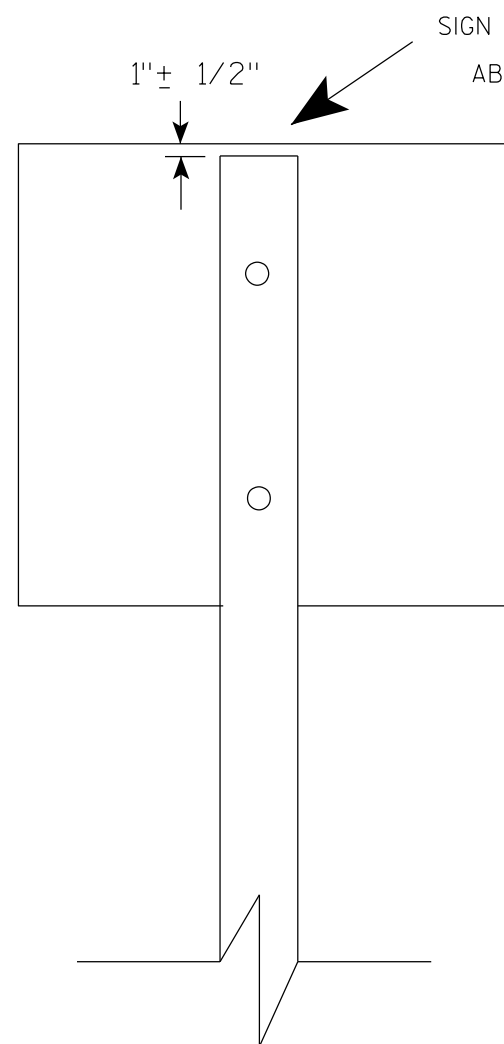
Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

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.

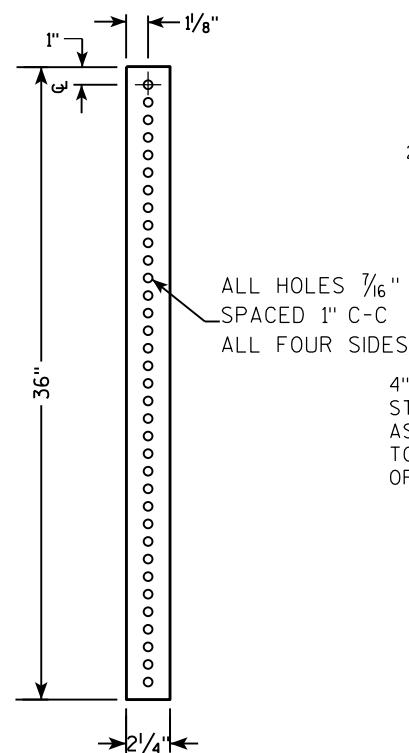
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

- 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

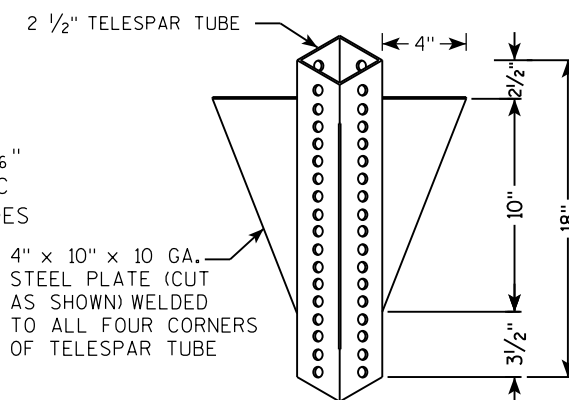
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

**2 1/4" SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH**



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



TELESCOPE PIECES
FLUSH AT TOP

18" DIA SCHEDULE
40 PVC
BOX-OUT

36"

13"

18"

2 1/2" GRAVEL OR DIRT

3/8" ZINC PLATED CORNER
ANCHOR BOLT AND NUT

2 1/2" SQUARE X 18"
(SOIL STABILIZING SLEEVE)

2 1/4" SQUARE X 36"

2" STEEL TUBULAR
SQUARE UPPER SECTION

ALL HOLES 7/16"
SPACED 1" C-C
ALL FOUR SIDES

SEE SIGN PLATE
A4-8 FOR BOLT
WASHER, & NUT
MATERIAL

SIGN

TECHNICAL DRAWING OF A SIGNPOST ASSEMBLY.

Side View Dimensions:

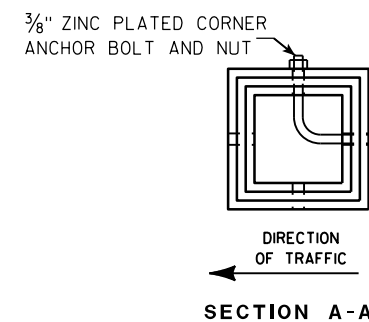
- Overall height: LENGTH SHOWN ON MISC. QTYS
- Section A-A: 36" (Total height of the main post section)
- Section B-B: 18" (Height of the upper section)
- Section C-C: 12" (Height of the lower section)

End View Details:

- Top Section:** 2" STEEL TUBULAR SQUARE UPPER SECTION. ALL HOLES $\frac{7}{16}$ " SPACED 1" C-C. ALL FOUR SIDES.
- Sign Mounting:** SIGN (indicated by a dashed line). SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL.
- Anchor Bolts:** $\frac{3}{8}$ " ZINC PLATED CORNER ANCHOR BOLT AND NUT (indicated by a dashed line).
- Soil Stabilizing Sleeve:** 2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE).
- Post Section:** 2 1/4" SQUARE X 36".

Assembly Notes:

- TELESCOPE PIECES FLUSH AT TOP
- ALL HOLES $\frac{7}{16}$ " SPACED 1" C-C. ALL FOUR SIDES.
- $\frac{3}{8}$ " ZINC PLATED CORNER ANCHOR BOLT AND NUT
- $\frac{3}{8}$ " ZINC PLATED ANCHOR BOLT AND NUT
- 2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)
- 2 1/4" SQUARE X 36"



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 PLATI 155 14-9.9

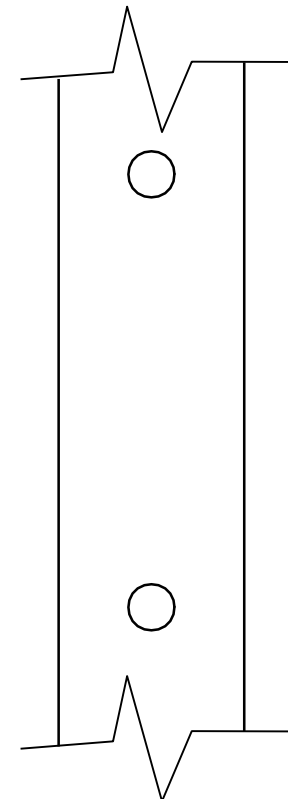
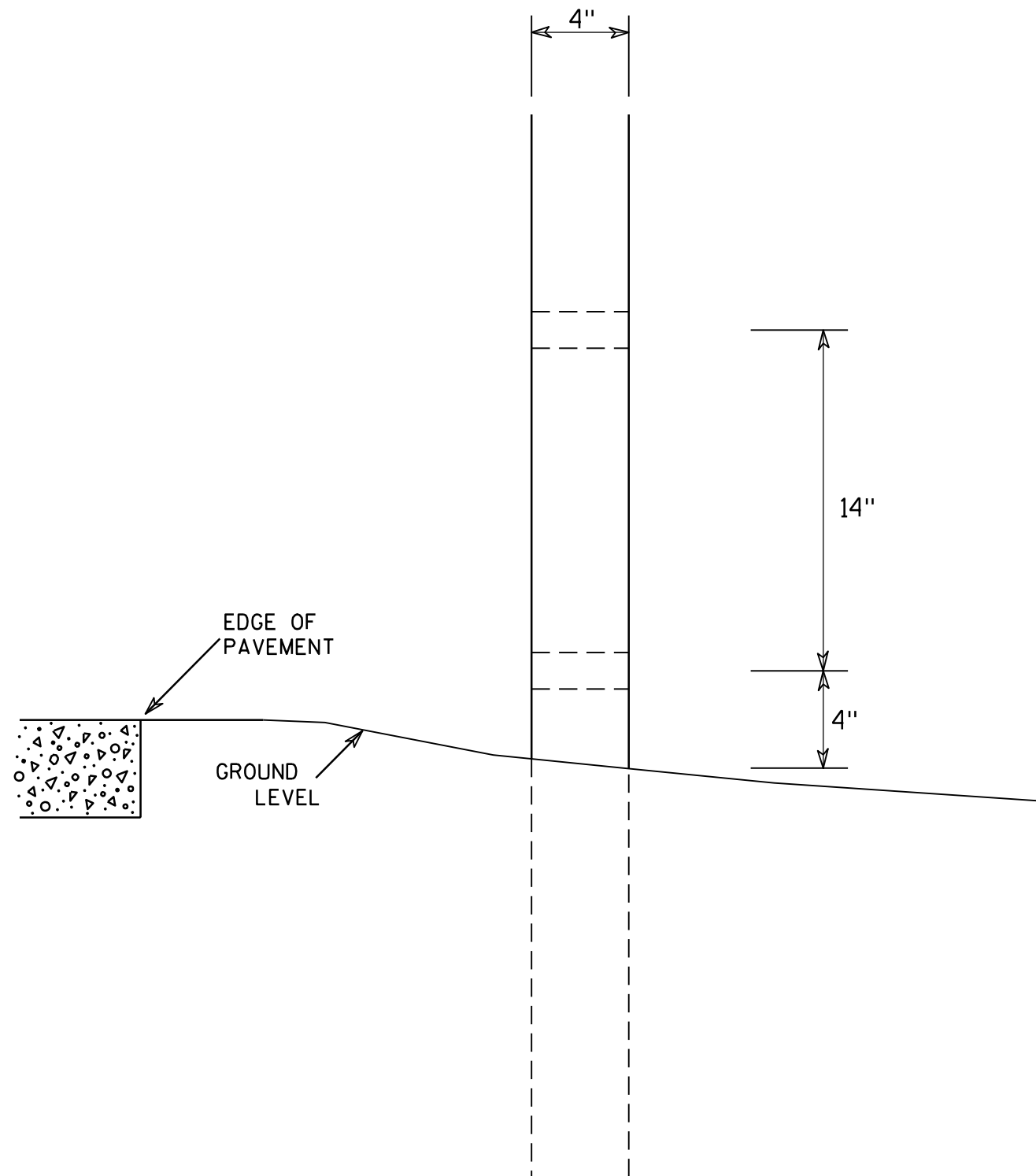
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

T



SIDE VIEW

GENERAL NOTES

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

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

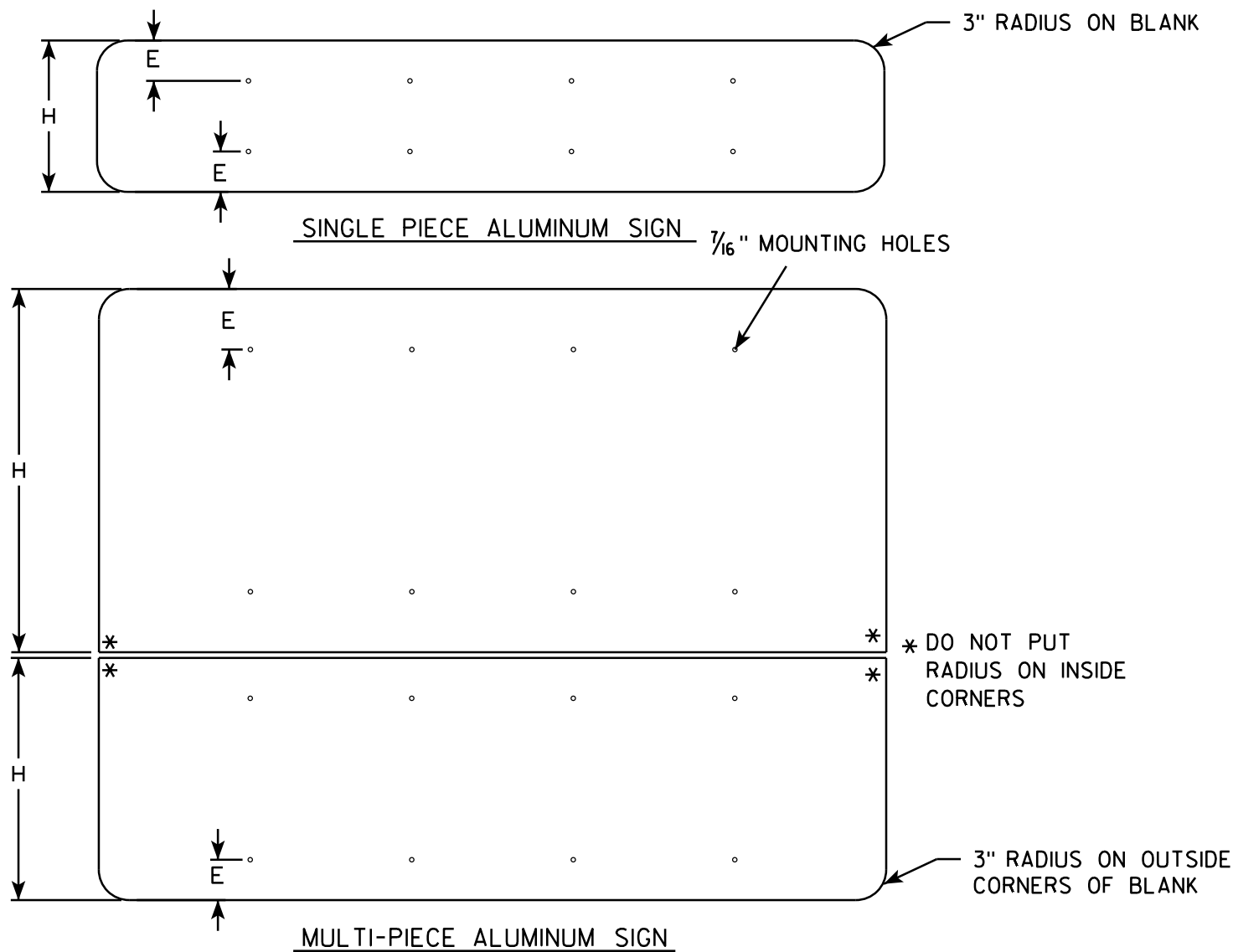
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 156

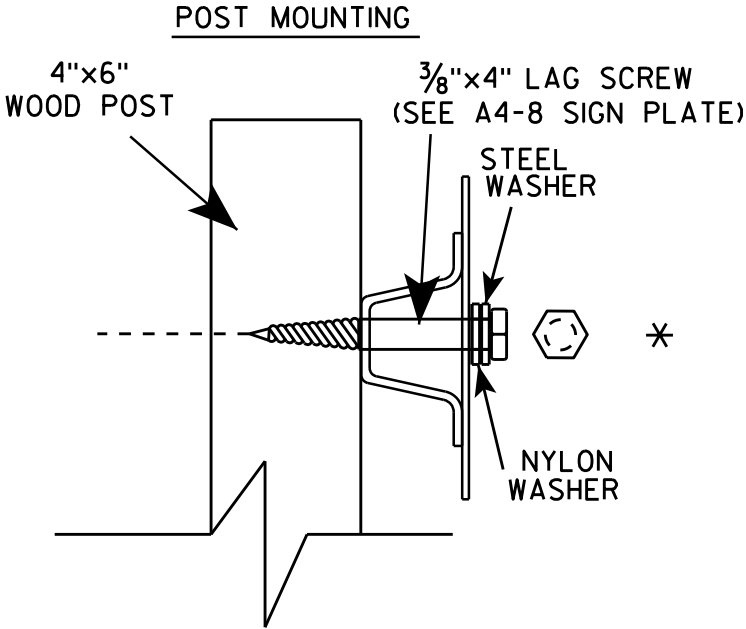
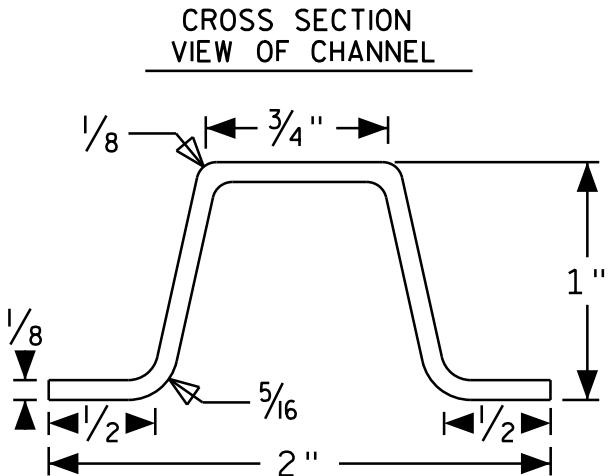
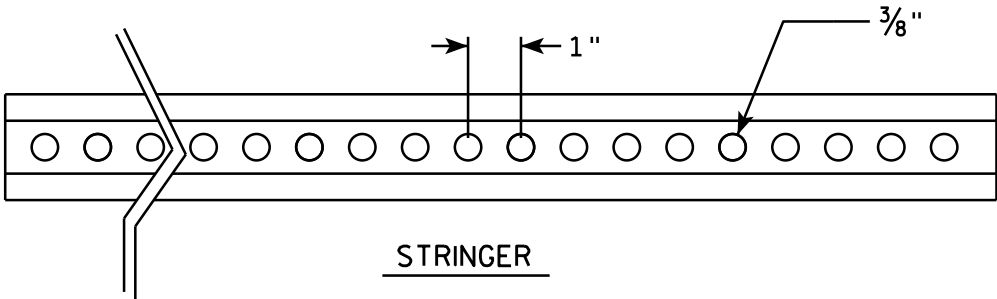
E



GENERAL NOTES

- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES			
78"	72"	2	16"	15"	31"	47"	63"
84"	72"	2	17"	16 1/2"	33 1/2"	50 1/2"	67 1/2"
90"	72"	2	18"	18"	36"	54"	72"
96"	90"	2	19"	19 1/2"	38 1/2"	57 1/2"	76 1/2"
102"	90"	2	20"	21"	41"	61"	81"
108"	90"	2	21"	22 1/2"	43 1/2"	64 1/2"	85 1/2"
114"	108"	3	15"	12"	27"	42"	57" 72" 87" 102"
120"	108"	3	16"	12"	28"	44"	60" 76" 92" 108"
126"	108"	3	17"	12"	29"	46"	63" 80" 97" 114"
132"	126"	3	18"	12"	30"	48"	66" 84" 102" 120"
138"	126"	3	19"	12"	31"	50"	69" 88" 107" 126"
144"	126"	3	20"	12"	32"	52"	72" 92" 112" 132"



SIGN STRINGER
MOUNTING REQUIREMENTS

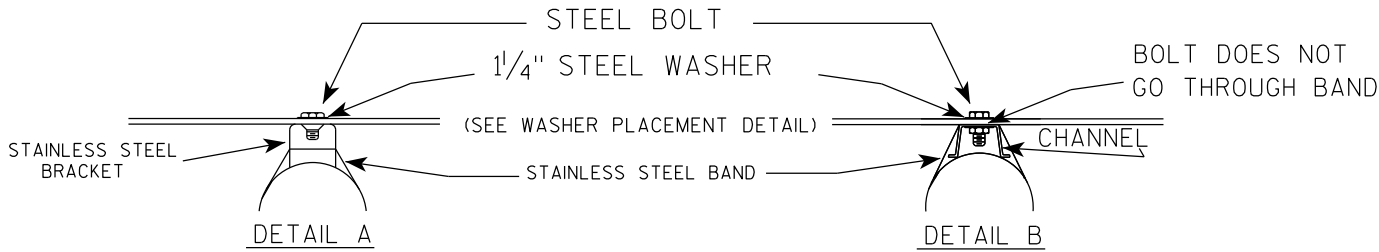
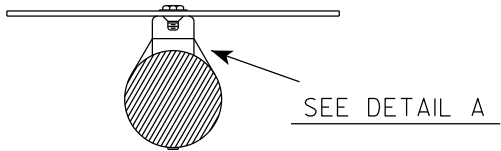
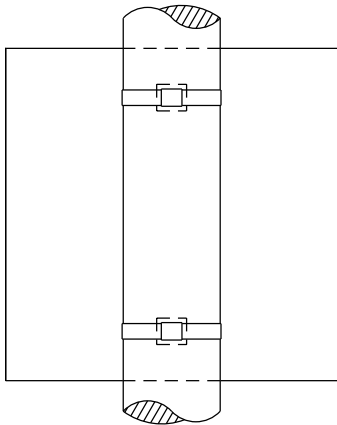
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

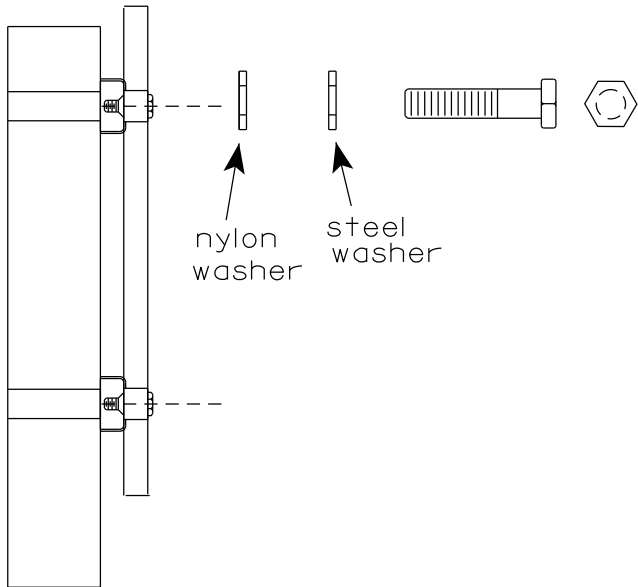
DATE 4/26/16 PLATE No A4-18.1
157

BANDING

SINGLE SIGN



WASHER PLACEMENT

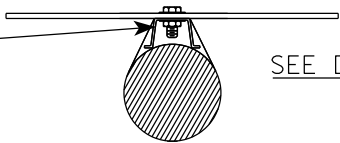
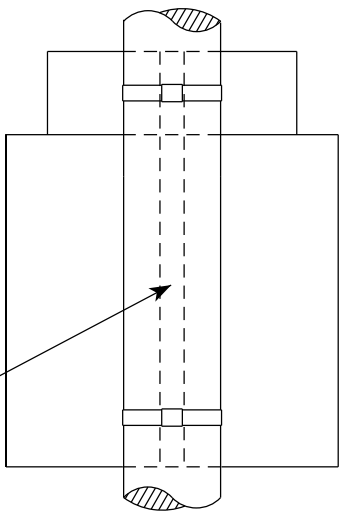


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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

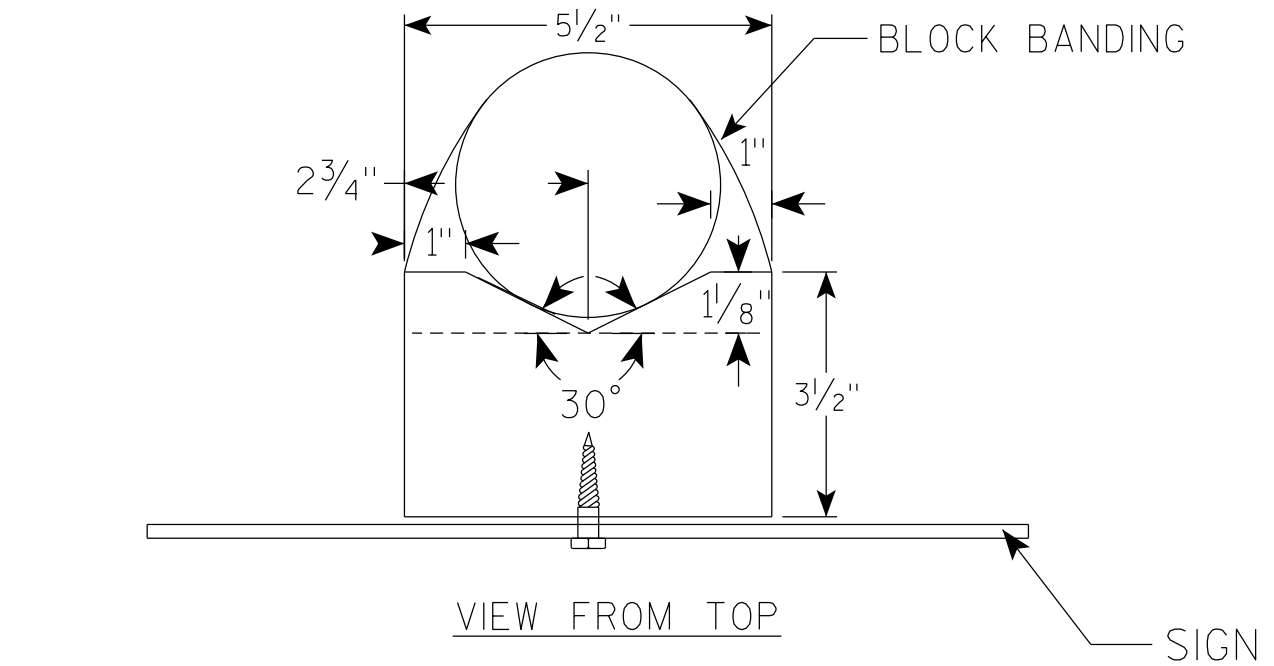
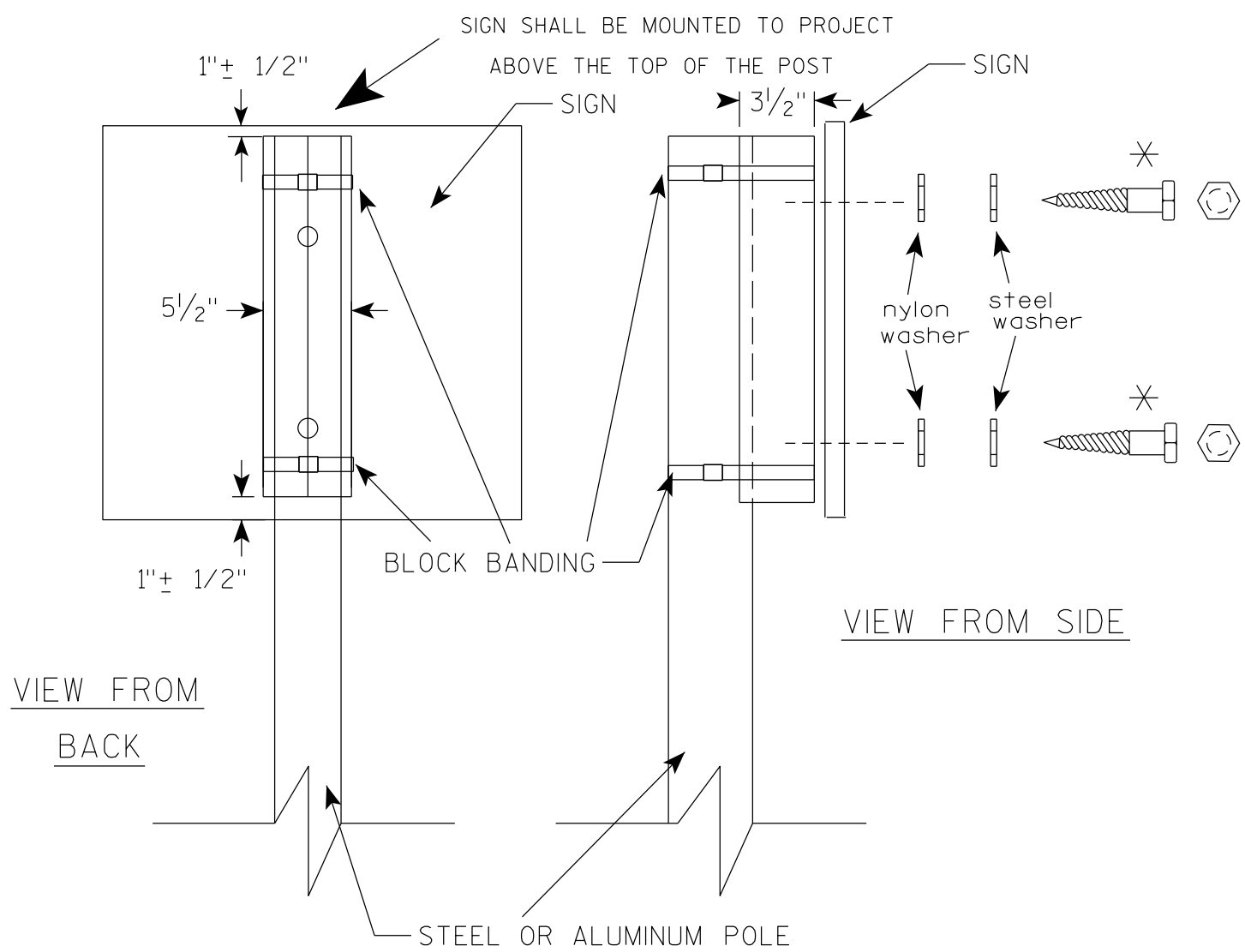
"J" ASSEMBLY



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



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	<i>Matthew R. Rauch</i> 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 - D
- 4. Substitute appropriate numeral and adjust spacing to achieve proper balance.



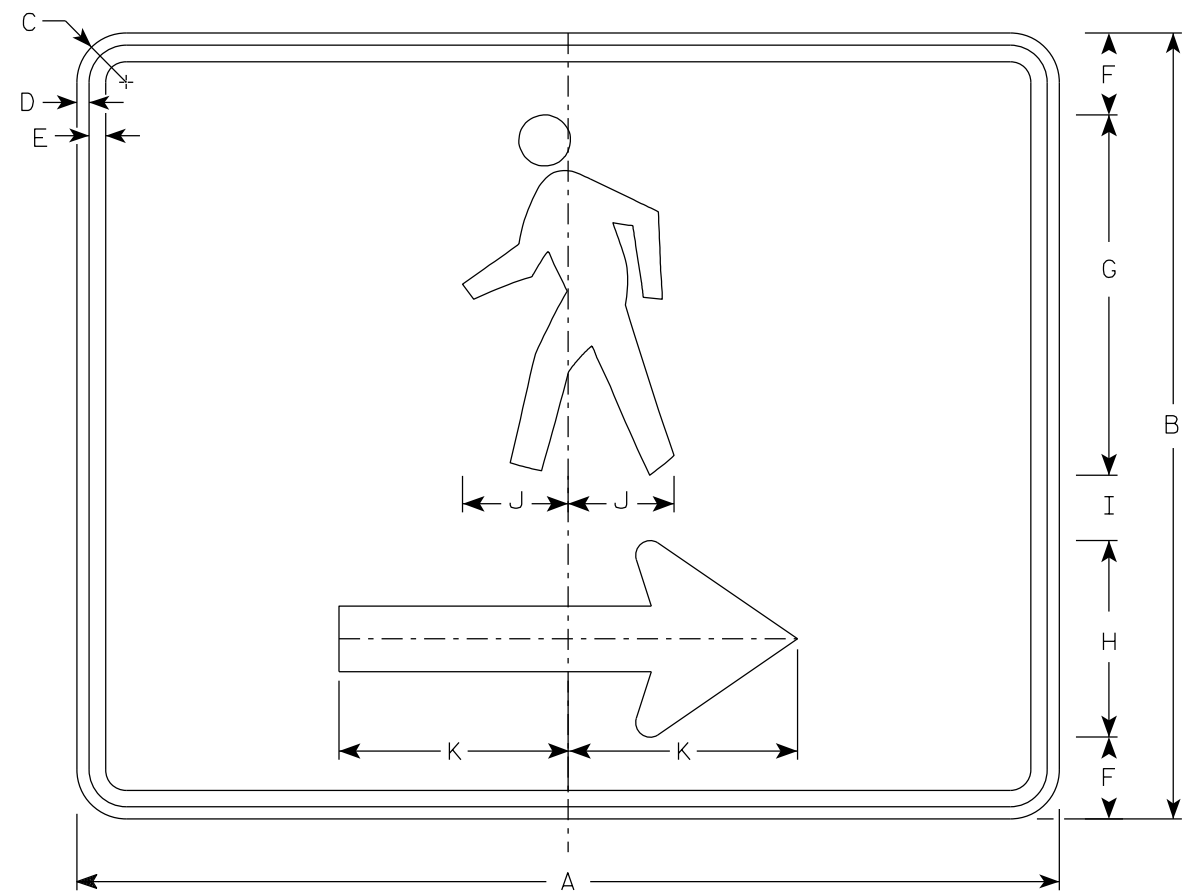
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3	72	36	1 1/8	1/2	5/8	6	5	4	15 5/8	1 5/8	5	9 1/4	21 1/4	3 1/2	1 1/2	23 1/4		29 7/8	1 3/4	3 1/4	28 1/2						18.0
4	96	48	2 1/4	3/4	1	8	6 1/2	5 1/2	20 5/8	2 1/4	6	12 1/4	28 1/4	4 3/8	1 5/8	31		39 1/4	2	4	37 7/8						32.0
5																											

STANDARD SIGN
G20-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

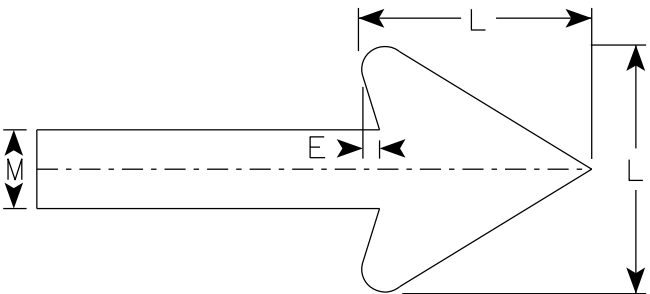
DATE 1/22/19 PLATE NO. G20-57.3



M4-60R

NOTES

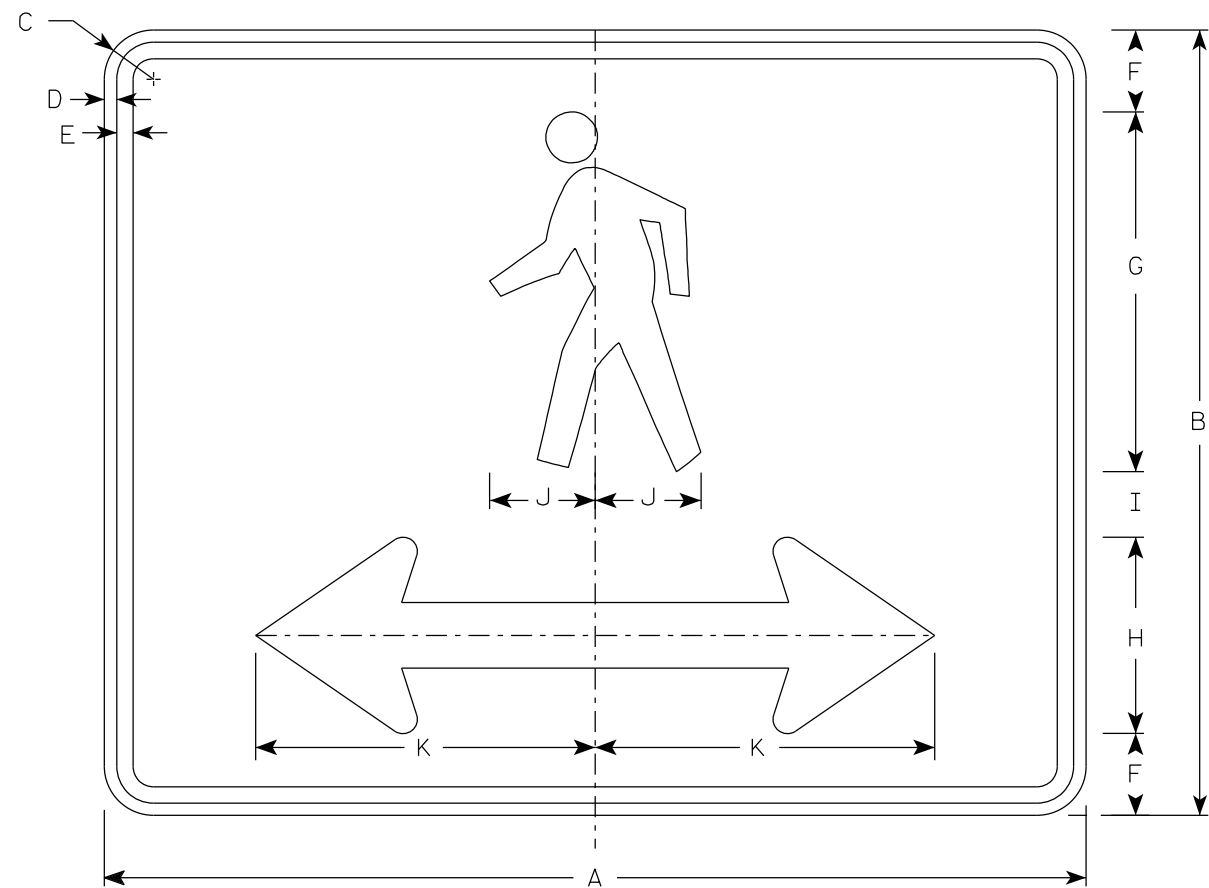
1. Sign is Type II- Type F Reflective
2. Color:
Background - Orange
Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M4-60L is the same as M4-60R except the 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																											
2S	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	7	6	2														5.00
2M	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	7	6	2														5.00
3																											
4																											
5																											

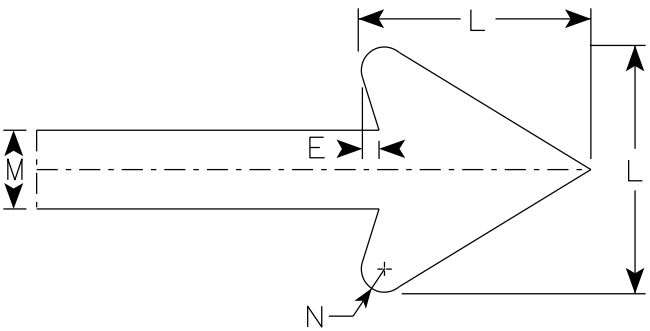
7



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.

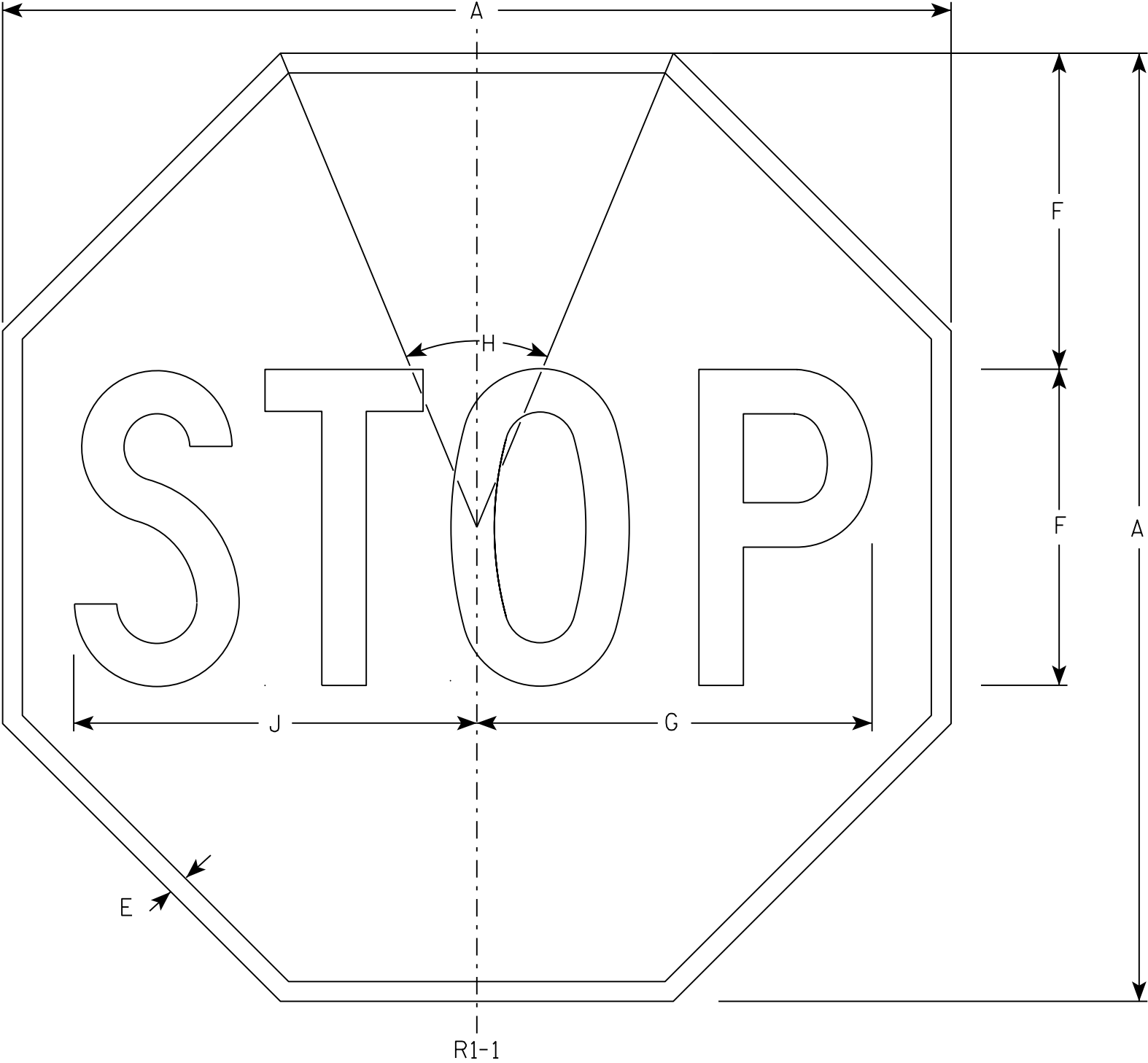


Arrow Detail

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																											

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

R1-1

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

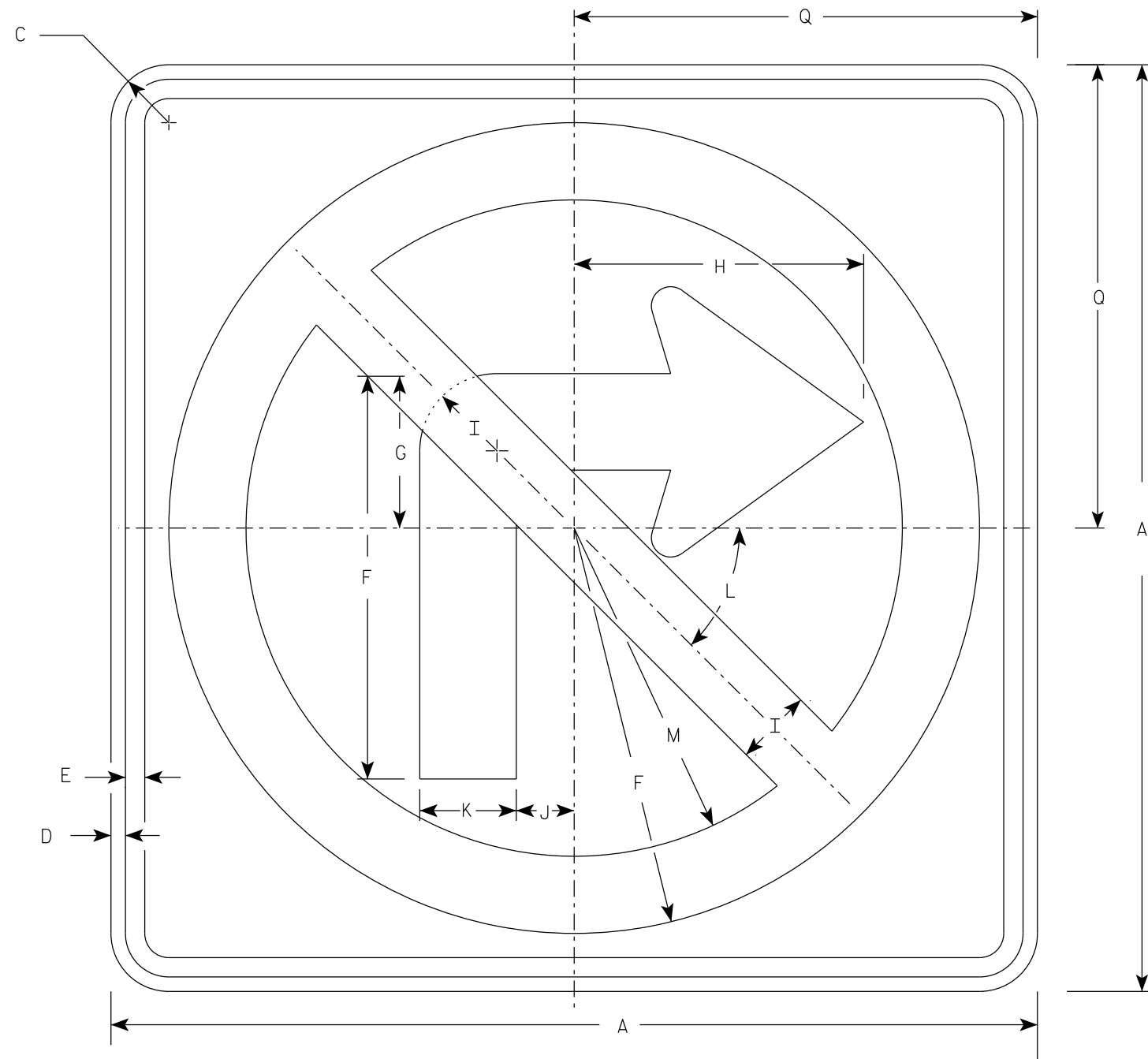
R1 - 1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

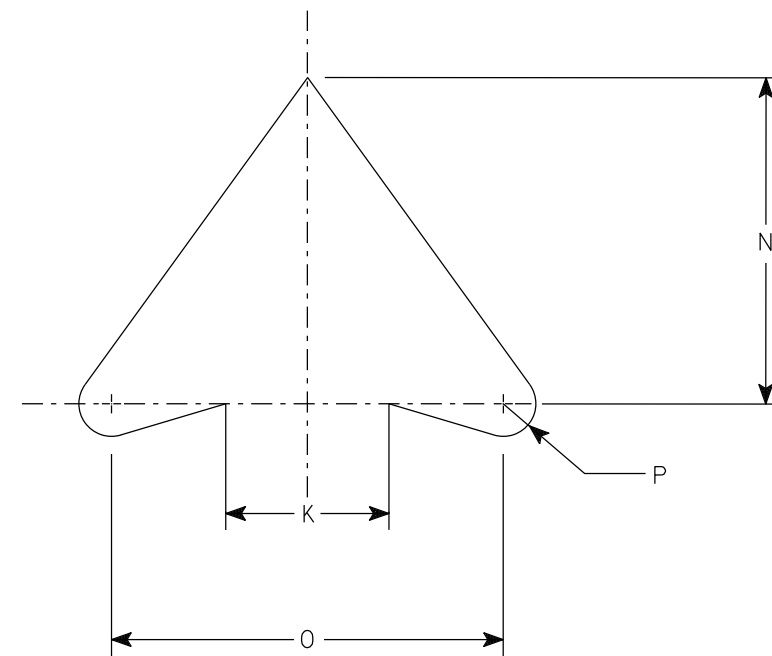
7



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.

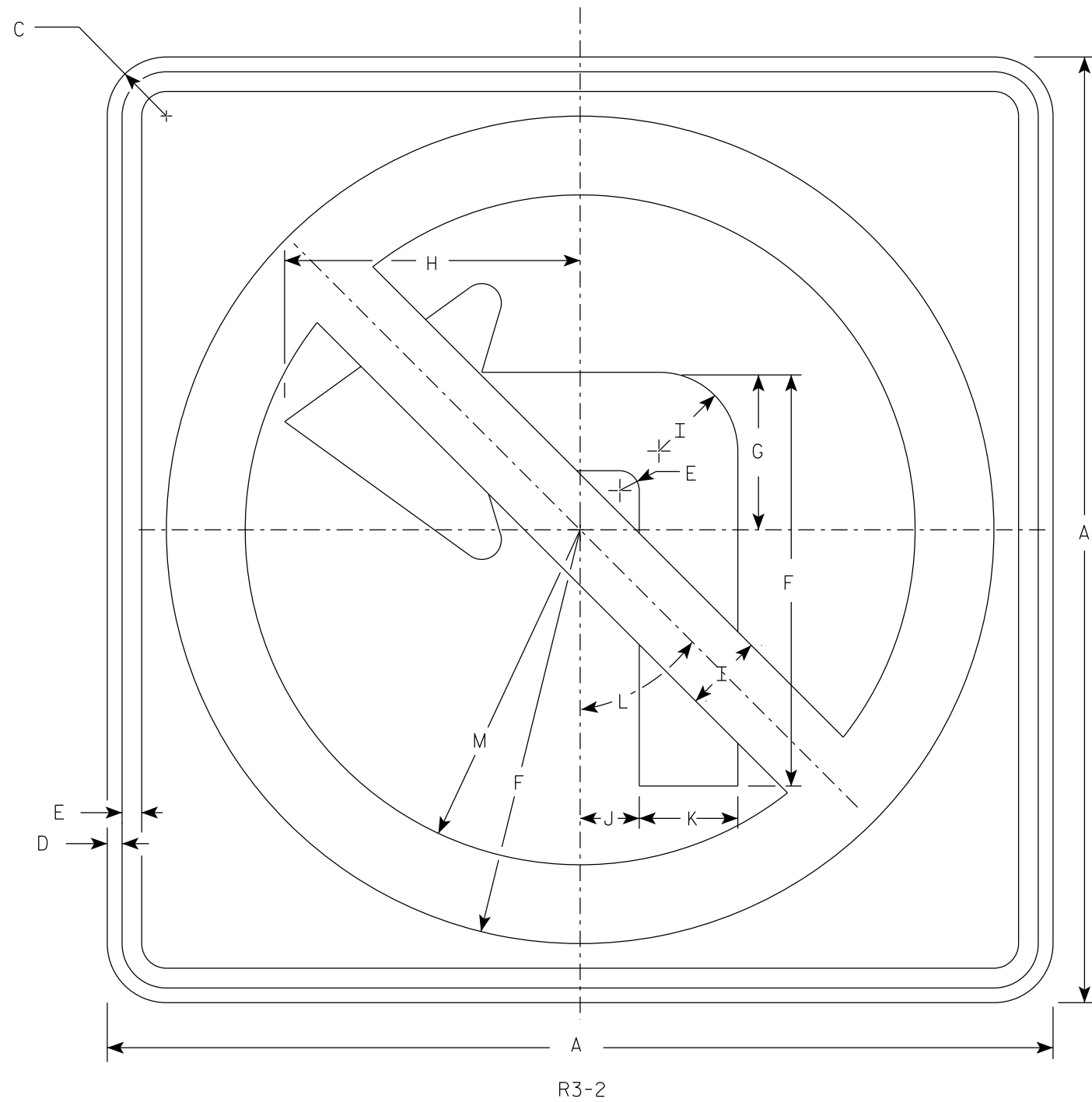


ARROW DETAIL

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

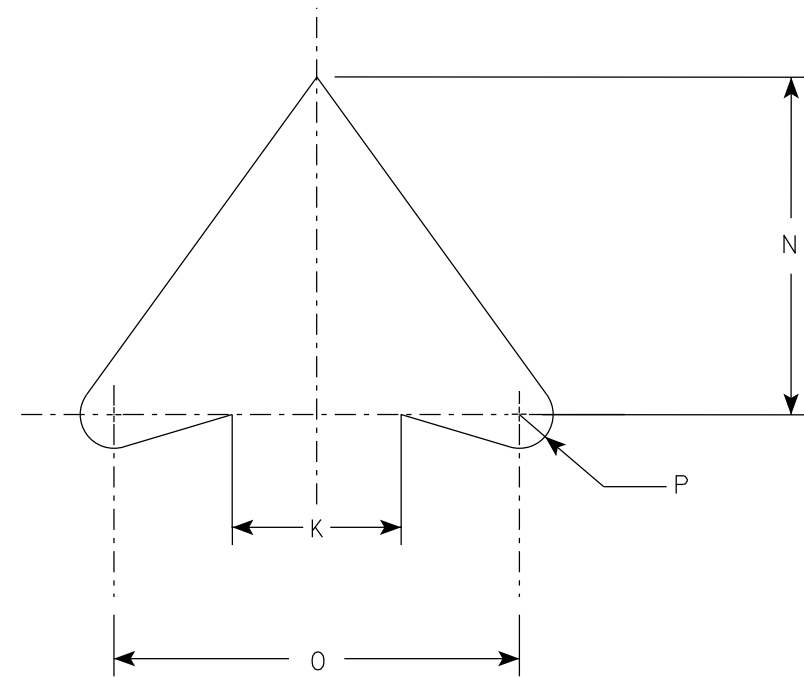
PROJECT NO:	HWY:	COUNTY:	SHEET NO: 164												E
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7



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

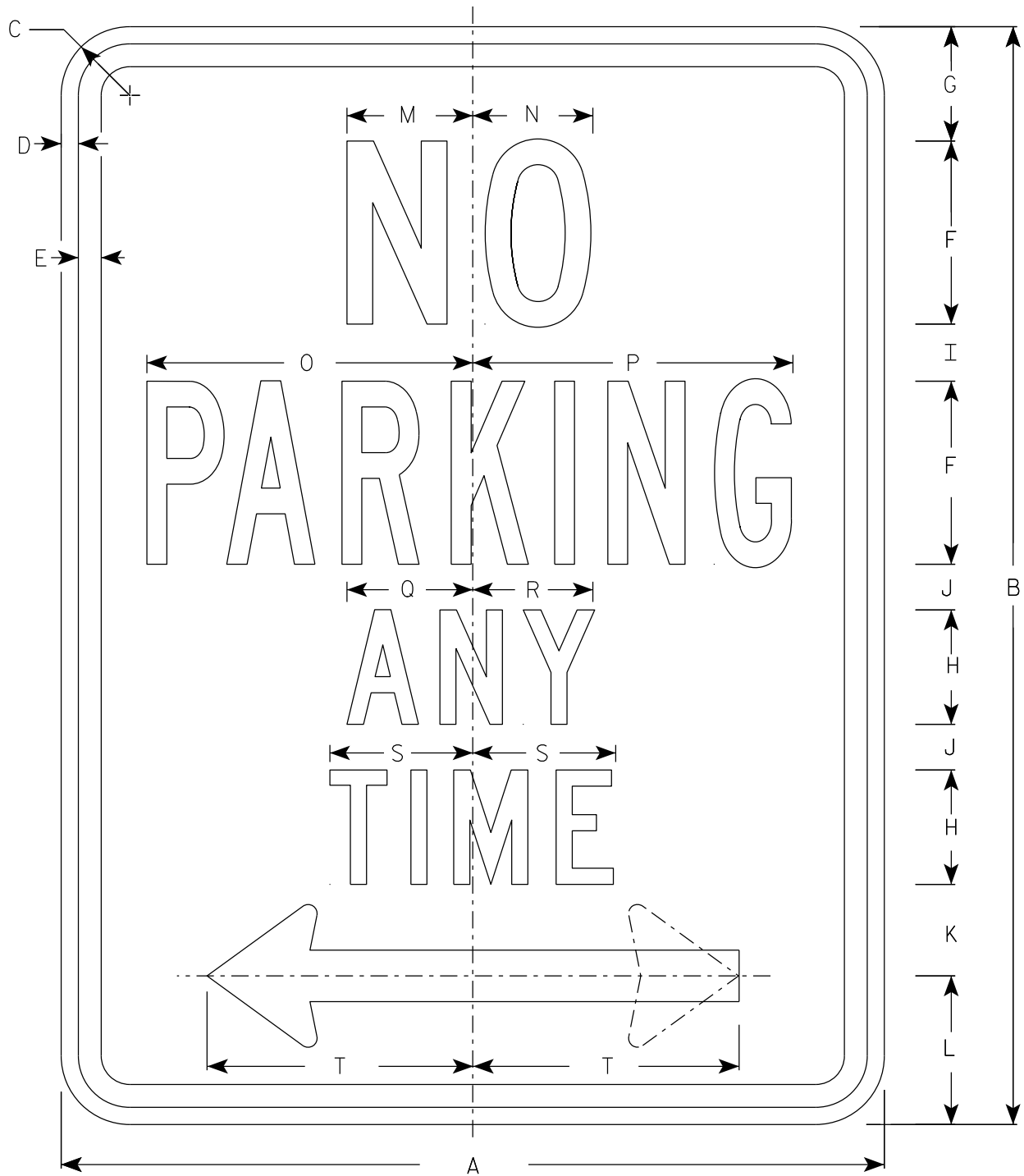
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 165

E

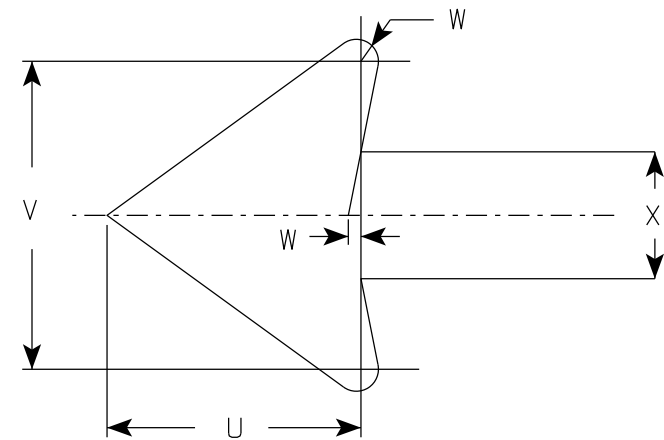


R7-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - Red
3. Message Series - See Note 4
4. Lines 1, 3 and 4 are series C, line 2 is series B.
5. R7-1D (double arrow)
R7-1L (left arrow)
R7-1R (right arrow)

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	12	18	1 1/2	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	2 1/4	2 1/8	2 1/2	3 7/8	1 1/2	1 3/4	1/8	3/4			1.5
2S	18	24	1 1/2	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	2 3/4	2 5/8	3 1/8	5 7/8	2 1/4	2 5/8	1/4	1 1/8			3.0
2M	24	30	1 1/2	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
3	24	30	1 1/2	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
4																											
5																											

STANDARD SIGN
R7-1

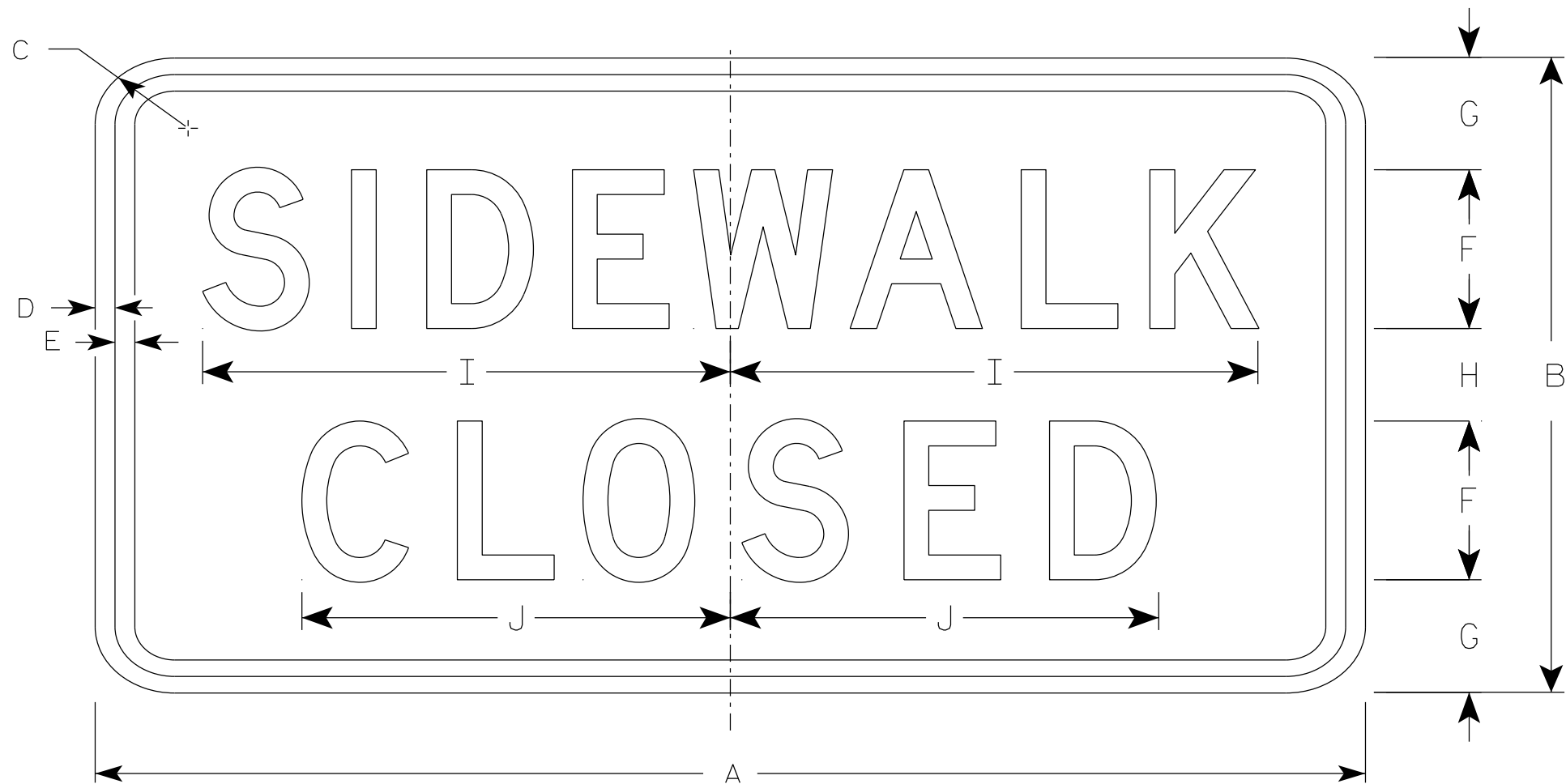
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 10/26/23 PLATE NO. R7-1.11

PROJECT NO: HWY: COUNTY: SHEET NO: 166 E

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:

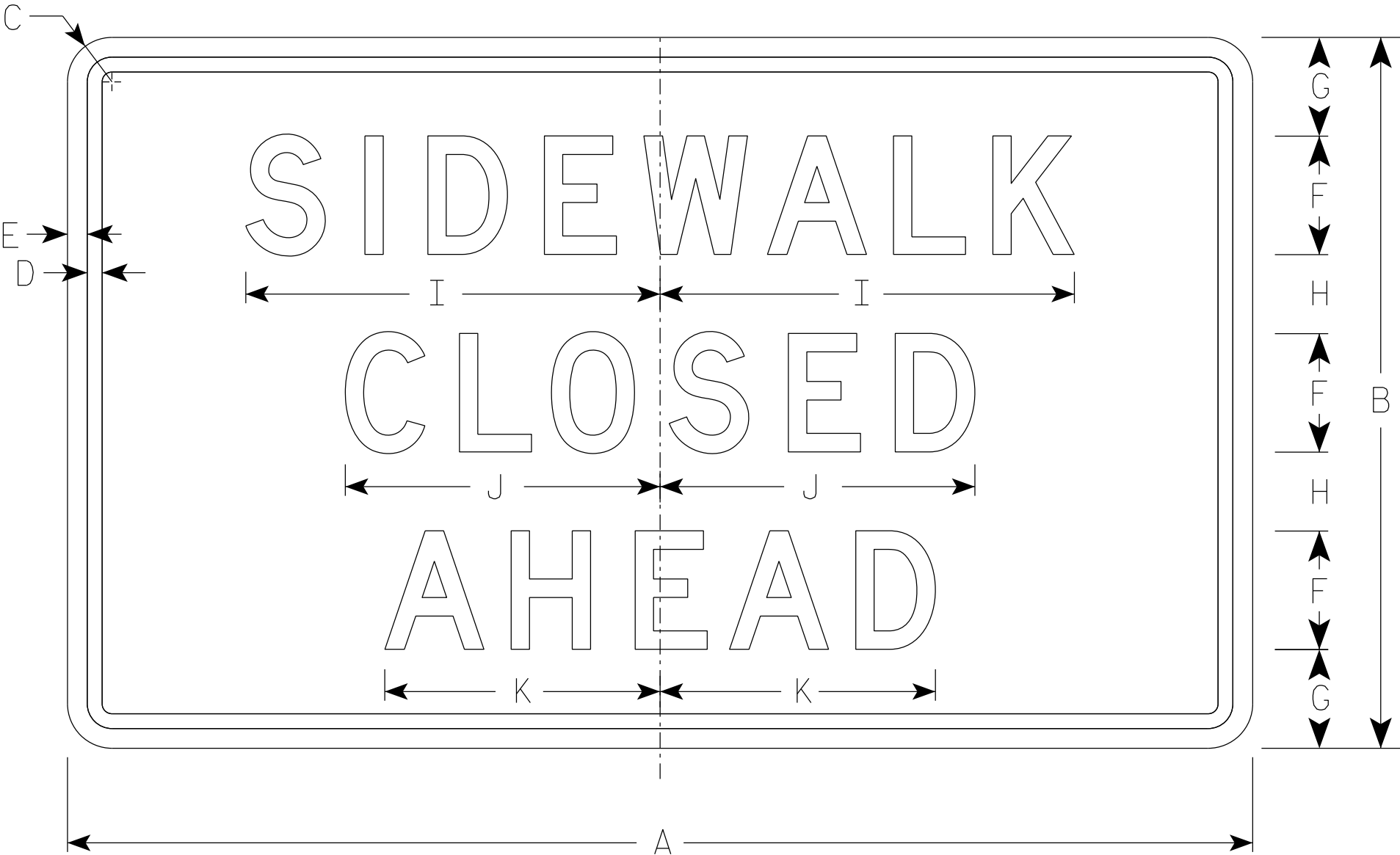
COUNTY:

SHEET NO: 167

E

NOTES

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



R9-9A

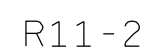
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
2M	30	18	1 1/2	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
3																											
4																											
5																											

STANDARD SIGN
R9-9A

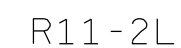
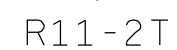
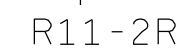
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9A.2



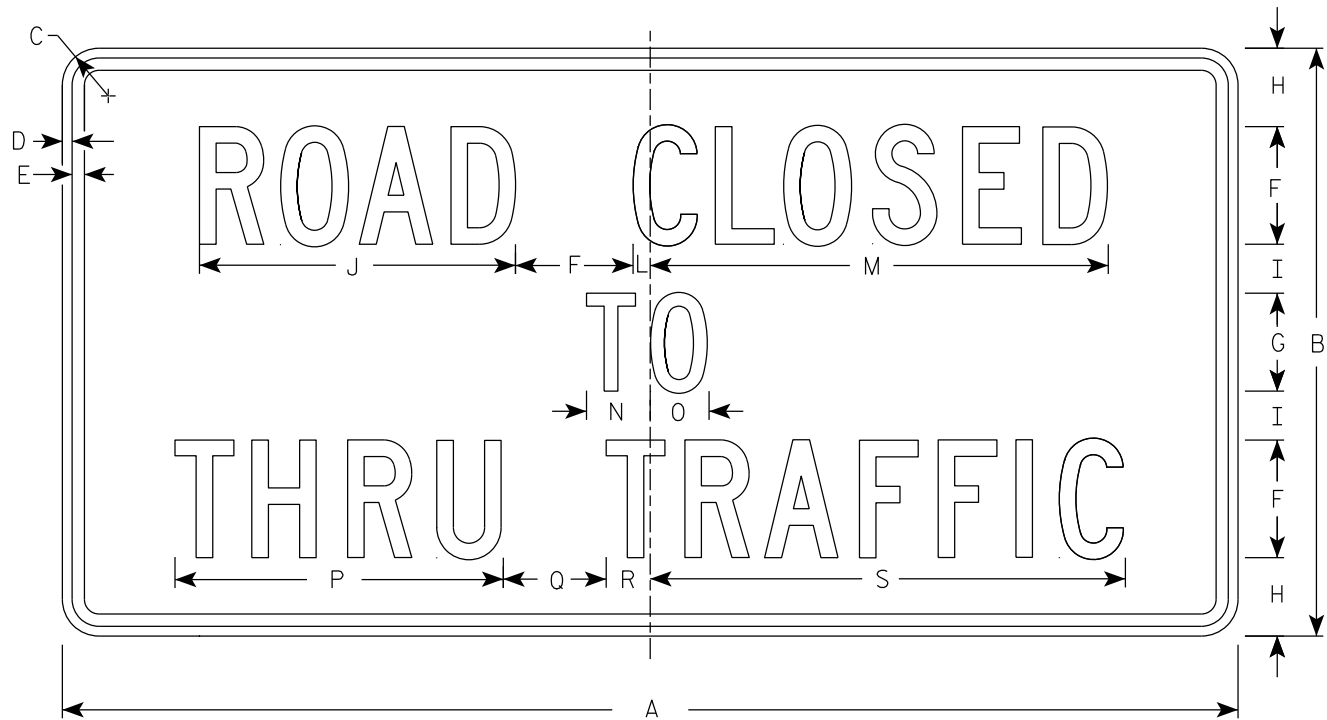
1. Sign is Type II - Type H Reflective
2. Color:
 - Background - White
 - Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the 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\N\PROJECTS\tr_std\plate\R112.dgn	PLOT DATE : 5-FEB 2024 2:10	PLOT BY : mscj9h	PLOT NAME :	PLOT SCALE : \$\$.....plot\$scale.....\$\$	169	WISDOT/CADD\$ SHEET 42
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7



R11-4

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.

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 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																											

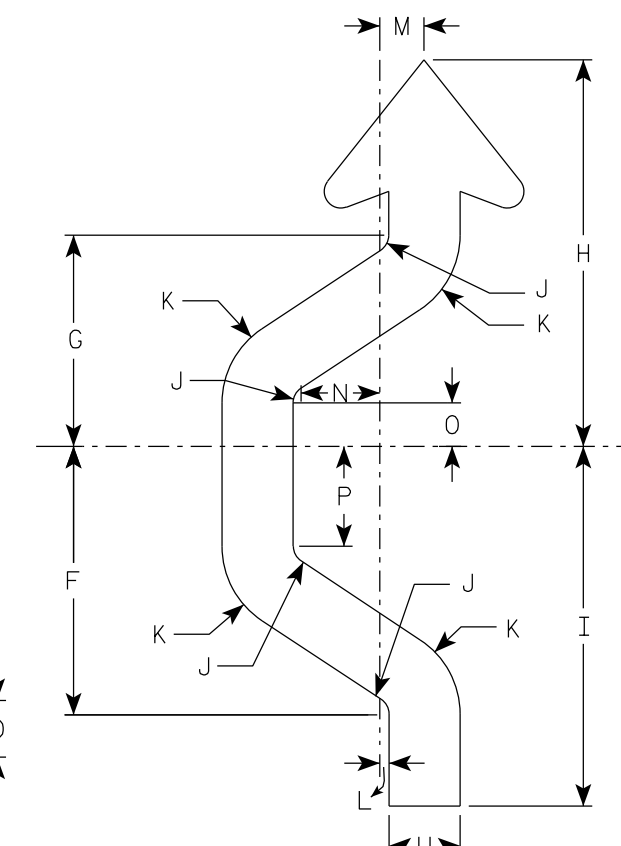
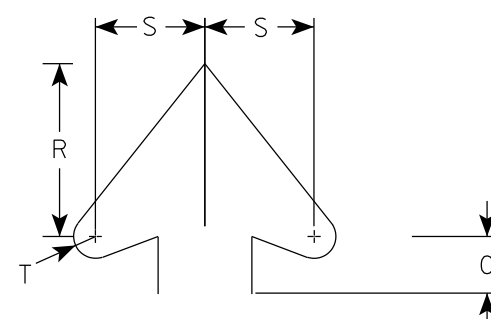
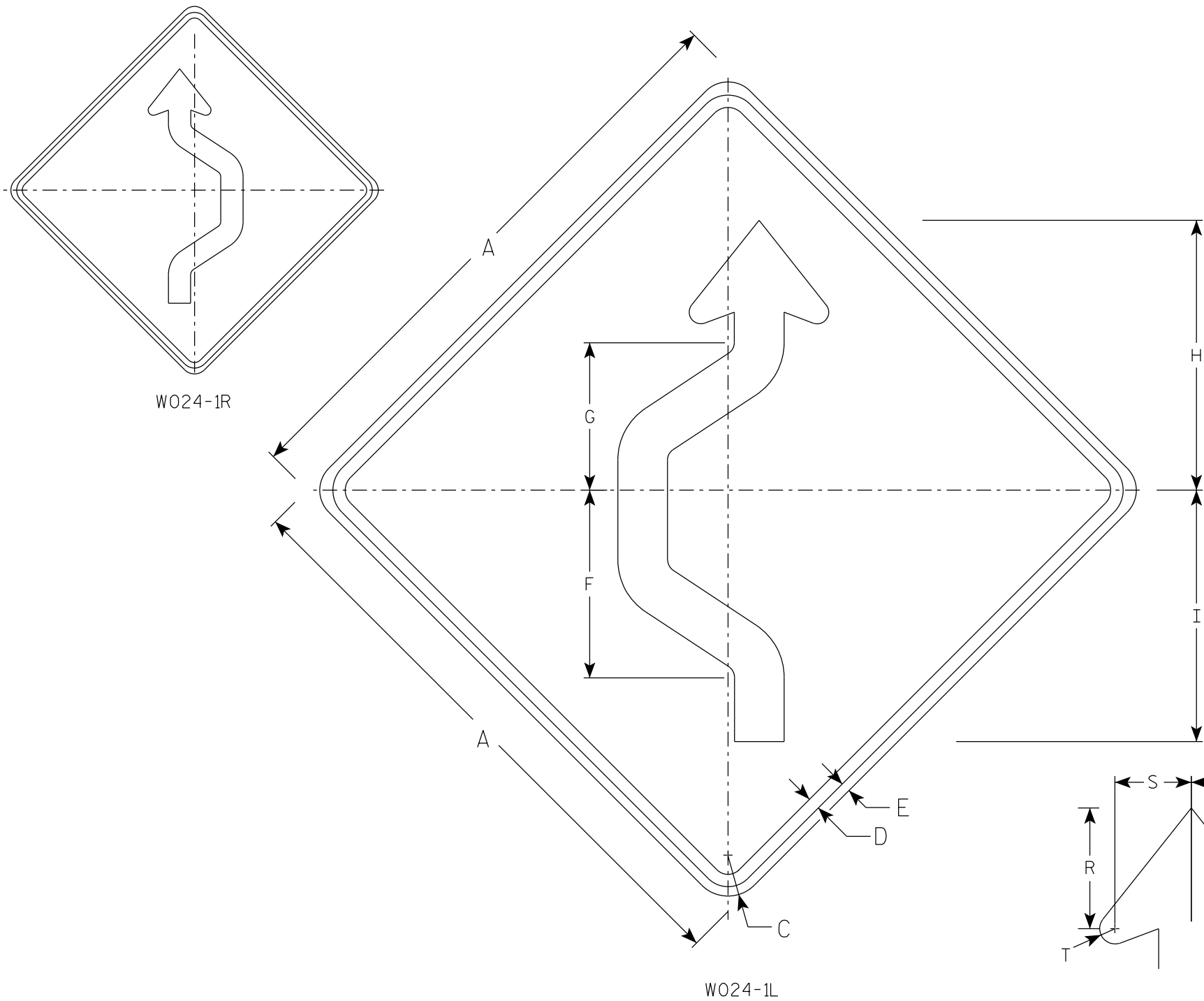
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 170

E



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. W024-1R is the same as W024-1L except 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	1/2	11 3/8	8 7/8	16 3/8	15 1/4	3/4	3 3/4	3/8	2	3 3/8	1 7/8	4 1/4		5 1/2	3 1/2	5/8	3						9.0
2S	48		3	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16.0
2M	48		3	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16.0
3	48		3	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16.0
4	48		3	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16.0
5	48		3	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16.0

STANDARD SIGN
W024-1 L & R

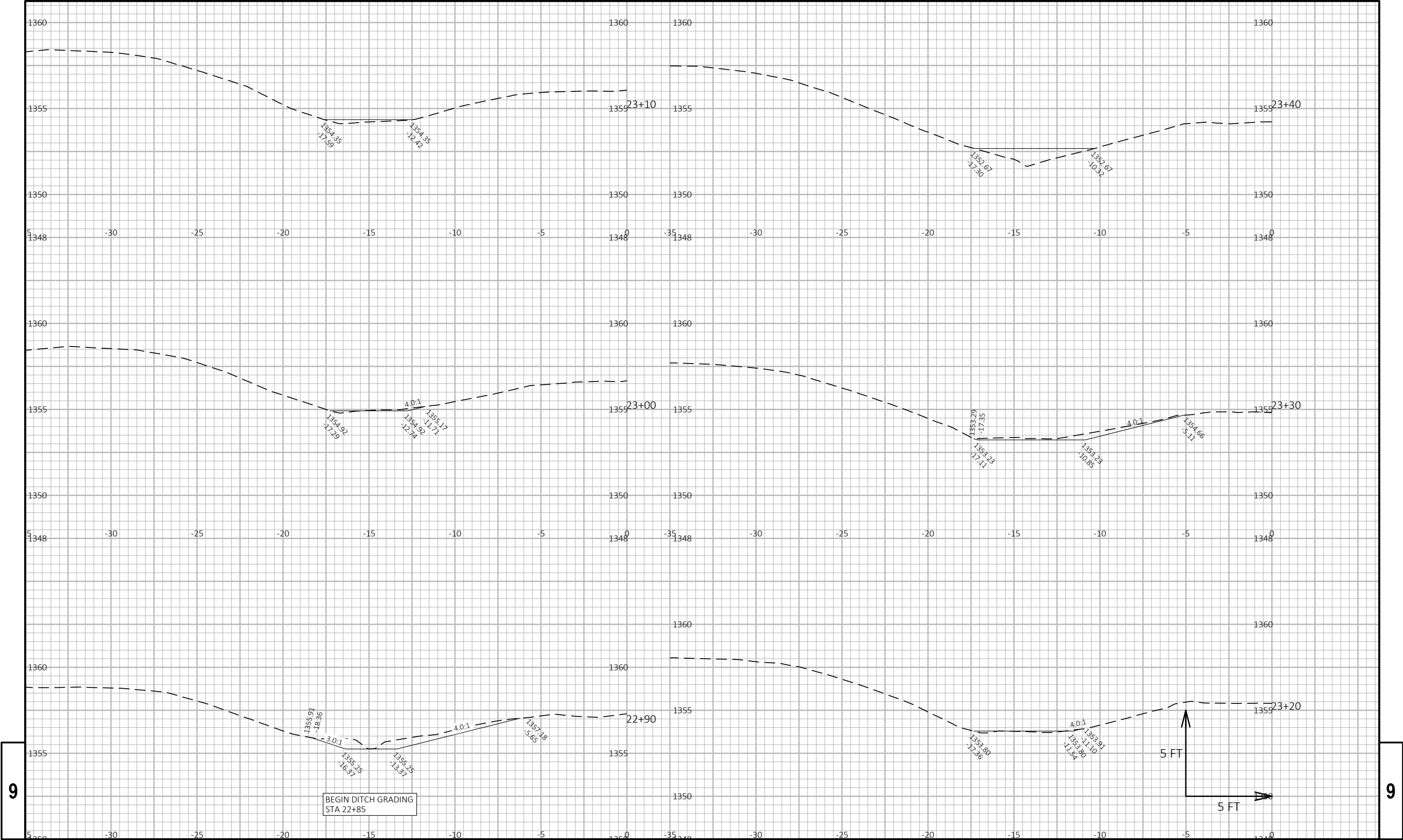
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W024-1.2

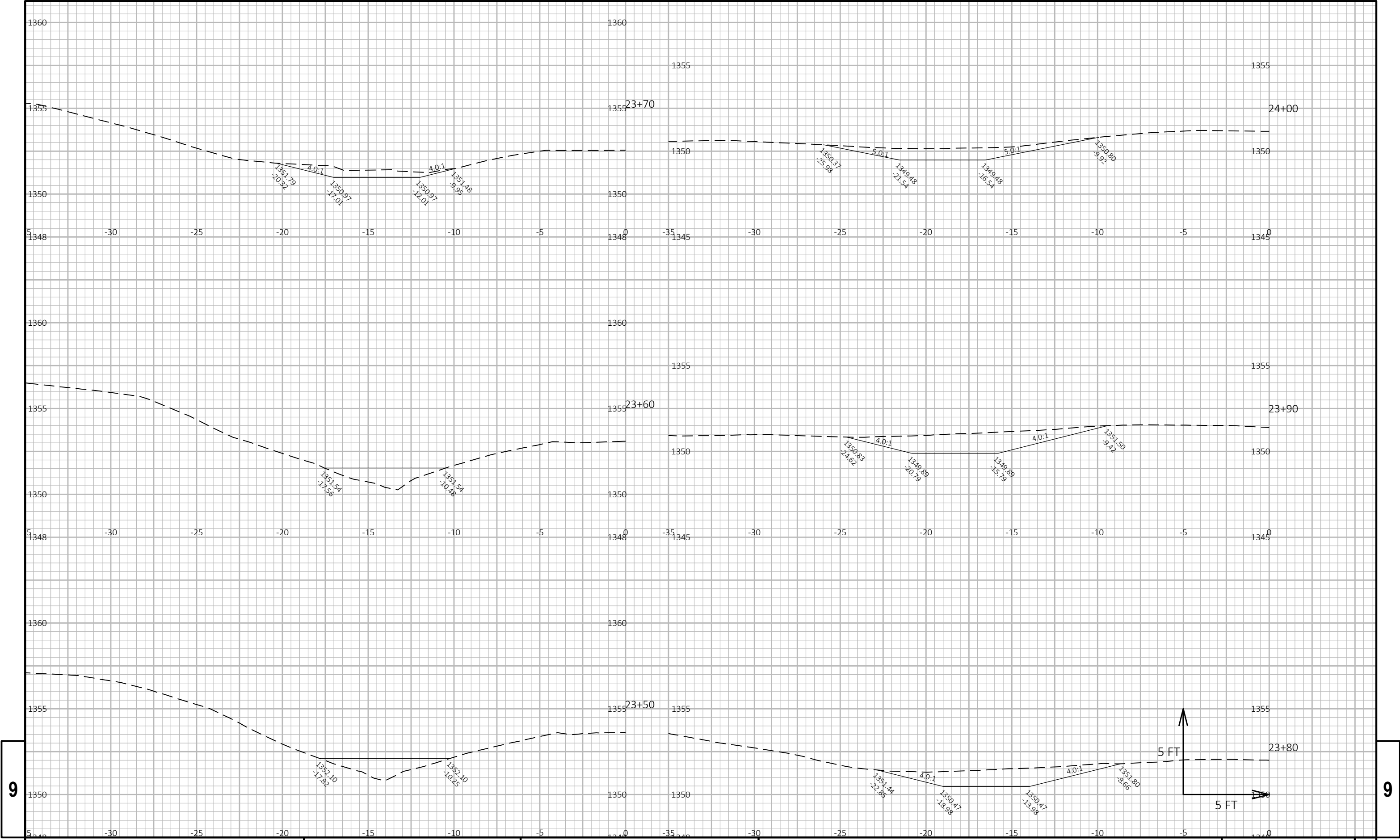
STH 107 & 8TH STREET DITCH GRADING								
STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)	
			CUT	FILL	CUT	FILL	CUT	EXPANDED FILL
								1.30
22+85	2285		2.0	0.0	0	0	0	0
22+90	2290	5	3.6	0.0	1	0	1	0
23+00	2300	10	0.2	0.1	1	0	1	0
23+10	2310	10	0.0	0.6	0	0	1	0
23+20	2320	10	0.0	0.3	0	0	1	0
23+30	2330	10	1.7	0.0	0	0	2	0
23+40	2340	10	0.0	3.4	0	1	2	1
23+50	2350	10	0.0	4.7	0	2	2	3
23+60	2360	10	0.0	4.5	0	2	2	5
23+70	2370	10	3.4	0.0	1	1	3	7
23+80	2380	10	9.4	0.0	2	0	5	7
23+90	2390	10	11.4	0.0	4	0	9	7
24+00	2400	10	6.9	0.0	3	0	12	7
24+20	2420	20	4.7	0.0	4	0	16	7
24+30	2430	10	5.2	0.0	2	0	18	7
24+40	2440	10	11.4	0.0	3	0	21	7
24+50	2450	10	5.6	0.0	3	0	24	7
24+60	2460	10	1.5	0.0	1	0	26	7
24+68	2468	8	0.3	0.0	0	0	26	7
24+70	2470	2	0.0	0.0	0	0	26	7
					26	5	26	7

STH 107 & 4TH STREET WIDENING								
STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)	
			CUT	FILL	CUT	FILL	CUT	EXPANDED FILL
							1.00	1.30
<u>STH 107</u>								
37+35	3735		105.4	0.0	0	0	0	0
37+40	3740	5	93.9	0.0	18	0	18	0
37+60	3760	20	59.9	0.0	57	0	75	0
37+80	3780	20	38.0	0.0	36	0	112	0
38+00	3800	20	25.5	0.0	24	0	135	0
38+20	3820	20	19.7	0.0	17	0	152	0
38+21	3821	1	19.7	0.0	1	0	152	0
<u>4TH ST</u>								
450+16	45016		76.1	0.0	0	0	152	0
450+30	45030	14	76.1	0.0	39	0	192	0
450+50	45050	20	93.5	0.0	63	0	255	0
450+70	45070	20	41.3	0.0	50	0	305	0
450+90	45090	20	25.7	0.0	25	0	329	0
451+10	45110	20	19.4	0.0	17	0	346	0
451+30	45130	20	19.3	0.0	14	0	360	0
451+50	45150	20	14.1	0.0	12	0	373	0
451+52	45152	2	14.0	0.0	1	0	374	0
					374	0	374	0



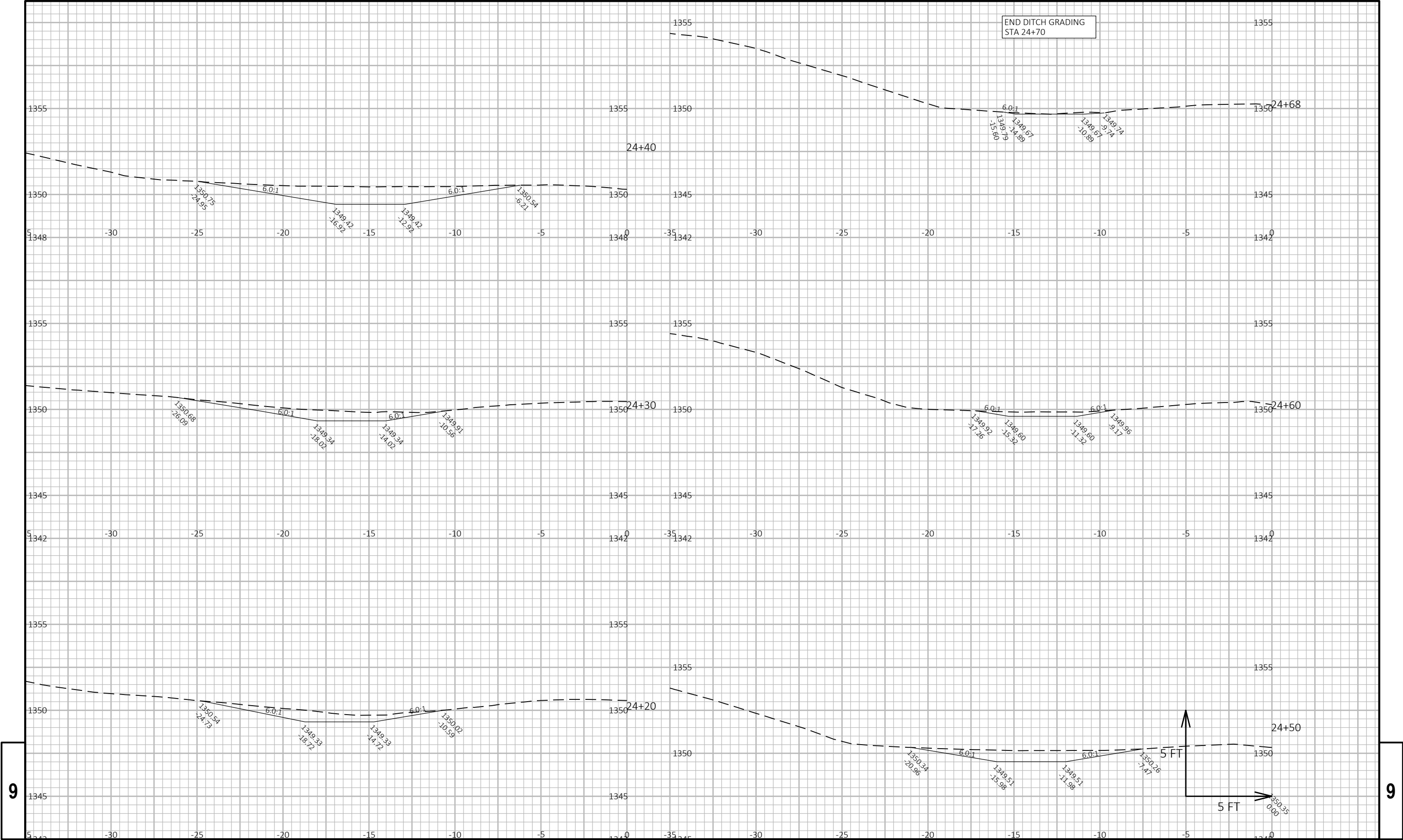
9

9



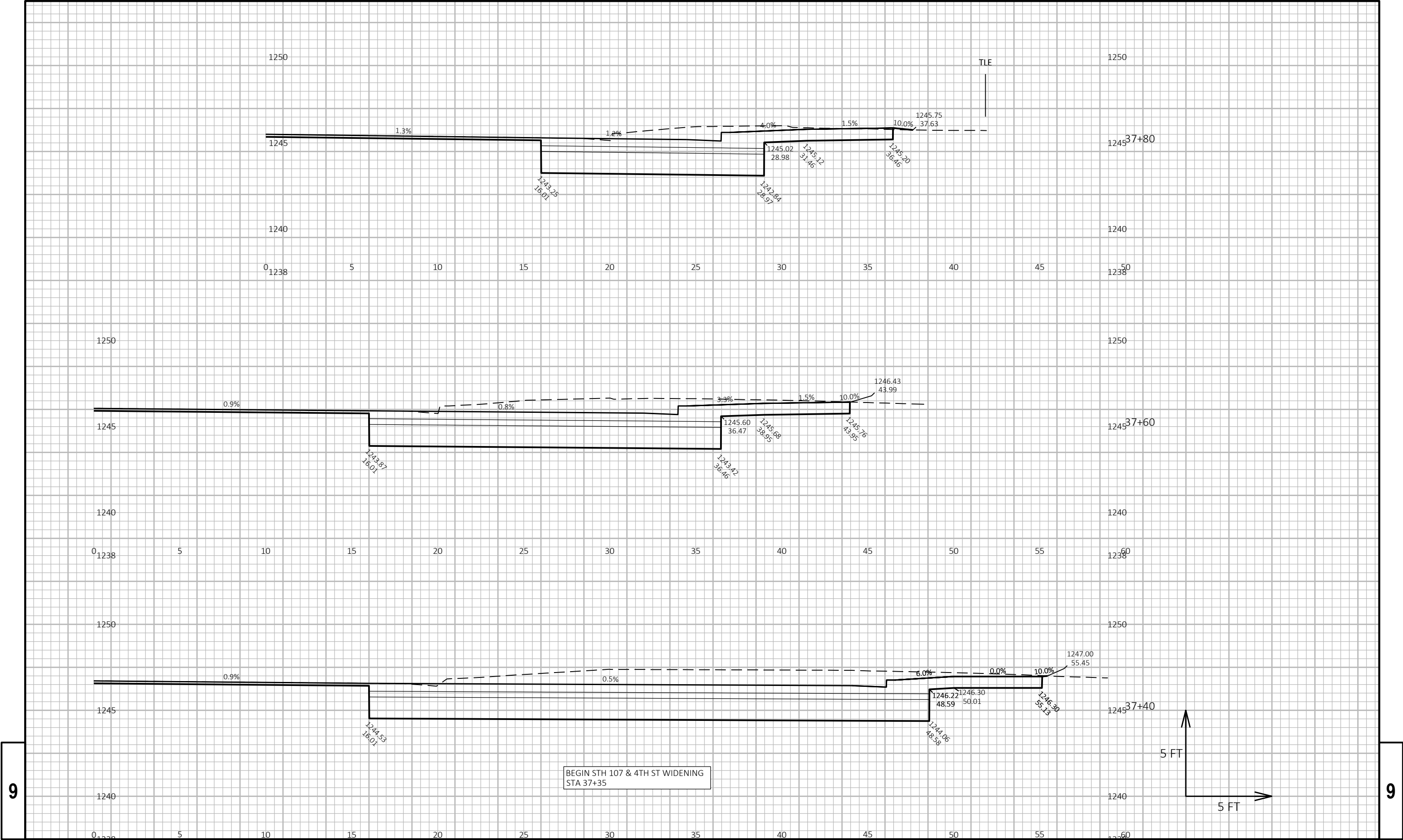
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9



9

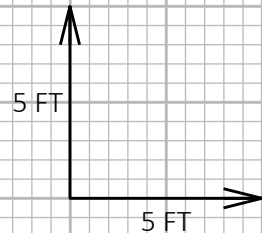
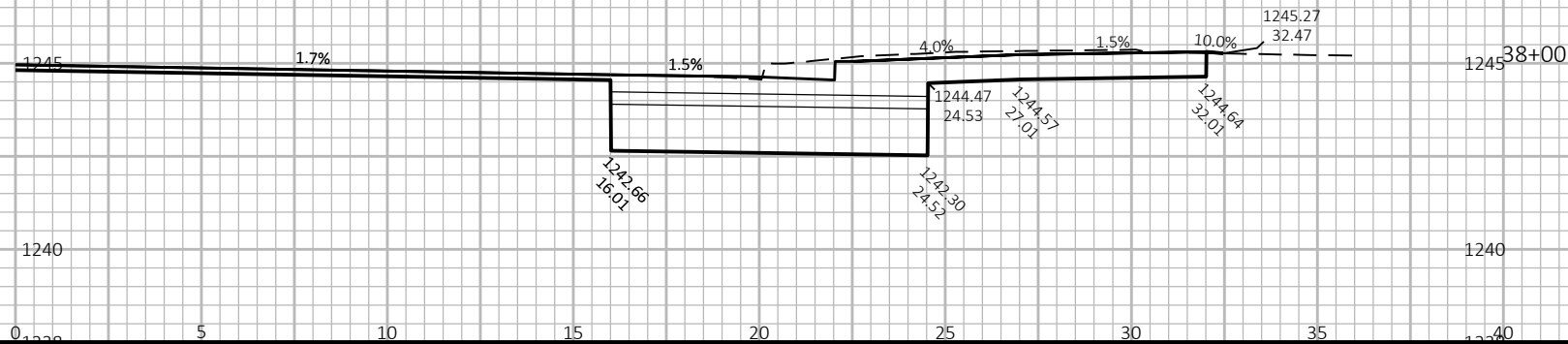
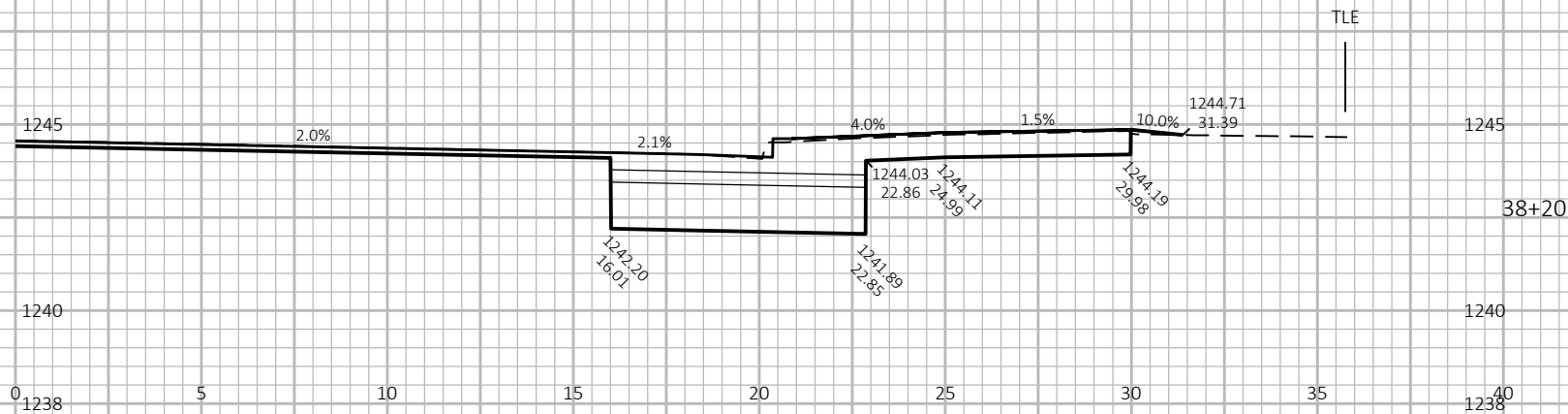
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9

9

END STH 107 & 4TH ST WIDENING
STA 38+21



PROJECT NO: 6360-05-75

HWY: STH 107

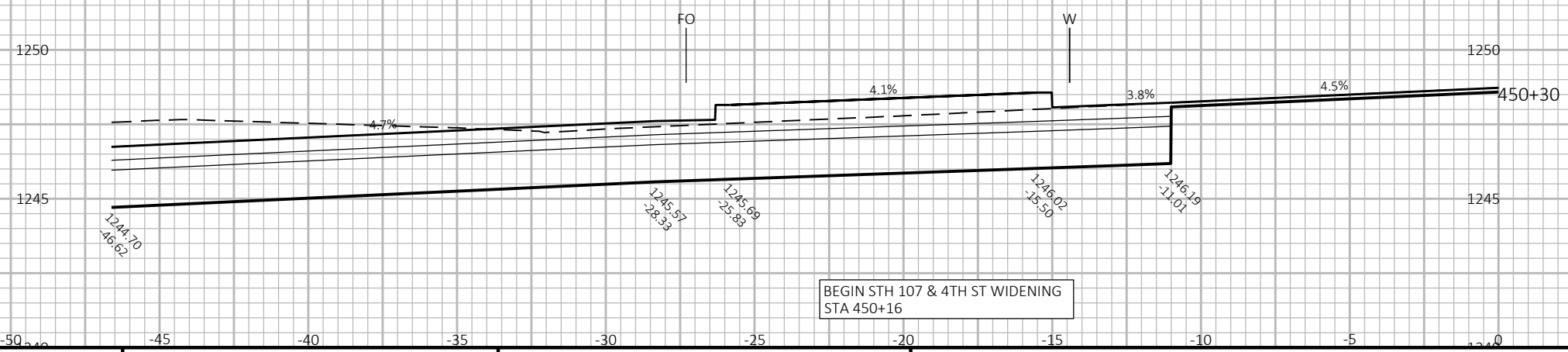
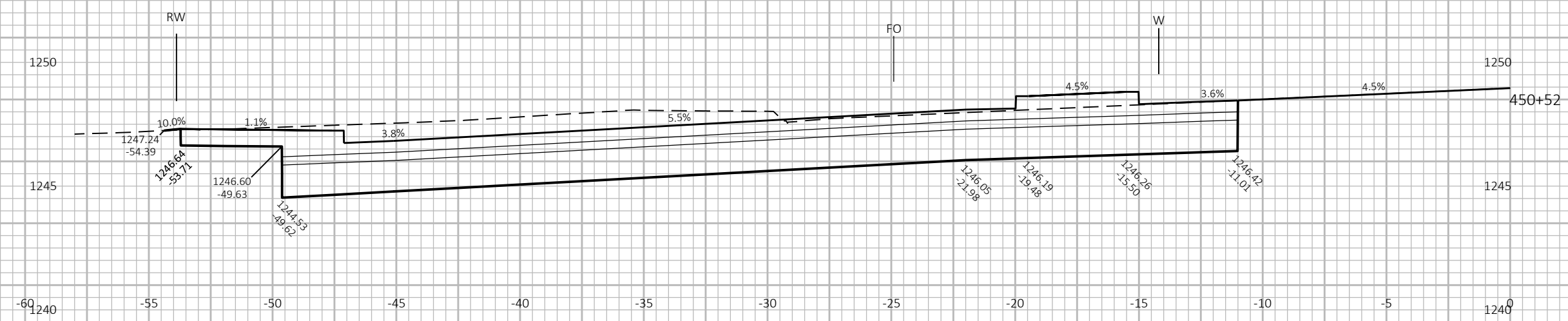
COUNTY: MARATHON

CROSS SECTIONS: STH 107 WIDENING AT 4TH ST

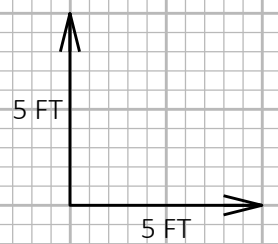
SHEET

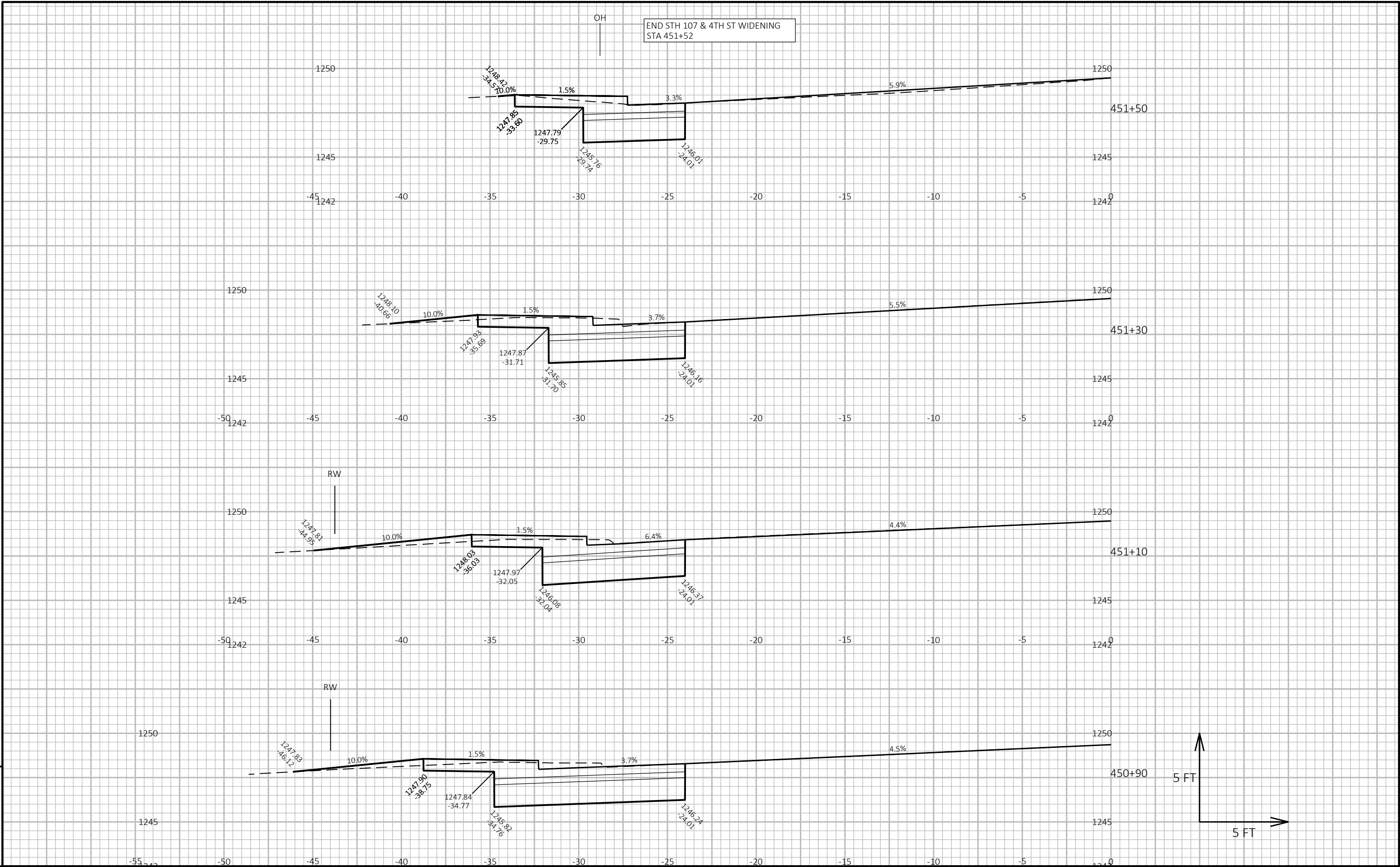
177

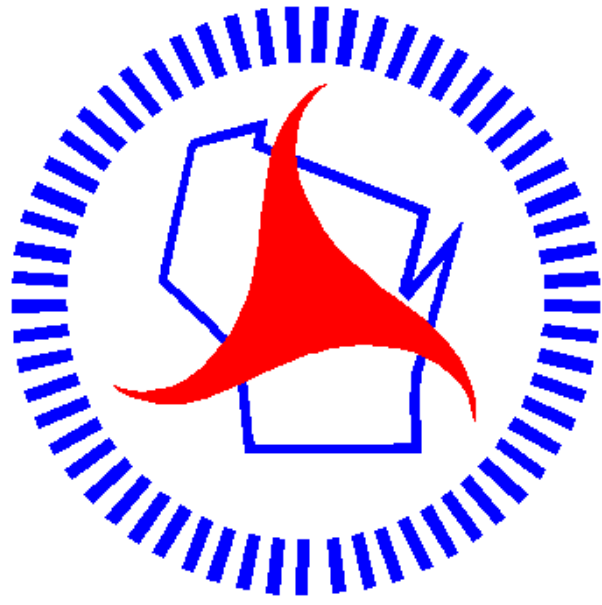
E



BEGIN STH 107 & 4TH ST WIDENING
STA 450+16







Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

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