

RHI

PROJECT ID:
WITH: N/A

9835-06-70

COUNTY:

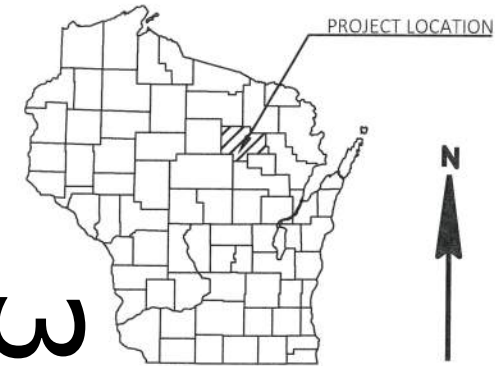
LANGLADE

FEBRUARY 2026

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 = 258



DESIGN DESIGNATION 9835-06-00

A.A.D.T.	2026	=	1,800
A.A.D.T.	2046	=	1,800
D.H.V.		=	---
D.D.		=	50/50
T.		=	3.7%
DESIGN SPEED		=	30 MPH
ESALS		=	94,900

CONVENTIONAL SYMBOLS

PLAN

CORPORATE LIMITS	
PROPERTY LINE	
LOT LINE	
LIMITED HIGHWAY EASEMENT	
EXISTING RIGHT OF WAY	
PROPOSED OR NEW R/W LINE	
SLOPE INTERCEPT	
REFERENCE LINE	
EXISTING CULVERT	
PROPOSED CULVERT (Box or Pipe)	
COMBUSTIBLE FLUIDS	
MARSH AREA	
WOODED OR SHRUB AREA	

PROFILE

GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	
GRADE ELEVATION	
CULVERT (Profile View)	
UTILITIES	
ELECTRIC	
FIBER OPTIC	
GAS	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

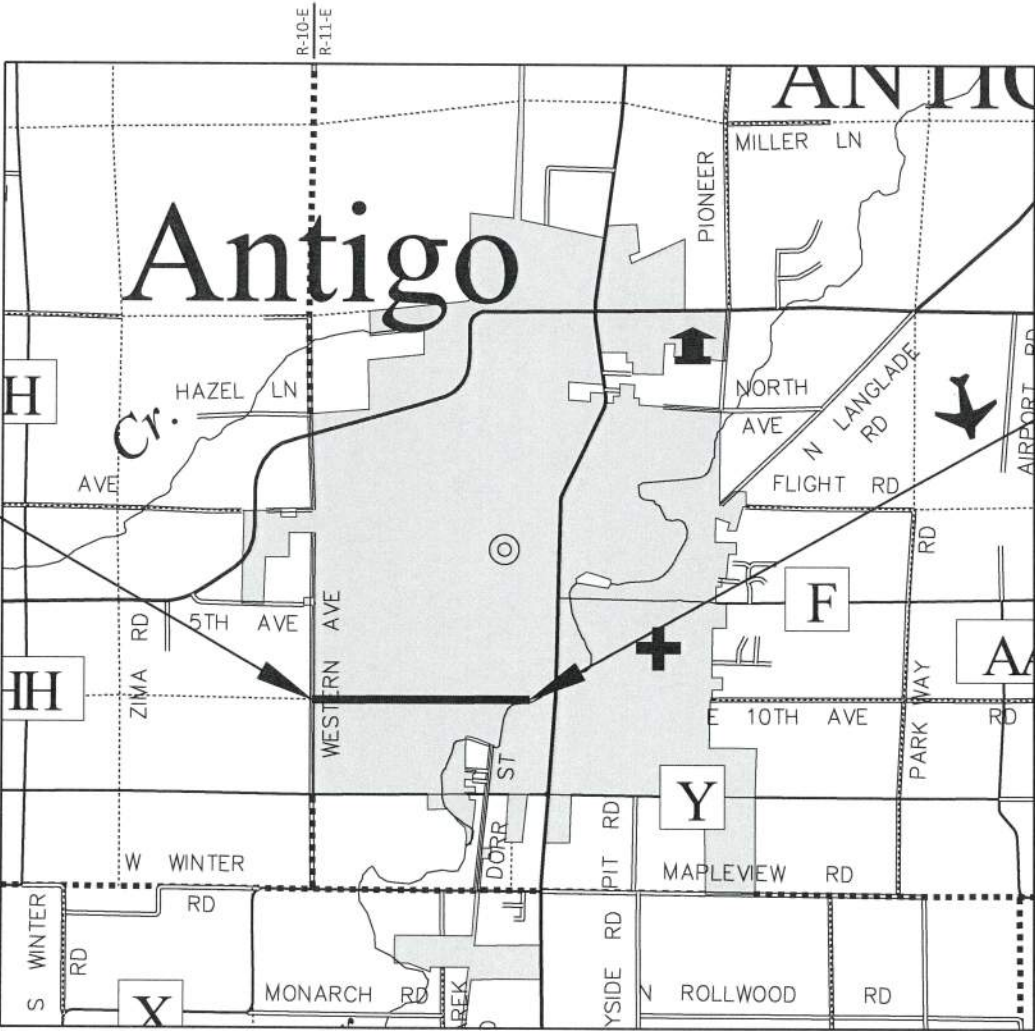
PLAN OF PROPOSED IMPROVEMENT

C ANTIGO, 10TH AVENUE

WESTERN AVENUE TO CLERMONT STREET

LOC STR
LANGLADE COUNTY

STATE PROJECT NUMBER
9835-06-70



BEGIN PROJECT
STA 10+10
Y=337593.254
X=613559.457

END PROJECT
STA 71+25
Y=337648.088
X=619662.894

LAYOUT
SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 1.158 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), LANGLADE 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

9835-06-70

FEDERAL PROJECT

PROJECT

WISC 2026203

CONTRACT

1

ACCEPTED FOR
CITY OF ANTIGO

10-27-25
DATE CITY ADMINISTRATOR

ORIGINAL PLANS PREPARED BY

AYRES

WISCONSIN
TRACE A. HUBBARD
47270-6
GREEN BAY WI
PROFESSIONAL ENGINEER
10/27/25
(Date)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor: AYRES
Designer: AYRES
Project Manager: NATHAN WAITE
Regional Supervisor: DAN ERVA

APPROVED FOR THE DEPARTMENT

DATE: 10/29/2025
(Signature)

GENERAL NOTES

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

A VERTICAL SAW JOINT IS REQUIRED WHERE NEW HMA PAVEMENT MEETS EXISTING HMA PAVEMENT.

ALL TIES ON THIS PLAN ARE HORIZONTAL UNLESS DESCRIBED OTHERWISE.

RADIUS POINTS, UNLESS OTHERWISE NOTED, ARE TO FLANGE OF CURB.

CURVE DATA IS BASED ON ARC DEFINITION.

BEARINGS SHOWN ON THE PLAN ARE TRUE BEARINGS.

PROPERTY LINES SHOWN ARE APPROXIMATE.

REMOVAL OF ANY MESH OR REINFORCEMENT FOUND IN CONCRETE PAVEMENT SHALL BE INCIDENTAL TO THE REMOVING PAVEMENT ITEM.

THE REMOVAL OF ASPHALTIC DRIVEWAYS WILL BE PAID FOR AS EXCAVATION COMMON.

MAINTAIN DRIVING SURFACE TO ALL PROPERTY OWNERS WITH BASE AGGREGATE DENSE 1 1/4-INCH.

THE EXACT LOCATIONS OF PRIVATE ENTRANCES ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER. ALL DRIVEWAYS ARE TO BE REPLACED IN KIND UNLESS OTHERWISE DIRECTED BY THE ENGINEER OR AS SHOWN ON THE PLANS. BASE AGGREGATE DENSE 1 1/4-INCH WILL BE USED UNDER ALL DRIVEWAYS.

PLACE EROSION CONTROL DEVICES IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER. EROSION CONTROL FEATURES ARE SHOWN AT APPROXIMATE LOCATIONS, WITH EXACT LOCATIONS TO BE DETERMINED BY THE ENGINEER.

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

FINAL LIMITS OF FENCE REMOVAL TO BE DETERMINED BY THE ENGINEER.

RESHAPE AND SEEDING OF ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY OPERATIONS OUTSIDE OF THE ENGINEER DETERMINED CONSTRUCTION LIMITS ARE INCIDENTAL TO THE CONTRACT.

UTILITY CONTACTS

CITY GAS COMPANY
GAS
VINCE FEDERMAN
809 5TH AVENUE
ANTIGO, WI 54409
PHONE: 715-216-2778
EMAIL: vfederman@citygasantigo.com

FRONTIER COMMUNICATIONS
COMMUNICATIONS
CHRIS POLLACK
521 4TH STREET
WAUSAU, WI 54403
PHONE: 715-350-3582
EMAIL: christopher.pollack@ftr.com

CHARTER COMMUNICATIONS
CABLE
SCOTT KAISER
853 MCINTOSH STREET
WAUSAU, WI 54403
PHONE: 715-216-0982
EMAIL: Scott.Kaiser@charter.com

CIRRINITY
WIFI
MARCUS DAVIDSON
104 WEST WALKER STREET
WITTENBERG, WI 54499
PHONE: 920-370-5971
EMAIL: marcus@cwittelco.com

WISCONSIN PUBLIC SERVICE
ELECTRIC
DON LUTZOW
PO BOX 1166
WAUSAU, WI 54402
PHONE: 715-848-7487
EMAIL: Donald.Lutzow@wisconsinpublicservice.com

CITY OF ANTIGO WATER AND SEWER
WATER AND SEWER
CHARLEY BRINKMIER
700 EDISON STREET
ANTIGO, WI 54409
PHONE: 715-623-3633 EXT 132
EMAIL: cbrinkmier@antigo-city.org

CCI SYSTEMS
COMMUNICATIONS
ANDY HEIGL
105 KENT STREET
IRON MOUNTAIN, MI 49801
PHONE: 906-776-2609
EMAIL: andy.heigl@ccisystems.com

PROJECT CONTACTS

CITY OF ANTIGO
CITY PROJECT MANAGER
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700 EDISON STREET
ANTIGO, WI 54409
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EMAIL: cbrinkmeier@antigo-city.org

WISCONSIN DEPT OF TRANSPORTATION
LOCAL PROGRAM MANAGER - NC REGION
NATHAN WAITE
510 N HANSON LAKE ROAD
RHINELANDER, WI 54501
PHONE: 715-365-5762
EMAIL: nathaniel.waite@dot.wi.gov

WISCONSIN DEPT OF NATURAL RESOURCES
NORTH REGION HEADQUARTERS
WENDY HENNIGES
107 SUTLIFF AVENUE
RHINELANDER, WI 54501
PHONE: 715-365-8916
EMAIL: wendy.henniges@wisconsin.gov

AYRES
PROJECT MANAGER
TRACE HUBBARD
700 PILGRIM WAY SUITE 180
GREEN BAY, WI 54304
PHONE: 920-498-1200
EMAIL: hubardt@ayresassociates.com

- ORDER OF SECTION 2 SHEETS
- GENERAL NOTES
 - PROJECT OVERVIEW
 - TYPICAL SECTIONS
 - CONSTRUCTION DETAILS
 - PLAN DETAILS
 - PLAN GRADES
 - PLAN OFFSETS
 - CURB RAMP DETAILS
 - EROSION CONTROL
 - STORM SEWER
 - SANITARY SEWER
 - WATER MAIN
 - PAVEMENT MARKING
 - TRAFFIC CONTROL
 - ALIGNMENT DIAGRAM

DIGGERSHOTLINE

Dial 811 or (800)242-8511

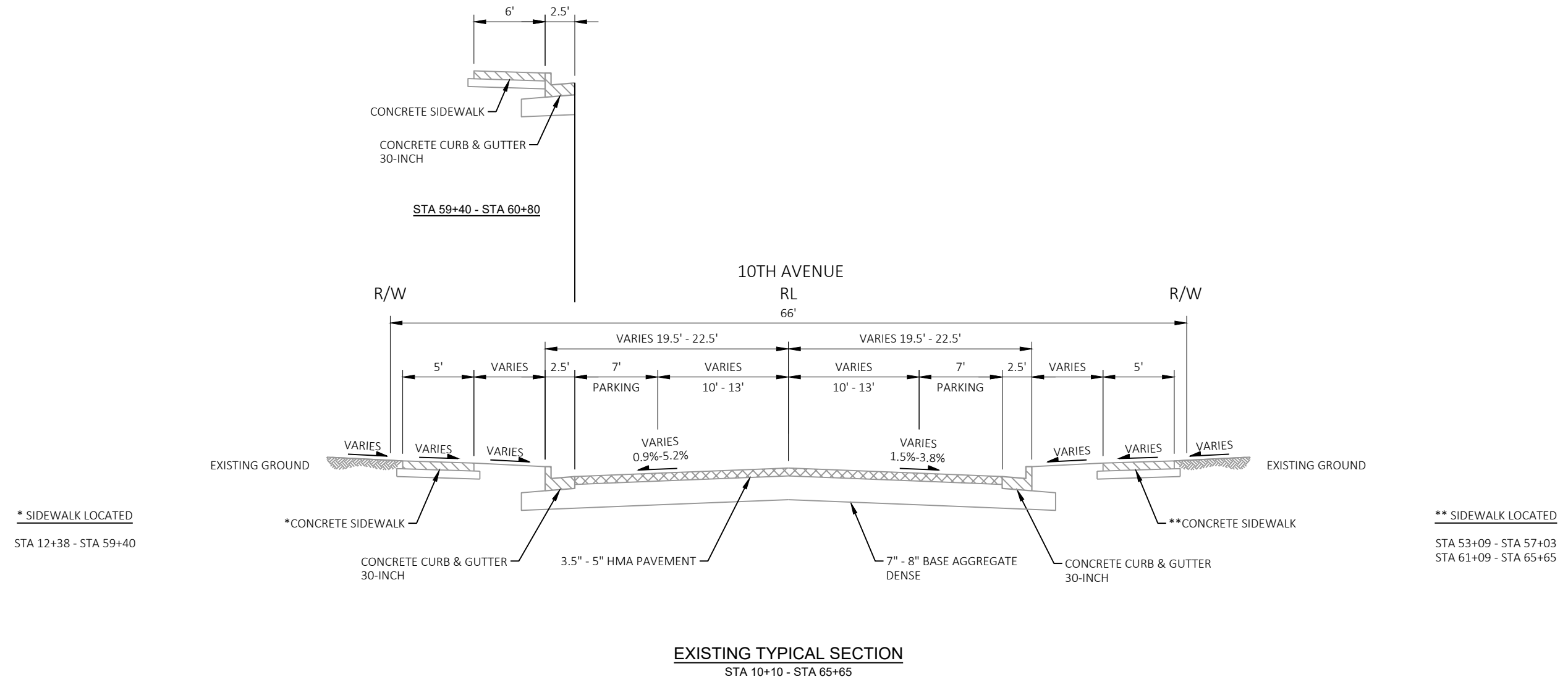
www.DiggersHotline.com

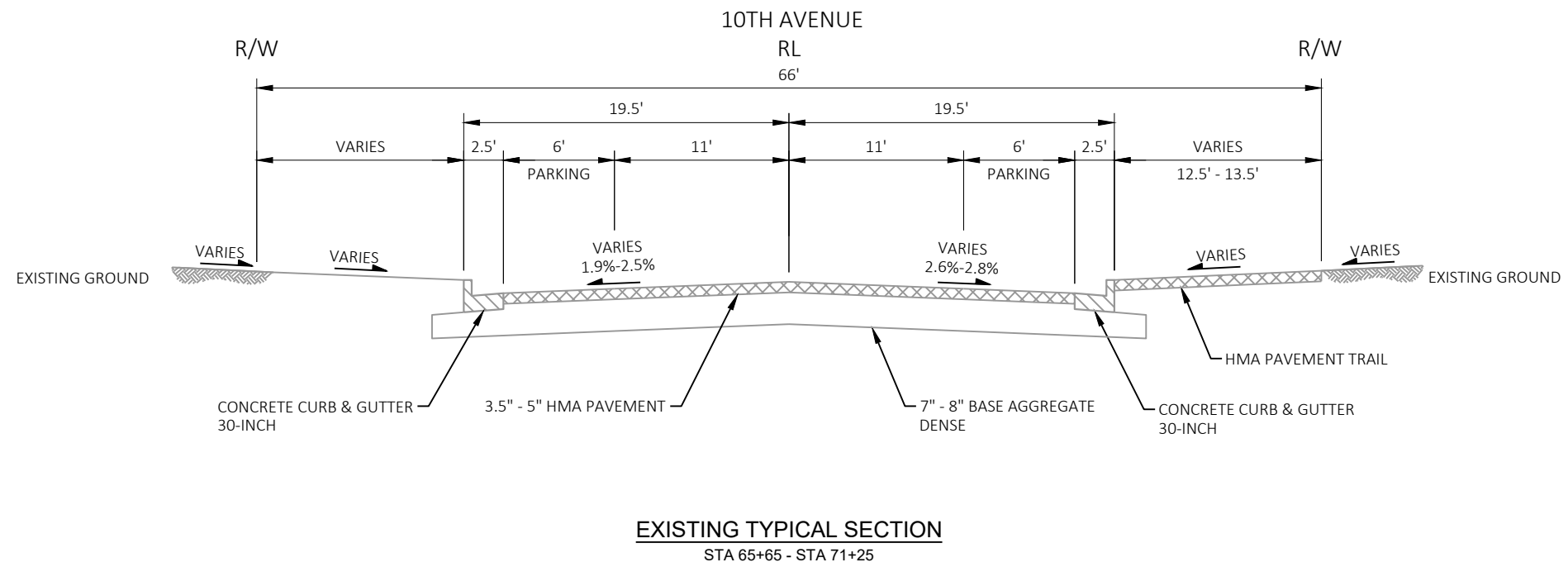
RUNOFF COEFFICIENT TABLE

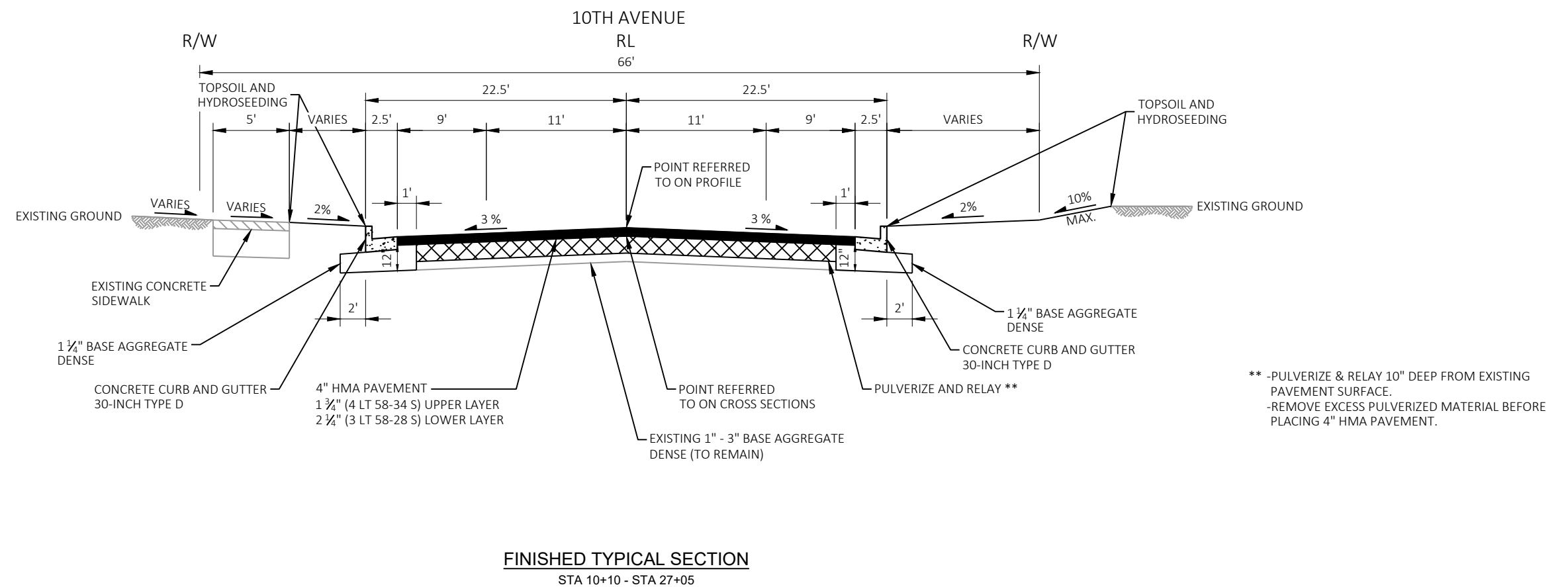
LAND USE:	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS:	.08	.16	.22	.12	.20	.27	.15	.24	.33	.19	.28	.38
	.22	.30	.38	.26	.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											

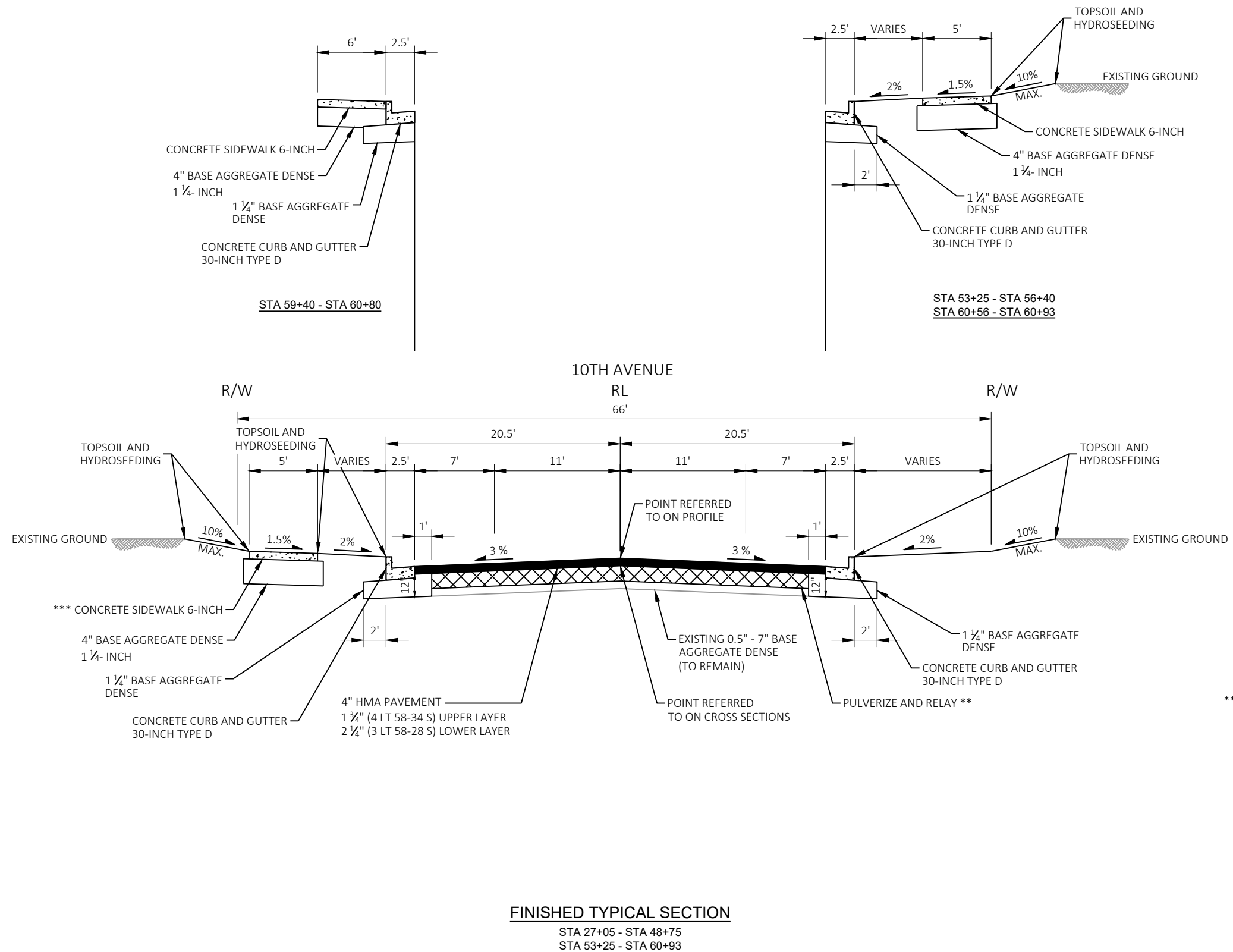
TOTAL PROJECT AREA = 8.80 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 3.12 ACRES

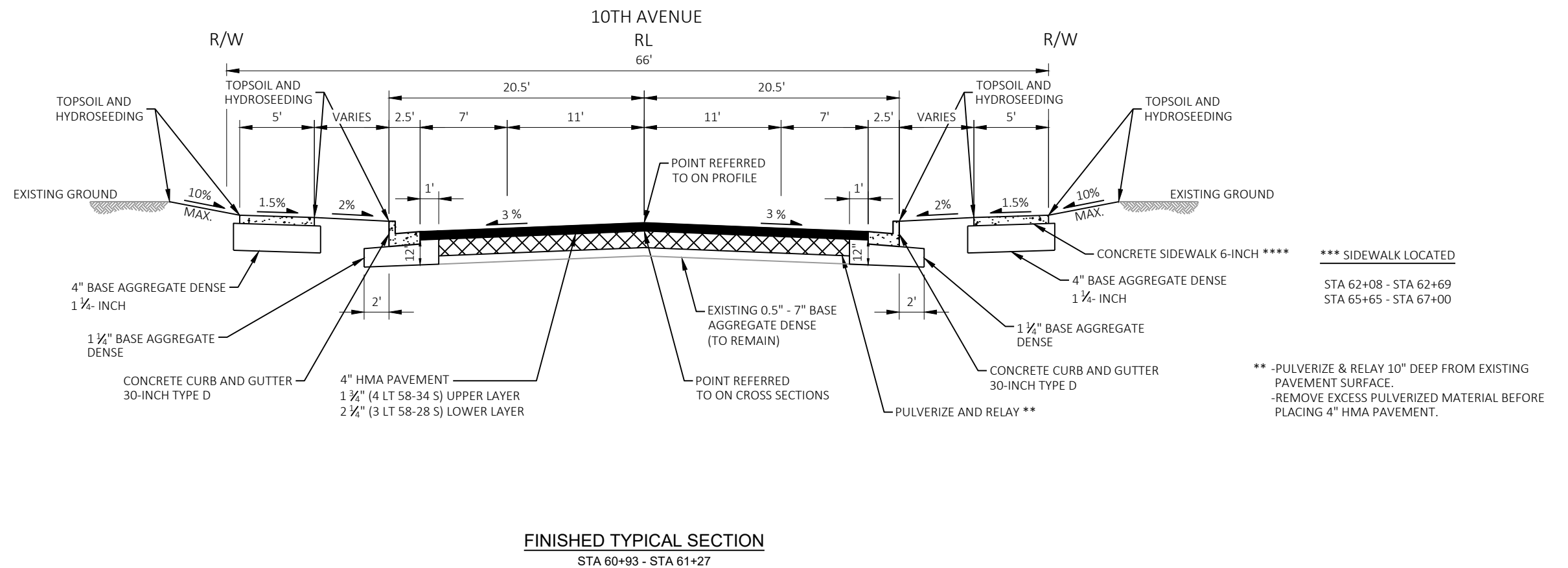


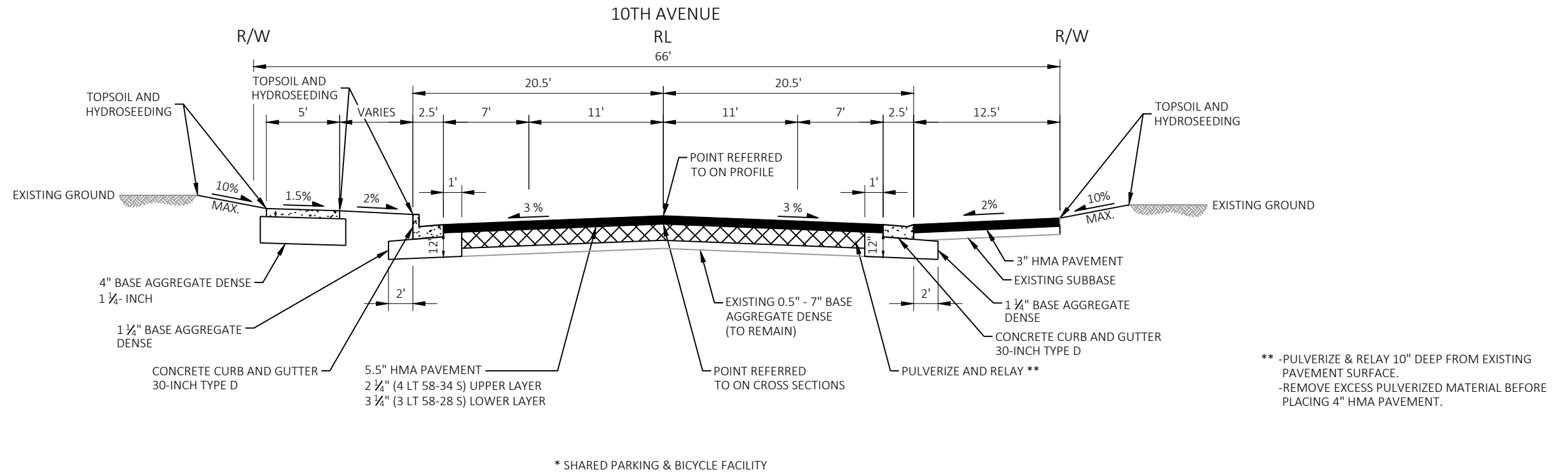




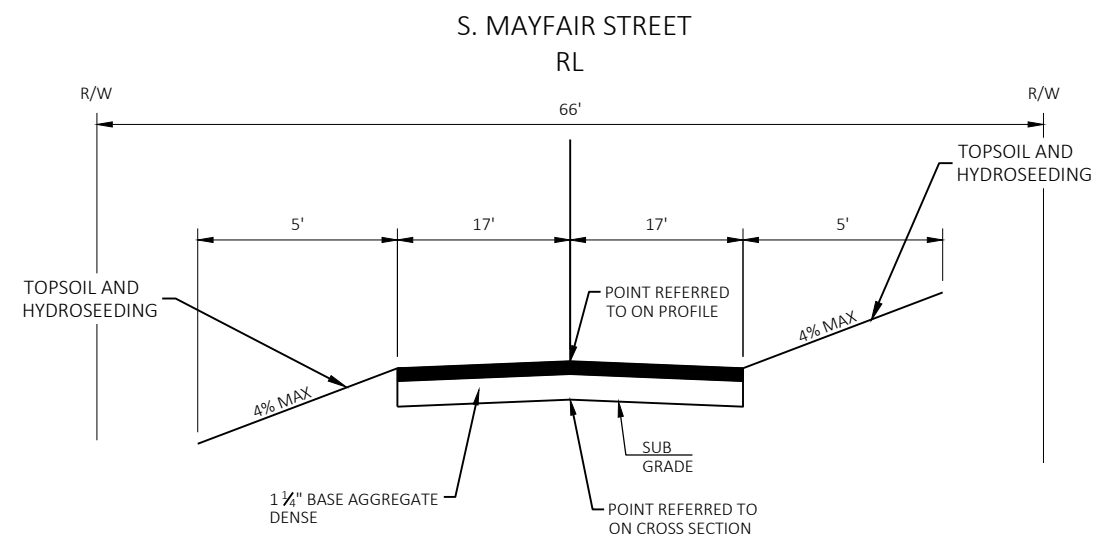




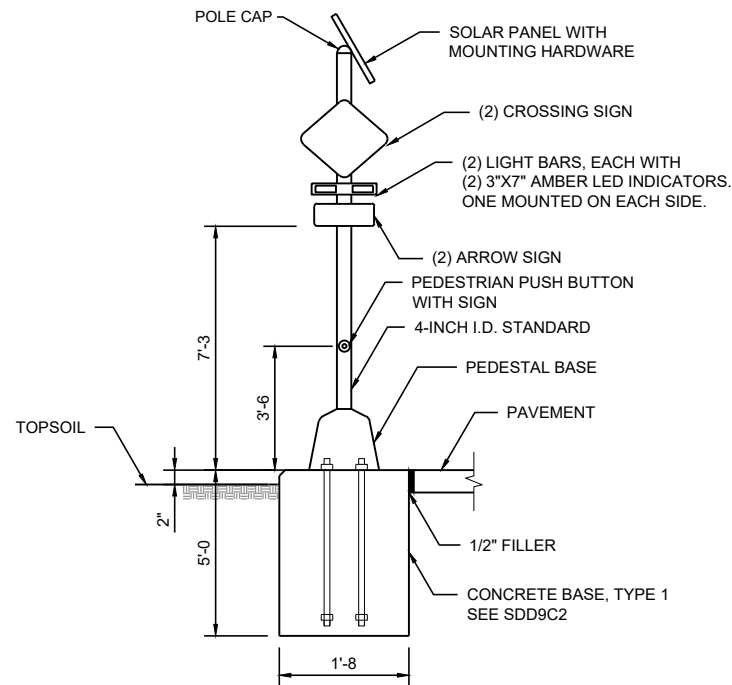




FINISHED TYPICAL SECTION
STA 61+27 - STA 71+25



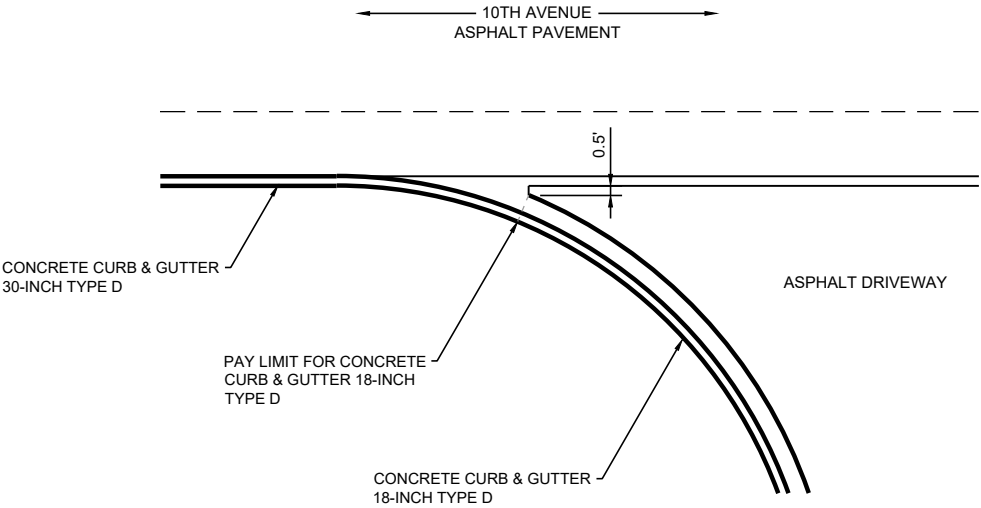
FINISHED TYPICAL SECTION
STA 178+32 - STA 179+40



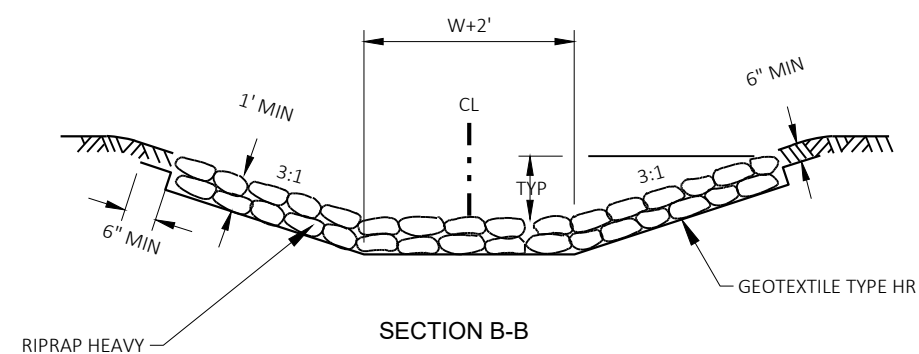
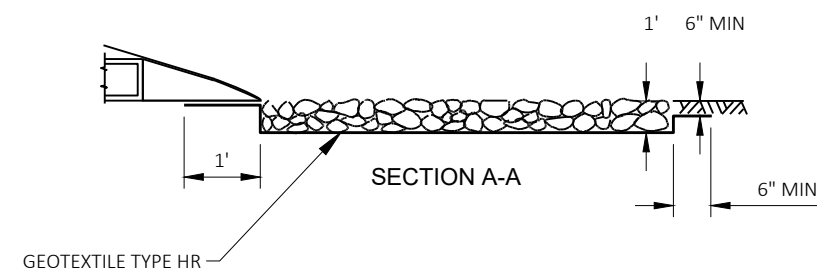
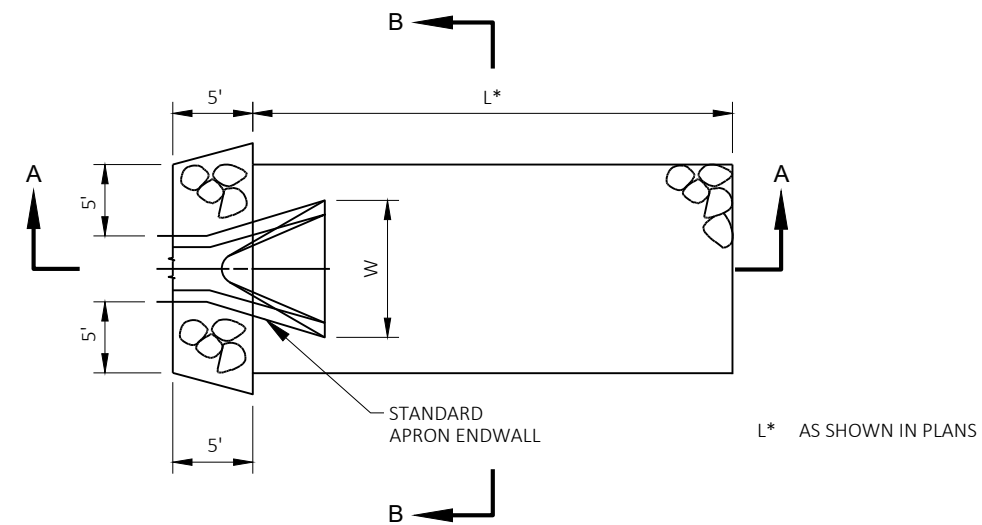
- NOTES:
- 1. SYSTEM CONSISTS OF TWO COMPLETE ASSEMBLIES MOUNTED ON OPPOSITE SIDES OF THE STREET
 - 2. EACH POLE SHALL HAVE SIGNS AND LIGHT BARS MOUNTED ON BOTH SIDES.
 - 3. MUST MEET REQUIREMENTS OF MUTCD AND ADA.

SOLAR POWERED RFB SYSTEM

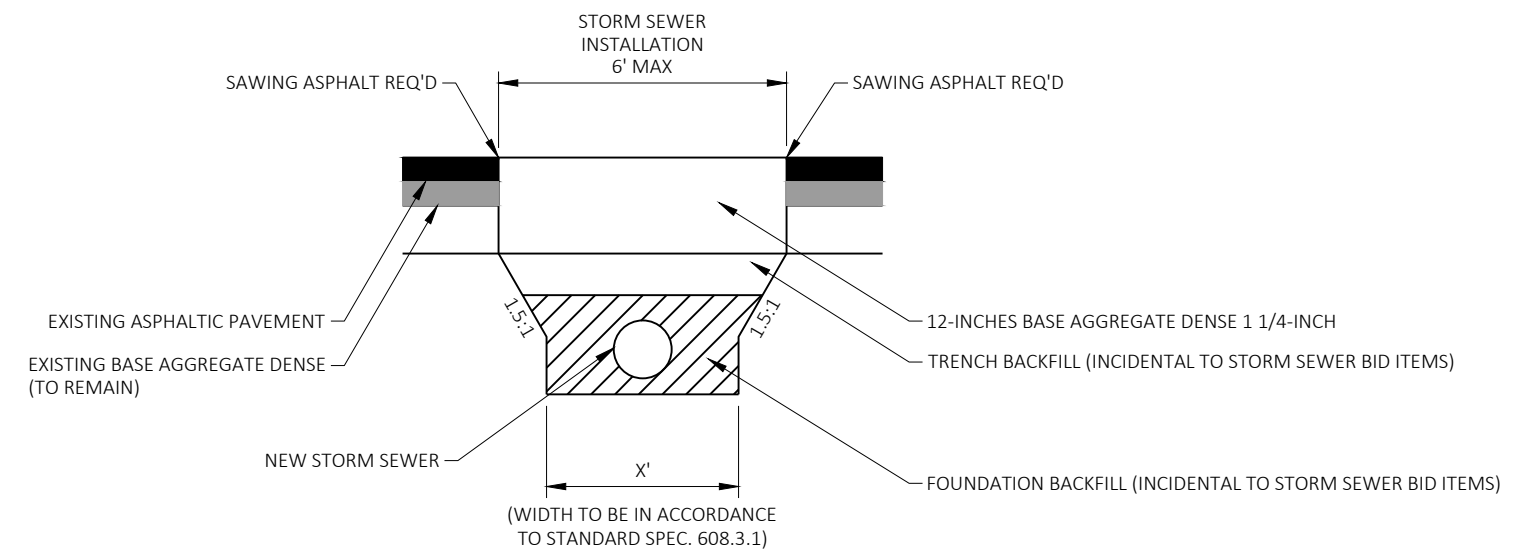
ITEM SUMMARY					
LOCATION - STA 18+03 (ANTIGO HIGH SCHOOL)			LOCATION - STA 67+13 (EDISON STREET)		
QUANTITY	UNIT	DESCRIPTION	QUANTITY	UNIT	DESCRIPTION
4	EACH	LED LIGHT BARS	4	EACH	LED LIGHT BARS
4	EACH	R10-25 SIGNS	4	EACH	R10-25 SIGNS
4	EACH	36" S1-1 SIGNS (COLOR: FYG)	4	EACH	36" W11-2 SIGNS (COLOR: FYG)
4	EACH	S16-7 SIGNS (COLOR: FYG)	4	EACH	S16-7 SIGNS (COLOR: FYG)
2	EACH	CONCRETE BASE TYPE 1	2	EACH	CONCRETE BASE TYPE 1
2	EACH	PEDESTRIAN PUSH BUTTONS	2	EACH	PEDESTRIAN PUSH BUTTONS
2	EACH	15-FT ALUMINUM POLE KITS (COLOR: BLACK)	2	EACH	15-FT ALUMINUM POLE KITS (COLOR: BLACK)
2	EACH	PEDESTAL BASE	2	EACH	PEDESTAL BASE
2	EACH	CONTROLLER CABINET WITH CONTROLLER AND WIRELESS TRANSCEIVER	2	EACH	CONTROLLER CABINET WITH CONTROLLER AND WIRELESS TRANSCEIVER
2	EACH	SOLAR CHARGE PANEL	2	EACH	SOLAR CHARGE PANEL
2	EACH	BATTERY POWER ASSEMBLY	2	EACH	BATTERY POWER ASSEMBLY



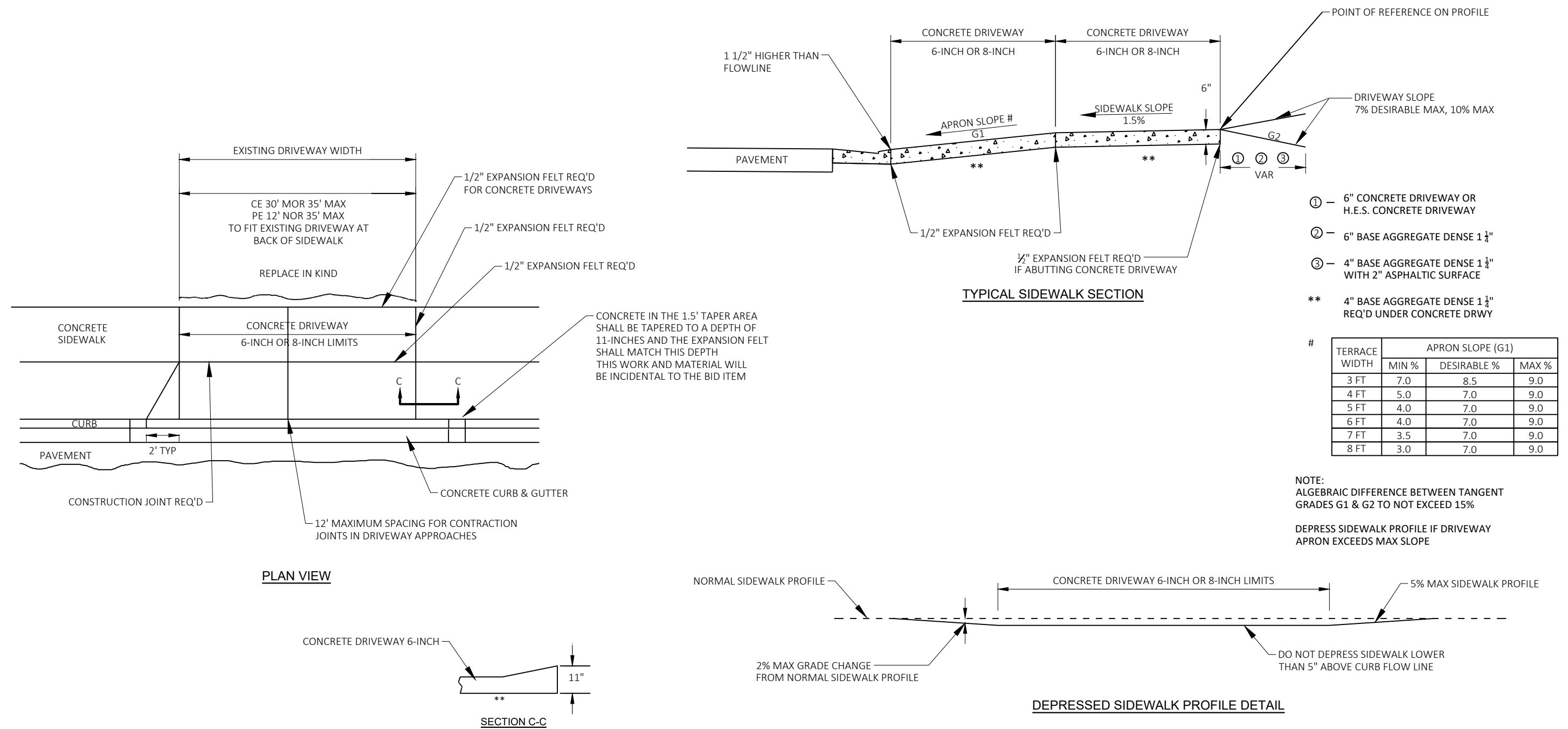
PAY LIMITS OF 18-INCH CURB & GUTTER
STA 12+75 - STA 22+50



**RIP RAP AND GEOTEXTILE FABRIC
AT APRON ENDWALLS**



STORM SEWER REPLACEMENTS - PRIOR TO PULVERIZING



DRIVEWAY ENTRANCE WITH SIDEWALK, CURB & GUTTER

PROJECT NO: 9835-06-70

HWY: 10TH AVENUE

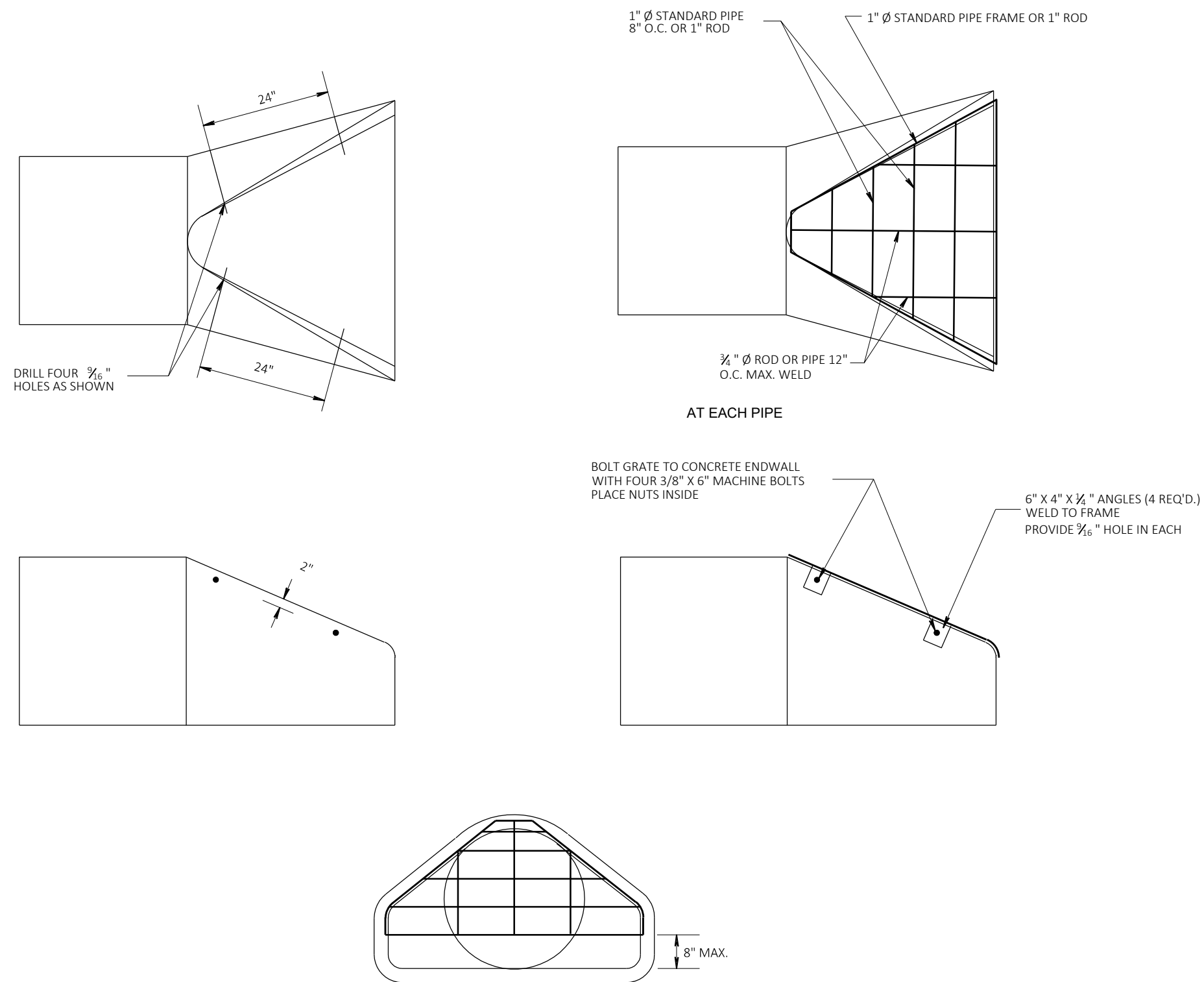
COUNTY: LANGLADE

CONSTRUCTION DETAILS

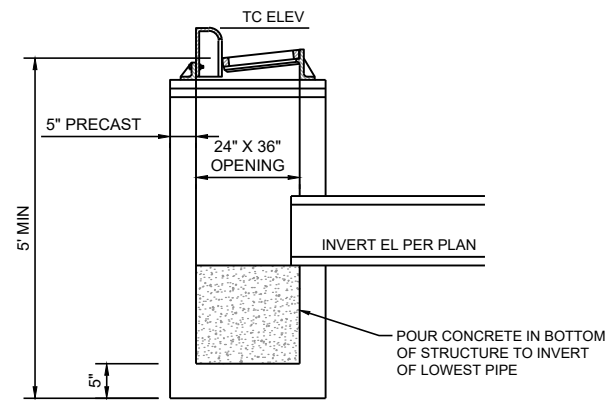
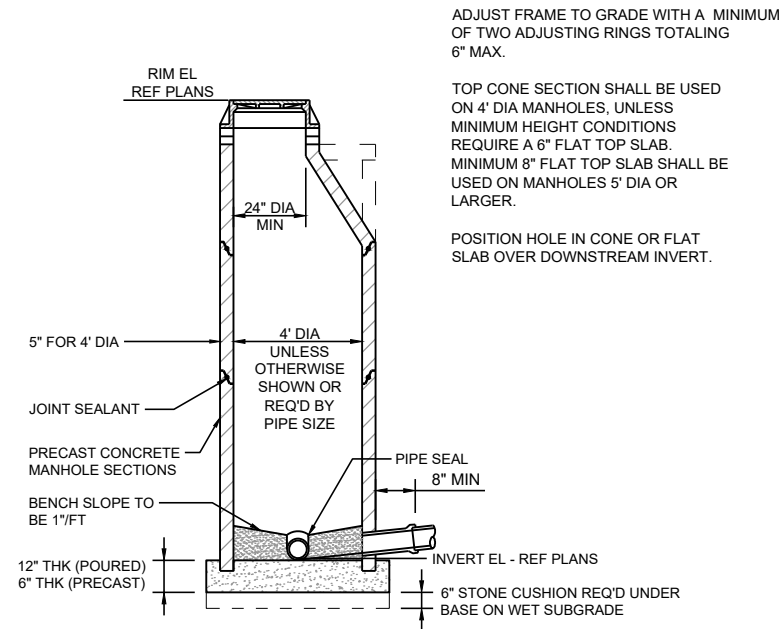
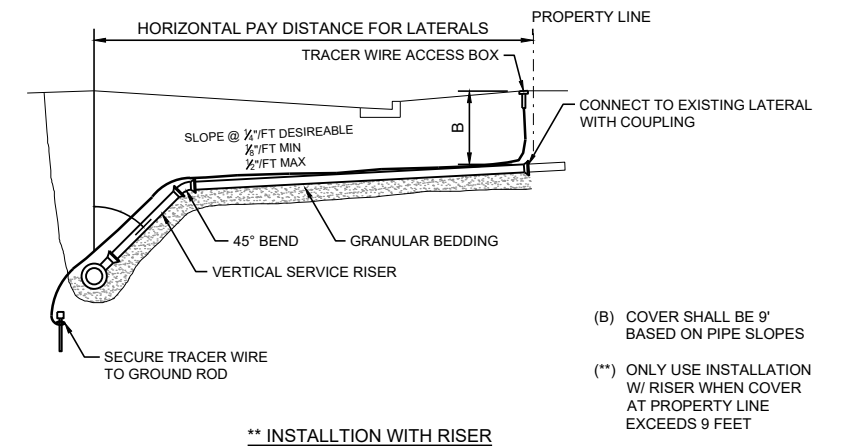
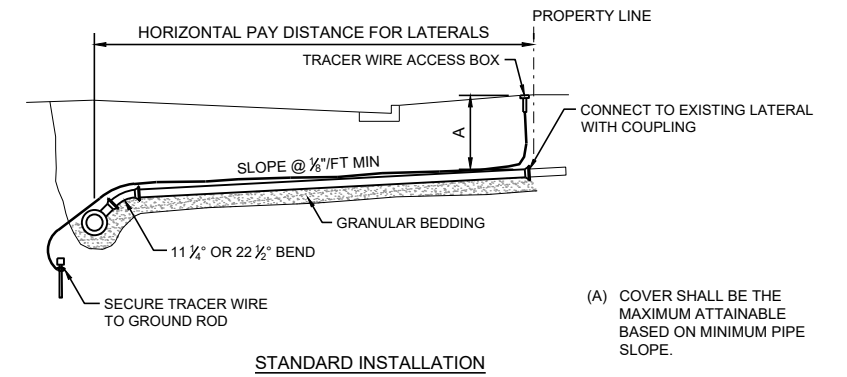
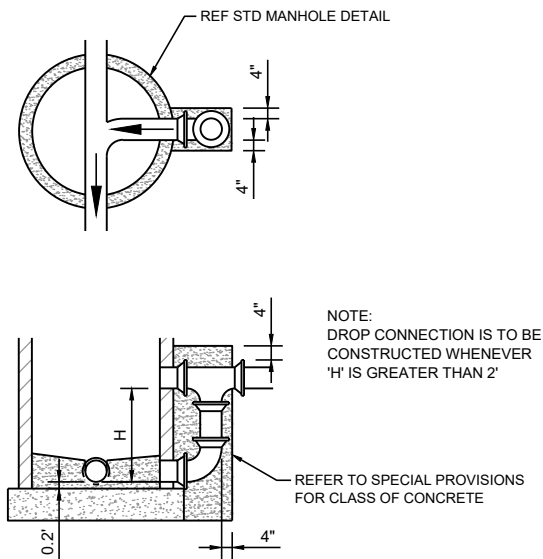
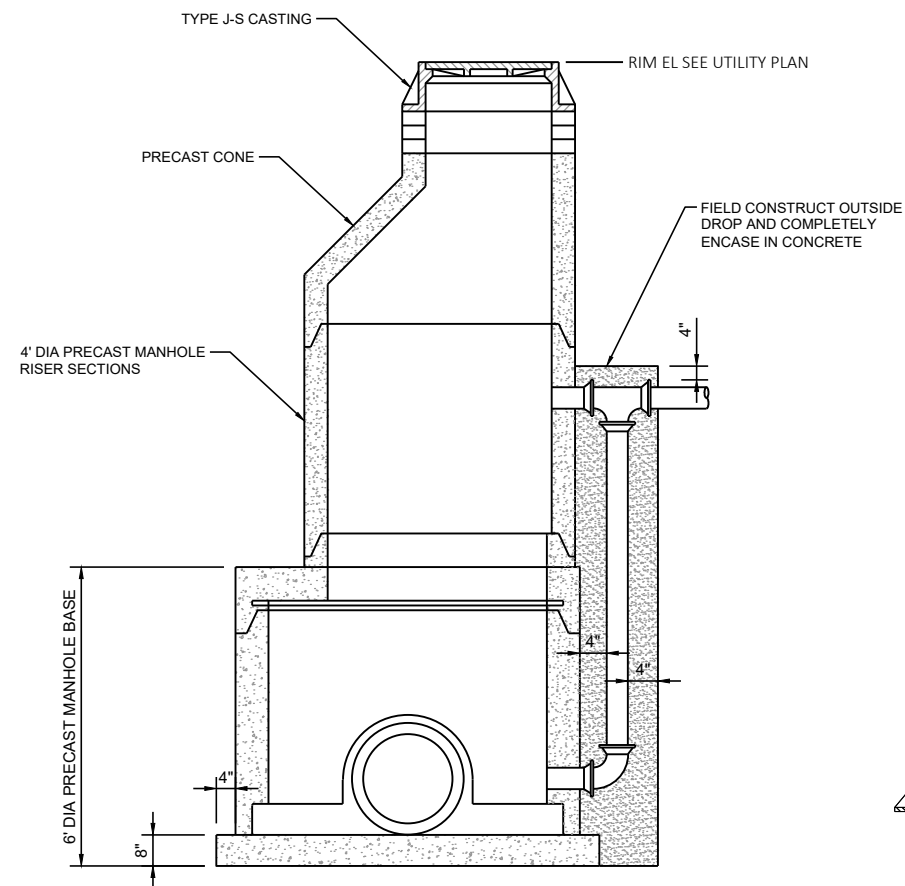
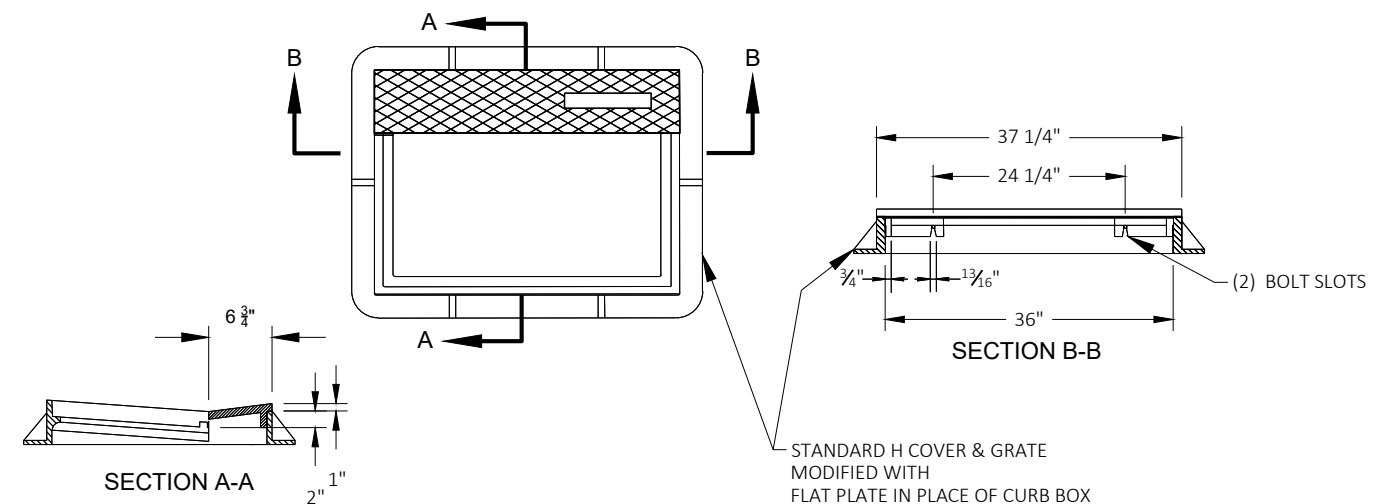
SHEET

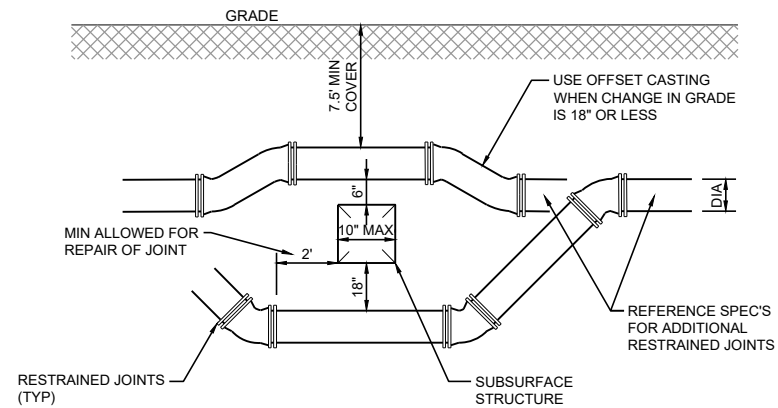
13

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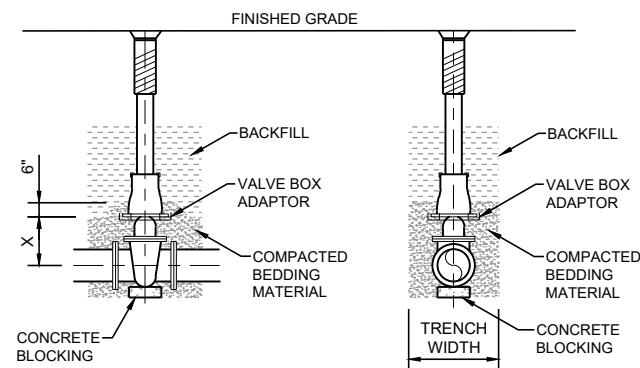


PIPE GRATE DETAIL

**INLETS 2X3-FT SPECIAL****STANDARD SANITARY MANHOLE****SANITARY SEWER LATERAL****MANHOLE DROP ENTRANCE****REDUCTION SAN S MANHOLE #3
NOT TO SCALE****INLET COVER TYPE H-D
(WITH MOUNTABLE CURB PLATE)**



OFFSET W/ RESTRAINED JOINTS
(WATER MAIN AND FORCE MAIN)



SIDE VIEW

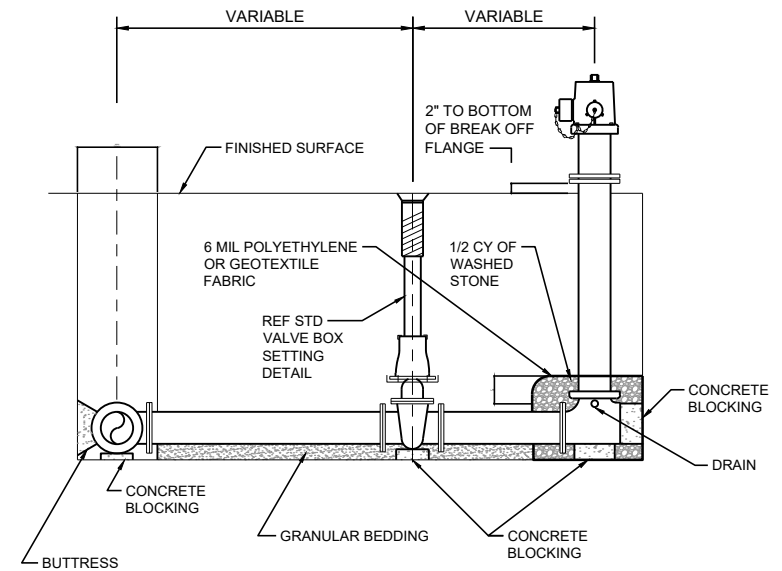
PIPE DIA (INCHES)	X=SETTING (INCHES)
2	6
3	7
4	8
6	12
8	13

FRONT VIEW

PIPE DIA (INCHES)	X=SETTING (INCHES)
10	17
12	21
14	25
16	30

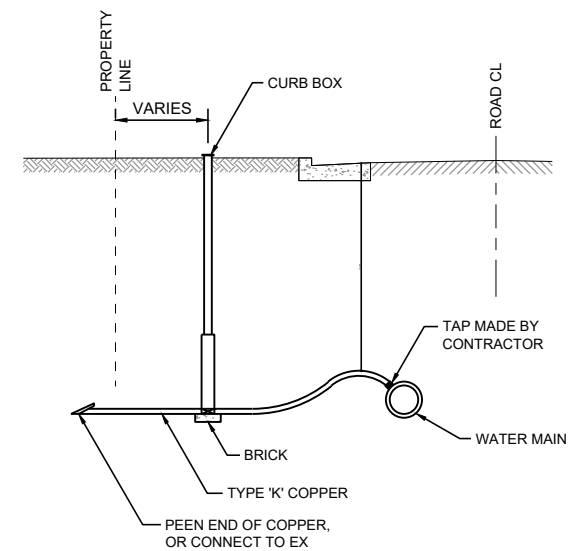
NOTE:
VALVE BOXES SHALL BE JUMPED WITH COPPER STRAPS AND CAD WELD.

STANDARD VALVE BOX SETTING



NOTE:
1. ENTIRE HYDRANT LEAD SHALL BE RESTRAINED FROM MAIN TO HYDRANT.

STANDARD HYDRANT SETTING

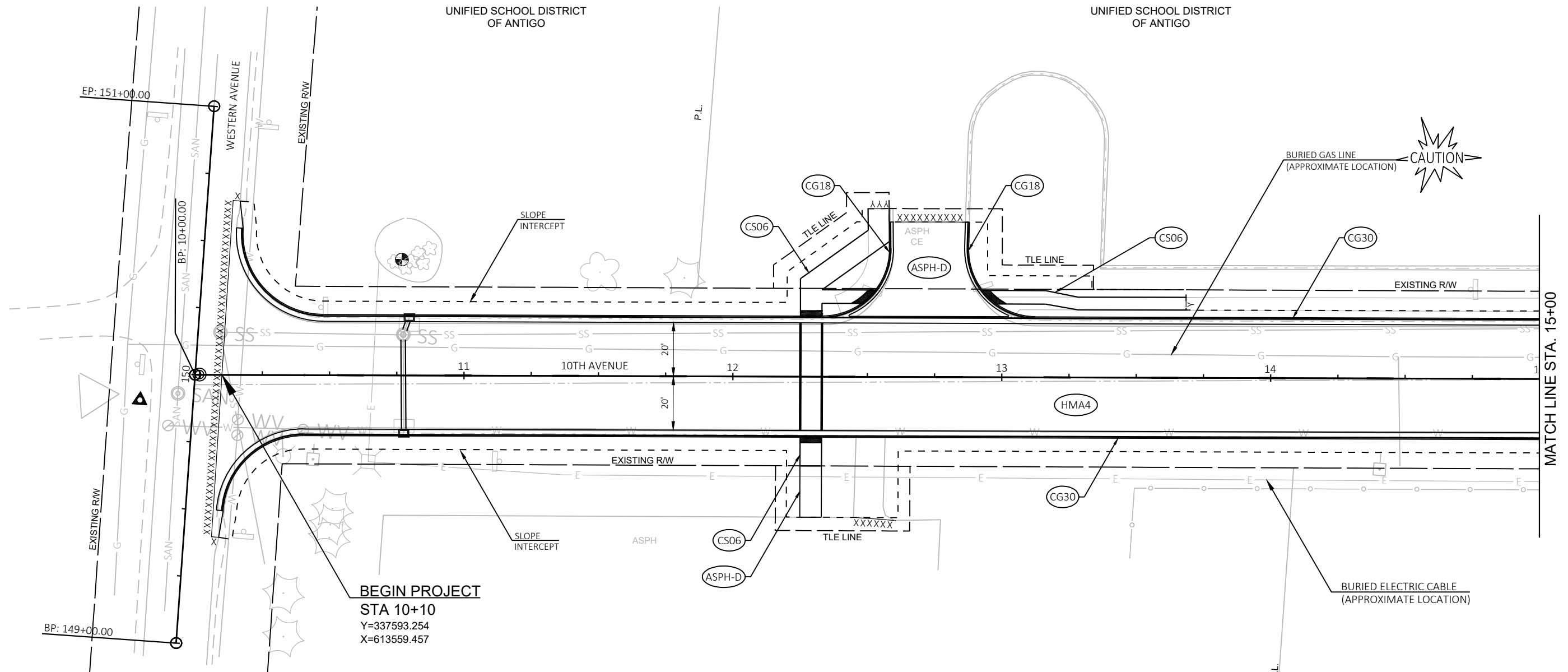


NOTE:
1. TAP WATER MAIN ON 45° WITH PIPE. MIN SEPARATION BETWEEN WATER AND SANITARY SERVICES SHALL BE 12" VERTICAL AND 18" HORIZONTAL.

WATER SERVICE INSTALLATION

STRUCTURE NO.	WORK REQUIRED	REMARKS
1	CONNECT TO EXISTING MANHOLE (NORTH)	MODIFY EXISTING OPENING AND MANHOLE FLOW LINE TO ACCOMODATE NEW PIPE. PROVIDE MASONRY AROUND MODIFIED OPENING AND PIPE. PATCH MODIFIED MANHOLE FLOW LINE WITH NEW MORTAR.
	CONNECT TO EXISTING MANHOLE (SOUTH)	MODIFY EXISTING OPENING AND MANHOLE FLOW LINE TO ACCOMODATE NEW PIPE. PROVIDE MASONRY AROUND MODIFIED OPENING AND PIPE. PATCH MODIFIED MANHOLE FLOW LINE WITH NEW MORTAR.
	COVER AND RINGS	SALVAGE, REINSTALL AND ADJUST EXISTING COVER TO PROPOSED RIM GRADE. REPLACE ALL EXISTING ADJUSTING RINGS.
2	CONNECT TO EXISTING MANHOLE (SOUTH)	MODIFY EXISTING OPENING AND MANHOLE FLOW LINE TO ACCOMODATE NEW PIPE. PROVIDE MASONRY AROUND MODIFIED OPENING AND PIPE. PATCH MODIFIED MANHOLE FLOW LINE WITH NEW MORTAR.
	ROTATE EXISTING FLAT SLAB TOP	CENTER OF OPENING TO BE LOCATED UNDER PROPOSED CURB LOCATION.
	COVER AND RINGS	SALVAGE, REINSTALL AND ADJUST EXISTING COVER TO PROPOSED RIM GRADE. REPLACE ALL EXISTING ADJUSTING RINGS.
3	CONNECT TO EXISTING MANHOLE (SOUTH)	MODIFY EXISTING OPENING AND MANHOLE FLOW LINE TO ACCOMODATE NEW PIPE. PROVIDE MASONRY AROUND MODIFIED OPENING AND PIPE. PATCH MODIFIED MANHOLE FLOW LINE WITH NEW MORTAR.
	ROTATE EXISTING FLAT SLAB TOP	CENTER OF OPENING TO BE LOCATED UNDER PROPOSED CURB LOCATION.
	COVER AND RINGS	SALVAGE, REINSTALL AND ADJUST EXISTING COVER TO PROPOSED RIM GRADE. REPLACE ALL EXISTING ADJUSTING RINGS.
4	CONNECT TO EXISTING MANHOLE (NORTH)	MODIFY EXISTING OPENING AND MANHOLE FLOW LINE TO ACCOMODATE NEW PIPE. PROVIDE MASONRY AROUND MODIFIED OPENING AND PIPE. PATCH MODIFIED MANHOLE FLOW LINE WITH NEW MORTAR.
	CONNECT TO EXISTING MANHOLE (SOUTH)	MODIFY EXISTING OPENING AND MANHOLE FLOW LINE TO ACCOMODATE NEW PIPE. PROVIDE MASONRY AROUND MODIFIED OPENING AND PIPE. PATCH MODIFIED MANHOLE FLOW LINE WITH NEW MORTAR.
	COVER AND RINGS	SALVAGE, REINSTALL AND ADJUST EXISTING COVER TO PROPOSED RIM GRADE. REPLACE ALL EXISTING ADJUSTING RINGS.
5	CONNECT TO EXISTING MANHOLE (NORTH)	MODIFY EXISTING OPENING AND MANHOLE FLOW LINE TO ACCOMODATE NEW PIPE. PROVIDE MASONRY AROUND MODIFIED OPENING AND PIPE. PATCH MODIFIED MANHOLE FLOW LINE WITH NEW MORTAR.
	CONNECT TO EXISTING MANHOLE (SOUTH)	MODIFY EXISTING OPENING AND MANHOLE FLOW LINE TO ACCOMODATE NEW PIPE. PROVIDE MASONRY AROUND MODIFIED OPENING AND PIPE. PATCH MODIFIED MANHOLE FLOW LINE WITH NEW MORTAR.
	COVER AND RINGS	SALVAGE, REINSTALL AND ADJUST EXISTING COVER TO PROPOSED RIM GRADE. REPLACE ALL EXISTING ADJUSTING RINGS.
6	CONNECT TO EXISTING MANHOLE (SOUTH)	MODIFY EXISTING OPENING AND MANHOLE FLOW LINE TO ACCOMODATE NEW PIPE. PROVIDE MASONRY AROUND MODIFIED OPENING AND PIPE. PATCH MODIFIED MANHOLE FLOW LINE WITH NEW MORTAR.
	COVER AND RINGS	SALVAGE, REINSTALL AND ADJUST EXISTING COVER TO PROPOSED RIM GRADE. REPLACE ALL EXISTING ADJUSTING RINGS.
6A	CONNECT TO EXISTING INLET (NORTH)	MODIFY EXISTING OPENING AND INLET FLOW LINE TO ACCOMODATE NEW PIPE. PROVIDE MASONRY AROUND MODIFIED OPENING AND PIPE. PATCH MODIFIED INLET FLOW LINE WITH NEW MORTAR.
	COVER	SALVAGE AND REINSTALL EXISTING COVER
8	CONNECT TO EXISTING MANHOLE (EAST)	MODIFY EXISTING OPENING AND MANHOLE FLOW LINE TO ACCOMODATE NEW PIPE. PROVIDE MASONRY AROUND MODIFIED OPENING AND PIPE. PATCH MODIFIED MANHOLE FLOW LINE WITH NEW MORTAR.
	CONNECT TO EXISTING MANHOLE (SOUTH)	MODIFY EXISTING OPENING AND MANHOLE FLOW LINE TO ACCOMODATE NEW PIPE. PROVIDE MASONRY AROUND MODIFIED OPENING AND PIPE. PATCH MODIFIED MANHOLE FLOW LINE WITH NEW MORTAR.
	COVER AND RINGS	SALVAGE, REINSTALL AND ADJUST EXISTING COVER TO PROPOSED RIM GRADE. REPLACE ALL EXISTING ADJUSTING RINGS.
9	CONNECT TO EXISTING MANHOLE (NORTH)	MODIFY EXISTING OPENING AND MANHOLE FLOW LINE TO ACCOMODATE NEW PIPE. PROVIDE MASONRY AROUND MODIFIED OPENING AND PIPE. PATCH MODIFIED MANHOLE FLOW LINE WITH NEW MORTAR.
	CONNECT TO EXISTING MANHOLE (SOUTH)	MODIFY EXISTING OPENING AND MANHOLE FLOW LINE TO ACCOMODATE NEW PIPE. PROVIDE MASONRY AROUND MODIFIED OPENING AND PIPE. PATCH MODIFIED MANHOLE FLOW LINE WITH NEW MORTAR.
	COVER AND RINGS	SALVAGE, REINSTALL AND ADJUST EXISTING COVER TO PROPOSED RIM GRADE. REPLACE ALL EXISTING ADJUSTING RINGS.
10	CONNECT TO EXISTING MANHOLE (SOUTH)	MODIFY EXISTING OPENING AND MANHOLE FLOW LINE TO ACCOMODATE NEW PIPE. PROVIDE MASONRY AROUND MODIFIED OPENING AND PIPE. PATCH MODIFIED MANHOLE FLOW LINE WITH NEW MORTAR.
	COVER AND RINGS	SALVAGE, REINSTALL AND ADJUST EXISTING COVER TO PROPOSED RIM GRADE. REPLACE ALL EXISTING ADJUSTING RINGS.
11	CONNECT TO EXISTING MANHOLE (NORTH)	MODIFY EXISTING OPENING AND MANHOLE FLOW LINE TO ACCOMODATE NEW PIPE. PROVIDE MASONRY AROUND MODIFIED OPENING AND PIPE. PATCH MODIFIED MANHOLE FLOW LINE WITH NEW MORTAR.
	CONNECT TO EXISTING MANHOLE (SOUTH)	MODIFY EXISTING OPENING AND MANHOLE FLOW LINE TO ACCOMODATE NEW PIPE. PROVIDE MASONRY AROUND MODIFIED OPENING AND PIPE. PATCH MODIFIED MANHOLE FLOW LINE WITH NEW MORTAR.
	COVER AND RINGS	SALVAGE, REINSTALL AND ADJUST EXISTING COVER TO PROPOSED RIM GRADE. REPLACE ALL EXISTING ADJUSTING RINGS.
14	CONNECT TO EXISTING MANHOLE (NORTH)	MODIFY EXISTING OPENING TO ACCOMODATE NEW PIPE. PROVIDE MASONRY AROUND MODIFIED OPENING AND PIPE.
	CONNECT TO EXISTING MANHOLE (WEST)	MODIFY EXISTING OPENING TO ACCOMODATE NEW PIPE. PROVIDE MASONRY AROUND MODIFIED OPENING AND PIPE.
	CONNECT TO EXISTING MANHOLE (SOUTHWEST)	MODIFY EXISTING OPENING TO ACCOMODATE NEW PIPE. PROVIDE MASONRY AROUND MODIFIED OPENING AND PIPE.
	MANHOLE FLOW LINE	RECONSTRUCT ENTIRE MANHOLE FLOWLINE. MANHOLE IS 8-FOOT DIAMETER. EXISTING MAINLINE PIPES IN FLOWLINE ARE 42-INCH AND 60-INCH.
	COVER AND RINGS	SALVAGE, REINSTALL AND ADJUST EXISTING COVER TO PROPOSED RIM GRADE. REPLACE ALL EXISTING ADJUSTING RINGS.
14F	CONNECT TO EXISTING MANHOLE (EAST)	MODIFY EXISTING OPENING TO ACCOMODATE NEW PIPE. PROVIDE MASONRY AROUND MODIFIED OPENING AND PIPE.
	COVER AND RINGS	SALVAGE, REINSTALL AND ADJUST EXISTING COVER TO PROPOSED RIM GRADE. REPLACE ALL EXISTING ADJUSTING RINGS.
17	CONNECT TO EXISTING MANHOLE (NORTH)	MODIFY EXISTING OPENING AND MANHOLE FLOW LINE TO ACCOMODATE NEW PIPE. PROVIDE MASONRY AROUND MODIFIED OPENING AND PIPE. PATCH MODIFIED MANHOLE FLOW LINE WITH NEW MORTAR.
	CONNECT TO EXISTING MANHOLE (SOUTH)	MODIFY EXISTING OPENING AND MANHOLE FLOW LINE TO ACCOMODATE NEW PIPE. PROVIDE MASONRY AROUND MODIFIED OPENING AND PIPE. PATCH MODIFIED MANHOLE FLOW LINE WITH NEW MORTAR.
	COVER AND RINGS	SALVAGE, REINSTALL AND ADJUST EXISTING COVER TO PROPOSED RIM GRADE. REPLACE ALL EXISTING ADJUSTING RINGS.
19	CONNECT TO EXISTING MANHOLE (NORTH)	MODIFY EXISTING OPENING AND MANHOLE FLOW LINE TO ACCOMODATE NEW PIPE. PROVIDE MASONRY AROUND MODIFIED OPENING AND PIPE. PATCH MODIFIED MANHOLE FLOW LINE WITH NEW MORTAR.
	COVER AND RINGS	SALVAGE, REINSTALL AND ADJUST EXISTING COVER TO PROPOSED RIM GRADE. REPLACE ALL EXISTING ADJUSTING RINGS.
20	CONNECT TO EXISTING MANHOLE (NORTH)	MODIFY EXISTING OPENING AND MANHOLE FLOW LINE TO ACCOMODATE NEW PIPE. PROVIDE MASONRY AROUND MODIFIED OPENING AND PIPE. PATCH MODIFIED MANHOLE FLOW LINE WITH NEW MORTAR.
	COVER AND RINGS	SALVAGE, REINSTALL AND ADJUST EXISTING COVER TO PROPOSED RIM GRADE. REPLACE ALL EXISTING ADJUSTING RINGS.
22	CONNECT TO EXISTING MANHOLE (SOUTH)	MODIFY EXISTING OPENING TO ACCOMODATE NEW PIPE. PROVIDE MASONRY AROUND MODIFIED OPENING AND PIPE.
	MANHOLE FLOW LINE	POUR MANHOLE FLOWLINE. (7-FOOT DIAMETER MANHOLE. FLOWLINE NOT POURED WHEN CONSTRUCTED IN 2024)
	EXISTING PIPES	PROVIDE MASONRY AROUND EXISTING PIPES IN MANHOLE.
	COVER AND RINGS	SALVAGE, REINSTALL AND ADJUST EXISTING COVER TO PROPOSED RIM GRADE.

RECONSTRUCTING MANHOLES REQUIRED WORK

**LEGEND**

XXXXXX	SAW CUT ASPHALT	GDS	GRAVEL DRIVEWAY SURFACING
YYYYYY	SAW CUT CONCRETE	CG18	CURB AND GUTTER 18-INCH TYPE D
X	GRUBBING (TREE TO BE REMOVED BY OTHERS)	CG30	CURB AND GUTTER 30-INCH TYPE D
ASPH-D	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	CD06	CONCRETE DRIVEWAY, 6-INCH
HMA4	HMA PAVEMENT, 4-INCH	CD08	CONCRETE DRIVEWAY, 8-INCH
HMA5.5	HMA PAVEMENT, 5.5-INCH	CS04	CONCRETE SIDEWALK, 4-INCH
		CS06	CONCRETE SIDEWALK, 6-INCH

PROJECT NO: 9835-06-70

HWY: 10TH AVENUE

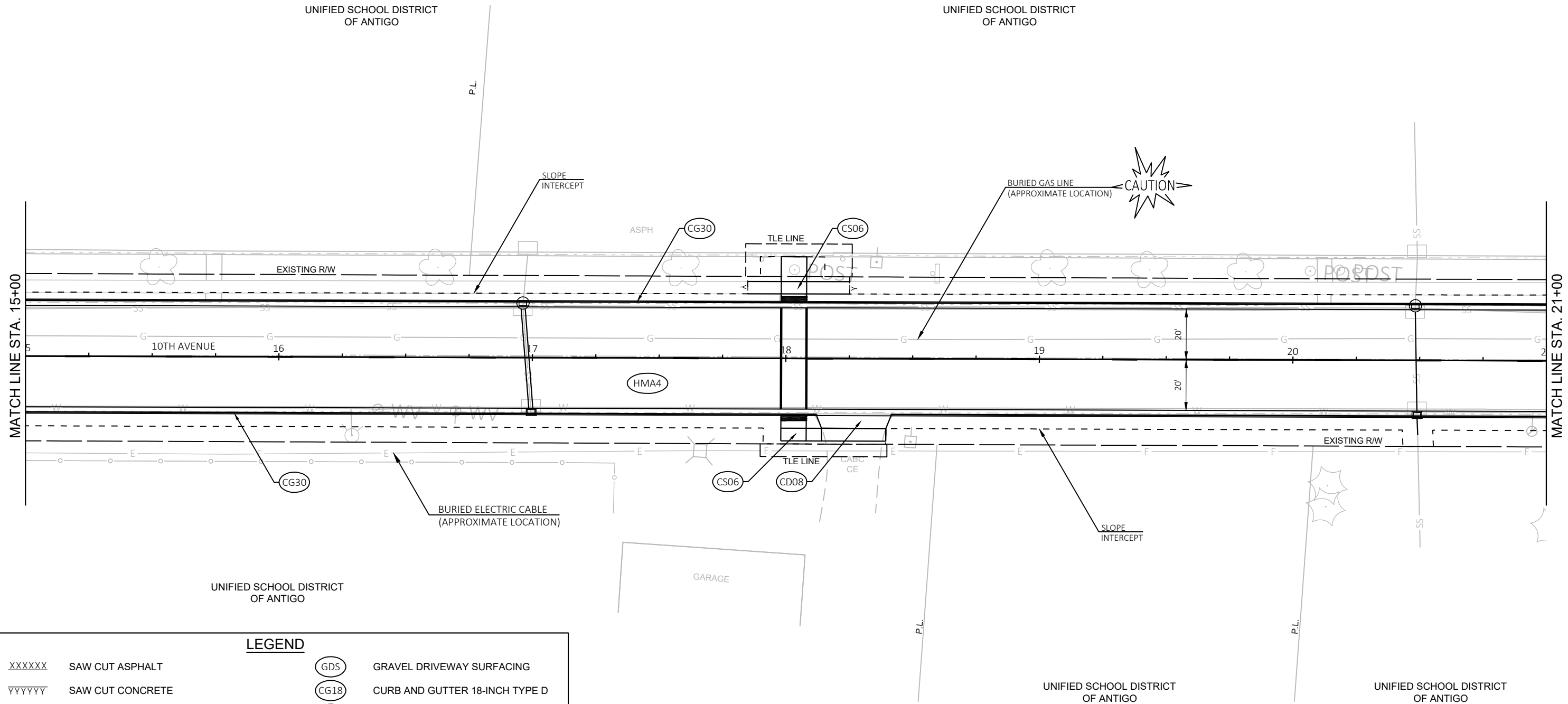
COUNTY: LANGLADE

PLAN DETAILS

SHEET

18

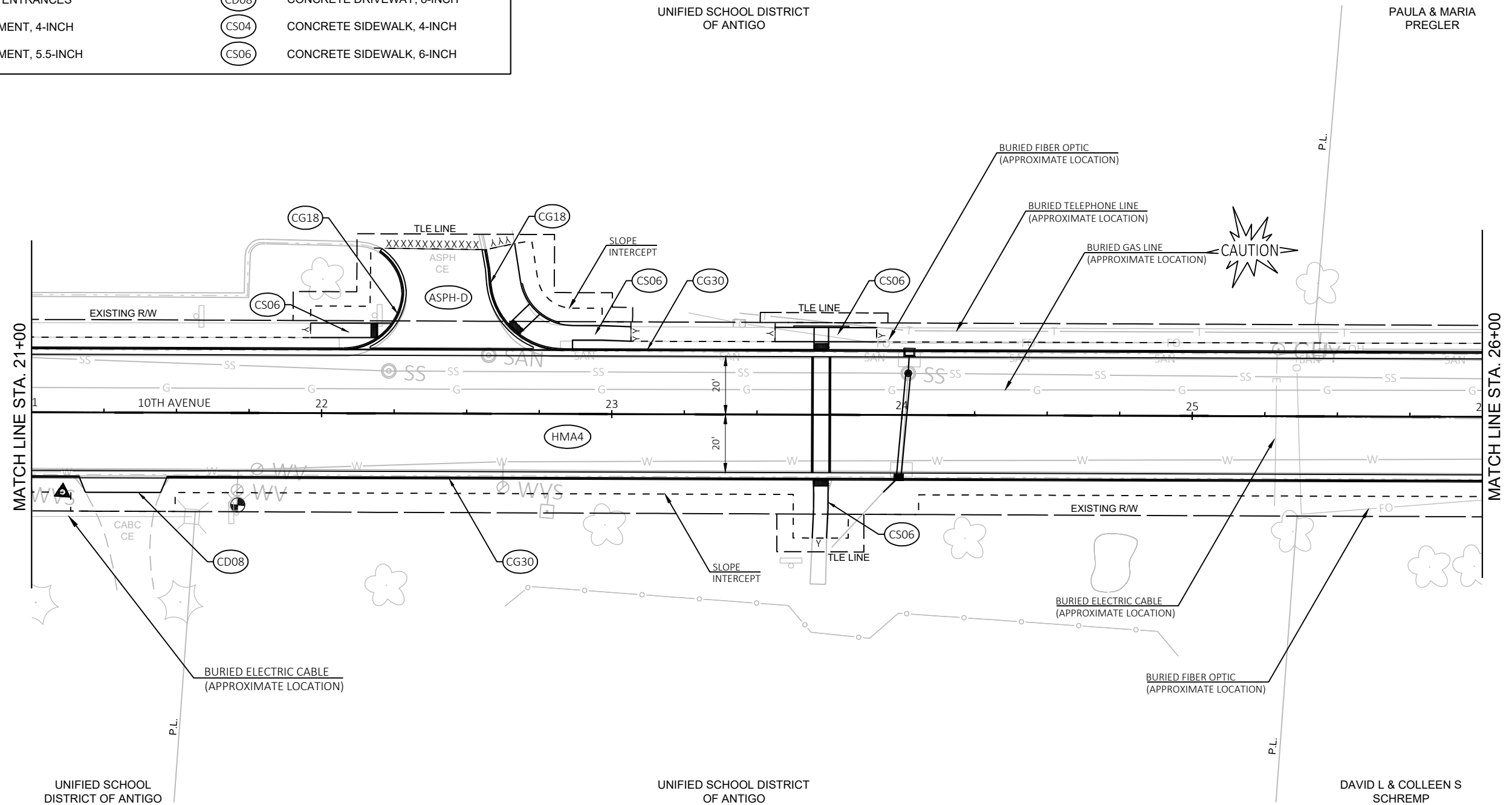
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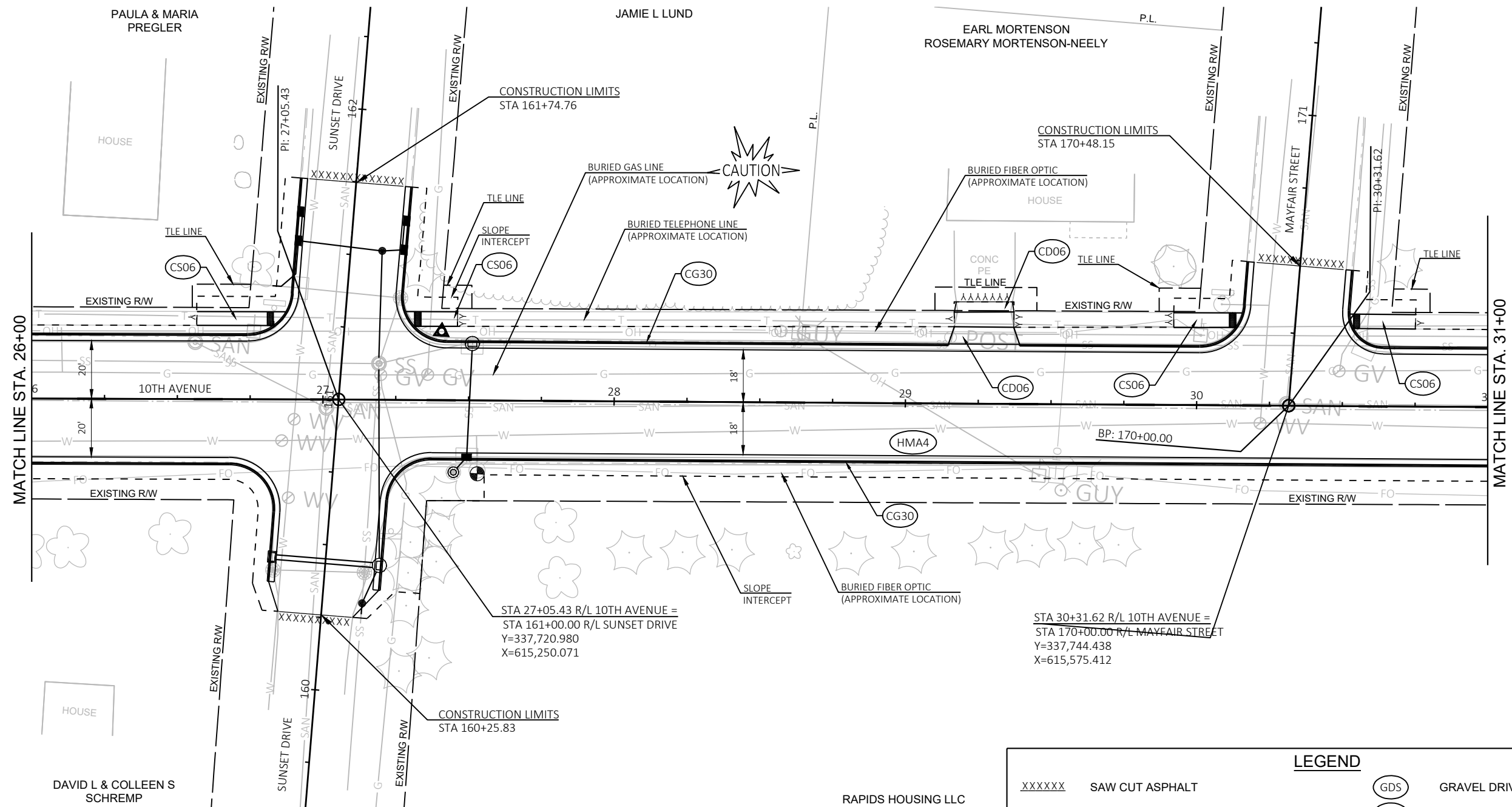


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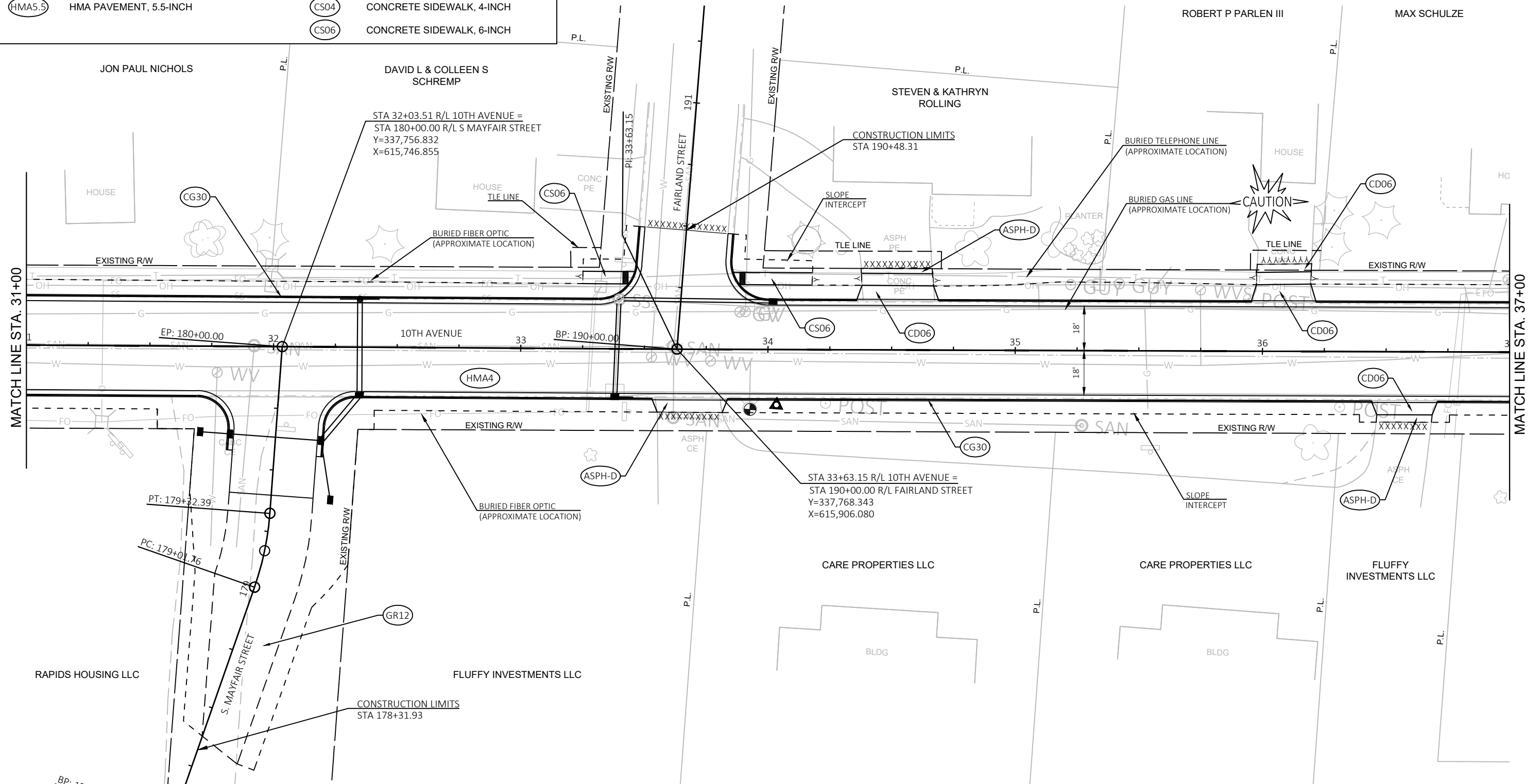
XXXXXX	SAW CUT ASPHALT	GDS	GRAVEL DRIVEWAY SURFACING
YYYYYY	SAW CUT CONCRETE	CG18	CURB AND GUTTER 18-INCH TYPE D
X	GRUBBING (TREE TO BE REMOVED BY OTHERS)	CG30	CURB AND GUTTER 30-INCH TYPE D
ASPH-D	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	CD06	CONCRETE DRIVEWAY, 6-INCH
HMA4	HMA PAVEMENT, 4-INCH	CD08	CONCRETE DRIVEWAY, 8-INCH
HMA5.5	HMA PAVEMENT, 5.5-INCH	CS04	CONCRETE SIDEWALK, 4-INCH
		CS06	CONCRETE SIDEWALK, 6-INCH

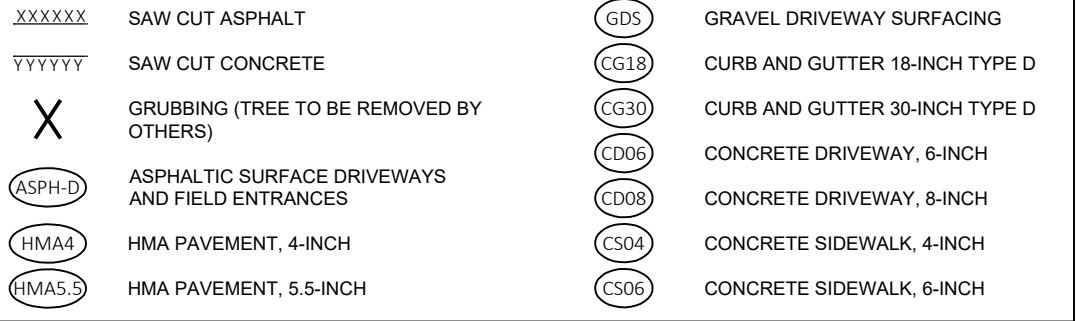
<u>XXXXXX</u>	SAW CUT ASPHALT	(GDS)	GRAVEL DRIVEWAY SURFACING
<u>YYYYYY</u>	SAW CUT CONCRETE	(CG18)	CURB AND GUTTER 18-INCH TYPE D
X	GRUBBING (TREE TO BE REMOVED BY OTHERS)	(CG30)	CURB AND GUTTER 30-INCH TYPE D
(ASPH-D)	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	(CD06)	CONCRETE DRIVEWAY, 6-INCH
(HMA4)	HMA PAVEMENT, 4-INCH	(CD08)	CONCRETE DRIVEWAY, 8-INCH
(HMA5.5)	HMA PAVEMENT, 5.5-INCH	(CS04)	CONCRETE SIDEWALK, 4-INCH
		(CS06)	CONCRETE SIDEWALK, 6-INCH





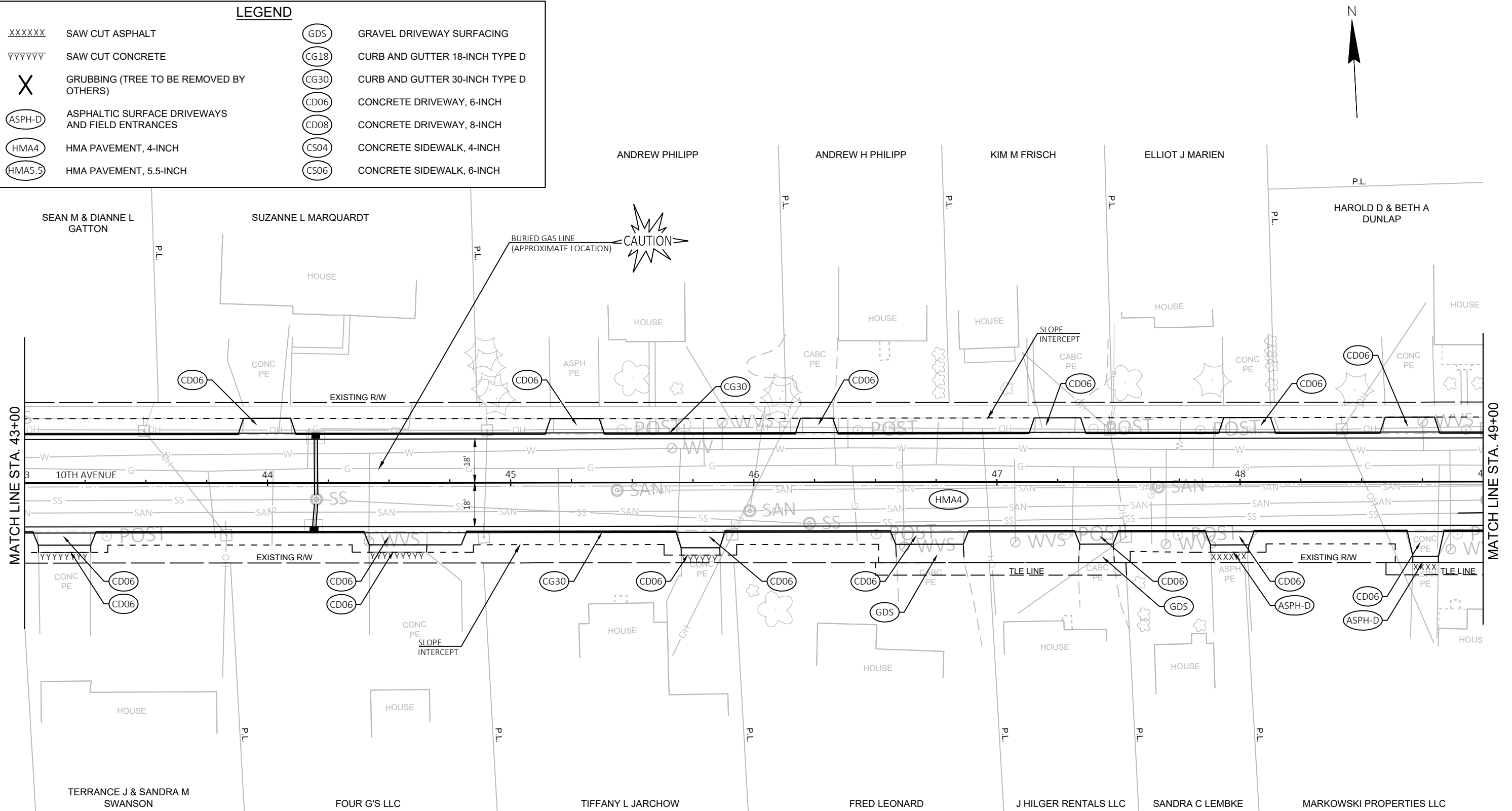
<u>XXXXXX</u>	SAW CUT ASPHALT	(GDS)	GRAVEL DRIVEWAY SURFACING
<u>YYYYYY</u>	SAW CUT CONCRETE	(GR12)	GRAVEL ROADWAY 12-INCH
X	GRUBBING (TREE TO BE REMOVED BY OTHERS)	(CG18)	CURB AND GUTTER 18-INCH TYPE D
(ASPH-D)	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	(CG30)	CURB AND GUTTER 30-INCH TYPE D
(HMA4)	HMA PAVEMENT, 4-INCH	(CD06)	CONCRETE DRIVEWAY, 6-INCH
(HMA5.5)	HMA PAVEMENT, 5.5-INCH	(CD08)	CONCRETE DRIVEWAY, 8-INCH
		(CS04)	CONCRETE SIDEWALK, 4-INCH
		(CS06)	CONCRETE SIDEWALK, 6-INCH

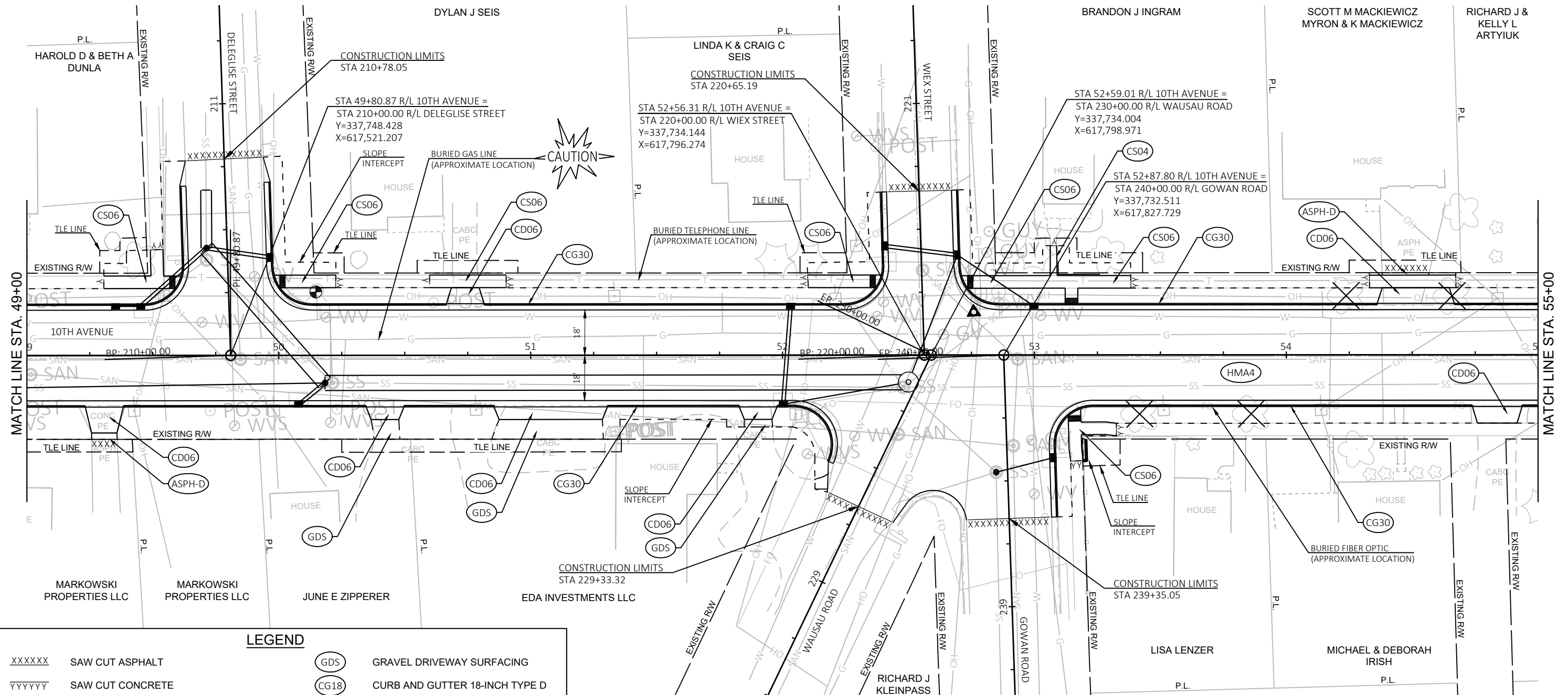




LEGEND

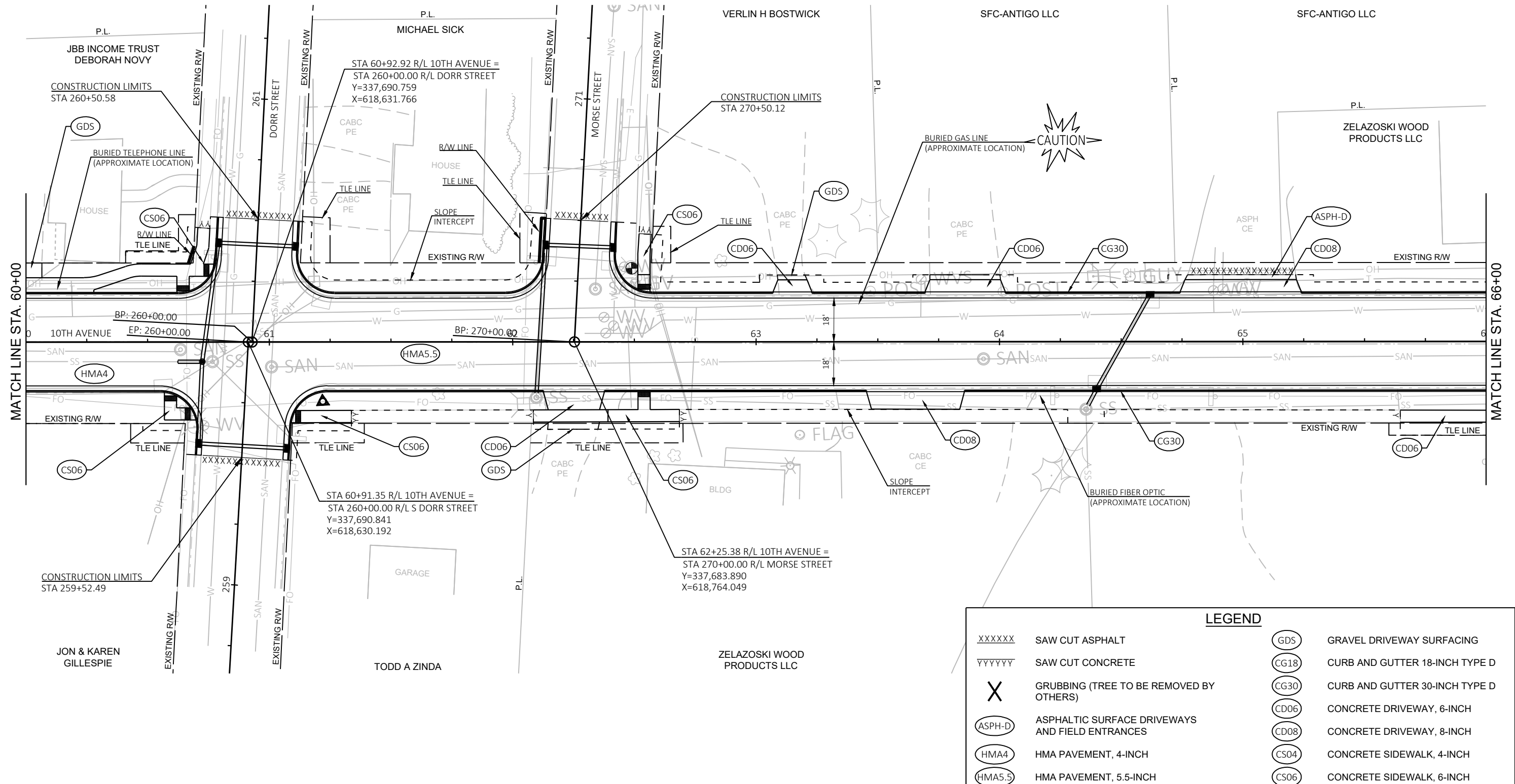
XXXXXX	SAW CUT ASPHALT	GDS	GRAVEL DRIVEWAY SURFACING
YYYYYY	SAW CUT CONCRETE	CG18	CURB AND GUTTER 18-INCH TYPE D
X	GRUBBING (TREE TO BE REMOVED BY OTHERS)	CG30	CURB AND GUTTER 30-INCH TYPE D
ASPH-D	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	CD06	CONCRETE DRIVEWAY, 6-INCH
HMA4	HMA PAVEMENT, 4-INCH	CD08	CONCRETE DRIVEWAY, 8-INCH
HMA5.5	HMA PAVEMENT, 5.5-INCH	CS04	CONCRETE SIDEWALK, 4-INCH
		CS06	CONCRETE SIDEWALK, 6-INCH

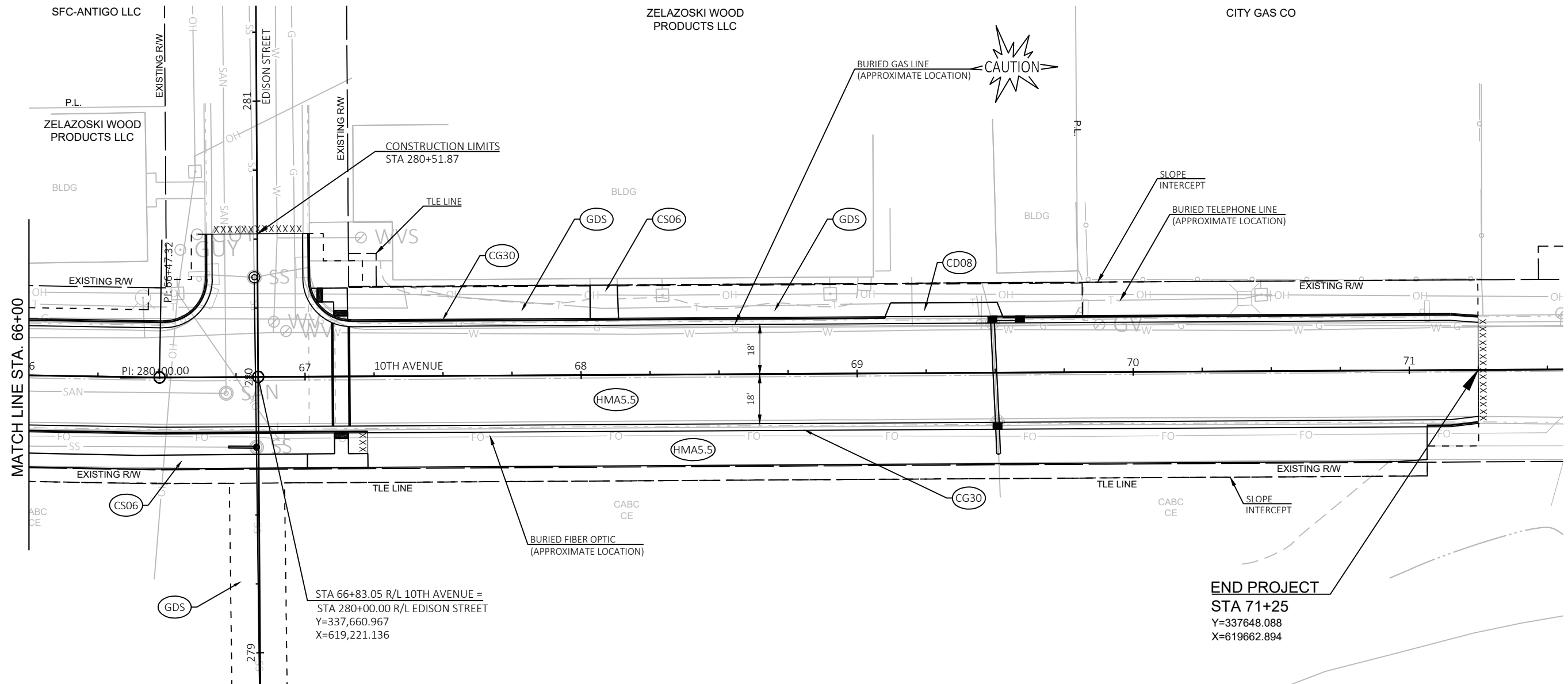






<u>LEGEND</u>	
<u>XXXXXX</u>	SAW CUT ASPHALT
<u>YYYYYY</u>	SAW CUT CONCRETE
X	GRUBBING (TREE TO BE REMOVED BY OTHERS)
(ASPH-D)	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
(HMA4)	HMA PAVEMENT, 4-INCH
(HMA5.5)	HMA PAVEMENT, 5.5-INCH
(GDS)	GRAVEL DRIVEWAY SURFACING
(CG18)	CURB AND GUTTER 18-INCH TYPE D
(CG30)	CURB AND GUTTER 30-INCH TYPE D
(CD06)	CONCRETE DRIVEWAY, 6-INCH
(CD08)	CONCRETE DRIVEWAY, 8-INCH
(CS04)	CONCRETE SIDEWALK, 4-INCH
(CS06)	CONCRETE SIDEWALK, 6-INCH



**LEGEND**

XXXXXX	SAW CUT ASPHALT	GDS	GRAVEL DRIVEWAY SURFACING
YYYYYY	SAW CUT CONCRETE	CG18	CURB AND GUTTER 18-INCH TYPE D
X	GRUBBING (TREE TO BE REMOVED BY OTHERS)	CG30	CURB AND GUTTER 30-INCH TYPE D
ASPH-D	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	CD06	CONCRETE DRIVEWAY, 6-INCH
HMA4	HMA PAVEMENT, 4-INCH	CD08	CONCRETE DRIVEWAY, 8-INCH
HMA5.5	HMA PAVEMENT, 5.5-INCH	CS04	CONCRETE SIDEWALK, 4-INCH
		CS06	CONCRETE SIDEWALK, 6-INCH

PROJECT NO: 9835-06-70

HWY: 10TH AVENUE

COUNTY: LANGLADE

PLAN DETAILS

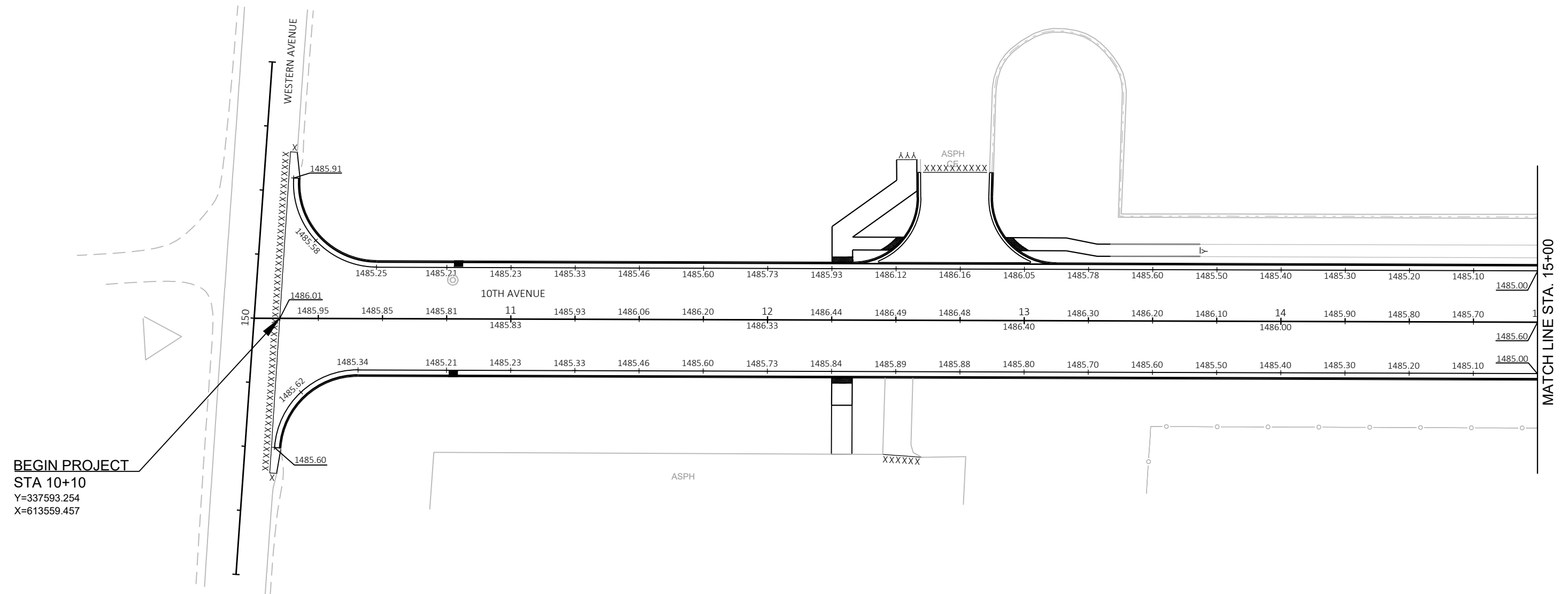
SHEET

28

E

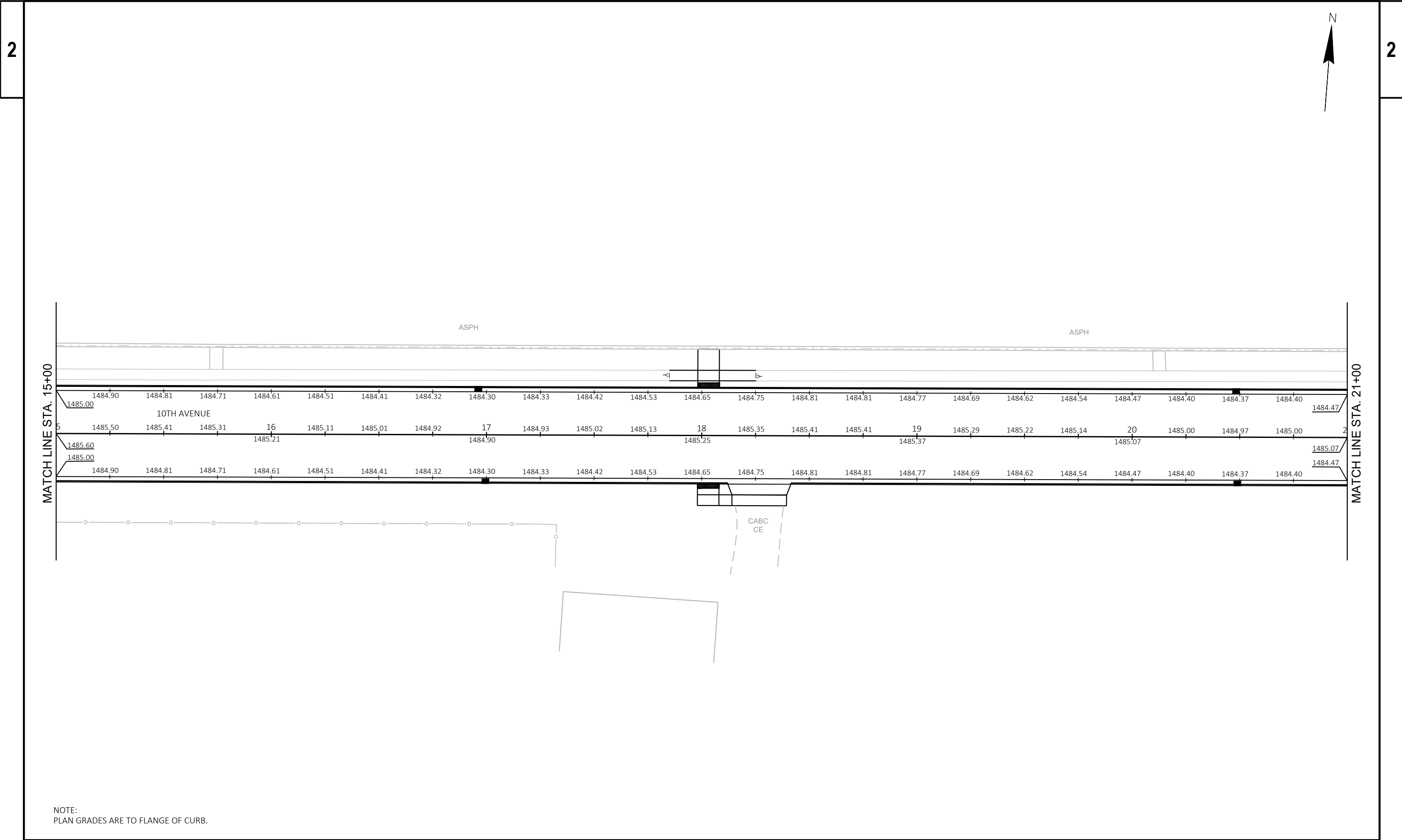
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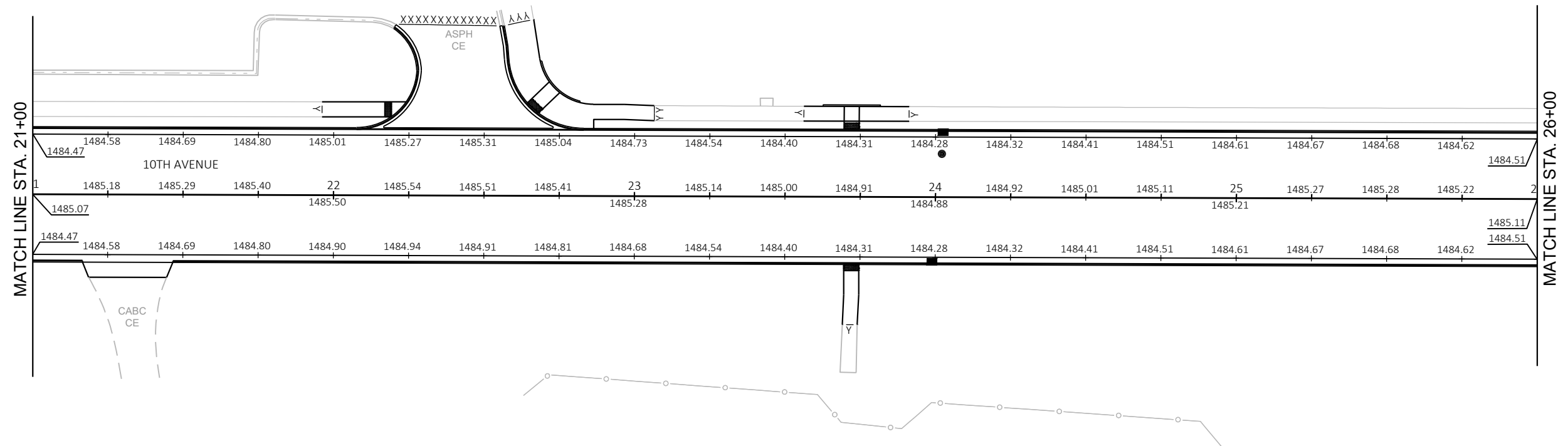
NOTE:
PLAN GRADES ARE TO FLANGE OF CURB.

PROJECT NO: 9835-06-70	HWY: 10TH AVENUE	COUNTY: LANGLADE	PLAN GRADES	SHEET 29	E
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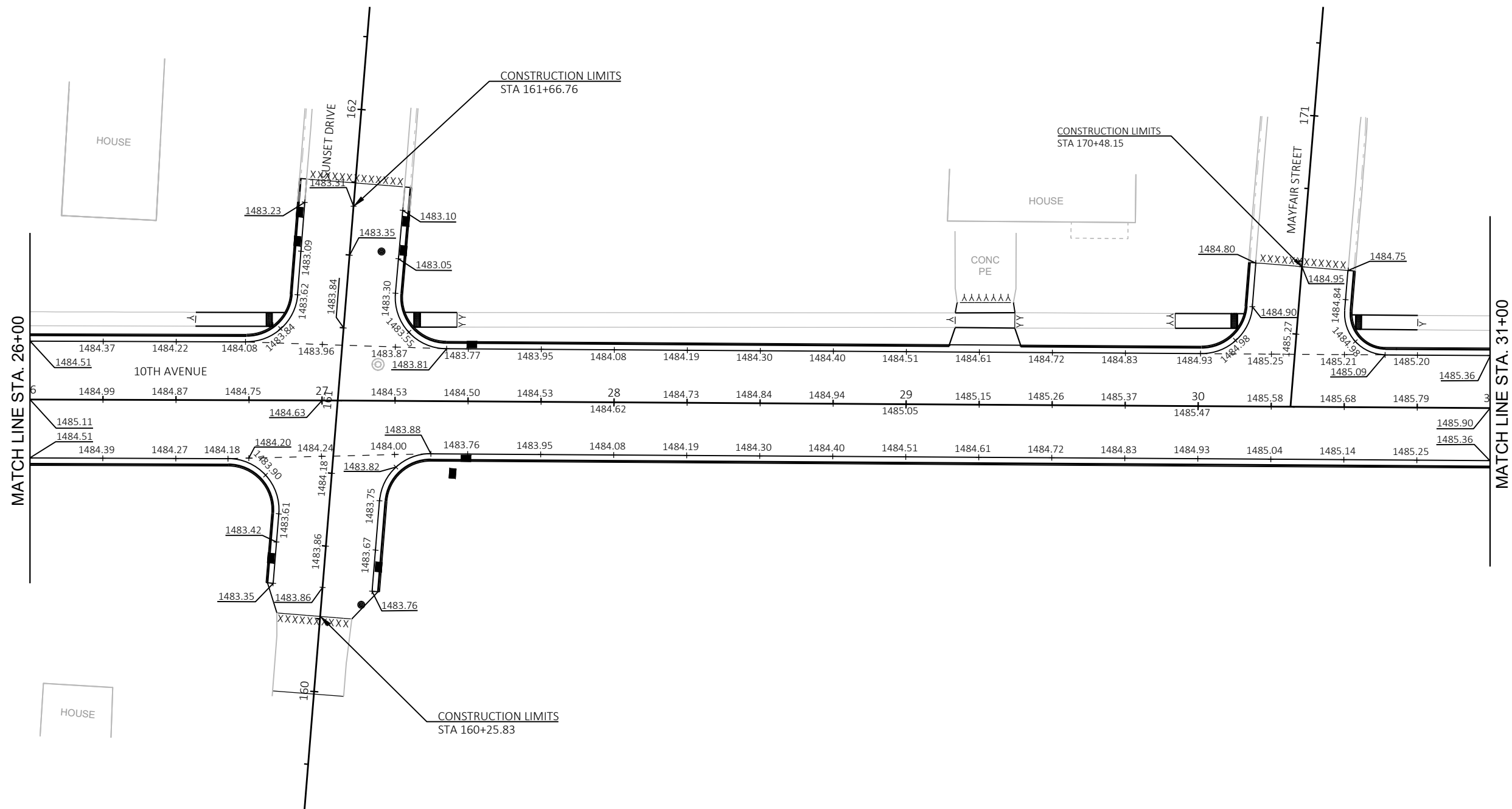
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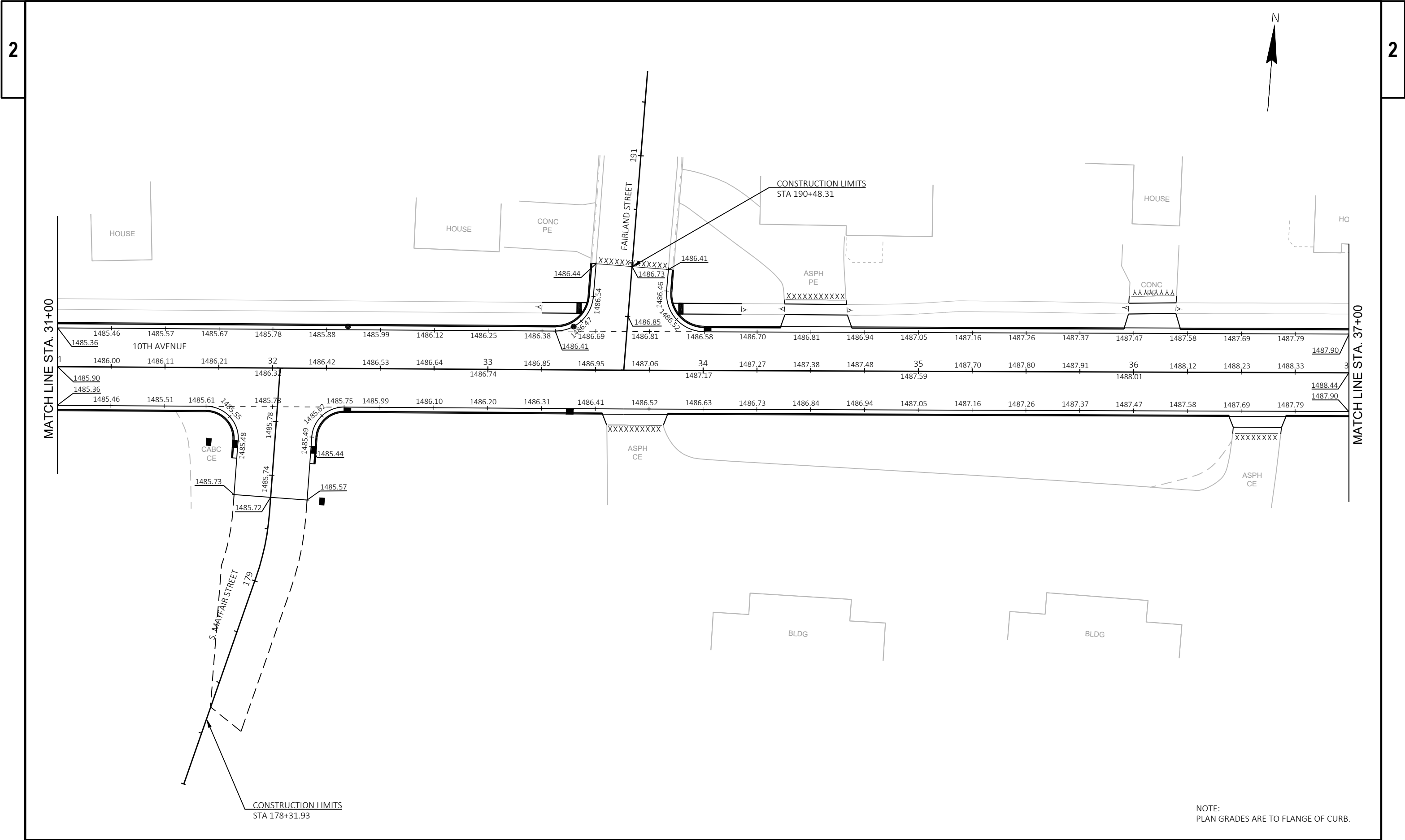
NOTE:
PLAN GRADES ARE TO FLANGE OF CURB.

PROJECT NO: 9835-06-70	HWY: 10TH AVENUE	COUNTY: LANGLADE	PLAN GRADES	SHEET 31	E
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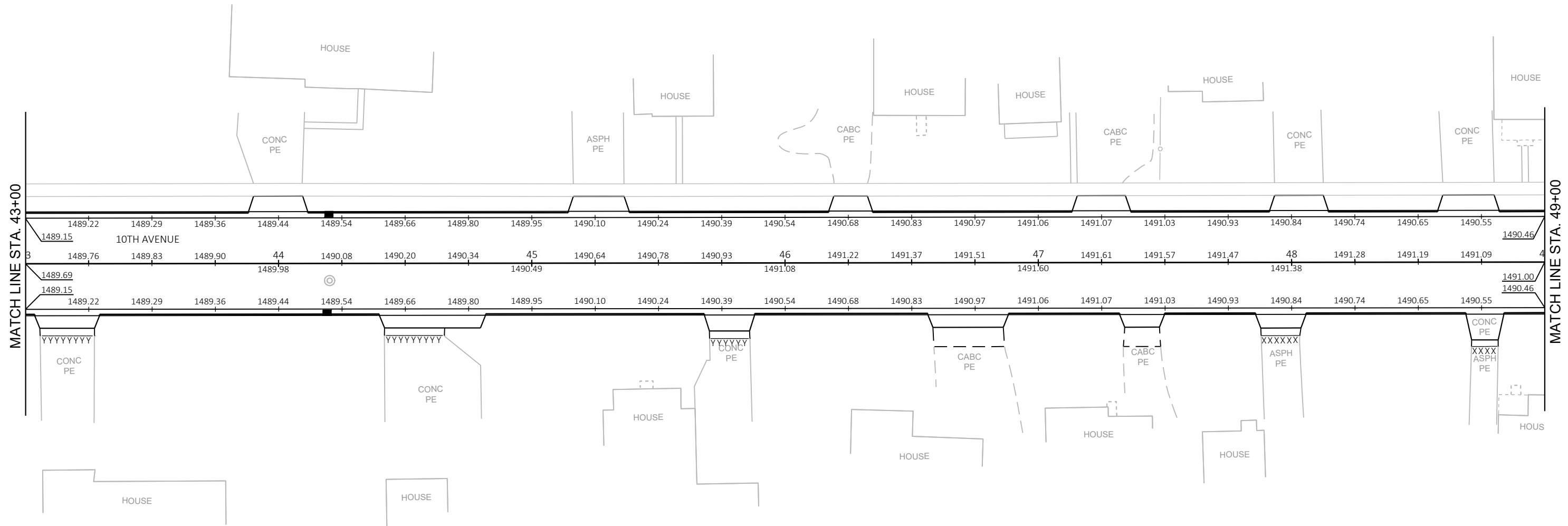
NOTE:
PLAN GRADES ARE TO FLANGE OF CURB.

PROJECT NO: 9835-06-70	HWY: 10TH AVENUE	COUNTY: LANGLADE	PLAN GRADES	SHEET 32	E
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2

2

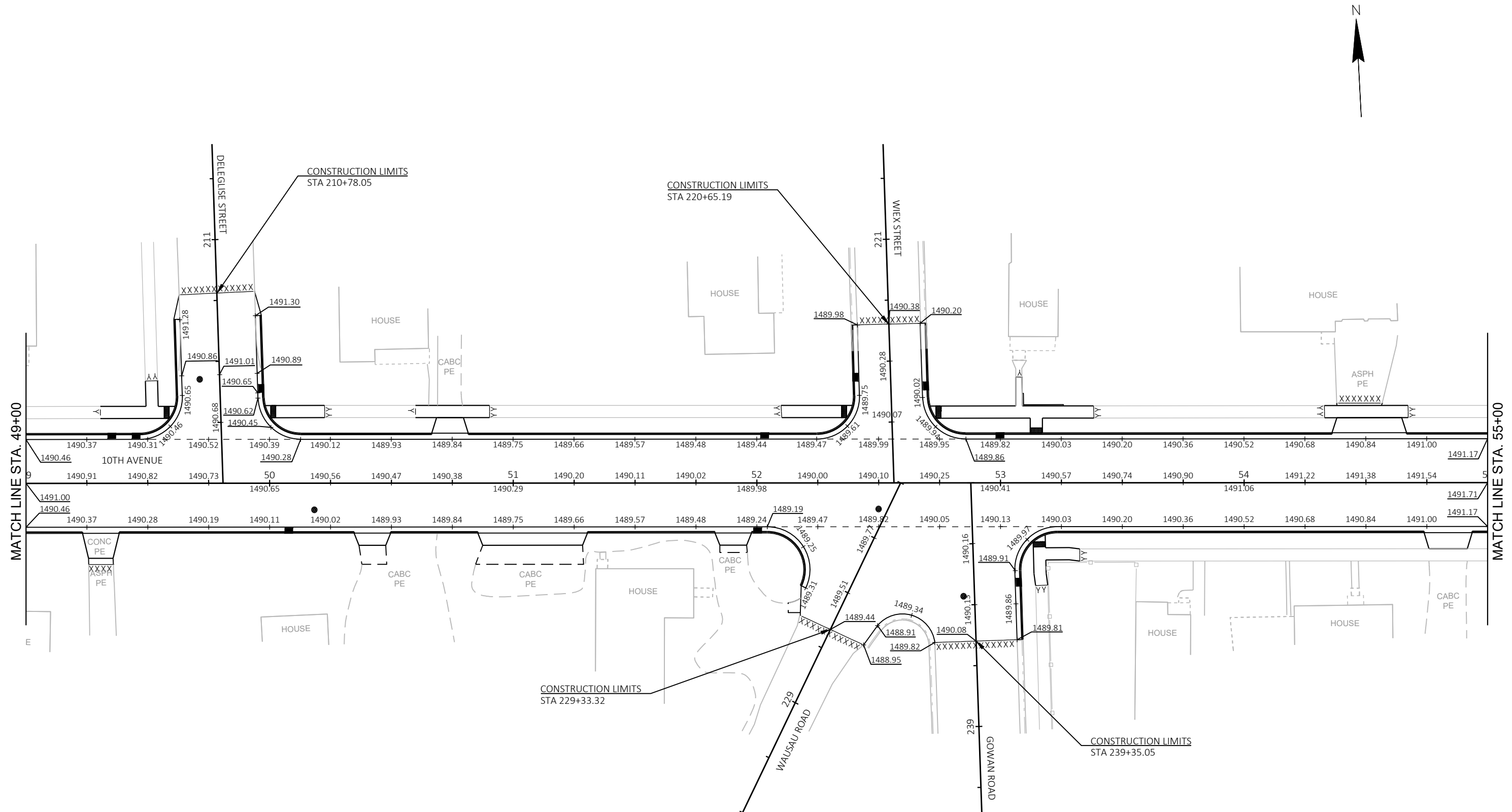


NOTE:
PLAN GRADES ARE TO FLANGE OF CURB.

PROJECT NO: 9835-06-70	HWY: 10TH AVENUE	COUNTY: LANGLADE	PLAN GRADES	SHEET 35	E
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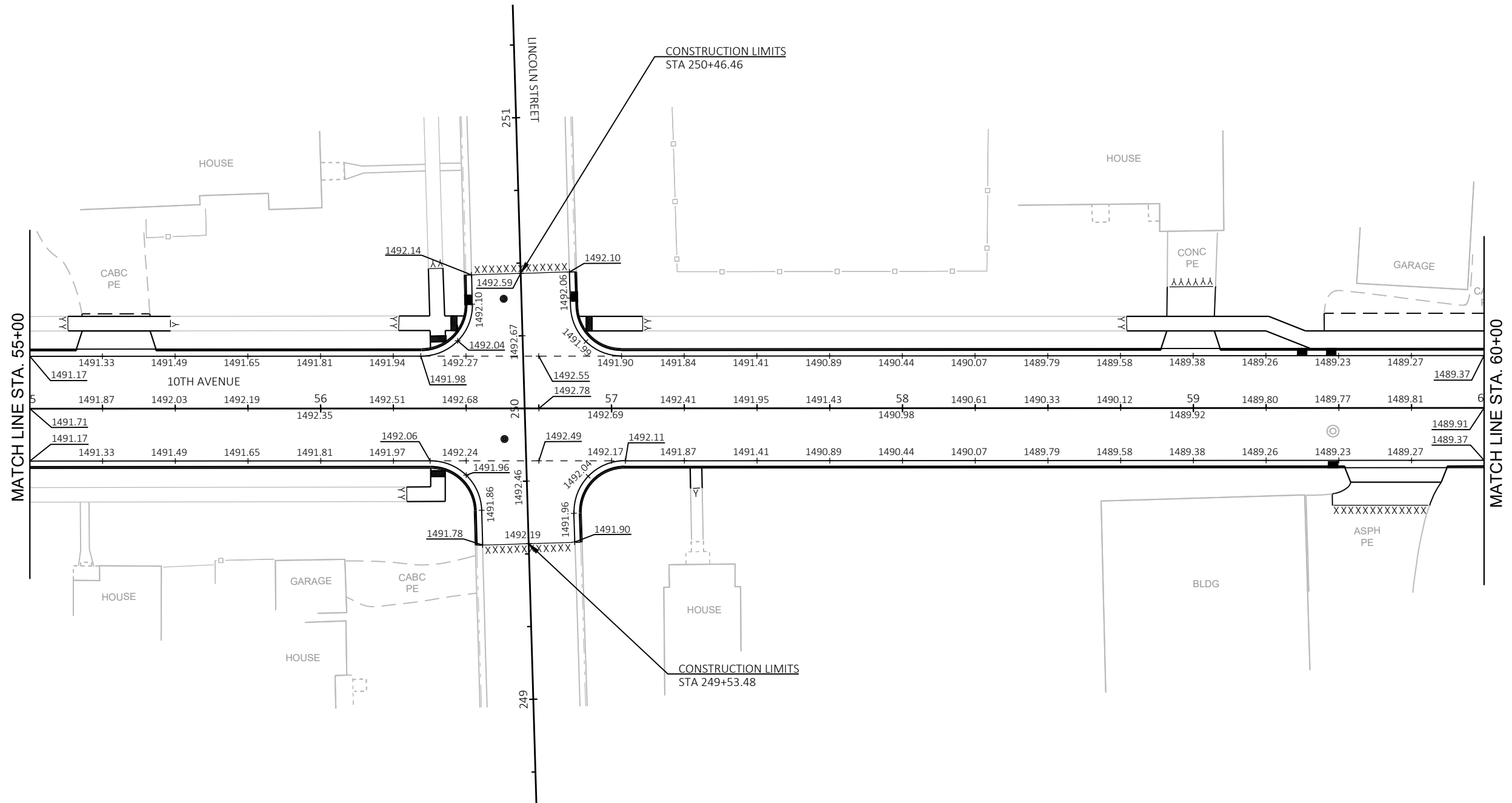
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2



NOTE:
PLAN GRADES ARE TO FLANGE OF CURB.

PROJECT NO: 9835-06-70	HWY: 10TH AVENUE	COUNTY: LANGLADE	PLAN GRADES	SHEET 36	E
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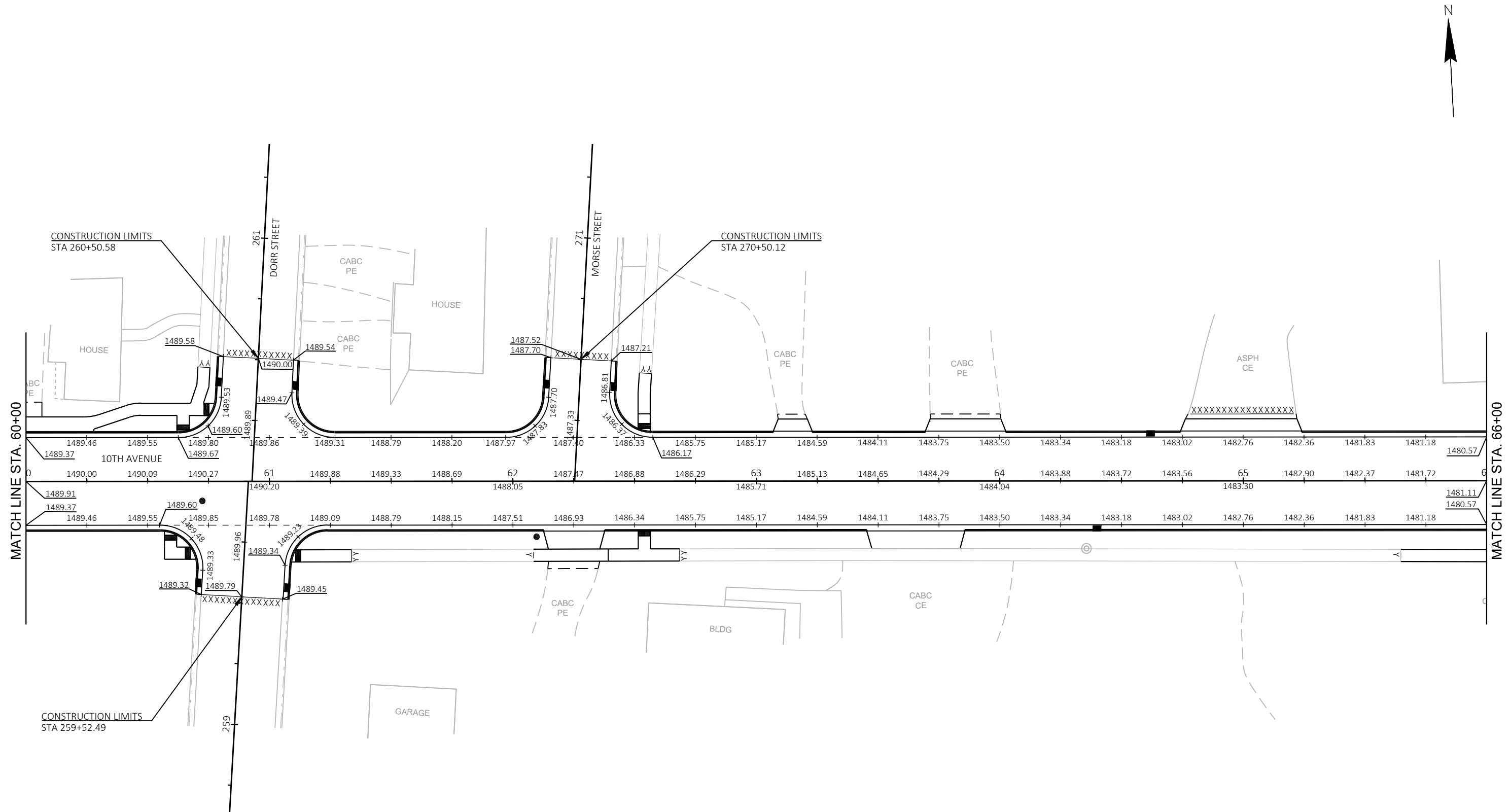


NOTE:
PLAN GRADES ARE TO FLANGE OF CURB.

PROJECT NO: 9835-06-70	HWY: 10TH AVENUE	COUNTY: LANGLADE	PLAN GRADES	SHEET 37	E
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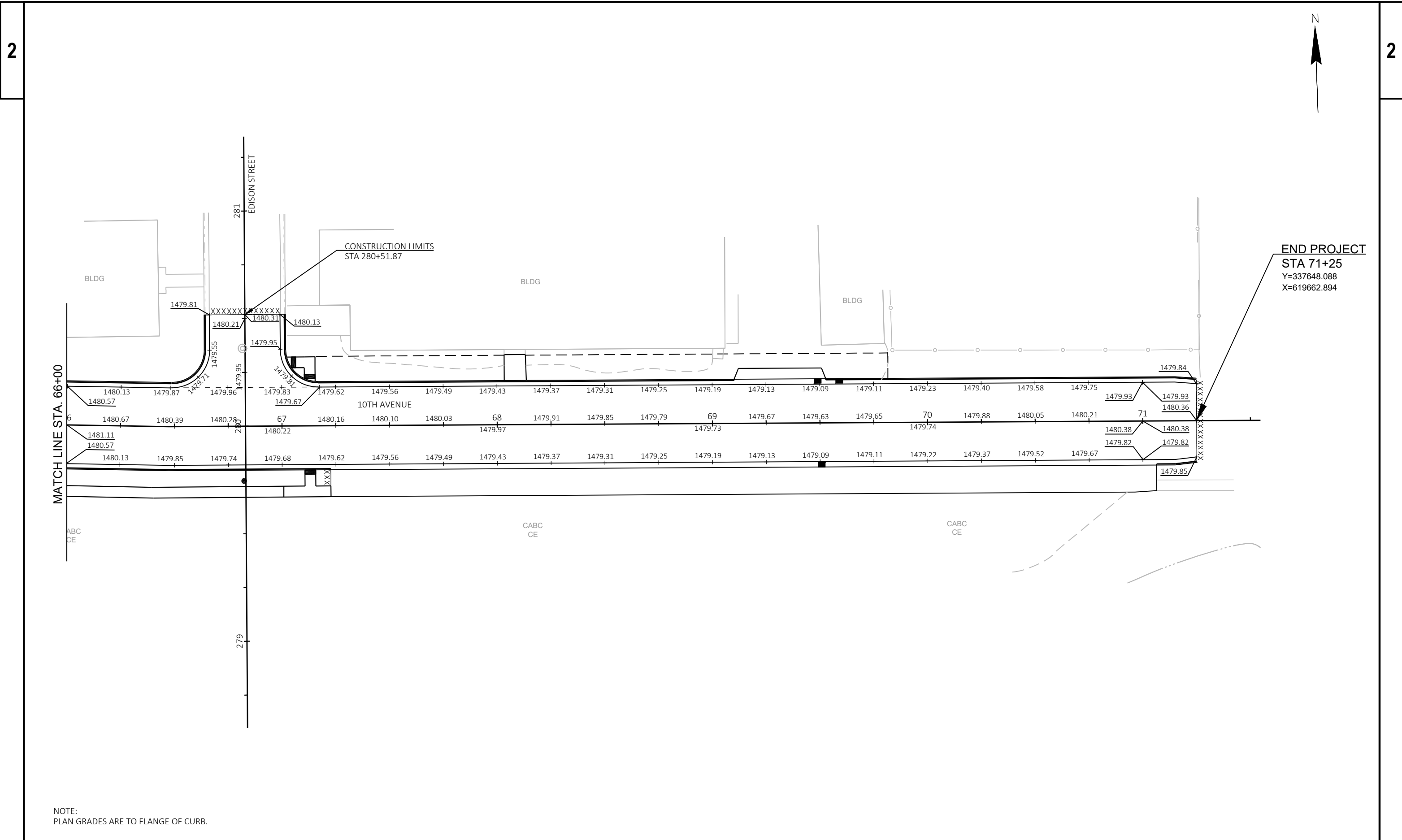
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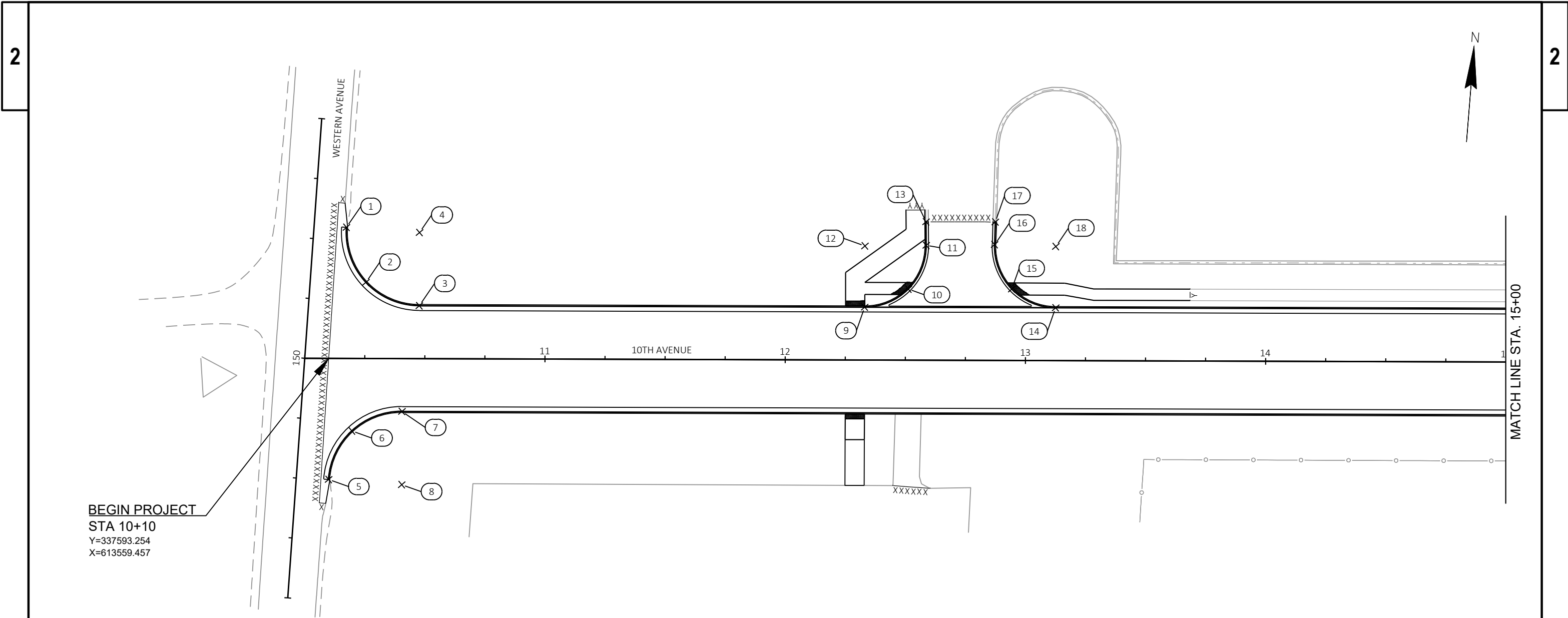
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NOTE:
PLAN GRADES ARE TO FLANGE OF CURB

PROJECT NO: 9835-06-70	HWY: 10TH AVENUE	COUNTY: LANGLADE	PLAN GRADES	SHEET 38	E
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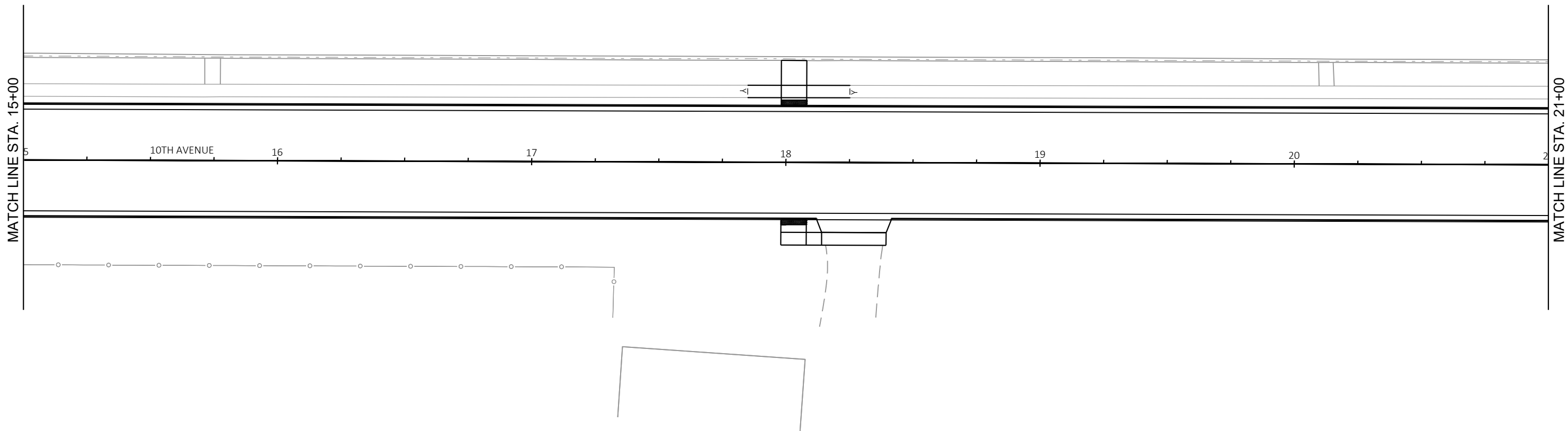




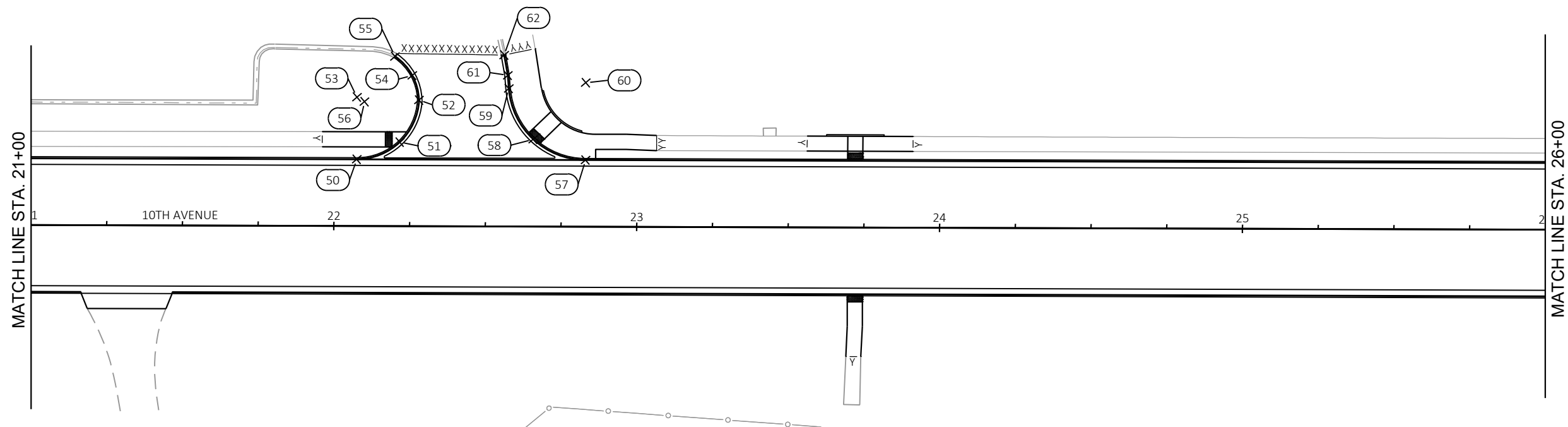
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
1	10+17.22	54.56 LT	337648.202	613562.548	
2	10+25.37	31.67 LT	337625.996	613572.397	
3	10+47.66	22.00 LT	337618.028	613595.345	
4	10+47.66	52.50 LT	337648.441	613593.047	30.5
5	10+10.12	50.44 RT	337542.965	613563.375	
6	10+19.72	30.22 RT	337563.855	613571.428	
7	10+40.55	22.00 RT	337573.618	613591.576	
8	10+40.55	52.50 RT	337543.205	613593.874	30.5
9	12+38.08	22.50 LT	337631.995	613780.219	

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
10	12+52.88	31.46 LT	337640.914	613797.732	
11	12+58.55	47.80 LT	337659.639	613803.701	
12	12+33.06	47.50 LT	337657.423	613778.298	25.5
13	12+58.47	57.61 LT	337669.418	613802.875	
14	13+07.50	22.50 LT	337637.982	613859.466	
15	12+92.57	31.62 LT	337644.309	613840.651	
16	12+87.04	48.22 LT	337662.211	613832.074	
17	12+87.31	57.64 LT	337671.620	613831.631	
18	13+12.53	47.50 LT	337663.410	613857.545	25.5

- NOTES:
- 1. ALL CURB AND GUTTER POINTS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED AS BOC-BACK OF CURB.
 - 2. ALL RADIUS DISTANCES ARE TO FACE OF CURB.

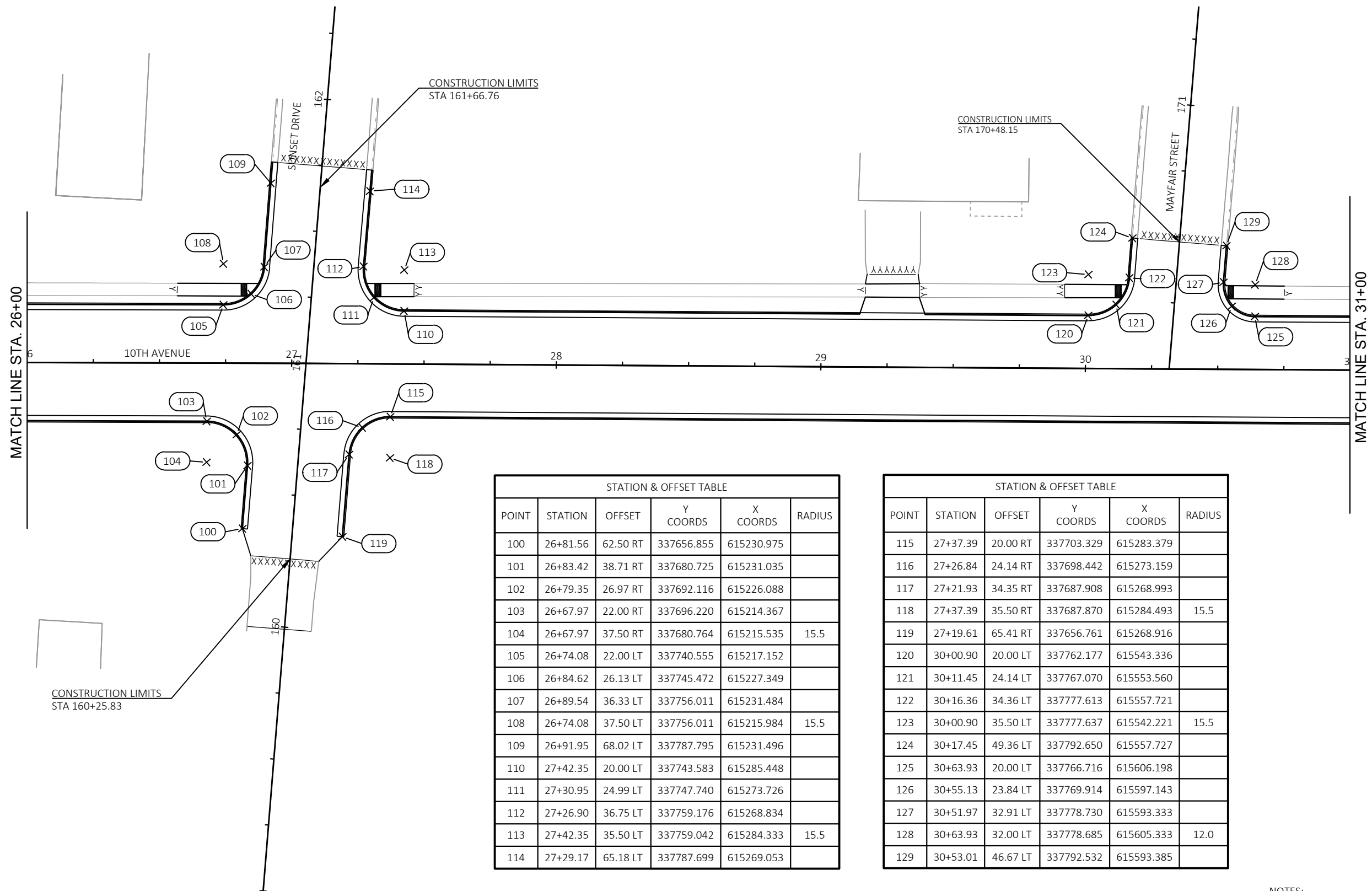


- NOTES:
- 1. ALL CURB AND GUTTER POINTS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED AS BOC-BACK OF CURB.
 - 2. ALL RADIUS DISTANCES ARE TO FACE OF CURB.



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
50	22+07.49	22.00 LT	337705.405	614751.888	
51	22+21.66	27.69 LT	337712.142	614765.589	
52	22+27.98	41.59 LT	337726.482	614770.835	
53	22+07.49	42.50 LT	337725.847	614750.344	20.5
54	22+25.73	49.73 LT	337734.428	614767.979	
55	22+20.01	55.95 LT	337740.197	614761.813	
56	22+09.98	41.00 LT	337724.535	614752.941	18.0
57	22+83.03	22.00 LT	337711.095	614827.209	
58	22+65.72	28.78 LT	337716.550	614809.434	
59	22+57.61	45.51 LT	337732.624	614800.088	
60	22+83.03	47.50 LT	337736.523	614825.288	25.5
61	22+57.27	49.84 LT	337736.919	614799.423	
62	22+56.06	56.52 LT	337743.484	614797.719	

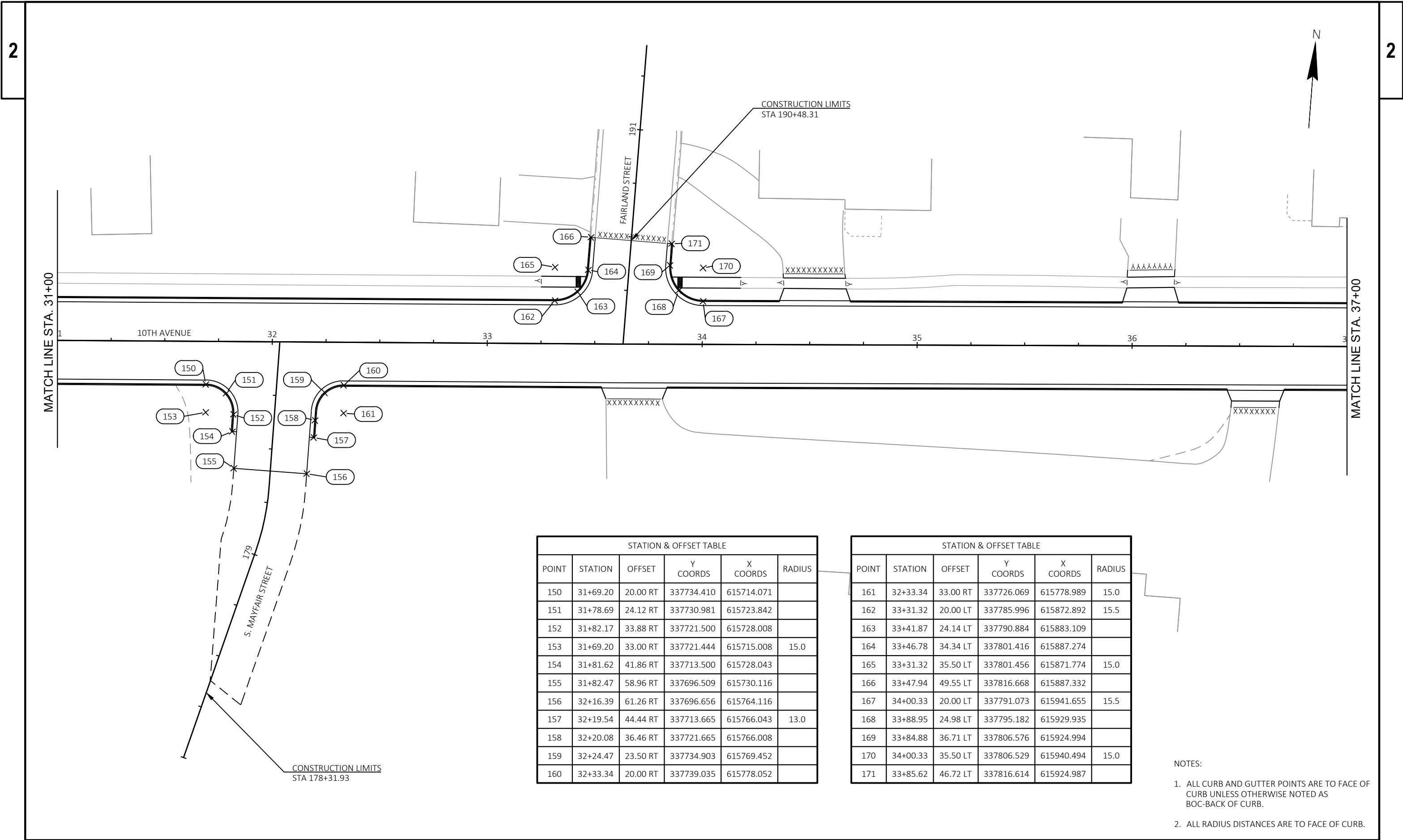
- NOTES:
- 1. ALL CURB AND GUTTER POINTS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED AS BOC-BACK OF CURB.
 - 2. ALL RADIUS DISTANCES ARE TO FACE OF CURB.



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
100	26+81.56	62.50 RT	337656.855	615230.975	
101	26+83.42	38.71 RT	337680.725	615231.035	
102	26+79.35	26.97 RT	337692.116	615226.088	
103	26+67.97	22.00 RT	337696.220	615214.367	
104	26+67.97	37.50 RT	337680.764	615215.535	15.5
105	26+74.08	22.00 LT	337740.555	615217.152	
106	26+84.62	26.13 LT	337745.472	615227.349	
107	26+89.54	36.33 LT	337756.011	615231.484	
108	26+74.08	37.50 LT	337756.011	615215.984	15.5
109	26+91.95	68.02 LT	337787.795	615231.496	
110	27+42.35	20.00 LT	337743.583	615285.448	
111	27+30.95	24.99 LT	337747.740	615273.726	
112	27+26.90	36.75 LT	337759.176	615268.834	
113	27+42.35	35.50 LT	337759.042	615284.333	15.5
114	27+29.17	65.18 LT	337787.699	615269.053	

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
115	27+37.39	20.00 RT	337703.329	615283.379	
116	27+26.84	24.14 RT	337698.442	615273.159	
117	27+21.93	34.35 RT	337687.908	615268.993	
118	27+37.39	35.50 RT	337687.870	615284.493	15.5
119	27+19.61	65.41 RT	337656.761	615268.916	
120	30+00.90	20.00 LT	337762.177	615543.336	
121	30+11.45	24.14 LT	337767.070	615553.560	
122	30+16.36	34.36 LT	337777.613	615557.721	
123	30+00.90	35.50 LT	337777.637	615542.221	15.5
124	30+17.45	49.36 LT	337792.650	615557.727	
125	30+63.93	20.00 LT	337766.716	615606.198	
126	30+55.13	23.84 LT	337769.914	615597.143	
127	30+51.97	32.91 LT	337778.730	615593.333	
128	30+63.93	32.00 LT	337778.685	615605.333	12.0
129	30+53.01	46.67 LT	337792.532	615593.385	

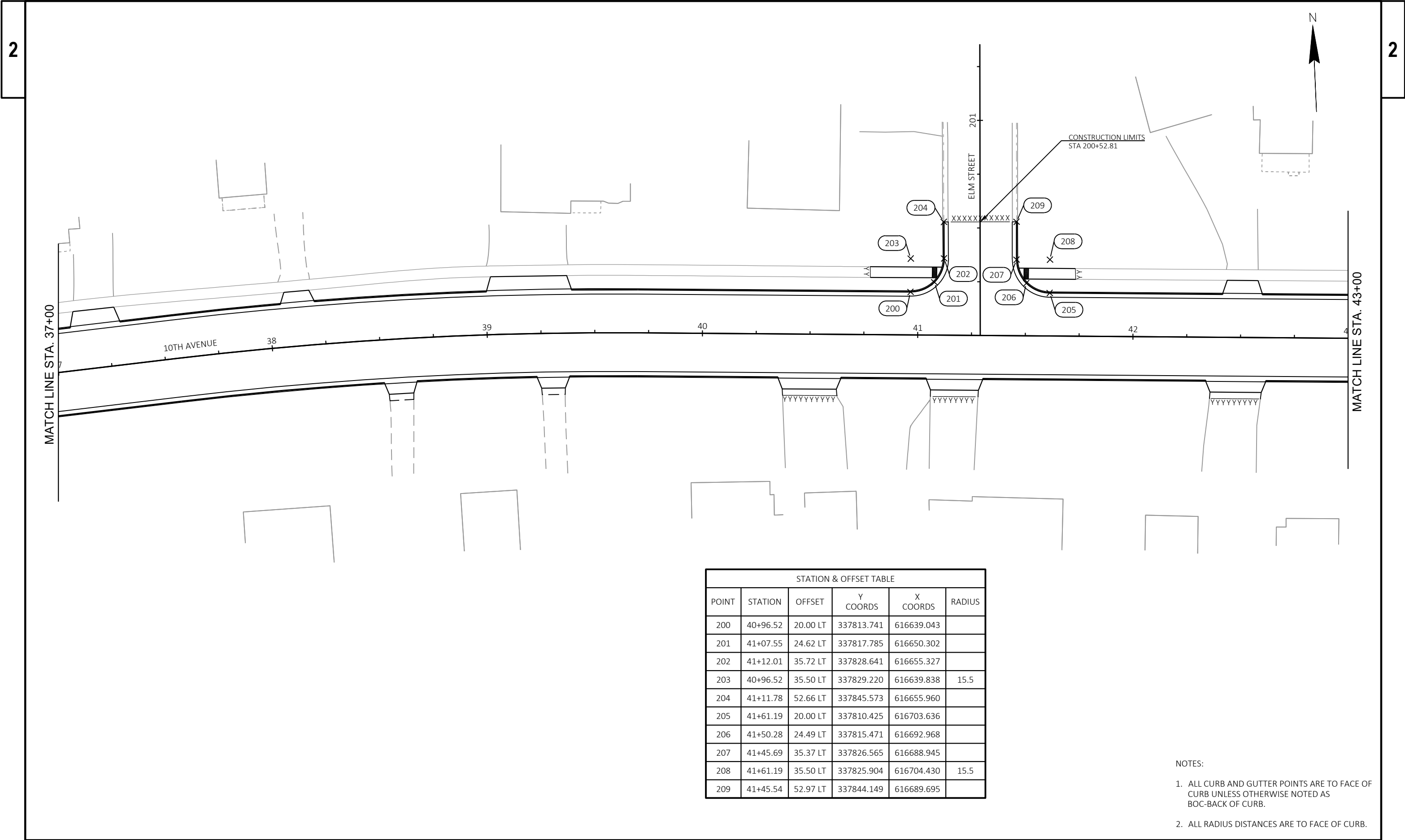
- NOTES:
1. ALL CURB AND GUTTER POINTS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED AS BOC-BACK OF CURB.
 2. ALL RADIUS DISTANCES ARE TO FACE OF CURB.



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
150	31+69.20	20.00 RT	337734.410	615714.071	
151	31+78.69	24.12 RT	337730.981	615723.842	
152	31+82.17	33.88 RT	337721.500	615728.008	
153	31+69.20	33.00 RT	337721.444	615715.008	15.0
154	31+81.62	41.86 RT	337713.500	615728.043	
155	31+82.47	58.96 RT	337696.509	615730.116	
156	32+16.39	61.26 RT	337696.656	615764.116	
157	32+19.54	44.44 RT	337713.665	615766.043	13.0
158	32+20.08	36.46 RT	337721.665	615766.008	
159	32+24.47	23.50 RT	337734.903	615769.452	
160	32+33.34	20.00 RT	337739.035	615778.052	

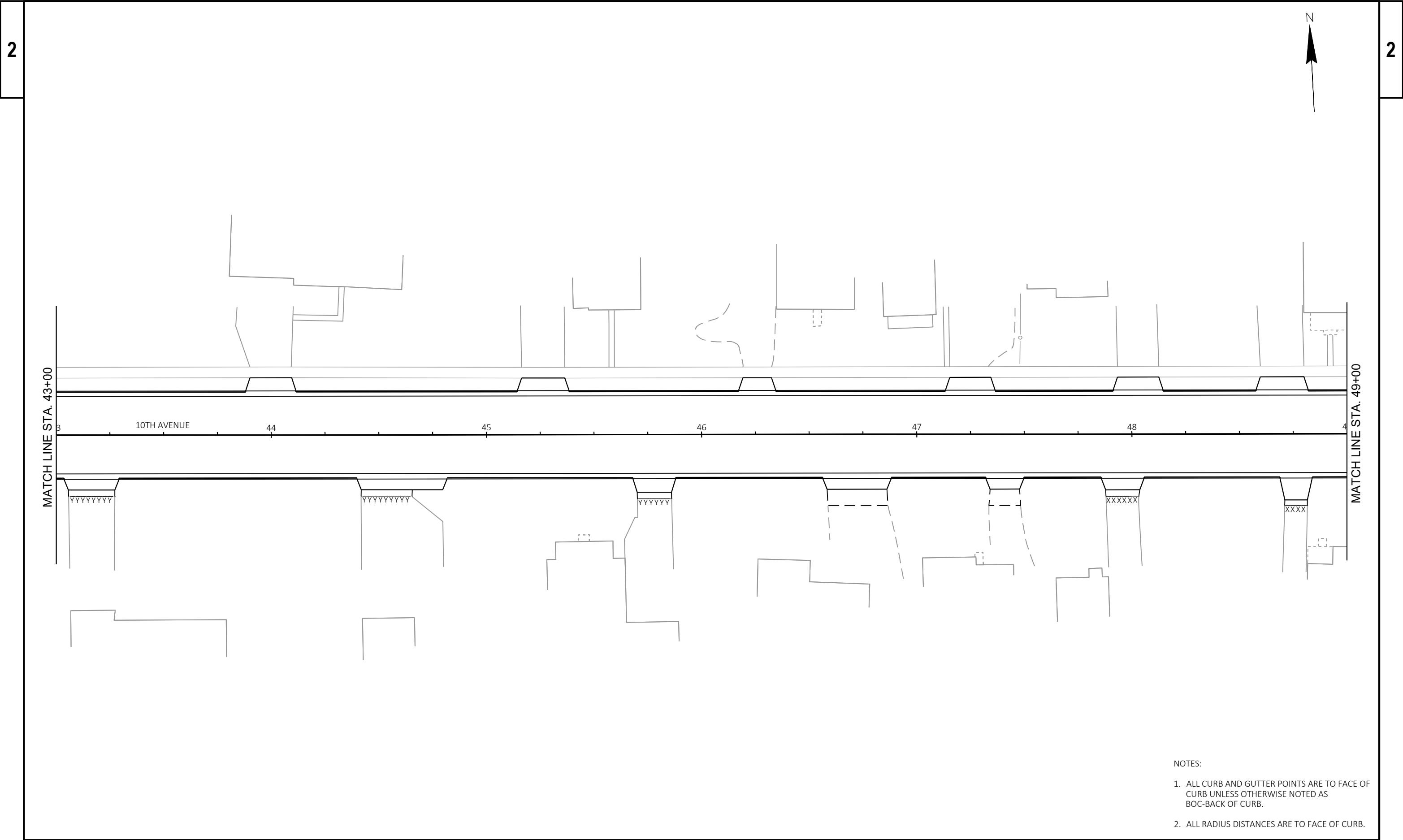
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
161	32+33.34	33.00 RT	337726.069	615778.989	15.0
162	33+31.32	20.00 LT	337785.996	615872.892	15.5
163	33+41.87	24.14 LT	337790.884	615883.109	
164	33+46.78	34.34 LT	337801.416	615887.274	
165	33+31.32	35.50 LT	337801.456	615871.774	15.0
166	33+47.94	49.55 LT	337816.668	615887.332	
167	34+00.33	20.00 LT	337791.073	615941.655	15.5
168	33+88.95	24.98 LT	337795.182	615929.935	
169	33+84.88	36.71 LT	337806.576	615924.994	
170	34+00.33	35.50 LT	337806.529	615940.494	15.0
171	33+85.62	46.72 LT	337816.614	615924.987	

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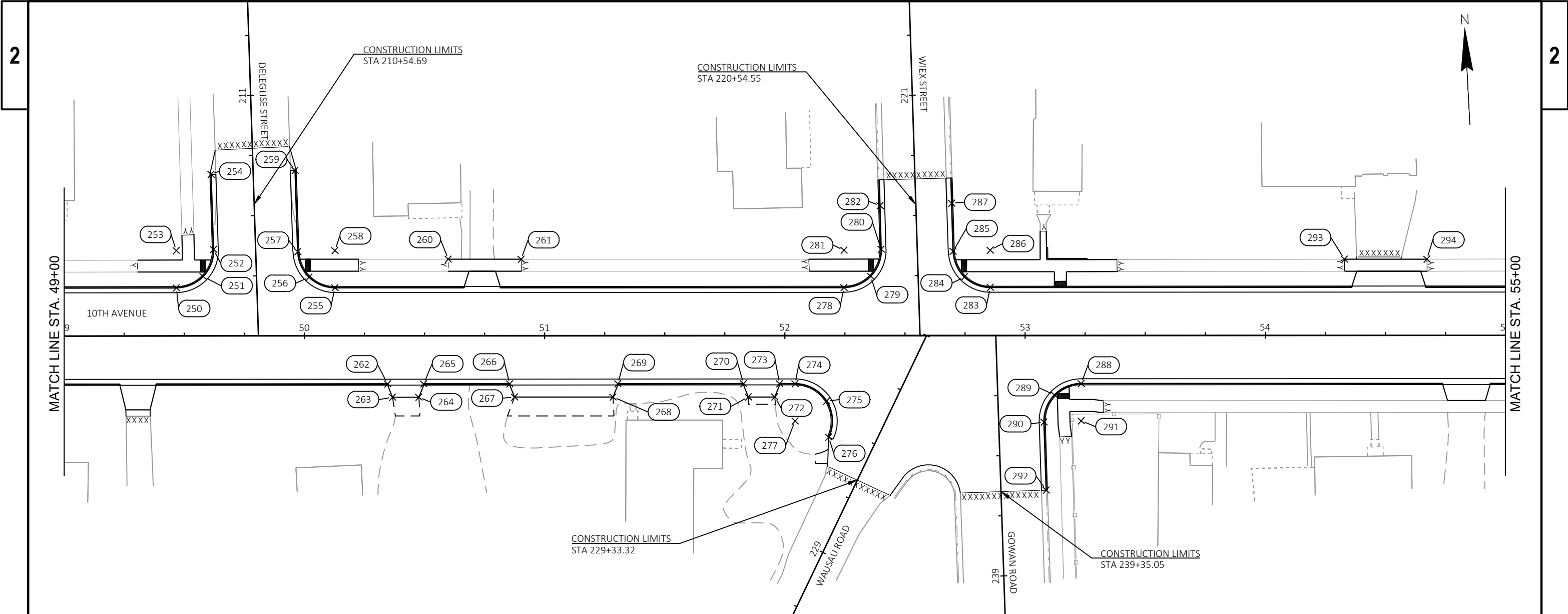


STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
200	40+96.52	20.00 LT	337813.741	616639.043	
201	41+07.55	24.62 LT	337817.785	616650.302	
202	41+12.01	35.72 LT	337828.641	616655.327	
203	40+96.52	35.50 LT	337829.220	616639.838	15.5
204	41+11.78	52.66 LT	337845.573	616655.960	
205	41+61.19	20.00 LT	337810.425	616703.636	
206	41+50.28	24.49 LT	337815.471	616692.968	
207	41+45.69	35.37 LT	337826.565	616688.945	
208	41+61.19	35.50 LT	337825.904	616704.430	15.5
209	41+45.54	52.97 LT	337844.149	616689.695	

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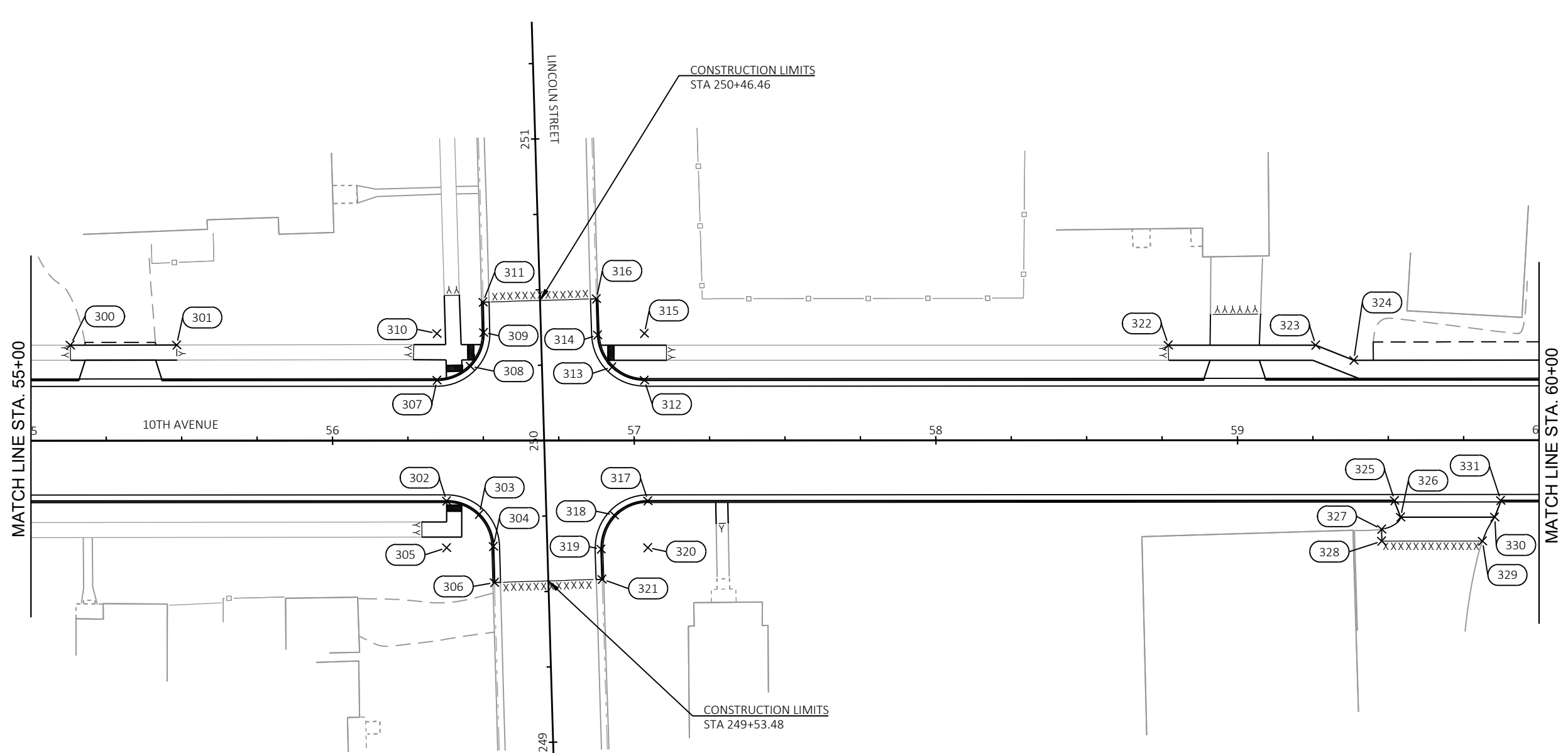
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
250	49+46.74	20.00 LT	337770.151	617488.152	
251	49+57.87	24.71 LT	337774.287	617499.509	
252	49+62.23	35.98 LT	337785.320	617504.443	
253	49+46.74	35.50 LT	337785.631	617488.947	15.5
254	49+61.26	67.20 LT	337816.544	617505.070	
255	50+12.75	20.00 LT	337766.747	617554.088	
256	50+01.97	24.37 LT	337771.668	617543.544	
257	49+97.26	35.01 LT	337782.538	617539.395	15.5
258	50+12.75	35.50 LT	337782.227	617554.892	15.5
259	49+96.19	68.83 LT	337816.370	617540.074	
260	50+59.90	31.85 LT	337776.141	617601.787	
261	50+90.29	31.84 LT	337774.555	617632.134	

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
262	50+34.66	20.00 RT	337725.665	617573.892	
263	50+36.67	25.51 RT	337720.057	617575.608	
264	50+47.66	25.50 RT	337719.498	617586.589	
265	50+49.66	20.00 RT	337724.887	617588.872	
266	50+85.48	20.00 RT	337723.030	617624.642	
267	50+87.48	25.50 RT	337717.434	617626.353	
268	51+28.48	25.50 RT	337715.307	617667.298	
269	51+30.48	20.00 RT	337720.696	617669.580	
270	51+82.82	20.00 RT	337717.982	617721.851	
271	51+84.82	25.50 RT	337712.386	617723.563	
272	51+95.82	25.50 RT	337711.815	617734.548	
273	51+97.82	20.00 RT	337717.204	617736.830	

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
274	52+04.27	20.00 RT	337716.870	617743.271	
275	52+17.39	27.24 RT	337708.956	617755.995	
276	52+18.24	42.20 RT	337693.971	617756.076	15.5
277	52+04.27	35.50 RT	337701.390	617742.467	15.5
278	52+24.64	20.00 LT	337755.759	617765.689	
279	52+35.73	24.68 LT	337759.854	617777.011	
280	52+40.14	35.88 LT	337770.818	617781.987	15.5
281	52+24.64	35.50 LT	337771.239	617766.492	15.5
282	52+39.69	54.05 LT	337788.983	617782.482	
283	52+85.56	20.00 LT	337752.600	617826.530	
284	52+74.77	24.38 LT	337757.534	617815.974	
285	52+70.07	35.05 LT	337768.428	617811.838	15.5

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
286	52+85.56	35.50 LT	337768.079	617827.334	15.5
287	52+69.52	55.00 LT	337788.387	617812.325	
288	53+23.38	20.00 RT	337710.693	617862.223	
289	53+12.25	24.71 RT	337706.564	617850.864	
290	53+07.89	35.98 RT	337695.533	617845.923	15.5
291	53+23.38	35.50 RT	337695.214	617861.419	15.5
292	53+08.77	64.29 RT	337667.221	617845.339	
293	54+33.00	31.65 LT	337756.588	617974.376	
294	54+67.31	31.68 LT	337754.837	618008.633	

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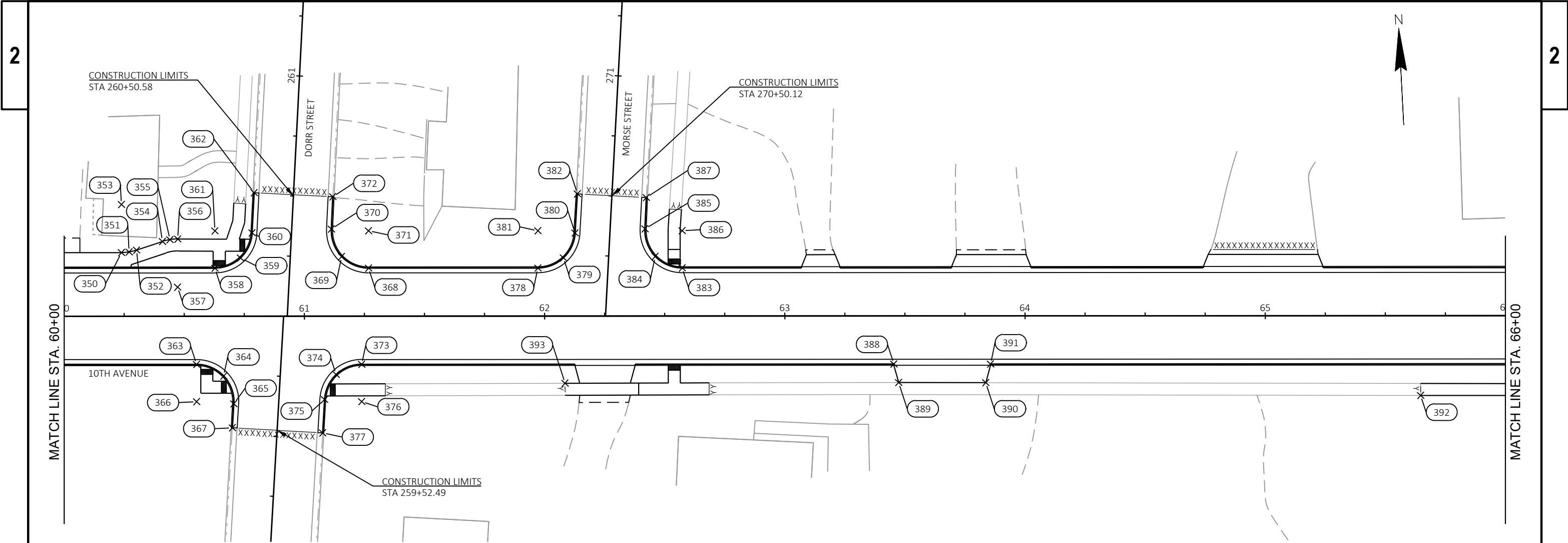


STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
300	55+13.09	31.71 LT	337752.500	618054.353	
301	55+48.36	31.74 LT	337750.699	618089.578	
302	56+37.83	20.00 RT	337694.386	618176.244	
303	56+48.63	24.39 RT	337689.446	618186.806	
304	56+53.32	35.06 RT	337678.542	618190.936	
305	56+37.83	35.50 RT	337678.907	618175.440	15.5
306	56+53.66	47.02 RT	337666.582	618190.656	
307	56+34.63	20.00 LT	337734.498	618175.130	
308	56+45.71	24.66 LT	337738.573	618186.431	
309	56+50.13	35.83 LT	337749.499	618191.426	
310	56+34.63	35.50 LT	337749.977	618175.934	15.5

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
311	56+49.92	45.90 LT	337759.572	618191.737	
312	57+03.40	20.00 LT	337730.932	618243.800	
313	56+92.62	24.36 LT	337735.848	618233.261	
314	56+87.90	34.99 LT	337746.709	618229.107	
315	57+03.40	35.50 LT	337746.411	618244.604	15.5
316	56+87.51	46.98 LT	337758.696	618229.338	
317	57+04.52	20.00 RT	337690.928	618242.847	
318	56+93.38	24.72 RT	337686.794	618231.483	
319	56+89.03	36.00 RT	337675.754	618226.546	
320	57+04.52	35.50 RT	337675.448	618242.043	15.5
321	56+89.35	45.97 RT	337665.779	618226.350	

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
322	58+77.08	31.54 LT	337733.447	618417.847	
323	59+25.95	31.51 LT	337730.890	618466.655	
324	59+38.59	26.50 LT	337725.227	618479.011	
325	59+52.07	20.00 RT	337678.090	618490.069	
326	59+54.07	25.50 RT	337672.494	618491.782	
327	59+47.79	29.49 RT	337668.832	618485.294	
328	59+47.78	33.43 RT	337664.899	618485.090	
329	59+81.19	33.44 RT	337663.163	618518.446	
330	59+85.25	25.50 RT	337670.877	618522.915	
331	59+87.25	20.00 RT	337676.266	618525.197	

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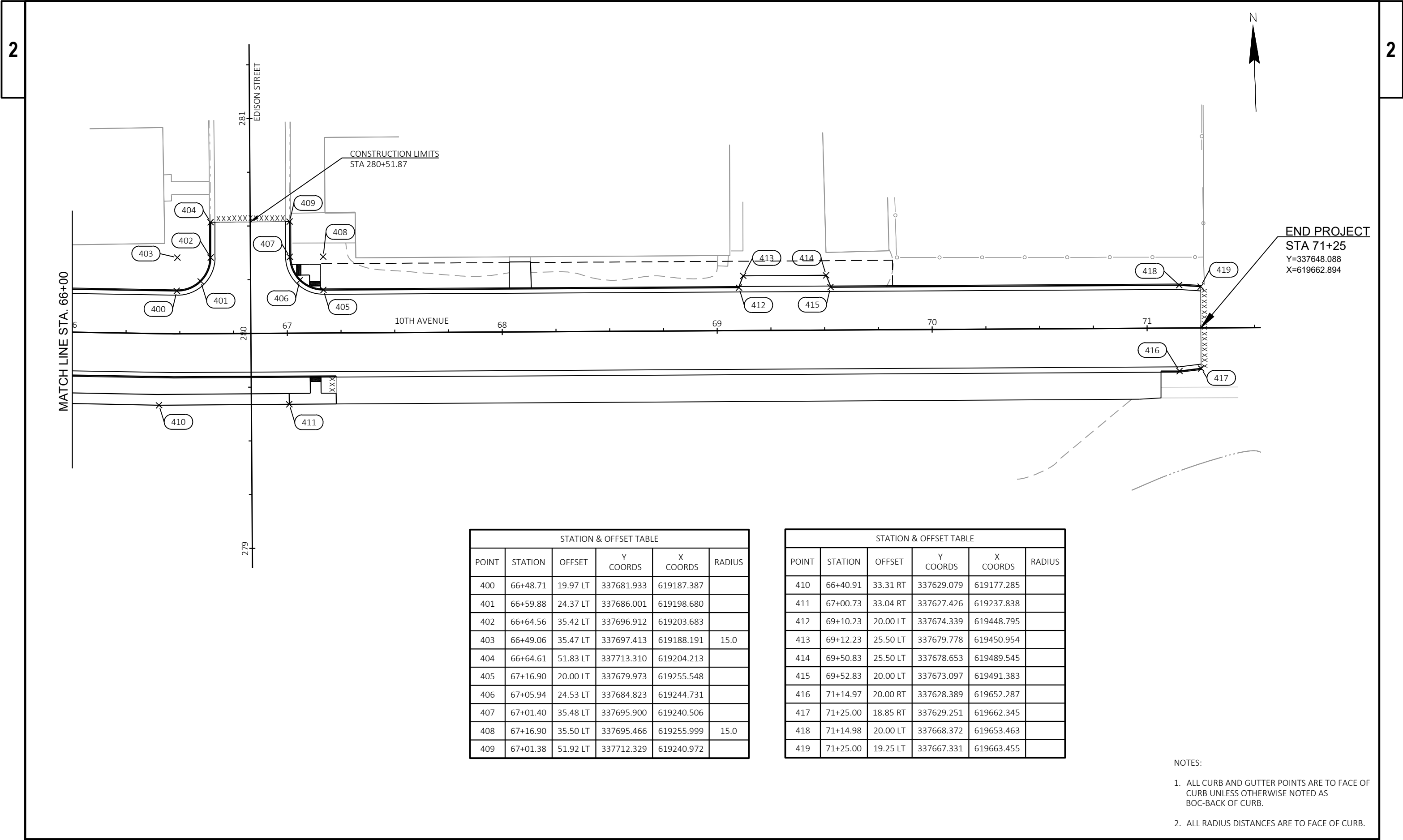
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
350	60+23.89	26.50 LT	337720.803	618564.198	
351	60+27.08	26.76 LT	337720.894	618567.400	
352	60+30.19	27.52 LT	337721.494	618570.545	
353	60+23.89	46.50 LT	337740.776	618565.236	20.0
354	60+40.95	31.09 LT	337724.503	618581.473	
355	60+44.08	31.86 LT	337725.106	618584.644	
356	60+47.30	32.11 LT	337725.191	618587.871	
357	60+47.25	12.11 LT	337705.221	618586.782	20.0
358	60+62.77	20.00 LT	337712.295	618602.692	
359	60+73.44	24.25 LT	337715.991	618613.566	
360	60+78.25	34.68 LT	337726.156	618618.911	

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
361	60+62.77	35.50 LT	337727.775	618603.496	15.0
362	60+79.13	51.36 LT	337742.760	618620.655	
363	60+55.14	20.00 RT	337672.745	618592.995	
364	60+66.41	24.86 RT	337667.310	618603.997	
365	60+70.61	36.38 RT	337655.581	618607.600	
366	60+55.14	35.50 RT	337657.266	618592.191	15.0
367	60+70.03	46.37 RT	337645.638	618606.497	
368	61+26.75	20.00 LT	337708.978	618666.584	
369	61+15.53	24.81 LT	337714.358	618655.629	
370	61+11.27	36.24 LT	337726.000	618651.964	
371	61+26.75	35.50 LT	337724.457	618667.387	15.0

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
372	61+11.88	49.67 LT	337739.381	618653.273	
373	61+23.86	20.00 RT	337669.181	618661.623	
374	61+13.22	24.23 RT	337665.510	618650.778	
375	61+08.38	34.61 RT	337655.396	618645.412	
376	61+23.86	35.50 RT	337653.702	618660.819	15.0
377	61+07.58	48.51 RT	337641.552	618643.890	
378	61+97.23	20.00 LT	337705.323	618736.969	
379	62+07.86	24.22 LT	337708.986	618747.804	
380	62+12.70	34.58 LT	337719.082	618753.177	
381	61+97.23	35.50 LT	337720.802	618737.773	15.0
382	62+13.69	50.81 LT	337735.242	618755.005	

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
383	62+57.28	20.00 LT	337702.209	618796.941	
384	62+46.06	24.81 LT	337707.595	618785.980	
385	62+41.80	36.26 LT	337719.248	618782.323	
386	62+57.28	35.50 LT	337717.688	618797.744	15.0
387	62+42.37	49.29 LT	337732.233	618783.568	
388	63+45.38	20.00 RT	337657.694	618882.848	
389	63+47.39	27.68 RT	337649.921	618884.454	
390	63+83.65	27.76 RT	337647.963	618920.666	
391	63+85.64	20.00 RT	337655.606	618923.053	
392	65+64.66	33.14 RT	337633.196	619101.148	
393	62+08.51	27.92 RT	337656.880	618745.745	

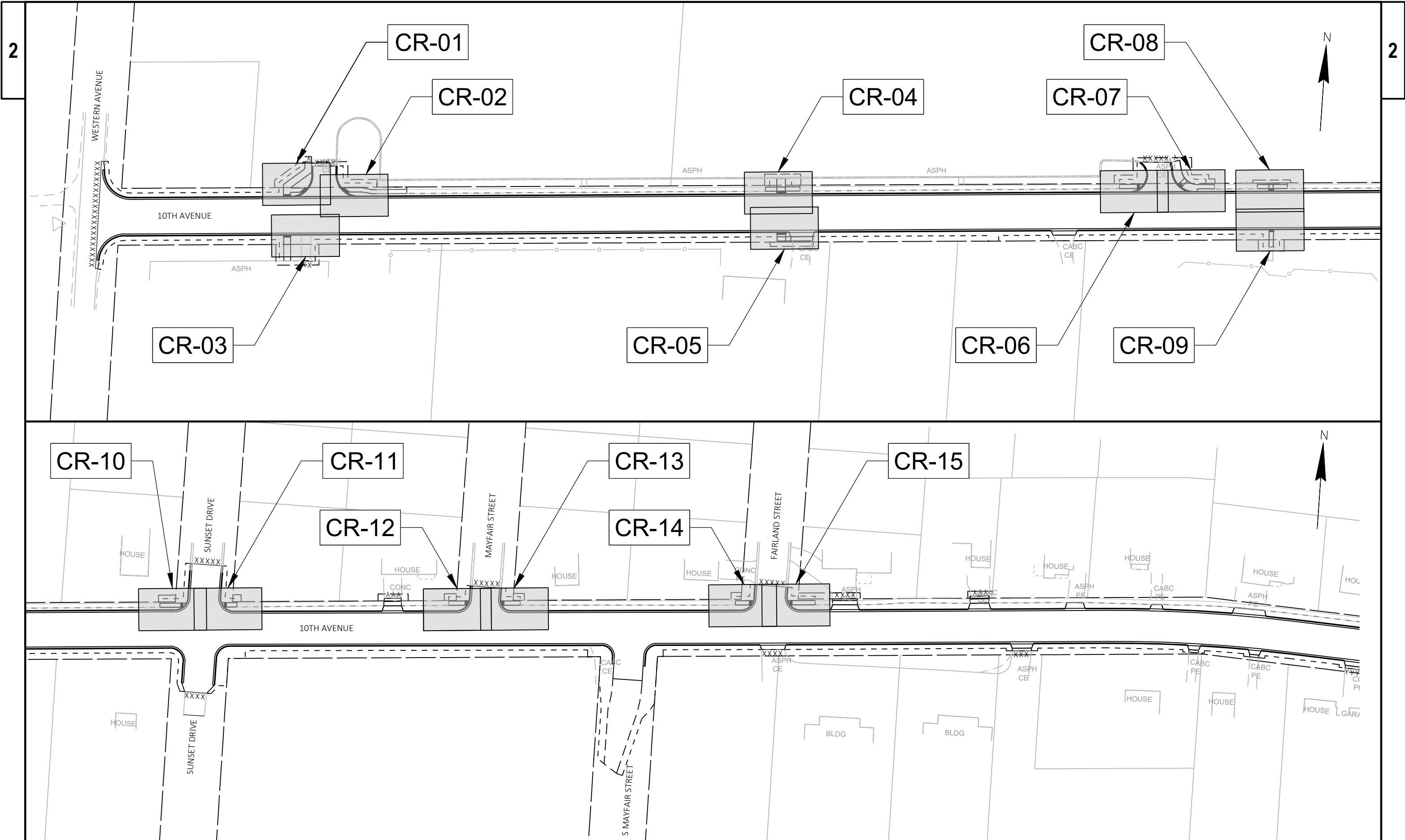
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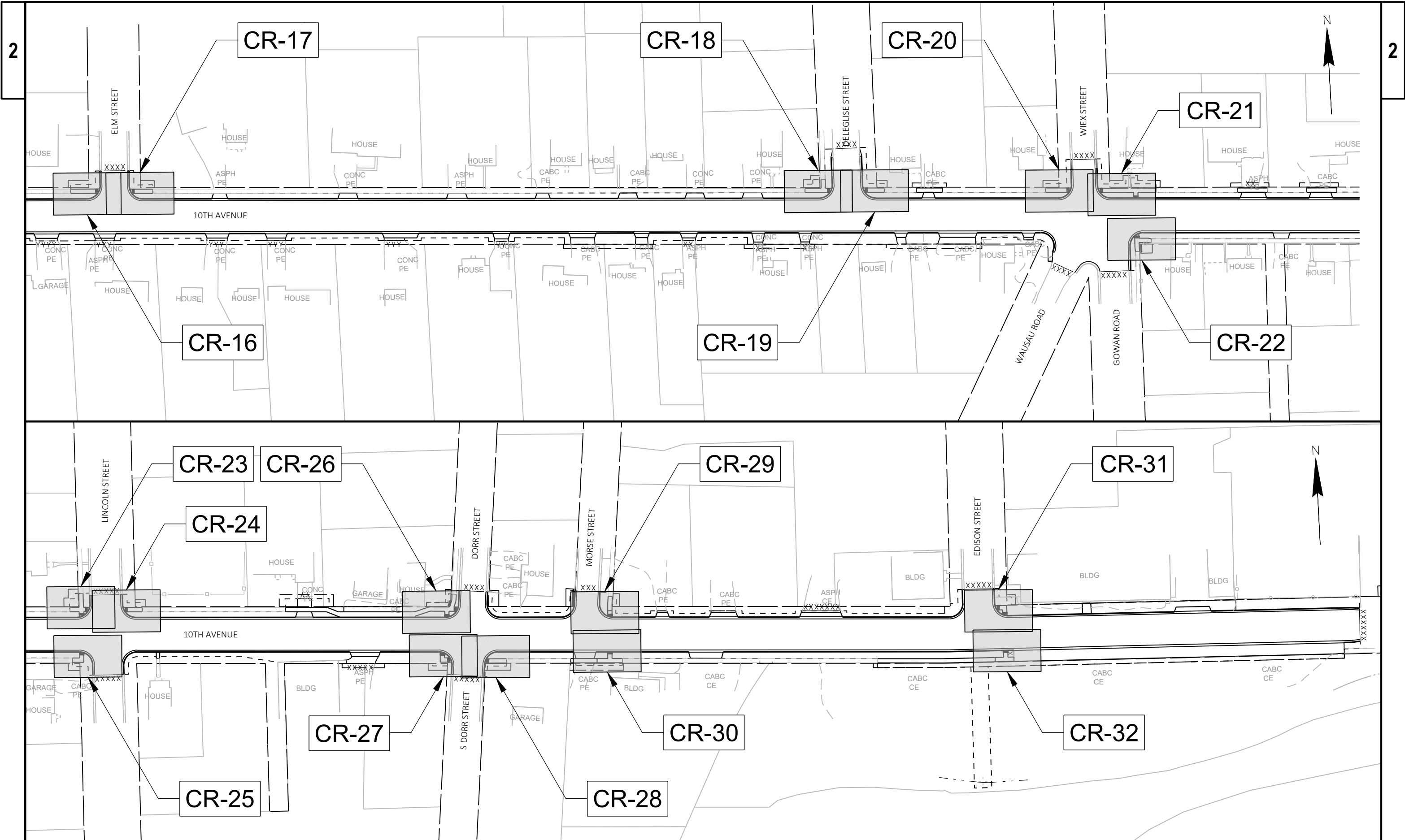


STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
400	66+48.71	19.97 LT	337681.933	619187.387	
401	66+59.88	24.37 LT	337686.001	619198.680	
402	66+64.56	35.42 LT	337696.912	619203.683	
403	66+49.06	35.47 LT	337697.413	619188.191	15.0
404	66+64.61	51.83 LT	337713.310	619204.213	
405	67+16.90	20.00 LT	337679.973	619255.548	
406	67+05.94	24.53 LT	337684.823	619244.731	
407	67+01.40	35.48 LT	337695.900	619240.506	
408	67+16.90	35.50 LT	337695.466	619255.999	15.0
409	67+01.38	51.92 LT	337712.329	619240.972	

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
410	66+40.91	33.31 RT	337629.079	619177.285	
411	67+00.73	33.04 RT	337627.426	619237.838	
412	69+10.23	20.00 LT	337674.339	619448.795	
413	69+12.23	25.50 LT	337679.778	619450.954	
414	69+50.83	25.50 LT	337678.653	619489.545	
415	69+52.83	20.00 LT	337673.097	619491.383	
416	71+14.97	20.00 RT	337628.389	619652.287	
417	71+25.00	18.85 RT	337629.251	619662.345	
418	71+14.98	20.00 LT	337668.372	619653.463	
419	71+25.00	19.25 LT	337667.331	619663.455	

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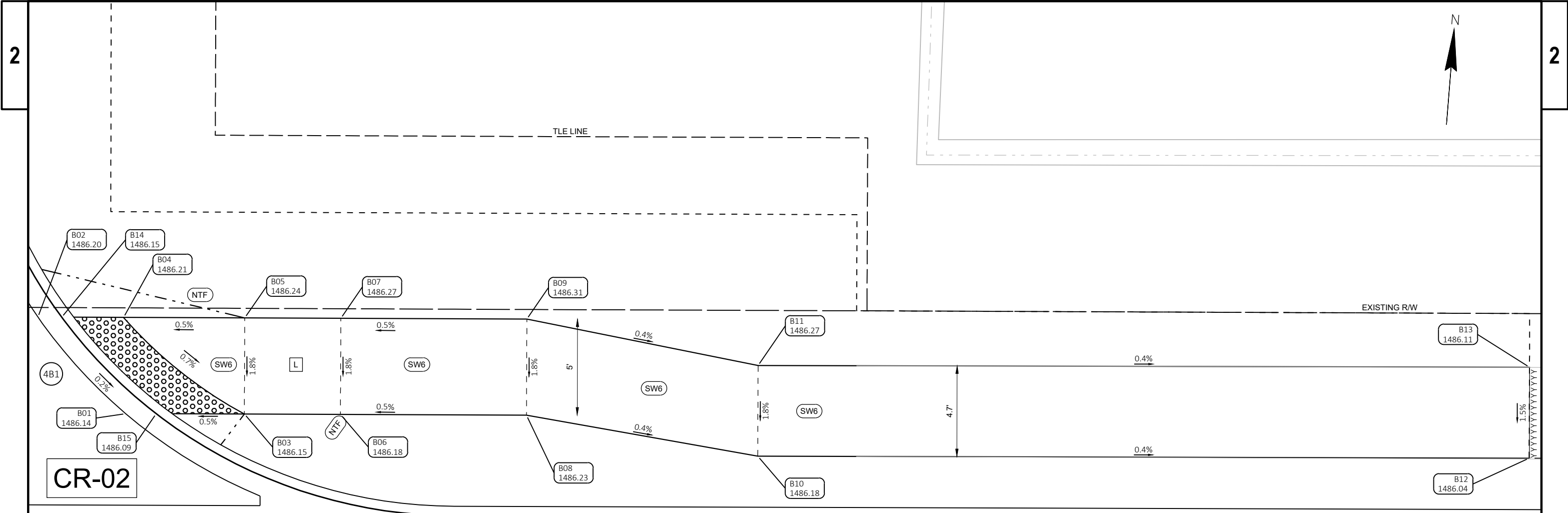


2

CR-01					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
A14	12+58.03	50.30' LT	1486.86	337662.10	613802.99
A15	12+57.93	62.56' LT	1486.86	337674.31	613801.96
A16	12+44.09	27.32' LT	1486.23	337638.13	613790.82
A17	12+44.09	32.32' LT	1486.29	337643.12	613790.45
A18	12+50.33	32.31' LT	1486.26	337643.58	613796.67
A19	12+48.64	27.31' LT	1486.15	337638.47	613795.36
A20	12+53.54	32.31' LT	1486.22	337643.82	613799.87
A21	12+50.22	27.31' LT	1486.20	337638.59	613796.94
A22	12+54.77	32.31' LT	1486.25	337643.91	613801.09
A23	12+39.36	23.31' LT	1486.34	337633.77	613786.40
A24	12+42.15	24.21' LT	1486.37	337634.89	613789.13
A25	12+39.93	22.94' LT	1486.34	337633.45	613787.00
A26	12+42.88	23.97' LT	1486.35	337634.70	613789.86

* CROSS SLOPE EXCEEDS 2% MAX	WARNING FIELD NOTES: XR = 8.8 FT R = 25 FT LC = 7.1 FT AREA = 15.1 SF
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LEGEND	
(X)	CURB RAMP TYPE
XX YYY.YY	POINT NUMBER & ELEVATION
- - - - -	SLOPE INTERCEPTS
(SW6)	CONCRETE SIDEWALK 6-INCH
AAAAAAAA	SAW CUT CONCRETE
(NTF)	UNPAVED NON-TRAVERSABLE FLARE (6:1)
(L)	LANDING

WARNING FIELD NOTES:
XR = 8.9 FT
R = 25 FT
LC = 7.2 FT
AREA = 15.2 SF

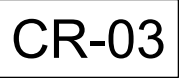
- NOTES:
- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
 - THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
 - DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
 - SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 - ALL STATION AND OFFSET INFORMATION REFERENCE 10TH AVENUE R/L.

CR-02					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
B01	12+95.42	27.27' LT	1486.14	337641.94	613842.01
B02	12+90.84	32.27' LT	1486.20	337646.59	613837.06
B03	13+01.60	27.26' LT	1486.15	337642.41	613848.17
B04	12+95.29	32.27' LT	1486.21	337646.92	613841.51
B05	13+01.60	32.26' LT	1486.24	337647.39	613847.80
B06	13+06.60	27.26' LT	1486.18	337642.78	613853.16
B07	13+06.60	32.26' LT	1486.27	337647.77	613852.78
B08	13+16.28	27.25' LT	1486.23	337643.50	613862.81

CR-02					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
B09	13+16.28	32.25' LT	1486.31	337648.49	613862.44
B10	13+28.32	25.15' LT	1486.18	337642.31	613874.98
B11	13+28.32	29.87' LT	1486.27	337647.02	613874.62
B12	13+68.45	25.17' LT	1486.04	337645.36	613914.99
B13	13+68.46	29.90' LT	1486.11	337650.08	613914.65
B14	12+92.07	32.27' LT	1486.15	337646.69	613838.30
B15	12+97.01	27.27' LT	1486.09	337642.07	613843.59

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE 10TH AVENUE R/L.



CR-03					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
C07	12+33.06	20.00' RT	1485.86	337590.11	613783.38
C08	12+33.06	22.00' RT	1485.78	337588.12	613783.53
C09	12+33.06	24.50' RT	1485.97	337585.63	613783.72
C10	12+33.06	28.17' RT	1486.22	337581.97	613784.00
C11	12+33.06	33.17' RT	1486.30	337576.98	613784.37
C12	12+33.06	52.24' RT	1486.42	337557.96	613785.81

LEGEND

X

CURB RAMP TYPE

XX
YYY.YY

POINT NUMBER & ELEVATION

SLOPE INTERCEPTS

SW6

CONCRETE SIDEWALK 6-INCH

ΛΛΛΛΛΛΛ

SAW CUT CONCRETE

NTF

UNPAVED NON-TRAVERSABLE FLARE (6:1)

L

LANDING

MEF

DESIGNED NO MAXIMUM EXTENT FEASIBLE

- NOTES:
1.

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3.

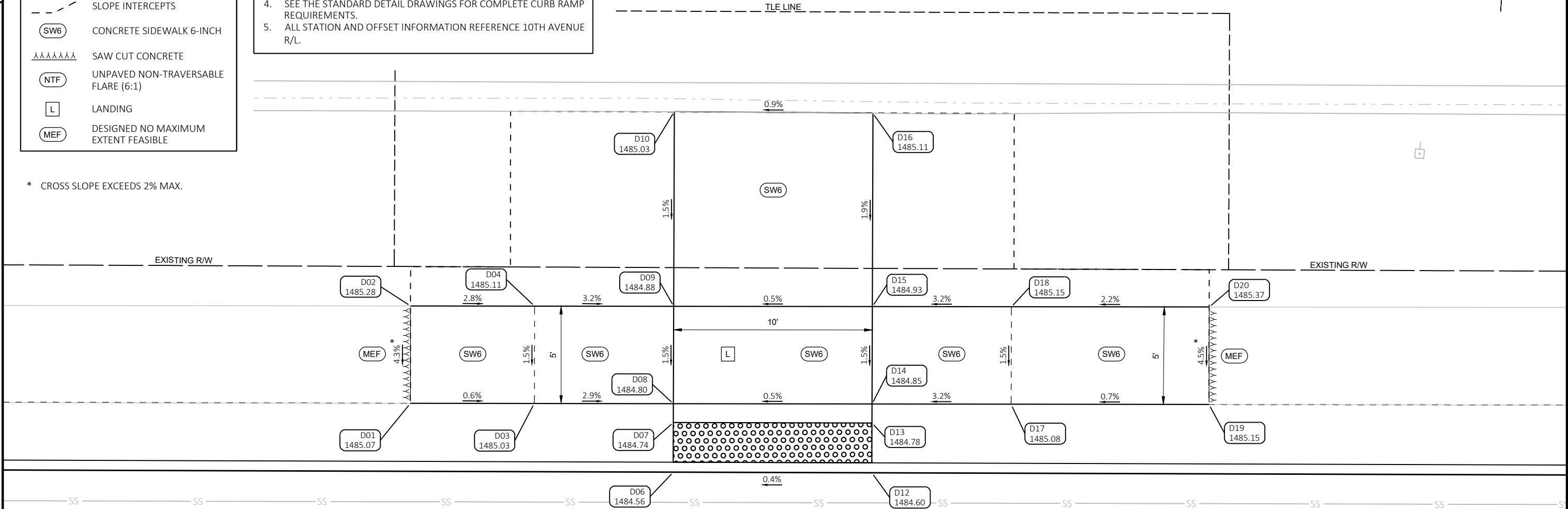
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4.

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5.

ALL STATION AND OFFSET INFORMATION REFERENCE 10TH AVENUE R/L.



* CROSS SLOPE EXCEEDS 2% MAX.



CR-04					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
D01	17+84.86	25.42' LT	1485.07	337676.98	614330.20
D02	17+84.86	30.32' LT	1485.28	337681.86	614329.82
D03	17+91.10	25.43' LT	1485.03	337677.46	614336.42
D04	17+91.10	30.33' LT	1485.11	337682.34	614336.05
D05	17+98.10	20.00' LT	1484.64	337672.57	614343.81
D06	17+98.10	22.00' LT	1484.56	337674.56	614343.66
D07	17+98.10	24.50' LT	1484.74	337677.06	614343.47
D08	17+98.10	25.44' LT	1484.80	337678.00	614343.40
D09	17+98.10	30.35' LT	1484.88	337682.89	614343.03
D10	17+98.10	40.14' LT	1485.03	337692.65	614342.30

CR-04

10TH AVENUE

CR-04					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
D11	18+08.10	20.00' LT	1484.68	337673.32	614353.78
D12	18+08.10	22.00' LT	1484.60	337675.32	614353.63
D13	18+08.10	24.50' LT	1484.78	337677.81	614353.45
D14	18+08.10	25.46' LT	1484.85	337678.77	614353.37
D15	18+08.10	30.36' LT	1484.93	337683.66	614353.00
D16	18+08.10	40.10' LT	1485.11	337693.36	614352.27
D17	18+15.10	25.46' LT	1485.08	337679.29	614360.35
D18	18+15.10	30.36' LT	1485.15	337684.18	614359.98
D19	18+25.07	25.49' LT	1485.15	337680.07	614370.29
D20	18+25.06	30.40' LT	1485.37	337684.97	614369.91

LEGEND

X

CURB RAMP TYPE

XX
YYY.YY

POINT NUMBER & ELEVATION

SLOPE INTERCEPTS

SW6

CONCRETE SIDEWALK 6-INCH

AAAAAAAA

SAW CUT CONCRETE

NTF

UNPAVED NON-TRAVERSABLE FLARE (6:1)

L

LANDING

- NOTES:
1.

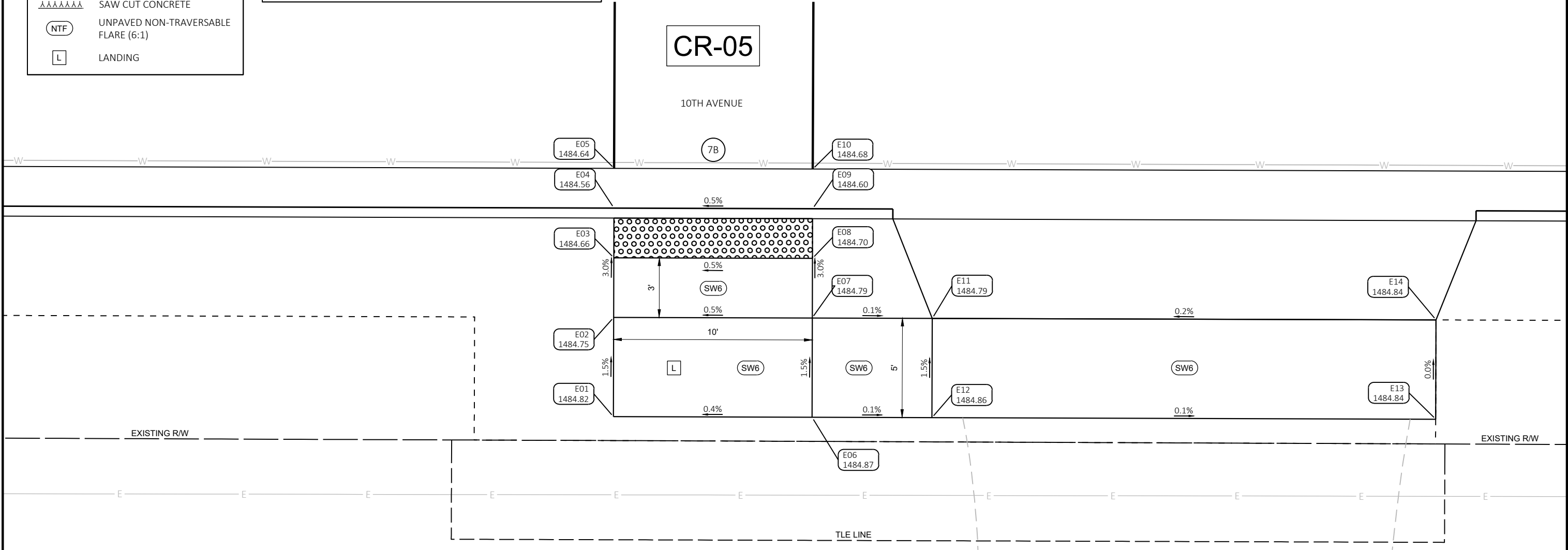
CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3.

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4.

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5.

ALL STATION AND OFFSET INFORMATION REFERENCE 10TH AVENUE R/L.

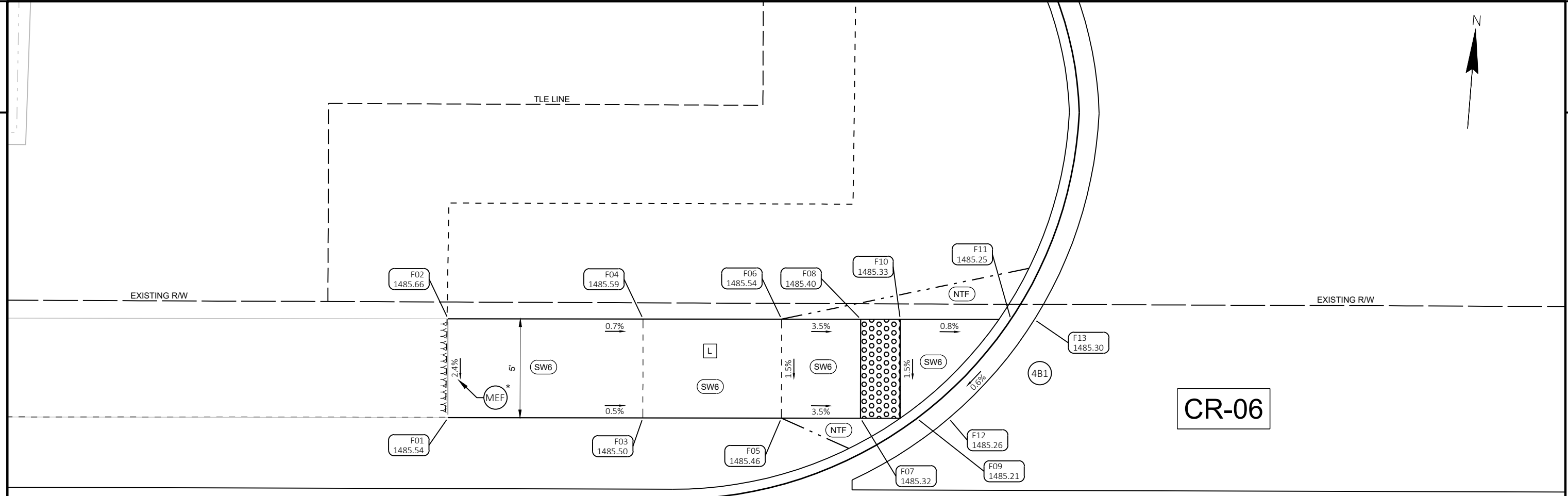


CR-05					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
E01	17+98.10	32.50' RT	1484.82	337620.22	614347.77
E02	17+98.10	27.50' RT	1484.75	337625.20	614347.39
E03	17+98.10	24.50' RT	1484.66	337628.20	614347.17
E04	17+98.10	22.00' RT	1484.56	337630.69	614346.98
E05	17+98.10	20.00' RT	1484.64	337632.68	614346.83
E06	18+08.10	32.50' RT	1484.87	337620.97	614357.74
E07	18+08.10	27.50' RT	1484.79	337625.96	614357.36
E08	18+08.10	24.50' RT	1484.70	337628.95	614357.14

CR-05					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
E09	18+08.10	22.00' RT	1484.60	337631.44	614356.95
E10	18+08.10	20.00' RT	1484.68	337633.44	614356.80
E11	18+14.14	27.50' RT	1484.79	337626.41	614363.38
E12	18+14.14	32.50' RT	1484.86	337621.43	614363.76
E13	18+39.50	32.50' RT	1484.84	337623.34	614389.05
E14	18+39.50	27.50' RT	1484.84	337628.32	614388.67

2

2



10TH AVENUE

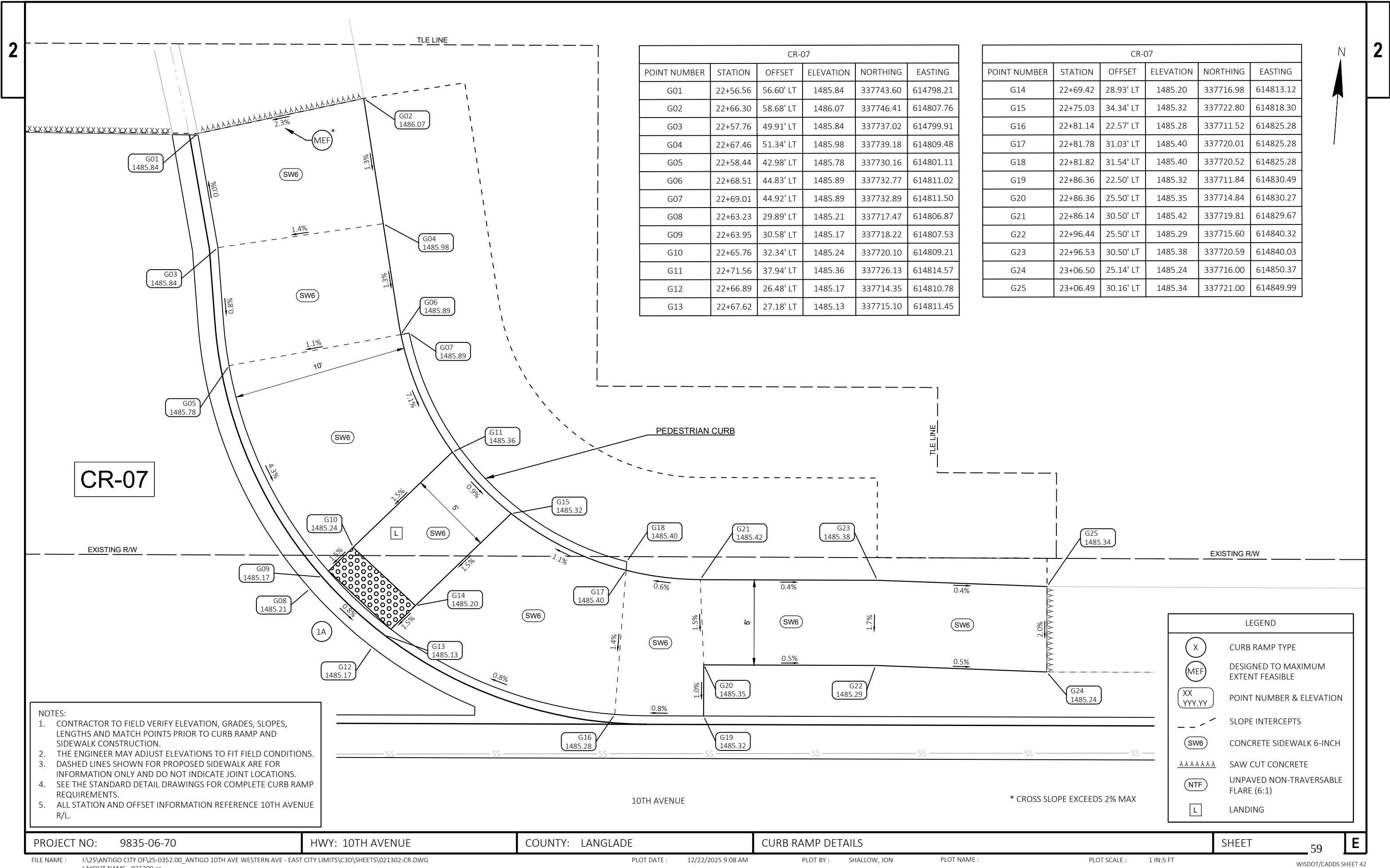
CR-06					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
F01	21+96.12	26.08' LT	1485.54	337708.62	614740.24
F02	21+96.10	31.08' LT	1485.66	337713.60	614739.85
F03	22+05.97	26.09' LT	1485.50	337709.37	614750.06
F04	22+05.96	31.09' LT	1485.59	337714.36	614749.67
F05	22+12.97	26.11' LT	1485.46	337709.91	614757.04
F06	22+12.96	31.11' LT	1485.54	337714.90	614756.65
F07	22+16.97	26.12' LT	1485.32	337710.22	614761.03

CR-06					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
F08	22+16.96	31.12' LT	1485.40	337715.21	614760.64
F09	22+19.82	26.12' LT	1485.21	337710.44	614763.87
F10	22+18.96	31.12' LT	1485.33	337715.36	614762.63
F11	22+24.55	31.13' LT	1485.25	337715.79	614768.21
F12	22+21.42	26.12' LT	1485.26	337710.57	614765.47
F13	22+25.74	31.13' LT	1485.30	337715.89	614769.40

* CROSS SLOPE EXCEEDS 2% MAX

- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 5. ALL STATION AND OFFSET INFORMATION REFERENCE 10TH AVENUE R/L.

LEGEND	
	CURB RAMP TYPE
	DESIGNED TO MAXIMUM EXTENT FEASIBLE
	POINT NUMBER & ELEVATION
	SLOPE INTERCEPTS
	CONCRETE SIDEWALK 6-INCH
	SAW CUT CONCRETE
	UNPAVED NON-TRAVERSABLE FLARE (6:1)
	LANDING

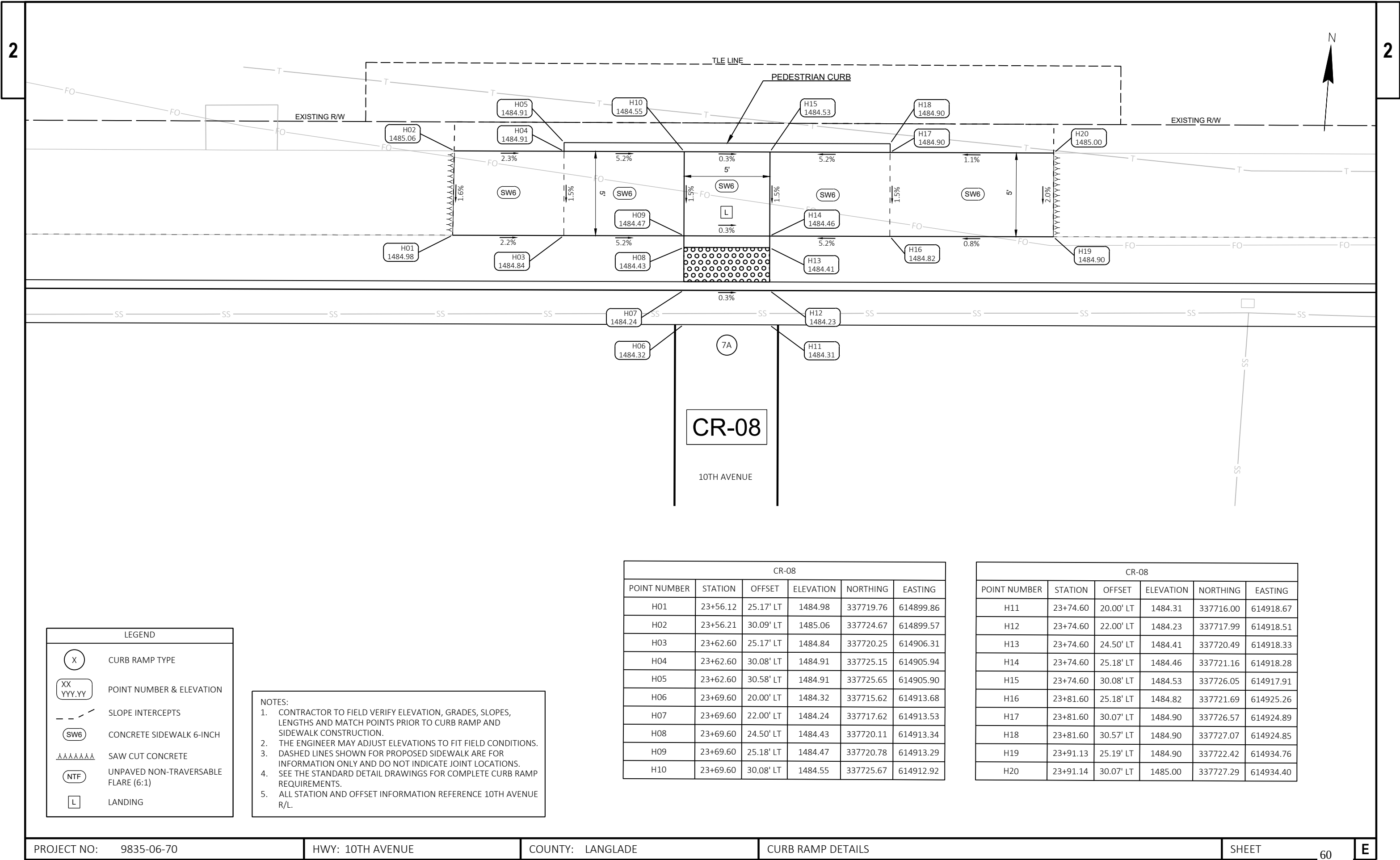


CR-07					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
G01	22+56.56	56.60' LT	1485.84	337743.60	614798.21
G02	22+66.30	58.68' LT	1486.07	337746.41	614807.76
G03	22+57.76	49.91' LT	1485.84	337737.02	614799.91
G04	22+67.46	51.34' LT	1485.98	337739.18	614809.48
G05	22+58.44	42.98' LT	1485.78	337730.16	614801.11
G06	22+68.51	44.83' LT	1485.89	337732.77	614811.02
G07	22+69.01	44.92' LT	1485.89	337732.89	614811.50
G08	22+63.23	29.89' LT	1485.21	337717.47	614806.87
G09	22+63.95	30.58' LT	1485.17	337718.22	614807.53
G10	22+65.76	32.34' LT	1485.24	337720.10	614809.21
G11	22+71.56	37.94' LT	1485.36	337726.13	614814.57
G12	22+66.89	26.48' LT	1485.17	337714.35	614810.78
G13	22+67.62	27.18' LT	1485.13	337715.10	614811.45

CR-07					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
G14	22+69.42	28.93' LT	1485.20	337716.98	614813.12
G15	22+75.03	34.34' LT	1485.32	337722.80	614818.30
G16	22+81.14	22.57' LT	1485.28	337711.52	614825.28
G17	22+81.78	31.03' LT	1485.40	337720.01	614825.28
G18	22+81.82	31.54' LT	1485.40	337720.52	614825.28
G19	22+86.36	22.50' LT	1485.32	337711.84	614830.49
G20	22+86.36	25.50' LT	1485.35	337714.84	614830.27
G21	22+86.14	30.50' LT	1485.42	337719.81	614829.67
G22	22+96.44	25.50' LT	1485.29	337715.60	614840.32
G23	22+96.53	30.50' LT	1485.38	337720.59	614840.03
G24	23+06.50	25.14' LT	1485.24	337716.00	614850.37
G25	23+06.49	30.16' LT	1485.34	337721.00	614849.99

- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 5. ALL STATION AND OFFSET INFORMATION REFERENCE 10TH AVENUE R/L.

LEGEND	
X	CURB RAMP TYPE
MEF	DESIGNED TO MAXIMUM EXTENT FEASIBLE
XX YYY.YY	POINT NUMBER & ELEVATION
- - -	SLOPE INTERCEPTS
SW6	CONCRETE SIDEWALK 6-INCH
AAAAAA	SAW CUT CONCRETE
NTF	UNPAVED NON-TRAVERSABLE FLARE (6:1)
L	LANDING



CR-08

10TH AVENUE

LEGEND	
	CURB RAMP TYPE
	POINT NUMBER & ELEVATION
	SLOPE INTERCEPTS
	CONCRETE SIDEWALK 6-INCH
	SAW CUT CONCRETE
	UNPAVED NON-TRAVERSABLE FLARE (6:1)
	LANDING

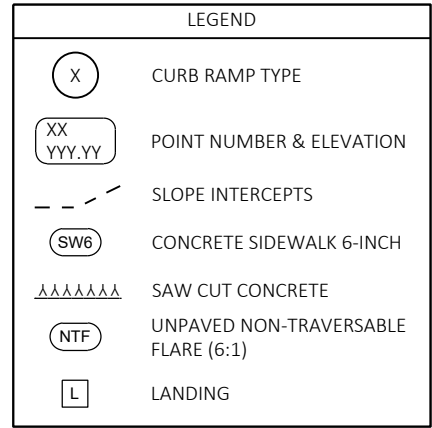
- NOTES:
- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
 - THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
 - DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
 - SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 - ALL STATION AND OFFSET INFORMATION REFERENCE 10TH AVENUE R/L.

CR-08					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
H01	23+56.12	25.17' LT	1484.98	337719.76	614899.86
H02	23+56.21	30.09' LT	1485.06	337724.67	614899.57
H03	23+62.60	25.17' LT	1484.84	337720.25	614906.31
H04	23+62.60	30.08' LT	1484.91	337725.15	614905.94
H05	23+62.60	30.58' LT	1484.91	337725.65	614905.90
H06	23+69.60	20.00' LT	1484.32	337715.62	614913.68
H07	23+69.60	22.00' LT	1484.24	337717.62	614913.53
H08	23+69.60	24.50' LT	1484.43	337720.11	614913.34
H09	23+69.60	25.18' LT	1484.47	337720.78	614913.29
H10	23+69.60	30.08' LT	1484.55	337725.67	614912.92

CR-08					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
H11	23+74.60	20.00' LT	1484.31	337716.00	614918.67
H12	23+74.60	22.00' LT	1484.23	337717.99	614918.51
H13	23+74.60	24.50' LT	1484.41	337720.49	614918.33
H14	23+74.60	25.18' LT	1484.46	337721.16	614918.28
H15	23+74.60	30.08' LT	1484.53	337726.05	614917.91
H16	23+81.60	25.18' LT	1484.82	337721.69	614925.26
H17	23+81.60	30.07' LT	1484.90	337726.57	614924.89
H18	23+81.60	30.57' LT	1484.90	337727.07	614924.85
H19	23+91.13	25.19' LT	1484.90	337722.42	614934.76
H20	23+91.14	30.07' LT	1485.00	337727.29	614934.40

2

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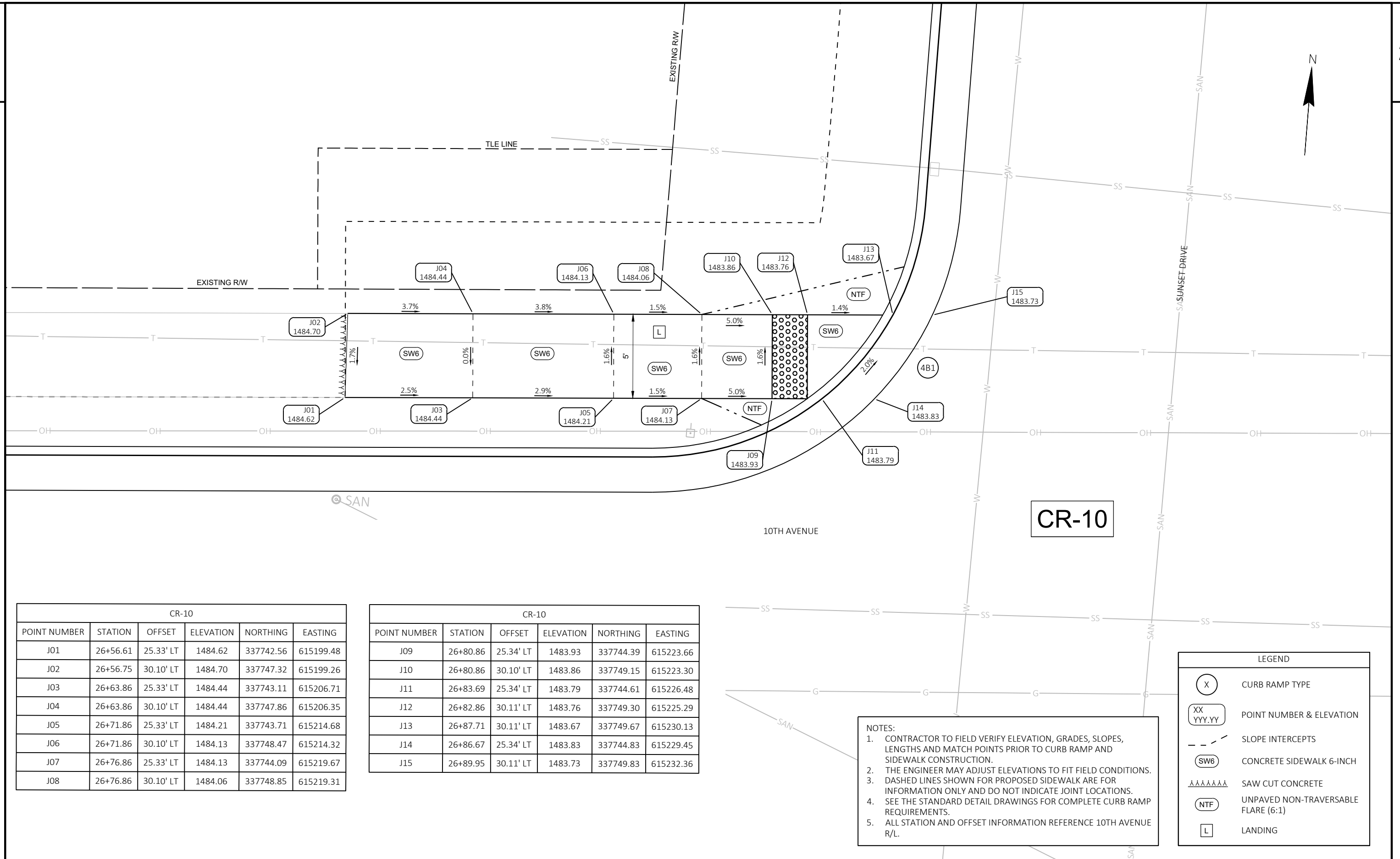


CR-09					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
I09	23+74.60	22.00' RT	1484.23	337674.12	614921.83
I10	23+74.60	24.50' RT	1484.27	337671.63	614922.02
I11	23+74.60	27.50' RT	1484.27	337668.63	614922.24
I12	23+74.60	32.50' RT	1484.26	337663.65	614922.62
I13	23+74.36	37.51' RT	1484.26	337658.63	614922.76
I14	23+74.12	42.52' RT	1484.25	337653.62	614922.90

- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 5. ALL STATION AND OFFSET INFORMATION REFERENCE 10TH AVENUE R/L.

2

2

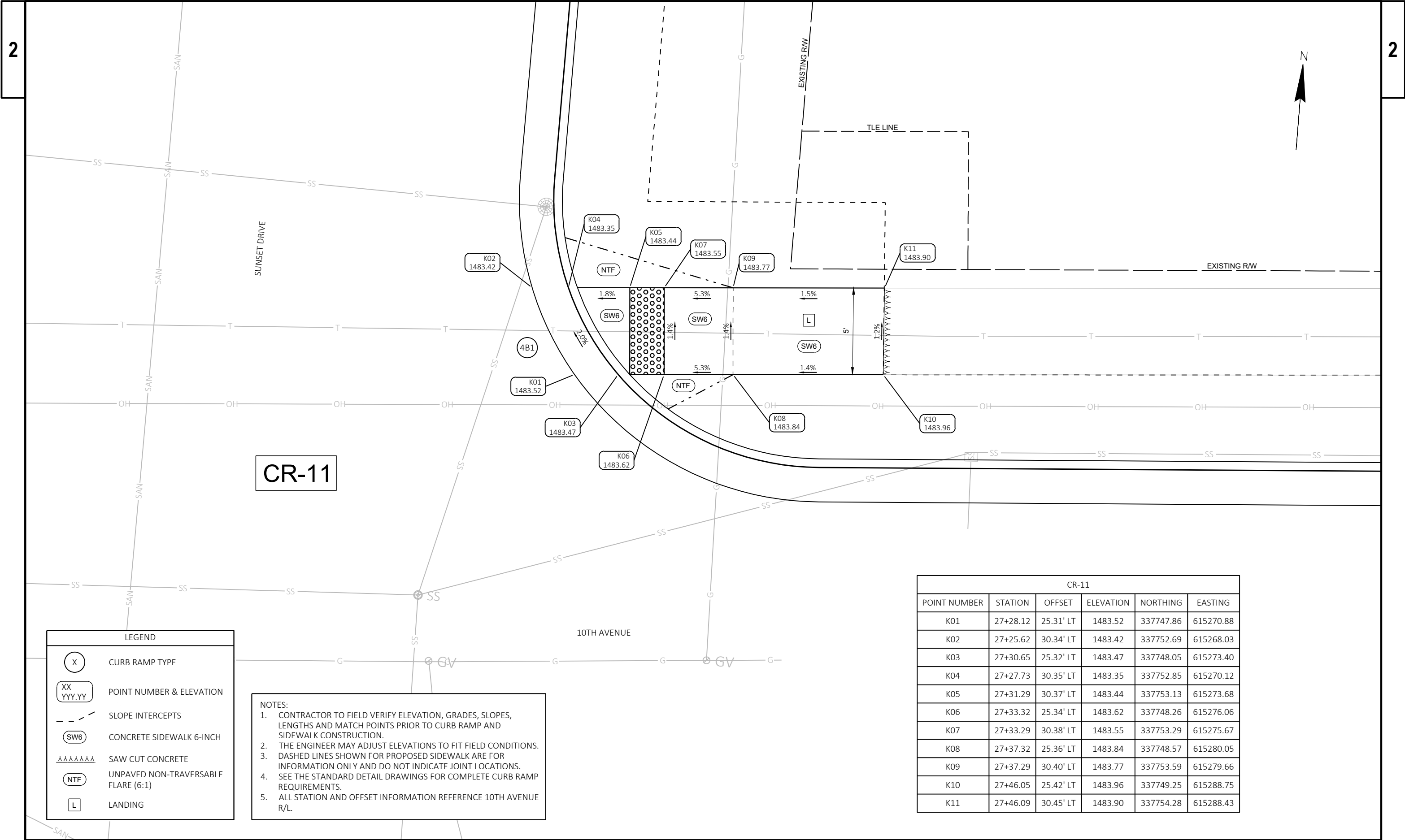


CR-10					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
J01	26+56.61	25.33' LT	1484.62	337742.56	615199.48
J02	26+56.75	30.10' LT	1484.70	337747.32	615199.26
J03	26+63.86	25.33' LT	1484.44	337743.11	615206.71
J04	26+63.86	30.10' LT	1484.44	337747.86	615206.35
J05	26+71.86	25.33' LT	1484.21	337743.71	615214.68
J06	26+71.86	30.10' LT	1484.13	337748.47	615214.32
J07	26+76.86	25.33' LT	1484.13	337744.09	615219.67
J08	26+76.86	30.10' LT	1484.06	337748.85	615219.31

CR-10					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
J09	26+80.86	25.34' LT	1483.93	337744.39	615223.66
J10	26+80.86	30.10' LT	1483.86	337749.15	615223.30
J11	26+83.69	25.34' LT	1483.79	337744.61	615226.48
J12	26+82.86	30.11' LT	1483.76	337749.30	615225.29
J13	26+87.71	30.11' LT	1483.67	337749.67	615230.13
J14	26+86.67	25.34' LT	1483.83	337744.83	615229.45
J15	26+89.95	30.11' LT	1483.73	337749.83	615232.36

LEGEND	
	CURB RAMP TYPE
	POINT NUMBER & ELEVATION
	SLOPE INTERCEPTS
	CONCRETE SIDEWALK 6-INCH
	SAW CUT CONCRETE
	UNPAVED NON-TRAVERSABLE FLARE (6:1)
	LANDING

- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 5. ALL STATION AND OFFSET INFORMATION REFERENCE 10TH AVENUE R/L.



CR-11

LEGEND

X

CURB RAMP TYPE

XX
YYY.YY

POINT NUMBER & ELEVATION

- - -

SLOPE INTERCEPTS

SW6

CONCRETE SIDEWALK 6-INCH

AAAAAA

SAW CUT CONCRETE

NTF

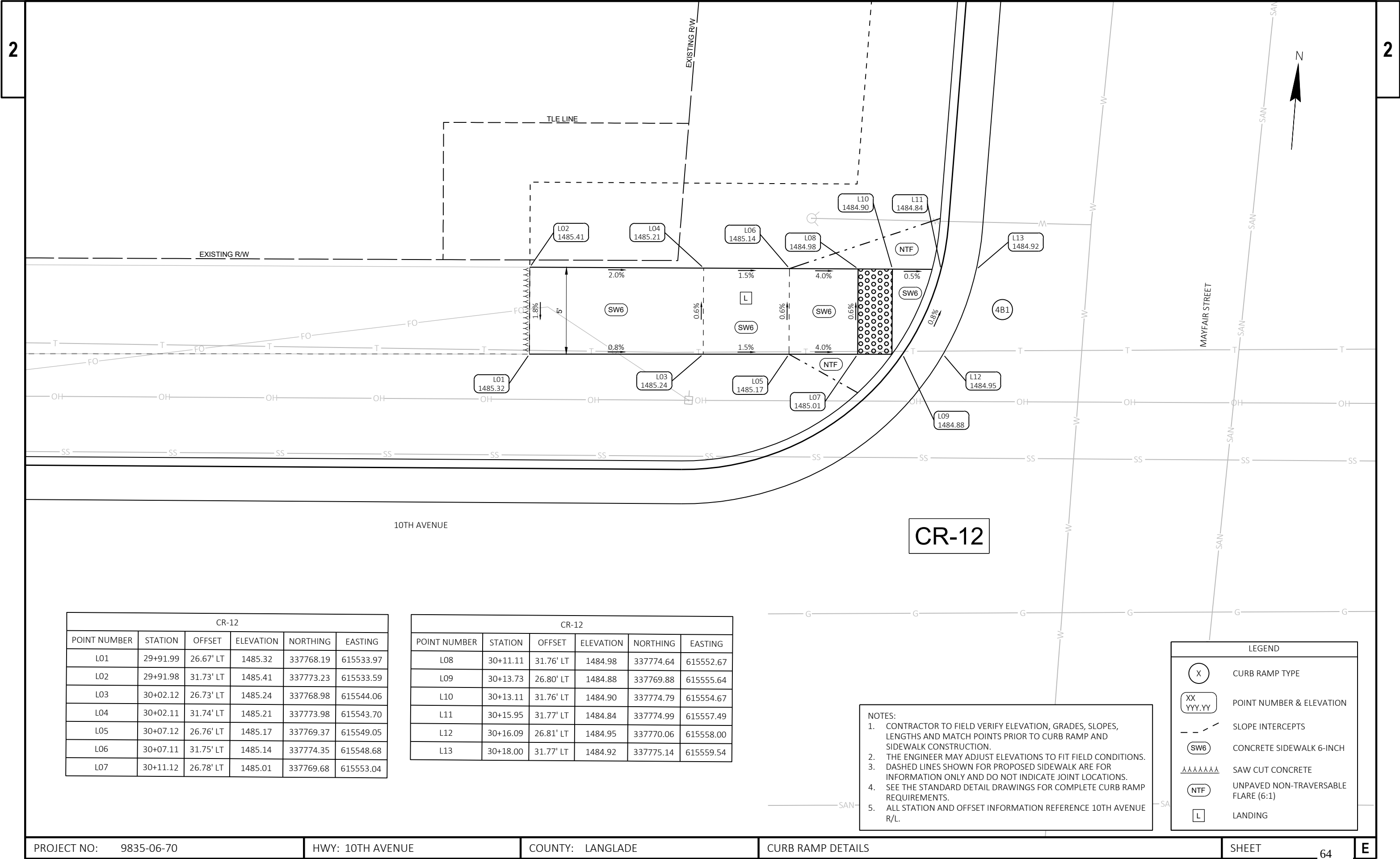
UNPAVED NON-TRAVERSABLE FLARE (6:1)

L

LANDING

- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 5. ALL STATION AND OFFSET INFORMATION REFERENCE 10TH AVENUE R/L.

CR-11					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
K01	27+28.12	25.31' LT	1483.52	337747.86	615270.88
K02	27+25.62	30.34' LT	1483.42	337752.69	615268.03
K03	27+30.65	25.32' LT	1483.47	337748.05	615273.40
K04	27+27.73	30.35' LT	1483.35	337752.85	615270.12
K05	27+31.29	30.37' LT	1483.44	337753.13	615273.68
K06	27+33.32	25.34' LT	1483.62	337748.26	615276.06
K07	27+33.29	30.38' LT	1483.55	337753.29	615275.67
K08	27+37.32	25.36' LT	1483.84	337748.57	615280.05
K09	27+37.29	30.40' LT	1483.77	337753.59	615279.66
K10	27+46.05	25.42' LT	1483.96	337749.25	615288.75
K11	27+46.09	30.45' LT	1483.90	337754.28	615288.43

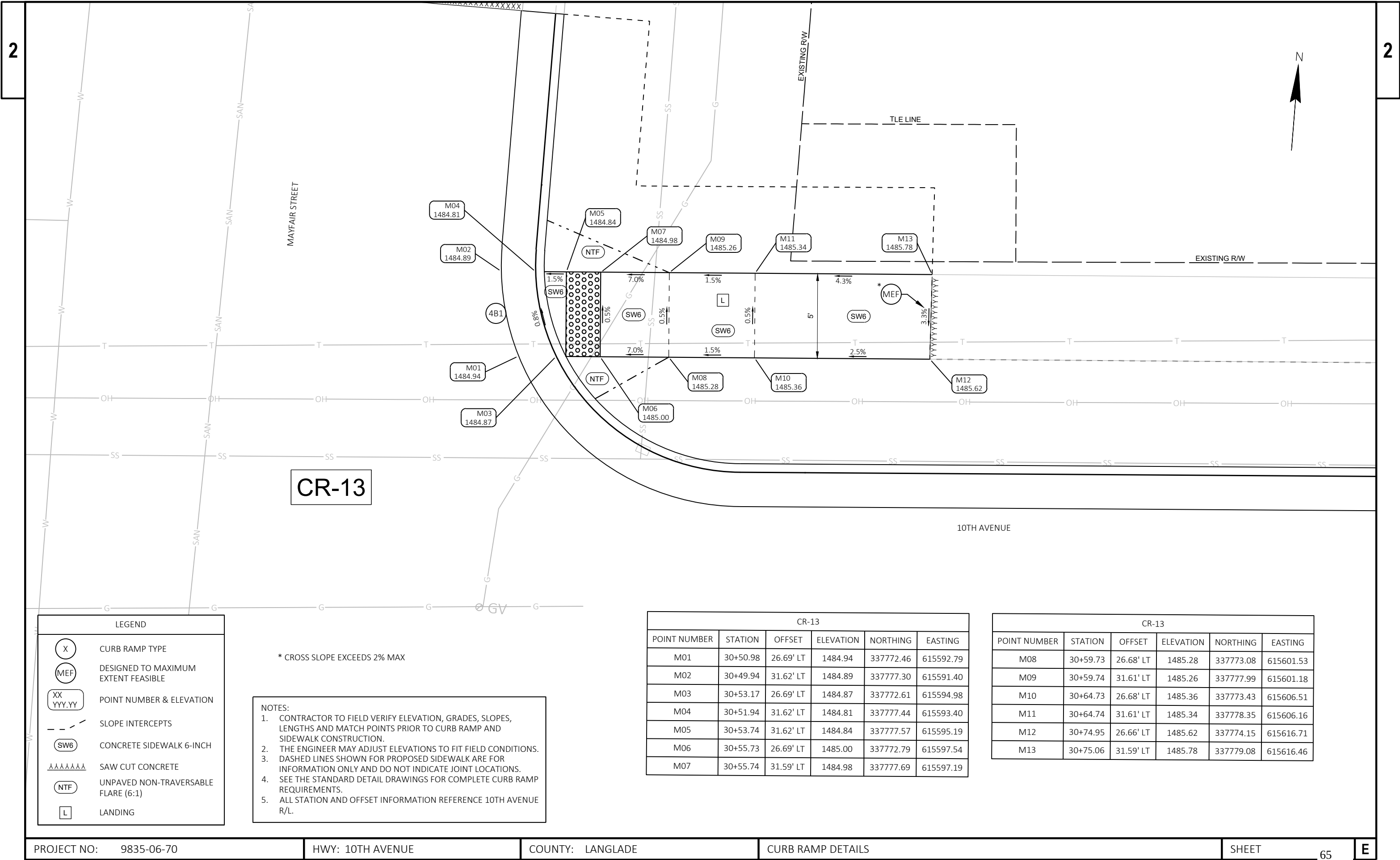


CR-12					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
L01	29+91.99	26.67' LT	1485.32	337768.19	615533.97
L02	29+91.98	31.73' LT	1485.41	337773.23	615533.59
L03	30+02.12	26.73' LT	1485.24	337768.98	615544.06
L04	30+02.11	31.74' LT	1485.21	337773.98	615543.70
L05	30+07.12	26.76' LT	1485.17	337769.37	615549.05
L06	30+07.11	31.75' LT	1485.14	337774.35	615548.68
L07	30+11.12	26.78' LT	1485.01	337769.68	615553.04

CR-12					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
L08	30+11.11	31.76' LT	1484.98	337774.64	615552.67
L09	30+13.73	26.80' LT	1484.88	337769.88	615555.64
L10	30+13.11	31.76' LT	1484.90	337774.79	615554.67
L11	30+15.95	31.77' LT	1484.84	337774.99	615557.49
L12	30+16.09	26.81' LT	1484.95	337770.06	615558.00
L13	30+18.00	31.77' LT	1484.92	337775.14	615559.54

- NOTES:
- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
 - THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
 - DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
 - SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 - ALL STATION AND OFFSET INFORMATION REFERENCE 10TH AVENUE R/L.

LEGEND	
(X)	CURB RAMP TYPE
XX YYY.YY	POINT NUMBER & ELEVATION
- - -	SLOPE INTERCEPTS
(SW6)	CONCRETE SIDEWALK 6-INCH
AAAAAAAA	SAW CUT CONCRETE
(NTF)	UNPAVED NON-TRAVERSABLE FLARE (6:1)
[L]	LANDING



LEGEND

X

CURB RAMP TYPE

MEF

DESIGNED TO MAXIMUM
EXTENT FEASIBLE

XX
YYY.YY

POINT NUMBER & ELEVATION

SLOPE INTERCEPTS

SW6

CONCRETE SIDEWALK 6-INCH

AAAAAA

SAW CUT CONCRETE

NTF

UNPAVED NON-TRAVERSABLE
FLARE (6:1)

L

LANDING

- * CROSS SLOPE EXCEEDS 2% MAX
- NOTES:
1.

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES,
LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND
SIDEWALK CONSTRUCTION.
2.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3.

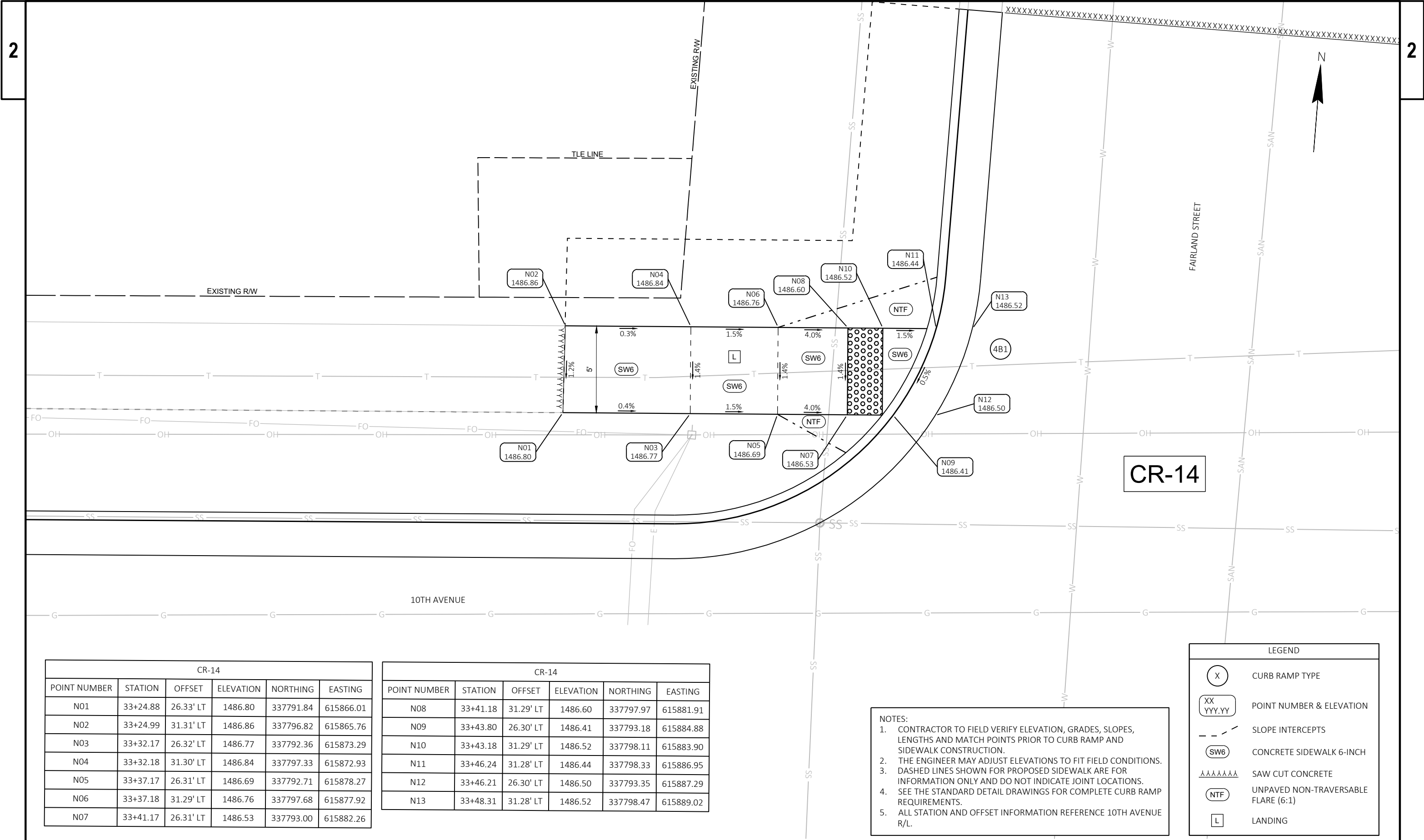
DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR
INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4.

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP
REQUIREMENTS.
5.

ALL STATION AND OFFSET INFORMATION REFERENCE 10TH AVENUE
R/L.

CR-13					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
M01	30+50.98	26.69' LT	1484.94	337772.46	615592.79
M02	30+49.94	31.62' LT	1484.89	337777.30	615591.40
M03	30+53.17	26.69' LT	1484.87	337772.61	615594.98
M04	30+51.94	31.62' LT	1484.81	337777.44	615593.40
M05	30+53.74	31.62' LT	1484.84	337777.57	615595.19
M06	30+55.73	26.69' LT	1485.00	337772.79	615597.54
M07	30+55.74	31.59' LT	1484.98	337777.69	615597.19

CR-13					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
M08	30+59.73	26.68' LT	1485.28	337773.08	615601.53
M09	30+59.74	31.61' LT	1485.26	337777.99	615601.18
M10	30+64.73	26.68' LT	1485.36	337773.43	615606.51
M11	30+64.74	31.61' LT	1485.34	337778.35	615606.16
M12	30+74.95	26.66' LT	1485.62	337774.15	615616.71
M13	30+75.06	31.59' LT	1485.78	337779.08	615616.46



CR-14					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
N01	33+24.88	26.33' LT	1486.80	337791.84	615866.01
N02	33+24.99	31.31' LT	1486.86	337796.82	615865.76
N03	33+32.17	26.32' LT	1486.77	337792.36	615873.29
N04	33+32.18	31.30' LT	1486.84	337797.33	615872.93
N05	33+37.17	26.31' LT	1486.69	337792.71	615878.27
N06	33+37.18	31.29' LT	1486.76	337797.68	615877.92
N07	33+41.17	26.31' LT	1486.53	337793.00	615882.26

CR-14					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
N08	33+41.18	31.29' LT	1486.60	337797.97	615881.91
N09	33+43.80	26.30' LT	1486.41	337793.18	615884.88
N10	33+43.18	31.29' LT	1486.52	337798.11	615883.90
N11	33+46.24	31.28' LT	1486.44	337798.33	615886.95
N12	33+46.21	26.30' LT	1486.50	337793.35	615887.29
N13	33+48.31	31.28' LT	1486.52	337798.47	615889.02

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE 10TH AVENUE R/L.

LEGEND

X

CURB RAMP TYPE

XX
YYY.YY

POINT NUMBER & ELEVATION

- - -

SLOPE INTERCEPTS

SW6

CONCRETE SIDEWALK 6-INCH

AAAAAAAA

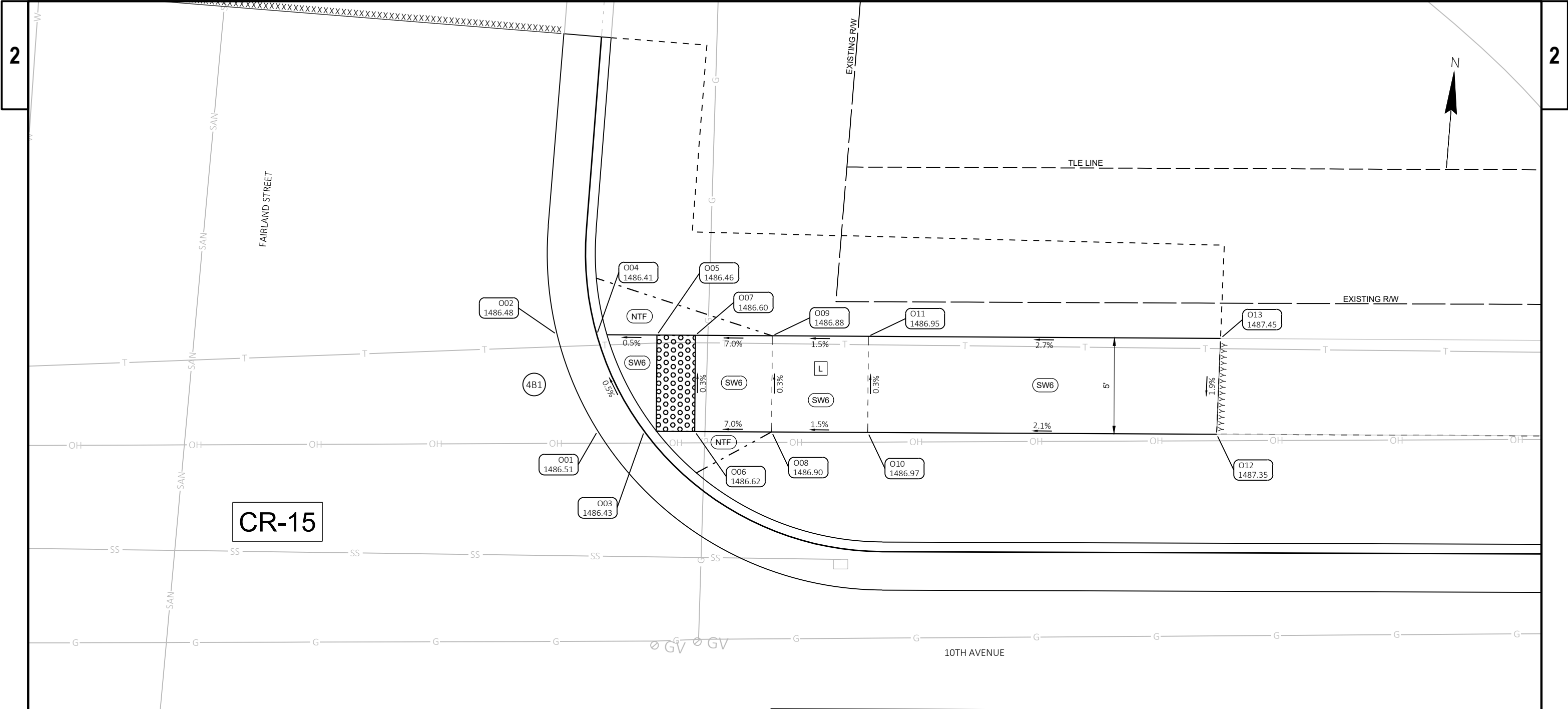
SAW CUT CONCRETE

NTF

UNPAVED NON-TRAVERSABLE FLARE (6:1)

L

LANDING



LEGEND

X

CURB RAMP TYPE

XX
YYY.YY

POINT NUMBER & ELEVATION

- - -

SLOPE INTERCEPTS

SW6

CONCRETE SIDEWALK 6-INCH

AAAAAA

SAW CUT CONCRETE

NTF

UNPAVED NON-TRAVERSABLE FLARE (6:1)

L

LANDING

- NOTES:
1.

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3.

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4.

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5.

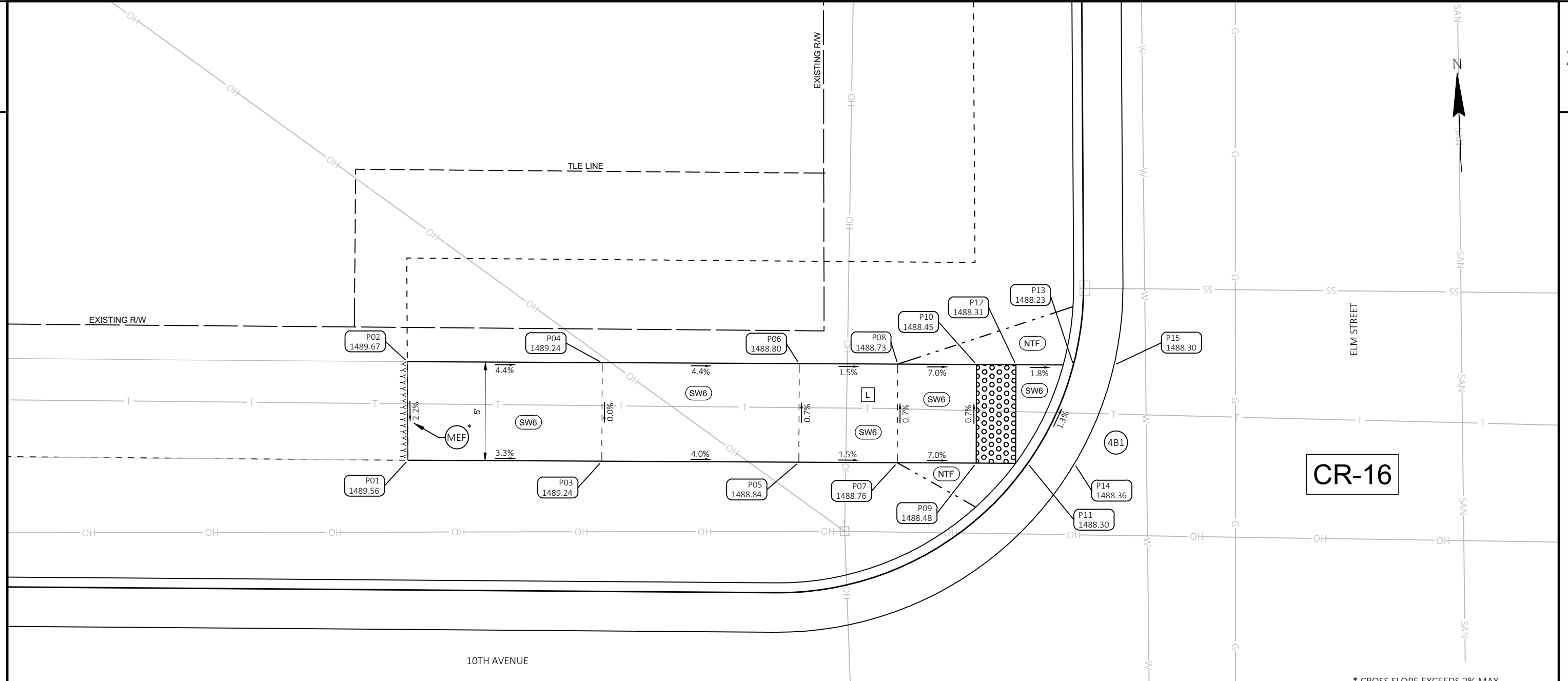
ALL STATION AND OFFSET INFORMATION REFERENCE 10TH AVENUE R/L.

CR-15					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
O01	33+85.49	26.22' LT	1486.51	337796.16	615926.39
O02	33+83.36	31.23' LT	1486.48	337801.00	615923.89
O03	33+87.92	26.22' LT	1486.43	337796.34	615928.81
O04	33+85.43	31.23' LT	1486.41	337801.15	615925.96
O05	33+88.56	31.22' LT	1486.46	337801.38	615929.08
O06	33+90.55	26.21' LT	1486.62	337796.53	615931.44
O07	33+90.56	31.21' LT	1486.60	337801.52	615931.07

CR-15					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
O08	33+94.55	26.21' LT	1486.90	337796.83	615935.43
O09	33+94.56	31.20' LT	1486.88	337801.81	615935.06
O10	33+99.55	26.19' LT	1486.97	337797.19	615940.41
O11	33+99.56	31.19' LT	1486.95	337802.18	615940.05
O12	34+17.70	26.17' LT	1487.35	337798.52	615958.52
O13	34+17.89	31.15' LT	1487.45	337803.50	615958.33

2

2

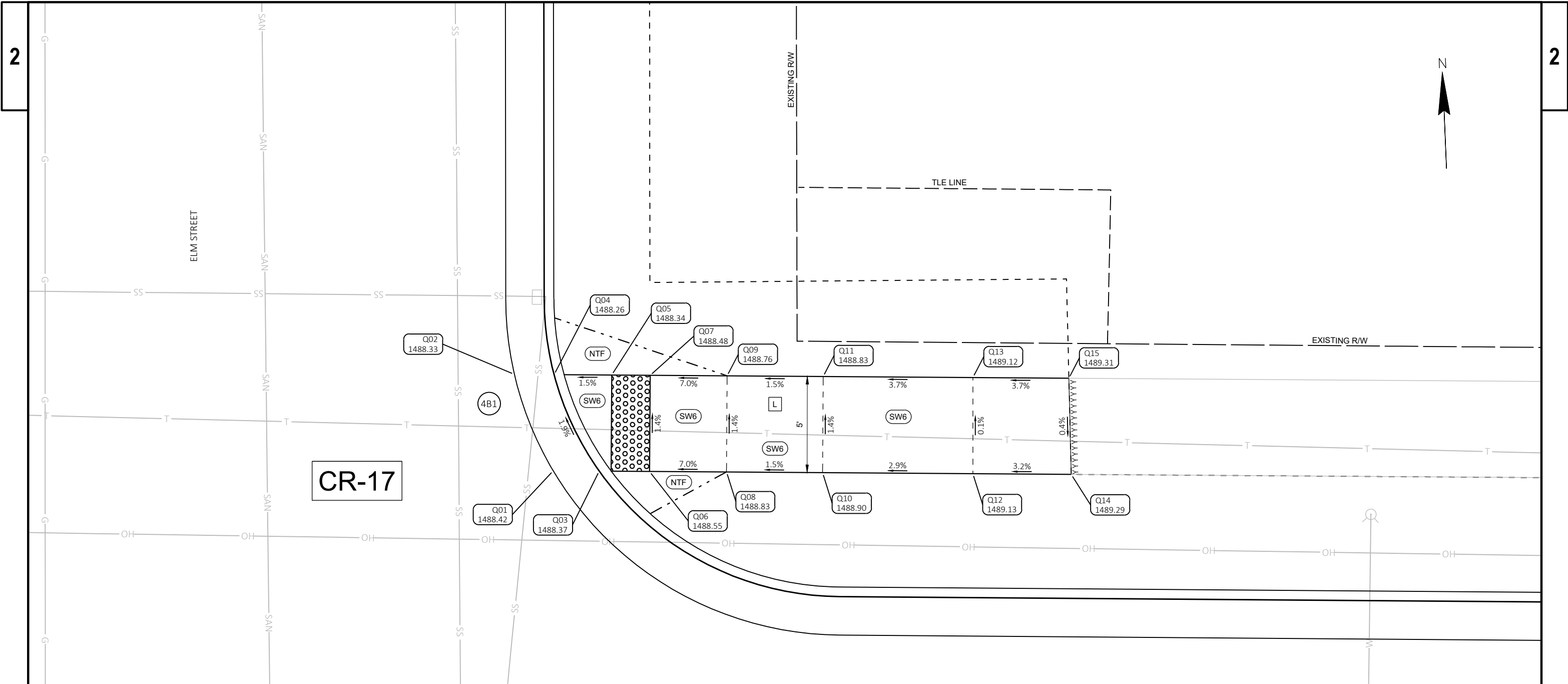


CR-16					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
P01	40+77.79	26.58' LT	1489.56	337821.27	616620.68
P02	40+77.72	31.58' LT	1489.67	337826.27	616620.87
P03	40+87.63	26.59' LT	1489.24	337820.78	616630.51
P04	40+87.62	31.60' LT	1489.24	337825.78	616630.75
P05	40+97.63	26.63' LT	1488.84	337820.30	616640.50
P06	40+97.62	31.62' LT	1488.80	337825.29	616640.74
P07	41+02.63	26.64' LT	1488.76	337820.06	616645.49
P08	41+02.62	31.64' LT	1488.73	337825.05	616645.73
P09	41+06.63	26.65' LT	1488.48	337819.87	616649.49

CR-16					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
P10	41+06.62	31.65' LT	1488.45	337824.86	616649.73
P11	41+09.25	26.66' LT	1488.30	337819.74	616652.10
P12	41+08.62	31.66' LT	1488.31	337824.76	616651.73
P13	41+11.53	31.67' LT	1488.23	337824.62	616654.64
P14	41+11.62	26.67' LT	1488.36	337819.63	616654.47
P15	41+13.59	31.68' LT	1488.30	337824.53	616656.70

- NOTES:
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 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 5. ALL STATION AND OFFSET INFORMATION REFERENCE 10TH AVENUE R/L.

LEGEND	
	CURB RAMP TYPE
	DESIGNED TO MAXIMUM EXTENT FEASIBLE
	POINT NUMBER & ELEVATION
	SLOPE INTERCEPTS
	CONCRETE SIDEWALK 6-INCH
	SAW CUT CONCRETE
	UNPAVED NON-TRAVERSABLE FLARE (6:1)
	LANDING



LEGEND

X

CURB RAMP TYPE

XX
YYY.YY

POINT NUMBER & ELEVATION

- - -

SLOPE INTERCEPTS

SW6

CONCRETE SIDEWALK 6-INCH

AAAAAAAA

SAW CUT CONCRETE

NTF

UNPAVED NON-TRAVERSABLE FLARE (6:1)

L

LANDING

- NOTES:
1.

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2.

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3.

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4.

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5.

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CR-17					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
Q01	41+46.23	26.43' LT	1488.42	337817.61	616689.02
Q02	41+44.17	31.43' LT	1488.33	337822.71	616687.22
Q03	41+48.62	26.43' LT	1488.37	337817.49	616691.41
Q04	41+46.24	31.43' LT	1488.26	337822.60	616689.29
Q05	41+49.24	31.43' LT	1488.34	337822.45	616692.29
Q06	41+51.25	26.43' LT	1488.55	337817.36	616694.03
Q07	41+51.24	31.43' LT	1488.48	337822.35	616694.28
Q08	41+55.25	26.43' LT	1488.83	337817.16	616698.03

CR-17					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
Q09	41+55.24	31.43' LT	1488.76	337822.15	616698.28
Q10	41+60.25	26.44' LT	1488.90	337816.90	616703.02
Q11	41+60.24	31.44' LT	1488.83	337821.90	616703.27
Q12	41+68.07	26.44' LT	1489.13	337816.51	616710.83
Q13	41+68.03	31.44' LT	1489.12	337821.50	616711.05
Q14	41+73.19	26.45' LT	1489.29	337816.25	616715.94
Q15	41+73.03	31.45' LT	1489.31	337821.25	616716.04

LEGEND	
X	CURB RAMP TYPE
MEF	DESIGNED TO MAXIMUM EXTENT FEASIBLE
XX YYY.YY	POINT NUMBER & ELEVATION
- - -	SLOPE INTERCEPTS
SW6	CONCRETE SIDEWALK 6-INCH
AAAAAAAA	SAW CUT CONCRETE
NTF	UNPAVED NON-TRAVERSABLE FLARE (6:1)
L	LANDING

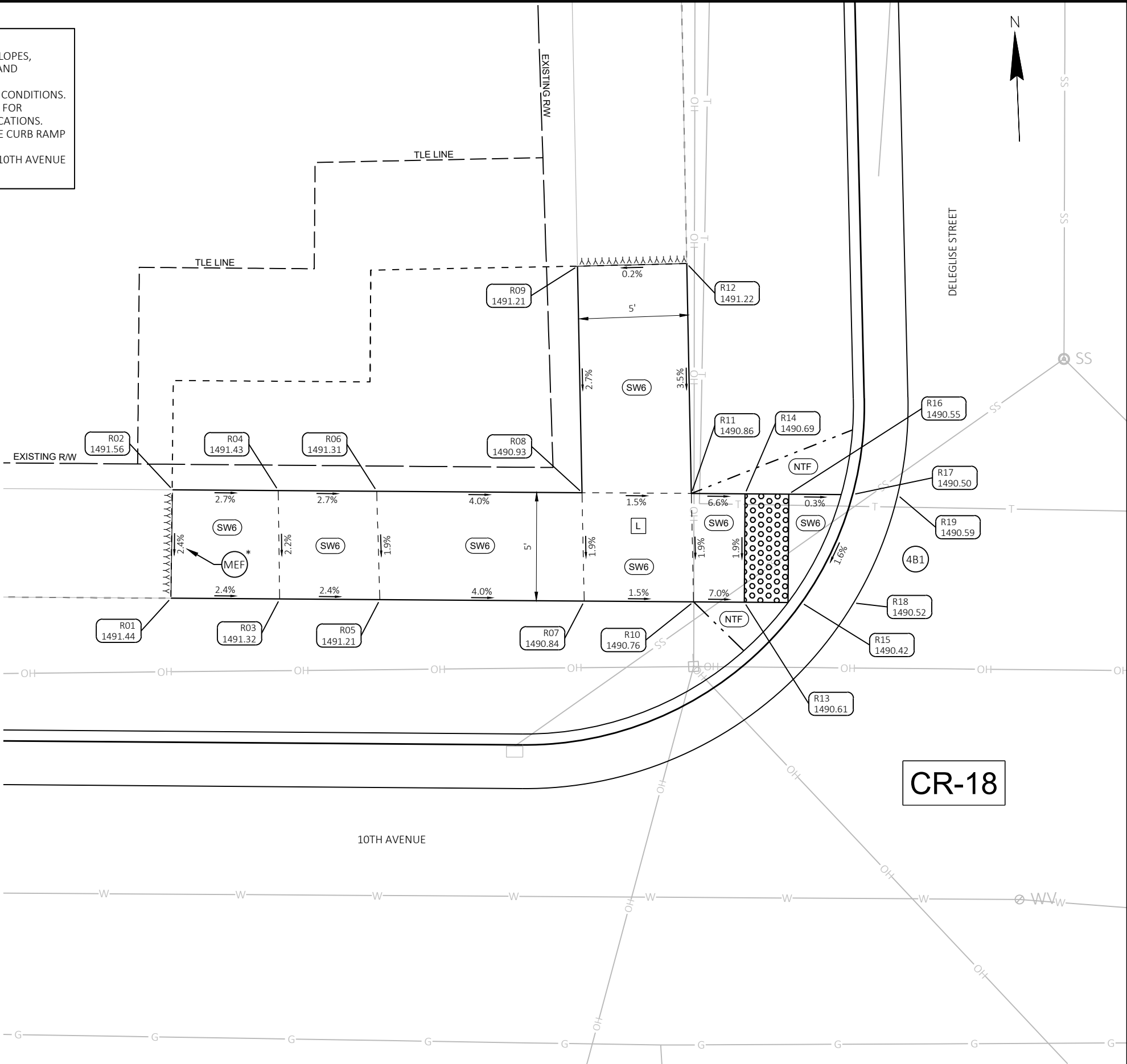
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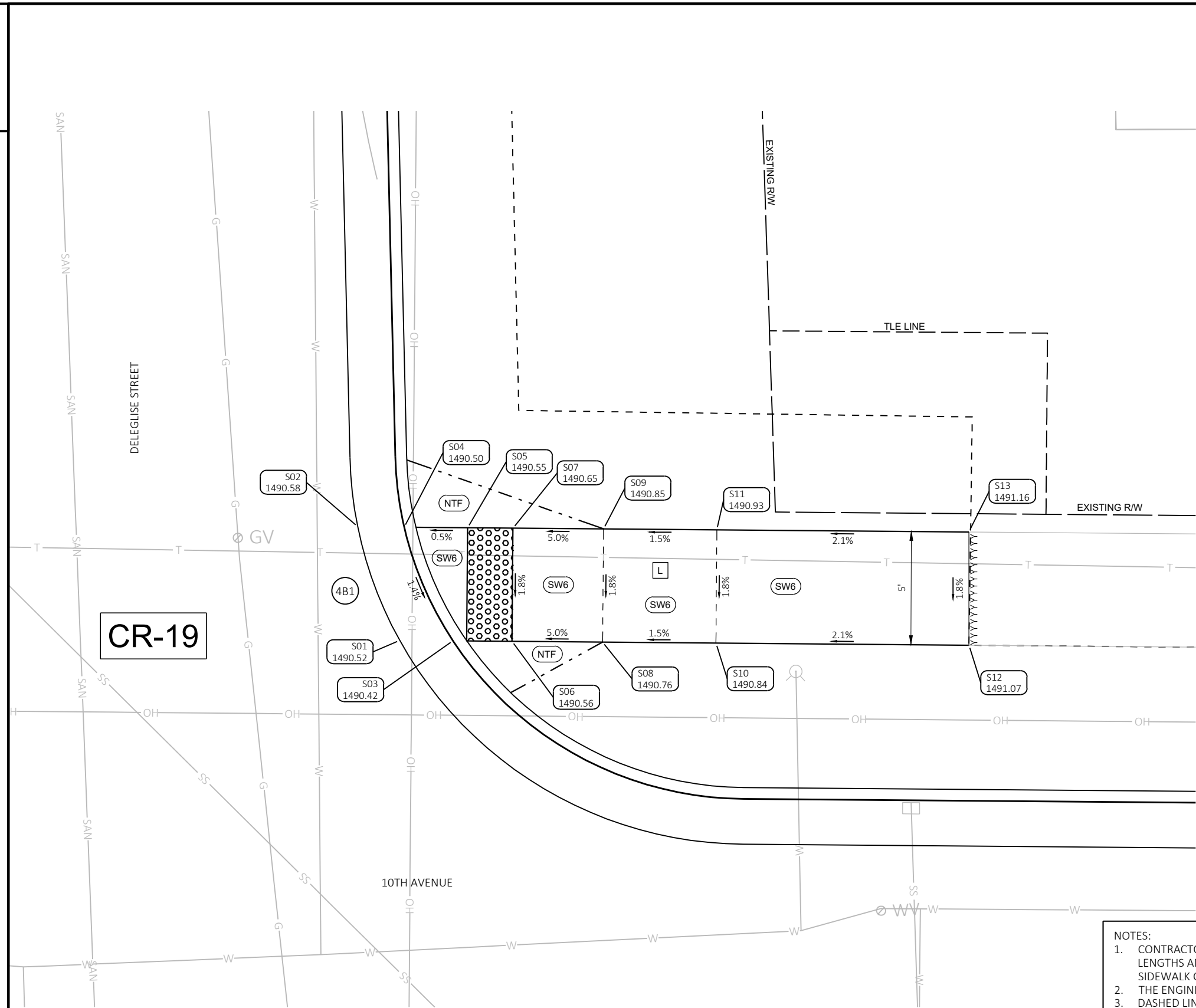
CR-18					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
R01	49+30.59	26.59' LT	1491.44	337777.56	617472.36
R02	49+30.63	31.55' LT	1491.56	337782.51	617472.65
R03	49+35.56	26.59' LT	1491.32	337777.31	617477.32
R04	49+35.46	31.55' LT	1491.43	337782.27	617477.48
R05	49+40.14	26.59' LT	1491.21	337777.07	617481.90
R06	49+39.97	31.56' LT	1491.31	337782.04	617481.98
R07	49+49.49	26.60' LT	1490.84	337776.60	617491.24
R08	49+49.36	31.56' LT	1490.93	337781.56	617491.36

CR-18					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
R09	49+49.07	41.92' LT	1491.21	337791.93	617491.60
R10	49+54.50	26.60' LT	1490.76	337776.35	617496.24
R11	49+54.36	31.57' LT	1490.86	337781.31	617496.35
R12	49+54.07	42.08' LT	1491.22	337791.83	617496.60
R13	49+56.82	26.61' LT	1490.61	337776.23	617498.56
R14	49+56.82	31.57' LT	1490.69	337781.19	617498.81
R15	49+59.44	26.61' LT	1490.42	337776.10	617501.17
R16	49+58.82	31.57' LT	1490.55	337781.08	617500.81

CR-18					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
R17	49+61.74	31.57' LT	1490.50	337780.94	617503.72
R18	49+61.82	26.61' LT	1490.52	337775.98	617503.54
R19	49+63.80	31.57' LT	1490.59	337780.83	617505.78

- NOTES:
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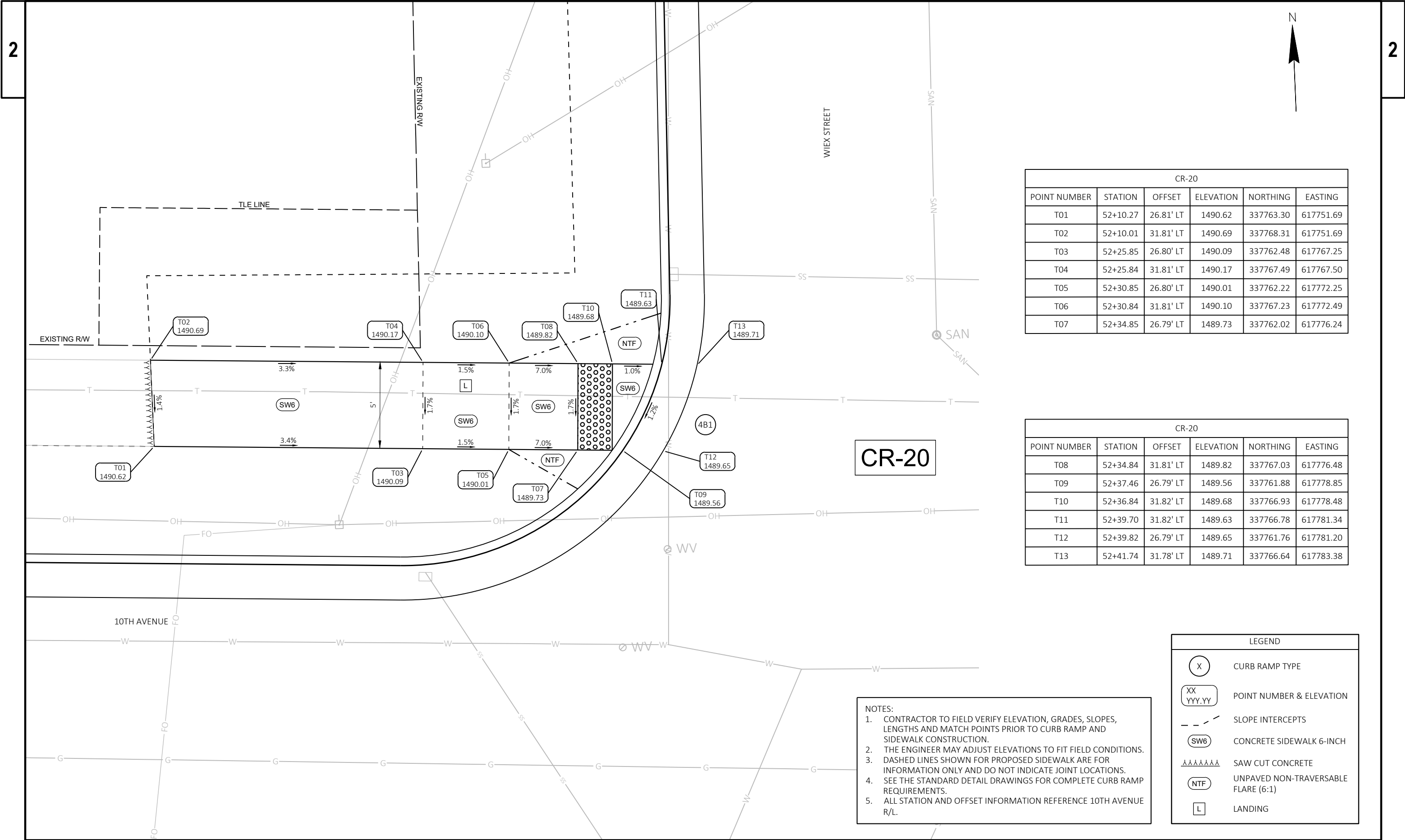


CR-19					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
S01	49+97.53	26.88' LT	1490.52	337774.40	617539.24
S02	49+95.63	31.88' LT	1490.58	337779.49	617537.61
S03	49+99.88	26.87' LT	1490.42	337774.28	617541.58
S04	49+97.68	31.88' LT	1490.50	337779.39	617539.65
S05	50+00.48	31.87' LT	1490.55	337779.24	617542.45
S06	50+02.48	26.87' LT	1490.56	337774.14	617544.19
S07	50+02.48	31.87' LT	1490.65	337779.14	617544.45

CR-19					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
S08	50+06.48	26.87' LT	1490.76	337773.94	617548.18
S09	50+06.48	31.87' LT	1490.85	337778.93	617548.44
S10	50+11.48	26.87' LT	1490.84	337773.68	617553.17
S11	50+11.48	31.87' LT	1490.93	337778.67	617553.43
S12	50+22.65	26.87' LT	1491.07	337773.09	617564.33
S13	50+22.60	31.87' LT	1491.16	337778.09	617564.54

LEGEND	
	CURB RAMP TYPE
	POINT NUMBER & ELEVATION
	SLOPE INTERCEPTS
	CONCRETE SIDEWALK 6-INCH
	SAW CUT CONCRETE
	UNPAVED NON-TRAVERSABLE FLARE (6:1)
	LANDING

- NOTES:
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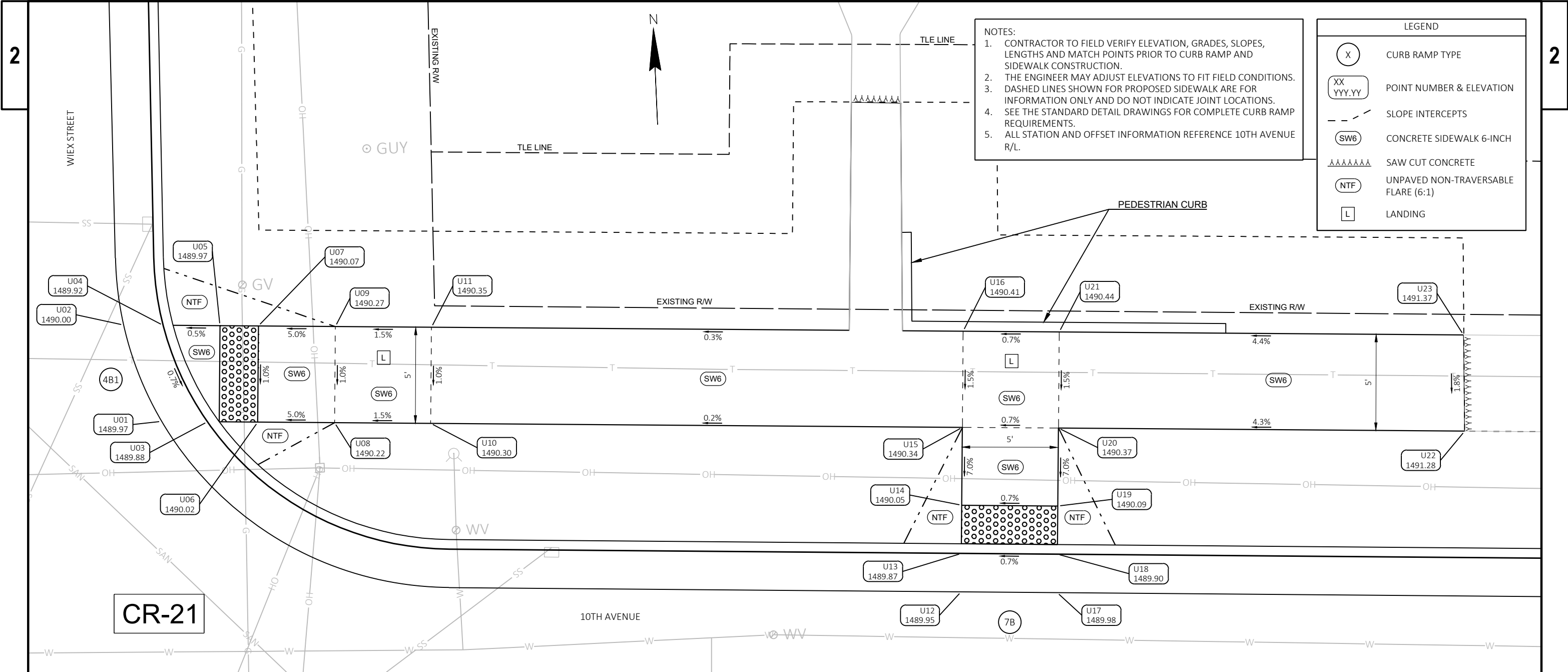
CR-20					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
T01	52+10.27	26.81' LT	1490.62	337763.30	617751.69
T02	52+10.01	31.81' LT	1490.69	337768.31	617751.69
T03	52+25.85	26.80' LT	1490.09	337762.48	617767.25
T04	52+25.84	31.81' LT	1490.17	337767.49	617767.50
T05	52+30.85	26.80' LT	1490.01	337762.22	617772.25
T06	52+30.84	31.81' LT	1490.10	337767.23	617772.49
T07	52+34.85	26.79' LT	1489.73	337762.02	617776.24

CR-20					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
T08	52+34.84	31.81' LT	1489.82	337767.03	617776.48
T09	52+37.46	26.79' LT	1489.56	337761.88	617778.85
T10	52+36.84	31.82' LT	1489.68	337766.93	617778.48
T11	52+39.70	31.82' LT	1489.63	337766.78	617781.34
T12	52+39.82	26.79' LT	1489.65	337761.76	617781.20
T13	52+41.74	31.78' LT	1489.71	337766.64	617783.38

CR-20

- NOTES:
- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
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 - ALL STATION AND OFFSET INFORMATION REFERENCE 10TH AVENUE R/L.

LEGEND	
(X)	CURB RAMP TYPE
XX YYY.YY	POINT NUMBER & ELEVATION
- - -	SLOPE INTERCEPTS
(SW6)	CONCRETE SIDEWALK 6-INCH
AAAAAAAA	SAW CUT CONCRETE
(NTF)	UNPAVED NON-TRAVERSABLE FLARE (6:1)
[L]	LANDING



- NOTES:
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LEGEND	
(X)	CURB RAMP TYPE
XX YYY.YY	POINT NUMBER & ELEVATION
- - -	SLOPE INTERCEPTS
(SW6)	CONCRETE SIDEWALK 6-INCH
AAAAAAAA	SAW CUT CONCRETE
(NTF)	UNPAVED NON-TRAVERSABLE FLARE (6:1)
(L)	LANDING

CR-21					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
U01	52+70.54	26.52' LT	1489.97	337759.89	617811.87
U02	52+68.52	31.52' LT	1490.00	337764.98	617810.11
U03	52+72.93	26.52' LT	1489.88	337759.77	617814.25
U04	52+70.58	31.52' LT	1489.92	337764.88	617812.17
U05	52+73.54	31.52' LT	1489.97	337764.73	617815.12
U06	52+75.55	26.52' LT	1490.02	337759.63	617816.87
U07	52+75.54	31.52' LT	1490.07	337764.63	617817.12
U08	52+79.55	26.52' LT	1490.22	337759.43	617820.86

CR-21					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
U09	52+79.54	31.52' LT	1490.27	337764.42	617821.12
U10	52+84.55	26.53' LT	1490.30	337759.17	617825.86
U11	52+84.54	31.53' LT	1490.35	337764.17	617826.11
U12	53+12.22	18.00' LT	1489.95	337749.22	617853.04
U13	53+12.22	20.00' LT	1489.87	337751.22	617853.15
U14	53+12.22	22.50' LT	1490.05	337753.71	617853.28
U15	53+12.22	26.55' LT	1490.34	337757.76	617853.49
U16	53+12.21	31.55' LT	1490.41	337762.75	617853.74

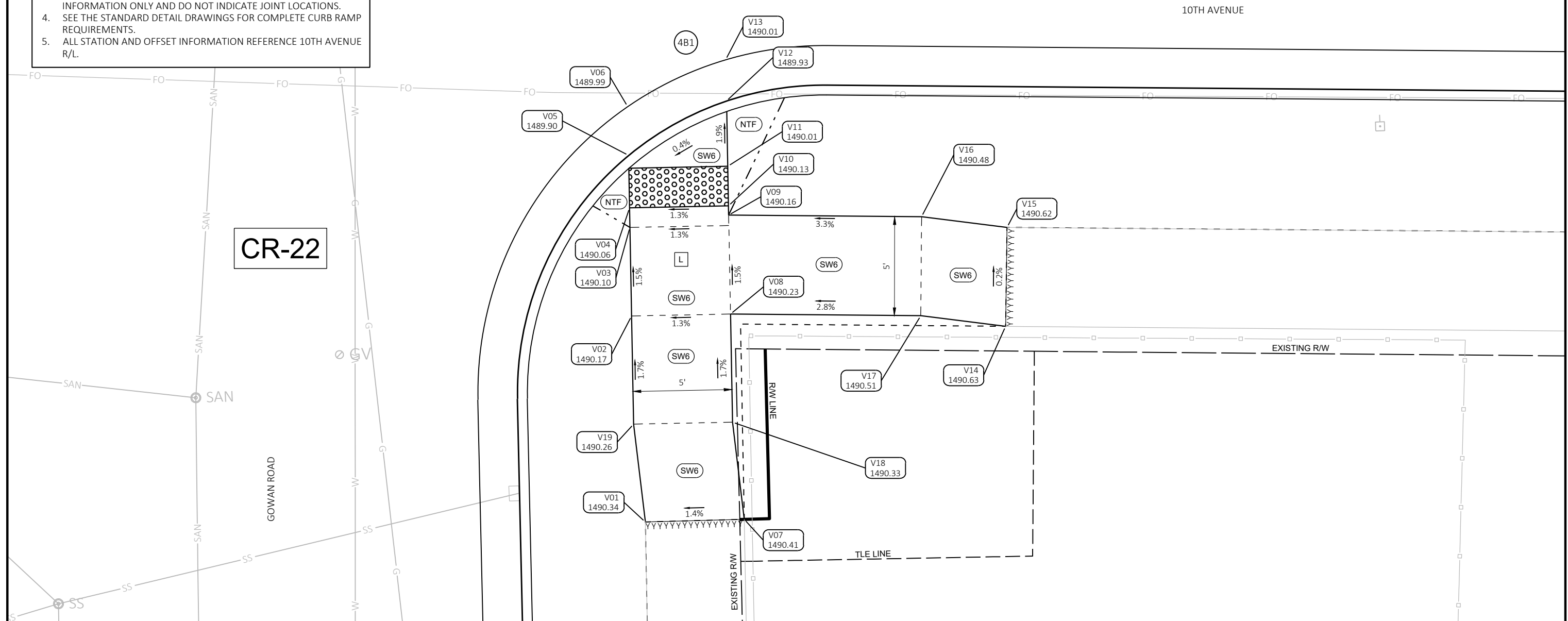
CR-21					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
U17	53+17.22	18.00' LT	1489.98	337748.96	617858.04
U18	53+17.22	20.00' LT	1489.90	337750.96	617858.14
U19	53+17.22	22.50' LT	1490.09	337753.46	617858.27
U20	53+17.22	26.56' LT	1490.37	337757.51	617858.48
U21	53+17.21	31.56' LT	1490.44	337762.50	617858.74
U22	53+38.35	26.57' LT	1491.28	337756.43	617879.59
U23	53+38.25	31.57' LT	1491.37	337761.42	617879.75

LEGEND	
	CURB RAMP TYPE
	POINT NUMBER & ELEVATION
	SLOPE INTERCEPTS
	CONCRETE SIDEWALK 6-INCH
	SAW CUT CONCRETE
	UNPAVED NON-TRAVERSABLE FLARE (6:1)
	LANDING

- NOTES:
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CR-22					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
V01	53+14.41	42.15' RT	1490.34	337689.04	617852.11
V02	53+13.63	31.75' RT	1490.17	337699.47	617851.87
V03	53+13.51	27.26' RT	1490.10	337703.95	617851.98
V04	53+13.48	26.28' RT	1490.06	337704.94	617852.01
V05	53+13.41	23.64' RT	1489.90	337707.58	617852.07
V06	53+13.34	21.17' RT	1489.99	337710.05	617852.13
V07	53+19.41	41.98' RT	1490.41	337688.95	617857.11
V08	53+18.63	31.61' RT	1490.23	337699.34	617856.87
V09	53+18.49	26.61' RT	1490.16	337704.34	617856.99
V10	53+18.48	26.14' RT	1490.13	337704.81	617857.01

CR-22					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
V11	53+18.42	24.15' RT	1490.01	337706.81	617857.06
V12	53+18.33	20.84' RT	1489.93	337710.11	617857.14
V13	53+18.28	18.76' RT	1490.01	337712.19	617857.19
V14	53+32.53	32.11' RT	1490.63	337698.12	617870.74
V15	53+32.56	27.11' RT	1490.62	337703.11	617871.02
V16	53+28.24	26.61' RT	1490.48	337703.84	617866.73
V17	53+28.24	31.61' RT	1490.51	337698.84	617866.47
V18	53+18.77	37.08' RT	1490.33	337693.88	617856.74
V19	53+13.78	37.21' RT	1490.26	337694.00	617851.74

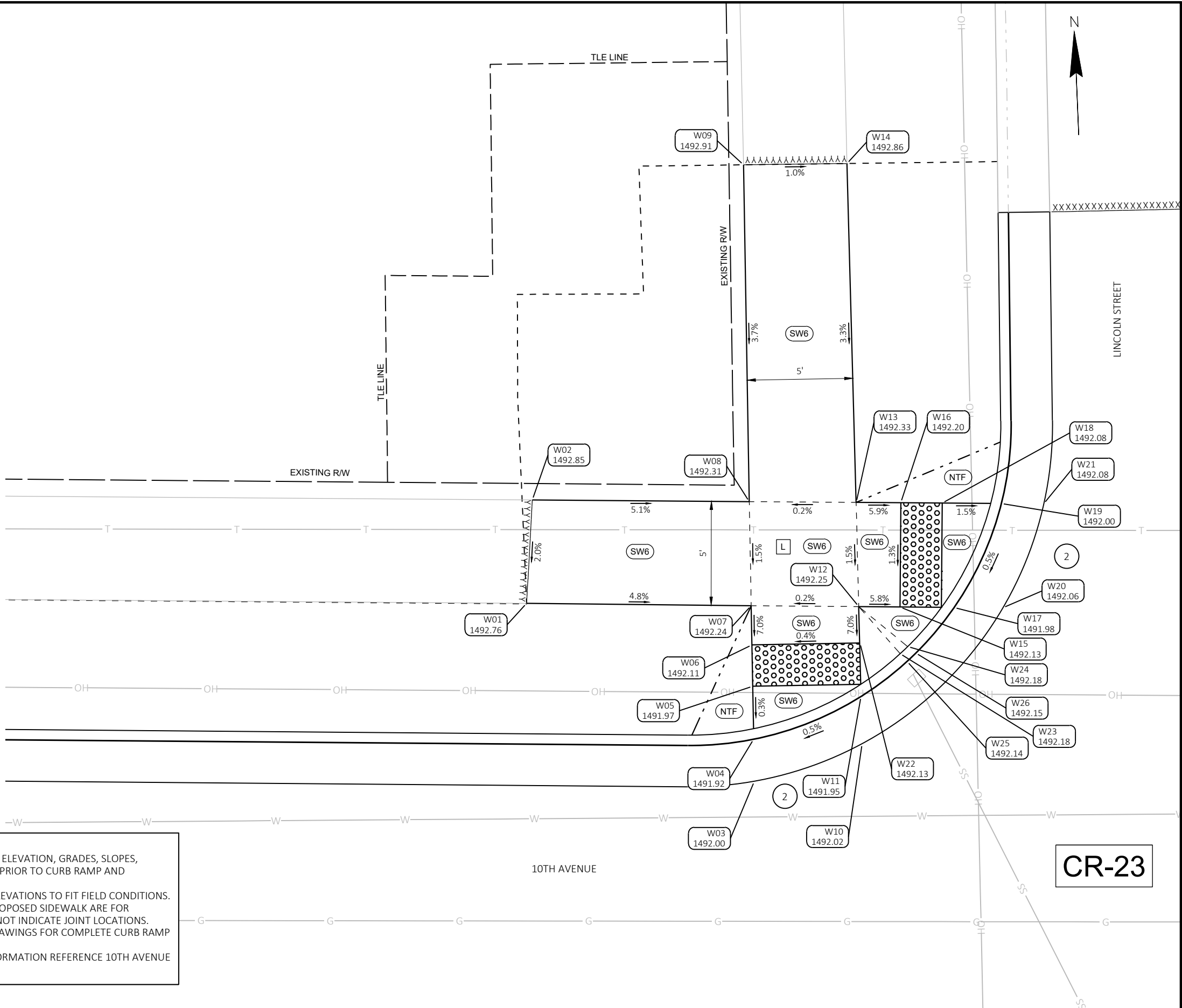


CR-23					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
W01	56+26.78	26.81' LT	1492.76	337741.70	618167.64
W02	56+27.01	31.81' LT	1492.85	337746.68	618168.13
W03	56+37.86	18.30' LT	1492.00	337732.63	618178.27
W04	56+37.81	20.33' LT	1491.92	337734.66	618178.32
W05	56+37.75	22.89' LT	1491.97	337737.22	618178.39
W06	56+37.69	24.89' LT	1492.11	337739.22	618178.44
W07	56+37.64	26.78' LT	1492.24	337741.12	618178.48
W08	56+37.50	31.82' LT	1492.31	337746.15	618178.61
W09	56+37.09	48.10' LT	1492.91	337762.43	618179.04
W10	56+43.06	20.16' LT	1492.02	337734.22	618183.55
W11	56+42.98	22.44' LT	1491.95	337736.50	618183.59
W12	56+42.84	26.78' LT	1492.25	337740.84	618183.68
W13	56+42.67	31.82' LT	1492.33	337745.88	618183.77

CR-23					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
W14	56+42.09	48.20' LT	1492.86	337762.27	618184.04
W15	56+44.84	26.78' LT	1492.13	337740.74	618185.67
W16	56+44.83	31.82' LT	1492.20	337745.77	618185.93
W17	56+47.45	26.78' LT	1491.98	337740.60	618188.28
W18	56+46.83	31.82' LT	1492.08	337745.67	618187.93
W19	56+49.69	31.83' LT	1492.00	337745.53	618190.78
W20	56+49.81	26.78' LT	1492.06	337740.48	618190.64
W21	56+51.74	31.83' LT	1492.08	337745.42	618192.83
W22	56+42.91	25.03' LT	1492.13	337739.09	618183.66
W23	56+44.86	24.53' LT	1492.18	337738.49	618185.58
W24	56+45.22	24.87' LT	1492.18	337738.81	618185.95
W25	56+45.19	24.16' LT	1492.14	337738.10	618185.89
W26	56+45.61	24.56' LT	1492.15	337738.48	618186.33

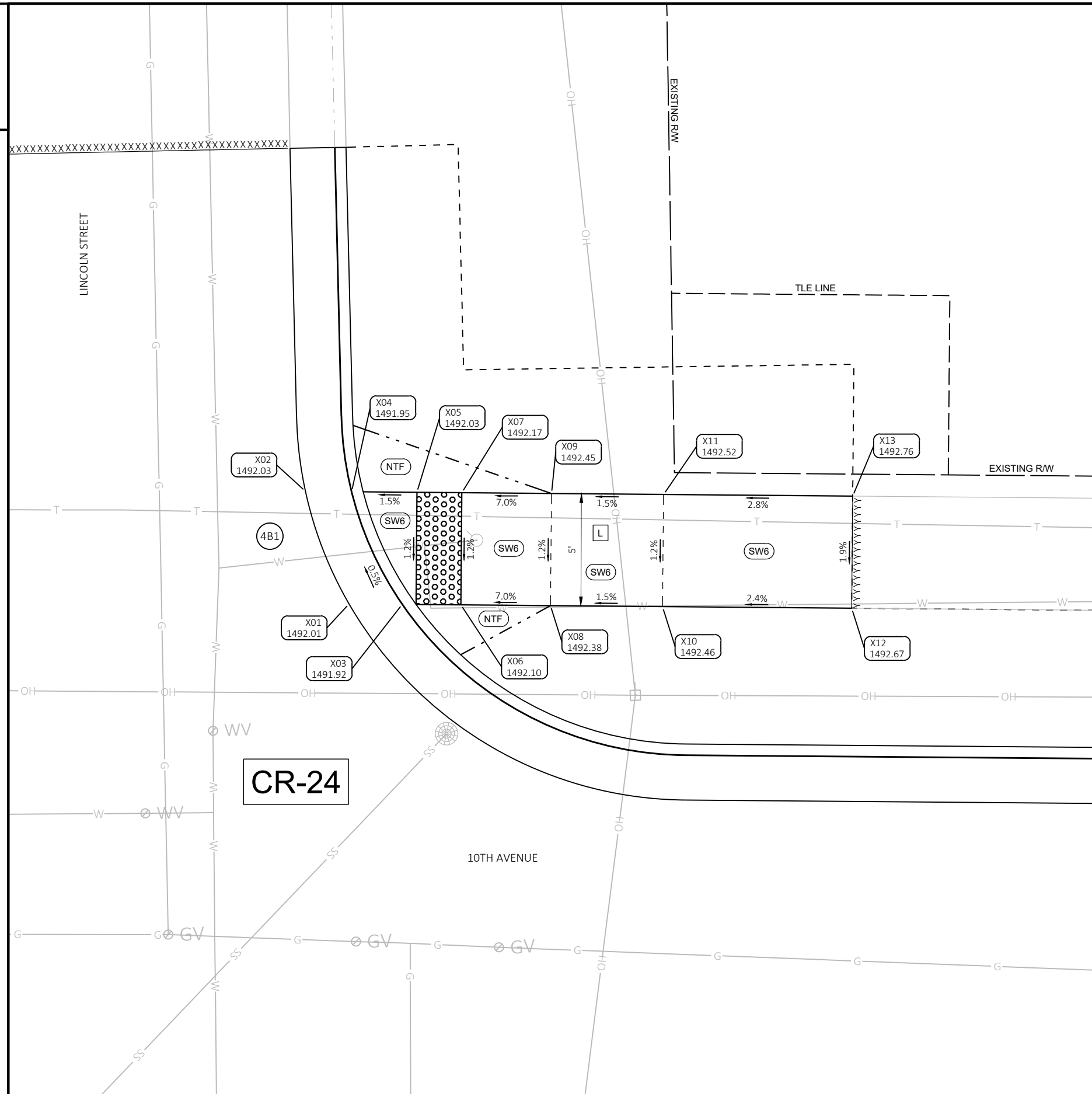
LEGEND	
	CURB RAMP TYPE
	POINT NUMBER & ELEVATION
	SLOPE INTERCEPTS
	CONCRETE SIDEWALK 6-INCH
	SAW CUT CONCRETE
	UNPAVED NON-TRAVERSABLE FLARE (6:1)
	LANDING

- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 5. ALL STATION AND OFFSET INFORMATION REFERENCE 10TH AVENUE R/L.



2

2

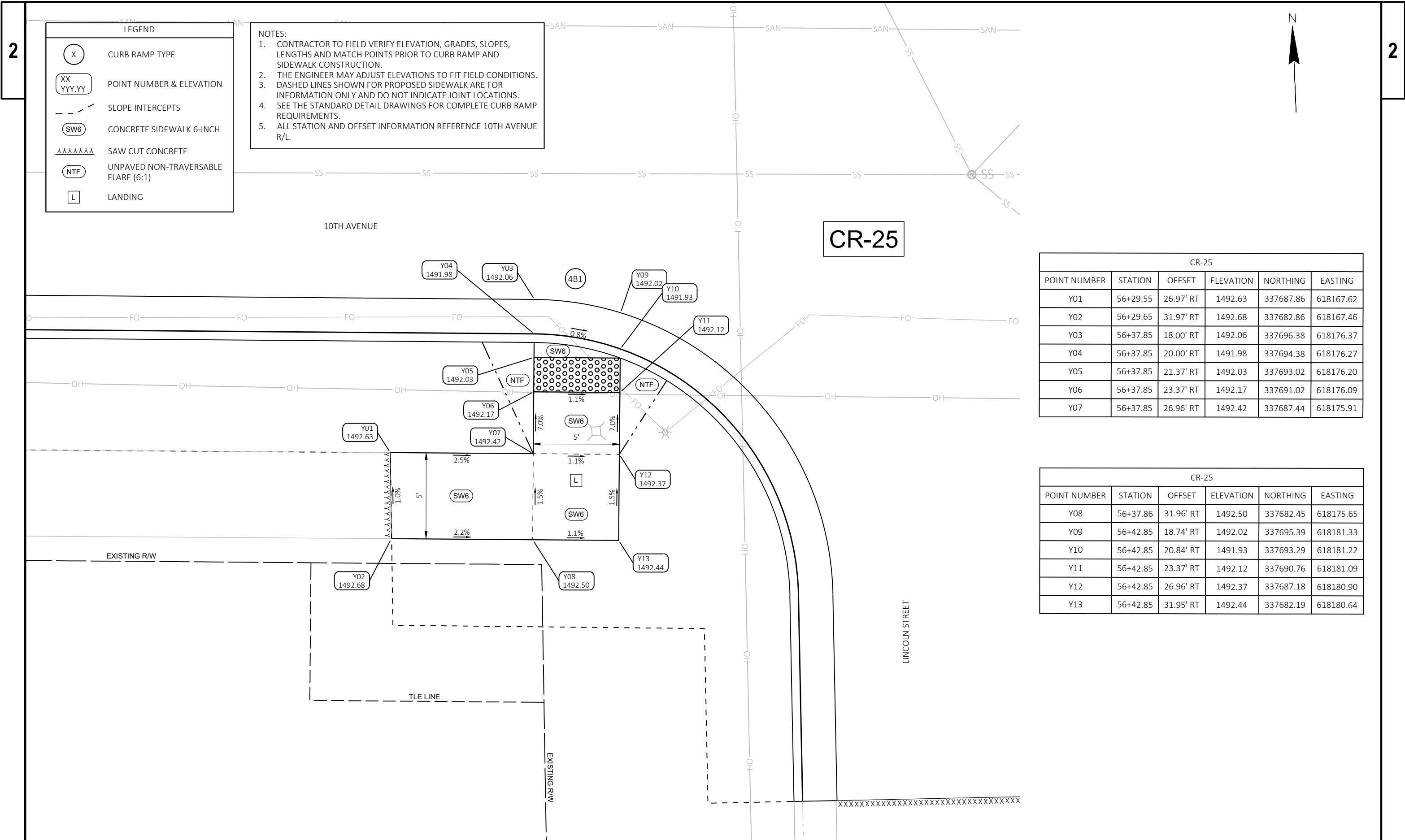


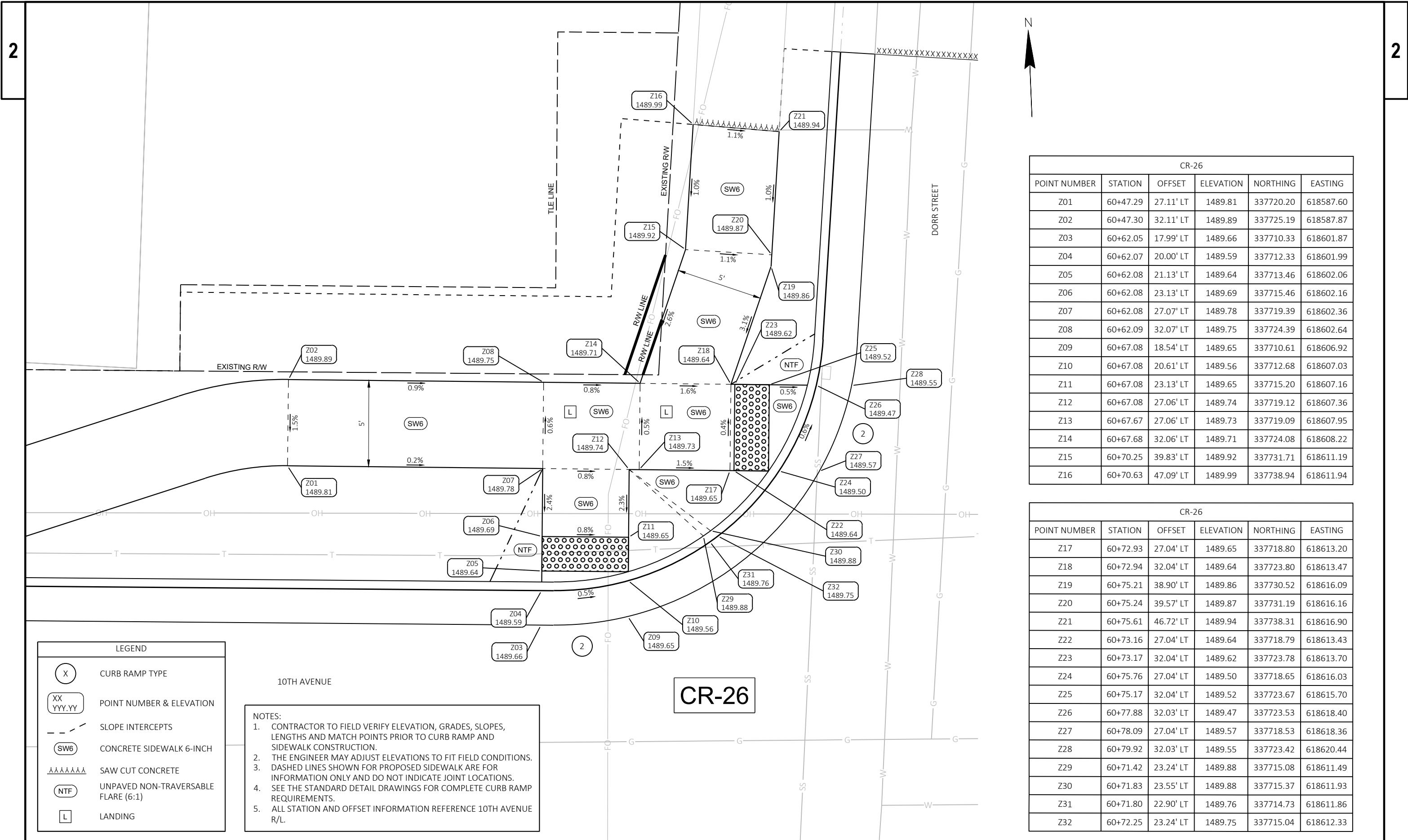
CR-24					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
X01	56+88.31	26.63' LT	1492.01	337738.33	618229.08
X02	56+86.33	31.63' LT	1492.03	337743.43	618227.36
X03	56+90.69	26.63' LT	1491.92	337738.21	618231.45
X04	56+88.39	31.63' LT	1491.95	337743.32	618229.42
X05	56+91.30	31.63' LT	1492.03	337743.17	618232.33
X06	56+93.30	26.63' LT	1492.10	337738.07	618234.06
X07	56+93.30	31.63' LT	1492.17	337743.06	618234.33

CR-24					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
X08	56+97.30	26.62' LT	1492.38	337737.86	618238.06
X09	56+97.30	31.62' LT	1492.45	337742.86	618238.32
X10	57+02.30	26.62' LT	1492.46	337737.60	618243.05
X11	57+02.30	31.62' LT	1492.52	337742.59	618243.31
X12	57+10.74	26.62' LT	1492.67	337737.16	618251.48
X13	57+10.74	31.62' LT	1492.76	337742.15	618251.74

- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 5. ALL STATION AND OFFSET INFORMATION REFERENCE 10TH AVENUE R/L.

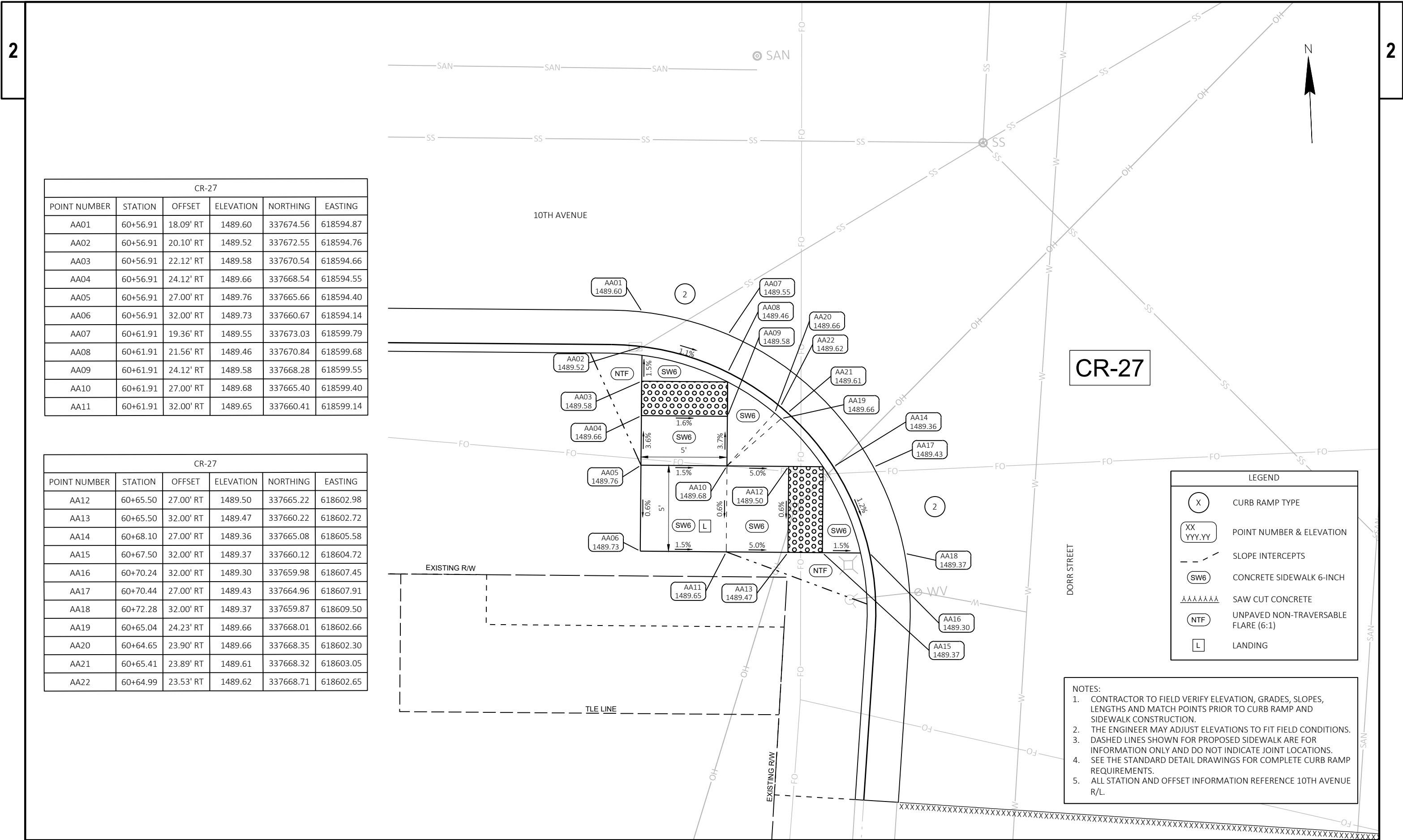
LEGEND	
	CURB RAMP TYPE
	POINT NUMBER & ELEVATION
	SLOPE INTERCEPTS
	CONCRETE SIDEWALK 6-INCH
	SAW CUT CONCRETE
	UNPAVED NON-TRAVERSABLE FLARE (6:1)
	LANDING





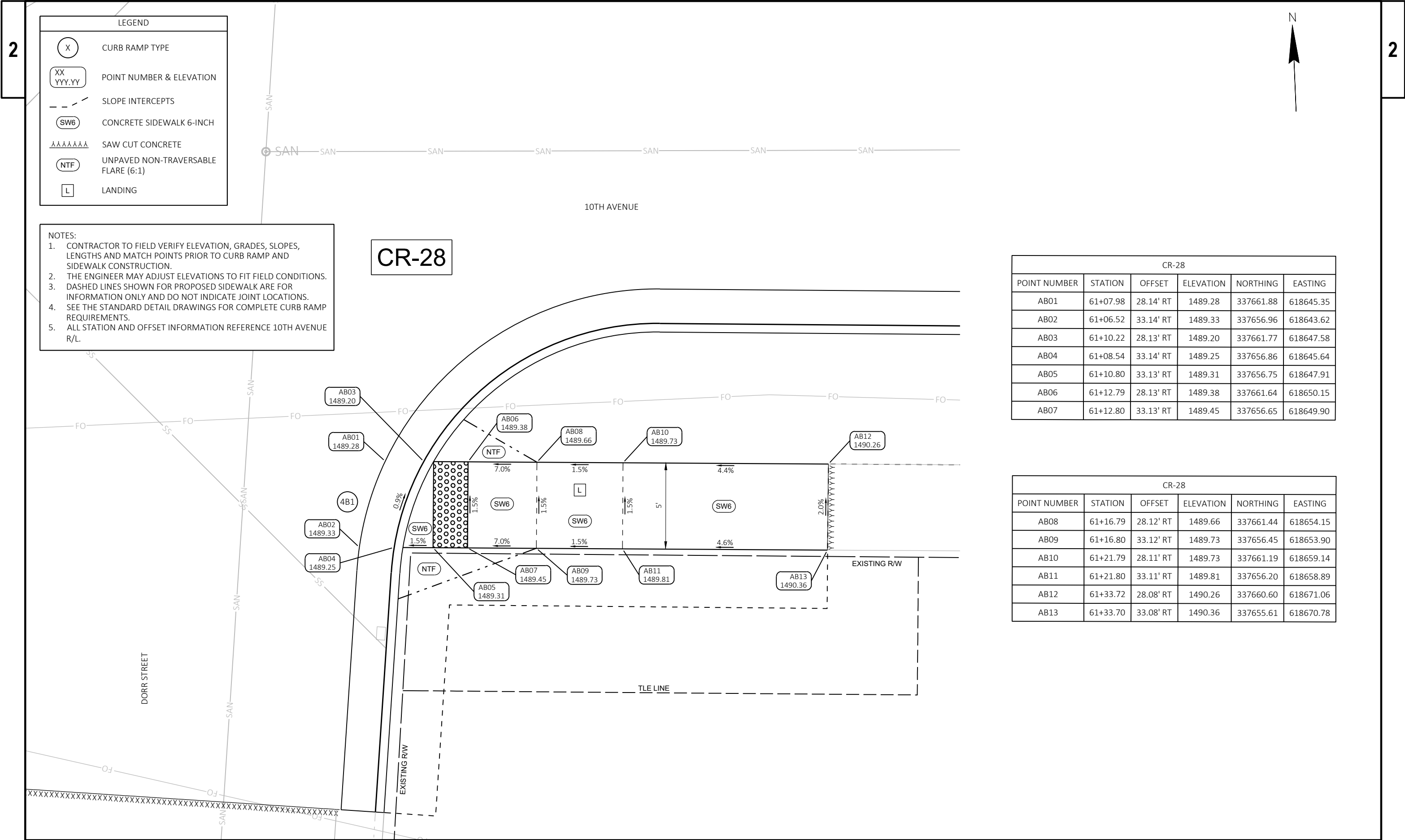
CR-26					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
Z01	60+47.29	27.11' LT	1489.81	337720.20	618587.60
Z02	60+47.30	32.11' LT	1489.89	337725.19	618587.87
Z03	60+62.05	17.99' LT	1489.66	337710.33	618601.87
Z04	60+62.07	20.00' LT	1489.59	337712.33	618601.99
Z05	60+62.08	21.13' LT	1489.64	337713.46	618602.06
Z06	60+62.08	23.13' LT	1489.69	337715.46	618602.16
Z07	60+62.08	27.07' LT	1489.78	337719.39	618602.36
Z08	60+62.09	32.07' LT	1489.75	337724.39	618602.64
Z09	60+67.08	18.54' LT	1489.65	337710.61	618606.92
Z10	60+67.08	20.61' LT	1489.56	337712.68	618607.03
Z11	60+67.08	23.13' LT	1489.65	337715.20	618607.16
Z12	60+67.08	27.06' LT	1489.74	337719.12	618607.36
Z13	60+67.67	27.06' LT	1489.73	337719.09	618607.95
Z14	60+67.68	32.06' LT	1489.71	337724.08	618608.22
Z15	60+70.25	39.83' LT	1489.92	337731.71	618611.19
Z16	60+70.63	47.09' LT	1489.99	337738.94	618611.94

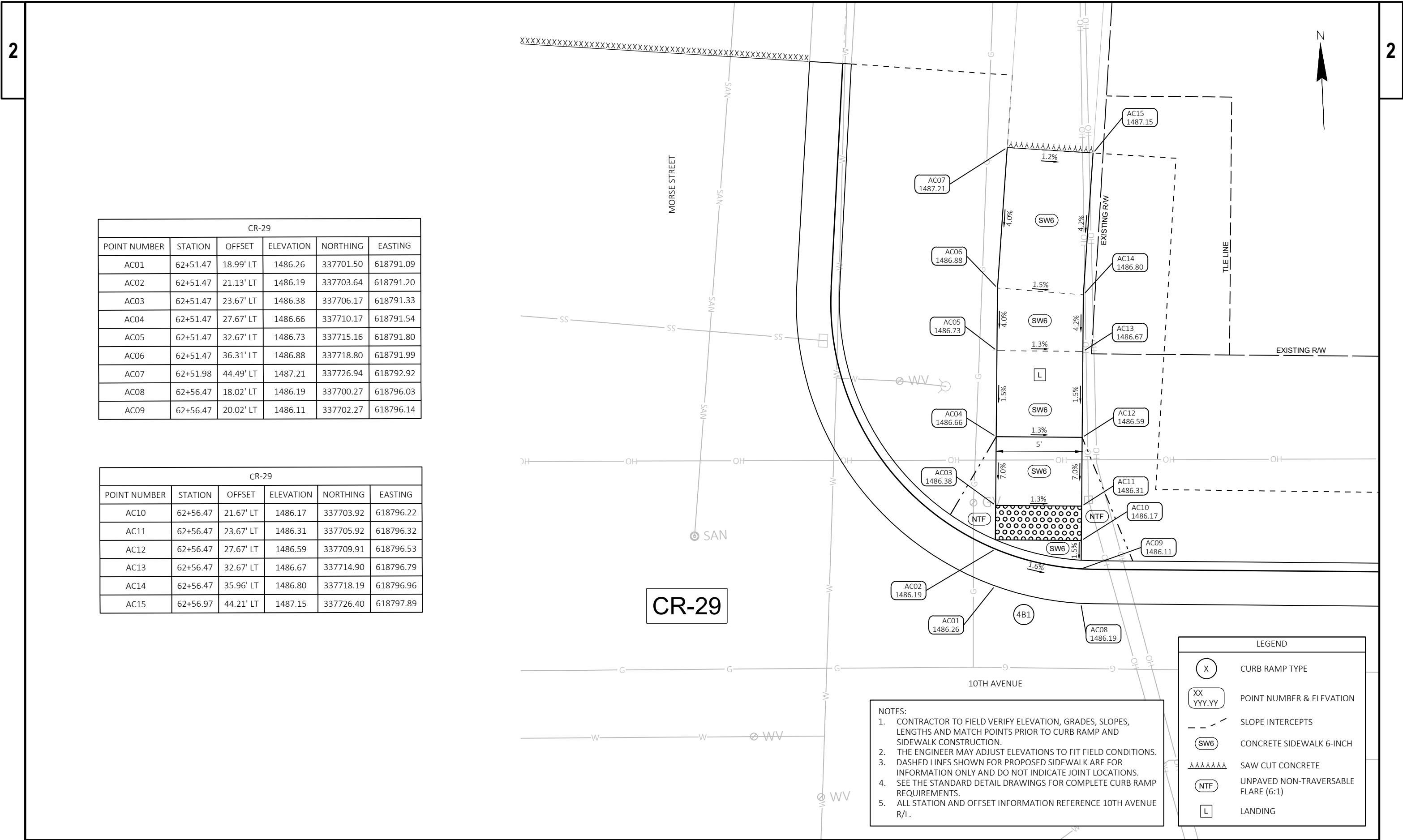
CR-26					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
Z17	60+72.93	27.04' LT	1489.65	337718.80	618613.20
Z18	60+72.94	32.04' LT	1489.64	337723.80	618613.47
Z19	60+75.21	38.90' LT	1489.86	337730.52	618616.09
Z20	60+75.24	39.57' LT	1489.87	337731.19	618616.16
Z21	60+75.61	46.72' LT	1489.94	337738.31	618616.90
Z22	60+73.16	27.04' LT	1489.64	337718.79	618613.43
Z23	60+73.17	32.04' LT	1489.62	337723.78	618613.70
Z24	60+75.76	27.04' LT	1489.50	337718.65	618616.03
Z25	60+75.17	32.04' LT	1489.52	337723.67	618615.70
Z26	60+77.88	32.03' LT	1489.47	337723.53	618618.40
Z27	60+78.09	27.04' LT	1489.57	337718.53	618618.36
Z28	60+79.92	32.03' LT	1489.55	337723.42	618620.44
Z29	60+71.42	23.24' LT	1489.88	337715.08	618611.49
Z30	60+71.83	23.55' LT	1489.88	337715.37	618611.93
Z31	60+71.80	22.90' LT	1489.76	337714.73	618611.86
Z32	60+72.25	23.24' LT	1489.75	337715.04	618612.33

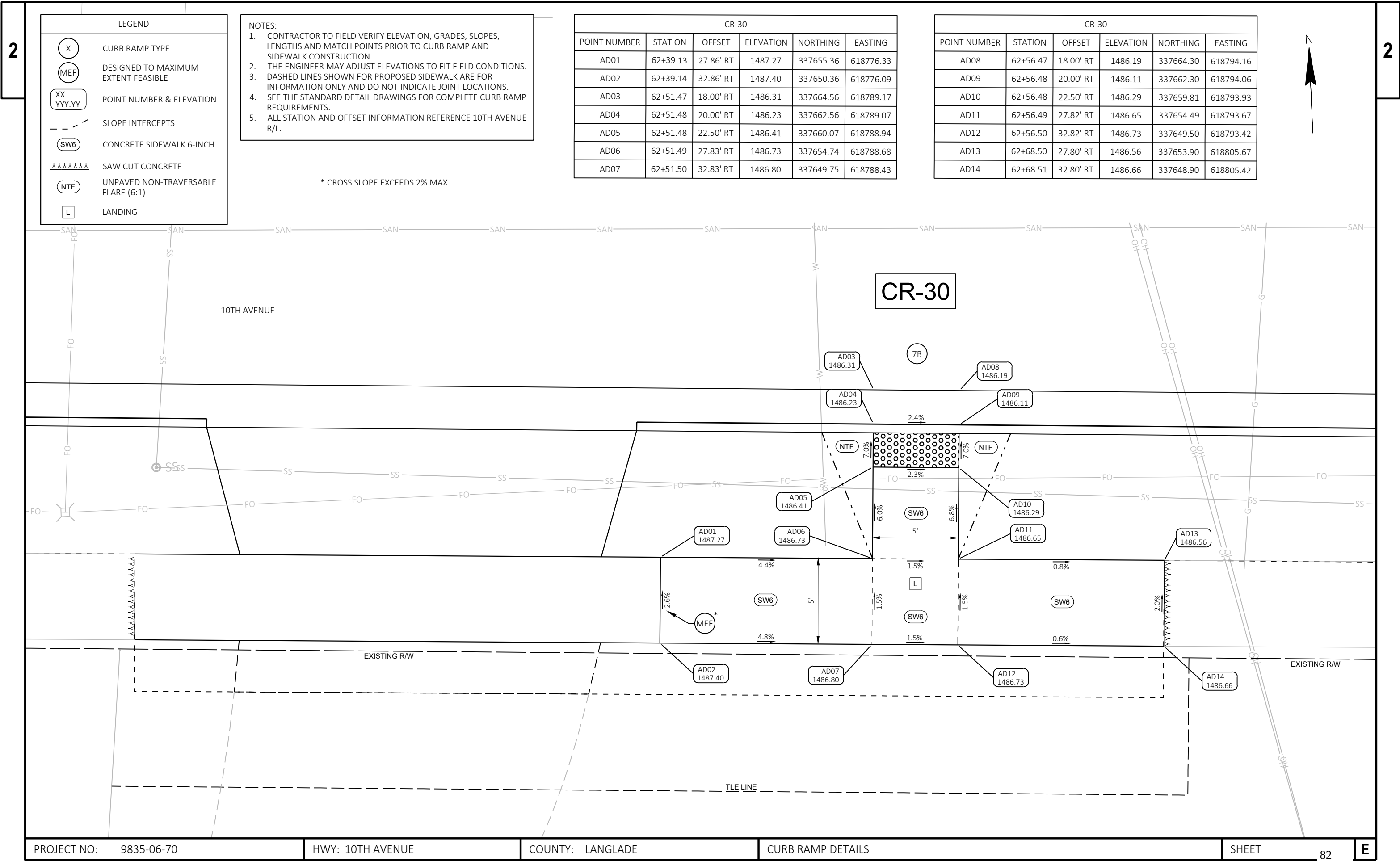


CR-27					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
AA01	60+56.91	18.09' RT	1489.60	337674.56	618594.87
AA02	60+56.91	20.10' RT	1489.52	337672.55	618594.76
AA03	60+56.91	22.12' RT	1489.58	337670.54	618594.66
AA04	60+56.91	24.12' RT	1489.66	337668.54	618594.55
AA05	60+56.91	27.00' RT	1489.76	337665.66	618594.40
AA06	60+56.91	32.00' RT	1489.73	337660.67	618594.14
AA07	60+61.91	19.36' RT	1489.55	337673.03	618599.79
AA08	60+61.91	21.56' RT	1489.46	337670.84	618599.68
AA09	60+61.91	24.12' RT	1489.58	337668.28	618599.55
AA10	60+61.91	27.00' RT	1489.68	337665.40	618599.40
AA11	60+61.91	32.00' RT	1489.65	337660.41	618599.14

CR-27					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
AA12	60+65.50	27.00' RT	1489.50	337665.22	618602.98
AA13	60+65.50	32.00' RT	1489.47	337660.22	618602.72
AA14	60+68.10	27.00' RT	1489.36	337665.08	618605.58
AA15	60+67.50	32.00' RT	1489.37	337660.12	618604.72
AA16	60+70.24	32.00' RT	1489.30	337659.98	618607.45
AA17	60+70.44	27.00' RT	1489.43	337664.96	618607.91
AA18	60+72.28	32.00' RT	1489.37	337659.87	618609.50
AA19	60+65.04	24.23' RT	1489.66	337668.01	618602.66
AA20	60+64.65	23.90' RT	1489.66	337668.35	618602.30
AA21	60+65.41	23.89' RT	1489.61	337668.32	618603.05
AA22	60+64.99	23.53' RT	1489.62	337668.71	618602.65

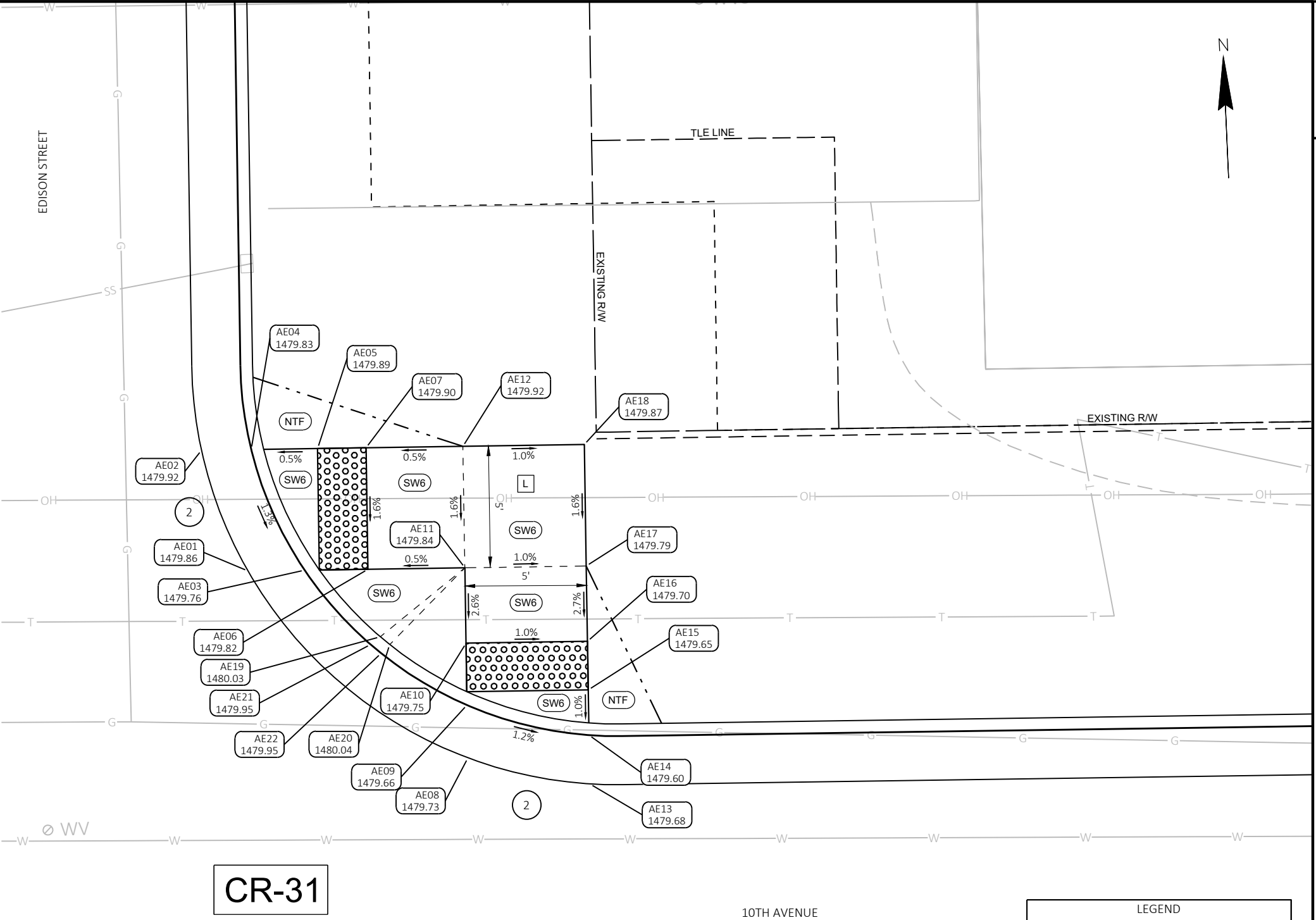






CR-31					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
AE01	67+01.59	27.02' LT	1479.86	337687.43	619240.45
AE02	66+99.75	32.01' LT	1479.92	337692.48	619238.76
AE03	67+03.93	27.02' LT	1479.76	337687.36	619242.79
AE04	67+01.79	32.02' LT	1479.83	337692.42	619240.80
AE05	67+04.53	32.02' LT	1479.89	337692.34	619243.53
AE06	67+06.53	27.02' LT	1479.82	337687.29	619245.39
AE07	67+06.53	32.02' LT	1479.90	337692.29	619245.53
AE08	67+10.53	19.20' LT	1479.73	337679.36	619249.16
AE09	67+10.52	21.37' LT	1479.66	337681.53	619249.22
AE10	67+10.52	23.92' LT	1479.75	337684.08	619249.29
AE11	67+10.52	27.02' LT	1479.84	337687.17	619249.37

CR-31					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
AE12	67+10.51	32.02' LT	1479.92	337692.17	619249.51
AE13	67+15.53	18.05' LT	1479.68	337678.07	619254.12
AE14	67+15.53	20.06' LT	1479.60	337680.07	619254.18
AE15	67+15.52	21.92' LT	1479.65	337681.93	619254.23
AE16	67+15.52	23.92' LT	1479.70	337683.93	619254.29
AE17	67+15.52	27.02' LT	1479.79	337687.03	619254.37
AE18	67+15.51	32.02' LT	1479.87	337692.03	619254.51
AE19	67+06.99	24.23' LT	1480.03	337684.49	619245.77
AE20	67+07.38	23.91' LT	1480.04	337684.16	619246.15
AE21	67+06.60	23.92' LT	1479.95	337684.19	619245.36
AE22	67+07.02	23.55' LT	1479.95	337683.81	619245.78



CR-31

10TH AVENUE

- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 5. ALL STATION AND OFFSET INFORMATION REFERENCE 10TH AVENUE R/L.

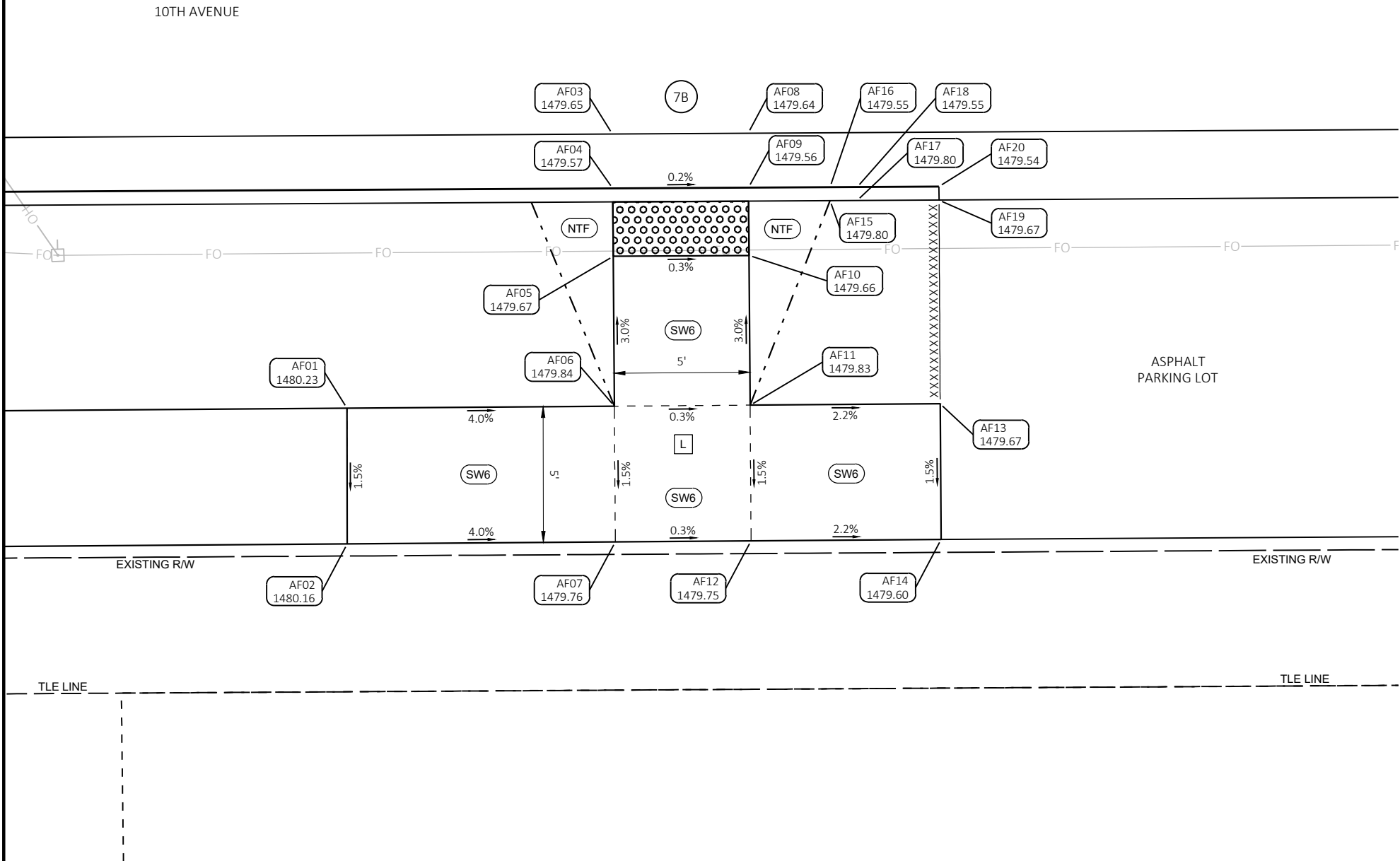
LEGEND	
(X)	CURB RAMP TYPE
XX YYY.YY	POINT NUMBER & ELEVATION
---	SLOPE INTERCEPTS
(SW6)	CONCRETE SIDEWALK 6-INCH
AAAAAAA	SAW CUT CONCRETE
(NTF)	UNPAVED NON-TRAVERSABLE FLARE (6:1)
(L)	LANDING

LEGEND	
X	CURB RAMP TYPE
XX YYY.YY	POINT NUMBER & ELEVATION
- - -	SLOPE INTERCEPTS
SW6	CONCRETE SIDEWALK 6-INCH
AAAAAAAA	SAW CUT CONCRETE
NTF	UNPAVED NON-TRAVERSABLE FLARE (6:1)
L	LANDING

- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 5. ALL STATION AND OFFSET INFORMATION REFERENCE 10TH AVENUE R/L.



CR-32

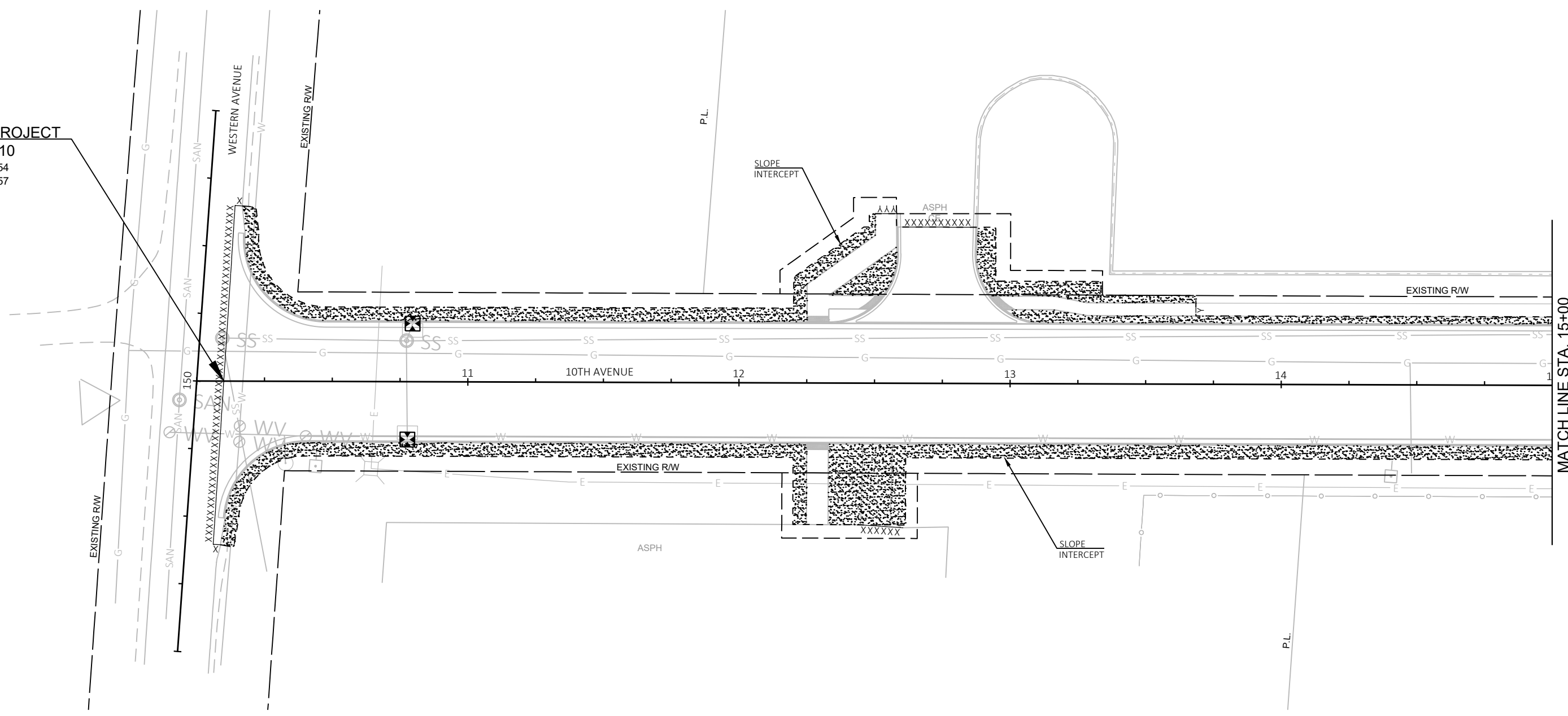


CR-32					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
AF01	67+00.75	28.04' RT	1480.23	337632.42	619238.00
AF02	67+00.73	33.04' RT	1480.16	337627.43	619237.84
AF03	67+10.58	18.00' RT	1479.65	337642.17	619248.13
AF04	67+10.58	20.00' RT	1479.57	337640.17	619248.07
AF05	67+10.59	22.50' RT	1479.67	337637.67	619248.00
AF06	67+10.60	28.02' RT	1479.84	337632.15	619247.85
AF07	67+10.60	33.02' RT	1479.76	337627.16	619247.71
AF08	67+15.58	18.00' RT	1479.64	337642.03	619253.12
AF09	67+15.58	20.00' RT	1479.56	337640.03	619253.07
AF10	67+15.59	22.50' RT	1479.66	337637.53	619253.00

CR-32					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
AF11	67+15.60	28.01' RT	1479.83	337632.02	619252.85
AF12	67+15.60	33.01' RT	1479.75	337627.02	619252.71
AF13	67+22.59	28.00' RT	1479.67	337631.83	619259.84
AF14	67+22.60	33.00' RT	1479.60	337626.83	619259.71
AF15	67+18.58	20.50' RT	1479.80	337639.44	619256.05
AF16	67+18.58	20.00' RT	1479.55	337639.94	619256.07
AF17	67+19.58	20.50' RT	1479.80	337639.41	619257.05
AF18	67+19.58	20.00' RT	1479.55	337639.91	619257.07
AF19	67+22.60	20.50' RT	1479.67	337639.32	619260.06
AF20	67+22.59	20.00' RT	1479.54	337639.82	619260.08



BEGIN PROJECT
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X=613559.457

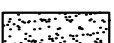


MATCH LINE STA. 15+00

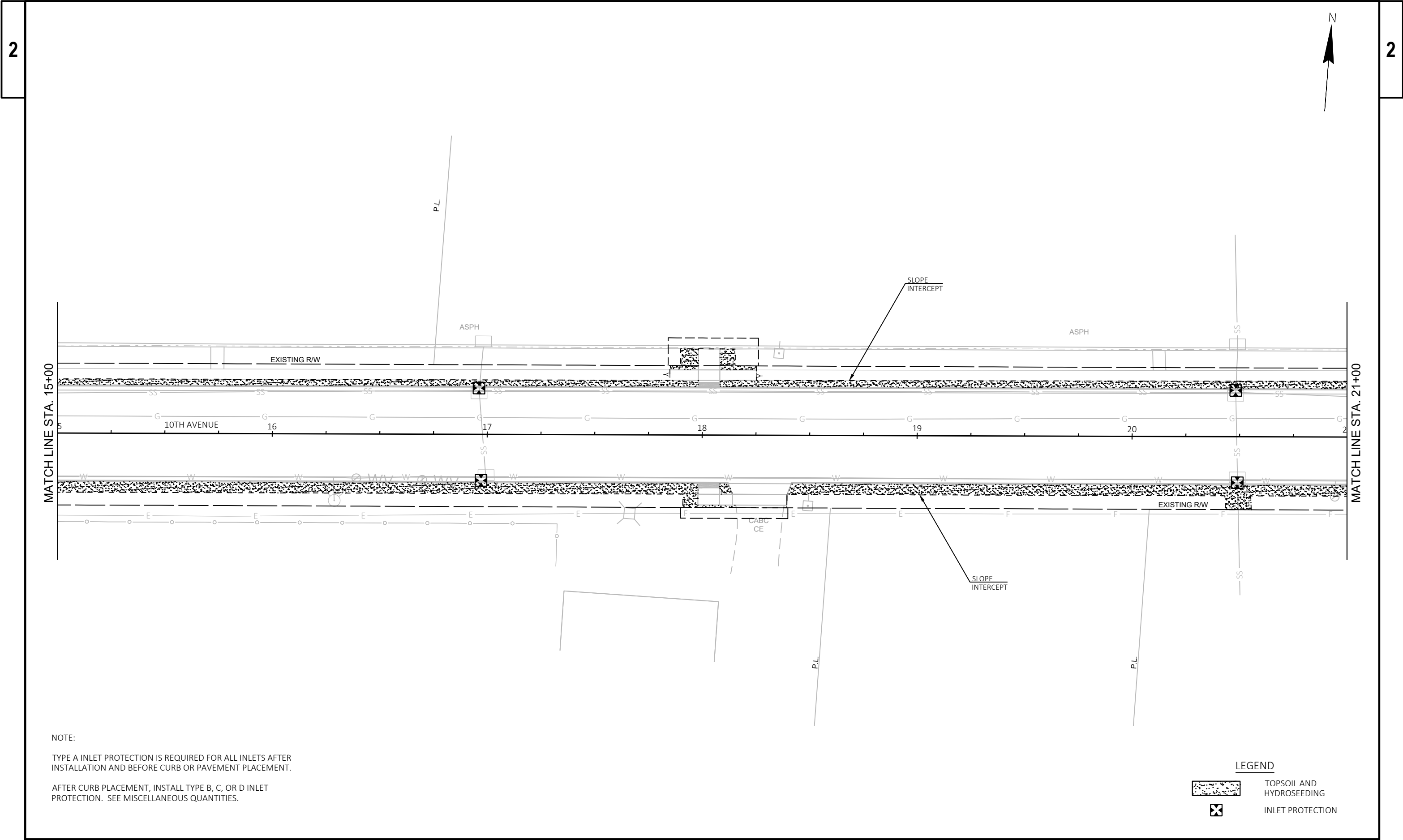
NOTE:
TYPE A INLET PROTECTION IS REQUIRED FOR ALL INLETS AFTER
INSTALLATION AND BEFORE CURB OR PAVEMENT PLACEMENT.

AFTER CURB PLACEMENT, INSTALL TYPE B, C, OR D INLET
PROTECTION. SEE MISCELLANEOUS QUANTITIES.

LEGEND

 TOPSOIL AND HYDROSEEDING

 INLET PROTECTION



NOTE:

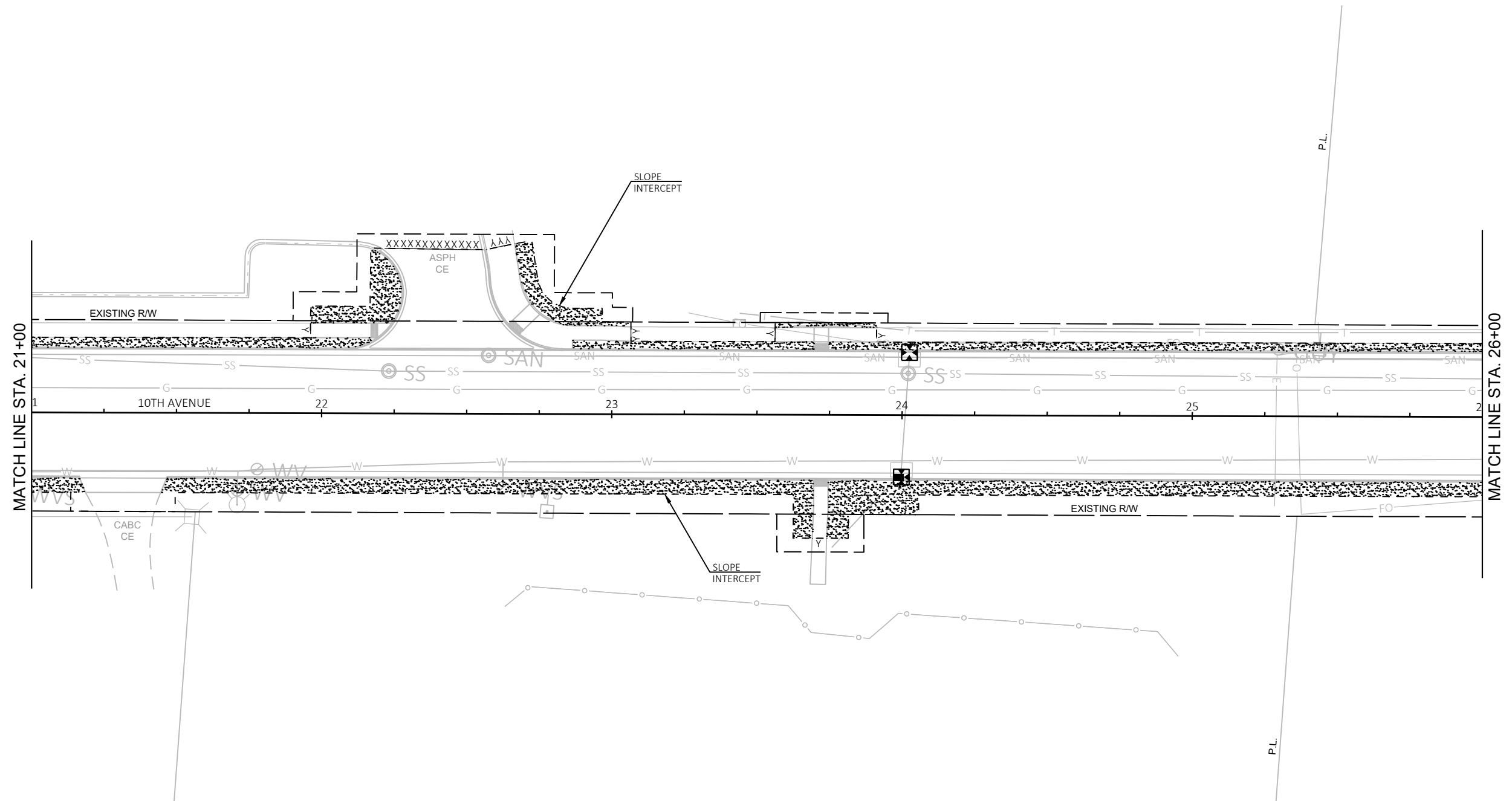
TYPE A INLET PROTECTION IS REQUIRED FOR ALL INLETS AFTER INSTALLATION AND BEFORE CURB OR PAVEMENT PLACEMENT.

AFTER CURB PLACEMENT, INSTALL TYPE B, C, OR D INLET PROTECTION. SEE MISCELLANEOUS QUANTITIES.

LEGEND

TOPSOIL AND HYDROSEEDING

INLET PROTECTION

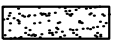


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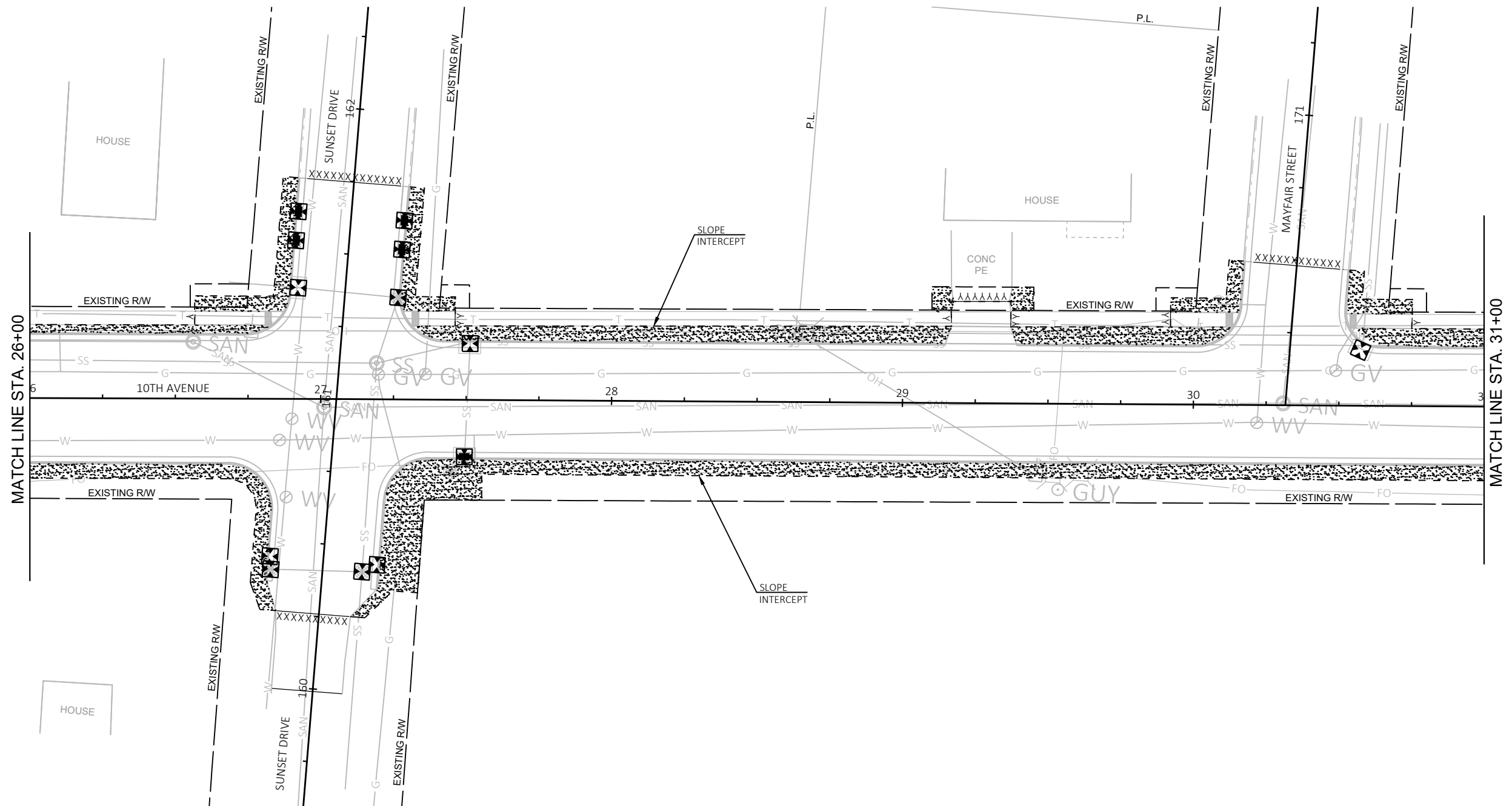
TYPE A INLET PROTECTION IS REQUIRED FOR ALL INLETS AFTER INSTALLATION AND BEFORE CURB OR PAVEMENT PLACEMENT.

AFTER CURB PLACEMENT, INSTALL TYPE B, C, OR D INLET PROTECTION. SEE MISCELLANEOUS QUANTITIES.

LEGEND

 TOPSOIL AND HYDROSEEDING

 INLET PROTECTION

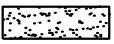


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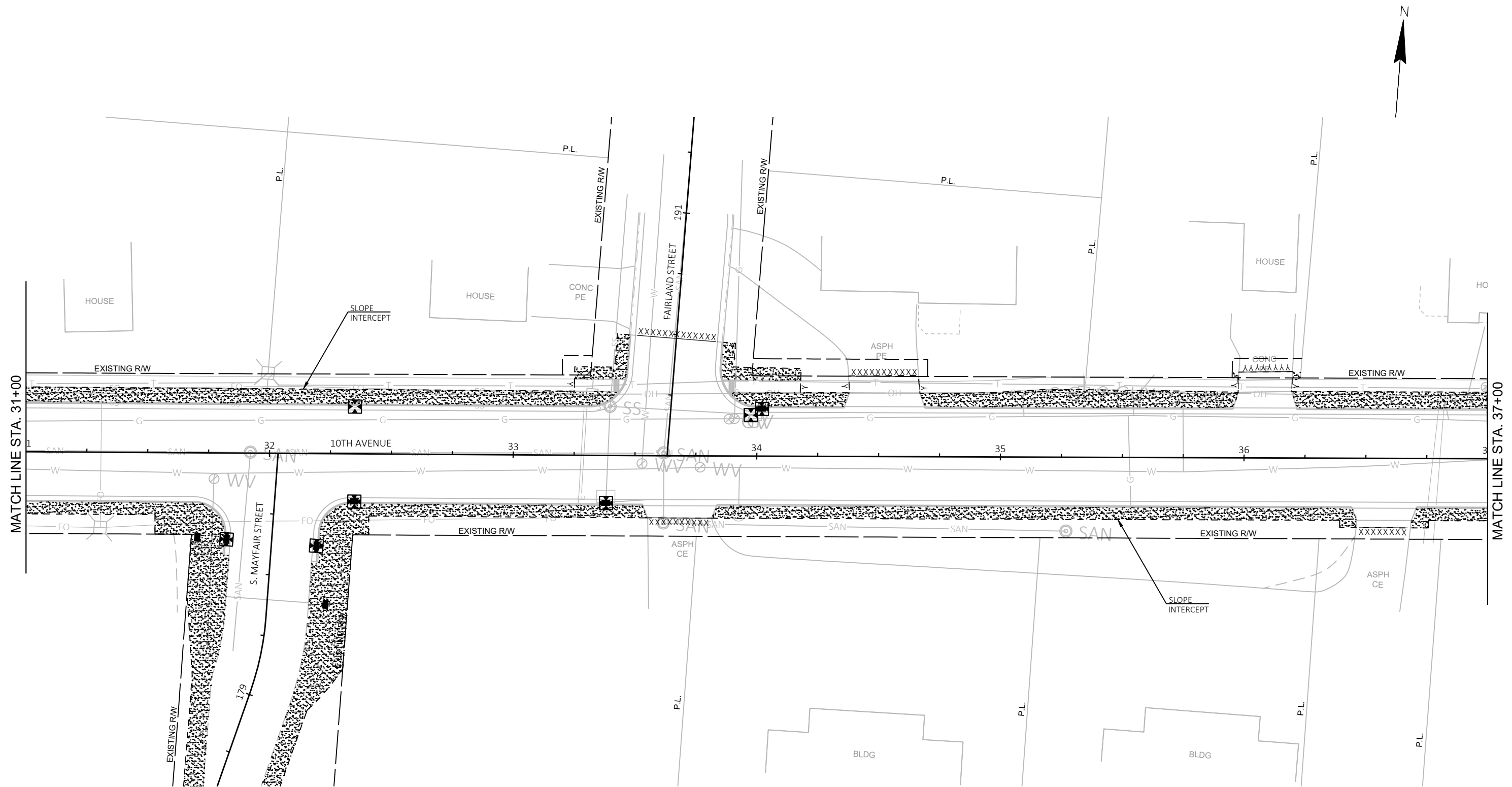
TYPE A INLET PROTECTION IS REQUIRED FOR ALL INLETS AFTER INSTALLATION AND BEFORE CURB OR PAVEMENT PLACEMENT.

AFTER CURB PLACEMENT, INSTALL TYPE B, C, OR D INLET PROTECTION. SEE MISCELLANEOUS QUANTITIES.

LEGEND

 TOPSOIL AND HYDROSEEDING

 INLET PROTECTION



NOTE:

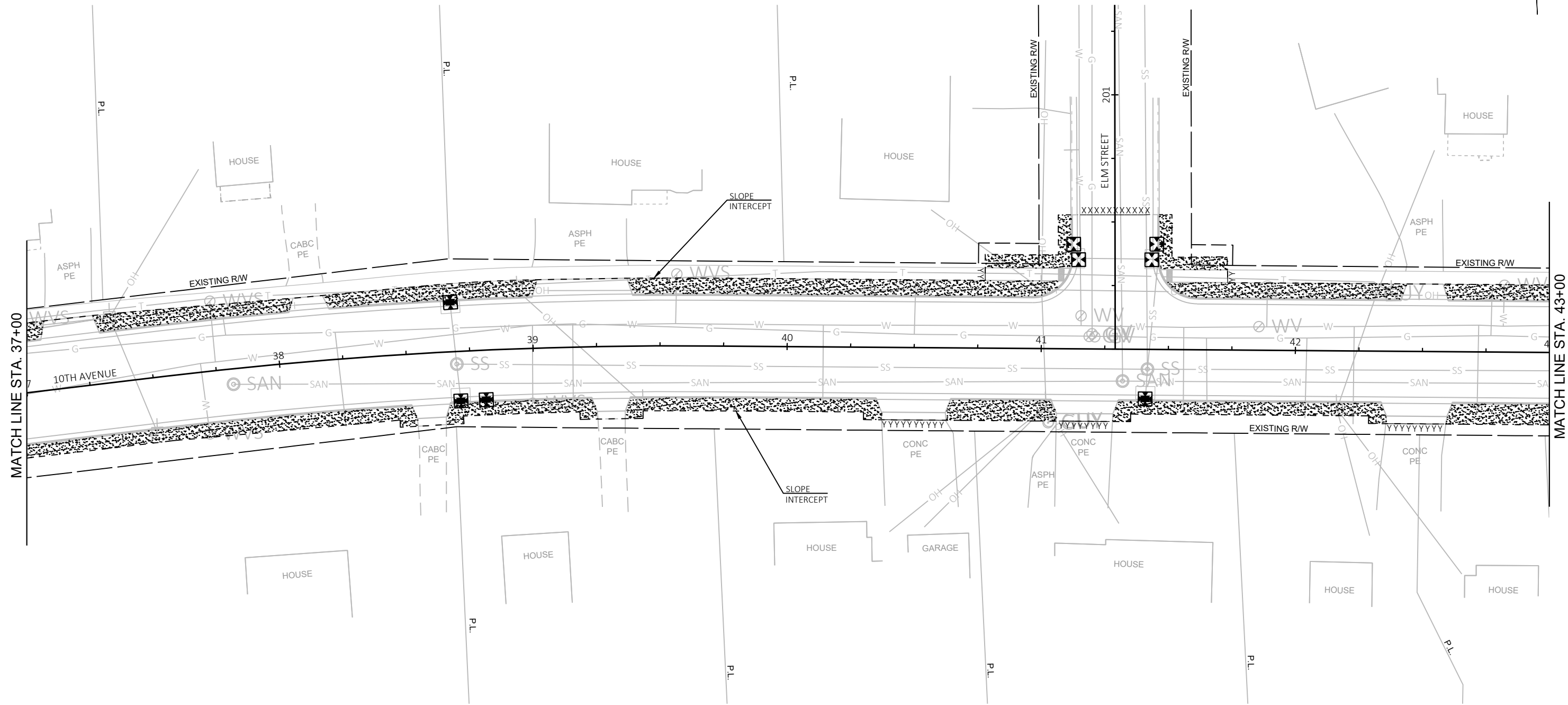
TYPE A INLET PROTECTION IS REQUIRED FOR ALL INLETS AFTER INSTALLATION AND BEFORE CURB OR PAVEMENT PLACEMENT.

AFTER CURB PLACEMENT, INSTALL TYPE B, C, OR D INLET PROTECTION. SEE MISCELLANEOUS QUANTITIES.

LEGEND

 TOPSOIL AND HYDROSEEDING

 INLET PROTECTION

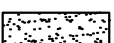


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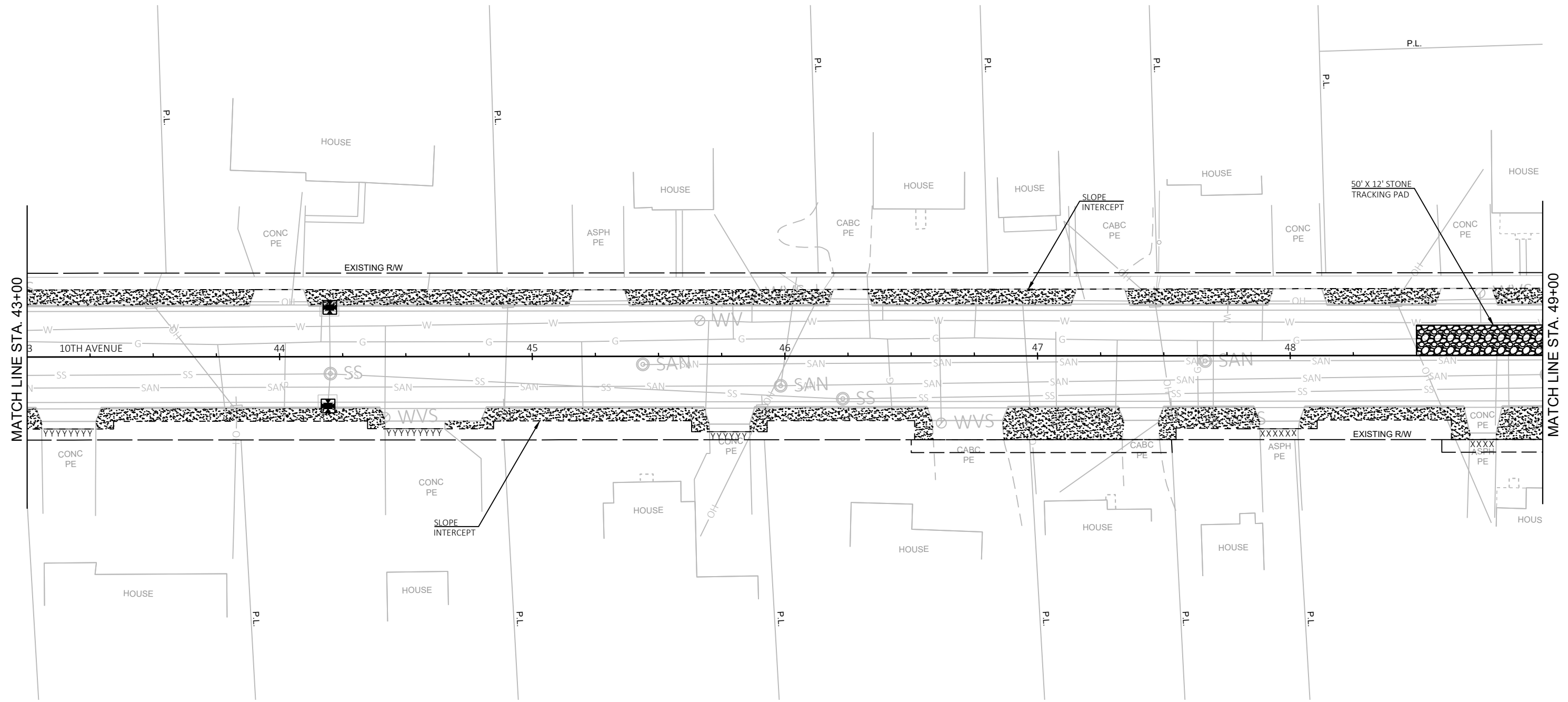
TYPE A INLET PROTECTION IS REQUIRED FOR ALL INLETS AFTER INSTALLATION AND BEFORE CURB OR PAVEMENT PLACEMENT.

AFTER CURB PLACEMENT, INSTALL TYPE B, C, OR D INLET PROTECTION. SEE MISCELLANEOUS QUANTITIES.

LEGEND

 TOPSOIL AND HYDROSEEDING

 INLET PROTECTION

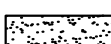


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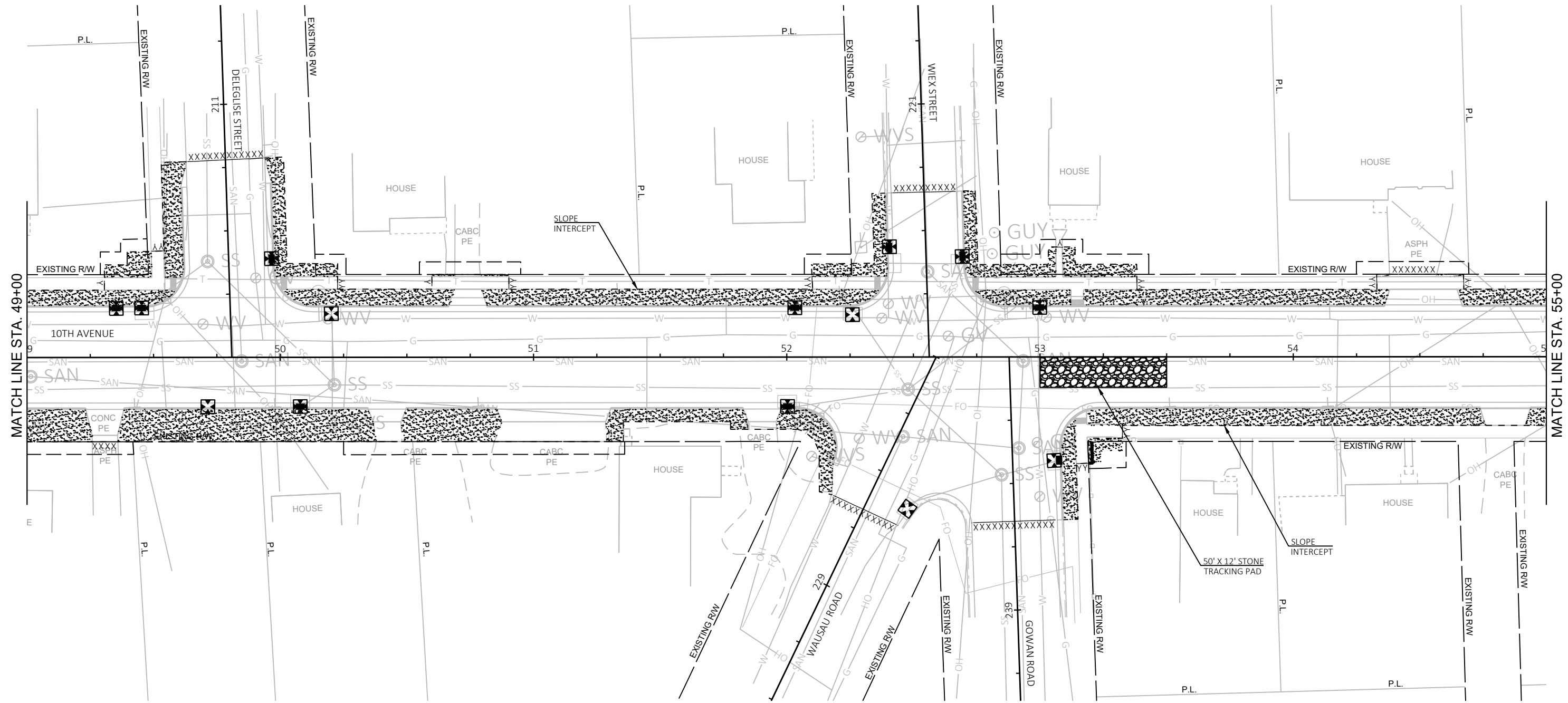
TYPE A INLET PROTECTION IS REQUIRED FOR ALL INLETS AFTER INSTALLATION AND BEFORE CURB OR PAVEMENT PLACEMENT.

AFTER CURB PLACEMENT, INSTALL TYPE B, C, OR D INLET PROTECTION. SEE MISCELLANEOUS QUANTITIES.

LEGEND

 TOPSOIL AND HYDROSEEDING

 INLET PROTECTION



NOTE:

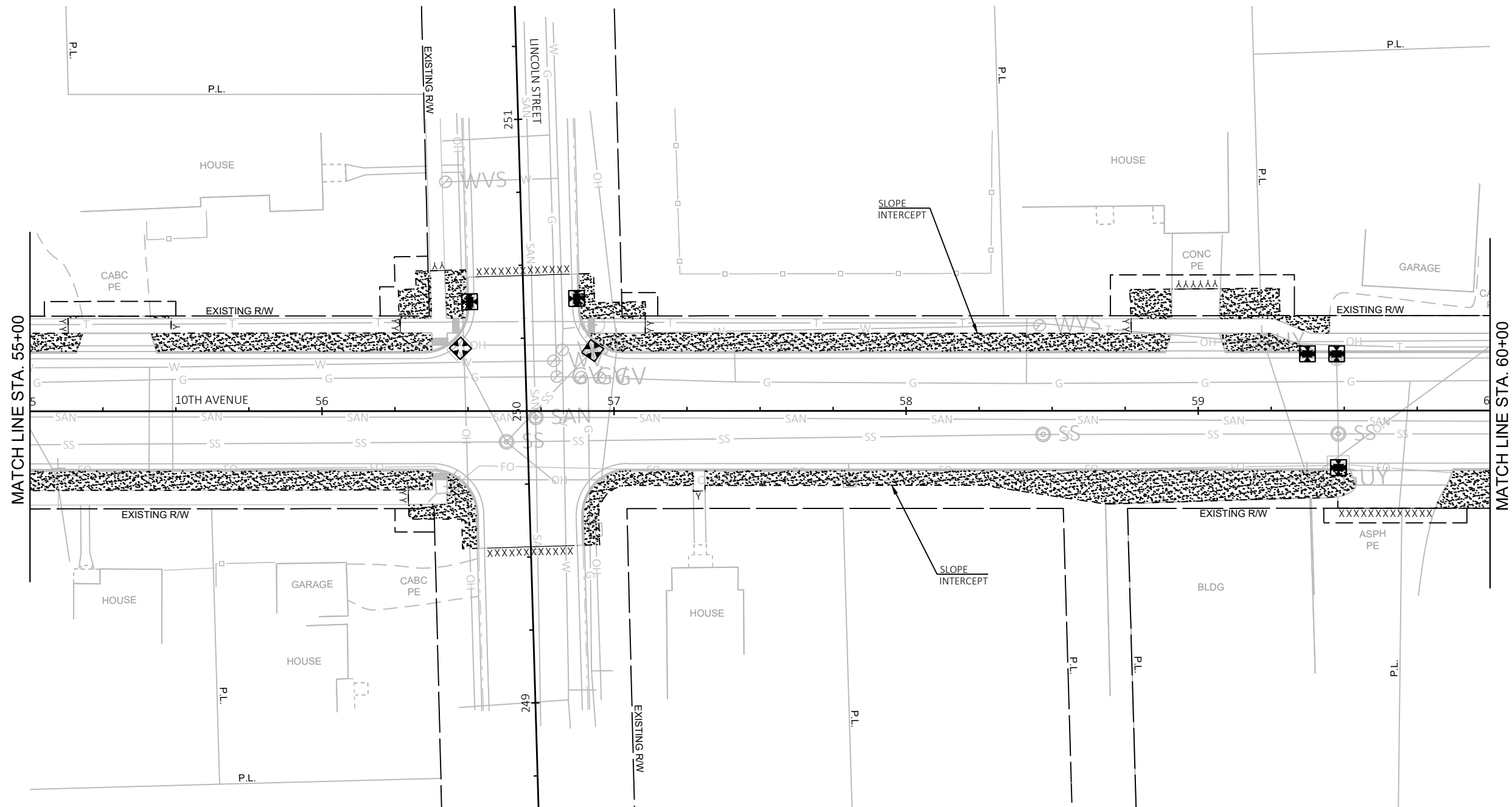
TYPE A INLET PROTECTION IS REQUIRED FOR ALL INLETS AFTER INSTALLATION AND BEFORE CURB OR PAVEMENT PLACEMENT.

AFTER CURB PLACEMENT, INSTALL TYPE B, C, OR D INLET PROTECTION. SEE MISCELLANEOUS QUANTITIES.

LEGEND

 TOPSOIL AND HYDROSEEDING

 INLET PROTECTION

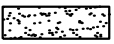


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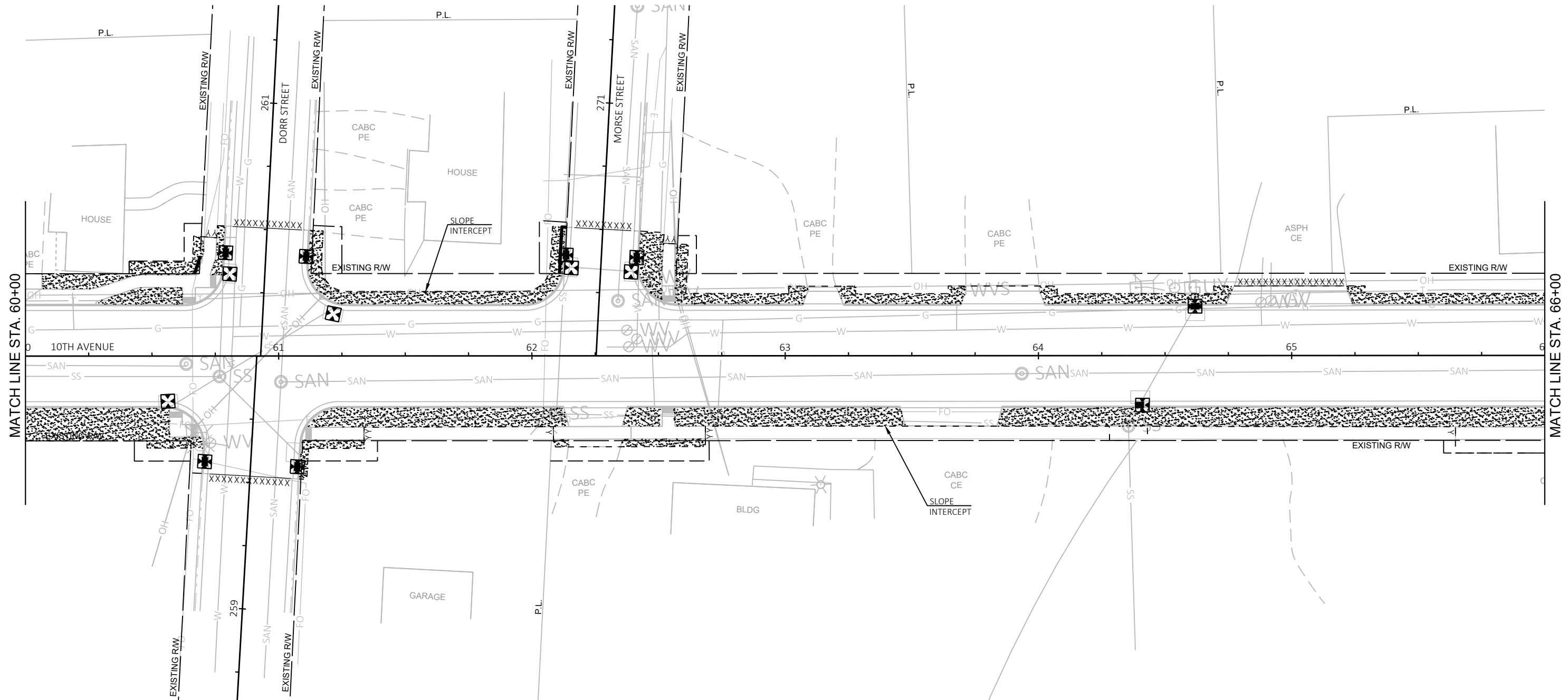
TYPE A INLET PROTECTION IS REQUIRED FOR ALL INLETS AFTER INSTALLATION AND BEFORE CURB OR PAVEMENT PLACEMENT.

AFTER CURB PLACEMENT, INSTALL TYPE B, C, OR D INLET PROTECTION. SEE MISCELLANEOUS QUANTITIES.

LEGEND

 TOPSOIL AND HYDROSEEDING

 INLET PROTECTION

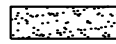


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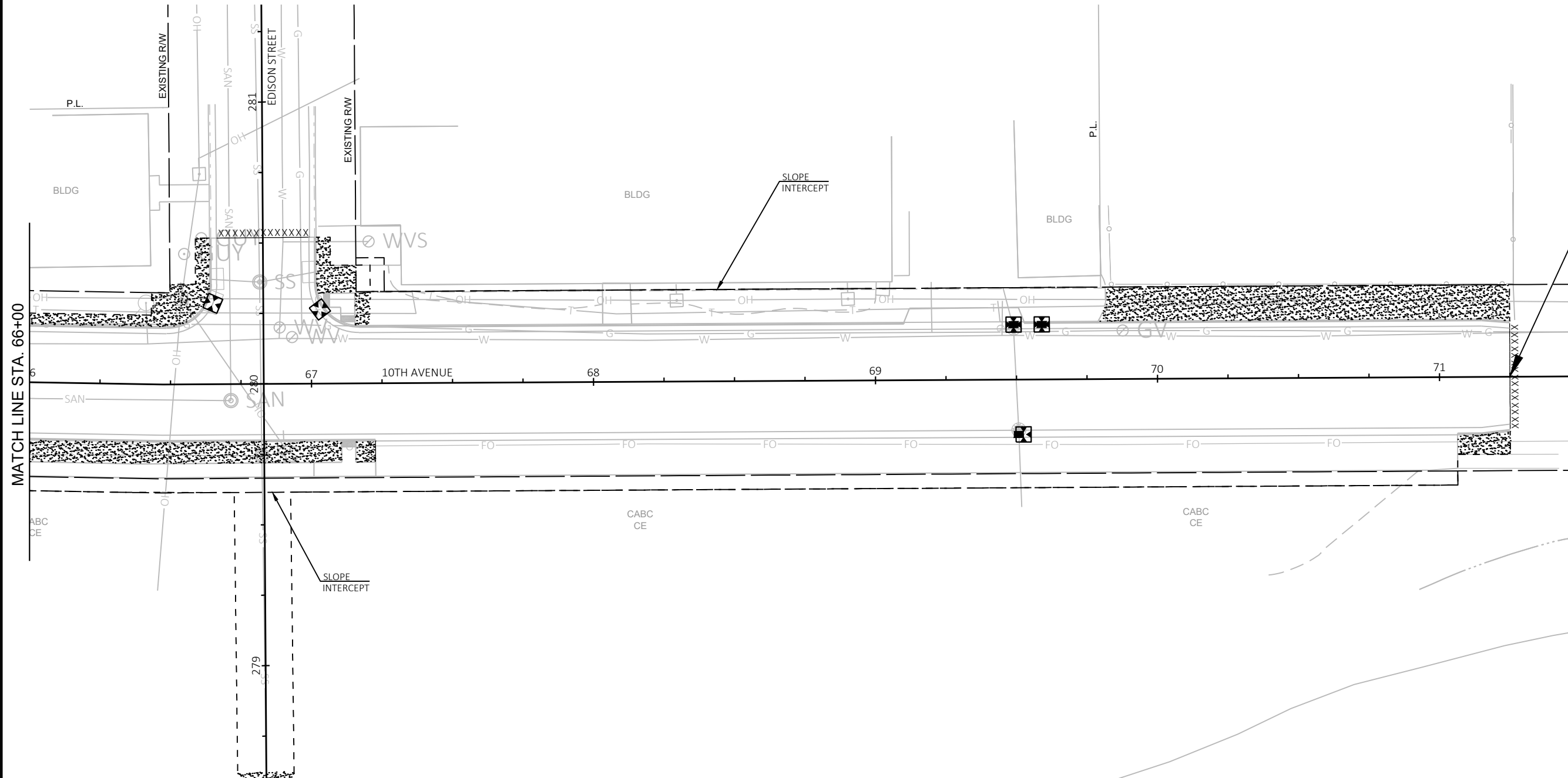
TYPE A INLET PROTECTION IS REQUIRED FOR ALL INLETS AFTER INSTALLATION AND BEFORE CURB OR PAVEMENT PLACEMENT.

AFTER CURB PLACEMENT, INSTALL TYPE B, C, OR D INLET PROTECTION. SEE MISCELLANEOUS QUANTITIES.

LEGEND

 TOPSOIL AND HYDROSEEDING

 INLET PROTECTION



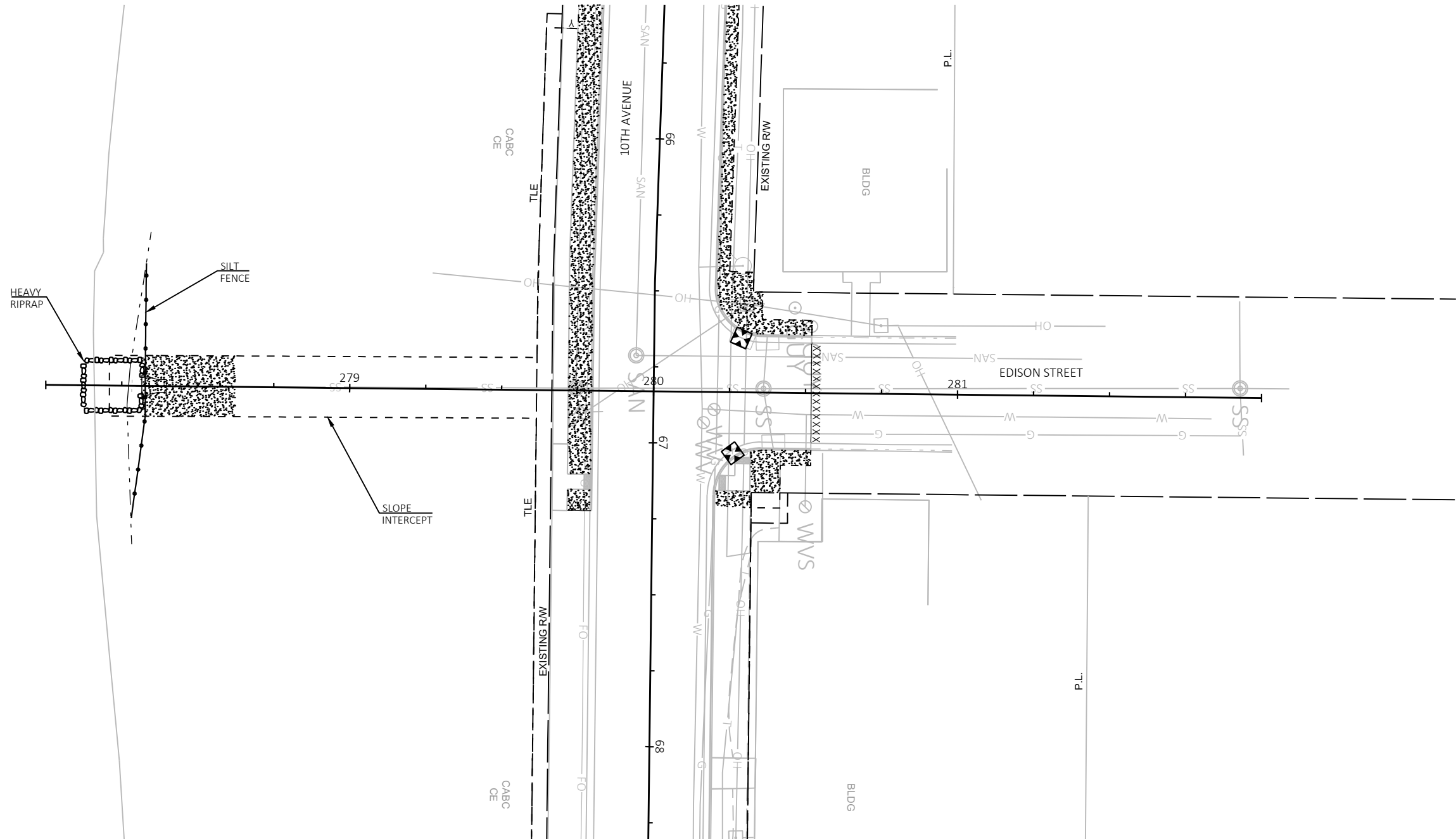
END PROJECT
STA 71+25
Y=337648.088
X=619662.894

NOTE:
TYPE A INLET PROTECTION IS REQUIRED FOR ALL INLETS AFTER
INSTALLATION AND BEFORE CURB OR PAVEMENT PLACEMENT.
AFTER CURB PLACEMENT, INSTALL TYPE B, C, OR D INLET
PROTECTION. SEE MISCELLANEOUS QUANTITIES.

LEGEND

 TOPSOIL AND HYDROSEEDING

 INLET PROTECTION



NOTE:

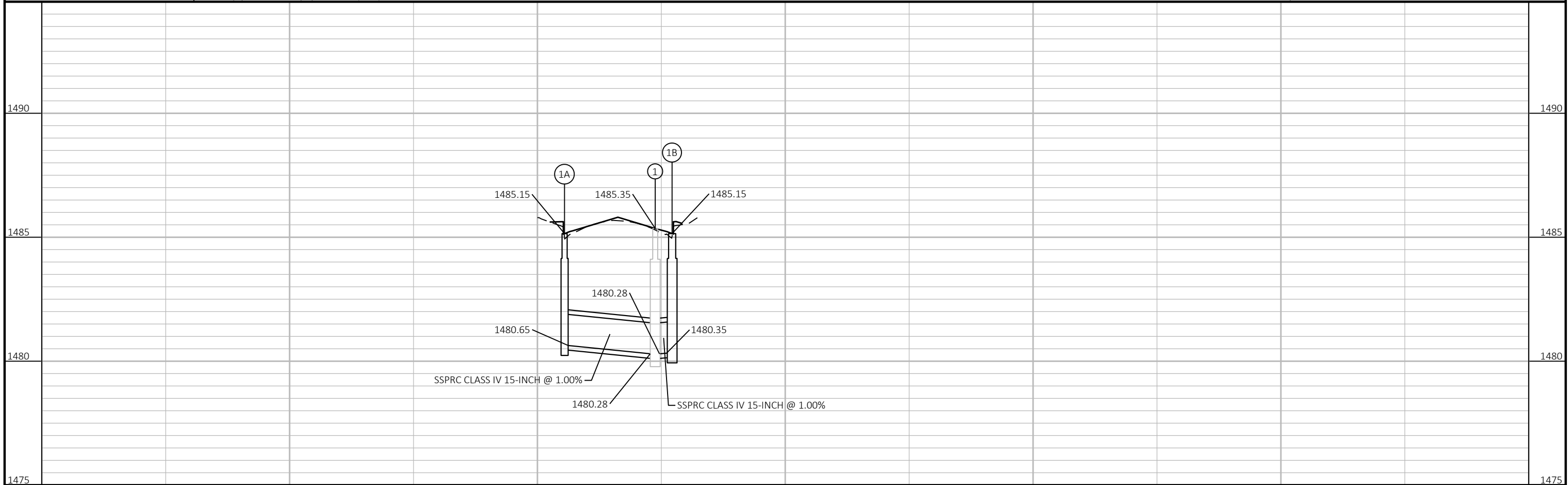
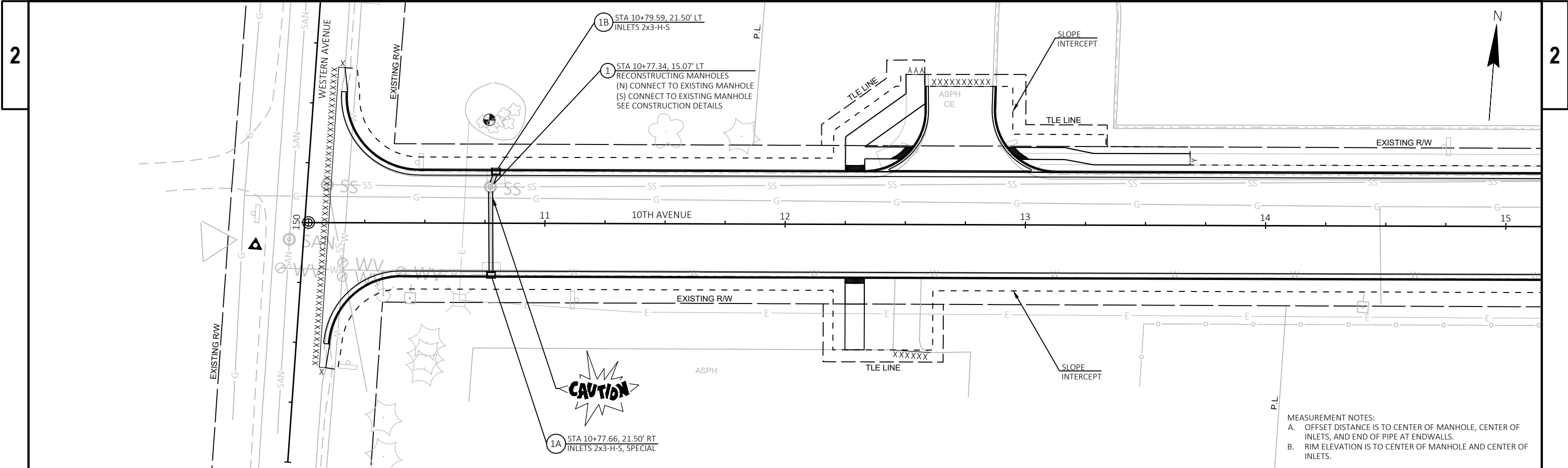
TYPE A INLET PROTECTION IS REQUIRED FOR ALL INLETS AFTER INSTALLATION AND BEFORE CURB OR PAVEMENT PLACEMENT.

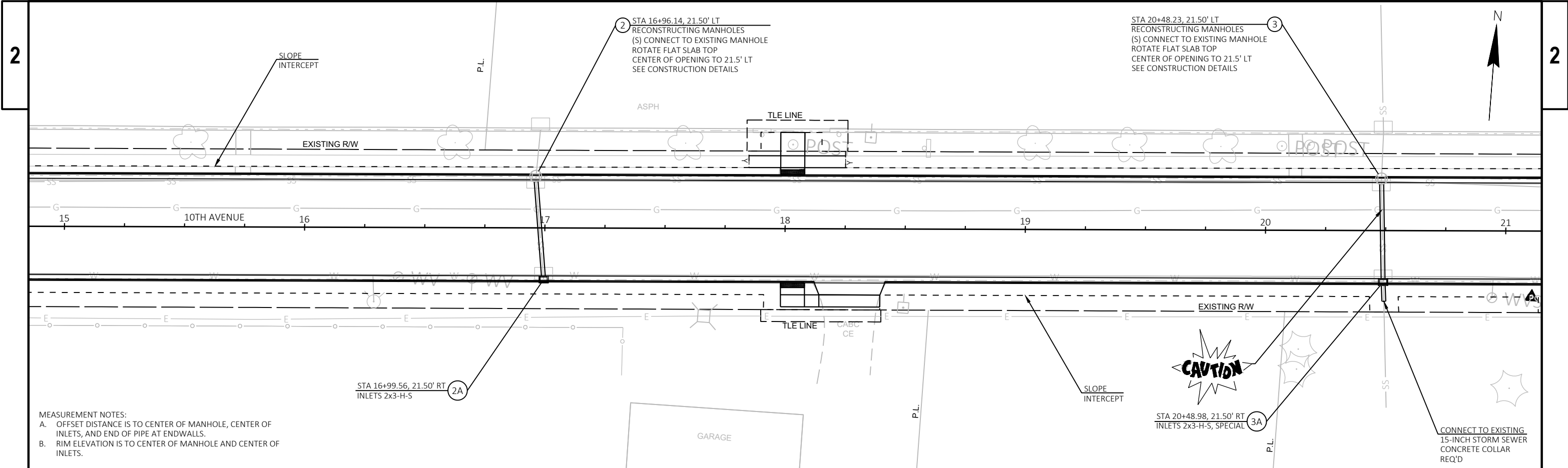
AFTER CURB PLACEMENT, INSTALL TYPE B, C, OR D INLET PROTECTION. SEE MISCELLANEOUS QUANTITIES.

LEGEND

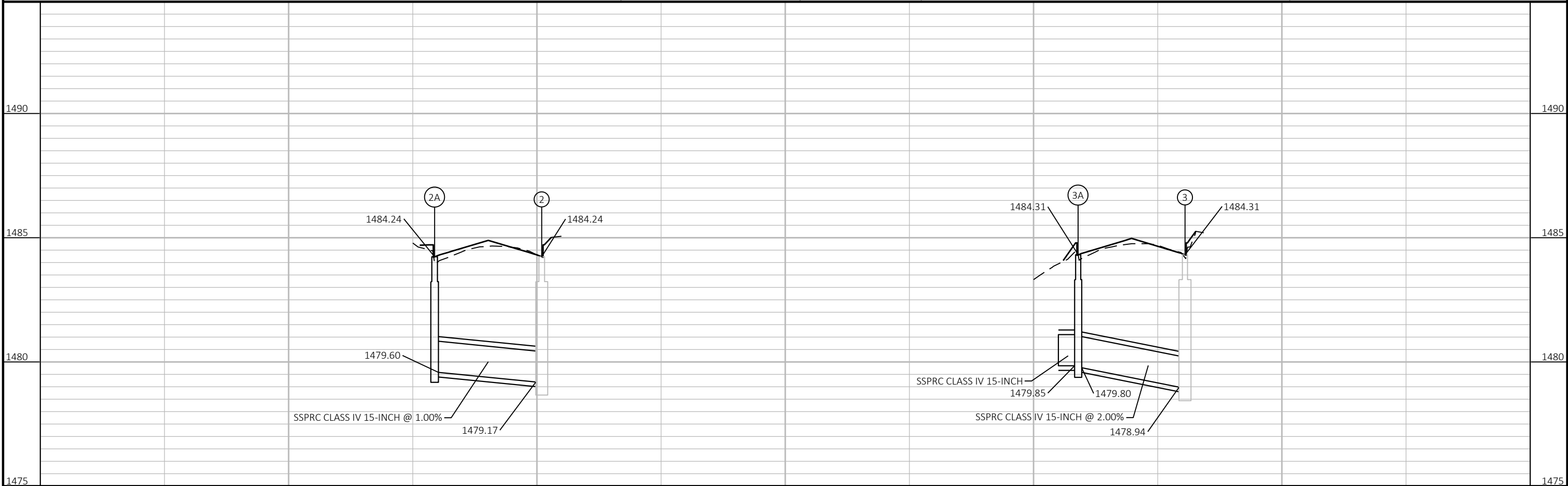
 TOPSOIL AND HYDROSEEDING

 INLET PROTECTION





MEASUREMENT NOTES:
A. OFFSET DISTANCE IS TO CENTER OF MANHOLE, CENTER OF INLETS, AND END OF PIPE AT ENDWALLS.
B. RIM ELEVATION IS TO CENTER OF MANHOLE AND CENTER OF INLETS.



2

MEASUREMENT NOTES:

- A. OFFSET DISTANCE IS TO CENTER OF MANHOLE, CENTER OF INLETS, AND END OF PIPE AT ENDWALLS.
- B. RIM ELEVATION IS TO CENTER OF MANHOLE AND CENTER OF INLETS.

ADJUSTING MANHOLE COVERS
SEE NOTE 1

STA 24+02.08, 14.40' LT
RECONSTRUCTING MANHOLES
(N) CONNECT TO EXISTING MANHOLE
(S) CONNECT TO EXISTING MANHOLE
SEE CONSTRUCTION DETAILS
SEE NOTE 1

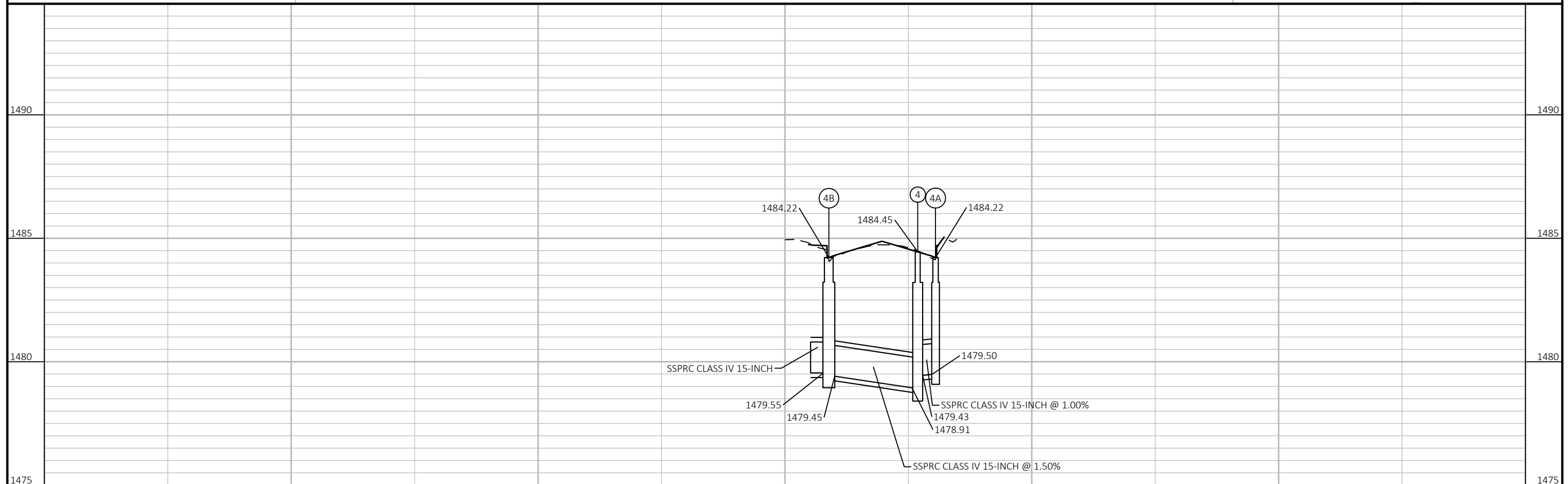
4A STA 24+02.47, 21.59' LT
INLETS 2x3-H-S

4B STA 23+98.88, 21.50' RT
INLETS 4-H-S

CONNECT TO EXISTING
15-INCH STORM SEWER
CONCRETE COLLAR
REQ'D

STA 160+
INLETS 2)

NOTE:
1. EXISTING MANHOLE COVER IS BURIED UNDER ASPHALT PAVEMENT. LOCATE PRIOR TO PULVERIZING.



PROJECT NO: 9835-06-70

HWY: 10TH AVENUE

COUNTY: LANGLADE

STORM SEWER

SHEET 99

FILE NAME : I:\25\ANTIGO CITY OF\25-0352.00_ANTIGO 10TH AVE WESTERN AVE - EAST CITY LIMITS\C3D\SHEETS\022501-SS.DWG
LAYOUT NAME - 022503-ss

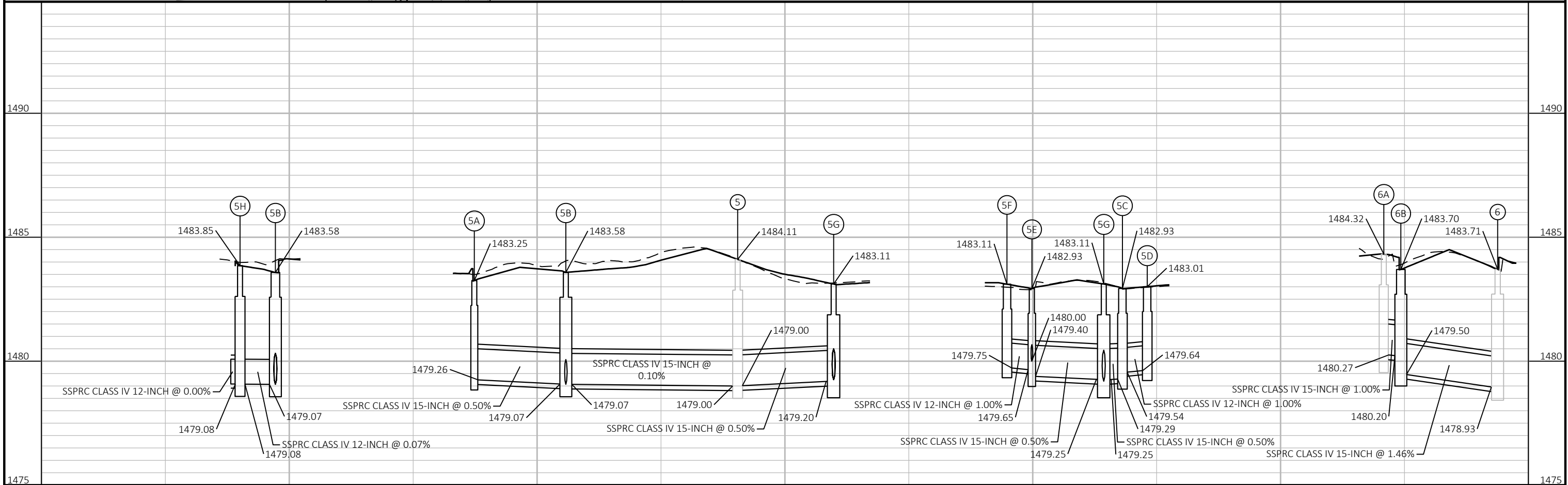
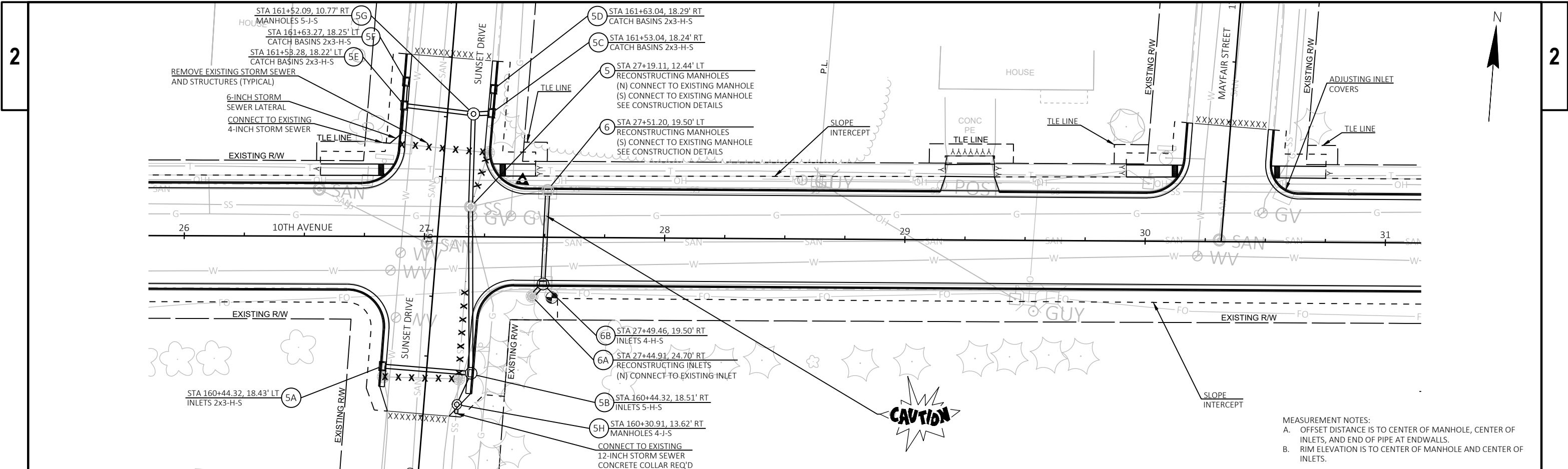
PLOT DATE : 12/22/2025 9:15 AM

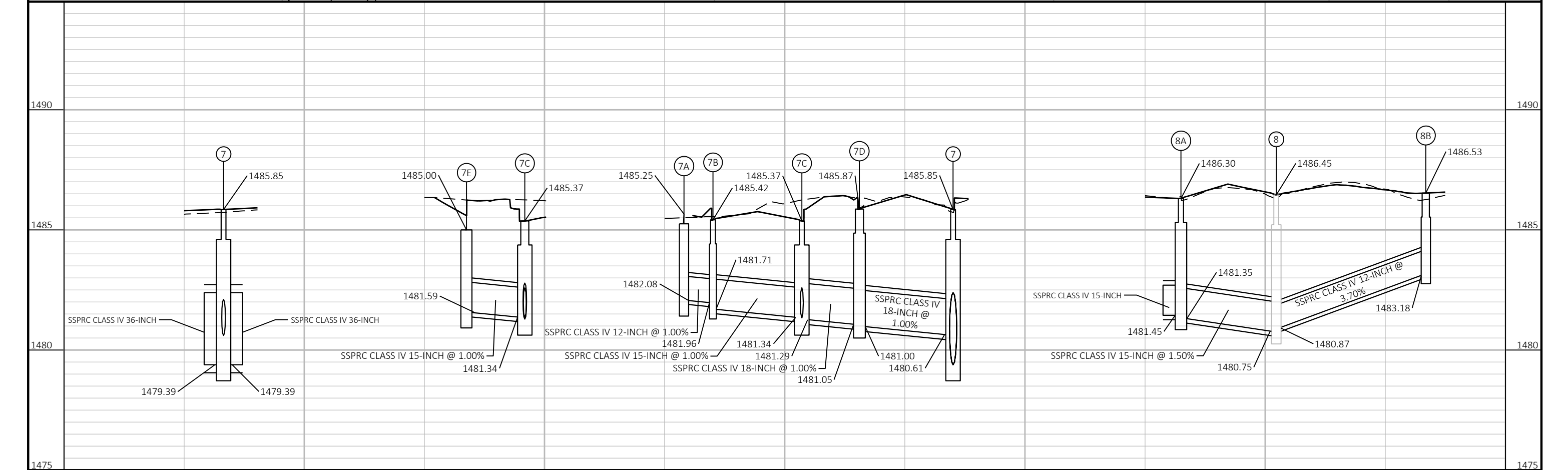
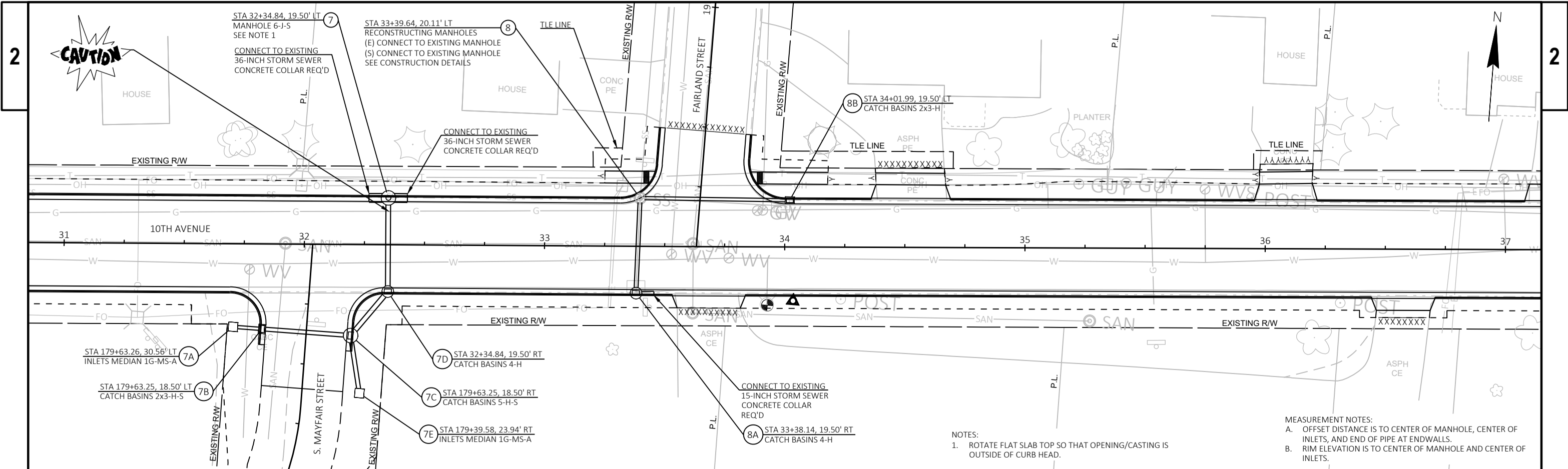
PLOT BY : SHALLOW, JON

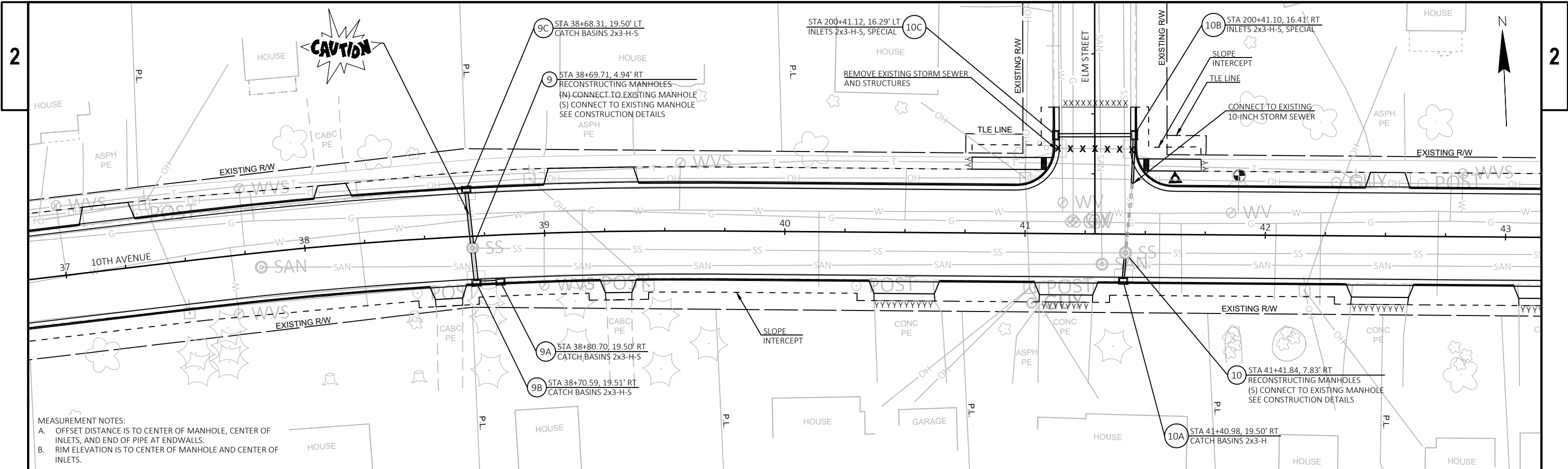
PLOT NAME :

PLOT SCALE : 1 IN:40 FT

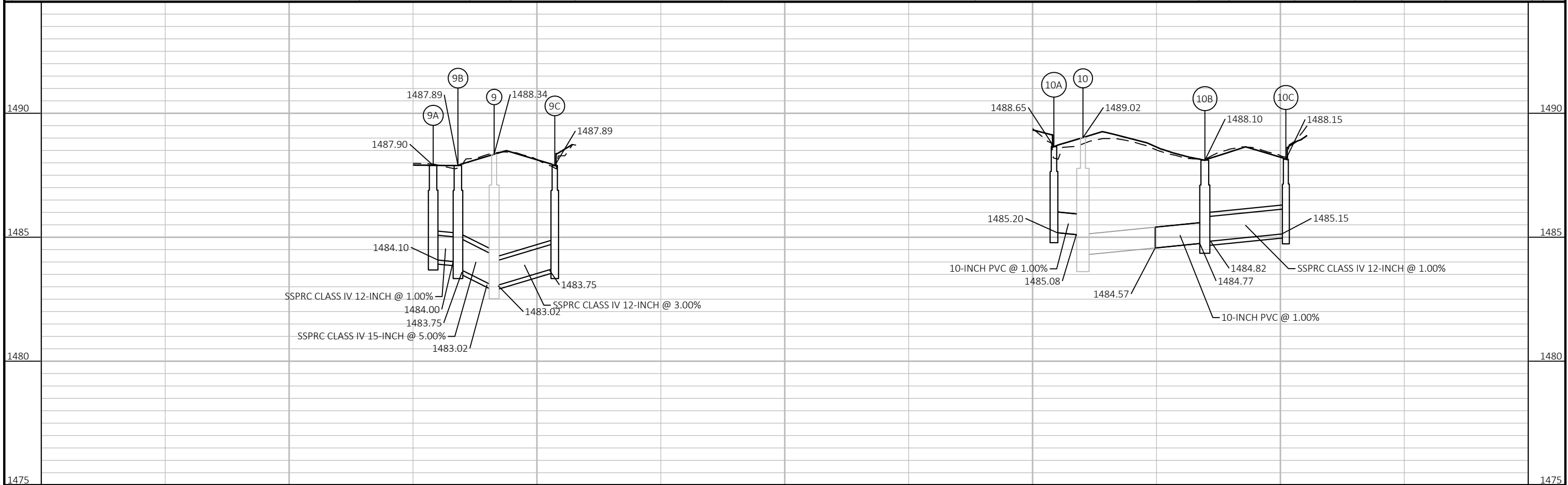
WISDOT/CADDS SHEET 44

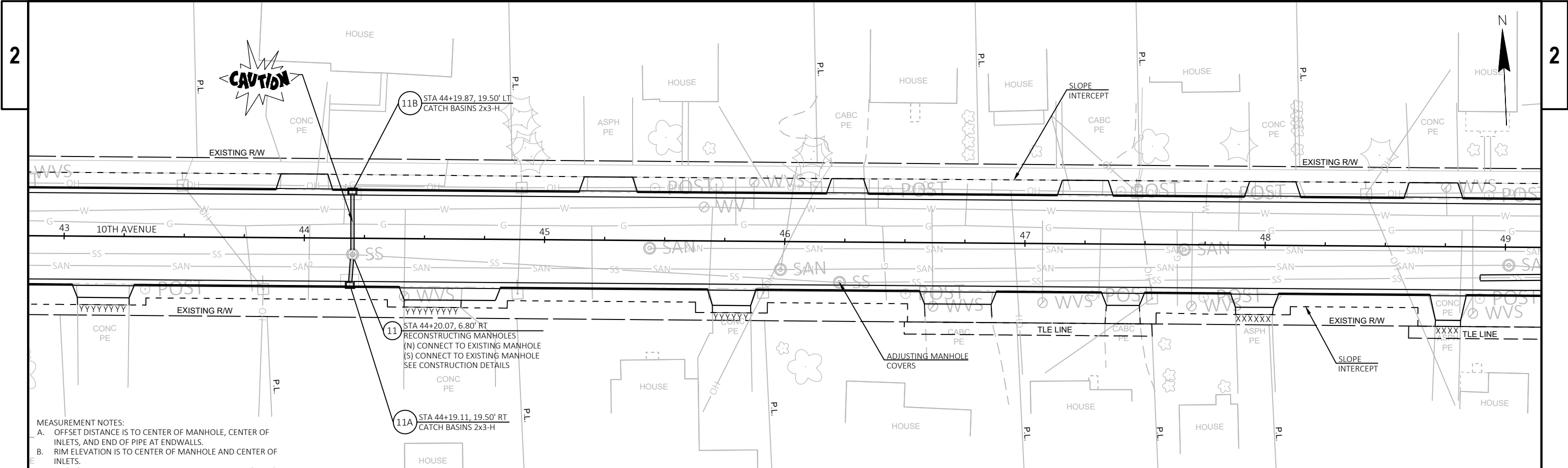




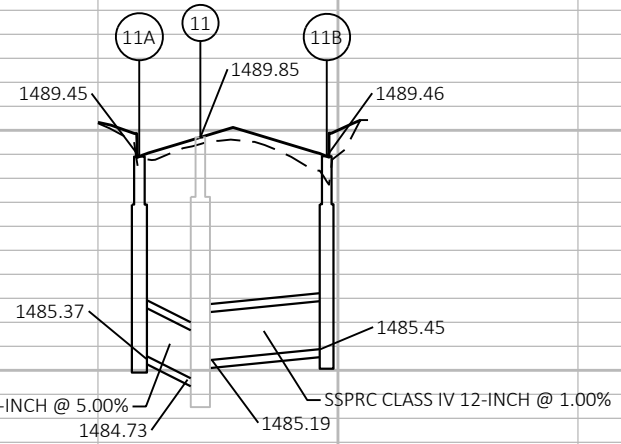


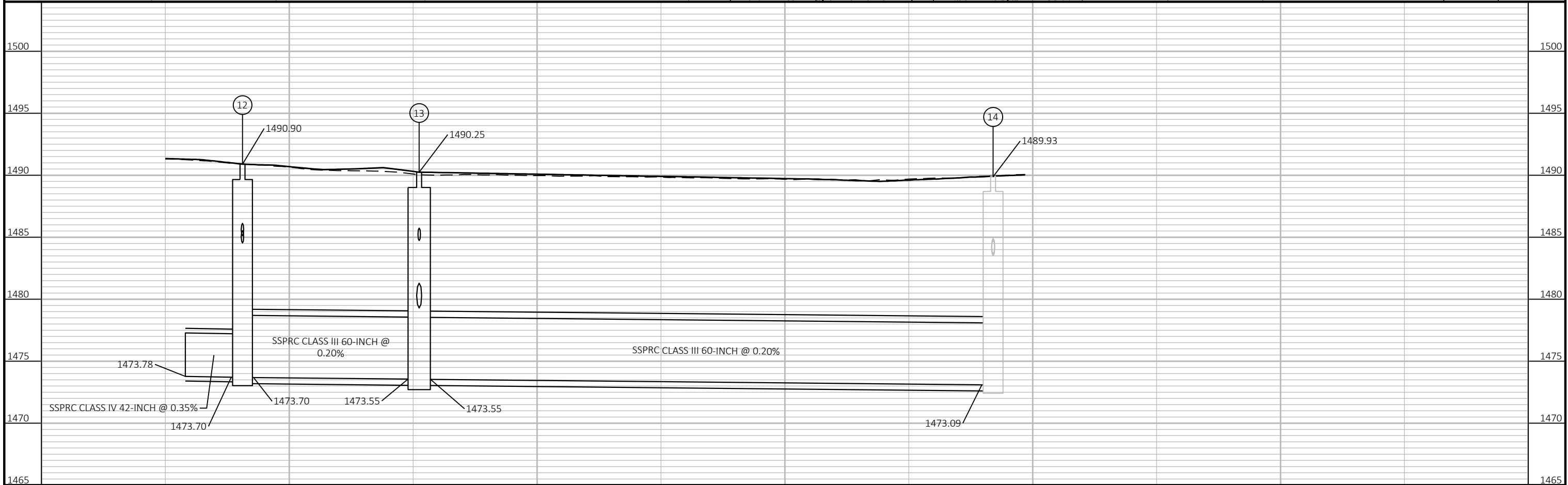
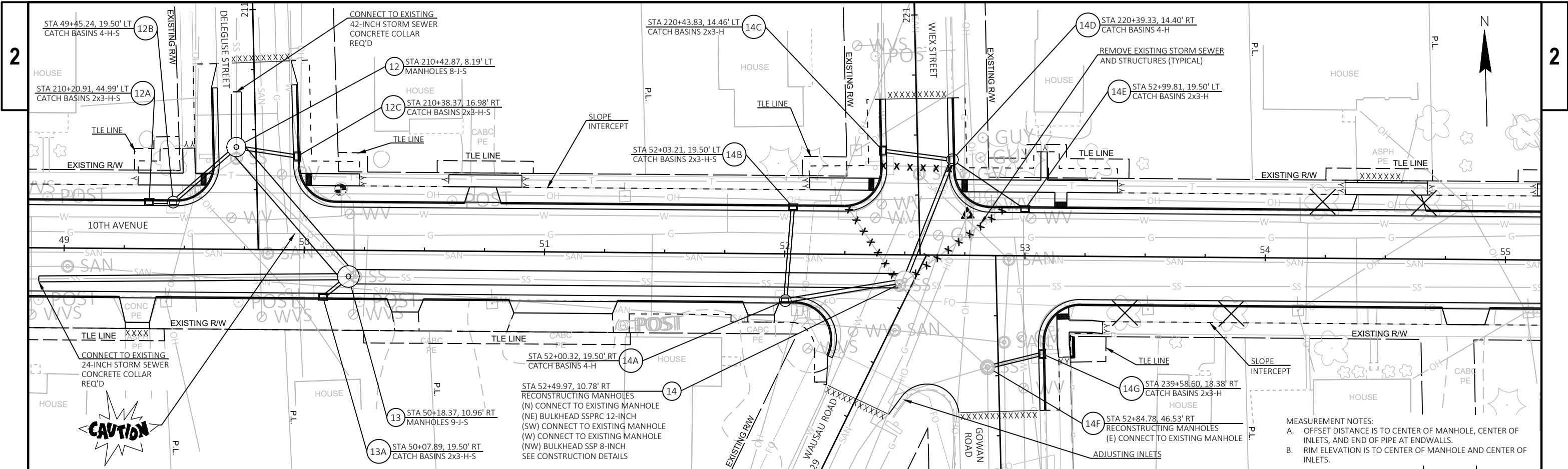
MEASUREMENT NOTES:
A. OFFSET DISTANCE IS TO CENTER OF MANHOLE, CENTER OF INLETS, AND END OF PIPE AT ENDWALLS.
B. RIM ELEVATION IS TO CENTER OF MANHOLE AND CENTER OF INLETS.

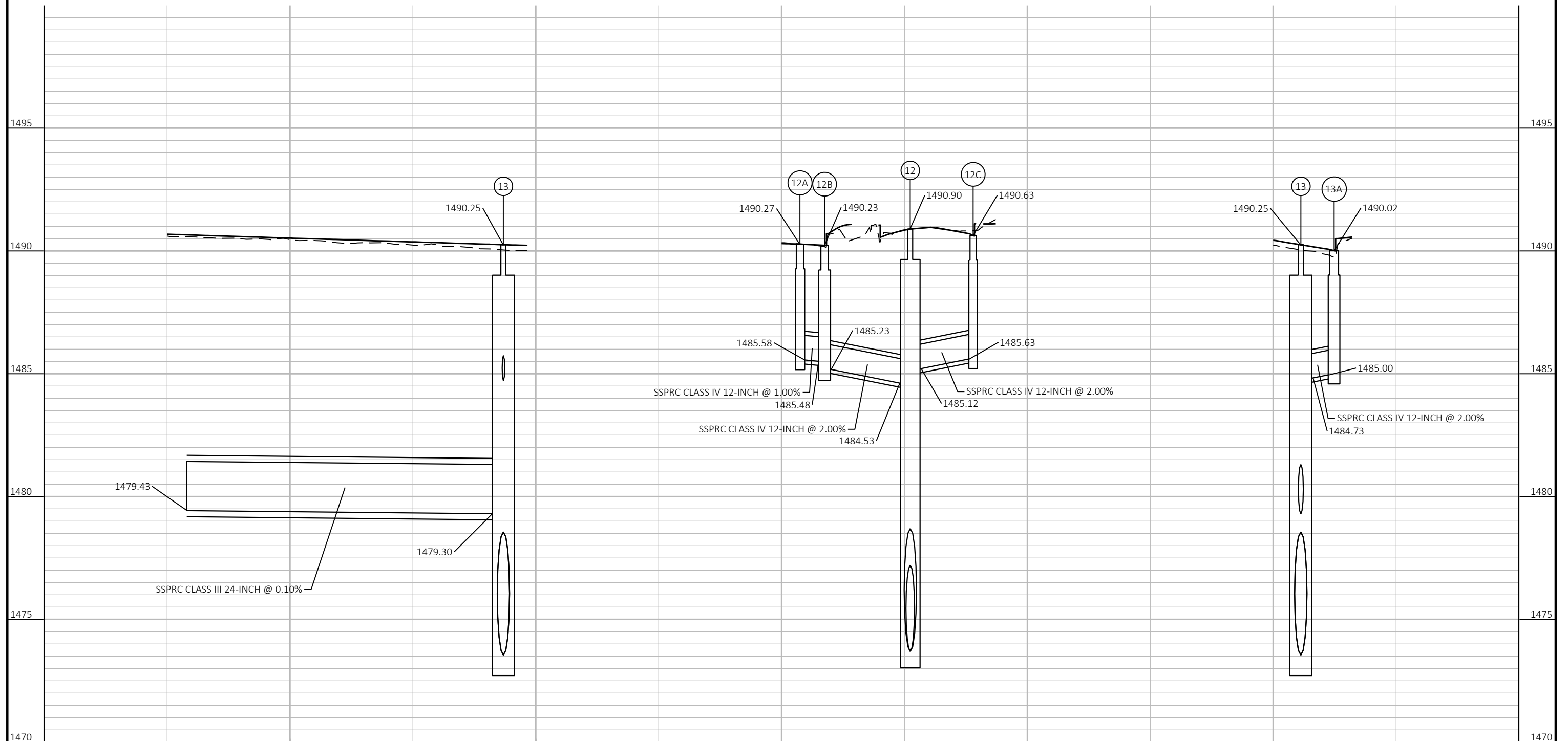


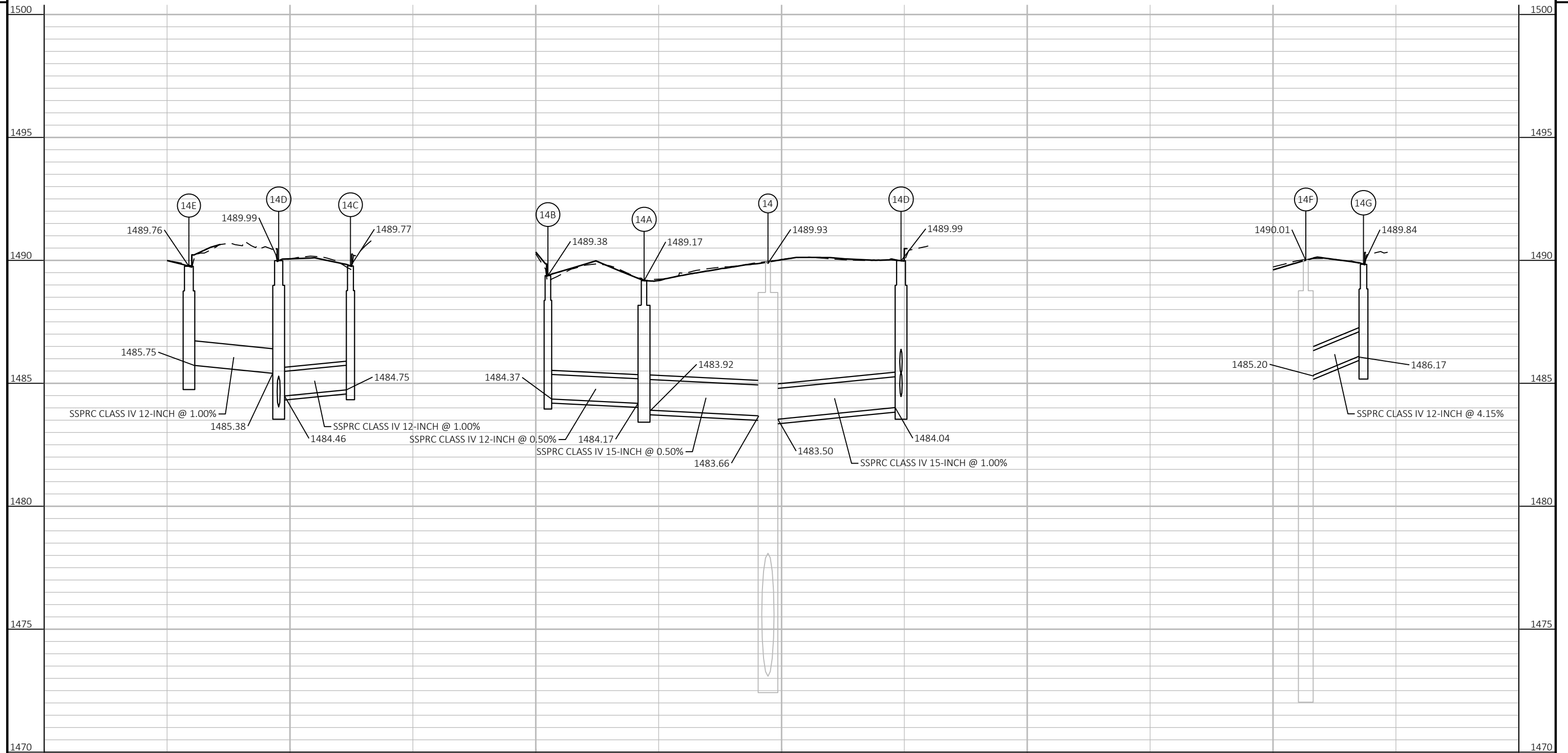


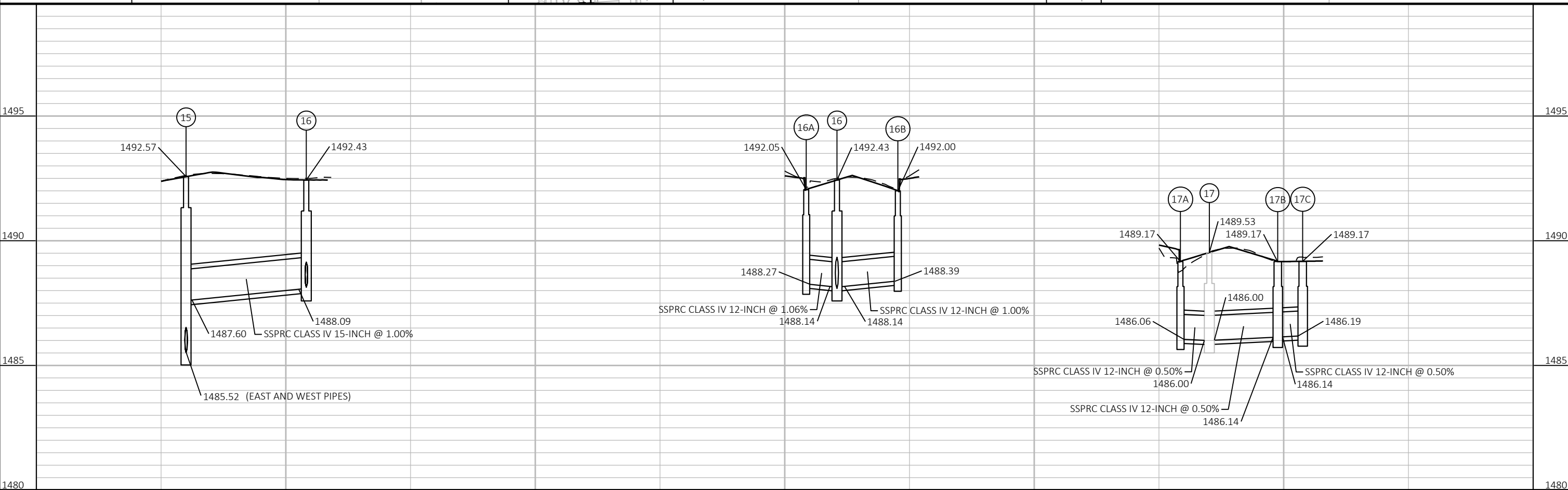
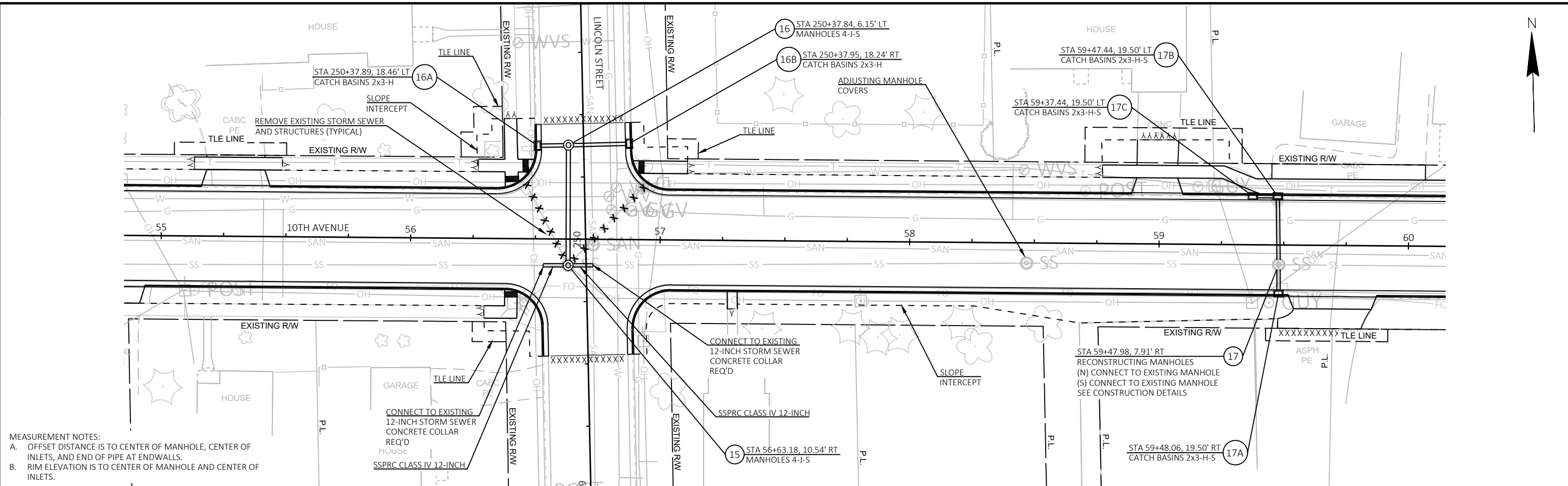
MEASUREMENT NOTES:
A. OFFSET DISTANCE IS TO CENTER OF MANHOLE, CENTER OF INLETS, AND END OF PIPE AT ENDWALLS.
B. RIM ELEVATION IS TO CENTER OF MANHOLE AND CENTER OF INLETS.

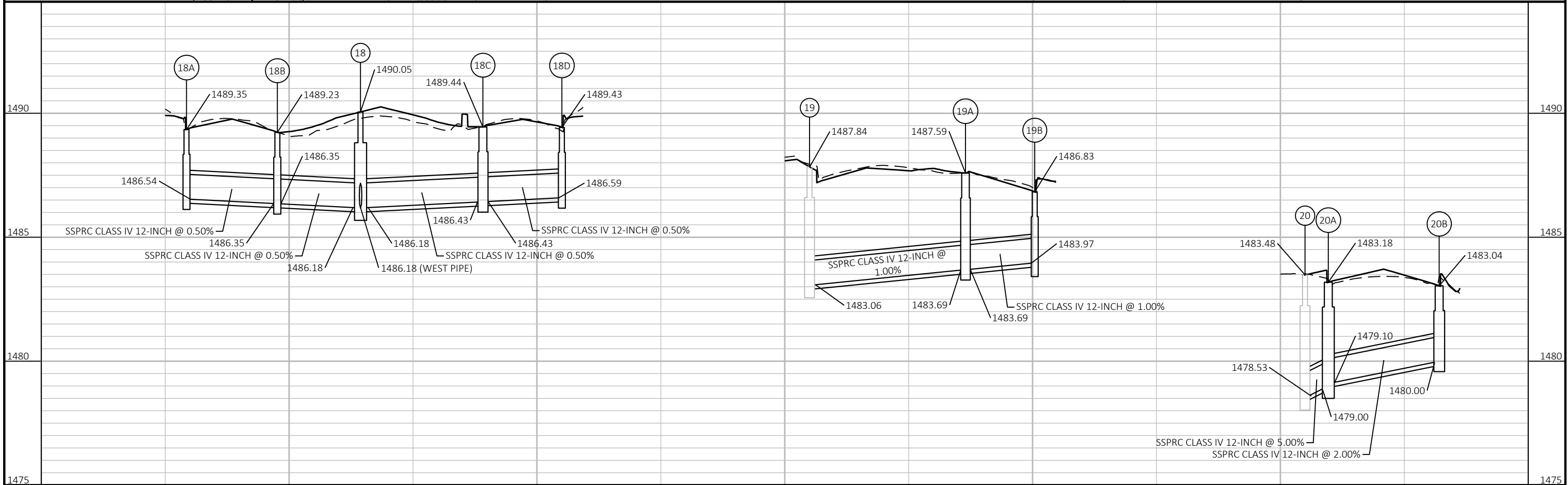
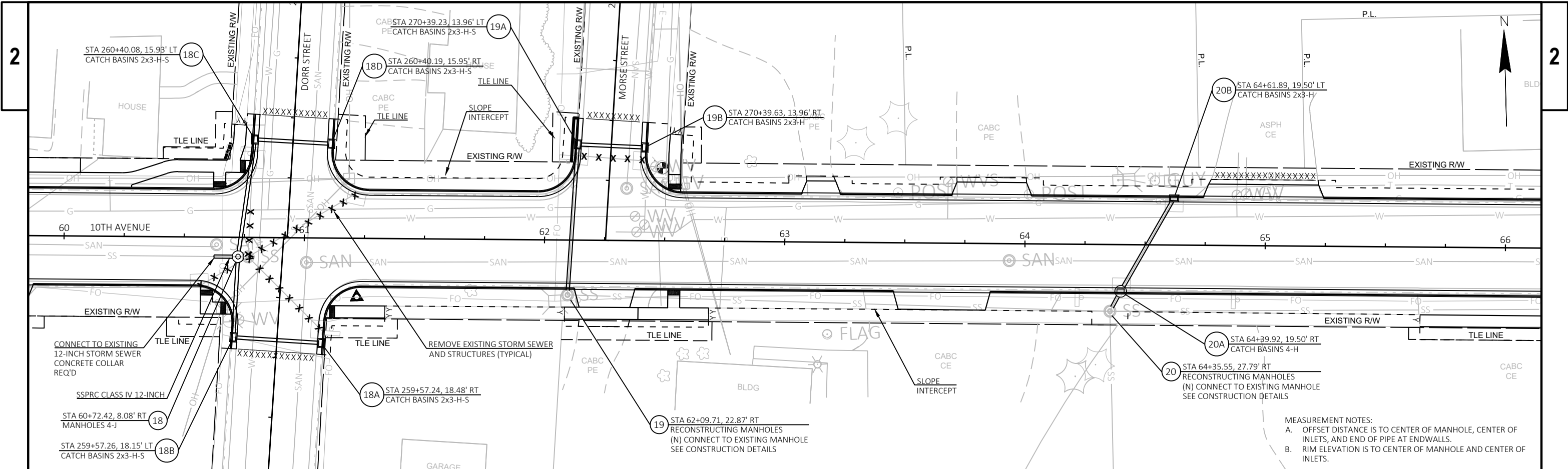


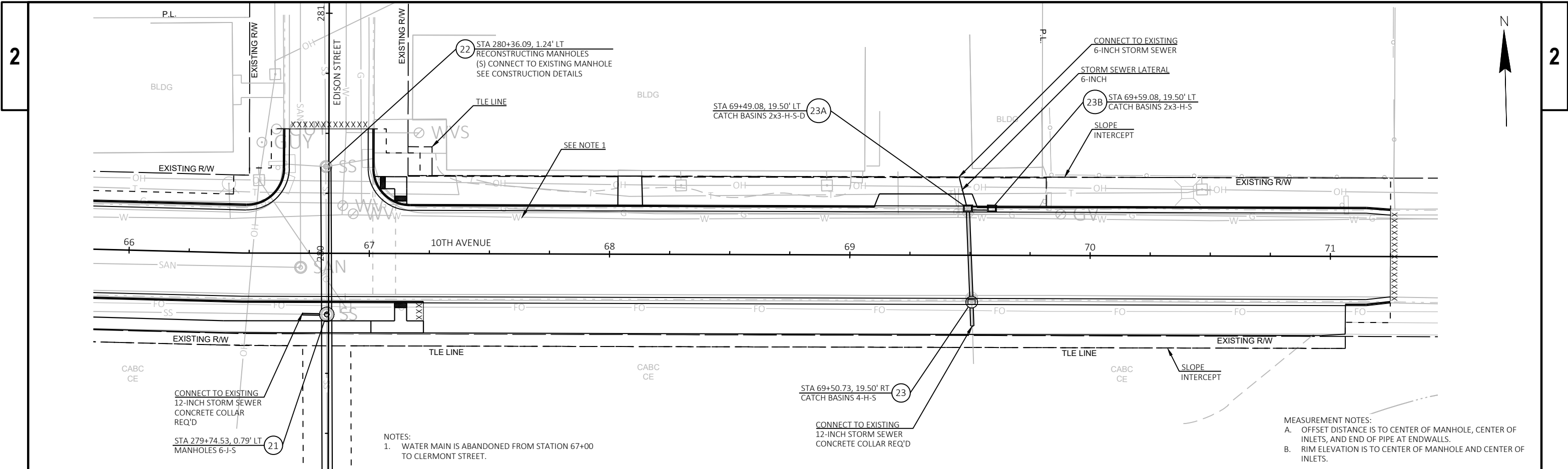








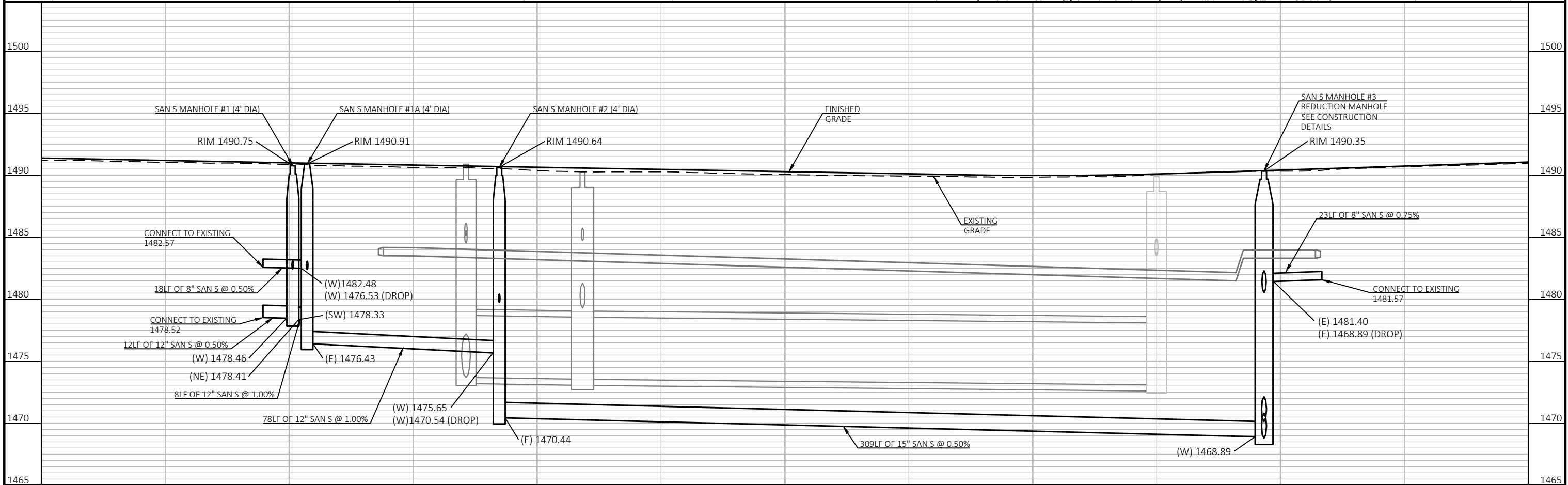
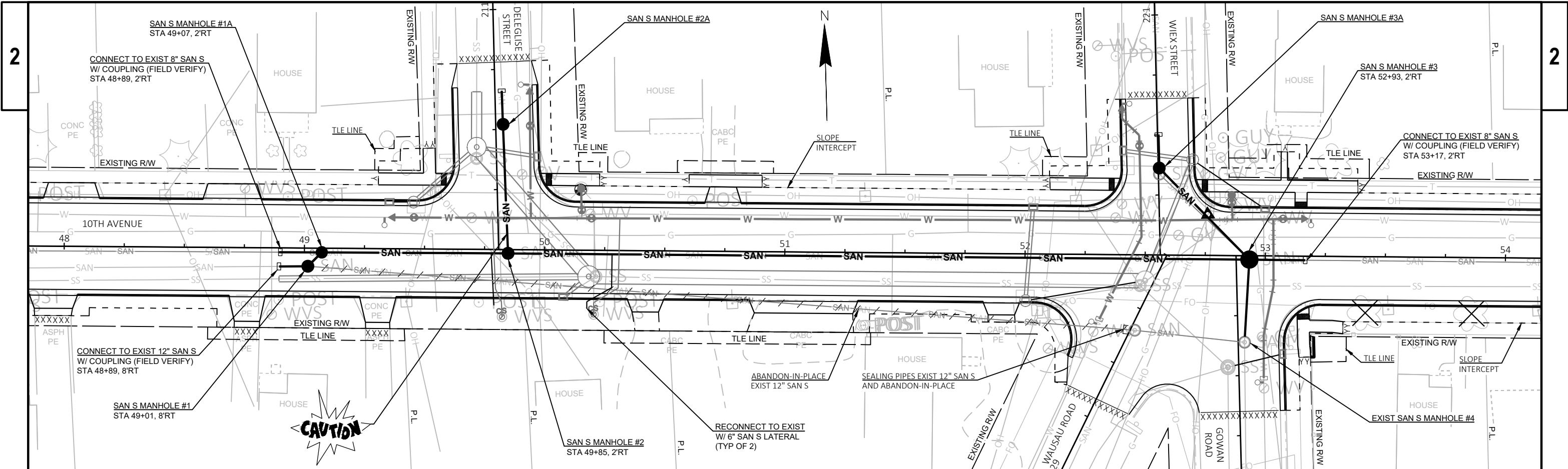




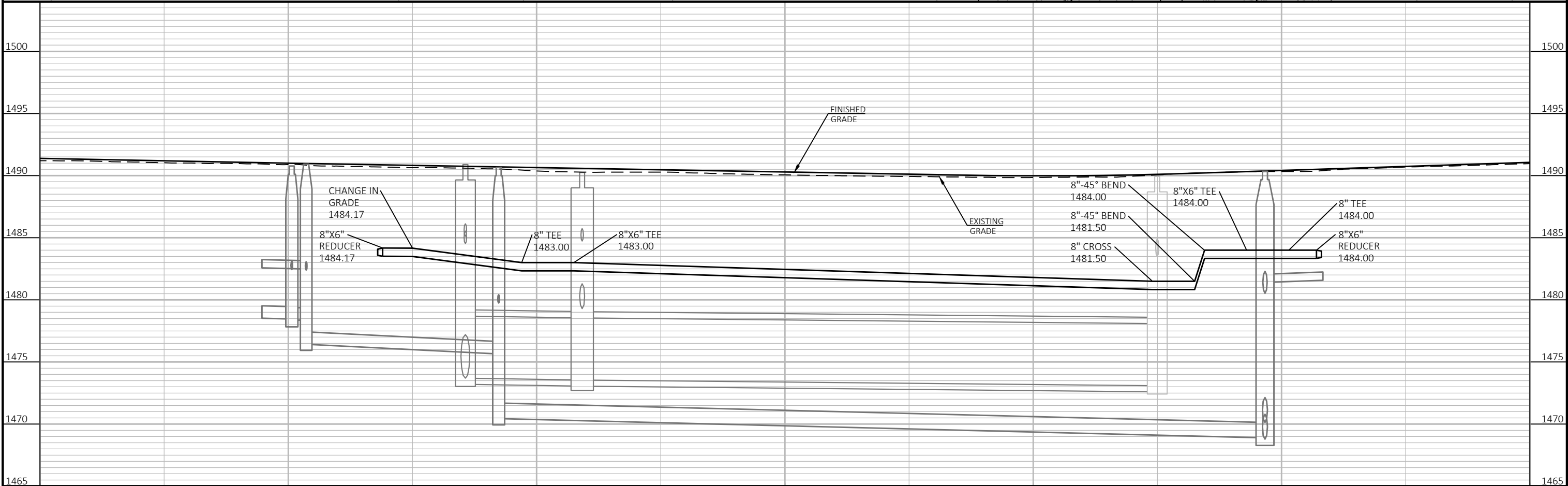
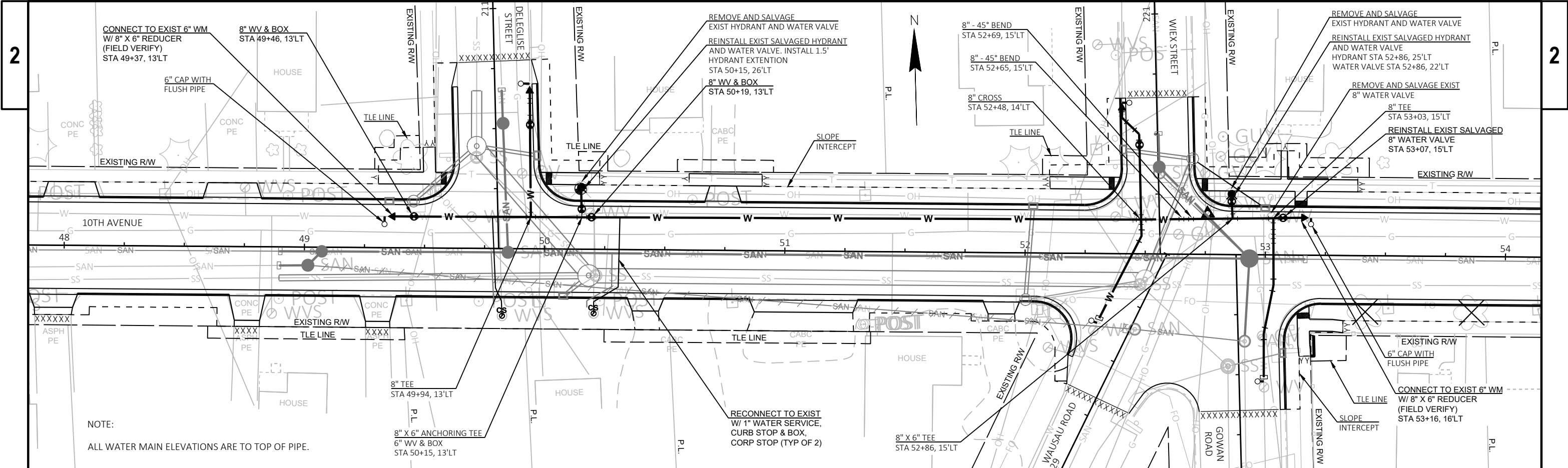
NOTES:
1. WATER MAIN IS ABANDONED FROM STATION 67+00 TO CLERMONT STREET.

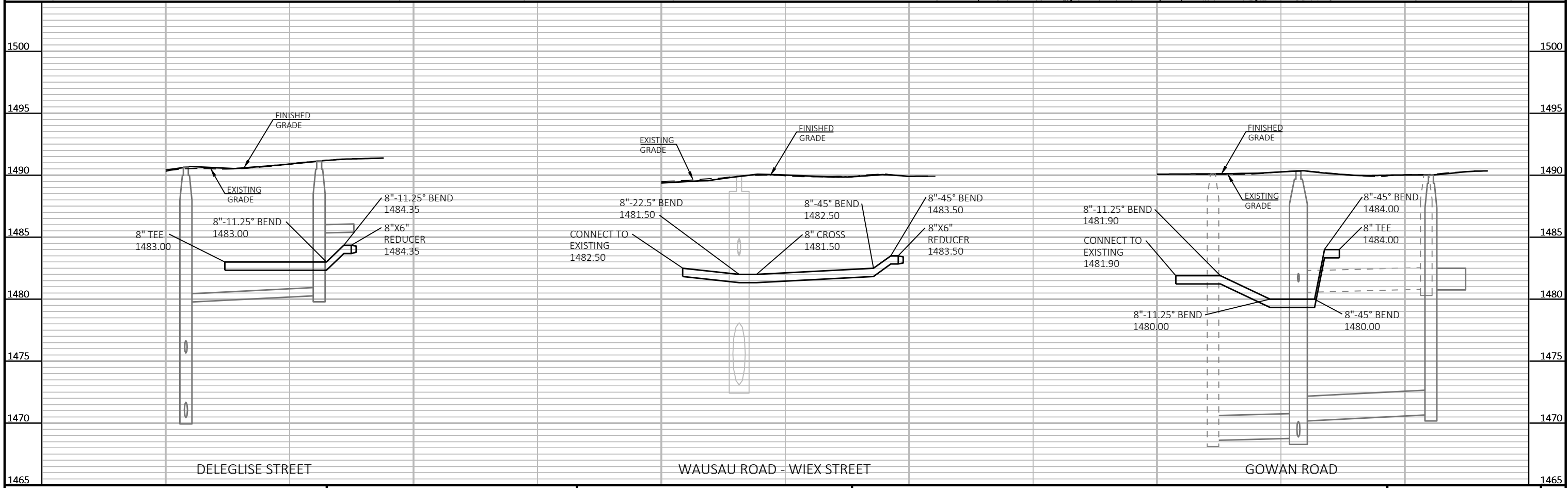
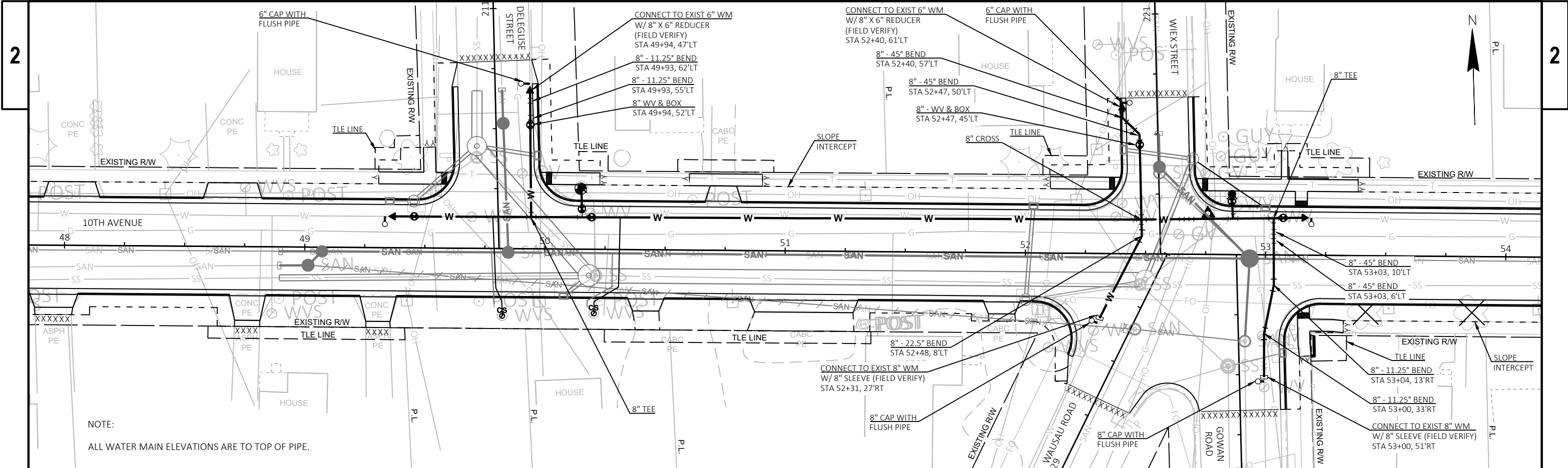
MEASUREMENT NOTES:
A. OFFSET DISTANCE IS TO CENTER OF MANHOLE, CENTER OF INLETS, AND END OF PIPE AT ENDWALLS.
B. RIM ELEVATION IS TO CENTER OF MANHOLE AND CENTER OF INLETS.

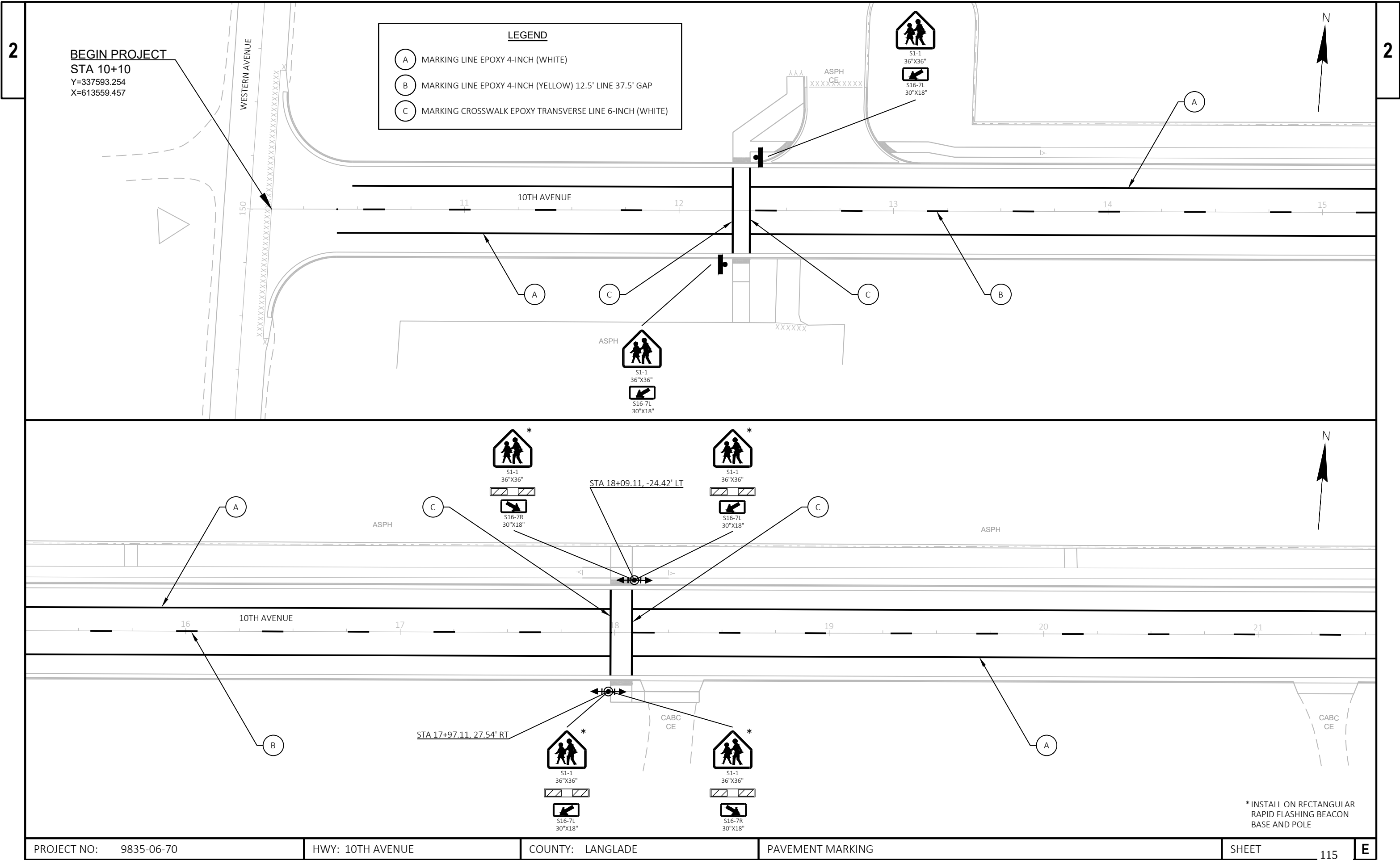


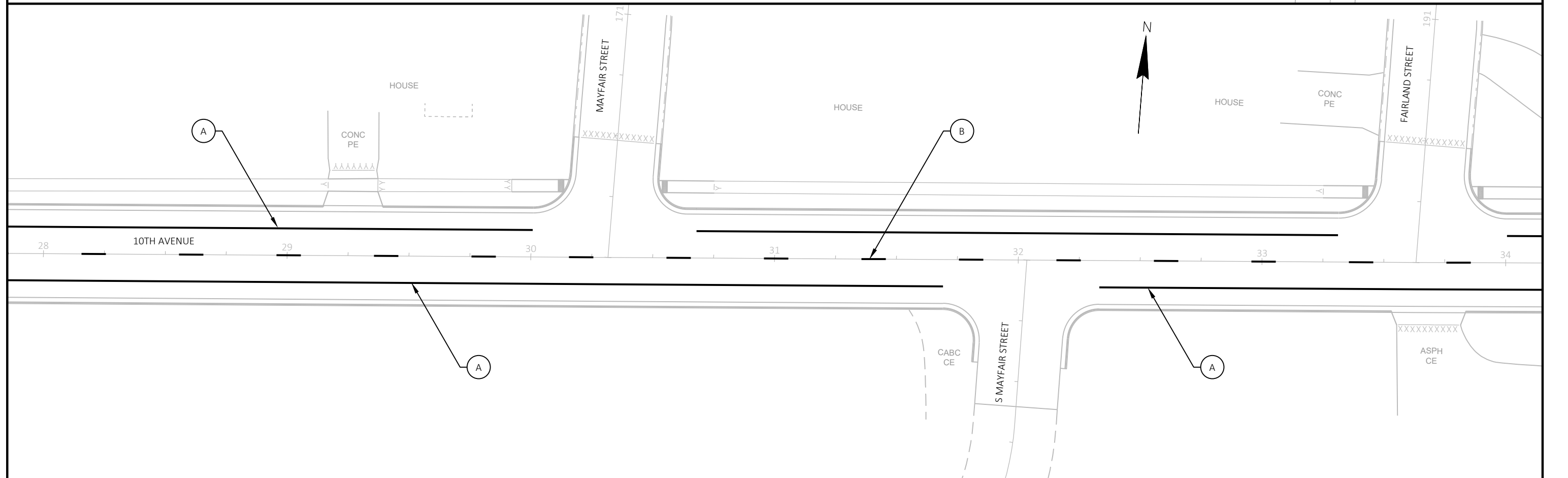


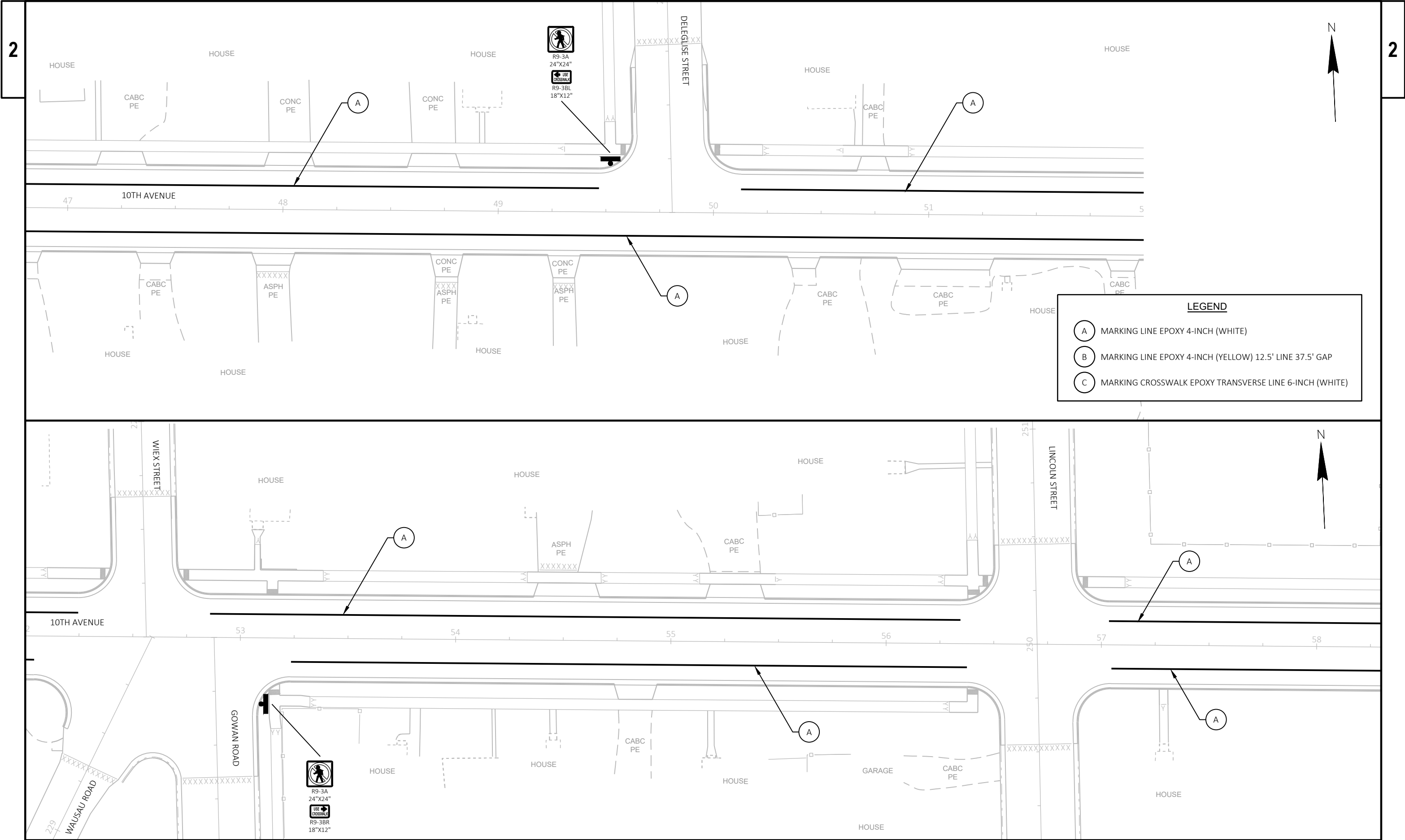
PROJECT NO: 9835-06-70	HWY: 10TH AVENUE	COUNTY: LANGLADE	SANITARY SEWER	SHEET 111
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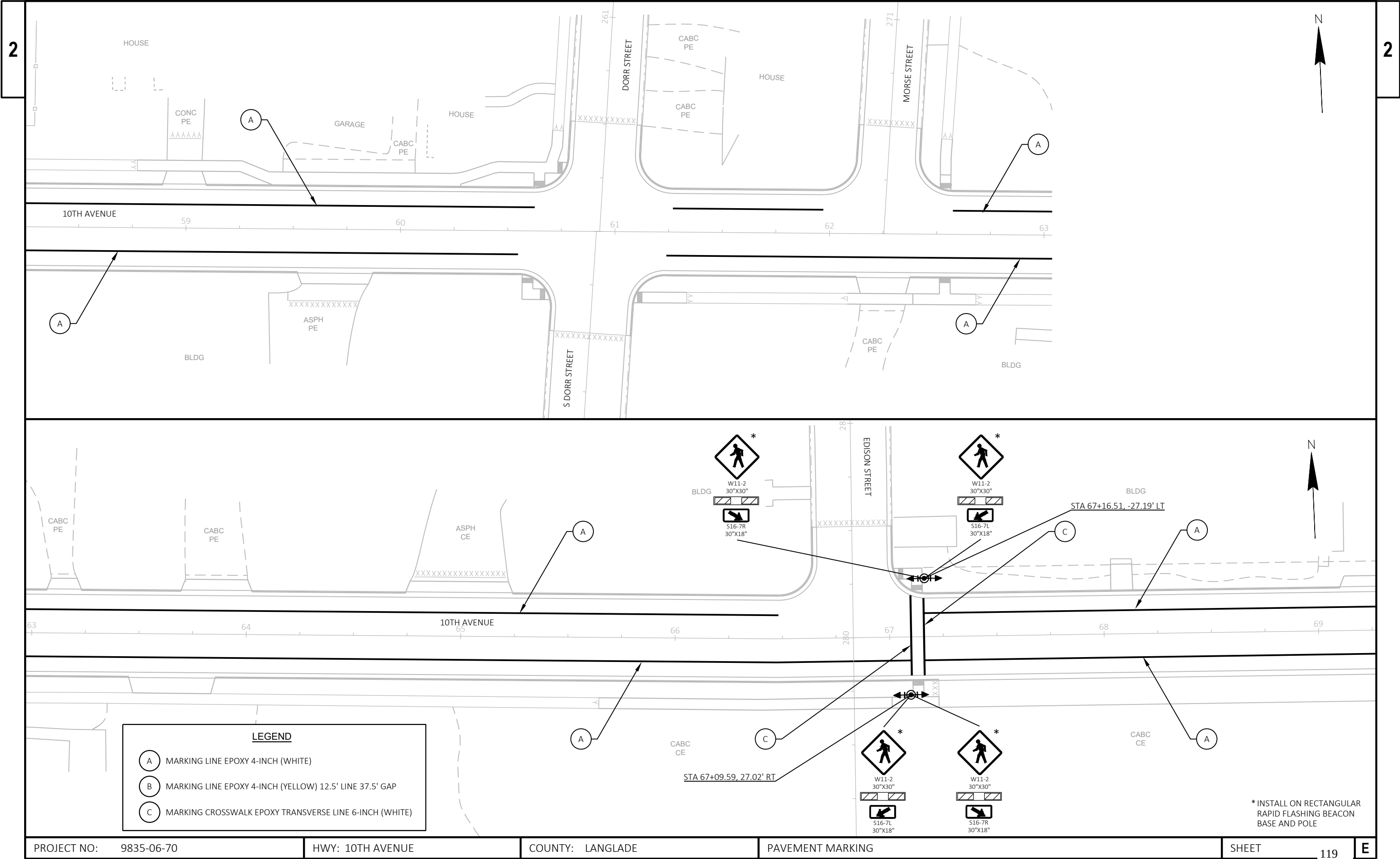












LEGEND

A

MARKING LINE EPOXY 4-INCH (WHITE)

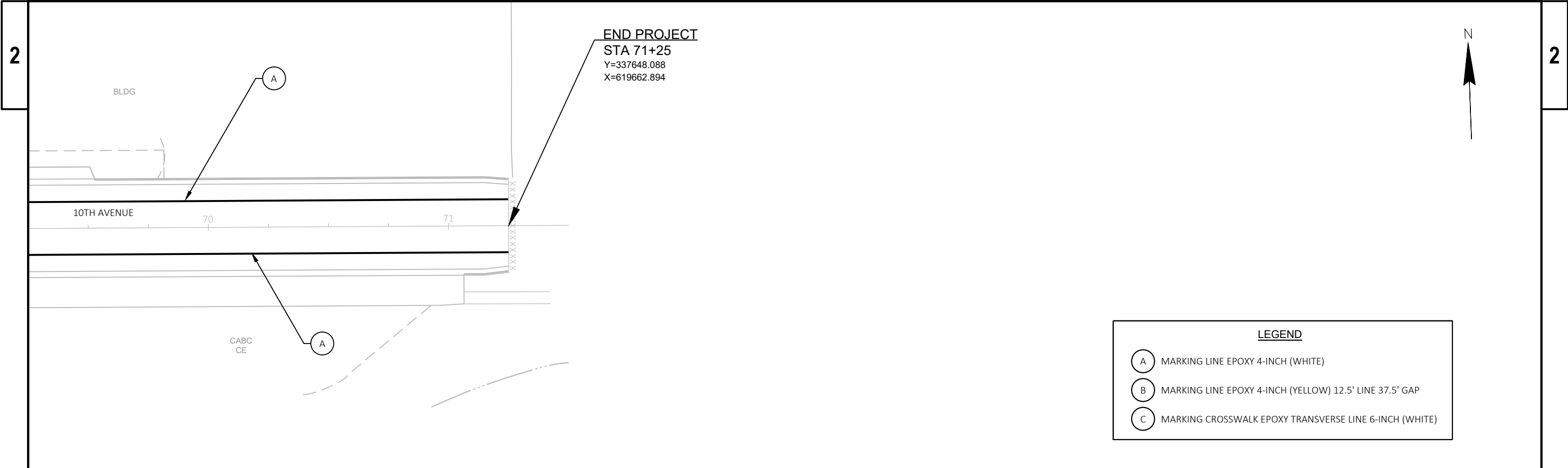
B

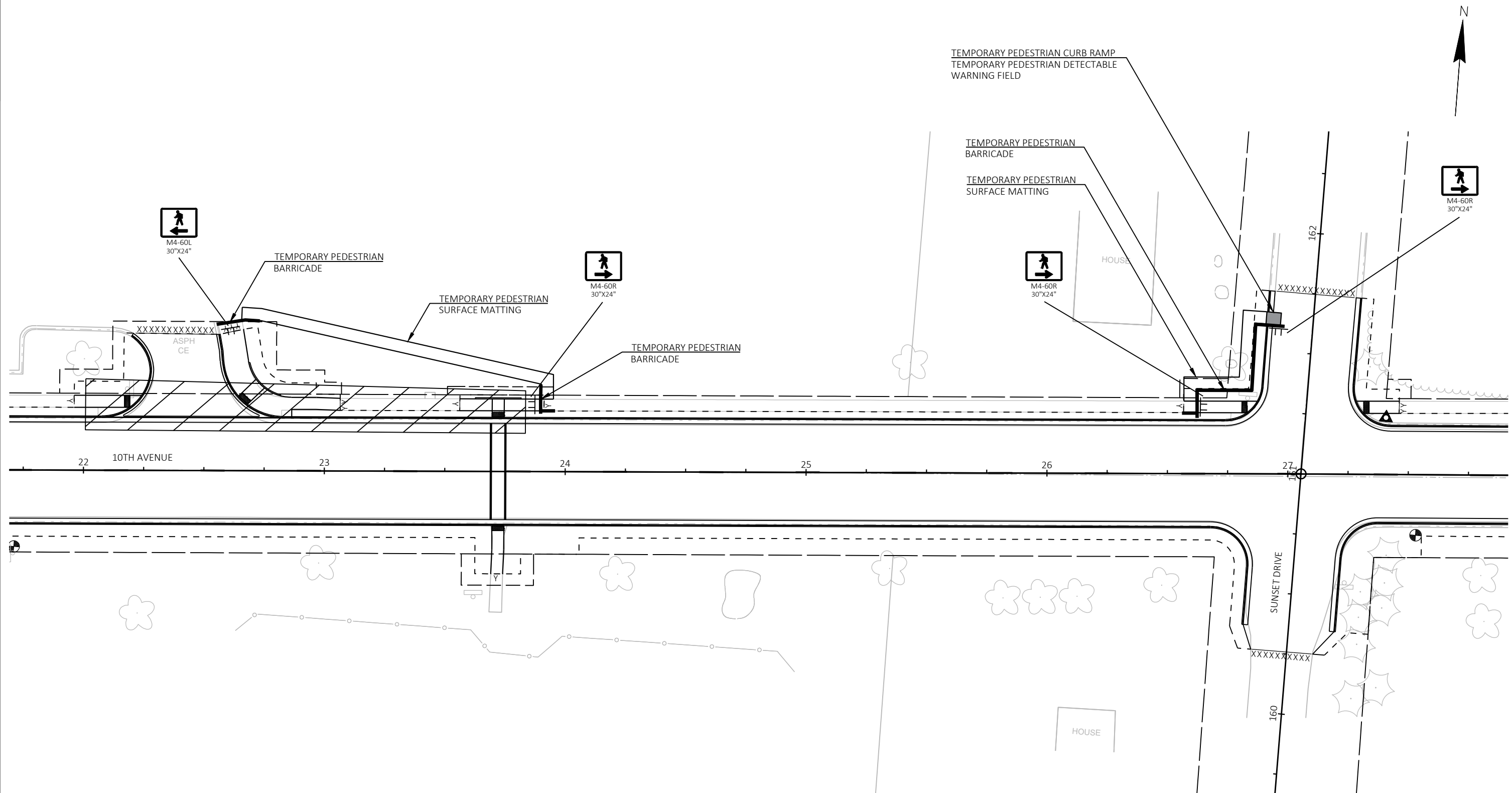
MARKING LINE EPOXY 4-INCH (YELLOW) 12.5' LINE 37.5' GAP

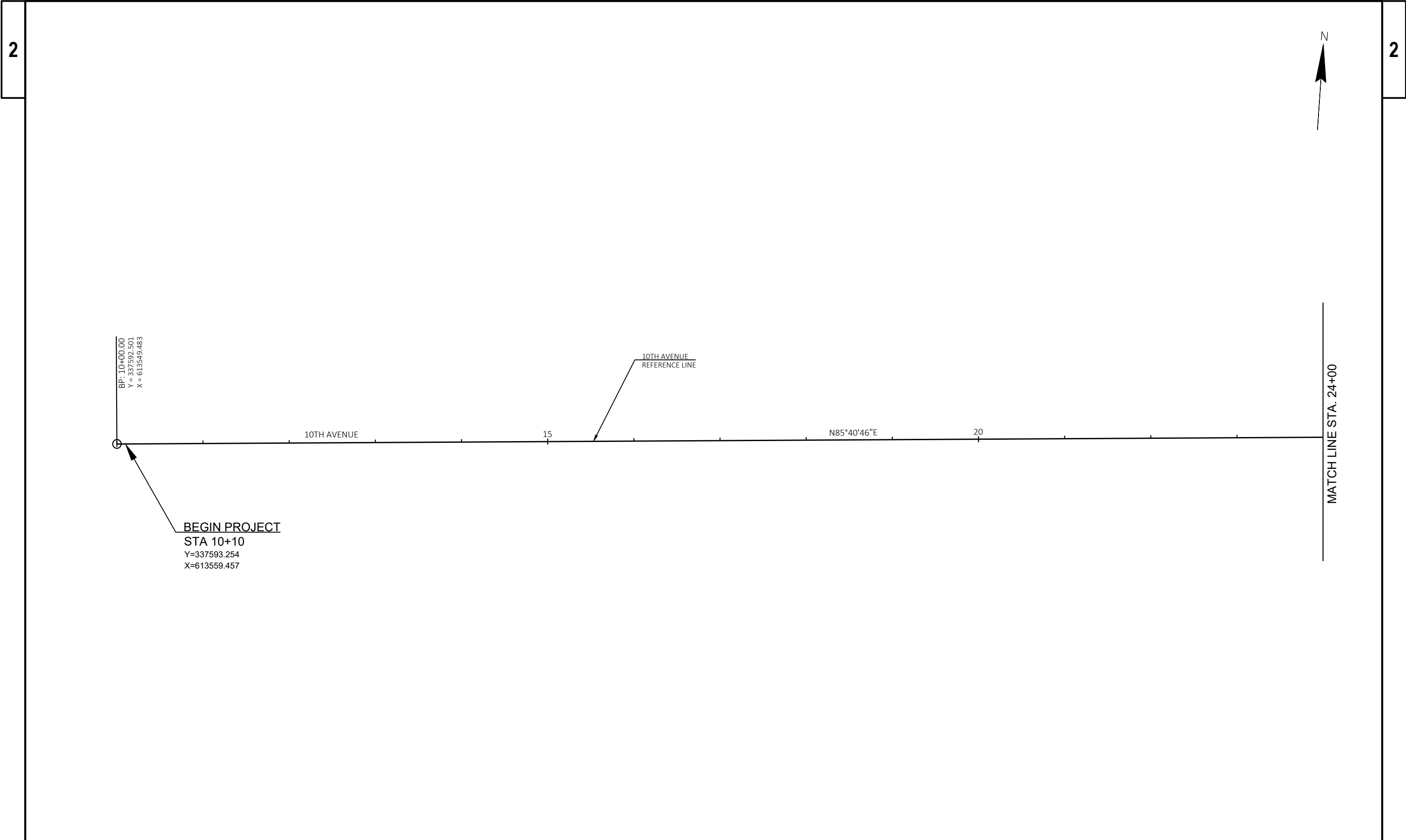
C

MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)

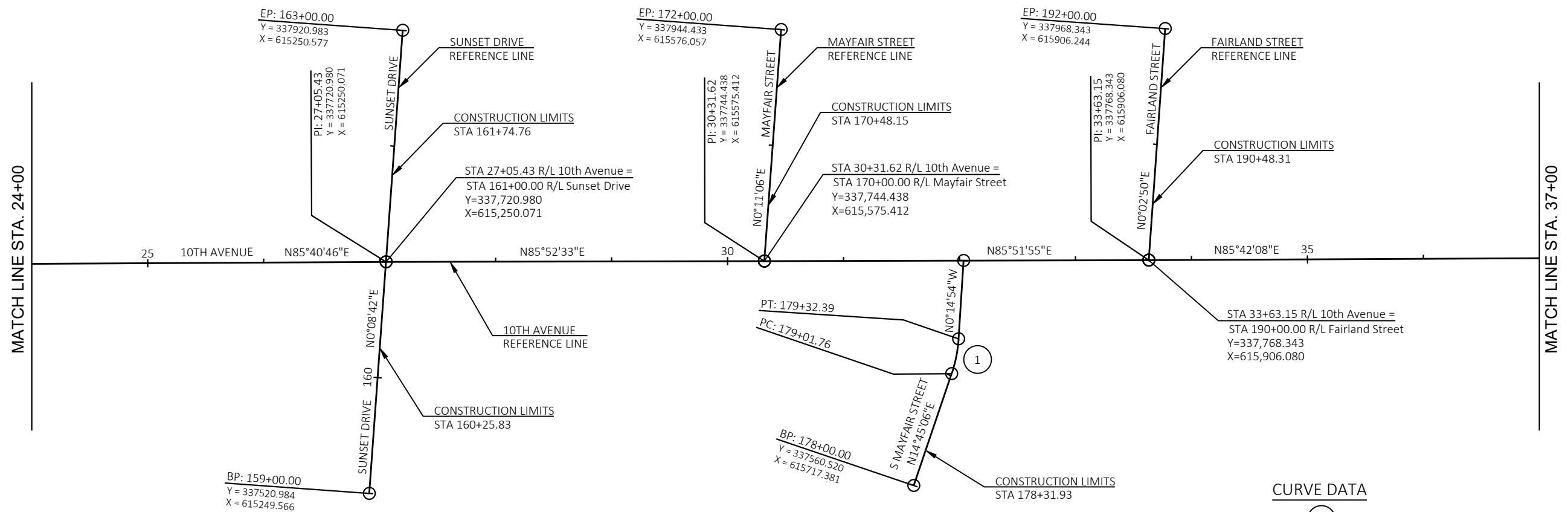
* INSTALL ON RECTANGULAR RAPID FLASHING BEACON BASE AND POLE







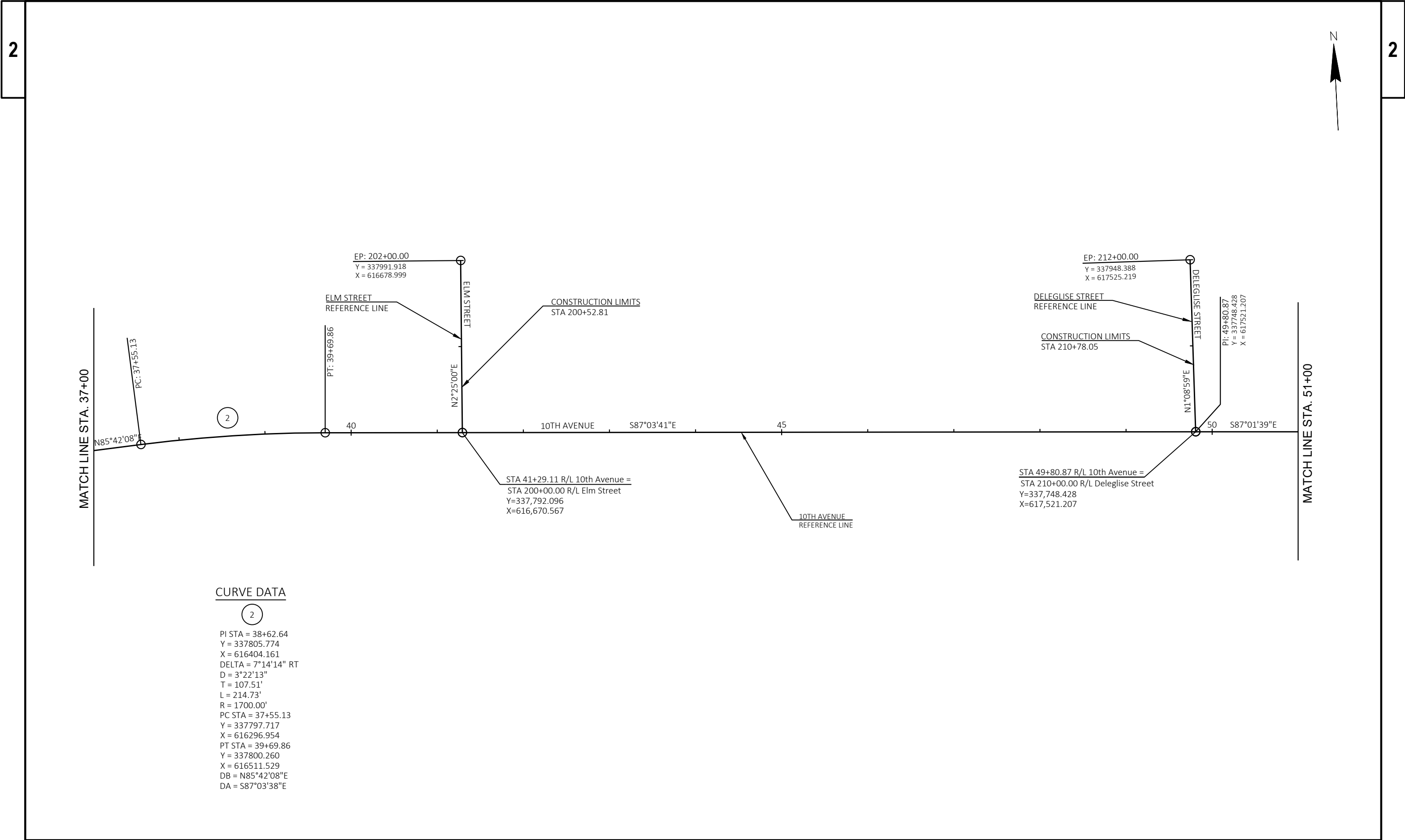
PROJECT NO: 9835-06-70	HWY: 10TH AVENUE	COUNTY: LANGLADE	ALIGNMENT	SHEET 122	E
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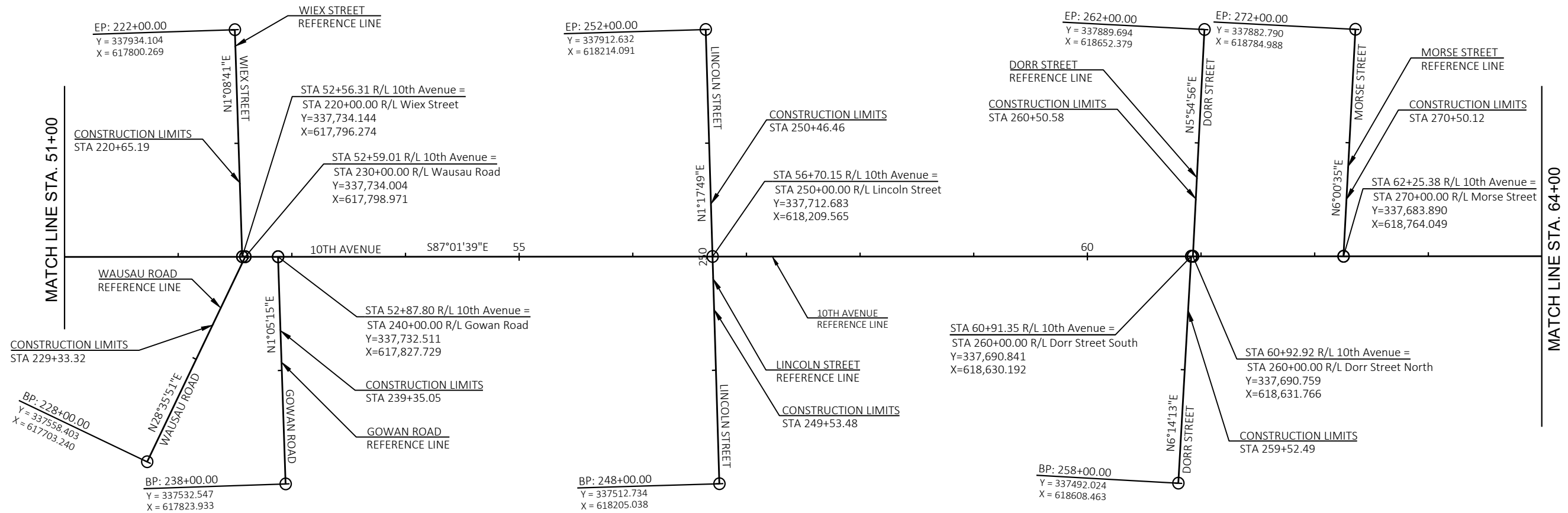


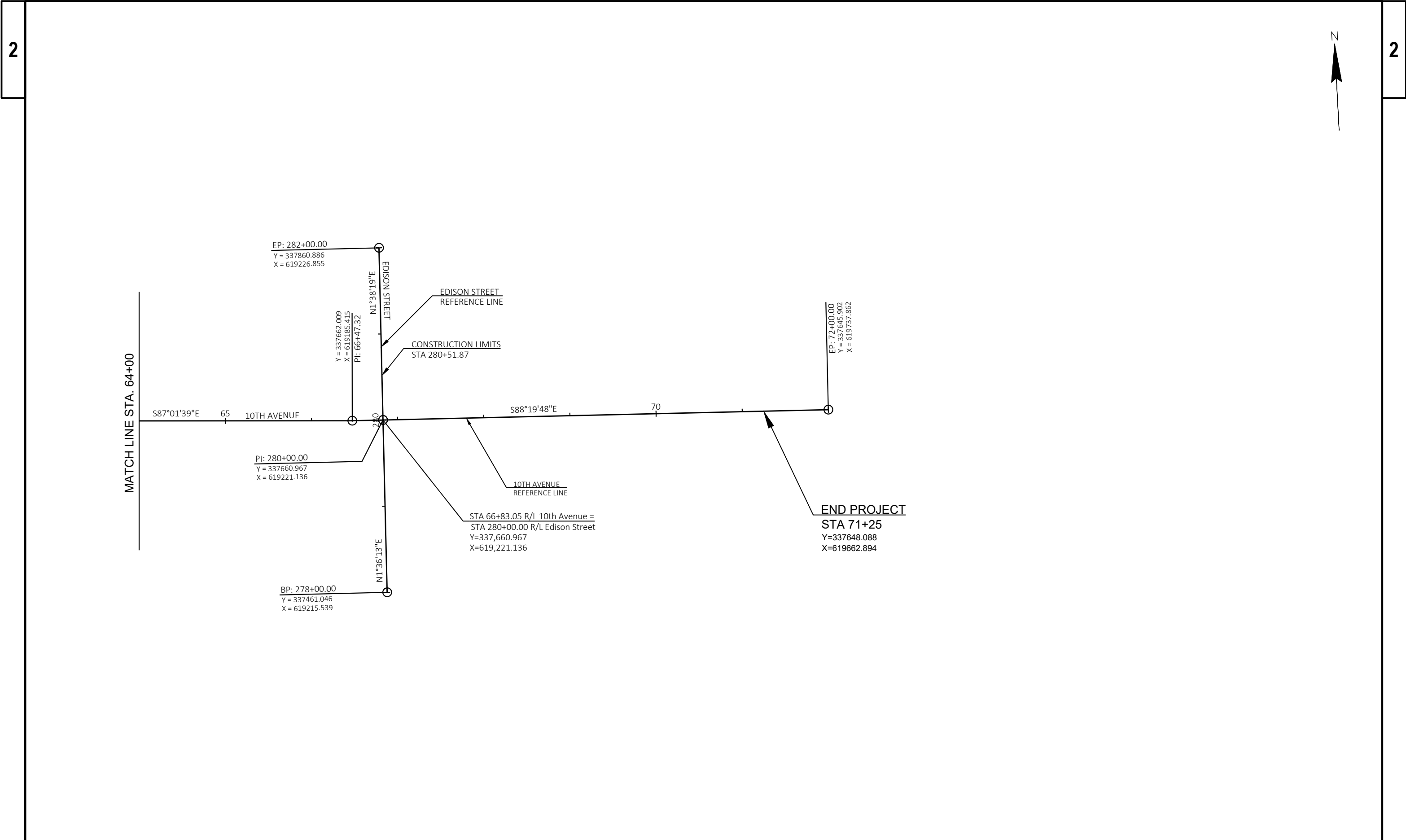
CURVE DATA

1

PI STA = 179+17.16
Y = 337673.821
X = 615747.215
DELTA = 15°00'00" LT
D = 48°58'15"
T = 15.40'
L = 30.63'
R = 117.00'
PC STA = 179+01.76
Y = 337658.925
X = 615743.293
PT STA = 179+32.39
Y = 337689.224
X = 615747.148
DB = N14°45'06"E
DA = N00°14'54"W







Estimate Of Quantities

9835-06-70

Line	Item	Item Description	Unit	Total	Qty
0002	201.0220	Grubbing	ID	75.000	75.000
0004	204.0100	Removing Concrete Pavement	SY	590.000	590.000
0006	204.0110	Removing Asphaltic Surface	SY	520.000	520.000
0008	204.0150	Removing Curb & Gutter	LF	12,450.000	12,450.000
0010	204.0155	Removing Concrete Sidewalk	SY	795.000	795.000
0012	204.0210	Removing Manholes	EACH	5.000	5.000
0014	204.0220	Removing Inlets	EACH	42.000	42.000
0016	204.0245	Removing Storm Sewer (size) 01. 8-Inch	LF	739.000	739.000
0018	204.0245	Removing Storm Sewer (size) 02. 10-Inch	LF	245.000	245.000
0020	204.0245	Removing Storm Sewer (size) 03. 12-Inch	LF	173.000	173.000
0022	204.0245	Removing Storm Sewer (size) 04. 15-Inch	LF	294.000	294.000
0024	204.0245	Removing Storm Sewer (size) 05. 24-Inch	LF	337.000	337.000
0026	204.0245	Removing Storm Sewer (size) 06. 42-Inch	LF	325.000	325.000
0028	204.0280	Sealing Pipes	EACH	2.000	2.000
0030	205.0100	Excavation Common	CY	3,963.000	3,963.000
0032	213.0100	Finishing Roadway (project) 01. 9835-06-70	EACH	1.000	1.000
0034	305.0110	Base Aggregate Dense 3/4-Inch	TON	200.000	200.000
0036	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	2,510.000	2,510.000
0038	325.0100	Pulverize and Relay	SY	24,620.000	24,620.000
0040	350.0104	Subbase	TON	3,140.000	3,140.000
0042	455.0605	Tack Coat	GAL	3,910.000	3,910.000
0044	460.2000	Incentive Density HMA Pavement	DOL	4,633.000	4,633.000
0046	460.5223	HMA Pavement 3 LT 58-28 S	TON	3,900.000	3,900.000
0048	460.5244	HMA Pavement 4 LT 58-34 S	TON	2,750.000	2,750.000
0050	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	165.000	165.000
0052	520.8000	Concrete Collars for Pipe	EACH	12.000	12.000
0054	522.1042	Apron Endwalls for Culvert Pipe Reinforced Concrete 42-Inch	EACH	1.000	1.000
0056	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	200.000	200.000
0058	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	12,515.000	12,515.000
0060	601.0600	Concrete Curb Pedestrian	LF	65.000	65.000
0062	602.0405	Concrete Sidewalk 4-Inch	SF	35.000	35.000
0064	602.0415	Concrete Sidewalk 6-Inch	SF	7,700.000	7,700.000
0066	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	392.000	392.000
0068	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	31.000	31.000
0070	602.0810	Concrete Driveway 6-Inch	SY	735.000	735.000
0072	602.0820	Concrete Driveway 8-Inch	SY	120.000	120.000
0074	606.0300	Riprap Heavy	CY	18.000	18.000
0076	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	130.000	130.000
0078	608.0360	Storm Sewer Pipe Reinforced Concrete Class III 60-Inch	LF	305.000	305.000
0080	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	895.000	895.000
0082	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	710.000	710.000
0084	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	64.000	64.000
0086	608.0436	Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	LF	16.000	16.000
0088	608.0442	Storm Sewer Pipe Reinforced Concrete Class IV 42-Inch	LF	220.000	220.000
0090	611.0420	Reconstructing Manholes	EACH	15.000	15.000
0092	611.0430	Reconstructing Inlets	EACH	1.000	1.000
0094	611.0530	Manhole Covers Type J	EACH	1.000	1.000
0096	611.0535	Manhole Covers Type J-Special	EACH	8.000	8.000
0098	611.0624	Inlet Covers Type H	EACH	16.000	16.000

Estimate Of Quantities

9835-06-70

Line	Item	Item Description	Unit	Total	Qty
0100	611.0639	Inlet Covers Type H-S	EACH	35.000	35.000
0102	611.0645	Inlet Covers Type MS-A	EACH	2.000	2.000
0104	611.1004	Catch Basins 4-FT Diameter	EACH	7.000	7.000
0106	611.1005	Catch Basins 5-FT Diameter	EACH	1.000	1.000
0108	611.1230	Catch Basins 2x3-FT	EACH	33.000	33.000
0110	611.2004	Manholes 4-FT Diameter	EACH	4.000	4.000
0112	611.2005	Manholes 5-FT Diameter	EACH	1.000	1.000
0114	611.2006	Manholes 6-FT Diameter	EACH	2.000	2.000
0116	611.2008	Manholes 8-FT Diameter	EACH	1.000	1.000
0118	611.2009	Manholes 9-FT Diameter	EACH	1.000	1.000
0120	611.3004	Inlets 4-FT Diameter	EACH	2.000	2.000
0122	611.3230	Inlets 2x3-FT	EACH	3.000	3.000
0124	611.3901	Inlets Median 1 Grate	EACH	2.000	2.000
0126	611.8110	Adjusting Manhole Covers	EACH	3.000	3.000
0128	611.8115	Adjusting Inlet Covers	EACH	5.000	5.000
0130	611.9850.S	Pipe Grates (size) 01. 42-Inch	EACH	1.000	1.000
0132	619.1000	Mobilization	EACH	1.000	1.000
0134	624.0100	Water	MGAL	235.000	235.000
0136	625.0100	Topsoil	SY	7,710.000	7,710.000
0138	628.1504	Silt Fence	LF	100.000	100.000
0140	628.1520	Silt Fence Maintenance	LF	300.000	300.000
0142	628.1905	Mobilizations Erosion Control	EACH	6.000	6.000
0144	628.1910	Mobilizations Emergency Erosion Control	EACH	5.000	5.000
0146	628.7005	Inlet Protection Type A	EACH	53.000	53.000
0148	628.7010	Inlet Protection Type B	EACH	3.000	3.000
0150	628.7015	Inlet Protection Type C	EACH	97.000	97.000
0152	628.7020	Inlet Protection Type D	EACH	7.000	7.000
0154	628.7560	Tracking Pads	EACH	2.000	2.000
0156	630.0500	Seed Water	MGAL	175.000	175.000
0158	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	2.000	2.000
0160	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	22.000	22.000
0162	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	4.000	4.000
0164	637.2210	Signs Type II Reflective H	SF	11.000	11.000
0166	637.2230	Signs Type II Reflective F	SF	42.000	42.000
0168	638.2102	Moving Signs Type II	EACH	26.000	26.000
0170	638.3000	Removing Small Sign Supports	EACH	22.000	22.000
0172	642.5201	Field Office Type C	EACH	1.000	1.000
0174	643.0420	Traffic Control Barricades Type III	DAY	5,791.000	5,791.000
0176	643.0705	Traffic Control Warning Lights Type A	DAY	11,572.000	11,572.000
0178	643.0900	Traffic Control Signs	DAY	7,914.000	7,914.000
0180	643.5000	Traffic Control	EACH	1.000	1.000
0182	644.1440	Temporary Pedestrian Surface Matting	SF	1,035.000	1,035.000
0184	644.1601	Temporary Pedestrian Curb Ramp	DAY	14.000	14.000
0186	644.1605	Temporary Pedestrian Detectable Warning Field	SF	40.000	40.000
0188	644.1810	Temporary Pedestrian Barricade	LF	115.000	115.000
0190	645.0120	Geotextile Type HR	SY	36.000	36.000
0192	646.1020	Marking Line Epoxy 4-Inch	LF	11,835.000	11,835.000
0194	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	315.000	315.000
0196	650.4000	Construction Staking Storm Sewer	EACH	74.000	74.000

Estimate Of Quantities

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Line	Item	Item Description	Unit	Total	Qty
0198	650.4500	Construction Staking Subgrade	LF	598.000	598.000
0200	650.5000	Construction Staking Base	LF	598.000	598.000
0202	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	12,715.000	12,715.000
0204	650.8000	Construction Staking Resurfacing Reference	LF	6,252.000	6,252.000
0206	650.9000	Construction Staking Curb Ramps	EACH	34.000	34.000
0208	650.9500	Construction Staking Sidewalk (project) 01. 9835-06-70	EACH	1.000	1.000
0210	650.9911	Construction Staking Supplemental Control (project) 01. 9835-06-70	EACH	1.000	1.000
0212	650.9920	Construction Staking Slope Stakes	LF	6,850.000	6,850.000
0214	690.0150	Sawing Asphalt	LF	3,140.000	3,140.000
0216	690.0250	Sawing Concrete	LF	505.000	505.000
0218	740.0440	Incentive IRI Ride	DOL	4,360.000	4,360.000
0220	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	2,000.000	2,000.000
0222	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	1,260.000	1,260.000
0224	SPV.0060	Special 01. Adjusting Sanitary Manhole Covers	EACH	18.000	18.000
0226	SPV.0060	Special 02. Inlet Covers Type H-D	EACH	1.000	1.000
0228	SPV.0060	Special 03. Adjusting Water Valve Boxes	EACH	28.000	28.000
0230	SPV.0060	Special 04. Inlets 5-FT Diameter	EACH	1.000	1.000
0232	SPV.0060	Special 05. Inlets 2x3-FT Special	EACH	5.000	5.000
0234	SPV.0060	Special 06. Solar Powered RRFB System Station 18+03	EACH	1.000	1.000
0236	SPV.0060	Special 07. Sanitary Wye, 12-Inch x 6-Inch	EACH	1.000	1.000
0238	SPV.0060	Special 08. Sanitary Wye, 15-Inch x 6-Inch	EACH	1.000	1.000
0240	SPV.0060	Special 09. Sanitary Sewer Tracer Wire Access Box	EACH	2.000	2.000
0242	SPV.0060	Special 10. Sanitary Manhole Casting	EACH	6.000	6.000
0244	SPV.0060	Special 11. Water Valve and Box, 6-Inch	EACH	1.000	1.000
0246	SPV.0060	Special 12. Water Valve and Box, 8-Inch	EACH	4.000	4.000
0248	SPV.0060	Special 13. Reducer, 8-Inch x 6-Inch	EACH	4.000	4.000
0250	SPV.0060	Special 14. Anchoring Tee, 8-Inch x 6-Inch	EACH	1.000	1.000
0252	SPV.0060	Special 15. Tee, 8-Inch x 6-Inch	EACH	1.000	1.000
0254	SPV.0060	Special 16. Tee, 8-Inch	EACH	2.000	2.000
0256	SPV.0060	Special 17. Cross, 8-Inch	EACH	1.000	1.000
0258	SPV.0060	Special 18. 11.25 Degree Bend, 8-Inch	EACH	4.000	4.000
0260	SPV.0060	Special 19. 22.5 Degree Bend, 8-Inch	EACH	1.000	1.000
0262	SPV.0060	Special 20. 45 Degree Bend, 8-Inch	EACH	6.000	6.000
0264	SPV.0060	Special 21. Sleeve, 8-Inch	EACH	6.000	6.000
0266	SPV.0060	Special 22. Water Service Corp Stop, 1-Inch	EACH	2.000	2.000
0268	SPV.0060	Special 23. Curb Stop and Box, 1-Inch	EACH	2.000	2.000
0270	SPV.0060	Special 24. Reconnect to Existing Water Service	EACH	2.000	2.000
0272	SPV.0060	Special 25. Reconnect to Existing Sanitary Lateral	EACH	2.000	2.000
0274	SPV.0060	Special 26. Connect to Existing Sanitary Sewer	EACH	5.000	5.000
0276	SPV.0060	Special 27. Connect to Existing Water Main	EACH	6.000	6.000
0278	SPV.0060	Special 28. Connect to Existing Sanitary Manhole	EACH	1.000	1.000
0280	SPV.0060	Special 29. Construction Staking Water Main - Project 9835-06-70	EACH	1.000	1.000
0282	SPV.0060	Special 30. Construction Staking Sanitary Sewer - Project 9835-06-70	EACH	1.000	1.000
0284	SPV.0060	Special 31. 6-Inch Cap with Flush Pipe	EACH	4.000	4.000
0286	SPV.0060	Special 32. 8-Inch Cap with Flush Pipe	EACH	2.000	2.000
0288	SPV.0060	Special 33. Remove, Salvage, and Reinstall Existing Hydrant and Water Valve	EACH	1.000	1.000
0290	SPV.0060	Special 34. Remove, Salvage, and Reinstall Existing Hydrant	EACH	1.000	1.000
0292	SPV.0060	Special 35. Remove, Salvage, and Reinstall Existing 8-Inch Water Valve	EACH	1.000	1.000
0294	SPV.0060	Special 36. 18-Inch Hydrant Barrel Extension	EACH	1.000	1.000

Estimate Of Quantities

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Line	Item	Item Description	Unit	Total	Qty
0296	SPV.0060	Special 37. Solar Powered RRFB System Station 67+13	EACH	1.000	1.000
0298	SPV.0060	Special 38. Deconstruct Sanitary Manhole Drop Entrance	EACH	1.000	1.000
0300	SPV.0060	Special 39. Temporary Water	EACH	1.000	1.000
0302	SPV.0060	Special 40. Temporary Sanitary Bypass	EACH	1.000	1.000
0304	SPV.0060	Special 41. Reconstructing Storm Manhole #14	EACH	1.000	1.000
0306	SPV.0090	Special 01. Storm Sewer Laterals 6-Inch	LF	25.000	25.000
0308	SPV.0090	Special 02. Storm Sewer PVC 10-Inch	LF	32.000	32.000
0310	SPV.0090	Special 03. Sanitary Sewer Pipe PVC 8-Inch	LF	100.000	100.000
0312	SPV.0090	Special 04. Sanitary Sewer Pipe PVC 12-Inch	LF	100.000	100.000
0314	SPV.0090	Special 05. Sanitary Sewer Pipe PVC 15-Inch	LF	310.000	310.000
0316	SPV.0090	Special 06. Sanitary Sewer Pipe PVC 21-Inch	LF	15.000	15.000
0318	SPV.0090	Special 07. Sanitary Sewer Pipe PVC 24-Inch	LF	90.000	90.000
0320	SPV.0090	Special 08. Sanitary Lateral Pipe PVC, 6-Inch	LF	55.000	55.000
0322	SPV.0090	Special 09. Abandon-In-Place Existing Sanitary Sewer, 12-Inch	LF	345.000	345.000
0324	SPV.0090	Special 10. Water Main Pipe Ductile Iron Class 52, 6-Inch	LF	45.000	45.000
0326	SPV.0090	Special 11. Water Main Pipe Ductile Iron Class 52, 8-Inch	LF	600.000	600.000
0328	SPV.0090	Special 12. Water Service Pipe, 1-Inch	LF	90.000	90.000
0330	SPV.0180	Special 01. Preparing Topsoil For Lawn Type Turf	SY	7,710.000	7,710.000
0332	SPV.0180	Special 02. Removing Excess Pulverized Material	SY	24,620.000	24,620.000
0334	SPV.0180	Special 03. Hydroseeding	SY	7,710.000	7,710.000
0336	SPV.0195	Special 01. Hauling and Disposal of Contaminated Soil and Management of Groundwater	TON	685.000	685.000
0338	SPV.0200	Special 01. Sanitary Manhole 4-ft Diameter	VF	73.400	73.400
0340	SPV.0200	Special 02. Sanitary Reduction Manhole	VF	20.800	20.800
0342	SPV.0200	Special 03. Sanitary Manhole Outside Drop	VF	42.600	42.600

GRUBBING								
					201.0220 GRUBBING			
CATEGORY		STATION	LOCATION			ID		
0010		53+42	10TH AVENUE, RT			20		
0010		53+86	10TH AVENUE, RT			19		
0010		54+24	10TH AVENUE, LT			18		
0010		54+66	10TH AVENUE, LT			18		
TOTAL 0010					75			
REMOVALS								
					204.0100 REMOVING CONCRETE PAVEMENT	204.0110 REMOVING ASPHALTIC SURFACE	204.0155 REMOVING CONCRETE SIDEWALK	
CATEGORY	STATION	TO	STATION	LOCATION	SY	SY	SY	
0010	10+10	-	27+05	10TH AVENUE	-	330	260	
0010	27+05	-	30+32	10TH AVENUE	30	-	30	
0010	30+32	-	32+04	10TH AVENUE	-	-	15	
0010	32+04	-	33+63	10TH AVENUE	-	-	10	
0010	33+63	-	41+29	10TH AVENUE	180	40	40	
0010	41+29	-	48+75	10TH AVENUE	160	35	20	
0010	48+75	-	53+50	10TH AVENUE	20	10	120	
0010	53+50	-	56+70	10TH AVENUE	40	15	70	
0010	56+70	-	60+91	10TH AVENUE	45	45	160	
0010	60+91	-	62+25	10TH AVENUE	-	-	15	
0010	62+25	-	66+83	10TH AVENUE	115	45	35	
0010	66+83	-	71+25	10TH AVENUE	-	-	20	
TOTAL 0010					590	520	795	

NOTE - ALL REMOVING CONCRETE PAVEMENT IS FOR DRIVEWAYS

REMOVING CURB & GUTTER						
				204.0150 REMOVING CURB & GUTTER LF		
CATEGORY	STATION	TO	STATION	LOCATION	LF	REMARKS
0010	10+10	-	27+05	10TH AVENUE, LT	1,790	SUNSET DRIVE INTERSECTION
0010	10+10	-	27+05	10TH AVENUE, RT	1,710	SUNSET DRIVE INTERSECTION
0010	27+05	-	30+32	10TH AVENUE, LT	360	MAYFAIR STREET INTERSECTION
0010	27+05	-	52+56	10TH AVENUE, RT	2,520	S MAYFAIR STREET INTERSECTION
0010	30+32	-	33+63	10TH AVENUE, LT	340	FAIRLAND STREET INTERSECTION
0010	33+63	-	41+29	10TH AVENUE, LT	780	ELM STREET INTERSECTION
0010	41+29	-	49+81	10TH AVENUE, LT	850	DELEGLISE STREET INTERSECTION
0010	49+81	-	52+56	10TH AVENUE, LT	290	WEIX STREET INTERSECTION
0010	52+56	-	56+70	10TH AVENUE, LT	440	LINCOLN STREET INTERSECTION
0010	52+56	-	56+70	10TH AVENUE, RT	400	LINCOLN STREET INTERSECTION
0010	56+70	-	60+91	10TH AVENUE, LT	440	DORR STREET INTERSECTION
0010	56+70	-	60+91	10TH AVENUE, RT	420	DORR STREET INTERSECTION
0010	60+91	-	62+25	10TH AVENUE, LT	150	MORSE STREET INTERSECTION
0010	60+91	-	71+25	10TH AVENUE, RT	1,040	EAST PROJECT LIMITS
0010	62+25	-	66+83	10TH AVENUE, LT	470	EDISON STREET INTERSECTION
0010	66+83	-	71+25	10TH AVENUE, LT	450	EAST PROJECT LIMITS
TOTAL 0010					12,450	

STORM SEWER REMOVALS

CATEGORY	STATION	TO	STATION	LOCATION	204.0210	204.0220	204.0245.01	204.0245.02	204.0245.03	204.0245.04	204.0245.05	204.0245.06
					REMOVING MANHOLES EACH	REMOVING INLETS EACH	REMOVING STORM SEWER 8-INCH LF	REMOVING STORM SEWER 10-INCH LF	REMOVING STORM SEWER 12-INCH LF	REMOVING STORM SEWER 15-INCH LF	REMOVING STORM SEWER 24-INCH LF	REMOVING STORM SEWER 42-INCH LF
0010	10+10	-	27+75	10TH AVENUE	-	6	-	-	-	188	-	-
0010	33+25	-	41+75	10TH AVENUE	-	7	85	79	-	47	-	-
0010	41+75	-	48+75	10TH AVENUE	-	2	39	-	-	-	-	-
0010	48+75	-	53+25	10TH AVENUE	2	9	250	-	78	-	132	325
0010	56+25	-	61+25	10TH AVENUE	2	8	278	-	30	-	-	-
0010	62+00	-	67+25	10TH AVENUE	-	4	87	54	-	-	-	-
0010	67+25	-	71+25	10TH AVENUE	-	2	-	40	10	-	-	-
0010	160+40	-	161+53	SUNSET DRIVE	-	4	-	72	45	59	-	-
0010	278+31	-	280+36	EDISON STREET	1	-	-	-	10	-	205	-
TOTAL 0010					5	42	739	245	173	294	337	325

HAULING AND DISPOSAL OF CONTAMINATED SOIL AND MANAGEMENT OF GROUNDWATER

						SPV.0195.01
						HAULING AND DISPOSAL OF CONTAMINATED SOIL AND MANAGEMENT OF GROUNDWATER
CATEGORY	STATION	TO	STATION	LOCATION		TON
0020	65+00	-	71+25	10TH AVENUE		480
0020	278+12	-	280+50	EDISON STREET		205
TOTAL 0020						685

EARTHWORK SUMMARY

DIVISION	FROM/TO STATION	LOCATION	COMMON EXCAVATION (1)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (13)	MASS ORDINATE +/- (14)	WASTE	COMMENT
			CUT (2)				FACTOR 1.15			
1	10+10 - 71+25	10TH AVENUE	476	286	190	0	0	190	476	CONCRETE SIDEWALK AND DRIVEWAY
	48+75 - 53+25	10TH AVENUE	2,449	198	2,251	0	0	2,251	2,449	RECONSTRUCTION AREA
	210+18 - 210+54	DELEGLISE STREET	181	19	162	0	0	162	181	RECONSTRUCTION AREA
	220+18 - 220+54	WEIX STREET	150	15	135	0	0	135	150	RECONSTRUCTION AREA
	229+33 - 229+80	WAUSAU ROAD	216	26	190	0	0	190	216	RECONSTRUCTION AREA
	239+35 - 239+82	GOWAN ROAD	247	29	218	0	0	218	247	RECONSTRUCTION AREA
	178+31 - 179+74	S MAYFAIR	244	0	244	1	1	243	243	
GRAND TOTAL			3,963	573	3,390	1	1	3,389	3,962	
TOTAL COMMON EXC			3,963							

NOTES:

- (1) COMMON EXCAVATION IS THE SUM OF THE CUT COLUMN. ITEM NUMBER 205.0100
- (2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
- (4) SALVAGED/UNUSABLE PAVEMENT MATERIAL
- (5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL
- (13) EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR. EXPANDED FILL FACTOR = 1.15
- (14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.
- (15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

BASE AGGREGATE

CATEGORY	STATION	TO	STATION	LOCATION	305.0110	305.0120	624.0100	REMARKS
					BASE AGGREGATE DENSE 3/4-INCH TON	BASE AGGREGATE DENSE 1 1/4-INCH TON	WATER MGAL	
0010	10+10	-	71+25	10TH AVENUE	-	200	5	UNDER PROPOSED SIDEWALK
0010	48+75	-	53+25	10TH AVENUE	-	1,510	25	
0010	178+38	-	179+40	S MAYFAIR STREET	-	200	5	
0010		-		UNDISTRIBUTED	200	-	-	GRAVEL SURFACE DRIVEWAY
0010		-		STORM SEWER TRENCH	-	600	10	
0010		-		PULVERIZE AND RELAY	-	-	190	
TOTAL 0010					200	2,510	235	

SUBBASE

CATEGORY	STATION	TO	STATION	LOCATION	350.0104	REMARKS
					SUBBASE TON	
0010	48+75	-	53+25	10TH AVENUE	3140	RECONSTRUCTION AREA
TOTAL 0010					3,140	

PULVERIZE AND RELAY

CATEGORY	STATION	TO	STATION	LOCATION	325.0100	SPV.0180.02
					PULVERIZE AND RELAY SY	REMOVING EXCESS PULVERIZED MATERIAL SY
0010	10+10	-	71+25	10TH AVENUE	23,070	23,070
0010	160+26	-	160+80	SUNSET DRIVE, RT	210	210
0010	160+19	-	161+75	SUNSET DRIVE, LT	220	220
0010	170+19	-	170+48	MAYFAIR STREET	110	110
0010	190+18	-	190+48	FAIRLAND STREET	130	130
0010	200+18	-	200+53	ELM STREET	130	130
0010	249+53	-	249+82	LINCOLN STREET, RT	120	120
0010	250+18	-	250+47	LINCOLN STREET, LT	120	120
0010	259+52	-	259+82	DORR STREET, RT	130	130
0010	260+17	-	260+51	DORR STREET, LT	120	120
0010	270+17	-	270+50	MORSE STREET	110	110
0010	280+17	-	280+52	EDISON STREET	150	150
TOTAL 0010					24,620	24,620

HMA PAVEMENT								
CATEGORY	STATION	TO	STATION	LOCATION	455.0605	460.5223	460.5244	REMARKS
					TACK COAT GAL	HMA PAVEMENT 3 LT 58-28 S TON	HMA PAVEMENT 4 LT 58-34 S TON	
0010	10+10	-	61+27	10TH AVENUE	2,980	2,760	2,150	MAINLINE
0010	61+27	-	71+25	10TH AVENUE	560	750	250	MAINLINE
0010	160+26	-	160+81	SUNSET DRIVE, RT	30	30	30	SIDEROAD
0010	160+19	-	161+67	SUNSET DRIVE, LT	30	30	20	SIDEROAD
0010	170+18	-	170+48	MAYFAIR STREET	20	20	20	SIDEROAD
0010	170+40	-	179+82	S MAYFAIR STREET	20	30	20	SIDEROAD
0010	190+18	-	190+48	FAIRLAND STREET	20	20	20	SIDEROAD
0010	200+18	-	200+53	ELM STREET	20	20	20	SIDEROAD
0010	210+18	-	210+55	DELEGLISE STREET	30	30	30	SIDEROAD
0010	220+18	-	220+55	WEIX STREET	20	20	20	SIDEROAD
0010	229+33	-	229+80	WAUSAU ROAD & GOWAN ROAD	60	60	50	SIDEROAD
0010	249+53	-	249+82	LINCOLN STREET, RT	20	20	20	SIDEROAD
0010	250+18	-	250+46	LINCOLN STREET, LT	20	20	20	SIDEROAD
0010	259+52	-	259+82	DORR STREET, RT	20	20	20	SIDEROAD
0010	260+18	-	260+51	DORR STREET, LT	20	20	20	SIDEROAD
0010	270+18	-	270+50	MORSE STREET	20	20	20	SIDEROAD
0010	280+18	-	280+52	EDISON STREET	20	30	20	SIDEROAD
TOTAL 0010					3,910	3,900	2,750	

DRIVEWAY AND ENTRANCE PAVEMENT								
CATEGORY	STATION	TO	STATION	LOCATION	465.0120	602.0810	602.0820	
					ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	CONCRETE DRIVEWAY 6-INCH SY	CONCRETE DRIVEWAY 8-INCH SY	
0010	10+10	-	27+05	10TH AVENUE	50	-	40	
0010	27+05	-	30+32	10TH AVENUE	-	40	-	
0010	33+63	-	41+29	10TH AVENUE	5	210	-	
0010	41+29	-	49+81	10TH AVENUE	5	230	-	
0010	49+81	-	52+88	10TH AVENUE	-	55	-	
0010	52+88	-	56+70	10TH AVENUE	2	80	-	
0010	56+70	-	60+91	10TH AVENUE	10	60	-	
0010	62+25	-	66+83	10TH AVENUE	3	60	60	
0010	66+83	-	71+25	10TH AVENUE	90	-	20	
TOTAL 0010					165	735	120	

CONCRETE CURB & GUTTER							
CATEGORY	STATION	TO	STATION	LOCATION	601.0407	601.0411	REMARKS
					CONCRETE CURB & GUTTER 18- INCH TYPE D LF	CONCRETE CURB & GUTTER 30- INCH TYPE D LF	
0010	10+10	-	27+05	10TH AVENUE, LT	-	1,740	SUNSET DRIVE INTERSECTION
0010	10+10	-	27+05	10TH AVENUE, RT	-	1,725	SUNSET DRIVE INTERSECTION
0010	12+33	-	13+13	ANTIGO SCHOOL DISTRICT, WEST DRIVEWAY	100	-	
0010	22+07	-	22+83	ANTIGO SCHOOL DISTRICT, EAST DRIVEWAY	100	-	
0010	27+05	-	30+32	10TH AVENUE, LT	-	360	MAYFAIR STREET INTERSECTION
0010	27+05	-	32+04	10TH AVENUE, RT	-	515	S MAYFAIR STREET INTERSECTION
0010	30+32	-	33+63	10TH AVENUE, LT	-	340	FAIRLAND STREET INTERSECTION
0010	32+04	-	52+59	10TH AVENUE, RT	-	2,035	WEIX STREET INTERSECTION
0010	33+63	-	41+29	10TH AVENUE, LT	-	780	ELM STREET INTERSECTION
0010	41+29	-	49+81	10TH AVENUE, LT	-	885	DELEGLISE INTERSECTION
0010	49+81	-	52+59	10TH AVENUE, LT	-	325	WEIX STREET INTERSECTION
0010	52+59	-	56+70	10TH AVENUE, LT	-	440	LINCOLN STREET INTERSECTION
0010	52+59	-	56+70	10TH AVENUE, RT	-	405	LINCOLN STREET INTERSECTION
0010	56+70	-	60+91	10TH AVENUE, LT	-	435	DORR STREET INTERSECTION
0010	56+70	-	60+91	10TH AVENUE, RT	-	420	DORR STREET INTERSECTION
0010	60+91	-	62+25	10TH AVENUE, LT	-	150	MORSE STREET INTERSECTION
0010	60+91	-	71+25	10TH AVENUE, RT	-	1,040	EAST PROJECT LIMITS
0010	62+25	-	66+83	10TH AVENUE, LT	-	470	EDISON STREET INTERSECTION
0010	66+83	-	71+25	10TH AVENUE, LT	-	450	EAST PROJECT LIMITS
TOTAL 0010					200	12,515	

CONCRETE SIDEWALK									
					601.0600	602.0405	602.0415	602.0505	602.0605
					CONCRETE	CONCRETE	CONCRETE	CURB RAMP	CURB RAMP
					CURB	SIDEWALK 4-	SIDEWALK 6-	DETECTABLE	DETECTABLE
					PEDESTRIAN	INCH	INCH	WARNING	WARNING FIELD
CATEGORY	STATION	TO	STATION	LOCATION	LF	SF	SF	FIELD YELLOW	RADIAL YELLOW
								SF	SF
0010	10+10	-	27+05	10TH AVENUE	40	-	2520	122	31
0010	27+05	-	30+32	10TH AVENUE	-	-	200	20	-
0010	30+32	-	33+63	10TH AVENUE	-	-	210	20	-
0010	33+63	-	41+29	10TH AVENUE	-	-	320	20	-
0010	41+29	-	49+81	10TH AVENUE	-	-	330	20	-
0010	49+81	-	52+88	10TH AVENUE	-	-	360	20	-
0010	52+88	-	56+70	10TH AVENUE	25	35	940	60	-
0010	56+70	-	60+91	10TH AVENUE	-	-	1350	50	-
0011	60+91	-	62+25	10TH AVENUE	-	-	150	10	-
0010	62+25	-	67+25	10TH AVENUE			1320	50	
TOTAL 0010					65	35	7,700	392	31

STORM SEWER PIPE														
					520.8000	608.0324	608.0360	608.0412	608.0415	608.0418	608.0436	608.0442	SPV.0090.01	SPV.0090.02
					CONCRETE	STORM SEWER	STORM SEWER	STORM SEWER	STORM SEWER	STORM SEWER	STORM SEWER	STORM SEWER	STORM SEWER	STORM SEWER
					COLLARS FOR PIPE	PIPE REINFORCED	PIPE REINFORCED	PIPE REINFORCED	PIPE REINFORCED	PIPE REINFORCED	PIPE REINFORCED	PIPE REINFORCED	LATERALS 6-INCH	PVC 10-INCH
CATEGORY	STATION	TO	STATION	LOCATION	EACH	CONCRETE CLASS	CONCRETE CLASS	CONCRETE CLASS	CONCRETE CLASS	CONCRETE CLASS	CONCRETE CLASS	CONCRETE CLASS	LF	LF
						III 24-INCH	III 60-INCH	IV 12-INCH	IV 15-INCH	IV 18-INCH	IV 36-INCH	IV 42-INCH		
0010	10+10	-	27+05	10TH AVENUE	2	-	-	-	190	-	-	-	-	-
0010	27+05	-	30+32	10TH AVENUE	-	-	-	-	47	-	-	-	-	-
0010	30+32	-	34+10	10TH AVENUE	2	-	-	65	50	40	16	-	-	-
0010	34+10	-	41+29	10TH AVENUE	-	-	-	36	15	-	-	-	-	-
0010	41+29	-	48+75	10TH AVENUE	-	-	-	40	-	-	-	-	-	32
0010	48+75	-	53+25	10TH AVENUE	1	130	232	40	105	-	-	-	-	-
0010	53+25	-	56+70	10TH AVENUE	2	-	-	20	48	-	-	-	-	-
0010	56+70	-	60+93	10TH AVENUE	1	-	-	60	-	-	-	-	-	-
0010	62+26	-	66+83	10TH AVENUE	-	-	-	54	-	-	-	-	-	-
0010	66+83	-	71+25	10TH AVENUE	1	-	-	60	-	-	-	-	-	-
0010	160+26	-	161+67	SUNSET DRIVE	1	-	-	25	195	-	-	-	25	-
0010	179+40	-	179+82	S. MAYFAIR STREET	-	-	-	12	60	24	-	-	-	-
0010	200+18	-	200+52	ELM STREET	-	-	-	33	-	-	-	-	-	-
0010	210+18	-	210+55	DELEGLISE STREET	1	-	73	70	-	-	-	24	-	-
0010	220+18	-	220+55	WIEX STREET	-	-	-	66	-	-	-	-	-	-
0010	239+35	-	239+82	GOWAN ROAD	-	-	-	24	-	-	-	-	-	-
0010	250+18	-	250+46	LINCOLN STREET	-	-	-	37	-	-	-	-	-	-
0010	259+52	-	259+82	S. DORR STREET	-	-	-	70	-	-	-	-	-	-
0010	260+18	-	260+50	DORR STREET	-	-	-	82	-	-	-	-	-	-
0010	270+18	-	270+50	MORSE STREET	-	-	-	91	-	-	-	-	-	-
0010	280+18	-	280+52	EDISON STREET	1	-	-	10	-	-	-	196	-	-
TOTAL 0010					12	130	305	895	710	64	16	220	25	32

ADJUSTING STRUCTURES								
CATEGORY	STATION	LOCATION	611.0420 RECONSTRUCTING MANHOLES EACH	611.0430 RECONSTRUCTING INLETS EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	SPV.0060.41 RECONSTRUCTING STORM MANHOLE #14 EACH	REMARKS
0010	10+77	10TH AVENUE	1	-	-	-	-	SEE CONSTRUCTION DETAILS; STRUCTURE 1
0010	16+96	10TH AVENUE	1	-	-	-	-	SEE CONSTRUCTION DETAILS, STRUCTURE 2
0010	20+48	10TH AVENUE	1	-	-	-	-	SEE CONSTRUCTION DETAILS, STRUCTURE 3
0010	22+23	10TH AVENUE	-	-	1	-	-	REPLACE ALL ADJUSTING RINGS
0010	24+02	10TH AVENUE	1	-	-	-	-	SEE CONSTRUCTION DETAILS, STRUCTURE 4
0010	27+19	10TH AVENUE	1	-	-	-	-	SEE CONSTRUCTION DETAILS, STRUCTURE 5
0010	27+45	10TH AVENUE	-	1	-	-	-	SEE CONSTRUCTION DETAILS, STRUCTURE 6A
0010	27+51	10TH AVENUE	1	-	-	-	-	SEE CONSTRUCTION DETAILS, STRUCTURE 6
0010	30+58	10TH AVENUE	-	-	-	1	-	REPLACE ALL ADJUSTING RINGS
0010	33+40	10TH AVENUE	1	-	-	-	-	SEE CONSTRUCTION DETAILS, STRUCTURE 8
0010	38+70	10TH AVENUE	1	-	-	-	-	SEE CONSTRUCTION DETAILS, STRUCTURE 9
0010	41+42	10TH AVENUE	1	-	-	-	-	SEE CONSTRUCTION DETAILS, STRUCTURE 10
0010	44+20	10TH AVENUE	1	-	-	-	-	SEE CONSTRUCTION DETAILS, STRUCTURE 11
0010	46+23	10TH AVENUE	-	-	1	-	-	REPLACE ALL ADJUSTING RINGS
0010	52+50	10TH AVENUE	-	-	-	-	1	SEE CONSTRUCTION DETAILS, STRUCTURE 14
0010	52+85	10TH AVENUE	1	-	-	-	-	SEE CONSTRUCTION DETAILS, STRUCTURE 14F
0010	58+47	10TH AVENUE	-	-	1	-	-	REPLACE ALL ADJUSTING RINGS
0010	59+48	10TH AVENUE	1	-	-	-	-	SEE CONSTRUCTION DETAILS, STRUCTURE 17
0010	62+10	10TH AVENUE	1	-	-	-	-	SEE CONSTRUCTION DETAILS, STRUCTURE 19
0010	64+36	10TH AVENUE	1	-	-	-	-	SEE CONSTRUCTION DETAILS, STRUCTURE 20
0010	229+40	WAUSAU ROAD	-	-	-	1	-	REPLACE ALL ADJUSTING RINGS
0010	280+29	EDISON STREET	-	-	-	1	-	REPLACE ALL ADJUSTING RINGS
0010	280+36	EDISON STREET	1	-	-	-	-	SEE CONSTRUCTION DETAILS, STRUCTURE 22
0010	280+38	EDISON STREET	-	-	-	1	-	REPLACE ALL ADJUSTING RINGS
0010	280+39	EDISON STREET	-	-	-	1	-	REPLACE ALL ADJUSTING RINGS
TOTAL 0010			15	1	3	5	1	

STORM SEWER STRUCTURES & COVERS

					522.1042	611.0530	611.0535	611.0624	611.0639	611.0645	611.1004	611.1005	611.1230	611.2004	611.2005	611.2006	611.2008	611.2009	611.3004	611.3230	611.3901	611.9850.S.01	SPV.0060.02	SPV.0060.04	SPV.0060.05
					ENDWALLS FOR CULVERT PIPE 42-INCH	MANHOLE COVERS TYPE J	MANHOLE COVERS TYPE J-SPECIAL	INLET COVERS TYPE H	INLET COVERS TYPE H-S	INLET COVERS TYPE MS-A	CATCH BASINS 4-FT DIAMETER	CATCH BASINS 5-FT DIAMETER	CATCH BASINS 2X3-FT	MANHOLES 4-FT DIAMETER	MANHOLES 5-FT DIAMETER	MANHOLES 6-FT DIAMETER	MANHOLES 8-FT DIAMETER	MANHOLES 9-FT DIAMETER	INLETS 4-FT DIAMETER	INLETS 2X3-FT	INLETS MEDIAN 1 GRATE	PIPE GRATES (SIZE) 01. 42- INCH	INLET COVERS TYPE H-D	INLETS 5-FT DIAMETER	INLETS 2X3 FT SPECIAL
CATEGORY	STATION	TO	STATION	LOCATION	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
0010	10+10	-	27+05	10TH AVENUE	-	-	-	-	6	-	-	-	-	-	-	-	-	-	1	3	-	-	-	-	2
0010	27+05	-	30+32	10TH AVENUE	-	-	-	-	1	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-
0010	30+32	-	33+63	10TH AVENUE	-	-	1	2	-	-	2	-	-	-	-	1	-	-	-	-	-	-	-	-	-
0010	33+63	-	41+29	10TH AVENUE	-	-	-	1	3	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
0010	41+29	-	49+81	10TH AVENUE	-	-	-	3	2	-	1	-	4	-	-	-	-	-	-	-	-	-	-	-	-
0010	49+81	-	53+25	10TH AVENUE	-	-	1	2	2	-	1	-	3	-	-	-	-	1	-	-	-	-	-	-	-
0010	53+25	-	56+70	10TH AVENUE	-	-	1	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-
0010	56+70	-	60+93	10TH AVENUE	-	1	-	-	3	-	-	-	3	1	-	-	-	-	-	-	-	-	-	-	-
0010	62+26	-	66+83	10TH AVENUE	-	-	-	2	-	-	1	-	1	-	-	-	-	-	-	-	-	-	-	-	-
0010	66+83	-	71+25	10TH AVENUE	-	-	-	-	2	-	1	-	2	-	-	-	-	-	-	-	-	-	1	-	-
0010	160+26	-	160+81	SUNSET DRIVE	-	-	1	-	2	-	-	-	-	1	-	-	-	-	-	-	-	-	-	1	1
0010	161+19	-	161+67	SUNSET DRIVE	-	-	1	-	4	-	-	-	4	-	1	-	-	-	-	-	-	-	-	-	-
0010	179+40	-	179+82	S. MAYFAIR STREET	-	-	-	-	2	2	-	1	1	-	-	-	-	-	-	-	2	-	-	-	-
0010	200+18	-	200+52	ELM STREET	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2
0010	210+18	-	210+55	DELEGLISE STREET	-	-	1	-	1	-	-	-	1	-	-	-	1	-	-	-	-	-	-	-	-
0010	220+18	-	220+55	WIEX STREET	-	-	-	2	-	-	1	-	1	-	-	-	-	-	-	-	-	-	-	-	-
0010	239+35	-	239+82	GOWAN ROAD	-	-	-	1	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-
0010	250+18	-	250+46	LINCOLN STREET	-	-	1	2	-	-	-	-	2	1	-	-	-	-	-	-	-	-	-	-	-
0010	259+52	-	259+82	S. DORR STREET	-	-	-	-	2	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-
0010	260+18	-	260+50	DORR STREET	-	-	-	-	2	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-
0010	270+18	-	270+50	MORSE STREET	-	-	-	1	1	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-
0010	280+18	-	280+52	EDISON STREET	1	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-
TOTAL 0010					1	1	8	16	35	2	7	1	33	4	1	2	1	1	2	3	2	1	1	1	5

RIPRAP AND GEOTEXTILE

CATEGORY	STATION	LOCATION	606.0300	645.0120
			RIPRAP HEAVY CY	GEOTEXTILE TYPE HR SY
0010	278+55	EDISON STREET	15	30
0010		UNDISTRIBUTED	3	6
TOTAL 0010			18	36

PROJECT ITEMS			
CATEGORY	LOCATION	619.1000 MOBILIZATION EACH	642.5201 FIELD OFFICE TYPE C EACH
0010	PROJECT WIDE	1	1
TOTAL 0010		1	1

LANDSCAPING								
					625.0100	630.0500	SPV.0180.01 PREPARING TOPSOIL FOR LAWN TYPE TURF	SPV.0180.03
CATEGORY	STATION	TO	STATION	LOCATION	TOPSOIL SY	SEED WATER MGAL	SY	HYDROSEEDING SY
0010	10+09	-	26+85	10TH AVENUE, RT	1,100	25	1,100	1,100
0010	10+17	-	26+91	10TH AVENUE, LT	800	19	800	800
0010	27+11	-	31+84	10TH AVENUE, RT	500	11	500	500
0010	27+27	-	30+17	10TH AVENUE, LT	220	5	220	220
0010	30+52	-	33+47	10TH AVENUE, LT	220	5	220	220
0010	32+16	-	52+18	10TH AVENUE, RT	1,400	31	1,400	1,400
0010	33+85	-	41+12	10TH AVENUE, LT	500	12	500	500
0010	41+46	-	49+61	10TH AVENUE, LT	500	12	500	500
0010	49+98	-	52+39	10TH AVENUE, LT	200	4	200	200
0010	52+70	-	56+49	10TH AVENUE, LT	300	7	300	300
0010	53+09	-	56+32	10TH AVENUE, RT	300	7	300	300
0010	56+88	-	60+79	10TH AVENUE, LT	300	7	300	300
0010	56+90	-	60+70	10TH AVENUE, RT	300	7	300	300
0010	61+08	-	71+25	10TH AVENUE, RT	550	12	550	550
0010	61+12	-	62+13	10TH AVENUE, LT	100	2	100	100
0010	62+42	-	66+64	10TH AVENUE, LT	200	4	200	200
0010	69+79	-	71+25	10TH AVENUE, LT	220	5	220	220
TOTAL 0010					7,710	175	7,710	7,710

SILT FENCE

		628.1504		628.1520
		SILT FENCE		SILT FENCE
CATEGORY	STATION	LOCATION	LF	MAINTENANCE LF
0010	278+31	EDISON STRET	100	300
TOTAL 0010			100	300

MOBILIZATION EROSION CONTROL

		628.1905	628.1910
		MOBILIZATIONS	MOBILIZATIONS EMERGENCY
		EROSION CONTROL	EROSION CONTROL
CATEGORY	LOCATION	EACH	EACH
0010	PROJECT WIDE	6	5
TOTAL 0010		6	5

TRACKING PAD

		628.7560
		TRACKING PADS
CATEGORY	LOCATION	EACH
0010	48+75	1
0010	53+25	1
TOTAL 0010		2

INLET PROTECTION

					628.7005	628.7010	628.7015	628.7020
					INLET PROTECTION	INLET PROTECTION	INLET PROTECTION	INLET PROTECTION
CATEGORY	STATION	TO	STATION	LOCATION	TYPE A EACH	TYPE B EACH	TYPE C EACH	TYPE D EACH
0010	10+10	-	27+05	10TH AVENUE	6	-	8	6
0010	27+05	-	30+32	10TH AVENUE	1	1	2	1
0010	30+32	-	33+63	10TH AVENUE	3	-	5	-
0010	33+63	-	41+29	10TH AVENUE	4	-	7	-
0010	41+29	-	49+81	10TH AVENUE	5	-	9	-
0010	49+81	-	53+25	10TH AVENUE	4	-	9	-
0010	56+70	-	60+93	10TH AVENUE	3	-	6	-
0010	62+26	-	66+83	10TH AVENUE	2	-	4	-
0010	66+83	-	71+25	10TH AVENUE	3	-	5	-
0010	160+26	-	161+75	SUNSET DRIVE	6	-	10	-
0010	178+37	-	179+79	S. MAYFAIR STREET	2	2	2	-
0010	200+18	-	200+53	ELM STREET	2	-	4	-
0010	210+18	-	210+78	DELEGLISE STREET	1	-	1	-
0010	220+18	-	220+65	WIEX STREET	2	-	4	-
0010	229+33	-	229+79	WAUSAU ROAD	-	-	1	-
0010	239+35	-	239+80	GOWAN ROAD	1	-	2	-
0010	250+18	-	250+47	LINCOLN STREET	2	-	4	-
0010	259+52	-	259+82	S. DORR STREET	2	-	3	-
0010	260+18	-	260+50	DORR STREET	2	-	4	-
0010	270+18	-	270+50	MORSE STREET	2	-	4	-
0010	280+18	-	280+52	EDISON STREET	-	-	3	-
TOTAL 0010					53	3	97	7

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SIGNS										
CATEGORY	STATION	LOCATION	634.0612	634.0614	634.0616	637.2210	637.2230	638.2102	638.3000	REMARKS
			POSTS WOOD 4X6- INCH X 12-FT EACH	POSTS WOOD 4X6- INCH X 14-FT EACH	POSTS WOOD 4X6- INCH X 16-FT EACH	SIGNS TYPE II REFLECTIVE H SF	SIGNS TYPE II REFLECTIVE F SF	MOVING SIGNS TYPE II EACH	REMOVING SMALL SIGN SUPPORTS EACH	
0010	10+47	10TH AVENUE, LT	-	1	-	-	-	1	1	
0010	11+13	10TH AVENUE, RT	-	1	-	-	-	1	1	
0010	12+29	10TH AVENUE	-	-	2	-	21	-	-	"SCHOOL ZONE" & "DOWN ARROW SYMBOL"
0010	12+51	10TH AVENUE, LT	-	1	-	-	-	2	1	
0010	12+93	10TH AVENUE, LT	-	1	-	-	-	2	1	
0010	22+18	10TH AVENUE, LT	-	1	-	-	-	3	1	
0010	23+72	10TH AVENUE	-	-	2	-	21	-	-	"SCHOOL ZONE" & "DOWN ARROW SYMBOL"
0010	26+83	10TH AVENUE, LT	-	1	-	-	-	1	1	
0010	27+24	10TH AVENUE, RT	-	1	-	-	-	1	1	
0010	30+09	10TH AVENUE, LT	-	1	-	-	-	1	1	
0010	32+05	10TH AVENUE, RT	-	1	-	-	-	1	1	
0010	33+41	10TH AVENUE, LT	-	1	-	-	-	1	1	
0010	33+44	10TH AVENUE, RT	-	1	-	-	-	1	1	
0010	41+09	10TH AVENUE, LT	-	1	-	-	-	1	1	
0010	49+52	10TH AVENUE, LT	1	-	-	6	-	-	-	"NO PEDESTRIAN CROSSING" & "USE CROSSWALK WITH ARROW"
0010	49+60	10TH AVENUE, LT	-	1	-	-	-	1	1	
0010	52+37	10TH AVENUE, LT	-	1	-	-	-	1	1	
0010	53+09	10TH AVENUE, RT	1	-	-	6	-	-	-	"NO PEDESTRIAN CROSSING" & "USE CROSSWALK WITH ARROW"
0010	53+11	10TH AVENUE, RT	-	1	-	-	-	1	1	
0010	56+48	10TH AVENUE, LT	-	1	-	-	-	1	1	
0010	60+77	10TH AVENUE, LT	-	1	-	-	-	1	1	
0010	61+12	10TH AVENUE, RT	-	1	-	-	-	1	1	
0010	62+10	10TH AVENUE, LT	-	1	-	-	-	1	1	
0010	64+24	10TH AVENUE, RT	-	1	-	-	-	1	1	
0010	64+89	10TH AVENUE, RT	-	1	-	-	-	1	1	
0010	66+62	10TH AVENUE, LT	-	1	-	-	-	1	1	
TOTAL 0010			2	22	4	11	42	26	22	

RRFB					
CATEGORY	STATION	LOCATION	SPV.0060.06	SPV.0060.37	
			SOLAR POWERED RRFB SYSTEM STATION 18+03 EACH	SOLAR POWERED RRFB SYSTEM STATION 67+13 EACH	
0010	18+03	10TH AVENUE	1	-	
0010	67+13	10TH AVENUE	-	1	
TOTAL 0010			1	1	

TRAFFIC CONTROL									
CATEGORY	LOCATION	APPROX SERVICE PERIOD	643.0420		643.0705		643.0900		REMARKS
			TRAFFIC CONTROL BARRICADES TYPE III		TRAFFIC CONTROL WARNING LIGHTS TYPE A		TRAFFIC CONTROL SIGNS		
			No. IN SERVICE	DAY	No. IN SERVICE	DAY	No. IN SERVICE	DAY	
0010	10TH AVENUE/WESTERN AVENUE	119	2	238	4	476	4	476	PROVIDE R1-1; REFER TO SDD "BARRIDACES AND SIGNS FOR MAINLINE CLOSURES - DETAIL C"
0010	ANTIGO SCHOOL DISTRICT, WEST DRIVEWAY	119	2	238	4	476	2	238	PROVIDE R1-1; REFER TO SDD "BARRIDACES AND SIGNS FOR SIDEROAD CLOSURES - DETAILS 3 AND 4"
0010	ANTIGO SCHOOL DISTRICT, EAST DRIVEWAY	119	2	238	4	476	2	238	PROVIDE R1-1; REFER TO SDD "BARRIDACES AND SIGNS FOR SIDEROAD CLOSURES - DETAILS 3 AND 4"
0010	10TH AVENUE/SUNSET DRIVE	119	2	238	4	476	3	357	PROVIDE R1-1; REFER TO SDD "BARRIDACES AND SIGNS FOR SIDEROAD CLOSURES - DETAILS 3 AND 4"
0010	10TH AVENUE/S. MAYFAIR STREET	119	2	238	4	476	3	357	PROVIDE R1-1; REFER TO SDD "BARRIDACES AND SIGNS FOR SIDEROAD CLOSURES - DETAILS 3 AND 4"
0010	10TH AVENUE/MAYFAIR STREET	119	2	238	4	476	3	357	PROVIDE R1-1; REFER TO SDD "BARRIDACES AND SIGNS FOR SIDEROAD CLOSURES - DETAILS 3 AND 4"
0010	10TH AVENUE/S. MAYFAIR STREET	119	2	238	4	476	3	357	PROVIDE R1-1; REFER TO SDD "BARRIDACES AND SIGNS FOR SIDEROAD CLOSURES - DETAILS 3 AND 4"
0010	10TH AVENUE FAIRLAND STREET	119	2	238	4	476	3	357	PROVIDE R1-1; REFER TO SDD "BARRIDACES AND SIGNS FOR SIDEROAD CLOSURES - DETAILS 3 AND 4"
0010	10TH AVENUE/ELM STREET	119	2	238	4	476	3	357	PROVIDE R1-1; REFER TO SDD "BARRIDACES AND SIGNS FOR SIDEROAD CLOSURES - DETAILS 3 AND 4"
0010	10TH AVENUE/DELEGLISE STREET	119	2	238	4	476	3	357	PROVIDE R1-1; REFER TO SDD "BARRIDACES AND SIGNS FOR SIDEROAD CLOSURES - DETAILS 3 AND 4"
0010	10TH AVENUE/WIEX STREET	119	2	238	4	476	3	357	PROVIDE R1-1; REFER TO SDD "BARRIDACES AND SIGNS FOR SIDEROAD CLOSURES - DETAILS 3 AND 4"
0010	10TH AVENUE/WAUSAU ROAD	119	2	238	4	476	3	357	PROVIDE R1-1; REFER TO SDD "BARRIDACES AND SIGNS FOR SIDEROAD CLOSURES - DETAILS 3 AND 4"
0010	10TH AVENUE/GOWAN ROAD	119	2	238	4	476	3	357	PROVIDE R1-1; REFER TO SDD "BARRIDACES AND SIGNS FOR SIDEROAD CLOSURES - DETAILS 3 AND 4"
0010	10TH AVENUE/LINCOLN STREET	119	4	476	8	952	3	357	PROVIDE R1-1; REFER TO SDD "BARRIDACES AND SIGNS FOR SIDEROAD CLOSURES - DETAILS 3 AND 4"
0010	10TH AVENUE/DORR STREET	119	4	476	8	952	3	357	PROVIDE R1-1; REFER TO SDD "BARRIDACES AND SIGNS FOR SIDEROAD CLOSURES - DETAILS 3 AND 4"
0010	10TH AVENUE/MORSE STREET	119	2	238	4	476	3	357	PROVIDE R1-1; REFER TO SDD "BARRIDACES AND SIGNS FOR SIDEROAD CLOSURES - DETAILS 3 AND 4"
0010	10TH AVENUE/EDISON STREET	119	2	238	4	476	3	357	PROVIDE R1-1; REFER TO SDD "BARRIDACES AND SIGNS FOR SIDEROAD CLOSURES - DETAILS 3 AND 4"
0010	10TH AVENUE/CLERMONT STREET	119	2	238	4	476	3	357	PROVIDE R1-1; REFER TO SDD "BARRIDACES AND SIGNS FOR SIDEROAD CLOSURES - DETAILS 3 AND 4"
0010	10TH AVENUE/S/ CLERMONT STREET	119	2	238	4	476	3	357	REFER TO SDD "BARRIDACES AND SIGNS FOR MAINLINE CLOSURES - DETAIL C"
0010	10TH AVENUE/SUPERIOR STREET	119	2	238	4	476	2	238	REFER TO SDD "BARRIDACES AND SIGNS FOR MAINLINE CLOSURES - DETAIL C"
0010	PEDESTRIAN CONTROL SIGNS	7	-	-	-	-	46	322	
0010	UNDISTRIBUTED	1	-	555	-	1,100	-	690	
TOTAL 0010				5,791	11,572		7,914		

PEDESTRIAN TRAFFIC CONTROL

					644.1440	644.1601	644.1605	644.1810
					TEMPORARY PEDESTRIAN SURFACE MATTING	TEMPORARY PEDESTRIAN CURB RAMP	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD	TEMPORARY PEDESTRIAN BARRICADE
CATEGORY	STATION	TO	STATION	LOCATION	SF	DAY	SF	LF
0010	22+66	-	26+90	10TH AVENUE, LT	1,035	14	40	115
TOTAL 0010					1,035	14	40	115

PAVEMENT MARKING

							646.1020	646.7420	
					MARKING LINE EPOXY 4-INCH (YELLOW)	MARKING LINE EPOXY 4-INCH (WHITE)	MARKING LINE EPOXY 4-INCH	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	
CATEGORY	STATION	TO	STATION	LOCATION	LF	LF	LF	LF	REMARKS
0010	10+10	-	40+96	10TH AVENUE	764	-	764	-	CENTERLINE SKIPS
0010	10+10	-	27+05	10TH AVENUE	-	3206	3206	240	
0010	27+05	-	30+32	10TH AVENUE	-	552	552	-	
0010	30+32	-	32+04	10TH AVENUE	-	275	275	-	
0010	32+04	-	33+63	10TH AVENUE	-	258	258	-	
0010	33+63	-	41+29	10TH AVENUE	-	1462	1462	-	
0010	41+29	-	49+81	10TH AVENUE	-	1637	1637	-	
0010	49+81	-	52+58	10TH AVENUE	-	435	435	-	
0010	52+58	-	56+70	10TH AVENUE	-	663	663	-	
0010	56+70	-	60+91	10TH AVENUE	-	710	710	-	
0010	60+91	-	62+25	10TH AVENUE	-	172	172	-	
0010	62+25	-	66+83	10TH AVENUE	-	850	850	-	
0010	66+83	-	71+25	10TH AVENUE	-	851	851	75	
TOTAL 0010					764	11,071	11,835	315	

CONSTRUCTION STAKING																					
		650.4000		650.4500		650.5000		650.5500		650.8000		650.9000		650.9500.01		650.9911.01		650.9920			
		CONSTRUCTION STAKING		CONSTRUCTION		CONSTRUCTION		CONSTRUCTION		CONSTRUCTION		CONSTRUCTION		CONSTRUCTION STAKING		CONSTRUCTION STAKING		CONSTRUCTION			
		STORM SEWER		STAKING SUBGRADE		STAKING BASE		STAKING CURB GUTTER		STAKING RESURFACING		STAKING CURB RAMPS		SIDEWALK (PROJECT)		SUPPLEMENTAL CONTROL		STAKING SLOPE			
CATEGORY	STATION	TO	STATION	LOCATION	EACH	LF	LF	LF	LF	LF	EACH	EACH	EACH	EACH	EACH	LF	REMARKS				
0010	10+10	-	27+05	10TH AVENUE	10	-	-	3665	1695	11	-	-	1695	NEW STRUCTURES AND RECONSTRUCTING STRUCTURES							
0010	27+05	-	30+32	10TH AVENUE	4	-	-	710	327	2	-	-	327	NEW STRUCTURES AND RECONSTRUCTING STRUCTURES							
0010	30+32	-	33+63	10TH AVENUE	4	-	-	670	331	2	-	-	331	NEW STRUCTURES AND RECONSTRUCTING STRUCTURES							
0010	33+63	-	41+29	10TH AVENUE	5	-	-	1540	766	2	-	-	766	NEW STRUCTURES AND RECONSTRUCTING STRUCTURES							
0010	41+29	-	49+81	10TH AVENUE	7	106	106	1735	746	2	-	-	852	NEW STRUCTURES AND RECONSTRUCTING STRUCTURES							
0010	49+81	-	53+25	10TH AVENUE	5	344	344	730	-	5	-	-	344	NEW STRUCTURES AND RECONSTRUCTING STRUCTURES							
0010	53+25	-	56+70	10TH AVENUE	-	-	-	695	382	2	-	-	382								
0010	56+70	-	60+93	10TH AVENUE	4	-	-	855	423	3	-	-	423	NEW STRUCTURES AND RECONSTRUCTING STRUCTURES							
0010	60+93	-	62+26	10TH AVENUE	1	-	-	290	133	1	-	-	133	NEW STRUCTURES AND RECONSTRUCTING STRUCTURES							
0010	62+26	-	66+83	10TH AVENUE	3	-	-	930	457	2	-	-	457	NEW STRUCTURES AND RECONSTRUCTING STRUCTURES							
0010	66+83	-	71+25	10TH AVENUE	3	-	-	895	442	2	-	-	442	NEW STRUCTURES AND RECONSTRUCTING STRUCTURES							
0010	160+26	-	160+81	SUNSET DRIVE	2	-	-	-	55	-	-	-	55	NEW STRUCTURES AND RECONSTRUCTING STRUCTURES							
0010	161+19	-	161+67	SUNSET DRIVE	5	-	-	-	48	-	-	-	48	NEW STRUCTURES AND RECONSTRUCTING STRUCTURES							
0010	170+18	-	170+48	MAYFAIR STREET	-	-	-	-	30	-	-	-	30								
0010	179+40	-	179+82	S. MAYFAIR STREET	4	148	148	-	-	-	-	-	148	NEW STRUCTURES AND RECONSTRUCTING STRUCTURES							
0010	190+18	-	190+48	FAIRLAND STREET	-	-	-	-	30	-	-	-	30								
0010	200+18	-	200+52	ELM STREET	2	-	-	-	34	-	-	-	34	NEW STRUCTURES AND RECONSTRUCTING STRUCTURES							
0010	210+18	-	210+55	DELEGLISE STREET	1	-	-	-	37	-	-	-	37	NEW STRUCTURES AND RECONSTRUCTING STRUCTURES							
0010	229+33	-	229+80	WAUSAU ROAD	-	-	-	-	47	-	-	-	47								
0010	220+18	-	220+55	WIEX STREET	2	-	-	-	37	-	-	-	37	NEW STRUCTURES AND RECONSTRUCTING STRUCTURES							
0010	239+35	-	239+82	GOWAN ROAD	1	-	-	-	47	-	-	-	47	NEW STRUCTURES AND RECONSTRUCTING STRUCTURES							
0010	249+53	-	249+82	LINCOLN STREET	-	-	-	-	29	-	-	-	29								
0010	250+18	-	250+46	LINCOLN STREET	2	-	-	-	28	-	-	-	28	NEW STRUCTURES AND RECONSTRUCTING STRUCTURES							
0010	259+52	-	259+82	S. DORR STREET	2	-	-	-	30	-	-	-	30	NEW STRUCTURES AND RECONSTRUCTING STRUCTURES							
0010	260+18	-	260+50	DORR STREET	2	-	-	-	32	-	-	-	32	NEW STRUCTURES AND RECONSTRUCTING STRUCTURES							
0010	270+18	-	270+50	MORSE STREET	2	-	-	-	32	-	-	-	32	NEW STRUCTURES AND RECONSTRUCTING STRUCTURES							
0010	280+18	-	280+52	EDISON STREET	3	-	-	-	34	-	-	-	34	NEW STRUCTURES AND RECONSTRUCTING STRUCTURES							
0010	-	-	-	PROJECT WIDE	-	-	-	-	-	-	-	1	1	-							
TOTAL 0010					74	598	598	12,715	6,252	34	1	1	6,850								

SAW CUTS						
CATEGORY	STATION	TO	STATION	LOCATION	690.0150	690.0250
					SAWING ASPHALT LF	SAWING CONCRETE LF
0010		10+10		10TH AVENUE	133	-
0010	26+85	-	27+11	SUNSET DRIVE, RT	26	-
0010	26+91	-	27+30	SUNSET DRIVE, LT	34	5
0010	30+17	-	30+54	MAYFAIR STREET	32	5
0010	33+47	-	33+86	FAIRLAND STREET	34	5
0010	41+11	-	41+46	ELM STREET	30	5
0010	49+63	-	49+95	DELEGLISE STREET	31	-
0010	52+18	-	52+44	WAUSAU ROAD	30	-
0010	52+39	-	52+70	WEIX STREET	26	5
0010	52+73	-	53+07	GOWAN ROAD	34	5
0010	56+49	-	56+88	LINCOLN STREET, LT	34	5
0010	56+53	-	56+90	LINCOLN STREET, RT	32	5
0010	60+70	-	61+08	DORR STREET, RT	33	5
0010	60+79	-	61+12	DORR STREET, LT	29	5
0010	62+13	-	62+43	MORSE STREET	25	5
0010	66+64	-	67+02	EDISON STREET	33	5
0010		71+25		10TH AVENUE	34	5
0010		-		SIDEWALK AND CURB RAMPS	10	250
0010		-		DRIVEWAYS AND ENTRANCES	290	190
0010		-		STORM SEWER TRENCH	2210	-
TOTAL 0010					3,140	505

ADJUSTING SANITARY AND WATER

CATEGORY	STATION	LOCATION	SPV.0060.01	SPV.0060.03	REMARKS
			ADJUSTING SANITARY MANHOLE COVERS EACH	ADJUSTING WATER VALVE BOXES EACH	
0020	10+16	10TH AVENUE	-	2	
0020	10+40	10TH AVENUE	-	1	
0020	16+39	10TH AVENUE	-	1	
0020	16+70	10TH AVENUE	-	1	
0020	21+71	10TH AVENUE		1	
0020	21+78	10TH AVENUE	-	1	
0020	26+56	10TH AVENUE	1	-	REPLACE ALL ADJUSTING RINGS
0020	26+86	10TH AVENUE	-	1	
0020	26+90	10TH AVENUE	-	1	
0020	27+01	10TH AVENUE	1	-	REPLACE ALL ADJUSTING RINGS
0020	30+22	10TH AVENUE	-	1	
0020	30+31	10TH AVENUE	1	-	REPLACE ALL ADJUSTING RINGS
0020	31+77	10TH AVENUE	-	1	
0020	31+92	10TH AVENUE	1	-	REPLACE ALL ADJUSTING RINGS
0020	33+53	10TH AVENUE	-	1	REPLACE ALL ADJUSTING RINGS
0020	33+62	10TH AVENUE	1	-	
0020	33+77	10TH AVENUE	-	1	
0020	37+81	10TH AVENUE	1	-	REPLACE ALL ADJUSTING RINGS
0020	41+16	10TH AVENUE	-	1	
0020	41+32	10TH AVENUE	1	-	REPLACE ALL ADJUSTING RINGS
0020	41+86	10TH AVENUE	-	1	
0020	454+44	10TH AVENUE	1	-	REPLACE ALL ADJUSTING RINGS
0020	45+67	10TH AVENUE	-	1	
0020	45+98	10TH AVENUE	1	-	REPLACE ALL ADJUSTING RINGS
0020	47+66	10TH AVENUE	1	-	REPLACE ALL ADJUSTING RINGS

ADJUSTING SANITARY AND WATER (CONTINUED)

CATEGORY	STATION	LOCATION	SPV.0060.01	SPV.0060.03	REMARKS
			ADJUSTING SANITARY MANHOLE COVERS EACH	ADJUSTING WATER VALVE BOXES EACH	
0020	56+73	10TH AVENUE	1	-	REPLACE ALL ADJUSTING RINGS
0020	56+80	10TH AVENUE	-	1	
0020	56+83	10TH AVENUE	-	1	
0020	60+64	10TH AVENUE	1	-	REPLACE ALL ADJUSTING RINGS
0020	61+00	10TH AVENUE	1	-	REPLACE ALL ADJUSTING RINGS
0020	62+38	10TH AVENUE	-	1	
0020	62+39	10TH AVENUE	-	1	
0020	62+42	10TH AVENUE	-	1	
0020	63+94	10TH AVENUE	1	-	REPLACE ALL ADJUSTING RINGS
0020	64+88	10TH AVENUE	-	1	
0020	66+71	10TH AVENUE	1	-	REPLACE ALL ADJUSTING RINGS
0020	66+89	10TH AVENUE	-	1	
0020	66+94	10TH AVENUE	-	1	
0020	160+65	SUNSET DRIVE	-	1	
0020	229+58	WAUSAU ROAD	-	1	
0020	229+66	WAUSAU ROAD	1	-	REPLACE ALL ADJUSTING RINGS
0020	239+44	GOWAN ROAD	-	1	
0020	239+64	GOWAN ROAD	1	-	REPLACE ALL ADJUSTING RINGS
0020	259+64	S DORR STREET	-	1	
0020	270+22	MORSE STREET	1	-	REPLACE ALL ADJUSTING RINGS
TOTAL 0020			18	28	

3

CATEGORY	LOCATION	SPV.0060.39	SPV.0060.40
		TEMPORARY WATER EACH	TEMPORARY SANITARY SEWER BYPASS EACH
0020	PROJECT WIDE	1	1
	TOTAL 0020	1	1

			SPV.0060.29	SPV.0060.30
			CONSTRUCTION STAKING	CONSTRUCTION STAKING
			WATER MAIN - PROJECT	SANITARY SEWER -
			9835-06-70	PROJECT 9835-06-70
CATEGORY	TO	LOCATION	EACH	EACH
0020	-	PROJECT WIDE	1	1
		TOTAL 0020	1	1

3

SANITARY SEWER

					SPV.0060.07	SPV.0060.08	SPV.0060.09	SPV.0060.10	SPV.0060.25 RECONNECT TO	SPV.0060.26	SPV.0060.28 CONNECT TO	SPV.0060.38 DECONSTRUCT	SPV.0200.01	SPV.0200.02	SPV.0200.03
					SANITARY WYE, 12-INCH X 6-INCH EACH	SANITARY WYE, 15-INCH X 6-INCH EACH	SANITARY SEWER TRACER WIRE ACCESS BOX EACH	SANITARY MANHOLE CASTING EACH	EXISTING SANITARY LATERAL EACH	CONNECT TO EXISTING SANITARY SEWER EACH	EXISTING SANITARY MANHOLE EACH	SANITARY MANHOLE DROP ENTRANCE EACH	SANITARY MANHOLE 4-FT DIAMETER VF	SANITARY REDUCTION MANHOLE VF	SANITARY MANHOLE OUTSIDE DROP VF
CATEGORY	STATION	TO	STATION	LOCATION											
0020	48+75	-	53+25	10TH AVENUE	1	1	2	6	2	5	1	1	73.4	20.8	42.6
TOTAL 0020					1	1	2	6	2	5	1	1	73.4	20.8	42.6

SANITARY SEWER PIPE

					204.0280	SPV.0090.03	SPV.0090.04	SPV.0090.05	SPV.0090.06	SPV.0090.07	SPV.0090.08	SPV.0090.09
						SANITARY SEWER	SANITARY SEWER	SANITARY SEWER	SANITARY SEWER	SANITARY SEWER	SANITARY	ABANDON-IN-
						PIPE PVC, 8-	PIPE PVC, 12-	PIPE PVC, 15-	PIPE PVC, 21-	PIPE PVC, 24-	LATERAL PIPE, 6-	PLACE EXISTING
					SEALING PIPES	INCH	INCH	INCH	INCH	INCH	INCH	SANITARY
CATEGORY	STATION	TO	STATION	LOCATION	EACH	LF	LF	LF	LF	LF	LF	SEWER, 12-INCH
0020	48+75	-	53+25	10TH AVENUE	2	100	100	310	15	90	55	345
		-										
				TOTAL 0020	2	100	100	310	15	90	55	345

WATERMAIN FITTINGS

					SPV.0060.11	SPV.0060.12	SPV.0060.13	SPV.0060.14	SPV.0060.15	SPV.0060.16	SPV.0060.17	SPV.0060.18	SPV.0060.19	SPV.0060.20	SPV.0060.21	SPV.0060.31	SPV.0060.32	SPV.0060.36
					WATER VALVE AND BOX, 6-INCH EACH	WATER VALVE AND BOX, 8-INCH EACH	REDUCER, 8-INCH X 6-INCH EACH	ANCHORING TEE, 8-INCH X 6-INCH EACH	TEE, 8-INCH X 6-INCH EACH	TEE, 8-INCH EACH	CROSS, 8-INCH EACH	11.25 DEGREE BEND, 8-INCH EACH	22.5 DEGREE BEND, 8-INCH EACH	45 DEGREE BEND, 8-INCH EACH	SLEEVE, 8-INCH EACH	6-INCH CAP WITH FLUSH PIPE EACH	8-INCH CAP WITH FLUSH PIPE EACH	18-INCH HYDRANT BARREL EXTENSION EACH
0020	48+75	-	53+25	10TH AVENUE	1	4	4	1	1	2	1	4	1	6	2	4	2	1
0020		-		UNDISTRIBUTED	-	-	-	-	-	-	-	-	-	-	4	-	-	-
TOTAL 0020					1	4	4	1	1	2	1	4	1	6	6	4	2	1

WATERMAIN PIPE

					SPV.0060.27	SPV.0090.10	SPV.0090.11
					CONNECT TO EXISTING WATER MAIN EACH	WATER MAIN PIPE DUCTILE IRON CLASS 52, 6-INCH LF	WATER MAIN PIPE DUCTILE IRON CLASS 52, 8-INCH LF
0020	48+75	-	53+25	10TH AVENUE	6	45	600
TOTAL 0020					6	45	600

WATER SERVICE

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0060.22 WATER SERVICE CORP STOP, 1- INCH EACH	SPV.0060.23 CURB STOP AND BOX, 1-INCH EACH	SPV.0060.24 RECONNECT TO EXISTING WATER SERVICE EACH	SPV.0090.12 WATER SERVICE PIPE, 1-INCH LF
0020	48+75	-	53+25	10TH AVENUE	2	2	2	90
TOTAL 0020					2	2	2	90

REINSTALL EXISTING WATERMAIN APPURTENANCES

					SPV.0060.33 REMOVE, SALVAGE, AND REINSTALL EXISTING HYDRANT AND WATER VALVE EACH	SPV.0060.34 REMOVE, SALVAGE, AND REINSTALL EXISTING HYDRANT EACH	SPV.0060.35 REMOVE, SALVAGE, AND REINSTALL EXISTING 8-INCH WATER VALVE EACH
0020	48+75	-	53+25	10TH AVENUE	1	1	1
TOTAL 0020					1	1	1

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION PROJECT PLAT TITLE SHEET

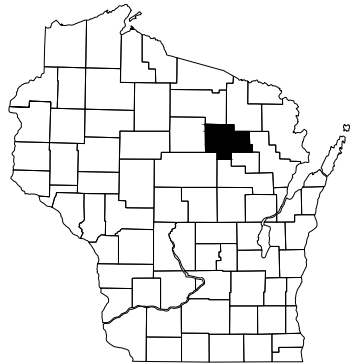
9835-06-00

C ANTIGO, 10TH AVENUE

WESTERN AVENUE TO CLERMONT STREET

LOC STR

LANGLADE COUNTY



CONVENTIONAL SYMBOLS

SECTION LINE	---	SECTION CORNER SYMBOL		R/W MONUMENT (TO BE SET)	●
QUARTER LINE	---	SECTION CORNER MONUMENT		NON-MONUMENTED R/W POINT	○
SIXTEENTH LINE	---	GEODETIC SURVEY MONUMENT		FOUND SURVEY MONUMENT (SEE FOUND MONUMENT TABLE)	IP ●
NEW REFERENCE LINE	---	SIGN		PERMITTED SIGN	
NEW R/W LINE	---	ACCESS RESTRICTED BY ACQUISITION			
EXISTING R/W OR HE LINE	---	NO ACCESS (BY STATUTORY AUTHORITY)			
PROPERTY LINE	---	ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)			
LOT, TIE & OTHER MINOR LINES	---	NO ACCESS (NEW HIGHWAY)			
EXISTING CENTERLINE	---	PARCEL NUMBER		UTILITY NUMBER	
CORPORATE LIMITS	---	TO BE REMOVED			
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)	---	PARALLEL OFFSETS			
TEMPORARY LIMITED EASEMENT AREA	---	BRIDGE			
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)	---	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')	
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	TTP
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

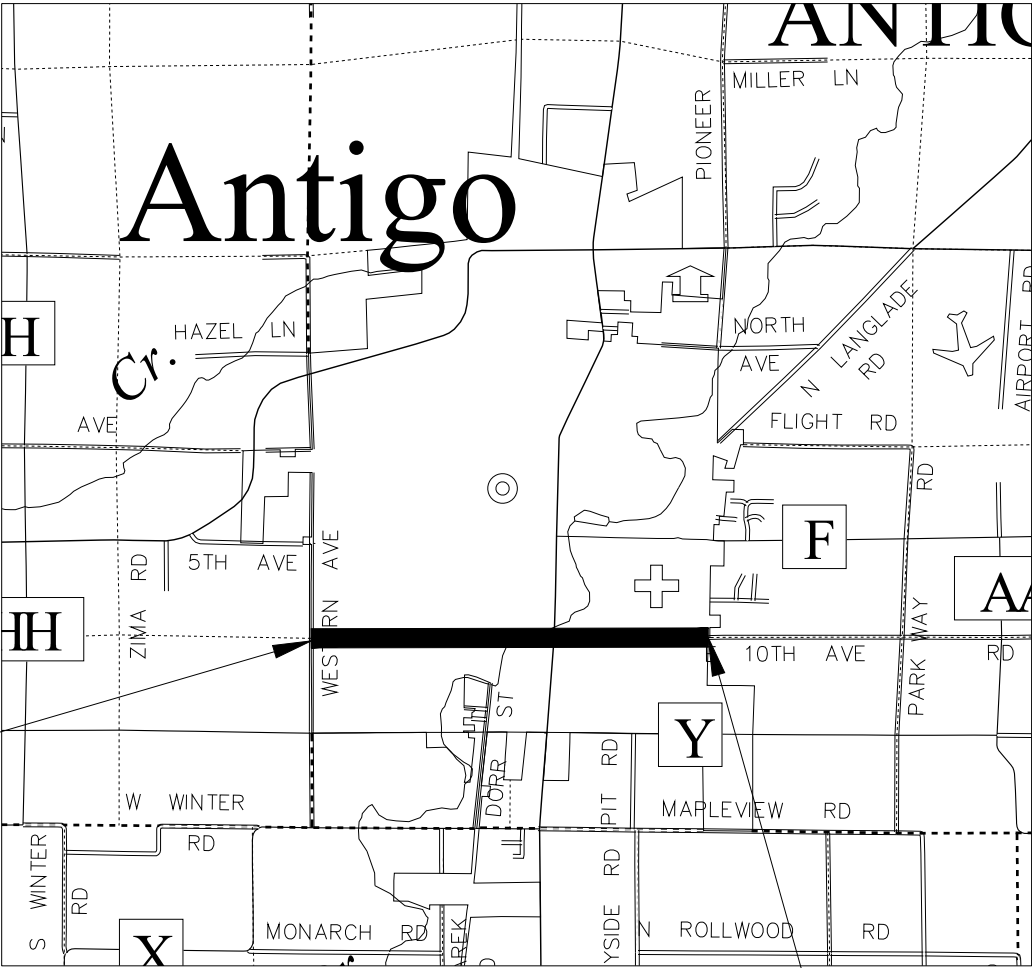
BEGIN PROJECT

END PROJECT

CONVENTIONAL UTILITY SYMBOLS

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

LAYOUT
SCALE 0 .5 MI.



THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 9835-06-00.

NOTES:

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

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

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

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

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

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

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

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

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.

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

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.

TRANSPORTATION PROJECT PLAT NO: 9835-06-00-4.01

THAT PART OF LOTS 3 AND 4, VOLUME 5 OF CERTIFIED SURVEY MAPS, ON PAGE 44, AS DOCUMENT NUMBER 296704 BEING IN PART OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 30, AND THAT PART OF LOTS 414 AND 416 OF THE ASSESSOR'S PLAT OF THE CITY OF ANTIGO AND PART OF LOT 2 VOLUME 5 OF CERTIFIED SURVEY MAPS, ON PAGE 45, DOCUMENT NUMBER 296705, BEING IN PART OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 31, ALL IN TOWNSHIP 31 NORTH, RANGE 11 EAST, CITY OF ANTIGO, LANGLADE COUNTY, WISCONSIN

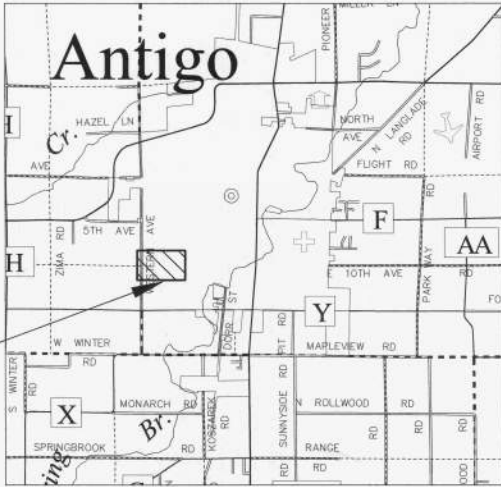
RELOCATION ORDER - C ANTIGO, 10TH AVENUE, WESTERN AVENUE TO CLERMONT STREET, LANGLADE COUNTY

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

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

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

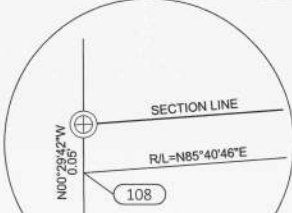
R10E R11E



SHEET LOCATION



FOUND PK NAIL
Y = 340181.100
X = 613549.262



BLOW-UP NTS

FOUND 1 1/2" IP WITH
4" BRASS CAP
Y = 337592.671
X = 613551.122

LOT 4
VOL. 5, CSM,
PG. 44
DOC #296704

SW-SW
SECTION 30

CITY

PL

LOT 417

LOT 416

LOT 418

LOT 419

LOT 420

LOT 421

LOT 422

LOT 423

LOT 424

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LOT 705

LOT 706

TRANSPORTATION PROJECT PLAT NO: 9835-06-00-4.02

THAT PART OF LOTS 12 AND 13 OF FLORENCE ESTATES IN DOCUMENT NUMBER 235801, PART OF LOTS 13, 14, 35 AND 36 OF MAYFAIR ADDITION TO THE CITY OF ANTIGO, FILE 1 ON PAGE 7 IN DOCUMENT NUMBER 239633, AND PART OF LOT 7S OF 2ND ADDITION TO MAYFAIR IN DOCUMENT NUMBER 279644, IN PART OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 30, AND THAT PART OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 31, ALL IN TOWNSHIP 31 NORTH, RANGE 11 EAST, CITY OF ANTIGO, LANGLADE COUNTY, WISCONSIN

RELOCATION ORDER - C ANTIGO, 10TH AVENUE, WESTERN AVENUE TO CLERMONT STREET, LANGLADE COUNTY

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

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

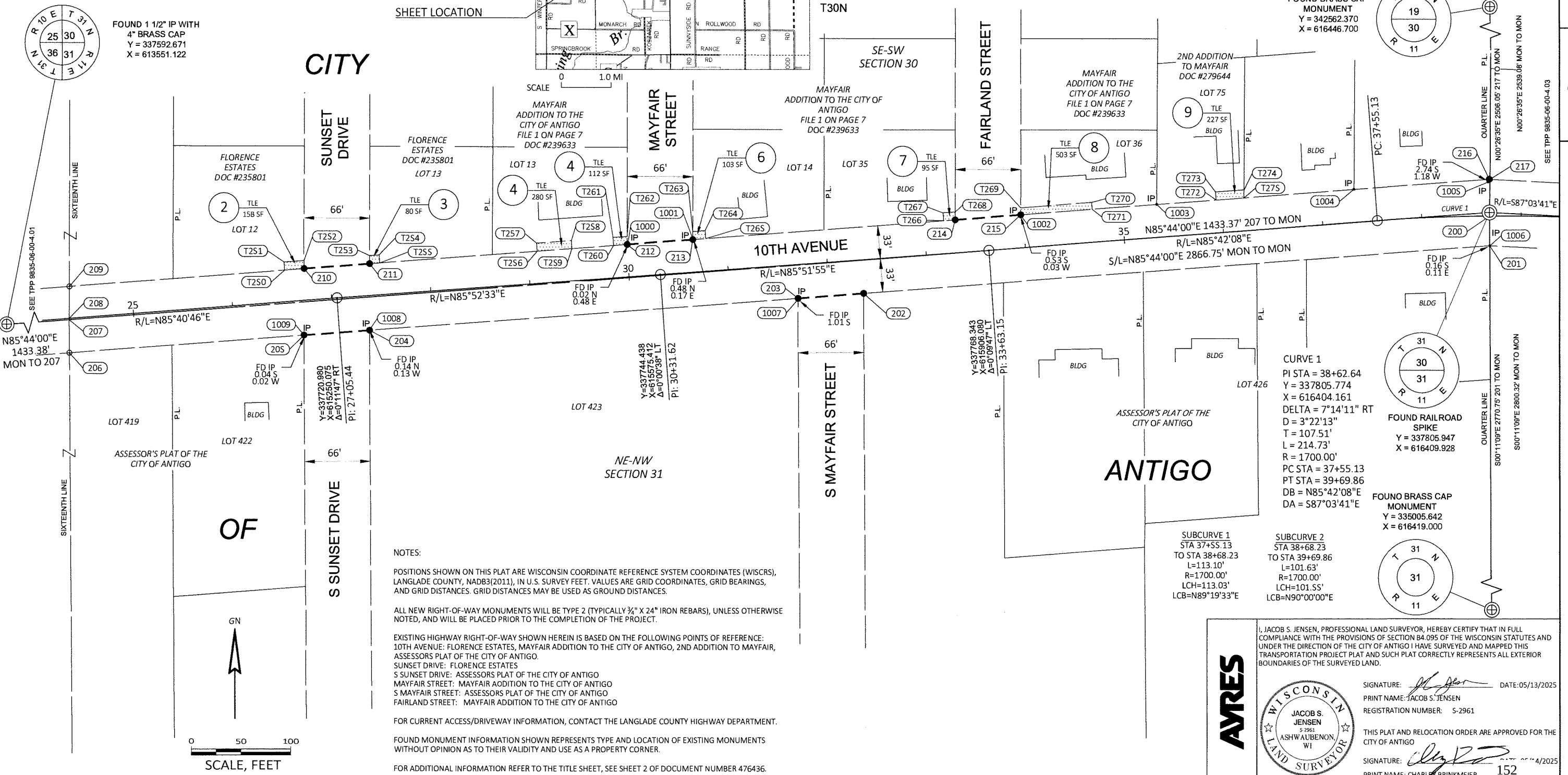
- THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE-NAMED PROJECT.
- THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF ANTIGO FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME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

SCHEDULE OF LANDS AND INTERESTS REQUIRED

PARCEL NO.	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W AREA REQUIRED SF			TLE SF
			NEW	EXISTING	TOTAL	
2	PAULA PREGLER AND MARIA PREGLER	TLE	-----	-----	-----	158
3	JAMIE L LUND, NICOLE OLSON, ROGER AND DIANE WAGNES	TLE	-----	-----	-----	80
4	ROSEMARY NEELY AND BRIAN ZIMMERMAN	TLE	-----	-----	-----	392
6	JON PAUL NICHOLS AND PAULA RAE BLODGETT	TLE	-----	-----	-----	103
7	CHARLES H WILLEY	TLE	-----	-----	-----	95
8	STEVEN AND KATHRYN ROLLING	TLE	-----	-----	-----	503
9	ARLEN'S TV & APPLIANCE REAL ESTATE LLC	TLE	-----	-----	-----	227

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY.
PURPOSE OF ALL TLE'S ARE FOR GRADING, UNLESS NOTED.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 9835-06-00-4.02
SHEET 1 OF 2



TRANSPORTATION PROJECT PLAT NO: 9835-06-00-4.02
EXTENSION SHEET

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 9835-06-00-4.02
SHEET 2 OF 2

EXISTING IRON PIPE POINT TABLE			
POINT NAME	Y COORDS	X COORDS	DESCRIPTION
1000	337774.322	615542.638	1" IRON PIPE FOUND
1001	337779.708	615608.335	1" IRON PIPE FOUND
1002	337803.316	615938.264	1" IRON PIPE FOUND
1003	337814.108	616074.972	1" IRON PIPE FOUND
1004	337829.049	616273.421	1" IRON PIPE FOUND
1005	337836.270	616408.374	1" IRON PIPE FOUND
1006	337772.703	616410.136	1" IRON PIPE FOUND
1007	337719.923	615714.012	1" IRON PIPE FOUND
1008	337688.900	615282.740	1" IRON PIPE FOUND
1009	337683.827	615216.859	1" IRON PIPE FOUND

TLE STATION & OFFSET TABLE		
POINT NAME	STATION	OFFSET
T250	26+55.03	31.49' LT
T251	26+55.04	39.49' LT
T252	26+75.16	39.47' LT
T253	27+41.23	39.53' LT
T254	27+50.90	39.56' LT
T255	27+50.92	31.56' LT
T256	29+09.92	31.98' LT
T257	29+09.91	39.98' LT
T258	29+44.90	40.04' LT
T259	29+44.92	32.04' LT
T260	29+86.92	32.14' LT
T261	29+86.90	40.14' LT
T262	30+01.19	40.18' LT

TLE STATION & OFFSET TABLE		
POINT NAME	STATION	OFFSET
T263	30+67.40	40.34' LT
T264	30+79.91	40.36' LT
T265	30+79.93	32.36' LT
T266	33+20.04	32.92' LT
T267	33+19.91	40.92' LT
T268	33+32.18	40.94' LT
T269	33+98.41	40.00' LT
T270	34+70.02	39.96' LT
T271	34+70.01	32.96' LT
T272	35+95.02	32.89' LT
T273	35+95.02	40.89' LT
T274	36+23.63	40.39' LT
T275	36+23.02	32.87' LT

R/W STATION & OFFSET TABLE		
POINT	STATION	OFFSET
200	38+68.32	0.00'
201	38+68.07	29.57' RT
202	32+34.33	33.28' RT
203	31+68.16	33.43' RT
204	27+35.84	34.48' RT
205	26+69.57	34.52' RT
206	24+32.72	34.30' RT
207	24+35.02	1.30' RT
208	24+35.12	0.00'
209	24+37.63	31.69' LT
210	26+74.53	31.47' LT
211	27+40.62	31.53' LT
212	30+00.60	32.18' LT
213	30+66.80	32.33' LT
214	33+31.58	32.94' LT
215	33+97.87	33.00' LT
216	38+68.16	36.58' LT
217	38+68.78	36.54' LT

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
MON-200	500°11'09"E	3.52'
200-201	500°11'09"E	29.57'
201-202	S85°44'00"W	631.79'
202-203	S85°44'00"W	66.16'
203-204	S85°44'00"W	432.33'
204-205	S85°44'00"W	66.16'
205-206	S85°44'00"W	236.84'
206-207	N00°20'05"W	33.08'
207-208	N00°11'55"E	1.30'
208-209	N00°11'55"E	31.79'
209-210	N85°44'00"E	236.90'
210-211	N85°44'00"E	66.20'
211-212	N85°44'00"E	259.97'
212-213	N85°44'00"E	66.20'
213-214	N85°44'00"E	264.78'
214-215	N85°44'00"E	66.20'
215-216	N85°44'00"E	472.64'
216-217	S87°01'15"E	0.63'
217-MON	500°27'24"W	33.03'

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

TRANSPORTATION PROJECT PLAT NO: 9835-06-00-4.03

THAT PART OF LOT 7 OF ZELLMER'S OUTLOTS, LOT 8, BLOCK A OF J.A. SPERLING ADDITION, LOTS 3, 6-7, BLOCK 4, MICHAEL WEIX'S ADDITION TO THE CITY OF ANTIGO, AND LOT 1, VOLUME 19 OF CERTIFIED SURVEY MAPS, ON PAGE 27, DOCUMENT NUMBER 449320, BEING IN PART OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER IN SECTION 30, AND PART LOTS 430-432 OF THE ASSESSOR'S PLAT OF THE CITY OF ANTIGO, BEING IN PART OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER IN SECTION 31, ALL IN TOWNSHIP 31 NORTH, RANGE 11 EAST, CITY OF ANTIGO, LANGLADE COUNTY, WISCONSIN

RELOCATION ORDER - C ANTIGO, 10TH AVENUE, WESTERN AVENUE TO CLERMONT STREET, LANGLADE COUNTY

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

- TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF ANTIGO HEREBY ORDERS THAT:
- THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE-NAMED PROJECT.
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NOTES:

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

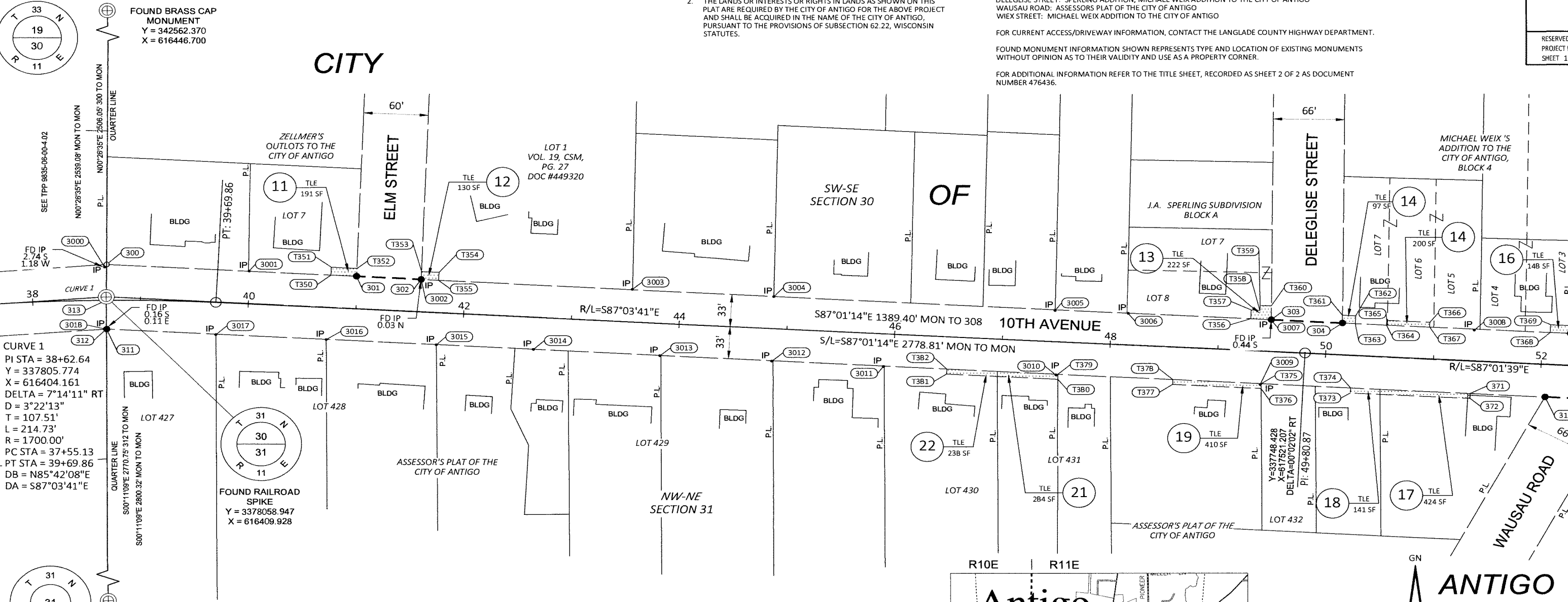
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
10TH AVENUE: 19-CSM-27, ASSESSORS PLAT OF THE CITY OF ANTIGO, ZELLMER'S OUTLOTS, SPERLING ADDITION, MICHAEL WEIX ADDITION TO THE CITY OF ANTIGO.
ELM STREET: ZELLMER'S OUTLOTS, 19-CSM-27
DEGLISE STREET: SPERLING ADDITION, MICHAEL WEIX ADDITION TO THE CITY OF ANTIGO
WAUSAU ROAD: ASSESSORS PLAT OF THE CITY OF ANTIGO
WIX STREET: MICHAEL WEIX ADDITION TO THE CITY OF ANTIGO

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE LANGLADE COUNTY HIGHWAY DEPARTMENT.

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

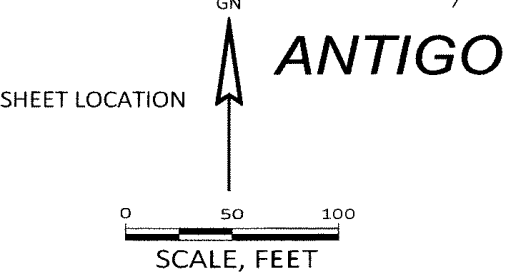
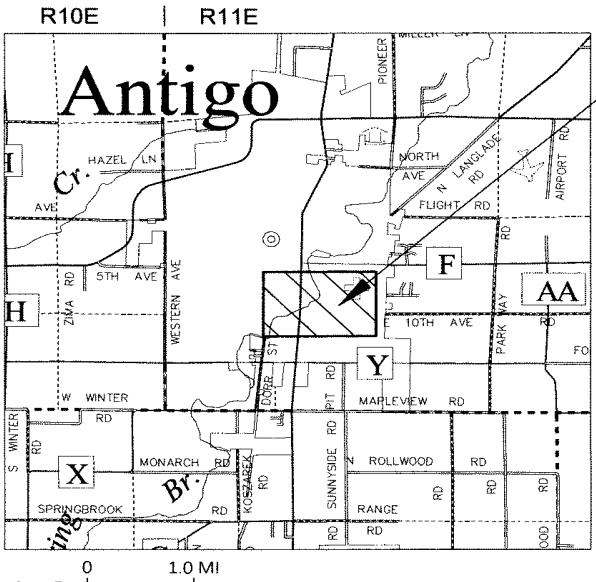
FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 AS DOCUMENT NUMBER 476436.

RESERVED
PROJECT
SHEET 1



SCHEDULE OF LANDS AND INTERESTS REQUIRED						
PARCEL NO.	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W SF REQUIRED			TLE SF
			NEW	EXISTING	TOTAL	
11	TIFFANY J YAEGER	TLE	-----	-----	-----	191
12	DIANE L GATTON	TLE	-----	-----	-----	130
13	BETH A DUNLAP	TLE	-----	-----	-----	222
14	DYLAN J SEIS	TLE	-----	-----	-----	297
16	LINDA K AND CRAIG C SEIS	TLE	-----	-----	-----	148
17	EDA INVESTMENTS LLC	TLE	-----	-----	-----	424
18	ADAM BAILEY AND CAMERON WORZELLA	TLE	-----	-----	-----	141
19	MARKOWSKI PROPERTIES LLC	TLE	-----	-----	-----	410
21	J HILGER RENTALS LLC	TLE	-----	-----	-----	284
22	NICHOLE LEONARD AND ERLENE R LEONARD	TLE	-----	-----	-----	238

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY.
PURPOSE OF ALL TLE'S ARE FOR GRADING, UNLESS NOTED.



AVRES

I, JACOB S. JENSEN, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT I HAVE COMPLIED WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES, AND I HAVE SURVEYED AND PREPARED THIS PLAT AND RELOCATION ORDER IN ACCORDANCE WITH THE CITY OF ANTIGO'S REQUIREMENTS FOR TRANSPORTATION PROJECT PLATS AND SUCH PLAT CORRECTLY SHOWS THE BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: *[Signature]*
PRINT NAME: JACOB S. JENSEN
REGISTRATION NUMBER: 154

THIS PLAT AND RELOCATION ORDER IS A PUBLIC RECORD AND SHALL BE FILED IN THE CITY OF ANTIGO.

SIGNATURE: *[Signature]*
PRINT NAME: CHARLEY BR...

TRANSPORTATION PROJECT PLAT NO: 9835-06-00-4.03
EXTENSION SHEET

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 9835-06-00-4.03
SHEET 2 OF 2

4

EXISTING IRON PIPE POINT TABLE			
POINT NAME	Y COORDS	X COORDS	DESCRIPTION
3000	337836.270	616408.374	1" IRON PIPE FOUND
3001	337832.220	616542.431	1" IRON PIPE FOUND
3002	337823.825	616701.993	1" IRON PIPE FOUND
3003	337813.841	616897.714	1" IRON PIPE FOUND
3004	337806.523	617028.883	1" IRON PIPE FOUND
3005	337792.389	617289.581	1" IRON PIPE FOUND
3006	337789.371	617357.531	1" IRON PIPE FOUND
3007	337782.337	617490.080	1" IRON PIPE FOUND
3008	337771.849	617678.180	1" IRON PIPE FOUND
3009	337716.269	617479.735	1" IRON PIPE FOUND
3010	337726.247	617290.237	1" IRON PIPE FOUND
3011	337735.304	617130.536	1" IRON PIPE FOUND
3012	337740.195	617026.675	1" IRON PIPE FOUND
3013	337745.780	616923.135	1" IRON PIPE FOUND
3014	337751.973	616805.848	1" IRON PIPE FOUND
3015	337756.570	616715.941	1" IRON PIPE FOUND
3016	337761.958	616613.884	1" IRON PIPE FOUND
3017	337767.081	616511.452	1" IRON PIPE FOUND
3018	337772.703	616410.136	1" IRON PIPE FOUND

R/W STATION & OFFSET TABLE		
POINT	STATION	OFFSET
300	38+68.77	36.54' LT
301	40+98.86	33.31' LT
302	41+58.87	33.25' LT
303	49+48.03	32.71' LT
304	50+14.06	32.68' LT
305	52+25.67	32.65' LT
306	52+53.70	32.65' LT
307	52+57.46	0.00'
308	52+57.50	0.35' RT
309	52+58.66	33.35' RT
310	52+05.40	33.34' RT
311	38+68.73	29.58' RT
312	38+68.07	29.57' RT
313	38+68.23	0.00'

TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
T350	40+75.02	33.32' LT
T351	40+75.03	41.32' LT
T352	40+98.87	41.31' LT
T353	41+58.87	41.26' LT
T354	41+75.13	41.25' LT
T355	41+75.02	33.25' LT
T356	49+29.02	32.72' LT
T357	49+29.03	41.72' LT
T358	49+37.03	41.71' LT
T359	49+37.03	46.58' LT
T360	49+47.45	46.88' LT
T361	50+13.73	40.68' LT
T362	50+26.00	40.68' LT
T363	50+26.00	32.68' LT
T364	50+55.00	32.67' LT
T365	50+55.00	37.67' LT
T366	50+95.00	37.67' LT
T367	50+95.16	32.67' LT
T368	52+07.00	32.66' LT
T369	52+07.00	40.63' LT
T370	52+25.43	40.65' LT
T371	51+36.00	33.35' RT
T372	51+36.00	38.34' RT
T373	50+25.00	38.52' RT
T374	50+24.99	33.34' RT
T375	49+41.82	33.29' RT
T376	49+42.10	38.29' RT
T377	48+59.97	38.23' RT
T378	48+59.87	33.23' RT
T379	47+53.00	33.16' RT
T380	47+53.26	38.25' RT
T381	46+50.00	38.15' RT
T382	46+50.00	33.08' RT

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
MON-300	N00°26'35"E	33.03'
300-301	S87°01'14"E	232.21'
301-302	S87°01'14"E	60.00'
302-303	S87°01'14"E	789.16'
303-304	S87°01'14"E	66.06'
304-305	S87°01'14"E	211.61'
305-306	S87°01'14"E	28.02'
306-307	S03°36'17"E	32.87'
307-308	S03°36'17"E	0.35'
308-309	S00°57'33"W	33.02'
309-310	N87°01'14"W	53.26'
310-311	N87°01'14"W	1335.21'
311-312	S85°44'00"W	0.27'
312-313	N00°11'09"W	29.57'
313-MON	N00°11'09"W	3.52'

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

TRANSPORTATION PROJECT PLAT NO: 9835-06-00-4.04

THAT PART OF LOTS 7 AND 8, BLOCK 3 OF MICHAEL WEIX'S ADDITION TO THE CITY OF ANTIGO, PART OF LOTS 10, 13, 14, 15, AND 19, BLOCK 81, AND PART OF LOT 18, BLOCK 82 OF THE ORIGINAL PLAT OF ANTIGO, AND PART OF LOT 1, VOLUME 4 OF CERTIFIED SURVEY MAPS, ON PAGE 162, DOCUMENT NUMBER 285134, BEING IN PART OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER IN SECTION 30, AND PART OF LOT 1 AND 2, BLOCK 13, PART OF LOTS 2 AND 18, BLOCK 16, AND PART OF BLOCK 17, OF SOUTH PARK ADDITION, PART OF LOT 1, VOLUME 13 OF CERTIFIED SURVEY MAPS, ON PAGE 48, DOCUMENT NUMBER 386313, AND PART OF BLOCK 10 OF ANTIGO RAILROAD PLAT, BEING IN PART OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER IN SECTION 31, ALL IN TOWNSHIP 31 NORTH, RANGE 11 EAST, CITY OF ANTIGO, LANGLADE COUNTY, WISCONSIN

RELOCATION ORDER - C ANTIGO, 10TH AVENUE, WESTERN AVENUE TO CLERMONT STREET, LANGLADE COUNTY

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

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

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

NOTES:

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
10TH AVENUE: MICHAEL WEIX'S ADDITION TO THE CITY OF ANTIGO, ORIGINAL PLAT OF ANTIGO, 4-CSM-162, SOUTH PARK ADDITION, 13-CSM-48, ANTIGO RAILROAD PLAT
WIEX STREET: MICHAEL WEIX'S ADDITION TO THE CITY OF ANTIGO
GOWAN ROAD: SOUTH PARK ADDITION
LINCOLN STREET / S LINCOLN STREET: SOUTH PARK ADDITION, MICHAEL WEIX'S ADDITION TO THE CITY OF ANTIGO
DOOR STREET / S DOOR STREET: ORIGINAL PLAT OF ANTIGO, 4-CSM-162, ANTIGO RAILROAD PLAT, SOUTH PARK ADDITION

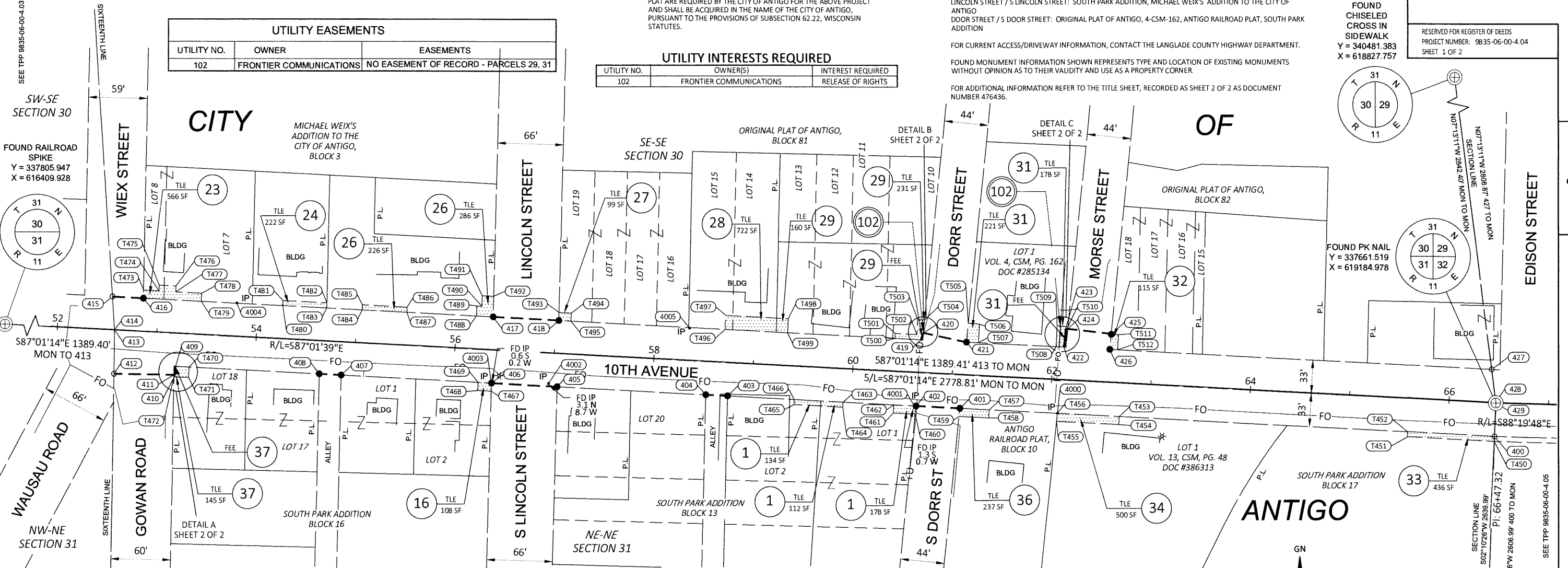
FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE LANGLADE COUNTY HIGHWAY DEPARTMENT.

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 AS DOCUMENT NUMBER 476436.

FOUND CHISELED CROSS IN SIDEWALK
Y = 340481.383
X = 618827.757

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 9835-06-00-4.04
SHEET 1 OF 2



SCHEDULE OF LANDS AND INTERESTS REQUIRED

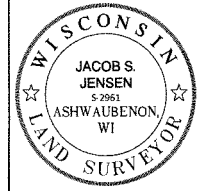
PARCEL NO.	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W SF REQUIRED			TLE SF
			NEW	EXISTING	TOTAL	
1	UNIFIED SCHOOL DISTRICT OF ANTIGO	TLE	----	----	----	424
16	LINDA K AND CRAIG C SEIS	TLE	----	----	----	108
23	BRANDON J INGRAM	TLE	----	----	----	566
24	SCOTT M MACKIEWICZ, MYRON AND K MACKIEWICZ	TLE	----	----	----	222
26	KELLY ARTYMIUK	TLE	----	----	----	512
27	JASON FOULK	TLE	----	----	----	99
28	J88 INCOME TRUST AND DEBORAH NOVY	TLE	----	----	----	722
29	NOW'S PROPERTIES LLC	FEE & TLE	7	----	7	391
31	MICHAEL SUICK	FEE & TLE	37	----	37	399
32	VERLIN H BOSTWICK	TLE	----	----	----	115
33	ZELAZOSKI WOOD PRODUCTS INC	TLE	----	----	----	436
34	TODD A ZINDA	TLE	----	----	----	500
36	JON AND KARIN GILLESPIE	TLE	----	----	----	237
37	LISA LENZNER	FEE & TLE	13	----	13	145

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY OF ANTIGO.
PURPOSE OF ALL TLE'S ARE FOR GRADING, UNLESS NOTED.



SHEET LOCATION

SCALE, FEET
0 50 100



I, JACOB S. JENSEN, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION B4.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF ANTIGO I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: *[Signature]* DATE: 05/13/2025
PRINT NAME: JACOB S. JENSEN
REGISTRATION NUMBER: 5-2961

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

SIGNATURE: *[Signature]* DATE: 05/14/2025
PRINT NAME: CHARLEY BRINKMEIER 156

TRANSPORTATION PROJECT PLAT NO: 9835-06-00-4.04
EXTENSION SHEET

EXISTING IRON PIPE POINT TABLE			
POINT NAME	Y COORDS	X COORDS	DESCRIPTION
4000	337651.265	618744.672	1" IRON PIPE FOUND
4001	337658.073	618601.265	1" IRON PIPE FOUND
4002	337680.614	618233.359	1" IRON PIPE FOUND
4003	337680.345	618175.955	1" IRON PIPE FOUND
4004	337760.532	617920.440	1" IRON PIPE FOUND
4005	337735.961	618375.220	1" IRON PIPE FOUND

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
MON-400	S02°10'26"W	33.00'
400-401	N87°01'14"W	537.86'
401-402	N87°01'14"W	44.05'
402-403	N87°01'14"W	189.67'
403-404	N87°01'14"W	21.97'
404-405	N87°01'14"W	149.40'
405-406	N87°01'14"W	66.02'
406-407	N87°02'36"W	151.26'
407-408	N86°59'30"W	22.03'
408-409	N87°00'05"W	144.72'
409-410	S01°04'01"W	8.58'
410-411	N89°00'19"W	1.50'
411-412	N89°02'27"W	60.18'
412-413	N00°57'33"E	43.78'
413-414	N03°36'17"W	0.35'

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
414-415	N03°36'17"W	32.87'
415-416	S87°01'14"E	31.00'
416-417	S87°01'14"E	352.06'
417-418	S87°01'14"E	66.02'
418-419	S87°01'14"E	364.00'
419-420	N21°16'33"E	7.33'
420-421	S77°58'46"E	44.26'
421-422	S87°01'14"E	98.12'
422-423	N05°49'25"E	18.41'
423-424	S83°34'14"E	2.00'
424-425	S82°45'46"E	44.01'
425-426	S05°49'25"W	15.02'
426-427	S87°01'14"E	384.00'
427-428	S07°13'11"E	33.01'
428-MON	S07°13'11"E	0.52'

R/W STATION & OFFSET TABLE		
POINT	STATION	OFFSET
400	66+47.29	33.51' RT
401	61+09.51	33.45' RT
402	60+65.46	33.45' RT
403	58+75.79	33.42' RT
404	58+53.82	33.42' RT
405	57+04.42	33.40' RT
406	56+38.40	33.40' RT
407	54+87.14	33.44' RT
408	54+65.11	33.42' RT
409	53+20.39	33.36' RT
410	53+20.68	41.94' RT
411	53+19.18	41.99' RT
412	52+59.04	44.10' RT
413	52+57.50	0.35' RT
414	52+57.46	0.00'

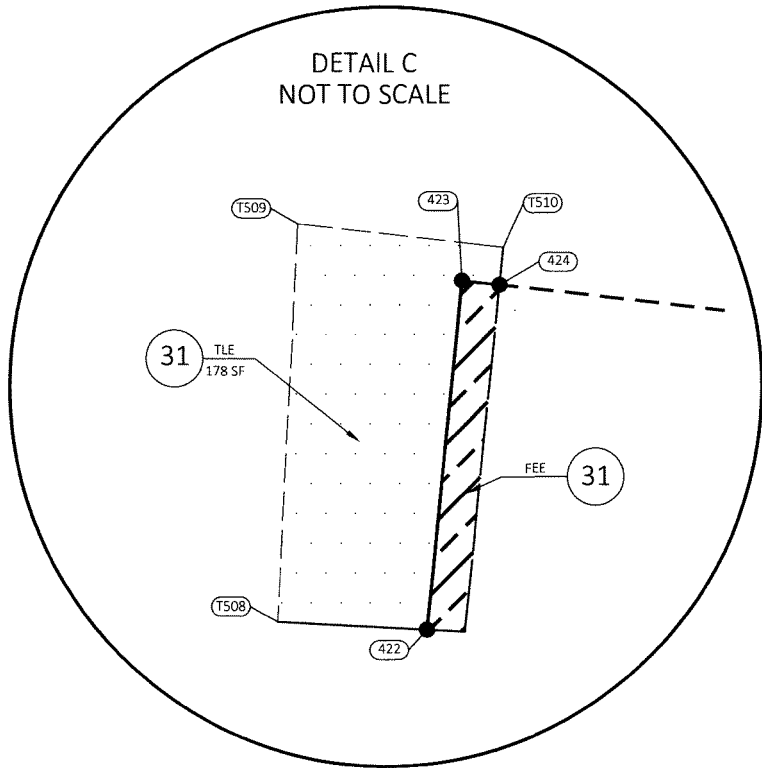
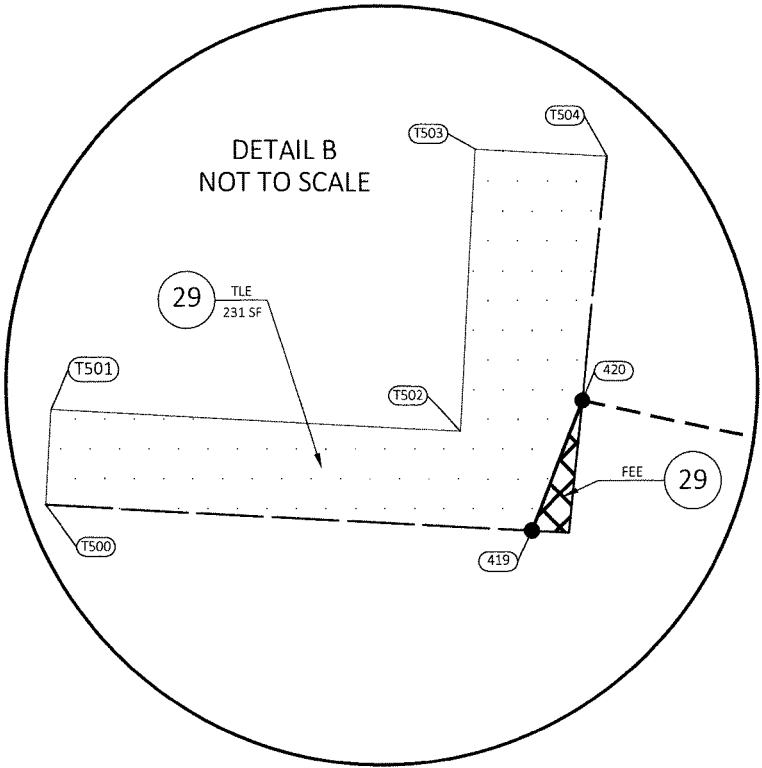
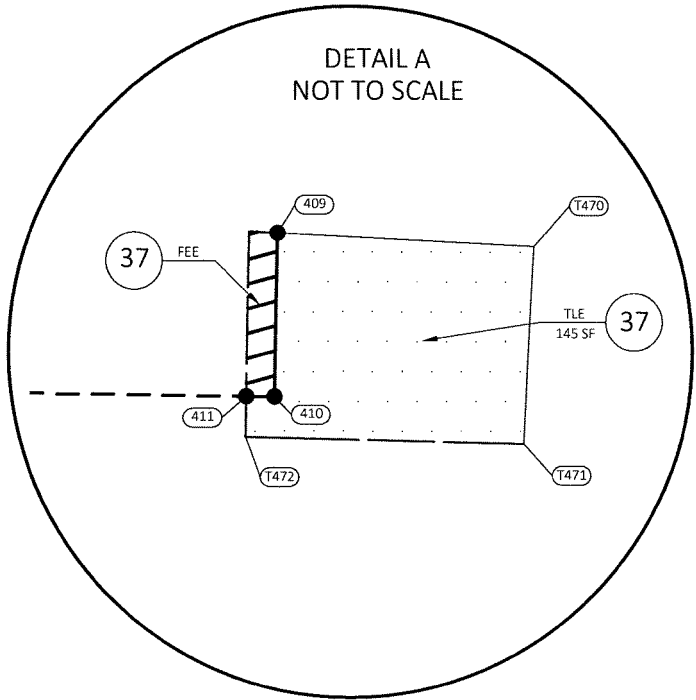
R/W STATION & OFFSET TABLE		
POINT	STATION	OFFSET
415	52+53.70	32.65' LT
416	52+84.70	32.65' LT
417	56+36.77	32.61' LT
418	57+02.79	32.60' LT
419	60+66.79	32.55' LT
420	60+69.09	39.51' LT
421	61+12.80	32.55' LT
422	62+10.92	32.54' LT
423	62+11.83	50.93' LT
424	62+13.83	50.81' LT
425	62+57.72	47.53' LT
426	62+56.98	32.53' LT
427	66+40.97	32.49' LT
428	66+46.81	0.00'
429	66+46.91	0.51' RT

TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
T450	66+47.32	38.50' RT
T451	65+60.26	38.50' RT
T452	65+60.00	33.50' RT
T453	62+69.98	33.47' RT
T454	62+69.98	41.47' RT
T455	62+07.26	41.46' RT
T456	62+07.68	33.46' RT
T457	61+39.00	33.45' RT
T458	61+38.99	41.45' RT
T459	61+09.11	41.45' RT
T460	60+65.06	41.45' RT
T461	60+43.00	41.44' RT
T462	60+43.00	33.44' RT
T463	59+92.00	33.44' RT
T464	59+92.00	38.44' RT
T465	59+43.00	38.43' RT
T466	59+43.00	33.43' RT
T467	56+38.59	41.40' RT
T468	56+25.00	41.39' RT
T469	56+25.00	33.39' RT
T470	53+34.00	33.36' RT

TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
T471	53+33.99	43.71' RT
T472	53+19.25	44.11' RT
T473	52+84.46	40.65' LT
T474	52+99.96	40.64' LT
T475	52+99.96	46.40' LT
T476	53+16.92	46.47' LT
T477	53+16.93	40.64' LT
T478	53+43.00	40.64' LT
T479	53+43.00	32.64' LT
T480	54+25.00	32.63' LT
T481	54+25.00	37.63' LT
T482	54+69.24	37.62' LT
T483	54+69.38	32.62' LT
T484	55+05.00	32.62' LT
T485	55+05.00	37.61' LT
T486	55+50.00	37.65' LT
T487	55+50.00	32.62' LT
T488	56+20.00	32.61' LT
T489	56+19.80	42.61' LT
T490	56+25.00	42.61' LT
T491	56+24.80	52.85' LT

TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
T492	56+36.26	53.08' LT
T493	57+02.59	40.60' LT
T494	57+15.00	40.60' LT
T495	57+15.00	32.60' LT
T496	58+70.00	32.58' LT
T497	58+70.01	46.58' LT
T498	59+33.01	46.57' LT
T499	59+33.00	32.57' LT
T500	60+41.00	32.56' LT
T501	60+41.00	37.56' LT
T502	60+62.74	37.56' LT
T503	60+62.74	52.39' LT
T504	60+69.73	52.39' LT
T505	61+13.74	51.59' LT
T506	61+25.01	51.07' LT
T507	61+25.00	32.55' LT
T508	62+03.00	32.54' LT
T509	62+03.01	53.46' LT
T510	62+13.93	52.80' LT
T511	62+65.01	47.53' LT
T512	62+65.00	32.53' LT

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 9835-06-00-4.04
SHEET 2 OF 2



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

TRANSPORTATION PROJECT PLAT NO: 9835-06-00-4.05 AMENDMENT NO. 1

AMENDMENT ADDS PERMANENT LIMITED EASEMENT TO PARCEL 33 AND MODIFIES TEMPORARY LIMITED EASEMENT TO PARCEL 33 OF TRANSPORTATION PROJECT PLAT 9835-069-00-4.05 RECORDED AS DOCUMENT NUMBER 476542. THAT PART OF LOTS 11 AND 16, BLOCK 83 OF THE ORIGINAL PLAT OF ANTIGO BEING IN PART OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER IN SECTION 29, AND THAT PART OF BLOCK 17 OF SOUTH PARK ADDITION BEING IN PART OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER IN SECTION 32, ALL IN TOWNSHIP 31 NORTH, RANGE 11 EAST, CITY OF ANTIGO, LANGLADE COUNTY, WISCONSIN

RELOCATION ORDER - C ANTIGO, 10TH AVENUE, WESTERN AVENUE TO CLERMONT STREET, LANGLADE COUNTY

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

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

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

SCHEDULE OF LANDS AND INTERESTS REQUIRED

PARCEL NO.	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W SF REQUIRED				TLE SF
			NEW	EXISTING	TOTAL	PLE	
33	ZELAZOSKI WOOD PRODUCTS INC	TLE	-----	-----	-----	4516	5178
38	CITY GAS CO	TLE	-----	-----	-----	-----	124

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY OF ANTIGO.
PURPOSE OF ALL TLE'S ARE FOR GRADING, UNLESS NOTED.
PURPOSE OF ALL PLE'S ARE FOR STORM SEWER OUTFALL CONSTRUCTION AND MAINTENANCE.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 9835-06-00-4.05
AMENDMENT NO. 1
SHEET 1 OF 1

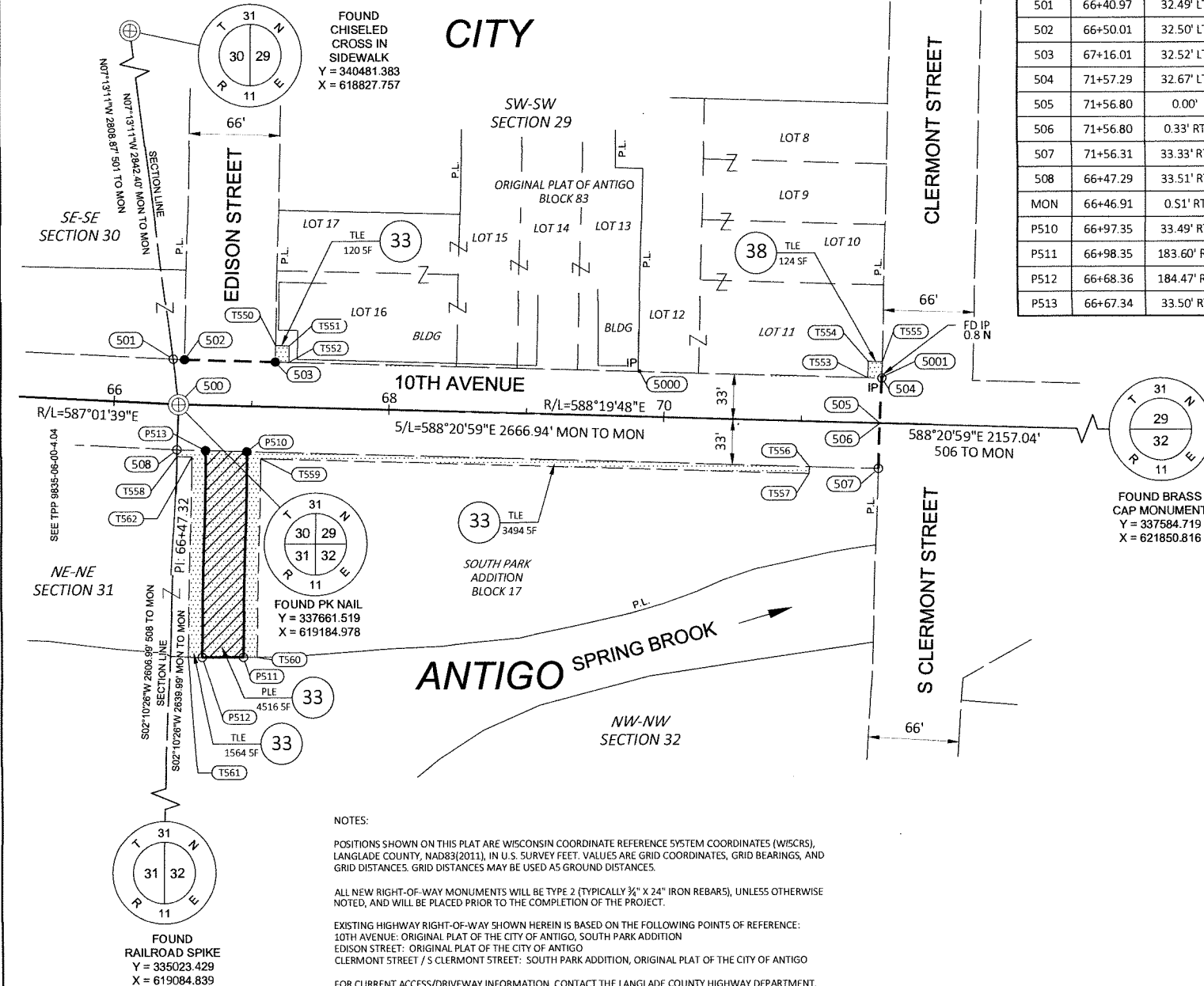
R/W STATION & OFFSET TABLE		
POINT	STATION	OFFSET
500	66+46.81	0.00'
501	66+40.97	32.49' LT
502	66+50.01	32.50' LT
503	67+16.01	32.52' LT
504	71+57.29	32.67' LT
505	71+56.80	0.00'
506	71+56.80	0.33' RT
507	71+56.31	33.33' RT
508	66+47.29	33.51' RT
MON	66+46.91	0.51' RT
P510	66+97.35	33.49' RT
P511	66+98.35	183.60' RT
P512	66+68.36	184.47' RT
P513	66+67.34	33.50' RT

TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
T550	67+16.00	44.52' LT
T551	67+25.98	44.52' LT
T552	67+25.99	32.52' LT
T553	71+46.99	32.67' LT
T554	71+46.98	44.67' LT
T555	71+57.29	44.67' LT
T556	71+06.31	33.34' RT
T557	71+06.26	38.34' RT
T558	66+47.32	38.50' RT
T559	67+07.38	38.48' RT
T560	67+08.35	183.31' RT
T561	66+58.36	184.49' RT
T562	66+57.38	38.50' RT

EXISTING IRON PIPES POINT TABLE			
POINT NUMBER	Y COORDS	X COORDS	DESCRIPTION
IP5000	337685.193	619519.913	FD 1" IRON PIPE
IP5001	337680.572	619696.142	FD 1" IRON PIPE

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
MON-500	N07°13'11"W	0.52'
500-501	N07°13'11"W	33.01'
501-502	S87°27'33"E	8.29'
502-503	S88°20'59"E	66.00'
503-504	S88°20'59"E	441.28'
504-505	S02°31'12"W	32.68'
505-506	S02°31'12"W	0.33'
506-507	S02°31'12"W	33.00'
507-508	N88°20'59"W	509.71'
508-MON	N02°10'26"E	33.00'

PLE PARCEL 33		
COURSE	BEARING	DISTANCE
507-P510	N88°20'59"W	458.97'
P510-P511	S01°17'11"W	150.12'
P511-P512	S88°20'59"E	30.00'
P512-P513	N01°17'01"E	150.98'
P513-508	N88°20'59"W	20.74'



NOTES:

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

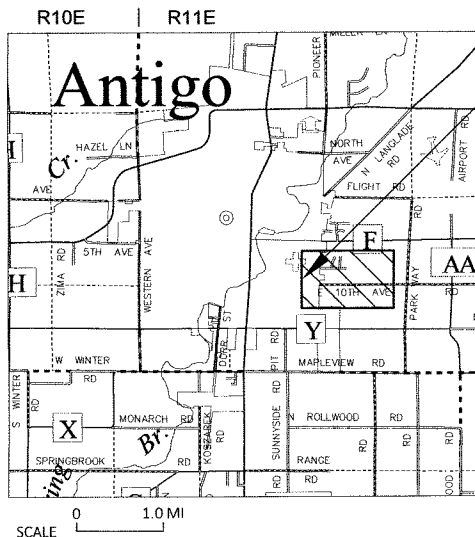
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
10TH AVENUE: ORIGINAL PLAT OF THE CITY OF ANTIGO, SOUTH PARK ADDITION
EDISON STREET: ORIGINAL PLAT OF THE CITY OF ANTIGO
CLERMONT STREET / S CLERMONT STREET: SOUTH PARK ADDITION, ORIGINAL PLAT OF THE CITY OF ANTIGO

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE LANGLADE COUNTY HIGHWAY DEPARTMENT.

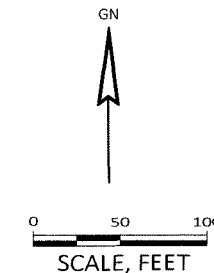
FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

PERMANENT LIMITED EASEMENT EXTENDS OR RETRACTS TO EDGE OF WATER OF SPRING BROOK.

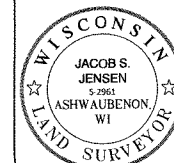
FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 AS DOCUMENT NUMBER 476436.



SHEET LOCATION

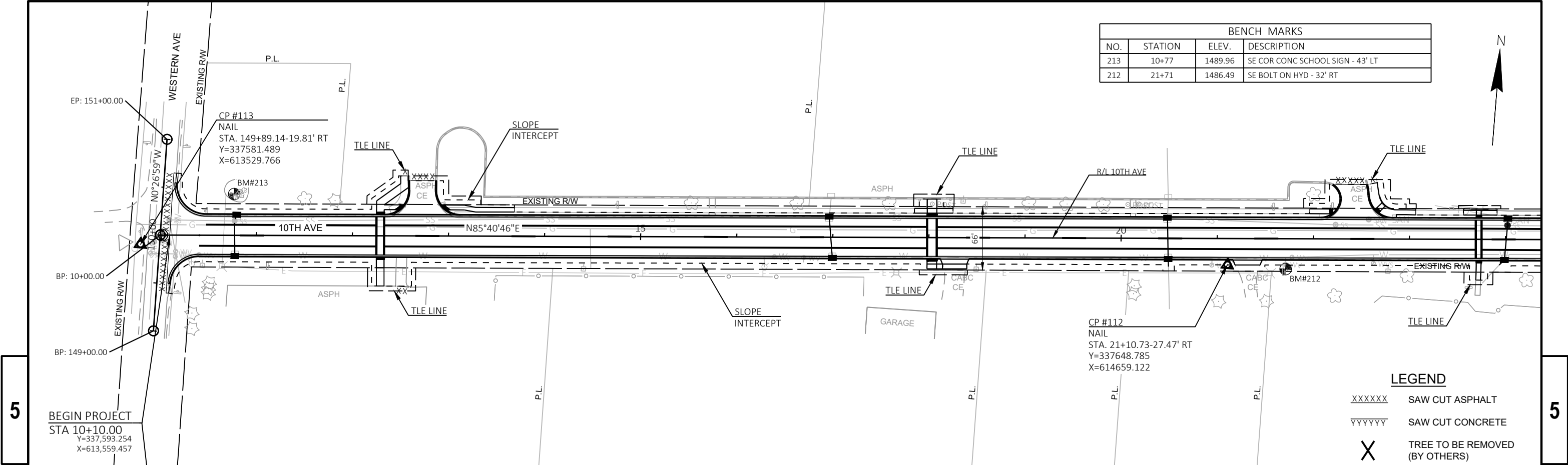


AYRES



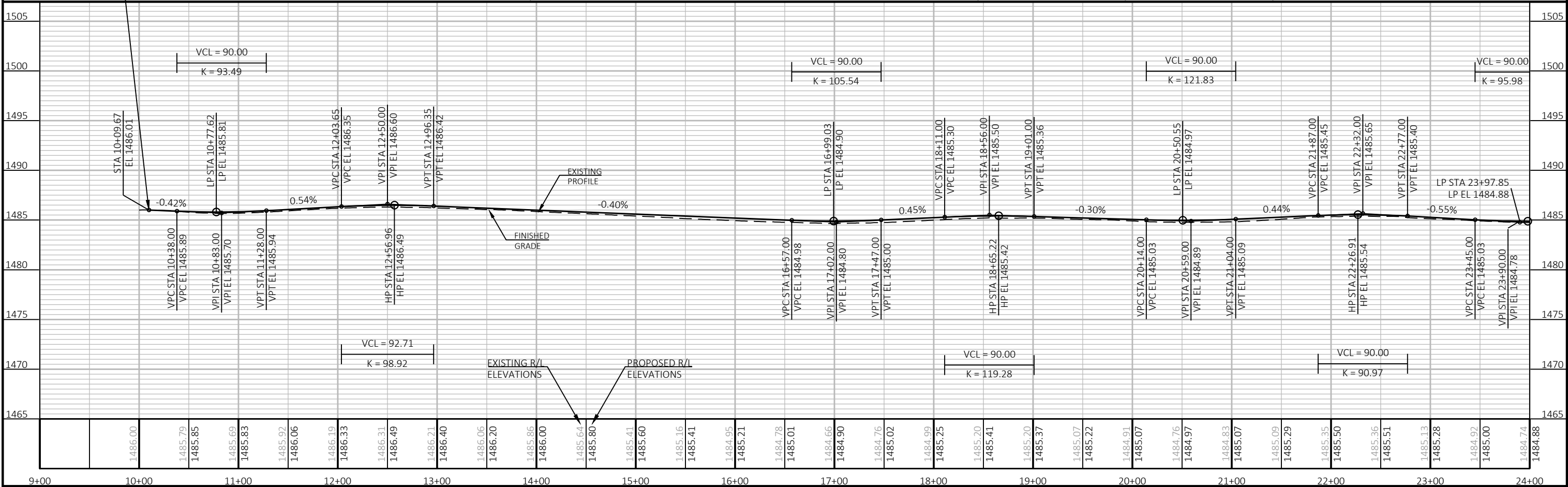
SIGNATURE: *[Signature]* DATE: 08/04/2025
PRINT NAME: JACOB S. JENSEN
REGISTRATION NUMBER: 5-2961

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF ANTIGO
SIGNATURE: *[Signature]* DATE: 08/04/2025
PRINT NAME: CHARLEY BRINKMEIER

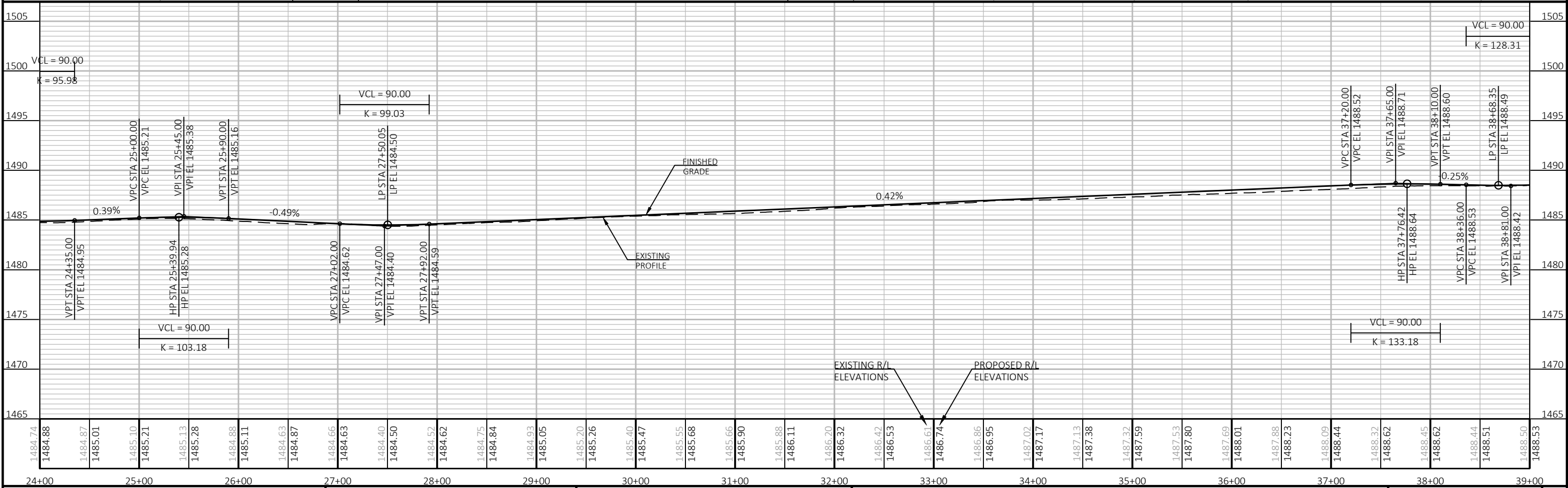
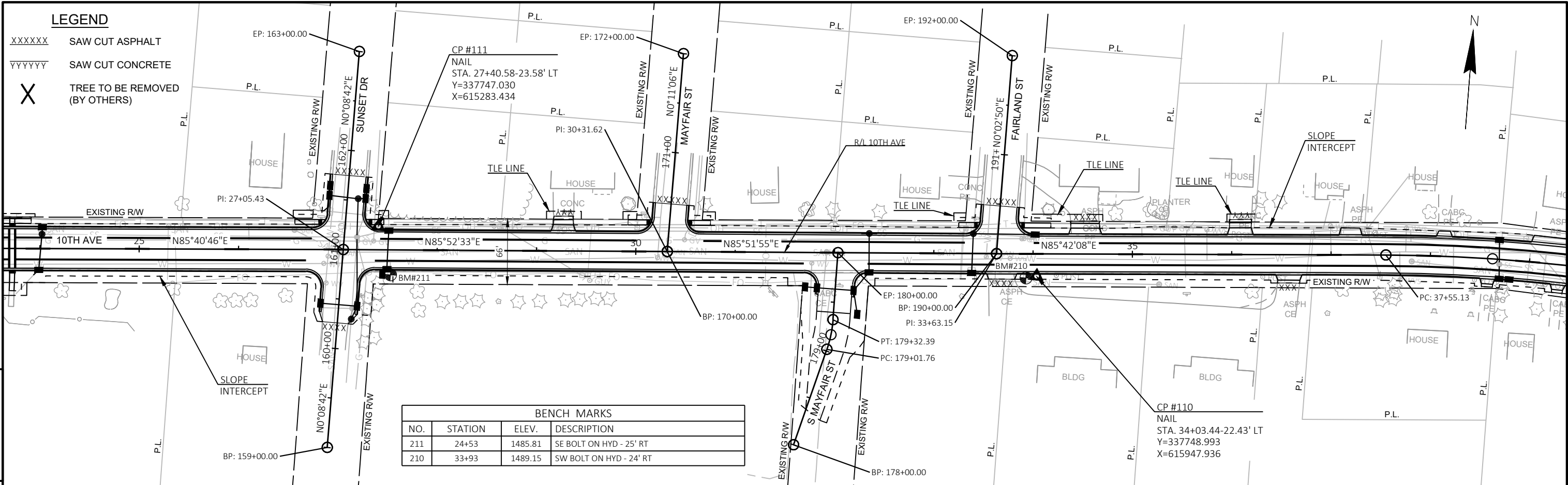


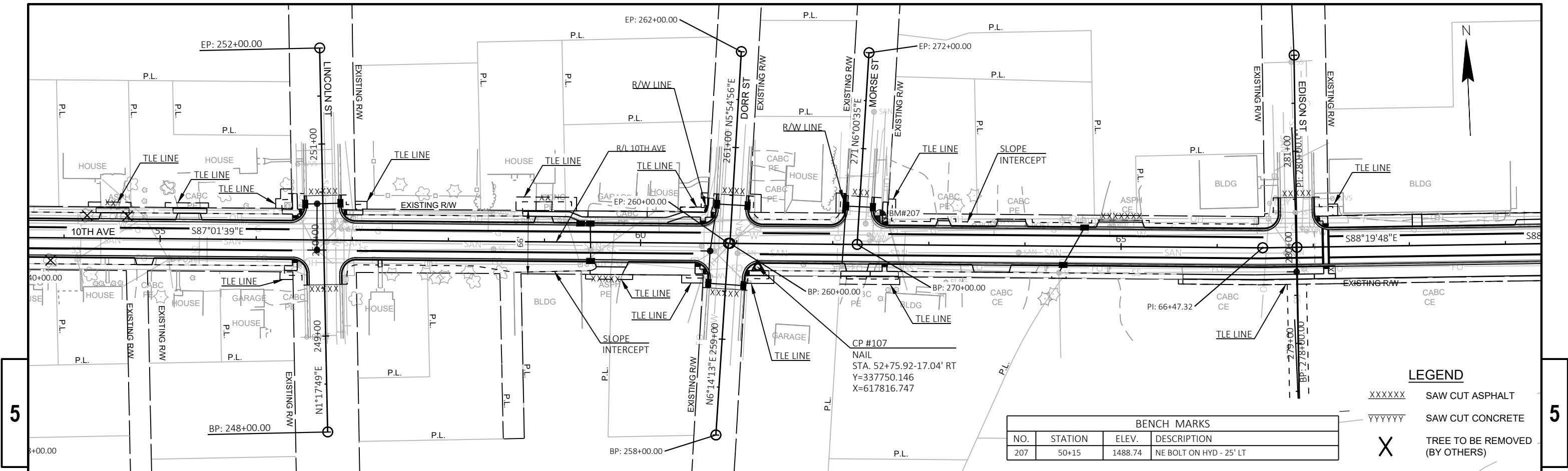
BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
213	10+77	1489.96	SE COR CONC SCHOOL SIGN - 43' LT
212	21+71	1486.49	SE BOLT ON HYD - 32' RT

LEGEND	
XXXXXX	SAW CUT ASPHALT
YYYYYY	SAW CUT CONCRETE
X	TREE TO BE REMOVED (BY OTHERS)



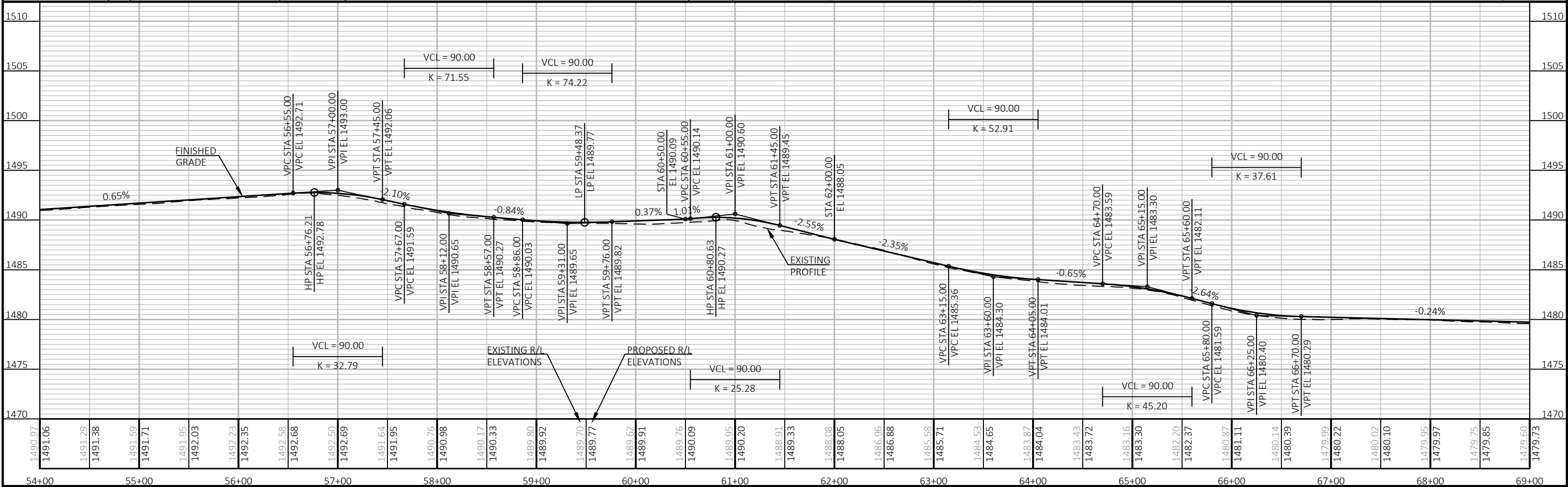
PROJECT NO:	9835-06-70	HWY:	10TH AVENUE	COUNTY:	LANGLADE	PLAN AND PROFILE	SHEET	159	E
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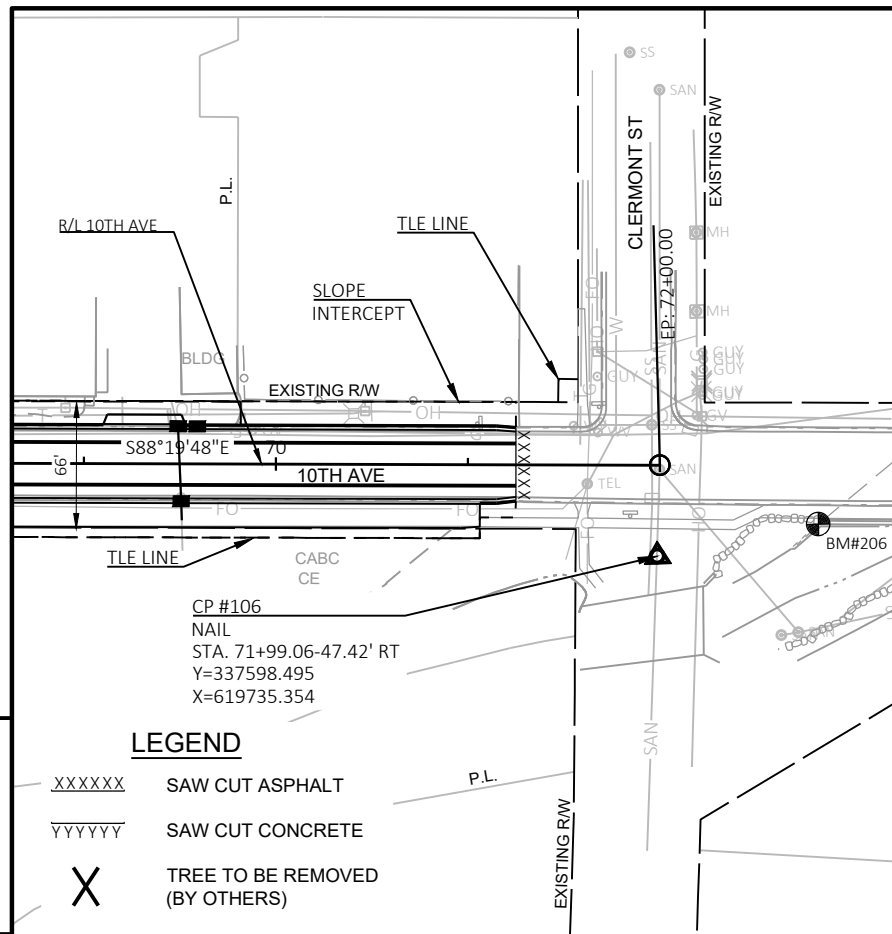




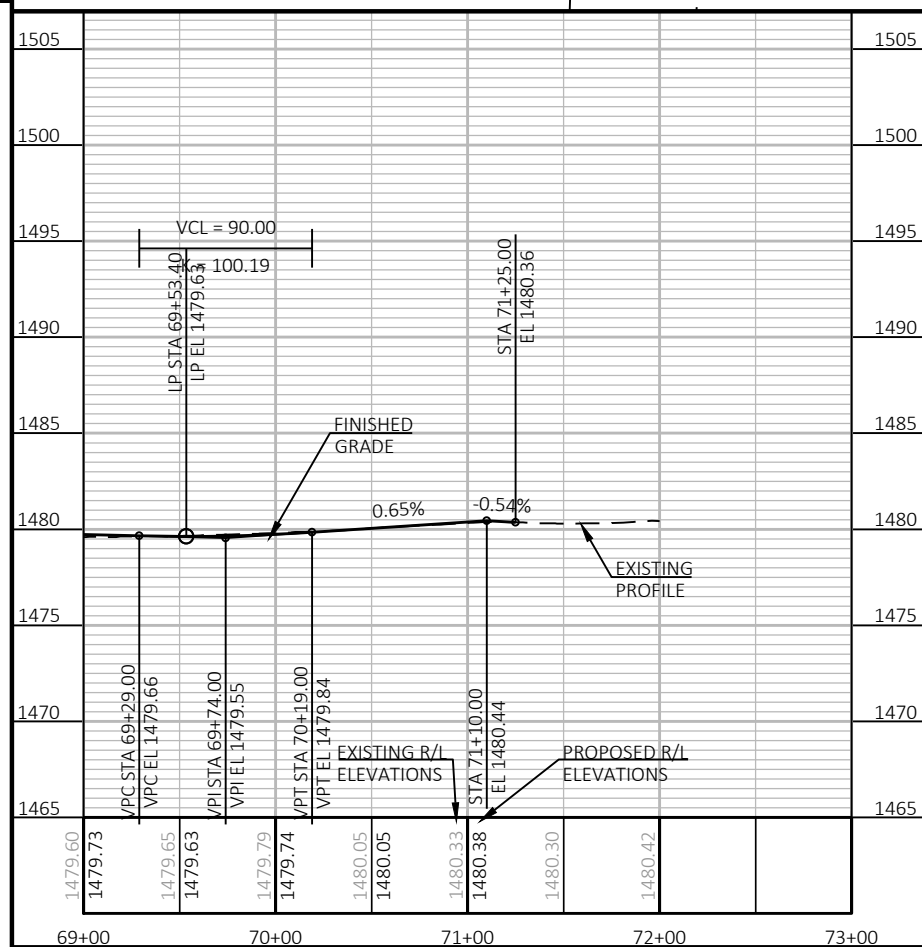
BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
207	50+15	1488.74	NE BOLT ON HYD - 25' LT

- LEGEND**
- XXXXXX SAW CUT ASPHALT
 - YYYYYY SAW CUT CONCRETE
 - X TREE TO BE REMOVED (BY OTHERS)



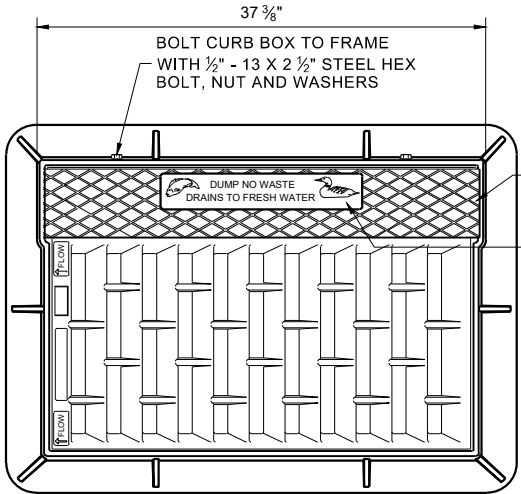


BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
206	72+83	1479.09	DOT CAP ON SW WALL BRIDGE - 30' RT



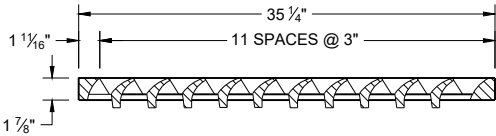
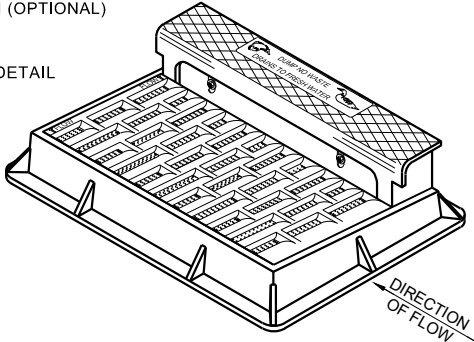
Standard Detail Drawing List

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
08A05-22E	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
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
08C06-03	INLETS 3-FT AND 4-FT DIAMETER
08C07-03	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT & 2X3.5-FT
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 TYPES 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
08D20-02	DRIVEWAYS WITH CURB & GUTTER RETURNS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
13C19-03	HMA LONGITUDINAL JOINTS
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D30-11A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D45-03	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH LOOSE GRAVEL

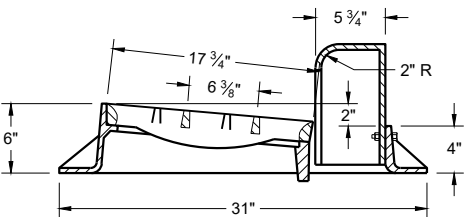
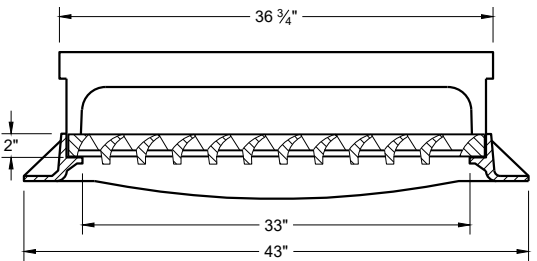
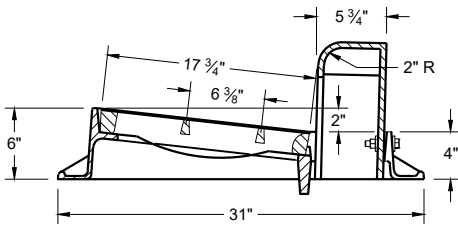
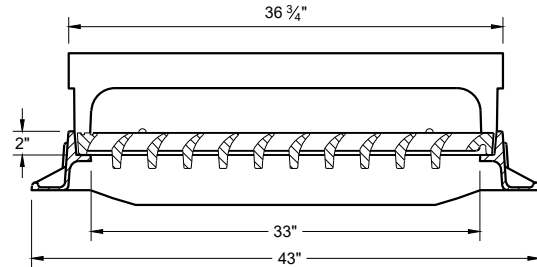


NOTE: EITHER CASTING IS ACCEPTABLE

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

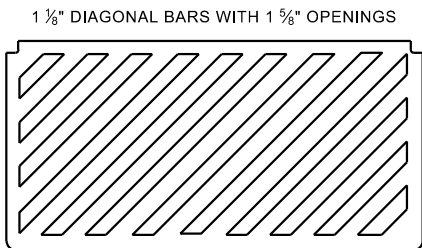


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

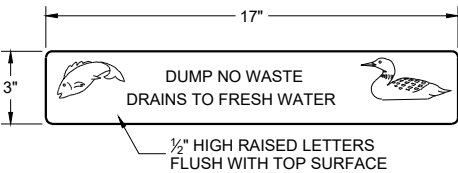


TYPE "H"

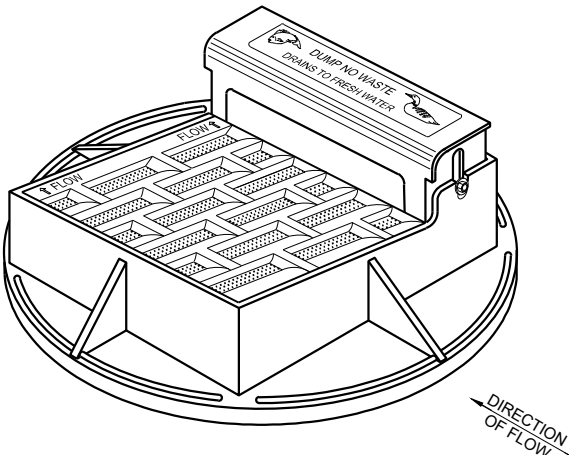
NOTE: EITHER CASTING IS ACCEPTABLE



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

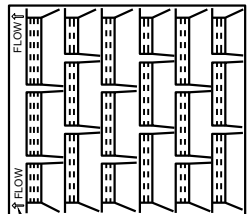


LOGO DETAIL

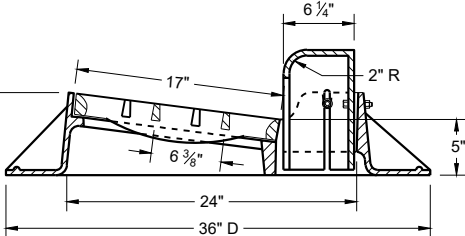
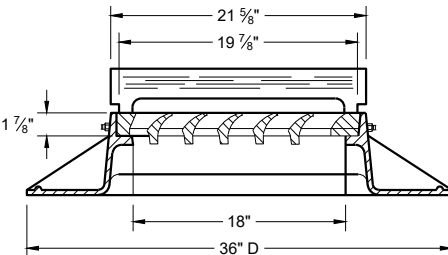
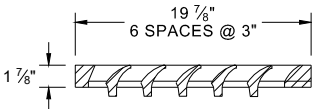


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

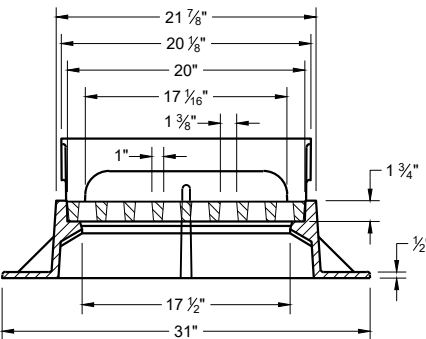
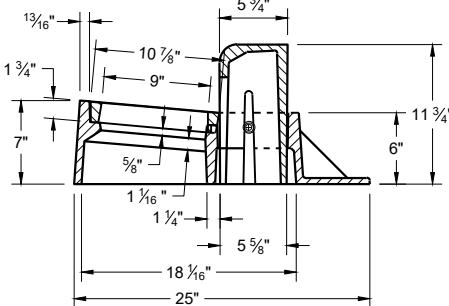
NOTE: EITHER CASTING IS ACCEPTABLE



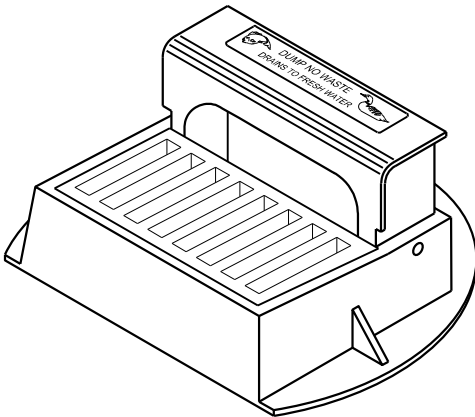
DIRECTION OF FLOW ARROWS



TYPE "A"



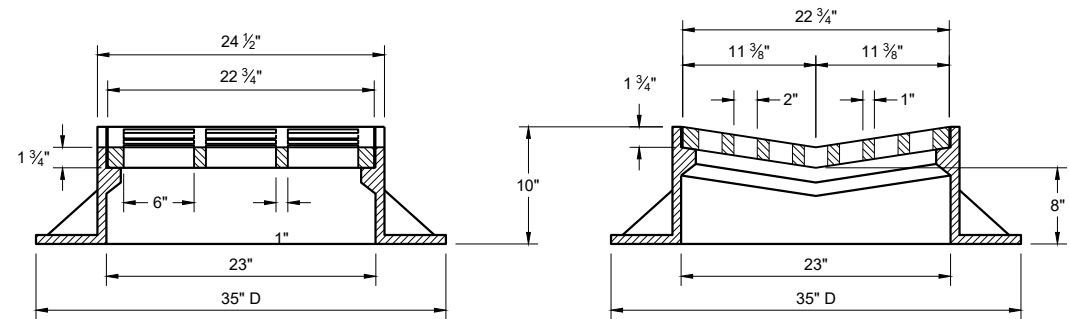
TYPE "Z"



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

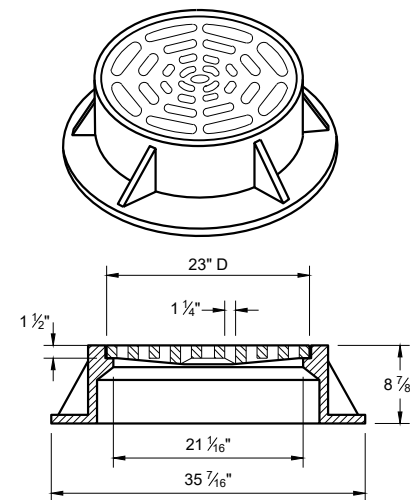
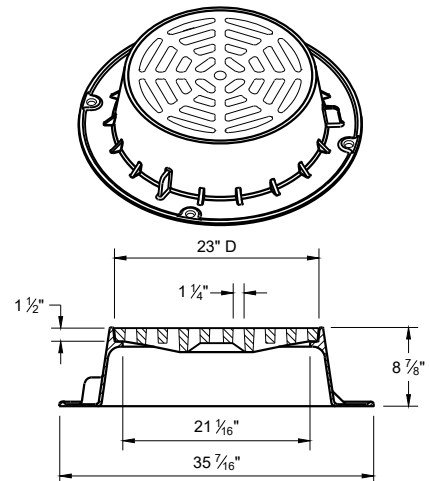
APPROVED
February 2025
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR
FHWA



TYPE "B"

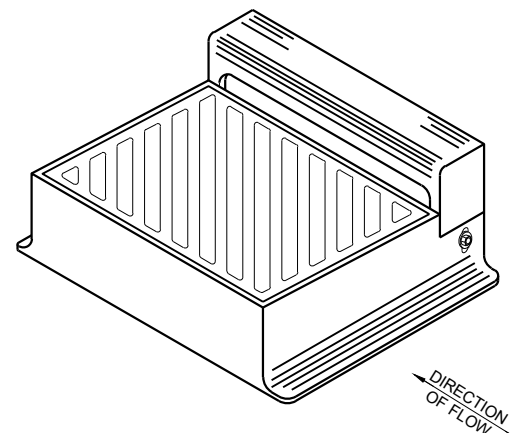
**ALTERNATIVE GRATE FOR
TYPE "B" COVER**

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

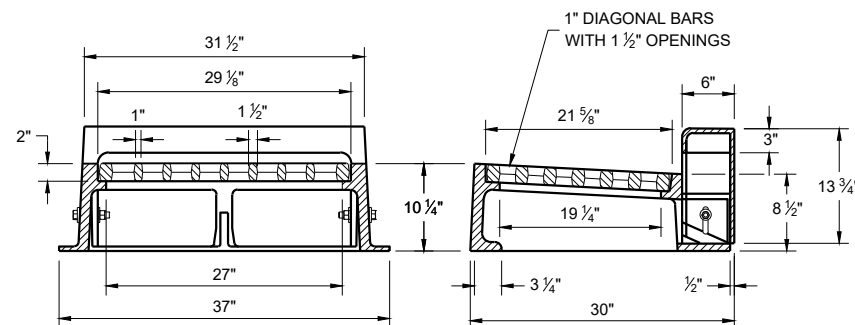


TYPE "C"

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"

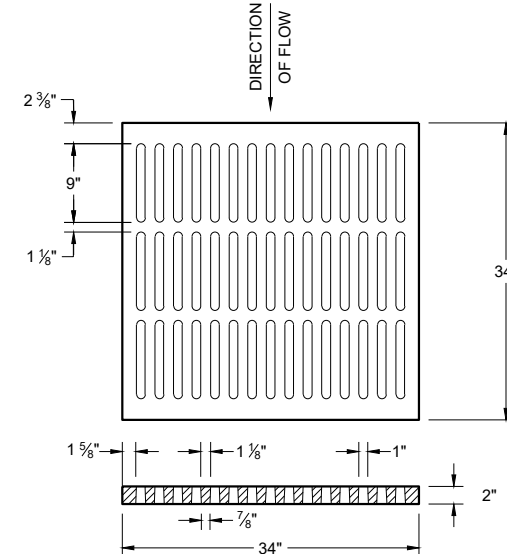
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

GENERAL NOTES

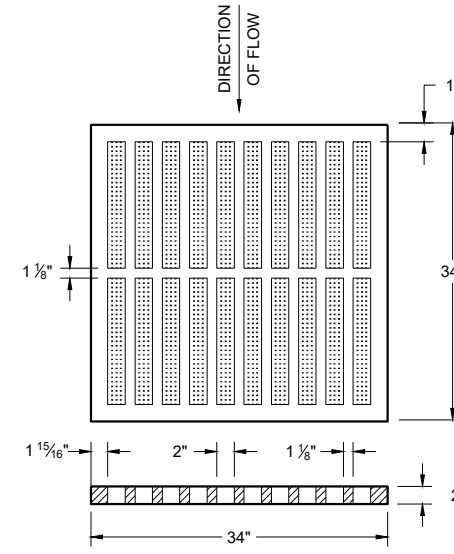
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.

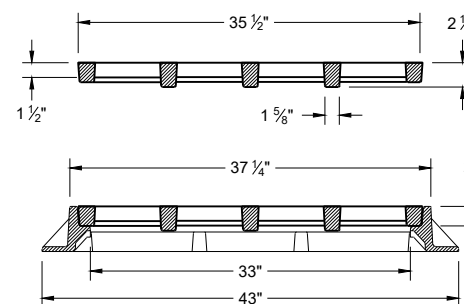
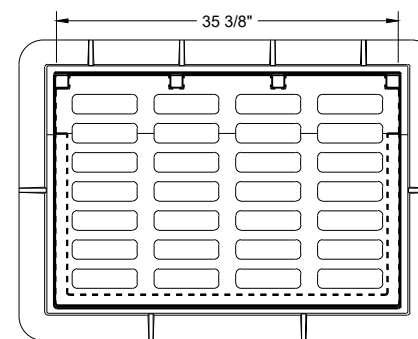
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



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

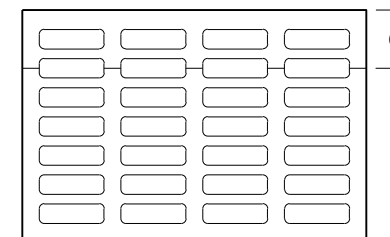
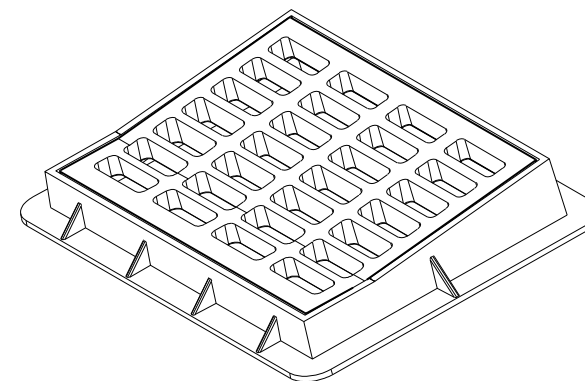


TYPE "MS"
USE ON FREEWAYS AND EXPRESSWAYS
**NOTED AS TYPE MS ON THE
DRAINAGE TABLE**



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

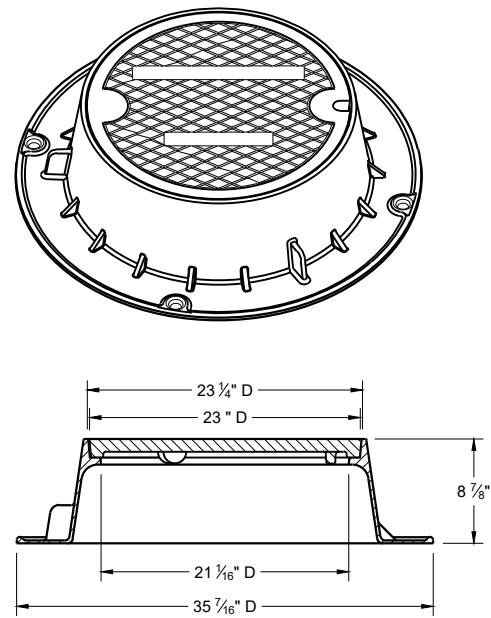
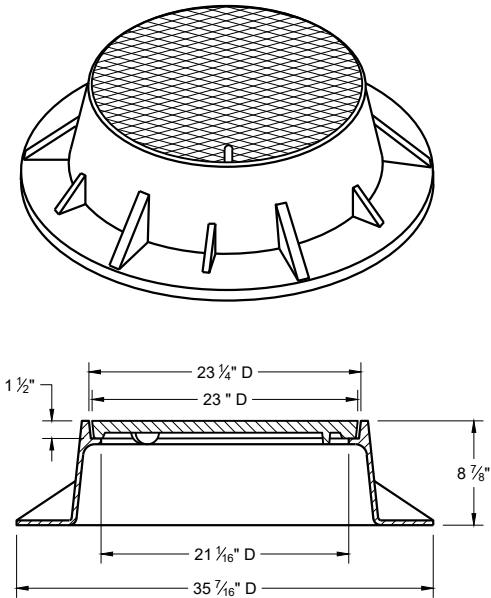
APPROVED
February 2025
DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR
FHWA

GENERAL NOTES

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

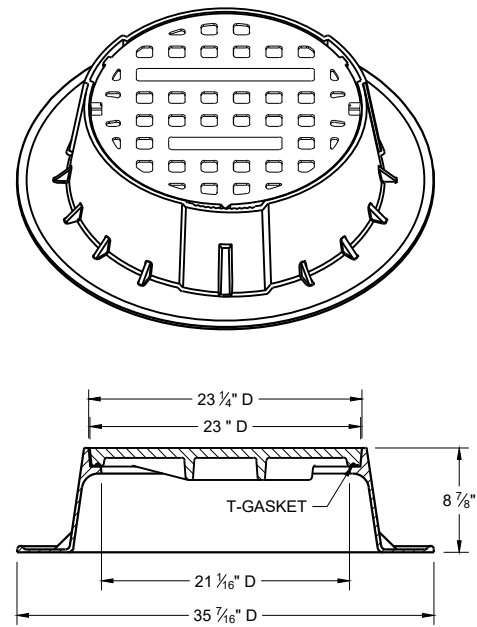
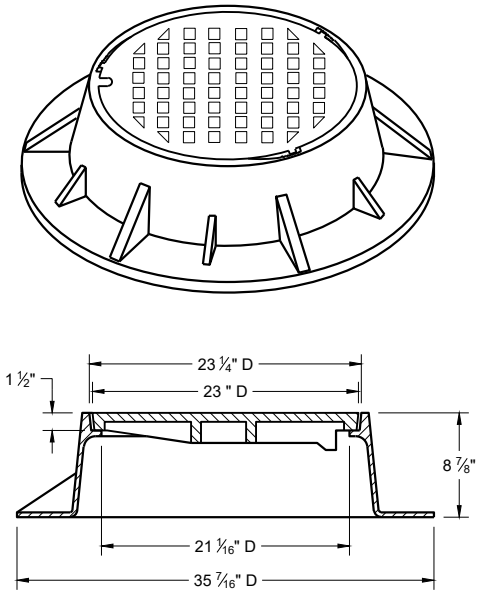
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



TYPE "J"

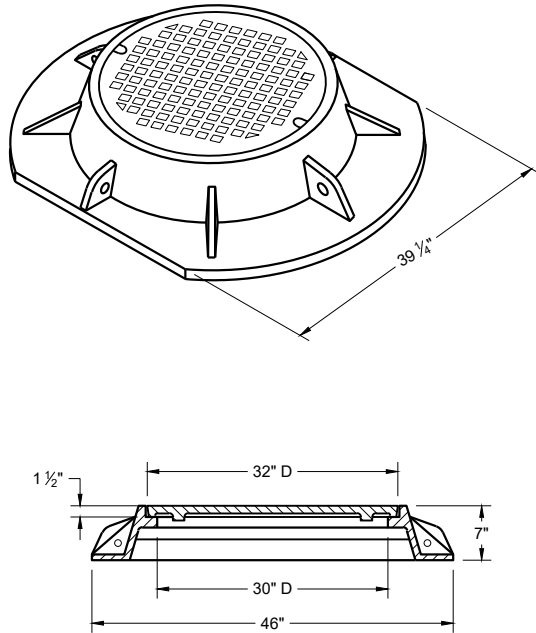
NOTE: EITHER CASTING IS ACCEPTABLE



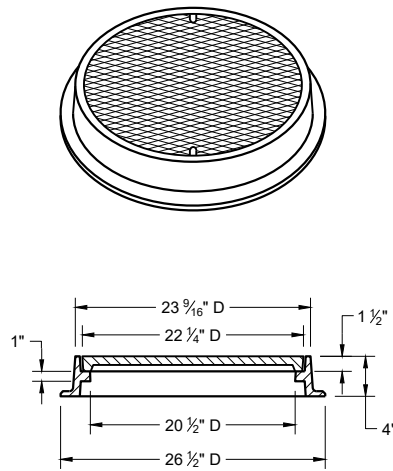
TYPE "J" SPECIAL

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

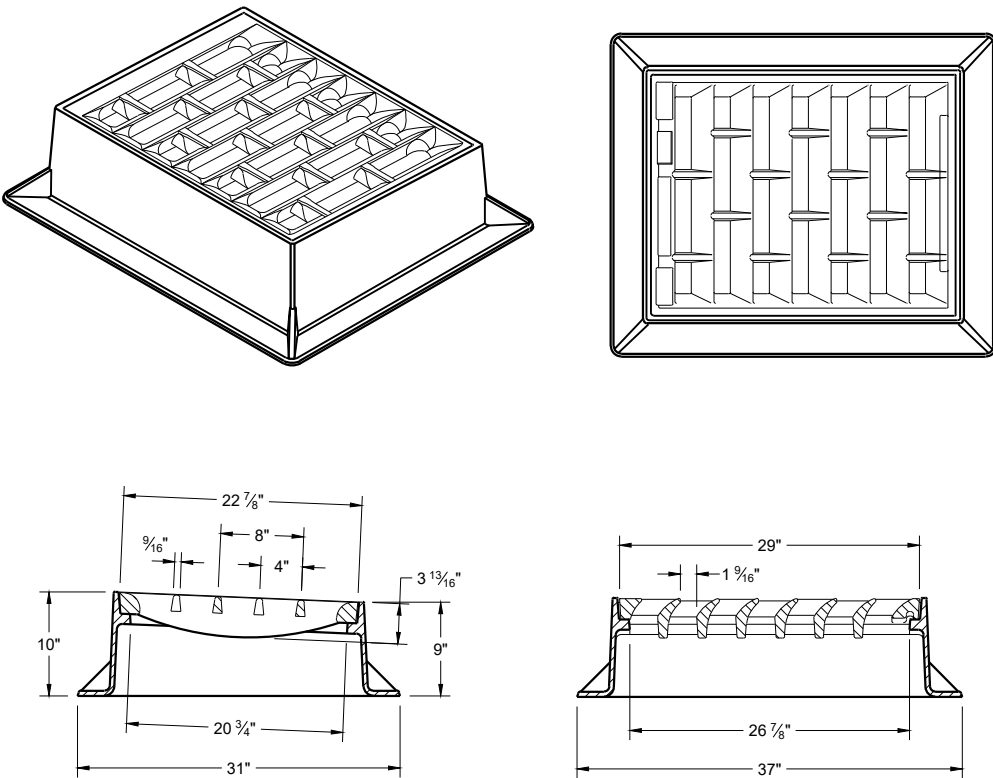
NOTE: EITHER CASTING IS ACCEPTABLE



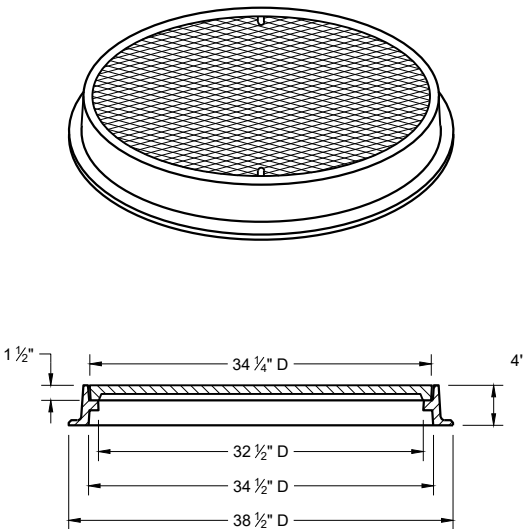
TYPE "K"



TYPE "L"



INLET COVER TYPE "BW"

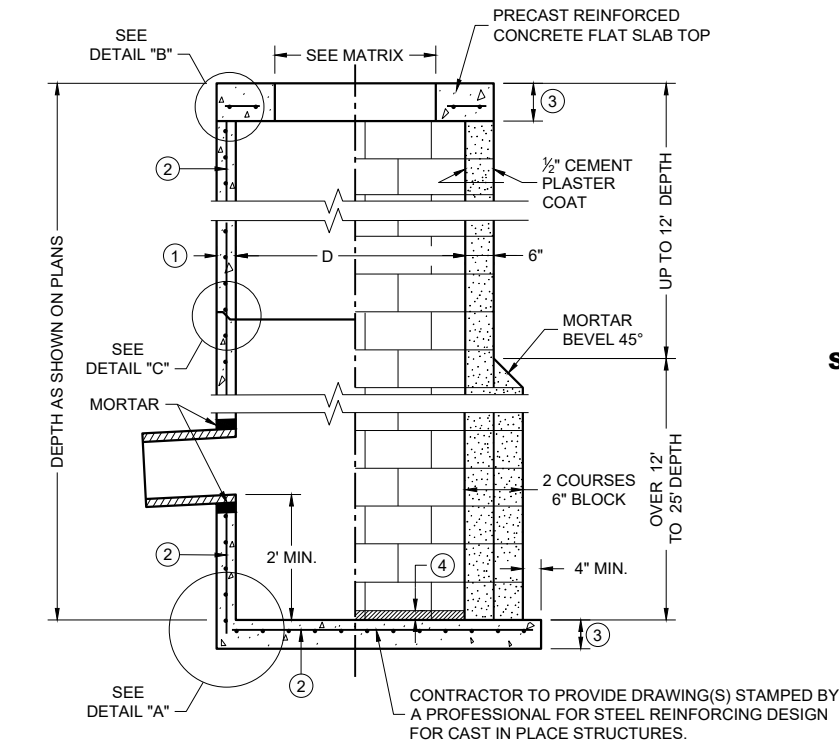


TYPE "M"

INLET COVERS TYPES BW
MANHOLE COVERS TYPES K,
J, J-S, L, AND M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

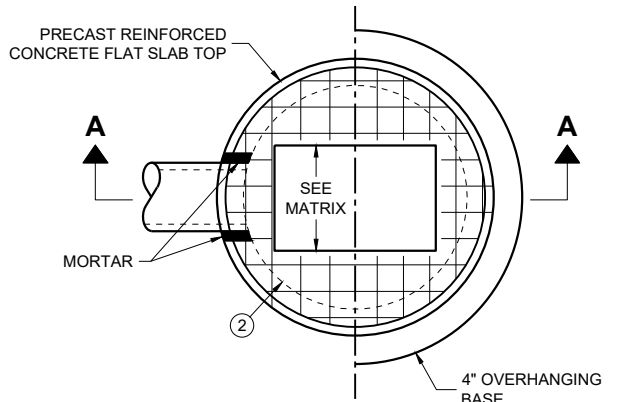
APPROVED
February 2025 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



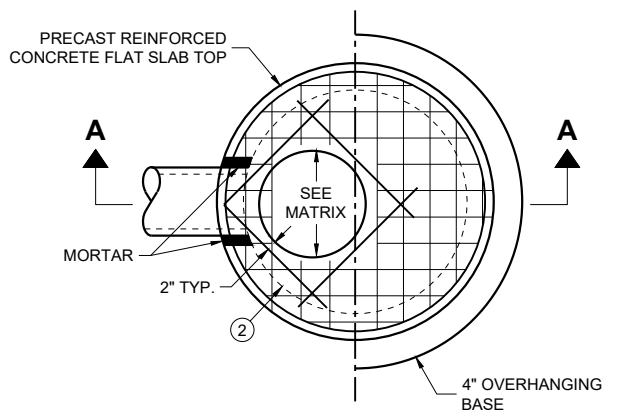
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

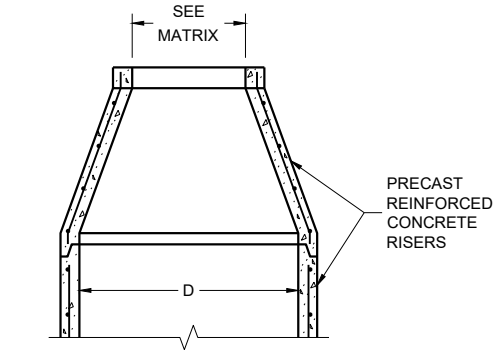
SECTION A - A



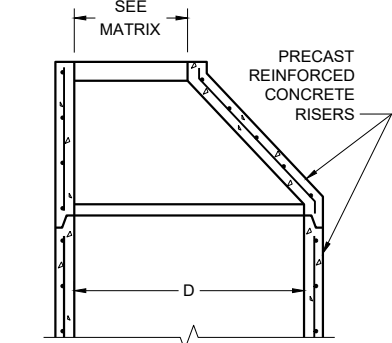
PLAN VIEW RECTANGULAR OPENING



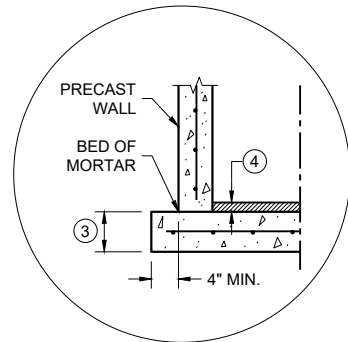
PLAN VIEW CIRCULAR OPENING



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

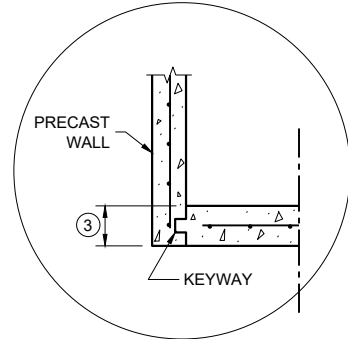


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

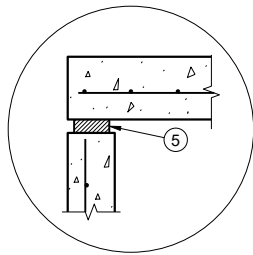


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"

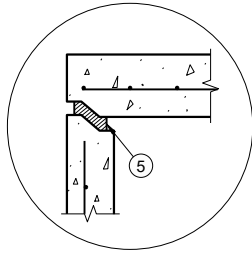


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

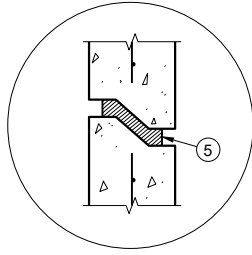


TOP WITH PLAIN END JOINT

DETAIL "B"

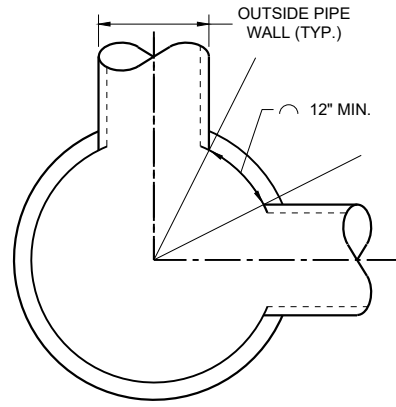


TOP WITH TONGUE AND GROOVE JOINT



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.

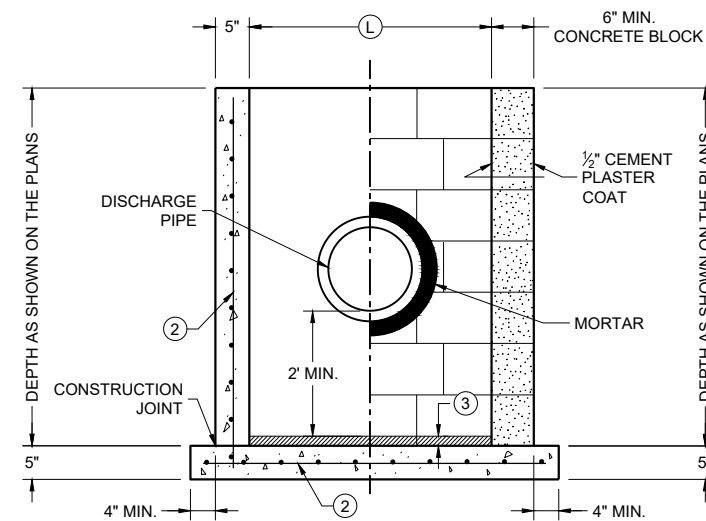
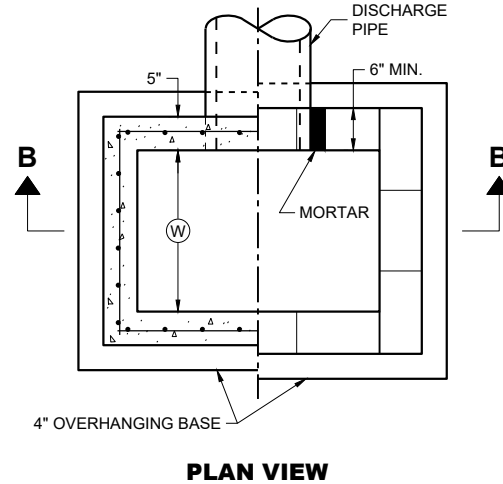
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

- 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

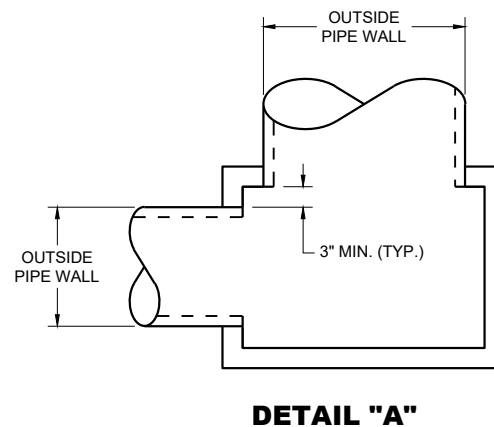
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December 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA



**CAST IN PLACE
REINFORCED
CONCRETE**

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

SECTION B - B

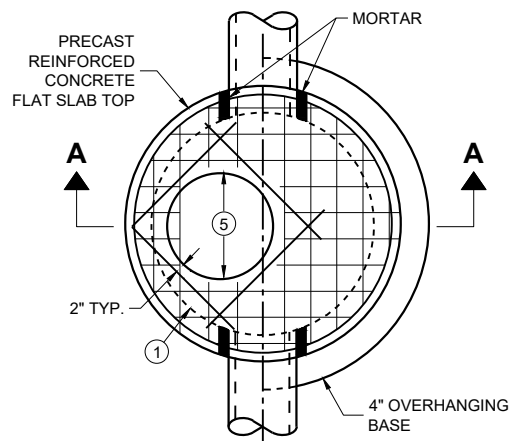


- ① FOR PRECAST CATCH BASINS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.
- ② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.
- ③ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED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

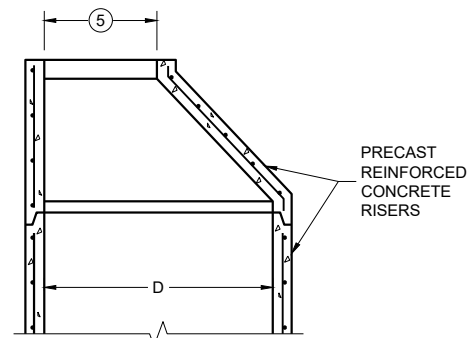
CATCH BASIN SIZE	WIDTH (W) (FT.)	LENGTH (L) (FT.)	INLET COVER TYPE	
			F	ALL H'S
2 X 3-FT	2	3		X
2.5 X 3-FT	2.5	3	X	

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

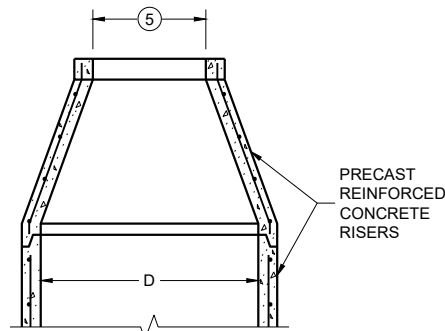
APPROVED
December 2023 /S/ RODNEY TAYLOR
DATE ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR



PLAN VIEW
CIRCULAR OPENING



OPTIONAL PRECAST
REINFORCED CONCRETE
ECCENTRIC TOP



OPTIONAL PRECAST
REINFORCED CONCRETE
CONCENTRIC TOP

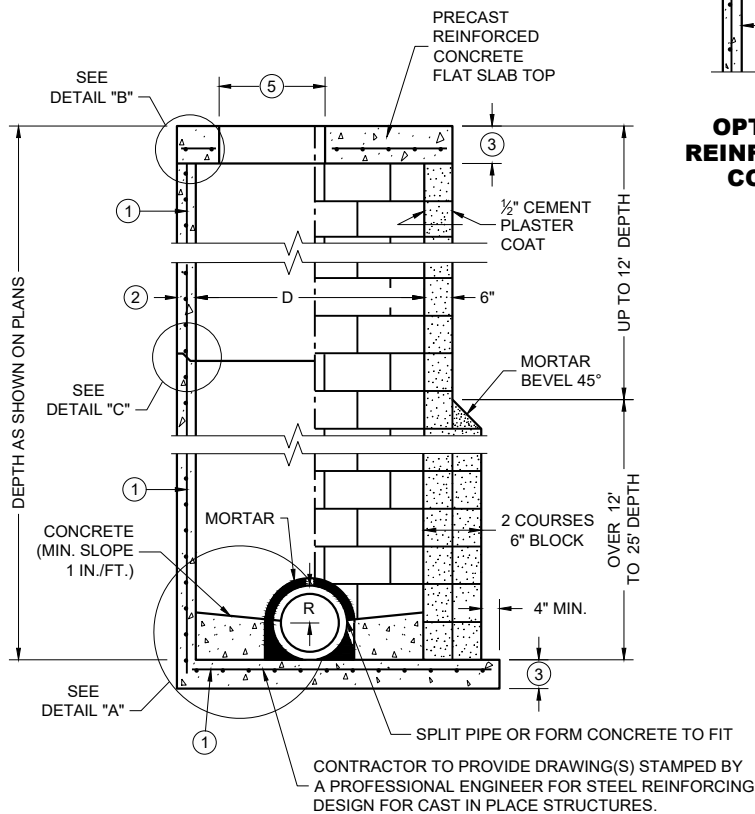
MANHOLE COVER OPENING MATRIX

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

PIPE MATRIX

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

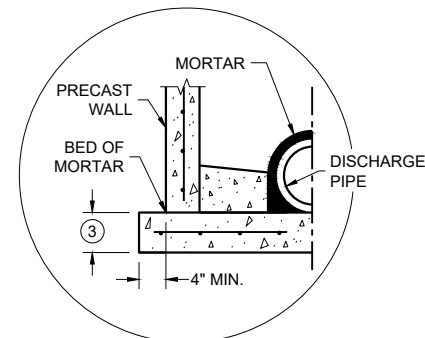
*A 36" PIPE AND A 42" PIPE CAN BE PLACED WITHIN 90 DEGREES.
SEE MINIMUM HORIZONTAL PIPE SEPARATION DETAIL.



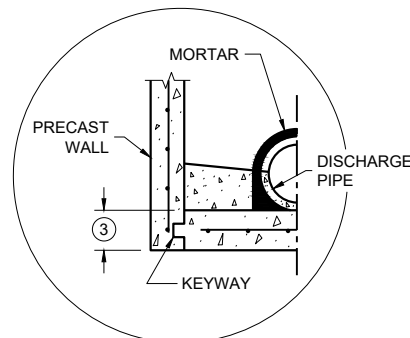
SECTION A - A

PRECAST REINFORCED
CONCRETE WITH
MONOLITHIC BASE

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

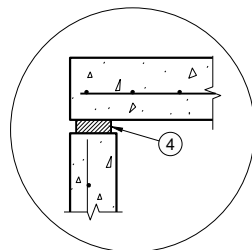


SEPARATE PRECAST REINFORCED
CONCRETE BASE OPTION

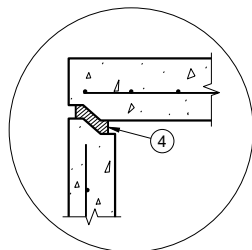


PRECAST REINFORCED CONCRETE
WITH INTEGRAL BASE OPTION

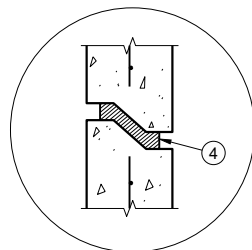
DETAIL "A"



TOP WITH PLAIN
END JOINT



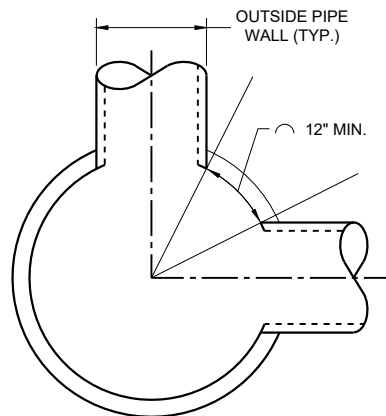
TOP WITH TONGUE
AND GROOVE JOINT



RISER WITH TONGUE
AND GROOVE JOINT

DETAIL "B"

DETAIL "C"



MINIMUM HORIZONTAL
PIPE SEPARATION

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.

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

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

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

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

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

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

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

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF 3/8 INCH AND MEET THE REQUIREMENTS OF ASTM A615.

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

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

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

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

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

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

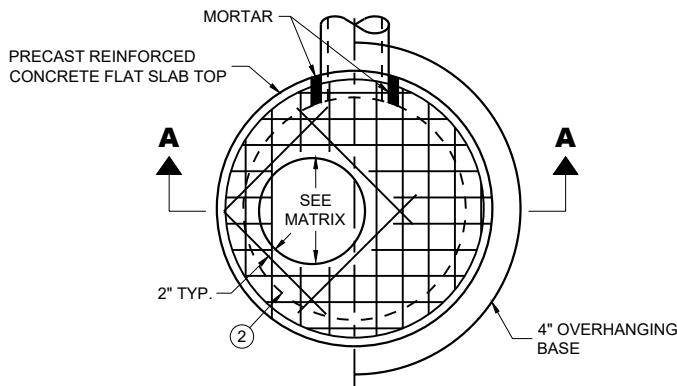
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

- (1) FOR PRECAST MANHOLES 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.

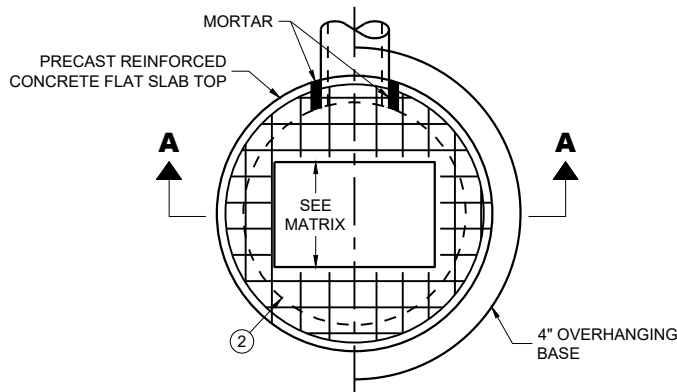
MANHOLES, 3-FT, 4-FT
5-FT, 6-FT, 7-FT, 8-FT, 9-FT
AND 10-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

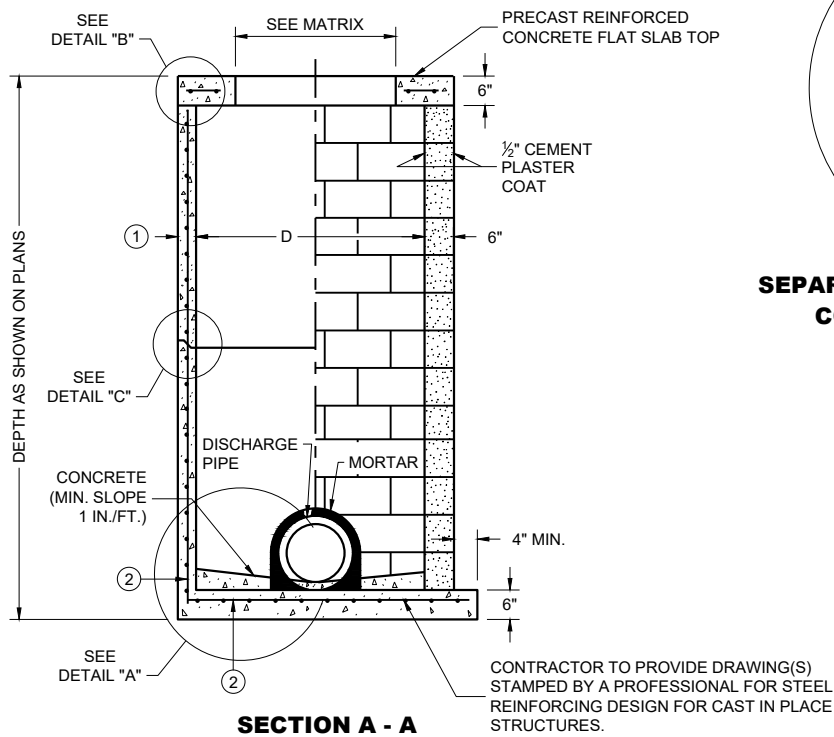
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December 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA



PLAN VIEW CIRCULAR OPENING



PLAN VIEW RECTANGULAR OPENING



SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE

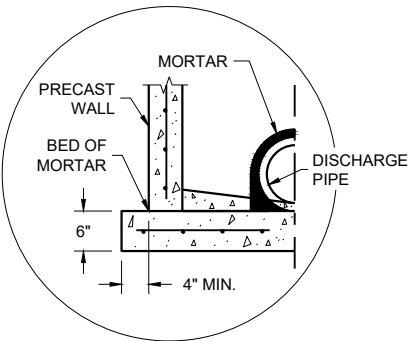
CIRCULAR INLETS WITH FLAT TOP

CATCH BASIN COVER OPENING MATRIX

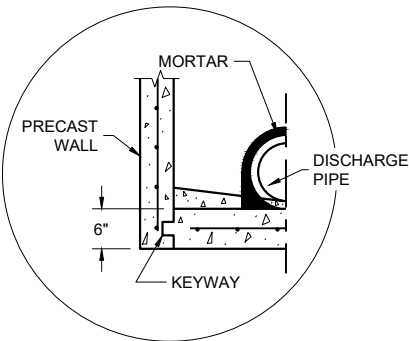
INLET SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V V-B	WM	Z
	OPENING SIZE (FT.)											
3-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
4-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
	2 X 2.5			X				X	X	X	X	
	2 X 3						X					
	2.5 X 3					X						

PIPE MATRIX

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

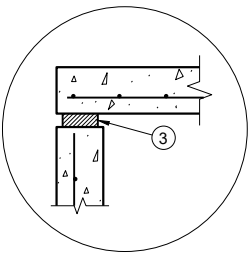


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

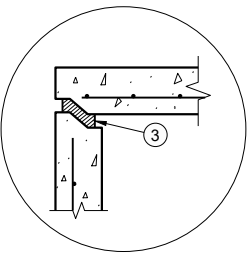


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

DETAIL "A"

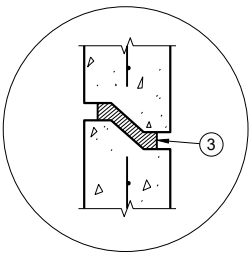


TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT

DETAIL "B"



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "C"

INLETS 3-FT AND 4-FT DIAMETER

GENERAL NOTES

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

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

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

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

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

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

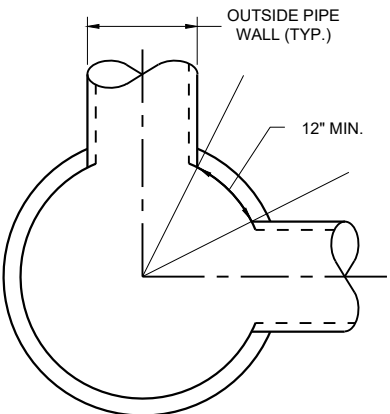
ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

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

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

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

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

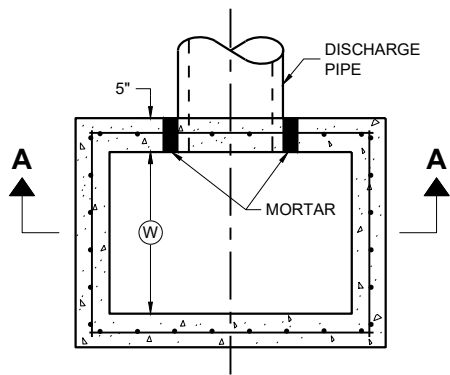


MINIMUM HORIZONTAL PIPE SEPARATION
DETAIL "D"

**INLETS 3-FT
AND 4-FT DIAMETER**

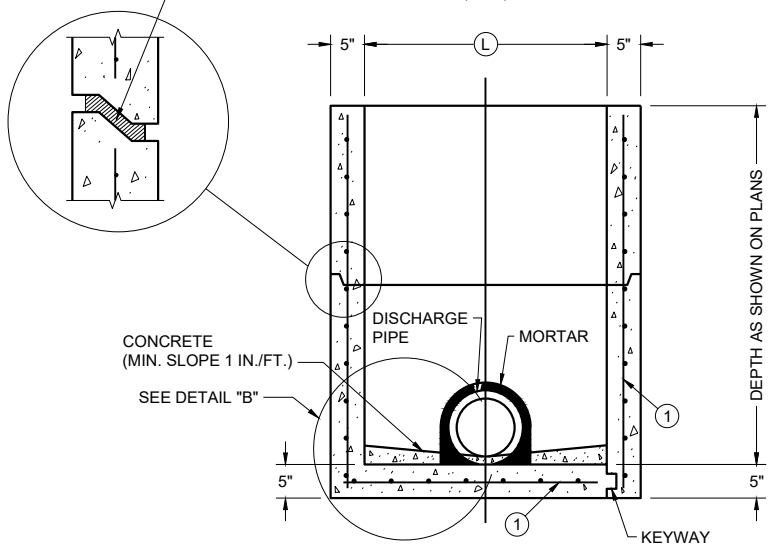
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



PLAN VIEW

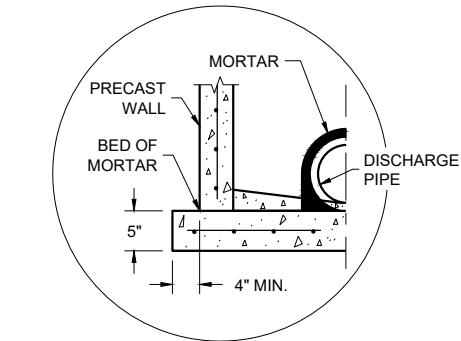
RISER JOINT TO BE SEALED WITH
A BUTYL RUBBER SEAL PER SEALANT
MANUFACTURERS RECOMMENDATIONS
CONFORMING TO ASTM C 990 (TYP.)



PRECAST REINFORCED
CONCRETE WITH
MONOLITHIC BASE

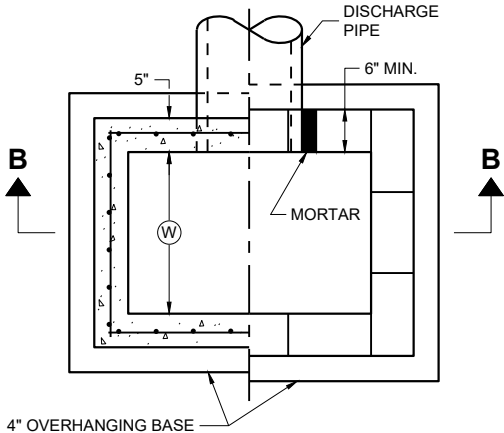
PRECAST REINFORCED
CONCRETE WITH
INTEGRAL BASE

SECTION A - A

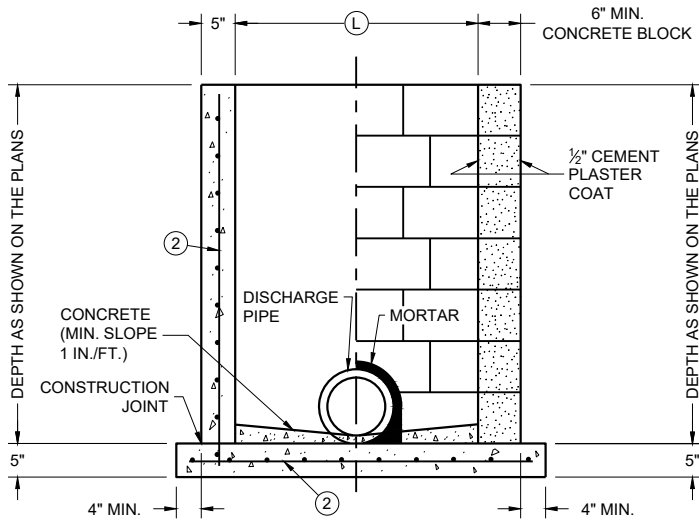


SEPARATE PRECAST REINFORCED
CONCRETE BASE OPTION

DETAIL "B"



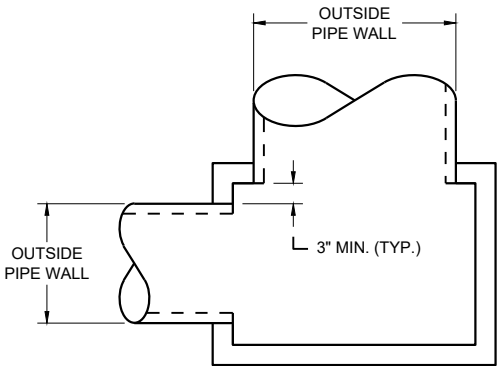
PLAN VIEW



CAST IN PLACE
REINFORCED
CONCRETE

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

SECTION B - B



DETAIL "A"

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

- ① FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913
- ② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

CATCH BASIN COVER MATRIX

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

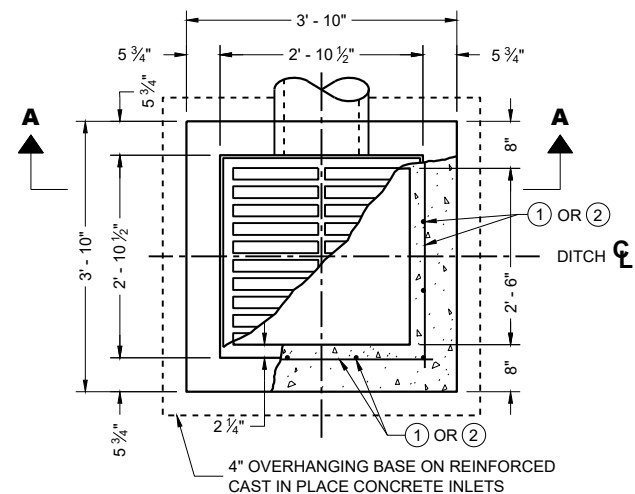
PIPE MATRIX

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

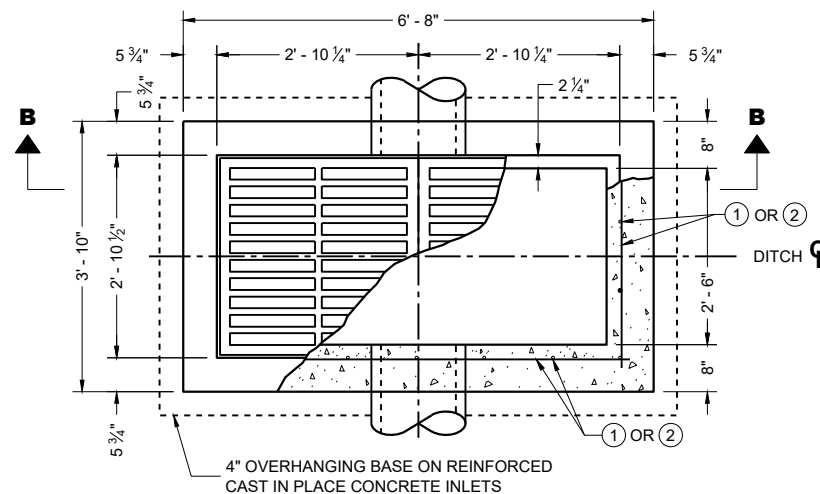
INLETS 2 X 2-FT, 2 X 2.5-FT,
2 X 3-FT, 2.5 X 3-FT
AND 2 X 3.5-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

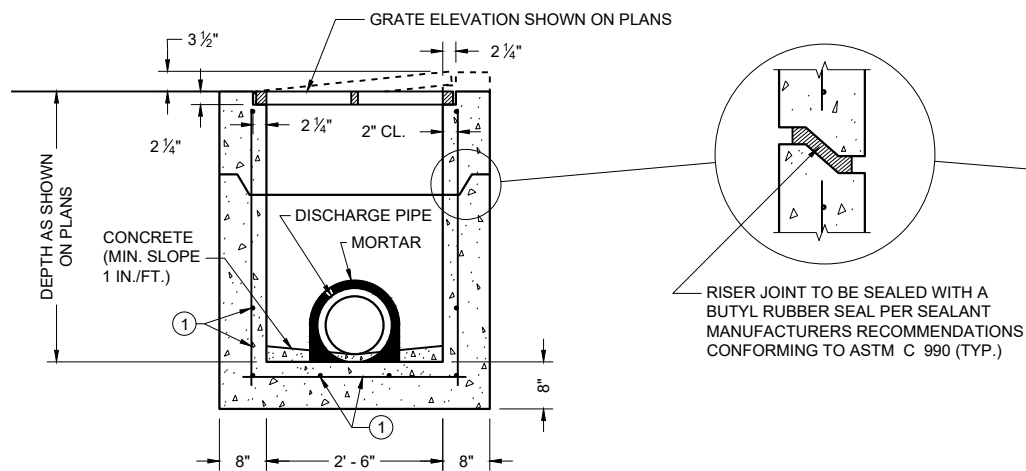
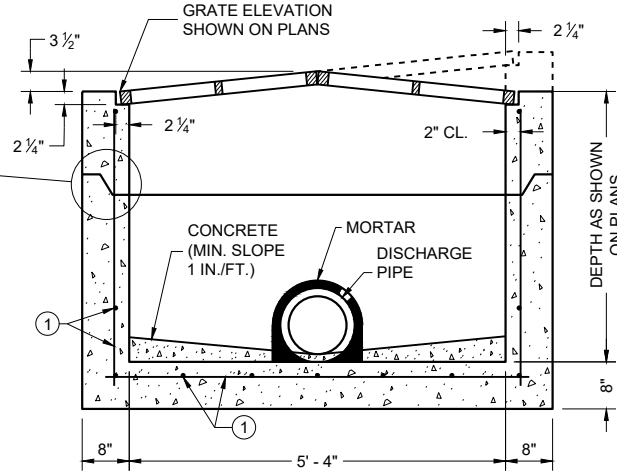
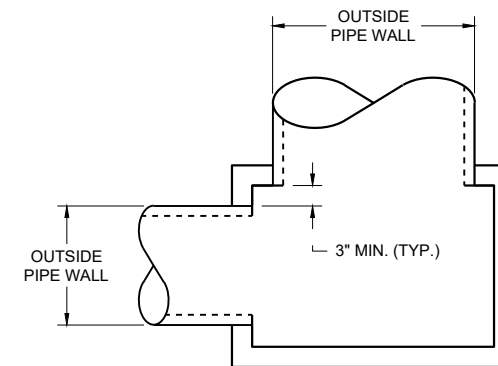
APPROVED
December 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



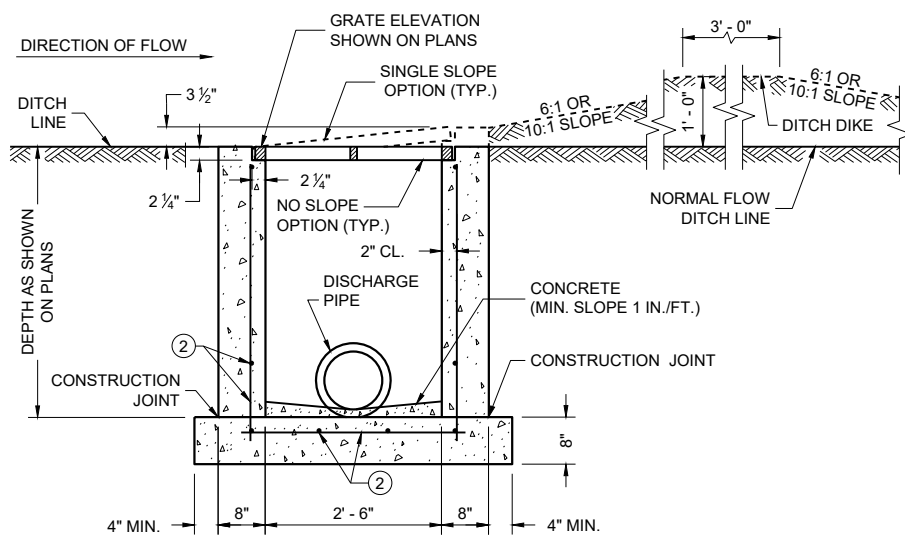
PLAN VIEW



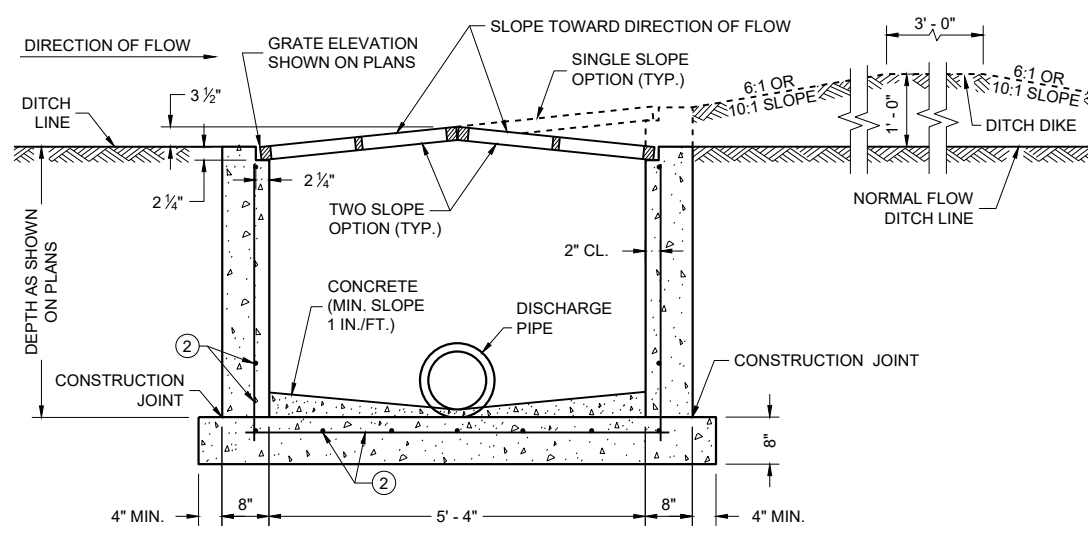
PLAN VIEW

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

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

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

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR 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.

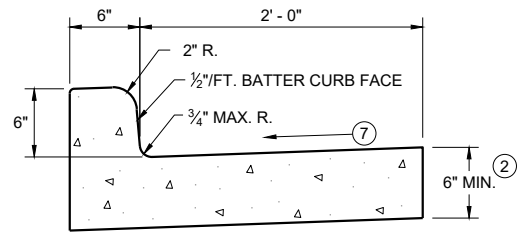
PIPE MATRIX

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

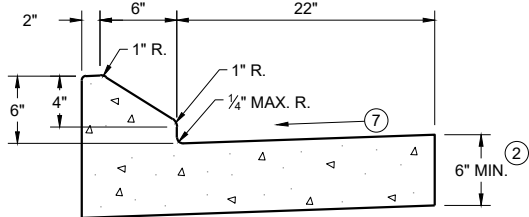
INLETS
MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

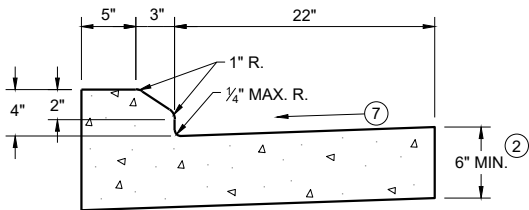
APPROVED
December 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



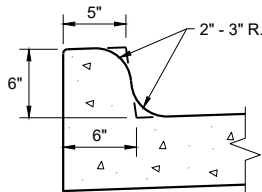
TYPES A^① & D



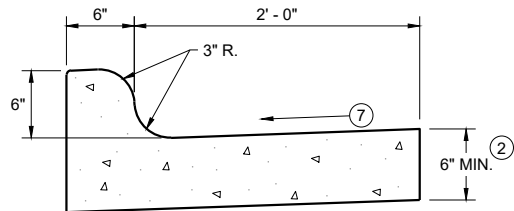
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

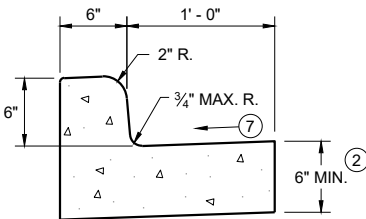


TYPES K^① & L
(OPTIONAL CURB SHAPE)



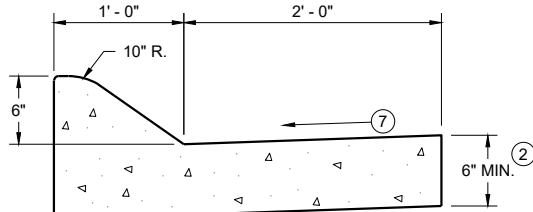
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

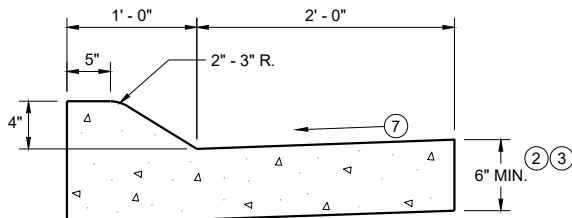


TYPES A^① & D

CONCRETE CURB AND GUTTER 18"

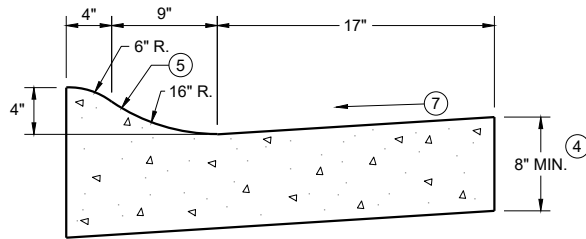


6" SLOPED CURB TYPES A^① & D



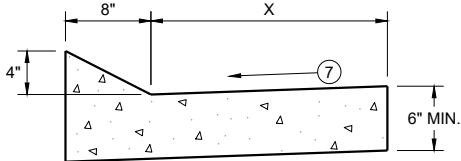
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



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

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

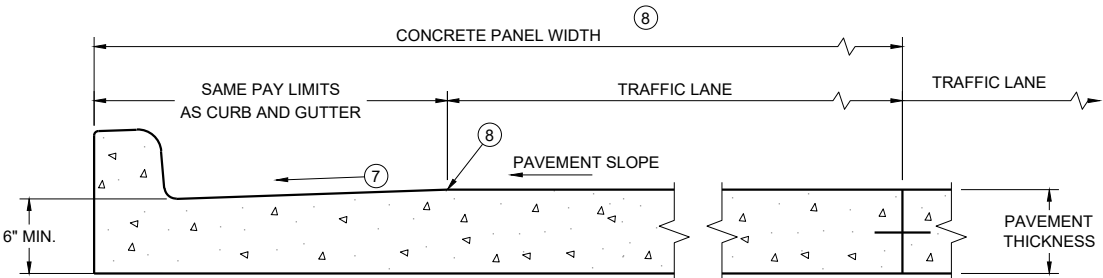


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

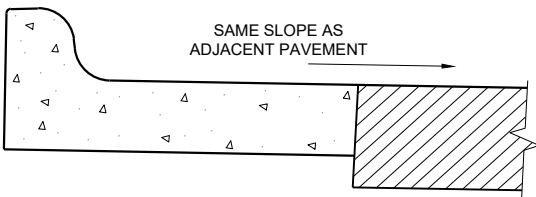
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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

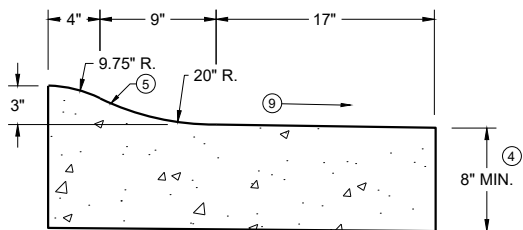


PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB AND GUTTER

* 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

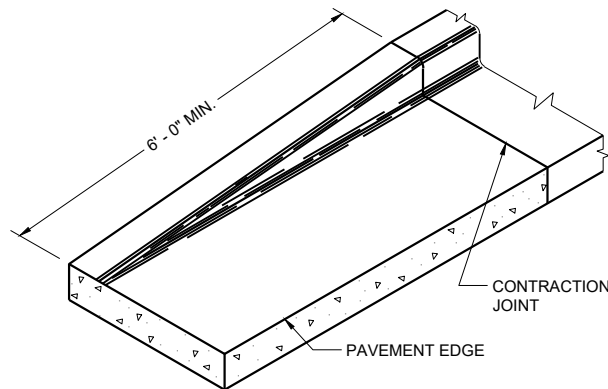
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

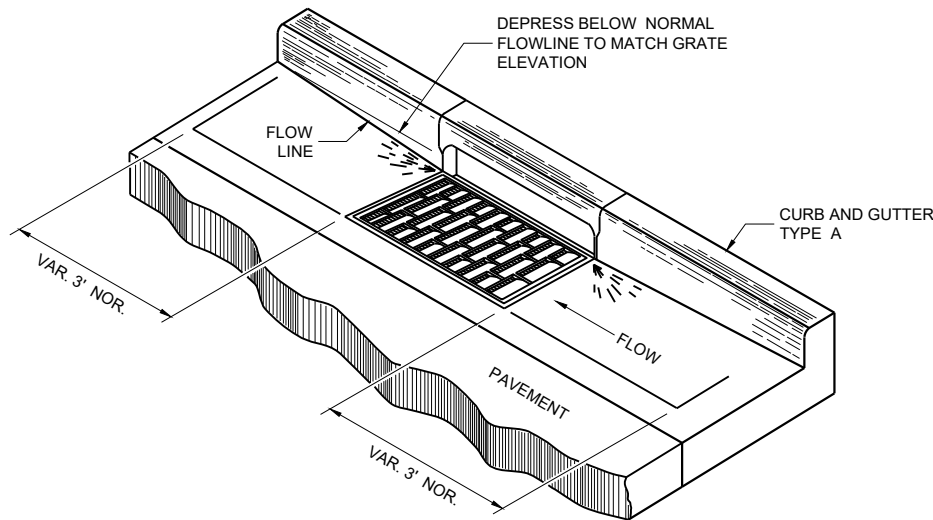
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

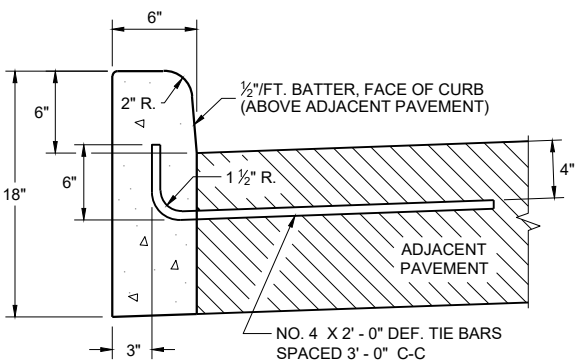


END SECTION CURB AND GUTTER

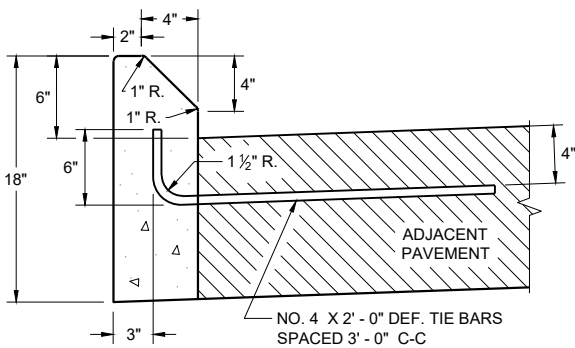


DETAIL OF CURB AND GUTTER AT INLETS

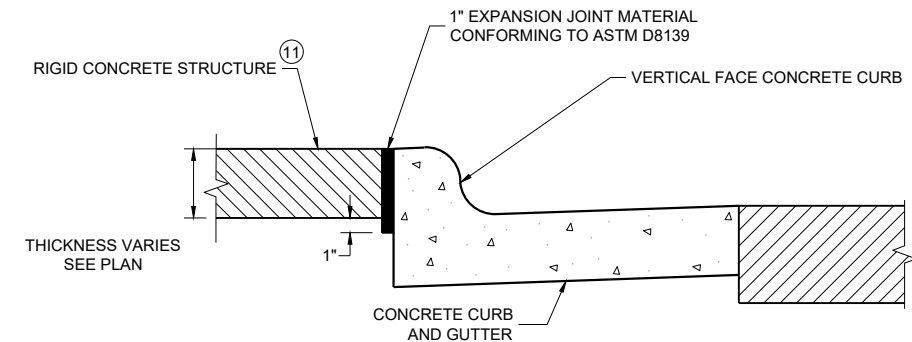
(TYPICAL H INLET COVER SHOWN)



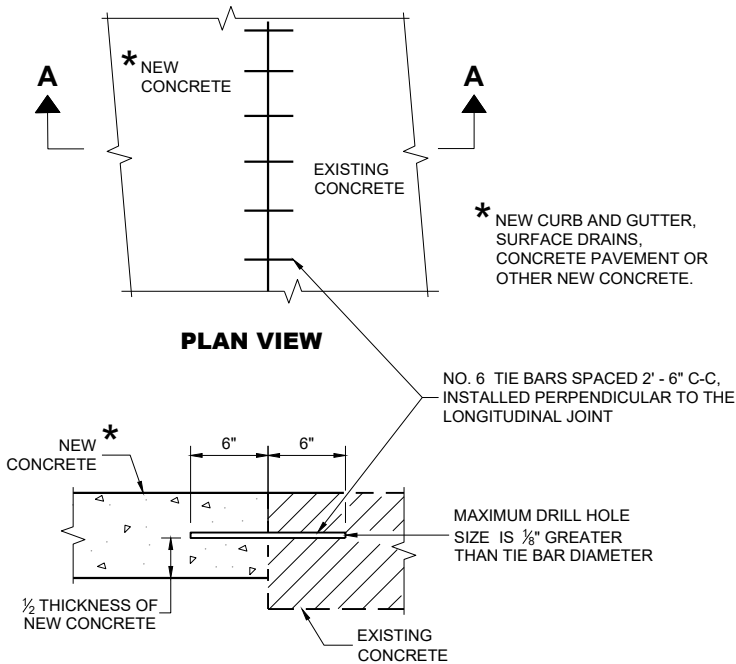
TYPES A^① & D



TYPES G^① & J
CONCRETE CURB



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



SECTION A - A
TIE BARS DRILLED INTO EXISTING PAVEMENT

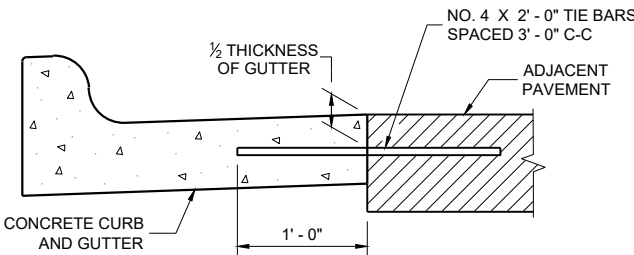
GENERAL NOTES

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

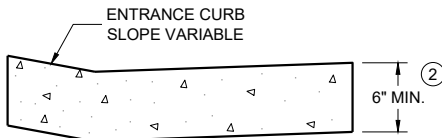
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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



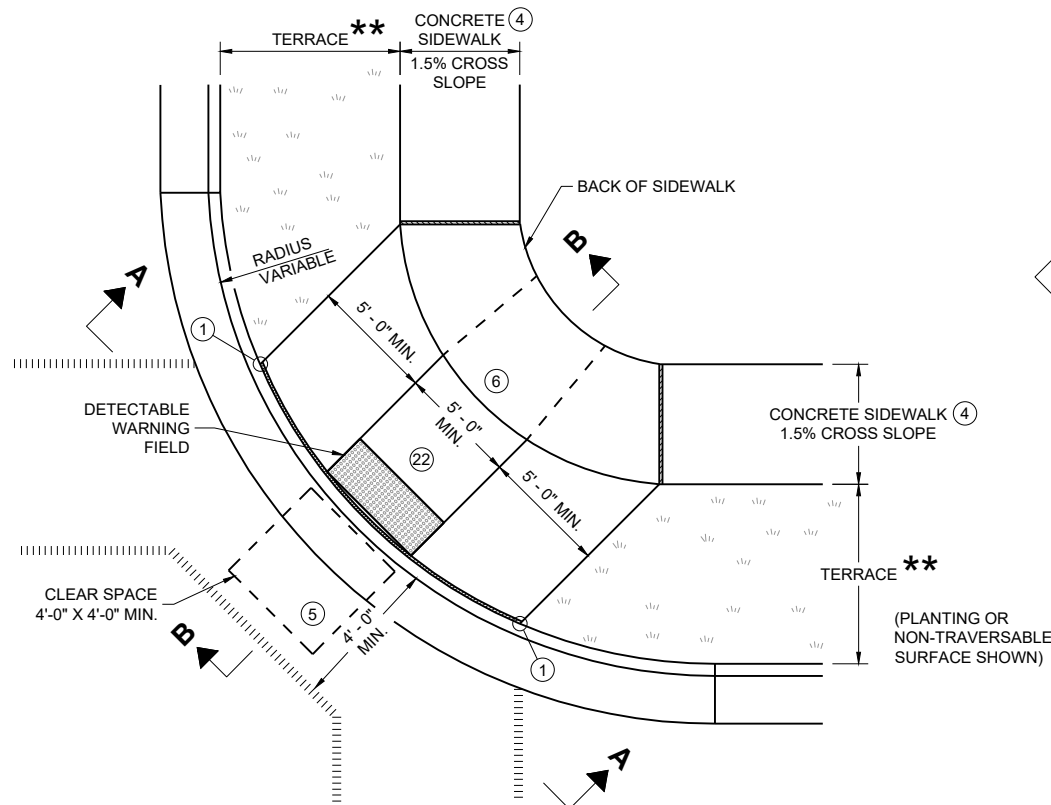
DRIVEWAY ENTRANCE CURB^⑩
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES
AND CURB AND GUTTER
APPLICATIONS

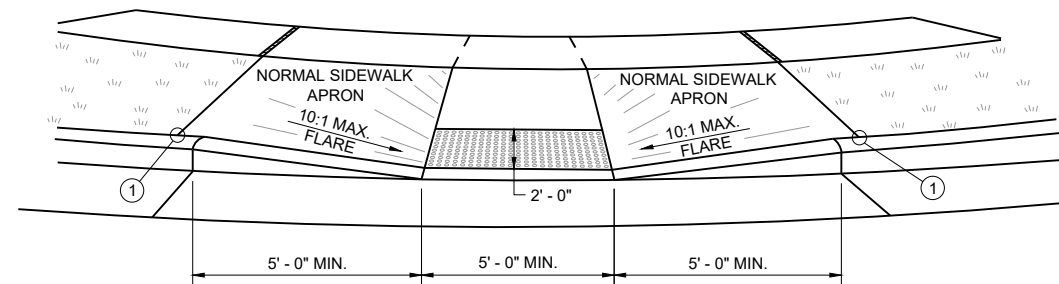
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

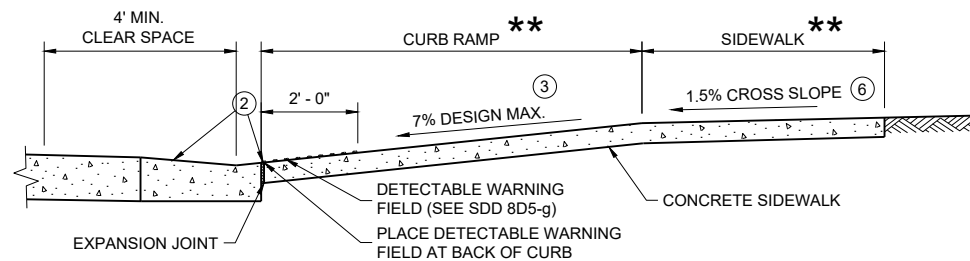
FHWA



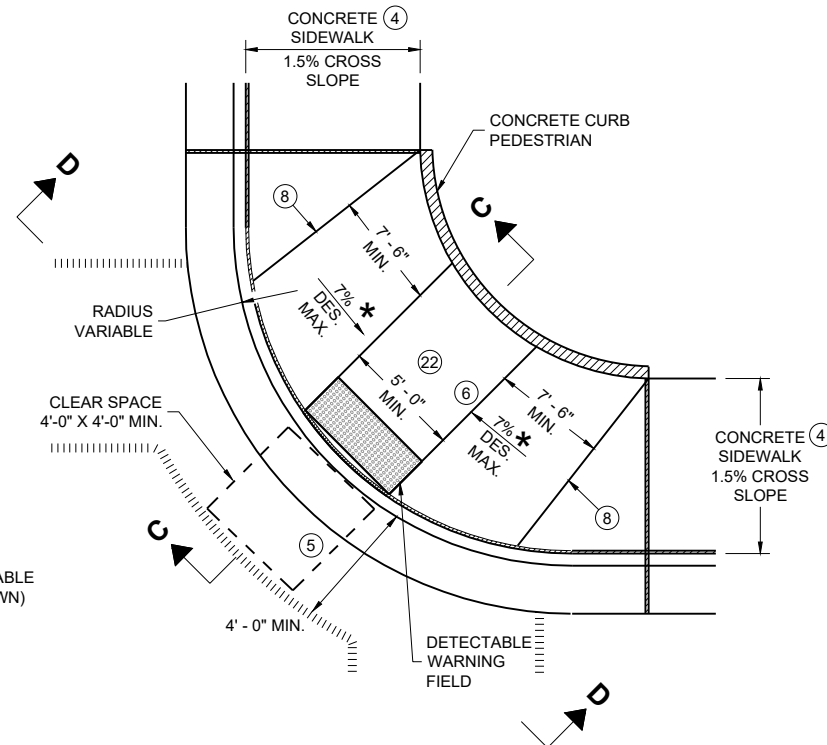
PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)



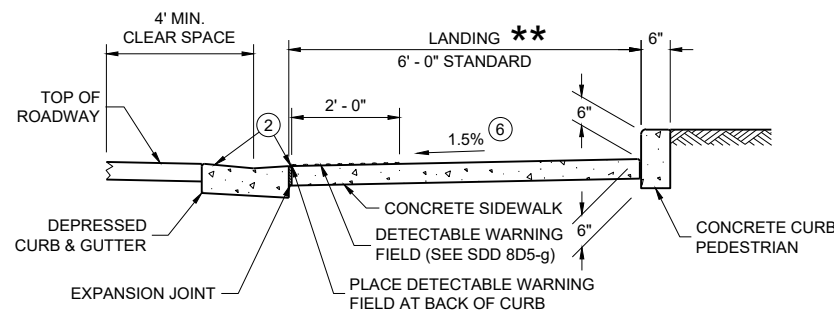
VIEW A - A FOR TYPE 1



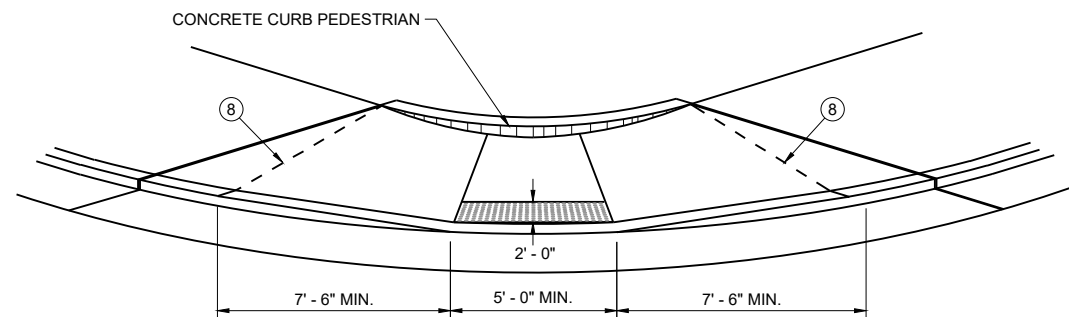
SECTION B - B FOR TYPE 1



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.

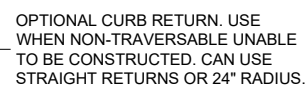
- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- ② GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% 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



LEGEND

- | | |
|---|--|
|  | 1/2" EXPANSION JOINT SIDEWALK |
|  | CONTRACTION JOINT SIDEWALK |
|  | PAVEMENT MARKING CROSSWALK (WHITE) |
|  | MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK |
|  | WIDTH SHOWN ELSEWHERE IN THE PLANS |
|  | CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE |

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

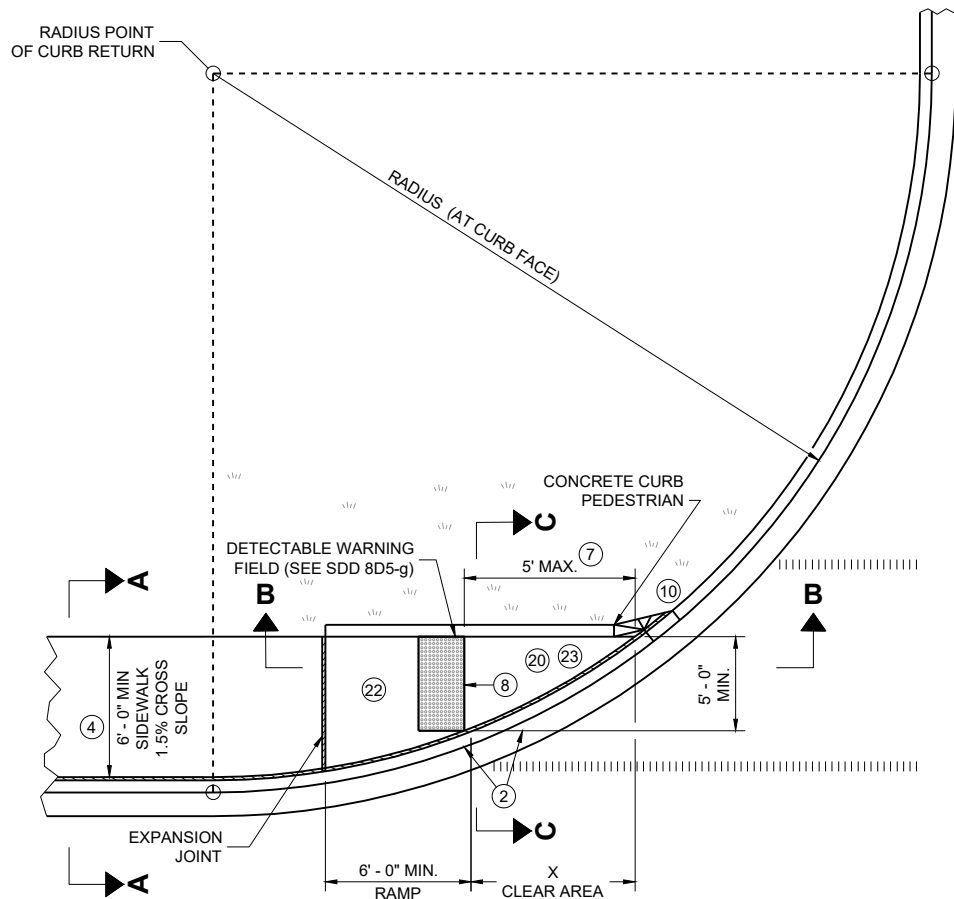
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6

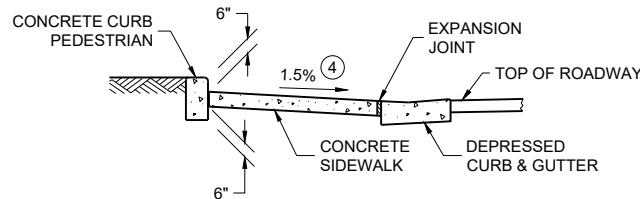
SDD 08D05-22b

6

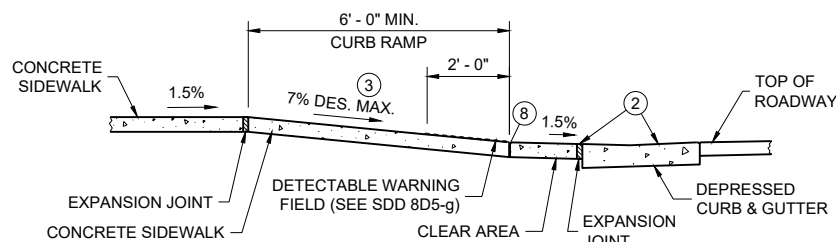
SDD 08D05-22b



PLAN VIEW
CURB RAMP TYPE 4A



SECTION C - C FOR TYPE 4A

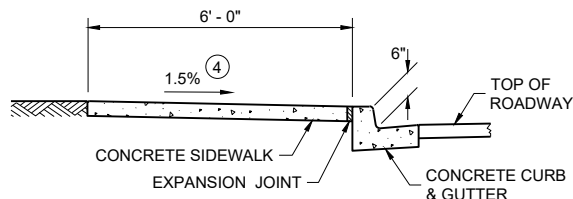


SECTION B - B FOR
TYPE 4A AND TYPE 4A1

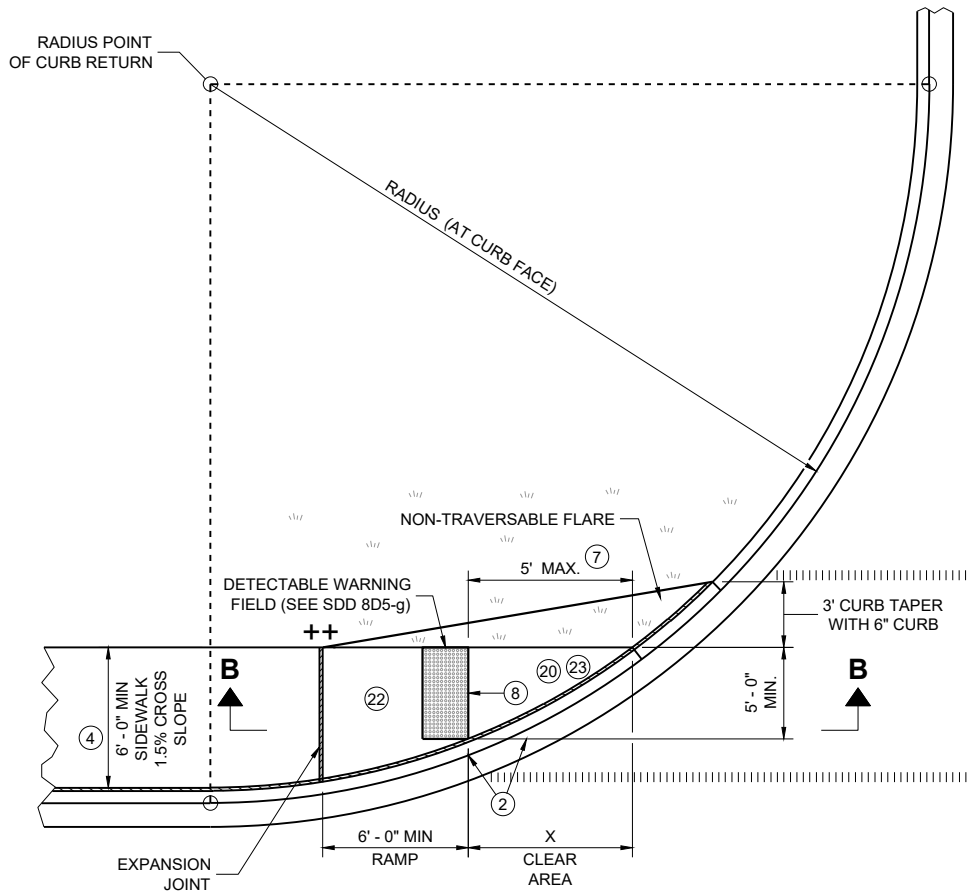
- LEGEND**
- 1/2" EXPANSION JOINT SIDEWALK
 - CONTRACTION JOINT SIDEWALK
 - PAVEMENT MARKING CROSSWALK (WHITE)
 - ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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

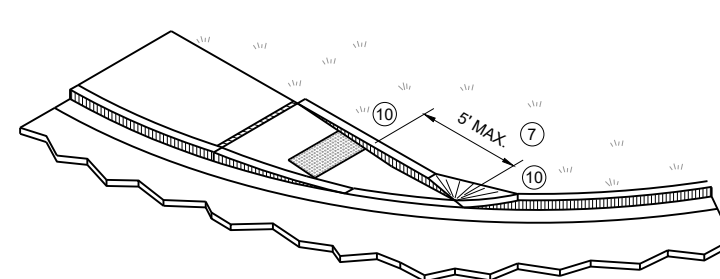
GENERAL NOTES

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

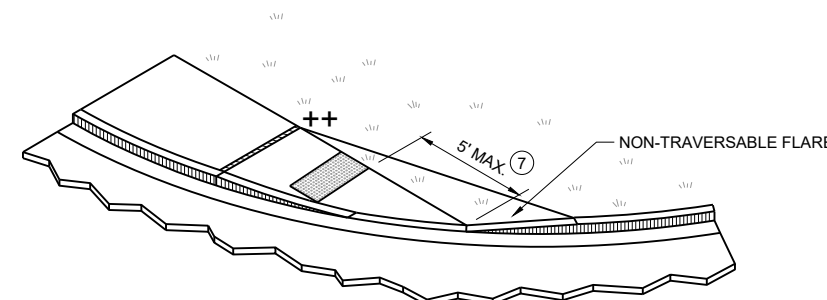
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

- 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.
- 7 WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- 8 PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- 10 INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
- 17 A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- 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.



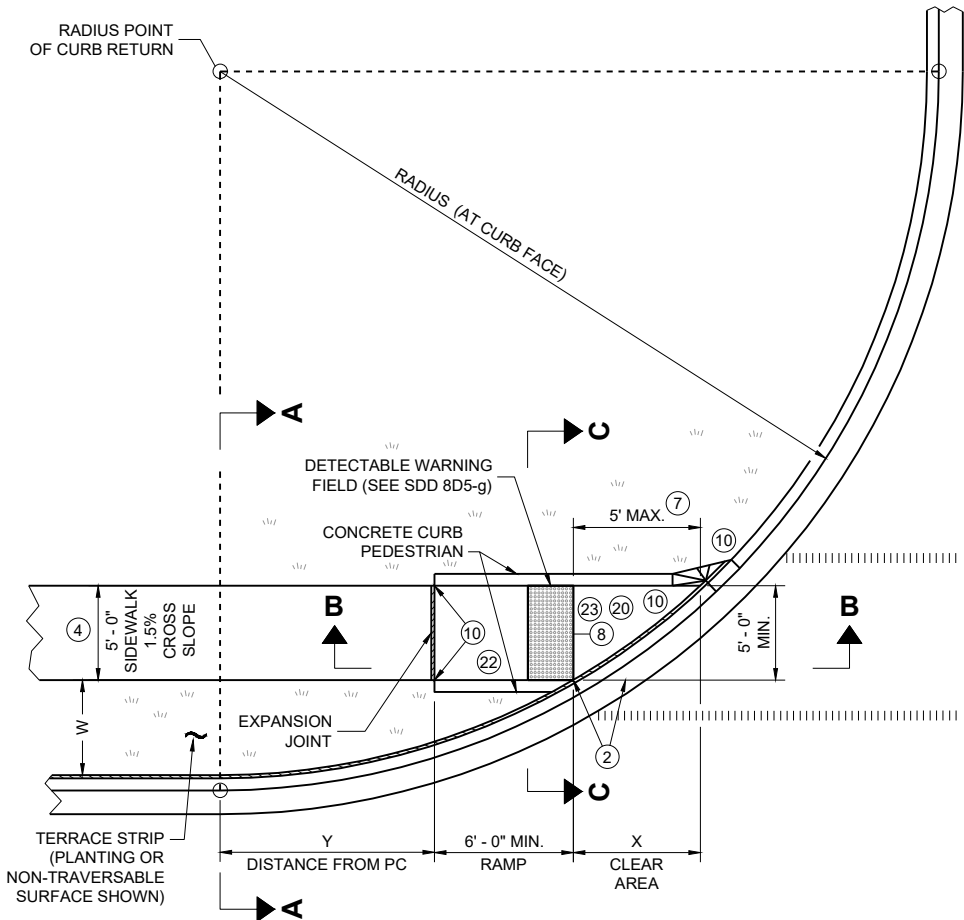
ISOMETRIC VIEW FOR TYPE 4A



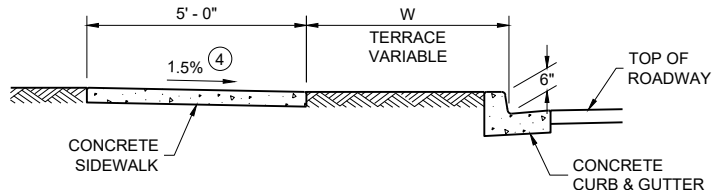
ISOMETRIC VIEW FOR TYPE 4A1

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

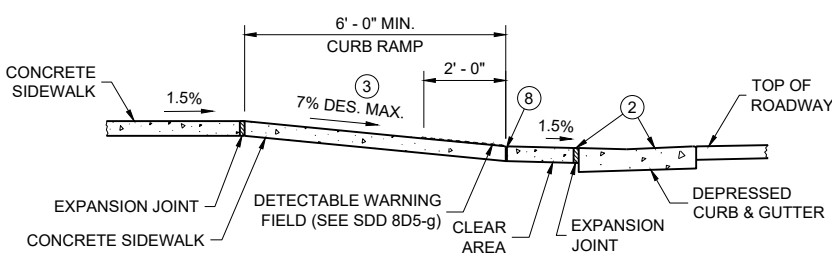
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
CURB RAMP TYPE 4B



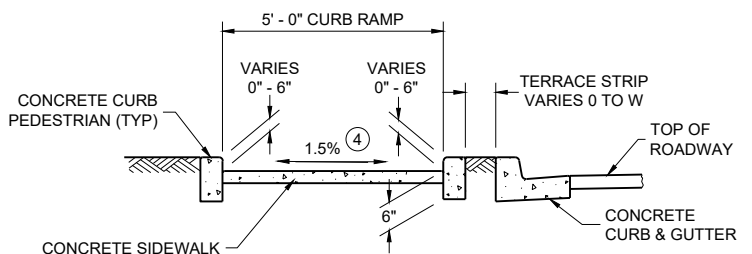
SECTION A - A FOR TYPE 4B



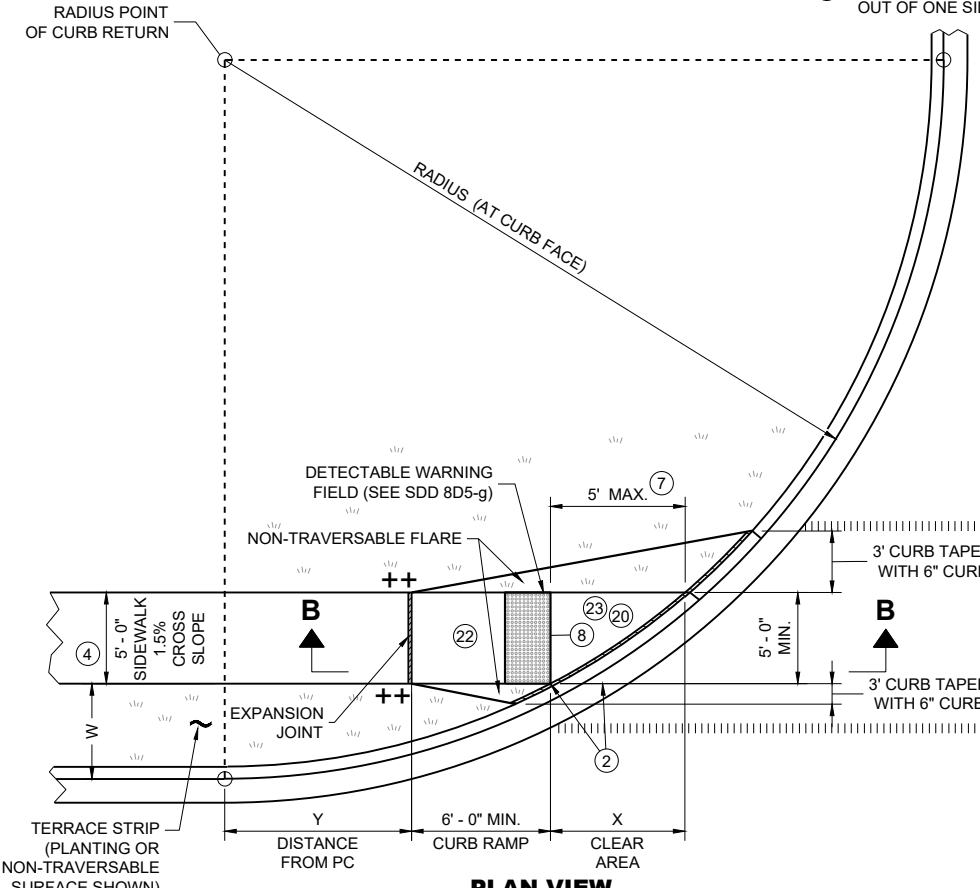
SECTION B - B FOR TYPE 4B AND TYPE 4B1

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

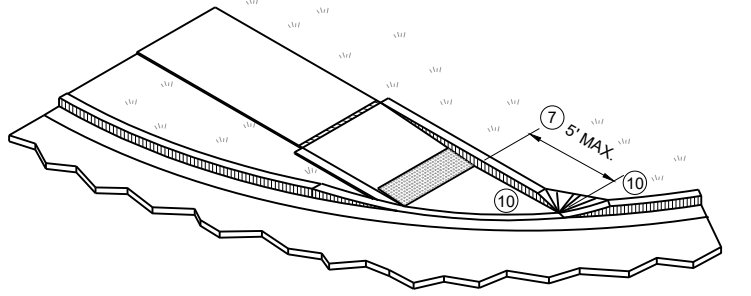
INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH



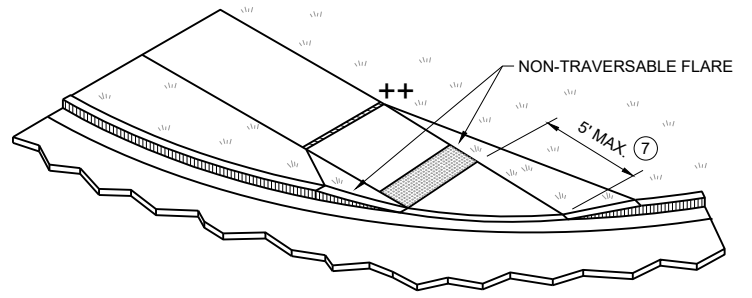
SECTION C - C FOR TYPE 4B



PLAN VIEW
CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

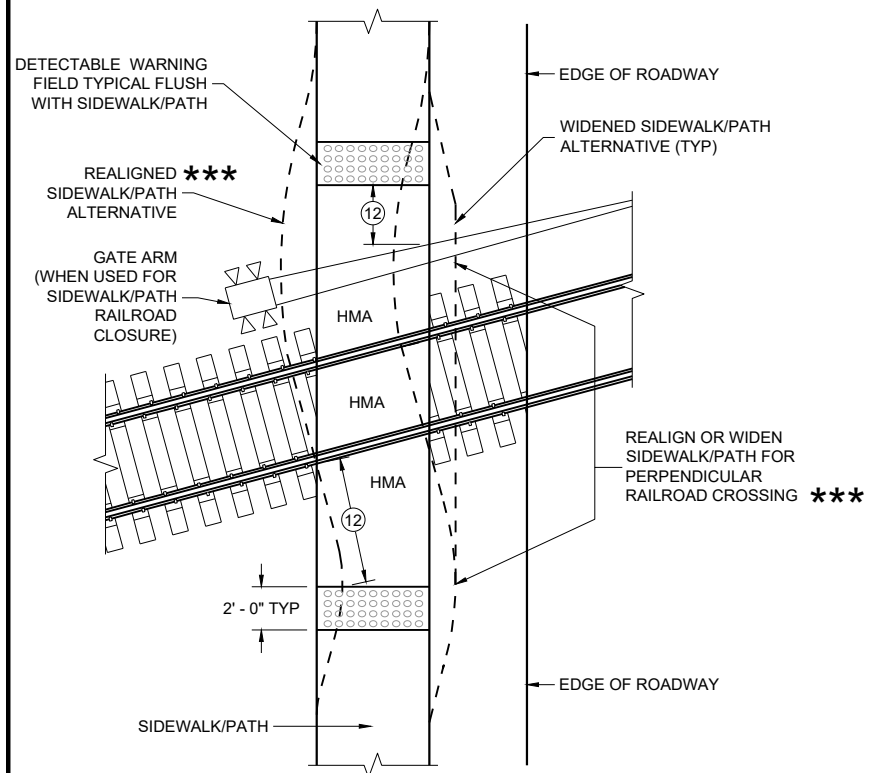
- LEGEND**
- 1/2" EXPANSION JOINT SIDEWALK
 - CONTRACTION JOINT SIDEWALK
 - PAVEMENT MARKING CROSSWALK (WHITE)
 - MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK
 - CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

GENERAL NOTES

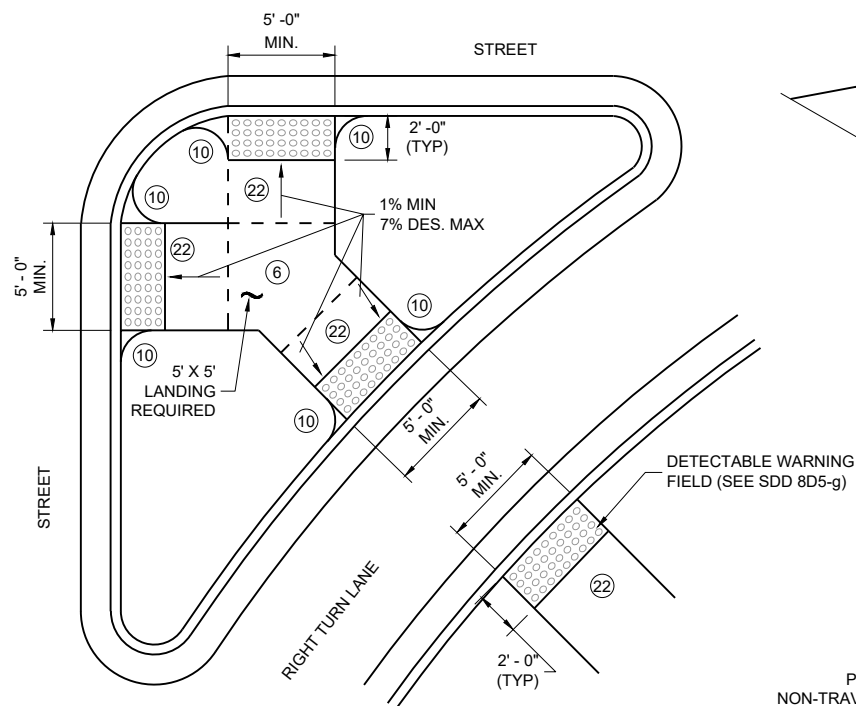
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- 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

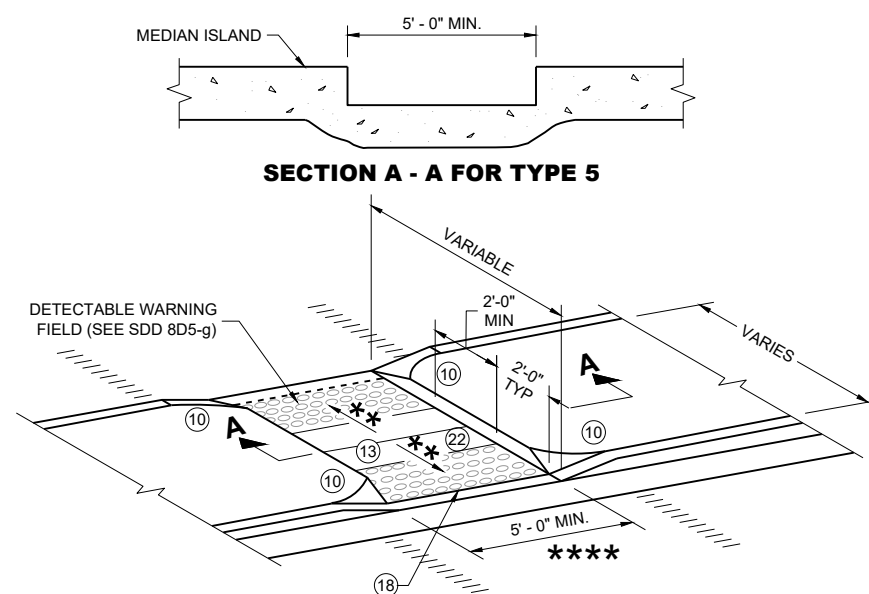


CURB RAMP TYPE 8
DETECTABLE WARNINGS
FOR SIDEWALKS OR SHARED USE PATHS
AT RAILROAD CROSSINGS

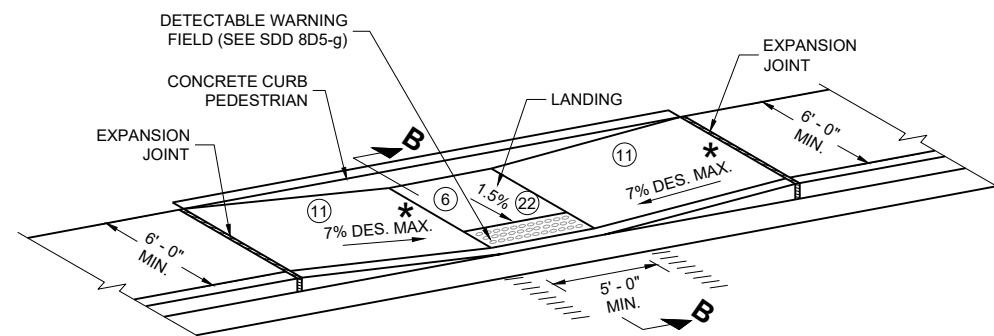


CURB RAMP TYPE 6
DETECTABLE WARNING AT ISLANDS

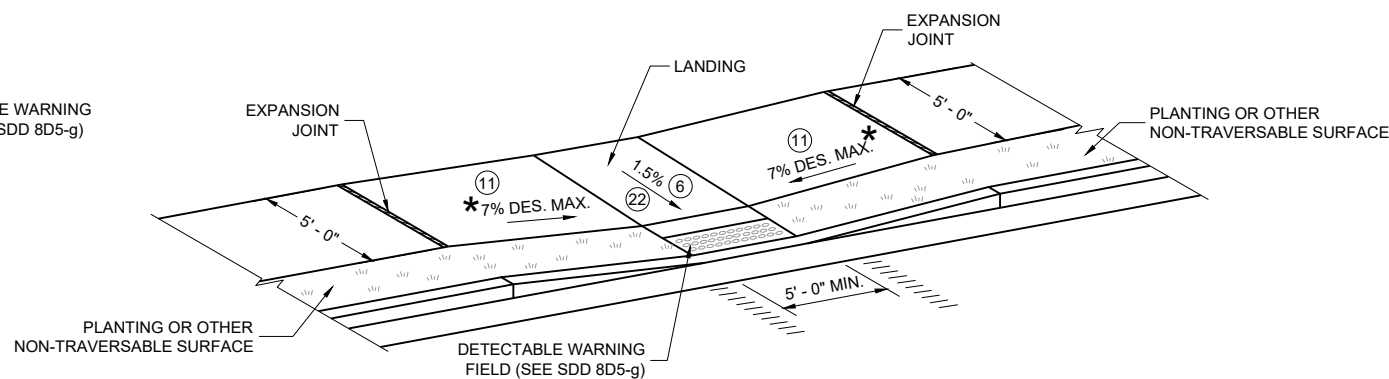
REFER TO GENERAL NOTES (2) AND (3)
FOR ALL ISLAND CURB RAMPS



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.

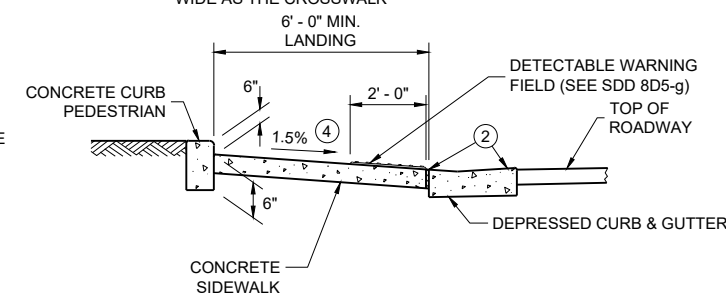
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

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) $\pm 0.5\%$ 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.
- (10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
- (11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.
- (12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET $\pm 0.1'$ FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL FROM THE NEAREST RAIL.
- (13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF 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.
- (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.

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

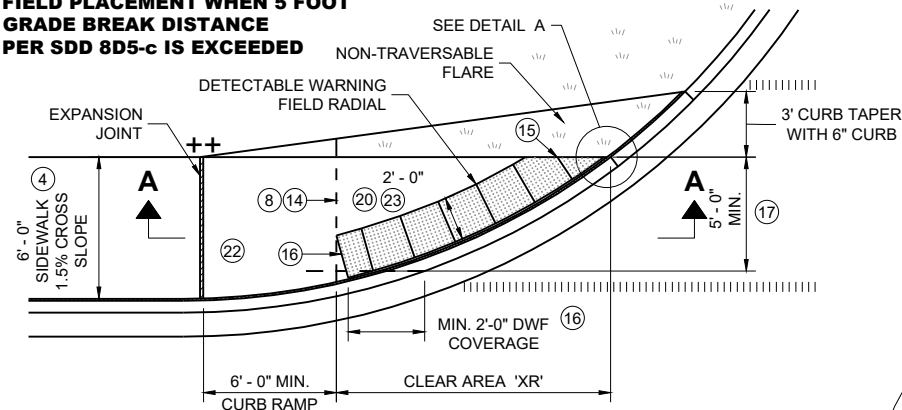


SECTION B - B FOR TYPE 7A

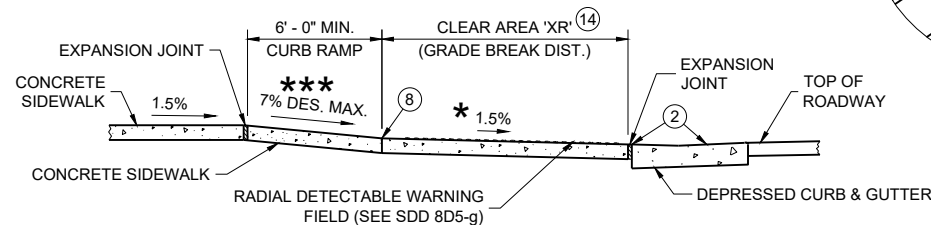
CURB RAMPS
TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

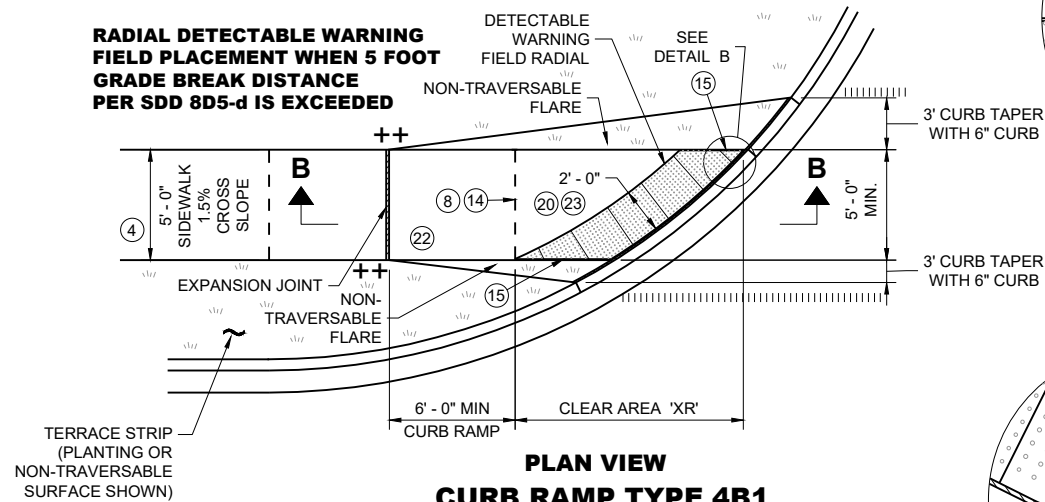


**PLAN VIEW
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**

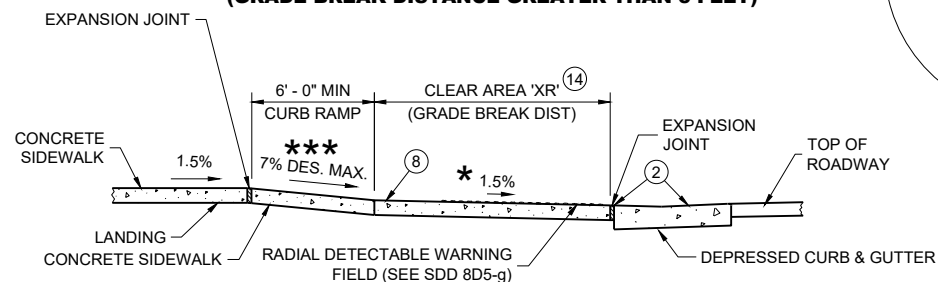


SECTION A - A FOR TYPE 4A1

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



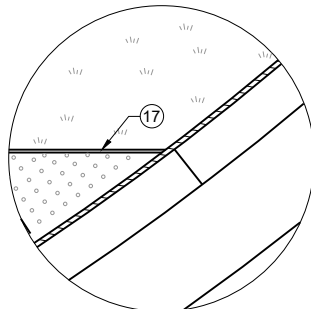
**PLAN VIEW
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**



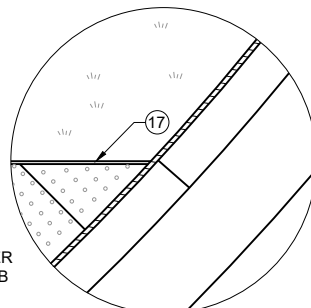
SECTION B - B FOR TYPE 4B1

LEGEND

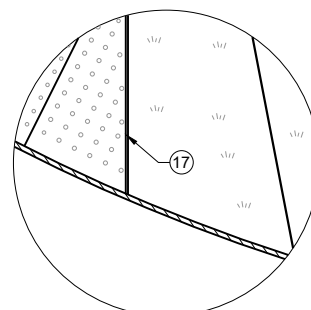
- 1/2" EXPANSION JOINT SIDEWALK
- - - CONTRACTION JOINT SIDEWALK
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS
- *** MAXIMUM 8.3%
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



DETAIL A



DETAIL B



DETAIL C

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.

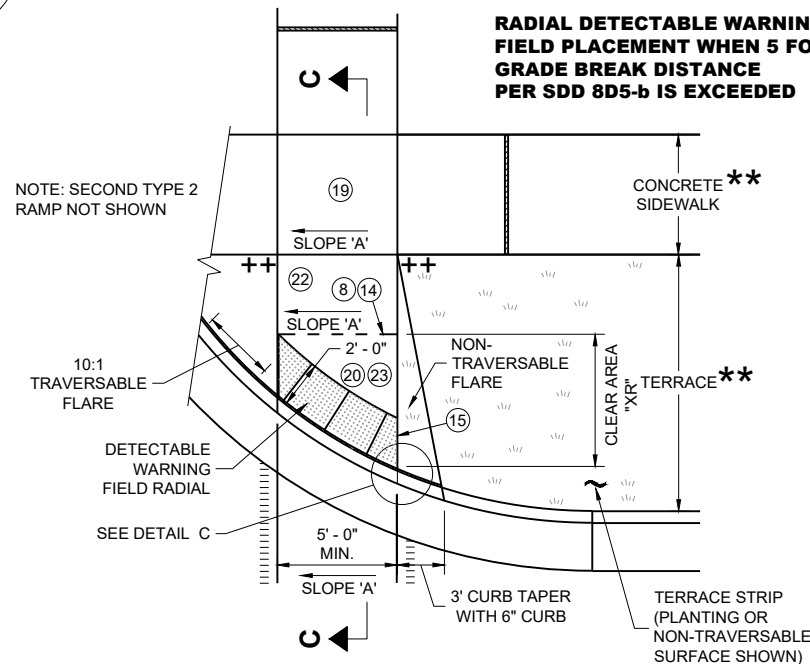
REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

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

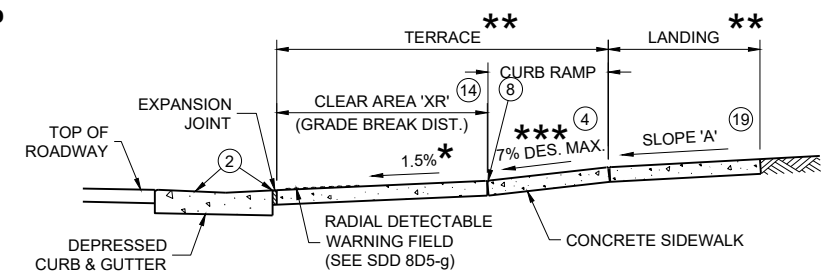
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

- 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 ±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 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)**



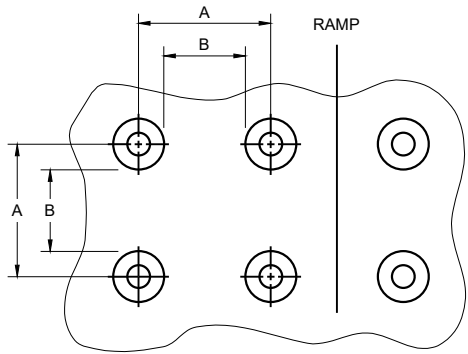
SECTION C - C FOR TYPE 2

**CURB RAMPS
RADIAL DETECTABLE WARNING**

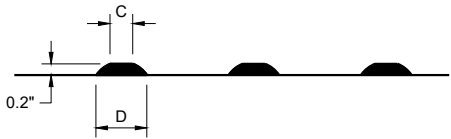
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

	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.

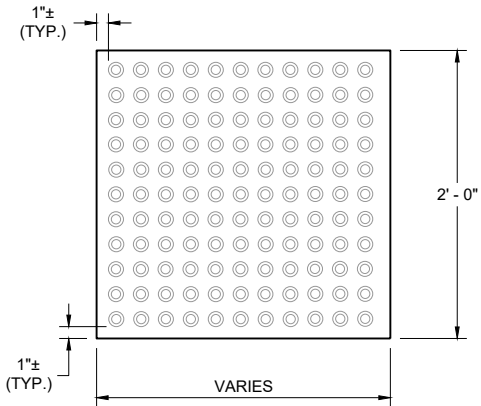


PLAN VIEW

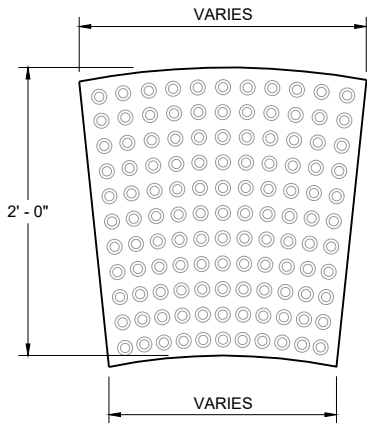


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

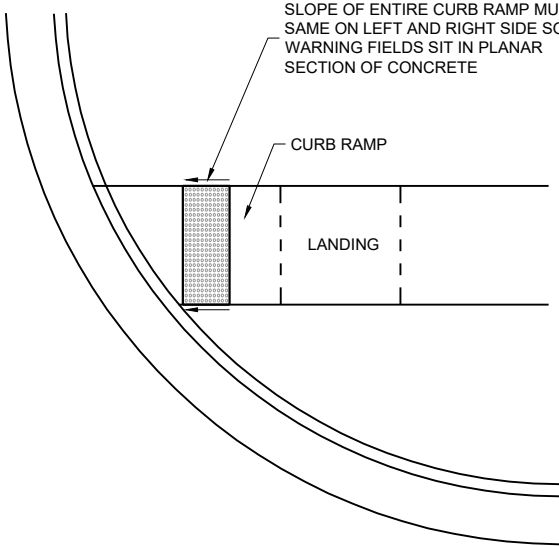


RECTANGULAR
PLATES

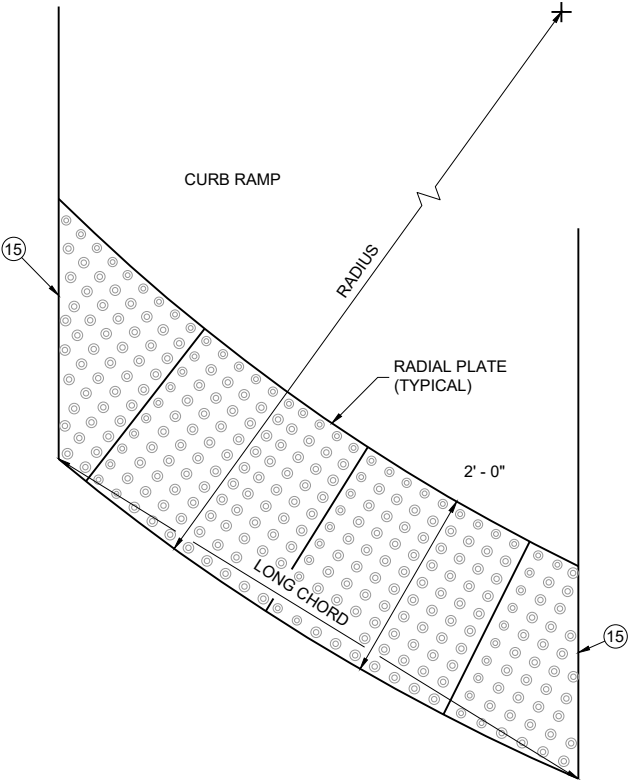


RADIAL
PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



DETECTABLE WARNING FIELD
PLANAR INSTALLATION



PLAN VIEW
RADIAL DETECTABLE
WARNING FIELD ATTRIBUTES

GENERAL NOTES

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

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

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

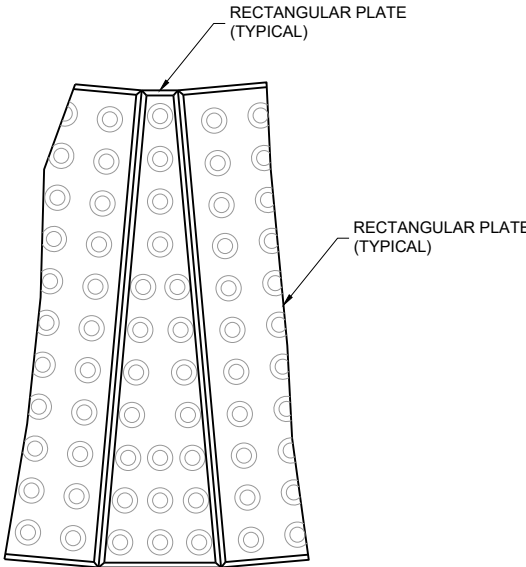
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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



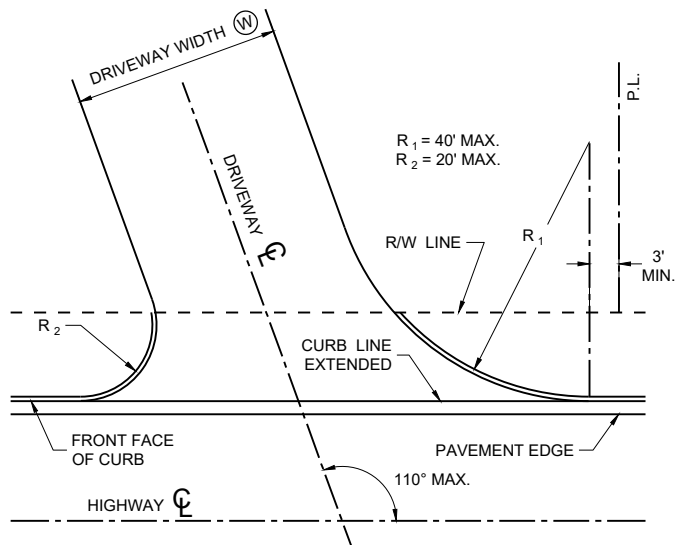
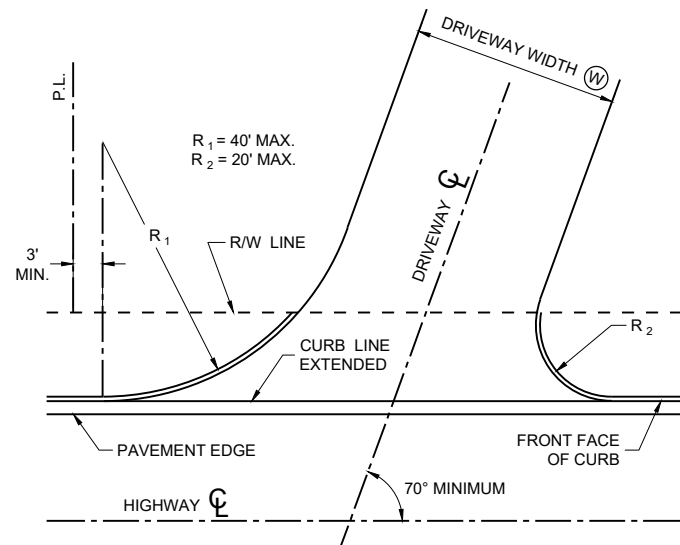
PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



**SKewed DRIVEWAY DETAILS
(COMMERCIAL AND NON-COMMERCIAL)
SIDEWALK NOT SHOWN**

GENERAL NOTES

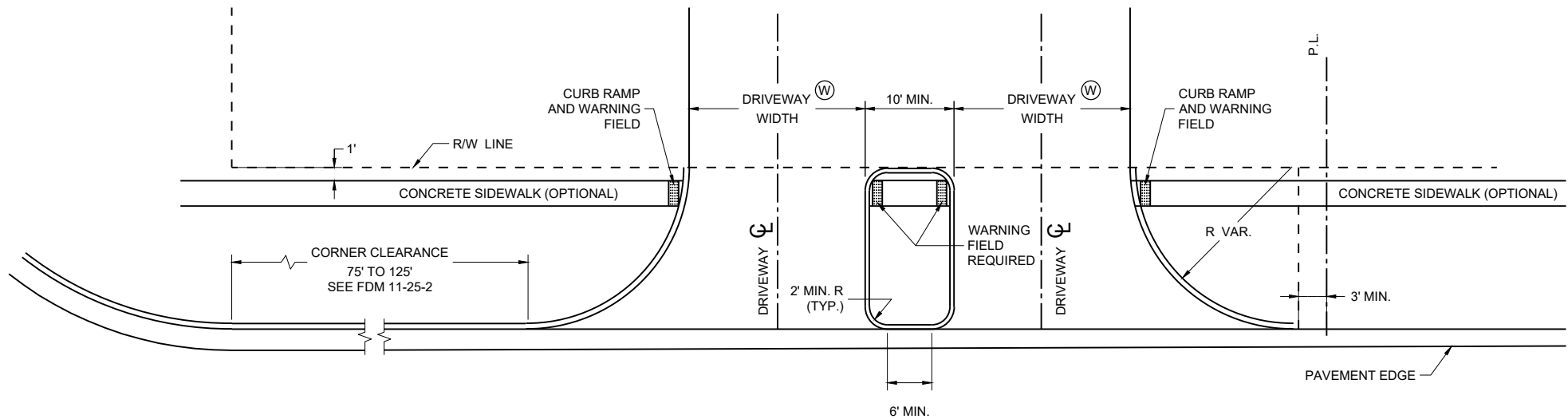
A MAXIMUM RADIUS OF 10 FEET SHALL BE USED FOR NON-COMMERCIAL PRIVATE ENTRANCES. RADII FOR COMMERCIAL DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER BASED ON TRAFFIC AND DRIVEWAY PERMIT RESTRICTIONS.

THE MINIMUM ANGLE OF INTERSECTION BETWEEN THE DRIVEWAY AND HIGHWAY CENTERLINES SHALL BE 70°.

ALL CURVILINEAR PRIVATE ENTRANCE OUTLINES SHALL BE CONTAINED WITHIN THE HIGHWAY R/W.

NO DRIVEWAY SHALL BE BUILT WITHIN 3 FEET OF THE PROPERTY LINE EXCEPT FOR EXISTING JOINT DRIVEWAY SHARED BY TWO OWNERS.

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



**DRIVEWAY LOCATION AND SPACING DETAILS
SIDEWALK SHOWN**

**DRIVEWAYS WITH
CURB AND GUTTER
RETURNS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2025
DATE

FHWA

/S/ Rodney Taylor

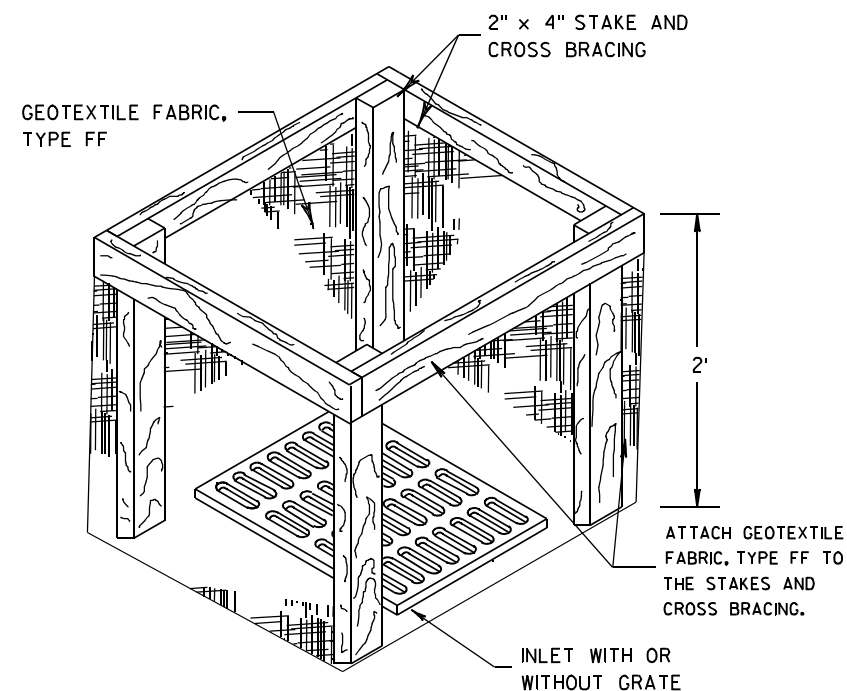
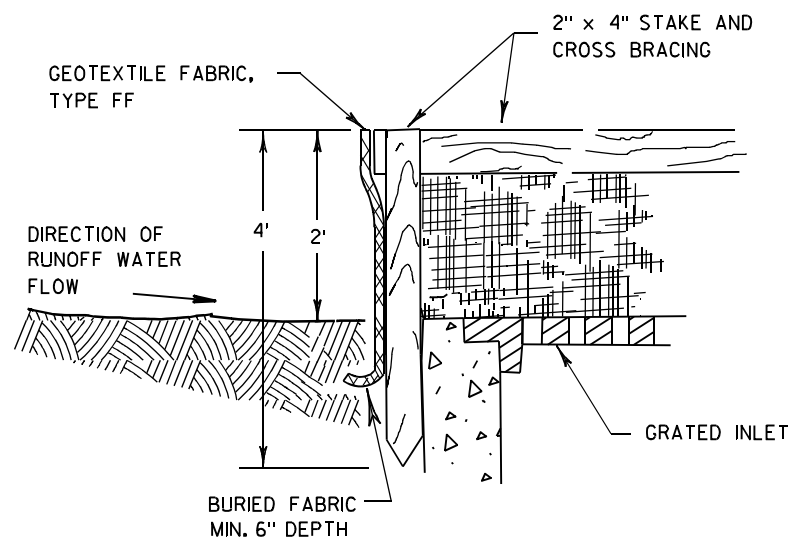
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR



- ① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
- ② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
- ③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1 1/8" X 1 1/8" OF OAK OR HICKORY.
- ④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
- ⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



SILT FENCE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 4-29-05 DATE	/S/ Beth Conn----- CHIEF ROADWAY DEVELOP 184 ENGINEER
FHWA	



INLET PROTECTION, TYPE A

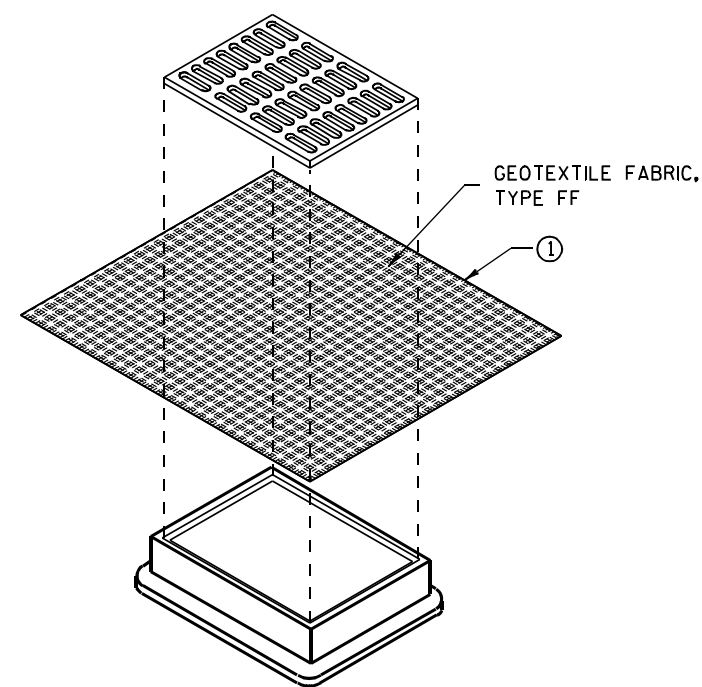
GENERAL NOTES

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

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

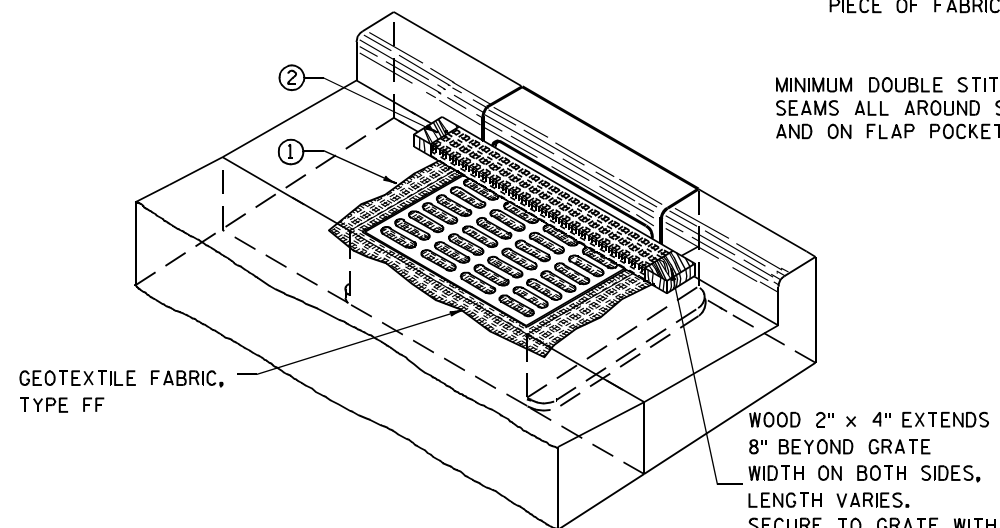
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

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



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

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

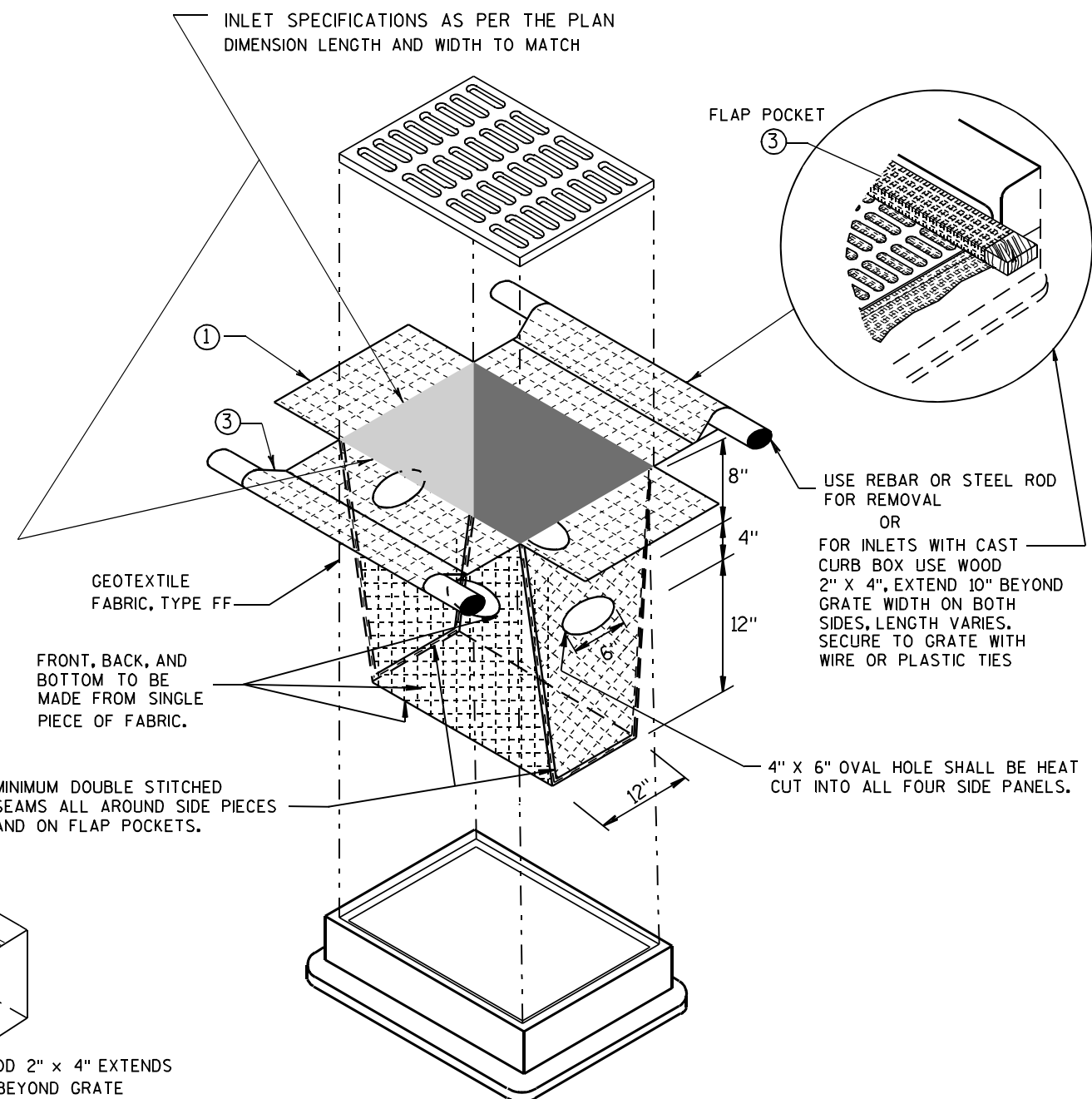
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

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



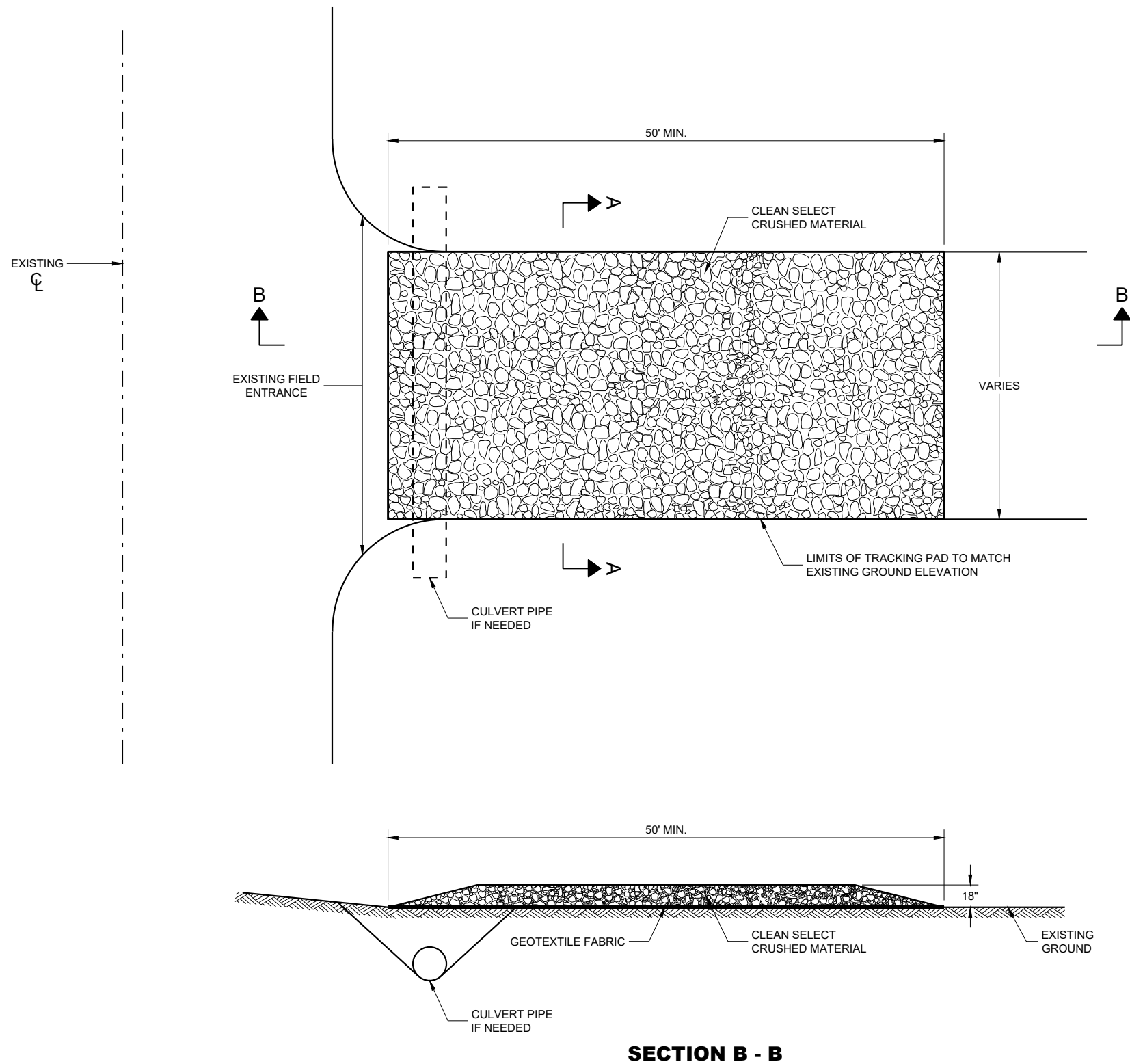
INLET PROTECTION, TYPE D

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02 /S/ Beth Connolly
DATE 185
FHWA CHIEF ROADWAY DEVELOPMENT ENGINEER



GENERAL NOTES

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

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

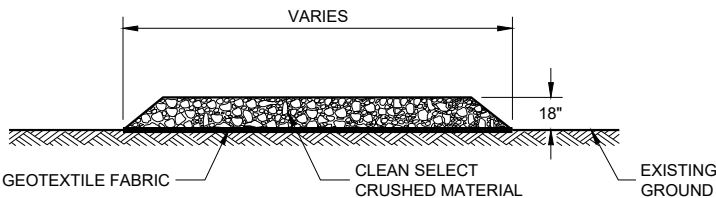
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

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

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

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



SECTION A - A

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/24/2011

DATE

FHWA

/S/ Jerry H. Zogg

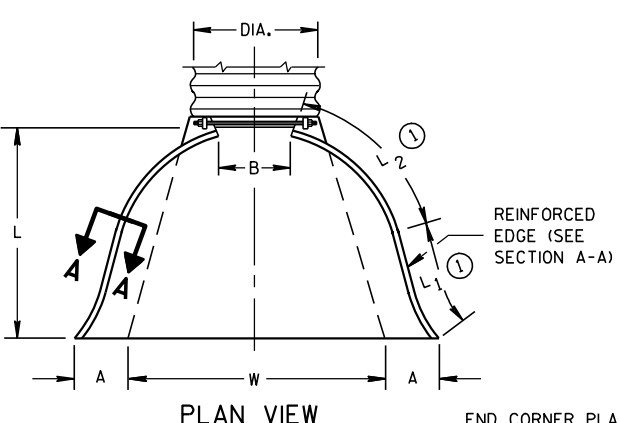
ROADWAY STANDARDS DEVE

ENGINEER

186

METAL APRON ENDWALLS												
PIPE DIA. (IN.)	MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE		BODY
	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")			
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1		1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1		1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1		1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1		1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1		1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1		1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1		2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1		2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1		3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1		3 Pc.
60	.109x	.105x	18	33	12	87	—	—	114	2 to 1		3 Pc.
66	.109x	.105x	18	36	12	87	—	—	120	2 to 1		3 Pc.
72	.109x	.105x	18	39	12	87	—	—	126	2 to 1		3 Pc.
78	.109x	.105x	18	42	12	87	—	—	132	1 1/2 to 1		3 Pc.
84	.109x	.105x	18	45	12	87	—	—	138	1 1/2 to 1		3 Pc.
90	.109x	.105x	18	37	12	87	—	—	144	1 1/2 to 1		3 Pc.
96	.109x	.105x	18	35	12	87	—	—	150	1 1/2 to 1		3 Pc.

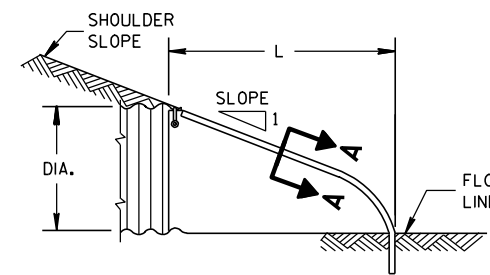
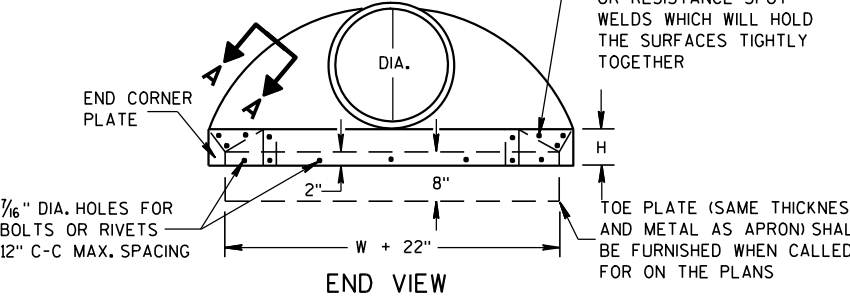
* EXCEPT CENTER PANEL
SEE GENERAL NOTES



REINFORCED
EDGE (SEE
SECTION A-A)

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

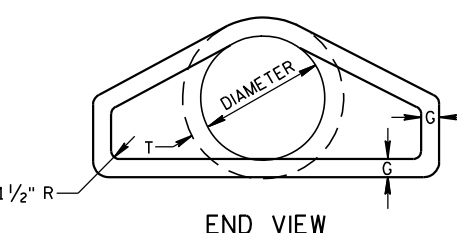
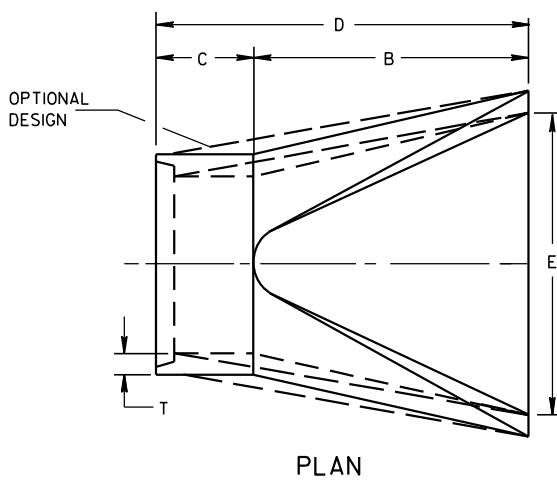
TOE PLATE (SAME THICKNESS
AND METAL AS APRON) SHALL
BE FURNISHED WHEN CALLED
FOR ON THE PLANS



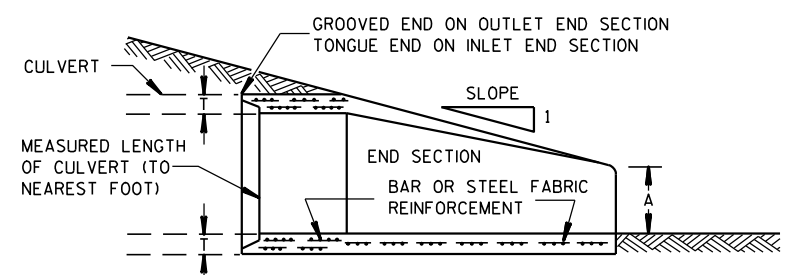
SIDE ELEVATION
METAL ENDWALLS

REINFORCED CONCRETE APRON ENDWALLS												
PIPE DIA. (IN.)	DIMENSIONS (Inches)							APPROX. SLOPE				
	T	A	B	C	D	E	G					
12	2	4	24	48 1/8	72 1/8	24	2	3 to 1				
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1				
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1				
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1				
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1				
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1				
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1				
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1				
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1				
48	5	24	72	26	98	84	5	3 to 1				
54	5 1/2	27	65	33 1/4-35	98 1/4-100	90	5 1/2	2 1/2 to 1				
60	6	30-35	60	39	99	96	5	2 to 1				
66	6 1/2	24-30	72-78	21-27	99	102	5 1/2	2 to 1				
72	7	24-36	78	21	99	108	6	2 to 1				
78	7 1/2	24-36	78	21	99	114	6 1/2	2 to 1				
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1				
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1				

* MINIMUM
** MAXIMUM

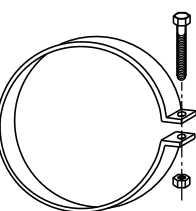


END VIEW

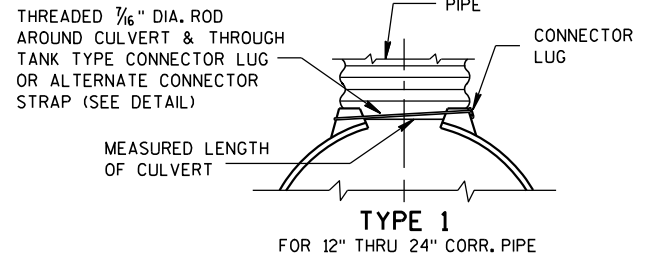


LONGITUDINAL SECTION
CONCRETE ENDWALLS

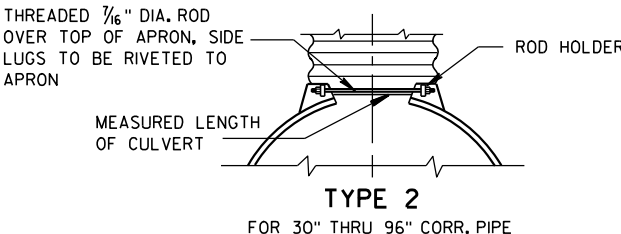
1" WIDE, 12 GA. (0.109"
THICK) GALVANIZED STRAP
WITH STANDARD 6" X 1/2"
BAND BOLT AND NUT



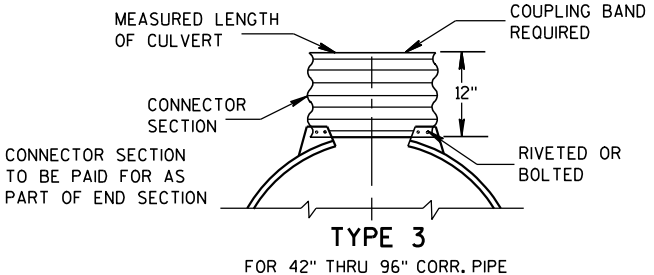
ALTERNATE FOR TYPE 1 CONNECTION
END SECTION CONNECTOR STRAP



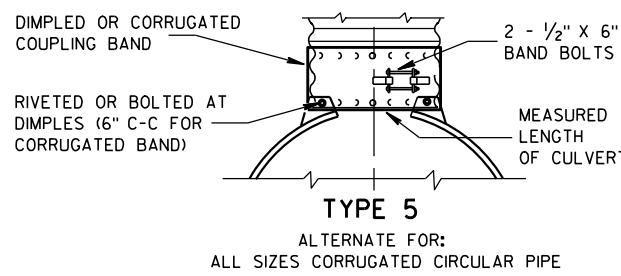
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



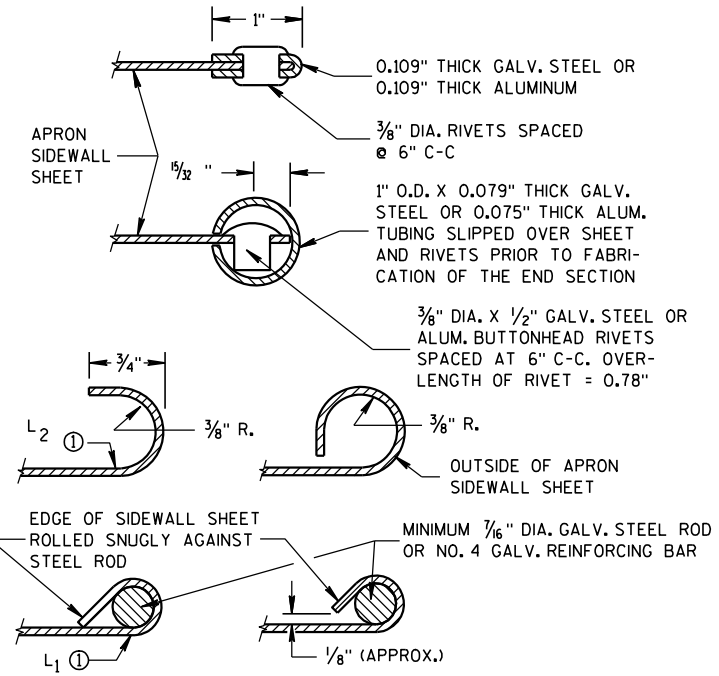
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL,
AND CORRUGATED BAND FITS INSIDE ENDWALL.
DIMPLED BAND MAY BE USED WITH HELICALLY
CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE
ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5
AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL
CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO
CIRCUMFERENTIAL CORRUGATIONS AT EACH END
USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

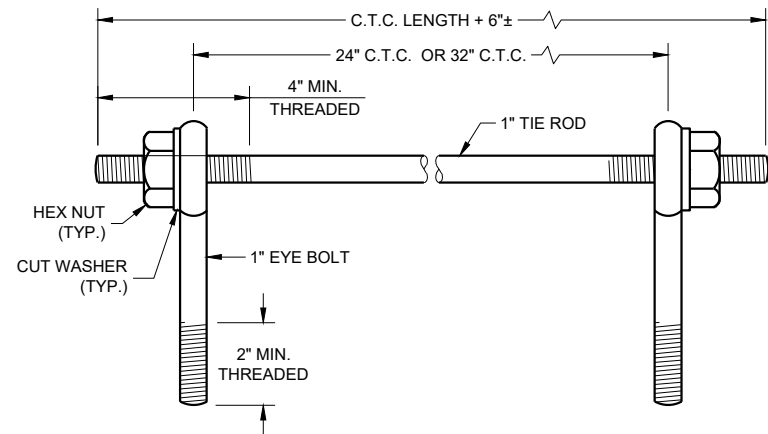
WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

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

APRON ENDWALLS FOR CULVERT PIPE

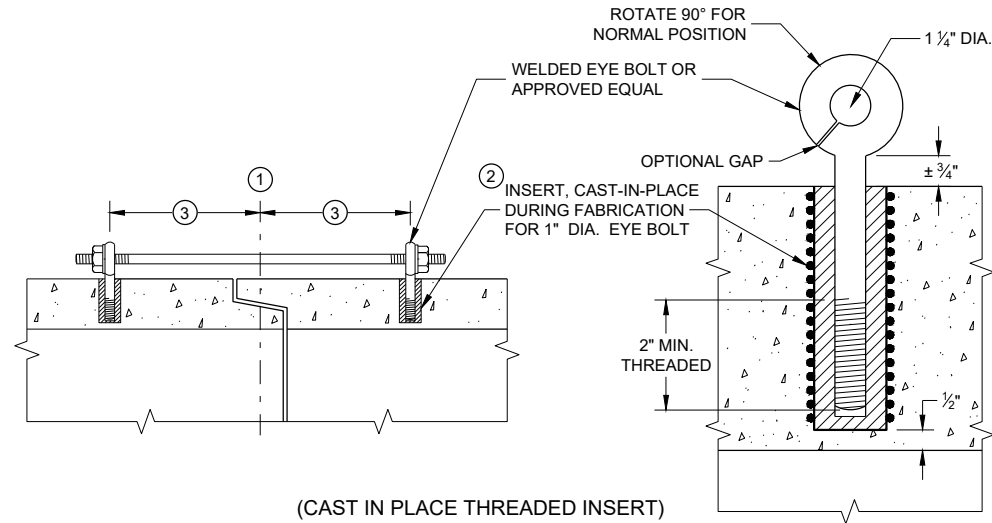
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94
DATE
/S/ Rory L. Rhin...
CHIEF ROADWAY DEVELOP 187
NEER
FHWA



EYE BOLTS AND TIE ROD

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



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

GENERAL NOTES

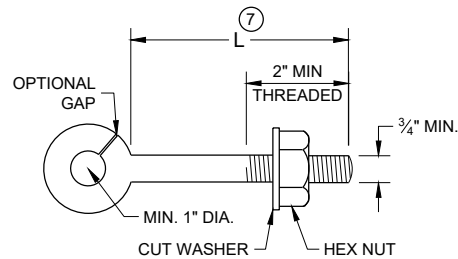
DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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.

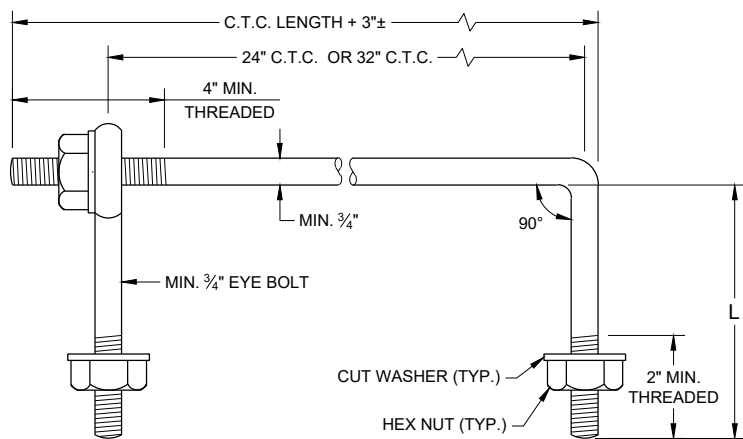
JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

- 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.

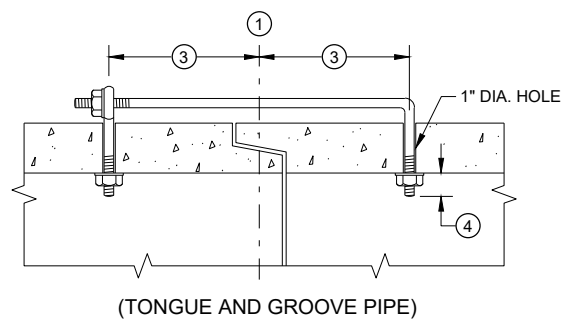


EYE BOLT

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



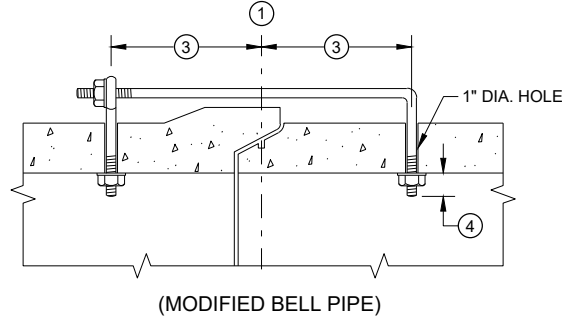
EYE BOLT AND TIE ROD



LONGITUDINAL SECTION

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

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

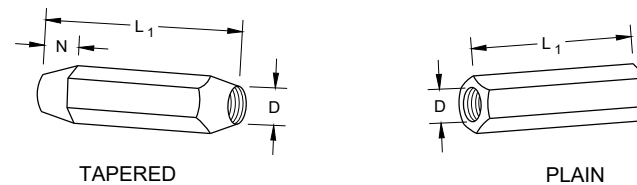


(MODIFIED BELL PIPE)

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

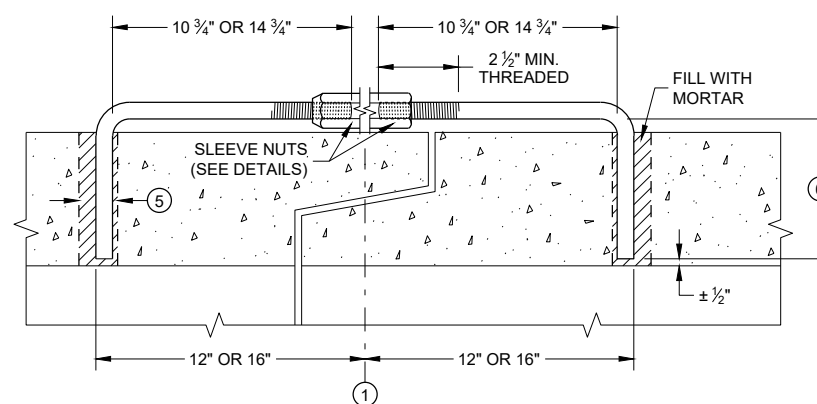
DIMENSIONS SHOWN ARE IN INCHES



TAPERED

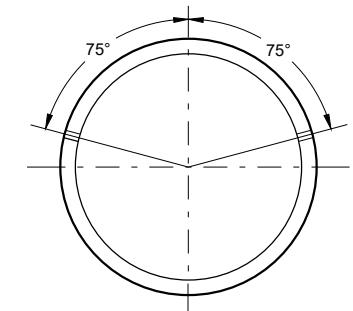
PLAIN

RIGHT AND LEFT THREADS
SLEEVE NUTS



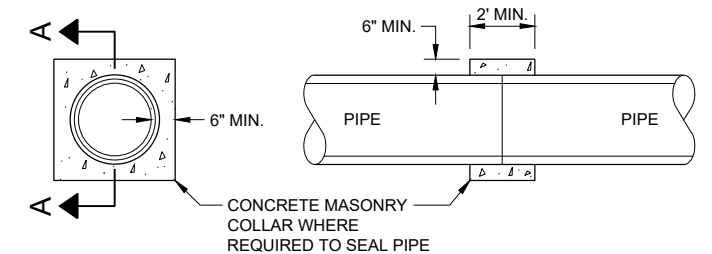
LONGITUDINAL SECTION

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

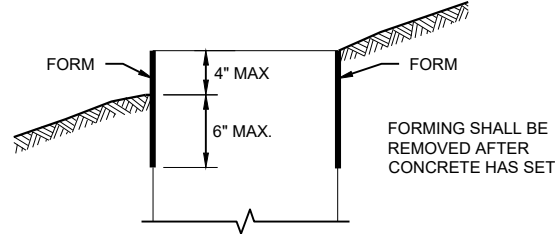
CONCRETE COLLAR DETAIL

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
FHWA 188

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



FORMING DETAIL

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

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

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

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

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

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

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

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

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

GENERAL NOTES

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

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

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

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

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

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

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

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

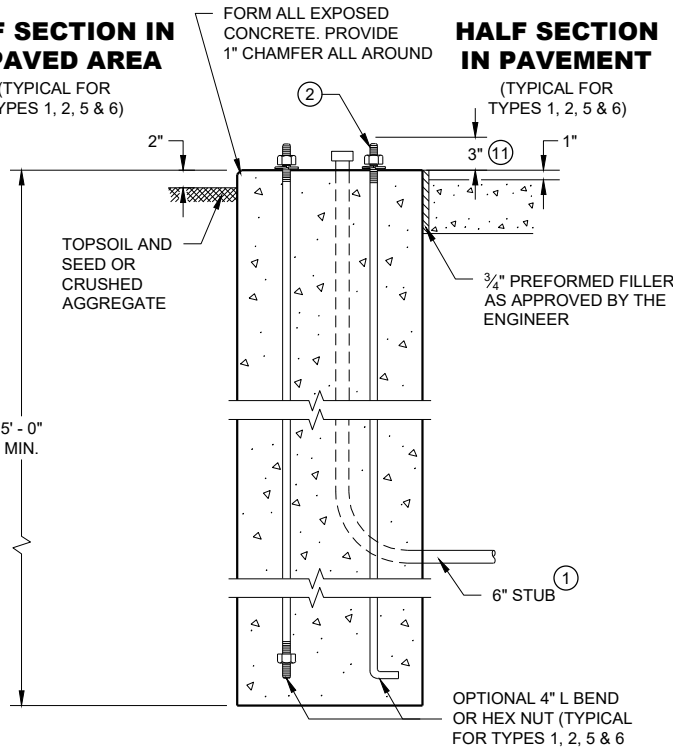
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

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

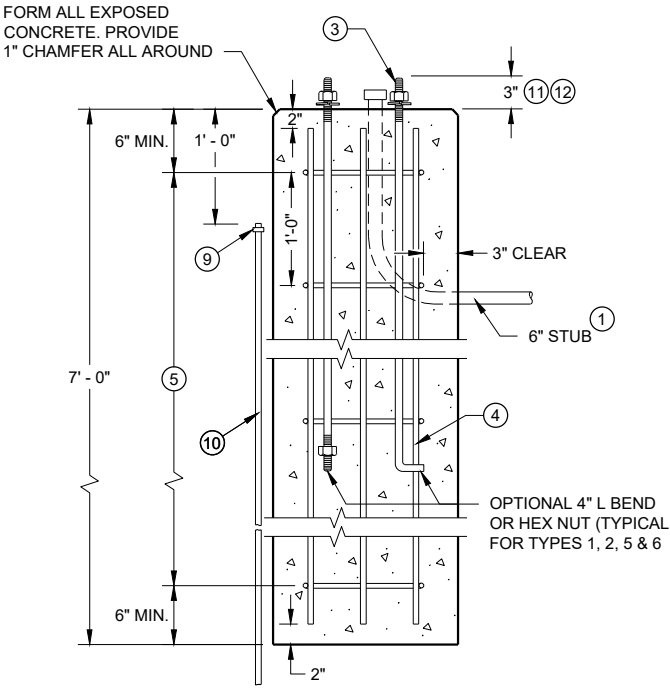
- 1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN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

HALF SECTION IN UNPAVED AREA



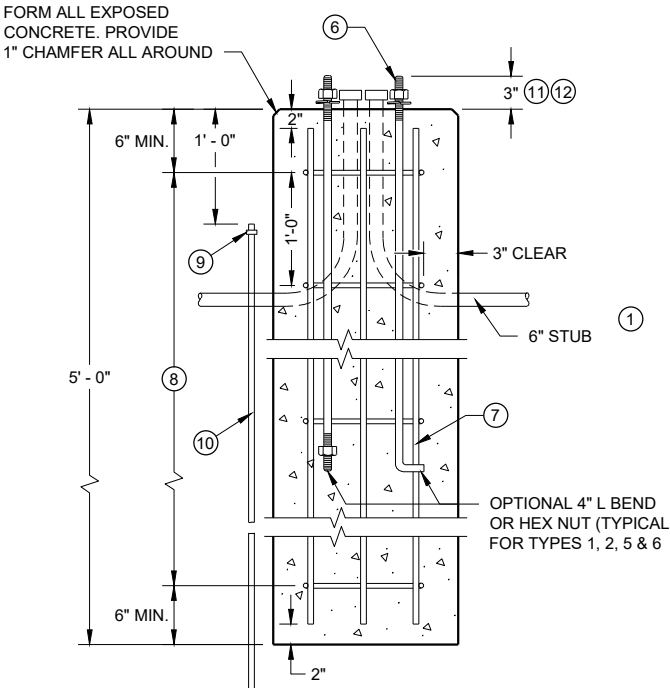
TYPE 1

HALF SECTION IN PAVEMENT



TYPE 2

CONCRETE BASES



TYPE 5 & 6

GENERAL NOTES

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

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

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

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

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

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

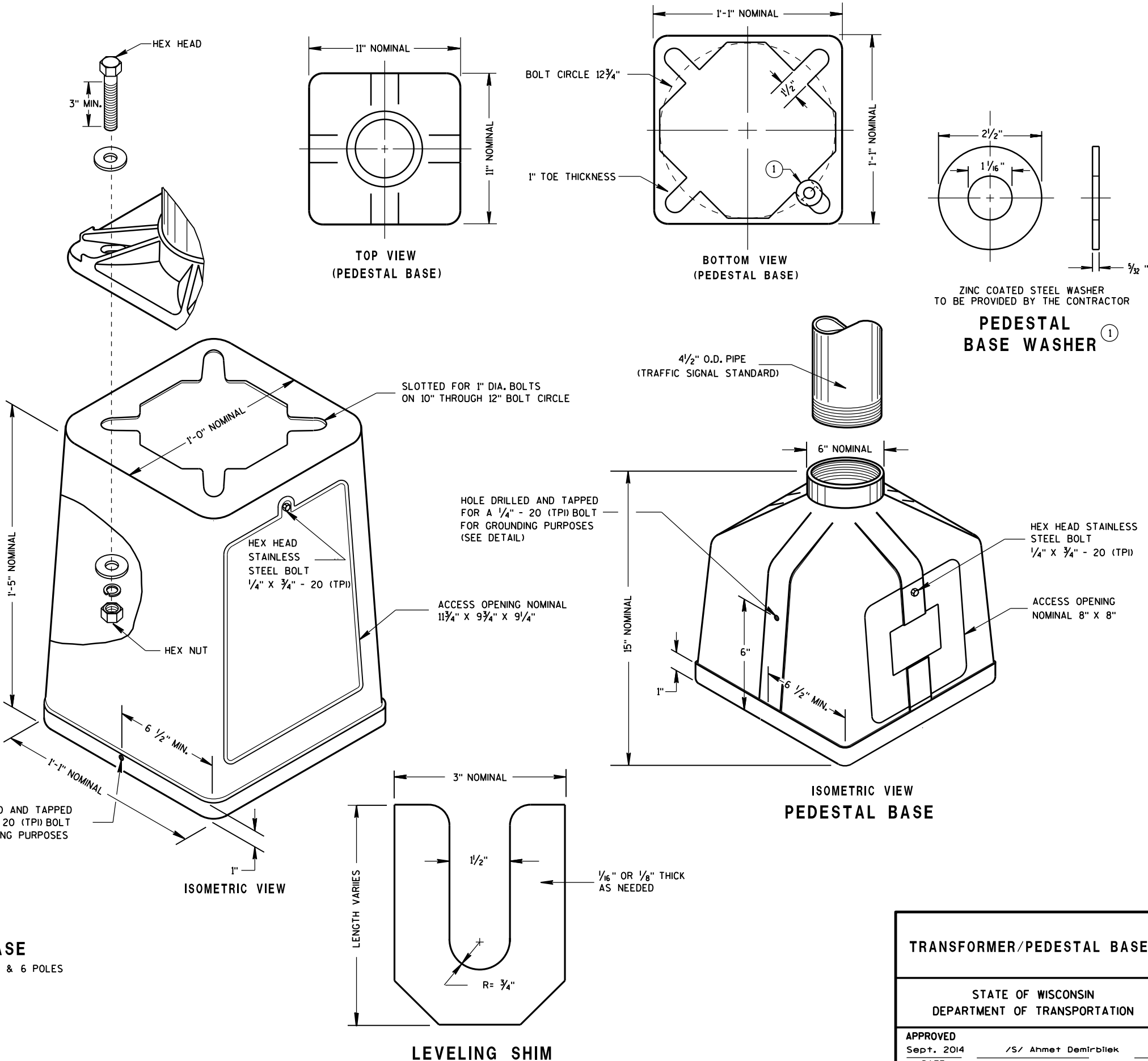
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

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

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

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

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



6

6

S.D.D. 9 C 3-4

S.D.D. 9 C 3-4

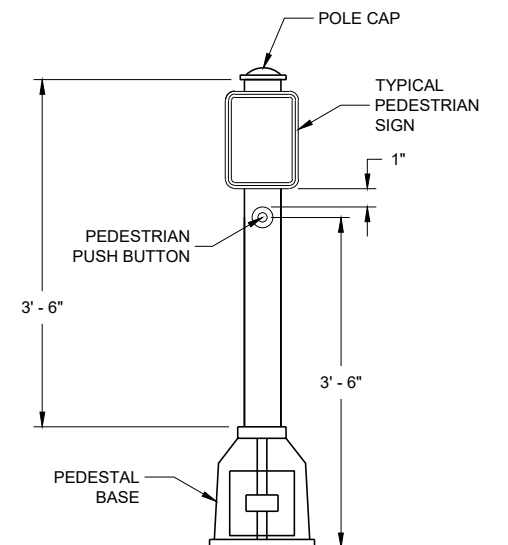
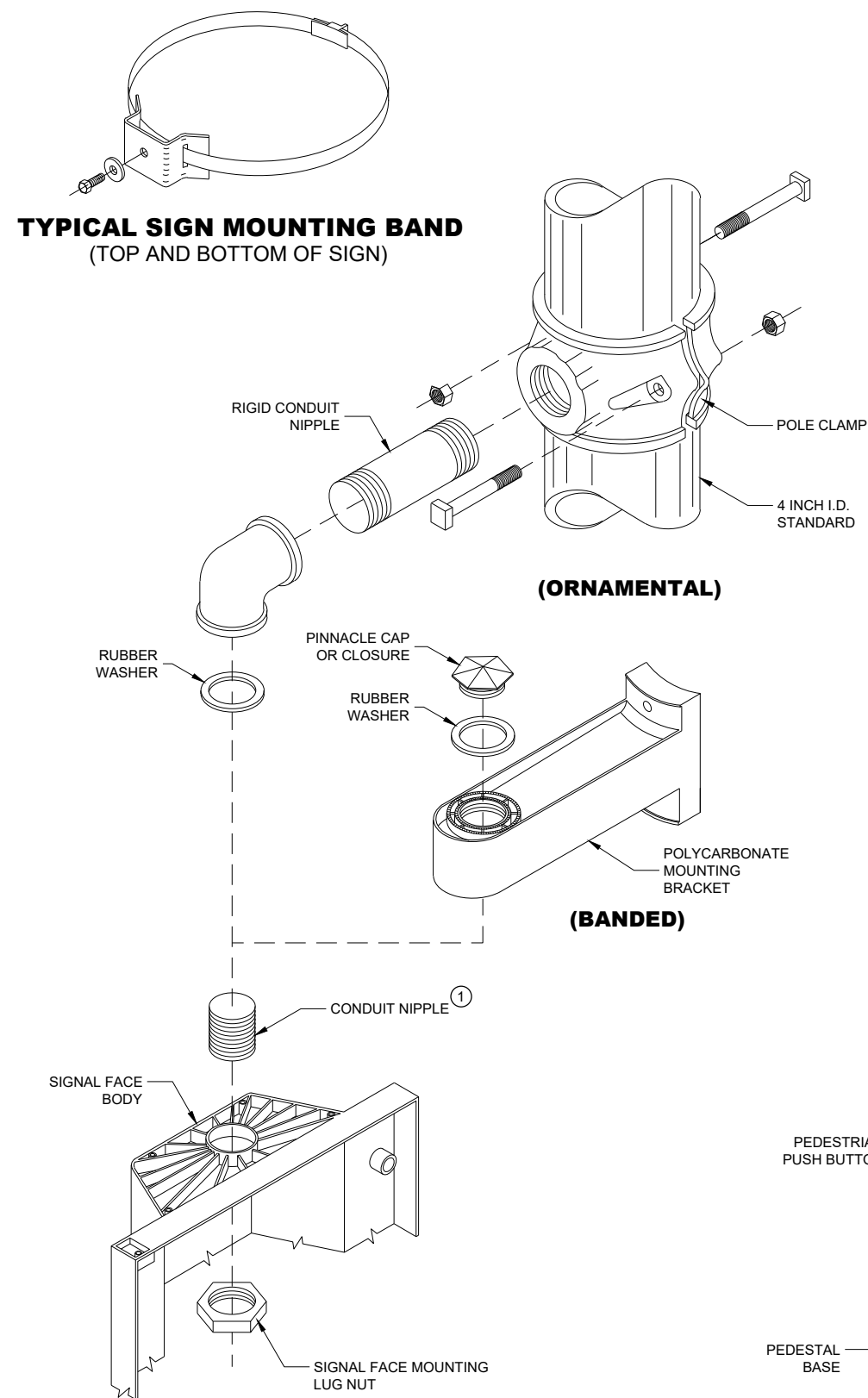
TYPICAL MECHANICAL CONNECTOR LUG TO BE FURNISHED WITH EACH BASE

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

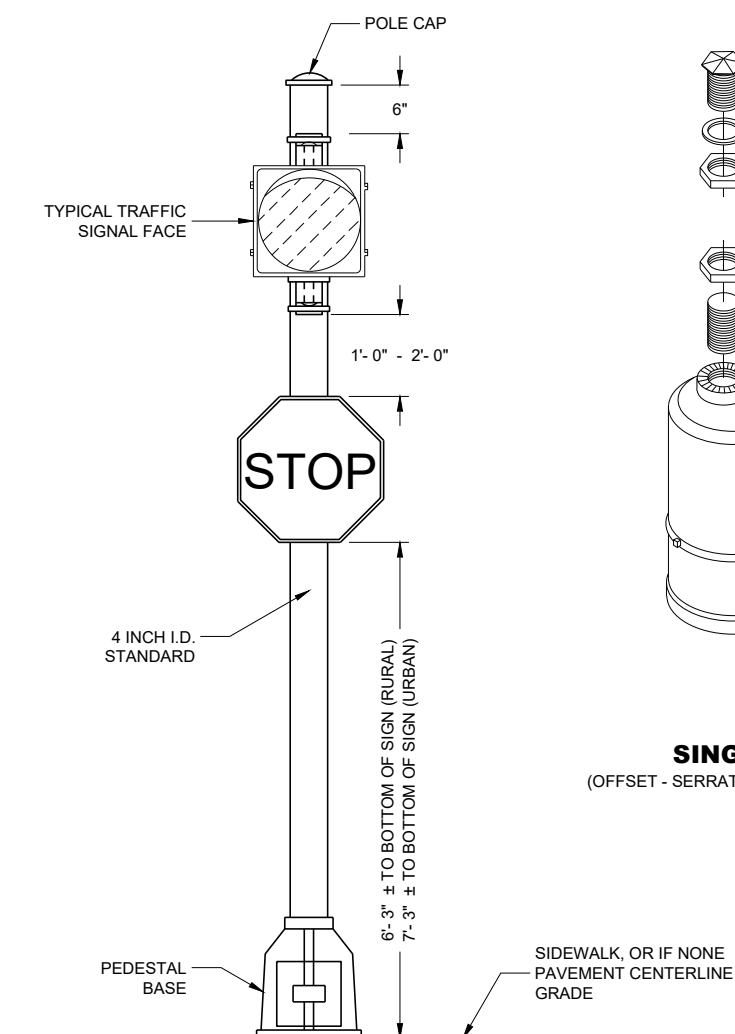
TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED Sept. 2014 DATE /S/ Ahmet Demirbilek STATE ELECTRICAL 190 FHWA



**PEDESTRIAN PUSH BUTTON
TYPICAL MOUNTING**



STANDARD FLASHER
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS, UNLESS APPROVED BY THE ENGINEER IN THE FIELD.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

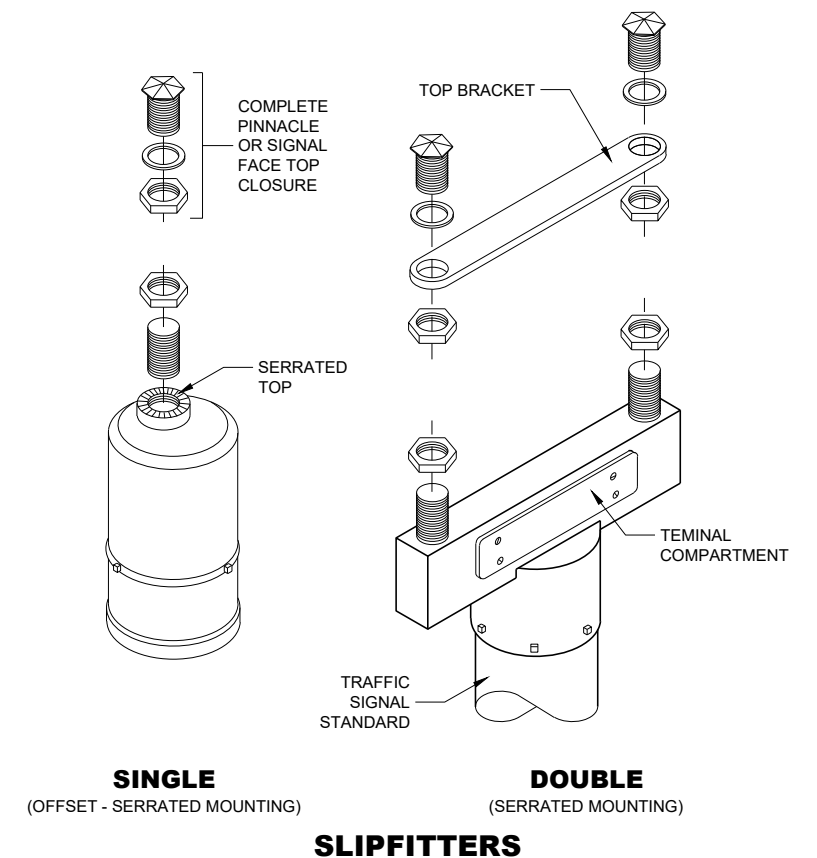
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE REGION TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ½" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

- ① USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACES AND BRACKET ENDS.

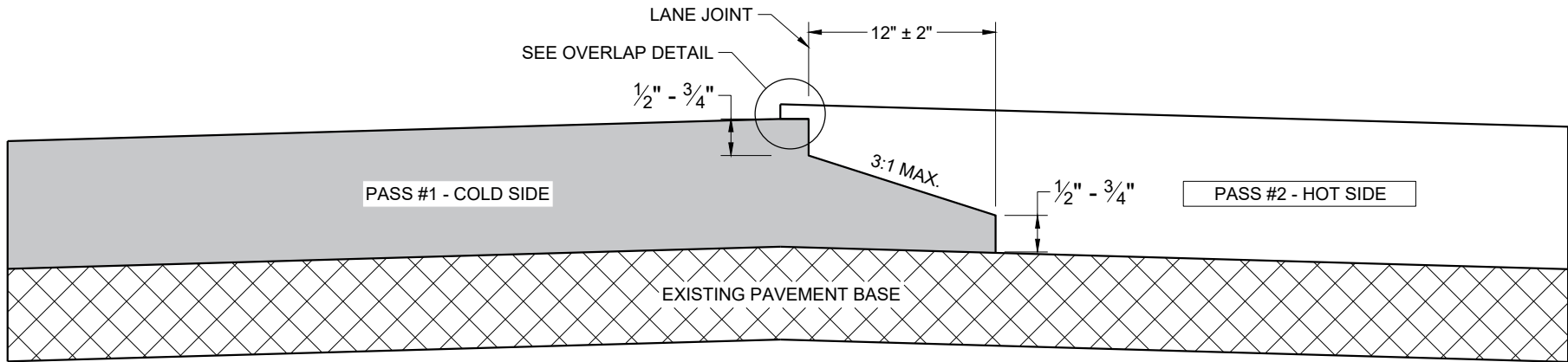


SLIPFITTERS

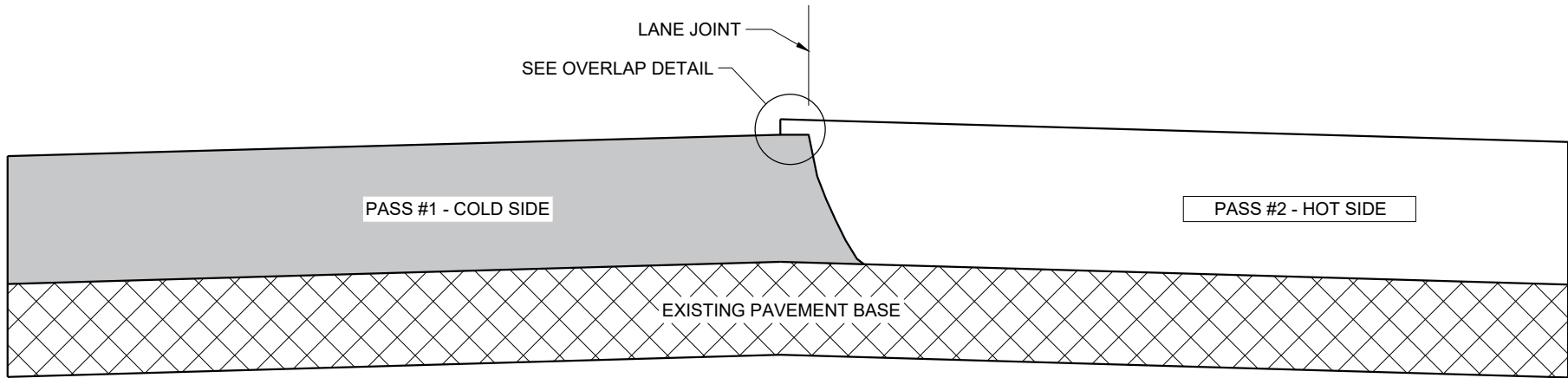
TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

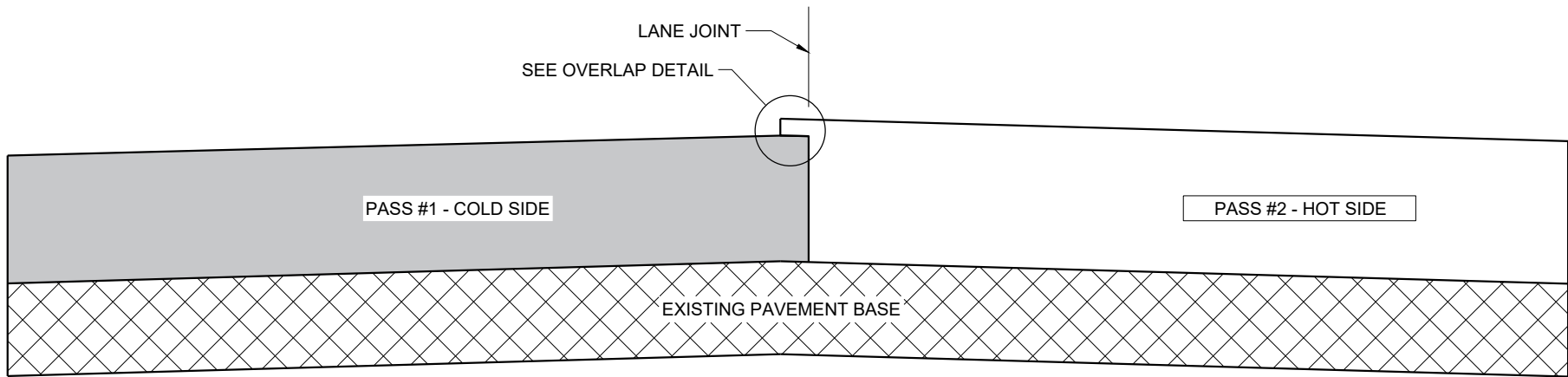
APPROVED
November 2018 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL ENGI 191
FHWA



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

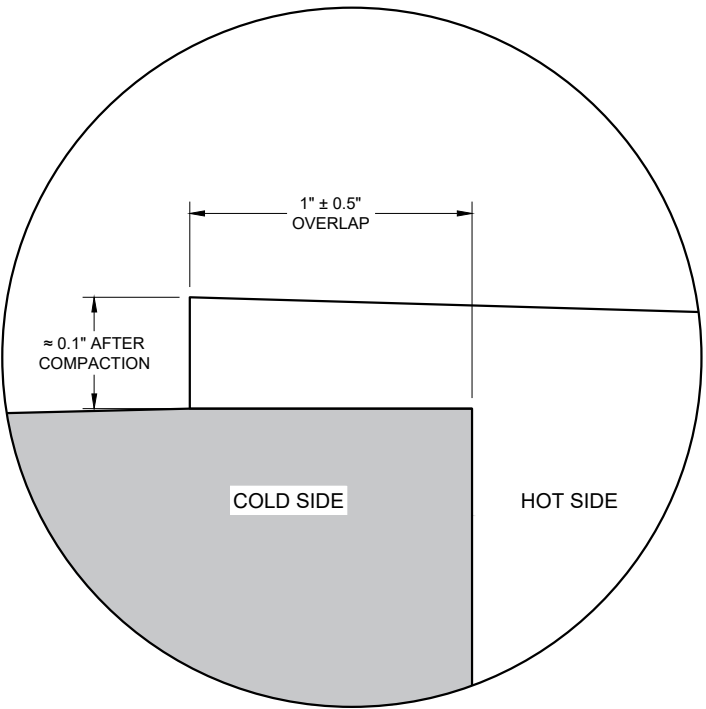
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



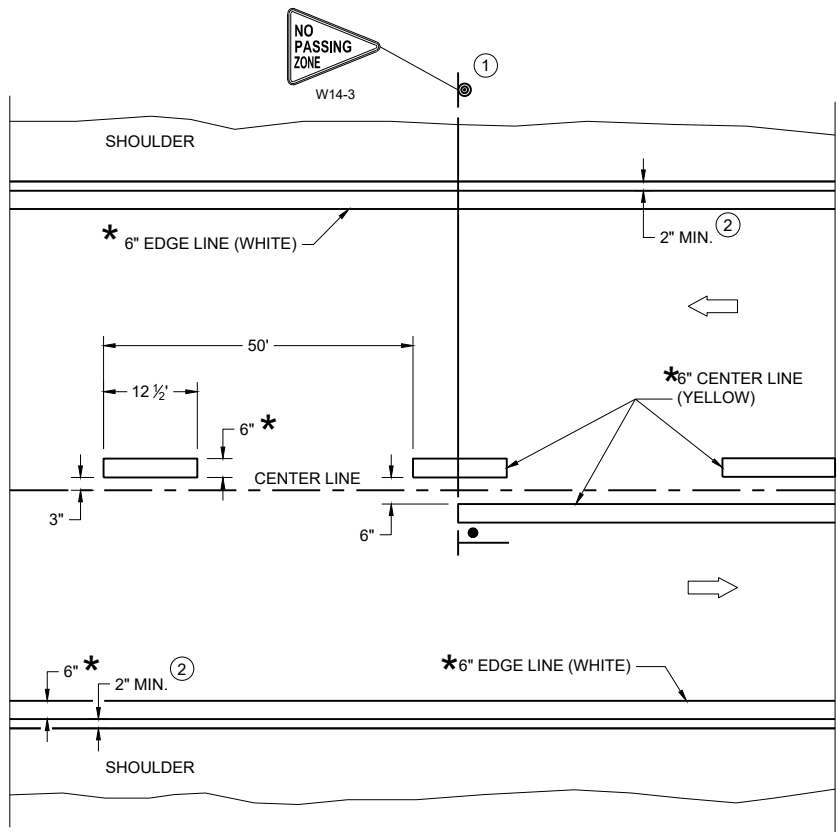
OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

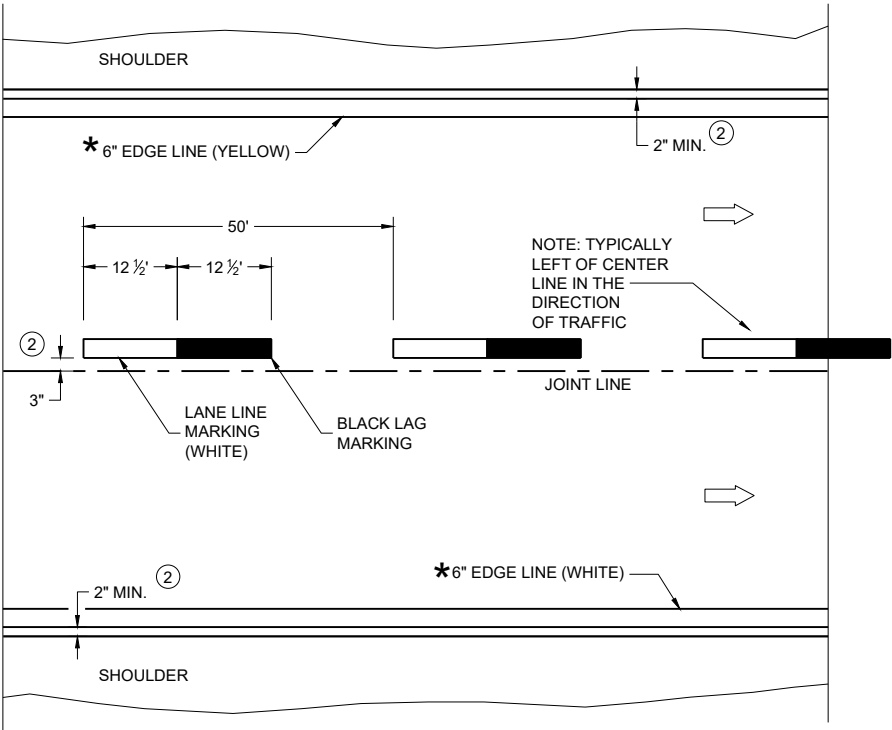
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGIN 192

FHWA



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

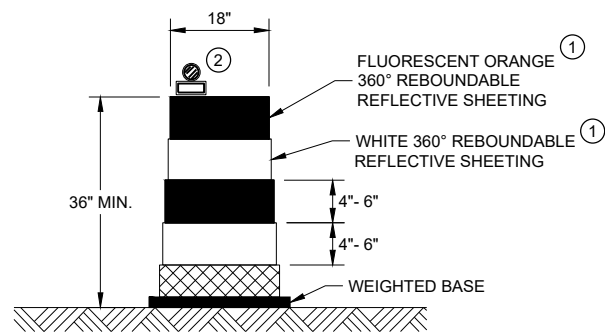
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

- 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

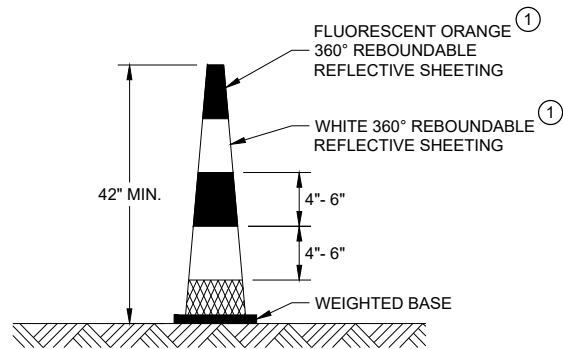
- "T" MARKING
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC

PERMANENT LONGITUDINAL PAVEMENT MARKINGS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED December 2024 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA 193	



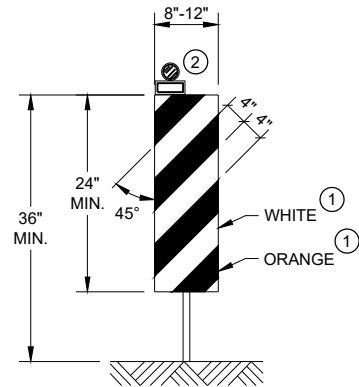
DRUM

BALLAST WIDTHS
RANGE FROM 24"-36"



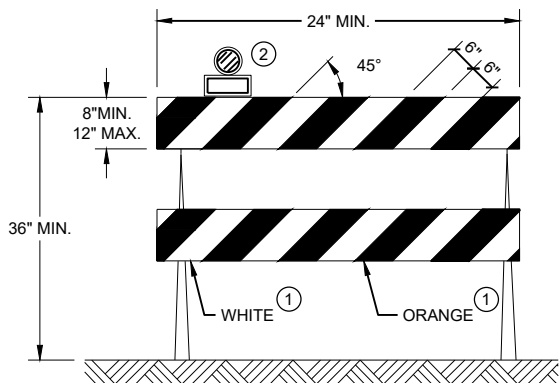
42" CONE

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



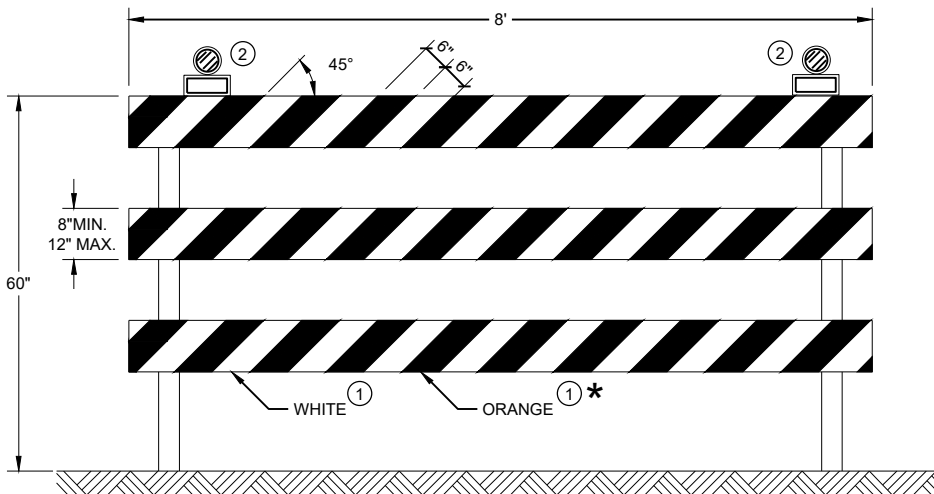
VERTICAL PANEL

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.

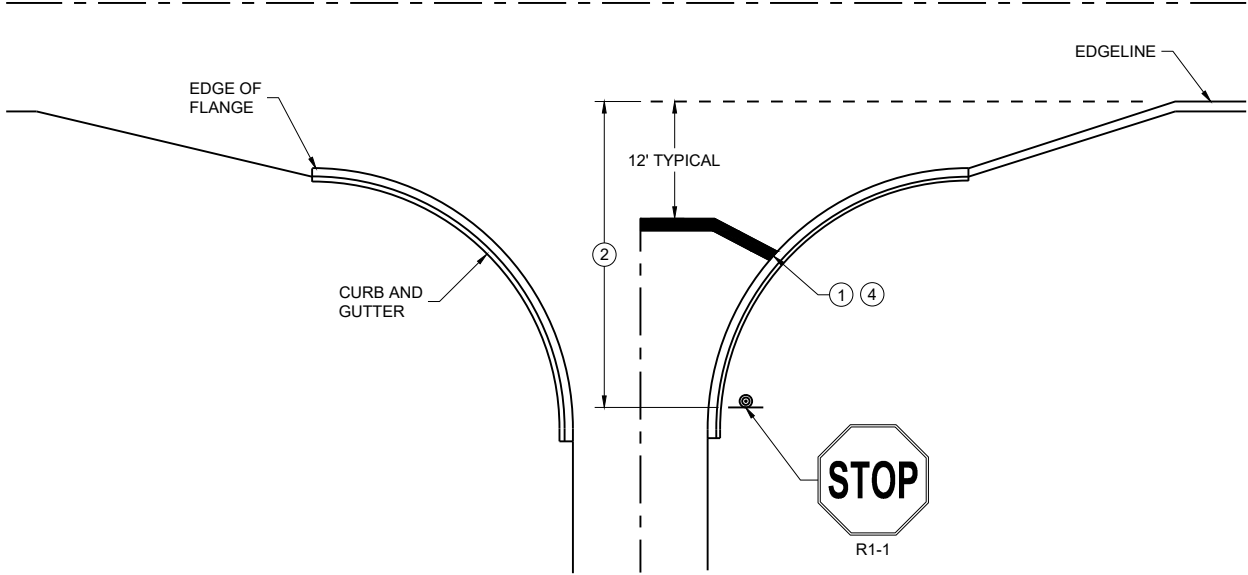
GENERAL NOTES

- 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.

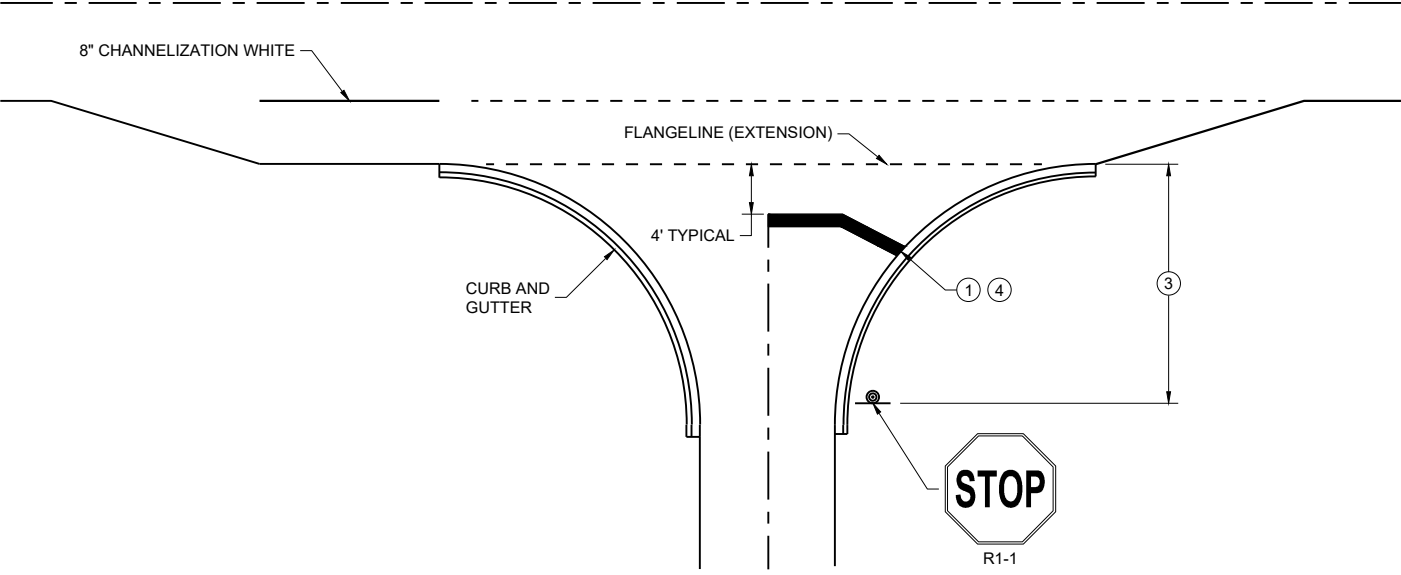
**CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

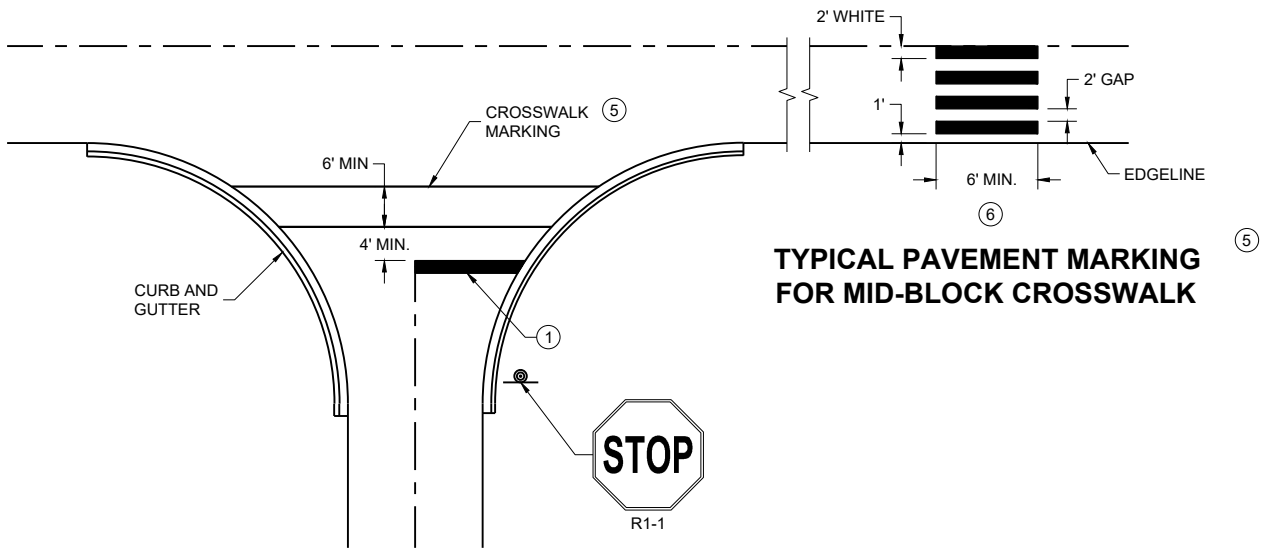
APPROVED
November 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 194
FHWA



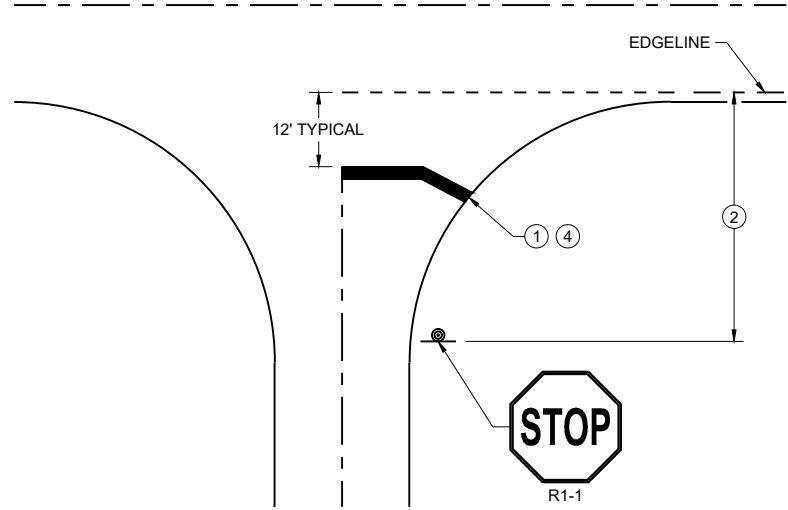
TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER



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



TYPICAL STOP LINE PAVEMENT MARKING FOR
SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING
WITHOUT CURB AND GUTTER

GENERAL NOTES

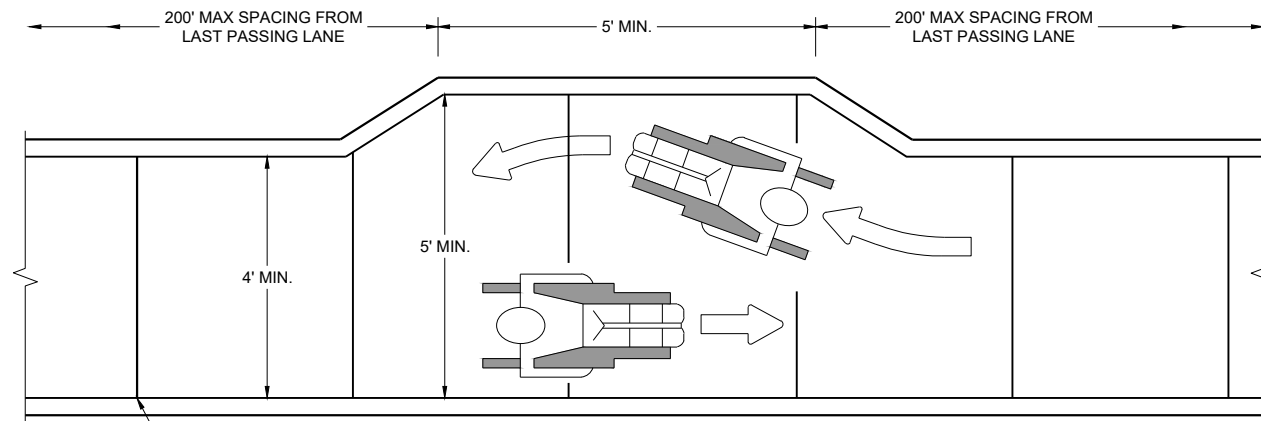
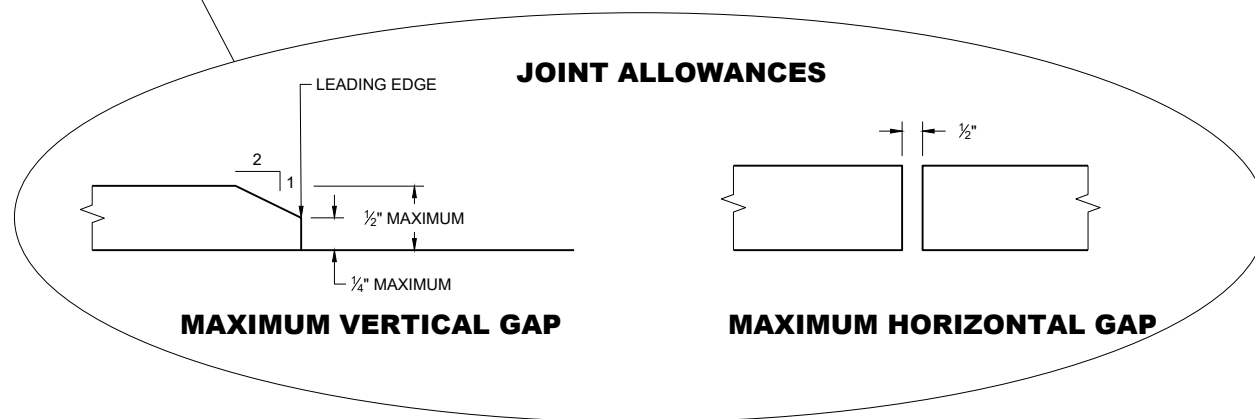
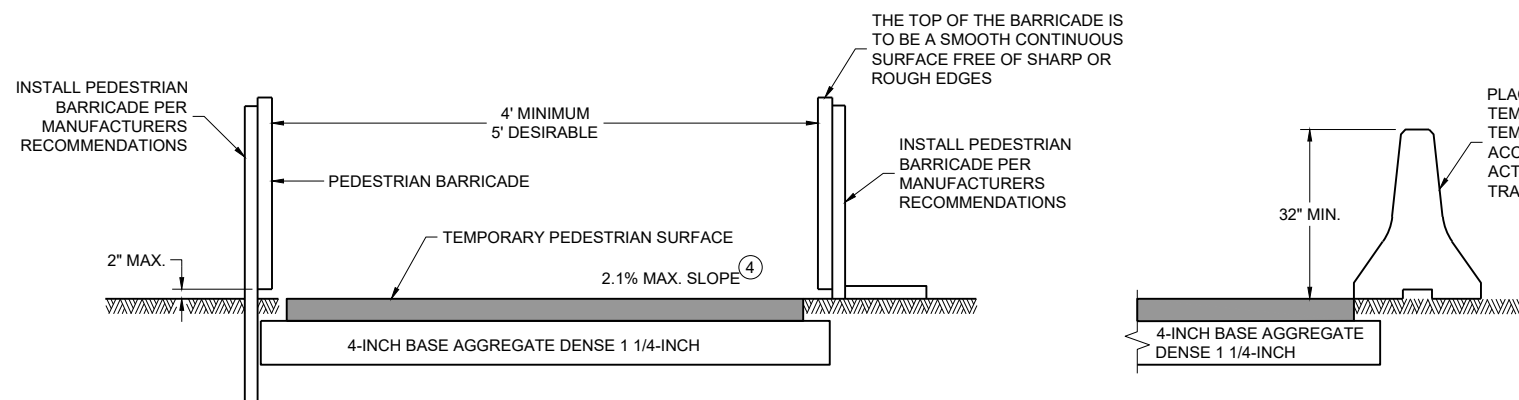
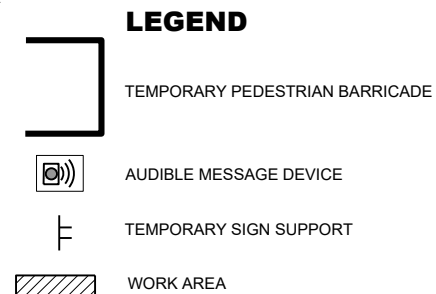
STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

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

STOP LINE AND CROSSWALK
PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

**NARROW SIDEWALK PASSING DETAIL****MAXIMUM VERTICAL GAP****MAXIMUM HORIZONTAL GAP****TEMPORARY PEDESTRIAN ACCESS****LEGEND**

TEMPORARY PEDESTRIAN BARRICADE

AUDIBLE MESSAGE DEVICE

TEMPORARY SIGN SUPPORT

WORK AREA

GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

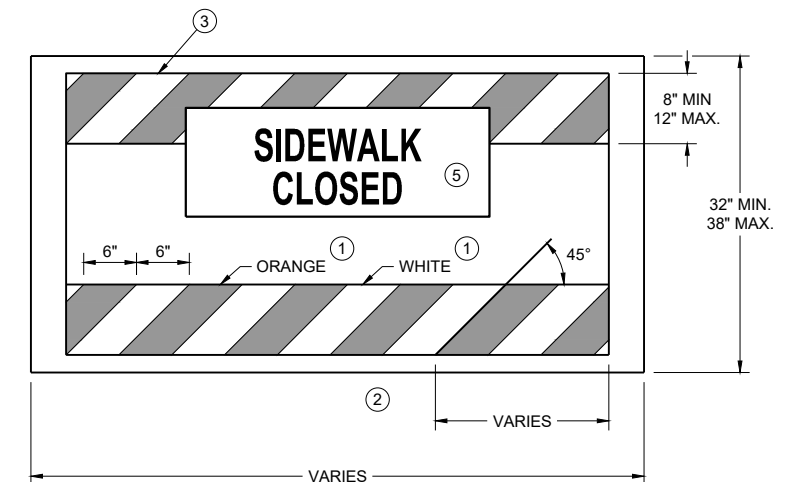
② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

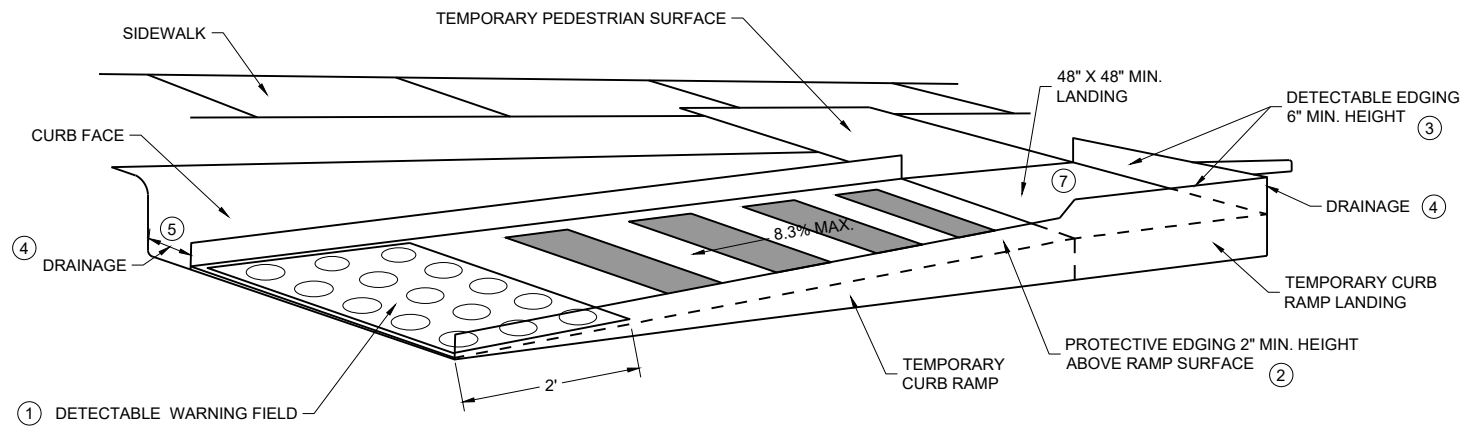
③ PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

★ USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

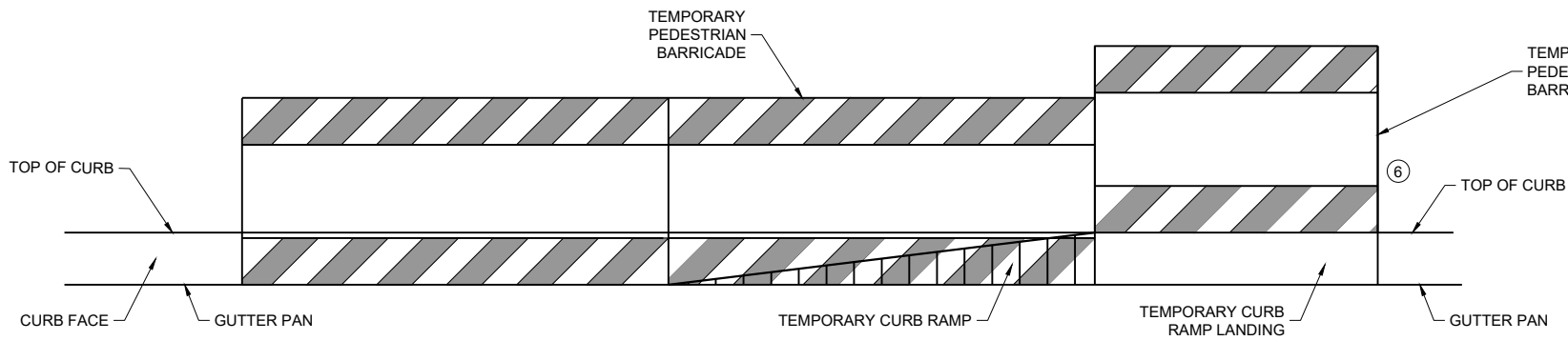
④ WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

⑤ WHERE SIGNS FOR TEMPORARY PEDESTRIAN ACCOMMODATIONS ARE SHOWN BEING PLACED BEHIND TEMPORARY PEDESTRIAN BARRICADE, THE SIGNS MAY BE MOUNTED ON THE TEMPORARY PEDESTRIAN BARRICADE INSTEAD. A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE SHALL BE USED IF MOUNTED ON THE BARRICADE. THE TOP OF THE SIGN SHALL BE MOUNTED BELOW THE TOP OF THE BARRICADE TO ALLOW A CONTINUOUS HAND-TRAILING EDGE.

**TEMPORARY PEDESTRIAN BARRICADE *****TEMPORARY PEDESTRIAN FLAGGING****TRAFFIC CONTROL,
PEDESTRIAN
ACCOMMODATION**STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

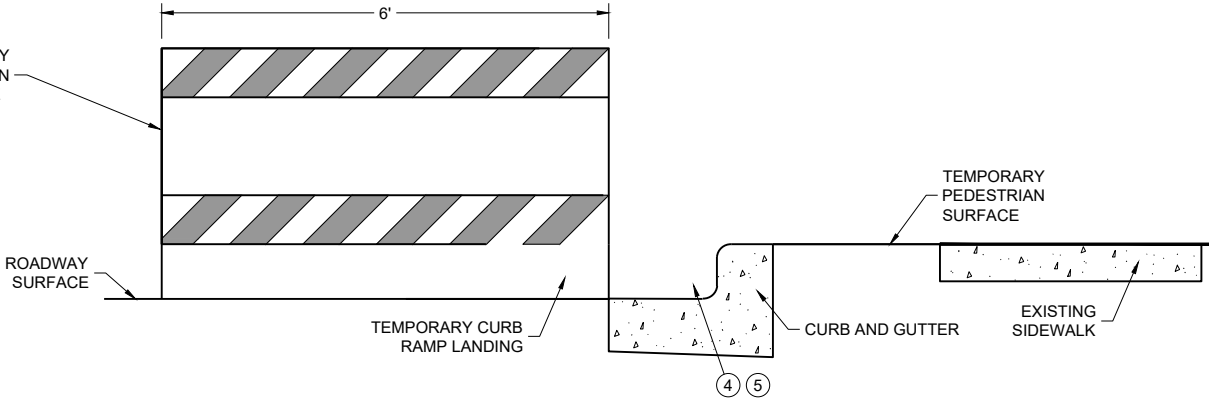


PERSPECTIVE VIEW



FRONT VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB



SIDE VIEW

GENERAL NOTES

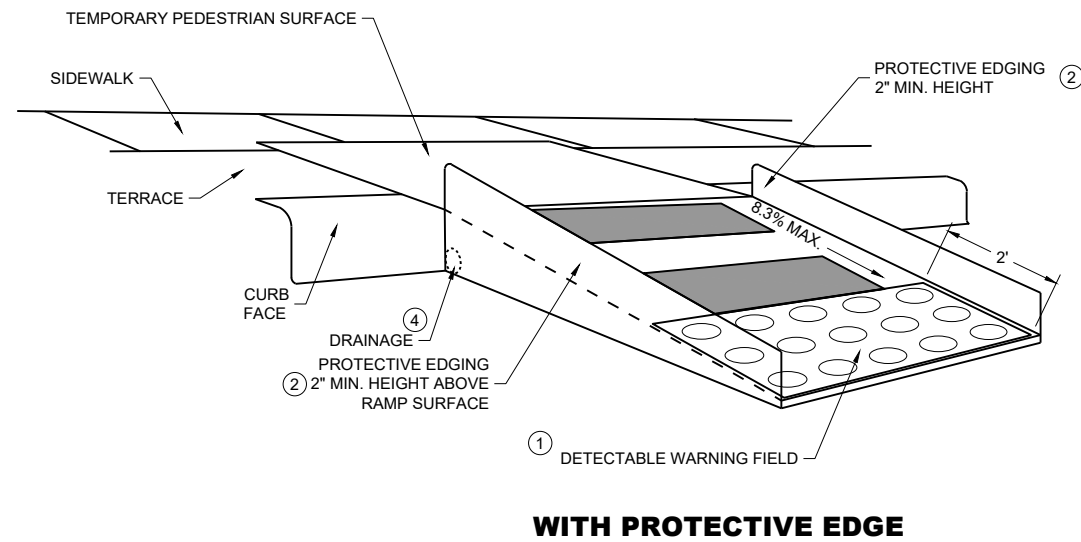
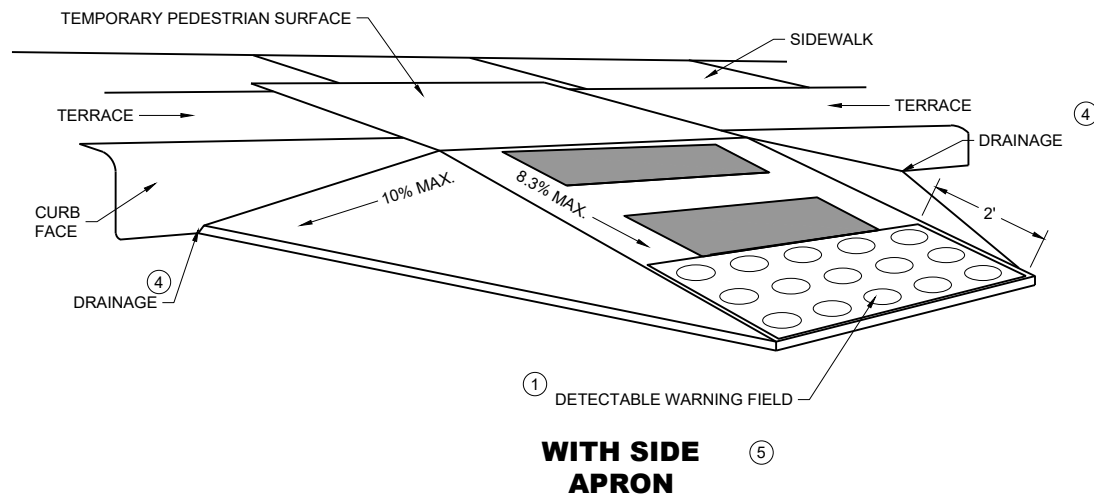
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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.



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".

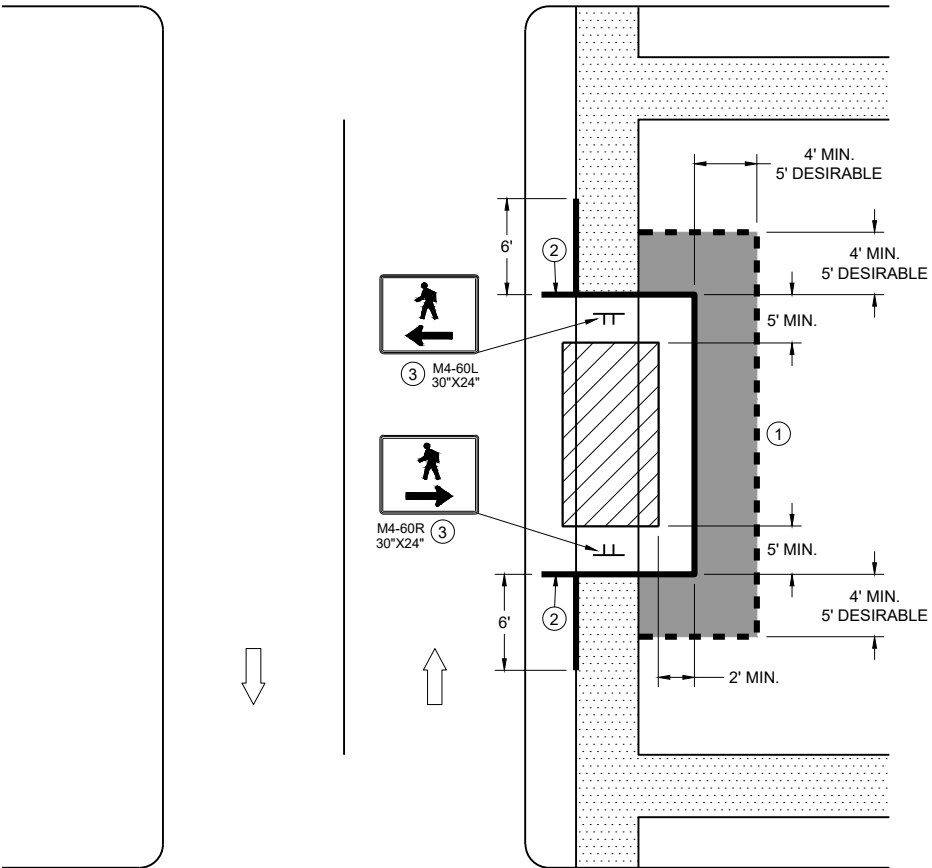
- (1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS
- (2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%).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

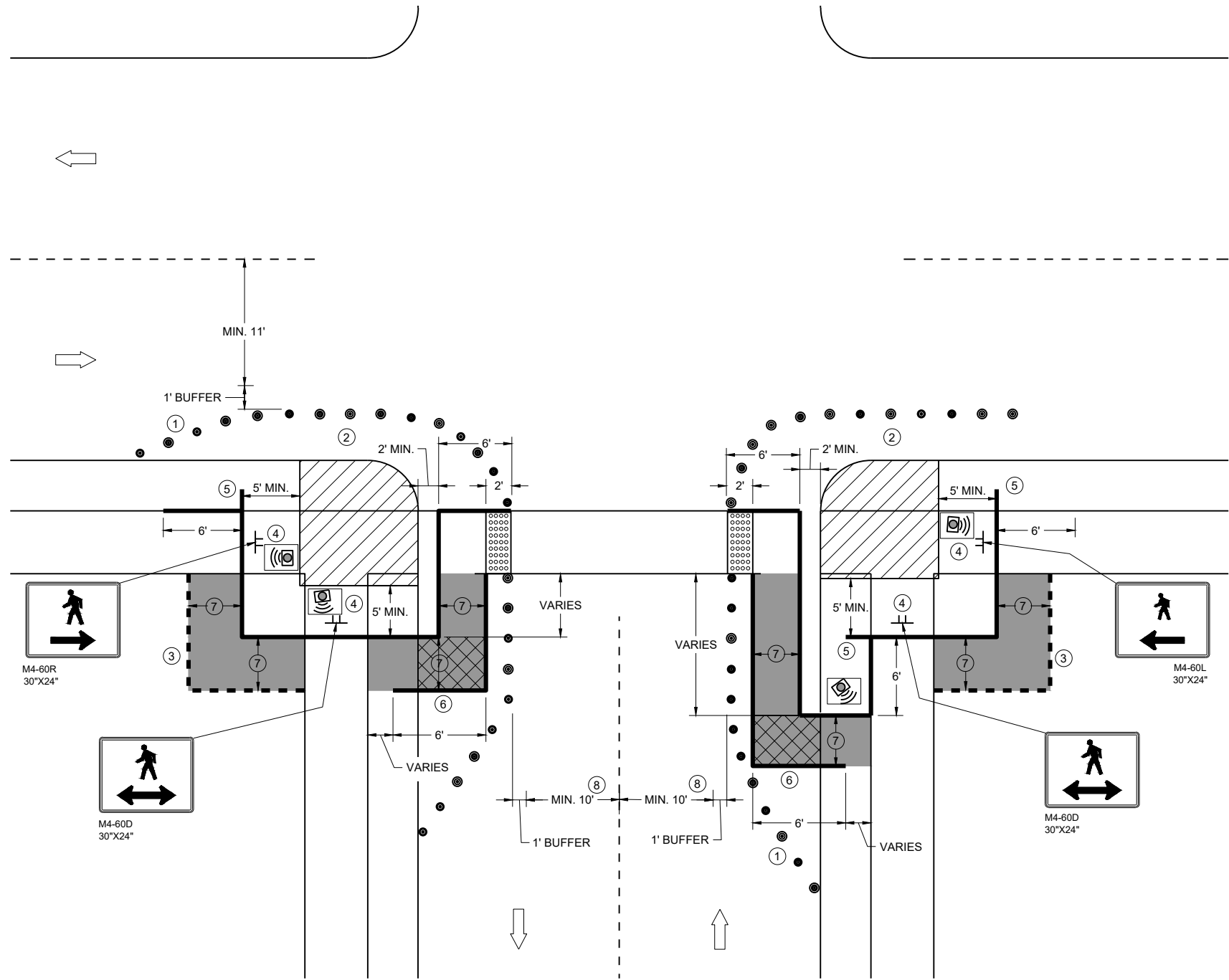
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

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



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

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.

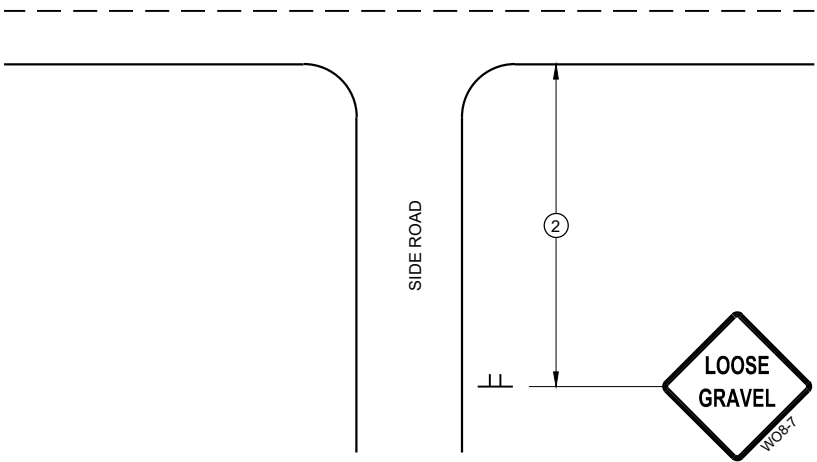
ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

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.

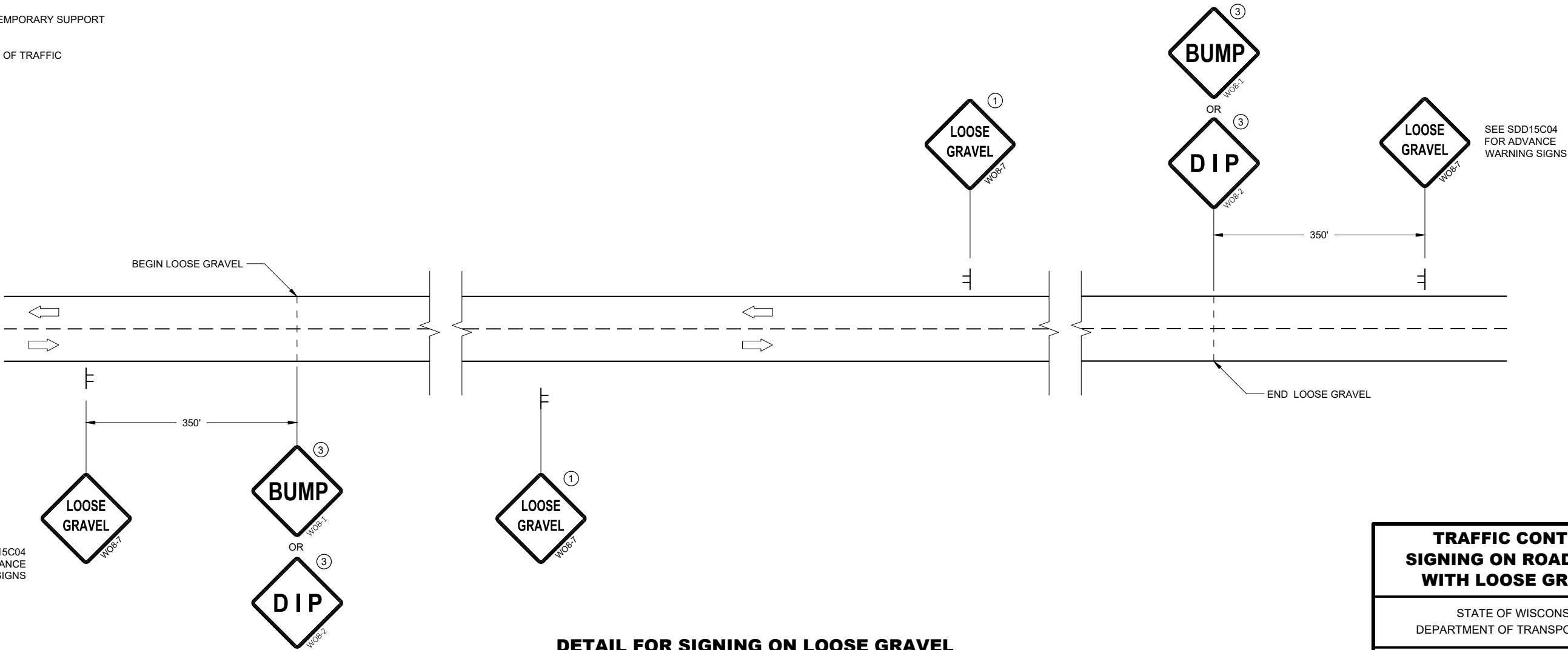
- 1 PLACE SIGNS 350' IN ADVANCE OF CHIP SEALED OR LOOSE GRAVEL SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- 2 PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.
- 3 ADD WO8-1 OR WO8-2 SIGN WHEN THE CONDITION IS PRESENT.

LEGEND

-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH
SIGN DETAIL



DETAIL FOR SIGNING ON LOOSE GRAVEL
OR CHIP SEALED SURFACES

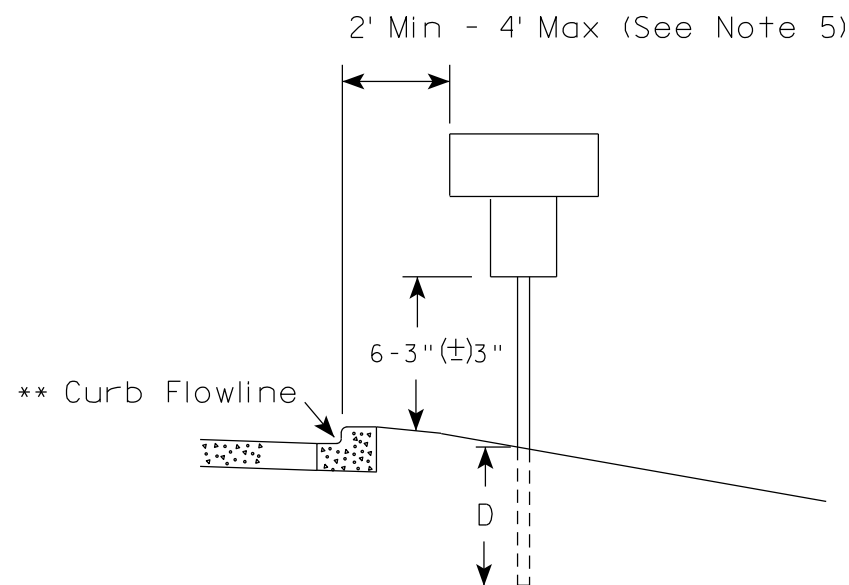
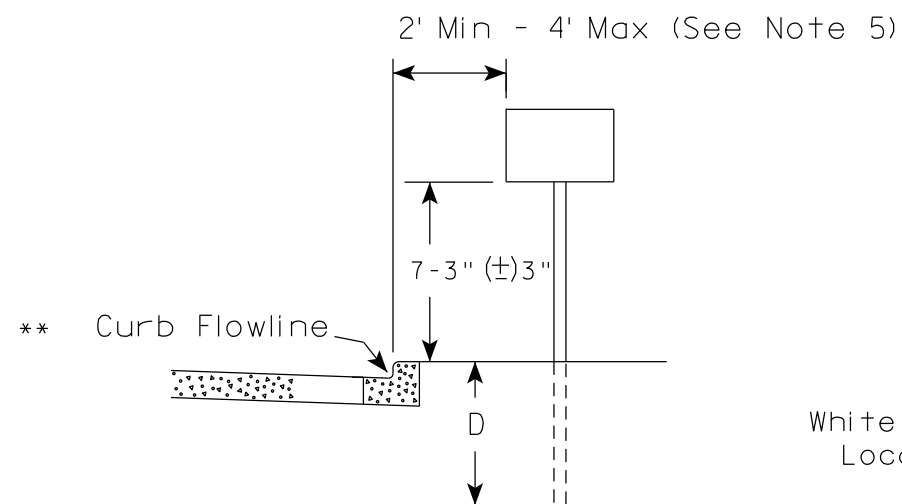
TRAFFIC CONTROL
SIGNING ON ROADWAYS
WITH LOOSE GRAVEL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 201

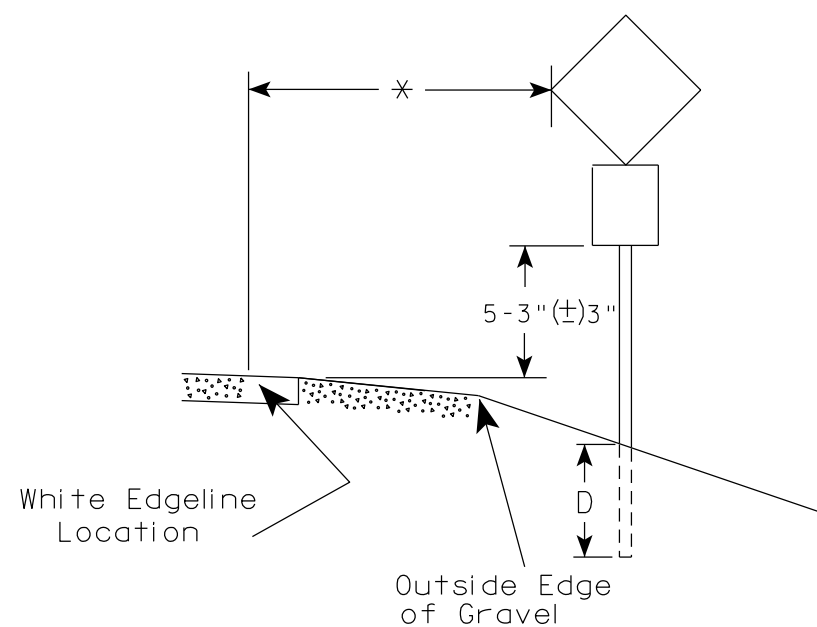
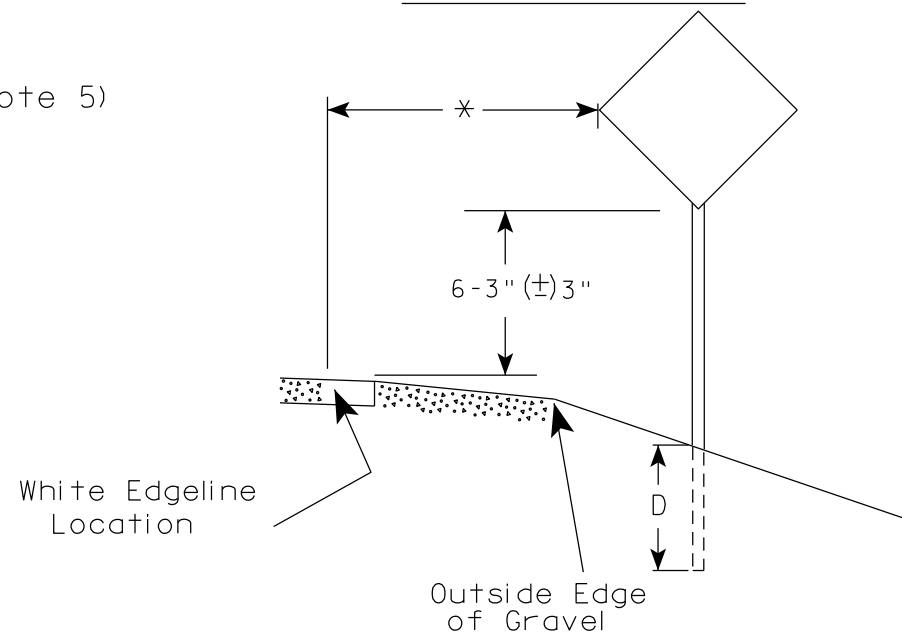
FHWA

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.

POST EMBEDMENT DEPTH

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

GENERAL NOTES

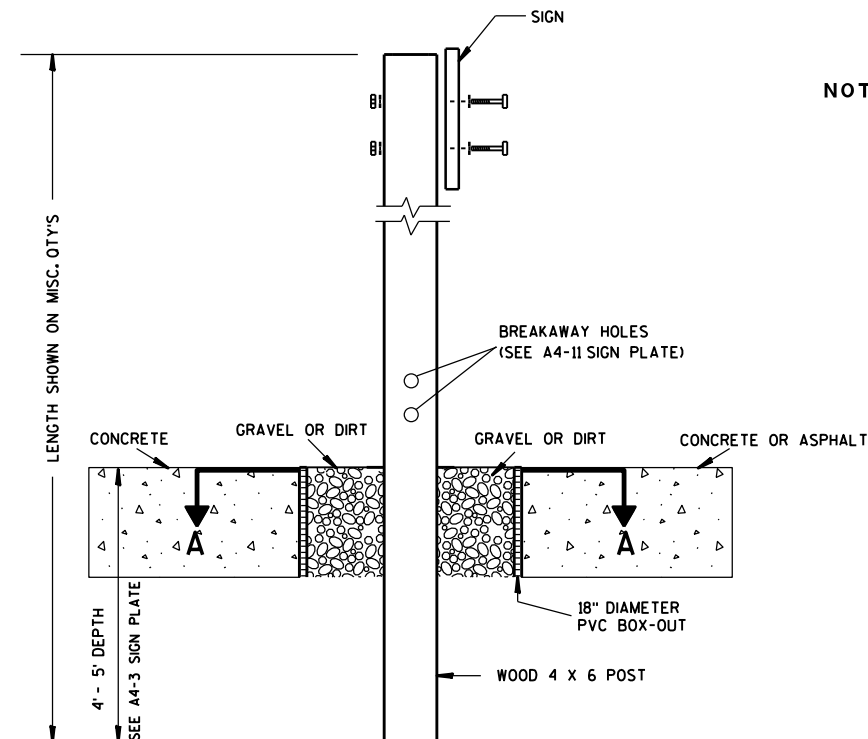
1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron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

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

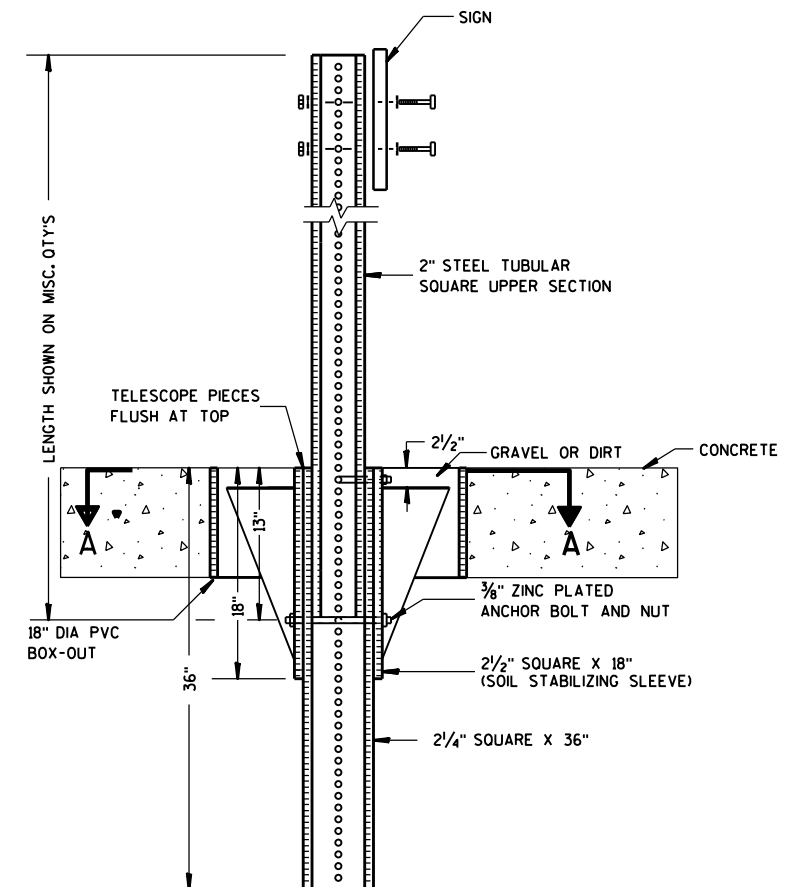
DATE 12/6/23 PLATE NO. A4-3.23



ELEVATION VIEW

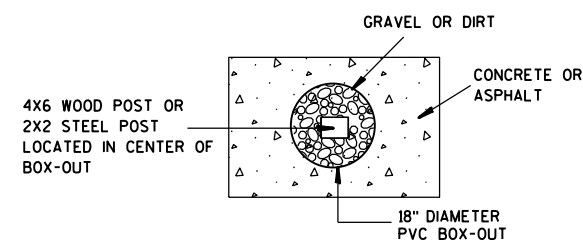
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

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

WISCONSIN DEPT OF TRANSPORTATION

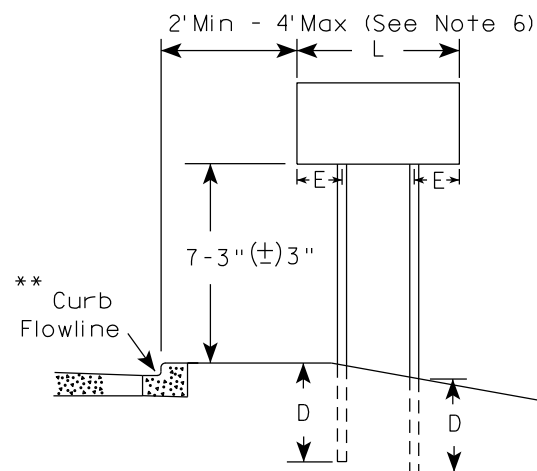
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/27/14 PLAT 203 A4-3B.1

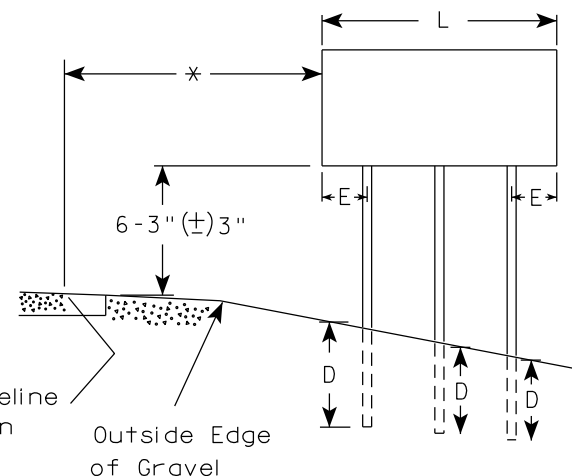
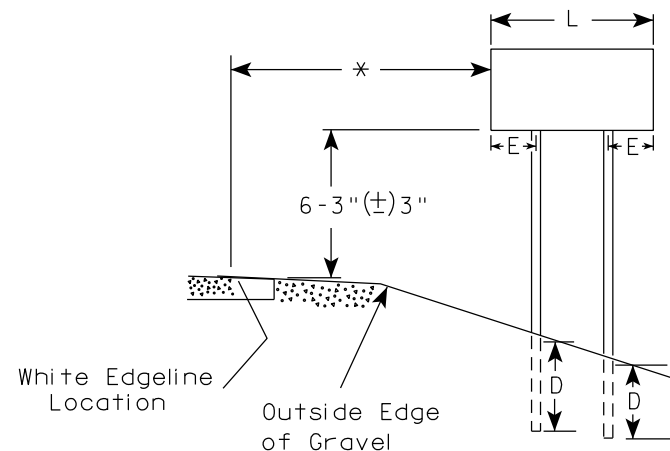
PROJECT NO: HWY: COUNTY: SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADD SHEET 42

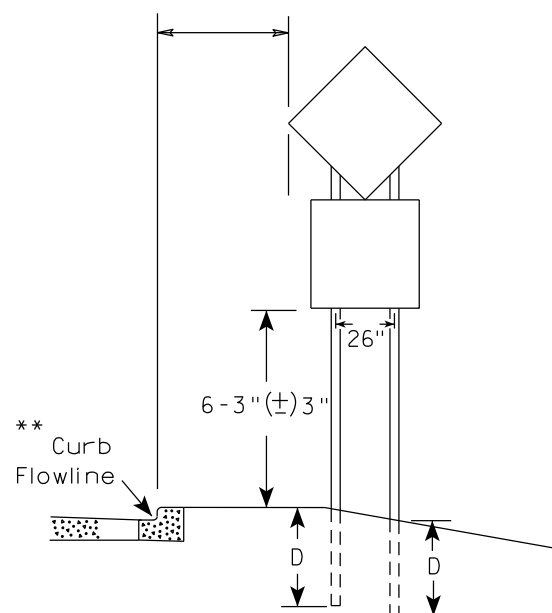
URBAN AREA



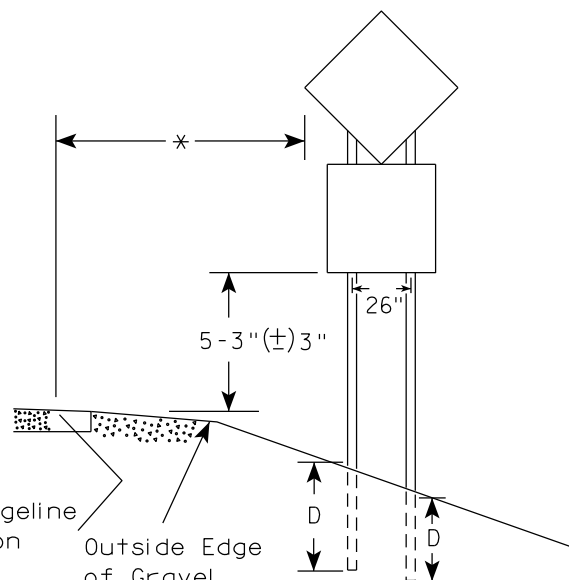
RURAL AREA (See Note 3)



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



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

POST EMBEDMENT DEPTH

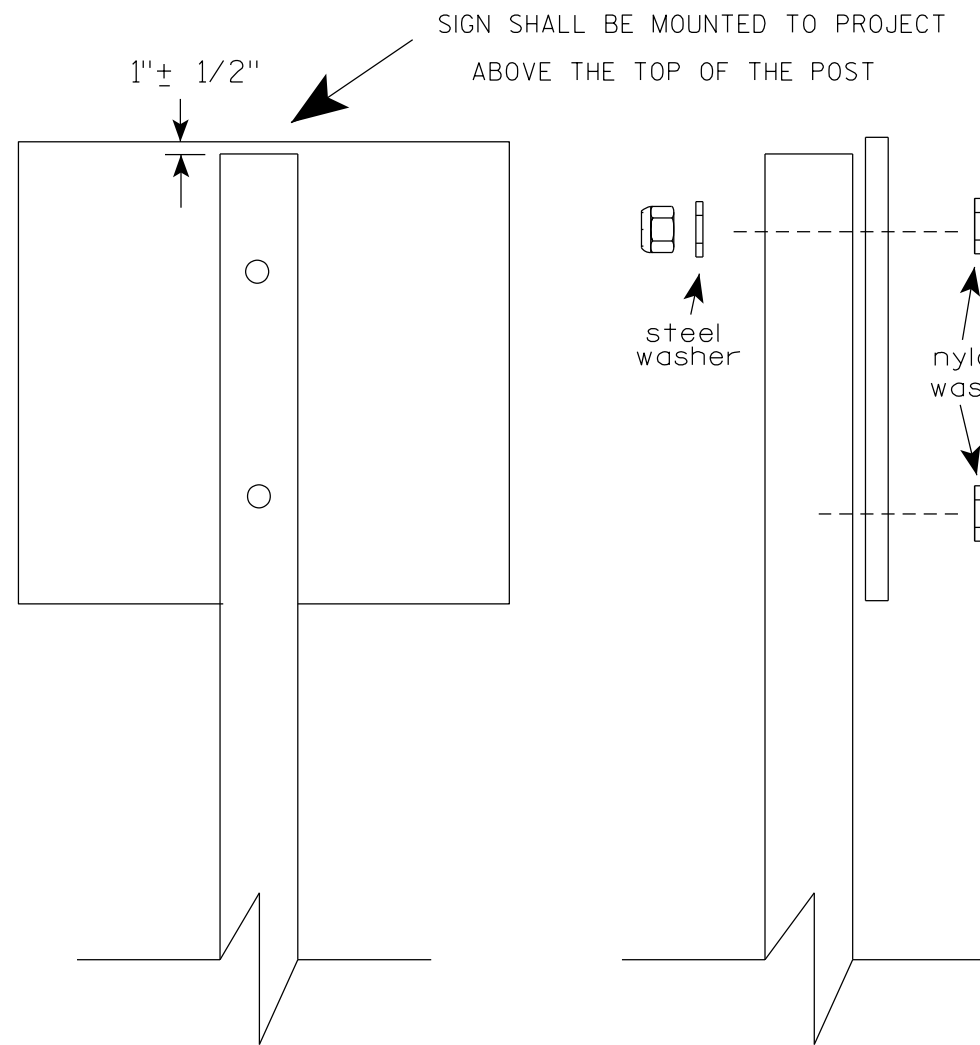
Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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



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

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

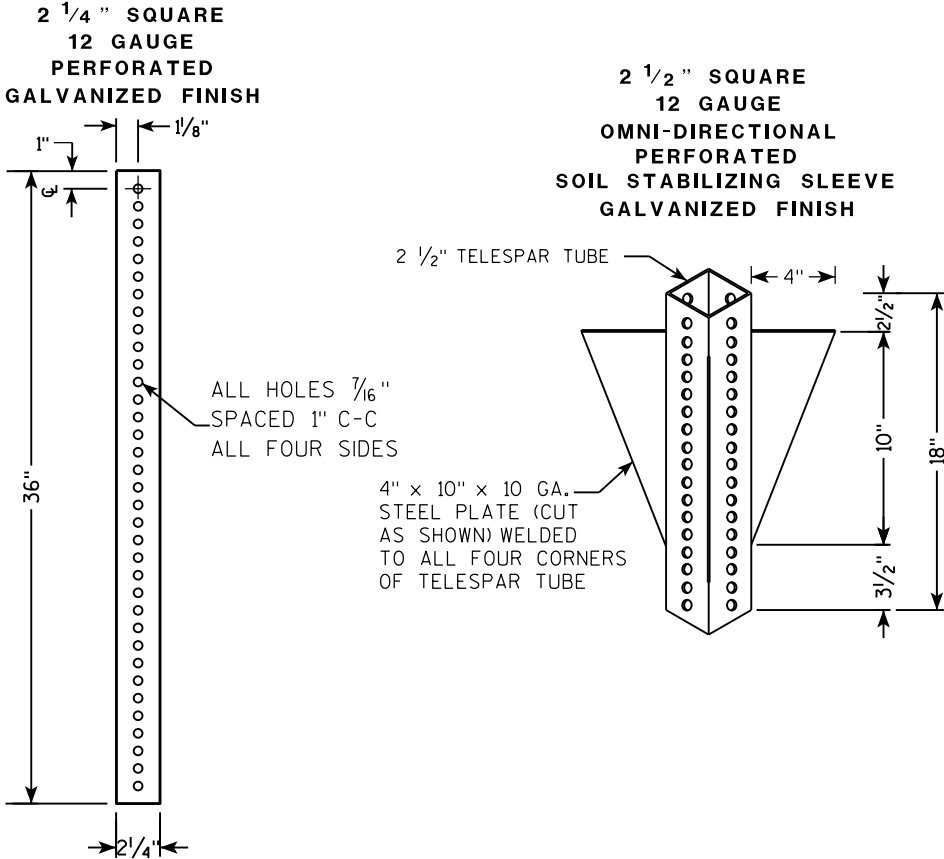
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

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

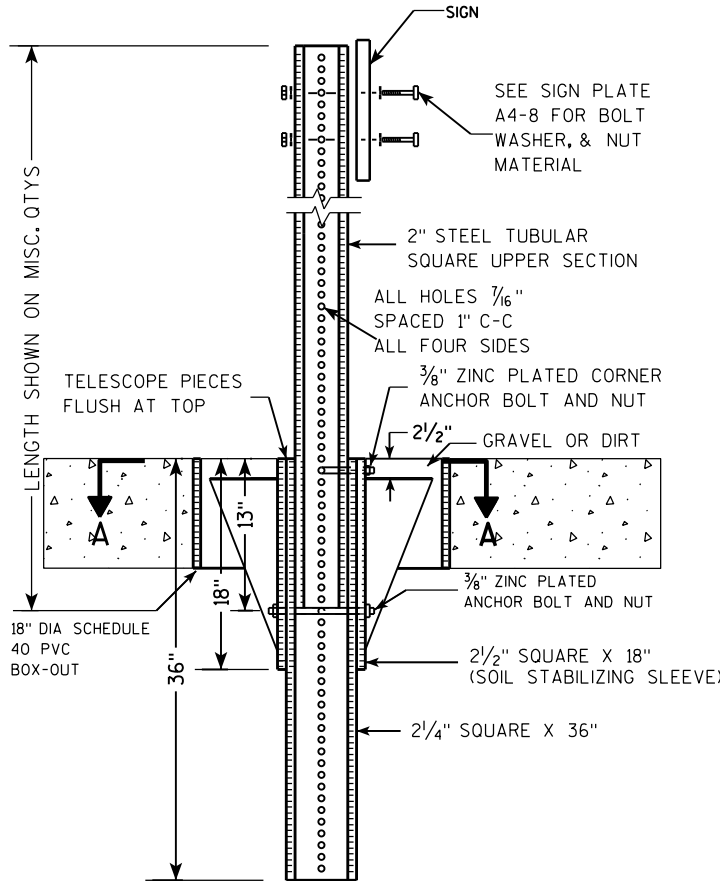
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

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

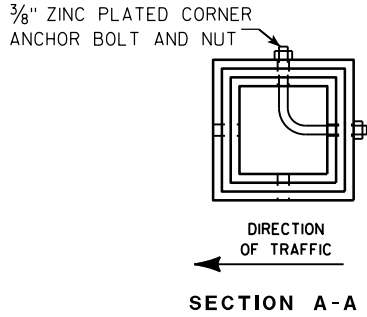
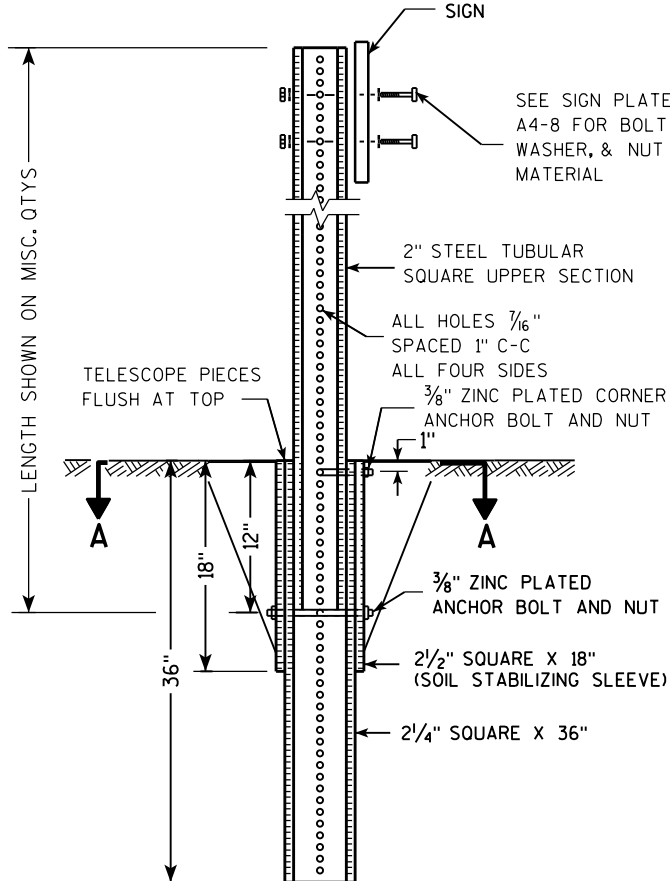
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM



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



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



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

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

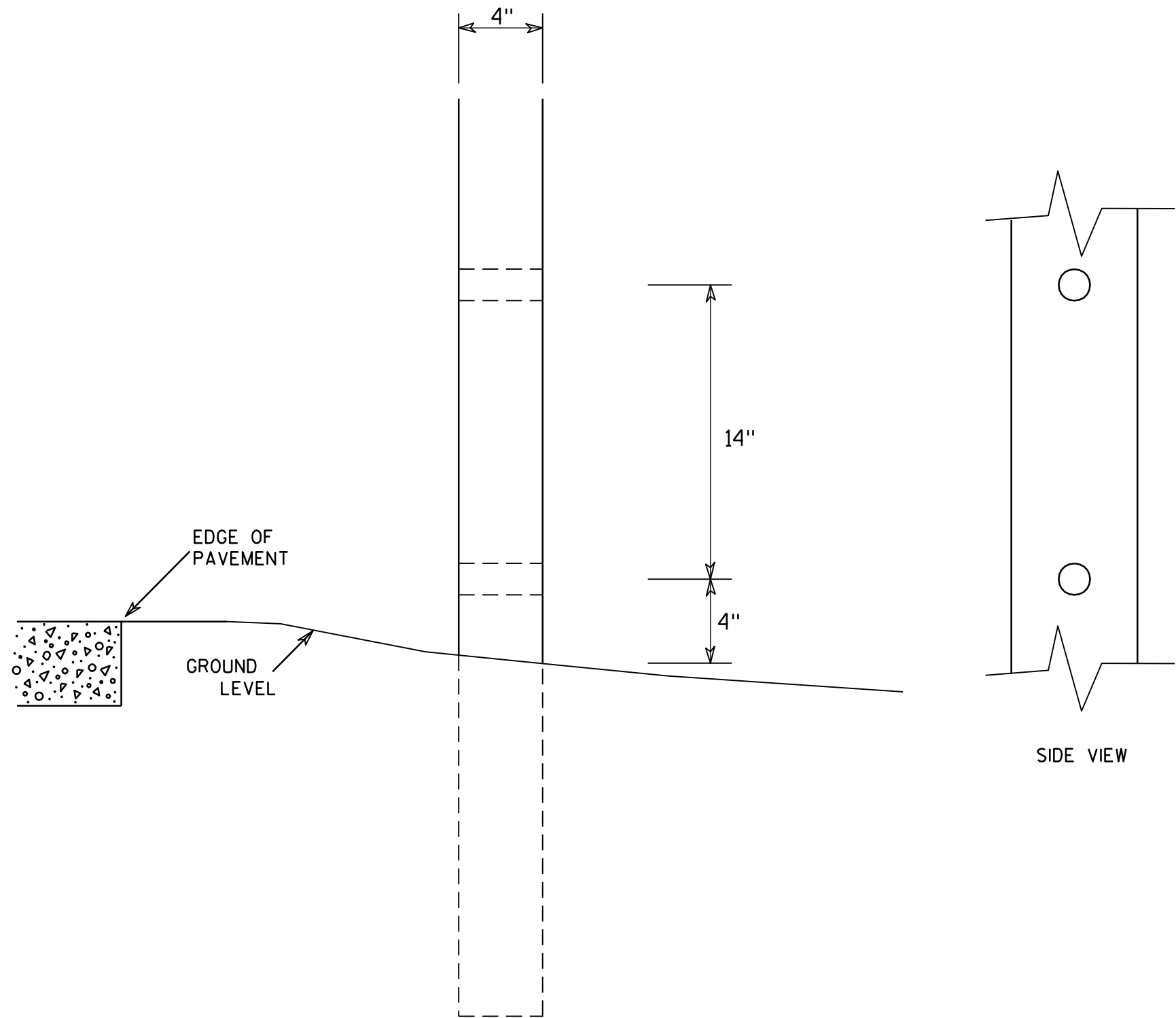
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/05/15 PLAT 206 14-9.9

7



GENERAL NOTES

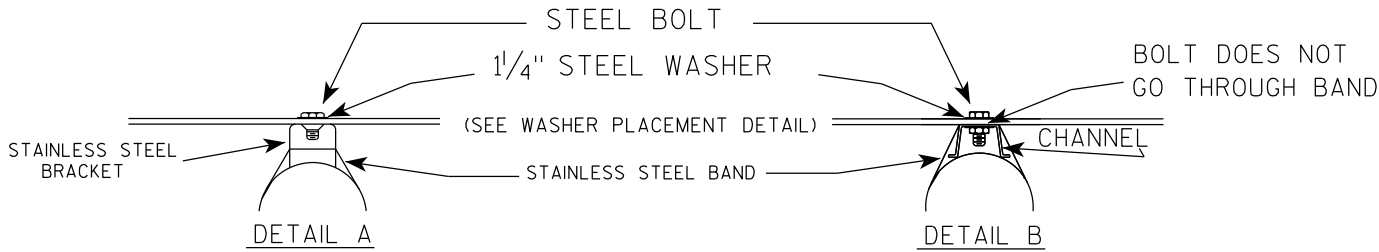
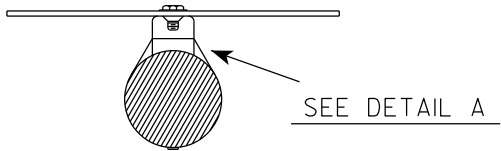
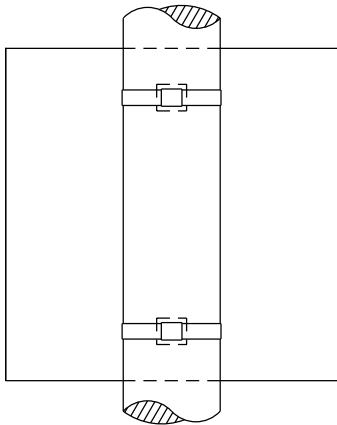
1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

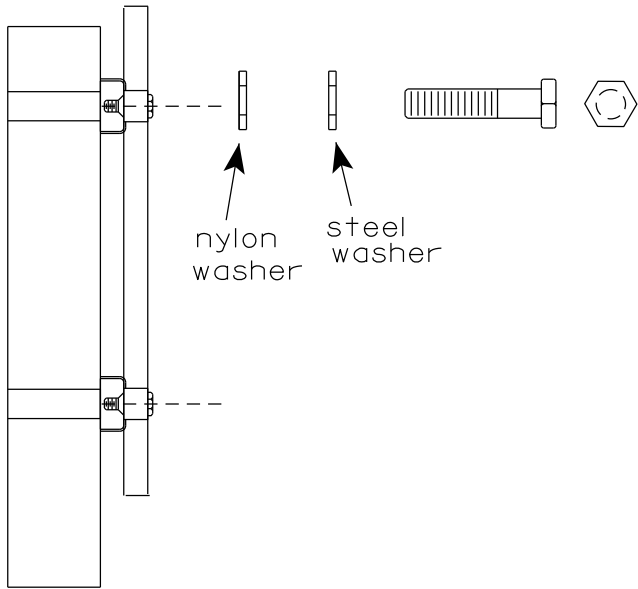
4 X 6 WOOD POST MODIFICATIONS	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Chester J. Spang</i> for State Traffic Engineer
DATE 3/27/97	PLATE NO. A4-11.2

BANDING

SINGLE SIGN



WASHER PLACEMENT

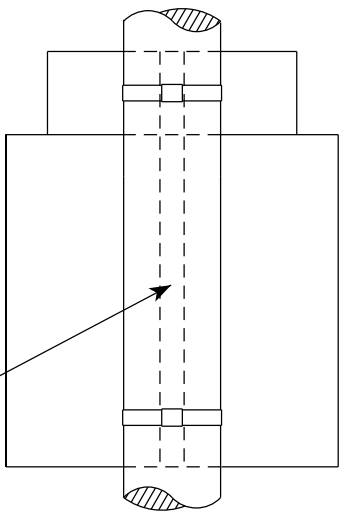


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

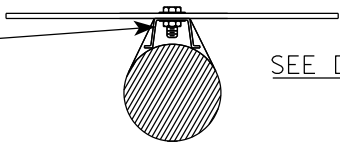
GENERAL NOTES

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



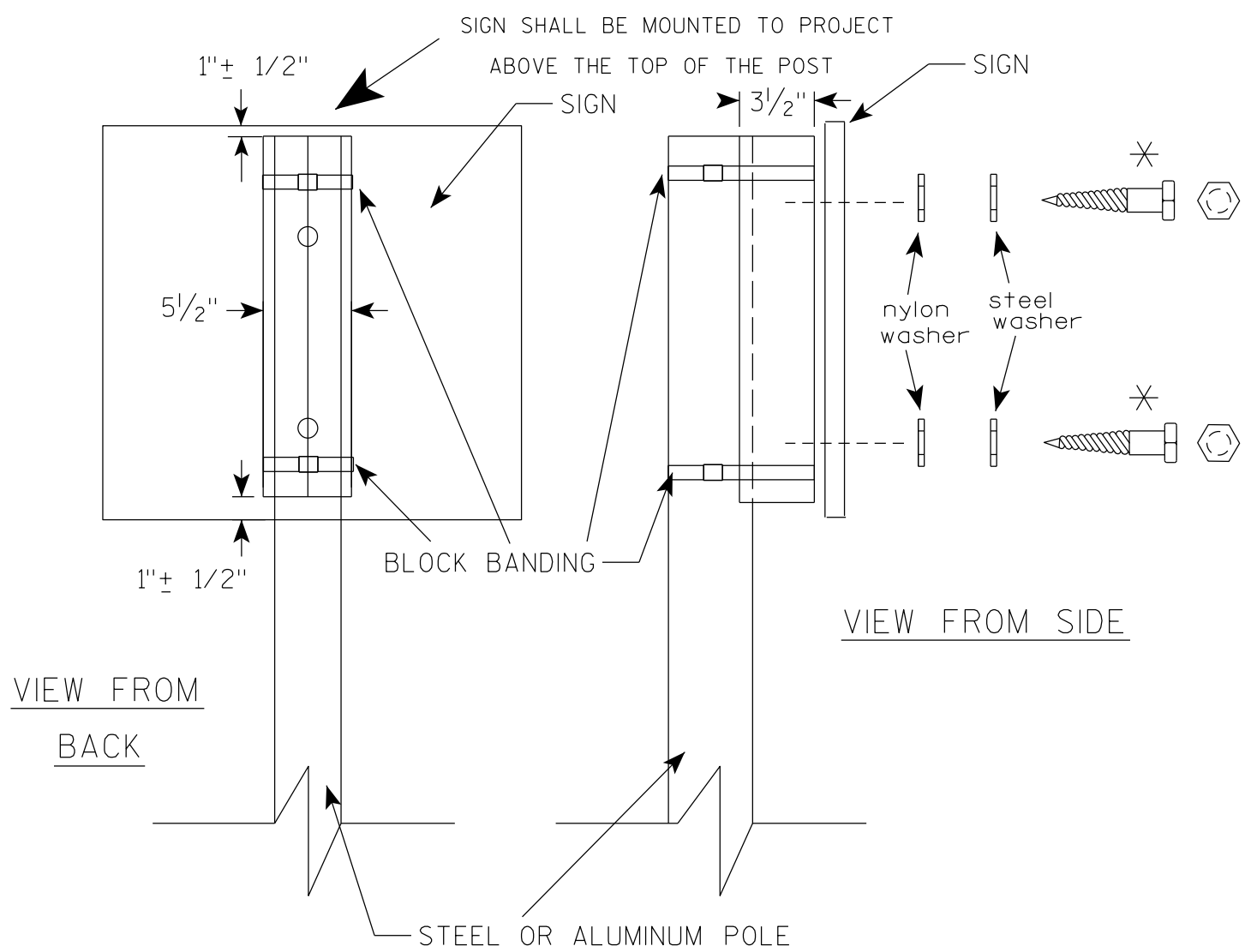
CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET



STANDARD SIGN
SIGN BANDING DETAILS

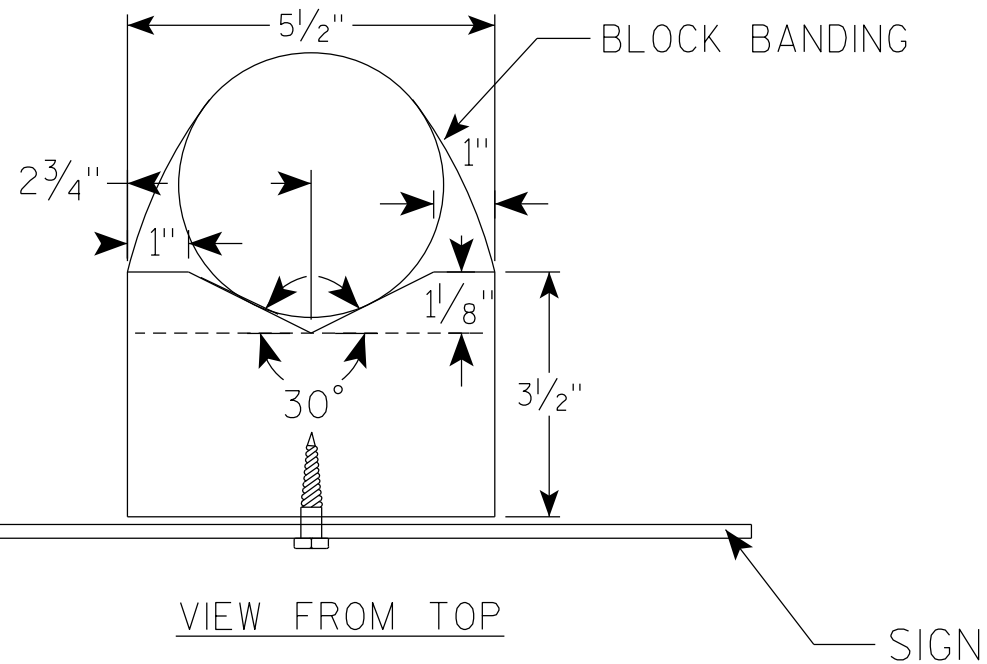
WISCONSIN DEPT OF TRANSPORTATION

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



VIEW FROM
BACK

VIEW FROM SIDE



VIEW FROM TOP

GENERAL NOTES

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

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

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

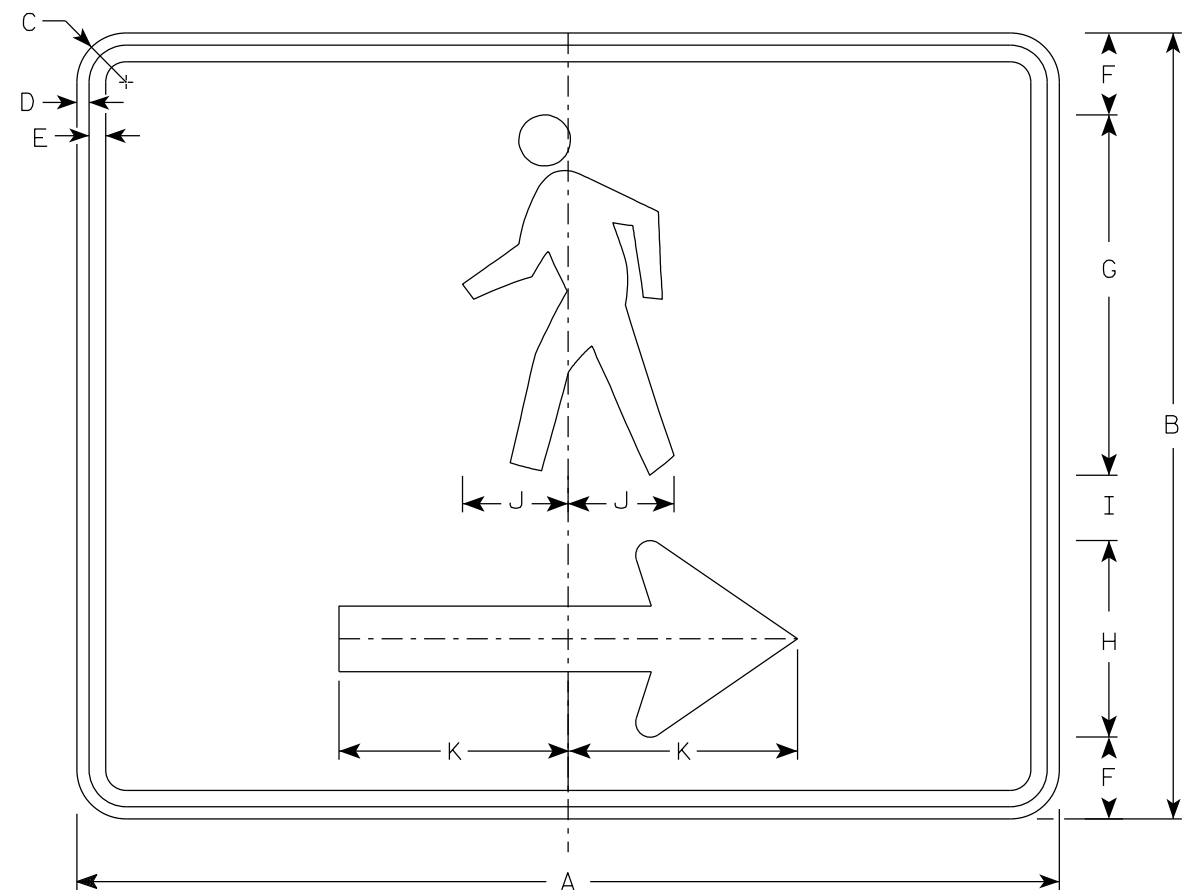
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 209

E

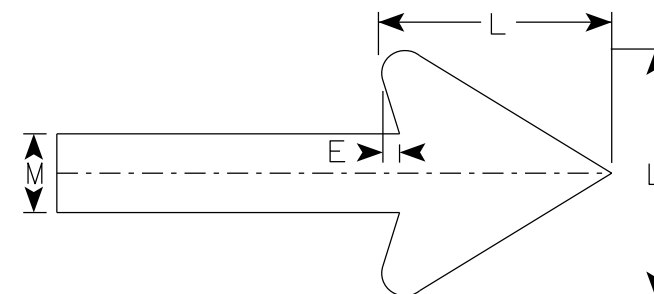
7



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.



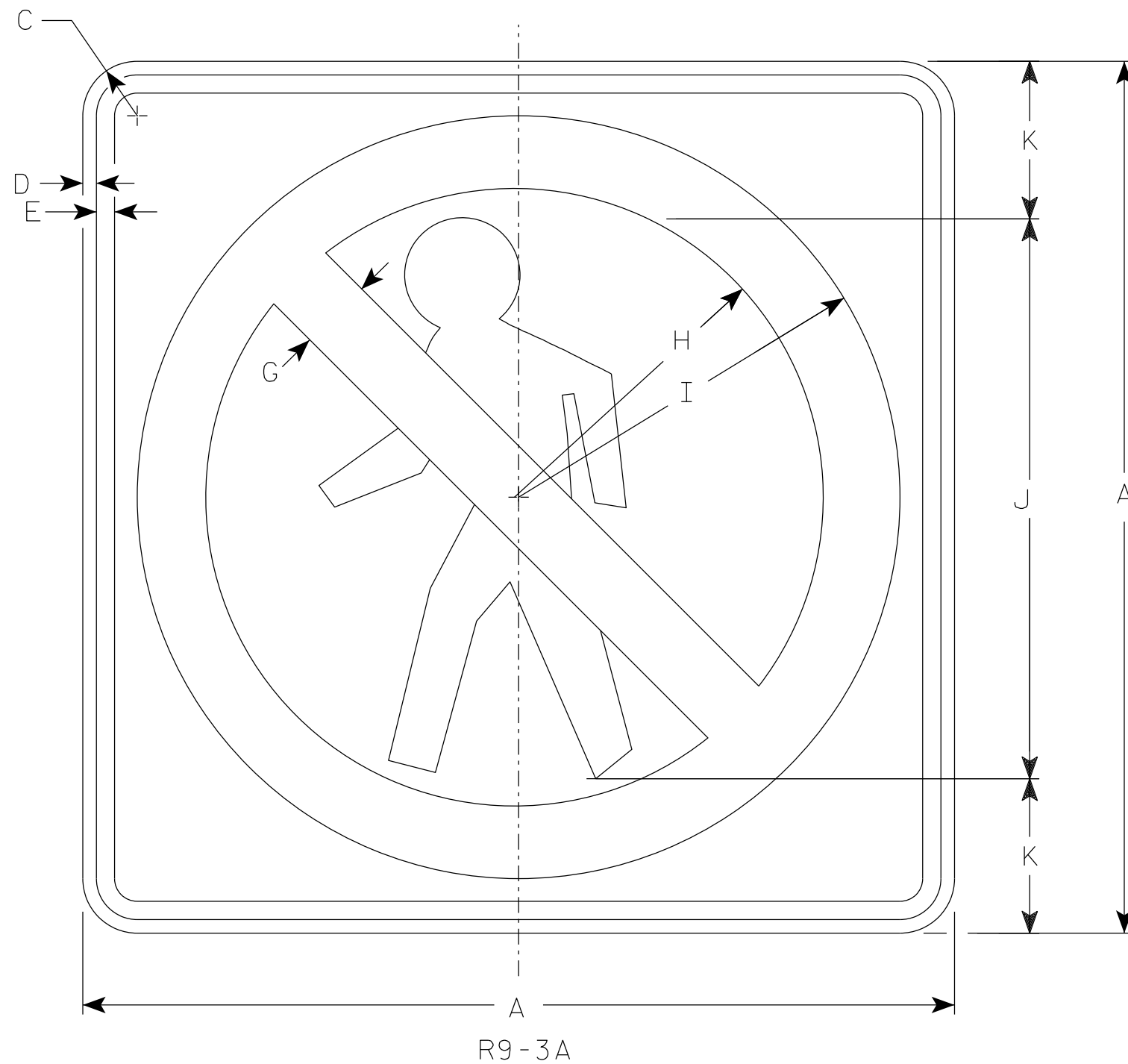
Arrow Detail

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	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																											

PROJECT NO:	HWY:	COUNTY:	SHEET NO: 210												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 & Pedestrian are non-reflective black.
Circle with diagonal bar is reflective red.

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18		1 1/2	3/8	3/8		1 1/2	6 1/4	7 7/8	12	3																2.25
2S	24		1 1/2	3/8	1/2		2	8 1/2	10 1/2	15	4																4.00
2M	24		1 1/2	3/8	1/2		2	8 1/2	10 1/2	15	4																4.00
3																											
4																											
5																											

STANDARD SIGN
R9-3A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/23/24 PLATE NO. R9-3A.4

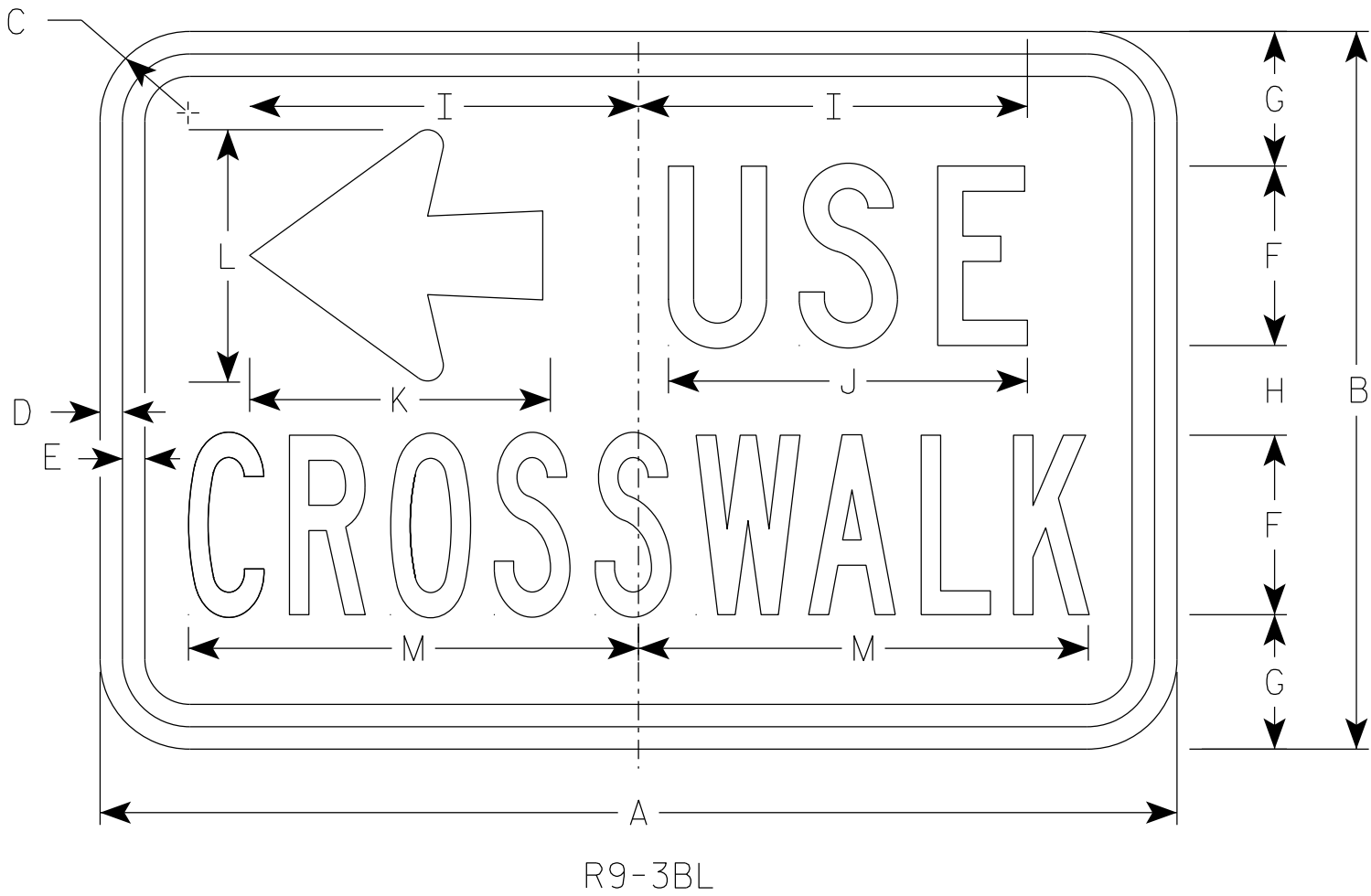
PROJECT NO:	HWY:	COUNTY:	SHEET NO: 211		E
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7

7

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - C Line 1, Series B Line 2



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	18	12	1 1/2	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
2M	18	12	1 1/2	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
3																											
4																											
5																											

PROJECT NO:

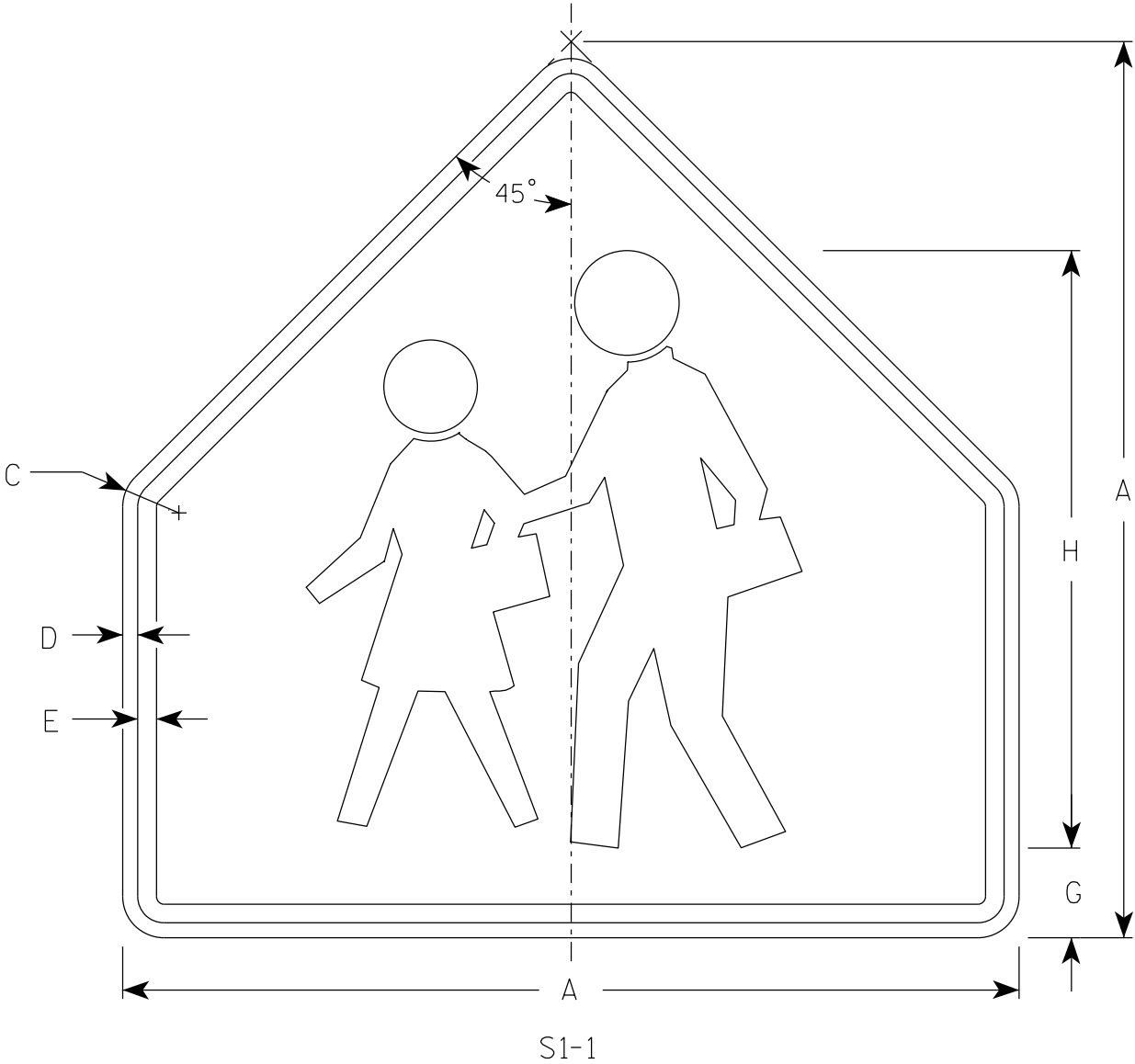
HWY:

COUNTY:

SHEET NO: 212

E

7



NOTES

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

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3⁄8	1⁄2	5⁄8		3	20																			4.69
2S	36		1 5⁄8	5⁄8	3⁄4		3 1⁄2	24																			6.75
2M	36		1 5⁄8	5⁄8	3⁄4		3 1⁄2	24																			6.75
3	36		1 5⁄8	5⁄8	3⁄4		3 1⁄2	24																			6.75
4	48		1 7⁄8	3⁄4	1		4 3⁄4	32																			12
5																											

STANDARD SIGN

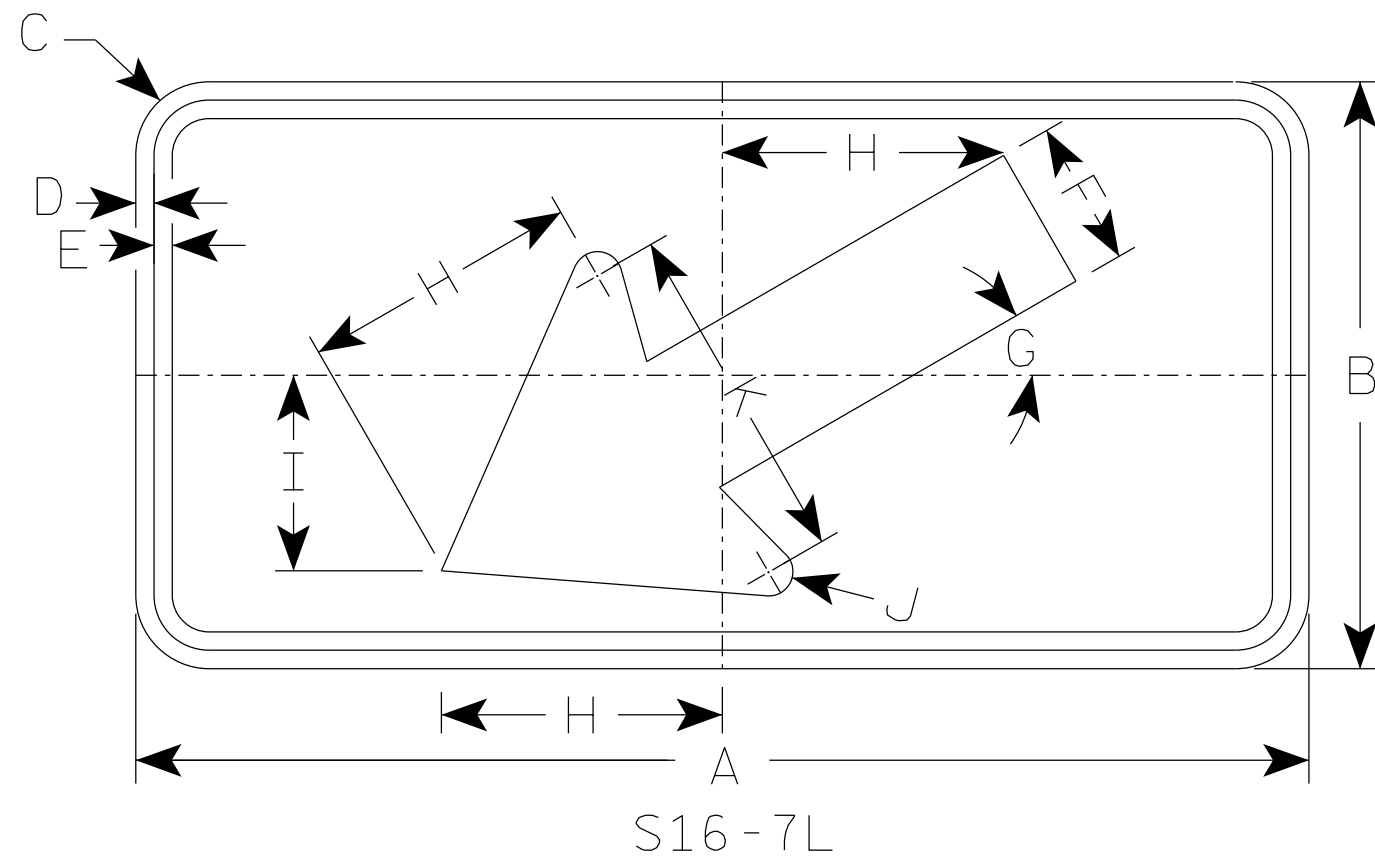
S1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/16/2023 PLATE NO. S1-1.9

7



NOTES

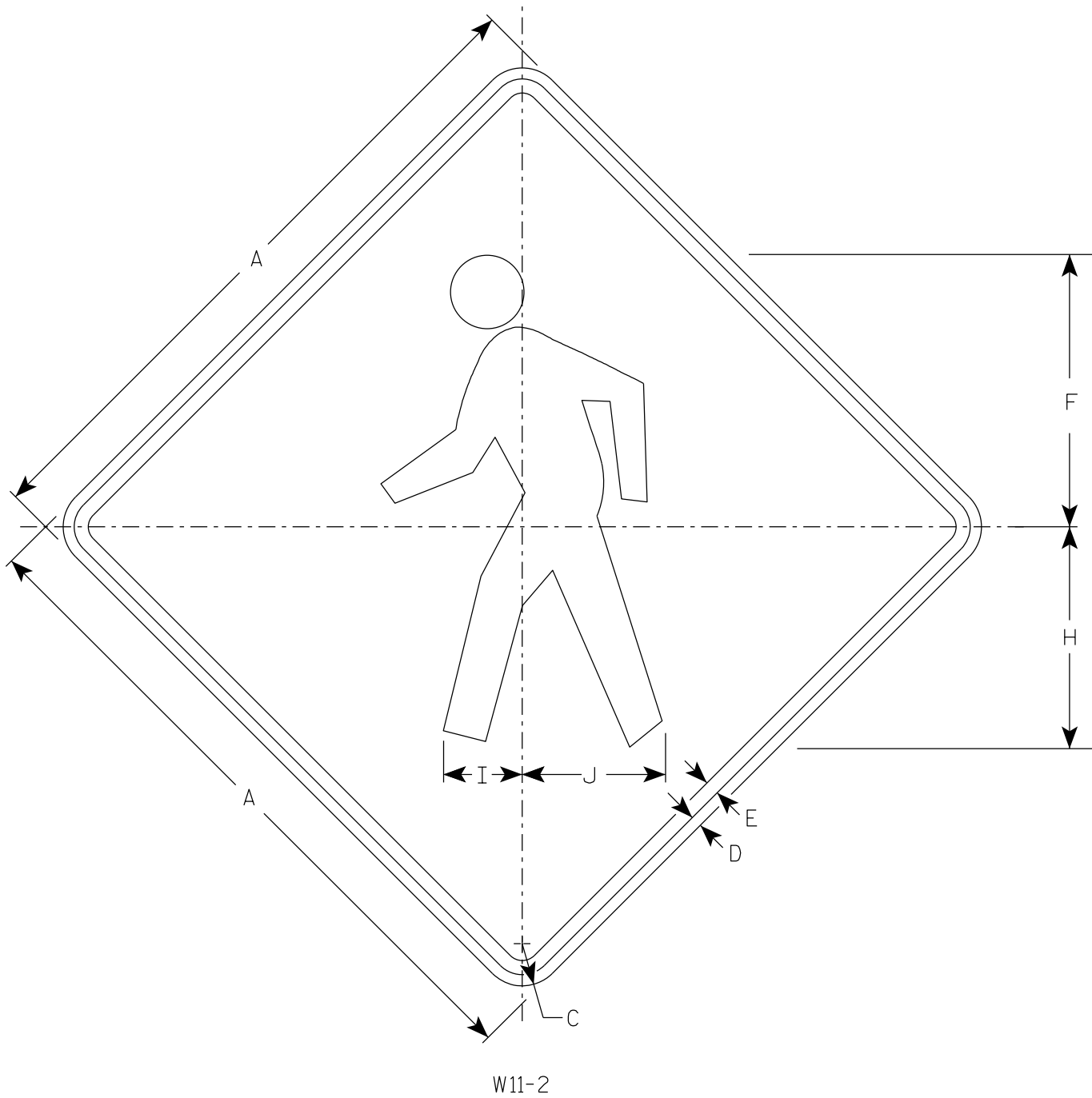
1. Sign is Type II - Type F Reflective
2. Color:
Background - Yellow-Green
Message - Black
3. S16-7R is the same as S16-7L except the arrow is reversed along the vertical centerline.

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	24	12	1 1/2	3/8	3/8	3	30°	5 3/4	4	1/2	7																2.0
2S	30	18	1 1/2	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
2M	30	18	1 1/2	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
3	30	18	1 1/2	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
4	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5																											

PROJECT NO:		HWY:		COUNTY:		SHEET NO: 214		E
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7



NOTES

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

7

W11-2

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

STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 6/15/2023 PLATE NO. W11-2.9

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 215

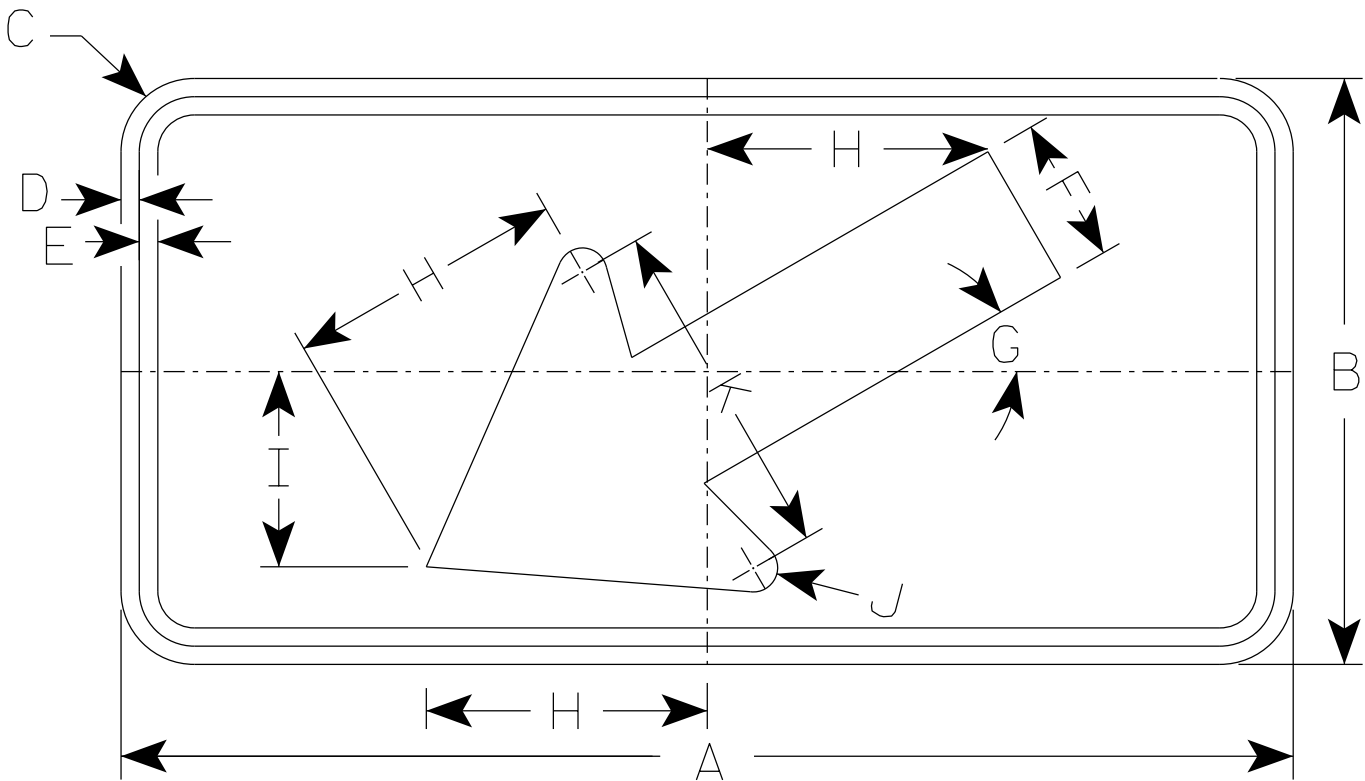
E

7

7

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Yellow
Message - Black
- 3. W16-7R is the same as W16-7L
except the arrow is reversed along
the vertical centerline.



W16-7L

- * For 36" x 36" Warning Signs, use 30" x 18" W16-7L signs.
- * For 48" x 48" Warning Signs, use 48" x 24" W16-7L signs.

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

STANDARD SIGN

W16-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/9/2024 PLATE NO. W16-7.9

10TH AVENUE									
STATION	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDNATE
							1.00	1.15	
				NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
48+75.00	105	12	0	0	0	0	0	0	0
49+00.00	158	12	0	122	11	0	122	0	111
49+50.00	138	12	0	274	22	0	396	0	363
50+00.00	128	12	0	247	22	0	643	0	588
50+50.00	153	12	0	260	22	0	903	0	826
51+00.00	169	12	0	297	22	0	1,200	0	1,101
51+50.00	168	12	0	312	22	0	1,512	0	1,391
52+00.00	166	12	0	309	22	0	1,821	0	1,678
52+50.00	114	12	0	260	22	0	2,081	0	1,916
53+00.00	137	12	0	233	22	0	2,314	0	2,127
53+25.00	154	12	0						

2,4491980

DELEGLISE STREET									
STATION	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDNATE
							1.00	1.15	
				NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
210+18.00	184	22	0	0	0	0	0	0	0
210+44.00	113	10	0	143	15	0	143	0	128
210+54.00	91	11	0	38	4	0	181	0	162

181190

WEIX STREET									
STATION	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDNATE
							1.00	1.15	
				NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
220+18.00	156	18	0	0	0	0	0	0	0
220+35.00	99	9	0	80	9	0	80	0	71
220+54.00	99	9	0	70	6	0	150	0	135

150150

WAUSAU ROAD									
STATION	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDNATE
							1.00	1.15	
				NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
229+33.00	82	10	0	0	0	0	0	0	0
229+56.00	132	16	0	91	11	0	91	0	80
229+80.00	150	18	0	125	15	0	216	0	190

216260

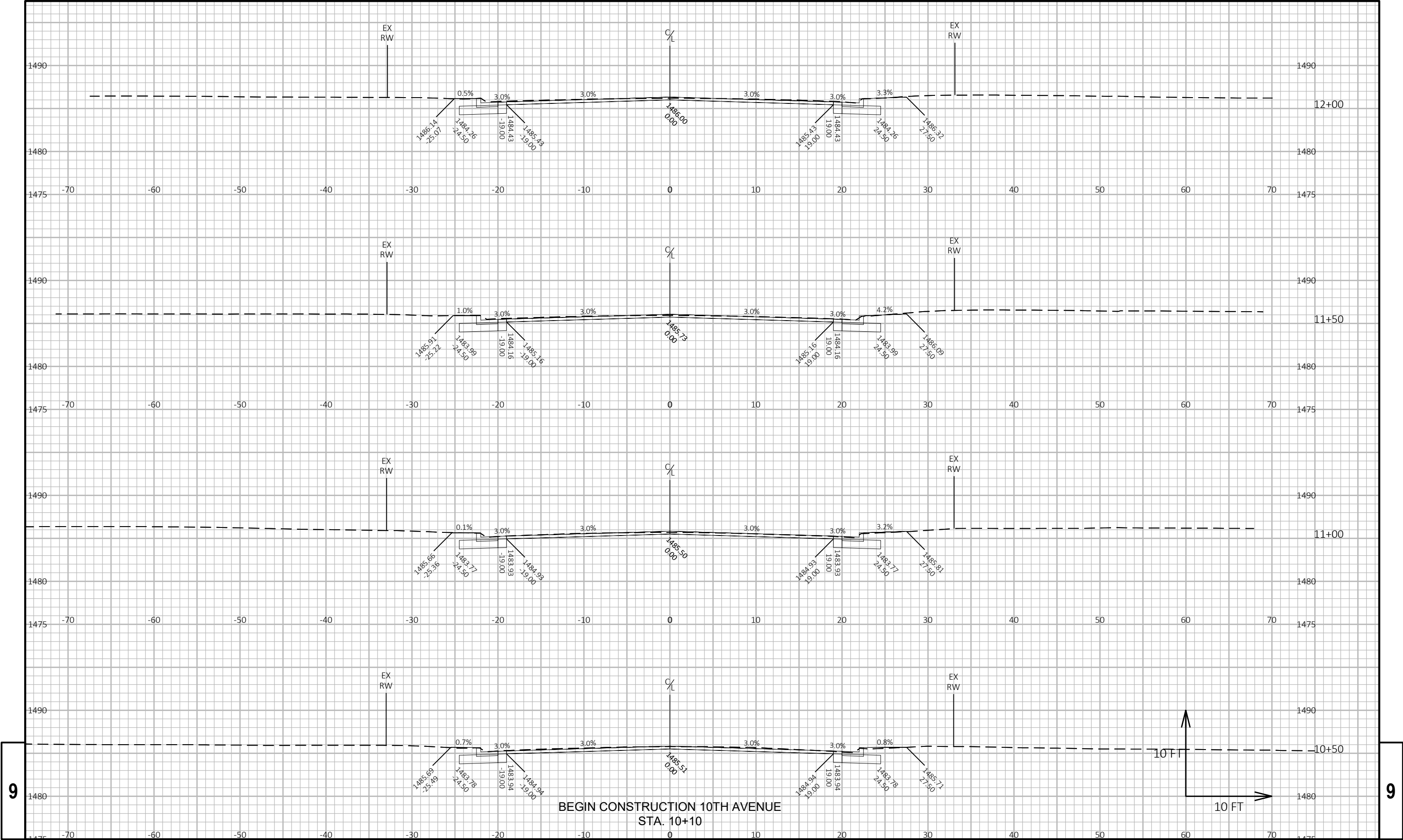
GOWAN ROAD									
STATION	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDNATE
							1.00	1.15	
				NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
239+35.00	116	14	0	0	0	0	0	0	0
239+57.50	142	17	0	107	13	0	107	0	94
239+82.00	167	20	0	140	16	0	247	0	218

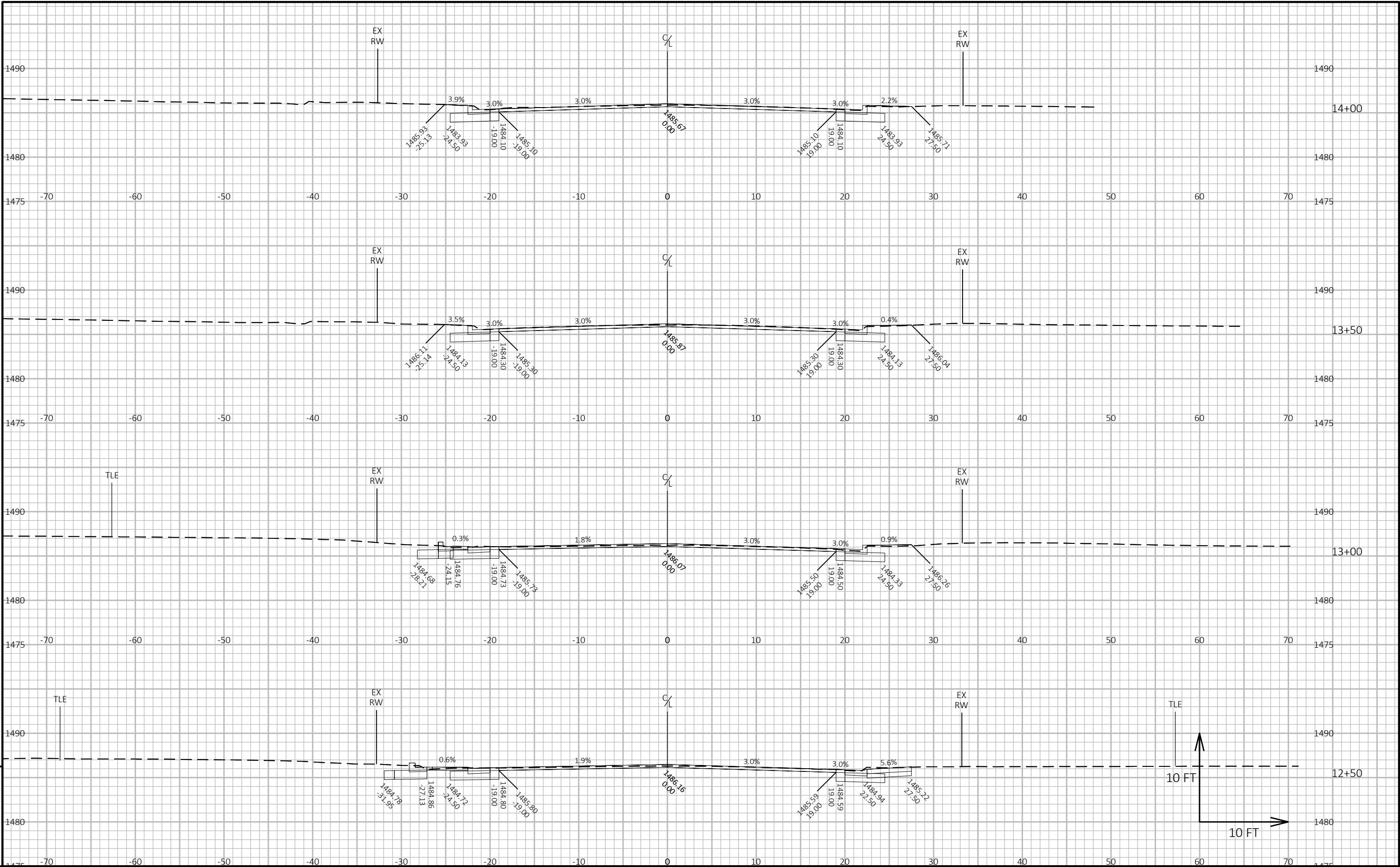
247290

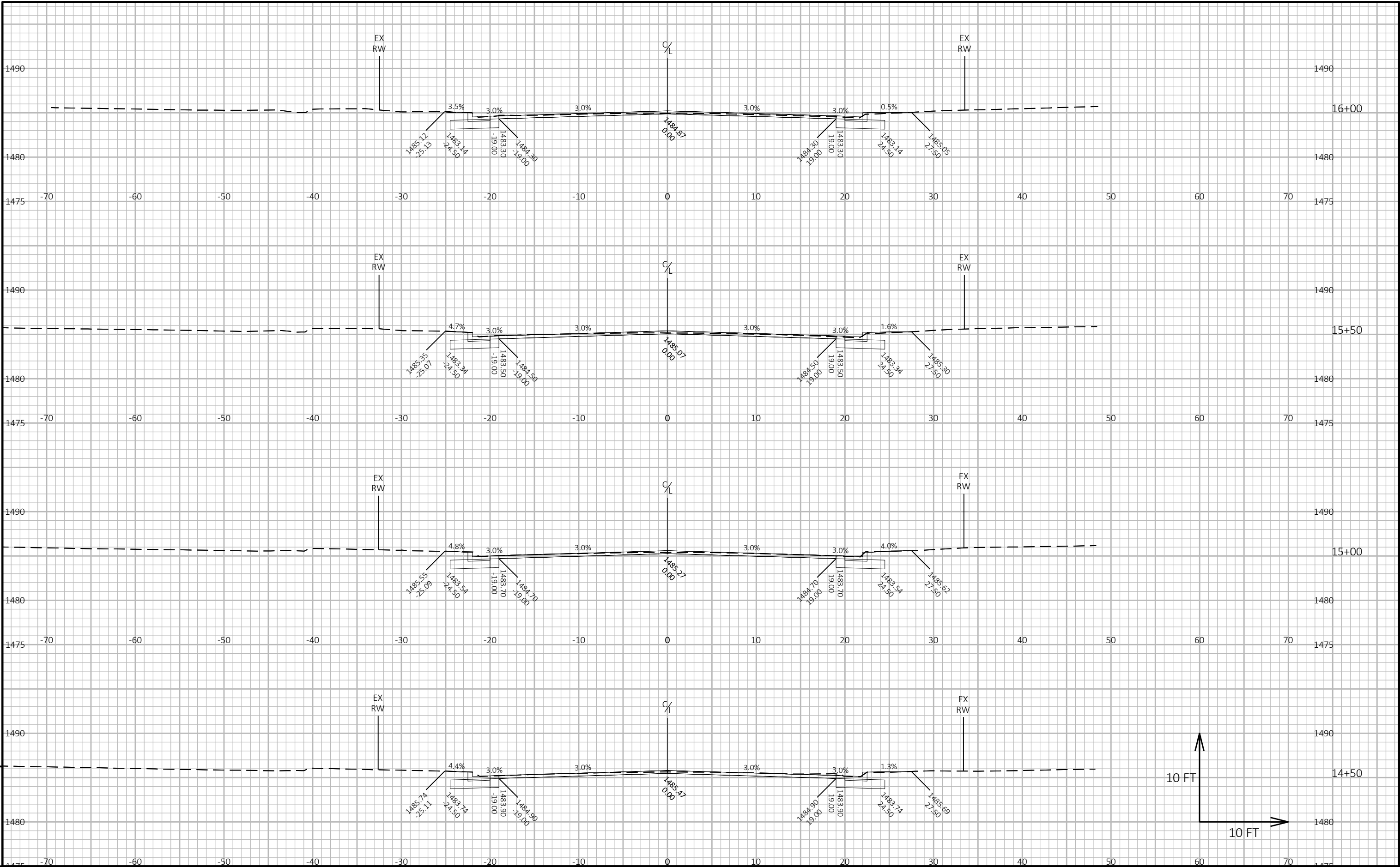
NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDNATE	CUT- SALVAGED PAVT - FILL*FILL FACTOR

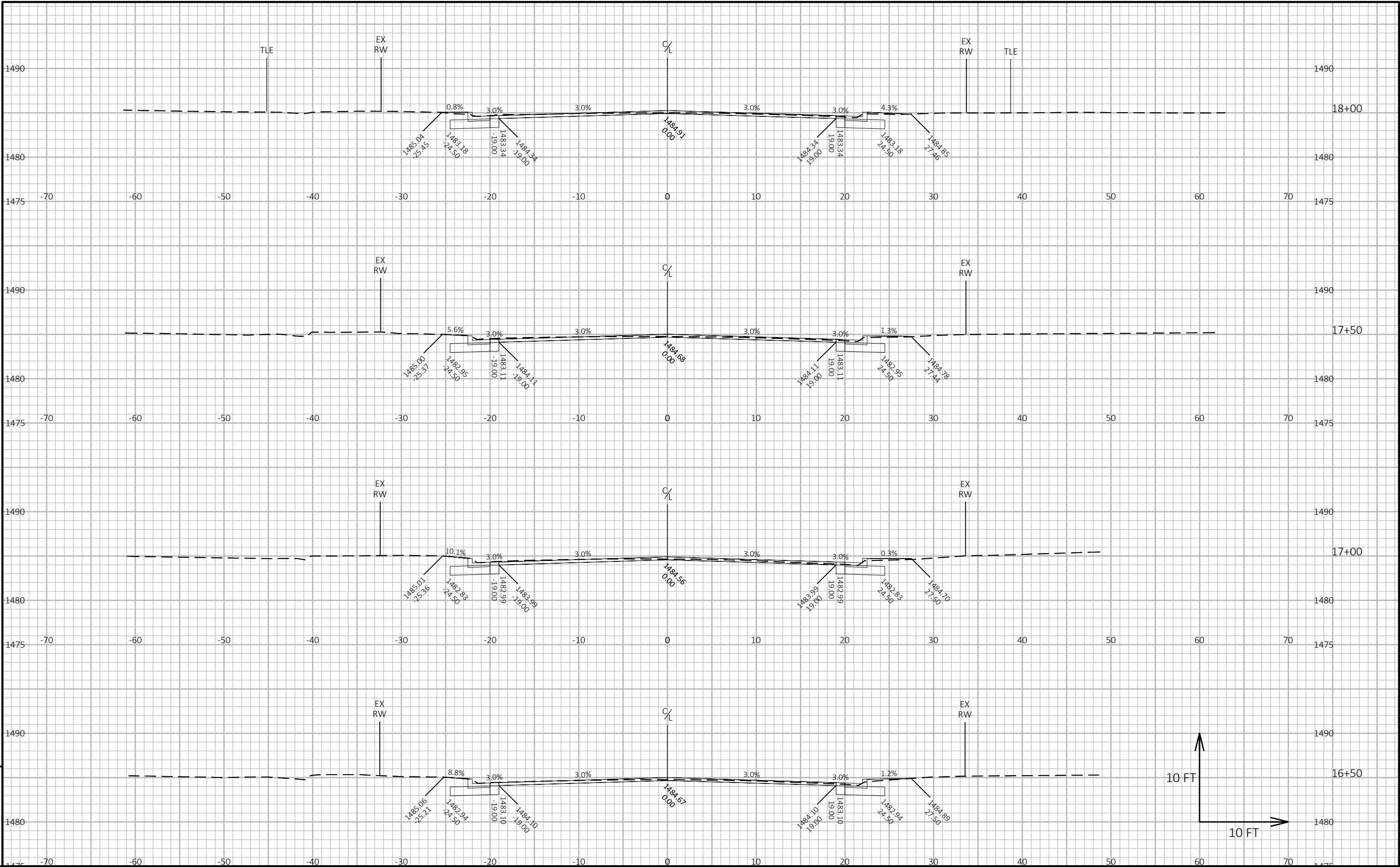
S MAYFAIR STREET									
STATION	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
				NOTE 1	NOTE 2	NOTE 3	NOTE 1	1.15	NOTE 8
178+31.93	22	0	0	0	0	0	0	0	0
178+50.00	28	0	0	17	0	0	17	0	17
179+00.00	49	0	0	71	0	0	88	0	88
179+50.00	54	0	2	95	0	1	183	1	182
179+60.02	69	0	1	23	0	0	206	1	205
179+74.01	77	0	0	38	0	0	244	1	243
				244	0	1			

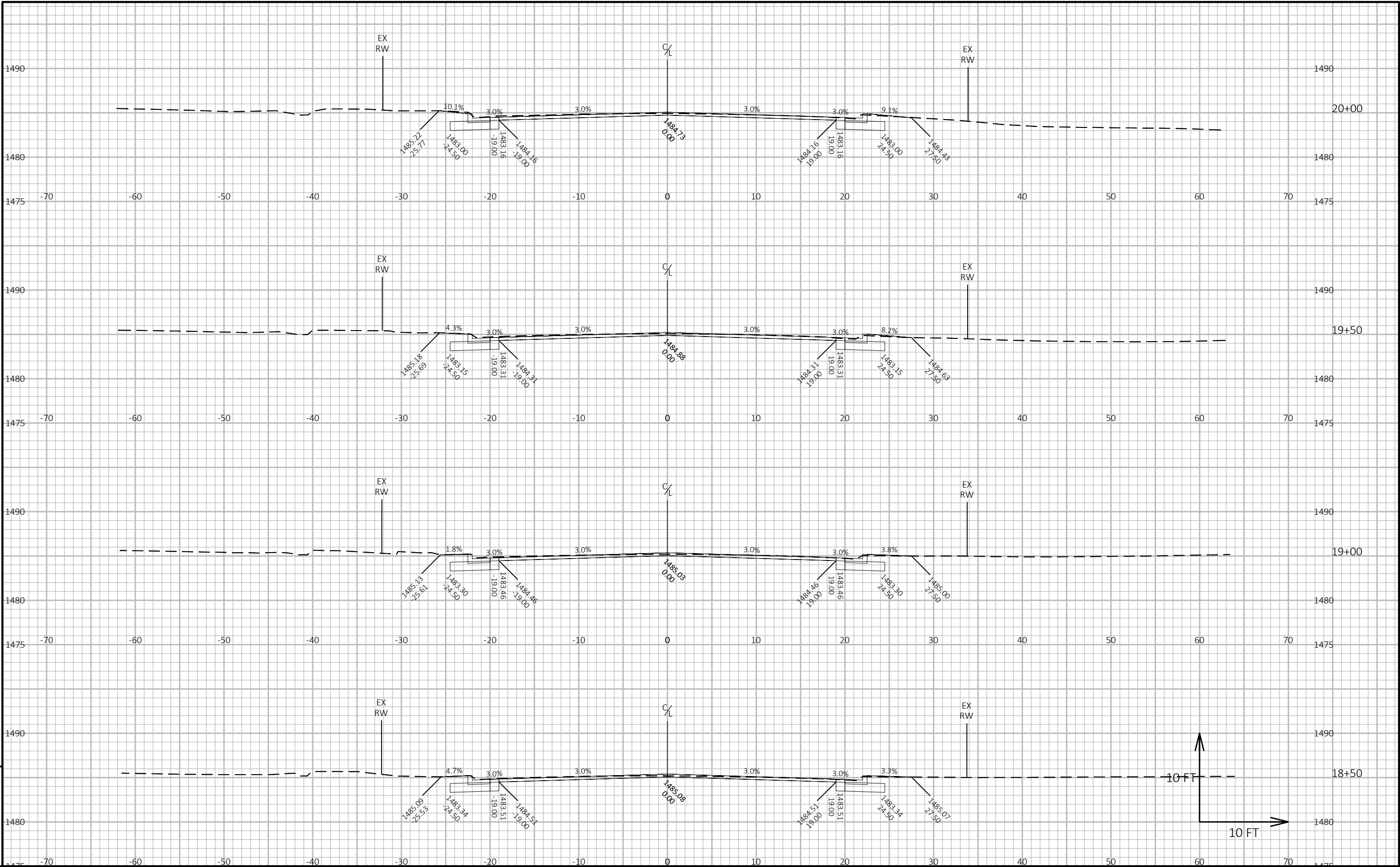
NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDINATE	CUT- SALVAGED PAVT - FILL *FILL FACTOR

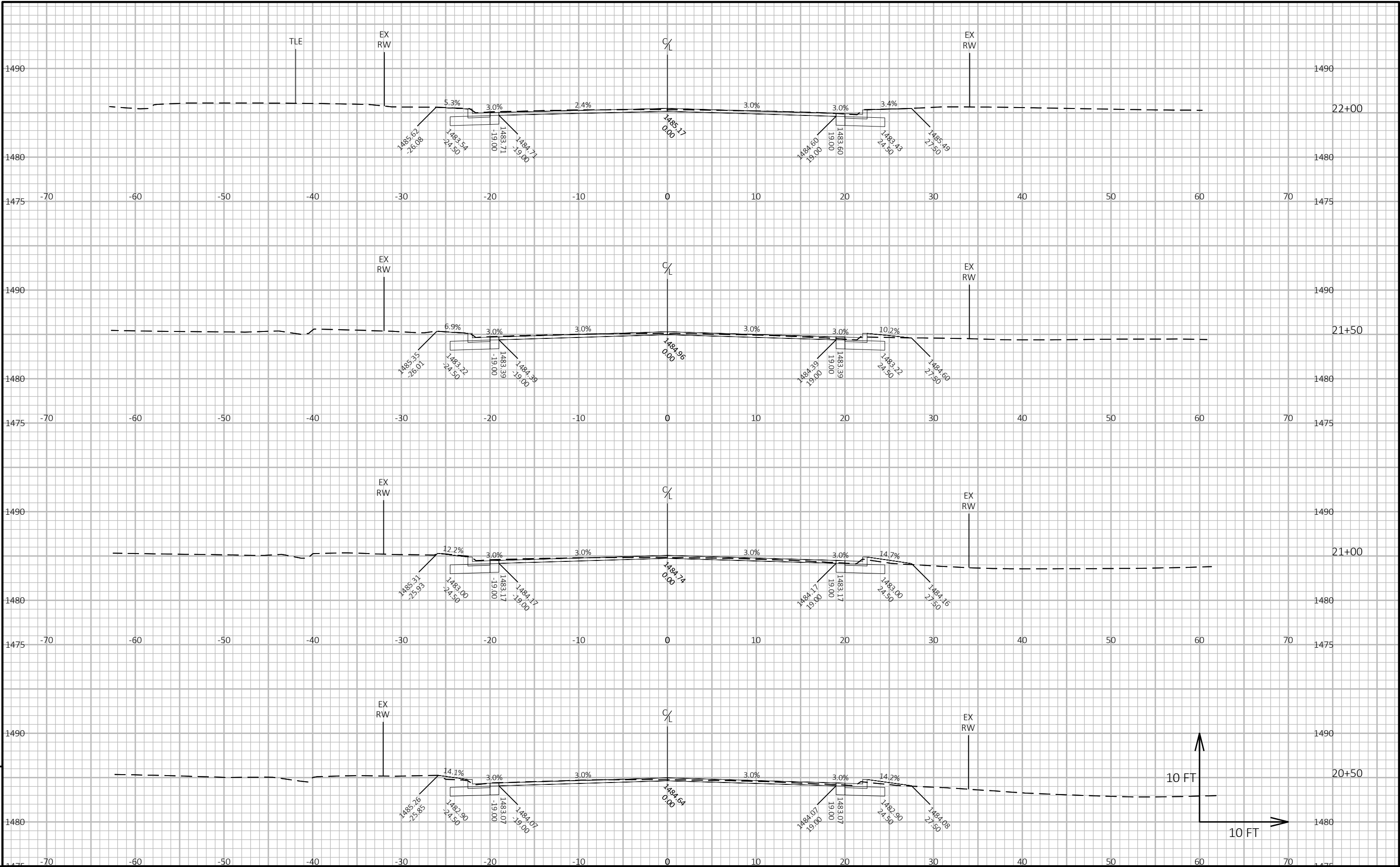


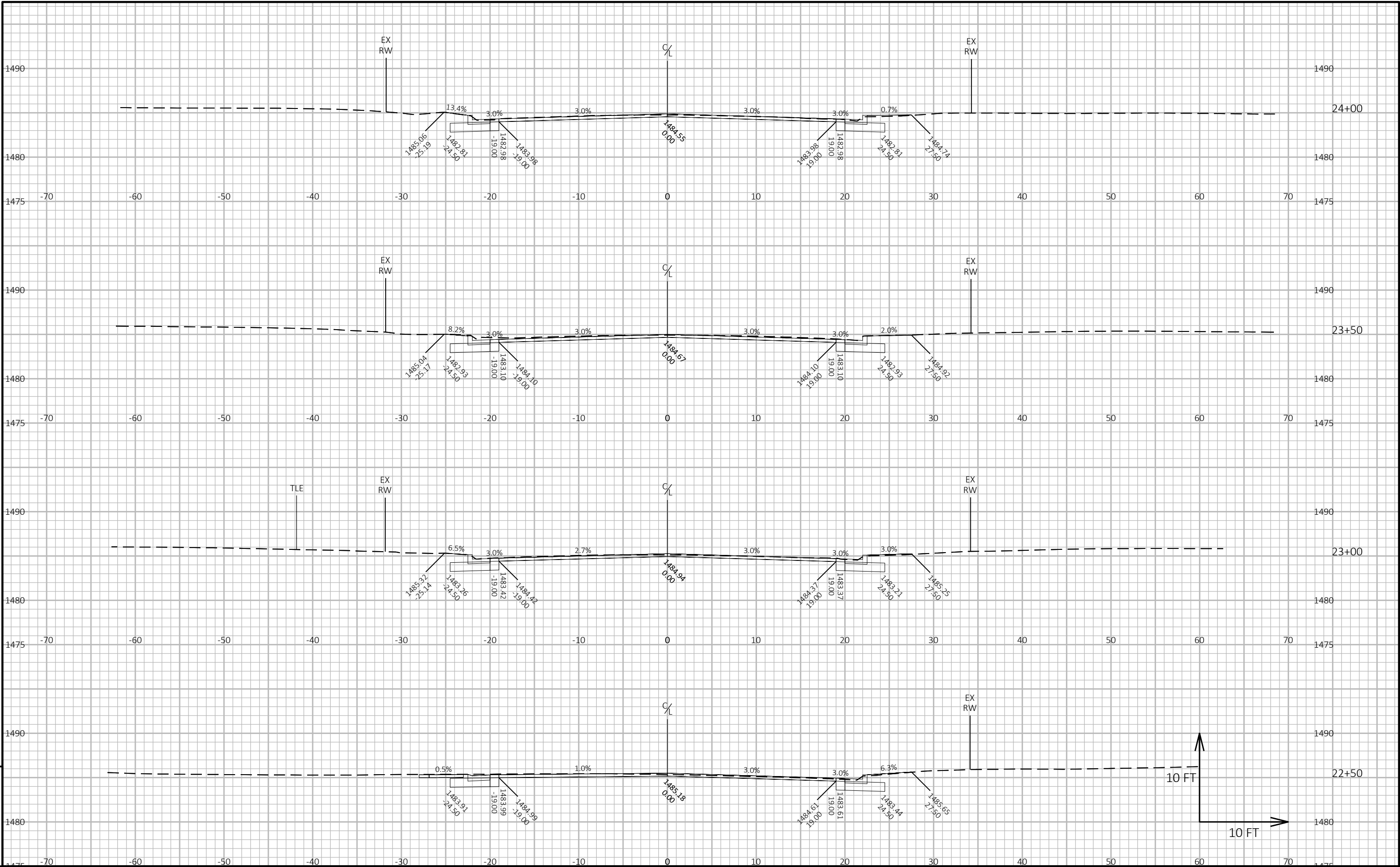


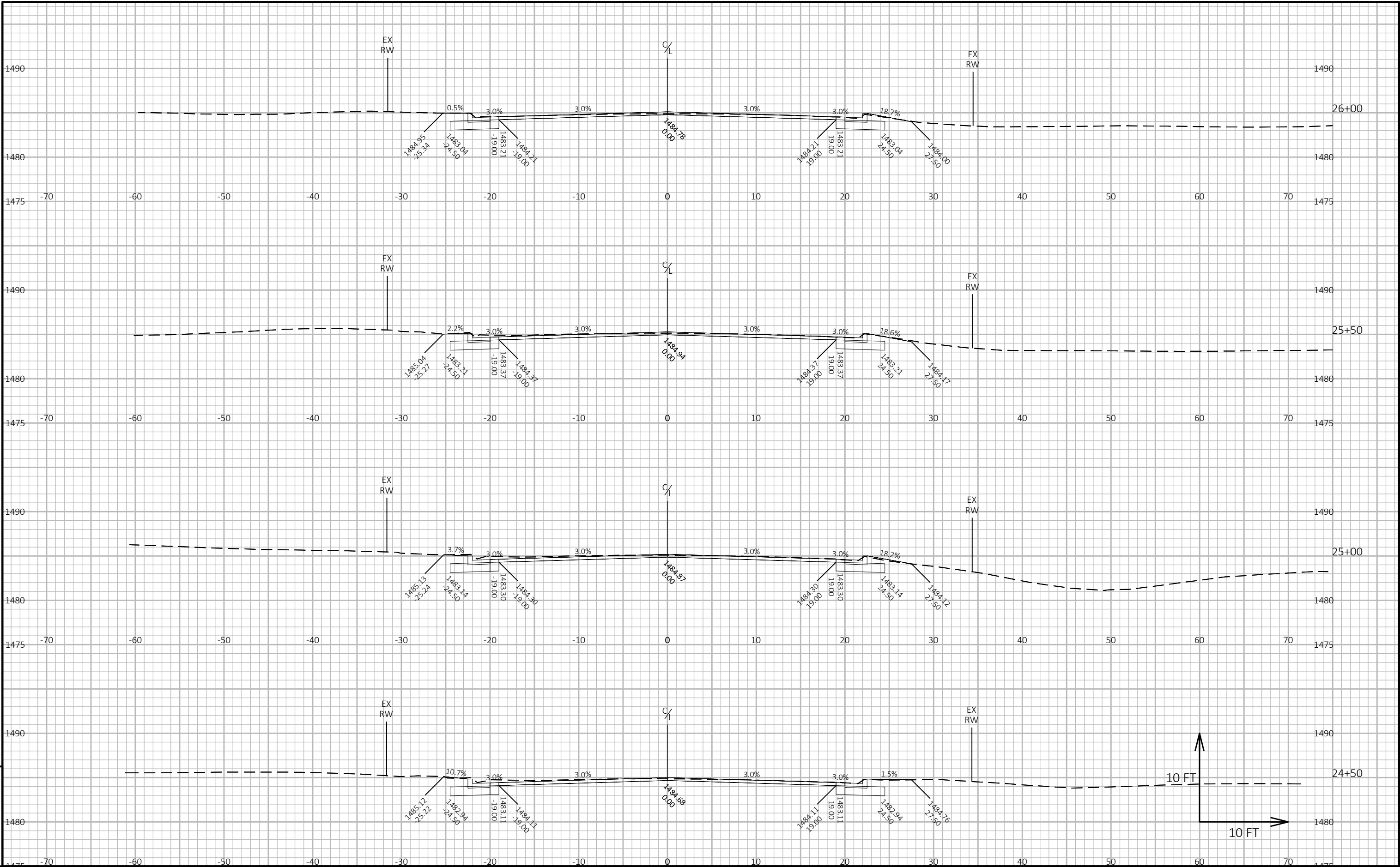


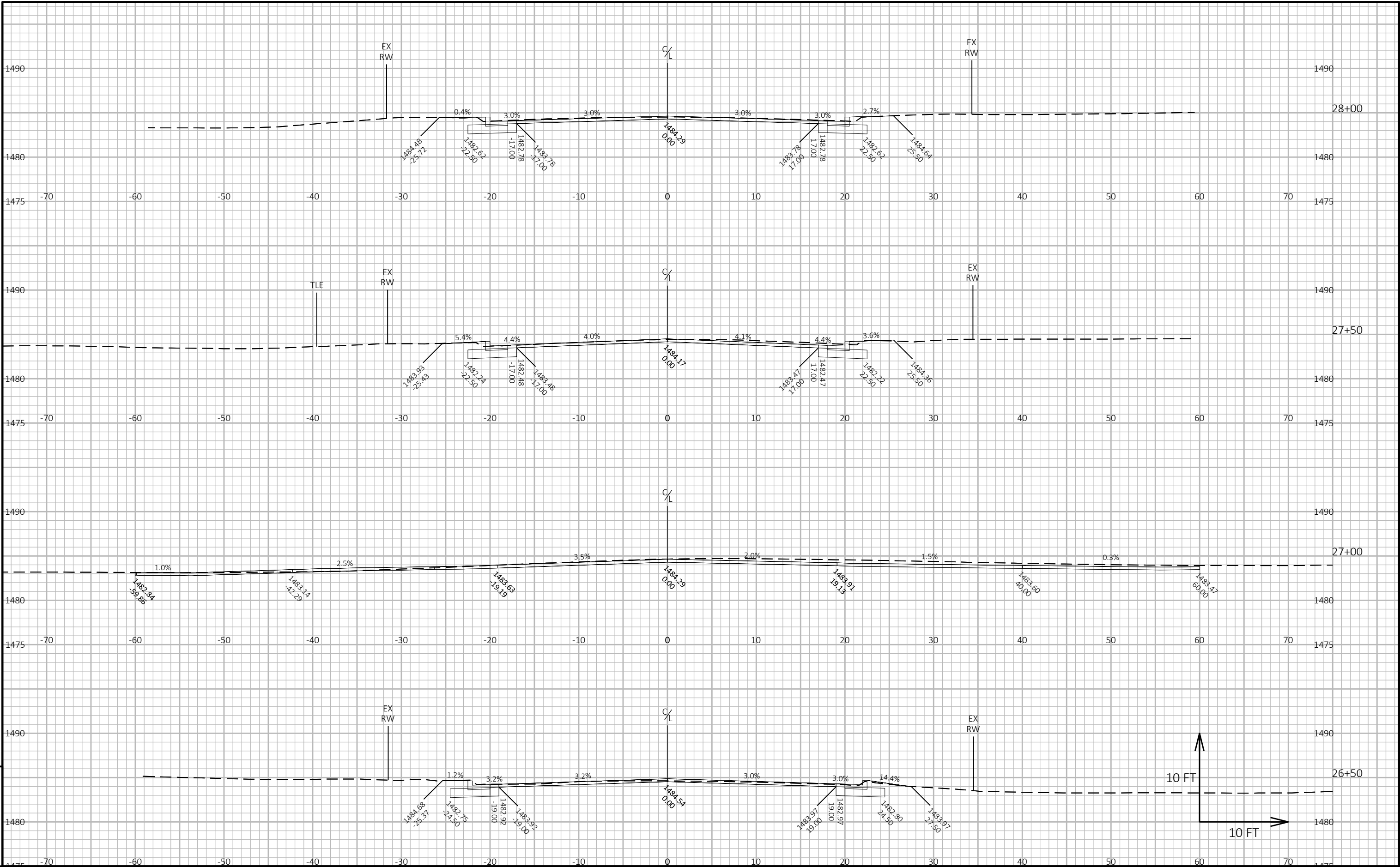


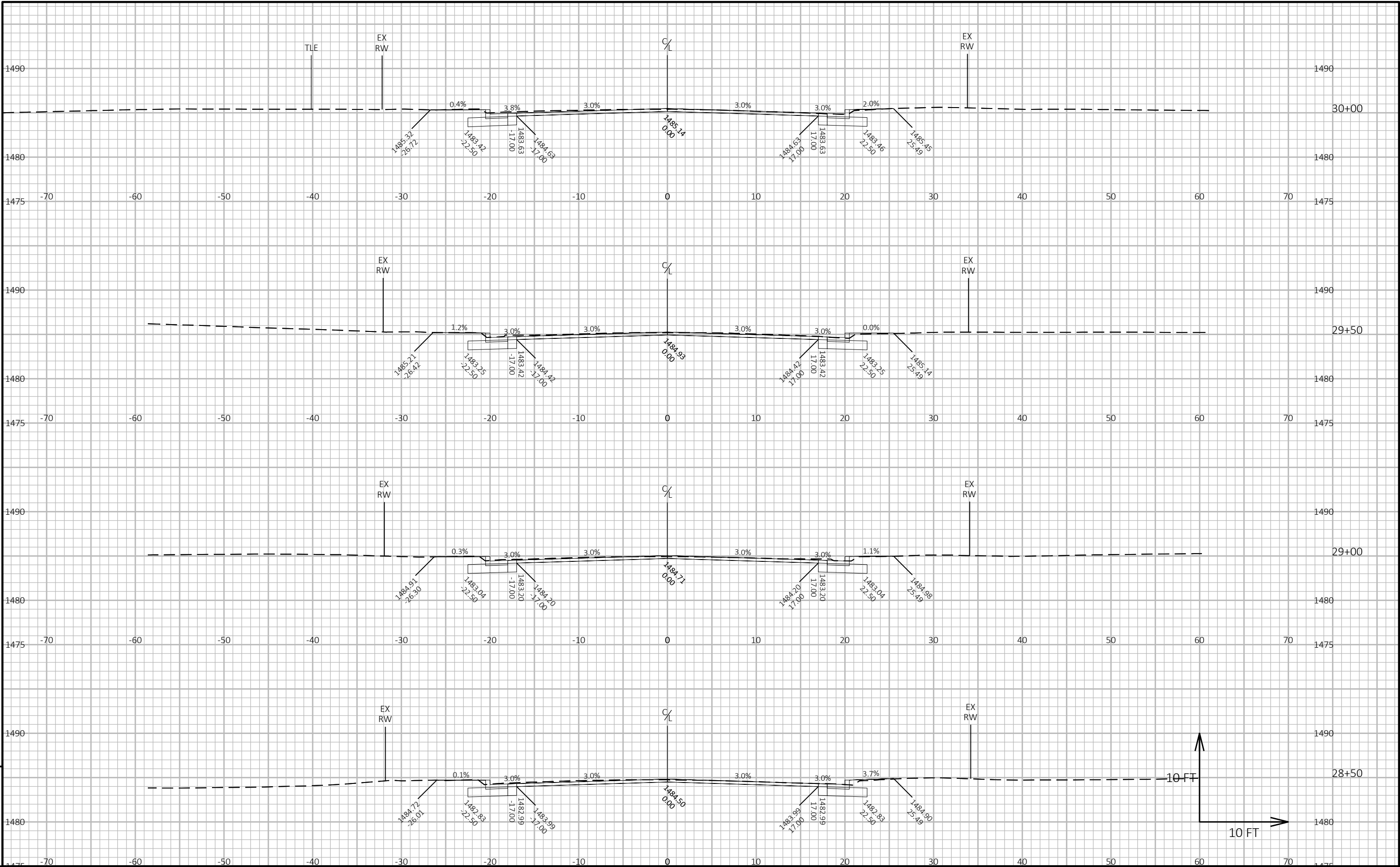


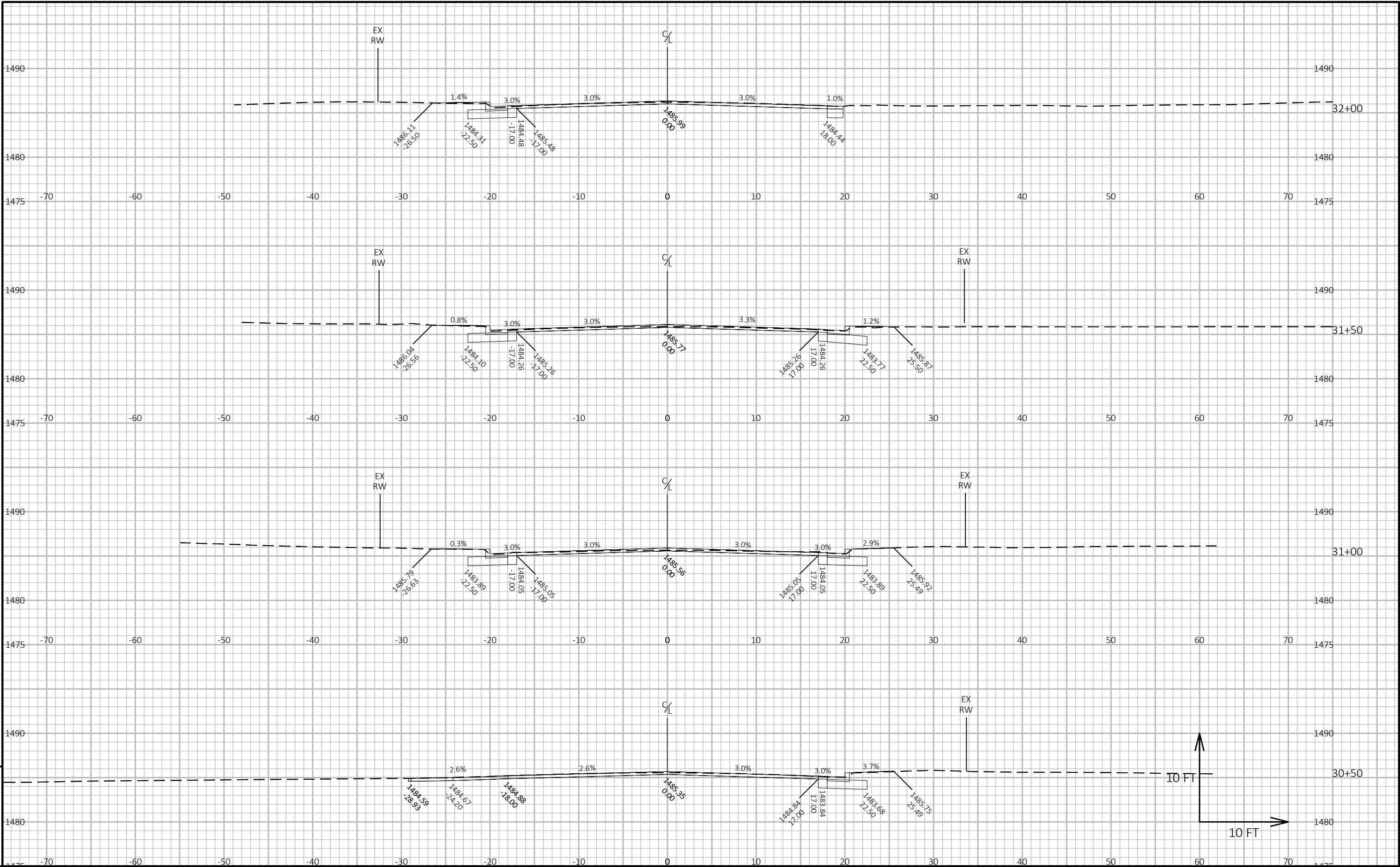


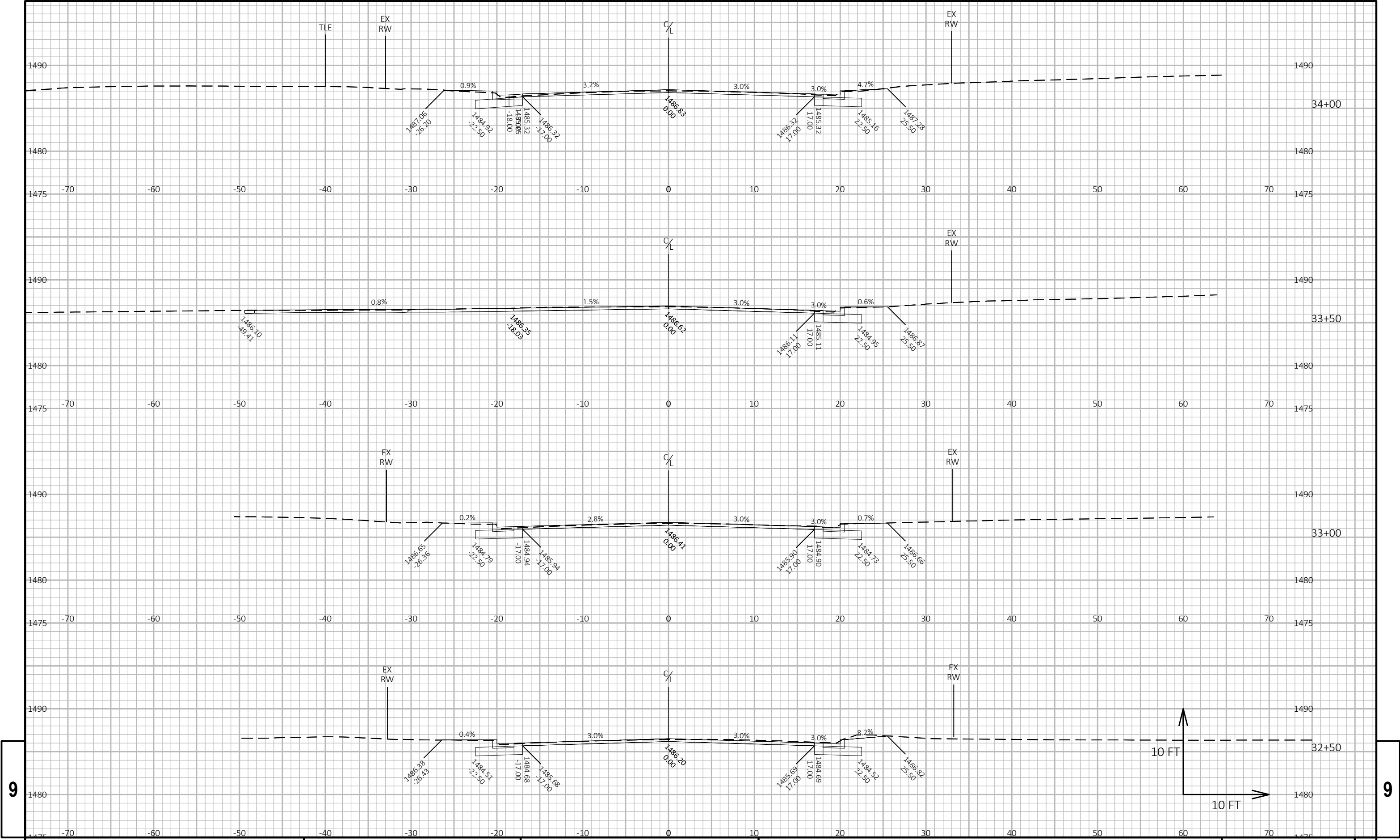


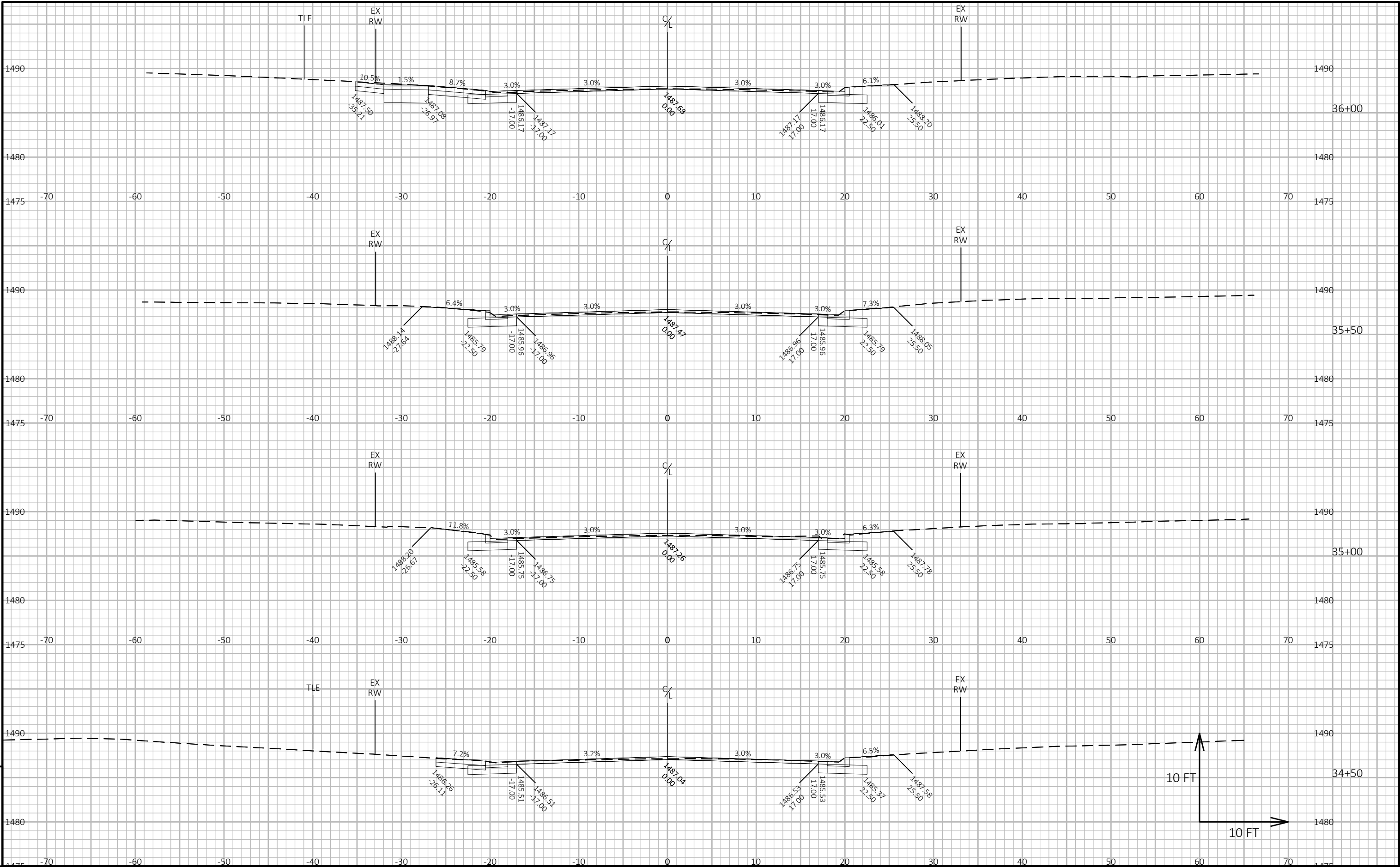


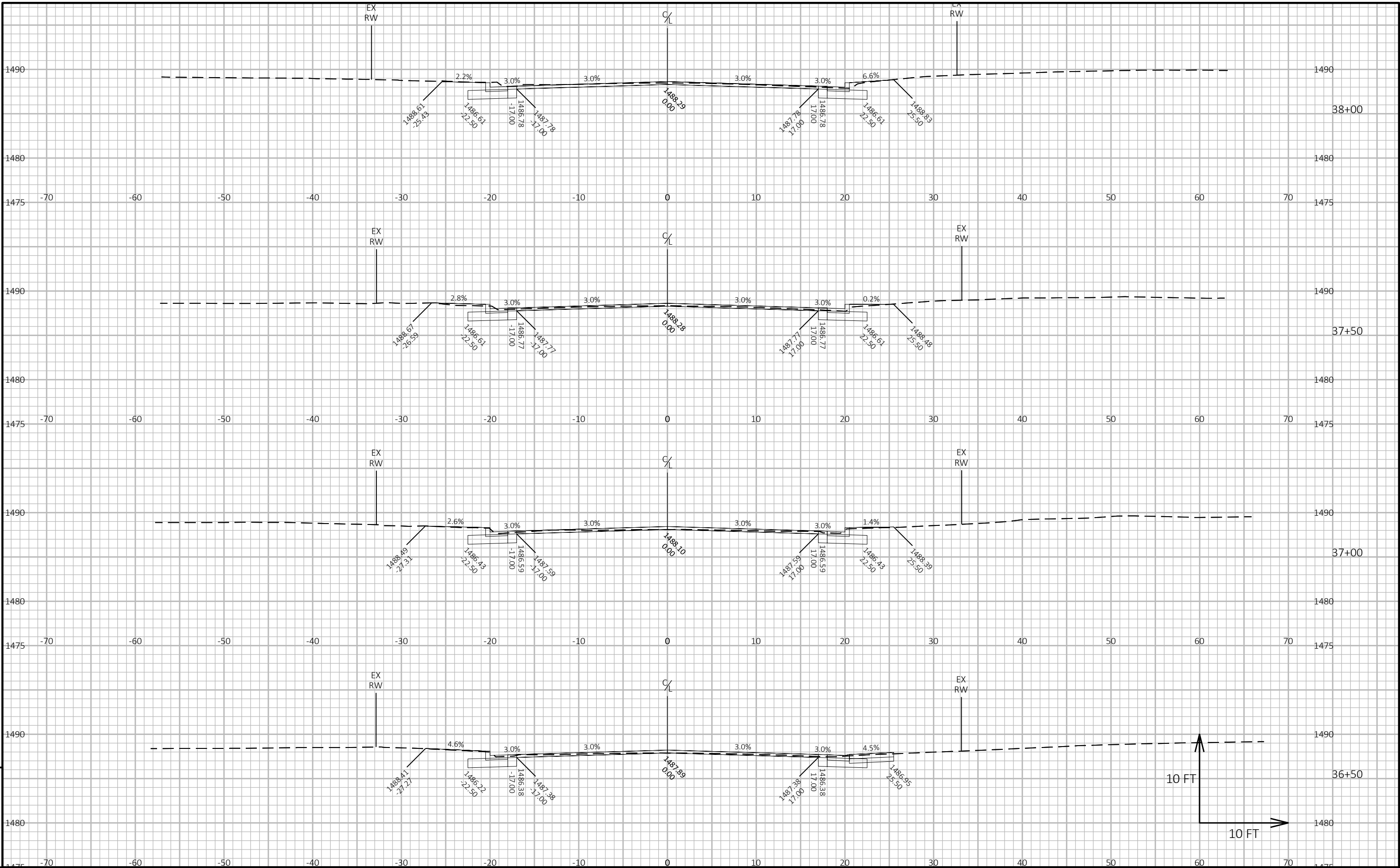


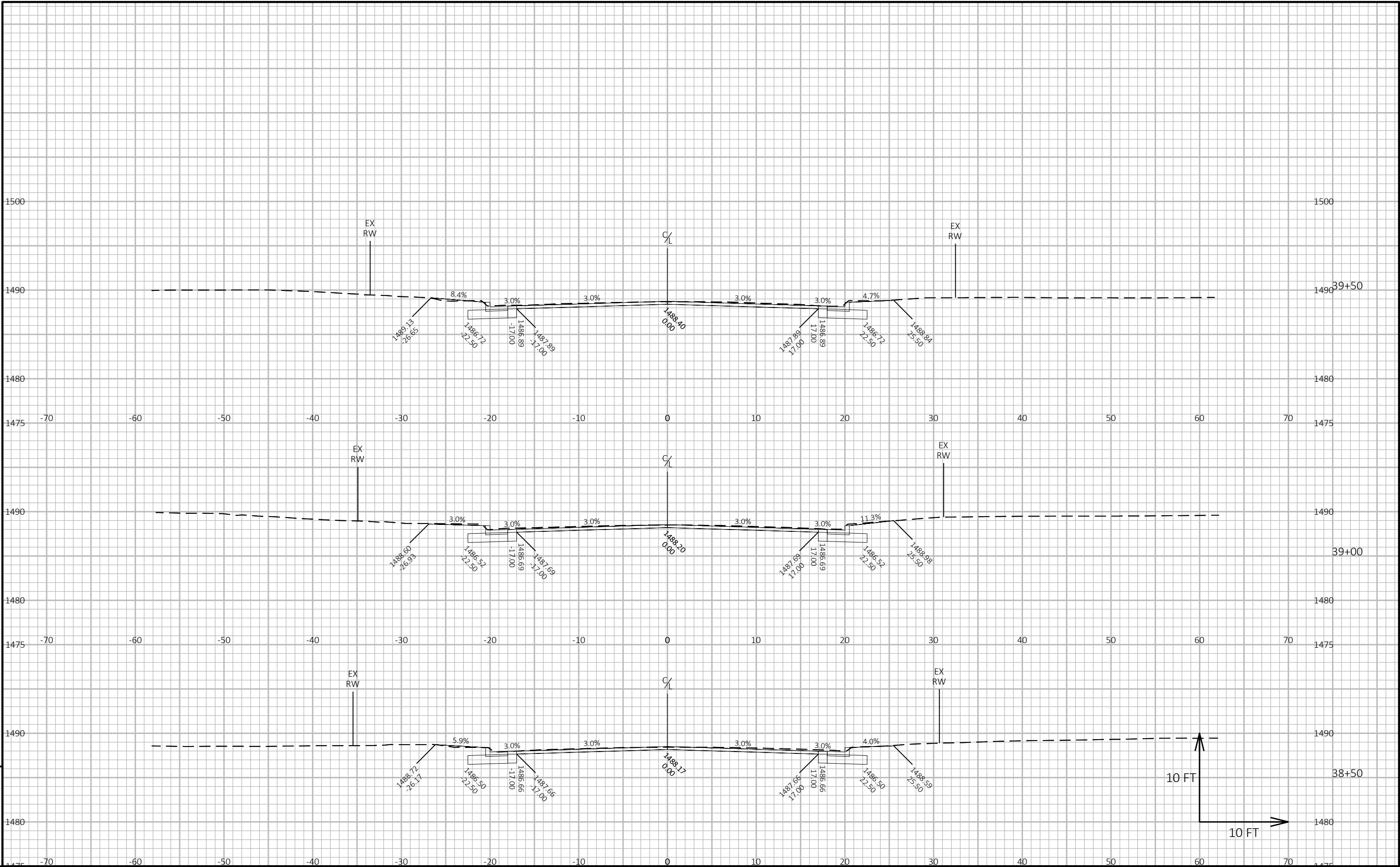


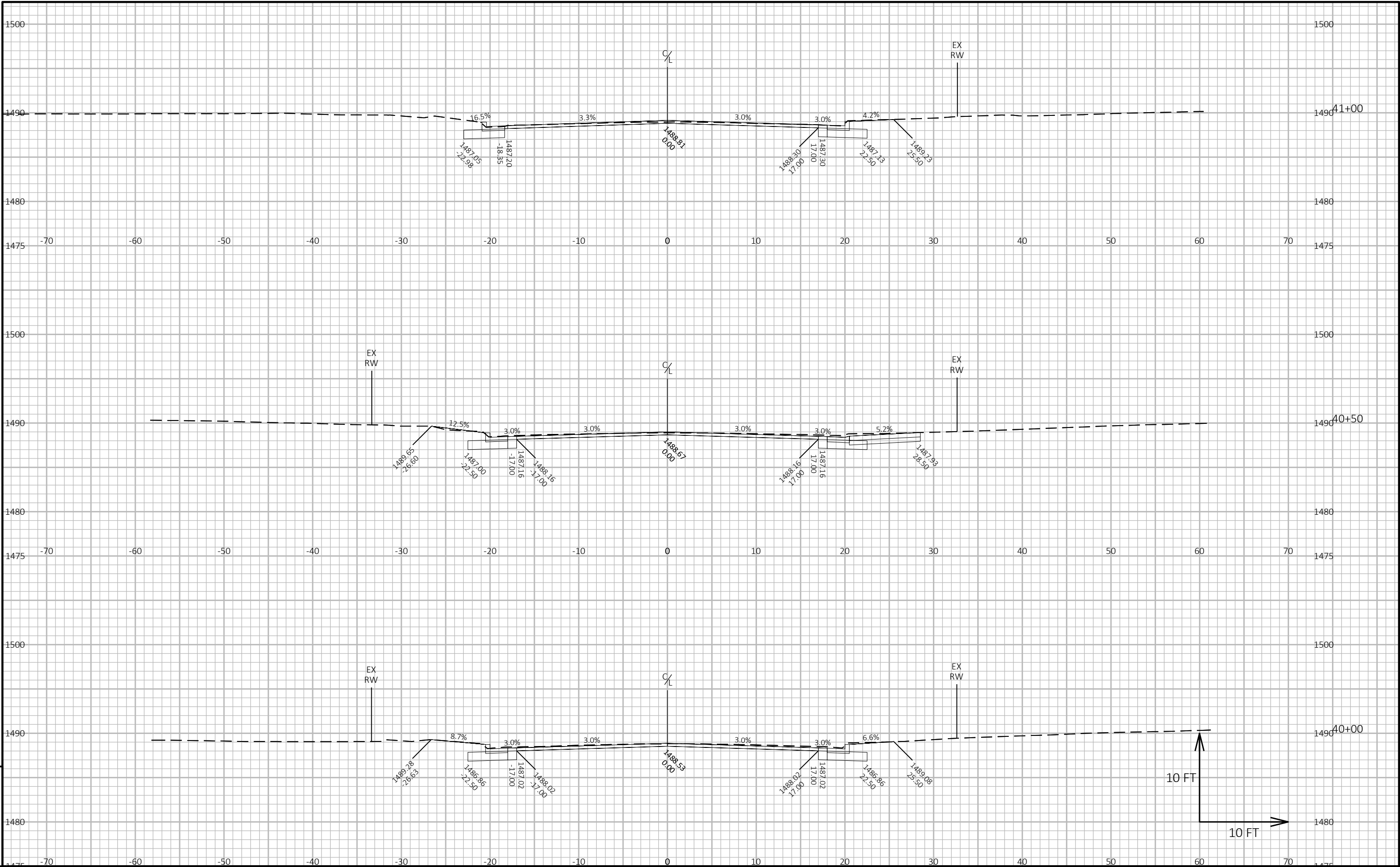






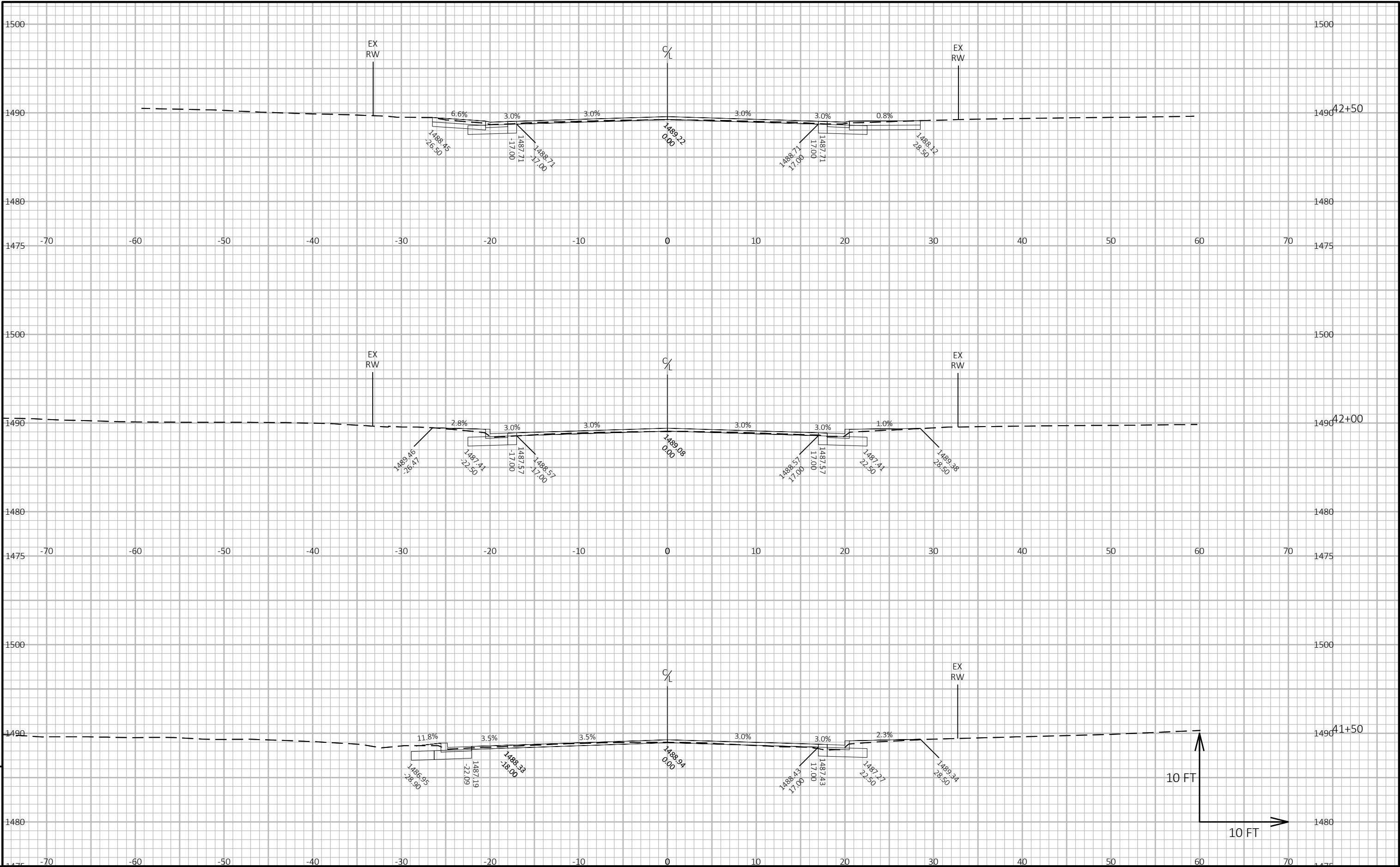


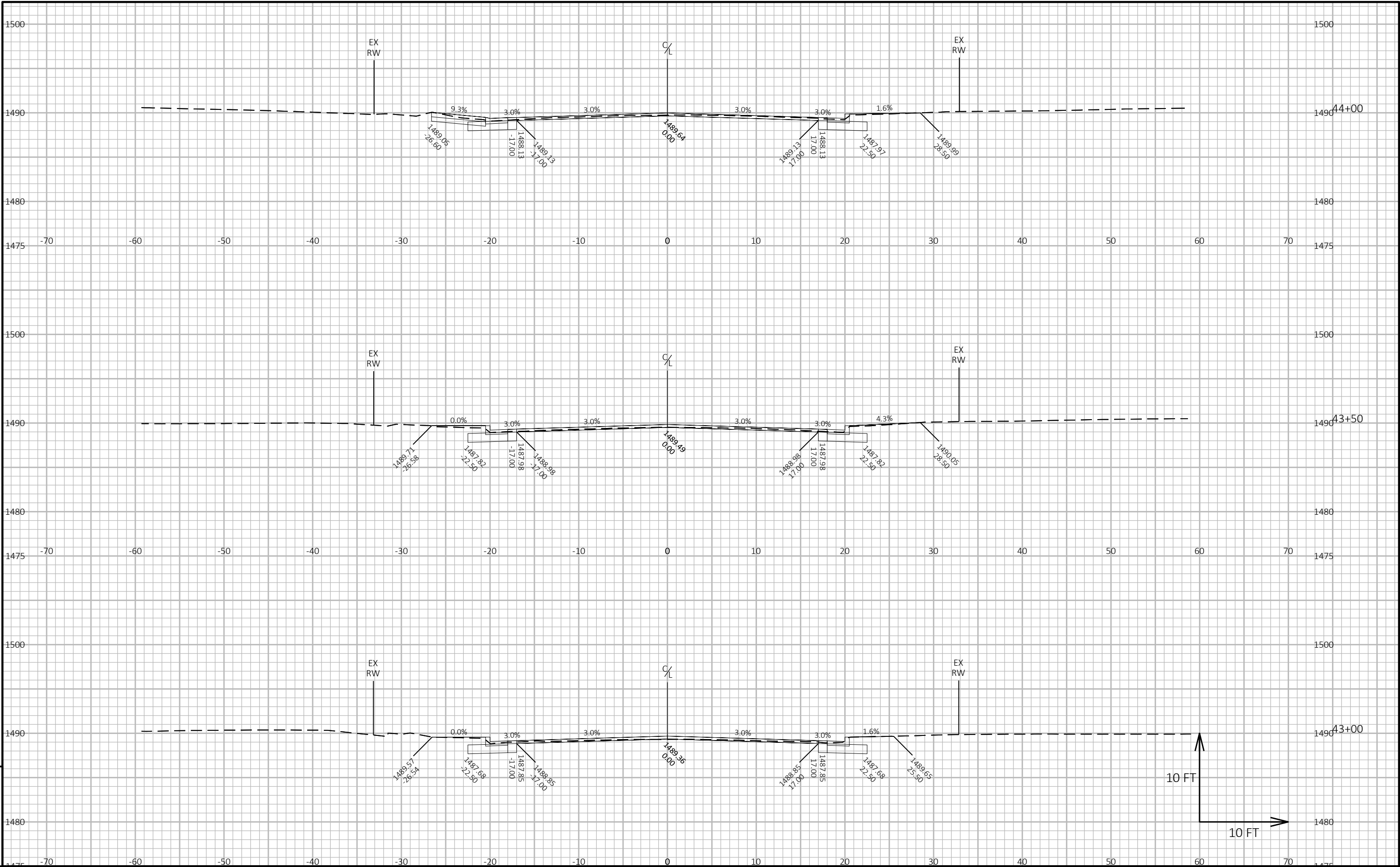




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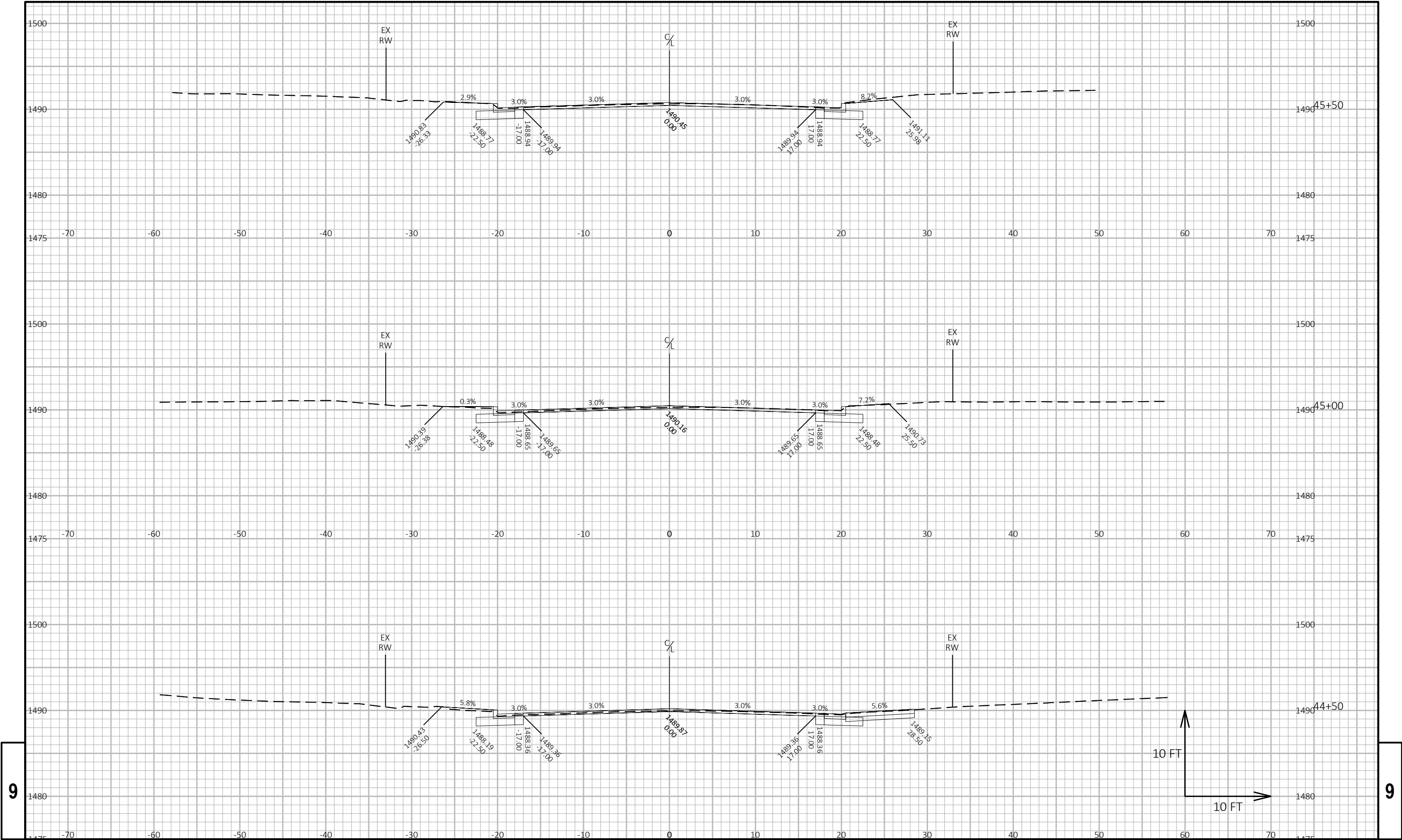
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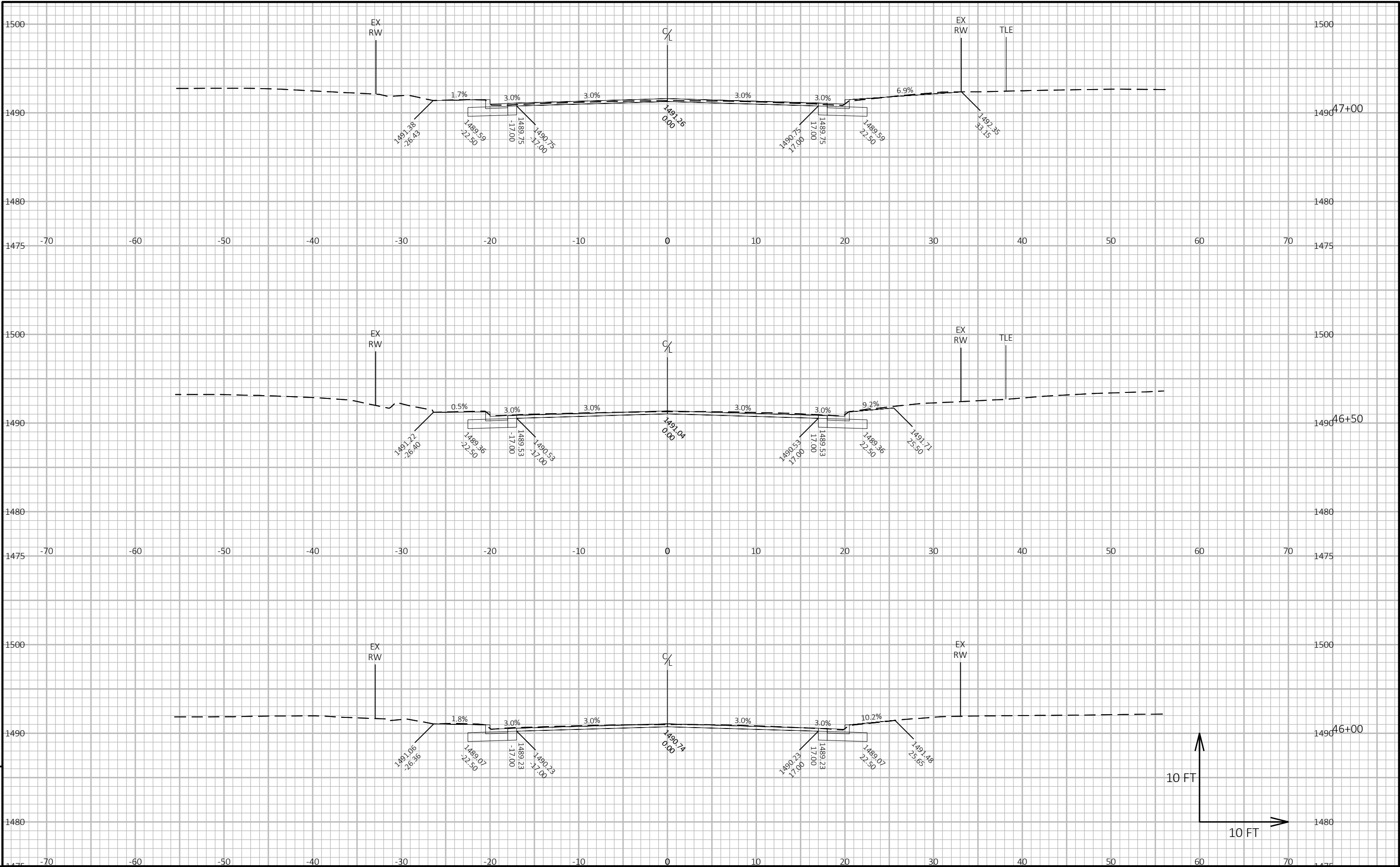
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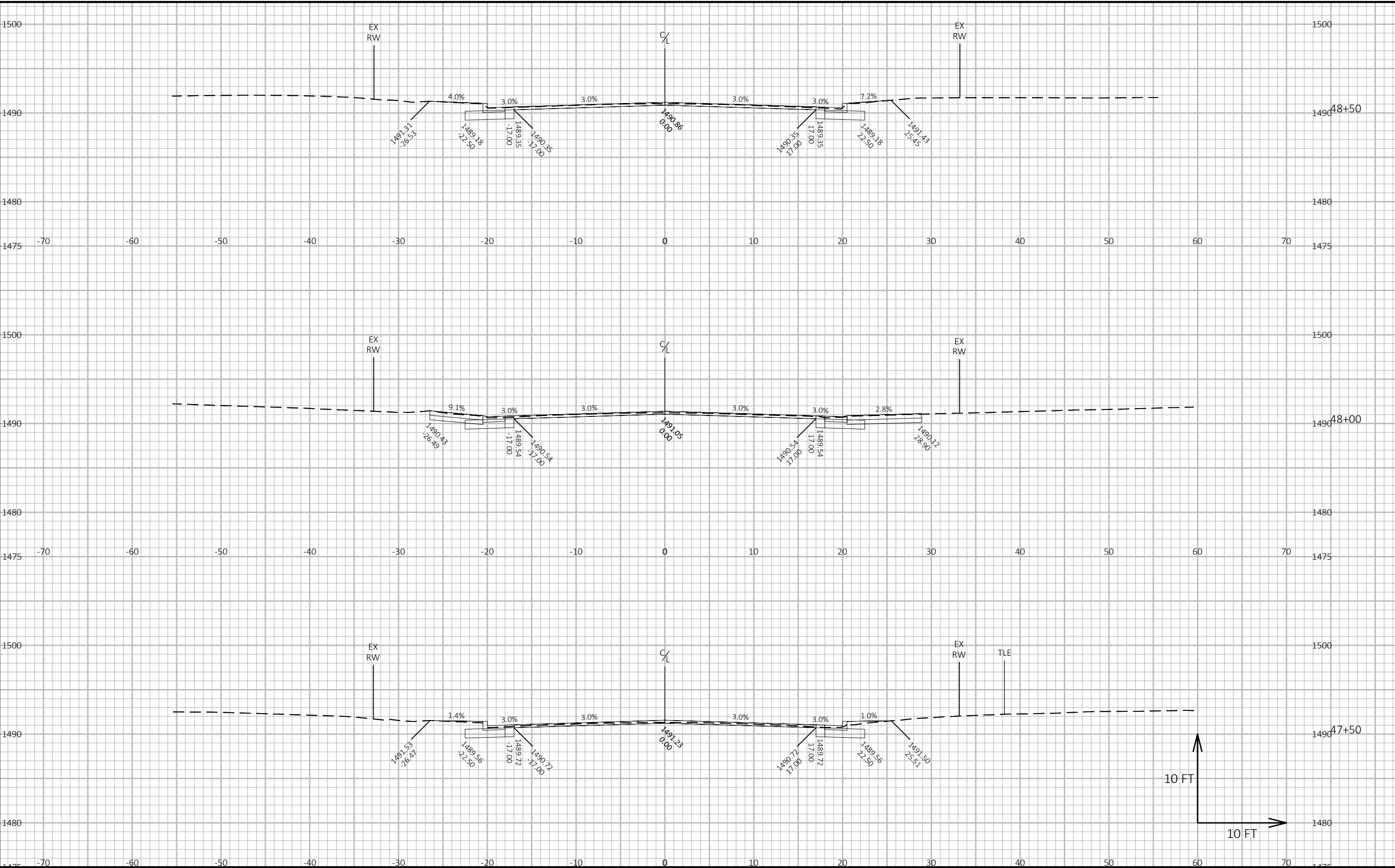
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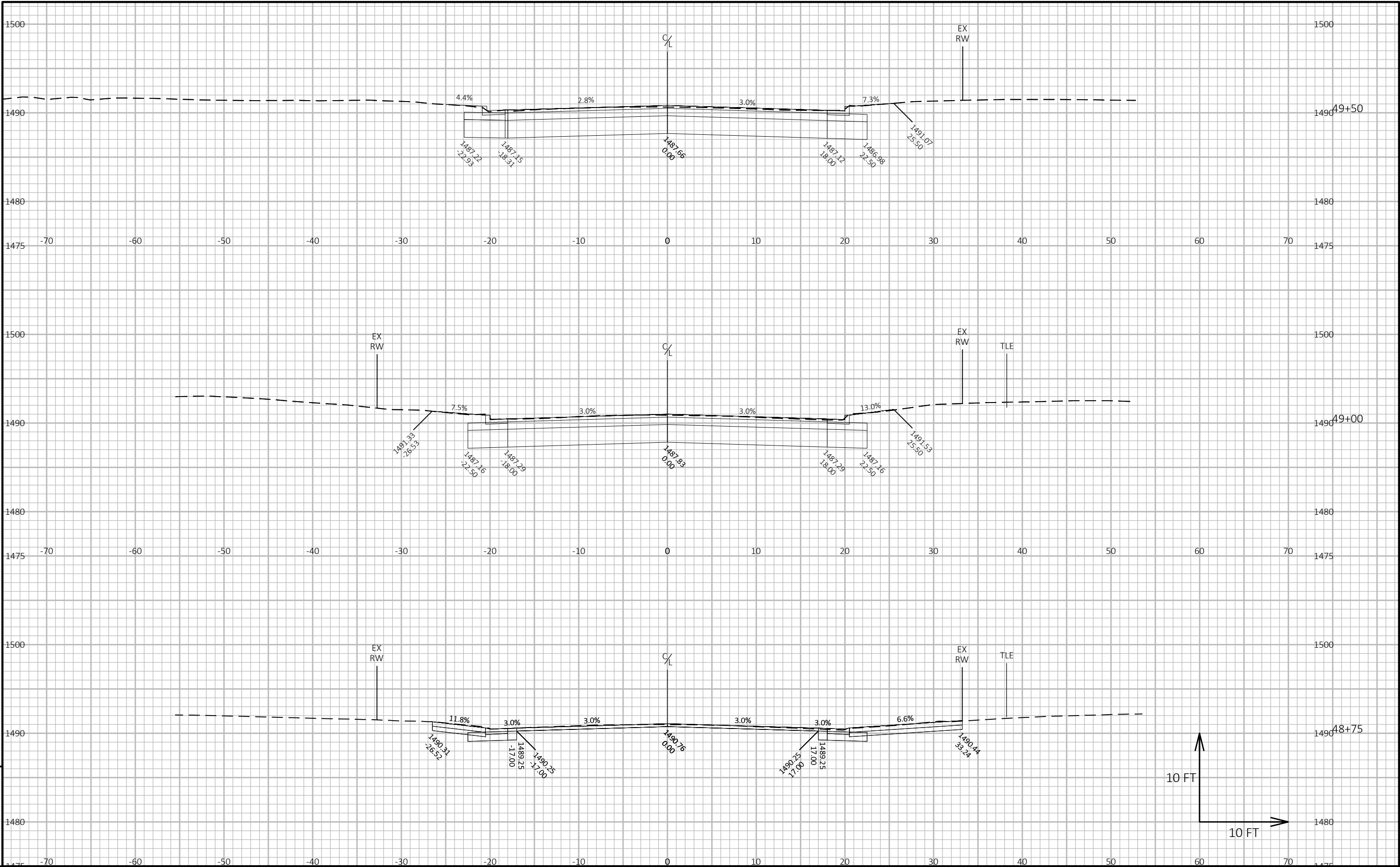
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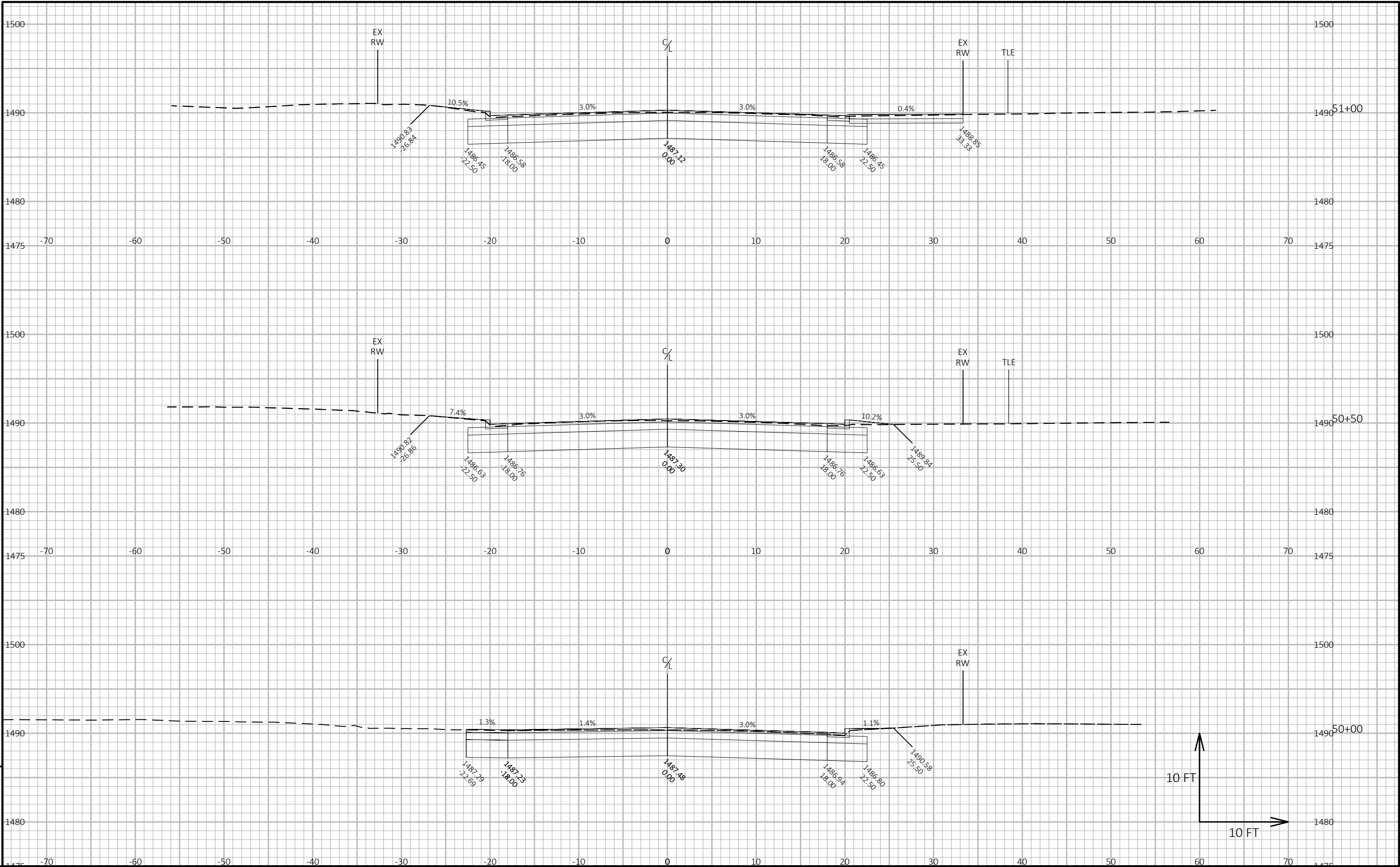


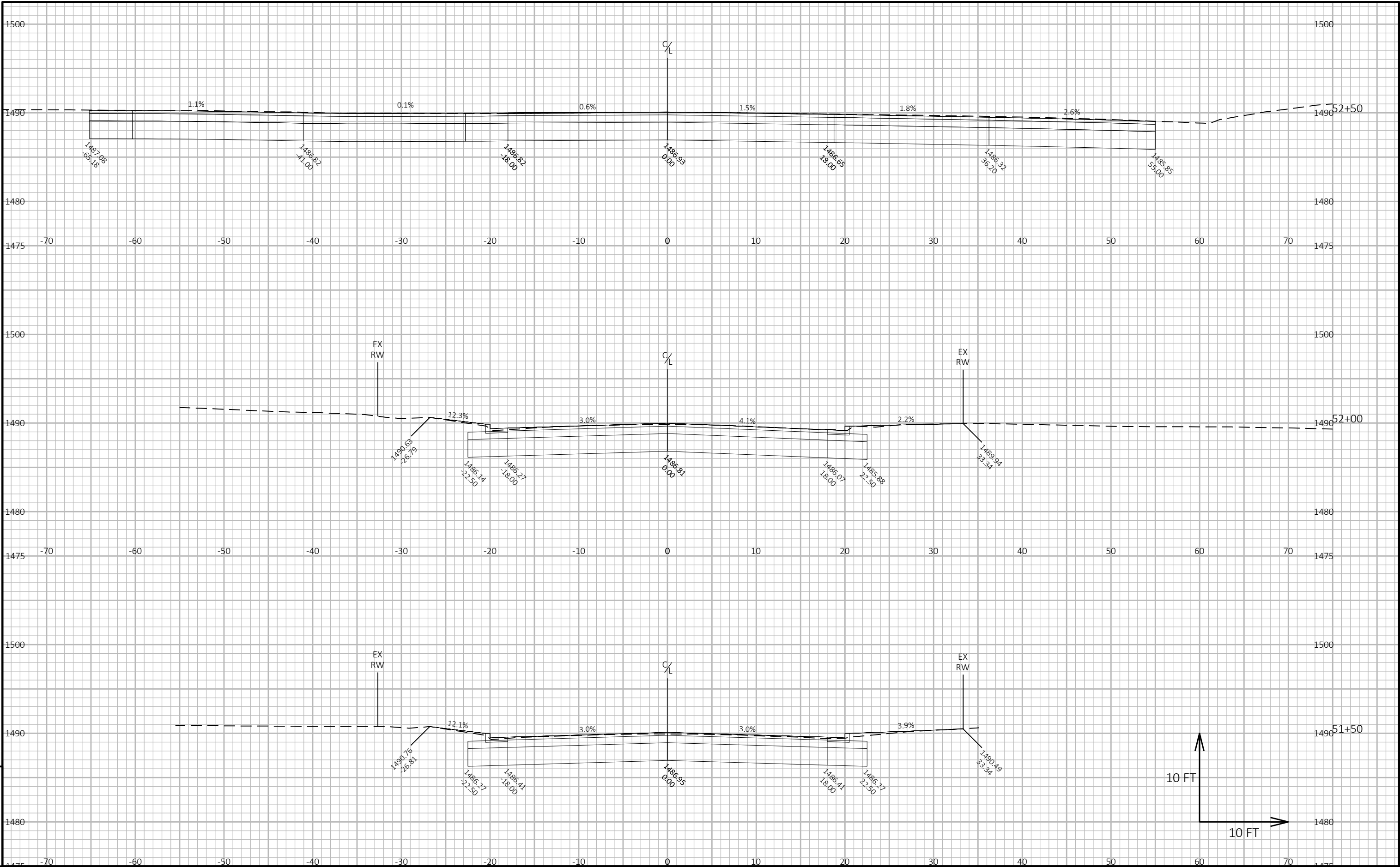


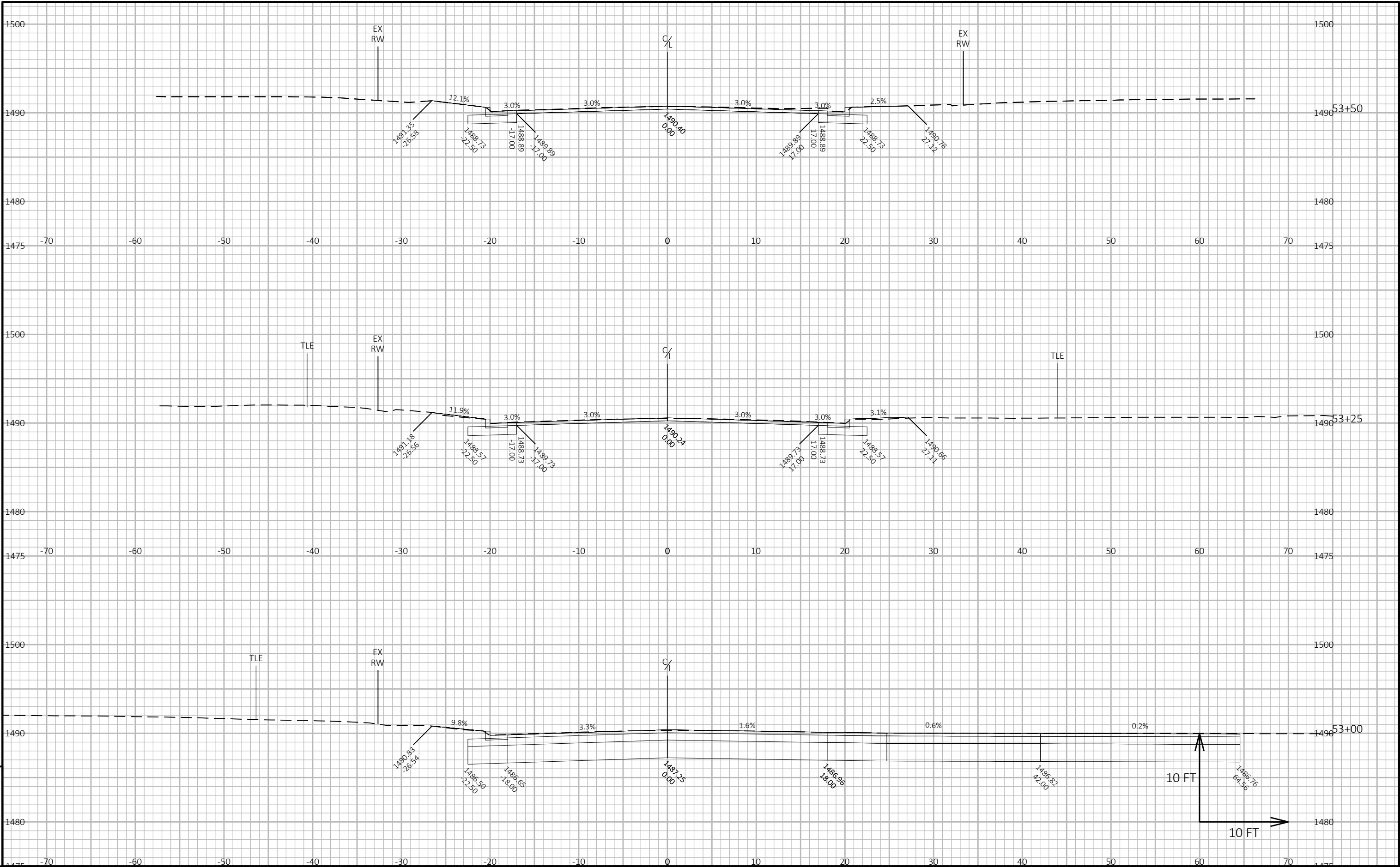
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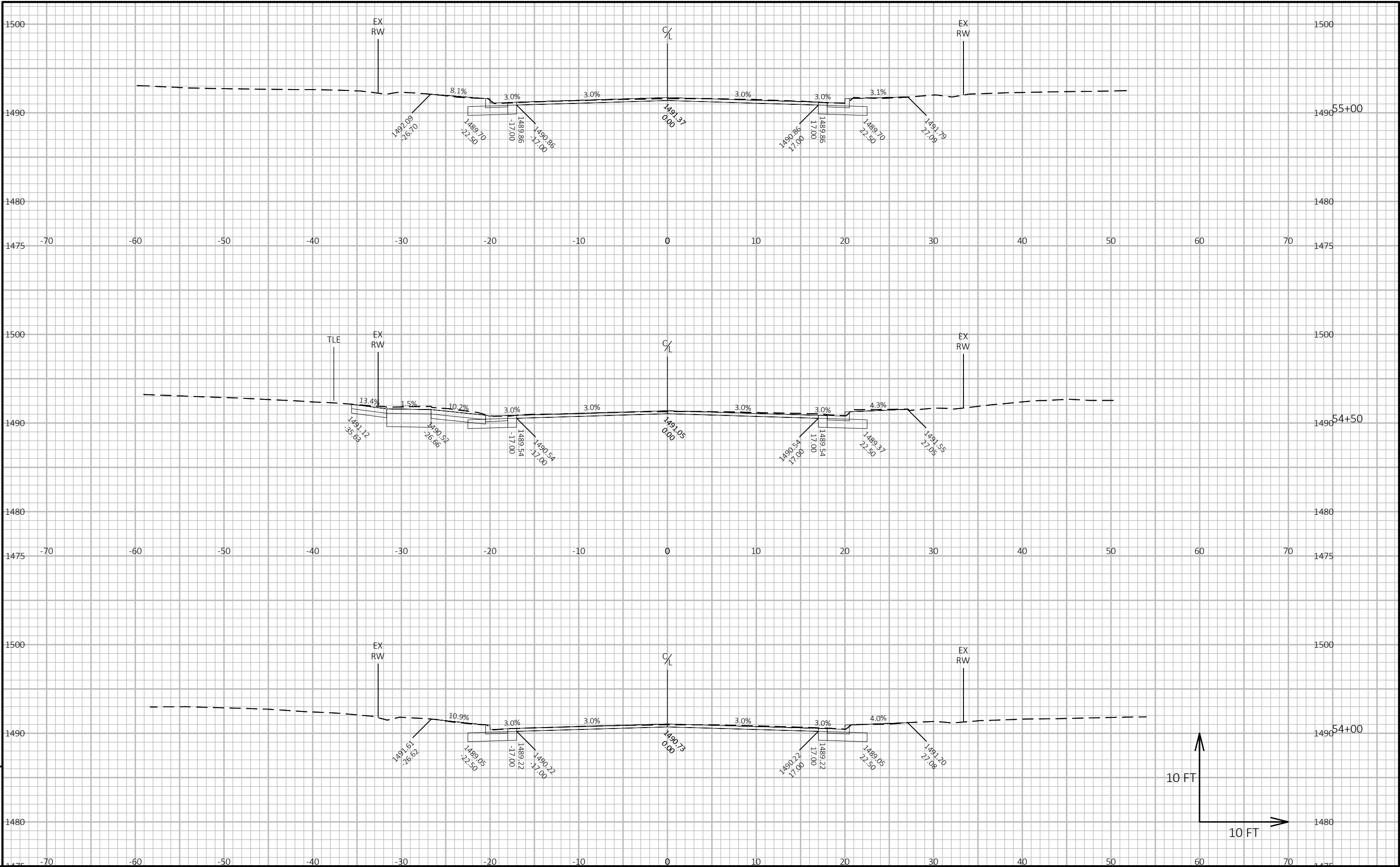
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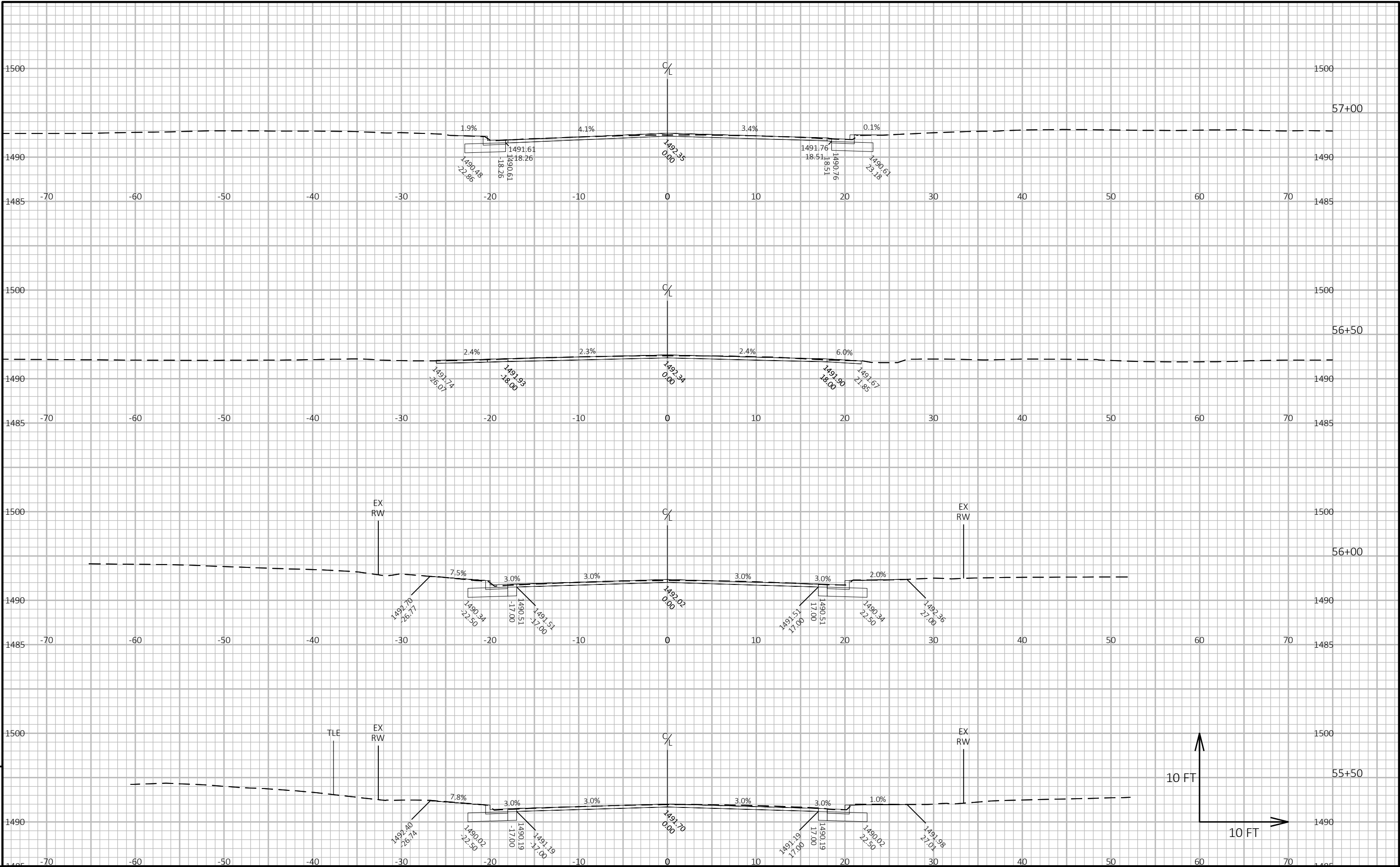


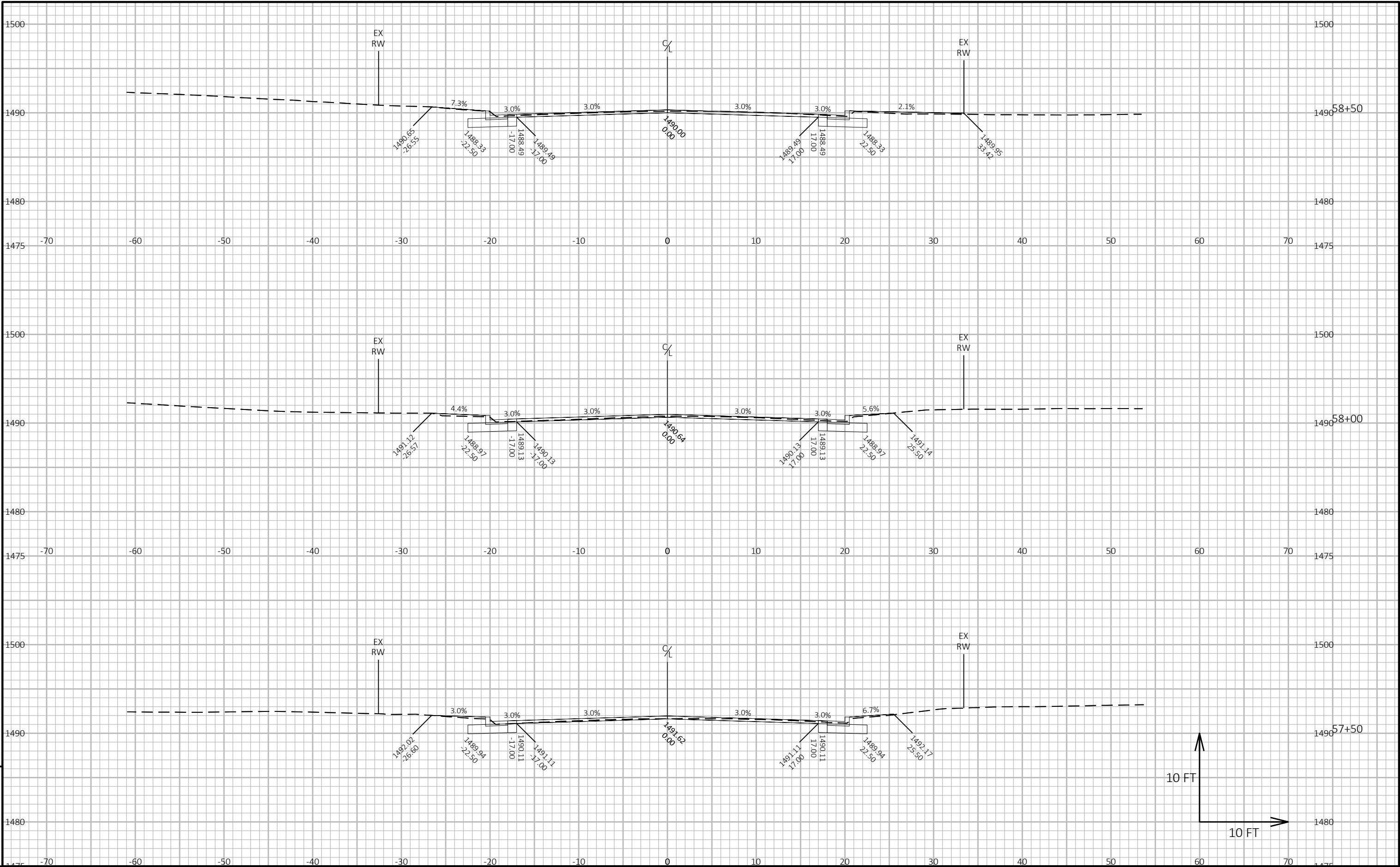


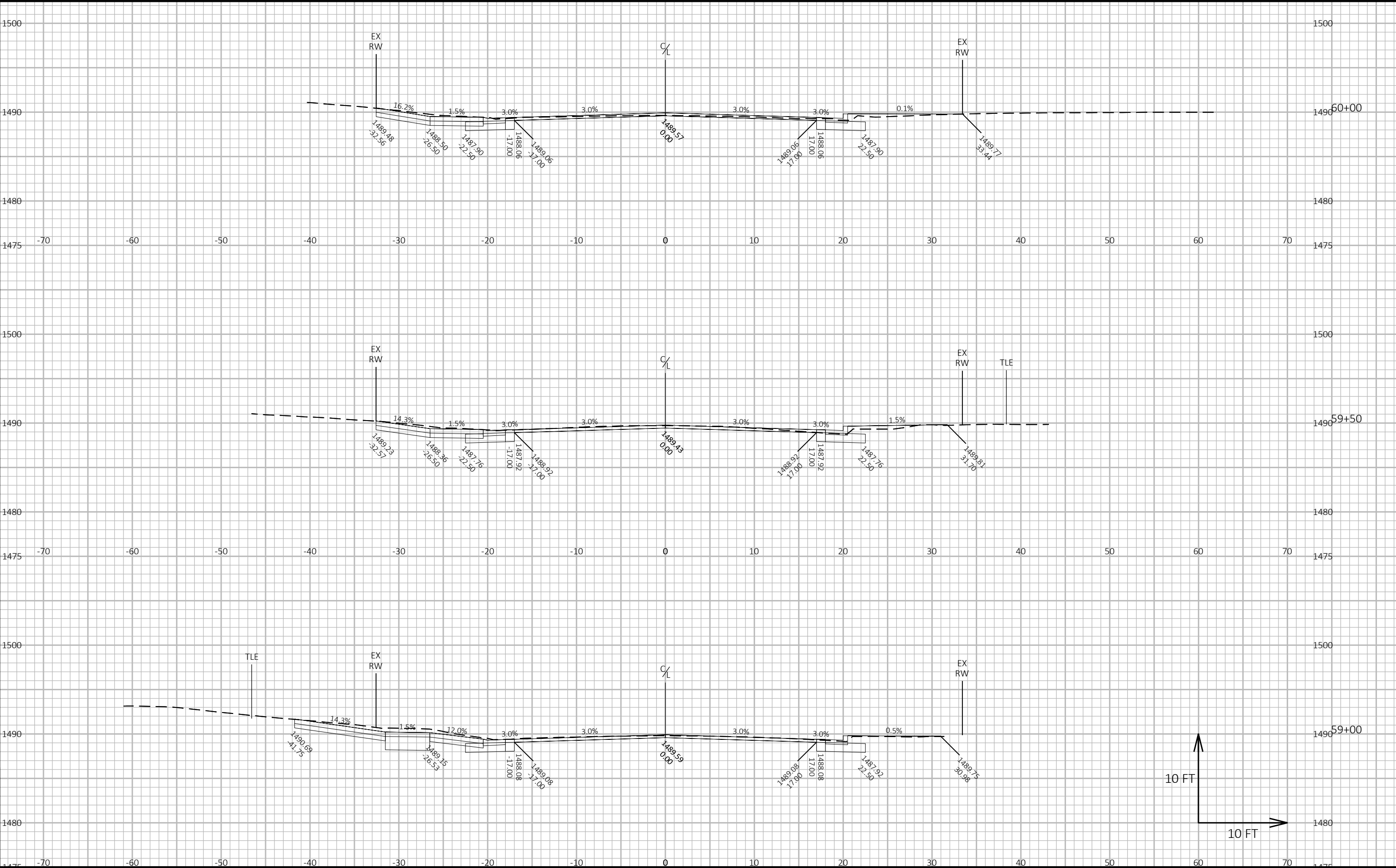


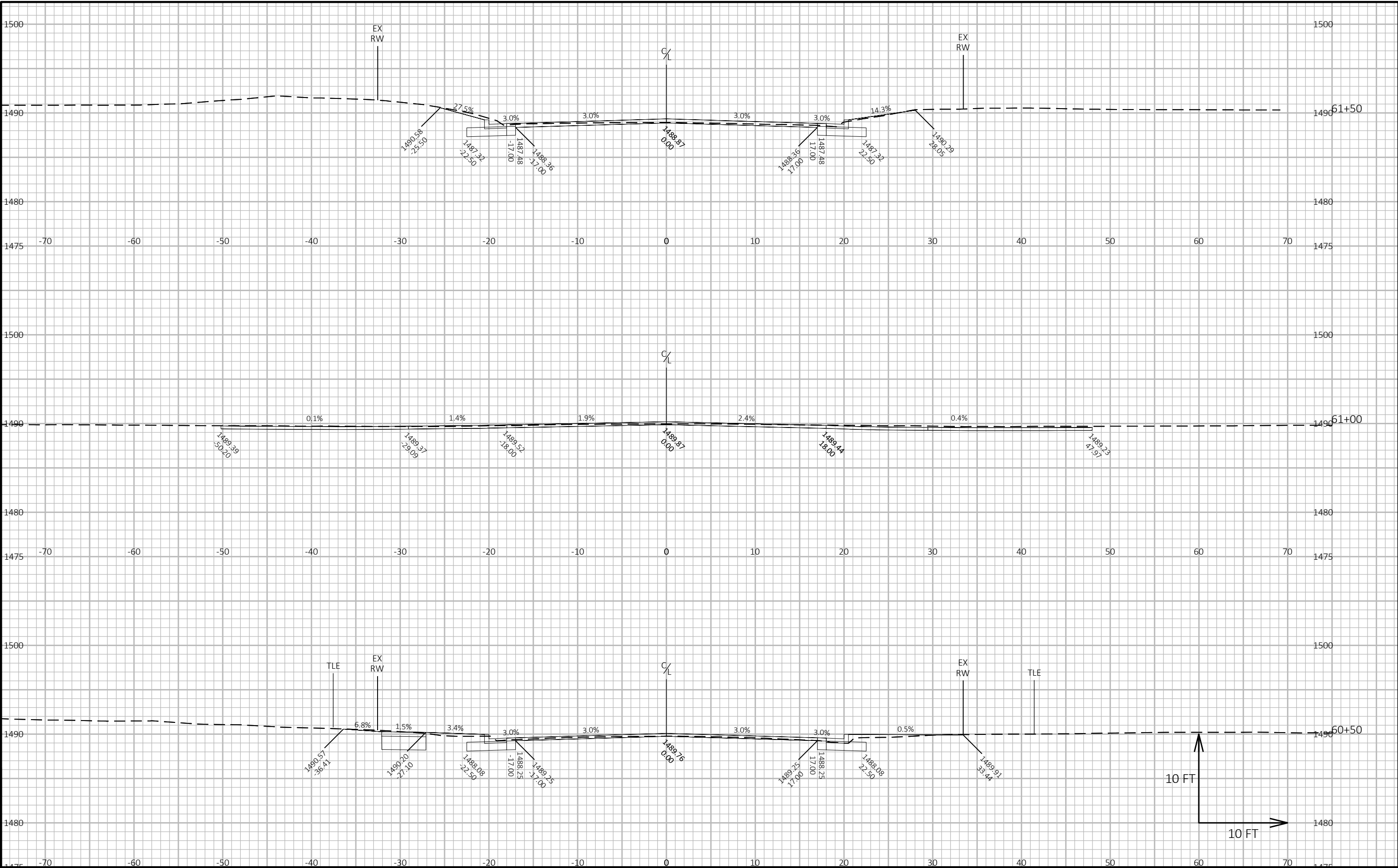


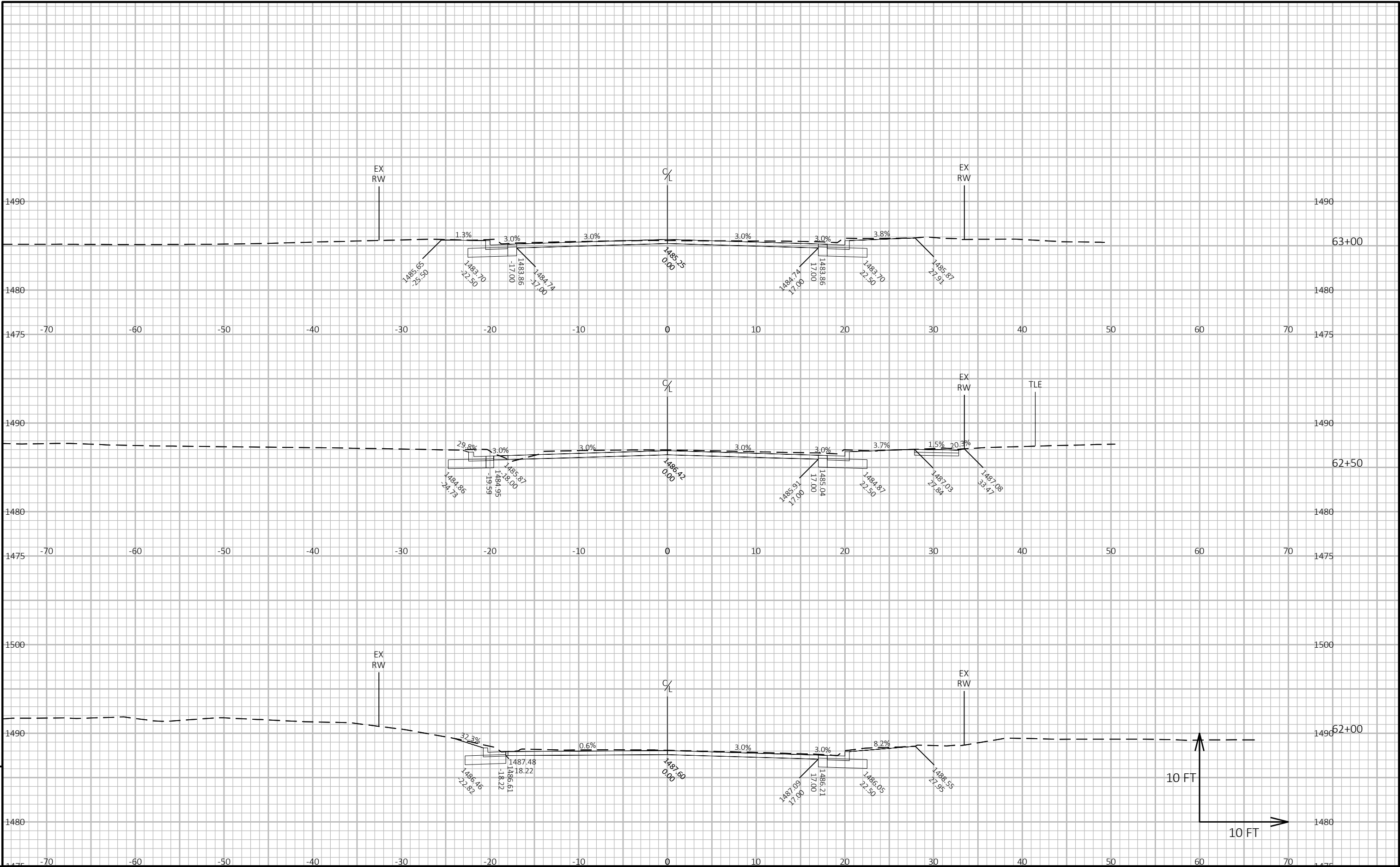






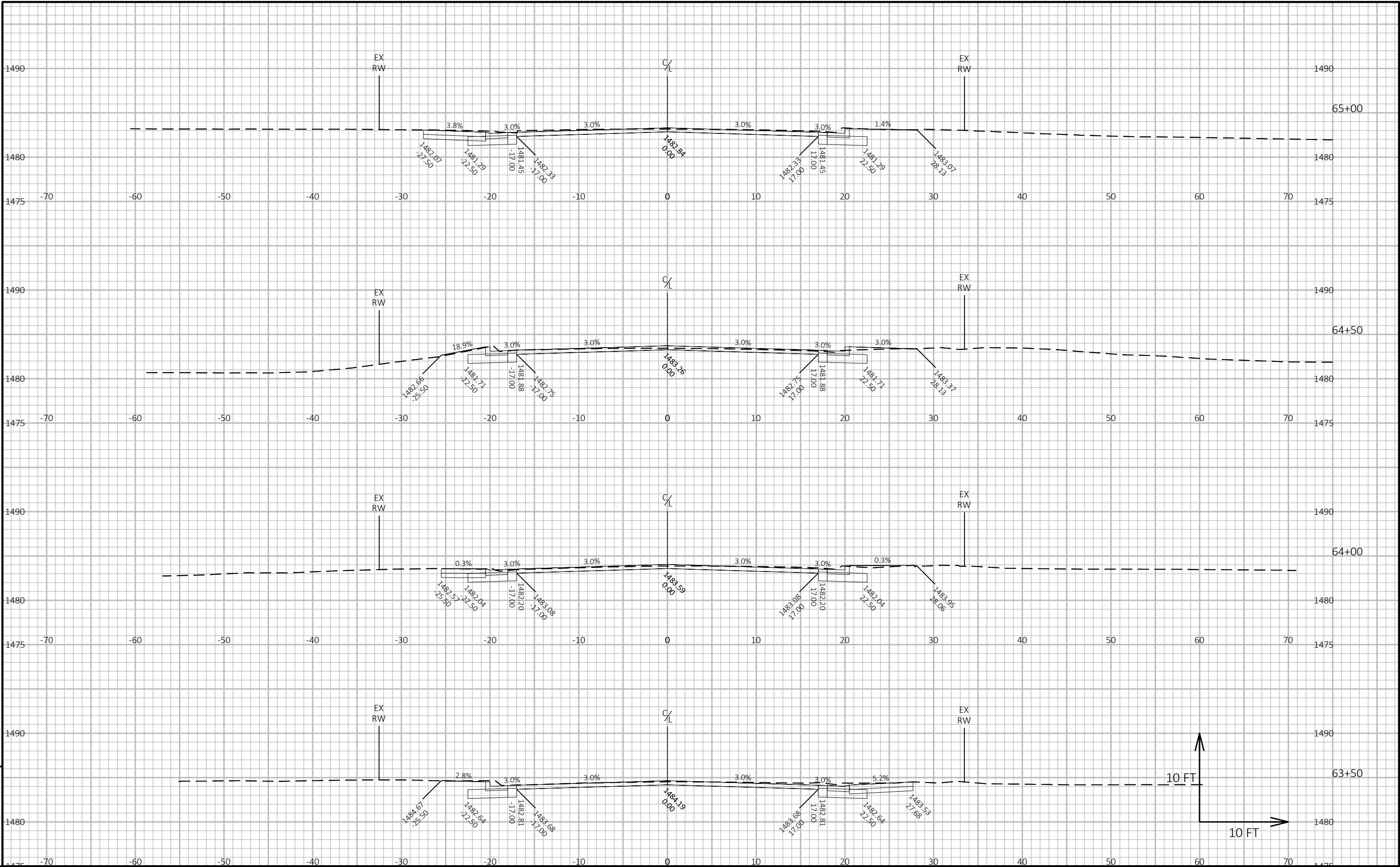


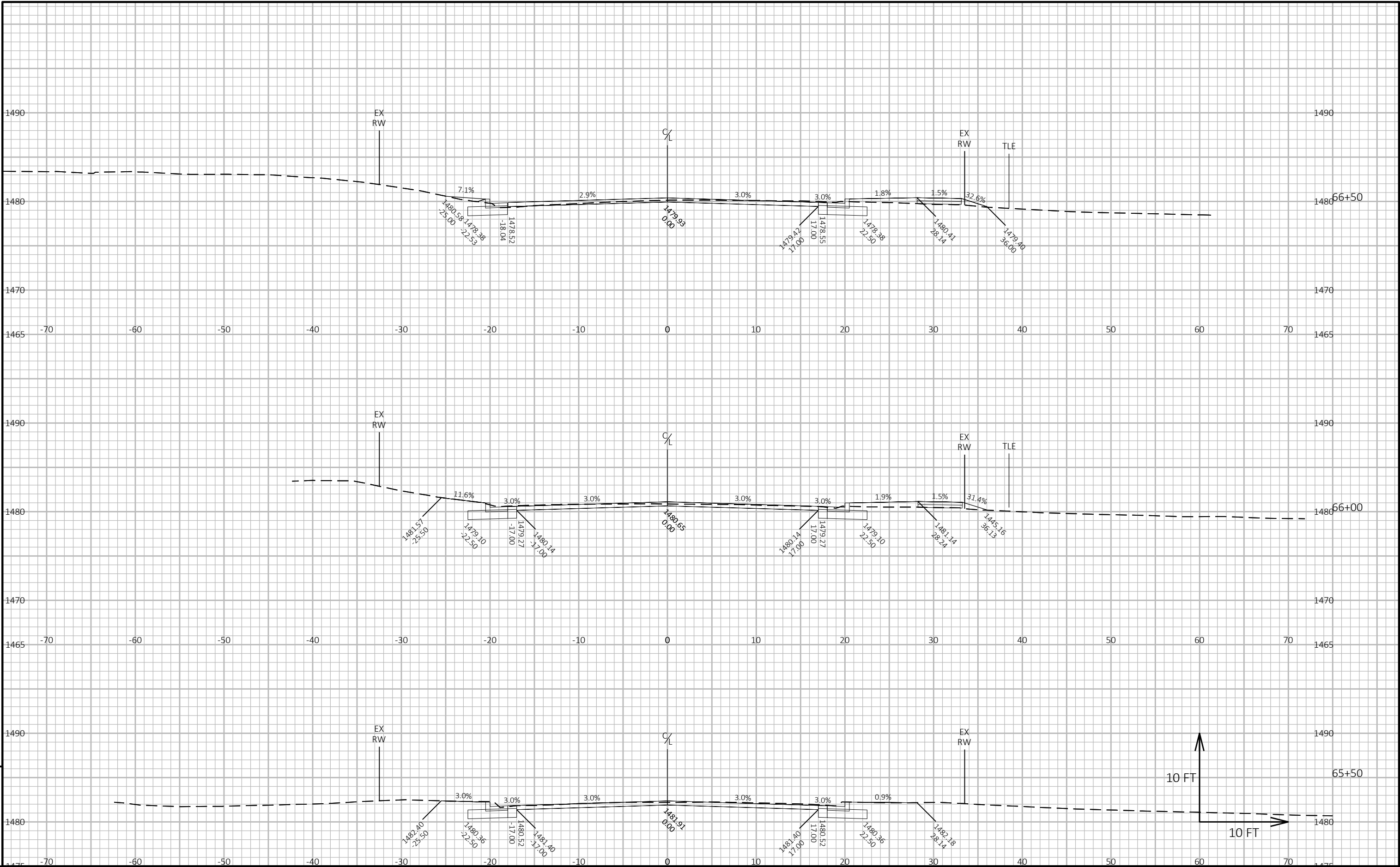


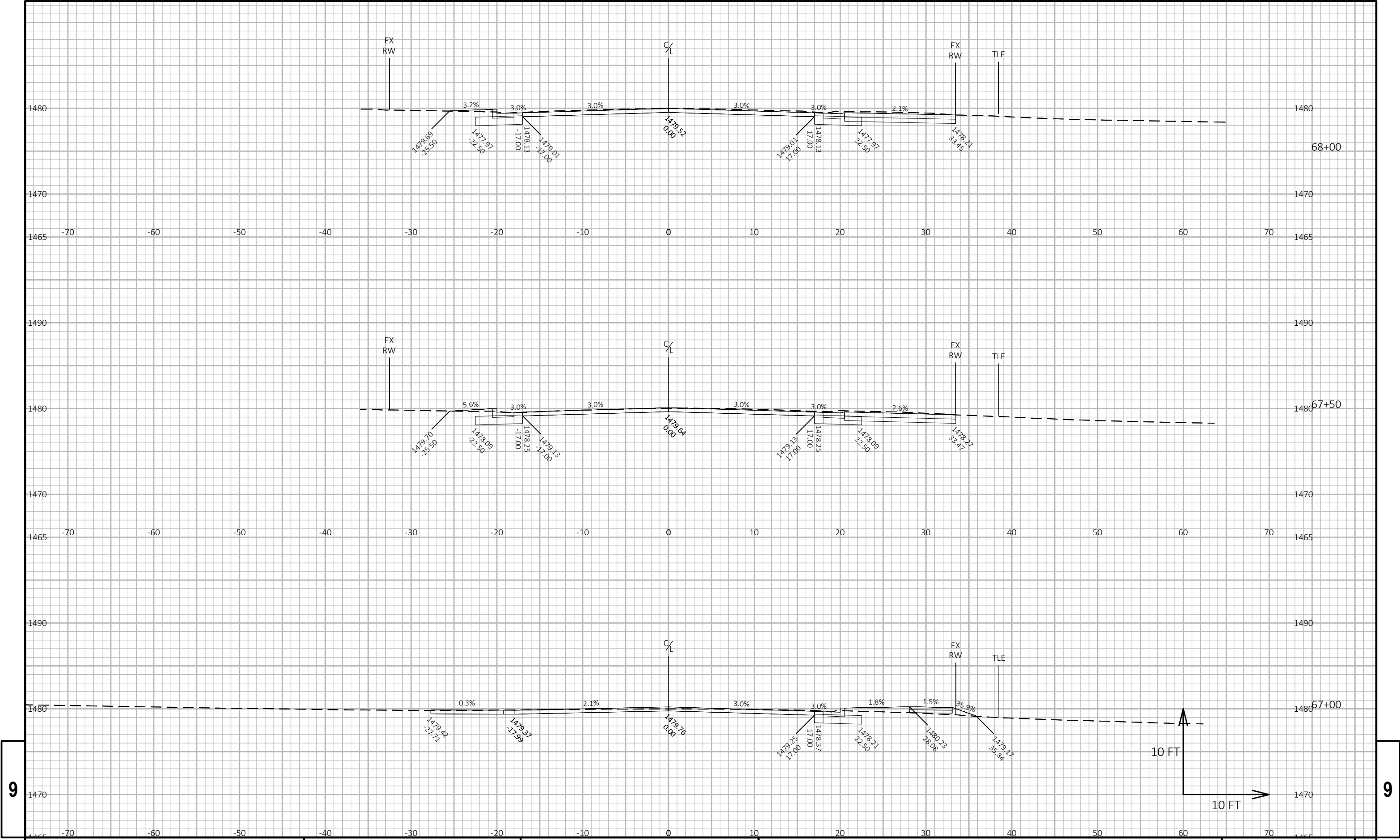


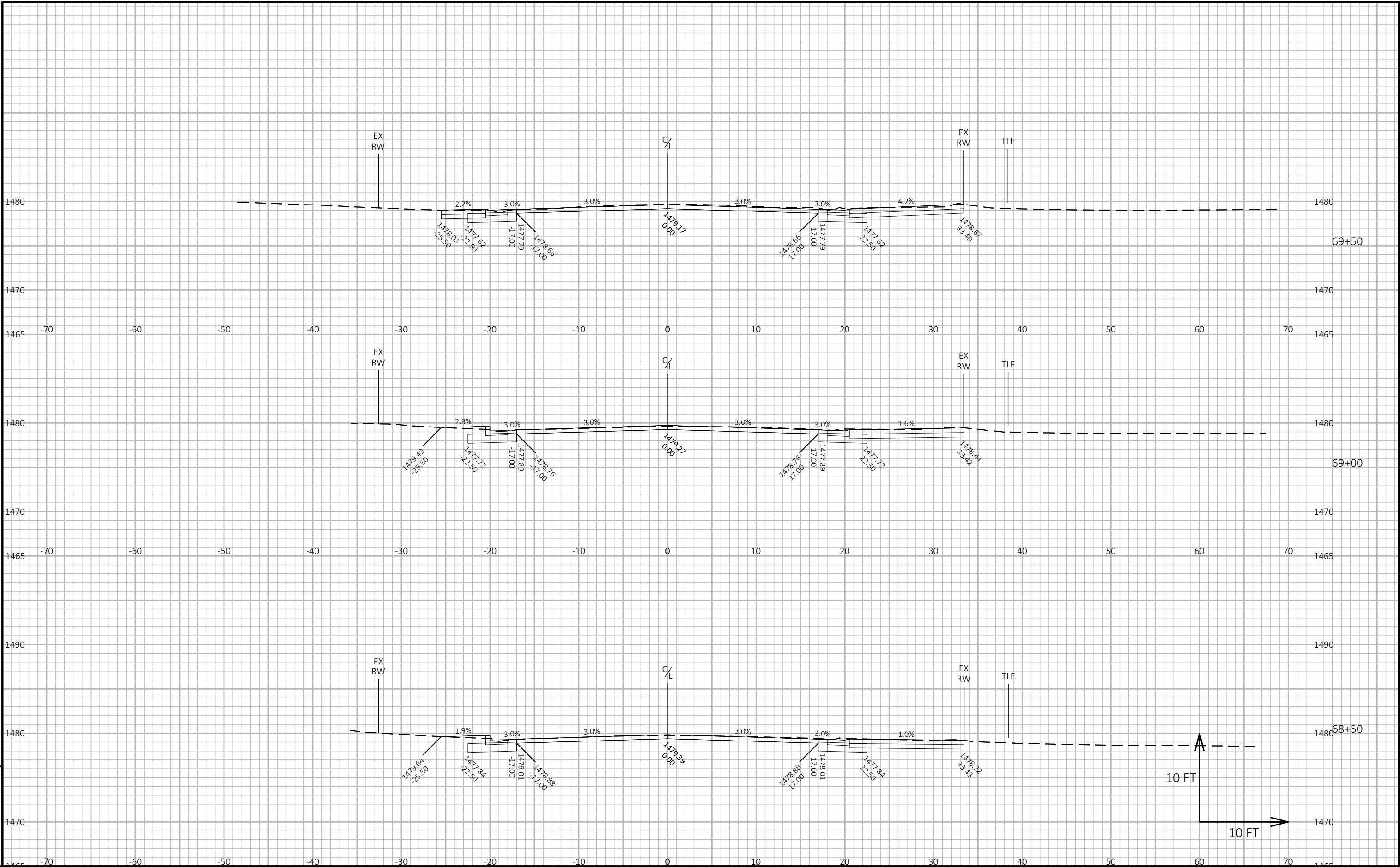
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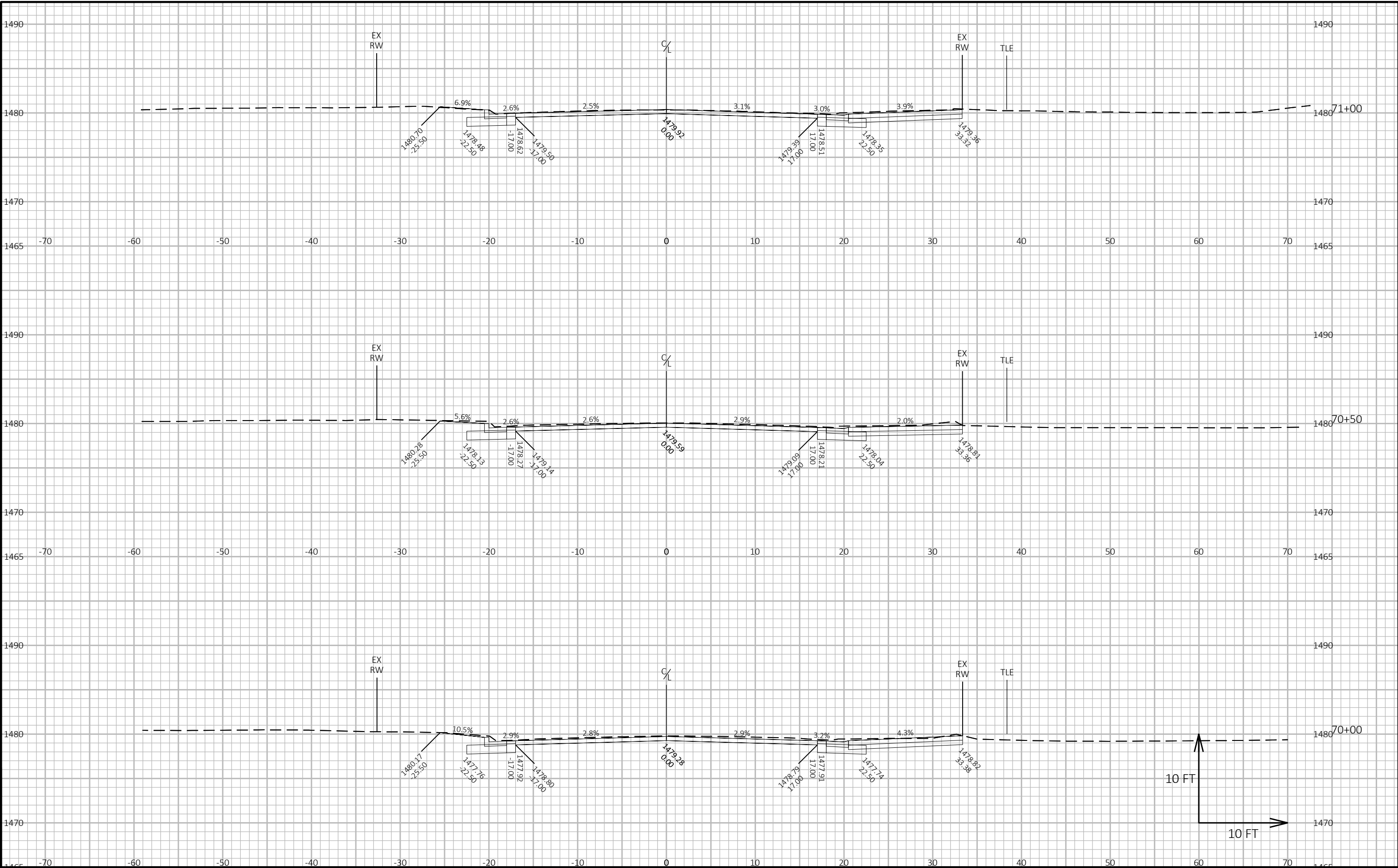
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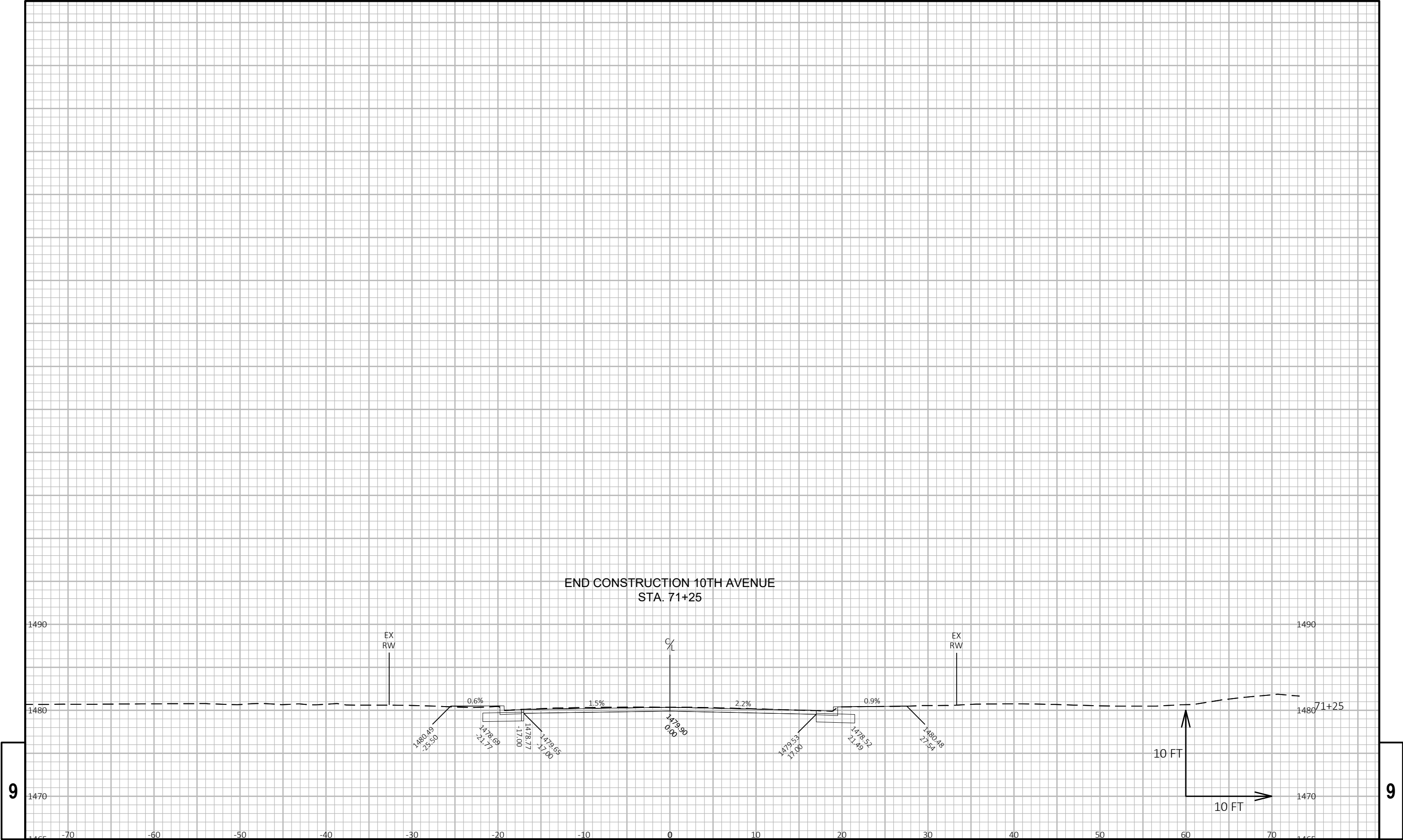






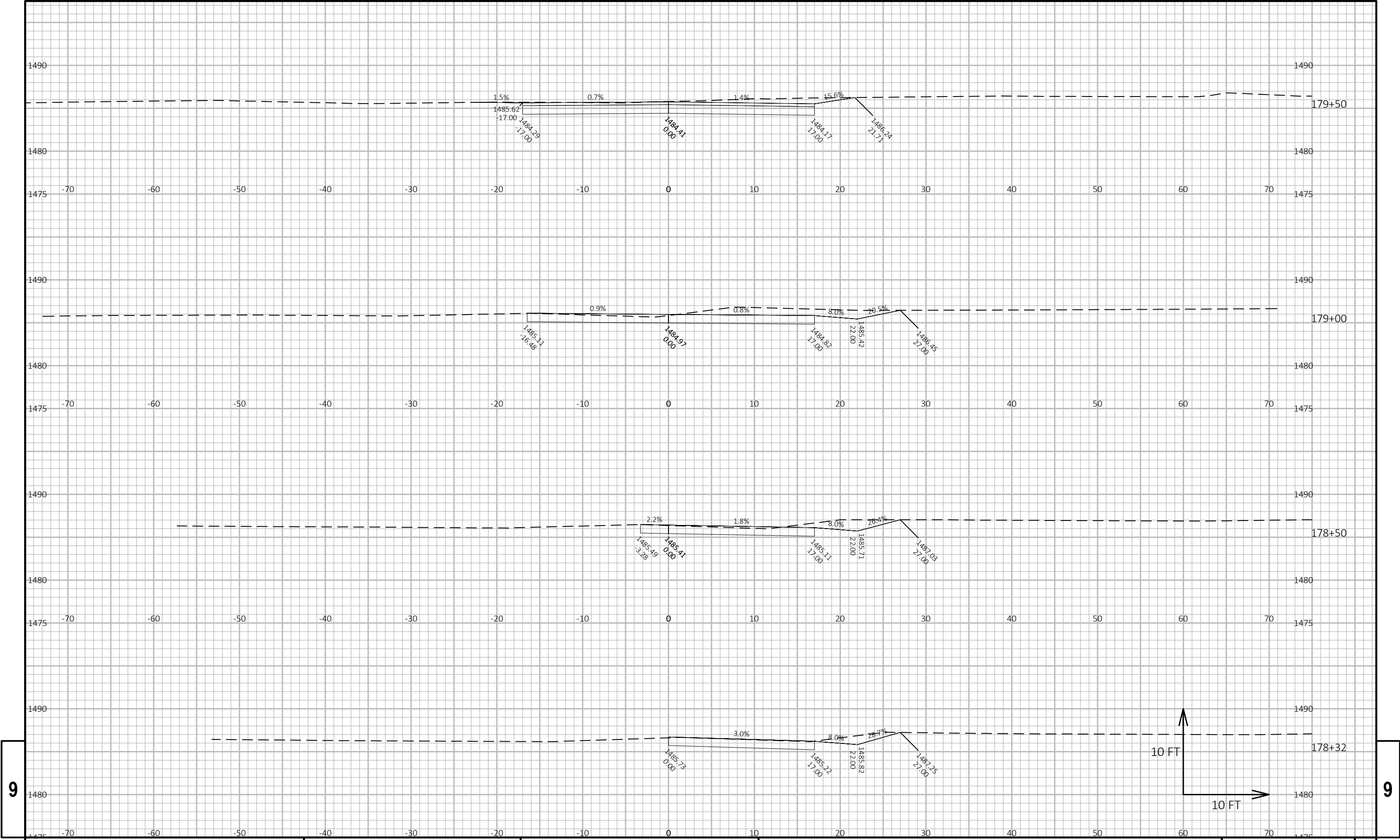
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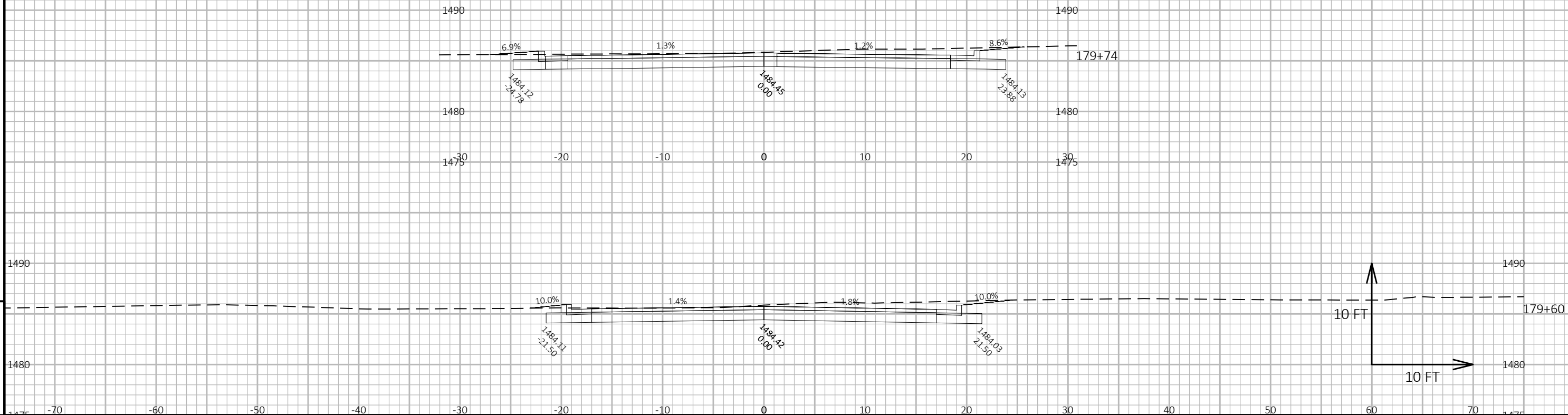
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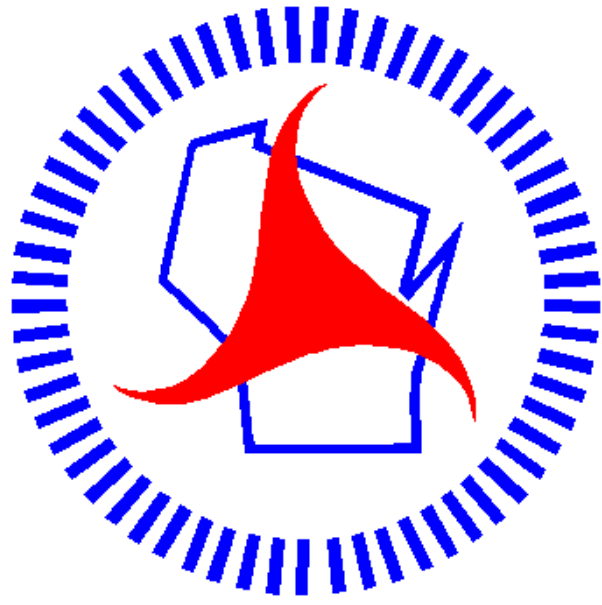
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